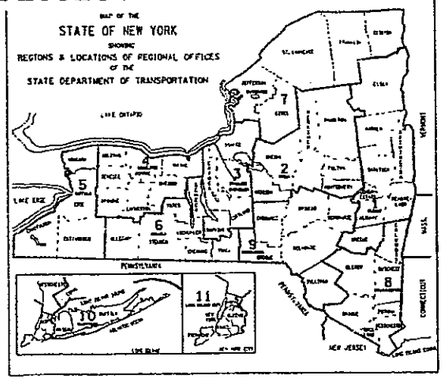
D259284



NON-RESTRICTED HIGHWAY

THE SECTION OF VAN WYCK EXPRESSWAY (I-678) WITHIN THE LIMITS OF THIS CONTRACT IS A NON-RESTRICTED HIGHWAY.

PROJECT LOCATION

THIS PROJECT IS LOCATED ON THE VAN WYCK EXPRESSWAY BETWEEN 86TH ROAD AND 91ST AVENUE IN QUEENS COUNTY, CITY OF NEW YORK.

BIN	BRIDGES INCLUDED IN CONTRACT
1-05571-0	HILLSIDE AVE. OVER VAN WYCK EXPWY.
1-05570-0	JAMAICA AVE. OVER VAN WYCK EXPWY.

CONTRACTOR'S NAME Bi County Paving Corp.
AWARD DATE 12/23/03
COMPLETION DATE 11/1/08
FINAL ACCEPTANCE DATE 5/6/09
REGIONAL DIRECTOR
ENGINEER IN CHARGE S. Nour
FINAL COST TOTAL
FISCAL SHARE COST(S)

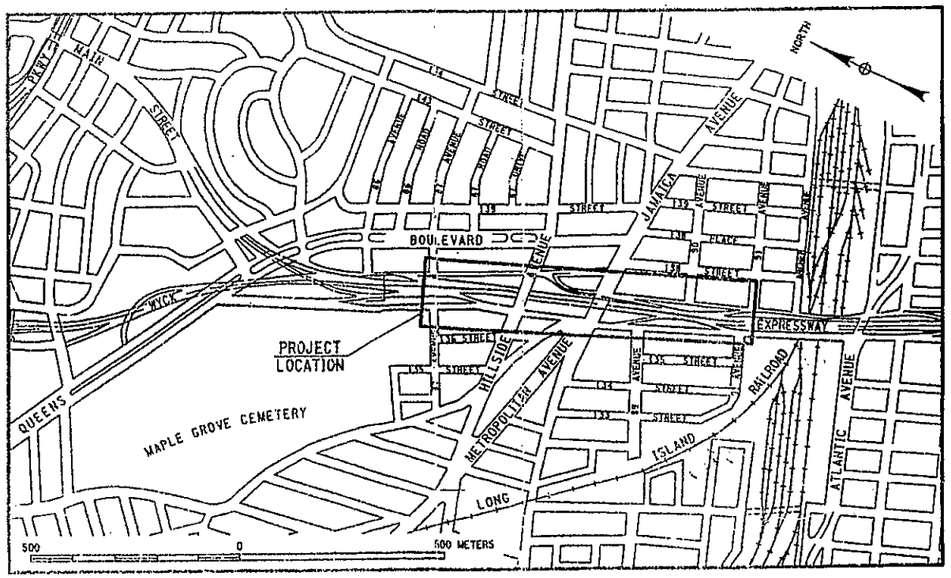
CHANGES MADE TO THESE PLANS AND RELATED CONTRACT DOCUMENTS SINCE COMPLETION BY THE CONSULTING ENGINEER MAY BE DETERMINED BY COMPARISON WITH SUCH PREFINAL PLANS AND RELATED DOCUMENTS FILED AT THE REGIONAL OFFICE OR THOSE FILED AT THE OFFICE OF THE CONSULTING ENGINEER.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
OFFICE OF ENGINEERING

REPLACEMENT OF HILLSIDE AVE. AND JAMAICA AVE. BRIDGES OVER INTERSTATE 678 IN NEW YORK CITY QUEENS COUNTY

214 SHEETS

CONTRACT D259284



LOCATION PLAN

APPROVED BY
DOUGLAS A. CURREY, P.E. DATE 7/2/02
REGIONAL DIRECTOR
NYSDOT, REGION 11

RECOMMENDED BY
SUBI CHAKRABORTI, P.E. DATE 7/25/02
DEPUTY REGIONAL DIRECTOR
NYSDOT, REGION 11

RECOMMENDED BY
NORIK TATEVOSSIAN, P.E. DATE 07/01/02
DIRECTOR OF STRUCTURES
NYSDOT, REGION 11

RECOMMENDED BY
PHIL SALERNO, P.E. DATE 7/19/02
DIRECTOR OF CONSTRUCTION
NYSDOT, REGION 11

RECOMMENDED BY
ALBERT J. GOLOWSKY, P.E. DATE 7/8/02
REGIONAL DESIGN ENGINEER
NYSDOT, REGION 11

RECOMMENDED BY
SONIA RIVERA, P.E. DATE 7/8/02
DIRECTOR OF OPERATIONS
NYSDOT, REGION 11

PLANS PREPARED AND RECOMMENDED BY
GENARO LOZANO, P.E. 067457 DATE
JINTO ENGINEERS & ARCHITECTS

D259284

STANDARD SHEETS

M203-2, M203-4, M203-6R1, M502-1, M502-7, M502-11 TO 24, M603-1, M604-5, M604-6R1, M604-7, M604-8, M606-8R1, M606-9R1, M606-12, M606-20, M606-27, M608-3R1, M609-2R1, M609-4R1 M619-3R1, M619-4, M619-5, M645-50, M645-51, M645-52, M645-55, M645-56, M645-80, M646-4, M646-5, M655-6, M655-8R2, M655-10R2, M655-11R1, M655-13R1, M685-1, M685-2R1, M685-3R1, M685-5R1 M606-5R1

TYPE OF CONSTRUCTION

BRIDGE REPLACEMENT PROJECT CONSISTING OF CONCRETE DECK SLAB AND STRUCTURAL STEEL REPLACEMENTS, CONSTRUCTION OF NEW ABUTMENTS AND PIER STEM, NEW BEARINGS, NEW JOINTS, AND NEW CONCRETE APPROACH SLABS.

ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (METRIC UNITS) OF JANUARY 2, 2002 EXCEPT AS MODIFIED ON THESE PLANS AND IN THE ITEMIZED PROPOSAL.

NEW YORK CITY MAINTENANCE NOTE

ALL WORK DONE UNDER THIS CONTRACT, WHEN COMPLETED, WILL BE MAINTAINED BY THE CITY OF NEW YORK IN ACCORDANCE WITH THE HIGHWAY LAW BY ARTICLE 12, SECTION 340-B, IF INTERSTATE, AND BY ARTICLE 12-B, SECTION 349-C, IF ARTERIAL.

ALL EXISTING SANITARY AND OTHER SEWERS NOT DEEMED TO BE PART OF THE PROJECT BY THE COMMISSIONER, WATER MAINS, HYDRANTS AND OTHER MUNICIPALLY OR PRIVATELY OWNED FACILITIES WITHIN THE LIMITS OF THE R.O.W. WHICH REMAIN IN SERVICE UNCHANGED AND ALL SUCH FACILITIES RELOCATED OR PROTECTED AS PART OF THE WORK PERFORMED UNDER THE PROJECT WHETHER CROSSING, LOCATED WITHIN OR ADJACENT TO THE R.O.W. SHALL BE MAINTAINED AS THE CASE MAY BE BY THE MUNICIPALITY OR BY THE AGENCY OR UNIT HAVING CONTROL OR JURISDICTION THEREOF AT NO COST OR EXPENSE TO THE STATE.

APPROVED PURSUANT TO THE PROVISION OF ARTICLE 12-B, SECTION 349-C, OF THE HIGHWAY LAW, BY THE MAYOR OF THE CITY OF NEW YORK.

DATE:
CERTIFICATE NO.:

APPROVED BY
IRIS WEINSHALL DATE
COMMISSIONER
COORDINATOR OF ARTERIAL HIGHWAYS
DEPARTMENT OF TRANSPORTATION, CITY OF NEW YORK

APPROVED BY
HENRY D. PERAINO, P.E. 12/16/02 DATE
CHIEF ENGINEER
DEPARTMENT OF TRANSPORTATION, CITY OF NEW YORK

APPROVED BY
JAY JABER, P.E. 12-16-02 DATE
ACTING ASSISTANT COMMISSIONER
OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION
DEPARTMENT OF TRANSPORTATION, CITY OF NEW YORK

VAN WYCK EXPRESSWAY			
BRIDGE REHABILITATION AND			
MAINLINE OPERATIONAL IMPROVEMENTS			
QUEENS COUNTY			
FED. ROAD REG. NO.	STATE	SHEET NO.	TOTAL SHEETS
1	N.Y.	1R1	211
FEDERAL AID PROJECT NO.			
CAPITAL PROJECT IDENTIFICATION NO.	X735.67.321, .302, .303, .304, .305		
INDEX ON SHEET NO. 2			

D259284

FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

DESIGN SUPERVISOR TZ JOB MANAGER GL DESIGNED BY NAG CHECKED BY BOB ESTIMATED BY RH DRAFTED BY JAE CHECKED BY BOB

D259284

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	2	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY

SHEET NO.	DWG. NO.	TITLE
1	--	TITLE SHEET
2	I-1	INDEX
3 TO 6	TS-1 TO TS-4	TYPICAL SECTIONS
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10	LEG-1	LEGEND
11	ABR-1	ABBREVIATIONS
12 TO 17	GEN-1 TO GEN-6	GENERAL NOTES
18	MPT-1	MAINTENANCE & PROTECTION OF TRAFFIC - GENERAL NOTES AND LEGEND
19 TO 21	MPT-2 TO MPT-4	MAINTENANCE & PROTECTION OF TRAFFIC - TYPICAL LANE CLOSURE DETAILS I, II & III
22	MPT-5	MAINTENANCE & PROTECTION OF TRAFFIC - HILLSIDE AVENUE DETOUR
23	MPT-6	MAINTENANCE & PROTECTION OF TRAFFIC - JAMAICA AVENUE DETOUR
24,25	MPT-7 & MPT-8	MAINTENANCE & PROTECTION OF TRAFFIC - V.W.E. NB AND SB DETOURS
26,27	MPT-9 & MPT-10	MAINTENANCE & PROTECTION OF TRAFFIC - SIGN DATA SHEET
28	MPT-11	MAINTENANCE & PROTECTION OF TRAFFIC - SEQUENCE OF CONSTRUCTION AND TYPICAL SECTION
29 TO 31	MPT-12 TO MPT-14	MAINTENANCE & PROTECTION OF TRAFFIC - PHASE I
32 TO 34	MPT-15 TO MPT-17	MAINTENANCE & PROTECTION OF TRAFFIC - PHASE II
35	MPT-18	MAINTENANCE & PROTECTION OF TRAFFIC - MISCELLANEOUS DETAILS
36,37	BT-1 & BT-2	BASELINE TIES
38	MJ-1	TABLE OF HIGHWAY MAINTENANCE JURISDICTION
39,40	MT-1 & MT-2	MISCELLANEOUS TABLES
41,42	DT-1 & DT-2	DRAINAGE TABLE
43	MD-1	MISCELLANEOUS DETAILS
44,45	MD-2 & MD-3	MISCELLANEOUS DETAILS DRAINAGE
46,47	EC-1 & EC-2	MISCELLANEOUS DETAILS EROSION CONTROL
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55	SSD-1	SIGN STRUCTURE LINE DIAGRAM
56	SD644-1M3	OVERHEAD SIGN STRUCTURE - CANTILEVER
57	SD644-2M3	OVERHEAD SIGN STRUCTURE - SPAN TYPE STRUCTURE
58	SD644-3M1	OVERHEAD SIGN STRUCTURE - STEEL TRUSS DETAILS
59	SD644-4M1	OVERHEAD SIGN STRUCTURE - STEEL POST DETAILS
60 TO 62	PVP-1 TO PVP-3	SIGNING AND PAVEMENT MARKING PLAN
63 TO 65	ITS-1 TO ITS-3	ITS - GENERAL PLAN
66	ITS-4	ITS- PULL BOX DETAILS
67,68	ITS-5 & ITS-6	ITS - CONDUIT INSTALLATION DETAILS 1 & 2
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73 TO 81	LD-1 TO LD-9	LANDSCAPE DRAWINGS
		BRIDGE PLANS - HILLSIDE AVENUE
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83	HA-02	PROFILES
84	BLP-1	BORING LOCATION PLAN AND GENERAL SUBSURFACE
85	HA-03	EXISTING PLAN
86	HA-04	SUBSTRUCTURE LAYOUT PLAN
87	HA-05	SUGGESTED EXCAVATION SEQUENCE
88	HA-06	WEST ABUTMENT PLAN AND ELEVATION
89	HA-07	WEST ABUTMENT REINFORCEMENT PLAN
90	HA-08	WEST ABUTMENT SECTION AND DETAILS
91	HA-09	PERMANENT SOLDIER PILE AND LAGGING WALL
92	HA-10	PIER PLAN AND ELEVATION
93	HA-11	PIER REINFORCEMENT (ELEVATION AND SECTION)
94	HA-12	EAST ABUTMENT PLAN AND ELEVATION
95	HA-13	EAST ABUT. FOOTING REINFORCEMENT PLAN
96	HA-14	EAST ABUT. REINFORCEMENT PLAN
97	HA-15	EAST ABUTMENT SECTION AND DETAILS
98	HA-16	RETAINING WALL NO. 1 & 4
99	HA-17	PEDESTAL DETAILS (ABUTMENTS AND PIER)
100	HA-18	NORTHWEST WINGWALL ELEVATION
101	HA-19	SOUTHWEST WINGWALL ELEVATION
102	HA-20	NORTHWEST & SOUTHWEST WINGWALL REINFORCEMENT
103	HA-21	NORTHWEST & SOUTHWEST WINGWALL SECTIONS
104	HA-22	NORTHEAST WINGWALL ELEVATION
105	HA-23	SOUTHEAST WINGWALL ELEVATION
106	HA-24	NORTHEAST & SOUTHEAST WINGWALL REINFORCEMENT
107	HA-25	PROPOSED FRAMING PLAN
108	HA-26	STRINGER ELEVATION AND SECTIONS
109	HA-27	MISCELLANEOUS STEEL DETAILS
110	HA-28	CAMBER TABLE
111	HA-29	HAUNCH TABLE
112	HA-30	MOMENT, SHEAR AND LOAD TABLES
113	HA-31	TRANSVERSE SECTIONS
114	HA-32	DECK REINFORCEMENT PLAN
115	HA-33	DECK REINFORCEMENT CORNER & OTHER MISC. DETAILS
116	HA-34	APPROACH SLAB DETAILS

SHEET NO.	DWG. NO.	TITLE
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118	HA-36	ELASTOMERIC BEARING DETAILS (1 OF 2)
119	HA-37	ELASTOMERIC BEARING DETAILS (2 OF 2)
120	HA-38	MISCELLANEOUS DETAILS (1 OF 2)
121	HA-39	MISCELLANEOUS DETAILS (2 OF 2)
122	HA-40	PEDESTRIAN FENCING DETAILS
123,123A1	HA-41	UTILITY PLAN, ELEVATION AND DETAILS
124	HA-42	TEMPORARY UTILITY RELOCATION PLAN
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134	JA-02	PROFILES
135	BLP-1	BORING LOCATION PLAN AND GENERAL SUBSURFACE
136	JA-03	EXISTING PLAN
137	JA-04	SUBSTRUCTURE LAYOUT PLAN
138	JA-05	SUGGESTED EXCAVATION SEQUENCE
139	JA-06	WEST ABUTMENT PLAN AND ELEVATION
140	JA-07	WEST ABUTMENT REINFORCEMENT PLAN
141	JA-08	WEST ABUTMENT SECTION AND DETAILS
142	JA-09	PERMANENT SOLDIER PILE AND LAGGING WALL
143	JA-10	PIER PLAN AND ELEVATION
144	JA-11	PIER REINFORCEMENT (ELEVATION AND SECTION)
145	JA-12	EAST ABUTMENT PLAN AND ELEVATION
146	JA-13	EAST ABUT. FOOTING REINFORCEMENT PLAN
147	JA-14	EAST ABUT. REINFORCEMENT PLAN
148	JA-15	EAST ABUTMENT SECTION AND DETAILS
149	JA-16	RETAINING WALL NO. 2 & 3
150	JA-17	PEDESTAL DETAILS (ABUTMENTS AND PIER)
151	JA-18	NORTHWEST WINGWALL ELEVATION
152	JA-19	SOUTHWEST WINGWALL ELEVATION
153	JA-20	NORTHWEST & SOUTHWEST WINGWALL REINFORCEMENT
154	JA-21	NORTHWEST & SOUTHWEST WINGWALL SECTIONS
155	JA-22	NORTHEAST WINGWALL ELEVATION
156	JA-23	SOUTHEAST WINGWALL ELEVATION
157	JA-24	NORTHEAST & SOUTHEAST WINGWALL REINFORCEMENT
158	JA-25	PROPOSED FRAMING PLAN
159	JA-26	STRINGER ELEVATION AND SECTIONS
160	JA-27	MISCELLANEOUS STEEL DETAILS
161	JA-28	CAMBER TABLE
162	JA-29	HAUNCH TABLE
163	JA-30	MOMENT, SHEAR AND LOAD TABLES
164	JA-31	TRANSVERSE SECTIONS
165	JA-32	DECK REINFORCEMENT PLAN
166	JA-33	DECK REINFORCEMENT CORNER & OTHER MISC. DETAILS
167	JA-34	APPROACH SLAB DETAILS
168	JA-35	ARMORED JOINT SYSTEM WITH COMPRESSION SEAL DETAILS
169	JA-36	ELASTOMERIC BEARING DETAILS (1 OF 2)
170	JA-37	ELASTOMERIC BEARING DETAILS (2 OF 2)
171	JA-38	MISCELLANEOUS DETAILS (1 OF 2)
172	JA-39	MISCELLANEOUS DETAILS (2 OF 2)
173	JA-40	PEDESTRIAN FENCING DETAILS
174	JA-41	UTILITY PLAN, ELEVATION AND DETAILS
175,175A1	JA-42	TEMPORARY UTILITY RELOCATION PLAN
176	JA-43	SUGGESTED CONSTRUCTION SEQUENCE
177	JA-44	LOCATION OF TEMPORARY BENTS FOR ROLL IN / ROLL OUT OPERATION
178 TO 183	JA-45 TO 50	BARLIST TABLE
184	JA-51	BAR BENDING DIAGRAM
185 TO 194	TA-1 - TA-10	MTA TUNNEL DRAWINGS
195 TO 197	WM-1 TO WM-3	NYCDEP DRAWING (HILLSIDE AVE.)
198 TO 200	WM-4 TO WM-6	NYCDEP DRAWING (JAMAICA AVE.)
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202	GM-2	PROPOSED GASMAIN DETAILS & NOTES (JAMAICA AVE.)
203	EL-1	TEMPORARY LIGHTING PLAN (HILLSIDE AVE.)
204	EL-2	PERMANENT LIGHTING PLAN (HILLSIDE AVE.)
205	EL-3	TEMPORARY LIGHTING PLAN (JAMAICA AVE.)
206	EL-4	PERMANENT LIGHTING PLAN (JAMAICA AVE.)
207	EL-5	WIRING DIAGRAM
208	EL-6	MISCELLANEOUS ELECTRICAL DETAILS
209 TO 211	SG-1 TO SG-3	SIGNAL PLANS

AS BUILT REVISIONS

SIGNATURE DATE

INDEX OF DRAWINGS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
I-1	N.A.	NOV. 2002	REGION 11

HNTB

G.L. ____ S.L.O. ____ S.M.C. ____ S.Z. ____

CHECKED BY ____ DRAFTED BY ____ CHECKED BY ____ DESIGNED BY ____ CHECKED BY ____ ESTIMATED BY ____

IN CHARGE OF ____

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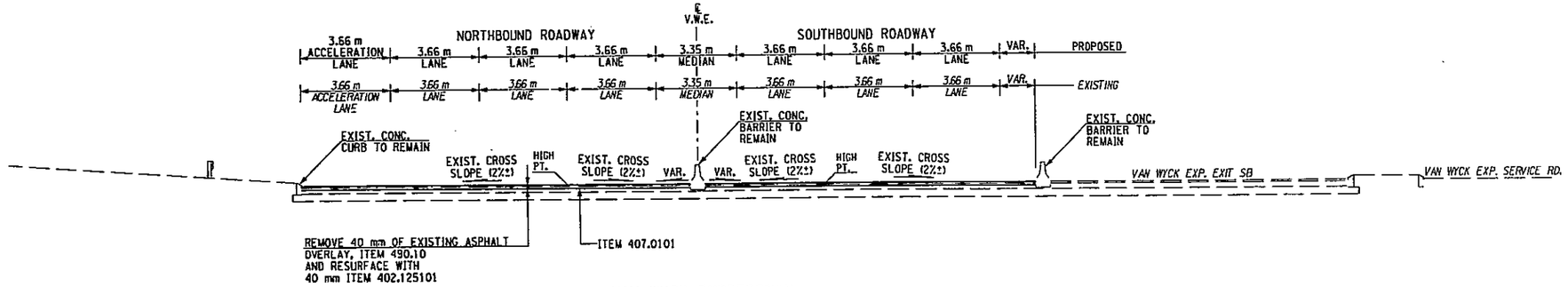
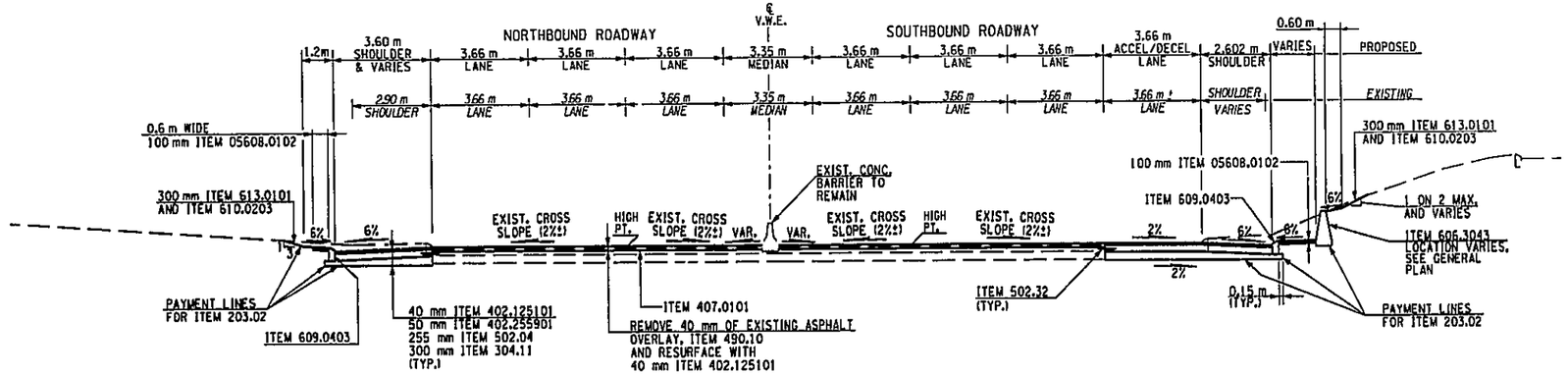
FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	3	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



VAN WYCK EXPRESSWAY
STA. 1+000 TO STA. 1+070±



VAN WYCK EXPRESSWAY
STA. 1+070± TO STA. 1+222±

ITEM NO.	DESCRIPTION	UNIT	ITEM NO.	DESCRIPTION	UNIT
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CM	606.3043	SINGLE SLOPE CONCRETE MEDIAN BARRIER (CAST-IN-PLACE)	M
203.03	EMBANKMENT IN PLACE	CM	05608.0102	COLORED AND IMPRINTED PORTLAND CEMENT CONCRETE SIDEWALK	CM
304.11	SUBBASE COURSE, TYPE 1	CM	609.0403	CAST-IN-PLACE CONCRETE CURB, TYPE M150	M
402.125101	12.5 mm F1 SUPERPAVE HMA, 50 SERIES COMPACTION	MT	610.0203	ESTABLISHING TURF	SM
402.255901	25 mm F9 SUPERPAVE HMA, 50 SERIES COMPACTION	MT	613.0101	TOPSOIL	CM
407.0101	TACK COAT	L			
490.10	PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE	SM			
502.04	CEMENT CONCRETE PAVEMENT, REINFORCED, CLASS C	CM			
502.32	LONGITUDINAL JOINT TIES (GROUT TYPE)	EA			

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

TYPICAL SECTIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
TS-1	N.T.S.	JAN. 2003	11

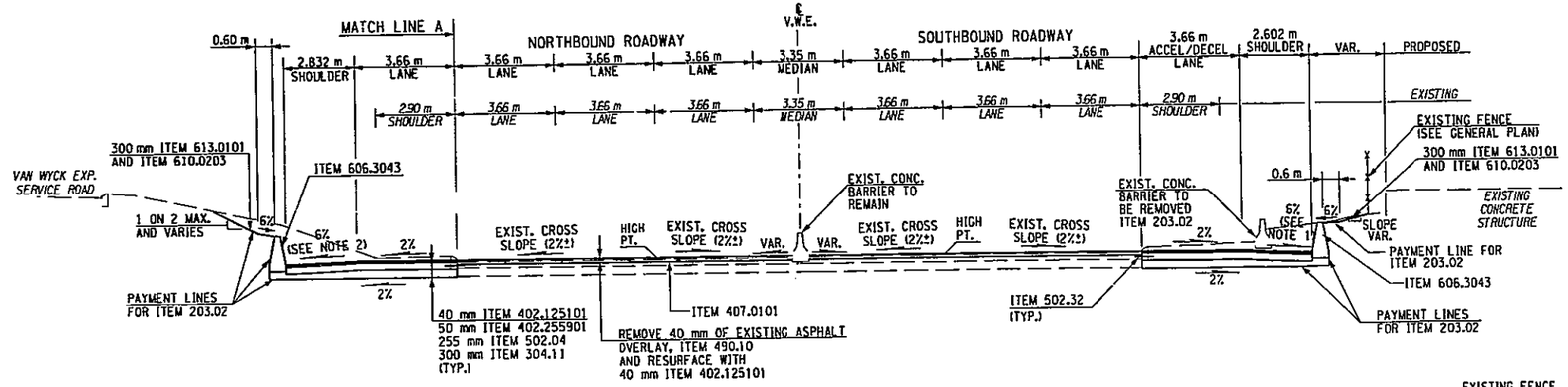
HNTB

S.Z. ESTIMATED BY S.M.C. DRAFTED BY S.L.O. CHECKED BY G.L.
S.Z. DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY

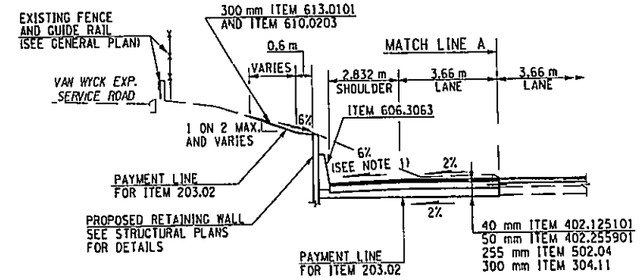
FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	4	211

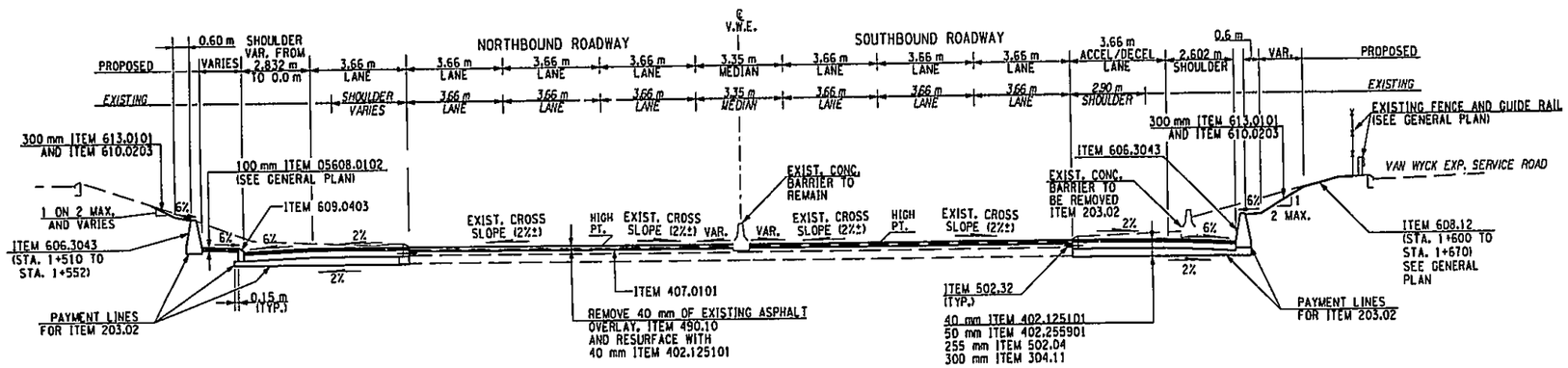
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



VAN WYCK EXPRESSWAY
STA. 1+222± TO STA. 1+510±



WALL NO. 1 - STA. 1+268± TO STA. 1+285.2
WALL NO. 2 - STA. 1+345 TO STA. 1+425±
WALL NO. 3 - STA. 1+452± TO STA. 1+510



VAN WYCK EXPRESSWAY
STA. 1+510± TO STA. 1+670±

ITEM NO.	DESCRIPTION	UNIT	ITEM NO.	DESCRIPTION	UNIT
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CM	08520.5014	SAWCUTTING ASP. PAVEMENT, CONC. PAVEMENT OR ASP. OVERLAY ON CONC. PAVT.	M
203.03	EMBANKMENT IN PLACE	CM	606.3043	SINGLE SLOPE CONCRETE MEDIAN BARRIER (CAST-IN-PLACE)	M
304.11	SUBBASE COURSE, TYPE 1	CM	606.3063	SINGLE SLOPE CONCRETE HALF SECTION BARRIER (CAST-IN-PLACE)	M
402.125101	12.5 mm F1 SUPERPAVE HMA, 50 SERIES COMPACTION	MT	05608.0102	COLORED AND IMPRINTED PORTLAND CEMENT CONCRETE SIDEWALK	CM
402.255901	25 mm F9 SUPERPAVE HMA, 50 SERIES COMPACTION	MT	608.12	PRECAST CONCRETE BLOCK PAVED SIDEWALKS AND DRIVEWAYS	SM
407.0101	TACK COAT	L	609.0403	CAST-IN-PLACE CONCRETE CURB, TYPE M150	M
490.10	PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE	SM	610.0203	ESTABLISHING TURF	SM
502.04	CEMENT CONCRETE PAVEMENT, REINFORCED, CLASS C	CM	613.0101	TOPSOIL	CM
502.32	LONGITUDINAL JOINT TIES (GROUT TYPE)	EA			

NOTES:

1) TRANSITION SHOULDER CROSS SLOPE FROM 6% TO 2% FROM STA. 1+370 TO STA. 1+380. MAINTAIN 2% CROSS SLOPE TO STA. 1+430 AND TRANSITION FROM 2% BACK TO 6% FROM STA. 1+430 TO STA. 1+440, SOUTHBOUND ROADWAY.

2) TRANSITION SHOULDER CROSS SLOPE FROM 6% TO 2% FROM STA. 1+370 TO STA. 1+380. MAINTAIN 2% CROSS SLOPE TO STA. 1+480 AND TRANSITION FROM 2% BACK TO 6% FROM STA. 1+480 TO STA. 1+490, NORTHBOUND ROADWAY.

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

TYPICAL SECTIONS

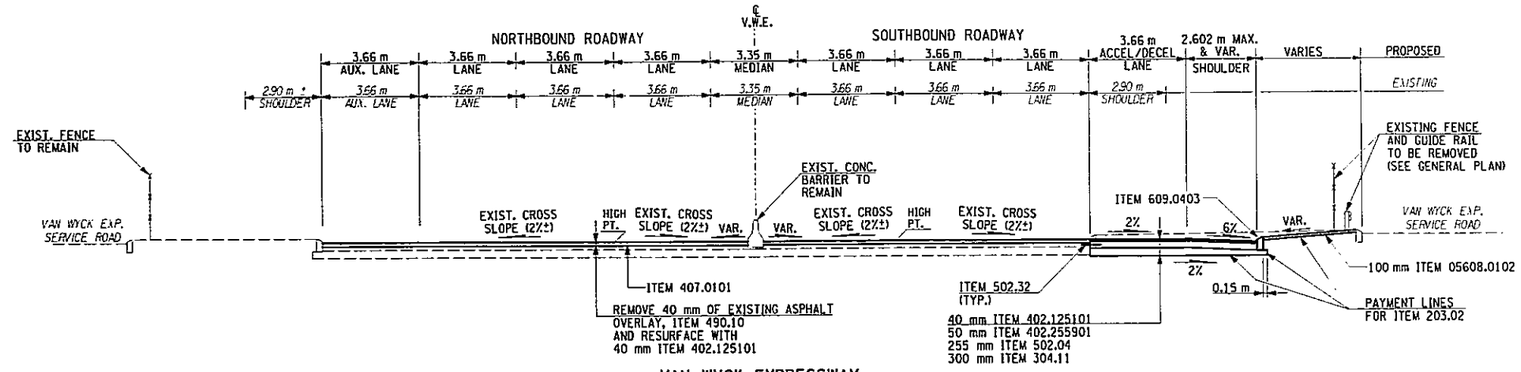
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
TS-2	N.T.S.	NOV. 2002	11

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY
DRAFTED BY S.M.C. ESTIMATED BY S.Z. CHECKED BY G.L. QUANTITIES BY
FILE NAME = $FILE$ $TIME$
DATE/TIME = $DATE$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	5	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101		QUEENS COUNTY		



VAN WYCK EXPRESSWAY
STA. 1+670± TO STA. 1+795

ITEM NO.	DESCRIPTION	UNIT	ITEM NO.	DESCRIPTION	UNIT
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CM	05608.0102	COLORED AND IMPRINTED PORTLAND CEMENT CONCRETE SIDEWALK	CM
203.03	EMBANKMENT IN PLACE	CM	609.0403	CAST-IN-PLACE CONCRETE CURB, TYPE M150	M
304.11	SUBBASE COURSE, TYPE 1	CM	610.0203	ESTABLISHING TURF	SM
402.125101	12.5 mm F1 SUPERPAVE HMA, 50 SERIES COMPACTION	MT	613.0101	TOPSOIL	CM
402.255901	25 mm F9 SUPERPAVE HMA, 50 SERIES COMPACTION	MT			
407.0101	TACK COAT	L			
490.10	PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE	SM			
502.04	CEMENT CONCRETE PAVEMENT, REINFORCED, CLASS C	CM			
502.32	LONGITUDINAL JOINT TIES (GROUT TYPE)	EA			

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

TYPICAL SECTIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
TS-3	N.T.S.	NOV. 2002	11

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY
ESTIMATED BY S.M.C. DRAFTED BY S.L.D. CHECKED BY G.L.

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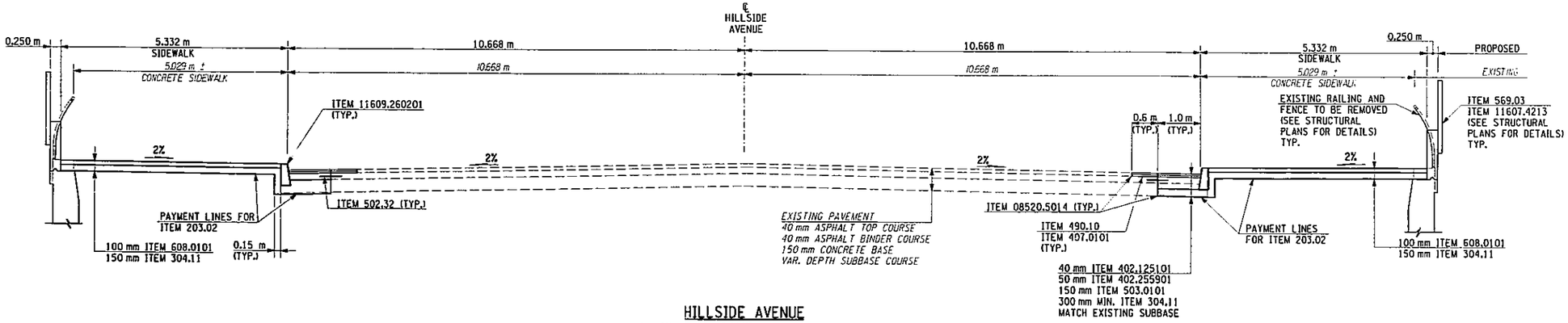
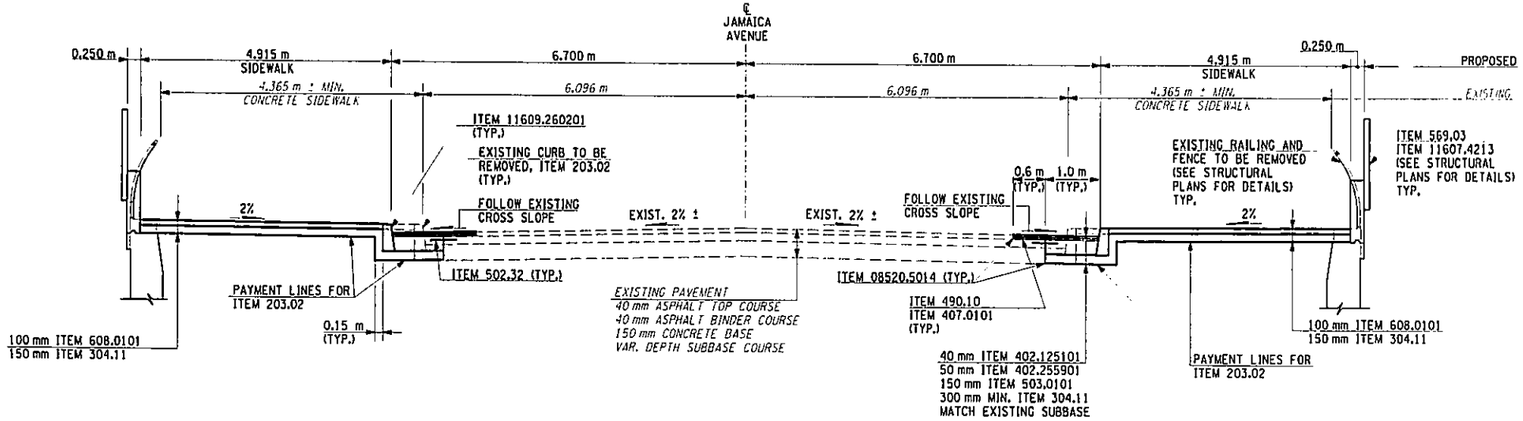
FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	6	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



HILLSIDE AVENUE
NORTH AND SOUTH APPROACHES



JAMAICA AVENUE
NORTH AND SOUTH APPROACHES

ITEM NO.	DESCRIPTION	UNIT	ITEM NO.	DESCRIPTION	UNIT
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CM	08520.5014	SAWCUTTING ASP. PAVEMENT, CONC. PAVEMENT OR ASP. OVERLAY ON CONC. PAVT.	M
203.03	EMBANKMENT IN PLACE	CM	569.03	VERTICAL FACED CONCRETE PARAPET	M
304.11	SUBBASE COURSE, TYPE 1	CM	606.32	HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING	M
402.125101	12.5 mm F1 SUPERPAVE HMA, 50 SERIES COMPACTION	MT	11607.4213	PARAPET FENCING - 950 mm TO 1050 mm	M
402.255901	25 mm F9 SUPERPAVE HMA, 50 SERIES COMPACTION	MT	608.0101	CONCRETE SIDEWALKS AND DRIVEWAYS	CM
407.0101	TACK COAT	L	11609.260201	150 mm STEEL FACED CURB, TYPE D	M
490.10	PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE	SM			
502.32	LONGITUDINAL JOINT TIES (GROUT TYPE)	EA			
503.0101	CEMENT CONCRETE FOUNDATION, UNREINFORCED, CLASS C	CM			

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

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TYPICAL SECTIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
TS-1	N.T.S.	NOV. 2002	

HNTB

G.L. CHECKED BY S.L.D. DRAFTED BY S.M.C. ESTIMATED BY S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY S.Z. DESIGN SUPERVISOR

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ESTIMATE OF QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
201.06 M	CLEARING AND GRUBBING	LS	NEC
202.1201 M	REMOVING EXISTING SUPERSTRUCTURES	LS	NEC
202.1202 M	REMOVING EXISTING SUPERSTRUCTURES	LS	NEC
202.19 M	REMOVAL OF SUBSTRUCTURES	CM	2250.00
203.02 M	UNCLASSIFIED EXCAVATION AND DISPOSAL	CM	5716.00
203.03 M	EMBANKMENT IN PLACE	CM	199.00
203.07 M	SELECT GRANULAR FILL	CM	101.00
203.1601 M	APPLYING WATER	PDD	548.00
203.18 M	CLEANING CLOSED DRAINAGE SYSTEMS	M	1000.00
203.19 M	CLEANING DRAINAGE STRUCTURES AND MANHOLES	EACH	26.00
203.21 M	SELECT STRUCTURE FILL	CM	5100.00
206.01 M	STRUCTURE EXCAVATION	CM	8650.00
206.02 M	TRENCH AND CULVERT EXCAVATION	CM	1052.00
206.03 M	CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATIO N	M	500.00
10206.0301 M	CONDUIT EXCAVATION AND BACKFILL - (RESTORING TOP SURFACES NOT INCLUDED)	M	70.00
11206.0312 M	CONDUIT INSTALLED ON ABOVE GRADE STRUCTURES	M	260.00
206.04 M	TRENCH AND CULVERT EXCAVATION - O.G.	CM	120.00
207.10 M	GEOTEXTILE BEDDING	SQM	160.00
207.15 M	PREFABRICATED COMPOSITE STRUCTURAL DRAIN	SQM	1530.00
209.08 M	SILT FENCE	M	951.00
10209.11 M	TEMPORARY SEDIMENT FILTER BAG FOR DRAINAGE STRUCTURES	EACH	42.00
210.5021 M	REMOVAL AND DISPOSAL OF CONCRETE ENCASED ASBESTOS CONTAINING PIPE (BV 12)	M	200.00
210.5131 M	REMOVAL AND DISPOSAL OF UNDERGROUND ASBESTOS-CONTAINING PIPE (BV 12)	M	360.00
210.5431 M	REMOVAL AND DISPOSAL OF ASBESTOS-CONTAINING CAULKING(BV 12)	M	75.00
210.5512 M	REMOVAL AND DISPOSAL OF ASBESTOS CONTAINING ASPHALT(BV 8)	SQM	3000.00
210.9901 M	REMOVAL AND DISPOSAL OF MISCELLANEOUS ASBESTOS-CONTAINING MA TERIALS	M	10.00
210.9912 M	REMOVAL AND DISPOSAL OF MISCELLANEOUS ASBESTOS-CONTAINING MA TERIALS (BV 12)	SQM	1535.00
304.11 M	SUBBASE COURSE, TYPE 1	CM	2332.00
402.125101 M	12.5MM F1 SUPERPAVE HMA, 50 SERIES COMPACTION	MT	2854.00
402.125111 M	PLANT PRODUCTION QUALITY ADJUSTMENT TO 402.125101 M	FQU	143.00
402.255901 M	25MM F9 SUPERPAVE HMA, 50 SERIES COMPACTION	MT	808.00
402.255911 M	PLANT PRODUCTION QUALITY ADJUSTMENT TO 402.402.255901 M	FQU	40.00
407.01 M	TACK COAT	L	6653.00
490.10 M	PRODUCTION COLD MILLING BITUMINOUS CONCRETE	SQM	21973.00
502.04 M	CEMENT CONCRETE PAVEMENT, REINFORCED,CLASS C	CM	1639.00
502.10 M	METAL REINFORCEMENT FOR CONCRETE PAVEMENT-3M WIDE OR GREATER	SQM	6426.00
502.20 M	TRANSVERSE JOINT SUPPORTS (ALL TYPES)	M	333.00

ESTIMATE OF QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
502.30 M	LONGITUDINAL JOINT TIES	EACH	977.00
502.32 M	LONGITUDINAL JOINT TIES, (GROUT TYPE)	EACH	1689.00
503.0101 M	CEMENT CONCRETE FOUNDATION FOR PAVEMENT, UNREINFORCED, CLASS C	CM	23.00
08520.5014 M	SAW CUTTING, ASPHALT PAVEMENT, ASPHALT SURFACE COURSE, CONCRETE PAVEMENT OR ASPHALT OVERLAY ON CONCRETE PAVEMENT	M	290.00
17551.0450 M	SOLDIER PILE WALL WITH LAGGING (PERMANENT)	SQM	672.00
17551.0462 M	INSTALLING SOLDIER PILES FOR SOLDIER PILE AND LAGGING WALL	M	608.00
17551.0463 M	INSTALLING LAGGING FOR SOLDIER PILEAND LAGGING WALL	SQM	1510.00
17551.4020 M	FURNISHING EQUIPMENT FOR INSTALLING BORED-IN PILES	LS	NEC
17551.4021 M	PERMANENT CASING FOR BORED-IN PILES	M	1304.00
17551.5020 M	STATIC AXIAL COMPRESSIVE LOAD TEST	EACH	2.00
17551.9924 M	BORED-IN PILES - WITH EXTENDED LENGTHS DESIGN LOAD LESS THAN 900 KN	EACH	54.00
552.13 M	TEMPORARY STEEL SHEETING	SQM	790.00
555.0104 M	FOOTING CONCRETE CLASS A ONO CONCRETE CLASS SUBSTITUTIONS ALLOWED, EXCEPT AS PERMITTED IN SUBSECTION 555-3.12	CM	1068.00
555.09 M	CONCRETE FOR STRUCTURES, CLASS HP	CM	1672.00
556.0201 M	UNCOATED BAR REINFORCEMENT FOR CONCRETE STRUCTURES	KG	3280.00
556.0202 M	EPOXY-COATED BAR REINFORCEMENT FOR STRUCTURES	KG	229000.0
556.03 M	STUD SHEAR CONNECTORS FOR BRIDGES	EACH	17112.00
557.01 M	SUPERSTRUCTURE SLAB WITH INTEGRAL WEARING SURFACE - BOTTOM FORMWORK REQUIRED	SQM	2360.00
557.20 M	STRUCTURAL APPROACH SLAB WITH INTEGRAL WEARING SURFACE	SQM	288.00
18559.1696 M	PROTECTIVE SEALING OF STRUCTURAL CONCRETE	SQM	526.00
18559.1896 M	PROTECTIVE SEALING OF STRUCTURAL CONCRETE ON NEW BRIDGE DECKS AND BRIDGE DECK OVERLAYS	SQM	2360.00
560.01 M	DIMENSION STONE MASONRY	SQM	405.00
10560.1303 M	INSTALL STORED STONE MASONRY	SQM	320.00
11560.21 M	REMOVE AND STORE STONE MASONRY	SQM	320.00
11564.3001 M	TEMPORARY SUPPORT SYSTEM	LS	NEC
11564.3002 M	TEMPORARY SUPPORT SYSTEM	LS	NEC
564.5101 M	STRUCTURAL STEEL	KG	424300.0
564.5102 M	STRUCTURAL STEEL	KG	43000.00
565.2032 M	TYPE E.B EXPANSION BEARING (251 TO 500 KN)	EACH	56.00
565.2035 M	TYPE E.B EXPANSION BEARING (OVER 1000 KN)	EACH	28.00
16565.4995 M	BEARING REMOVAL	EACH	72.00
567.33 M	ARMORED JOINT SYSTEM WITH COMPRESSION SEAL - TYPE A3	M	118.00
569.03 M	VERTICAL FACED CONCRETE PARAPET	M	280.00
572.010001 M	STRUCTURAL STEEL PAINT SYSTEM: SHOP APPLIED	SQM	4510.00
580.01 M	REMOVAL OF STRUCTURAL CONCRETE	CM	416.00
580.04 M	REMOVAL OF CONCRETE APPROACH SLAB	SQM	288.00

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QUEENS COUNTY
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AS BUILT REVISIONS

SIGNATURE DATE

ESTIMATE OF QUANTITIES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FILENAME	REGION	DATE	DRAWING NO.

ESTIMATE OF QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
586.01 M	DRILLING AND GROUTING BOLTS, OR REINFORCING BARS	MM	359400.0
587.01 M	BRIDGE RAILING REMOVAL AND DISPOSAL	M	280.00
603.6002 M	REINFORCED CONCRETE PIPE CLASS III, 375 MILLIMETER DIAMETER	M	75.40
603.77 M	CONCRETE COLLARS	EACH	6.00
604.071101 M	ALTERING DRAINAGE STRUCTURES, LEACHING BASINS AND MANHOLES	EACH	1.00
604.071102 M	ALTERING DRAINAGE STRUCTURES, LEACHING BASINS AND MANHOLES	EACH	6.00
11604.0726 M	CONNECTION TO EXISTING DRAINAGE FACILITIES	EACH	1.00
604.300691 M	RECTANGULAR DRAINAGE STRUCTURE TYPE F FOR PARALLEL BAR #11 PCB FRAME	M	1.00
604.302091 M	RECTANGULAR DRAINAGE STRUCTURE TYPE T FOR PARALLEL BAR #11 PCB FRAME	M	12.00
606.3021 M	CONCRETE BARRIER TYPE A (CAST-IN-PLACE)	M	20.00
606.3043 M	SINGLE-SLOPE CONCRETE MEDIAN BARRIER (CAST-IN-PLACE)	M	526.00
606.3063 M	SINGLE-SLOPE CONCRETE HALF SECTION BARRER (CAST-IN-PLACE)	M	300.00
606.32 M	HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING	M	184.00
606.34 M	ANCHORAGE UNITS FOR HEAVY POST BLOCKED- OUT CORRUGATED BEAM GUIDE RAILING	EACH	4.00
606.71 M	REMOVING AND DISPOSING CORRUGATED BEAM GUIDE RAILING	M	147.00
606.7910 M	REMOVING AND DISPOSING ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDE RAILING AND MEDIAN BARRIER	EACH	6.00
16607.0640 M	PEDESTRIAN FENCING FOR BRIDGES	M	280.00
11607.21 M	REMOVE AND DISPOSE OF CHAIN LINK FENCE	M	210.00
607.3103 M	OPTIONAL CHAIN-LINK FENCE, TYPE I, WITH TOP TENSION WIRE 2440 MILLIMETER HIGH	M	160.00
608.0101 M	CONCRETE SIDEWALKS AND DRIVEWAYS	CM	423.00
05608.0102 M	COLORED AND IMPRINTED PORTLAND CEMENT CONCRETE SIDEWALK	CM	92.00
608.020101 M	ASPHALT CONCRETE SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS	MT	86.00
608.020110 M	PLANT PRODUCTION QUALITY ADJUSTMENT TO 608.020101 M	FQU	5.00
608.12 M	PRECAST CONCRETE BLOCK PAVED SIDEWALKS AND DRIVEWAYS (GRANULAR MATERIAL SETTING BED)	SQM	214.00
24608.50 M	DETECTABLE WARNING SURFACE	SQM	9.30
609.0403 M	CAST-IN-PLACE CONCRETE CURB TYPE M150	M	415.00
11609.260201 M	CONCRETE CURB, STEEL FACED (NYC) TYPE D	M	150.00
11609.2652 M	STEEL FACING FOR CURB ON STRUCTURES (NYC), TYPE D	M	280.00
11610.0102 M	MYCORRHIZAL FUNGI MIXTURE	EACH	642.00
11610.0103 M	ENDOMYCORRHIZAL FUNGI AND BACTERIA MIX	KG	920.00
11610.0194 M	APPLYING COMPOST	CM	126.00
610.0203 M	ESTABLISHING TURF	SQM	4182.00
611.010185 M	PLANTING MAJOR DECIDUOUS TREE SPECIES, SEE CONTRACT DOCUMENTS, 90 MM CALIPER, BALLED & BURLAPPED,NURS GRWN,SPRNG PLNTING	EACH	69.00
611.020113 M	PLANTING MINOR DECIDUOUS TREE SPECIES (SEE CONTRACT DOCUMENTS) OTHER SIZE (AS SPECIFIED) BALLED & BURLAPPED	EACH	50.00
611.030183 M	PLANTING CONIFEROUS TREE SPECIES (SEE CONTRACT DOCUMENTS) 2.50 METER HEIGHT B&B, NURSERY GROWN	EACH	38.00
611.040152 M	PLANTING DECIDUOUS SHRUB SPECIES (SEE CONTRACT DOCUMENTS) 0.90 METER HEIGHT/SPREAD BALLED & BURLAPPED	EACH	32.00
611.040162 M	PLANTING DECIDUOUS SHRUB SPECIES (SEE CONTRACT DOCUMENTS) 1.25 METER HEIGHT/SPREAD BALLED & BURLAPPED	EACH	15.00

ESTIMATE OF QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
611.040182 M	PLANTING DECIDUOUS SHRUBS (SEE CONTRACT DOCUMENTS) 1.80 M HEIGHT/SPREAD, BALLED AND BURLAPPED	EACH	27.00
611.050111 M	PLANTING EVERGREEN SHRUB SPECIES (SEE CONT DOCUMENTS), AS SPECIFIED, BALLED AND BURLAPPED	EACH	16.00
611.050191 M	PLANTING EVERGREEN SHRUBS SPECIES, SEE CONTRACT DOCUMENTS, 1.5 M HEIGHT/SPREAD, BALLED AND BURLAPPED	EACH	61.00
611.060111 M	PLANTING VINES AND GROUND COVER SPECIES, AS SPECIFIED, POT GROWN (OR CONTAINER GROWN)	EACH	22197.00
611.070113 M	PLANTING SPECIAL PLANT MATERIAL (SEE CONTRACT DOCUMENTS) AS SPECIFIED (SEE CONT DOCUM) AS SPECIFIED	EACH	14989.00
611.070191 M	PLANTING SPECIAL PLANT SPECIES, SEE CONTRACT DOCUMENTS, #2 CONTAINER, CONTAINER GROWN	EACH	67.00
612.0206 M	CLASS 11 TYPE C EROSION CONTROL MATERIAL	SQM	1024.00
613.0101 M	TOPSOIL	CM	1242.00
614.0313 M	TREE REMOVAL, UP TO 150 MM DIAMETER, BREAST HIGH, STUMPS CUT 150 MM BELOW GRADE	EACH	16.00
614.0323 M	TREE REMOVAL OVER 150 MM TO 300 MM DIAM. BREAST HIGH STUMP CUT 150 MM BELOW GRADE	EACH	40.00
614.0333 M	TREE REMOVAL OVER 300 MM TO 450 MM DIAM. BREAST HIGH STUMP CUT 150 MM BELOW GRADE	EACH	12.00
614.0343 M	TREE REMOVAL OVER 450 MM TO 600 MM DIAM. BREAST HIGH STUMP CUT 150 MM BELOW GRADE	EACH	6.00
614.0353 M	TREE REMOVAL OVER 600 MM TO 900 MM DIAM. BREAST HIGH STUMP CUT 150 MM BELOW GRADE	EACH	2.00
11615.0302 M	WATERING VEGETATION (FIXED PRICE PER KILOLITER)	KL	2610.00
08615.0402 M	TREE/VEGETATION PROTECTION BARRIER	M	260.00
619.01 M	BASIC MAINTENANCE AND PROTECTION OF TRAFFIC	LS	NEC
619.02 M	CONSTRUCTION SIGNS	LS	NEC
619.0303 M	FLASHING ARROW BOARDS	LS	NEC
619.0413 M	TYPE III CONSTRUCTION BARRICADE	M	61.00
619.0502 M	LIGHTING FOR CONSTRUCTION BARRICADES	M	61.00
10619.0599 M	LIGHTING FOR TEMPORARY CONCRETE BARRIERS	M	2780.00
619.0601 M	TEMPORARY STRUCTURES AND APPROACHES NO 1	EACH	1.00
619.0602 M	TEMPORARY STRUCTURES AND APPROACHES NO 2	EACH	1.00
619.0603 M	TEMPORARY STRUCTURES AND APPROACHES NO 3	EACH	1.00
619.0604 M	TEMPORARY STRUCTURES AND APPROACHES NO 4	EACH	1.00
619.0605 M	TEMPORARY STRUCTURES AND APPROACHES NO 5	EACH	1.00
619.0606 M	TEMPORARY STRUCTURES AND APPROACHES NO 6	EACH	1.00
15619.1503 M	SHORT-TERM PAVEMENT MARKINGS (UNDERLYING COURSE)	M	4000.00
15619.1504 M	SHORT-TERM PAVEMENT MARKINGS (TOP COURSE)	M	4000.00
619.17 M	TEMPORARY CONCRETE BARRIER	M	2780.00
619.2101 M	CONSTRUCTION ZONE PAVEMENT MARKING STRIPES(OPTIONAL)	M	4650.00
11619.2298 M	TRAFFIC ENFORCEMENT AGENTS	LS	NEC
15619.412405 M	QUADGUARD - CONSTRUCTION ZONE - TERMINAL IMPACT ATTENUATOR, 24 WIDTH CLASS, 5 BAY	EACH	3.00
15619.6730 M	LIGHTING FOR NIGHTTIME OPERATIONS	LS	NEC
15619.6802 M	TEMPORARY INERTIAL BARRIER MODULE (180 KILOGRAMS)	EACH	1.00
15619.6803 M	TEMPORARY INERTIAL BARRIER MODULE (320 KILOGRAMS)	EACH	1.00

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ESTIMATE OF QUANTITIES

STATE OF NEW YORK
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ESTIMATE OF QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
15619.6804 M	TEMPORARY INERTIAL BARRIER MODULE (640 KILOGRAMS)	EACH	7.00
15619.6805 M	TEMPORARY INERTIAL BARRIER MODULE (960 KILOGRAMS)	EACH	2.00
11619.9001 M	TOW TRUCK SERVICE	HOUR	500.00
620.03 M	STONE FILLING (LIGHT)	CM	85.00
625.01 M	SURVEY AND STAKEOUT	LS	NEC
635.0103 M	CLEANING AND PREPARATION OF PAVEMENT SURFACES - LINES	M	1100.00
635.0303 M	CLEANING AND PREPARATION OF PAVEMENT SURFACES - SYMBOLS	EACH	5.00
637.03 M	CONCRETE CYLINDER CURING BOX	EACH	5.00
637.0902 M	ENGINEERS OFFICE - TYPE E	MNTH	24.00
10637.2101 M	PORTABLE CELLULAR DIGITAL TELEPHONE (HANDS FREE)/(RADIO EQUIPMENT)(FIXED PRICE)	LS	NEC
08637.3501 M	MICROCOMPUTER SYSTEM	EACH	1.00
08637.3503 M	CPM SCHEDULING SYSTEM	LS	NEC
15637.51 M	DIGITAL CAMERA SYSTEM	LS	NEC
15637.91 M	CHAMP MANAGEMENT SYSTEM	LS	NEC
15637.98 M	PARTNERING WORKSHOP	LS	NEC
644.0101 M	SINGLE CANTILEVER SIGN STRUCTURE	EACH	1.00
644.0301 M	SINGLE SPAN SIGN STRUCTURE	EACH	1.00
644.10 M	CIRCULAR FOOTING METHOD A	CM	5.00
644.11 M	ANCHOR BOLTS	KG	350.00
10644.43 M	SIGNLIGHT LUMINAIRE (175 WATT METAL HALIDE)	EACH	2.00
645.7101 M	GROUND MOUNTED SIGN PANEL, MUTCD CODES R, P, W, AND M, CLASS 1, UP TO 460 MM	SQM	2.20
645.7103 M	GROUND MOUNTED SIGN PANEL, MUTCD CODES R, P, W AND M, CLASS 3, 763 TO 1625 MM	SQM	3.70
645.73 M	GROUND MOUNTED SIGN PANELS, MUTCD CODES C & I	SQM	37.00
645.76 M	ILLUMINATED SIGN PANELS	SQM	66.00
645.81 M	TYPE A SIGN POST	EACH	14.00
645.830502 M	TYPE B SIGN POST, GALVANIZED, W250X28.4 SECTION, BI-DIRECTIONAL BREAKAWAY BASE	EACH	2.00
645.830802 M	TYPE B SIGN POST, GALVANIZED, W360X51 SECTION, BI-DIRECTIONAL BREAKAWAY BASE	EACH	2.00
646.0701 M	REFERENCE MARKER, 1.2 METER MOUNTING HEIGHT	EACH	2.00
646.0703 M	REFERENCE MARKER, BAND OR BRACKET MOUNTED	EACH	5.00
647.01 M	REMOVAL OF SIGNS - SIZE A (0.0-1.0 SQUARE METERS)	EACH	3.00
647.03 M	REMOVAL OF SIGNS-SIZE C (2.1 TO 4.0 SQUARE METERS)	EACH	1.00
647.11 M	RELOCATING SIGNS SIZE A (0.0 TO 1.0 SQUARE METERS)	EACH	1.00
647.13 M	RELOCATING SIGNS SIZE C (2.1 TO 4.0 SQUARE METERS)	EACH	1.00
647.18 M	REMOVAL OF OVERHEAD SIGN PANELS	EACH	7.00
647.21 M	REMOVAL OF SINGLE SPAN SIGN STRUCTURE	EACH	1.00
655.0101 M	FRAMES AND GRATES (CASTINGS)	SQM	4.00
655.0301 M	FRAMES AND GRATES (PARALLEL BAR TYPE)	SQM	10.50

ESTIMATE OF QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
11659.01 M	MAINTENANCE AND PROTECTION OF EIXSTING VERIZON FACILITIES	LS	NEC
11660.0907 M	CONCRETE ROADWAY BOX, TYPE 1812 (BUREAU OF ELECTRIC CONTROL)	EACH	3.00
11660.0909 M	CONCRETE ROADWAY BOX, TYPE 3018 (BUREAU OF ELECTRIC CONTROL)	EACH	4.00
11660.0911 M	CONCRETE ROADWAY BOX, TYPE 3624 (BUREAU OF ELECTRIC CONTROL)	EACH	2.00
11661.0302 M	INSULATED CONDUCTOR, NO. 12 (BUREAU OF ELECTRIC CONTROL)	M	250.00
11661.0303 M	INSULATED CONDUCTOR, NO. 10 (BUREAU OF ELECTRIC CONTROL))	M	50.00
11661.0305 M	INSULATED CONDUCTOR, NO. 6 (BUREAU OF ELECTRIC CONTROL)	M	3600.00
11661.0308 M	INSULTATED CONDUCTOR, NO. 2/0 (BUREAU OF ELECTRIC CONTROL)	M	4500.00
11661.1593 M	TEMPORARY LIGHT POLE (STEEL) (BG&E)	EACH	40.00
11661.1793 M	REMOVE TEMPORARY LIGHT POLE	EACH	40.00
11662.1701 M	INSTALL ELECTRICAL CONDUITS AT STRUCTURE AND APPROACHES (STRUCTURE S-1)	LS	NEC
11662.1702 M	INSTALL ELECTRICAL CONDUITS AT STRUCTURE AND APPROACHES (STRUCTURE S-2)	LS	NEC
11662.2503 M	INSTALLATION OF KEYSPAN GAS MAIN AND APPURTENANT WORK AT STRUCTURE S-1 AND APPROACHES	LS	NEC
11662.2504 M	INSTALLATION OF KEYSPAN GAS MAIN AND APPURTENANT WORK AT STRUCTURE S-2 AND APPROACHES	LS	NEC
663.0106 M	DUCTILE IRON CEMENT LINED WATER PIPE, 6 NPS	M	15.00
663.0112 M	DUCTILE IRON CEMENT LINED WATER PIPE, 12 NPS	M	175.00
663.0120 M	DUCTILE IRON CEMENT LINED WATER PIPE, 20 NPS	M	90.00
663.0512 M	BRIDGE MOUNTED WATER PIPE, 12 NPS	M	225.00
663.1206 M	DOUBLE DISK GATE VALVE & VALVE BOX, 6 NPS	EACH	10.00
663.1212 M	DOUBLE DISK GATE VALVE & VALVE BOX, 12 NPS	EACH	10.00
663.1301 M	HYDRANT	EACH	10.00
663.14 M	HYDRANT FENDER	EACH	10.00
663.40 M	DISCONNECT AND CAP EXISTING WATER MAIN	EACH	4.00
670.0118 M	FOUNDATION FOR LIGHT STANDARDS, 1.8 METERS LONG	EACH	8.00
11670.112505 M	ALUMINUM LAMPPOST CONSISTING OF 7.6 M SHAFT AND 2.4 M ARM WITHOUT TRANSFORMER BASE	EACH	8.00
11670.112519 M	ALUMINUM LAMPPOST CONSISTING OF 7.6 M SHAFT WITH NO ARMS AND W/O TRANSFORMER BASE	EACH	1.00
670.2002 M	GALVANIZED STEEL CONDUIT, 1 NPS	M	150.00
670.2003 M	GALVANIZED STEEL CONDUIT, 2 NPS	M	900.00
670.2004 M	GALVANIZED STEEL CONDUIT, 3 NPS	M	700.00
670.2005 M	GALVANIZED STEEL CONDUIT, 4 NPS	M	50.00
670.2505 M	FLEXIBLE CONDUIT, 2 NPS	M	100.00
11670.2599 M	REMOVE CONDUIT	M	150.00
670.3001 M	PULLBOXES LESS THAN 0.14 CUBIC METER, INSIDE VOLUME (LIGHTING)	EACH	5.00
670.40 M	CAST IRON JUNCTION BOXES	EACH	12.00
11670.4070 M	CONTROL CABINET ON CONCRETE PEDESTAL	EACH	1.00
11670.410912 M	GALVANIZED STEEL NEMA-4 TYPE JUNCTION BOX SURFACE MOUNTED, 457 MM X 305 MM X 254 MM	EACH	16.00

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	9	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
QUEENS COUNTY
P.I.N. X735.67

AS BUILT REVISIONS

SIGNATURE _____ DATE _____

ESTIMATE OF QUANTITIES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FILENAME	REGION	DATE	DRAWING NO.

ESTIMATE OF QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
670.501215 M	LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, STANDARD MOUNT, MEDIUM, SEMI-CUTOFF, 150 WATTS	EACH	4.00
670.501225 M	LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, STANDARD MOUNT, MEDIUM, SEMI-CUTOFF, 250 WATTS	EACH	8.00
11670.512125 M	PENDANT UNDERDECK LUMINAIRE WITH 250 WATT HIGH PRESSURE SODIUM LAMP	EACH	33.00
11670.60 M	PHOT ELECTRIC CONTROL UNIT	EACH	3.00
670.7002 M	SINGLE CONDUCTOR CABLE, NUMBER 2 GAGE	M	1000.00
670.82 M	REMOVE LAMPPOST FOUNDATION	EACH	5.00
670.90 M	RELOCATE LAMPPOST ASSEMBLY	EACH	9.00
11680.514002 M	CONCRETE FIBER OPTIC PULL BOX (1219MM X 914MM X 1219MM	EACH	12.00
11680.515001 M	ELECTRICAL PULL BOX 610MM X 457MM X 914MM	EACH	16.00
11680.5161 M	SURFACE MOUNTED PULL BOX 660 MM X 508 MM X 203 MM	EACH	4.00
680.520406 M	TRAFFIC SIGNAL CONDUIT, PVC COATED GALVANIZED STEEL, 2 NPS	M	260.00
680.520506 M	TRAFFIC SIGNAL CONDUIT, RIGID PLASTIC, CLASS 1, 2 NPS	M	1740.00
11680.5209 M	MULTI-CELL PVC SCHEDULE 80 CONDUIT, 4 DUCTS UNDER NEW ROADWAY SECTION	M	1640.00
11680.520901 M	MULTI-CELL PVC SCHEDULE 80 CONDUIT, 4 DUCTS	M	40.00
687.0101 M	WHITE THERMOPLASTIC REFLECTORIZED PAVEMENT STRIPES	M	6360.00
687.0201 M	YELLOW THERMOPLASTIC REFLECTORIZED PAVEMENT STRIPES	M	2720.00
688.04 M	WHITE PREFORMED REFLECTORIZED PAVEMENT SYMBOLS	EACH	10.00
697.0201 M	FIELD CHANGE ORDER (FCO)	DC	800000.0
698.01 M	ASPHALT PRICE ADJUSTMENT	LS	NEC
698.02 M	FUEL PRICE ADJUSTMENT	LS	NEC
699.040001 M	MOBILIZATION	LS	NEC

ESTIMATE OF QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	9A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
QUEENS COUNTY
P.I.N. X735.67

AS BUILT REVISIONS

SIGNATURE DATE

ESTIMATE OF QUANTITIES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FILENAME	REGION	DATE	DRAWING NO.

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	10	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

FEATURE	SYMBOL EXISTING	SYMBOL PROPOSED
SURVEY DATA		
COORDINATE GRID		
SPOT ELEVATION	+ 103.2	
WATER ELEVATION	W.E. + 102.5	
BENCH MARK	B.M. 12	
BASELINE POINT		
PERMANENT SURVEY MARKER		
POINT ON LINE (POL)		
NORTH ARROW (GRID)		
NORTH ARROW (MAGNETIC)		
BASELINE		
CENTERLINE		
CONTOURS		
MAJOR ELEVATION CONTOUR	160	160
MINOR ELEVATION CONTOUR		
DEPRESSION	210	
TOPOGRAPHY		
ROCK OUTCROP		
BOULDER		
CUT LIMITS		
FILL LIMITS		
BOUNDARIES		
NATIONAL	CANADA / U.S.A.	
STATE	NEW YORK / PENNSYLVANIA	
COUNTY	BROOME / CORTLAND	
TOWN	TOWN OF DICKINSON / TOWN OF PITNEY	
CITY OR VILLAGE	CITY OF BINGHAMTON / PORT DICKINSON	
PUBLIC LAND		
HIGHWAY BOUNDARY		
PROPERTY LINE		
PROPERTY LINE MARKER	I.P.	
EASEMENT LINE		
RIGHT OF WAY LINE & MON.	MON.	MON.
ACCESS INFORMATION	ROW W.O. A / ROW W. A	ROW W/O A / ROW W/A
ACQUISITION INFORMATION		
FEE WITH ACCESS	M-1 P-1 FEE W/A	
PERMANENT EASEMENT	M-1 P-1 PE	
TEMPORARY EASEMENT	M-1 P-1 TE	
TEMPORARY OCCUPANCY	M-1 P-1 TO	

FEATURE	SYMBOL EXISTING	SYMBOL PROPOSED
RAILROADS		
RAILROAD (@ > 500 SCALE)		
RAILROAD (@ < 500 SCALE)		
RAILROAD (ABANDONED)		
RAILROAD W/ CATENARY		
RAILROAD W/ELECTRIC RAIL		
RAILROAD GRADE CROSSING GATE		
TREES AND BRUSH		
DECIDUOUS TREE		
CONIFEROUS TREE		
DECIDUOUS BUSH		
CONIFEROUS BUSH		
TREE TO BE REMOVED		
STUMP		
HEDGE		
BRUSH LINE		
WOODED AREA EDGE		
DECIDUOUS TREE ROW		
CONIFEROUS TREE ROW		
FOUNDATION PLANTING		
BUILDING AND SPECIAL SITES		
BUILDING		
BUILDING TO BE DEMOLISHED		
BUILDING UNDER CONSTRUCTION	UC	
UNDERPASS	UNDERPASS	
MAILBOX	MB	MB
POST, FLAGPOLE, PARKING METER	FP	FP
POLE (NON-UTILITY)		
WELL		
WATER LOCATIONS		
STREAM OR RIVER		
WATERFALLS OR RAPIDS		
INTERMITTENT STREAM		
SPRING		
MARSH OR SWAMP		
EDGE OF WATERWAY OR FEATURE		

FEATURE	SYMBOL EXISTING	SYMBOL PROPOSED
ROUTE MARKERS		
INTERSTATE	5	5
STATE	5	5
COUNTY	5	5
COUNTY TOURING ROUTE SHIELD	5	5
TOWN	5	5
U.S.	5	5
ROADS		
PAVED ROADWAY		
UNPAVED ROADWAY		
SIDEWALK		
CURB/DROP CURB AS EOP		
CHANGE OF PAVEMENT		
FLUSH MEDIAN		
GUIDE RAIL OR BARRIER		
TRAFFIC ATTENUATOR		
BOX BEAM OR "W" BEAM RAIL		
BOX BEAM OR "W" BEAM MED. BARR.		
CABLE GUIDE RAIL		
CONCRETE BARRIER		
RETAINING WALL	RW	RW
FENCE		
GUIDE POSTS		
STONE WALL	0.5 m WALL	0.5 m WALL
BARRICADE		
TRAFFIC CONTROL		
TEMPORARY CONCRETE BARRIER		
TEMPORARY CONCRETE BARRIER LIGHTED		
CONSTRUCTION BARRICADE		
CONST. BARRICADE LIGHTED		
PLASTIC DRUM		
PLASTIC DRUM LIGHTED		
FLASHING ARROW BOARD		
CONE		
FLAGGER		
VARIABLE MESSAGE DISPLAY		VMD
SIGNS AND BILLBOARDS		
SIGN (GROUND MOUNTED)		
SIGN (OVERHEAD)		
BILLBOARD, TWO POST SIGN	BB	BB
NEW SIGN		
SIGN REMOVAL		
RELOCATE TO POSITION SHOWN		
TO REMAIN		

FEATURE	SYMBOL EXISTING	SYMBOL PROPOSED
DRAINAGE FACILITIES		
CULVERT		
DRAINAGE STRUCTURE	DS DS	DS DS
GRATE	GRATE	GRATE
DITCH LINE		
PAVED GUTTER	PAVED GUTTER	PAVED GUTTER
HEADWALL		
END SECTION		
RIP-RAP		
SANITARY SEWER		
STORM SEWER		
EROSION & SEDIMENTATION CONTROL		
STATE WETLAND		
FEDERAL WETLAND		
STATE/FED WETLAND		
ADJACENT AREA		
HAYBALE/STRAW BALE		
SILT FENCE		
VEGETATION FENCE		
SILT/VEG FENCE		
TURBIDITY CURTAIN		T/C
SEDIMENT TRAP		
CHECK DAM (SILT FENCE)		S/F
CHECK DAM (HAYBALE/STRAWBALE)		H/S
CHECK DAM (STONE)		STO
UTILITY LINES		
UNDERGROUND ELECTRIC		
OVERHEAD ELECTRIC		
OVERHEAD ELECTRIC TRANSMISSION LINE		
UNDERGROUND TELEPHONE		
OVERHEAD TELEPHONE		
UNDERGROUND CABLE T.V.		
OVERHEAD CABLE T.V.		
UNDERGROUND FIBER OPTIC		
OVERHEAD FIBER OPTIC		
GAS		
OIL		
WATER		
GEOTECHNICAL		
BORING LOCATION	DNB-1	
SHEET PILING		

FEATURE	SYMBOL EXISTING	SYMBOL PROPOSED
UTILITIES ABOVE GROUND		
UTILITY POLE		
UTILITY POLE WITH LIGHT		
GUY WIRE W/ANCHOR		
TRANS. LINE AND TOWERS		
TRANS. LINE AND POLES		
LIGHT POLE		
PULLBOX STREET LIGHTS	L	L
TRAFFIC SIGNAL POLE		
UTILITY BOX	UB	UB
PULLBOX TRAFFIC SIGNALS	T	T
RR SIGNALS	RR SIGNAL RR XG	RR SIGNAL RR XG
TRAFFIC SIGNAL		
CALL BOX POLICE, FIRE		
TELEPHONE BOOTH	P	P
PAPER BOX		
ELECTRIC METER	E	E
GAS METER	G	G
WATER METER	W	W
FIRE HYDRANT		
GAS LINE MARKER		
GUY WIRE		
WATER MANHOLE	W	W
SANITARY SEWER MANHOLE	S	S
TELEPHONE MANHOLE	T	T
GAS MANHOLE	G	G
MISC. MANHOLE		
WATER VALVE		
UTILITY VALVE		
GAS VALVE		

ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE DATE

LEGEND

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
LEG-1	1 N.S.D.	NOV. 2002	11

HNTB

G.L. CHECKED BY S.M.C. ESTIMATED BY S.Z.
S.Z. CHECKED BY S.M.C. DRAFTED BY S.L.O. CHECKED BY G.L.
IN CHARGE OF S.Z. DESIGNED BY G.L. CHECKED BY S.M.C. ESTIMATED BY S.Z.

FILE NAME = t:\cadd\29803\VANWYCK-\50% Submission\Plan\X735671O1.leg
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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	11	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY

ALIGNMENT

AH	= AHEAD
AZ	= AZIMUTH
BK	= BACK
℄	= BASELINE
BRG	= BEARING
℄	= CENTERLINE
CS	= CURVE TO SPIRAL
e	= 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
MC	= 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)

BB	= BOTTOM OF BANK (STREAM)
BC	= BOTTOM OF CURB
B O	= 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
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
SICPP	= SMOOTH INTERIOR CORRUGATED PE PIPE
RCP	= REINFORCED CONCRETE PIPE
TB	= TOP OF BANK (STREAM)
TC	= TOP OF CURB
TG	= TOP OF GRATE
VCP	= VITRIFIED CLAY PIPE

TOPOGRAPHY (MISCELLANEOUS)

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
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
℗	= PROPERTY LINE
POR	= PORCH
RR	= RAILROAD
RTE	= ROUTE
ROW	= RIGHT OF WAY
ROW W/A	= RIGHT OF WAY WITH ACCESS
ROW WO/A	= RIGHT OF WAY WITHOUT ACCESS
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

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

STANDARD SYMBOL	⊠ ABC-1

REPLACE ABBREVIATION "AB" WITH:

AH = HAND AUGER
CP = CONE PENETROMETER
DA = 60 mm CASED DRILL HOLE
DM = DRILLING MUD
DN = 100 mm CASED DRILL HOLE
FH = HOLLOW FLIGHT AUGER
PA = POWER AUGER
PH = PROBE
PT = PERCOLATION TEST HOLE
RP = 25 mm SAMPLER (RETRACTABLE PLUG)
SP = SEISMIC POINT
TP = TEST PIT

REPLACE 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: SPEC BOOK/PROPOSAL
m	M	METER
m^2	SQM	SQUARE METER
m^3	CM	CUBIC METER
km	KM	KILOMETER
ha	HA	HECTARE
kg	KG	KILOGRAM
t OR Mg*	MT	METRIC TON
L	L	LITER

* THE METRIC TON IS EQUIVALENT TO ONE MEGAGRAM (Mg)

AS BUILT REVISIONS

SIGNATURE DATE

ABBREVIATIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
ABR-1	N.A.	NOV. 2002	11

HNTB

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY

ESTIMATED BY S.Z. DRAFTED BY S.M.C. CHECKED BY G.L.

FILE NAME = t:\cadd\29803\vanwyck-V90% submission\plan\abbreviation.dgn
DATE/TIME = 12/12/02 02:19:21 PM
USER = PELLA

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	1241	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 12

INDEX OF GENERAL NOTES

A. DESIGN AND SPECIFICATIONS

A1. DESIGN SPECIFICATION: NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES WITH ALL PROVISIONS IN EFFECT AS OF JULY 2002 (FOR DESIGN PURPOSES, COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AND DECK SLABS AT 28 DAYS: F'C = 28 MPa)

A2. STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS: "NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS" DATED JANUARY 2002 WITH CURRENT METRIC ADDITIONS AND MODIFICATIONS.

A3. CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION BUREAU OF TRAFFIC OPERATIONS DIVISION OF STREET LIGHTING SPECIFICATIONS DATED JULY 1989 WITH CURRENT ADDITIONS AND MODIFICATIONS.

A4. DESIGN SPEED: 100 km/h

A5. DESIGN LIVE LOAD: HL-93 (AASHTO LRFD 1999 SPECIFICATIONS)

A6. DESIGN UNIT STRESSES:
A. CONCRETE: STRENGTH AT 28 DAYS, F'C = 28 MPA
B. REINFORCING STEEL: ASTM A615, GRADE 414, FY = 414 MPA

A7. ALL REINFORCING STEEL TO BE EPOXY COATED EXCEPT AS NOTED.

A8. MAINTENANCE GUIDELINE NOTE: THE EXISTING BRIDGE SHALL BE MAINTAINED DURING CONSTRUCTION OF THE NEW BRIDGE IN ACCORDANCE WITH THE GUIDELINES CONTAINED IN THE CURRENT EDITION OF THE AASHTO MANUAL FOR BRIDGE MAINTENANCE.

A9. ALL SHOP DRAWINGS SUBMITTED FOR THIS BRIDGE SHALL BE IN SI UNITS.

A10. THE COST OF WATER USED FOR ANY CONSTRUCTION PURPOSES SHALL BE INCLUDED UNDER THE APPROPRIATE ITEMS.

A11. THE COST OF ALL JOINT MATERIAL WILL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONCRETE ITEMS OF THE CONTRACT, EXCEPT AS OTHERWISE SPECIFIED IN THE PLANS.

A12. IF ANY PORTIONS OF THE ABANDONED EXISTING SUBSTRUCTURES ARE WITHIN A 1.0 m LATERAL LIMIT OF THE PROPOSED SUBSTRUCTURE, THEY SHALL BE COMPLETELY REMOVED IN THIS AREA. THE PORTIONS OF THE ABANDONED EXISTING SUBSTRUCTURES WHICH ARE BEYOND THIS LATERAL LIMIT SHALL BE REMOVED TO A DEPTH OF 600 mm LOWER THAN THE PROPOSED ROADWAY SUBGRADE OR 300 mm BELOW THE FINISHED GROUND LINE. BACKFILL OF THESE EXCAVATIONS SHALL BE WITH AN APPROPRIATE MATERIAL.

A13. LOAD RATINGS: THE LOAD RATINGS SHOWN BELOW ARE IN ACCORDANCE WITH THE AASHTO "MANUAL FOR CONDITION EVALUATION OF BRIDGES - 1994" WITH ALL INTERIM PROVISIONS IN EFFECT AS OF 2002. UNLESS OTHERWISE NOTED THESE LOAD RATINGS ARE BASED ON WORKING STRESS METHOD.

AASHTO DESIGNATION	INVENTORY	OPERATING
MS25	MS25	MS51

A14. THE CONTRACTOR IS CAUTIONED THAT MATERIALS CONTAINING ASBESTOS ARE BELIEVED TO EXIST AT VARIOUS LOCATIONS ON OR IN CERTAIN STRUCTURES OF THIS CONTRACT. THESE MATERIALS WERE NOTED ON THE ORIGINAL CONTRACT PLANS OF THE STRUCTURES AND/OR DURING FIELD INSPECTIONS.

A15. WORK TO BE DONE UNDER THIS CONTRACT DOES REQUIRE THE DISTURBING, DESTRUCTION, AND/OR REMOVAL OF KNOWN MATERIALS CONTAINING ASBESTOS. PRIOR TO BEGINNING WORK OPERATIONS, THE CONTRACTOR SHALL BECOME FAMILIAR WITH INDUSTRIAL CODE RULE 56 OF THE N.Y.S. DEPARTMENT OF LABOR. THE CONTRACTOR SHALL ALSO OBTAIN WRITTEN PERMISSION OF THE REGIONAL DIRECTOR PRIOR TO PROCEEDING.

B. SUBSTRUCTURE NOTES

B1. EXCAVATION BELOW PLANNED FOOTING ELEVATIONS WILL NOT BE ALLOWED WITHOUT WRITTEN PERMISSION FROM THE ENGINEER. BACK FILL OF UNAUTHORIZED EXCAVATIONS BELOW OR BEYOND PAYMENT LINES WILL BE AT THE CONTRACTOR'S EXPENSE. BACK FILL MATERIAL WILL BE FOOTING CONCRETE ITEM 555.0104 M, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

B2. THE WATER LEVELS NOTED ON THE BORING LOGS AND ON THE SUBSURFACE PROFILE DRAWING MAY NOT BE INDICATIVE OF ACTUAL WATER CONDITIONS AT THE TIME OF CONSTRUCTION.

B3. ALL PLACEMENTS OF SELECT STRUCTURE FILL, ITEM 203.21 M, SHALL BE COMPACTED TO 95 PERCENT OF STANDARD PROCTOR MAXIMUM DENSITY AS DEFINED UNDER SUBSECTION 203-3.12 - COMPACTION.

B4. ALL EXCAVATION AND EMBANKMENTS ARE TO BE KEPT FREE OF WATER, ICE AND SNOW.

B5. TEMPORARY SHEET PILING AND COFFERDAMS SHALL BE USED AT EXCAVATIONS AS SHOWN OR SPECIFIED.

B6. SHOULD THE CONTRACTOR ELECT TO LAY BACK A PORTION OF THE EXISTING EARTH ADJACENT TO AN EXCAVATION PARTIALLY SURROUNDED BY A COFFERDAM, ANY REQUIRED EXTENSIONS OF THE COFFERDAM NECESSARY TO KEEP WATER FROM ENTERING THE EXCAVATION SHALL BE FURNISHED AND PLACED AT NO COST TO THE CITY OR STATE.

B7. WHERE PILES ARE TO BE PLACED THROUGH THE EMBANKMENT (150mm TOP SIZE), THE EMBANKMENT SHALL BE COMPACTED TO 95 PERCENT OF STANDARD PROCTOR MAXIMUM DENSITY.

B8. HIGHWAY EMBANKMENT MATERIAL (HIGHWAY ESTIMATE), SELECT STRUCTURE FILL, ITEM 203.21M, AND/OR UNDER DRAIN FILTER MATERIAL, ITEM 605.0901M SHALL BE PLACED SIMULTANEOUSLY, IN CONTACT, ON BOTH SIDES OF THE VERTICAL PAVEMENT LINE, SHEETING OR OTHER MEANS SHALL NOT BE USED TO SEPARATE THE MATERIALS.

B9. THE INSTALLATION OF SELECT STRUCTURE FILL, AS SHOWN ON THE PLANS, SHALL BE COMPLETED IMMEDIATELY FOLLOWING THE COMPLETIONS OF CURING PERIOD FOR CONCRETE IN ABUTMENTS OR WALLS.

B10. THE CONTRACTOR, WITH THE PERMISSION OF THE ENGINEER 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 WATER STOPS. VERTICAL CONSTRUCTION JOINTS INTRODUCED IN THE BACK WALL SHOULD PREFERABLY BE PLACED MIDWAY BETWEEN THE PEDESTALS.

B11. WHERE OPENINGS ARE SHOWN IN ABUTMENTS AND WALLS, THE OPENINGS SHALL BE COVERED BY 600 mm BY 600 mm SQUARE OF GEOTEXTILE (BEDDING) FROM THE MATERIALS BUREAU'S APPROVED LIST FOR BEDDING, AS DESCRIBED IN SECTION 207- GEOTEXTILE, CENTERED OVER THE REAR FACE OF THE OPENING. THE FABRIC SHALL BE SECURELY ATTACHED IN A MANNER APPROVED BY THE ENGINEER. THE COST OF THE FABRIC SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE UNDER DRAIN FILTER, TYPE I ITEM.

B12. TOP OF BACK WALLS SHALL BE STEEL TROWEL FINISHED. SHEET GASKET (TREATED BOTH SIDES), 728-06, SHALL BE PLACED ON THE TOP OF THE BACK WALLS OF EXPANSION ABUTMENTS ONLY. TWO SHEETS SHALL BE USED. PAYMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.

B13. THE FOOTING FOR THE EAST ABUTMENT (HILLSIDE & JAMAICA) IS DESIGNED TO EXERT A MINIMUM BEARING PRESSURE OF 250 KPa.

B14. THE PROPOSED DESIGN IS TO REUSE THE EXISTING PIER FOOTING AS PER RECORD PLANS, THE FOOTING IS DESIGNED TO EXERT A MAXIMUM BEARING PRESSURE OF 278 KPa.

B15. THE BORED-IN PILES AT THE WEST ABUTMENT (HILLSIDE & JAMAICA) WILL SUPPORT A MAXIMUM ALLOWABLE LOAD OF 250 KN PER PILE. INSTALL THESE PILES TO ACHIEVE A CAPACITY OF 500 KN PER PILE.

1 B15A. THE CONTRACTOR IS EXPECTED TO INSTALL BORED-IN PILES AT NIGHT UTILIZING THE STIPULATIONS FOR TWO ADJACENT LANES CLOSURES AS SET FORTH IN ITEM 5 OF THE DRAFT WORK PERMIT. NOISE LEVEL MUST NOT EXCEED REGULATIONS OF THE NYC CODE.

B16. PERFORM ONE STATIC AXIAL COMPRESSIVE PILE LOAD TEST FOR BORED-IN PILES, ITEM 17551.5020 M ON A NON-PRODUCTION PILE INSTALLED IN THE VICINITY OF WEST ABUTMENT. PERFORM THIS TEST PRIOR TO THE INSTALLATION OF ANY PRODUCTION PILES.

B17. DESIGN THE BORED-IN PILES AT THE WEST ABUTMENT TO DEVELOP THEIR CAPACITY BELOW ELEVATION 5.000 (JAMAICA AVE.) & 7.000 (HILLSIDE AVE.)

B18. AFTER COMPLETION OF THE PILE INSTALLATION, THE ENGINEER WILL COMPLETE THE " ACTUAL PILE LENGTH " TABLE FOR INCLUSION IN THE AS-BUILT PLANS.

B19. THE FOLLOWING INFORMATION WAS USED IN THE DESIGN OF THE PERMANENT AND TEMPORARY SOLDIER PILE AND LAGGING WALL.

LOCATION	ELEVATION (METERS)	UNIT WEIGHT (KN/m³)	FRICTION ANGLE (DEGREES)	COHESION (KPa)	WALL FRICTION (DEGREES)
WEST & EAST ABUTMENT AND PIER	EXISTING GROUND TO EL.-8.000 JAMAICA AVE. EXISTING GROUND TO EL.-2.000 HILLSIDE AVE.	18	35	0	0

A. DIVIDE THE PASSIVE EARTH PRESSURE COEFFICIENT (KP) BY 1.25 FOR TEMPORARY WALL AND 1.5 FOR PERMANENT WALL.

B. GROUNDWATER IS ASSUMED AT ELEVATION 9.4 m.

C. A SURCHARGE LOAD OF 12 KPa IS ASSUMED AT THE TOP OF THE WALL.

B20. UNLESS OTHERWISE SHOWN ON THE CONTRACT PLANS, REMOVE EXISTING SUBSTRUCTURE AS FOLLOWS:

1. COMPLETELY REMOVE THE PORTION OF THE EXISTING SUBSTRUCTURE WITHIN A LATERAL LIMIT OF 1 m OF THE NEW SUBSTRUCTURE.
2. REMOVE THE PORTION OF THE EXISTING SUBSTRUCTURE THAT IS OUTSIDE OF THIS LATERAL LIMIT AS FOLLOW:
   A. EXISTING SUBSTRUCTURE LOCATED UNDER ROADWAY- REMOVE TO 0.6 m BELOW SUBGRADE SURFACE.
   B. EXISTING SUBSTRUCTURE LOCATED UNDER APPROACH EMBANKMENT END SLOPE-REMOVE TO ELEVATION WHERE IT INTERSECTS THE TOP OF THE STONE FILLING.
   C. EXISTING SUBSTRUCTURE AT ALL OTHERS LOCATIONS- REMOVE TO 0.3 m BELOW FINISHED GRADE.

C. SUPERSTRUCTURE NOTES

C1. ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A709M, GRADE 345, UNLESS OTHERWISE SPECIFIED ON THE PLANS.

C2. ALL STEEL FABRICATION SHALL CONFORM TO THE PROVISIONS OF THE LATEST EDITION OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM).

C3. NO DEVIATIONS FROM THE HAUNCH DETAILS SHOWN ON THESE PLANS MAY BE MADE WITHOUT THE PERMISSION OF THE ENGINEER

C4. TOP SURFACES OF NEW BRIDGE DECKS AND APPROACH SLABS SHALL BE SEALED ACCORDING TO ITEM 18559.1896M - PROTECTIVE SEALING OF STRUCTURAL CONCRETE ON NEW BRIDGE DECKS AND BRIDGE DECK OVERLAYS

C5. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PROVISIONS OF THE CURRENT SPECIFICATIONS FOR SUPERSTRUCTURE SLABS, WHICH ALLOW THE OPTION OF 3 FORMING SYSTEMS FOR THE UNDERSIDE OF THE SLABS. HOWEVER, ON THIS BRIDGE, ONLY THE FOLLOWING OPTIONS WILL BE PERMITTED: REMOVEABLE AND STAY-IN-PLACE FORMS (FOAM FILLED).

C6. IN ORDER TO PREVENT MOVEMENT OF THE BRIDGE OVERHANG DURING THE DECK CONCRETE PLACEMENT, AS WELL AS TO PREVENT LATERAL DISTORTION OF THE GIRDER WEB, THE "DEEP" OVERHANG BRACKET, RATHER THAN THE "STANDARD" OVERHANG BRACKET, SHALL BE USED.

C7. THE STRUCTURAL STEEL FOR ALL BRIDGES IN THE CONTRACT SHALL BE COMPLETELY PAINTED. FINISH COAT COLOR SHALL BE LIGHT GREEN AND SHALL CONFORM TO FEDERAL STANDARD 595B INDEX (JULY 1994) COLOR NO. 14672. VIEWING SHALL BE DONE UNDER NORTH STANDARD DAYLIGHT.

C8. THE CONTRACTOR SHALL PROVIDE FOR THE STABILITY OF STRUCTURAL STEEL DURING ALL PHASES OF ERECTION AND CONSTRUCTION, AS PROVIDED IN PARAGRAPH 204.2 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM).

C9. THE DESIGN OF THIS STRUCTURE ASSUMES THAT THE STRUCTURAL STEEL IS COMPLETELY ERECTED BEFORE IT IS ALLOWED TO DEFLECT UNDER ITS OWN DEAD LOAD. DEFLECTIONS INCURRED DURING THE VARIOUS STAGES OF THE ERECTION METHOD ARE NOT CONSIDERED. THEREFORE, ACTUAL ERECTION METHODS AND SEQUENCES EMPLOYED BY THE CONTRACTOR MAY HAVE A SUBSTANTIAL EFFECT ON THE FINAL STEEL PROFILE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TAKING ALL NECESSARY COMPENSATORY ACTION TO ENSURE THAT THE FINAL ALIGNMENT AND PROFILE OF THE ERECTED STEEL CONFORMS TO SUBSECTION 1212, 1213, AND 1214 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM). ANY CORRECTIVE WORK NECESSARY TO RE-POSITION PREVIOUSLY ERECTED STEEL TO ACHIEVE ACCEPTABLE ALIGNMENT AND PROFILE MUST BE APPROVED BY THE D.C.E.S., AND SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE STATE.

C10. THE DETAILS FOR THE BARRIER REINFORCEMENT ARE FOR THE SLIP-FORMED OR CAST-IN-PLACE OPTION ONLY. COST OF BARRIER AND ANCHORAGE REINFORCEMENT ORIGINATING IN THE SLAB SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BARRIER ITEM.

D. STRUCTURAL CONCRETE

D1. REINFORCEMENT BARS SHALL BE DEFORMED BARS ASTM A615M, GRADE 420. ALLOWABLE TENSILE STRESS OF REINFORCEMENT FS = 160 MPa, YIELD STRENGTH OF REINFORCEMENT FY = 414 MPa.

D2. ALL CONCRETE SHALL ATTAIN MINIMUM COMPRESSIVE STRENGTH OF 28 MPa. AT 28 DAYS.

D3. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25 mm UNLESS OTHERWISE NOTED ON THE PLANS.

D4. UNLESS OTHERWISE SHOWN ON THE PLANS THE MINIMUM COVER FOR REINFORCEMENT SHALL BE AS SHOWN ON THE TABLE BELOW:

D5.

TOP OF SLAB WITH INTEGRAL WEARING SURFACE	75 mm
BOTTOM OF SLAB	35 mm
BEAMS AND COLUMNS	50 mm
WALLS AND PIERS ABOVE FOOTINGS	50 mm
FOOTINGS	75 mm
PRECAST AND CAST IN PLACE PILES	50 mm
TOP OF SIDEWALK SLABS	40 mm
PEDESTAL (TOP)	50 mm
PEDESTAL (SIDES)	75 mm

1 ADD NOTE	2-26-03

4/26

HNTB

AS BUILT REVISIONS

SIGNATURE DATE

GENERAL NOTES
1 OF 6

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
GEN-1	NONE	NOV. 2002	

DESIGNED BY G.L. CHECKED BY L.M. DRAWN BY R.N. CHECKED BY J.R.E. QUANTITIES BY DJA. ESTIMATED BY R.N.

IN CHARGE OF

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	13A1	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101		QUEENS COUNTY		

THIS SHEET SUPERSEDES SHEET 13

D6. ALL CONCRETE SURFACES RECEIVING NEW CONCRETE SHALL BE SANDBLASTED. JUST PRIOR TO THE APPLICATION OF NEW CONCRETE, THE SURFACES SHALL BE AIR CLEANED, WET DOWN AND COATED WITH A THIN COATING OF 1:1 MORTAR OR NEAT CEMENT PASTE THOROUGHLY BRUSHED INTO THE SURFACES. IT WILL NOT BE NECESSARY TO BRUSH THE MORTAR INTO SURFACES MADE INACCESSIBLE BY MESH OR CLOSELY SPACED REINFORCEMENT WHEN SO DETERMINED BY THE ENGINEER. THERE WILL BE NO SEPARATE PAYMENT FOR THIS WORK. THE COST SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS CONCRETE ITEMS IN THE CONTRACT.

E. CONCRETE SURFACES

E1. EPOXY PROTECTIVE COATING FOR CONCRETE SHALL BE APPLIED TO THE FOLLOWING SURFACES ACCORDING TO ITEM 18559.1696 M - PROTECTIVE SEALING OF STRUCTURAL CONCRETE:

ABUTMENTS: ALL EXPOSED PEDESTAL SURFACES, BRIDGE SEATS INCLUDING THE AREA UNDER THE BEARINGS, EXPOSED VERTICAL SURFACES OF BACKWALL, AND CURTAIN WALLS FACING THE SUPERSTRUCTURE.

PIERS WITH COLUMNS (NOT UNDER DECK JOINTS): ALL PEDESTAL SURFACES INCLUDING THE AREA UNDER THE BEARINGS, AND THE TOP SURFACE OF PIER BETWEEN THE PEDESTALS INCLUDING THE EDGE CHAMFER AT TOP EDGE OF THE PIER.

F. REMOVAL NOTES

F1. EXISTING SUBSTRUCTURE SHALL BE REMOVED TO WITHIN THE LIMITS SHOWN ON THE PLANS UNDER ITEM 202.19M IN THE BRIDGE ESTIMATE.

F2. EXISTING SUPERSTRUCTURE SHALL BE REMOVED UNDER ITEM 202.1201 M IN THE ENGINEER'S ESTIMATE.

F3. 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 THE DEMOLITION.

F4. LOOSE AND/OR PEELING PAINT ON THE STEEL SURFACES MAY BECOME DISLODGED DURING TRANSPORTATION FROM THE SITE UNLESS APPROPRIATE MEASURES ARE TAKEN. THE CONTRACTOR SHALL FORMULATE AND SUBMIT A METHOD OF REMEDIATING THE CONDITION FOR APPROVAL BY THE ENGINEER. WORKER LEAD PROTECTION IN ACCORDANCE WITH OSHA 1926.62 MUST BE SATISFIED. ALTERNATIVES COULD INCLUDE TRANSPORTING AFFECTED MEMBERS IN CLOSED TRUCKS, WRAPPING AFFECTED MEMBERS PRIOR TO REMOVAL, ENCAPSULATING THE LOOSE PAINT OR REMOVAL OF LOOSE PAINT PRIOR TO DISMANTLING OPERATIONS. THE COST OF REMEDIATING THIS CONDITION SHALL BE INCLUDED IN THE LUMP SUM PRICE(S) BID FOR THE SUPERSTRUCTURE REMOVAL ITEM(S) (OR THE UNIT PRICE BID FOR THE SUBSTRUCTURE REMOVAL ITEM.) THE USE OF ENVIROMENTAL GROUND AND/OR WATERWAY PROTECTION ITEMS WILL BE REQUIRED. DEPENDING ON THE ALTERNATIVE CHOSEN, THE TREATMENT AND DISPOSAL OF PAINT REMOVAL WASTE ITEM MAY BE REQUIRED. BECAUSE OF THE ABOVE-MENTIONED CONDITION, THE CONTRACTOR SHOULD EXAMINE THE CONDITION OF THE STRUCTURE'S PAINT PRIOR TO SUBMITTING A BID.

G. CONCRETE OVERLAY

G1. ALL ROADWAY SURFACES RECEIVING A SPEIALIZED CONCRETE OVERLAY SHALL NOT BE GROOVED AND SHALL BE SEALED UNDER THE PROTECTIVE SEALING OF STRUCTURAL CONCRETE ON NEW BRIDGE DECKS AND BRIDGE DECK OVERLAYS ITEM 18559.1896 M.

H. SUPERSTRUCTURES SLAB NOTES

H1. CONCRETE PLACEMENT AND FINISHING OPERATIONS SHALL BE PERFORMED AS RAPIDLY AS POSSIBLE. THE ENGINEER MAY ORDER THE CONTRACTOR TO STOP PLACEMENT OPERATIONS AT ANY TIME IF, IN THE ENGINEER'S OPINION, CONCRETE PLACED DURING THE PLACEMENT HAS STARTED TO SET, OR IS ABOUT TO SET, AND FURTHER PLACEMENT OF CONCRETE WILL CAUSE DEFLECTION CRACKING.

H2. FINISHING MACHINE(S) SHALL BE OPERATED AS CLOSE TO THE SKEW ANGLES AS PRACTICABLE.

H3. WET BURLAP CURING BLANKETS ARE REQUIRED TO BE PLACED ON THE CONCRETE DECK WITHIN 30 MINUTES OF THE CONCRETE BEING DEPOSITED INTO THE FORMS OR 5 MINUTES AFTER FINISHING, WHICHEVER COMES FIRST. THE PLACEMENT OF THE TURF DRAG TEXTURE SHALL NOT INTERFERE WITH THESE REQUIREMENTS.

H4. IN THE EVENT THE CONTRACTOR'S DECK PLACEMENT OPERATION IS STOPPED PRIOR TO COMPLETION, WHETHER BY THE CONTRACTOR'S OWN DECISION OR BY ORDER OF THE ENGINEER, THE CONTRACTOR SHALL BE REPONSIBLE FOR PROVIDING A FINISHED DECK GRADE WHICH MATCHES THE PLANNED PROFILE. ANY SUBSEQUENT REVISIONS TO DECK FORMS MADE NECESSARY BY SUCH ACTION SHALL BE AT THE CONTRACTOR'S EXPENSE.

I. CONSTRUCTION EQUIPMENT

I1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE TYPE, SIZE, AND WEIGHT OF ALL VEHICLES THAT CAN BE USED SAFELY ON THE STRUCTURES DURING CONSTRUCTION. THIS DETERMINATION SHALL BE BASED ON THE CONDITION OF THE EXISTING STRUCTURE AND BE DONE PRIOR TO THE PLACEMENT OF THE CONTRACTOR'S EQUIPMENT. THIS DETERMINATION SHALL BE MADE BY A LICENSED PROFESSIONAL ENGINEER EMPLOYED AND PAID FOR BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. APPROVAL BY THE ENGINEER IN NO WAY RELIEVES THE CONTRACTOR OF HIS RESPONSIBILITIES. THE COST FOR REPAIRS OR SHORING TO IMPROVE THE CONDITION OF THE STRUCTURE, TO ALLOW FOR THE CONTRACTOR'S EQUIPMENT, SHALL BE BORNE BY THE CONTRACTOR. A COPY OF LATEST INSPECTION REPORT CAN BE OBTAINED FROM THE NYSDOT INSPECTION SECTION.

I2. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE PROPOSED METHOD OF WORK, SCHEDULE AND IDENTIFICATION OF EQUIPMENT TO BE USED, PRIOR TO START OF CONSTRUCTION.

I3. THE CONTRACTOR MAY BE PERMITTED TO USE EQUIPMENT MOUNTED PAVEMENT BREAKERS E.G. HOE-RAMS, IN THE REMOVAL OF CONCRETE PROVIDED THAT (A) THERE ARE NO UTILITIES PRESENT WITHIN OR BELOW THE AREA OF THE CONCRETE TO BE REMOVED, (B) THE PROVISIONS OF SUBSECTIONS 580-3.01, 580-3.04 AND 580-3.05 OF NYSDOT'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS DATED 1/2/95 AS CURRENTLY AMENDED ARE ADHERED TO. IF THE ENGINEER DETERMINES THAT THE CONTRACTOR'S OPERATION WOULD RESULT IN THE DAMAGE TO ANY CONCRETE, STRUCTURAL STEEL OR ANY OTHER COMPONENT OF THE STRUCTURE THAT WILL REMAIN, THE CONTRACTOR SHALL MODIFY HIS REMOVAL PROCEDURE AT NO ADDITIONAL COST. THESE MODIFIED REMOVAL PROCEDURES SHALL INCLUDE THE USE OF HAND OPERATED CHIPPING HAMMERS IF SO ORDERED BY THE ENGINEER AND SHALL COMPLY WITH THE PROVISIONS OF 580-3.02.

I4. VEHICULAR TRAFFIC OR CONSTRUCTION EQUIPMENT SHALL NOT BE PERMITTED ON THE EXISTING OR NEW SPANS UNTIL SHIMS, CRIBBING, BOLSTERS OR OTHER SUITABLE SUPPORTS ARE IN THEIR REQUIRED POSITIONS.

I5. THE CONTRACTOR'S ATTENTION IS DIRECTED TO SUBSECTION 105-12, CONSTRUCTION EQUIPMENT, OF THE STANDARD SPECIFICATIONS.

J. FIELD CONDITIONS

J1. THE CONTRACTOR IS TO VISIT THE PROJECT SITE BEFORE BIDDING TO FAMILIARIZE HIMSELF WITH THE EXTENT AND NATURE OF WORK TO BE DONE UNDER THIS CONTRACT. NO EXTRA COMPENSATION WILL BE ALLOWED TO HIM BECAUSE OF HIS FAILURE TO INCLUDE IN HIS BID ALL ITEMS AND MATERIALS WHICH HE IS REQUIRED TO FURNISH.

J2. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT, DUE TO THE NATURE OF RECONSTRUCTION PROJECTS, THE EXACT EXTENT OF RECONSTRUCTION WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT OF WORK. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTION AND OTHER INFORMATION AVAILABLE AT THE TIME. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS IN CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH FIELD CONDITIONS AS APPROVED AND/OR ORDERED BY THE ENGINEER.

J3. DIMENSIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR GENERAL PURPOSE ONLY. IT IS BROUGHT TO THE CONTRACTOR'S ATTENTION THAT THE ORIGINAL CONTRACT DRAWINGS OF THE EXISTING STRUCTURE ARE AVAILABLE AT THE NYSDOT REGION 11 OFFICES. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD.

J4. IF THE CONTRACTOR PERFORMS WORK AT TIMES WHEN OR IN THE AREAS WHERE THE NATURAL ILLUMINATION IS LESS THAN 50 LUMENS PER SQUARE METER, THE WORK SITE SHALL BE ILLUMINATED. THE CONTRACTOR SHALL SUPPLY MOBILE LIGHT TOWER AND FLOOD LIGHT EQUIPMENT FOR EACH SEPARATE OPERATION. SATISFACTORY ILLUMINATION SHALL BE CONSIDERED TO BE THAT WHICH SHEDS A MINIMUM OF 50 LUMENS PER SQUARE METER OVER THE AREA SPECIFIED BY THE ENGINEER FOR ILLUMINATION. THE COST IS TO BE INCLUDED IN THE SPECIFIC APPLICABLE ITEMS OF THE CONTRACT.

J5. ALL AREAS DISTURBED/DAMAGED BY THE CONTRACTOR WITHOUT AUTHORIZATION BY THE ENGINEER SHALL BE RESTORED BY THE CONTRACTOR AT NO EXPENSE TO THE CITY.

J6. ALL CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN STRICT COMPLIANCE WITH APPLICABLE NEW YORK CITY NOISE REGULATIONS. THE CONTRACTOR SHALL OBTAIN A VARIANCE FROM THE NOISE CODE AT MTCCC, 51 CHAMBERS STREET, NEW YORK, NY. 10007 ONE WEEK PRIOR TO COMMENCING WORK.

J7. SNOW REMOVAL ON THE TRAVELED ROADWAY WITHIN PROJECT LIMITS SHALL BE THE RESPONSIBILITY OF THE CITY OF NEW YORK. HOWEVER, THE SNOW ON SIDEWALKS WITHIN THE PROJECT LIMITS EITHER ON THE BRIDGE OR APPROACHES SHALL BE REMOVED BY THE CONTRACTOR DURING THE LIFE OF THE CONTRACT, WHENEVER THESE SIDEWALKS ARE OPENED TO THE PUBLIC EXCEPT SIDEWALKS ADJACENT TO PRIVATE PROPERTIES WHICH ARE THE RESPONSIBILITIES OF OWNERS. PAYMENT SHALL BE INCLUDED IN ITEM 619.01M.

J8. THE MAINTENANCE AND PROTECTION OF STREET LIGHTING. EXISTING TEMPORARY SUPPORTS TO VARIOUS STRUCTURAL ELEMENTS OF THE BRIDGE, AND STEEL DECK PLATES ARE THE RESPONSIBILITY OF THE CONTRACTOR DURING THE LIFE OF THE CONTRACT, AND SHALL BE CARRIED OUT TO THE SATISFACTION OF THE ENGINEER. PAYMENT SHALL BE INCLUDED IN ITEM 619.01 "BASIC MAINTENANCE AND PROTECTION OF TRAFFIC".

J9. ALL EXISTING TEMPORARY BRIDGE SUPPORTS AND STEEL DECK PLATES ARE NYC DOT PROPERTY. THE CONTRACTOR SHALL REMOVE THESE MATERIALS AND DELIVER THEM TO THE HARLEM RIVER BRIDGE YARD LOCATED AT 300 WEST 206TH STREET.

J10. FOR INTERIM INSPECTION AND FLAG REPAIR OF EXISTING STRUCTURE, REFER TO ARTICLE TITLED "CONTRACTOR'S RESPONSIBILITY TO THE SAFETY OF STRUCTURE DURING CONSTRUCTION" IN THE CONTRACT DOCUMENTS.

J11. THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF NEW YORK CITY, WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF NEW YORK CITY, THE DAMAGED MATERIALS SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.

J12. WHENEVER ITEMS IN THE CONTRACT REQUIRE MATERIALS TO BE REMOVED AND DISPOSED OF, THE COST OF DISPOSAL AND TRANSPORTATION TO AREA OF DISPOSAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THOSE ITEMS.

J13. DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT BE ALLOWED TO DROP WASTE CONCRETE, DEBRIS AND OTHER MATERIAL TO THE AREA BELOW THE BRIDGE EXCEPT WHERE THE PLANS SPECIFICALLY PERMIT THE DROPPING OF MATERIAL. PLATFORMS, NETS, SCREENS, SHIELDS 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.

J14. THE COST OF FURNISHING, INSTALLING, MAINTAINING, REMOVING AND DISPOSING OF ALL PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE INCLUDED IN THE UNIT PRICE OF THE APPROPRIATE ITEMS OF THE CONTRACT.

J15. IF THE STRUCTURE HAS A BRIDGE IDENTIFICATION NUMBER (B.I.N.) PLATE ATTACHED, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT IT DURING CONSTRUCTION OR REMOVE AND REMOUNT IT AFTER CONSTRUCTION IS COMPLETED. IF ANY OF THE STRUCTURES HAS A DAMAGED BRIDGE IDENTIFICATION PLATE OR THERE IS NONE, THE CONTRACTOR SHALL PROVIDE A NEW BRIDGE IDENTIFICATION PLATE AT NO COST TO THE CITY.

J16. THE CONTRACTOR SHALL PROVIDE A SMOOTH, UNIFORM TRANSITION WHERE NEW PAVEMENTS OR SURFACES MEET EXISTING OR INTERIM CONDITIONS.

J17. THE CONTRACTOR'S ATTENTION IS CALLED TO THE PRESENCE OF SOLAR POWERED CELLULAR CALLBOXES WHICH MAY BE IN PLACE AT THE TIME CONSTRUCTION SCHEDULED TO BEGIN. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PREVENT ANY DAMAGE TO THESE CALLBOXES DURING THE COURSE OF THE CONSTRUCTION. IF ANY OF THESE CALLBOXES WILL INTERFERE WITH THE WORK, THEY MAY BE TEMPORARILY RELOCATED AS ORDERED BY THE ENGINEER, AND THEN PUT BACK AT THE CONTRACTOR'S EXPENSE. ANY BOXES DAMAGED BY THE CONTRACTOR SHALL BE REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AND THE NYC POLICE DEPARTMENT CALLBOX UNIT AT NO EXPENSE TO THE CITY AND STATE. THE CONTRACTOR IS NOTIFIED THAT EACH CALLBOX HAS AN INTERNAL ALARM THAT MUST BE SHUT OFF PRIOR TO REMOVAL. THEREFORE, THE NEW YORK CITY POLICE DEPARTMENT CALLBOX UNIT MUST BE NOTIFIED (212-374-5221) 48 HOURS PRIOR TO THE REMOVAL.

⚠1 J3A. THE EXACT LOCATION OF THE EXISTING SUBWAY STRUCTURE AND THE LIMITS OF BURIED UNDERPINNING MATERIAL AND DEBRIS ARE UNKNOWN. AS-BUILT NYCTA DRAWINGS (CONTRACT NO.: C-20709, DATED MAR 1979) THAT WERE USED FOR PREPARING THE CONTRACT PLANS AND PROJECT BORING LOGS ARE AVAILABLE AT THE NYSDOT REGION 11 OFFICE. THE CONTRACTOR IS ENCOURAGED TO CONTACT THE NYCTA FOR ADD'L DRAWINGS AND/OR INFORMATION.

5/26

⚠	ADD NOTE	2-26-03

HNTB

AS BUILT REVISIONS

SIGNATURE _____ DATE _____

GENERAL NOTES
2 OF 6

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
GEN-2	NONE	NOV. 2002	REGION 11

DESIGNED BY G.L. CHECKED BY R.N. DRAWN BY J.R.E. CHECKED BY R.N. ESTIMATED BY L.N. CHECKED BY R.N.

IN CHARGE OF _____

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	14	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY

J18. EXISTING STANDARD BRIDGE RAILS, CHAIN LINK FENCE, STEEL PLATES, SPUN ALUMINUM BRACKET ARMS AND LAMPPOSTS (EXCEPT TYPE 10), LUMINAIRES, IMPACT ATTENUATORS, DRAINAGE FRAMES, GRATES AND COVERS, SIGNS, TIMBER PLANKS, ETC. WHICH ARE REMOVED UNDER THE RESPECTIVE ITEMS AND NOT RE-USED UNDER THE FINISHED WORK, SHALL BE NEATLY STORED AT LOCATIONS ON THE JOB SITE DESIGNATED BY THE ENGINEER FOR PICKUP BY NEW YORK CITY FORCES WITHIN 30 DAYS OF NOTIFICATION. ANY MATERIAL NOT DESIRED BY NEW YORK CITY SHALL BE REMOVED FROM THE SITE AND DISPOSED OF BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE. AFTER 30 DAYS FROM NOTIFICATION, THE MATERIAL BECOMES THE PROPERTY OF THE CONTRACTOR.

K. SURVEY, PRESERVATION OF MONUMENTS, POINTS AND STAKES

K1. ALL ELEVATIONS USED FOR THIS CONTRACT ARE BASED ON THE PAJFKIA DATUM (PROVIDED BY THE PORT AUTHORITY OF NEW YORK & NEW JERSEY WHICH IS 1.511 m HIGHER THAN THE BOROUGH OF QUEENS DATUM.

K2. THE CONTRACTOR IS TO EMPLOY A LICENSED SURVEYOR TO CROSS SECTION THE ENTIRE PROJECT ON A 3 m GRID PRIOR TO CONSTRUCTION. THIS CROSS SECTION SHALL BE GIVEN TO THE RESIDENT ENGINEER PRIOR TO ANY DEMOLITION.

K3. THE NEW YORK STATE LICENSED SURVEYOR SHALL SUBMIT CROSS SECTIONS ON A 3 m GRID PRIOR TO AND AFTER EXCAVATION, AND SUBSEQUENT TO PLACEMENT OF EACH LAYER OF FILL MATERIAL, I.E. SUBBASE, CONCRETE, ASPHALT, ETC. THIS INFORMATION SHALL BE GIVEN TO THE RESIDENT ENGINEER FOR HIS RECORDS AND USE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE APPROPRIATE ITEMS OF THE CONTRACT.

K4. A LICENSED SURVEYOR SHALL CROSS SECTION THE BRIDGE DECK AFTER FORM WORK IS PLACED, AFTER CONCRETE IS PLACED AND AFTER WEARING COURSE IS PLACED AS DIRECTED BY THE RESIDENT ENGINEER AND FOR HIS USE. THE COST FOR SURVEY WORK SHALL BE INCLUDED UNDER ITEM 625.01M (SURVEY AND STAKEOUT).

K5. THE CONTRACTOR SHALL SAFEGUARD ALL POINTS, STAKES, GRADE MARKS, MONUMENTS AND BENCH MARKS, MADE OR ESTABLISHED ON OR NEAR THE LINE OF THE WORK, AND AGREES TO ACCEPT THE RESPONSIBILITY FOR AND TO REMEDY AT HIS COST ANY MISTAKES THAT MAY BE CAUSED BY THE UNAUTHORIZED DISTURBANCE OR REMOVAL OF SUCH POINTS, STAKES, GRADE MARKS, MONUMENTS AND BENCH MARKS. THE CONTRACTOR SHALL NOT DISTURB OR EXCAVATE WITHIN 1.5 METERS OF ANY CITY MONUMENT WHICH MAY BE WITHIN THE LIMITS OF OR BE DISTURBED BY THE WORK HEREIN CONTEMPLATED, OR IN ANY MANNER DISTURB THE SAME, BUT SHALL CEASE WORK AT SUCH PLACES UNTIL THE SAID MONUMENT HAS BEEN REFERENCED AND RESET OR OTHERWISE DISPOSED OF EXCEPT UPON SPECIAL PERMIT FROM THE COMMISSIONER IN ACCORDANCE WITH THE CITY ORDINANCE THEREFOR. AFTER PERMISSION IS GIVEN TO REMOVE ANY MONUMENT, THE CONTRACTOR SHALL TAKE UP AND PRESERVE SUCH MONUMENT AND, IF REQUIRED, REMOVE SAME TO THE NEAREST BUREAU YARD.

K6. ANY EXPENSE INCURRED IN REPLACING ANY POINTS, STAKES OR BENCH MARKS, WHICH THE CONTRACTOR, OR ANY PERSON WORKING UNDER HIM, MAY HAVE FAILED TO PRESERVE, SHALL BE CHARGED TO THE CONTRACTOR AND DEDUCTED FROM THE AMOUNT TO BE PAID HIM FOR DOING THE WORK UNDER THIS CONTRACT.

K7. ALL COORDINATES AND ELEVATION SHOWN ARE IN METERS.

K8. ALL PROPOSED WORK IN THIS CONTRACT IS TO BE COMPLETED WITHIN THE PRESENT RIGHT-OF-WAY.

L. AVAILABILITY OF PLANS AND MICROFILMING STANDARDS

L1. AS BUILT PLANS, ARE AVAILABLE FOR REVIEW AT DIVISION OF BRIDGE DESIGN, 2 RECTOR STREET 7TH FLOOR, NEW YORK, NY. 10006 AND AT NYSDOT REGION 11 OFFICES.

L2. ALL SHOPDRAWINGS SUBMITTED BY THE CONTRACTOR SHALL MEET THE REQUIREMENTS FOR THE PREPARATION, INDEXING AND MICROFILMING OF ENGINEERING DRAWINGS AND DOCUMENTS FOR BRIDGES AND STRUCTURES OF NYSDOT.

M. UTILITIES

M1. LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE PLANS, ARE BASED ON INFORMATION AVAILABLE WHEN THESE PLANS WERE PREPARED AND SHOULD BE CONSIDERED APPROXIMATE. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD AND ARE THE RESPONSIBILITY OF THE CONTRACTOR.

M2. THE CONTRACTOR IS ALERTED TO THE RULES AND REGULATIONS OF INDUSTRIAL CODE RULE 53 AND IS DIRECTED TO COMPLY WITH IT. THE CONTRACTOR, FOR THE PURPOSE OF SAFETY, SHALL NOTIFY THE UTILITY COMPANIES INVOLVED IF ANY OF THEIR UTILITIES ARE EXPOSED AND/OR UNDERMINED DURING THE COURSE OF CONSTRUCTION. THE CITY SHALL NOT BE LIABLE FOR ANY COSTS INCURRED BY THE CONTRACTOR AS A RESULT OF THE COMPLIANCE, NON-COMPLIANCE OR IMPROPER COMPLIANCE BY THE FRANCHISED OPERATOR OF UNDERGROUND FACILITIES, WITH SUB PART -3 OF RULE 53 OF THE INDUSTRIAL CODE.

M3. THE CONTRACTOR SHALL SCHEDULE AND, THROUGH THE ENGINEER, COORDINATE HIS OPERATIONS WITH THE VARIOUS COMPANIES OR AGENCIES WHOSE INTERESTS WILL BE AFFECTED BY THIS PROJECT. KNOWN AGENCIES INVOLVED ARE AS FOLLOWS: BROOKLYN UNION GAS, BUREAU OF WATER SUPPLY NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION, CON EDISON, NEW YORK TELEPHONE, NEW YORK CITY FIRE DEPARTMENT, BUREAU OF TRAFFIC - DIVISION OF SIGNALS AND STREET LIGHTING, NEW YORK CITY DEPARTMENT OF TRANSPORTATION. ADDITIONAL PUBLIC OR PRIVATE UTILITY LINES, ABANDONED OR IN SERVICE, MAY EXIST AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONDUCT HIS OPERATIONS AND TAKE NECESSARY PRECAUTIONS TO PREVENT INTERFERENCE WITH OR DAMAGE TO THESE OR OTHER FACILITIES DURING THE COURSE OF CONSTRUCTION. ADDITIONAL PUBLIC OR PRIVATE UTILITY LINES, ABANDONED OR IN SERVICE MAY EXIST AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONDUCT HIS OPERATIONS AND TAKE NECESSARY PRECAUTIONS TO PREVENT INTERFERENCE WITH OR DAMAGE TO THESE OR OTHER FACILITIES DURING THE COURSE OF CONSTRUCTION.

M4. CONTRACTOR MUST GIVE 72 HOURS NOTICE TO THE UTILITY COMPANIES BEFORE ANY WORK IS STARTED.

M5. CON EDISON, DEP, BROOKLYN UNION GAS & VERIZON FACILITIES ARE LOCATED WITHIN THE PROJECT LIMITS. AS A RESULT OF THIS PROJECT, THESE PRIVATE UTILITIES WILL BE REQUIRED TO PROTECT, REMOVE, REPLACE OR RELOCATE SOME OR ALL OF THEIR FACILITIES. THIS WORK WILL BE PERFORMED BY THEM OR THEIR AGENTS AT THEIR EXPENSE. CONTRACTOR TO COORDINATE ACTIVITIES WITH THEM, UNLESS OTHERWISE NOTED. STREET LIGHTING WORK SHALL BE COORDINATED SUCH THAT AT NO TIME SHALL ANY LIGHTING OUTAGES BE EXPERIENCED. ORIGINAL SYSTEMS MUST BE MAINTAINED UNTIL SUCH TIME THAT THEY ARE REPLACED OR NO LONGER REQUIRED.

M6. CONTRACTOR SHALL CONTACT MR. FAUSTO BAUTISTA, CHIEF INSPECTOR (718-786-5855) PRIOR TO REMOVING ANY ELECTRICAL EQUIPMENT, TO SEE IF IT HAS TO BE RETURNED TO THE NEW YORK CITY BUREAU OF ELECTRICAL CONTROL STORE YARD LOCATED AT 45-03 37TH AVENUE, LONG ISLAND CITY, QUEENS, NEW YORK (718-361-8088) OR BE DISPOSED OF BY THE CONTRACTOR. NO ADDITIONAL PAYMENT WILL BE MADE FOR THE ABOVE WORK.

M7. ALL UTILITY POLES WILL BE REMOVED AND/OR RELOCATED BY OTHERS, UNLESS OTHERWISE NOTED.

M8. NEW FIRE ALARM FACILITIES ARE TO BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE N.Y.C. FIRE DEPARTMENT.

M9. THE CONTRACTOR SHALL NOTIFY THE BUREAU OF FIRE COMMUNICATIONS AT 212-403-1637, FORTY-EIGHT HOURS PRIOR TO START OF CONSTRUCTION.

N. DRAINAGE

N1. ALL PROPOSED WORK SHALL BE DONE IN CONFORMANCE WITH THE LATEST STANDARDS OF THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION AND ITS STANDARD SPECIFICATIONS.

N2. THE CONTRACTOR SHALL KEEP ALL BRIDGE DRAINS CLEAN AND FREE FLOWING DURING THE LIFE OF THE CONTRACT. THE COST SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS ITEMS IN THE CONTRACT.

O. MAINTENANCE AND PROTECTION OF TRAFFIC

O1. REFER TO MAINTENANCE AND PROTECTION OF TRAFFIC - GENERAL NOTES, DRAWING NO. MPT-1.

P. LANDSCAPE/PARKS

P1. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN CONSTRUCTION PERMITS FROM THE NEW YORK CITY DEPARTMENT OF PARKS AND RECREATION (CONSTRUCTION DIVISION), NEW YORK STATE DEPARTMENT OF ENVIROMENTAL CONSERVATION (CONSTRUCTION AND EASEMEMENT) AND THE NATIONAL PARK SERVICE.

Q. PROTECTIVE SHIELD NOTES

Q1. DUE TO THE CONDITIONS AND ACTIVITIES EXISTING AT THE LOCATION OF THIS CONTRACT, THE CONTRACTOR WILL BE REQUIRED, IN ADDITION TO COMPLYING WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATION AND THE REQUIREMENTS CONTAINED IN THE PROPOSAL AND THE STANDARD SPECIFICATIONS PERTAINING TO THE SAFETY AND HEALTH OF INDIVIDALS AND THE PROTECTION OF PROPERTIES TO PROVIDE AND MAINTAIN A SPECIFIC LEVEL OF PROTECTION IN CERTAIN AREAS AS DESCRIBED BELOW:

Q2. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE, MAINTAIN, AND REMOVE PROTECTIVE SHIELDS IN ALL ZONES DESIGNATED AS A "NO DROP AREA". THE CONSTRUCTION OF THE PROTECTIVE SHIELDS WILL BE SUCH AS TO PREVENT ANY DUST, DEBRIS, CONCRETE, FORMWORK, PAINT OR TOOLS FROM FALLING ON THE PUBLICLY TRAVELLED ROADWAY, AND PROPERTY BELOW AND ADJACENT TO THE STRUCTURE.

R. LANDSCAPING NOTES

R1. ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (METRIC UNITS) OF JANUARY 2, 2002 EXCEPT AS MODIFIED ON THESE PLANS AND IN THE ITEMIZED PROPOSAL.

R2. WITHIN TEN (10) BUSINESS DAYS OF THE AWARD OF THE CONTRACT, THE CONTRACTOR, THROUGH THE ENGINEER -IN-CHARGE, SHALL CONTACT THE NYCDOT DIRECTOR OF ARTERIAL MAINTENANCE (212-487-6837, 59 MAIDEN LANE, 37th FLOOR, NEW YORK, NY 10038) AND THE NYC PARKS DEPARTMENT INTERAGENCY COORDINATOR (718-760-6644, THE OLMSTED CENTER, FLUSHING MEADOWS-CORONA PARK, FLUSHING, NY 11368), TO ARRANGE FOR A PRE-CONSTRUCTION SITE INSPECTION.

R3. "WORK ZONE AND TREE/LANDSCAPE PROTECTION": PRIOR TO STARTING ANY CONTRACT WORK ON AN ARTERIAL, THE STATE WILL DO A PRE-CONSTRUCTION INSPECTION TO WHICH NYCDOT WILL BE INVITED, DOCUMENTING THROUGH PHOTOGRAPHS (STILL OR VIDEO) AND DESCRIPTIONS, ALL PRE-EXISTING LANDSCAPE FEATURES AND CONDITIONS, INCLUDING DAMAGE TO PLANTS AND STRUCTURES WITHIN THE WORK ZONE. THE LIMITS OF THE WORK ZONE, WHICH ARE THE PROJECT LIMITS AS SHOWN ON THE TITLE SHEET, WILL BE IDENTIFIED IN THE FIELD THROUGH MARKERS SUCH THAT THEY ARE CLEARLY IDENTIFIABLE.

ALSO PRIOR TO ANY OTHER WORK, THE CONTRACTOR SHALL STAKE OUT THE LIMITS OF "TREE/LANDSCAPE PROTECTION AREAS" WITHIN THE WORK ZONE AS SHOWN ON THE PLANS, FOR APPROVAL BY THE EIC IN CONSULTATION WITH THE REGIONAL LANDSCAPE ARCHITECT, (AND NYCDOT AND NYCDPR AS APPROPRIATE). IF NO TREE/LANDSCAPE PROTECTION AREA LIMITS ARE SPECIFICALLY SHOWN ON THE PLANS, AND WORK WILL OCCUR IN OR NEAR TREES OR VEGETATED AREAS, THE EIC, IN CONSULTATION AS ABOVE, WILL DIRECT THE CONTRACTOR. THE INTENT OF THE LIMITS IS TO PROTECT THE ROOT ZONE OF INDIVIDUAL TREES AND GROUPINGS OF TREES (USING THE "DRIPLINE"-THE VERTICAL PROJECTION TO THE GROUND OF THE TREES' CANOPY-AS A GUIDE), LAWNS AND OTHER VALUABLE VEGETATION TO THE MAXIMUM EXTENT FEASIBLE WHILE ALLOWING THE CONTRACTOR SUFFICIENT ROOM TO OPERATE. THEREFORE, THE CONTRACTOR MUST ASSESS THE ADEQUACY OF THE ALLOWED SPACE FOR ALL CONCEIVABLE ACTIVITIES INCLUDING THE PARKING OF PERSONAL VEHICLES. IT IS UNDERSTOOD THAT WORK MAY NEED TO OCCUR IN THE ROOT ZONE OF TREES. IN SUCH CASES, THE CONTRACTOR MAY PROPOSE ADJUSTMENTS TO THE STAKEOUT OF PROTECTION LIMITS TO SUIT FIELD CONDITIONS AND SUCH OPERATIONS. ANY SUCH ADJUSTMENTS SHALL BE IN WRITING AND/OR SHOWN ON A PLAN AND/OR APPROVED IN THE FIELD BY THE EIC IN CONSULTATION AS ABOVE.

AFTER APPROVAL OF THE STAKEOUT AND ADJUSTMENTS, "SNOW FENCING" (PAID FOR UNDER ITEM NO. 08615.0402 M) SHALL BE PLACED ALONG THESE LIMITS UNLESS OTHERWISE SPECIFIED. STREET TREES OR OTHER INDIVIDUAL TREES IN PITS IN PAVED AREAS WILL BE PROTECTED BY WOODEN BARRIERS (NYCDPR STANDARD) AS SHOWN IN THE PLANS, TO BE PAID FOR UNDER ITEM NO. 594.01 M.

AS BUILT REVISIONS

SIGNATURE DATE

GENERAL NOTES
3 OF 6

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
GEN-3	NONE	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

ONCE PROTECTION FENCING IS IN PLACE, THE CONTRACTOR SHALL NOT ENTER, DAMAGE OR DIMINISH THE LANDSCAPE OR ANY PORTION THEREOF WITHIN THE DEFINED TREE/LANDSCAPE PROTECTION AREAS. ADDITIONALLY, WHERE WORK AREAS MUST ENCROACH ON TREE ROOT ZONES, THE CONTRACTOR, IF ORDERED BY THE EIC SHALL FURNISH A 0.200 m (APPROX. 8") LAYER OF WOOD CHIPS WITHIN THE DRIPLINE AREA TO REDUCE SOIL COMPACTION. ALSO, WHEN OCCUPYING DRIPLINE AREAS, THE PROTECTIVE FENCING MUST BE IN PLACE AND THE CONTRACTOR SHALL AVOID STOCKPILING STORING EQUIPMENT, DRIVING OR PARKING ANY VEHICLES TO THE MAXIMUM EXTENT POSSIBLE. ANY SUCH STOCKPILING SHALL BE REMOVED AS SOON AS POSSIBLE. BY THE END OF THE PROJECT, THE ENTIRE WORK ZONE, WITH THE EXCEPTION OF ITEMS DOCUMENTED DURING THE PRE-CONSTRUCTION INSPECTION, SHALL BE RESTORED PER THE CONTRACT DOCUMENTS AND/OR TO STANDARDS MUTUALLY AGREED UPON IN ADVANCE BY NYCDOT AND NYSDOT (AND NYCDPR IF WITHIN THEIR JURISDICTION).

THE CONTRACTOR IS CAUTIONED THAT SUMMONSES MAY BE ISSUED BY NYCDOT FOR ENTERING, OCCUPYING OR OTHERWISE USING LANDSCAPE AREAS (OTHER THAN NYSDOT ROW LIMITS, IF SHOWN ON THE CONTRACT DOCUMENTS) OUTSIDE OF THOSE PREVIOUSLY AGREED UPON BY THE EIC IN CONSULTATION WITH ALL INVOLVED PARTIES. THE CONTRACTOR WILL BE REQUIRED TO RESTORE DAMAGED AREA(S) AT HIS/HER OWN EXPENSE. AUTHORIZED RESTORATION, IF NECESSARY, WILL BE PAID FOR UNDER THE APPROPRIATE ITEMS IDENTIFIED IN THE CONTRACT DOCUMENTS.

R4. APPROVED TREE REMOVALS OR PRUNING: PRIOR TO THE PERFORMANCE OF ANY TREE PRUNING OR REMOVALS WITHIN NYCDPR JURISDICTION (OTHER THAN REMOVALS WHERE IT IS AGREED BY NYSDOT, NYCDOT AND NYCDPR THAT "VOLUNTEER" TREES ARE CLEARLY CAUSING A SAFETY HAZARD OR THREATENING A STRUCTURE), THE CONTRACTOR SHALL CONTACT, THROUGH THE ENGINEER-IN-CHARGE, THE NEW YORK CITY PARKS DEPARTMENT (NYCDPR) BOROUGH FORESTER(S) FOR THE BOROUGH(S) IN WHICH THE WORK IS LOCATED AND SHALL OBTAIN ANY REQUIRED FORESTRY PERMIT(S). FOR AN SUCH WORK SHOWN ON THE CONTRACT PLANS, NYCDPR PERMITS HAVE BEEN OBTAINED BY NYSDOT AND ARE PROVIDED TO THE CONTRACTOR IN THE PROPOSAL OF THE CONTRACT DOCUMENTS. THE NYCDPR BOROUGH FORESTERS ARE:

BOROUGH	NAME	TELEPHONE/FAX
BRONX	MR. RICK ZEIDLER	718-430-1877/1818
BROOKLYN	MR. THOMAS STOFKA	718-768-0100/0207
MANHATTAN	MR. WILLIAM STEYER	212-860-1844/1359
QUEENS	MR. THOMAS RUSSO	718-699-1006/7491
RICHMOND	MR. JAMES MCCABE	718-816-9193/9194

NO TREE PRUNING MAY BE PERFORMED EXCEPT BY (OR UNDER THE SUPERVISION OF) A QUALIFIED TREE-CARE PROFESSIONAL (CERTIFICATION BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE, AMERICAN HORTICULTURAL SOCIETY OR APPROVED EQUAL) APPROVED BY THE REGIONAL LANDSCAPE RCHITECT IN CONSULTATION WITH NYCDOT AND, WHERE WITHIN THE JURISDICTION OF THE NYCDPR, WITHOUT THE PERMISSION OF THE NYCDPR.

IN CASE OF A TREE REMOVAL, ALL REMAINS INCLUDING, BUT NOT LIMITED TO STUMPS, TRUNKS, LIMBS, BRANCHES, AND FOLIAGE SHALL BE DISPOSED OF AS EXPEDITIOUSLY AS POSSIBLE. (IN ASIAN LONGHORN BEETLE QUARANTINE AREAS, RESTRICTIONS APPLY; SEE OTHER NOTES LATER IN THIS SECTION). THE COST OF DISPOSAL AS SPECIFIED ABOVE SHALL BE INCLUDED IN THE PRICE BID FOR THE RESPECTIVE TREE REMOVAL ITEMS.

R5. "UNAUTHORIZED" TREE REMOVALS: IF THE CONTRACTOR REMOVES TREES NOT IDENTIFIED ON THE CONTRACT PLANS OR REMOVES TREES WITHIN THE JURISDICTION OF NYCDPR WHICH ARE NOT APPROVED BY THE BOROUGH FORESTER, OR SO SEVERELY DAMAGES TREES THAT IN THE JUDGEMENT OF THE BOROUGH FORESTER THEY MUST BE REMOVED, THE CONTRACTOR SHALL PROVIDE REPLACEMENT TREES AT HIS/HER OWN EXPENSE ACCORDING TO NYCDPR'S BASAL AREA FORMULA OR OTHER CRITERIA STATED IN THE NYCDPR PERMITS. THE FINAL LOCATION OF REPLACEMENT TREES (TO BE PLANNED IN ACCORDANCE WITH SPECIFICATIONS FOR ITEM NOS. 611.010174 M, 80 mm OR 3.15 INCHES IN CALIPER, UNDER OTHERWISE SPECIFIED) SHOULD BE WITHIN THE PROJECT LIMITS AND WILL BE AS DIRECTED BY THE ENGINEER-IN-CHARGE AFTER CONSULTATION WITH THE REGIONAL LANDSCAPE ARCHITECT, (NYCDPR AND NYCDOT AS APPROPRIATE). IF PLANTING WITHIN THE PROJECT LIMITS IS NOT POSSIBLE, NYSDOT, NYCDOT AND NYCDPR WILL AGREE ON APPROPRIATE MITIGATION. ANY REPLACEMENT TREES PLANTED AS MITIGATION MUST BE WATERED, MAINTAINED AND GUARANTEED PER NYSDOT STANDARD SPECIFICATIONS AT NO COST TO THE STATE.

R6. GENERAL PROTECTION OF EXISTING LANDSCAPE: AT ALL TIMES DURING THE COURSE OF THE PROJECT, THE CONTRACTOR SHALL AVOID OR MINIMIZE: SOIL COMPACTION, POLLUTION, EROSION AND IMPACTS TO EXISTING VEGETATION UNLESS REMOVAL, SELECTIVE THINNING OR CLEARING AND RUBBING ARE SPECIFIED IN THE CONTRACT PLANS. THE CONTRACTOR SHALL PLACE APPROVED WOOD CHIPS AND/OR GEOTEXTILE A.O.B.E. ON UNPAVED AREAS WHERE MATERIALS WILL BE STOCKPILED, TO MINIMIZE SOIL COMPACTION AND PREVENT CONTAMINATION OF EXISTING SOIL. UNDER NO CIRCUMSTANCES MAY PETROLEUM PRODUCTS, CONCRETE WASH WATER, PAINT, OR OTHER POLLUTANTS BE ALLOWED TO SEEP INTO THE LANDSCAPE OR CITY DRAINAGE SYSTEM.

IF CONCRETE EQUIPMENT WASHING IS REQUIRED, THIS MUST BE DONE ONLY IN AN APPROVED "CONTAINMENT AREA" WITHIN AN APPROVED STAGING AREA AS SHOWN AND DETAILED IN THE CONTRACT DOCUMENTS. UNLESS OTHERWISE SPECIFIED, THE CONTAINMENT AREA SHALL BE CREATED BY FORMNG AN ENCLOSURE (EARTHEN BERM, ITEM NO. 203.01 M OR HAY BALES, ITEM NO. 209.05 M) CONTINUOUSLY LINED WITH HEAVY DUTY IMPERMEABLE SHEETS. THE SHEETS AND ALL EVIDENCE OF WASHOUT SHALL BE REMOVED ON COMPLETION OF THE OPERATION, ORIGINAL GRADES AND SOIL TEXTURE WILL BE RESTORED (SOIL UNCOMPACTED AND WELL AERATED) AND THE AREA, UNLESS OTHERWISE SPECIFIED, WILL BE SEEDED PER ITEM NO. 610.0203 M.

R7. STAGING/STORAGE AREAS: IF THE CONTRACT PLANS IDENTIFY STAGING/STORAGE AREAS ON PARKWAYS OR OTHER PROPERTIES UNDER THE JURISDICTION OF THE NYCDPR AND/OR NYCDOT, SUCH AREAS HAVE BEEN APPROVED BY THE NYCDPR AND/OR NYCDOT, AND HAVE BEEN INCLUDED IN THEIR CONSTRUCTION PERMIT.

IF THE CONTRACTOR PROPOSES ANY OTHER CONTRACTOR YARDS, OR MAIN STAGING AREAS OR ACCESS ROUTES ON PARKWAYS OR OTHER PROPERTIES UNDER THE JURISDICTION OF THE NYCDPR AN/OR NYCDOT, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY, THROUGH THE EIC, TO OBTAIN NYCDPR AND/OR NYCDOT'S APPROVAL AND, IF REQUESTED, A SEPARATE CONSTRUCTION PERMIT AT HIS/HER OWN EXPENSE PRIOR TO THE USE OF ANY SUCH SITE (FOR NYCDPR PROPERTY, THIS WILL BE THROUGH THE DIRECTOR OF CONSTRUCTION PERMITS, 718-760-6737, FAX 3760). THE CONTRACTORS CAUTIONED THAT STANDARD FEES MAY APPLY FOR USE OF NYCDPR PROPERTY. WHERE STAGING AND/OR STORAGE IS PROPOSED ON STATE OF NEW YORK PROPERTY, NYCDOT AND/OR NYCDPR APPROVAL IS NOT REQUIRED, HOWEVER, NYCDOT AND/OR NYCDPR CONCURRENCE WILL BE SOUGHT WHERE A MAINTENANCE CONCERN EXISTS.

IT IS UNDERSTOOD THAT LOCALIZED STAGING/STORAGE AREAS MAY BE NECESSARY IN ADDITION TO ANY MAIN AREAS SHOWN ON PLANS. OUTSIDE TREE/LANDSCAPE PROTECTION AREAS THE ENGINEER-IN-CHARGE (IN CONSULTATION WITH NYCDPR AND NYCDOT AS APPROPRIATE) WILL DESIGNATE SUCH OTHER LOCALIZED AREAS APPROPRIATE FOR STORAGE OF MATERIALS, EQUIPMENT AS WELL AS PARKING OF CONTRACTOR'S VEHICLES AND ACCESS ROUTES THROUGH THE ACTIVE WORK ZONE. THESE AREAS MUST BE DEFINED BY APPROPRIATE FENCING AND MUST MEET ALL MPT/SAFETY CRITERIA AS WELL.

ON SLOPING AREAS, EROSION-CONTROL METHODS (PER NYSDOT STANDARD EROSION CONTROL ITEMS) WILL BE USED TO PREVENT MOVEMENT OF SOIL, SPECIFICALLY INTO STORM DRAINS. WHERE IT WILL NOT IMPACT ON TREES, EXISTING TOPSOIL MAY BE SCRAPED OFF AND STORED IN PILES AND REPLACED AT TIME OF SITE RESTORATION.

R8. LANDSCAPE MAINTENANCE DURING CONSTRUCTION: DURING THE COURSE OF THE PROJECT, THE CONTRACTOR SHALL MAINTAIN THE APPEARANCE OF THE PROJECT SITE BY REMOVING LITTER, DEBRIS AND EXCESS MATERIALS AS A RESULT OF THE CONSTRUCTION OPERATION FROM THE WORK SITE ON A REGULAR BASIS AND STORING ALL CONSTRUCTION EQUIPMENT AND CONSTRUCTION MATERIAL IN AN ORGANIZED FASHION THROUGHOUT THE CONSTRUCTION PERIOD. THIS WILL DETER ILLEGAL DUMPING AND ENCOURAGE THE PUBLIC TO RESPECT THE PROJECT AND THE REST OF THE ROADWAY.

ALL AREAS INACCESSIBLE TO AGENCIES' MAINTENANCE FORCES MUST BE KEPT AS CLEAN AS POSSIBLE BY THE CONTRACTOR. THE EIC WILL CONSULT WITH THE CONTRACTOR AND NYCDOT TO DETERMINE AND AGREE UPON THE LIMITS OF SUCH AREAS. ADDITIONALLY, ANY VEGETATION REQUIRING MAINTENANCE SUCH AS MOWING OF GRASS WILL BE MAINTAINED TO THE STANDARD OCCURRING ON THE REMAINDER OF THE ROADWAY AS ORDERED BY THE ENGINEER-IN-CHARGE. UNLESS OTHERWISE SPECIFIED, MOWING SHALL BE DONE AT THE RATE AND TIME TYPICALLY DONE BY NYCDOT ARTERIAL AINTENANCE FOR THE GIVEN ROAD, WEATHER CONDITIONS AND TIME OF YEAR (AVERAGE ONCE/3 WEEKS MONTH, MAY THROUGH OCTOBER). IF NO ITEM IS SPECIFIED, NO SEPARATE PAYMENT WILL BE MADE. CLEANING AND OTHER MAINTENANCE TASKS MUST BE COORDINATED REGULARLY THROUGH THE EIC WITH APPROPRIATE AGENCIES TO PROVIDE UNINTERRUPTED MAINTENANCE THROUGHOUT THE PROJECT.

R9. RESTORATION OF LANDSCAPE: ALL EXCESS MATERIALS AND DEBRIS DUE TO THE CONTRACTOR'S OPERATION SHALL BE REMOVED BY THE CONTRACTOR, AS PART OF SITE RESTORATION. ALL SOIL DIMINISHED AND/OR CONTAMINATED WITH EXCESS MATERIAL AND DEBRIS WILL ALSO BE REMOVED AND REPLACED WITH TOPSOIL ACCEPTABLE TO THE EIC IN CONSULTATION WITH THE REGIONAL LANDSCAPE ARCHITECT AND OTHER AGENCIES HAVING JURISDICTION (UNLESS OTHERWISE SPECIFIED, TOPSOIL SHALL HAVE ORGANIC CONTENT OF 6-12%, A PH OF 6.0-7.0, AND NO MORE THAN 50% OF EITHER SAND OR CLAY AND SHALL BE PAD FOR UNDER ITEM NO. 613.0101 M). THE CONTRACTOR, AS DIRECTED BY THE EIC, SHALL RESTORE A MINIMUM OF 150 mm (6 INCHES) OF NEW TOPSOIL ON ALL AREAS WHERE THE TOTOPSOIL HAS BEEN DIMINISHED OR LOST DUE TO HIS/HER OPERATIONS. OUTSIDE THE DRIPLINE OF TREES, IF IT IS DETERMINED BY THE EIC IN CONSULTATION WITH THE RLA THAT THE SOIL HAS BEEN COMPACTED DURING THE COURSE OF THE PROJECT, IT WILL BE UNCOMPACTED AND LOOSENED TO THE DEPTH OF 0.300 m (ONE FOOT) PRIOR TO GRASS SEEDING. UNDER NO CIRCUMSTANCES MAY HEAVY EQUIPMENT (I.E. PAYLOADERS) BE USED TO ACCOMPLISHED SITE RESTORATION WITHIN THE DRIPLINE OF TREES. IN THESE ROOT-SENSITIVE AREAS, WORK MUST BE DONE BY HAND USING ONLY LIGHT EQUIPMENT.

R10. STOCKPILE OF "OFFENSIVE" MATERIAL: IF, DURING THE COURSE OF THE CONTRACT, THE CONTRACTOR REQUIRES TO STOCKPILE ANY CONSTRUCTION MATERIAL WITHIN THE WORK ZONE WHICH IN THE OPINION OF THE ENGINEER-IN-CHARGE, MAY BE OFFENSIVE IN NATURE TO "SENSITIVE RECEPTORS" (E.G.: HOMES, PUBLIC PLACES, HOSPITALS, OR SCHOOLS) BECAUSE OF APPEARANCE, ODOR, POTENTIAL FOR AIRBORNE DISBURSEMENT OR HAZARDOUS NATURE, HE/SHE MUST OBTAIN PERMISSION FROM THE ENGINEER-IN-CHARGE PRIOR TO PLACING THE STOCKPILE. AS A GUIDELINE, NO SUCH STOCKPILING WOULD NORMALLY BE PERMITTED WITHIN 60 m (200 FEET) OF ANY SENSITIVE RECEPTOR. THE CONTRACTOR SHOULD ALSO NOTE:
- THE STOCKPILE SITE SHALL NOT BE USED FOR STORING/DUMPING DEBRIS FROM CONTRACTOR'S OTHER PROJECTS.
- NEW YORK CITY DEPARTMENT OF SANITATION MUST BE CONTACTED FOR ISSUANCE OF PERMIT ON ANY PROJECT IF THE CONTRACTOR WANTS TO STORE STOCKPILE MATERIALS OUTSIDE THE STATE RIGHT-OF-WAY.

R11. ASIAN LONGHORN BEETLE: IF WORKING WITHIN AREAS UNDER REGULATION PURSUANT TO PART 139 OF THE NEW YORK STATE DEPARTMENT OF AGRICULTURE AND MARKETS LAW ("CONTROL OF THE ASIAN LONG-HORNED BEETLE") THE CONTRACTOR, IN HANDLING HOST MATERIAL LIVING, DEAD, T OR FALLEN, INCLUSIVE OF NURSERY STOCK, LOGS, GREEN LUMBER, STUMPS, ROOTS, BRANCHES AND DEBRIS OF A HALF INCH OR MORE IN DIAMETER, SHALL COMPLY WITH ALL REQUIREMENTS OF THAT LAW INCLUDING "CERTIFICATION", MEANING: THE CONTRACTOR SHALL OBTAIN ALL NECESSARY TRAINING AND EXECUTE A "COMPLIANCE AGREEMENT" WITH THE N.Y.S. DEPARTMENT OF AGRICULTURE AND MARKETS. THE CONTRACTOR SHALL PROVIDE NYSDOT WITH AN ORIGINAL COPY OF THE FULLY EXECUTED AGREEMENT AND SHALL DISPLAY THE ISSUED IDENTIFICATION STICKERS ON ALL VEHICLES INVOLVED WITH TREE WORK WITHIN THE QUARANTINE AREAS.

IN ALL OTHER WORK ZONES, CONTRACTORS ARE ALERTED TO THE POSSIBILITY OF ENCOUNTERING THE ASIAN LONG-HORNED BEETLE AND ARE REQUESTED, IF BEETLES ARE OBSERVED OR SUSPECTED OF BEING PRESENT, TO CONTACT: N.Y.S. DEPARTMENT OF AGRICULTURE AND MARKETS DIVISION OF PLANT INDUSTRY, 4 STEWART AVENUE, WEST HAMPTON BEACH, NY 11878 (631) 288-1751 OR 800-544-4501 EXT. 72087. MORE INFORMATION ABOUT THE BEETLE AND QUARANTINE LIMITS CAN BE FOUND AT:

HTTP://WILLOW.NCFES.UMN.EDU/AIANBEETLE.HTML
HTTP://APHIS.USDA.GOV/OA/ALB.HTML

R12. PLANT PEST CONTROL QUARANTINE: THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE QUANTITY RESTRICTIONS AS REGARDS THE NEW YORK STATE DEPARTMENT OF AGRICULTURE'S REGULATING OF MOVEMENT OF TOPSOIL AND EQUIPMENT IN NASSAU, SUFFOLK, RICHMOND AND KINGS COUNTIES. DETAILED INSTRUCTIONS AND ASSISTANCE RELATIVE TO THE ABOVE QUARANTINES MAY BE OBTAINED FROM THE SENIOR HORTICULTURAL INSPECTOR AT: ANIMAL AND PLANT HEALTH INSPECTION SERVICE, DEPARTMENT OF AGRICULTURE, 4 STEWART ROAD, WEST HAMPTON BEACH, NY 11978, PHONE (516) 288-4191.

R13. TICK WARNING: LONG ISLAND IS AN AREA WHERE LYME DISEASE IS WIDE SPREAD. THIS CONTRACT TAKES PLACE IN HIGH RISK EXPOSURE AREAS WHICH INCREASES THE POSSIBILITY OF COMING IN CONTACT WITH TICKS THAT CARRY THE DISEASE. THE CONTRACTOR SHALL TAKE POSITIVE STEPS TO INFORM ALL EMPLOYEES OF THIS DANGER, INCLUDING HOLDING SAFETY MEETINGS WHICH COVER THIS TOPIC.

R14. POISON IVY WARNING: THIS CONTRACT TAKES PLACE IN AREAS THAT HAVE HIGH CONCENTRATIONS OF POISON IVY. THE CONTRACTOR SHALL TAKE POSITIVE STEPS TO INFORM ALL EMPLOYEES OF THIS DANGER, INCLUDING HOLDING SAFETY MEETINGS WHICH COVER THIS TOPIC.

S. SURVEY NOTES

S1. ALL PROPOSED WORK IN THIS CONTRACT IS TO BE COMPLETED WITHIN THEPRESENT RIGHT-OF-WAY.

S2. THE HORIZONTAL AND VERTICAL DATUMS TO WHICH THE SURVEY FOR THE FOLLOWING BRIDGES AND HIGHWAY,

- HILLSIDE AVENUE OVER VAN WYCK EXPRESSWAY, B.I.N. 1055710
- JAMAICA AVENUE OVER VAN WYCK EXPRESSWAY, B.I.N. 1055700
- VAN WYCK EXPRESSWAY

ARE REFERENCED, IS AS FOLLOWS:
A. HORIZONTAL DATUM - QUEENS - JFK
B. VERTICAL DATUM - THE PAJFKIA DATUM
C. THE PUBLISHED (RECORD) PAJFKIA BENCH MARKS USED TO ESTABLISHED VERTICAL CONTROL ARE:

BENCH MARK NUMBER	PUBLISHED ELEVATION
AA01	14.81 m (43.619')
AA02	15.05 m (44.403')

S3. ALL COORDINATES AND ELEVATIONS ARE SHOWN IN METERS.

PROJECT COORDINATION NOTE:

THE CONTRACTOR IS MADE AWARE THAT THERE IS OTHER CONSTRUCTION PLANNED FOR ADJACENT SEGMENTS OF THE VAN WYCK EXPRESSWAY. ~~THE NORTH TERMINUS AREA OF THE PROJECT MAY NOT BE AVAILABLE FOR CONSTRUCTION OR MPT SET-UP UNTIL 6 TO 12 MONTHS AFTER LETTING.~~ (△1)

ALSO, THE CONTRACTOR SHOULD NOTE THAT THE EXISTING PEDESTRIAN BRIDGE LOCATED APPROXIMATELY AT STATION 0+900 ON VAN WYCK EXPRESSWAY (86TH AVENUE) WILL BE REMOVED AND REPLACED WITH A NEW PEDESTRIAN BRIDGE WORK IS TO BE COORDINATED WITH OTHER PROJECTS. (△1)

T. STREETLIGHTING GENERAL NOTES:

1. DETAILS ARE DIAGRAMMATIC, CONTRACTOR SHALL DETERMINE ACTUAL CONDUIT ROUTING AND CONSTRUCTION IN THE FIELD.
2. ALL WORK SHALL CONFORM TO THE NATIONAL ELECTRIC CODE, THE ELECTRIC CODE OF THE CITY OF NEW YORK, AND ANY APPLICABLE NYS AND NYC REGULATIONS.
3. SUPPORT EXTERNALLY-MOUNTED CONDUIT 1.5m O.C. WITH GALVANIZED STEEL CONDUIT CLAMPS, SIZED AS REQ. AND MOUNTED ACCORDING TO MANUFACTURER'S DIRECTIONS.
4. TEMPORARY FIXTURES SHALL BE MOUNTED AWAY FROM POSSIBLE PHYSICAL HARM, 4.5 M ABOVE ROAD SURFACE, & ACCORDING TO MANUFACTURER'S DIRECTIONS.
5. CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR MAINTAINING THE CONTINUITY OF ALL LIGHTING ON THE VAN WYCK MEDIAN, SIGNS, SERVICE ROADS, AND OVERPASSES (WHETHER PERMANENT OR TEMPORARY) FOR THE DURATION OF THE PROJECT. UNDER NO CIRCUMSTANCE SHALL ANY ROADWAY BE UNLIT DURING ANY NIGHT HOURS.
6. ANY DAMAGE TO CONCRETE MEDIAN BARRIER AND ROADWAY SURFACE NECESSARY TO INSTALL CONDUITS AND BOXES AS SHOWN ON PLANS SHALL BE REPLACED TO THE SATISFACTION OF THE ENGINEER.
7. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL CONFORM TO THE STANDARDS OF THE NYCDOT DIVISION OF STREETLIGHTING. CONSULT THE FOLLOWING STANDARD DRAWINGS FOR CONSTRUCTION DETAILS:

- WALL-MOUNTED UNDERDECK HPS LUMINAIRES	H-3969
- ROUND ALUMINUM LAMPOSTS AND ARMS	H-5244 AND J-5218
- CAST-IRON JUNCTION BOX (IN BRIDGE DECK)	D-2280
- CAST-IRON JUNCTION BOX (IN ABUTMENT WALL)	E-2247
- ROADWAY-TYPE CONCRETE BOX	J-3179-B
- SIGN LIGHTING MOUNTING DETAILS	J-5276M
- TEMPORARY LIGHT SUPPORT AND WIRING	J-5226
- TEMPORARY WOOD PYLON	F-5005
- CONTROL PEDESTAL CABINET--6-RELAY	H-5078 SH. 1 & 2
- 3-PHOTOELECTRIC CONTROL W/ MOUNTING BRACKET	J-5229
- WIRING AND BONDING	E-3229, D-3225-A
- METHOD OF MOUNTING FUSES	E-3984
- GROUNDING METHODS	H-5019
- IDENTIFICATION PLATES	D-2861
- CONDUIT UNDER ROADWAYS	D-3155
- ELECTRIC BOX IN MEDIAN BARRIER	H-5221
- FOUNDATION FOR LAMP POSTS	E-3788M

8. NO EXISTING OR PROPOSED ELECTRIC BOXES CARRYING LIVE ELECTRICAL EQUIPMENT SHALL BE BLOCKED OR RENDERED INACCESSIBLE BY CONSTRUCTION OR EQUIPMENT.
9. ALL WIRING SHALL BE SIZED AS REQUIRED BY THE NATIONAL ELECTRIC CODE AND TO MINIMIZE VOLTAGE DROP TO 5% AT ALL ELECTRIC EQUIPMENT.
10. EXISTING ITS FACILITIES ARE SHOWN. FOR REFERENCE INFORMATION, SEE DWG. NOS. ITS-1 THRU ITS-6.
11. UPON COMPLETION OF WORK THE ENG. SHALL PROVIDE NYCDOT A MYLAR DWG. SHOWING ALL INFORMATION NECESSARY TO IDENTIFY FACILITIES FOR AS-BUILT RECORDS.
12. IF EXISTING LIGHTS NOT SHOWN ON PLANS ARE REMOVED FOR AN EXTENDED TIME PERIOD TEMP. LIGHTING SHALL BE PROVIDED ON PYLONS.
13. ANY DAMAGE TO STREET LIGHTING EQUIPMENT AS A RESULT OF THE CONTRACTOR'S WORK SHALL BE REPLACED AT HIS EXPENSE.
14. NYCDOT STREET LIGHTING INSPECTOR IS TO BE NOTIFIED AT (718) 786-5822, 72 HRS PRIOR TO THE INSTALLATION OF ALL STREET LIGHTING EQUIPMENT.
15. ALL PHOTO ELECTRIC CONTROLS (PEC) TO BE SOLID STATE. ALL EQUIP. TO BE FURNISHED BY THE CONTRACTOR.
16. ALL EXPOSED CONDUIT BOXES SHALL BE MOUNTED W/ STAINLESS STEEL EPOXY ANCHORS SIZED AS REQ'D BY MANUFACTURER.
17. EXACT LOCATION OS NEW PEDESTAL-MOUNTED CONTROL CABINET SHALL BE DETERMINED BY THE ENGINEER. CABINET SHALL BE LOCATED SUCH THAT IT WILL BE ACCESSIBLE FOR MAINTENANCE ONCE FINAL GRADING HAS BEEN COMPLETED.

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	15A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 15

△1	DELETED NOTE ON ACCESS TO AREA	2-17-03
△1	ADD NOTE ON COORDINATION	2-17-03

6/26

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SIGNATURE ______ DATE ______

GENERAL NOTES
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STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
GEN-4	NONE	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.H. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	16	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY

NYC DEP GENERAL NOTES

1. CONTRACTOR SHALL NOTIFY THE FIRE DEPARTMENT AND D.D.C-CONSTRUCTION AT LEAST 72 WORKING HOURS IN ADVANCE PRIOR TO SHUTTING OFF VALVES. NO REMOVAL SHALL TAKE PLACE BEFORE SHUT-OFF VALVE HAS BEEN CLOSED BY THE D.E.P. PERSONNEL.

2. THE ALIGNMENT OF THE WATER MAINS WITHIN THE APPROACHES AND THE LOCATION OF THE VALVES ARE SHOWN SCHEMATICALLY. THE EXACT ALIGNMENTS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER, AS THE WORK PROGRESSES.

3. 12 INCH (300 mm) DIAMETER STEEL PIPES SHALL BE FABRICATED, INSTALLED AND TESTED IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS AND APPLICABLE PORTIONS OF THE "N.Y.C.D.E.P STANDARD SPECIFICATIONS FOR FURNISHING, DELIVERING AND LAYING STEEL PIPES AND APPURTENANCES", LATEST REVISION, N.Y.C.D.E.P. STANDARD DWG. 48407-Z (48407-Z/M0 LATEST REVISION, AND AS ORDERED BY THE ENGINEER.

4. 12 INCH (300 mm) DIAMETER DUCTILE IRON PIPES WITH RESTRAINED JOINTS SHALL BE FURNISHED, DELIVERED, INSTALLED AND TESTED IN ACCORDANCE WITH THE N.Y.C.D.E.P. STANDARD WATER MAIN SPECIFICATIONS, LATEST REVISION, N.Y.C.D.E.P. SPECIFICATIONS FOR DUCTILE IRON PIPE, LATEST REVISION, AND AS APPROVED BY THE ENGINEER.

5. PRIOR TO CONNECTING THE NEW MAINS TO THE EXISTING ONES, IT MUST BE MADE ABSOLUTELY CERTAIN THAT ALL RESTRAINT REQUIREMENTS, DUE TO UNBALANCED PRESSURE CONDITIONS GENERATED BY MODIFIED PIPE GEOMETRY AND NEWLY INSTALLED VALVES AND FITTINGS, ARE FULLY MET. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO PROPERTY AND FOR PERSONNEL INJURY CAUSED BY NEGLIGENCE OR OMISSION REGARDING COMPLIANCE WITH THE RESTRAINT REQUIREMENTS.

   FOR TYPICAL MINIMUM LENGTHS OF REQUIRED RESTRAINT, SEE TABLE A8-2 IN "STANDARD SPECIFICATIONS FOR DUCTILE-IRON PIPE WITH PUSH-ON JOINTS AND DUCTILE IRON FITTINGS WITH MECHANICAL JOINTS 6" (150 mm) THROUGH 48" (1200 mm)", LATEST REVISION.

6. CONTRACTOR SHALL SUBMIT ALL GEOMETRY DRAWINGS AND INSTALLATION PROCEDURE FOR FABRICATION AND LAYING OF 12 INCH (300 mm) DIAMETER STEEL PIPE (INSIDE 16 INCH (410 mm) DIAMETER STEEL CASING), INCLUDING PIPE SUPPORTS AND SHALLOW COVER PROTECTION, TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION.

   PIPE GEOMETRY

   PLAN - PROPOSED LAYOUT OF PIPE(S) BASED ON SURVEY INFORMATION SHALL BE SUBMITTED TO D.D.C. FOR ITS INFORMATION AND USE. ALL STRUCTURAL ELEMENTS (BRIDGE DIAPHRAGMS, PIPE SUPPORTS, ABUTMENT WALLS, ETC.) SHALL BE SHOWN ON THE PLAN.

   PROFILE - ALL GIRDER ELEVATIONS (TOP OR BOTTOM FLANGE), AT CAMBERED POSITION, ELEVATIONS OF THE CENTER LINE OF THE WATER MAIN(S) AT FINAL POSITION, CLEARANCES WITH BRIDGE DIAPHRAGMS AND SURFACE ELEVATIONS SHALL BE SHOWN. THE ACCURACY OF ALL INFORMATION AND DATA SHOWN ON THE SUBMITTAL IS OF CONTRACTOR'S RESPONSIBILITY. IT IS ASSUMED (AND HEREBY REQUESTED) THAT THE SAID INFORMATION AND DATA WERE REVIEWED AND APPROVED BY THE CONSULTANT (CCS) BASED ON APPROVED STRUCTURAL STEEL FABRICATION DRAWINGS.

7. CONTRACTOR SHALL SUBMIT NECESSARY SHOP DRAWINGS AND CATALOG CUTS FOR THE 12 INCH (300 mm) WATER MAIN(S) AND APPURTENANCES, ALL IN ACCORDANCE WITH APPROVED/ACCEPTED GEOMETRY OF THE PIPE, INSTALLATION PROCEDURE AND ALL APPLICABLE D.E.P./D.D.C. STANDARDS.

8. ALL EXCAVATION SHALL BE DONE BY HAND WITHIN ONE FOOT (0.3 m) OF EXISTING SEWERS, HOUSE CONNECTIONS, DRAINS AND OTHER UTILITIES.

9. 20 INCH (500 mm) DIAMETER WATER MAIN(S) ON APPROACHES SHALL BE PROTECTED BY SHALLOW COVER PROTECTION UP TO 2'-6" (0.75 m) COVER, MINIMUM.

10. 12 INCH (300 mm) DIAMETER WATER MAIN BETWEEN THE BRIDGE ABUTMENTS SHALL BE INSULATED BY 2-INCH (50 mm) RIGID INSULATION INSIDE A CASING PIPE. IF THERE IS NO CASING PIPE THE INSULATION SHALL BE COVERED BY 3003 OR 5005 ALUMINUM ALLOY JACKETING WITH 3/16" (7 mm) CORRUGATIONS, AS SPECIFIED IN THE APPLICABLE SPECIFICATIONS FOR THIS PROJECT. JACKETING SHALL BE SECURED BY 0.020" (0.5 mm) THICK BY 0.5" (13 mm) WIDE STAINLESS STEEL STRAPS, PROPERLY SPACED.

11. INSULATION SHALL BE CONTINUOUS TO A MINIMUM DEPTH OF 1'-6"(0.45 m).

12. ALL OPEN ENDS OF THE INSULATION (AT THE SUPPORTS, CORPORATION STOP, ABUTMENTS, ETC.) SHALL BE ADEQUATELY SEALED BY APPROVED THERMAL INSULATION SEALANT.

13. EXPANSION JOINT FOR 12 INCH (300 mm) DIAMETER STEEL PIPE SHALL BE SELF-EQUALIZING, 2-PLY STAINLESS STEEL BELLOWS WITH FOUR STAINLESS STEEL LIMIT RODS AND STAINLESS STEEL INTERNAL AND EXTERNAL COVERS, AS SPECIFIED IN APPLICABLE SPECIFICATIONS FOR THIS PROJECT. EXPANSION JOINT SHALL BE CAPABLE OF 4" (100 mm) MIN. MOVEMENT AND SHALL BE INSTALLED AT MID-WAY POSITION.

14. A 1 INCH (25 mm) CORPORATION STOP SHALL BE PROVIDED ON THE 12 INCH (300 mm) DIAMETER WATER MAIN WHERE SHOWN ON THE PLANS.

15. FOR DETAILS OF CORPORATION STOP, THE CONTRACTOR SHALL REFER TO NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION, STD. DWG. NO. 10591-Z. (10591-Z/M0

16. SLAB TYPE MANHOLE FRAME AND COVER, AS SHOWN ON N.Y.C. STD. DWG. NO. 45353-A-Z (45353-A-Z/M0, LATEST REVISION, SHALL BE INSTALLED OVER THE CORPORATION STOP.

17. ALL STEEL ELEMENTS AS SHOWN ON THE PLAN SHALL BE HOT DIPPED GALVANIZED AS PER ASTM A123.

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY J.A.E. DRAFTED BY R.N. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY R.N.

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GENERAL NOTES
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STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

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DRAWING NO.	SCALE	DATE	
GEN-5	NONE	NOV. 2002	REGION 11

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1	N.Y.	D259284	17	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

NYC TRANSIT GENERAL NOTES

NOTE: THE APPROPRIATE NOTES ARE TO BE MADE PART OF THE PROJECT'S CONTRACT DRAWINGS.

1. THE NYC TRANSIT (NYCT) RESERVES THE RIGHT TO PLACE INSPECTORS, FLAGMEN OR OTHER PERSONNEL IN THE SUBWAY STRUCTURES DURING CONSTRUCTION OF THE PROJECT LINKED BY A TELEPHONE SYSTEM, IF DEEMED NECESSARY, TO OBSERVE THE EFFECTS OF THE CONSTRUCTION ON THE TRANSIT FACILITIES. IT IS EXPECTED THAT SUCH PERSONNEL WILL BE NECESSARY WHEN THE CONSTRUCTION COMES WITHIN TWENTY-FIVE FEET OF THE SUBWAY STRUCTURE. HOWEVER, NYCT FURTHER RESERVES THE RIGHT TO PLACE SUCH PERSONNEL WHENEVER, IN ITS OPINION, THE PROJECT CONDITIONS WARRANT SUCH PLACEMENT, REGARDLESS OF DISTANCE. THE COST OF SUCH PERSONNEL, TELEPHONE INSTALLATION AND ANY RE-ROUTES, DIVERSIONS OF SERVICE, WORK TRAINS, ETC., MADE NECESSARY BY THE PROJECT, MUST BE BORNE BY THE PROJECT OR THE RESPONSIBLE NEW YORK CITY/STATE AGENCY.

2. ALL ROCK EXCAVATION ADJACENT TO THE TRANSIT STRUCTURE IS TO BE CHANNEL DRILLED TWO FEET BELOW SUBGRADE.

3. IF TOP OF ROCK IS FOUND BELOW SUBWAY STRUCTURE, THE SUBWAY STRUCTURE MUST BE UNDERPINNED IN ACCORDANCE WITH DRAWINGS TO BE SUBMITTED TO NYCT FOR APPROVAL.

4. IF ROCK IS SOFT OR SEAMY, LATERAL SUPPORTS MUST BE PROVIDED BELOW THE SUBWAY STRUCTURE IN ACCORDANCE WITH DRAWINGS TO BE SUBMITTED TO NYCT FOR APPROVAL.

5. BLASTING WILL BE PERMITTED ONLY WITH LIGHT CHARGES SUBJECT TO THE APPROVAL OF NYCT'S ENGINEER AND IN ACCORDANCE WITH THE REGULATIONS OF THE FIRE DEPARTMENT. THE CONTRACTOR SHALL PROVIDE A DETAILED MONITORING PLAN, PROVIDING FOR MEASUREMENTS OF BOTH PARTICLE VELOCITY AND DISPLACEMENTS AT CRITICAL LOCATIONS OF THE NYCT STRUCTURE. THE MONITORING PLAN SHALL INCLUDE THRESHOLD AND UPSET LEVELS OF BOTH PARTICLE VELOCITY AND SETTLEMENT TOGETHER WITH AN ACTION PLAN FOR THEIR IMPLEMENTATION. THE CONTRACTOR SHALL SECURE AN APPROVED SEISMOLOGIST TO INSTALL AND OPERATE SUITABLE VELOCITY GAUGES TO CONTINUOUSLY MONITOR PARTICLE VELOCITY AND AN INDEPENDENT LICENSED SURVEYOR TO MONITOR DISPLACEMENTS. THE THRESHOLD MAXIMUM PARTICLE VELOCITY ABOVE AMBIENT CAUSED BY THE BLASTING WILL BE 0.5 INCH PER SECOND. VALUES EXCEEDING THIS LEVEL WILL BE REVIEWED AND EVALUATED BY NYCT'S ENGINEER. IN NO CASE WILL PARTICLE VELOCITIES EXCEED THE UPSET LEVEL OF 2.0 INCHES PER SECOND.

6. BEFORE PLACING CONCRETE, THE SUBGRADE OF THE FOUNDATIONS IN THE VICINITY OF THE SUBWAY STRUCTURE IS TO BE INSPECTED AND APPROVED BY NYCT'S ENGINEER.

7. IF ANY PORTION OF THE SUBWAY STRUCTURE OR FINISH IS DAMAGED, IT SHALL BE REPAIRED OR REPLACED WITH THE SAME MATERIALS IN PLACE, SUBJECT TO THE APPROVAL OF NYCT'S ENGINEER AND AT THE EXPENSE OF THE PROJECT.

8. EXCAVATION EMBANKMENTS ARE TO BE SHORED AND BRACED. DRAWINGS INDICATING A SUGGESTED METHOD OF CONSTRUCTION ARE TO BE SUBMITTED TO NYCT FOR APPROVAL IN CONJUNCTION WITH THE PROJECT'S CONTRACT DRAWINGS. IN CASE OF EXCAVATION UNDERMINING THE SUBWAY STRUCTURE, UNDERPINNING MAY BE REQUIRED. DRAWINGS FOR UNDERPINNING ARE TO BE SUBMITTED TO NYCT FOR APPROVAL.

9. TEMPORARY SHORING MAY BE PLACED IN DIRECT CONTACT WITH NYCT STRUCTURES ONLY IF THE NYCT STRUCTURE IS SHOWN TO BE ABLE TO SUPPORT ALL ANTICIPATED LOADS THAT CAN BE TRANSFERRED THROUGH THE TEMPORARY STRUCTURES WITHOUT DAMAGING THE EXISTING STRUCTURE. AT THE COMPLETION OF THE PROJECT, THESE TEMPORARY SHORING AND BRACING SYSTEMS ARE TO BE REMOVED OR CUT-OFF AS APPROVED BY NYCT.

10. WHEN PILES ARE TO BE DRIVEN ADJACENT TO THE SUBWAY STRUCTURE, BORING DATA, PILE LAYOUTS, SPECIFICATIONS AND INSTALLATION PROCEDURES ARE TO BE SUBMITTED TO NYCT FOR APPROVAL. VELOCITY METERS ARE TO BE INSTALLED IN THE SUBWAY TUNNEL AT CRITICAL LOCATIONS TO MONITOR INDUCED VIBRATIONS. INDUCED DISPLACEMENTS ALONG THE TUNNEL STRUCTURE AND TRACK INVERT ARE TO BE MONITORED DURING DRIVING. THE THRESHOLD MAXIMUM PARTICLE VELOCITY ABOVE AMBIENT CAUSED BY THE DRIVING WILL BE 0.5 INCH PER SECOND. VALUES EXCEEDING THIS LEVEL WILL BE REVIEWED AND EVALUATED BY NYCT'S ENGINEER. IN NO CASE WILL PARTICLE VELOCITIES EXCEED THE UPSET LEVEL OF 2.0 INCHES PER SECOND.

11. NO PILES ARE PERMITTED TO BE INSTALLED BY ANY METHOD WITHIN THREE FEET OF SUBWAY STRUCTURE, MEASURED FROM THE EDGE OF THE PILE OR CASING TO THE WALL. CLOSED-END PILES WILL NOT BE PERMITTED TO BE DRIVEN WITHIN TEN FEET OF THE SUBWAY STRUCTURE.

12. ALL PILES ARE TO BE PLACED WITHIN A PREAUGERED CASED HOLE TO THE INFLUENCE LINE. THE CASING SHALL BE CLEANED WITHOUT DISTURBING THE SOIL OUTSIDE THE CASING AND THE PILE TO BE PLACED WITHIN THE CASING FOR INSTALLATION. THE PILES MAY THEN BE DRIVEN BEYOND THE INFLUENCE LINE WITHIN THE CASING.

13. THE INFLUENCE LINE SHALL START AT THE BOTTOM OF THE SUBWAY STRUCTURE AND EXTEND AT A 1:1 SLOPE. FOR PILES INSTALLED WITHIN TEN FEET OF THE SUBWAY STRUCTURE, THE CASING SHALL BE EXTENDED UP TO THE BOTTOM OF THE SUBWAY STRUCTURE.

14. AT THE COMPLETION OF PILE INSTALLATION, THE SPACE BETWEEN THE PILE AND THE CASING IS TO BE FILLED WITH EITHER CLEAN SAND OR GROUT. IF THE CASING IS TO BE REMOVED, THE FILLING MUST BE COMPLETED PRIOR TO REMOVAL OF THE CASING.

15. ALL PILES ARE TO BE DRIVEN A MINIMUM OF TEN FEET BELOW THE INTERSECTION OF THE PILE CENTER LINE AND THE INFLUENCE LINE OF THE SUBWAY STRUCTURE.

16. THE USE OF "DOWN-THE-HOLE -HAMMERS" FOR INSTALLATION OF PILES THROUGH OVERBURDEN AND FILL WILL BE PERMITTED ONLY TO REMOVE BOULDERS. IT WILL NOT BE PERMITTED AS A MATTER OF COURSE TO ADVANCE THE HOLE. THEIR USE TO CONSTRUCT ROCK SOCKETS WILL NOT BE ALLOWED WITHIN 5 FEET OF THE NYCT STRUCTURE.

17. VIBRATORY HAMMERS WILL NOT BE PERMITTED WITHIN 75 FEET OF SUBWAY STRUCTURES. HOERAMS WILL NOT BE PERMITTED WITHIN 25 FEET OF SUBWAY STRUCTURES.

18. DYNAMIC COMPACTION METHODS USING DROPPED HEAVY WEIGHTS CANNOT BE CONDUCTED WITHIN 1000 FEET OF ANY NYCT STRUCTURE UNLESS IT IS SHOWN THAT INDUCED SETTLEMENTS AND VIBRATIONS WILL NOT DAMAGE THESE STRUCTURES. A SUITABLE MONITORING PLAN INCLUDING SETTLEMENT AND VIBRATION MEASUREMENTS MUST BE APPROVED BY NYCT'S ENGINEER FOR ALL SUCH OPERATIONS WITHIN THESE DISTANCES.

19. THERE SHALL BE NO MACHINE EXCAVATION WITHIN 3 FEET OF NYCT STRUCTURES, POWER DUCT LINES, OR ANY OTHER FACILITIES UNTIL THEY HAVE BEEN CAREFULLY EXPOSED BY HAND EXCAVATION.

20. ALL DEWATERING OPERATIONS CONDUCTED WITHIN 500 FEET OF THE NYCT STRUCTURE MUST BE PERFORMED IN ACCORDANCE WITH DRAWINGS AND PROCEDURES SUBMITTED TO NYCT FOR APPROVAL. THE DISTANCE FROM THE STRUCTURE TO THE DEWATERING OPERATION CAN BE REDUCED PROVIDED THAT SOIL CONDITIONS AT THE SITE INDICATE THAT THE RADIUS OF INFLUENCE OF THE DEWATERING IS LESS THAN 500 FEET. FOR DEWATERING WITHIN THE RADIUS OF INFLUENCE, THE DEWATERING PROGRAM MUST BE SHOWN TO HAVE NEGLIGIBLE INFLUENCE ON SETTLEMENTS OF THE NYCT STRUCTURE.

21. SUBWAY ENTRANCES (VENTILATORS, ETC.) ARE TO BE UNDERPINNED OR SHORED AND BRACED IF DIRECTED BY NYCT'S ENGINEER.

22. NYCT, AT ITS DISCRETION, RESERVES THE RIGHT TO REQUIRE THE PROJECT TO CLOSE OR MAINTAIN AND PROTECT EXISTING SUBWAY ENTRANCES, VENTILATORS, ETC. ADJACENT TO THE PROJECT DURING CONSTRUCTION. SUCH CONSTRUCTION MAY INCLUDE UNDERPINNING, SHORING, BRACING AND ERECTION OF SUITABLE BARRICADES AND/OR CANOPIES AND SHIELDS. SUCH PROTECTION SHALL BE IN ACCORDANCE WITH DRAWINGS SUBMITTED TO NYCT FOR APPROVAL.

23. IF SHIELDS ARE TO BE INSTALLED TO PROTECT NYCT FACILITIES AND/OR THE PUBLIC, PLANS SHOWING THE LOCATION, TYPE AND METHOD OF ATTACHMENT TO THE TRANSIT STRUCTURE MUST BE SUBMITTED TO NYCT FOR APPROVAL.

24. ALL LUMBER AND PLYWOOD USED FOR PROTECTION OF SUBWAY FACILITIES MUST BE FIRE RETARDANT.

25. SUBWAY EMERGENCY EXITS MUST BE KEPT CLEAR AT ALL TIMES.

26. IN EXCAVATING OVER OR NEAR THE SUBWAY ROOF, SPECIAL CARE SHALL BE EXERCISED SO THAT THE THIN CONCRETE PROTECTION OF THE SUBWAY WATERPROOFING IS NOT DAMAGED.

27. BURNING OF, WELDING TO OR DRILLING THROUGH EXISTING STEEL STRUCTURES WILL NOT BE PERMITTED EXCEPT AS SHOWN ON DRAWINGS APPROVED BY NYCT.

28. HORIZONTAL AND VERTICAL CONTROL SURVEY DATA OF THE EXISTING NYCT STRUCTURE IS TO BE TAKEN BY A LICENSED LAND SURVEYOR TO MONITOR ANY MOVEMENTS THAT OCCUR DURING CONSTRUCTION AND TO SHOW THAT THE INDUCED MOVEMENTS ARE WITHIN ALLOWABLES PROVIDED AND APPROVED BY NYCT'S ENGINEER. IF ANY MOVEMENTS EXCEED ALLOWABLES, REMEDIATION AS APPROVED BY NYCT SHALL BE PERFORMED.

29. BUS ROUTES AFFECTED BY THE PROJECT WILL OR MAY REQUIRE BUS DIVERSIONS. THESE ARRANGEMENTS SHALL BE MADE THROUGH:

    MR. KARL STRICKER
    GENERAL SUPERINTENDENT, SPECIAL OPERATIONS
    NEW YORK CITY TRANSIT
    130 LIVINGSTON STREET, ROOM 3078B
    BROOKLYN, NEW YORK 11201
    TELEPHONE NUMBER (718) 694-3655

    WHEN IMPACTING ANY BUS STOP, SPECIAL OPERATIONS MUST BE NOTIFIED TWO WEEKS IN ADVANCE.

30. DUCT LINES MUST BE MAINTAINED AND PROTECTED DURING CONSTRUCTION, ANY INTERFERENCE WITH DUCT LINES SHOULD BE REPORTED TO NYCT INSPECTOR. WHEN A DUCT LINE CONTAINING CABLES IS TO BE REMOVED, OR WHEN MASONRY ADJACENT THERETO IS TO BE REMOVED, PENETRATED, OR DRILLED, THE WORK SHALL BE DONE WITH HAND LABOR ENTIRELY, USING HAMMER AND CHISEL. JACKHAMMERS, BULL POINTS OR OTHER POWER EQUIPMENT SHALL NOT BE USED.

31. WHERE MANHOLES ARE ENCOUNTERED:

    A) THEY SHALL BE PROTECTED AND RAISED OR LOWERED AS REQUIRED, TO MATCH THE NEW STREET GRADE.
    B) IF MANHOLE COVERS ARE RAISED OR LOWERED, PROTECT CABLES IN MANHOLE BY WOOD SHEETING OF 2" NOMINAL THICKNESS.
    C) PRIOR TO THE START OF CONSTRUCTION OPERATIONS AFFECTING MANHOLES AND DUCT LINES, SEVEN DAYS NOTICE MUST BE GIVEN TO MR. M. FRADUA, MANAGER, DEPARTMENT OF MAINTENANCE OF WAY, AT (718) 243-4358.

32. CONSTRUCTION WORK DONE NEAR VENT GRATINGS AND HATCHES SHALL BE AS FOLLOWS:

    A) UNLESS APPROVED BY THE NYCT'S ENGINEER, ALL VENT GRATINGS AND HATCHES SHOULD REMAIN OUTSIDE THE CONSTRUCTION SITE, SEPARATED BY A CONSTRUCTION FENCE. PROTECTIVE SHIELDS MUST BE PROVIDED OVER VENT GRATINGS AS REQUIRED BY NYCT'S ENGINEER.
    B) NO BUILDING MATERIAL, VEHICLES OR CONSTRUCTION EQUIPMENT IS TO BE STORED OR RUN OVER VENT, GRATINGS, HATCHES OR EMERGENCY EXITS.
    C) DETAILS OF SIDEWALK RECONSTRUCTION AROUND VENT GRATINGS, HATCHES AND EMERGENCY EXITS ARE TO BE SUBMITTED TO NYCT FOR APPROVAL.

33. TRACTORS, CRANES, EXCAVATORS, ETC. USED IN THE VICINITY OF THE ELEVATED STRUCTURES SHALL BE ISOLATED FROM THE GROUND. SINCE THE ELEVATED STRUCTURE IS USED AS A NEGATIVE RETURN PATH, WITH A CONSEQUENT POTENTIAL BETWEEN IT AND THE GROUND, ANY CONTACT BETWEEN THE STRUCTURE AND GROUNDED EQUIPMENT COULD RESULT IN BURNING OF THE STEEL.

34. TEMPORARY CONSTRUCTION SHEDS, BARRICADES OR PLYWOOD PARTITIONS MUST BE A MINIMUM OF 5'-0" FROM EDGE OF FINISHED PLATFORM.

35. STATION AREAS OR STAIRWAY/CLOSINGS: THE GENERAL REQUIREMENTS FOR STATION AREAS OR STAIRWAY/CLOSINGS ARE AS FOLLOWS:

    A) ONLY ONE STAIRWAY AT EACH STATION WILL BE PERMITTED TO BE CLOSED AT THE SAME TIME. APPROVALS FOR CLOSING ANY STAIRWAY MUST BE OBTAINED FROM THE DIVISION OF STATION OPERATIONS AT LEAST THREE WEEKS IN ADVANCE.
    B) MS. GRISCELDA CESPEDES, DIRECTOR, OFFICE OF STATION PROGRAMS; TELEPHONE (718) 243-3579 OF THE DIVISION OF STATIONS MUST BE NOTIFIED ONE WEEK PRIOR TO THE ACTUAL CLOSING AND REOPENING OF THE ENTRANCE.
    C) AMPLE SIGNAGE MUST BE SUPPLIED AND POSTED AT LEAST ONE WEEK IN ADVANCE, ADVISING THE PUBLIC OF THE PROPOSED SUBWAY STAIR CLOSING.
    D) THE STREET ENTRANCE STAIRWAY SHOULD NOT BE CLOSED UNLESS MANPOWER AND MATERIALS ARE AVAILABLE TO COMMENCE WORK ON DATES PERMITTED.
    E) ONCE THE CLOSING IS EFFECTED, CONSTRUCTION SIGNS MUST BE PLACED AT APPROPRIATE LOCATIONS ON THE BARRICADES AT THE STREET AND MEZZANINE LEVELS, STATING THE CONTRACTOR'S NAME, 24 HOUR EMERGENCY TELEPHONE NUMBER, CONTRACT NUMBER, THE DURATION OF THE CLOSING, DIRECTION TO AN ALTERNATE ENTRANCE/EXIT, AND AN APOLOGY FOR THE INCONVENIENCE TO OUR CUSTOMERS.
    F) EXISTING STATION SIGNAGE MUST BE ADJUSTED TO REFLECT ANY CHANGES IN ACCESS/EGRESS.
    G) BARRICADES ARE TO BE PAINTED AND KEPT GRAFFITI FREE AT ALL TIMES. THE CONTRACTOR MUST MAINTAIN THE BARRICADED AREA CLEAN OF ALL DEBRIS.
    H) ALL MATERIALS ARE TO BE PROPERLY STORED AND SECURED AWAY FROM PASSENGER TRAFFIC.
    I) THE CONTRACTOR MUST REMOVE ALL WASTE MATERIAL AND BARRICADES FROM ALL STATION AREAS WHEN CONSTRUCTION IS COMPLETED.
    J) INSPECTION OF THE AREA UNDER CONSTRUCTION BY AUTHORIZED STATION DEPARTMENT EMPLOYEES SHALL NOT BE INHIBITED.
    K) IF STREET LIGHTS ON THE SIDEWALKS ARE AFFECTED, TEMPORARY LIGHTS SHALL BE PROVIDED.

36. IF NEW CONCRETE CONSTRUCTION IS JOINED TO EXISTING CONCRETE, DOWELS AND KEYWAYS ARE TO BE USED IN ACCORDANCE WITH NYCT STANDARDS.

37. IF THE PROJECT INVOLVES CONSTRUCTION OR ALTERATION OF A SUBWAY FACILITY ON PRIVATE PROPERTY, THE PROPERTY OWNERS WILL BE REQUIRED TO ENTER INTO AN AGREEMENT WITH NYCT PERTAINING TO ALL WORK AFFECTING THE TRANSIT FACILITIES AND CLEARLY DEFINING LIMITS AND RESPONSIBILITY FOR MAINTENANCE AND LIABILITY.

38. WHEREVER A NEW SIDEWALK IS BEING PLACED ADJACENT TO NYCT STRUCTURES THE FOLLOWING WILL BE REQUIRED:

    A) THE TOP OF THE NEW SIDEWALK SHALL BE FLUSH WITH THE SUBWAY VENT GRATINGS, HATCHES AND EMERGENCY EXITS.
    B) THE SLOPE OF THE NEW SIDEWALK SHALL BE SUCH THAT THE DRAINAGE BE AWAY FROM THESE STRUCTURES.
    C) A½ PREMOLDED FILLER SHALL BE INSTALLED BETWEEN THE NEW SIDEWALK AND NYCT STRUCTURE.
    D) WHERE SIDEWALK ELEVATIONS ARE BEING CHANGED DETAILS OF PROPOSED WORK AROUND NYCT STRUCTURES ARE TO BE SUBMITTED FOR APPROVAL.

39. BEFORE THE START OF ANY WORK, THE CONTRACTOR SHALL MAKE AN EXAMINATION, IN THE PRESENCE OF NYCT'S ENGINEER, OF THE INTERIOR AND EXTERIOR OF NYCT SUBWAY OR OTHER STRUCTURE ADJACENT TO THE PROPOSED WORK. THE PERSON OR PERSONS AUTHORIZED BY THE CONTRACTOR TO MAKE THESE EXAMINATIONS SHALL BE APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL TAKE ALL PHOTOGRAPHS AS MAY BE NECESSARY OR ORDERED TO INDICATE THE EXISTING CONDITION OF NYCT STRUCTURE. ONE COPY OF EACH PHOTOGRAPH, EIGHT INCHES BY TEN INCHES IN SIZE, AND THE NEGATIVE IS TO BE SUBMITTED TO MR. M. FRADUA, MANAGER, DEPARTMENT OF MAINTENANCE-OF-WAY, 370 JAY STREET, BROOKLYN, NEW YORK, TELEPHONE (718) 243-4358 BEFORE THE START OF CONSTRUCTION.

40. ALL ARCHITECTURAL DETAILS (TOKEN BOOTHS, RAILINGS, DOORS, ETC.) ARE TO CONFORM TO THE LATEST NYCT STANDARDS. THESE STANDARDS ARE AVAILABLE AT NYCT.

41. STANDARD NYCT INSURANCE CLAUSES ARE TO BE MADE PART OF THE PROJECT'S CONTRACT DRAWINGS. PROOF THAT THE NECESSARY INSURANCE IS IN EFFECT WILL BE REQUIRED BEFORE WORK CAN COMMENCE.

42. AT THE CLOSE OF ANY PROJECT INVOLVING CONSTRUCTION OR ALTERATIONS TO TRANSIT FACILITIES, ONE SET OF VELLUMS OR MYLARS, FIVE SETS OF 35MM MICROFILM, AND ELECTRONIC COPIES COMPLYING TO MICROSTATION.DGN FORMAT OF "APPROVED AS-BUILTS" MUST BE PROVIDED TO NYCT FOR ITS RECORDS. FOR DETAILS OF SPECIFIC REQUIREMENTS CONTACT NYCT OUTSIDE PROJECTS.

43. AT LEAST SEVEN WORKING DAYS PRIOR TO THE START OF CONSTRUCTION OPERATIONS, NOTIFICATION MUST BE GIVEN TO MR. M. FRADUA, MANAGER, DEPARTMENT OF MAINTENANCE-OF-WAY, AT (718) 243-4358. THE CONTRACTOR TO PROVIDE TEMPORARY QUARTERS NEAR THE JOB SITE FOR NYCT INSPECTORS CONTAINING A DESK AND TELEPHONE.

AS BUILT REVISIONS

SIGNATURE ________ DATE ________

GENERAL NOTES
6 OF 6

HNTB

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
GEN-6	NONE	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	1841	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 18

MAINTENANCE AND PROTECTION OF TRAFFIC
GENERAL NOTES

1. ALL MAINTENANCE & PROTECTION OF TRAFFIC WORK SHALL CONFORM TO OFFICIAL COMPILATION OF CODES, RULES & REGULATIONS OF THE STATE OF NEW YORK (N.Y.C.R.R.), TITLE 17, VOL. B AND THE N.Y.S.D.O.T. STANDARD SPECIFICATIONS, SECTION 619, EXCEPT AS MODIFIED IN THE PLANS AND PROPOSAL.

2. THE CONTRACTOR SHALL NOTIFY THE NEW YORK CITY POLICE DEPT. TRAFFIC DIVISION AT (212) 239-2500, THE NEW YORK CITY FIRE DEPT. OPERATIONS DIVISION AT (718) 694-2482, THE N.Y.C.D.O.T. OFFICE OF CONSTRUCTION MITIGATION & COORDINATION AT (212) 442-6775, AND THE N.Y.C.D.O.T. DETOUR IMPLEMENTATION GROUP AT (212) 442-6761 AT LEAST TWO WEEKS IN ADVANCE OF THE COMMENCEMENT OF WORK ON A TRAVEL LANE OR SHOULDER. NOTIFICATION SHALL BE IN WRITING AFTER RECEIPT OF CONCURRENCE FROM THE ENGINEER.

3. IF AT ANY TIME, IN THE OPINION OF THE ENGINEER, CONDITIONS SHALL WARRANT MODIFICATIONS TO THE SCHEMES SHOWN ON THIS OR OTHER MAINTENANCE & PROTECTION OF TRAFFIC DRAWINGS, THE CONTRACTOR SHALL PERFORM THE MODIFICATIONS, INCLUDING THE RE-OPENING OF ANY LANE CLOSURES ON AN EMERGENCY BASIS, A.O.B.E.

4. ALL CONSTRUCTION SIGNS SHALL HAVE AN ORANGE BACKGROUND, REFLECTORIZED IF USED AT NIGHT, WITH BLACK LETTERS AND BORDERS. LEGEND TEXT SHALL BE A MINIMUM OF 200mm ON HIGHWAY SIGNS AND 150mm ON LOCAL STREET SIGNS, UNLESS OTHERWISE DIRECTED BY THE E.I.C. THE CONTRACTOR SHALL IDENTIFY ALL CONSTRUCTION SIGNS WITH "CONTRACTOR'S NAME, CONTRACT NO. (_____), NYSDOT" WRITTEN ON THE BACK OF EACH SIGN IN 75mm HIGH TEXT. THE CONTRACTOR SHALL SUBMIT THE SIZE AND LEGEND OF ALL CONSTRUCTION SIGNS TO THE ENGINEER PRIOR TO FABRICATION.

5. CONSTRUCTION SIGNS SHALL BE VISIBLE ONLY WHEN THE WORK THEY PERTAIN TO IS IN PROGRESS. CONSTRUCTION SIGNS HAVING CENTER HINGED SIGN PANELS OR FOLDING PORTABLE SIGN SUPPORTS SHALL BE FOLDED DOWN WHEN THE WORK THEY PERTAIN TO IS NOT IN PROGRESS. OTHER CONSTRUCTION SIGNS WHICH CANNOT BE FOLDED DOWN SHALL BE REMOVED OR COMPLETELY COVERED. THE COVERING OF SIGNS SHALL CONFORM TO THE REQUIREMENTS OF SECTIONS 645-2.02 AND 645-3.11 OF THE N.Y.S.D.O.T STANDARD SPECIFICATIONS.

6. THE BOTTOM OF TEMPORARY CONSTRUCTION SIGNS SHALL BE A MINIMUM OF 2.1m ABOVE THE TRAVEL PAVEMENT AND THE EDGES OFFSET A MINIMUM OF .6m CLEAR OF THE TRAVEL LANE, AS SHOWN ON THE CONTRACT DOCUMENTS OR A.O.B.E. IF THE .6m HORIZONTAL CLEARANCE CANNOT BE MET, THE CONTRACTOR MAY USE THE EQUIVALENT RECTANGULAR SIGN. IF THE .6m CLEARANCE CANNOT BE MET USING RECTANGULAR SIGNS, THE SIGN SHALL BE MOUNTED A MINIMUM OF 4m ABOVE THE TRAVEL PAVEMENT. UNDER NO CIRCUMSTANCES WILL THE CLIPPING OF SIGNS OR USAGE OF PREVIOUSLY CLIPPED SIGNS BE ALLOWED.

7. WARNING SIGNS SHALL BE LOCATED SO AS TO PROVIDE ADEQUATE VISIBILITY AND ADVANCE WARNING TO DRIVERS. THEY SHALL NOT BE BLOCKED BY FOLIAGE, ROADWAY FEATURES, OR OTHER SIGNS AND TRAFFIC CONTROL DEVICES. NO STATIONARY MOUNTING OF CONSTRUCTIONS SIGNS SHALL BE PERMITTED ON UTILITY POLES OR OTHER ROADSIDE ELEMENTS. FOR NIGHTTIME CONSTRUCTION, SIGN PLACEMENT SHALL ALSO CONSIDER GLARE FROM LIGHT SOURCES BEHIND THE SIGN AND LOW BEAM HEADLIGHT PATTERNS. SIGNS SHALL BE ORIENTED ESSENTIALLY PERPENDICULAR TO THE DIRECTION OF TRAFFIC. WHERE THE SIGN CANNOT BE LOCATED SO AS TO BE VISIBLE UNDER HEADLIGHT ILLUMINATION, OTHER ILLUMINATION SHALL BE CONSIDERED TO ENHANCE VISIBILITY OR THE SIGN SHALL BE RELOCATED.

8. ALL TEMPORARY SIGNS FOR MAINTENANCE & PROTECTION OF TRAFFIC SHALL BE PAID FOR UNDER ITEM 619.02 - CONSTRUCTION SIGNS.

9. IN REFERENCE TO THE N.Y.C.R.R. TITLE 17 VOL. B, THE FOLLOWING STIPULATIONS APPLY UNLESS OTHERWISE SPECIFIED BY THE ENGINEER:

   A) WHERE SIGNS ARE SHOWN IN BOTH DIAMOND AND RECTANGULAR SHAPES, ONLY DIAMOND SHAPES SHALL BE PERMITTED, EXCEPT AS MODIFIED BY NOTE 6 ABOVE, OR A.O.B.E.

   B) WHERE SIGNS ARE SHOWN IN ALTERNATE SIZES, THE LARGEST SIZE MUST BE USED, UNLESS OTHERWISE SHOWN ON THE PLANS OR A.O.B.E.

10. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FURNISH, INSTALL, MAINTAIN, AND REMOVE ALL CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES.

11. EXISTING SIGNS OF ANY TYPE THAT ARE RENDERED INAPPLICABLE BY CONSTRUCTION ACTIVITIES SHALL BE COVERED FOR THE DURATION OF THE WORK IN PROGRESS.

12. UNDER ITEM 619.21 - BASIC MAINTENANCE & PROTECTION OF TRAFFIC THE CONTRACTOR IS REQUIRED TO PERFORM MAINTENANCE CLEANING OF THE PAVEMENT AND SHOULDER AREAS WITHIN THE CONTRACT LIMITS WHEN ORDERED BY THE ENGINEER. MAINTENANCE CLEANING SHALL MEAN THE REMOVAL OF DEBRIS FROM ANY SOURCE, WHICH IN THE OPINION OF THE ENGINEER, IMPEDES TRAFFIC OR STORM WATER FLOW. THIS REQUIREMENT SHALL NOT BE CONSTRUED TO CHANGE THE PROVISIONS OF SECTION 619 - 1.02K SNOW & ICE CONTROL OF THE N.Y.S.D.O.T. STANDARD SPECIFICATIONS.

13. TRAVEL LANES SHALL BE SWEPT CLEAN BY THE CONTRACTOR PRIOR TO RE-OPENING THE LANES TO TRAFFIC. ALL PAVEMENT MARKINGS SHALL BE MAINTAINED OR RESTORED AFTER COMPLETION OF WORK, WITH PAYMENT MADE UNDER THE APPROPRIATE ITEM NUMBERS.

14. TO ENSURE A SAFE TRAFFIC FLOW AT ALL TIMES, STORAGE OF MATERIALS AND EQUIPMENT, INCLUDING EMPLOYEES' CARS, SHALL NOT BE PERMITTED WITHIN THE TRAVELED WAY OF THE HIGHWAY. STORAGE AREAS SHALL BE SEPARATED FROM THE TRAVELED WAY BY A CLEAR SPACE OF 9m MINIMUM WIDTH, UNLESS SUCH STORAGE IS PLACED BEHIND TEMPORARY CONCRETE BARRIER OR OTHER PERMANENT ROADSIDE BARRIER INSTALLATION.

15. THE MAINTENANCE & PROTECTION OF TRAFFIC SCHEMES SHOWN ON THE PLANS OR PROPOSAL ARE TO PROTECT THE TRAVELING PUBLIC. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT THE WORKERS AND PROVIDE THEM WITH SAFE ACCESS TO WORK SITES. THE COST OF ANY ADDITIONAL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PROTECT THE WORKERS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01 - BASIC MAINTENANCE & PROTECTION OF TRAFFIC. WHEN WORKERS ARE AT ONE OR SEVERAL DIFFERENT LOCATIONS IN A CLOSED LANE OR SHOULDER, THE CONTRACTOR SHALL USE A SHADOW VEHICLE WITH TRUCK MOUNTED ATTENUATOR (T.M.A.) AND FLASHING ARROW PANEL FOR EACH SEPARATE WORK AREA OPERATING IN THE "CAUTION" MODE, EXCEPT WHERE OTHERWISE SHOWN ON THE PLAN.

16. LANE CLOSURES SHALL BE POSITIONED TO PROVIDE OPTIMUM VISIBILITY, i.e., BEFORE CURVES AND CRESTS, AND SHOULD BE LOCATED AWAY FROM OTHER CONFLICT POINTS, SUCH AS ON-RAMPS AND INTERSECTIONS WHENEVER POSSIBLE. LANE CLOSURES SHALL ALSO BE LOCATED SO AS TO AVOID BRIDGES AND UNDERPASSES AND OTHER LOCATIONS WITHOUT AVAILABLE ESCAPE PATHS.

17. WHEN WORKING ON THE MEDIAN WITH ONLY ONE SPEED LANE CLOSED, THE CONTRACTOR SHALL PLACE CONES ALONG THE GUTTER LINE OF THE OPENED SPEED LANE, SPACED AT 12m INTERVALS FOR THE ENTIRE LENGTH OF THE WORK ZONE.

18. THE CONCURRENT CLOSURES OF LEFT AND RIGHT LANES SHALL NOT BE PERMITTED WITHIN A 3200m DISTANCE BETWEEN CONSECUTIVE CLOSURES IN THE SAME TRAVEL DIRECTION, EXCEPT AS MODIFIED BY SPECIAL NOTES IN THE PROPOSAL.

19. AT LEAST TWO WEEKS IN ADVANCE, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A PROPOSED LANE CLOSURE SCHEDULE. THE SCHEDULE SHALL INCLUDE LAYOUTS AND SIGNING AS SPECIFIED IN THE M&PT SHEETS, AND INCLUDE ANY OTHER METHODS AVAILABLE TO IMPROVE TRAFFIC FLOW THAT ARE NOT SHOWN ON THE M&PT SHEETS. THE SCHEDULE SHALL BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION. A COPY OF THE APPROVED SCHEDULE SHALL BE FORWARDED TO N.Y.C.D.O.T. THE CONTRACTOR SHALL PERFORM THIS WORK IN SUCH A MANNER AND SEQUENCE AS TO MAINTAIN THE THROUGH TRAFFIC AS SHOWN IN THE PLANS AND PROPOSAL.

20. THE CONTRACTOR SHALL PROVIDE A FLAGGER WITH APPROPRIATE SIGNING WHENEVER OPERATIONS INTERFERE WITH TRAFFIC. EXAMPLES INCLUDE, BUT ARE NOT LIMITED TO, DELIVERY/REMOVAL OF MATERIALS OR EQUIPMENT, LIFTING OPERATIONS, AND ANY OTHER ACTIVITIES SO DESIGNATED BY THE ENGINEER. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01. ALL FLAGGERS USED MUST BE FORMALLY TRAINED IN PROPER FLAGGING PROCEDURES AND FHWA CERTIFIED.

21. THE SOLE DUTY OF THE FLAGGER SHALL BE TO DIRECT TRAFFIC PROPERLY AT ALL TIMES. FLAGGERS SHALL NOT BE USED TO MOVE TEMPORARY SIGNS OR ASSIST IN OTHER WORK. REQUIREMENTS OF THE N.Y.C.R.R. TITLE 17 VOL. B AND FEDERAL M.U.T.C.D. FOR HAND SIGNALING DEVICES AND SIGNALING PROCEDURES SHALL BE MET. STOP/SLOW PADDLES SHALL BE USED, RATHER THAN FLAGS, FOR MOST LONG-TERM FLAGGING OPERATIONS. CLEAN, WELL-FITTING ORANGE VESTS AND HARD-HATS SHALL BE WORN BY ALL FLAGGERS. FLAGGING STATIONS SHALL BE LOCATED TO PROVIDE ADEQUATE SIGHT DISTANCE AND VISIBILITY. TO THE EXTENT POSSIBLE, AN ADEQUATE ESCAPE PATH SHALL BE PROVIDED FOR THE SAFETY OF THE FLAGGER AND THE SAFE RECOVERY OF VEHICLES THAT FAIL TO RESPOND TO FLAGGER DIRECTIONS. ANY FLAGGING DEFICIENCIES SHALL BE CORRECTED IMMEDIATELY, OR THE CONTRACTOR SHALL BE REQUIRED TO CEASE OPERATIONS UNTIL A COMPETENT FLAGGER IS OBTAINED.

22. FOR WORK ZONE SPEED REDUCTIONS IMPLEMENTED DURING CONSTRUCTION IT SHALL BE THE RESPONSIBILITY OF THE REGIONAL CONSTRUCTION GROUP TO SELECT AN APPROPRIATE REDUCED SPEED, THROUGHOUT THE WORK ZONE, REVIEW AND APPROVAL BY THE REGIONAL CONSTRUCTION ENGINEER AND THE REGIONAL TRAFFIC ENGINEER, AS WELL AS CONSULTATION WITH THE REGIONAL DESIGN ENGINEER, ARE REQUIRED.

23. THE CONTRACTOR SHALL PROVIDE THE FOLLOWING ROAD WORK GUIDE SIGNS AT THE CONTRACT LIMITS IN BOTH DIRECTIONS OF TRAVEL: N.Y.C.R.R. TITLE 17 VOL. B - G11-1D & *G11-2D. REFER TO PART 254 OF THE N.Y.C.R.R. TITLE 17 VOL. B FOR DETAILS REGARDING TEXT, PLACEMENT, ETC.

24. THE LANE CLOSURE SCHEMES DEPICTED HEREIN ARE TO BE UTILIZED FOR DAYTIME APPLICATIONS. FOR LONG-TERM OR OVERNIGHT OPERATIONS, THE CONTRACTOR SHALL SUBSTITUTE DRUMS FOR CONES. THE FIRST TWO CHANNELIZING DEVICES AT THE BEGINNING OF LANE CLOSURES SHALL BE FITTED WITH WARNING LIGHTS IN ACCORDANCE WITH N.Y.C.R.R. TITLE 17 VOL. B SECTION 294.3. IN ADDITION, THE CONTRACTOR SHALL OBSERVE THE FOLLOWING:

- TYPE A (LOW INTENSITY) OR TYPE B (HIGH INTENSITY) FLASHING WARNING LIGHTS ARE TO BE USED AS THE FIRST TWO LIGHTS IN A LONGITUDINAL SERIES AND FOR MARKING ISOLATED HAZARDS.

- TYPE C (LOW INTENSITY) STEADY BURNING WARNING LIGHTS MAY ONLY BE USED ON TEMPORARY CONCRETE BARRIER OR OTHER NON-REFLECTIVE FEATURES LOCATED CLOSE TO TRAVEL LANES. THEY ARE NOT TO BE USED ON REFLECTORIZED CHANNELIZING DEVICES UNLESS JUSTIFIED BY REDUCED VISIBILITY OR HEAVY FOG.

- TYPE A AND C SHALL BE USED FOR NIGHTTIME APPLICATIONS. TYPE B SHALL BE USED FOR DAYTIME APPLICATIONS, AND MAY BE USED AT NIGHT WHERE THE CHANNELIZING DEVICES ARE LEFT IN PLACE DURING THE DAY AND WHERE ADDITIONAL EMPHASIS IS DESIRABLE.

25. FOR MAINTENANCE & PROTECTION OF TRAFFIC DURING NIGHTTIME OPERATIONS (WORK SPECIFICALLY SCHEDULED TO OCCUR AFTER SUNSET AND BEFORE SUNRISE), THE CONTRACTOR SHALL FOLLOW THE REQUIREMENTS OF SECTIONS 619-1.15 AND 619-3.13 OF THE STANDARD SPECIFICATIONS AND ITS ADDENDA.

26. FOR NIGHTTIME OPERATIONS, THE SPACING OF CHANNELIZING DEVICES FOR LANE CLOSURE TAPERS AND TANGENTS SHALL BE IN ACCORDANCE WITH SECTION 619-3.13C OF THE STANDARD SPECIFICATIONS AND ADDENDA. AT INTERSECTING ACCESS/EXIT RAMPS, GORES, AND OTHER CRITICAL AREAS, THE SPACING SHALL BE HALF THE TANGENT SPACING AS SPECIFIED IN SECTION 619-3.13C ABOVE.

27. DURING NIGHTTIME CONSTRUCTION, ALL CHANNELIZING DEVICES SHALL BE EQUIPPED WITH REFLECTIVE SHEETING, MEETING THE REQUIREMENTS OF THE N.Y.C.R.R. TITLE 17 VOL. B AND THE N.Y.S.D.O.T. STANDARD SPECIFICATIONS.

28. FOR NIGHTTIME OPERATIONS, THE LANE CLOSURES SHALL BE REINFORCED BY THE PLACEMENT OF TWO DRUMS IN THE CENTER OF THE CLOSED LANES. THE TWO DRUMS SHALL BE PLACED TRANSVERSELY ACROSS THE LANE WHILE PERMITTING THE PASSAGE OF CONSTRUCTION TRAFFIC. THEY MAY BE TEMPORARILY OMITTED, WHERE REQUIRED, TO ACCOMMODATE PAVING OR OTHER OPERATIONS.

29. FOR NIGHTTIME OPERATIONS, THE WORK SITE SHALL BE ILLUMINATED ACCORDING TO THE SPECIFICATIONS OF ITEM 15619.6730 - LIGHTING FOR NIGHTTIME CONSTRUCTION. THE CONTRACTOR IS REQUIRED TO SUBMIT A LIGHTING PLAN TO THE ENGINEER AT LEAST THIRTY DAYS PRIOR TO THE START OF NIGHTTIME OPERATIONS. UNDER THIS ITEM, THE ENTIRE AREA OF CONSTRUCTION OPERATION SHALL BE ILLUMINATED TO A MINIMUM OF FIFTY LUX, LEVEL I. ADDITIONAL LIGHTING IS REQUIRED TO MEET LEVEL II & III ILLUMINANCE AS INDICATED IN THE SPECIFICATION. THE CONTRACTOR SHALL ALSO PROVIDE THE ENGINEER WITH A LIGHT METER FOR MEASURING LEVEL OF ILLUMINANCE AND UNIFORMITY LEVELS.

30. NO NEW DETOUR IS TO BE PLACED IN OPERATION ON A FRIDAY, MONDAY, OR ON THE DAY PRECEDING A HOLIDAY UNLESS OTHERWISE APPROVED IN WRITING BY THE ENGINEER AND WITH THE CONCURRENCE OF THE NEW YORK CITY DEPARTMENT OF TRANSPORTATION. THIS NOTE APPLIES TO THE FOLLOWING HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, AND CHRISTMAS.

31. A HOLIDAY EMBARGO IS IN EFFECT FOR THE HOLIDAYS (AS DETERMINED BY THE NEW YORK CITY OFFICE OF PAYROLL ADMINISTRATION) WITH THE FOLLOWING PROVISIONS:

    WHEN A HOLIDAY FALLS ON A WEEKDAY, NO LANE OR RAMP CLOSURES ARE PERMITTED FROM 12:01 PM ON THE PREVIOUS BUSINESS DAY TO 6:01 AM ON THE FOLLOWING BUSINESS DAY.

    WHEN A HOLIDAY FALLS ON A SATURDAY OR SUNDAY, NO LANE OR RAMP CLOSURES ARE PERMITTED FROM 12:01 PM ON THE FRIDAY PRECEDING THE HOLIDAY TO 6:01 AM ON THE TUESDAY FOLLOWING THE HOLIDAY.

    THE HOLIDAY EMBARGO, AS DETAILED ABOVE, IS IN EFFECT FOR THE FOLLOWING HOLIDAYS: NEW YEAR'S DAY, MOTHER'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY, & CHRISTMAS DAY. NOTE - FOR THANKSGIVING DAY, THE EMBARGO BEGINS AT 12:01 PM WEDNESDAY AND EXTENDS TO 6:01 AM MONDAY, AT WHICH TIME THE ORIGINAL STIPULATIONS SHALL BE IN EFFECT.

32. VARIABLE MESSAGE DISPLAY UNITS MAY BE USED IN HIGHWAY WORK AREAS TO SUPPLEMENT REGULATORY, WARNING, OR GUIDE SIGNS. THE APPLICATION, DESIGN, OPERATION, AND LOCATION OF ANY SUCH UNITS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 294.6 OF THE N.Y.C.R.R. TITLE 17 VOL.B.

33. THE TRAFFIC MAINTENANCE SCHEMES SHOWN ON THESE PLANS AND IN FIGURES 302-3, 6, 7, 9, 16 & 19 OF SUBCHAPTER H OF THE M.U.T.C.D. DESCRIBED THE RECOMMENDED METHODS AND CONTROL DEVICES NECESSARY. THE ENGINEER MAY ORDER ADDITIONAL DEVICES AND/OR METHODS TO MEET FIELD CONDITIONS.

34. FOR TIME RESTRICTION ON LANE CLOSURES, ROAD CLOSURES AND DETOURS, REFER TO CONTRACT PROPOSAL.

⚠ 35. PEDESTRIAN ACCESS MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. AT A MINIMUM, A 1.8 METERS WIDE SIDEWALK SHALL BE PROVIDED. SAFETY FENCING OR OTHER SUITABLE MEANS FOR PROTECTING PEDESTRIANS FROM TRAFFIC AND THE WORK ZONE SHALL BE INCORPORATED. NO SEPARATE PAYMENT WILL BE MADE FOR PEDESTRIAN ACCESS AND PROTECTION DEVICES.

LEGEND

- WORK ZONE
- SIGN LOCATION NUMBER / SIGN TEXT NUMBER
- CONSTRUCTION SIGNS, ITEM NO. 619.02 M
- SHADOW VEHICLE WITH TRUCK MOUNTED ATTENUATOR AND A FLASHING ARROW PANEL, ITEM NO. 619.01 M
- PORTABLE FLASHING ARROW BOARD, ITEM NO. 619.0303 M (MODE AS INDICATED BELOW)
  - MODES OF FLASHING ARROW PANEL: LEFT, RIGHT, DUAL, CAUTION
- TRAFFIC CONE, 700 HIGH, 3.2 kg (MIN), ITEM NO. 619.01 M
- TRAFFIC DRUM, 900 HIGH, 450 DIAMETER (MIN), ITEM NO. 619.01 M
- TYPE III BARRICADE WITH WARNING LIGHTS, ITEM NO. 619.0413 M
- WARNING LIGHT AND TYPE, ITEM NO. 619.01 M
- TEMPORARY CONCRETE BARRIER, ITEM NO. 619.17 M
- QUADGUARD-CONSTRUCTION ZONE TERMINAL IMPACT ATTENUATOR ITEM 15619.412405
- TEMPORARY INERTIAL BARRIER MODULES, ITEM NO. 15619.68XX.
- VEHICLE ARRESTING BARRIER ITEM 15619.999801M

AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC
GENERAL NOTES & LEGEND

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
MPT-1	N.A.	JAN. 2003	

7/26

⚠ ADD NOTE 2-26-03

HNTB

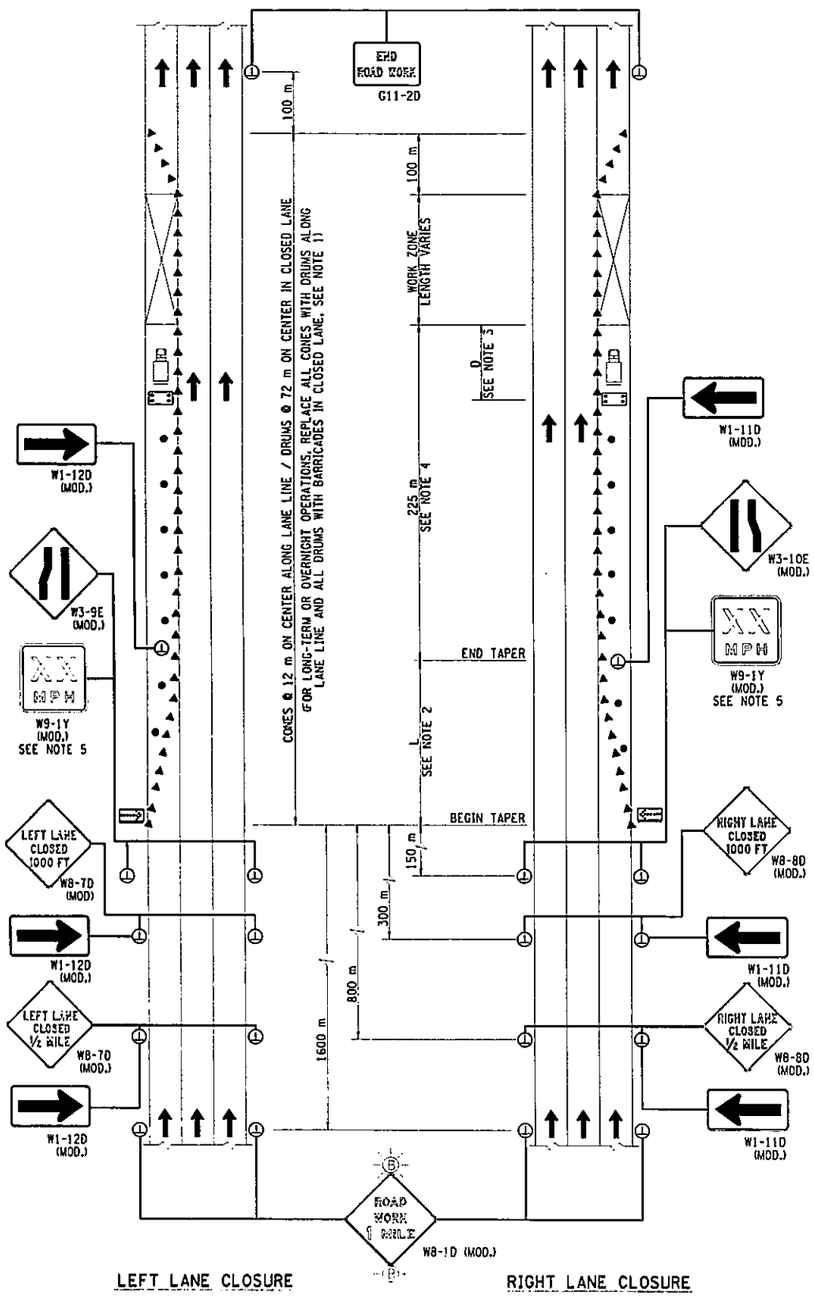
FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	19	211

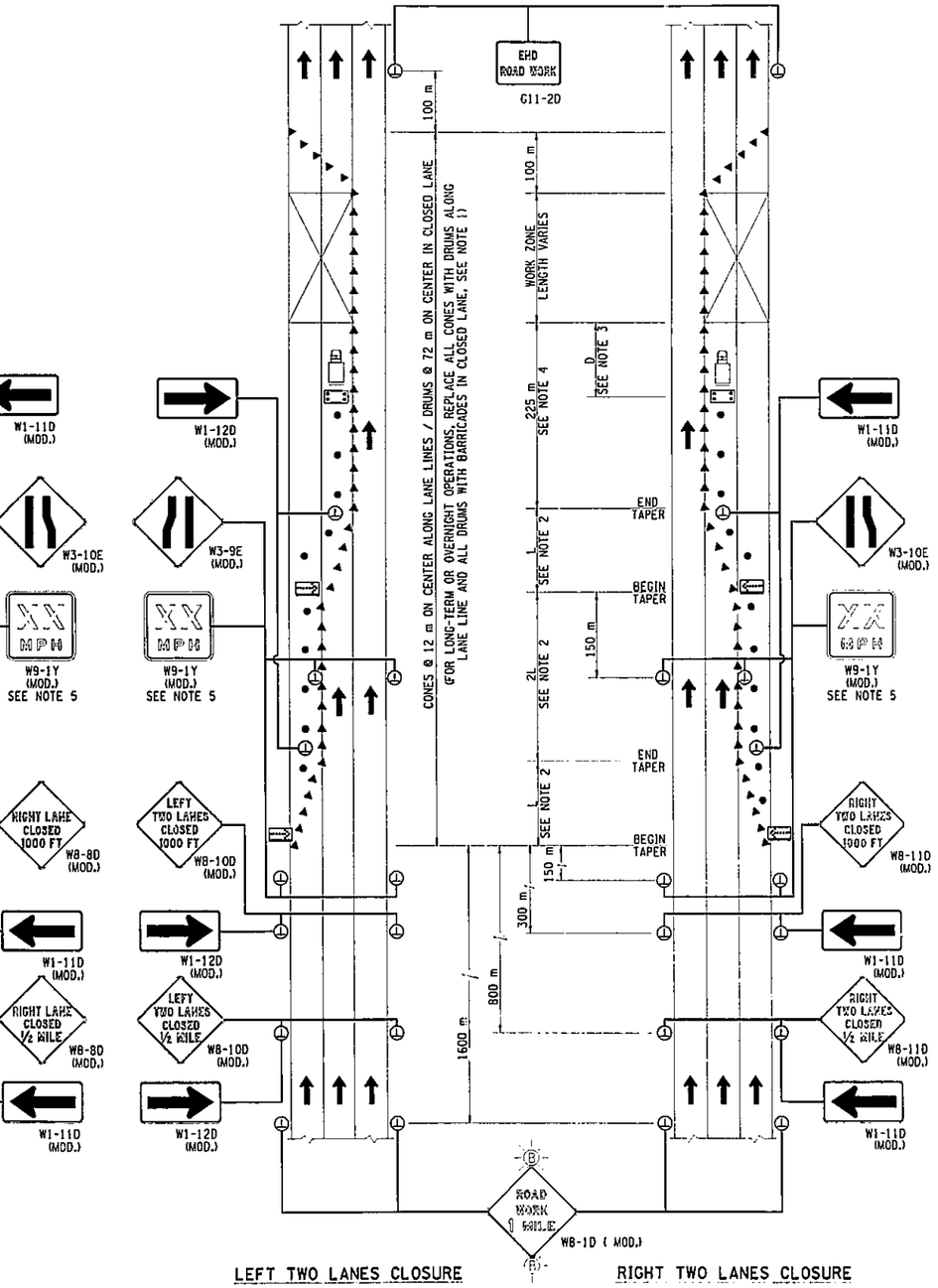
HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY



LEFT LANE CLOSURE



RIGHT LANE CLOSURE

LEFT TWO LANES CLOSURE

RIGHT TWO LANES CLOSURE

NOTES:

1. THE MAINTENANCE AND PROTECTION OF TRAFFIC (M&PT) LANE CLOSURE SCHEMES DEPICTED ON THIS SHEET ARE TO BE UTILIZED FOR SHORT-TERM, DAILY APPLICATIONS ON TWO, THREE AND FOUR LANE HIGHWAYS. FOR LONG-TERM OR OVERNIGHT OPERATIONS, SEE NOTES 24 TO 28 ON DRAWING NO. MPT-1.

2. THE LANE CLOSURE TAPER LENGTH, L, SHALL BE IN ACCORDANCE WITH THE N.Y.C.R.R. TITLE 17 VOL. B, SECTIONS 262.22 AND 292.1. FOR SHOULDER CLOSURE, THE TAPER LENGTH SHALL BE EQUAL TO 1/3 L. FOR NIGHTTIME APPLICATIONS, L SHALL BE EQUAL TO 225 METERS.

3. THE SHADOW VEHICLE WITH TRUCK MOUNTED ATTENUATOR AND FLASHING ARROW PANEL SHALL BE LOCATED A DISTANCE D UPSTREAM OF THE WORK AREA, ACCORDING TO THE FOLLOWING CRITERIA:

SPEED LIMIT OR OPERATING SPEED (IF HIGHER)	D
90 km/HR	55 m
70 - 90 km/HR	40 m
70 km/HR	30 m

4. WHEN SITE CONDITIONS DO NOT PERMIT THE DESIRED 225 METER LONGITUDINAL BUFFER SPACE, THIS LENGTH MAY BE REDUCED. THE DESIRED MINIMUM VALUE IS EQUAL TO THE AASHTO STOPPING SIGHT DISTANCE CORRESPONDING TO THE POSTED/REDUCED SPEED LIMITS PLUS 10 km/HR.

5. THE WORK ZONE LIMIT FOR THIS PROJECT SHALL BE 35 MPH. THIS SPEED MAY BE REDUCED OR RAISED DURING THE COURSE OF PROJECT IF, IN THE OPINION OF THE E.I.C., OPERATING CONDITIONS WARRANT SUCH A CHANGE. ANY SUCH CHANGE MUST BE COORDINATED WITH N.Y.C.D.O.T. AND THE N.Y.P.D. IF THERE ARE DIFFERENT SPEED LIMITS FOR DIFFERENT LOCATIONS, THE DIFFERENT SPEEDS WILL BE SHOWN ON THE TRAFFIC CONTROL PLANS.

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC TYPICAL LANE CLOSURE DETAILS I

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
MPT-2	N.T.S.	NOV. 2002	11

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. DRAFTED BY S.L.D. ESTIMATED BY S.Z. CHECKED BY G.L.

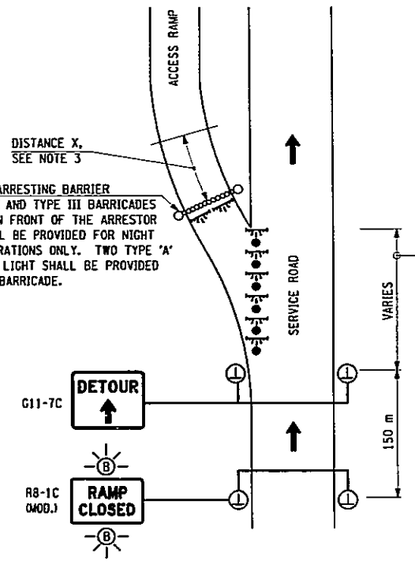
FILE NAME = t:\eadd\298033\vanwyck-190% submission\traffic control\mpt-2
DATE/TIME = 12/12/02 02:19:47 PM
USER = PELLA

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	20	211

HILLSIDE AND JAMAICA AVENUE

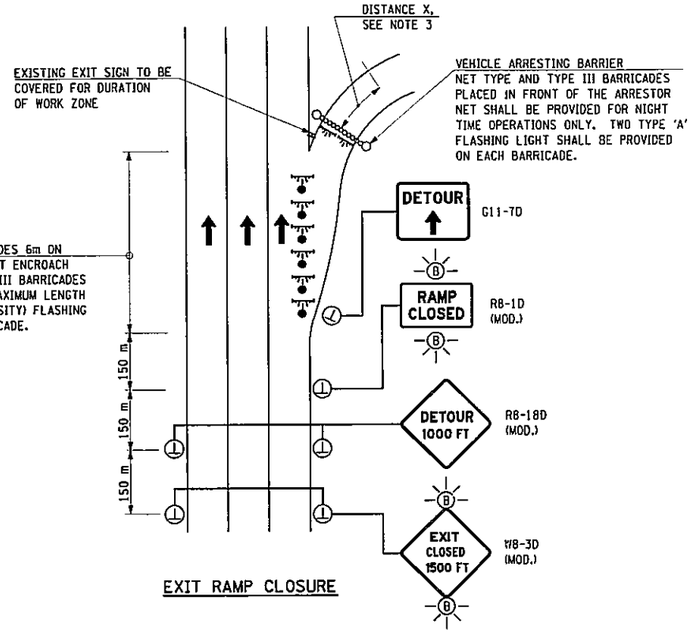
BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY

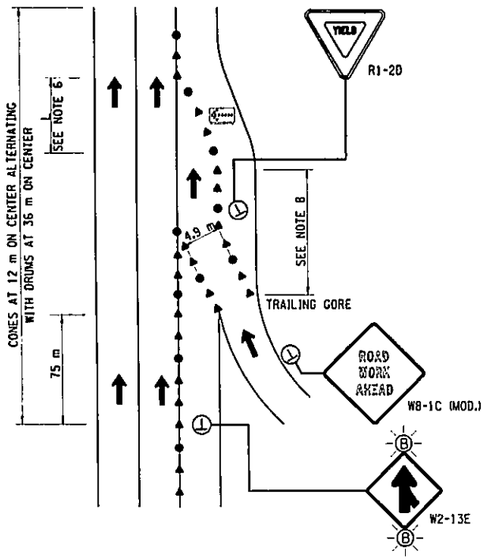


ACCESS RAMP CLOSURE

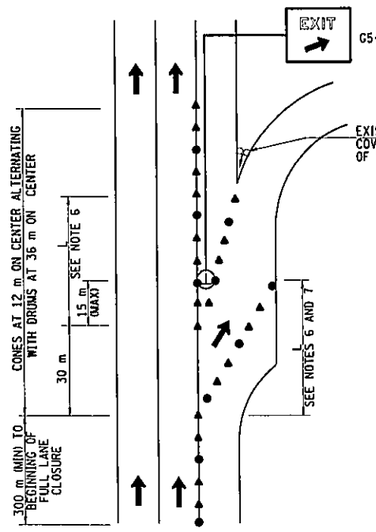
DRUMS ALTERNATING WITH TYPE III BARRICADES 6m ON CENTER. DRUMS AND BARRICADES SHALL NOT ENCROACH INTO ADJACENT TRAVEL LANES. THE TYPE III BARRICADES USED WITH RAMP CLOSURE SHALL HAVE A MAXIMUM LENGTH OF 1.2 METERS. TWO TYPE 'B' (HIGH INTENSITY) FLASHING LIGHTS SHALL BE PROVIDED ON EACH BARRICADE.



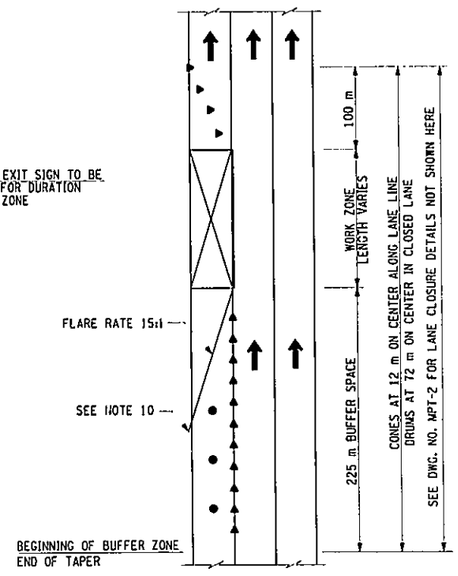
EXIT RAMP CLOSURE



OPEN ENTRANCE RAMP WITH RIGHT LANE CLOSED
SEE NOTE 5



OPEN EXIT RAMP WITH RIGHT LANE CLOSED
SEE NOTE 5



LEFT LANE CLOSURE WITH TEMPORARY CONCRETE BARRIER
SEE NOTE 9, 10, AND 11

NOTES:

1. THE M&PT SCHEMES AT EXIT AND ACCESS RAMPS SHOWN ON THIS SHEET ARE THE REQUIRED TRAFFIC CONTROL AS CONFINED TO THE AREAS IN THE VICINITY OF ON AND OFF RAMPS. FOR ADVANCE WARNING SIGNS, DETOUR ROUTES AND SIGNAGE, AND OTHER TRAFFIC CONTROL ELEMENTS FOR THE SPECIFIC RAMPS WITHIN THE PROJECT LIMITS, SEE OTHER M&PT DRAWINGS.
2. WHEN RAMP CLOSURES ARE ON A SHORT TERM DAILY BASIS, TYPE III LIGHTED BARRICADES MAY BE SUBSTITUTED WITH DRUMS.
3. DISTANCE X IS THE DECELERATION LENGTH OF VEHICLES CIRCUMVENTING THE ROAD CLOSURE. THIS DISTANCE SHALL BE KEPT FREE OF PARKED VEHICLES AND STORED MATERIALS AT ALL TIMES. X= METERS.
4. THE VEHICLE ARRESTING BARRIER SHALL MEET THE SPECIFICATIONS OF ITEM 15619.999801 M.
5. SEE DWG. NO. MPT-2 FOR LANE CLOSURES.
6. LANE CLOSURE TAPER LENGTH, L, SHALL BE IN ACCORDANCE WITH THE N.Y.C.R.R. TITLE 17 VOL. B, SECTIONS 262.22 AND 292.1. FOR SHOULDER CLOSURE. THE TAPER LENGTH SHALL BE EQUAL TO 1/3L. FOR NIGHTTIME APPLICATIONS, L SHALL BE EQUAL TO 225 METERS.
7. AS THE LOCATION OF BEGINNING OF TAPER WILL VARY WITH THE LOCATION OF WORK AREA, THE REQUIRED TAPER LENGTH, L, SHALL BE PROVIDED. WHEN FIELD CONDITIONS PRECLUDE ACHIEVING THE REQUIRED TAPER LENGTH L, SHALL BE A.O.B.E.
8. THE YIELD SIGN SHALL BE REPLACED WITH A STOP SIGN IF NO ADEQUATE ACCELERATION LANE EXISTS FOR THE ENTERING TRAFFIC. THE STOP SIGN SHALL HAVE TWO TYPE 'B' WARNING LIGHTS WITH RED LENSES.
9. THE TEMPORARY CONCRETE BARRIER SHALL BE LOCATED SO AS TO PREVENT VEHICLES FROM INTRUDING BEHIND THE BARRIER WHILE MAINTAINING ACCESS TO CONSTRUCTION VEHICLES.
10. THE APPROACH END OF THE TEMPORARY CONCRETE BARRIER SHALL EITHER BE SHIELDED BEHIND THE DEFLECTION CLEARANCE OF EXISTING BARRIER, BURIED IN THE BACK SLOPE, OR FLARED BACK TO THE END OF THE CLEAR ZONE FOR THE CONSTRUCTION CONDITIONS AND TERMINATED WITH A TAPERED END SECTION.

    WHEN SPACE RESTRICTIONS PRECLUDE TERMINATING THE BARRIER APPROACH END AS DESCRIBED, A TAPERED END SECTION MAY STILL BE USED IF THE FULL HEIGHT BARRIER WOULD BE 3.7 METERS OR MORE REMOVED (TRANSVERSELY) FROM THE APPROACH TRAFFIC. AN IMPACT ATTENUATOR SHALL BE USED IF THE BARRIER IS WITHIN 3.7 METERS FROM APPROACH TRAFFIC AND OPERATING SPEED IS GREATER THAN 60 km/h.
11. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN DELINEATION ON THE TEMPORARY CONCRETE BARRIER. UNLESS THE PLANS INDICATE THE USE OF A SPECIFIC TYPE OF DELINEATION, THE CONTRACTOR SHALL HAVE THE OPTION OF USING ONE OR MORE OF THE VARIOUS TYPES SPECIFIED IN THE N.Y.S.D.O.T. STANDARD SPECIFICATIONS.

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC TYPICAL LANE CLOSURE DETAILS II

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
MPT-3	N.T.S.	NOV. 2002	11

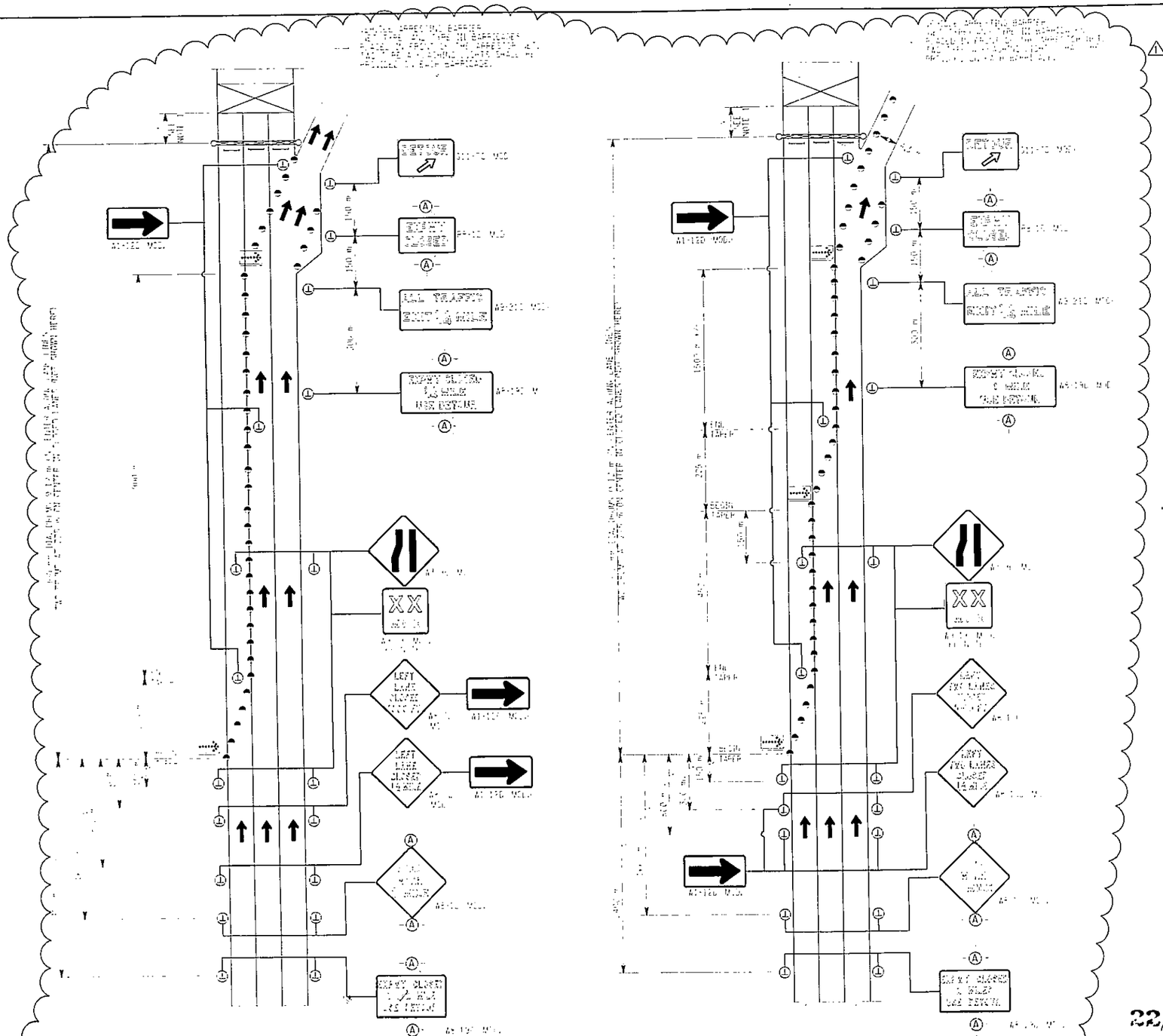
HNTB

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY S.L.O. DRAFTED BY S.M.C. ESTIMATED BY S.Z. CHECKED BY G.L.

FILE NAME = t:\cadd\29803\vanwyck-V90%_submission\traffic control\mpt-3
DATE/TIME = 12/12/02 02:19:50 PM
USER = PELLO

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	21A1	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101			QUEENS COUNTY	

THIS SHEET SUPERSEDES SHEET 21



EXPRESSWAY CLOSURE NIGHT TIME APPLICATIONS - SOUTHBOUND

EXPRESSWAY CLOSURE NIGHT TIME APPLICATIONS - NORTHBOUND

NOTES:

1. DISTANCE X IS THE DECELERATION LENGTH OF VEHICLES CIRCUMVENTING THE ROAD CLOSURE. THIS DISTANCE SHALL BE KEPT FREE OF PARKED VEHICLES AND STORED MATERIAL AT ALL TIMES. X=METER.
2. THE WORK ZONE LIMIT FOR THIS PROJECT SHALL BE 35 MPH. THIS SPEED MAY BE REDUCED OR RAISED DURING THE COURSE OF PROJECT IF, IN THE OPINION OF THE E.I.C., OPERATING CONDITIONS WARRANT SUCH A CHANGE. ANY SUCH CHANGE MUST BE COORDINATED WITH N.Y.C.D.O.T. AND THE N.Y.P.D. IF THERE ARE DIFFERENT SPEED LIMITS FOR DIFFERENT LOCATIONS, THE DIFFERENT SPEEDS WILL BE SHOWN ON THE TRAFFIC CONTROL PLANS.

1	GENERAL REVISION.	6-13-03

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC
TYPICAL LANE CLOSURE DETAILS III

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
MPT-4	N.T.S.	NOV. 2002	

22/53

HNTB

FILE NAME : h:\cadd\29803\VANWYCK-100% Submission\Traffic Control\Vpt-4
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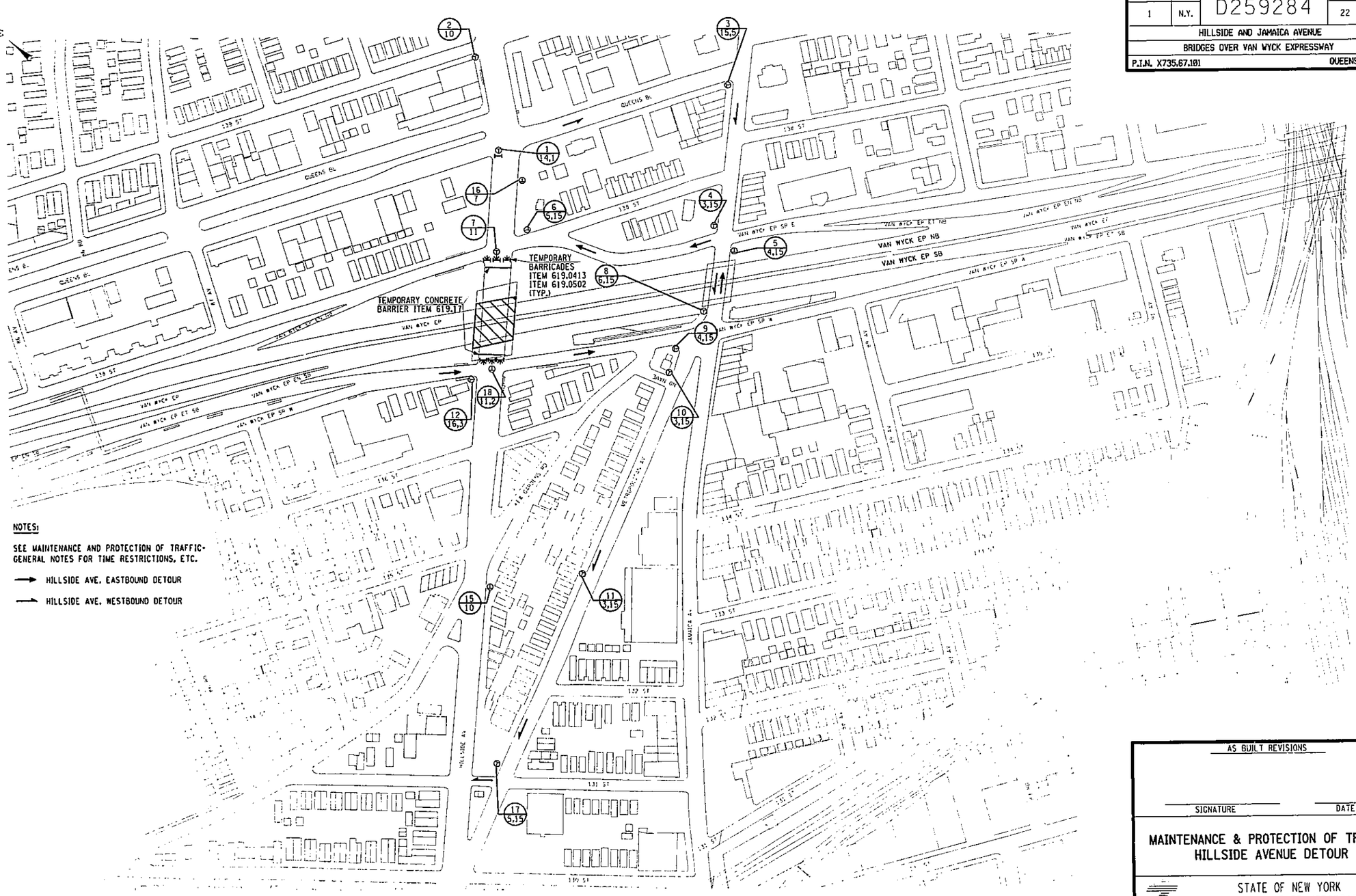
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	22	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



NOTES:

SEE MAINTENANCE AND PROTECTION OF TRAFFIC-GENERAL NOTES FOR TIME RESTRICTIONS, ETC.

HILLSIDE AVE. EASTBOUND DETOUR

HILLSIDE AVE. WESTBOUND DETOUR

AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC HILLSIDE AVENUE DETOUR

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
MPT-5	N.T.S.	NOV. 2002	REGION 11

HNTB

DESIGN CERTIFICATION S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY

ESTIMATED BY S.Z. DRAFTED BY S.M.C. S.L.O. CHECKED BY G.L.

FILE NAME = s:\cadd\29803\vanwyck-90% submission\traffic control\mpt-5
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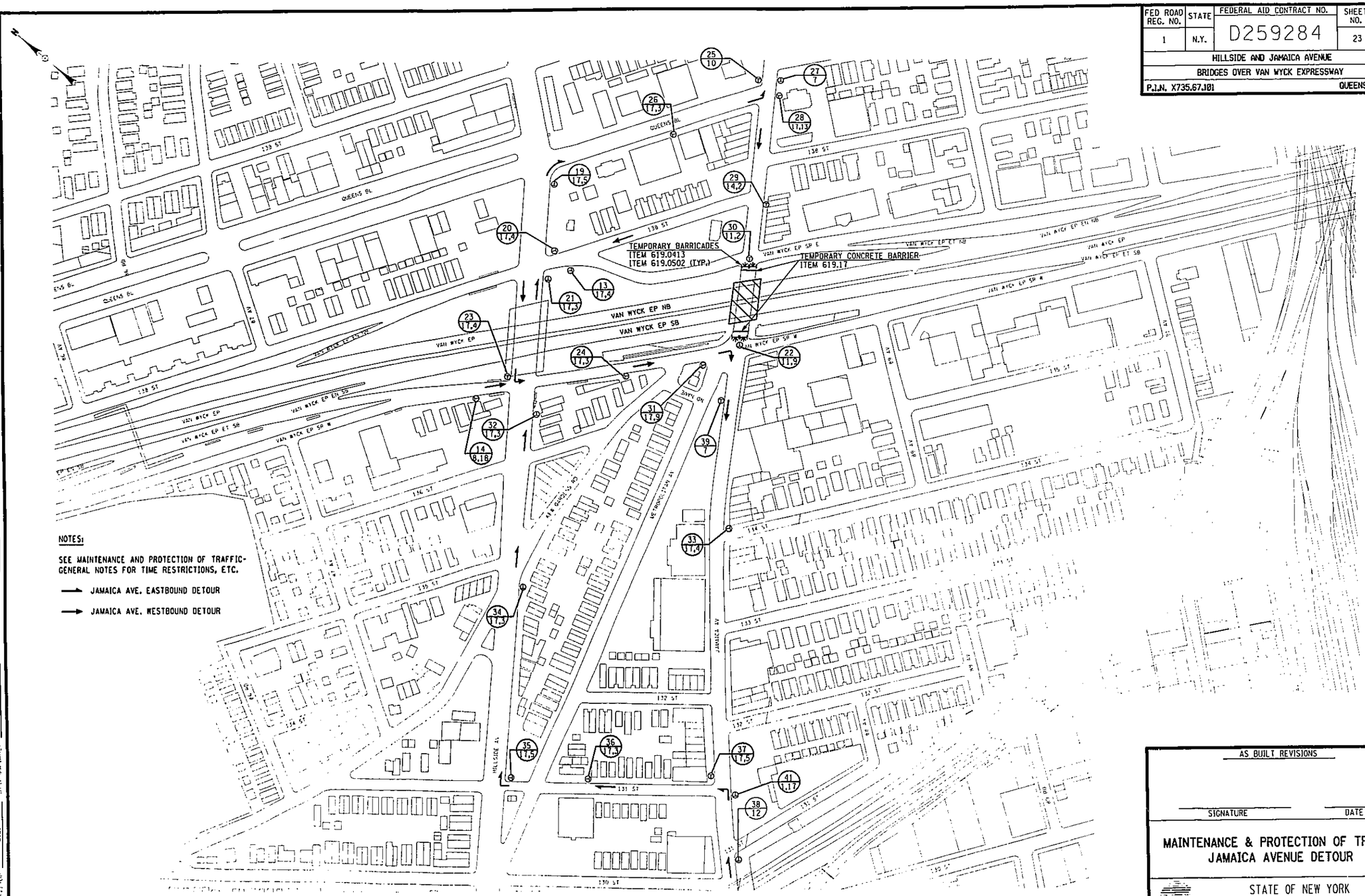
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	23	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.J01 — QUEENS COUNTY



NOTES:

SEE MAINTENANCE AND PROTECTION OF TRAFFIC-GENERAL NOTES FOR TIME RESTRICTIONS, ETC.

→ JAMAICA AVE. EASTBOUND DETOUR

→ JAMAICA AVE. WESTBOUND DETOUR

AS BUILT REVISIONS

SIGNATURE — DATE

MAINTENANCE & PROTECTION OF TRAFFIC JAMAICA AVENUE DETOUR

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
MPT-6	N.T.S.	NOV. 2002	

HNTB

DESIGNED BY ____ S.Z. ____ JOB MANAGER ____ G.L. ____ DESIGNED BY ____ S.M.C. ____ CHECKED BY ____ G.L. ____

DRAWN BY ____ S.Z. ____ ESTIMATED BY ____ S.M.C. ____ DRAFTED BY ____ S.L.O. ____ CHECKED BY ____

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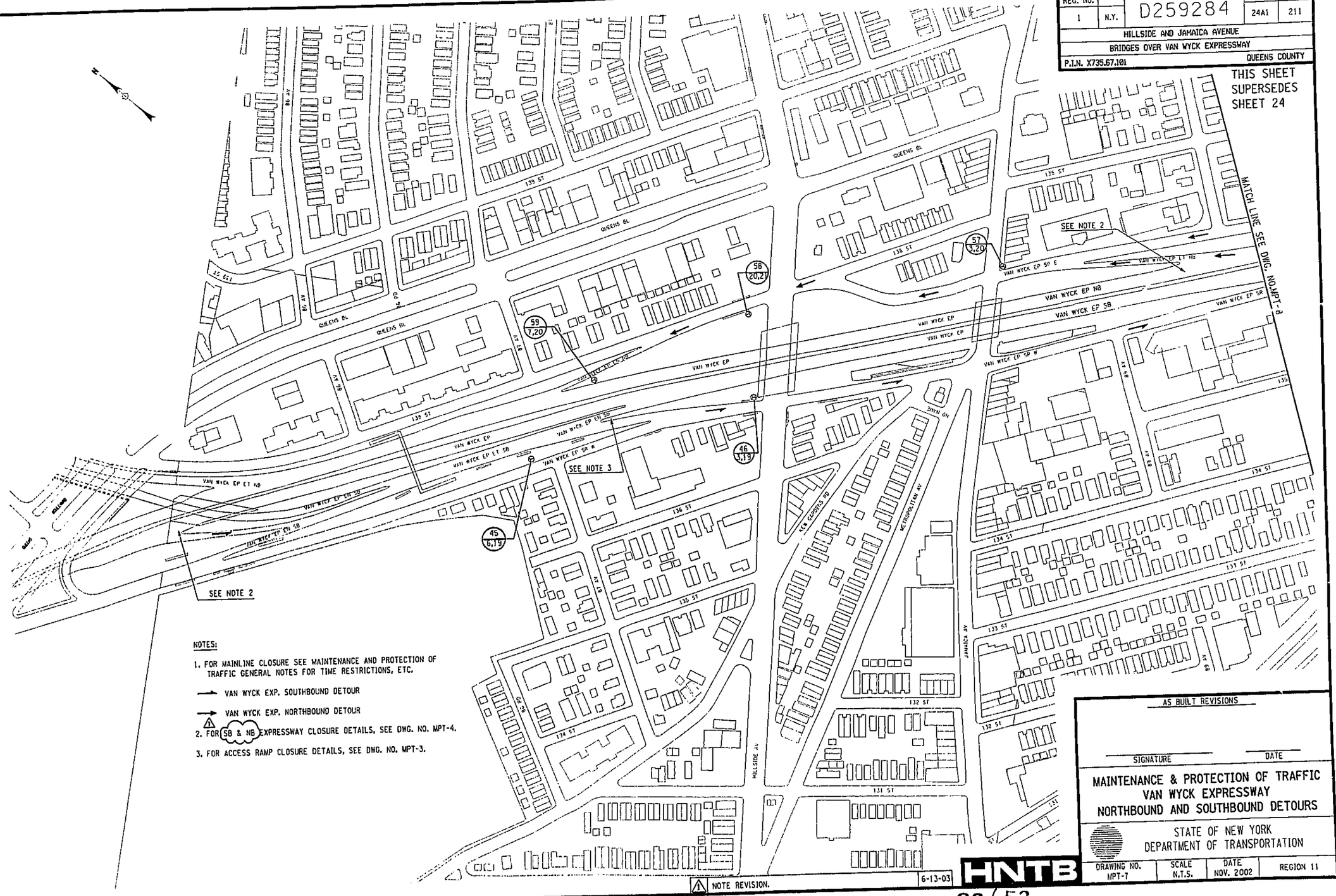
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	24A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 24



NOTES:

1. FOR MAINLINE CLOSURE SEE MAINTENANCE AND PROTECTION OF TRAFFIC GENERAL NOTES FOR TIME RESTRICTIONS, ETC.

→ VAN WYCK EXP. SOUTHBOUND DETOUR

→ VAN WYCK EXP. NORTHBOUND DETOUR

2. FOR (SB & NB) EXPRESSWAY CLOSURE DETAILS, SEE DWG. NO. MPT-4.

3. FOR ACCESS RAMP CLOSURE DETAILS, SEE DWG. NO. MPT-3.

AS BUILT REVISIONS		
	SIGNATURE	DATE

MAINTENANCE & PROTECTION OF TRAFFIC
VAN WYCK EXPRESSWAY
NORTHBOUND AND SOUTHBOUND DETOURS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
MPT-7	N.T.S.	NOV. 2002	11

⚠ NOTE REVISION. 6-13-03

HNTB

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY S.Z.
ESTIMATED BY S.M.C. DRAFTED BY S.L.O. CHECKED BY G.L.

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USER = PELLA

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	25A1	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 25

AS BUILT REVISIONS		
	SIGNATURE	DATE

MAINTENANCE & PROTECTION OF TRAFFIC
VAN WYCK EXPRESSWAY
NORTHBOUND AND SOUTHBOUND DETOURS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
MPT-8	N.T.S.	NOV. 2002	11

⚠ GENERAL REVISION 6-13-03

HNTB

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DRAFTED BY S.L.O. CHECKED BY

ESTIMATED BY S.M.C. CHECKED BY G.L.

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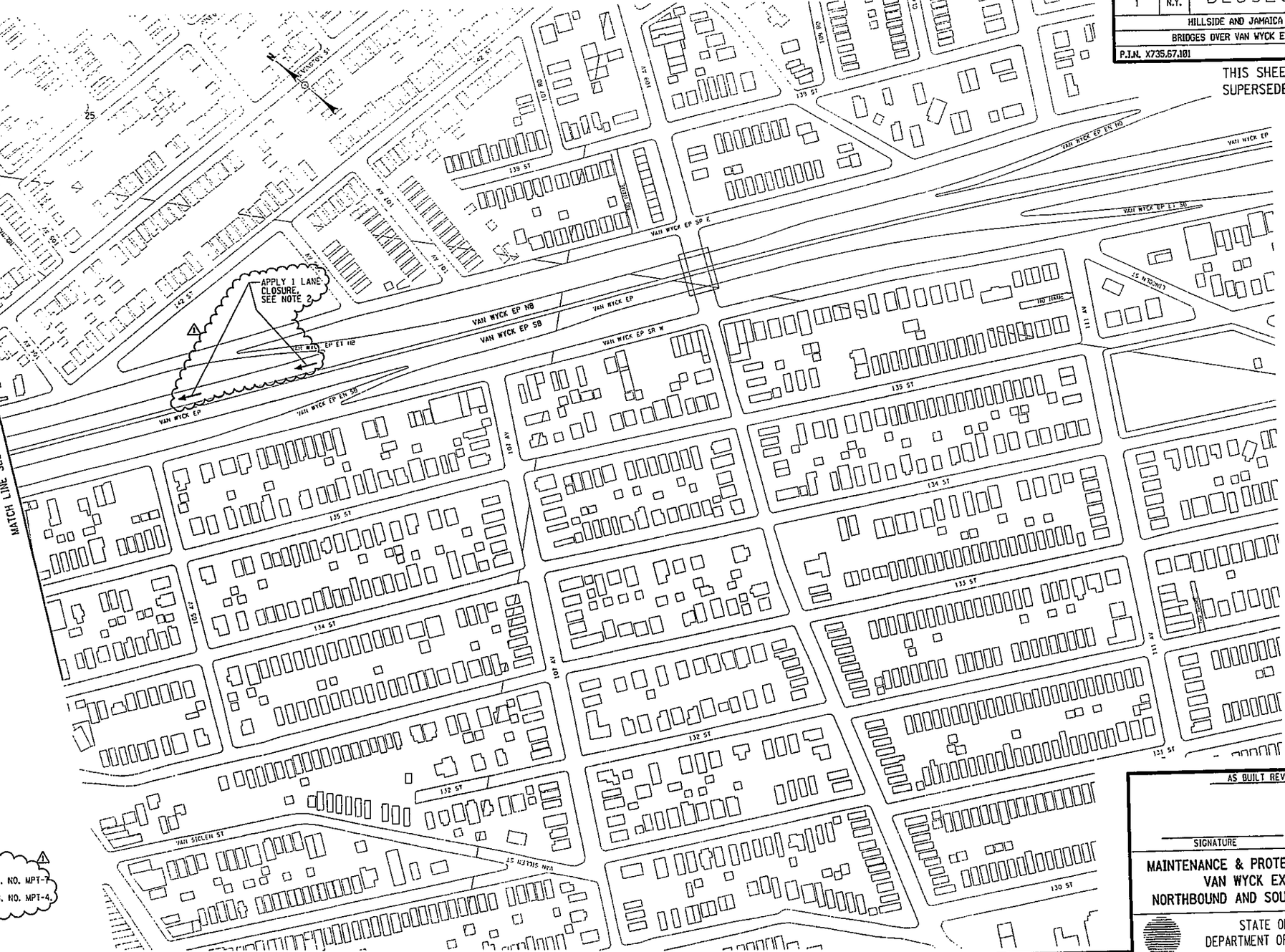
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	25A2	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET DOES NOT SUPERSEDE ANY SHEET



NOTES:
1. SEE DWG. NO. MPT-7
2. SEE DWG. NO. MPT-4.

⚠ NEW DRAWING FOR NB DETOUR 6-13-03

AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC
VAN WYCK EXPRESSWAY
NORTHBOUND AND SOUTHBOUND DETOURS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
MPT-8a	N.T.S.	NOV. 2002	11

HNTB

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY
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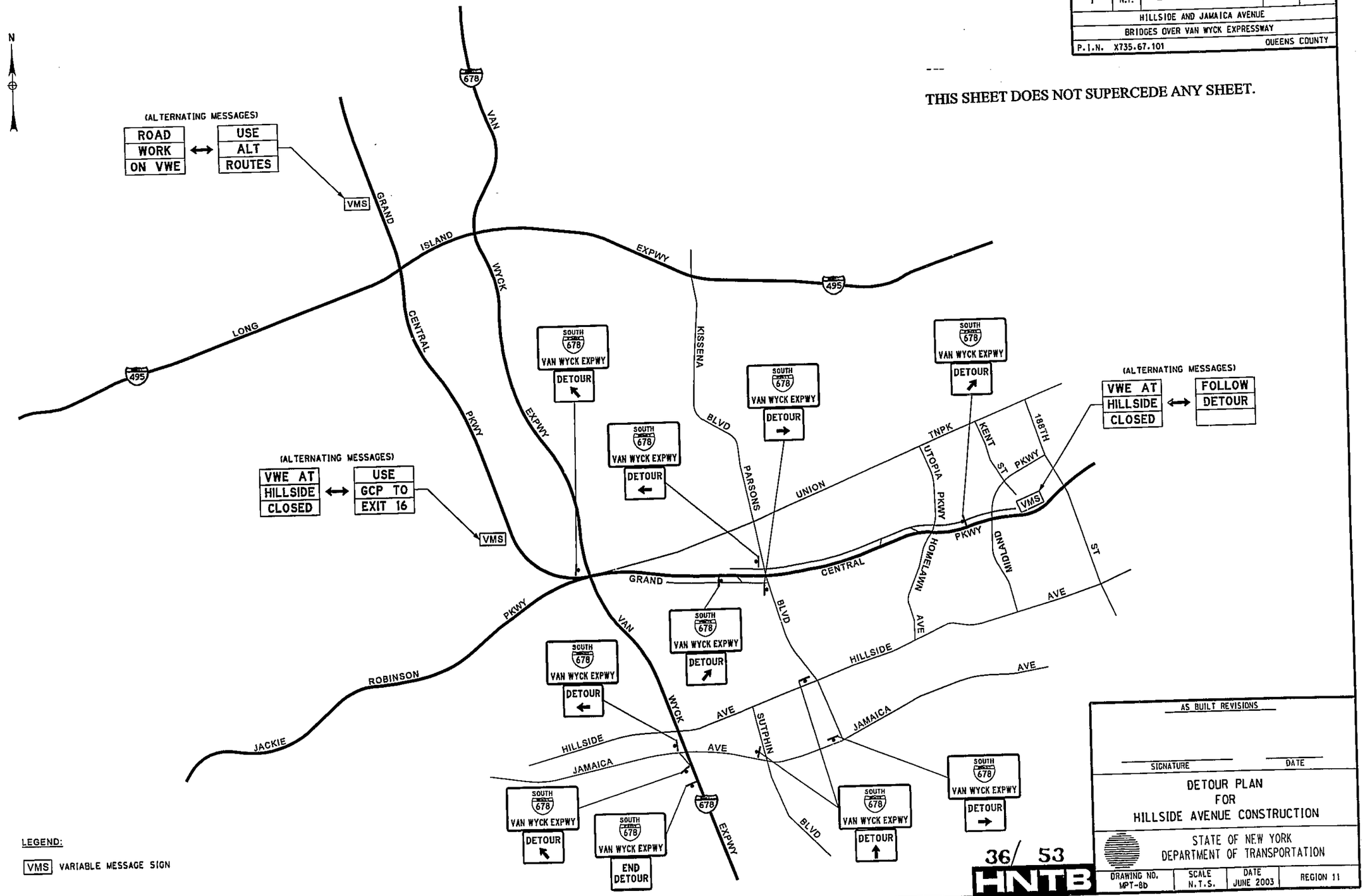
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	25A3	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET DOES NOT SUPERCEDE ANY SHEET.



AS BUILT REVISIONS

SIGNATURE DATE

DETOUR PLAN
FOR
HILLSIDE AVENUE CONSTRUCTION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
MPT-8D	N.T.S.	JUNE 2003	11

36/ 53

HNTB

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY

DRAFTED BY S.L.O. CHECKED BY G.L.

ESTIMATED BY S.Z.

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	25A4	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101			QUEENS COUNTY	

THIS SHEET DOES NOT SUPERCEDE ANY SHEET.

N

(ALTERNATING MESSAGES)
ROAD WORK ON VWE ↔ USE ALT ROUTES
VMS

(ALTERNATING MESSAGES)
VWE AT JAMAICA CLOSED ↔ USE GCP TO EXIT 16
VMS

(ALTERNATING MESSAGES)
VWE AT JAMAICA CLOSED ↔ FOLLOW DETOUR
VMS

SOUTH 678 VAN WYCK EXPWY DETOUR ←
SOUTH 678 VAN WYCK EXPWY DETOUR ↑
SOUTH 678 VAN WYCK EXPWY DETOUR ↖
SOUTH 678 VAN WYCK EXPWY DETOUR ↗
SOUTH 678 VAN WYCK EXPWY DETOUR →
SOUTH 678 VAN WYCK EXPWY DETOUR ←
SOUTH 678 VAN WYCK EXPWY DETOUR ↗
SOUTH 678 VAN WYCK EXPWY DETOUR →
SOUTH 678 VAN WYCK EXPWY END DETOUR

LEGEND:
VMS VARIABLE MESSAGE SIGN

AS BUILT REVISIONS

SIGNATURE DATE

DETOUR PLAN
FOR
JAMAICA AVENUE CONSTRUCTION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
MPT-8c	N.T.S.	JUNE 2003	11

37/53

HNTB

DESIGN SUPERVISOR S.Z. JOB MANAGER GJ. DESIGNED BY S.M.C. CHECKED BY
DRAFTED BY S.M.C. ESTIMATED BY S.Z. CHECKED BY G.L.

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	26	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

LOCATION NO.	TEXT NO.	TEXT	LETTER SIZE	LETTER TYPE	APPROXIMATE SIZE OF SIGN	N.Y.S. M.U.T.C.D. NO.	COLOR BACK-GROUND	COLOR CHARAC-TERS	TYPE OF MOUNT.
1,41	1	DETOUR	150 mm	D	1200mm X 450mm	G11-4C	O	B	SEE NOTE
18,29,30	2	DETOUR	150 mm	D	1200mm X 450mm	G11-5C	O	B	SEE NOTE
4,10,11,12,21, 24,26,32,34,36, 46,47,50,52,53, 54,57	3	DETOUR	125 mm C6 ARROW	D	750mm X 600mm	G11-7C	O	B	SEE NOTE
5,9,13,20 23,33	4	DETOUR	125 mm C6 ARROW	D	750mm X 600mm	G11-6C	O	B	SEE NOTE
3,6,17,19 35,37	5	DETOUR	125 mm C6 ARROW	D	750mm X 600mm	G11-8C	O	B	SEE NOTE
8,45	6	DETOUR	125 mm C6 ARROW	D	750mm X 600mm	G11-8C (MOD)	O	B	SEE NOTE
16,27,39,49,59	7	END DETOUR	125 mm 125 mm	D D	750mm X 600mm	G11-9C	O	B	SEE NOTE
14	8		-	-	900mm X 450mm	W1-11B	O	B	SEE NOTE
31,22	9		-	-	900mm X 450mm	W1-12B	O	B	SEE NOTE

LOCATION NO.	TEXT NO.	TEXT	LETTER SIZE	LETTER TYPE	APPROXIMATE SIZE OF SIGN	N.Y.S. M.U.T.C.D. NO.	COLOR BACK-GROUND	COLOR CHARAC-TERS	TYPE OF MOUNT.
2,15,25	10	DETOUR 500 FT	150 mm 150 mm	D D	900mm X 900mm	W8-18C	O	B	SEE NOTE
7,18,22,30	11	BRIDGE CLOSED	150 mm 150 mm	D D	900mm X 600mm	R8-2B	W	B	SEE NOTE
38	12	JAMAICA AVE BRIDGE TO 138 ST/QUEENS BLVD CLOSED USE DETOUR	125 mm 125 mm 125 mm 125 mm	E E E E	2550mm X 1050mm	W8-16D (MOD)	O	B	SEE NOTE
28	13		-	-	1200mm X 600mm	W2-18C (MOD)	O	B	SEE NOTE
29,1	14	BRIDGECLOSED AHEAD LOCAL TRAFFIC ONLY	150 mm 125 mm 100 mm	C C C	1500mm X 750mm	R8-7C (MOD)	W	B	SEE NOTE
3,4,5,6 8,9,10,11,17	15	HILLSIDE AVE	150 mm	D	1750mm X 450mm	-	O	B	SEE NOTE
12	16	HILLSIDE AVE EASTBOUND	150 mm 150 mm	D D	1750mm X 700mm	-	O	B	SEE NOTE

NOTE: THE CONSTRUCTION SIGNS SHALL BE MOUNTED ON LIGHT POLES OR SIGN POSTS AT THE APPROXIMATE LOCATIONS SHOWN ON THE DRAWINGS. NO DETAILS FOR MOUNTING THE SIGNS ARE GIVEN. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO ATTACH THE SIGNS AT THE LOCATIONS IN A MANNER ACCEPTABLE TO THE ENGINEER. ALL SIGNS SHALL BE PAID FOR UNDER ITEM NO. 619.02 M.

LEGEND AND ABBREVIATION

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
W	WHITE OR SILVER	⊕	APPROX. LOCATION OF SIGN
B	BLACK	⊕	LOCATION TEXT
O	ORANGE	GRM	GROUND MOUNTED
R	RED	MUTCD	MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC SIGN DATA SHEET

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
MPT-9	N.A.	NOV. 2002	11

DESIGN: SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY
ESTIMATED BY S.M.C. DRAFTED BY S.L.O. CHECKED BY G.L.

FILE NAME = t:\cadd\29803\vanwyck-190% submission\traffic control\mpt-9
DATE/TIME = 12/12/02 02:20:12 PM
USER = PEllo

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	27	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

LOCATION NO.	TEXT NO.	TEXT	LETTER SIZE	LETTER TYPE	APPROXIMATE SIZE OF SIGN	N.Y.S. M.U.T.C.D. NO.	COLOR BACK-GROUND	COLOR CHARAC-TERS	TYPE OF MOUNT.
13,19,20,21,23 24,26,28,31 32,33,34,35 36,37,41	17	JAMAICA AVE	150 mm	D	1800mm X 450mm	-	0	B	SEE NOTE
14	18	JAMAICA AVE EASTBOUND	150 mm 150 mm	D D	1800mm X 450mm	-	0	B	SEE NOTE
45,46,47,48,49	19	SOUTH 678 VAN WYCK EXPWY	150 mm 600 mm SHIELD 200 mm	E D	3075mm X 1575mm	-	0	B	SEE NOTE
50,52,53,54,57, 58,59	20	NORTH 678 VAN WYCK EXPWY	150 mm 600 mm SHIELD 200 mm	E D	3075mm X 1575mm	-	0	B	SEE NOTE
48,58	21	DETOUR	125 mm C6 ARROW	D	750mm X 600mm	G11-8C (MOD)	0	B	SEE NOTE
70,88,96	22	ROAD WORK 1500 FT	175 mm 175 mm 175 mm	D D D	1200mm X 1200mm	W8-1D	0	B	SEE NOTE
71,87,95	23	ROAD WORK 1000 FT	175 mm 175 mm 175 mm	D D D	1200mm X 1200mm	W8-1D	0	B	SEE NOTE
74,75,86,97	24	ROAD WORK AHEAD	175 mm 175 mm 175 mm	D D D	1200mm X 1200mm	W8-1D	0	B	SEE NOTE
76,85	25	END ROAD WORK	150 mm 150 mm	C C	1200mm X 600mm	G11-2D	0	B	SEE NOTE

LOCATION NO.	TEXT NO.	TEXT	LETTER SIZE	LETTER TYPE	APPROXIMATE SIZE OF SIGN	N.Y.S. M.U.T.C.D. NO.	COLOR BACK-GROUND	COLOR CHARAC-TERS	TYPE OF MOUNT.
77	26	YIELD AHEAD	225 mm 225 mm	C C	1200mm X 1200mm	W2-16D	0	B	SEE NOTE
78,90	27	YIELD	100 mm	C	1200mm	R1-2D	W	R	SEE NOTE
72,84,94	28	ROAD NARROWS	200 mm 200 mm	D D	1200mm X 1200mm	W3-6D	0	B	SEE NOTE
73,83,93	29	NO SHOULDER	200 mm 200 mm	C C	1200mm X 1200mm	W4-13E	0	B	SEE NOTE
79,81	30		-	-	300mm X 900mm	W7-12C	0	B	SEE NOTE
80,82,91,92	31		-	-	300mm X 900mm	W7-13C	0	B	SEE NOTE

NOTE: THE CONSTRUCTION SIGNS SHALL BE MOUNTED ON LIGHT POLES OR SIGN POSTS AT THE APPROXIMATE LOCATIONS SHOWN ON THE DRAWINGS. NO DETAILS FOR MOUNTING THE SIGNS ARE GIVEN. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO ATTACH THE SIGNS AT THE LOCATIONS IN A MANNER ACCEPTABLE TO THE ENGINEER. ALL SIGNS SHALL BE PAID FOR UNDER ITEM NO. 619.02 M.

LEGEND AND ABBREVIATION

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
W	WHITE OR SILVER	⊖	APPROX. LOCATION OF SIGN
B	BLACK	⊕	LOCATION TEXT
O	ORANGE	GRM	GROUND MOUNTED
R	RED	MUTCD	MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC SIGN DATA SHEET

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
MPT-10	N.A.	NOV. 2002	11

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY
ESTIMATED BY S.M.C. DRAFTED BY S.L.O. CHECKED BY G.L.

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	28	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

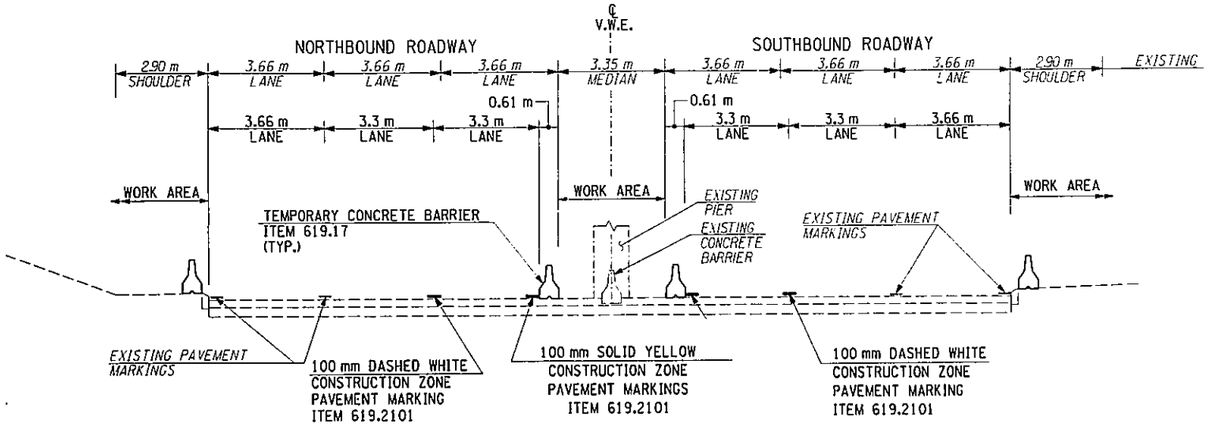
SEQUENCE OF CONSTRUCTION

PHASE I (BRIDGE WORK)

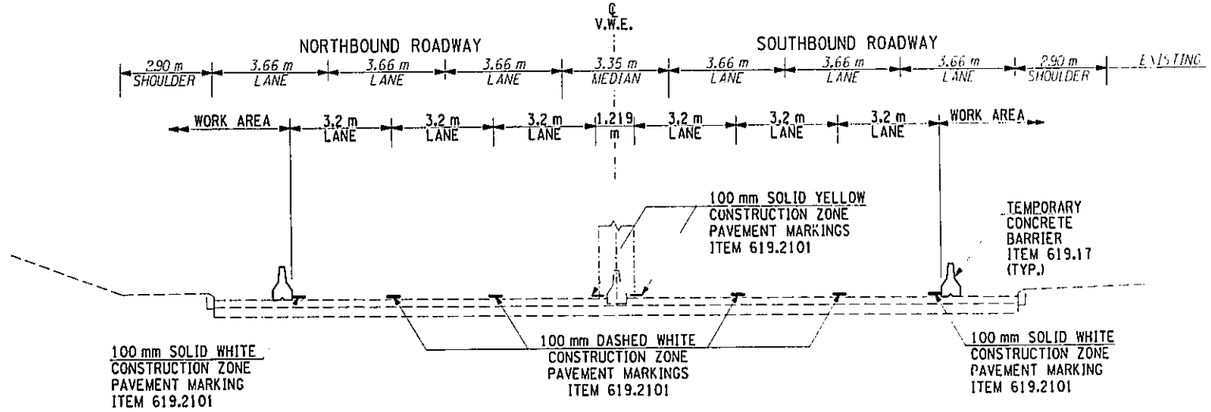
1. MAINTAIN 3 LANES OF TRAFFIC ON VAN WYCK EXPRESSWAY NB AND SB. INSTALL TEMPORARY CONCRETE BARRIER ALONG THE RIGHT AND LEFT PAVEMENT EDGES ON VAN WYCK EXPRESSWAY NB AND SB ROADWAY. SEE DWG. NO. MPT-12, 13 & 14. SEE ALSO TYPICAL SECTION FOR VAN WYCK EXPRESSWAY THIS SHEET.
2. REMOVE EXISTING BRIDGE MOUNTED GUIDE SIGNS. USING THE EXISTING SIGN PANELS, REMOUNT THESE SIGNS ALONG THE RIGHT SIDE OF THE EXPRESSWAY.
3. INSTALL TEMPORARY LIGHTING. SEE TEMPORARY LIGHTING PLAN FOR DETAILS.
4. CONSTRUCT THE ENTIRE NEW HILLSIDE AVENUE BRIDGE AND JAMAICA AVENUE BRIDGE. FOR DETAILS OF CONSTRUCTION, SEE STRUCTURAL PLANS.
5. MAINTAIN EXISTING TRAFFIC CONFIGURATION ON HILLSIDE AVENUE BRIDGE, HILLSIDE AVENUE, JAMAICA AVENUE BRIDGE AND JAMAICA AVENUE DURING THE DAYTIME.
6. AT NIGHT, CLOSE HILLSIDE AVENUE BRIDGE OR JAMAICA BRIDGE BRIDGE. PERFORM WORK ON HILLSIDE AVENUE BRIDGE OR JAMAICA AVENUE BRIDGE. WORK SHALL NOT BE CARRIED OUT ON BOTH BRIDGES AT THE SAME TIME AND BOTH OF THE BRIDGES SHALL NOT BE CLOSED AT THE SAME TIME. FOR HILLSIDE AVENUE AND JAMAICA AVENUE DETOURS, SEE DWG. NOS. 5 AND 6. SEE ALSO DWG. NO. MPT-1 FOR TIME RESTRICTIONS.
7. UPON COMPLETION OF THE NEW HILLSIDE AVENUE BRIDGE AND JAMAICA AVENUE BRIDGE. TEMPORARILY RELOCATE/DISCONNECT EXISTING UTILITIES ON HILLSIDE AVENUE BRIDGE AND JAMAICA AVENUE BRIDGE. SEE ALSO STRUCTURAL PLANS FOR DETAILS.
8. CLOSE THE ENTIRE HILLSIDE AVENUE BRIDGE OR JAMAICA AVENUE BRIDGE FOR ONE WHOLE WEEKEND. BOTH BRIDGES SHALL NOT BE CLOSED AT THE SAME TIME. SEE ALSO DWG. NO. MPT-1 FOR TIME RESTRICTIONS.
   - DEMOLISH THE EXITING HILLSIDE AVENUE BRIDGE AND JAMAICA AVENUE BRIDGE ONE AT A TIME.
   - UPON COMPLETION OF THE DEMOLITION OF ONE OF THE BRIDGES, MOVE THE COMPLETED BRIDGE INTO PLACE. SEE STRUCTURAL PLANS FOR DETAILS.
   - REINSTALL/REATTACH EXISTING UTILITIES TO THE NEW BRIDGE. SEE STRUCTURAL PLANS FOR DETAILS.
   - UPON COMPLETION OF ONE BRIDGE, BEGIN THE SECOND BRIDGE.

PHASE II (ROAD WORK)

1. MAINTAIN 3 LANES OF TRAFFIC ON VAN WYCK EXPRESSWAY NB AND SB. INSTALL TEMPORARY CONCRETE BARRIER ALONG THE RIGHT PAVEMENT EDGES ON VAN WYCK EXPRESSWAY NB AND SB ROADWAY. SEE DWG. NO. MPT-15, 16 & 17. SEE ALSO TYPICAL SECTION FOR VAN WYCK EXPRESSWAY THIS SHEET.
2. - WIDEN VAN WYCK EXPRESSWAY NB ROADWAY.
   - CONSTRUCT RETAINING WALLS 1, 2 AND 3.
   - REMOVE EXISTING DRAINAGE STRUCTURES ALONG THE RIGHT SIDE. CLOSE THE RIGHT LANE WHERE REQUIRED. FOR TYPICAL LANE CLOSURE DETAILS, SEE DWG. NO. MPT-2 & 3. SEE ALSO DWG. NO. MPT-1 FOR TIME RESTRICTIONS.
   - EXTEND EXISTING DRAINAGE PIPES AND CONSTRUCT NEW DRAINAGE STRUCTURES.
3. - WIDEN VAN WYCK EXPRESSWAY SB ROADWAY.
   - REMOVE EXISTING DRAINAGE STRUCTURES ALONG THE RIGHT SIDE. CLOSE THE RIGHT LANE WHERE REQUIRED. FOR TYPICAL LANE CLOSURE DETAILS, SEE DWG. NO. MPT-2 & 3. SEE ALSO DWG. NO. MPT-1 FOR TIME RESTRICTIONS.
   - EXTEND EXISTING DRAINAGE PIPES AND CONSTRUCT NEW DRAINAGE STRUCTURES.
4. CONSTRUCT NEW SIGN STRUCTURES NO. 1 AND 2.
5. MILL AND RESURFACE VAN WYCK EXPRESSWAY NB AND SB ROADWAYS. MILLING AND RESURFACING SHALL BE CARRIED OUT AT NIGHT. FOR TYPICAL LANE CLOSURE DETAILS, SEE DWG. NO. MPT-2 & 3. SEE ALSO DWG. NO. MPT-1 FOR TIME RESTRICTIONS.
6. COMPLETE THE ROADWORK ON HILLSIDE AVENUE AND JAMAICA AVENUE. FOR METHOD OF MAINTENANCE AND PROTECTION OF TRAFFIC, SEE DWG. NO. MPT-1, MAINTENANCE AND PROTECTION OF TRAFFIC, GENERAL NOTE NO. 3.



VAN WYCK EXPRESSWAY
PHASE I



VAN WYCK EXPRESSWAY
PHASE II

AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC
SEQUENCE OF CONSTRUCTION
AND TYPICAL SECTION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
MPT-11	N.T.S.	NOV. 2002	11

IN CHARGE OF ___ S.Z. ___ DESIGNED BY ___ G.L. ___ CHECKED BY ___ S.M.C. ___ ESTIMATED BY ___ S.Z. ___ CHECKED BY ___ S.L.O. ___ DRAFTED BY ___ S.M.C. ___ CHECKED BY ___ G.L.

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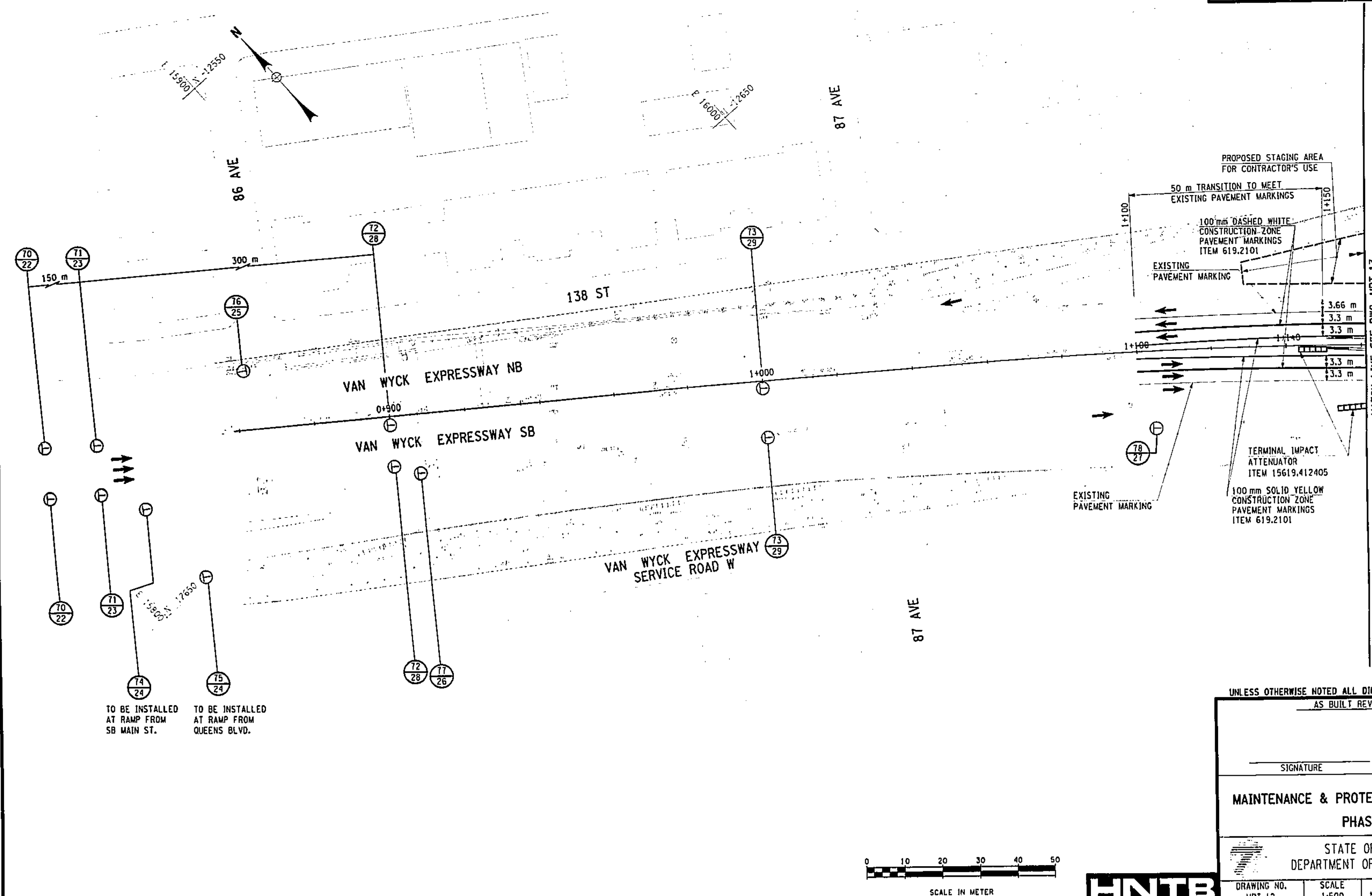
USER = JEllo


N
E 15900
N 12550
E 16000
N 12650
E 15900
N 17650
86 AVE
87 AVE
138 ST
VAN WYCK EXPRESSWAY NB
VAN WYCK EXPRESSWAY SB
VAN WYCK EXPRESSWAY SERVICE ROAD W
150 m
300 m
0+900
1+000
1+100
1+150
PROPOSED STAGING AREA FOR CONTRACTOR'S USE
50 m TRANSITION TO MEET EXISTING PAVEMENT MARKINGS
100 mm DASHED WHITE CONSTRUCTION ZONE PAVEMENT MARKINGS ITEM 619.2101
EXISTING PAVEMENT MARKING
3.66 m
3.3 m
3.3 m
3.3 m
3.3 m
TERMINAL IMPACT ATTENUATOR ITEM 15619.412405
100 mm SOLID YELLOW CONSTRUCTION ZONE PAVEMENT MARKINGS ITEM 619.2101
EXISTING PAVEMENT MARKING
MATCH LINE SEE DWG. MPT-13
70/22
71/23
72/28
73/29
76/25
74/24
75/24
77/26
78/27
TO BE INSTALLED AT RAMP FROM SB MAIN ST.
TO BE INSTALLED AT RAMP FROM QUEENS BLVD.
0 10 20 30 40 50
SCALE IN METER

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	29	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC
PHASE I

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

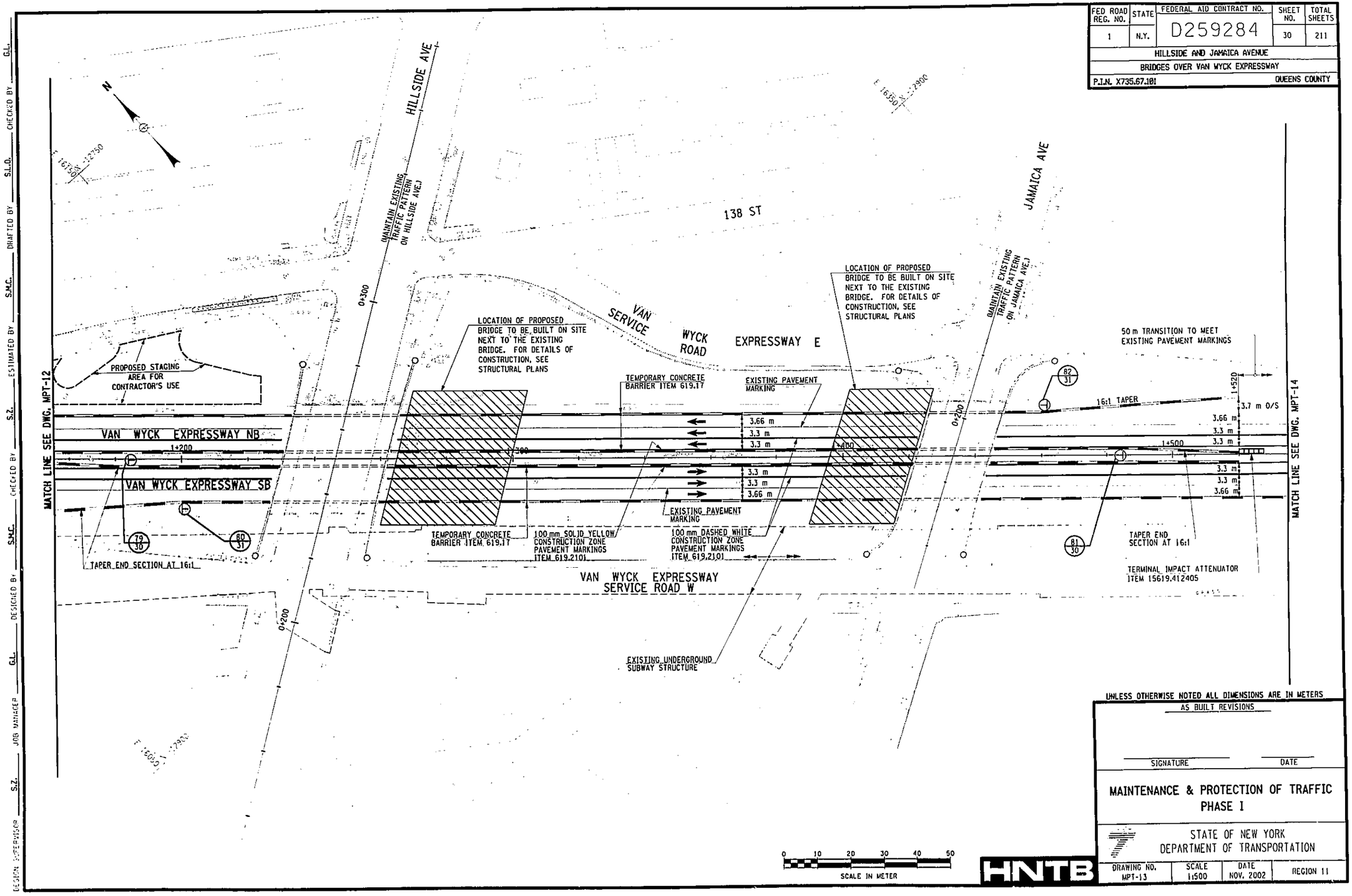
DRAWING NO.	SCALE	DATE	REGION 11
MPT-12	1:500	NOV. 2002	

G.L. CHECKED BY
S.L.O. DRAFTED BY
S.M.C. ESTIMATED BY
S.Z. CHECKED BY
S.M.C. DESIGNED BY
G.L. JOB MANAGER
S.Z. DESIGN SUPERVISOR

FILE NAME = t:\cadd\29803\vanwyck-\90% submission\traffic control\mpt-12
DATE/TIME = 12/12/02 02:19:33 PM
USER = PEllo

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	30	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC PHASE I

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
MPT-13	1:500	NOV. 2002	11

HNTB

S.Z. DESIGN SUPERVISOR | G.L. JOB MANAGER | G.L. DESIGNED BY | S.M.C. CHECKED BY | S.M.C. DRAFTED BY | S.L.D. CHECKED BY | S.Z. ESTIMATED BY

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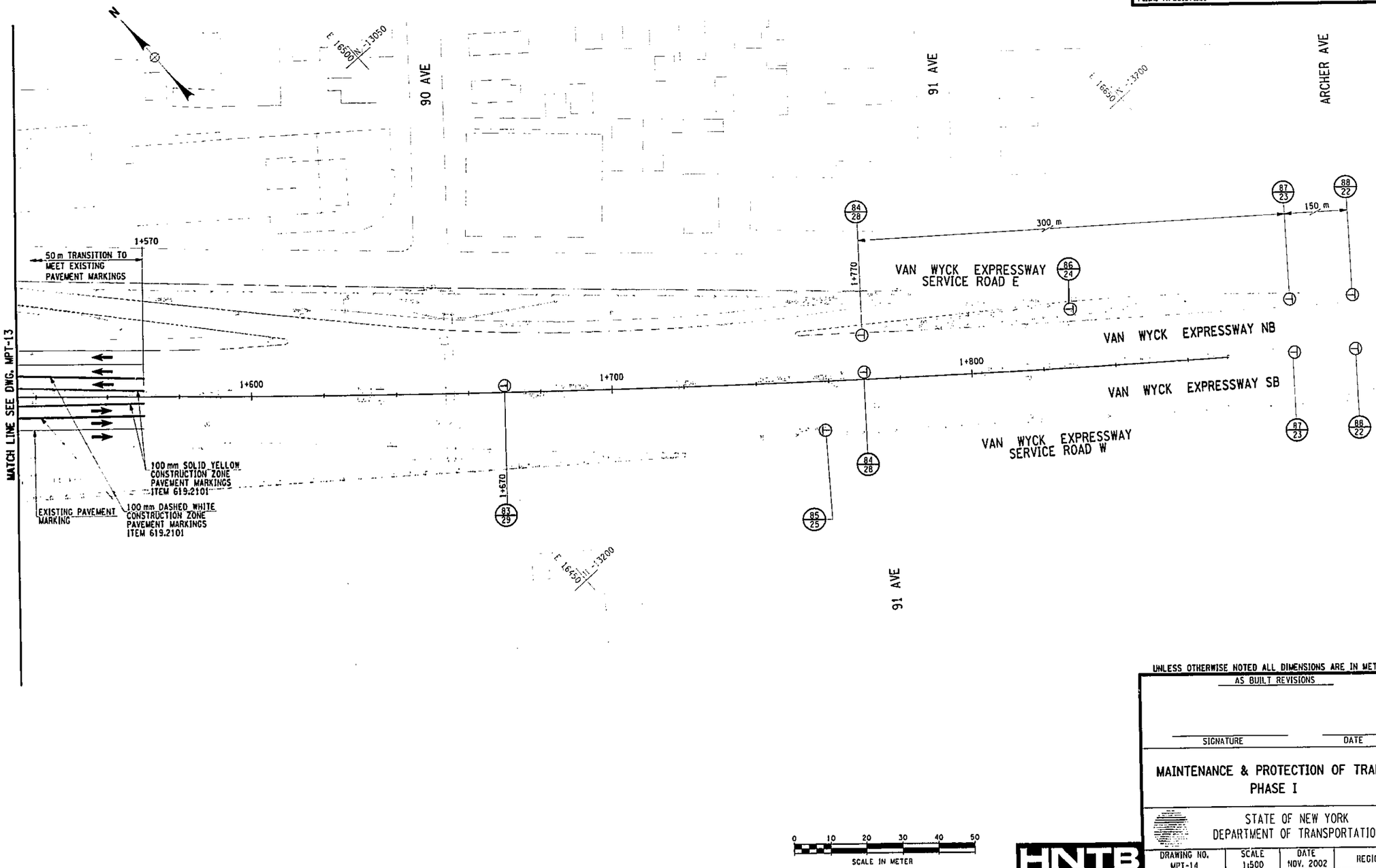
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	31	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY



UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC PHASE I

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
MPT-14	1:500	NOV. 2002	11

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY S.Z.

ESTIMATED BY S.N.C. DRAFTED BY S.L.O. CHECKED BY G.L.

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	32	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

DESIGNED BY S.Z. CHECKED BY S.M.C. DRAFTED BY S.L.O. CHECKED BY G.L. ESTIMATED BY S.M.C. CHECKED BY G.L. IN CHARGE OF S.Z.

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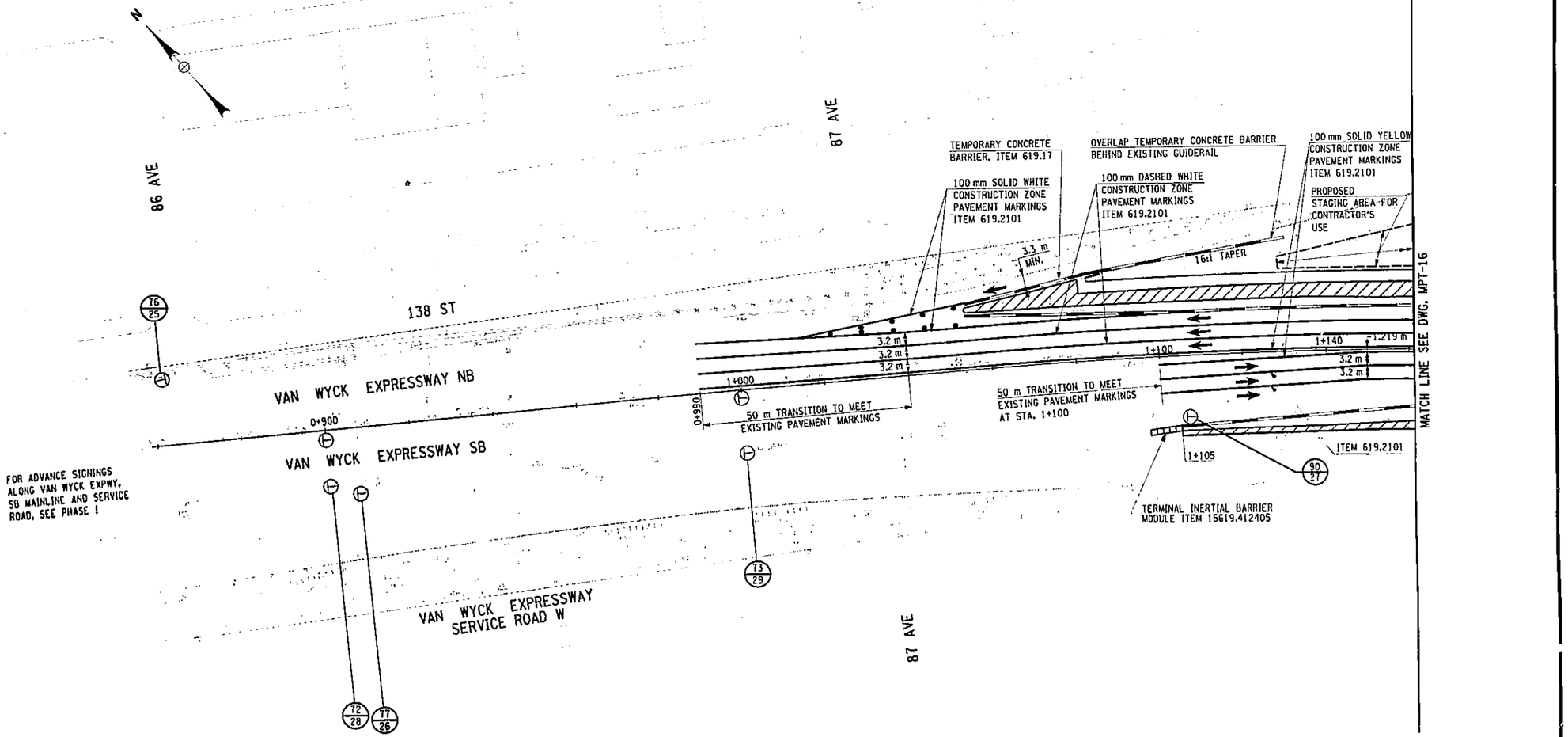


0 10 20 30 40 50
SCALE IN METER

AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC PHASE II

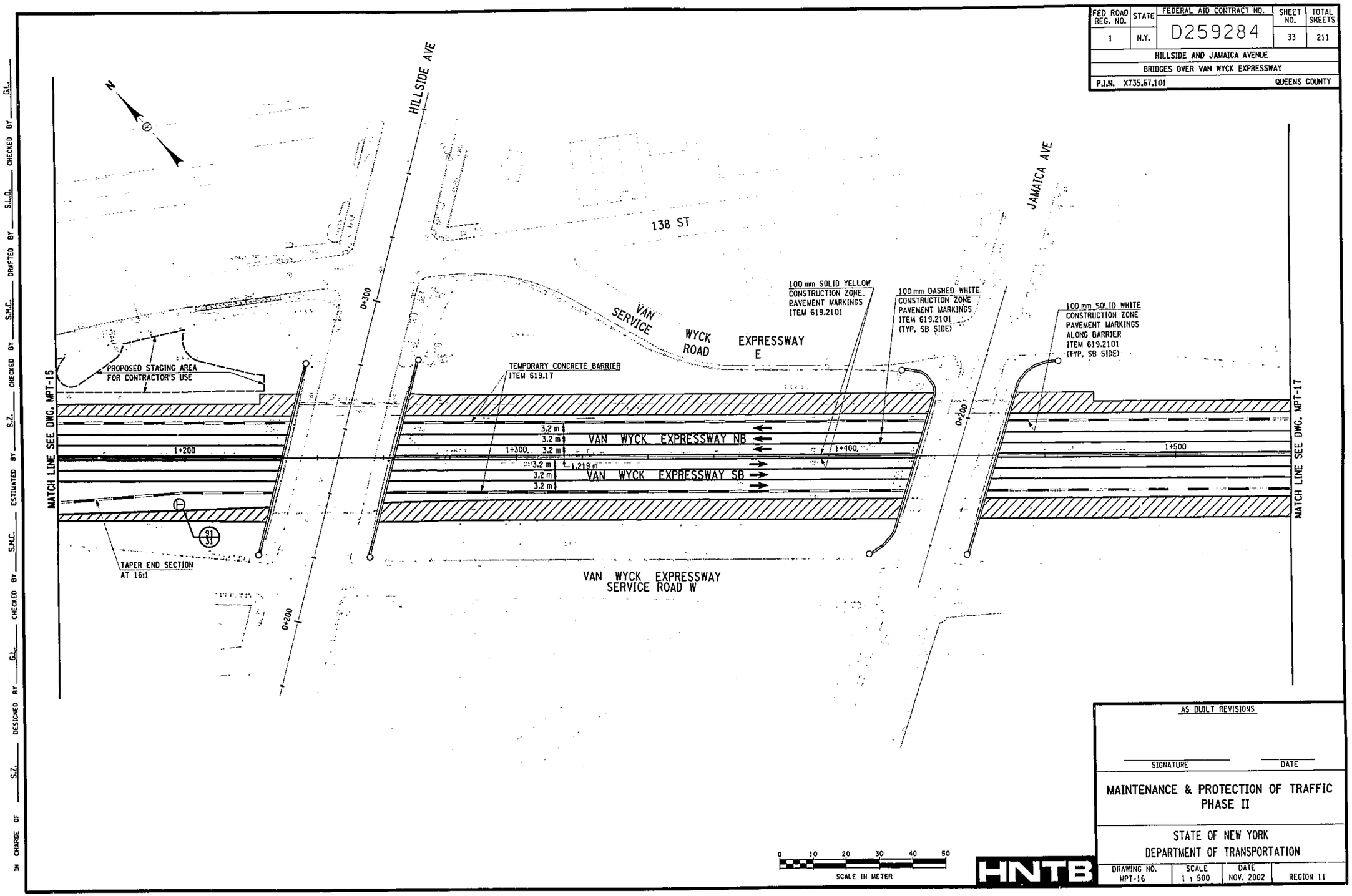
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
MPT-15	1 : 500	NOV. 2002	11

HNTB

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	33	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC PHASE II

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
MPT-16	1 : 500	NOV. 2002	REGION 11

HNTB

IN CHARGE OF S.Z. DESIGNED BY G.L. CHECKED BY S.M.C. ESTIMATED BY S.Z. CHECKED BY S.M.C. DRAFTED BY S.L.O. CHECKED BY G.L.

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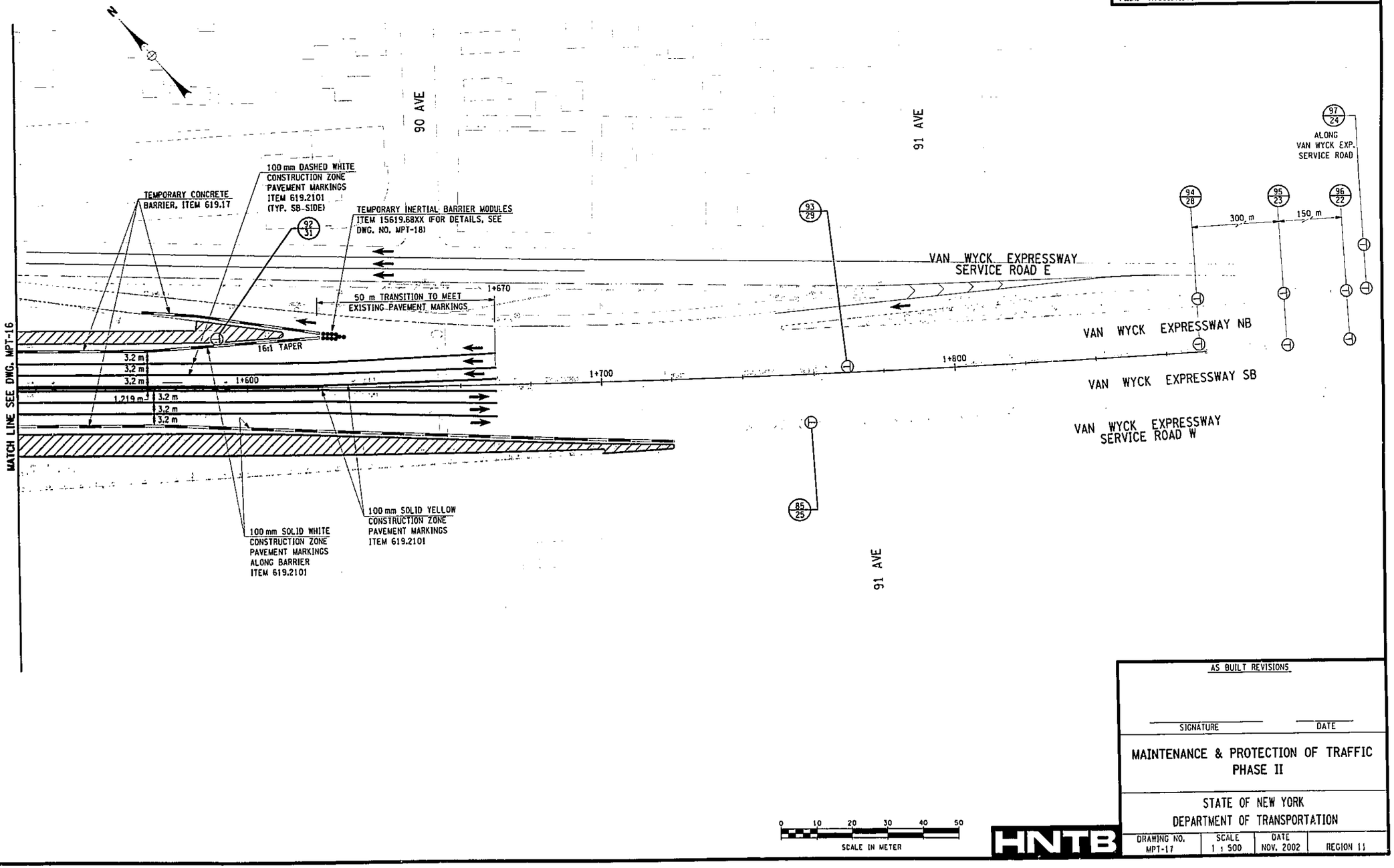
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	34	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC
PHASE II

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
MPT-17	1 : 500	NOV. 2002	

IN CHARGE OF S.Z. DESIGNED BY G.L. CHECKED BY S.M.C. ESTIMATED BY
DRAFTED BY S.L.O. CHECKED BY S.Z. G.L.

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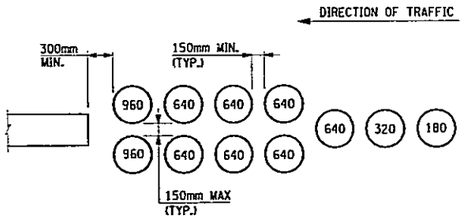
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	35	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY



NOTES:

- INERTIAL BARRIER MODULES ARE FREE-STANDING 760mm DIAMETER SAND FILLED DRUMS.
- WEIGHT OF EACH INERTIAL BARRIER IS SHOWN IN KG.

TEMPORARY INERTIAL BARRIER MODULES
ITEM 15619.68XX
NOT TO SCALE

IN CHARGE OF S.Z. DESIGNED BY G.L. CHECKED BY S.M.C. ESTIMATED BY

S.Z. CHECKED BY S.M.C. DRAFTED BY S.L.D. CHECKED BY G.L.

FILE NAME = t:\cadd\29803\VANWYCK-V90% Submission\Traffic Control\Mpt-18
DATE/TIME = 12/12/02 02:34:29 PM
USER = PEllo

AS BUILT REVISIONS

SIGNATURE DATE

MAINTENANCE & PROTECTION OF TRAFFIC
MISCELLANEOUS DETAILS

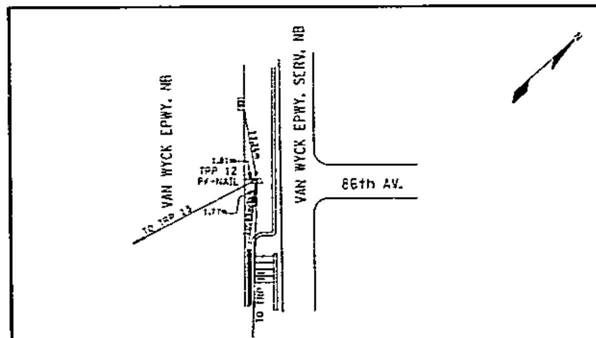
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
MPT-18	AS SHOWN	NOV. 2002	REGION 11

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	36	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



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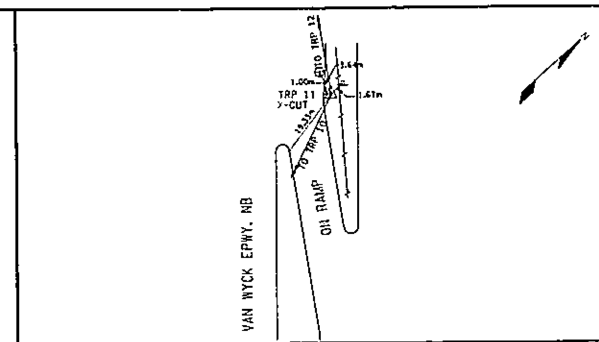
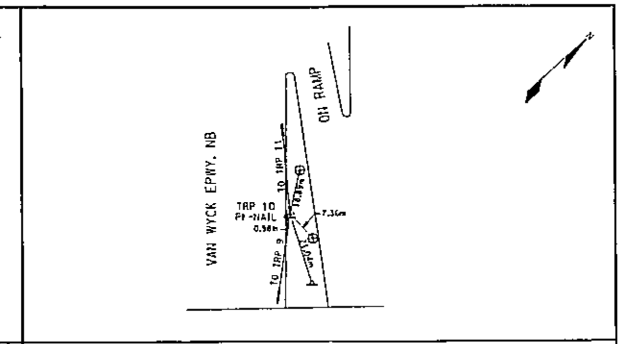
N= -12618.416 E= 15862.335 EL. 25.42 m



TRP-11 BL 'A' STA. 0+168.512
N= -12715.584 E= 16000.011 EL. 22.76 m



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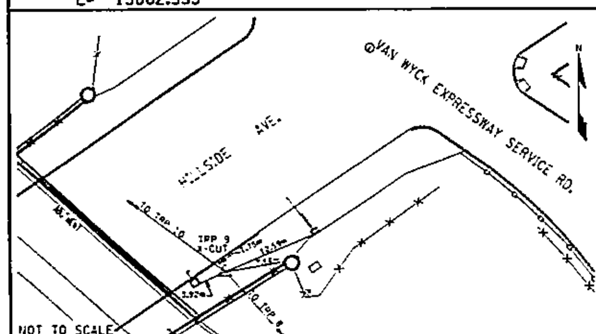
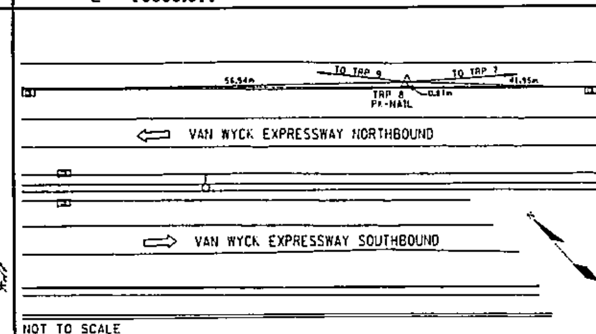
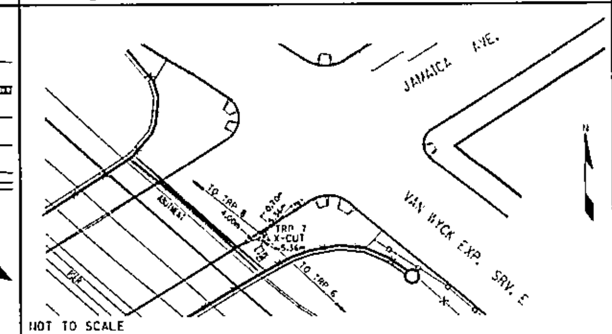


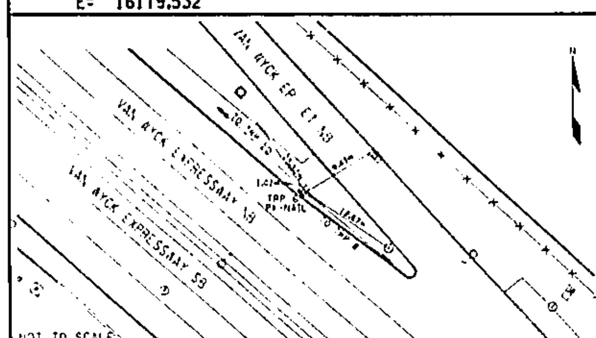
TRP-9 BL 'A' STA. 0+399.769
N= -12861.039 E= 16179.532 EL. 23.25 m



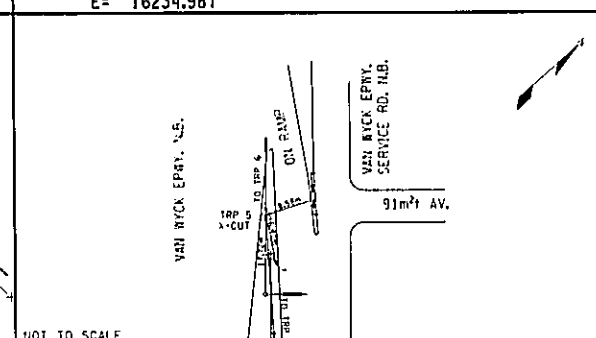
TRP-8 BL 'A' STA. 0+482.970
N= -12923.065 E= 16234.987 EL. 13.41 m



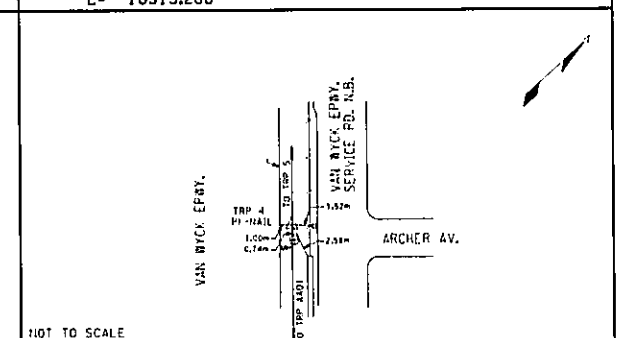
TRP-7 BL 'A' STA. 0+582.095
N= -12983.849 E= 16313.288 EL. 18.43 m



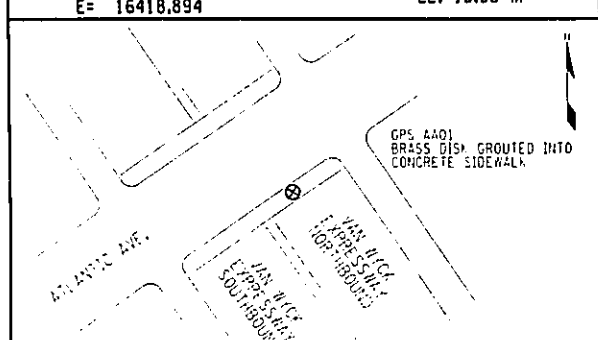
TRP-6 BL 'A' STA. 0+728.481
N= -13085.220 E= 16418.894 EL. 15.95 m



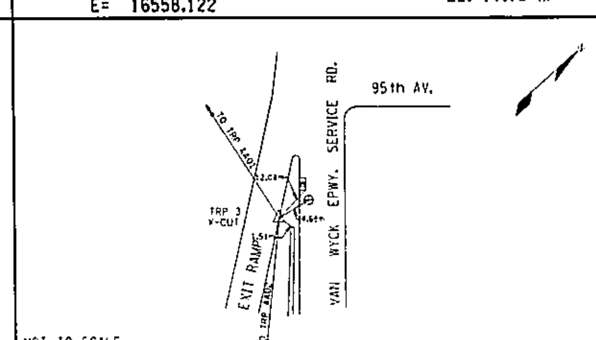
TRP-5 BL 'A' STA. 0+911.139
N= -13203.455 E= 16558.122 EL. 17.73 m



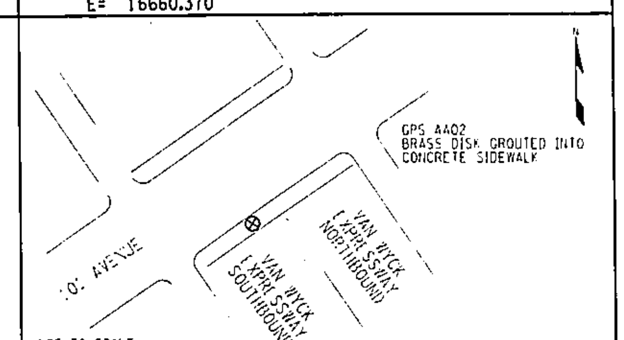
TRP-4 BL 'A' STA. 1+041.637
N= -13284.542 E= 16660.370 EL. 13.52 m



GPS AA01 BL 'A' STA. 1+211.782
N= -13392.481 E= 16791.894 EL. 14.806 m



TRP-3 BL 'A' STA. 1+321.112
N= -13436.257 E= 16892.077 EL. 13.03 m



GPS AA02 BL 'A' STA. 1+599.773 BL 'B' STA. 1+601.859
N= -13631.802 E= 17090.608 EL. 15.045 m

NOTES:

1) THE COORDINATE SYSTEM USED FOR THIS CONTRACT IS BASED ON THE QUEENS-JFK SYSTEM PROVIDED BY THE PORT AUTHORITY OF NEW YORK & NEW JERSEY (CENTRAL SURVEY GROUP, JSTC) WHICH IS EQUIVALENT TO THE BOROUGH OF QUEENS SYSTEM.

2) ALL ELEVATIONS USED FOR THIS CONTRACT IS BASED ON THE PAJFKIA DATUM (PROVIDED BY THE PORT AUTHORITY OF NEW YORK & NEW JERSEY) WHICH IS 1.511m LOWER THAN THE BOROUGH OF QUEENS DATUM.

3) ALL COORDINATES AND ELEVATIONS ARE IN METERS.

BENCHMARK:

GPS AA01 ELEVATION = 14.806 m
BRASS DISK GROUTED INTO THE CONCRETE SIDEWALK ON 101th AVENUE AT VAN WYCK EXPRESSWAY

GPS AA02 ELEVATION = 15.045 m
BRASS DISK GROUTED INTO THE CONCRETE SIDEWALK ON ATLANTIC AVENUE AT VAN WYCK EXPRESSWAY

MONUMENT	COORDINATES	ELEVATION	
		PAJFKIA DATUM	QUEENS DATUM
GPS AA01	N -13392.481 E 16791.894	14.806 m	13.295 m
GPS AA02	N -13631.802 E 17090.608	15.045 m	13.534 m

AS BUILT REVISIONS

SIGNATURE DATE

BASELINE TIES

HNTB

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
BT-1	N.T.S.	NOV. 2002	REGION 11

G.L. CHECKED BY S.L.O. DRAFTED BY S.M.C. ESTIMATED BY S.Z. CHECKED BY S.M.C. DESIGNED BY G.L. JOB MANAGER S.Z. DESIGN SUPERVISOR

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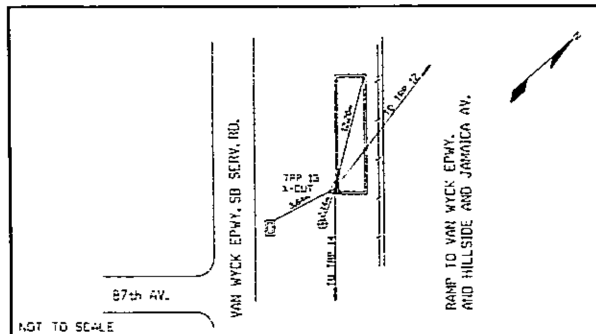
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	37	211

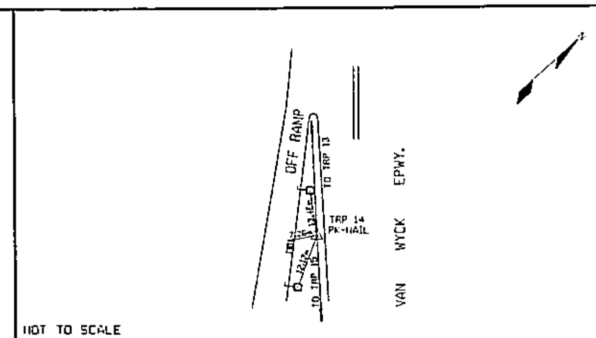
HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

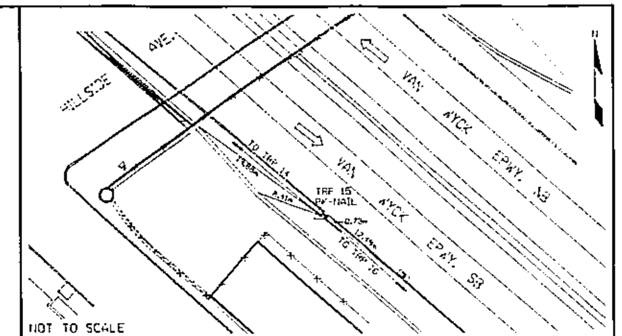
P.I.N. X735.67.101 QUEENS COUNTY



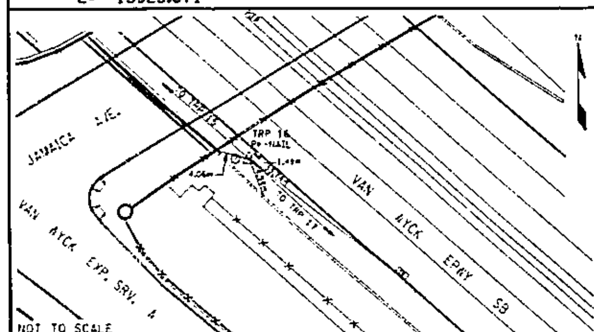
TRP-13	BL 'B' STA. 0+118.119
N= -12719.724 E= 15923.071	EL. 23.94 m



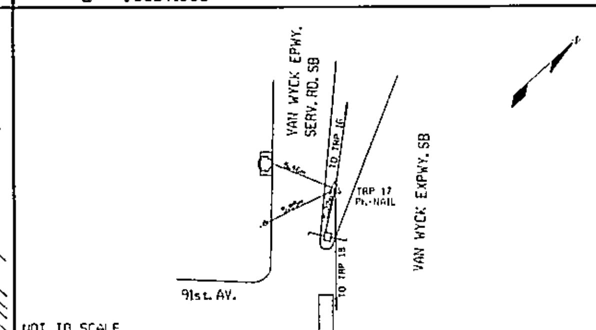
TRP-14	BL 'B' STA. 0+279.642
N= -12808.726 E= 16057.860	EL. 20.94 m



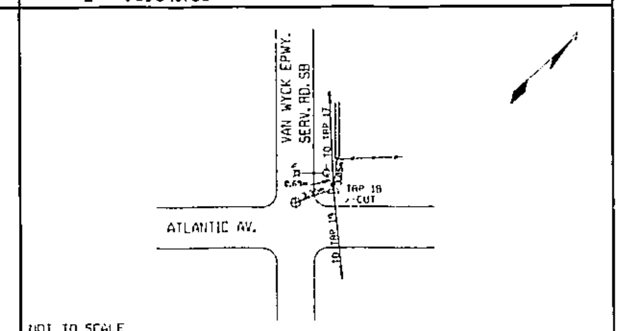
TRP-15	BL 'B' STA. 0+418.370
N= -12897.178 E= 16164.733	EL. 15.96 m



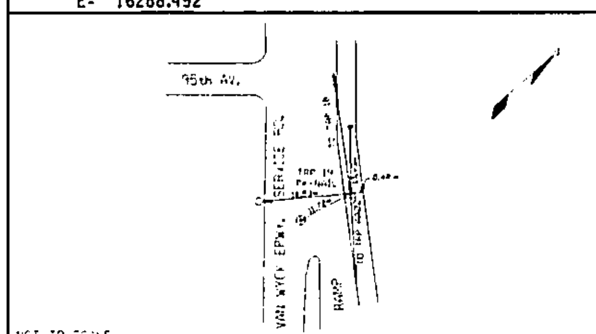
TRP-16	BL 'B' STA. 0+584.124
N= -13007.441 E= 16288.492	EL. 12.50 m



TRP-17	BL 'B' STA. 0+849.726
N= -13186.087 E= 16485.038	EL. 18.47 m



TRP-18	BL 'B' STA. 1+180.236
N= -13388.638 E= 16746.208	EL. 14.66 m



TRP-19	BL 'B' STA. 1+342.887
N= -13484.473 E= 16877.628	EL. 13.52 m

G.L. CHECKED BY S.L.O. DRAFTED BY S.M.C. ESTIMATED BY S.Z. CHECKED BY S.M.C. DESIGNED BY G.L. JOB MANAGER S.Z. DESIGN SUPERVISOR

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BASELINE TIES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
BT-2	N.T.S.	NOV. 2002	REGION 11

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	38	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY

TABLE OF MAINTENANCE JURISDICTION

HIGHWAY	LIMITS	FEATURES TO BE MAINTAINED	℄ KM	LANE KM	AGENCY	JURISDICTION
VAN WYCK EXPRESSWAY	MAINLINE AND RAMPS WITHIN PROJECT LIMITS	ALL FEATURES INCLUDING SNOW REMOVAL	0.795	5.910	NEW YORK STATE	SECTION 340-d OF THE HIGHWAY LAW
HILLSIDE AVENUE	STA. 0+220 TO STA. 0+305	ALL FEATURES EXCEPT SNOW REMOVAL, ICE CONTROL AND PAVEMENT CLEANING WHICH ARE MAINTAINED BY CITY OF NEW YORK	0.085	0.510	NEW YORK STATE	SECTION 340-d OF THE HIGHWAY LAW
JAMAICA AVENUE	STA. 0+153 TO STA. 0+220	ALL FEATURES EXCEPT SNOW REMOVAL, ICE CONTROL AND PAVEMENT CLEANING WHICH ARE MAINTAINED BY CITY OF NEW YORK	0.067	0.268	NEW YORK STATE	SECTION 340-d OF THE HIGHWAY LAW

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY

ESTIMATED BY S.M.C. DRAFTED BY S.L.O. CHECKED BY G.L.

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SIGNATURE DATE

TABLE OF HIGHWAY MAINTENANCE JURISDICTION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
MJ-1	NONE	NOV. 2002	

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	39	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67-101 QUEENS COUNTY

SILT FENCE - ITEM 209.08

LOCATION	STATION FROM(±)	STATION TO(±)	QUANTITY (M)	REMARKS
V.W.E. NB	1+080	1+225	145	INSTALL FENCE BEHIND CURB MOWING STRIP
V.W.E. NB	1+225	1+235	10	INSTALL FENCE BEHIND NEW SINGLE SLOPE BARRIER
V.W.E. NB	1+268	1+424	156	INSTALL FENCE BEHIND NEW RETAINING WALL AND SINGLE SLOPE BARRIER
V.W.E. NB	1+450	1+518	68	INSTALL FENCE BEHIND NEW RETAINING WALL AND SINGLE SLOPE BARRIER
V.W.E. NB	1+518	1+585	67	INSTALL FENCE BEHIND CURB MOWING STRIP
V.W.E. SB	1+105	1+224	119	INSTALL FENCE BEHIND CURB MOWING STRIP
V.W.E. SB	1+260	1+416	156	INSTALL FENCE BEHIND NEW SINGLE SLOPE BARRIER
V.W.E. SB	1+440	1+670	230	INSTALL FENCE BEHIND NEW SINGLE SLOPE BARRIER

REMOVE AND DISPOSE OF CHAIN LINK FENCE ITEM 11607.21

DWG. NO.	LOCATION	STATION FROM(±)	STATION TO(±)	QUANTITY (M)	REMARKS
GP-1, GP-2	ALONG LEFT SIDE OF 138 ST.	1+130 LT	1+230 LT	120	FENCE ALONG LEFT SIDE OF 138 ST. IN FILL AREA BETWEEN 138 ST. AND V.W.E. NB, NORTH OF HILLSIDE AVE.
GP-3	ALONG RIGHT SIDE OF V.W.E. SB	1+600 RT	1+690 RT	90	FENCE SEPARATING V.W.E. SB AND V.W.E. SERVICE ROAD W

REMOVING AND DISPOSING CORRUGATED BEAM GUIDE RAILING AND ANCHORAGE UNITS ITEM 606.71 & ITEM 606.7910

DWG. NO.	LOCATION	STATION FROM(±)	STATION TO(±)	ITEM 606.71 QUANTITY (M)	ITEM 606.7910 QUANTITY (EACH)	REMARKS
GP-1	ALONG LEFT SIDE OF ENTRANCE RAMP TO V.W.E. NB	1+125 LT	1+220 LT	80	2	REMOVE OF EXISTING GUIDE RAIL AND END ANCHORAGE
GP-3	ALONG RIGHT SIDE OF V.W.E. NB	1+645 LT	1+687 LT	27	2	GUIDE RAIL AT EXISTING SIGN STRUCTURE
GP-3	ALONG RIGHT SIDE OF V.W.E. SB	1+625 RT	1+665 RT	40	2	RAIL BETWEEN V.W.E. SB & V.W.E. SERVICE ROAD W

HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING AND ANCHORAGE UNITS ITEM 606.32 & ITEM 606.34

DWG. NO.	LOCATION	STATION FROM(±)	STATION TO(±)	ITEM 606.32 QUANTITY (M)	ITEM 606.34 QUANTITY (EACH)	DESCRIPTION
GP-1	ALONG LEFT SIDE OF ENTRANCE RAMP TO V.W.E. NB	1+090 LT	1+220 LT	114	2	REMOVE EXISTING AND REPLACE WITH NEW GUIDE RAIL
GP-3	ALONG RIGHT SIDE OF V.W.E. NB	1+610 LT	1+700 LT	70	2	AT NEW SIGN STRUCTURE

COLORED AND IMPRINTED PORTLAND CEMENT CONCRETE SIDEWALK - 100mm THICK ITEM 05608.0102

DWG. NO.	LOCATION	STATION FROM(±)	STATION TO(±)	WIDTH (M)	LENGTH (M)	AREA (SM)	REMARKS
GP-1	V.W.E. NB NOSE	1+069 LT	1+090 LT	VARIES	21	60	NOSE AT RAMP TO V.W.E. NB
GP-1	V.W.E. SB NOSE	1+080 RT	1+200 RT	VARIES	VARIES	322	NOSE AREA AT V.W.E. SB AND V.W.E. SERVICE ROAD
GP-1, GP-2	V.W.E. NB	1+090 LT	1+222 LT	0.6	132	79.2	9.6 m BEHIND NEW CURB
GP-2	V.W.E. NB	1+285.2 RT	1+315 RT	VARIES	29.8	27.8	AREA BETWEEN PAVEMENT EDGE AND CONCRETE BARRIER
GP-2, GP-3	V.W.E. NB	1+510 LT	1+597 LT	VARIES	87	270	NOSE AREA AT V.W.E. NB AND NB EXIT RAMP TO SERVICE ROAD
GP-3	V.W.E. SB	1+670 RT	1+719 RT	VARIES	49	90	NOSE AT V.W.E. SB EXIT TO SERVICE ROAD
GP-3	V.W.E. NB	1+520 RT	1+540 RT	VARIES	-	68	NOSE AT V.W.E. NB EXIT RAMP AND V.W.E.SERVICE ROAD E

MOWING STRIP - 75 mm ITEM 608.020101

DWG. NO.	LOCATION	STATION FROM(±)	STATION TO(±)	WIDTH (M)	LENGTH (M)	AREA (SM)	REMARKS
GP-1, GP-2	ALONG NEW GUIDE RAIL AND NEW FENCE	1+090 LT	1+220 LT	2.90	129	375	GUIDE RAIL AND NEW FENCE ALONG LEFT SIDE OF 138 ST. AND RAMP TO V.W.E. NB
GP-3	ALONG NEW GUIDE RAIL	1+610 LT	1+697 LT	1.0	90	90	GUIDE RAIL ALONG RIGHT SIDE OF V.W.E. NB AT NEW SIGN STRUCTURE

PRECAST CONCRETE BLOCK PAVED SIDEWALKS AND DRIVEWAYS ITEM 608.12

DWG. NO.	LOCATION	STATION FROM(±)	STATION TO(±)	WIDTH (M)	LENGTH (M)	AREA (SM)	REMARKS
GP-3	V.W.E. SB RIGHT SIDE	1+600 RT	1+670 RT	VARIES	70	214	AREA BETWEEN NEW SINGLE SLOPE CONCRETE BARRIER AND EXISTING CURB OF SERVICE ROAD

OPTIONAL CHAIN LINK FENCE TYPE I W/ TOP TENSION WIRE, 2.440 m HIGH - ITEM 607.3103

DWG. NO.	LOCATION	STATION FROM(±)	STATION TO(±)	QUANTITY (M)	REMARKS
GP-1, GP-2	138 ST.	1+090 LT	1+220 LT	160	ALONG LEFT SIDE OF 138 ST. AND RAMP TO V.W.E. NB

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

MISCELLANEOUS TABLES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
MT-1	NONE	JAN. 2003	

G.L. CHECKED BY S.I.O. DRAFTED BY S.M.C. ESTIMATED BY S.Z. DESIGNED BY C.L. JOB MANAGER S.Z. DESIGN SUPERVISOR

FILE NAME = $FILE$ $TIME$
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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	40	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

TABLE OF SIGN REMOVAL

LOCATION	ITEM 647.01 SIZE A (0.0 TO 1.0 SM)	ITEM 647.03 SIZE C (2.1 TO 4.0 SM)	ITEM 647.18 REMOVAL OF OVERHEAD SIGN PANELS	DESCRIPTION
V.W.E. SB RIGHT SIDE STA. 1+200±	1			REMOVE EXISTING YIELD SIGN
V.W.E. NB RIGHT SIDE STA. 1+180±		1		REMOVE EXISTING LANE MERGE SIGN
V.W.E. SB RIGHT SIDE STA. 1+315±	1			REMOVE EXISTING ATLANTIC AVE TRUCK ROUTE SIGN
OVERHEAD SIGN MOUNTED ON THE NORTH FASCIA OF JAMAICA AVE BRIDGE OVER V.W.E. SB			1	REMOVE EXISTING "ATLANTIC AVE RIGHT LANE" SIGN
OVERHEAD SIGN MOUNTED ON THE SOUTH FASCIA OF HILLSIDE AVE BRIDGE OVER V.W.E. NB			1	REMOVE EXISTING "MAIN ST UNION TPKE RIGHT LANE" SIGN
OVERHEAD SIGN MOUNTED ON THE SOUTH FASCIA OF JAMAICA AVE BRIDGE OVER V.W.E. NB			1	REMOVE EXISTING EXIT SIGN FOR LONG ISLAND EXPRESSWAY
OVERHEAD SIGN PANELS MOUNTED ON EXISTING OVERHEAD SPAN STRUCTURE FOR V.W.E. NORTHBOUND AND SOUTHBOUND STA. 1+655±			4	–
SIGN MOUNTED ON THE EXISTING OVERHEAD SPAN STRUCTURE POST	1			REMOVE EXISTING ATLANTIC AVE TRUCK ROUTE SIGN

TABLE OF SIGN RELOCATION

LOCATION	ITEM 647.11 SIZE A (0.0 TO 1.0 SM)	ITEM 647.13 SIZE C (2.1 TO 4.0 SM)	DESCRIPTION
V.W.E. NB RIGHT SIDE STA. 1+450±	1		RELOCATE EXISTING "US OPEN USTA NATIONAL TENNIS CENTER" SIGN
V.W.E. SB RIGHT SIDE STA. 1+175±		1	RELOCATE EXISTING "LITTER REMOVAL ADOPT-A-HIGHWAY SIGN"

TABLE OF REFERENCE MARKERS

LOCATION	TEXT	ITEM 646.0701 REFERENCE MARKER 1.2m MOUNTING HEIGHT	ITEM 646.0703 REFERENCE MARKER BAND OR BRACKET MOUNTED	DESCRIPTION
V.W.E. SB RIGHT SIDE STA. 1+205	6781 X5M1 2031		1	MARKER MOUNTED ON CONCRETE BARRIER
V.W.E. SB RIGHT SIDE STA. 1+366	6781 X5M1 2030		1	MARKER MOUNTED ON CONCRETE BARRIER
V.W.E. SB RIGHT SIDE STA. 1+527	6781 X5M1 2029		1	MARKER MOUNTED ON CONCRETE BARRIER
V.W.E. SB RIGHT SIDE STA. 1+688	6781 X5M1 2028	1		MARKER MOUNTED ON POST
V.W.E. NB RIGHT SIDE STA. 1+230	6781 X5M1 1031		1	MARKER MOUNTED ON CONCRETE BARRIER
V.W.E. SB RIGHT SIDE STA. 1+391	6781 X5M1 1030		1	MARKER MOUNTED ON CONCRETE BARRIER
V.W.E. SB RIGHT SIDE STA. 1+552	6781 X5M1 1029	1		MARKER MOUNTED ON POST

AS BUILT REVISIONS

SIGNATURE DATE

MISCELLANEOUS TABLES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
MT-2	NONE	NOV. 2002	11

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY S.L.G. DRAFTED BY S.M.C. ESTIMATED BY S.Z.

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1	N.Y.	D259284	41	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

~~THIS SHEET SUPERSEDES SHEET 41A1~~

REF. DWG. NO.	STRUCTURE NO.	FROM: TOP OF EXIST. GRATE ELEV.	FROM: TOP OF PROP. GRATE ELEV.	FROM: INVERT ELEVATION	FROM: DESCRIPTION	FROM: LOCATION STA., OFFSET (M)	TO: CONNECT TO STRUCTURE NO.	TO: INVERT ELEVATION	TO: LOCATION STA., OFFSET (M)	PIPE 375mm: 603.6002M RCP CLASS III, M	CLEAN EXISTING: 203.18M CLEAN CL. DRNG. SYSTEM, M	CLEAN EXISTING: 203.19M CLEAN DRNG. STRUCTURE, EA	NEW STRUCTURE DESCRIPTION: CATCH BASIN: 604.3006I1M STD. TYPE F CB, EA	CATCH BASIN: 604.3020I1M STD. TYPE T CB, EA	FRAMES & GRATES: 655.0101M CASTINGS GWH COVER), SQM	FRAMES & GRATES: 655.0301M PARALLEL BAR TYPE, SQM		CRUSHED STONE	FILTER FABRIC	ALTER EXISTING: 603.77M CONCRETE COLLAR, EA	ALTER EXISTING: 604.07110M MANHOLE EA	ALTER EXISTING: 11604.0726M CONN. TO EXIST. STRUCT., EA	ALTER EXISTING: 604.07110ZM CONVERT CB TO MANHOLE, EA	ALTER EXISTING: 604.07110ZM MODIFY EXIST. CB, EA	MISCELLANEOUS ITEMS: EXCAVATION: 206.02M TRENCH AND CULVERT, CM	MISCELLANEOUS ITEMS: EXCAVATION: 206.04M TRENCH AND CULVERT, O.C., CM	MISCELLANEOUS ITEMS: SHT.	MISCELLANEOUS ITEMS: FILL: 203.03M EMBANKMENT IN PLACE, CM	MISCELLANEOUS ITEMS: FILL: 203.07M SELECT GRANULAR, CM	555.0105 CONC. FOR STRUCT. CL A, CM	REMARKS
DP-1	DS-1	22.30	22.122	EXIST.	ADJUST MANHOLE COVER	1+074, 14.9 LT.						1																		LOWER EXISTING GRATE TO PROPOSED GRADE
	DS-2	-	20.735	19.70	INSTALL TYPE "T" CB	1+140, 16.255 LT.	DS-3	EXIST.	1+139, 12.9 LT.	4.3				1			0.81									10			6	6		INSTALL CONCRETE COLLAR AT DS-3, INSTALL AND EXTEND NEW PIPE FROM DS 3 TO DS-2
	DS-3	20.94	-	EXIST.	REMOVE EXIST. CB	1+1140, 12.70 LT.	EXIST. CB	EXIST.	1+138, 1.80 LT.			1								1							8		9			REMOVE EXISTING CB, INTALL CONCRETE COLLAR
DP-2	DS-5	-	18.921	17.904	INSTALL TYPE "T" CB	1+197, 18.917 RT.	DS-6	EXIST. (17.879)	1+197, 12.8 RT.	4.9				1			0.81						1			11	7		5	6		INSTALL NEW TYPE "T" CB, CONNECT TO EXISTING MANHOLE DS-6
	DS-7	18.92	-	EXIST.	ABANDON EXIST. CB	1+202, 15.7 RT.																					6		4		0.1	ABANDON EXISTING CB AND PLUG EXISTING PIPE
2	DS-8	-	15.479	13.768	INSTALL TYPE "F" CB	1+283, 17.952 LT.	DS-9	EXIST. (13.727)	1+291, 12.7 LT.	9.8			1				0.81									25			13	13		INSTALL CONCRETE COLLAR AT DS-9, INSTALL AND EXTEND NEW PIPE FROM DS-9 TO DS-8
	DS-9	15.322	-	13.727	REMOVE EXIST. CB	1+291, 12.70 LT.	EXIST. CB	EXIST. (13.727)	1+304, 1.67 LT.			1								1							8		9			REMOVE EXISTING CB, INTALL CONCRETE COLLAR
	DS-10	-	15.055	13.676	INSTALL TYPE "T" CB	1+291, 18.917 RT.	DS-11	EXIST. (13.643)	1+291, 12.4 RT.	5.3				1			0.81									16			8	7		INSTALL NEW TYPE "T" CB, CONNECT TO STRUCTURE DS-11
	DS-11	15.28	15.28	13.643	CONVERT CB TO MANHOLE	1+291, 12.40 RT.	EXIST. MH	EXIST.	1+306, 7.00 RT.			1			0.53									1			4			CONVERT EXISTING CB TO MANHOLE
	DS-12	13.7(2)	-	EXIST.	REMOVE EXIST. F.I. & PIPE	1+387, 18.2 RT.	-																				15		5			
2	DS-13	-	12.395	11.405	INSTALL TYPE "T" CB	1+390, 18.222 LT.	DS-14	EXIST. (11.326)	1+390, 12.6 LT.	7.2				1			0.81									12			10	10		INSTALL CONCRETE COLLAR AT DS-14, INSTALL AND EXTEND NEW PIPE FROM DS-14 TO DS-13
	DS-14	12.467	-	11.326	REMOVE EXIST. CB	1+390, 12.6 LT.	EXIST. CB	EXIST.	1+390, 1.67 LT.			1								1							8		9			REMOVE EXISTING CB, INTALL CONCRETE COLLAR
	DS-15	-	12.235	11.357	INSTALL TYPE "T" CB	1+390, 18.917 RT.	DS-16	EXIST. (11.326)	1+390, 12.5 RT.	5.3				1			0.81									10			5	7		
	DS-16	12.46	12.46	11.326	CONVERT CB TO MANHOLE	1+390, 12.5 RT.	EXIST. MH	EXIST.	1+367, 7.50 RT.			1			0.53									1			4			CONVERT EXISTING CB TO MANHOLE
	DS-17	13.20	-	EXIST.	REMOVE EXIST. F.I. & PIPE	1+412, 17.4 RT.																					15		7			
2	DS-18	-	12.181	11.138	INSTALL TYPE "T" CB	1+420, 18.222 LT.	DS-19	EXIST. (11.112)	1+420, 12.6 LT.	7.3				1			0.81									13			9	10		INSTALL CONCRETE COLLAR AT DS-19, INSTALL AND EXTEND NEW PIPE FROM DS-19 TO DS-18
	DS-19	12.27	-	11.112	REMOVE EXIST. CB	1+420, 12.6 LT.	EXIST. CB	EXIST.	1+420, 1.67 LT.			1								1							7		9			REMOVE EXISTING CB, INTALL CONCRETE COLLAR
	DS-20	-	12.054	11.067	INSTALL TYPE "T" CB	1+420, 18.917 RT.	DS-21	EXIST. (11.052)	1+420, 12.6 RT.	5.4				1			0.81									11			5	7		
	DS-21	12.28	12.28	11.052	CONVERT CB TO MANHOLE	1+420, 12.6 RT.	EXIST. MH	EXIST.	1+431, 11.0 RT.			1			0.53									1			4			CONVERT EXISTING CB TO MANHOLE
	DS-22	14.11	-	EXIST.	REMOVE EXIST. MH. & PIPE	1+458, 20.4 RT.																					15		7			REMOVE EXISTING MANHOLE AND PIPE
	DS-23	13.37		EXIST.	REMOVE EXIST. F.I. & PIPE	1+468, 18.2 RT.																					15		5			REMOVE EXISTING FI AND PIPE
2	DS-24	-	12.591	11.443	INSTALL TYPE "T" CB	1+467, 18.222 LT.	DS-25	EXIST. (11.417)	1+468, 12.8 LT.	7.2				1			0.81									14			10	10		INSTALL CONCRETE COLLAR AT DS-25, INSTALL AND EXTEND NEW PIPE FROM DS-25 TO DS-24
	DS-25	12.67	12.67	11.417	REMOVE EXIST. CB	1+468, 12.8 LT.	EXIST. CB	EXIST.	1+468, 1.67 LT.			1								1							8		9			REMOVE EXISTING CB, INTALL CONCRETE COLLAR
	DS-26	-	12.423	11.411	INSTALL TYPE "T" CB	1+468, 18.917 RT.	DS-27	EXIST. (11.356)	1+468, 12.3 RT.	5.3				1			0.81									12			5	7		
	DS-27	12.65	12.65	11.356	CONVERT CB TO MANHOLE	1+468, 12.3 RT.	EXIST. MH	EXIST.	1+464, 10.5 RT.			1			0.53									1			4			CONVERT EXISTING CB TO MANHOLE
1	DS-13A	-	13.517	12.250	INSTALL TYPE "T" CB	1+335, 18.222 LT.	DS-13	11.405	1+390, 18.222 LT.	54.0				1			0.81									75				25		INSTALL NEW TYPE "T" CB, FRAME WITHOUT CURB
1	DS-13B	-	14.230	12.260	INSTALL TYPE "T" CB	1+335, 20.780 LT.	DS-13A	12.250	1+335, 18.222 LT.	2.0				1			0.81									15				8		INSTALL NEW TYPE "T" CB, FRAME WITHOUT CURB

NOTES:

1. THE CONTRACTOR SHALL VERIFY ALL EXISTING INVERTS GIVEN IN THE TABLE.
2. THE OFFSET OF THE EXISTING AND PROPOSED CATCH BASINS ARE MEASURED FROM THE H.C.L. TO THE FRONT FACE OF THE CURB OR BARRIER. THE O/S FOR THE MANHOLES AND FIELD INLETS ARE MEASURED TO THE CENTER OF THE STRUCTURES.
3. DRAINAGE STRUCTURE OFFSETS AND LENGTHS OF PIPE SHOWN IN THE TABLE ARE NOMINAL DIMENSIONS. EXACT DIMENSIONS SHALL BE DETERMINED IN THE FIELD.
4. FOR DETAILS OF REMOVING, ABANDONING AND MODIFYING EXISTING DRAINAGE STRUCTURES, SEE DWG. NO. MD-2, MISCELLANEOUS DETAILS-DRAINAGE.

2	DRAINAGE STRUCTURES DS 8, DS-13, DS-18 AND DS-24 TOP OF GRATE ELEVATIONS REVISED	02-22-2007
1	DRAINAGE STRUCTURES ADDED DS-13A AND DS-13B	02-12-2007

ALL ELEVATIONS SHOWN ARE IN METERS UNLESS OTHERWISE NOTED

NO AS BUILT REVISIONS

SIGNATURE

Aug 25, 2008
DATE

DRAINAGE TABLE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
DT-1	N.T.S.	APRIL 2003	11

HNTB

G.L. CHECKED BY S.M.C. DESIGNED BY G.L. JOB MANAGER S.Z. DESIGN SUPERVISOR S.Z. DRAFTED BY S.M.C. ESTIMATED BY S.Z. CHECKED BY

FILE NAME = $FILES
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	42	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

REF. DWG. NO.	STRUCTURE NO.	FROM: TOP OF EXIST. GRATE ELEV.	FROM: TOP OF PROP. GRATE ELEV.	FROM: INVERT ELEVATION	FROM: DESCRIPTION	FROM: LOCATION STA., OFFSET (M)	TO: CONNECT TO STRUCTURE NO.	TO: INVERT ELEVATION	TO: LOCATION STA., OFFSET (M)	PIPE: 375mm; 603.6002M RCP CLASS III, M	CLEAN EXISTING: 203.18M CLEAN CL. DRNG. SYSTEM, M	CLEAN EXISTING: 203.19M CLEAN DRNG. STRUCTURE, EA	NEW STRUCTURE DESCRIPTION: CATCH BASIN: 604.3006911M STD. TYPE F CB, EA	CATCH BASIN: 604.3020911M STD. TYPE T CB, EA	FRAMES & GRATES: 655.0101M CASTINGS (NH COVER), SQM	FRAMES & GRATES: 655.0301M PARALLEL BAR TYPE, SQM	FRAMES & GRATES:	CRUSHED STONE	FILTER FABRIC	ALTER EXISTING: 603.77M CONCRETE COLLAR, EA	ALTER EXISTING: 604.0711101M MANHOLE EA	ALTER EXISTING: 11604.0726M CONN. TO EXIST. STRUCT., EA	ALTER EXISTING: 604.0711102M CONVERT CB TO MANHOLE, EA	ALTER EXISTING: 604.0711103M MODIFY EXIST. CB, EA	MISCELLANEOUS ITEMS: EXCAVATION: 206.02M TRENCH AND CULVERT, CM	EXCAVATION: 206.04M TRENCH AND CULVERT, O.G., CM	SHT.	FILL: 203.03M EMBANKMENT IN PLACE, CM	FILL: 203.07M SELECT GRANULAR, CM	555.0105 CONC. FOR STRUCT, CLA, CM	REMARKS
DP-3	DS-28	-	14.186	13.029	INSTALL TYPE "T" CB	1+539, 16.255 LT.	DS-29	EXIST. (13.000)	1+539, 12.8 LT.	4.3				1		0.81									12			6	6		INSTALL CONCRETE COLLAR AT DS-29, INSTALL AND EXTEND NEW PIPE FROM DS-29 TO DS-28
	DS-29	14.40	14.40	13.000	REMOVE EXIST. CB	1+539, 12.7 LT.	EXIST. CB	EXIST.	1+539, 1.67 LT.			1								1						8		9			REMOVE EXISTING CB, INSTALL CONCRETE COLLAR
	DS-30	-	14.172	12.939	INSTALL TYPE "T" CB	1+538, 18.917 RT.	DS-31	EXIST. (12.911)	1+538, 12.1 RT.	5.3				1		0.81									15			6	7		
	DS-31	14.40	14.40	12.911	CONVERT CB TO MANHOLE	1+538, 12.1 RT.	EXIST. MH	EXIST.	1+525, 7.5 RT.			1			0.53								1					4			CONVERT EXISTING CB TO MANHOLE
	DS-32	-	16.741	15.679	INSTALL TYPE "T" CB	1+638, 18.917 RT.	DS-33	EXIST. (15.654)	1+638, 13.8 RT.	3.8				1		0.81									11			4	5		
	DS-33	16.94	16.94	15.654	CONVERT CB TO MANHOLE	1+638, 13.8 RT.	EXIST. MH	EXIST.	1+652, 7.5 RT.			1			0.53								1					5			CONVERT EXISTING CB TO MANHOLE
DP-3	DS-34	18.28	18.26	EXIST.		JAMAICA AVE. 0+213, 6.4 LT.	DS-35	EXIST.	JAMAICA AVE. 0+217, 6.4 LT.															1							MODIFY EXISTING CB
	DS-35	18.19	18.17	EXIST.		JAMAICA AVE. 0+217, 6.4 RT.	EXIST. MH	EXIST.																1							MODIFY EXISTING CB

NOTES:

1. THE CONTRACTOR SHALL VERIFY ALL EXISTING INVERTS GIVEN IN THE TABLE.
2. THE OFFSET OF THE EXISTING AND PROPOSED CATCH BASINS ARE MEASURED FROM THE H.C.L. TO THE FRONT FACE OF THE CURB OR BARRIER. THE O/S FOR THE MANHOLES AND FIELD INLETS ARE MEASURED TO THE CENTER OF THE STRUCTURES.
3. DRAINAGE STRUCTURE OFFSETS AND LENGTHS OF PIPE SHOWN IN THE TABLE ARE NOMINAL DIMENSIONS. EXACT DIMENSIONS SHALL BE DETERMINED IN THE FIELD.
4. FOR DETAILS OF REMOVING, ADANDONING AND MODIFYING EXISTING DRAINAGE STRUCTURES, SEE DWGS. NO. MD-2 & MD-3, MISCELLANEOUS DETAILS-DRAINAGE.

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY
DRAFTED BY S.L.O. ESTIMATED BY S.M.C. CHECKED BY G.L.

FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

ALL ELEVATIONS SHOWN ARE IN METERS UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE DATE

DRAINAGE TABLE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
DT-2	N.T.S.	JAN. 2003	11

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	43F1	211

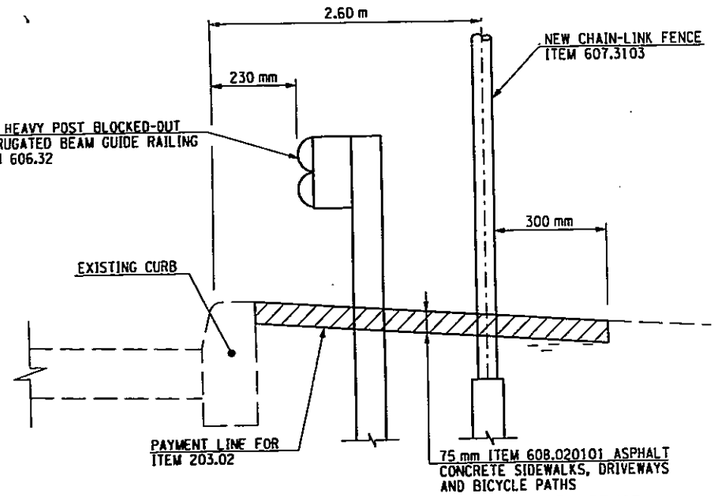
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

FIELD CHANGES TO THIS SHEET INCLUDE:
- ADDED PAVEMENT REPLACEMENT DETAIL ALONG VWE MEDIAN
- REVISED VWE MEDIAN BARRIER TRANSITION DETAIL
- ADDED RE-INSTALLATION OF MEDIAN LIGHT STANDARDS DETAIL
- ADDED ELECTRICAL PULL BOX AND CONDUIT DETAIL

THIS SHEET SUPERSEDES SHEET 43

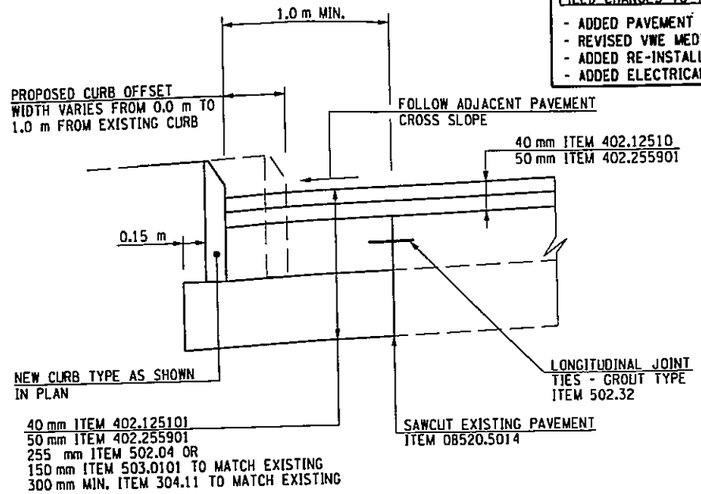
FIELD CHANGE SHEET

SEE SHEET 49F1 FOR APPROVAL SIGNATURES

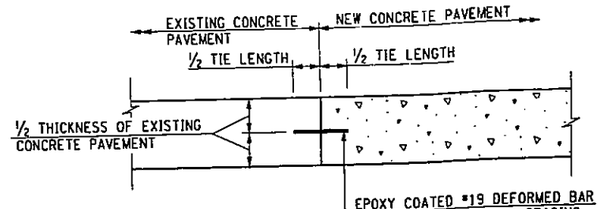


MOWNING STRIP FOR NEW GUIDE RAIL AND NEW FENCE AT 138 ST. & V.W.E. NB RAMP

N.T.S.



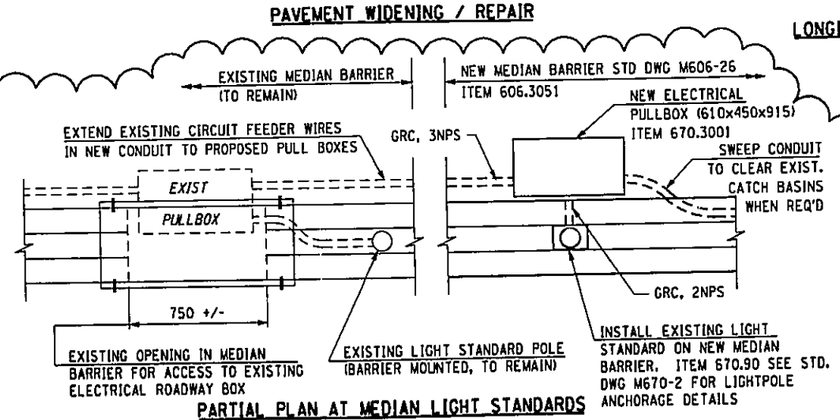
PAVEMENT WIDENING / REPAIR



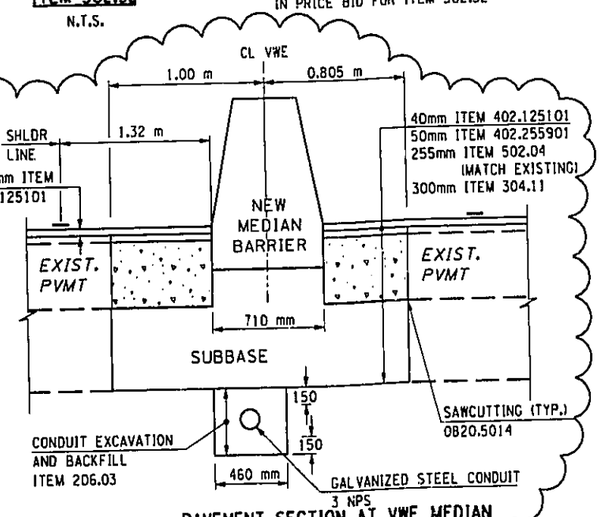
LONGITUDINAL JOINT TIES (GROUT TYPE) ITEM 502.32

N.T.S.

FIELD CHANGE PAY ITEMS			
203.02 M	UNCLASSIFIED EXCAVATION AND DISPOSAL	CM	290
206.03 M	CONDUIT EXCAVATION AND BACKFILLING INCLUDING SURFACE RESTORATION	M	325
304.11 M	SUBBASE COURSE ,TYPE 1	CM	115
402.255901 M	25mm F9 SUPERPAVE HMA, 50 SERIES COMPACTION	MT	45
502.04 M	CEMENT CONCRETE PAVEMENT, REINFORCED, CLASS C	CM	98
08520.5014 M	SAWCUTTING ASPH. PAVEMENT, CONC. PAVEMENT OR ASPH. OVERLAY ON CONC. PAV'T	M	650
606.3051 M	SINGLE SLOPE CONCR. MEDIAN BARRIER-WIDE (OPTIONAL)	M	225
606.75 M	REMOVING AND DISPOSING CONCRETE BARRIER	M	260
606.9001 M	TRANSITION BETWEEN STANDARD (NJ) CONCRETE BARRIER & SINGLE-SLOPE CONCRETE BARRIER	EA.	2
11606.901102M	TRANSITION FROM SINGLE SLOPE CONCRETE MEDIAN BARRIER TO BRIDGE COLUMN PROTECTION WALL	EA.	4
670.2003 M	GALVANIZED STEEL CONDUIT, 2 NPS	M	12
670.2004 M	GALVANIZED STEEL CONDUIT, 3 NPS	M	325
670.3001 M	PULLBOXES LESS THAN 0.14 CW, INSIDE VOL (LIGHTING)	EA.	8
670.7005 M	SINGLE CONDUCTOR CABLE, NO. 8 GAGE	M	335
670.7501 M	GROUND WIRE NO. 6 AWG	M	335
670.90 M	RELOCATE LAMPPOST ASSEMBLY	EA.	6



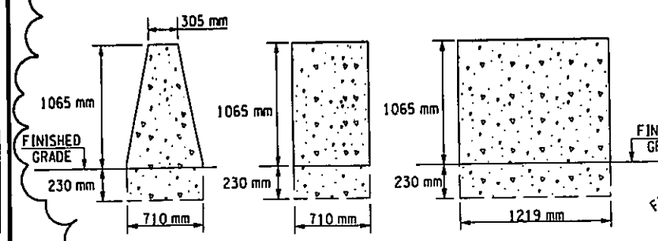
PARTIAL PLAN AT MEDIAN LIGHT STANDARDS



PAVEMENT SECTION AT VWE MEDIAN

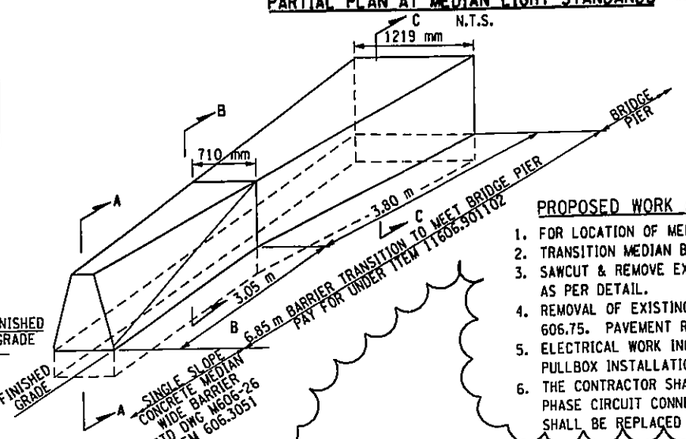
V.W.E. STA. 1+180± TO STA. 1+490±)

N.T.S.



SINGLE-SLOPE CONCRETE MEDIAN BARRIER TRANSITION AT PIER

N.T.S.



PROPOSED WORK AT MEDIAN OF VAN WYCK EXPWY:

1. FOR LOCATION OF MEDIAN BARRIER REPLACEMENT & TRANSITION , SEE DWG. GP-2.
2. TRANSITION MEDIAN BARRIER AS INDICATED ON THIS SHEET AND STD DWG. M606-29R1.
3. SAWCUT & REMOVE EXISTING PAVEMENT ALONG MEDIAN AS SHOWN. REPLACE PAVEMENT AS PER DETAIL.
4. REMOVAL OF EXISTING MEDIAN BARRIER SHALL BE PAID FOR UNDER ITEM 606.75. PAVEMENT REMOVAL SHALL BE PAID FOR UNDER ITEM 203.02.
5. ELECTRICAL WORK INCLUDES TRENCH EXCAVATION & CONDUIT INSTALLATION, ROADWAY PULLBOX INSTALLATION, & RE-INSTALLING LIGHT STANDARD POLES ON MEDIAN BARRIER.
6. THE CONTRACTOR SHALL RESTORE AT EACH LIGHT STANDARD LOCATION THE ORIGINAL PHASE CIRCUIT CONNECTION. IN ADDITION, ALL CONDUITS, CIRCUIT AND GROUND WIRES SHALL BE REPLACED IN KIND.

1	ADD MEDIAN LIGHT STANDARD DETAIL	5-10-05
1	REVISE BARRIER TRANSITION DETAIL	5-10-05

AS BUILT REVISIONS

SIGNATURE DATE

MISCELLANEOUS DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
MD-1	N.T.S.	OCT. 2005	11

G.L. CHECKED BY
S.L.O. DRAFTED BY
S.M.C. ESTIMATED BY
S.Z. CHECKED BY
S.M.C. DESIGNED BY
G.L. JOB MANAGER
S.Z. DESIGN SUPERVISOR

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DATE/TIME = 10/24/2005 2:27:51 PM
USER = PEila

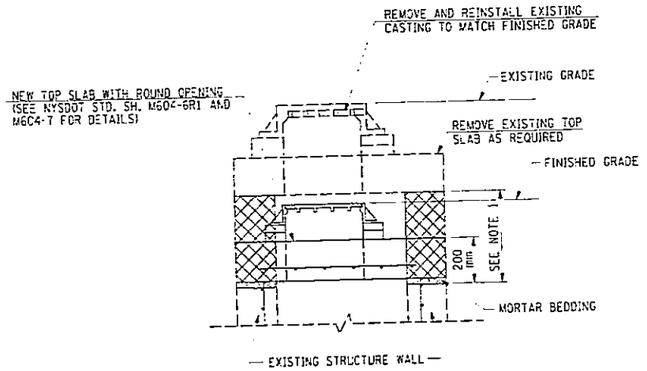
THIS SHEET SUPERSEDES SHEET 44

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	44A1	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

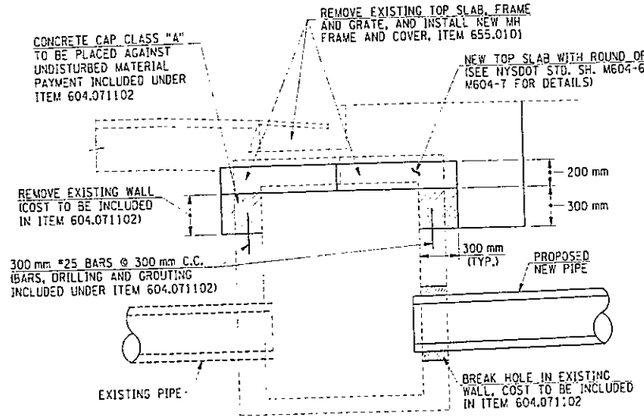
P.I.N. X735.67.101 QUEENS COUNTY



NOTE:

1. REMOVE EXISTING WALL AS REQUIRED, CLEAN CONCRETE SURFACE, AND SET TOP SLAB ON MORTAR BEDDING.

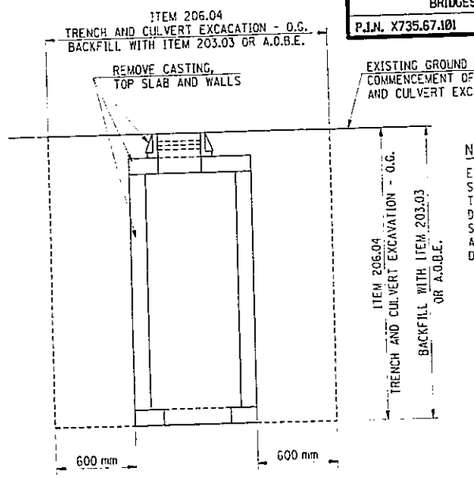
ALTERING EXISTING MANHOLE
ITEM 604.071101
(DS-1)



NOTES:

1. IF SAWCUTTING IS NEEDED A.O.B.E., IT WILL BE PAID FOR UNDER ITEM 08520.5014.
2. THE COST OF MINOR (LESS THAN 25% OF THE INSIDE WALL AREA) REPAIRS AND REPOINTING OF WALLS TO BE RETAINED AS ORDERED BY THE ENGINEER SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 604.071102.

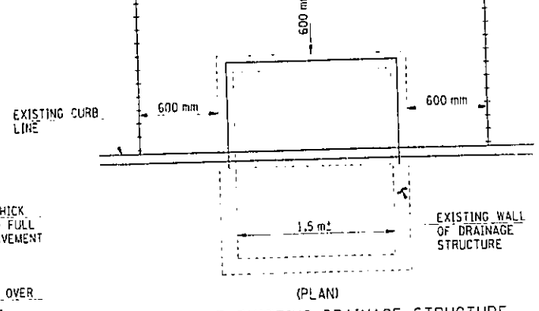
ALTERING STRUCTURE
CONVERTING EXISTING CB TO MANHOLE
ITEM 604.071102
(DS-11, 16, 21, 27, 31 & 33)



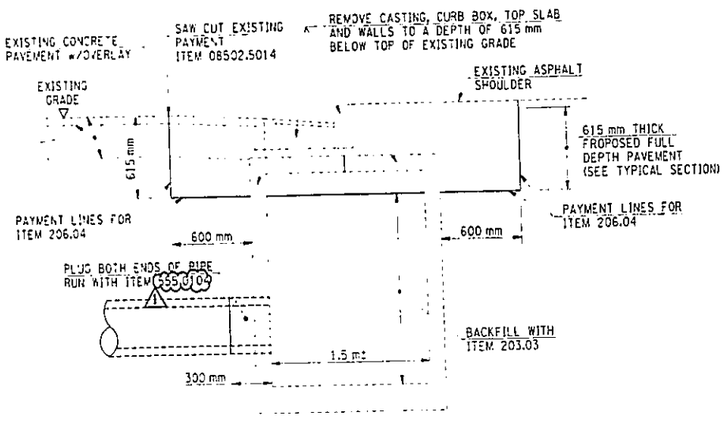
NOTE:

EXISTING DRAINAGE PIPES AND STRUCTURES WHICH FALL WITHIN THE EXCAVATION LIMITS OF THE NEW DRAINAGE PIPES AND STRUCTURES SHALL BE REMOVED AND ENDS PLUGGED A.O.B.E. PAYMENT INCLUDED IN OTHER DRAINAGE RELATED ITEMS.

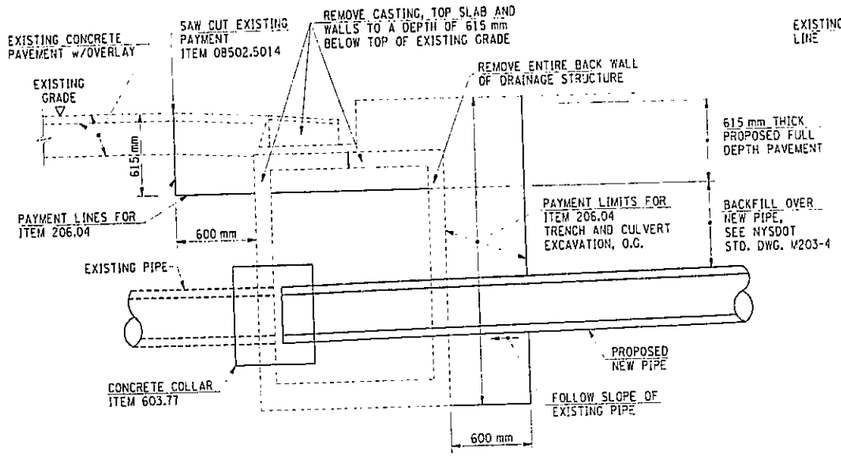
REMOVAL OF EXISTING DRAINAGE STRUCTURES
(DS-12, 17, 22 & 23)



SAWCUT AT EXISTING DRAINAGE STRUCTURE



ABANDONMENT OF EXISTING DRAINAGE STRUCTURE
(DS-7)



REMOVE EXISTING CB, INSTALL CONCRETE COLLAR
(DS-3, 9, 14, 19, 25 & 29)

8/26

⚠	CHANGE PAY ITEM NO.	2-26-03

HNTB

AS BUILT REVISIONS

SIGNATURE DATE

MISCELLANEOUS DETAILS
DRAINAGE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
MD-2	N.T.S.	JAN. 2003	

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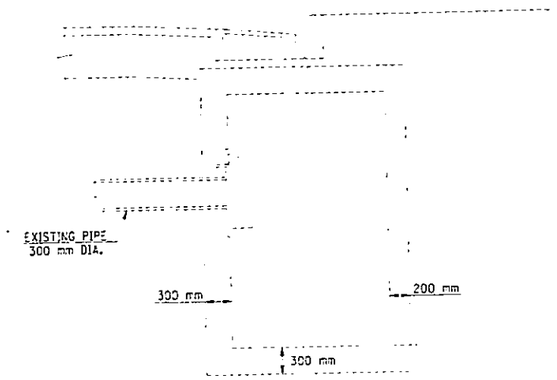
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	45A1	211

HILLSIDE AND JAMAICA AVENUE

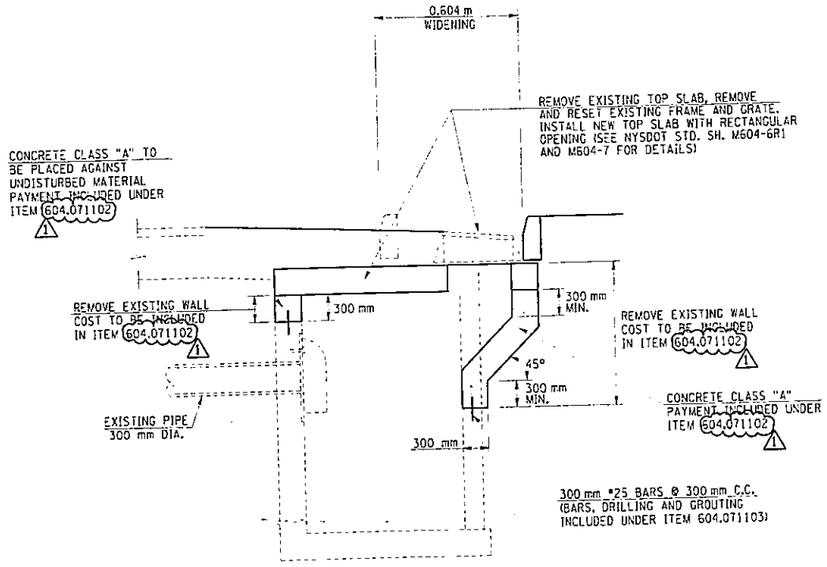
BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 45



(EXISTING DRAINAGE STRUCTURE)



(MODIFIED DRAINAGE STRUCTURE)

NOTES:

1. IF SAWCUTTING IS NEEDED A.O.B.E., IT WILL BE PAID FOR UNDER ITEM 08520.5014.
2. THE COST OF MINOR (LESS THAN 25% OF THE INSIDE WALL AREA) REPAIRS AND REPOINTING OF WALLS TO BE RETAINED AS ORDERED BY THE ENGINEER SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 604.071102 1

ALTERING STRUCTURE
MODIFY EXISTING CB CATCH BASIN
ITEM 604.071102 1
(DS-34 & 35)

1 CHANGE PAY ITEM NO. 2-26-03

9/26

HNTB

AS BUILT REVISIONS

SIGNATURE DATE

MISCELLANEOUS DETAILS
DRAINAGE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
MD-3	N.T.S.	JAN, 2003	11

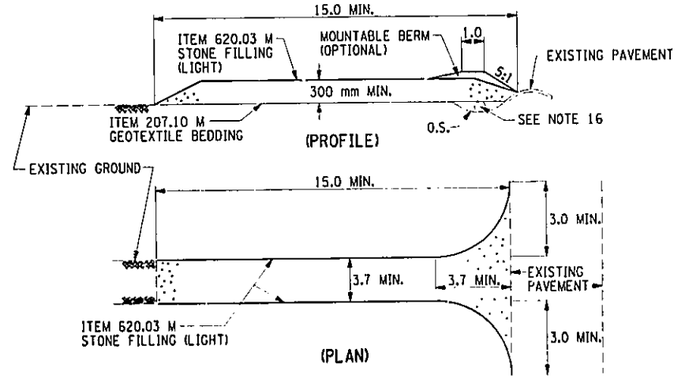
S.Z. G.L. S.M.C. S.L.D. (CHECKED BY) G.L.

FILE NAME = I:\acad\29803\VANWYCK-\90Z Submission\Misc.Details\md-3
DATE/TIME = 2/27/2003 12:56:01 PM
USER = Pettis

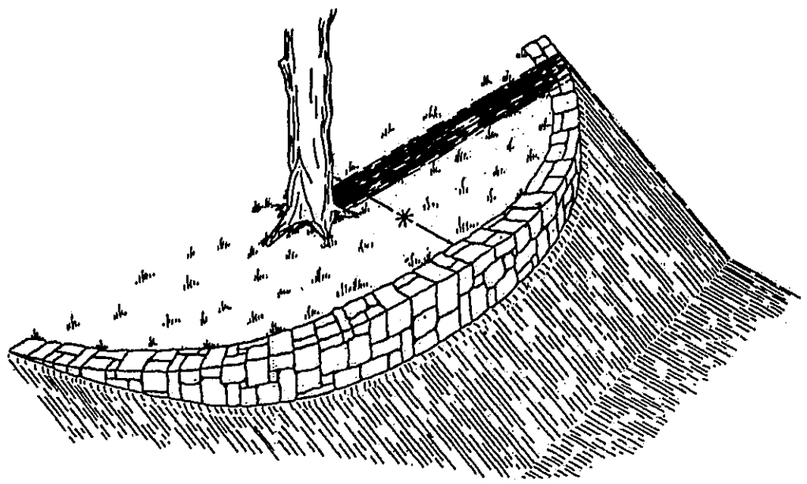
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	46	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.181			QUEENS COUNTY	

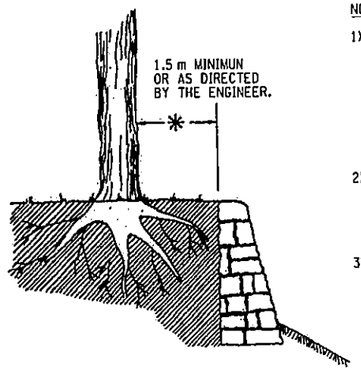
GENERAL NOTES FOR TEMPORARY SOIL EROSION AND SEDIMENT CONTROL:

1. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT THROUGHOUT THE DURATION OF THE CONTRACT IT WILL BE THE CONTRACTOR'S RESPONSIBILTY TO PROTECT ALL WATER COURSES FROM WATER BORNE SEDIMENT OR POLLUTANTS ORIGINATING FROM ANY WORK DONE, ON, OR IN SUPPORT OF THIS PROJECT. THE POLLUTION CONTROL NOTES AND DETAILS SHOWN IN THESE DRAWINGS ARE NOT INTENDED TO BE ALL INCLUSIVE BUT TO SERVE AS A GUIDELINE FOR THE DEVELOPMENT OF THE CONTRACTOR'S EROSION CONTROL SCHEME REQUIRED UNDER SECTION 209 - TEMPORARY SOIL EROSION AND SEDIMENT CONTROL. THE PURPOSE OF SECTION 209 IS TO PROTECT ABUTTING PROPERTY, WATER COURSES, PONDS, DITCHES, ETC., FROM THE DETRIMENTAL EFFECTS OF SOIL EROSION AND/OR SEDIMENT ORIGINATING FROM WITHIN THE WORK LIMITS AND/OR FROM AREAS SPECIFICALLY DESIGNATED FOR CONTRACTUAL OPERATIONS BY THE STATE. PAYMENT WILL BE MADE UNDER ITEM 209.08 M FOR TEMPORARY CONTROL WORK DONE BY THE CONTRACTOR IN ACCORDANCE WITH THE PRE-APPROVED SCHEME, OR A.O.B.E., TO PROTECT PRIVATE PROPERTY, WATER COURSES, PONDS, DITCHES, ETC.. IT REMAINS THE CONTRACTOR'S RESPONSIBILTY TO PROTECT HIS/HER OWN WORK AT NO ADDITIONAL COST TO THE STATE IN ACCORDANCE WITH THE PROVISIONS OF SECTIONS 107, 203, 206, AND/OR 209 OF THE STANDARD SPECIFICATIONS.
2. THE CONTRACTOR SHALL COMPLY WITH ALL PROVISIONS OF THE APPLICABLE DEPARTMENT OF ENVIRONMENTAL CONSERVATION WATER QUALITY CERTIFICATION AND/OR FRESHWATER WETLANDS PERMIT.
3. A TEMPORARY LINING MATERIAL MAY BE REQUIRED WHERE THE CONTRACTOR PROVIDES TEMPORARY CHANNELS TO KEEP CONTRACTOR'S WORK SITES FREE FROM WATER DURING CONSTRUCTION, A.O.B.E.. NO DIRECT PAYMENT WILL BE MADE FOR THE WORK; THE COST IS TO BE INCLUDED IN THE PRICE BID FOR THE OTHER ITEMS OF THE CONTRACT.
4. DURING CONSTRUCTION, NO WET OR FRESH CONCRETE OR LEACHATE SHALL BE ALLOWED TO ESCAPE INTO THE WATERS OF THE UNITED STATES AND/OR NEW YORK STATE. NOR SHALL WASHINGS FROM CONCRETE TRUCKS, MIXERS, OR OTHER DEVICES BE ALLOWED TO ENTER ANY WETLANDS OR WATERS.
5. ALL DREDGED AND EXCAVATED MATERIAL SHALL BE DISPOSED OF ON AN UPLAND SITE AND BE SUITABLY STABILIZED SO THAT IT CANNOT REASONABLY RE-ENTER ANY WATER BODY OR WETLAND AREA.
6. THE CONTRACTOR SHALL GRADE AND TRIM ALL SLOPES AS THE EXCAVATION PROGRESSES AND SEED ALL SLOPES A.O.B.E. AND AS REQUIRED BY SECTION 203 OF THE STANDARD SPECIFICATIONS.
7. THE CONTRACTOR SHALL HAVE A HYDROSEEDER AND/OR A MULCHING MACHINE AVAILABLE ON THE PROJECT OR ON CALL (ONE WEEK MAXIMUM) UNTIL THE PERMANENT SEEDING IS COMPLETED.
8. THE SCHEME PROPOSED BY THE CONTRACTOR TO ACCOMPLISH EROSION AND POLLUTION CONTROL SHALL BE SUBJECT TO APPROVAL BY THE E.I.C..
9. GRAVEL BAGS SHALL BE AS DESCRIBED IN SECTION 209-2.08 EXCEPT THAT: ONLY GRAVEL FILL IS ACCEPTABLE. GRAVEL FILL SHALL BE FREE OF SILT AND GRAVEL BAGS WILL BE REMOVED IN THEIR ENTIRETY AT THE COMPLETION OF THE PROJECT.
10. GEOTEXTILE SHALL SATISFY THE REQUIREMENTS OF SECTION 207-02 OF THE STANDARD SPECIFICATIONS. SILT FENCE, ITEM 209.08, WILL ONLY BE PAID FOR LOCATIONS SHOWN IN PLANS AND/OR TABLES.
11. INSPECTION OF TEMPORARY SOIL EROSION & POLLUTION CONTROL MEASURES SHALL BE DONE ON A WEEKLY BASIS AND AFTER EVERY STORM OF 12.5 mm OR GREATER OR A.O.B.E.. REPAIRS SHALL BE MADE AS NEEDED AND SEDIMENT SHALL BE REMOVED WHEN THE STORAGE VOLUME OF AN EROSION CONTROL MEASURE IS APPROACHING ONE HALF OF ITS INTENDED CAPACITY OR A.O.B.E..
12. STRAW BALES MAY BE USED AS A SUBSTITUTE FOR HAY BALES.
13. IN THE EVENT DEWATERING OPERATIONS BECOME NECESSARY, A SETTLING BASIN WILL BE REQUIRED UNLESS THE PUMP DISCHARGE IS AS CLEAR AND FREE OF SEDIMENT AS THE FLOWING STREAM. LOCATION AND DESIGN TO BE APPROVED, A.O.B.E.
14. HAYBALES HAVE A LIMITED LIFE EXPECTANCY AND SHALL BE REPLACED IN LOCATIONS WHERE THEY HAVE BEEN IN USE FOR EXTENDED PERIODS, A.O.B.E.
15. OTHER EROSION CONTROL MEASURES MAY BE REQUIRED, A.O.B.E., IN ADDITION TO SCHEMES SHOWN ON THIS SHEET.
16. A STABILIZED CONSTRUCTION ENTRANCE IS A STABILIZED PAD OF STONE UNDERLAIN WITH GEOTEXTILE, LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A MAINTAINED ROADWAY. SURFACE WATER MAY REQUIRE PIPING ACROSS ENTRANCE, A.O.B.E. NO DIRECT PAYMENT FOR PIPE WILL BE MADE. IT SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO A MAINTAINED ROADWAY. THIS MAY REQUIRE PERIODIC TOP-DRESSING WITH ADDITIONAL AGGREGATE. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO A MAINTAINED ROADWAY MUST BE REMOVED IMMEDIATELY.
17. GEOTEXTILE SHALL BE PLACED OVER ENTIRE AREA OF STABILIZED CONSTRUCTION ENTRANCE PRIOR TO PLACING STONE.
18. ALL NECESSARY PRECAUTIONS SHALL BE TAKEN TO PREVENT MIGRATION OF SOIL, SILT, SEDIMENT, FUELS, SOLVENTS, LUBRICANTS, CONCRETE LEACHATE OR ANY OTHER POLLUTANT ASSOCIATED WITH CONSTRUCTION PROCEDURES INTO STORM DRAINS, DITCHES, WETLANDS, OR WATER.
19. TEMPORARY SOIL EROSION AND SEDIMENT CONTROLS SHALL BE PLACED PRIOR TO STARTING EARTHWORK OPERATIONS OR AS WORK PROGRESSES, AND SHALL REMAIN IN PLACE UNTIL THE DISTURBED AREAS ARE STABILIZED WITH PERMANENT SEEDING AND/OR SLOPE PROTECTION.
20. THE CONTRACTOR SHALL PLACE PERMANENT GROUND COVER (ESTABLISHING TURF, WILD FLOWER, OR OTHER GROUND COVER SPECIFIED IN THE PLANS) WITHIN FOURTEEN (14) DAYS OF FINAL GRADING.
21. IN THE EVENT THAT PERMANENT GROUND COVER CANNOT BE COMPLETED BECAUSE OF SEASON, THE AREA SHALL BE MULCHED AND SEEDED USING ITEMS 209.02 M AND 209.03 M, FOR SEED MIX, SEE DWG. NO. LD-2.
22. IF EARTHWORK ACTIVITIES ARE DISCONTINUED, BEFORE FINAL GRADING IS COMPLETE FOR A PERIOD LONGER THAN FOURTEEN (14) DAYS, THE AREA SHALL BE SEEDED AND MULCHED AS DESCRIBED IN NOTE 20.
23. ANY TEMPORARY ACCESS WAYS OR DETOURS SHALL BE COMPLETELY ISOLATED WITH EROSION CONTROL TREATMENTS. IF THE ACCESS WAY IS TO REMAIN IN PLACE LONGER THAN FOURTEEN (14) DAYS, THE EXPOSED SOILS ARE TO BE TEMPORARILY SEEDED AND MULCHED.
24. TEMPORARY STOCKPILES OF ERODIBLE MATERIALS SHALL BE PROTECTED USING A SILT FENCE OR SIMILAR APPROVED METHOD TO CONTAIN ANY EROSION OF THE PILE. PILES EXPOSED FOR LONGER THAN ONE MONTH SHALL BE STABILIZED WITH A TEMPORARY SEEDING OR OTHER COVER. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.



STABILIZED CONSTRUCTION ENTRANCE
(SEE NOTES 16 & 17)
N.T.S.





TEMPORARY TREE WALL DETAIL
N.T.S.

NOTES:

1) TEMPORARY TREE WALL DETAIL SHOWN IS FOR THE PROTECTION OF THE ROOT STRUCTURE AT LOCATIONS WHERE EXCAVATION TAKES PLACE IN THE VICINITY OF THE ROOT STRUCTURE. THE PURPOSE OF THE TEMPORARY WALL SYSTEM IS TO PREVENT THE EARTH FROM ERODING AWAY FROM THE ROOTS IN CASE THERE IS A RAINFALL, HEAVY RAINFALL OR ANY OTHER ACTIVITIES THAT MIGHT CAUSE THE EARTH IN THE VICINITY OF THE ROOTS FROM LOOSENING UP.

2) TEMPORARY TREE WALLS ARE TO BE CONSTRUCTED OF DRY RUBBLE, MORTOR RUBBLE, BLOCK OR BLOCK FACED WITH BRICK. THERE IS NO SEPARATE PAYMENT FOR THIS WORK. ALL COST SHALL BE INCLUDED IN ITEM 201.06 - (CLEARING AND GRUBBING).

3) THE MATERIALS AND THE METHOD USED FOR THE PROTECTION OF THE ROOT STRUCTURE SHOWN IN THE DETAIL IS A SUGGESTED METHOD FOR PROTECTION. THE CONTRACTOR MAY USE OTHER MATERIALS AND METHODS FOR PROTECTION SUBJECT TO THE APPROVAL OF THE ENGINEER.

AS BUILT REVISIONS

SIGNATURE DATE

MISCELLANEOUS DETAILS
EROSION CONTROL

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

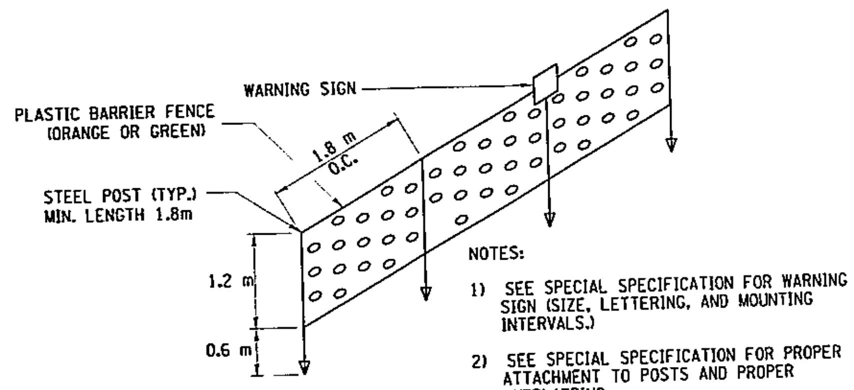
DRAWING NO.	SCALE	DATE	REGION
EC-1	AS SHOWN	NOV. 2002	11

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY S.L.O. DRAFTED BY S.M.C. ESTIMATED BY S.Z. CHECKED BY G.L.

FILE NAME = t:\roads\29803\vanwyck-1902 submission\misc details\ec-1.dgn
DATE/TIME = 12/12/02 02:24:14 PM
USER = PE11a

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	47	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



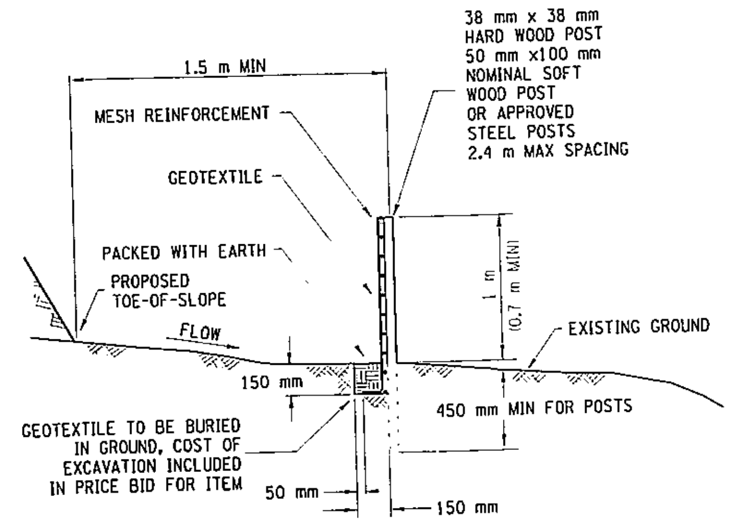
NOTES:

1) SEE SPECIAL SPECIFICATION FOR WARNING SIGN (SIZE, LETTERING, AND MOUNTING INTERVALS.)

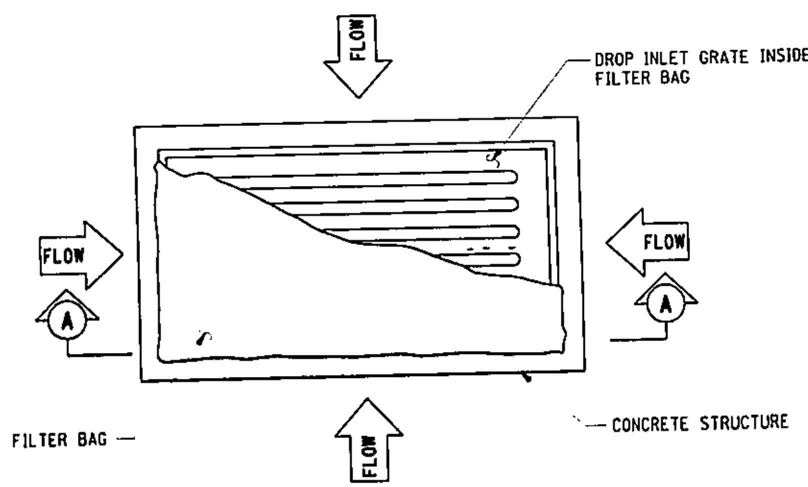
2) SEE SPECIAL SPECIFICATION FOR PROPER ATTACHMENT TO POSTS AND PROPER OVERLAPPING.

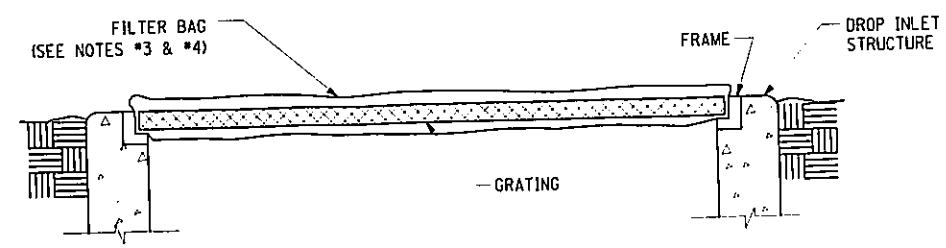
3) LOCATION(S) SHOWN IN PLANS OR TABLE.

TREE/VEGETATION PROTECTION BARRIER
ITEM 08615.0402
N.T.S.



SILT FENCE
ITEM 209.08
N.T.S.





SECTION A-A
N.T.S.

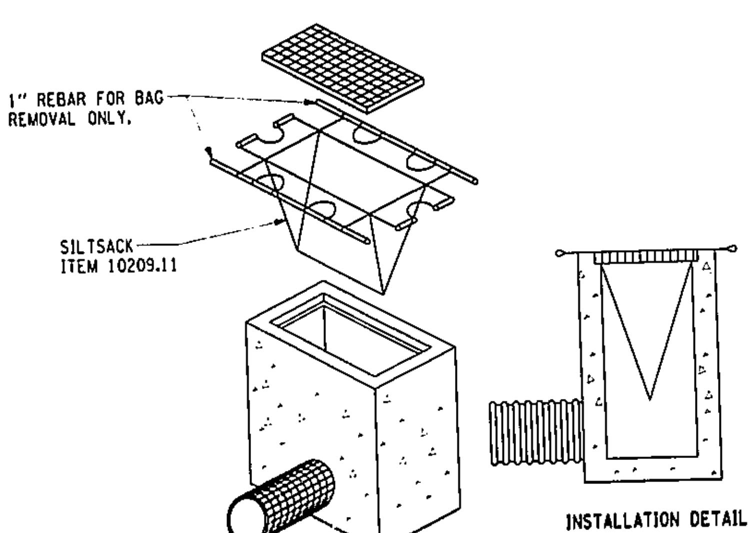
NOTES:

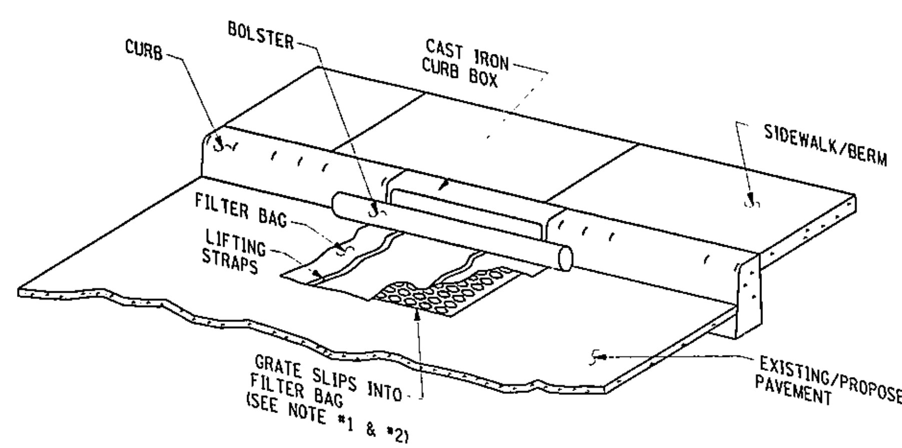
1) MAINTENANCE: WITH A STIFF BRISTLE BROOM, SWEEP SILT AND OTHER DEBRIS OFF SURFACE AFTER EACH EVENT.

2) INSTALLATION: STAND GRATE ON END. SLIDE THE SILT BAG ON WITH THE DAM ON TOP OF THE GRATE. PULL ALL THE EXCESS DOWN. LAY THE UNIT ON ITS SIDE AND CAREFULLY TUCK THE FLAP IN. PRESS THE VELCRO STRIPS TOGETHER. INSTALL THE UNIT MAKING SURE THE FRONT EDGE OF THE GRATE IS INSERTED IN THE FRAME FIRST THEN LOWER IT BACK INTO PLACE. PRESS THE VELCRO DOTS THAT ARE LOCATED UNDER THE LIFTING STRAPS TOGETHER. THIS INSURES THAT THE STRAPS REMAIN FLUSH WITH THE GUTTER.

3) INSTALLATION: STAND THE GRATE ON END. PLACE THE SILT BAG OVER THE GRATE. FLIP THE GRATE OVER SO THAT THE OPEN END IS UP. PULL UP THE SLACK AND TUCK THE FLAP IN. BE SURE THAT THE END OF THE GRATE IS COMPLETELY COVERED BY THE FLAP OR THE DANDY BAG WILL NOT FIT PROPERLY. WHILE HOLDING HANDLES, CAREDULLY PLACE DANDY BAG WITH THE GRATE INSERTED INTO THE CATCH BASIN FRAME SO THAT THE RED DOT ON THE TOP OF THE DANDY BAG IS VISIBLE.

4) MAINTENANCE: AFTER THE SILT HAS DRIED, REMOVE IT FROM THE SURFACE OF THE SILT BAG WITH A BROOM.





INLET SEDIMENT CONTROL BAG DETAILS
ITEM 10209.11
N.T.S.

AS BUILT REVISIONS

SIGNATURE DATE

MISCELLANEOUS DETAILS
EROSION CONTROL

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
EC-2	N.T.S.	NOV. 2002	REGION 11

D.L. CHECKED BY S.L.O. DRAFTED BY S.M.C. ESTIMATED BY S.Z. CHECKED BY S.M.C. DESIGNED BY G.L. JOB MANAGER S.Z. DESIGN SUPERVISOR

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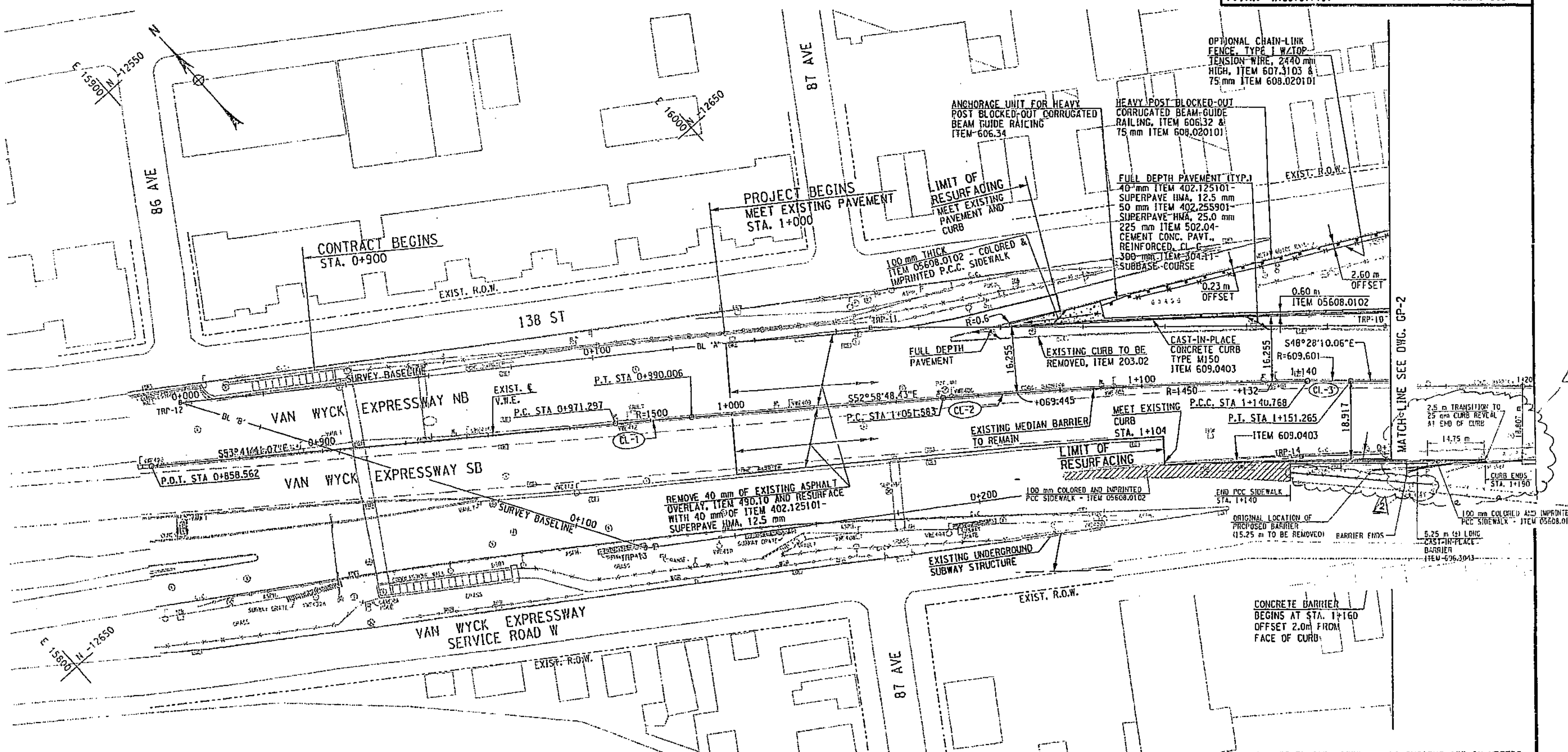
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	48R1	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY



EXISTING CENTERLINE - VAN WYCK EXPRESSWAY									
CURVE	R	D	Δ	T	L			NORTHING	EASTING
CL-1	1500	3°49'10.99"	0°42'52.64"	9.354	18.709	P.C.	STA 0+971.297	-12691.938	15937.466
						P.T.	STA 0+990.006	-12703.109	15952.474
CL-2	1450	3°57'05.16"	3°31'26.77"	44.607	89.185	P.C.	STA 1+051.583	-12740.184	16001.638
						P.C.C.	STA 1+140.760	-12796.037	16071.151
CL-3	609.601	9°23'56.03"	0°59'11.60"	5.248	10.497	P.C.C.	STA 1+140.760	-12796.037	16071.151
						P.T.	STA 1+151.265	-12802.929	16079.068

NOTES:

1) SEE DRAINAGE PLANS FOR DRAINAGE DETAILS.

2) SEE MISCELLANEOUS TABLES FOR LIMITS OF EXISTING GUIDE RAIL AND FENCE REMOVAL AND ALSO LIMITS OF NEW GUIDE RAIL INSTALLATION.

SCALE IN METER: 0 10 20 30 40 50

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

1. Median Barrier alignment
2. Existing Chain-Link Fence was extended to end of PCC sidewalk (48-3a)

SIGNATURE: [signature] DATE: Aug 11, 2008

GENERAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

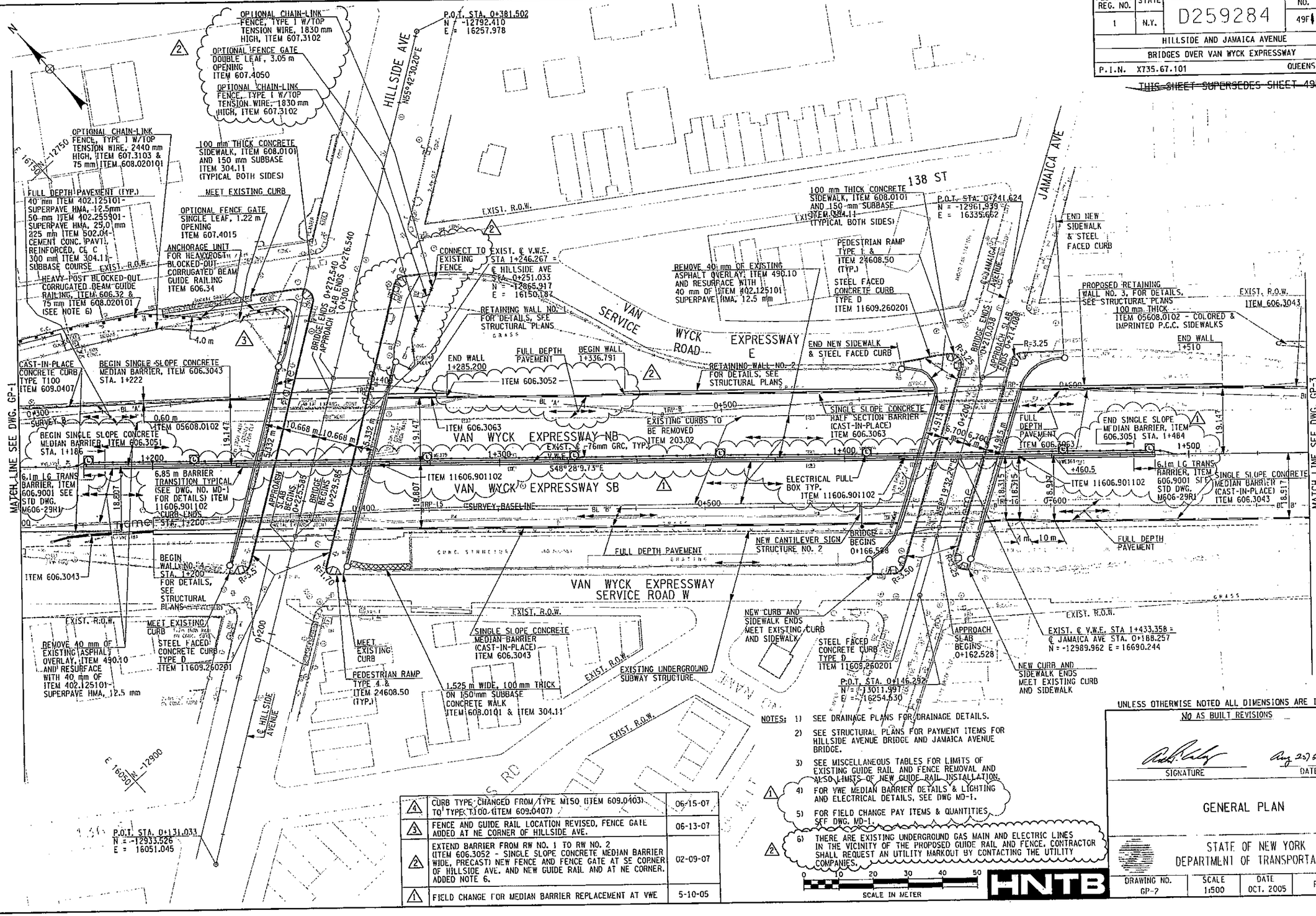
HNTB

DRAWING NO.	SCALE	DATE	
GP-1	1:500	JAN. 2003	REGION 11

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	49F1R1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

~~THIS SHEET SUPERSEDES SHEET 49F3~~



4	CURB TYPE CHANGED FROM TYPE M150 (ITEM 609.0403) TO TYPE T100 (ITEM 609.0407)	06-15-07
3	FENCE AND GUIDE RAIL LOCATION REVISED, FENCE GATE ADDED AT NE CORNER OF HILLSIDE AVE.	06-13-07
2	EXTEND BARRIER FROM RW NO. 1 TO RW NO. 2 (ITEM 606.3052 - SINGLE SLOPE CONCRETE MEDIAN BARRIER WIDE, PRECAST) NEW FENCE AND FENCE GATE AT SE CORNER OF HILLSIDE AVE. AND NEW GUIDE RAIL AND AT NE CORNER. ADDED NOTE 6.	02-09-07
1	FIELD CHANGE FOR MEDIAN BARRIER REPLACEMENT AT VWE	5-10-05

NOTES:
1) SEE DRAINAGE PLANS FOR DRAINAGE DETAILS.
2) SEE STRUCTURAL PLANS FOR PAYMENT ITEMS FOR HILLSIDE AVENUE BRIDGE AND JAMAICA AVENUE BRIDGE.
3) SEE MISCELLANEOUS TABLES FOR LIMITS OF EXISTING GUIDE RAIL AND FENCE REMOVAL AND ALSO LIMITS OF NEW GUIDE RAIL INSTALLATION.
1 4) FOR VWE MEDIAN BARRIER DETAILS & LIGHTING AND ELECTRICAL DETAILS, SEE DWG MD-1.
5) FOR FIELD CHANGE PAY ITEMS & QUANTITIES SEE DWG. MD-1.
2 6) THERE ARE EXISTING UNDERGROUND GAS MAIN AND ELECTRIC LINES IN THE VICINITY OF THE PROPOSED GUIDE RAIL AND FENCE. CONTRACTOR SHALL REQUEST AN UTILITY MARKOUT BY CONTACTING THE UTILITY COMPANIES.

0 10 20 30 40 50
SCALE IN METER

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

NO AS BUILT REVISIONS

SIGNATURE DATE

GENERAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
GP-2	1:500	OCT. 2005	

HNTB

DESIGN SUPERVISOR S.Z. PROJ MANAGER G.L. DESIGNED BY S.M.G. CHECKED BY S.Z. ESTIMATED BY S.W.C. DRAFTED BY S.L.O. CHECKED BY G.L.
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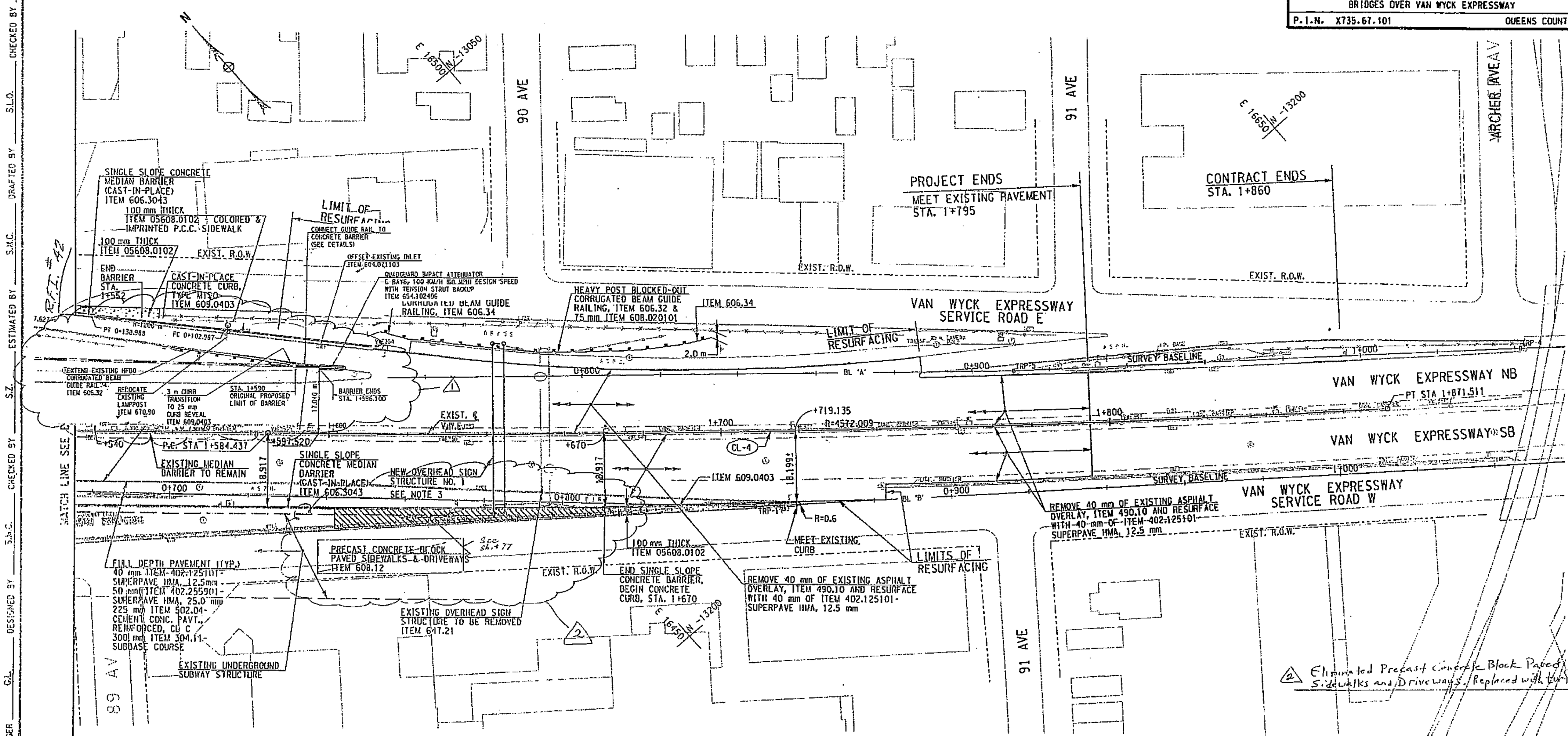
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	50 81	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

EXISTING CENTERLINE - VAN WYCK EXPRESSWAY									
CURVE	R	D	Δ	T	L			NORTHING	EASTING
CL-4	4572.009	1°15'11.47"	3°35'51.27"	143.584	287.074	P.C.	STA 1+584.437	-13090.130	16403.342
						P.T.	STA 1+871.511	-13273.596	16624.079

NOTES:

1) SEE DRAINAGE PLANS FOR DRAINAGE DETAILS.
2) SEE MISCELLANEOUS TABLES FOR LIMITS OF EXISTING GUIDE RAIL AND FENCE REMOVAL AND ALSO LIMITS OF NEW GUIDE RAIL INSTALLATION.
3) RELOCATE EXISTING ELECTRICAL SUPPLY TO THE NEW STRUCTURE.

0 10 20 30 40 50
SCALE IN METER

HNTB

AS BUILT REVISIONS

1. Re-aligned Median Barrier at NB exit ramp to Jamaica Ave. and installed QuadGuard Impact Attenuator

[signature] Aug. 11, 2008
SIGNATURE DATE

GENERAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
GP-3	1:500	JAN. 2003	REGION 11

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.H.C. CHECKED BY S.Z. ESTIMATED BY S.H.C. DRAFTED BY S.L.O. CHECKED BY G.L.

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	51	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY M.L.M. CHECKED BY S.L.O. DRAFTED BY S.M.C. ESTIMATED BY S.Z. CHECKED BY G.L.

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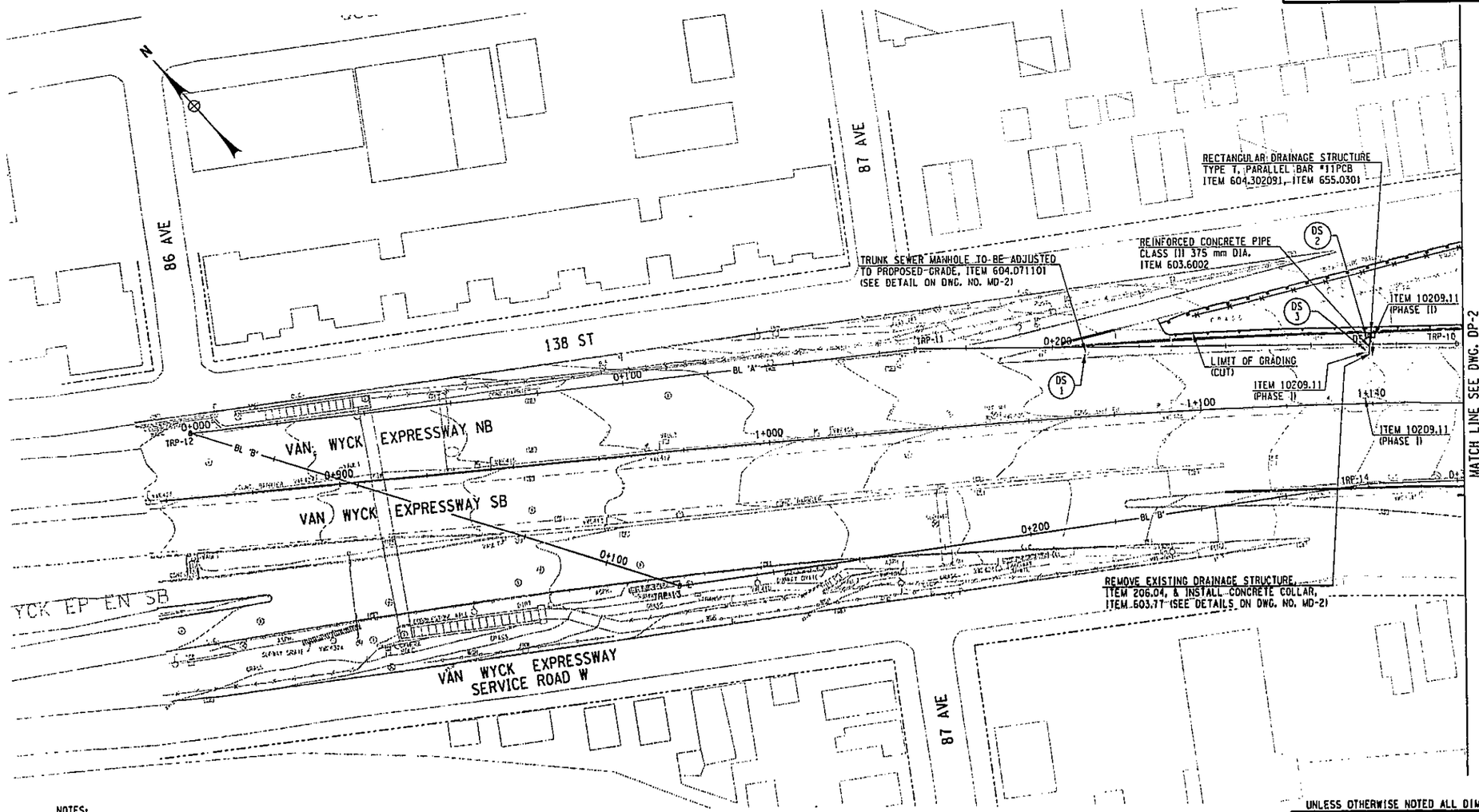
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$



NOTES:

1. ALL EXISTING DRAINAGE MANHOLES, CATCH BASINS AND PIPES WITHIN THE PROJECT LIMITS SHALL BE CLEANED UNDER THE FOLLOWING ITEMS:
   ITEM 203.18 - CLEANING CLOSED DRAINAGE SYSTEM
   ITEM 203.19 - CLEANING DRAINAGE STRUCTURES AND MANHOLES
2. SEE UTILITY PLANS FOR WORK ON OTHER UTILITIES.
3. SEE DWG. NO. MD-2 FOR MISCELLANEOUS DRAINAGE DETAILS.
4. INSTALL ITEM 10209.11 (TEMPORARY SEDIMENT FILTER BAG FOR DRAINAGE STRUCTURES) AT EXISTING CATCH BASINS DURING PHASE I CONSTRUCTION AND INSTALL ITEM 10209.11 AT NEW CATCH BASINS DURING PHASE II CONSTRUCTION. REFER TO M & PT PLANS FOR CONSTRUCTION PHASES.
5. FOR OTHER DRAINAGE NOTES AND EROSION CONTROL NOTES, SEE DWG. NO. GEN-3 AND GEN-4.
6. FOR LOCATION OF ITEM 209.08 - SILT FENCE, SEE DWG. NO. MT-1.

0 10 20 30 40 50
SCALE IN METER

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

DRAINAGE PLAN

HNTB

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
DP-1	1:500	JAN. 2003	REGION 11

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	52	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

G.L. ____ CHECKED BY ____
S.L.O. ____ DRAFTED BY ____
S.M.C. ____ ESTIMATED BY ____
S.Z. ____ CHECKED BY ____
M.L.M. ____ DESIGNED BY ____
G.L. ____ JOB MANAGER ____
S.Z. ____ DESIGN SUPERVISOR ____

FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

MATCH LINE SEE DWG. DP-1

MATCH LINE SEE DWG. DP-3

HILLSIDE AVE.

138 ST

JAMAICA AVE.

VAN WYCK EXPRESSWAY NB

VAN WYCK EXPRESSWAY SB

136 ST

NEW GARDENS RD

METROPOLITAN AV

LIMIT OF GRADING (CUT)

RECTANGULAR DRAINAGE STRUCTURE TYPE F PARALLEL BAR #11PCB ITEM 604.300691, ITEM 655.0301

REMOVE EXISTING DRAINAGE STRUCTURE ITEM 206.04 & INSTALL CONCRETE COLLAR ITEM 603.77 (SEE DETAILS ON DWG. NO. MD-2)

RECTANGULAR DRAINAGE STRUCTURE TYPE T PARALLEL BAR #11PCB ITEM 604.302091, ITEM 655.0301

RECTANGULAR DRAINAGE STRUCTURE TYPE T PARALLEL BAR #11PCB ITEM 604.302091, ITEM 655.0301

MODIFY EXISTING CB'S ITEM 604.071103 (SEE DETAIL ON DWG. NO. MD-3) AND ITEM 10209.11

ABANDON EXISTING DRAINAGE STRUCTURE AND PIPE, ITEM 206.04 (SEE DETAIL ON DWG. NO. MD-2)

CONVERT EXISTING CB TO MANHOLE ITEM 604.071102, ITEM 655.0101 (SEE DETAIL ON DWG. NO. MD-2)

REINFORCED CONCRETE PIPE CLASS III 375 mm DIA. ITEM 603.6002

REMOVE EXISTING DRAINAGE STRUCTURE & PIPE ITEM 206.04

REMOVE EXISTING DRAINAGE STRUCTURE & PIPE ITEM 206.02

REMOVE EXISTING DRAINAGE STRUCTURES & PIPES ITEM 206.04

RECTANGULAR DRAINAGE STRUCTURE TYPE T PARALLEL BAR #11PCB ITEM 604.302091, ITEM 655.0301

ITEM 10209.11 (PHASE I)

ITEM 10209.11 (PHASE II)

ITEM 603.6002

ITEM 206.04
ITEM 603.77

ITEM 604.302091
ITEM 655.0301

ITEM 604.071102
ITEM 655.0101

ITEM 11604.0726

NOTE:
SEE DRAWING NO. DP-1

0 10 20 30 40 50
SCALE IN METER

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

⚠ Added drainage structures DS 13A and DS 13B, and continued median barrier between Walls 1 and 2.

SIGNATURE — DATE: Aug 25, 2008

DRAINAGE PLAN

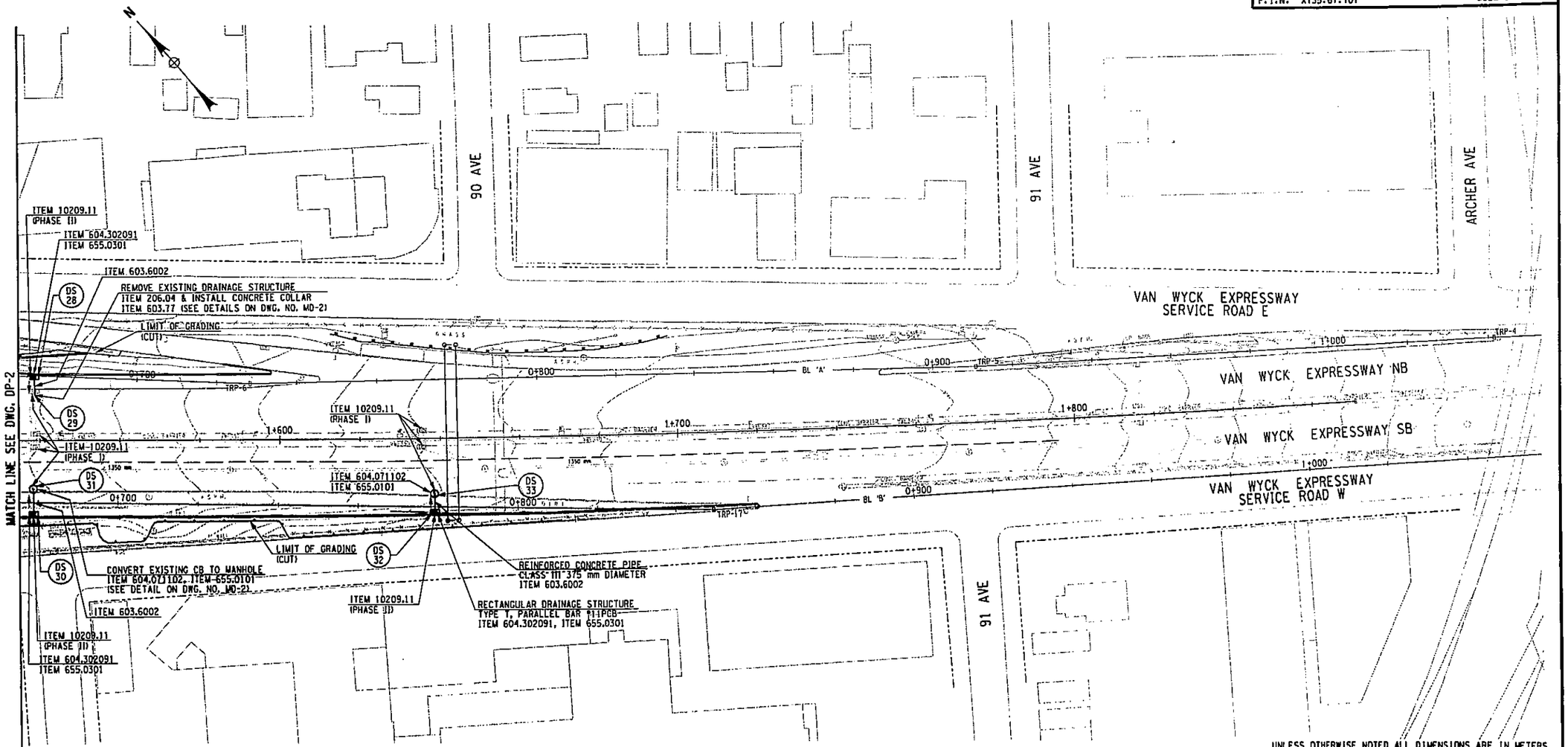
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
DP-2	1:500	APRIL 2003	11

HNTB

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	53	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



NOTE:
SEE DRAWING NO. DP-1

SCALE IN METER 0 10 20 30 40 50

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

DRAINAGE PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
DP-3	1:500	JAN. 2003	11

HNTB

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY M.J.M. CHECKED BY S.Z.
ESTIMATED BY S.M.C. DRAFTED BY S.L.O. CHECKED BY G.L.

FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

SIGN DATA SHEET

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	54R1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 — QUEENS COUNTY

ITEM NUMBER	LOCATION NUMBER	TEXT NO.	TEXT	M.U.T.C.D. NUMBER	SIZE OF SIGN	TYPE OF MOUNT
645.7103 645.81 (2 EACH)	13	1	YIELD	R1 - 2C	900mm x 900mm	GR MTD
645.7103 645.81 (2 EACH)	1	2		W4 - 3 (FED. M.U.T.C.D.)	1200mm x 1200mm	GR MTD
645.7101 645.81 (1 EACH)	2, 4, 8, 10	3		W7 - 12C	300mm x 900mm	GR MTD
645.7101 645.81 (1 EACH)	3, 5, 9, 11	4		W7 - 13C	300mm x 900mm	GR MTD
645.73 645.830802 (2 EACH)	12	5	495 Long Is Expwy PASSENGER CARS EXIT 10 TRUCKS-BUSES EXITS 12A-B		NYSDOT REGION 11	
645.73 645.830502 (2 EACH)	6	6	EXIT 8 Main St Union Tpke 1/4 MILE	G8 - 1Y G3 - 1Y	SIGN NUMBER: 6 WIDTH x HGHT.: 4650mm x 2500mm BORDER WIDTH: 50mm CORNER RADIUS: 300mm MOUNTING: Overhead BACKGROUND: TYPE: Reflective; COLOR: Green LEGEND/BORDER: TYPE: Reflective; COLOR: White/White	
645.76	7	7	EXIT 5 Atlantic Ave EXIT ONLY	G8 - 1Y G3 - 7Y W3 - 22Y	SIGN NUMBER: 7 WIDTH x HGHT.: 5200mm x 1850mm BORDER WIDTH: 50mm CORNER RADIUS: 225mm MOUNTING: Overhead BACKGROUND: TYPE: Reflective; COLOR: Green LEGEND/BORDER: TYPE: Reflective; COLOR: White/White	

ITEM NUMBER	LOCATION NUMBER	TEXT NO.	TEXT	M.U.T.C.D. NUMBER	SIZE OF SIGN	TYPE OF MOUNT
645.76	14	8	EXIT 8 Main St Union Tpke 1/2 MILE	G8 - 1Y G3 - 1Y	SIGN NUMBER: 8(1) WIDTH x HGHT.: 4650mm x 2500mm BORDER WIDTH: 50mm CORNER RADIUS: 300mm MOUNTING: Overhead BACKGROUND: TYPE: Reflective; COLOR: Green LEGEND/BORDER: TYPE: Reflective; COLOR: White/White	OH MTD
			EXIT 6 Jamaica Ave Hillside Ave	G8 - 1Y G4 - 6Y	SIGN NUMBER: 8(2) WIDTH x HGHT.: 6750mm x 2050mm BORDER WIDTH: 50mm CORNER RADIUS: 300mm MOUNTING: Overhead BACKGROUND: TYPE: Reflective; COLOR: Green LEGEND/BORDER: TYPE: Reflective; COLOR: White/White	
645.76	15	9	EXIT 4 Liberty Ave 1/2 MILE	G8 - 1Y G3 - 6Y	SIGN NUMBER: 9(1) WIDTH x HGHT.: 4950mm x 1800mm BORDER WIDTH: 50mm CORNER RADIUS: 225mm MOUNTING: Overhead BACKGROUND: TYPE: Reflective; COLOR: Green LEGEND/BORDER: TYPE: Reflective; COLOR: White/White	OH MTD
			EXIT 5 Atlantic Ave EXIT ONLY	G8 - 1Y G4 - 6Y W3 - 23Y	SIGN NUMBER: 9(2) WIDTH x HGHT.: 6300mm x 2150mm BORDER WIDTH: 50mm CORNER RADIUS: 275mm MOUNTING: Overhead BACKGROUND: TYPE: Reflective; COLOR: Green LEGEND/BORDER: TYPE: Reflective; COLOR: White/White	
645.7103 645.81 (2 EACH)	16	10		W2 - 13E	1200mm x 1200mm	GR MTD
	12	5a	NO TRUCKS BUSES OR TRAILERS IN LEFT LANE	R4-17E (MOD).	PIN/SIGN NUMBER - none 5a LOCATION NO. (S) - 12 TEXT NUMBER - 5a MUTCD NUMBER - R4-17E (MOD) SIGN SIZE (WxH) - 3850mm x 1150mm SIGN AREA - 4.4 Sqm; MOUNT - Overhead BACKGROUND COLOR - White LEGEND/BORDER COLOR - Black (TYPE 4)	

NOTES:

1. FOR THE REMOVAL OF EXISTING SIGNS, SEE MISCELLANEOUS TABLE.

LEGEND

SYMBOL	DESCRIPTION
GR MTD	GROUND MOUNTED
OH MTD	OVERHEAD MOUNTED
BR MTD	BRIDGE MOUNTED
PO MTD	POLE MOUNTED
⊢ OR ⊢⊣	APPROXIMATE LOCATION OF SIGN
L/T	LOCATION TEXT
L/T/T	LOCATION TEXT TEXT
L/T|T	LOCATION TEXT / TEXT

GENERAL NOTES

1. THE FOLLOWING SHALL BE IN ACCORDANCE WITH THE NYS MUTCD REQUIREMENTS FOR THE SPECIFIED MUTCD SIGN CODE :
   A. LETTER SIZE AND SERIES
   B. LEGEND & BACKGROUND COLOR
   C. REFLECTIVITY
   D. SIZE OF SIGN
2. THE TYPE OF CHARACTERS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SHALL BE AS FOLLOWS :

MUTCD CODE LETTER	TYPE OF CHARACTER
R, P, W, & M	IV OR V

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

1. Revised sign texts
2. Added Bridge-Mounted Sign - NB on JA Bridge

SIGNATURE: [signature] — DATE: Aug. 11, 2008

SIGN DATA SHEET

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

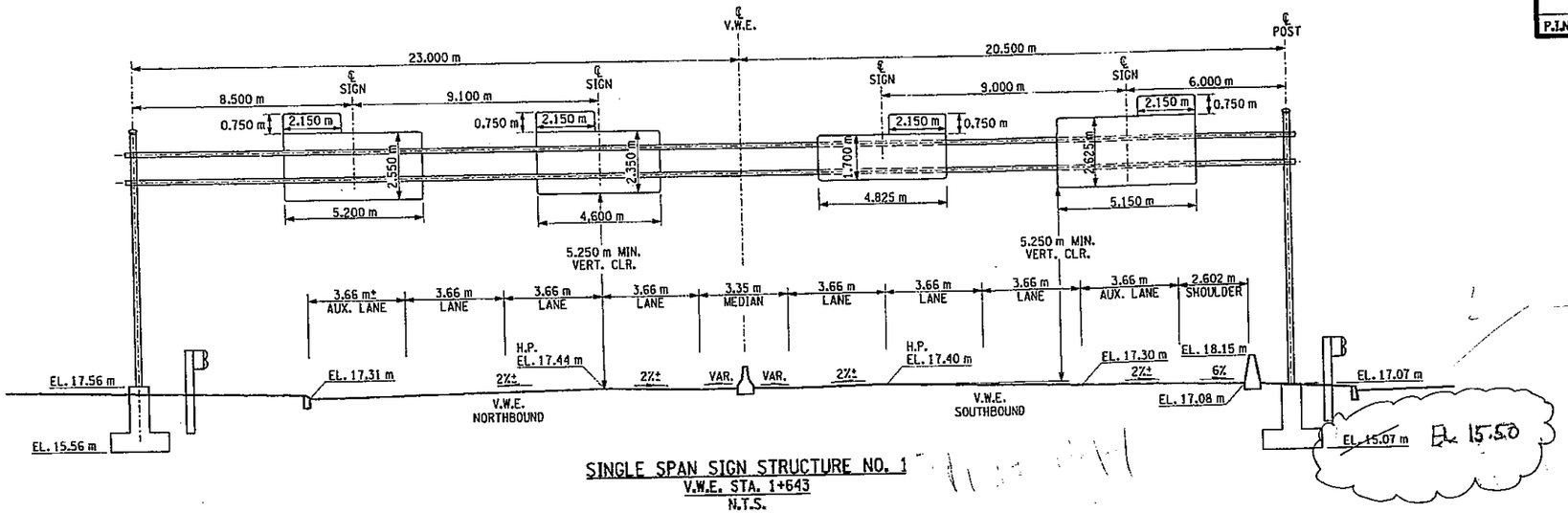
DRAWING NO.	SCALE	DATE	
SDS-1	NONE	NOV. 2002	REGION 11

G.L. — CHECKED BY — S.L.O. — DRAFTED BY — S.M.C. — ESTIMATED BY — S.Z. — CHECKED BY — S.M.C. — DESIGNED BY — G.L. — JOB MANAGER — S.Z. — DESIGN SUPERVISOR

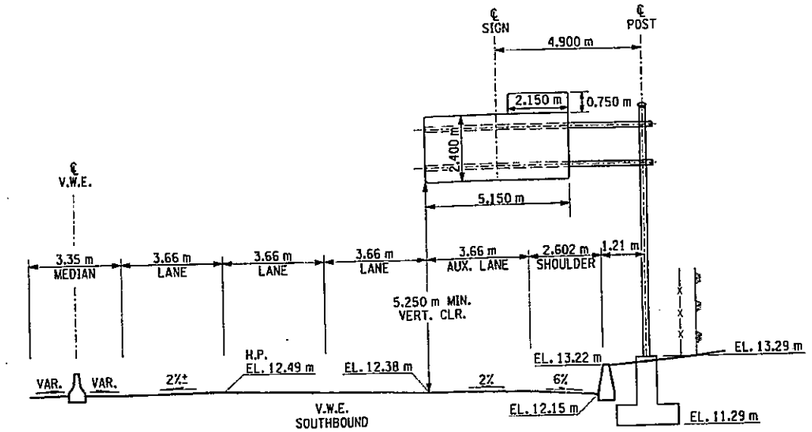
FILE NAME = ... DATE/TIME = 12/12/02 ... USER = ...

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	55A-1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



SINGLE SPAN SIGN STRUCTURE NO. 1
V.W.E. STA. 1+643
N.T.S.



CANTILEVER SIGN STRUCTURE NO. 2
V.W.E. STA. 1+405
N.T.S.

AS BUILT REVISIONS
⚠ Revised bottom of footing elevation

SIGNATURE — DATE: Aug 11, 2008

SIGN STRUCTURE LINE DIAGRAM

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

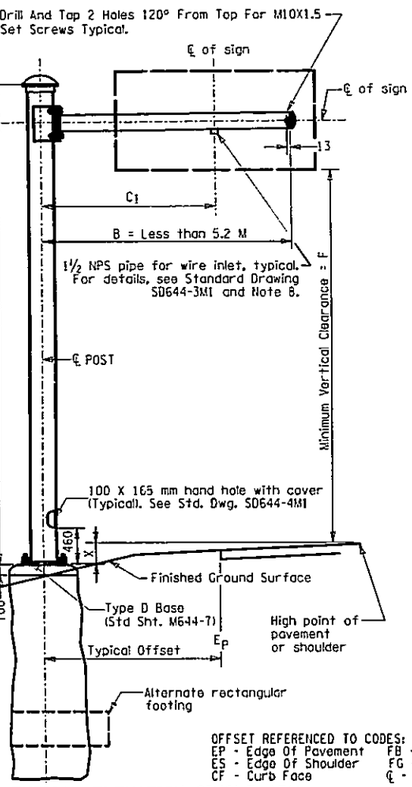
HNTB

DRAWING NO.	SCALE	DATE	REGION
SSD-1	N.T.S.	NOV. 2002	11

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY
S.M.C. DRAFTED BY S.L.D. CHECKED BY S.Z. ESTIMATED BY G.L. CHECKED BY

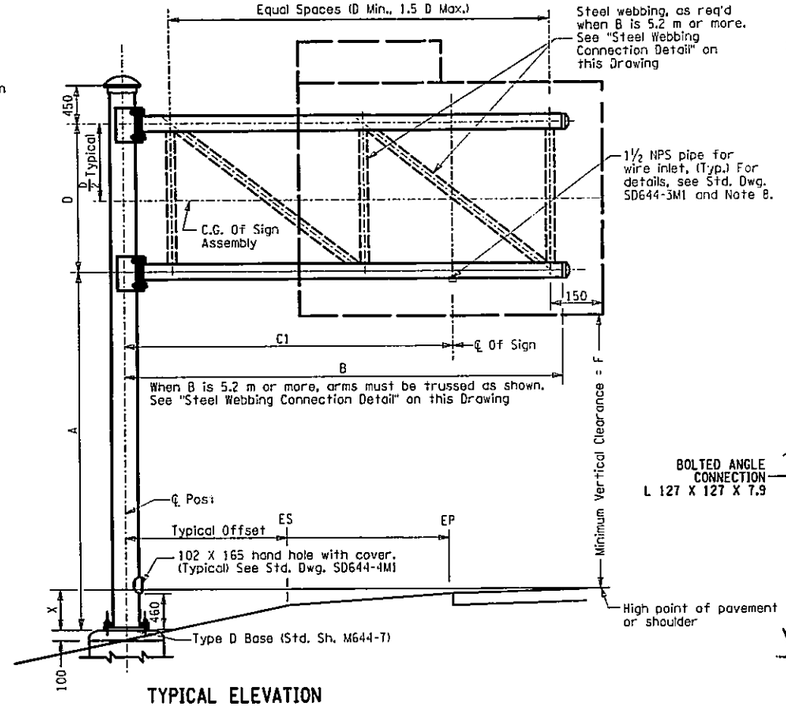
FILE NAME = s:\cadd\29883\vanwyck-90% submission\pavement markings\ssd-1.dgn
DATE/TIME = 12/12/02 02:38:14 PM
USER = PE11a

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	56	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101		QUEENS COUNTY		



TYPICAL ELEVATION SINGLE ARM

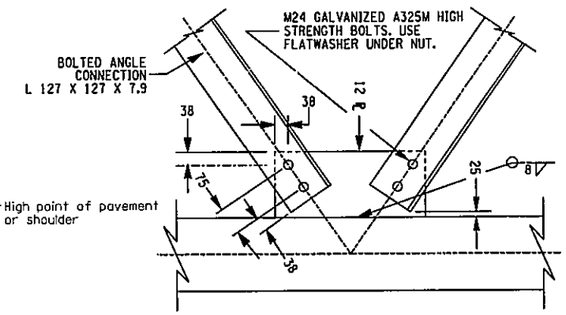
OFFSET REFERENCED TO CODES:
EP - Edge Of Pavement
ES - Edge Of Shoulder
CF - Curb Face
FB - Traffic Face Of Barrier Base
FG - Front Face Of Guide Rail
℄ - Highway Centerline



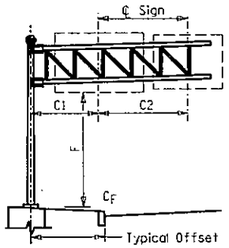
TYPICAL ELEVATION
TRUSSED DUAL ARMS

NOTES:

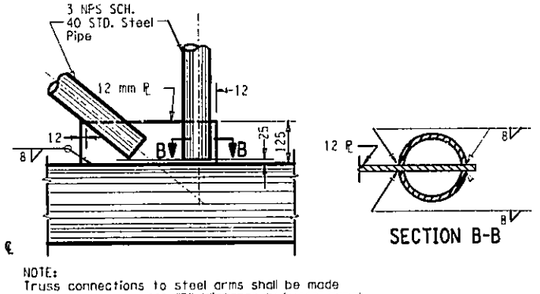
1. For footing details, see Standard Sheet M644-1.
2. For base plate and anchor bolt details, see Standard Sheet M644-7.
3. Arms are to be galvanized steel as indicated in the table below. Contractor may substitute galvanized steel arms from ALTERNATE TYPES FOR SINGLE POSTS AND CANTILEVER ARMS table. Contractor must submit shop drawings, and post and arm deflection calculations per Specification Section 644-3.01.
4. After sign is erected, it may be necessary to adjust leveling nuts slightly to make allowance for deflection in post.
5. All posts and arms are to be galvanized steel. Tapered posts and/or arms may be used for the structures shown on this sheet. Large end must have the same O.D. as the pipe specified on this table. Modify connections to fit taper, submit shop drawings per specification. Large end of tapered section must have the same O.D. as the pipe specified in the table. A table of equivalent post sizes is shown on this sheet.
6. All welding and other fabricating to be done before galvanizing.
7. For details of caps, see Standard Sheet M644-7.
8. Unless otherwise specified on sign lighting plans, install wire inlets on the lower arm at the ℄ of each sign, as shown on this Drawing. If sign lighting is NOT included in this contract, wire inlets shall be omitted.



BOLTED ANGLE CONNECTION



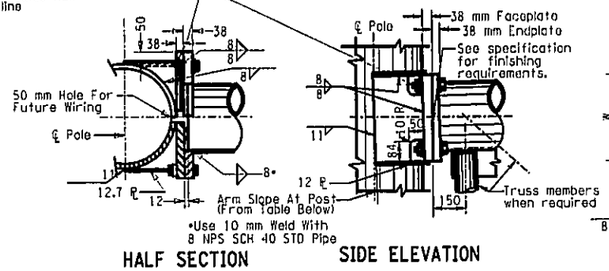
TYPICAL SINGLE CANTILEVER WITH TWO SIGNS



SECTION B-B

NOTE:
Truss connections to steel arms shall be made as shown here. When "D" (distance between arms) is 2440 mm, truss webs may be made of steel angle 127 X 127 X 7.9 mm with connections to steel arms made with details shown for "Bolted Angle Connection" on this Drawing.

STEEL WEBBING CONNECTION DETAIL



HALF SECTION SIDE ELEVATION FRONT ELEVATION

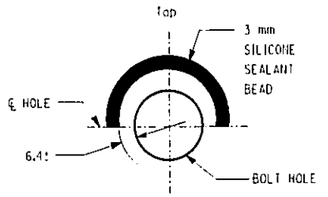
POST - ARM CONNECTION DETAILS FOR GALVANIZED STEEL ARMS

ITEM NO.	LOC. NO.	FOOTING CODE	DEPTH X ** (mm)	OFFSET (m)	TO	VERTICAL CLEARANCE F (m)	POSTS (NOTE 5) HEIGHT A (m)	POSTS (NOTE 5) SPACE D (mm)	POSTS (NOTE 5) PIPE SIZE	ARMS LENGTH B (m)	ARMS SIZE	ARMS MATERIAL (NOTES 3 & 5)	ARMS SLOPE AT POST (°)	SIGNS C1 (m)	SIGNS TEXT NO.	SIGNS BRACKET CODE	SIGNS SIZE m2	SIGNS C2 (m)	SIGNS TEXT NO.	SIGNS BRACKET CODE	SIGNS SIZE m2
644.0101	7	8L-N	-910	1.21	FB	5.25	4.63	1829	14 SCH. 40	7.475	8 SCH. 30	A53	0	4.9	7	D	13.97				

** 'X' Dimensions To Be Verified By The Contractor In The Field Before Ordering Posts. A Negative Figure Indicates Top Of Footing Is Above The High Point Of Pavement Or Shoulder.

ALTERNATE TYPES
FOR SINGLE POSTS AND CANTILEVER ARMS (NOTES 3 & 5)

ASTM A53 GRADE B, TYPE E PIPE NPS	SCHEDULE	WEIGHT CLASS	ASTM A595 GRADE A ROUND TAPERED TUBE MAX. TAPER 11.7 mm/m BASE DIA.	WALL THICKNESS
4	SCH. 40	STD.	102	6.35
5	SCH. 40	STD.	127	6.35
6	SCH. 40	STD.	152	6.35
8	SCH. 20		203	6.35
8	SCH. 30		203	6.35
8	SCH. 40	STD.	203	6.35
10	SCH. 20		254	6.35
10	SCH. 30		254	6.35
12	SCH. 20		305	6.35
12	SCH. 30		305	6.35
14	SCH. 10		356	6.35
14	SCH. 20		356	6.35
14	SCH. 30	STD.	356	6.35
14	SCH. 40		356	7.94
16	SCH. 10		406	6.35
16	SCH. 30	STD.	406	6.35
16	SCH. 40	XS	406	7.94
18	SCH. 10		457	6.35
18	SCH. 20		457	6.35
18	SCH. -	XS	457	7.94
20	SCH. 30	XS	508	7.94



FLANGE BOLT SEALING DETAIL

TABLE FOR GALV. STEEL ARM SIZE OF ARM	END & FACE PLATES L	W
4 NPS	368	190
5 NPS	395	216
6 NPS	422	244
8 NPS	473	295
10 NPS	527	349
12 NPS	578	400

ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE DATE

OVERHEAD SIGN STRUCTURE
CANTILEVER

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
SD644-1M3	NONE	NOV. 2002	11

D.L. CHECKED BY S.L.O. DRAFTED BY S.M.C. ESTIMATED BY S.Z. JOB MANAGER G.L. DESIGNED BY B.B. CHECKED BY DESIGN SUPERVISOR

FILE NAME = t:\cadd\29803\vanwyck-1\90% submission\pavement markings\sd644_1m3.in3
DATE/TIME = 12/12/02 02:38:17 PM
USER = PEIlo

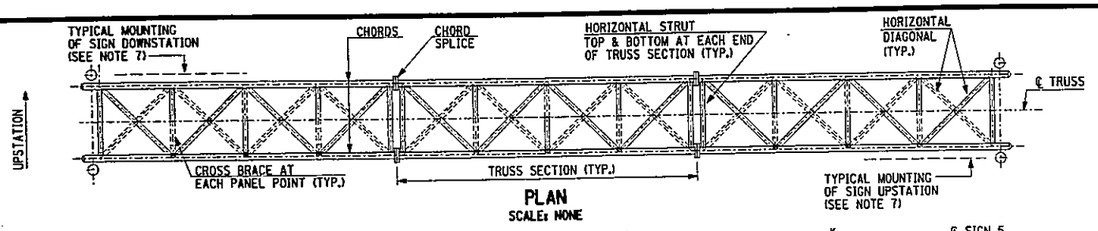
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	57	211

HILLSIDE AND JAMAICA AVENUE

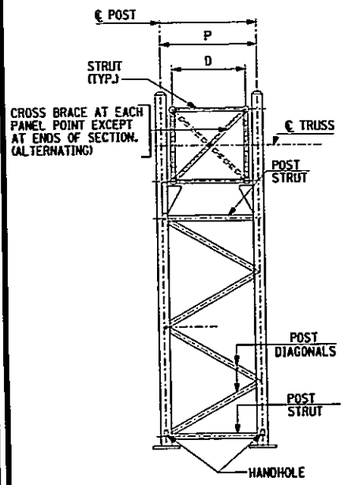
BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY

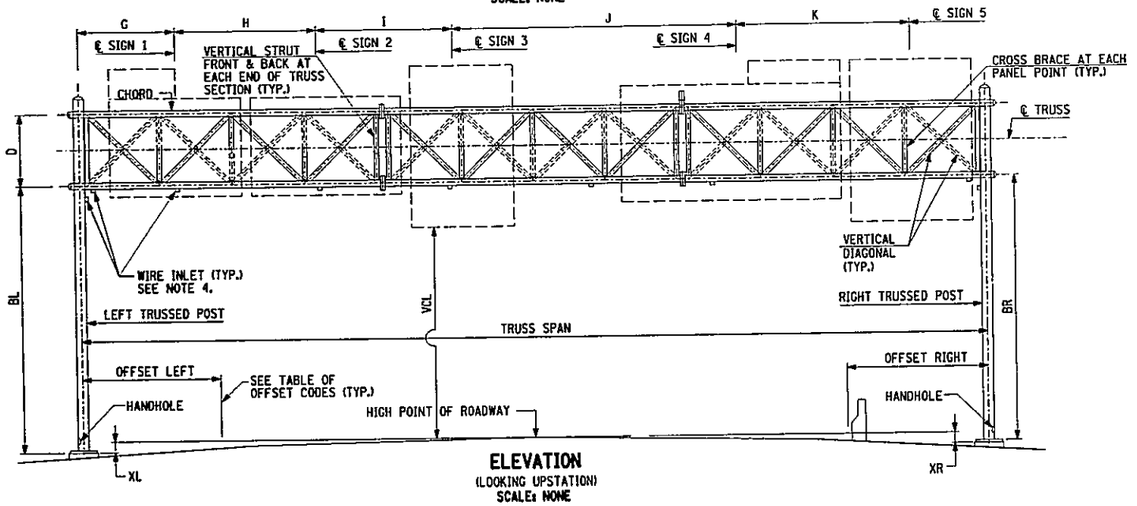
THIS SHEET SUPERSEDES SD644-2M2



PLAN
SCALE: NONE

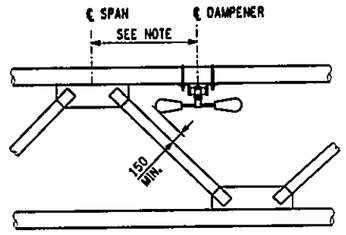


END ELEVATION
SCALE: NONE

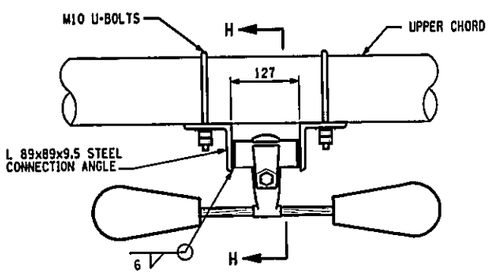


ELEVATION
(LOOKING UPSTATION)
SCALE: NONE

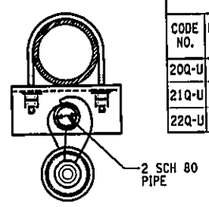
NOTE:
DAMPENER SHALL BE LOCATED AS CLOSE AS POSSIBLE TO ℄ SPAN. DAMPENER ARM SHALL CLEAR ANY OBSTRUCTION BY A MINIMUM OF 150 mm



ELEVATION SHOWING DAMPENER LOCATION
SCALE: NONE



DAMPENER DETAIL
SCALE: NONE



SECTION H-H
SCALE: NONE

SPECIAL FOUNDATIONS
(FOR DETAILS, SEE STD SHT M644-2)

CODE NO.	MOMENT (KN.m)	SIZE (W x T x L)	LONGITUDINAL REINFORCEMENT (T & B)	PEDESTAL DIAMETER	VERTICAL REINFORCEMENT
20Q-U	1360	2.44 m x 910 x 8.84 m	#35 @ 300	1.07 m	16-#25
21Q-U	1630	2.44 m x 910 x 9.45 m	#35 @ 300	1.07 m	16-#25
22Q-U	1900	2.44 m x 910 x 10.06 m	#35 @ 300	1.07 m	16-#25

OFFSET CODES

EP	EDGE OF PAVEMENT	FB	TRAFFIC FACE OF BARRIER BASE
ES	EDGE OF SHOULDER	FG	FRONT FACE OF GUIDE RAIL
CF	CURB FACE	CL	HIGHWAY CENTER LINE

GENERAL NOTES:

1. THE WEB MEMBERS IN EACH FACE OF THE TRUSS SHALL FORM CONTINUOUS TRUSSING FROM POST TO POST AND THERE SHALL BE AN EVEN NUMBER OF PANELS IN EACH TRUSS SECTION.
2. MAIN PANEL SIGNS SHALL BE CENTERED VERTICALLY AROUND THE HORIZONTAL CENTERLINE OF THE TRUSS.
3. SIGN PANEL CONNECTIONS SHALL BE BRACKET TYPE D AND VERTICAL MEMBERS SHALL BE TYPE V4, V6 OR V7 AS SHOWN ON STD. SHT. M644-3. SLOTTED HOLE LOCATIONS IN VERTICAL MEMBERS SHALL BE ADJUSTED AS NECESSARY AT 1.37 m CHORD SPACING. TYPE B PADS SHALL BE USED BETWEEN VERTICAL MEMBERS AND CONNECTION ANGLES.
4. UNLESS OTHERWISE SPECIFIED ON SIGN LIGHTING PLANS, INSTALL WIRE INLETS IN BOTTOM CHORD (FRONT AND/OR BACK, AS NECESSARY) AT ℄ OF EACH SIGN AND AT FACE OF POST. IF SIGN LIGHTING IS NOT INCLUDED IN THIS CONTRACT, WIRE INLETS SHALL BE OMITTED.
5. SPAN LENGTH AND DIMENSIONS XL AND XR SHALL BE FIELD-VERIFIED PRIOR TO FABRICATION OF SIGN STRUCTURE.
6. THE FOUNDATION TYPES REFER TO THE STANDARD FOUNDATIONS PRESENTED ON STD. SHT. M644-2, WITH THE EXCEPTION THAT THE FOOTING FOR FOUNDATION CODES 12Q THROUGH 16Q SHALL HAVE #25 LONGITUDINAL BARS @ 300 AND FOOTINGS FOR FOUNDATION CODES 17Q SHALL HAVE #35 LONGITUDINAL BARS @ 300. FOR CODES 20Q-U THROUGH 22Q-U, SEE SPECIAL FOUNDATION TABLE ON THIS SHEET.
7. SIGN MOUNTING LOCATION IS INDICATED BY U (UPSTATION) OR D (DOWNSTATION) IN THE SIGN STRUCTURE TABLE. AN UPSTATION SIGN IS VIEWED LOOKING UPSTATION.

DESIGN SPECIFICATIONS:

8. 1996 AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES (INCLUDING INTERIMS). 1994 AASHTO SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS.
9. 1998 NYSDOT DESIGN SPECIFICATIONS FOR OVERHEAD SIGN STRUCTURES CARRYING VARIABLE MESSAGE SIGNS, WITH UPDATES.

CONSTRUCTION SPECIFICATIONS:

10. NEW YORK STATE STEEL CONSTRUCTION MANUAL, STANDARD SPECIFICATIONS CONSTRUCTION AND MATERIALS, METRIC UNITS JANUARY 2, 1995 AND ADDENDA.

MATERIALS:

11. ALL MEMBERS SHALL BE STEEL. STEEL PIPE SHALL CONFORM TO NYSDOT 644. ALL OTHER STEEL SHALL CONFORM TO ASTM A36M. AFTER FABRICATION, ALL STEEL SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. MINIMUM THICKNESS OF GALVANIZING SHALL BE 127 MICROMILLIMETERS.
12. ALL FASTENERS SHALL BE HIGH STRENGTH GALVANIZED BOLTS, AND CONNECTIONS SHALL BE FRICTION TYPE, UNLESS OTHERWISE NOTED.
13. ALL U-BOLTS SHALL BE ASTM A36M GALVANIZED UNLESS OTHERWISE NOTED. DOUBLE NUTS SHALL BE USED AT ALL U-BOLT CONNECTIONS. THE INSIDE NUT SHALL BE SNUG TIGHT. THE OUTSIDE NUT SHALL BE TORQUED TO 205 N-m.
14. REINFORCEMENT STEEL SHALL BE ASTM A615M GRADE 420, DEFORMED.
15. ANCHOR BOLTS SHALL BE IN ACCORDANCE WITH NYSDOT 644. ANCHOR BOLT DIAMETERS SHALL BE SELECTED FROM THE COLUMN HEADED '250 MPA' ON STD. SHT. M644-7.
16. BASEPLATES AND ANCHOR BOLTS SHALL BE IN ACCORDANCE WITH STD. SHT. M644-7, TYPE D BASE. FOR NPS 18 STD AND 18 SCH 30, THE 18 XS TYPE D BASE SHALL BE USED. FOR NPS 20 STD, THE 20 XS TYPE D BASE SHALL BE USED.
17. EACH SIGN STRUCTURE SHALL BE SUPPLIED WITH ONE DAMPENER MOUNTED ON FRONT OR REAR TOP CHORD.

SIGN STRUCTURE TABLE

ITEM NO.	LOC. NO.	ACTUAL TRUSS SPAN (m)	VCL (m)	D (m)	P (m)	POSTS: POST NPS	POSTS: POST DIAGONALS & STRUTS NPS	POSTS: FOUNDATION TYPE (SEE NOTE 6)	LEFT: BL (m)	LEFT: XL (m)	LEFT: OFF-SET	LEFT: CODE	RIGHT: BR (m)	RIGHT: XR (m)	RIGHT: OFF-SET	RIGHT: CODE	TRUSS MEMBERS: CHORD NPS	TRUSS MEMBERS: VERTICAL DIAGONALS & STRUTS NPS	TRUSS MEMBERS: HORIZONTAL DIAG., STRUTS & CROSS BRACES (DOUBLE ANGLES)	SIGN 1 (SEE NOTE 7): TEXT NO.	SIGN 1: BRACKET	SIGN 1: G (m)	SIGN 1: U OR D	SIGN 2: TEXT NO.	SIGN 2: BRACKET	SIGN 2: H (m)	SIGN 2: U OR D	SIGN 3: TEXT NO.	SIGN 3: BRACKET	SIGN 3: I (m)	SIGN 3: U OR D	SIGN 4: TEXT NO.	SIGN 4: BRACKET	SIGN 4: J (m)	SIGN 4: U OR D	SIGN 5: TEXT NO.	SIGN 5: BRACKET	SIGN 5: K (m)	SIGN 5: U OR D
644.0301	14,15	43.5	5.25	1.83	2.80	18SCH30	5STD	20Q-U	5.52	-0.22	23.0	CL	6.01	0.23	20.5	CL	12SCH30	5STD	2-L102x76x12.7	8	D	8.5	D	8	D	9.1	D	9	D	10.9	U	9	D	9.0	U				

ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE DATE

OVERHEAD SIGN STRUCTURE
INTERIM STEEL DESIGN
SPAN TYPE STRUCTURES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

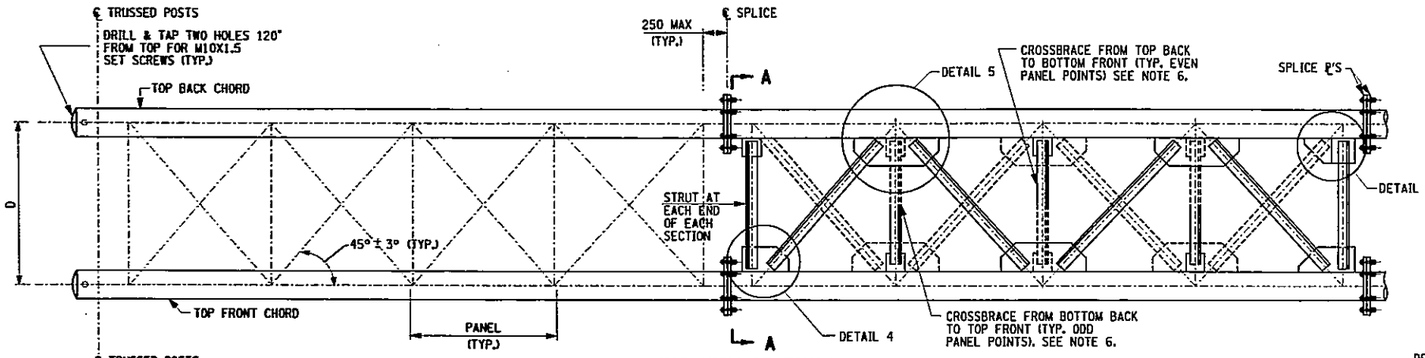
DRAWING NO.	SCALE	DATE	REGION 11
SD644-2M3	AS SHOWN	NOV. 2002	

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY B.B. CHECKED BY G.L.
DRAFTED BY S.M.C. ESTIMATED BY S.Z. CHECKED BY S.L.O.

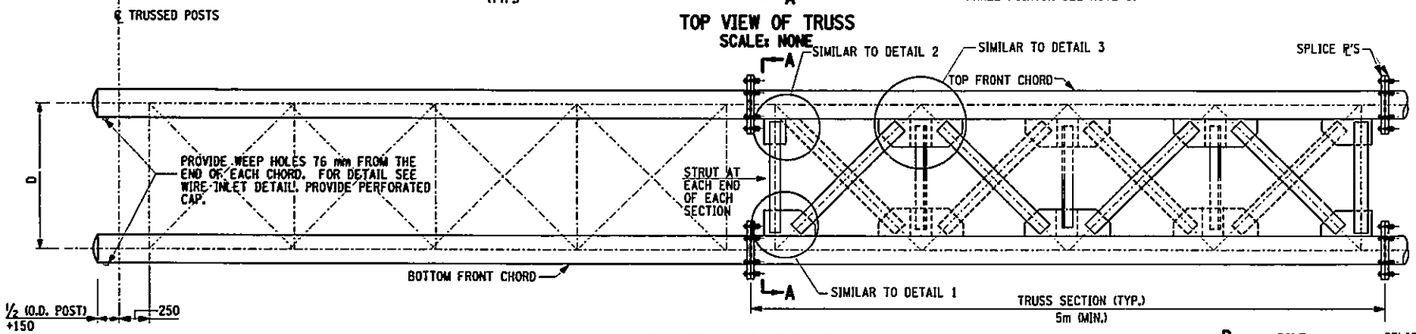
FILE NAME = t:\cadd\29883\vanwyck-1907 submission\pavement markings\sd644-2m3
DATE/TIME = 12/12/02 02:38:21 PM
USER = PE11a

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	58	211

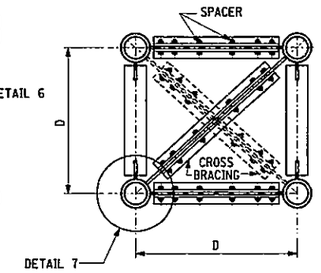
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



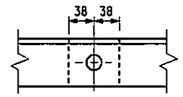
TOP VIEW OF TRUSS
SCALE: NONE



FRONT VIEW OF TRUSS
SCALE: NONE



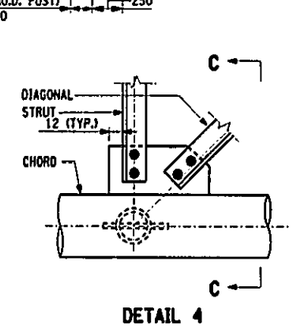
SECTION A-A
SCALE: NONE



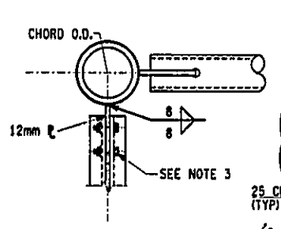
TYPICAL DOUBLE ANGLE SPACER DETAIL
SCALE: NONE
SAME THICKNESS AS CONNECTION PLATE (LOCATE AT THIRD POINTS OF EACH DOUBLE ANGLE)

NOTES:

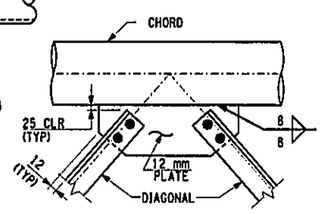
1. FOR GENERAL INFORMATION AND TRUSS CHORD SPACING, D, SEE SHT. NO. SD644-2M3.
2. FOR DETAILS 1, 2 AND 3 SEE SHT. NO. SD644-4M1.
3. ALL DOUBLE ANGLE CONNECTION BOLTS SHALL BE M22 ASTM A325M.
4. FOR LOCATION OF CHORD WIRE INLETS, SEE SHT. NO. SD644-2M3 AND SHT. NO. SD644-4M1.
5. THE SIZE OF THE CROSS BRACING SHALL BE THE SAME AS THE DIAGONALS.
6. THE CROSS BRACING SHALL BRACE THE TRUSS CHORDS MIDWAY BETWEEN HORIZONTAL DIAGONAL CONNECTION POINTS, SO THAT EACH CHORD OF THE TRUSS IS BRACED HORIZONTALLY AT EACH PANEL POINT BY EITHER A HORIZONTAL DIAGONAL OR STRUT OR BY A CROSS BRACE MEMBER.



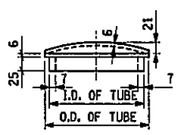
DETAIL 4



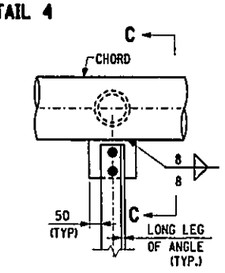
SECTION C-C



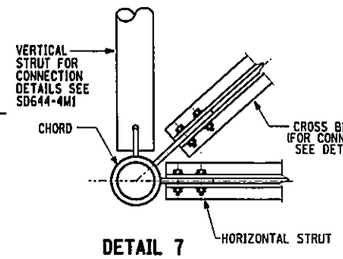
DETAIL 5



ARM CHORD CAP DETAIL
SCALE: NONE
NOTE: ALTERNATE DESIGNS MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL

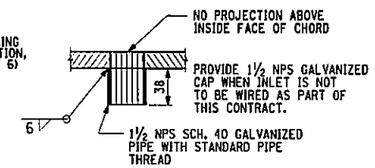


DETAIL 6

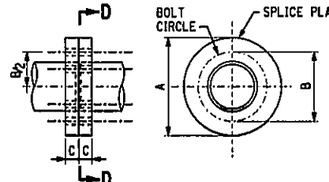


DETAIL 7

BOLTED ANGLE CONNECTION DETAILS
SCALE: NONE



WIRE INLET DETAIL FOR CHORD
SCALE: NONE

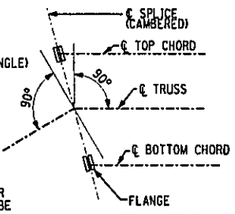


ELEVATION
(BOLTS SHALL BE SPACED UNIFORMLY ALONG BOLT CIRCLE, ORIENTED TO CLEAR CONNECTION PLATES, AND SHALL BE SEALED AS SHOWN ON SD644-1M3)

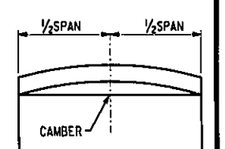
SECTION D-D

CHORD SPLICE DETAILS
SCALE: NONE

CHORD SPLICE TABLE							
CHORD NPS	PLATE			BOLTS		FILLET WELD	
	A (mm)	B (mm)	C (mm)	NUMBER	DIAMETER (mm)	a (mm)	b (mm)
4 STD	270	210	25	6	M20	8	6
5 STD	300	240	25	6	M20	8	6
6 STD	330	260	32	6	M22	10	6
8 SCH 20	390	320	38	8	M22	10	6
8 STD	390	320	38	8	M22	10	6
8 SCH 30	390	320	38	8	M22	10	6
10 SCH 30	460	370	38	8	M30	10	6
10 STD	460	370	38	8	M30	10	6
12 SCH 30	510	420	46	8	M30	10	6
12 STD	510	420	46	8	M30	10	8
14 SCH 40	540	450	64	12	M30	12	10
16 STD	590	500	64	12	M30	12	8
20 STD	710	600	70	12	M36	14	8
20 XS	710	600	78	12	M36	14	10



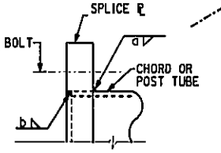
CAMBER DETAIL
SCALE: NONE



CAMBER REQUIRED
SCALE: NONE

CAMBER TABLE			
SPAN	CAMBER	SPAN	CAMBER
UP TO 15 m	20	35 TO 45 m	100
15 TO 20 m	30	45 TO 50 m	130
20 TO 25 m	40	50 TO 55 m	150
25 TO 30 m	60	55 TO 60 m	190
30 TO 35 m	80	60 TO 65 m	240

CAMBER NOTE:
CAMBER SHALL BE OBTAINED BY INCREASING THE TOP CHORD LENGTHS AND DECREASING THE BOTTOM CHORD LENGTHS AS SHOWN. CHORD SPLICE FLANGES SHALL BE SKEWED TO THE ANGLE SO OBTAINED BEFORE WELDING TO CHORDS.



CHORD SPLICE WELD DETAIL

ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE DATE

OVERHEAD SIGN STRUCTURE
INTERIM STEEL DESIGN
STEEL TRUSS DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
SD644-3M1	AS SHOWN	NOV. 2002	11

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY B.B. CHECKED BY S.M.C. DRAFTED BY S.L.O. CHECKED BY G.L. ESTIMATED BY S.Z.

FILE NAME = t:\cadd\29803\vanwyck-\90% submission\pavement markings\sd644-3m1
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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	59	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.181 — QUEENS COUNTY

G.L. ____ CHECKED BY ____ S.L.D. ____ DRAFTED BY ____ S.M.C. ____ ESTIMATED BY ____ S.Z. ____ CHECKED BY ____ B.B. ____ DESIGNED BY ____ G.L. ____ JOB MANAGER ____ S.Z. ____ DESIGN SUPERVISOR

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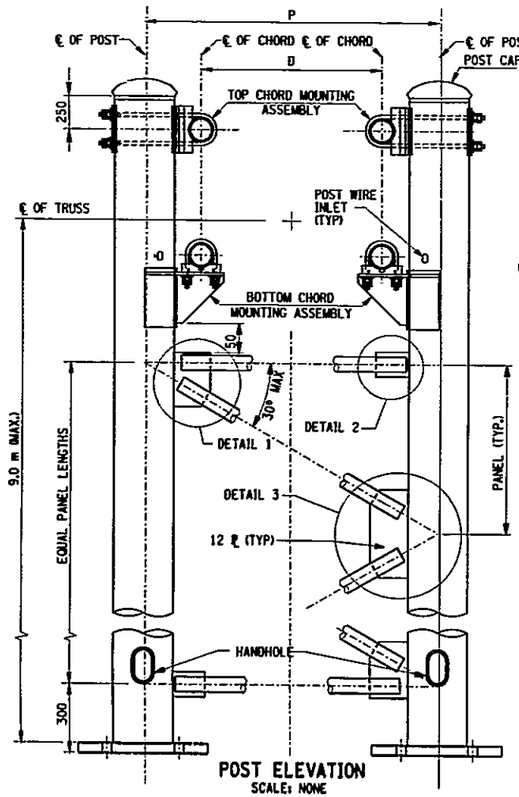
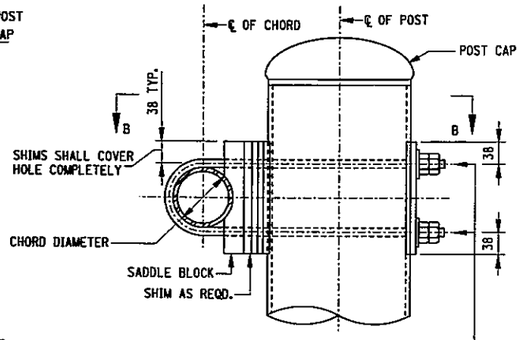
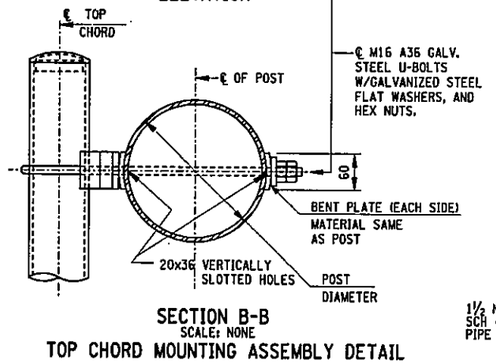


POST ELEVATION
SCALE: NONE

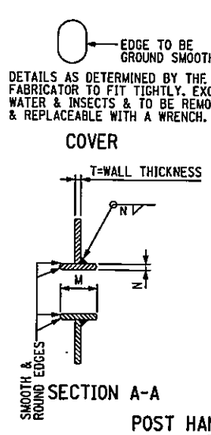


ELEVATION



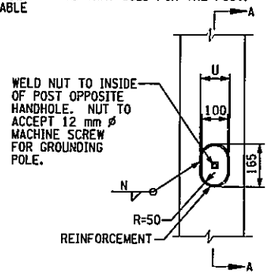
SECTION B-B
SCALE: NONE

TOP CHORD MOUNTING ASSEMBLY DETAIL



SECTION A-A

REINFORCEMENT DIMENSIONS SHALL BE DETERMINED BY THE FABRICATOR USING THE FOLLOWING EXPRESSION:
2 × M × N = U × T
STEEL SHALL BE OF SIMILAR STRENGTH TO THAT USED FOR THE POST.

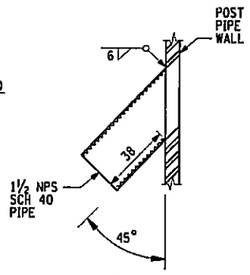


HANDHOLE

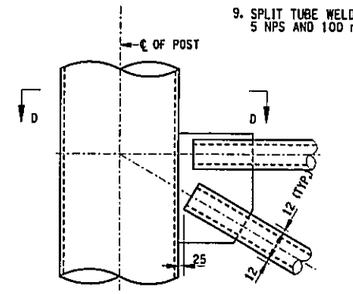
POST HANDHOLE DETAILS
SCALE: NONE
(PLACE OPPOSITE TRAFFIC)

NOTES:

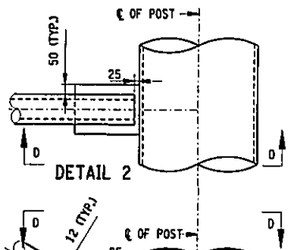
1. FOR GENERAL INFORMATION, SEE SHT. NO. SD644-2M3.
2. FOR TRUSS DETAILS SEE SHT. NO. SD644-3M1.
3. FOR POST CAP DETAIL, SEE STD. SHT. M644-7
4. SADDLE BLOCKS SHALL BE SHIMMED AS REQUIRED TO PROVIDE LEVEL SEAT FOR CHORD WHEN ALL DEAD LOADS ARE APPLIED.
5. VARIABLE THICKNESS SHIM PACKS SHALL BE PROVIDED. ALL SHIMS SHALL BE GALVANIZED STEEL.
6. FOR POST BASE DETAILS, STD. SHT. M644-7. FOR POST SIZES 18 STD & 18 SCH 30, BASE DETAILS FOR 18 XS TYPE D SHALL BE USED, FOR NPS 20 STD, BASE DETAILS OF 20 XS TYPE D SHALL BE USED.
7. NO EQUIVALENT POST SHAPES SHALL BE USED.
8. WELDED OR BOLTED DOUBLE ANGLES, WITH TWO SPACERS, SIMILAR TO DETAILS SHOWN ON SHT. NO.SD644-3M1 MAY BE SUBSTITUTED FOR THE POST DIAGONAL AND STRUT PIPES. SEE TABLE FOR EQUIVALENT ANGLE SIZES.
9. SPLIT TUBE WELD LENGTH SHALL BE 75 mm MIN. FOR PIPE UP TO 5 NPS AND 100 mm MIN. FOR LARGER PIPES.



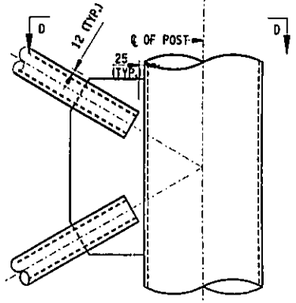
POST WIRE INLET DETAIL
SCALE: NONE
(PROVIDE STANDARD 1½ NPS GALVANIZED CAP WHEN INLET IS NOT WIRED IN THIS CONTRACT)



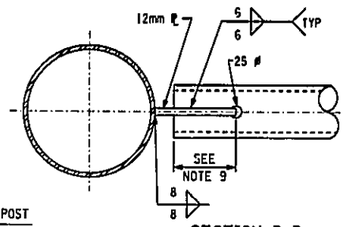
DETAIL 1



DETAIL 2

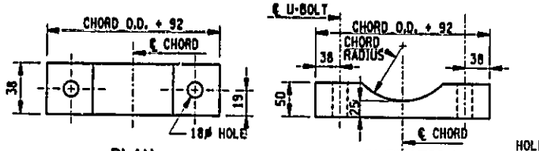


DETAIL 3



SECTION D-D

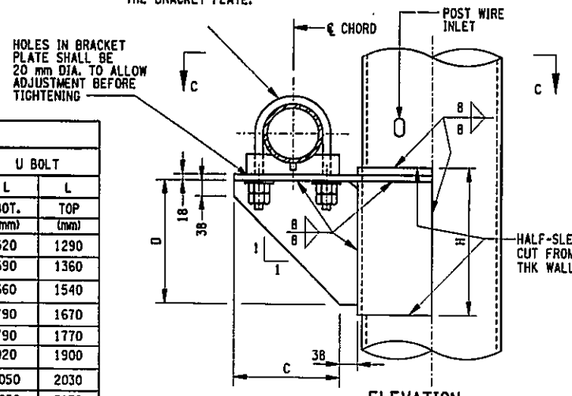
TYPICAL POST CONNECTION DETAILS
SCALE: NONE



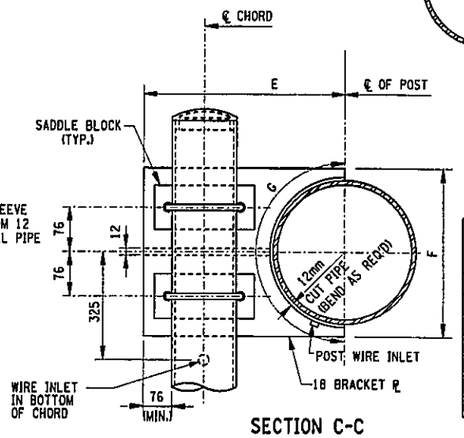
PLAN — ELEVATION

SADDLE BLOCK DETAILS
SCALE: NONE

M16ø A36 GALV. STEEL U-BOLTS W/GALVANIZED STEEL FLAT WASHERS, AND HEX NUTS (2 U-BOLTS PER BRACKET). BOLTS SHALL HAVE THE THREADS EXCLUDED FROM THE SHEAR PLANE BETWEEN THE SADDLE BLOCK AND THE BRACKET PLATE.



ELEVATION



SECTION C-C

BOTTOM CHORD MOUNTING ASSEMBLY DETAIL
SCALE: NONE

BOTTOM CHORD MOUNTING ASSEMBLY

CHORD	POST	VERTICAL PL. T = 12		HORIZONTAL PL. T = 18		HALF SLEEVE T = 12		U BOLT L	U BOLT L
		C	D	E	F	G	H	BOT.	TOP
NPS	NPS	(mm)	(mm)	(mm)	(mm)	(mm)	(mm)	(mm)	(mm)
4	14	216	253	443	432	577	323	520	1290
5	14	245	282	472	432	577	352	590	1360
6	16	273	310	525	482	657	380	660	1540
8	16	323	360	576	482	657	430	790	1670
8	18	323	360	601	533	737	430	790	1770
10	18	375	412	653	533	737	482	920	1900
12	18	425	462	703	533	737	532	1050	2030
12	20	425	462	728	584	817	532	1050	2130
14	18	456	493	734	533	737	563	1140	2110
16	18	507	544	784	533	737	614	1270	2240
20	18	612	649	890	533	737	719	1530	2510
20	20	612	649	915	584	817	719	1530	2510

EQUIVALENT POST DIAGONALS (SEE NOTE 8)	
PIPE	DOUBLE ANGLE
2.5 STD	76x51x7.9
3 STD	76x76x7.9
3.5 STD	102x76x7.9
4 STD	102x76x7.9
5 STD	127x89x9.5
6 STD	152x102x9.5

ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE ____ DATE

OVERHEAD SIGN STRUCTURE
INTERIM STEEL DESIGN
STEEL POST DETAILS

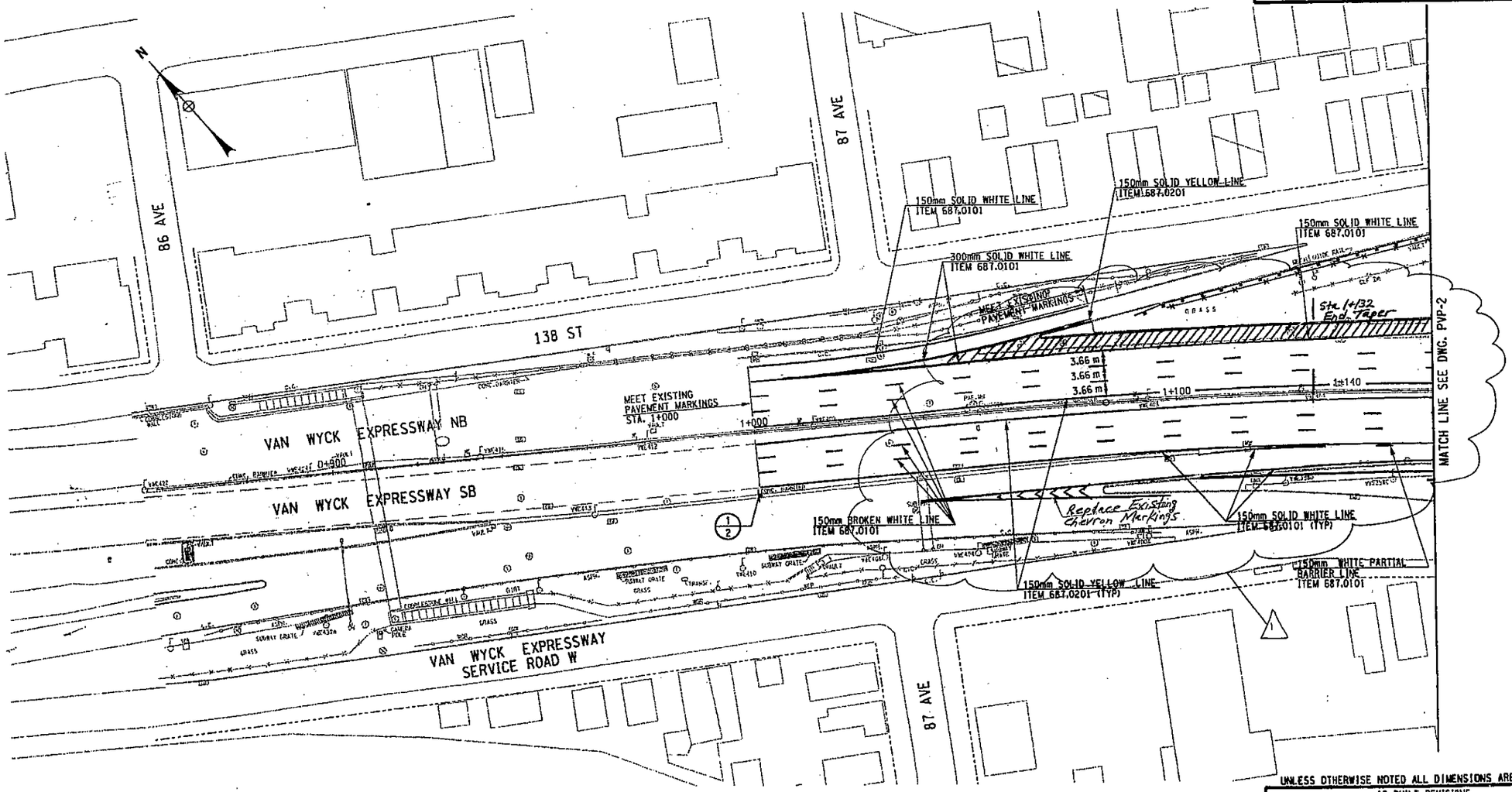
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
SD644-4M1	AS SHOWN	NOV. 2002	

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	60(R)	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



0 10 20 30 40 50
SCALE IN METER

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS
1 Revised Pavement Markings
SIGNATURE — DATE: Aug 12, 2008

SIGNING AND PAVEMENT MARKING PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

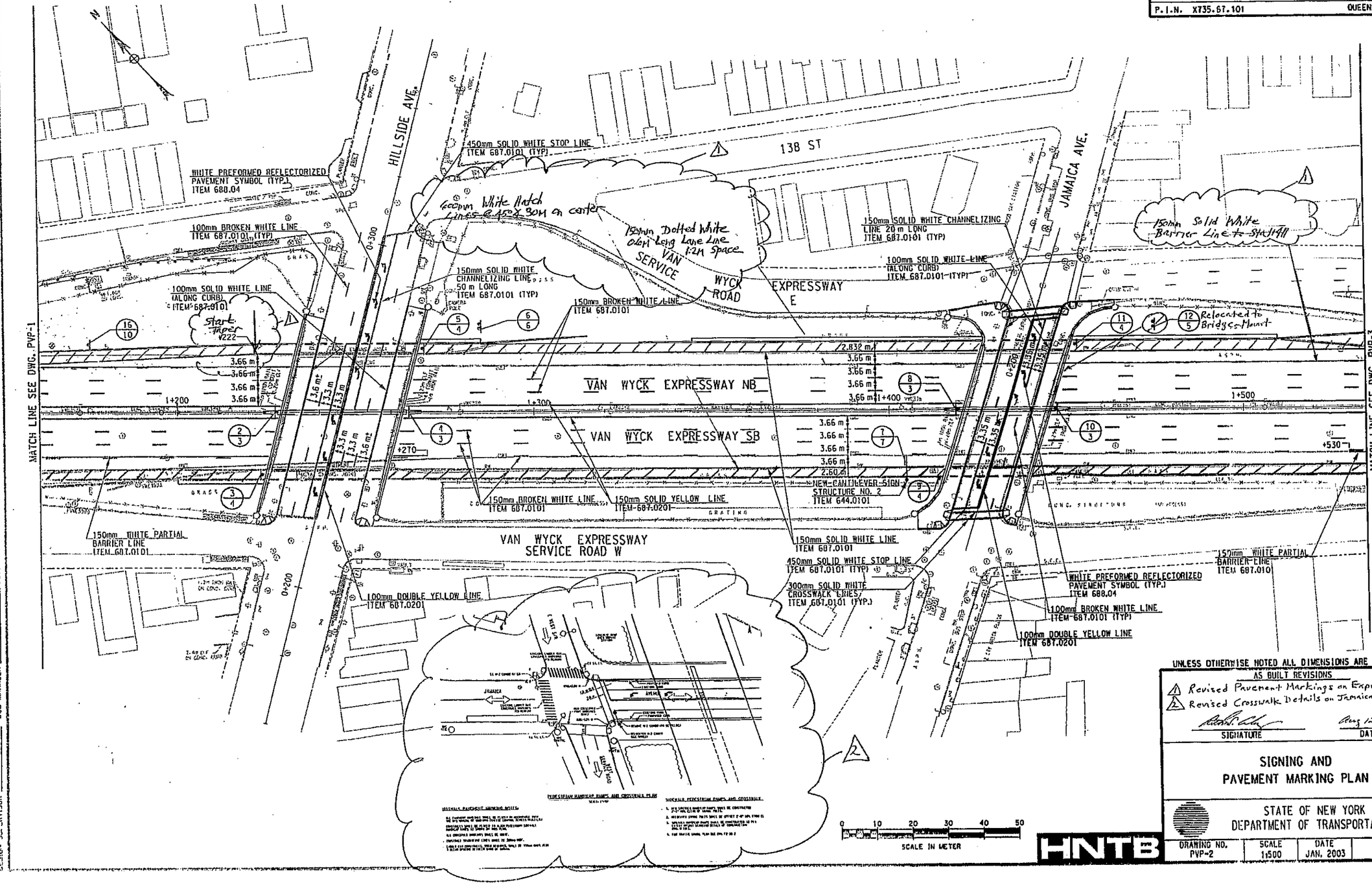
DRAWING NO.	SCALE	DATE	REGION
PVP-1	1:500	JAN. 2003	11

G.L. ____ S.L.O. ____ CHECKED BY ____ S.M.C. ____ DRAFTED BY ____ G.L. ____ DESIGNED BY ____ S.Z. ____ JOB MANAGER ____ S.Z. ____ DESIGN SUPERVISOR

FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	61(1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

1 Revised Pavement Markings on Expressway
2 Revised Crosswalk Details on Jamaica Ave.

SIGNATURE — DATE: Aug 12, 2008

SIGNING AND PAVEMENT MARKING PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

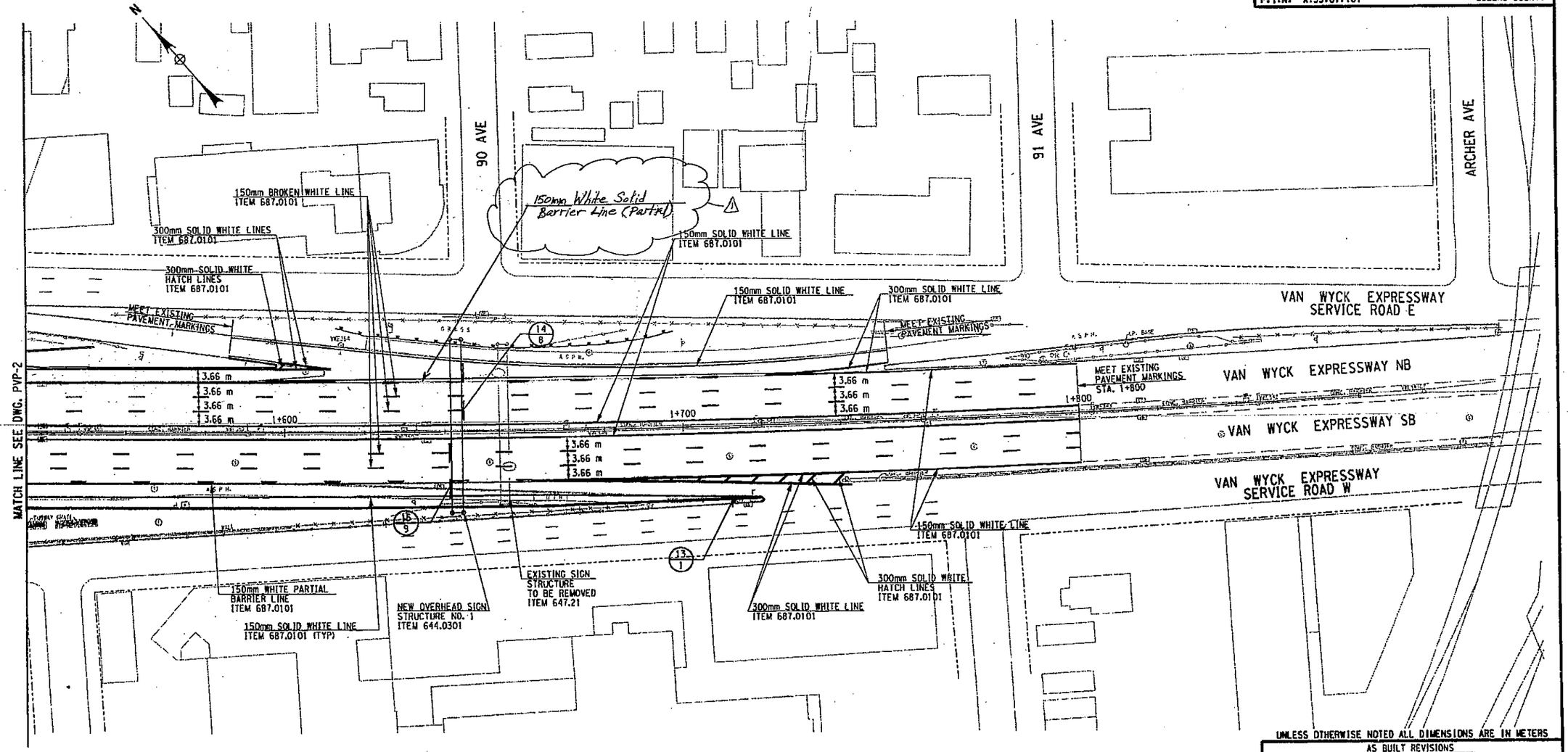
DRAWING NO.	SCALE	DATE	REGION 11
PVP-2	1:500	JAN. 2003	

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. DRAFTED BY S.L.O. CHECKED BY S.M.C. CHECKED BY G.L.

FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	62A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

⚠ Revised Pavement Markings

SIGNATURE — DATE: Aug. 12, 2008

SIGNING AND PAVEMENT MARKING PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
PVP-3	1:500	JAN. 2003	11

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY
DRAFTED BY S.L.O. CHECKED BY G.L.
ESTIMATED BY S.Z.
FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	63P.1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

ESTIMATED BY _____ DRAFTED BY _____ CHECKED BY _____
DESIGNED BY _____ CHECKED BY _____
JOB MANAGER _____
DESIGN SUPERVISOR _____

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DATE/TIME = $DATES $TIMES
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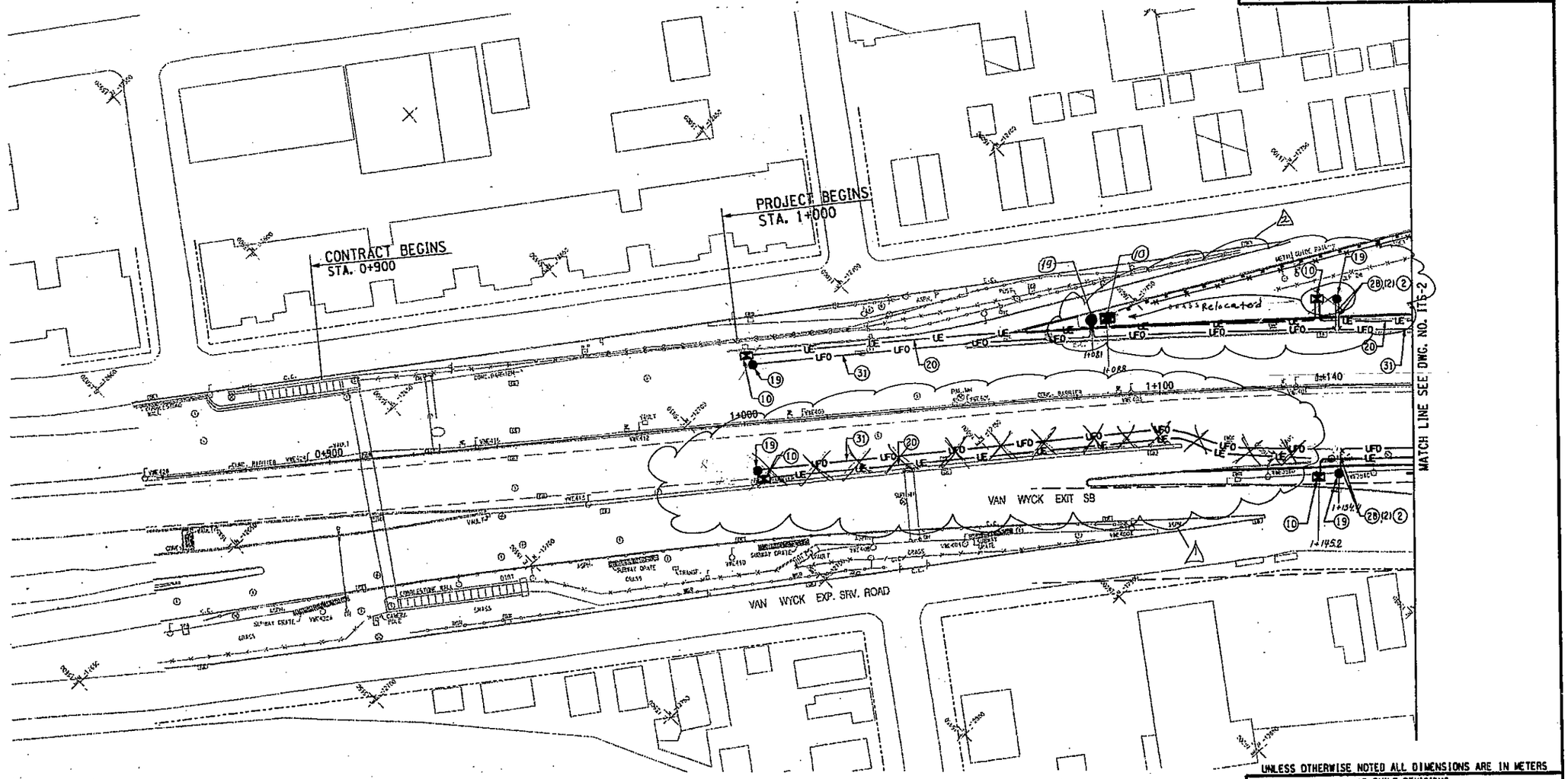

			ESTIMATE OF QUANTITIES		
	ITEM NO.		DESCRIPTION	UNIT	QUANTITY
(2)	11680.520901	M	MULTI - CELL PVC SCHEDULE - 80 CONDUIT, 4 DUCTS	M	20
(10)	11680.515001	M	ELECTRICAL PULL BOX (610mm X 457mm X 914mm)	EA	4
(19)	11680.514002	M	CONCRETE FIBER OPTIC PULL BOX (1219mm X 914mm X 1219mm)	EA	4
(20)	680.520506	M	TRAFFIC SIGNAL CONDUIT, RIGID PLASTIC, CLASS 1, 2 NPS	M	350
(28)	10206.0301	M	CONDUIT EXCAVATION AND BACKFILL - (RESTORING TOP SURFACES NOT INCLUDED)	M	10
(31)	11680.5209	M	MULTI - CELL PVC SCHEDULE - 80 CONDUIT, 4 DUCTS, UNDER NEW ROADWAY SECTION	M	330

0 10 20 30 40 50
SCALE IN METER

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS
1 Deleted ITS Work
2 Relocated ITS Facility
SIGNATURE
May 12, 2008
DATE

ITS GENERAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
ITS-1	1:500	JAN. 2003	REGION 11

EDWARDS AND KELCEY
1501 BROADWAY
SUITE 509
NEW YORK, NY 10036

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	64A	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

ESTIMATE OF QUANTITIES

	ITEM NO.		DESCRIPTION	UNIT	QUANTITY
(10)	11680.515001	M	ELECTRICAL PULL BOX (610mm X 457mm X 914mm)	EA	6
(13)	11680.5161	M	SURFACE MOUNTED PULL BOX (660mm X 508mm 203mm)	EA	4
(19)	11680.514002	M	CONCRETE FIBER OPTIC PULL BOX (1219mm X 914mm X 1219mm)	EA	4
(20)	680.520506	M	TRAFFIC SIGNAL CONDUIT, RIGID PLASTIC, CLASS 1, 2 NPS	M	820
(28)	10206.0301	M	CONDUIT EXCAVATION AND BACKFILL - (RESTORING TOP SURFACES NOT INCLUDED)	M	50
(29)	11206.0312	M	CONDUIT INSTALLED ON ABOVE GRADE STRUCTURES	M	260
(31)	11680.5209	M	MULTI - CELL PVC SCHEDULE - 80 CONDUIT, 4 DUCTS, UNDER-NEW ROADWAY SECTION	M	760
(33)	680.520406	M	TRAFFIC SIGNAL CONDUIT, PVC-COATED GALVANIZED STEEL, 2 NPS	M	260
(36)	670.40	M	CAST IRON JUNCTION BOX	EA	4

VERTICAL RISE TO JUNCTION BOX AND PULL BOX AT ABUTMENT (12),(29),(12),(33)

VAN WYCK EXP. SRV. ROAD

VAN WYCK EXP. SRV. E

HILLSIDE AVE

JAMAICA AVE

135 ST

136 ST

GARDENS RD

EXISTING UNDERGROUND SUBWAY STRUCTURE

CONC. STRUCTURE (NO ACCESS)

GRATING

Drive on the Shoulder

MATCH LINE SEE DWG. NO. ITS-1

MATCH LINE SEE DWG. NO. ITS-3

0+200 0+300 1+200 1+300 1+400 1+500

SCALE IN METER 0 10 20 30 40 50

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

⚠ ITS PULL BOXES MOVED FROM BEHIND MEDIAN BARRIER TO IN SHOULER.

SIGNATURE — DATE Aug 12 2008

ITS GENERAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
ITS-2	1:500	JAN. 2003	REGION 11

EDWARDS AND KELCEY
1501 BROADWAY
SUITE 609
NEW YORK, NY 10036

DRAFTED BY ____ CHECKED BY ____
ESTIMATED BY ____
DESIGNED BY ____
JOB MANAGER ____
DESIGN SUPERVISOR ____

FILE NAME = $FILES
DATE/TIME = $DATES $TIMES
USER = $USERNAMES

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	65RI	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

DRAFTED BY ____ CHECKED BY ____
ESTIMATED BY ____
DESIGNED BY ____
JOB MANAGER ____
DESIGN SUPERVISOR ____

FILE NAME = $FILES
DATE/TIME = $DATES $TIMES
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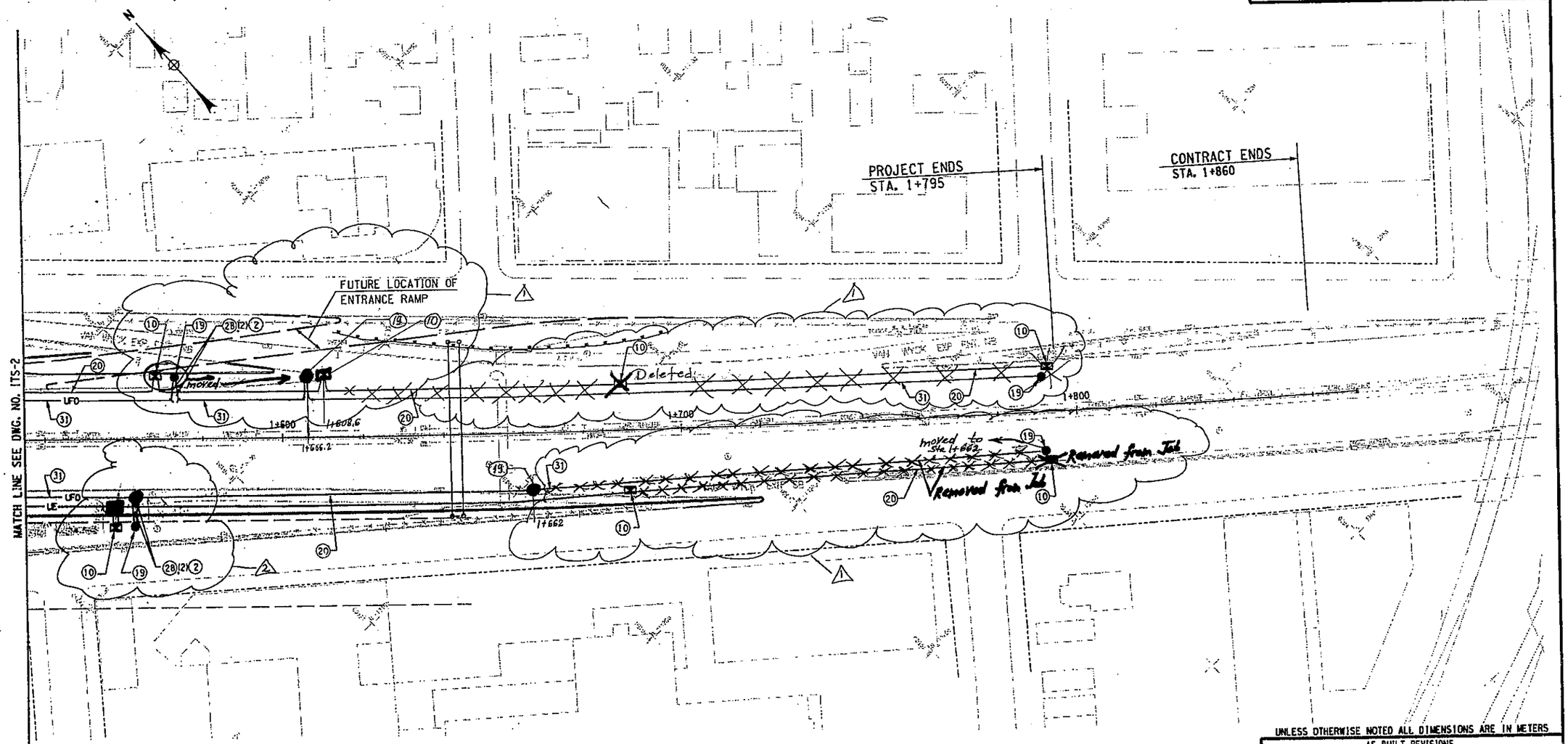


	ITEM NO.		DESCRIPTION	UNIT	QUANTITY
			ESTIMATE OF QUANTITIES		
(2)	11680.520901	M	MULTI - CELL PVC SCHEDULE - 80 CONDUIT, 4 DUCTS	M	20
(10)	11680.515001	M	ELECTRICAL PULL BOX (610mm X 457mm X 914mm)	EA	6
(19)	11680.514002	M	CONCRETE FIBER OPTIC PULL BOX (1219mm X 914mm X 1219mm)	EA	4
(20)	680.520506	M	TRAFFIC SIGNAL CONDUIT, RIGID PLASTIC, CLASS 1, 2 NPS	M	570
(28)	10206.0301	M	CONDUIT EXCAVATION AND BACKFILL - (RESTORING TOP SURFACES NOT INCLUDED)	M	10
(31)	11680.5209	M	MULTI - CELL PVC SCHEDULE - 80 CONDUIT, 4 DUCTS, UNDER NEW ROADWAY SECTION	M	550

0 10 20 30 40 50
SCALE IN METER

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS
1 Deleted conduit runs. Relocated pull boxes of ITS Facility.
2 Moved ITS pull boxes from behind Median Barrier to shoulder. Aug 12, 2008
SIGNATURE DATE

ITS GENERAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

EDWARDS AND KELCEY
1501 BROADWAY
SUITE 609
NEW YORK, NY 10036

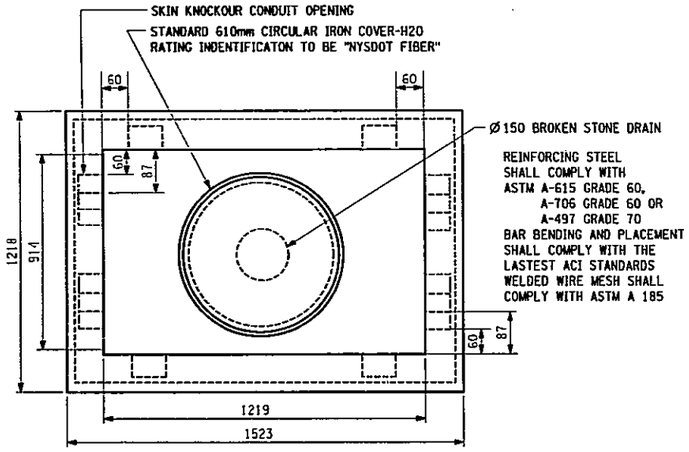
DRAWING NO.	SCALE	DATE	REGION
ITS-3	1:500	JAN. 2003	REGION 11

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	66	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

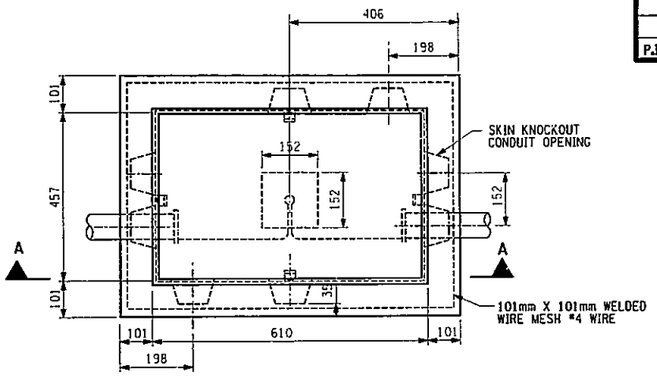
P.I.N. X735.67.101 QUEENS COUNTY



CONCRETE FIBER OPTIC PULL BOX

(1219mm X 914mm X 1219mm)

INCLUDED IN ITEM 11680.514002



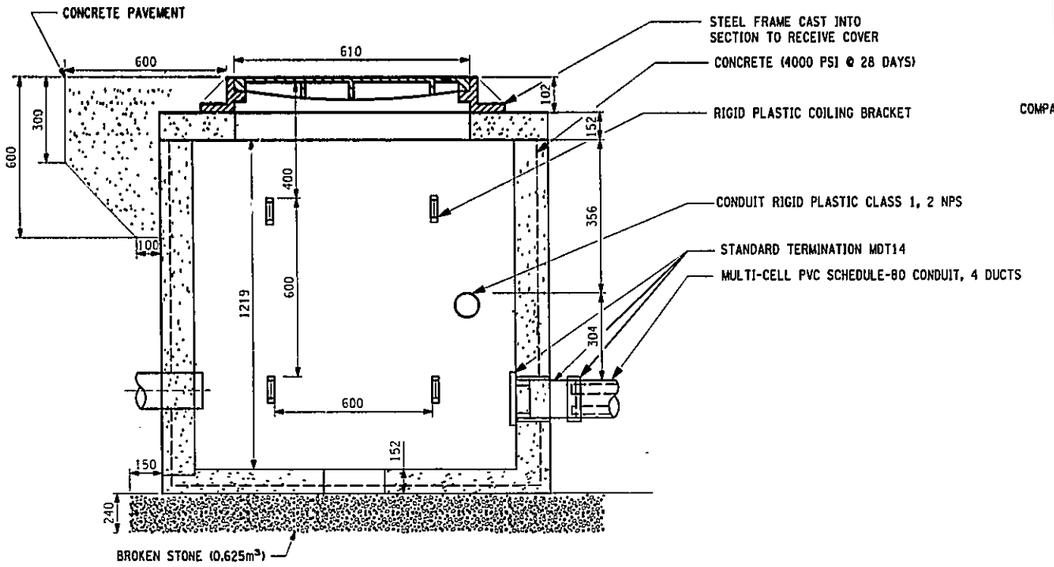
ELECTRICAL PULL BOX

(610mm X 457mm X 914mm)

INCLUDED IN ITEM 11680.515001

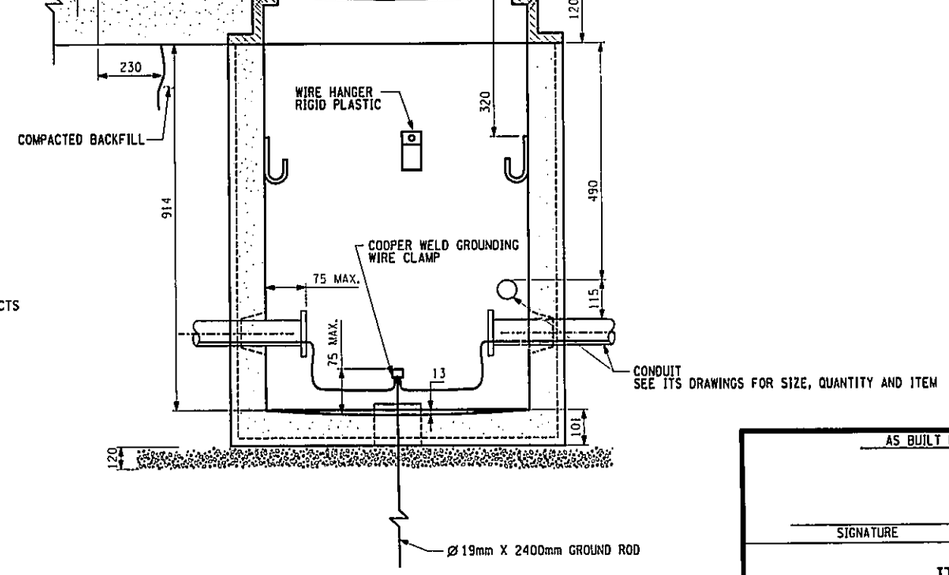
NOTES:

1. REPLACEMENT PAVEMENT STRUCTURE SHALL BE SIMILAR TO EXISTING PAVEMENT.
2. WIRING OTHER THAN GROUND WIRES, SHALL BE SECURED TO THE WIRE HANGERS AND HELD CLEAR OF BOTTOM OF PULL BOX.
3. ALL DIMENSIONS ARE IN MILLIEMETER UNLESS OTHERWISE NOTED.
4. EXCAVATION, RESTORATION AND BACKFILL SHALL BE INCLUDED IN ITEM 11680.514002 AND ITEM 11680.515001.



CONCRETE FIBER OPTIC PULL BOX, SECTION

PULL BOX, FRAME AND COVER SHALL HAVE A AASHTO RATING OF H20



SECTION A-A

AS BUILT REVISIONS

SIGNATURE DATE

ITS
PULL BOX DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
ITS-4	NTS	NOV. 2002	11

EDWARDS AND KELCEY
1501 BROADWAY
SUITE 609
NEW YORK, NY 10036

CHECKED BY
DRAFTED BY
ESTIMATED BY
DESIGNED BY
JOB MANAGER
DESIGN SUPERVISOR

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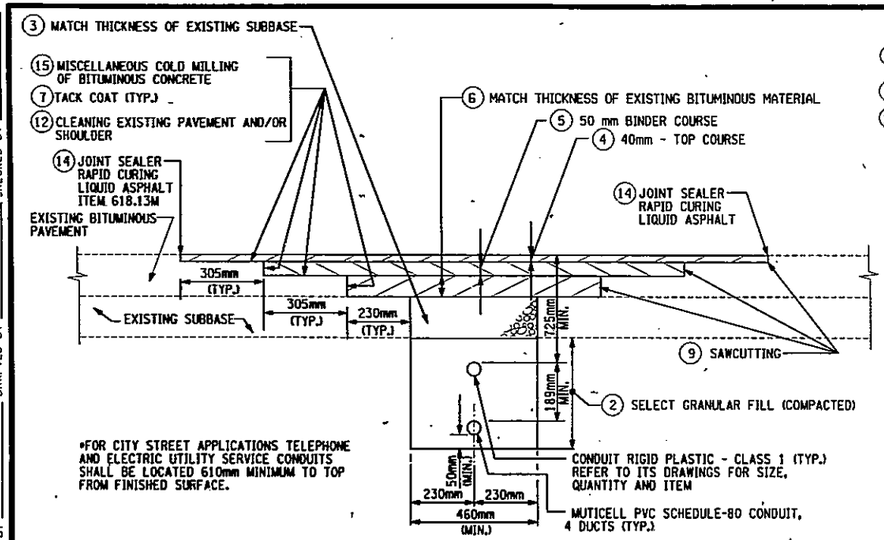
USER = PE11a

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	67	211

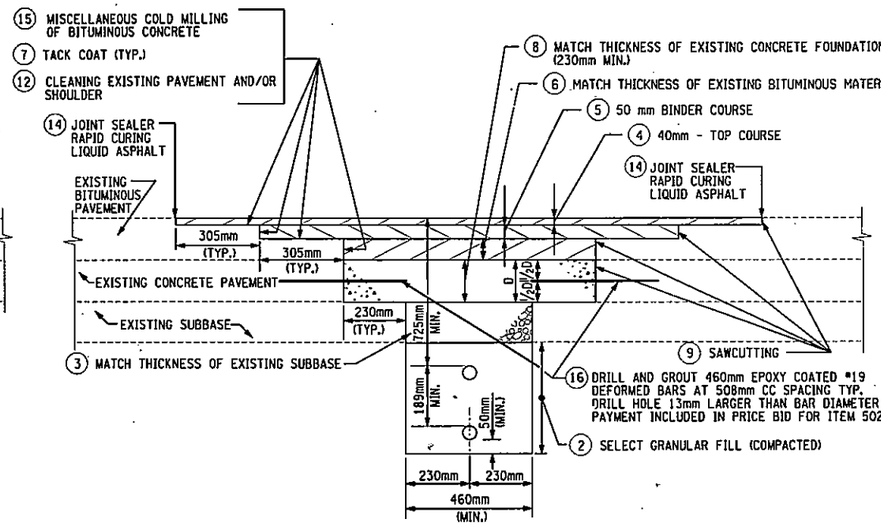
HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY



DETAIL A (HIGHWAY SHOULDER)



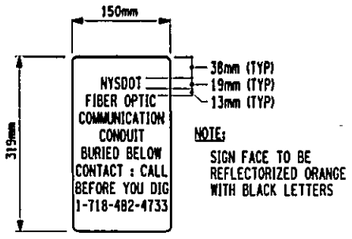
DETAIL B (HIGHWAY ROADWAY)

NOTES

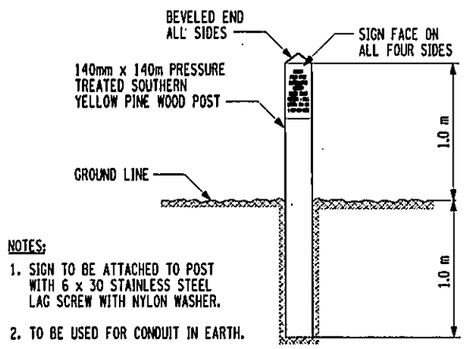
1. CONCRETE SHALL BE EITHER CLASS A OR CLASS B.
2. THE TYPES OF BITUMINOUS MATERIALS USED, SHALL MATCH THE EXISTING MATERIALS IN TOP, BINDER, AND BASE COURSES.
3. APPLIES ONLY TO DETAIL A. ANY RESTORATION WORK RESULTING FROM CONDUIT INSTALLED ALONG CITY STREETS SHALL BE CONSTRUCTED IN ACCORDANCE WITH NYCDOT STANDARDS (BUREAU OF HIGHWAY OPERATIONS, DWG. NOS. H1042A AND H1042B)
4. IDENTIFICATION POSTS SHALL BE LOCATED 50 METERS O.C. ALONG TRENCH IN EARTH. PAYMENT SHALL BE INCLUDED IN ITEM 10206.0301 - CONDUIT EXCAVATION AND BACKFILL - (RESTORING TOP SURFACES NOT INCLUDED)
5. REFER TO NEW YOUK CITY DEPARTMENT OF TRANSPORTATION STANDARD DETAIL J - 1045 FOR ADDITIONAL INFORMATION ON CONCRETE SIDEWALK RESTORATION.
6. CONDUITS INSTALLED IN PARALELL AT THE SAME ELEVETION SHALL HAVE A MINIMUM SEPARATION DISTANCE OF 152mm O.C. AND A MINIMUM SEPERATION DISTANCE OF 152mm O.C. FROM TRENCH EDGES.

PAYMENT INCLUDED IN BID PRICE, ITEMS 10206.0315M

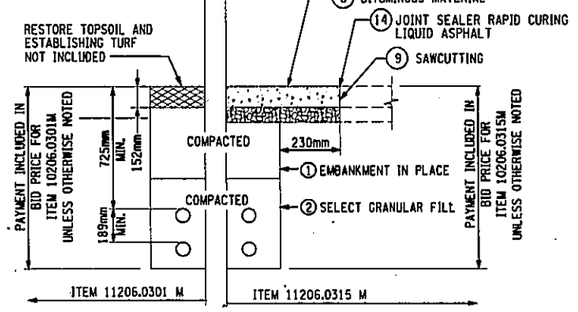
NO.	ITEM	DESCRIPTION	UNITS
1	203.03M	EMBANKMENT IN PLACE (COMPACTED)	CM
2	203.07M	SELECT GRANULAR FILL (COMPACTED)	CM
3		SUBBASE COURSE TYPE 1011-1M	CM
4	304.11M	SUBBASE COURSE, TYPE 1	T
5	402.125101M	12.5 mm F1 SUPERPAVE HMA, 50 SERIES COMPACTION	T
6	402.255901M	25 mm F9 SUPERPAVE HMA, 50 SERIES COMPACTION	T
7	407.0101M	TACK COAT	L
8	503.0101M	CEMENT CONCRETE FOUNDATION FOR PAVEMENT, UNREINFORCED, CLASS C	CM
9	08520.5014	SAWCUT ASPHALT PAVEMENT, CONCRETE PAVEMENT AND ASPHALT OVERLAY ON CONCRETE PAVEMENT	M
12	633.0202M	CLEANING EXISTING PAVEMENT AND/OR SHOULDERS	SM
13	680.0101M	CONCRETE SIDEWALKS AND DRIVEWAYS	SM
14	680.13M	JOINT SEALER RAPID CURING LIQUID ASPHALT	L
15	490.30M	MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE	SM
16	502.32M	LONGITUDINAL JOINT TIES (GROUT TYP.)	EA



SIGN FACE DETAIL

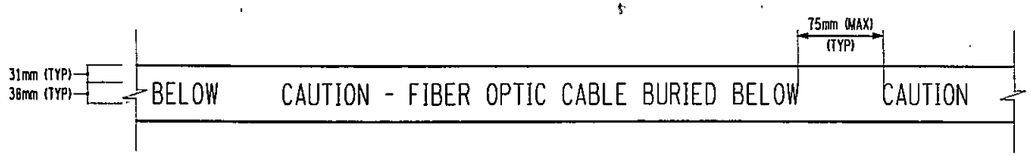


IDENTIFICATION POST DETAIL



CONDUIT EXCAVATION AND BACKFILL AND SIDEWALK REPLACEMENT

*FOR ELECTRICAL AND TELEPHONE UTILITY SERVICE CONDUITS OR ELECTRICAL AND FIBER OPTIC COMMUNICATION CONDUITS NOT IN SAME TRENCH AS MULTI-CELL CONDUIT SHALL BE LOCATED AT 610mm MINIMUM TO TOP FROM FINISHED SURFACE.



METAL DETECTABLE WARNING TAPE

PAYMENT INCLUDED IN BID PRICE, ITEMS 11680.5209M

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

ITS
CONDUIT INSTALLATION DETAILS - 1

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
ITS-5	NONE	NOV. 2002	

EDWARDS AND KELCEY
1501 BROADWAY
SUITE 609
NEW YORK, NY 10036

DESIGN SUPERVISOR ____ JOB MANAGER ____ DESIGNED BY ____ CHECKED BY ____

DRAFTED BY ____ CHECKED BY ____

ESTIMATED BY ____

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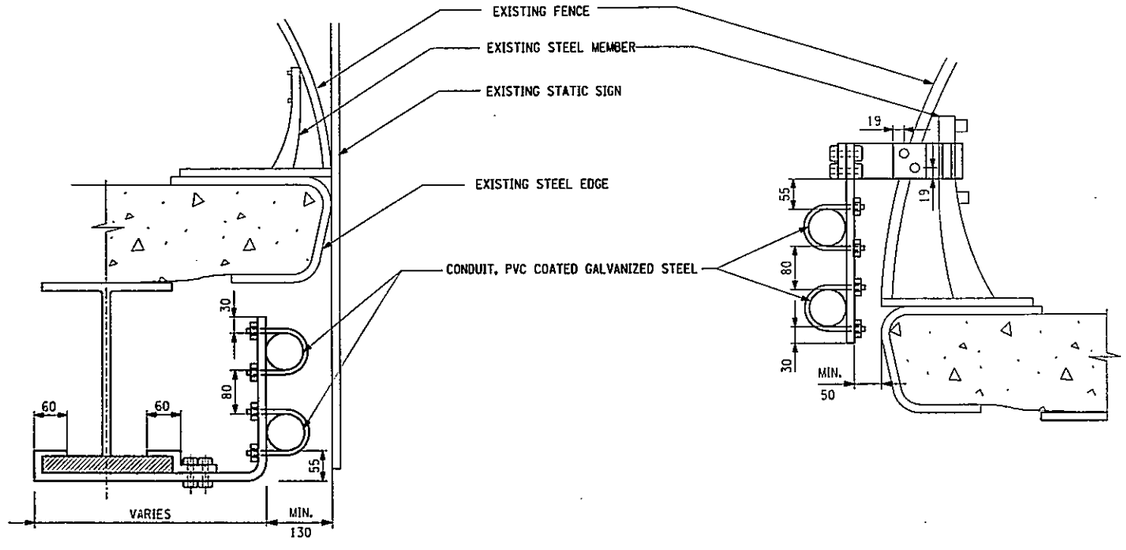
USER = PETTo

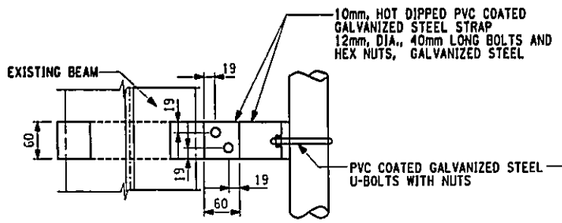
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	68	211

HILLSIDE AND JAMAICA AVENUE

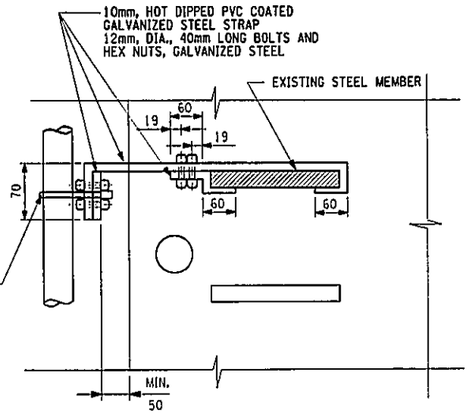
BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY





CONDUIT SUPPORT ON BEAM MOUNTED



CONDUIT SUPPORT ON STEEL MEMBER MOUNTED

NOTES:

1. ALL SUPPORTS, BRACKETS, STRAPS, ANCHORS, CHANNELS, DRILLING AND HARDWARE FOR CONDUIT MOUNTING SHALL BE PAID FOR UNDER ITEM 11206.0312.
2. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
3. ALL SURFACE MOUNTED PULL BOXES AND CAST IRON JUNCTION BOXES SHALL BE ATTACHED TO THE ABUTMENT. ALL CHANNELS, BRACKETS, ANCHORS, DRILLING AND HARDWARE SHALL BE PAID FOR ITEMS 670.40 OR 11680.5161.

AS BUILT REVISIONS

SIGNATURE DATE

ITS
CONDUIT INSTALLATION DETAILS - 2

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

EDWARDS AND KELCEY
1501 BROADWAY
SUITE 609
NEW YORK, NY 10036

DRAWING NO.	SCALE	DATE	REGION
ITS-6	NONE	NOV. 2002	11

DESIGN SUPERVISOR ____ JOB MANAGER ____ DESIGNED BY ____ DRAFTED BY ____ ESTIMATED BY ____ CHECKED BY ____

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USER = PELLa

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	69	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

TREE INVENTORY TABLE

TREE NO.	TREE TYPE	DBH (CM)
T1	DOUGLAS FIR	MULTI TRUNK
T2	APPLE	6
T3	APPLE	7
T4	APPLE	7
T5	LINDEN	26
T6	DOUGLAS FIR	MULTI TRUNK
T7	LINDEN	22
T8	MAPLE	13
T9	LINDEN	21
T10	MAPLE	18
T11	LINDEN	22
T12	MAPLE	22
T13	LINDEN	23
T14	WHITE MULBERRY	14, 16, 16, 18
T15	MAPLE	14
T16	BLACK LOCUST	22
T17	SPRUCE	3
T18	LINDEN	19
T19	MAPLE	22
T20	MAPLE	26
T21	MAPLE	16, 18
T22	MAPLE	15
T23	MAPLE	17
T24	MAPLE	23
T25	MAPLE	23
T26	MAPLE	25
T27	MAPLE	18
T28	WILLOW	24, 28
T29	ASH	24, 28
T30	ASH	16
T31	OAK	50
T32	OAK	13
T33	HACKBERRY	13
T34	SWEETGUM	19
T35	HACKBERRY	20
T36	HACKBERRY	19
T37	HACKBERRY	37
T38	WATER OAK	38
T39	MAPLE	19
T40	MAPLE	39
T41	MAPLE	25, 20
T42	HACKBERRY	34
T43	HACKBERRY	21
T44	MAPLE	27, 34
T45	MAPLE	37, 35
T46	WHITE MULBERRY	28
T47	HACKBERRY	18
T48	WATER OAK	33
T49	WILLOW	30
T50	WILLOW OAK	41
T51	WILLOW OAK	51
T52	OAK	46
T53	OAK	51
T54	MAPLE	19
T55	MAPLE	16
T56	MAPLE	16
T57	WILLOW OAK	63
T58	HACKBERRY	31
T59	OAK	32
T60	MAPLE	41

TREE INVENTORY TABLE

TREE NO.	TREE TYPE	DBH (CM)
T61	MAPLE	27
T62	MAPLE	21
T63	LINDEN	38
T64	SWEET GUM	29
T65	HACKBERRY	14
T66	HACKBERRY	31
T67	OAK	59
T68	HACKBERRY	17
T69	OAK	41
T70	HACKBERRY	17
T71	OAK	63
T72	WHITE MULBERRY	60
T73	WILLOW OAK	71
T74	OAK	41
T75	OAK	73
T76	WILLOW OAK	63
T77	WILLOW OAK	54
T78	WILLOW OAK	67
T79	MAPLE	24
T80	MAPLE	25
T81	WHITE MULBERRY	17
T82	WILLOW OAK	70
T84	MAPLE	47
T83	HACKBERRY	16
T85	HACKBERRY	4
T86	OAK	11
T87	WHITE MULBERRY	25, 30
T89	BLACK LOCUST	16
T88	HACKBERRY	10
T90	BLACK LOCUST	21
T91	SPRUCE	3
T94	AILANTHUS	49
T93	SPRUCE	12
T92	SPRUCE	4
T95	SWEETGUM	35
T97	OAK	30
T96	OAK	25
T98	APPLE	7
T99	PINE	13
T100	CHERRY	3
T101	BLACK LOCUST	40, 30
T102	OAK	15
T103	CHERRY	7
T104	CHERRY	5
T105	CHERRY	5
T106	OAK	60
T107	OAK	23
T108	OAK	64
T109	OAK	68

DBH = DIAMETER AT BREAST HEIGHT.

LEGEND:

TREES TO BE REMOVED	ITEM 614.0313 - TREE REMOVAL, UP TO 150mm DIA. ITEM 614.0323 - TREE REMOVAL, OVER 150mm TO 300mm DIA. ITEM 614.0333 - TREE REMOVAL, OVER 300mm TO 450mm DIA. ITEM 614.0343 - TREE REMOVAL, OVER 450mm TO 600mm DIA. ITEM 614.0353 - TREE REMOVAL, OVER 600mm TO 900mm DIA.
TREES TO REMAIN	
TREES TO BE PROTECTED WITH TREE/VEGETATION PROTECTION BARRIER	
TREE/VEGETATION PROTECTION BARRIER	ITEM 08615.0402
COLORED AND IMPRINTED PORTLAND CEMENT CONCRETE SIDEWALK	ITEM 05608.0102
PRECAST CONCRETE BLOCK PAVED SIDEWALKS AND DRIVEWAYS	ITEM 608.12

NOTES:

1. FOR LANDSCAPING NOTES, SEE DWG. NO. GEN-3 AND GEN-4.
2. FOR EROSION CONTROL DETAILS, SEE DWG. NO. EC-1 AND EC-2.

AS BUILT REVISIONS

SIGNATURE DATE

TREE INVENTORY AND REMOVAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

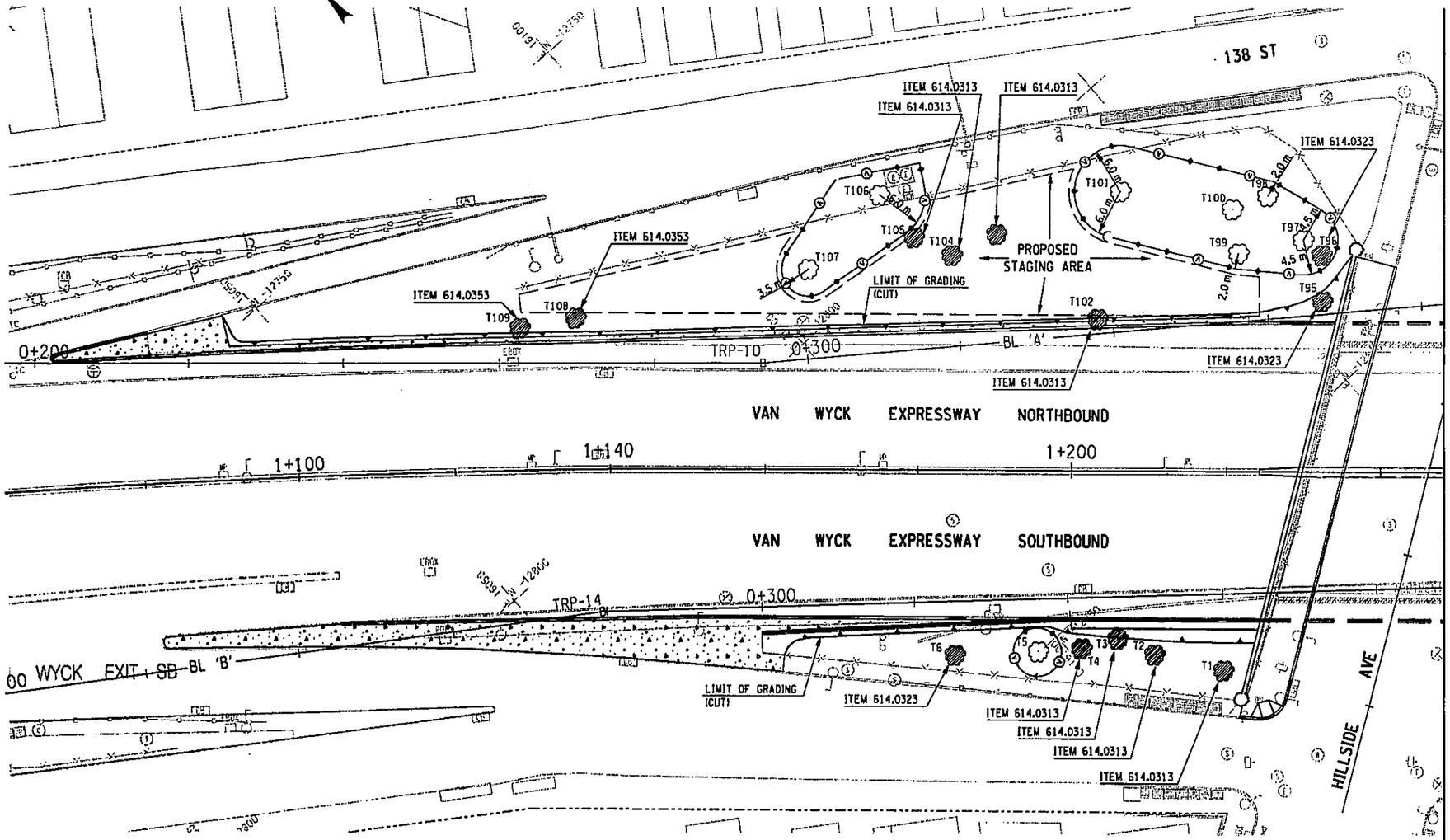
DRAWING NO.	SCALE	DATE	REGION
TR-1	N.A.	NOV. 2002	11

DESIGN SUPERVISOR S.Z. JOB MANAGER G.L. DESIGNED BY S.M.C. CHECKED BY S.Z.
ESTIMATED BY S.M.C. DRAFTED BY S.L.O. CHECKED BY G.L.

FILE NAME = s:\roads\29883\vanwyck-1902 submission\tree survey\tr73567.tr1
DATE/TIME = 12/12/02 02:39:00 PM
USER = PEllo

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	70	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



0 10 20 30
SCALE IN METER

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

TREE INVENTORY AND REMOVAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
TR-2	1:300	JAN. 2003	

HNTB

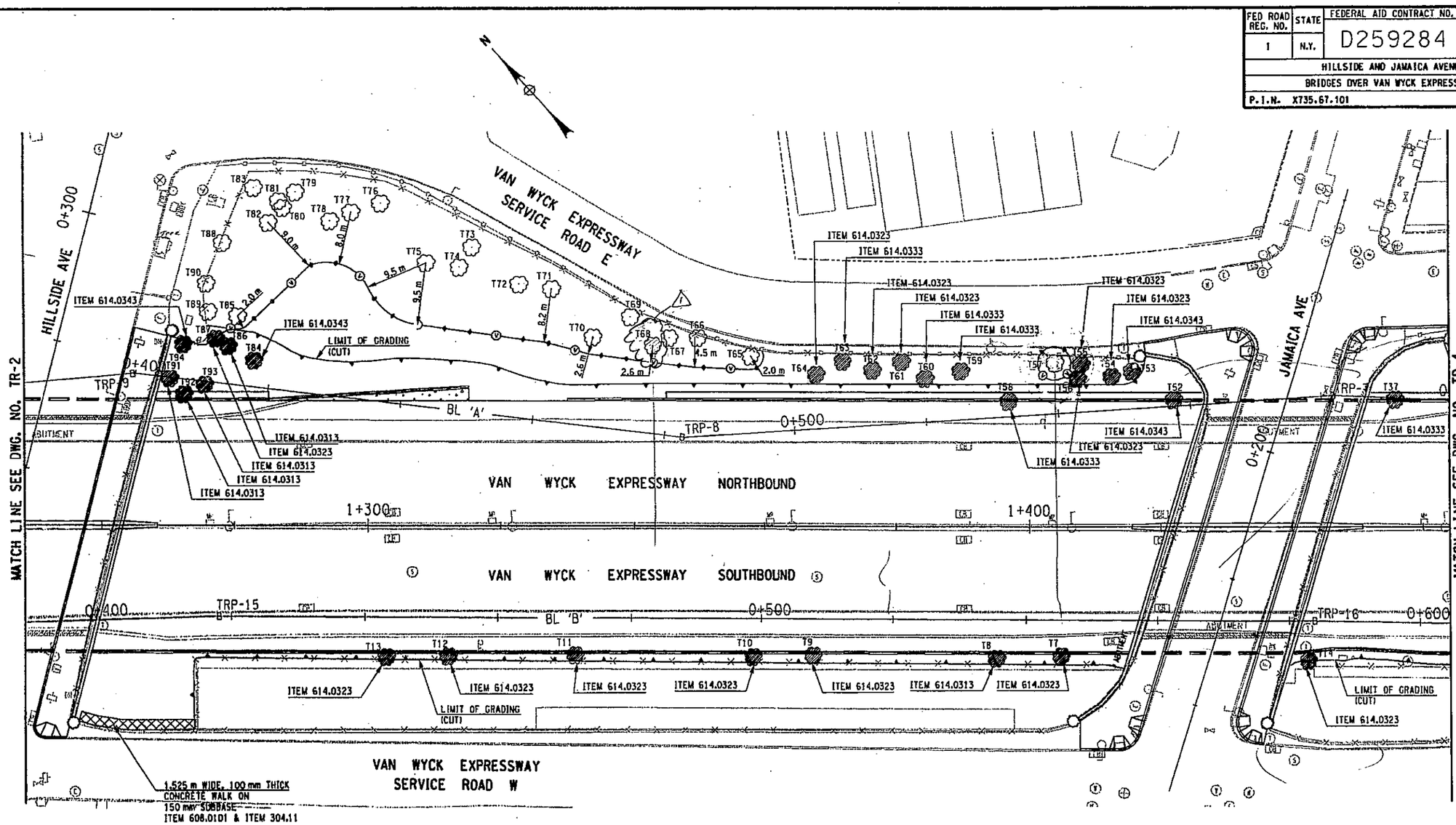
G.L. DRAFTED BY S.M.C. CHECKED BY
S.Z. ESTIMATED BY S.L.O. DESIGNED BY
S.Z. JOB MANAGER G.L. DESIGN SUPERVISOR

FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	11R1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

G.L. ____ CHECKED BY ____ S.L.O. ____ DRAFTED BY ____ S.M.C. ____ ESTIMATED BY ____ S.Z.



S.Z. ____ JOB MANAGER ____ G.L. ____ DESIGNED BY ____ S.M.C. ____ CHECKED BY ____

DESIGN SUPERVISOR

FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS
1 Removed tree T-68

SIGNATURE Aug 12, 2008 DATE

TREE INVENTORY AND REMOVAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
TR-3	1:300	JAN. 2003	11

0 10 20 30
SCALE IN METER

HNTB

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	72	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

G.L. CHECKED BY S.L.O. DRAFTED BY S.M.C. ESTIMATED BY S.Z. DESIGNED BY G.L. JOB MANAGER S.Z. DESIGN SUPERVISOR

FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
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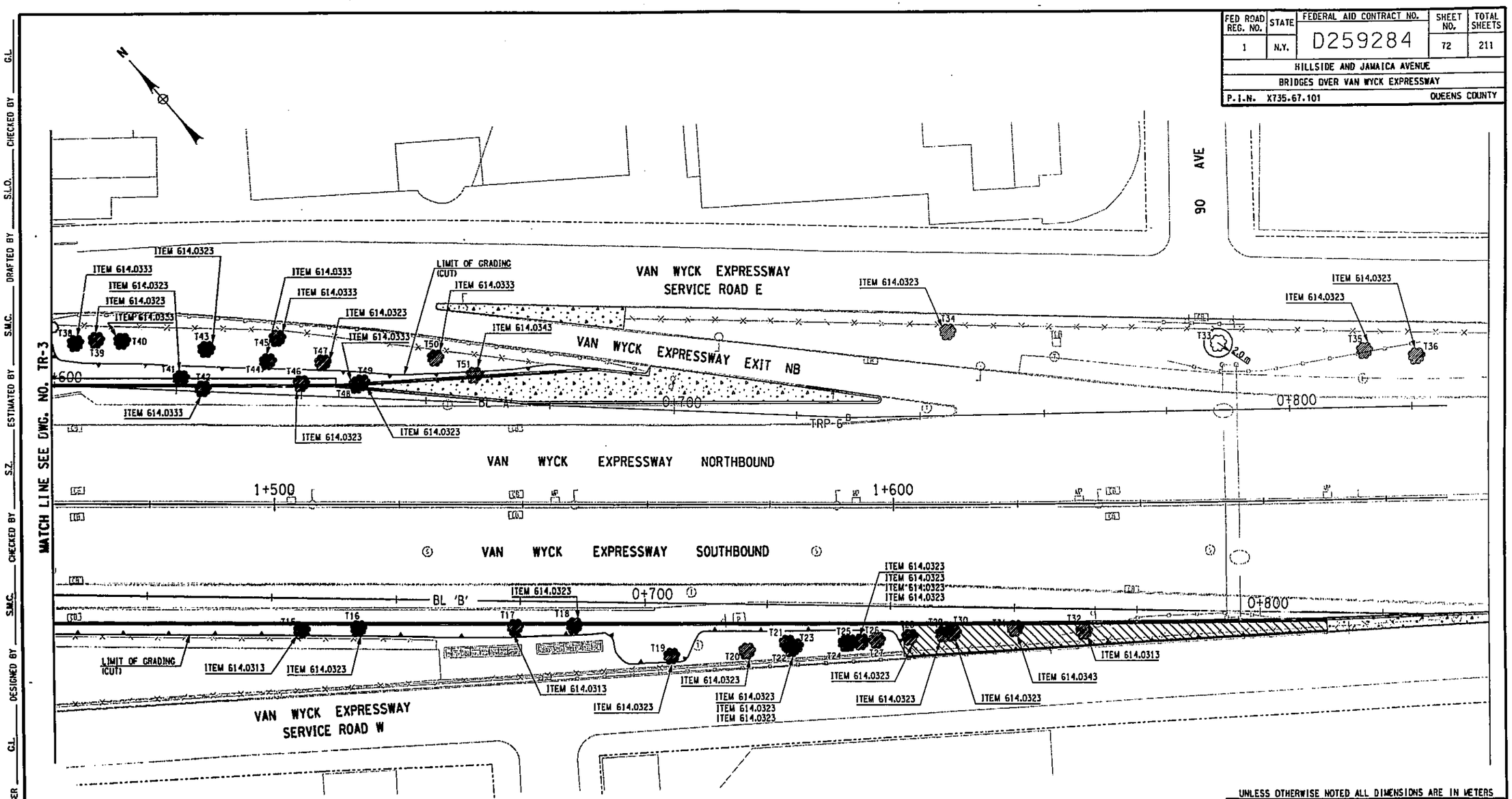

0 10 20 30
SCALE IN METER

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

TREE INVENTORY AND REMOVAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
TR-4	1:300	JAN. 2003	11

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	73	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101		QUEENS COUNTY		

LANDSCAPE PROTECTION AND RESTORATION NOTES

1. UNLESS OTHERWISE NOTED, ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATIONS DATED JANUARY 2, 2002, WITH CURRENT ADDENDA THERETO.

2. WITHIN TEN (10) BUSINESS DAYS OF THE AWARD OF THE CONTRACT, THE CONTRACTOR, THROUGH THE ENGINEER-IN-CHARGE SHALL CONTACT THE NYCDOT DIRECTOR OF ARTERIAL MAINTENANCE (212-487-6837, 59 MAIDEN LANE, NEW YORK, NY 10038) AND THE NYC PARKS DEPARTMENT INTERAGENCY COORDINATOR, (718-760-6644, THE OLMSTED CENTER, FLUSHING MEADOWS-CORONA PARK, FLUSHING NY 11368), TO ARRANGE FOR A PRECONSTRUCTION SITE INSPECTION.

3. **"WORK ZONE AND TREE/ LANDSCAPE PROTECTION":** PRIOR TO STARTING ANY CONTRACT WORK ON AN ARTERIAL, THE STATE WILL DO A PRE-CONSTRUCTION INSPECTION TO WHICH NYCDOT WILL BE INVITED, DOCUMENTING THROUGH PHOTOGRAPHS (STILL OR VIDEO) AND DESCRIPTIONS, ALL PRE-EXISTING LANDSCAPE FEATURES AND CONDITIONS, INCLUDING DAMAGE TO PLANTS AND STRUCTURES WITHIN THE WORK ZONE. THE LIMITS OF THE WORK ZONE, WHICH ARE THE PROJECT LIMITS AS SHOWN ON THE TITLE SHEET, WILL BE IDENTIFIED IN THE FIELD THROUGH MARKERS SUCH THAT THEY ARE CLEARLY IDENTIFIABLE.

   ALSO PRIOR TO ANY OTHER WORK, THE CONTRACTOR SHALL STAKE OUT THE LIMITS OF "TREE/LANDSCAPE PROTECTION AREAS" WITHIN THE WORK ZONE AS SHOWN ON THE PLANS, FOR APPROVAL BY THE EIC IN CONSULTATION WITH THE REGIONAL LANDSCAPE ARCHITECT, REGIONAL ENVIRONMENTAL COORDINATOR FOR CONSTRUCTION, MAJID BUKHARI, 718-482-4604 (AND NYCDOT AND NYCDPR AS APPROPRIATE). IF NO TREE/LANDSCAPE PROTECTION AREA LIMITS ARE SPECIFICALLY SHOWN ON THE PLANS, AND WORK WILL OCCUR IN OR NEAR TREES OR VEGETATED AREAS, THE EIC, IN CONSULTATION AS ABOVE, WILL DIRECT THE CONTRACTOR. THE INTENT OF THE LIMITS IS TO PROTECT THE ROOT ZONE OF INDIVIDUAL TREES AND GROUPINGS OF TREES (USING THE "DRIPLINE"-THE VERTICAL PROJECTION TO THE GROUND OF THE TREES' CANOPY-AS A GUIDE), LAWNS AND OTHER VALUABLE VEGETATION TO THE MAXIMUM EXTENT FEASIBLE WHILE ALLOWING THE CONTRACTOR SUFFICIENT ROOM TO OPERATE. THEREFORE, THE CONTRACTOR MUST ASSESS THE ADEQUACY OF THE ALLOWED SPACE FOR ALL CONCEIVABLE ACTIVITIES INCLUDING THE PARKING OF PERSONAL VEHICLES. IT IS UNDERSTOOD THAT WORK MAY NEED TO OCCUR IN THE ROOT ZONE OF TREES. IN SUCH CASES, THE CONTRACTOR MAY PROPOSE ADJUSTMENTS TO THE STAKEOUT OF PROTECTION LIMITS TO SUIT FIELD CONDITIONS AND SUCH OPERATIONS. ANY SUCH ADJUSTMENTS SHALL BE IN WRITING AND/ OR SHOWN ON A PLAN AND/OR APPROVED IN THE FIELD BY THE EIC IN CONSULTATION AS ABOVE.

   AFTER APPROVAL OF THE STAKEOUT AND ADJUSTMENTS, "SNOW FENCING" (PAID FOR UNDER ITEM 08615.0402MM) SHALL BE PLACED ALONG THESE LIMITS UNLESS OTHERWISE SPECIFIED. STREET TREES OR OTHER INDIVIDUAL TREES IN PITS IN PAVED AREAS WILL BE PROTECTED BY WOODEN BARRIERS (NYCDPR STANDARD) AS SHOWN IN THE PLANS, TO BE PAID FOR UNDER ITEM 594.01M.

   ONCE PROTECTION FENCING IS IN PLACE, THE CONTRACTOR SHALL NOT ENTER, DAMAGE OR DIMINISH THE LANDSCAPE OR ANY PORTION THEREOF WITHIN THE DEFINED TREE/LANDSCAPE PROTECTION AREAS. ADDITIONALLY, WHERE WORK AREAS MUST ENCROACH ON TREE ROOT ZONES, THE CONTRACTOR, IF ORDERED BY THE EIC SHALL FURNISH A 0.200M (APPROX. 8") LAYER OF WOOD CHIPS WITHIN THE DRIPLINE AREA TO REDUCE SOIL COMPACTION. ALSO, WHEN OCCUPYING DRIPLINE AREAS, THE PROTECTIVE FENCING MUST BE IN PLACE AND THE CONTRACTOR SHALL AVOID STOCKPILING, STORING EQUIPMENT, DRIVING OR PARKING ANY VEHICLES TO THE MAXIMUM EXTENT POSSIBLE. ANY SUCH STOCKPILING SHALL BE REMOVED AS SOON AS POSSIBLE. BY THE END OF THE PROJECT, THE ENTIRE WORK ZONE, WITH THE EXCEPTION OF ITEMS DOCUMENTED DURING THE PRE-CONSTRUCTION INSPECTION, SHALL BE RESTORED PER THE CONTRACT DOCUMENTS AND/OR TO STANDARDS MUTUALLY AGREED UPON IN ADVANCE BY NYCDOT AND NYSDOT (AND NYCDPR IF WITHIN THEIR JURISDICTION).

4. **APPROVED TREE REMOVALS OR PRUNING:** PRIOR TO THE PERFORMANCE OF ANY TREE PRUNING OR REMOVALS WITHIN NYCDPR JURISDICTION (OTHER THAN REMOVALS WHERE IT IS AGREED BY NYSDOT, NYCDOT AND NYCDPR THAT "VOLUNTEER" TREES ARE CLEARLY CAUSING A SAFETY HAZARD OR THREATENING A STRUCTURE), THE CONTRACTOR SHALL CONTACT, THROUGH THE ENGINEER-IN-CHARGE, THE NEW YORK CITY PARKS DEPARTMENT (NYCDPR) BOROUGH FORESTER(S) FOR THE BOROUGH(S) IN WHICH THE WORK IS LOCATED AND SHALL OBTAIN ANY REQUIRED FORESTRY PERMIT(S). FOR ANY SUCH WORK SHOWN ON THE CONTRACT PLANS, NYCDPR PERMITS HAVE BEEN OBTAINED BY NYSDOT AND ARE PROVIDED TO THE CONTRACTOR IN THE PROPOSAL OF THE CONTRACT DOCUMENTS. THE NYCDPR BOROUGH FORESTERS ARE:

BOROUGH	NAME	TELEPHONE/ FAX:
BRONX:	MR. RICK ZEIDLER	718-430-1877/ 1818
BROOKLYN:	MR. THOMAS STOFKA	718-768-0100/ 0207
MANHATTAN:	MR. WILLIAM STEYER	212-860-1844/ 1359
QUEENS:	MR. JOSEPH BONKOWKSI	718-699-1008 OR 6724/ 7491
RICHMOND:	MR. JAMES MCCABE	718-816-9193/ 9194

   NO TREE PRUNING MAY BE PERFORMED EXCEPT BY (OR UNDER THE SUPERVISION OF) A QUALIFIED TREE-CARE PROFESSIONAL (CERTIFICATION BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE, AMERICAN HORTICULTURAL SOCIETY OR APPROVED EQUAL) APPROVED BY THE REGIONAL LANDSCAPE ARCHITECT IN CONSULTATION WITH NYCDOT AND, WHERE WITHIN THE JURISDICTION OF THE NYCDPR, WITHOUT THE PERMISSION OF THE NYCDPR.

   IN CASE OF A TREE REMOVAL, ALL REMNANTS INCLUDING, BUT NOT LIMITED TO STUMPS, TRUNKS, LIMBS, BRANCHES, AND FOLIAGE SHALL BE DISPOSED OF AS EXPEDITIOUSLY AS POSSIBLE. (IN ASIAN LONGHORN BEETLE QUARANTINE AREAS, RESTRICTIONS APPLY; SEE OTHER NOTES LATER IN THIS SECTION). THE COST OF DISPOSAL AS SPECIFIED ABOVE SHALL BE INCLUDED IN THE PRICE BID FOR THE RESPECTIVE TREE REMOVAL ITEMS.

5. **"UNAUTHORIZED" TREE REMOVALS:** IF THE CONTRACTOR REMOVES TREES NOT IDENTIFIED ON THE CONTRACT PLANS OR REMOVES TREES WITHIN THE JURISDICTION OF NYCDPR WHICH ARE NOT APPROVED BY THE BOROUGH FORESTER, OR SO SEVERELY DAMAGES TREES THAT IN THE JUDGEMENT OF THE BOROUGH FORESTER THEY MUST BE REMOVED, THE CONTRACTOR SHALL PROVIDE REPLACEMENT TREES AT HIS/HER OWN EXPENSE ACCORDING TO NYCDPR'S BASAL AREA FORMULA OR OTHER CRITERIA STATED IN THE NYCDPR PERMITS. THE FINAL LOCATION OF REPLACEMENT TREES (TO BE PLANTED IN ACCORDANCE WITH SPECIFICATIONS FOR ITEM 611.0101714M, 80MM OR 3.15 INCHES IN CALIPER, UNLESS OTHERWISE SPECIFIED) SHOULD BE WITHIN THE PROJECT LIMITS AND WILL BE AS DIRECTED BY THE ENGINEER-IN-CHARGE AFTER CONSULTATION WITH THE REGIONAL LANDSCAPE ARCHITECT, (NYCDPR AND NYCDOT AS APPROPRIATE). IF PLANTING WITHIN THE PROJECT LIMITS IS NOT POSSIBLE, NYSDOT, NYCDOT AND NYCDPR WILL AGREE ON APPROPRIATE MITIGATION. ANY REPLACEMENT TREES PLANTED AS MITIGATION MUST BE WATERED, MAINTAINED AND GUARANTEED PER NYSDOT STANDARD SPECIFICATIONS AT NO COST TO THE STATE.

6. **GENERAL PROTECTION OF EXISTING LANDSCAPE:** AT ALL TIMES DURING THE COURSE OF THE PROJECT, THE CONTRACTOR SHALL AVOID OR MINIMIZE: SOIL COMPACTION, POLLUTION, EROSION AND IMPACTS TO EXISTING VEGETATION UNLESS REMOVAL, SELECTIVE THINNING OR CLEARING AND GRUBBING ARE SPECIFIED IN THE CONTRACT PLANS. THE CONTRACTOR SHALL PLACE APPROVED WOOD CHIPS AND/ OR GEOTEXTILE A.O.B.E. ON UNPAVED AREAS WHERE MATERIALS WILL BE STOCKPILED, TO MINIMIZE SOIL COMPACTION AND PREVENT CONTAMINATION OF EXISTING SOIL UNDER NO CIRCUMSTANCES MAY PETROLEUM PRODUCTS, CONCRETE WASH WATER, PAINT, OR OTHER POLLUTANTS BE ALLOWED TO SEEP INTO THE LANDSCAPE OR CITY DRAINAGE SYSTEM.

   IF CONCRETE EQUIPMENT WASHING IS REQUIRED, THIS MUST BE DONE ONLY IN AN APPROVED "CONTAINMENT AREA" WITHIN AN APPROVED STAGING AREA AS SHOWN AND DETAILED IN THE CONTRACT DOCUMENTS. UNLESS OTHERWISE SPECIFIED, THE CONTAINMENT AREA SHALL BE CREATED BY FORMING AN ENCLOSURE (EARTHEN BERM, ITEM 203.01M OR HAY BALES, ITEM 209.05M) CONTINUOUSLY LINED WITH HEAVY-DUTY IMPERMEABLE SHEETS. THE SHEETS AND ALL EVIDENCE OF WASHOUT SHALL BE REMOVED ON COMPLETION OF THE OPERATION, ORIGINAL GRADES AND SOIL TEXTURE WILL BE RESTORED (SOIL UNCOMPACTED AND WELL AERATED) AND THE AREA, UNLESS OTHERWISE SPECIFIED, WILL BE SEEDED PER 610.0203M.

7. **STAGING/STORAGE AREAS:** IF THE CONTRACT PLANS IDENTIFY STAGING/STORAGE AREAS ON PARKWAYS OR OTHER PROPERTIES UNDER THE JURISDICTION OF THE NYCDPR AND/OR NYCDOT, SUCH AREAS HAVE BEEN APPROVED BY THE NYCDPR AND/OR NYCDOT, AND HAVE BEEN INCLUDED IN THEIR CONSTRUCTION PERMIT.

   IF THE CONTRACTOR PROPOSES ANY OTHER CONTRACTOR YARDS, OR MAIN STAGING AREAS OR ACCESS ROUTES ON PARKWAYS OR OTHER PROPERTIES UNDER THE JURISDICTION OF THE NYCDPR AND/OR NYCDOT, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY, THROUGH THE EIC, TO OBTAIN NYCDPR'S AND/OR NYCDOT'S APPROVAL AND, IF REQUESTED, A SEPARATE CONSTRUCTION PERMIT AT HIS/HER OWN EXPENSE PRIOR TO THE USE OF ANY SUCH SITE (FOR NYCDPR PROPERTY, THIS WILL BE THROUGH THE DIRECTOR OF CONSTRUCTION PERMITS, 718-760-6737, FAX 3760). THE CONTRACTOR IS CAUTIONED THAT STANDARD FEES MAY APPLY FOR USE OF NYCDPR PROPERTY. WHERE STAGING AND/OR STORAGE IS PROPOSED ON STATE OF NEW YORK PROPERTY, NYCDOT AND/OR NYCDPR APPROVAL IS NOT REQUIRED, HOWEVER, NYCDOT AND/OR NYCDPR CONCURRENCE WILL BE SOUGHT WHERE A MAINTENANCE CONCERN EXISTS.

   IT IS UNDERSTOOD THAT LOCALIZED STAGING/STORAGE AREAS MAY BE NECESSARY IN ADDITION TO ANY MAIN AREAS SHOWN ON PLANS. OUTSIDE TREE/LANDSCAPE PROTECTION AREAS THE ENGINEER-IN-CHARGE (IN CONSULTATION WITH NYCDPR AND NYCDOT AS APPROPRIATE) WILL DESIGNATE SUCH OTHER LOCALIZED AREAS APPROPRIATE FOR STORAGE OF MATERIALS, EQUIPMENT AS WELL AS PARKING OF CONTRACTOR'S VEHICLES AND ACCESS ROUTES THROUGH THE ACTIVE WORK ZONE. THESE AREAS MUST BE DEFINED BY APPROPRIATE FENCING AND MUST MEET ALL MPT/ SAFETY CRITERIA AS WELL.

   ON SLOPING AREAS, EROSION-CONTROL METHODS (PER NYSDOT STANDARD EROSION CONTROL ITEMS) WILL BE USED TO PREVENT MOVEMENT OF SOIL, ESPECIALLY INTO STORM DRAINS. WHERE IT WILL NOT IMPACT ON TREES, EXISTING TOPSOIL MAY BE SCRAPED OFF AND STORED IN PILES, TO BE REPLACED AT TIME OF SITE RESTORATION.

8. **LANDSCAPE MAINTENANCE DURING CONSTRUCTION:** DURING THE COURSE OF THE PROJECT, THE CONTRACTOR SHALL MAINTAIN THE APPEARANCE OF THE PROJECT SITE BY REMOVING LITTER, DEBRIS AND EXCESS MATERIALS AS A RESULT OF THE CONSTRUCTION OPERATION FROM THE WORK SITE ON A REGULAR BASIS AND STORING ALL CONSTRUCTION EQUIPMENT AND CONSTRUCTION MATERIAL IN AN ORGANIZED FASHION THROUGHOUT THE CONSTRUCTION PERIOD. THIS WILL DETER ILLEGAL DUMPING AND ENCOURAGE THE PUBLIC TO RESPECT THE PROJECT AND THE REST OF THE ROADWAY.

   ALL AREAS INACCESSIBLE TO AGENCIES' MAINTENANCE FORCES MUST BE KEPT AS CLEAN AS POSSIBLE BY THE CONTRACTOR. THE EIC WILL CONSULT WITH THE CONTRACTOR AND NYCDOT TO DETERMINE AND AGREE UPON THE LIMITS OF SUCH AREAS. ADDITIONALLY, ANY VEGETATION REQUIRING MAINTENANCE SUCH AS MOWING OF GRASS WILL BE MAINTAINED TO THE STANDARD OCCURRING ON THE REMAINDER OF THE ROADWAY AS ORDERED BY THE ENGINEER-IN-CHARGE. UNLESS OTHERWISE SPECIFIED, MOWING SHALL BE DONE AT THE RATE AND TIME TYPICALLY DONE BY NYCDOT ARTERIAL MAINTENANCE FOR THE GIVEN ROAD, WEATHER CONDITIONS AND TIME OF YEAR (AVERAGE ONCE/ 3 WEEKS, MAY THROUGH OCTOBER). IF NO ITEM IS SPECIFIED, NO SEPARATE PAYMENT WILL BE MADE. CLEANING AND OTHER MAINTENANCE TASKS MUST BE COORDINATED REGULARLY THROUGH THE EIC WITH APPROPRIATE AGENCIES TO PROVIDE UNINTERRUPTED MAINTENANCE THROUGHOUT THE PROJECT.

9. **RESTORATION OF LANDSCAPE:** ALL EXCESS MATERIALS AND DEBRIS DUE TO THE CONTRACTOR'S OPERATION SHALL BE REMOVED BY THE CONTRACTOR, AS PART OF THE SITE RESTORATION. ALL SOIL DIMINISHED AND/OR CONTAMINATED WITH EXCESS MATERIAL AND DEBRIS WILL ALSO BE REMOVED AND REPLACED WITH TOPSOIL ACCEPTABLE TO THE EIC IN CONSULTATION WITH THE REGIONAL LANDSCAPE ARCHITECT AND OTHER AGENCIES HAVING JURISDICTION (TOPSOIL SHALL HAVE ORGANIC CONTENT OF 6-12%, A PH OR 6.0-7.0, AND SHALL BE PAID FOR UNDER ITEM 613.0101M). THE CONTRACTOR, AS DIRECTED BY THE EIC, SHALL RESTORE A MINIMUM OF 150MM (6 INCHES) OF NEW TOPSOIL ON ALL AREAS WHERE THE TOPSOIL LAYER HAS BEEN DIMINISHED OR LOST DUE TO HIS/HER OPERATIONS. OUTSIDE THE DRIPLINE OF TREES, IF IT IS DETERMINED BY THE EIC IN CONSULTATION WITH THE RLA THAT THE SOIL HAS BEEN COMPACTED DURING THE COURSE OF THE PROJECT, IT WILL BE UNCOMPACTED AND LOOSENED TO THE DEPTH OF 0.3M (ONE FOOT) PRIOR TO GRASS SEEDING. UNDER NO CIRCUMSTANCES MAY HEAVY EQUIPMENT (I.E. PAYLOADERS) BE USED TO ACCOMPLISH SITE RESTORATION WITHIN THE DRIPLINE OF TREES. IN THESE ROOT-SENSITIVE AREAS, WORK MUST BE DONE BY HAND USING ONLY LIGHT EQUIPMENT.

10. **STOCKPILE OF "OFFENSIVE" MATERIAL:** IF, DURING THE COURSE OF THE CONTRACT, THE CONTRACTOR REQUIRES TO STOCKPILE ANY CONSTRUCTION MATERIAL WITHIN THE WORK ZONE WHICH IN THE OPINION OF THE ENGINEER-IN-CHARGE, MAY BE OFFENSIVE IN NATURE TO "SENSITIVE RECEPTORS" (E.G.: HOMES, PUBLIC PLACES, HOSPITALS, OR SCHOOLS) BECAUSE OF APPEARANCE, ODOR, POTENTIAL FOR AIRBORNE DISBURSEMENT OR HAZARDOUS NATURE, HE/SHE MUST OBTAIN PERMISSION FROM THE ENGINEER-IN-CHARGE PRIOR TO PLACING THE STOCKPILE. AS A GUIDELINE, NO SUCH STOCKPILING WOULD NORMALLY BE PERMITTED WITHIN 60M (200 FEET) OF ANY SENSITIVE RECEPTOR. THE CONTRACTOR SHOULD ALSO NOTE THAT:

- NEW YORK CITY DEPARTMENT OF SANITATION MUST BE CONTACTED FOR ISSUANCE OF PERMIT ON ANY PROJECT IF THE CONTRACTOR WANTS TO STORE STOCKPILE MATERIALS OUTSIDE THE STATE RIGHT-OF-WAY.
- THE STOCKPILE SITE SHALL NOT BE USED FOR STORING/DUMPING DEBRIS FROM CONTRACTOR'S OTHER PROJECTS.

11. **ASIAN LONGHORN BEETLE:** IF WORKING WITHIN AREAS UNDER REGULATION PURSUANT TO PART 139 OF THE NEW YORK STATE DEPARTMENT OF AGRICULTURE AND MARKETS LAW ("CONTROL OF THE ASIAN LONG-HORNED BEETLE") THE CONTRACTOR, IN HANDLING HOST MATERIAL LIVING, DEAD, CUT OR FALLEN, INCLUSIVE OF NURSERY STOCK, LOGS, GREEN LUMBER, STUMPS, ROOTS, BRANCHES AND DEBRIS OF A HALF INCH OR MORE IN DIAMETER, SHALL COMPLY WITH ALL REQUIREMENTS OF THAT LAW INCLUDING "CERTIFICATION". MEANING: THE CONTRACTOR SHALL OBTAIN ALL NECESSARY TRAINING AND EXECUTE A "COMPLIANCE AGREEMENT" WITH THE N.Y.S. DEPARTMENT OF AGRICULTURE AND MARKETS. THE CONTRACTOR SHALL PROVIDE NYSDOT WITH AN ORIGINAL COPY OF THE FULLY EXECUTED AGREEMENT AND SHALL DISPLAY THE ISSUED IDENTIFICATION STICKERS ON ALL VEHICLES INVOLVED WITH TREE WORK WITHIN THE QUARANTINE AREAS.

    IN ALL OTHER WORK ZONES, CONTRACTORS ARE ALERTED TO THE POSSIBILITY OF ENCOUNTERING THE ASIAN LONG-HORNED BEETLE AND ARE REQUESTED, IF BEETLES ARE OBSERVED OR SUSPECTED OF BEING PRESENT, TO CONTACT: N.S., DEPARTMENT OF AGRICULTURE AND MARKETS DIVISION OF PLANT INDUSTRY, 4 STEWART AVENUE, WEST HAMPTON BEACH, NY 11978 (631)288-1751 OR 800-554-4501 EXT. 72087.
    MORE INFORMATION ABOUT THE BEETLE AND QUARANTINE LIMITS CAN BE FOUND AT:

- http://www.na.fs.fed.us/spfo/alb
- http://www.aphis.usda.gov/ipa/issues/alb/alb.html
- http://www.nycgovparks.org/sub_your_park/trees_greenstreets/beetle_alert/cont_meas.html

12. **PLANT PEST CONTROL QUARANTINE:** (INCLUDE IF WORKING IN RICHMOND OR KINGS COUNTIES) THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE QUANTITY RESTRICTIONS AS REGARDS THE NEW YORK STATE DEPARTMENT OF AGRICULTURE'S REGULATING OF MOVEMENT OF TOPSOIL AND EQUIPMENT IN NASSAU, SUFFOLK, RICHMOND AND KINGS COUNTIES.

    DETAILED INSTRUCTIONS AND ASSISTANCE RELATIVE TO THE ABOVE QUARANTINES MAY BE OBTAINED FROM THE SENIOR HORTICULTURAL INSPECTOR AT: ANIMAL AND PLANT HEALTH INSPECTION SERVICE, DEPARTMENT OF AGRICULTURE, 4 STEWART ROAD, WESTHAMPTON BEACH, NY 11978, PHONE (631) 288-4191

13. **TICK WARNING:** LONG ISLAND IS AN AREA WHERE LYME DISEASE IS WIDE SPREAD. THIS CONTRACT TAKES PLACE IN HIGH RISK EXPOSURE AREAS WHICH INCREASES THE POSSIBILITY OF COMING IN CONTACT WITH TICKS THAT CARRY THE DISEASE. THE CONTRACTOR SHALL TAKE POSITIVE STEPS TO INFORM ALL EMPLOYEES OF THIS DANGER, INCLUDING HOLDING SAFETY MEETINGS WHICH COVER THIS TOPIC.

14. **POISON IVY WARNING:** THIS CONTRACT TAKES PLACE IN AREAS THAT HAVE HIGH CONCENTRATIONS OF POISON IVY. THE CONTRACTOR SHALL TAKE POSITIVE STEPS TO INFORM ALL EMPLOYEES OF THIS DANGER, INCLUDING HOLDING SAFETY MEETINGS WHICH COVER THIS TOPIC.

15. AREAS TO BE SEEDED MAY BE SUBJECT TO VEHICLE INTRUSIONS WHICH MAY RESULT IN THE NECESSITY OF RESEEDING AT NO COST TO THE STATE. THE CONTRACTOR IS ADVISED TO TAKE ADEQUATE PROTECTIVE MEASURES TO MINIMIZE SUCH VEHICLE INTRUSIONS. WHERE POSSIBLE, SNOW FENCE USED FOR "TREE/VEGETATIVE PROTECTION BARRIER" SHOULD BE RELOCATED TO DELIMIT NEWLY SEEDED AREAS. AS AN ALTERNATIVE, THE FOLLOWING PROTECTIVE MEASURES ARE SUGGESTED:

- ORANGE-PAINTED 38MM X 38MM WOODEN STAKES EXTENDING 0.3M ABOVE THE GROUND SURFACE, PLACED IMMEDIATELY IN BACK OF THE CURB AT 15M INTERVALS.
- SIGNS, APPROXIMATELY 450MM X 150MM IN SIZE, PROJECTING 0.3M ABOVE THE GROUND, WITH THE WORDS "SEEDED AREA" PLACED AT MAXIMUM 60M INTERVALS AND 2.1M OFFSET FROM THE CURB THROUGHOUT THE SEEDED AREA SUBJECT TO INTRUSION,
- REFLECTORIZED DRUMS, AT A 2.1M OFFSET FROM THE CURB, PLACED AT 60M LONGITUDINAL INTERVALS. THESE DRUMS SHOULD ALTERNATE WITH THE SIGNS SUGGESTED ABOVE.

    PROVISION OF THE ABOVE SUGGESTED PROTECTIVE MEASURES SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITY FOR A SATISFACTORY TURF UNDER SUBSECTION 610-3.02F AND FOR CARE OF SEEDED TURF AREAS AND PROTECTION OF THESE AREAS FROM TRAFFIC AND OTHER DAMAGE UNDER SUBSECTION 610-3.02G OF THESE SPECIFICATIONS. THE CONTRACTOR SHALL COORDINATE THESE PROTECTIVE MEASURES WITH THE SOIL AND EROSION CONTROL MEASURES AND MAINTENANCE AND PROTECTION OF TRAFFIC STAGING.

16. WHEN PLANTING MAJOR TREES IN AREAS WHERE SOIL IS NOT BEING GENERALLY REPLACED PROVIDE WIDENED PIT AS FOLLOWS: PIT SIZE DIAMETER IS AT BOTTOM OF PIT - SIDES SHALL SLOPE UP IN ALL DIRECTIONS TO SURFACE AT 1 ON 3 SLOPE.

17. CONCRETE PAVERS TO BE USED UNDER PAYMENT ITEM 608.12M SHALL BE 100MM X 200MM X 80MM THICK, COLOR TO BE A RANGE OF GREY TO MATCH STANDARD GRANITE "COBBLESTONE" WHICH EXISTS ALONG THE VAN WYCK EXPRESSWAY. PAVING PATTERN SHALL BE A CONTINUOUS "SOLDIER COURSE" ALONG THE PERIMETER OF ALL AREAS SHOWN, WITH THE REMAINING AREAS TO BE "RUNNING BOND", WITH LONG AXIS OF PAVERS GENERALLY PERPENDICULAR TO DIRECTION OF ADJACENT MAINLINE VEHICULAR TRAFFIC. SEE LD-9 FOR TYPICAL DETAIL. CONTRACTOR IS TO SUBMIT DETAILED LAYOUT SKETCHES FOR TIGHT SPACES SUCH AS CURVE TIPS.

    COLOR, TEXTURE AND PATTERN OF CONCRETE PAVEMENT TO BE INSTALLED UNDER ITEM 05608.0102M IS TO MATCH THAT APPROVED FOR PAVERS UNDER 608.12M.

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE _____ DATE _____

LANDSCAPE PROTECTION AND RESTORATION NOTES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
LD-1		JAN. 2003	

DESIGN SUPERVISOR _____ JOB MANAGER _____ DESIGNED BY _____ CHECKED BY _____
ESTIMATED BY _____ DRAFTED BY _____ CHECKED BY _____
FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	74	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101		QUEENS COUNTY		

PLANT LIST

ITEM NO.	QTY.	SYM	BOTANICAL NAME	COMMON NAME	APPROXIMATE SPACING	SIZE	ROOT	MINIMUM BALL/POT SIZE DIA X DEPTH	PIT SIZE DIA X DEPTH	REMARKS
PLANTING MAJOR DECIDUOUS TREE										
611.010175	17	QC	QUERCUS COCCINEA	SCARLET OAK	AS SHOWN/VARIES	80MM CAL	B & B	0.81M X 0.49M	1.41M X 0.49M	SEE NOTE 16 ON LD-1; SPRING ONLY
611.010175	2	QA	QUERCUS ALBA	WHITE OAK	AS SHOWN/VARIES	80MM CAL	B & B	" "	" "	SEE NOTE 16 ON LD-1; SPRING ONLY
611.010175	8	TT	TILIA TOMENTOSA	SILVER LINDEN	AS SHOWN/VARIES	80MM CAL	B & B	" "	" "	SEE NOTE 16 ON LD-1
611.010175	4	DV	DIOSPYROS VIRGINIANA	COMMON PERSIMMON	AS SHOWN/VARIES	80MM CAL	B & B	" "	" "	SEE NOTE 16 ON LD-1
611.010175	7	GD	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	AS SHOWN/VARIES	80MM CAL	B & B	" "	" "	SEE NOTE 16 ON LD-1
611.010175	2	FS	FAGUS SYLVATICA "ASPLENIFOLIA"	FERNLEAF EUROPEAN BEECH	AS SHOWN/VARIES/7.65M MIN	80MM CAL	B & B	" "	" "	SEE NOTE 16 ON LD-1; SPRING ONLY
611.010175	12	QP	QUERCUS RUBRA	NORTHERN RED OAK	AS SHOWN/VARIES	80MM CAL	B & B	" "	" "	SEE NOTE 16 ON LD-1
611.010175	17	QR	QUERCUS PRINUS	CHESTNUT OAK	AS SHOWN/VARIES	80MM CAL	B & B	" "	" "	SEE NOTE 16 ON LD-1
PLANTING MINOR DECIDUOUS TREE										
611.020113	14	CC	CARPINUS CAROLINIANA	AMERICAN HORNBEAM	AS SHOWN/VARIES/4.6M MIN	2.4M - 3.05M HIGH	B & B	0.61M - 0.41M	1.21M X 0.41M	SPRING ONLY
611.020113	8	CO	COTINUS OBOVATUS	AMERICAN SMOKETREE	AS SHOWN/VARIES/3.75M MIN	2.4M - 3.05M HIGH	B & B	" "	" "	
611.020113	8	CM	CORNUS MAS	CORNELIAN CHERRY DOGWOOD	AS SHOWN/VARIES	2.4M - 3.05M HIGH	B & B	" "	" "	
611.020113	9	PS	PRUNUS SARGENTII	SARGENT CHERRY	AS SHOWN/VARIES/3.66M MIN	2.4M - 3.05M HIGH	B & B	" "	" "	
611.020113	9	CCA	CERCIS CANADENSIS	EASTERN REDBUD	AS SHOWN/VARIES	2.4M - 3.05M HIGH	B & B	" "	" "	
611.020113	2	PC	PISTACIA CHINENSIS	CHINESE PISTACIO	AS SHOWN/VARIES/8.73M MIN	2.4M - 3.05M HIGH	B & B	" "	" "	
PLANTING CONIFEROUS TREES										
611.030183	1	CA	CEDRUS ATLANTICA	ATLAS CEDAR	AS SHOWN/VARIES	2.4M - 3.0M HIGH	B & B	0.76M - 0.5M	1.36M X 0.5M	SPRING ONLY; SPECIMEN QUALITY
611.030183	8	PW	PINUS WALLICHIANA	HIMALAYAN PINE	AS SHOWN/VARIES/7.15M MIN	1.8M - 2.4M HIGH	B & B	0.58M - 0.4M	1.16M X 0.4M	
611.030183	20	JV	JUNIPERUS VIRGINIANA	EASTERN REDCEDAR	AS SHOWN/VARIES/3.0M MIN	1.8M - 2.4M HIGH	B & B	" "	" "	
611.030183	9	CD	CEDRUS DEODARA "SHALIMAR"	"SHALIMAR" DEODAR CEDAR	AS SHOWN/VARIES	1.8M - 2.4M HIGH	B & B	" "	" "	
PLANTING EVERGREEN SHRUBS										
611.050191	37	VXP	VIBURNUM x PRAGENSE	PRAGUE VIBURNUM	AS SHOWN/VARIES/2.4M MIN	1.5M HIGH AND WIDE	B & B	0.58M - 0.4M	1.0M X 0.4M	
611.050111	16	IM	ILEX x MERSERVEAE "BLUE PRINCESS"	"BLUE PRINCESS" HOLLY	AS SHOWN/VARIES/3.0M MIN	2.0M - 2.4M HIGH	B & B	0.6M - 0.45M	1.2M X 0.45M	SPRING ONLY
611.050191	24	IG	ILEX GLABRA "SHAMROCK"	"SHAMROCK" INKBERRY HOLLY	AS SHOWN/VARIES/3.0M MIN	1.5M HIGH & WIDE	B & B	0.58M - 0.4M	1.0M X 0.4M	SPRING ONLY
PLANTING DECIDUOUS SHRUBS										
611.040182	15	RT	RHUS TYPHINA "LACINIATA"	CUTLEAF STAGHORN SUMAC	AS SHOWN/VARIES/3.0M MIN	1.8M HIGH	B & B	0.46M - 0.35M	0.92M X 0.35M	
611.040162	15	RA	RHUS AROMATICA	FRAGRANT SUMAC	AS SHOWN/VARIES/2.4M MIN	1.25M HIGH	B & B	0.36M - 0.27M	0.72M X 0.27M	
611.040182	12	VP	VIBURNUN PRUNIFOLIUM	BLACK HAW VIBURNUM	AS SHOWN/VARIES/4.5M MIN	1.8M HIGH	B & B	0.46M - 0.35M	0.92M X 0.35M	
611.040152	32	VD	VIBURNUM DENTATUM "BLUE MUFFIN"	"BLUE MUFFIN" VIBURNUM	AS SHOWN/VARIES/2.8M MIN	0.9M HIGH	B & B	0.3M - 0.23M	0.60M X 0.23M	
PLANTING VINES AND GROUND COVER										
611.060111	767	PT	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	300 MM O.C.	2 RUNNERS 0.3M MIN	CONT.	SP-4 CONT.	BED	
611.070113	5372	NC	NARCISSUS "CARLTON"	"CARLTON" LARGE CUP NARCISSUS	150 MM O.C. APPROX.	DN-2			PLANT DEPTH 200MM	"NATURALIZED" IN IVY BED IN AREA SHOWN
611.070113	5372	NA	NARCISSUS "AMOR"	"AMOR" LARGE CUP NARCISSUS	150 MM O.C. APPROX.	DN-2			PLANT DEPTH 200MM	"NATURALIZED" IN IVY BED IN AREA SHOWN
611.060111	17745	HH	HEDERA HELIX "THORNDALE"	"THORNDALE" ENGISH IVY	300 MM O.C.	2 RUNNERS 0.3M MIN	CONT.	SP-4 CONT.	BED	
611.070191	67	MS	MISCANTHUS SINENSIS "GRACILLIMUS"	"GRACILLIMUS" MAIDEN GRASS	915 MM O.C.	450-600MM HIGH	CONT.	#2 CONT.	BED	
611.070113	4245	HHIS	HYACINTHOIDES HISPANICUS	SPANISH BLUEBELL	150 MM O.C. APPROX.	16CM CIRCUMFERENCE			PLANT DEPTH 200MM	"NATURALIZED" IN IVY BED IN AREA SHOWN
611.060111	3685	LM	LIRIOPE MUSCARI	BLUE LILYTURF	300 MM O.C.	150-250MM HIGH	CONT.	SP-4 CONT.	BED	FULL PLANTS

SUPPLEMENTAL LANDSCAPE SPECIFICATIONS

209-3.06 GRASS SEED MIX FOR (TEMPORARY SEEDING MIX, STANDARD SPECIFICATION):

3.5GM/SM RYEGRASS (ANN./PEREN)	LOLIUM ANNUA
11.2GM/SM CEREAL RYE	LOLIUM ANNUA
11.2GM/SM WINTER WHEAT	TRITICUM AESTIVUM

SECTION 610 - TURF AND WILDFLOWER ESTABLISHMENT

610-2. MATERIALS

610-2.02 ESTABLISHING TURF

THE MATERIALS LISTED BELOW SHALL FULFILL THE FOLLOWING REQUIREMENTS IN ADDITION TO THOSE DESCRIBED IN THE STANDARD SPECIFICATIONS.

COMPOST SHALL BE AS SPECIFIED UNDER ITEM 11610.0194M - APPLYING COMPOST AND WILL BE PAID FOR SEPARATELY.

PESTICIDES 713-13: ACCEPTABLE TYPES FOR CONTROL OF BROADLEAF WEEDS INCLUDE GARLON 4, GARLON 3A, ESCORT AND TRICLOPYR. ACCEPTABLE TYPES FOR CONTROL OF ALL PLANTS INCLUDE GLYCOPHOSATE.

STRAW 713-19: TYPE SHALL BE WHEAT, OAT, OR BARLEY STRAW WHICH IS FREE OF GRAIN SEED HEADS.

SEEDS: SHALL BE AS FOLLOWS FOR ALL LAWN AREAS:

SPECIES	ACCEPTABLE CULTIVARS	APPLICATION RATE - WT. OF PURE LIVE SEED PER SQUARE METER
TURF-TYPE TALL FESCUE	JAGUAR, TITAN OR PHOENIX	9.0 G
DWARF TURF-TYPE TALL FESCUE	JAGUAR II, EMPEROR, OR SR8200	7.2 G
DWARF PERENNIAL RYE	OMEGA II, STURN, OR SR 4200	6.2 G
WHITE CLOVER	COMMERCIAL	1.2 G
	TOTAL	23.6 G

610-3 CONSTRUCTION DETAILS

610-3.01 APPLYING SOIL AMENDMENTS

FERTILIZER AND LIMESTONE SHALL BE SPREAD OVER ALL AREAS TO BE SEEDED.

610-3.02 ESTABLISHING TURF

A. RATES. APPLICATION RATES FOR TURF ESTABLISHMENT MATERIALS SHALL BE AS FOLLOWS:

LIMESTONE:	250GM/ SQUARE METER
SEED:	235.5 KG/HA
PESTICIDES (HERBICIDES):	MANUFACTURERRS RECOMMENDED RATE
COMPOST:	520 CUBIC METERS/HECTARE

D. GROUND PREPARATION AND SEEDING. METHOD 2 SHALL BE USED. IN AREAS SHOWN ON PLANS AS SESTABLISH TURF PLUS COMPOST, PRIOR TO BREAKING UP OF SURFACE, COMPOST SHALL BE APPLIED AS SPECIFIED UNDER ITEM 11610.0194M.

E. MULCHING. MULCH AND MULCH ANCHORAGE SHALL BE APPLIED SEPARATELY FROM THE SEEDS AND WITHIN THE FIRST 24 HOURS FOLLOWING SEEDING.

F. LIABILITY. TURF AREAS WILL BE CONSIDERED SATISFACTORY WHEN THEY ARE WEED FREE WITH NO BARE SPOTS AND CONTAIN A MINIMUM OF ONE HUNDRED (100) HEALTHY ESTABLISHED TURF GRASS PLANTS PER 250MM X 250MM AREA WHICH HAVE GROWN TO A HEIGHT OF 100 MM.

G. CARE DURING CONSTRUCTION. WATER SHALL BE PROVIDED DURING CONSTRUCTION ACCORDING TO THE SCHEDULE OUTLINED IN 11615.0302MTWATERING VEGETATIONT AND WILL BE PAID FOR SEPARATELY.

610-5 BASIS OF PAYMENT

610-5.02 ESTABLISHING TURF

THE UNIT PRICE BID PER HECTARE SHALL NOT INCLUDE COMPOST AND WATER APPLIED SUBSEQUENT TO SEEDING. THESE SHALL BE PAID FOR UNDER THEIR RESPECTIVE ITEMS.

SUPPLEMENTAL LANDSCAPE SPECIFICATIONS (CONTINUED)

611-2 MATERIALS

611-2.02

TOP SOIL SHALL MEET THE N.Y.S.D.O.T. STANDARD SPECIFICATIONS WITH THE FOLLOWING EXCEPTION: THE ORGANIC CONTENT SHALL NOT BE LESS THAN 8% OR MORE THAN 20%.

FERTILIZER SHALL BE TYPE NO. 11 OF THE STANDARD SPECIFICATIONS. FOR ALL PLANT MATERIALS, EXCEPT FOR VINES AND GROUND COVER; WHICH WILL BE TYPE 1. MULCHING SHALL BE WITH SHREDDED BARK MULCH, TO THE DEPTH OF 100MM. MATERIAL SHALL BE DARK BROWN AND MEET THE APPROVAL OF THE REGIONAL LANDSCAPE ARCHITECT. THE CONTRACTOR SHALL SUBMIT A SAMPLE TO THE REGIONAL LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO DELIVERY TO THE SITE. ALL PLANT BEDS WILL RECEIVE 100MM MULCH AS SPECIFIED.

WATER 712-01 SHALL BE PAID FOR UNDER ITEM 11615.0302M. MYCORRHIZAL FUNGI MIXTURE SHALL BE PER ITEM 11610.0102M AND SHALL BE PAID FOR SEPARATELY. ENDOMYCORRHIZAL FUNGI AND BACTERIA MIXTURE SHALL BE PER ITEM 11610.0103M AND SHALL BE PAID FOR SEPARATELY.

611-3.01 GENERAL

A. PLANTING SEASONS SHALL BE: SPRING: MARCH 1 THROUGH MAY 15; FALL: SEPTEMBER 15 THROUGH NOVEMBER 30. IN UNUSUAL CIRCUMSTANCES, REQUESTS FOR EXTENSIONS MAY BE SUBMITTED FOR APPROVAL OF THE REGIONAL LANDSCAPE ARCHITECT.

611-3.02

E. ALL GROUNDCOVERS SHALL BE IN CONTINUOUS PLANTING BEDS. ALL BEDS ARE TO BE BROUGHT TO GRADE WITH 0.46M OF TOPSOIL. EXCAVATE EXISTING SOIL AS NECESSARY EXCEPT WHERE SHOWN ON PLANS.

611-3.03

O. FERTILIZER SHALL BE AS SPECIFIED IN 713-03.

MYCORRHIZAL FUNGI MIXTURE SHALL BE INCORPORATED INTO THE SOIL FOR ALL TREE AND SHURB PLANTINGS PER ITEM 11610.0102M. ENDOMYCORRHIZAL FUNGI AND BACTERIA MIXTURE SHALL BE INCORPORATED INTO THE SOIL FOR ALL GROUNDCOVER PLANTING BEDS FOR ITEM 11610.0103M.

G. OUTSIDE OF BEDS AND AREAS ON PLAN CALLING FOR "SOIL REPLACEMENT," PLANTING SOIL SHALL BE ALTERNATIVE I, AND SHALL CONSIST OF ONE (1) PART TOPSOIL TO ONE (1) PART EXISTING SOIL EXCAVATED FROM THE PLANT PIT.

611-3.03

E. ALL MAJOR DECIDUOUS TREES SHALL BE WRAPPED ACCORDING TO THE N.Y.S.D.O.T. STANDARD SPECIFICATION

611-3.03

A. BALLS OF TREES AND SHRUBS SHALL REST ON UNDISTURBED SOIL WHERE POSSIBLE OR, IN AREAS OF SIGNIFICANT GRADING, ON COMPACTED SOIL. SAUCER DEPTH SHALL BE A MINIMUM OF 100MM FOR TREES AND SHRUBS.

F. ALL TREES SHALL BE STAKED AND GUYED AS INDICATED IN THE STANDARD DETAIL SHEET M611-R1R1, WITH MATERIALS AS SPECIFIED IN 713-08, "MATERIALS FOR PROTECTION OF PLANTS"; ABOVE GROUND SUPPORT.

H. SHREDDED BARK MULCH SHALL BE REQUIRED ON ALL PLANTING PITS AND BEDS TO A DEPTH OF 100MM, EXCEPT THAT IT SHALL TAPER TO ZERO AT THE STEMS OF ALL TREES & SHRUBS AND SHALL NOT COVER GROUNDCOVER FOLIAGE.

611-3.05 CARE OF PLANTS

C. WATERING SHALL BE APPLIED PER ITEM 11615.0302M AND SHALL BE PAID FOR SEPARATELY.

H. ANTIDESICCANTS: AT TIME OF PLANTING, PLANTS SHALL BE SPRAYED WITH ANTIDESICCANT ACCORDING TO PRODUCT LABEL DIRECTION, AS SPECIFIED BY SECTION 713-08 AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO APPLICATION.

613-2 MATERIALS

TOP SOIL SHALL CONFORM TO THE REQUIREMENTS OF 713-01 PLUS MODIFICATIONS IN THE ?? NOTES.

613-3.01

THE CONTRACTOR SHALL SCARIFY OR TILL THE SURFACE OF THE SUBSOIL AS DIRECTED BY THE EIC IN CONSULTATION WITH THE LANDSCAPE ARCHITECT.

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

PLANT LIST AND SUPPLEMENTAL SPECIFICATIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
LD-2		JAN. 2003	11

CHECKED BY ____ DRAFTED BY ____ ESTIMATED BY ____ DESIGNED BY ____ JOB MANAGER ____ DESIGN SUPERVISOR ____

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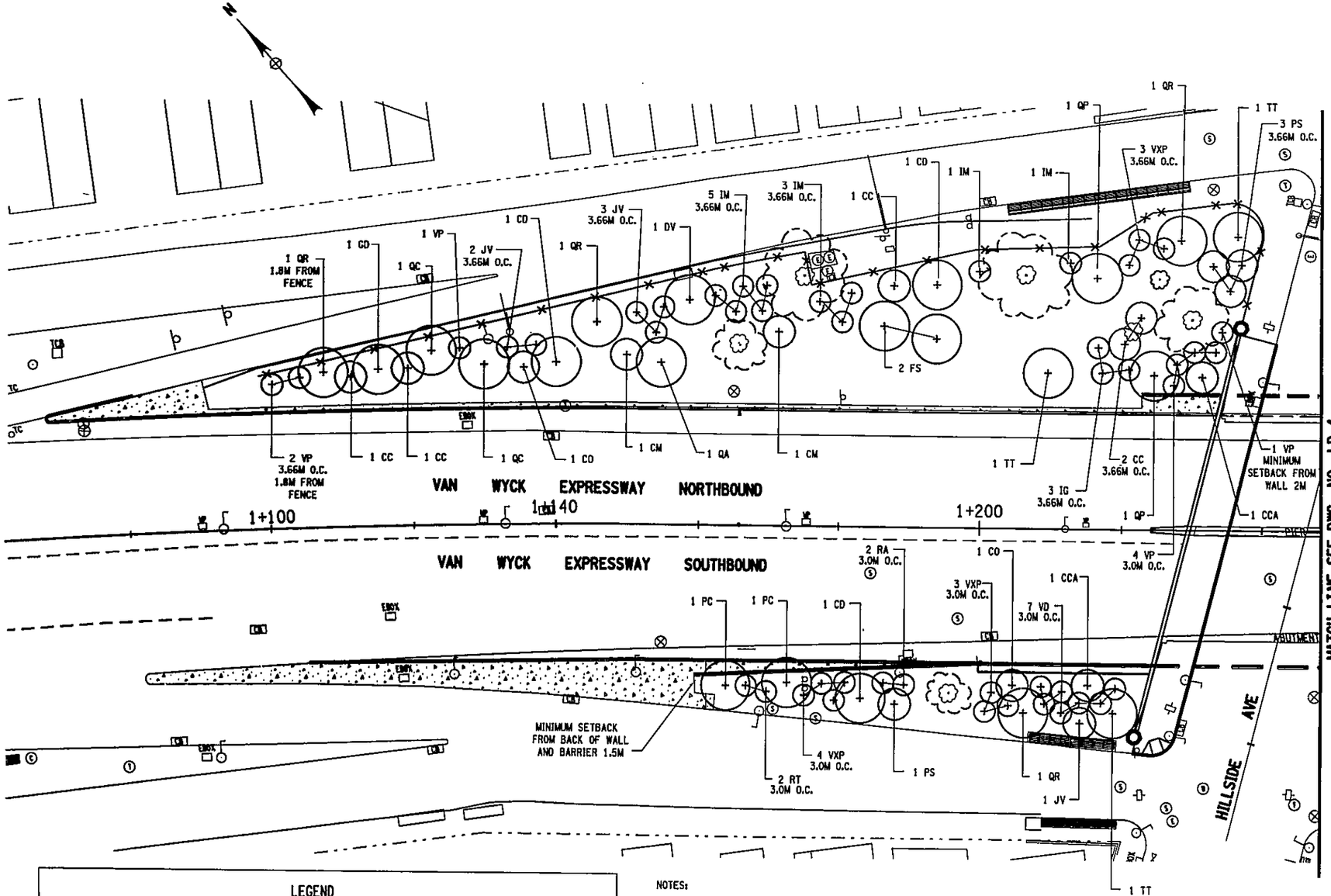
DATE/TIME = $DATE$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	75	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY



LEGEND			
+	MAJOR TREES	+	SHRUBS
+	MINOR TREES		EXISTING TREES TO REMAIN (AND APPROXIMATE CANOPY)

NOTES:

1. SEE ALSO NOTES ON LD-1, PLANT LIST/SPECIFICATIONS ON LD-2 AND GROUNDCOVER/SOIL PLANTING ON LD 6-8.
2. ALL PLANTING LOCATIONS ARE TO BE STAKED IN THE FIELD BY CONTRACTOR RELATIVE TO SITE FEATURES SHOWN FOR APPROVAL PRIOR TO PLANTING.
3. CLEARANCE TO FENCES AND WALLS FOR MAJOR TREES TYPICALLY 3.66M IN AREAS TO BE SEEDED, EXCEPT AS SHOWN.

0 10 20 30
SCALE IN METER

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

TREE AND SHRUB PLANTING PLAN 1

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
LD-3		JAN. 2003	11

DESIGN SUPERVISOR ____ JOB MANAGER ____ DESIGNED BY ____ CHECKED BY ____

ESTIMATED BY ____ DRAFTED BY ____ CHECKED BY ____

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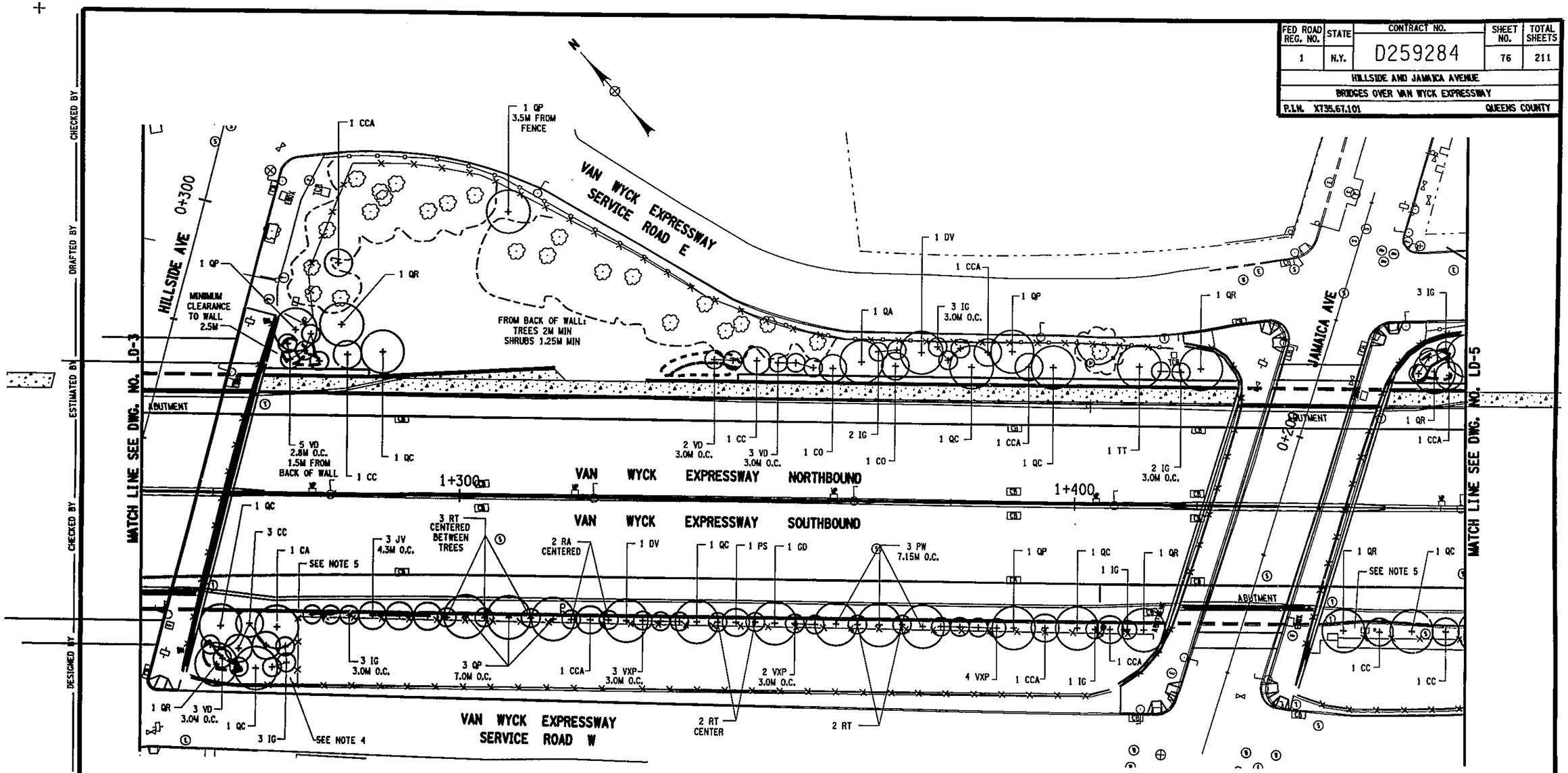
DATE/TIME = #DATE# #TIME#
USER = #USERNAME#

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	76	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



LEGEND			
+	MAJOR TREES	⊕	SHRUBS
+	MINOR TREES		EXISTING TREES TO REMAIN (AND APPROXIMATE CANOPY)

NOTES:

1. SEE ALSO NOTES ON LD-1, PLANT LIST/SPECIFICATIONS ON LD-2 AND GROUNDCOVER/SOIL PLANTING ON LD 6-8.
2. ALL PLANTING LOCATIONS ARE TO BE STAKED IN THE FIELD BY CONTRACTOR RELATIVE TO SITE FEATURES SHOWN FOR APPROVAL PRIOR TO PLANTING.
3. CLEARANCE TO FENCES AND WALLS FOR MAJOR TREES TYPICALLY 3.66M IN AREAS TO BE SEEDED, EXCEPT AS SHOWN.
4. IN WIDE AREA, TREES ARE 2.5M FROM WALLS OR FENCES, SHURBS 1.5M MINIMUM.
5. IN THESE NARROW AREARS, ALL TREES AND SHRUBS CENTERED BETWEEN FENCE AND BACK OF CONCRETE BARRIER.

0 10 20 30
SCALE IN METER

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

TREE AND SHRUB PLANTING PLAN 2

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
LD-4		JAN. 2003	11

HNTB

DESIGN SUPERVISOR ____ JOB MANAGER ____ DESIGNED BY ____ DRAFTED BY ____ CHECKED BY ____ ESTIMATED BY ____ CHECKED BY ____

FILE NAME = $FILE$
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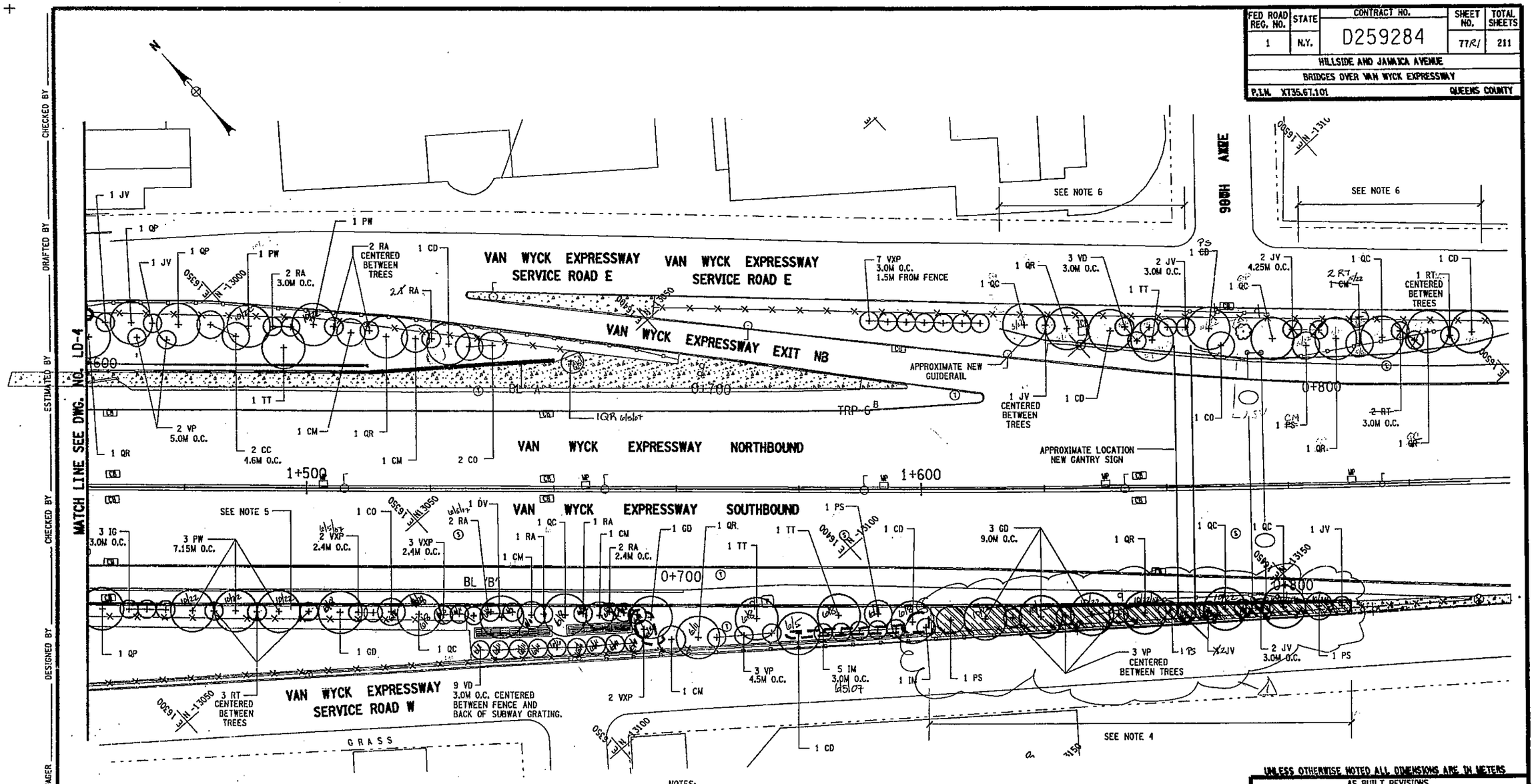
USER = $USERNAME$

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	77R1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



LEGEND			
+	MAJOR TREES	+	SHRUBS
+	MINOR TREES		EXISTING TREES TO REMAIN (AND APPROXIMATE CANOPY)

NOTES:

1. SEE ALSO NOTES ON LD-1, PLANT LIST/SPECIFICATIONS ON LD-2 AND GROUNDCOVER/SOIL PLANTING ON LD 6-8.
2. ALL PLANTING LOCATIONS ARE TO BE STAKED IN THE FIELD BY CONTRACTOR RELATIVE TO SITE FEATURES SHOWN FOR APPROVAL PRIOR TO PLANTING.
3. CLEARANCE TO FENCES AND WALLS FOR MAJOR TREES TYPICALLY 3.66M IN AREAS TO BE SEEDED, EXCEPT AS SHOWN.
4. EACH TREE AND SHRUB IN CONCRETE PAVER AREA IS TO BE CENTERED BETWEEN FENCE AND BACK OF CONCRETE BARRIER, AND A .6M SQUARE OPENING IS TO BE LEFT IN PAVEMENT.
5. IN THIS NARROW AREA, ALL TREES AND SHRUBS CENTERED BETWEEN FENCE AND BACK OF CONCRETE BARRIER.
6. TREES IN THIS AREA GENERALLY 7.0M O.C.

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS
1. Concrete Paver Area was exchanged for Topsoil, Turf

SIGNATURE — DATE: Aug 12, 2008

TREE AND SHRUB PLANTING PLAN 3

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
LD-5		JAN. 2003	

DRAFTED BY ____ CHECKED BY ____
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JOB MANAGER ____
DESIGN SUPERVISOR ____

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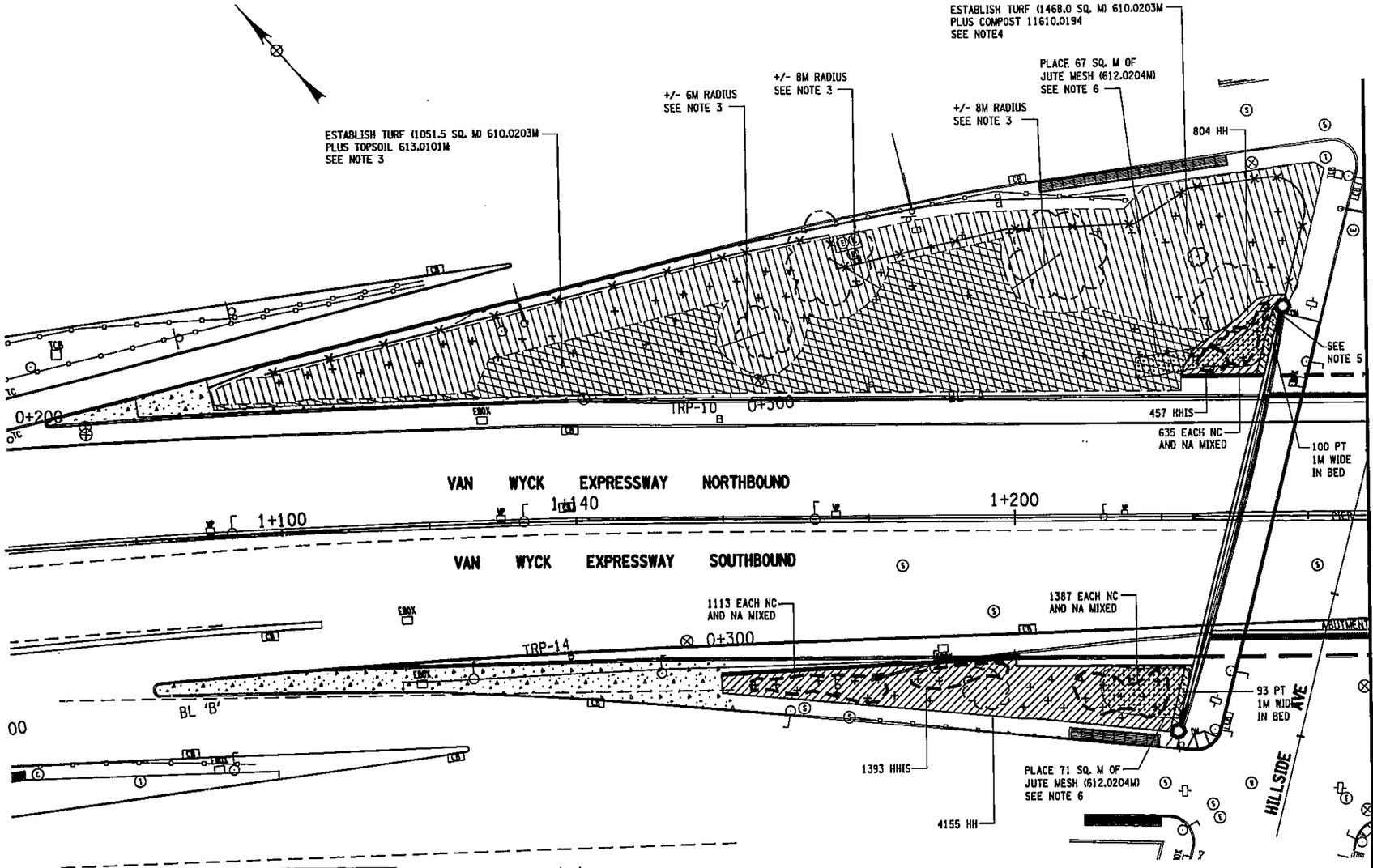
USER = $USERNAME$

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	78	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

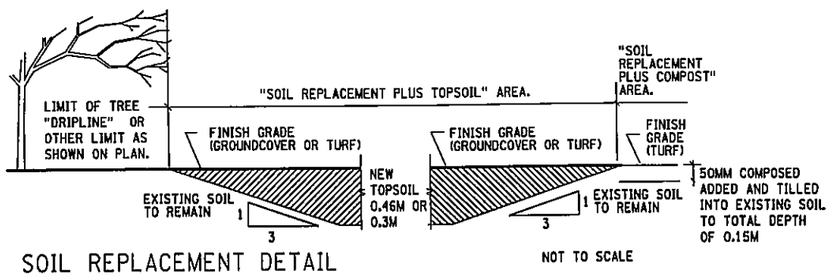
P.I.N. X735.67.101 QUEENS COUNTY



GROUNDCOVER/SOIL RESTORATION NOTES

1. SEE ALSO NOTES ON LD-1, PLANT LIST/SPECIFICATIONS ON LD-2 AND TREE/SHRUB PLANTING ON LD-3 TO LD-5.
2. ALL GROUNDCOVER AND BULB BEDS ARE TO BE STAKED IN THE FIELD FOR APPROVAL PRIOR TO PLANTING, RELATIVE TO OTHER SITE FEATURES SHOWN ON THE PLAN OR AS DETAILED ON LD-9. BEDS ADJACENT TO PAVEMENT, WALLS, OR OTHER ELEMENTS ARE TO EXTEND TO THAT ELEMENT. BULBS ARE TO BE "NATURALIZED" OR RANDOMLY SPACED AND CLUSTERED IN APPROXIMATE AREAS SHOWN AND CAN BE PLANTED INDIVIDUALLY OR LAID OUT AT 200MM BELOW FINISH TOPSOIL GRADE, THEN COVERED WITH REMAINING TOPSOIL.
3. IN ALL GROUNDCOVER BEDS AND ALL AREA CALLING FOR TURF "PLUS TOPSOIL", NEW TOPSOIL SHALL BE ADDED TO A MINIMUM DEPTH BELOW FINISH GRADE OF 0.3M FOR TURF AND 0.46M FOR GROUND COVER, EXCEPT THAT THIS DEPTH SHALL BE "FEATHERED" AT SLOPE OF 1 VERTICAL TO 3 HORIZONTAL TO MEET LIMITS OF TURF AREAS WHERE ONLY COMPOST IS CALLED FOR OR TO MEET THE APPROXIMATE "DRIP LINES" (OR OTHER LIMITS AS SHOWN) AT EXISTING TREES TO REMAIN (SEE DETAIL THIS SHEET). THE INTENT IS TO REPLACE TOPSOIL IN ALL AREAS OF GRADING AND SIGNIFICANT CONSTRUCTION ACTIVITY, SUCH AS THE STAGING AREA. ADDITIONAL AREAS OF SOIL REPLACEMENT MAY BE NEEDED A.O.B.E. ALSO, LIMITS OF SOIL REPLACEMENT MAY BE REDUCED SLIGHTLY A.O.B.E. IF LARGE TREE ROOTS ARE ENCOUNTERED.
4. IN ALL AREAS CALLING FOR TURF ESTABLISHMENT "PLUS COMPOST", A TOPDRESSING OF COMPOST PER 11610.0194M IS TO BE UNIFORMLY APPLIED AND TILLED INTO EXISTING SOIL AS PART OF "ESTABLISHING TURF". THE LIMITS OF THESE AREAS ARE INTENDED TO BE AREAS OF MINOR CONSTRUCTION IMPACT OTHER THAN STAGING OR GRADING (SEE DETAIL THIS SHEET).
5. DETAILED LAYOUT OF GROUNDCOVER LIMITS IS SHOWN ON SHEET LD-9.
6. NEWLY GRADED SLOPES STEEPER THAN 1 ON 3 SHALL RECEIVE CLASS II, TYPE A EROSION CONTROL MATERIAL, 612.0204M (JUTE MESH) UNLESS OTHERWISE DIRECTED BY THE EIC IN CONSULTATION WITH THE LANDSCAPE ARCHITECT AND NYCDOT. LAYOUTS SHOWN ARE APPROXIMATE.

LEGEND	
	HEDERA HELIX
	PARTHENOCISSUS TRICUSPIDATA
	MISCANTHUS SINENSIS "GRACILLIMUS"
	BULBS PLANTED IN IVY BEDS
	LIRIOPE MUSCARI
	ESTABLISH TURF W/ SOIL REPLACEMENT
	ESTABLISH TURF (SCARIFY, ADD COMPOST)
	EXISTING TREES TO REMAIN (CANOPY)
+	PROPOSED TREES AND SHRUBS (LD 3-5)
	CLASS II TYPE A EROSION CONTROL



SOIL REPLACEMENT DETAIL

NOT TO SCALE

0 10 20 30

SCALE IN METER

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

GROUNDCOVER/SOIL RESTORATION PLAN 1

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
LD-6		JAN. '2003	11

HNTB

ESTIMATED BY DRAFTED BY CHECKED BY

DESIGNED BY CHECKED BY

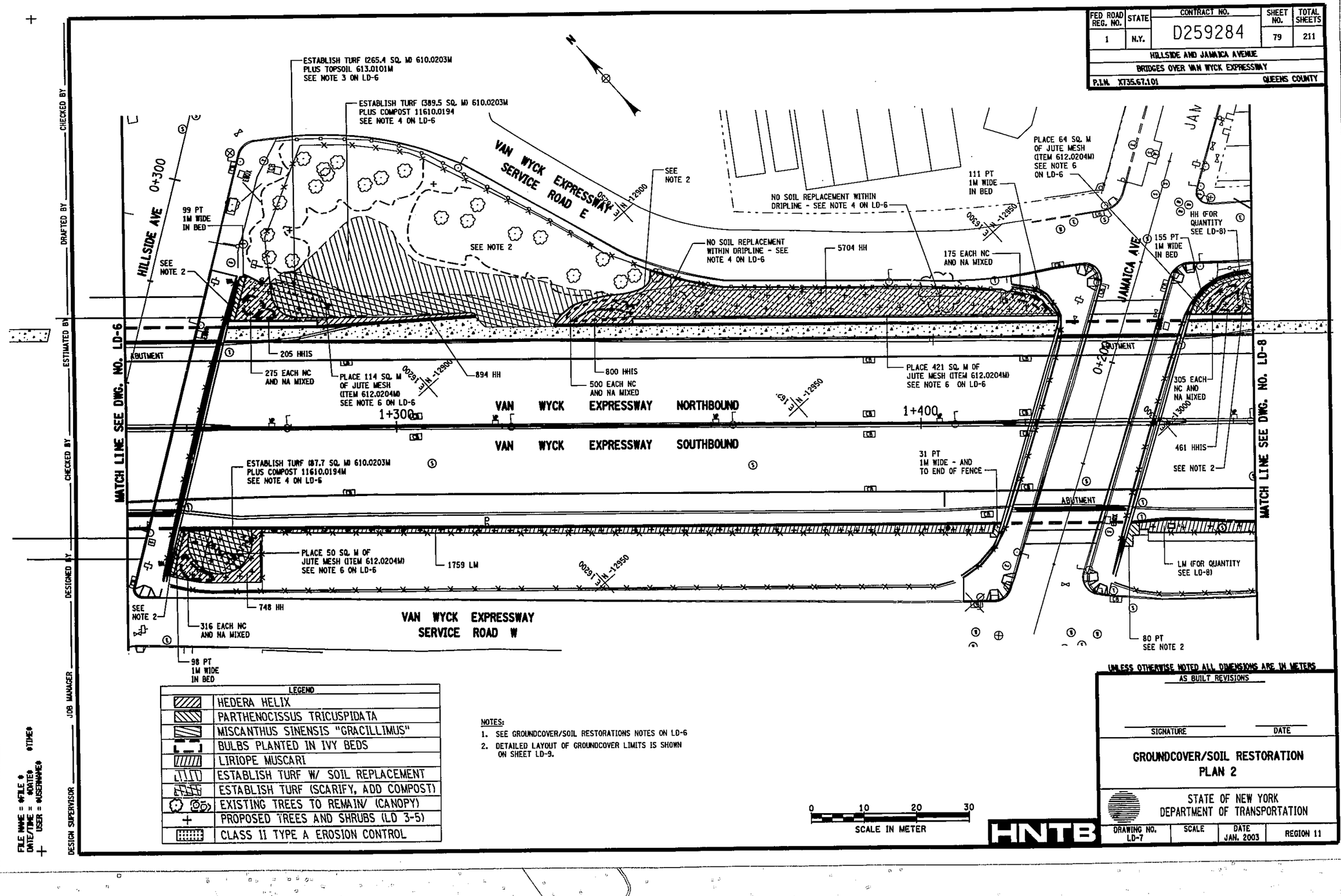
JOB MANAGER

DESIGN SUPERVISOR

FILE NAME = $FILE$ $TIME$
DATE/TIME = $DATE$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	79	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



LEGEND	
	HEDERA HELIX
	PARTHENOCISSUS TRICUSPIDATA
	MISCANTHUS SINENSIS "GRACILLIMUS"
	BULBS PLANTED IN IVY BEDS
	LIRIOPE MUSCARI
	ESTABLISH TURF W/ SOIL REPLACEMENT
	ESTABLISH TURF (SCARIFY, ADD COMPOST)
	EXISTING TREES TO REMAIN/ (CANOPY)
+	PROPOSED TREES AND SHRUBS (LD 3-5)
	CLASS II TYPE A EROSION CONTROL

NOTES:
1. SEE GROUNDCOVER/SOIL RESTORATIONS NOTES ON LD-6
2. DETAILED LAYOUT OF GROUNDCOVER LIMITS IS SHOWN ON SHEET LD-9.

0 10 20 30
SCALE IN METER

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

GROUNDCOVER/SOIL RESTORATION PLAN 2

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
LD-7		JAN. 2003	11

HNTB

CHECKED BY
DRAFTED BY
ESTIMATED BY
CHECKED BY
DESIGNED BY
JOB MANAGER
DESIGN SUPERVISOR
FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	80	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

CHECKED BY
DRAFTED BY
ESTIMATED BY
MATCH LINE SEE DWG. NO. LD-7
CHECKED BY
DESIGNED BY
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

ESTABLISH TURF (208.3 SQ. M) 610.0203M
PLUS TOPSOIL 613.0101M
SEE NOTE 3 ON LD-6

30 MS

90TH AVE

SEE NOTE 2

2489 HH (AREA CONTINUES TO SHEET LD-7 AND ALONG WALL & CONCRETE BARRIER)

VAN WYCK EXPRESSWAY
SERVICE ROAD E

VAN WYCK EXPRESSWAY EXIT NB

ESTABLISH TURF (451.0 SQ. M) 610.0203M
PLUS COMPOST 11610.0194M
SEE NOTE4 ON LD-6

0+600

BL 'A'

0+700

50

TRP 6

0+800

ESTABLISH TURF (119.1 SQ. M) 610.0203M
PLUS COMPOST 11610.0194M
SEE NOTE4 ON LD-6

PLACE 80 SQ. M OF JUTE MESH (ITEM 612.0204M)
SEE NOTE 6

VAN WYCK EXPRESSWAY NORTHBOUND

1+500

1+600

VAN WYCK EXPRESSWAY SOUTHBOUND

1926 LM (AREA CONTINUES ON LD-7)

SEE NOTE 2

PLACE 157 SQ. M OF JUTE MESH (ITEM 612.0204M)
SEE NOTE 6

BL 'B'

0+700

0+800

253 EACH NC AND NA MIXED

VAN WYCK EXPRESSWAY
SERVICE ROAD W

2951 HH

36 MS

413 EACH NC AND NA MIXED

929 HHIS

GRASS

ESTABLISH TURF (208.3 SQ. M) 610.0203M
PLUS TOPSOIL 613.0101M
SEE NOTE 3 ON LD-6

LEGEND	
	HEDERA HELIX
	PARTHENOCISSUS TRICUSPIDATA
	MISCANTHUS SINENSIS "GRACILLIMUS"
	BULBS PLANTED IN IVY BEDS
	LIRIOPE MUSCARI
	ESTABLISH TURF W/ SOIL REPLACEMENT
	ESTABLISH TURF (SCARIFY, ADD COMPOST)
	EXISTING TREES TO REMAIN/ (CANOPY)
+	PROPOSED TREES AND SHRUBS (LD 3-5)
	CLASS II TYPE A EROSION CONTROL

NOTES:
1. SEE GROUNDCOVER/SOIL RESTORATIONS NOTES ON LD-6
2. DETAILED LAYOUT OF GROUNDCOVER LIMITS IS SHOWN ON SHEET LD-9.

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

SIGNATURE DATE

GROUNDCOVER/SOIL RESTORATION PLAN 3

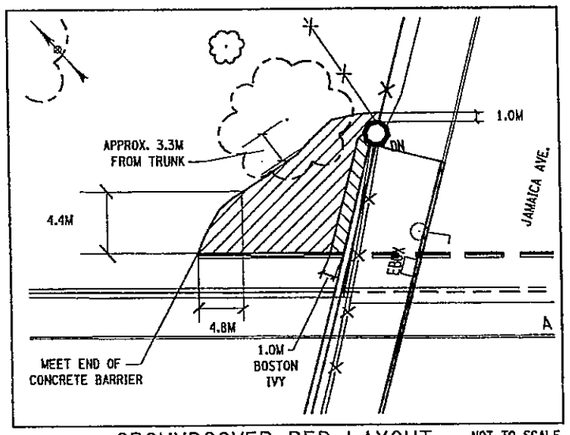
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

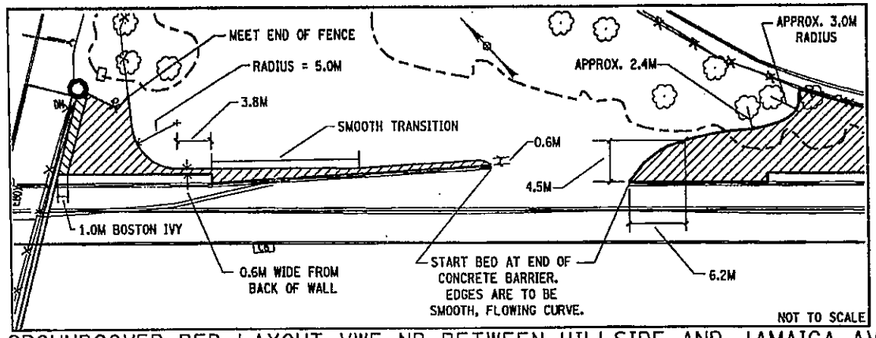
DRAWING NO.	SCALE	DATE	REGION
LD-8		JAN 2003	11

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	81RJ	211

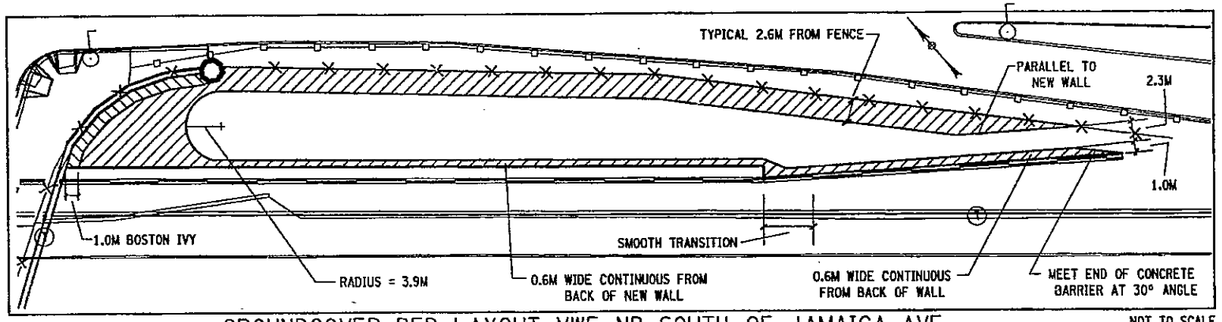
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



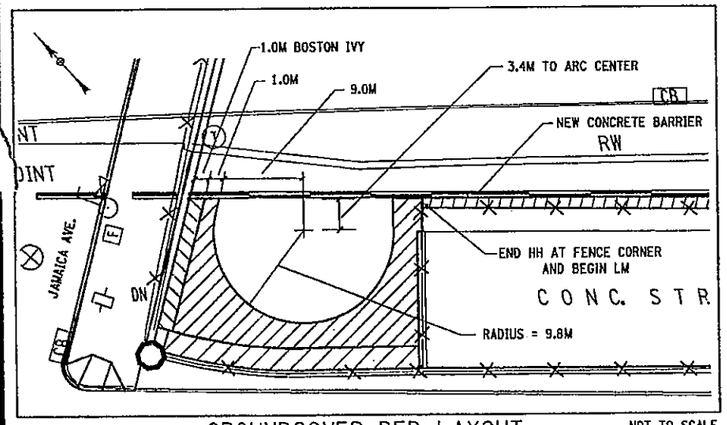
GROUNDCOVER BED LAYOUT VWE NB NORTH OF JAMAICA AVE. NOT TO SCALE



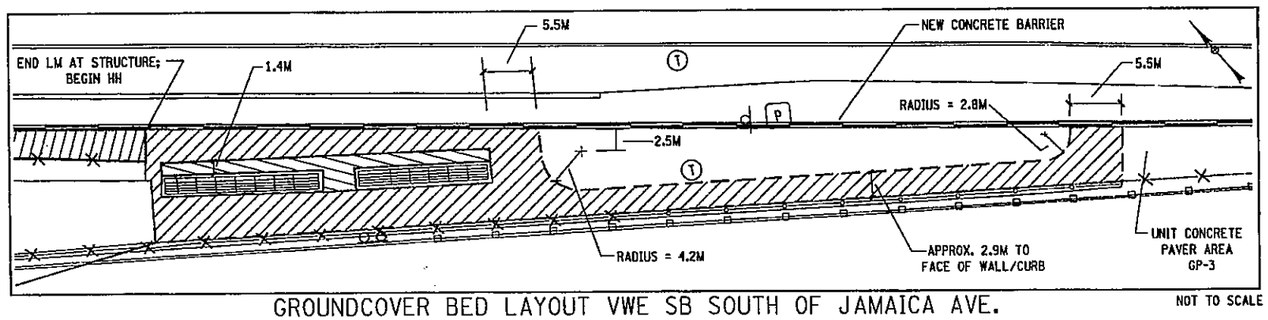
GROUNDCOVER BED LAYOUT VWE NB BETWEEN HILLSIDE AND JAMAICA AVE.



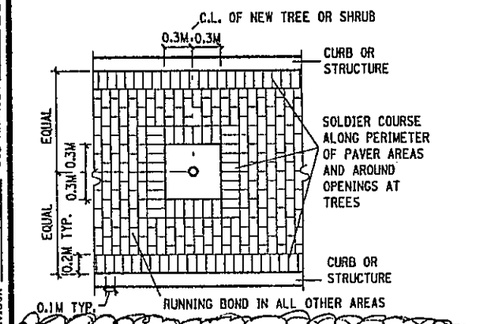
GROUNDCOVER BED LAYOUT VWE NB SOUTH OF JAMAICA AVE. NOT TO SCALE



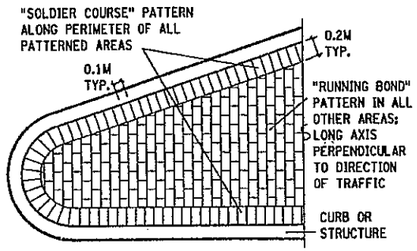
GROUNDCOVER BED LAYOUT VWE SB SOUTH OF JAMAICA AVE. NOT TO SCALE



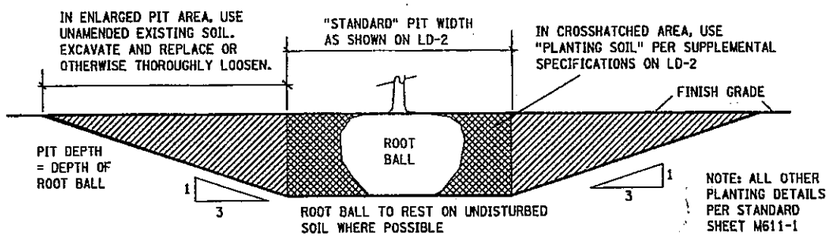
GROUNDCOVER BED LAYOUT VWE SB SOUTH OF JAMAICA AVE. NOT TO SCALE



TYPICAL CONCRETE PAVER LAYOUT
FOR ITEM 608.12M NOT TO SCALE



TYPICAL TEXTURE PATTERNS
FOR ITEM 05608.0102M NOT TO SCALE



ENLARGED PLANTING PIT FOR MAJOR TREES
PER NOTE 16 ON LD-1 NOT TO SCALE

UNLESS OTHERWISE NOTED ALL DIMENSIONS ARE IN METERS

AS BUILT REVISIONS

1 ITEM 608.12 DELETED.

SIGNATURE Aug 12, 2008 DATE

LANDSCAPE DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
LD-9		JAN. 2003	11

CHECKED BY
DRAFTED BY
ESTIMATED BY
DESIGNED BY
JOB MANAGER
DESIGN SUPERVISOR

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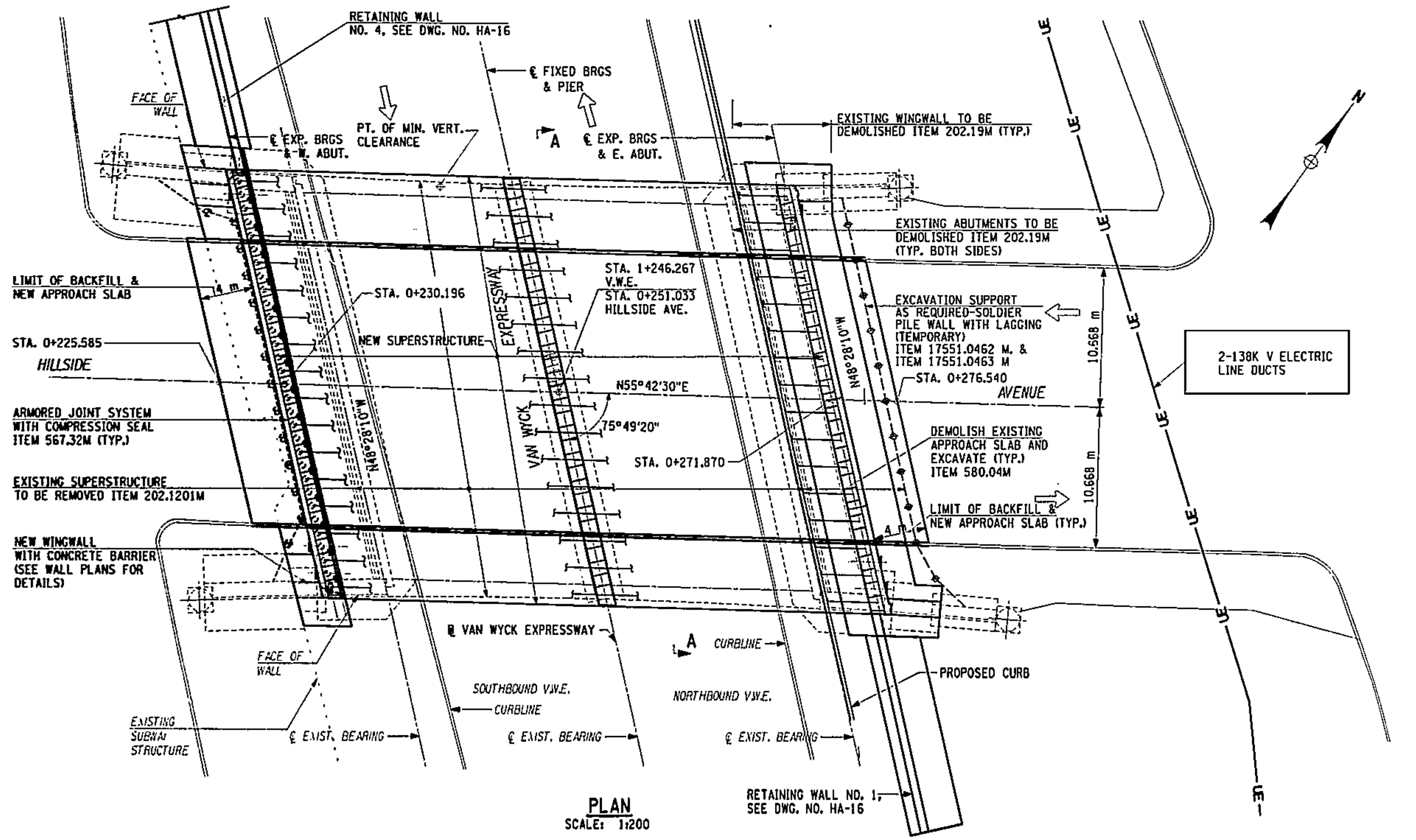
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	82	211

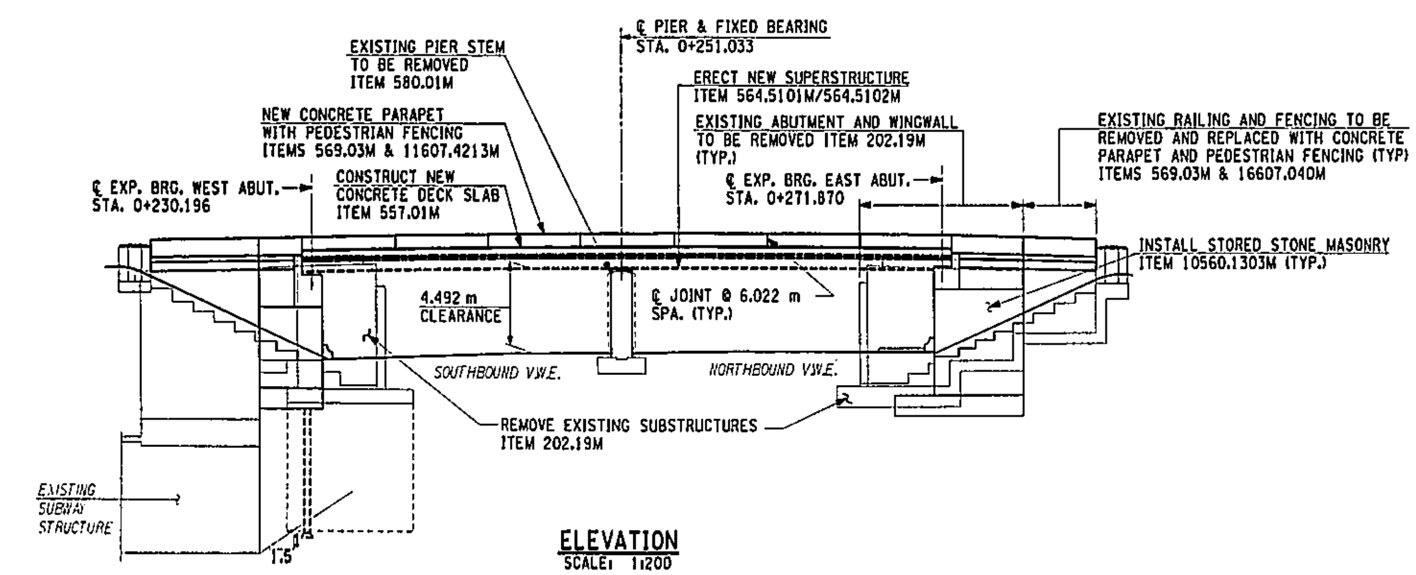
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



PLAN
SCALE: 1:200

NOTES:

1. FOR GENERAL NOTES, SEE DWG. NOS. GEN-1 THRU GEN-4.
2. FOR NYCTA NOTES, SEE DWG. NO. GEN-6.
3. FOR ESTIMATE OF QUANTITIES, SEE DWG. NO. Q-1 TO Q-3.
4. FOR TYPICAL BRIDGE SECTION A-A, SEE DWG. NO. HA-31
5. FOR INTERFERENCE WITH EXISTING NYCT STRUCTURES SEE DWGS. TA-1 TO TA-5.
6. FOR PROPOSED UTILITIES, SEE DWG. NO. HA-41.
7. FOR PEDESTRIAN FENCING, SEE DWG. NO. HA-40.



ELEVATION
SCALE: 1:200

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
GENERAL PLAN AND ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-01	AS SHOWN	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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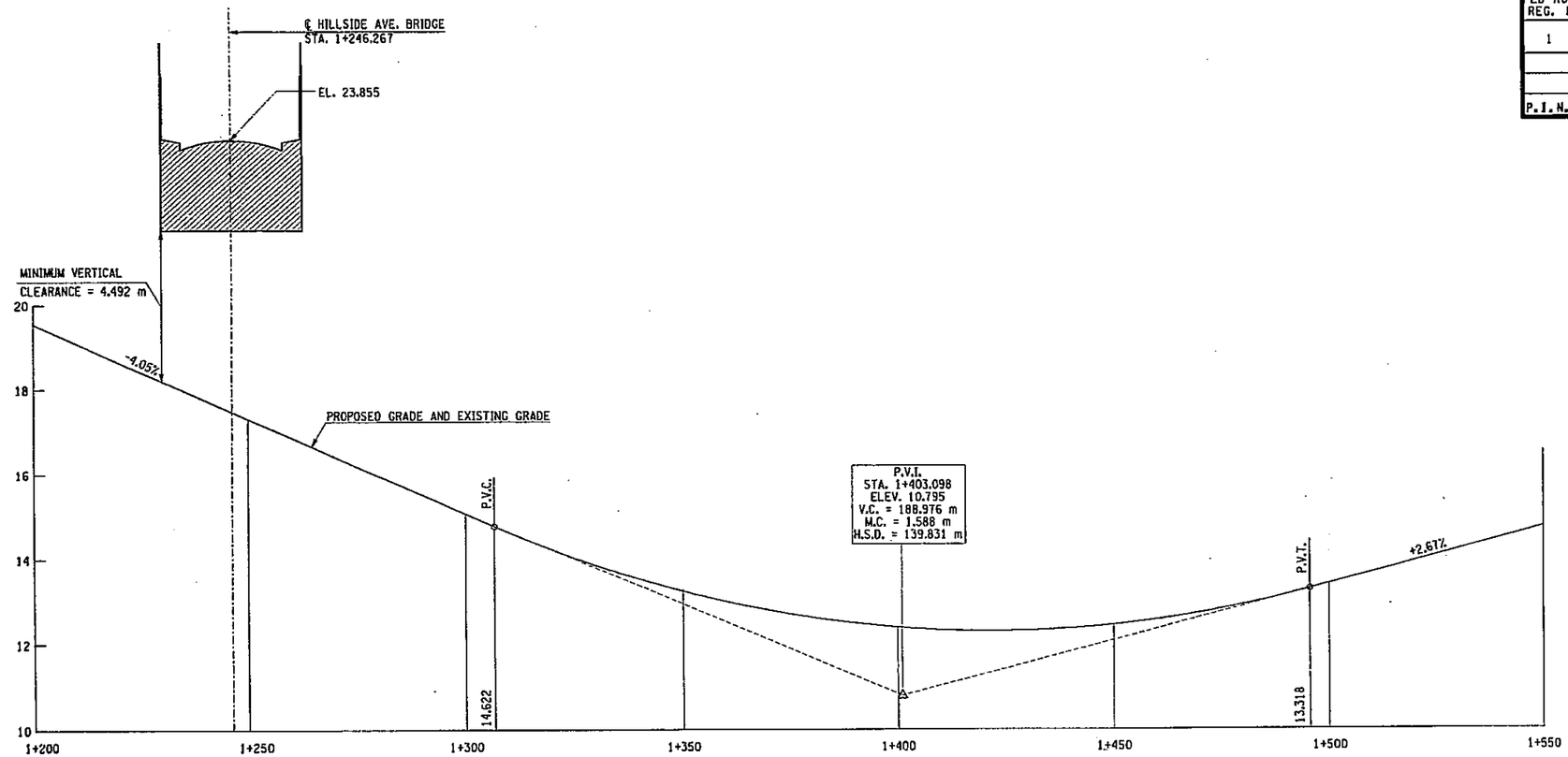
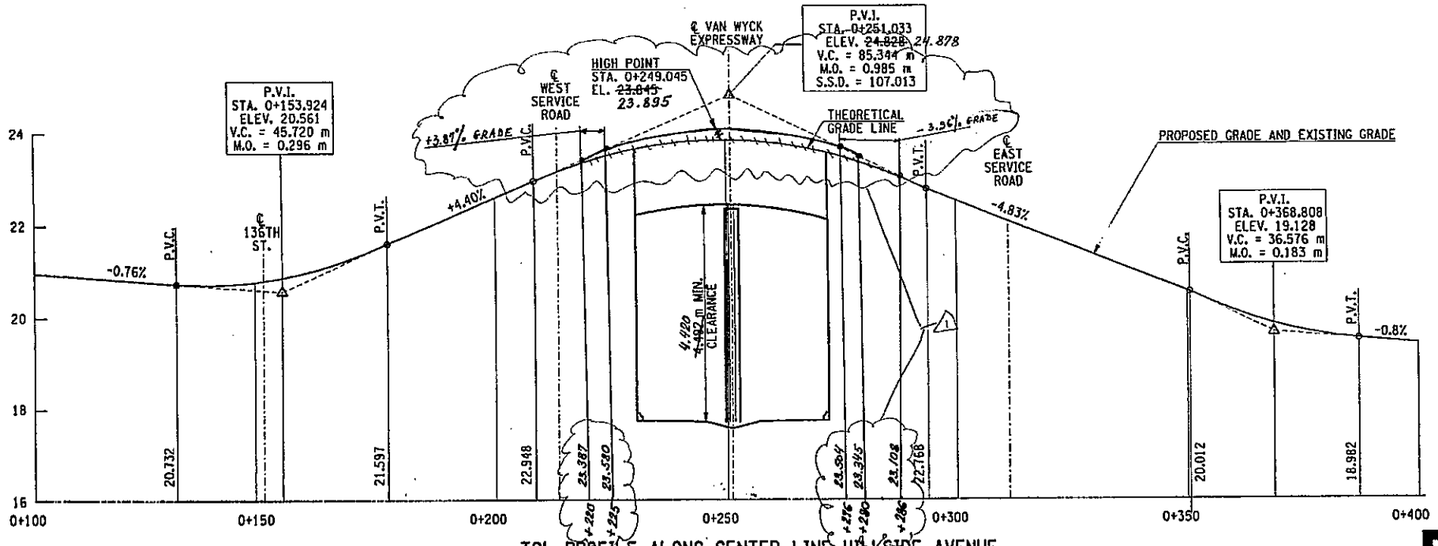
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	83R-1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



TGL PROFILE ALONG CENTER LINE VAN WYCK EXPRESSWAY



TGL PROFILE ALONG CENTER LINE HILLSIDE AVENUE

BIN 1055710

AS BUILT REVISIONS
1 Changes in TGL PROFILE ALONG CENTER LINE HILLSIDE AVENUE
SIGNATURE Aug. 11, 2008 DATE

HILLSIDE AVENUE OVER V.W.E.
PROFILES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-02	HORIZ. 1:600 VERT. 1:60	NOV. 2002	REGION 11

IN CHARGE OF ____ G.L. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ D.M. ____ ESTIMATED BY ____
DRAFTED BY ____ R.N. ____ CHECKED BY ____ L.M. ____
J.R.E. ____ CHECKED BY ____ R.N. ____

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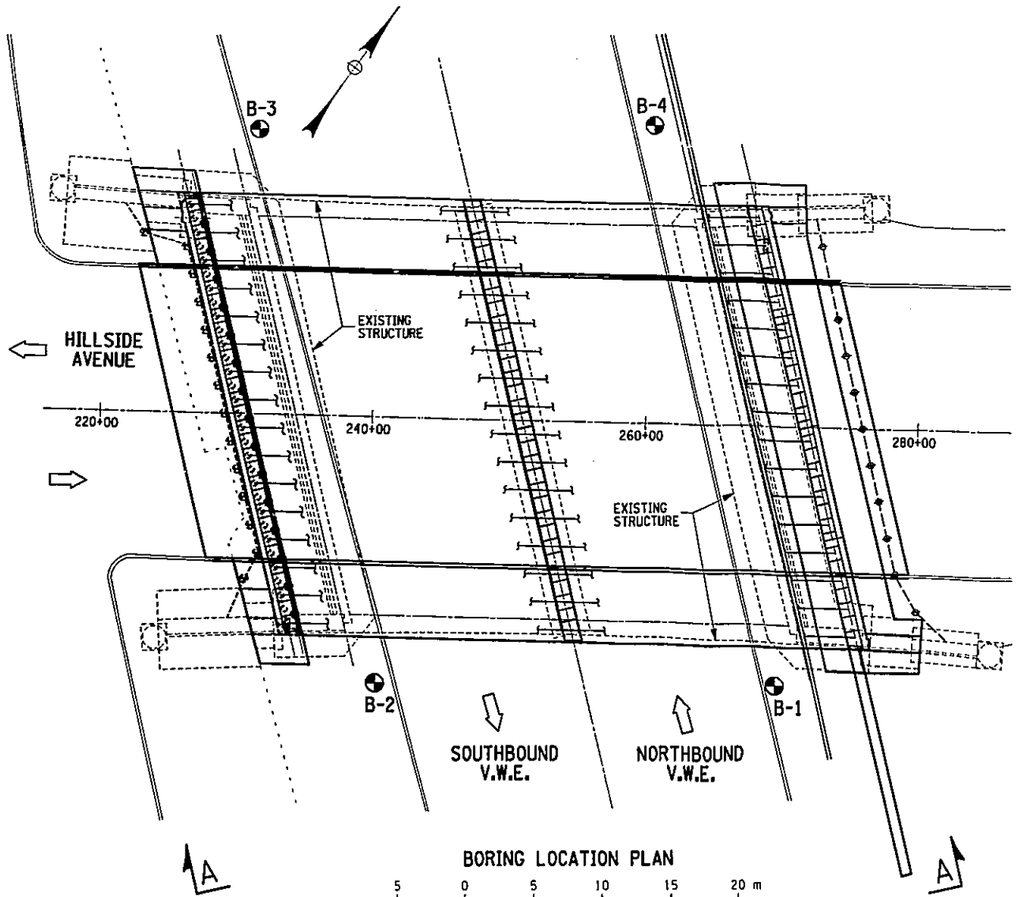
USER = PSlo

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	84	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
QUEENS COUNTY

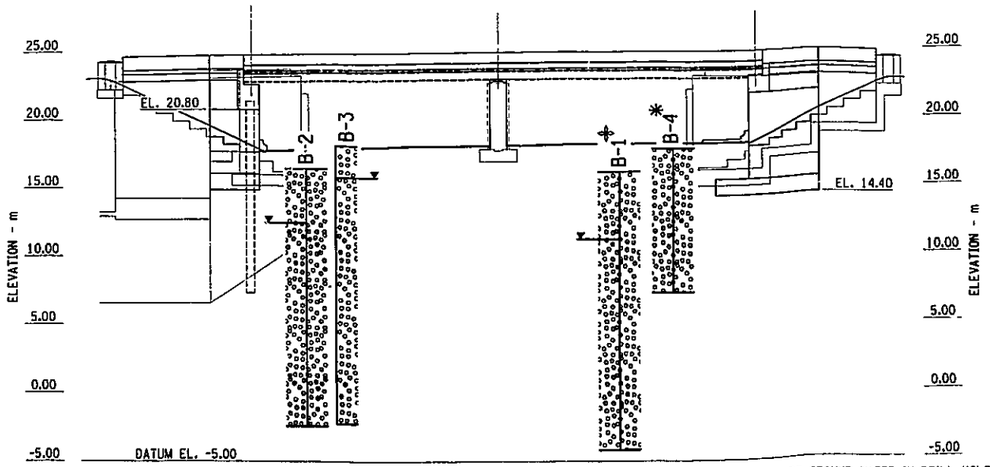
P.I.N. x735.67 B.I.N. 1055710



BORING LOCATION PLAN

5 0 5 10 15 20 m
SCALE

NOTE: BORINGS LOCATED FROM PRELIMINARY PLANS.



GENERAL SUBSURFACE PROFILE
ELEVATION A-A

5 0 5 10 15 20 m
SCALE

✱ NO OBSERVED GROUND WATER IN DRILL HOLE.
✚ BORING OFFSET FOR PLOTTING.

ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED

REFERENCE PLANS

PRELIMINARY STRUCTURE PLANS USED FOR ANALYSIS WERE:

PREPARED BY: HNTB

SCALE: 1:200 DATE: JULY 02

GEOTECHNICAL ENGINEERING BUREAU

GENERAL NOTES

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

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

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

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

LEGEND

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

NO. OF BLOWS PER 0.3 m OF PENETRATION OF A 50.8 mm O.D. (34.9 mm I.D.) SAMPLER USING A 64 kg DROP HAMMER, 762 mm FALL.

DENSITY (NON-PLASTIC SOILS)	
Very Loose	0-4
Loose	5-10
Medium Compact	11-24
Compact	25-50
Very Compact	over 50

CONSISTENCY (PLASTIC SOILS)	
Very Soft	0-1
Soft	2-4
Medium Stiff	5-8
Stiff	9-15
Very Stiff	16-30
Hard	over 30

SYMBOLS

DRILL HOLE B-

OBSERVED WATER LEVEL

Very Compact Brown Gravelly SAND with Silt

APPROVED 11/13/02

R. A. Valenti
DIRECTOR
GEOTECHNICAL ENGINEERING BUREAU

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE
OVER
VAN WYCK EXPRESSWAY

BORING LOCATION PLAN
AND GENERAL SUBSURFACE PROFILE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

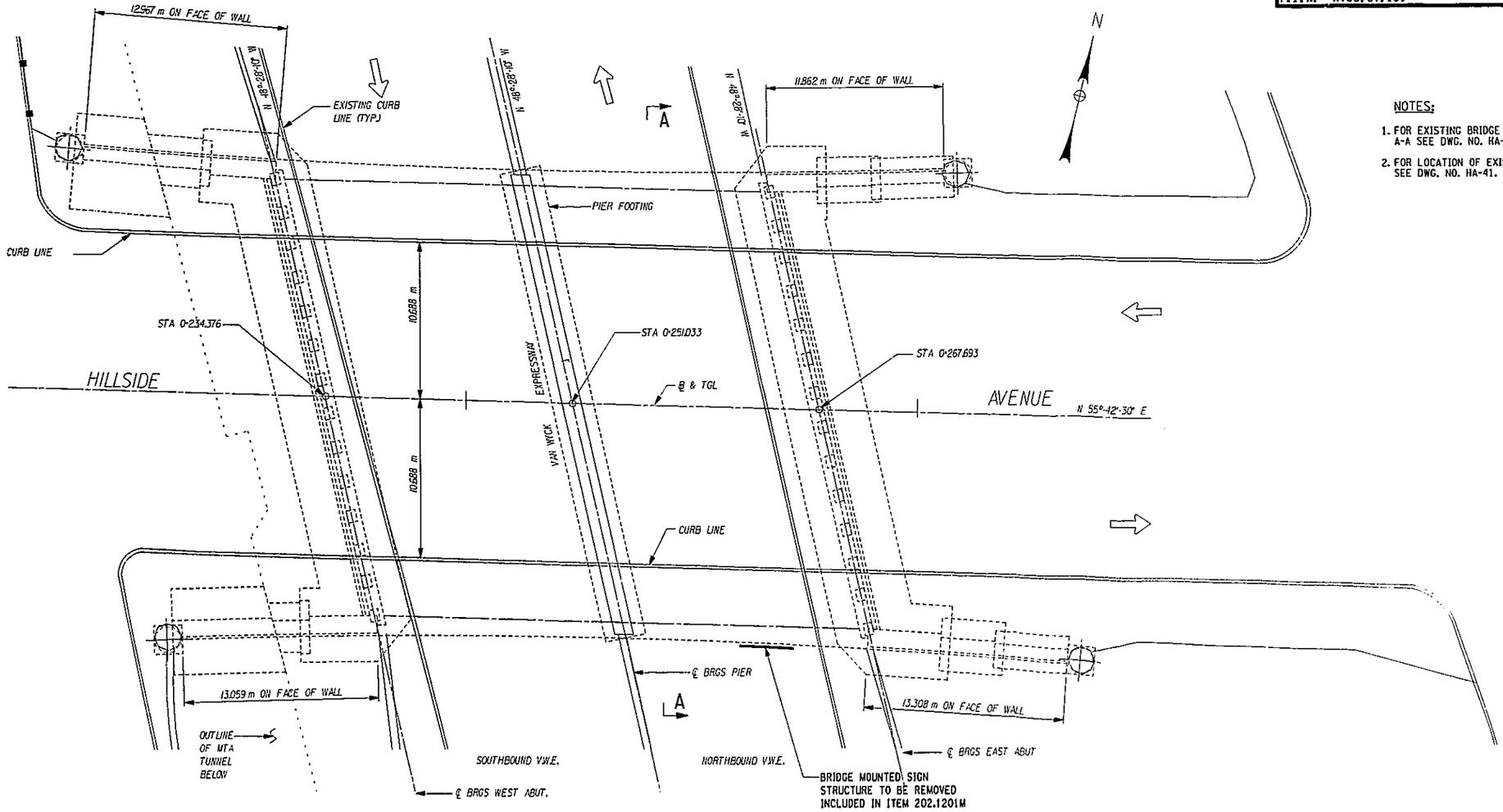
FILENAME	MO NO.	DATE	DRAWING NO.
X73567BP.GEB	11GE0164	11/12/02	BLP-1

FILE NAME = p:\struct\29803 Hillside Jamaica\29803-02\drawings\PS&E\Hillside\x73567bp_1.geb
DATE/TIME = 12/12/02
USER = PE11s

DESIGN SUPERVISOR J.J.D. JOB MANAGER P.A.W. 11/13/02 DESIGNED BY H.M.B. DRAFTED BY D.H.C. ESTIMATED BY _____ CHECKED BY M.E.L. CHECKED BY _____

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	85	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



PLAN
SCALE: 1:150

NOTES:

1. FOR EXISTING BRIDGE SECTION A-A SEE DWG. NO. HA-31.
2. FOR LOCATION OF EXISTING UTILITIES SEE DWG. NO. HA-41.

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
EXISTING PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-03	AS NOTED	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.H. ESTIMATED BY R.N.
DRAFTED BY R.N. CHECKED BY L.M. DRAFTED BY J.R.E. CHECKED BY R.N.

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	86F1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 86

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
APPROVED DATE: 11/17/05
PHILIP SALERNO, REG. DIRECTOR OF CONSTRUCTION

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
APPROVED DATE: 11/29/05
for DCES

THESE SIGNATURES APPROVE SHEET NOS.
12/9/05 86F1, 88A1F1, 89F1, 100F1, 101F1 & 102F1

FIELD CHANGE SHEETS PREPARED AND RECOMMENDED BY:

STATE OF NEW YORK
GENARO LOZANO
LIC. NO. 067557
REGISTERED PROFESSIONAL ENGINEER

GENARO LOZANO
N.Y.P.E. LIC. NO. 067557
HNTB CORPORATION
11-08-05
DATE

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
SUBSTRUCTURE LAYOUT PLAN

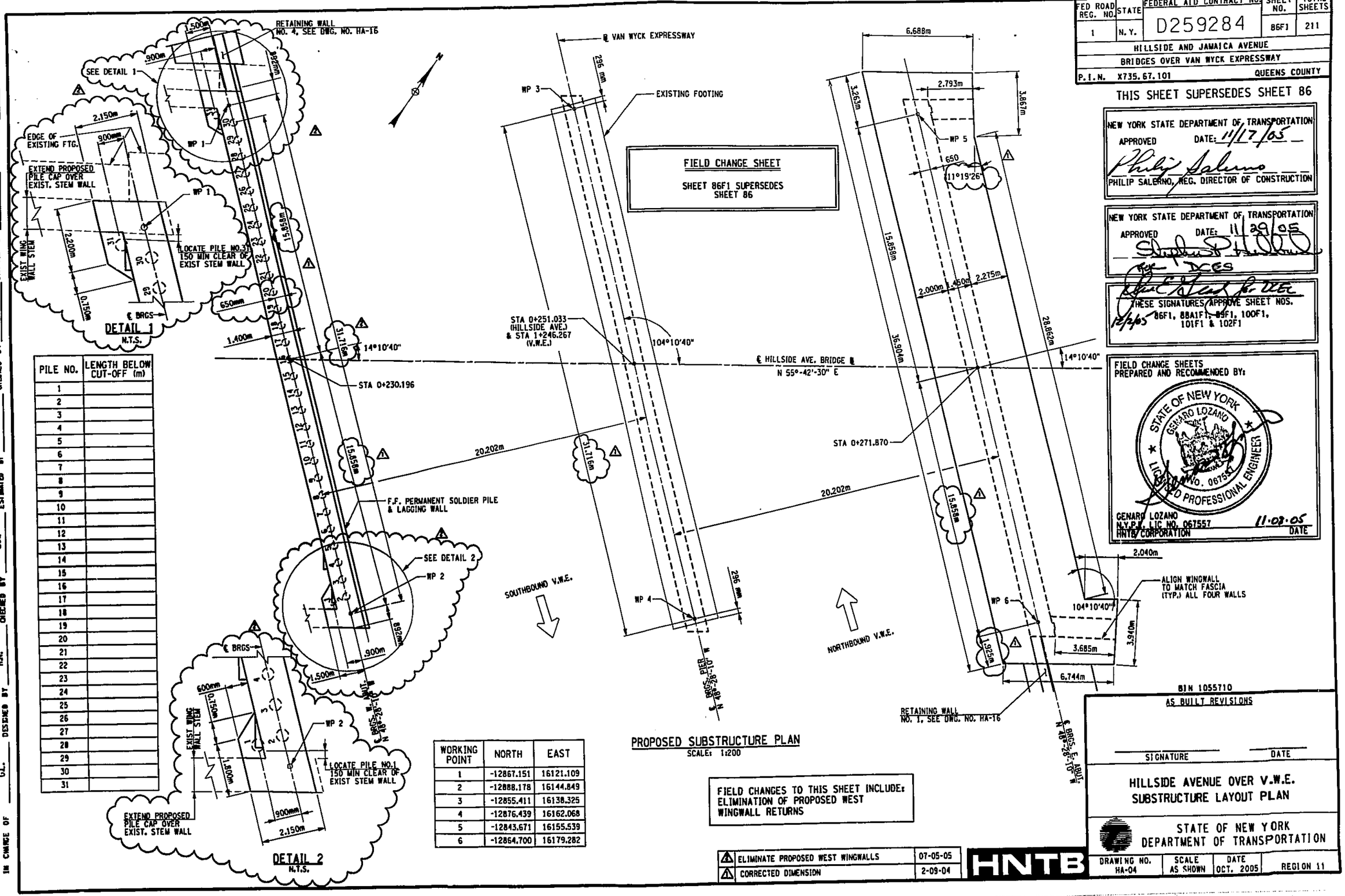
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
HA-04	AS SHOWN	OCT. 2005	REGION 11

NO.	REVISION	DATE
1	ELIMINATE PROPOSED WEST WINGWALLS	07-05-05
2	CORRECTED DIMENSION	2-09-04

HNTB

FIELD CHANGES TO THIS SHEET INCLUDE:
ELIMINATION OF PROPOSED WEST WINGWALL RETURNS



PILE NO.	LENGTH BELOW CUT-OFF (m)
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	

WORKING POINT	NORTH	EAST
1	-12867.151	16121.109
2	-12888.178	16144.849
3	-12855.411	16138.325
4	-12876.439	16162.068
5	-12843.671	16155.539
6	-12864.700	16179.282

PROPOSED SUBSTRUCTURE PLAN
SCALE: 1:200

R.N. ____ CHECKED BY ____ J.R.E. ____ DRAFTED BY ____ R.N. ____ CHECKED BY ____ L.M. ____ ESTIMATED BY ____ D.M. ____ CHECKED BY ____ R.N. ____ DESIGNED BY ____ G.L. ____ IN CHARGE OF ____

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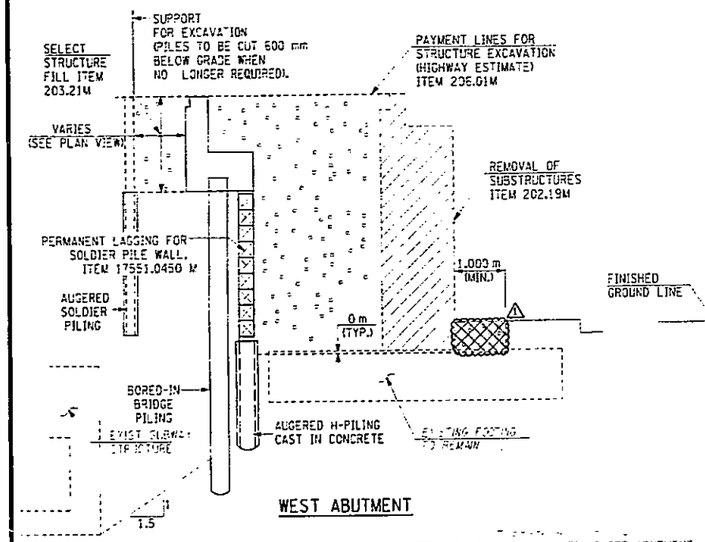
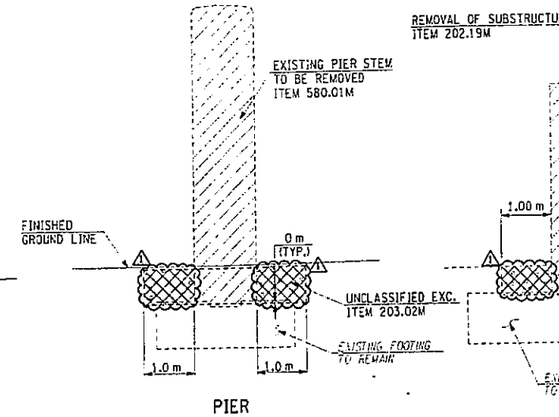
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	87A1	211

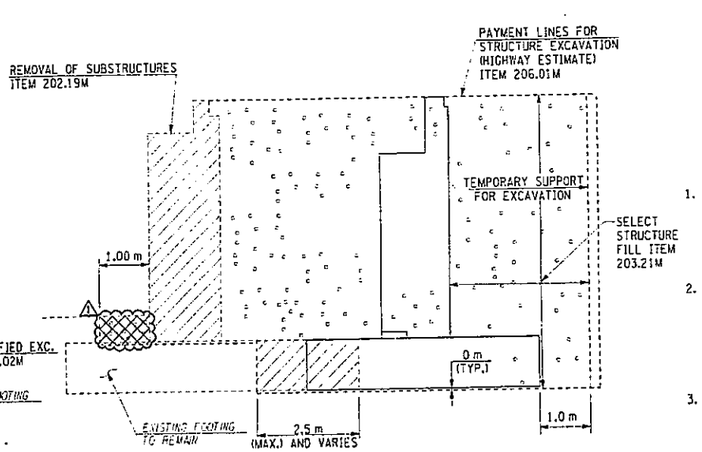
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 87



NOTE: FOR PILE TIP ELEVATIONS SEE ABUTMENT AND TA DWGS.





⚠ POTENTIAL AREAS OF PETROLEUM CONTAMINATED SOILS SCHEDULED FOR EXCAVATION (SEE NOTE A)

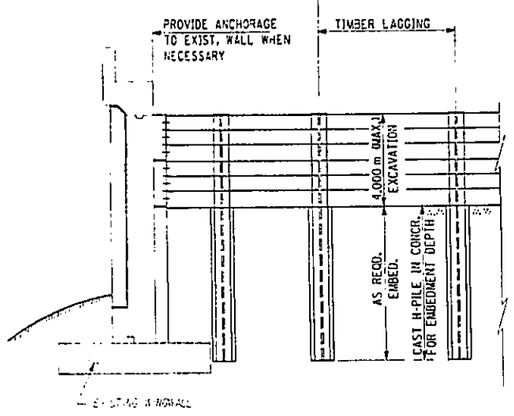
⚠ NOTE A:
EXCAVATED SOILS CONTAINING PETROLEUM CONTAMINANTS SHALL BE RE-USED ON SITE IN ACCORDANCE WITH THE PROVISION OF ITEM 06203.9923 M AND THE ENGINEERS APPROVAL. IF REQUIRED OFF-SITE DISPOSAL OF PETROLEUM CONTAMINATED SOILS WILL BE PAID FOR UNDER ITEM 06203.9922M.

NOTES FOR BOTH ABUTMENTS:

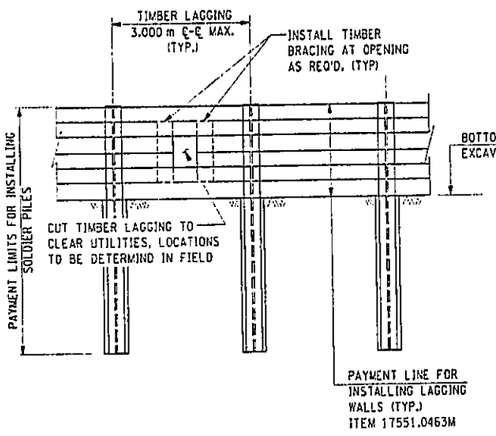
1. TEMPORARY SUPPORT OF EXCAVATION IS CONSIDERED THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE DESIGN SHALL BE PERFORMED BY A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF NEW YORK AND MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. THE SOLDIER PILE-LAGGING WALL SYSTEM SHOWN ON THIS DRAWING IS PROVIDED AS ONE SUITABLE MEANS FOR THE SUPPORT OF EXCAVATION. THE CONTRACTOR HAS THE OPTION OF USING AN ALTERNATIVE SUPPORT OF EXCAVATION SYSTEM. ANY ALTERNATE DESIGN SHALL CAUSE NO EXTRA COSTS TO THE STATE.
3. AT THE WEST ABUTMENT, NO DRIVING OR VIBRATING OF PILING WILL BE ALLOWED DUE TO THE PRESENCE OF THE ADJACENT SUBWAY STRUCTURE. SEE DWG. NO. GEN-6.
4. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF THE EXISTING UTILITIES AND SUBWAY STRUCTURE BEFORE DRIVING ANY PILES. REFER TO DWGS. HA-41 AND HA-42 FOR LOCATIONS OF EXISTING UTILITIES. A 3.000m CLEARANCE SHOULD BE MAINTAINED BETWEEN PILES TO BE AUGERED AND EXISTING UTILITIES.
5. ALL PILES SHALL BE CUT 600 mm BELOW GRADE WHEN NO LONGER IN USE OR LEFT IN PLACE.

SUGGESTED EXCAVATION SEQUENCE

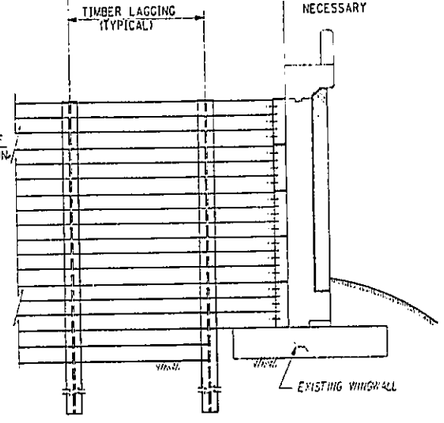
1. INSTALL TEMPORARY SUPPORT OF EXCAVATION SYSTEMS AT EACH APPROACH TO THE BRIDGE. REFER TO NOTE 1,2&3 ABOVE.
2. INSTALL AUGERED BRIDGE PILING AND PERMANENT SOLDIER PILING AT THE WEST ABUTMENT. CAST EMBEDDED PORTION OF THE PERMANENT SOLDIER PILING IN CONCRETE. COST PAID UNDER ITEM 17551.0462M.
3. EXCAVATE SOIL FROM BEHIND THE EXISTING ABUTMENTS. PAID FOR UNDER ITEM NO. 206.01M.
4. AS EXCAVATION PROCEEDS, INSTALL LAGGING TO THE LIMIT OF THE EXISTING WINGWALLS. COST FOR INSTALLING TEMPORARY LAGGING SHALL BE PAID FOR UNDER ITEM NO.17551.0463M. THE COST FOR INSTALLING PERMANENT LAGGING AT THE FRONT FACE OF THE WEST ABUTMENT SHALL BE PAID FOR UNDER ITEM NO. 17551.0450M
5. REMOVE EXISITNG BACKWALL, ABUTMENT STEM, AND PORTION OF WINGWALL STRUCTURES. SEE DWGS. NO. HA-06 AND HA-12 FOR PROPOSED ABUTMENTS. REMOVE PORTIONS OF EXISTING SUBSTRUCTURE THAT OVERLAPS WITH PROPOSED. EXISTING FOOTING OUTSIDE OF THE OVERLAP ZONE MAY BE ABANDONED BELOW GRADE.



WEST ABUTMENT



TYPICAL WALL



EAST ABUTMENT

TEMPORARY SOLDIER PILE-LAGGING WALLS

SUGGESTED EXCAVATION SEQUENCE (CONTINUED)

6. PLACE NEW ABUTMENT AND WINGWALL TO LIMITS IN THE PLANS.
7. BACKFILL BEHAIND THE NEW STRUCTURES. 10/26
8. WHILE PLACING BACKFILL, REMOVE LAGGING FROM THE TEMPORARY SOLDIER PILE WALLS. AT THE WEST ABUTMENT CUT THE SOLDIER PILES (TO REMAIN IN PLACE) 600 mm BELOW THE APPROACH ROADWAY SUBGRADE. THE EAST ABUTMENT SOLDIER PILES MAY BE REMOVED AT THE OPTION OF THE CONTRACTOR.

⚠ DELINEATION OF PETROLEUM CONTAMINATED SOILS 2-26-03

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
SUGGESTED EXCAVATION SEQUENCE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-05	N.T.S.	NOV. 2002	REGION 11

HNTB

IN CHARGE OF ____ G.L. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ J.A.E. ____ CHECKED BY ____ R.N. ____ DRAWN BY ____ L.M. ____ CHECKED BY ____ DATE ____ ESTIMATED BY ____ DATE

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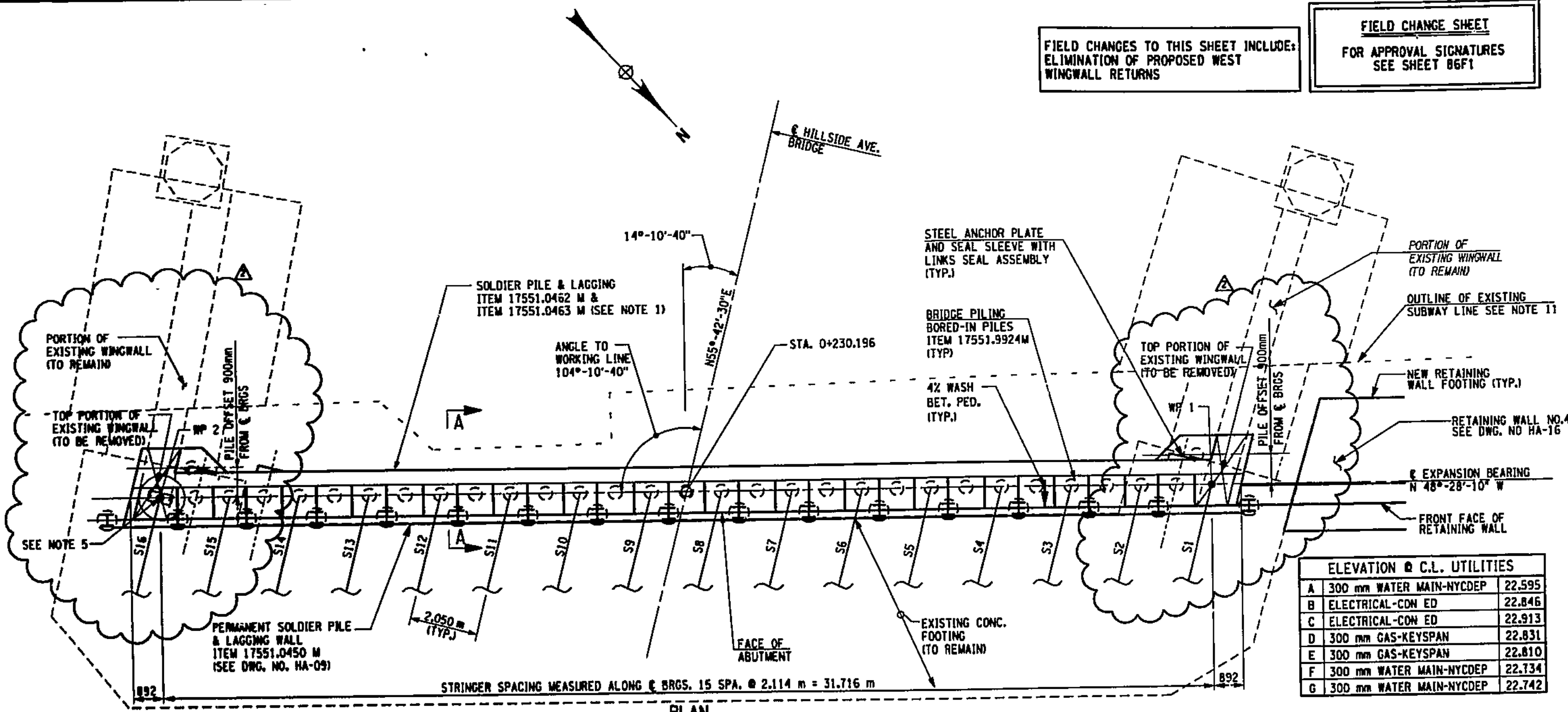
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	88A1F1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 88A1

FIELD CHANGES TO THIS SHEET INCLUDE: ELIMINATION OF PROPOSED WEST WINGWALL RETURNS

FIELD CHANGE SHEET
FOR APPROVAL SIGNATURES SEE SHEET 86F1



PLAN
SCALE 1:75

ELEVATION @ C.L. UTILITIES		
A	300 mm WATER MAIN-NYCDEP	22.595
B	ELECTRICAL-CON ED	22.846
C	ELECTRICAL-CON ED	22.913
D	300 mm GAS-KEYSPAN	22.831
E	300 mm GAS-KEYSPAN	22.810
F	300 mm WATER MAIN-NYCDEP	22.734
G	300 mm WATER MAIN-NYCDEP	22.742

CONCRETE POUR TABLE		
POUR NO.	ITEM NO.	QUANTITY (CM)
①	555.0104M	47
②	555.09M	6
③	555.09M	7
④	555.09M	7
⑤	555.09M	6
⑥	555.09M	0.13
⑦	555.09M	0.32
⑧	555.09M	0.32
⑨	555.09M	0.13
⑩	555.09M	6.0

NOTES:

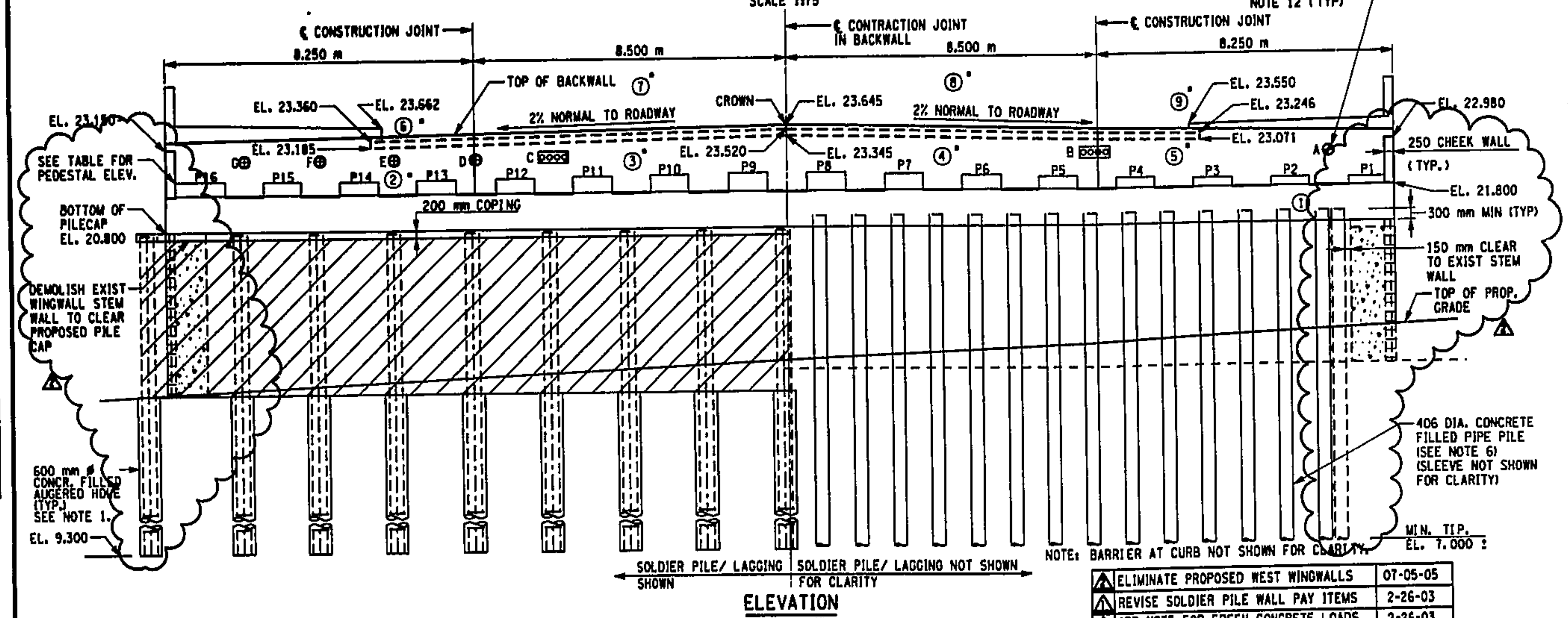
1. SOLDIER PILES TO BE BORED/AUGERED INTO PLACE. PILE DRIVING SHALL NOT BE PERMITTED. SEE NYCTA NOTES DWG. NO. GEN-6.
2. FOR THE PERMANENT WALL THE COST OF INSTALLING HP360 PILE AND STEEL LAGGING SHALL BE PAID UNDER ITEM NO. 17551.0462M & 17551.0463M. LAGGING STEEL SHALL CONFORM TO ASTM A36M STEEL. H-PILES SHALL CONFORM TO ASTM A709M GRADE 345. SHOTCRETE & WIREMESH REINFORCING SHALL BE INCLUDED IN 17551.0463 M
3. FOR WORKING POINTS, SEE DWG. NO. HA-04.
4. FOR NORTHWEST AND SOUTHWEST WINGWALL, PLAN & ELEVATION, SEE DWG. NOS. HA-18 AND HA-19.
5. FOR PEDESTAL & ANCHOR BOLT LAYOUTS, SEE DWG. NO. HA-17.
6. FOR BRIDGE PILE DETAIL, SEE DWG NO. HA-07 & HA-39
7. FOR SECTION A-A SEE DWG. NO. HA-08
8. ALL ELEVATIONS AT FRONT FACE OF BACKWALL EXCEPT PEDESTAL ELEVATION WHICH ARE AT ℄ BEARINGS.
9. ALL ELEVATIONS SHOWN IN METERS.
10. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
11. FOR DETAILS OF MTA SUBWAY SEE DWG. NO. TA-1 TO TA-5.
12. SEE UTILITY DWGS. NO. HA-41 & HA-42. FOR INVERT ELEVATIONS CO-ORDINATE WITH UTILIY COMPANIES.

TRAFFIC LOADS SHALL NOT BEAR DIRECTLY ON FRESHLY POURED CONCRETE.

(NO) INDICATES POUR NO.

* POUR AFTER NEW BRIDGE IS ROLLED IN

INDEPENDENT SUPPORT SYSTEMS SUCH AS ROADWAY PLATES, SHORING, OR BLOCKING SHALL BE USED WHEN CONSTRUCTING BIN 1055710 PEDESTALS AND BACKWALL



ELEVATION
SCALE 1:75

POUR NO. ⑩*	
PEDESTAL NO.	ELEVATION
P1	22.012
P2	22.025
P3	22.037
P4	22.078
P5	22.131
P6	22.183
P7	22.235
P8	22.287
P9	22.298
P10	22.267
P11	22.236
P12	22.204
P13	22.173
P14	22.153
P15	22.162
P16	22.170

⚠	ELIMINATE PROPOSED WEST WINGWALLS	07-05-05
⚠	REVISE SOLDIER PILE WALL PAY ITEMS	2-26-03
⚠	ADD NOTE FOR FRESH CONCRETE LOADS	2-26-03

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
WEST ABUTMENT PLAN AND ELEVATION

HNTB

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-06	1 : 75	OCT. 2005	REGION 11

IN CHARGE OF ___ G.L. DESIGNED BY ___ R.N. CHECKED BY ___ D.M. ESTIMATED BY ___ L.M. CHECKED BY ___ R.N. DRAFTED BY ___ J.R.E. CHECKED BY ___ R.N.

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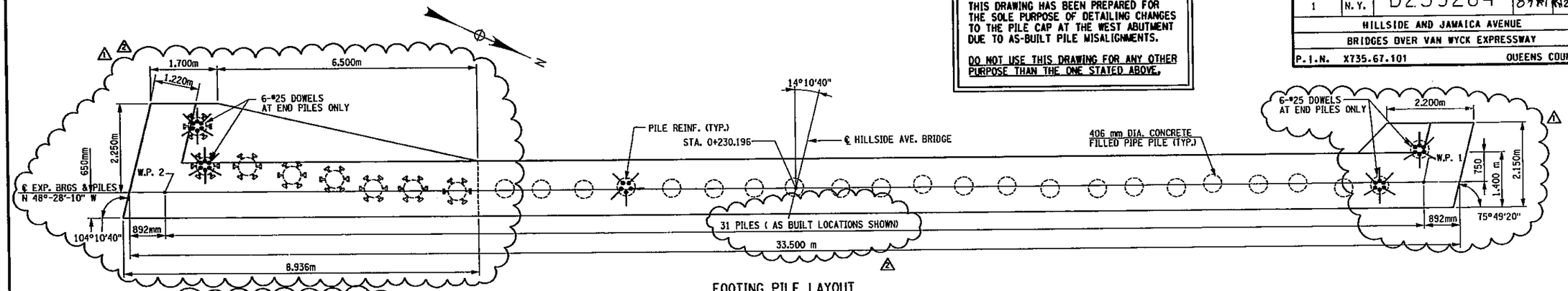
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	89	211

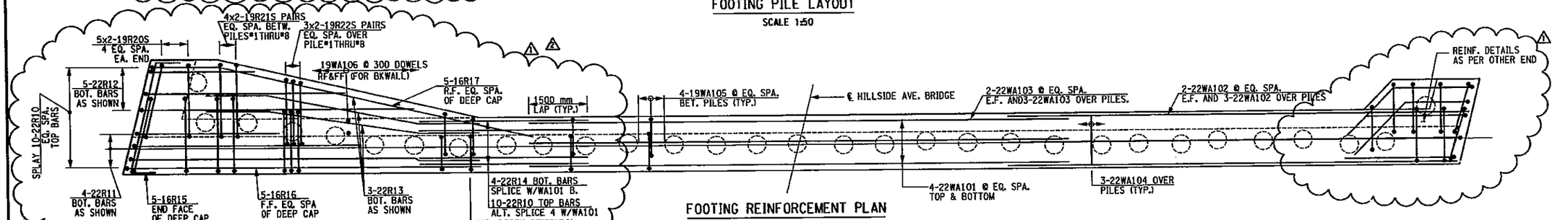
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS DRAWING HAS BEEN PREPARED FOR THE SOLE PURPOSE OF DETAILING CHANGES TO THE PILE CAP AT THE WEST ABUTMENT DUE TO AS-BUILT PILE MISALIGNMENTS.

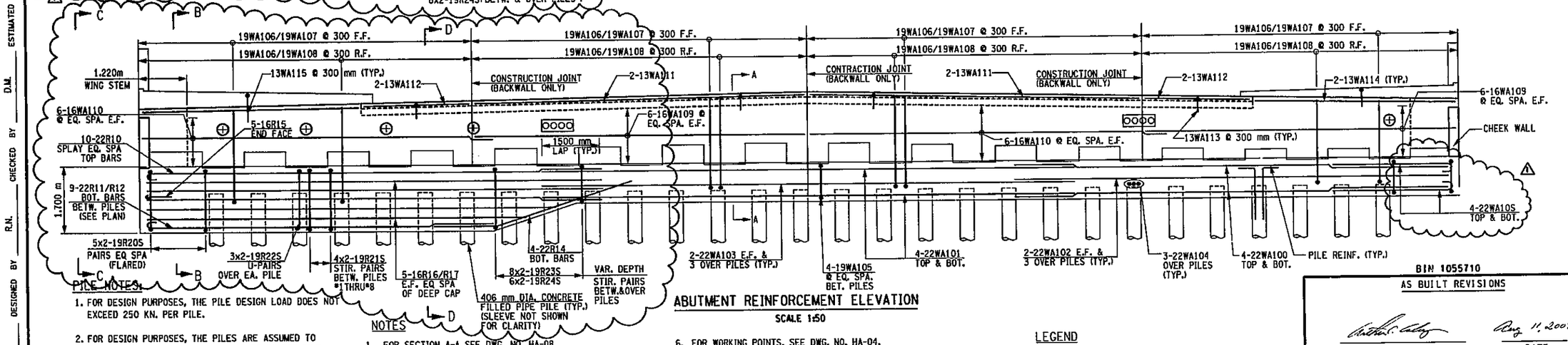
DO NOT USE THIS DRAWING FOR ANY OTHER PURPOSE THAN THE ONE STATED ABOVE.



FOOTING PILE LAYOUT
SCALE 1:50



FOOTING REINFORCEMENT PLAN
SCALE 1:50



ABUTMENT REINFORCEMENT ELEVATION
SCALE 1:50

PILE NOTES:

1. FOR DESIGN PURPOSES, THE PILE DESIGN LOAD DOES NOT EXCEED 250 KN. PER PILE.
2. FOR DESIGN PURPOSES, THE PILES ARE ASSUMED TO ATTAIN A LATERAL RESISTANCE OF 55 KN PER PILE.
3. THE PILE DEFLECTION (HORIZ.) SHALL BE LIMITED TO 12 mm. UNDER SERVICE LOADS.
4. THE PILES SHALL BE BORED IN AND MEET THE REQUIREMENTS OF ITEM NO. 17551.9924 M.
5. PIPE PILE SHALL CONFORM TO ASTM A252M GRADE A252.
6. PROVIDE BOND BREAKER BETWEEN SLEEVE & SOIL FROM BOT. OF PILE CAP TO EL. 7.000.

NOTES

1. FOR SECTION A-A SEE DWG. NO. HA-08.
2. FOR PROPOSED PLAN AND ELEVATION SEE DWG. NO. HA-06.
3. FOR PEDESTAL REINFORCEMENT DETAILS SEE DWG. NO. HA-17.
4. FOR CHEEK WALL REINFORCEMENT DETAILS SEE DWG. NO. HA-08.
5. FOR PILE REINF. SEE DWG. NO. HA-39.
5A. FOR VIEW C-C & SECTIONS B-B & D-D AT ABUTMENT ENDS, SEE DWG. PCR-07.
6. FOR WORKING POINTS, SEE DWG. NO. HA-04.
7. FOR DETAILS OF HORIZONTAL AND VERTICAL CONSTRUCTION AND CONTRACTION JOINTS SEE DEATILS ON DWG. NO. HA-38.
8. FOR HEADER REINFORCEMENT DETAILS SEE DWG. NO. HA-38.
9. FOR BACKWALL REINFORCEMENT DETAIL AT UTILITY LOCATIONS SEE DWG. NO. HA-39.
10. FOR CHEEKWALL REINF. SEE DWG. NO. HA-08.

LEGEND

EQ. SPA. = EQUAL SPACING
F.F. = FRONT FACE
R.F. = REAR FACE
E.F. = EACH FACE

As-Built Revisions

2 REVISION TO WA PILE CAP	03-17-06
1 ELIMINATE PROPOSED WEST WINGWALLS	07-05-05

HNTB

BIN 1055710

AS BUILT REVISIONS

SIGNATURE Aug 11, 2008 DATE

HILLSIDE AVENUE OVER V.W.E.
WEST ABUTMENT REINFORCEMENT PLAN
REVISION TO WA PILES CAP (3 OF 5)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
HA-07	SHOWN	MAR., 2006	11

R.N. CHECKED BY J.R.E. CHECKED BY R.N. DRAFTED BY L.M. CHECKED BY D.M. ESTIMATED BY G.L. DESIGNED BY IN CHARGE OF

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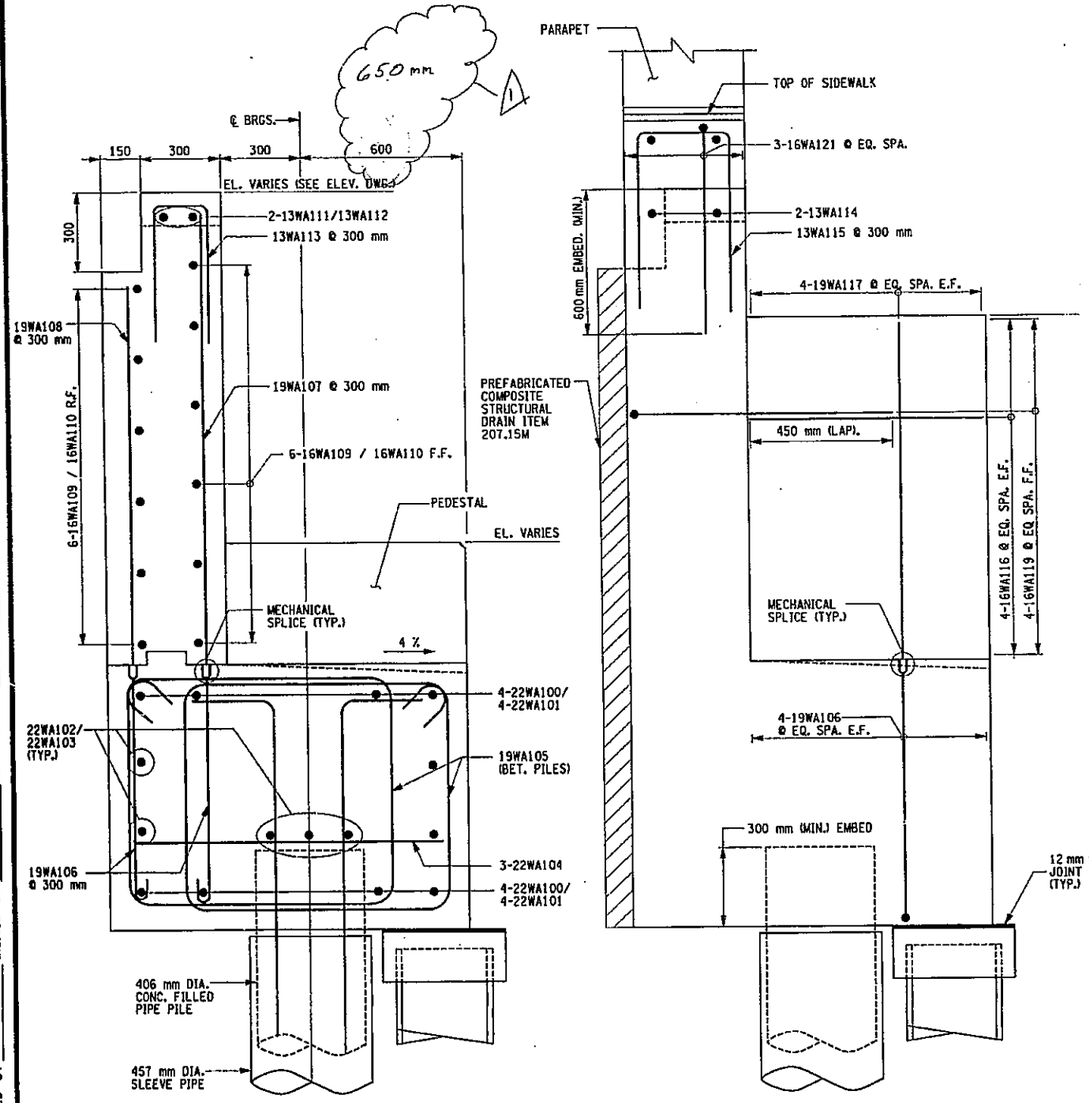
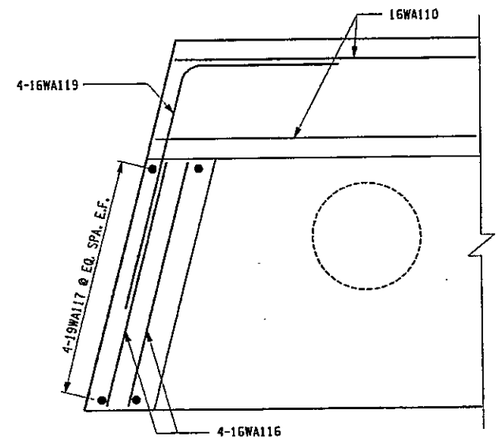
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	90R1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

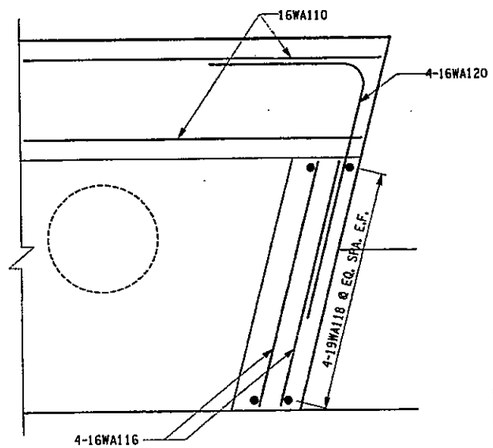


SECTION A-A
SCALE 1:10

WEST ABUTMENT CHEEK WALL REINFORCEMENT
(SOUTHWEST SHOWN, NORTHWEST SIMILAR)
SCALE 1:10



PARTIAL PLAN - SOUTH CORNER WEST ABUTMENT
SCALE 1:10



PARTIAL PLAN - NORTH CORNER WEST ABUTMENT
SCALE 1:10

NOTES

1. FOR ALL NOTES SEE DWG. NO HA-06 & HA-07.

LEGEND

EQ. SPA. = EQUAL SPACING
F.F. = FRONT FACE
R.F. = REAR FACE
E.F. = EACH FACE

BIN 1055710

AS BUILT REVISIONS

1. Revised a dimension.

SIGNATURE — DATE: Aug 11, 2018

HILLSIDE AVENUE OVER V.W.E.
WEST ABUTMENT SECTION AND DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-08	AS SHOWN	NOV. 2002	REGION 11

HNTB

DESIGNED BY G.L. — DRAWN BY R.N. — CHECKED BY R.N.
ESTIMATED BY D.M. — CHECKED BY J.R.E. — CHECKED BY L.M.
IN CHARGE OF

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FED. ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	91	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

WEST ABUTMENT PERMANENT SOLDIER PILES PROPOSED NEW LOCATION

PILE LEGEND

- AS-BUILT BORED-IN PILE (457 mm DIA. CASING)
- AS-BUILT BORED-IN PILE (762 mm DIA. SHAFT)

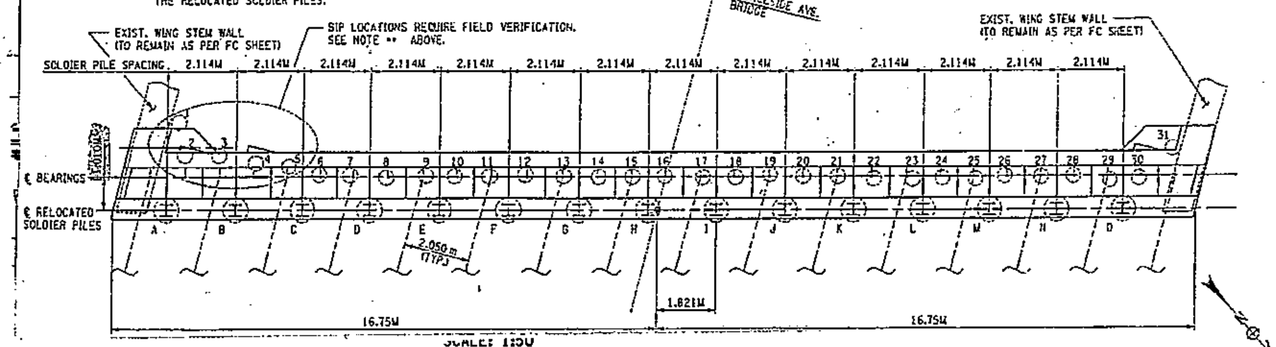
NOTES: (PILES OFFSET 350m FORWARD FROM ORIG. CONTRACT PLAN)

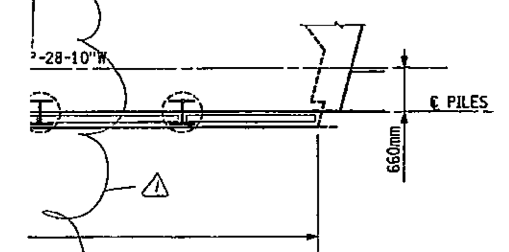
1. THIS DRAWING HAS BEEN PREPARED FOR THE SOLE PURPOSE OF RELOCATING THE SOLDIER PILES OF THE PERMANENT SP&L WALL.
2. POTENTIAL INTERFERENCES CAUSED BY THE RELOCATION OF THE PILES SHALL BE BROUGHT TO THE ATTENTION OF THE EIC. ANY ADDITIONAL WORK RESULTING FROM THE PILE RELOCATIONS SHOWN SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE STATE.
3. REFERENCE THIS DRAWING WITH CONTRACT DRAWING HA-09. ALSO REFER TO FIELD CHANGE SHEETS REGARDING THE ELIMINATION OF THE PROPOSED WINGWALLS AT THE WEST ABUTMENT.
4. TREATMENT AND ATTACHMENT OF THE LAGGING AT THE EXISTING WING STEM WALL WILL BE DETAILED AT A LATER DATE.
5. REVISIONS TO THE ROADSIDE BARRIER FOR THE VWE SB WILL BE REQUIRED. A BARRIER TRANSITION TO A VERTICAL FACE AT THE SP&L WALL WILL BE DETAILED AT A LATER DATE.

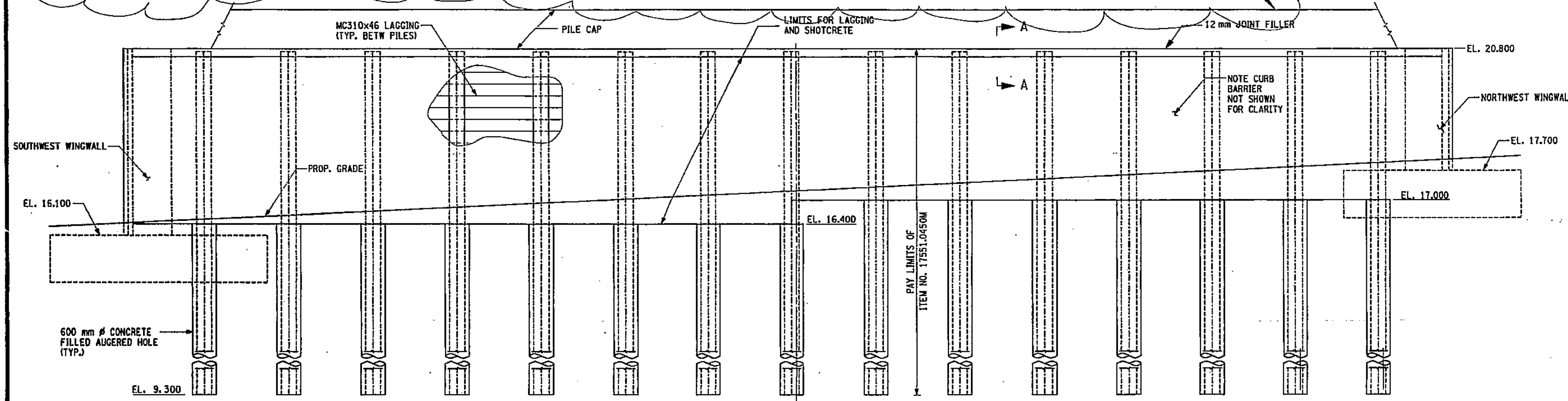
SOLDIER PILE ID	A**	B**	C**	D	E	F	G	H	I	J	K	L	M	N	O
CLEAR DIST. TO NEAREST B.I. PILE (mm)	1149	939	584	500	526	556	526	520	473	561	511	376	430	505	377

NOTE: THE AS-BUILT LOCATION OF THE BORED-IN PILES ARE BASED ON SURVEY PROVIDED BY THE CONTRACTOR

** THE CONTRACTOR SHALL CONFIRM THE AS-BUILT LOCATION OF B.I. PILES 1 THRU 5 AND NOTIFY THE EIC PRIOR TO INSTALLING THE RELOCATED SOLDIER PILES.



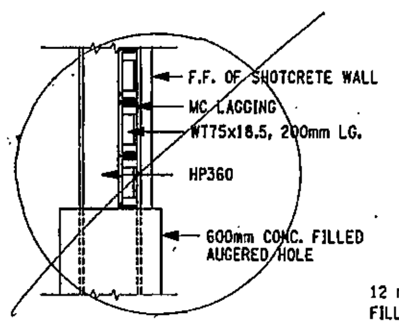




ELEVATION

NOTES:

1. FOR NOTES SEE DWG. NO. HA-06.

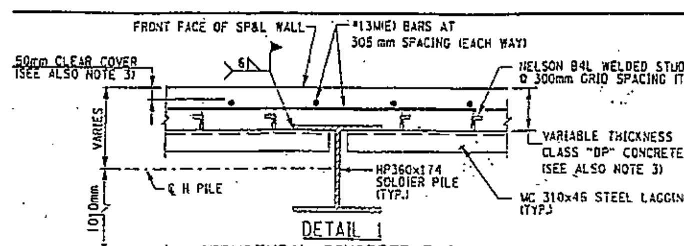


TYPICAL SECTION THRU PERMANENT SOLDIER PILE WALL

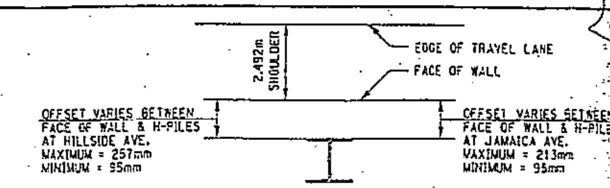
N.T.S.

12 mm JOINT FILLER (TYP.)

19 mm DIA. A325 BOL (2 PER MC LAGGING)



DETAIL 1
STRUCTURAL CONCRETE FACING
N.T.S.



DETAIL 2
OFFSET DISTANCES BETWEEN FACE OF WALL AND H-PILES
N.T.S.

BIN 1055710

AS BUILT REVISIONS

1. Bored-in Pile Locations and Pile Cap Modifications
2. Deletion of Shotcrete, Details of Concrete Facing and Steel Lagging

SIGNATURE: [signature] DATE: Aug 13, 2008

HILLSIDE AVENUE OVER V.W.E. PERMANENT SOLDIER PILE AND LAGGING WALL

STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-09	AS SHOWN	NOV. 2002	REGION 11

IN CHARGE OF · G.L. · DESIGNED BY · R.N. · CHECKED BY · D.M. · ESTIMATED BY · L.M. · CHECKED BY · R.N. · DRAFTED BY · I.R.E. · CHECKED BY · R.N.

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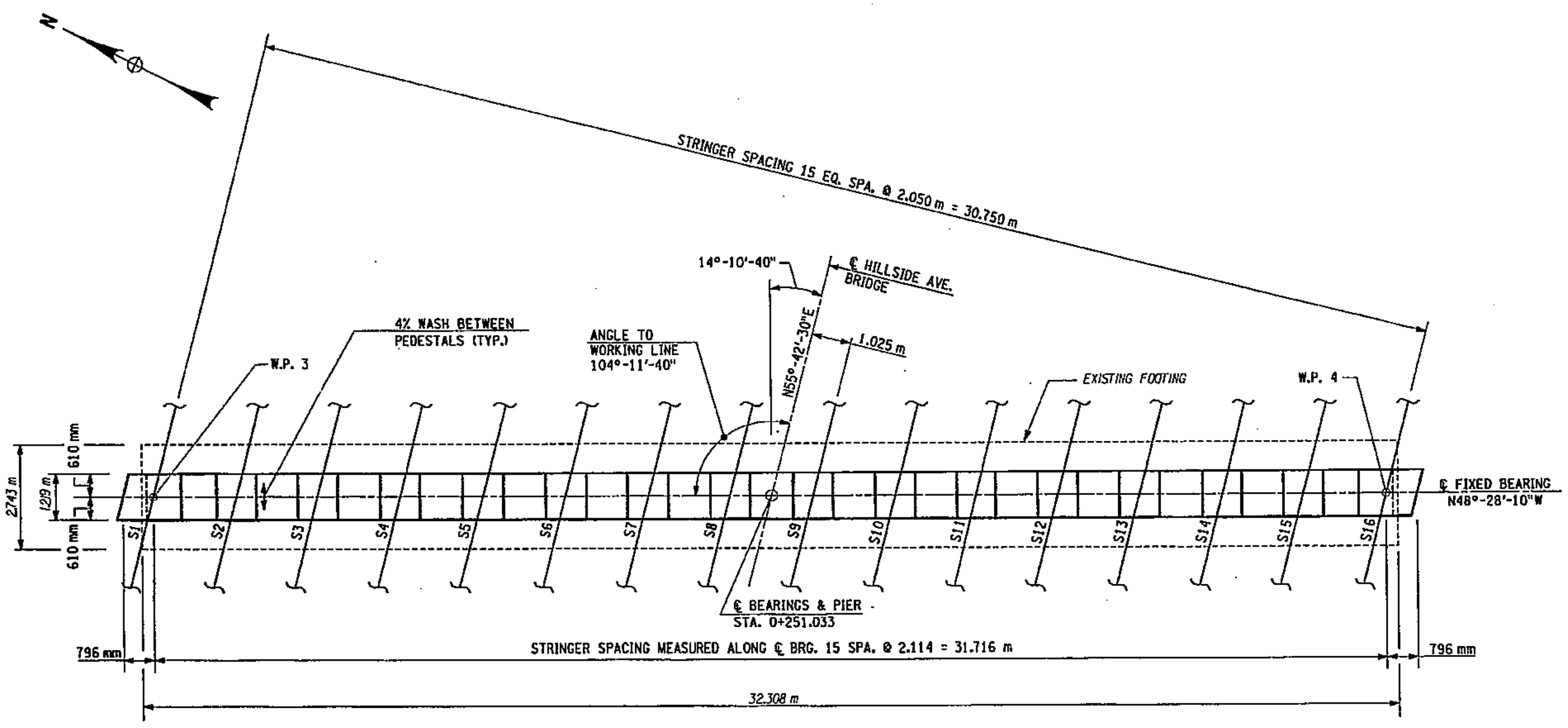
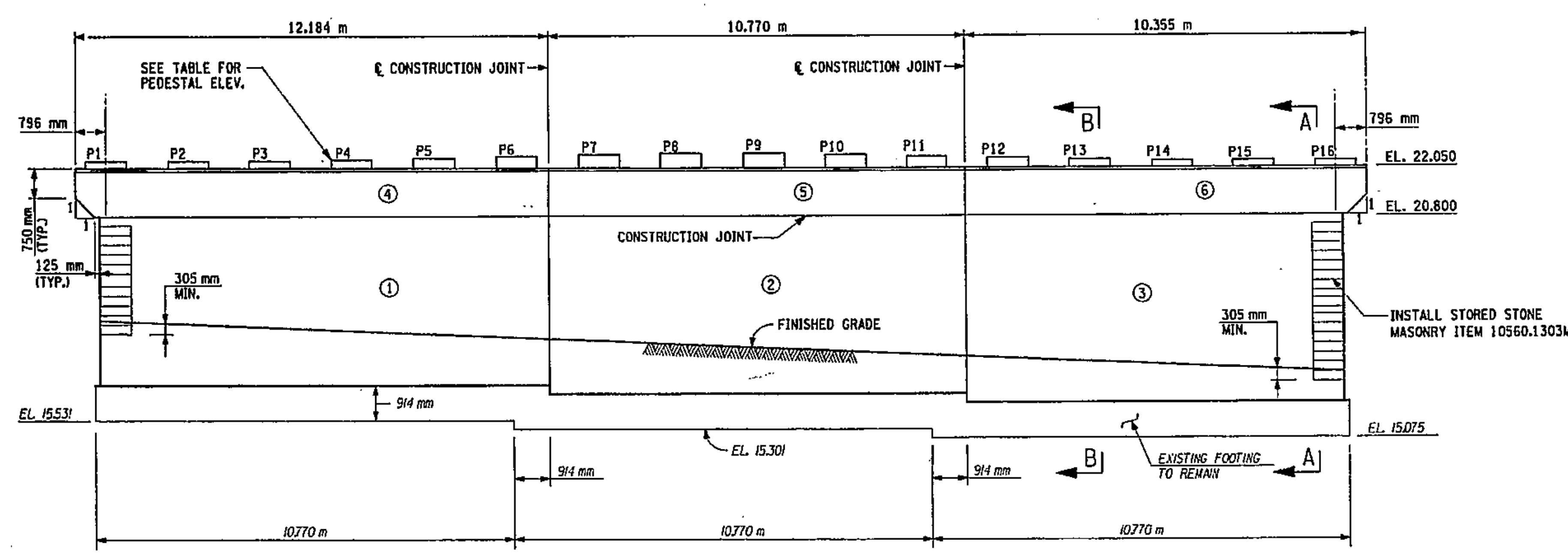
USER = PEIb

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	92R1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



PLAN OF CENTER PIER
SCALE 1:75



ELEVATION
SCALE 1:75

POUR NO. ⑦*		
PEDESTAL NO.	ELEVATION	
P1	~~22.288~~	22.338
P2	~~22.289~~	22.339
P3	~~22.290~~	22.340
P4	~~22.319~~	~~22.369~~ 394
P5	~~22.360~~	22.410
P6	~~22.401~~	~~22.451~~ 457
P7	~~22.441~~	22.491
P8	~~22.481~~	22.531
P9	~~22.480~~	22.530
P10	~~22.438~~	22.488
P11	~~22.395~~	~~22.445~~ 453
P12	~~22.352~~	22.402
P13	~~22.309~~	22.359
P14	~~22.277~~	22.327
P15	~~22.275~~	22.325
P16	~~22.271~~	22.321

NOTES:

1. FOR PEDESTAL & ANCHOR BOLT LAYOUTS, SEE DWG. NO. HA-17.
2. FOR SECTION A-A & SECTION B-B SEE DWG. NO. HA-11.
3. FOR WORKING POINTS SEE DWG. NO. HA-04.
4. ALL ELEVATIONS SHOWN IN METERS.
5. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.

(NO.) INDICATES POUR NO.

* POUR NO. 7 IS AFTER NEW BRIDGE IS ROLLED IN

CONCRETE POUR TABLE		
POUR NO.	ITEM NO.	QUANTITY (CM)
①	555.09 M	61
②	555.09 M	61
③	555.09 M	57
④	555.09 M	19
⑤	555.09 M	17
⑥	555.09 M	16
⑦	555.09 M	6

BIN 1055710

AS BUILT REVISIONS

⚠ Changes in POUR No. ⑦* (pedestals elevations)

SIGNATURE — DATE Aug 11, 2008

HILLSIDE AVENUE OVER V.W.E.
PIER PLAN AND ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-10	AS SHOWN	NOV. 2002	REGION 11

IN CHARGE OF ____ G.L. DESIGNED BY ____ R.N. CHECKED BY ____ D.M. ESTIMATED BY ____ L.M. CHECKED BY ____ R.N. DRAFTED BY ____ J.R.E. CHECKED BY ____ R.N.

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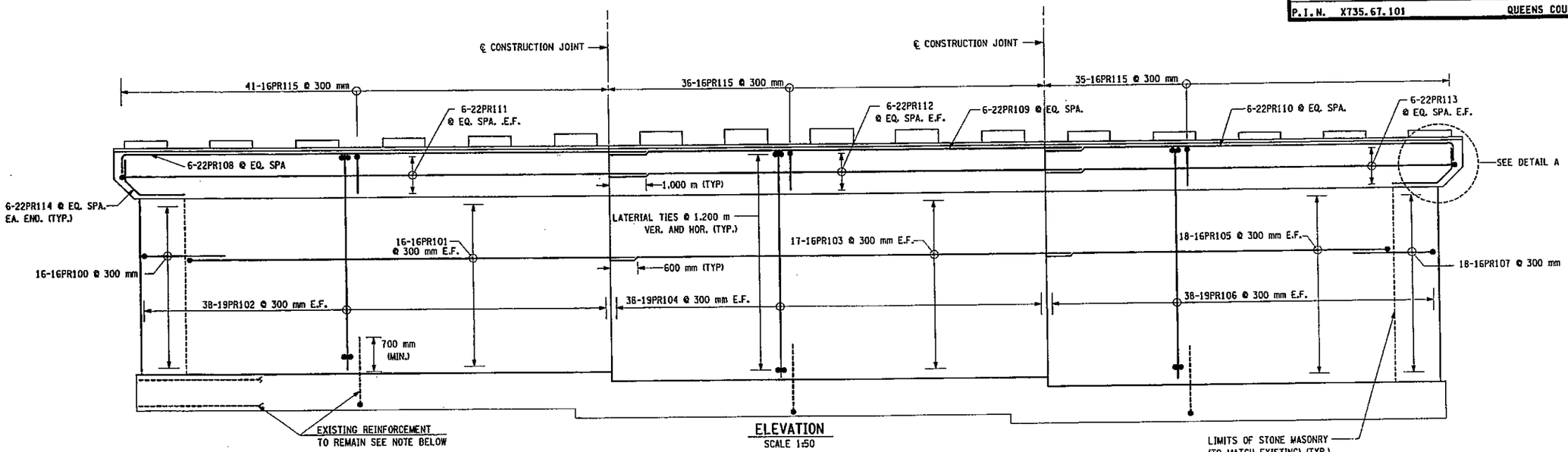
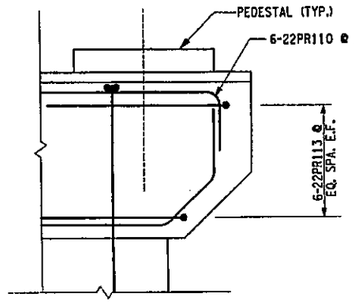
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	93A-1	211

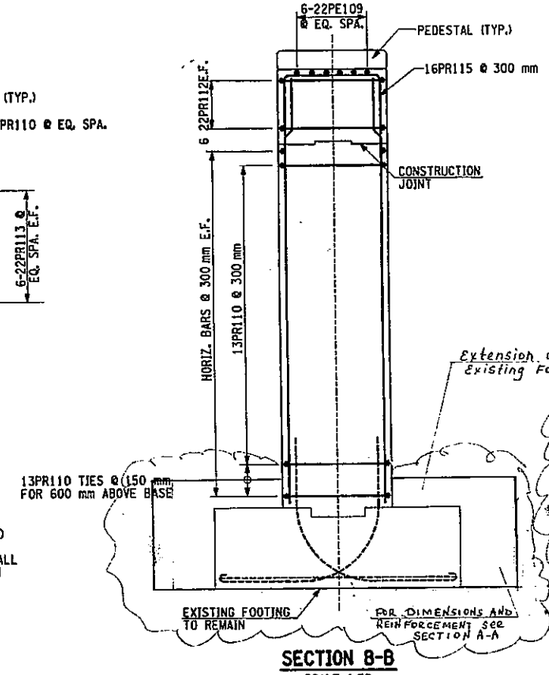
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



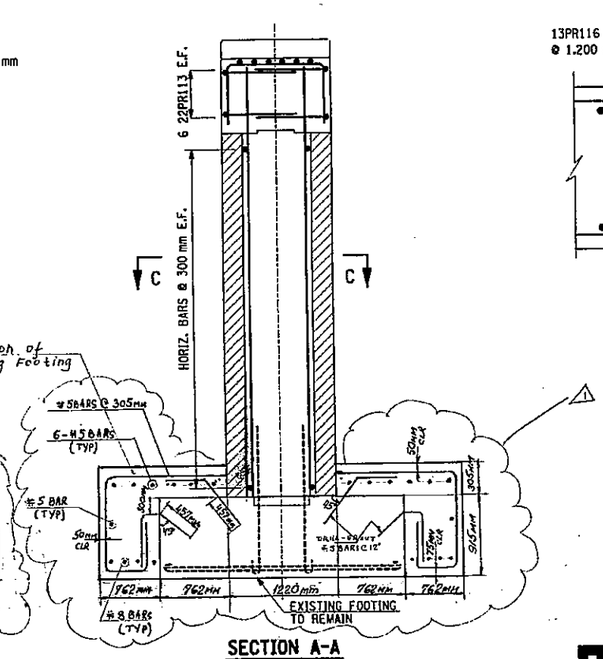
ELEVATION
SCALE 1:50



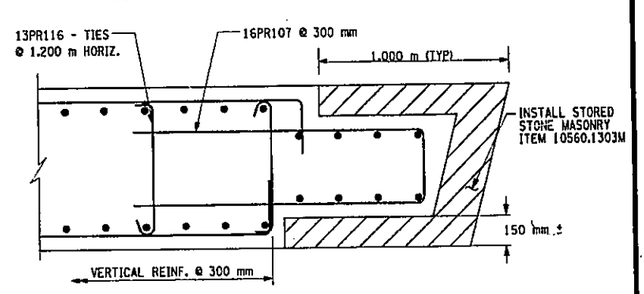
DETAIL A
SCALE 1:20



SECTION B-B
SCALE 1:30



SECTION A-A
SCALE 1:30



SECTION C-C
SCALE 1:20

NOTE:
19PR102/104/106 BARS SHALL BE LAPPED SPLICED TO EXISTING FOOTING DOWELS. IF THE EXISTING REINFORCEMENT IS CUT OR DAMAGED #19 BARS SHALL BE DOWELED INTO EXISTING FOOTING WITH MINIMUM EMBEDMENT OF 800 mm.

ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED
BIN 1055710

AS BUILT REVISIONS
1 Added existing FOOTING extension

SIGNATURE — DATE: May 14, 2008

HILLSIDE AVENUE OVER V.W.E.
PIER REINFORCEMENT
(ELEVATION AND SECTION)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
HA-11	AS SHOWN	NOV. 2002	REGION 11

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY
L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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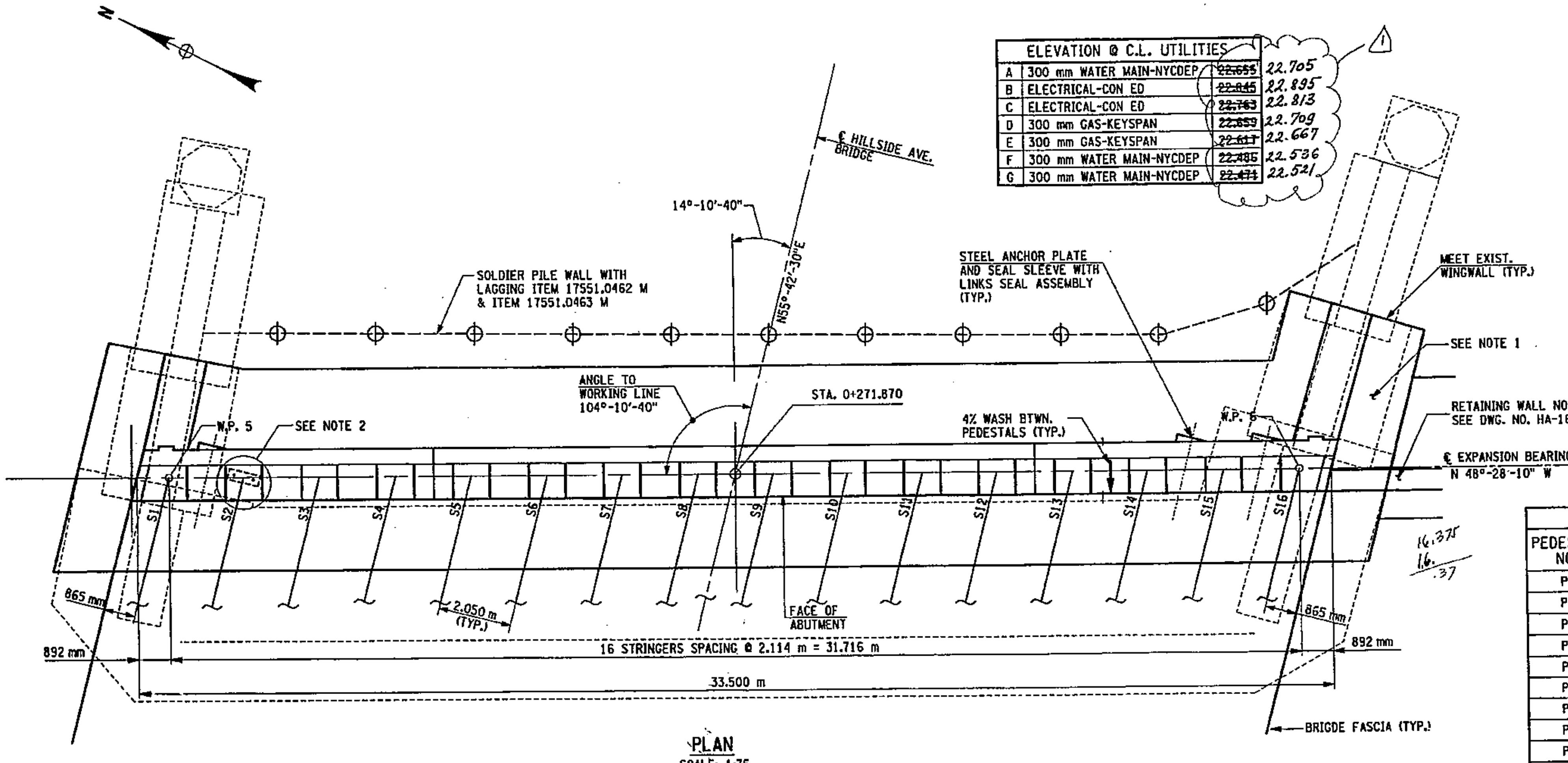
1,219
300
.919

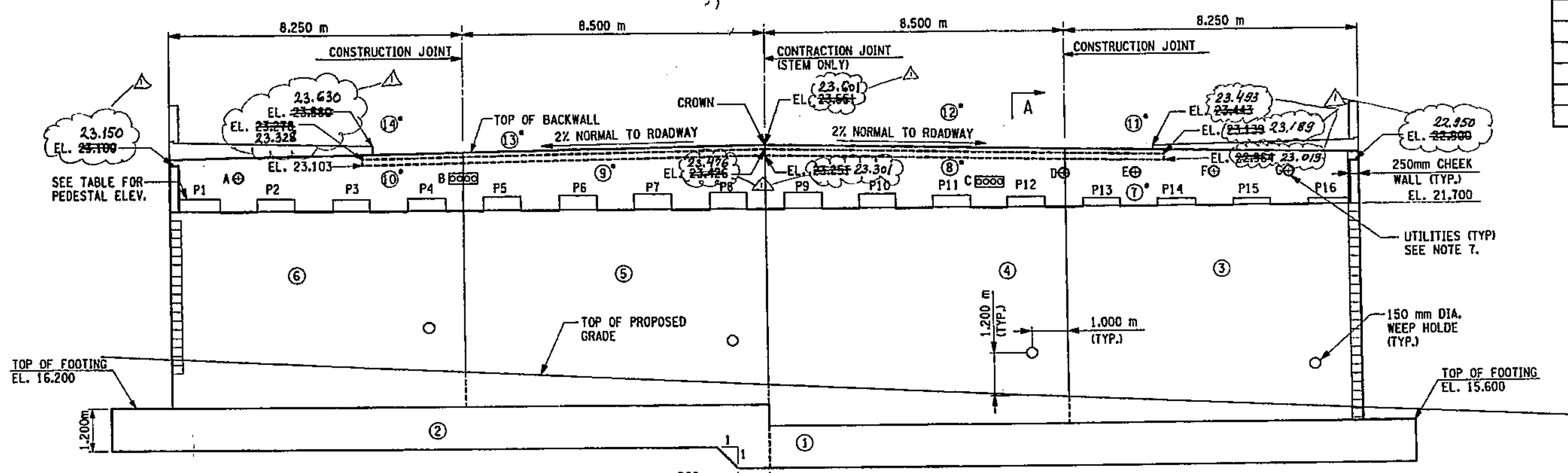
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	94R.1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

ELEVATION @ C.L. UTILITIES			
A	300 mm WATER MAIN-NYCDEP	~~22.655~~	22.705
B	ELECTRICAL-CON ED	~~22.845~~	22.895
C	ELECTRICAL-CON ED	~~22.763~~	22.813
D	300 mm GAS-KEYSPAN	~~22.659~~	22.709
E	300 mm GAS-KEYSPAN	~~22.617~~	22.667
F	300 mm WATER MAIN-NYCDEP	~~22.485~~	22.536
G	300 mm WATER MAIN-NYCDEP	~~22.471~~	22.521



PLAN
SCALE: 1:75



ELEVATION
SCALE: 1:75

NOTE: BARRIER AT CURB NOT SHOWN FOR CLARITY.

NOTES:

1. FOR NORTHEAST AND SOUTHEAST WINGWALL, PLAN & ELEVATION, SEE DWG. NOS. HA-22 & HA-23 .
2. FOR PEDESTAL & ANCHOR BOLT LAYOUTS, SEE DWG. NO. HA-17.
3. FOR SECTION A-A SEE DWG. NO. HA-15.
4. FOR WORKING POINTS SEE DWG. NO. HA-04.
5. ALL ELEVATIONS AT FRONT FACE OF BACKWALL EXCEPT PEDESTAL ELEVATION WHICH ARE AT ℄ BEARINGS.
6. ALL ELEVATIONS SHOWN IN METERS. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
7. SEE UTILITIES DWGS. NO. HA-41 & HA-42. FOR ELEVATION CO-ORDINATE WITH UTILITY COMPANIES.

(NO) INDICATES POUR NO.
• POUR AFTER NEW BRIDGE IS ROLLED IN

POUR NO (15)•	
PEDESTAL NO.	ELEVATION
P1	22.~~096~~/146
P2	22.~~085~~/135
P3	22.~~074~~/124
P4	22.~~091~~/141
P5	22.~~121~~/171
P6	22.~~150~~200
P7	22.~~178~~228
P8	22.~~207~~257
P9	22.~~199~~249
P10	22.~~140~~/190
P11	22.~~086~~/136
P12	22.~~031~~081
P13	21.~~976~~026
P14	21.~~933~~983
P15	21.~~918~~968
P15	21.~~903~~953

CONCRETE POUR TABLE		
POUR NO.	ITEM NO.	QUANTITY (CM)
(1)	555.0104M	131
(2)	555.0104M	131
(3)	555.09 M	73
(4)	555.09 M	76
(5)	555.09 M	68
(6)	555.09 M	66
(7)	555.09 M	6
(8)	555.09 M	7
(9)	555.09 M	7
(10)	555.09 M	6
(11)	555.09 M	0.13
(12)	555.09 M	0.32
(13)	555.09 M	0.32
(14)	555.09 M	0.13
(15)	555.09 M	8

—⊕— DENOTES SOLDIER PILES FOR LAGGING WALLS, LOCATION AND PILE NO.

BIN 1055710

AS BUILT REVISIONS
Changes in POUR No (15)• and ELEVATION @ C.L. UTILITIES
SIGNATURE — DATE: Aug 11, 2008

HILLSIDE AVENUE OVER V.W.E.
EAST ABUTMENT PLAN AND ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-12	1 : 75	NOV. 2002	REGION 11

IN CHARGE OF ___ G.L. ___ DESIGNED BY ___ R.N. ___ CHECKED BY ___ D.M. ___ ESTIMATED BY ___ L.M. ___ CHECKED BY ___ R.N. ___ DRAFTED BY ___ J.R.E. ___ CHECKED BY ___ R.N.

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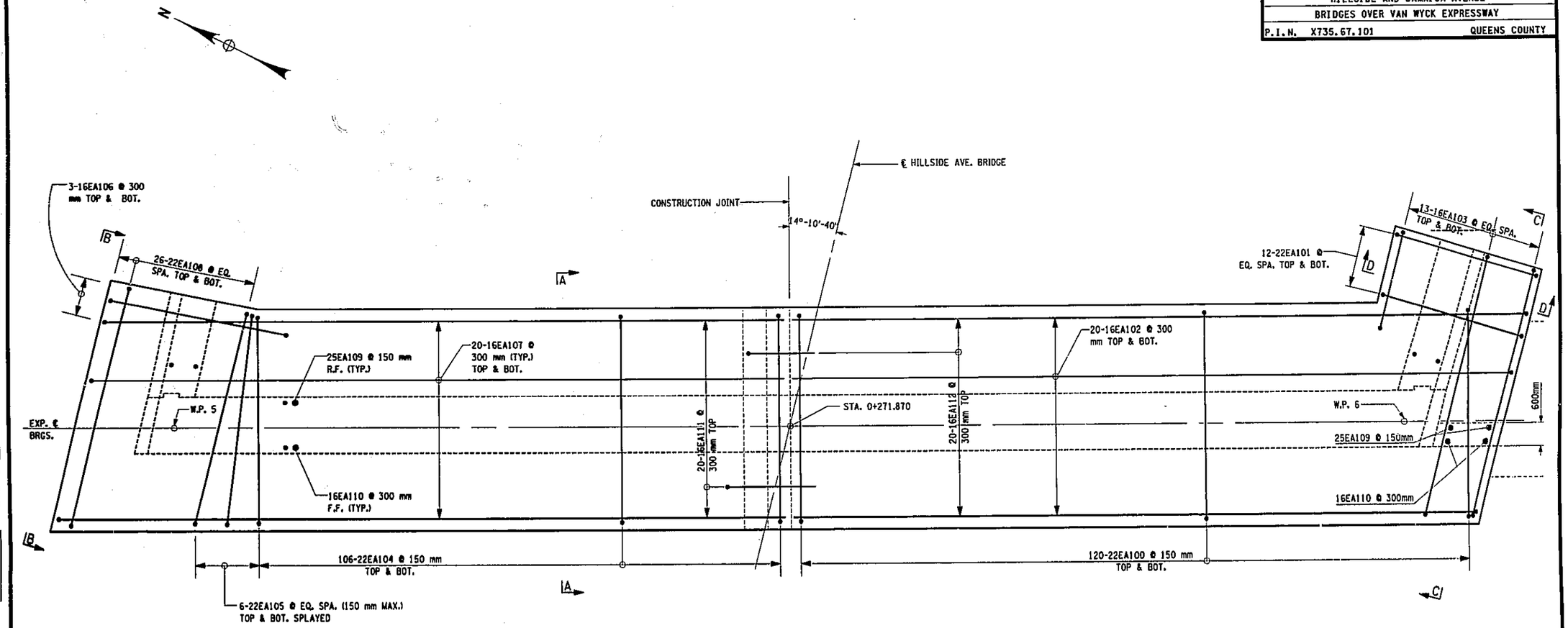
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	95	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



EAST ABUTMENT FOOTING REINFORCEMENT

REFERENCES

1. FOR ALL DIMENSIONS AND GEOMETRY, SEE DWG. NO. HA-04.
2. WORKING POINTS, SEE DWG. NO. HA-04
3. SECTION A-A, SEE DWG. NO. HA-15.
4. VIEW B-B & VIEW C-C, SEE DWG. NO. HA-22 & HA-23.
5. SECTION D-D, SEE DWG NO. HA-24.

LEGEND

EQ. SPA. = EQUAL SPACING
F.F. = FRONT FACE
R.F. = REAR FACE
E.F. = EACH FACE

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
EAST ABUT. FOOTING REINFORCEMENT PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-13	1:50	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY DRAFTED BY R.N. CHECKED BY J.R.E. ESTIMATED BY R.N.

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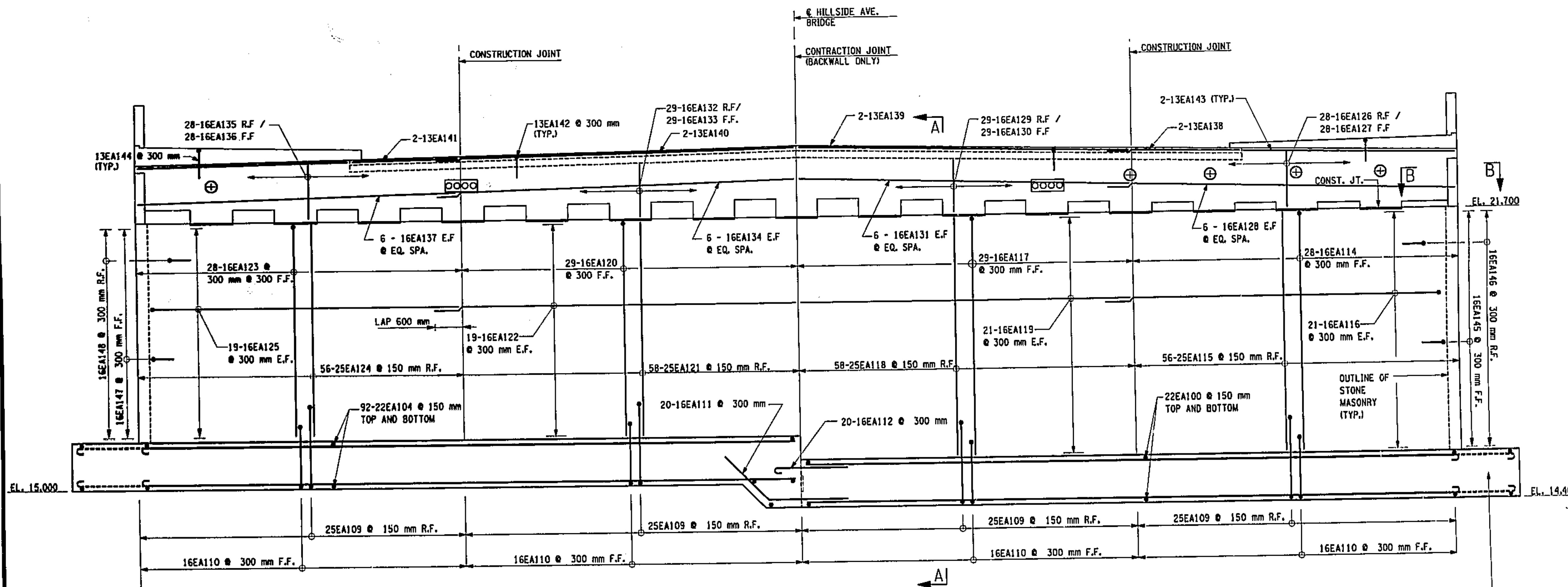
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	96	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



ABUTMENT REINFORCEMENT PLAN
SCALE 1:50

NOTES:

1. FOR CHEEK WALL REINFORCEMENT DETAILS, SEE DWG. NO. HA-15
2. FOR DETAILS OF HORIZONTAL AND VERTICAL CONSTRUCTION AND CONTRACTION JOINTS, SEE DETAILS ON DWG. NO. HA-38
3. FOR REINFORCEMENT IN THE HEADER SEE DWG. NO. HA-38.
4. FOR BACKWALL REINFORCEMENT DETAIL AT UTILITY LOCATIONS, SEE DWG. NO. HA-39
5. FOR SECTION A-A, SEE DWG. NO. HA-15.
6. FOR RETAINING WALL DOWELS AND OTHER REINFORCEMENT DETAILS, SEE DWG. NO. HA-16.

LEGEND:

EQ. SPA. = EQUAL SPACING
F.F. = FRONT FACE
R.F. = REAR FACE
E.F. = EACH FACE

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
EAST ABUT. REINFORCEMENT PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-14	AS NOTED	NOV. 2002	REGION 11

R.N. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY R.N. DESIGNED BY G.L. IN CHARGE OF

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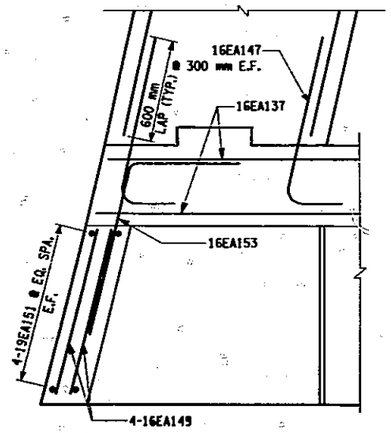
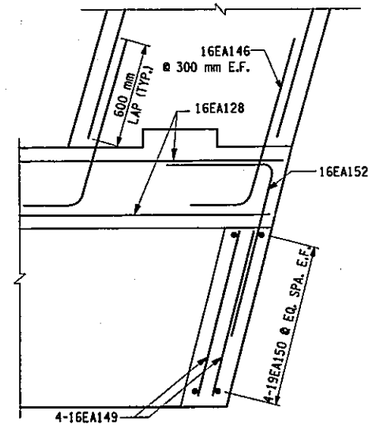
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	97	211

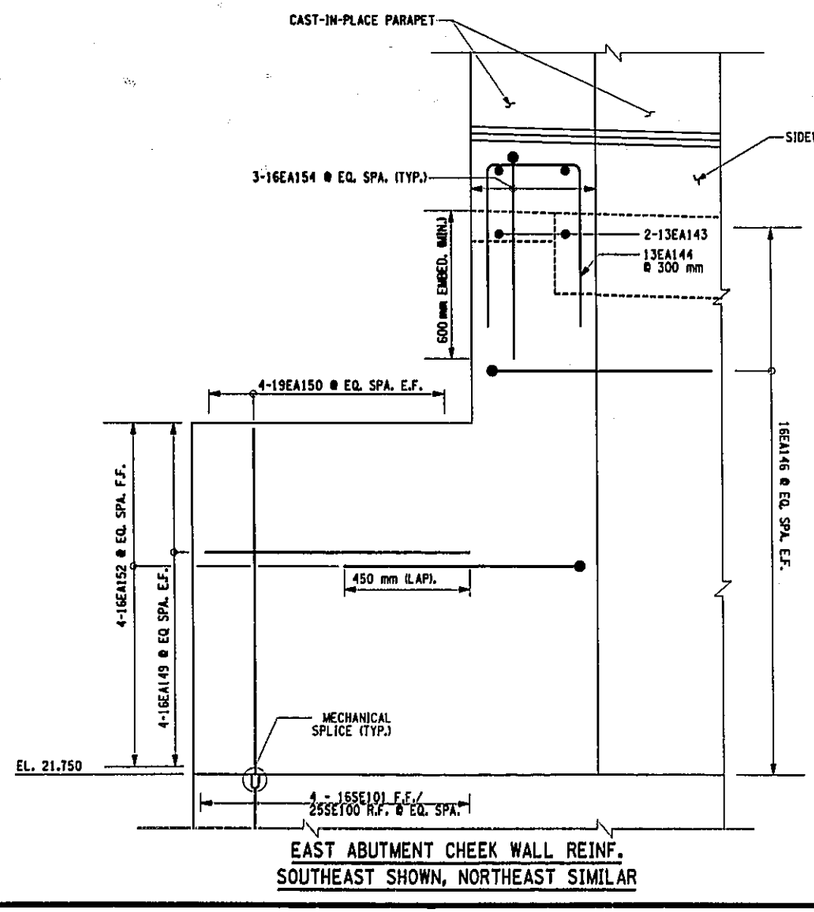
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



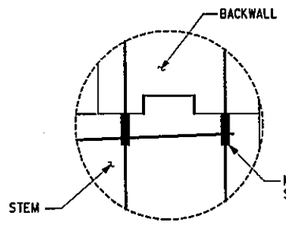
PARTIAL PLAN - NORTH CORNER EAST ABUTMENT
SCALE 1:10



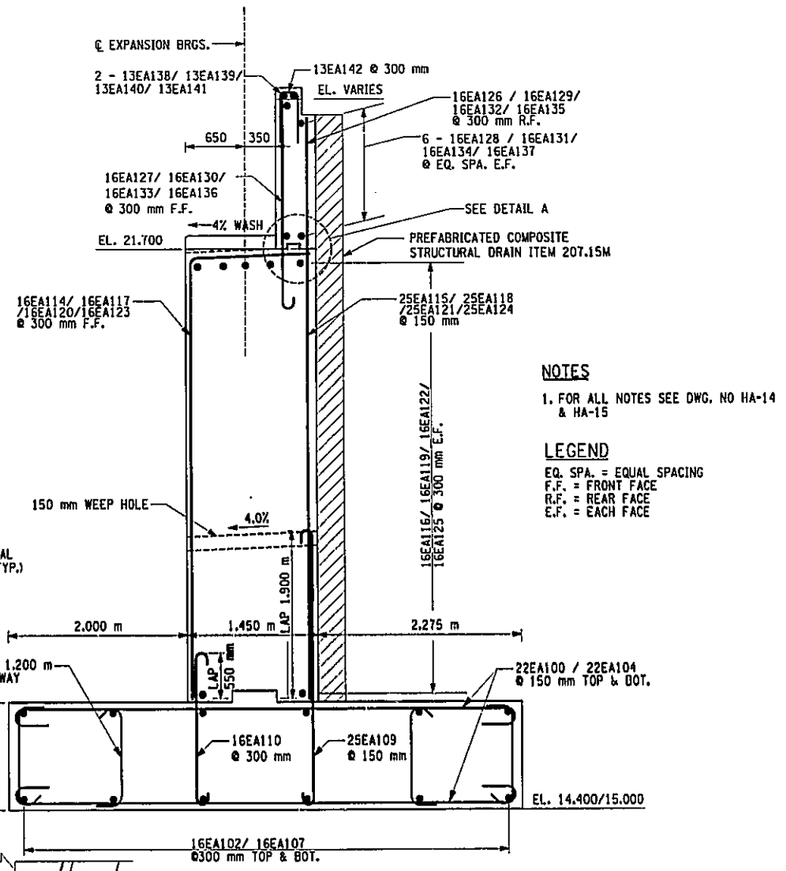
PARTIAL PLAN - SOUTH CORNER EAST ABUTMENT
SCALE 1:10



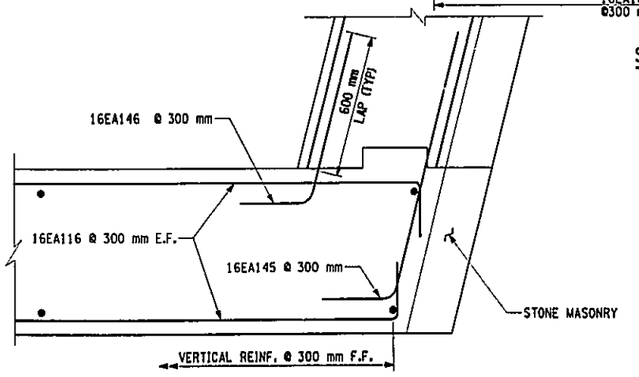
EAST ABUTMENT CHEEK WALL REINF.
SOUTHEAST SHOWN, NORTHEAST SIMILAR



DETAIL A



SECTION A-A
SCALE 1:10



SECTION B-B
N.T.S.

NOTES

1. FOR ALL NOTES SEE DWG. NO HA-14 & HA-15

LEGEND

EQ. SPA. = EQUAL SPACING
F.F. = FRONT FACE
R.F. = REAR FACE
E.F. = EACH FACE

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
EAST ABUTMENT SECTION AND DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-15	AS NOTED	NOV. 2002	REGION 11

HNTB

IN CHARGE OF ___ G.L. ___ DESIGNED BY ___ R.N. ___ CHECKED BY ___ D.M. ___ ESTIMATED BY ___
DRAFTED BY ___ J.R.E. ___ CHECKED BY ___ R.N. ___ CHECKED BY ___ L.M. ___

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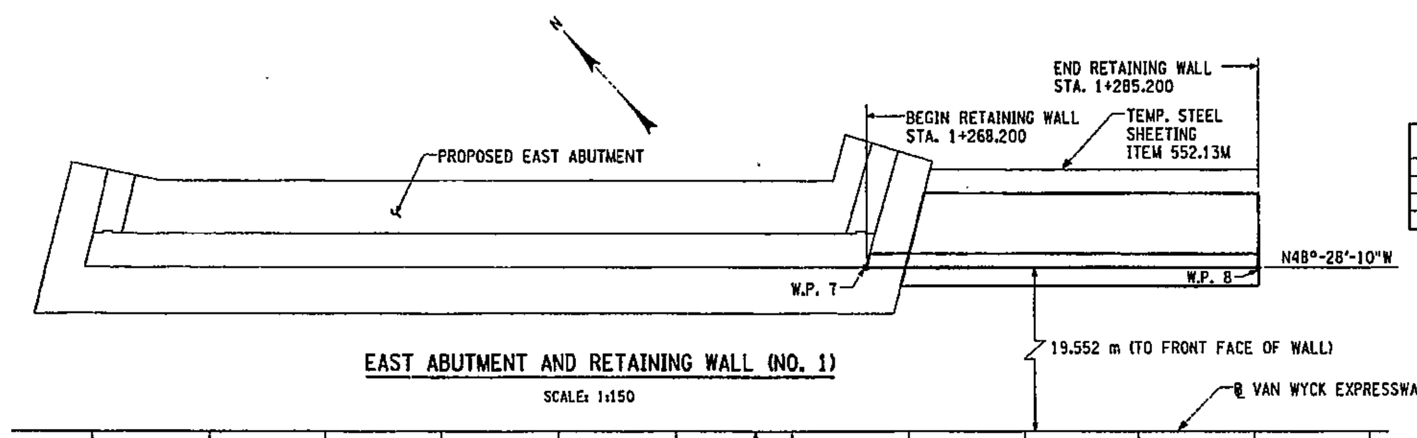
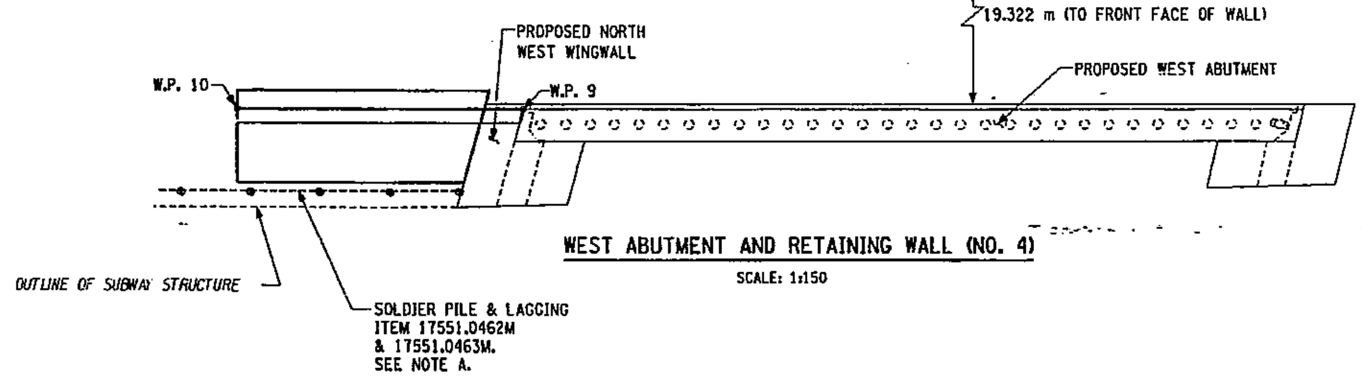
THIS SHEET SUPERSEDES SHEET 98

FED. ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	98A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



EAST ABUTMENT AND RETAINING WALL (NO. 1)
SCALE: 1:150



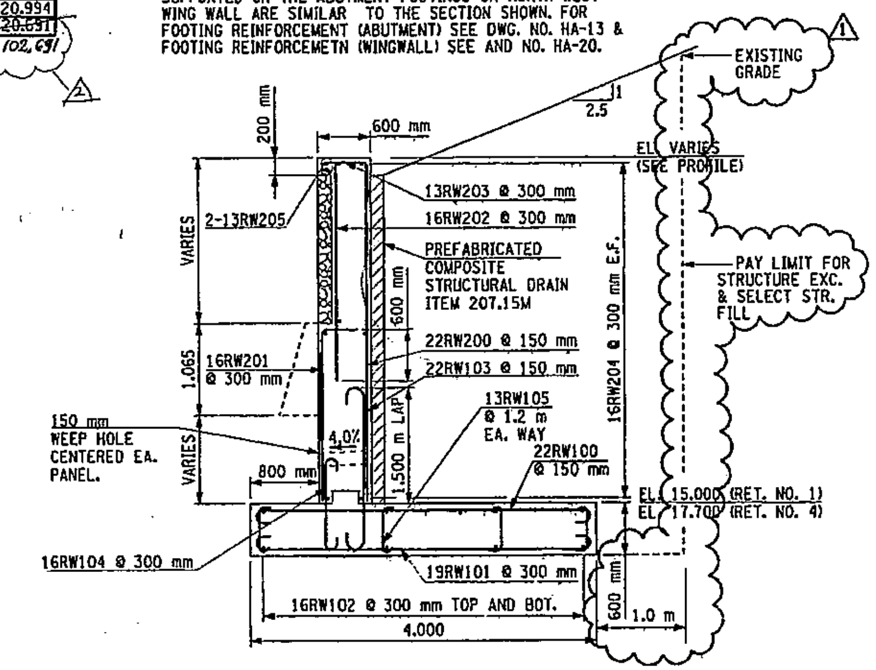
WEST ABUTMENT AND RETAINING WALL (NO. 4)
SCALE: 1:150

WORKING POINT	NORTHING	EASTING
7	-12865.669	16179.396
8	-12876.940	16192.122
9	-12866.182	16120.994
10	-12849.971	~~16120.691~~ 16,102.691 △2

NOTES
JT. A = CONSTRUCTION JOINT.
JT. B = CONSTRUCTION JOINT.
JT. C = EXPANSION JOINT.

NOTE A
SOLDIER PILES TO BE BORED/AUGERED INTO PLACE. PILE DRIVING SHALL NOT BE PERMITTED, SEE NYCTA NOTES DWG. NO. GEN-6.

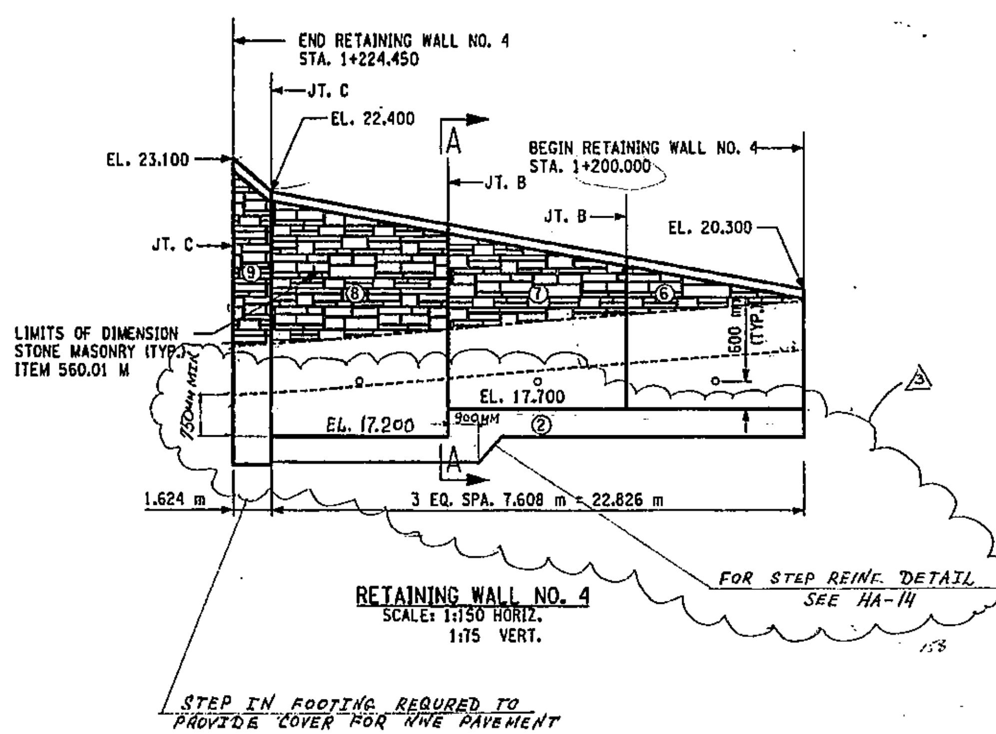
NOTE
REINFORCEMENT IN THE STEM OF THE RETAINING WALL SUPPORTED ON THE ABUTMENT FOOTINGS OR NORTH WEST WING WALL ARE SIMILAR TO THE SECTION SHOWN. FOR FOOTING REINFORCEMENT (ABUTMENT) SEE DWG. NO. HA-13 & FOOTING REINFORCEMETN (WINGWALL) SEE AND NO. HA-20.



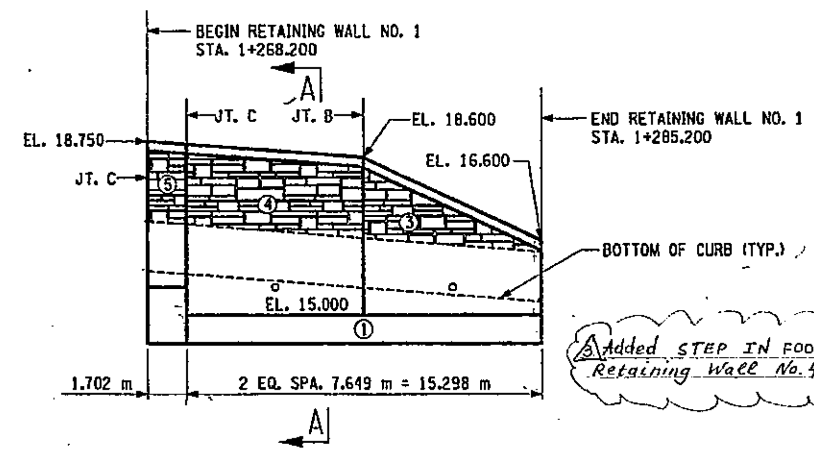
TYPICAL SECTION A-A

CONCRETE POUR TABLE

POUR NO.	ITEM NO.	QUANTITY (CM)
①	555.0104M	37
②	555.0104M	55
③	555.09 M	12
④	555.09 M	17
⑤	555.09 M	4
⑥	555.09 M	14
⑦	555.09 M	17
⑧	555.09 M	20
⑨	555.09 M	5



RETAINING WALL NO. 4
SCALE: 1:150 HORIZ.
1:75 VERT.



RETAINING WALL NO. 1
SCALE: 1:150 HORIZ.
1:75 VERT.

△3 Added STEP IN FOOTING for Retaining Wall No. 4

BIN 1055710

AS BUILT REVISIONS
△1 This sheet is partially superseded by sheet No. 98A1R2
△2 Changed coordinate for WP#10
SIGNATURE DATE Aug 11, 2008

HILLSIDE AVENUE OVER V.W.E.
RETAINING WALL NO. 1 & 4

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

12/26

HNTB

△1 ADD PAY LIMITS FOR EXC. & BACKFILL 2-26-03

DRAWING NO.	SCALE	DATE	
HA-16	AS SHOWN	NOV. 2002	REGION 11

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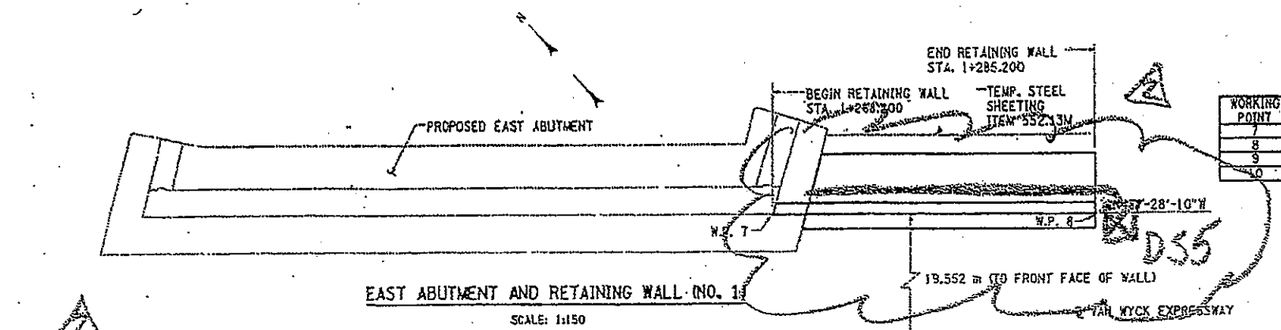
USER = PEllo

THIS SHEET SUPERSEDES SHEET 96

REG. NO.	STATE		NO.	SHEETS
1	N.Y.	D259284	96A&B	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

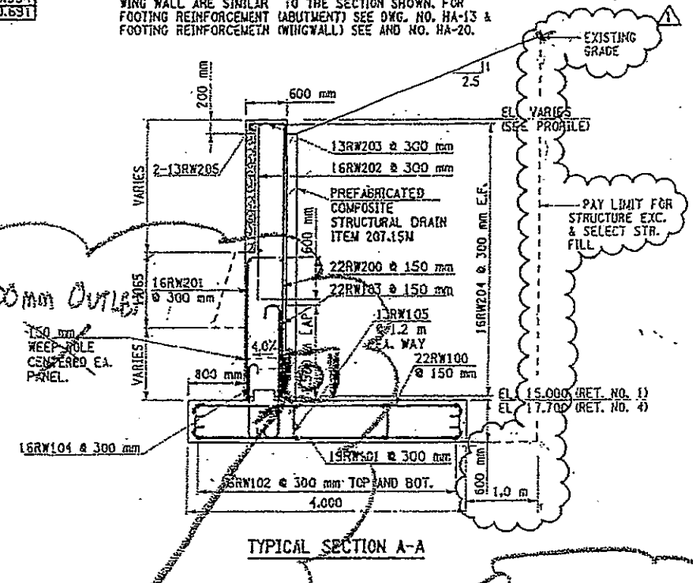


EAST ABUTMENT AND RETAINING WALL (NO. 1)
SCALE: 1:150

WEST ABUTMENT AND RETAINING WALL (NO. 4)
SCALE: 1:150

WORKING POINT	NORTHING	EASTING
7	+12865.669	16179.396
8	+12876.940	16192.122
9	+12866.162	16120.994
10	+12849.971	16120.631

NOTE
REINFORCEMENT IN THE STEM OF THE RETAINING WALL SUPPORTED ON THE ABUTMENT FOOTINGS OR NORTH WEST WING WALL ARE SIMILAR TO THE SECTION SHOWN. FOR FOOTING REINFORCEMENT (ABUTMENT) SEE DWG. NO. HA-13 & FOOTING REINFORCEMETN (WINGWALL) SEE AND NO. HA-20.



TYPICAL SECTION A-A

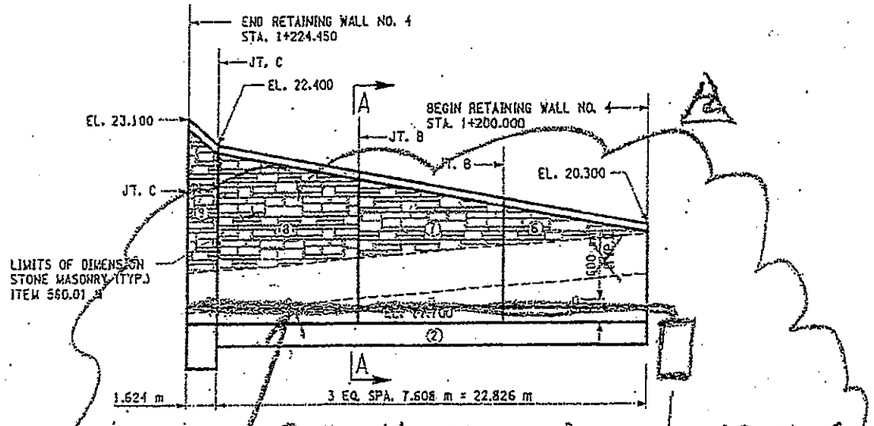
200mm Outlets
10 CB

NOTES
JT. A = CONSTRUCTION JOINT.
JT. B = CONSTRUCTION JOINT.
JT. C = EXPANSION JOINT.

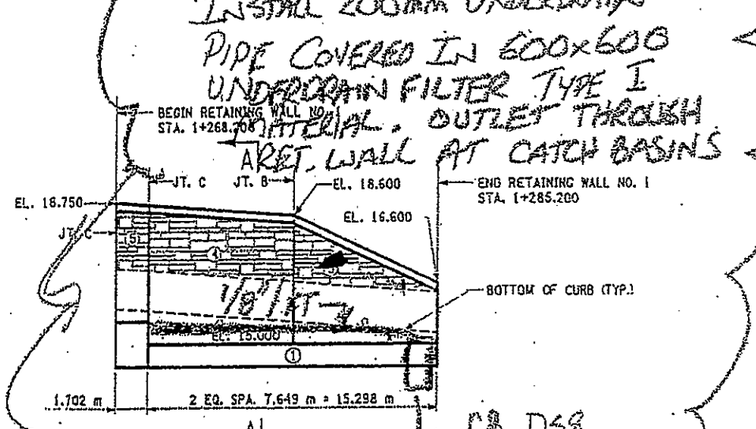
NOTE A
SOLDIER PILES TO BE BORED/AUGERED INTO PLACE. PILE DRIVING SHALL NOT BE PERMITTED, SEE NYCTA NOTES DWG. NO. GEN-6.

Install 200mm Underdrain Pipe Covered In 600x600 Underdrain Filter Type I Material. Outlet Through Ret. Wall At Catch Basins

Underdrains Ret. Walls



L 200mm Underdrain Pipe
RETAINING WALL NO. 4
SCALE: 1:150 HORIZ.
1:75 VERT.
Outlet At 1/8" /Ft
CB D55



RETAINING WALL NO. 1
SCALE: 1:150 HORIZ.
1:75 VERT.
CB D58

Underdrains
BY HNTB 7-3-06

CONCRETE POUR TABLE		
POUR NO.	ITEM NO.	QUANTITY (CM)
①	555.0104M	61
②	555.0104M	55
③	555.09 M	12
④	555.09 M	17
⑤	555.09 M	4
⑥	555.09 M	14
⑦	555.09 M	17
⑧	555.09 M	20
⑨	555.09 M	5

NO.	REVISIONS	DATE
1	ADD PAY LIMITS FOR EXC. & BACKFILL	2-26-03

BIN 1055710
AS BUILT REVISIONS
SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
RETAINING WALL NO. 1 & 4

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

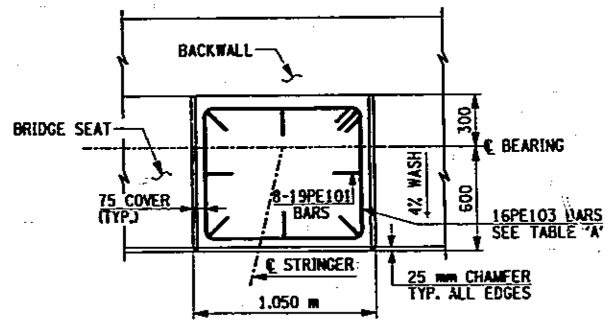
DRAWING NO.	SCALE	DATE	REGION 11
HA-16	AS SHOWN	NOV. 2002	

HNTB

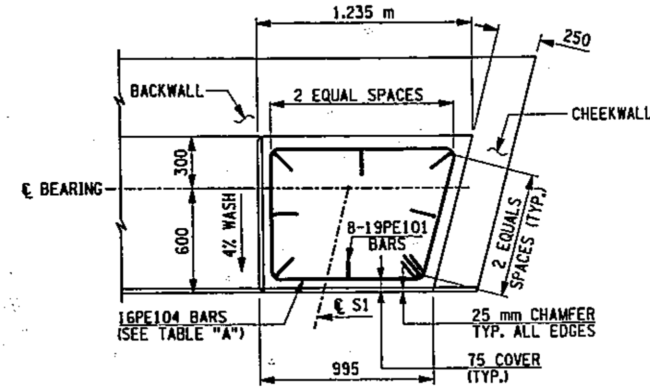
OBJECTIVE = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	99	211

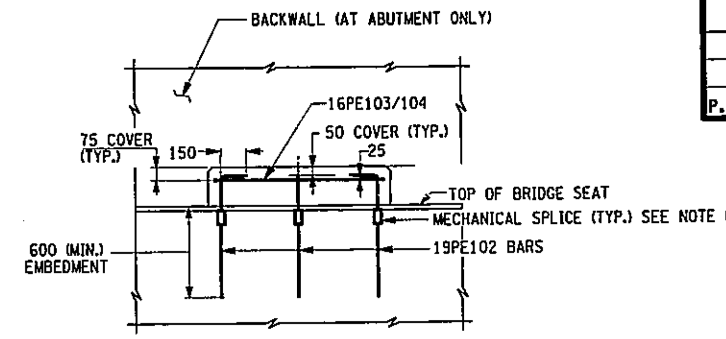
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



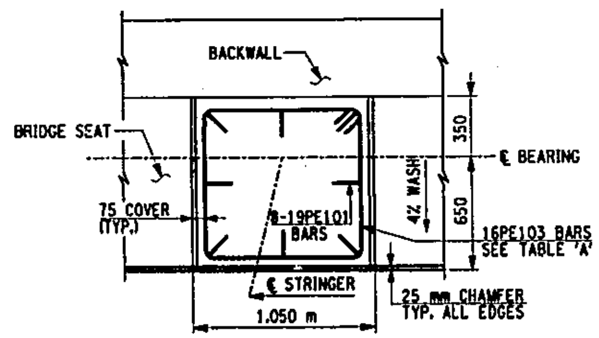
REINFORCEMENT PLAN
WEST ABUTMENT
(FOR STRINGERS S2 TO S15)



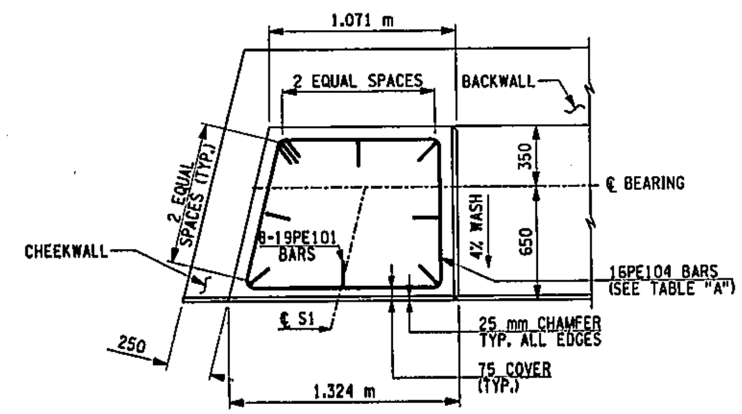
REINFORCEMENT PLAN
WEST ABUTMENT
(STRINGER S1 SHOWN, OPPOSITE FOR S16)



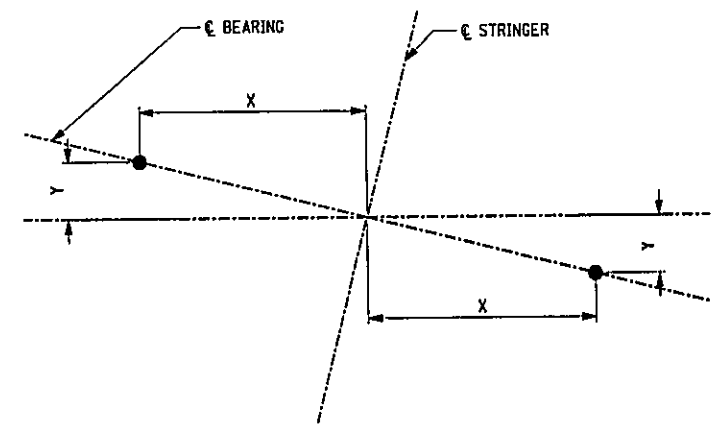
TYPICAL ELEVATION
(SIMILAR FOR STRINGERS S1 AND S16)
(STRINGERS S2 TO S15 SHOWN)



REINFORCEMENT PLAN
EAST ABUTMENT
(FOR STRINGERS S2 TO S15)



REINFORCEMENT PLAN
EAST ABUTMENT
(STRINGER S1 SHOWN, OPPOSITE FOR S16)

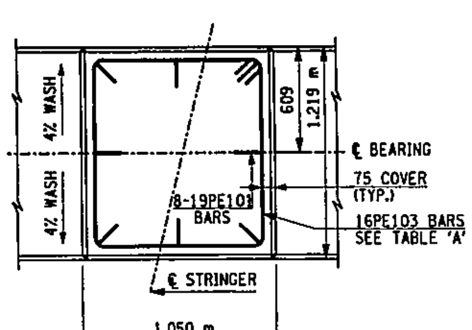


TYPICAL LAYOUT PLAN
(FOR ALL STRINGERS S1 TO S16)
N.T.S.

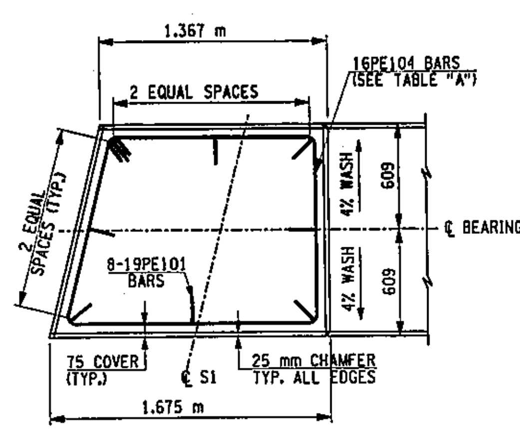
TABLE "A"	
PEDESTAL HEIGHT	NUMBER OF HOOPS
150 - 200	1
205 - 275	2
280 - 350	3
355 - 425	4
430 - 500	5

NOTES:

1. CONCRETE FOR PEDESTALS SHALL BE PAID FOR UNDER ITEM NO. 555.09 M.
2. STEEL REINFORCEMENT SHALL BE PAID FOR UNDER ITEM NO. 556.0202 M.
3. THE CONTRACTOR SHALL INCLUDE THE COST OF ALL MECHANICAL SPLICES IN THE PRICE BID FOR THE APPROPRIATE REINFORCEMENT ITEM.
4. SEE DRAWING NOS. HA-36 AND HA-37 FOR PROPOSED BEARING DETAILS.
5. ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED.
6. IN LIEU OF MECHANICAL SPLICE, CONTRACTOR MAY ELECT TO DRILL AND GROUT THE REINF. (L-SHAPED)



REINFORCEMENT PLAN
CENTER PIER
(FOR STRINGER S2 TO S15)



REINFORCEMENT PLAN
CENTER PIER
(STRINGER S1 SHOWN, OPPOSITE FOR S16)

ANCHOR BOLT OFFSETS		
LOCATION	X	Y
WEST ABUTMENT	265	67
EAST ABUTMENT	265	67
CENTER PIER	411	104

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HNTB

HILLSIDE AVENUE OVER V.W.E.
PEDESTAL DETAILS (ABUTMENTS AND PIER)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-17	1:20	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

FILE NAME = t:\struct\29883 hillside jamaica\29883-02\drawings\psle\hillside\73557hb.dsn
DATE/TIME = 12/12/02 12:04:30 PM
USER = PEllo

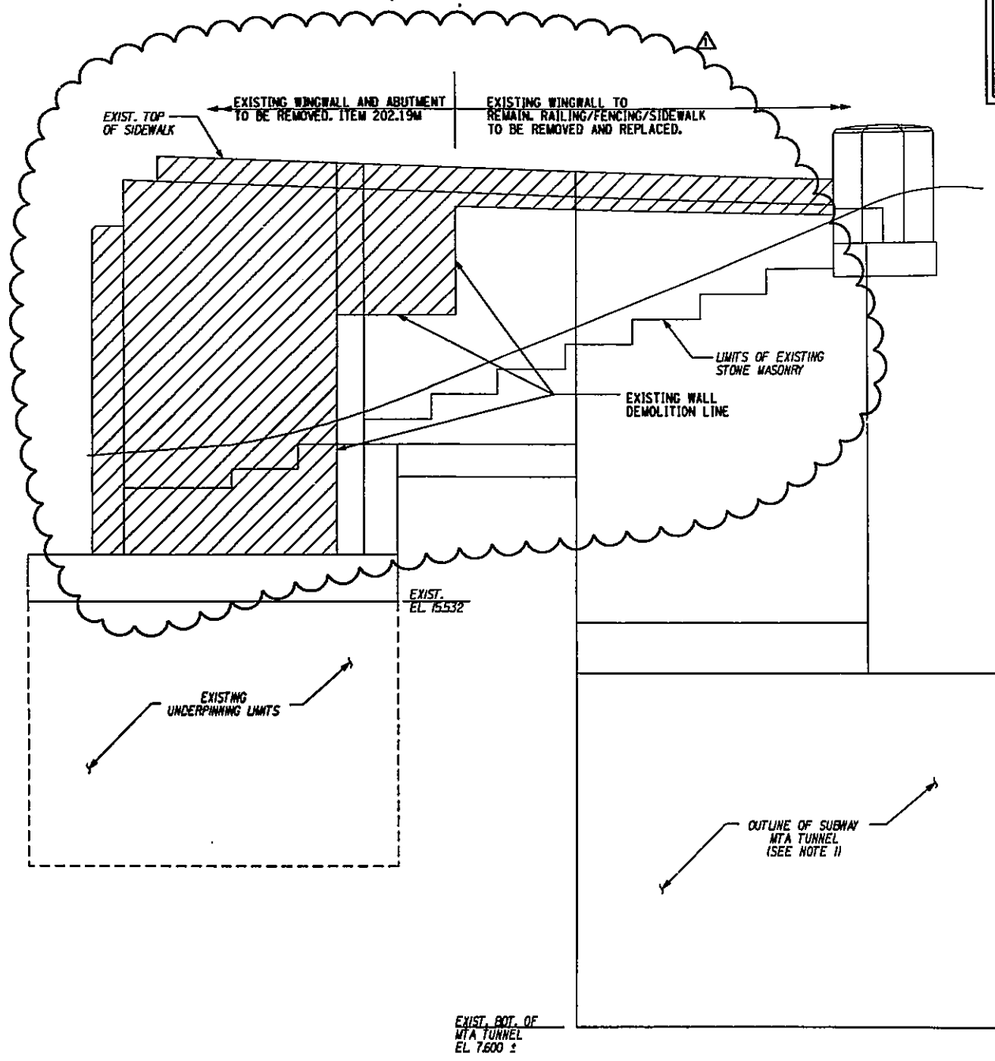
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	100F1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

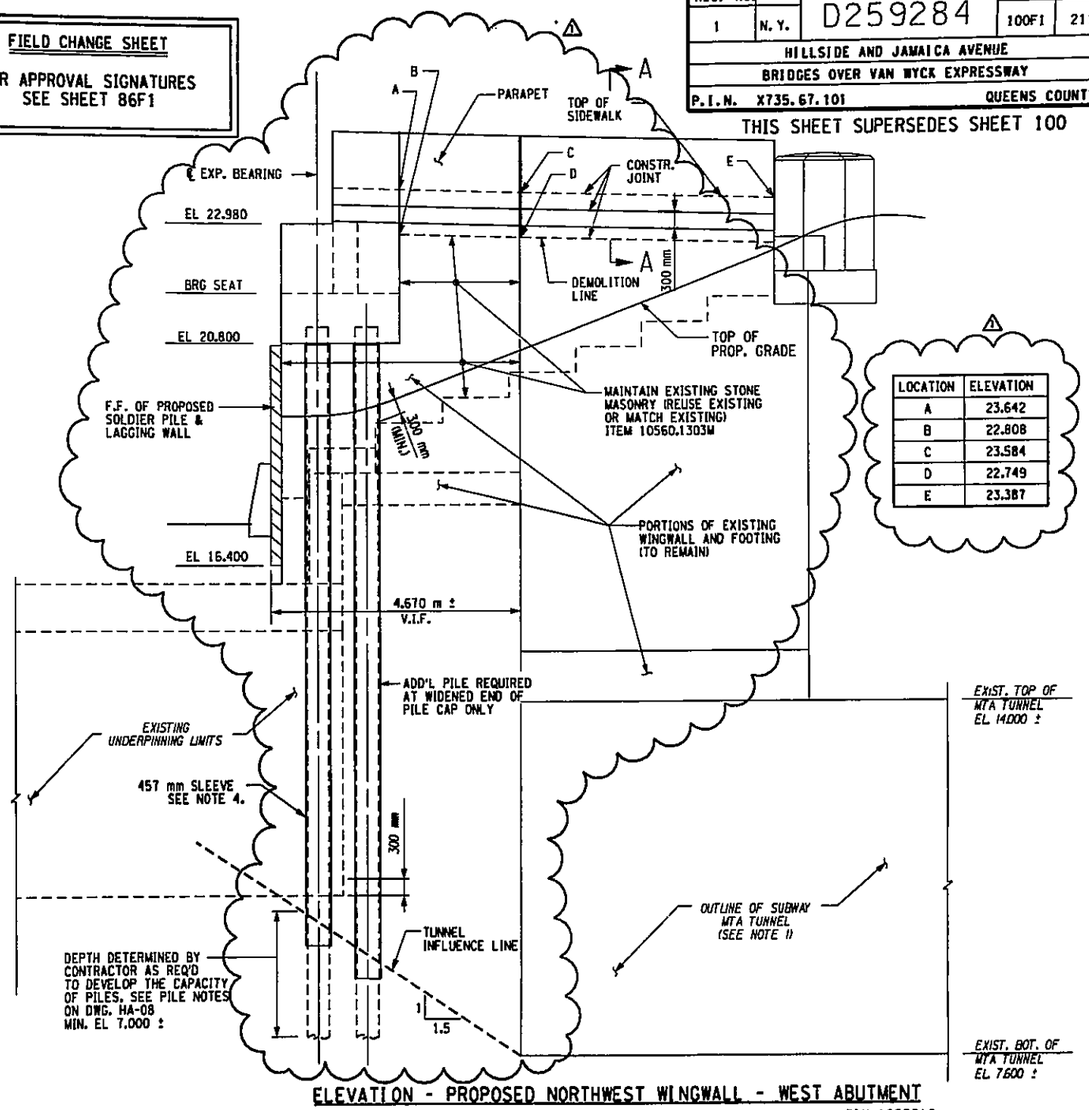
THIS SHEET SUPERSEDES SHEET 100

FIELD CHANGE SHEET

FOR APPROVAL SIGNATURES
SEE SHEET 86F1



ELEVATION - EXISTING NORTHWEST WINGWALL - WEST ABUTMENT
SCALE 1:50



LOCATION	ELEVATION
A	23.642
B	22.808
C	23.584
D	22.749
E	23.387

ELEVATION - PROPOSED NORTHWEST WINGWALL - WEST ABUTMENT
SCALE 1:50
BIN 1055710

NOTES:

1. MTA TUNNEL INFORMATION (GEOMETRY) WAS OBTAINED FROM DRAWINGS IN CONTRACT NO: C-20709 DATED MAR. 1979). FOR ADDITIONAL DWGS. SEE TA-1 TO TA-5
2. FOR SECTION A-A SEE DWG. NO. HA-21.
3. FOR PILE CAP & END WINGWALL REINFORCEMENT SEE HA-07 & HA-20.
4. FOR WINGWALL ELEVATION AND SECTION SEE HA-20 AND HA-21.
5. EXTEND SLEEVE W/BOND BREAKER TO MIN. OF 300 mm BELOW INFLUENCE LINE.

FIELD CHANGES TO THIS SHEET INCLUDE:
ELIMINATION OF PROPOSED WEST WINGWALL RETURNS

NOTE:
PILE INSTALLATION MAY REQUIRE DRILLING OPERATION THROUGH THE UNDERPINNING MATERIAL.

⚠	ELIMINATE PROPOSED WEST WINGWALLS	07-05-05

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
NORTHWEST WINGWALL ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
HA-18	1 : 50	OCT. 2005	

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M.
CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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DATE/TIME = 10/24/2005 15:55 PM
USER = $USERNAME$

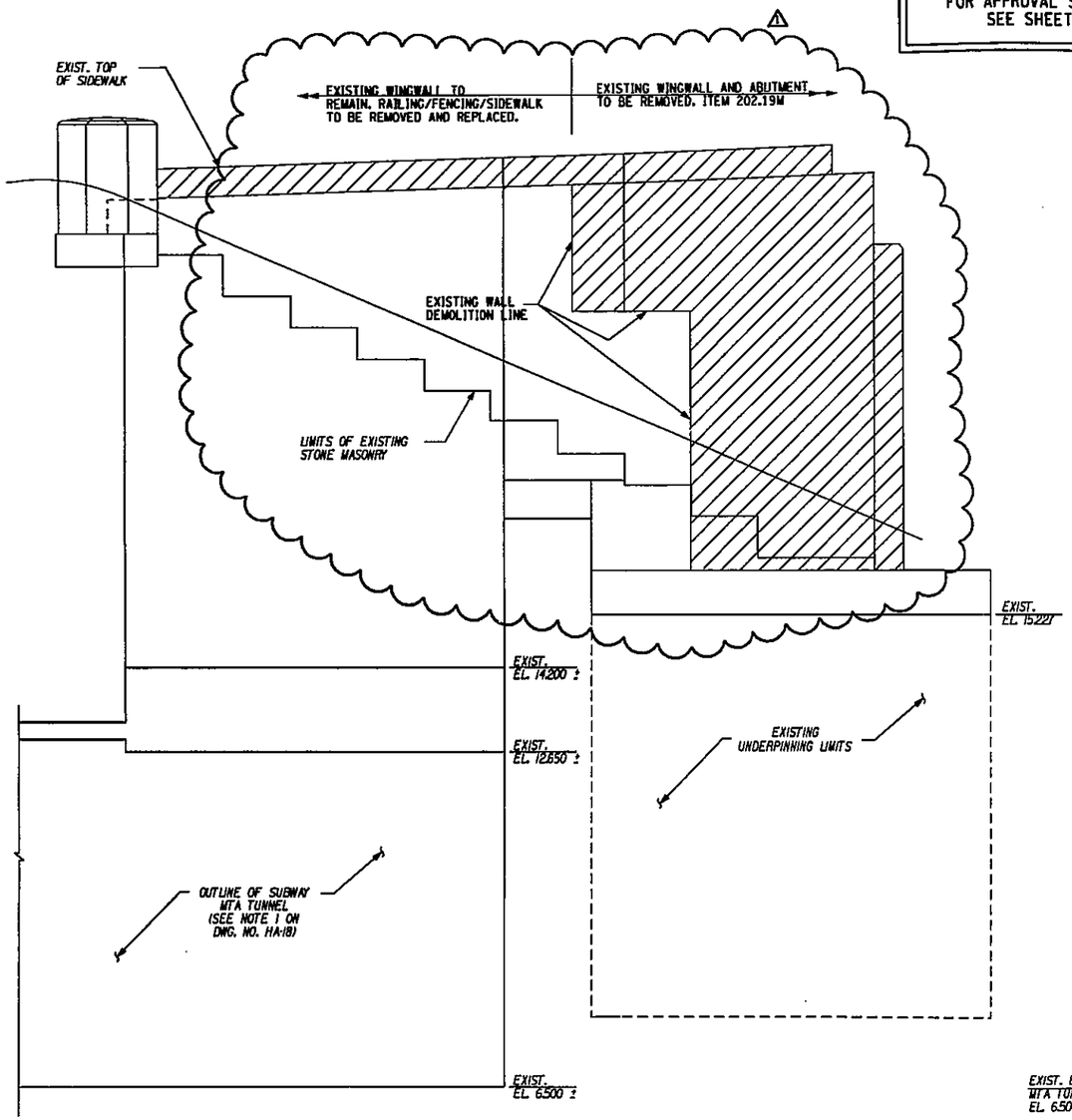
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	101F1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

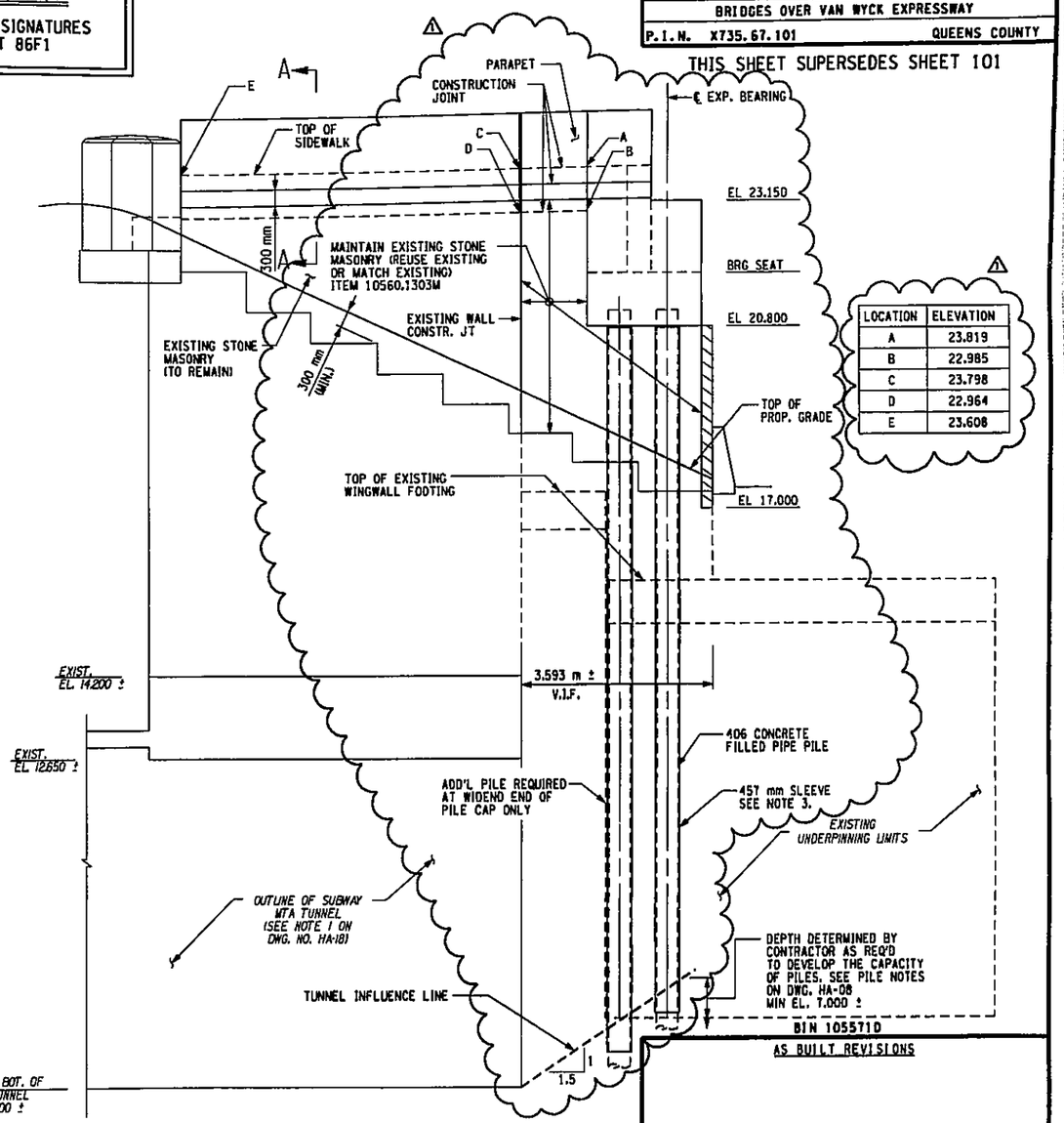
THIS SHEET SUPERSEDES SHEET 101

FIELD CHANGE SHEET

FOR APPROVAL SIGNATURES
SEE SHEET 86F1



ELEVATION - EXISTING SOUTHWEST WINGWALL - WEST ABUTMENT
SCALE 1:50



LOCATION	ELEVATION
A	23.819
B	22.985
C	23.798
D	22.964
E	23.608

ELEVATION - PROPOSED SOUTHWEST WINGWALL - WEST ABUTMENT
SCALE 1:50

NOTES:
1. FOR SECTION A-A SEE DWG. NO. HA-21.
2. FOR WINGWALL ELEVATION AND SECTION SEE HA-20 AND HA-21.
3. FOR PILE CAP & END WINGWALL REINFORCEMENT SEE HA-07 & HA-20.
4. EXTEND SLEEVE W/BOND BREAKER TO MIN. 300 MM BELOW INFLUENCE LINE.

FIELD CHANGES TO THIS SHEET INCLUDE:
ELIMINATION OF PROPOSED WEST WINGWALL RETURNS

NOTE:
PILE INSTALLATION MAY REQUIRE DRILLING OPERATION THROUGH THE UNDERPINNING MATERIAL.

1	ELIMINATE PROPOSED WEST WINGWALLS	07-05-05

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
SOUTHWEST WINGWALL ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
HA-19	1 : 50	OCT. 2005	11

HNTB

IN CHARGE OF ____ DESIGNED BY ____ R.N. CHECKED BY ____ D.M. ESTIMATED BY ____ L.M. CHECKED BY ____ R.N. DRAFTED BY ____ J.R.E. CHECKED BY ____ R.N.

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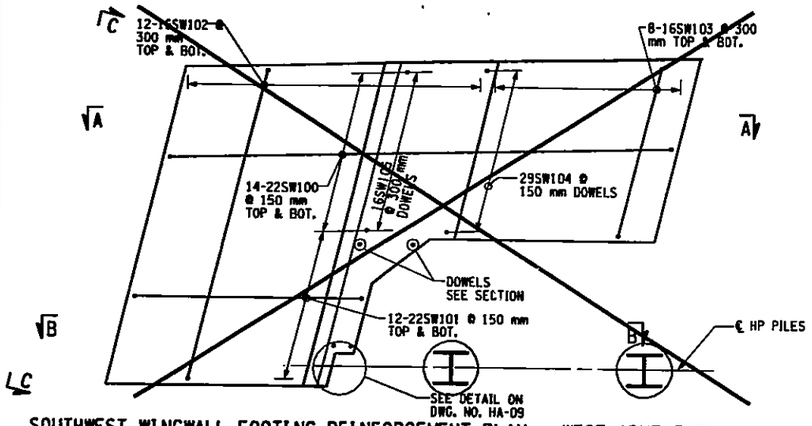
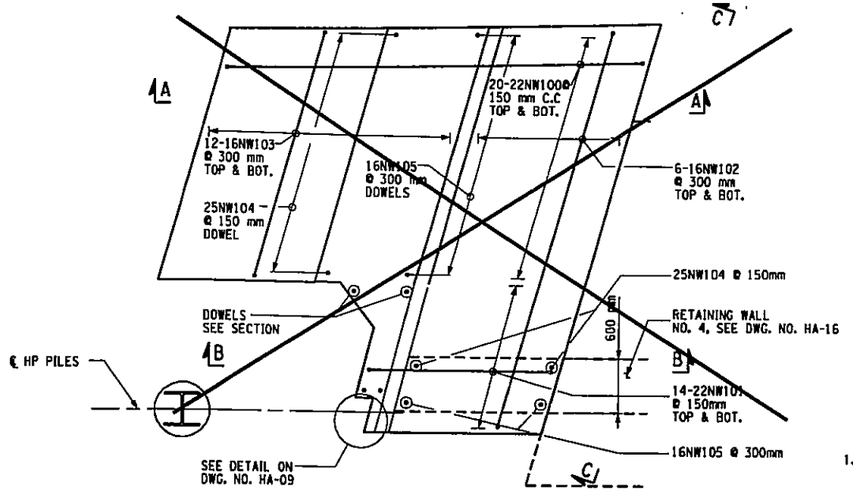
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	102F1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 102



SOUTHWEST WINGWALL FOOTING REINFORCEMENT PLAN - WEST ABUTMENT

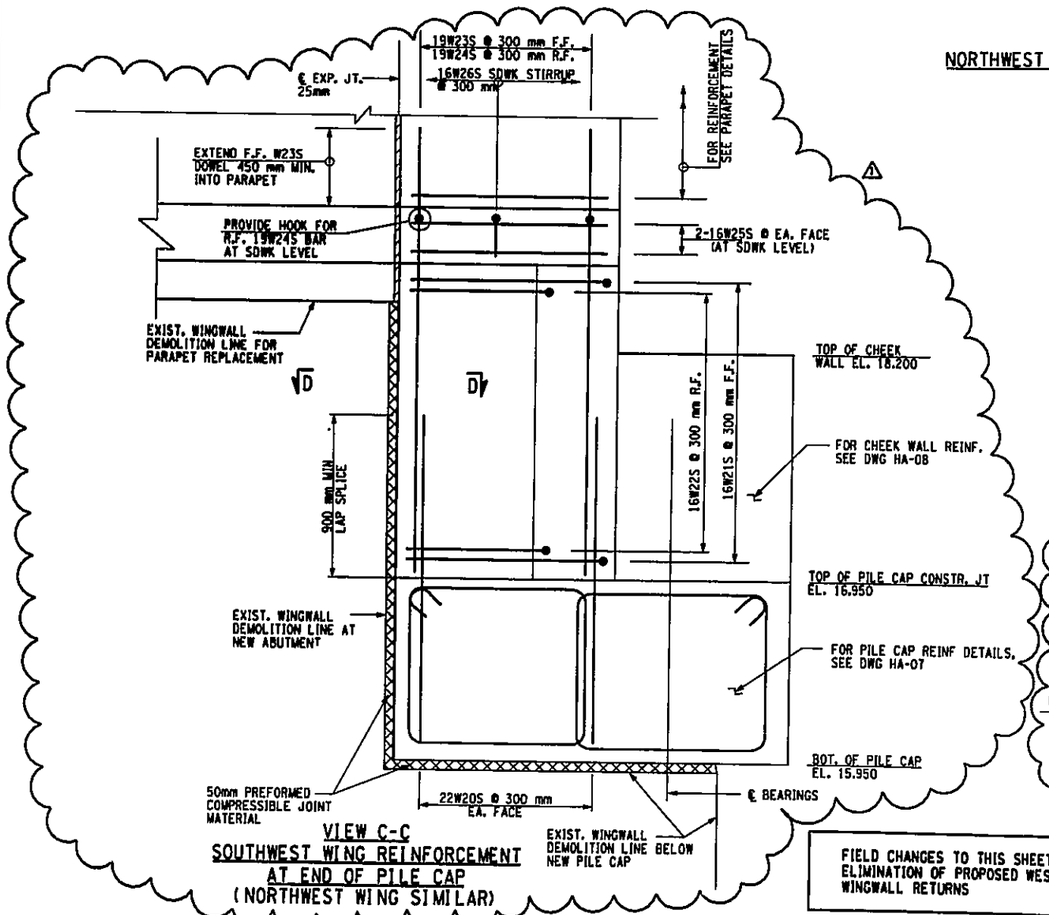


NORTHWEST WINGWALL FOOTING REINFORCEMENT PLAN - WEST ABUTMENT

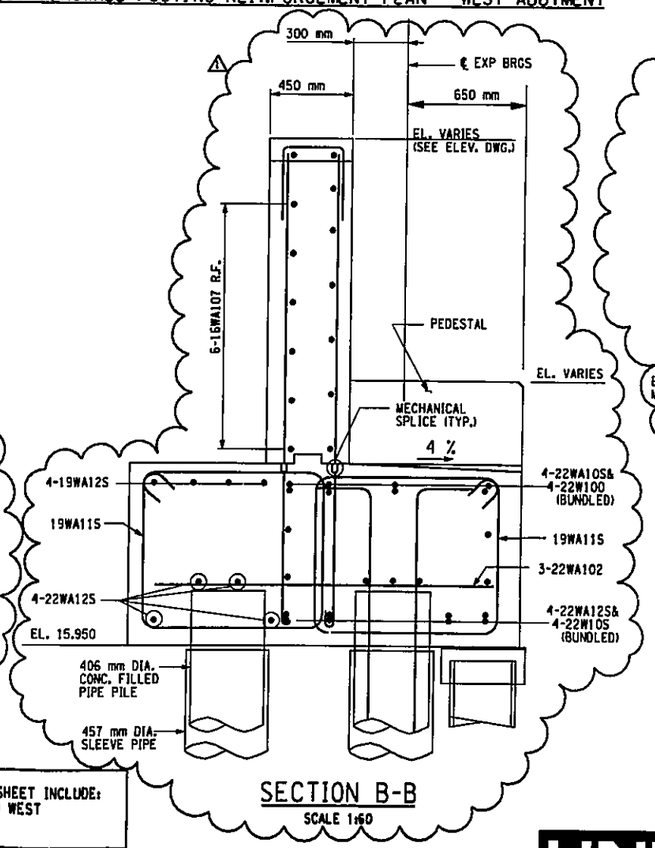
FIELD CHANGE SHEET

FOR APPROVAL SIGNATURES
SEE SHEET 86F1

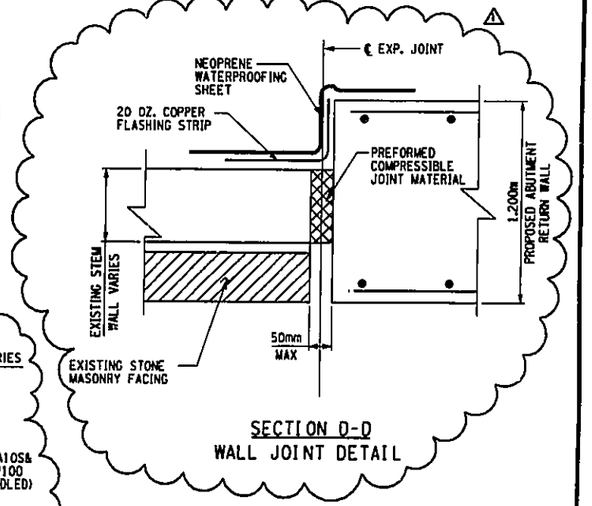
NOTES:
1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 75mm UNLESS OTHERWISE NOTED.
2. FOR SECTION A-A & B-B SEE DWG. NO. HA-21.
3. FOR LOCATION OF VIEWS B-B & C-C, SEE DRAWING HA-07R.



VIEW C-C
SOUTHWEST WING REINFORCEMENT AT END OF PILE CAP
(NORTHWEST WING SIMILAR)



SECTION B-B
SCALE 1:50



SECTION D-D
WALL JOINT DETAIL

FIELD CHANGES TO THIS SHEET INCLUDE:
ELIMINATION OF PROPOSED WEST WINGWALL RETURNS

⚠	ELIMINATE PROPOSED WEST WINGWALLS	07-05-05

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
NORTHWEST & SOUTHWEST WINGWALL REINFORCEMENT

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-20	1:30	OCT. 2005	REGION 11

R.N. CHECKED BY J.R.E. CHECKED BY R.N. CHECKED BY L.M.
IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M.

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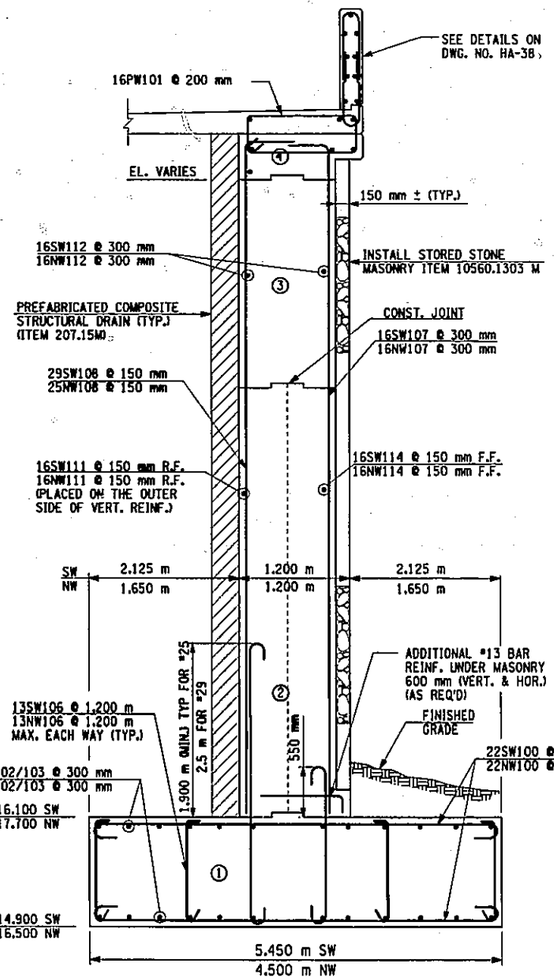
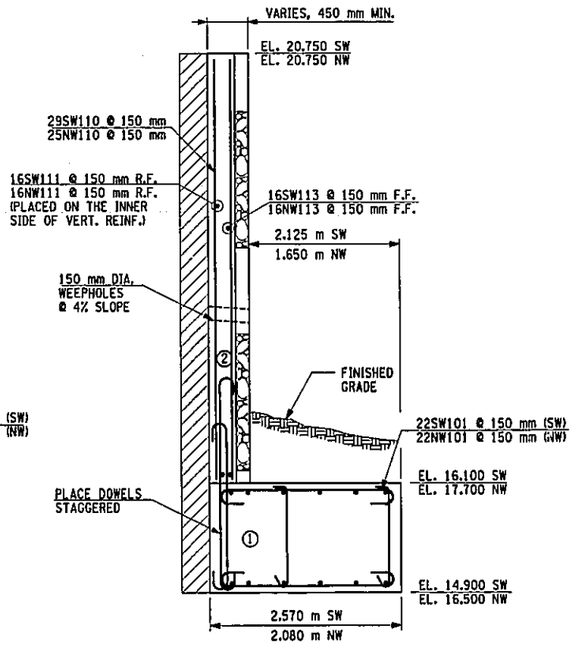
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	103	211

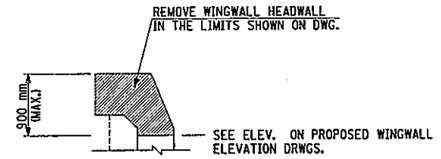
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



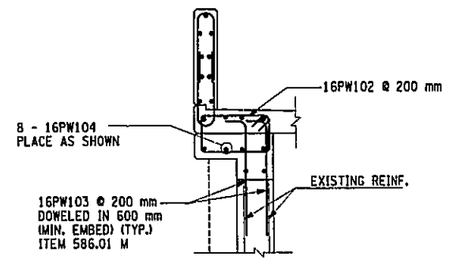
SECTION A - A
SOUTHWEST WINGWALL SHOWN
(NORTHWEST AS INDICATED)



SECTION B - B
NORTHWEST WINGWALL SHOWN
(SOUTHWEST AS INDICATED)



EXISTING SECTION A-A
(ON DWG. NO. HA-19, 20, 22 & 23)



PROPOSED SECTION A-A
(ON DWG. NO. HA-19, 20, 22 & 23)

NOTE:

COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 75mm UNLESS OTHERWISE NOTED. ALL OTHER COVER SHALL BE 50mm UNLESS OTHERWISE NOTED.

ALL STIRRUPS BARS AND LATERAL TIES IN THE SAME ROW SHALL ALTERNATE THE ORIENTATION OF THE 135° HOOK BETWEEN TOP AND BOTTOM

(NO.) INDICATES CONCRETE PLACEMENT NUMBER

CONCRETE POUR TABLE

POUR NO.	ITEM NO.	NW	SW
(1)	555.0104M	20.0	19.0
(2)	555.09M	15.0	15.0
(3)	555.09M	10.0	10.0
(4)	555.09M	5.0	5.0

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
NORTHWEST & SOUTHWEST
WINGWALL SECTIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-21	1:30	NOV. 2002	REGION 11

IN CHARGE OF ____ G.L. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ DJM. ____ ESTIMATED BY ____
L.M. ____ CHECKED BY ____ R.N. ____ DRAWN BY ____ J.R.E. ____ CHECKED BY ____ R.N. ____

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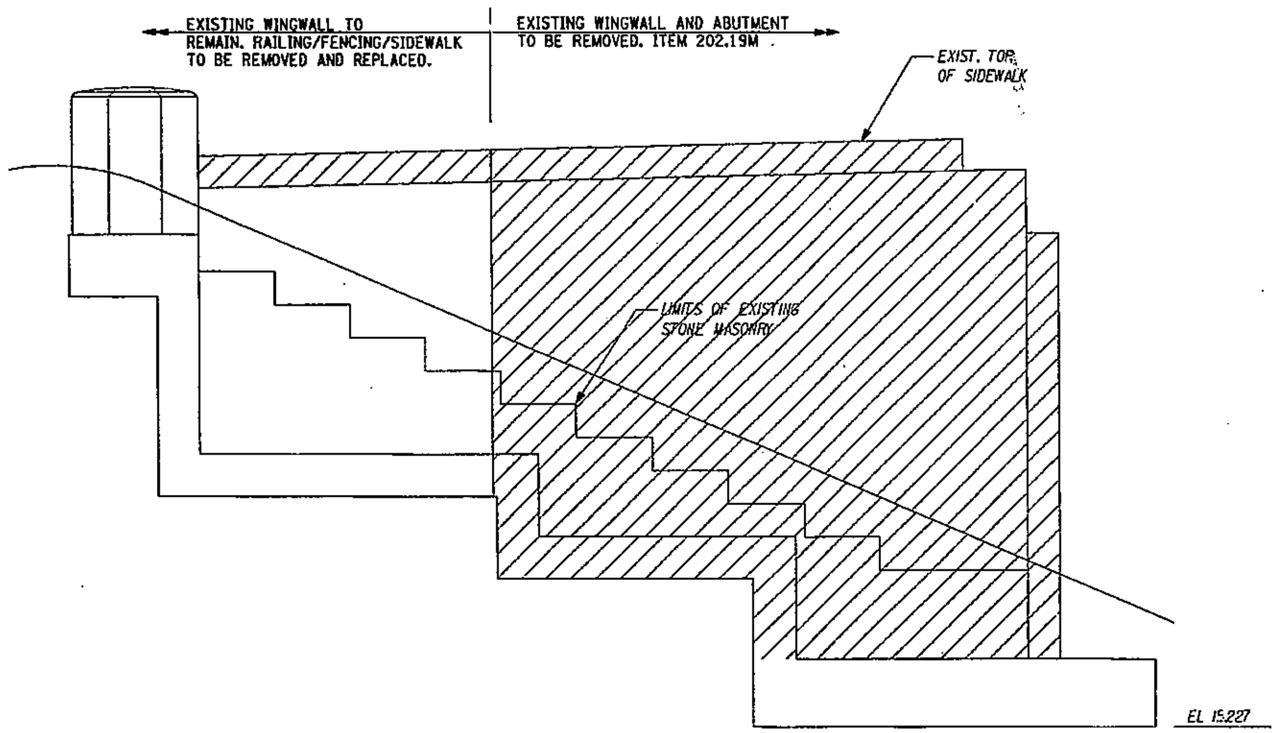
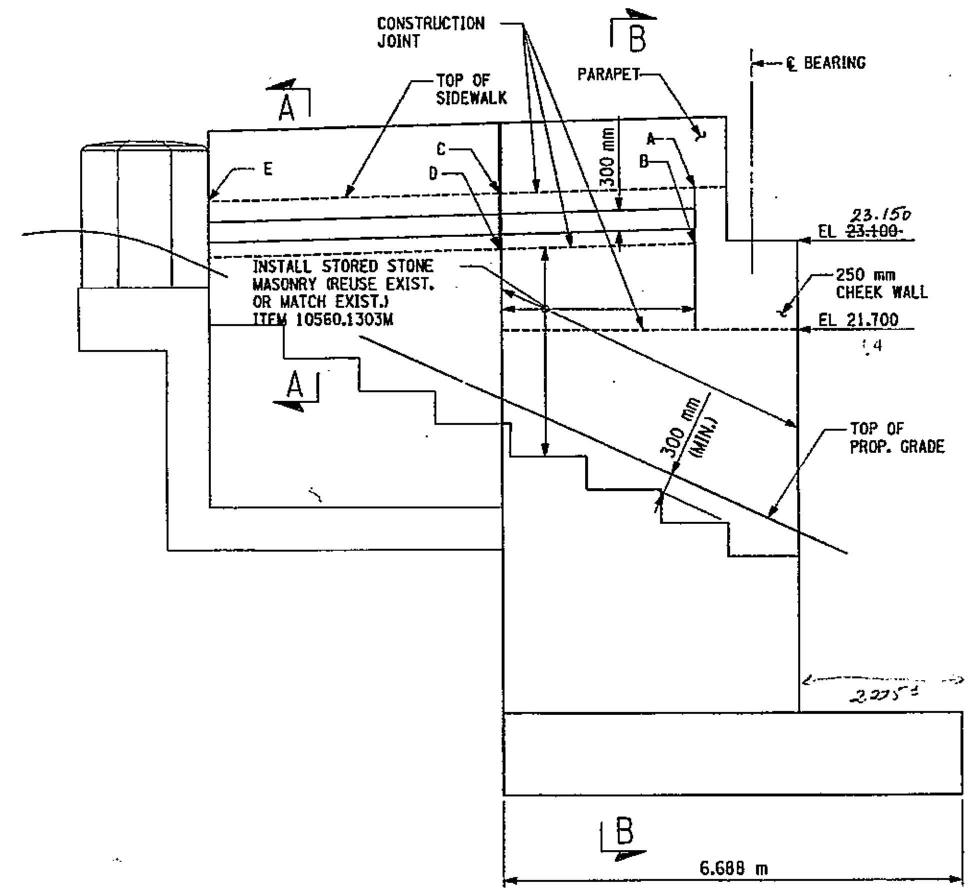
DATE/TIME = 12/12/02 12:01:41 PM
USER = PEila

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	104R1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



ELEVATION - EXISTING NORTHEAST WINGWALL - EAST ABUTMENT
SCALE 1:50



LOCATION	ELEVATION
A	~~23.755~~ 23.805
B	~~22.921~~ 22.971
C	~~23.693~~ 23.743
D	~~22.858~~ 23.908
E	~~23.529~~ 23.579

ELEVATION - PROPOSED NORTHEAST WINGWALL - EAST ABUTMENT
SCALE 1:50

NOTES:

1. FOR SECTION A-A SEE DWG. NO. HA-21.
2. FOR SECTION B-B SEE DWG. NO. HA-24.

BIN 1055710

AS BUILT REVISIONS
△1 Changes in ELEVATIONS

SIGNATURE: [signature] DATE: Aug 11, 2008

HILLSIDE AVENUE OVER V.W.E.
NORTHEAST WINGWALL ELEVATION

HNTB

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

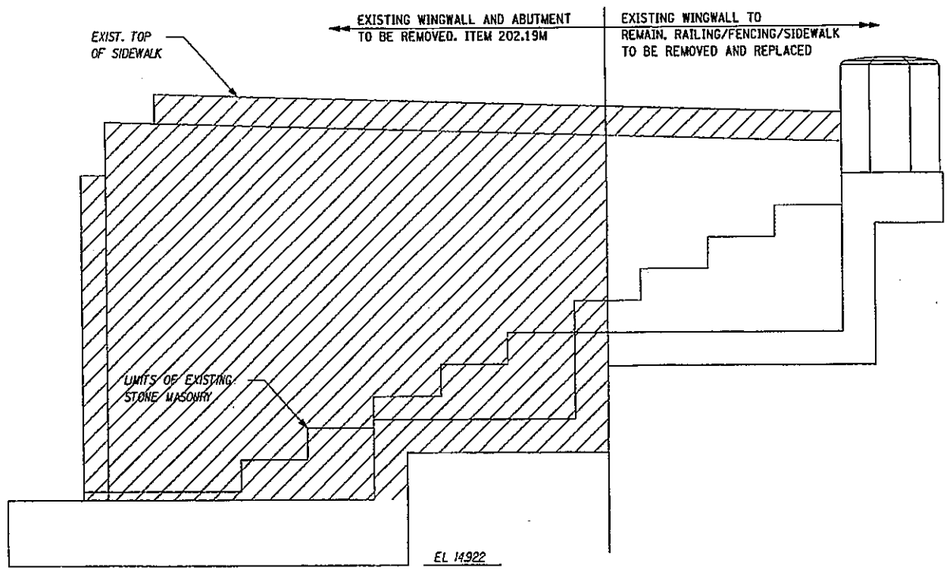
DRAWING NO.	SCALE	DATE	
HA-22	1 : 50	NOV. 2002	REGION 11

IN CHARGE OF ___ G.L. ___ DESIGNED BY ___ R.N. ___ CHECKED BY ___ D.M. ___ ESTIMATED BY ___ L.M. ___ CHECKED BY ___ R.N. ___ DRAFTED BY ___ J.R.E. ___ CHECKED BY ___ R.N.

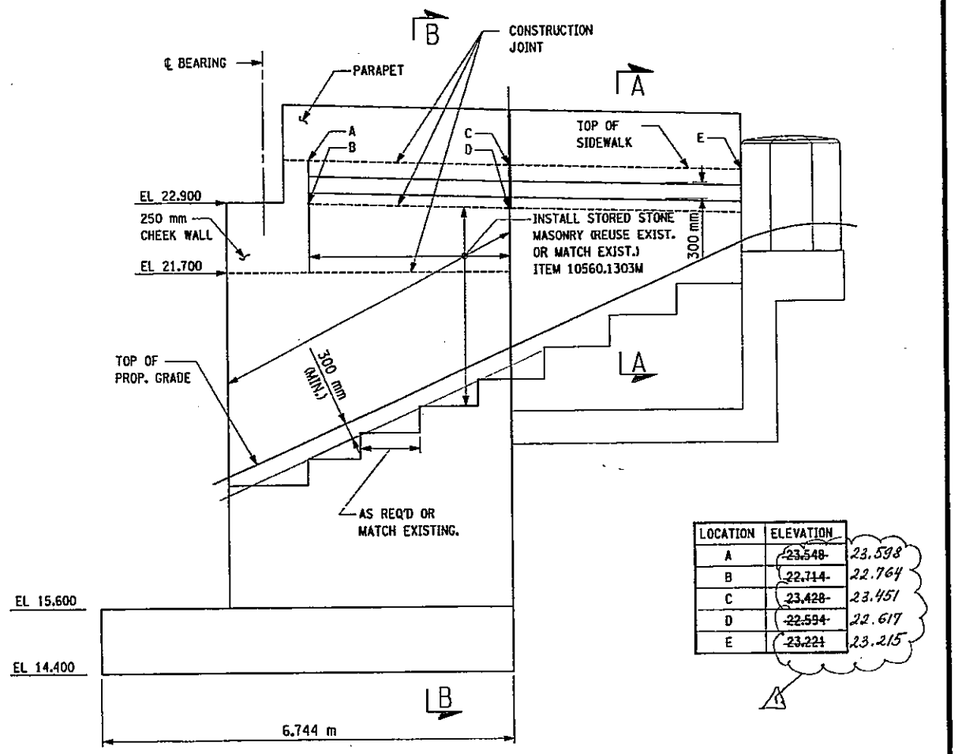
FILE NAME = T:\STRUCT\29803 hillside jamaica\29803-02\drawings\PS&E\Hillside\x7357hbw.dgn
DATE/TIME = 12/13/02 10:05:32 AM
USER = JEllis

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	105R1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



ELEVATION - EXISTING SOUTHEAST WINGWALL - EAST ABUTMENT
SCALE 1:50



LOCATION	ELEVATION	
A	~~23.548~~	23.598
B	~~22.714~~	22.764
C	~~23.428~~	23.451
D	~~22.594~~	22.617
E	~~23.221~~	23.215

ELEVATION - PROPOSED SOUTHEAST WINGWALL - EAST ABUTMENT
SCALE 1:50

NOTES:
1. FOR SECTION A-A SEE DWG. NO. HA-21. Northwest and Southwest WW. Sections
2. FOR SECTION B-B SEE DWG. NO. HA-24. Northeast and Southeast WW Reinforcement

BIN 1055710

AS BUILT REVISIONS
1 Changes in ELEVATIONS
SIGNATURE Aug 11, 2008 DATE

HILLSIDE AVENUE OVER V.W.E.
SOUTHEAST WINGWALL ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
HA-23	1 : 50	NOV. 2002	11

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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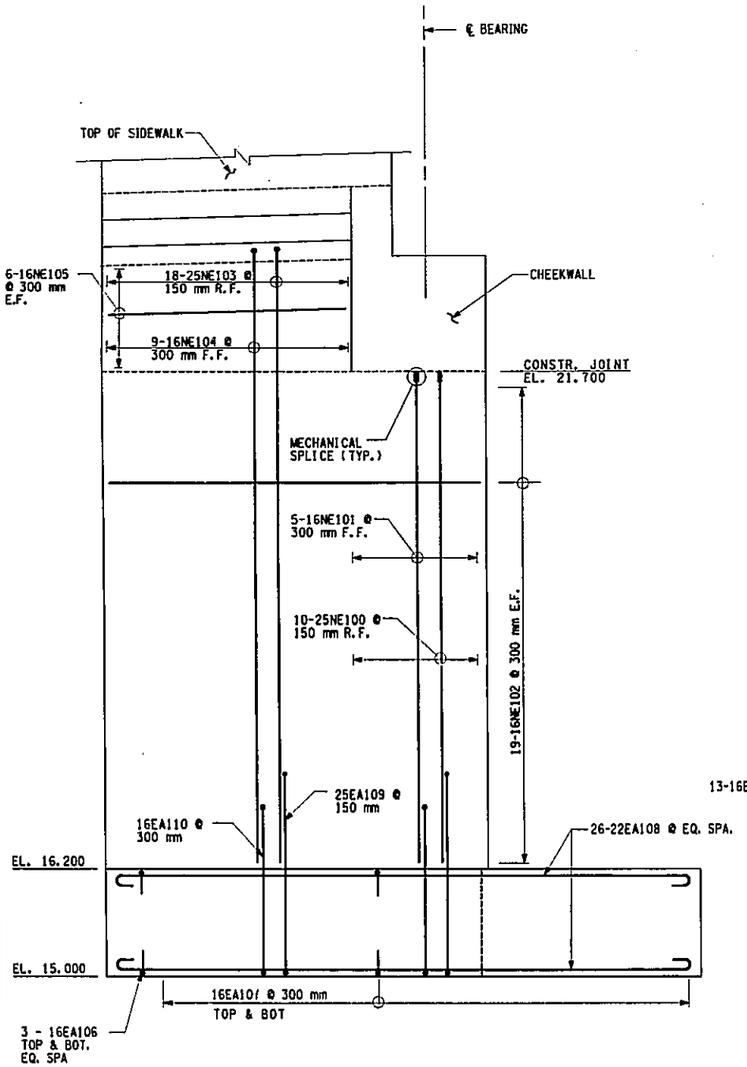
USER = JElla

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	106	211

HILLSIDE AND JAMAICA AVENUE

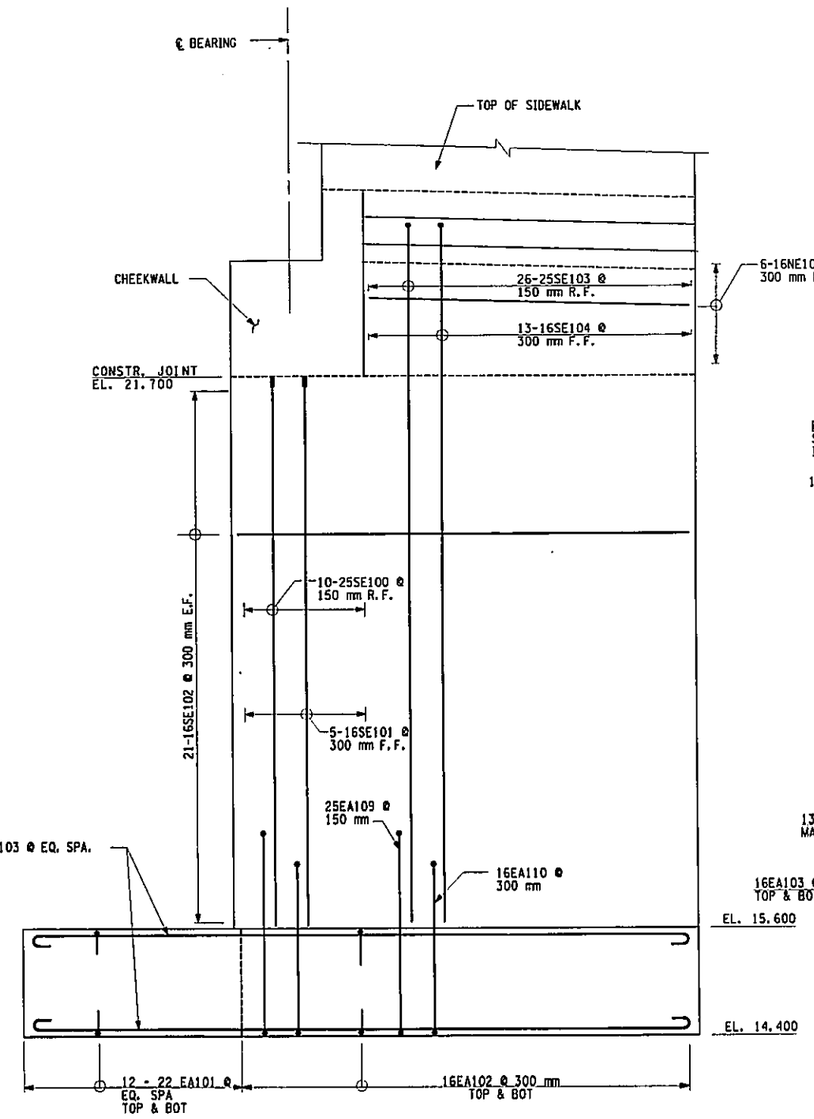
BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY



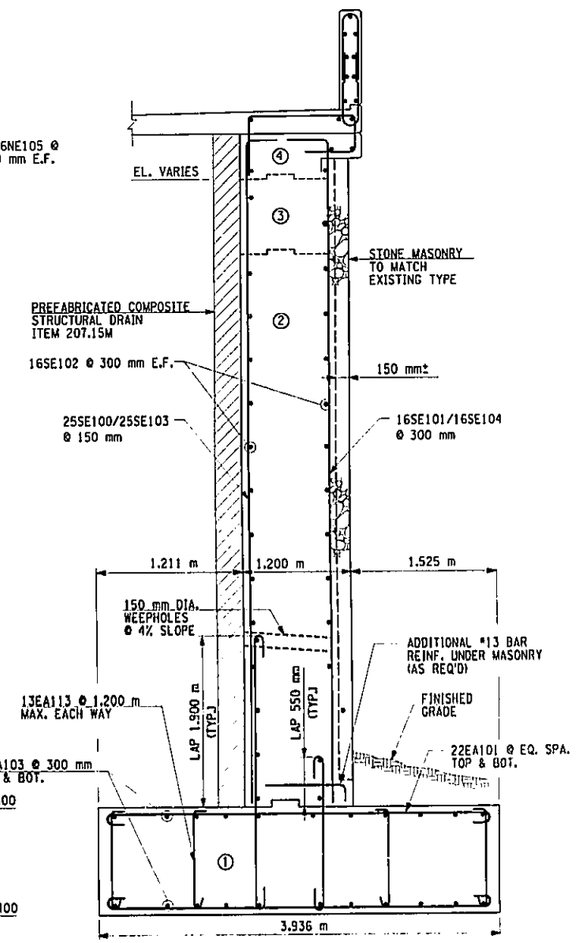
NORTHEAST WINGWALL VIEW B-B

SCALE: 1:30



SOUTHEAST WINGWALL VIEW C-C

SCALE: 1:30



SECTION D-D

SCALE: 1:30 BIN 1055710

CONCRETE POUR TABLE			
POUR NO.	ITEM NO.	NE	SE
(2)	555.09M	15	25
(3)	555.09M	10	10
(4)	555.09M	5	5

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
NORTHEAST & SOUTHEAST
WINGWALL REINFORCEMENT

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-24	AS SHOWN	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY R.N.

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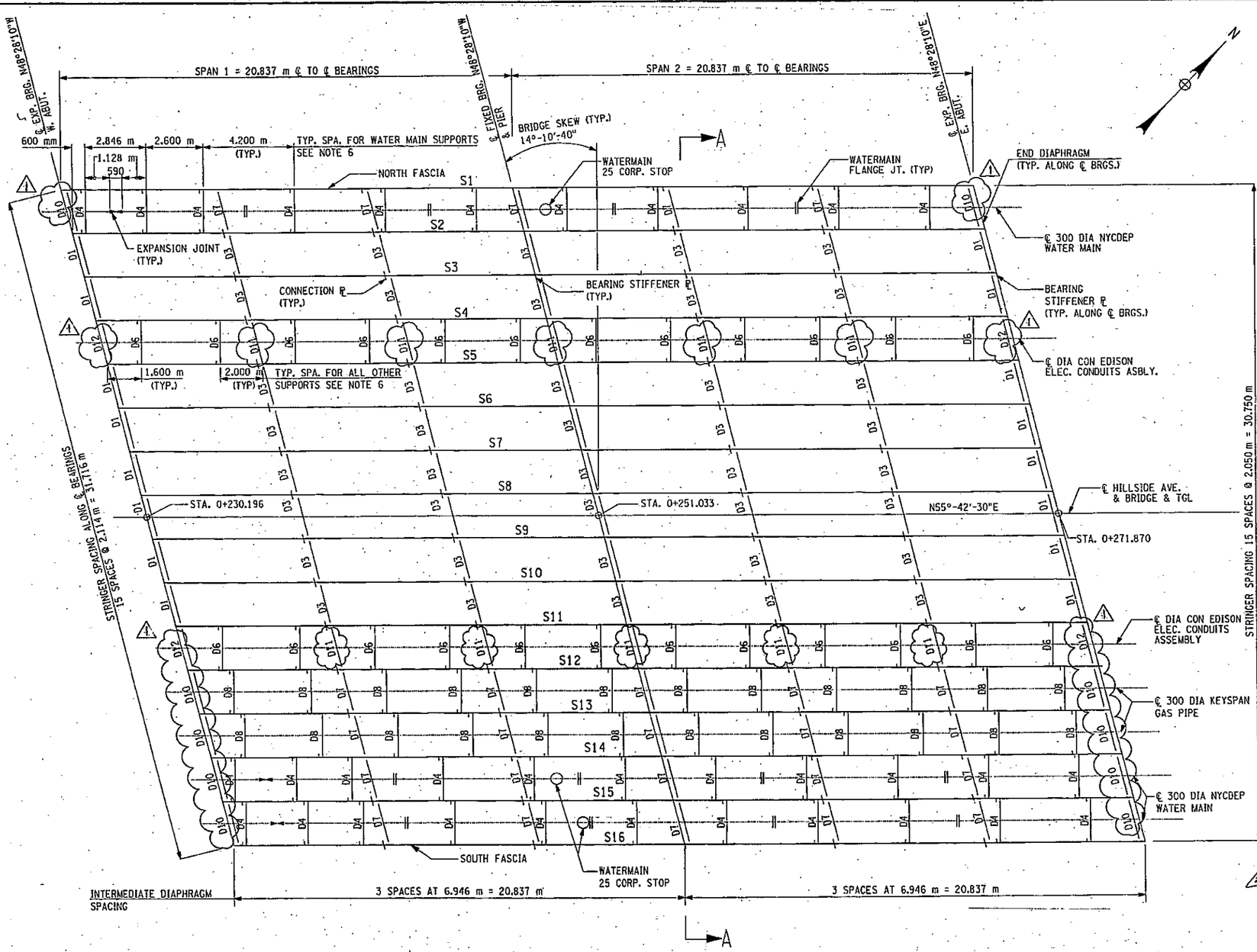
USER = PEIle

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	107 F1	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101		QUEENS COUNTY		

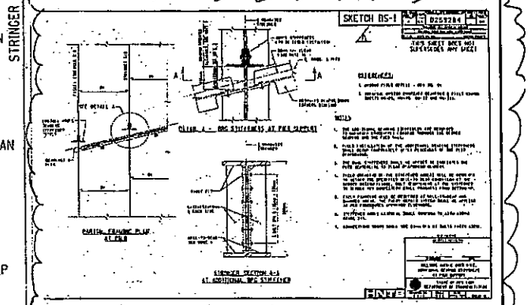
THIS SHEET SUPERSEDES SHEET 107



NOTE:

1. STRUCTURAL STEEL ITEMS BE AS FOLLOWS:
   564.5101 M - ASTM A709M, GRADE 345 FOR STRINGERS
   564.5102 M - ASTM A709M, GRADE 345 FOR CONNECTION PLATES AND DIAPHRAGMS
2. FOR GENERAL NOTES, SEE DWGS. NO. GEN-1 TO GEN-4.
3. FOR STEEL STRINGER DETAILS, SEE DWG. NO. HA-26
4. FOR DIAPHRAGM DETAIL SEE DWG. NO. HA-27
5. FOR SECTION A-A, SEE SEE DWG. NO. HA-31.
6. SUPPORT SPACING MEASURED ALONG THE STRINGERS EAST OF THE ℄ UTILITY LOOKING UPSTATION.

FIELD CHANGE SHEET
SHEET 107 F1 SUPERSEDES SHEET 107
SEE SHEET 109A1F1 FOR SIGNATURES



PROPOSED FRAMING PLAN
SCALE: 1:100

FILED CHANGES TO THIS SHEET INCLUDE:
REVISED LABEL AT END DIAPHRAGMS

⚠	FIELD CHANGE RE LABELLED DIAPHRAGM TYPE	5-21-04

BIN 1055710

AS-BUILT REVISIONS

⚠ Added bearing stiffeners.

SIGNATURE — DATE: Aug 25, 2006

HILLSIDE AVENUE OVER V.W.E.
PROPOSED FRAMING PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
HA-25	1 : 100	JULY 2004	

R.N. ____ CHECKED BY ____
J.R.E. ____ CHECKED BY ____
R.N. ____ DRAFTED BY ____
L.M. ____ CHECKED BY ____
D.M. ____ ESTIMATED BY ____
R.N. ____ CHECKED BY ____
G.L. ____ DESIGNED BY ____
IN CHARGE OF ____

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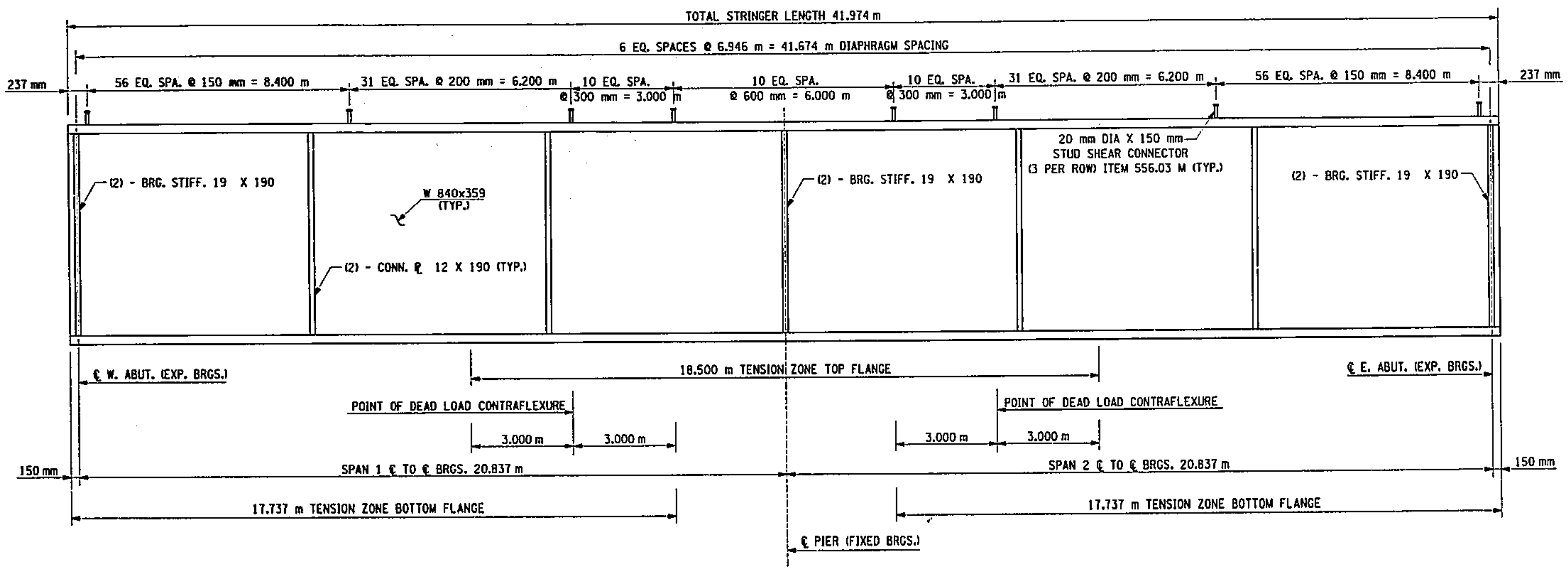
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	108	211

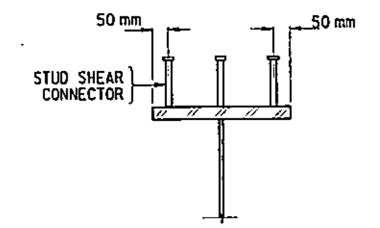
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



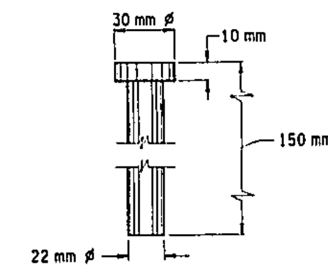
NOTE:
THE ENDS OF ALL STRINGERS AND THE BEARING STIFFENERS SHALL BE VERTICAL. ALL CONNECTION PLATES AND INTERMEDIATE STIFFENERS MAY BE PERPENDICULAR TO THE TOP FLANGES.

TYPICAL STRINGER ELEVATION (INTERIOR SHOWN)

NOTE:
CONN ℙ FOR UTILITY SUPPORT DIAPHRAGMS NOT SHOWN. SEE PROPOSED FRAMING PLAN DWG. NO. HA-25 FOR LOCATIONS.



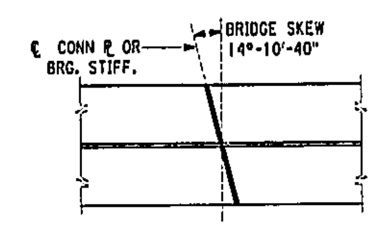
STUD SHEAR CONNECTOR DETAIL



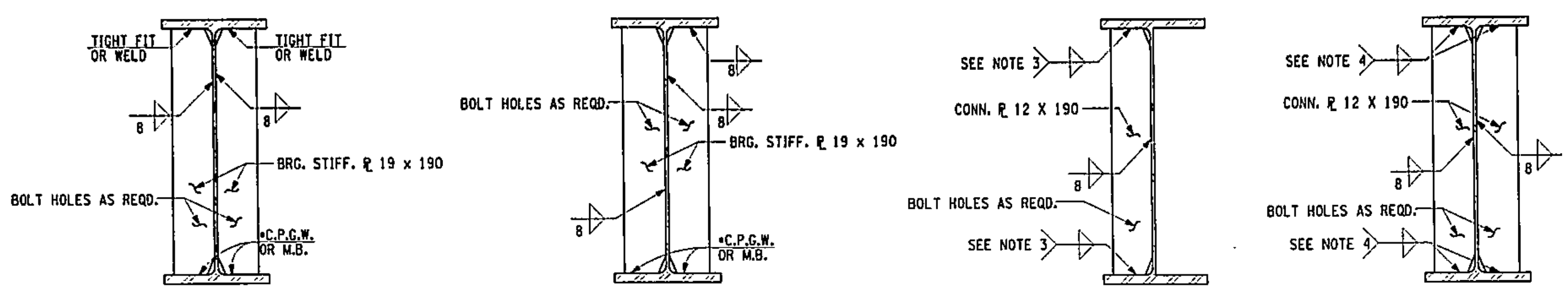
DETAIL OF STUD

NOTE:

1. BEARING STIFFENER MAY BE REQUIRED AT TEMPORARY BENT LOCATION. CONTRACTOR TO DETERMINE LOCATIONS. LOCATIONS SHALL BE SHOWN ON SHOPDRAWINGS.
2. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR SPLICE DESIGN.
3. NO WELDING SHALL BE ALLOWED WITHIN THE TENSION ZONES SHOWN UNLESS SPECIFICALLY NOTED. THE CONSTRUCTION AIDS BY WELDING WITHIN THE TENSION AREA SHOWN IN PROHIBITED.



BRG. ℙ AND CONN ℙ CONNECTION DETAIL



BEARING STIFFENER AT ABUTMENT

BEARING STIFFENER AT PIER

FASCIA STRINGER CONNECTION ℙ

INTERIOR STRINGER CONNECTION ℙ

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

STRINGER SECTIONS

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
STRINGER ELEVATION AND SECTIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-26	NONE	NOV. 2002	REGION 11

R.N. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY R.N. DESIGNED BY G.L. IN CHARGE OF

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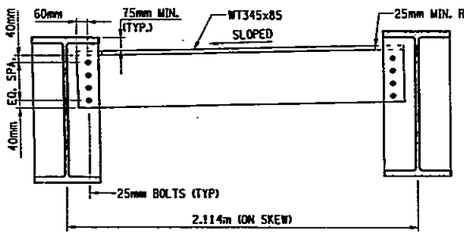


END DIAPHRAGM-TYPE D1

DETAIL REVISED
SEE SUPPLEMENTAL DWG. 109A1F2

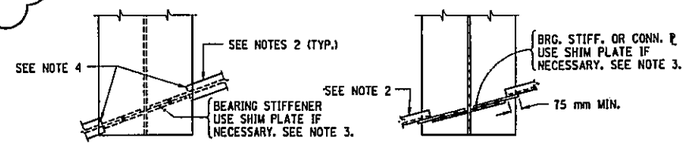
UTILITY DIAPHRAGM - TYPE D4
(SUPPORT FOR WATER)

DETAIL REVISED
SEE SUPPLEMENTAL DWG. 109A1F2

UTILITY DIAPHRAGM - TYPE D8
(SUPPORT FOR GAS)

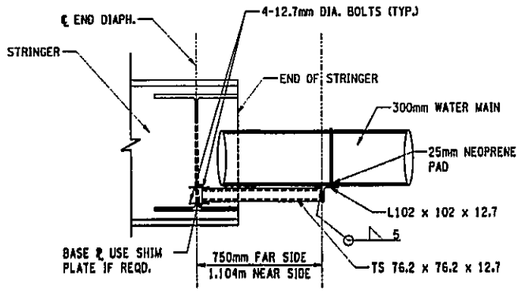
DETAIL REVISED
SEE SUPPLEMENTAL DWG. 109A1F2

END DIAPHRAGM-TYPE D10

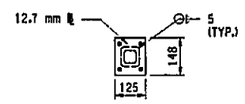


SECTION A-A

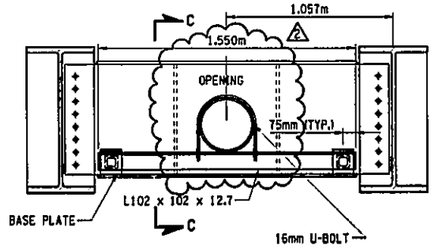
SECTION B-B



SECTION C-C



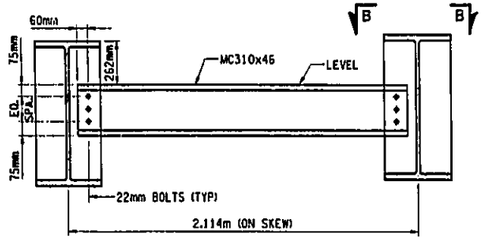
BASE PLATE DETAIL



TEMPORARY SUPPORTS AT END DIAPHRAGM
(FOR NYCDEP WATER MAINS ONLY)
(TO BE REMOVED AFTER ROLL-IN IS COMPLETED)

NOTES:

1. CONNECTIONS SHALL BE MADE ACCORDING TO THE NEW YORK STATE STEEL CONSTRUCTION MANUAL. WHERE HOLES ARE INDICATED, CONNECTIONS SHALL BE MADE WITH M22 HIGH-STRENGTH BOLTS.
2. THE CONTRACTOR MAY PLACE DIAPHRAGMS ON EITHER SIDE OF THE BEARING STIFFENERS OR CONNECTION PLATES AS NECESSARY TO CORRECT ALIGNMENT PROVIDED THERE WILL BE NO INTERFERENCE WITH OTHER STRUCTURAL DETAILS.
3. TAPERED OR FLAT SHIM PLATES MAY BE USED IN THE CONNECTION BETWEEN SKEWED DIAPHRAGMS AND THE BEARING STIFFENERS, STIFFENER CONNECTION PLATES OR GUSSET PLATES. VARIABLE THICKNESSES OF SHIM PLATES MAY BE USED. THE MINIMUM THICKNESS OF SHIM PLATE SHALL BE 3 mm WITH A MAXIMUM NUMBER OF THREE SHIM PLATES PERMITTED AT ANY CONNECTION. THE TOTAL THICKNESS OF ALL SHIM PLATES USED AT ANY CONNECTION SHALL NOT EXCFED 25 mm. SHIM PLATES SHALL HAVE THE DIMENSIONS OF THE FAYING SURFACE. THE SHIM MATERIAL SHALL CONFORM TO ASTM DESIGNATION A588M. NO ADDITIONAL PAYMENT WILL BE MADE FOR FURNISHING AND PLACING THE SHIM PLATES.
4. IN LIEU OF COPING THE DIAPHRAGM MEMBER, THE FABRICATOR SHALL HAVE THE OPTION OF CUTTING ITS FLANGE BACK ON ONE SIDE, CHIPPING AND GRINDING FILLET FLUSH.
5. IN ORDER TO MAXIMIZE THE DISTANCE BETWEEN THE OUTSTANDING LEG OF THE TOP STRUT AND THE BOTTOM OF THE STRUCTURAL SLAB, THIS STRUT SHALL BE ORIENTED AS SHOWN. IN ADDITION, ON STRUCTURES WITH STRAIGHT BEAMS OR GIRDERS, THE POSITION OF THIS STRUT SHALL BE LOWERED (TO THE EXTENT THAT IT DOES NOT INTERFERE WITH THE ALIGNMENT OF THE DIAGONAL STRUTS AS SHOWN).
6. ALL DIAPHRAGMS, BEARING ℄ AND CONNECTION ℄ SHALL BE PAID UNDER ITEM NO. 564.5102M.



INTERMEDIATE DIAPHRAGM-TYPE D3

DETAIL REVISED
SEE SUPPLEMENTAL DWG. 109A1F2

UTILITY DIAPHRAGM - TYPE D6
(SUPPORT FOR ELECTRIC CONDUIT)

DETAIL REVISED
SEE SUPPLEMENTAL DWG. 109A1F2

INTERMEDIATE DIAPHRAGM-TYPE D7
(UTILITIES NOT SHOWN)

FIELD CHANGES TO THIS SHEET INCLUDE:
REVISED DIAPHRAGM CONFIGURATION
FOR UTILITY BAYS

2	FIELD CHANGES	5-21-04
1	ADD CONN. PLATE SIZE	2-26-03

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	109A1F1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 109A1

FIELD CHANGE SHEET

SHEET 109A1F1 SUPERSEDES
SHEET 109A1

THESE SIGNATURES APPROVE SHEET NOS.
107 F1, 109A1F1, 109A1F2,
58A1F1, 160A1F1, 160A1F2

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

APPROVED DATE: 8-11-04
DEPUTY CHIEF ENGINEER, CONSTRUCTION

APPROVED DATE: 8-10-04
for DEPUTY CHIEF ENGINEER, STRUCTURES

FIELD CHANGE SHEETS
PREPARED AND RECOMMENDED BY:

STATE OF NEW YORK
GENARO LOZANO
No. 067557
LICENSED PROFESSIONAL ENGINEER

GENARO LOZANO
N.Y.P.E. LIC NO. 067557 08/05/04
HNTB CORPORATION DATE:

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
MISCELLANEOUS STEEL DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-27	1:15	JULY 2004	REGION 11

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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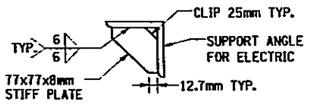
USER = PELLA

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	109A1F2	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101		QUEENS COUNTY		

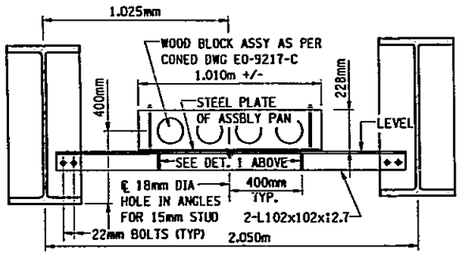
THIS SHEET DOES NOT SUPERSEDES ANY SHEET

FIELD CHANGE SHEET

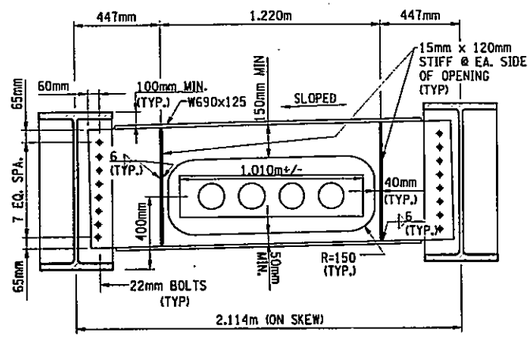
SHEET 109A1F2 SUPPLEMENTS SHEET 109A1F1
SEE SHEET 109A1F1 FOR SIGNATURES



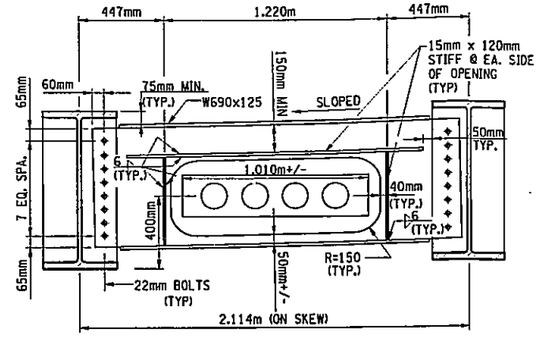
DETAIL 1 - STIFF. PLATE



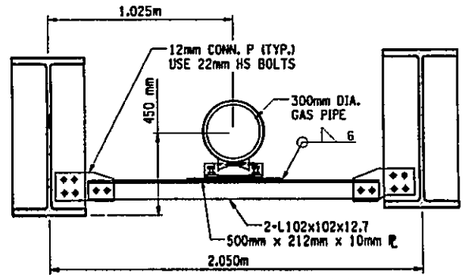
UTILITY DIAPHRAGM - TYPE D6
(SUPPORT FOR ELECTRIC CONDUIT)



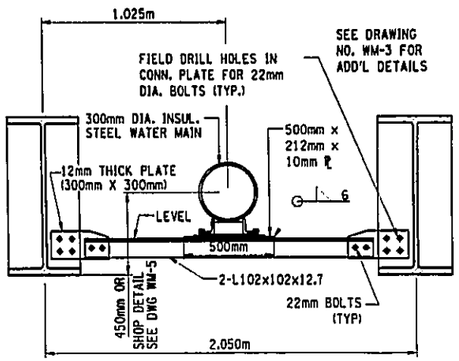
INTERMEDIATE DIAPHRAGM - D11
(ELECTRIC CONDUIT)



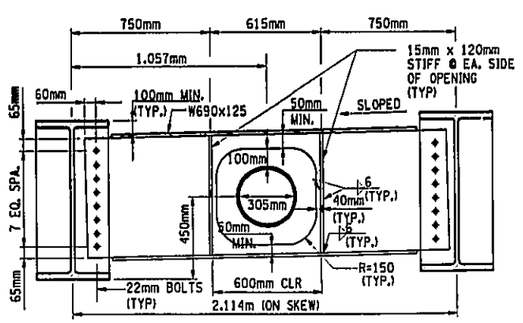
END DIAPHRAGM - D12
(ELECTRIC CONDUIT)



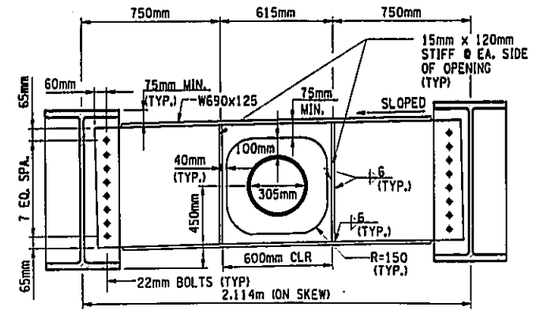
UTILITY DIAPHRAGM - TYPE D8
(SUPPORT FOR GAS)



UTILITY DIAPHRAGM - TYPE D4
(SUPPORT FOR WATER)



INTERMEDIATE DIAPHRAGM - D7
(WATER & GAS MAINS)



END DIAPHRAGM - D10
(WATER & GAS MAINS)

FIELD CHANGES TO THIS SHEET INCLUDE:
REVISED DIAPHRAGM CONFIGURATION
FOR UTILITY BAYS

NOTE:
SEE DWG. HA-26 FOR ATTACHMENT OF CONNECTION PLATES TO GIRDER.

NOTE REGARDING UTILITIES
THE UTILITY SIZE & CONFIGURATION SHOWN MUST BE CONFIRMED BY THE UTILITY OWNER AND WILL BE SUBJECT TO THEIR APPROVAL.

BIN 1055710

AS BUILT REVISIONS

SIGNATURE _____ DATE _____

HILLSIDE AVENUE OVER V.W.E.
MISCELLANEOUS STEEL DETAILS (2)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-27A	1:15	JULY 2004	REGION 11

HNTB

IN CHARGE OF G.L. — DESIGNED BY R.N. — CHECKED BY — DRAWN BY R.N. — CHECKED BY J.A.E. — ESTIMATED BY D.M.

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USER = Pella

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	110	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

CAMBER TABLE		℄ OF BRGS WEST ABUT.	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	℄ BRGS. PIER	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	℄ OF BRGS. EAST ABUT.
GIRDER G1 AND GIRDER G16	I STEEL D.L. (m)	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000	0.000	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000
	II CONCRETE D.L. (m)	0.000	0.005	0.009	0.011	0.013	0.012	0.010	0.007	0.004	0.001	0.000	0.001	0.004	0.007	0.010	0.012	0.013	0.011	0.009	0.005	0.000
	III SUPERIMPOSED D.L. (m)	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000	0.000	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000
	IV VERTICAL CURVE (m)	0.000	0.045	0.084	0.120	0.150	0.176	0.197	0.213	0.225	0.232	0.235	0.232	0.225	0.213	0.197	0.176	0.150	0.120	0.084	0.045	0.000
	TOTAL= I+II+III+IV (m)	0.000	0.052	0.098	0.137	0.169	0.195	0.213	0.225	0.232	0.234	0.235	0.234	0.232	0.225	0.213	0.195	0.169	0.137	0.098	0.052	0.000
GIRDER G2 TO GIRDER G15	I STEEL D.L. (m)	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000	0.000	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000
	II CONCRETE D.L. (m)	0.000	0.005	0.010	0.013	0.014	0.014	0.011	0.008	0.005	0.001	0.000	0.001	0.005	0.008	0.012	0.014	0.014	0.013	0.010	0.005	0.000
	III SUPERIMPOSED D.L. (m)	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000	0.000	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000
	IV VERTICAL CURVE (m)	0.000	0.045	0.084	0.120	0.150	0.176	0.197	0.213	0.225	0.232	0.235	0.232	0.225	0.213	0.197	0.176	0.150	0.120	0.084	0.045	0.000
	TOTAL= I+II+III+IV (m)	0.000	0.052	0.099	0.138	0.171	0.196	0.214	0.226	0.232	0.234	0.235	0.234	0.232	0.226	0.214	0.196	0.171	0.138	0.099	0.052	0.000

NOTES:

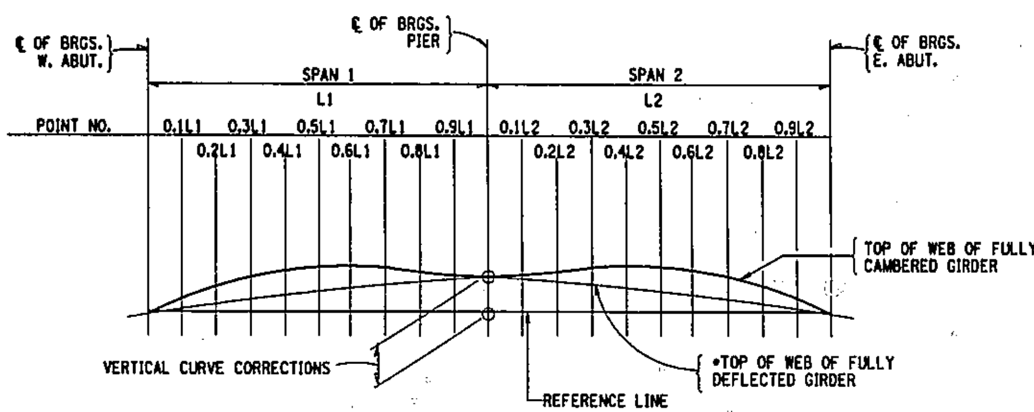
1. STEEL DL - INCLUDES SELF WT + DIAPRHRAMS.
2. CONC. DL - INLCLUDES UTILITIES, HAUNCH & SIP FORM
3. S.D.L - INCLUDES SIDEWALK, PARAPET & RAILING, FWS

REQUIRED ADJUSTMENT TO CAMBER:

DEAD LOAD CAMBER IS BASED UPON ANTICIPATED DEFLECTION OF THE GIRDERS DUE TO APPLIED LOADS AS INDICATED IN THE TABLE ABOVE. THESE DEFLECTIONS ARE BASED UPON THE GIRDER SUPOPRTS LOCATED IN THEIR FINAL POSITION.

THE CONTRACTOR WILL BE RESPONSIBLE FOR ADJUSTING THE DL CAMBER VALUES SHOULD THE GIRDER SUPPORT LOCATIONS USED DURING CONCRETE PLACEMENT DIFFER FROM THE FINAL GIRDER SUPPORT LOCATIONS.

CAMBER RELATED COMPUTATIONS AND A REVISED CAMBER TABLE, SIGNED AND SEALED BY AN ENGINEER LICENSED IN THE STATE OF NEW YORK, SHALL BE SUBMITTED FOR APPROVAL.



CAMBER DIAGRAM - CONTINUOUS SPANS

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
CAMBER TABLE

HNTB

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-28	NONE	NOV. 2002	REGION 11

IN CHARGE OF — G.L. DESIGNED BY — R.N. CHECKED BY — D.M. ESTIMATED BY — L.M. CHECKED BY — R.N. DRAFTED BY — J.R.E. CHECKED BY — R.N.

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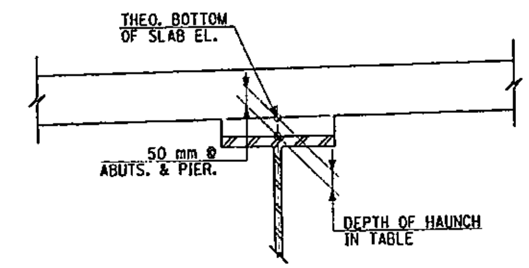
FED. ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	111(R)	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

HAUNCH TABLE

Girder	Item	℄ OF BRGS. W. ABUT.	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	℄ OF BRGS. PIER	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	℄ OF BRGS. E. ABUT.
GIRDER G1	A. REQ'D BOTTOM OF SLAB ELEVATION	23.111	23.160	23.204	23.243	23.278	23.308	23.333	23.354	23.370	23.381	23.387	23.389	23.386	23.379	23.367	23.350	23.328	23.302	23.271	23.235	23.195
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.011	0.014	0.016	0.015	0.013	0.010	0.005	0.002	0.000	0.002	0.005	0.010	0.013	0.015	0.016	0.014	0.011	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G2	A. REQ'D BOTTOM OF SLAB ELEVATION	23.124	23.171	23.214	23.252	23.286	23.315	23.339	23.358	23.373	23.383	23.388	23.389	23.385	23.376	23.363	23.345	23.322	23.294	23.262	23.225	23.184
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G3	A. REQ'D BOTTOM OF SLAB ELEVATION	23.136	23.183	23.224	23.261	23.294	23.321	23.344	23.362	23.376	23.385	23.389	23.388	23.383	23.373	23.359	23.340	23.316	23.287	23.254	23.216	23.173
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G4	A. REQ'D BOTTOM OF SLAB ELEVATION	23.177	23.222	23.263	23.299	23.330	23.356	23.378	23.395	23.407	23.415	23.418	23.416	23.410	23.399	23.383	23.363	23.338	23.308	23.273	23.234	23.190
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G5	A. REQ'D BOTTOM OF SLAB ELEVATION	23.230	23.274	23.313	23.348	23.378	23.403	23.424	23.440	23.451	23.457	23.459	23.456	23.449	23.437	23.420	23.398	23.372	23.341	23.305	23.265	23.220
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G6	A. REQ'D BOTTOM OF SLAB ELEVATION	23.282	23.325	23.363	23.397	23.425	23.450	23.469	23.484	23.494	23.499	23.500	23.496	23.487	23.474	23.456	23.433	23.405	23.373	23.336	23.295	23.249
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G7	A. REQ'D BOTTOM OF SLAB ELEVATION	23.334	23.376	23.413	23.445	23.473	23.496	23.514	23.528	23.537	23.541	23.540	23.535	23.525	23.511	23.491	23.468	23.439	23.406	23.368	23.325	23.277
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G8	A. REQ'D BOTTOM OF SLAB ELEVATION	23.386	23.427	23.462	23.494	23.520	23.542	23.559	23.571	23.579	23.582	23.580	23.574	23.563	23.547	23.527	23.502	23.472	23.438	23.398	23.354	23.306
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G9	A. REQ'D BOTTOM OF SLAB ELEVATION	23.397	23.436	23.471	23.501	23.526	23.547	23.563	23.574	23.580	23.582	23.579	23.572	23.560	23.543	23.521	23.495	23.464	23.428	23.388	23.343	23.293
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G10	A. REQ'D BOTTOM OF SLAB ELEVATION	23.366	23.404	23.438	23.466	23.491	23.510	23.525	23.535	23.540	23.541	23.537	23.528	23.515	23.497	23.474	23.447	23.414	23.378	23.336	23.290	23.239
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G11	A. REQ'D BOTTOM OF SLAB ELEVATION	23.335	23.372	23.404	23.432	23.455	23.473	23.487	23.496	23.500	23.499	23.494	23.484	23.470	23.451	23.427	23.398	23.365	23.327	23.284	23.237	23.185
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G12	A. REQ'D BOTTOM OF SLAB ELEVATION	23.303	23.339	23.370	23.397	23.419	23.436	23.448	23.456	23.459	23.458	23.451	23.440	23.424	23.404	23.379	23.349	23.315	23.276	23.232	23.183	23.130
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G13	A. REQ'D BOTTOM OF SLAB ELEVATION	23.272	23.306	23.336	23.362	23.382	23.398	23.410	23.416	23.418	23.415	23.408	23.396	23.379	23.357	23.331	23.300	23.264	23.224	23.179	23.129	23.075
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G14	A. REQ'D BOTTOM OF SLAB ELEVATION	23.252	23.286	23.314	23.339	23.358	23.373	23.383	23.388	23.389	23.385	23.376	23.363	23.345	23.322	23.295	23.263	23.226	23.184	23.138	23.087	23.032
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G15	A. REQ'D BOTTOM OF SLAB ELEVATION	23.261	23.293	23.321	23.344	23.362	23.376	23.385	23.389	23.389	23.383	23.374	23.359	23.340	23.316	23.287	23.254	23.216	23.173	23.126	23.074	23.017
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					
GIRDER G16	A. REQ'D BOTTOM OF SLAB ELEVATION	23.269	23.300	23.327	23.349	23.366	23.378	23.386	23.389	23.388	23.381	23.370	23.355	23.334	23.309	23.279	23.245	23.206	23.162	23.114	23.060	23.002
	B. TOP OF STEEL EL. (FIELD MEASURED)																					
	C = A - B																					
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.011	0.014	0.016	0.015	0.013	0.010	0.005	0.002	0.000	0.002	0.005	0.010	0.013	0.015	0.016	0.014	0.011	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)																					



GIRDER HAUNCH DETAIL
NOT TO SCALE

⚠1 TYP.

All Required Bottom of Slab Elevations Should be Increased by 50mm due to Raising of the Bridge Superstructure to gain the Required Min. Vertical Clearance

BIN 1055710

AS BUILT REVISIONS

⚠1 *Added a note*

SIGNATURE: [signature] DATE: *Aug 11, 2008*

HILLSIDE AVENUE OVER V.W.E.
HAUNCH TABLE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-29	AS NOTED	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	112	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

MOMENT & SHEAR TABLE			℄ BRGS. W. ABUT.	0.1 L1	0.2 L1	0.3 L1	0.4 L1	0.5 L1	0.6 L1	0.7 L1	0.8 L1	0.9 L1	℄ BRGS. PIER	0.1 L2	0.2 L2	0.3 L2	0.4 L2	0.5 L2	0.6 L2	0.7 L2	0.8 L2	0.9 L2	℄ BRGS. E. ABUT.
STRINGER S1 AND S16	DC1	MOMENT	0.00	253.79	429.32	527.10	549.12	488.55	352.23	138.32	-154.01	-524.43	-972.10	-524.43	-154.01	138.32	352.23	488.55	549.12	527.10	429.32	253.79	0.00
		SHEAR	140.66	102.90	65.68	27.91	-9.30	-46.52	-84.29	-121.51	-158.72	-196.49	-233.71 / 233.71	-196.49	-158.72	-121.51	-84.29	-46.52	-9.30	27.91	65.68	102.90	140.66
	DC2	MOMENT	0.00	66.63	112.71	138.38	144.16	128.26	92.47	36.31	-40.43	-137.68	-255.20	-137.68	-40.43	36.31	92.47	128.26	144.16	138.38	112.71	66.63	0.00
		SHEAR	36.93	27.01	17.24	7.33	-2.44	-12.21	-22.13	-31.90	-41.67	-51.58	-61.35 / 61.35	-51.58	-41.67	-31.90	-22.13	-12.21	-2.44	7.33	17.24	27.01	36.93
	DW	MOMENT	0.00	20.22	34.20	41.99	43.75	38.92	28.06	11.02	-12.27	-41.78	-77.44	-41.78	-12.27	11.02	28.06	38.92	43.75	41.99	34.20	20.22	0.00
		SHEAR	11.21	8.20	5.23	2.22	-0.74	-3.71	-6.71	-9.68	-12.64	-15.65	-18.62 / 18.62	-15.65	-12.64	-9.68	-6.71	-3.71	-0.74	2.22	5.23	8.20	11.21
	L.L.(+)	MOMENT	0.00	501.13	840.09	1,035.51	1,125.62	1,099.77	990.68	761.89	449.23	48.67	0.00	48.67	449.23	761.89	990.68	1,099.77	1,125.62	1,035.51	840.09	501.13	0.00
		SHEAR	279.99	234.13	189.21	145.60	107.33	80.18	56.05	37.95	19.85	7.78	-9.50 / 321.64	231.40	207.26	184.26	155.22	124.30	92.63	72.45	57.23	65.94	54.12
	L.L.(-)	MOMENT	0.00	-67.79	-135.52	-203.30	-271.09	-338.76	-406.55	-474.40	-542.18	-703.96	-1,291.02	-703.96	-542.18	-474.40	-406.55	-338.76	-271.09	-203.30	-135.52	-67.79	0.00
		SHEAR	-17.10	-17.10	-20.12	-47.65	-87.92	-139.07	-191.15	-237.78	-275.35	-311.97	-348.78 / 7.78	-64.98	-52.49	-48.10	-52.38	-81.00	-99.23	-120.80	-152.10	-192.45	-242.98
STRINGER S2 - S15	DC1	MOMENT	0.00	277.05	468.67	575.41	599.45	533.33	384.51	151.00	-168.12	-572.49	-1,061.20	-572.49	-168.12	151.00	384.51	533.33	599.45	575.41	468.67	277.05	0.00
		SHEAR	153.55	112.33	71.70	30.47	-10.16	-50.79	-92.01	-132.64	-173.27	-214.50	-255.13 / 255.13	-214.50	-173.27	-132.64	-92.01	-50.79	-10.16	30.47	71.70	112.33	153.55
	DC2	MOMENT	0.00	66.63	112.71	138.38	144.16	128.26	92.47	36.31	-40.43	-137.68	-255.20	-137.68	-40.43	36.31	92.47	128.26	144.16	138.38	112.71	66.63	0.00
		SHEAR	36.93	27.01	17.24	7.33	-2.44	-12.21	-22.13	-31.90	-41.67	-51.58	-61.35 / 61.35	-51.58	-41.67	-31.90	-22.13	-12.21	-2.44	7.33	17.24	27.01	36.93
	DW	MOMENT	0.00	20.22	34.20	41.99	43.75	38.92	28.06	11.02	-12.27	-41.78	-77.44	-41.78	-12.27	11.02	28.06	38.92	43.75	41.99	34.20	20.22	0.00
		SHEAR	11.21	8.20	5.23	2.22	-0.74	-3.71	-6.71	-9.68	-12.64	-15.65	-18.62 / 18.62	-15.65	-12.64	-9.68	-6.71	-3.71	-0.74	2.22	5.23	8.20	11.21
	L.L.(+)	MOMENT	0.00	462.02	774.53	954.70	1,037.77	1,013.94	913.36	702.43	414.17	44.87	0.00	44.87	414.17	702.43	913.36	1,013.94	1,037.77	954.70	774.53	462.02	0.00
		SHEAR	318.63	266.43	215.31	165.69	122.14	91.25	63.78	43.19	22.59	8.86	-19.09 / 364.02	263.32	235.86	209.68	176.64	141.45	105.41	82.44	65.12	75.04	61.59
	L.L.(-)	MOMENT	0.00	-62.50	-124.94	-187.44	-249.93	-312.33	-374.82	-437.37	-499.87	-649.02	-1,190.27	-649.02	-499.87	-437.37	-374.82	-312.33	-249.93	-187.44	-124.94	-62.50	0.00
		SHEAR	-19.46	-19.46	-22.90	-54.22	-100.05	-158.26	-217.53	-270.58	-313.34	-355.01	-413.66 / 8.86	-73.94	-59.73	-54.74	-59.61	-92.17	-112.93	-137.47	-173.09	-219.00	-276.50

THESE VALUES ARE "UNFACTORED" = 1.0 (DC + DW) + 1.0 (LL + IM)
LL MOMENTS AND SHEARS INCLUDE DYNAMIC ALLOWANCE OF 33%
MOMENTS ARE EXPRESSED AS KILONEWTON-METERS
SHEARS ARE EXPRESSED AS KILONEWTONS

DESIGN LOAD TABLE

		UNIT	LOAD kN/m
STRINGER S1 AND S16	DC1	SLAB	10.75
		HAUNCH	0.44
		GIRDER	3.50
		S.I.P. FORMS	0.74
		DIAPHRAGMS	0.35
		UTILITIES	2.20
		TOTAL	18.00
	DC2	PARAPET	0.90
		SIDEWALK	3.60
		RAILING	0.25
		TOTAL	4.75
	DW	FUTURE W.S.	1.45
		TOTAL	1.45

		UNIT	LOAD kN/m
STRINGER S2 TO S15	DC1	SLAB	11.66
		HAUNCH	0.44
		GIRDER	3.50
		S.I.P. FORMS	1.48
		DIAPHRAGMS	0.35
		UTILITIES	2.20
		TOTAL	19.60
	DC2	PARAPET	0.90
		SIDEWALK	3.60
		RAILING	0.25
		TOTAL	4.75
	DW	FUTURE W.S.	1.45
		TOTAL	1.45

LIVE LOAD = HL-93 (SEE GENERAL NOTES)

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
MOMENT, SHEAR AND LOAD TABLES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-30	NONE	NOV. 2002	REGION 11

HNTB

IN CHARGE OF ____ G.L. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ ESTIMATED BY ____ D.M. ____
QUANTITIES BY ____ L.M. ____ CHECKED BY ____ R.N. ____ DRAFTED BY ____ J.R.E. ____ CHECKED BY ____ R.N. ____

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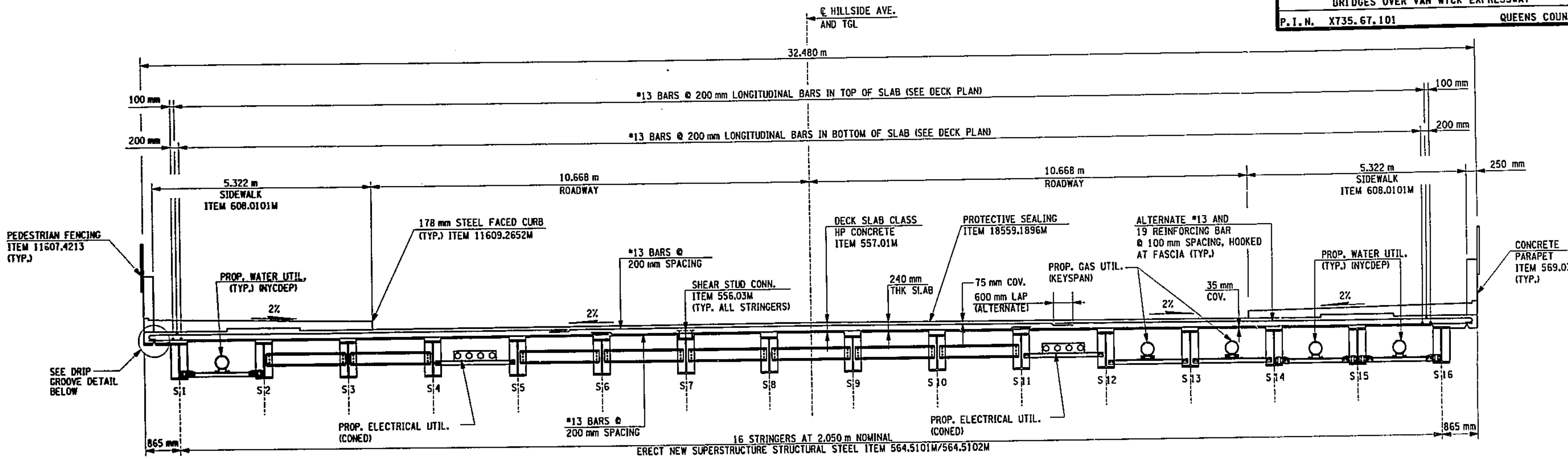
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	113	211

HILLSIDE AND JAMAICA AVENUE

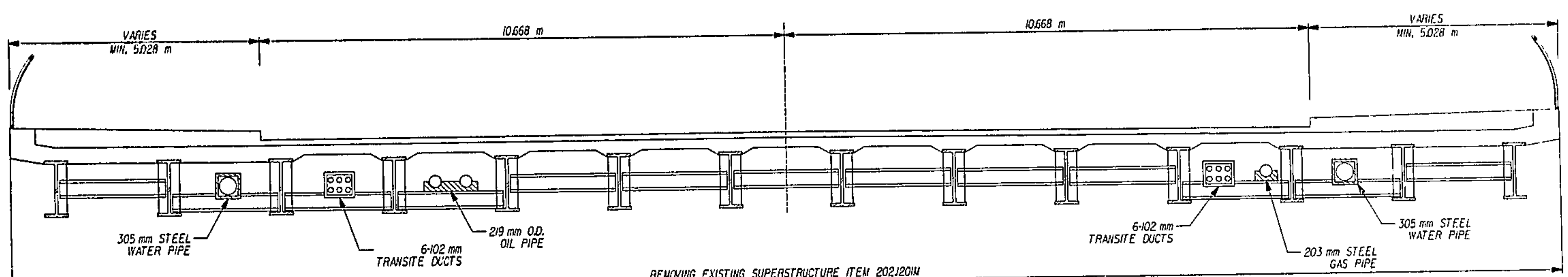
BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY



TRANSVERSE SECTION AT BRIDGE

SCALE: 1:50



EXISTING TRANSVERSE SECTION AT BRIDGE

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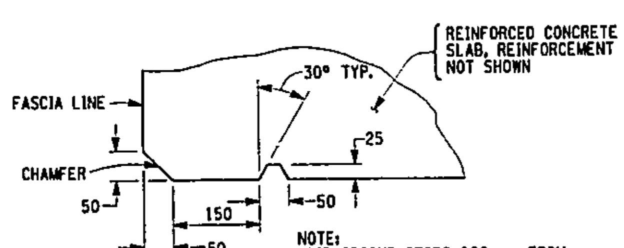


NOTE:
DRIP GROOVE STOPS 900 mm FROM FACES OF ABUTMENTS OR PIERS WITH A 90° TURN TOWARD FASCIA THAT INTERSECTS THE CHAMFER.

DRIP GROOVE DETAIL

NOT TO SCALE

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
TRANSVERSE SECTIONS

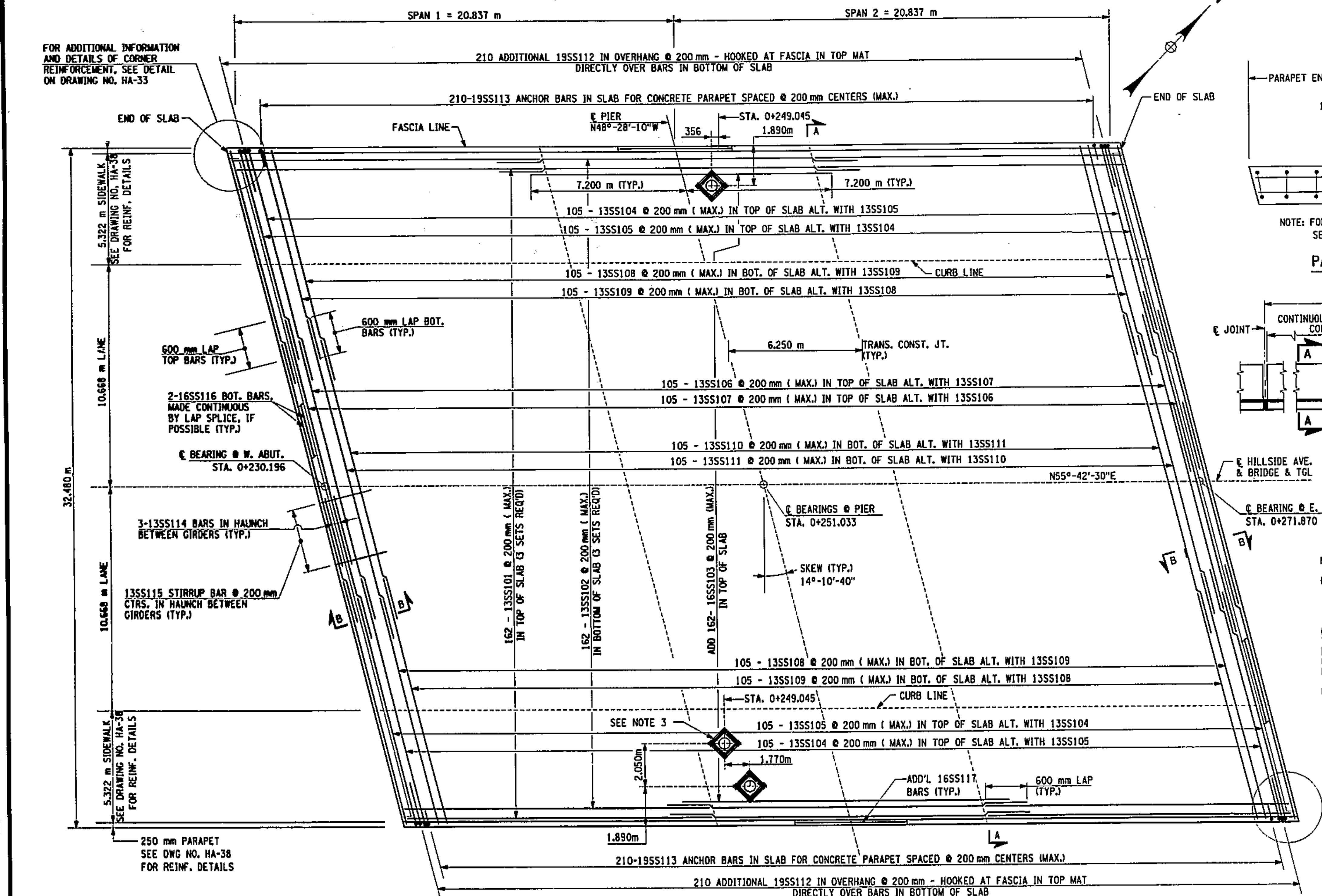
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

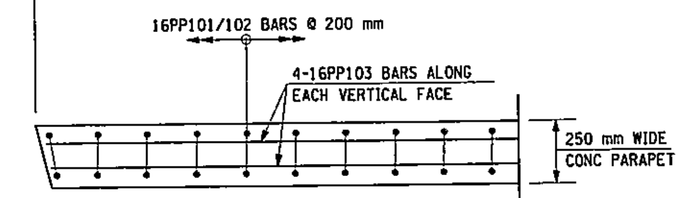
DRAWING NO.	SCALE	DATE	
HA-31	AS SHOWN	NOV. 2002	REGION 11

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	114	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

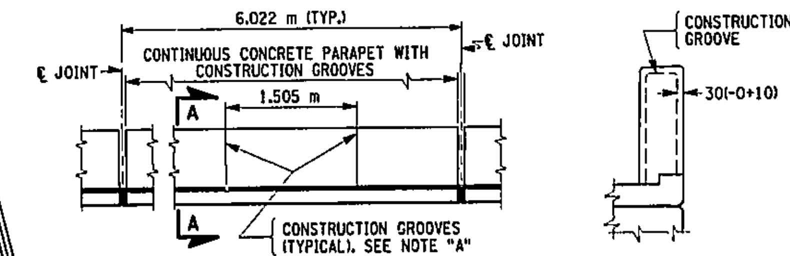


PROPOSED DECK REINFORCEMENT PLAN
SCALE 1:100



NOTE: FOR PARAPET SECTION SEE DWG. NO. HA-38

PARAPET REINFORCEMENT PLAN
N.T.S.

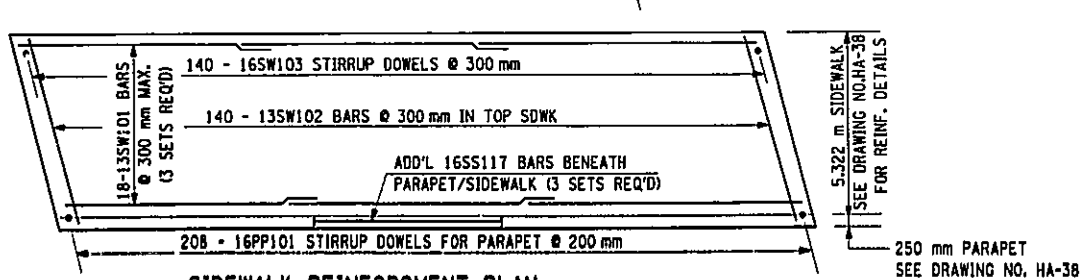


ELEVATION SECTION A-A

CONCRETE PARAPET GROOVE SPACING
NOT TO SCALE

NOTE "A":

CONSTRUCTION GROOVES SHALL BE MADE BY:
1. FORMING FOR CAST-IN-PLACE CONSTRUCTED FORMS.
2. SAWING THE SET CONCRETE WITHIN 8 HOURS OF PLACEMENT FOR CAST-IN-PLACE SLIP FORMED.
3. CUTTING THE PLASTIC CONCRETE.
COMBINATION OF THESE METHODS MAY BE EMPLOYED.
THE DEPTH OF THE GROOVES SHALL BE 30(-0+10) mm.
FORMED GROOVES SHALL MAKE A 60° ANGLE WITH THE SURFACE.
CUT GROOVES SHALL BE FINISHED WITH SHALLOW (2±5) mm CONSTANT DEPTH 45° CHAMFERS AT THE SURFACE.
THE LONGITUDINAL REINFORCING BARS FOR THE CONCRETE BARRIERS SHALL BE CONTINUOUS BETWEEN BRIDGE EXPANSION JOINTS. WHERE SPLICES ARE REQUIRED, THE LENGTH OF THE LAP SHALL BE SUFFICIENT TO DEVELOP EACH BAR.



SIDEWALK REINFORCMENT PLAN
N.T.S.

NOTES
1. FOR TRANSVERSE SECTION A-A SEE DWG. NO. HA-31
2. FOR SECTION B-B, SEE DWG. HA-33.
3. PROVIDE 3x3-#16 BARS 1.2 m LONG ON EA. SIDE OF MANHOLE OPENING.
4. SEE DWG. NO. HA-38 FOR MANHOLE DIMENSIONS.

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
DECK REINFORCEMENT PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-32	NONE	NOV. 2002	REGION 11

R.N. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY R.N. DESIGNED BY G.L. IN CHARGE OF

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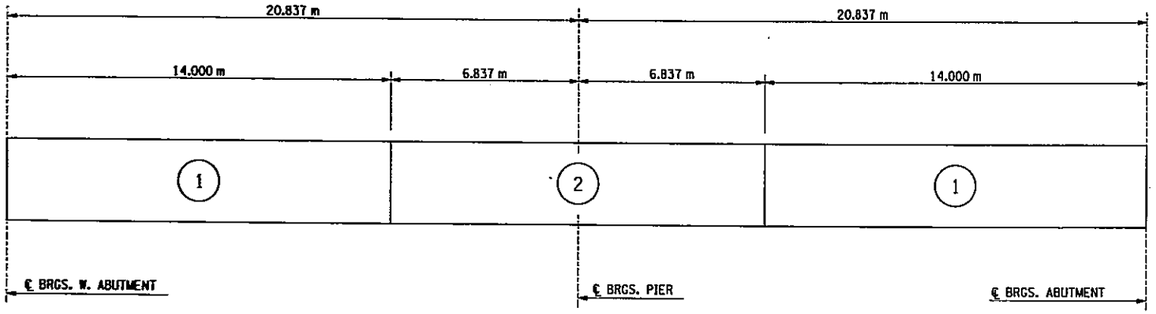
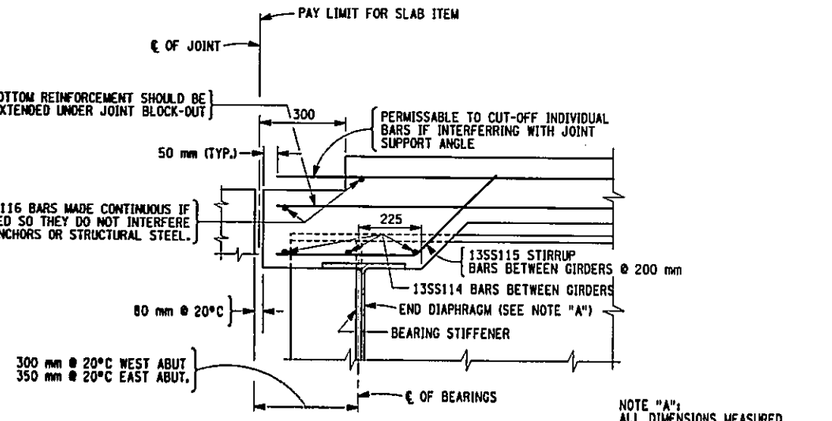
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	115	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101		QUEENS COUNTY		



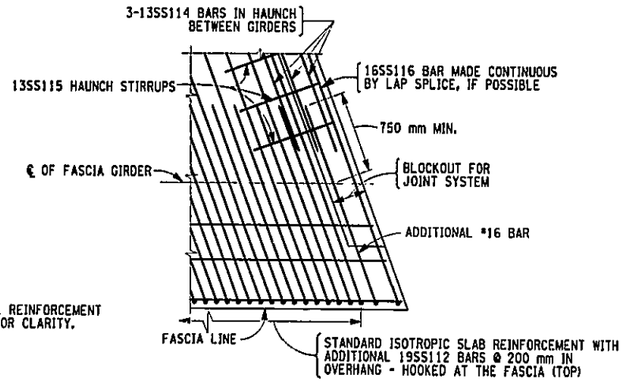
SUGGESTED DECK SLAB PLACEMENT



NOTE "A":
ALL DIMENSIONS MEASURED PERPENDICULAR TO BEARING LINE

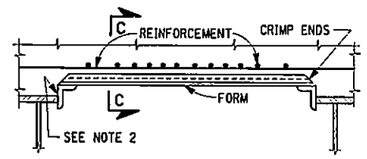
SECTION B-B
SCALE 1:10

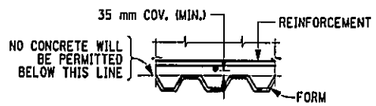
NOTE:
TRANSVERSE BARS ARE NOT SHOWN FOR CLARITY.



NOTE:
LONGITUDINAL REINFORCEMENT NOT SHOWN FOR CLARITY.

CORNER REINF. DETAIL





SECTION C-C

PERMANENT CORRUGATED METAL FORM DETAIL

CONCRETE TABLE	
POUR	ITEM 557.01M
POUR 1	910 SQ.M
POUR 2	450 SQ.M

NOTES:

1. THE COST OF THE FORMING SYSTEMS SHOWN ON THIS DRAWING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR SUPERSTRUCTURE SLAB CONCRETE ITEM.
2. TACK WELDS SHALL BE ALLOWED IN THE COMPRESSION AREA OF THE STRINGER'S TOP FLANGE ONLY. WELDING SHALL CONFORM TO SECTION 7 OF THE N.Y.S. STEEL CONSTRUCTION MANUAL. (4 mm DIA. E7018 OR E8018-C3 ELECTRODES, PROPERLY CONDITIONED, SHALL BE USED.)
3. THE SUPPORT ANGLES AND/OR ZEES SHALL BE GALVANIZED IN ACCORDANCE WITH MATERIAL SPECIFICATION 719-01.
4. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE COMPLETE HAUNCH TABLE PRIOR TO SETTING THE BOTTOM FORMWORK OF THE DECK.
5. THE CONCRETE DECK SLAB FOR THIS STRUCTURE SHALL BE PLACED ACCORDING TO THE PLACEMENT SEQUENCE SHOWN. THE CONTRACTOR MAY SUBMIT AN ALTERNATE PROCEDURE TO THE ENGINEER FOR REVIEW AND APPROVAL OF THE ENGINEER. NO RELATED WORK, INCLUDING THE INSTALLATION OF FORMS, MAY BE PROGRESSED BY THE CONTRACTOR UNTIL THE WRITTEN APPROVAL OF THE ALTERNATE PROCEDURE IS RECEIVED FROM THE ENGINEER. THE ENGINEER WILL REPLY WITHIN TEN (10) WORKING DAY AFTER THE RECEIPT OF THE CONTRACTOR'S PROCEDURE. THE ENGINEER WILL NOT APPROVE PROCEDURES WHICH INCREASE THE PROBABILITY OF DEFLECTION CRACKING.
6. CONCRETE PLACEMENT AND FINISHING OPERATIONS SHALL BE PERFORMED AS RAPIDLY AS POSSIBLE. THE ENGINEER MAY ORDER THE CONTRACTOR TO STOP POUR OPERATIONS AT ANY TIME. IF IN THE ENGINEER'S OPINION CONCRETE PLACED DURING THE POUR HAS STARTED TO SET, OR IS ABOUT TO SET, AND FURTHER PLACEMENT OF CONCRETE COULD CAUSE DEFLECTION CRACKING.
7. IN THE EVENT THE CONTRACTOR'S DECK PLACEMENT OPERATION IS STOPPED PRIOR TO COMPLETION OF POUR 1, WHETHER BY THE CONTRACTOR'S OWN DECISION OR BY ORDER OF THE ENGINEER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FINISHED DECK GRADE WHICH MATCHES THE PLANNED PROFILE. ANY SUBSEQUENT REVISIONS TO DECK FORMS MADE NECESSARY BY SUCH ACTION SHALL BE AT THE CONTRACTOR'S EXPENSE.
8. IF CONSTRUCTION JOINTS BECOME NECESSARY THEY SHALL BE PLACED PARALLEL TO THE SKEW ANGLE (14°-10'-40"). DECK CONCRETE SHALL BE PLACED SO THAT THE LEADING EDGE PARALLELS THE SKEW. FINISHING MACHINES SHALL BE OPERATED AS CLOSE TO THE SKEW ANGLE AS PRACTICAL.
9. ALL AREAS SHOWN ON THE PLANS AS "POUR 1" MUST BE PLACED DURING THE INITIAL CONTINUOUS WORK PERIOD. SUBSEQUENT POURS (CONTINIOUS PLACEMENTS) WILL NOT BE PERMITTED UNTIL 72 HOURS AFTER THE START OF THE PREVIOUS POUR.

BIN 1055710

AS BUILT REVISIONS

SIGNATURE _____ DATE _____

HILLSIDE AVENUE OVER V.W.E.
DECK REINFORCEMENT CORNER & OTHER MISC. DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-33	NONE	NOV. 2002	REGION 11

HNTB

R.N. ____ CHECKED BY ____ J.R.E. ____ DRAFTED BY ____ R.N. ____ CHECKED BY ____ L.M. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ D.M. ____ ESTIMATED BY ____ G.L. ____ IN CHARGE OF ____

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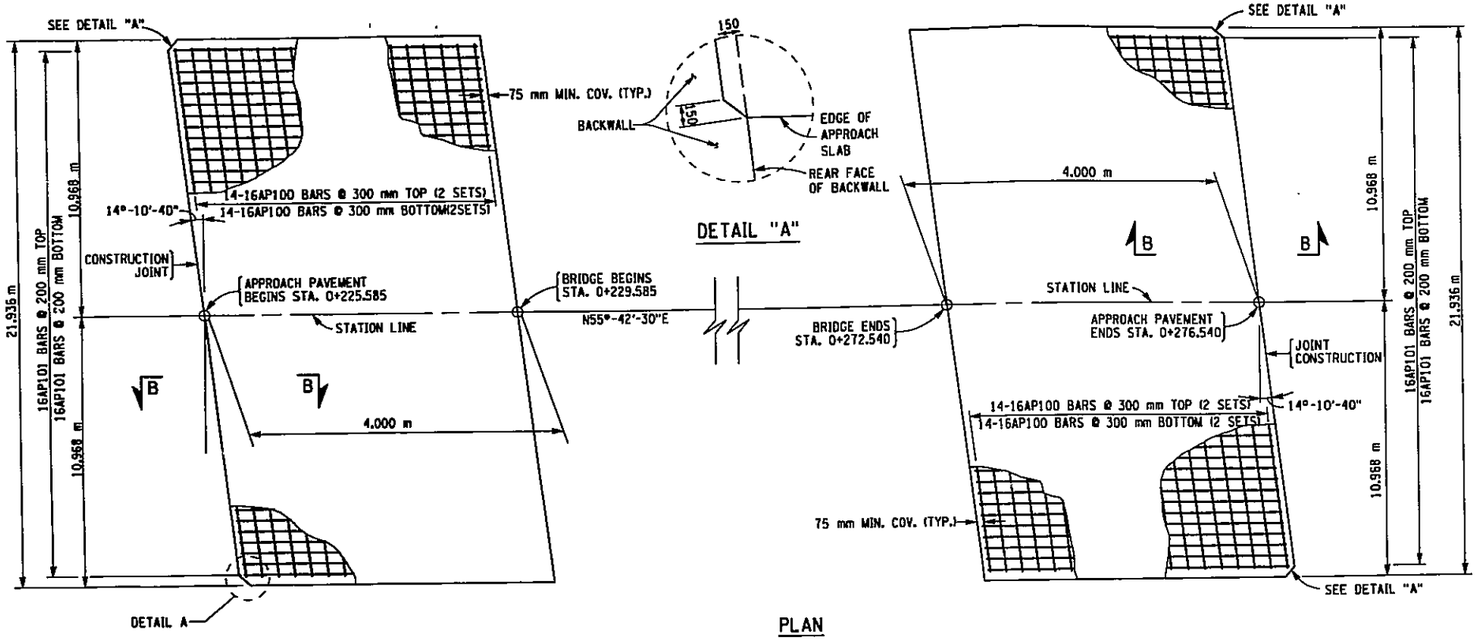
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	116F1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

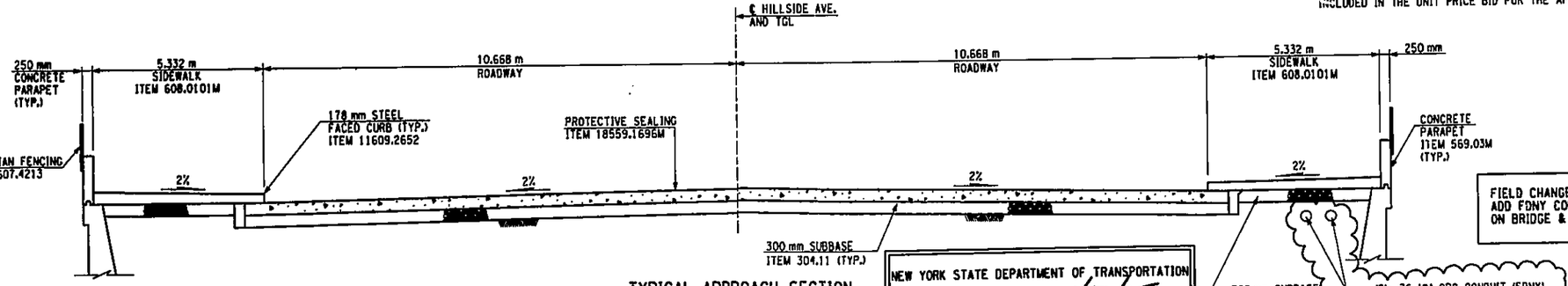
THIS SHEET SUPERSEDES SHEET 116

FIELD CHANGE SHEET

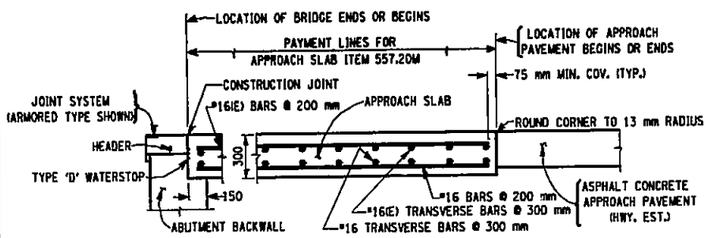
SHEET 116F1 SUPERSEDES
SHEET 116



PLAN



TYPICAL APPROACH SECTION



SECTION B-B
WITH ASPHALT CONCRETE APPROACH PAVEMENT

NOTES:

A. EXCAVATION FOR APPROACH SLABS SHALL BE CAREFULLY MADE AFTER COMPACTED ABUTMENT EMBANKMENT IS IN PLACE. THE APPROACH 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 APPROACH SLAB FROM TEMPORARY LOADINGS OR ANY CONDITION WHICH COULD CAUSE MOVEMENTS OR UNEVEN SETTLEMENT OF THE APPROACH 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 0.1 mm THICK, AND LAPS SHALL BE 600 mm MINIMUM.

C. TOP OF APPROACH SLABS SHALL BE STEEL TROWEL FINISHED AND COATED WITH A 1 mm NOMINAL THICKNESS OF PERFORMANCE GRADE ASPHALT AS INDICATED IN THE PROPOSAL, OR MATERIAL SPECIFICATION 702-3101. THE TOP OF APPROACH 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. TOP OF BACKWALL SHALL BE STEEL TROWEL FINISHED. SHEET GASKET (TREATED BOTH SIDES) MATERIAL SPECIFICATION 728-06, SHALL BE PLACED ON THE TOP OF BACKWALLS. TWO 1.6 mm THICK SHEETS SHALL BE USED, AND PAYMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH ITEM.

FIELD CHANGES TO THIS SHEET INCLUDE:
ADD FDNY COMM. & ALARM UTILITY
ON BRIDGE & TIE-IN AT APPROACHES

FIELD CHANGE SHEETS
PREPARED AND RECOMMENDED BY:

STATE OF NEW YORK
GENARO LOZANO
No. 067557
LICENSED PROFESSIONAL ENGINEER

GENARO LOZANO
N.Y.P.E. LIC NO. 067557
HNTB CORPORATION
10/26/05
DATE

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
APPROVED DATE: 11/17/05
Philip Salerno
PHILIP SALERNO, REG. DIRECTOR OF CONSTRUCTION

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
APPROVED DATE: 11/29/05
FOR DCES

FOR DLEC
THESE SIGNATURES APPROVE SHEET NOS.
12/2/05 116F1, 123F1, 167F1 & 174(1F1

⚠	ADD FDNY COMM. & ALARM CABLE	07-12-05

HNTB

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
APPROACH SLAB DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
HA-34	NONE	OCT. 2005	

R.N. ___ DRAFTED BY ___ J.R.E. ___ CHECKED BY ___
R.N. ___ DESIGNED BY ___ R.N. ___ CHECKED BY ___
L.M. ___ CHECKED BY ___ G.L. ___ ESTIMATED BY ___ D.M. ___
IN CHARGE OF

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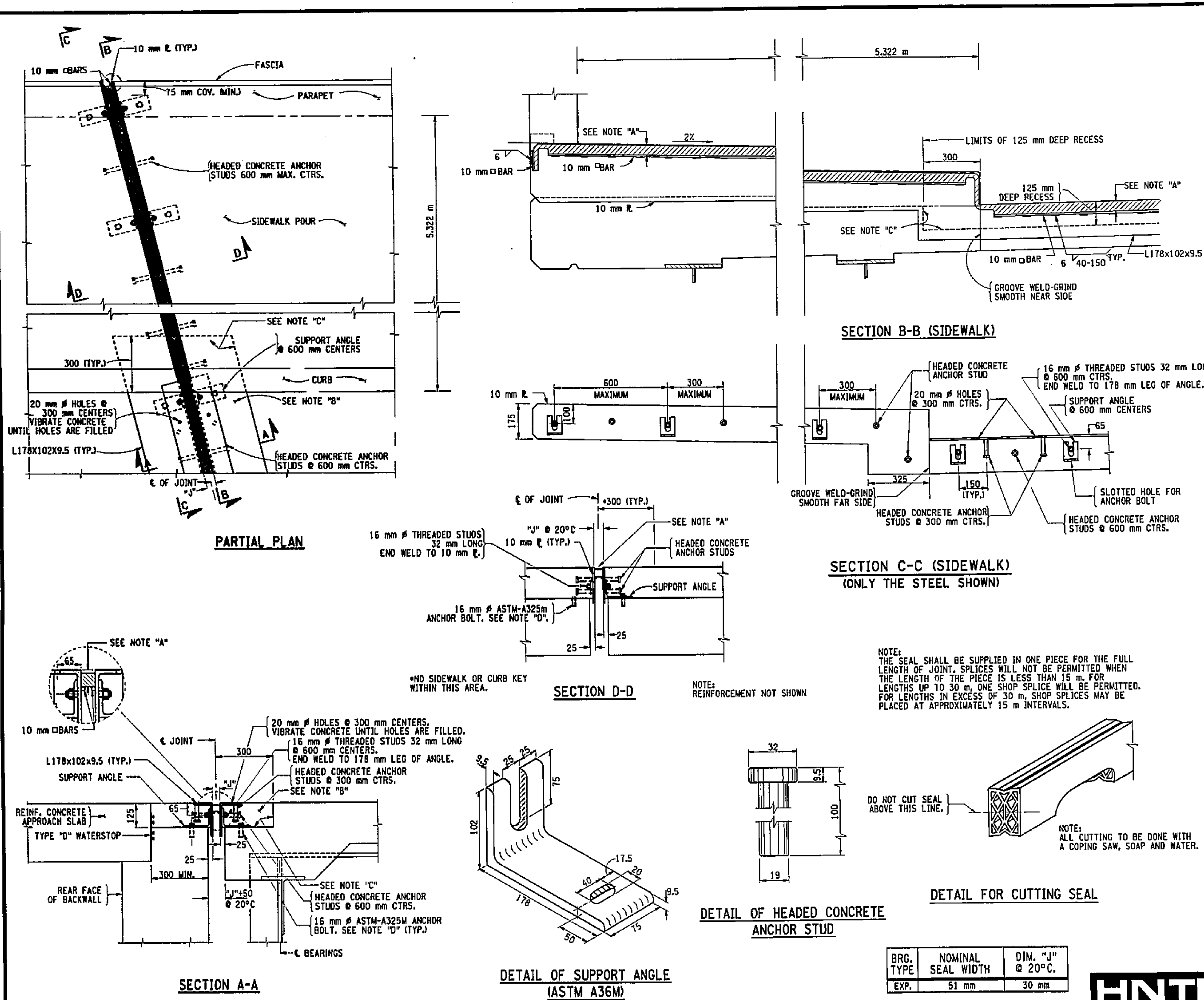
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	117	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



NOTE:
THE SEAL SHALL BE SUPPLIED IN ONE PIECE FOR THE FULL LENGTH OF JOINT. SPLICES WILL NOT BE PERMITTED WHEN THE LENGTH OF THE PIECE IS LESS THAN 15 m. FOR LENGTHS UP TO 30 m, ONE SHOP SPLICE WILL BE PERMITTED. FOR LENGTHS IN EXCESS OF 30 m, SHOP SPLICES MAY BE PLACED AT APPROXIMATELY 15 m INTERVALS.

BRG. TYPE	NOMINAL SEAL WIDTH	DIM. "J" @ 20°C.
EXP.	51 mm	30 mm

NOTE "A"

THIS DEPTH SHALL BE INDICATED ON THE SHOP DRAWINGS AND SHALL BE SUCH THAT WHEN THE SEAL IS COMPRESSED TO 50% OF ITS NOMINAL WIDTH, THE TOP OF THE SEAL SHALL BE NOT LESS THAN 6 mm NOR MORE THAN 19 mm BELOW THE TOP OF ROADWAY.

NOTE "B"

CONCRETE IN RECESSES ON SUPERSTRUCTURES PROVIDED FOR INSTALLING THE ARMORED JOINT SYSTEM SHALL COMPLY WITH THE SPECIFICATIONS FOR THE CURRENT 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 SLAB ITEM.

NOTE "C"

THOROUGHLY COAT THE BOTTOM AND VERTICAL SURFACES OF THE RECESS WITH MATERIAL SPEC. 721-03 EPOXY POLYSULFIDE GROUT OR MATERIAL SPEC. 705-22 PORTLAND CEMENT MORTAR BONDING GROUT. THE COST OF FURNISHING AND PLACING THE MATERIAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE SLAB ITEM.

NOTE "D"

16 mm ø ASTM A325M ANCHOR BOLT TO BE DRILLED AND GROUTED IN PLACE IN ACCORDANCE WITH THE REQUIREMENTS OF SUBSECTION 586-3.02. GROUTING MATERIALS SHALL BE IN ACCORDANCE WITH MATERIALS SUBSECTION 701-07 ANCHORING MATERIALS-CHEMICALLY CURING. HOLES TO BE DRILLED TO THE DIAMETER AND DEPTH RECOMMENDED BY THE MANUFACTURER OF THE GROUTING MATERIAL (MIN. DEPTH OF 100 mm). THE COST OF THE ANCHORS, INCLUDING DRILLING AND GROUTING, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ARMORED JOINT SYSTEM ITEM.

NOTE:

IT IS DESIRABLE TO HAVE THE ARMORED JOINT WITH ITS COMPRESSION SEAL ASSEMBLED IN THE SHOP AND DELIVERED TO THE JOB SITE ALL SET FOR INSTALLATION IN ITS PREFORMED RECESS IN THE STRUCTURAL SLAB. IN CASES WHERE THE ARMORED JOINT CANNOT BE ASSEMBLED IN THE SHOP, DUE TO ITS EXCESSIVE LENGTH CAUSING SHIPPING PROBLEMS, THE JOINT SHALL BE SEALED WITH THE COMPRESSION SEAL BEFORE THE STRUCTURE IS OPENED TO TRAFFIC, INCLUDING CONSTRUCTION TRAFFIC, AND BEFORE DISCONTINUING OPERATION WHEN WORK IS SUSPENDED DURING THE WINTER.

NOTE:

STONE CURB SHALL BE TUCKPOINTED WITH EPOXY POLYSULFIDE GROUT, SPEC. 721-03, IN THE AREA OF THE JOINT HEADER. THIS GROUT SHALL ALSO BE USED TO SEAL BETWEEN THE CURB AND THE 10 mm PLATE. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE CURB ITEM.

ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E. ARMORED JOINT SYSTEM WITH COMPRESSION SEAL DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-35	NONE	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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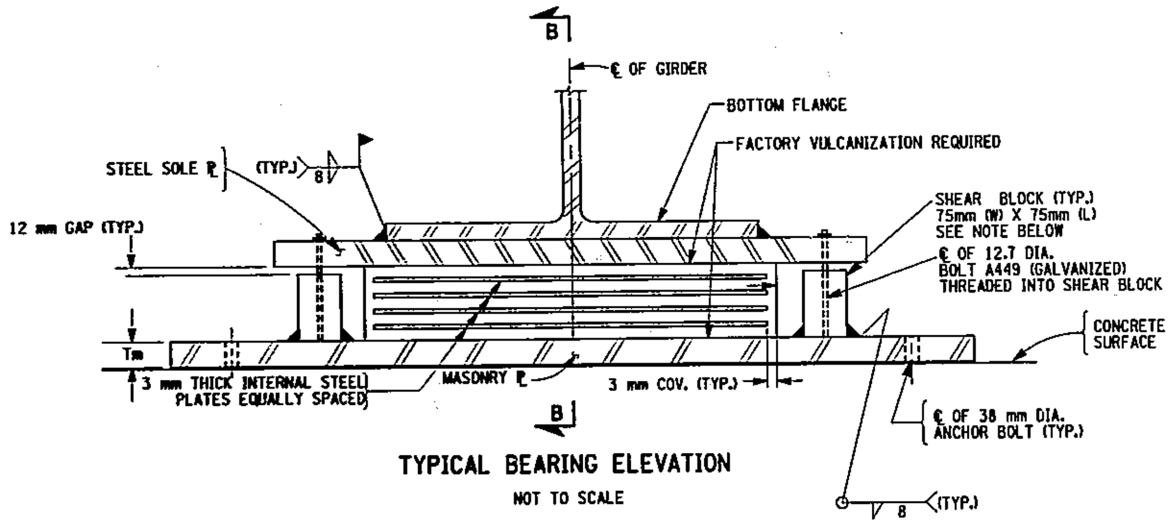
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	118	211

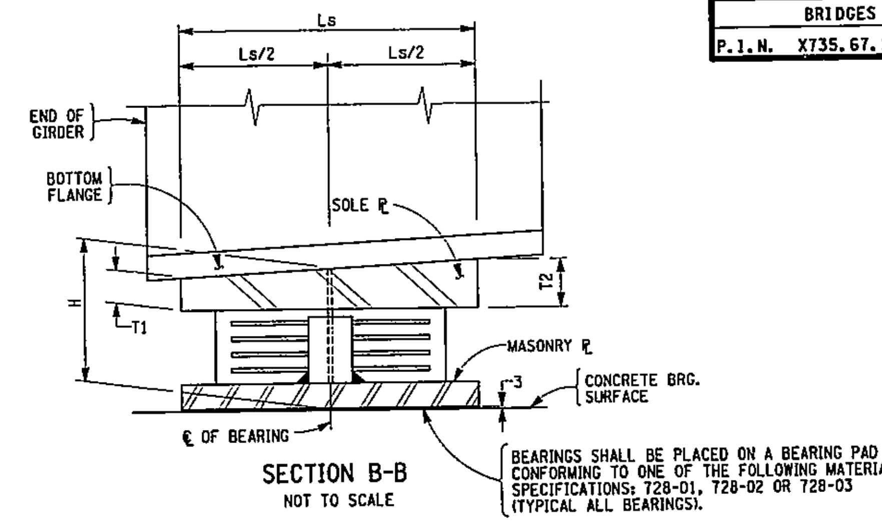
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



TYPICAL BEARING ELEVATION

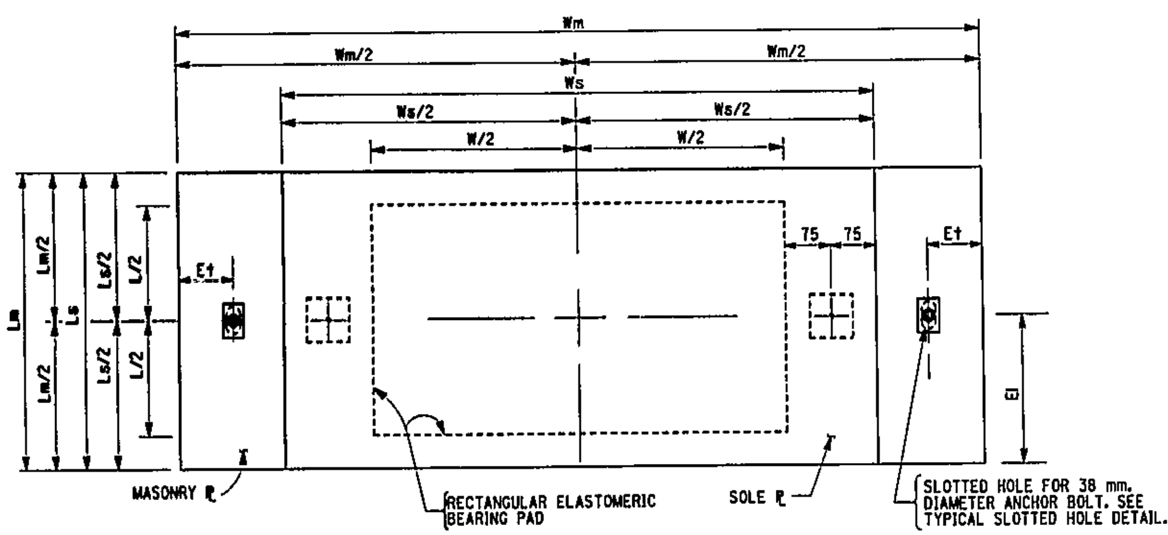
NOT TO SCALE

NOTE: THE COST OF FABRICATING THE SHEAR BLOCK SHALL BE INCLUDED UNDER THE BEARING ITEM 565.2065M



SECTION B-B

NOT TO SCALE



TYPICAL RECTANGULAR BEARING PLAN

NOT TO SCALE

BEARING NOTES:

1. INSTALLATION ALIGNMENT: THE MAXIMUM VARIATION FROM PERFECT ALIGNMENT UNDER FULL DEAD LOAD SHALL NOT EXCEED 4 mm. 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.
2. 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.
3. ALL STEEL EXCEPT THE INTERNAL STEEL PLATES SHALL CONFORM TO ASTM A588M, F_y = 345 MPa, UNLESS OTHERWISE NOTED.
4. THE BEARINGS SHALL MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 565 UNLESS OTHERWISE NOTED.
5. ANCHOR BOLTS, WASHERS, WASHER PLATES AND NUTS SHALL MEET THE REQUIREMENTS OF SUBSECTION 723-60. THEIR COST, INCLUDING GALVANIZING, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEM.
6. ANCHOR BOLTS, 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." THEIR COST (INCLUDING GALVANIZING) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEM.
7. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.

EXPANSION ELASTOMERIC BEARING (TYPE E.B.) TABLE

LOCATION	ITEM NO.	QUANTITY REQUIRED	DL+SDL (kN)	LL W/O IMP. (kN)	TOTAL DESIGN REACTION (kN)	SHAPE FACTOR	ELASTOMER LAYERS					hrt (mm)	COMP. AREA (sq. mm)	SHEAR AREA (sq. mm)	MASONRY PLATE							ANCHOR BOLTS		WELD SIZE	NUMBER OF CAP SCREWS	WASHER ℙ		SOLE PLATE				BRG. H
							THK/LAYER	N LAYERS	L	W	D				Tm	Wm	Lm	Et	El	Am	Bm	ø	BOLTS/BRG.			Awp	Bwp	Ws	Ls	T1	T2	
PIER	565.2035M	16	620	480	1100	8.2	12	7	350	450		84	152736	157500	38	990	400	71.5	200	78	48	38	2	8	4	104	74	750	400	38	38	181

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HNTB

HILLSIDE AVENUE OVER V.W.E.
ELASTOMERIC BEARING DETAILS (1 OF 2)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-36	NONE	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.H. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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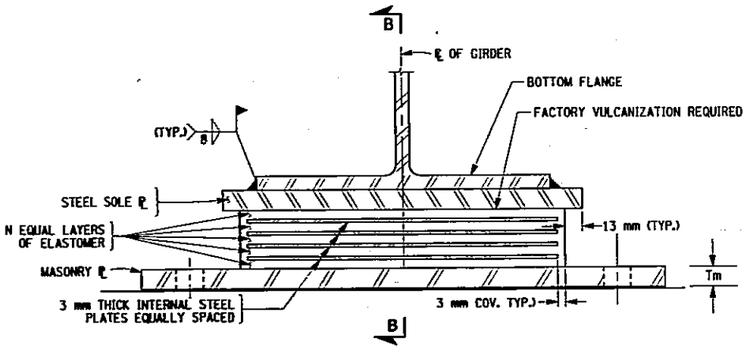
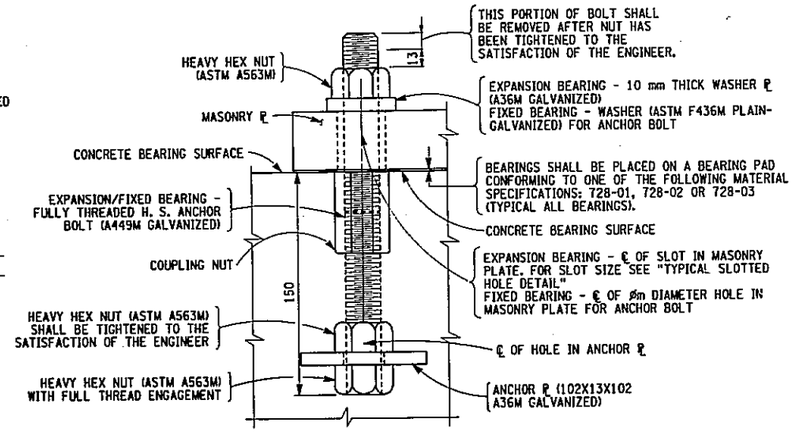
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	119	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

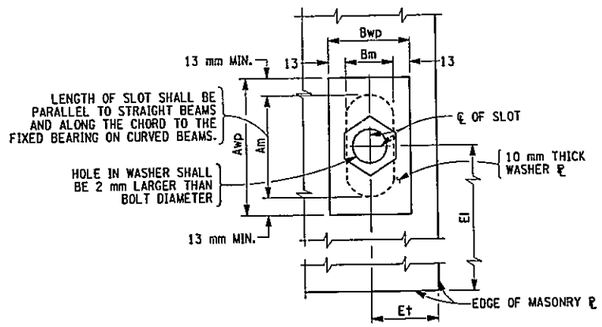


TYPICAL EXPANSION BEARING ELEVATION
NOT TO SCALE



ANCHOR BOLT DETAIL WITH ANCHOR PLATE ON NEW PEDESTALS
NOT TO SCALE

NOT TO SCALE



TYPICAL SLOTTED HOLE DETAIL
MASONRY PLATE

SECTION B-B
NOT TO SCALE

TYPICAL RECTANGULAR EXPANSION BEARING PLAN
NOT TO SCALE

NOTE:
REFER TO SHEET HA-36 FOR ADDITIONAL BEARING NOTES

EXPANSION ELASTOMERIC BEARING (TYPE E.B.) TABLE

LOCATION	ITEM NO.	QUANTITY REQUIRED	DL+SDL (kN)	LL W/O IMP. (kN)	TOTAL DESIGN REACTION (kN)	SHAPE FACTOR	ELASTOMER LAYERS					hrt (mm)	COMP. AREA (sq. mm)	SHEAR AREA (sq. mm)	MASONRY PLATE							ANCHOR BOLTS		WELD SIZE	NUMBER OF CAP SCREWS	WASHER ℄		SOLE PLATE				BRG. H
							THK/LAYER	N LAYERS	L	W	D				Tm	Wm	Lm	E†	El	Am	Bm	ø	BOLTS/BRG.			Awp	Bwp	Ws	Ls	T1	T2	
W. ABUT.	565.2032M	16	194	195	389	6.7	12	7	250	450		84	108336	112500	38	690	300	71.5	150	78	48	38	2	8	4	104	74	475	275	35	41	181
E. ABUT.	565.2032M	16	194	195	389	6.7	12	7	250	450		84	108336	112500	38	690	300	71.5	150	78	48	38	2	8	4	104	74	475	275	41	35	181

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
ELASTOMERIC BEARING DETAILS (2 OF 2)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
HA-37	NONE	NOV. 2002	

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY L.M. ESTIMATED BY D.M.

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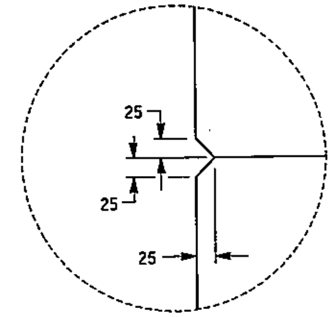
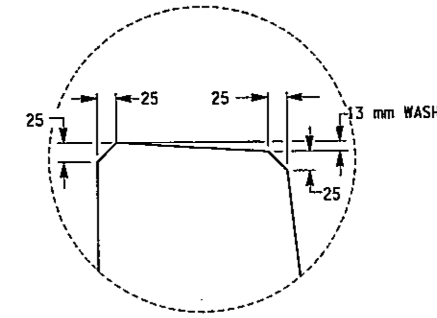
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	120	211

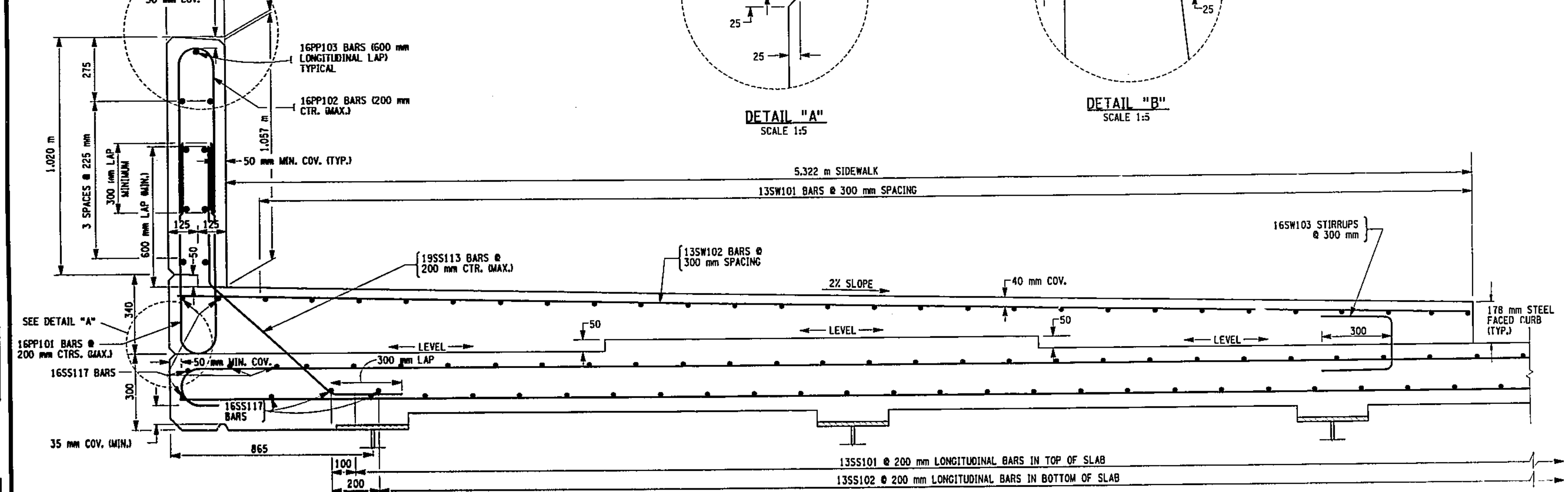
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



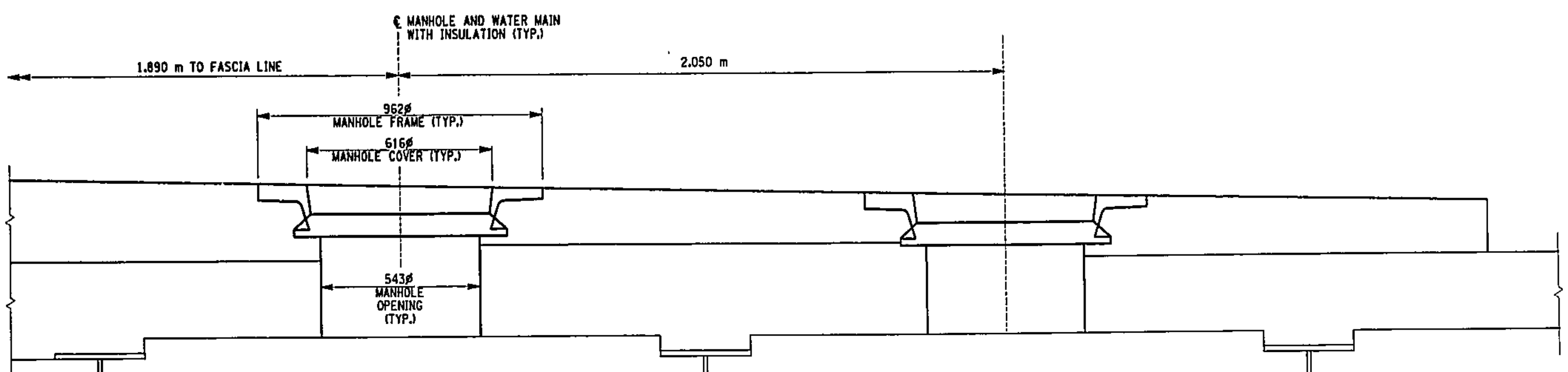
DETAIL "A"
SCALE 1:5



DETAIL "B"
SCALE 1:5



SIDEWALK / PARAPET SECTION
SCALE 1:10



TYPICAL MANHOLE SECTION AT SIDEWALK
SCALE 1:10

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
MISCELLANEOUS DETAILS (1 OF 2)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-38	AS NOTED	NOV. 2002	REGION 11

R.N. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY R.N. DESIGNED BY G.L. IN CHARGE OF

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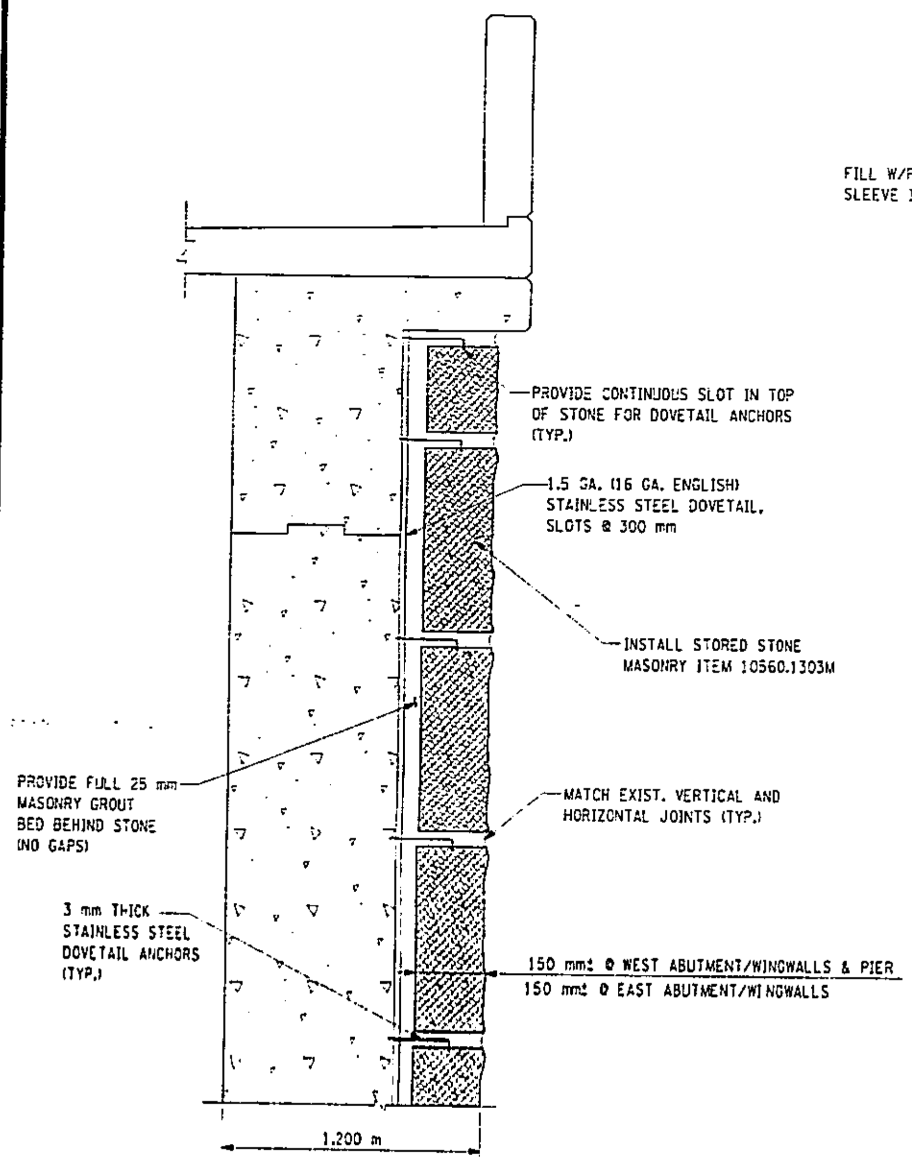
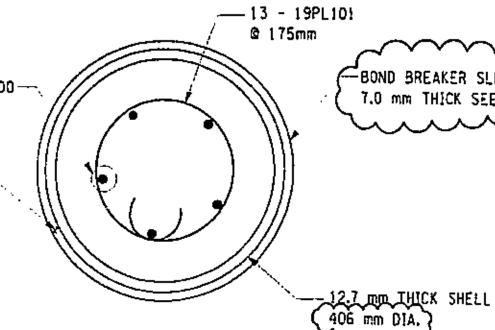
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	121A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

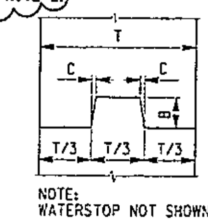
THIS SHEET SUPERSEDES SHEET 121



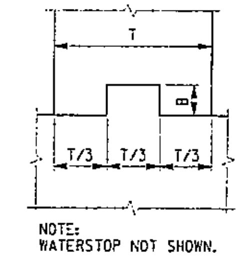
MASONRY TIE DETAILS
NOT TO SCALE
(ABUTMENT/WINGWALL SHOWN, PIER SIMILAR)



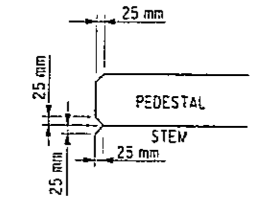
PILE PLAN
1:5



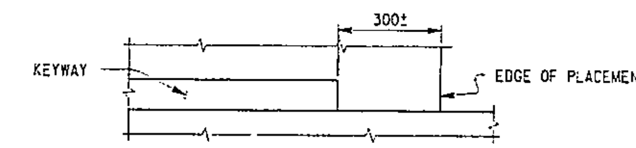
VERTICAL



HORIZONTAL

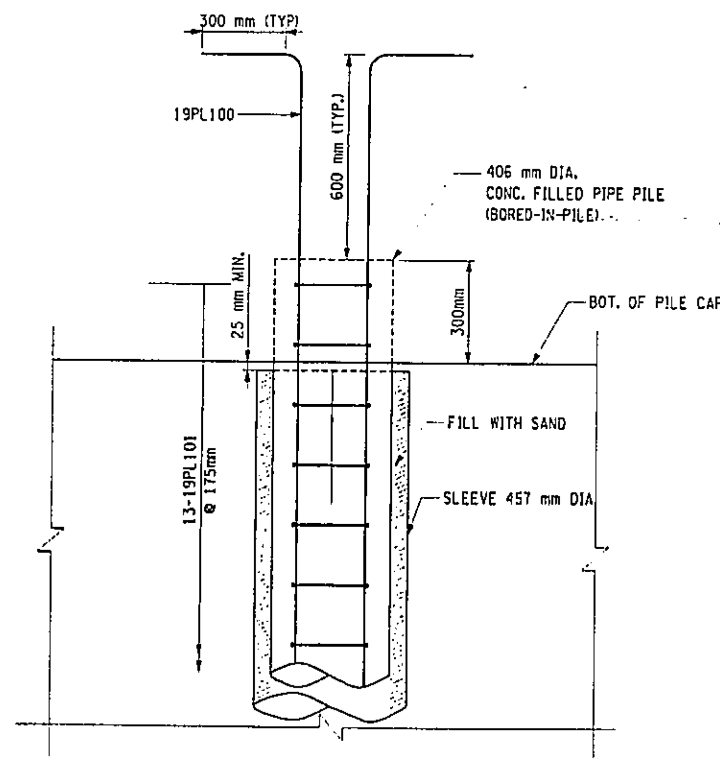


TYPICAL CHAMFER DETAIL
SCALE: 1:10



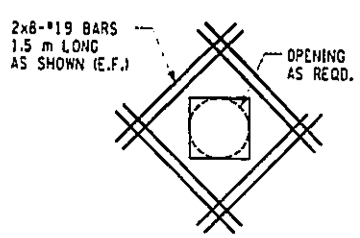
TYPICAL VERTICAL AND HORIZONTAL CONSTRUCTION JOINT DETAILS
SCALE: 1:10

CONSTRUCTION AND CONTRACTION JOINTS		
C	B	T/3
5	40	0 TO 150
10	90	155 TO 250
20	140	OVER 250

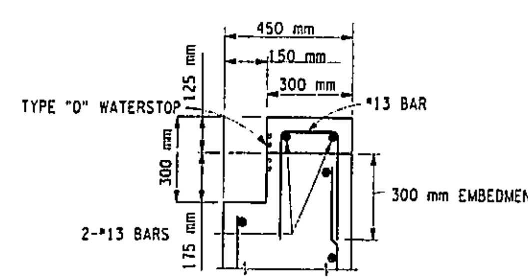


PILE SECTION
SCALE 1:10

NOTE:
1. COST OF FURNISHING EQUIPMENT FOR BORED-IN-PILE & PERMANENT CASINGS (406 mm & 457 mm) SHALL BE PAID UNDER ITEMS 17551.4020M & 17551.4021M.
2. CONTRACTOR MAY PROPOSE ALTERNATE BOND BREAKER FOR ENGINEER'S APPROVAL.



ADDITIONAL REINFORCEMENT (FOR UTILITY OPENINGS)
SCALE 1:25



TYPICAL HEADER DETAIL
(FOR ABUTMENTS, SEE HA-08 AND HA-14)
SCALE 1:10

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
MISCELLANEOUS DETAILS (2 OF 2)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-39	AS NOTED	NOV. 2002	REGION 11

14 / 26

△ MODIFY THICKNESS OF BOND BREAKER PIPE 2-17-03

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	122	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

R.N. ____ CHECKED BY ____ J.R.E. ____ DRAFTED BY ____ R.N. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ D.M. ____ ESTIMATED BY ____ L.M. ____ IN CHARGE OF ____ G.L.

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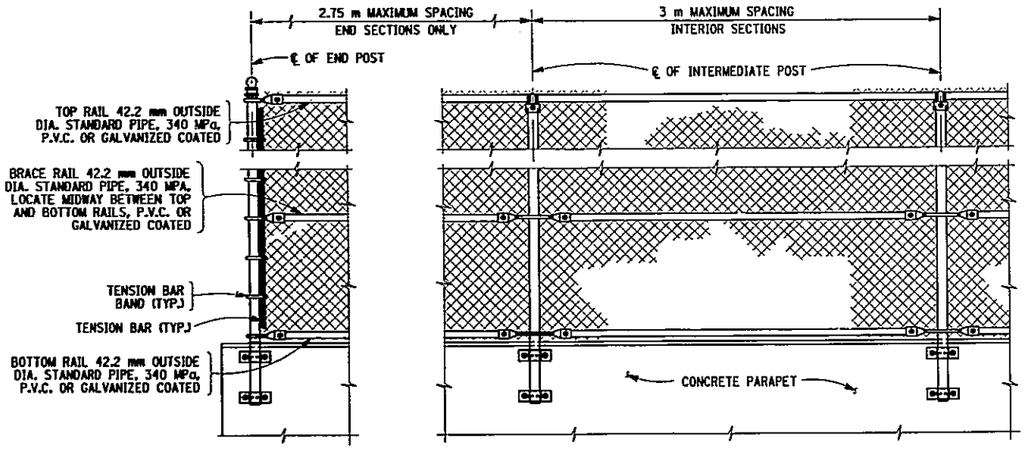
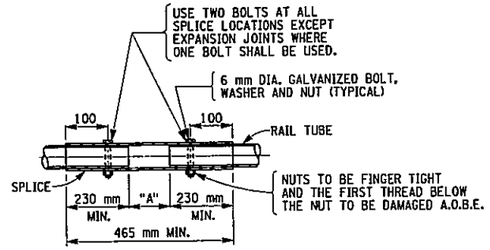
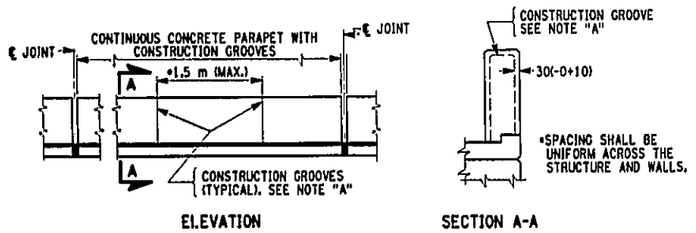


TYPICAL ELEVATION OF
FENCING ON CONCRETE PARAPETS
SCALE 1:20



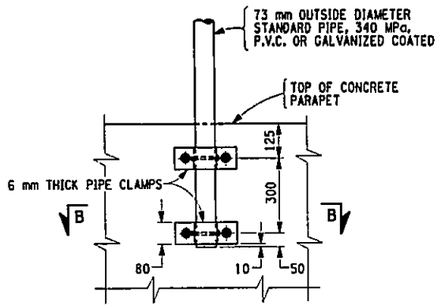
NOTE:
"A" = 5 mm EXCEPT FOR EXPANSION JOINT LOCATIONS WHERE THIS DIMENSION SHALL BE SET EQUAL TO THE BRIDGE DECK JOINT OPENING PLUS 5 mm (MIN.)

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

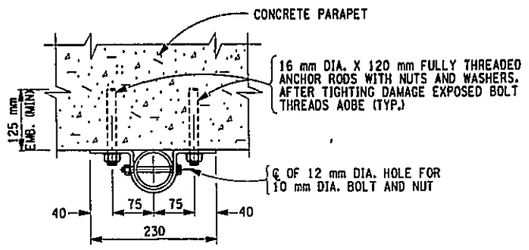


ELEVATION SECTION A-A

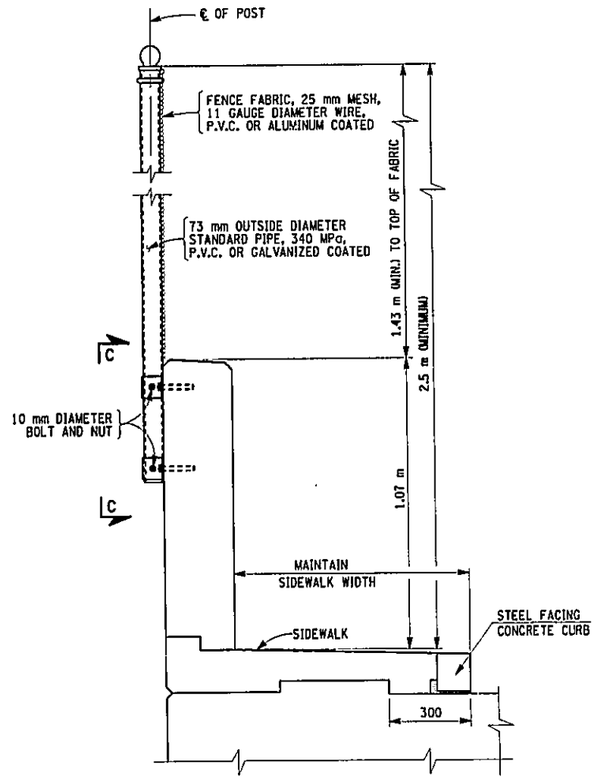
CONCRETE PARAPET GROOVE SPACING
NOT TO SCALE



SECTION C-C
SCALE 1:10



SECTION B-B
SCALE 1:5



FENCING ON
VERTICAL FACED PARAPET
SCALE 1:10

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
PEDESTRIAN FENCING DETAILS

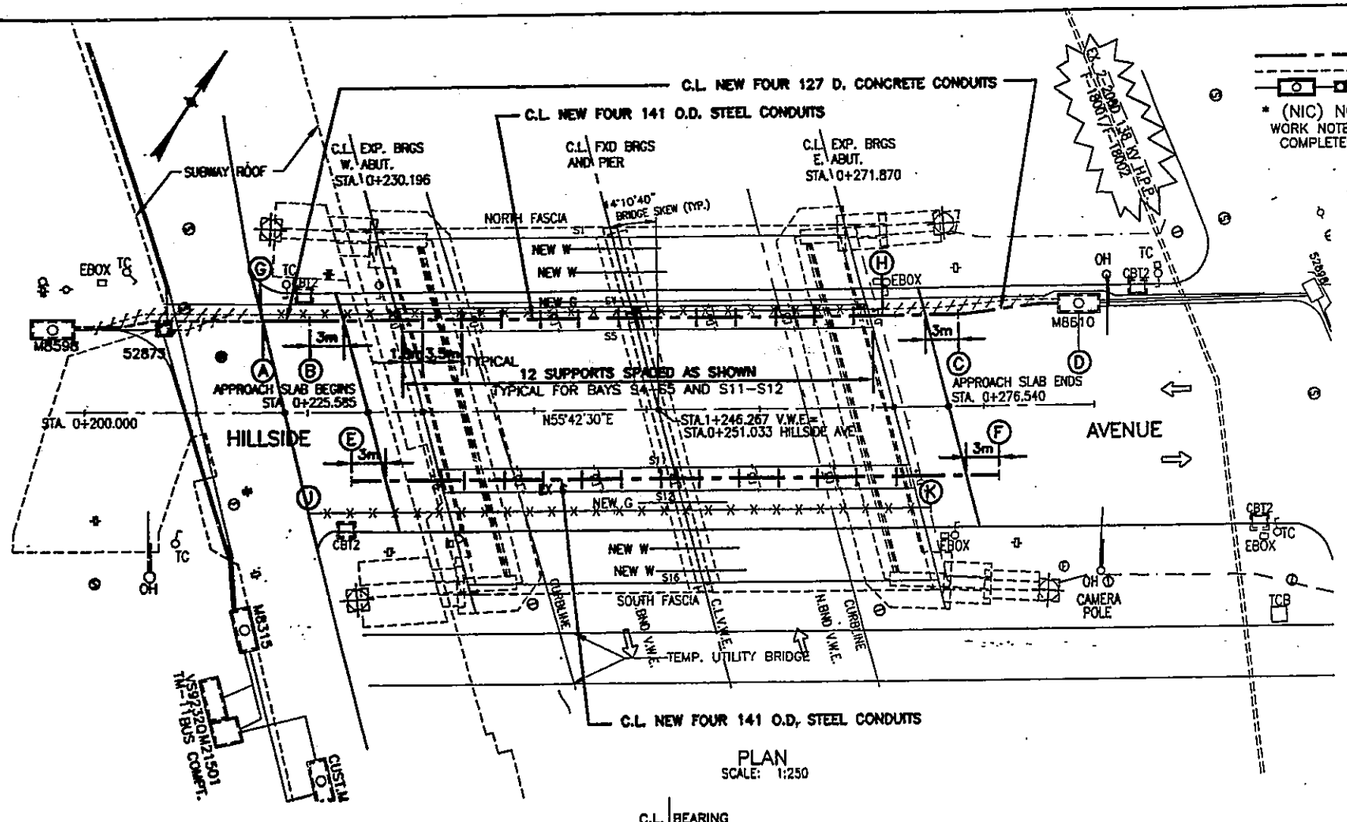
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

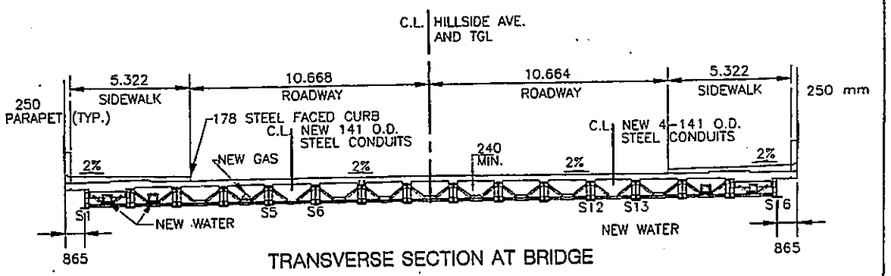
DRAWING NO.	SCALE	DATE	
HA-40	AS SHOWN	NOV. 2002	REGION 11

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	123A	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



PLAN
SCALE: 1:250



TRANSVERSE SECTION AT BRIDGE

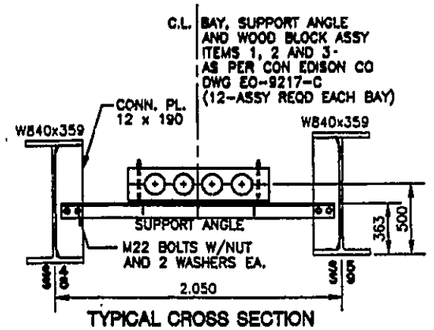
CONTRACTOR SHALL REVIEW THE UTILITY WORK WITH CON EDISON ENGINEER PRIOR TO STARTING ANY WORK ON CON EDISON UTILITIES.

NOTES: ELECTRIC

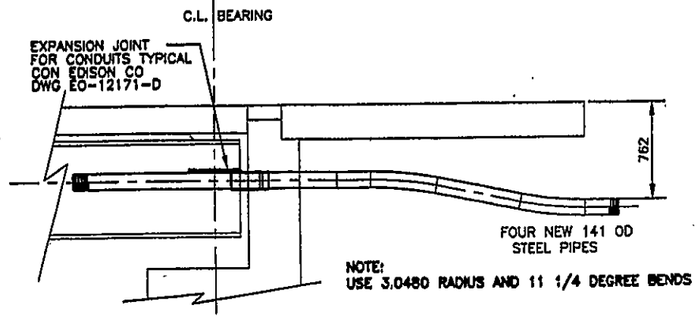
E1. ALL MATERIAL FOR ELECTRICAL CONDUIT TO BE SUPPLIED BY CON EDISON AND INSTALLED BY CONTRACTOR UNLESS SPECIFIED HEREIN OR IN SPECIFICATION.
E2. CONTRACTOR SHALL REMOVE EXISTING ASBESTOS CONDUITS IN TWO BAYS (THROUGH BRIDGE-TO THE LIMITS OF THE SLEEPER SLABS). FROM (G) TO (H) AND (J) TO (K).
E3. CONTRACTOR SHALL INSTALL FOUR 141 OD STEEL CONDUITS FROM (B) TO (C) AND FOUR 141 OD STEEL CONDUITS FROM (E) TO (F).
E4. CONTRACTOR SHALL INSTALL FOUR 127 DIA CONCRETE CONDUITS FROM (A) TO (B) AND (C) TO (D). FROM (E) TO (F) AND (G) TO (H).
E5. WELDING SLEEVES (DETAIL X) SHALL BE STAGGERED SO AS NOT TO INTERFERE WITH SUPPORTS.
E6. CONTRACTOR SHALL INSTALL ADAPTER TYPE 5H-5K AS PER CON EDISON CO DWG EO-9947-D, P/O SPEC. EO-1042-18 AT (B) AND (C).
E7. CONTRACTOR SHALL PLUG ENDS OF PIPE (DWG EO-10864-D) AT (E) AND (F).
E8. CONTRACTOR TO SUPPLY AND INSTALL ALL WOOD BLOCKS, PLATES, THREADED RODS, ASSOCIATED HARDWARE AND STEEL SUPPORTS.
E9. ALL STRUCTURAL WELDS SHALL CONFORM TO N.Y.S.D.O.T. AND CON EDISON CO. SPEC EO-11320 REQUIREMENTS.
E10. PRIME AND PAINT ALL EXPOSED STEEL AS PER N.Y.S.D.O.T. REQUIREMENTS.

LEGEND
..... NEW ELECTRIC
..... (NIC) NEW ELECTRIC NOT IN CONTRACT *
..... EXIST ELECTRIC MANHOLES AND BOXES

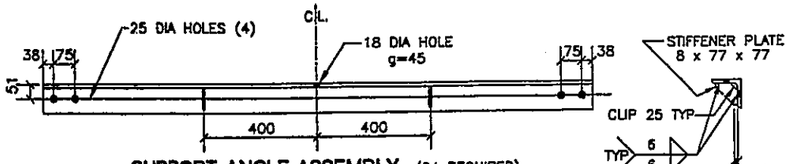
* (NIC) NOT IN CONTRACT :
WORK NOTED "NOT IN CONTRACT" IS NEW WORK TO BE INSTALLED AND COMPLETED BY CON EDISON PRIOR TO BRIDGE CONSTRUCTION.



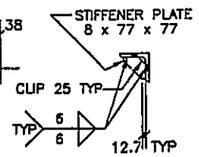
TYPICAL CROSS SECTION
SCALE 1:20

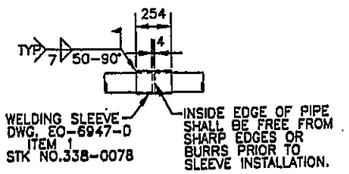


TYPICAL SECTION THROUGH ABUTMENT
SCALE 1:25



SUPPORT ANGLE ASSEMBLY (24 REQUIRED)
2-Ls 102 x 102 x 12.7
W/2-STIFF PLs 8 x 77 x 77
W/2-CONN PLs 12 x 190
4-M22 x 75 LG HEX HD BOLTS (F/ATT TO CONN PLs)
W/NUTS AND 2 WASH EA
SCALE 1:10





DETAIL X
SCALE: 1:20

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
CON EDISON ELECTRIC FACILITIES
PLAN, NOTES AND DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE AS SHOWN	DATE	REGION 11

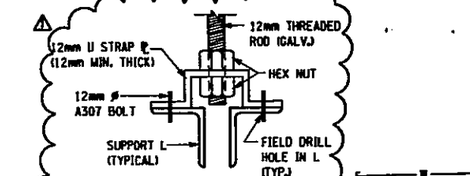
DESIGNED BY _____ DRAWN BY _____ CHECKED BY _____ CHECKED BY _____ CHECKED BY _____ IN CHARGE OF _____

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	123F1	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101		QUEENS COUNTY		

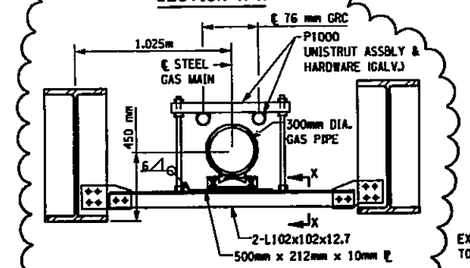
THIS SHEET SUPERSEDES SHEET 123

FIELD CHANGE SHEET

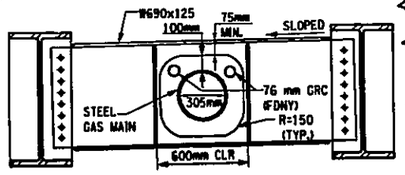
FOR APPROVAL SIGNATURES
SEE SHEET 116F1



SECTION X-X



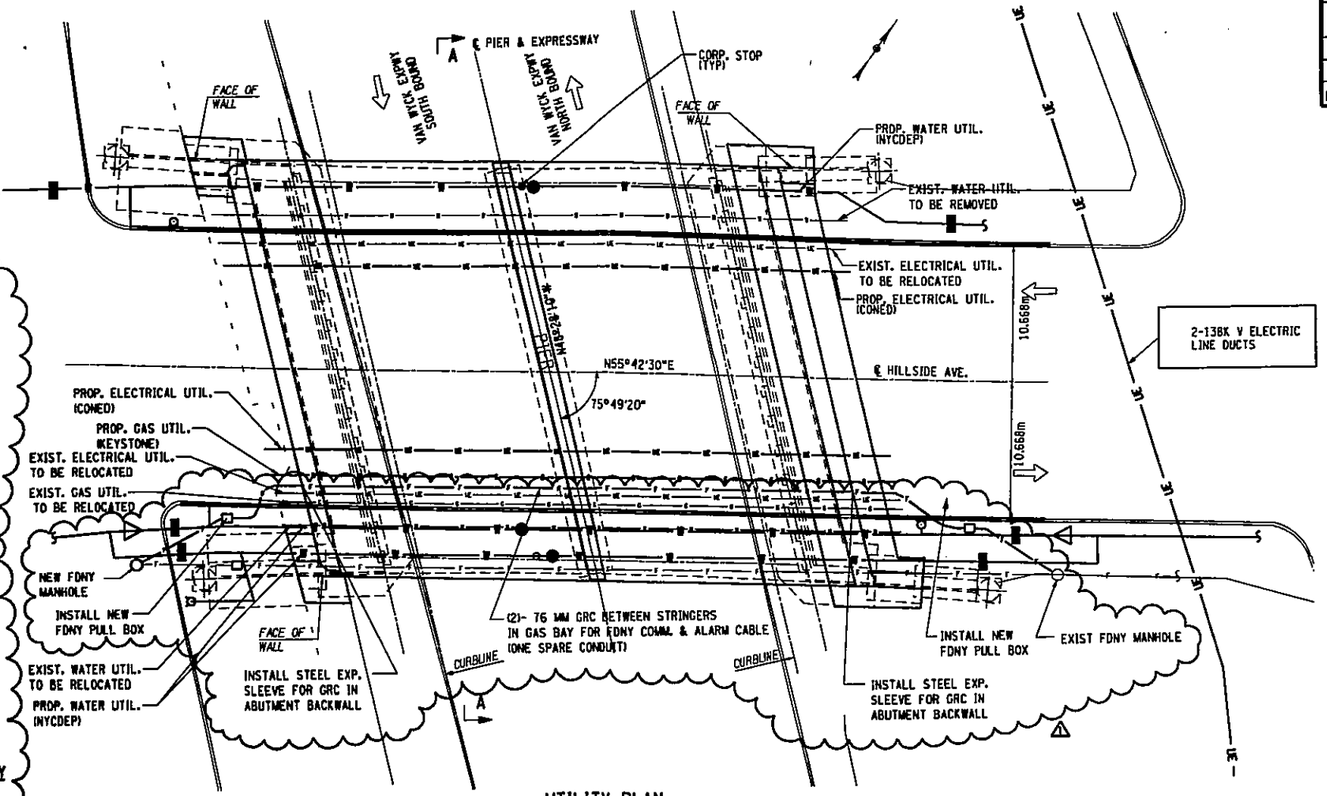
TYPICAL UTILITY DIAPHRAGM IN GAS & FDNY COMM. BAY
(TYPE DB)



TYPICAL END DIAPHRAGM IN GAS & FDNY COMM. BAY
(TYPE D10)

DETAIL 1
N.T.S.

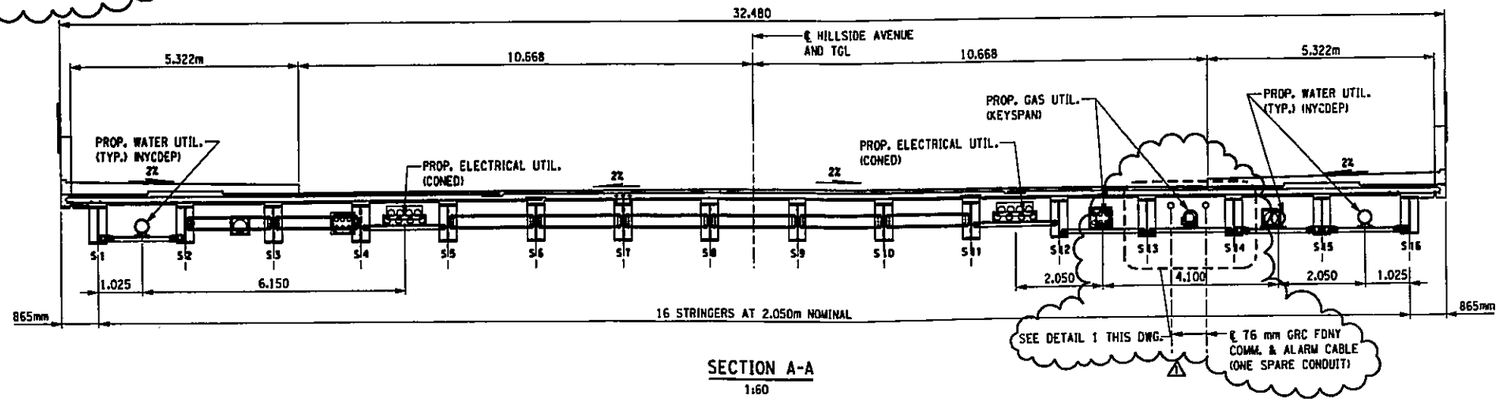
FOR ADD'L DIAPHRAGM DETAILS & DIMENSIONS
SEE SHEETS 109A1F2 & 160A1F2



UTILITY PLAN
1:200

NOTES:

1. FOR TEMPORARY RELOCATION OF ELECTRIC, GAS AND WATER MAIN, SEE DWG. NO. JA-42.
2. FOR WATER MAIN DETAILS, SEE WM-4 TO WM-6.
3. CABLE FOR THE FDNY COMMUNICATION & ALARM SERVICE SHALL BE COMPATIBLE OR MATCH THE EXISTING SYSTEM.
4. NEW JUNCTION BOXES SHALL CONFORM TO SPECIFICATIONS OF THE CITY OF NEW YORK DIVISION OF STREET LIGHTING & TO STANDARD DWGS. D2280 J3179-A, AND NEW MANHOLES TO DWG. E2397.



SECTION A-A
1:60

FIELD CHANGES TO THIS SHEET INCLUDE:
ADD FDNY COMM. & ALARM UTILITY ON BRIDGE & TIE-IN AT APPROACHES

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
UTILITY PLAN, ELEVATION AND DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-41	AS SHOWN	OCT. 2005	REGION 11

⚠	ADD FDNY COMM. & ALARM CABLE	07-12-05

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY R.N.

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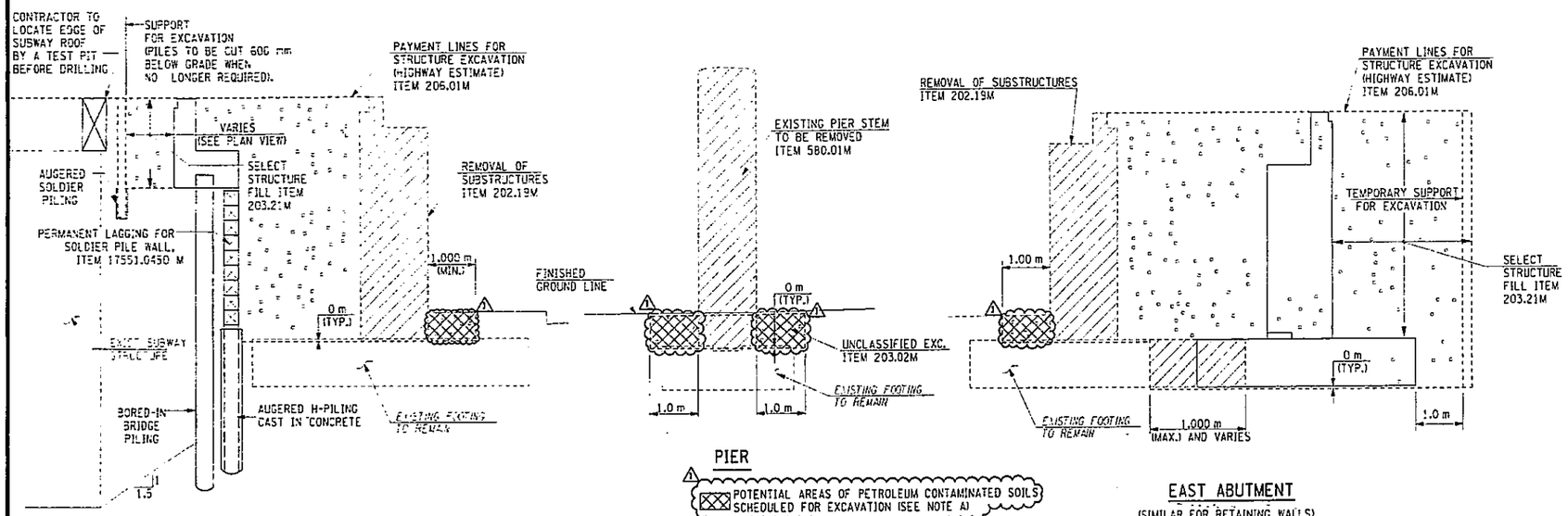
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	138A1	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101		QUEENS COUNTY		

THIS SHEET SUPERSEDES SHEET 138



WEST ABUTMENT

NOTE: FOR PILE TIP ELEVATIONS SEE ABUTMENT AND TA DWGS.

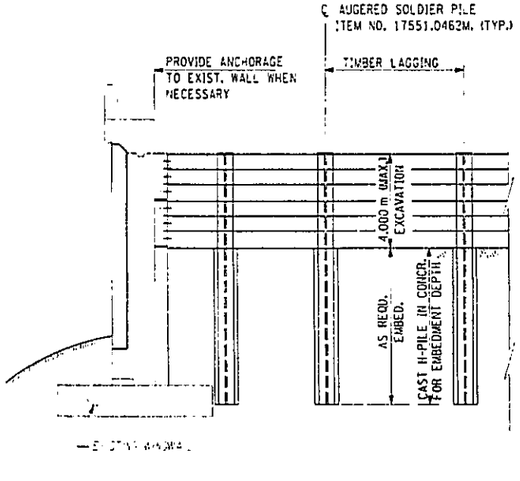
PIER

POTENTIAL AREAS OF PETROLEUM CONTAMINATED SOILS SCHEDULED FOR EXCAVATION (SEE NOTE A)

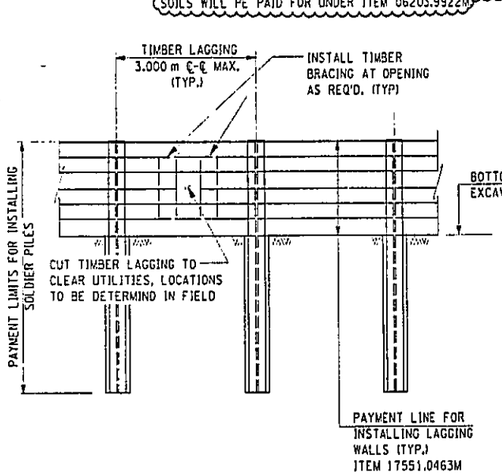
NOTE A:
EXCAVATED SOILS CONTAINING PETROLEUM CONTAMINANTS SHALL BE RE-USED ON SITE IN ACCORDANCE WITH THE PROVISION OF ITEM 06203.9923 M AND THE ENGINEERS APPROVAL. IF REQUIRED OFF-SITE DISPOSAL OF PETROLEUM CONTAMINATED SOILS WILL BE PAID FOR UNDER ITEM 06203.9922M.

EAST ABUTMENT

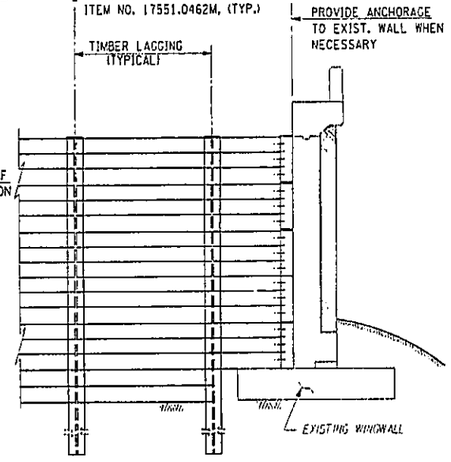
(SIMILAR FOR RETAINING WALLS)



WEST ABUTMENT



TYPICAL WALL



EAST ABUTMENT

TEMPORARY SOLDIER PILE-LAGGING WALLS

NOTES FOR BOTH ABUTMENTS:

1. TEMPORARY SUPPORT OF EXCAVATION IS CONSIDERED THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE DESIGN SHALL BE PERFORMED BY A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF NEW YORK AND MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. THE SOLDIER PILE-LAGGING WALL SYSTEM SHOWN ON THIS DRAWING IS PROVIDED AS ONE SUITABLE MEANS FOR THE SUPPORT OF EXCAVATION. THE CONTRACTOR HAS THE OPTION OF USING AN ALTERNATIVE SUPPORT OF EXCAVATION SYSTEM. ANY ALTERNATE DESIGN SHALL CAUSE NO EXTRA COSTS TO THE STATE.
3. AT THE WEST ABUTMENT, NO DRIVING OR VIBRATING OF PILING WILL BE ALLOWED DUE TO THE PRESENCE OF THE ADJACENT SUBWAY STRUCTURE. SEE DWG. NO. GEN-6.
4. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF THE EXISTING UTILITIES AND SUBWAY STRUCTURE BEFORE DRIVING ANY PILES. REFER TO DWGS. JA-41 AND JA-42 FOR LOCATIONS OF EXISTING UTILITIES. A 3.000 m CLEARANCE SHOULD BE MAINTAINED BETWEEN PILES TO BE AUGERED AND EXISTING UTILITIES.
5. ALL PILES SHALL BE CUT 600 mm BELOW GRADE WHEN NO LONGER IN USE OR LEFT IN PLACE.

SUGGESTED EXCAVATION SEQUENCE

1. INSTALL TEMPORARY SUPPORT OF EXCAVATION SYSTEMS AT EACH APPROACH TO THE BRIDGE.REFER TO NOTE 1,2&3 ABOVE.
2. INSTALL AUGERED BRIDGE PILING AND PERMANENT SOLDIER PILING AT THE WEST ABUTMENT. CAST EMBEDDED PORTION OF THE PERMANENT SOLDIER PILING IN CONCRETE. COST PAID UNDER ITEM 17551.0462M.
3. EXCAVATE SOIL FROM BEHIND THE EXISTING ABUTMENTS, PAID FOR UNDER ITEM NO. 206.01M.
4. AS EXCAVATION PROCEEDS, INSTALL LAGGING TO THE LIMIT OF THE EXISTING WINGWALLS. COST FOR INSTALLING TEMPORARY LAGGING SHALL BE PAID FOR UNDER ITEM NO.17551.0463M. THE COST FOR INSTALLING PERMANENT LAGGING AT THE FRONT FACE OF THE WEST ABUTMENT SHALL BE PAID FOR UNDER ITEM NO. 17551.0450M
5. REMOVE EXISTING BACKWALL, ABUTMENT STEM, AND PORTION OF WINGWALL STRUCTURES. SEE DWGS. NO. JA-06 AND JA-12 FOR PROPOSED ABUTMENTS. REMOVE PORTIONS OF EXISTING SUBSTRUCTURE THAT OVERLAPS WITH PROPOSED. EXISTING FOOTING OUTSIDE OF THE OVERLAP ZONE MAY BE ABANDONED BELOW GRADE.

SUGGESTED EXCAVATION SEQUENCE (CONTINUED)

6. PLACE NEW ABUTMENT AND WINGWALL TO THE LIMITS SHOWN IN THE PLANS.
7. BACKFILL BEHIND THE NEW STRUCTURES.
8. WHILE PLACING BACKFILL, REMOVE LAGGING FROM THE TEMPORARY SOLDIER PILE WALLS. AT THE WEST ABUTMENT CUT THE SOLDIER PILES (TO REMAIN IN PLACE) 600 mm BELOW THE APPROACH ROADWAY SUBGRADE. THE EAST ABUTMENT SOLDIER PILES MAY BE REMOVED AT THE OPTION OF THE CONTRACTOR.

19 / 26

⚠	DELINEATION OF PETROLEUM CONTAMINATED SOILS	2-26-03

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
SUGGESTED EXCAVATION SEQUENCE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
JA-05	N.T.S.	NOV. 2002	11

DESIGNED BY GL. CHECKED BY RJH. ESTIMATED BY DM.
DRAWN BY LM. CHECKED BY RN. DRAWN BY JRE. CHECKED BY RN.
IN CHARGE OF

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	137F1R1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

FIELD CHANGE SHEET

SHEET 137F1 SUPERSEDES SHEET 137

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
Approved 12/2 2005
JAMES F. TYNAN ... in his capacity as ... Engineer (Construction)

THIS SHEET SUPERSEDES SHEET 137

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
APPROVED DATE: 11/17/05
PHILIP SALERNO, REG. DIRECTOR OF CONSTRUCTION

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
APPROVED DATE: 11/29/05
FOR DCES

THESE SIGNATURES APPROVE SHEET NOS. 137F1, 139F1, 140F1, 151F1, 152F1 & 153F1

FIELD CHANGE SHEETS PREPARED AND RECOMMENDED BY:
STATE OF NEW YORK · GENARO LOZANO · No. 067557 · LICENSED PROFESSIONAL ENGINEER
GENARO LOZANO
N.Y.P.E. LIC NO. 067557
HNTB CORPORATION
DATE 10/26/05

PILE NO.	LENGTH BELOW CUT-OFF (m)
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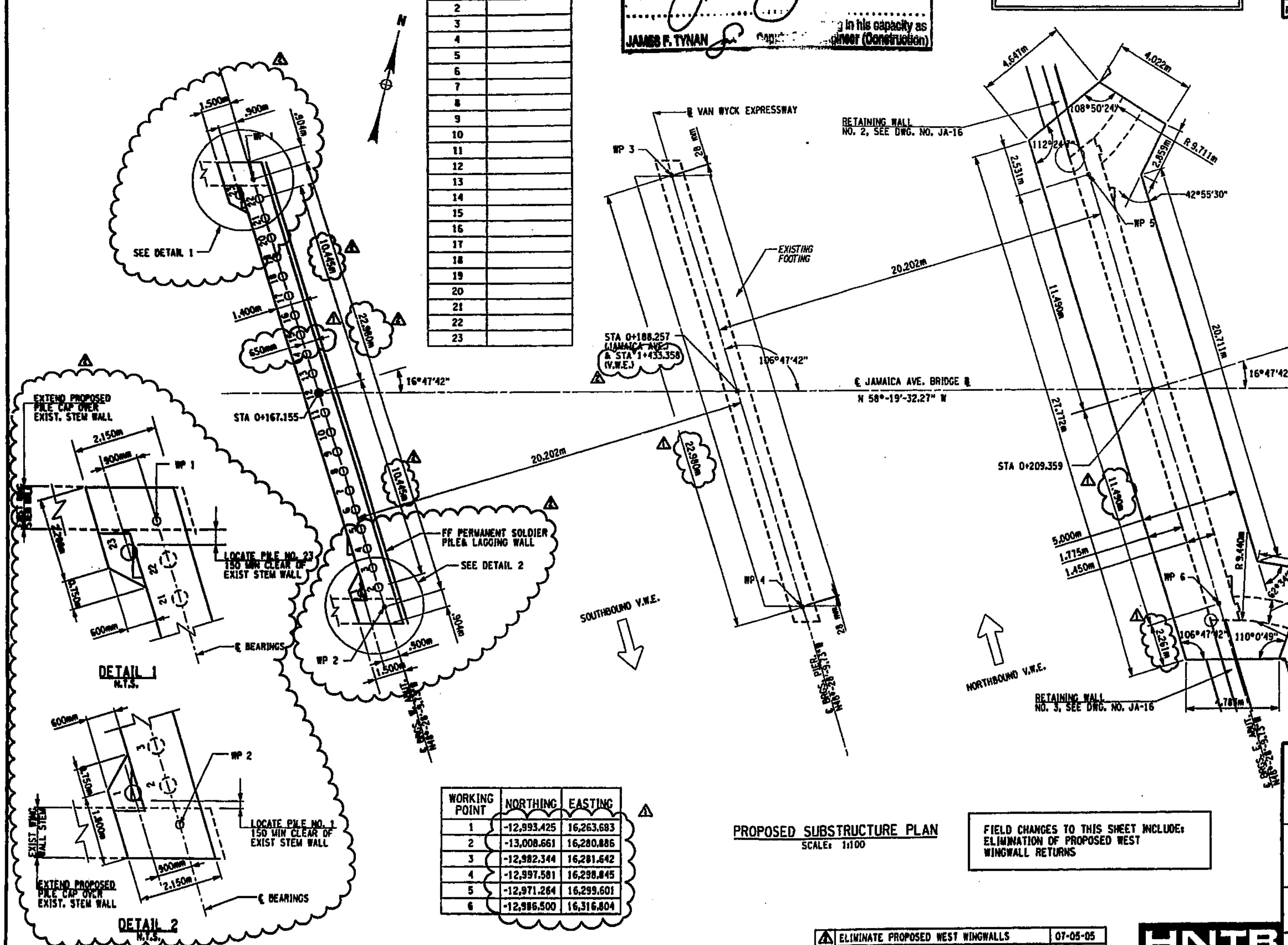

WORKING POINT	NORTHING	EASTING
1	-12,993.425	16,263.683
2	-13,008.661	16,280.886
3	-12,982.344	16,281.642
4	-12,997.581	16,298.845
5	-12,971.264	16,299.601
6	-12,986.500	16,316.804

PROPOSED SUBSTRUCTURE PLAN
SCALE: 1:100

FIELD CHANGES TO THIS SHEET INCLUDE: ELIMINATION OF PROPOSED WEST WINGWALL RETURNS

1	ELIMINATE PROPOSED WEST WINGWALLS	07-05-05
1	CORRECTED DIMENSION	02-09-04

HNTB

BIN 1055700
AS BUILT REVISIONS
SEE SHT. 137F1R2
SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
SUBSTRUCTURE LAYOUT PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-04	AS SHOWN	OCT. 2005	REGION 11

IN CHARGE OF · G.L. · DESIGNED BY · R.M. · CHECKED BY · D.M. · ESTIMATED BY · L.M. · CHECKED BY · R.M. · DRAFTED BY · J.R.E. · CHECKED BY · R.M.

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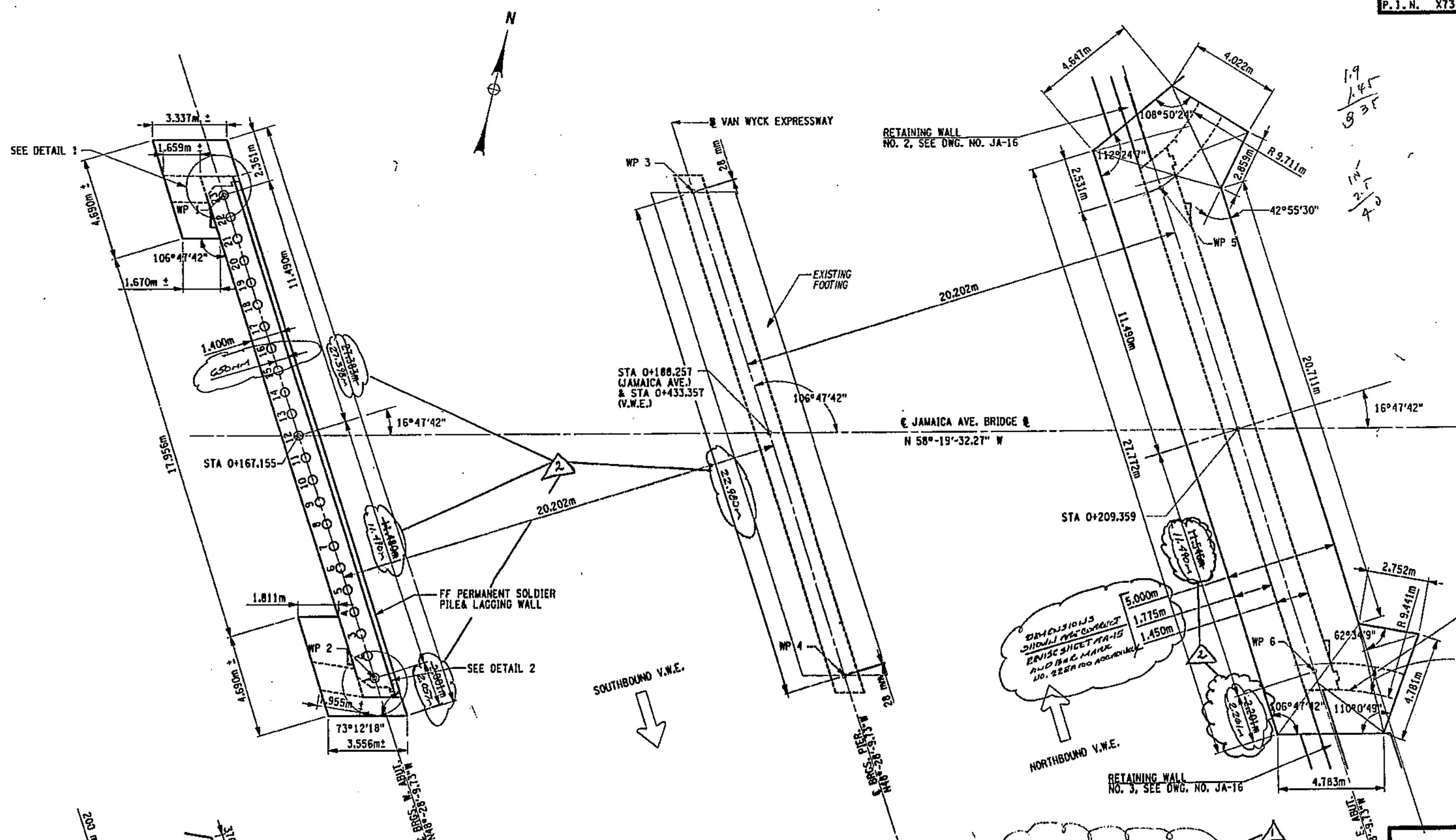
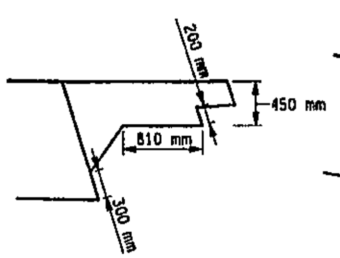
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	137	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

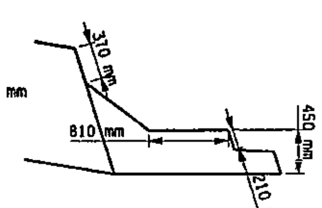


PROPOSED SUBSTRUCTURE PLAN

SCALE: 1:100



DETAIL 1
N.T.S.



DETAIL 2
N.T.S.

WORKING POINT	NORTHING	EASTING	N	E
1	~~-12,993.234~~	~~16,263.992~~	-12993.435	16263.683
2	~~-13,008.471~~	~~16,281.195~~	-13008.661	16280.856
3	-12,982.344	16,281.642		
4	-12,997.581	16,298.845		
5	~~-12,977.453~~	~~16,299.293~~	-12971.264	16299.601
6	~~-12,986.690~~	~~16,316.496~~	-12986.500	16316.801

AS BUILD COORDINATES

WORKING POINT	NORTHING	EASTING
1	-12,993.4239	16,263.6839
2	-13,008.6601	16,280.8868
3	-12,982.344	16,281.642
4	-12,997.581	16,298.845
5	-12,971.263	16,299.6015
6	-12,986.4510	16,316.8044

PILE NO.	LENGTH BELOW CUT-OFF (m)
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BIN 1055700

AS BUILT REVISIONS
1. Added AS BUILD COORDINATES table
2. Revised dimensions

SIGNATURE: [signature] DATE: Aug 12, 2008

JAMAICA AVENUE OVER V.W.E.
SUBSTRUCTURE LAYOUT PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-04	AS SHOWN	NOV. 2002	REGION 11

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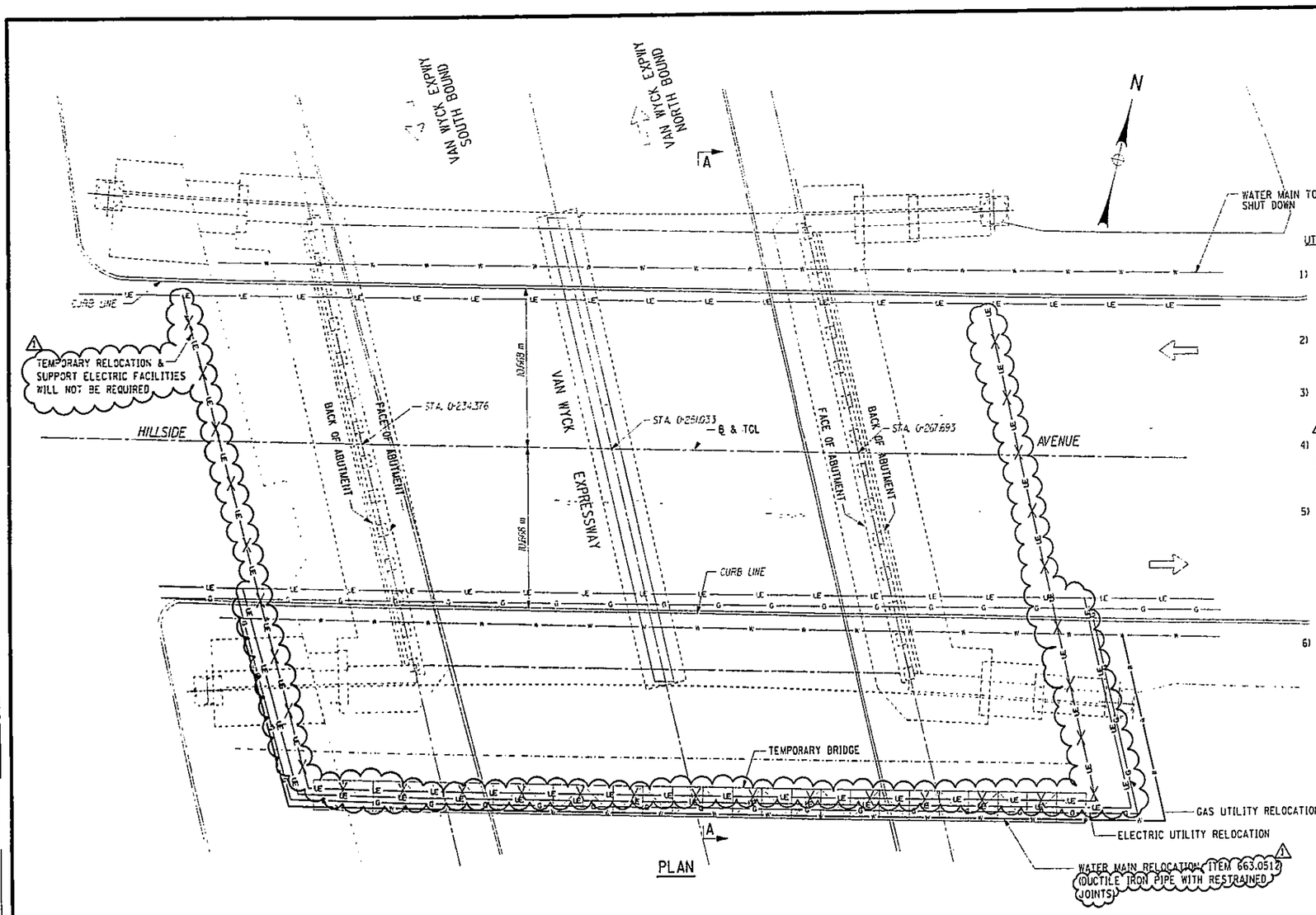
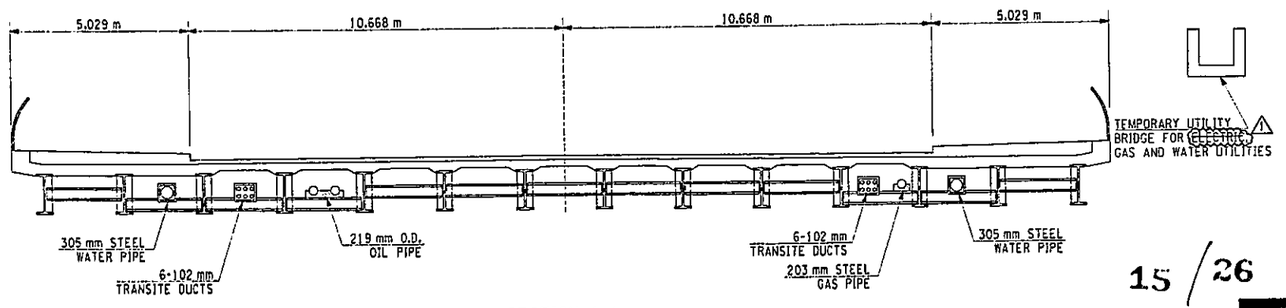
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	124A1	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101		QUEENS COUNTY		

THIS SHEET SUPERSEDES SHEET 124



PLAN



SECTION A-A

UTILITY NOTES:

1) ALL UTILITY WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, THE SPECIFICATIONS AND REQUIREMENTS OF THE UTILITY OWNER. WORK SHALL BE PERFORMED IN THE PRESENCE AND AT THE DIRECTION OF THE UTILITY'S FIELD REPRESENTATIVE, UNLESS OTHERWISE ALLOWED.

2) UTILITY DETAILS AND MATERIALS WILL BE SUBJECT TO UTILITY OWNER APPROVAL. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING ALL WORK AND FOR THE PREPARATION OF SHOP DRAWINGS REQUIRED BY THE UTILITY OWNER.

3) PAYMENT FOR THE UTILITY BRIDGE AT HILLSIDE AVENUE AND ITS FOUNDATIONS WILL BE MADE BASED UPON THE LUMP SUM PRICE BID FOR PAY ITEM 619.0601 M "TEMPORARY STRUCTURE AND APPROACHES NO. 1."

4) COST ASSOCIATED WITH TEMPORARY RELOCATION AND SUPPORT OF GAS FACILITIES SHALL BE INCLUDED IN ITEM 11662.2503. PAYMENT FOR TEMPORARY RELOCATION AND SUPPORT OF THE WATER MAIN WILL BE MADE UNDER ITEM 663.0512.

5) THE CONTRACT DOCUMENTS HAVE ESTABLISHED LUMP SUM PAY ITEMS FOR THE PERMANENT INSTALLATION OF UTILITIES AT THE STRUCTURE AND APPROACHES, AND INCLUDE:
   SECTION 661 - ELECTRIC UTILITIES (PAY ITEM 11662.1701)
      "INSTALL ELECTRIC CONDUIT AT STRUCTURE AND APPROACHES"
   SECTION 662 - GAS, OIL, & STEAM UTILITIES
      "INSTALLATION OF KEYSPAN GAS MAIN AND APPURTENANT WORK AT STRUCTURE S-1 AND APPROACHES"
      AND SHALL BE PAID UNDER ITEM NO. 11662.2503M.

6) WORK ASSOCIATED WITH WATER SUPPLY UTILITIES (NYCDEP) SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 663 OF THE STANDARD PROVISIONS, AND SHALL BE PAID FOR UNDER THE FOLLOWING PAY ITEMS:
   ITEM 663.0512 M "BRIDGE MOUNTED WATER PIPE, 12 NPS"
   ITEM 663.0106 M "DUCTILE IRON CEMENT LINED WATER PIPE, 6 NPS"
   ITEM 663.0112 M "DUCTILE IRON CEMENT LINED WATER PIPE, 12 NPS"
   ITEM 663.0120 M "DUCTILE IRON CEMENT LINED WATER PIPE, 20 NPS"
   ITEM 663.1301 M "HYDRANT"
   ITEM 663.1206 M "DOUBLE DISK GATE VALVE & VALVE BOX, 6 NPS"
   ITEM 663.1212 M "DOUBLE DISK GATE VALVE & VALVE BOX, 12 NPS"
   ITEM 663.14 M "HYDRANT FENDER"
   ITEM 663.40 M "DISCONNECT AND CAP EXISTING WATER MAIN"
   ITEM 655.0101 M "FRAMES AND GRATES (CASTINGS)"

ALL WORK SHALL CONFORM TO REQUIREMENTS OF NYC ITEMS LISTED ON DWG. NO. WM-1.

NOTE: THE RELOCATED WATERMAIN SHALL HAVE A MINIMUM OF 2 SUPPORTS PER LENGTH OF PIPE. PRIOR TO CONSTRUCTION OF THE TEMPORARY BRIDGE, ALL CALCULATIONS AND THE INSTALLATION PROCEDURE SHALL BE SUBMITTED TO NYCDEP FOR THIER REVIEW AND APPROVAL.

BIN 1055710

AS BUILT REVISIONS

SIGNATURE _____ DATE _____

HILLSIDE AVENUE OVER V.W.E.
TEMPORARY UTILITY RELOCATION PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
HA-42	N.T.S.	NOV. 2002	

HNTB

15 / 26

⚠ COST OF TEMP. RELOCATION & SUPPORT OF UTILITY 2-26-03

R.N. _____ CHECKED BY _____
J.H.E. _____ DRAFTED BY _____
R.H. _____ CHECKED BY _____
L.M. _____ CHECKED BY _____
O.K. _____ ESTIMATED BY _____
R.H. _____ CHECKED BY _____
O.L. _____ DESIGNED BY _____
IN CHARGE OF _____

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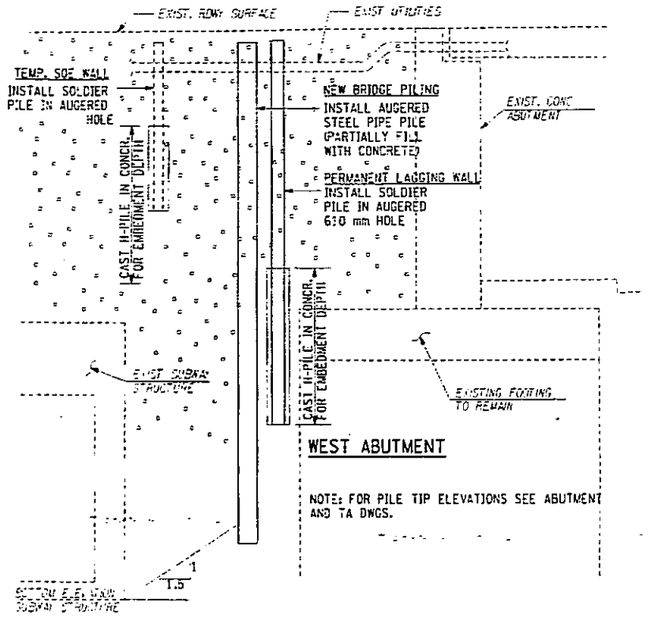
THIS SHEET SUPERSEDES SHEET 125

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	125A1	211

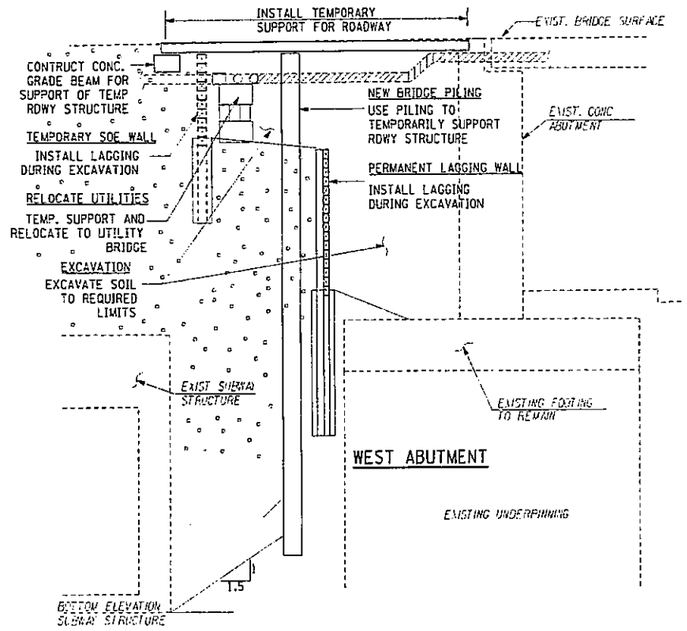
HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

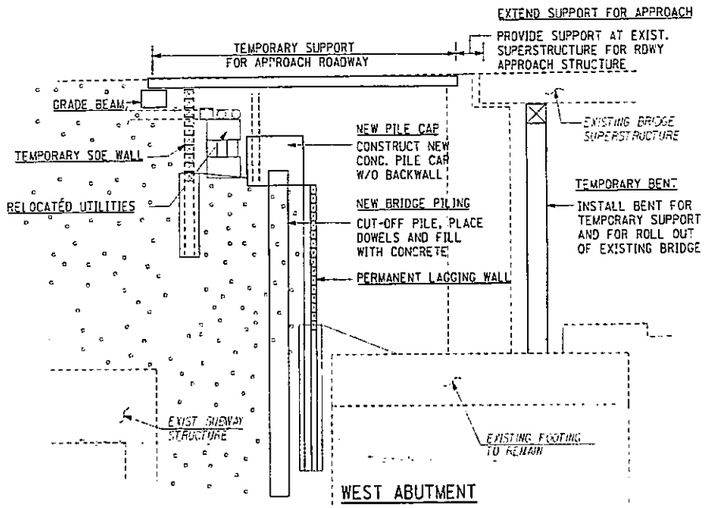
P.I.N. X735.67.101 QUEENS COUNTY



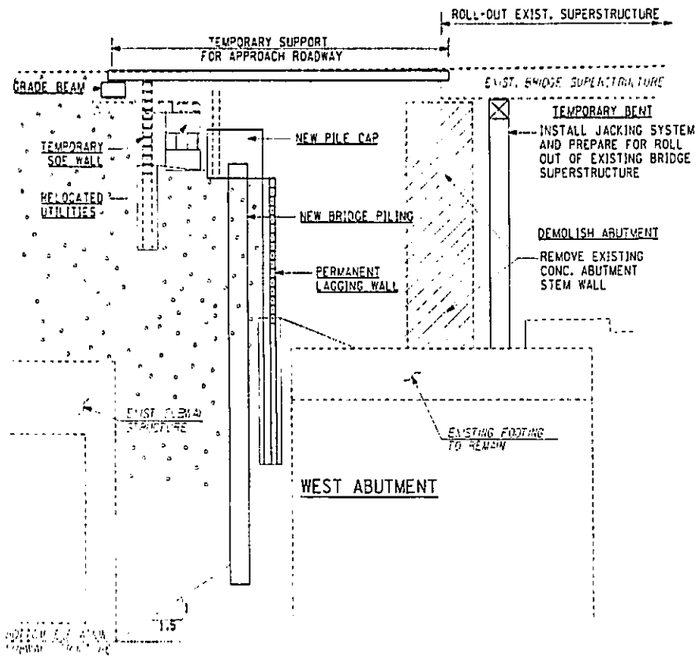
STAGING SEQUENCE I (INSTALL PILES)



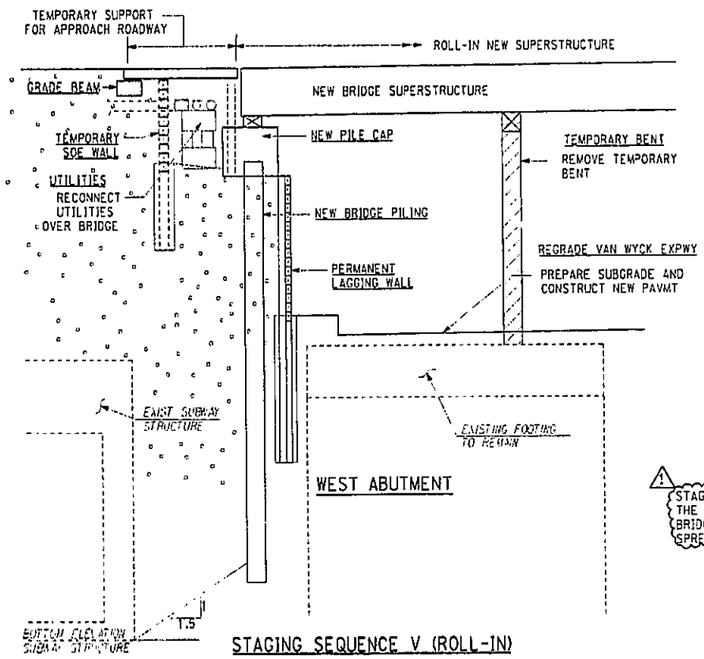
STAGING SEQUENCE II (EXCAVATION)



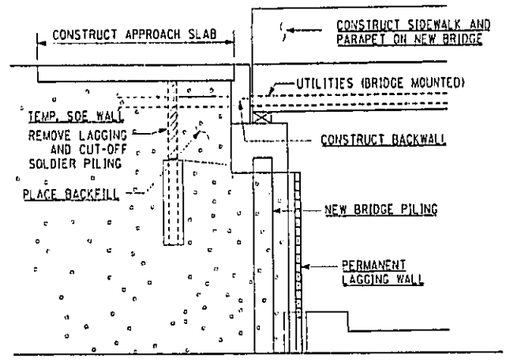
STAGING SEQUENCE III (SETUP ROLL-IN/ROLL-OUT)



STAGING SEQUENCE IV (ROLL-OUT)



STAGING SEQUENCE V (ROLL-IN)



STAGING SEQUENCE VI (FINAL)

1 STAGING SEQUENCE SIMILAR AT THE EAST ABUTMENT EXCEPT BRIDGE FOUNDATION CONSIST OF SPREAD FOOTING

16/26

1	STAGING SEQUENCE AT EAST ABUT.	2-26-03

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.

SUGGESTED CONSTRUCTION SEQUENCE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-43	N.T.S.	NOV. 2002	REGION 11

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY L.M. DRAFTED BY R.N. CHECKED BY J.R.E. ESTIMATED BY D.M.

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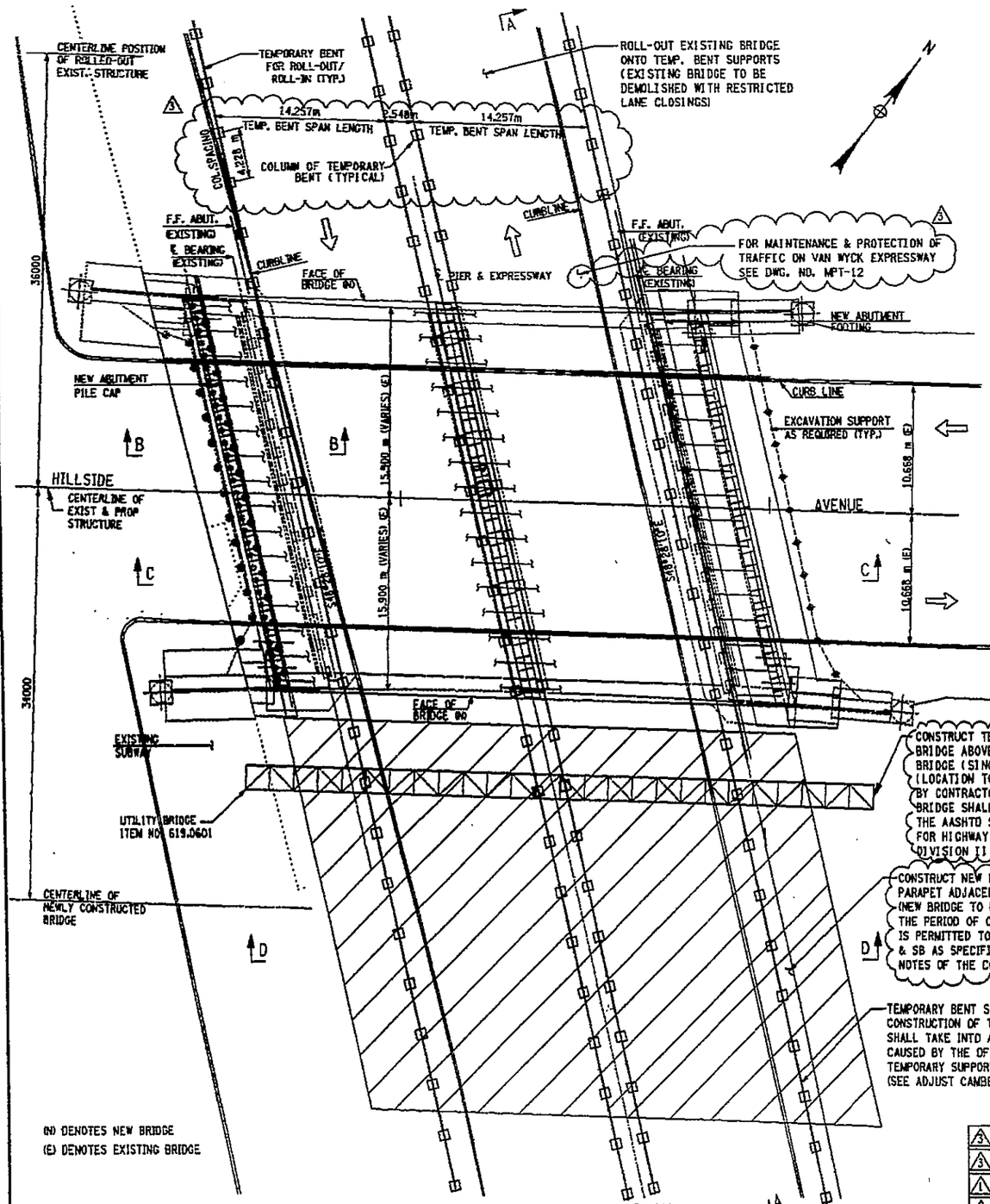
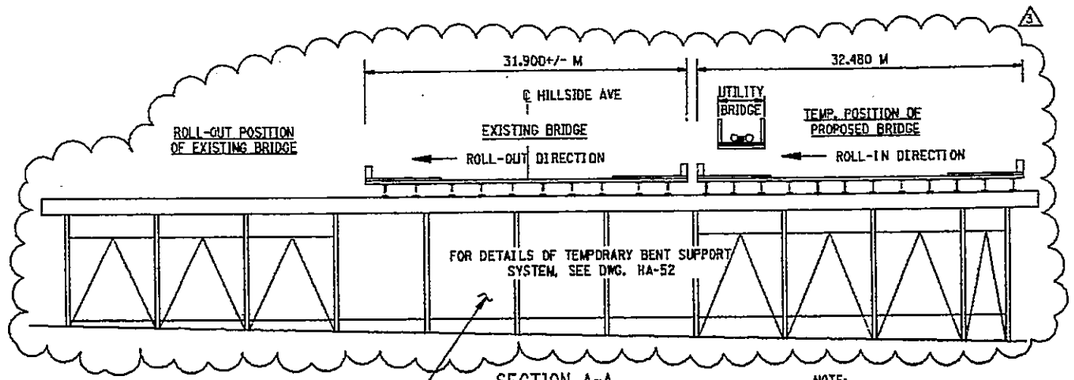
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	126A2	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101			QUEENS COUNTY	

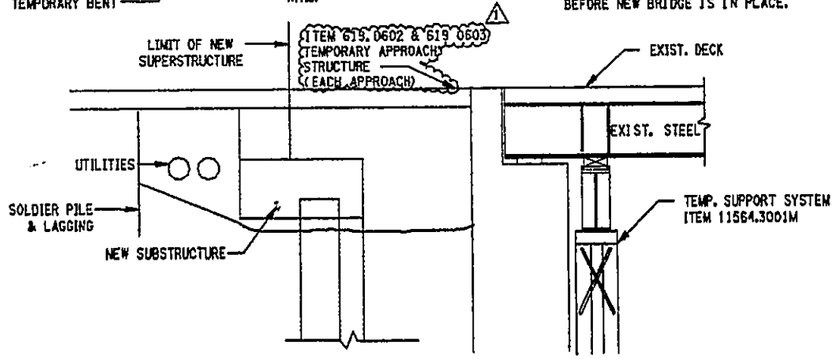
THIS SHEET SUPERSEDES SHEET 126A1





SECTION A-A
N.T.S.

NOTE:
CONSTRUCT NEW SUBSTRUCTURE BEFORE NEW BRIDGE IS IN PLACE.



SECTION B-B
N.T.S.

NOTES
1. FOR SECTION C-C, SEE DWG. HA-53.
2. FOR SECTION D-D, SEE DWG. HA-53.
3. "E" DENOTES EXISTING ; "N" NEW.
4. FOR MPT, SEE DWG. NO. MPT-12.

BIN 1055710

(1) CONSTRUCT TEMPORARY UTILITY BRIDGE ABOVE ELEV. OF EXISTING BRIDGE (SINGLE SPAN, PREFABRICATED) (LOCATION TO BE DETERMINED BY CONTRACTOR) DESIGN OF UTILITY BRIDGE SHALL BE IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGES, 17TH EDITION DIVISION II SECTION 3.

(1)(3) CONSTRUCT NEW BRIDGE W/O SIDEWALK AND PARAPET ADJACENT TO EXISTING BRIDGE. (NEW BRIDGE TO BE ROLLED INTO PLACE OVER THE PERIOD OF ONE WEEKEND). THE CONTRACTOR IS PERMITTED TO CLOSE THE VAN WYCK EXPY NB & SB AS SPECIFIED BY THE WORK PERMIT SPECIAL NOTES OF THE CONTRACT DOCUMENTS.

TEMPORARY BENT SUPPORT (TYPICAL) CONSTRUCTION OF THE NEW BRIDGE SUPERSTRUCTURE SHALL TAKE INTO ACCOUNT CAMBER DIFFFERENCES CAUSED BY THE OFFSETTED LOCATION OF GIRDER TEMPORARY SUPPORTS. (SEE ADJUST CAMBER NOTE ON DWG HA-28)

(1) PRIOR TO OPENING THE ROLLED-IN BRIDGE TO TRAFFIC, INSTALLATION OF A TEMPORARY BARRIER AND BRIDGE RAIL WILL BE NECESSARY. ALSO, SAFE PEDESTRIAN ACCESS WILL BE REQUIRED. THE CONTRACTOR SHALL SUBMIT A SAFE ACCESS PLAN TO THE ENGINEER FOR APPROVAL. THE COST OF THE PLAN AND ASSOCIATED DEVICES ARE CONSIDERED INCIDENTAL TO ITEM 619.01M AND ITEM 11564.3001M. NO SEPARATE PAYMENT WILL BE MADE.

AS AN ALTERNATIVE, THE CONTRACTOR MAY CHOOSE TO CONSTRUCT THE PERMANENT SIDEWALK AND PARAPET ON THE NEWLY CONSTRUCTED BRIDGE PRIOR TO THE ROLLING OPERATION. THE TEMPORARY SUPPORT SYSTEM SHALL BE DESIGNED ACCORDINGLY. ALSO, THE CONTRACTOR MUST VERIFY THAT STRESSES INDUCED BY APPLICATION OF THE SUPERIMPOSED SIDEWALK AND PARAPETS LOADS WILL NOT ADVERSELY EFFECT THE SUPERSTRUCTURE COMPONENTS. COMPUTATIONS SHALL TAKE INTO ACCOUNT THE TEMPORARY SUPPORT LOCATION OF THE STRINGERS, AND MUST BE SUBMITTED TO THE D.C.E.S. FOR APPROVAL.

(3)	REVISED SECTION A-A AND REFERENCE TO NEW DWGS	6-13-03
(3)	ADDED TEMP. BENT DIMENSIONS AND COLUMNS	6-13-03
(1)	ADDED NOTE FOR DESIGN OF UTILITY BRIDGE	2-26-03
(1)	ADDED NOTE REGARDING WEEKEND CLOSURE	2-26-03
(1)	ADDED NOTE FOR TRAFFIC & PED. ACCESS	2-26-03
(1)	PAY ITEM FOR TEMP. APPROACH STRUCTURE.	2-26-03

AS BUILT REVISIONS

SIGNATURE _____ DATE _____

HILLSIDE AVENUE OVER V.W.E.
LOCATION OF TEMPORARY BENTS FOR ROLL IN/ROLL OUT OPERATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
HA-44	AS NOTED	NOV. 2002	

25/53

HNTB

R.N. ____ J.R.E. ____ CHECKED BY ____ ESTIMATED BY ____ DJK ____ CHECKED BY ____ DESIGNED BY ____ R.N. ____ DRAFTED BY ____ CHECKED BY ____ L.N. ____ IN CHARGE OF ____ G.L.

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	127	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101		QUEENS COUNTY		

BARMARK	SIZE mm	LENGTH, mm	TYPE	NO. REQ'D	DETAIL DIMENSIONS, mm A	B	C	D	E	F	G	H	J	K	R	REMARKS
WEST ABUTMENT (PILES)																
19PL100	19	3300	17	155			300	3000								PILE DOWELS
19PL101	19	1400	T3	403												250 mm DIA HOOPS WITH 600 mm LAP @ 175 mm
WEST ABUTMENT (PILE CAP) POUR 1																
22WA100	22	11750	1	16	250	11500							180			FLEXURAL PILE CAP (TOP AND BOT.)
22WA101	22	13500	STR	8												FLEXURAL PILE CAP (TOP AND BOT.)
22WA102	22	11500	STR	14												E.F. REINF AND 3 BARS OVER PILES
22WA103	22	13500	STR	7												E.F. REINF AND 3 BARS OVER PILES
22WA104	22	1300	STR	93												3 BARS EA. PILE SHORT REINF. OVER PILES
19WA105	19	3742	T1	248	130	866	875	866	875		130					TIES BETWEEN PILES @ 150 mm MAX.
19WA106	19	1100	1	240	200	900							155			DOWELS INSIDE THE PILE CAP @ 300 mm MAX. FOR BACKWALL AND CHEEK WALL REINF.
WEST ABUTMENT (BACKWALL) POUR 2 TO 9																
19WA107	19	VARIES	STR	112												VERT. REINF. FRONT FACE OF BACKWALL @ 300 mm 1.670 m MAX. AND 1.400 m MIN.
19WA108	19	VARIES	STR	112												VERT. REINF. BACK FACE OF BACKWALL @ 300 mm 1.500 m MAX. AND 1.225 m MIN.
16WA109	16	8150	STR.	24												HORIZ. REINF. BACKWALL @ 300 mm MAX.
16WA110	16	9100	STR.	24												HORIZ. REINF. BACKWALL @ 300 mm MAX.
13WA111	13	8350	STR	4												HORIZ. REINF. IN HEADER E.F.
13WA112	13	3900	STR	4												HORIZ. REINF. IN HEADER E.F.
13WA113	13	1000	17	112		375	250	375								U SHAPED BAR IN THE HEADER @ 300 mm MAX.
13WA114	13	5350	STR	4												HORIZ. REINF. OUTSIDE HEADER E.F.
13WA115	13	1700	17	112		675	350	675								U SHAPED BAR OUTSIDE HEADER @ 300 mm MAX.
WEST ABUTMENT (CHEEK WALL) POUR 2 AND 5																
16WA116	16	875	STR	16												HORIZ. REINF. CHEEK WALL @ 300 mm MAX.
19WA117	19	1300	STR	8												VERT. REINF. CHEEK WALL @ 300 mm MAX. (SW)
19WA118	19	1150	STR	8												VERT. REINF. CHEEK WALL @ 300 mm MAX. (NW)
16WA119	16	1600	•	4												CHEEK WALL + BACKWALL (SW): BEND AS SHOWN
16WA120	16	1600	•	4												CHEEK WALL + BACKWALL (NW): BEND AS SHOWN
16WA121	16	1200	17	12			300	900								SIDEWALK + BACKWALL L SHAPED DOWELS
WEST ABUTMENT (PEDESTALS) POUR 10																
19PE101	19	VARIES	17	128			150									L SHAPED BARS IN THE PEDESTAL - 8 EA.
19PE102	19	600	STR	128												BARS FOR THE PEDESTAL IN THE BRIDGE SEAT - 8 EA.
16PE103	16	3710	T1	55	155	900	800	900	800		155					HOOPS
16PE104	16	3875	T8	6	155	845	800	1085	835		155			240		HOOPS FOR FASCIA STRINGERS - BEND AS SHOWN
NORTH WEST WINGWALL FOOTING POUR 1																
22NW100	22	5000	1	40	250	4500					250		180			FLEXURAL AT TOP AND BOT. @ 150 MM
22NW101	22	VARIES	1	28	250						250		180			FLEXURAL AT TOP AND BOT. @ 150 MM
16NW102	16	4750	1	12	175	4400					175		130			DIST. FLEXURAL AT TOP AND BOT. @ 300 MM
16NW103	16	VARIES	1	24	175						175		130			DIST. FLEXURAL AT TOP AND BOT. @ 300 MM
25NW104	25	2500	1	44	375	1850					275		300			DOWELS - STEM / FOOTING @ 150 MM
16NW105	16	2000	1	27	175	1650					175		130			DOWELS - STEM / FOOTING @ 300 MM
13NW106	13	1230	T9	20	115	1000					115					TIES @ 1.200 M MAX EACH WAY
NORTH WEST WINGWALL STEM POUR 2 TO 4																
16NW107	16	VARIES	17	10		600										VERTICAL REINF F.F L -SHAPED @ 300 mm
25NW108	25	VARIES	17	20		600										VERTICAL REINF R.F L -SHAPED @ 150 mm
16NW109	16	2900	STR	7												VERTICAL REINF F.F L -SHAPED @ 300 mm
25NW110	25	2900	STR	14												VERTICAL REINF R.F L -SHAPED @ 150 mm
19NW111	19	4400	STR	20												HORIZONTAL REINF. @ 150 mm
16NW112	16	2700	STR	14												HORIZONTAL REINF. @ 150 mm
16NW113	16	2500	23	20				750	1000	750		707				HORIZONTAL REINF. @ 150 mm
16NW114	16	2800	STR	20												HORIZONTAL REINF. @ 150 mm

R.N. ____ CHECKED BY ____ J.R.E. ____ DRAFTED BY ____ R.N. ____ CHECKED BY ____ R.N. ____ DESIGNED BY ____ G.L. ____ IN CHARGE OF ____

D.M. ____ ESTIMATED BY ____ L.M. ____

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AS BUILT REVISIONS

SIGNATURE ____ DATE ____

HILLSIDE AVENUE OVER V.W.E.
BAR LIST (1 OF 5)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
HA-45	NONE	NOV. 2002	11

BARMARK	SIZE mm	LENGTH, mm	TYPE	NO. REQ'D	DETAIL DIMENSIONS, mm A	B	C	D	E	F	G	H	J	K	R	REMARKS
SOUTHWEST WINGWALL FOOTING POUR 1																
22SW100	22	6000	1	28	250	5500					250		180			FLEXURAL AT TOP AND BOT. @ 150 MM
22SW101	22	VARIES	1	24	250						250		180			FLEXURAL AT TOP AND BOT. @ 150 MM
16SW102	16	VARIES	1	24	175						175		130			DIST. FLEXURAL AT TOP AND BOT. @ 300 MM
16SW103	16	2200	1	16	175	1850					175		130			DIST. FLEXURAL AT TOP AND BOT. @ 300 MM
29SW104	29	2600	1	30	375	1850					375		300			DOWELS - STEM / FOOTING @ 150 MM
16SW105	16	2000	1	15	175	1650					175		130			DOWELS - STEM / FOOTING @ 300 MM
13SW106	13	1230	T9	24	115	1000					115					TIES @ 1.200 M MAX EACH WAY
SOUTHWEST WINGWALL STEM POUR 2 TO 4																
16SW107	16	VARIES	17	14		600										VERTICAL REINF F.F L -SHAPED @ 300 MM
29SW108	29	VARIES	17	28		600										VERTICAL REINF R.F L -SHAPED @ 150 MM
16SW109	16	4500	STR	5												VERTICAL REINF F.F L -SHAPED @ 300 MM
29SW110	29	4500	STR	10												VERTICAL REINF R.F L -SHAPED @ 300 MM
19SW111	19	3450	STR	30												HORIZONTAL REINF. @ 150 mm
16SW112	16	1950	STR	16												HORIZONTAL REINF. @ 300 mm
16SW113	16	2500	23	30				750	1000	750		700				HORIZONTAL REINF. @ 150 mm
16SW114	16	1900	STR	30												HORIZONTAL REINF. @ 150 mm
CENTER PIER POUR 1																
16PR100	16	5800	17	16		2500	800	2500								U SHAPED HORIZ. AT ENDS @ 300 MM
16PR101	16	11900	8	32	600	11300										HORIZ REINF @ 300 MM E.F.
19PR102	19	5500	STR	76												VERT. REINF @ 300 MM E.F
CENTER PIER POUR 2																
16PR103	16	11300	STR	34												HORIZ REINF @ 300 MM E.F.
19PR104	19	5700	STR	76												VERT. REINF @ 300 MM E.F
CENTER PIER POUR 3																
16PR105	16	10000	8	36	600	9400										HORIZ REINF @ 300 MM E.F.
19PR106	19	5900	STR	66												VERT. REINF @ 300 MM E.F.
16PR107	16	5800	17	18		2500	800	2500								U-SHAPED HORIZ AT ENDS
CENTER PIER POUR 4 TO 6																
22PR108	22	13800	8	6	600		13200									L SHAPED TOP BARS - 6 AT EQ SPA
22PR109	22	11800	STR	6												TOP BARS - 6 AT EQ SPA
22PR110	22	10900	8	6	600		10300									L SHAPED TOP BARS - 6 AT EQ SPA
22PR111	22	14000	8	12	800		13200									L SHAPED SIDE BARS - 6 AT EQ SPA E.F.
22PR112	22	11800	STR	12												SIDE BARS - 6 AT EQ SPA E.F.
22PR113	22	11100	8	12	800		10300									L SHAPED SIDE BARS - 6 AT EQ SPA E.F.
22PR114	22	3200	14	12			2000	700			500	500		500		6 AT EQ SPA E.F. EA. END 45 DEG. BEND
16PR115	16	3000	17	112		1000	1000	1000								U SHAPED VERT. AT BRIDGE SEAT @ 300 MM
13PR116	13	1195	T9	400	115	1000					80					SEISMIC TIES
CENTER PIER (PEDESTALS) POUR 7																
19PE101	19	VARIES	17	128			150									L SHAPED BARS IN THE PEDESTAL - 8 EA.
19PE102	19	600	17	128			600									BARS FOR THE PEDESTAL IN THE BRIDGE SEAT - 8 EA.
16PE103	16	4250	T1	43	155	900	1070	900	1070		155					HOOPS
16PE104	16	5240	T8	4	155	1220	1070	1525	1115		155			305		HOOPS FOR FASCIA STRINGERS - BEND AS SHOWN

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
BAR LIST (2 OF 5)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
HA-4G	NONE	NOV. 2002	REGION 11

IN CHARGE OF ___ G.L. ___ DESIGNED BY ___ R.N. ___ CHECKED BY ___ D.M. ___ ESTIMATED BY ___ L.M. ___ CHECKED BY ___ R.N. ___ DRAFTED BY ___ J.R.E. ___ CHECKED BY ___ R.N.

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	129	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

BARMARK	SIZE mm	LENGTH, mm	TYPE	NO. REQ'D	DETAIL DIMENSIONS, mm A	B	C	D	E	F	G	H	J	K	R	REMARKS
EAST ABUTMENT FOOTING POUR 1 & 2																
22EA100	22	6075	1	240	250	5575					250		180			FLEXURAL AT TOP AND BOT. @ 150 MM
22EA101	22	4285	1	24	250	3785					250		180			FLEXURAL AT TOP AND BOT. @ 150 MM SE CORNER
16EA102	16	VARIES	1	40	175	VARIES					175		130			DISTRIBUTION STEEL TOP AND BOT @ 300 MM
16EA103	16	VARIES	1	26	175	VARIES					175		130			DISTRIBUTION STEEL TOP AND BOT @ 300 MM
22EA104	22	6075	1	212	250	5575					250		180			FLEXURAL AT TOP AND BOT. @ 150 MM
22EA105	22	VARIES	1	12	250	VARIES					250		180			FLEXURAL AT TOP AND BOT. @ 150 MM NE CORNER
22EA106	16	5100	1	6	250	4600					250		130			DISTRIBUTION STEEL TOP AND BOT @ 300 MM
16EA107	16	VARIES	1	40	175	VARIES					175		130			DISTRIBUTION STEEL TOP AND BOT @ 300 MM
16EA108	22	VARIES	1	52	175	VARIES					175		180			FLEXURAL AT TOP AND BOT. @ 150 MM NE CORNER
25EA109	25	2350	1	276	275	1800					275		205			DOWELS BACK FACE FOR STEM AND FOOTING @ 150 MM
16EA110	16	2150	1	143	275	1600					275		205			DOWELS FRONT FACE FOR STEM AND FOOTING @ 300 MM
16EA111	16	3500	14	20		1500	2000					600				CONNECTION BETWEEN CONSTRUCTION JOINT
16EA112	16	2175	1	20	175	2000							130			CONNECTION BETWEEN CONSTRUCTION JOINT
13EA113	13	1230	T9	200	115	1000					115					TIES @ 1,200 M MAX EACH WAY
EAST ABUTMENT STEM 3 TO 14																
16EA114	16	7300	17	28		1300	6000									VERTICAL REINF. STEM F.F. @ 300 MM
25EA115	25	6000	STR	58												VERTICAL REINF. STEM R.F. @ 150 MM
16EA116	16	9700	17	42		1200	8500									HORIZ. REINF. STEM E.F. @ 300 MM
16EA117	16	7300	17	29		1300	6000									VERTICAL REINF. STEM F.F. @ 300 MM
25EA118	25	6000	STR	58												VERTICAL REINF. STEM R.F. @ 150 MM
16EA119	16	8300	STR	42												HORIZ. REINF. STEM E.F. @ 300 MM
16EA120	16	6700	17	29		1300	5400									VERTICAL REINF. STEM F.F. @ 300 MM
25EA121	25	5400	STR	58												VERTICAL REINF. STEM R.F. @ 150 MM
16EA122	16	9100	STR	38												HORIZ. REINF. STEM E.F. @ 300 MM
16EA123	16	6700	17	28		1300	5400									VERTICAL REINF. STEM F.F. @ 300 MM
25EA124	25	5400	STR	56												VERTICAL REINF. STEM R.F. @ 150 MM
16EA125	16	9400	17	38		1200	8200									HORIZ. REINF. STEM E.F. @ 300 MM
16EA126	16	VARIES	STR	28												VERTICAL BACKWALL REINF. @ 300 MM R.F.
16EA127	16	VARIES	STR	28												VERTICAL BACKWALL REINF. @ 300 MM F.F.
16EA128	16	9000	STR	12												HORIZ. BACKWALL REINF. @ 300 MM E.F.
16EA129	16	VARIES	STR	29												VERTICAL BACKWALL REINF. @ 300 MM R.F.
16EA130	16	VARIES	STR	29												VERTICAL BACKWALL REINF. @ 300 MM F.F.
16EA131	16	8400	STR	12												HORIZ. BACKWALL REINF. @ 300 MM E.F.
16EA132	16	VARIES	STR	29												VERTICAL BACKWALL REINF. @ 300 MM R.F.
16EA133	16	VARIES	STR	29												VERTICAL BACKWALL REINF. @ 300 MM F.F.
16EA134	16	9200	STR	12												HORIZ. BACKWALL REINF. @ 300 MM E.F.
16EA135	16	VARIES	STR	28												VERTICAL BACKWALL REINF. @ 300 MM R.F.
16EA136	16	VARIES	STR	28												VERTICAL BACKWALL REINF. @ 300 MM F.F.
16EA137	16	8300	STR	12												HORIZ. BACKWALL REINF. @ 300 MM E.F.
13EA138	13	3300	STR	2												HORIZ. HEADER REINF
13EA139	13	8400	STR	2												HORIZ. HEADER REINF
13EA140	13	9200	STR	2												HORIZ. HEADER REINF
13EA141	13	2600	STR	2												HORIZ. HEADER REINF
13EA142	13	1100	17	82		375	350	375								U SHAPED BAR IN THE HEADER @ 300 mm MAX.
13EA143	13	5350	STR	4												L - SHAPED REINF. @ ENDS HORIZ. @ 300 mm (SE)
13EA144	13	1100	17	36		375	350	375								U SHAPED BAR OUTSIDE HEADER @ 300 mm MAX.
16EA145	16	2650	12	21			450	2200				2133		538		L - SHAPED REINF. @ ENDS HORIZ. @ 300 mm (SE)
16EA146	16	1650	12	21			450	1200				1163		294		L - SHAPED REINF. @ ENDS HORIZ. @ 300 mm (SE)
16EA147	16	2650	12	19			450	2200				2133		538		L - SHAPED REINF. @ ENDS HORIZ. @ 300 mm (NE)
16EA148	16	1650	12	19			450	1200				1163		294		L - SHAPED REINF. @ ENDS HORIZ. @ 300 mm (NE)

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
BAR LIST (3 OF 5)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
HA-47	NONE	NOV. 2002	

R.N. ___ J.R.E. ___ CHECKED BY ___
R.N. ___ DRAFTED BY ___
L.M. ___ CHECKED BY ___
IN CHARGE OF ___ G.L. ___ DESIGNED BY ___ R.N. ___ CHECKED BY ___ D.M. ___ ESTIMATED BY ___ L.M. ___

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BARMARK	SIZE mm	LENGTH, mm	TYPE	NO. REQ'D	DETAIL DIMENSIONS, mm A	B	C	D	E	F	G	H	J	K	R	REMARKS
EAST ABUTMENT (CHEEK WALL) POUR 7 AND 10																
16EA149	16	875	STR	16												HORIZ. REINF. CHEEK WALL @ 300 mm MAX.
19EA150	19	1300	STR	8												VERT. REINF. CHEEK WALL @ 300 mm MAX. (SE)
19EA151	19	1300	STR	8												VERT. REINF. CHEEK WALL @ 300 mm MAX. (NE)
16EA152	16	1600	•	4												CHEEK WALL + BACKWALL (SE): BEND AS SHOWN
16EA153	16	1600	•	4												CHEEK WALL + BACKWALL (NE): BEND AS SHOWN
16EA154	16	1200	17	12			300	900								SIDEWALK + BACKWALL L SHAPED DOWELS
EAST ABUTMENT (PEDESTALS) POUR 15																
19PE101	19	VARIES	17	128			150									L SHAPED BARS IN THE PEDESTAL - 8 EA.
19PE102	19	600	17	128												BARS FOR THE PEDESTAL IN THE BRIDGE SEAT - 8 EA.
16PE103	16	3810	T1	56	155	900	850	900	850		155					HOOPS
16PE104	16	4145	•	6	155	920	850	1175	890		155			180		HOOPS FOR FASCIA STRINGERS - BEND AS SHOWN
NORTHEAST WINGWALL (STEM) POUR 2 TO 4																
25NE100	25	5500	STR	10												VERTICAL REINF R.F @ 150 mm
16NE101	16	5500	STR	5												VERTICAL REINF F.F @ 300 mm
16NE102	16	4150	STR	38												HORIZ. REINF E.F.
25NE103	25	VARIES	17	18		600										VERTICAL REINF R.F L -SHAPED @ 150 mm
16NE104	16	VARIES	17	9		600										VERTICAL REINF F.F L -SHAPED @ 300 mm
16NE105	16	2650	STR	12												HORIZ. REINF E.F.
SOUTHEAST WINGWALL (STEM) POUR 2 TO 4																
25SE100	25	6000	STR	10												VERTICAL REINF R.F @ 150 mm
16SE101	16	6000	STR	5												VERTICAL REINF F.F @ 300 mm
16SE102	16	5000	STR	42												HORIZ. REINF E.F.
25SE103	25	VARIES	17	26		600										VERTICAL REINF R.F L -SHAPED @ 150 mm
16SE104	16	VARIES	17	13		600										VERTICAL REINF F.F L -SHAPED @ 300 mm
16SE105	16	3550	STR	12												HORIZ. REINF E.F.
DECK REINFORCEMENT POUR 1 AND 2																
13SS101	13	14400	STR	486												LONG. BARS TOP OF SLAB
13SS102	13	14400	STR	486												LONG. BARS BOTTOM OF SLAB
16SS103	16	14400	STR	162												ADDITIONAL LONG. BARS TOP OF SLAB (PIER)
13SS104	13	13150	1	210	150	13000							105			TRANSVERSE BARS AT TOP OF SLAB
13SS105	13	11150	1	210	150	11000							105			TRANSVERSE BARS AT TOP OF SLAB
13SS106	13	8600	STR	105												TRANSVERSE BARS AT TOP OF SLAB
13SS107	13	12600	STR	105												TRANSVERSE BARS AT TOP OF SLAB
13SS108	13	13000	STR	210												TRANSVERSE BARS AT BOT. OF SLAB
13SS109	13	11000	STR	210												TRANSVERSE BARS AT BOT. OF SLAB
13SS110	13	8600	STR	105												TRANSVERSE BARS AT BOT. OF SLAB
13SS111	13	12600	STR	105												TRANSVERSE BARS AT BOT. OF SLAB
19SS112	19	2200	1	420	200	2000										ADDITIONAL TRANS. BARS TOP OF SLAB (CANTILEVER)
19SS113	19	2250	14	420			800	850			600	600		600		PARAPET DOWELS
13SS114	13	1800	STR	90												BETWEEN GIRDERS IN HAUNCH
13SS115	13	820	12	300	0	0	395	425				300	0	300		END DIAPH. HAUNCH STIRRUP
16SS116	16	12000	STR	12												STR BARS UNDER HEADER AT HAUNCH
16SS117	16	14400	STR	36												ADDITIONAL BARS UNDER PARAPET / SIDEWALK
SIDEWALKS																
13SW101	13	14400	STR	108												LONGITUDINAL BARS IN SIDEWALK
13SW102	13	5400	STR	280												TRANSVERSE BARS IN SIDEWALK
16SW103	16	920	17	280		300	320	300								SIDEWALK STIRRUP DOWELS
PARAPETS ON WINGWALL																
16PW101	16	5000	T1	100	155	1000	300	1000	300		155					TIES @ 200 MM
16PW102	16	5000	T1	110	155	650	300	650	300		155					TIES @ 200 MM
16PW103	16	1300	17	200		300	1000									DOWELS @ 200 MM
16PW104	16	VARIES	STR	200												HORIZONTAL BARS (VARIES)
PARAPETS ON BRIDGE																
16PP101	16	5000	•	300												U SHAPED - BEND AS SHOWN
16PP102	16	5000	•	300												U SHAPED - BEND AS SHOWN
16PP103	16	VARIES	STR	300												HORIZONTAL BARS - SEE CONTRACTION JOINTS (6.0 m ON BRIDGE)
APPROACH SLABS																
16AP100	16	12000	STR	112												TRANSVERSE BARS TOP AND BOT.
16AP101	16	3900	STR	440												LONGITUDINAL BARS TOP AND BOT

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	130	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

R.N. ____ CHECKED BY ____ J.R.E. ____ DRAFTED BY ____ R.H. ____ CHECKED BY ____ L.H. ____ ESTIMATED BY ____ D.H. ____ CHECKED BY ____ R.H. ____ DESIGNED BY ____ G.L. ____ IN CHARGE OF ____

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BIN 1055710

AS BUILT REVISIONS

SIGNATURE ____ DATE ____

HILLSIDE AVENUE OVER V.W.E.
BAR LIST (4 OF 5)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
HA-48	NONE	NOV. 2002	

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	131	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

BARMARK	SIZE mm	LENGTH, mm	TYPE	NO. REQ'D	DETAIL DIMENSIONS, mm A	B	C	D	E	F	G	H	J	K	R	REMARKS
RETAINING WALL # 1 POUR 1																
22RW100	22	4350	1	102	250	3850					250		180			TOP MAIN BARS @ 150 mm
19RW101	19	4250	1	51	200	3850					200		155			BOT MAIN BARS @ 300 mm
16RW102	16	15150	STR	28												DISTRIBUTION STEEL TOP AND BOT @ 300 MM
22RW103	22	2500	1	102	250	2000					250		180			DOWELS @ 150 mm R.F.
16RW104	16	1350	1	51	175	1000					175		130			DOWELS @ 300 mm F.F.
13RW105	13	1230	T9	40	115	1000					115					TIES @ 1.200 M MAX EACH WAY
RETAINING WALL # 4 POUR 2																
22RW100	22	4350	1	152	250	3850					250		180			TOP MAIN BARS @ 150 mm
19RW101	19	4250	1	76	200	3850					200		155			BOT MAIN BARS @ 300 mm
16RW102	16	12000	STR	56												DISTRIBUTION STEEL TOP AND BOT @ 300 MM (2 SETS)
22RW103	22	2500	1	152	250	2000					250		180			DOWELS @ 150 mm R.F.
16RW104	16	1350	1	76	175	1000					175		130			DOWELS @ 300 mm F.F.
13RW105	13	1230	T9	60	115	1000					115					TIES @ 1.200 M MAX EACH WAY
RETAINING WALL # 1 POUR 3 AND 4																
22RW200	22	VARIES	STR	102		VAR.										MAIN BARS @ 150 mm R.F.
16RW201	16	VARIES	17	51		VAR.	375									MAIN BARS @ 300 mm F.F.
16RW202	16	VARIES	STR	51												MAIN BARS @ 300 mm R.F.
13RW203	13	1050	12	51	65	450	450						100			TOP COPING BAR
16RW204	16	7500	STR	40												DISTRIBUTION STEEL E.F. @ 300 mm OR EQ. SPA.
13RW205	13	7500	STR	4												DISTRIBUTION STEEL @ F.F. COPING
RETAINING WALL # 1 POUR 5																
22RW200	22	VARIES	STR	12		VAR.										MAIN BARS @ 150 mm R.F.
16RW201	16	VARIES	17	6		VAR.	375									MAIN BARS @ 300 mm F.F.
16RW202	16	VARIES	STR	6												MAIN BARS @ 300 mm R.F.
13RW203	13	1050	12	6	65	450	450						100			TOP COPING BAR
16RW204	16	1550	STR	20												DISTRIBUTION STEEL E.F. @ 300 mm OR EQ. SPA.
13RW205	13	1550	STR	2												DISTRIBUTION STEEL @ F.F. COPING
RETAINING WALL # 4 POUR 6, 7 AND 8																
22RW200	22	VARIES	STR	152		VAR.										MAIN BARS @ 150 mm R.F.
16RW201	16	VARIES	17	76		VAR.	375									MAIN BARS @ 300 mm F.F.
16RW202	16	VARIES	STR	76												MAIN BARS @ 300 mm R.F.
13RW203	13	1050	12	76	65	450	450						100			TOP COPING BAR
16RW204	16	7450	STR	60												DISTRIBUTION STEEL E.F. @ 300 mm OR EQ. SPA.
13RW205	13	7450	STR	6												DISTRIBUTION STEEL @ F.F. COPING
RETAINING WALL # 4 POUR 9																
22RW200	22	VARIES	STR	12		VAR.										MAIN BARS @ 150 mm R.F.
16RW201	16	VARIES	17	6		VAR.	375									MAIN BARS @ 300 mm F.F.
16RW202	16	VARIES	STR	6												MAIN BARS @ 300 mm R.F.
13RW203	13	1050	12	6	65	450	450						100			TOP COPING BAR
16RW204	16	1475	STR	20												DISTRIBUTION STEEL E.F. @ 300 mm OR EQ. SPA.
13RW205	13	1475	STR	2												DISTRIBUTION STEEL @ F.F. COPING

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
BAR LIST (5 OF 5)

HNTB

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
HA-49	NONE	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	132	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

R.N. DRAWN BY
J.R.E. CHECKED BY
R.N. DRAFTED BY
L.M. CHECKED BY
G.L. DESIGNED BY
R.N. CHECKED BY
D.M. ESTIMATED BY
IN CHARGE OF

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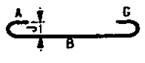

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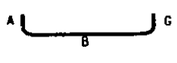

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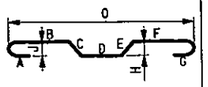

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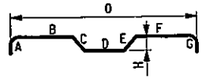

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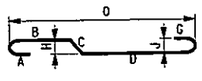

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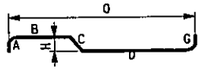

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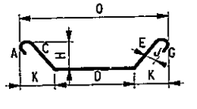

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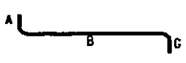

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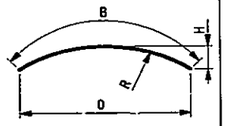

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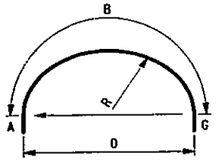

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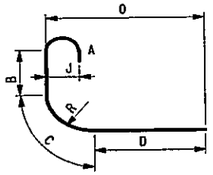

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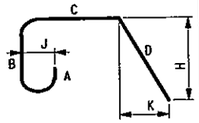

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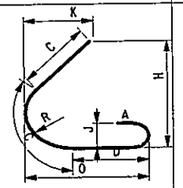

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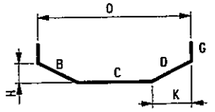

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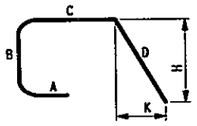

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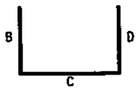

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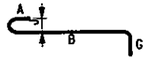

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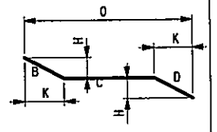

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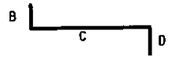

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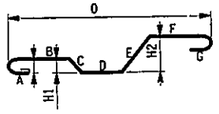

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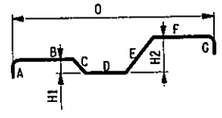

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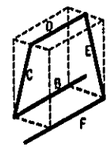

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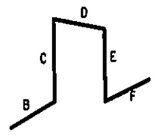

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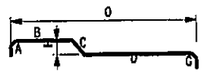

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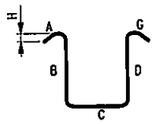

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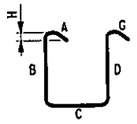

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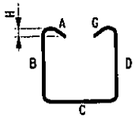

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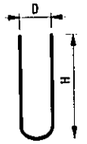

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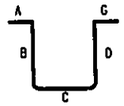

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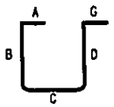

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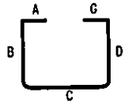

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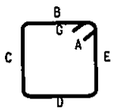

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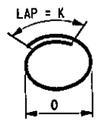

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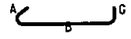

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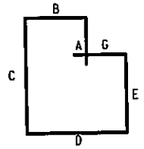
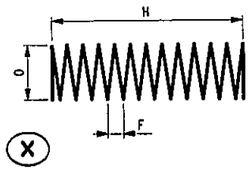




SPIRAL NOTES:

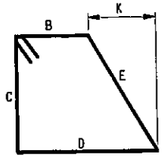
J = TURNS AT 'F' SPACING

K = EXTRA TURNS (T & B)

XL PLAIN SPIRAL WITH SPACERS LOOSE

XM PLAIN SPIRAL WITH SPACERS MOUNTED

TYPE T8



BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
BAR BENDING DIAGRAM

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
HA-50		NOV. 2002	

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	132A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET DOES NOT SUPERSEDE ANY SHEET

TEMPORARY BENT SYSTEM NOTES

A. GENERAL NOTES

THE TEMPORARY SUPPORT SYSTEM FOR THE ROLL-OUT/ROLL-IN OPERATION PRESENTED IN THE CONTRACT PLANS IS FOR BIDDING PURPOSES ONLY. ALTERNATIVE METHODS MAY BE PROPOSED.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE DESIGN AND DETAILING OF THE PROPOSED TEMPORARY SUPPORT SYSTEM INCLUDING ALL STRUCTURAL, MECHANICAL, GEOTECHNICAL, AND ANCILLIARY COMPONENTS.

SHOP DRAWINGS AND DESIGN CALCULATIONS PREPARED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW YORK SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

ANY PROPOSED ALTERNATIVES OR VARIATIONS TO THE TEMPORARY SUPPORT SYSTEM SHOWN IN THE PLANS WILL BE SUBJECT TO D.C.E.S. APPROVAL. ALTERNATIVE SYSTEMS MUST IDENTIFY THE MEANS AND METHODS TO BE EMPLOYED. THE CONTRACTOR MUST CLEARLY DEMONSTRATE THE ADEQUACY OF THE PROPOSED SYSTEM.

WINCHING OR OTHER SUITABLE PULLING MECHANISMS WILL BE CONSIDERED ALTERNATIVE MEANS FOR PERFORMING THE ROLLING OPERATION. THE DESIGN OF SUCH ALTERNATIVES SHALL ENSURE THAT ROLLING ALONG EACH BENT LINE IS UNIFORM. PULLING MECHANISMS SHALL BE SYNCHRONIZED AND CENTRALLY CONTROLLED THROUGH APPROPRIATE DEVICES.

AUTOMATED REALTIME MEASUREMENT OF DISPLACEMENT AND FORCE SHALL BE READILY ATTAINABLE THROUGHOUT THE ROLLING OPERATION. MOVEMENTS SHALL ALSO BE RECORDED AT APPROPRIATE INTERVALS UTILIZING CONVENTIONAL SURVEY METHODS.

B. PAYMENT AND CONSTRUCTION SPECIFICATIONS

ALL WORK ASSOCIATED WITH THE TEMPORARY SUPPORT SYSYTEM AND THE ROLLING OPERATIONS SHALL BE IN ACCORDANCE WITH SPECIAL SPECIFICATION ITEM 11564.3001M "TEMPORARY SUPPORT SYSTEM". PAYMENT WILL BE BASED UPON THE CONTRACTOR'S LUMP SUM PRICE BID.

THE FOLLOWING ESTIMATED QUANTITIES ARE TABULATED FOR THE SEVERAL MAJOR COMPONENTS OF THE TEMPORARY SUPPORT SYSTEM. THESE QUANTITIES ARE PROVIDED FOR INFORMATION PURPOSES ONLY. THIS INFORMATION IS INTENDED FOR USE WHEN DEVELOPING THE LUMP SUM PRICE BID FOR ITEM 11564.3001 M. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE REGARDING THESE QUANTITIES:

SYSTEM COMPONENT	ESTIMATED QUANTITY (FOR INFO PURPOSES ONLY) HILLSIDE AVE.
TEMPORARY FOOTING CONCRETE:	230 CUBIC METERS
TEMP. BENT STRUCTURAL STEEL:	220 METRIC TONS
VERTICAL HYDRAULIC JACKS: (90 METRIC TON CAPACITY)	32 UNITS
HORIZONTAL STRAND JACKS: (100 METRIC TON PULLING CAP.)	8 UNITS
ROLLER SUPPORTS: (90 METRIC TON CAPACITY)	72 UNITS

C. DESIGN SPECIFICATIONS & REQUIREMENTS

THE DESIGN AND CONSTRUCTION OF THE TEMPORARY SUPPORT SYSYTEM SHALL BE IN ACCORDANCE WITH DIVISION II-CONSTRUCTION, SECTION 3 "TEMPORARY WORKS" OF THE CURRENT AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

WORKING DRAWINGS SHALL BE PREPARED AND SUBMITTED FOR APPROVAL TO THE ENGINEER. REQUIRED DRAWINGS INCLUDE BUT ARE NOT LIMITED TO:

1. GEOMETRIC LAYOUT AND GRADES
2. FOUNDATIONS
3. STRUCTURAL FRAMING AND CONNECTIONS
4. ATTACHMENTS/MODIFICATIONS TO PERMANENT STRUCTURES
5. ROLLER DEVICES
6. JACKING DEVICES
7. GROUND ANCHORS
8. CRANE AND/OR LIFTING EQUIPMENT
9. MAINTENANCE AND PROTECTION OF TRAFFIC
10. HYDRAULIC SYSTEMS/EQUIPMENT
11. MEASURING DEVICES AND GAUGES
12. SUPPORT OF EXCAVATION
13. DEMOLITION PROCEDURES FOR THE EXISTING SUPERSTRUCTURE

THE DESIGN OF THE TEMPORARY SUPPORT SYSTEM SHOWN IN THE PLANS ASSUMES THAT THE BENTS WILL NOT BE SUBJECT TO ANY VEHICULAR LIVE LOADING.

ALL VEHICULAR LIVE LOADING SHALL BE CARRIED BY EITHER THE EXISTING OR PROPOSED PERMANENT CONCRETE SUBSTRUCTURE OF THE BRIDGE.

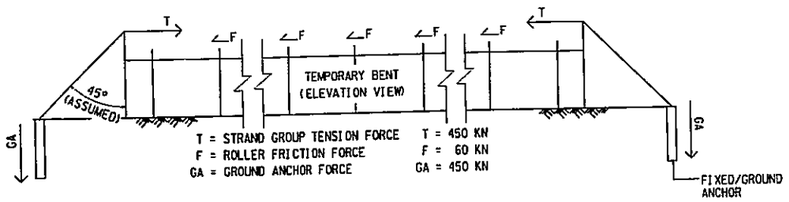
THE CONTRACTOR SHALL DESIGN A FALSEWORK SYSTEM FOR THE REMOVAL AND REPLACEMENT OF THE BRIDGE CENTER PIER. THE FALSEWORK SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES TO CARRY MS18 LIVE LOADING. COMPUTATIONS, AS WELL AS DEMOLITION MEANS AND METHODS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

D. HORIZONTAL JACKING SYSTEM AND FIXED ANCHORS

AS SUGGESTED BY THESE PLANS, BRIDGE ROLLING WILL BE ACCOMPLISHED BY MEANS OF A HORIZONTAL JACKING SYSTEM. GROUPS OF PRESTRESSING STRAND WILL BE INSTALLED HORIZONTALLY ALONG EACH BENT LINE, WITH THEIR ENDS ANCHORED FOR RESTRAINT. STRAND JACKS, MOUNTED AND FIXED TO THE ROLLING BRIDGE, WILL INCREMENTALLY GRIP AND PULL ON THE STRAND GROUPS, THEREBY CAUSING THE BRIDGE TO ROLL FORWARD. BRAKING OF THE ROLLING BRIDGE IS PROVIDED BY DOUBLE GRIPPING ACTION OF THE STRAND JACK.

AS THE STRAND JACK BEGINS PULLING ON THE STRAND GROUP, FRICTION FORCES DEVELOP BETWEEN THE ROLLERS AND THE BRIDGE. THESE FRICTION FORCES TRANSLATE INTO A TENSION FORCE IN THE STRAND GROUP, AND INTERNAL MEMBER FORCES IN THE TEMPORARY BENT. RESISTANCE TO THE TENSION IN THE STRAND GROUP MUST BE PROVIDED BY THE FIXED ANCHOR. SIMILARILY, THE OPPOSITE FIXED ANCHOR MUST RESIST TENSION FORCES DUE TO BRAKING OF THE BRIDGE.

WE HAVE ASSUMED A MAXIMUM FRICTION FORCE OF 10% DEAD LOAD, WHICH RESULTS IN THE FOLLOWING FORCE DIAGRAGM (PER BENT):



E. DESIGN STATEMENTS

1. STRUCTURAL SYSTEM

THE STRUCTURAL DESIGN OF THE TEMPORARY BENT SYSTEM DEPICTED IN THE PLANS IS BASED ON THE ALLOWABLE STRESS DESIGN METHOD AS PER AASHTO SPECIFICATIONS.

APPLIED LOADS TO THE BENT STRUCTURE INCLUDE DEAD LOAD, WIND LOAD, AND FRICTION LOAD INDUCED BY ROLLING OF THE STRUCTURE. A UNIFORM CONSTRUCTION LIVE LOAD OF 1.0 KN PER SQUARE METER OF BRIDGE DECK WAS ALSO APPLIED TO THE BENTS.

THE ASSUMED ALLOWABLE SOIL PRESURE FOR THE BENT SPREAD FOOTINGS IS 750 KPa.

THE FOLLOWING MATERIALS HAVE BEEN ASSUMED FOR USE IN THE BENT SYSTEM:

STRUCTURAL STEEL:	AASHTO M270, GRADE 345
FASTENERS:	22.2 mm DIA H.S. BOLTS ASTM A325
ANCHOR BOLTS:	ASTM A307
WELD METAL:	ELECTRODES, E70XX
FOOTING CONCRETE:	NYSDOT CLASS "A" WITH A MIN. 28 DAY STRENGTH F'C = 28 MPa
BLOCKING:	AASHTO M168 OAK WOOD, FC = 6.1 MPa.

THE DESIGN PRESENTED IN THE PLANS ASSUMES THE BENTS ARE ERECTED PLUMB AND TRUE, AND WITHIN TOLERANCES ESTABLISHED FOR PERMANENT CONSTRUCTION AS SPECIFIED BY THE NEW YORK STATE CONSTRUCTION MANUAL.

THE CONTRACTOR SHALL ESTABLISH A MINIMUM DESIGN ECCENTRICITY FOR COMPRESSION MEMBERS BASED UPON STRUCTURAL DETAILING, EXPECTED WORKMANSHIP, ANTICIPATED FIELD CONDITIONS/OPERATIONS, AND OTHER SIMILAR FACTORS.

CONSIDERATION MUST BE GIVEN TO STABILITY OF THE BENT SYSTEM DURING THE CONSTRUCTION OF THE NEW BRIDGE, DURING THE ROLLING OPERATIONS, AND DURING THE DEMOLITION OF THE EXISTING STRUCTURE. ALL OUT-OF-PLANE LATERAL FORCES AND/OR MOMENTS APPLIED TO THE BENTS MUST BE SATISFACTORILY RESISTED. TIE-BACK OR GUY ANCHORS MAY BE NECESSARY DEPENDING ON THE SYSTEM USED.

2. MECHANICAL SYSTEM

THE MECHANICAL DESIGN FOR THE TEMPORARY BENT SYSTEM EMPLOYS BOTH A HORIZONTAL AND VERTICAL JACKING SYSTEM.

THE VERTICAL JACKING SYSTEM IS COMPRISED OF LARGE STROKE, HEAVY-DUTY HYDRAULIC JACKS, WHICH SERVE TO LIFT OR LOWER THE BRIDGE SUPERSTRUCTURE. THE JACKS ARE TO BE CONTROLLED FROM A CENTRAL MANIFOLD TO ENSURE MOVEMENTS ARE UNIFORM THROUGHOUT THE VERTICAL JACKING OPERATION.

DURING THE JACKING OPERATION, BLOCKING SHALL BE CONTINUOUSLY INSTALLED AS A REDUNDANT MEANS OF SUPPORT FOR THE BRIDGE SUPERSTRUCTURE. THE JACKS SHALL NOT BE USED TO SUPPORT SUSTAINED LOADS ONCE THE LIFTING OR LOWERING IS COMPLETE.

IN ORDER TO ENSURE PROPER JACKING, A MEANS OF RECORDING JACKING FORCES AND VERTICAL MOVEMENTS IS REQUIRED.

THE HORIZONTAL JACKING SYSTEM IS USED TO FACILITATE THE ROLLING OUT/IN OF THE BRIDGE SUPERSTRUCTURE AS PREVIOUSLY DESCRIBED. EACH MULTI-STRAND STRESSING JACK IS HYDRAULICALLY CONNECTED TO A CENTRAL MANIFOLD TO ENSURE SIMULATANEOUS GRIPPING AND PULLING OF THE ROLLING STRUCTURE.

IT IS REQUIRED THAT HORIZONTAL MOVEMENTS AND JACKING FORCES ARE RECORDED AND CONTROLLED THROUGHOUT THE ROLLING OPERATION TO ENSURE PROPER ALIGNMENT.

F. CONNECTIONS AND DETAILS

1. THE CONTRACTOR SHALL BEAR RESPONSIBILITY FOR VERIFYING THE ADEQUACY OF ALL CONNECTIONS. WORKING DRAWINGS SHALL BE PREPARED WITH DUE CONSIDERATION OF SHOP WELDING AND INSPECTION PROCEDURES, ERECTION TOLERANCES, AND CONSTRUCTION FORCES.

2. CARE MUST BE TAKEN TO ENSURE THAT THE NEWLY CONSTRUCTED BRIDGE SUPERSTRUCTURE IS NOT DAMAGED BY THE JACKING AND ROLLING OPERATIONS. STRUCTURAL BLOCKING, STIFFENING, OR STRENGTHENING OF THE BRIDGE SUPERSTRUCTURE SHALL BE DETAILED ON WORKING DRAWINGS.

3. THE CONNECTIONS AND DETAILS FOR THE TEMPORARY BENT SYSTEM AS PRESENTED IN THE PLANS ARE BASED UPON THE FOLLOWING:

A). DESIGN ASSUMPTIONS:

22.2mm DIA HS BOLTS, THREADS EXCLUDED FROM SHEAR PLANE
23.8mm DIA STANDARD SIZE BOLT HOLES
FABRICATION QUALITY BASED ON PERMANENT STRUCTURE
GRAVITY LOADINGS - CONCENTRIC
RIGID FOUNDATIONS
TEMPORARY BENT - SEMI-RIGID FRAME ANALYSIS
NO ALLOWANCE FOR VEHICULAR LIVE LOAD

B). DESIGN FORCES:

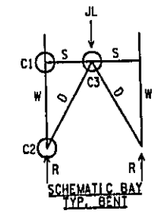
THE FORCES INDICATED BELOW ARE PROVIDED FOR INFORMATION PURPOSES ONLY. THESE FORCES ARE REPRESENTATIVE OF THE LOADED CONDITION AND SHALL NOT BE CONSTRUED AS EXACT NOR AS THE ONLY ACTIVE FORCES. THE CONTRACTOR SHALL PROVIDE A COMPLETE BENT DESIGN UTILIZING THESE LOADS AND ALL OTHER APPLICABLE CONSTRUCTION LOADS AND LOAD COMBINATIONS.

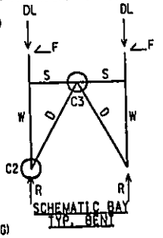
VERTICAL JACKING

APPLIED LOADS & REACTIONS:
JACKING LOAD, JL=600 KN
FDTN REACTION, R=600 KN

ROLLING OPERATION

APPLIED LOADS & REACTIONS:
DEAD LOAD, DL= 850 KN
FDTN REACTION, R=1000 KN
ROLLING FRICTION, F= 60 KN





NOTES

ALL FORCES ARE UNFACTORED (ASD METHOD)

A MINIMUM DESIGN ECCENTRICITY OF 12mm IS ASSUMED FOR W MEMBER

FOR MEMBERS & CONNECTIONS, THE FOLLOWING NONMENCLATURE APPLIES:

FA=AXIAL FORCE, KN
FV=SHEAR FORCE, KN
FX=HORIZ. FORCE, KN
FY=VERTICAL FORCE, KN
MZ=MAJOR AXIS BENDING, KN•M
MY=WEAK AXIS BENDING, KN•M

MEMBER FORCES (VERTICAL JACKING)

POST, W	FA=0 MY=100 MZ=35
DIAGONAL, D	FA=850
STRUT, S	FV=150 MZ=35
FOOTING, R	FY=600 MY=135

MEMBER FORCES (ROLLING)

POST, W	FA=1000 FV=60 MY=30 MZ=70
DIAGONAL, D	FA=75
STRUT, S	FA=60
FOOTING, R	FY=1000 MY=30

CONNECTIONS (VERTICAL JACKING)

C1	FX=20 FY=50 MZ=35
C2	FX=300 FY=300
C3	FY=300 MX=35

CONNECTIONS (ROLLING)

C2	FY=1000 MY=150
C3	FX=60 FY=70

C). FORCES MAY DIFFER BASED UPON THE ACTUAL TEMPORARY BENT SYSTEM EMPLOYED AND OTHER FACTORS. FIELD MEASURED FORCES IN EXCESS OF THOSE SHOWN ABOVE SHALL BE BROUGHT TO THE ENGINEER'S IMMEDIATE ATTENTION. JACKING IN EXCESS OF THESE FORCES WILL BE AT THE SOLE RISK OF THE CONTRACTOR.

BIN 1055710

G. TEMPORARY BENT FOUNDATIONS

FOR NOTES REGARDING TEMPORARY BENT FOUNDATIONS, SEE DWG. HA-55.

AS BUILT REVISIONS

SIGNATURE _____ DATE _____

HILLSIDE AVE. OVER V.W.E.
TEMPORARY BENT SYSTEM
GENERAL NOTES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
HA-51	NONE	JUNE 2003	

38/53

HNTB

⚠ NEW DRAWING FOR TEMP SUPPORT SYSTEM NOTES 6-13-03

IN CHARGE OF ____ G.L. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ DRAWN ____ ESTIMATED

ESTIMATED BY ____ L.M. ____ CHECKED BY ____ R.N. ____ DRAFTED BY ____ J.A.E. ____ CHECKED BY ____ R.N.

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USER = PBlb

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	132A2	211

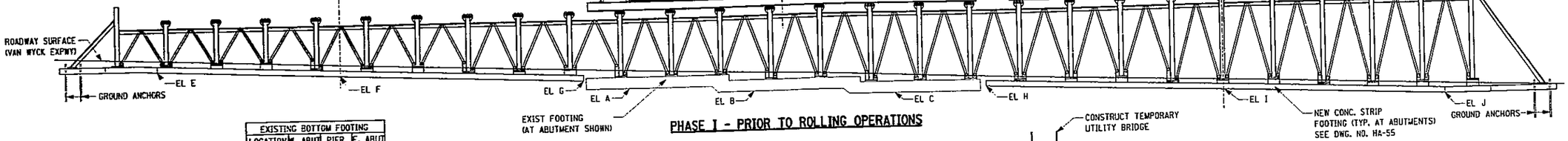
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET DOES NOT SUPERSEDE ANY SHEET

ESTIMATED TEMP. BENT BOTTOM OF FOOTING ELEV.			
LOCATION	W. ABUT	PIER	E. ABUT
E	18.40	18.15	17.90
F	17.70	17.45	17.20
G	17.00	16.75	16.50
H	15.40	15.15	14.90
I	14.70	14.45	14.20
J	14.00	13.75	13.50

EXISTING BOTTOM FOOTING			
LOCATION	W. ABUT	PIER	E. ABUT
A	15.532	15.532	15.532
B	15.379	15.301	15.227
C	15.227	15.075	14.922

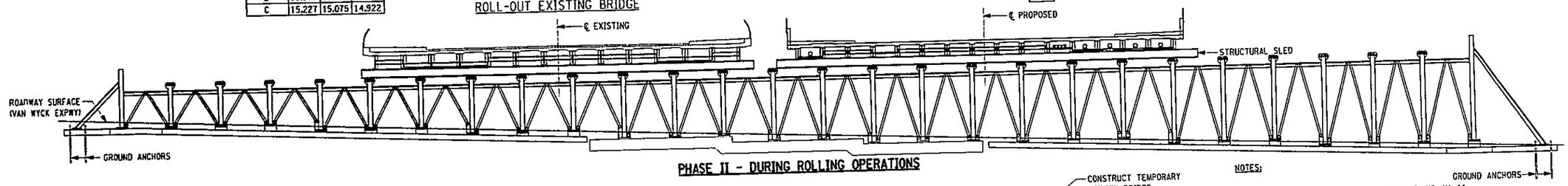
PREPARE EXISTING STRUCTURE FOR ROLL-OUT



PHASE I - PRIOR TO ROLLING OPERATIONS

ROLL-OUT EXISTING BRIDGE

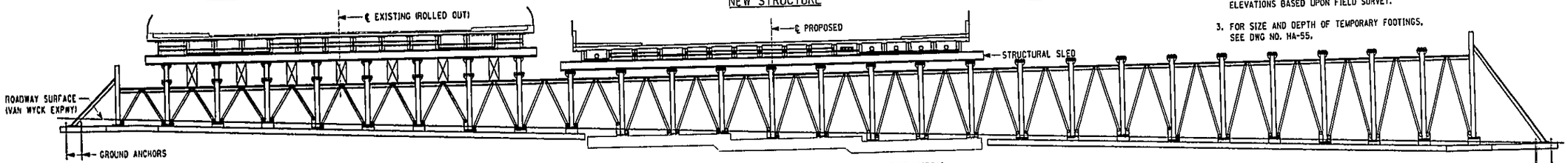
ROLL NEW BRIDGE INTO POSITION



PHASE II - DURING ROLLING OPERATIONS

FINAL POSITION OF ROLLED OUT EXISTING STRUCTURE (JACK VERTICALLY FOR UNDERCLEARANCE)

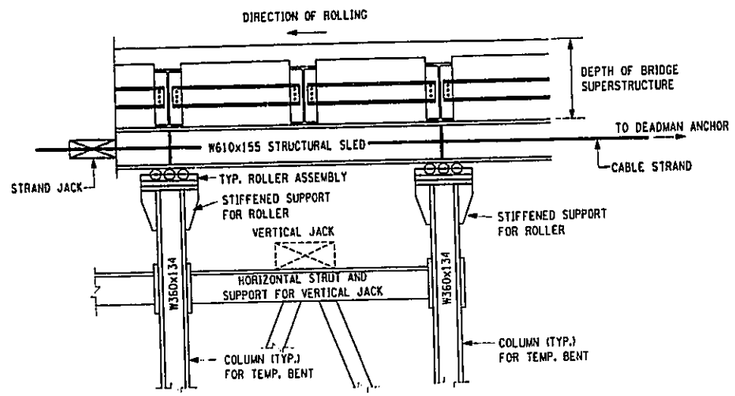
FINAL POSITION OF ROLLED IN NEW STRUCTURE



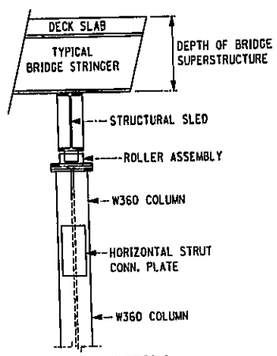
PHASE III - COMPLETION OF ROLLING OPERATION

NOTES:

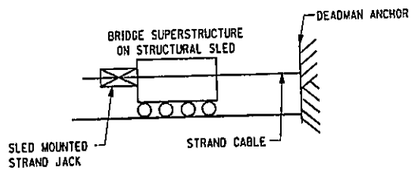
1. FOR BENT LOCATIONS IN PLAN VIEW SEE DWG. NO. HA-44.
2. THE FOOTING ELEVATIONS SHOWN ARE BASED UPON LIMITED INFORMATION. THE CONTRACTOR SHALL VERIFY OR MODIFY ELEVATIONS BASED UPON FIELD SURVEY.
3. FOR SIZE AND DEPTH OF TEMPORARY FOOTINGS, SEE DWG NO. HA-55.



DETAIL OF ROLLING ASSEMBLY



TRANSVERSE SECTION AT COLUMN



SCHEMATIC DETAIL OF PULLING MECHANISM FOR ROLLING OPERATION
(SEE DWG. NO. HA-57)

NEW DRAWING FOR TEMP. SUPPORT SYSTEM	6-13-03

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
SCHEMATIC ROLL-OUT/ROLL-IN PROCEDURE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
HA-52	N.T.S.	JUNE 2003	

39/53

HNTB

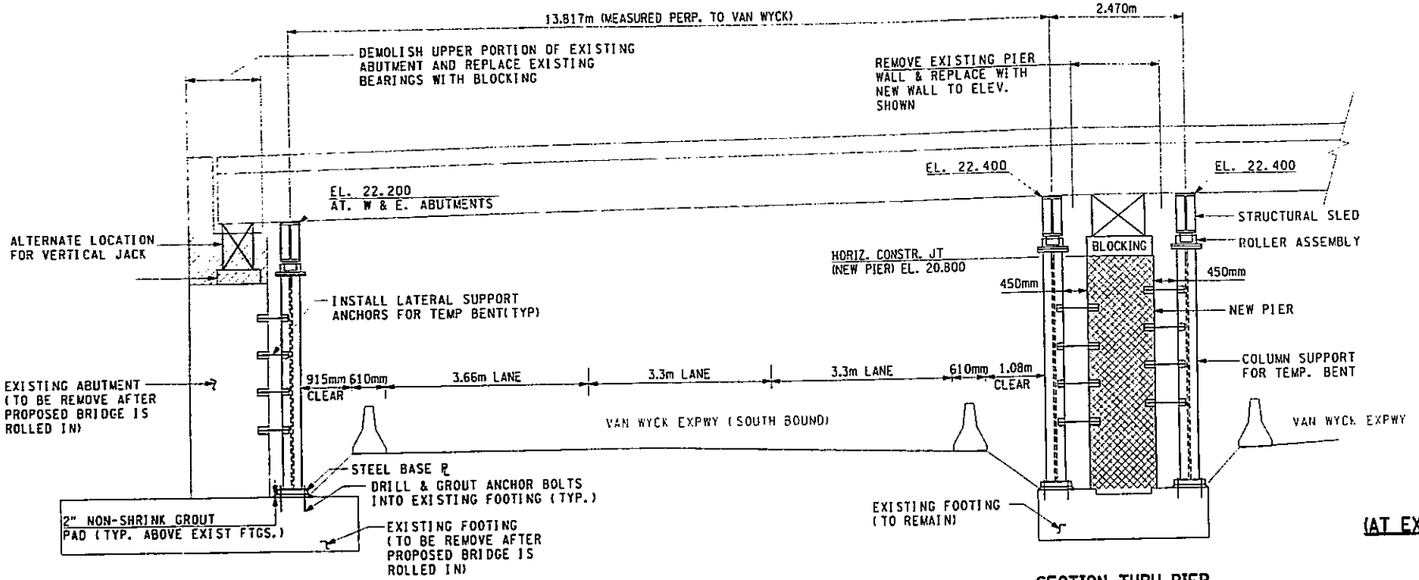
R.N. J.R.E. CHECKED BY
R.N. DRAFTED BY
L.M. CHECKED BY
D.M. ESTIMATED BY
R.N. CHECKED BY
G.L. DESIGNED BY
IN CHARGE OF

FILE NAME = t:\struct\29803 hillside jamaica\29803-02\drawings\amendment\hill-rollelev150.dgn
DATE/TIME = 7/8/2003 4:06:36 PM
USER = PELLO

FED ROAD REG. NO	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	132A3	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

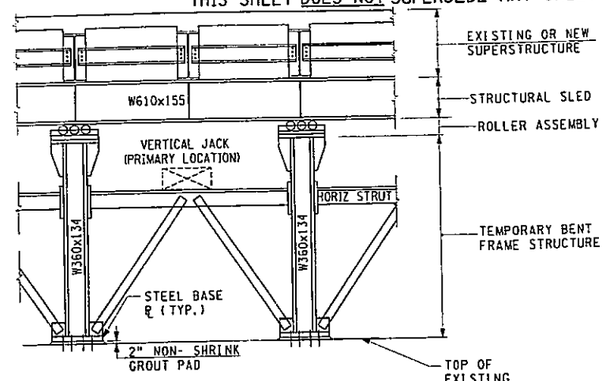
THIS SHEET DOES NOT SUPERSEDE ANY SHEET



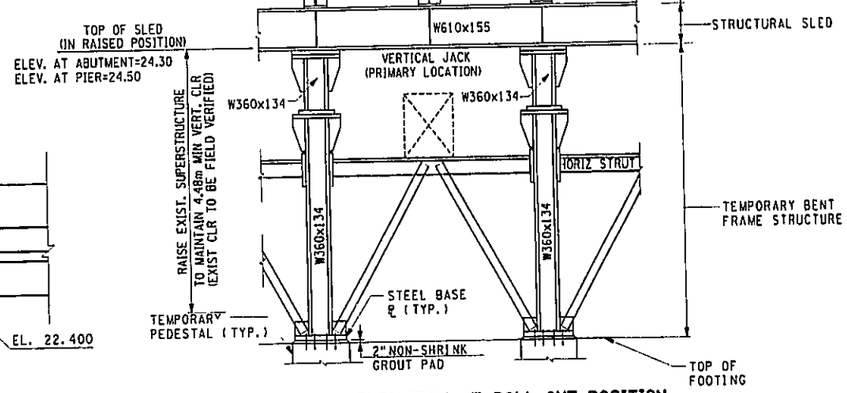
SECTION THRU ABUTMENT

SECTION THRU PIER

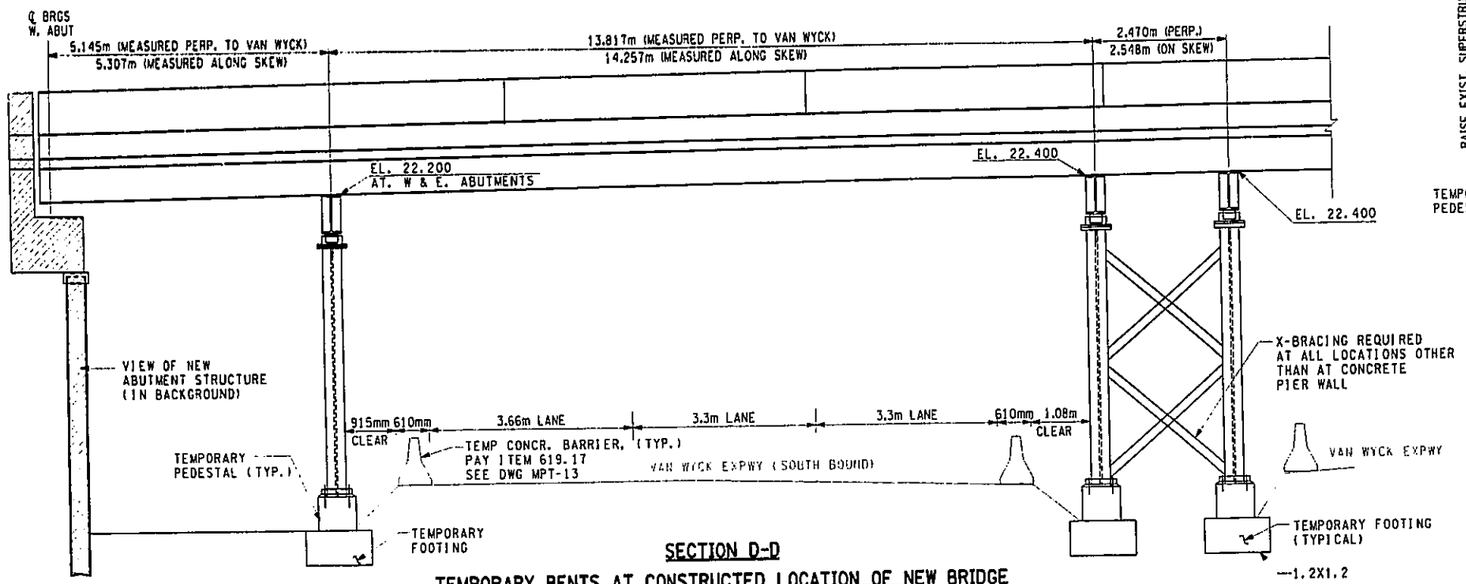
SECTION C-C
TEMPORARY BENTS AT LOCATION OF EXISTING BRIDGE



TYPICAL BENT ELEVATION
(AT EXIST. BRIDGE ALIGNMENT AND AT NEWLY CONSTRUCTED LOCATION)



TYPICAL BENT ELEVATION AT ROLL-OUT POSITION
(EXIST. BRIDGE IN RAISED POSITION)



SECTION D-D
TEMPORARY BENTS AT CONSTRUCTED LOCATION OF NEW BRIDGE
(EXISTING BRIDGE IN DEMOLITION POSITION SIMILAR)

NOTES
1. FOR LOCATION OF SECTION C-C & SECTION D-D SEE HA-44.
2. ALL ELEVATIONS SHOWN ARE AT TOP OF SLED, AND SHALL BE FIELD VERIFIED.

⚠	NEW DRAWING FOR TEMP. BENT SYSTEM	G-13-03

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
TEMPORARY BENT - TYPICAL VIEWS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
HA-53	N.T.S.	JUNE 2003	11

40/ 53

HNTB

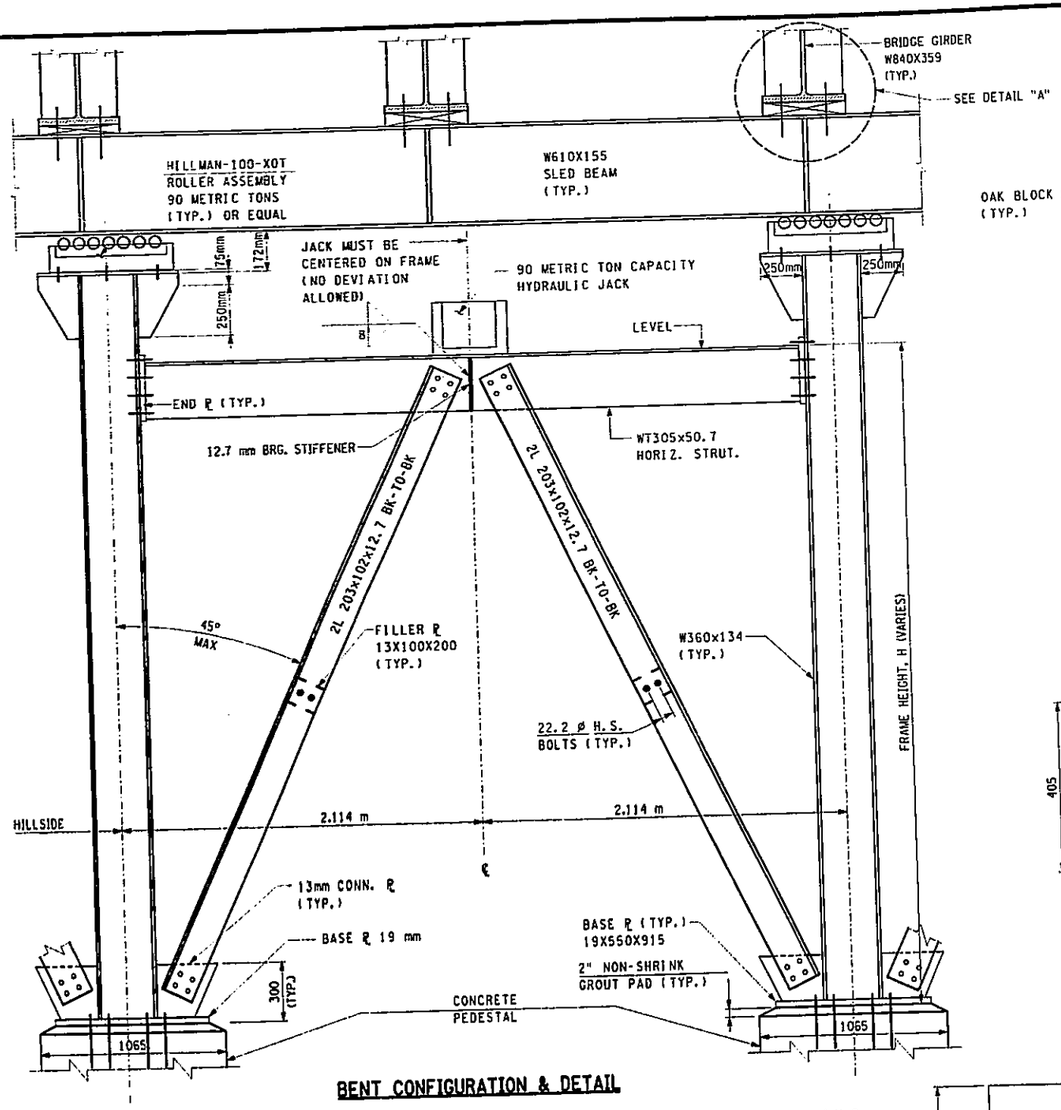
IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY R.N.

FILE NAME = t:\struct\29803 Hillside Jamaica\29803-02\drawings\Amendment\Hill-roll-det-elev.dgn
DATE/TIME = 7/10/2003 10:19:54 AM
USER = PELLA

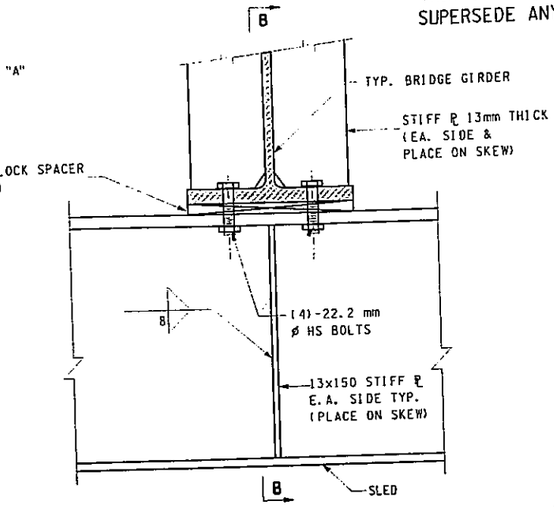
THIS SHEET DOES NOT SUPERSEDE ANY SHEET

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	132A4	211

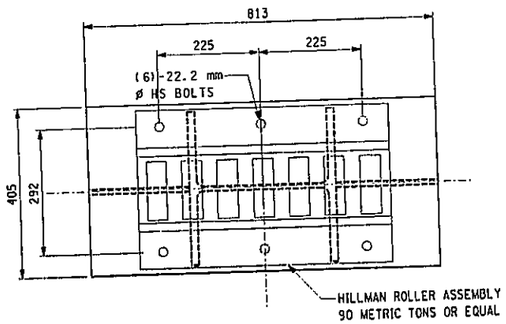
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



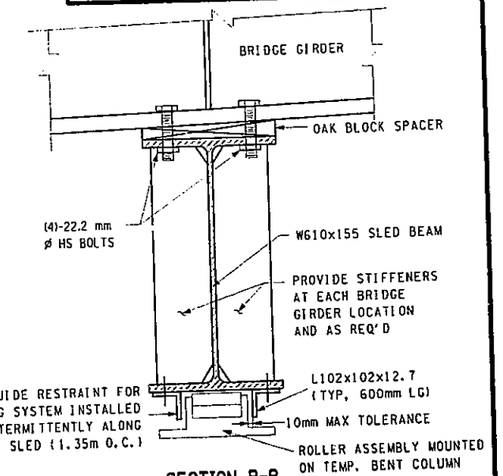
BENT CONFIGURATION & DETAIL



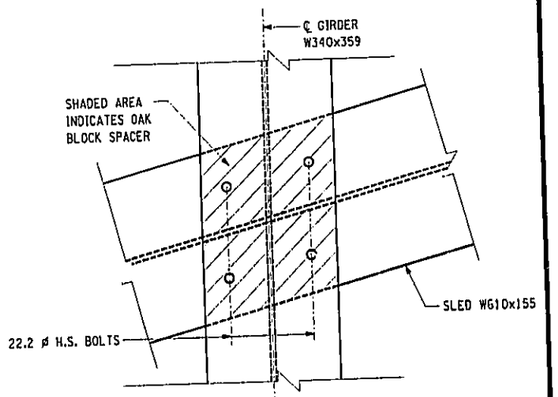
DETAIL "A" - SLED ATTACHMENT



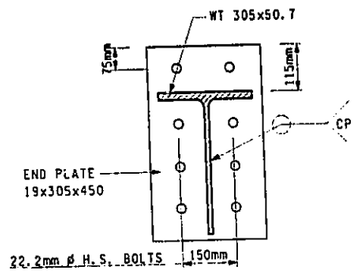
PLAN VIEW - ROLLER SUPPORT ASSEMBLY



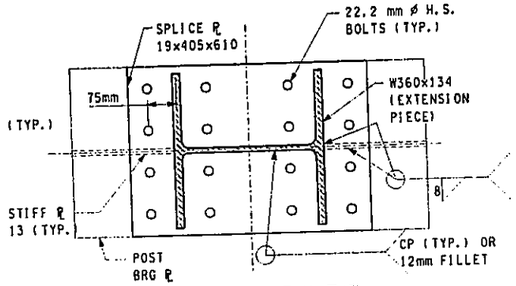
SECTION B-B



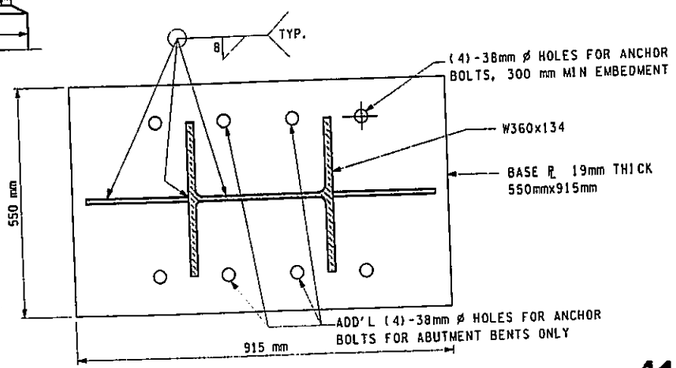
PLAN VIEW - SLED CONNECTION TO BRIDGE GIRDER



END PLATE - HORIZ. STRUT



COLUMN SPLICE DETAIL FOR EXTENSION PIECE



W POST BASE PLATE ANCHOR DETAIL

⚠	NEW DRAWING FOR TEMP. SUPPORT SYSTEM	6-13-03

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
TEMPORAY BENT DETAILS - I

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
HA-54	N.T.S.	JUNE 2003	11

41/53

HNTB

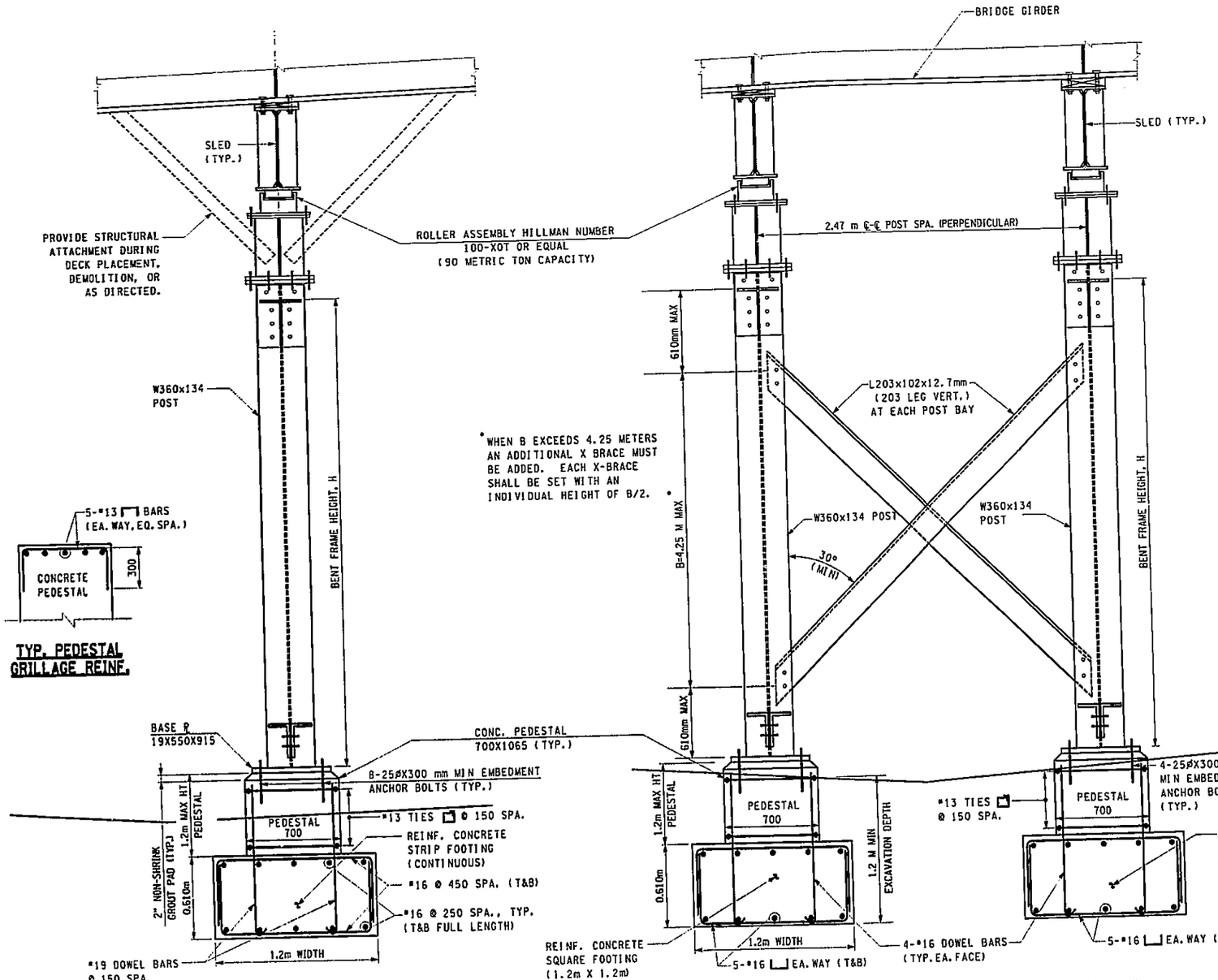
R.N. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY R.N. DESIGNED BY G.L. IN CHARGE OF

FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	132A5	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET DOES NOT SUPERSEDE ANY SHEET



PAYMENT NOTE

ALL MATERIAL & WORK ASSOCIATED WITH THIS SHEET WILL BE PAID FOR UNDER LUMP SUM ITEM 11564.3001M "TEMPORARY SUPPORT SYSTEM".

FOUNDATION NOTES

1. ALL CONCRETE FOR TEMPORARY BENT FOUNDATIONS SHALL HAVE A 28-DAY COMPRESSIVE STRENGTH OF F'C=28MPA. STEEL REINFORCEMENT SHALL BE DESIGNED & DETAILED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. THE CONTRACTOR MAY SELECT ALTERNATIVE FOUNDATION TYPES FROM THOSE SHOWN. COMPUTATIONS REGARDING SETTLEMENT AND BEARING CAPACITY MUST BE SUBMITTED FOR APPROVAL. OVERTURNING MOMENTS MUST BE FULLY RESISTED BY THE FOUNDATION FOR THE ABUTMENT BENTS.
3. ANY CONCRETE FOUNDATION MATERIAL IN CONFLICT WITH PERMANENT FEATURES MUST BE REMOVED. NEED FOR REMOVAL OF TEMPORARY BENT CONCRETE FOUNDATIONS WILL BE AT THE SOLE DISCRETION OF THE ENGINEER.
4. EXISTING UNDERGROUND DRAINAGE & LIGHTING SYSTEMS IN THE VICINITY OF THE TEMPORARY FOOTINGS SHALL BE LOCATED AND INDICATED ON WORKING DRAWINGS. ANY CONFLICTS WITH THE EXCAVATION OR PLACEMENT OF TEMPORARY FOOTINGS SHALL BE RESOLVED VIA WORKING DRAWINGS.
5. THE NUTS OF ANCHOR BOLTS SHALL BE TIGHTENED TO RESIST OVERTURNING MOMENTS CREATED BY LOAD ECCENTRICITIES AND APPLIED LATERAL FORCES. THE CONTRACTOR SHALL SUBMIT CALCULATIONS INDICATING THAT FOUNDATION STRESSES & PRESSURES DO NOT EXCEED ALLOWABLE LIMITS.
6. AN ALLOWABLE BEARING PRESSURE OF 750 KPa WAS UTILIZED FOR SIZING THE TEMPORARY FOOTINGS. LAB AND/OR IN-SITU TESTING OF BEARING STRATUM SOILS WILL BE REQUIRED TO VERIFY THE USEABLE BEARING CAPACITY SPECIFIED.

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
TEMP BENT DETAILS II (BRACING & FOOTING)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
HA-55	N.T.S.	JUNE 2003	11

NEW DRAWING FOR TEMP. SUPPORT SYSTEM	6-13-03

42/ 53

HNTB

IN CHARGE OF ____ G.L. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ D.M. ____ ESTIMATED BY ____ L.M. ____ CHECKED BY ____ R.N. ____ DRAFTED BY ____ J.A.E. ____ CHECKED BY ____ R.N.

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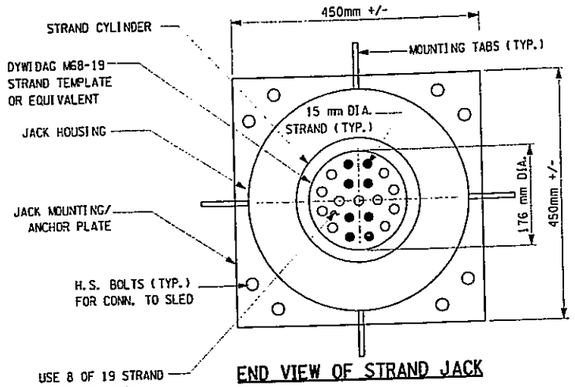
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	132A6	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET DOES NOT SUPERSEDE ANY SHEET

STRAND JACK, SUPPORT FRAME, AND SLED SPLICE

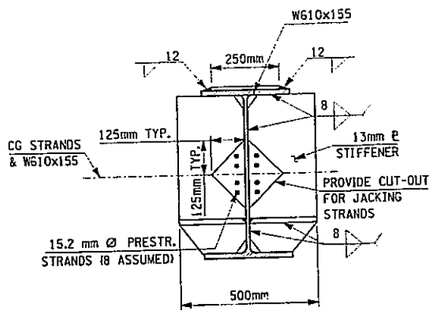
1. THE DETAILS SHOWN ARE PROVIDED FOR BIDDING PURPOSES ONLY. THE CONTRACTOR SHALL PREPARE SHOP DRAWINGS BASED UPON THE ACTUAL JACKING SYSTEM TO BE EMPLOYED.
2. IT IS ASSUMED THAT EIGHT 15.2mm DIA PRESTRESSING STRANDS ARE REQUIRED PER BENT (AASHTO M203 FU=1860 MPa, AS=140 mm²)
3. A MINIMUM PULLING CAPACITY OF 100 METRIC TONS IS SUGGESTED FOR THE STRAND JACK. THE DEPICTED SCHEME REQUIRES A TOTAL OF 8 STRAND JACKS PER BRIDGE SITE.
4. DIMENSIONS AND SUPPORT FRAMES FOR STRAND JACKS VARY. THE STRAND JACK, ITS SUPPORT, AND ALL OTHER DETAILS ARE THE RESPONSIBILITY OF THE CONTRACTOR.



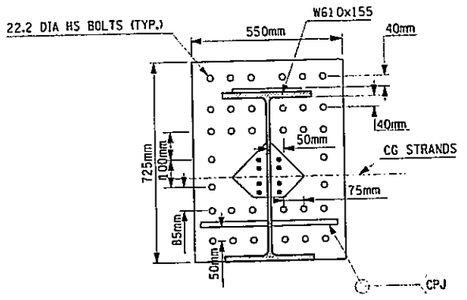
END VIEW OF STRAND JACK

STRAND LAYOUT LEGEND

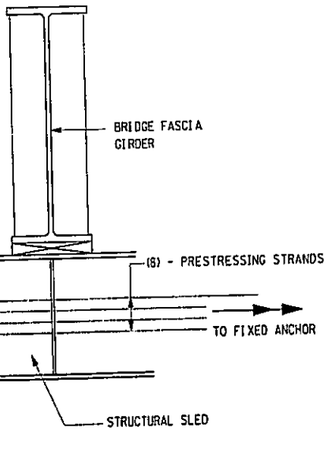
- ○ EMPTY SLOT (NO STRAND)
- ● FILLED SLOT (15 mm STRAND)



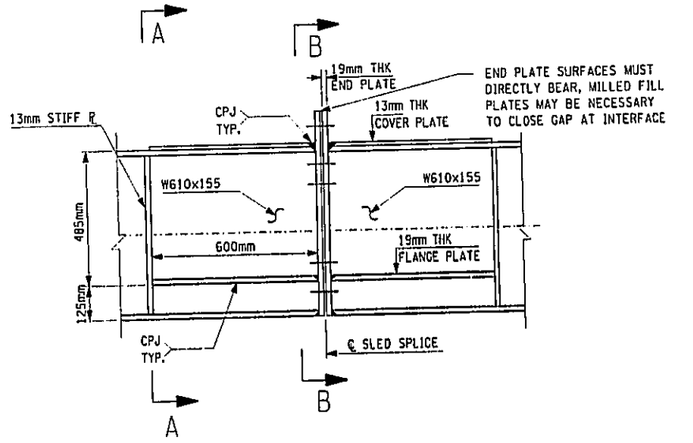
SECTION A-A



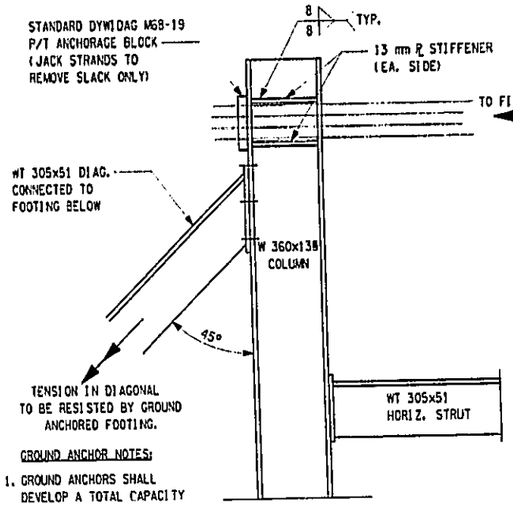
SECTION B-B
END PLATE CONNECTION



MOUNTING FOR STRAND JACK



ELEVATION
SUGGESTED SLED-FIELD SPLICE, IF NECESSARY



GROUND ANCHOR NOTES:

1. GROUND ANCHORS SHALL DEVELOP A TOTAL CAPACITY OF 450 KN.
2. THE CAPACITY IS BASED UPON USE OF VERTICAL GROUND ANCHORS AND INCLINATION ANGLE OF THE WT TENSION DIAGONAL OF 45 DEGREES

STRAND ANCHORAGE AT POST

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
STRAND JACK AND SLED SPLICE DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
HA-56	N.T.S.	JUNE 2003	11

⚠ NEW DRAWING FOR TEMP. SUPPORT SYSTEM 6-13-03

43/53

HNTB

R.N. DRAFTED BY
J.R.E. CHECKED BY
L.M. CHECKED BY
G.L. DESIGNED BY
R.N. CHECKED BY
DLM. ESTIMATED BY
IN CHARGE OF

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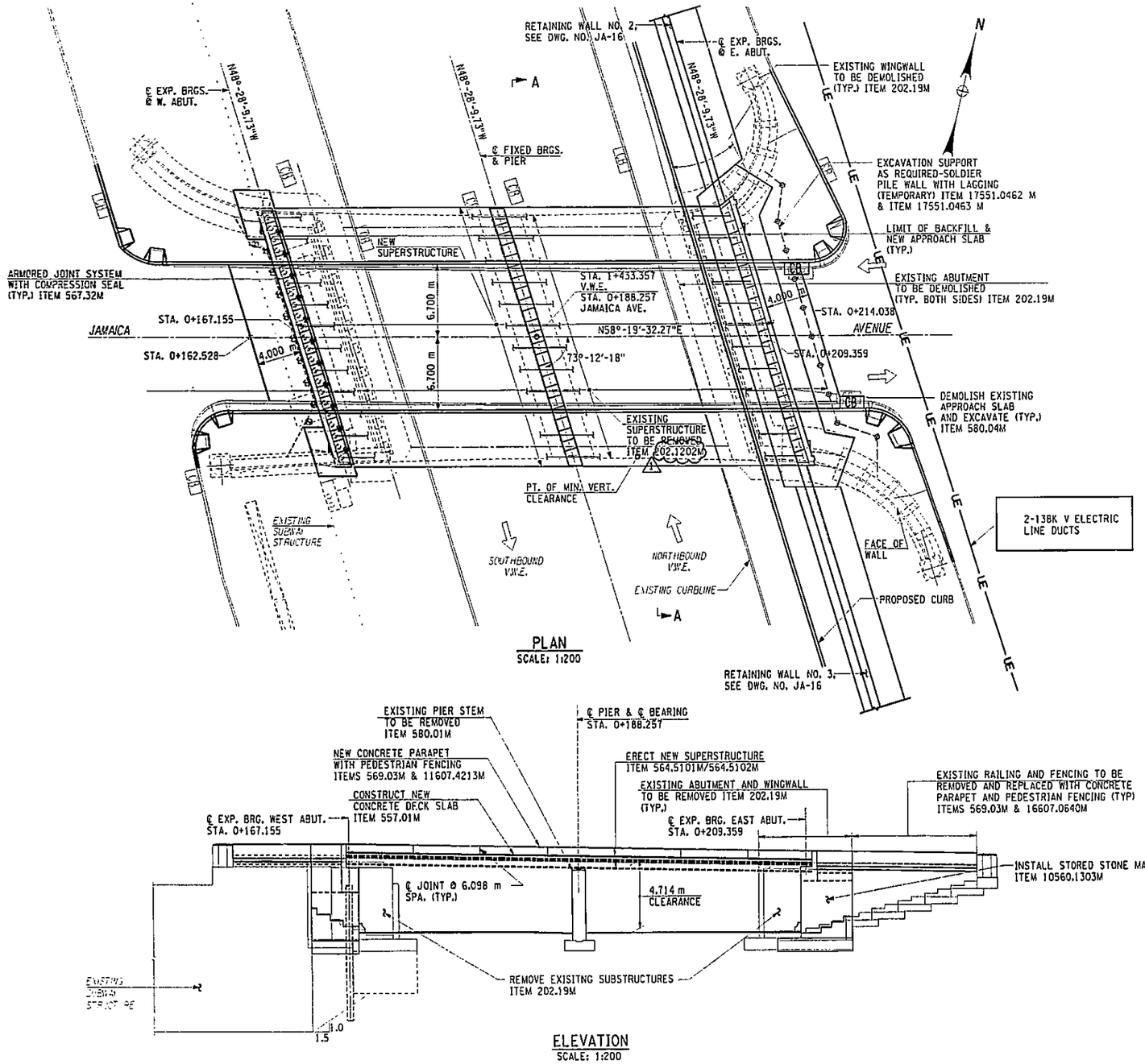
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	133A1	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101			QUEENS COUNTY	

THIS SHEET SUPERSEDES SHEET 133



NOTES:

1. FOR GENERAL NOTES, SEE DWG. NOS. GEN-1 THRU GEN 4.
2. FOR NYCTA NOTES, SEE DWG. NO. GEN-6.
3. FOR ESTIMATE OF QUANTITIES, SEE DWG. NO. Q-1 TO Q-3
4. FOR TYPICAL BRIDGE SECTION A-A, SEE DWG. NO. JA-31
5. FOR INTERFERENCE WITH EXISTING NYCT STRUCTURES SEE DWGS. TA-6 TO TA-10.
6. FOR PROPOSED UTILITIES, SEE DWG. NO. JA-41.
7. FOR PEDESTRIAN FENCING, SEE DWG. NO. JA-40.

⚠	CHANGE PAY ITEM NO.	2-26-03

18/ 26

HNTB

BIN 1055700

AS BUILT REVISIONS

SIGNATURE _____ DATE _____

JAMAICA AVENUE OVER V.W.E.
GENERAL PLAN AND ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-01	AS SHOWN	NOV. 2002	REGION 11

DESIGNED BY G.L. DRAWN BY R.N. CHECKED BY R.N. QUANTITIES BY L.M. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY ____ ESTIMATED BY ____

IN CHARGE OF ____

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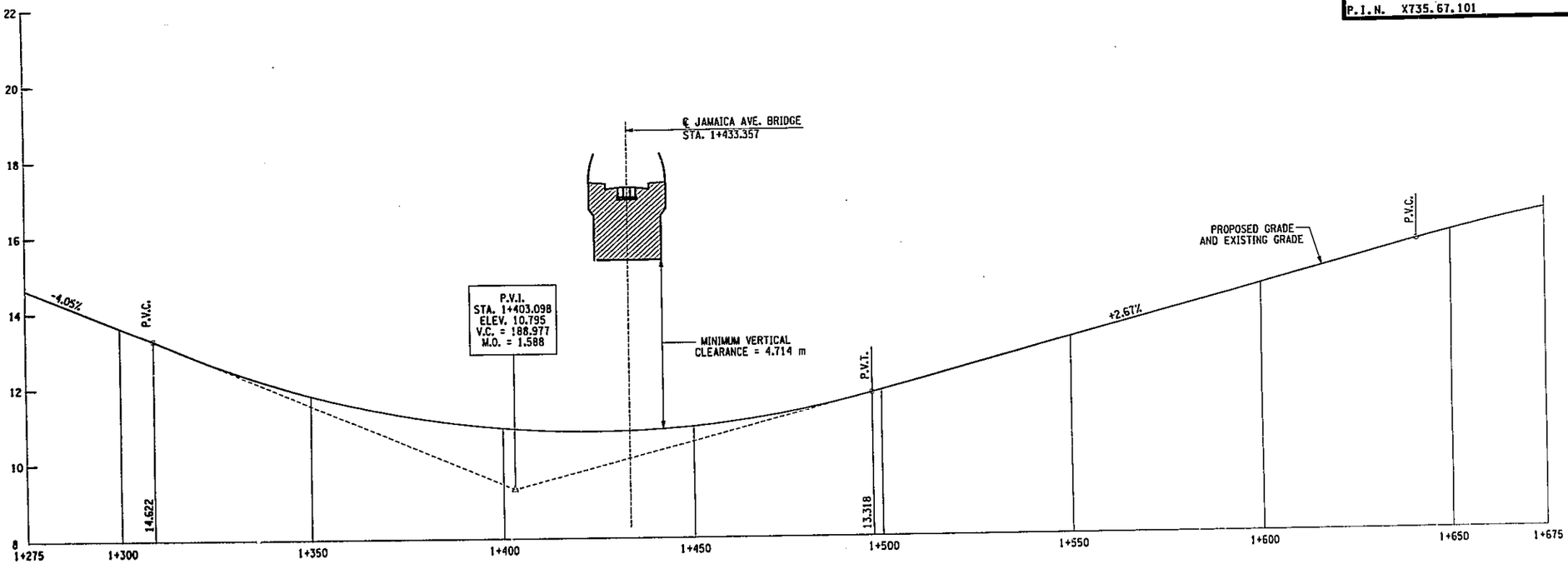
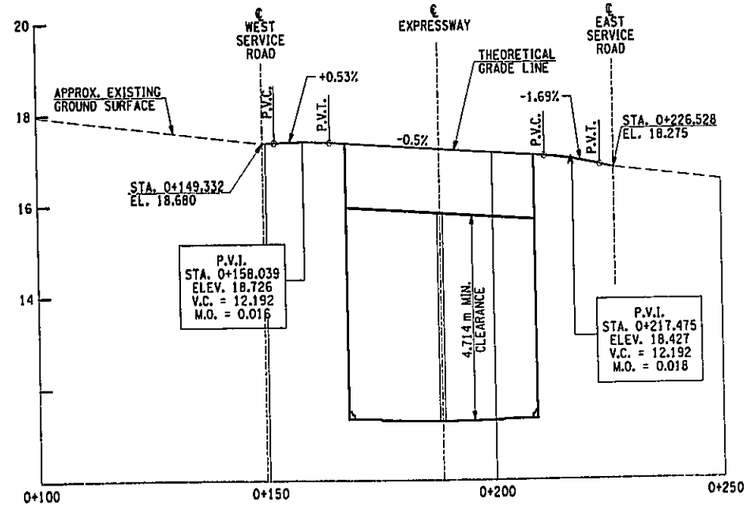
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	134	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



TGL PROFILE ALONG CENTER LINE VAN WYCK EXPRESSWAY



JAMAICA AVENUE

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
PROFILES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
JA-02	HORIZ. 1"=100 VERT. 1"=10	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M.
CHECKED BY R.N. DRAFTED BY J.A.E. CHECKED BY R.N.

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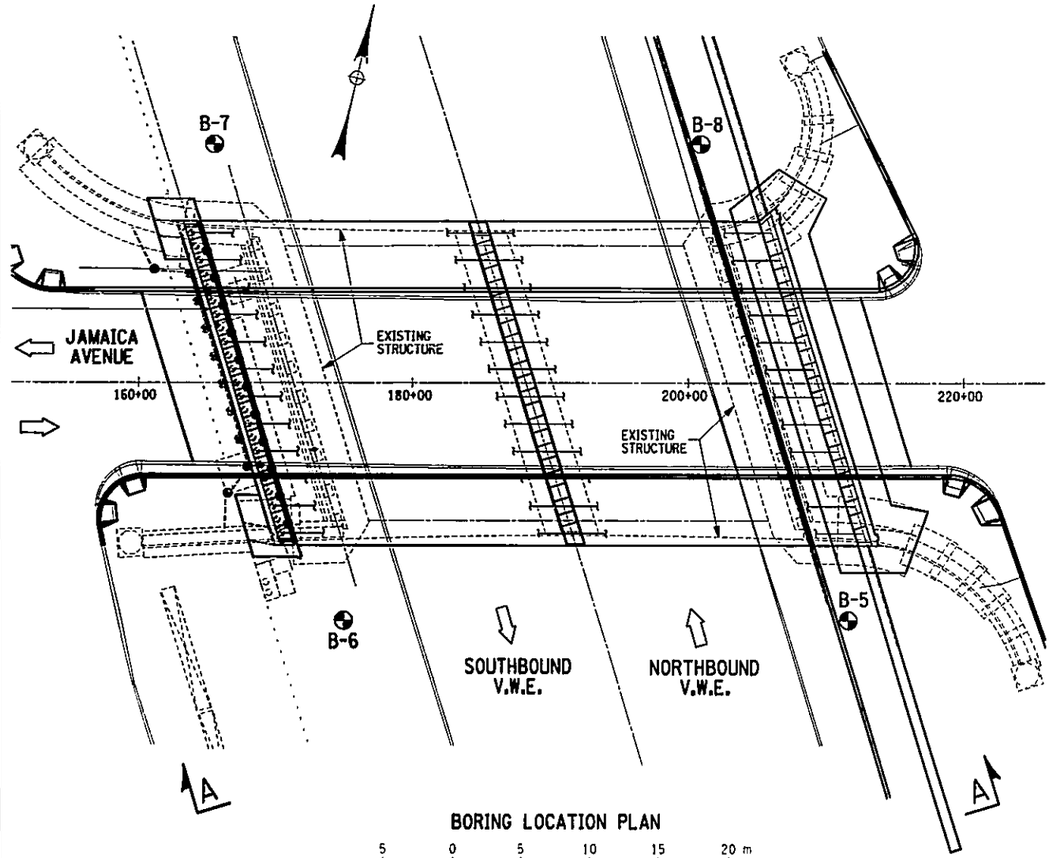
FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	135	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
QUEENS COUNTY

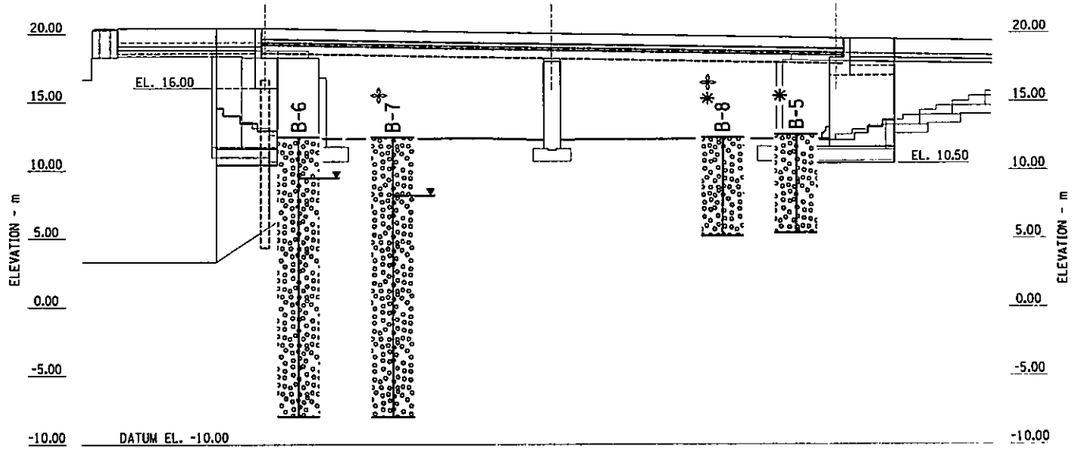
P.I.N. x735.67 | B.I.N. 1055700



BORING LOCATION PLAN

5 0 5 10 15 20 m
SCALE

NOTE: BORINGS LOCATED FROM PRELIMINARY PLANS.



GENERAL SUBSURFACE PROFILE
ELEVATION A-A

5 0 5 10 15 20 m
SCALE

✱ NO OBSERVED GROUND WATER IN DRILL HOLE.
BORING OFFSET FOR PLOTTING.

ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED

REFERENCE PLANS

PRELIMINARY STRUCTURE PLANS USED FOR ANALYSIS WERE:

PREPARED BY: HNTB

SCALE: 1:200 DATE: JULY 02

GEOTECHNICAL ENGINEERING BUREAU

GENERAL NOTES

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

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

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

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

LEGEND

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

NO. OF BLOWS PER 0.3 m OF PENETRATION OF A 50.8 mm O.D. (34.9 mm I.D.) SAMPLER USING A 64 kg DROP HAMMER, 762 mm FALL.

DENSITY (NON-PLASTIC SOILS)	
Very Loose	0-4
Loose	5-10
Medium Compact	11-24
Compact	25-50
Very Compact	over 50

CONSISTENCY (PLASTIC SOILS)	
Very Soft	0-1
Soft	2-4
Medium Stiff	5-8
Stiff	9-15
Very Stiff	16-30
Hard	over 30

SYMBOLS

DRILL HOLE B-

OBSERVED WATER LEVEL

Very Compact Brown Gravelly SAND with Silt

APPROVED 11/13/02

R. A. Valenti
DIRECTOR
GEOTECHNICAL ENGINEERING BUREAU

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE
OVER
VAN WYCK EXPRESSWAY

BORING LOCATION PLAN AND GENERAL SUBSURFACE PROFILE

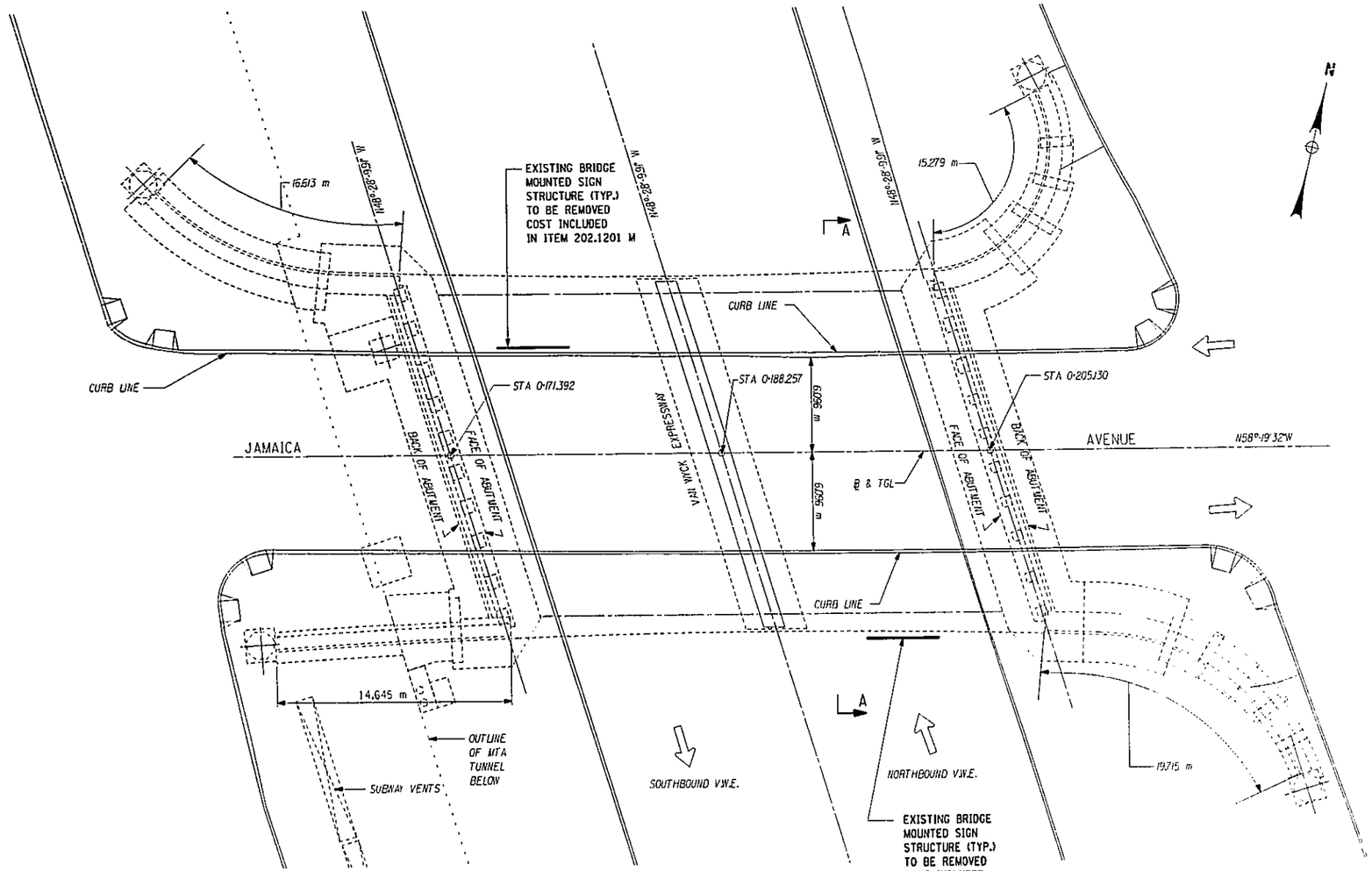
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FILENAME	MO NO.	DATE	DRAWING NO.
X73567AP.GEB	11GE0164	11/6/02	BLP-1

DESIGN SUPERVISOR J.J.D. JOB MANAGER P.M. 11/13/02 DESIGNED BY H.M.B. CHECKED BY
ESTIMATED BY DRAFTED BY D.H.C. CHECKED BY M.E.L.
FILE NAME = p:\struct\29803 Hillside Jamaica\29803-02\drawings\PS&E\Hillside\x73567ap.geb
DATE/TIME = 12/12/02
USER = Pells

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	136	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



PLAN
SCALE: 1:150

NOTES:

1. FOR EXISTING BRIDGE SECTION A-A SEE DWG. NO. JA-31.
2. FOR LOCATION OF UTILITIES SEE DWG. NO. JA-41.

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
EXISTING PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-03	N.T.S.	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY
CHECKED BY L.M. DRAFTED BY R.N. CHECKED BY J.R.E. CHECKED BY R.N.

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USER = PBlo

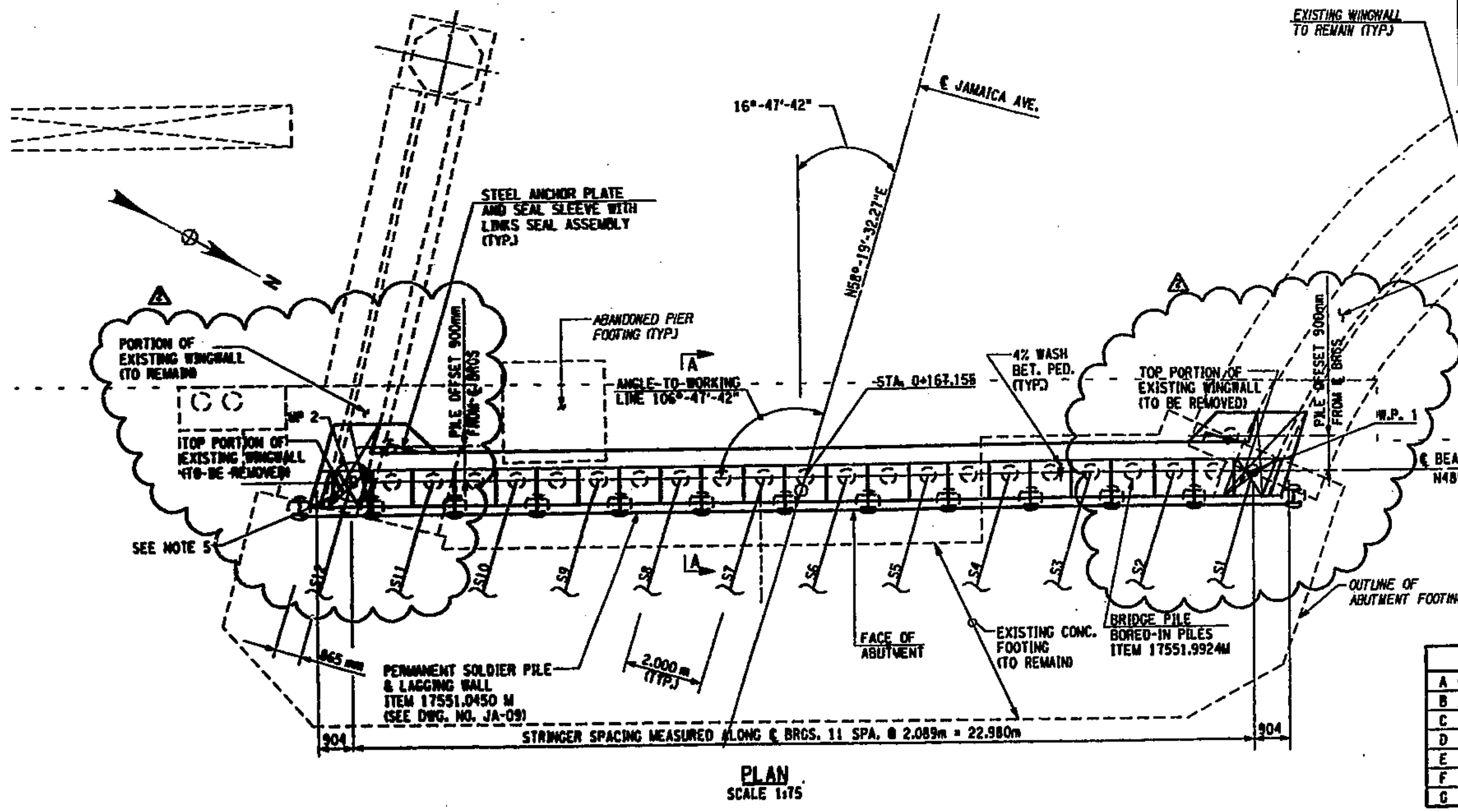
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	139A2F1	211

HILLSIDE AND JAMAICA AVENUE R1
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

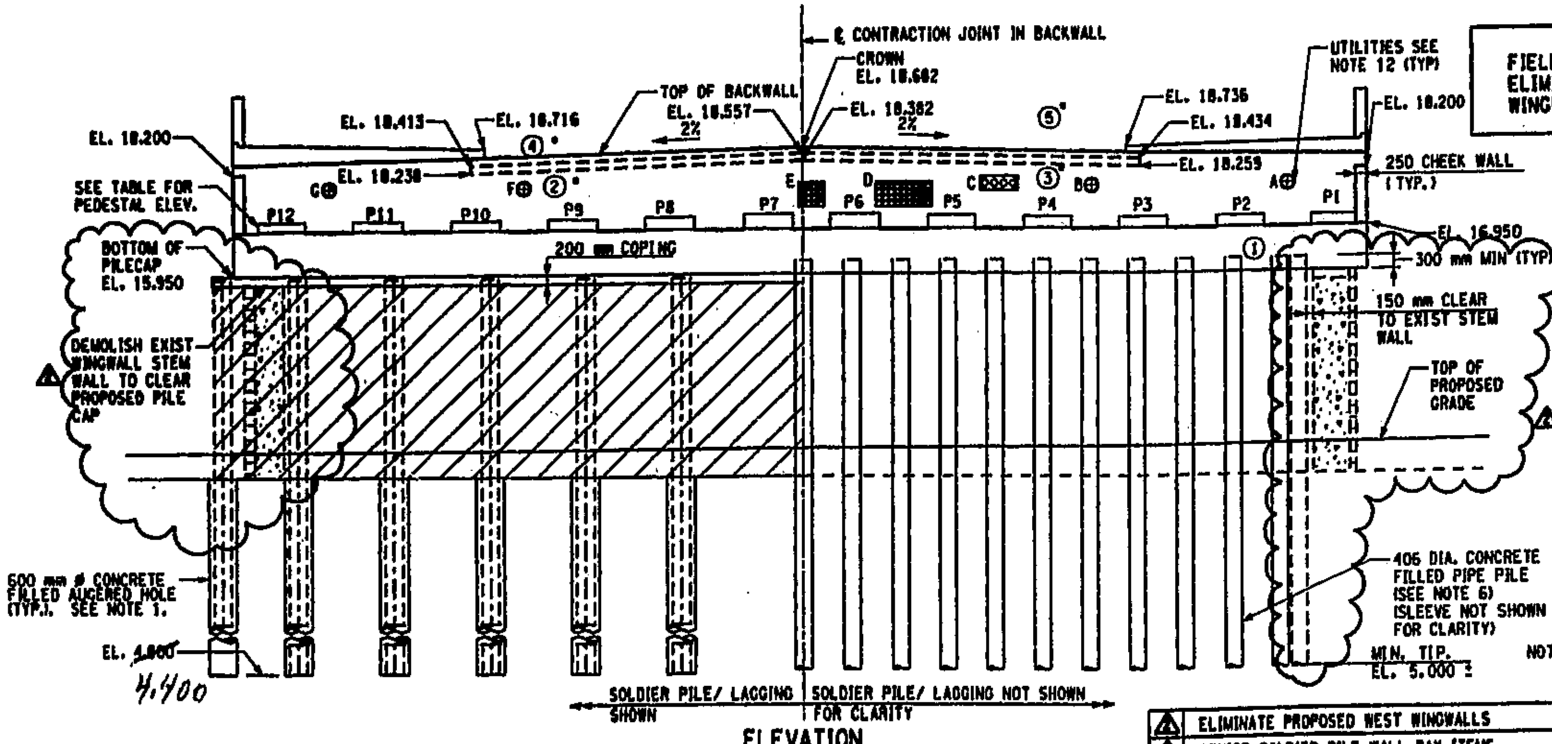
FIELD CHANGE SHEET

FOR APPROVAL SIGNATURES SEE SHEET 137F1

THIS SHEET SUPERSEDES SHEET 139A2



PLAN
SCALE 1:75



ELEVATION
SCALE 1:75

NOTE: BARRIER AT CURB NOT SHOWN FOR CLARITY.

CONCRETE POUR TABLE		
POUR NO.	ITEM NO.	QUANTITY (CM)
(1)	555.0104M	35
(2)	555.09M	11
(3)	555.09M	11
(4)	555.09M	0.26
(5)	555.09M	0.26
(6)	555.09M	3.60

ELEVATION @ C.L. UTILITIES		
A	300 mm WATER MAIN - NYCDEP	17.803
B	300 mm GAS - KEYSPAN	17.872
C	ELECTRICAL - CON ED	17.959
D	VERIZON DUCTS	17.766
E	VERIZON DUCTS	17.763
F	300 mm GAS - KEYSPAN	17.820
G	300 mm WATER MAIN - NYCDEP	17.774

FIELD CHANGES TO THIS SHEET INCLUDE: ELIMINATION OF PROPOSED WEST WINGWALL RETURNS

POUR NO. (6)*	
PEDESTAL NO.	ELEVATION
P1	17.223
P2	17.221
P3	17.218
P4	17.249
P5	17.286
P6	17.323
P7	17.320
P8	17.277
P9	17.234
P10	17.197
P11	17.194
P12	17.191

NOTES:

1. SOLDIER PILES TO BE BORED/AUGERED INTO PLACE. PILE DRIVING SHALL NOT BE PERMITTED. SEE NYCTA NOTES DWG. NO. GEN-6.
2. FOR THE PERMANENT WALL THE COST OF INSTALLING HP360 PILE AND STEEL LAGGING SHALL BE PAID UNDER ITEM NO. 17551.0462M & 17551.0463M LAGGING STEEL SHALL CONFORM TO ASTM A36M STEEL. H-PILES SHALL CONFORM TO ASTM A709M GRADE 345. SHOTCRETE & WIREMESH REINFORCING SHALL BE INCLUDED IN 17551.0463 M.
3. FOR WORKING POINTS, SEE DWG NO. JA-04
4. FOR NORTHWEST AND SOUTHWEST WINGWALL, PLAN & ELEVATION, SEE DWG. NOS. JA-18 AND JA-19.
5. FOR PEDESTAL & ANCHOR BOLT LAYOUTS, SEE DWG. NO. JA-17.
6. FOR BRIDGE PILE DETAIL, SEE DWG NO. JA-39
7. FOR SECTION A-A SEE DWG. NO. JA-08
8. ALL ELEVATIONS AT FRONT FACE OF BACKWALL EXCEPT PEDESTAL ELEVATION WHICH ARE AT ℄ BEARINGS.
9. ALL ELEVATIONS SHOWN IN METERS.
10. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
11. FOR DETAILS OF MTA SUBWAY SEE DWG NO. TA-6 TO TA-10.
12. SEE UTILITY DWG. NO. JA-41 & JA-42. FOR ELEVATION CO-ORDINATE WITH UTILITY COMPANIES.

(NO) INDICATES POUR NO.

* POUR AFTER NEW BRIDGE IS ROLLED IN

TRAFFIC LOADS SHALL NOT BEAR DIRECTLY ON FRESHLY POURED CONCRETE. INDEPENDENT SUPPORT SYSTEMS SUCH AS ROADWAY PLATES, SHORING, OR BLOCKING SHALL BE USED WHEN CONSTRUCTING PEDESTALS AND BACKWALLS.

BIN 1055700

AS BUILT REVISIONS

Changed Bottom of Soldier Pile Elevation

SIGNATURE DATE

3	ELIMINATE PROPOSED WEST WINGWALLS	07-05-05
2	REVISE SOLDIER PILE WALL PAY ITEMS	02-26-03
1	ADD NOTE FOR FRESH CONCRETE LOADS	02-26-03

HNTB

JAMAICA AVENUE OVER V.W.E.
WEST ABUTMENT PLAN AND ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-06	1:75	OCT. 2005	REGION 11

IN CHARGE OF ___ BY ___ DESIGNED BY ___ CHECKED BY ___ ESTIMATED BY ___ CHECKED BY ___ DRAFTED BY ___ CHECKED BY ___

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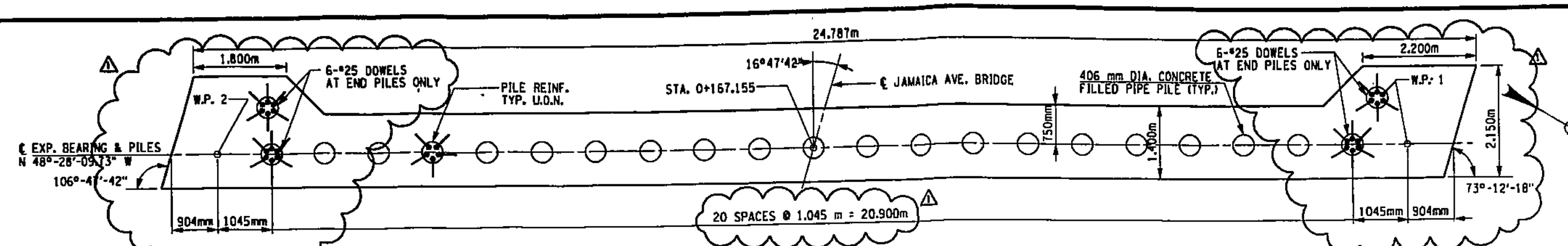
1	N.Y.	D259284	140F1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

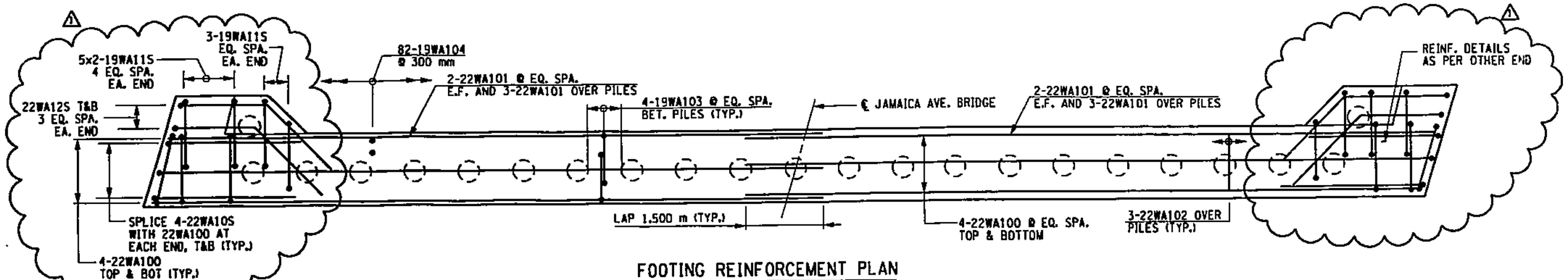
THIS SHEET SUPERSEDES SHEET 140F1

FIELD CHANGE SHEET

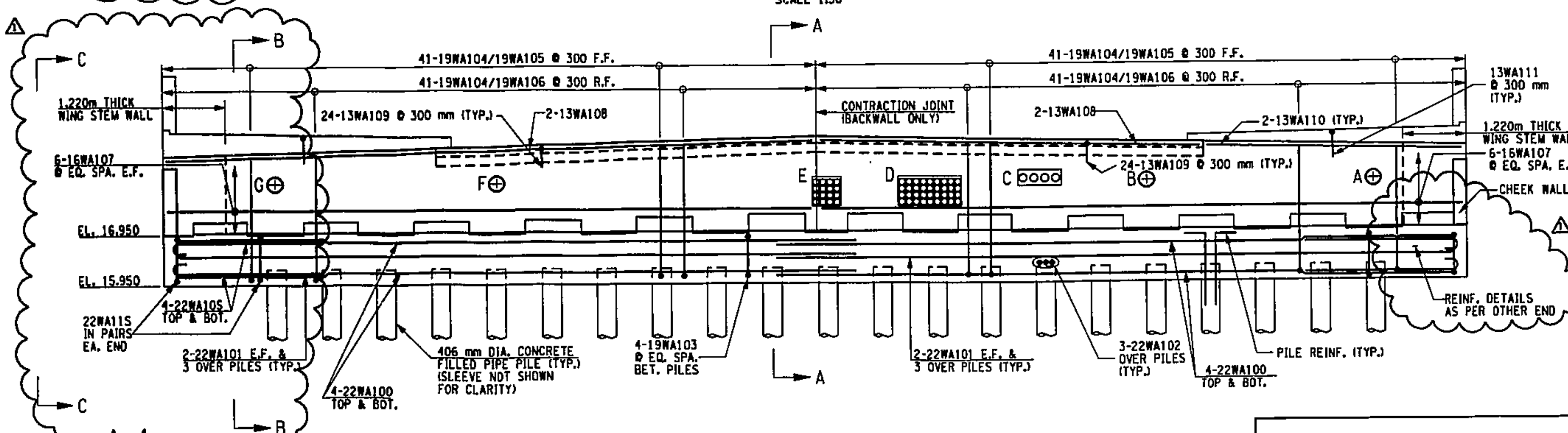
FOR APPROVAL SIGNATURES SEE SHEET 137F1



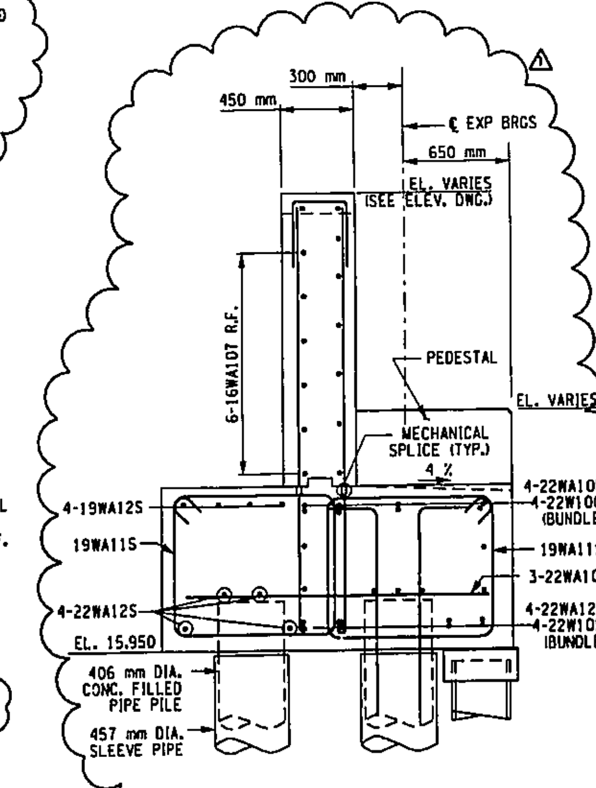
FOOTING PILE LAYOUT
SCALE 1:50



FOOTING REINFORCEMENT PLAN
SCALE 1:50



ABUTMENT REINFORCEMENT ELEVATION
SCALE 1:50



SECTION B-B
SCALE 1:25

FIELD CHANGES TO THIS SHEET INCLUDE:
ELIMINATION OF PROPOSED WEST WINGWALL RETURNS

PILE NOTES:

1. FOR DESIGN PURPOSES, THE PILE DESIGN LOAD DOES NOT EXCEED 220 KN. PER PILE.
2. FOR DESIGN PURPOSES, THE PILES ARE ASSUMED TO ATTAIN A LATERAL RESISTANCE OF 55 KN PER PILE.
3. THE PILE DEFLECTION (HORIZ.) SHALL BE LIMITED TO 12 mm UNDER SERVICE LOADS.
4. THE PILES SHALL BE BORED IN AND MEET THE REQUIREMENTS OF ITEM NO. 17551.9924 M.
5. PIPE PILE SHALL CONFORM TO ASTM A252M GRADE A252.
6. PROVIDE BOND BREAKER BETWEEN SLEEVE & SOIL FROM BOT. OF PILE CAP TO EL. 5.000.

NOTES

1. FOR SECTION A-A SEE DWG. NO. JA-08.
2. FOR PROPOSED PLAN AND ELEVATION SEE DWG. NO. JA-06.
3. FOR PEDESTAL REINFORCEMENT DETAILS SEE DWG. NO. JA-17.
4. FOR CHEEK WALL REINFORCEMENT DETAILS SEE DWG. NO. JA-08.
5. FOR PILE REINF. SEE DWG. NO. JA-39.
5A. FOR VIEW C-C AT ABUTMENT END, SEE DWG JA-20R
6. FOR WORKING POINTS, SEE DWG. NO. JA-04.
7. FOR DETAILS OF HORIZONTAL AND VERTICAL CONSTRUCTION AND CONTRACTION JOINTS SEE DETAILS ON DWG. NO. JA-38.
8. FOR HEADER REINFORCEMENT DETAILS SEE DWG. NO. JA-38.
9. FOR BACKWALL REINFORCEMENT DETAIL AT UTILITY LOCATIONS SEE DWG. NO. JA-39.
10. FOR CHEEKWALL REINF. SEE DWG. NO. JA-08.

LEGEND

EQ. SPA. = EQUAL SPACING
F.F. = FRONT FACE
R.F. = REAR FACE
E.F. = EACH FACE

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
WEST ABUTMENT REINFORCEMENT PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-07	AS NOTED	OCT. 2005	REGION 11

△ ELIMINATE PROPOSED WEST WINGWALLS 07-05-05

IN CHARGE OF — DESIGNED BY G.L. — CHECKED BY R.N. — ESTIMATED BY D.M. — CHECKED BY L.M. — DRAFTED BY R.N. — CHECKED BY J.R.E. — R.N.

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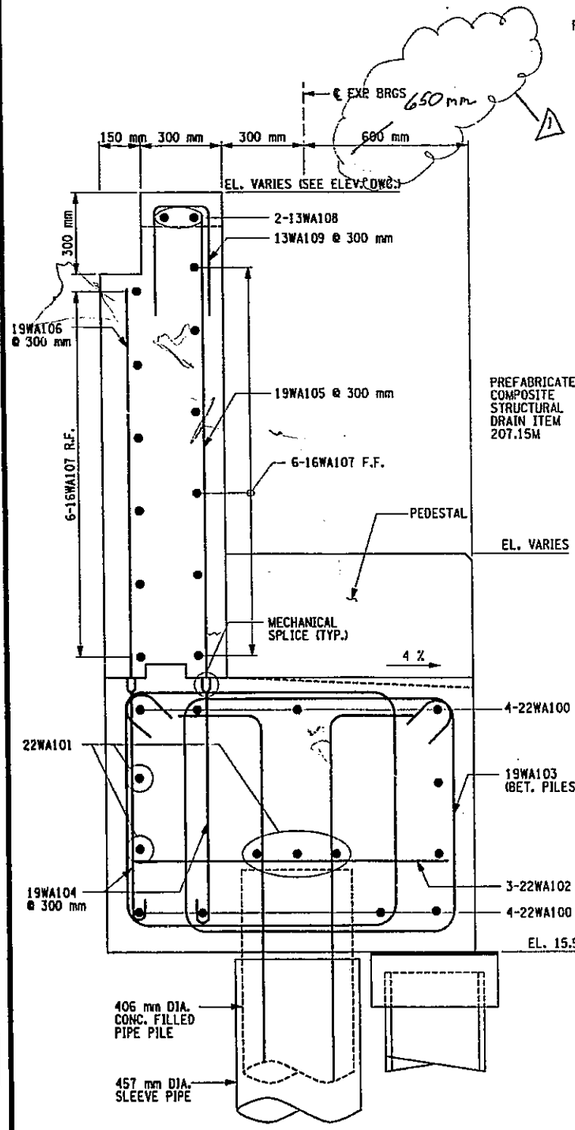
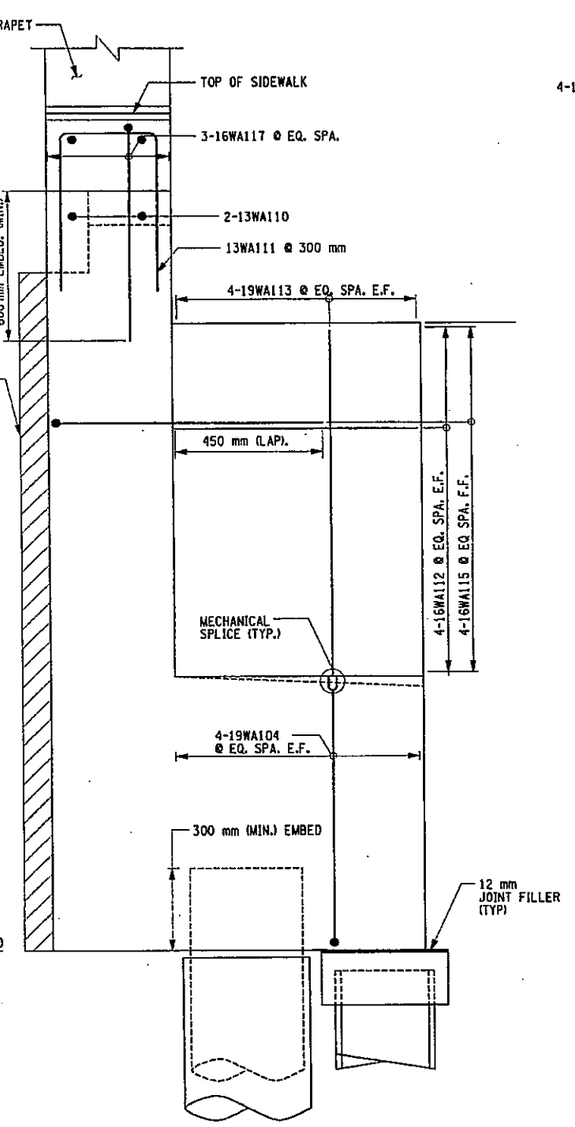
1	N.Y.	D259284	141RI	211

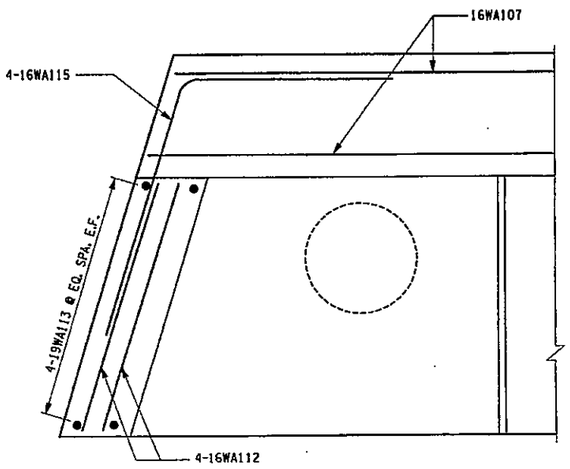
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



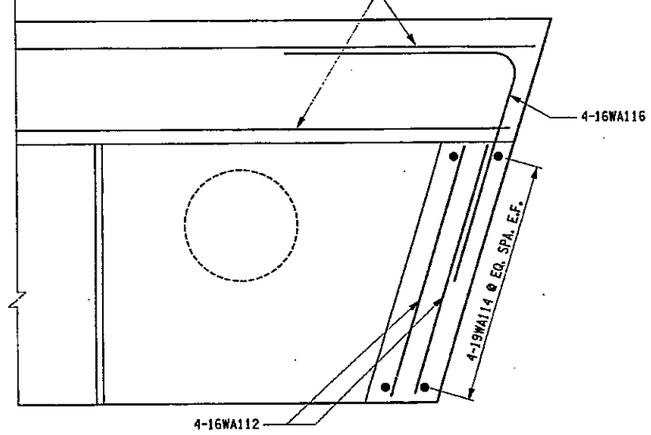
SECTION A-A
SCALE 1:10



WEST ABUTMENT CHEEK WALL REINFORCEMENT
(SOUTHWEST SHOWN, NORTHWEST SIMILAR)
SCALE 1:10



PARTIAL PLAN - SOUTH CORNER WEST ABUTMENT
SCALE 1:10



PARTIAL PLAN - NORTH CORNER WEST ABUTMENT
SCALE 1:10

NOTES

1. FOR ALL NOTES SEE DWG. NO JA-06 & JA-07.

LEGEND

EQ. SPA. = EQUAL SPACING
F.F. = FRONT FACE
R.F. = REAR FACE
E.F. = EACH FACE

BIN 1055700

AS BUILT REVISIONS
⚠ Changed a dimension for Pile Cap

SIGNATURE — DATE: Aug 12, 2008

JAMAICA AVENUE OVER V.W.E.
WEST ABUTMENT SECTION AND DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-08	AS SHOWN	NOV. 2002	REGION 11

IN CHARGE OF G.L. | DESIGNED BY R.N. | CHECKED BY R.N. | DRAFTED BY J.R.E. | CHECKED BY L.M. | ESTIMATED BY D.M. | CHECKED BY R.N.

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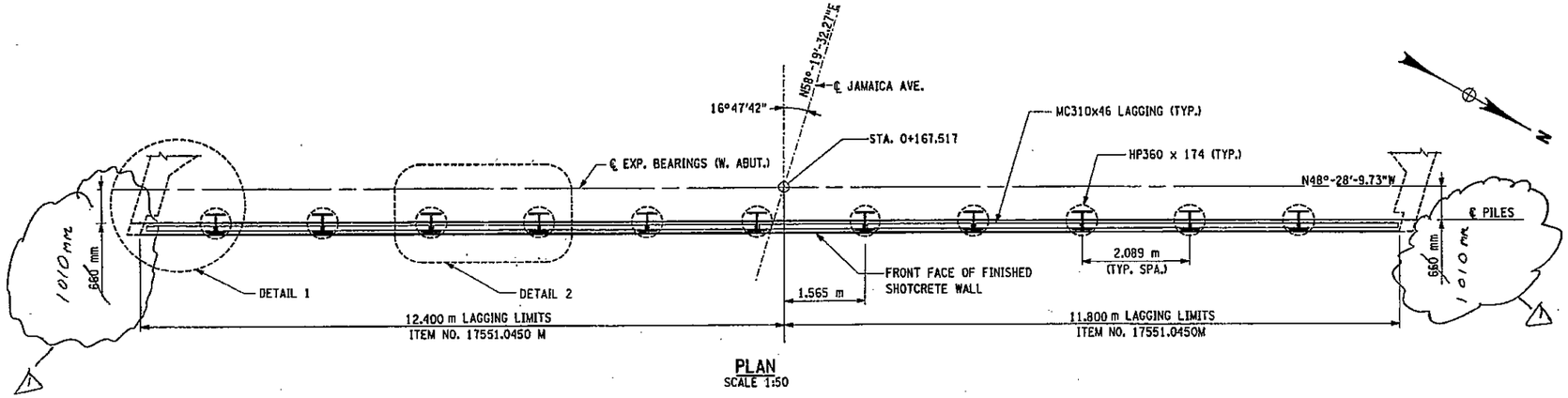
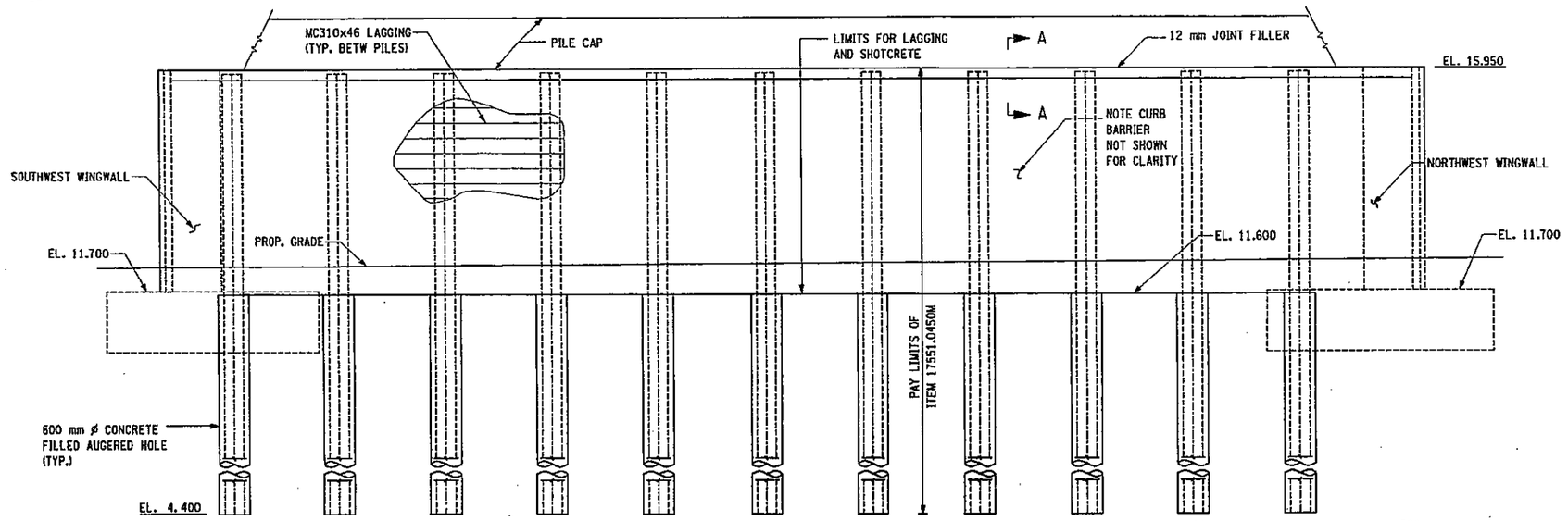
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	142RI	211

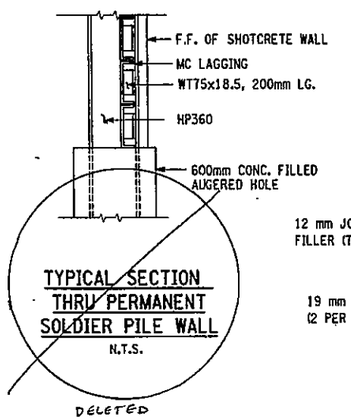
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



PLAN
SCALE 1:50



ELEVATION
SCALE 1:50



TYPICAL SECTION THRU PERMANENT SOLDIER PILE WALL
N.T.S.

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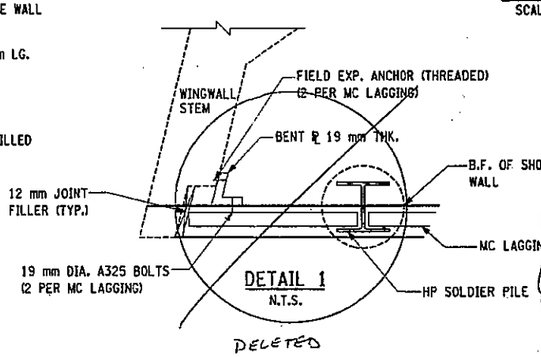

DETAIL 1
N.T.S.

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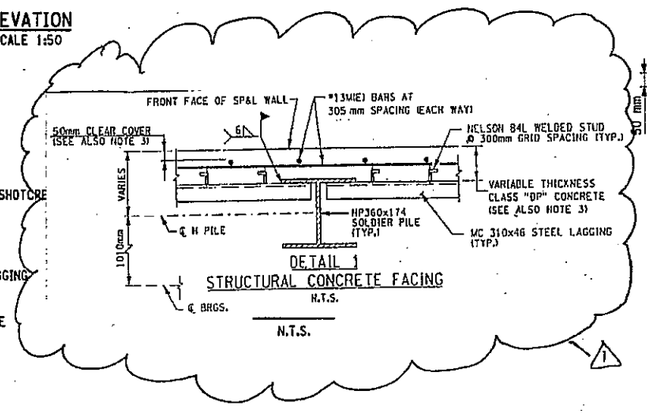
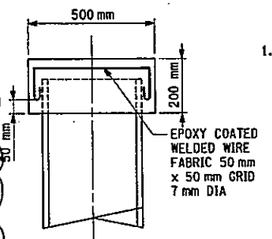


DETAIL 1
STRUCTURAL CONCRETE FACING
N.T.S.

N.T.S.



SECTION A-A
N.T.S.

NOTES:
1. FOR NOTES SEE DWG. NO. JA-06.

BIN 1055700

AS BUILT REVISIONS
1 Shotcrete deleted, Structural Concrete placed, steel lagging connection revised
SIGNATURE — DATE Aug 12 2003

JAMAICA AVENUE OVER V.W.E.
PERMANENT SOLDIER PILE
AND LAGGING WALL

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-09	AS SHOWN	NOV. 2002	REGION 11

HNTB

DESIGNED BY R.N. DRAFTED BY R.N. CHECKED BY J.A.E. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY R.N. G.L. IN CHARGE OF

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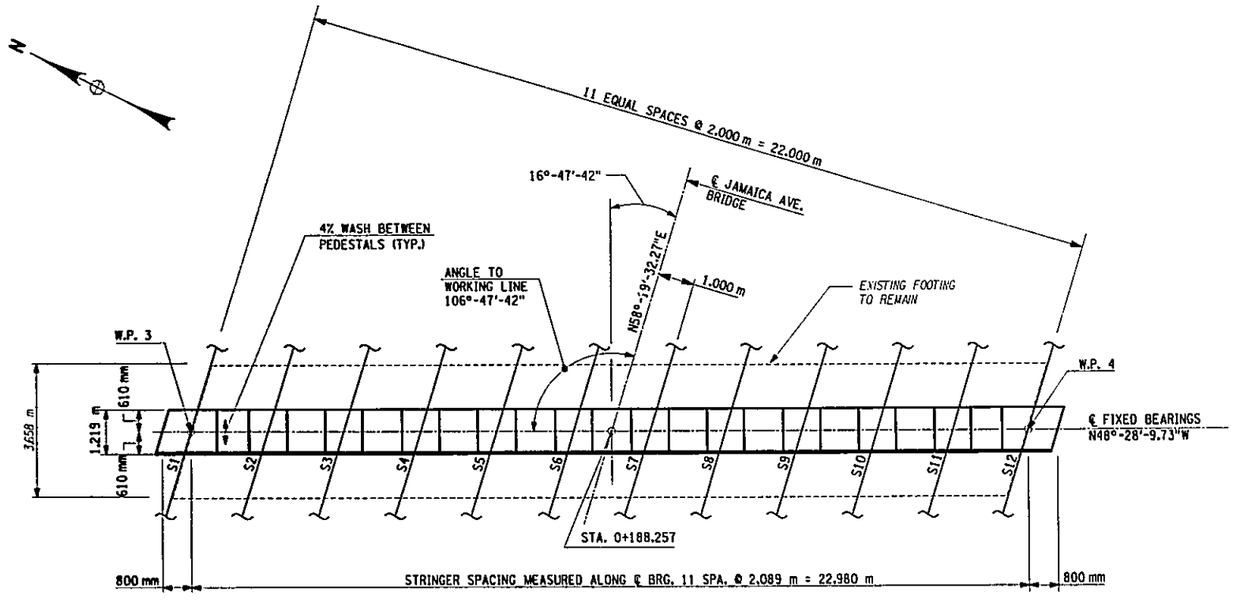
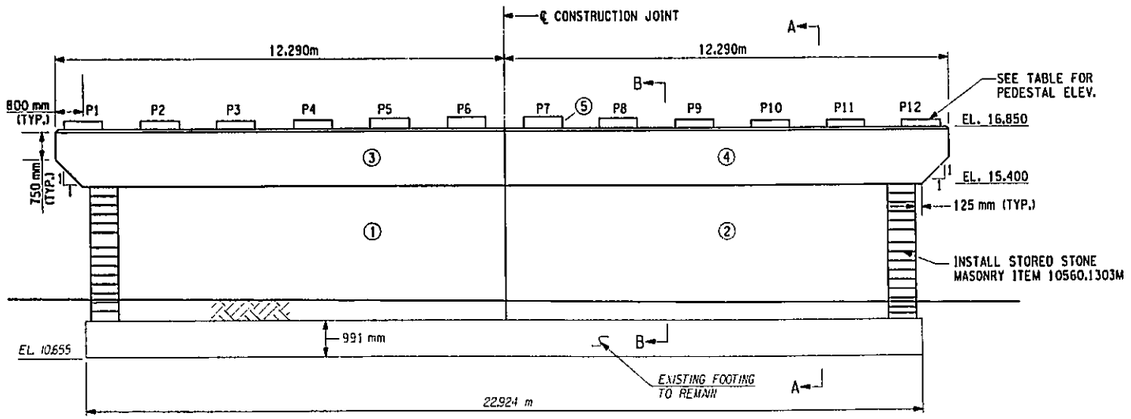
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	143	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



PLAN OF CENTER PIER
SCALE 1:75



ELEVATION
SCALE 1:75

NOTES:

1. FOR PEDESTAL & ANCHOR BOLT LAYOUTS, SEE DWG. NO. JA-17.
2. FOR SECTION A-A & SECTION B-B SEE DWG. NO. JA-11.
3. FOR WORKING POINTS SEE DWG. NO. JA-04.
4. ALL ELEVATIONS SHOWN IN METERS.
5. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.

(NO.) INDICATES POUR NO.

• POUR NO. 5 IS AFTER NEW BRIDGE IS ROLLED IN

POUR NO. ⑤•	
PEDESTAL NO.	ELEVATION
P1	17.118
P2	17.115
P3	17.112
P4	17.143
P5	17.180
P6	17.217
P7	17.214
P8	17.171
P9	17.128
P10	17.091
P11	17.088
P12	17.085

CONCRETE POUR TABLE

POUR NO.	ITEM NO.	QUANTITY (CM)
(1)	555.09 M	54
(2)	555.09 M	54
(3)	555.09 M	22
(4)	555.09 M	22
(5)	555.09 M	5

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
PIER PLAN AND ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
JA-10	AS SHOWN	NOV. 2002	

HNTB

IN CHARGE OF L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.
G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY

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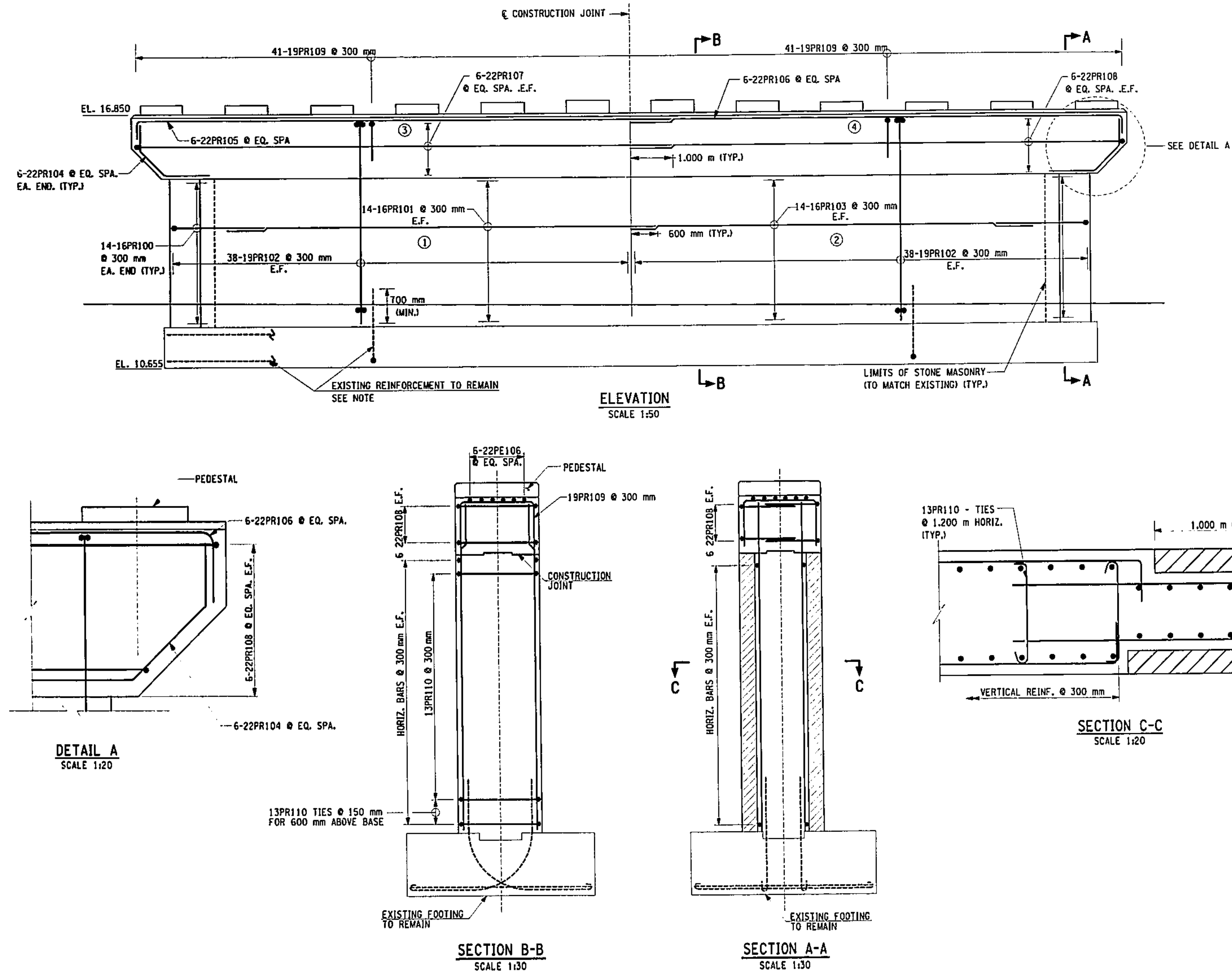
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	144	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



NOTE:

19PR102 BARS SHALL BE LAPPED SPLICED TO EXISTING FOOTING DOWELS. IF THE EXISTING REINFORCEMENT IS CUT OR DAMAGED #19 BARS SHALL BE DOWELED INTO EXISTING FOOTING WITH MINIMUM EMBEDMENT OF 800 mm.

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
PIER REINFORCEMENT
(ELEVATION AND SECTION)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-11	AS SHOWN	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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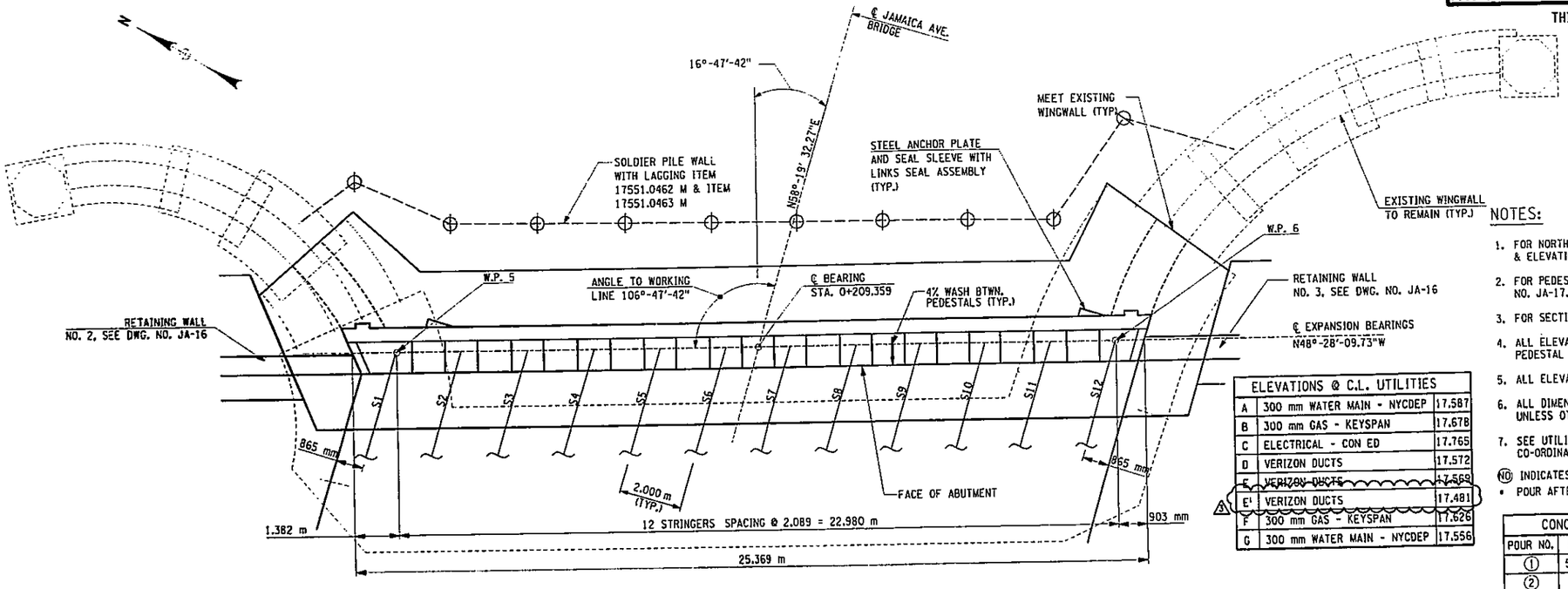
1	N.Y.	D259284	145A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 145



ELEVATIONS @ C.L. UTILITIES		
A	300 mm WATER MAIN - NYCDEP	17.587
B	300 mm GAS - KEYSPAN	17.678
C	ELECTRICAL - CON ED	17.765
D	VERIZON DUCTS	17.572
E	~~VERIZON DUCTS~~	~~17.569~~
E¹	VERIZON DUCTS	17.481
F	300 mm GAS - KEYSPAN	17.626
G	300 mm WATER MAIN - NYCDEP	17.556

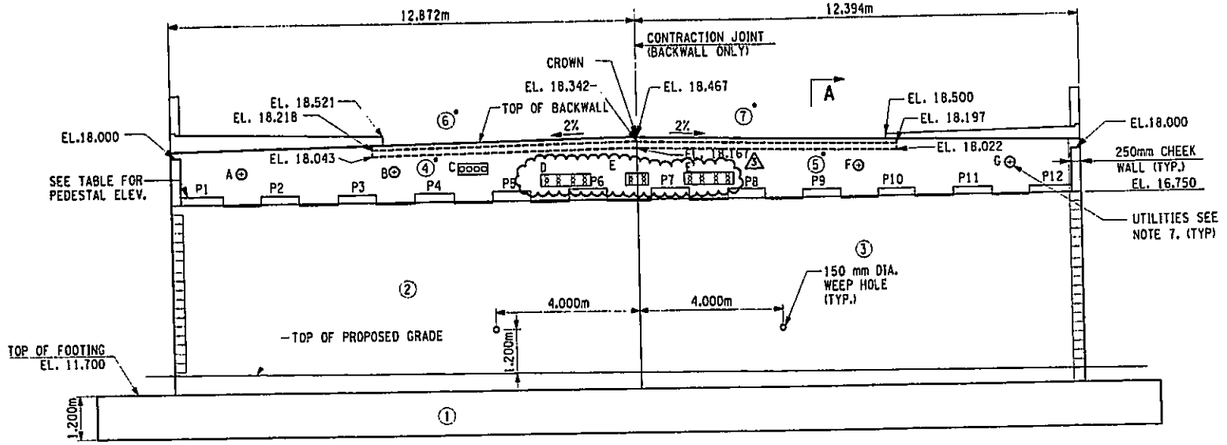
NOTES:

1. FOR NORTHEAST AND SOUTHEAST WINGWALL, PLAN & ELEVATION, SEE DWG. NOS. JA-22 & JA-23 .
2. FOR PEDESTAL & ANCHOR BOLT LAYOUTS, SEE DWG. NO. JA-17.
3. FOR SECTION A-A SEE DWG. NO. JA-15
4. ALL ELEVATIONS AT FRONT FACE OF BACKWALL EXCEPT PEDESTAL ELEVATION WHICH ARE AT ℄ BEARINGS.
5. ALL ELEVATIONS SHOWN IN METERS.
6. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
7. SEE UTILITY EG. NO. JA-41 & JA-42. FOR ELEVATION CO-ORDINATE WITH UTILITY COMPANIES.

(NO) INDICATES POUR NO.
• POUR AFTER NEW BRIDGE IS ROLLED IN

CONCRETE POUR TABLE		
POUR NO.	ITEM NO.	QUANTITY (CM)
①	555.0104M	188
②	555.09M	96
③	555.09 M	92
④	555.09 M	11
⑤	555.09 M	11
⑥	555.09 M	0.26
⑦	555.09 M	0.26
⑧	555.09 M	4

PLAN



POUR NO. (8)*	
PEDESTAL NO.	ELEVATION
P1	17.012
P2	17.009
P3	17.006
P4	17.037
P5	17.074
P6	17.111
P7	17.108
P8	17.065
P9	17.022
P10	16.985
P11	16.981
P12	16.978

ELEVATION
SCALE: 1:75

NOTE: BARRIER AT CURB NOT SHOWN FOR CLARITY.

⚠	REVISE VERIZON DUCTS	6-13-03

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
EAST ABUTMENT PLAN AND ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
JA-12	1:75	NOV. 2002	11

28/53

HNTB

IN CHARGE OF ____ G.L. ____ DESIGNED BY ____ R.N. ____ DIGGED BY ____ D.H. ____ ESTIMATED BY ____ L.M. ____ CHECKED BY ____ R.N. ____ DRAFTED BY ____ J.R.E. ____ CHECKED BY ____ R.N. ____

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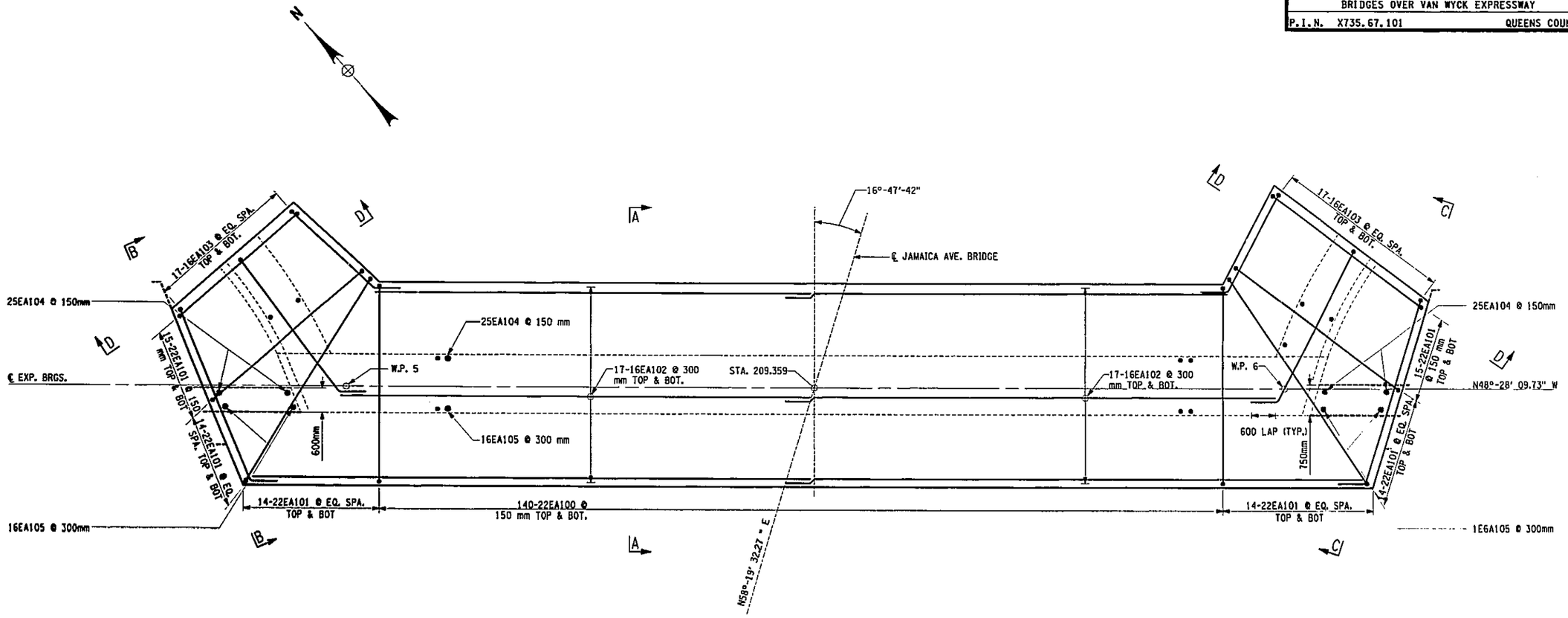
1	N. Y.	D259284	146	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



FOOTING REINFORCEMENT PLAN
SCALE: 1:50

NOTES

1. FOR ALL DIMENSIONS AND GEOMETRY, SEE DWG. NO. JA-04,
2. WORKING POINTS, SEE DWG. NO. JA-04
3. SECTION A-A, SEE DWG. NO. JA-15.
4. VIEW B-B & VIEW C-C, SEE DWG. NO. JA-22 & JA-23
5. SECTION D-D, SEE DWG NO. JA-24.

LEGEND

EQ. SPA. = EQUAL SPACING
F.F. = FRONT FACE
R.F. = REAR FACE
E.F. = EACH FACE

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
EAST ABUT. FOOTING REINFORCEMENT PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-13	1:50	NOV. 2002	REGION 11

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY L.H. ESTIMATED BY D.N.

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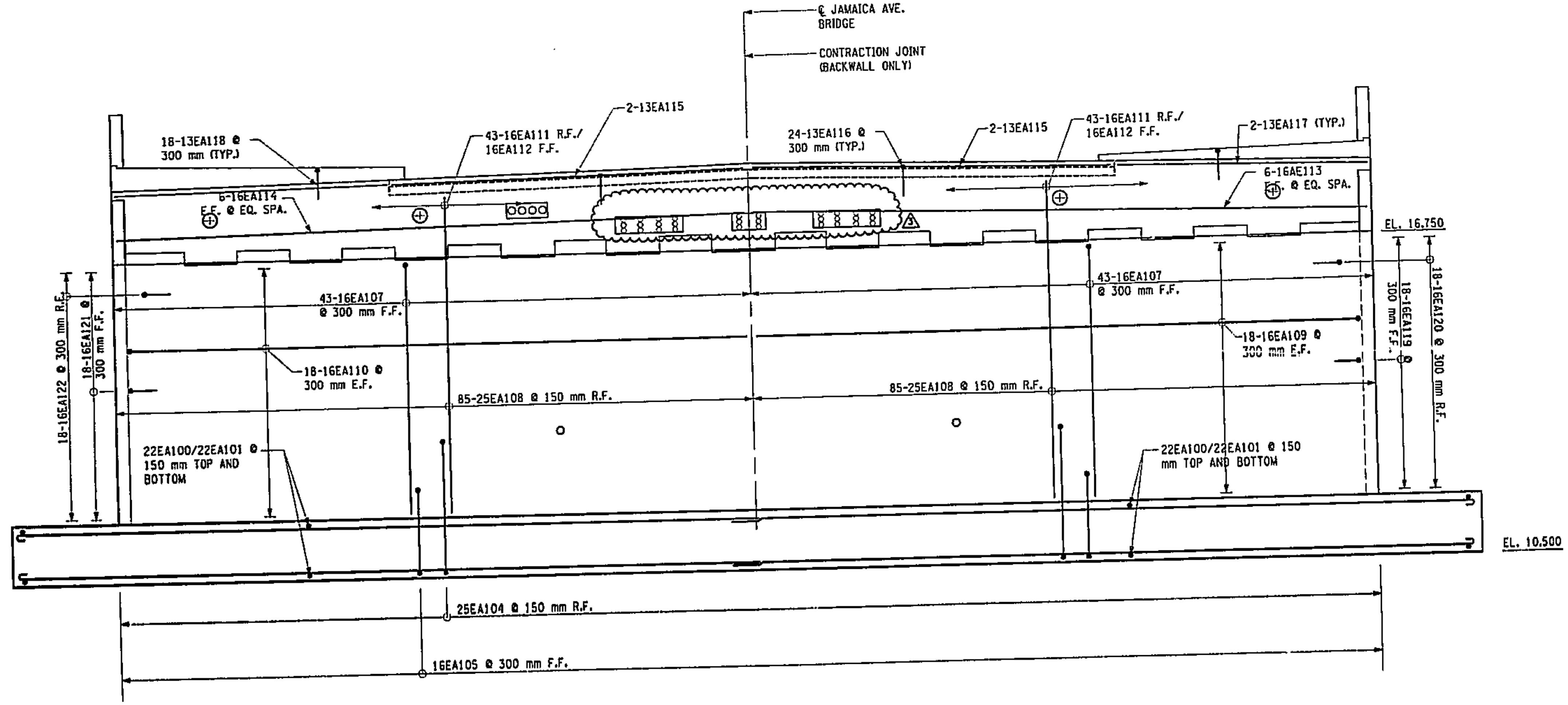
1	N.Y.	D259284	147A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 147



ABUTMENT REINFORCEMENT PLAN
SCALE: 1:50

NOTES:

1. FOR CHEEK WALL REINFORCEMENT DETAILS, SEE DWG. NO. JA-15.
2. FOR DETAILS OF HORIZONTAL AND VERTICAL CONSTRUCTION AND CONTRACTION JOINTS, SEE DETAILS ON DWG. NO. JA-38.
3. FOR REINFORCEMENT IN THE HEADER SEE DWG. NO. JA-38.
4. FOR BACKWALL REINFORCEMENT DETAIL AT UTILITY LOCATIONS, SEE DWG. NO. JA-39.
5. FOR SECTION A-A, SEE DWG. NO JA-15.
6. FOR RETAINING WALL DOWELS AND OTHER REINFORCEMENT DETAILS, SEE DWG. NO. JA-16.

LEGEND:

EQ. SPA. = EQUAL SPACING
F.F. = FRONT FACE
R.F. = REAR FACE
E.F. = EACH FACE

1	REVISE VERIZON DUCTS	6-13-03

29/ 53

HNTB

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
EAST ABUT. REINFORCEMENT PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

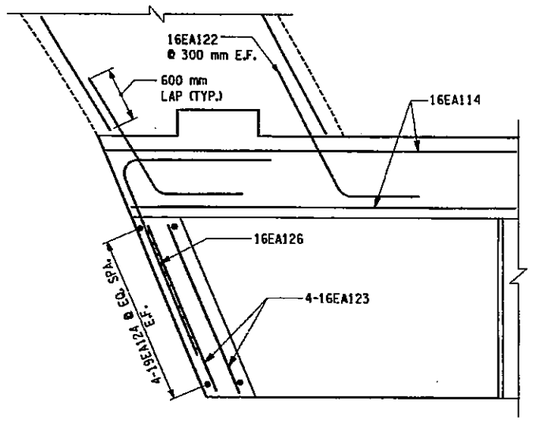
DRAWING NO.	SCALE	DATE	
JA-14	1:50	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

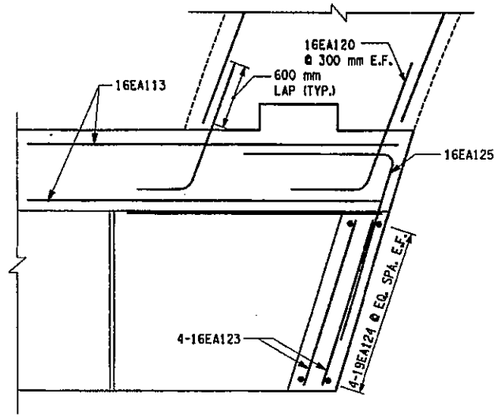
FILE NAME = t:\struct\29803 Hillside Jamaica\29803-02\drawings\Amendment\x73567_p-24
DATE/TIME = 7/10/2003 10:05:45 AM
USER = PBIa

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	148R1	211

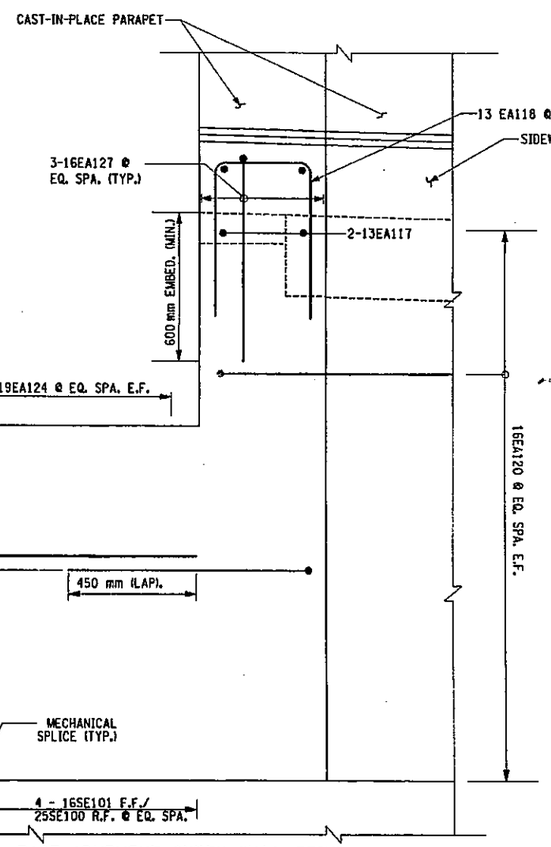
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



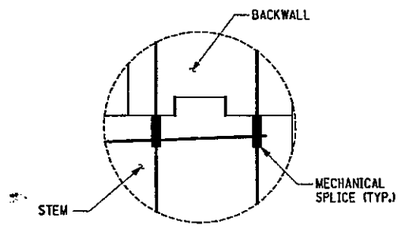
PARTIAL PLAN - NORTH CORNER EAST ABUTMENT
SCALE 1:10



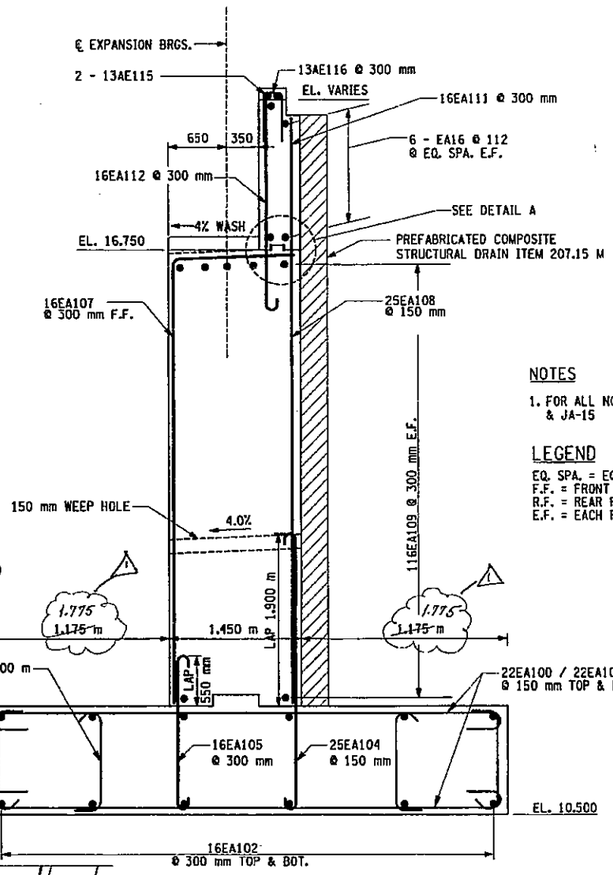
PARTIAL PLAN - SOUTH CORNER EAST ABUTMENT
SCALE 1:10



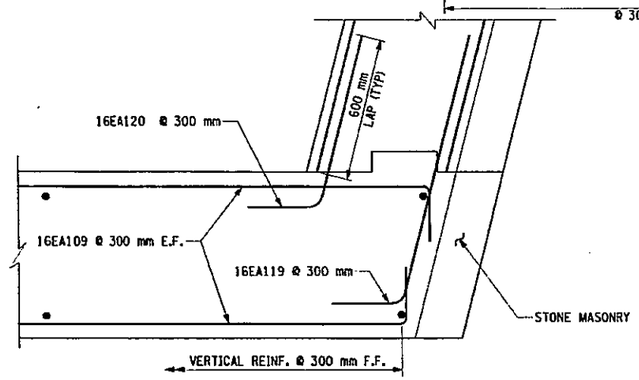
EAST ABUTMENT CHEEK WALL REINF.
SOUTHEAST SHOWN, NORTHEAST SIMILAR



DETAIL A



SECTION A-A
N.T.S.



SECTION B-B
N.T.S.

NOTES

1. FOR ALL NOTES SEE DWG. NO JA-14 & JA-15

LEGEND

EQ. SPA. = EQUAL SPACING
F.F. = FRONT FACE
R.F. = REAR FACE
E.F. = EACH FACE

BIN 1055700

AS BUILT REVISIONS
1 Revised dimensions for footing toe & heel

SIGNATURE Aug 12, 2008 DATE

JAMAICA AVENUE OVER V.W.E.
EAST ABUTMENT SECTION AND DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-15	AS NOTED	NOV. 2002	REGION 11

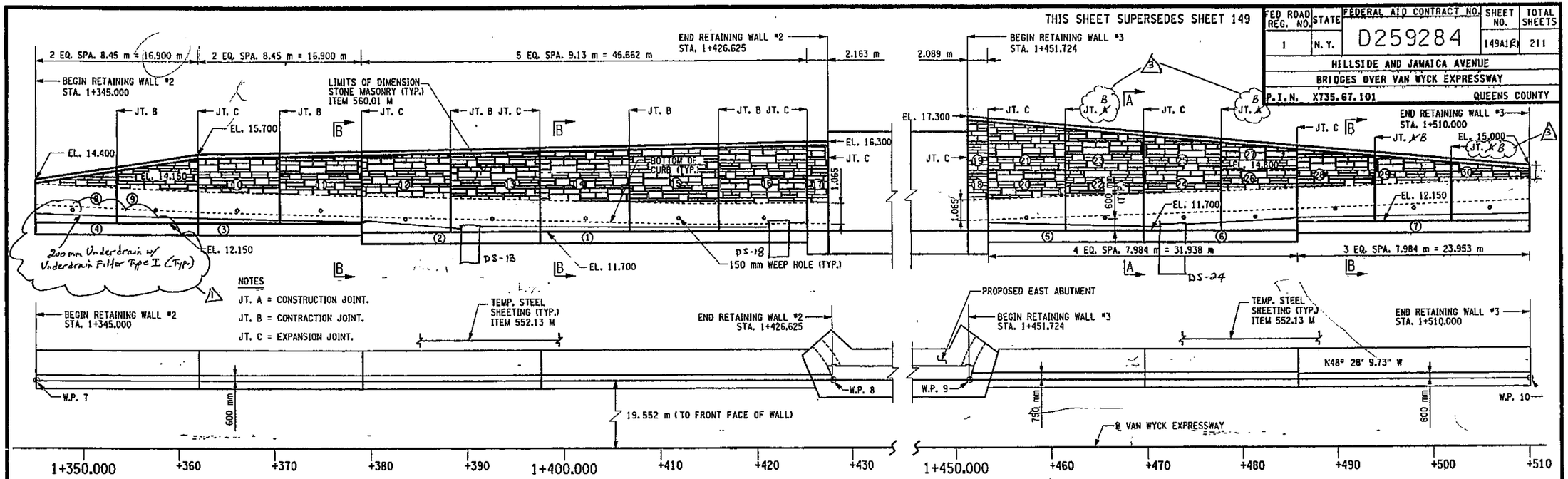
DESIGNED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY G.L. IN CHARGE OF

FILE NAME = t:\struct\29803 hillside jamaica\28683-02\drawings\pse\jamaica\w73557ja.mac
DATE/TIME = 12/12/02 12:30:01 PM
USER = JPELLO

THIS SHEET SUPERSEDES SHEET 149

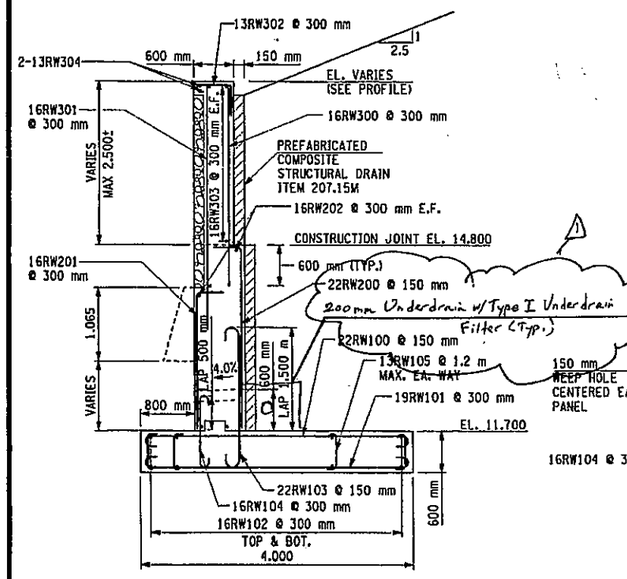
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	149A(R)	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



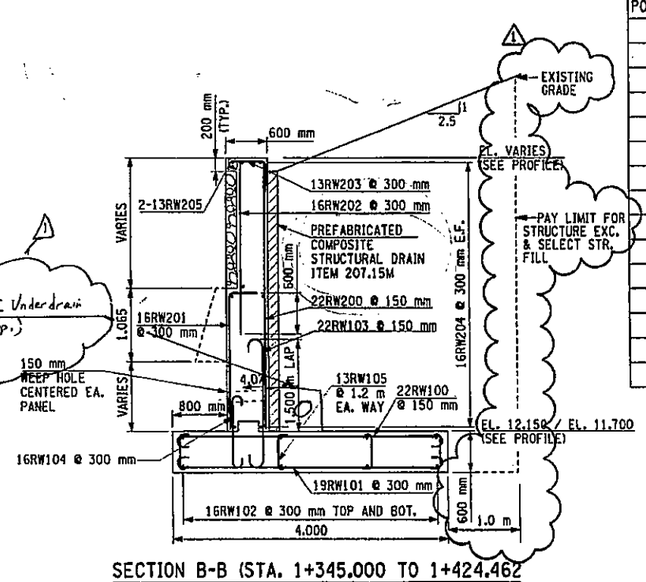
EAST ABUTMENT AND RETAINING WALL (NO. 2 & 3)

SCALE: HORIZ: 1:200 VERT 1:100



SECTION A-A (STA. 1+453.813 TO 1+485.751)

SCALE: 1:40



SECTION B-B (STA. 1+345.000 TO 1+424.462 AND STA. 1+485.751 TO 1+510.000)

SCALE: 1:40

CONCRETE POUR TABLE					
POUR NO.	ITEM NO.	QUANTITY (CM)	POUR NO.	ITEM NO.	QUANTITY (CM)
①	555.0104M	66	⑯	555.09 M	24
②	555.0104M	44	⑰	555.09 M	6
③	555.0104M	41	⑱	555.09 M	5
④	555.0104M	41	⑲	555.09 M	4
⑤	555.0104M	39	⑳	555.09 M	20
⑥	555.0104M	39	㉑	555.09 M	12
⑦	555.0104 M	58	㉒	555.09 M	20
⑧	555.09 M	14	㉓	555.09 M	12
⑨	555.09 M	17	㉔	555.09 M	20
⑩	555.09 M	19	㉕	555.09 M	10
⑪	555.09 M	19	㉖	555.09 M	20
⑫	555.09 M	23	㉗	555.09 M	8
⑬	555.09 M	22	㉘	555.09 M	19
⑭	555.09 M	23	㉙	555.09 M	18
⑮	555.09 M	23	㉚	555.09 M	16

WORKING POINT	NORTHING	EASTING
7	-12,916.638	16,236.945
8	-12,971.021	16,298.347
9	-12,987.455	16,316.902
10	-13,026.093	16,360.528

2 Changed Vertical Joints from type A to type B on Retaining Wall #3

NOTE

REINFORCEMENT IN THE STEM OF THE RETAINING WALL SUPPORTED ON THE ABUTMENT FOOTINGS IS SIMILAR TO THE SECTION SHOWN. FOR FOOTING REINFORCEMENT (ABUTMENT) SEE DWG. NO. JA-13.

21/26

1 ADD PAY LIMITS FOR EXC. & BACKFILL 2-26-03

BIN 1055700

AS BUILT REVISIONS

1 Added Underdrain behind Walls 2 and 3

2 Changed coordinates for WP# 7

SIGNATURE DATE Aug 13, 2008

JAMAICA AVENUE OVER V.W.E.
RETAINING WALL NO. 2 & 3

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
JA-16	AS SHOWN	NOV. 2002	

HNTB

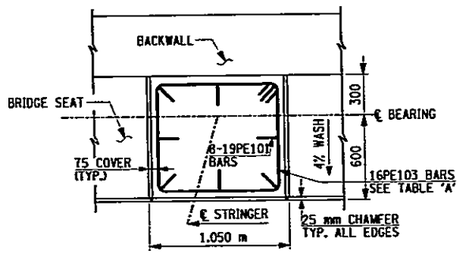
R.N. DRAFTED BY J.R.E. CHECKED BY R.N. DESIGNED BY G.L. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY

IN CHARGE OF

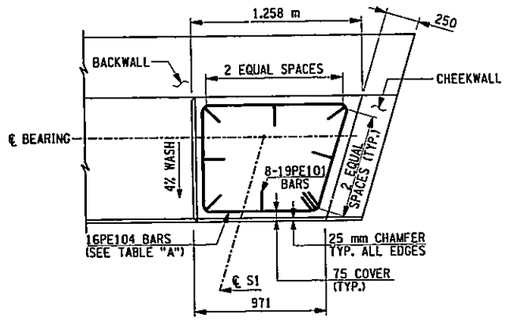
FILE NAME = T:\STRUCT\29080 hillside jamaica\29080-02\drawings\VSE\Jamaica\v7357.dgn
DATE/TIME = 2/27/2003 12:50 PM
USER = PEIlo

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	150	211

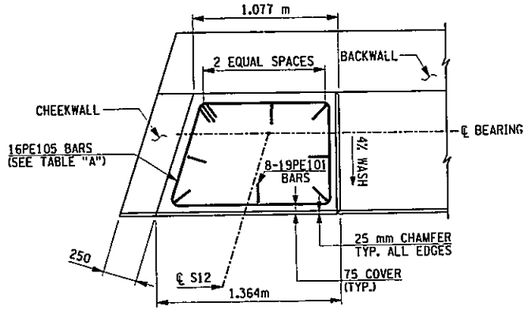
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



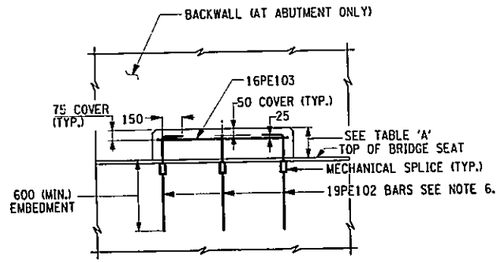
REINFORCEMENT PLAN
WEST ABUTMENT
(FOR STRINGERS S2 TO S11)



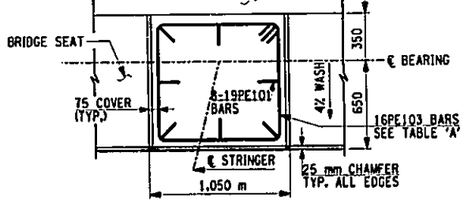
REINFORCEMENT PLAN
WEST ABUTMENT
(FOR STRINGER S1)



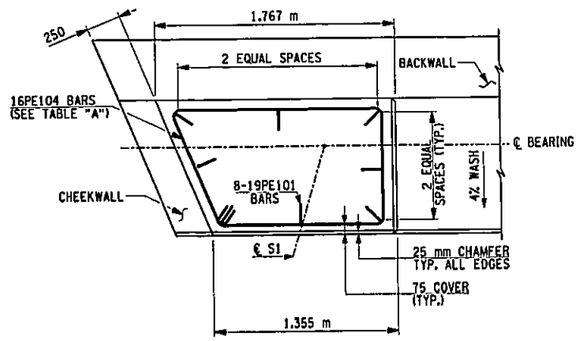
REINFORCEMENT PLAN
WEST ABUTMENT
(FOR STRINGER S12)



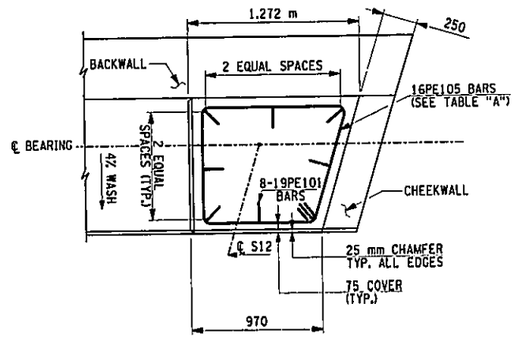
TYPICAL ELEVATION
(SIMILAR FOR STRINGERS S1 AND S12)
(STRINGERS S2 TO S11 SHOWN)



REINFORCEMENT PLAN
EAST ABUTMENT
(FOR STRINGERS S2 TO S11)



REINFORCEMENT PLAN
EAST ABUTMENT
(FOR STRINGER S1)



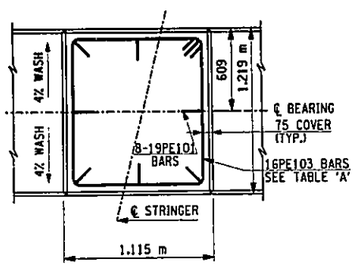
REINFORCEMENT PLAN
EAST ABUTMENT
(FOR STRINGER S12)

TABLE "A"	
PEDESTAL HEIGHT	NUMBER OF HOOPS
150 - 200	1
205 - 275	2
280 - 350	3
355 - 425	4
430 - 500	5

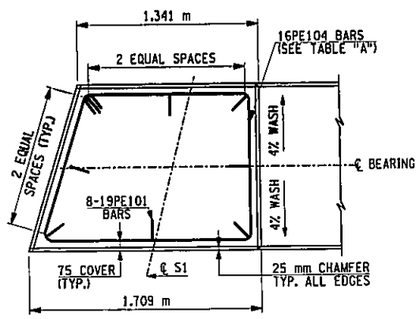
NOTES:

1. CONCRETE FOR PEDESTALS SHALL BE PAID FOR UNDER ITEM NO. 555.09 M.
2. STEEL REINFORCEMENT SHALL BE PAID FOR UNDER ITEM NO. 556.0202 M.
3. THE CONTRACTOR SHALL INCLUDE THE COST OF ALL MECHANICAL SPLICES IN THE PRICE BID FOR THE APPROPRIATE REINFORCEMENT ITEM.
4. SEE DRAWING NOS. JA-36 AND JA-37 FOR PROPOSED BEARING DETAILS.
5. ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED.
6. IN LIEU OF MECHANICAL SPLICE, CONTRACTOR MAY ELECT TO DRILL AND GROUT THE REINF. (L-SHAPED)

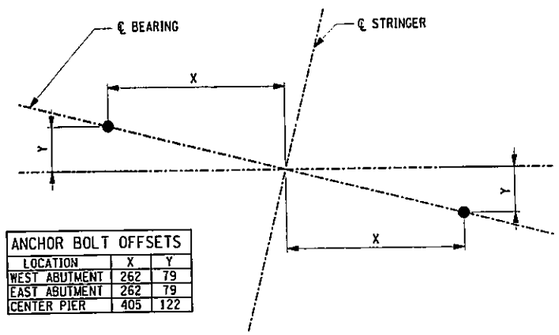
BIN 1055700



REINFORCEMENT PLAN
CENTER PIER
(FOR STRINGER S2 TO S11)



REINFORCEMENT PLAN
CENTER PIER
(STRINGER S1 SHOWN, OPPOSITE FOR S12)



ANCHOR BOLT OFFSETS		
LOCATION	X	Y
WEST ABUTMENT	262	79
EAST ABUTMENT	262	79
CENTER PIER	405	122

TYPICAL LAYOUT PLAN
(FOR ALL STRINGERS S1 TO S12)
N.T.S.

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
PEDESTAL DETAILS (ABUTMENTS AND PIER)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
JA-17	1:20	NOV. 2002	

DRAWN BY R.N. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY L.H.
DESIGNED BY R.N. CHECKED BY G.L. ESTIMATED BY D.M. CHECKED BY
IN CHARGE OF

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USER = Pete

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	151F1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

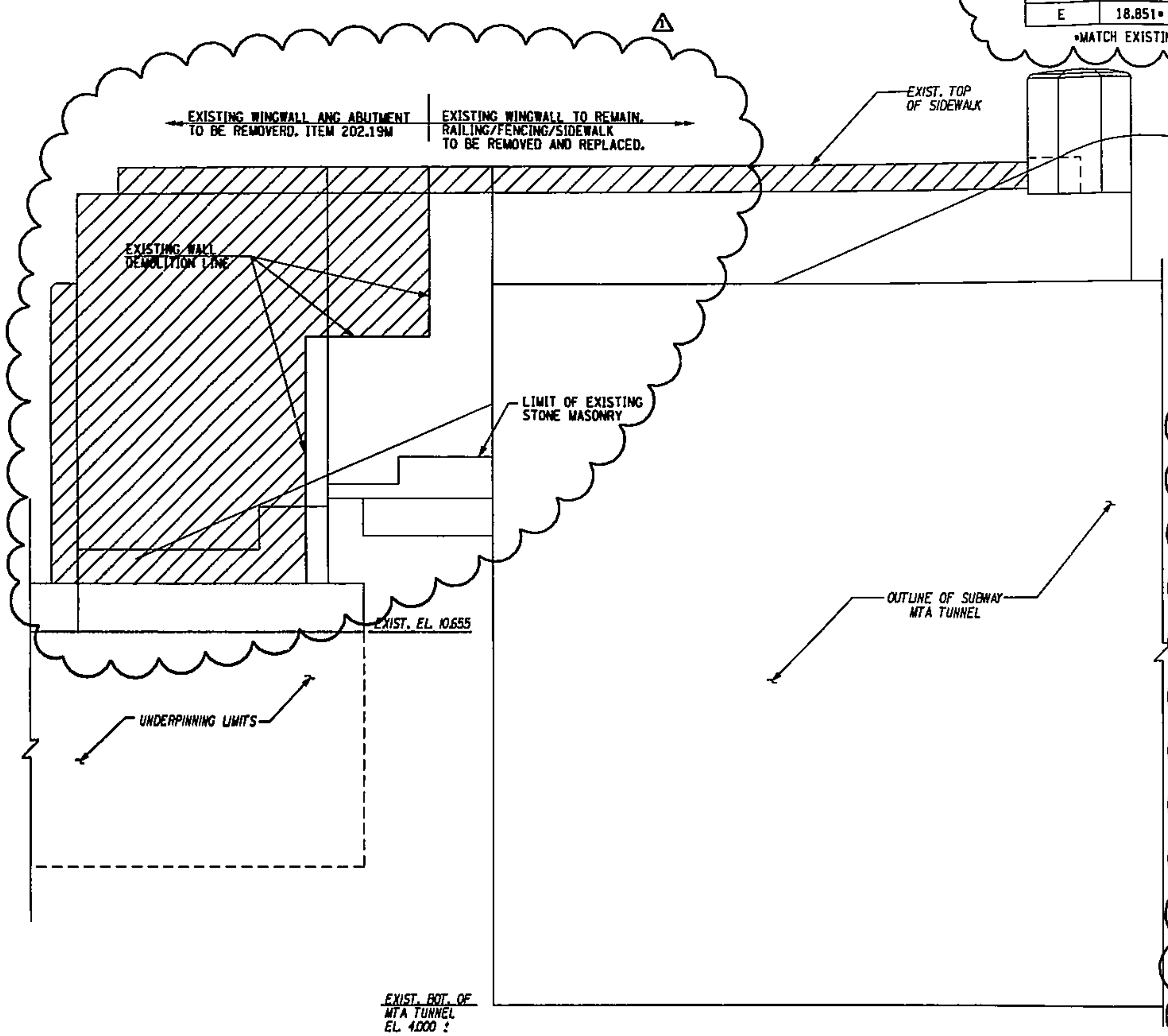
FIELD CHANGE SHEET

FOR APPROVAL SIGNATURES SEE SHEET 137F1

THIS SHEET SUPERSEDES SHEET 151

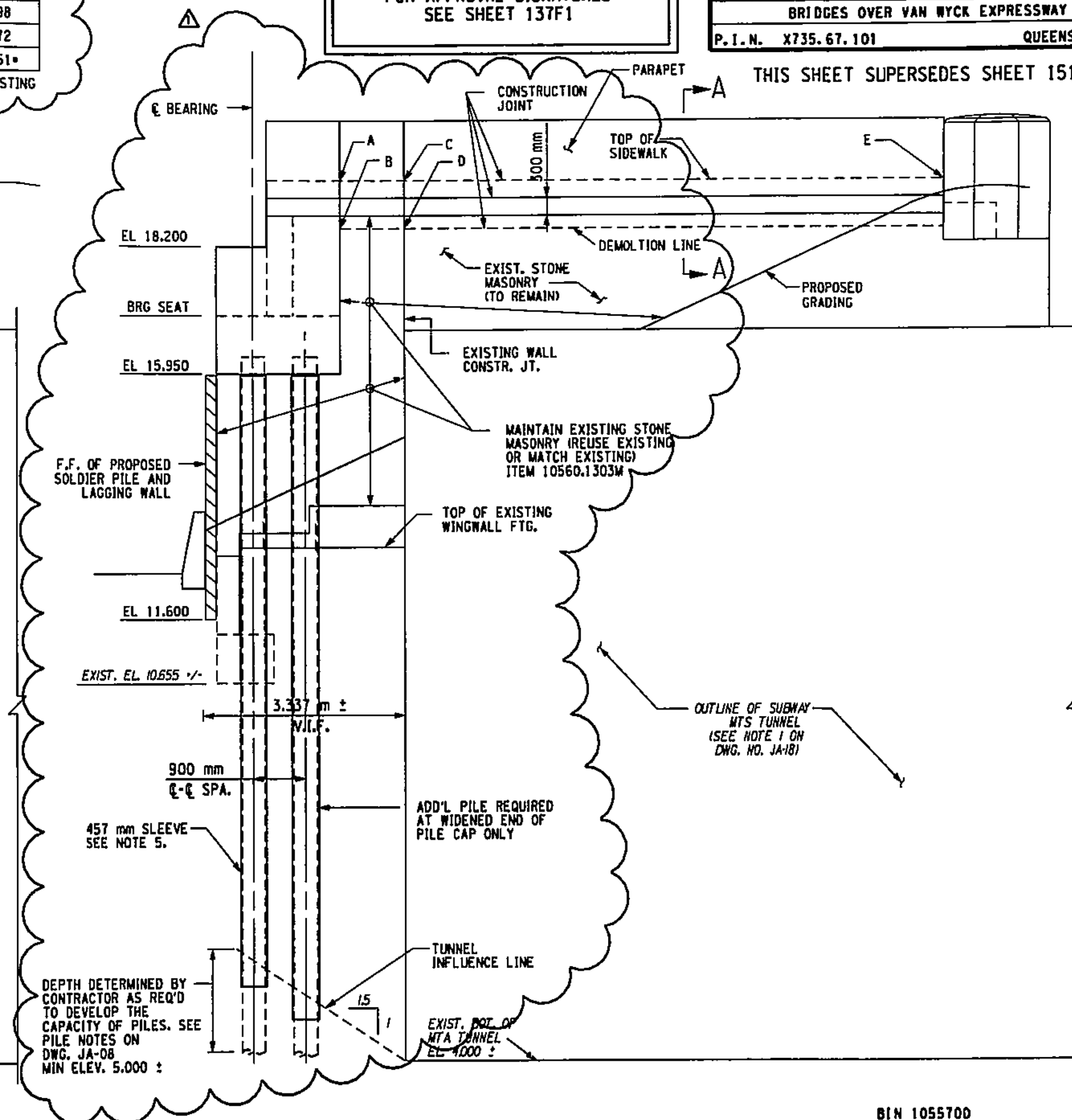
LOCATION	ELEVATION
A	18.891
B	18.069
C	18.898
D	18.072
E	18.851•

•MATCH EXISTING



ELEVATION - EXISTING NORTHWEST WINGWALL - WEST ABUTMENT

SCALE 1:50



ELEVATION - PROPOSED NORTHWEST WINGWALL - WEST ABUTMENT

SCALE 1:50

NOTES:

1. MTA TUNNEL INFORMATION (GEOMETRY) WAS OBTAINED FROM DRAWINGS IN CONTRACT NO: C-20709 (DATED MAR. 1979).
2. FOR SECTION A-A SEE DWG. NO. JA-21.
3. FOR PILE CAP & END WINGWALL REINFORCEMENT SEE JA-07.
4. HAND EXCAVATION IS REQUIRED WITHIN 900 mm OF THE SUBWAY STRUCTURE.
5. EXTEND SLEEVE W/BOND BREAKER TO MIN. OF 300 mm BELOW INFLUENCE LINE.

FIELD CHANGES TO THIS SHEET INCLUDE: ELIMINATION OF PROPOSED WEST WINGWALL RETURNS

△	ELIMINATE PROPOSED WEST WINGWALLS	07-05-05

HNTB

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
NORTHWEST WINGWALL ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-18	AS SHOWN	OCT. 2005	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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DATE/TIME = 10/24/2005 15:15:59 PM
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	152F1	211

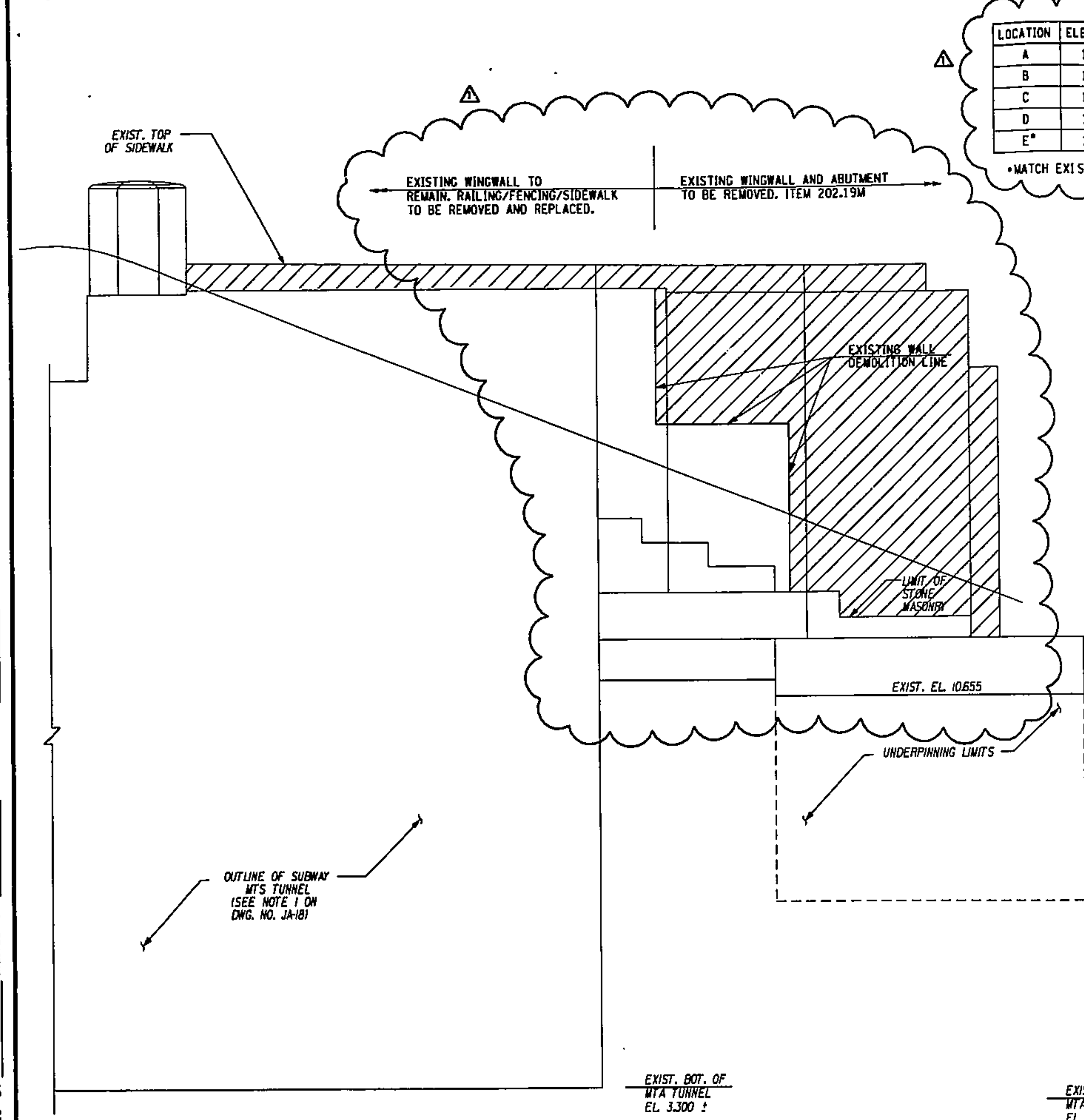
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

FIELD CHANGE SHEET
FOR APPROVAL SIGNATURES SEE SHEET 137F1

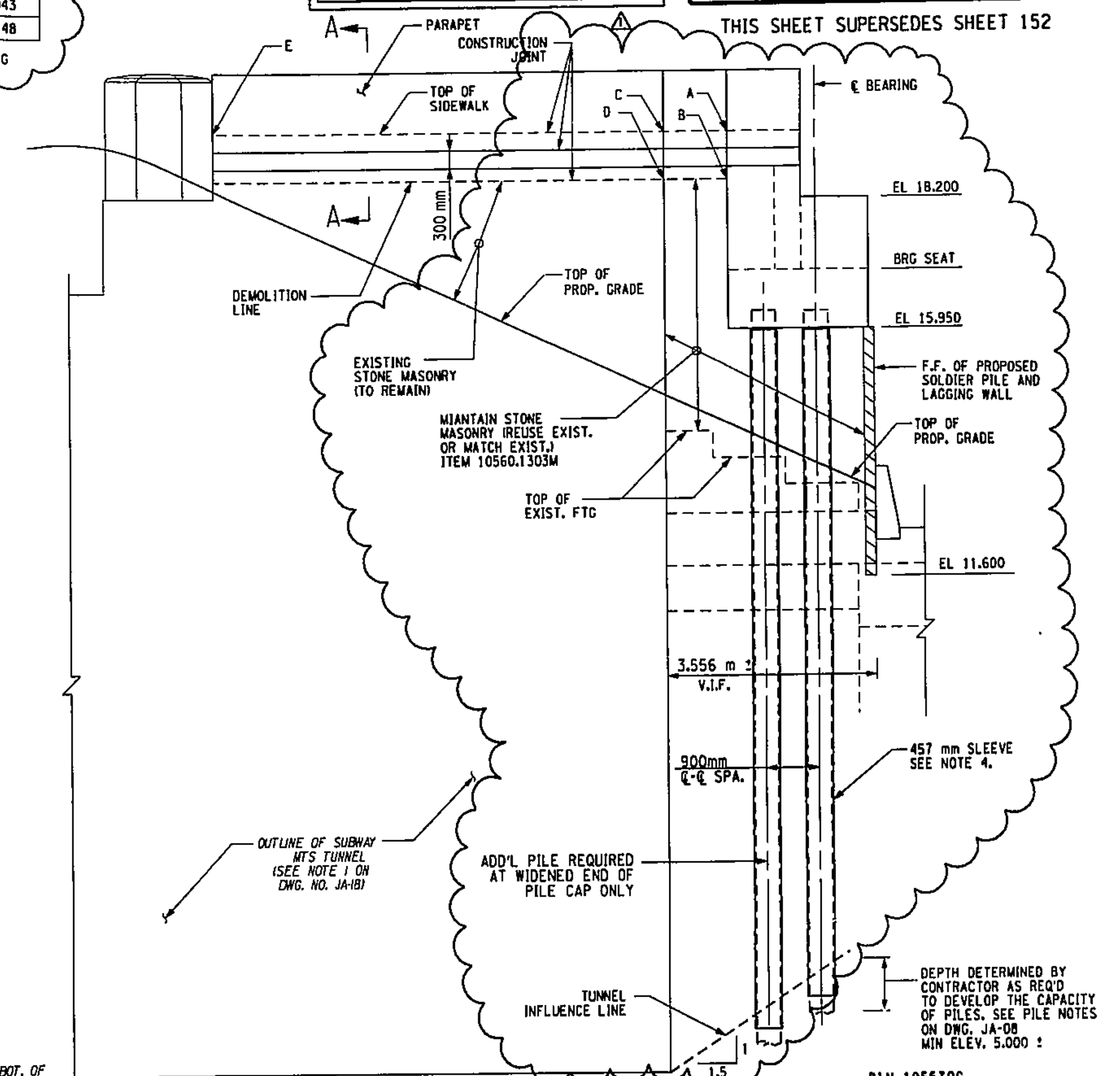
THIS SHEET SUPERSEDES SHEET 152

LOCATION	ELEVATION
A	18.862
B	18.037
C	18.869
D	18.043
E*	18.848

*MATCH EXISTING



ELEVATION - EXISTING SOUTHWEST WINGWALL - WEST ABUTMENT
SCALE 1:50



ELEVATION - PROPOSED SOUTHWEST WINGWALL - WEST ABUTMENT
SCALE 1:50

NOTES:

1. FOR SECTION A-A SEE DWG. NO. JA-21.
2. FOR PILE CAP & END WINGWALL REINFORCEMENT SEE JA-07.
3. HAND EXCAVATION IS REQUIRED WITHIN 900 mm OF THE SUBWAY STRUCTURE.
4. EXTEND SLEEVE W/BOND BREAKER TO MIN. OF 300 mm BELOW INFLUENCE LINE.

FIELD CHANGES TO THIS SHEET INCLUDE:
ELIMINATION OF PROPOSED WEST WINGWALL RETURNS

1	ELIMINATE PROPOSED WEST WINGWALLS	07-05-05

HNTB

BIN 1055T00

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
SOUTHWEST WINGWALL ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-19	AS SHOWN	OCT. 2005	REGION 11

IN CHARGE OF ___ G.L. ___ DESIGNED BY ___ R.N. ___ CHECKED BY ___ D.M. ___ ESTIMATED BY ___ L.M. ___ CHECKED BY ___ R.N. ___ DRAFTED BY ___ J.R.E. ___ CHECKED BY ___ R.N.

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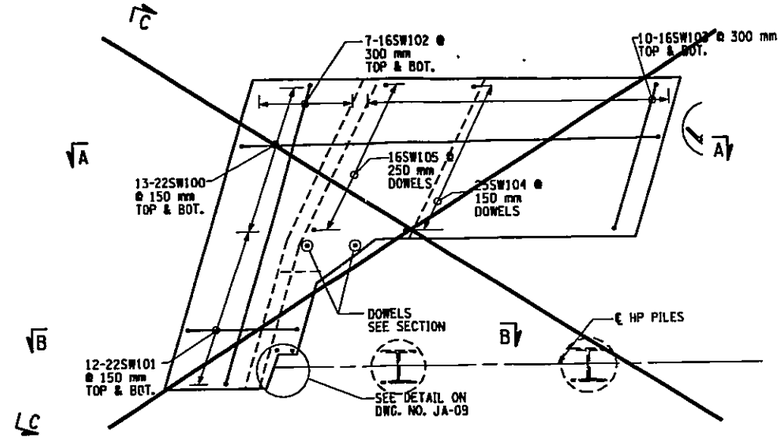
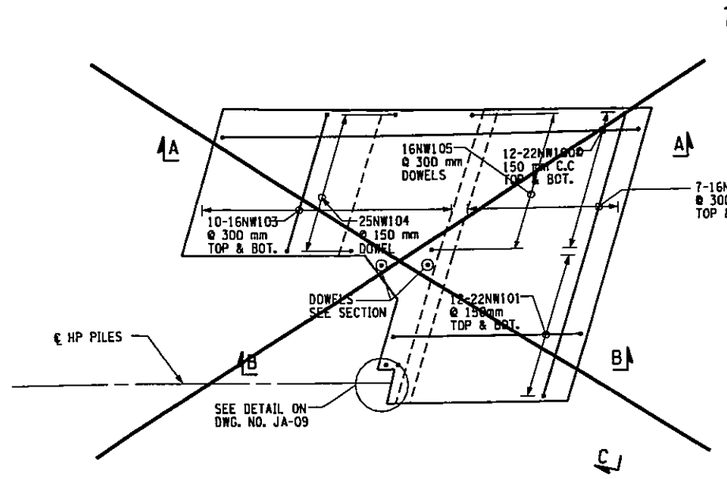
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	153F1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 153



SOUTHWEST WINGWALL FOOTING REINFORCEMENT PLAN - WEST ABUTMENT

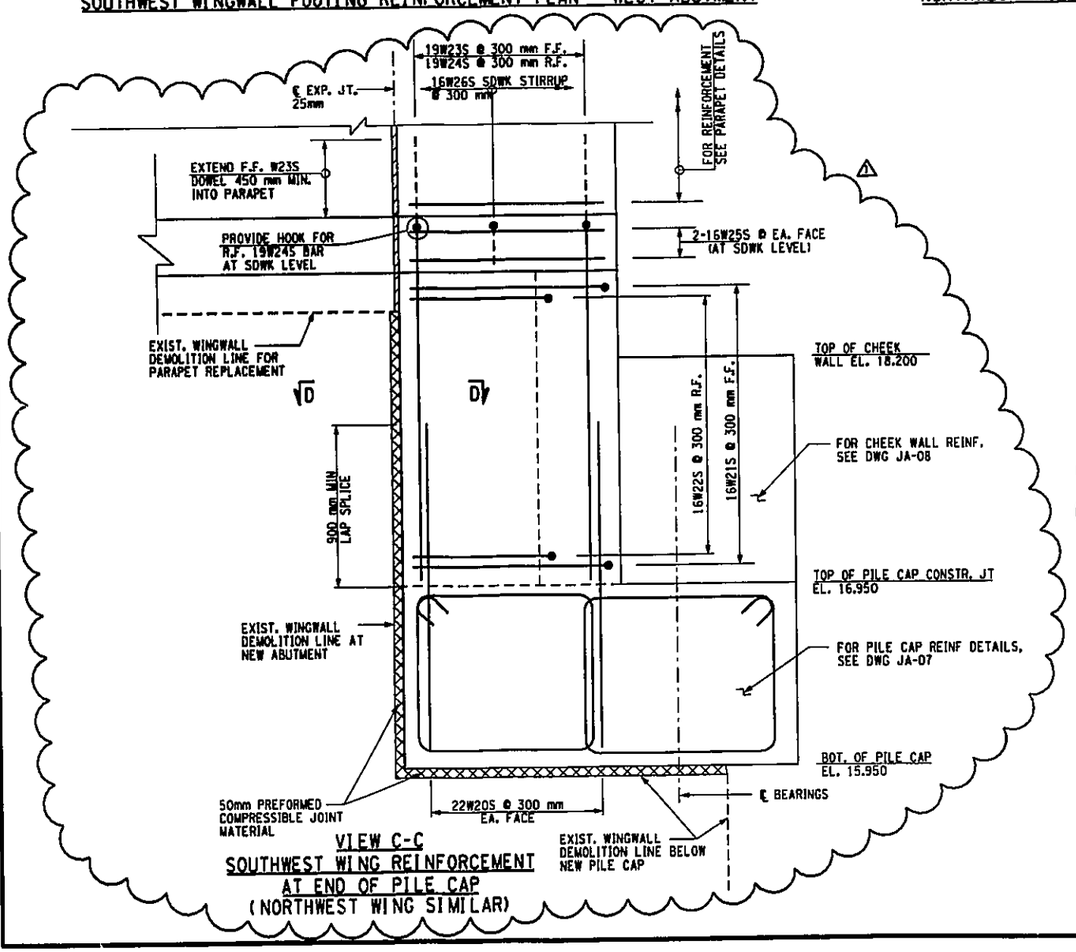


NORTHWEST WINGWALL FOOTING REINFORCEMENT PLAN - WEST ABUTMENT

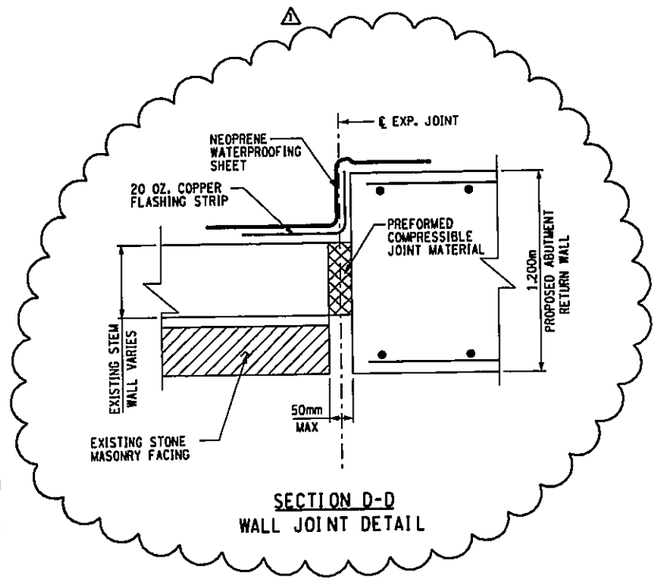
FIELD CHANGE SHEET

FOR APPROVAL SIGNATURES
SEE SHEET 137F1

NOTES:
1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 75mm UNLESS OTHERWISE NOTED.
2. FOR SECTION A-A & B-B SEE DWG. NO. JA-21.
3. FOR LOCATIONS OF VIEW C-C SEE DRAWING JA-07.



VIEW C-C
SOUTHWEST WING REINFORCEMENT
AT END OF PILE CAP
(NORTHWEST WING SIMILAR)



SECTION D-D
WALL JOINT DETAIL

FIELD CHANGES TO THIS SHEET INCLUDE:
ELIMINATION OF PROPOSED WEST WINGWALL RETURNS

⚠	ELIMINATE PROPOSED WEST WINGWALLS	07-05-05

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
NORTHWEST & SOUTHWEST WINGWALL REINF.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-20	AS SHOWN	OCT. 2005	REGION 11

HNTB

IN CHARGE OF ____ G.L. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ D.M. ____ ESTIMATED BY ____ L.M.
DRAWN BY ____ R.N. ____ CHECKED BY ____ J.R.E. ____ CHECKED BY ____ R.N.

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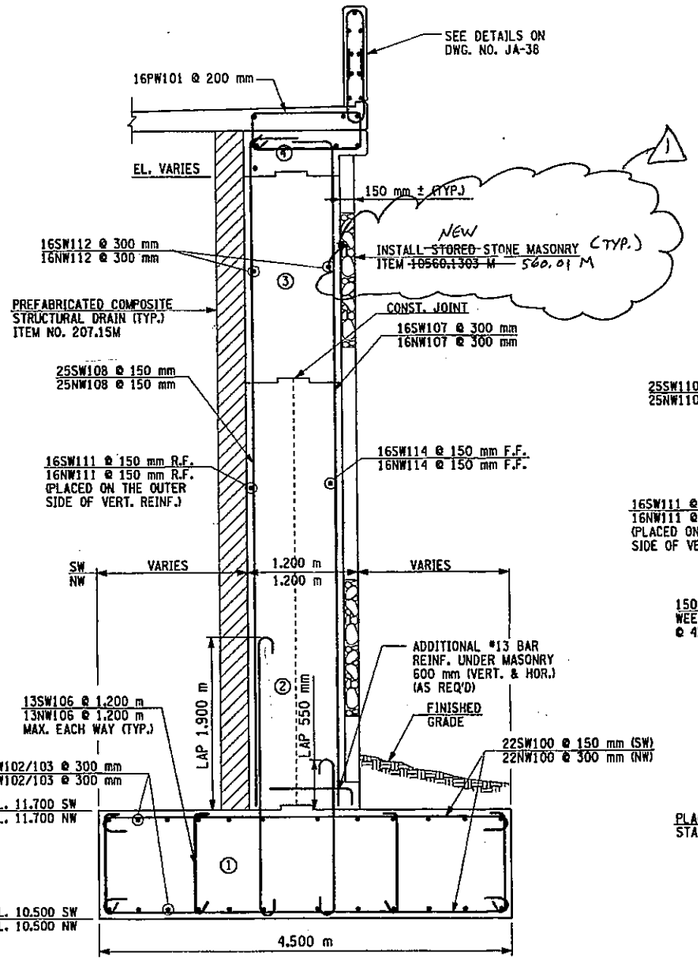
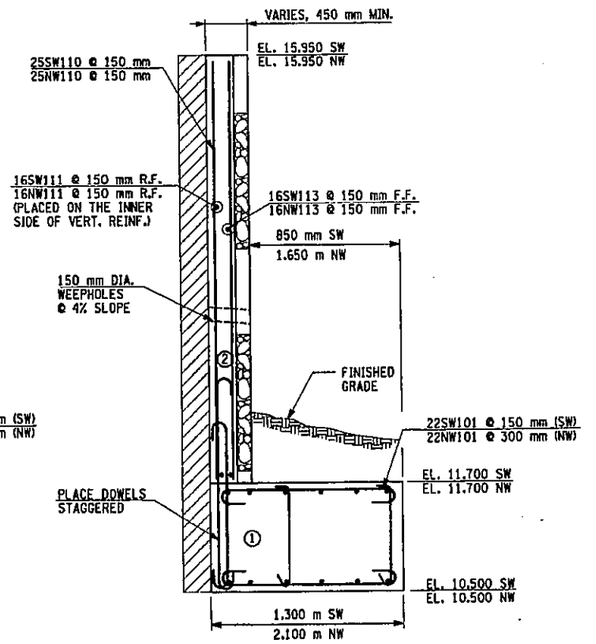
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	154(2)	211

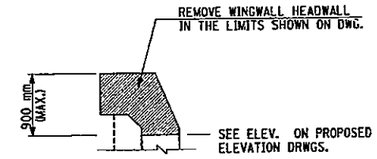
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. XT35.67.101 QUEENS COUNTY



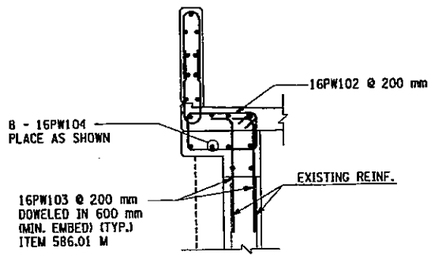
SECTION A - A
SOUTHWEST WINGWALL SHOWN
(NORTHWEST AS INDICATED)



SECTION B - B
NORTHWEST WINGWALL SHOWN
(SOUTHWEST AS INDICATED)



EXISTING SECTION A-A
(ON DWG. NO. JA-19, 20, 22 & 23)



PROPOSED SECTION A-A
(ON DWG. NO. JA-19, 20, 22 & 23)

NOTE:

COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 75mm UNLESS OTHERWISE NOTED. ALL OTHER COVER SHALL BE 50mm UNLESS OTHERWISE NOTED.

ALL STIRRUPS BARS AND LATERAL TIES IN THE SAME ROW SHALL ALTERNATE THE ORIENTATION OF THE 135° HOOK BETWEEN TOP AND BOTTOM

(NO.) INDICATES CONCRETE PLACEMENT NUMBER

CONCRETE POUR TABLE

POUR NO.	ITEM NO.	NW	SW
(1)	555.0104M	15	15
(2)	555.09M	12	12
(3)	555.09M	6	6
(4)	555.09M	2	2

BIN 1055700

AS BUILT REVISIONS
⚠ Installed new stone masonry on Wingwalls.

SIGNATURE Aug 12, 2016 DATE

JAMAICA AVENUE OVER V.W.E.
NORTHWEST & SOUTHWEST
WINGWALL SECTIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
JA-21	1:30	NOV. 2002	

HNTB

DESIGNED BY R.N. DRAFTED BY J.R.E. CHECKED BY L.M. CHECKED BY R.N. CHECKED BY D.M. ESTIMATED BY
IN CHARGE OF G.L.

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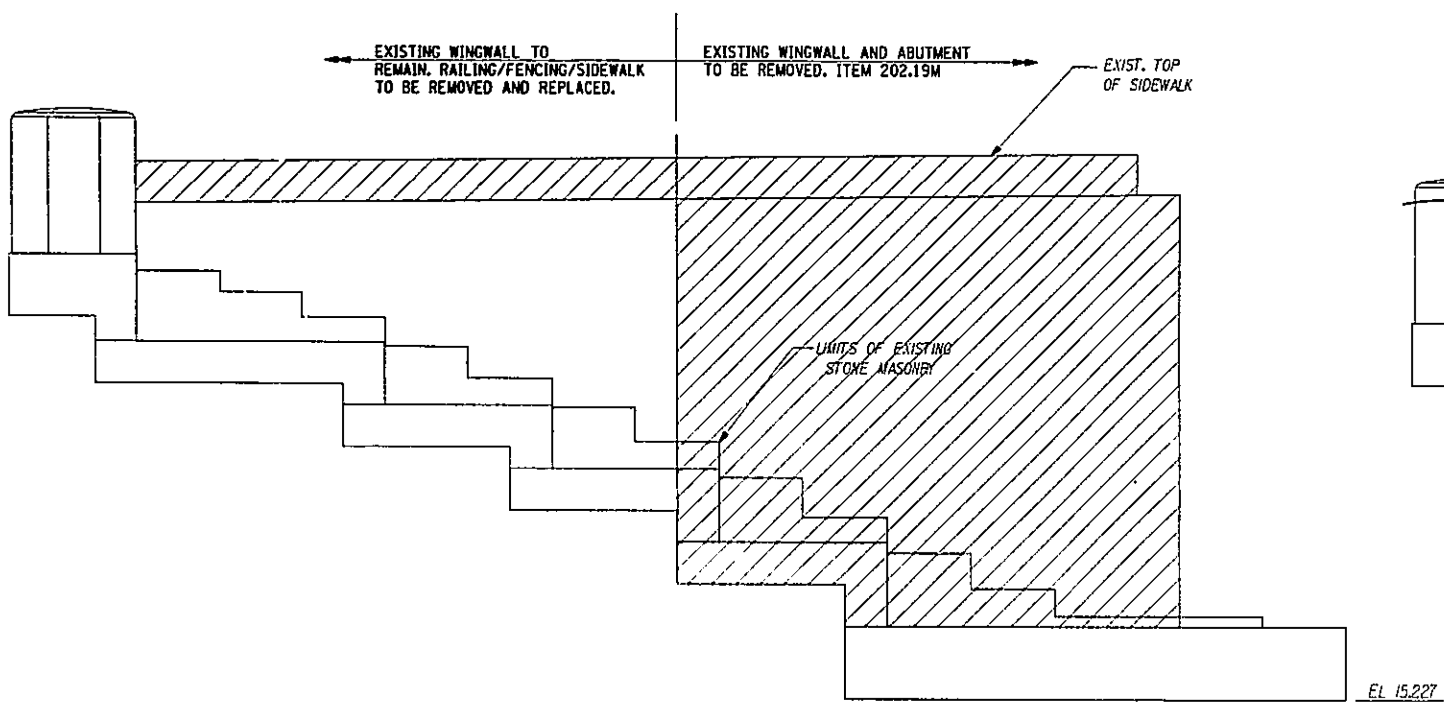
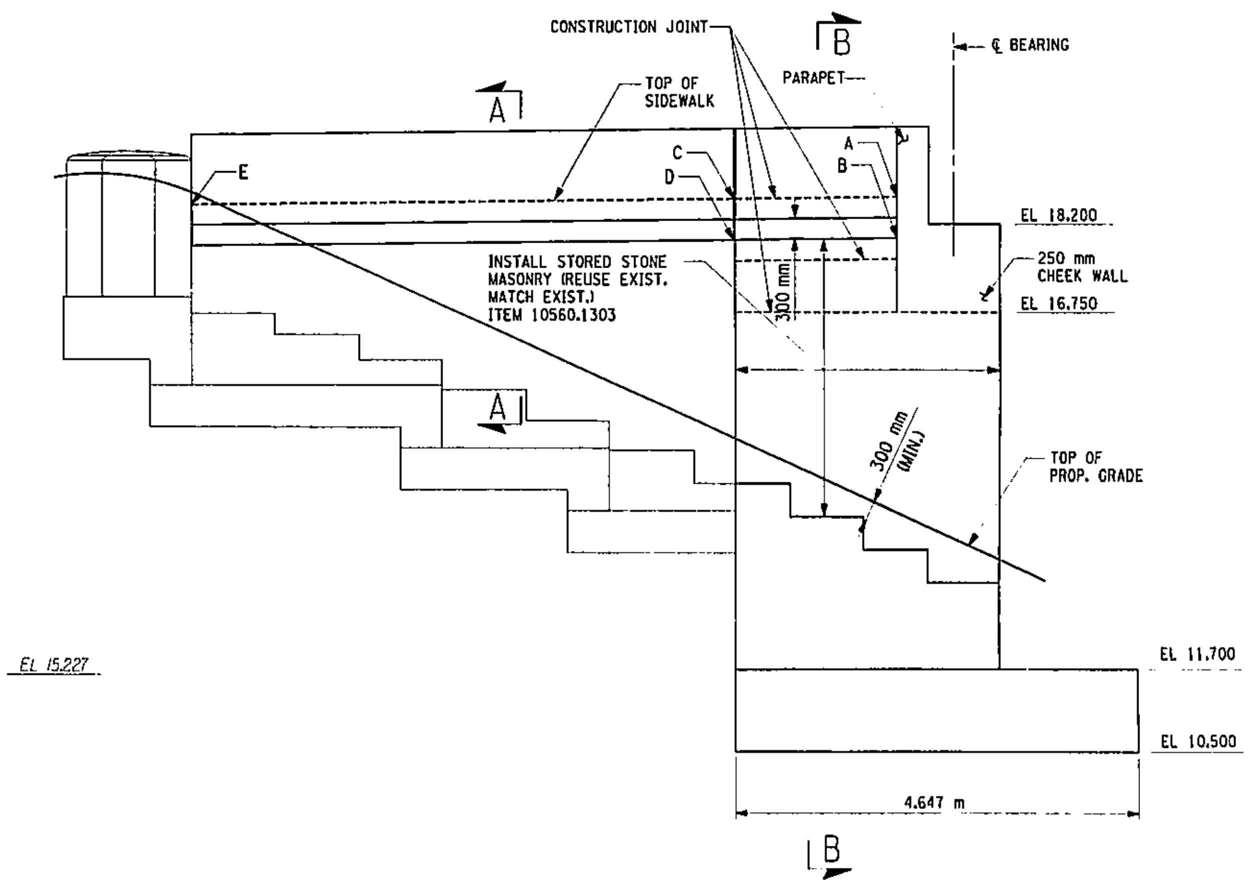
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	155	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

LOCATION	ELEVATION
A	18.580
B	18.580
C	18.555
D	17.720
E"	18.476





ELEVATION - EXISTING NORTHEAST WINGWALL - EAST ABUTMENT

SCALE 1:50

NOTES:

1. FOR SECTION A-A SEE DWG. NO. JA-21.
2. FOR WINGWALL ELEVATION AND SECTION SEE JA-20 AND JA-21.

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
NORTHEAST WINGWALL ELEVATION

HNTB

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-22	AS SHOWN	NOV. 2002	REGION 11

IN CHARGE OF ______ G.L. DESIGNED BY ______ R.N. CHECKED BY ______ D.M. ESTIMATED BY ______ L.M. CHECKED BY ______ R.N. DRAFTED BY ______ J.R.E. CHECKED BY ______ R.N.

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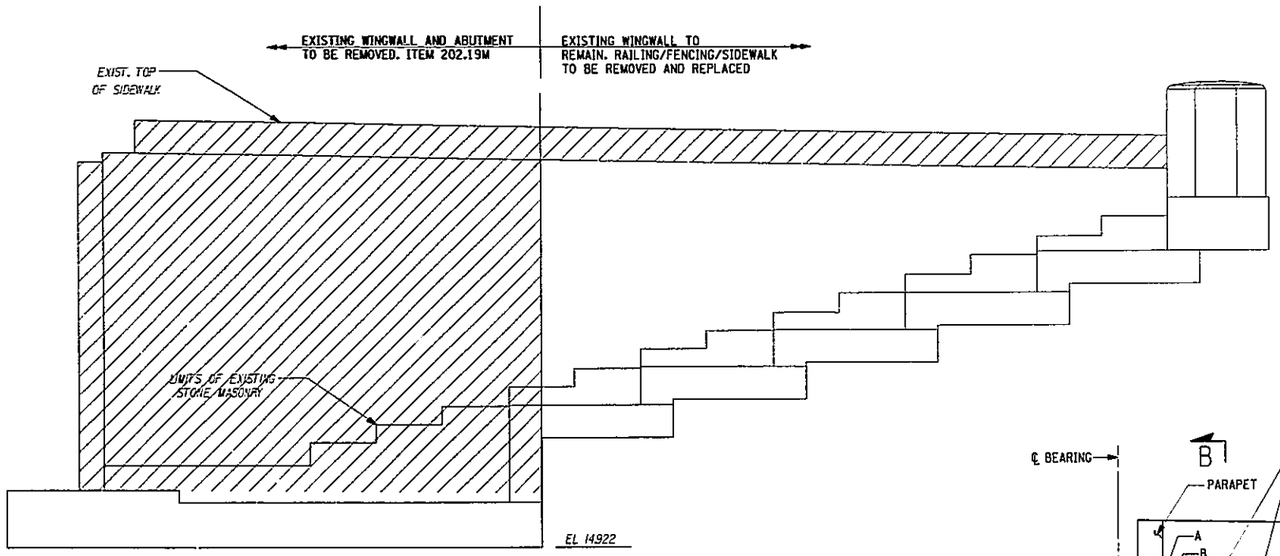
USER = JEllo

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	156	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

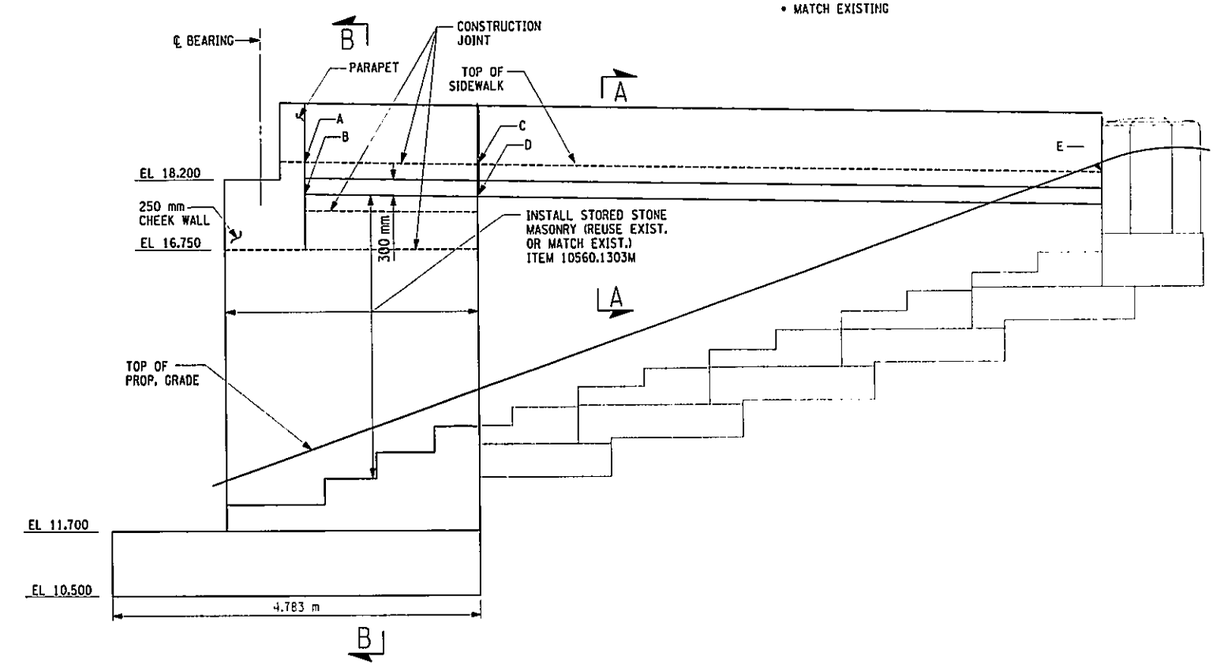


ELEVATION - EXISTING SOUTHEAST WINGWALL - EAST ABUTMENT
SCALE 1:50

NOTES:
1. FOR SECTION A-A SEE DWG. NO. JA-21.
2. FOR WINGWALL ELEVATION AND SECTION SEE JA-20 AND JA-21.

LOCATION	ELEVATION
A	18.555
B	17.720
C	18.509
D	17.674
E*	18.257

* MATCH EXISTING



ELEVATION - PROPOSED SOUTHEAST WINGWALL - EAST ABUTMENT
SCALE 1:50

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
SOUTHEAST WINGWALL ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-23	AS SHOWN	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY L.M. DRAFTED BY R.N. CHECKED BY J.R.E. ESTIMATED BY D.M.

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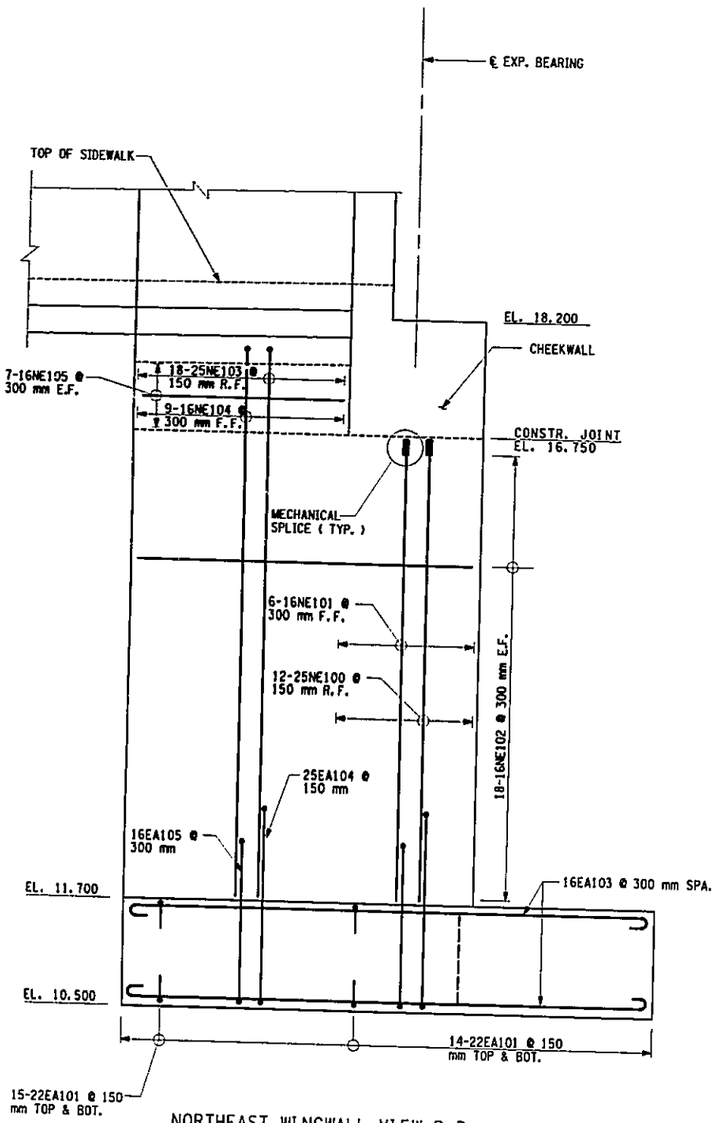
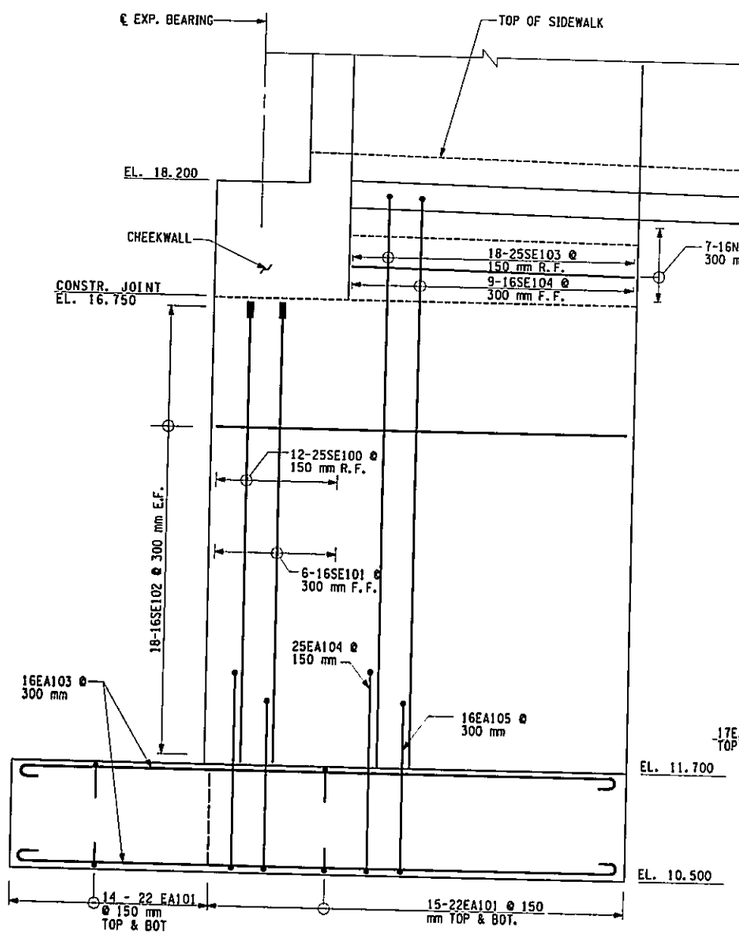
USER = JEllo

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	157	211

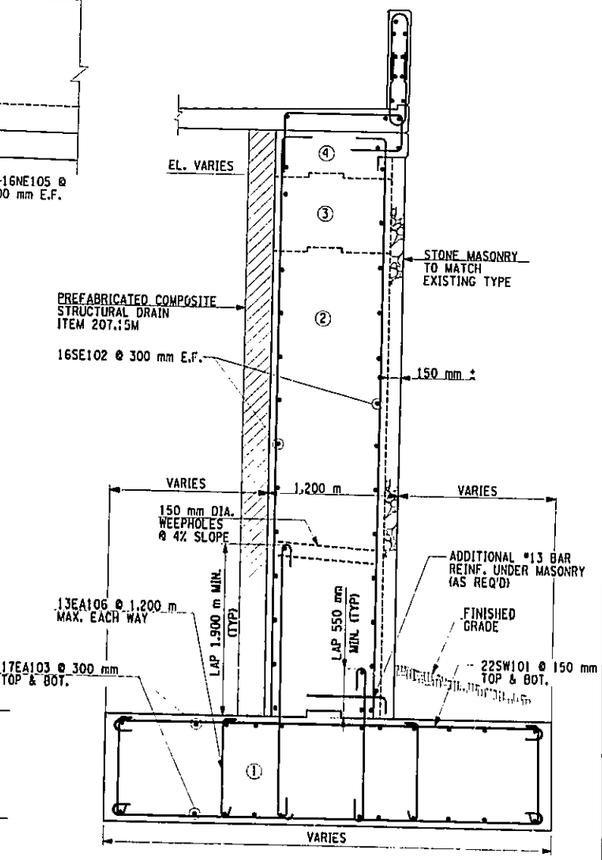
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



NORTHEAST WINGWALL VIEW B-B
SCALE: 1:30



SOUTHEAST WINGWALL VIEW C-C.
SCALE: 1:30



SECTION D-D
SCALE: 1:30

CONCRETE POUR TABLE			
POUR NO.	ITEM NO.	NE	SE
②	555.09M	15	15
③	555.09M	7	7
④	555.09M	3	3

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
NORTHEAST & SOUTHEAST WINGWALL REINF.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-24	AS SHOWN	NOV. 2002	REGION 11

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.
ESTIMATED BY L.M. CHECKED BY D.M.

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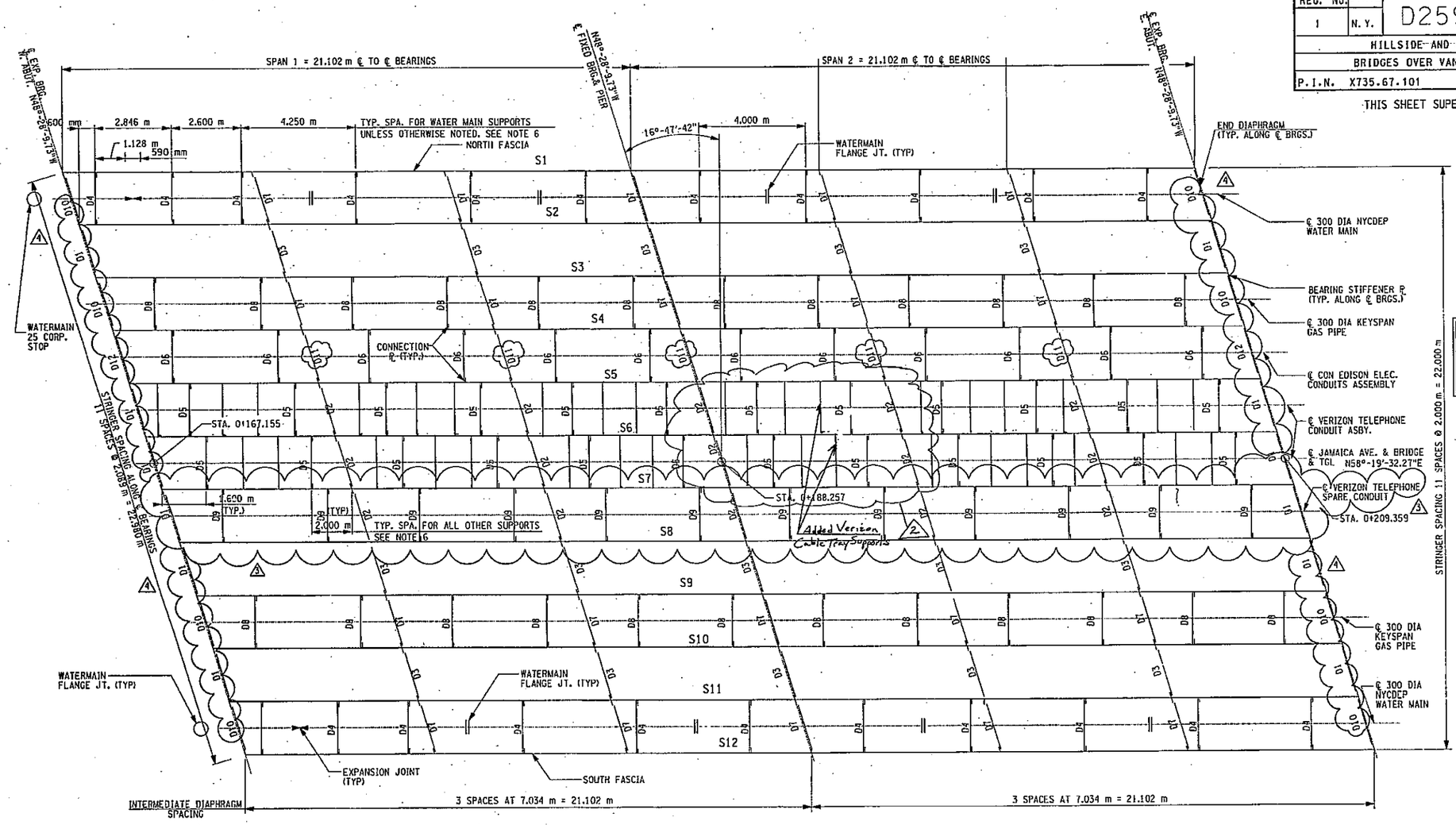
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	158A1F1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

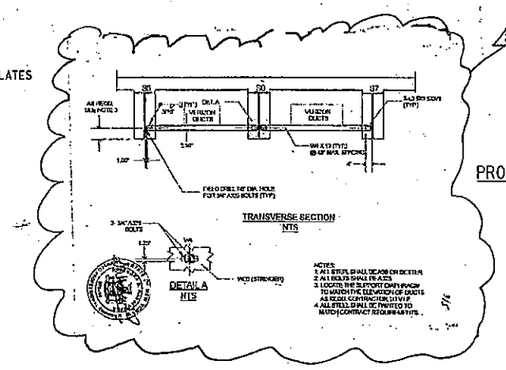
THIS SHEET SUPERSEDES SHEET 158A1



FIELD CHANGE SHEET
SHEET 158A1F1 SUPERSEDES SHEET 158A1
SEE SHEET 109A1F1 FOR SIGNATURE

NOTE:

1. STRUCTURAL STEEL ITEMS BE AS FOLLOWS:
   564.5101 M - ASTM A709M, GRADE 345 FOR STRINGERS
   564.5102 M - ASTM A709M, GRADE 345 FOR CONNECTION PLATES AND DIAPHRAGMS
2. FOR GENERAL NOTES, SEE DWGS. NO. GEN-1 TO GEN-4.
3. FOR STEEL STRINGER DETAILS, SEE DWG. NO. JA-26
4. FOR DIAPHRAGM DETAIL SEE DWG. NO. JA-27
5. FOR SECTION A-A, SEE SEE DWG. NO. JA-31.
6. SUPPORT SPACING MEASURED ALONG THE STRINGERS EAST OF THE ℄ UTILITY LOOKING UPSTATION.



PROPOSED FRAMING PLAN
SCALE: 1:75

FIELD CHANGES TO THIS SHEET INCLUDE:
REVISED LABEL AT END DIAPHRAGMS

4	FIELD CHANGE RE LABELLED DIAPHRAGM TYPE	5-21-04
3	REVISE VERIZON DUCTS	6-13-03

BIN 1055700
AS BUILT REVISIONS
1 Not Used
2 Added Verizon Cable Tray Supports
SIGNATURE Aug 25, 2018 DATE

JAMAICA AVENUE OVER V.W.E.
PROPOSED FRAMING PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

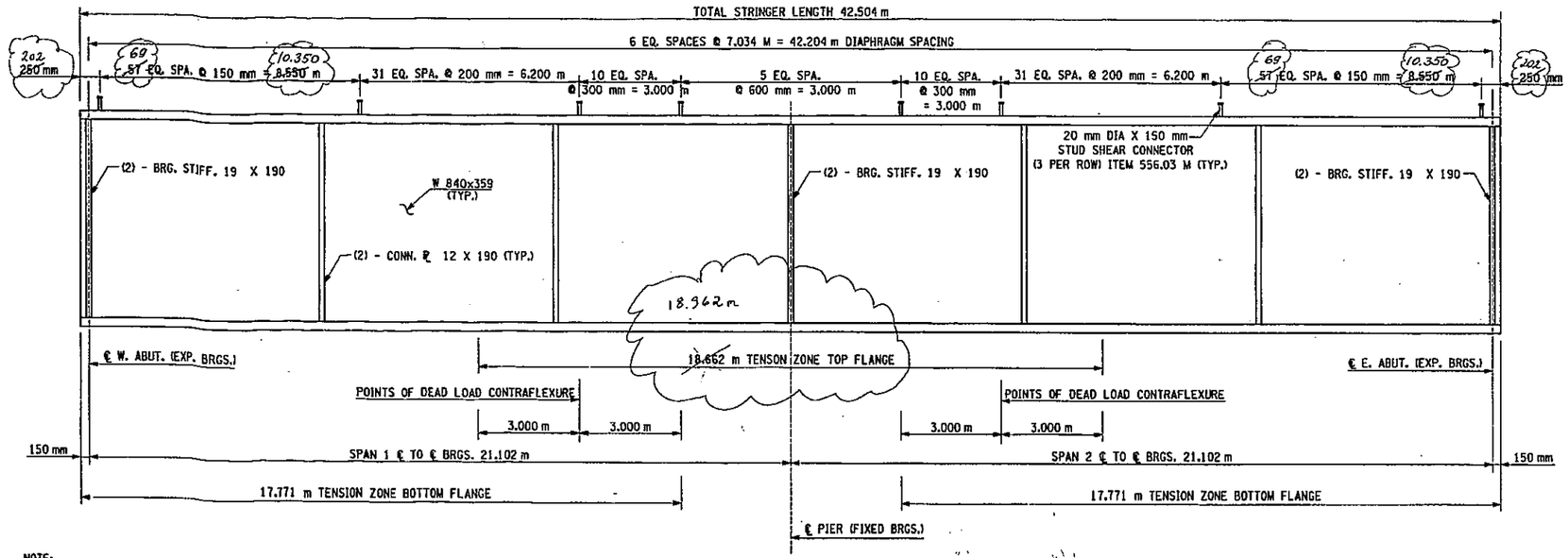
DRAWING NO.	SCALE	DATE	
JA-25	AS SHOWN	JULY 2004	REGION 11

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY DJA ESTIMATED BY L.M. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY R.N.
FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	159A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



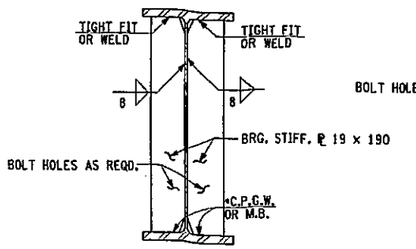
NOTE:

THE ENDS OF ALL STRINGERS AND THE BEARING STIFFENERS SHALL BE VERTICAL. ALL CONNECTION PLATES AND INTERMEDIATE STIFFENERS MAY BE PERPENDICULAR TO THE TOP FLANGES.

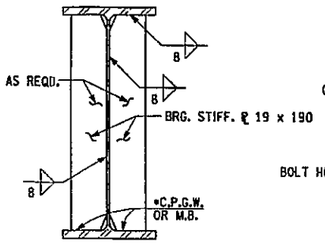
TYPICAL STRINGER ELEVATION (INTERIOR SHOWN)

NOTE:

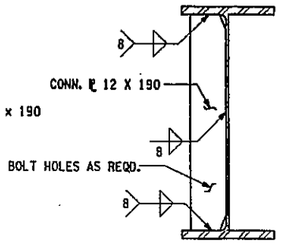
CONN ℄ FOR UTILITY SUPPORT DIAPHRAGMS NOT SHOWN. SEE PROPOSED FRAMING PLAN DWG. NO. JA-25 FOR LOCATIONS.



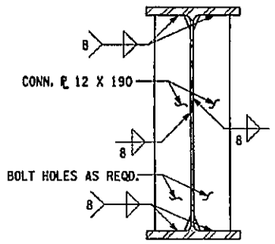
BEARING STIFFENER AT ABUTMENT



BEARING STIFFENER AT PIER



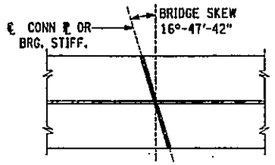
FASCIA STRINGER CONNECTION ℄



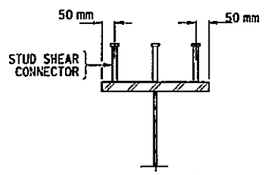
INTERIOR STRINGER CONNECTION ℄

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

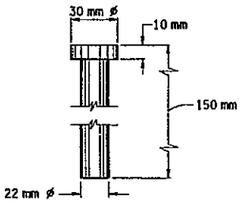
STRINGER SECTIONS



BRG. ℄ AND CONN ℄ CONNECTION DETAIL



STUD SHEAR CONNECTOR DETAIL



DETAIL OF STUD

NOTE:

1. BEARING STIFFENER MAY BE REQUIRED AT TEMPORARY BENT LOCATION. CONTRACTOR TO DETERMINE LOCATIONS. LOCATIONS SHALL BE SHOWN ON SHOP DRAWINGS.
2. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR SPLICE DESIGN.
3. NO WELDING SHALL BE ALLOWED WITHIN THE TENSION ZONES SHOWN UNLESS SPECIFICALLY NOTED. THE ATTACHEMENT OF FORMING DEVICES OR OTHER CONSTRUCTION AIDS BY WELDING WITHIN THE TENSION AREA SHOWN IN PROHIBITED.

BIN 1055700

AS BUILT REVISIONS
1. Revised dimensions for Tension Zone

SIGNATURE — DATE: Aug 12, 2008

JAMAICA AVENUE OVER V.W.E.
STRINGER ELEVATION AND SECTIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-26	NONE	NOV. 2002	REGION 11

DRAWN BY L.M. CHECKED BY R.N. DRAFTED BY R.N. CHECKED BY J.R.E. ESTIMATED BY D.M.
IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY

FILE NAME = t:\struct\29883 hillside jamaica\29883-02\drawings\pske\jamaica\v735s7ja.dgn
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USER = PEIle

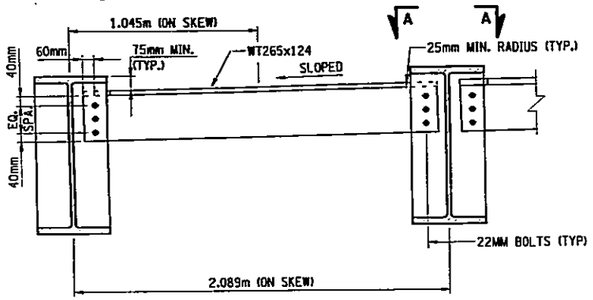
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	160A1F1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 160A1

FIELD CHANGE SHEET

SHEET 160A1F1 SUPERSEDES
SHEET 160A1
SEE SHEET 109A1F1 FOR SIGNATURES



END DIAPHRAGM-TYPE D1

DETAIL REVISED
SEE SUPPLEMENTAL DWG. 160A1F2

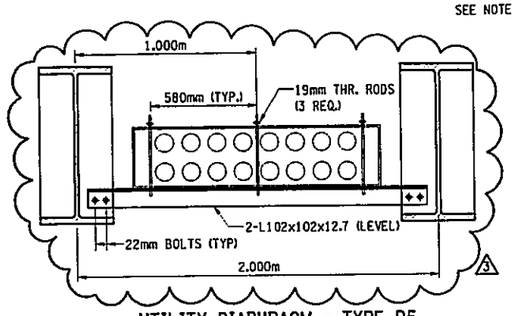
UTILITY DIAPHRAGM - TYPE D4
(SUPPORT FOR WATER)

DETAIL REVISED
SEE SUPPLEMENTAL DWG. 160A1F2

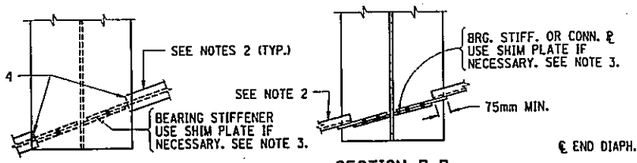
UTILITY DIAPHRAGM - TYPE D8
(SUPPORT FOR GAS)

DETAIL REVISED
SEE SUPPLEMENTAL DWG. 160A1F2

END DIAPHRAGM-TYPE D10

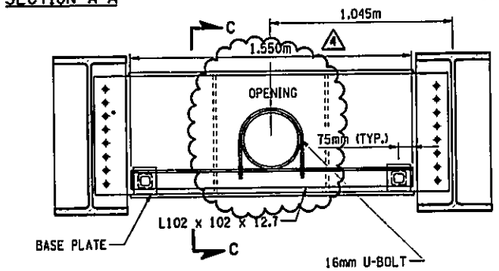


UTILITY DIAPHRAGM - TYPE D5
(SUPPORT FOR VERIZON)
(SEE NOTE 7)

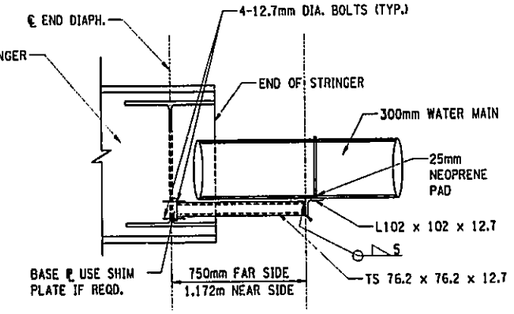


SECTION A-A

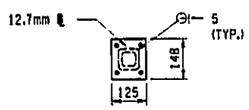
SECTION B-B



TEMPORARY SUPPORTS AT END DIAPHRAGM
(FOR NYCDEP WATER MAINS ONLY)
(TO BE REMOVED AFTER ROLL-IN IS COMPLETED)



SECTION C-C



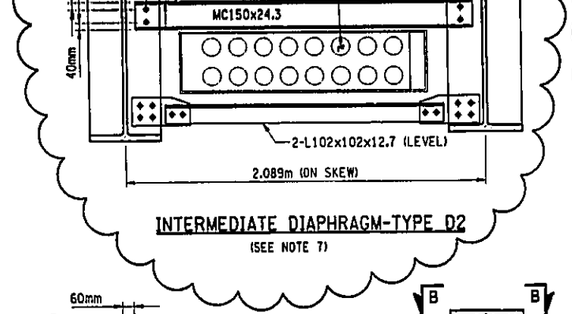
BASE PLATE DETAIL

NOTES :

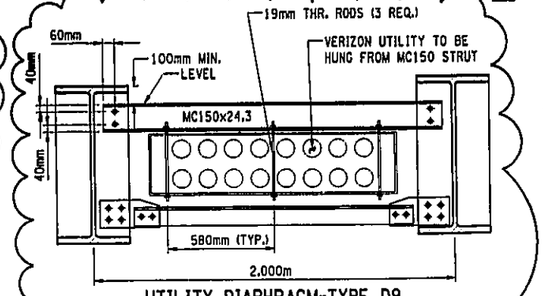
1. CONNECTIONS SHALL BE MADE ACCORDING TO THE NEW YORK STATE STEEL CONSTRUCTION MANUAL. WHERE HOLES ARE INDICATED, CONNECTIONS SHALL BE MADE WITH M22 HIGH-STRENGTH BOLTS.
2. THE CONTRACTOR MAY PLACE DIAPHRAGMS ON EITHER SIDE OF THE BEARING STIFFENERS OR CONNECTION PLATES AS NECESSARY TO CORRECT ALIGNMENT PROVIDED THERE WILL BE NO INTERFERENCE WITH OTHER STRUCTURAL DETAILS.
3. TAPERED OR FLAT SHIM PLATES MAY BE USED IN THE CONNECTION BETWEEN SKEWED DIAPHRAGMS AND THE BEARING STIFFENERS, STIFFENER CONNECTION PLATES OR GUSSET PLATES. VARIABLE THICKNESSES OF SHIM PLATES MAY BE USED. THE MINIMUM THICKNESS OF SHIM PLATE SHALL BE 3 mm WITH A MAXIMUM NUMBER OF THREE SHIM PLATES PERMITTED AT ANY CONNECTION. THE TOTAL THICKNESS OF ALL SHIM PLATES USED AT ANY CONNECTION SHALL NOT EXCEED 25 mm. SHIM PLATES SHALL HAVE THE DIMENSIONS OF THE FAYING SURFACE. THE SHIM MATERIAL SHALL CONFORM TO ASTM DESIGNATION A588M. NO ADDITIONAL PAYMENT WILL BE MADE FOR FURNISHING AND PLACING THE SHIM PLATES.
4. IN LIEU OF COPING THE DIAPHRAGM MEMBER, THE FABRICATOR SHALL HAVE THE OPTION OF CUTTING ITS FLANGE BACK ON ONE SIDE, CHIPPING AND GRINDING FILLET FLUSH.
5. IN ORDER TO MAXIMIZE THE DISTANCE BETWEEN THE OUTSTANDING LEG OF THE TOP STRUT AND THE BOTTOM OF THE STRUCTURAL SLAB, THIS STRUT SHALL BE ORIENTED AS SHOWN. IN ADDITION, ON STRUCTURES WITH STRAIGHT BEAMS OR GIRDERS, THE POSITION OF THIS STRUT SHALL BE LOWERED (TO THE EXTENT THAT IT DOES NOT INTERFERE WITH THE ALIGNMENT OF THE DIAGONAL STRUTS AS SHOWN).
6. ALL DIAPHRAGMS, BEARING ℄ AND CONNECTION ℄ SHALL BE PAID UNDER ITEM NO. 564.5102
7. SUPPORT FOR THE VERIZON UTILITIES IS BASED ON A 2 HIGH x 8 WIDE 102 mm ∅ DUCT ARRAY AS MANUFACTURED BY AMERICAN UTEL. THE DUCT CONFIGURATION & CABLE TRAY SHALL BE SUBJECT TO APPROVAL BY VERIZON. COORDINATE ACCORDINGLY.

FIELD CHANGES TO THIS SHEET INCLUDE:
REVISED DIAPHRAGM CONFIGURATION
FOR UTILITY BAYS

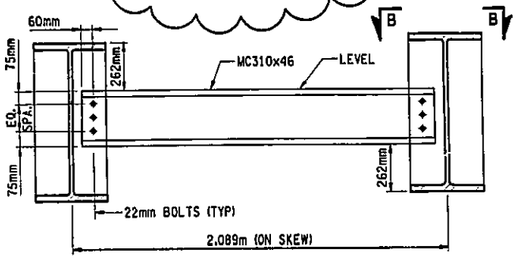
BIN 1055700



INTERMEDIATE DIAPHRAGM-TYPE D2
(SEE NOTE 7)



UTILITY DIAPHRAGM-TYPE D9
(SUPPORT FOR VERIZON) (SEE NOTE 7)



INTERMEDIATE DIAPHRAGM-TYPE D3

DETAIL REVISED
SEE SUPPLEMENTAL DWG. 160A1F2

UTILITY DIAPHRAGM - TYPE D6
(SUPPORT FOR ELECTRIC CONDUIT)

DETAIL REVISED
SEE SUPPLEMENTAL DWG. 160A1F2

INTERMEDIATE DIAPHRAGM-TYPE D7
(UTILITIES NOT SHOWN)

4	FIELD CHANGES	5-21-04
3	REVISE VERIZON DUCTS & SUPPORTS	6-13-03
1	ADD CONN. PLATE SIZE	2-26-03

HNTB

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
MISCELLANEOUS STEEL DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
JA-27	1:15	JULY 2004	

R.N. J.R.E. DRAFTED BY L.M. CHECKED BY R.N. CHECKED BY R.N. DESIGNED BY G.L. IN CHARGE OF D.M. ESTIMATED BY

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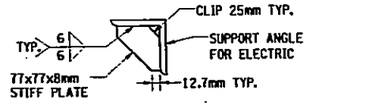
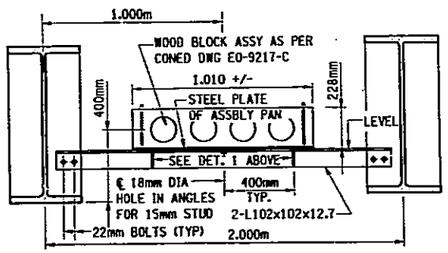
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	160A1F2	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. XT35.67.101 QUEENS COUNTY

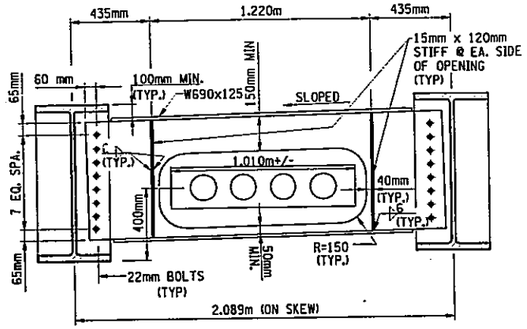
THIS SHEET DOES NOT SUPERSEDES ANY SHEET



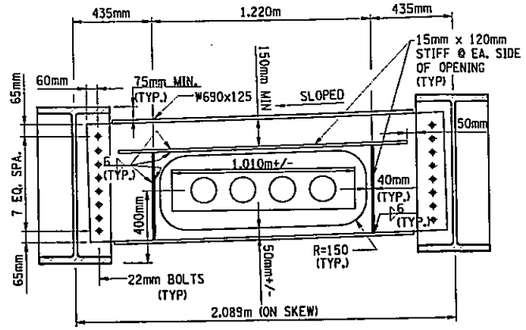
DETAIL 1 - STIFF. PLATE



UTILITY DIAPHRAGM - TYPE D6
(SUPPORT FOR ELECTRIC CONDUIT)



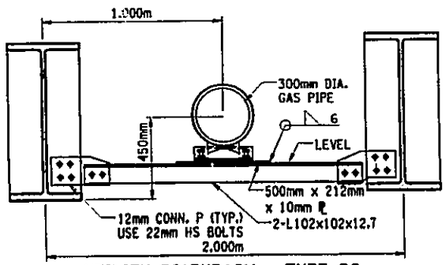
INTERMEDIATE DIAPHRAGM - D11
(ELECTRIC CONDUIT)



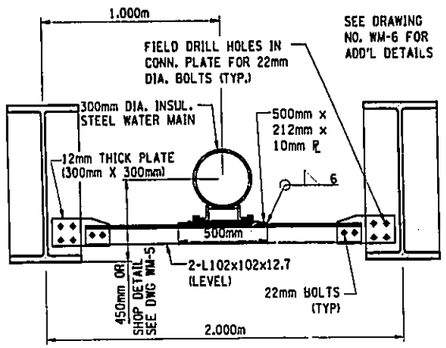
END DIAPHRAGM - D12
(ELECTRIC CONDUIT)

FIELD CHANGE SHEET

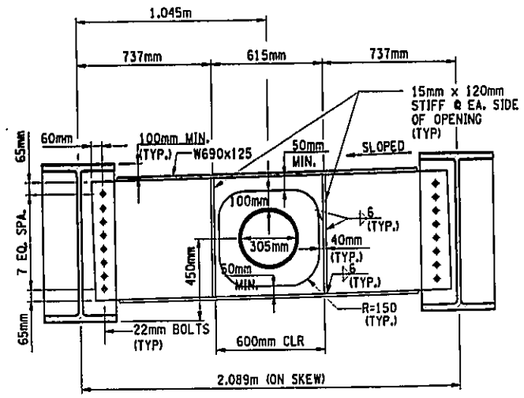
SHEET 160A1F2 SUPPLEMENTS SHEET 160A1F1
SEE SHEET 109A1F1 FOR SIGNATURES



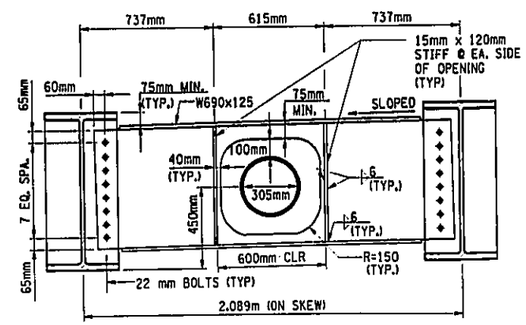
UTILITY DIAPHRAGM - TYPE D8
(SUPPORT FOR GAS)



UTILITY DIAPHRAGM - TYPE D4
(SUPPORT FOR WATER)



INTERMEDIATE DIAPHRAGM - D7
(WATER & GAS MAINS)



END DIAPHRAGM - D10
(WATER & GAS MAINS)

FIELD CHANGES TO THIS SHEET INCLUDE:
REVISED DIAPHRAGM CONFIGURATION
FOR UTILITY BAYS

NOTE:
SEE DWG. JA-26 FOR ATTACHMENT OF CONNECTION PLATE TO GIRDER.

NOTE REGARDING UTILITIES
THE UTILITY SIZE & CONFIGURATION SHOWN MUST BE CONFIRMED BY THE UTILITY OWNER AND WILL BE SUBJECT TO THEIR APPROVAL.

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
MISCELLANEOUS STEEL DETAILS (2)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-27A	1:15	JULY 2004	REGION 11

HNTB

R.N. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY R.N. DESIGNED BY G.L. IN CHARGE OF

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	161A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 161

CAMBER TABLE (1)		℄ OF BRGS. BEG. ABUT.	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	℄ OF BRGS. PIER	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	℄ OF BRGS. END ABUT.
GIRDER G1 AND GIRDER G-12	I STEEL D.L. (m)	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000	0.000
	II CONCRETE D.L. (m)	0.000	0.005	0.009	0.011	0.013	0.012	0.010	0.007	0.004	0.001	0.000	0.005	0.010	0.013	0.014	0.014	0.011	0.008	0.005	0.001	0.000
	III SUPERIMPOSED D.L. (m)	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000	0.000
	IV VERTICAL CURVE (m)	0.000	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	TOTAL= I+II+III+IV (m)	0.000	0.008	0.014	0.018	0.020	0.019	0.017	0.012	0.007	0.003	0.000	0.008	0.014	0.019	0.021	0.020	0.017	0.013	0.007	0.002	0.000
GIRDER G2 TO GIRDER G-11	I STEEL D.L. (m)	0.000	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000
	II CONCRETE D.L. (m)	0.000	0.001	0.004	0.007	0.010	0.012	0.013	0.011	0.009	0.005	0.000	0.001	0.005	0.008	0.012	0.014	0.014	0.013	0.010	0.005	0.000
	III SUPERIMPOSED D.L. (m)	0.000	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000	0.000	0.001	0.002	0.003	0.003	0.003	0.003	0.002	0.001	0.000
	IV VERTICAL CURVE (m)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	TOTAL= I+II+III+IV (m)	0.000	0.003	0.007	0.012	0.016	0.019	0.020	0.018	0.013	0.007	0.000	0.002	0.007	0.013	0.017	0.020	0.021	0.019	0.014	0.008	0.000

NOTES:

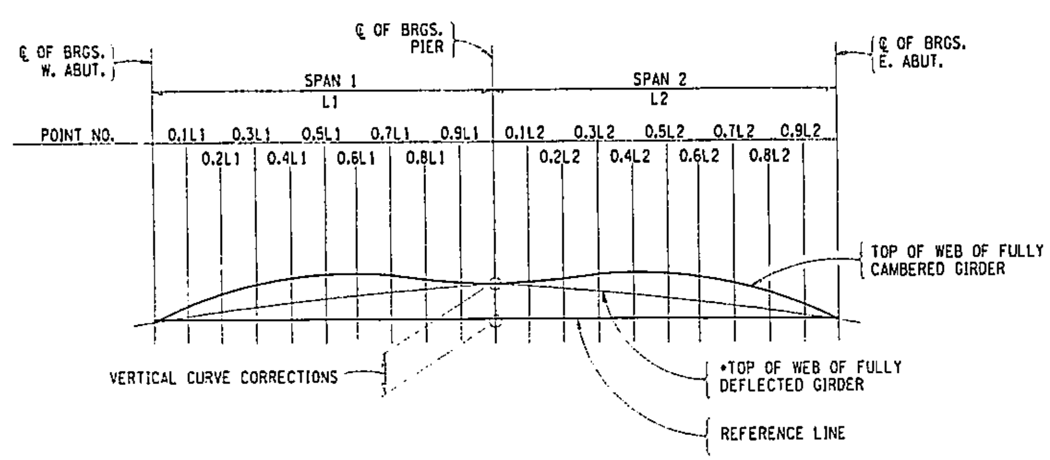
1. STEEL DL - INCLUDES SELF WT + DIAPRHRAMS.
2. CONC. DL - INCLUDES UTILITIES, HAUNCH & SIP FORM
3. S.D.L - INCLUDES SIDEWALK, PARAPET & RAILING, FWS

REQUIRED ADJUSTMENT TO CAMBER:

DEAD LOAD CAMBER IS BASED UPON ANTICIPATED DEFLECTION OF THE GIRDERS DUE TO APPLIED LOADS AS INDICATED IN THE TABLE ABOVE. THESE DEFLECTIONS ARE BASED UPON THE GIRDER SUPPORTS LOCATED IN THEIR FINAL POSITION.

THE CONTRACTOR WILL BE RESPONSIBLE FOR ADJUSTING THE DL CAMBER VALUES SHOULD THE GIRDER SUPPORT LOCATIONS USED DURING CONCRETE PLACEMENT DIFFER FROM THE FINAL GIRDER SUPPORT LOCATIONS.

CAMBER RELATED COMPUTATIONS AND A REVISED CAMBER TABLE, SIGNED AND SEALED BY AN ENGINEER LICENSED IN THE STATE OF NEW YORK, SHALL BE SUBMITTED FOR APPROVAL.



CAMBER DIAGRAM - CONTINUOUS SPANS

22/26

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
CAMBER TABLE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
JA-28	NONE	NOV. 2002	

(1) REVISE TEXT ON TABLE HEADER 2-26-03

HNTB

IN CHARGE OF ___ G.L. DESIGNED BY ___ R.N. CHECKED BY ___ D.M. ESTIMATED BY ___ L.M. CHECKED BY ___ R.N. DRAFTED BY ___ J.R.E. CHECKED BY ___ R.N.

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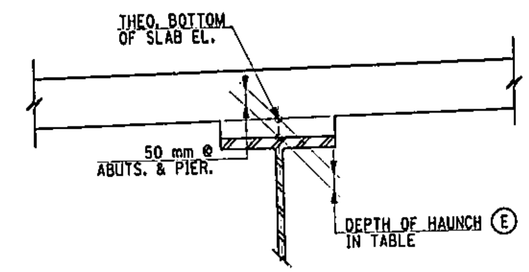
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	162	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

HAUNCH TABLE

GIRDER	HAUNCH TABLE	℄ OF BRGS. W. ABUT.	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	℄ OF BRGS. PIER
GIRDER G1	A. REQ'D BOTTOM OF SLAB ELEVATION	18.322	18.313	18.302	18.292	18.281	18.270	18.260	18.249	18.239	18.228	18.217
	B. TOP OF STEEL EL. (FIELD MEASURED)											
	C = A - B											
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.011	0.014	0.016	0.015	0.013	0.010	0.005	0.002	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)											
GIRDER G2	A. REQ'D BOTTOM OF SLAB ELEVATION	18.320	18.310	18.299	18.288	18.278	18.267	18.257	18.246	18.236	18.225	18.214
	B. TOP OF STEEL EL. (FIELD MEASURED)											
	C = A - B											
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)											
GIRDER G3	A. REQ'D BOTTOM OF SLAB ELEVATION	18.317	18.307	18.296	18.285	18.275	18.264	18.254	18.243	18.232	18.222	18.211
	B. TOP OF STEEL EL. (FIELD MEASURED)											
	C = A - B											
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)											
GIRDER G4	A. REQ'D BOTTOM OF SLAB ELEVATION	18.348	18.338	18.327	18.316	18.306	18.295	18.285	18.274	18.263	18.253	18.242
	B. TOP OF STEEL EL. (FIELD MEASURED)											
	C = A - B											
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)											
GIRDER G5	A. REQ'D BOTTOM OF SLAB ELEVATION	18.385	18.375	18.364	18.353	18.343	18.332	18.322	18.311	18.300	18.290	18.279
	B. TOP OF STEEL EL. (FIELD MEASURED)											
	C = A - B											
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)											
GIRDER G6	A. REQ'D BOTTOM OF SLAB ELEVATION	18.422	18.412	18.401	18.390	18.380	18.369	18.359	18.348	18.337	18.327	18.316
	B. TOP OF STEEL EL. (FIELD MEASURED)											
	C = A - B											
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)											
GIRDER G7	A. REQ'D BOTTOM OF SLAB ELEVATION	18.419	18.409	18.398	18.387	18.377	18.366	18.356	18.345	18.334	18.324	18.313
	B. TOP OF STEEL EL. (FIELD MEASURED)											
	C = A - B											
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)											
GIRDER G8	A. REQ'D BOTTOM OF SLAB ELEVATION	18.376	18.366	18.355	18.344	18.334	18.323	18.313	18.302	18.291	18.281	18.270
	B. TOP OF STEEL EL. (FIELD MEASURED)											
	C = A - B											
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)											
GIRDER G9	A. REQ'D BOTTOM OF SLAB ELEVATION	18.333	18.322	18.312	18.301	18.291	18.280	18.269	18.259	18.248	18.238	18.227
	B. TOP OF STEEL EL. (FIELD MEASURED)											
	C = A - B											
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)											
GIRDER G10	A. REQ'D BOTTOM OF SLAB ELEVATION	18.296	18.285	18.275	18.264	18.254	18.243	18.232	18.222	18.211	18.201	18.190
	B. TOP OF STEEL EL. (FIELD MEASURED)											
	C = A - B											
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)											
GIRDER G11	A. REQ'D BOTTOM OF SLAB ELEVATION	18.293	18.282	18.272	18.261	18.251	18.240	18.229	18.219	18.208	18.198	18.187
	B. TOP OF STEEL EL. (FIELD MEASURED)											
	C = A - B											
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)											
GIRDER G12	A. REQ'D BOTTOM OF SLAB ELEVATION	18.290	18.279	18.269	18.258	18.248	18.237	18.226	18.216	18.205	18.195	18.184
	B. TOP OF STEEL EL. (FIELD MEASURED)											
	C = A - B											
	D. CONCRETE + S.D.L. DEFLECTION	0.000	0.006	0.012	0.016	0.017	0.017	0.014	0.011	0.006	0.002	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)											

GIRDER	HAUNCH TABLE	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	℄ OF BRGS. E. ABUT.
GIRDER G1	A. REQ'D BOTTOM OF SLAB ELEVATION	18.207	18.196	18.186	18.175	18.164	18.154	18.143	18.133	18.122	18.111
	B. TOP OF STEEL EL. (FIELD MEASURED)										
	C = A - B										
	D. CONCRETE + S.D.L. DEFLECTION	0.002	0.005	0.010	0.013	0.015	0.016	0.014	0.011	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)										
GIRDER G2	A. REQ'D BOTTOM OF SLAB ELEVATION	18.204	18.193	18.183	18.172	18.161	18.151	18.140	18.130	18.119	18.108
	B. TOP OF STEEL EL. (FIELD MEASURED)										
	C = A - B										
	D. CONCRETE + S.D.L. DEFLECTION	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)										
GIRDER G3	A. REQ'D BOTTOM OF SLAB ELEVATION	18.201	18.190	18.179	18.169	18.158	18.148	18.137	18.126	18.116	18.105
	B. TOP OF STEEL EL. (FIELD MEASURED)										
	C = A - B										
	D. CONCRETE + S.D.L. DEFLECTION	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)										
GIRDER G4	A. REQ'D BOTTOM OF SLAB ELEVATION	18.232	18.221	18.210	18.200	18.189	18.179	18.168	18.157	18.147	18.136
	B. TOP OF STEEL EL. (FIELD MEASURED)										
	C = A - B										
	D. CONCRETE + S.D.L. DEFLECTION	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)										
GIRDER G5	A. REQ'D BOTTOM OF SLAB ELEVATION	18.269	18.258	18.247	18.237	18.226	18.216	18.205	18.194	18.184	18.173
	B. TOP OF STEEL EL. (FIELD MEASURED)										
	C = A - B										
	D. CONCRETE + S.D.L. DEFLECTION	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)										
GIRDER G6	A. REQ'D BOTTOM OF SLAB ELEVATION	18.306	18.295	18.284	18.274	18.263	18.253	18.242	18.231	18.221	18.210
	B. TOP OF STEEL EL. (FIELD MEASURED)										
	C = A - B										
	D. CONCRETE + S.D.L. DEFLECTION	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)										
GIRDER G7	A. REQ'D BOTTOM OF SLAB ELEVATION	18.303	18.292	18.281	18.271	18.260	18.250	18.239	18.228	18.218	18.207
	B. TOP OF STEEL EL. (FIELD MEASURED)										
	C = A - B										
	D. CONCRETE + S.D.L. DEFLECTION	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)										
GIRDER G8	A. REQ'D BOTTOM OF SLAB ELEVATION	18.260	18.249	18.238	18.228	18.217	18.207	18.196	18.185	18.175	18.164
	B. TOP OF STEEL EL. (FIELD MEASURED)										
	C = A - B										
	D. CONCRETE + S.D.L. DEFLECTION	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)										
GIRDER G9	A. REQ'D BOTTOM OF SLAB ELEVATION	18.216	18.206	18.195	18.185	18.174	18.163	18.153	18.142	18.132	18.121
	B. TOP OF STEEL EL. (FIELD MEASURED)										
	C = A - B										
	D. CONCRETE + S.D.L. DEFLECTION	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)										
GIRDER G10	A. REQ'D BOTTOM OF SLAB ELEVATION	18.179	18.169	18.158	18.148	18.137	18.126	18.116	18.105	18.095	18.084
	B. TOP OF STEEL EL. (FIELD MEASURED)										
	C = A - B										
	D. CONCRETE + S.D.L. DEFLECTION	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)										
GIRDER G11	A. REQ'D BOTTOM OF SLAB ELEVATION	18.176	18.166	18.155	18.145	18.134	18.123	18.113	18.102	18.092	18.080
	B. TOP OF STEEL EL. (FIELD MEASURED)										
	C = A - B										
	D. CONCRETE + S.D.L. DEFLECTION	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)										
GIRDER G12	A. REQ'D BOTTOM OF SLAB ELEVATION	18.173	18.163	18.152	18.142	18.131	18.120	18.110	18.099	18.089	18.077
	B. TOP OF STEEL EL. (FIELD MEASURED)										
	C = A - B										
	D. CONCRETE + S.D.L. DEFLECTION	0.002	0.006	0.011	0.014	0.017	0.017	0.016	0.012	0.006	0.000
	E. DEPTH OF HAUNCH REQ'D = C + D (M)										



GIRDER HAUNCH DETAIL
NOT TO SCALE

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

**JAMAICA AVENUE OVER V.W.E.
HAUNCH TABLE**

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-29	NONE	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	163	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

EXTERIOR GIRDERS		℄ OF BRGS. BEG. ABUT.	0.1 L1	0.2 L1	0.3 L1	0.4 L1	0.5 L1	0.6 L1	0.7 L1	0.8 L1	0.9 L1	℄ OF BRGS. PIER	0.1 L2	0.2 L2	0.3 L2	0.4 L2	0.5 L2	0.6 L2	0.7 L2	0.8 L2	0.9 L2	℄ OF BRGS. END ABUT.
DC1	MOMENT	0.00	257.81	436.57	535.79	555.80	496.60	358.02	140.56	-156.60	-532.82	-988.07	-532.82	-156.60	140.56	358.02	496.60	555.80	535.79	436.57	257.81	0.00
	SHEAR	141.04	103.61	65.64	28.21	-9.22	-46.65	-84.62	-122.05	-159.48	-196.91	-234.34 / 234.34	-196.91	-159.48	-122.05	-84.62	-46.65	-9.22	28.21	65.64	103.61	141.04
DC2	MOMENT	0.00	93.62	158.53	194.56	201.82	180.33	130.01	51.04	-56.87	-193.48	-358.79	-193.48	-56.87	51.04	130.01	180.33	201.82	194.56	158.53	93.62	0.00
	SHEAR	51.21	37.62	23.83	10.24	-3.35	-16.94	-30.73	-44.32	-57.91	-71.50	-85.09 / 85.09	-71.50	-57.91	-44.32	-30.73	-16.94	-3.35	10.24	23.83	37.62	51.21
DW	MOMENT	0.00	20.04	33.94	41.66	43.21	38.61	27.84	10.93	-12.18	-41.43	-76.82	-41.43	-12.18	10.93	27.84	38.61	43.21	41.66	33.94	20.04	0.00
	SHEAR	10.97	8.06	5.10	2.19	-0.72	-3.63	-6.58	-9.49	-12.40	-15.31	-18.22 / 18.22	-15.31	-12.40	-9.49	-6.58	-3.63	-0.72	2.19	5.10	8.06	10.97
L.L.(+)	MOMENT	0.00	499.02	839.77	1,029.90	1,121.58	1,098.28	980.67	761.52	446.78	50.04	0.00	50.04	446.78	761.52	980.67	1,098.28	1,121.58	1,029.90	839.77	499.02	0.00
	SHEAR	275.23	230.57	186.47	144.02	106.80	80.62	57.02	36.37	19.04	9.09	-68.85 / 315.39	226.63	203.03	181.28	153.26	123.76	92.79	73.23	57.42	65.01	53.63
L.L.(-)	MOMENT	0.00	-65.69	-131.49	-197.18	-262.86	-328.66	-394.35	-460.04	-543.49	-695.52	-1,281.44	-695.52	-543.49	-460.04	-394.35	-328.66	-262.86	-197.18	-131.49	-65.69	0.00
	SHEAR	-15.99	-15.99	-20.78	-48.80	-88.18	-131.37	-173.25	-213.49	-270.32	-307.60	-365.60 / 7.61	-64.25	-63.46	-68.58	-77.02	-88.23	-102.19	-119.60	-149.83	-181.54	-213.99

INTERIOR GIRDERS		℄ OF BRGS. BEG. ABUT.	0.1 L1	0.2 L1	0.3 L1	0.4 L1	0.5 L1	0.6 L1	0.7 L1	0.8 L1	0.9 L1	℄ OF BRGS. PIER	0.1 L2	0.2 L2	0.3 L2	0.4 L2	0.5 L2	0.6 L2	0.7 L2	0.8 L2	0.9 L2	℄ OF BRGS. END ABUT.
DC1	MOMENT	0.00	279.33	473.02	580.52	602.20	538.06	387.91	152.30	-169.68	-577.30	1,070.56	-577.30	-169.68	152.30	387.91	538.06	602.20	580.52	473.02	279.33	0.00
	SHEAR	152.81	112.26	71.12	30.56	-9.99	-50.54	-91.69	-132.24	-172.79	-213.35	-253.90 / 253.90	-213.35	-172.79	-132.24	-91.69	-50.54	-9.99	30.56	71.12	112.26	152.81
DC2	MOMENT	0.00	93.62	158.53	194.56	201.82	180.33	130.01	51.04	-56.87	-193.48	-358.79	-193.48	-56.87	51.04	130.01	180.33	201.82	194.56	158.53	93.62	0.00
	SHEAR	51.21	37.62	23.83	10.24	-3.35	-16.94	-30.73	-44.32	-57.91	-71.50	-85.09 / 85.09	-71.50	-57.91	-44.32	-30.73	-16.94	-3.35	10.24	23.83	37.62	51.21
DW	MOMENT	0.00	20.04	33.94	41.66	43.21	38.61	27.84	10.93	-12.18	-41.43	-76.82	-41.43	-12.18	10.93	27.84	38.61	43.21	41.66	33.94	20.04	0.00
	SHEAR	10.97	8.06	5.10	2.19	-0.72	-3.63	-6.58	-9.49	-12.40	-15.31	-18.22 / 18.22	-15.31	-12.40	-9.49	-6.58	-3.63	-0.72	2.19	5.10	8.06	10.97
L.L.(+)	MOMENT	0.00	461.47	776.58	952.41	1,037.19	1,015.64	906.88	704.22	413.16	46.27	0.00	46.27	413.16	704.22	906.88	1,015.64	1,037.19	952.41	776.58	461.47	0.00
	SHEAR	315.04	263.92	213.44	164.86	122.25	92.28	65.27	41.63	21.80	10.40	-78.81 / 361.01	259.42	232.40	207.50	175.43	141.66	106.21	83.82	65.72	74.42	61.38
L.L.(-)	MOMENT	0.00	-60.75	-121.59	-182.34	-243.08	-303.93	-364.68	-425.42	-502.59	-643.19	-1,185.02	-643.19	-502.59	-425.42	-364.68	-303.93	-243.08	-182.34	-121.59	-60.75	0.00
	SHEAR	-18.30	-18.30	-23.79	-55.86	-100.94	-150.37	-198.32	-244.37	-309.42	-352.10	-418.84 / 8.11	-73.54	-72.65	-78.50	-88.16	-100.99	-116.98	-136.90	-171.51	-207.81	-244.95

THESE VALUES ARE "UNFACTORED" = 1.0 (DC + DW) + 1.0 (LL + IM)
LL MOMENTS AND SHEARS INCLUDE DYNAMIC ALLOWANCE OF 33%
MOMENTS ARE EXPRESSED AS KILONEWTON-METERS
SHEARS ARE EXPRESSED AS KILONEWTONS

DESIGN LOAD TABLE

		UNIT	LOAD kN/m
GIRDERS	DC1	SLAB	11.580
		HAUNCH	0.474
		GIRDER	2.914
		S.I.P. FORMS	1.186
		DIAPHRAGMS	0.437
		UTILITIES	1.500
		TOTAL	18.091
	DC2	SIDEWALK	2.232
		RAILING	3.522
		TOTAL	5.754
	DW	FUTURE W.S.	1.750
		TOTAL	1.750

LIVE LOAD = HL-93 (SEE GENERAL NOTES)

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
MOMENT, SHEAR AND LOAD TABLES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
JA-30	NONE	NOV. 2002	

R.N. ___ CHECKED BY ___ J.R.E. ___ DRAFTED BY ___ R.N. ___ CHECKED BY ___ L.M.
IN CHARGE OF ___ G.L. ___ DESIGNED BY ___ R.N. ___ CHECKED BY ___ D.M. ___ ESTIMATED BY ___ L.M.

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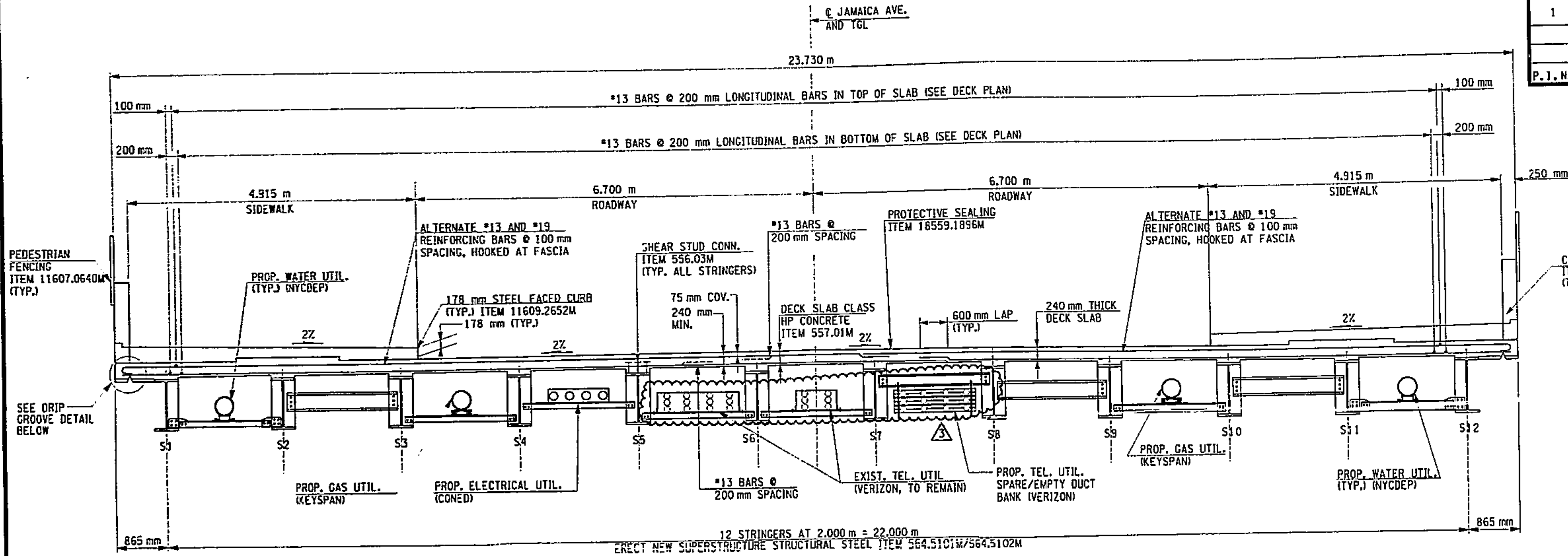
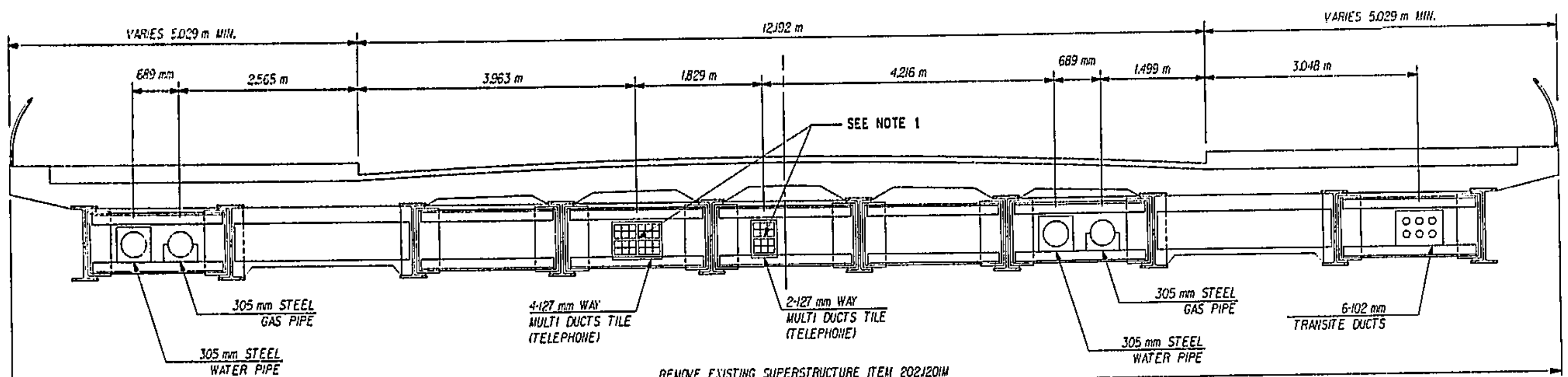
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	164A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. XT35.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 164



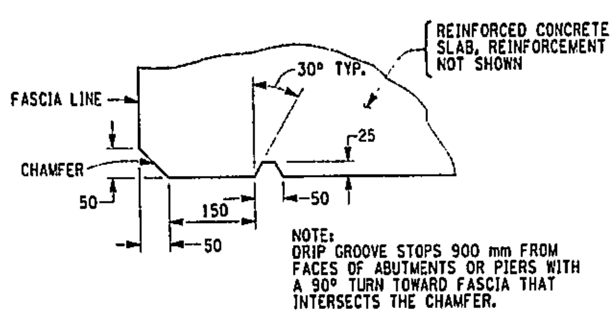
TRANSVERSE SECTION AT BRIDGE
SCALE 1:40



EXISTING TRANSVERSE SECTION AT BRIDGE
SCALE 1:40

NOTE

1. MAINTENANCE & PROTECTION OF EXISTING VERIZON FACILITIES REQUIRED PAY ITEM 11659.01M



NOTE:
DRIP GROOVE STOPS 900 mm FROM FACES OF ABUTMENTS OR PIERS WITH A 90° TURN TOWARD FASCIA THAT INTERSECTS THE CHAMFER.

DRIP GROOVE DETAIL
NOT TO SCALE

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
TRANSVERSE SECTIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-31	AS SHOWN	NOV. 2002	REGION 11

3 REVISE VERIZON DUCTS & SUPPORTS 6-13-03

32 / 53

HNTB

IN CHARGE OF / G.L. / DESIGNED BY / R.N. / CHECKED BY / D.M. / ESTIMATED BY / L.H. / CHECKED BY / R.N. / DRAFTED BY / J.R.E. / CHECKED BY / R.N.

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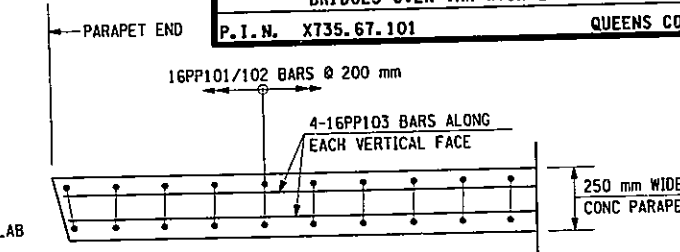
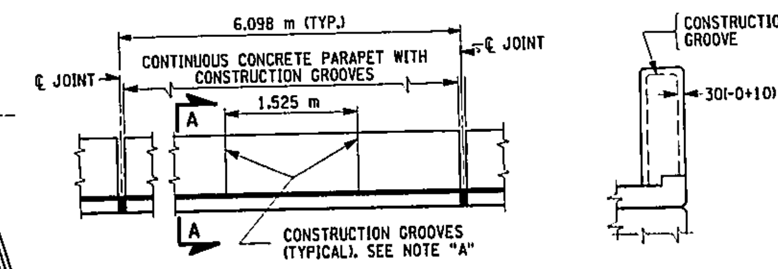
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	165	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



PARAPET REINFORCEMENT PLAN
N.T.S.

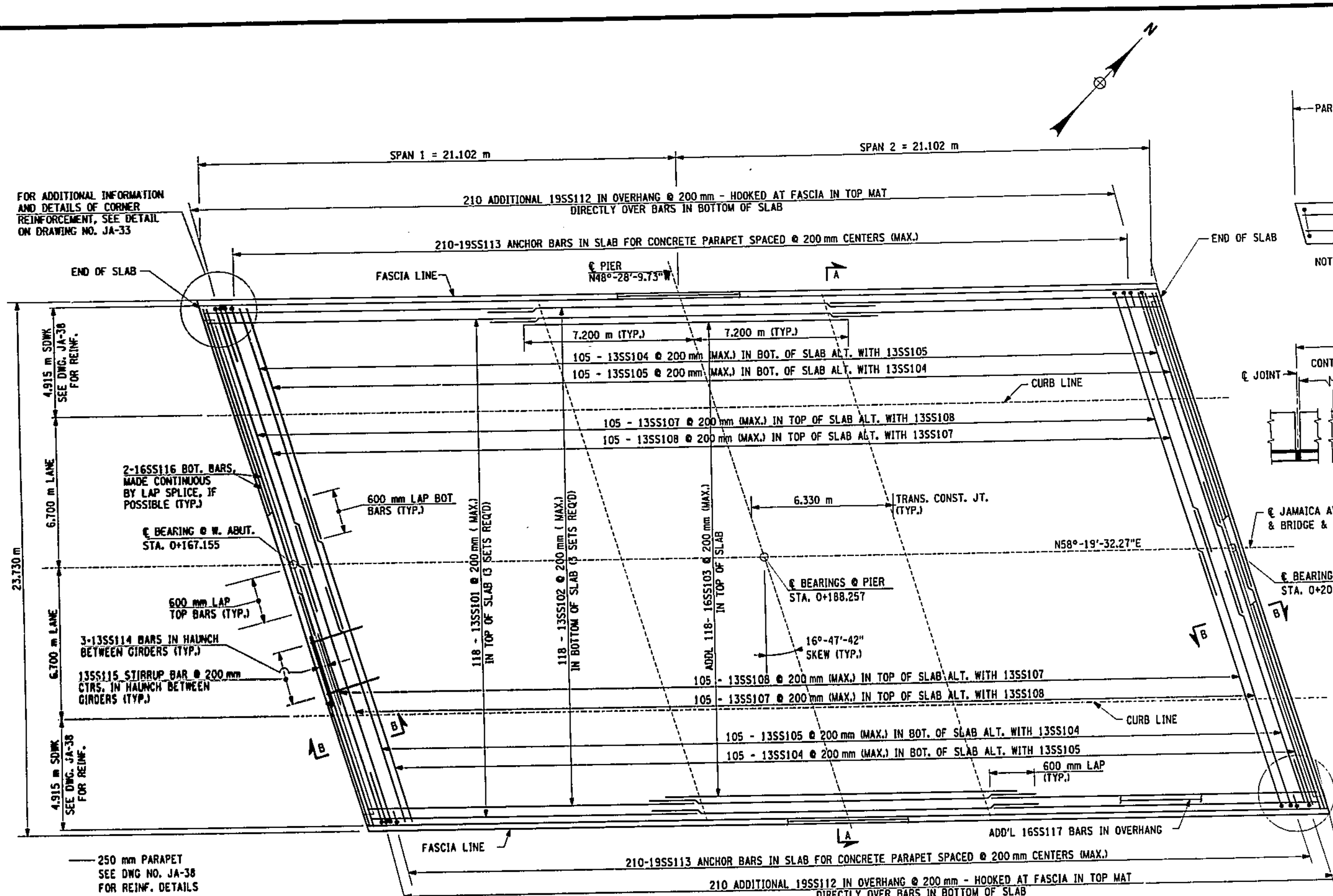


CONCRETE PARAPET GROOVE SPACING
NOT TO SCALE

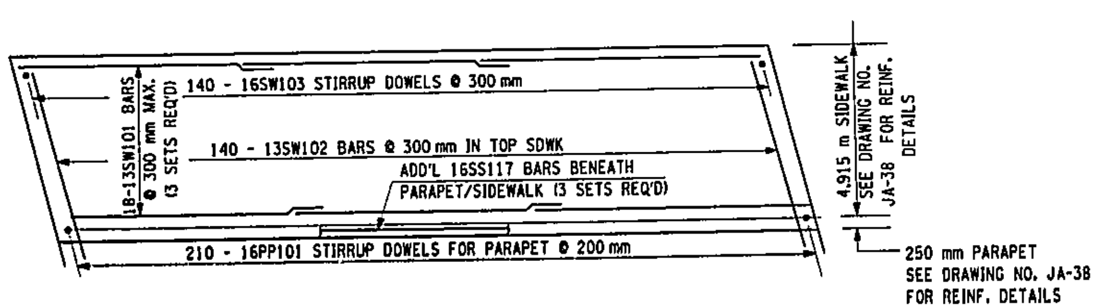
NOTE "A":

CONSTRUCTION GROOVES SHALL BE MADE BY:
1. FORMING FOR CAST-IN-PLACE CONSTRUCTED FORMS.
2. SAWING THE SET CONCRETE WITHIN 8 HOURS OF PLACEMENT FOR CAST-IN-PLACE SLIP FORMED.
3. CUTTING THE PLASTIC CONCRETE.

COMBINATION OF THESE METHODS MAY BE EMPLOYED.
THE DEPTH OF THE GROOVES SHALL BE 30(-0+10) mm.
FORMED GROOVES SHALL MAKE A 60° ANGLE WITH THE SURFACE.
CUT GROOVES SHALL BE FINISHED WITH SHALLOW (20±5) mm CONSTANT DEPTH 45° CHAMFERS AT THE SURFACE.
THE LONGITUDINAL REINFORCING BARS FOR THE CONCRETE BARRIERS SHALL BE CONTINUOUS BETWEEN BRIDGE EXPANSION JOINTS. WHERE SPLICES ARE REQUIRED, THE LENGTH OF THE LAP SHALL BE SUFFICIENT TO DEVELOP EACH BAR.



PROPOSED DECK REINFORCEMENT PLAN
SCALE 1:100



SIDEWALK REINFORCMENT PLAN
N.T.S.

NOTES
1. FOR TRANSVERSE SECTION A-A SEE DWG. NO. JA-31
2. FOR SECTION B-B, SEE DWG. JA-33.

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
DECK REINFORCEMENT PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-32	NONE	NOV. 2002	REGION 11

R.N. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY R.N. DESIGNED BY G.L. IN CHARGE OF

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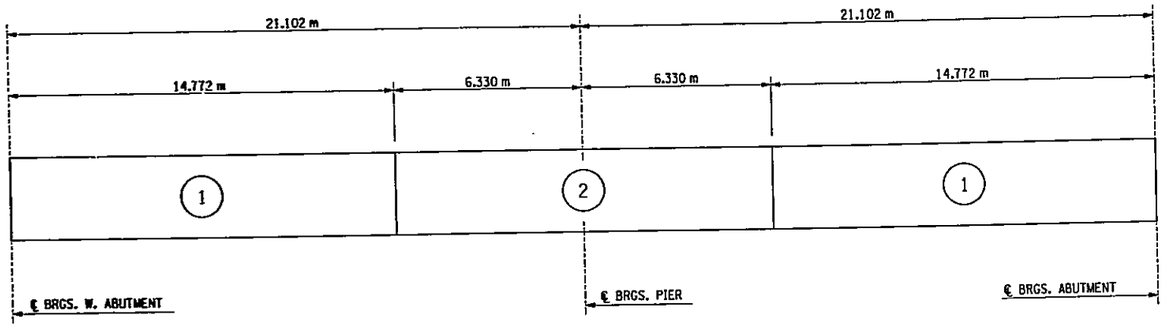
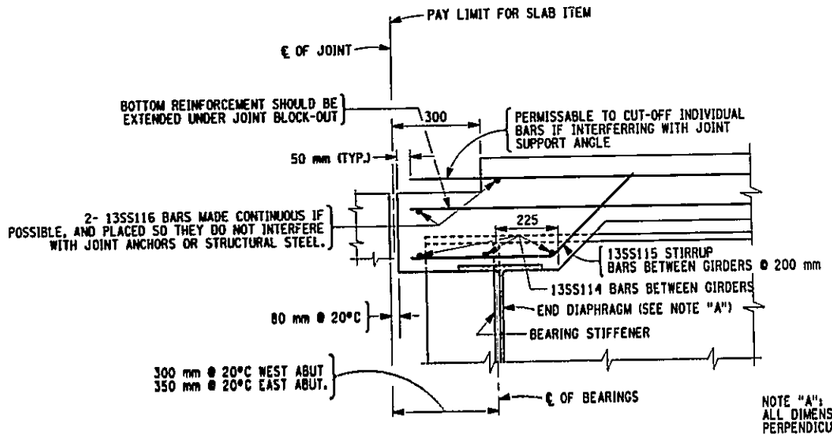
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	166	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



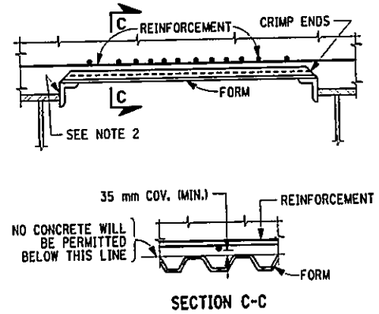
SUGGESTED DECK SLAB PLACEMENT



NOTE "A":
ALL DIMENSIONS MEASURED PERPENDICULAR TO BEARING LINE

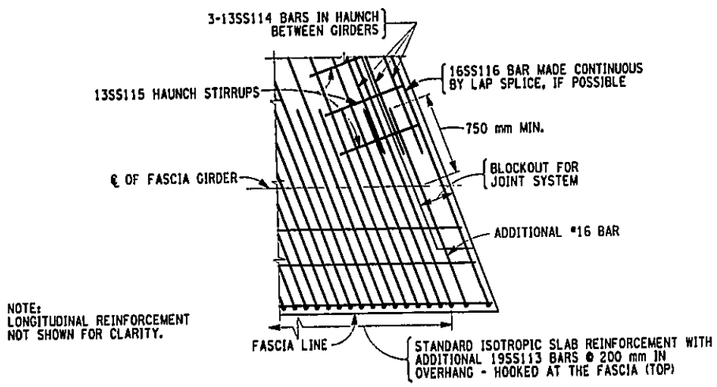
SECTION B-B
SCALE 1:10

NOTE:
TRANSVERSE BARS ARE NOT SHOWN FOR CLARITY.



SECTION C-C

PERMANENT CORRUGATED METAL FORM DETAIL



NOTE:
LONGITUDINAL REINFORCEMENT NOT SHOWN FOR CLARITY.

CORNER REINF. DETAIL

NOTES:

1. THE COST OF THE FORMING SYSTEMS SHOWN ON THIS DRAWING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR SUPERSTRUCTURE SLAB CONCRETE ITEM.
2. TACK WELDS SHALL BE ALLOWED IN THE COMPRESSION AREA OF THE STRINGER'S TOP FLANGE ONLY. WELDING SHALL CONFORM TO SECTION 7 OF THE N.Y.S. STEEL CONSTRUCTION MANUAL. (4 mm DIA. E7018 OR E8018-C3 ELECTRODES, PROPERLY CONDITIONED, SHALL BE USED.)
3. THE SUPPORT ANGLES AND/OR ZEES SHALL BE GALVANIZED IN ACCORDANCE WITH MATERIAL SPECIFICATION 719-01.
4. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE COMPLETE HAUNCH TABLE PRIOR TO SETTING THE BOTTOM FORMWORK OF THE DECK.
5. THE CONCRETE DECK SLAB FOR THIS STRUCTURE SHALL BE PLACED ACCORDING TO THE PLACEMENT SEQUENCE SHOWN. THE CONTRACTOR MAY SUBMIT AN ALTERNATE PROCEDURE TO THE ENGINEER FOR REVIEW AND APPROVAL OF THE ENGINEER. NO RELATED WORK, INCLUDING THE INSTALLATION OF FORMS, MAY BE PROGRESSED BY THE CONTRACTOR UNTIL THE WRITTEN APPROVAL OF THE ALTERNATE PROCEDURE IS RECEIVED FROM THE ENGINEER. THE ENGINEER WILL REPLY WITHIN TEN (10) WORKING DAY AFTER THE RECEIPT OF THE CONTRACTOR'S PROCEDURE. THE ENGINEER WILL NOT APPROVE PROCEDURES WHICH INCREASE THE PROBABILITY OF DEFLECTION CRACKING.
6. CONCRETE PLACEMENT AND FINISHING OPERATIONS SHALL BE PERFORMED AS RAPIDLY AS POSSIBLE. THE ENGINEER MAY ORDER THE CONTRACTOR TO STOP POUR OPERATIONS AT ANY TIME. IF IN THE ENGINEER'S OPINION CONCRETE PLACED DURING THE POUR HAS STARTED TO SET, OR IS ABOUT TO SET, AND FURTHER PLACEMENT OF CONCRETE COULD CAUSE DEFLECTION CRACKING.
7. IN THE EVENT THE CONTRACTOR'S DECK PLACEMENT OPERATION IS STOPPED PRIOR TO COMPLETION OF POUR 1, WHETHER BY THE CONTRACTOR'S OWN DECISION OR BY ORDER OF THE ENGINEER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FINISHED DECK GRADE WHICH MATCHES THE PLANNED PROFILE. ANY SUBSEQUENT REVISIONS TO DECK FORMS MADE NECESSARY BY SUCH ACTION SHALL BE AT THE CONTRACTOR'S EXPENSE.
8. IF CONSTRUCTION JOINTS BECOME NECESSARY THEY SHALL BE PLACED PARALLEL TO THE SKEW ANGLE (14°-10'-40"). DECK CONCRETE SHALL BE PLACED SO THAT THE LEADING EDGE PARALLELS THE SKEW. FINISHING MACHINES SHALL BE OPERATED AS CLOSE TO THE SKEW ANGLE AS PRACTICAL.
9. ALL AREAS SHOWN ON THE PLANS AS "POUR 1" MUST BE PLACED DURING THE INITIAL CONTINUOUS WORK PERIOD. SUBSEQUENT POURS (CONTINUOUS PLACEMENTS) WILL NOT BE PERMITTED UNTIL 72 HOURS AFTER THE START OF THE PREVIOUS POUR.

CONCRETE TABLE	
POUR	ITEM 557.01M
POUR 1	700 SQ.M
POUR 2	300 SQ.M

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
DECK REINFORCEMENT CORNER AND OTHER MISCELLANEOUS DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-33	NONE	NOV. 2002	REGION 11

R.N. ____ CHECKED BY ____ J.R.E. ____ DRAFTED BY ____ R.N. ____ CHECKED BY ____ R.N. ____ DESIGNED BY ____ G.L. ____ IN CHARGE OF ____ L.M. ____ CHECKED BY ____ D.M. ____ ESTIMATED BY ____

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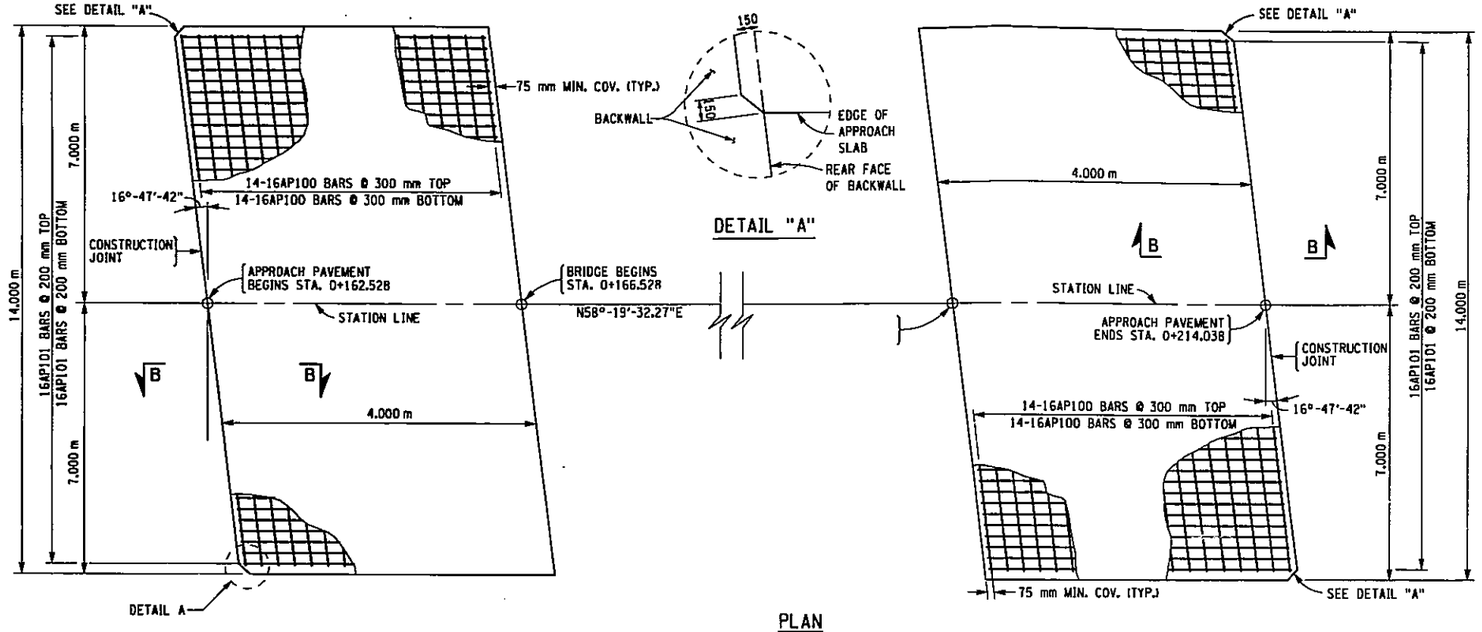
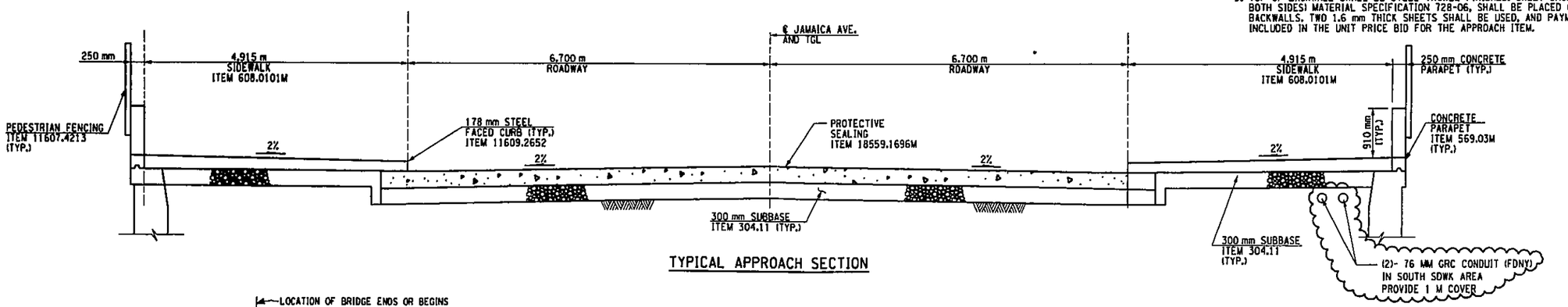
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	167F1	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101		QUEENS COUNTY		

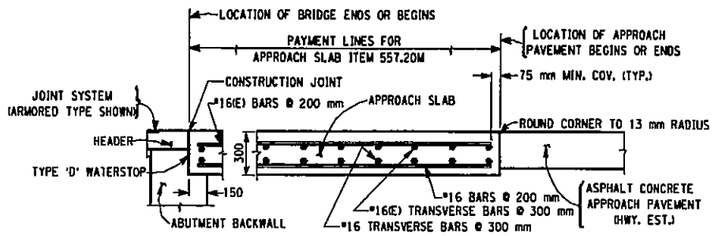
THIS SHEET SUPERSEDES SHEET 167



PLAN



TYPICAL APPROACH SECTION



SECTION B-B
WITH ASPHALT CONCRETE APPROACH PAVEMENT

N

FIELD CHANGE SHEET

FOR APPROVAL SIGNATURES
SEE SHEET 116F1

NOTES:

A. EXCAVATION FOR APPROACH SLABS SHALL BE CAREFULLY MADE AFTER COMPACTED ABUTMENT EMBANKMENT IS IN PLACE. THE APPROACH 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 APPROACH SLAB FROM TEMPORARY LOADINGS OR ANY CONDITION WHICH COULD CAUSE MOVEMENTS OR UNEVEN SETTLEMENT OF THE APPROACH 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 0.1 mm THICK, AND LAPS SHALL BE 600 mm MINIMUM.

C. TOP OF APPROACH SLABS SHALL BE STEEL TROWEL FINISHED AND COATED WITH A 1 mm NOMINAL THICKNESS OF PERFORMANCE GRADE ASPHALT AS INDICATED IN THE PROPOSAL, OR MATERIAL SPECIFICATION T02-3101. THE TOP OF APPROACH 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. TOP OF BACKWALL SHALL BE STEEL TROWEL FINISHED. SHEET GASKET (TREATED BOTH SIDES) MATERIAL SPECIFICATION 728-06, SHALL BE PLACED ON THE TOP OF BACKWALLS. TWO 1.6 mm THICK SHEETS SHALL BE USED, AND PAYMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH ITEM.

FIELD CHANGES TO THIS SHEET INCLUDE:
ADD FDNY COMM. & ALARM UTILITY
ON BRIDGE & TIE-IN AT APPROACHES

1	ADD FDNY COMM. & ALARM CABLE	07-12-05

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
APPROACH SLAB DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-34	NONE	OCT. 2005	REGION 11

IN CHARGE OF — G.L. — DESIGNED BY — R.N. — CHECKED BY — D.M. — ESTIMATED BY — J.R.E. — CHECKED BY — DRAFTED BY — R.N. — CHECKED BY — L.M.

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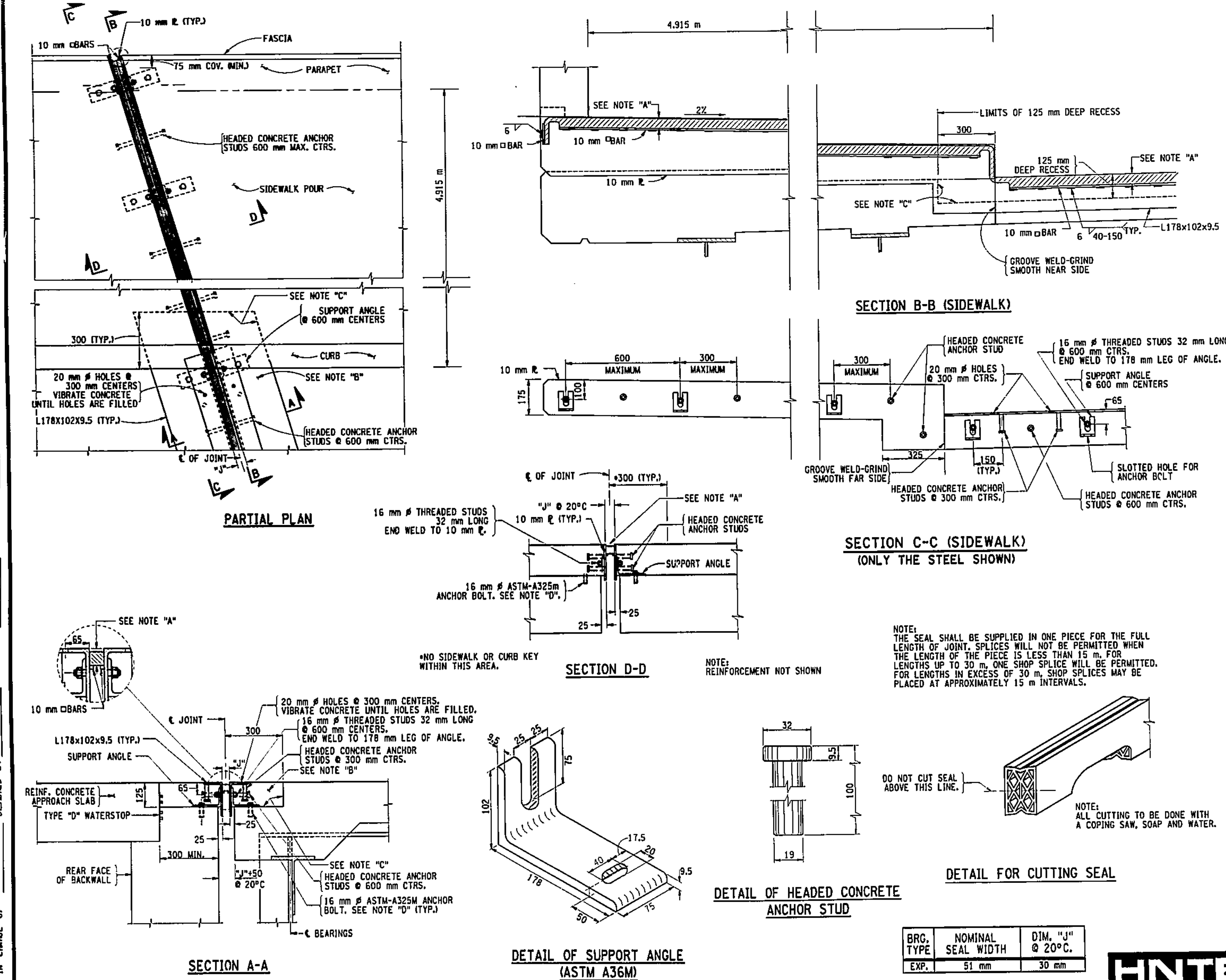
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	168	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



NOTE: THE SEAL SHALL BE SUPPLIED IN ONE PIECE FOR THE FULL LENGTH OF JOINT. SPLICES WILL NOT BE PERMITTED WHEN THE LENGTH OF THE PIECE IS LESS THAN 15 m. FOR LENGTHS UP TO 30 m, ONE SHOP SPLICE WILL BE PERMITTED. FOR LENGTHS IN EXCESS OF 30 m, SHOP SPLICES MAY BE PLACED AT APPROXIMATELY 15 m INTERVALS.

BRG. TYPE	NOMINAL SEAL WIDTH	DIM. "J" @ 20°C.
EXP.	51 mm	30 mm

NOTE "A"

THIS DEPTH SHALL BE INDICATED ON THE SHOP DRAWINGS AND SHALL BE SUCH THAT WHEN THE SEAL IS COMPRESSED TO 50% OF ITS NOMINAL WIDTH, THE TOP OF THE SEAL SHALL BE NOT LESS THAN 6 mm NOR MORE THAN 19 mm BELOW THE TOP OF ROADWAY.

NOTE "B"

CONCRETE IN RECESSES ON SUPERSTRUCTURES PROVIDED FOR INSTALLING THE ARMORED JOINT SYSTEM SHALL COMPLY WITH THE SPECIFICATIONS FOR THE CURRENT 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 SLAB ITEM.

NOTE "C"

THOROUGHLY COAT THE BOTTOM AND VERTICAL SURFACES OF THE RECESS WITH MATERIAL SPEC. 721-03 EPOXY POLYSULFIDE GROUT OR MATERIAL SPEC. 705-22 PORTLAND CEMENT MORTAR BONDING GROUT. THE COST OF FURNISHING AND PLACING THE MATERIAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE SLAB ITEM.

NOTE "D"

16 mm ∅ ASTM A325M ANCHOR BOLT TO BE DRILLED AND GROUTED IN PLACE IN ACCORDANCE WITH THE REQUIREMENTS OF SUBSECTION 586-3.02. GROUTING MATERIALS SHALL BE IN ACCORDANCE WITH MATERIALS SUBSECTION 701-07 ANCHORING MATERIALS-CHEMICALLY CURING. HOLES TO BE DRILLED TO THE DIAMETER AND DEPTH RECOMMENDED BY THE MANUFACTURER OF THE GROUTING MATERIAL (MIN. DEPTH OF 100 mm). THE COST OF THE ANCHORS, INCLUDING DRILLING AND GROUTING, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ARMORED JOINT SYSTEM ITEM.

NOTE:

IT IS DESIRABLE TO HAVE THE ARMORED JOINT WITH ITS COMPRESSION SEAL ASSEMBLED IN THE SHOP AND DELIVERED TO THE JOB SITE ALL SET FOR INSTALLATION IN ITS PREFORMED RECESS IN THE STRUCTURAL SLAB. IN CASES WHERE THE ARMORED JOINT CANNOT BE ASSEMBLED IN THE SHOP, DUE TO ITS EXCESSIVE LENGTH CAUSING SHIPPING PROBLEMS, THE JOINT SHALL BE SEALED WITH THE COMPRESSION SEAL BEFORE THE STRUCTURE IS OPENED TO TRAFFIC, INCLUDING CONSTRUCTION TRAFFIC, AND BEFORE DISCONTINUING OPERATION WHEN WORK IS SUSPENDED DURING THE WINTER.

NOTE:

STONE CURB SHALL BE TUCKPOINTED WITH EPOXY POLYSULFIDE GROUT, SPEC. 721-03, IN THE AREA OF THE JOINT HEADER. THIS GROUT SHALL ALSO BE USED TO SEAL BETWEEN THE CURB AND THE 10 mm PLATE. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE CURB ITEM.

ALL DIMENSIONS IN mm UNLESS OTHERWISE NOTED

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E. ARMORED JOINT SYSTEM WITH COMPRESSION SEAL DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-35	NONE	NOV. 2002	REGION 11

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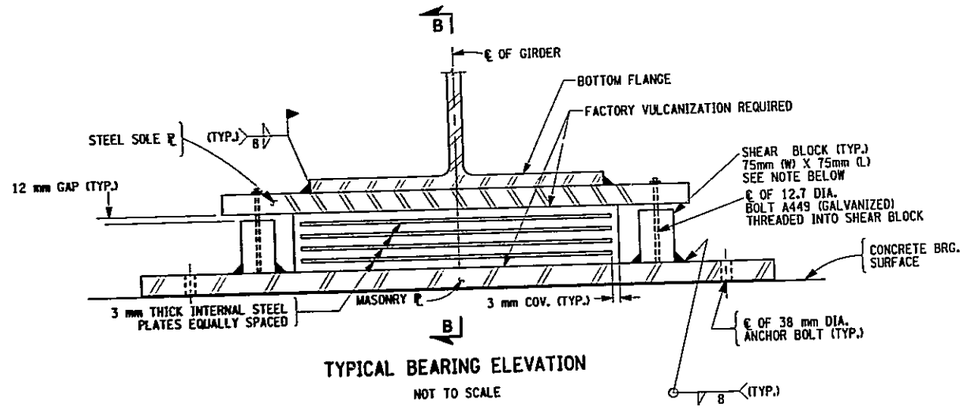
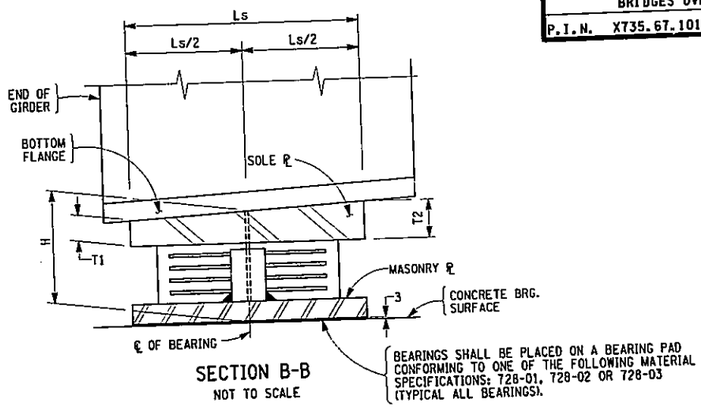
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	169	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

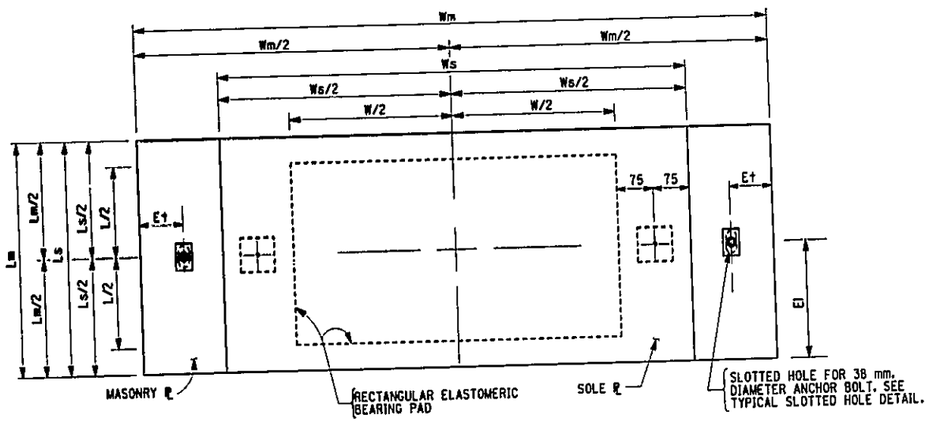


TYPICAL BEARING ELEVATION
NOT TO SCALE

NOTE: THE COST OF FABRICATING THE SHEAR BLOCK SHALL BE INCLUDED UNDER THE BEARING ITEM 565.2065M



SECTION B-B
NOT TO SCALE



TYPICAL RECTANGULAR BEARING PLAN
NOT TO SCALE

BEARING NOTES:

INSTALLATION ALIGNMENT:
THE MAXIMUM VARIATION FROM PERFECT ALIGNMENT UNDER FULL DEAD LOAD SHALL NOT EXCEED 4 mm. 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.

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.

ALL STEEL EXCEPT THE INTERNAL STEEL PLATES SHALL CONFORM TO ASTM A588M, F_y = 345 MPa, UNLESS OTHERWISE NOTED.

THE BEARINGS SHALL MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 565 UNLESS OTHERWISE NOTED.

ANCHOR BOLTS, WASHERS, WASHER PLATES AND NUTS SHALL MEET THE REQUIREMENTS OF SUBSECTION 723-60. THEIR COST, INCLUDING GALVANIZING, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEM.

ANCHOR BOLTS, 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." THEIR COST (INCLUDING GALVANIZING) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEM.

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.

EXPANSION ELASTOMERIC BEARING (TYPE E.B.) TABLE

LOCATION	ITEM NO.	QUANTITY REQUIRED	DL+SDL (kN)	LL W/O IMP. (kN)	TOTAL DESIGN REACTION (kN)	SHAPE FACTOR	ELASTOMER LAYERS					hrt (mm)	COMP. AREA (sq. mm)	SHEAR AREA (sq. mm)	MASONRY PLATE							ANCHOR BOLTS		WELD SIZE	NUMBER OF CAP SCREWS	WASHER ℄		SOLE PLATE				BRG. H
							THK/LAYER	N LAYERS	L	W	D				Tm	Wm	Lm	Et	El	Am	Bm	ø	BOLTS/BRG.			Awp	Bwp	Ws	Ls	T1	T2	
PIER	565.2035M	12	620	480	1100	8.2	12	7	350	450		84	152736	157500	38	990	400	71.5	200	78	48	38	2	8	4	104	74	750	400	38	38	181

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
ELASTOMERIC BEARING DETAILS (1 OF 2)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
JA-36	NONE	NOV. 2002	11

G.I. ___ DESIGNED BY ___ R.N. ___ CHECKED BY ___ D.M. ___ ESTIMATED BY ___
IN CHARGE OF ___ L.M. ___ CHECKED BY ___ R.N. ___ DRAFTED BY ___ J.A.E. ___ CHECKED BY ___ R.N. ___

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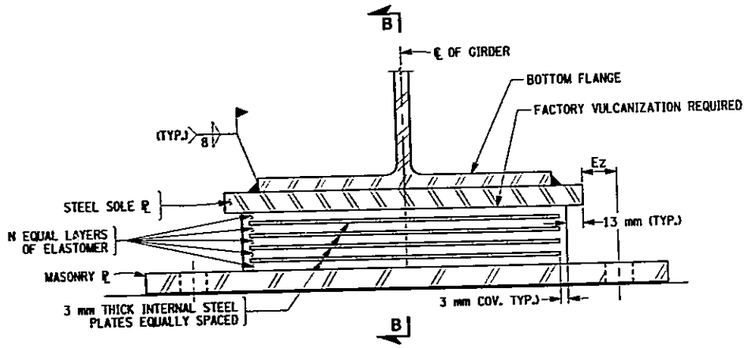
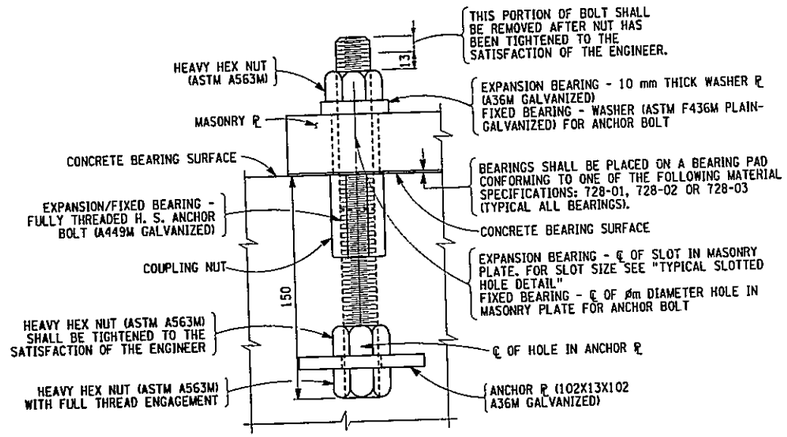
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	170	211

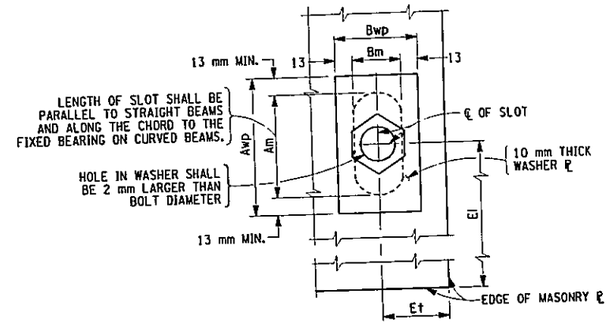
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



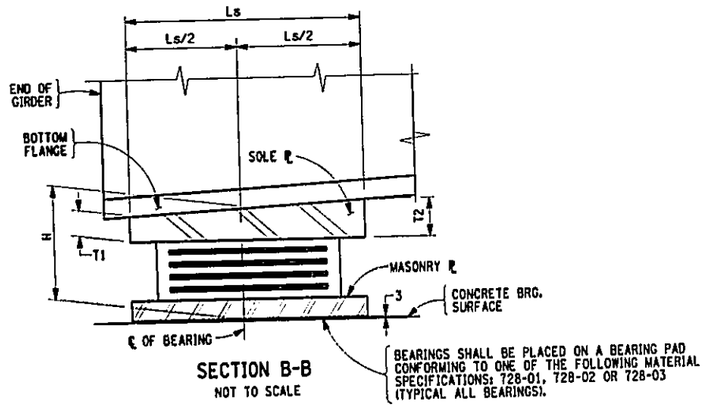
TYPICAL EXPANSION BEARING ELEVATION
NOT TO SCALE



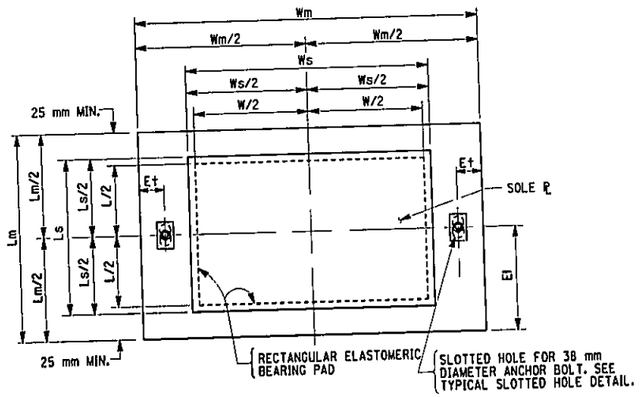
ANCHOR BOLT DETAIL WITH
ANCHOR PLATE ON NEW PEDESTALS
NOT TO SCALE



TYPICAL SLOTTED HOLE DETAIL
MASONRY PLATE
NOT TO SCALE



SECTION B-B
NOT TO SCALE



TYPICAL RECTANGULAR EXPANSION BEARING
PLAN
NOT TO SCALE

NOTE:
REFER TO SHEET HA-33 FOR ADDITIONAL BEARING NOTES

EXPANSION ELASTOMERIC BEARING (TYPE E.B.) TABLE

LOCATION	ITEM NO.	QUANTITY REQUIRED	DL+SDL (kN)	LL W/O IMP. (kN)	TOTAL DESIGN REACTION (kN)	SHAPE FACTOR	ELASTOMER LAYERS					hrt (mm)	COMP. AREA (sq. mm)	SHEAR AREA (sq. mm)	MASONRY PLATE							ANCHOR BOLTS		WELD SIZE	NUMBER OF CAP SCREWS	WASHER P		SOLE PLATE				BRG. H
							THK/LAYER	N LAYERS	L	W	D				Tm	Wm	Lm	Et	EI	Am	Bm	ø	BOLTS/BRG.			Awp	Bwp	Ws	Ls	T1	T2	
W. ABUT.	565.2032M	12	194	195	389	6.7	12	7	250	450		84	108336	112500	38	690	300	71.5	150	78	48	38	2	8	0	104	74	475	275	38	38	181
E. ABUT.	565.2032M	12	194	195	389	6.7	12	7	250	450		84	108336	112500	38	690	300	71.5	150	78	48	38	2	8	0	104	74	475	275	38	38	181

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
ELASTOMERIC BEARING DETAILS
(2 OF 2)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
JA-37	NONE	NOV. 2002	

R.N. DRAFTED BY ___ J.R.E. CHECKED BY ___ L.M. CHECKED BY ___
R.N. DESIGNED BY ___ R.N. CHECKED BY ___ D.M. ESTIMATED BY ___
G.L. IN CHARGE OF ___

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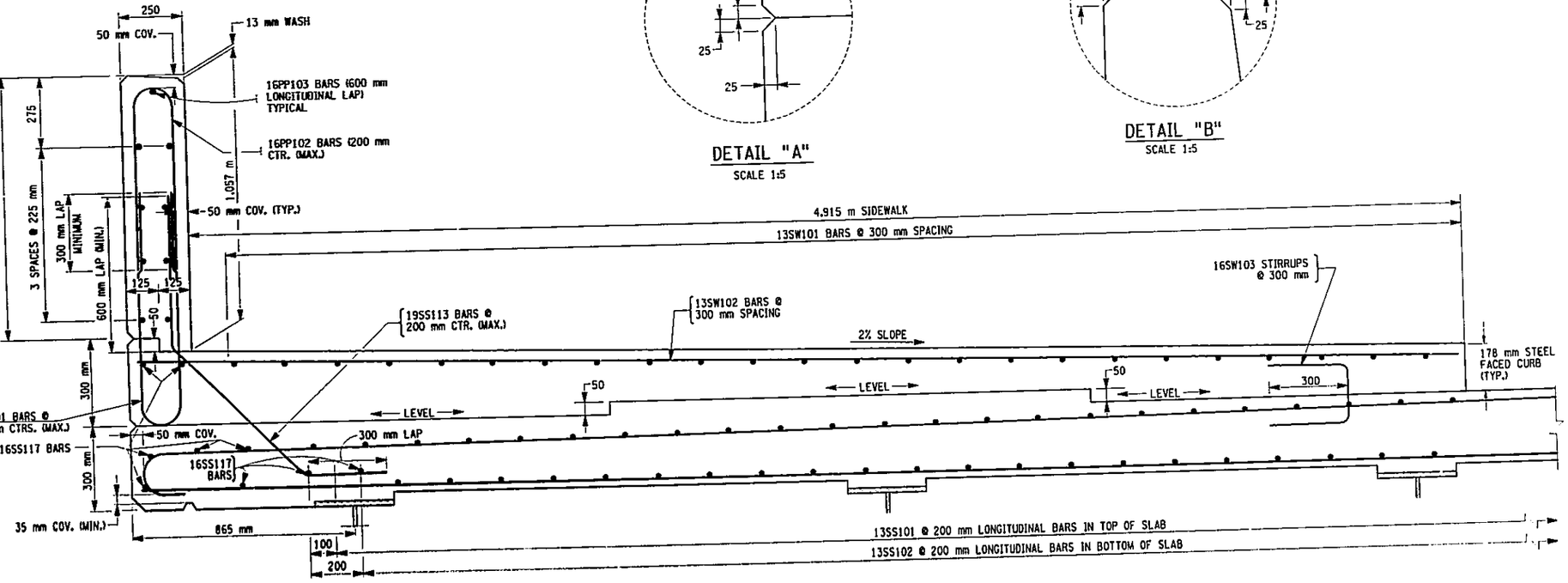
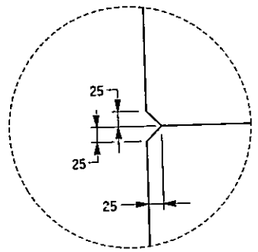
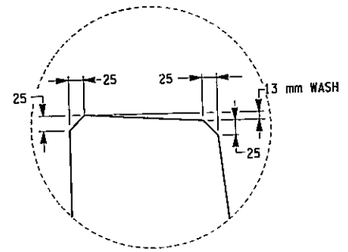
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	171	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

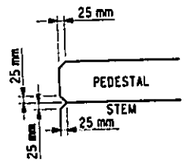




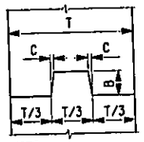
DETAIL "A"
SCALE 1:5



DETAIL "B"
SCALE 1:5

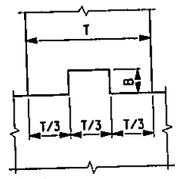


TYPICAL CHAMFER DETAIL
SCALE: 1:10



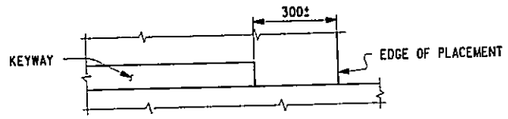
NOTE: WATERSTOP NOT SHOWN.

VERTICAL



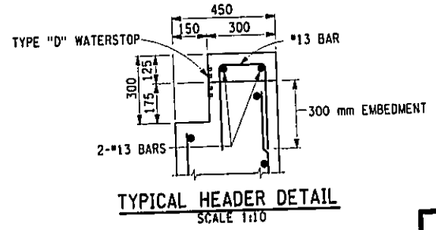
NOTE: WATERSTOP NOT SHOWN.

HORIZONTAL



TYPICAL VERTICAL AND HORIZONTAL CONSTRUCTION JOINT DETAILS
SCALE: 1:10

CONSTRUCTION AND CONTRACTION JOINTS		
C	B	T/3
5	40	0 TO 150
10	90	155 TO 250
20	140	OVER 250



TYPICAL HEADER DETAIL
SCALE 1:10

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
MISCELLANEOUS DETAILS (1 OF 2)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
JA-38	AS NOTED	NOV. 2002	

HNTB

R.N. DRAFTED BY ____ J.R.E. CHECKED BY ____
R.N. CHECKED BY ____ L.M. ESTIMATED BY ____ D.M.
DESIGNED BY ____ R.N. CHECKED BY ____
DESIGNED BY ____ G.L. IN CHARGE OF ____

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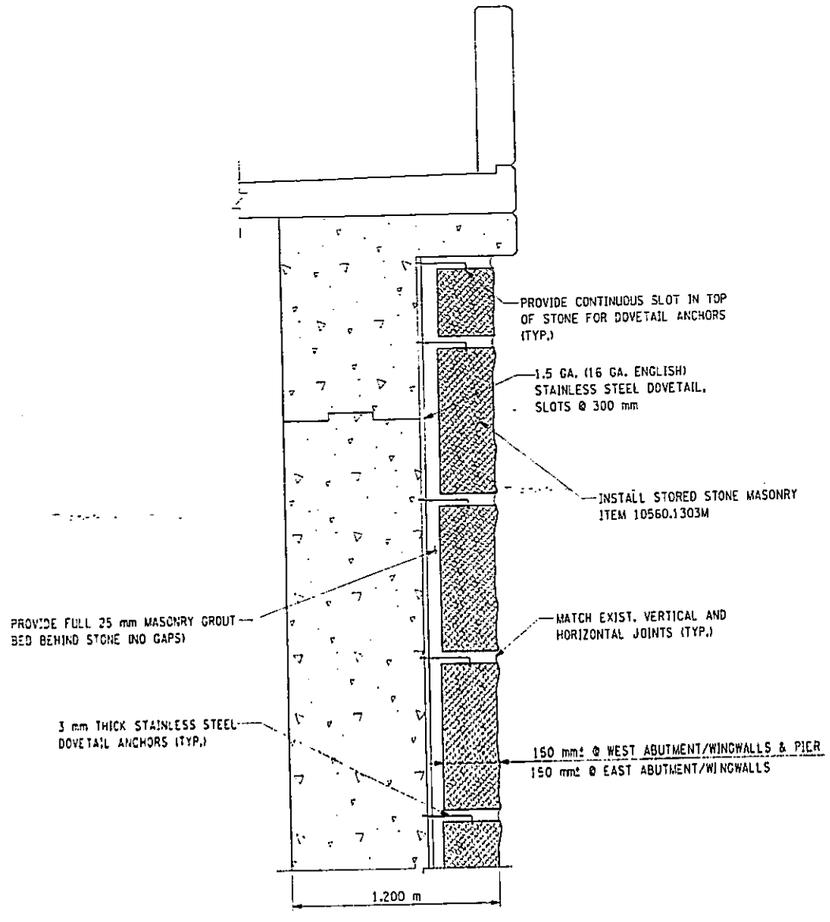
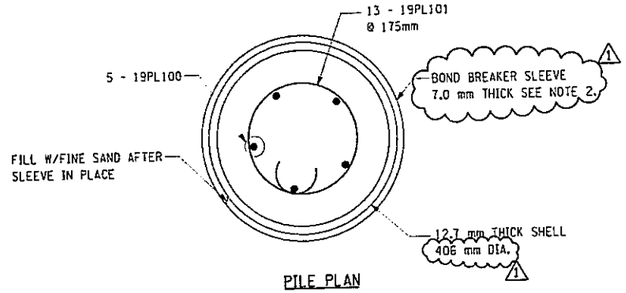
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	172A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. XT35.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 172



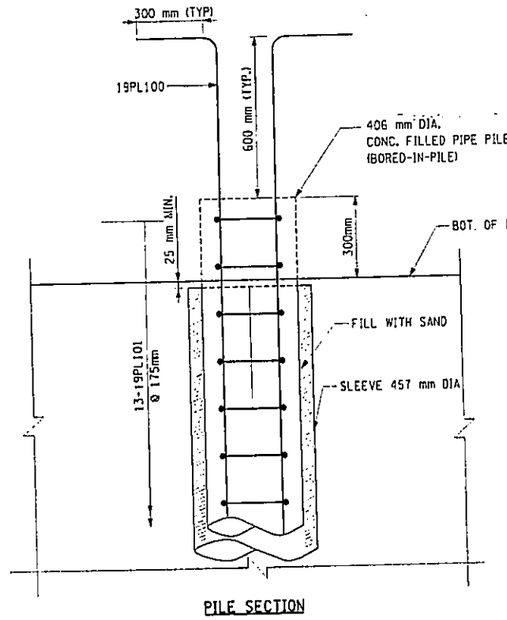
MASONRY TIE DETAILS
NOT TO SCALE
(ABUTMENT/WINGWALL SHOWN, PIER SIMILAR)



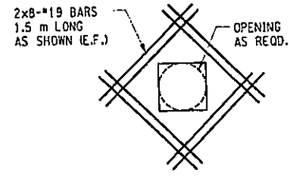
PILE PLAN
1:5

NOTE:

1. COST OF FURNISHING EQUIPMENT FOR BORED-IN-PILE & PERMANENT CASINGS (406 mm & 457 mm) SHALL BE PAID UNDER ITEMS 17551.4020M & 17551.4021M.
2. CONTRACTOR MAY PROPOSE ALTERNATE BOND BREAKER FOR ENGINEER'S APPROVAL. 1



PILE SECTION
SCALE 1:10



ADDITIONAL REINFORCEMENT (FOR UTILITY OPENINGS)
SCALE 1:25

1 MODIFY THICKNESS OF BOND BREAKER PIPE 2-17-03

23/26

HNTB

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
MISCELLANEOUS DETAILS (2 OF 2)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
JA-39	AS NOTED	NOV. 2002	11

IN CHARGE OF ____ G.L. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ D.M. ____ ESTIMATED BY ____
DRAFTED BY ____ R.N. ____ CHECKED BY ____ J.A.E. ____ CHECKED BY ____ R.N. ____

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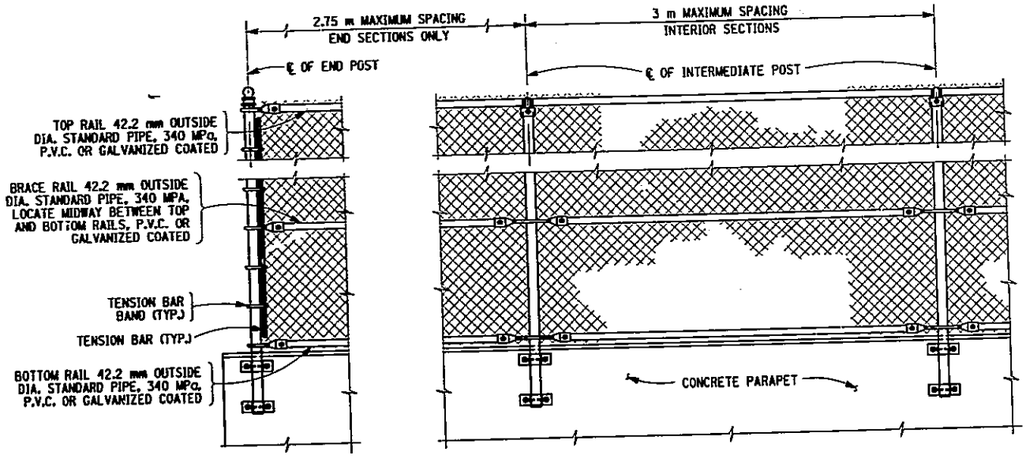
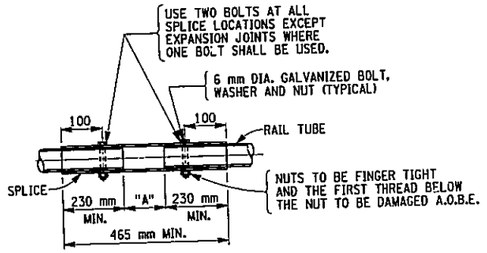
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	173	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

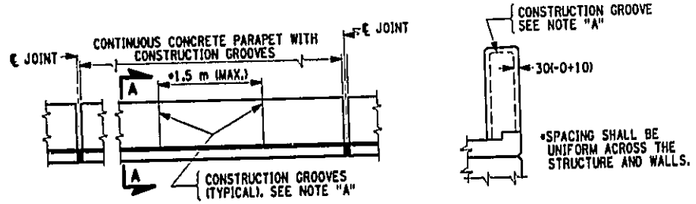


TYPICAL ELEVATION OF
FENCING ON CONCRETE PARAPETS
SCALE 1:20

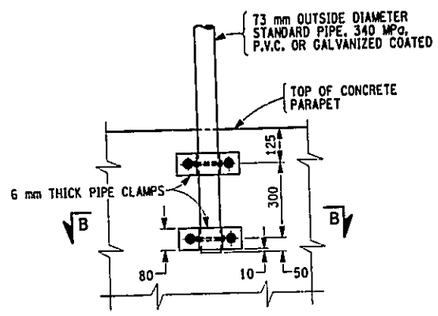


NOTE:
"A" = 5 mm EXCEPT FOR EXPANSION JOINT LOCATIONS WHERE THIS DIMENSION SHALL BE SET EQUAL TO THE BRIDGE DECK JOINT OPENING PLUS 5 mm (MIN.)

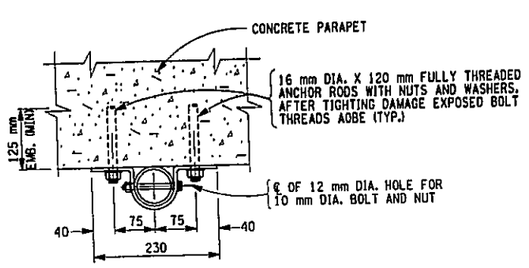
TYPICAL RAIL SPLICE DETAIL
(TOP & BOTTOM RAIL)
NOT TO SCALE



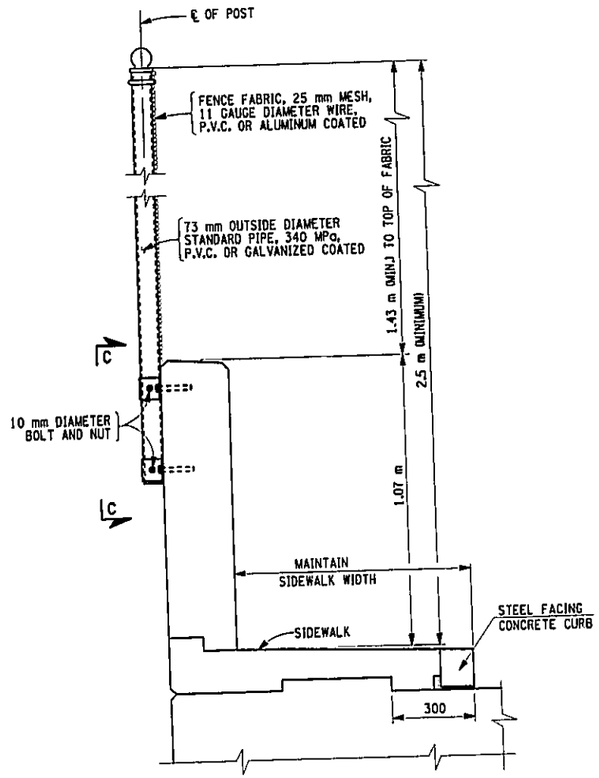
CONCRETE PARAPET GROOVE SPACING
NOT TO SCALE



SECTION C-C
SCALE 1:10



SECTION B-B
SCALE 1:5



FENCING ON
VERTICAL FACED PARAPET
SCALE 1:10

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
PEDESTRIAN FENCING DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
JA-40	AS SHOWN	NOV. 2002	11

HNTB

R.N. ____ CHECKED BY ____ J.A.E. ____ CHECKED BY ____ L.H.
R.N. ____ DRAFTED BY ____ R.N. ____ DESIGNED BY ____ G.L. ____ IN CHARGE OF ____
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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	~~174A1F1~~ 174A1F	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

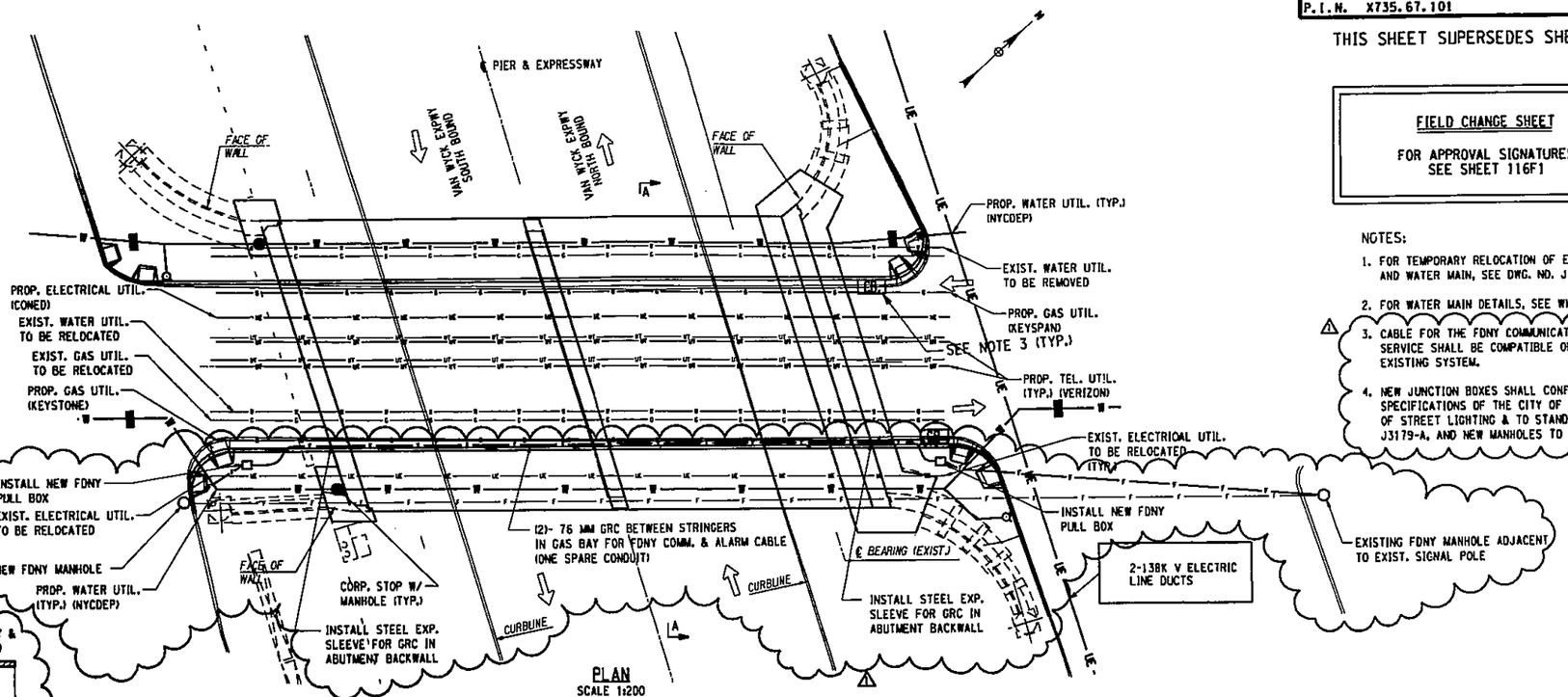
THIS SHEET SUPERSEDES SHEET 174A1

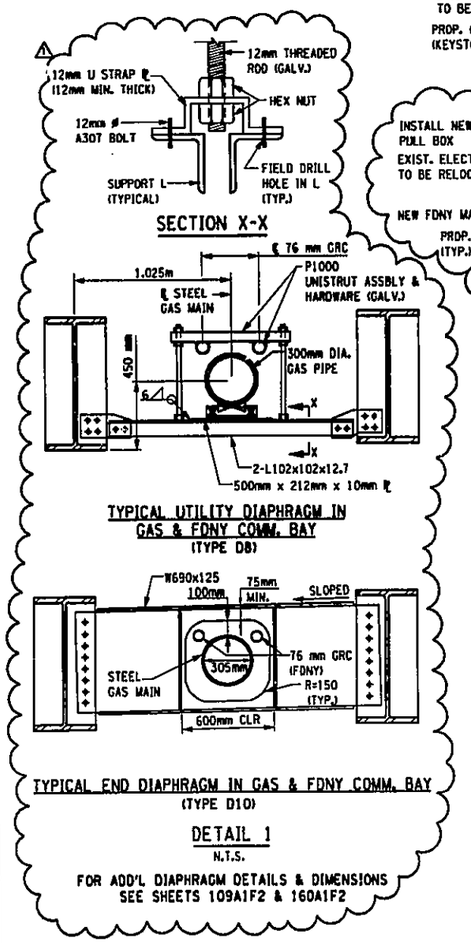
FIELD CHANGE SHEET

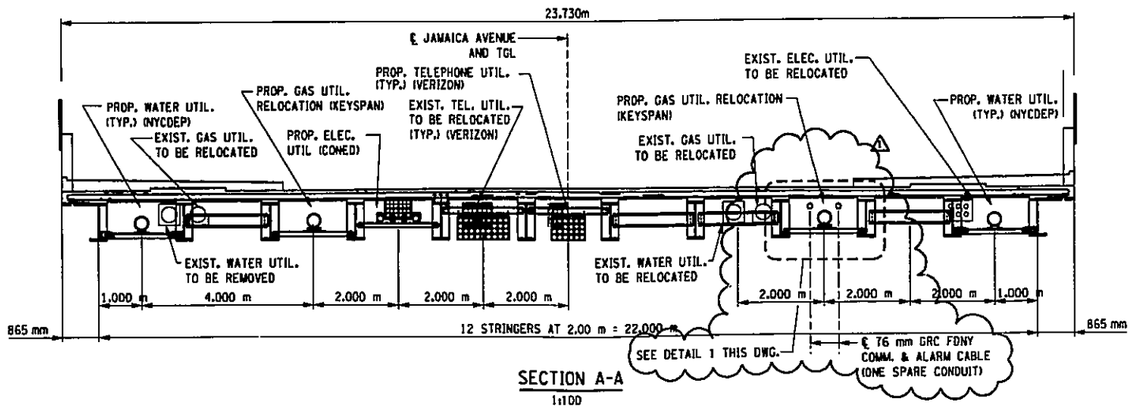
FOR APPROVAL SIGNATURES
SEE SHEET 116F1

NOTES:

1. FOR TEMPORARY RELOCATION OF ELECTRIC, GAS AND WATER MAIN, SEE DWG. NO. JA-42.
2. FOR WATER MAIN DETAILS, SEE WM-4 TO WM-6.
3. CABLE FOR THE FDNY COMMUNICATION & ALARM SERVICE SHALL BE COMPATIBLE OR MATCH THE EXISTING SYSTEM.
4. NEW JUNCTION BOXES SHALL CONFORM TO SPECIFICATIONS OF THE CITY OF NEW YORK DIVISION OF STREET LIGHTING & TO STANDARD DWGS. D2280 J3179-A, AND NEW MANHOLES TO DWG. E2397.







FIELD CHANGES TO THIS SHEET INCLUDE:
ADD FDNY COMM. & ALARM UTILITY
ON BRIDGE & TIE-IN AT APPROACHES

⚠	ADD FDNY COMM. & ALARM CABLE	07-12-05

HNTB

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
UTILITY PLAN, ELEVATION AND DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
JA-41	AS SHOWN	OCT. 2005	

DESIGNED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N. ESTIMATED BY L.M. CHECKED BY D.M. IN CHARGE OF G.L.

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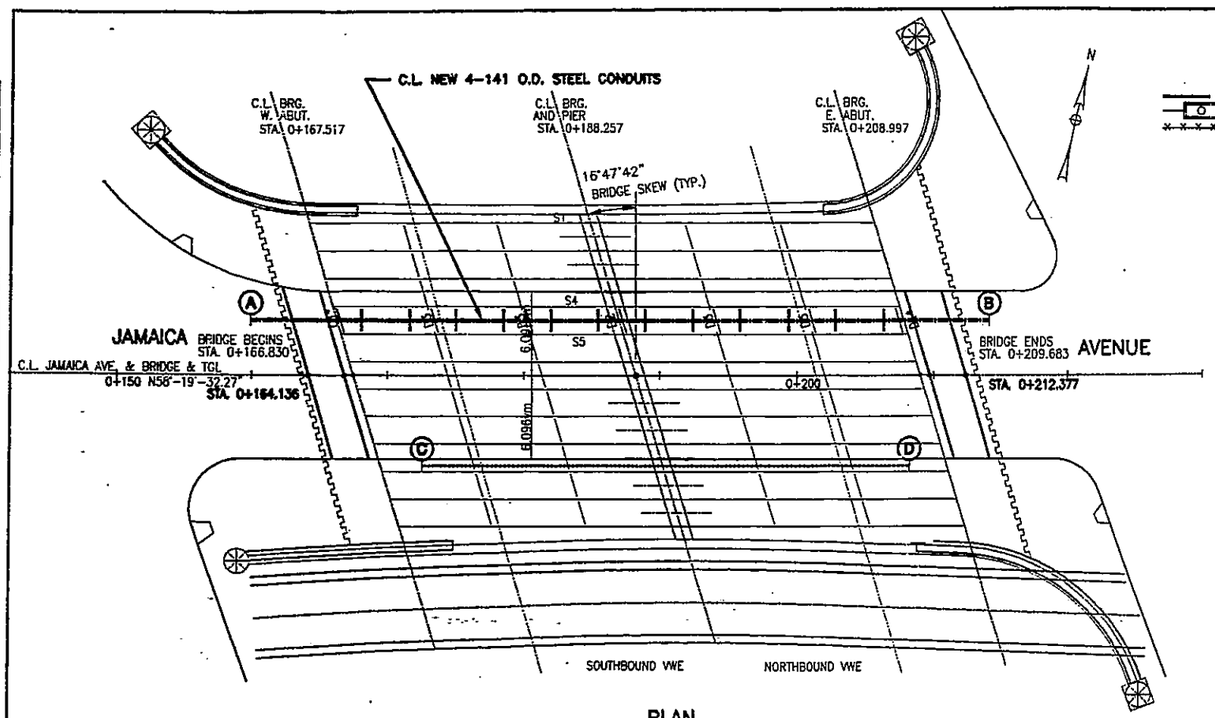
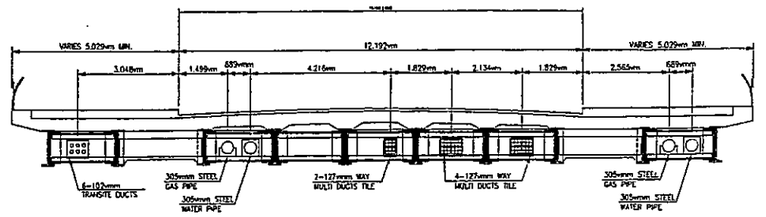
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	174A1, 211	

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735,67.101 QUEENS COUNTY

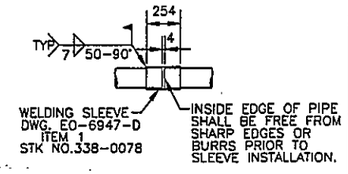


PLAN
SCALE 1:200

LEGEND
..... NEW ELECTRIC OR GAS
..... EXIST ELECTRIC, MANHOLES AND BOXES
..... EXIST ELECTRIC TO BE REMOVED



EX SECTION A-A

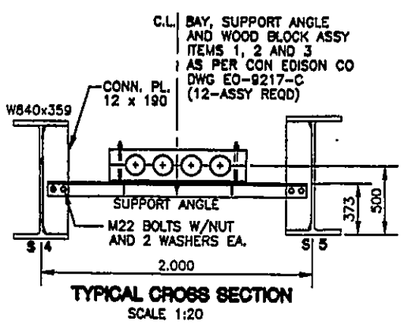


DETAIL X
SCALE: 1:20

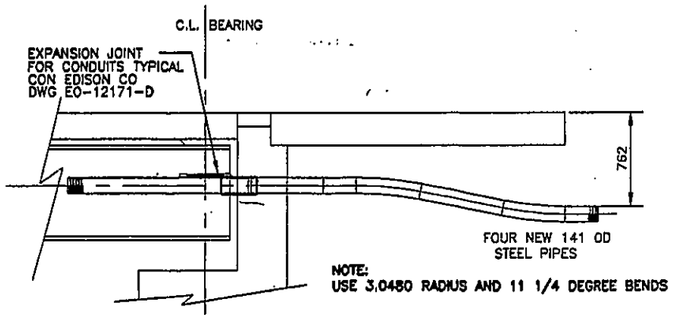
CONTRACTOR SHALL REVIEW THE UTILITY WORK WITH CON EDISON ENGINEER PRIOR TO STARTING ANY WORK ON CON EDISON UTILITIES.

NOTES: ELECTRIC

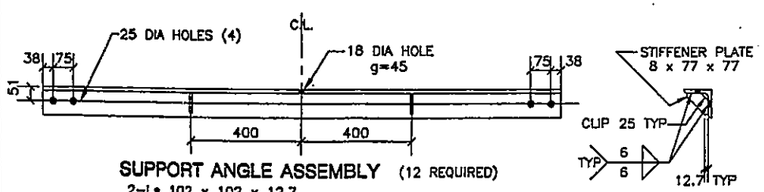
E1. ALL MATERIAL FOR ELECTRICAL CONDUIT TO BE SUPPLIED BY CON EDISON AND INSTALLED BY CONTRACTOR UNLESS SPECIFIED HEREIN OR IN SPECIFICATION.
E2. CONTRACTOR SHALL REMOVE EXISTING ASBESTOS CONDUITS IN SIDEWALK FROM Ⓒ TO Ⓓ.
E3. CONTRACTOR SHALL INSTALL FOUR 141 OD STEEL CONDUITS FROM Ⓐ TO Ⓑ.
E4. WELDING SLEEVES (DETAIL X) SHALL BE STAGGERED SO AS NOT TO INTERFERE WITH SUPPORTS.
E5. CONTRACTOR TO SUPPLY AND INSTALL ALL WOOD BLOCKS, PLATES, THREADED RODS, ASSOCIATED HARDWARE AND STEEL SUPPORTS.
E6. CONTRACTOR SHALL PLUG ENDS OF PIPE (DWG EO-10864-D) AT Ⓐ AND Ⓑ.
E7. ALL STRUCTURAL WELDS SHALL CONFORM TO N.Y.S.D.O.T. AND CON EDISON CO. SPEC EO-11320 REQUIREMENTS.
E8. PRIME AND PAINT ALL EXPOSED STEEL AS PER N.Y.S.D.O.T. REQUIREMENTS.



TYPICAL CROSS SECTION
SCALE 1:20



TYPICAL SECTION THROUGH ABUTMENT
SCALE 1:25



SUPPORT ANGLE ASSEMBLY (12 REQUIRED)
2-Ls 102 x 102 x 12.7
W/2-STIFF PLs 8 x 77 x 77
W/2-CONN PLs 12 x 190
4-M22 x 75 LG HEX HD BOLTS (F/ATT TO CONN PLs)
W/NUTS AND 2 WASH EA
SCALE 1:10

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
CON EDISON ELECTRIC FACILITIES
PLAN, NOTES AND DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

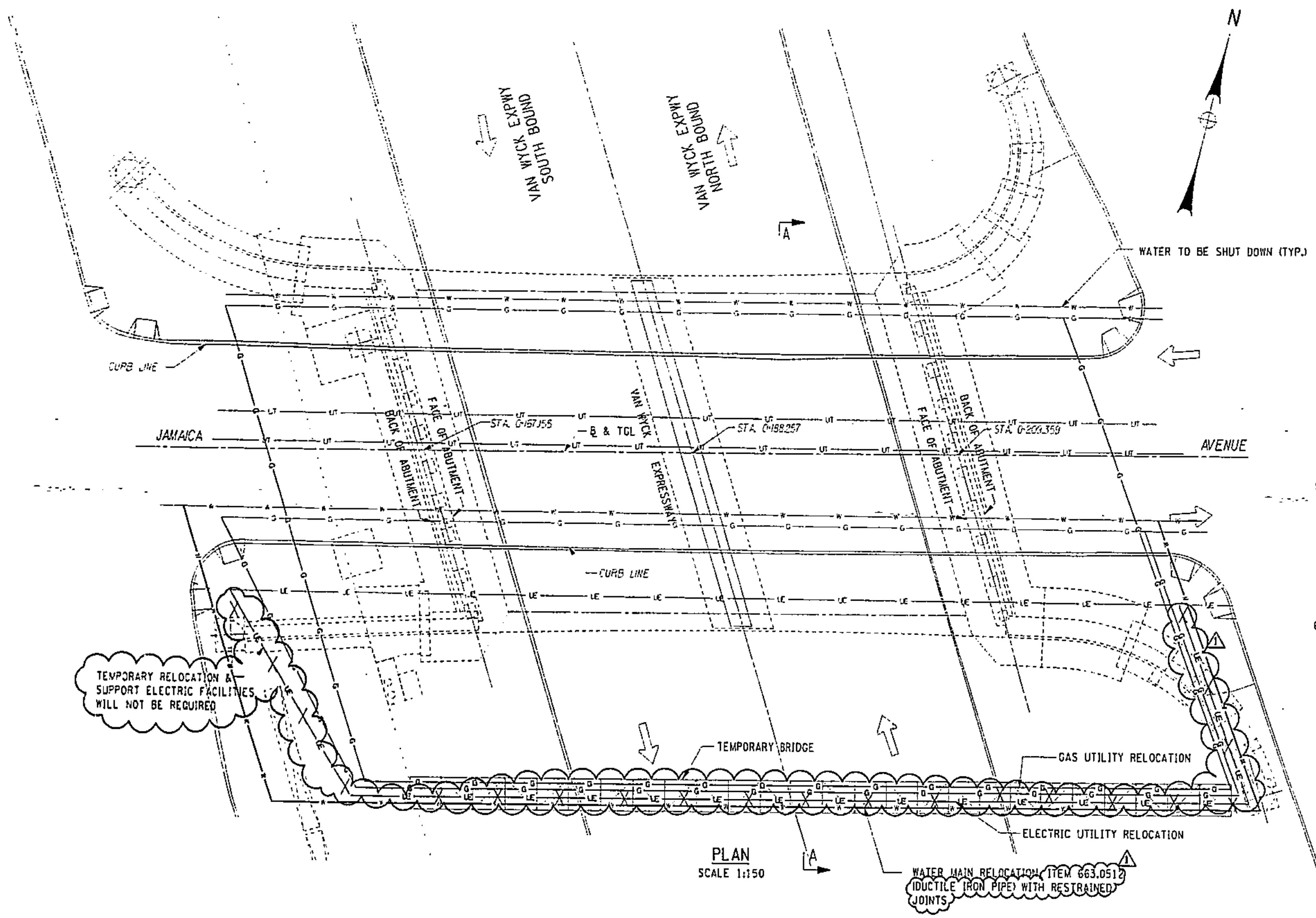
DRAWING NO.	SCALE AS SHOWN	DATE	REGION 11

DESIGNED BY _____ CHECKED BY _____
DRAFTED BY _____ CHECKED BY _____
IN CHARGE OF _____ CHECKED BY _____

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	175A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. XT35.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 175



UTILITY NOTES:

1) ALL UTILITY WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, THE SPECIFICATIONS AND REQUIREMENTS OF THE UTILITY OWNER. WORK SHALL BE PERFORMED IN THE PRESENCE AND AT THE DIRECTION OF THE UTILITY'S FIELD REPRESENTATIVE, UNLESS OTHERWISE ALLOWED.

2) UTILITY DETAILS AND MATERIALS WILL BE SUBJECT TO UTILITY OWNER APPROVAL. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING ALL WORK AND FOR THE PREPARATION OF SHOP DRAWINGS REQUIRED BY THE UTILITY OWNER.

3) PAYMENT FOR THE UTILITY BRIDGE AT JAMAICA AVENUE AND ITS FOUNDATIONS WILL BE MADE BASED UPON THE LUMP SUM PRICE BID FOR PAY ITEM 619.0604 M "TEMPORARY STRUCTURE AND APPROACHES NO. 1."

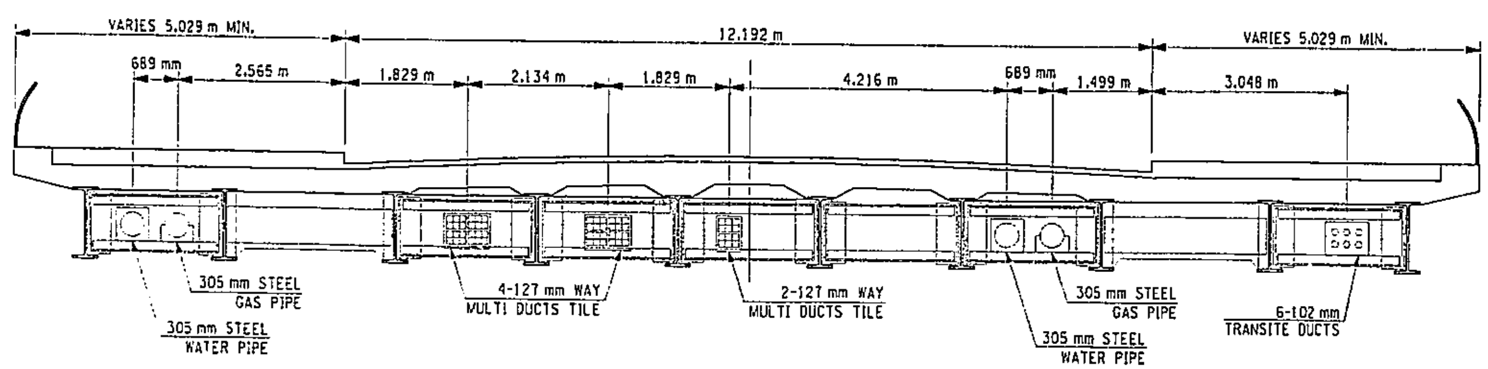
4) COST ASSOCIATED WITH TEMPORARY RELOCATION AND SUPPORT OF GAS FACILITIES SHALL BE INCLUDED IN ITEM 11662.2504. PAYMENT FOR TEMPORARY RELOCATION AND SUPPORT OF THE WATER MAIN WILL BE MADE UNDER ITEM 663.0512.

5) THE CONTRACT DOCUMENTS HAVE ESTABLISHED LUMP SUM PAY ITEMS FOR THE PERMANENT INSTALLATION OF UTILITIES AT THE STRUCTURE AND APPROACHES, AND INCLUDE:
   SECTION 661 - ELECTRIC UTILITIES PAY ITEM 11662.1702
      "INSTALL ELECTRIC CONDUIT AT STRUCTURE AND APPROACHES"
   SECTION 662 - GAS, OIL, & STEAM UTILITIES
      "INSTALLATION OF KEYSPAN GAS MAIN AND APPURTENANT WORK AT STRUCTURE S-2 AND APPROACHES"
      AND SHALL BE PAID UNDER ITEM NO. 11662.2504M.

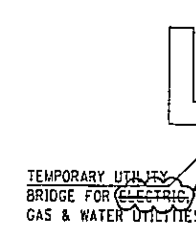
6) WORK ASSOCIATED WITH WATER SUPPLY UTILITIES (NYCDEP) SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 663 OF THE STANDARD PROVISIONS, AND SHALL BE PAID FOR UNDER THE FOLLOWING PAY ITEMS:
   ITEM 663.0512 M "BRIDGE MOUNTED WATER PIPE, 12 NPS"
   ITEM 663.0106 M "DUCTILE IRON CEMENT LINED WATER PIPE, 6 NPS"
   ITEM 663.0112 M "DUCTILE IRON CEMENT LINED WATER PIPE, 12 NPS"
   ITEM 663.0120 M "DUCTILE IRON CEMENT LINED WATER PIPE, 20 NPS"
   ITEM 663.1301 M "HYDRANT"
   ITEM 663.1206 M "DOUBLE DISK GATE VALVE & VALVE BOX, 6 NPS"
   ITEM 663.1212 M "DOUBLE DISK GATE VALVE & VALVE BOX, 12 NPS"
   ITEM 663.14 M "HYDRANT FENDER"
   ITEM 663.40 M "DISCONNECT AND CAP EXISTING WATER MAIN"
   ITEM 655.0101 M "FRAMES AND GRATES (CASTINGS)"

ALL WORK SHALL CONFORM TO REQUIREMENTS OF NYC ITEMS LISTED ON DWG. NO. WM-1.

NOTE: THE RELOCATED WATERMAIN SHALL HAVE A MINIMUM OF 2 SUPPORTS PER LENGTH OF PIPE. PRIOR TO CONSTRUCTION OF THE TEMPORARY BRIDGE, ALL CALCULATIONS AND THE INSTALLATION PROCEDURE SHALL BE SUBMITTED TO NYCDEP FOR THIER REVIEW AND APPROVAL.



SECTION A-A



24 /26

1	COST OF TEMP. RELOCATION & SUPPORT OF UTILITY 2-26-03

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
TEMPORARY UTILITY RELOCATION PLAN

HNTB

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-42	AS SHOWN	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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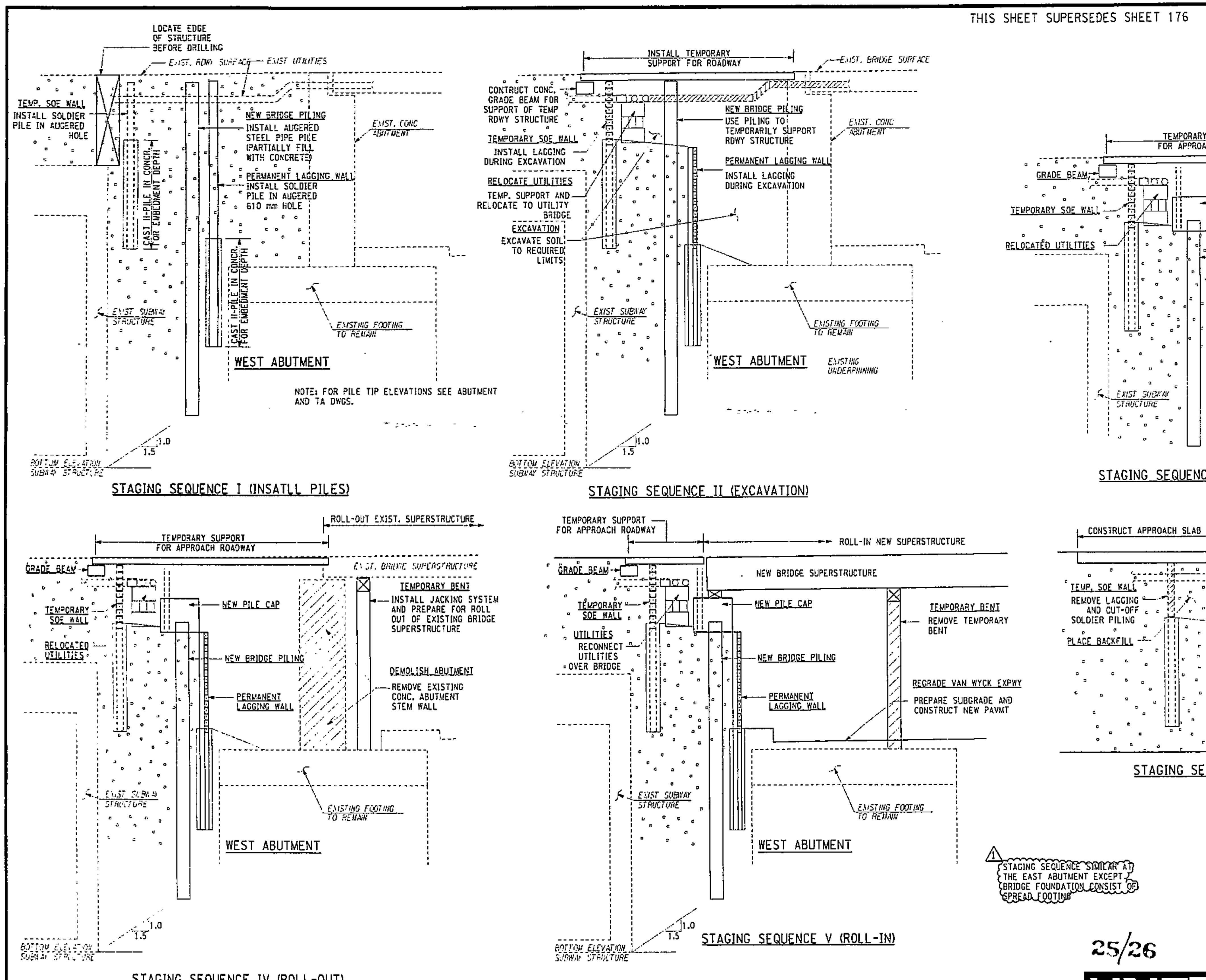
THIS SHEET SUPERSEDES SHEET 176

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	176A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
SUGGESTED CONSTRUCTION SEQUENCE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

25/26

HNTB

DRAWING NO.	SCALE	DATE	
JA-43	N.T.S.	NOV. 2002	REGION 11

STAGING SEQUENCE AT EAST ABUT. 2-26-03

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	177A2	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 177A1

R.N. ____ CHECKED BY ____ J.R.E. ____ DRAFTED BY ____ R.N. ____ CHECKED BY ____ L.H. ____ CHECKED BY ____ G.L. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ D.N. ____ ESTIMATED BY ____ IN CHARGE OF ____

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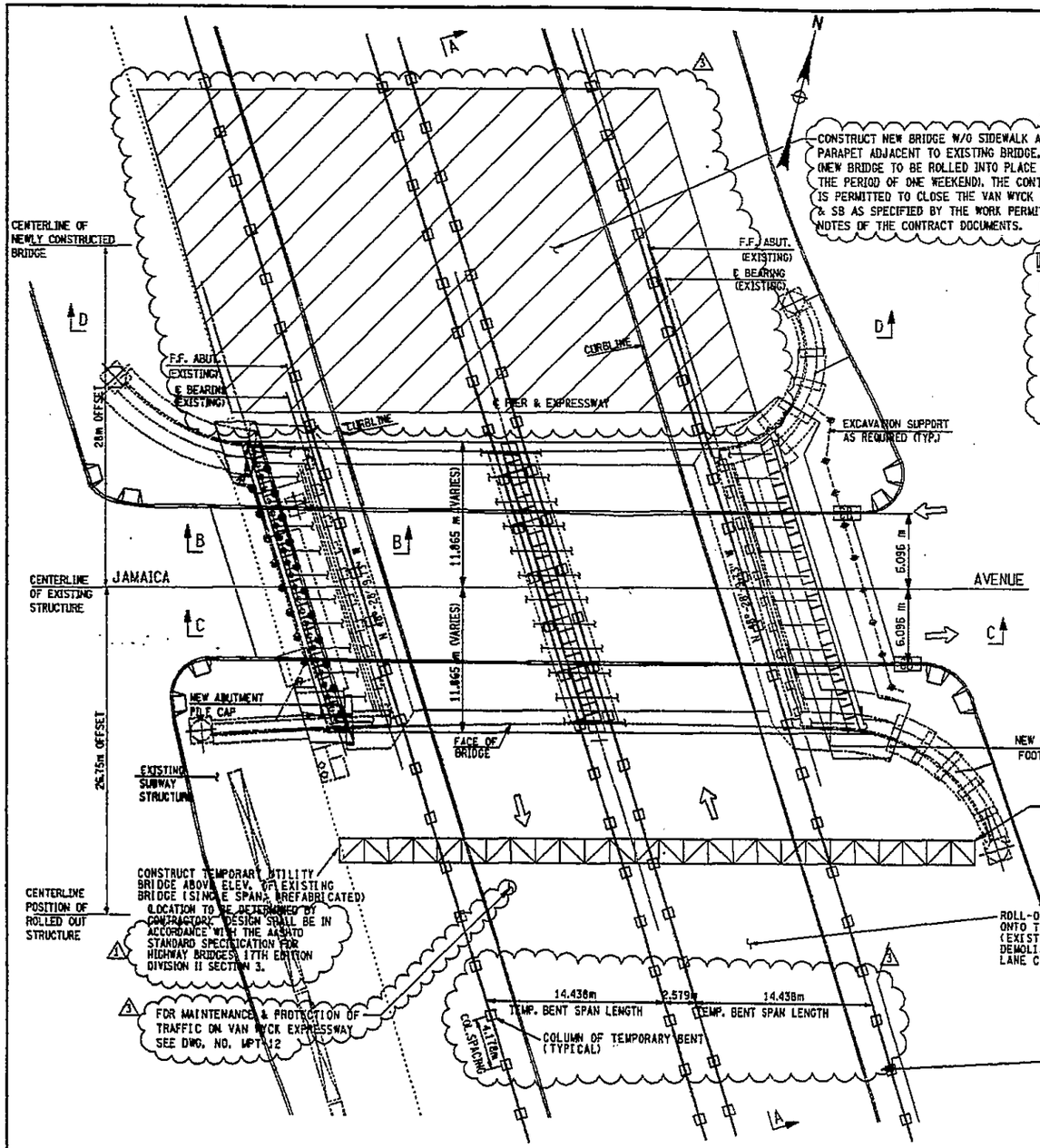
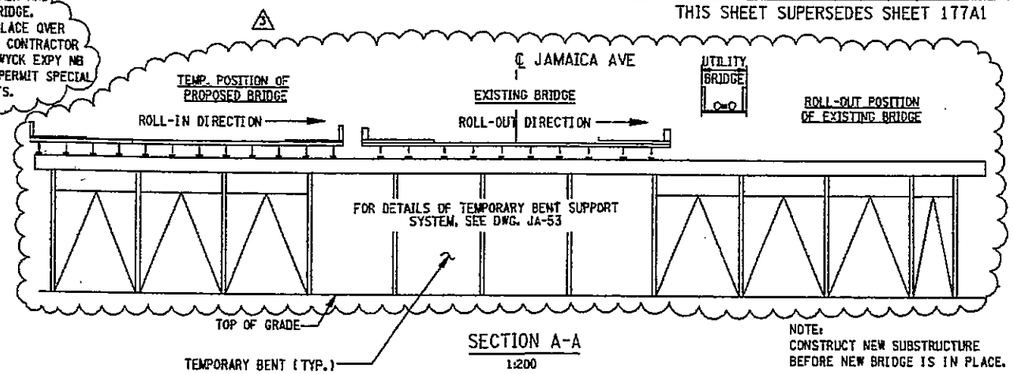


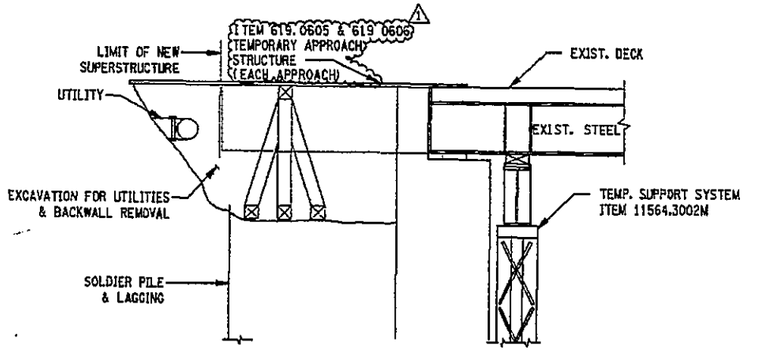
PLAN
SCALE: 1=200

CONSTRUCT NEW BRIDGE W/O SIDEWALK AND PARAPET ADJACENT TO EXISTING BRIDGE. (NEW BRIDGE TO BE ROLLED INTO PLACE OVER THE PERIOD OF ONE WEEKEND). THE CONTRACTOR IS PERMITTED TO CLOSE THE VAN WYCK EXPY NB & SB AS SPECIFIED BY THE WORK PERMIT SPECIAL NOTES OF THE CONTRACT DOCUMENTS.



SECTION A-A
1:200

NOTE:
CONSTRUCT NEW SUBSTRUCTURE BEFORE NEW BRIDGE IS IN PLACE.



SECTION B-B
1:40

NOTES:
1. FOR SECTION C-C, SEE DWG. JA-54.
2. FOR SECTION D-D, SEE DWG. JA-54.
3. FOR MPT SEE DWG. NO. MPT-12.

PRIOR TO OPENING THE ROLLED-IN BRIDGE TO TRAFFIC, INSTALLATION OF A TEMPORARY BARRIER /BRIDGE RAIL WILL BE NECESSARY. ALSO, SAFE PEDESTRIAN ACCESS WILL BE REQUIRED. THE CONTRACTOR SHALL SUBMIT A SAFE ACCESS PLAN TO THE ENGINEER FOR APPROVAL. THE COST OF THE PLAN AND ASSOCIATED DEVICES ARE CONSIDERED INCIDENTAL TO ITEM 619.01 AND ITEM 11564.3002. NO SEPARATE PAYMENT WILL BE MADE.

AS AN ALTERNATIVE, THE CONTRACTOR MAY CHOOSE TO CONSTRUCT THE PERMANENT SIDEWALK AND PARAPET ON THE NEWLY CONSTRUCTED BRIDGE PRIOR TO THE ROLLING OPERATION. THE TEMPORARY SUPPORT SYSTEM SHALL BE DESIGNED ACCORDINGLY. ALSO, THE CONTRACTOR MUST VERIFY THAT STRESSES INDUCED BY APPLICATION OF THE SUPERIMPOSED SIDEWALK AND PARAPETS LOADS WILL NOT ADVERSELY EFFECT THE SUPERSTRUCTURE COMPONENTS. COMPUTATIONS SHALL TAKE INTO ACCOUNT THE TEMPORARY SUPPORT LOCATION OF THE STRINGERS, AND MUST BE SUBMITTED TO THE D.C.E.S FOR APPROVAL.

3	REVISED SECTION A-A AND REFERENCE TO NEW DWGS	6-13-03
2	CHANGED POSITION OF ROLL-IN/OUT STRUCTURE	6-13-03
1	ADDED NOTE FOR DESIGN OF UTILITY BRIDGE	2-26-03
1	ADDED NOTE FOR REGARDING WEEKEND CLOSURE	2-26-03
1	ADDED NOTE FOR TRAFFIC & PED. SAFETY	2-26-03
1	PAY ITEM FOR TEMP. APPROACH STRUCTURE.	2-26-03

34/53

HNTB

SIN 1055700

AS BUILT REVISIONS

SIGNATURE ____ DATE ____

JAMAICA AVENUE OVER V.W.E.
LOCATION OF TEMPORARY BENTS FOR ROLL IN/ ROLL OUT OPERATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-44	AS SHOWN	NOV. 2002	REGION 11

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	178	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

BARMARK	SIZE mm	LENGTH, mm	TYPE	NO. REQ'D	DETAIL DIMENSIONS, mm A	B	C	D	E	F	G	H	J	K	R	REMARKS
WEST ABUTMENT (PILES)																
19PL100	19	3300	17	115			300	3000								PILE DOWELS
19PL101	19	1400	T3	299												250 mm DIA HOOPS WITH 600 mm LAP @ 175 mm
WEST ABUTMENT (PILE CAP) POUR 1																
22WA100	22	13400	1	16	250	13150							180			FLEXURAL PILE CAP (TOP AND BOT.)
22WA101	22	13150	STR	14												E.F. REINF AND 3 BARS OVER PILES
22WA102	22	1300	STR	69												3 BARS EA. PILE SHORT REINF. OVER PILES
19WA103	19	3742	T1	184	130	866	875	866	875		130					TIES BETWEEN PILES @ 150 mm MAX.
WEST ABUTMENT (BACKWALL) POUR 2 TO 5																
19WA104	19	1500	1	164	200	1300							155			DOWELS INSIDE THE PILE CAP @ 300 mm MAX. FOR BACKWALL AND CHEEK WALL REINF.
19WA105	19	VARIES	18	82												VERT. REINF. FRONT FACE OF BACKWALL @ 300 mm 1.670 m MAX. AND 1.400 m MIN.
19WA106	19	VARIES	18	82												VERT. REINF. BACK FACE OF BACKWALL @ 300 mm 1.500 m MAX. AND 1.225 m MIN.
16WA107	16	12300	STR	24												HORIZ. REINF. BACKWALL @ 300 mm MAX.
13WA108	13	6660	STR	4												HORIZ. REINF. IN HEADER E.F.
13WA109	13	1000	17	48		375	250	375								U SHAPED BAR IN THE HEADER @ 300 mm MAX.
13WA110	13	5000	STR	4												HORIZ. REINF. OUTSIDE HEADER E.F.
13WA111	13	1100	17	36		375	350	375								U SHAPED BAR OUTSIDE HEADER @ 300 mm MAX.
WEST ABUTMENT (CHEEK WALL) POUR 2 AND 5																
16WA112	16	800	STR	16												HORIZ. REINF. CHEEK WALL @ 300 mm MAX.
19WA113	19	1150	STR	8												VERT. REINF. CHEEK WALL @ 300 mm MAX. (SW)
19WA114	19	1150	STR	8												VERT. REINF. CHEEK WALL @ 300 mm MAX. (NW)
16WA115	16	1800	*	4												CHEEK WALL + BACKWALL (SW): BEND AS SHOWN
16WA116	16	1800	*	4												CHEEK WALL + BACKWALL (NW): BEND AS SHOWN
16WA117	16	1200	17	12			300	900								SIDEWALK + BACKWALL L SHAPED DOWELS
WEST ABUTMENT (PEDESTALS) POUR 6																
19PE101	19	VARIES	17	96			150									L SHAPED BARS IN THE PEDESTAL - 8 EA.
19PE102	19	600	STR	96												BARS FOR THE PEDESTAL IN THE BRIDGE SEAT - 8 EA.
16PE103	16	3610	T1	28	155	900	750	900	750		155					HOOPS
16PE104	16	3870	T8	2	155	820	800	1100	840		155				240	HOOPS FOR FASCIA STRINGER S1 - BEND AS SHOWN
16PE105	16	4085	T8	2	155	1210	800	925	840		155				240	HOOPS FOR FASCIA STRINGER S12 - BEND AS SHOWN
NORTHWEST WINGWALL FOOTING POUR 1																
22NW100	22	5000	1	24	250	4500					250		180			FLEXURAL AT TOP AND BOT. @ 150 MM
22NW101	22	VARIES	1	24	250						250		180			FLEXURAL AT TOP AND BOT. @ 150 MM
16NW102	16	VARIES	1	14	175						175		130			DIST. FLEXURAL AT TOP AND BOT. @ 300 MM
16NW103	16	1850	1	20	175	1500					175		130			DIST. FLEXURAL AT TOP AND BOT. @ 300 MM
25NW104	25	3750	1	24	375	3000					375		300			DOWELS - STEM / FOOTING @ 150 MM
16NW105	16	2050	1	12	175	1700					175		130			DOWELS - STEM / FOOTING @ 300 MM
13NW106	13	1230	T9	20	115	1000					115					TIES @ 1.200 M MAX EACH WAY
NORTHWEST WINGWALL STEM POUR 2 TO 4																
16NW107	16	VARIES	17	6		600										VERTICAL REINF F.F L -SHAPED @ 300 mm
25NW108	25	VARIES	17	12		600										VERTICAL REINF R.F L -SHAPED @ 150 mm
16NW109	16	4100	STR	5												VERTICAL REINF F.F L -SHAPED @ 300 mm
25NW110	25	4100	STR	10												VERTICAL REINF R.F L -SHAPED @ 150 mm
19NW111	19	3100	STR	30												HORIZONTAL REINF. @ 150 mm
16NW112	16	1500	STR	16												HORIZONTAL REINF. @ 300 mm
16NW113	16	2500	23	30				750	1000	750		700				HORIZONTAL REINF. @ 150 mm
16NW114	16	2200	STR	30												HORIZONTAL REINF. @ 150 mm
SOUTHWEST WINGWALL FOOTING POUR 1																
22SW100	22	5050	1	22	250	4550					250		180			FLEXURAL AT TOP AND BOT. @ 150 MM
22SW101	22	VARIES	1	22	250						250		180			FLEXURAL AT TOP AND BOT. @ 150 MM
16SW102	16	VARIES	1	14	175						175		130			DIST. FLEXURAL AT TOP AND BOT. @ 300 MM
16SW103	16	1950	1	20	175	1600					175		130			DIST. FLEXURAL AT TOP AND BOT. @ 300 MM
25SW104	25	3750	1	24	375	3000					375		300			DOWELS - STEM / FOOTING @ 150 MM
16SW105	16	2050	1	12	175	1700					175		130			DOWELS - STEM / FOOTING @ 300 MM
13SW106	13	1230	T9	20	115	1000					115					TIES @ 1.200 M MAX EACH WAY

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J.R.E. ___ DRAFTED BY
R.N. ___ CHECKED BY
L.M. ___ ESTIMATED BY
D.M. ___ CHECKED BY
R.N. ___ DESIGNED BY
G.L. ___ IN CHARGE OF

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JAMAICA AVENUE OVER V.W.E.
BAR LIST (1 OF 6)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
JA-45	NONE	NOV. 2002	

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	179	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

BARMARK	SIZE mm	LENGTH, mm	TYPE	NO. REQ'D	DETAIL DIMENSIONS, mm A	B	C	D	E	F	G	H	J	K	R	REMARKS
SOUTHWEST WINGWALL STEM POUR 2 TO 4																
16SW107	16	VARIES	17	6		600										VERTICAL REINF F.F L -SHAPED @ 300 mm
25SW108	25	VARIES	17	12		600										VERTICAL REINF R.F L -SHAPED @ 150 mm
16SW109	16	4100	STR	5												VERTICAL REINF F.F L -SHAPED @ 300 mm
25SW110	25	4100	STR	10												VERTICAL REINF R.F L -SHAPED @ 150 mm
19SW111	19	3300	STR	30												HORIZONTAL REINF. @ 150 mm
16SW112	16	1650	STR	16												HORIZONTAL REINF. @ 300 mm
16SW113	16	2500	23	30				750	1000	750		700				HORIZONTAL REINF. @ 150 mm
16SW114	16	2400	STR	30												HORIZONTAL REINF. @ 150 mm
CENTER PIER POUR 1 TO 4																
16PR100	16	5800	17	28		2500	800	2500								U SHAPED HORIZ. AT ENDS @ 300 MM
16PR101	16	12600	8	28	600	12000										HORIZ REINF @ 300 MM E.F.
19PR102	19	5100	STR	152												VERT. REINF @ 300 MM E.F
16PR103	16	11900	8	28	600	11300										HORIZ REINF @ 300 MM E.F.
16PR104	16	3550	14	12			2000	950			600	700		700		6 AT EQ SPA E.F. EA. END 45 DEG. BEND
22PR105	22	13800	8	6	600		13200									L SHAPED TOP BARS - 6 AT EQ SPA
22PR106	22	12700	8	6	600		12100									L SHAPED TOP BARS - 6 AT EQ SPA
22PR107	22	14000	8	12	800		13200									L SHAPED SIDE BARS - 6 AT EQ SPA E.F.
22PR108	22	12900	8	12	800		12100									SIDE BARS - 6 AT EQ SPA E.F.
19PR109	19	3000	17	82		1000	1000	1000								U SHAPED VERT. AT BRIDGE SEAT @ 300 MM
13PR110	13	1195	T9	224	115	1000					80					SEISMIC TIES
CENTER PIER (PEDESTALS) POUR 5																
19PE101	19	VARIES	17	96			150									L SHAPED BARS IN THE PEDESTAL - 8 EA.
19PE102	19	600	STR	96			600									BARS FOR THE PEDESTAL IN THE BRIDGE SEAT - 8 EA.
16PE103	16	4360	T1	28	155	965	1060	965	1060		155					HOOPS
16PE104	16	5255	T8	4	155	1560	1060	1200	1125		155			325		HOOPS FOR FASCIA STRINGERS - BEND AS SHOWN
EAST ABUTMENT FOOTING POUR 1																
22EA100	22	4150	1	280	250	3650					250		180			FLEXURAL AT TOP AND BOT. @ 150 MM
22EA101	22	VARIES	1	172	250	VARIES					250		180			FLEXURAL AT TOP AND BOT. @ 150 MM SE CORNER
16EA102	16	VARIES	STR	68	175	VARIES					175		130			DISTRIBUTION STEEL TOP AND BOT @ 300 MM
16EA103	16	VARIES	1	68	175	VARIES					175		130			DISTRIBUTION STEEL TOP AND BOT @ 300 MM
25EA104	25	3250	1	240	275	2700					275		205			DOWELS BACK FACE FOR STEM AND FOOTING @ 150 mm
16EA105	16	2350	1	120	275	1800					275		205			DOWELS FRONT FACE FOR STEM AND FOOTING @ 300 mm
13EA106	13	1230	T9	112	115	1000					115					TIES @ 1.200 M MAX EACH WAY

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JAMAICA AVENUE OVER V.W.E.
BAR LIST (2 OF 6)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-46	NONE	NOV. 2002	REGION 11

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY L.M.
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FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	180	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY

BARMARK	SIZE mm	LENGTH, mm	TYPE	NO. REQ'D	DETAIL DIMENSIONS, mm											REMARKS
					A	B	C	D	E	F	G	H	J	K	R	
EAST ABUTMENT STEM																
16EA107	16	6200	17	86		1300	4900									VERTICAL REINF. STEM F.F. @ 300 MM
25EA108	25	5000	STR	170												VERTICAL REINF. STEM R.F. @ 150 MM
16EA109	16	13650	17	36		1200	12450									HORIZ. REINF. STEM E.F. @ 300 MM
16EA110	16	13650	17	36		1200	12450									VERTICAL REINF. STEM F.F. @ 300 MM
16EA111	16	VARIES	STR	86												VERTICAL BACKWALL REINF. @ 300 MM R.F.
16EA112	16	VARIES	STR	86												VERTICAL BACKWALL REINF. @ 300 MM F.F.
16EA113	16	12450	STR	12												HORIZ. BACKWALL REINF. @ 300 MM E.F.
16EA114	16	12450	STR	12												HORIZ. BACKWALL REINF. @ 300 MM E.F.
13EA115	13	7200	STR	4												HORIZ. HEADER REINF
13EA116	13	1000	17	48		375	250	375								U SHAPED BAR IN THE HEADER @ 300 mm MAX.
13EA117	13	5000	STR	4												HORIZ. HEADER REINF OUTSIDE
13EA118	13	1100	17	36		375	350	375								U SHAPED BAR OUTSIDE HEADER @ 300 mm MAX.
16EA119	16	2650	16	18			450	2200				2106		635		L - SHAPED REINF. @ ENDS HORIZ. @ 300 mm (SE)
16EA120	16	1650	16	18			450	1200				1149		346		L - SHAPED REINF. @ ENDS HORIZ. @ 300 mm (SE)
16EA121	16	2650	12	18			450	2200				2106		635		L - SHAPED REINF. @ ENDS HORIZ. @ 300 mm (NE)
16EA122	16	1650	12	18			450	1200				1149		346		L - SHAPED REINF. @ ENDS HORIZ. @ 300 mm (NE)
EAST ABUTMENT (CHEEK WALL)																
16EA123	16	900	STR	16												HORIZ. REINF. CHEEK WALL @ 300 mm MAX.
19EA124	19	1150	STR	16												VERT. REINF. CHEEK WALL @ 300 mm MAX.
16EA125	16	1800	•	8												CHEEK WALL + BACKWALL (SE): BEND AS SHOWN
16EA126	16	1800	•	8												CHEEK WALL + BACKWALL (NE): BEND AS SHOWN
16EA127	16	1200	17	12			300	900								SIDEWALK + BACKWALL L SHAPED DOWELS
EAST ABUTMENT (PEDESTALS)																
19PE101	19	VARIES	17	96			150									L SHAPED BARS IN THE PEDESTAL - 8 EA.
19PE102	19	600	STR	96												BARS FOR THE PEDESTAL IN THE BRIDGE SEAT - 8 EA.
16PE103	16	3810	T1	27	155	900	850	900	850		155					HOOPS
16PE104	16	4912	T8	2	155	1205	850	1617	930		155			270		HOOPS FOR FASCIA STRINGERS - BEND AS SHOWN
16PE105	16	4000	T8	2	155	820	850	1120	900		155			260		HOOPS FOR FASCIA STRINGERS - BEND AS SHOWN
NORTHEAST WINGWALL (STEM)																
25NE100	25	5050	STR	12												VERTICAL REINF R.F
16NE101	16	5050	STR	6												VERTICAL REINF F.F
16NE102	16	3700	STR	36												HORIZ. REINF E.F.
25NE103	25	VARIES	17	18		600										VERTICAL REINF R.F L -SHAPED
16NE104	16	VARIES	17	9		600										VERTICAL REINF F.F L -SHAPED
16NE105	16	2200	STR	14												HORIZ. REINF E.F.
SOUTHEAST WINGWALL (STEM)																
25SE100	25	5050	STR	12												VERTICAL REINF R.F
16SE101	16	5050	STR	6												VERTICAL REINF F.F
16SE102	16	5000	STR	36												HORIZ. REINF E.F.
25SE103	25	VARIES	17	18		600										VERTICAL REINF R.F L -SHAPED
16SE104	16	VARIES	17	9		600										VERTICAL REINF F.F L -SHAPED
16SE105	16	3100	STR	14												HORIZ. REINF E.F.

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JAMAICA AVENUE OVER V.W.E.
BAR LIST (3 OF 6)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-47	NONE	NOV. 2002	REGION 11

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	181	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

BARMARK	SIZE mm	LENGTH, mm	TYPE	NO. REQ'D	DETAIL DIMENSIONS, mm A	B	C	D	E	F	G	H	J	K	R	REMARKS
DECK REINFORCEMENT																
13SS101	13	14400	STR	354												LONG. BARS TOP OF SLAB
13SS102	13	14400	STR	354												LONG. BARS BOTTOM OF SLAB
16SS103	16	14400	STR	118												ADDITIONAL LONG. BARS TOP OF SLAB (PIER)
13SS104	13	13750	1	210	150	13600							105			TRANSVERSE BARS AT BOT OF SLAB
13SS105	13	11750	1	210	150	11600							105			TRANSVERSE BARS AT BOT OF SLAB
13SS107	13	13600	STR	210												TRANSVERSE BARS AT TOP OF SLAB
13SS108	13	11600	STR	210												TRANSVERSE BARS AT TOP OF SLAB
19SS112	19	2200	1	420	200	2000										ADDITIONAL TRANS. BARS TOP OF SLAB (CANTILEVER)
19SS113	19	2250	14	420			800	850			600	600		600		PARAPET DOWELS
13SS114	13	1800	STR	66												BETWEEN GIRDERS IN HAUNCH
13SS115	13	820	12	220	0	0	395	425				300	0	300		END DIAPH. HAUNCH STIRRUP
16SS116	16	12000	STR	8												STR BARS UNDER HEADER AT HAUNCH
16SS117	16	14400	STR	36												ADDITIONAL BARS UNDER PARAPET/SIDEWALK
SIDEWALKS																
13SW101	13	14400	STR	108												LONGITUDINAL BARS IN SIDEWALK
13SW102	13	5000	STR	280												TRANSVERSE BARS IN SIDEWALK
16SW103	16	920	17	280		300	320	300								SIDEWALK STIRRUP DOWELS
PARAPETS ON WINGWALL																
16PW101	16	5000	T1	60	155	1000	300	1000	300		155					TIES @ 200 MM
16PW102	16	5000	T1	110	155	650	300	650	300		155					TIES @ 200 MM
16PW103	16	VARIES	17	200		300	1000									DOWELS AT 200 MM
16PW104	16	VARIES	STR	200												HORIZONTAL BARS (VARIES)
PARAPETS ON BRIDGE																
16PP101	16	5000	•	300												U SHAPED - BEND AS SHOWN
16PP102	16	5000	•	300												U SHAPED - BEND AS SHOWN
16PP103	16	VARIES	STR	300												HORIZONTAL BARS (6.0 m ON BRIGDE)
APPROACH SLABS																
16AP100	16	7600	STR	112												TRANSVERSE BARS TOP AND BOT.
16AP101	16	3900	STR	280												LONGITUDINAL BARS TOP AND BOT

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JAMAICA AVENUE OVER V.W.E.
BAR LIST (4 OF 6)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-48	NONE	NOV. 2002	REGION 11

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	182	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

BARMARK	SIZE mm	LENGTH, mm	TYPE	NO. REQ'D	DETAIL DIMENSIONS, mm A	B	C	D	E	F	G	H	J	K	R	REMARKS
RETAINING WALL * 2 POUR 1 AND 2																
22RW100	22	4350	1	368	250	3850					250		180			TOP MAIN BARS @ 150 mm
19RW101	19	4250	1	184	200	3850					200		155			BOT MAIN BARS @ 300 mm
16RW102	16	14000	STR	104												DISTRIBUTION STEEL TOP AND BOT @ 300 MM (4 SETS)
22RW103	22	2500	1	368	250	2000					250		180			DOWELS @ 150 mm R.F.
16RW104	16	1350	1	184	175	1000					175		130			DOWELS @ 300 mm F.F.
13RW105	13	1230	T9	120	115	1000					115					TIES @ 1.200 M MAX EACH WAY
RETAINING WALL * 2 POUR 3 AND 4																
22RW100	22	4350	1	224	250	3850					250		180			TOP MAIN BARS @ 150 mm
19RW101	19	4250	1	112	200	3850					200		155			BOT MAIN BARS @ 300 mm
16RW102	16	16750	STR	52												DISTRIBUTION STEEL TOP AND BOT @ 300 MM
22RW103	22	2500	1	224	250	2000					250		180			DOWELS @ 150 mm R.F.
16RW104	16	1350	1	112	175	1000					175		130			DOWELS @ 300 mm F.F.
13RW105	13	1230	T9	84	115	1000					115					TIES @ 1.200 M MAX EACH WAY
RETAINING WALL * 3 POUR 5 AND 6																
22RW100	22	4350	1	224	250	3850					250		180			TOP MAIN BARS @ 150 mm
19RW101	19	4250	1	112	200	3850					200		155			BOT MAIN BARS @ 300 mm
16RW102	16	15800	STR	52												DISTRIBUTION STEEL TOP AND BOT @ 300 MM
22RW103	22	2500	1	224	250	2000					250		180			DOWELS @ 150 mm R.F.
16RW104	16	1350	1	112	175	1000					175		130			DOWELS @ 300 mm F.F.
13RW105	13	1230	T9	84	115	1000					115					TIES @ 1.200 M MAX EACH WAY
RETAINING WALL * 3 POUR 7																
22RW100	22	4350	1	112	250	3850					250		180			TOP MAIN BARS @ 150 mm
19RW101	19	4250	1	56	200	3850					200		155			BOT MAIN BARS @ 300 mm
16RW102	16	12400	STR	52												DISTRIBUTION STEEL TOP AND BOT @ 300 MM (2 SETS)
22RW103	22	2500	1	112	250	2000					250		180			DOWELS @ 150 mm R.F.
16RW104	16	1350	1	56	175	1000					175		130			DOWELS @ 300 mm F.F.
13RW105	13	1230	T9	42	115	1000					115					TIES @ 1.200 M MAX EACH WAY
RETAINING WALL * 2 POUR 8 AND 9																
22RW200	22	VARIES	STR	112		VAR.										MAIN BARS @ 150 mm R.F.
16RW201	16	VARIES	17	56		VAR.	375									MAIN BARS @ 300 mm F.F.
16RW202	16	VARIES	STR	56												MAIN BARS @ 300 mm R.F.
13RW203	13	1050	12	56	65	450	450						100			TOP COPING BAR
16RW204	16	8300	STR	44												DISTRIBUTION STEEL E.F. @ 300 mm OR EQ. SPA.
13RW205	13	8300	STR	4												DISTRIBUTION STEEL @ F.F. COPING
RETAINING WALL * 2 POUR 10 AND 11																
22RW200	22	VARIES	STR	112		VAR.										MAIN BARS @ 150 mm R.F.
16RW201	16	VARIES	17	56		VAR.	375									MAIN BARS @ 300 mm F.F.
16RW202	16	VARIES	STR	56												MAIN BARS @ 300 mm R.F.
13RW203	13	1050	12	56	65	450	450									TOP COPING BAR
16RW204	16	8300	STR	44												DISTRIBUTION STEEL E.F. @ 300 mm OR EQ. SPA.
13RW205	13	8300	STR	4												DISTRIBUTION STEEL @ F.F. COPING
RETAINING WALL * 2 POUR 12, 13, 14, 15 AND 16																
22RW200	22	VARIES	STR	280		VAR.										MAIN BARS @ 150 mm R.F.
16RW201	16	VARIES	17	140		VAR.	375									MAIN BARS @ 300 mm F.F.
16RW202	16	VARIES	STR	140												MAIN BARS @ 300 mm R.F.
13RW203	13	1050	12	140	65	450	450									TOP COPING BAR
16RW204	16	8950	STR	130												DISTRIBUTION STEEL E.F. @ 300 mm OR EQ. SPA.
13RW205	13	8950	STR	10												DISTRIBUTION STEEL @ F.F. COPING

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JAMAICA AVENUE OVER V.W.E.
BAR LIST (5 OF 6)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-49	NONE	NOV. 2002	REGION 11

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	183	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

BARMARK	SIZE mm	LENGTH, mm	TYPE	NO. REQ'D	DETAIL DIMENSIONS, mm A	B	C	D	E	F	G	H	J	K	R	REMARKS
RETAINING WALL * 2 POUR 17																
22RW200	22	VARIES	STR	14		VAR.										MAIN BARS @ 150 mm R.F.
16RW201	16	VARIES	17	7		VAR.	375									MAIN BARS @ 300 mm F.F.
16RW202	16	VARIES	STR	28												MAIN BARS @ 300 mm F.F.
13RW203	13	1050	12	28	65	450	450									TOP COPING BAR
16RW204	16	2000	STR	26												DISTRIBUTION STEEL E.F. @ 300 mm OR EQ. SPA.
13RW205	13	2000	STR	2												DISTRIBUTION STEEL @ F.F. COPING
RETAINING WALL * 3 POUR 18																
22RW200	22	3325	17	14		2950	375									MAIN BARS @ 150 mm R.F.
16RW201	16	VARIES	17	7		VAR.	375									MAIN BARS @ 300 mm F.F.
16RW202	16	2000	STR	20												DISTRIBUTION STEEL E.F. @ 300 mm
RETAINING WALL * 3 POUR 19																
16RW300	16	VARIES	STR	28												MAIN BARS @ 300 mm R.F.
16RW301	16	VARIES	28	28												MAIN BARS @ 300 mm F.F.
13RW302	13	1050	12	28	65	450	450									TOP COPING BAR
16RW303	16	2000	STR	10												DISTRIBUTION STEEL E.F. @ 300 mm OR EQ. SPA.
13RW304	13	2000	STR	2												DISTRIBUTION STEEL @ F.F. COPING
RETAINING WALL * 3 POUR 20, 22, 24 AND 26																
22RW200	22	3325	17	216		2950	375									MAIN BARS @ 150 mm R.F.
16RW201	16	VARIES	17	108		VAR.	375									MAIN BARS @ 300 mm F.F.
16RW202	16	7830	STR	80												DISTRIBUTION STEEL E.F. @ 300 mm
RETAINING WALL * 3 POUR 21, 23, 25 AND 27																
16RW300	16	VARIES	STR	108												MAIN BARS @ 300 mm R.F.
16RW301	16	VARIES	28	108												MAIN BARS @ 300 mm F.F.
13RW302	13	1050	12	112	65	450	450									TOP COPING BAR
16RW303	16	7830	STR	40												DISTRIBUTION STEEL E.F. @ 300 mm OR EQ. SPA.
13RW304	13	7830	STR	8												DISTRIBUTION STEEL @ F.F. COPING
RETAINING WALL * 3 POUR 28, 29 AND 30																
22RW200	22	VARIES	STR	162		VAR.										MAIN BARS @ 150 mm R.F.
16RW201	16	VARIES	17	81		VAR.	375									MAIN BARS @ 300 mm F.F.
16RW202	16	VARIES	STR	81												MAIN BARS @ 300 mm F.F.
13RW203	13	1050	12	84	65	450	450									TOP COPING BAR
16RW204	16	7830	28	30												DISTRIBUTION STEEL E.F. @ 300 mm OR EQ. SPA.
13RW205	13	7830	STR	6												DISTRIBUTION STEEL @ F.F. COPING

R.N. DRAFTED BY J.R.E. CHECKED BY L.M.
R.N. CHECKED BY
IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M.

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BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
BAR LIST (6 OF 6)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
JA-50	NONE	NOV. 2002	REGION 11

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	184	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

R.N. DRAFTED BY J.R.E. CHECKED BY
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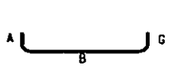

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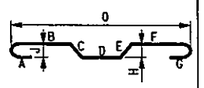

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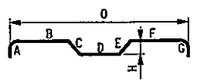

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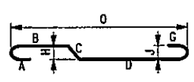

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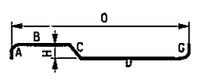

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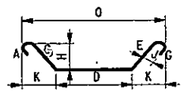

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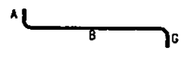

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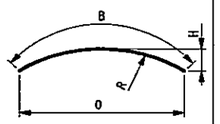

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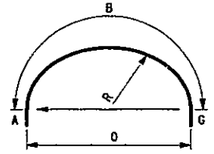

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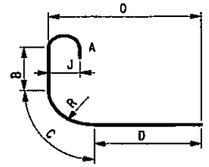

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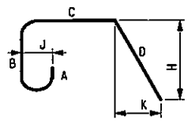

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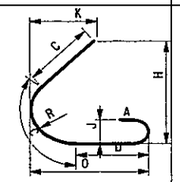

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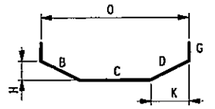

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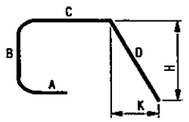

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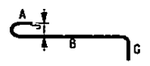

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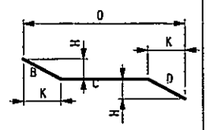

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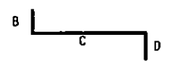

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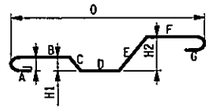

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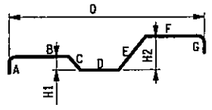

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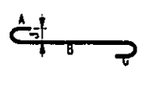

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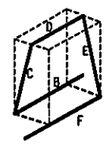

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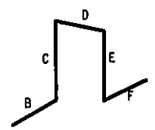

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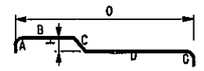

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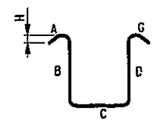

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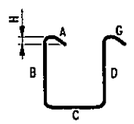

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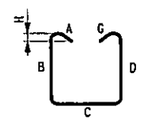

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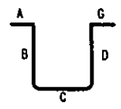

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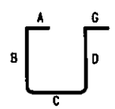

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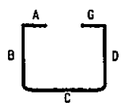

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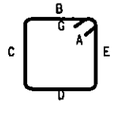

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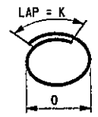

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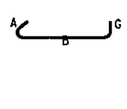

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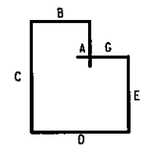
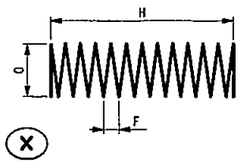




SPIRAL NOTES:

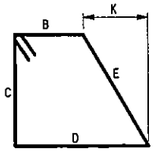
J = TURNS AT 'F' SPACING

K = EXTRA TURNS (T & B)

XL PLAIN SPIRAL WITH SPACERS LOOSE

XM PLAIN SPIRAL WITH SPACERS MOUNTED

TYPE T8



BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
BAR BENDING DIAGRAM

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
JA-51		NOV. 2002	11

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	184A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET DOES NOT SUPERSEDE ANY SHEET

TEMPORARY BENT SYSTEM NOTES

A. GENERAL NOTES

THE TEMPORARY SUPPORT SYSTEM FOR THE ROLL-OUT/ROLL-IN OPERATION PRESENTED IN THE CONTRACT PLANS IS FOR BIDDING PURPOSES ONLY. ALTERNATIVE METHODS MAY BE PROPOSED.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE DESIGN AND DETAILING OF THE PROPOSED TEMPORARY SUPPORT SYSTEM INCLUDING ALL STRUCTURAL, MECHANICAL, GEOTECHNICAL, AND ANCILLIARY COMPONENTS.

SHOP DRAWINGS AND DESIGN CALCULATIONS PREPARED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW YORK SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

ANY PROPOSED ALTERNATIVES OR VARIATIONS TO THE TEMPORARY SUPPORT SYSTEM SHOWN IN THE PLANS WILL BE SUBJECT TO D.C.E.S. APPROVAL. ALTERNATIVE SYSTEMS MUST IDENTIFY THE MEANS AND METHODS TO BE EMPLOYED. THE CONTRACTOR MUST CLEARLY DEMONSTRATE THE ADEQUACY OF THE PROPOSED SYSTEM.

WINCHING OR OTHER SUITABLE PULLING MECHANISMS WILL BE CONSIDERED ALTERNATIVE MEANS FOR PERFORMING THE ROLLING OPERATION. THE DESIGN OF SUCH ALTERNATIVES SHALL ENSURE THAT ROLLING ALONG EACH BENT LINE IS UNIFORM. PULLING MECHANISMS SHALL BE SYNCHRONIZED AND CENTRALLY CONTROLLED THROUGH APPROPRIATE DEVICES.

AUTOMATED REALTIME MEASUREMENT OF DISPLACEMENT AND FORCE SHALL BE READILY ATTAINABLE THROUGHOUT THE ROLLING OPERATION. MOVEMENTS SHALL ALSO BE RECORDED AT APPROPRIATE INTERVALS UTILIZING CONVENTIONAL SURVEY METHODS.

B. PAYMENT AND CONSTRUCTION SPECIFICATIONS

ALL WORK ASSOCIATED WITH THE TEMPORARY SUPPORT SYSYTEM AND THE ROLLING OPERATIONS SHALL BE IN ACCORDANCE WITH SPECIAL SPECIFICATION ITEM 11564.3002 W "TEMPORARY SUPPORT SYSTEM". PAYMENT WILL BE BASED UPON THE CONTRACTOR'S LUMP SUM PRICE BID.

THE FOLLOWING ESTIMATED QUANTITIES ARE TABULATED FOR THE SEVERAL MAJOR COMPONENTS OF THE TEMPORARY SUPPORT SYSTEM. THESE QUANTITIES ARE PROVIDED FOR INFORMATION PURPOSES ONLY. THIS INFORMATION IS INTENDED FOR USE WHEN DEVELOPING THE LUMP SUM PRICE BID FOR ITEM 11564.3002 W. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE REGARDING THESE QUANTITIES:

SYSTEM COMPONENT	ESTIMATED QUANTITY (FOR INFO PURPOSES ONLY) JAMAICA AVE
TEMPORARY FOOTING CONCRETE:	180 CUBIC METERS
TEMP. BENT STRUCTURAL STEEL:	175 METRIC TONS
VERTICAL HYDRAULIC JACKS: (90 METRIC TON CAPACITY)	24 UNITS
HORIZONTAL STRAND JACKS: (100 METRIC TON PULLING CAP.)	8 UNITS
ROLLER SUPPORTS: (90 METRIC TON CAPACITY)	52 UNITS

C. DESIGN SPECIFICATIONS & REQUIREMENTS

THE DESIGN AND CONSTRUCTION OF THE TEMPORARY SUPPORT SYSYTEM SHALL BE IN ACCORDANCE WITH DIVISION II-CONSTRUCTION, SECTION 3 "TEMPORARY WORKS" OF THE CURRENT AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

WORKING DRAWINGS SHALL BE PREPARED AND SUBMITTED FOR APPROVAL TO THE ENGINEER. REQUIRED DRAWINGS INCLUDE BUT ARE NOT LIMITED TO:

1. GEOMETRIC LAYOUT AND GRADES
2. FOUNDATIONS
3. STRUCTURAL FRAMING AND CONNECTIONS
4. ATTACHMENTS/MODIFICATIONS TO PERMANENT STRUCTURES
5. ROLLER DEVICES
6. JACKING DEVICES
7. GROUND ANCHORS
8. CRANE AND/OR LIFTING EQUIPMENT
9. MAINTENANCE AND PROTECTION OF TRAFFIC
10. HYDRAULIC SYSTEMS/EQUIPMENT
11. MEASURING DEVICES AND GAUGES
12. SUPPORT OF EXCAVATION
13. DEMOLITION PROCEDURES FOR THE EXISTING SUPERSTRUCTURE

THE DESIGN OF THE TEMPORARY SUPPORT SYSTEM SHOWN IN THE PLANS ASSUMES THAT THE BENTS WILL NOT BE SUBJECT TO ANY VEHICULAR LIVE LOADING.

ALL VEHICULAR LIVE LOADING SHALL BE CARRIED BY EITHER THE EXISTING OR PROPOSED PERMANENT CONCRETE SUBSTRUCTURE OF THE BRIDGE.

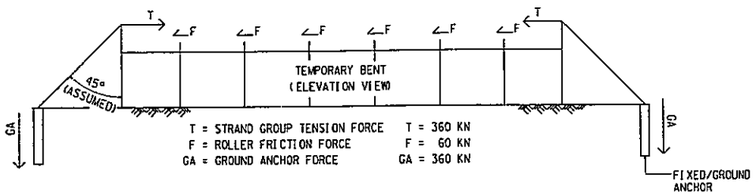
THE CONTRACTOR SHALL DESIGN A FALSEWORK SYSTEM FOR THE REMOVAL AND REPLACEMENT OF THE BRIDGE CENTER PIER. THE FALSEWORK SHALL BE DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES TO CARRY MS18 LIVE LOADING. COMPUTATIONS, AS WELL AS DEMOLITION MEANS AND METHODS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

D. HORIZONTAL JACKING SYSTEM AND FIXED ANCHORS

AS SUGGESTED BY THESE PLANS, BRIDGE ROLLING WILL BE ACCOMPLISHED BY MEANS OF A HORIZONTAL JACKING SYSTEM. GROUPS OF PRESTRESSING STRAND WILL BE INSTALLED HORIZONTALLY ALONG EACH BENT LINE, WITH THEIR ENDS ANCHORED FOR RESTRAINT. STRAND JACKS, MOUNTED AND FIXED TO THE ROLLING BRIDGE, WILL INCREMENTALLY GRIP AND PULL ON THE STRAND GROUPS, THEREBY CAUSING THE BRIDGE TO ROLL FORWARD. BRAKING OF THE ROLLING BRIDGE IS PROVIDED BY DOUBLE GRIPPING ACTION OF THE STRAND JACK.

AS THE STRAND JACK BEGINS PULLING ON THE STRAND GROUP, FRICTION FORCES DEVELOP BETWEEN THE ROLLERS AND THE BRIDGE. THESE FRICTION FORCES TRANSLATE INTO A TENSION FORCE IN THE STRAND GROUP, AND INTERNAL MEMBER FORCES IN THE TEMPORARY BENT. RESISTANCE TO THE TENSION IN THE STRAND GROUP MUST BE PROVIDED BY THE FIXED ANCHOR. SIMILARILY, THE OPPOSITE FIXED ANCHOR MUST RESIST TENSION FORCES DUE TO BRAKING OF THE BRIDGE.

WE HAVE ASSUMED A MAXIMUM FRICTION FORCE OF 10% DEAD LOAD, WHICH RESULTS IN THE FOLLOWING FORCE DIAGRAGM (PER BENT):



T = STRAND GROUP TENSION FORCE T = 360 KN
F = ROLLER FRICTION FORCE F = 60 KN
GA = GROUND ANCHOR FORCE GA = 360 KN

E. DESIGN STATEMENTS

1. STRUCTURAL SYSTEM

THE STRUCTURAL DESIGN OF THE TEMPORARY BENT SYSTEM DEPICTED IN THE PLANS IS BASED ON THE ALLOWABLE STRESS DESIGN METHOD AS PER AASHTO SPECIFICATIONS.

APPLIED LOADS TO THE BENT STRUCTURE INCLUDE DEAD LOAD, WIND LOAD, AND FRICTION LOAD INDUCED BY ROLLING OF THE STRUCTURE. A UNIFORM CONSTRUCTION LIVE LOAD OF 1.0 KN PER SQUARE METER OF BRIDGE DECK WAS ALSO APPLIED TO THE BENTS.

THE ASSUMED ALLOWABLE SOIL PRESURE FOR THE BENT SPREAD FOOTINGS IS 750 KPa.

THE FOLLOWING MATERIALS HAVE BEEN ASSUMED FOR USE IN THE BENT SYSTEM:

STRUCTURAL STEEL:	AASHTO M270, GRADE 345
FASTENERS:	22.2 mm DIA H.S. BOLTS ASTM A325
ANCHOR BOLTS:	ASTM A307
WELD METAL:	ELECTRODES, E70XX
FOOTING CONCRETE:	NYSDOT CLASS "A" WITH A MIN. 28 DAY STRENGTH F'C = 28 MPa
BLOCKING:	AASHTO M168 OAK WOOD, FC = 6.1 MPa.

THE DESIGN PRESENTED IN THE PLANS ASSUMES THE BENTS ARE ERECTED PLUMB AND TRUE, AND WITHIN TOLERANCES ESTABLISHED FOR PERMANENT CONSTRUCTION AS SPECIFIED BY THE NEW YORK STATE CONSTRUCTION MANUAL.

THE CONTRACTOR SHALL ESTABLISH A MINIMUM DESIGN ECCENTRICITY FOR COMPRESSION MEMBERS BASED UPON STRUCTURAL DETAILING, EXPECTED WORKMANSHIP, ANTICIPATED FIELD CONDITIONS/OPERATIONS, AND OTHER SIMILAR FACTORS.

CONSIDERATION MUST BE GIVEN TO STABILITY OF THE BENT SYSTEM DURING THE CONSTRUCTION OF THE NEW BRIDGE, DURING THE ROLLING OPERATIONS, AND DURING THE DEMOLITION OF THE EXISTING STRUCTURE. ALL OUT-OF-PLANE LATERAL FORCES AND/OR MOMENTS APPLIED TO THE BENTS MUST BE SATISFACTORILY RESISTED. TIE-BACK OR GUY ANCHORS MAY BE NECESSARY DEPENDING ON THE SYSTEM USED.

2. MECHANICAL SYSTEM

THE MECHANICAL DESIGN FOR THE TEMPORARY BENT SYSTEM EMPLOYS BOTH A HORIZONTAL AND VERTICAL JACKING SYSTEM.

THE VERTICAL JACKING SYSTEM IS COMPRISED OF LARGE STROKE, HEAVY-DUTY HYDRAULIC JACKS, WHICH SERVE TO LIFT OR LOWER THE BRIDGE SUPERSTRUCTURE. THE JACKS ARE TO BE CONTROLLED FROM A CENTRAL MANIFOLD TO ENSURE MOVEMENTS ARE UNIFORM THROUGHOUT THE VERTICAL JACKING OPERATION.

DURING THE JACKING OPERATION, BLOCKING SHALL BE CONTINUOUSLY INSTALLED AS A REDUNDANT MEANS OF SUPPORT FOR THE BRIDGE SUPERSTRUCTURE. THE JACKS SHALL NOT BE USED TO SUPPORT SUSTAINED LOADS ONCE THE LIFTING OR LOWERING IS COMPLETE.

IN ORDER TO ENSURE PROPER JACKING, A MEANS OF RECORDING JACKING FORCES AND VERTICAL MOVEMENTS IS REQUIRED.

THE HORIZONTAL JACKING SYSTEM IS USED TO FACILITATE THE ROLLING OUT/IN OF THE BRIDGE SUPERSTRUCTURE AS PREVIOUSLY DESCRIBED. EACH MULTI-STRAND STRESSING JACK IS HYDRAULICALLY CONNECTED TO A CENTRAL MANIFOLD TO ENSURE SIMULATANEOUS GRIPPING AND PULLING OF THE ROLLING STRUCTURE.

IT IS REQUIRED THAT HORIZONTAL MOVEMENTS AND JACKING FORCES ARE RECORDED AND CONTROLLED THROUGHOUT THE ROLLING OPERATION TO ENSURE PROPER ALIGNMENT.

F. CONNECTIONS AND DETAILS

1. THE CONTRACTOR SHALL BEAR RESPONSIBILITY FOR VERIFYING THE ADEQUACY OF ALL CONNECTIONS. WORKING DRAWINGS SHALL BE PREPARED WITH DUE CONSIDERATION OF SHOP WELDING AND INSPECTION PROCEDURES, ERECTION TOLERANCES, AND CONSTRUCTION FORCES.

2. CARE MUST BE TAKEN TO ENSURE THAT THE NEWLY CONSTRUCTED BRIDGE SUPERSTRUCTURE IS NOT DAMAGED BY THE JACKING AND ROLLING OPERATIONS. STRUCTURAL BLOCKING, STIFFENING, OR STRENGTHENING OF THE BRIDGE SUPERSTRUCTURE SHALL BE DETAILED ON WORKING DRAWINGS.

3. THE CONNECTIONS AND DETAILS FOR THE TEMPORARY BENT SYSTEM AS PRESENTED IN THE PLANS ARE BASED UPON THE FOLLOWING:

A). DESIGN ASSUMPTIONS:

22.2mm DIA HS BOLTS, THREADS EXCLUDED FROM SHEAR PLANE
23.8mm DIA STANDARD SIZE BOLT HOLES
FABRICATION QUALITY BASED ON PERMANENT STRUCTURE
GRAVITY LOADINGS - CONCENTRIC
RIGID FOUNDATIONS
TEMPORARY BENT - SEMI-RIGID FRAME ANALYSIS
NO ALLOWANCE FOR VEHICULAR LIVE LOAD

B). DESIGN FORCES:

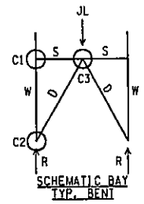
THE FORCES INDICATED BELOW ARE PROVIDED FOR INFORMATION PURPOSES ONLY. THESE FORCES ARE REPRESENTATIVE OF THE LOADED CONDITION AND SHALL NOT BE CONSTRUED AS EXACT NOR AS THE ONLY ACTIVE FORCES. THE CONTRACTOR SHALL PROVIDE A COMPLETE BENT DESIGN UTILIZING THESE LOADS AND ALL OTHER APPLICABLE CONSTRUCTION LOADS AND LOAD COMBINATIONS.

VERTICAL JACKING

APPLIED LOADS & REACTIONS:
JACKING LOAD, JL=600 KN
FDTN REACTION, R=600 KN

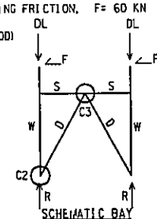
ROLLING OPERATION

APPLIED LOADS & REACTIONS:
DEAD LOAD, DL= 850 KN
FDTN REACTION, R=1000 KN
ROLLING FRICTION, F= 60 KN



SCHEMATIC BAY TYP. BENT

NOTES
ALL FORCES ARE UNFACTORED (ASD METHOD)
A MINIMUM DESIGN ECCENTRICITY OF 12mm IS ASSUMED FOR W MEMBER
FOR MEMBERS & CONNECTIONS, THE FOLLOWING NONMENCLATURE APPLIES:
FA=AXIAL FORCE, KN
FV=SHEAR FORCE, KN
FX=HORIZ. FORCE, KN
FY=VERTICAL FORCE, KN
MZ=MAJOR AXIS BENDING, KN*M
MY=WEAK AXIS BENDING, KN*M



SCHEMATIC BAY TYP. BENT

MEMBER FORCES (VERTICAL JACKING)

POST, W	FA=0 MY=100 MZ=35
DIAGONAL, D	FA=850
STRUT, S	FV=150 MZ=35
FOOTING, R	FY=600 MY=135

MEMBER FORCES (ROLLING)

POST, W	FA=1000 FV=60 MY=30 MZ=70
DIAGONAL, D	FA=75
STRUT, S	FA=60
FOOTING, R	FY=1000 MY=30

CONNECTIONS (VERTICAL JACKING)

C1	FX=20 FY=50 MZ=35
C2	FX=300 FY=300
C3	FY=300 MX=35

CONNECTIONS (ROLLING)

C2	FY=1000 MY=150
C3	FX=60 FY=70

C). FORCES MAY DIFFER BASED UPON THE ACTUAL TEMPORARY BENT SYSTEM EMPLOYED AND OTHER FACTORS. FIELD MEASURED FORCES IN EXCESS OF THOSE SHOWN ABOVE SHALL BE BROUGHT TO THE ENGINEER'S IMMEDIATE ATTENTION. JACKING IN EXCESS OF THESE FORCES WILL BE AT THE SOLE RISK OF THE CONTRACTOR.

BIN 1055700

G. TEMPORARY BENT FOUNDATIONS

FOR NOTES REGARDING TEMPORARY BENT FOUNDATIONS, SEE DWG. JA-56.

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVE. OVER V.W.E.
TEMPORARY BENT SYSTEM
GENERAL NOTES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
JA-52	NONE	JUNE 2003	

44 / 53

HNTB

⚠ NEW DRAWING FOR TEMP SUPPORT SYSTEM NOTES 6-13-03

IN CHARGE OF G.L. DESIGNED BY R.M. CHECKED BY L.M. DRAFTED BY J.R.E. CHECKED BY R.N. ESTIMATED BY D.M.

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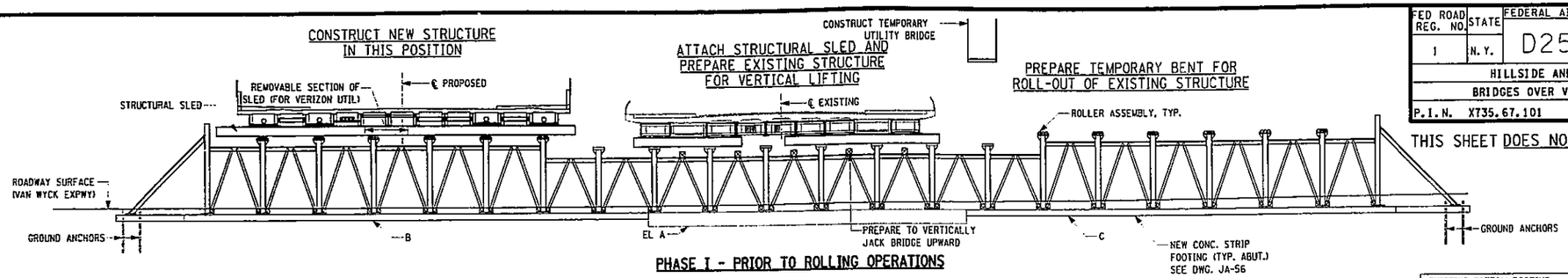
FED ROAD REG. NO	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	184A2	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

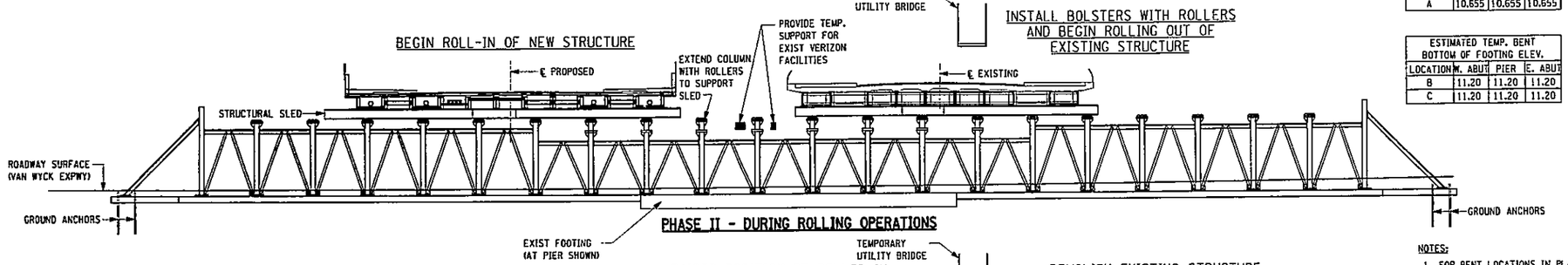
THIS SHEET DOES NOT SUPERSEDE ANY SHEET



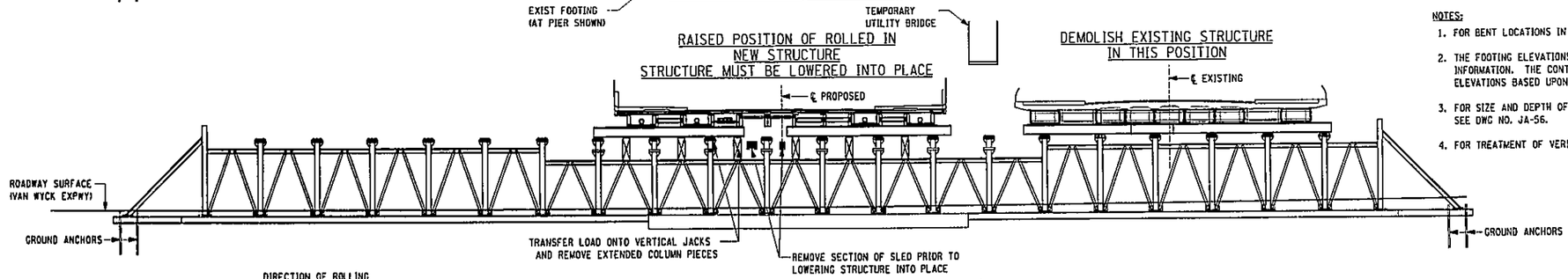
PHASE I - PRIOR TO ROLLING OPERATIONS

EXISTING BOTTOM FOOTING			
LOCATION	W. ABUT	PIER	E. ABUT
A	10.655	10.655	10.655

ESTIMATED TEMP. BENT BOTTOM OF FOOTING ELEV.			
LOCATION	W. ABUT	PIER	E. ABUT
B	11.20	11.20	11.20
C	11.20	11.20	11.20



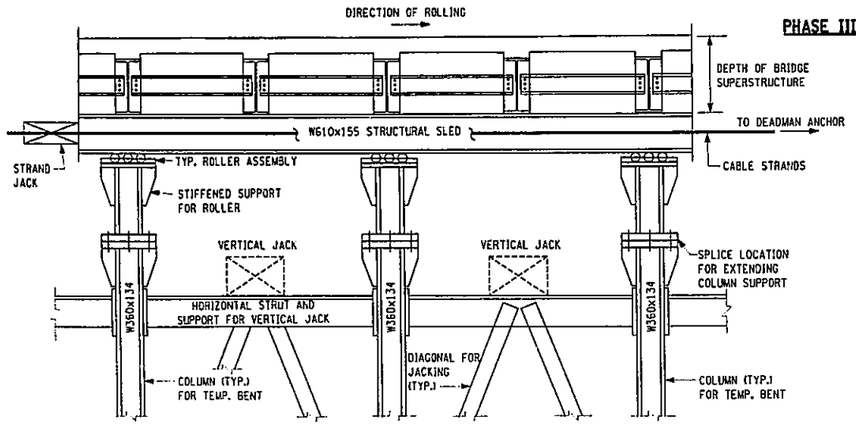
PHASE II - DURING ROLLING OPERATIONS



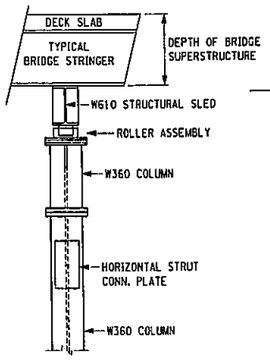
PHASE III - COMPLETION OF ROLLING OPERATION

NOTES:

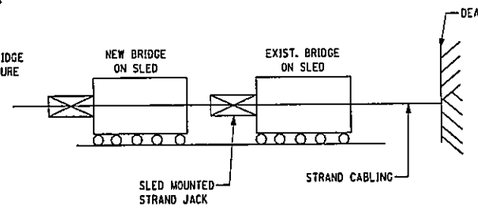
1. FOR BENT LOCATIONS IN PLAN VIEW SEE DWG. NO. JA-44.
2. THE FOOTING ELEVATIONS SHOWN ARE BASED UPON LIMITED INFORMATION. THE CONTRACTOR SHALL VERIFY OR MODIFY ELEVATIONS BASED UPON FIELD SURVEY.
3. FOR SIZE AND DEPTH OF TEMPORARY FOOTINGS, SEE DWG NO. JA-56.
4. FOR TREATMENT OF VERIZON UTILITIES SEE DWGS. V1 THRU V4.



DETAIL OF ROLLING ASSEMBLY



TRANSVERSE SECTION AT COLUMN



SCHEMATIC DETAIL OF PULLING MECHANISM FOR ROLLING OPERATION
(SEE DWG. NO. JA-57)

NEW DRAWING FOR TEMP. BENT SYSTEM	6-13-03

45 / 53

HNTB

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
SCHEMATIC ROLL-OUT/ROLL-IN PROCEDURE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
JA-53	N.T.S.	JUNE 2003	

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY J.R.E. DRAFTED BY R.N. CHECKED BY L.M. ESTIMATED BY O.M.

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1	N.Y.	D259284	184A3	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

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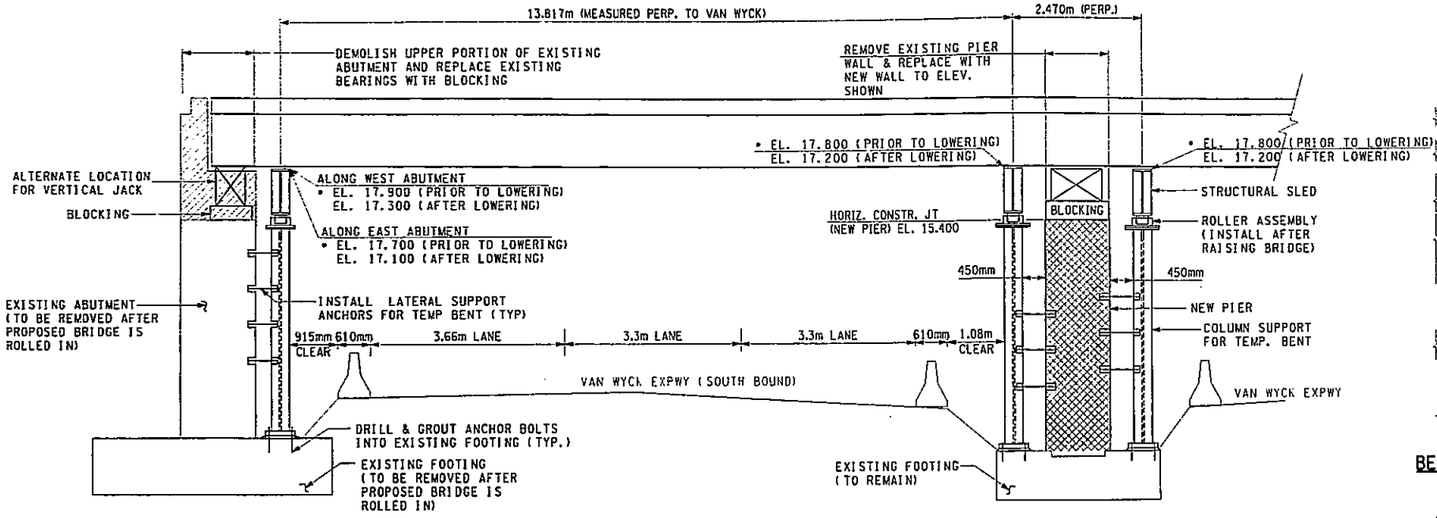
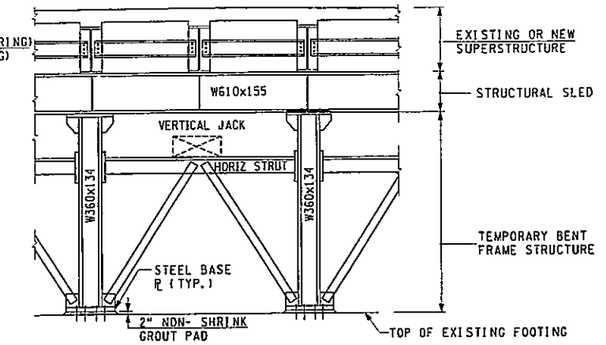


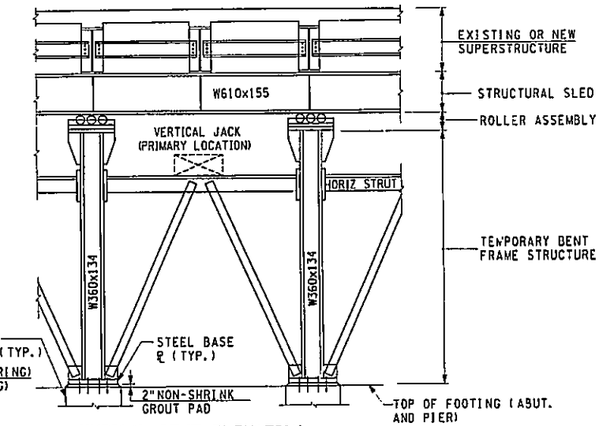
SECTION THRU ABUTMENT

SECTION THRU PIER

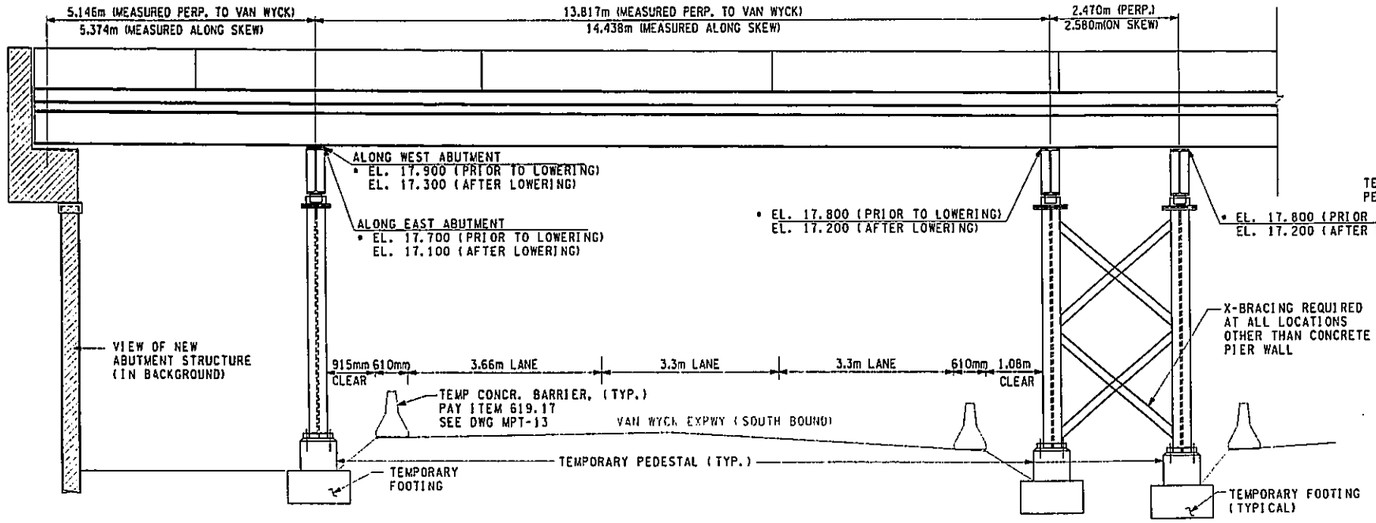
SECTION C-C
TEMPORARY BENTS AT LOCATION OF EXISTING BRIDGE



BENT ELEVATION AT EXISTING STRUCTURE
(PRIOR TO VERTICAL LIFTING)



TYPICAL BENT ELEVATION
(AT POSITION OF NEWLY CONSTRUCTED BRIDGE)
ROLL-OUT POSITION SIMILAR



SECTION D-D
TEMPORARY BENTS AT CONSTRUCTED LOCATION OF NEW BRIDGE (PRIOR TO ROLLING)
(EXISTING BRIDGE IN DEMOLITION POSITION SIMILAR)

NOTES

1. FOR LOCATION OF SECTION C-C & SECTION D-D SEE HA-44.
2. ALL ELEVATIONS SHOWN ARE AT TOP OF SLED.
3. AN "•" INDICATES THE ELEV. IS DEPENDENT UPON ESTIMATED SLACK IN THE VERIZON CABLES. FIELD VERIFICATION IS REQUIRED.

⚠	NEW DRAWING FOR TEMP. BENT SYSTEM	6-13-03

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
TEMPORARY BENT - TYPICAL VIEWS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
JA-54	N.T.S.	JUNE 2003	

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R.M. CHECKED BY
J.R.E. CHECKED BY
DRAFTED BY R.M.
CHECKED BY L.M.
ESTIMATED BY D.M.
CHECKED BY R.M.
DESIGNED BY R.M.
G.L. IN CHARGE OF

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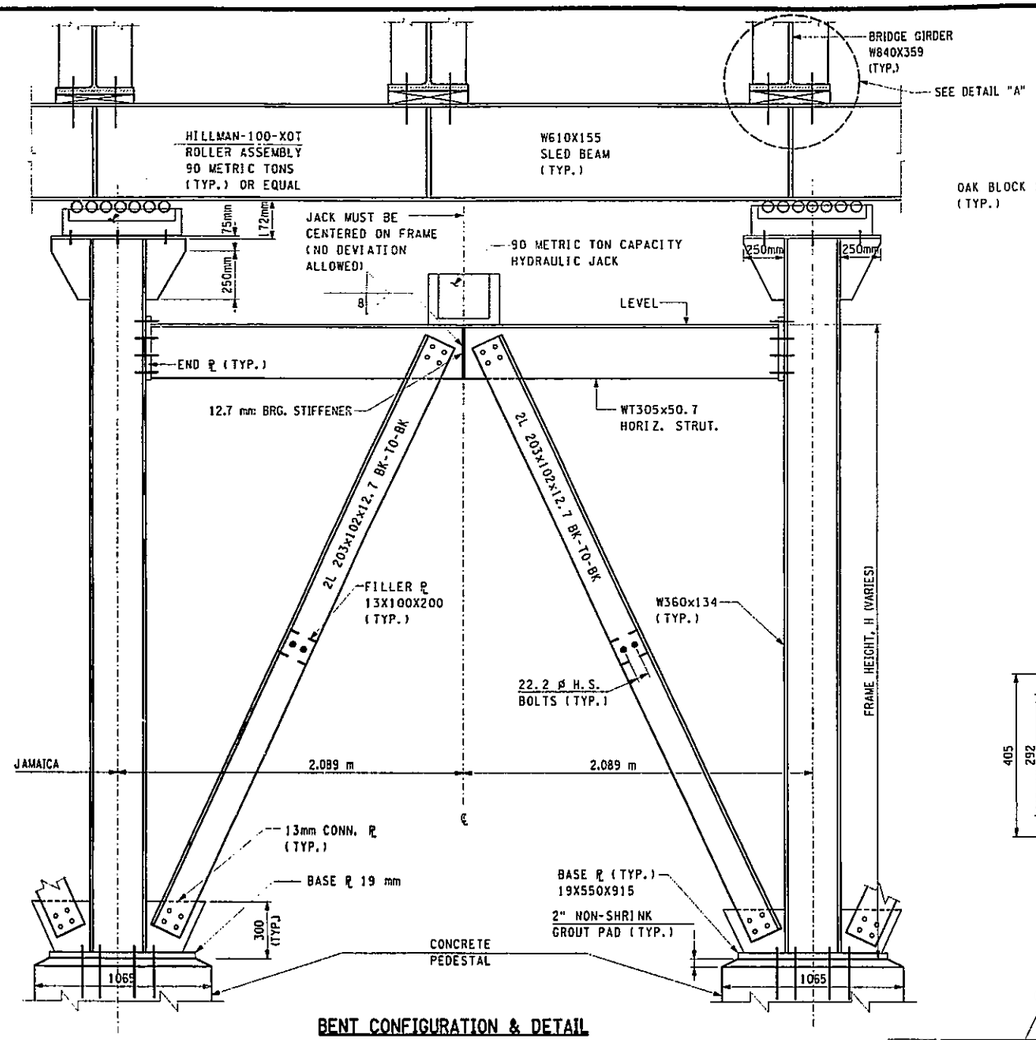
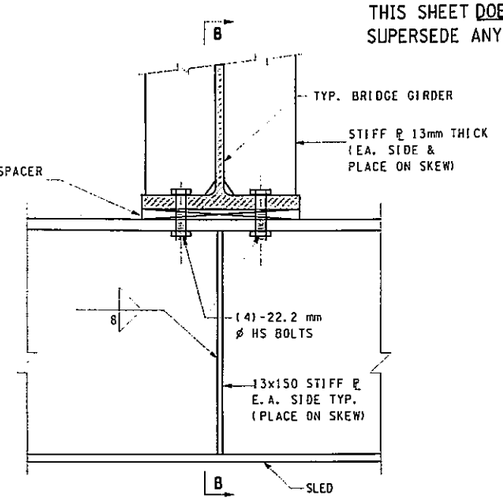
1	N.Y.	D259284	184A4	211

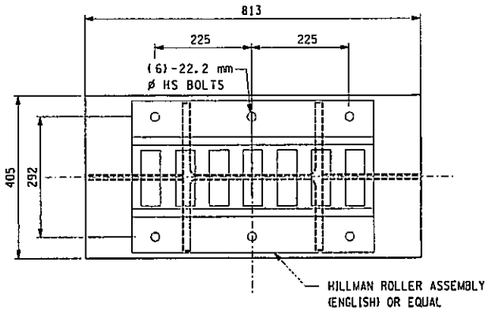
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



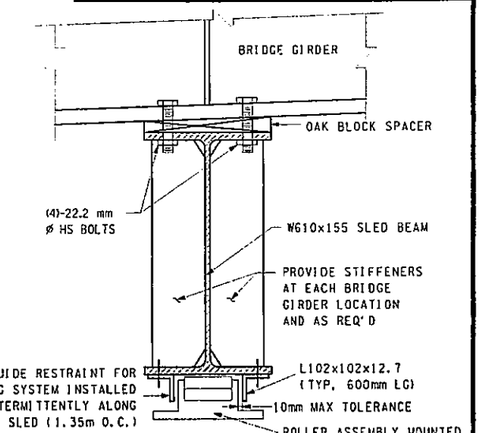
BENT CONFIGURATION & DETAIL



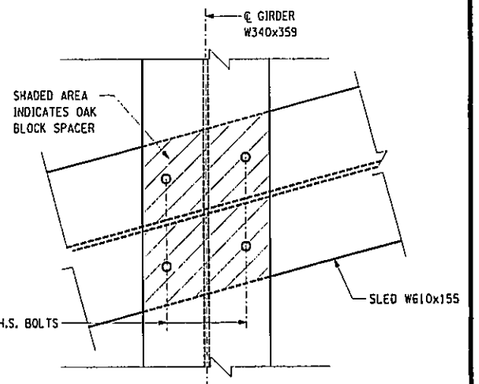
DETAIL "A" - SLED ATTACHMENT



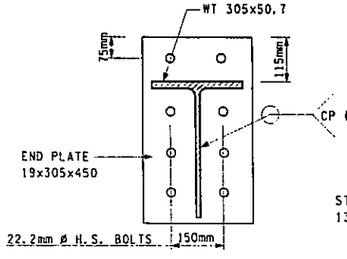
PLAN VIEW - ROLLER SUPPORT ASSEMBLY



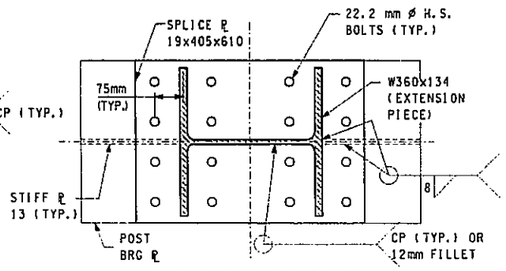
SECTION B-B



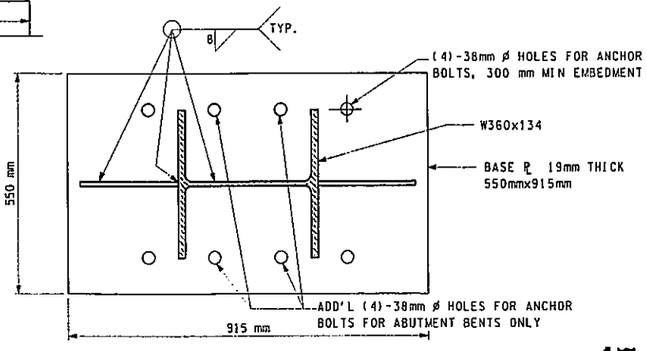
PLAN VIEW - SLED CONNECTION TO BRIDGE GIRDER



END PLATE - HORIZ. STRUT



COLUMN SPLICE DETAIL FOR EXTENSION PIECE



W POST BASE PLATE ANCHOR DETAIL

⚠	NEW DRAWING FOR TEMP. SUPPORT SYSTEM	6-13-03

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
TEMPORAY BENT DETAILS - I

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
JA-55	N.T.S.	JUNE 2003	

47/ 53

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1	N.Y.	D259284	184A5	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101		QUEENS COUNTY		

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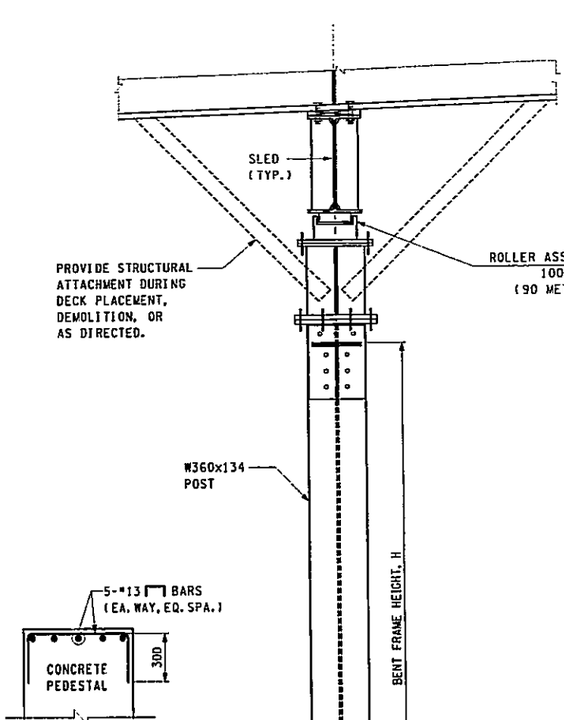
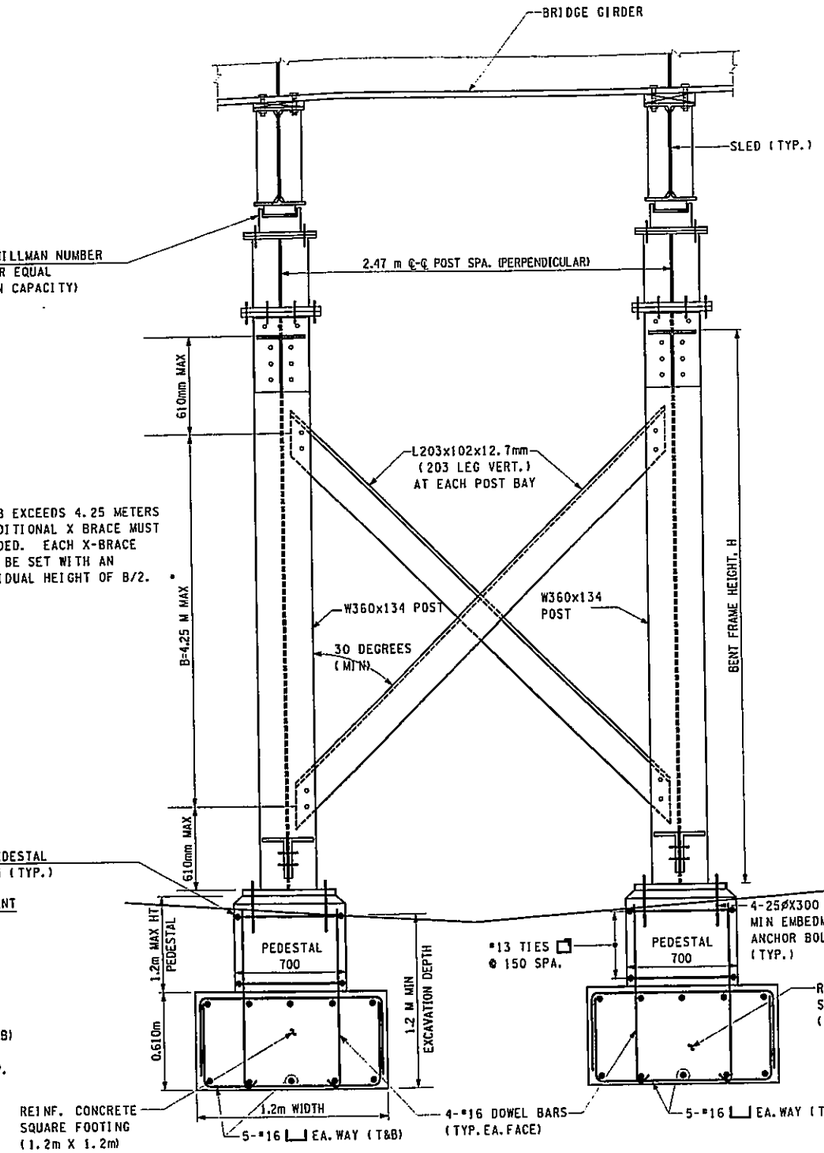


TYP. PEDESTAL GRILLAGE REINF.

TEMPORARY BENT & FOUNDATION AT ABUTMENT LOCATIONS



TEMPORARY BENT TOWER AT LOCATION OF PIER

* WHEN B EXCEEDS 4.25 METERS AN ADDITIONAL X BRACE MUST BE ADDED. EACH X-BRACE SHALL BE SET WITH AN INDIVIDUAL HEIGHT OF B/2.

PAYMENT NOTE

ALL MATERIAL & WORK ASSOCIATED WITH THIS SHEET WILL BE PAID FOR UNDER LUMP SUM ITEM 11564.3002M "TEMPORARY SUPPORT SYSTEM".

FOUNDATION NOTES

1. ALL CONCRETE FOR TEMPORARY BENT FOUNDATIONS SHALL HAVE A 28-DAY COMPRESSIVE STRENGTH OF F'C=28MPA. STEEL REINFORCEMENT SHALL BE DESIGNED & DETAILED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. THE CONTRACTOR MAY SELECT ALTERNATIVE FOUNDATION TYPES FROM THOSE SHOWN. COMPUTATIONS REGARDING SETTLEMENT AND BEARING CAPACITY MUST BE SUBMITTED FOR APPROVAL. OVERTURNING MOMENTS MUST BE FULLY RESISTED BY THE FOUNDATION FOR THE ABUTMENT BENTS.
3. ANY CONCRETE FOUNDATION MATERIAL IN CONFLICT WITH PERMANENT FEATURES MUST BE REMOVED. NEED FOR REMOVAL OF TEMPORARY BENT CONCRETE FOUNDATIONS WILL BE AT THE SOLE DISCRETION OF THE ENGINEER.
4. EXISTING UNDERGROUND DRAINAGE & LIGHTING SYSTEMS IN THE VICINITY OF THE TEMPORARY FOOTINGS SHALL BE LOCATED AND INDICATED ON WORKING DRAWINGS. ANY CONFLICTS WITH THE EXCAVATION OR PLACEMENT OF TEMPORARY FOOTINGS SHALL BE RESOLVED VIA WORKING DRAWINGS.
5. THE NUTS OF ANCHOR BOLTS SHALL BE TIGHTENED TO RESIST OVERTURNING MOMENTS CREATED BY LOAD ECCENTRICITIES AND APPLIED LATERAL FORCES. THE CONTRACTOR SHALL SUBMIT CALCULATIONS INDICATING THAT FOUNDATION STRESSES & PRESSURES DO NOT EXCEED ALLOWABLE LIMITS.
6. AN ALLOWABLE BEARING PRESSURE OF 750 KPa WAS UTILIZED FOR SIZING THE TEMPORARY FOOTINGS. LAB AND/OR IN-SITU TESTING OF BEARING STRATUM SOILS WILL BE REQUIRED TO VERIFY THE USEABLE BEARING CAPACITY SPECIFIED.

⚠ NEW DRAWING FOR TEMP. SUPPORT SYSTEM	6-13-03

BIN 1055700

AS BUILT REVISIONS

SIGNATURE _____ DATE _____

JAMAICA AVENUE OVER V.W.E.
TEMP BENT DETAILS II (BRACING & FOOTING)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
JA-56	N.T.S.	JUNE 2003	REGION 11

48/53

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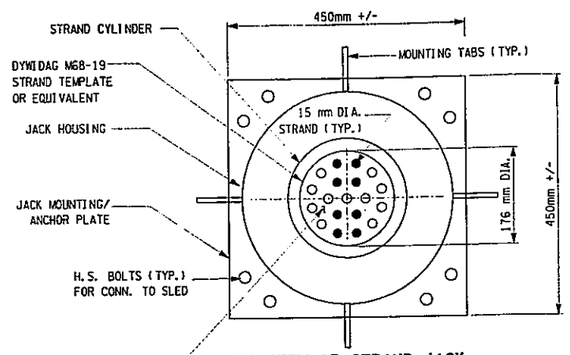
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	184A6	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET DOES NOT SUPERSEDE ANY SHEET

STRAND JACK, SUPPORT FRAME, AND SLED SPLICE

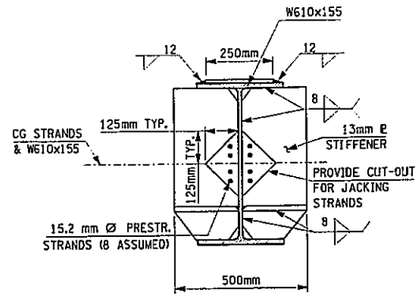
1. THE DETAILS SHOWN ARE PROVIDED FOR BIDDING PURPOSES ONLY. THE CONTRACTOR SHALL PREPARE SHOP DRAWINGS BASED UPON THE ACTUAL JACKING SYSTEM TO BE EMPLOYED.
2. IT IS ASSUMED THAT EIGHT 15.2mm DIA PRESTRESSING STRANDS ARE REQUIRED PER BENT (AASHTO M203, FU=1860 MPa, AS=140 mm).
3. A MINIMUM PULLING CAPACITY OF 100 METRIC TONS IS SUGGESTED FOR THE STRAND JACK. THE DEPICTED SCHEME REQUIRES A TOTAL OF 8 STRAND JACKS PER BRIDGE SITE.
4. DIMENSIONS AND SUPPORT FRAMES FOR STRAND JACKS VARY. THE STRAND JACK, ITS SUPPORT, AND ALL OTHER DETAILS ARE THE RESPONSIBILITY OF THE CONTRACTOR.



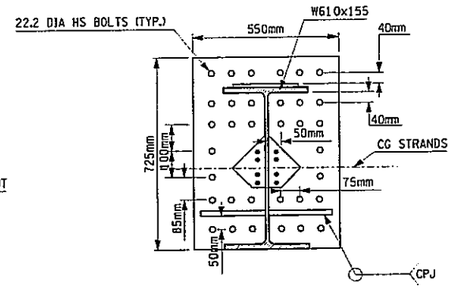
END VIEW OF STRAND JACK

STRAND LAYOUT LEGEND

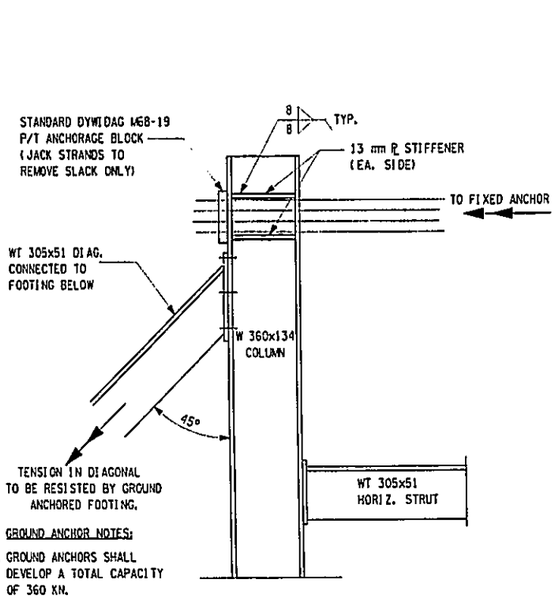
- ○ EMPTY SLOT (NO STRAND)
- ● FILLED SLOT (15 mm STRAND)



SECTION A-A



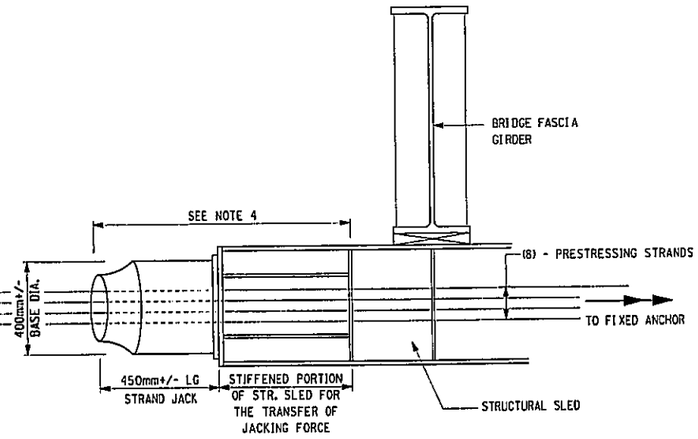
SECTION B-B
END PLATE CONNECTION



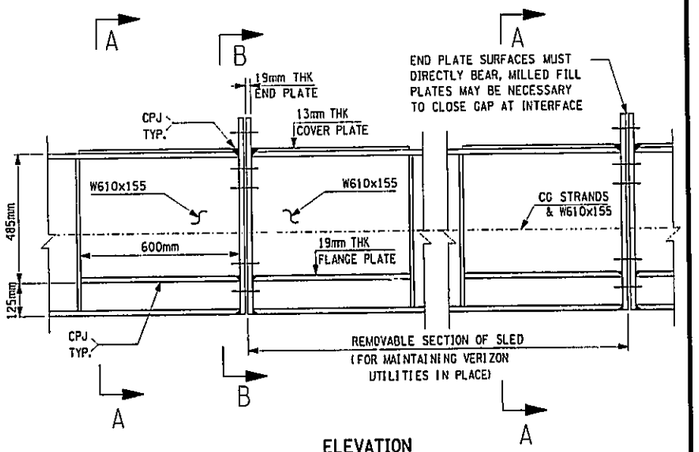
GROUND ANCHOR NOTES:

1. GROUND ANCHORS SHALL DEVELOP A TOTAL CAPACITY OF 360 KN.
2. THE CAPACITY IS BASED UPON USE OF VERTICAL GROUND ANCHORS AND INCLINATION ANGLE OF THE WT TENSION DIAGONAL OF 45 DEGREES

STRAND ANCHORAGE AT POST



MOUNTING FOR STRAND JACK



ELEVATION
SUGGESTED SLED-FIELD SPLICE

⚠	NEW DRAWING FOR TEMP. SUPPORT SYSTEM	6-13-03	

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
STRAND JACK AND SLED SPLICE DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
JA-57	AS SHOWN	JUNE 2003	

49/53

HNTB

IN CHARGE OF G.L. | DESIGNED BY R.N. | CHECKED BY | ESTIMATED BY D.N. | CHECKED BY J.R.E. | DRAFTED BY R.N. | CHECKED BY L.M.

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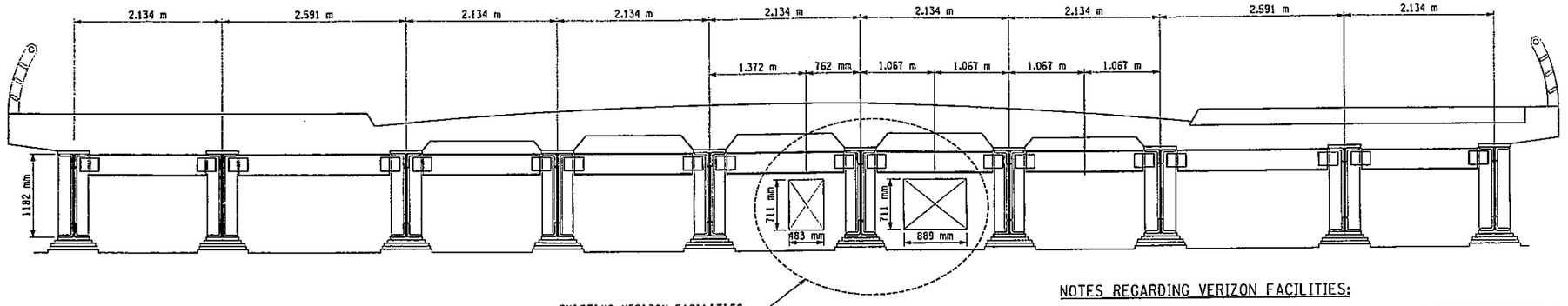
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	184A7	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

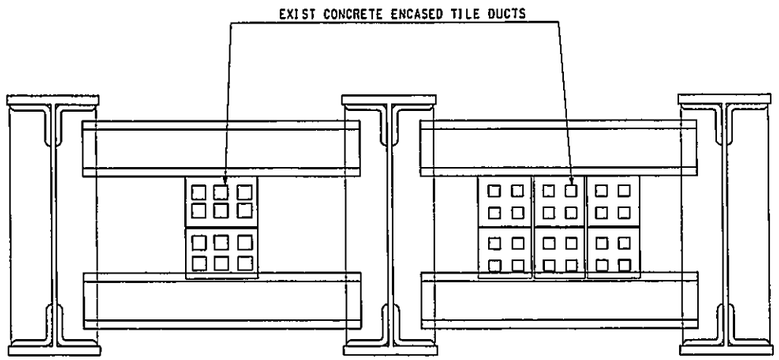
THIS SHEET DOES NOT SUPERSEDE ANY SHEET



EXISTING VERIZON FACILITIES AT JAMAICA AVE BRIDGE
(LOOKING WEST, BACK STATION)

(CROSS SECTION SHOWN IS AT ABUTMENTS OF EXISTING BRIDGE *)

* CROSS SECTION AT OTHER LOCATIONS IS SIMILAR, EXCEPT FOR DIAPHRAGM CONFIGURATIONS



EXISTING VERIZON FACILITIES
(PARTIAL SECTION ALONG SPAN)

NOTES REGARDING VERIZON FACILITIES:

1. ALL WORK AND MATERIALS ASSCOCIATED WITH VERIZON FACILITIES SHALL CONFORM TO SPECIAL SPECIFICATION ITEM 11659.01 M "MAINTENANCE AND PROTECTION OF EXISTING VERIZON FACILITIES."
2. PORTIONS OF VERIZON RELATED WORK HAVE BEEN DETAILED IN THE PLANS. SEE DRAWINGS V1 THRU V4. WORK ALSO, PLEASE REFER TO THE TEMPORARY BENT DRAWINGS.
3. VERIZON WORK INVOLVES THE FOLLOWING STAGES OF CONSTRUCTION:

   EXISTING CONDITION - THERE ARE TWO BAYS OF CONCR. ENCASED TILED DUCT BANK LOCATED BELOW THE BRIDGE DECK. DUCT CABLES WILL BE MAINTAINED THROUGHOUT CONSTRUCTION, WITHOUT SPLICING.

   PREPARATORY STAGE I- CUT DECK OPENINGS FOR ACCESS TO VERIZON DUCTS. INSTALL TIMBER PLANKING TO SPAN GIRDER FLANGES. BREAK OUT CABLES FROM CONCRETE ENCASED TILED DUCTS.

   PREPARATORY STAGE III- TEMPORARILY SUPPORT VERIZON CABLES FROM HANGERS ATTACHED TO TOP DIAPHRAGMS. INSTALL BAR JOIST SUPPORT SYSTEM WITH FIBERGLASS TRAY AND LOWER CABLES INTO PLACE.

   PREPARATORY STAGE IV- PREPARE BRIDGE SUPERSTRUCTURE FOR VERTICAL JACKING. INSTALL STRUCTURAL SLED WITH SPLICED SECTION REMOVED.

   JACKING STAGE- LIFT EXISTING BRIDGE SUPERSTRUCTURE TO CLEAR VERIZON JOIST SUPPORT SYSTEM.

   ROLLING STAGE- ONCE LIFTED, INSTALL SLED SPLICED SEGMENT AND BEGIN ROLLING SUPERSTRUCTURE OUT. ROLL-IN NEW SUPERSTRUCTURE, REMOVE SLED SPLICE, AND LOWER BRIDGE OVER VERIZON FACILITIES.

   FINAL STAGE- TRANSFER VERIZON CABLES TO PERMANENT SUPPORTS BETWEEN GIRDERS AS PER DWG JA-27. REMOVE JOIST SUPPORT SYSTEM.

4. A SPARE VERIZON DUCT BANK SHALL BE INSTALLED IN A THIRD BAY OF THE NEW SUPERSTRUCTURE AS PER JA-41. HARDWARE, CONDUIT, AND OTHER APPERTUNANCES SHALL CONFORM TO VERIZON SPECIFICATIONS.

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVE. OVER V.W.E.
VERIZON FACILITIES
EXISTING CONDITION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
V-1	N.T.S.	JUNE 2003	

50 / 53

HNTB

⚠ NEW DRAWING FOR VERIZON FACILITIES 6-13-03

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY
L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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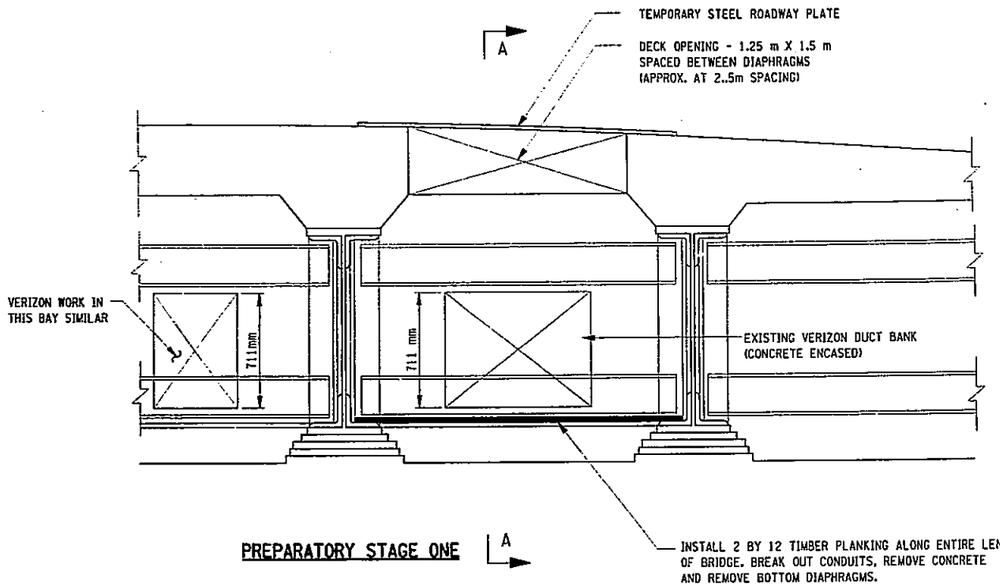
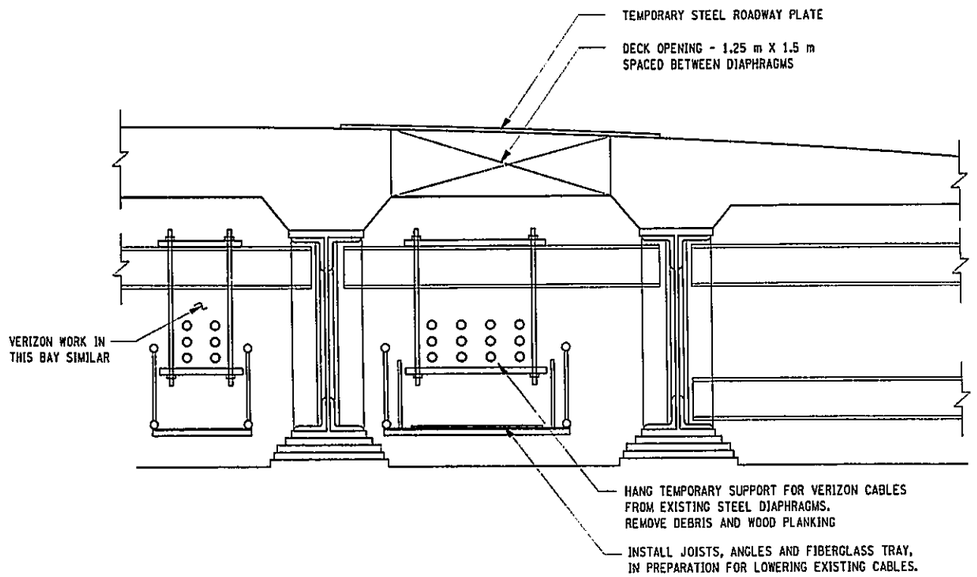
1	N.Y.	D259284	184AB	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

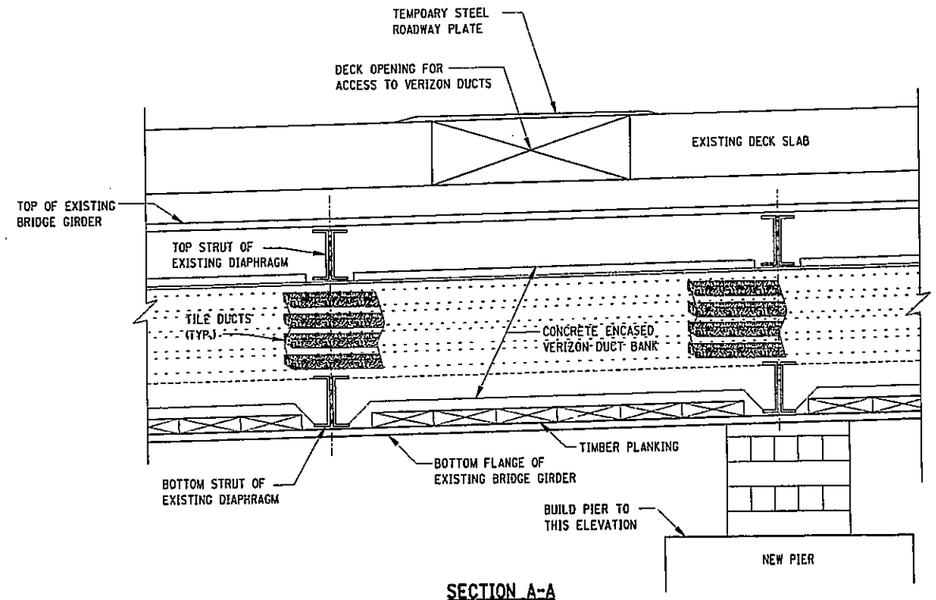
THIS SHEET DOES NOT SUPERSEDE ANY SHEET



PREPARATORY STAGE ONE



PREPARATORY STAGE TWO



SECTION A-A
ELEVATION VIEW NEAR PIER
BETWEEN GIRDERS

NOTE: IN ADDITION TO THE VERIZON WORK SHOWN, A THIRD BAY OF SPARE VERIZON DUCTS SHALL BE INSTALLED ON THE NEW BRIDGE. SEE DWG. NO. JA-41 FOR LOCATION AND SEE DWG. NO. JA-27 FOR DETAILS.

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVE. OVER V.W.E.
VERIZON FACILITIES
PREPARATORY STAGES I

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
V-2	N.T.S.	JUNE 2003	11

1	NEW DRAWING FOR VERIZON FACILITIES	6-13-03

51 / 53

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY L.M. ESTIMATED BY D.M. CHECKED BY R.N.

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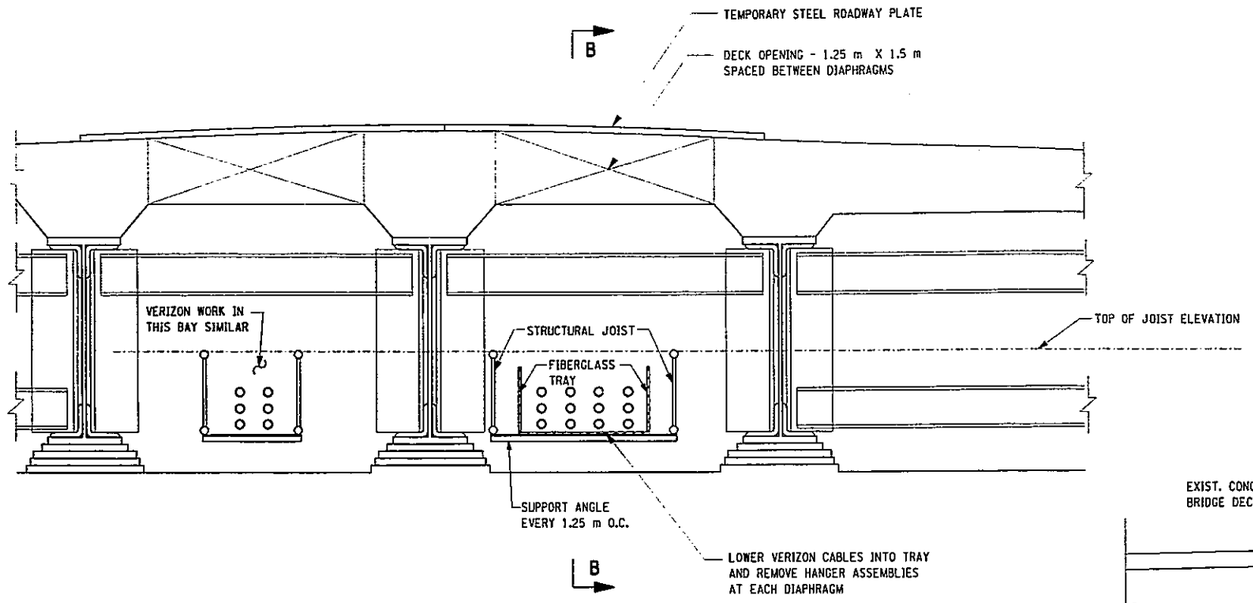
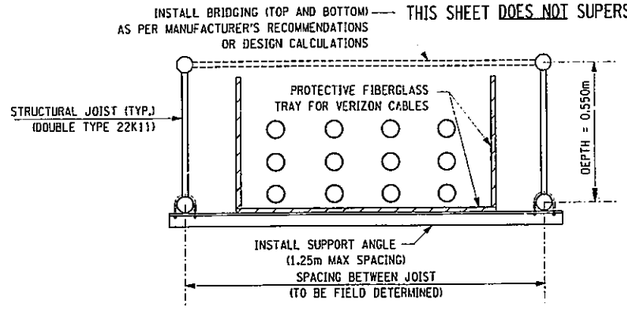
1	N.Y.	D259284	1844A9	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

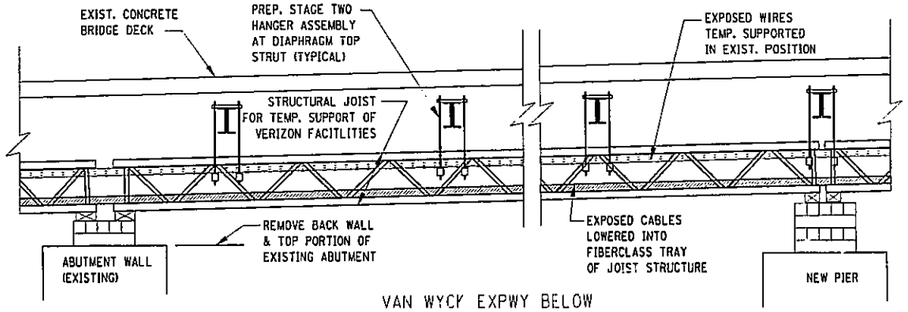
THIS SHEET DOES NOT SUPERSEDE ANY SHEET



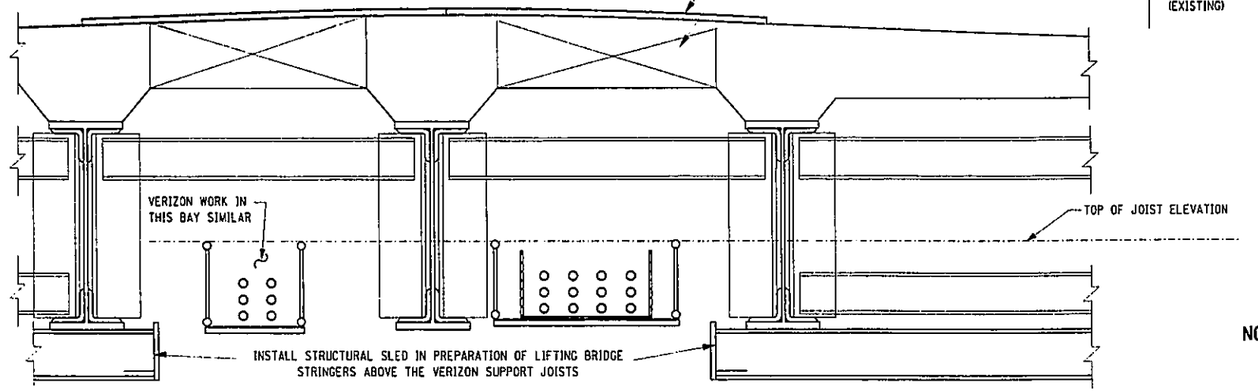
PREPARATORY STAGE THREE



TYPICAL SECTION
JOIST STRUCTURE



ELEVATION B-B - JOIST/TRUSS STRUCTURE
FOR THE TEMPORARY SUPPORT
OF EXPOSED VERIZON WIRES



PREPARATORY STAGE FOUR

NOTE: IN ADDITION TO THE VERIZON WORK SHOWN, A THIRD BAY OF SPARE VERIZON DUCTS SHALL BE INSTALLED ON THE NEW BRIDGE. SEE DWG. NO. JA-41 FOR LOCATION AND SEE DWG. NO. JA-27 FOR DETAILS.

⚠	NEW DRAWING FOR VERIZON FACILITIES	6-13-03

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVE. OVER V.W.E.
VERIZON FACILITIES
PREPARATORY STAGES II

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
V-3	N.T.S.	JUNE 2003	

52 / 53

HNTB

ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N. DESIGNED BY G.L. CHECKED BY D.M. IN CHARGE OF

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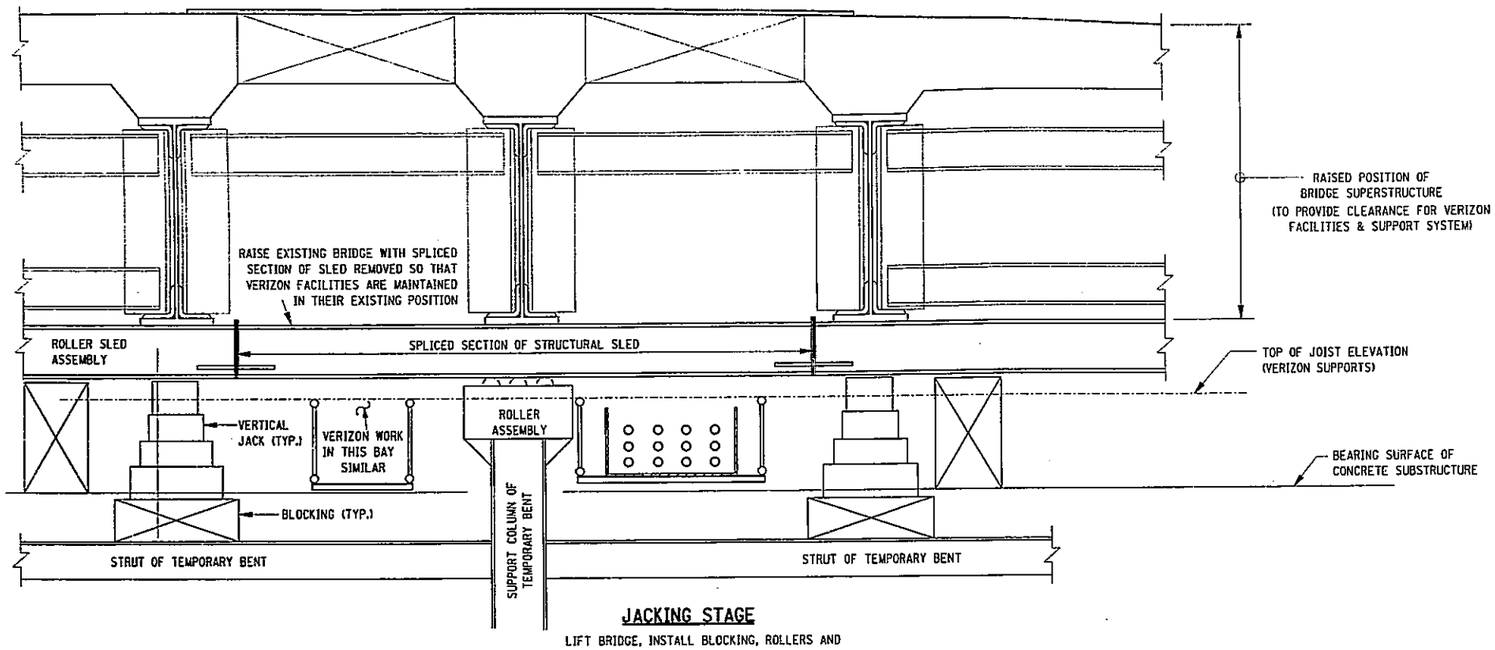
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	184A10	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET DOES NOT SUPERSEDE ANY SHEET

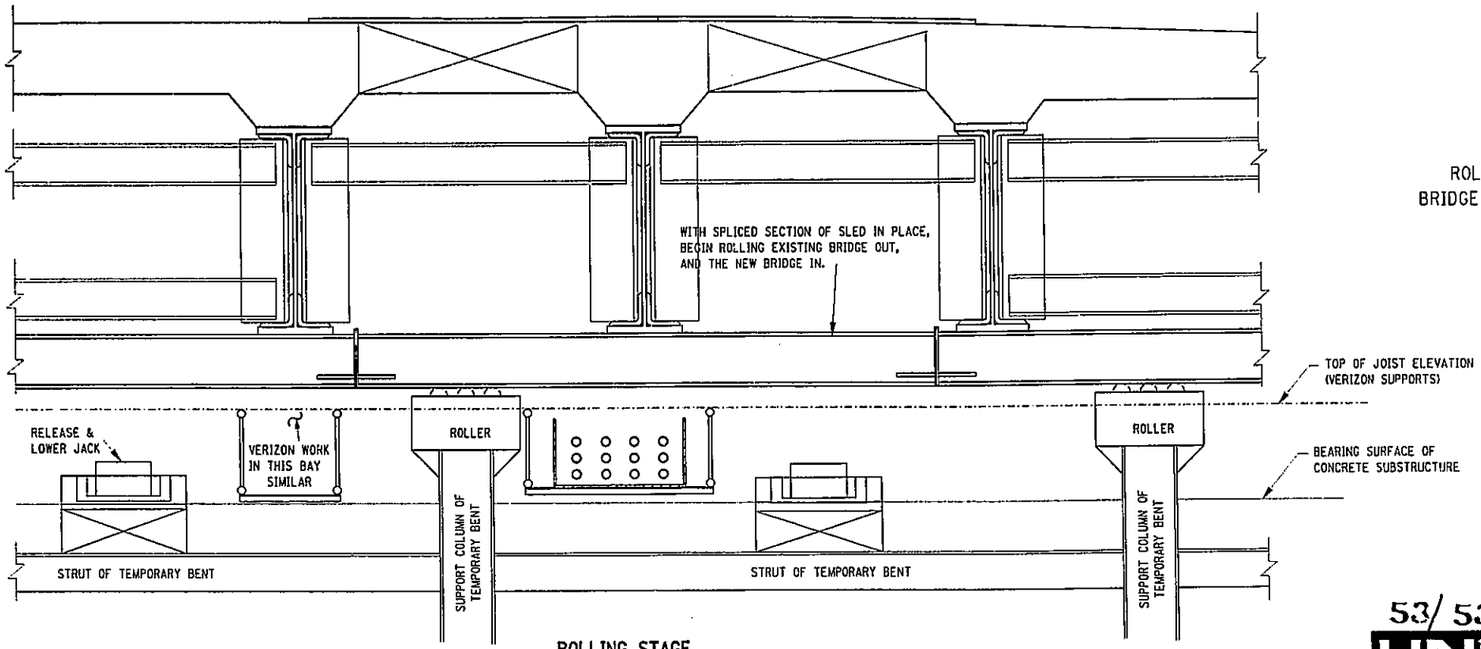


RAISE BRIDGE APPROX. 600mm
(TO BE FIELD VERIFIED)

JACKING STAGE

LIFT BRIDGE, INSTALL BLOCKING, ROLLERS AND SPLICE-IN SECTION OF SLED.

ROLL-OUT EXISTING BRIDGE SUPERSTRUCTURE →



ROLLING STAGE

⚠	NEW DRAWING FOR VERIZON FACILITIES	6-13-03

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVE. OVER V.W.E.
VERIZON FACILITIES
JACKING AND ROLLING STAGES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
V-4	N.T.S.	JUNE 2003	

53/53

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY DRAFTED BY R.N. CHECKED BY J.R.E. CHECKED BY L.M. ESTIMATED BY D.M.

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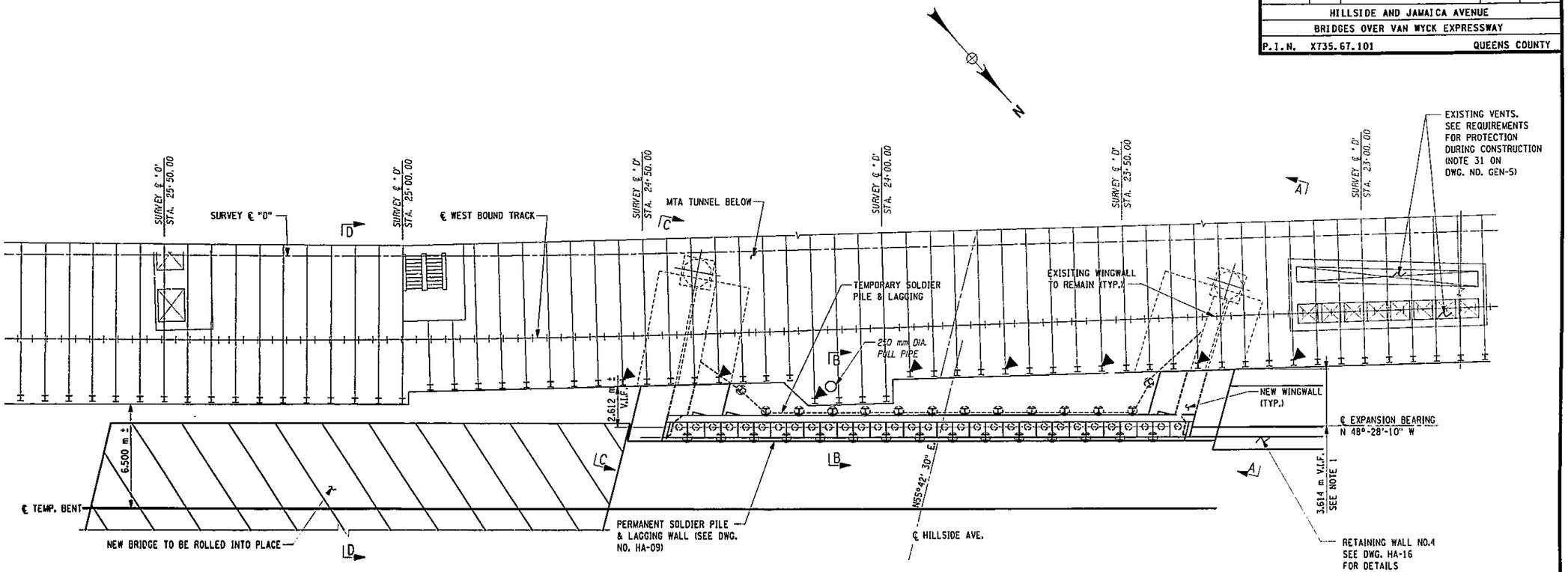
1	N.Y.	D259284	185	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



WEST ABUTMENT PLAN
SCALE 1:125

NOTES:

1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS ON THIS DRAWING. IF DISCREPANCIES ARE OBSERVED, THEN THE ENGINEER SHALL BE NOTIFIED.
2. FOR SECTIONS A, B, C AND D, SEE DWGS. TA-2, TA-3, TA-4 AND TA-5.
3. CONTRACTOR SHALL CO-ORDINATE WITH NYCTA FOR EXACT LOCATION OF MONITORS. SEE NOTE 10 ON DWG NO. GEN-5 FOR REQUIREMENTS.
4. VIBRATION MONITORING POINTS SHOULD BE PLACED 6 m O.C.

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
WEST ABUTMENT PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
TA-1	AS NOTED	NOV. 2002	REGION 11

DESIGNED BY R.N. DRAFTED BY J.A.E. ESTIMATED BY D.M.
CHECKED BY R.N. CHECKED BY L.M. CHECKED BY G.L. IN CHARGE OF

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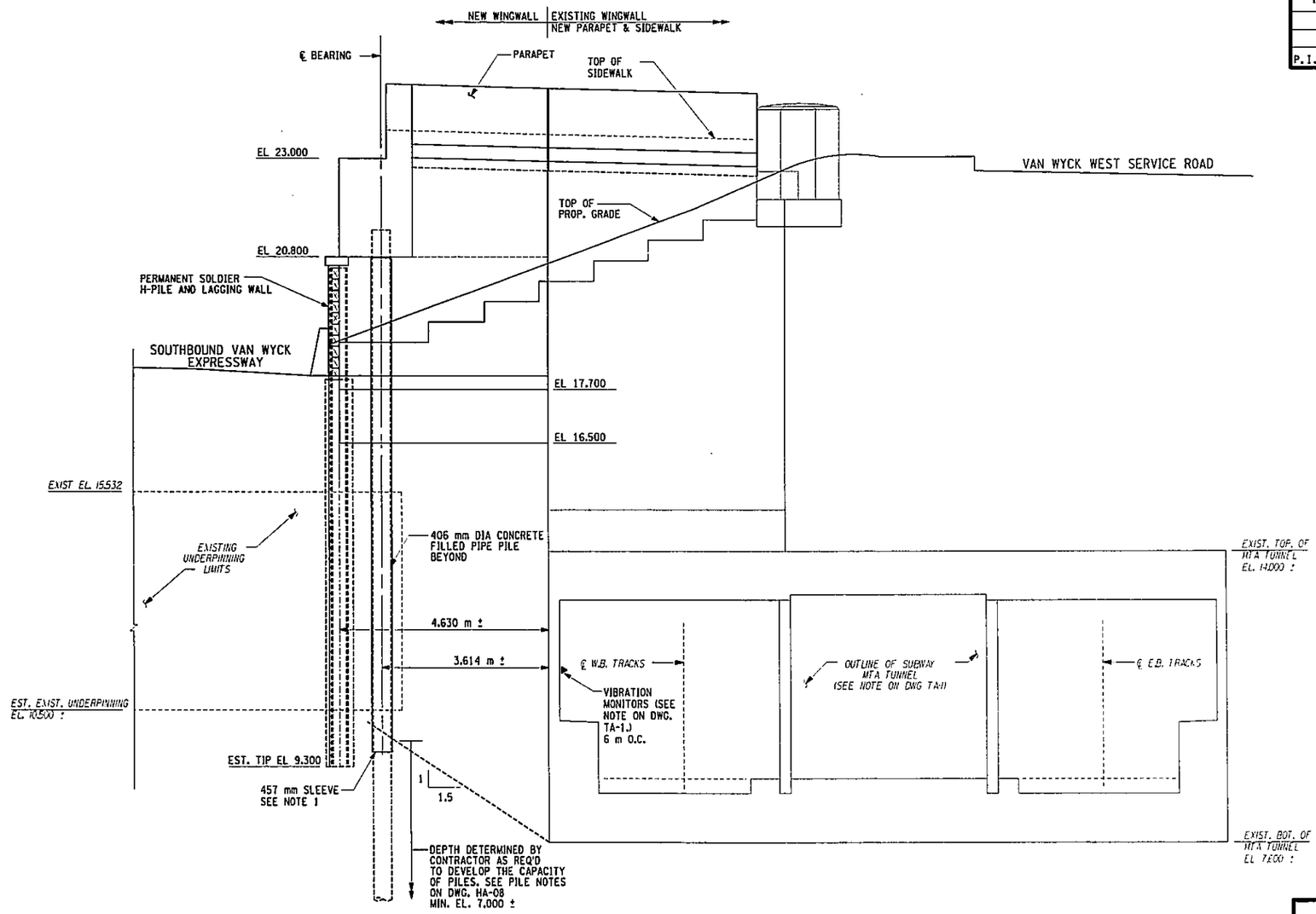
1	N.Y.	D259284	186	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



SECTION A-A - PROPOSED NORTHWEST WINGWALL - WEST ABUTMENT
SCALE 1:50

NOTES:
1. EXTEND SLEEVE W/BOND BREAKER TO MIN. OF 300 mm BELOW INFLUENCE LINE.

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
NORTHWEST WINGWALL ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
TA-2	1 : 50	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.H. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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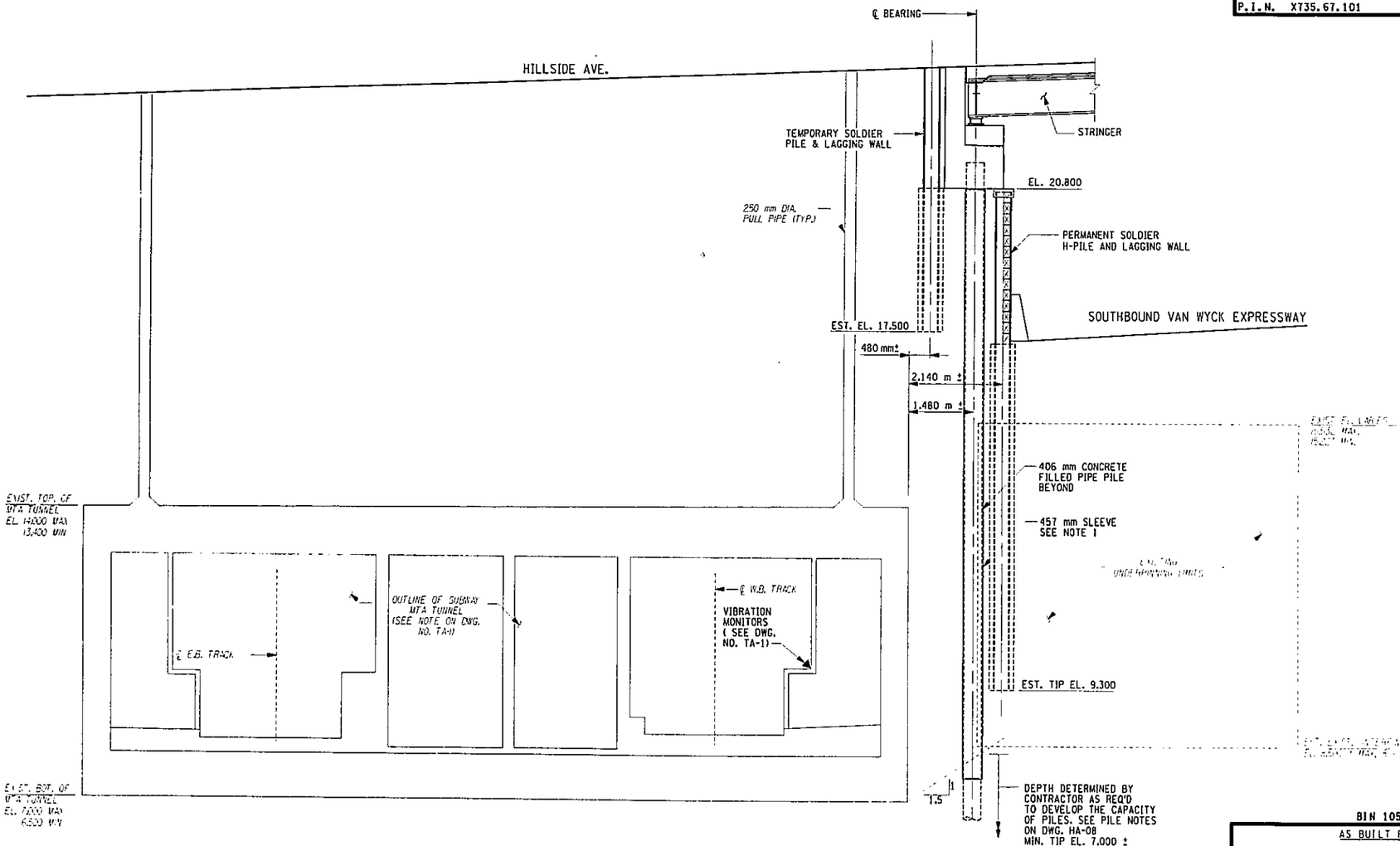
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	187	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



SECTION B-B - PROPOSED PILE CAP - WEST ABUTMENT
SCALE 1:50

NOTES:
1. EXTEND SLEEVE W/BOND BREAKER TO MIN. OF 300 mm BELOW INFLUENCE LINE.

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
SOUTHWEST WINGWALL ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
TA-3	1 : 50	NOV. 2002	REGION 11

HNTB

IN CHARGE OF ____ G.L. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ D.M. ____ ESTIMATED BY ____ L.M. ____ CHECKED BY ____ R.N. ____ DRAFTED BY ____ J.R.E. ____ CHECKED BY ____ R.N.

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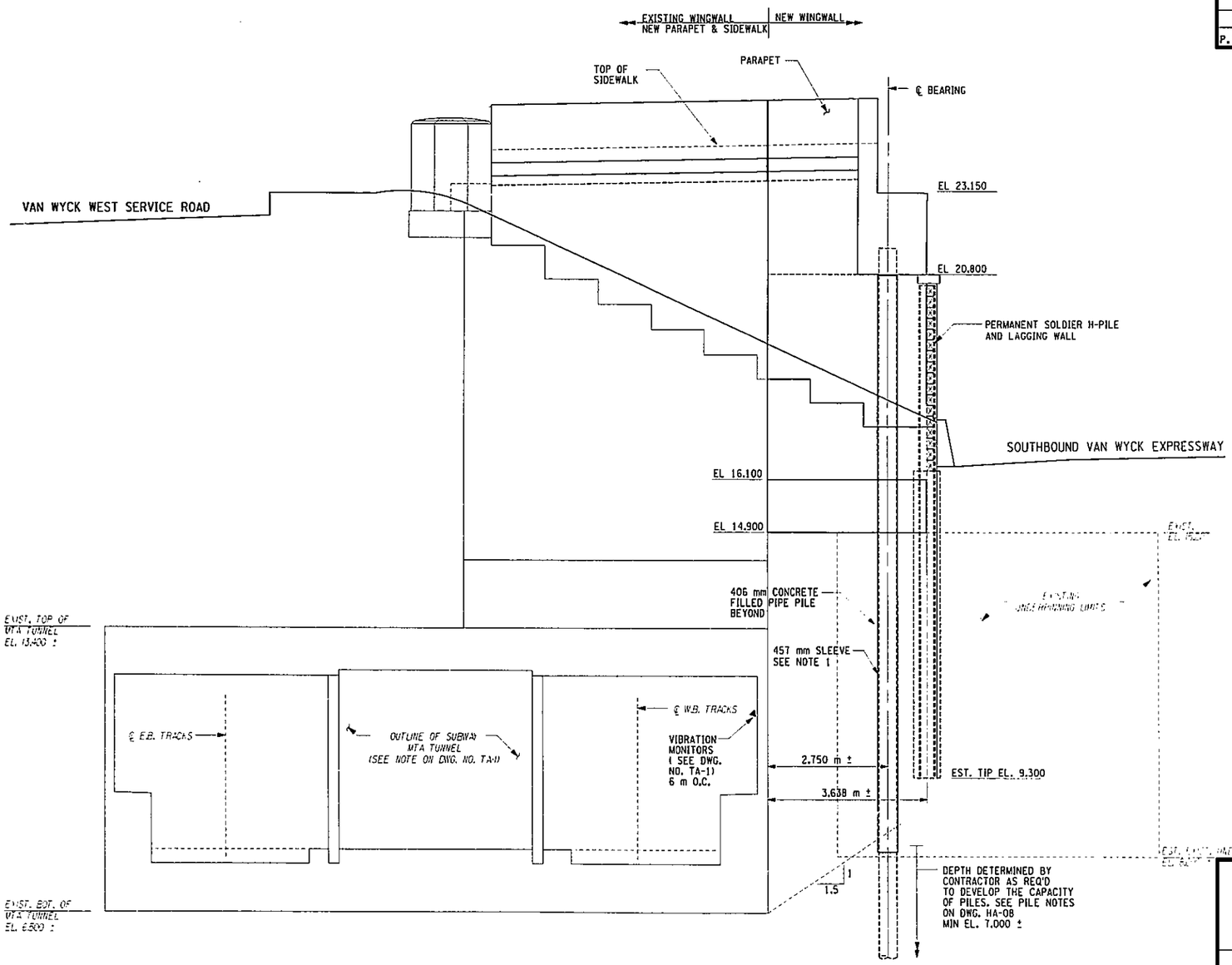
1	N.Y.	D259284	188	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



BIN 1055710

NOTES:
1. EXTEND SLEEVE W/BOND BREAKER TO MIN. OF 300 mm BELOW INFLUENCE LINE.

SECTION C-C - PROPOSED SOUTHWEST WINGWALL - WEST ABUTMENT
SCALE 1:50

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
SOUTHWEST WINGWALL ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
TA-4	1 : 50	NOV. 2002	11

HNTB

IN CHARGE OF ____ G.L. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ D.M. ____ ESTIMATED BY ____ L.M. ____ CHECKED BY ____ R.N. ____ DRAFTED BY ____ J.R.E. ____ CHECKED BY ____ R.N.

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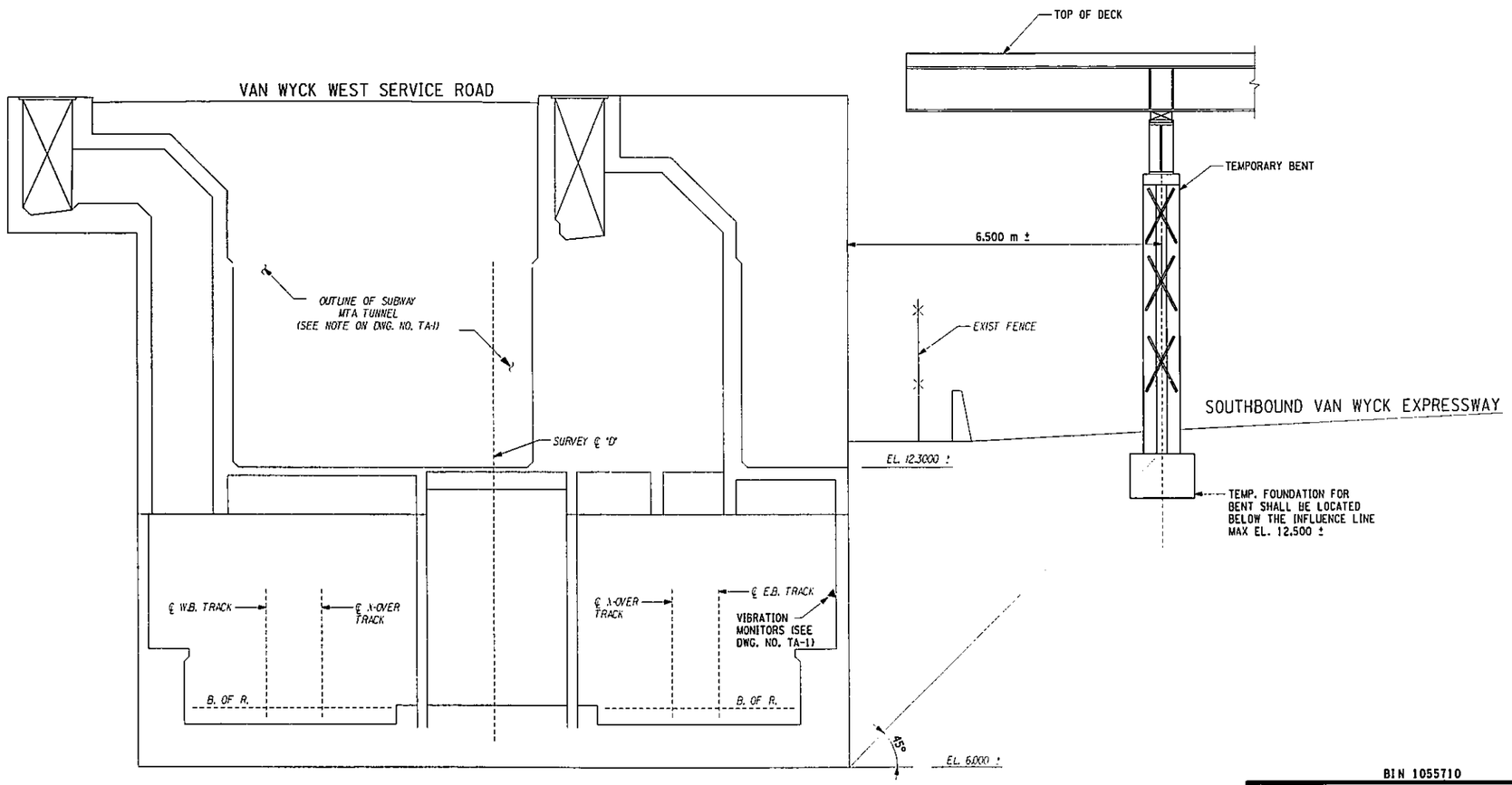
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	189	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



SECTION D-D - PROPOSED SOUTHWEST WINGWALL - WEST ABUTMENT
SCALE 1:50

BIN 1055710
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
SOUTHWEST WINGWALL ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
TA-5	1 : 50	NOV. 2002	

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY
DRAFTED BY J.A.E. CHECKED BY R.N.
CHECKED BY L.M. CHECKED BY R.N.

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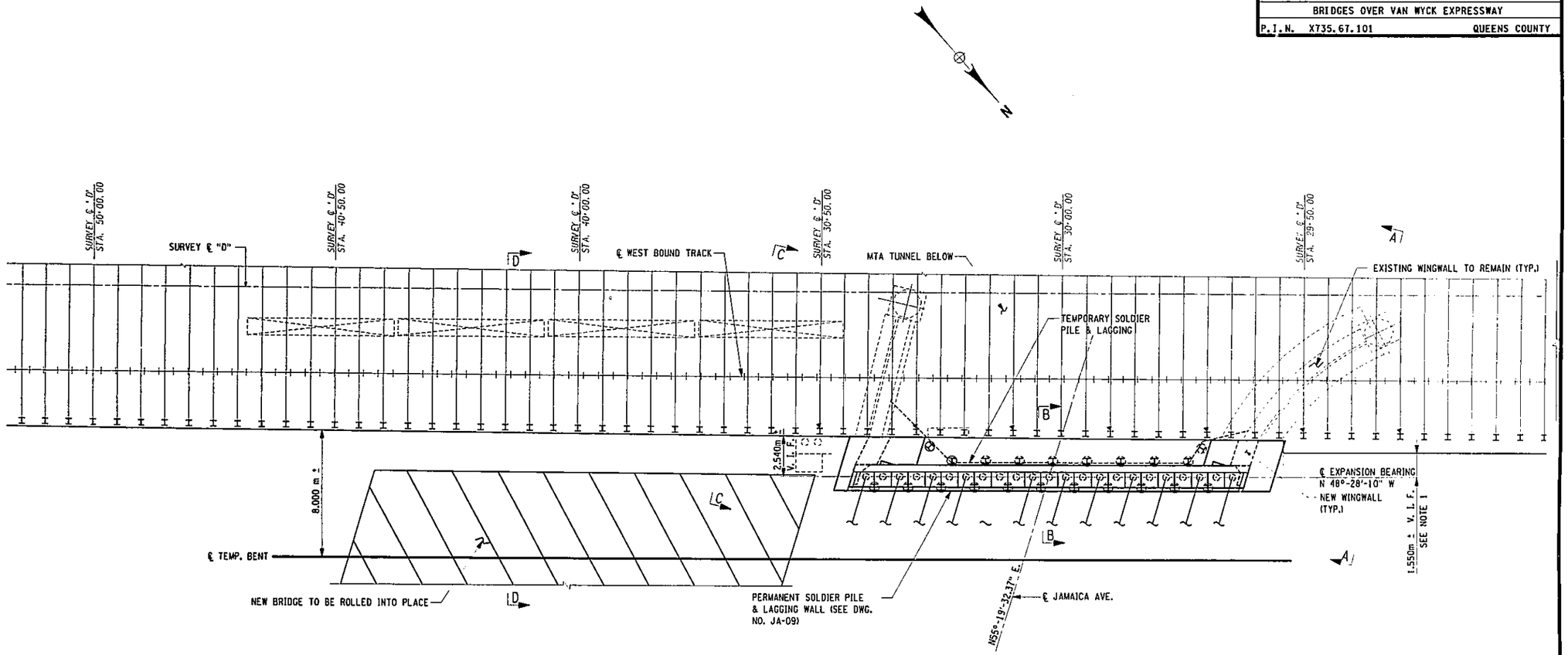
1	N.Y.	D259284	190	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



WEST ABUTMENT PLAN
SCALE 1:125

NOTES:

1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS ON THIS DRAWING. IF DISCREPANCIES ARE OBSERVED, THEN THE ENGINEER SHALL BE NOTIFIED.
2. FOR SECTIONS A, B, C AND D, SEE DWGS. TA-7, TA-8, TA-9 AND TA-10.
3. CONTRACTOR SHALL CO-ORDINATE WITH NYCTA FOR EXACT LOCATION OF MONITORS. SEE NOTE 10 ON DWG NO. GEN-5 FOR REQUIREMENTS.
4. VIBRATION MONITORING POINTS SHOULD BE PLACED 6 m O.C.

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
WEST ABUTMENT PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
TA-6	AS NOTED	NOV. 2002	REGION 11

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.N. ESTIMATED BY
CHECKED BY L.M. DRAFTED BY R.N. CHECKED BY J.R.E.

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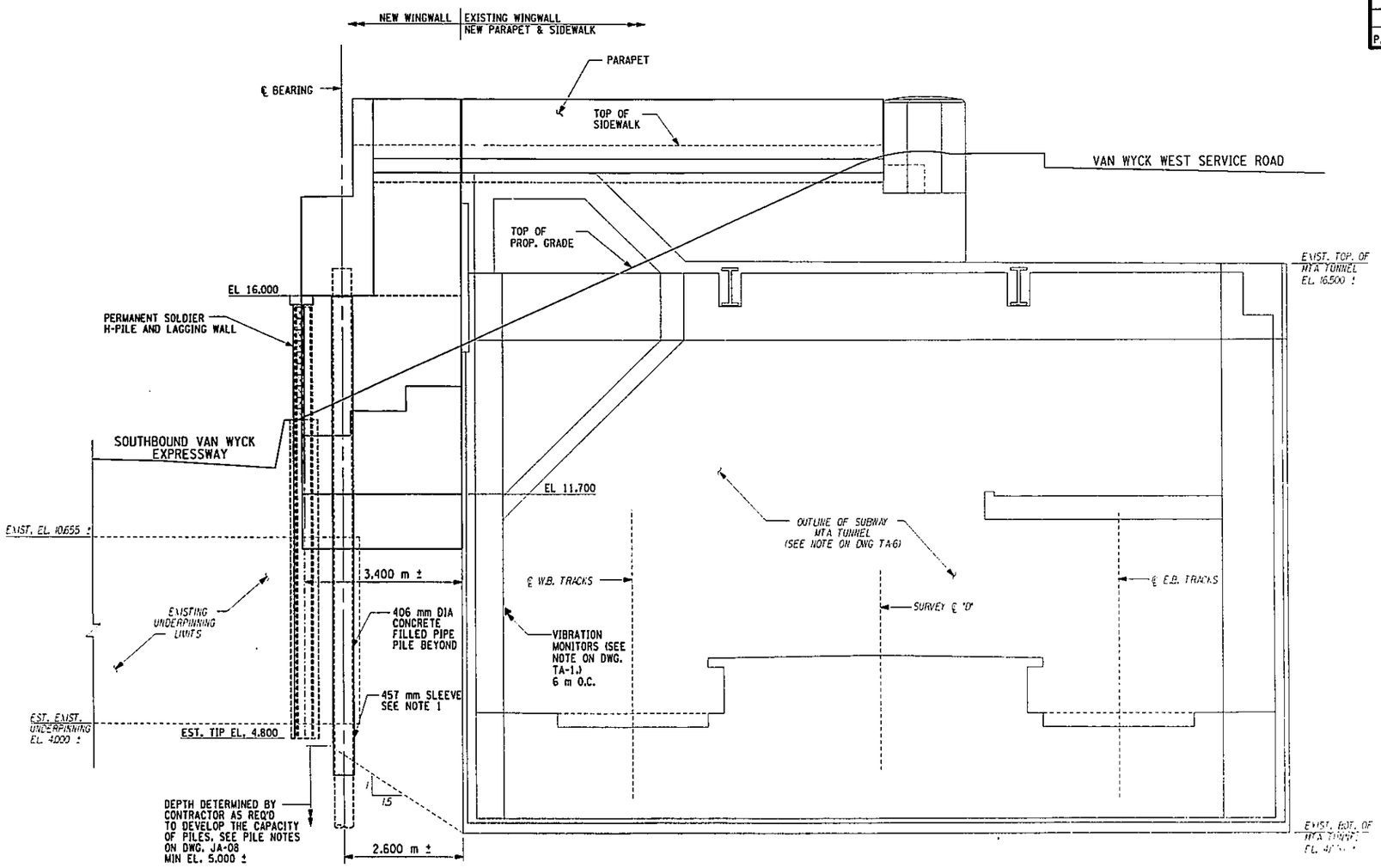
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	191	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



SECTION A - A - PROPOSED NORTHWEST WINGWALL - WEST ABUTMENT

SCALE 1:50

NOTES:
1. EXTEND SLEEVE W/BOND BREAKER TO MIN. OF 300 mm BELOW INFLUENCE LINE.

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
NORTHWEST WINGWALL ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
TA-7	AS SHOWN	NOV. 2002	REGION 11

DRAFTED BY R.N. CHECKED BY J.R.E. ESTIMATED BY O.M.
DESIGNED BY R.N. CHECKED BY L.M. IN CHARGE OF G.L.

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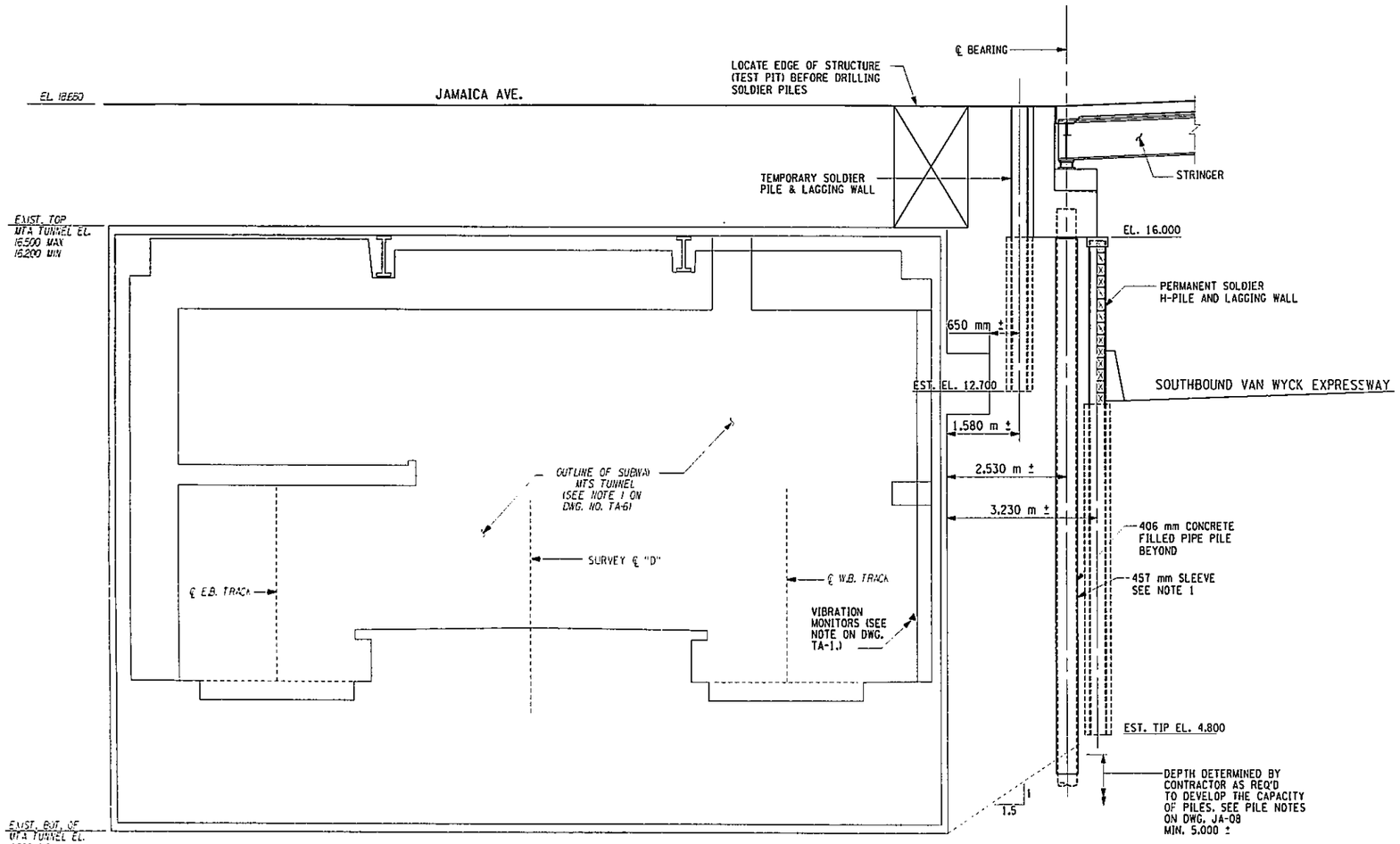
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	192	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



SECTION B-B - PROPOSED PILE CAP - WEST ABUTMENT
SCALE 1:50

NOTES:
1. EXTEND SLEEVE W/BOND BREAKER TO MIN. OF 300 mm BELOW INFLUENCE LINE.

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
SOUTHWEST WINGWALL ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION
TA-8	AS SHOWN	NOV. 2002	11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M.
DRAFTED BY J.R.E. CHECKED BY R.N.

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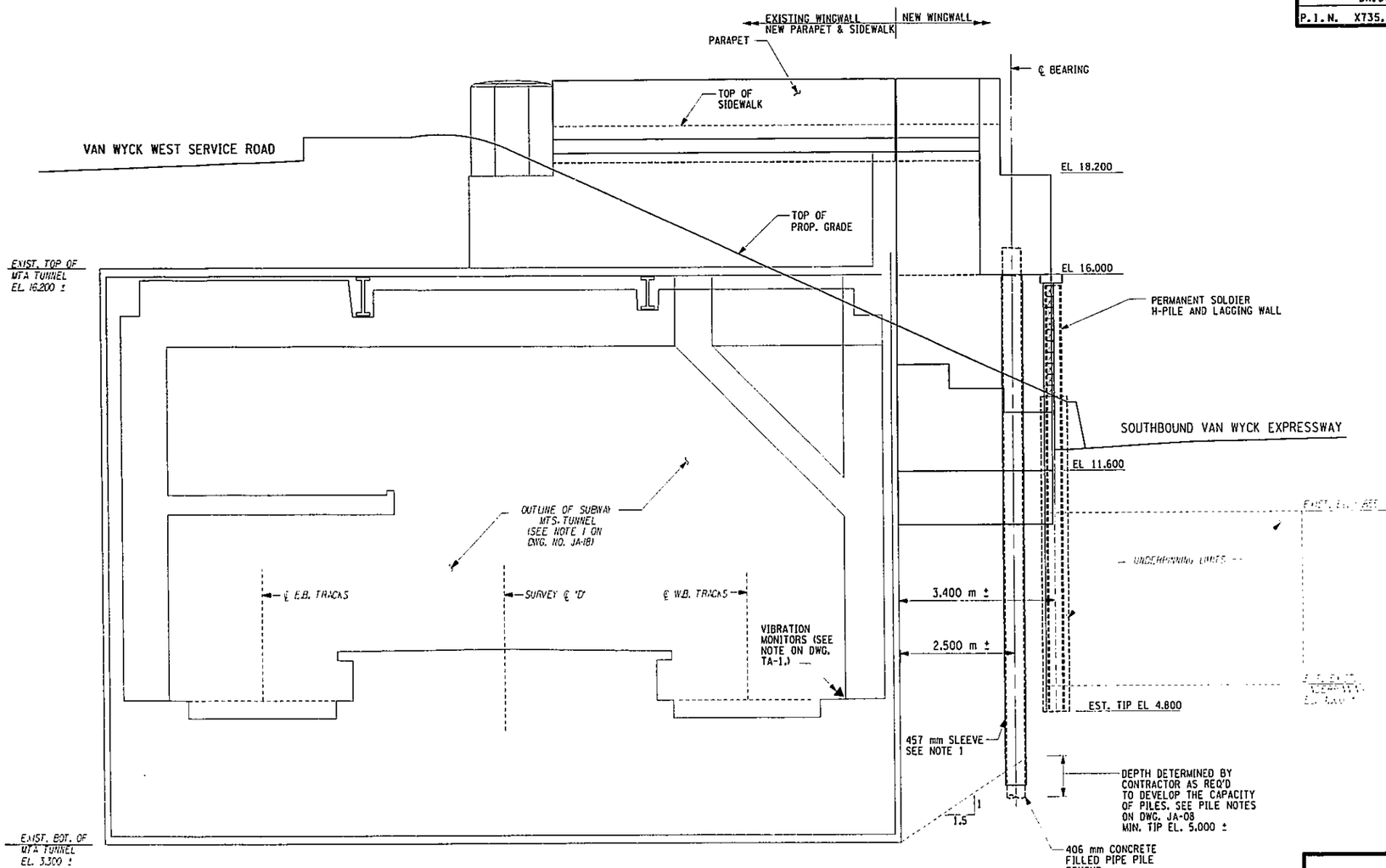
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	193	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



SECTION C-C - PROPOSED SOUTHWEST WINGWALL - WEST ABUTMENT
SCALE 1:50

NOTES:
1. EXTEND SLEEVE W/BOND BREAKER TO MIN. OF 300 mm BELOW INFLUENCE LINE.

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
SOUTHWEST WINGWALL ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
TA-9	AS SHOWN	NOV. 2002	REGION 11

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M.
CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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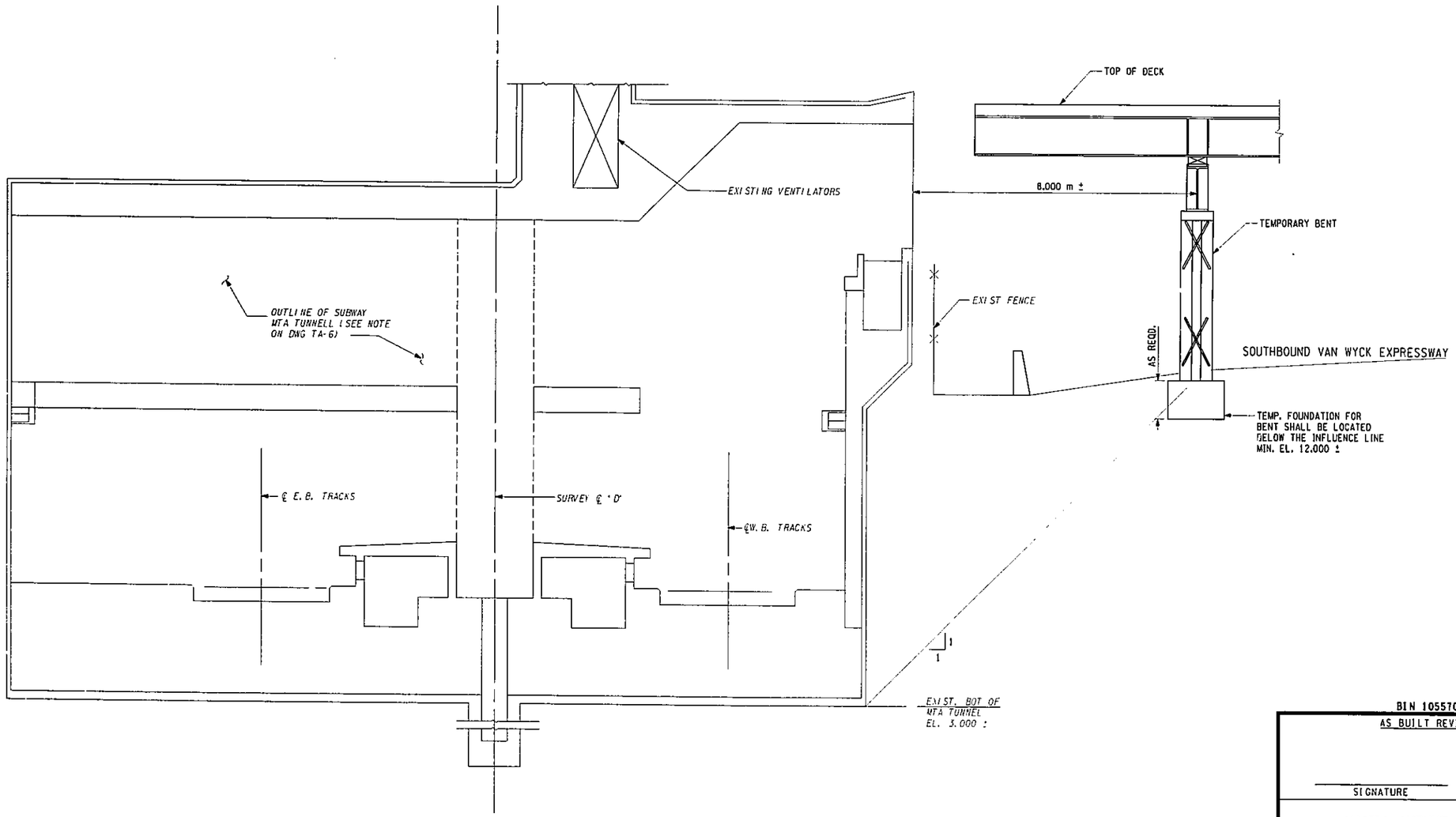
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	194	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



SECTION D-D - PROPOSED TEMPORARAY BENT LOCATION - WEST ABUTMENT
SCALE 1:50

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
SOUTHEAST WINGWALL ELEVATION

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
TA-10	1:50	NOV. 2002	REGION 11

HNTB

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CHECKED BY J.R.E. CHECKED BY R.N.

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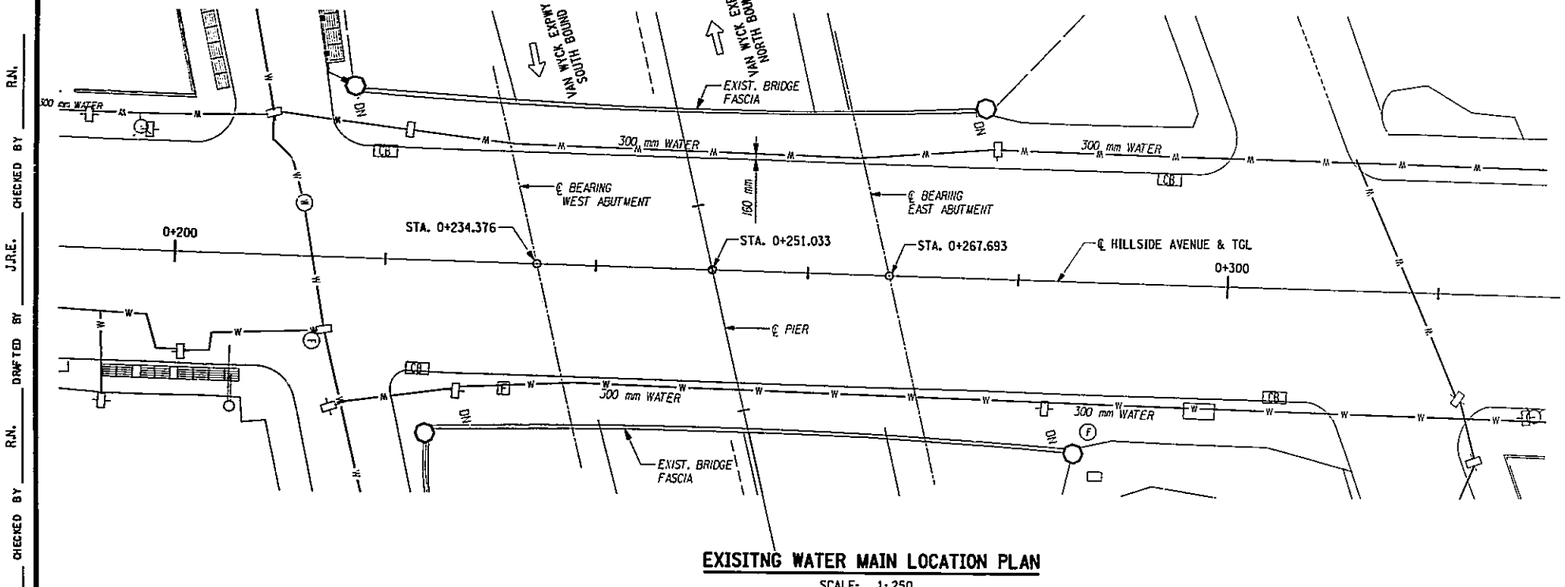
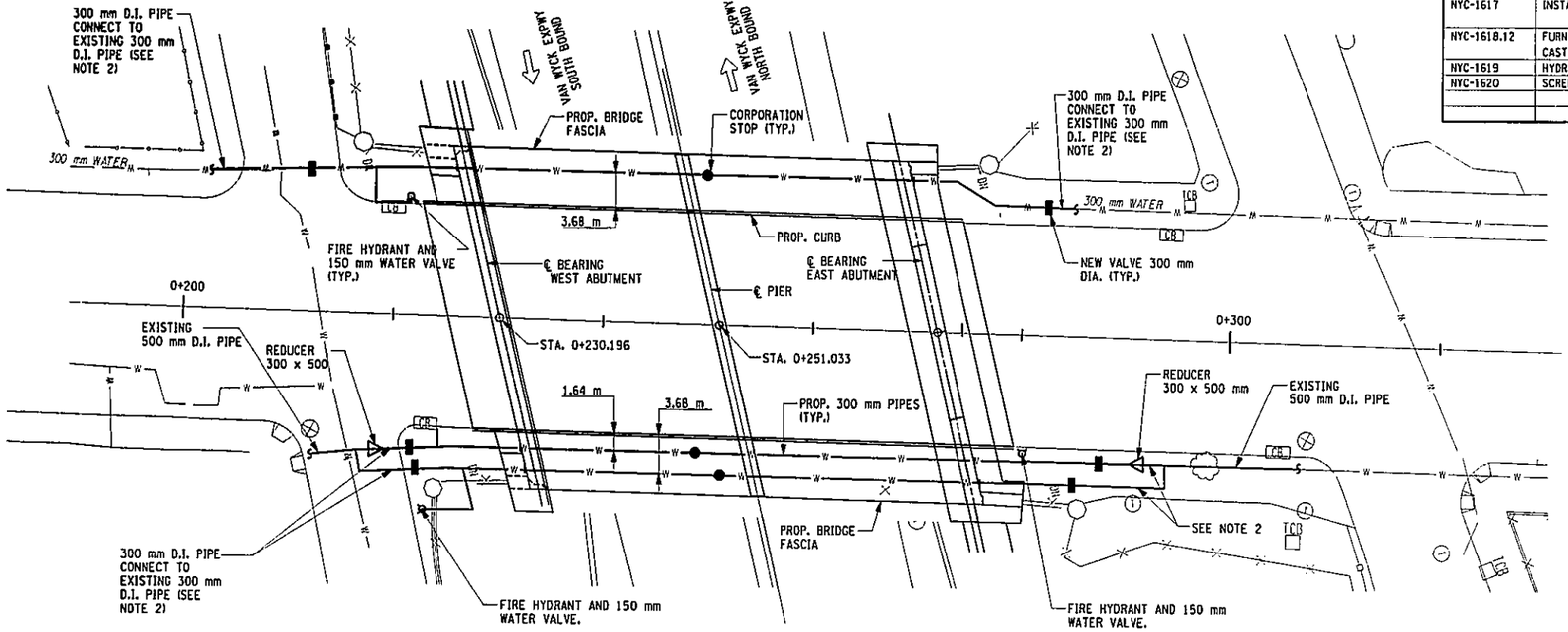
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	195	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101			QUEENS COUNTY	



EXISITNG WATER MAIN LOCATION PLAN

SCALE: 1:250



PROPOSED WATER MAIN LOCATION PLAN

SCALE: 1:250

NOTES

1. SEE FOR NYCDEP NOTES SEE DWG. NO. GEN-5.
2. PROVIDE MIN. OF 14m (45 FT.) RESTRAINING LENGTH OF 300 mm ø D.I. PIPE BETWEEN THE NEW VALVE & THE CONNECTION W/ EXISTING WATER PIPE.
3. FOR DESCRIPTION OF PAY ITEMS SEE DWG. NO HA-42.

NYC ITEM NO.	DESCRIPTION	PAY ITEM NO.
NYC-1600.12	FURNISHING, DELIVERING AND INSTALLING 12-INCH DIAMETER STEEL WATER MAIN WITH FLANGED AND WELDED JOINTS	663.0512 M
NYC-1602.12	FURNISHING, DELIVERING AND INSTALLING STAINLESS STEEL EXPANSION JOINT FOR 12-INCH DIAMETER PIPE (BWS)	663.0512 M
NYC-1604	FURNISH, DELIVER AND INSTALL 2-INCH THICK THERMAL INSULATION (BWS)	663.0512 M
NYC-1605	FURNISH, DELIVER AND INSTALL ALUMINUM JACKETING (BWS)	663.0512 M
NYC-1606.12	FURNISHING, DELIVERING AND INSTALLING SLIDING SUPPORTS FOR 12-INCH DIAMETER PIPE (BWS)	663.0512 M
NYC-1608.12	FURNISHING, DELIVERING AND INSTALLING WALL SLEEVE ASSEMBLY FOR 12-INCH DIAMETER PIPE (BWS)	663.0512 M
NYC-1613.6	DUCTILE IRON WATER PIPE (BWS) 6-INCH DIAMETER	663.0106 M
NYC-1613.12	DUCTILE IRON WATER PIPE (BWS) 12-INCH DIAMETER	663.0112 M
NYC-1613.20	DUCTILE IRON WATER PIPE (BWS) 20-INCH DIAMETER	663.0120 M
NYC-1614	WATER PIPE SPECIALS (BWS)	663.0512 M
NYC-1616	FURNISHING, DELIVERING AND INSTALLING CAST IRON CASTINGS (BWS)	655.0101 M
NYC-1617	INSTALL HYDRANT ASSEMBLY, STANDARD DOUBLE NOZZLE TYPE (BWS)	663.1301 M 663.1206 M
NYC-1618.12	FURNISH, DELIVER AND INSTALL 12-INCH MECHANICAL JOINT CAST IRON GATE VALVE AND VALVE BOX COMPLETE (BWS)	663.1212 M
NYC-1619	HYDRANT FENDERS (BWS)	663.14 M
NYC-1620	SCREENED GRAVEL OR BROKEN STONE (BWS)	206.02 M

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
EXIST. & PROP. WATER MAIN LOCATION PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
WM-1	AS SHOWN	NOV. 2002	REGION 11

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY DAL ESTIMATED BY L.M.
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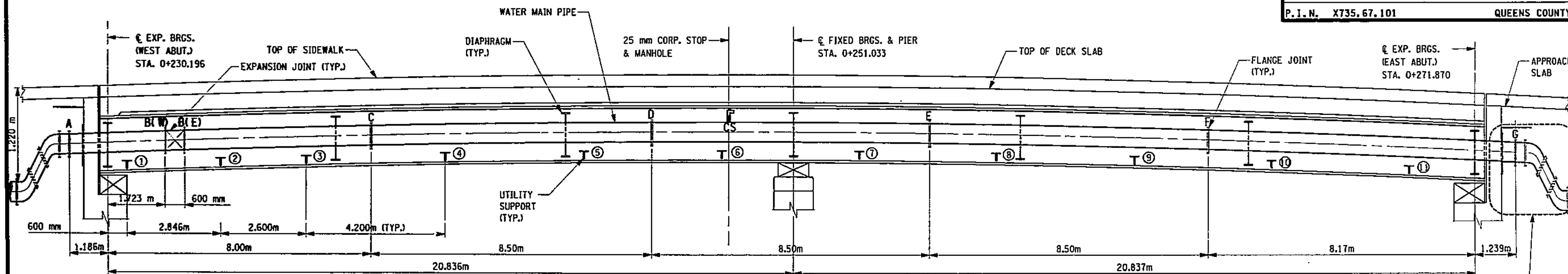
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	196	211

HILLSIDE AND JAMAICA AVENUE

BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY



SEE DETAIL ON DWG. NO. WM-3

NOTES:

ALL DIMENSIONS ARE ALONG THE STRINGER EAST OF THE WATER MAIN LOOKING UPSTATION.

WATER MAIN PROFILE

HORIZONTAL SCALE: 1=60
VERTICAL SCALE: 1=30

WATER MAIN BETWEEN S1 AND S2 — ALONG CENTER LINE OF NORTH WATER MAIN ELEVATIONS

SLIDING UTILITY SUPPORTS						DIAPHRAGMS						WATER MAIN FLANGE JOINTS/CORP STOP					
NO.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER	LOC.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER	FLANGE JT.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER
①	0+227.430	23.126	23.378	22.614	22.220	END	0+226.830	23.133	23.364	22.601	22.206	A	0+225.830	N/A	23.339	22.577	N/A
②	0+230.276	23.188	23.440	22.672	22.282	INT.	0+233.775	23.273	23.504	22.744	22.346	B(W)	0+228.553	23.152	23.404	22.637	22.246
③	0+232.876	23.237	23.489	22.725	22.331	INT.	0+240.721	23.361	23.592	22.827	22.434	B(E)	0+229.153	23.165	23.417	22.649	22.259
④	0+237.076	23.301	23.553	22.787	22.395	INT.	0+247.667	23.397	23.628	22.861	22.470	C	0+234.830	23.269	23.521	22.760	22.363
⑤	0+241.276	23.346	23.597	22.833	22.439	INT.	0+254.612	23.381	23.612	22.845	22.454	D	0+243.330	23.360	23.612	22.853	22.454
⑥	0+245.476	23.371	23.623	22.857	22.465	INT.	0+261.558	23.313	23.544	22.779	22.386	CS	0+248.689	23.378	23.629	22.863	22.471
⑦	0+249.676	23.377	23.629	22.865	22.471	END	0+268.504	23.193	23.424	22.661	22.266	E	0+251.830	23.373	23.625	22.868	22.467
⑧	0+253.876	23.365	23.616	22.851	22.458							F	0+260.330	23.308	23.560	22.804	22.402
⑨	0+258.076	23.333	23.585	22.819	22.427							G	0+269.504	N/A	23.402	22.640	N/A
⑩	0+262.276	23.282	23.534	22.767	22.376												
⑪	0+266.476	23.213	23.464	22.695	22.306												

REFERENCE STRINGER S2

WATER MAIN BETWEEN S14 AND S15 — ALONG CENTER LINE OF SOUTH WATER MAIN ELEVATIONS

NO.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER	LOC.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER	FLANGE JT.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER
①	0+234.162	23.300	23.510	22.746	22.352	END	0+233.562	23.270	23.501	22.738	22.343	A	0+232.562	N/A	23.483	22.722	N/A
②	0+237.008	23.341	23.552	22.783	22.394	INT.	0+240.508	23.359	23.590	22.830	22.432	B(W)	0+235.285	23.317	23.528	22.760	22.370
③	0+239.608	23.371	23.582	22.818	22.424	INT.	0+247.454	23.397	23.628	22.862	22.470	B(E)	0+235.885	23.326	23.536	22.768	22.378
④	0+243.808	23.404	23.615	22.849	22.457	INT.	0+254.399	23.382	23.614	22.846	22.456	C	0+241.562	23.389	23.599	22.840	22.441
⑤	0+248.008	23.418	23.629	22.864	22.471	INT.	0+261.345	23.316	23.547	22.779	22.389	CS	0+249.045	23.419	23.629	22.868	22.471
⑥	0+252.208	23.413	23.624	22.858	22.466	INT.	0+268.291	23.197	23.428	22.663	22.270	D	0+250.062	23.418	23.629	22.871	22.471
⑦	0+256.408	23.389	23.600	22.834	22.442	END	0+275.236	23.026	23.257	22.495	22.099	E	0+258.562	23.369	23.580	22.824	22.422
⑧	0+260.608	23.346	23.556	22.790	22.398							F	0+267.062	23.242	23.453	22.699	22.295
⑨	0+264.808	23.284	23.494	22.728	22.336							G	0+276.236	N/A	23.229	22.465	N/A
⑩	0+269.008	23.202	23.413	22.646	22.255												
⑪	0+273.208	23.102	23.313	22.544	22.155												

REFERENCE STRINGER S15

WATER MAIN BETWEEN S15 AND S16 — ALONG CENTER LINE OF SOUTH WATER MAIN ELEVATIONS

NO.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER	LOC.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER	FLANGE JT.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER
①	0+234.680	23.267	23.519	22.754	22.361	END	0+234.080	23.237	23.509	22.746	22.351	A	0+233.080	N/A	23.493	22.731	N/A
②	0+237.526	23.307	23.558	22.790	22.400	INT.	0+241.026	23.323	23.595	22.834	22.437	B(W)	0+235.803	23.284	23.535	22.768	22.377
③	0+240.126	23.335	23.587	22.823	22.429	INT.	0+247.971	23.357	23.629	22.863	22.471	B(E)	0+236.403	23.292	23.544	22.775	22.386
④	0+244.326	23.366	23.618	22.852	22.460	INT.	0+254.917	23.338	23.610	22.842	22.452	C	0+242.080	23.352	23.604	22.844	22.446
⑤	0+248.526	23.378	23.629	22.865	22.471	INT.	0+261.863	23.268	23.540	22.771	22.382	D	0+250.580	23.376	23.628	22.870	22.470
⑥	0+252.726	23.370	23.622	22.855	22.464	INT.	0+268.808	23.145	23.417	22.651	22.259	CS	0+250.815	23.376	23.628	22.870	22.470
⑦	0+256.926	23.344	23.595	22.830	22.437	END	0+275.754	22.970	23.243	22.480	22.085	E	0+259.080	23.323	23.574	22.818	22.416
⑧	0+261.126	23.298	23.550	22.783	22.392							F	0+267.580	23.191	23.443	22.688	22.285
⑨	0+265.326	23.234	23.485	22.718	22.327							G	0+276.754	N/A	23.213	22.450	N/A
⑩	0+269.526	23.150	23.402	22.634	22.244												
⑪	0+273.726	23.047	23.299	22.530	22.141												

REFERENCE STRINGER S16

INSTALLATION SEQUENCE (SUGGESTED)

STAGE I: PRIOR TO ROLL-IN/ROLL-OUT. NEW BRIDGE SUPERSTRUCTURE IS ADJACENT TO EXISTING BRIDGE. INSTALL ALL PIPES BETWEEN FLANGES A TO G, THE ENDS OF THE PIPE SHALL BE SUPPORTED ON THE TEMPORARY SUPPORTS (SEE HA-27). THIS PORTION OF THE PIPE WILL BE INSTALLED ALONG WITH STRINGERS/DIAPHRAGMS WHILE THE BRIDGE IS SUPPORTED ON THE TEMPORARY BENTS. DECK PLACEMENT WILL ALSO BE DONE IN THIS STAGE AFTER PIPE IS PLACED.

ALL UTILITY SUPPORT DIAPHRAGMS WILL BE CONNECTED TO THE STRINGER UTILIZING THE SLOTTED HOLES ON THE GUSSET PLATE (SEE DIAPHRAGM DWG'S). WELD ALL PIPE FLANGES AS PER REQUIREMENT OF NYCDEP PRIOR TO THE PLACEMENT OF THE DECK.

AFTER THE DECK IS PLACED AND CURED. FIELD DRILL BOLT HOLES AND TIGHTEN THE UTILITY SUPPORT DIAPHRAGMS AS INDICATED ON THE DIAPHRAGM DWG'S.

NOTE, PRIOR TO PLACEMENT OF THE DECK, FULLY TIGHTENEN ALL ADJUSTMENT NUTS ON THE EXPANSION JOINT SYSTEM (FULL TIGHTENED TO LOCK), THIS IS TO PREVENT DAMAGE FROM OCCURING TO THE EXPANSION JOINT.

BLIND FLANGES SHALL BE PROVIDED TO PREVENT DEBRIS OR OTHER ELEMENTS FROM ENTERING THE OPEN ENDS OF THE PIPE.

STAGE II: AFTER ROLL-IN IS COMPLETED (STRUCTURE MOVED INTO FINAL LOCATION) AND THE STRUCTURE IS TRANSFERRED TO THE PERMENANT BEARINGS (REMOVAL OF TEMP. BENTS). READJUST THE EXPANSION JOINT NUTS (AS PER SPECIFICATIONS). REMOVE ALL TEMPORARY SUPPORTS FROM THE END DIAPHRAGMS

STAGE III: - THE BACKWALL IS PLACED, ALONG WITH THE ANCHOR PLATE AND LINK SEAL ASSEMBLY.

STAGE IV: PROVIDE SHALLOW COVER PROTECTION IF THE REQUIRED COVER OF 760 mm IS NOT AVAILABLE.

STAGE V: WELD THE PIPE TO THE ANCHOR PLATE (FIELD WELDING WILL BE REQUIRED).

STAGE VI: FIELD-TEST THE WATER MAIN SYSTEM AS PER THE SPECIFICATION REQUIREMENTS.

BIN 1055710

NOTES:

1. FLANGES FOR JOINTS A,C,D,E, & F SHALL BE FIELD WELDED TO THE PIPE TO ACCOMODATE ANGLE AT EACH JOINTS.
2. FLANGES FOR JOINTS B(C) AND B(E) MUST BE SHOP WELDED.
3. FLANGES A, B(W), B(E) AND G ARE INSULATED FLANGE JOINTS.

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
PROPOSED WATER MAINS - PROFILE

HNTB

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

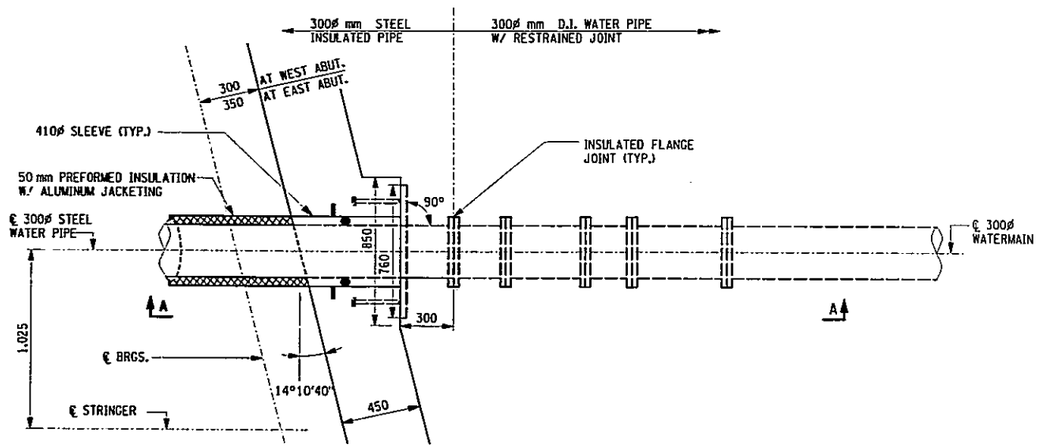
DRAWING NO.	SCALE	DATE	
WM-2	AS SHOWN	NOV. 2002	REGION 11

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M. CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

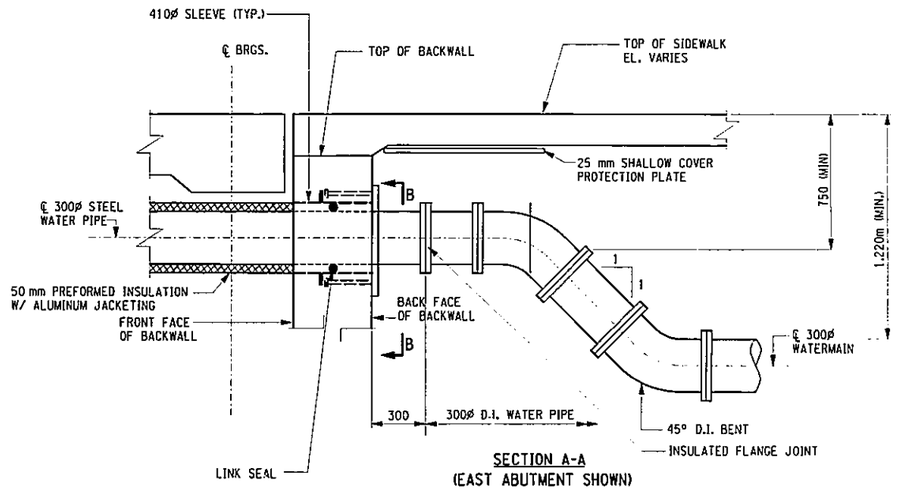
DATE/TIME = 12/12/02 03:49:18 PM
USER = PEllo

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	197	211

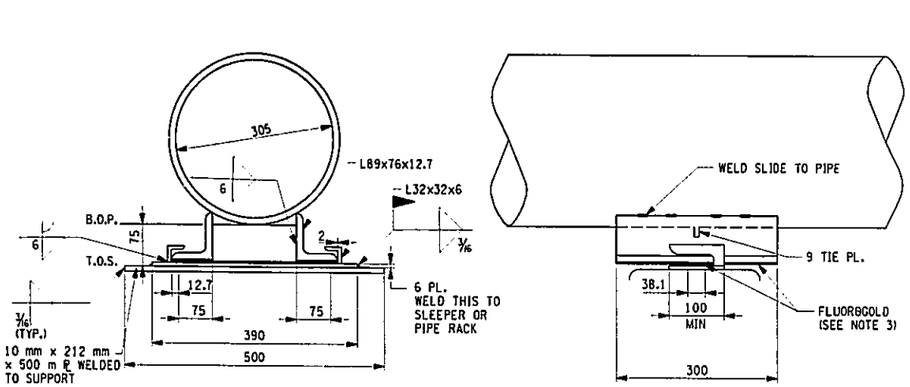
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



WATER MAIN ANCHOR STEEL PLATE DETAIL - PLAN
(EAST ABUTMENT SHOWN)
WEST ABUTMENT SIMILAR
SCALE 1:15



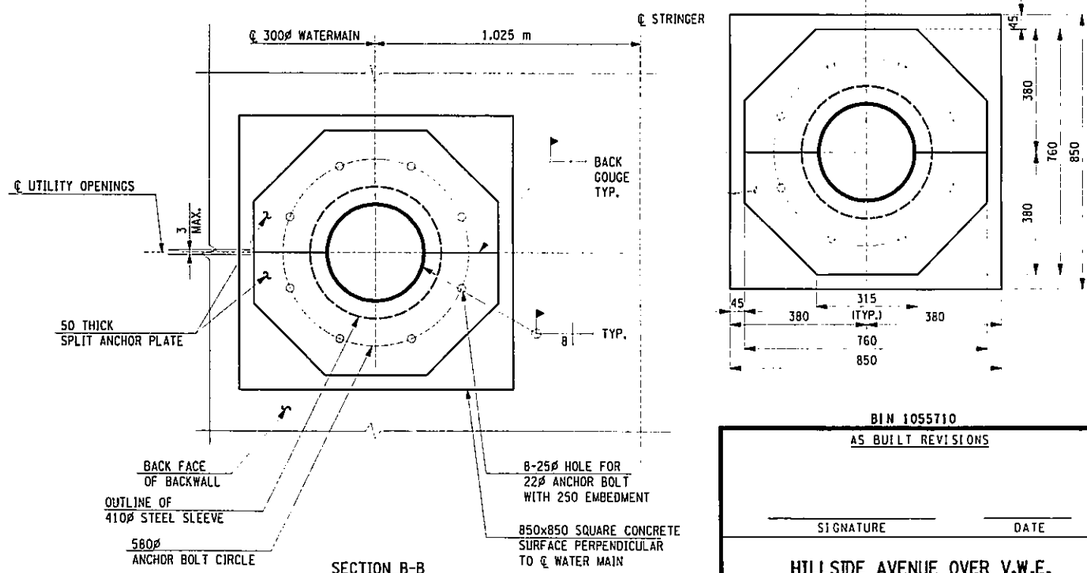
SECTION A-A
(EAST ABUTMENT SHOWN)
WEST ABUTMENT SIMILAR
SCALE 1:15



PIPE SLIDE H-RESTRAINED DETAIL
SCALE 1:5

NOTES:

1. ALL DIMENSIONS SHOWN ARE IN mm.
2. THE "H" DIMENSION ARE RECOMMENDED LENGTH BUT MAY BE ORDERES TO ANY LENGTH BY CUSTOMER.
3. ALL FLUOROGOLD 2.4 mm THICK.
4. MAX LOAD IS BASED ON MAX. PRESSURE AT THE FLUOROGOLD INTERFACE OF 10.3 MPa AND A CORRESPONDING MAX TEMP OF 60°C MIN LOAD IS BASED ON MIN INTERFACE PRESS OF 0.52 MPa.
5. ALL STEEL A36M U N O.
6. ALL SUPPORTS RECEIVE (1) SHOP COAT ZINC CHROMATE PRIMER U N O.



SECTION B-B
N.T.S.

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
WATER MAIN PROTECTION STEEL PLATE DETAIL

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
WM-3	1:15	NOV. 2002	

HNTB

R.N. DRAWN BY ___ J.R.E. CHECKED BY ___ R.N. DRAFTED BY ___ L.M. CHECKED BY ___ D.M. ESTIMATED BY ___ R.N. DESIGNED BY ___ G.L. IN CHARGE OF ___

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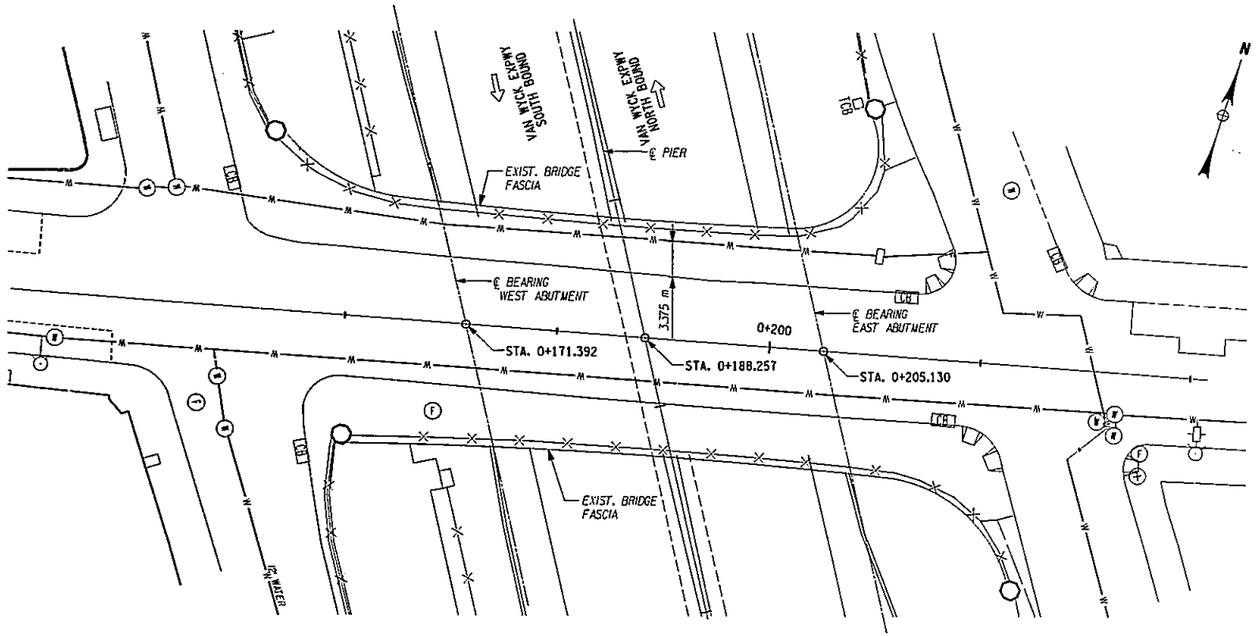
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	198	211

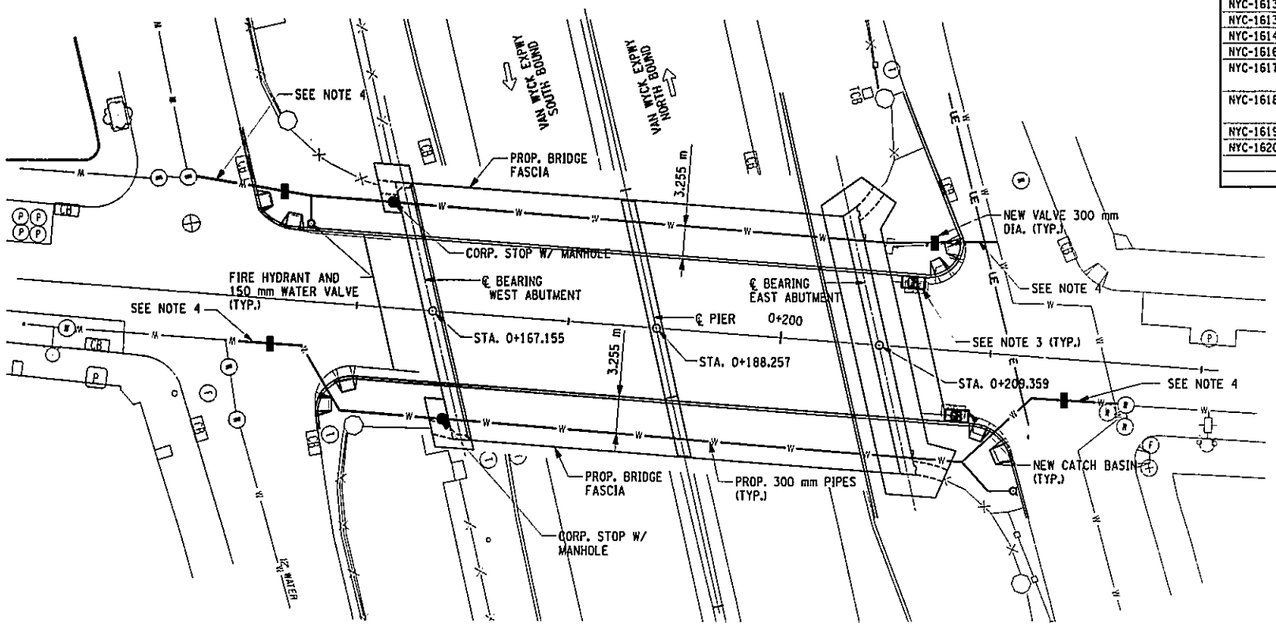
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735,67,101 QUEENS COUNTY



NOTES

1. SEE FOR NYCDEP NOTES SEE DWG. NO. GEN-5.
2. CURRENTLY THERE IS A DEP WATER MAIN REPLACEMENT PROJECT (HWQ249D) THAT IS REPLACING THE WATER MAINS ALONG THE JAMAICA AVE. UPTO THE BRIDGE LIMITS, ANY ADDITIONAL WORK OF ALIGNMENT SHALL BE COORDINATED WITH THE NYCDEP BY THE CONTRACTOR.
3. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF THE SEWER MAIN. RE-CONNECT THE NEW CATCH BASIN AS PER DETAIL SHOWN ON DWG. NO. MD-3.
4. PROVIDE MIN. OF 14m (45 FT.) RESTRAINING LENGTH OF 300 mm ø D.I. PIPE BETWEEN THE NEW VALVE & THE CONNECTION W/ EXISTING WATER PIPE.
5. FOR DESCRIPTION OF PAY ITEMS SEE DWG. NO JA-42.

NYC ITEM NO.	DESCRIPTION	PAY ITEM NO.
NYC-1600.12	FURNISHING, DELIVERING AND INSTALLING 12-INCH DIAMETER STEEL WATER MAIN WITH FLANGED AND WELDED JOINTS	663.0512 M
NYC-1602.12	FURNISHING, DELIVERING AND INSTALLING STAINLESS STEEL EXPANSION JOINT FOR 12-INCH DIAMETER PIPE (BWS)	663.0512 M
NYC-1604	FURNISH, DELIVER AND INSTALL 2-INCH THICK THERMAL INSULATION (BWS)	663.0512 M
NYC-1605	FURNISH, DELIVER AND INSTALL ALUMINUM JACKETING (BWS)	663.0512 M
NYC-1606.12	FURNISHING, DELIVERING AND INSTALLING SLIDING SUPPORTS FOR 12-INCH DIAMETER PIPE (BWS)	663.0512 M
NYC-1608.12	FURNISHING, DELIVERING AND INSTALLING WALL SLEEVE ASSEMBLY FOR 12-INCH DIAMETER PIPE (BWS)	663.0512 M
NYC-1613.6	DUCTILE IRON WATER PIPE (BWS) 6-INCH DIAMETER	663.0106 M
NYC-1613.12	DUCTILE IRON WATER PIPE (BWS) 12-INCH DIAMETER	663.0112 M
NYC-1613.20	DUCTILE IRON WATER PIPE (BWS) 20-INCH DIAMETER	663.0120 M
NYC-1614	WATER PIPE SPECIALS (BWS)	663.0512 M
NYC-1616	FURNISHING, DELIVERING AND INSTALLING CAST IRON CASTINGS (BWS)	655.0101 M
NYC-1617	INSTALL HYDRANT ASSEMBLY, STANDARD DOUBLE NOZZLE TYPE (BWS)	663.1301 M 663.1206 M
NYC-1618.12	FURNISH, DELIVER AND INSTALL 12-INCH MECHANICAL JOINT CAST IRON GATE VALVE AND VALVE BOX COMPLETE (BWS)	663.1212 M
NYC-1619	HYDRANT FENDERS (BWS)	663.14 M
NYC-1620	SCREENED GRAVEL OR BROKEN STONE (BWS)	206.02 M



BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
EXIST. & PROP. WATER MAIN LOCATION PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
WM-4	AS SHOWN	NOV. 2002	REGION 11

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY L.M.
CHECKED BY R.N. DRAFTED BY J.R.E. CHECKED BY R.N.

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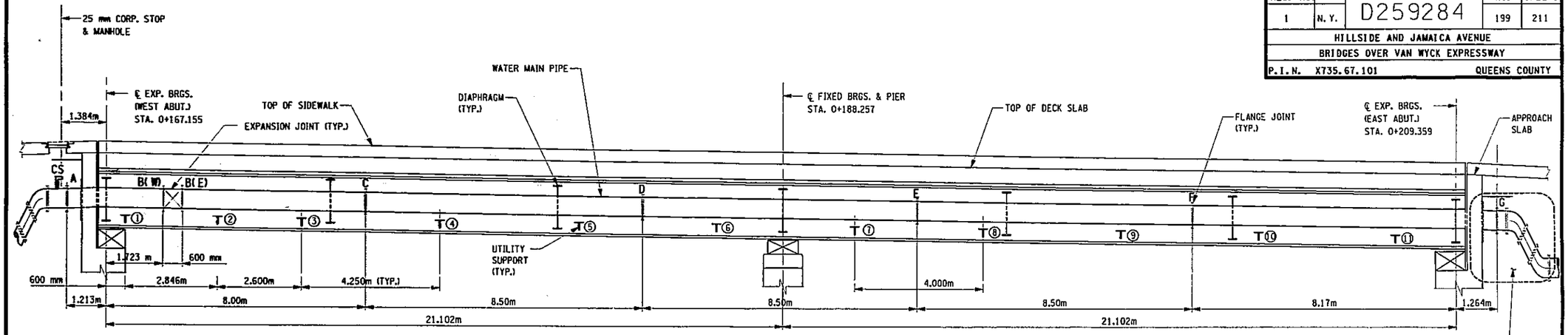
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	199	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



NOTE:
ALL DIMENSIONS ARE ALONG THE STRINGER EAST OF THE WATER MAIN LOOKING UPSTATION.

NOTES:
1. FLANGES FOR JOINTS A,C,D,E, & F SHALL BE FIELD WELDED TO THE PIPE TO ACCOMODATE ANGLE AT EACH JOINTS.
2. FLANGES FOR JOINTS B(C) AND B(E) MUST BE SHOP WELDED.
3. FLANGES A, B(W), B(E) AND G ARE INSULATED FLANGE JOINTS.

WATER MAIN PROFILE
HORIZONTAL SCALE: 1=60
VERTICAL SCALE: 1=30

SEE DETAIL ON DWG. NO. WM- 6

WATER MAIN BETWEEN S1 AND S2 ALONG CENTER LINE OF NORTH WATER MAIN ELEVATIONS

SLIDING UTILITY SUPPORTS						DIAPHRAGMS						WATER MAIN FLANGE JOINTS/CORP STOP					
NO.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER	LOC.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER	FLANGE JT.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER
①	0+165.039	18.313	18.557	17.799	17.399	END	0+164.439	18.336	18.560	17.802	17.402	CS	0+163.055	N/A	18.566	17.808	N/A
②	0+167.885	18.299	18.543	17.785	17.385	INT	0+171.473	18.301	18.525	17.767	17.367	A	0+163.227	N/A	18.565	17.807	N/A
③	0+170.485	18.286	18.530	17.772	17.372	INT	0+178.507	18.266	18.490	17.732	17.332	B(W)	0+166.162	18.308	18.552	17.794	17.394
④	0+174.735	18.265	18.509	17.751	17.351	INT	0+185.541	18.230	18.454	17.696	17.296	B(E)	0+166.762	18.305	18.549	17.791	17.391
⑤	0+178.985	18.243	18.487	17.729	17.329	INT	0+192.575	18.195	18.419	17.661	17.261	C	0+172.439	18.276	18.520	17.762	17.362
⑥	0+183.235	18.222	18.466	17.708	17.308	INT	0+199.609	18.160	18.384	17.626	17.226	D	0+180.939	18.233	18.477	17.719	17.319
⑦	0+187.485	18.201	18.445	17.687	17.287	END	0+206.643	18.124	18.348	17.590	17.190	E	0+189.439	18.191	18.435	17.677	17.277
⑧	0+191.485	18.180	18.424	17.666	17.266							F	0+197.939	18.148	18.392	17.634	17.234
⑨	0+195.735	18.159	18.403	17.645	17.245							G	0+207.907	N/A	18.342	17.584	N/A
⑩	0+199.985	18.138	18.382	17.624	17.224												
⑪	0+204.235	18.116	18.360	17.602	17.202												

REFERENCE STRINGER S2

WATER MAIN BETWEEN S11 AND S12 ALONG CENTER LINE OF SOUTH WATER MAIN ELEVATIONS

NO.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER	LOC.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER	FLANGE JT.	STA.	TOP OF DECK SLAB	TOP OF SIDEWALK	C.I. WATER PIPE	BOTTOM OF GIRDER
①	0+171.075	18.283	18.527	17.769	17.369	END	0+170.475	18.266	18.530	17.772	17.372	CS	0+169.091	N/A	18.537	17.779	N/A
②	0+173.921	18.269	18.513	17.755	17.355	INT	0+177.509	18.231	18.495	17.737	17.337	A	0+169.263	N/A	18.536	17.778	N/A
③	0+176.521	18.256	18.500	17.742	17.342	INT	0+184.543	18.195	18.459	17.701	17.301	B(W)	0+172.198	18.277	18.521	17.763	17.363
④	0+180.771	18.234	18.478	17.720	17.320	INT	0+191.577	18.160	18.424	17.666	17.266	B(E)	0+172.798	18.274	18.518	17.760	17.360
⑤	0+185.021	18.213	18.457	17.699	17.299	INT	0+198.611	18.125	18.389	17.631	17.231	C	0+178.475	18.246	18.490	17.732	17.332
⑥	0+189.271	18.192	18.436	17.678	17.278	INT	0+205.645	18.089	18.353	17.595	17.195	D	0+186.975	18.203	18.447	17.689	17.289
⑦	0+193.521	18.170	18.414	17.656	17.256	END	0+212.679	18.053	18.317	17.559	17.159	E	0+195.475	18.160	18.404	17.646	17.246
⑧	0+197.521	18.150	18.394	17.636	17.236							F	0+203.975	18.118	18.362	17.604	17.204
⑨	0+201.771	18.129	18.373	17.615	17.215							G	0+213.943	N/A	18.308	17.550	N/A
⑩	0+206.021	18.107	18.351	17.593	17.193												
⑪	0+210.271	18.086	18.330	17.572	17.172												

REFERENCE STRINGER S12

INSTALLATION SEQUENCE (SUGGESTED)

STAGE I: PRIOR TC ROLL-IN/ROLL-OUT. NEW BRIDGE SUPERSTRUCTURE IS ADJACENT TO EXISTING BRIDGE. INSTALL ALL PIPES BETWEEN FLANGES A TO G, THE ENDS OF THE PIPE SHALL BE SUPPORTED ON THE TEMPORARY SUPPORTS (SEE HA-27). THIS PORTION OF THE PIPE WILL BE INSTALLED ALONG WITH STRINGERS/DIAPHRAGMS WHILE THE BRIDGE IS SUPPORTED ON THE TEMPORARY BENTS. DECK PLACEMENT WILL ALSO BE DONE IN THIS STAGE AFTER PIPE IS PLACED.

ALL UTILITY SUPPORT DIAPHRAGMS WILL BE CONNECTED TO THE STRINGER UTILIZING THE SLOTTED HOLES ON THE GUSSET PLATE (SEE DIAPHRAGM DWG'S). WELD ALL PIPE FLANGES AS PER REQUIREMENT OF NYCDEP PRIOR TO THE PLACEMENT OF THE DECK.

AFTER THE DECK IS PLACED AND CURED. FIELD DRILL BOLT HOLES AND TIGHTEN THE UTILITY SUPPORT DIAPHRAGMS AS INDICATED ON THE DIAPHRAGM DWG'S.

NOTE, PRIOR TO PLACEMENT OF THE DECK, FULLY TIGHTENEN ALL ADJUSTMENT NUTS ON THE EXPANSION JOINT SYSTEM (FULL TIGHTENED TO LOCK), THIS IS TO PREVENT DAMAGE FROM OCCURING TO THE EXPANSION JOINT.

BLIND FLANGES SHALL BE PROVIDED TO PREVENT DEBRIS OR OTHER ELEMENTS FROM ENTERING THE OPEN ENDS OF THE PIPE.

STAGE II: AFTER ROLL-IN IS COMPLETED (STRUCTURE MOVED INTO FINAL LOCATION) AND THE STRUCTURE IS TRANSFERRED TO THE PERMENANT BEARINGS (REMOVAL OF TEMP. BENTS). READJUST THE EXPANSION JOINT NUTS (AS PER SPECIFICATIONS). REMOVE ALL TEMPORARY SUPPORTS FROM THE END DIAPHRAGMS

STAGE III: - THE BACKWALL IS PLACED, ALONG WITH THE ANCHOR PLATE AND LINK SEAL ASSEMBLY.

STAGE IV: PROVIDE SHALLOW COVER PROTECTION IF THE REQUIRED COVER OF 760 mm IS NOT AVAILABLE.

STAGE V: WELD THE PIPE TO THE ANCHOR PLATE (FIELD WELDING WILL BE REQUIRED).

STAGE VI: FIELD-TEST THE WATER MAIN SYSTEM AS PER THE SPECIFICATION REQUIREMENTS.

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
PROPOSED WATER MAINS - PROFILE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
WM-5	AS SHOWN	NOV. 2002	REGION 11

R.N. DRAWN BY
J.A.E. CHECKED BY
R.N. DRAWN BY
L.M. CHECKED BY
IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY

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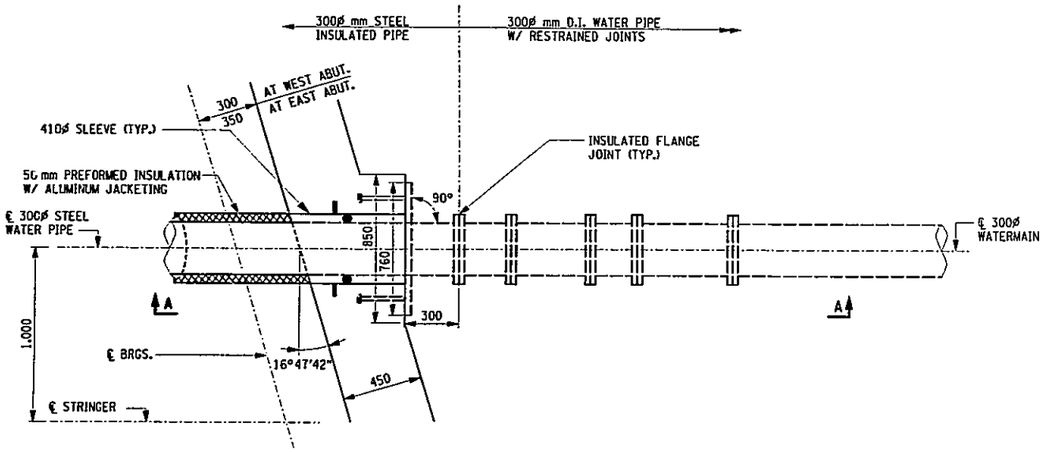
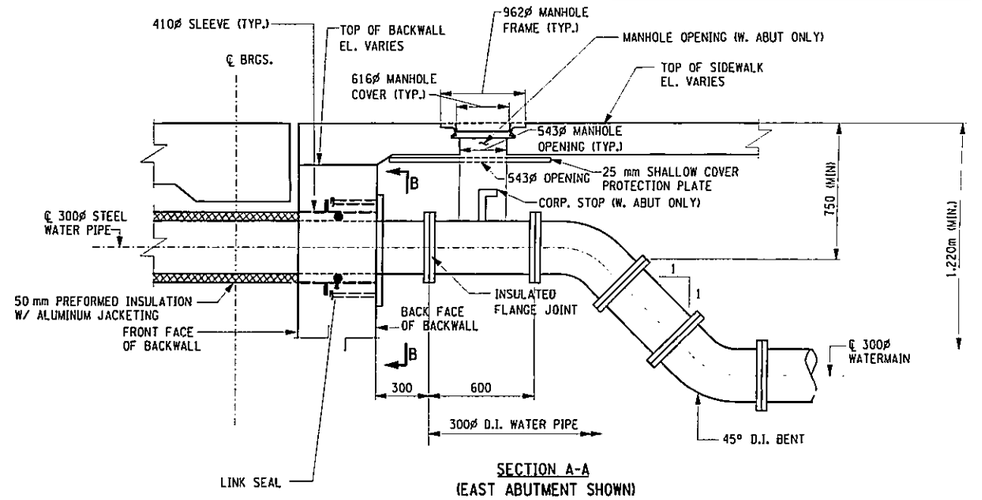
1	N.Y.	D259284	200	211

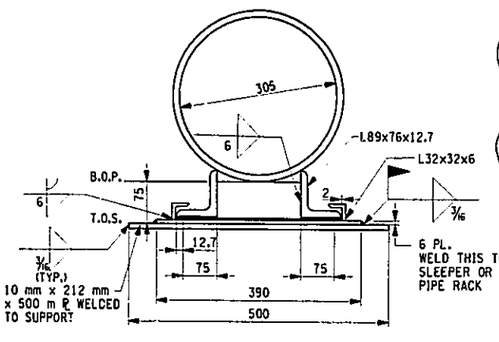
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

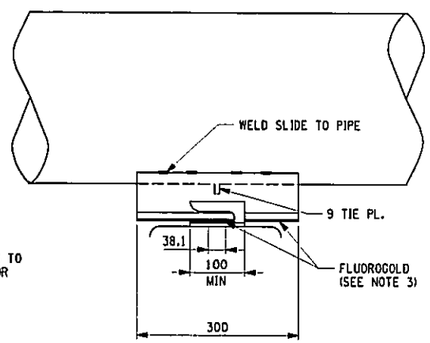


WATER MAIN ANCHOR STEEL PLATE DETAIL - PLAN
(EAST ABUTMENT SHOWN)
WEST ABUTMENT SIMILAR + CORPORATION STOP
SCALE 1:15



SECTION A-A
(EAST ABUTMENT SHOWN)
WEST ABUTMENT SIMILAR
SCALE 1:15

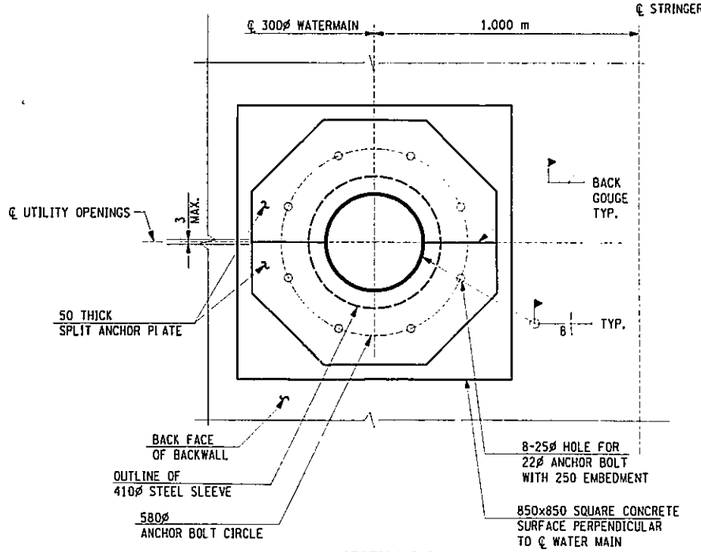




PIPE SLIDE H-RESTRAINED DETAIL
SCALE 1:5

NOTES:

1. ALL DIMENSIONS SHOWN ARE IN mm.
2. THE "H" DIMENSION ARE RECOMMENDED LENGTH BUT MAY BE ORDERES TO ANY LENGTH BY CUSTOMER.
3. ALL FLUOROGOLD 2.4 mm THICK.
4. MAX LOAD IS BASED ON MAX. PRESSURE AT THE FLUOROGOLD INTERFACE OF 10.3 MPa AND A CORRESPONDING MAX TEMP OF 60°C MIN LOAD IS BASED ON MIN INTERFACE PRESS OF 0.52 MPa.
5. ALL STEEL A36M U N O.
6. ALL SUPPORTS RECEIVE (1) SHOP COAT ZINC CHROMATE PRIMER U N O.



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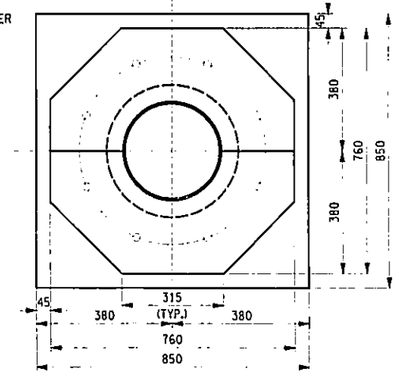

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
WATER MAIN PROTECTION STEEL PLATE DETAIL

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
WM-6	1:15	NOV. 2002	11

HNTB

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY DRAFTED BY J.R.E. CHECKED BY R.N. CHECKED BY L.N. ESTIMATED BY D.M.

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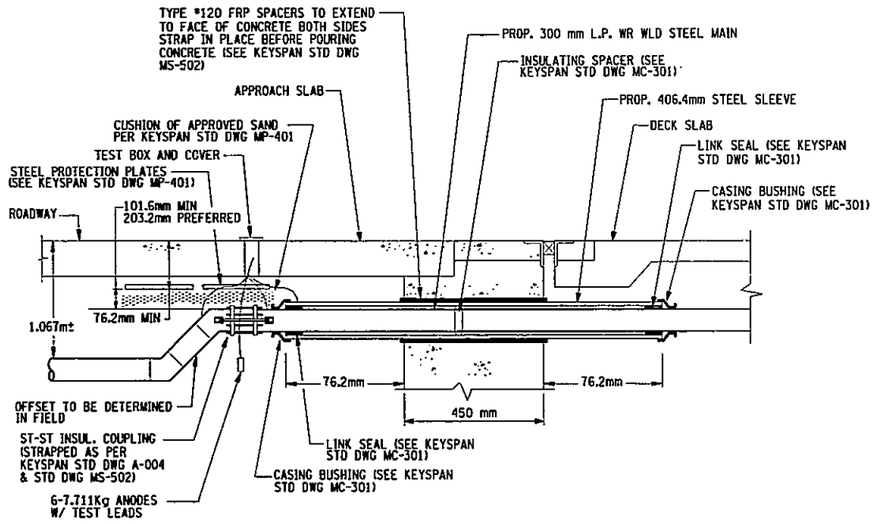
1	N.Y.	D259284	201	211

HILLSIDE AND JAMAICA AVENUE

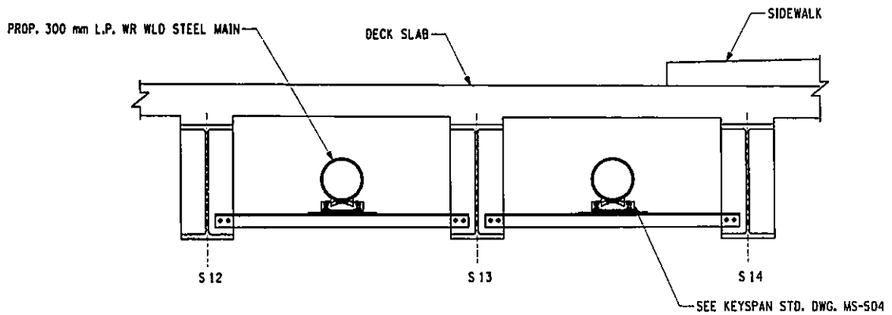
BRIDGES OVER VAN WYCK EXPRESSWAY

P.I.N. X735.67.101 QUEENS COUNTY



TYPICAL ABUTMENT PENETRATION

SCALE: NONE



PIPE ROLLER SUPPORT

CONTRACTOR TO FIELD COAT PIPE ROLLER SUPPORT WITH 2 COATS OF CARBOMASTIC 15 EPOXY. DO NOT COAT PIPE ROLLER.

NOTES:

1. THE GAS MAIN INSTALLATION SHALL BE TO KEYSPAN SPECIFICATION FOR "INSTALLATION OF STEEL MAIN OPERATING BELOW 862.5kPa" AND NYCRR PART 255.
2. ALL GAS PIPE, SLEEVE PIPE, PIPE HANGERS AND ALL NECESSARY MISCELLANEOUS HARDWARE REQUIRED TO COMPLETE WORK SHALL BE SUPPLIED BY KSYSPAN EXCEPT AS INDICATED.
3. AFTER INSTALLATION OF NEW 300 mm L.P. STEEL GAS MAIN, IT SHALL BE HYDROSTATICALLY PRESSURE TESTED AS PER S.O.P. 2-1 AND NYCRR PART 255 AS FOLLOWS:
   - CLEAN WATER SHALL BE USED AS THE TEST MEDIUM. THIS REQUIREMENT SHALL SUPERSEDE THAT WHICH IS INDICATED IN THE KEYSPAN STANDARD OPERATING PROCEDURE (S.O.P. 2-1) (FOR TEST MEDIUMS). ALL OTHER REQUIREMENTS OF S.O.P. 2-1 SHALL BE ADHERED TO.
   - A 154.4mm PIGGING DEVICE PROVIDED BY KEYSPAN FOR CLEANING AND DEWATERING IS TO BE INSERTED INTO THE MAINS, PRIOR TO SEALING THE PIPE ENDS. WELDED END CAPS SHALL BE USED TO SEAL THE PIPE ENDS OF THE STEEL MAIN BEING TESTED.
   - MAIN SHALL BE ANCHORED OR RESTRAINED FROM MOVEMENT DURING THE TEST (REFER TO KEYSPAN STD. DWG. A-010.)
   - TEST PRESSURE SHALL BE AT 655.5kPa FOR A PERIOD OF 2 HOURS OR AS SPECIFIED BY KEYSPAN REPRESENTATIVE WHO SHALL WITNESS TEST. TEST DURATION TIME SHALL BE MEASURED AFTER THE PRESSURE SOURCE HAS BEEN DISCONNECTED AND SUFFICIENT TIME HAS ELAPSED FOR THE MAIN AND THE TEST MEDIUM TO REACH A STATE OF PRESSURE EQUILIBRIUM.
   - ALL EXPOSED PLUGS, COUPLINGS, GAUGE CONNECTIONS, WELDS, ETC., SHALL BE VISUALLY INSPECTED FOR LEAKAGE (WHEN EQUILIBRIUM IS REACHED).
   - UPON COMPLETION OF TESTING, ALL INTERNAL PRESSURE SHALL BE RELEASED FROM THE MAIN. REMAINING WATER TO BE CLEARED UTILIZING THE PIGGING DEVICE MENTIONED ABOVE. THE TEST MEDIUM SHALL BE DISPOSED OF IN A LEGALLY PERMITTED AND SAFE MANNER THAT WILL AVOID DAMAGE TO THE ENVIRONMENT.
   - CAPS SHALL BE REMOVED BY KEYSPAN AFTER TESTING IS COMPLETED FOR FINAL TIE-IN.

   KEYSPAN WILL PROVIDE CONTRACTOR WITH ALL MATERIAL TO MAKE ALL NECESSARY PIPE CONNECTIONS AND PREPARATIONS FOR THE TEST. KEYSPAN WILL ALSO PROVIDE PRESSURE RECORDER AND TEMPERATURE RECORDER IF NECESSARY. CONTRACTOR SHALL PROVIDE ALL PRESSURIZING EQUIPMENT, WATER SUPPLY CONNECTIONS AND TEST MEDIUM EQUIPMENT NEEDED FOR THE TEST. CONTRACTOR SHALL ALSO OBTAIN ALL PERMITS FOR WATER FROM HYDRANTS WHERE NECESSARY.
4. ALL CORROSION PROTECTION EQUIPMENT AND MATERIAL SHALL BE SUPPLIED BY KEYSPAN AND INSTALLED BY CONTRACTOR AS PER KEYSPAN SPECIFICATION CSP-5000.
5. ANY PROPOSED MODIFICATION OR DEVIATION FROM KEYSPAN STD. DWGS. AND SPECS FOR THE NEW MAIN INSTALLATIONS SHALL BE SUBMITTED IN WRITING WITH APPROPRIATE DETAILS TO ENGINEER (ENGINEER WILL FORWARD DETAILS TO KEYSPAN FOR COMMENTS).
6. MAIN CONNECTION OPENINGS ON BOTH SIDES OF BRIDGE SHALL BE EXCAVATED AND SHEETED BY CONTRACTOR, AFTER FINAL TIE-IN TO EXISTING MAIN IS COMPLETED BY KEYSPAN, MAIN CONNECTION OPENINGS SHALL BE BACKFILLED BY CONTRACTOR. (MAIN CONNECTION OPENINGS SHALL BE APPROX. 3.048m x 1.829m IN SIZE. LOCATION OF THESE OPENINGS TO BE DETERMINED IN FIELD UNDER THE DIRECTION OF THE ENGINEER IN CONCURRENCE WITH KEYSPAN REPRESENTATIVE).
7. A MINIMUM OF 2 THREADS MUST BE EXPOSED FROM FACE OF SUPPORT ROD NUTS.
8. CONTRACTOR SHALL GIVE KEYSPAN ADVANCE NOTICE OF THIRTY (30) WORKING DAYS PRIOR TO COMMENCING DEMOLITION OF BRIDGE. AT THIS TIME, KEYSPAN WILL RETIRE AND PURGE THE EXISTING GAS MAINS WHICH ARE TO BE ABANDONED. ABANDONED GAS MAINS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR WITHIN THE LIMITS OF THE STRUCTURE DEMOLITION AND WHERE IT INTERFERES WITH PROP. CONSTRUCTION.
9. CONTRACTOR SHALL GIVE KEYSPAN ADVANCE NOTICE OF THIRTY (30) WORKING DAYS SUCH THAT ALL MATERIALS WILL BE DELIVERED TO THE CONSTRUCTION SITE BY KEYSPAN.
10. CONTRACTOR SHALL GIVE KEYSPAN ADVANCE NOTICE OF 3 WORKING DAYS SUCH THAT ARRANGEMENTS CAN BE MADE TO HAVE ALL WELDED JOINTS RADIOGRAPHED (X-RAYING OF WELDS SHALL BE DONE BY KEYSPAN).
11. ALL FIELD COATINGS SHALL BE TESTED BY KEYSPAN. CORROSION SECTION AND DEFECTS REPAIRED BY CONTRACTOR AT NO ADDITIONAL COST. MAIN TO BE JEEP TESTED BY KEYSPAN PRIOR TO INSTALLATION IN CASING.
12. IF FINAL GRADE COVER IS LESS THAN 609.6mm PLATE MAIN AS PER KEYSPAN STD DWG MP-401.
13. DESIGN APPROVAL OF STRUCTURAL DETAILS REQUIRED TO SUPPORT GAS MAIN AND GAS MAIN ROLLER SUPPORT ASSEMBLY SHALL BE THE RESPONSIBILITY OF THE CONSULTANT.
14. GAS CARRYING PIPE SHALL BE PRITEC COATED STEEL PIPE.
15. EXISTING TEST BOX AND COVERS TO BE REUTILIZED. IF DAMAGED, KEYSPAN WILL SUPPLY NEW TEST BOX AND COVERS. STATION LOCATIONS FOR BOSTON BOX AND COVERS ARE APPROXIMATE.
16. ALL WELDED JOINTS, FORGED FITTINGS, OTHER SMOOTH FITTINGS AND COUPLINGS SHALL BE FIELD COATED AS PER KEYSPAN SPECS CSP-5053 AND CSP-5054 BY THE CONTRACTOR.

REFERENCE NOTES:

FOR ADDITIONAL INFORMATION AND DETAILS SEE KEYSPAN STD. DWGS. AND SPECS INDICATED BELOW

A-004 STEEL RODS AND LUGS FOR PRESSURE TEST ANCHORAGE OF COMPRESSION COUPLINGS 50.8mm - 304.8mm PIPE SIZES

A-010 PIPE END PREPARATION - WELDED CONSTRUCTION FOR PRESSURE TESTING OF MAINS AND SERVICES 50.8mm - 406.4mm PIPE SIZES

MS-501 GAS MAIN SUPPORT IN BRIDGE AND SLEEVE THROUGH ABUTMENT

MS-504 PIPE STAND AND HANGER SUPPORT DIMENSIONS FOR BRIDGES

MT-601 TRENCH WIDTHS FOR WELDING GAS MAINS

MT-602 SINGLE STAGE SHEETING FOR EXCAVATIONS TO 6.096m IN DEPTH

CA-001 ANODE INSTALLATION DETAILS FOR L.P. AND H.P. MAINS, CASINGS AND SERVICES

MP-401 PROTECTIVE PLATING AND SHIELDS FOR STEEL AND CAST IRON GAS MAINS

WPWS-001 - PIPE WELDING STANDARDS - GENERAL OVERVIEW

OTHER SPECIFICATIONS

MSP-1500, MSP-1650, MSP-1700, CSP-5000, CSP-5054, CSP-5053 AND CSP-5100

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E. PROPOSED GAS MAIN DETAILS AND NOTES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
GM-1	AS SHOWN	NOV. 2002	REGION 11

R.N. ____ J.R.E. ____ CHECKED BY ____ DRAFTED BY ____ R.N. ____ CHECKED BY ____ L.M. ____ ESTIMATED BY ____ D.M. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ G.L. ____ IN CHARGE OF ____

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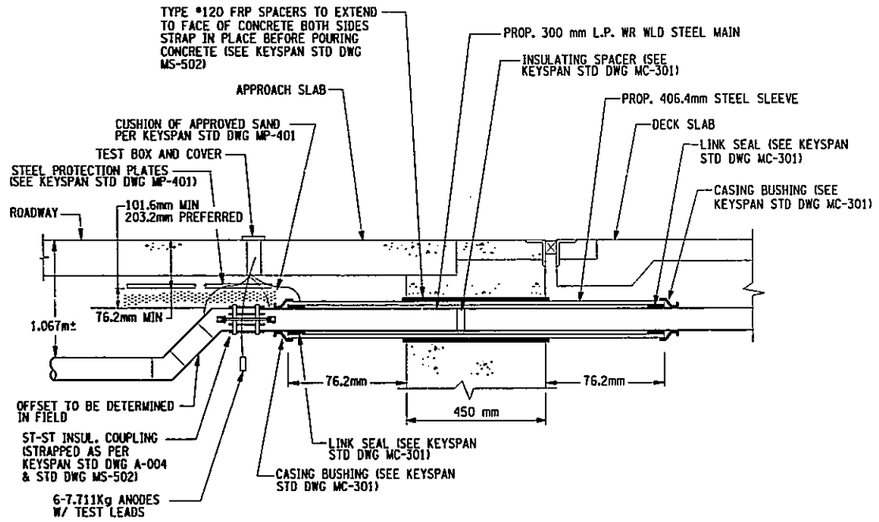
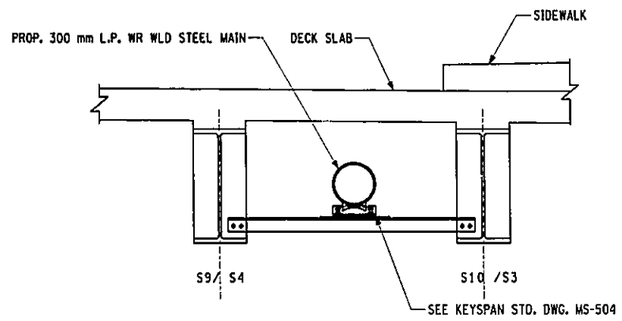
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	202	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



TYPICAL ABUTMENT PENETRATION
SCALE: NONE



PIPE ROLLER SUPPORT
CONTRACTOR TO FIELD COAT PIPE ROLLER SUPPORT WITH
2 COATS OF CARBOMASTIC 15 EPOXY. DO NOT COAT PIPE ROLLER.

NOTES:

1. THE GAS MAIN INSTALLATION SHALL BE TO KEYSPAN SPECIFICATION FOR "INSTALLATION OF STEEL MAIN OPERATING BELOW 862.5kPa" AND NYCRR PART 255.
2. ALL GAS PIPE, SLEEVE PIPE, PIPE HANGERS AND ALL NECESSARY MISCELLANEOUS HARDWARE REQUIRED TO COMPLETE WORK SHALL BE SUPPLIED BY KSYSPAN EXCEPT AS INDICATED.
3. AFTER INSTALLATION OF NEW 300 mm L.P. STEEL GAS MAIN, IT SHALL BE HYDROSTATICALLY PRESSURE TESTED AS PER S.O.P. 2-1 AND NYCRR PART 255 AS FOLLOWS:
   - CLEAN WATER SHALL BE USED AS THE TEST MEDIUM. THIS REQUIREMENT SHALL SUPERSEDE THAT WHICH IS INDICATED IN THE KEYSPAN STANDARD OPERATING PROCEDURE (S.O.P. 2-1) (FOR TEST MEDIUMS). ALL OTHER REQUIREMENTS OF S.O.P. 2-1 SHALL BE ADHERED TO.
   - A 154.4mm PIGGING DEVICE PROVIDED BY KEYSPAN FOR CLEANING AND DEWATERING IS TO BE INSERTED INTO THE MAINS, PRIOR TO SEALING THE PIPE ENDS. WELDED END CAPS SHALL BE USED TO SEAL THE PIPE ENDS OF THE STEEL MAIN BEING TESTED.
   - MAIN SHALL BE ANCHORED OR RESTRAINED FROM MOVEMENT DURING THE TEST (REFER TO KEYSPAN STD. DWG. A-010.)
   - TEST PRESSURE SHALL BE AT 655.5kPa FOR A PERIOD OF 2 HOURS OR AS SPECIFIED BY KEYSPAN REPRESENTATIVE WHO SHALL WITNESS TEST. TEST DURATION TIME SHALL BE MEASURED AFTER THE PRESSURE SOURCE HAS BEEN DISCONNECTED AND SUFFICIENT TIME HAS ELAPSED FOR THE MAIN AND THE TEST MEDIUM TO REACH A STATE OF PRESSURE EQUILIBRIUM.
   - ALL EXPOSED PLUGS, COUPLINGS, GAUGE CONNECTIONS, WELDS, ETC., SHALL BE VISUALLY INSPECTED FOR LEAKAGE (WHEN EQUILIBRIUM IS REACHED).
   - UPON COMPLETION OF TESTING, ALL INTERNAL PRESSURE SHALL BE RELEASED FROM THE MAIN. REMAINING WATER TO BE CLEARED UTILIZING THE PIGGING DEVICE MENTIONED ABOVE. THE TEST MEDIUM SHALL BE DISPOSED OF IN A LEGALLY PERMITTED AND SAFE MANNER THAT WILL AVOID DAMAGE TO THE ENVIRONMENT.
   - CAPS SHALL BE REMOVED BY KEYSPAN AFTER TESTING IS COMPLETED FOR FINAL TIE-IN.

   KEYSPAN WILL PROVIDE CONTRACTOR WITH ALL MATERIAL TO MAKE ALL NECESSARY PIPE CONNECTIONS AND PREPARATIONS FOR THE TEST. KEYSPAN WILL ALSO PROVIDE PRESSURE RECORDER AND TEMPERATURE RECORDER IF NECESSARY. CONTRACTOR SHALL PROVIDE ALL PRESSURIZING EQUIPMENT, WATER SUPPLY CONNECTIONS AND TEST MEDIUM EQUIPMENT NEEDED FOR THE TEST. CONTRACTOR SHALL ALSO OBTAIN ALL PERMITS FOR WATER FROM HYDRANTS WHERE NECESSARY.
4. ALL CORROSION PROTECTION EQUIPMENT AND MATERIAL SHALL BE SUPPLIED BY KEYSPAN AND INSTALLED BY CONTRACTOR AS PER KEYSPAN SPECIFICATION CSP-5000.
5. ANY PROPOSED MODIFICATION OR DEVIATION FROM KEYSPAN STD. DWGS. AND SPECS FOR THE NEW MAIN INSTALLATIONS SHALL BE SUBMITTED IN WRITING WITH APPROPRIATE DETAILS TO ENGINEER (ENGINEER WILL FORWARD DETAILS TO KEYSPAN FOR COMMENTS).
6. MAIN CONNECTION OPENINGS ON BOTH SIDES OF BRIDGE SHALL BE EXCAVATED AND SHEETED BY CONTRACTOR. AFTER FINAL TIE-IN TO EXISTING MAIN IS COMPLETED BY KEYSPAN, MAIN CONNECTION OPENINGS SHALL BE BACKFILLED BY CONTRACTOR. (MAIN CONNECTION OPENINGS SHALL BE APPROX. 3.048m x 1.829m IN SIZE. LOCATION OF THESE OPENINGS TO BE DETERMINED IN FIELD UNDER THE DIRECTION OF THE ENGINEER IN CONCURRENCE WITH KEYSPAN REPRESENTATIVE).
7. A MINIMUM OF 2 THREADS MUST BE EXPOSED FROM FACE OF SUPPORT ROD NUTS.
8. CONTRACTOR SHALL GIVE KEYSPAN ADVANCE NOTICE OF THIRTY (30) WORKING DAYS PRIOR TO COMMENCING DEMOLITION OF BRIDGE. AT THIS TIME, KEYSPAN WILL RETIRE AND PURGE THE EXISTING GAS MAINS WHICH ARE TO BE ABANDONED. ABANDONED GAS MAINS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR WITHIN THE LIMITS OF THE STRUCTURE DEMOLITION AND WHERE IT INTERFERES WITH PROP. CONSTRUCTION.
9. CONTRACTOR SHALL GIVE KEYSPAN ADVANCE NOTICE OF THIRTY (30) WORKING DAYS SUCH THAT ALL MATERIALS WILL BE DELIVERED TO THE CONSTRUCTION SITE BY KEYSPAN.
10. CONTRACTOR SHALL GIVE KEYSPAN ADVANCE NOTICE OF 3 WORKING DAYS SUCH THAT ARRANGEMENTS CAN BE MADE TO HAVE ALL WELDED JOINTS RADIOGRAPHED (X-RAYING OF WELDS SHALL BE DONE BY KEYSPAN).
11. ALL FIELD COATINGS SHALL BE TESTED BY KEYSPAN. CORROSION SECTION AND DEFECTS REPAIRED BY CONTRACTOR AT NO ADDITIONAL COST. MAIN TO BE JEEP TESTED BY KEYSPAN PRIOR TO INSTALLATION IN CASING.
12. IF FINAL GRADE COVER IS LESS THAN 609.6mm PLATE MAIN AS PER KEYSPAN STD DWG MP-401.
13. DESIGN APPROVAL OF STRUCTURAL DETAILS REQUIRED TO SUPPORT GAS MAIN AND GAS MAIN ROLLER SUPPORT ASSEMBLY SHALL BE THE RESPONSIBILITY OF THE CONSULTANT.
14. GAS CARRYING PIPE SHALL BE PRITEC COATED STEEL PIPE.
15. EXISTING TEST BOX AND COVERS TO BE REUTILIZED. IF DAMAGED, KEYSPAN WILL SUPPLY NEW TEST BOX AND COVERS. STATION LOCATIONS FOR BOSTON BOX AND COVERS ARE APPROXIMATE.
16. ALL WELDED JOINTS, FORGED FITTINGS, OTHER SMOOTH FITTINGS AND COUPLINGS SHALL BE FIELD COATED AS PER KEYSPAN SPECS CSP-5053 AND CSP-5054 BY THE CONTRACTOR.

REFERENCE NOTES:
FOR ADDITIONAL INFORMATION AND DETAILS SEE KEYSPAN STD. DWGS. AND SPECS INDICATED BELOW

A-004 STEEL RODS AND LUGS FOR PRESSURE TEST ANCHORAGE OF COMPRESSION COUPLINGS 50.8mm - 304.8mm PIPE SIZES
A-010 PIPE END PREPARATION - WELDED CONSTRUCTION FOR PRESSURE TESTING OF MAINS AND SERVICES 50.8mm - 406.4mm PIPE SIZES
MS-501 GAS MAIN SUPPORT IN BRIDGE AND SLEEVE THROUGH ABUTMENT
MS-504 PIPE STAND AND HANGER SUPPORT DIMENSIONS FOR BRIDGES
MT-601 TRENCH WIDTHS FOR WELDING GAS MAINS
MT-602 SINGLE STAGE SHEETING FOR EXCAVATIONS TO 6.096m IN DEPTH
CA-001 ANODE INSTALLATION DETAILS FOR L.P. AND H.P. MAINS, CASINGS AND SERVICES
MP-401 PROTECTIVE PLATING AND SHIELDS FOR STEEL AND CAST IRON GAS MAINS

WPWS-001 - PIPE WELDING STANDARDS - GENERAL OVERVIEW

OTHER SPECIFICATIONS
MSP-1500, MSP-1650, MSP-1700, CSP-5000, CSP-5054, CSP-5053 AND CSP-5100

BIN 1055700
AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
PROPOSED GAS MAIN
DETAILS AND NOTES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
GM-2	AS SHOWN	NOV. 2002	REGION 11

HNTB

G.I. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ D.M. ____ ESTIMATED BY ____
IN CHARGE OF ____ L.N. ____ CHECKED BY ____ R.N. ____ DRAFTED BY ____ J.R.E. ____ CHECKED BY ____ R.N. ____

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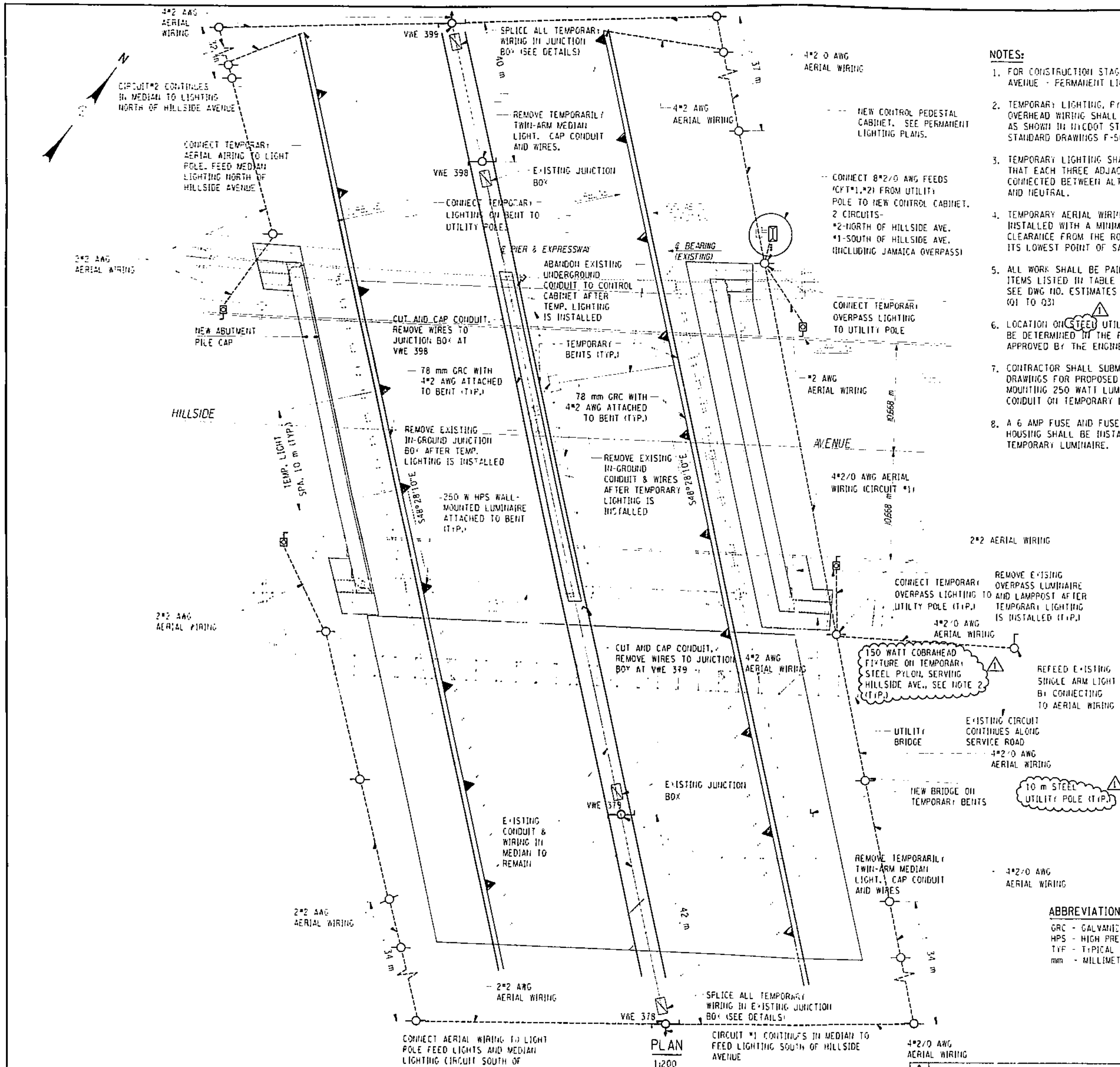

PLAN
1:200

NOTES:

1. FOR CONSTRUCTION STAGING, SEE HILLSIDE AVENUE - PERMANENT LIGHTING PLAN.
2. TEMPORARY LIGHTING, PYLON BASES, AND OVERHEAD WIRING SHALL BE CONSTRUCTED AS SHOWN IN NYCDOT STREET LIGHTING STANDARD DRAWINGS F-5005 & J-5226.
3. TEMPORARY LIGHTING SHALL BE WIRED SUCH THAT EACH THREE ADJACENT FIXTURES ARE CONNECTED BETWEEN ALTERNATED PHASES AND NEUTRAL.
4. TEMPORARY AERIAL WIRING SHALL BE INSTALLED WITH A MINIMUM VERTICAL CLEARANCE FROM THE ROAD OF 5m AT ITS LOWEST POINT OF SAG.
5. ALL WORK SHALL BE PAID UNDER THE ITEMS LISTED IN TABLE BELOW. FOR QUANTITY SEE DWG NO. ESTIMATES OF QUANTITIES. (Q1 TO Q3)
6. LOCATION ON STEEL UTILITY POLES SHALL BE DETERMINED IN THE FIELD AND AS APPROVED BY THE ENGINEER.
7. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR PROPOSED METHOD OF MOUNTING 250 WATT LUMINAIRES AND CONDUIT ON TEMPORARY BENT.
8. A 6 AMP FUSE AND FUSE HOUSING SHALL BE INSTALLED AT EACH TEMPORARY LUMINAIRE.

LEGEND

- AERIAL WIRING
- REMOVE EXISTING CONDUIT
- CONDUIT, SIZE AS NOTED
- ROADWAY-TYPE CONCRETE BOX, SIZE AS NOTED
- A — 7.6 ALUMINUM LAMPPOST WITH 2.4 ARM AND HPS COBRAHEAD LUMINAIRE
- C — 250 W HPS UNDERDECK LUMINAIRE, MOUNTED 4.5 M ABOVE GRADE (LETTER DENOTES PHASE)
- TEMPORARY STEEL PYLON MOUNTED 250 WATT COBRAHEAD LUMINAIRE
- CONTROL CABINET - 208 120 V, 3 PHASE, 4-WIRE
- TEMPORARY STEEL UTILITY POLE (10 METER MINIMUM ABOVE GRADE)

ITEM NO.	DESCRIPTION
670.2003 M	GALVANIZED STEEL CONDUIT, 2 NPS
670.2004 M	GALVANIZED STEEL CONDUIT, 3 NPS
670.2005 M	GALVANIZED STEEL CONDUIT, 4 NPS
11660.0907 M	CONCRETE ROADWAY BOX, 460x305
11660.0909 M	CONCRETE ROADWAY BOX, 760x460
11660.0911 M	CONCRETE ROADWAY BOX, 910x610
11661.0302 M	INSULATED CONDUCTOR, NO 12
11661.0303 M	INSULATED CONDUCTOR, NO. 10
11661.0305 M	INSULATED CONDUCTOR, NO. 6
11661.0308 M	INSULATED CONDUCTOR, NO. 2/0
11661.1593 M	TEMPORARY LIGHT POLE
11661.1793 M	REMOVE TEMPORARY LIGHT POLE
670.0118 M	FOUNDATION FOR LIGHT STANDARD, 1.8 METERS LONG
10644.43 M	SIGNLIGHT LUMINAIRE (175W METAL HALIDE)
670.90 M	RELOCATE LAMPPOST ASSEMBLY
11670.112505 M	ALUMINUM LAMPOST CONSISTING OF 7.6M SHAFT AND 2.4 M ARM
11670.112519 M	ALUMINUM LAMPOST CONSISTING OF 7.6M SHAFT
670.2505 M	FLEXIBLE CONDUIT, 2 NPS
11670.2599 M	REMOVE CONDUIT
11670.4070 M	CONTROL CABINET ON CONCRETE PEDESTAL
11670.410912 M	GALV. STEEL NEMA 4 JUNCTION BOX, S. MT, 457mm×305mmx254mm
670.501225 M	LUMINAIRE, HPS VAPOR, STD MOUNT, MED SEMI CUTOFF, 250 WATTS
670.501215 M	LUMINAIRE, HPS VAPOR, STD MOUNT, MED SEMI CUTOFF, 150 WATTS
11670.512115 M	PENDANT UNDERDECK LUMINAIRE WITH 250 W HPS LAMP
~~11670.60 M~~	~~PHOTOELECTRIC CONTROLS~~
619.16 M	MAINTAIN TRAFFIC SIGNAL EQUIPMENT

ABBREVIATIONS

GRC - GALVANIZED RIGID CONDUIT
HPS - HIGH PRESSURE SODIUM
TYP - TYPICAL
mm - MILLIMETER

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	203A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 203

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E. TEMPORARY LIGHTING PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
EL-1	AS NOTED	NOV. 2002	REGION 11

1	REVISION FROM WOOD TO STEEL POLE	8-11-03

HNTB

IN CHARGE OF | G.L. DESIGNED BY | M.G. CHECKED BY | A.J. ESTIMATED BY | M.G. CHECKED BY | AB DRAFTED BY | S.L.P. CHECKED BY | M.G.

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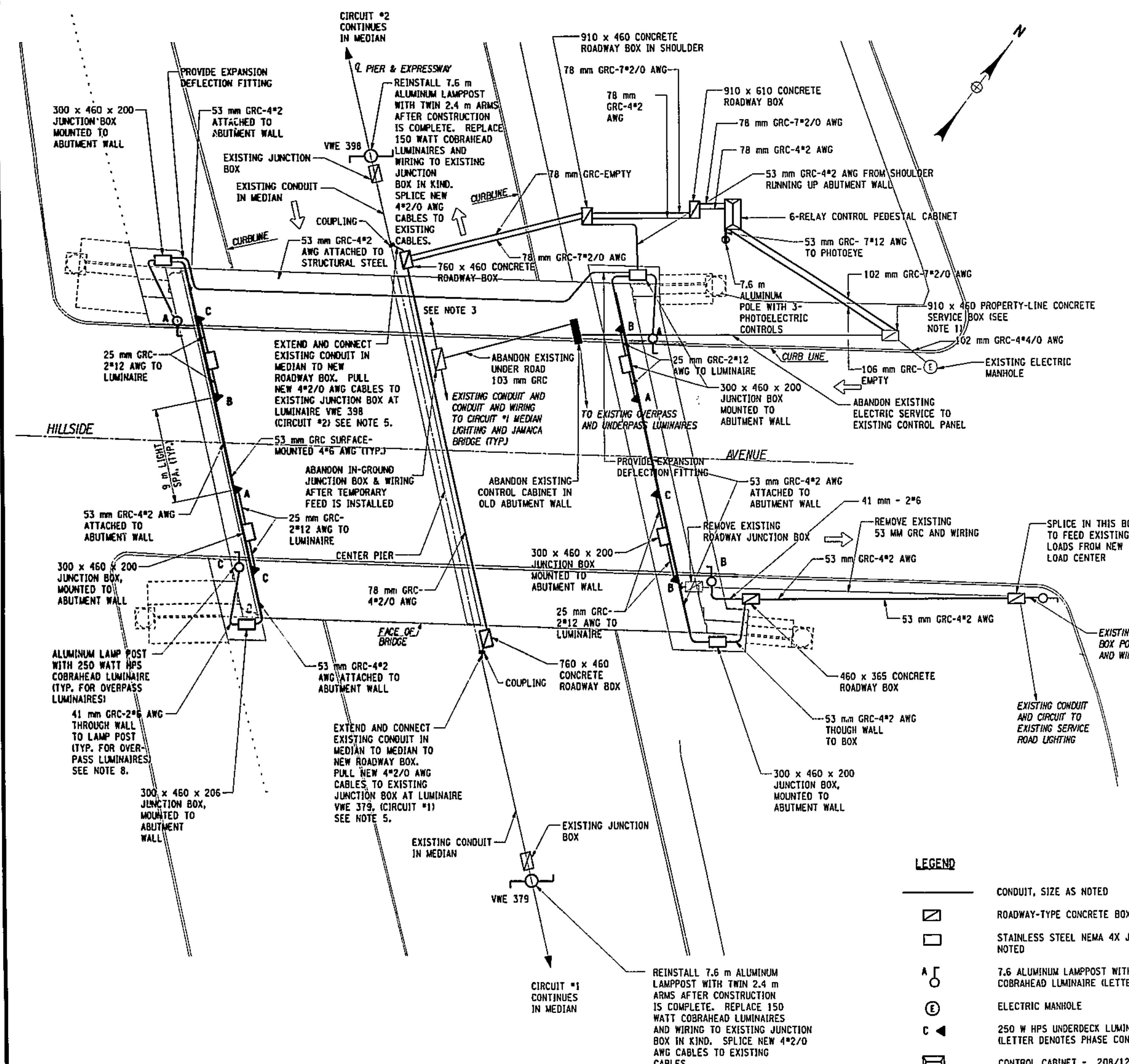
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	204	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



PLAN
1:200

ABBREVIATIONS

GRC - GALVANIZED RIGID CONDUIT
HPS - HIGH PRESSURE SODIUM
TYP - TYPICAL
mm - MILLIMETER
P.E.C. - PHOTO ELECTRIC CONTROL

NOTES

1. CABLES SHALL BE PULLED FROM THE NEW CONTROL CABINET TO THE CONCRETE SERVICE BOX. SPLICES IN THE BOX SHALL BE BY THE UTILITY COMPANY.
2. FOR TEMPORARY LIGHTING, SEE TEMPORARY LIGHTING PLAN.
3. EXISTING CONDUIT AND WIRING TO CIRCUIT #2 VANWYCK MEDIAN LIGHTING.
4. EXISTING OVERPASS AND UNDERPASS LIGHTING, BOXES AND CONDUIT NOT SHOWN FOR CLARITY. CONTRACTOR SHALL REMOVE ALL EXISTING OVERPASS AND UNDERPASS LIGHTING, BOXES AND CONDUIT.
5. FOR INSTALLATION DETAILS OF CONCRETE ROADWAY BOXES TO BE INSTALLED NEAR MEDIAN, SEE STRUCTURAL DRAWINGS.
6. UNDERPASS LUMINAIRES, EXPOSED CONDUIT, AND BOXES SHALL BE MOUNTED AS HIGH AS POSSIBLE ON ABUTMENT WALL. MINIMUM HEIGHT FROM LUMINAIRE TO ROAD SHALL BE 4.5 METERS.
7. EXPANSION DEFLECTION FITTINGS SHALL BE PROVIDED AND INSTALLED WHERE CONDUIT CROSSES EXPANSION JOINT ON BRIDGE OVERPASS/ABUTMENT INTERFACE.
8. CONDUIT ROUTING THROUGH CONCRETE IS DIAGRAMMATIC. SEE STRUCTURAL DRAWINGS FOR DETAILS.

HILLSIDE AVENUE LIGHTING STAGING

1. CONSTRUCT NEW 6-RELAY CONTROL PEDESTAL CABINET AND ESTABLISH SERVICE AS SHOWN IN PLANS.
2. INSTALL WOOD UTILITY POLES AND AERIAL CABLES FROM CONTROL CABINET TO LIGHT POLES VWE 399 AND 378. SPLICE AERIAL CABLES TO EXISTING MEDIAN LIGHTING CIRCUITS #2 (NORTH OF HILLSIDE AVENUE) AND #1 (SOUTH OF HILLSIDE AVENUE) IN THE MEDIAN JUNCTION BOXES OF VWE399 AND VWE 378 RESPECTIVELY.
3. CONNECT AERIAL WIRING TO EXISTING LIGHTING CIRCUIT ON SERVICE ROAD EAST OF HILLSIDE AVENUE. (SEE TEMPORARY LIGHTING PLAN)
4. INSTALL TEMPORARY UNDERDECK LIGHTING ON BENTS AND ON EXISTING OVERPASS AND CONNECT AERIAL WIRING. (SEE TEMPORARY LIGHTING PLAN)
5. ABANDON EXISTING CONTROL CABINET IN ABUTMENT WALL, CONDUIT UNDER ROAD TO EXISTING ROADWAY BOX NEAR THE CENTER PIER, CONDUITS IN EXISTING BRIDGE STRUCTURE, AND EXISTING UNDERPASS LUMINAIRES. CUT AND CAP CONDUIT AND REMOVE WIRES IN MEDIAN BARRIER NEAR EDGES OF CENTER PIER (SEE TEMPORARY LIGHTING PLAN). REMOVE CONDUIT AND WIRING RUNNING UNDER ROAD PARALLEL TO CENTER PIER.
6. REMOVE EXISTING OVERPASS LUMINAIRES AND THE TWIN-ARMED MEDIAN LUMINAIRES NEAREST THE BRIDGE. RETAIN POLES, LUMINAIRES, AND HARDWARE FOR REINSTALLATION AFTER BRIDGE IS REPLACED.
7. AFTER NEW BRIDGE, ABUTMENTS, AND PIER ARE IN PLACE, INSTALL CONCRETE ROADWAY BOXES IN SHOULDER AND MEDIAN, PERMANENT WALL-MOUNTED LUMINAIRES, OVERPASS LUMINAIRES, CONDUIT, BOXES, AND WIRING AS SHOWN IN PERMANENT LIGHTING PLANS.
8. REINSTALL TWIN-ARMED MEDIAN LAMPPOSTS AFTER OLD BRIDGE IS DEMOLISHED.
9. REMOVED TEMPORARY LIGHTING FROM BENTS AND OVERPASS.
10. REMOVE WOOD UTILITY POLES AND AERIAL WIRING.

LEGEND

Symbol	Description
(line)	CONDUIT, SIZE AS NOTED
(box with diagonal)	ROADWAY-TYPE CONCRETE BOX, SIZE AS NOTED
(rectangle)	STAINLESS STEEL NEMA 4X JUNCTION BOX, SURFACE-MOUNTED ON WALL, SIZE AS NOTED
A	7.6 ALUMINUM LAMPPOST WITH 2.4 ARM AND HPS COBRAHEAD LUMINAIRE (LETTER DENOTES PHASE CONNECTION)
E	ELECTRIC MANHOLE
C ◀	250 W HPS UNDERDECK LUMINAIRE, MOUNTED 4.5 M ABOVE GRADE (LETTER DENOTES PHASE CONNECTION)
(cabinet)	CONTROL CABINET - 208/120 V, 3 PHASE, 4-WIRE
P	PHOTOELECTRIC CONTROLS ON 7.6 m POLE

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
PERMANENT LIGHTING PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	
EL-2	AS NOTED	NOV. 2002	REGION 11

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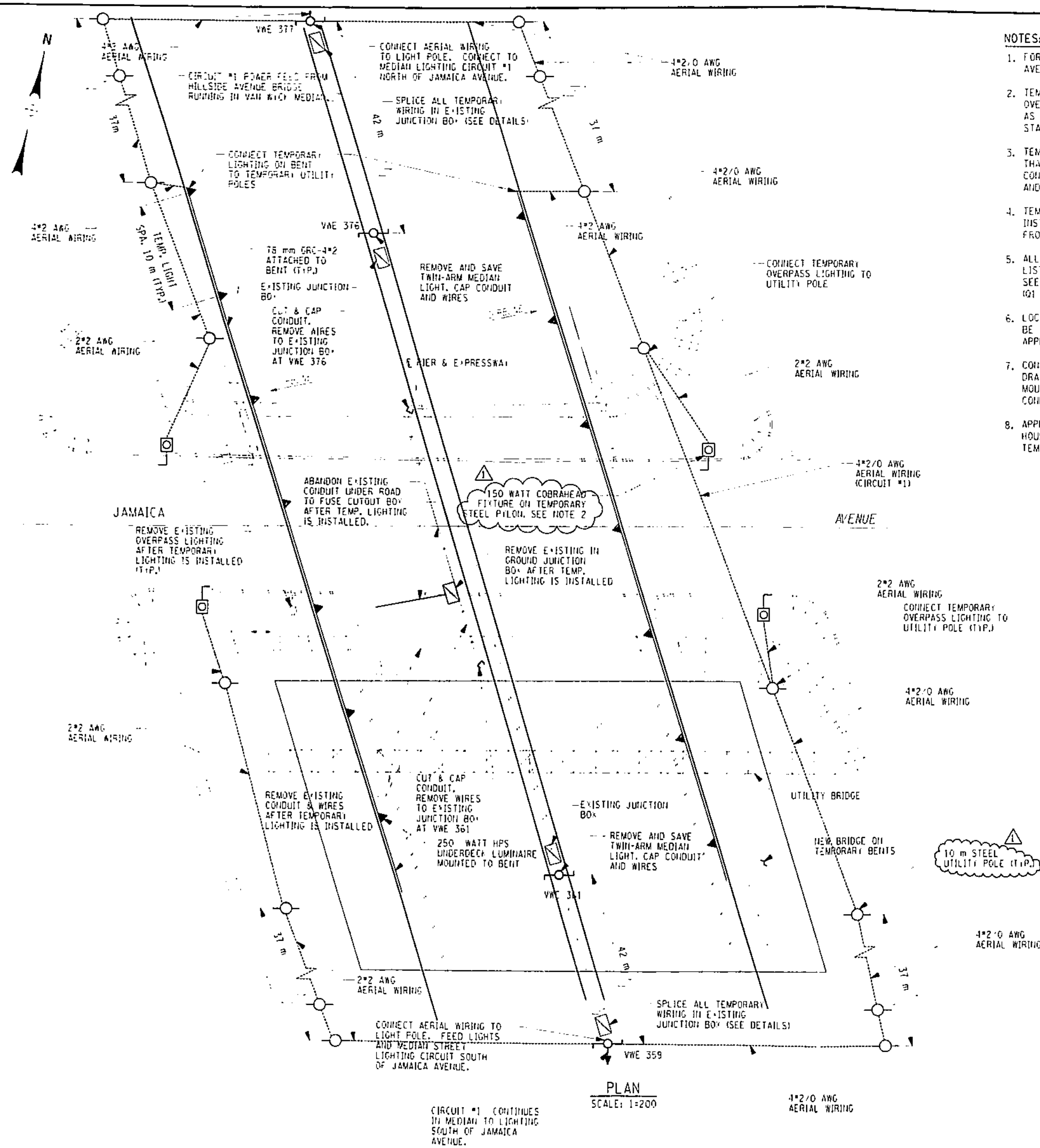
USER = JEllo

IN CHARGE OF | G.L. | DESIGNED BY | M.G. | CHECKED BY | A.B. | ESTIMATED BY | M.G. | CHECKED BY | AB | DRAFTED BY | S.L.P. | CHECKED BY | M.G.



PLAN
SCALE: 1=200

NOTES:

1. FOR CONSTRUCTION STAGING, SEE HILLSIDE AVENUE - PERMANENT LIGHTING PLAN.
2. TEMPORARY LIGHTING, PYLON BASES, AND OVERHEAD WIRING SHALL BE CONSTRUCTED AS SHOWN IN NYCDOT STREET LIGHTING STANDARD DRAWINGS F-5005 & J-5226 SH.1.
3. TEMPORARY LIGHTING SHALL BE WIRED SUCH THAT EACH THREE ADJACENT FIXTURES ARE CONNECTED BETWEEN ALTERNATE PHASES AND NEUTRAL.
4. TEMPORARY AERIAL WIRING SHALL BE INSTALLED WITH A MINIMUM VERTICAL CLEARANCE FROM THE ROAD OF 5m.
5. ALL WORK SHALL BE PAID UNDER THE ITEMS LISTED IN TABLE BELOW. FOR QUANTITY SEE DWG NO. ESTIMATES OF QUANTITIES. (Q1 TO Q3)
6. LOCATION OF STEEL UTILITY POLES SHALL BE DETERMINED IN THE FIELD AND AS APPROVED BY THE ENGINEER.
7. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR PROPOSED METHOD OF MOUNTING 250 WATT LUMINAIRES AND CONDUIT ON TEMPORARY BENTS.
8. APPROPRIATELY SIZED FUSE AND FUSE HOUSING SHALL BE INSTALLED AT EACH TEMPORARY LUMINAIRE.

LEGEND

- AERIAL WIRING
- REMOVE EXISTING CONDUIT
- CONDUIT, SIZE AS NOTED
- A: 7.6 ALUMINUM LAMPPOST WITH 2.4 ARM AND HPS COBRAHEAD LUMINAIRE
- E: ELECTRIC MANHOLE
- C: 250 W HPS UNDERDECK LUMINAIRE, MOUNTED 4.5 M ABOVE GRADE (LETTER DENOTES PHASE)
- TEMPORARY STEEL PYLON MOUNTED 250 WATT COBRAHEAD LUMINAIRE
- TEMPORARY STEEL UTILITY POLE (10 METER MINIMUM ABOVE GRADE)

ITEM NO.	DESCRIPTION
670.2003 M	GALVANIZED STEEL CONDUIT, 2 NPS
670.2004 M	GALVANIZED STEEL CONDUIT, 3 NPS
670.2005 M	GALVANIZED STEEL CONDUIT, 4 NPS
11660.0907 M	CONCRETE ROADWAY BOX, 460x305
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11660.0911 M	CONCRETE ROADWAY BOX, 910x610
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11661.0303 M	INSULATED CONDUCTOR, NO. 10
11661.0305 M	INSULATED CONDUCTOR, NO. 6
11661.0308 M	INSULATED CONDUCTOR, NO. 2 0
11661.1593 M	TEMPORARY LIGHT POLE
11661.1793 M	REMOVE TEMPORARY LIGHT POLE
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10644.43 M	SIGNLIGHT LUMINAIRE (175W METAL HALIDE)
670.90 M	RELOCATE LAMPPOST ASSEMBLY
11670.112505 M	ALUMINUM LAMPOST CONSISTING OF 7.6M SHAFT AND 2.4 M ARM
11670.112519 M	ALUMINUM LAMPOST CONSISTING OF 7.6M SHAFT
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11670.2593 M	REMOVE CONDUIT
11670.4070 M	CONTROL CABINET ON CONCRETE PEDESTAL
11670.410912 M	GALV. STEEL NEMA 4 JUNCTION BOX, S. MT. 457mmx305mmx254mm
670.501225 M	LUMINAIRE, HPS VAPOR, STD MOUNT, MED SEMI CUTOFF, 250 WATTS
670.501215 M	LUMINAIRE, HPS VAPOR, STD MOUNT, MED SEMI CUTOFF, 150 WATTS
11670.512115 M	PENDANT UNDERDECK LUMINAIRE WITH 250 W HPS LAMP
11670.60 M	PHOTOELECTRIC CONTROLS

ABBREVIATIONS

GRC - GALVANIZED RIGID CONDUIT
HPS - HIGH PRESSURE SODIUM
TYP - TYPICAL
mm - MILLIMETER
P.E.C. - PHOTO ELECTRIC CONTROL

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	205A1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES SHEET 205

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
TEMPORARY LIGHTING PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

1 REVISION FROM WOOD TO STEEL POLE 8-11-03

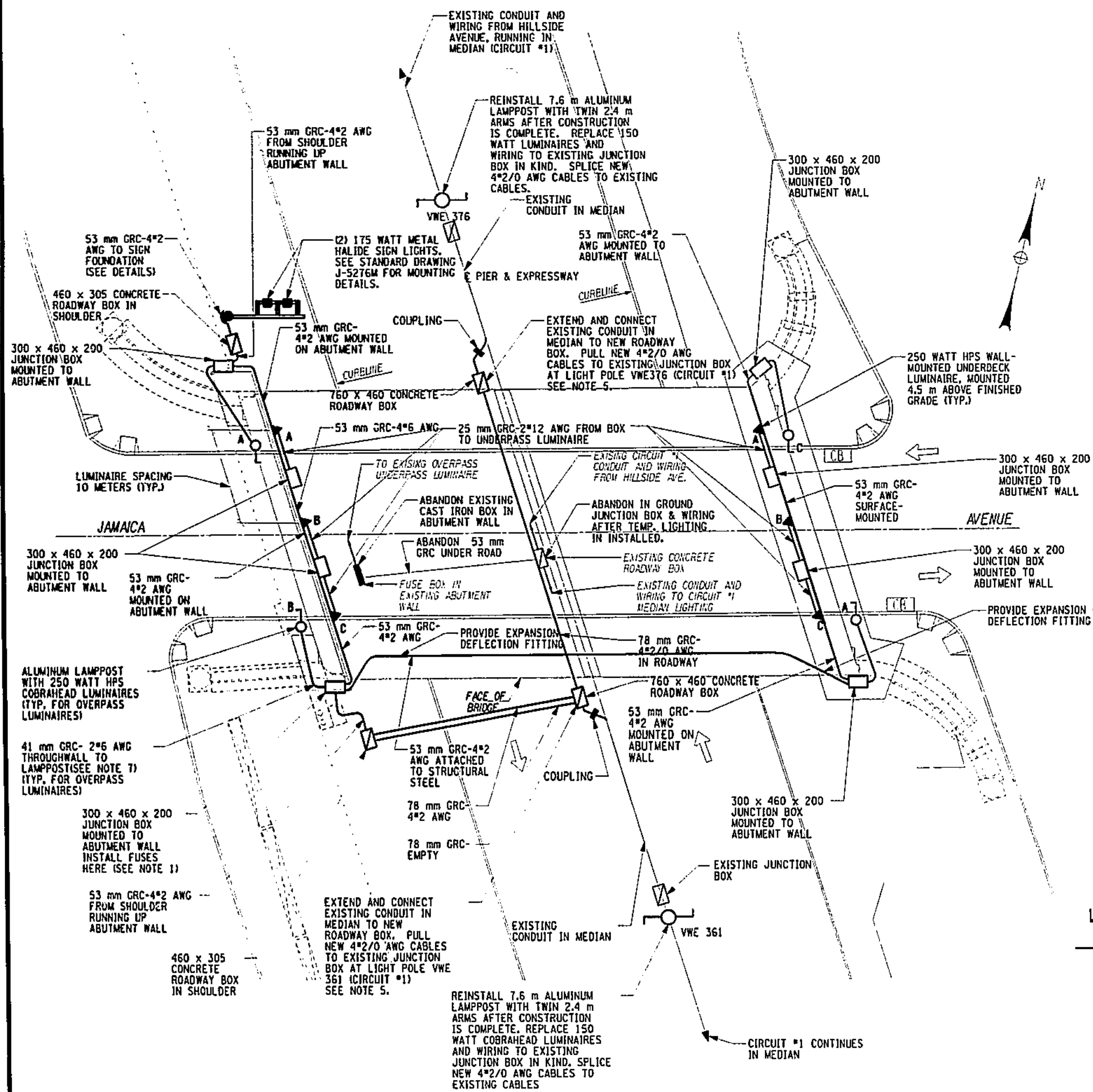
HNTB

DRAWING NO.	SCALE	DATE	
EL 3	AS SHOWN	NOV. 2002	REGION 11

5/5

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	206	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



PLAN
SCALE: 1=200

ABBREVIATIONS

GRC - GALVANIZED RIGID CONDUIT
HPS - HIGH PRESSURE SODIUM
TYP - TYPICAL
mm - MILLIMETER

JAMAICA AVENUE PERMANENT LIGHTING - NOTES

1. THREE 30 AMP FUSES (ONE PER PHASE) SHALL BE PLACED IN LINE WITH ALL LIGHTING CIRCUITS IN THE JUNCTION BOX. MOUNTED TO THE SOUTHWEST CORNER ABUTMENT WALL.
2. FOR TEMPORARY LIGHTING, SEE TEMPORARY LIGHTING PLAN.
3. EXISTING OVERPASS AND UNDERPASS LIGHTING, BOXES AND CONDUIT NOT SHOWN FOR CLARITY.
4. FUSES FOR UNDERPASS LUMINAIRES SHALL BE INSTALLED IN THE JUNCTION BOXES MOUNTED TO ABUTMENT WALLS.
5. FOR INSTALLATION DETAILS OF CONCRETE ROADWAY BOXES TO BE INSTALLED NEAR MEDIAN, SEE STRUCTURAL DRAWINGS.
6. EXPANSION DEFLECTION FITTINGS SHALL BE PROVIDED AND INSTALLED WHERE CONDUIT CROSSES EXPANSION JOINT ON BRIDGE OVERPASS/ABUTMENT INTERFACE.
7. CONDUIT ROUTING THROUGH CONCRETE IS DIAGRAMMATIC. SEE STRUCTURAL DRAWINGS FOR DETAILS.

JAMAICA AVENUE LIGHTING STAGING

1. INSTALL WOOD UTILITY POLES AND AERIAL CABLES FROM LIGHT POLES VWE 377 TO VWE 359. SPLICE AERIAL CABLES TO EXISTING MEDIAN LIGHTING CIRCUIT #1 IN THE MEDIAN JUNCTION BOXES OF VWE 377 AND VWE 359.
2. INSTALL TEMPORARY UNDERDECK LIGHTING ON BENTS AND ON EXISTING OVERPASS AND CONNECT AERIAL WIRING. (SEE TEMPORARY LIGHTING PLAN)
3. ABANDON EXISTING CUTOUT BOX IN ABUTMENT WALL CONDUIT UNDER ROAD TO EXISTING ROADWAY BOX NEAR THE CENTER PIER, CONDUITS IN EXISTING BRIDGE STRUCTURE, AND EXISTING UNDERPASS LUMINAIRES. CUT AND CAP CONDUIT AND REMOVE WIRES IN MEDIAN BARRIER NEAR EDGES OF CENTER PIER (SEE TEMPORARY LIGHTING PLAN). REMOVE CONDUIT AND WIRING RUNNING UNDER ROAD PARALLEL TO CENTER PIER.
4. REMOVE EXISTING OVERPASS LUMINAIRES AND THE TWIN-ARMED MEDIAN LUMINAIRES NEAREST THE BRIDGE. RETAIN POLES, LUMINAIRES, AND HARDWARE FOR REINSTALLATION AFTER BRIDGE IS REPLACED.
5. AFTER NEW BRIDGE, ABUTMENTS, AND PIER ARE IN PLACE, INSTALL CONCRETE ROADWAY BOXES IN SHOULDER AND MEDIAN, PERMANENT WALL-MOUNTED LUMINAIRES, OVERPASS LUMINAIRES, CONDUIT, BOXES, AND WIRING AS SHOWN ON PERMANENT LIGHTING PLAN.
6. AFTER SIGN STRUCTURE IS COMPLETE, INSTALL JUNCTION BOX, CONDUIT, AND SIGN LUMINAIRES AS SHOWN ON PERMANENT LIGHTING PLAN.
7. REINSTALL TWIN-ARMED MEDIAN LAMPPOSTS AFTER OLD BRIDGE IS DEMOLISHED.
8. REMOVE TEMPORARY LIGHTING FROM BENTS AND OVERPASS.
9. REMOVE WOOD UTILITY POLES AND AERIAL WIRING.

LEGEND

- CONDUIT, SIZE AS NOTED
- ROADWAY-TYPE CONCRETE BOX, SIZE AS NOTED
- STAINLESS STEEL NEMA 4X JUNCTION BOX, SURFACE-MOUNTED ON WALL, SIZE AS NOTED.
- A — 7.6 ALUMINUM LAMPPOST WITH 2.4 ARM AND HPS COBRAHEAD LUMINAIRE (LETTER DENOTES PHASE CONNECTION)
- Ⓔ ELECTRIC MANHOLE
- C — 250 W HPS UNDERDECK LUMINAIRE, MOUNTED 4.5 M ABOVE GRADE (LETTER DENOTES PHASE CONNECTION)

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE

JAMAICA AVENUE OVER V.W.E.
PERMANENT LIGHTING PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

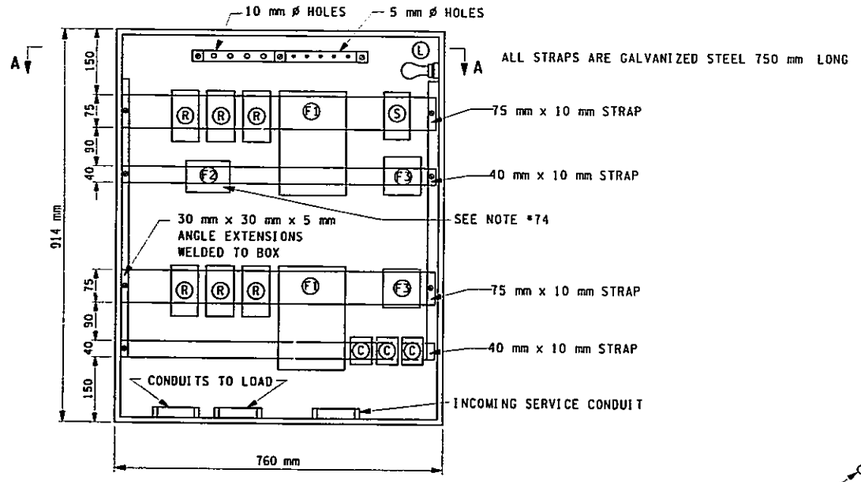
HNTB

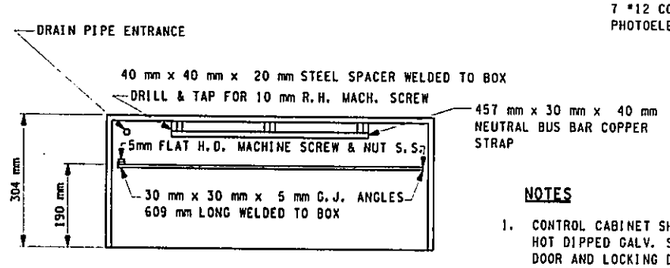
DRAWING NO.	SCALE	DATE	
EL-4	AS SHOWN	NOV. 2002	REGION 11

IN CHARGE OF ___ G.L. ___ DESIGNED BY ___ M.G. ___ CHECKED BY ___ A.B. ___ ESTIMATED BY ___ M.G. ___ CHECKED BY ___ AB ___ DRAFTED BY ___ S.L.P. ___ CHECKED BY ___ M.G.

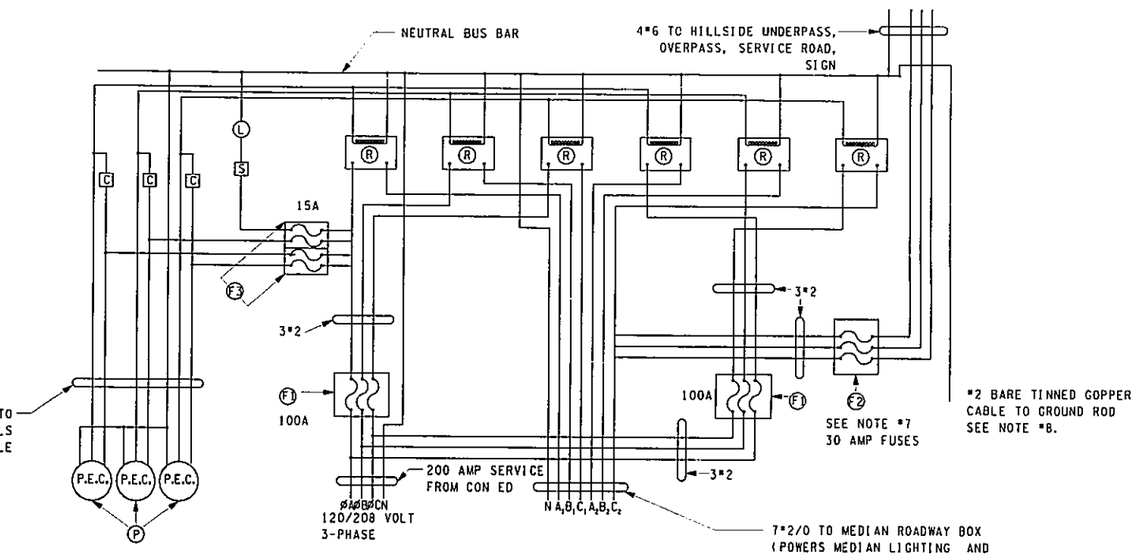
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	207	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY





SECTION A-A



NOTES

1. CONTROL CABINET SHALL BE 914 mm x 760 mm x 304 mm HOT DIPPED GALV. STEEL NEMA 4 ENCLOSURE WITH HINGED DOOR AND LOCKING DEVICE AS PER BEC STANDARD DWG. D-5007. CABINET AS PER HOFFMAN CAT. *A363012 OR EQUAL.
2. FOR METHOD OF MOUNTING OF CABINET ON POLE, GROUNDING AND WIRING TO SERVICE SEE BEC DWG. NO. H-3009.
3. FOR SERVICE MOUNTING OF CABINET AND DOOR DETAIL SEE BEC DWG. 3370.
4. FOR FLUSH MOUNTING OF CABINETS AND DOOR DETAIL SEE BEC DWG. H-2803.
5. FOR PEDESTAL MOUNTING ON CABINETS SEE BEC DWG. H-5078A SH. 2OF2.
6. P.E.C.'S TO BE INSTALLED ON NEAREST LIGHT POLES OR AS CALLED FOR ON PLANS.
7. CONTRACTOR SHALL FURNISH AND INSTALL WEATHER-PROOF PHENOLIC NAMEPLATE WITH LEGEND "INSTALL 30 AMP FUSE ONLY" IN CONSPICUOUS LOCATION NEAR FUSE F2 IN THE CONTROL CABINET. NAMEPLATE SHALL HAVE LETTERING OF MINIMUM HEIGHT 10 mm.
8. CONTRACTOR SHALL FURNISH AND INSTALL GROUNDING BUSHING AT SERVICE ENTRANCE TO CONTROL CABINET. FURNISH AND INSTALL GROUND WIRE AND BOND NEUTRAL TO CABINET.
9. ALL WIRES SHALL BE *10 UNLESS OTHERWISE NOTED.

ELECTRICAL EQPT TO BE FURNISHED & INSTALLED

(CABINETS, BOXES, CONDUIT & WIRING NOT LISTED)

(R) 120 VAC. 100 AMPS, SINGLE POLE NORMALLY OPENED MERCURY RELAY MDI CAT. NO. 100-120A. DURAKOOL, MAGNECRAFT OR EQUAL.

(F1) FUSE CUTOUT WITH 3-100 AMP FUSES BUSSMAN CAT. NO. 1B0041, OR GENERAL ELECTRIC & LEVITON OR EQUAL.

(L) PORCELAIN RECEPTACLE WITH 15 WATT INCANDESCENT LAMP, HUBBELL CAT. NO. 50715, GENERAL ELECTRIC, LEVITON OR EQUAL.

(F2) FUSE COUTOUT WITH 3-60 AMP FUSES. BRYANT CAT. NO. 1924, GENERAL ELECTRIC, LEVITON OR EQUAL.

(F3) FUSE CUTOUT WITH 2-15 AMP FUSES. BRYANT CAT. NO. 1917, GENERAL ELECTRIC, LEVITON OR EQUAL.

(S) 1 GANG NON-METALLIC SWITCH BOX AND COVER PLATE WITH 1 SPST SWITCH FOR 15 WATT LAMP IGA-19, ASCO, DURAKOOL OR EQUAL.

(P) SOLID STATE FAIL-OFF PHOTO ELECTRIC CONTROL A.L.R., FISHER-PIERCE, SELCO OR EQUAL. SEE NOTE *6

(C) 12 HOURS TIME, HIGH LINE CAT. NO. 12-13-33, INTERMATIC, BOLT ELECTRIC OR EQUAL.

AS BUILT REVISIONS

SIGNATURE DATE

WIRING DIAGRAM

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

HNTB

DRAWING NO.	SCALE	DATE	REGION 11
EL-5		NOV. 2002	

IN CHARGE OF G.L. DESIGNED BY M.G. CHECKED BY A.B. ESTIMATED BY M.G.
DRAFTED BY A.B. CHECKED BY S.L.P.
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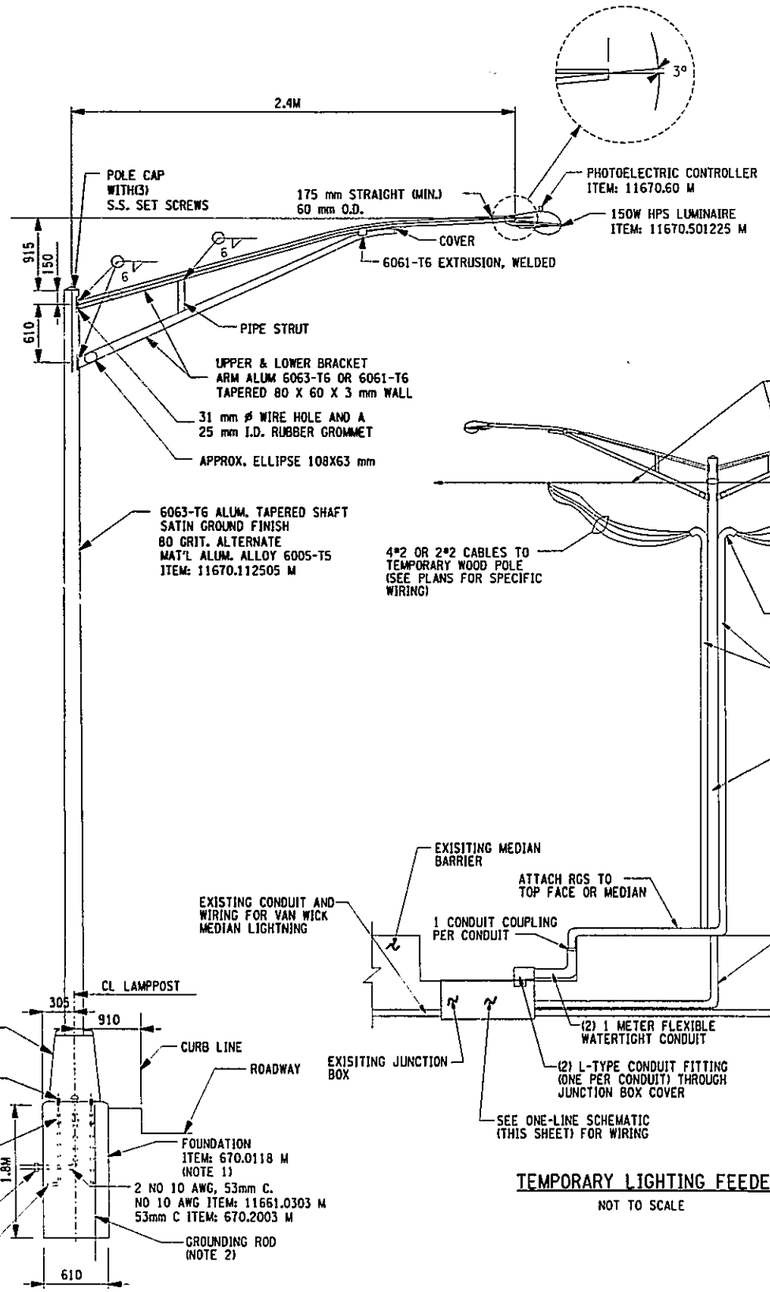
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	208	211

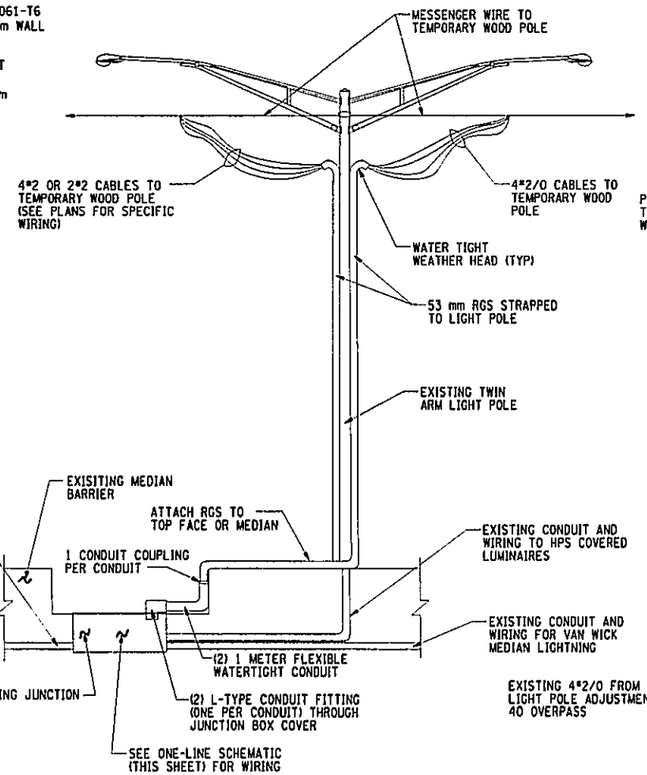
HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

NOTES:

1. SEE STANDARD DRAWING E-3788M FOR FOUNDATION DETAILS.
2. SEE STANDARD DRAWING H-5019M FOR GROUNDING ROD DETAILS.
3. SEE STANDARD DRAWING J-5218M FOR TRANSFORMER BASE DETAILS.
4. FOR ADDITIONAL LIGHTING DETAILS, SEE NYCDOT STREETLIGHTING STANDARD DRAWINGS H-5244.
5. NEW WOODEN POLE INSTALLED IN STAGE I SHALL HAVE A 1.83M ARM. NEW WOODEN POLES INSTALLED IN STAGE II SHALL HAVE 1.22M ARMS.



LIGHTING STANDARD
NOT TO SCALE



TEMPORARY LIGHTING FEEDER
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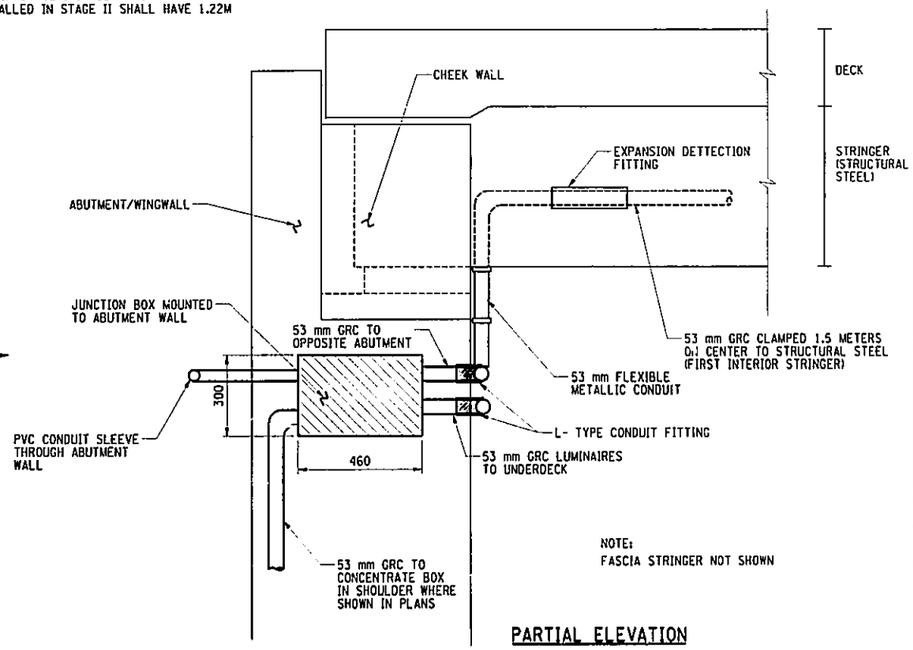

NOTE:
FASCIA STRINGER NOT SHOWN

PARTIAL ELEVATION
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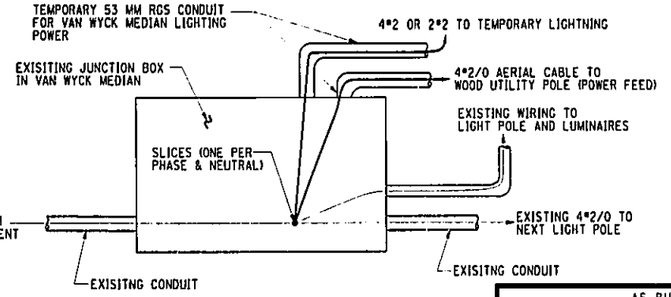

NOTES: (TEMPORARY LIGHTING)

1. TEMPORARY FEEDER INSTALLATION TYPICAL FOR LUMINAIRES VNE 361,376,378,398 CONSULT PLANS FOR ACTUAL WIRING AND CONSTRUCTION STAGING.
2. TEMPORARY WOOD POLES ON EITHER SIDE OF THE VAN WYCK SHALL BE IN LINE WITH EACH OTHER AND THE MEDIAN LIGHT POLE.
3. NO HOLES SHALL BE PERMITTED TO BE DRILLED IN THE LIGHT POLE.
4. TEMPORARY WIRING SHALL HAVE A MINIMUM OF 1 METER SLACK TO ALLOW OPENING TO JUNCTION BOX COVER.

—— = EXISTING WIRING (THIN LINE)
—— = NEW TEMPORARY WIRING (THICK LINE)

TEMPORARY MEDIAN LIGHTING ONE-LINE SCHEMATIC
NOT TO SCALE

LIGHTING DETAILS

AS BUILT REVISIONS

SIGNATURE DATE

MISCELLANEOUS ELECTRICAL DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION
EL-6		NOV. 2002	11

HNTB

M.G. ____ CHECKED BY ____ A.B. ____ DRAFTED BY ____ S.L.P. ____ CHECKED BY ____ M.G. ____ DESIGNED BY ____ G.L. ____ IN CHARGE OF ____

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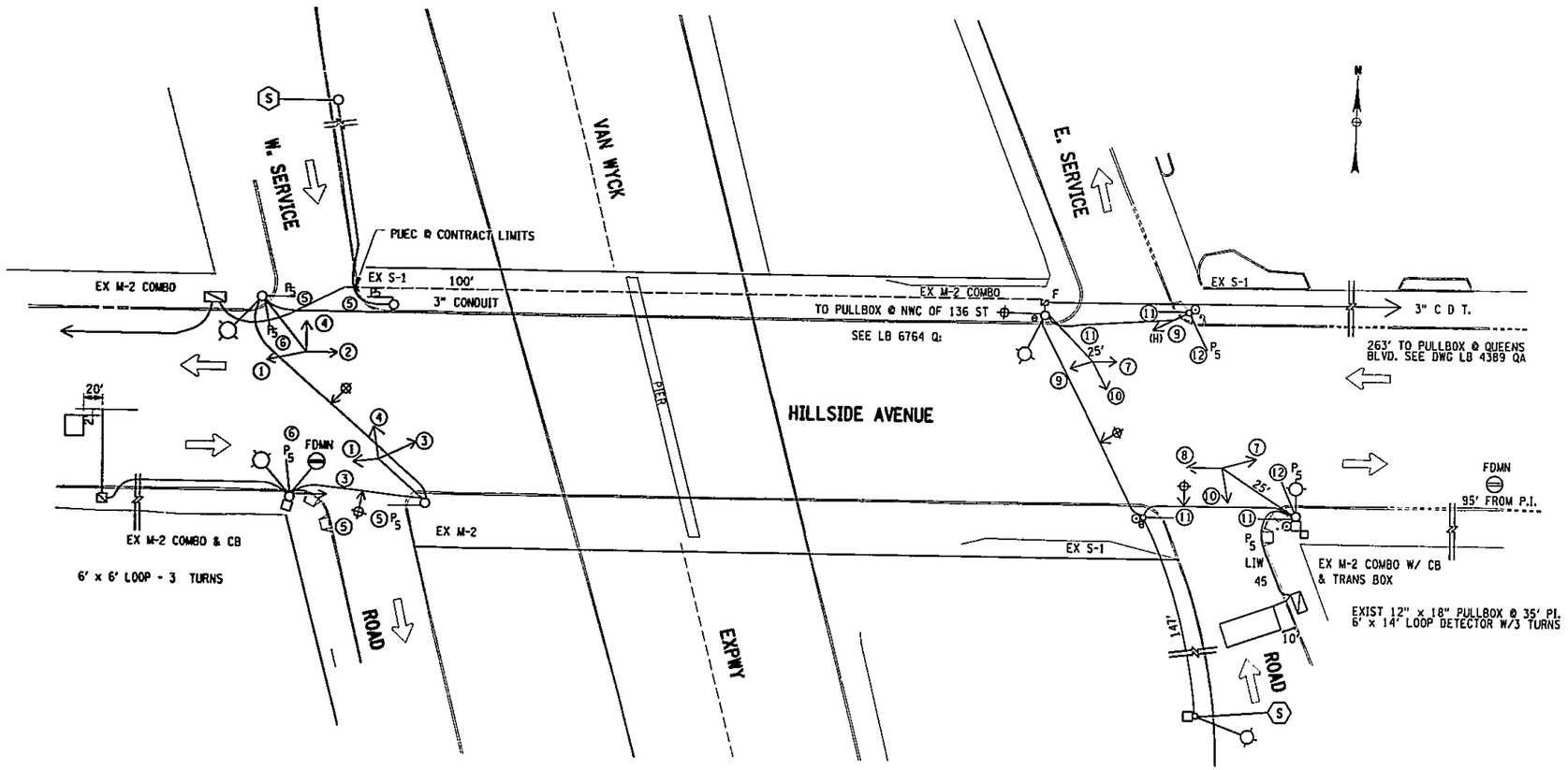
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	209	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY



WEST SERVICE ROAD	1	2	3	4	5	6	OFFSET 47%	120 SEC. CYC %
	R	R	R	R	DW	DW		
	A	A	A	A	WK	WK		
	G	G	G	G				
			12' G					
ø A	G	G	G	R	WK	DW		25
PED CL	G	G	G	R	FL DW	DW		8
CL	A	G	G	R	DW	DW		3
CL	R	G	G	R	DW	DW		2
ø B	R	G	G	R	DW	DW		7
CL	R	A	A	R	DW	DW		3
CL	R	R	R	R	DW	DW		2
ø C	R	R	R	G	DW	WK		30
PED CL	R	R	R	G	DW	FL DW		15
CL	R	R	R	A	DW	DW		3
CL	R	R	R	R	DW	DW		2

EAST SERVICE ROAD	7	8	9	10	11	12	OFFSET 47%	120 SEC. CYC %
	R	R	R	R	DW	DW		
	A	A	A	A	WK	WK		
	G	G	G	G				
			12' G					
ø A	G	G	G	R	WK	DW		25
PED CL	G	G	G	R	FL DW	DW		8
CL	A	G	G	R	DW	DW		3
CL	R	G	G	R	DW	DW		2
ø B	R	G	G	R	DW	DW		7
CL	R	A	A	R	DW	DW		3
CL	R	R	R	R	DW	DW		2
ø C	R	R	R	G	DW	WK		30
PED CL	R	R	R	G	DW	FL DW		15
CL	R	R	R	A	DW	DW		3
CL	R	R	R	R	DW	DW		2

LEGEND

	PROPOSED	EXISTING		
SIGNAL FACE	▶	→	LOUVERS	▶▶
PED SIGNAL	P 5	P 5	LONG VISORS	▶▶
SIGNAL POST	●	○	MOUTH FACE AT 14'	H
PUSHBUTTON	⊙ PB	⊙ PB	HYDRANT	
CONTROL BOX	■	□	TREE	
STREET LIGHT	●—○	○—○	EL COLUMN	I
PULLBOX	◪	◪	SERVICE POINT	F
WOODPOLE	● WP	○ WP	2WIRES FOR ST.LT.	—→
2" CONDUIT	——	——	CATCH BASIN	
OVERHEAD CABLE	——	——	TEL.MANHOLE	
PARKING METER			MAILBOX	
			FIRE ALARM	

NOTES:
1. MAINTAIN EX CONTROLLERS
2. USE EXIST FEEDS
3. MAINTAIN EXIST MH CONNECTION

BIN 1055710

AS BUILT REVISIONS

SIGNATURE DATE

HILLSIDE AVENUE OVER V.W.E.
SIGNAL PLANS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
SG-1	N.T.S.	NOV. 2002	REGION 11

HNTB

IN CHARGE OF ____ G.L. ____ DESIGNED BY ____ R.N. ____ CHECKED BY ____ D.M. ____ ESTIMATED BY ____
CHECKED BY ____ L.M. ____ DRAFTED BY ____ R.N. ____ CHECKED BY ____ J.A.E. ____ CHECKED BY ____ R.N. ____

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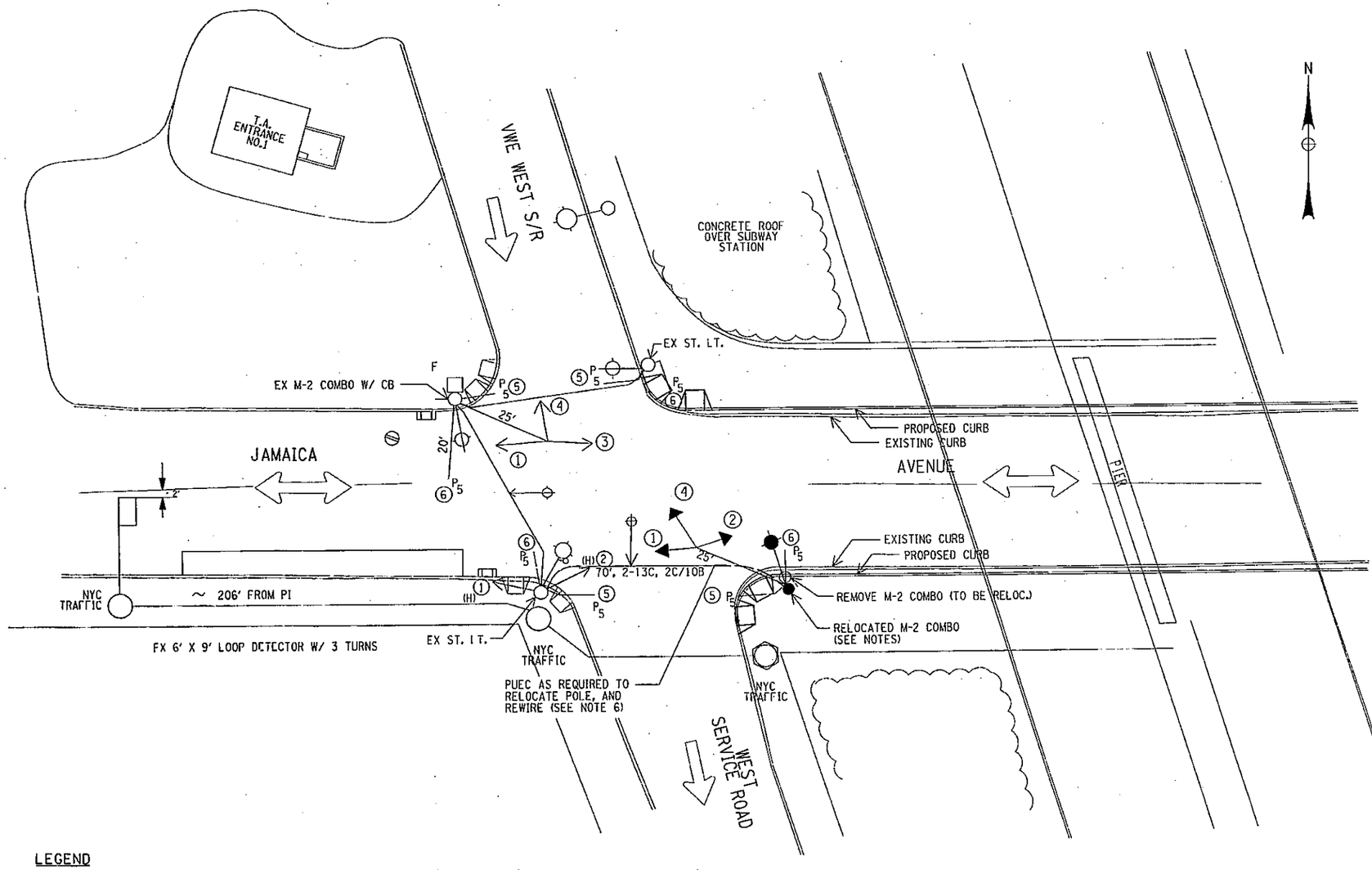
FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	210RI	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES PREVIOUS SHEET 210



	1	2	3	4	5	6	
	R	R	R	R	DW	DW	
	A	A	A	A	WK	WK	
	G	G	G	G			
			2" G				
			A				
PHASE A	G	G	G	R	WK	DW	38
PED CL	G	G	G	R	FL/DW	DW	7
VEH	A	G	G	R	DW	DW	3
CL	R	G	G	R	DW	DW	2
PHASE B	R	G/G	G	R	DW	DW	5
VEH	R	A	A	R	DW	DW	3
CL	R	R	R	R	DW	DW	2
PHASE C	R	R	R	G	DW	WK	26
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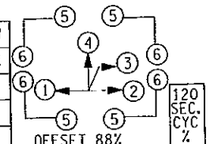
VEH	R	R	R	A	DW	DW	3
CL	R	R	R	R	DW	DW	2



LEGEND

	PROPOSED	EXISTING		
SIGNAL FACE	→	→	LOUVERS	
PED SIGNAL	P5	P5	LONG VISORS	
SIGNAL POST	● 5	○ 5	MOUTH FACE AT 14'	H
PUSHBUTTON	⊙P	⊙e	HYDRANT	
CONTROL BOX	■	□	TREE	
STREET LIGHT	●—●	○—○	EL COLUMN	T
PULLBOX	◪	◪	SERVICE POINT	F
WOODPOLE	●WP	○WP	2WIRES FOR ST.LT.	
2" CONDUIT	— — —	· · ·	CATCH BASIN	
OVERHEAD CABLE	—·—	—e—	TEL.MANHOLE	
PARKING METER			MAILBOX	
PUEC = PICK UP EXISTING CONDUIT			FIRE ALARM	

TRAFFIC SIGNAL PLAN

SCALE: 1"=30'

SIGNAL NOTES:

1. FIXED TIME CONTROLLER
2. SIGNAL FACE ② : 12" G

SIGNAL POLE RELOCATION NOTES

1. RELOCATE SIGNAL POLES UNDER PAY ITEM 670.90 M. MAST ARMS AND SIGNAL HEADS SHALL BE ORIENTED TO MATCH THE EXISTING CONDITION.
2. INSTALL TEMPORARY AND REMOVE TEMPORARY LIGHT POLES UNDER PAY ITEM 11661.1793 M & 11661.1593 M. THE SIGNAL SHALL REMAIN OPERATIONAL DURING POLE RELOCATION.
3. NEW HANDICAP RAMPS SHALL BE CONSTRUCTED 2'-0" MIN. CLEAR OF SIGNAL POLES.
4. FOR CROSSWALK STRIPING AND PAVEMENT MARKINGS AT THE INTERSECTION, SEE DWG FC-SG-2B.
5. RELOCATED SIGNAL POLES SHALL BE OFFSET FROM THE CURB A MINIMUM 2'-8".
6. PICK UP EXISTING CONDUITS (PUEC) AT RELOCATED POLE, AND REWIRE SERVICE. WIRING SHALL BE AS PER NYCDOT REQUIREMENTS. USE 2 CONDUCTOR 2-13C, 2C/10B CABLE AND 1#8 GROUND.
7. THE RELOCATED POLE SHALL BE INSTALLED ON A NEW CONCRETE FOUNDATION. FOR DETAILS SEE NYCDOT STD DRAWING J-3788-A. ANCHOR BOLTS SHALL BE INSTALLED TO MATCH THE EXISTING POLE CONFIGURATION.
8. THE OLD POLE FOUNDATION SHALL BE COMPLETELY REMOVED, AND PAVEMENT RESTORED, AFTER POLE RELOCATION.
9. SIDEWALK HANDICAP RAMPS SHALL BE CONSTRUCTED AS PER NYCDOT STD DWG H-1011.

⚠	RELOCATE SIGNAL POLE & CHG DWG SCALE	10-3-06

HNTB

BIN 1055700

AS BUILT REVISIONS

SIGNATURE DATE Aug 25, 2008

JAMAICA AVENUE OVER V.W.E.
SIGNAL PLANS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
FC-SG-2	1"=30'	10/3/06	

R.N. DRAFTED BY J.R.E. CHECKED BY L.M. DESIGNED BY R.N. CHECKED BY G.L. IN CHARGE OF D.M. ESTIMATED BY

FILE NAME = $FILE$
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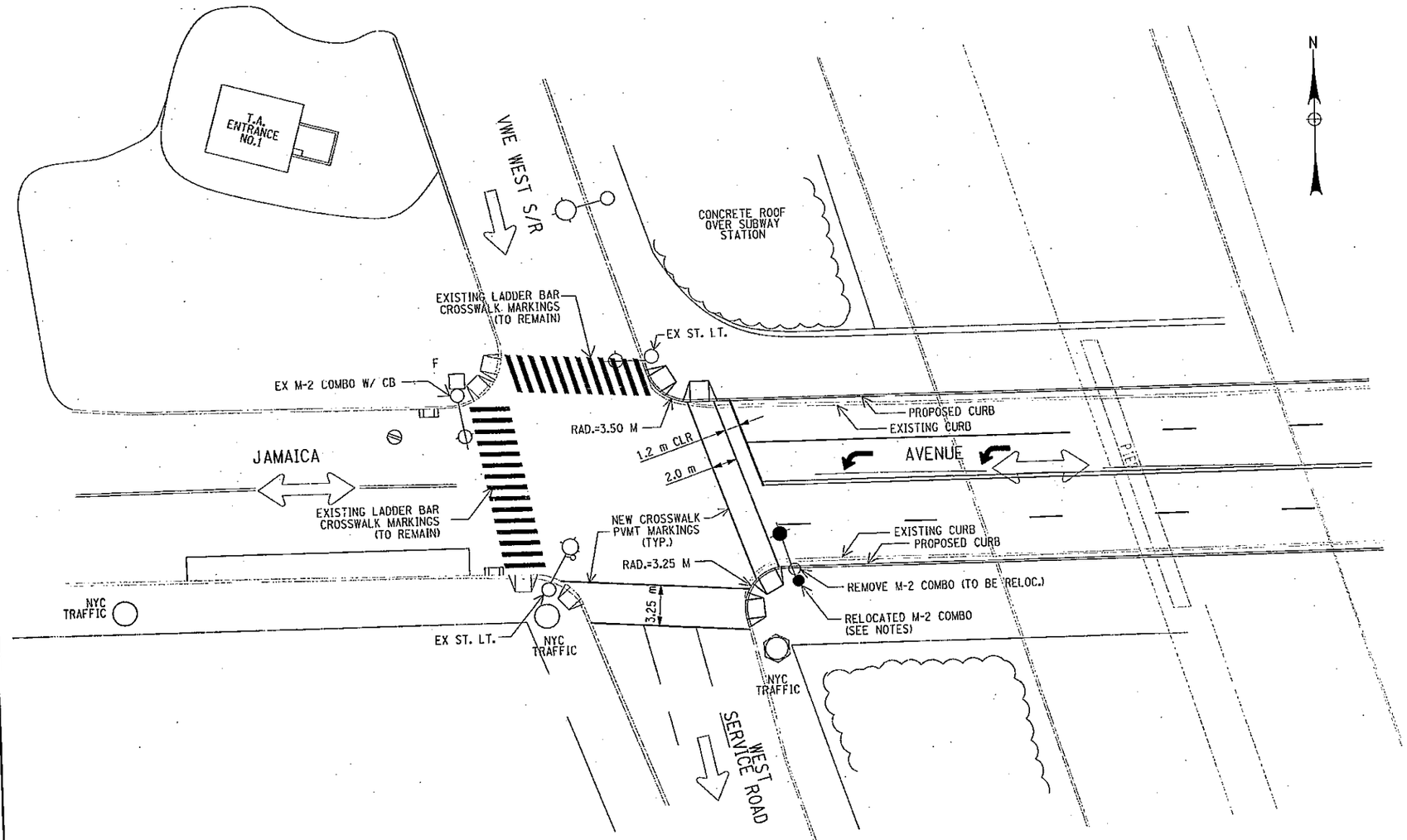
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259284	210~~A~~ R2	211
HILLSIDE AND JAMAICA AVENUE				
BRIDGES OVER VAN WYCK EXPRESSWAY				
P.I.N. X735.67.101			QUEENS COUNTY	

THIS SHEET DOES NOT SUPERSEDE ANY SHEET
(NEW SHEET)



PEDESTRIAN HANDICAP RAMPS AND CROSSWALK PLAN

SCALE: 1"=30'

CROSSWALK PAVEMENT MARKING NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE NYS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.)
2. CROSSWALKS SHALL BE PLACED TO ALIGN PEDESTRIAN SIDEWALK HANDICAP RAMPS AS SHOWN ON THIS PLAN.
3. ALL CROSSWALK MARKINGS SHALL BE WHITE.
4. CROSSWALK TRANSVERSE LINES SHALL BE 300mm WIDE.
5. LADDER BAR CROSSWALKS, WHEN REQUIRED, SHALL BE 300mm BARS WITH A CLEAR SPACING BETWEEN BARS OF 600mm.
6. FOR JAMAICA AVENUE NEW PAVEMENT MARKINGS AND STRIPING, REFER TO THE ORIGINAL CONTRACT DRAWING PVP-2, SHEET 61.

SIDEWALK PEDESTRIAN RAMPS AND CROSSWALK NOTES

1. NEW SIDEWALK HANDICAP RAMPS SHALL BE CONSTRUCTED 2' MIN. CLEAR OF SIGNAL POLES.
2. RELOCATED SIGNAL POLES SHALL BE OFFSET 2'-8" MIN. FROM CURB.
3. SIDEWALK HANDICAP RAMPS SHALL BE CONSTRUCTED AS PER LATEST NYCDOT STANDARD DETAILS OF CONSTRUCTION DWG. H-1011.
4. FOR TRAFFIC SIGNAL PLAN SEE DWG FC-SG-2.

⚠	NEW DRAWING - HDCP RAMPS AND CROSSWALKS	10-3-06

HNTB

BIN 1055700

AS BUILT REVISIONS

SIGNATURE — DATE: Aug. 25, 2008

JAMAICA AVENUE OVER V.W.E.
PEDESTRIAN HANDICAP RAMPS
AND CROSSWALK MARKING PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

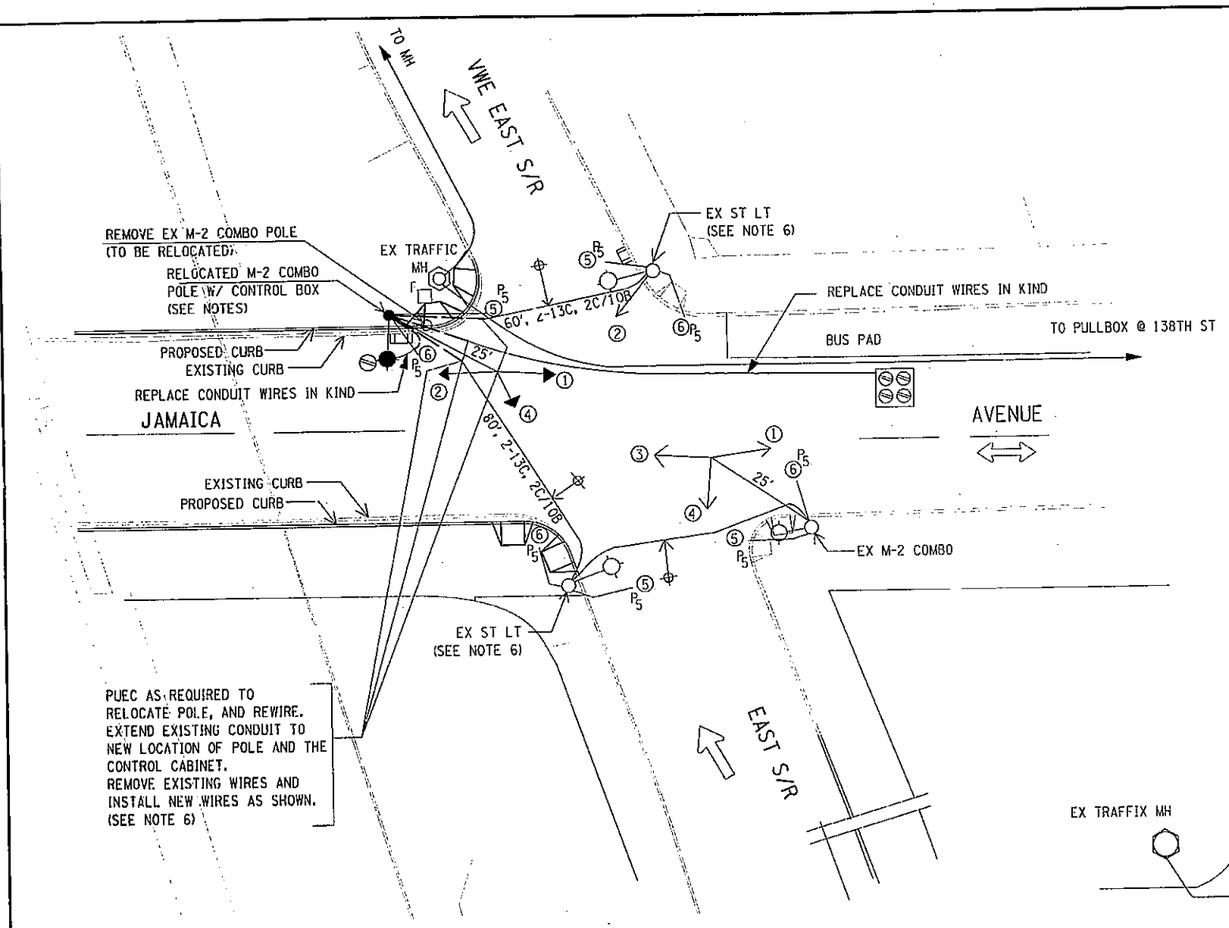
DRAWING NO.	SCALE	DATE	REGION
FC-SG-2B	1"=30'	10/3/2006	REGION 11

R.N. DRAFTED BY J.R.E. CHECKED BY
CHECKED BY R.N. DESIGNED BY R.R. CHECKED BY D.M. ESTIMATED BY L.M.
IN CHARGE OF G.L.
FILE NAME = $FILE$
DATE/TIME = $DATE$ $TIME$
USER = $USERNAME$

FED ROAD REG. NO.	STATE	FEDERAL AID CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.	D259284	211R1	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET SUPERSEDES PREVIOUS SHEET 211

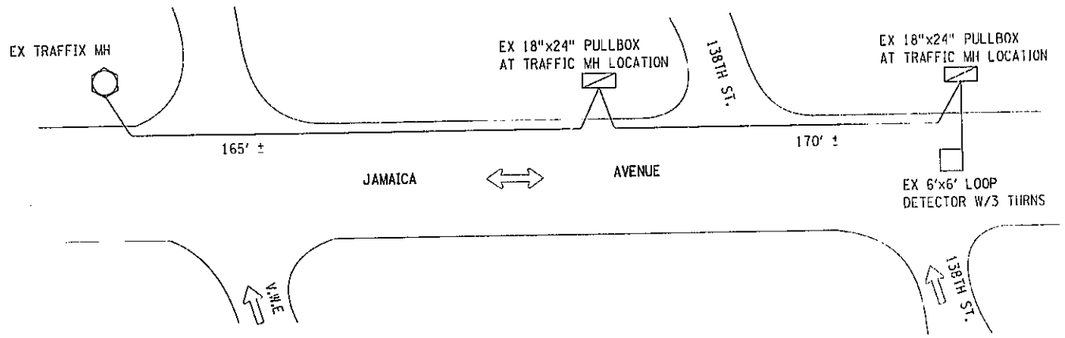


TRAFFIC SIGNAL PLAN
SCALE: 1"=30'

N

	1	2	3	4	5	6	120 SEC. CYC %
	R	R	R	R	DW	DW	
	A	A	A	A	WK	WK	
	G	G	G	G			
			2" C				
			A				
PHASE A	G	G	G	R	WK	DW	38
PED CL	G	G	G	R	FL/DW	DW	7
VEH	A	G	G	R	DW	DW	3
CL	R	G	G	R	DW	DW	2
PHASE B	R	G/G	G	R	DW	DW	5
VEH	R	A	A	R	DW	DW	3
CL	R	R	R	R	DW	DW	2
PHASE C	R	R	R	G	DW	WK	26
PED CL	R	R	R	G	DW	FL/DW	9
VEH	R	R	R	A	DW	DW	3
CL	R	R	R	R	DW	DW	2

OFFSET 88%



LEGEND

	PROPOSED	EXISTING		
SIGNAL FACE	→	→	LOUVERS	⇉
PED SIGNAL	P 5	P 5	LONG VISORS	⇉
SIGNAL POST	●	○	MOUTH FACE AT 14'	H
PUSHBUTTON	⊙P	⊙P	HYDRANT	
CONTROL BOX	WP	□	TREE	
STREET LIGHT	●—●	○—○	EL COLUMN	T
PULLBOX	◪	▨	SERVICE POINT	F
WOODPOLE	●WP	○WP	2WIRES FOR ST.LT.	—⊕—>
2" CONDUIT	— — —	———	CATCH BASIN	
OVERHEAD CABLE	—·—	———	TEL. MANHOLE	
PARKING METER		○	MAILBOX	
PUEC = PICK UP EXISTING CONDUIT			FIRE ALARM	

SIGNAL NOTES:

1. FIXED TIME CONTROLLER

SIGNAL POLE RELOCATION NOTES

1. RELOCATE SIGNAL POLE W/ COONTROL BOX UNDER PAY ITEM 670.90 M. POLE, MAST ARMS AND SIGNAL HEADS SHALL BE ORIENTED TO MATCH THE EXISTING CONDITION.
2. INSTALL TEMPORARY AND REMOVE TEMPORARY LIGHT POLES UNDER PAY ITEM 11661.1793 M & 11661.1593 M. THE SIGNAL SHALL REMAIN OPERATIONAL DURING POLE RELOCATION.
3. NEW HANDICAP RAMPS SHALL BE CONSTRUCTED 2'-0" MIN. CLEAR OF SIGNAL POLES.
4. FOR CROSSWALK STRIPING AND PAVEMENT MARKING PLAN AT THE INTERSECTION, SEE DWG. FC-SG-3B.
5. RELOCATED SIGNAL POLES SHALL BE OFFSET FROM THE CURB A MINIMUM 2'-8".
6. PICK UP EXISTING CONDUITS (PUEC) AT RELOCATED POLE, AND REWIRE SERVICE. WIRING SHALL BE AS PER NYCDOT REQUIREMENTS. USE 2 CONDUCTOR 2-13C, 2C/10B CABLE AND 1#8 GROUND.
7. THE RELOCATED POLE SHALL BE INSTALLED ON A NEW CONCRETE FOUNDATION. FOR DETAILS SEE NYCDOT STD DRAWING J-3788-A. ANCHOR BOLTS SHALL BE INSTALLED TO MATCH THE EXISTING POLE CONFIGURATION.
8. THE OLD POLE FOUNDATION SHALL BE COMPLETELY REMOVED, AND PAVEMENT RESTORED AFTER POLE RELOCATION.
9. SIDEWALK HANDICAP RAMPS SHALL BE CONSTRUCTED AS PER NYCDOT STD DWG H-1011.

⚠	RELOCATE SIGNAL POLE & CHG DWG SCALE	10-3-06

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JAMAICA AVENUE OVER V.W.E.
SIGNAL PLANS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	REGION 11
FC-SG-3	1"=30'	10/3/06	

HNTB

FILE NAME = $FILE$
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USER = $USERNAME$

IN CHARGE OF G.L. DESIGNED BY R.N. CHECKED BY D.M. ESTIMATED BY J.R.E. CHECKED BY R.N. DRAFTED BY R.N. CHECKED BY L.M.

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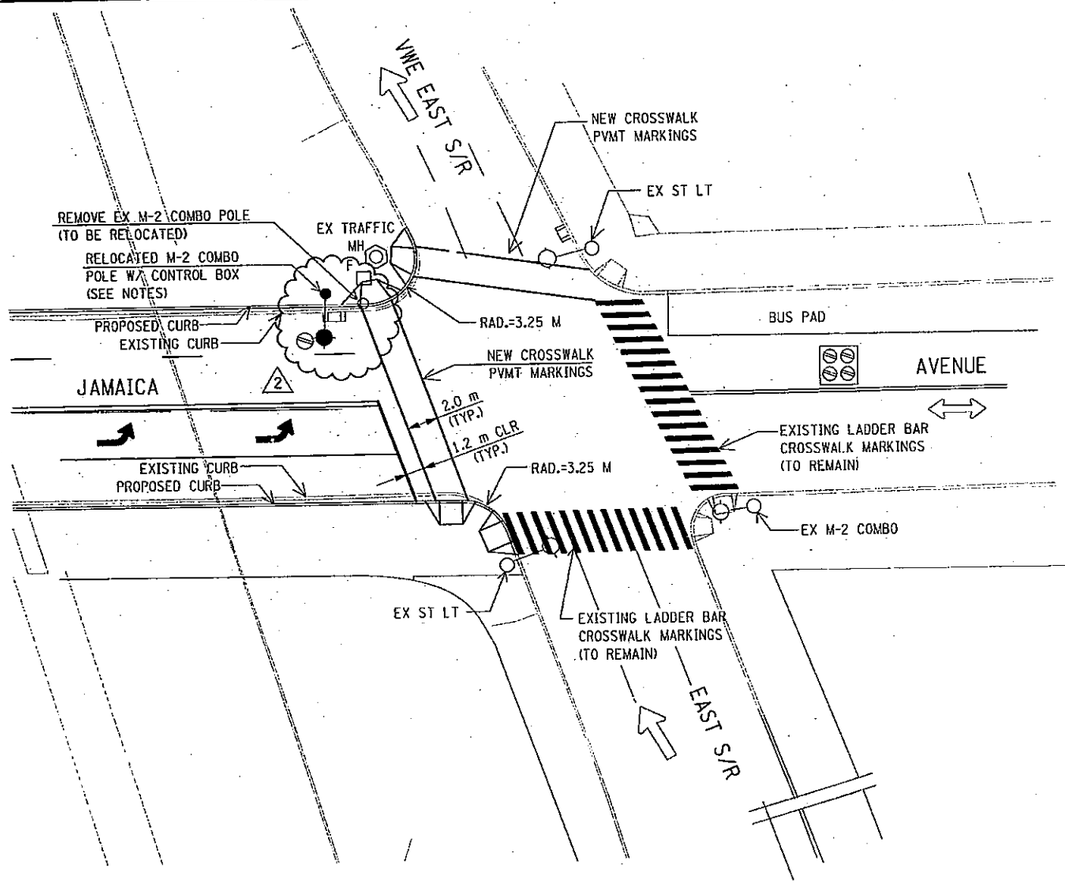
1	N.Y.	D259284	211	211

HILLSIDE AND JAMAICA AVENUE
BRIDGES OVER VAN WYCK EXPRESSWAY
P.I.N. X735.67.101 QUEENS COUNTY

THIS SHEET DOES NOT SUPERSEDE ANY SHEET (NEW SHEET)



PEDESTRIAN HANDICAP RAMPS AND CROSSWALK PLAN

SCALE: 1"=30'

CROSSWALK PAVEMENT MARKING NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE NYS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.)
2. CROSSWALKS SHALL BE PLACED TO ALIGN PEDESTRIAN SIDEWALK HANDICAP RAMPS AS SHOWN ON THIS PLAN.
3. ALL CROSSWALK MARKINGS SHALL BE WHITE.
4. CROSSWALK TRANSVERSE LINES SHALL BE 300mm WIDE.
5. LADDER BAR CROSSWALKS, WHEN REQUIRED, SHALL BE 300mm BARS WITH A CLEAR SPACING BETWEEN BARS OF 600mm.
6. FOR JAMAICA AVENUE NEW PAVEMENT MARKINGS AND STRIPING, REFER TO THE ORIGINAL CONTRACT DRAWING PVP-2, SHEET 61.
7. REPLACE EXISTING 150W HPS LUMINAIRE ON COMBO POLE WITH 250W IIPS LUMINAIRE. (2)

SIDEWALK PEDESTRIAN RAMPS AND CROSSWALK NOTES

1. NEW HANDICAP RAMPS SHALL BE CONSTRUCTED 2' MIN. CLEAR OF SIGNAL POLES.
2. RELOCATED SIGNAL POLES SHALL BE OFFSET 2'-8" MIN. FROM THE CURB.
3. SIDEWALK HANDICAP RAMPS SHALL BE CONSTRUCTED AS PER LATEST NYCDOT STANDARD DETAILS OF CONSTRUCTION DWG. H-1011.
4. FOR TRAFFIC SIGNAL PLAN, SEE DWG FC-SG-3.

2	NOTE 7 ADDED	05-21-07
1	NEW DRAWING - HDCD RAMPS & CROSSWALKS	10-3-06

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