3. CONSTRUCTION SPECIFICATIONS:

- Standard specifications, construction, and materials. New York State Department of Transportation, Office of Engineering, Section 3109, January 1, 1983 with current additions and modifications.
- The cost of all items included will be in the price listed for each item on the contract, unless otherwise specified in the Plans.

37. CONSTRUCTION SPECIFICATION:

A. The Contractor's attention is directed to the fact that, due to the nature of the reconstruction project, the exact extent of reconstruction work cannot always be accurately determined prior to the commencement of the contract. The extent of the work may vary from that in the Plans, and such variances may be determined based on field inspection and other inspection and measurement available at the time the Contractor is notified of such variances. The Contractor shall accept and complete all work which may be required by the Plans and such variances.

B. The Contractor shall perform all work in good faith so that all materials which are to be supplied on the Plans, or as may be required to perform the work. Any Contract work shall be performed to conform to the Plans and specifications set forth in the Plans.

C. Wherever work is included in the Plans and the price of such work is not included in the Plans, the Contractor shall be paid the sum of such work.

D. The existing condition of the area under and adjacent to the roadway shall be determined and reported by the Contractor on a regular basis.

E. The cost of surfacing, including, resurfacing, maintaining, repairing, and inspecting of all new, planed, or other protective surfaces shall be included in the unit price for the appropriate type of surfacing.

The cost of surfacing, including, resurfacing, maintaining, repairing, and inspecting of all new, planed, or other protective surfaces shall be included in the unit price for the appropriate type of surfacing.

F. The General Plans designate the sizes and shapes of notes for a field inspection. All of the areas shown on the plans and calculated to the nearest foot shall be measured and reported to the nearest foot. All measurements shall be reported to the nearest inch. The total area shall be determined by the difference in area calculated from the field inspection and the area reported by the Contractor. Any area discrepancy shall be charged to the Contractor.

If the difference in area between the field inspection and the area reported by the Contractor exceeds 1%, the Contractor shall submit a written report to the Department for review. Any area discrepancy shall be charged to the Contractor.

G. The Contractor is to visit the site before bidding to familiarize himself with the present conditions, and to ensure that the exact area to be reconstructed is understood. No extra compensation will be allowed for any extra work or for any additional areas not shown on the Plans.

H. The Contractor shall be responsible for the quality of the work, and shall be responsible for the entire project. Any extra compensation shall be handled in the manner provided for in the Plans. The Contractor shall be responsible for the quality of the work, and shall be responsible for the entire project. Any extra compensation shall be handled in the manner provided for in the Plans.

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SPECIAL NOTE

PROTECTION SHIELD

Due to the conditions and activities existing at the location of this contract, the Contractor will be required, in addition to complying with all federal, state, and local laws and regulations and the requirements contained in the plans and specifications, to provide and maintain a specific level of protection in locations shown on S9-5, S9-7, S9-13, and S9-14 and S9-30.

The Contractor shall provide the required shield prior to erecting shields used on shield facilities. The protective shield must be of non-reflective, fireproof material.

Shield protection shall be provided at least 30 feet behind the railroad tracks passing under the bridge located on a horizontal plane and normal to the track, and 3 feet beyond limits of reconstructed bridge.

The remaining areas under the viaduct will require safety wire force or as executed under section 107-4(e) of the standard specifications.

Prior to the start of construction, the Contractor will be required to submit the details of the above-noted protection to the New York State Bridge and Construction Engineer, who will review and approve the details only as to the methods of erection and construction. The contractor will provide this type of work, and details of protection shields above existing facilities will be submitted to the Bridge and Construction Engineer, in addition to reviewing the Contractor.

If during the actual construction the Engineer-on-Scene finds that the protection devices are not maintaining the desired level of protection on the Contractor has failed to properly maintain the devices, all work at the affected location shall cease until the corrective measures acceptable to the Engineer-on-Scene are instituted.

The Contractor shall repair, at no cost to the State, all damage to the structures resulting from the use of these devices, all repairs being made to be acceptable to the Engineer-on-Scene.

The cost of all the above-noted work shall be included in the Prime Bid for various items of the contract.

The protective shield shall be capable of supporting a uniform live load of 200 pounds per square foot (7.5 kPa) over its entire surface, and concentrated live load of 1000 pounds which produces stresses similar to those of a single locomotive or equipment of similar size. The protective shields shall be two ply clear and clear of hazards as directed by the Engineer.
MAINTENANCE OF TRAFFIC GENERAL NOTES

1. The contractor shall at all times maintain a minimum of three lanes of each direction in the roadway segment except as prescribed in this traffic control section. The contractor shall be responsible for the safety of all personnel and equipment engaged in operations and activities leading to traffic control, and shall ensure that traffic control devices are properly maintained and functioning at all times.

2. The contractor shall provide for an adequate number of personnel to monitor traffic flow and ensure compliance with traffic control plans. Personnel shall be visible to the public and shall be dressed in appropriate safety gear.

3. The contractor shall ensure that traffic control devices are used at all times and that they are properly maintained and functioning.

4. The contractor shall ensure that all traffic control devices are used in accordance with the relevant traffic control regulations and guidelines.

5. The contractor shall ensure that all personnel engaged in traffic control are adequately trained and qualified to perform their duties.

6. The contractor shall ensure that all traffic control devices are properly stored and transported when not in use.

7. The contractor shall ensure that all traffic control activities are carried out in accordance with the relevant traffic control regulations and guidelines.

8. The contractor shall ensure that all traffic control activities are carried out in a safe and efficient manner.

9. The contractor shall ensure that all traffic control activities are carried out in compliance with all applicable laws and regulations.

10. The contractor shall ensure that all traffic control activities are carried out in a manner that minimizes the risk of injury to the public.

11. The contractor shall ensure that all traffic control activities are carried out in a manner that minimizes the risk of damage to property.

12. The contractor shall ensure that all traffic control activities are carried out in a manner that minimizes the risk of traffic congestion.

13. The contractor shall ensure that all traffic control activities are carried out in a manner that minimizes the risk of air and noise pollution.

14. The contractor shall ensure that all traffic control activities are carried out in a manner that minimizes the risk of water pollution.

15. The contractor shall ensure that all traffic control activities are carried out in a manner that minimizes the risk of soil pollution.

16. All personnel engaged in traffic control shall be properly trained and qualified to perform their duties.

17. All traffic control devices shall be used in accordance with the relevant traffic control regulations and guidelines.

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LIMIT OF WORK
SEE FIG. 1

MAINTENANCE OF TRAFFIC
SOUTHERLY PORTION – STAGE 3

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
BRUCKNER EXPRESSWAY

REVISIONS
AD-BUILT

NOTE: SEE Dwg No. MT-19 FOR
STRIKING NOTES.

PLASTIC DRAP POSITION AT
OFF-PAVE CLOSING DRAP, SEE ENGR MT-25 FOR DETAILS
DURING CLOSING

TEMP CONC BARRIER
FROM STAGE 2

SECTION 32 S
N.T.S.

B252085

CIVIL ENGINEERS, NEW YORK, N.Y.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
STAGE V

1. Maintain temp. signing erected on previous stages unless no longer applicable.

2. Place or relocate alignment signs as required.


4. Realign and finish southbound lanes.

5. Install permanent southbound barrier between StA. 30 + 00 (B) and StA. 60 + 00 (B).

6. Clear inventory and remove areas adjacent to southbound lanes.

7. Install temporary barrier from StA. 27 + 00 (B) to StA. 30 + 00 (B) and from StA. 55 + 00 (B) to StA. 60 + 00 (B) for every section of barrier as it shall be used on place for future work or otherwise.

8. Remove all temporary signs and barriers and return traffic to its normal condition.

9. Reduce speed limit to 30 mph per direction of traffic lane.

10. At the end of the stage, remove existing overhead signs and install new final signs as indicated on drawings SP-1, SP-2, SP-3.

As-built revision:

DE FOE CORP.
200 South Columbus Ave.
Mount Vernon, New York 10550

MOUNT VERNON, NEW YORK 10550

REVISED MAINTENANCE OF TRAFFIC CENTRAL PORTION - STAGE V

STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION

BRUCKNER EXPRESSWAY

BLAULIEB ENGINEERING CO.
CONSTRUCTION ENGINEERS, NEW YORK, N.Y.

Drawn By:

Check By:

Date:

Sheet No.:

S-01
NOTE:
1. FOR ADDITIONAL ALTERNATE ROUTE SIGNS IN THE VICINITY OF AREA OF CONSTRUCTION SEE PLAN SHEETS SHEETS 2 THROUGH 5.
2. ANY PLACEMENT OF SIGNS SHALL BE APPROVED BY THE ENGINEER.
3. PLACEMENT OF ANY SIGNS ON THE TRIBORO BRIDGE AND TUNNEL AUTHORITY PROPERTY SHALL REQUIRE THE APPROVAL OF THE ENGINEER AND CONSULTANTS OF THE TRIBORO BRIDGE AND TUNNEL AUTHORITY.
4. SIGN LOCATION 4. SIGN LOCATION
5. SIGN TEXT

DRAFT REVISIONS

DETAILED DRAFT DUE TO ELIMINATION OF ORIGINAL SYMBOLS.

SIGNED & DATED effective 30/03/20.}

MAINTENANCE OF TRAFFIC
DETAILED II

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
BRUCKNER EXPRESSWAY

BLAUSTEIN ENGINEERS CO., CONSULTING ENGINEERS, NEW YORK, N.Y.

DETAILED II

SIGNATURE
DATE

Sheet 2/30
Sheet NO.
20 SL.
90
NOTE: THE SCHEMES DEPICTED ON THIS SHEET APPLY TO TWO, THREE, AND FOUR LANE-ONE WAY ROADWAYS.

- **X** MPH

- End Road Work (68-20)

- **X** - **X** MPH

- End Road Work (68-20)

- W3-9E (000)

- W3-9D (000)

- Left Lane Closed 200 ft

- End Taper

- End Taper

- W8-7D

- W8-7O (000)

- Left Lane Closed 100 ft

- W8-10O (000)

- Road Work 1 Mile

- W8-10O (000)

- W8-10O (000)

- **X** - **X** MPH

- W8-1O (000)

- W8-1O (000)

- Left Lane Closed 100 ft

- W8-1O (000)

- **X** - **X** MPH

- W3-1I (000)

- W3-1I (000)

- Right Lane Closed 100 ft

- W8-1O (000)

- **X** - **X** MPH

- W9-1Y

- W9-1Y

- Right Lane Closed 100 ft

- W8-1O (000)

- **X** - **X** MPH

- W9-1Y

- W9-1Y

- Left Two Lanes Closed 200 ft

- W8-1O (000)

- **X** - **X** MPH

- W3-1E (000)

- W3-1E (000)

- Right Two Lanes Closed 200 ft

- W8-1O (000)

- **X** - **X** MPH

- W9-1Y

- W9-1Y

- See Note 21 on End MPT!
NOTE: EXIT RAMP SIGN TO BE COVERED FOR DURATION OF RAMP CLOSURE.

ACCESS RAMP CLOSURE

EXIT RAMP CLOSURE

OPEN ENTRANCE RAMP WITH LANE CLOSED

OPEN EXIT RAMP WITH LANE CLOSED

MAINTENANCE & PROTECTION OF TRAFFIC

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

M. L. BRUNNER, R.D.
P.O. BOX 1000
ROCHESTER, NEW YORK 14601-1000
**LEGEND**

- **Construction Signs** item 6/402
- **Flagger** item 6/403
- **Work Zone**
  - **Portable Flashing Arrow Board** item 6/403
  - **2" Conical Cone** item 6/403
- **Type 3 Low Intensity Flashing Light** item 6/403
- **Type 3 High Intensity Flashing Beacon** item 6/403
- **Type 3 Low Intensity Steady Burn Light** item 6/403
- **Type 3 Barricades** item 6/403
- **3" Drum** item 6/403
  - Lighting for item 6/403 to be paid for under item 619.0003.
  - Lighting for item 619.17 to be paid for under item 619.0004.

---

**EXIT RAMP CLOSURE**

**NOTE:** EXISTING EXIT SIGN TO BE COVERED FOR DURATION OF RAMP CLOSURE.

---

**OPEN EXIT RAMP WITH LANE CLOSED**

**TYPICAL PLASTIC DRUM**

(See General Notes)
## SIGN DATA SHEET

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**NOTE:**

ALL SIGNS SHOWN LOCATION "A" ARE UTILIZED ON BRIDGE RAILS FOR LEGS ON TRAFFIC CLOSURES AT VARIOUS LOCATIONS. THE SIGNS INDICATED ABOVE THE SIGNS ARE SHOWN IN COMPOSITE PLAN IN EWA NO. 28.
REPLACE GRATING IN SOUTHBOUND SPANS 193.6-194
ITEMS 1005 OR 77300

REPLACE GRATING IN NORTHBOUND SPANS 181.6-182
ITEMS 1005 OR 77300

REMOVE AND STORE EXISTING
LAMPPOST ARMS
ITEM 6900 X 300 (TYP)

PARKING ARMS
ITEM 6900 X 300 (TYP)

PARTIAL REMOVAL OF SAFETY WALK SEE Dwg. 30-5

NEW CONG. ARMS (SEE Dwg. 30-5)
ITEM 6900 X 300 (TYP)

NEW ALUMINUM LAMPPOST CONSISTING
OF 315-40-48C-2 AND 315-40-5-4-22-120 HIGH PRESSURE SODIUM LAMP AND LUMINAIRE, ITEM 6920-500 (TYP)

NOTE: FOR NOTES AND LEGEND SEE GP-2 & DP-1
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
BRUCKNER EXPRESSWAY
BURNS & McdONAGH CO.
CONSTRUCTION ENGINEERS, NEW YORK, N.Y.

MAINLINE PROFILE

AS-BUILT REVISION

SIGNATURE

DATE

EXISTING

NORMAL CROSS SECTION

NOTE: PROPOSED PROFILE IS A CONSTANT HIGHER THAN EXISTING (EXCEPT SHOULDERS), SEE GENERAL NOTES.
NOTE:
PROPOSED PROFILE IS A CONSTANT 1/4" HIGHER THAN EXISTING (EXCEPT SHOULDERS). SEE GENERAL NOTES.
NOTES:
1. LOCATION OF EXISTING DECK JOINTS IS SHOWN ON DWG. PP-1.
   LOCATION OF PROPOSED DECK JOINTS IS GIVEN IN THE TABLE ON DWG. ST7-9
2. PROPOSED DECK JOINT PLANS SEE DWGS. ST7-9.
3. TYPICAL DETAILS OF PROPOSED DECK JOINT SEE DWG. NO. ST7-9
4. NOTATION ON EXISTING JOINT ARE SHOWN ON DWG. ST7-9
5. NEW BACKWALL FOR RAMP NO. 3 IS SHOWN ON DWG. AS-3
6. EXISTING REINFORCING BARS BE CLEARED, BENT AS NECESSARY AND REUSED.
7. FOR LOCATION OF SECTIONS B-B AND C-C SEE DWG. ST7-9.

ARMORED JOINT (SECTION B-B) DETAIL II

ARMORED JOINT (SECTION C-C) DETAIL III
**NOTES:**

1. FOR ARMORED DECK JOINT PLAN E SECTION SEE Dwg. STD-6
2. FOR DIMENSION A AND NOTE A SEE Dwg. STD-6

**ARMORED DECK JOINT DETAILS**

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
BRUCKNER EXPRESSWAY
CONTRACTING ENGINEERS: NEW YORK, N.Y.

**AS-BUILT REVISIONS**

**SIGNED DATE**

**AMENDED BY**

**REV.**

**DRAWN BY**

**CHECKED BY**

**PRINTED BY**

**Dwg.**

**FACILITY**

**WORK AREA**

**MATERIALS**

**METHODS**

---

**The compression seal should be spliced at stage construction joints.**

**Concrete shown for detail I, concrete similar for detail II-III.**

---

**Compression Seal**

**Concrete Overlay**

**Contraction Joint**

**Section A-A**

---

**Plan**

**Splicing of Armored Joint Assembly**

**Scale: 1" = 1'-0"**
REPAIR DETAIL FOR BOX GIRDERS
AT PIERS 2-29 TO 2-32, 2-57 & 2-58
N.Y.S.

THE INTERIOR SURFACE OF BOX GIRDER SHOULD BE CLEANED AND PRATTED. ONE COAT OF THE WORK SHALL BE APPLIED IN PLACE AS PER THE SPECIFICATIONS, IDENTICAL, UNIFORM.

ACCESS OPENING EXISTS IN EXISTING DIAPHRAGM.

SECTION A-A

1. Shearing restraints, horizontal or vertical, shall be
   long included at structural lifting operations type B
   item 166-22. The estimated lift shall not exceed
   ONE-HALF (0.5) time the design load. The deadweight
   and the aligned restraints shall not exceed one-eighth (1/8)
   time, all deadweight and to perform any shear, bearing
   restraints and shear restraints work shall be made for
   under item 166-02-L.2 for shall be checked prior to
   beginning any expansion joint or overlay work.

2. Shearing designated for the lifting operations and
   restraints are shown in the above plans. The
   Contractor shall perform no lifting operations or
   restraints by the Contractor, as shown, unless indicated
   by the Designer as prescribed below.

3. The Contractor will inspect the physical condition of
   the bearing elements in the table and will issue
   instructions to the Contractor as to the installation or
   reinstallation work. The Contractor will provide means
   for the Engineer's convenient access to all bearings for
   the inspection.

4. The lifting operations may be performed within the
   hour and as specified in table 166-2 and 3 of the
   manual. The Contractor must obtain the approval of the
   Engineer before instituting a traffic plan. Regular traffic
   will not be permitted on any work being lifted while the
   lane is occupied by jacks. The Contractor may be required
   to provide additional barriers.

5. The Contractor's attention is called to the
   instructions of bearing closure time in the
   Maintenance of Traffic.

6. All bearings shall provide the following:
   MAINTENANCE CLEARING AND STUDY FUNDING
   MAINTENANCE REPAIRING, EXPAND INTERCEPTOR COST
   MAINTENANCE REPAIRING, EXPAND INTERCEPTOR COST
   MAINTENANCE REPAIRING, EXPAND INTERCEPTOR COST

NOTE: THIS DAMAGE REPLACED SHEET NO. 8 OF THE CONTRACT PLANS

AS-BUILT REVISIONS

ABNORMITY AND DAMAGE TO BORING REPAIRS

JOHN A. VANDERMARK

BEARING REPAIRS

STATE OF NEW YORK

DEPARTMENT OF TRANSPORTATION

BRUCKNER EXPRESSWAY

BLAULIGHT ENGINEERING CO.

CONSULTING ENGINEER, NEW YORK, N.Y.
EXISTING

AT APPROACH SLAB
SCALE: 1/8" = 1'-0"

EXISTING CONCRETE PAVEMENT TO BE REPLACED

PROPOSED

CONC CURB TRANSITION
ITEM 605,600/600 (SEE NOTE 1)

ASSUMED CONCRETE OVERLAY TO BE RETAINED

NOTE: SEE DETAILS ON ENGR, LO.JO.075 FOR VARIOUS PAVEMENT AND SIDEWALK BOUNDARIES BEYOND APPROACH SLAB

OVERLAY TRANSITION DETAIL ON MAINLINE
NOT TO SCALE

AS-BUILT REVISIONS

SIGNATURE DATE

RAMP APPROACH SECTIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

BRUCKNER EXPRESSWAY

END ELEVATION ENGINEERS, NEW YORK, N.Y.

DRAWN: 01/10/07 SCALE: 1/8" = 1'-0" SHEET NO. A9-1 AS NOTED

NOT TO SCALE

DETAIL "A"
(ASPHALT CONCRETE OVERLAY)

OVERLAY TRANSITION DETAIL ON RAMP "RE"
NOTES
1. FOR CROSSFORT, LAYOUT AND DETAILS
   SEE DRAW. 00-1 TO 00-9
2. FOR EXISTING DRAINAGE, EQUIPMENT AND NEW
   DRAINAGE DETAILS SEE D-2-1 TO D-2-3
3. PREDOMINANT FLOW HORIZONTAL DRAINAGE
   PIPING SHALL BE DONE PRIOR TO SHuffling THE TRAFFIC
4. THE ASSIGNED AT PROPOSED SPLASH BLOCK
   DESIGNATES THE DIRECTION OF THE DRainage FLOW
5. LOCATION AND SIZES OF EXISTING DRAIN
   ARE SHOWN BASED ON "AS BUILT" DRAWINGS
   THE LOCATION AND SIZES OF NEW DRAIN
   ARE SHOWN BASED ON "AS BUILT" DRAWINGS
6. COMMENTS BASED ON CONTRACT FILE "A".

LEGEND
- A EXIST. DRAIN ON BRIDGE (LETTER IDENTIFIES TYPE)
- NEW 12" DIAM. DRAINOUT PIPING
- NEW 12" DRAINOUT NEW SPLASH BLOCK
- NEW 12" DRAINOUT WITH EXIST. NIPPLE
- EXIST. RECEIVING NIPPLE
- O - 0 "EXIST. SEWER
- "EXIST. WATER MAIN
- "EXIST. GAS MAIN
- "EXIST. CONTINUOUS BRUCKNER BLDG.

AS-BUILT REVIEWS

ADDA: EXISTING DRAINAGE,
    TYPE A. (HATCH SHOWN)

SIGNATURE

DATE

DRAINAGE PLAN I

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

BRUCKNER EXPRESSWAY

SLAVELY ENGINEERING CO.
CONSULTING ENGINEERS, NEW YORK, N.Y.

REVIEWED BY

DESIGN NO.

DRAWN BY

SIZE 800"x1200"
EXISTING CONCRETE PARAPET ALTERATION AT NEW SIGN POST

SECTION G-G

PROPOSED

SECTION F-F

SECTION H-H

SECTION E-E
<table>
<thead>
<tr>
<th>BAR LIST</th>
<th>BAR LIST</th>
<th>BAR LIST</th>
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<tr>
<td><strong>MARK</strong></td>
<td><strong>LENGTH</strong></td>
<td><strong>BAR LIST</strong></td>
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<tr>
<td>S6E10</td>
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<td>S6E10</td>
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<tr>
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<th><strong>REMARKS</strong></th>
<th><strong>NOTE</strong></th>
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<tbody>
<tr>
<td>REVISED BAR LIST PER SHEET, ZONE 11 &amp; 10</td>
<td>REVISED LENGTHS (IN.&quot;&quot;)</td>
</tr>
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</table>

**NOTES**:
- Number of bars is given per pier or per span.
- Total of tension bars and reinforcement included in price bid for median barriers.
- Per other elements, the quoted cost shall be paid for under Item 050-0200.
- All bars except those marked with an "x" are epoxy coated.
### BAR LIST

<table>
<thead>
<tr>
<th>BAR</th>
<th>BARS</th>
<th>SIZE</th>
<th>NR.</th>
<th>LOCATION</th>
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<tr>
<td>MEDIAN BARRIER - SPAN 7A</td>
<td>25.10</td>
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<td>12A</td>
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<td>MEDIAN BARRIER - SPAN 7B</td>
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<td>MEDIAN BARRIER - SPAN 7C</td>
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<tr>
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<td>MEDIAN BARRIER - SPAN 7G</td>
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**NOTE:** Number of bars is given per span. For further notes see Dwg. BL-2

---

**AB-BUILT REVISIONS**

- S.PED. LENGTH CHANGES: 2.1/2" TO 1.5"
- N.PEDQ. QUANTITY CHANGES: 2 TO 6
- N.PEDQ. QUANTITY CHANGES: 1 TO 3
**Bar List III**

**State of New York**
**Department of Transportation**

<table>
<thead>
<tr>
<th>Location</th>
<th>Bar List</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td><strong>Median Barrier - Span 22</strong></td>
<td><strong>Median Barrier - Span 22</strong></td>
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<tr>
<td><strong>Median Barrier - Span 23</strong></td>
<td><strong>Median Barrier - Span 23</strong></td>
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<td><strong>Median Barrier - Span 24</strong></td>
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<tr>
<td><strong>Median Barrier - Span 25</strong></td>
<td><strong>Median Barrier - Span 25</strong></td>
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</tr>
</tbody>
</table>

**NOTE:** Number of bars is given per span except as noted for: blisters in spans 22 thru 23 and 26 thru 28.

For other notes: see leg 6C-2.

**LEGEND:**
- **Bar Mark - Spec:** Bar marking from 1 to 9, see col. 2.
- **Changes to Bar List:** See Legend.
- **AB-Built Reverses:**
  - **Chains to Bar List:** See Legend.
  - **John J. Trombetta:**

**Signature Date**

**Bar List III**

**Blassey & Elmwood Co., Consulting Engineers, New York, N.Y.**

**Date:** 8/31/68

**Sheet No.:** 1-1 (Sheet of 2)
PLAN VIEW

NOTE: IF VENT HOLES CONFLICT WITH SPLICES, MOVE HOLES.

ELEVATIONS

SECTION B-B

**EJ7 - 1 REQUIRED**

**EJ8 - 1 REQUIRED**
PLAN VIEW

NOTE: IF VENT HOLES CONFLICT WITH SPLICES, MOVE HOLES.

ELEVATIONS

SECTION B-B

FJ10 - 1 REQUIRED

FJ11 - 1 REQUIRED

FOR JOINT LOCATION, SECTION A-A, CAI & CAD DETAILS AND FIELD SPLICE DETAIL SEE SHEET NO. 1.

D.O. BROWN 30-0190 SHEET 6 OF 15

DATE:  8-20-84  ENCLOSED  GR: 84-01

D.O. BROWN 30-0190 SHEET 6 OF 15

DATE:  8-20-84  ENCLOSED  GR: 84-01

F.A.P. NO.:  19-2016-01

STATE PROJ. NO.:  17010

BRIDGE NO.:  144000-09

CONTRACT NO.:  D025995

DISTRIBUTION:

CONSTRUCTION:  DEFCE CO.
NOTE: IF VENT HOLES CONFLICT WITH SPLICES, MOVE HOLES.

PLAN VIEW

ELEVATIONS

SECTION B-B

EJ15 (2) REQUIRED

EJ16 (1) REQUIRED
PLAN VIEW

NOTE: IF VENT HOLE CONFLICT WITH SPLICES, MOVE HOLES.

ELEVATIONS

SECTION B-B

EJ20 - 5 REQUIRED

<table>
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</table>

FOR JOINT LOCATION, SECTION A-A, CAI & CAR DETAILS AND FIELD SPlice DETAIL SEE SHEET NO. 1.

D.S. BROWN 9-20-215 SHEET 12 OF 15

STATE LOCAL NO.: 27-22-20
CONTRACT NO.: 20-12-23-05
DISTRIBUTOR:
CONTRACTOR: BURKE CO.