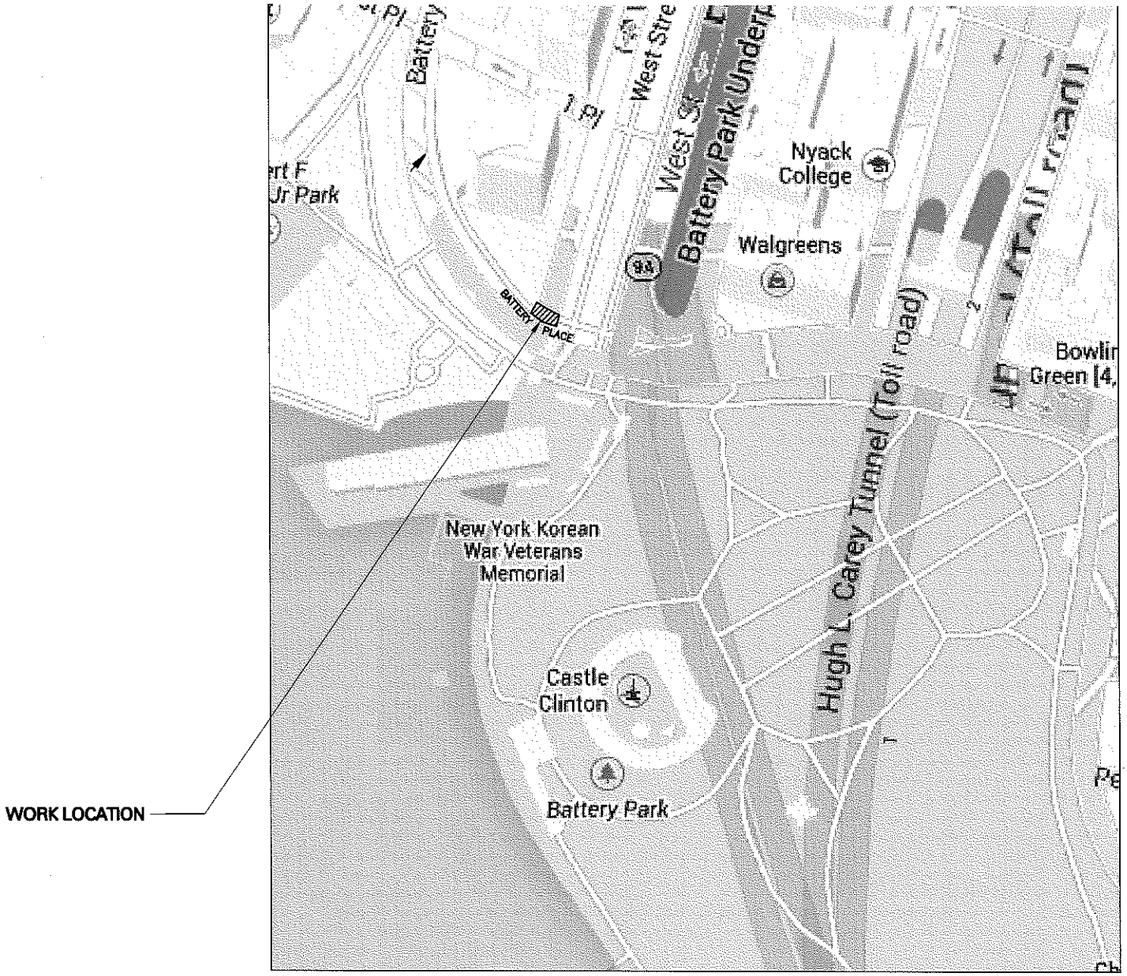

LIST OF DRAWINGS

C-01	COVER SHEET
C-02	ESTIMATE OF QUANTITIES AND SCOPE OF WORK
C-03	EXISTING PLAN
C-04	MILLING PLAN
C-05	PAVING PLAN
C-06	STRIPING PLAN
C-07	DETAILS
C-08	CONCRETE PAVEMENT RESTORATION
C-09	STANDARD TRENCH OR HOLE RESTORATION

DESIGNED BY:	DRAWN BY:	CHECKED BY:	BATTERY PARK CITY AUTHORITY
BV	RP	DA	

REVISIONS

BATTERY PLACE
ROADWAY PAVEMENT RESTORATION
COVER SHEET
CITY OF NEW YORK, BOROUGH OF MANHATTAN

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SCALE:	DATE:	PROJECT NO.:	SHEET NO.:
AS SHOWN	07/19/2013		C-01

ESTIMATE OF QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
1254/11-01	MOBILIZATION	L.S.	1.00
1254/11-02	WORK ZONE SAFETY CONTROL	L.S.	1.00
1254/11-03	NIGHT TIME OPERATIONS	L.S.	1.00
1254/11-04	SURVEY OPERATIONS	L.S.	1.00
1254/11-05	SAW CUTTING OF EXISTING ASPHALT PAVEMENT, ASPHALT SURFACE COURSE, OR ASPHALT CONCRETE OVERLAY ON CONCRETE PAVEMENT	LINEAR FEET	50.00
1254/11-06	MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE	SQUARE YARD	550.00
1254/11-07	ALTERING EXISTING DRAINAGE STRUCTURES, UTILITY MANHOLES OR VALVE BOXES	EACH	15.00
1254/11-08	TACK COAT	GALLON	750.00
1254/11-09	HOT MIX ASPHALT TYPE 6 TOP COURSE	TON	550.00
1254/11-10	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	FEET	270.00
1254/11-11	685.12 YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	FEET	230.00

GENERAL NOTES:

SPECIFIC PAVEMENT RESTORATION PROVISIONS:

a) THE PERMANENT RESTORATION OVER THE TRENCH WIDTH AND CUTBACKS ONLY SHALL CONSIST OF A TOP COURSE OF ONE AND ONE-HALF (1-1/2) INCHES OF BINDER MIXTURE ON A BASE COURSE OF A MINIMUM OF THREE (3) INCHES OF BINDER MIXTURE ON A BASE COURSE OF A MINIMUM OF SIX (6) INCHES OF HIGH-EARLY STRENGTH CONCRETE, TO MATCH THE EXISTING PAVEMENT AS DIRECTED BY THE ENGINEER.

b) FINALLY AN OVERLAY OF TWO (2) INCHES OF ASPHALTIC CONCRETE WEARING COURSE SHALL BE INSTALLED OVER THE ENTIRE WIDTH OF THE ROADWAY FROM CURB TO CURB OR EDGE TO EDGE OF EXISTING ROADWAY.

THE FOLLOWING REQUIREMENTS APPLY:

a) BEFORE THE TOP COURSE IS INSTALLED, AN ADDITIONAL WIDTH OF ASPHALT BEYOND THE EDGE OF NEW BASE COURSE SHALL BE SAW-CUT AND REMOVED FROM ALL EDGES OF TRENCHES TO A DEPTH TO ACCOMMODATE THE SPECIFIED TOP COURSE AND THE ENTIRE AREA RESTORED. THIS ADDITIONAL REMOVAL SHALL BE IN ACCORDANCE WITH PARAGRAPH (b) BELOW.

b) PAVEMENT EXCAVATION ALONG WITH SAW CUTTING OF PAVEMENTS FOR SEWER AND WATER MAIN TRENCHES SHALL BE IN ACCORDANCE WITH SECTION 5.30 - PAVEMENT EXCAVATION OF BOTH THE STANDARD SEWER SPECIFICATIONS AND THE STANDARD WATER MAIN SPECIFICATION.

c) AT LOCATIONS REQUIRING THE INSTALLATION OF A CONCRETE BASE COURSE, REFLECTIVE CRACKING MEMBRANE SHALL BE INSTALLED OVER JOINTS PRIOR TO RESTORATION, THE COST OF WHICH SHALL BE DEEMED INCLUDED IN THE PRICES BID FOR ALL PAVEMENT RESTORATION ITEMS. ADDITIONALLY, APPROPRIATE PAVEMENT KEYS AS DESCRIBED BELOW SHALL BE USED.

d) PAVEMENT KEYS TYPE B-1 SHALL BE USED TO ENSURE A DESIRED FOUR (4) INCH CURB REVEAL (TWO AND ONE-HALF (2-1/2) ABSOLUTE MINIMUM). PAVEMENT KEY TYPE A SHALL BE USED IN ALL INTERSECTIONS. BOTH KEYS ARE TO BE PER BUREAU OF HIGHWAYS OPERATIONS SPECIFICATIONS AND STANDARD DETAILS OF CONSTRUCTION.

e) UNLESS OTHERWISE SPECIFIED, THE COST FOR TACK COATING, REMOVAL OF PAVEMENT MARKINGS AND REPLACEMENT WITH THERMOPLASTIC REFLECTORIZED PAVEMENT MARKINGS, STRIPPING OR MILLING OF PAVEMENT KEYS AND ADJUSTMENT OF CITY-OWNED CASTINGS SHALL BE DEEMED INCLUDED IN THE PRICES BID FOR ALL PAVEMENT RESTORATION ITEMS.

f) PAYMENT FOR PAVEMENT RESTORATION SHALL BE MADE UNDER THE FOLLOWING ITEMS:

ITEM	PAYMENT DESCRIPTION
ASPHALTIC CONCRETE WEARING COURSE, 1-1/2" THICK	(FOR ASPHALTIC CONCRETE WEARING COURSE TOP COURSE WHEN NO OVERLAY IS REQUIRED)
ASPHALTIC CONCRETE WEARING COURSE, 2" THICK	(FOR 2" ASPHALTIC CONCRETE WEARING COURSE OVERLAY FROM CURB TO CURB OF EDGE TO EDGE.)
BINDER MIXTURE	(FOR BINDER MIXTURE BASE COURSE OVER TRENCHES AND CUTBACKS; BINDER MIXTURE TOP FILLER COURSE UNDER ASPHALTIC CONCRETE WEARING COURSE WHEN NO OVERLAY IS REQUIRED; BINDER MIXTURE TOP COURSE WHEN OVERLAY IS REQUIRED; BINDER MIXTURE IN TYPE A AND B KEYS; AND BINDER MIXTURE TO FILL IN ROADWAY DEPRESSIONS AND TO PROVIDE A LEVELING COURSE PRIOR TO OVERLAY WHERE ORDERED.)
CONCRETE BASE FOR PAVEMENT VARIABLE THICKNESS FOR TRENCH RESTORATION, (HIGH-EARLY STRENGTH)	(FOR CONCRETE BASE COURSE OVER TRENCHES AND CUTBACKS.)

DESIGNED BY:	DRAWN BY:	CHECKED BY:	BATTERY PARK CITY AUTHORITY
BV	RP	DA	
		REVISIONS	BATTERY PLACE ROADWAY PAVEMENT RESTORATION ESTIMATE OF QUANTITIES CITY OF NEW YORK, BOROUGH OF MANHATTAN

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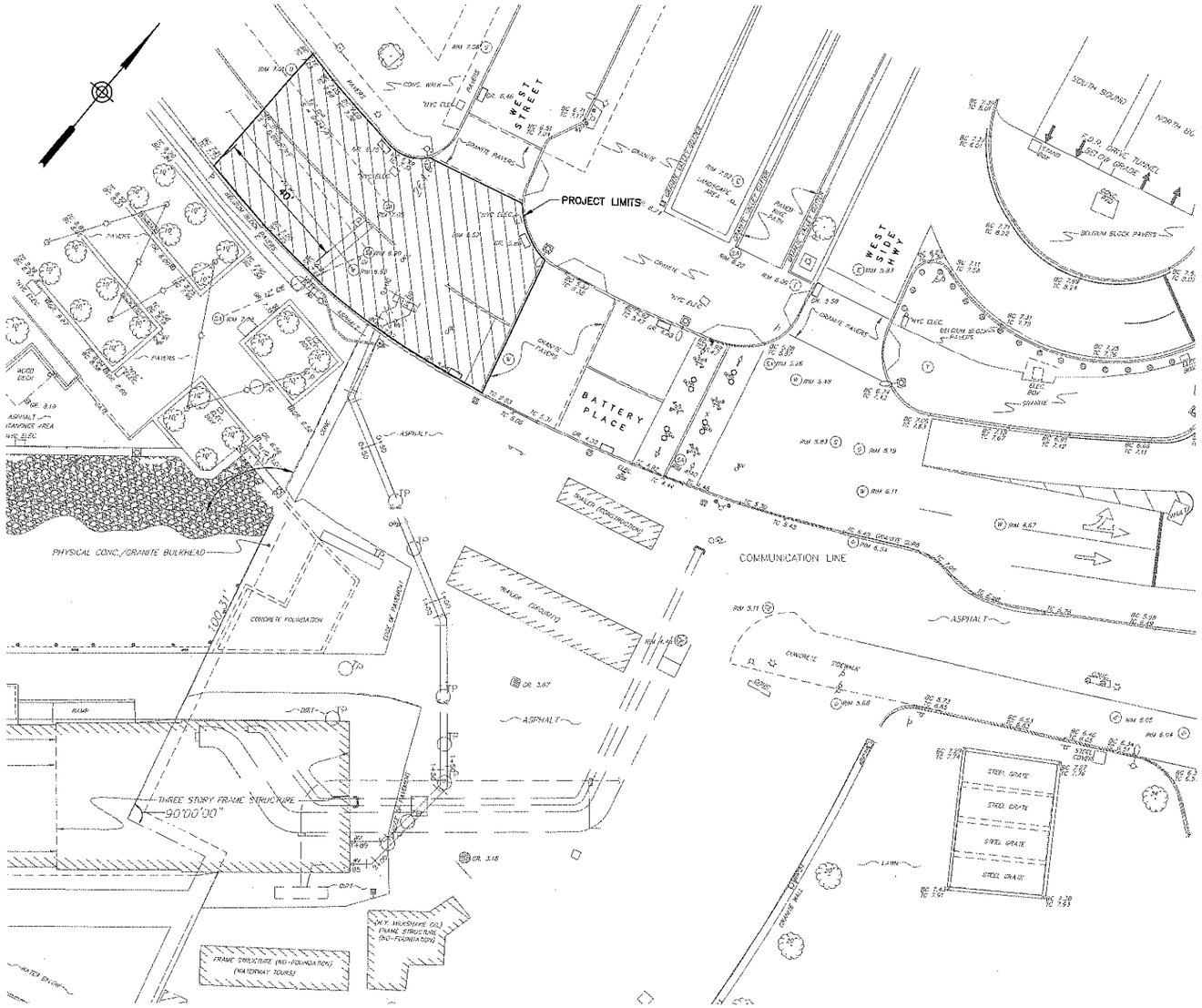
SCALE:	DATE:	PROJECT NO.:	SHEET NO.:
AS SHOWN	07/19/2013		C-02



LEGEND:

- ST – STORM MANHOLE
- SA – SANITARY SEWER MANHOLE
- W – WATER MANHOLE
- G – GAS
- T – TELEPHONE
- E – ELECTRIC
- U – UTILITY (UNKNOWN)
- WV – WATER VALVE
- CE – CONSOLIDATED EDISON
- TP – TEST PIT

PROJECT LIMITS

0 20 40
SCALE IN FEET

DESIGNED BY:	DRAWN BY:	CHECKED BY:	BATTERY PARK CITY AUTHORITY
BV	RP	DA	

REVISIONS

BATTERY PLACE
ROADWAY PAVEMENT RESTORATION
EXISTING PLAN
CITY OF NEW YORK, BOROUGH OF MANHATTAN

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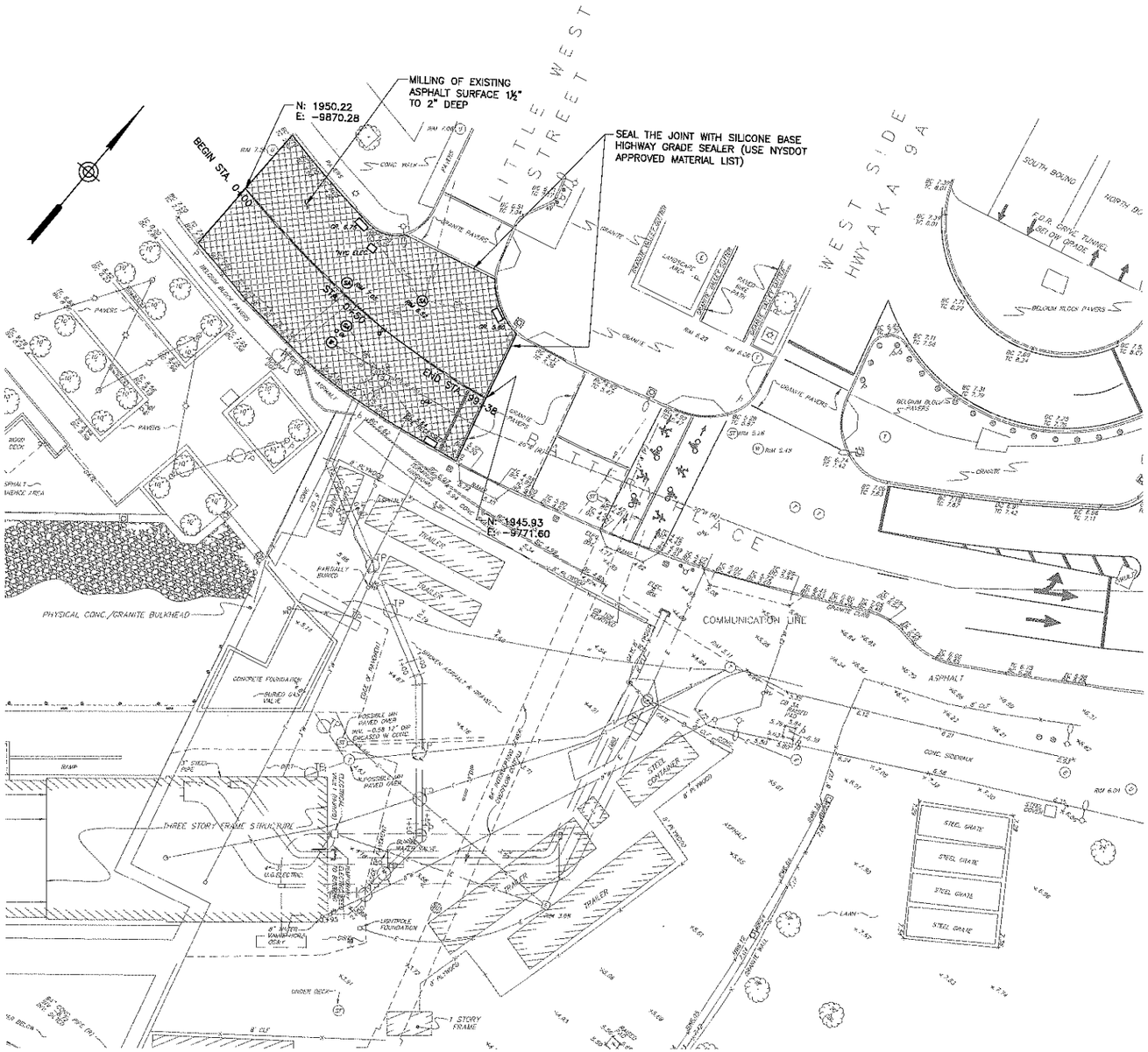
SCALE:	DATE:	PROJECT NO.:	SHEET NO.:
AS SHOWN	07/19/2013		C–3



NOTE:
ALTER ALL EXISTING STRUCTURE TO ACCEPT THE NEW GRADE.

LEGEND:

- ST – STORM MANHOLE
- SA – SANITARY SEWER MANHOLE
- W – WATER MANHOLE
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- U – UTILITY (UNKNOWN)
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- TP – TEST PIT

MILLING

ESTIMATE OF QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
1254/11–06	MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE	SQUARE YARD	550.00
1254/11–07	ALTERING EXISTING DRAINAGE STRUCTURES, UTILITY MANHOLES OR VALVE BOXES	EACH	15.00

DESIGNED BY:	DRAWN BY:	CHECKED BY:
BV	RP	DA

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REVISIONS

BATTERY PARK CITY AUTHORITY

BATTERY PLACE
ROADWAY PAVEMENT RESTORATION
MILLING PLAN
CITY OF NEW YORK, BOROUGH OF MANHATTAN

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SCALE:	DATE:	PROJECT NO.:	SHEET NO.:
AS SHOWN	07/19/2013		C–4

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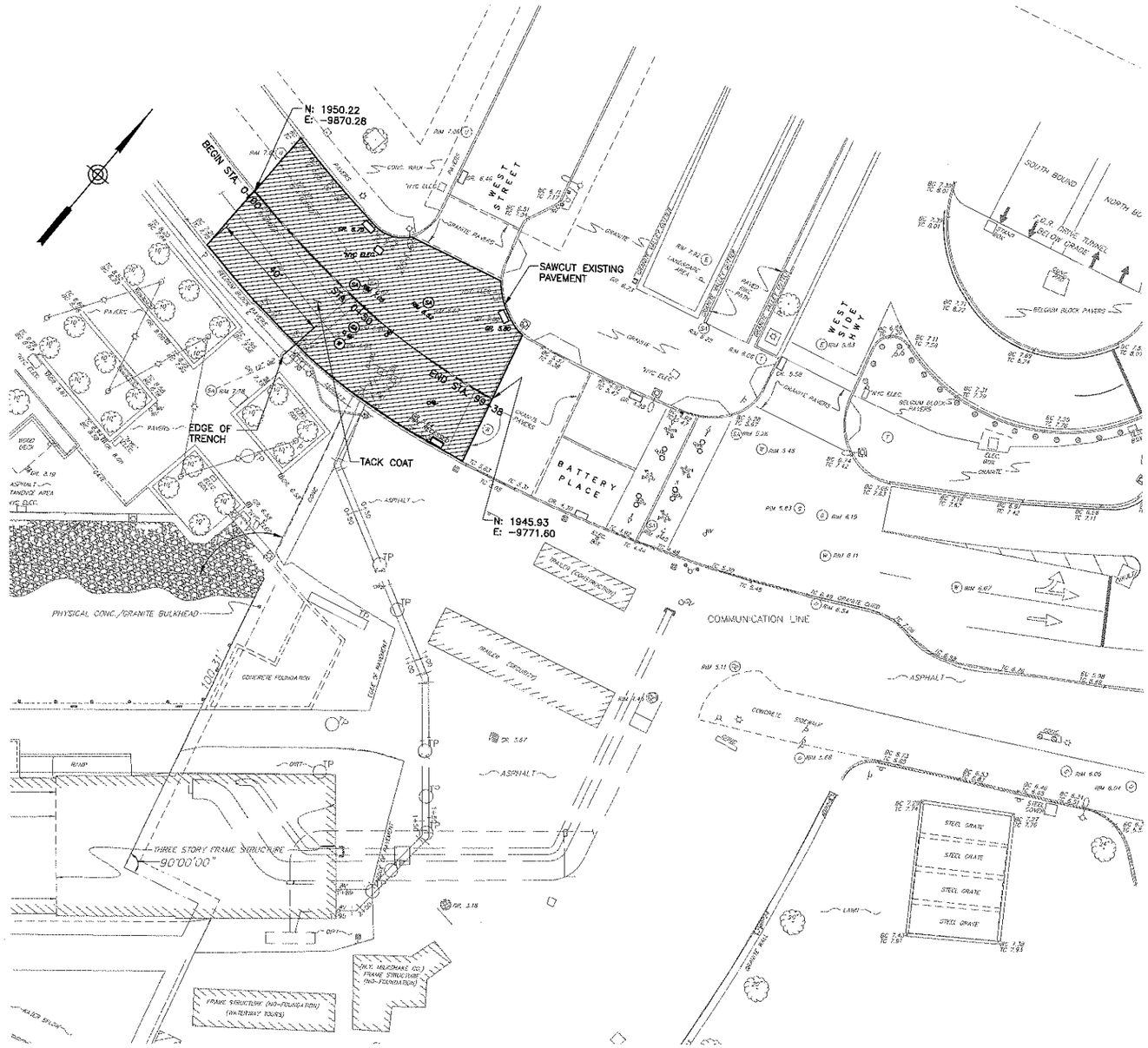

LEGEND:

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- SA – SANITARY SEWER MANHOLE
- W – WATER MANHOLE
- G – GAS
- T – TELEPHONE
- E – ELECTRIC
- U – UTILITY (UNKNOWN)
- WV – WATER VALVE
- CE – CONSOLIDATED EDISON
- TP – TEST PIT

PAVING

0 20 40
SCALE IN FEET

ESTIMATE OF QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
1254/11-05	SAW CUTTING OF EXISTING ASPHALT PAVEMENT, ASPHALT SURFACE COURSE, OR ASPHALT CONCRETE OVERLAY ON CONCRETE PAVEMENT	LINEAR FEET	50.00
1254/11-08	TACK COAT	GALLON	750.00
1254/11-09	HOT MIX ASPHALT TYPE 6 TOP COURSE	TON	550.00

DESIGNED BY: BV | DRAWN BY: RP | CHECKED BY: DA

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BATTERY PARK CITY AUTHORITY

BATTERY PLACE
ROADWAY PAVEMENT RESTORATION
PAVING PLAN
CITY OF NEW YORK, BOROUGH OF MANHATTAN

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SCALE: AS SHOWN | DATE: 07/19/2013 | PROJECT NO.: | SHEET NO.: C-5

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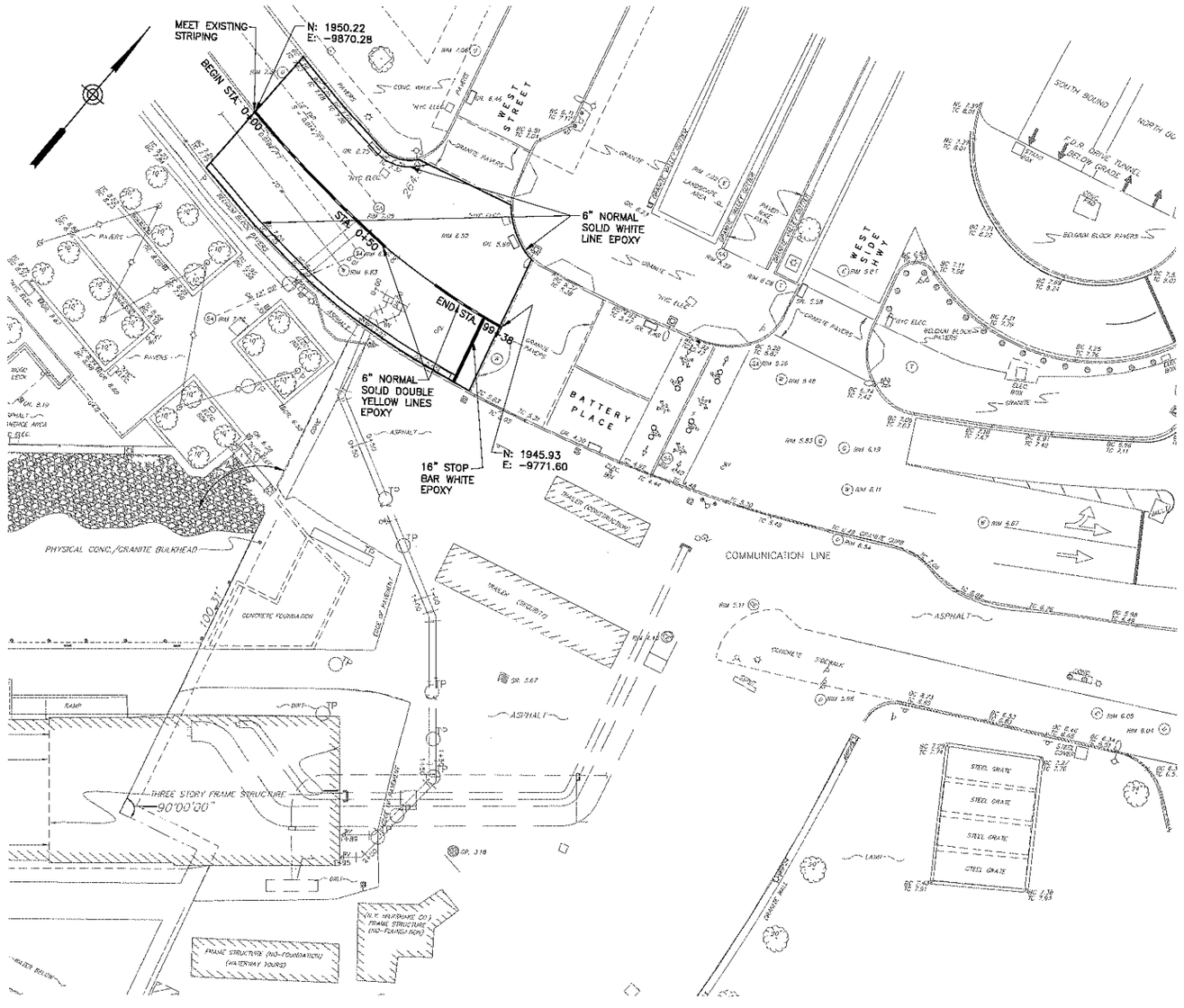

LEGEND:

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- WV – WATER VALVE
- CE – CONSOLIDATED EDISON
- TP – TEST PIT

0 20 40
SCALE IN FEET

ESTIMATE OF QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
1254/11-10	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES – 20 MILS	FEET	270.00
1254/11-11	685.12 YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES – 20 MILS	FEET	230.00

DESIGNED BY:	DRAWN BY:	CHECKED BY:
BV	RP	DA

REVISIONS

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BATTERY PARK CITY AUTHORITY

BATTERY PLACE
ROADWAY PAVEMENT RESTORATION
STRIPPING PLAN
CITY OF NEW YORK, BOROUGH OF MANHATTAN

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SCALE:	DATE:	PROJECT NO.:	SHEET NO.:
AS SHOWN	07/19/2013		C-6

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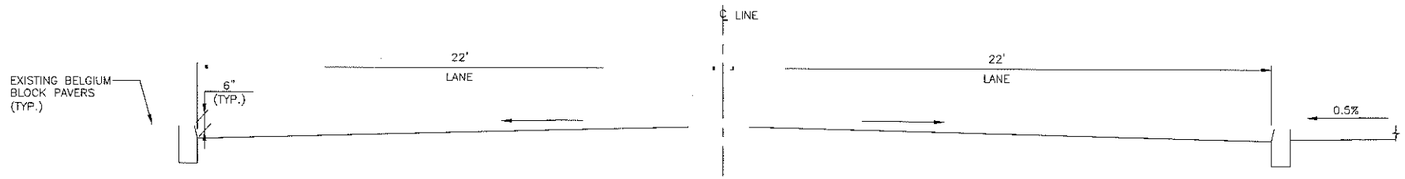
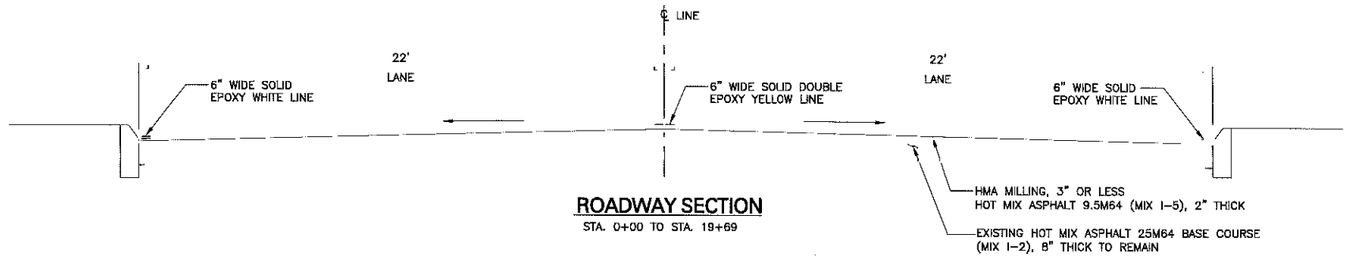


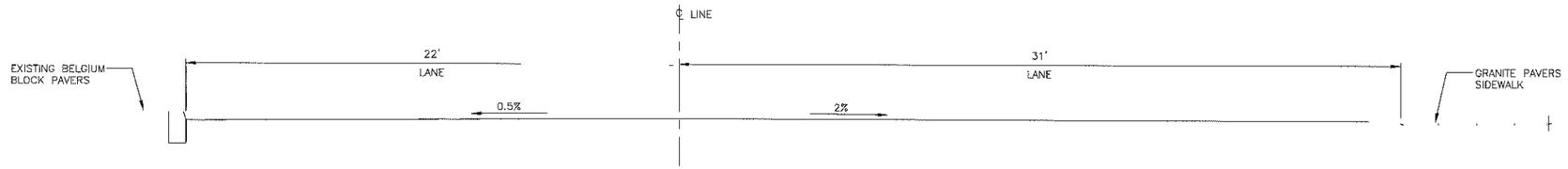
EXISTING ROADWAY SECTION

STA. 0+00 TO STA. 19+69



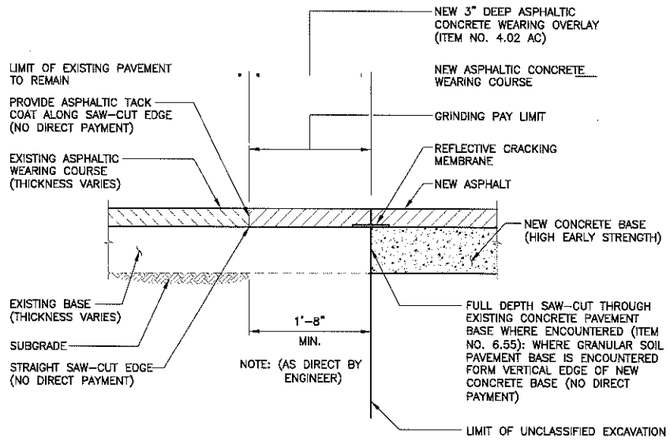
ROADWAY SECTION

STA. 0+00 TO STA. 19+69



EXISTING ROADWAY SECTION ADD INTERSECTION

STA. 64+98



SAW-CUT DETAIL

N.T.S.

DESIGNED BY:	DRAWN BY:	CHECKED BY:	BATTERY PARK CITY AUTHORITY
BV	RP	DA	

REVISIONS

BATTERY PLACE
ROADWAY PAVEMENT RESTORATION
DETAILS
CITY OF NEW YORK, BOROUGH OF MANHATTAN

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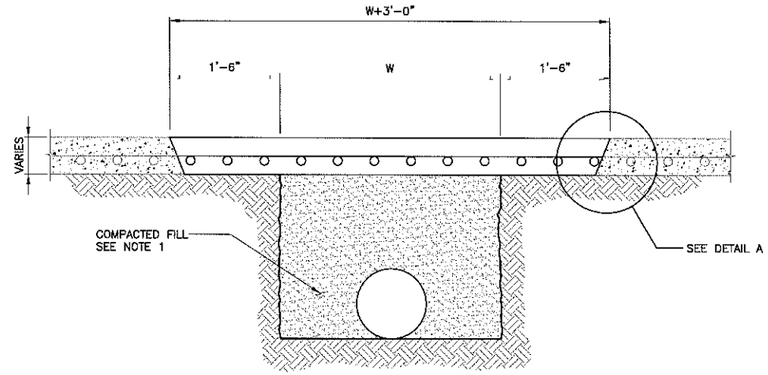
SCALE:	DATE:	PROJECT NO.:	SHEET NO.:
AS SHOWN	07/19/2013		C-7

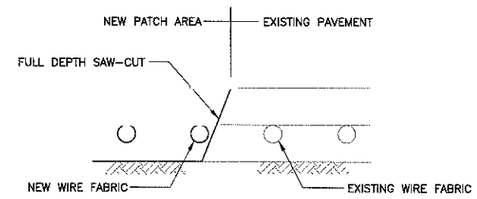
Drawing File: Z:\2012-1254\Task 11, Pier A - Paving Restoration\SHEET FILES\C_07.dwg Jul 29, 2013 - 10:38am

NOTES:

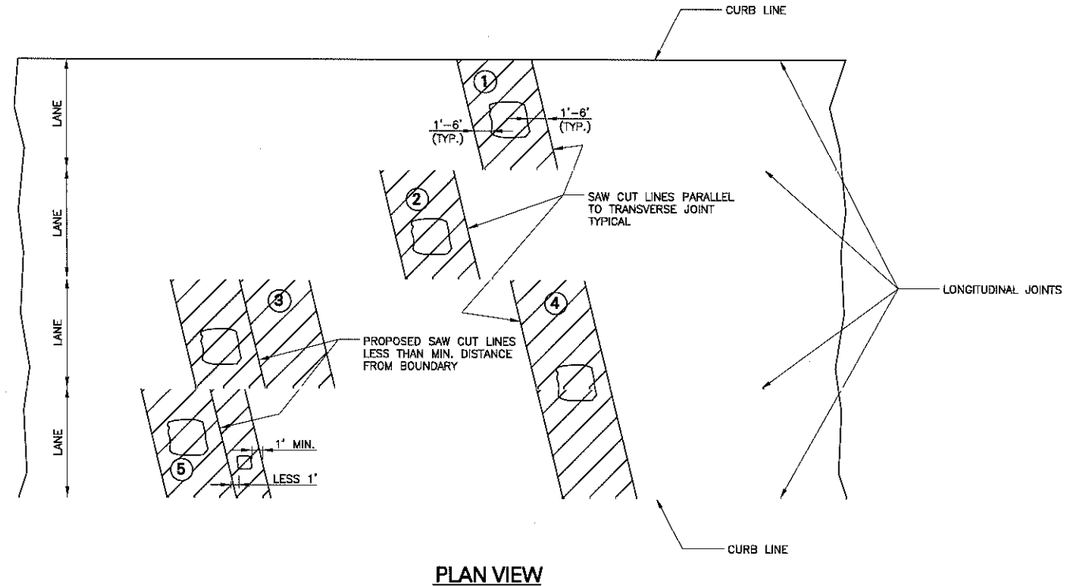
1. ALL TRENCHES SHALL BE BACKFILLED WITH GOOD TO EXCELLENT FILL AS PER THE NYC DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.
2. BACKFILL MATERIAL SHALL BE DEPOSITED IN HORIZONTAL LAYERS NOT EXCEEDING 12" IN THICKNESS PRIOR TO COMPACTION. A MINIMUM OF 95% OF STANDARD MAXIMUM DENSITY WILL BE REQUIRED WHEN PLACING BACKFILL. LAYERS SHALL BE DEPOSITED TO PROGRESSIVELY BURY THE UTILITY TO EQUAL DEPTHS ON BOTH SIDES. COMPACTION SHALL BE ACHIEVED BY THE USE OF IMPACT HAMMER, OR PNEUMATIC PLATE, OR DRUM VIBRATORS BUTTON HEAD COMPACTION EQUIPMENT. HAND TAMPING IS NOT PERMITTED EXCEPTION THE IMMEDIATE AREA OF THE UNDER GROUND FACILITY.
3. ALL MATERIALS USED IN THE RESTORATION SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE NYC DEPARTMENT OF TRANSPORTATION AND/OR SHALL BE APPROVED BY THE ENGINEER.
4. THE OUTLINE OF THE PATCH SHALL BE FULL DEPTH SAW CUTTING AT A MINIMUM DISTANCE OF 1'-6" FROM ALL EDGES OF THE EXCAVATION. THE BREAKUP WITH PNEUMATIC HAMMERS IS TO BEGIN AT THE CENTER OF THE PATCH AREA NOT AT THE SAWCUTS. IF THE CONTRACTOR SPALLS THE CONCRETE DURING THE REMOVAL, HE MUST MAKE A NEW SAW CUT OUTSIDE THE SAWED AREA AND REMOVE THE CONCRETE WITHOUT ADDITIONAL COMPENSATION.
5. TO MINIMIZE AND ELIMINATE PATCH HOCKING, PUMPING, AND BREAKUP, THE WIDTH OF THE PATCH SHALL NOT BE LESS THAN ONE FULL LANE WIDTH. HOW EVER, IF THE EXCAVATION EXTENDS INTO AN ADJACENT LANE, THE CONCRETE IN THIS ADJACENT LANE IS TO BE REMOVED TO THE NEXT LONGITUDINAL JOINT (TO THE CURB LINE IF CUT IS IN THE CURB LANE). EXISTING JOINTS THEREBY REMOVED ARE TO BE RESTORED IN SUCH A MANNER SO THAT THE STRUCTURAL INTEGRITY OF THE ORIGINAL JOINT IS RETAINED. THE BARS, IF PRESENT, SHALL IN ALL CASES BE RETAINED OR REPLACED.
6. THE EDGE OF THE PATCH SHALL NOT BE CLOSER THAN 10' TO THE NEAREST TRANSVERSE JOINT. IF SAID EDGE FALLS WITHIN THIS TEN (10') FOOT DISTANCE ALL CONCRETE UP TO THE JOINT SHALL BE REMOVED AND REPLACED TO SAID BOUNDARY LIKEWISE, THE EDGE OF THE PATCH SHALL NOT BE CLOSER THAN 1'-0" BEYOND THE FAR SIDE OF THE HARDWARE JOINTS MAY BE ROUGH FACED OR SMOOTH FACED BUT IN ALL CASES THE STRUCTURAL INTEGRITY OF THE EXISTING JOINT IS TO BE RETAINED. LOAD TRANSFER DEVICES, IF PRESENT, SHALL BE RETAINED OR REPLACED.
7. IMMEDIATELY PRIOR TO THE PLACING OF THE NEW CONCRETE ALL EXPOSED EDGES OF THE OLD CONCRETE SHALL HAVE A CEMENT-WATER-SAND GROUT OR EPOXY BONDING COMPOUND BRUSHED ON.
8. A WIRE MESH OF THE SAME SIZE AS THAT IN THE ORIGINAL PAVEMENT SHALL BE PLACED IN THE PATCH AREA. NO PHYSICAL TIE TO THE EXISTING MESH WILL BE REQUIRED. THIS MESH WILL BE PLACED APPROX. 3-1/2" BELOW THE ROADWAY SURFACE.
9. A CONVENTIONAL CONCRETE MIXTURE CONTAINING INCREASED CEMENT FACTOR (IN BAG MIX TYPE IN CEMENT) REDUCED WATER CONTENT. SUPERPLASTICIZER AND AN ACCELERATOR IS TO BE USED SO THAT THE PATCH CAN BE OPENED TO TRAFFIC WITHIN A TWENTY-FOUR HOUR PERIOD OR BEFORE. IF AND WHEN THE CONCRETE HAS OBTAINED A STRENGTH OF 2500 PSI OR BETTER. UNTIL THIS TIME THE PATCH SHALL BE PROTECTED FROM TRAFFIC BY BARRICADING.
10. EXTRA ATTENTION IS TO BE GIVEN TO ENSURE THAT THE PATCH IS WELL VIBRATED AROUND THE EDGES AND THAT IT IS NOT OVER FINISHED. THE PITCH SHOULD BE STRUCK OFF TWO OR THREE TIMES TO ENSURE THAT ITS SURFACE IS EVEN WITH THE ADJACENT CONCRETE. THE FINISHED TEXTURE SHALL MATCH THAT OF THE ADJACENT PAVEMENT.



CONCRETE PAVEMENT RESTORATION DETAIL
N.T.S.



DETAIL A
N.T.S.



PLAN VIEW
TYPICAL PATCH REPAIRS
N.T.S.

LEGEND

EXCAVATION AREA

STREET HARDWARE

PATCH AREA

DESIGNED BY:	DRAWN BY:	CHECKED BY:	BATTERY PARK CITY AUTHORITY
BV	RP	DA	

REVISIONS

BATTERY PLACE
ROADWAY PAVEMENT RESTORATION
CONCRETE PAVEMENT RESTORATION
CITY OF NEW YORK, BOROUGH OF MANHATTAN

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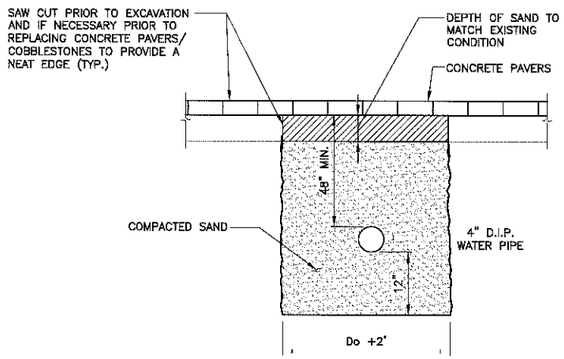
SCALE:	DATE:	PROJECT NO.:	SHEET NO.:
AS SHOWN	07/19/2013		C-8

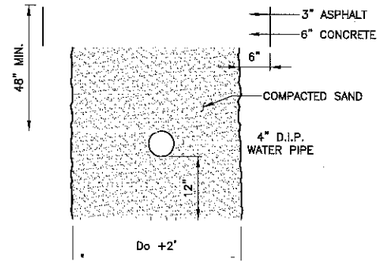
Drawing File: Z:\2012-1254\Task 11, Pier A - Paving Restoration\SHEET FILES\C_08.dwg Jul 29, 2013 - 10:38am

NOTES:

1. ALL WATER LINE CONSTRUCTION SHALL BE IN COMPLIANCE WITH CHAPTER 20, RULES GOVERNING AND RESTRICTING THE USE AND SUPPLY AND WATER DATED SEPTEMBER 20, 2000 OR LATEST REVISION. CONSTRUCTION SHALL ALSO COMPLY WITH NYCDEP INFRASTRUCTURE DESIGN STANDARDS, WATER MAIN STANDARD DRAWINGS DATED NOVEMBER 1, 2010 OR LATEST, THE CITY OF NEW YORK, BUREAU OF WATER AND SEWER OPERATIONS, DEPARTMENT OF ENVIRONMENTAL PROTECTION.
2. D.I.P. SHALL BE LINED WITH CEMENT AND FITTINGS SHALL BE CLASS 52 MECHANICAL JOINT FOR DIAMETERS 4" OR LESS, AND CLASS 56 FOR 6" OR LARGER DIAMETERS WITH MEGALUG RETAINER GLANDS OR EQUAL. ALL JOINTS SHALL BE RESTRAINED. THRUST BLOCKS ARE NOT PERMITTED. VERIFY DIAMETER OF EXISTING 20" WATER MAIN VIA TEST PIT PRIOR TO ORDERING TAPPING SLEEVE AND VALVE.
3. EXISTING UTILITY LOCATIONS AND DEPTHS ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE BASED ON RECORD SEARCHES. VERTICAL LOCATIONS OF THE UTILITIES INDICATED IN THE FORCE MAIN PROFILE ARE BASED UPON ASSUMED DEPTHS FOR EACH TYPE OF UTILITY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF A CONFLICT SO THAT DIRECTION ON HOW TO PROCEED CAN BE GIVEN.
4. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ALL NECESSARY SAFETY DEVICES FOR THE PROTECTION OF WORKERS AS WELL AS THE GENERAL PUBLIC. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A PLAN FOR THE MAINTENANCE AND PROTECTION OF BOTH PEDESTRIAN AND VEHICLE TRAFFIC. NO CONSTRUCTION ACTIVITIES MAY COMMENCE UNTIL THE ENGINEER HAS PROVIDED THE CONTRACTOR WRITTEN APPROVAL OF THE PLAN.
5. PLUMBER IS RESPONSIBLE FOR THE WATER LINE UP TO 5' FROM THE OUTSIDE FACE OF BUILDING. SITE CONTRACTOR IS RESPONSIBLE FOR BALANCE OR WORK EXCEPT AS REQUIRED BY CODE (I.E. FOR WET TAP OR OTHERWISE APPLICABLE).
6. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING CONSTRUCTION PERMITS AND ANY/ALL INSPECTIONS, CLEANSING, AND TESTING AS REQUIRED BY CODE.



4" WATER PIPE TRENCH DETAIL
CONCRETE PAVERS/COBBLESTONES
IN PLAZA AREA
N.T.S.



WATER PIPE TRENCH DETAIL
IN BATTERY PLACE
N.T.S.

DESIGNED BY:	DRAWN BY:	CHECKED BY:	BATTERY PARK CITY AUTHORITY
BV	RP	DA	BATTERY PLACE ROADWAY PAVEMENT RESTORATION STANDARD TRENCH OR HOLE RESTORATION CITY OF NEW YORK, BOROUGH OF MANHATTAN

REVISIONS

DIEGO ALAIMO
PROFESSIONAL ENGINEER
N.Y. LICENSE NO. 053085-1

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SCALE:	DATE:	PROJECT NO.:	SHEET NO.:
AS SHOWN	07/19/2013		C-9

Drawing File: Z:\2012-1254\Task 11, Pier A - Paving Restoration\SHEET FILES\C_09.dwg Jul 29, 2013 - 10:38am