



AMERICAN SOCIETY OF HIGHWAY ENGINEERS

National Project of the Year Award

OFFICIAL ENTRY FORM

AWARD CATEGORY (Check One): Under \$20 Million Over \$20 Million

SPONSORING REGION (Check One):

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Northeast | <input type="checkbox"/> Great Lakes | <input type="checkbox"/> Northwest |
| <input type="checkbox"/> Mid-Atlantic | <input type="checkbox"/> North Central | <input type="checkbox"/> Rocky Mountain |
| <input type="checkbox"/> Southeast | <input type="checkbox"/> South Central | <input type="checkbox"/> Southwest |

CONTACT INFORMATION FOR SUBMITTING REGION:

Contact Name: Scott Eshenaur ASHE Region Position: NE Region NPAC Chairperson
Phone (Office): 717.790.9565 Phone (Mobile): 717.580.8426 E- Mail Address: sreshenaur@modjeski.com

PROJECT INFORMATION:

ENTERING AGENCY/COMPANY'S NAME: JMT of New York, Inc.
PROJECT NAME: Hunts Point Interstate Access Improvement - Contact 1 TYPE: _____
PROJECT LOCATION: Hunts Point Peninsula along the Sheridan and Bruckner Epressways
CITY: South Bronx COUNTY: _____ STATE: NY
FINAL CONSTRUCTION COST: \$460 Million BUDGETED CONSTRUCTION COST: \$460 Million
PROJECT COMPLETION DATE: 12/21/22

PROJECT ASHE SECTION: NY Metro ASHE SECTION CONTACT NAME: Jeffrey Brugge
PHONE (OFFICE): 212.993.5774 PHONE (MOBILE): 516.445.3495 E-MAIL: jbrugge@gpinet.com

PROJECT TEAM:

PROJECT OWNER: New York State Department of Transportation (NYSDOT)
STREET ADDRESS: 1209 Colgate Avenue
CITY: Bronx STATE: NY ZIP: 10472
CONTACT PERSON: Snehal Shah, PE PHONE: 347-591-3874
E-MAIL ADDRESS: Snehal.Shah@dot.ny.gov

PROJECT DESIGN FIRM: JMT of New York, Inc.
STREET ADDRESS: 61 Broadway, Suite 2301
CITY: Manhattan STATE: NY ZIP: 10006
CONTACT PERSON: Brian J. Strizki, PE PHONE: 609-462-1064
E-MAIL ADDRESS: bstrizki@jmt.com

PRIME CONTRACTOR: Skanska/ECCO JV
STREET ADDRESS: 75-20 Astoriz Blvd., Suite 200
CITY: East Elmhurst STATE: NY ZIP: 11370
CONTACT PERSON: Jessica Miller, PE PHONE: 646-915-7301
E-MAIL ADDRESS: Jessica.Miller@skanska.com

Entry Form Completed By: Brian J. Strizki, PE Date: 12/09/22



Project Highlights:

- \$460 Million design-build project
- Substantially reduced congestion and improved infrastructure
- Transformed South Bronx area for residents and visitors
- Received AGCNY and ASHE NY Metro Project of the Year

The Hunts Point Interstate Access Improvement Project

Transforming the South Bronx, New York

JMT of New York, Inc. was the Lead Design Engineer on this \$460 million design-build contract for the New York State Department of Transportation (NYSDOT). The JMT team performed bridge, highway, and traffic design services to improve access to the Hunts Point peninsula in South Bronx, New York.

NYSDOT sought to make major enhancements to the peninsula and surrounding areas by improving access for trucks and cars traveling to and from commercial businesses including the Hunts Point food distribution center.

They also sought to address several other unique challenges such as improving operations on the Bruckner/Sheridan Interchange and correcting infrastructure deficiencies throughout the area.

Complexity

The Hunts Point Peninsula in South Bronx, New York is home to the largest food distribution facility in the nation - the Hunts Point Food Distribution Center.

The peninsula is home to many other industrial and commercial properties, along with a residential area in the northeastern portion. The NYSDOT estimates more than 78,000 vehicles travel there daily. This created challenges accessing the peninsula; requiring truck drivers to use local streets.

The project had several complex design elements. It was a multi-disciplined effort, with many design teams incorporating their expertise. The JMT Team designed six new bridges over the

Amtrak NE Rail Corridor, a new 734" bridge over Bruckner Boulevard and Express lanes, a new precast rigid frame water main protection structure, and a cast-in-place concrete bridge carrying Bruckner Boulevard and Express lanes over a new multi-use pedestrian/bicycle path connecting the two Bronx River Parks together. The project also included two major bridge rehabilitations, 22 new retaining walls, and realignment, reconstruction, and widening of the connecting roadways.



Six New Bridges Over Amtrak and CSX

Ramps SE and ES connect Edgewater Road with Sheridan Boulevard. They span over Amtrak's NE corridor with two new complex bridges over the railroad, tied into fully integral abutment support on piles.



Construction of Ramps ES and SE over the NE corridor

The Ramp SE structure is a 173-foot-long, single-span bridge supported by straight and curved girders with full integral abutments. It connects NB Sheridan Boulevard to Edgewater Road. The Ramp ES structure over the RR is a 358-foot-long, two-span bridge, also supported by straight and curved girders. The abutments and center pier are fully integral with no bearings or deck joints. Ramp ES over Bruckner Boulevard and Express lanes is a 734-foot-long, seven-span, multi-steel plate girder bridge comprised of straight and curved girders and support on fully integral piers and abutments.



Integral Pier Construction

The team incorporated stormwater management and drainage design, lighting, and utility design and coordination. The design included the construction of six new structures over and adjacent to the NE corridor electrified RR lines.

Coordinating with railways was paramount to the project's success. JMT's railroad coordinator was aware of their critical issues and knew how to navigate their requirements. With limited night track outages with short durations, RR condonation was done daily throughout the project schedule.

Application of Innovative Technologies and Construction Techniques

JMT took a collaborative, solutions-oriented approach during our weekly task force design meetings, providing an open forum for unconstrained thinking to generate innovative ideas. This type of team effort ensured a successful solution for every challenge, along with a structured, clear plan.

The design of the Bronx River Viaduct incorporated jointless bridge decks using link slabs to reduce deterioration to structural elements below. The functionality of this design will reduce maintenance cost, enhance durability and reduce construction cost.

The Bruckner Expressway and Bruckner Boulevard cross the NE Rail Corridor and the Bronx River. This also caused several complex project challenges including meeting tight vertical clearance requirements and complex maintenance of traffic to ensure truck access was maintained in the local area.

The geotechnical investigation indicated poor soil conditions throughout the project site. JMT's team used innovative ground improvement methods such as load balancing with a lightweight cellular foam concrete fill to address soil capacity issues and settlement concerns.



Lightweight Cellular Concrete Fill used in the retaining wall system

Using innovative techniques such as *AccelBridge* for deck replacement of the 592' Westchester Ramp allowed total replacement of the bridge in just under 30 days, reducing traffic impacts to the local community.



AccelBridge Construction

Social & Economic Considerations

The construction impacts to the local community were closely monitored by a full-time community liaison who coordinated the daily construction activities with the local community and businesses.

This design-build project significantly relieved congestion on local streets, upgraded and improved access and safety for travelers, corrected geometrical and operational deficiencies, replaced deteriorated infrastructure elements, improved bike/pedestrian lanes, reduced bridge maintenance, and minimized impacts to Amtrak, CSX, and MTA.

Improving the Hunts Point Interstate Access has transformed an outdated interstate highway into a boulevard, giving residents and visitors safer recreational spaces and improved access to the market. This reduces costs for everyone, relieves congestion, and improves efficiency for the community.

Before this project, an estimated 13,000 commercial trucks relied on local roads to travel to the peninsula daily. According to the city, the trucks were a major contributor to poor air quality and road deterioration. This project resulted in cleaner air, safer roads, and reduced congestion. Changes like these improve the lives of local residents immeasurably. Other social considerations included amenities to the South Bronx area such as a new park, bike lanes, and a shared-use path.

Safety

This project has provided a more efficient and much less congested roadway system, allowing motorists and residents to travel securely on local roads and highways. The project also addressed many infrastructure and operational issues.



Aerial view of the construction of the "island"

One safety challenge involved setting up and using a large overhead crane to move steel and materials in the project area. The crane was erected on top of a retained earth structure known as "the Island". This crane was used for most of the major structural steel picks over the RR.



Manitowoc MLC-650 Crane on top of the Island

These picks could not interfere with train schedules and traffic flow. Winds were monitored continuously during crane operations. If winds were to reach more than 30 mph work was immediately suspended.

JMT's traffic team was an integral part of this project, with newly designed signing and traffic marking. Safety was also improved with the installation of ADA-compliant sidewalks and ramps in the local highway network where feasible.

The team improved bike lanes, added a shared-use path, modernized traffic control signals, incorporated intelligent transportation systems, and improved pedestrian signals at multiple intersections, creating a safer space for everyone.

Aesthetics & Sustainable Features

This project completely transformed the look and feel of the South Bronx, with new traffic designs, improved streetscaping, and new infrastructure. Realigning, rehabilitating, and reconstructing dozens of bridges has had an incredibly eye-pleasing impact, with an updated boulevard, better highway systems, and unclogged local roads.

To further enhance project aesthetics, the JMT team incorporated architectural treatments on the 22 retaining walls and on all of the piers and abutments throughout the project.

The newly designed park, which will be operated by the New York City Parks Department, included landscaping, new lighting, appurtenances, and the shared-use path connecting the new park to the Concrete Plant Park on the north side of Bruckner Boulevard.



New City Park and Shared-Use Path

The look and feel of the South Bronx area, particularly around Hunts Point, is dramatically changed. Sustainability and aesthetic factors include cleaner roadways and bridges without deterioration or damage, modern streetscaping, intelligent transportation systems, and rehabilitated structures. According to one local South Bronx citizen, "this project has realized the decades-long dream of all South Bronx residents."

Exceeding Owner/Client Needs

The NYSDOT is dedicated to enhancing the South Bronx through a litany of ongoing infrastructure projects, beginning with this one. JMT understands that every contract must pave the way for the next. This ensures a smoother transition throughout an entire project.

As such, JMT worked collaboratively to overcome project challenges in innovative and effective ways, thereby saving cost and exceeding schedule deliveries. JMT's innovative design practices, effective and ongoing teamwork, and excellent engineering practices encouraged a winning project, which will continue to improve the lives of South Bronx residents and travelers for generations.

In the end, this project met the short-and long-term goals of the client. The team provided easier access for motorists, relieved congestion, corrected operational deficiencies, replaced deteriorated infrastructure elements, improved bicycle/pedestrian access, and improved the community's quality of life.

FILE NAME = X73163.cpb.gnp_00.dgn
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 USER = arnold

PROJECT MANAGER
 CHECK
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 DESIGN
 JOB MANAGER
 DESIGN SUPERVISOR

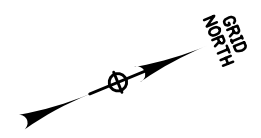














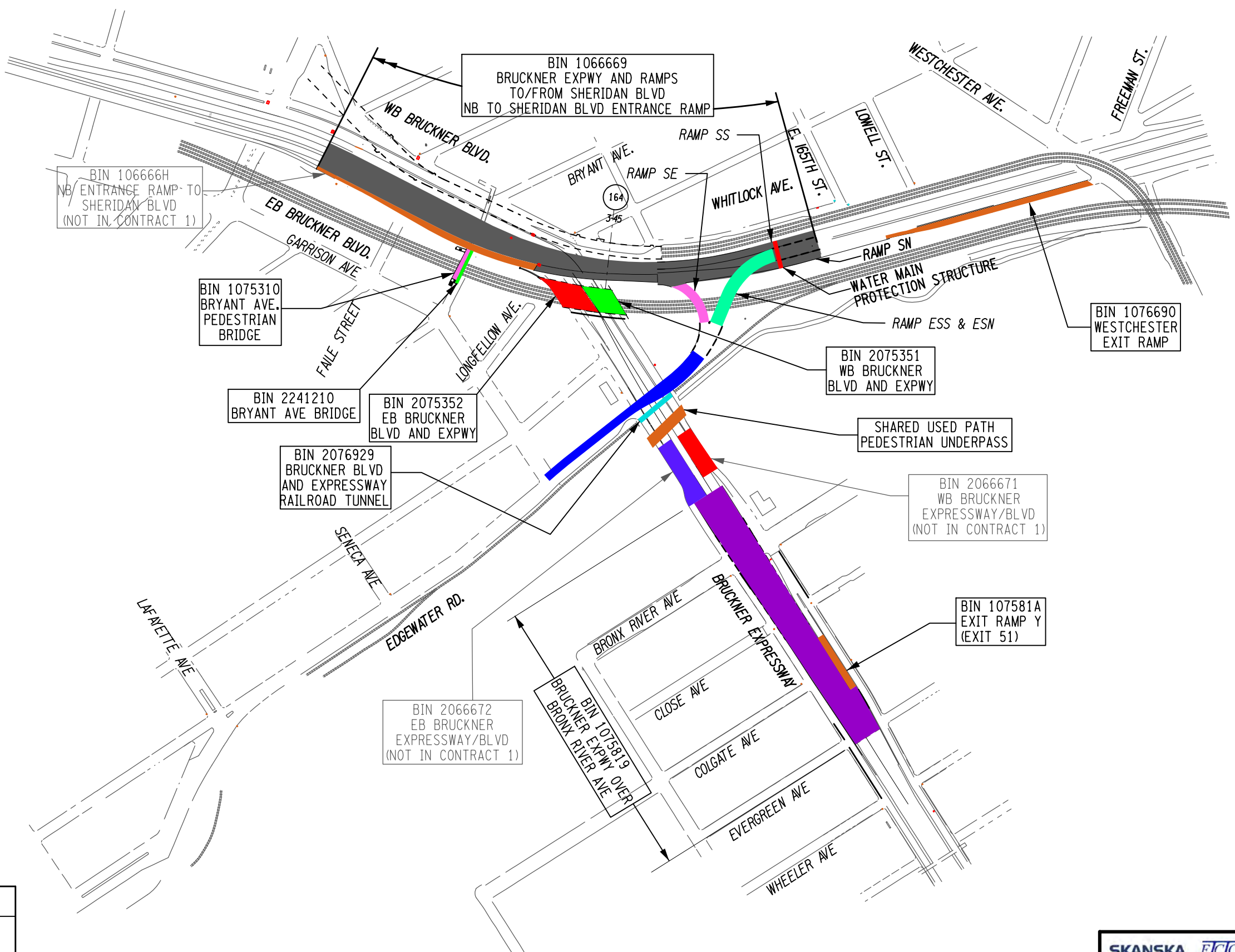





TABLE OF CONTRACT 1 BINS		
STRUCTURE NUMBER	BIN	DESCRIPTION
1		RAMP ES OVER BRUCKNER BLVD AND BRUCKNER EXPRESSWAY
2		RAMP ES OVER AMTRAK/CSX AND RAMP SN
3		RAMP SE OVER AMTRAK/CSX
4		BRUCKNER EXPWY AND RAMPS TO/FROM SHERIDAN BLVD
5		WESTCHESTER EXIT RAMP
6		BRYANT AVE. PEDESTRIAN BRIDGE
7		BRYANT AVE BRIDGE
8		WB BRUCKNER BLVD AND EXPWY
9		EB BRUCKNER BLVD AND EXPWY
10		BRUCKNER BLVD AND EXPRESSWAY RAILROAD TUNNEL
11		SHARED USE PATH PEDESTRIAN UNDERPASS
12		BRUCKNER EXPWY OVER BRONX RIVER AVE
13		EXIT RAMP Y (EXIT 51)
14		WATER MAIN PROTECTION STRUCTURE



AFFIX SEAL: ON:	ALTERED BY: ON:
AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	
COUNTY: _____ REGION: _____	

PIN X731.63 BRIDGES CULVERTS		ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED STRUCTURES KEY PLAN		CONTRACT NUMBER D900047	
COUNTY: _____ REGION: _____		DRAWING NO. SG-01 SHEET NO.			
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.					
				Department of Transportation	

REFERENCES:

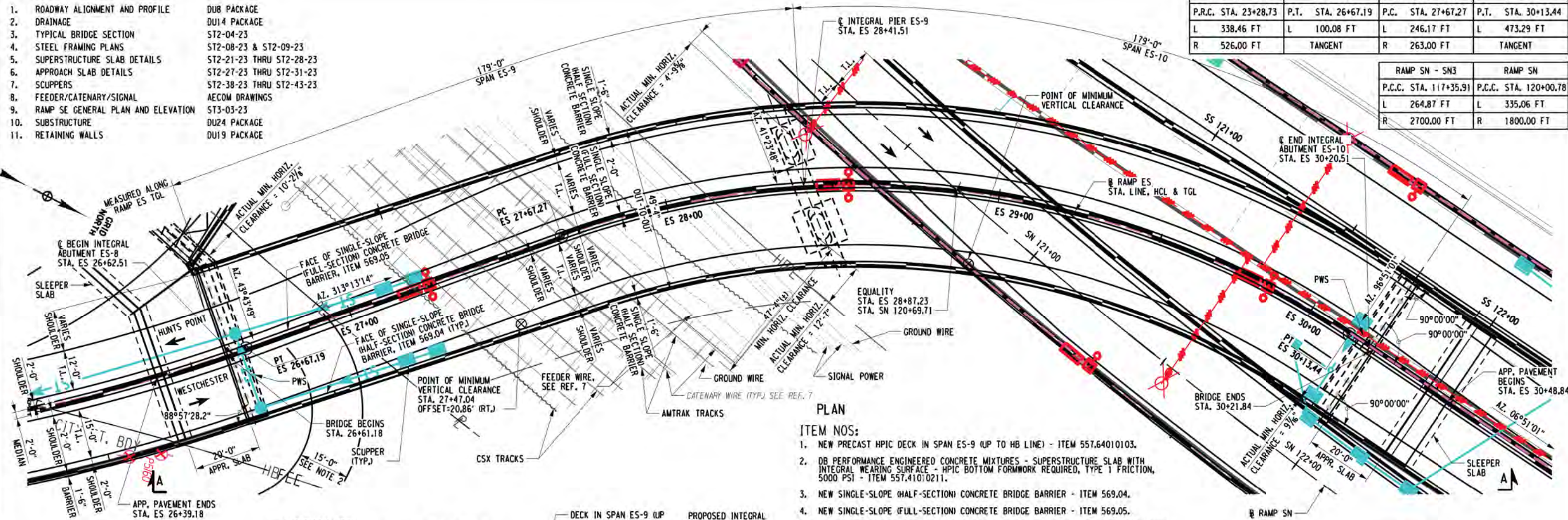
- ROADWAY ALIGNMENT AND PROFILE
- DRAINAGE
- TYPICAL BRIDGE SECTION
- STEEL FRAMING PLANS
- SUPERSTRUCTURE SLAB DETAILS
- APPROACH SLAB DETAILS
- SCUPPERS
- FEEDER/CATENARY/SIGNAL
- RAMP SE GENERAL PLAN AND ELEVATION
- SUBSTRUCTURE
- RETAINING WALLS

DWGS:

- DUR PACKAGE
- DUI4 PACKAGE
- ST2-04-23
- ST2-08-23 & ST2-09-23
- ST2-21-23 THRU ST2-28-23
- ST2-27-23 THRU ST2-31-23
- ST2-38-23 THRU ST2-43-23
- AECOM DRAWINGS
- ST3-03-23
- DU24 PACKAGE
- DUI9 PACKAGE

RAMP ES - ES5	RAMP ES	RAMP ES - ES6	RAMP ES
P.R.C. STA. 23+28.73	P.T. STA. 26+67.19	P.C. STA. 27+67.27	P.T. STA. 30+13.44
L 338.46 FT	L 100.08 FT	L 246.17 FT	L 473.29 FT
R 526.00 FT	TANGENT	R 263.00 FT	TANGENT

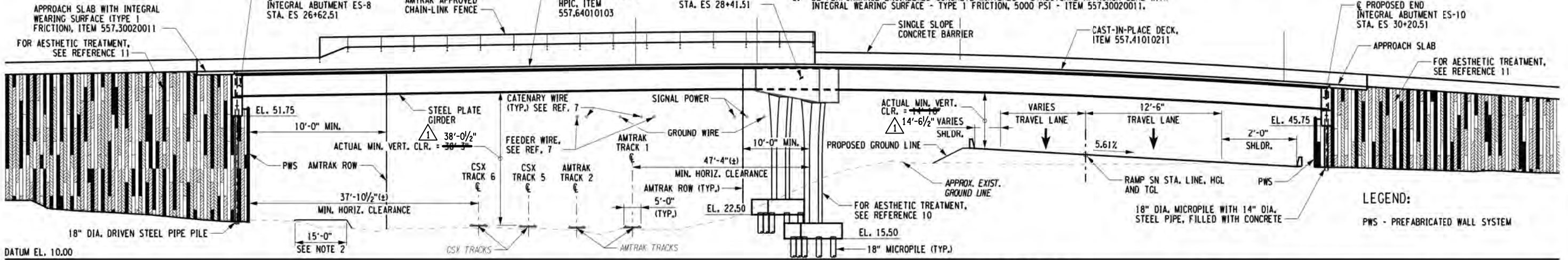
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P.C.C. STA. 117+35.91	P.C.C. STA. 120+00.78
L 264.87 FT	L 335.06 FT
R 2700.00 FT	R 1800.00 FT



PLAN

ITEM NOS:

- NEW PRECAST HPIC DECK IN SPAN ES-9 (UP TO HB LINE) - ITEM 557.64010103.
- DB PERFORMANCE ENGINEERED CONCRETE MIXTURES - SUPERSTRUCTURE SLAB WITH INTEGRAL WEARING SURFACE - HPIC BOTTOM FORMWORK REQUIRED, TYPE 1 FRICTION, 5000 PSI - ITEM 557.41010211.
- NEW SINGLE-SLOPE (HALF-SECTION) CONCRETE BRIDGE BARRIER - ITEM 569.04.
- NEW SINGLE-SLOPE (FULL-SECTION) CONCRETE BRIDGE BARRIER - ITEM 569.05.
- DB PERFORMANCE ENGINEERED CONCRETE MIXTURES - STRUCTURAL APPROACH SLAB WITH INTEGRAL WEARING SURFACE - TYPE 1 FRICTION, 5000 PSI - ITEM 557.30020011.

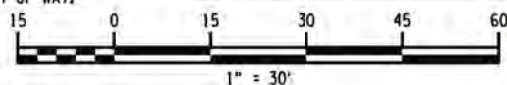


ELEVATION A-A

ELECTRICAL SAFETY NOTE:
HIGH VOLTAGE ELECTRICAL LINES ARE IN PROXIMITY TO THIS BRIDGE. REFER TO SUBSECTION 107-05 OF THE STANDARD SPECIFICATIONS FOR CONTRACTOR SAFETY REQUIREMENTS.

NOTES:

- FENCING CONFORMING TO AMTRAK REQUIREMENTS TO BE INSTALLED AT FASCIA BARRIERS IN SPAN ES-9 AND EXTENDS OVER THE RAILROAD RIGHT-OF-WAY.
- SEE REFERENCE 1 FOR DETAILS PERTAINING TO MAINTENANCE ROAD UNDER RAMP ES.



SKANSKA **ETECO** **HPA**
JOINT VENTURE

AFFIX SEAL: DESMOND COELHO ON: 06/22/2021	ALTERED BY: DESMOND COELHO ON: 01/16/2023
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LOAD RATING (LFR)	CONTROLLING MEMBER
INVENTORY HS 55.1 99 TONS	GIRDER G5
OPERATING HS 92.1 166 TONS	GIRDER G5

LOAD RATING (LRF)	CONTROLLING MEMBER
INVENTORY HL-93 1.28	DIAPHRAGM D1
OPERATING HL-93 1.66	DIAPHRAGM D1



AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:
1 RFI 536

CONSTRUCTION QUALITY CONTROL ENGINEER:
M&J ENGINEERING, P.C.
Manuel J. Silva
DATE: 1/19/2023
MANUEL J. SILVA, P.E.

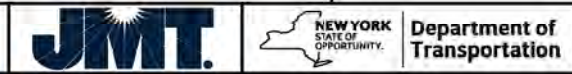
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JMT OF INFORMATION AND DOCUMENTATION
PROVIDED BY SEJV

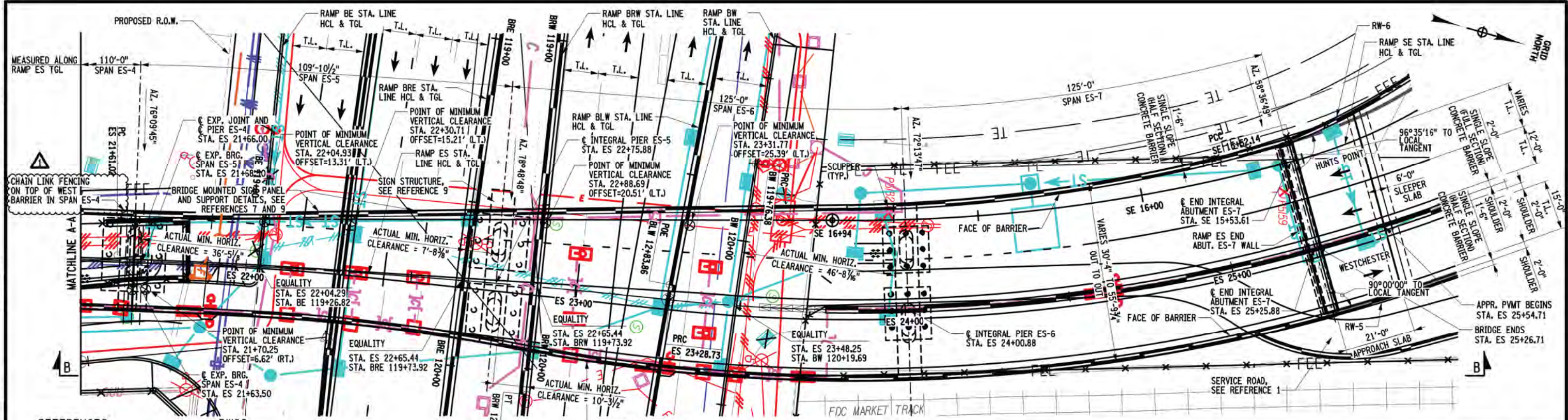
HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT
CONTRACT 1
PIN X731.63
EXISTING UTILITY LEVEL C
COUNTY: BRONX REGION: 11

BRIDGES 1080520
CULVERTS
ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED
GENERAL PLAN AND ELEVATION
RAMP ES OVER AMTRAK/CSX AND RAMP SN

CONTRACT NUMBER D900047
DRAWING NO. ST2-03-23
SHEET NO. 23-08R1

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





PLAN

REFERENCES:

- 1. ROADWAY ALIGNMENT AND PROFILE
- 2. SCUPPERS AND DRAINAGE
- 3. TYPICAL BRIDGE SECTION
- 4. STEEL FRAMING PLAN
- 5. SUPERSTRUCTURE SLAB
- 6. APPROACH SLABS
- 7. SIGN SUPPORT DETAILS
- 8. RETAINING WALL
- 9. SIGNING PLANS
- 10. SUBSTRUCTURE

DWGS:

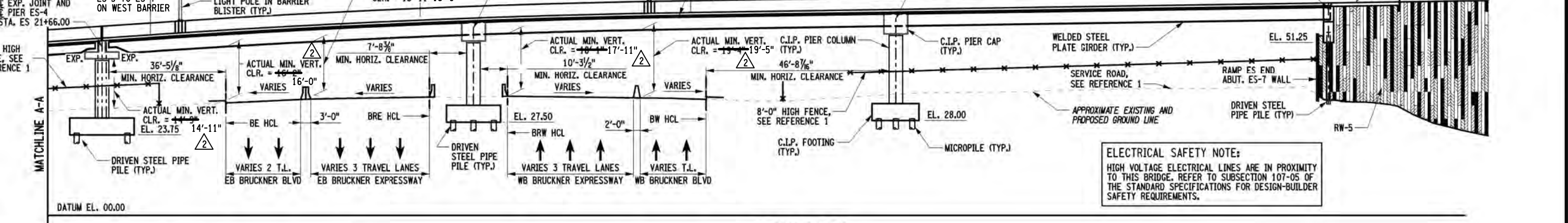
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- DU14 PACKAGE
- ST1-03-27 - ST1-05-27
- ST1-12-27 - ST1-14-27
- ST1-40-27 - ST1-42-27
- ST1-46-27 - ST1-50-27
- ST1-67-27 - ST1-69-27
- DU21 PACKAGE
- DU09 PACKAGE
- DU28 PACKAGE

ITEM NOS:

- 1. DB PERFORMANCE ENGINEERED CONCRETE MIXTURES - SUPERSTRUCTURE SLAB WITH INTEGRAL WEARING SURFACE - HPIC BOTTOM FORMWORK REQUIRED, TYPE 1 FRICTION, 5000 PSI - ITEM 557.41010211.
- 2. NEW SINGLE-SLOPE (HALF-SECTION) CONCRETE BRIDGE BARRIER - ITEM 569.04.
- 3. NEW SINGLE-SLOPE (FULL-SECTION) CONCRETE BRIDGE BARRIER - ITEM 569.05.
- 4. DB PERFORMANCE ENGINEERED CONCRETE MIXTURES - STRUCTURAL APPROACH SLAB WITH INTEGRAL SURFACE - TYPE 1 FRICTION, 5000 PSI - ITEM 557.30020011.
- 5. NEW STEEL CHAIN-LINK FENCE - ITEM 607.0514.

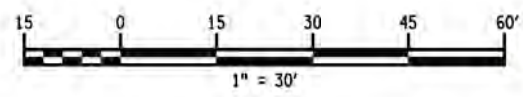
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P.C. STA. 20+75.30	P.C. STA. 12+03.76	P.T. STA. 114+10.53	P.C. STA. 117+00.64	P.R.C. STA. 118+36.38
L 253.43 FT	L 348.47 FT	L 253.43 FT	L 307.07 FT	L 140.00 FT
R 2375.00 FT	R 161.50 FT	TANGENT	R 14499.25 FT	R 2850.00 FT
RAMP ES - ES5	RAMP SE - SE3	RAMP BRE - BRE4	RAMP BLW	RAMP BW - BW6
P.R.C. STA. 23+28.73	P.C.C. STA. 15+52.14	P.R.C. STA. 116+08.21	P.T. STA. 11+50.12	P.R.C. STA. 119+76.38
L 338.46 FT	L 142.06 FT	L 535.14 FT	L 133.74 FT	L 120.02 FT
R 526.00 FT	R 499.00 FT	R 5500.00 FT	TANGENT	R 2084.05 FT

FENCE DETAILS



ELEVATION B-B

ELECTRICAL SAFETY NOTE:
HIGH VOLTAGE ELECTRICAL LINES ARE IN PROXIMITY TO THIS BRIDGE. REFER TO SUBSECTION 107-05 OF THE STANDARD SPECIFICATIONS FOR DESIGN-BUILDER SAFETY REQUIREMENTS.



SKANSKA **ECIC** **HPA**
JOINT VENTURE

AFFIX SEAL: DESMOND COELHO ON: 06/02/2022
ALTERED BY: DESMOND COELHO ON: 01/04/2023



AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:
1. 027-NDC-001-001
2. AS-BUILT
3. RFI 100J

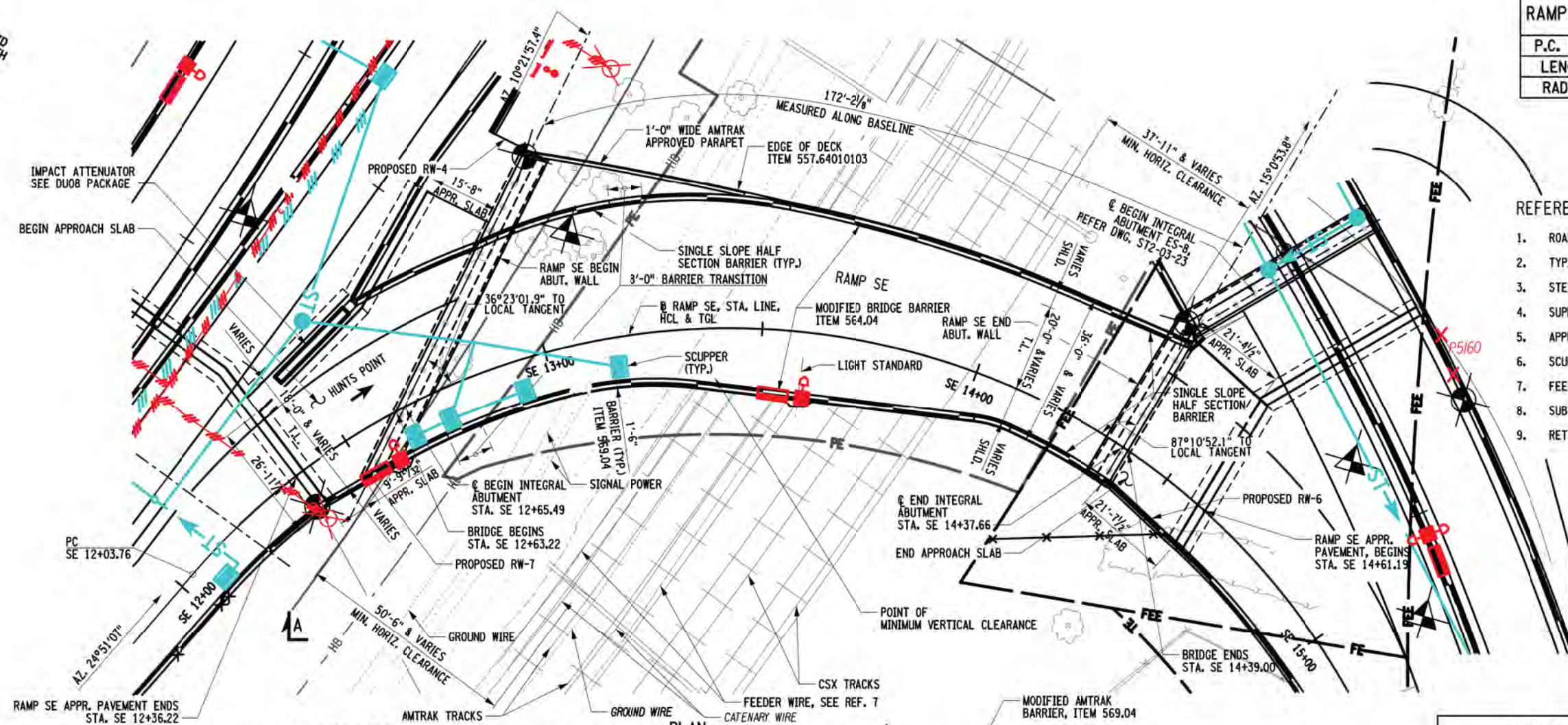
CONSTRUCTION QUALITY CONTROL ENGINEER:
M&J ENGINEERING, P.C.
1/09/2023
MANUEL J. SILVA, P.E.
DATE
AS BUILTS PREPARED AND SUBMITTED BY
JMT OF INFORMATION AND DOCUMENTATION
PROVIDED BY SEJV

HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT
CONTRACT 1
PIN X731.63
EXISTING UTILITY LEVEL C
COUNTY: BRONX REGION: 11

BRIDGES 1080510
CULVERTS
ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED
GENERAL PLAN AND ELEVATION (2 OF 2)
RAMP ES OVER BRUCKNER BOULEVARD AND BRUCKNER EXPRESSWAY
CONTRACT NUMBER D900047
DRAWING NO. ST1-02-27
SHEET NO. 27-08R2

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



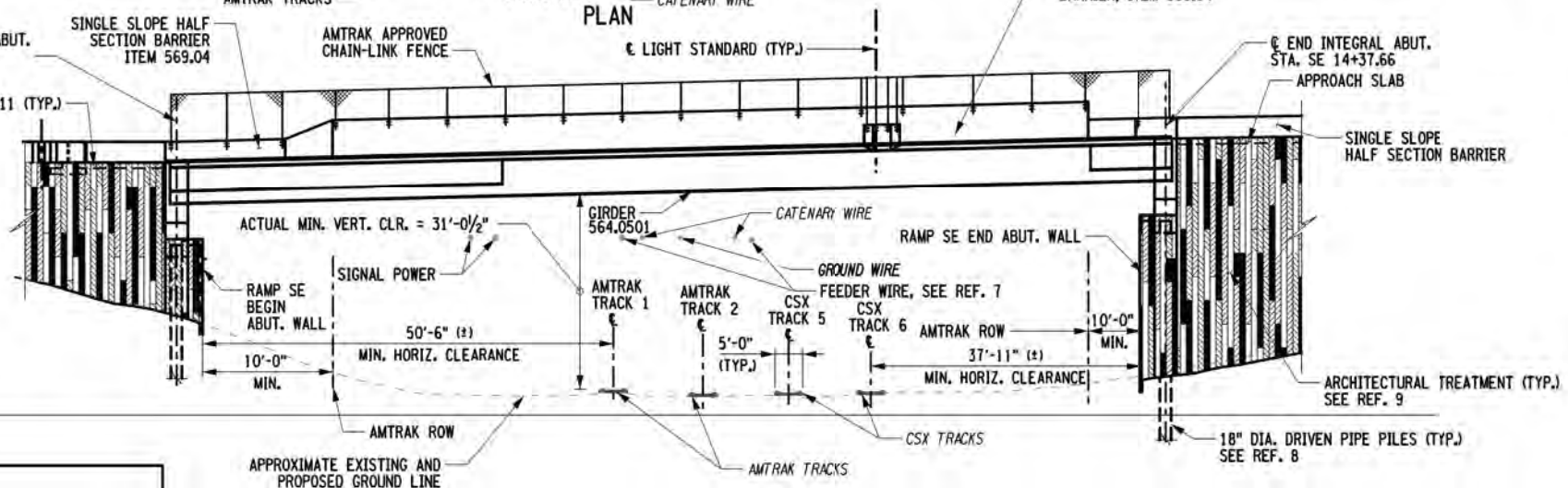


RAMP SE CURVE DATA	
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LENGTH	348.37'
RADIUS	161.50'

- REFERENCES:**
- ROADWAY ALIGNMENT AND PROFILE
 - TYPICAL BRIDGE SECTIONS
 - STEEL FRAMING PLAN
 - SUPERSTRUCTURE SLAB DETAILS
 - APPROACH SLAB DETAILS
 - SCUPPER/DRAINAGE
 - FEEDER/CATENARY/SIGNAL
 - SUBSTRUCTURE
 - RETAINING WALL
- DWGS:**
- DUB PACKAGE
 - ST3-04-23
 - ST3-06-23
 - ST3-17-23 THRU. ST3-21-23
 - ST3-24-23 THRU. ST3-29-23
 - DU14 PACKAGE
 - AECOM DRAWINGS
 - DU24 PACKAGE
 - DU19 AND DU21 PACKAGE

ELECTRICAL SAFETY NOTE:
HIGH VOLTAGE ELECTRICAL LINES ARE IN PROXIMITY TO THIS BRIDGE. REFER TO SUBSECTION 107-05 OF THE STANDARD SPECIFICATIONS FOR CONTRACTOR SAFETY REQUIREMENTS.

- ITEM NOS:**
- STRUCTURAL STEEL (TYPE 1) - ITEM 564.0501.
 - SINGLE SLOPE (HALF SECTION) CONCRETE BRIDGE BARRIERS - ITEM 569.04.
 - APPROACH SLAB WITH INTEGRAL WEARING SURFACE (TYPE 1 FRICTION) - ITEM 557.20010211.
 - DECK PRECAST HPIC - ITEM 557.64010103.

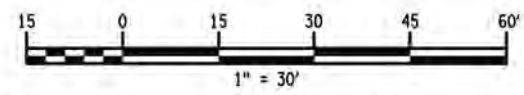


LOAD RATING (LFR)			CONTROLLING MEMBER
INVENTORY	HS 44.60	80 TONS	GIRDER G1
OPERATING	HS 74.40	134 TONS	GIRDER G1

LOAD RATING (LRFR)			CONTROLLING MEMBER
INVENTORY	HL-93	2.85	GIRDER G1
OPERATING	HL-93	3.84	GIRDER G1

NOTE:

- REFER TO NOTE 6 OF AMTRAK NOTES IN DRAWING NO ST3-02-23 FOR THE TEMPORARY SHIELDING AND PROTECTION OF RAILROAD DURING VARIOUS STAGES OF CONSTRUCTION.

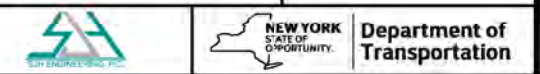


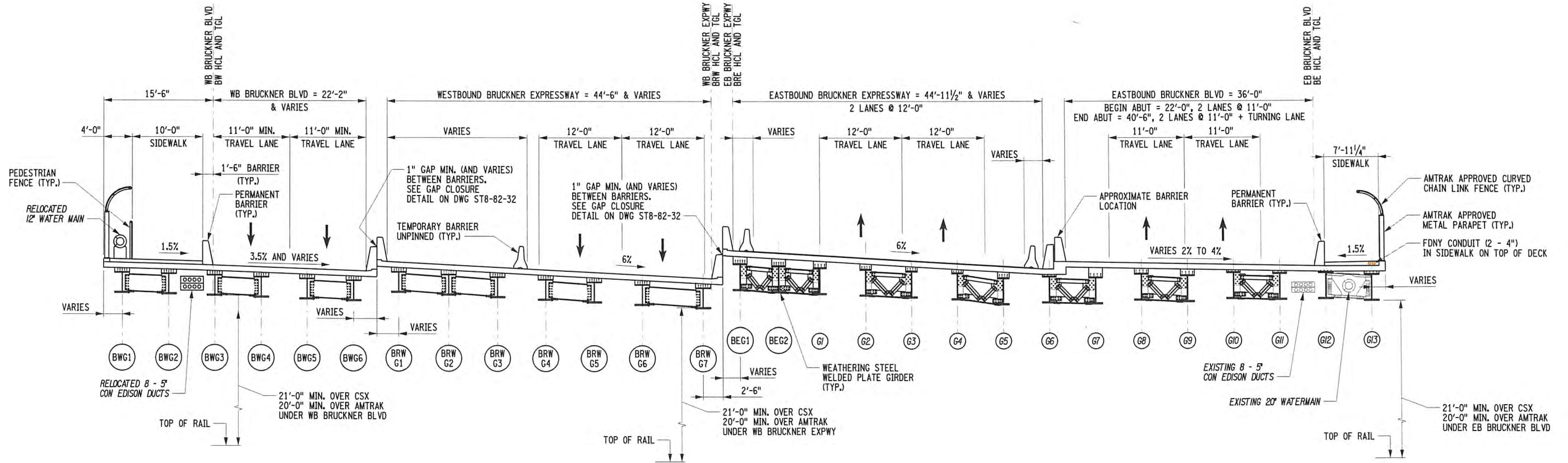
AFFIX SEAL: S. JAYAKUMARAN
ON: 06/22/2021

ALTERED BY: ON:

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS: NO AS-BUILT REVISIONS	CONSTRUCTION QUALITY CONTROL ENGINEER: M&J ENGINEERING, P.C. <i>Manuel J. Silva</i> 1/19/2023 DATE MANUEL J. SILVA, P.E. AS BUILTS PREPARED AND SUBMITTED BY JMT, OF INFORMATION AND DOCUMENTATION PROVIDED BY SEJV	HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT CONTRACT 1 COUNTY: BRONX REGION: 11	PIN X731.63 BRIDGES 1080540 CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED GENERAL PLAN AND ELEVATION RAMP SE OVER AMTRAK/CSX	CONTRACT NUMBER D900047 DRAWING NO. ST3-03-23 SHEET NO. 23-51
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IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.





NEW SUPERSTRUCTURE
AT STATION BRW 115+60
SCALE: 1" = 15'-0"
(LOOKING UPSTATION)

NEW SUPERSTRUCTURE
AT STATION BRE 115+00
SCALE: 1" = 15'-0"
(LOOKING UPSTATION)

REFERENCE:


- FOR GIRDER SPACING SEE FRAMING PLANS ON DWGS. ST8-20-32 AND ST8-21-32

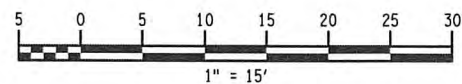
NOTES:



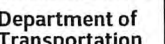
- EB BRUCKNER DETAILED IN DU31.
- FOR NOTES SEE ST8-08-32.

RELEASE FOR CONSTRUCTION

SKANSKA EJCICO HPA
JOINT VENTURE

AFFIX SEAL: ON:	CHIH-PING (FRANK) FAN 08/21/2020	ALTERED BY: ON:	
			



AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	DESIGN QUALITY ASSURANCE ENGINEER: HARDESTY & HANOVER ELANA FREEDMAN, P.E. DATE 11/30/2020 THIS DRAWING HAS UNDERGONE REVIEWS AS REQUIRED TO BE RELEASED FOR CONSTRUCTION UNDER RFP PART 3, SECTION 5.8.3 OF THE CONTRACT DOCUMENTS.	HUNTS POINT INTERSTATE ACCESS IMPROVEMENT PROJECT CONTRACT 1 FROM BRYANT AVE. TO WESTCHESTER AVE. COUNTY: BRONX REGION: 11	PIN X731.63	BRIDGES 2075351 2075352	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED BRUCKNER BRIDGES OVER RR-WB CONSTRUCTION STAGE CROSS SECTIONS SHEET 3 OF 3	CONTRACT NUMBER D900047 DRAWING NO. ST8-10-32 SHEET NO. 32-019
<p>IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.</p>							  

4 NEW BRIDGES OVER AMTRAK/CSX



INTEGRAL PIER CONSTRUCTION



INTEGRAL ABUTMENT CONSTRUCTION



ACCELBRIDGE CONSTRUCTION



NEW CITY PARK AND SHARED USE PATH





Department of
Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

CRAIG F. RUYLE, P.E.
Regional Director

January 24, 2023

ASHE National Committee

Attention: Scott Eshenaur
(via email at sreshenaur@modjeski.com)

RE: 2023 ASHE National Project of the Year
Award Entry - Hunts Point Interstate Access Improvement Project – Contract 1
Substantial Completion

Dear Sir/Madam,

I believe that the work of the engineering firm, JMT of New York, Inc. meets the intended uses and expectations of this award submission.

A concerted effort between NYSDOT, JMT of New York, Subconsultants and the Contractor made for a positive improvement to the entire area. This project presented a wide variety of challenges that needed to be addressed in a short period of time to protect the well-being of the traveling public. These challenges were met with teamwork and innovation.

I am verifying that substantial completion of this project was on 12/21/22, as noted on the Entry Form.

Sincerely,

Snehal Shah, PE

Snehal Shah, P.E.
Deputy Chief Engineer
NYSDOT, Region 11, 3rd Floor
47-40 21st Street
Long Island City, NY 11101

CC: Craig Ruyle, Regional Director, R-11



January 24, 2022

ASHE National Committee

Attention: Scott Eshenaur

RE: 2023 ASHE National Project of the Year – Over \$20M
Award Entry – Hunts Point Interstate Access Improvement Project – Contract 1
Statement of Commitment

Dear Sir/Madam,

JMT of New York, Inc. (JMT) is pleased to submit our entry for the 2023 ASHE National Project of the Year award.

I am confirming that I or a representative of the JMT/project team will attend the awards luncheon should this project win.

Very truly yours,

JOHNSON, MIRMIRAN & THOMPSON, INC.

A handwritten signature in blue ink that reads "Brian Strizki". The signature is written in a cursive, flowing style.

Brian J. Strizki, PE
Chief Executive Officer
JMT of New York, Inc.

BJS/dk