

Attach To Contract Document

New York City Department of Transportation  
Division of Bridges  
Bureau of Specialty Engineering and Construction  
Design Build/Emergency Contracts Unit

**REQUEST FOR PROPOSAL**

**DESIGN, CONSTRUCTION AND CONSTRUCTION SUPPORT SERVICES  
FOR THE REHABILITATION OF THE NORTHBOUND AND SOUTHBOUND  
BRUCKNER EXPRESSWAY BRIDGES OVER CSX AND AMTRAK**

**BOROUGH OF THE BRONX**

**CONTRACT No. HBX1123  
PIN 84107BXBR171**

**Addendum # 3**

**December 10, 2007**

**This Addendum Is Hereby Made Part of the Contract Documents**

**NOTE:**

Attached please find:

1. Addendum No. 3
2. Revised Section I, Time Table (Page2-R1)
3. Revised Exhibit C, Book 2
4. Responses to Questions raised to the Agency and minor technical clarifications
5. Additional Drawings
6. Acknowledgement Receipt

THE CITY OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF BRIDGES

**REQUEST FOR PROPOSAL**

**CONTRACT No. HBX1123  
PIN 84107BXBR171**

**DESIGN, CONSTRUCTION AND CONSTRUCTION SUPPORT SERVICES  
FOR THE REHABILITATION OF THE NORTHBOUND AND SOUTHBOUND  
BRUCKNER EXPRESSWAY BRIDGES OVER CSX AND AMTRAK**

**BOROUGH OF THE BRONX**

**ADDENDUM # 3**

**December 10, 2007**

REFER TO: REQUEST FOR PROPOSAL, Page 2, SECTION I - TIMETABLE, Item A: Release Date of the Request for Proposal, the last line reading: "The deadline is December 11, 2007".

CHANGE TO: To read: "The final deadline for questions is December 21, 2007."

REFER TO: Book 2 Engineering Requirements – EXHIBIT C Progress Payment Schedule

REPLACE: Book 2 Engineering Requirements – EXHIBIT C Progress Payment Schedule in its entirety with EXHIBIT C Progress Payment Schedule

## **SECTION I - TIMETABLE**

### **A. Release Date of the Request for Proposals:**

**September 27, 2007**

All questions and requests for additional information concerning this Request for Proposals should be directed to **Richard Solomon**, Project Manager the Authorized Agency Contact Person at:

Telephone: (212) 442-7346

Fax: (212) 788-1911

Email: [rsolomon@dot.nyc.gov](mailto:rsolomon@dot.nyc.gov)

Proposers should submit all questions arising out of the pre-proposal conference no later than October 17, 2007. All other questions shall be submitted no later than 24 consecutive calendar days prior to the proposal due date, since the Agency may be unable to respond to questions received after that date. **The final deadline is December 21, 2007.**

### **B. Pre-Proposal Conference:**

**Date: October 11, 2007**

**Time: 10:30 AM**

**Location: 2 Rector Street, 8<sup>th</sup> Floor Conference Room, NY, NY 10006**

Attendance by proposers is optional but recommended by the Agency. All questions and requests for additional information concerning the pre-proposal conference should be directed to the Authorized Agency Contact Person

### **C. Proposal Due Date and Time and Location:**

- Technical Proposal (Open to all proposers)  
Date: January 15, 2008  
Time: 2:00 PM  
Location: NYCDOT Contract Section, 40 Worth Street, 8<sup>th</sup> Floor, Room 824 A, New York, NY

**Proposals should be hand delivered to NYCDOT Contract Section located at 40 Worth Street, 8<sup>th</sup> Floor, Room 824A, New York, New York 10013, between the hours of 9am-2pm only.**

E-mailed or faxed proposals will not be accepted by the Agency.

**Proposals received at this Location after the Proposal Due Date and Time are late and shall not be accepted by the Agency, except as provided under New York City's Procurement Policy Board Rules.**

The Agency will consider requests made to the Authorized Agency Contact Person to extend the Proposal Due Date and Time prescribed above. However, unless the agency issues a written addendum to this RFP that extends the Proposal Due Date and Time for all proposers, the Proposal Due Date and Time prescribed above shall remain in effect.

**EXHIBIT C**

**PROGRESS PAYMENT SCHEDULE**

**PROGRESS PAYMENT SCHEDULE**

BRUCKNER EXPRESSWAY BRIDGES N/B & S/B OVER AMTRAK & CSXT RAILROADS

**Company name:**

The Department shall make Progress Payments to the Company in accordance with the following Schedule or Milestones. The Company may add or eliminate Milestones in accordance with its Rehabilitation. Dollar values are to be filled in for each structure and cumulative totals.

<b>Milestone for BIN 2-07535-1</b>	<b>Dollar Amount</b>	<b>Total</b>
<b>Design/Bridge/Roadways</b>		
Maintenance and Protection of Traffic (approved)		
Demolition Plans (approved)		
Substructure Rehabilitation Plans (approved)		
Superstructure Framing Plans (approved)		
Superstructure Deck Plans (approved)		
Roadway Design (approved)		
Signing & Striping Design (approved)		
Watermain Design (approved)		
Street Lighting Design (approved)		
Bridge Painting Plans (approved)		
Railroad Coordination (design approved)		
Allowance - CSXT Force Account – Design Review & Flagging Services	\$1,250,000	\$1,250,000
Allowance Amtrak Force Account - Design Review & Flagging Services	\$2,000,000	\$2,000,000
<b>Community Coordination</b>		

**PROGRESS PAYMENT SCHEDULE for BIN 2-07535-1 continues on the next page.**

**PROGRESS PAYMENT SCHEDULE for BIN 2-07535-1 Continued**

Milestone for BIN 2-07535-1	Dollar Amount	Total
<b>Construction Support Services</b>		
<b>Construction</b>		
Bridge Demolition		
Hauling and Disposal of Contaminated Excess Excavation/Concrete Demo Material (Non-Hazardous, Non-Petroleum Industrial Waste)		
Hauling and Disposal of Contaminated Excess Excavation/Concrete Demo Material (Non-Hazardous, Petroleum Contaminated Waste)		
Hauling and Disposal of Contaminated Excess Excavation/Concrete Demo Material (Hazardous Waste)		
Substructure Rehabilitation		
Superstructure (including Deck) Replacement		
Maintenance and Protection of Traffic		
Associated Roadway Work		
Cleaning of Structural Steel (Class IA containment)		
Painting of Structural Steel (Paint System K')		
Railroad Coordination		
Punchlist Completion		
Final Acceptance		
Contingency During Construction	\$750,000	\$750,000
Disruptions due to Railroad (Allowance) <sup>1</sup>	\$750,000	\$750,000
<b>Public Utility Work</b>		
Water Main		
Street Lighting		
<b>TOTAL BIN 2-07535-1</b>		

**PROGRESS PAYMENT SCHEDULE for BIN 2-07535-2**

<b>Milestone for BIN 2-07535-2</b>	<b>Dollar Amount</b>	<b>Total</b>
<b>Design/Bridge/Roadways</b>		
Maintenance and Protection of Traffic (approved)		
Demolition Plans (approved)		
Substructure Plans (approved)		
Superstructure (including Deck) Plans (approved)		
Roadway Design (approved)		
Signing & Striping Design (approved)		
Watermain Design (approved)		
Street Lighting Design (approved)		
Bridge Clearance Monitoring*		
Railroad Coordination (design approved)		
Allowance - CSXT Force Account – Design Review & Flagging Services	\$1,250,000	\$1,250,000
Allowance Amtrak Force Account - Design Review & Flagging Services	\$2,000,000	\$2,000,000
<b>Community Coordination</b>		
<b>Construction Support Services</b>		
<b>Construction</b>		
Bridge Demolition		
Hauling and Disposal of Contaminated Excess Excavation/Concrete Demo Material (Non-Hazardous, Non-Petroleum Industrial Waste)		
Hauling and Disposal of Contaminated Excess Excavation/Concrete Demo Material (Non-Hazardous, Petroleum Contaminated Waste)		

**PROGRESS PAYMENT SCHEDULE for BIN 2-07535-2 continues on the next page.**

**PROGRESS PAYMENT SCHEDULE for BIN 2-07535-2 Continued**

<b>Milestone for BIN 2-07535-2</b>	<b>Dollar Amount</b>	<b>Total</b>
Hauling and Disposal of Contaminated Excess Excavation/Concrete Demo Material (Hazardous Waste)		
Substructure Rehabilitation		
Superstructure (including Deck) Replacement		
Maintenance and Protection of Traffic		
Associated Roadway Work		
Railroad Coordination		
Punchlist Completion		
Final Acceptance		
Contingency During Construction	\$750,000	\$750,000
Disruptions due to Railroad (Allowance) <sup>1</sup>	\$750,000	\$750,000
<b>Public Utility Work</b>		
Water Main		
Street Lighting		
<b>TOTAL – BIN 2-07535-2</b>		

Note: All costs for Private Utility work will be paid to the Company through NYCDOT and paid under the conditions set forth by the negotiated agreement between the Private Utility Companies and the Company.

1. This item is to reimburse the Company for demonstrated losses incurred as a direct result of AMTRAK or CSXT ordered disruptions to the Company's otherwise scheduled and approved work operations.

\*Clearances above CSXT Tracks 5 and 6 to be monitored from Notice-To-Proceed until the existing girders have been removed.

The total of the foregoing price proposal based on the Company's Estimate of Items of Work is (in words):

Question 1: In Appendix B of the RFP, you state both in Consultant Experience and Contractor Experience that staff assigned to this project will be considered with experience on projects above 30 million dollars. Please clarify.

Clarification: This is not a pass/fail requirement, and its only intent is to demonstrate the proposers' familiarity of jobs with similar magnitude and complexity. This may include roadway and approach work done under the same bridge project as well as any private utility work necessitated by the bridge reconstruction even if such work was done under a separate contract as mandated by Schedule U. The dollar value is based upon total dollar cost including but not limited to railroad force accounts, utility work, subcontracts, joint ventures and alike.

Question 2: Drawing #S-2 indicates that the length of the existing Truss Bridge measures 111'- 6 ½" from bearing to bearing, and this drawings implies that this is the typical length of all three trusses. However, when reviewing the original drawings produced by the Pennsylvania Steel Co., the Truss Erection Drawings indicate that all three trusses have different lengths which appear to vary from 111'-6 ½" to 115'-4" long. If the original bridge drawings are correct, then the information on Drawing #S-2 is somewhat misleading and should be modified to conform to the information on the original bridge drawings. Please clarify.

Clarification: Drawing S-2 indicates that the measurement shown is for Truss A. The framing plan indicates that the trusses are not the same length. Measurements can be obtained using the electronic versions of the survey drawings.

Question 3: Drawing #S-5R indicates that the length of the Plate Girder Bridge is 126'- 9" from bearing to bearing, and this drawing implies that this is the typical length of all fourteen girders that support the existing Plate Girder Bridge. Also, plan drawing #S-6R shows the two abutments of the Plate Girder Bridge to be parallel and all existing girders to be the same length. However, a review of plan drawing #R-1 indicates that the Plate Girder Bridge abutments may, in fact, not be parallel or in alignment with the Truss Bridge abutments. If the Plate Girder abutments are not parallel to each other or in alignment with the Truss Bridge Abutments, then it must follow that the existing plate girders are different lengths, and all of the new plate girders will need to be fabricated with variable lengths. Please clarify this issue and issue any required modifications to the drawings.

Clarification: Drawing S-5R shows the bridge elevation at the south fascia. The girder lengths decrease towards the north. Girder S1 is approximately 119'-01" long. Measurements can be obtained using the electronic versions of the survey drawings.

Question 4: Please clarify how many lanes can be closed in one direction at one time. At the prebid meeting it was noted that we could close one lane on the Expressway and one lane on the service road concurrently. Note 2 of the MTP stipulations on page 279-1 of Book 2 says "one lane on the Expressway or one lane on the service road..." Can we close one lane on the Expressway and one lane on the service road in the same direction at the same time?

Clarification: No. OCMC will adhere to its MPT criteria for lane closures.

Question 5: With regard to the removal and replacement of existing Con-Ed duct banks and circuits please clarify the scope of work included in Exhibit H, page 287 of Book 2: (1) are just the circuits to be replaced from Con-Ed Manhole #M22192 to Manhole #M3407 and the existing duct banks will only be removed and replaced from abutment to abutment; or, (2) will trenching across the Service Roads and both directions of Bruckner Boulevard be required in order to remove and replace both the existing duct banks and the circuits from Con-Ed Manhole #M22192 to Manhole #M3407?

Clarification: All duct banks and circuits shall be removed and replaced from manhole to manhole, this conduit is along the northbound service road only.

Question 6: Note 10.4.4 on page 85 of Book 1 requires load ratings of the reconstructed structures. Please provide any load rating documentation, including calculations that are available for the existing truss bridge.

Clarification: Load rating calculation results are attached (BIN 2075351 Rating.pdf).

Question 7: Please provide copies of Amtrak's Erection Drawings for the Catenary Support Structures that were erected underneath the bridges by Amtrak so that the Proposers are provided with all available information on these structures.

Clarification: PDF file attached (HBX 622 Catenary Design Drawing.pdf)

Question 8: What costs does the FA cover?

Clarification: The force account covers all costs that need to be paid to the railroads so that the contractor can accomplish the scope of work in a manner that complies with the railroad requirements and operational needs and ensures that construction operations provide for the safety of contractor and railroad personnel as a result of any potential interference with the railroads and their systems. This includes but is not limited to the provision of flaggers, outages, and all costs payable to the railroad to accomplish the above. As long as it is clearly demonstrated that a certain expense payable to the railroad is the safest and most efficient way to address the railroads' needs, the item will be paid under the Force Account Allowance. Proposers are also requested with the submission of their technical proposal to notify us if the allowance amount currently allocated for force account (\$6.5M) appears to be adequate based on their previous experience and proposed scheme. If any deficiency appears to exist, this should be highlighted in the technical proposal and its magnitude should be identified as NYCDOT may consider to further increase the allocated amount and address this in an addendum to be issued after Oral presentations and before Price submission.

Question 9: In Addendum #2 Question 24 part 2 Clarification states that; "Temporary shielding may be required to extend beyond the fascia girder...". Can we utilize the same footprint above the shield for the erection of temporary structures as long as vertical clearances are maintained?

Clarification: A proposer may do so only if it is confident you can obtain AMTRAK's and CSX's approval to that effect. NYCDOT will not render such a proposal non-responsive unlike originally stated in the RFP and the pre-proposal conference. However, this is a risk the proposer is assuming, and in the event the assumption does not materialize, the proposer will be responsible for all costs arising out of the need to redesign and/or stage operations in a different manner. In addition, in the event the proposer proposes such a solution, it must clearly identify in the proposal that a fall back design solution exists in the event that the proposer fails to obtain the approval of the railroads for the erection of such temporary structures.

Question 10: Exhibit E - Scope of Work states that the existing truss bridge BIN #2-07535-1 is to be painted, but the type of painting system and type of surface preparation is not specified in the Scope of Work, or in the Technical Specifications, or in the Special Provisions. Exhibit L – Bridge Painting Requirements includes many different painting systems and preparation methods, but this section refers back to the Special Provisions for the specific paint system(s) to be used on this project. However, we request that the NYCDOT modify the Scope of Work and the Technical Specifications to clarify the painting work, the type of preparation, and the type of paint system(s) to be used on the existing and new components of the Truss Bridge.

Clarification: On the truss bridge, all steel is to be completely blast cleaned (Class 1A Containment). This includes the removal of all lead paint. Paint System K' (Total coating replacement – with sealer) is to be utilized. This is specified in Book 2 - Section 831 Page C43.

Question 11: Please clarify whether or not the NYCDOT or the NYSDOT has any preferences or restrictions regarding the type of bridge deck systems that can be used for the reconstruction of both bridge decks.

Clarification: No preferences or restrictions regarding the type of deck. This would be determined by the proposed scheme.

Response to Question No. 6

**Bruckner Expressway Southbound Over Amtrak & CSXT  
BIN 2-07535-1  
Rating Summary**

**Technical References:**

1. Shop drawings prepared by the Pennsylvania Steel Company, Steelton, Pennsylvania; 1908
2. AASHTO Standard Specifications for Highway Bridges, with current interims
3. AASHTO Manual for Condition Evaluation of Bridges, 2003 Interim
4. NYSDOT EI-05-034

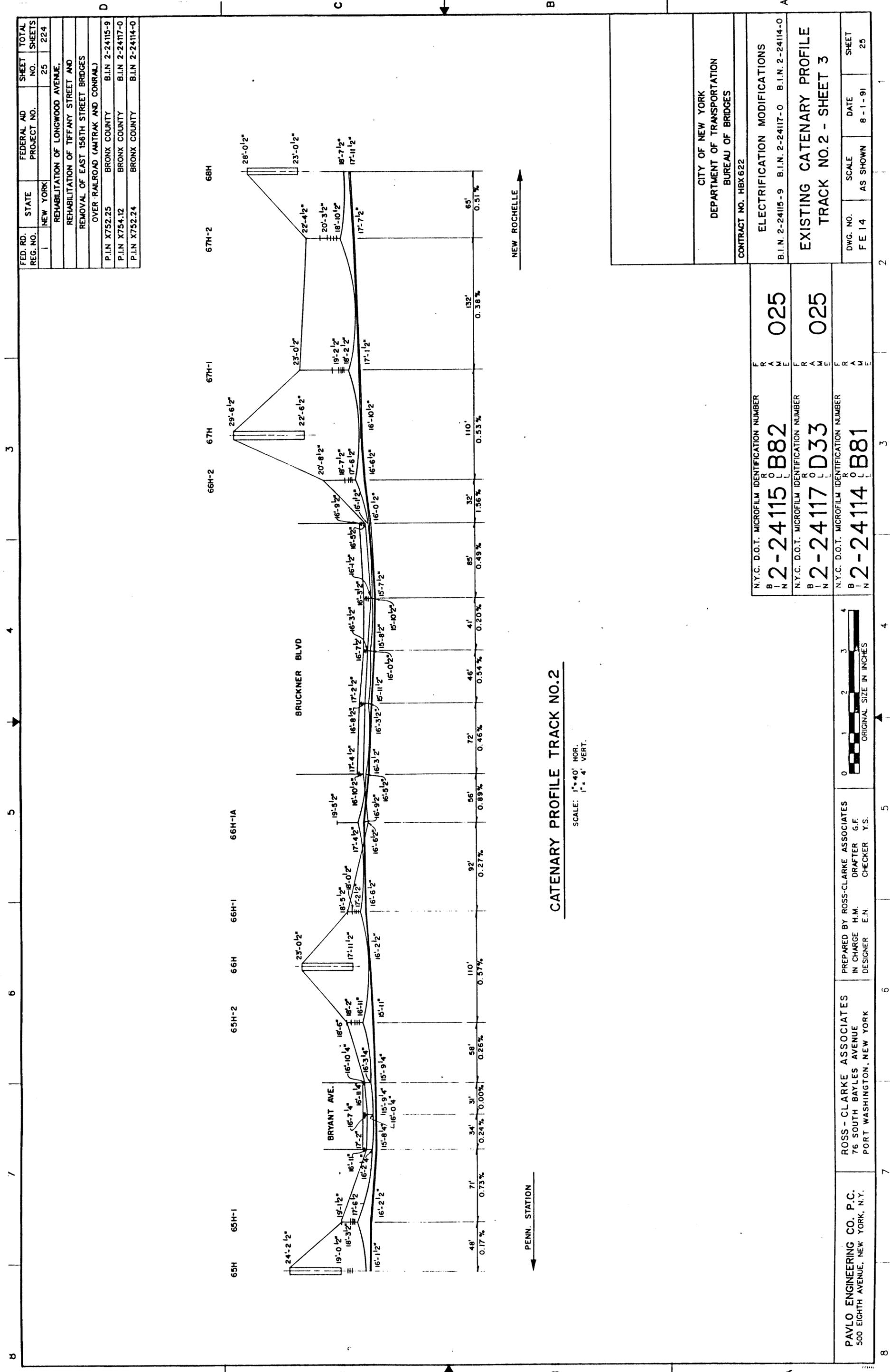
**Technical Assumptions:**

1. Working Stress Design. A member that does not rate above HS-25 by WSD will be re-rated using Load Factor Design.
2. HS-25 Live Load
3. Concrete encasement on stringers, floorbeams, and lower truss chords not included for the truss dead load analysis since it will be removed as part of the rehabilitation.
4. Dead load for floorbeam rating includes concrete encasement and concrete encasement on stringers.
5. The truss is indeterminate to the first degree; Diagonal member L4-M5 is assumed to be redundant. This was a common practice circa 1900 for a Baltimore Truss, see:
  - Stresses in Structures by A.H. Heller, 1916
  - Bridge Engineering by Frank O. Dufour 1909
  - The Design of Highway Bridges by Milo S. Ketchum, 1908

**Inventory Rating Summary**

Member	Rating Factor	Rating	Remarks
U2M3	1.46	HS41	Load Factor
M3L4	2.37	HS66	Load Factor
L3M3	1.14	HS28	Working Stress
Floorbeam	2.17	HS54	Working Stress
Stringer 15I42	1.4	HS35	Working Stress





**CATENARY PROFILE TRACK NO. 2**

SCALE: 1" = 40' HOR.  
1" = 4' VERT.

FED. RD. REG. NO.	STATE	FEDERAL AD PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		25	224
REHABILITATION OF LONGWOOD AVENUE, REHABILITATION OF TIFFANY STREET AND REMOVAL OF EAST 156TH STREET BRIDGES OVER RAILROAD (AMTRAK AND CONRAL)				
P.I.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		

ELECTRIFICATION MODIFICATIONS	
B.I.N. 2-24115-9	B.I.N. 2-24117-0
B.I.N. 2-24114-0	
EXISTING CATENARY PROFILE	
TRACK NO. 2 - SHEET 3	
DWG. NO. FE 14	SCALE AS SHOWN
DATE 8-1-91	SHEET 25

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAME
2-24115 B82	025
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAME
2-24117 D33	025
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAME
2-24114 B81	

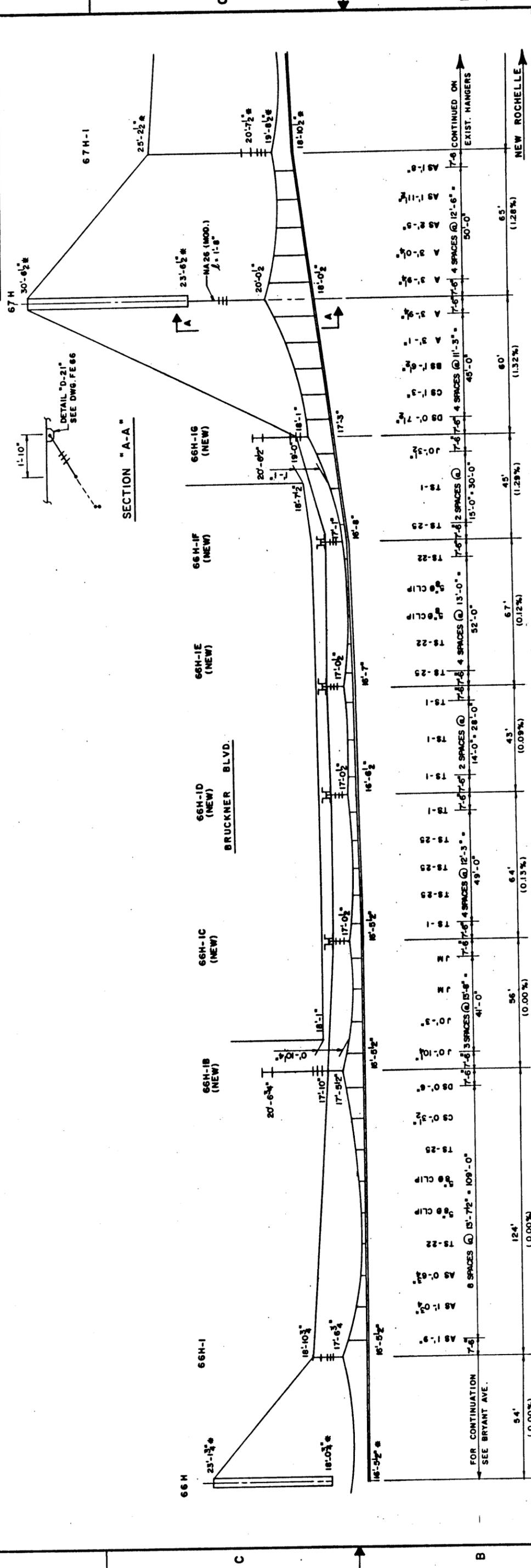


PREPARED BY ROSS-CLARKE ASSOCIATES  
IN CHARGE H.M. DRAFTER G.F. CHECKER Y.S.  
DESIGNER E.N.

ROSS-CLARKE ASSOCIATES  
76 SOUTH BAYLES AVENUE  
PORT WASHINGTON, NEW YORK

PAVLO ENGINEERING CO. P.C.  
500 EIGHTH AVENUE, NEW YORK, N.Y.

FED. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		32	224
REHABILITATION OF LONGWOOD AVENUE.				
REMOVAL OF EAST 156TH STREET BRIDGES				
OVER RAILROAD (AMTRAK AND CONRAL)				
P.L.N. X752.25	BRONX COUNTY	BLN 2-24115-9		
P.L.N. X754.12	BRONX COUNTY	BLN 2-24117-0		
P.L.N. X752.24	BRONX COUNTY	BLN 2-24114-0		



**CATENARY PROFILE TRACK NO. 1**

SCALE: 1" = 20' HOR.  
1" = 2' VERT.

NOTE:  
FOR CATENARY ERECTION DIAGRAMS, SEE DWGS. FE23 TO FE28.

\* DENOTES FIELD MEASUREMENT

PENN. STATION	FOR BRYANT AVE. SEE DWG. FE 28	NEW ROCHELLE	EXIST. HANGERS
54' (0.00%)	124' (0.00%)	64' (0.13%)	56' (0.00%)
43' (0.09%)	67' (0.12%)	45' (1.29%)	60' (1.32%)
15'-0" x 30'-0" 45'-0" 4 SPACES @ 11'-3" 7'-6" 7'-6" 4 SPACES @ 12'-6" 50'-0"	15'-0" x 30'-0" 45'-0" 4 SPACES @ 11'-3" 7'-6" 7'-6" 4 SPACES @ 12'-6" 50'-0"	15'-0" x 30'-0" 45'-0" 4 SPACES @ 11'-3" 7'-6" 7'-6" 4 SPACES @ 12'-6" 50'-0"	15'-0" x 30'-0" 45'-0" 4 SPACES @ 11'-3" 7'-6" 7'-6" 4 SPACES @ 12'-6" 50'-0"

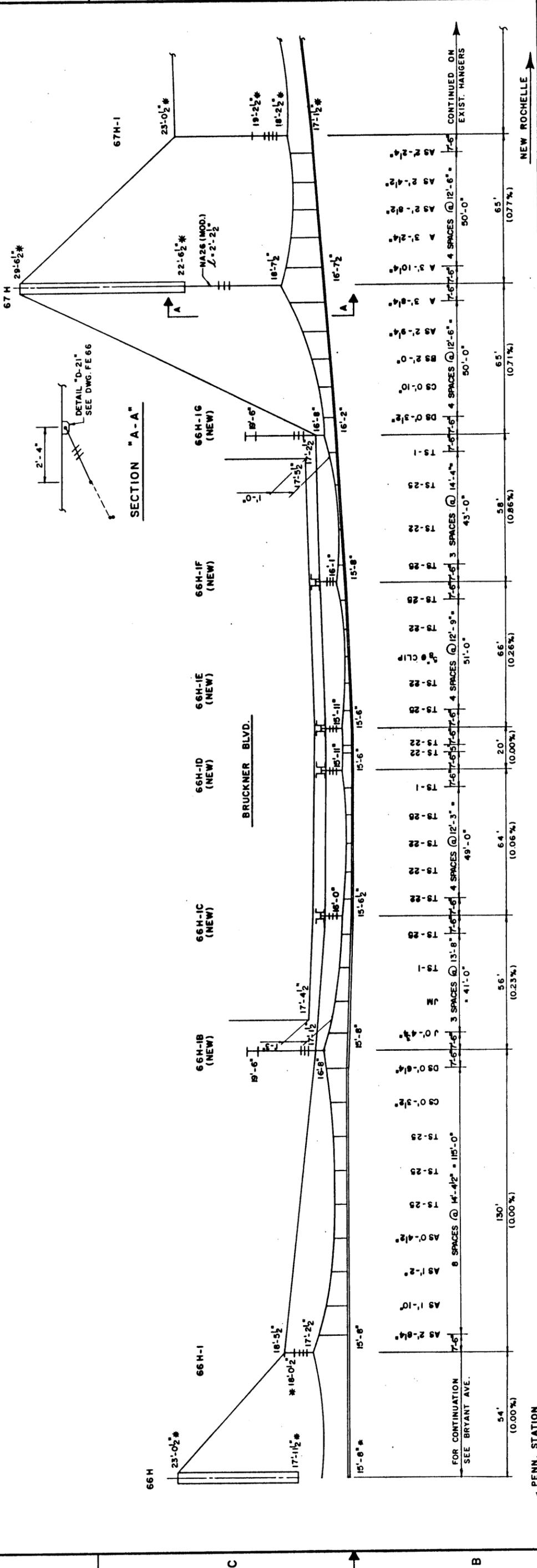
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER <b>2-24115 B82</b>	N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER <b>032</b>	ELECTRIFICATION MODIFICATIONS B.I.N. 2-24115-9 B.I.N. 2-24117-0 B.I.N. 2-24114-0
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER <b>2-24117 D33</b>	N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER <b>032</b>	CATENARY PROFILE TRACK NO. 1
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER <b>2-24114 B81</b>	N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER <b>032</b>	CONTRACT NO. HBX 622

PAVLO ENGINEERING CO. P.C. 500 EIGHTH AVENUE, NEW YORK, N.Y.	ROSS - CLARKE ASSOCIATES 76 SOUTH BAYLES AVENUE PORT WASHINGTON, NEW YORK	PREPARED BY ROSS-CLARKE ASSOCIATES IN CHARGE H.M. DRAFTER G.F. CHECKER Y.S. DESIGNER E.N.
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CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION BUREAU OF BRIDGES	SCALE AS SHOWN	DATE 8-1-91	SHEET 32
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FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		35	224
REHABILITATION OF LONGWOOD AVENUE REMOVAL OF EAST 156TH STREET BRIDGES OVER RAILROAD (AMTRAK AND CONRAIL)				
P.L.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.L.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.L.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		



**CATENARY PROFILE TRACK NO. 2**

SCALE: 1" = 20' HOR.  
1" = 2' VERT.

\* DENOTES FIELD MEASUREMENT

NOTE:  
FOR CATENARY ERECTION DIAGRAMS, SEE DWGS. FE23 TO FE28.

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION BUREAU OF BRIDGES CONTRACT NO. HBX622
ELECTRIFICATION MODIFICATIONS B.I.N. 2-24115-9 B.I.N. 2-24117-0 B.I.N. 2-24114-0
CATENARY PROFILE TRACK NO. 2
DWG. NO. FE 22 SCALE AS SHOWN DATE 8-1-91 SHEET 33

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER <b>2-24115 B82</b>	FRAME <b>033</b>
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER <b>2-24117 D33</b>	FRAME <b>033</b>
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER <b>2-24114 B81</b>	FRAME <b>033</b>



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IN CHARGE H.M. DRAFTER G.G. CHECKER Y.S.  
DESIGNER E.N.

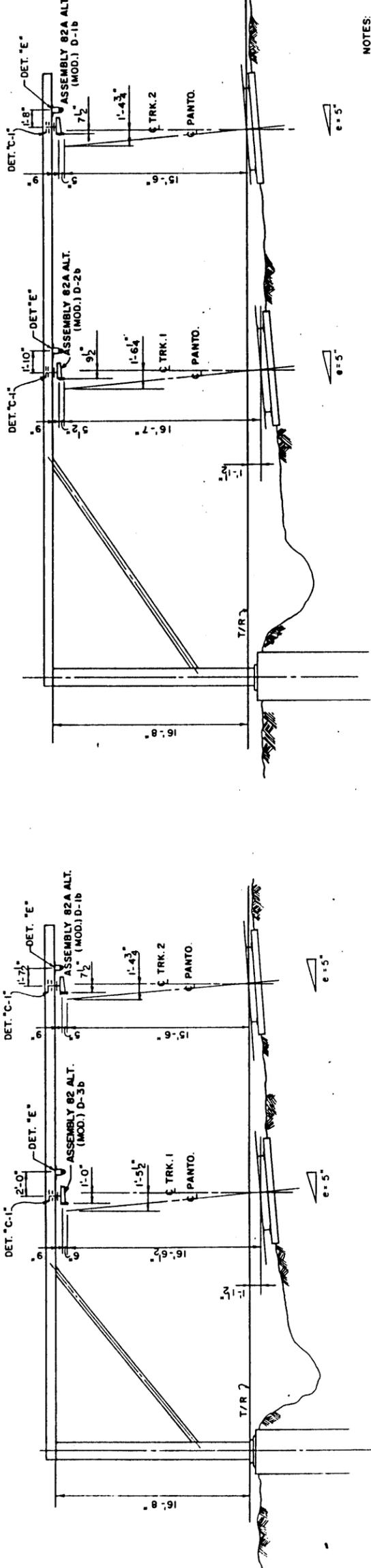
ROSS-CLARKE ASSOCIATES  
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PAVLO ENGINEERING CO. P.C.  
500 EIGHTH AVENUE, NEW YORK, N.Y.

8 7 6 5 4 3 2 1



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		38	224
REHABILITATION OF LONGWOOD AVENUE, REHABILITATION OF TIFFANY STREET AND REMOVAL OF EAST 156TH STREET BRIDGES OVER RAILROAD (AMTRAK AND CONRAIL)				
P.I.N. X752-25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754-12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752-24	BRONX COUNTY	B.I.N. 2-24114-0		



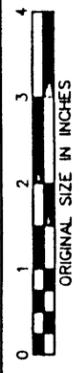
**STRUCTURE NO. 66H-ID**  
(LOOKING TOWARD NEW ROCHELLE)  
SCALE: 1" = 5'

**STRUCTURE NO. 66H-IE**  
(LOOKING TOWARD NEW ROCHELLE)  
SCALE: 1" = 5'

- NOTES:
- FOR CATENARY PROFILES, SEE DWGS. FE 21 & FE 22.
  - FOR CATENARY DETAILS, SEE DWGS. FE 29 & FE 30.
  - FOR ELECTRIFICATION MATERIAL, SEE DWGS. FE 31 & FE 32.
  - FOR STRUCTURAL ERECTION DIAGRAMS, SEE DWGS. FE 57 & FE 58.
  - FOR STRUCTURAL DETAILS, SEE DWG. FE 64.

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION BUREAU OF BRIDGES	
CONTRACT NO. HBX622	
ELECTRIFICATION MODIFICATIONS	
B.I.N. 2-24115-9	B.I.N. 2-24117-0
B.I.N. 2-24114-0	
CATENARY ERECTION DIAGRAMS 66H-ID & 66H-IE	
DWG. NO. FE 27	SCALE AS SHOWN
DATE 8-1-91	SHEET 38

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAME
<b>2-24115 B82</b>	<b>038</b>
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAME
<b>2-24117 D33</b>	<b>038</b>
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAME
<b>2-24114 B81</b>	



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IN CHARGE H.M. DRAFTER G.F.  
DESIGNER E.N. CHECKER Y.S.

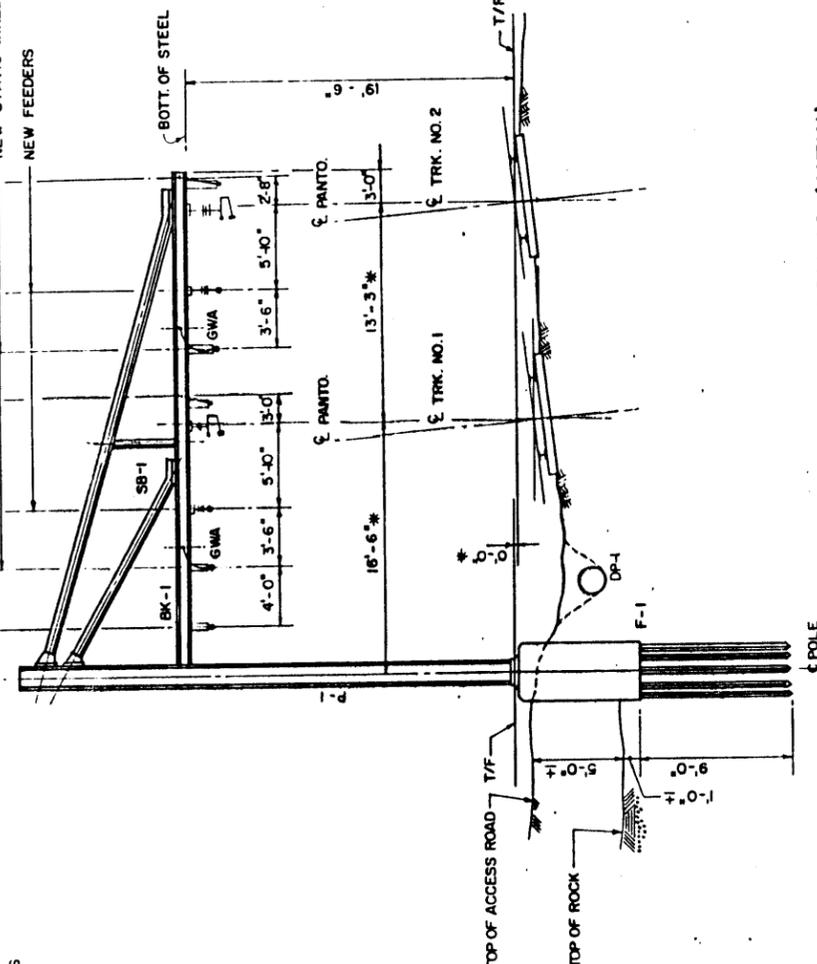
ROSS-CLARKE ASSOCIATES  
76 SOUTH BAYLES AVENUE  
PORT WASHINGTON, NEW YORK

PAVLO ENGINEERING CO. P.C.  
500 EIGHTH AVENUE, NEW YORK, N.Y.

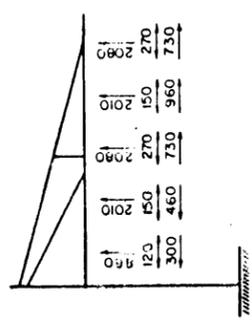


FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		66	224
REHABILITATION OF LONGWOOD AVENUE.				
REMOVAL OF EAST 156TH STREET BRIDGES				
OVER RAILROAD (AMTRAK AND CONRAIL)				
P.I.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		

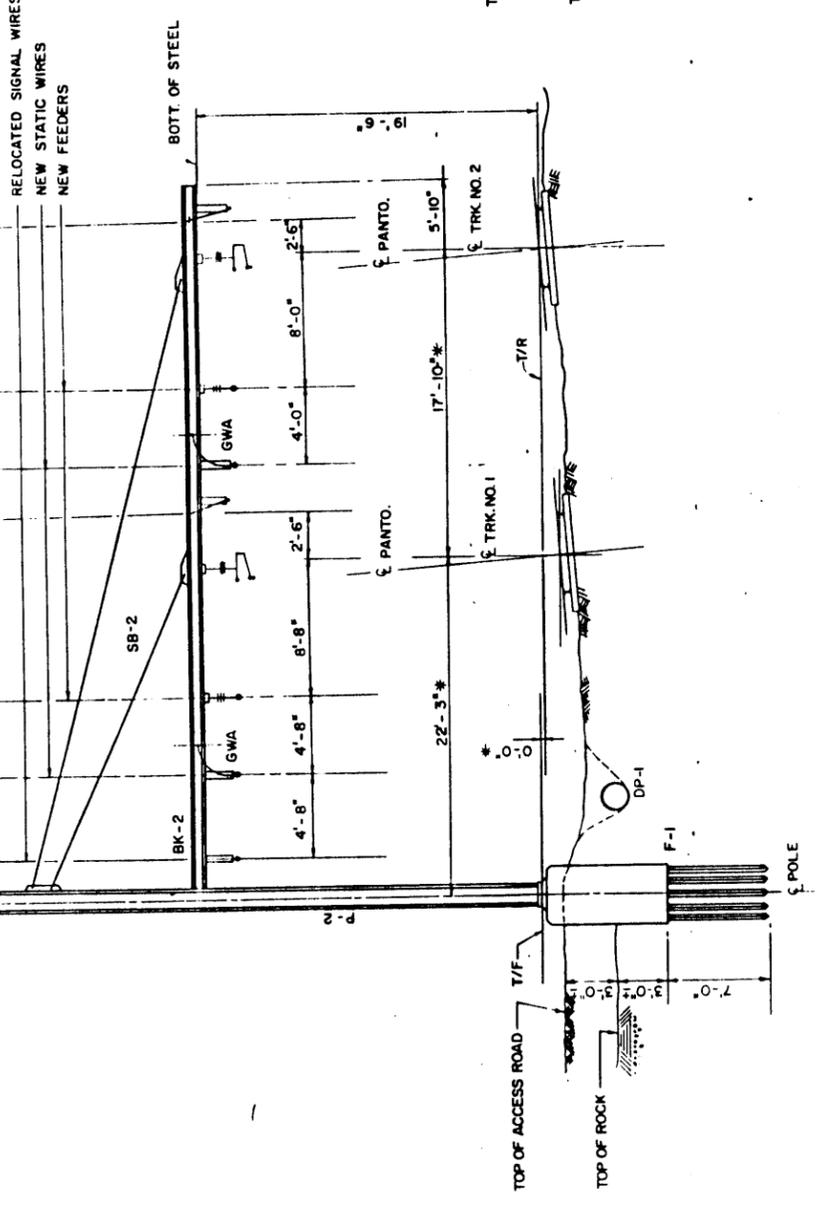
MARK	DESCRIPTION	REF DWG	QUAN
<b>NO. 66H-IB (NEW)</b>			
F-1	FOUNDATION	FE73	1
P-2	POLE	FE61	1
BK-2	BRACKET	FE68	1
SB-2	SAG BRACE	FE68	1
D-2A	DETAIL	FE71	2
D-2B	DETAIL	FE71	2
D-2G	DETAIL	FE71	1
I122B (MOD)	ASSEMBLY	FE75	2
DP-1	DRAINAGE PIPE	FE73	1
BGD-1	BRACKET GUYING DETAIL	FE76	2
GWA	ASSEMBLY	FE77	2
MS-2	ASSEMBLY	FE75	2
		FE78	1
<b>NO. 66H-IG (NEW)</b>			
F-1	FOUNDATION	FE73	1
P-1	POLE	FE61	1
BK-1	BRACKET	FE62	1
SB-1	SAG BRACE	FE62	1
D-2A	DETAIL	FE71	2
D-2B	DETAIL	FE71	3
I122B (MOD)	ASSEMBLY	FE75	2
DP-1	DRAINAGE PIPE	FE73	1
BGD-1	BRACKET GUYING DETAIL	FE76	2
GWA	ASSEMBLY	FE77	3
GWA	ASSEMBLY	FE75	2



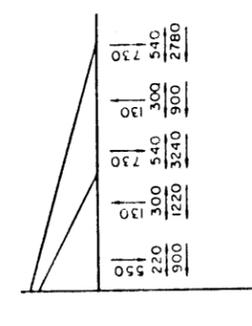
**STRUCTURE NO. 66H-IB (NEW)**  
(LOOKING TOWARD NEW ROCHELLE)  
SCALE: 1"=5'



**LOADING DIAGRAM**



**STRUCTURE NO. 66H-IB (NEW)**  
(LOOKING TOWARD NEW ROCHELLE)  
SCALE: 1"=5'

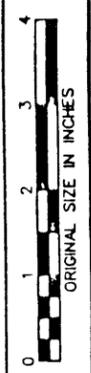


**LOADING DIAGRAM**

NOTES:  
1. \*VERIFY IN FIELD BEFORE FABRICATION.  
2. FOR CATENARY ATTACHMENTS SEE DWG. NOS. FE 29 AND FE 30.

CITY OF NEW YORK	
DEPARTMENT OF TRANSPORTATION	
BUREAU OF BRIDGES	
CONTRACT NO. HBX622	
ELECTRIFICATION MODIFICATIONS	
B.I.N. 2-24115-9	B.I.N. 2-24117-0
B.I.N. 2-24114-0	B.I.N. 2-24114-0
STRUCTURAL ERECTION DIAGRAM	
66H-IB & 66H-IG	
DWG. NO. FE-55	SCALE AS SHOWN
DATE 8-1-91	SHEET 66

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	066
B I N 2-24115	B82
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	066
B I N 2-24117	D33
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	066
B I N 2-24114	B81



PREPARED BY ROSS-CLARKE ASSOCIATES  
IN CHARGE H.M. DRAFTER E.C.  
DESIGNER E.C. CHECKER Y.S.

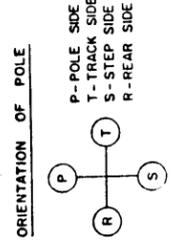
ROSS - CLARKE ASSOCIATES  
76 SOUTH BAYLES AVENUE  
PORT WASHINGTON, NEW YORK

PAVLO ENGINEERING CO. P.C.  
500 EIGHTH AVENUE, NEW YORK, N.Y.

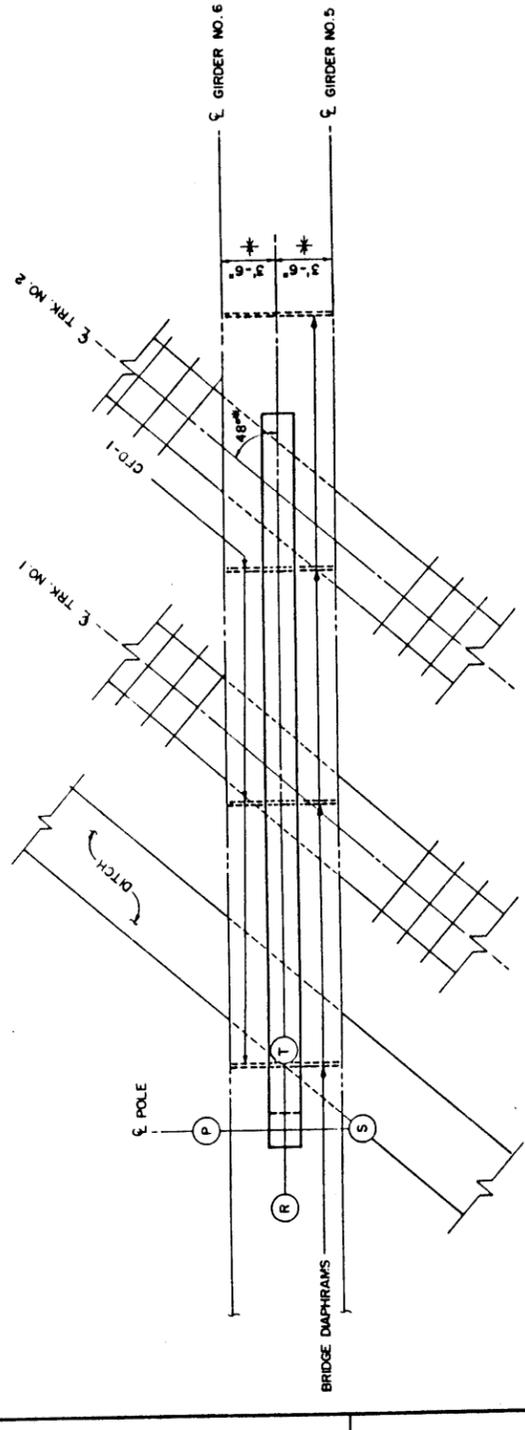
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		67	224
REHABILITATION OF LONGWOOD AVENUE, REMOVAL OF EAST 156TH STREET BRIDGES OVER RAILROAD (AMTRAK AND CONRAL)				
P.I.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		

BILL OF MATERIALS			
MARK	DESCRIPTION	REF DWG	QUAN
NO. 66H-1C (NEW)			
F-1	FOUNDATION	FE73	1
CS-1	CANTILEVER STRUCTURE	FE63	1
DET'C	DETAIL	FE64	2
D-IB	DETAIL	FE64	3
II22B (MOD)	ASSEMBLY	FE75	2
DP-1	DRAINAGE PIPE	FE73	1
CFD-1	DETAIL	FE67	3
GW-1	ASSEMBLY	FE75	3
GWA	ASSEMBLY	FE75	2

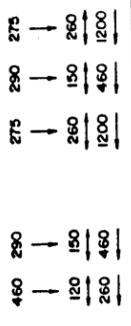
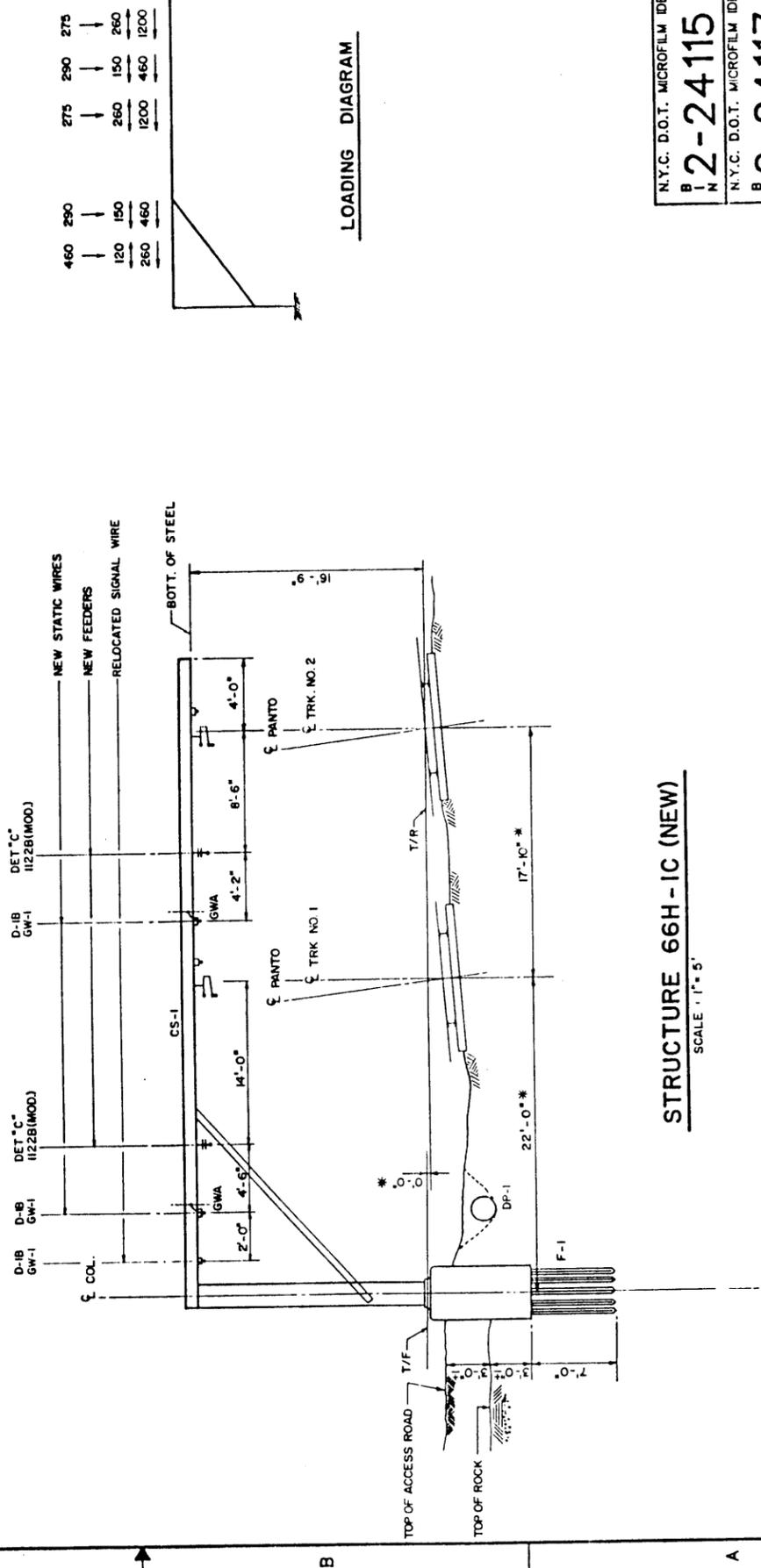
NOTES:  
 1. FOR LOCATION OF GIRDERS NO. 5 & 6, SEE DWG. NO. FEB.  
 2. \* VERIFY IN FIELD BEFORE FABRICATION.  
 3. FOR CATENARY ERECTION DIAGRAM SEE DWG. NO. 26.



3  
4  
5  
6  
7  
8



PLAN



LOADING DIAGRAM

STRUCTURE 66H-1C (NEW)  
SCALE: 1" = 5'

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	067
B 2-24115 B82	
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	067
B 2-24117 D33	
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	
B 2-24114 B81	

CITY OF NEW YORK  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF BRIDGES  
 CONTRACT NO. HBX622

ELECTRIFICATION MODIFICATIONS  
 B.I.N. 2-24115-9 B.I.N. 2-24117-0 B.I.N. 2-24114-0  
 STRUCTURAL ERECTION DIAGRAM  
 66H-1C (NEW)

PAYLO ENGINEERING CO. P.C.  
 500 EIGHTH AVENUE, NEW YORK, N.Y.

ROSS-CLARKE ASSOCIATES  
 76 SOUTH BAYLES AVENUE  
 PORT WASHINGTON, NEW YORK

PREPARED BY ROSS-CLARKE ASSOCIATES  
 IN CHARGE H.M. DRAFTER G.M.  
 DESIGNER E.C. CHECKER Y.S.

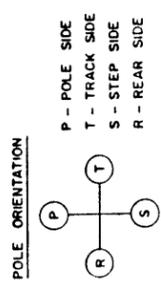
DWG. NO.	SCALE	DATE	SHEET
FE 56	AS SHOWN	8-1-91	67

A  
B  
C  
D  
1  
2  
3  
4  
5  
6  
7  
8

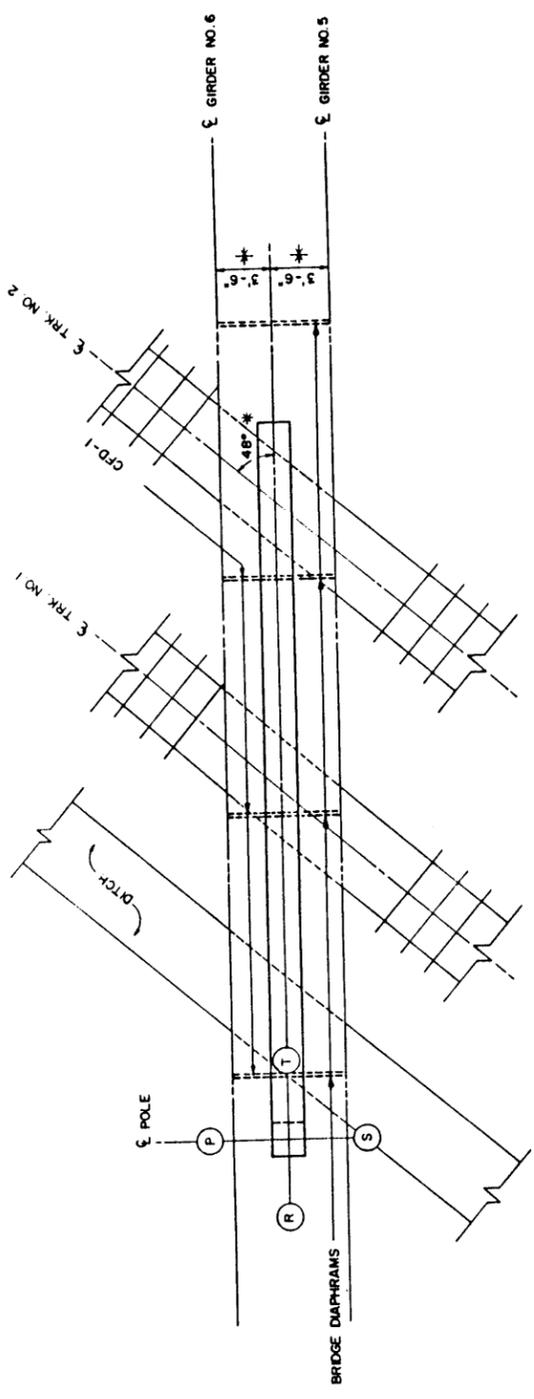
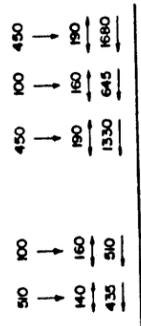
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		68	224
REHABILITATION OF LONGWOOD AVENUE, REMOVAL OF EAST 156TH STREET BRIDGES OVER RAILROAD (AMTRAK AND CONRAIL)				
P.I.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		

BILL OF MATERIALS			
MARK	DESCRIPTION	REF DWG	QUAN
NO. 66H-ID (NEW)			
F-1	FOUNDATION	FE73	1
CS-1	CANTILEVER STRUCTURE	FE63	1
DET "C"	DETAIL	FE64	2
D-IB	DETAIL	FE64	3
U22B (MOD)	ASSEMBLY	FE75	2
DP-1	DRAINAGE PIPE	FE73	1
CFD-1	DETAIL	FE67	3
GWA	ASSEMBLY	FE75	2
GW-1	ASSEMBLY	FE77	3

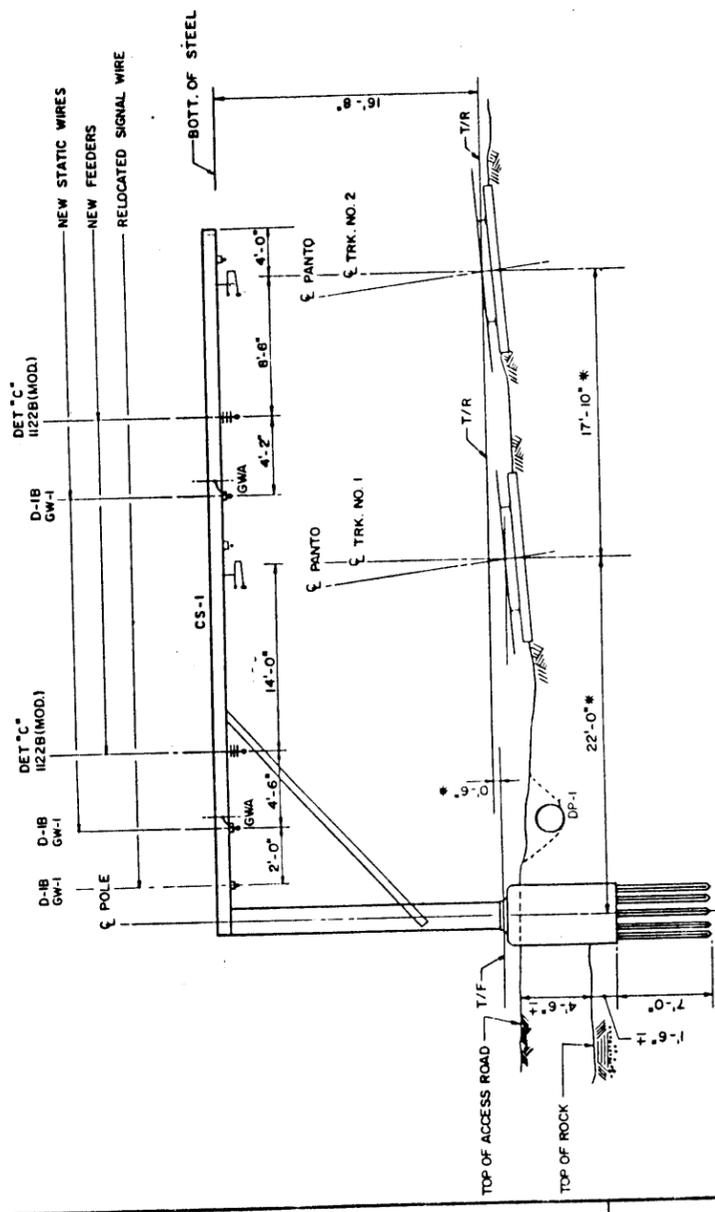
NOTES:  
 1. FOR LOCATION OF GIRDERS NO. 5 & 6 SEE DWG NO. FE 8.  
 2. FOR CATENARY ERECTION DIAGRAM SEE DWG. NO. FE 27.  
 3. \* VERIFY IN FIELD BEFORE FABRICATION.



LOADING DIAGRAM



PLAN



STRUCTURE 66H-ID (NEW)

SCALE: 1" = 5'

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FR	068
B I N	2-24115	B82
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FR	068
B I N	2-24117	D33
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FR	
B I N	2-24114	B81



PREPARED BY ROSS-CLARKE ASSOCIATES  
 IN CHARGE H.M. DRAFTER E.C.  
 DESIGNER E.C. CHECKER Y.S.

ROSS-CLARKE ASSOCIATES  
 76 SOUTH BAYLES AVENUE  
 PORT WASHINGTON, NEW YORK

PAYLO ENGINEERING CO. P.C.  
 500 EIGHTH AVENUE, NEW YORK, N.Y.

CITY OF NEW YORK  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF BRIDGES  
 CONTRACT NO. HBX622

ELECTRIFICATION MODIFICATIONS  
 B.I.N. 2-24115-9 B.I.N. 2-24117-0 B.I.N. 2-24114-0

STRUCTURAL ERECTION DIAGRAM  
 66H-ID (NEW)

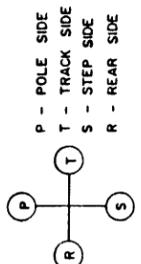
DWG. NO.	SCALE	DATE	SHEET
FE 57	AS SHOWN	8-1-91	68

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		69	224
REHABILITATION OF LONGWOOD AVENUE, REMOVAL OF EAST 156TH STREET BRIDGES OVER RAILROAD (AMTRAK AND CONRAIL)				
P.I.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		

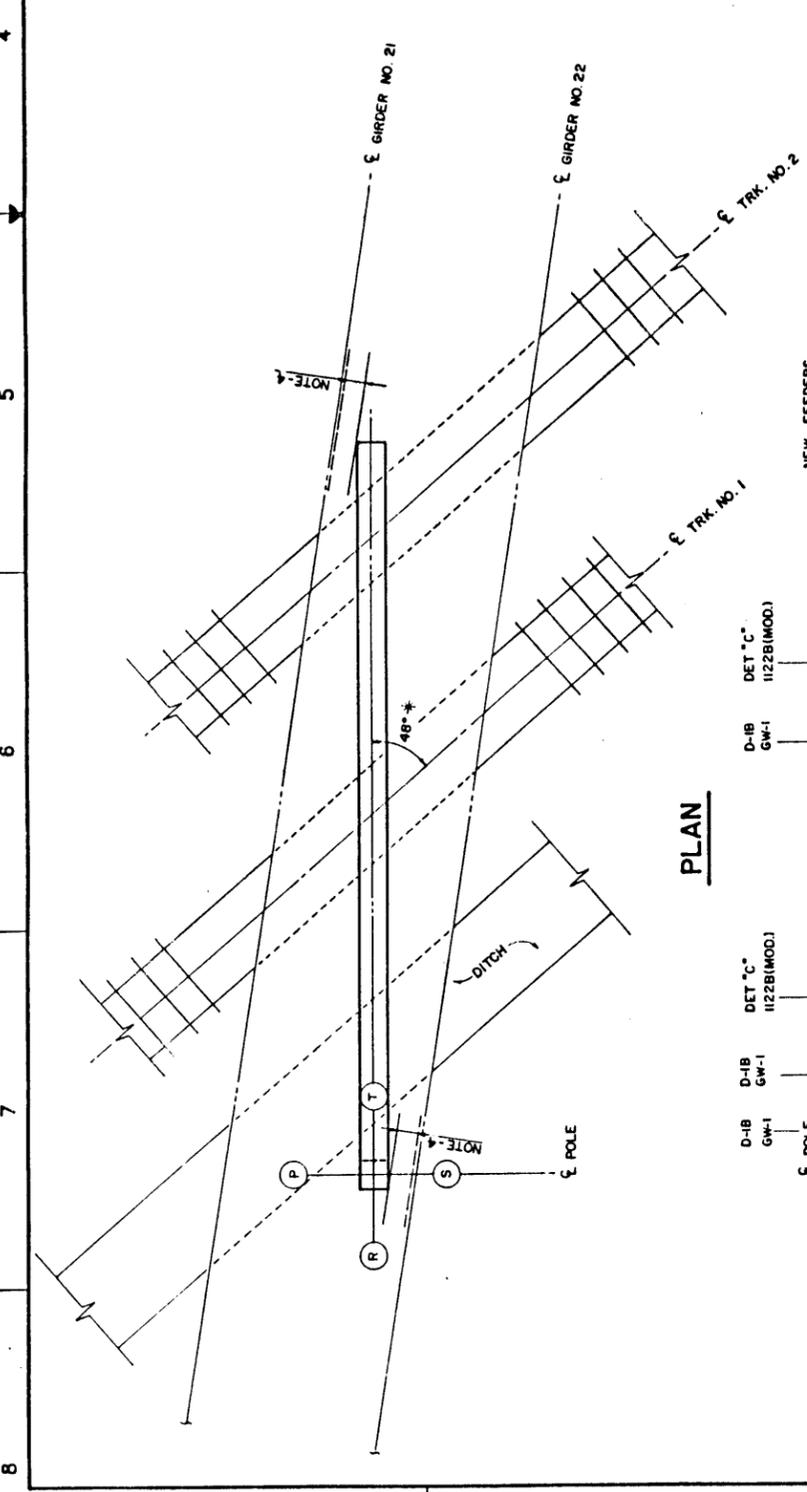
**BILL OF MATERIALS**

MARK	DESCRIPTION	REF DWG	QUAN
NO. 66H-IE (NEW)			
F-1	FOUNDATION	FE73	1
CS-1	CANTILEVER STRUCTURE	FE63	1
DET "C"	DETAIL	FE64	2
D-IB	DETAIL	FE64	3
1122B(MOD)	ASSEMBLY	FE75	2
DP-1	DRAINAGE PIPE	FE73	1
GWA	ASSEMBLY	FE75	2
GW-1	ASSEMBLY	FE77	3

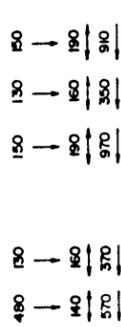
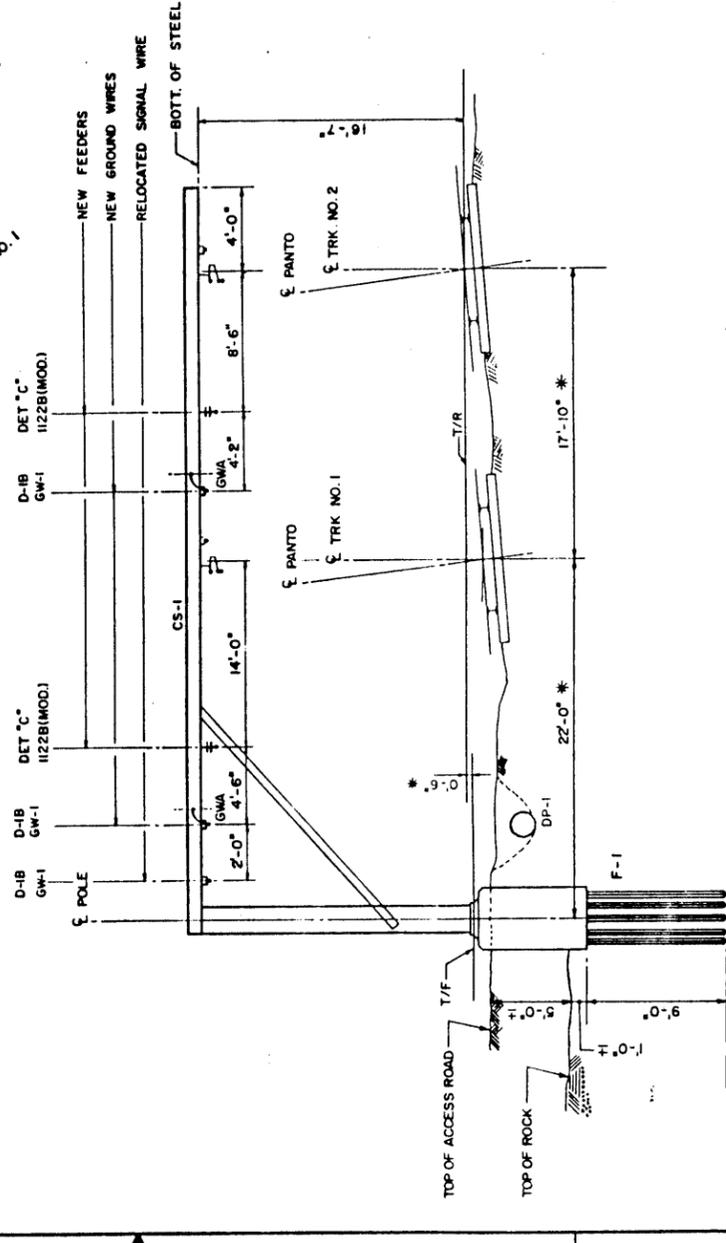
**POLE ORIENTATION**



- NOTES:**
- FOR LOCATION OF GIRDERS NO 21 AND NO 22 SEE DWG. NO. FE 6.
  - FOR CANTILEVER ERECTION DIAGRAM SEE DWG. NO. FE 27.
  - VERIFY IN FIELD BEFORE FABRICATION.
  - CLEAR DISTANCE BETWEEN CS-1 AND FLANGES OF EXISTING GIRDERS TO BE 6" MIN.



**PLAN**



**LOADING DIAGRAM**

**STRUCTURE 66H-IE (NEW)**  
SCALE: 1" = 5'

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	069
B I N	2-24115 B82
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	069
B I N	2-24117 D33
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	
B I N	2-24114 B81

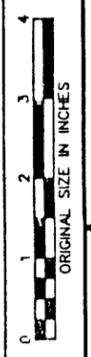
PAVLO ENGINEERING CO. P.C.  
500 EIGHTH AVENUE, NEW YORK, N.Y.

ROSS-CLARKE ASSOCIATES  
76 SOUTH BAYLES AVENUE  
PORT WASHINGTON, NEW YORK

DESIGNER E.C.  
CHECKER Y.S.  
DRAFTER H.M.  
IN CHARGE G.G.

PREPARED BY ROSS-CLARKE ASSOCIATES

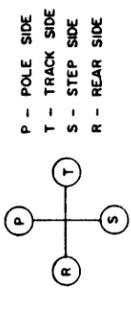
CONTRACT NO.	CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION BUREAU OF BRIDGES		
CONTRACT NO.	HXB 622		
ELECTRIFICATION MODIFICATIONS			
B.I.N. 2-24115-9	B.I.N. 2-24117-0	B.I.N. 2-24114-0	
STRUCTURAL ERECTION DIAGRAM 66H-IE(NEW)			
DWG. NO.	SCALE	DATE	SHEET
FE 58	AS SHOWN	8-1-91	69



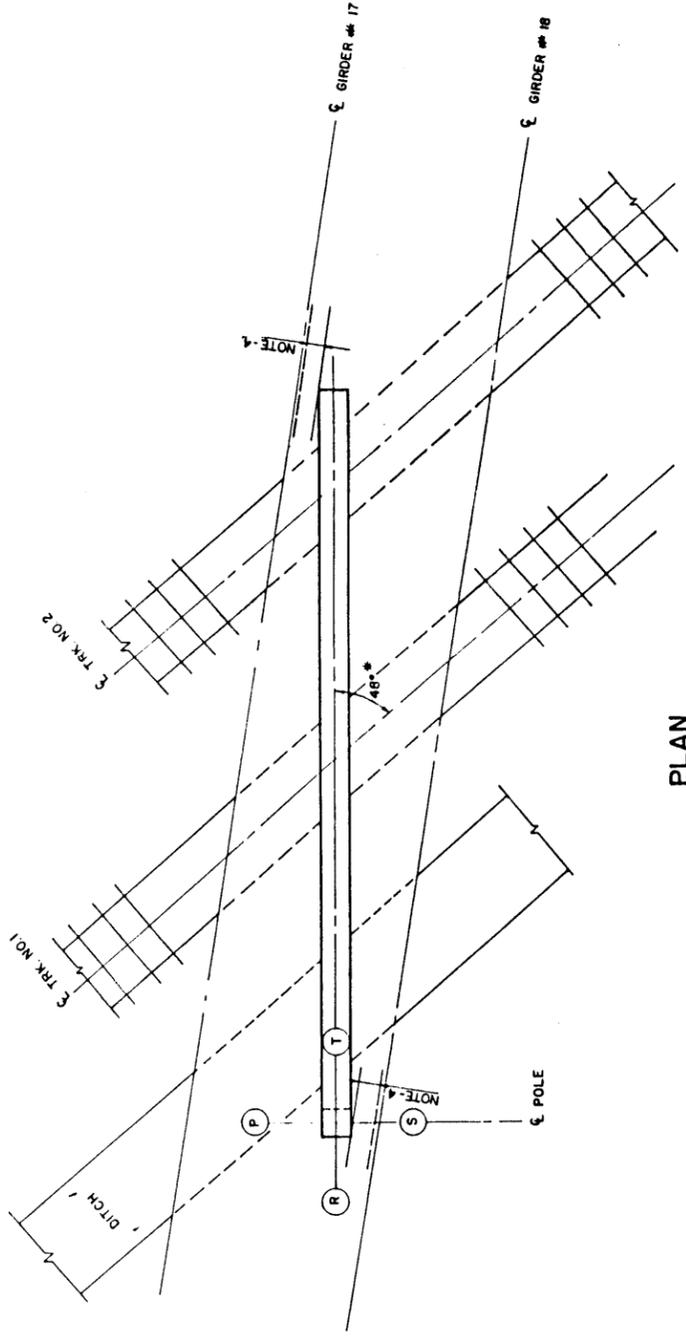
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		70	224
REHABILITATION OF LONGWOOD AVENUE, REMOVAL OF EAST 156TH STREET BRIDGES OVER RAILROAD (AMTRAK AND CONRAIL)				
P.I.N	X752.25	BRONX COUNTY	B.I.N	2-24115-9
P.I.N	X754.12	BRONX COUNTY	B.I.N	2-24117-0
P.I.N	X752.24	BRONX COUNTY	B.I.N	2-24114-0

BILL OF MATERIALS		
MARK	DESCRIPTION	REF. DWG. QUAN.
NO. 66H-IF(NEW)		
F-1	FOUNDATION	FE73 1
CS-1	CANTILEVER STRUCTURE	FE63 1
DET'C	DETAIL	FE64 2
D-IB	DETAIL	FE64 3
I122B (MOD)	ASSEMBLY	FE75 2
DP-1	DRAINAGE PIPE	FE73 1
GWA	ASSEMBLY	FE75 2
GW-1	ASSEMBLY	FE77 3

POLE ORIENTATION

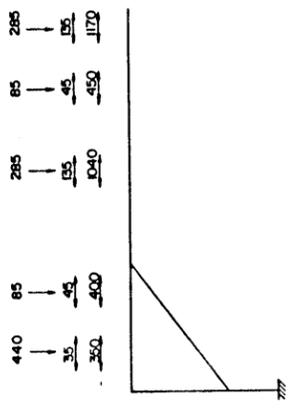
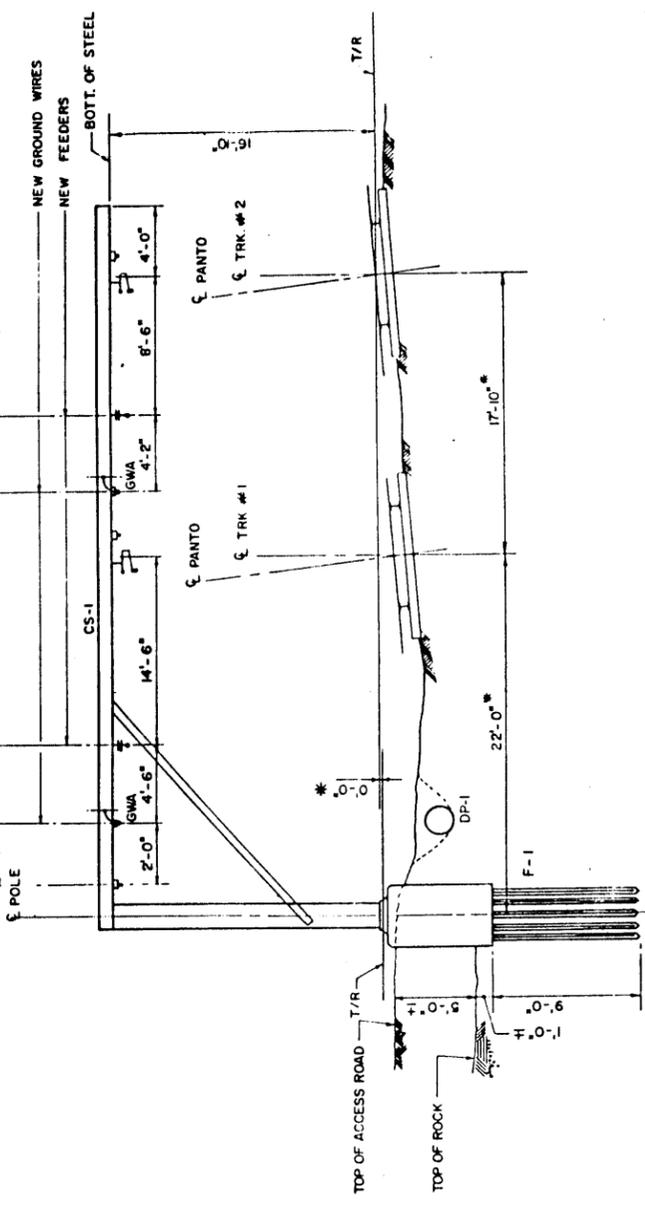


NOTES:  
 1. FOR LOCATION OF GIRDER NO.17 AND NO.18 SEE DWG. NO. FE6.  
 2. FOR CANTILEVER ERECTION DIAGRAM SEE DWG. NO. FE 28.  
 3. \* VERIFY IN FIELD BEFORE FABRICATION.  
 4. CLEAR DISTANCE BETWEEN CS-1 AND FLANGES OF EXISTING GIRDERS TO BE 6" MIN.



**PLAN**

SCALE: 1" = 5'



LOADING DIAGRAM

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION BUREAU OF BRIDGES	
CONTRACT NO. HBX622	
ELECTRIFICATION MODIFICATIONS	
B.I.N. 2-24115-9	B.I.N. 2-24117-0
STRUCTURAL ERECTION DIAGRAM	
66H-IF(NEW)	
DWG. NO. FE 59	SCALE AS SHOWN
DATE 8-1-91	SHEET 70

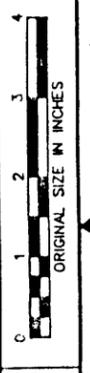
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	070
2-24115 B82	
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	070
2-24117 D33	
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	B81
2-24114 B81	

**STRUCTURE 66H-IF (NEW)**

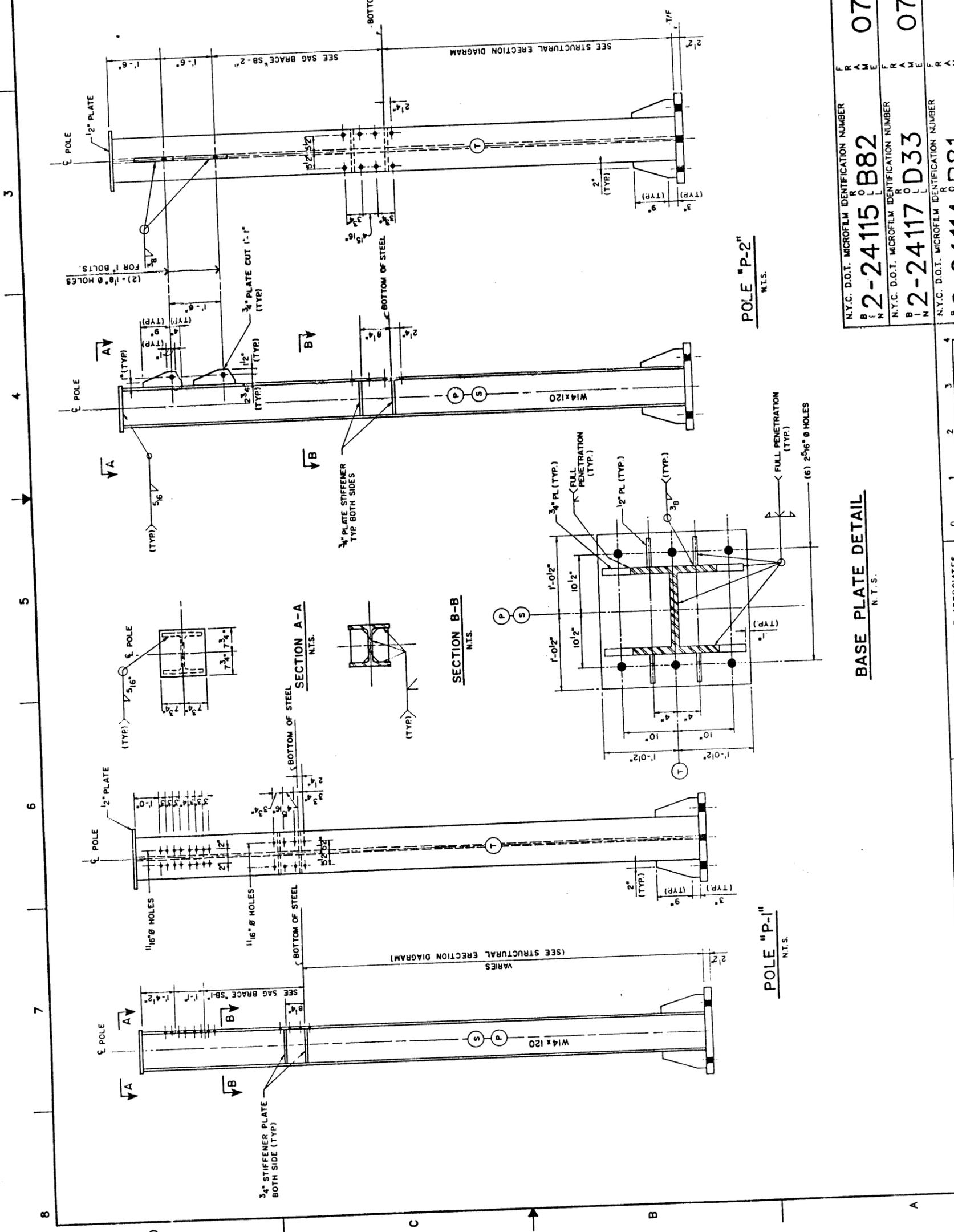
SCALE: 1" = 5'

ROSS-CLARKE ASSOCIATES  
 76 SOUTH BAYLES AVENUE  
 PORT WASHINGTON, NEW YORK

PREPARED BY ROSS-CLARKE ASSOCIATES  
 IN CHARGE H.M. DRAFTER G.G. CHECKER Y.S.



FED. RD. REC. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		72	224
REHABILITATION OF LONGWOOD AVENUE.				
REHABILITATION OF TIFFANY STREET AND				
REMOVAL OF EAST 156TH STREET BRIDGES				
OVER RAILROAD (AMTRAK AND CONRAL)				
P.I.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		



CITY OF NEW YORK	
DEPARTMENT OF TRANSPORTATION	
BUREAU OF BRIDGES	
CONTRACT NO. HBR622	ELECTRIFICATION MODIFICATIONS
B.I.N. 2-24115-9	B.I.N. 2-24117-0
B.I.N. 2-24114-0	B.I.N. 2-24114-0
STEEL DETAILS-SHEET I	
DWG. NO. FE-61	SCALE AS SHOWN
DATE 8-1-91	SHEET 72

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	072
2-24115 B82	
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	072
2-24117 D33	
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	072
2-24114 B81	

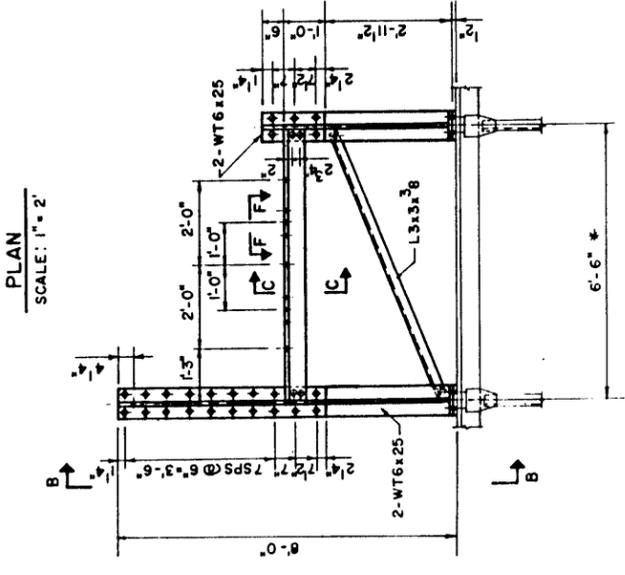
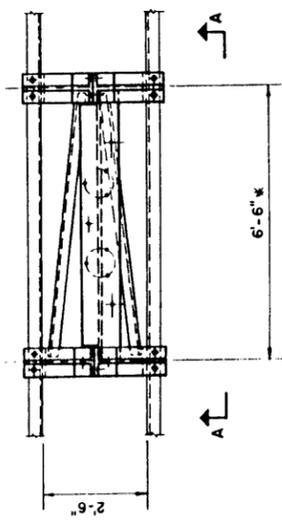
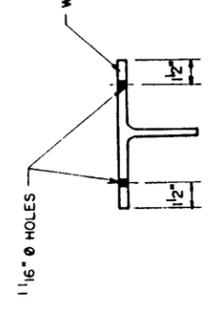
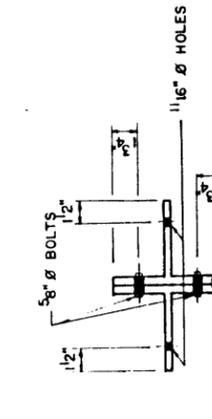
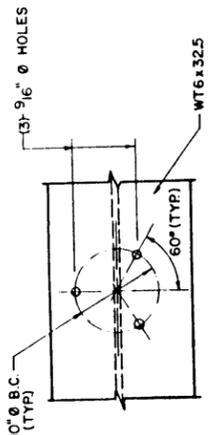
PREPARED BY ROSS-CLARKE ASSOCIATES	DESIGNER E.C.
IN CHARGE H.M.	CHECKER Y.S.
DRAFTER G.M.	

ROSS - CLARKE ASSOCIATES	76 SOUTH BAYLES AVENUE	PORT WASHINGTON, NEW YORK
PAVLO ENGINEERING CO. P.C.	500 EIGHTH AVENUE, NEW YORK, N.Y.	





FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		76	224
REHABILITATION OF LONGWOOD AVENUE, REMOVAL OF TIFFANY STREET AND REMOVAL OF EAST 156TH STREET BRIDGES				
OVER RAILROAD (AMTRAK AND CONRAIL)				
P.I.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		



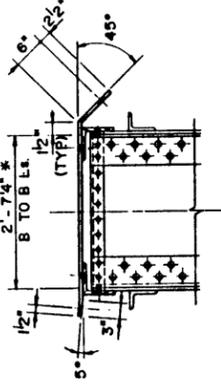
SECTION F-F  
N.T.S.

SECTION D-D  
N.T.S.

SECTION C-C  
N.T.S.

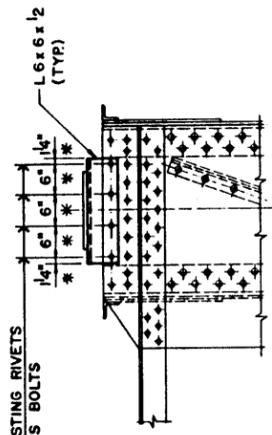
SECTION A-A  
SCALE: 1" = 2'

SECTION B-B  
SCALE: 1" = 2'



SECTION E-E

PLAN



ELEVATION

DETAIL "D-3"  
N.T.S.

REPLACE EXISTING RIVETS  
WITH NEW H.S. BOLTS

NOTE:  
1. \* DIMENSIONS TO BE VERIFIED IN FIELD.



PREPARED BY ROSS-CLARKE ASSOCIATES  
IN CHARGE H.M. DRAFTER G.G.  
DESIGNER Y.S. CHECKER E.C.

ROSS - CLARKE ASSOCIATES  
76 SOUTH BAYLES AVENUE  
PORT WASHINGTON, NEW YORK

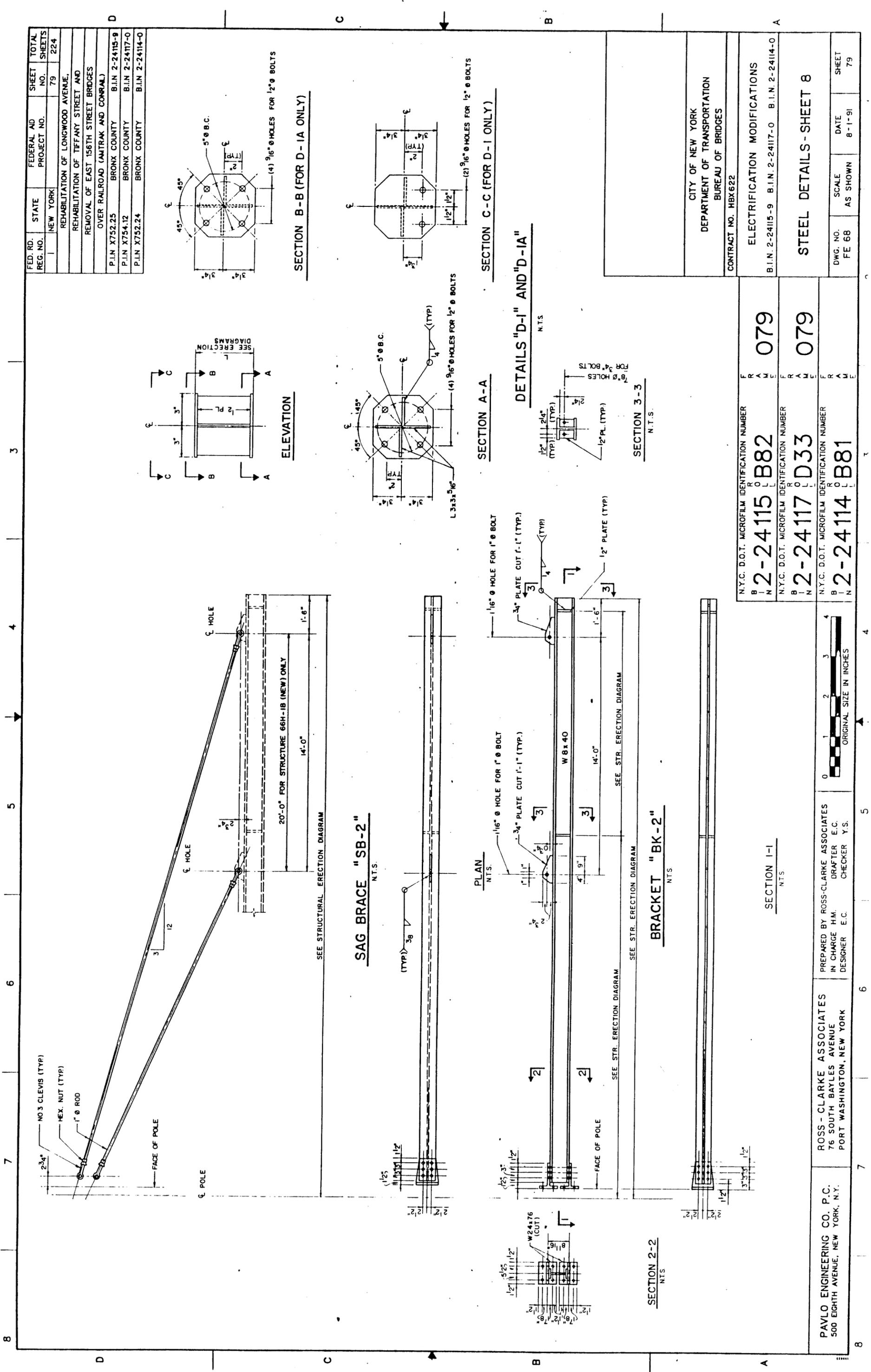
PAVLO ENGINEERING CO. P.C.  
500 EIGHTH AVENUE, NEW YORK, N.Y.

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	F R A M E	076
B I N		2-24115-B82
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	F R A M E	076
B I N		2-24117-D33
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	F R A M E	076
B I N		2-24114-B81
ELECTRIFICATION MODIFICATIONS		
B.I.N. 2-24115-9 B.I.N. 2-24117-0 B.I.N. 2-24114-0		
STEEL DETAILS-SHEET 5		
DWG. NO.	SCALE	DATE
FE 65	AS SHOWN	8-1-91
SHEET	76	

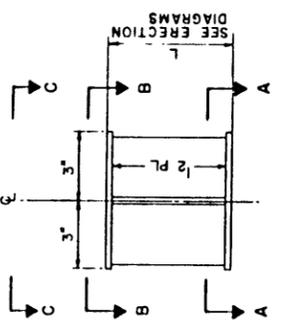
CITY OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF BRIDGES  
CONTRACT NO. HBX622



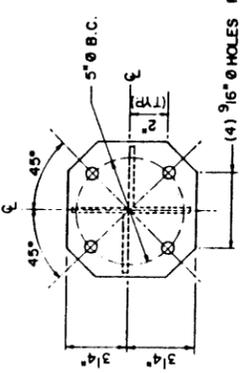




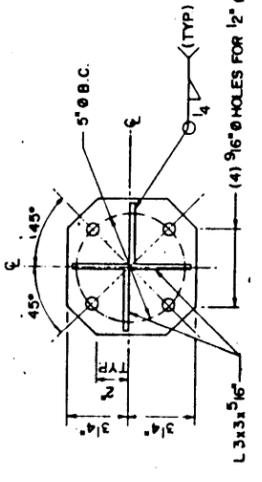
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		79	224
REHABILITATION OF LONGWOOD AVENUE, REMOVAL OF EAST 156TH STREET BRIDGES OVER RAILROAD (AMTRAK AND CONRAIL)				
P.I.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		



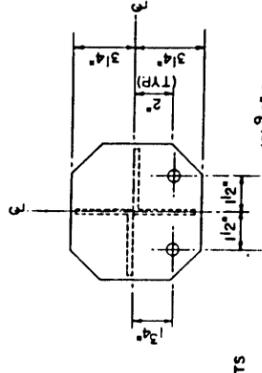
ELEVATION



SECTION B-B (FOR D-1A ONLY)

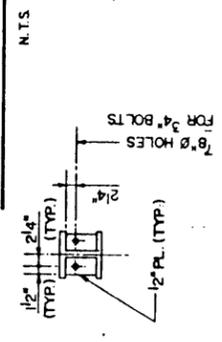


SECTION A-A

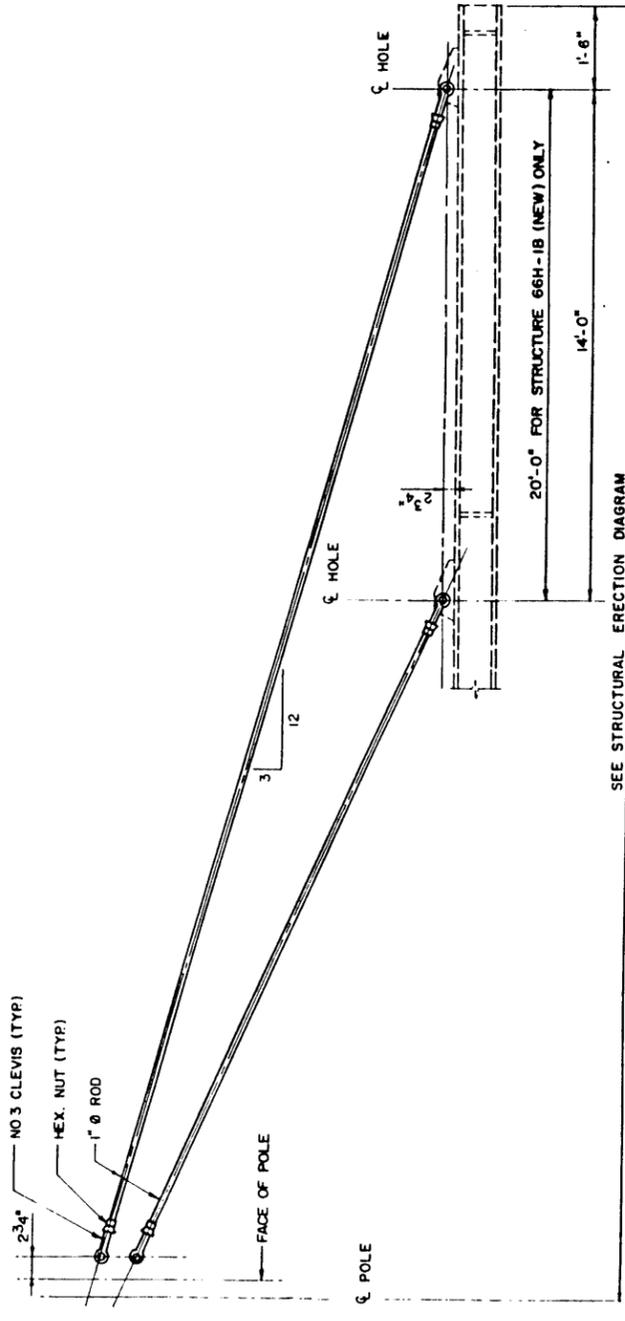


SECTION C-C (FOR D-1 ONLY)

DETAILS "D-I" AND "D-1A"



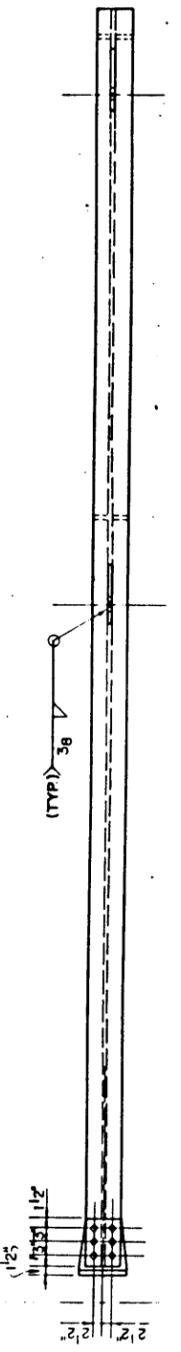
SECTION 3-3



SEE STRUCTURAL ERECTION DIAGRAM

SAG BRACE "SB-2"

NTS.



PLAN

NTS.

BRACKET "BK-2"

NTS.

SECTION 1-1

NTS.

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER  
**2-24115 B82**

079

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER  
**2-24117 D33**

079

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER  
**2-24114 B81**

PREPARED BY ROSS-CLARKE ASSOCIATES  
 IN CHARGE H.M. DRAFTER E.C.  
 DESIGNER E.C. CHECKER Y.S.

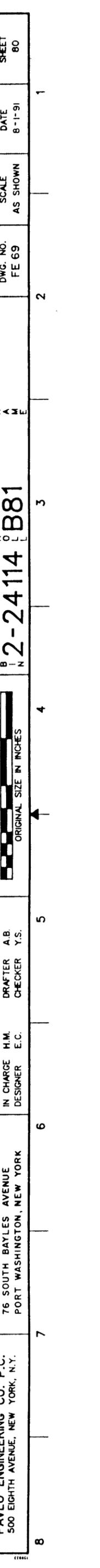
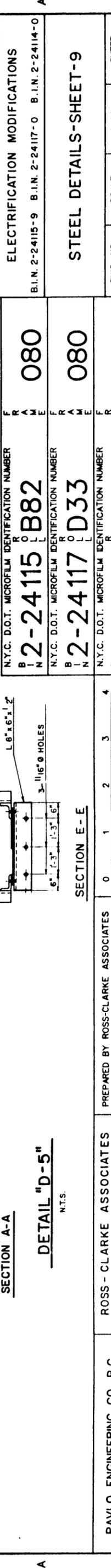
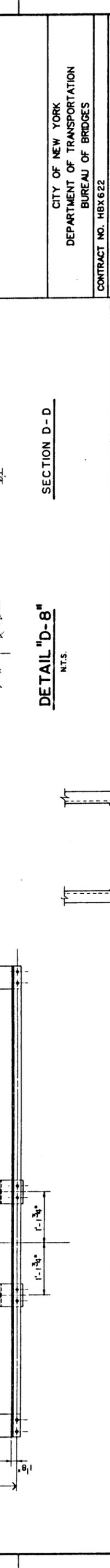
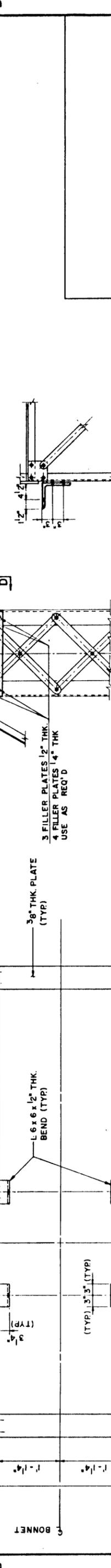
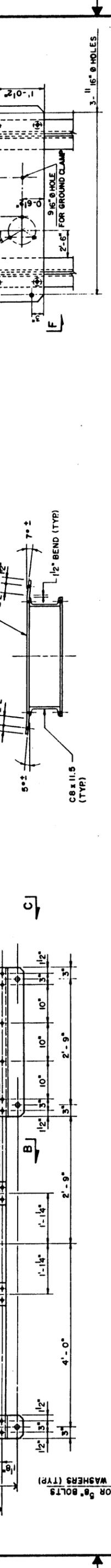
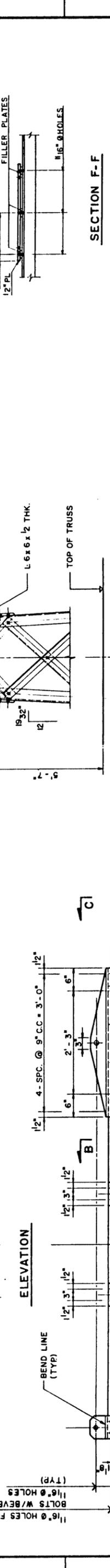
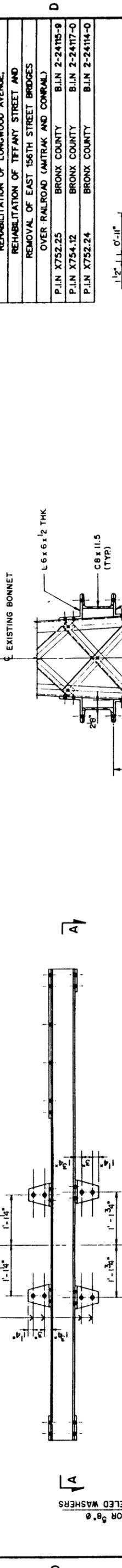
ROSS - CLARKE ASSOCIATES  
 76 SOUTH BAYLES AVENUE  
 PORT WASHINGTON, NEW YORK

PAVLO ENGINEERING CO. P.C.  
 500 EIGHTH AVENUE, NEW YORK, N.Y.

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION BUREAU OF BRIDGES	
CONTRACT NO. HBX622	
ELECTRIFICATION MODIFICATIONS	
B.I.N. 2-24115-9	B.I.N. 2-24117-0
B.I.N. 2-24114-0	
STEEL DETAILS - SHEET 8	
DWG. NO. FE 68	SCALE AS SHOWN
DATE 8-1-91	SHEET 79



FED. RD. REG. NO.	STATE	FEDERAL AD PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		80	224
REHABILITATION OF LONGWOOD AVENUE.				
REMOVAL OF EAST 156TH STREET BRIDGES				
OVER RAILROAD (AMTRAK AND CONRAIL)				
P.L.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.L.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.L.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		



CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION BUREAU OF BRIDGES		ELECTRIFICATION MODIFICATIONS		STEEL DETAILS-SHEET-9	
CONTRACT NO. HBX622		B.I.N. 2-24115-9 B.I.N. 2-24117-0 B.I.N. 2-24114-0		D.W.G. NO. FE 69	
SCALE AS SHOWN		DATE 8-1-91		SHEET 80	

NOTE: VERIFY ALL DIMENSIONS IN FIELD BEFORE FABRICATION.

REPLACE EXIST. RIVETS BY HIGH-STRENGTH 5/8" Ø BOLTS

3 FILLER PLATES 1/2" THK  
4 FILLER PLATES 1/4" THK  
USE AS REQ'D

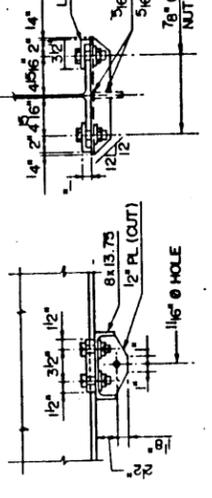
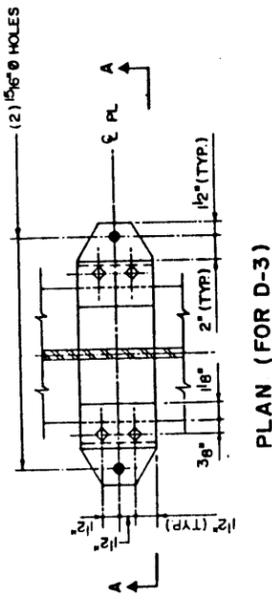
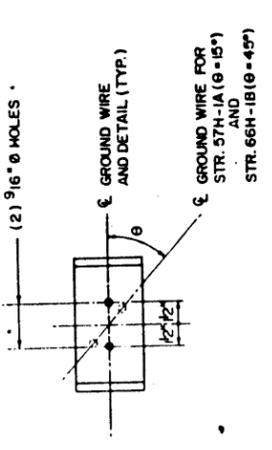
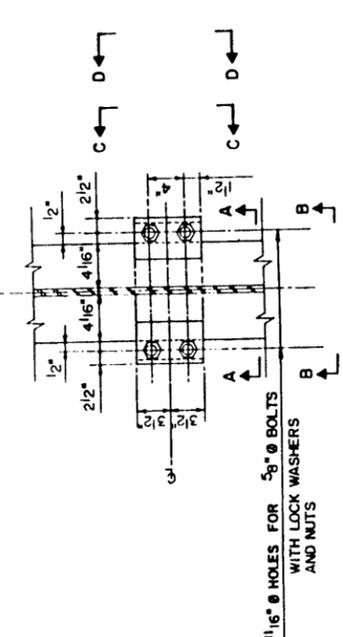
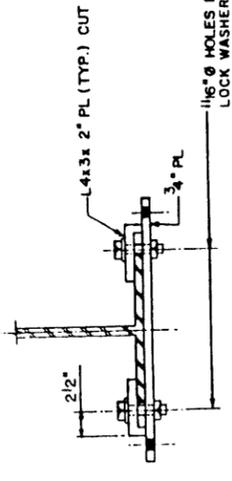
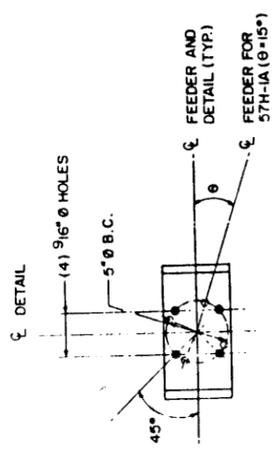
PREPARED BY ROSS-CLARKE ASSOCIATES  
IN CHARGE H.M. DRAFTER A.B. DESIGNER E.C. CHECKER Y.S.

ROSS - CLARKE ASSOCIATES  
76 SOUTH BAYLES AVENUE  
PORT WASHINGTON, NEW YORK

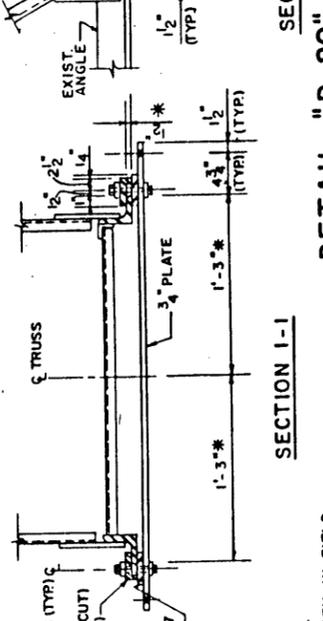
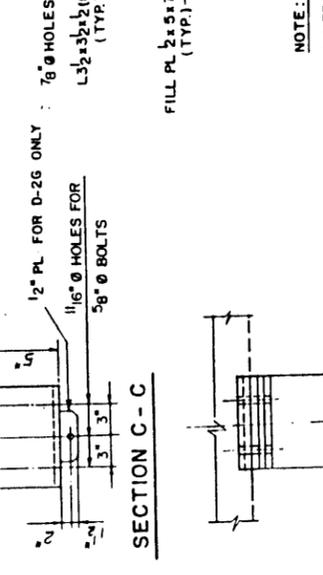
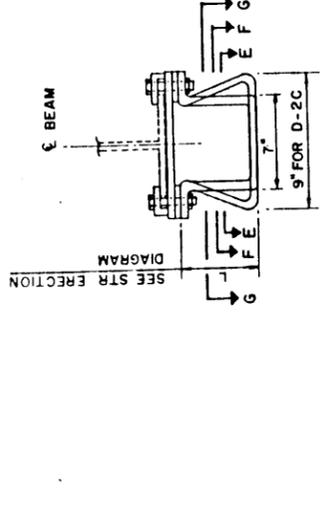
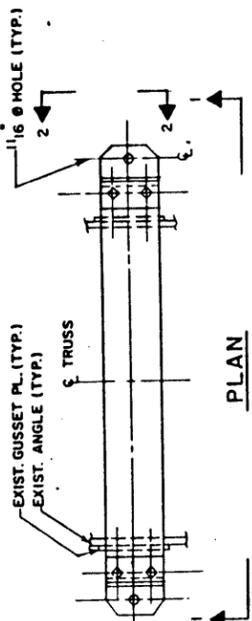
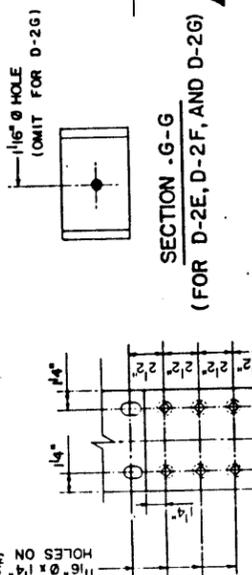
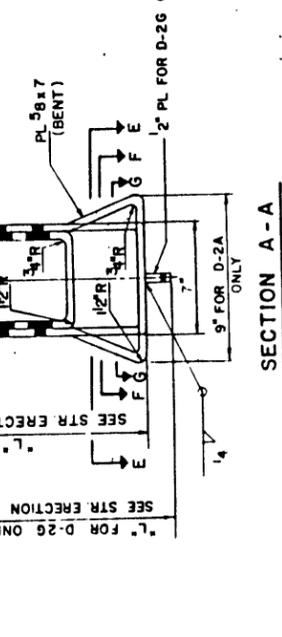
PAVLO ENGINEERING CO. P.C.  
500 EIGHTH AVENUE, NEW YORK, N.Y.



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		82	224
REHABILITATION OF LONGWOOD AVENUE, REHABILITATION OF TIFFANY STREET AND REMOVAL OF EAST 156TH STREET BRIDGES OVER RAILROAD (AMTRAK AND CONRAIL)				
P.I.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		



NOTE: FOR D-3A INVERT D-3  
DETAIL "D-3" AND "D-3A"



NOTE:  
\* VERIFY IN FIELD BEFORE FABRICATION

SECTION D-D (FOR D-2C, D-2D AND D-2E)

CITY OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF BRIDGES  
CONTRACT NO. HBX 622

ELECTRIFICATION MODIFICATIONS	
B.I.N. 2-24115-9	B.I.N. 2-24117-0
STEEL DETAILS-SHEET 11	

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	082
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	082
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	082

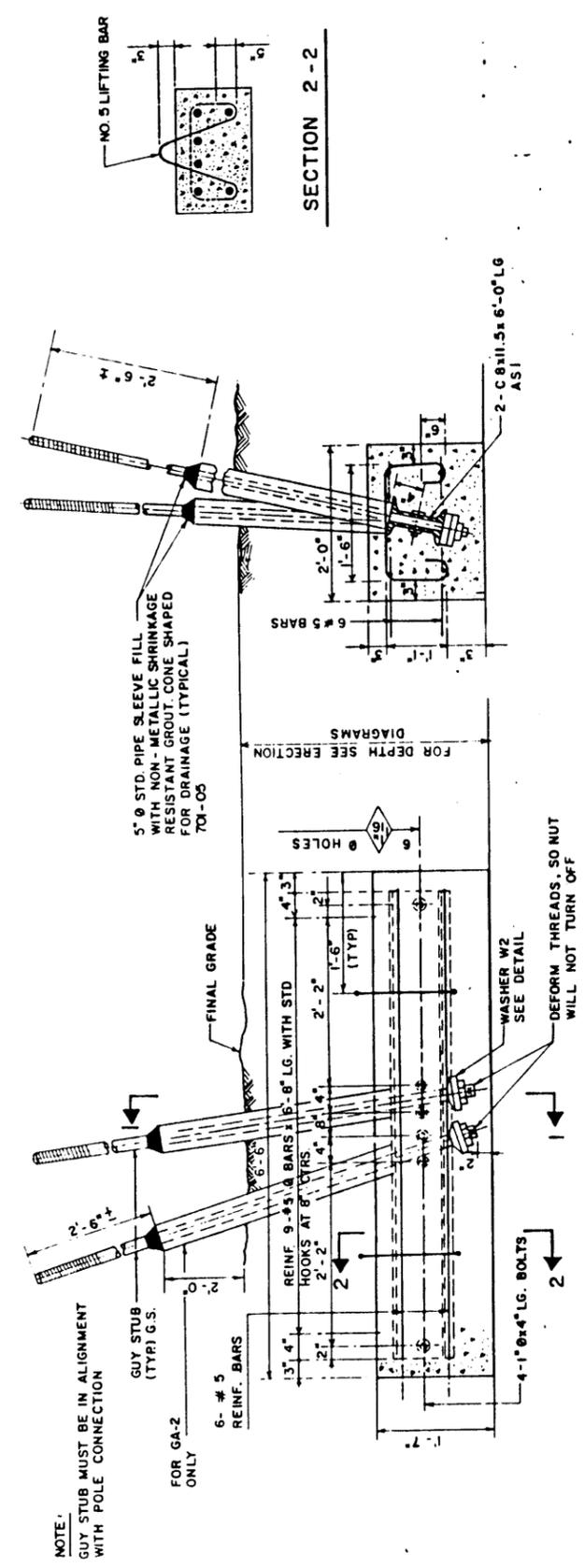
PAVLO ENGINEERING CO. P.C. 500 EIGHTH AVENUE, NEW YORK, N.Y.	ROSS-CLARKE ASSOCIATES 76 SOUTH BAYLES AVENUE PORT WASHINGTON, NEW YORK	PREPARED BY ROSS-CLARKE ASSOCIATES IN CHARGE H.M. DRAFTER G.M. DESIGNER E.C. CHECKER Y.S.	SCALE AS SHOWN	DATE 8-1-91	SHEET 82
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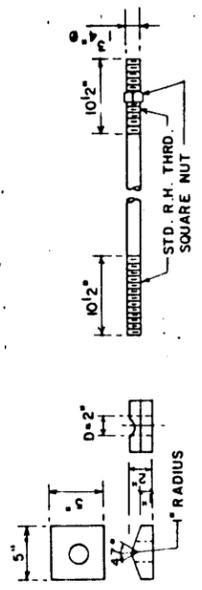


FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		85	224
REHABILITATION OF LONGWOOD AVENUE, REMOVAL OF EAST 156TH STREET BRIDGES OVER RAILROAD (AMTRAK AND CONRAIL)				
P.I.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		



GUY ANCHOR TYPE "GA-1" AND "GA-2"  
(PRECAST)

BILL OF MATERIAL			
MARK	DESCRIPTION	UNIT	QUANTITY
—	CONCRETE, READY MIX	CU.YD.	0.8
—	REINFORCING	LBS	115
ASI	C8x11.5x6'-0" LG., NO PAINT OR OIL	EA.	2
GS	GUY STUB	EA.	1
PS	PIPE SLEEVE, 5" STANDARD	EA.	1
W2	WASHER	EA.	1
—	BOLT 1" Ø x 4" LG. (INCLUDING NUT & WASHER)	EA.	4
—	STRUCTURE EXCAVATION	CU.YD.	4
—			5



SECTION 2-2

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FR	085
B I N	A	
2-24115	O	
B82	L	
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FR	085
B I N	A	
2-24117	O	
D33	L	
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FR	085
B I N	A	
2-24114	O	
B81	L	

CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION BUREAU OF BRIDGES			
CONTRACT NO. HBX 622			
ELECTRIFICATION MODIFICATIONS			
B.I.N. 2-24115 9	B.I.N. 2-24117-0	B.I.N. 2-24114-0	
GUY ANCHOR DETAILS			
DWG. NO. FE 74	SCALE AS SHOWN	DATE 8-1-91	SHEET 85



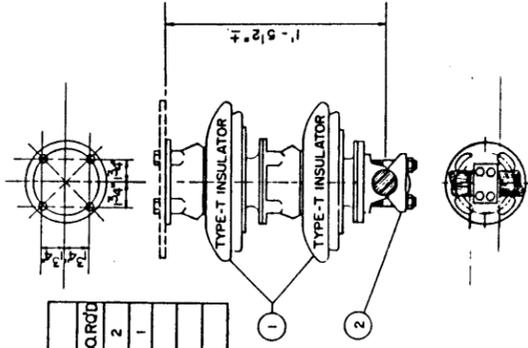
PREPARED BY ROSS-CLARKE ASSOCIATES  
IN CHARGE H.M. DRAFTER G.G. CHECKER E.C.  
DESIGNER Y.S.

ROSS-CLARKE ASSOCIATES  
76 SOUTH BAYLES AVENUE  
PORT WASHINGTON, NEW YORK

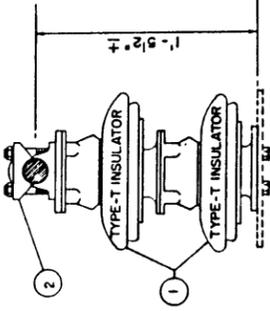
PAVLO ENGINEERING CO. P.C.  
500 EIGHTH AVENUE, NEW YORK, N.Y.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		86	224
REHABILITATION OF LONGWOOD AVENUE, REMOVAL OF EAST 156TH STREET BRIDGES OVER RAILROAD (AMTRAK AND CONRAL)				
P.I.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		

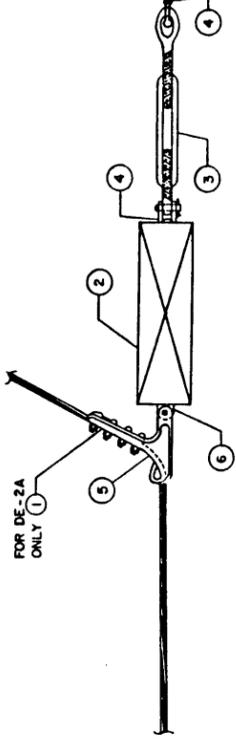
BILL OF MATERIAL			
ITEM NO.	DESCRIPTION	MARK	MANUF.
1	INSULATOR	TYPE-T	
2	ALUMINUM BUS SUPPORT ACS-100-5-B		ANDERSON ELECTRIC



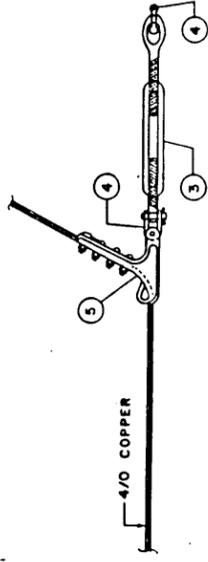
ASSEMBLY 1122B (MOD)  
N.T.S.



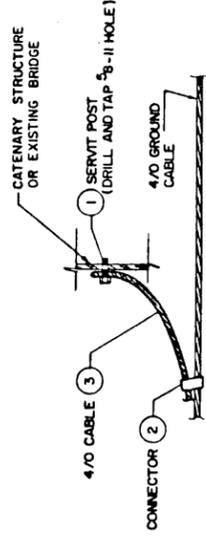
ASSEMBLY EL-15 (MOD)  
N.T.S.



FEEDER MESSENGER DEAD-END ASSEMBLY "DE-2" AND "DE-2A"  
N.T.S.



DEAD-END ASSEMBLY "DE-1"  
N.T.S.

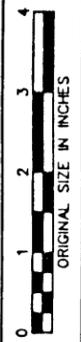


ASSEMBLY "GWA"  
N.T.S.

ITEM NO.	DESCRIPTION	MFR.	QUANTITY	
			UNIT	DE-2
1	TENSION CLAMP, ALUMINUM SD-130-N	ANDERSON ELECTRIC	EA.	1
2	INSULATOR CAT. NO. AMT 442	RELIABLE ELECTRIC	EA.	1
3	TURNBUCKLE 1" x 12" GALVANIZED (EYE AND EYE) TYPE G-226	CROSBY	EA.	1
4	SHACKLE WITH BOLT AND NUT AS-25-L-BNK	ANDERSON ELECTRIC	EA.	2
5	TENSION CLAMP, BRONZE WITH CLEVIS BSD-68-C	ANDERSON ELECTRIC	EA.	1
6	CHAIN LINK, LK-60	ANDERSON ELECTRIC	EA.	1

BILL OF MATERIAL			
ITEM NO.	DESCRIPTION	CATALOG NO.	MANUFACTURER
1	SERVIT POST CONNECTOR COPPER ALLOY (3/8-11)	KC28	BURNDY
2	TAP CONNECTOR WHITE CARTRIDGE NO. 69336-5	275187-6	AMP INDUSTRIES VALLEY FORGE, PA
3	4/0 COPPER CABLE, BARE TYPE G, 7 STRAND	AS REQ'D	COPPERWELD STEEL GRASSPORT, PA

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAMER	087
B I N 2-24115	K O L L	B82
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAMER	087
B I N 2-24117	K O L L	D33
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAMER	087
B I N 2-24114	K O L L	B81



PREPARED BY ROSS-CLARKE ASSOCIATES  
IN CHARGE H.M. DRAFTER G.M.  
DESIGNER Y.S. CHECKER C.K.

ROSS-CLARKE ASSOCIATES  
76 SOUTH BAYLES AVENUE  
PORT WASHINGTON, NEW YORK

PAYLO ENGINEERING CO. P.C.  
500 EIGHTH AVENUE, NEW YORK, N.Y.

ALL MATERIALS ARE PAID FOR UNDER ITEM 29564.9231 EXCEPT AS NOTED.

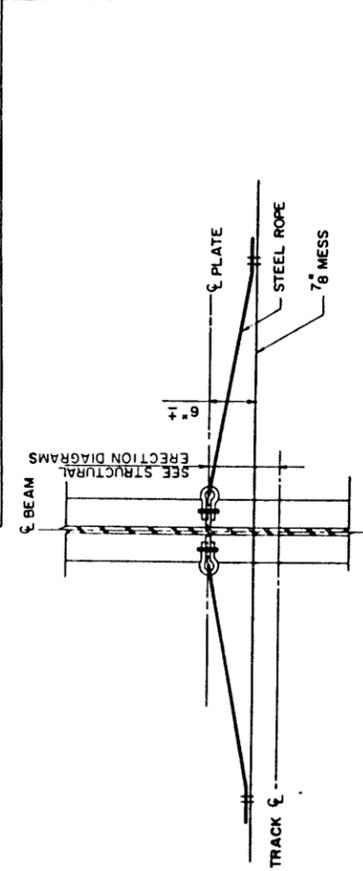
CITY OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF BRIDGES  
CONTRACT NO. HBX622

ELECTRIFICATION MODIFICATIONS  
B.I.N. 2-24115-9 B.I.N. 2-24117-0 B.I.N. 2-24114-0

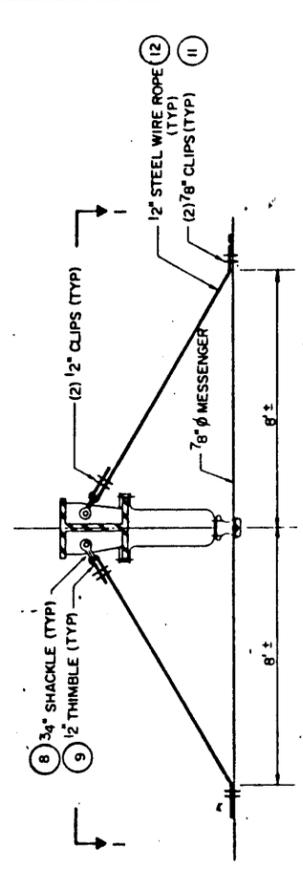
HARDWARE DETAILS SHEET 1

DWG. NO.	SCALE	DATE	SHEET
FE 75	AS SHOWN	8-1-91	86

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		87	224
REHABILITATION OF LONGWOOD AVENUE.				
REMOVAL OF EAST 156TH STREET BRIDGES OVER RAILROAD (AMTRAK AND CONRAL)				
P.I.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		

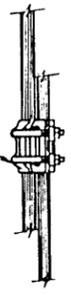


SECTION "I-I"

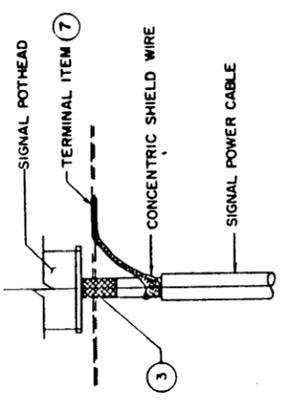


BRACKET GUYING DETAIL "BGD-1"

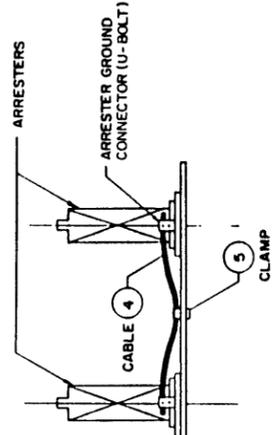
4/0 TO 4/0, GROUND, BRONZE PARALLEL CLAMP LC-1133 ANDERSON ELECTRIC FOR "A-1"  
4/0 TO 795 ACSS, FEEDER ALUMINUM PARALLEL CLAMP LCC-33-2-XB ANDERSON ELECTRIC FOR A-2



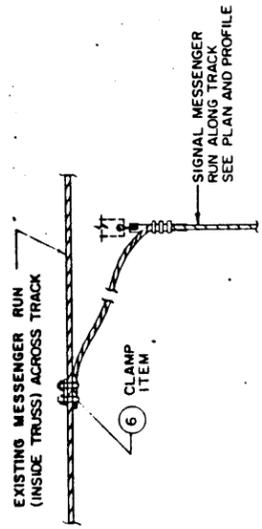
ASSEMBLY "A-1" AND "A-2"



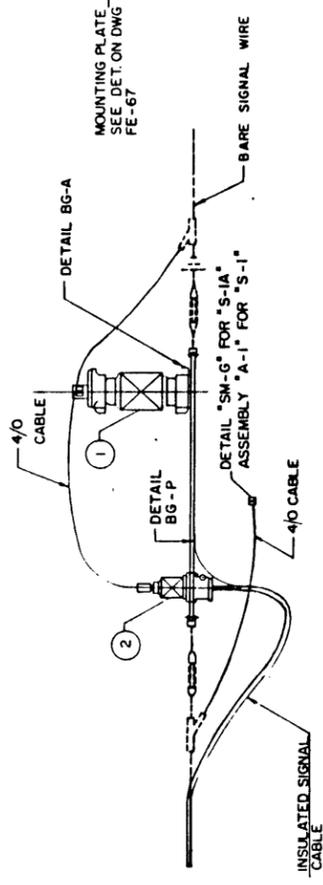
DETAIL "BG-P"



DETAIL "BG-A"



DETAIL "SM-G"

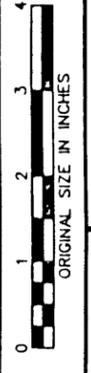


ASSEMBLY "S-1" AND "S-1A"

ITEM NO.	DESCRIPTION	MFR.	QUANTITY	
			UNIT	S-1, S-1A BGD-1
1	TYPE "G" ARRESTER CAT. NO. ATZ 11A 15	McGraw-Hill	EA	2
2	POTHEAD CAT. NO. PATR 1701	G & W Elec. Co.	EA	2
3	COMPRESSION CONNECTOR CAT. NO. A5087-28	G & W Elec. Co.	EA	2
4	CABLE, "BARE" 4/0-7 STR HD COPPER	COPPERWELD STEEL GLASSPORT, PA	FT.	AS REQD
5	GROUND CLAMP GF 25 FOR 1/2" BAR UP 30-30	DOSSERT CORP.	EA	1
6	COPPER PARALLEL CLAMP	DOSSERT CORP.	EA	1
7	TERMINAL COMPRESSION WITH 3/8" BOLT FOR 3/4" BAR EOM 25-50	DOSSERT CORP.	EA	2
8	3/4" BOLT TYPE ANCHOR SHACKLE G-2130	THE CROSBY GROUP, INC.	EA	2
9	1/2" STANDARD WIRE ROPE THIMBLE G-411	THE CROSBY GROUP, INC.	EA	2
10	1/2" CLIP G-450	THE CROSBY GROUP, INC.	EA	4
11	7/8" CLIP G-450	THE CROSBY GROUP, INC.	EA	4
12	1/2" GALV STEEL WIRE ROPE		L FT	

CITY OF NEW YORK	
DEPARTMENT OF TRANSPORTATION	
BUREAU OF BRIDGES	
CONTRACT NO. HBX622	
ELECTRIFICATION MODIFICATIONS	
B I N 2-24115-9	B I N 2-24117-0
B I N 2-24114-0	
HARDWARE DETAILS-SHEET 2	
DWG. NO. FE 76	SCALE AS SHOWN
DATE 8-1-91	SHEET 87

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAME	087
B I N 2-24115	B O R D E R	B 8 2
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAME	087
B I N 2-24117	B O R D E R	D 3 3
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAME	B 8 1
B I N 2-24114	B O R D E R	B 8 1

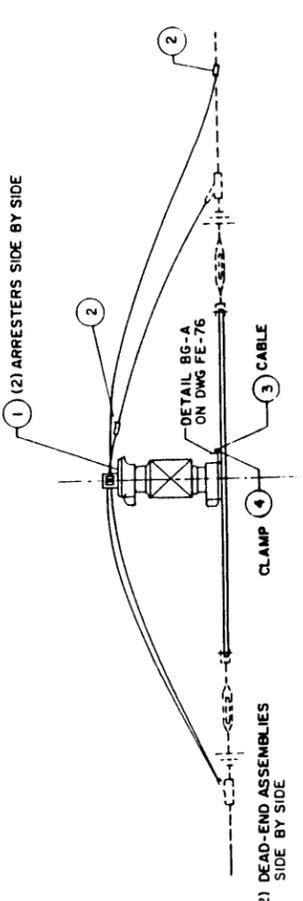


PREPARED BY ROSS-CLARKE ASSOCIATES  
IN CHARGE H.M. DRAFTER K.B. DESIGNER C.K. CHECKER Y.S.

ROSS - CLARKE ASSOCIATES  
76 SOUTH BAYLES AVENUE  
PORT WASHINGTON, NEW YORK

PAVLO ENGINEERING CO. P.C.  
500 EIGHTH AVENUE, NEW YORK, N.Y.

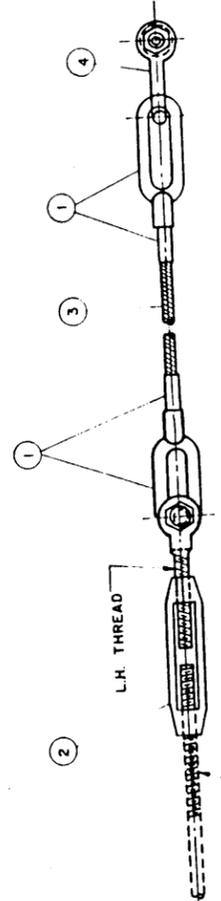
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		88	224
REHABILITATION OF LONGWOOD AVENUE.				
REHABILITATION OF TIFFANY STREET AND REMOVAL OF EAST 156TH STREET BRIDGES OVER RAILROAD (AMTRAK AND CONRAL)				
P.I.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		



**ASSEMBLY "S-2"**  
N.T.S.

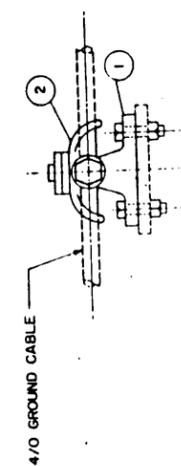
ITEM NO.	DESCRIPTION	MANUFACTURER	UNIT	QUANTITY
1	TYPE "G" ARRESTER CAT. NO. ATZUZI	McGraw-Ed	EA	2
2	PARALLEL CLAMP FOR ALUMINUM TO COPPER CONNECTIONS LCC-33-2-XB	ANDERSON ELECTRIC	EA	2
3	CABLE BARE - 4/0 - 7 STR. HD. COPPER	COPPERWELD STEEL GLASSPORT, PA	FT	AS REQ'D
4	GROUND CLAMP GF 25 FOR 12" BAR	DOSSERT CORP	EA	1

ITEM NO.	DESCRIPTION	MANUFACTURER	UNIT	QUANTITY
1	CLAMP TOP CLAMP CAT. NO. 4702	LAPP CO.	EA	1
2	BRACKET FOR CLAMP CAT. NO. 5711	LAPP CO.	EA	1
3	CLAMP TAPE CAT. 2330	RELIABLE EL.	EA	2
4	COPPER TAPE (TO BE SUPPLIED BY CABLE MANUFACTURER)	KERITE CO.	FT	AS REQ'D



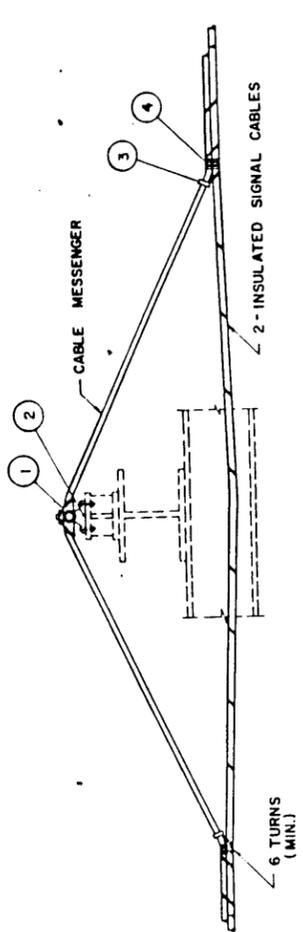
**GUY STRAND ASSEMBLY "G-1"** (N.T.S.)

ITEM NO.	DESCRIPTION	MFR.	UNITS	QUANTITY
1	EYE TYPE D.E. ASS'Y W/ALUM. PROTECTIVE SLEEVE	ALCOA DWG NO. B6443J	EA.	2
2	TURNBUCKLE 2" x 24" D.F.S. GALV.	CROSBY HG-228	EA.	1
3	37 NO. 6 AWG ALUMOWELD STRAND		FT.	AS REQ'D
4	SHACKLE, NOMINAL SIZE 1 1/4"	CROSBY G-250	EA	1



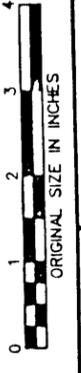
**ASSEMBLY "GW-1"**

DESCRIPTION	MANUFACTURER	CAT. NO.	NO. REQ'D
BRACKET	LAPP CO.	5711	1
CLAMP ON CLAMP	LAPP CO.	47102	1



**ASSEMBLY "SC-1"**  
N.T.S.

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAME
<b>2-24115 B82</b>	<b>088</b>
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAME
<b>2-24117 D33</b>	<b>088</b>
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	FRAME
<b>2-24114 B81</b>	



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IN CHARGE H.M. DRAFTER G.M. CHECKER Y.S.  
DESIGNER C.K.

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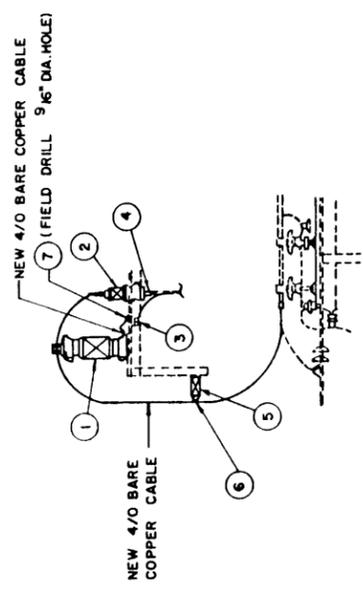
CITY OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF BRIDGES  
CONTRACT NO. HBX 622

ELECTRIFICATION MODIFICATIONS  
B.I.N. 2-24115-9 B.I.N. 2-24117-0 B.I.N. 2-24114-0

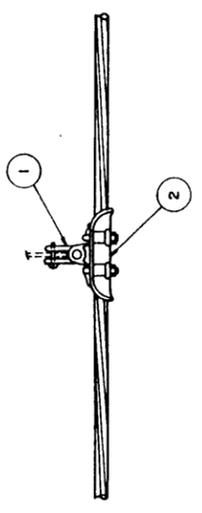
**HARDWARE DETAILS-SHEET 3**

DWG. NO. FE-77  
SCALE AS SHOWN  
DATE 8-1-91  
SHEET 88

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		89	224
REHABILITATION OF LONGWOOD AVENUE, REMOVAL OF EAST 156TH STREET BRIDGES OVER RAILROAD (AMTRAK AND CONRAL)				
P.I.N. X752.25	BRONX COUNTY	B.I.N. 2-24115-9		
P.I.N. X754.12	BRONX COUNTY	B.I.N. 2-24117-0		
P.I.N. X752.24	BRONX COUNTY	B.I.N. 2-24114-0		



**DEAD-END ASSEMBLY "DE-3"**  
N.T.S.



**ASSEMBLY "MS-2"**  
N.T.S.

WIRE PARAMETERS AND QUANTITY				
FEEDER	STATIC WIRE	SIGNAL POWER CONDUCTOR *	SIGNAL POWER MESSENGER	
795 ASCR MALLARD	4/0 COPPER 7 STRANDS	2x4/0 INSULATED 15 KV CLASS	4/0 COPPER CLAD STEEL/COPPER TYPE E	
WEIGHT (#/FT.)	0.653	2x1.28	0.848	
DIAMETER (IN.)	1.140	1.22	0.613	
TENSION (# AT 60°F)	2615	1470	3840	
MFR	ALCOA	SOUTHWIRE	KERITE	COPPERWELD
AMTRAK No.	—	44-045-00608	—	44-045-0180X
QUANTITY (FT.)	12000	2 x 2300 = 4600	—	2300

NOTE:  
\* PROVIDE COPPER LASHING WIRE AND SPICES AS REQUIRED  
† FOR CABLE INSTALLATION.

BILL OF MATERIAL					
ITEM No.	DESCRIPTION	MFR	UNIT	QUAT.	REMARKS
1	SHACKLE WITH BOLT AND NUT AS-25-L-BMK	ANDERSON ELECTRIC	EA.	1	
2	SUSPENSION CLAMP, BRONZE BRS-83-N-ED	ANDERSON ELECTRIC	EA.	1	

BILL OF MATERIAL					
ITEM No.	DESCRIPTION	MFR	UNIT	QUAN	REMARKS
1.	"TYPE G" ARRESTER CAT. NO. ATZ10A15	MC GRAY - ED.	EA	1	
2.	POTHEAD CAT. NO. PATR 1701	G & W ELEC. Co.	EA	1	
3.	COMP. TERMINAL CAT. NO. 25-50 W/BOLT	DOSSERT Co	EA	1	SEE NOTE NO. 1
4.	COMP. CONNECTOR CAT. NO. A5087-28	G & W ELEC. Co.	EA	1	
5.	INSULATOR, TIE TOP LINE POST, CAT. NO. 9345	LAPP INSULATOR	EA	1	
6.	WIRE, COPPER BARE NO. 4 AWG. SOLID, SOFT DRAWN	—	—	4 FT.	
7.	CLAMP, GROUND CAT. NO. GF 25 R.	DOSSERT. Co.	EA.	1	WITH BOLT FOR 3/4" BAR

NOTE:  
1. BOLT, 1/2" DIA. x 2" LG. STAINLESS STEEL WITH NUT AND BELLEVILLE LOCKWASHER

N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	089
B I N 2-24115 B82	
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	089
B I N 2-24117 D33	
N.Y.C. D.O.T. MICROFILM IDENTIFICATION NUMBER	B81
B I N 2-24114 B81	

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CITY OF NEW YORK  
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CONTRACT NO. HBX 622

ELECTRIFICATION MODIFICATIONS  
B.I.N. 2-24115-9 B.I.N. 2-24117-0 B.I.N. 2-24114-0

HARDWARE DETAILS-SHEET 4

DWG. NO.	SCALE	DATE	SHEET
FE 78	AS SHOWN	8-1-91	89



**DEPARTMENT OF TRANSPORTATION  
DIVISION OF BRIDGES**

**PIN: 84107BXBR171  
CONTRACT No. HBX1123**

**REQUEST FOR PROPOSAL**

**DESIGN, CONSTRUCTION AND CONSTRUCTION SUPPORT SERVICES  
IN CONNECTION WITH  
DESIGN BUILD FOR THE REHABILITATION OF  
NORTHBOUND AND SOUTHBOUND  
BRUCKNER EXPRESSWAY BRIDGES OVER CSX AND AMTRAK**

**BOROUGH OF THE BRONX**

**TOGETHER WITH ALL WORK INCIDENTAL THERETO**

I, \_\_\_\_\_  
(NAME AND TITLE)

\_\_\_\_\_  
a duly authorized representative of  
(NAME OF PROPOSERS)

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Acknowledge receipt of Addendum No. 3 dated December 10, 2007 for the Contract No. HBX1123 for which proposals will be received by 2:00 PM on January 15, 2008.