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IN CHARGE OF ____ DESIGNED BY ____ CHECKED BY ____ DRAFTED BY ____ CHECKED BY ____

DEFINITION

THE WORDS "SHALL", "SHOULD", AND "MAY", AS USED IN THE CONTRACT DOCUMENTS, HAVE THE FOLLOWING MEANINGS:

SHALL - A MANDATORY CONDITION. IN THE DESIGN, APPLICATION, OR LOCATION OF DEVICES REQUIREMENTS HAVING "SHALL" STIPULATIONS ARE MANDATORY. NO DISCRETION IN FOLLOWING THEM IS ALLOWED.

SHOULD - AN ADVISORY CONDITION. WHERE "SHOULD" IS USED IN RELATION TO A PROVISION, THAT PROVISION IS RECOMMENDED, AND NORMALLY IS TO BE FOLLOWED, BUT IS NOT MANDATORY. DEVIATION FROM SUCH PROVISIONS IS PERMISSIBLE IF, AND TO THE EXTENT, THERE IS JUSTIFIABLE CAUSE TO DO SO.

MAY - A PERMISSIVE CONDITION. NO REQUIREMENT FOR DESIGN OR APPLICATION IS INTENDED.

UTILITIES

THE APPROXIMATE LOCATION OF THE UTILITIES ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL VERIFY THE TRUE LOCATION BEFORE COMMENCING WORK. BEFORE ANY PIPE IS PLACED, THE CONTRACTOR SHALL UNCOVER ALL UTILITIES AT PIPE CROSSINGS TO ENABLE THE ENGINEER TO VERIFY THE PROPOSED PIPE WITH GRADES SHOWN ON THE PLANS IS NOT OBSTRUCTED BY EXISTING UTILITIES. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS ITEMS IN THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES ENCOUNTERED IN THIS WORK. WHERE NECESSARY, THE CONTRACTOR SHALL PROVIDE TIMBER, OR OTHER APPROVED MATERIALS AND SECURELY BRACE AND PROTECT THESE UTILITIES. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS ITEMS IN THE CONTRACT.

THE DEGREE OF ACCURACY FOR ALL UNDERGROUND UTILITIES WITHIN THE PROJECT LIMITS IS QUALITY LEVEL C. RECORD INFORMATION PROVIDED BY UTILITY OWNER WAS PLOTTED ON THE CONTRACT PLANS DEPTHS WERE NOT FIELD VERIFIED PHYSICAL SURFACE FEATURES SUCH AS MANHOLES, VALVE BOXES, HYDRANTS HAVE BEEN FIELD LOCATED.

SURVEY

ALL HORIZONTAL AND VERTICAL CONTROL IS IN FEET AND IS BASED ON AN ASSUMED DATUM.

DRIVEWAYS

DRIVEWAYS SHALL BE PAVED 10 FT MINIMUM FROM THE EDGE OF PAVEMENT OR ADBE. PAYMENT BEYOND THE SHOULDER LIMIT SHALL BE MADE UNDER THE APPROPRIATE PAYMENT ITEM.

SIGNS

WHEN A NEW SIGN IS INSTALLED TO REPLACE AN EXISTING SIGN, THE EXISTING SIGN SHALL BE IMMEDIATELY REMOVED UPON COMPLETION OF THE NEW SIGN INSTALLATION.

HIGHWAY MAINTENANCE

UPON COMPLETION AND ACCEPTANCE OF THIS CONTRACT, THE HIGHWAY AND BRIDGE WILL CONTINUE TO BE MAINTAINED BY THOSE AGENCIES WHICH HAD JURISDICTION PRIOR TO THIS CONTRACT.

DISPOSAL OF CONSTRUCTION AND DEMOLITION DEBRIS

THERE ARE NO AREAS WITHIN THE CONTRACT LIMITS AVAILABLE FOR DISPOSAL OF DEBRIS.

GENERAL NOTES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL WORK WITHIN CSX R.O.W. WITH CSX RAILROAD.

THE FOLLOWING IS A SUMMARY OF THE ITEMS TO BE COMPLETED BY THE CONTRACTOR.

- REMOVAL OF EXISTING SUPERSTRUCTURES
- REMOVAL OF EXISTING SUBSTRUCTURES
- ERECTION OF STEEL SUPERSTRUCTURE PROVIDED BY COUNTY
- INSTALLATION OF SHEAR STUDS AND HAUNCH ANGLES
- SUPPLY AND INSTALLATION OF PRECAST DECK PANELS, UHPC JOINT MATERIAL, AND FILLING GROUT POCKETS.
- PLACEMENT OF CONCRETE END BLOCK ENCASE ENDS OF BEAMS

DESIGN SPECIFICATIONS: NYSDOT LRFD BRIDGE DESIGN SPECIFICATIONS WITH ALL PROVISIONS IN EFFECT AS OF JULY 2012 (FOR DESIGN PURPOSES, COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AT 28 DAYS: FC = 3000 PSI.)

CONCRETE IN THE DECK SLAB SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 5000 PSI AT 28 DAYS. THE UNITS SHALL NOT BE HANDLED UNTIL CONCRETE STRENGTH REACHES A MINIMUM OF 3000 PSI.

LIVE LOAD: AASHTO HL - 93

CONSTRUCTION AND MATERIALS SPECIFICATIONS: STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, OFFICE OF ENGINEERING, DATED MAY 1, 2008. WITH CURRENT ADDITIONS AND MODIFICATIONS.

DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS FOR WHICH NO SCALE IS SHOWN ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

ALL SHOP DRAWINGS SUBMITTED FOR THIS PROJECT SHALL BE IN US CUSTOMARY UNITS.

THE COST OF ALL JOINT MATERIAL SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT, UNLESS OTHERWISE SPECIFIED ON THE PLANS.

THE LOAD RATINGS ARE IN ACCORDANCE WITH THE AASHTO MANUAL FOR BRIDGE EVALUATION - FIRST EDITION 2008.

DIMENSIONS FOR THICKNESSES OF STEEL ROLLED ANGLE SHAPES AND STRUCTURAL TUBING ARE SHOWN ACCORDING TO THE AISC MANUAL.

THIS BRIDGE SHALL BE MAINTAINED IN ACCORDANCE WITH THE GUIDELINES CONTAINED IN THE CURRENT EDITION OF THE AASHTO MAINTENANCE MANUAL: THE MAINTENANCE AND MANAGEMENT OF ROADWAYS AND BRIDGES.

UNLESS OTHERWISE INDICATED ON THE PLANS, WORK TO BE PERFORMED UNDER THIS CONTRACT DOES NOT REQUIRE THE DISTURBING, DESTRUCTION OR REMOVAL OF ANY KNOWN MATERIALS CONTAINING ASBESTOS. UNLESS OTHERWISE INDICATED ON THE PLANS, IT IS THE EXPRESS INTENT OF THIS CONTRACT THAT THESE MATERIALS NOT BE DISTURBED IN ANYWAY. SHOULD THE CONTRACTOR BE FORCED TO DISTURB IN ANY WAY ANY SUCH MATERIALS, THE CONTRACTOR SHALL FIRST BE FAMILIAR WITH INDUSTRIAL CODE RULE 56 OF THE N.Y.S. DEPARTMENT OF LABOR. THE CONTRACTOR SHALL ALSO OBTAIN WRITTEN PERMISSION OF THE REGIONAL DIRECTOR OF TRANSPORTATION BEFORE PROCEEDING.

SUPERSTRUCTURE NOTES

ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A709 GRADE 50.

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

STEEL ERECTION NOTES:

THE CONTRACTOR SHALL PROVIDE FOR THE STABILITY OF STRUCTURAL STEEL DURING ALL PHASES OF ERECTION AND CONSTRUCTION, AS PROVIDED IN SUBSECTION 204 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM). THE GIRDERS ON THIS BRIDGE SHALL BE STABILIZED DURING ERECTION BY USE OF FALSEWORK, TEMPORARY BRACING, COMPRESSION FLANGE STIFFENING TRUSSES, CHOOSING ALTERNATE PICKING POINTS, OR BY USE OF A HOLDING CRANE UNTIL A SUFFICIENT NUMBER OF GIRDERS HAVE BEEN ERECTED AND CROSS FRAMES INSTALLED. THE METHODS USED BY THE CONTRACTOR SHALL BE DOCUMENTED ON THE ERECTION DRAWINGS WITH ALL SUPPORTING STABILITY CALCULATIONS SUBMITTED AND STAMPED BY A LICENSED NEW YORK STATE PROFESSIONAL ENGINEER AND SUBMITTED TO THE ENGINEER IN ACCORDANCE WITH THE SCM.

THE DESIGN OF THIS STRUCTURE ASSUMES THAT THE STRUCTURAL STEEL IS COMPLETELY ERECTED BEFORE IT IS ALLOWED TO DEFLECT UNDER ITS OWN DEAD LOAD. DEFLECTIONS INCURRED DURING THE VARIOUS STAGES OF THE ERECTION METHOD ARE NOT CONSIDERED. THEREFORE, THE ACTUAL ERECTION METHODS AND SEQUENCES EMPLOYED BY THE CONTRACTOR MAY HAVE A SUBSTANTIAL EFFECT ON THE FINAL STEEL PROFILE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TAKING ALL NECESSARY COMPENSATORY ACTION TO ENSURE THAT THE FINAL ALIGNMENT AND PROFILE OF THE ERECTED STEEL CONFORMS TO SUBSECTION 1213, 1214, AND 1215 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM). ANY CORRECTIVE WORK NECESSARY TO RE-POSITION PREVIOUSLY ERECTED STEEL TO ACHIEVE ACCEPTABLE ALIGNMENT AND PROFILE MUST BE APPROVED BY THE ENGINEER AND SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE COUNTY.

CONNECTIONS SHALL BE MADE ACCORDING TO THE NEW YORK STATE STEEL CONSTRUCTION MANUAL.

UNLESS OTHERWISE INDICATED, BOLTED CONNECTIONS SHALL BE MADE WITH ⅞" DIA. A325 HIGH-STRENGTH BOLTS.

THE CONTRACTOR MAY PLACE DIAPHRAGMS ON EITHER SIDE OF THE BEARING STIFFENERS OR CONNECTION PLATES AS NECESSARY TO CORRECT ALIGNMENT PROVIDED THERE WILL BE NO INTERFERENCE WITH OTHER STRUCTURAL DETAILS.

THE STEEL SUPERSTRUCTURE WILL BE FABRICATED AND SUPPLIED BY STS STEEL INC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE DELIVERY OF THE STEEL SUPERSTRUCTURE TO THE SITE. CONTRACT AARON MATUNE (518) 370-2693 x239

STEEL ERECTION NOTES CONT'D:

TAPERED OR FLAT SHIM PLATES MAY BE USED IN THE CONNECTION BETWEEN SKEWED DIAPHRAGMS AND THE BEARING STIFFENERS, STIFFENER CONNECTION PLATES OR GUSSET PLATES. VARIABLE THICKNESSES OF SHIM PLATES MAY BE USED. THE MINIMUM THICKNESS OF SHIM PLATE SHALL BE ⅛" WITH A MAXIMUM NUMBER OF THREE SHIM PLATES PERMITTED AT ANY CONNECTION. THE TOTAL THICKNESS OF ALL SHIM PLATES USED AT ANY CONNECTION SHALL NOT EXCEED 1". SHIM PLATES SHALL HAVE THE DIMENSIONS OF THE FAYING SURFACE. THE SHIM MATERIAL SHALL CONFORM TO ASTM DESIGNATION A588. NO ADDITIONAL PAYMENT WILL BE MADE FOR FURNISHING AND PLACING THE SHIM PLATES.

DIAPHRAGM MEMBERS SHALL BE BLOCKED AS SHOWN, WITH THEIR FLANGE CUT BACK ON ONE SIDE, AND CHIPPED OR GROUND FLUSH. IN LIEU OF BLOCKING THE DIAPHRAGM MEMBER, THE FABRICATOR SHALL HAVE THE OPTION OF COPING THE FLANGE.

ALL BOLT HEADS SHALL BE PLACED ON THE TOP SIDE OF CONNECTIONS UNLESS OTHERWISE NOTED.

THE END OF ALL GIRDERS AND ALL BEARING STIFFENERS SHALL BE VERTICAL. ALL CONNECTION PLATES MAY BE PERPENDICULAR TO THE TOP FLANGES.

REMOVAL NOTES:

EXISTING SUBSTRUCTURE SHALL BE REMOVED WITHIN THE LIMITS SHOWN ON THE PLANS UNDER ITEM 202.19.

EXISTING SUPERSTRUCTURE SHALL BE REMOVED UNDER ITEM 202.1200001.

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF SUBSECTION 202-3.01 GENERAL AND SAFETY REQUIREMENTS. A REMOVAL PLAN SHALL BE SUBMITTED TO THE ENGINEER FIFTEEN (15) DAYS PRIOR TO BEGINNING THE DEMOLITION. THE DEMOLITION PLAN SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER.

RECORD PLANS FOR THIS STRUCTURE ARE AVAILABLE.

REFER TO SUBSECTION 107-05 OF THE STANDARD SPECIFICATIONS FOR SAFETY AND HEALTH REQUIREMENTS.

RECONSTRUCTION NOTES:

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

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

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

DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT BE ALLOWED TO DROP WASTE CONCRETE, DEBRIS AND OTHER MATERIAL TO THE AREA BELOW THE BRIDGE EXCEPT WHERE THE PLANS SPECIFICALLY PERMIT THE DROPPING OF MATERIAL. PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE USED TO CATCH THE MATERIAL. IF THE ENGINEER DETERMINES THAT ADEQUATE PROTECTIVE DEVICES ARE NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED.

ALL MATERIAL FALLING ON THE AREA BELOW AND ADJACENT TO THE BRIDGE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AT NO COST TO THE COUNTY.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

STATE OF NEW YORK
LICENSED PROFESSIONAL ENGINEER
No. 069983

NO.	DATE	BY	REVISION

MADISON COUNTY
HIGHWAY DEPARTMENT

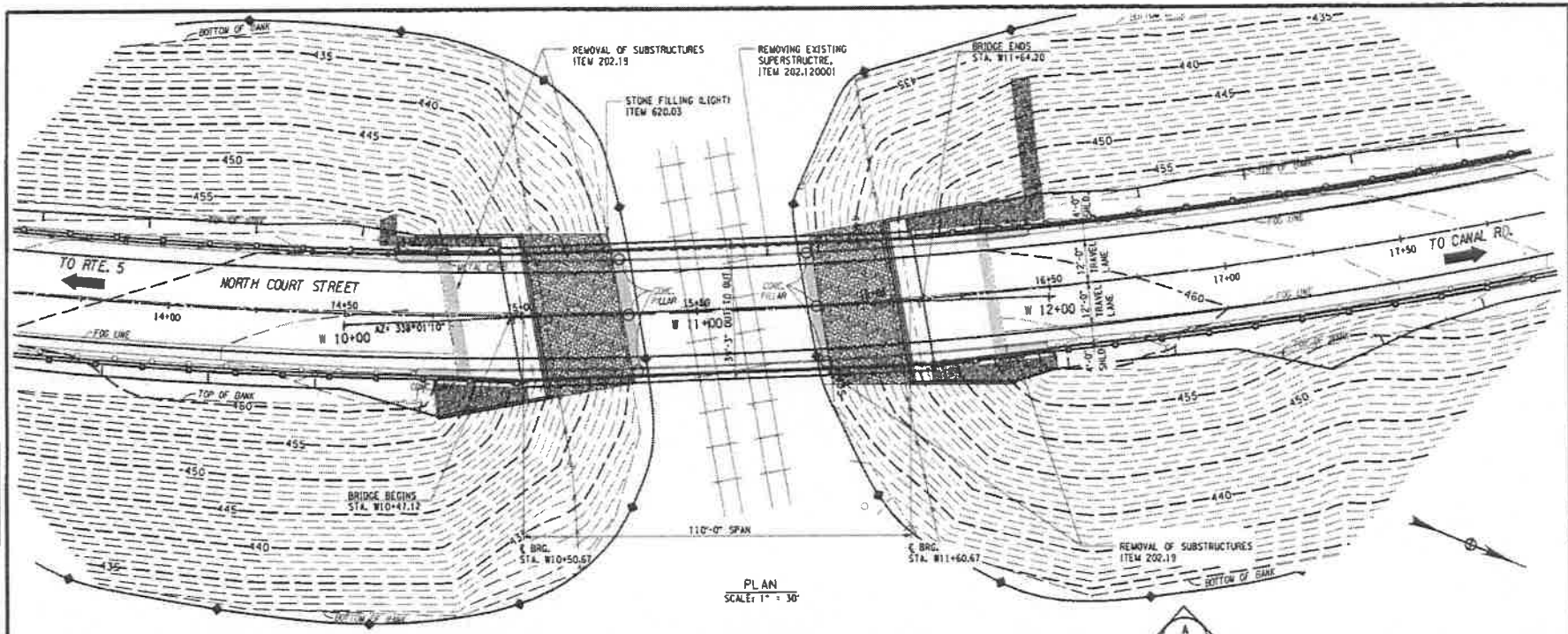
Barton & Loguidice, D.P.C.

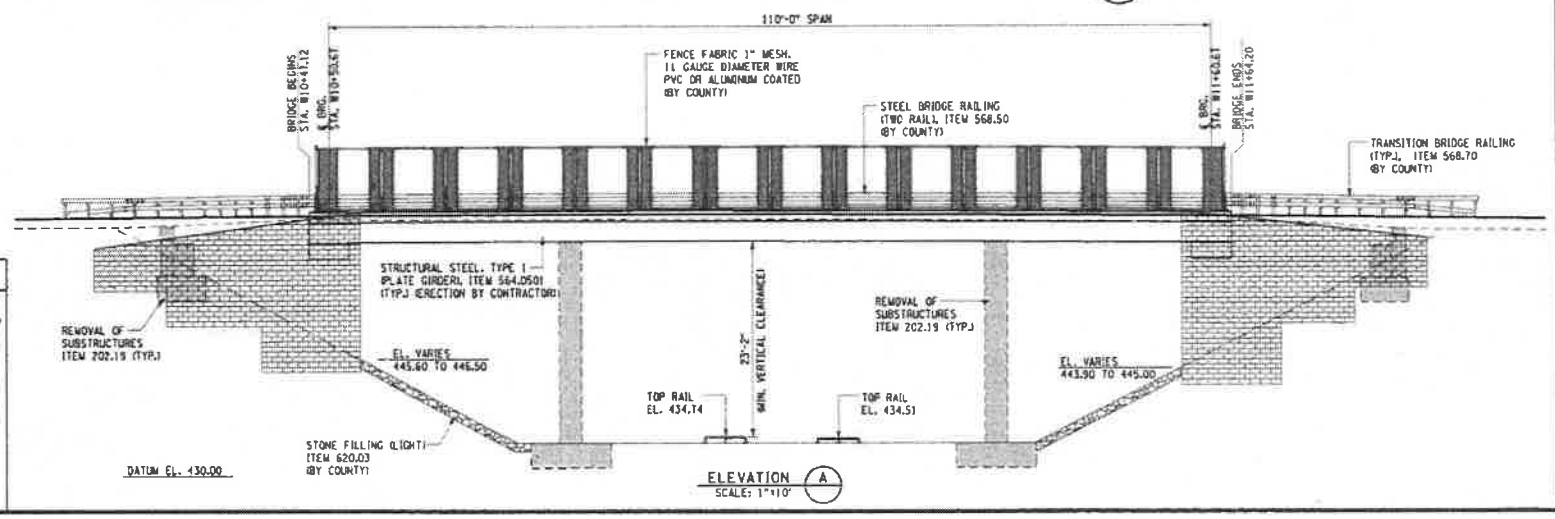
UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209

NORTH COURT STREET OVER CSX RAILROAD
TOWN OF LENOX
MADISON COUNTY
B.I.N. 3365930

NOTES

SCALE: AS SHOWN
DATE ISSUED: 06/2014
DRAWING GN-1





PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

STATE OF NEW YORK
MATTHEW J. SCHOLEY
LICENSED PROFESSIONAL ENGINEER
No. 069983

NO	DATE	BY	REVISION

MADISON COUNTY HIGHWAY DEPARTMENT

Barton & Loguidice, D.P.C.

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NORTH COURT STREET OVER CSX RAILROAD
TOWN OF LENOX
MADISON COUNTY
B.I.N. 3365930

BRIDGE PLAN AND ELEVATION

SCALE: AS SHOWN
DATE ISSUED: 06/2014
DRAWING ST-1

2/12

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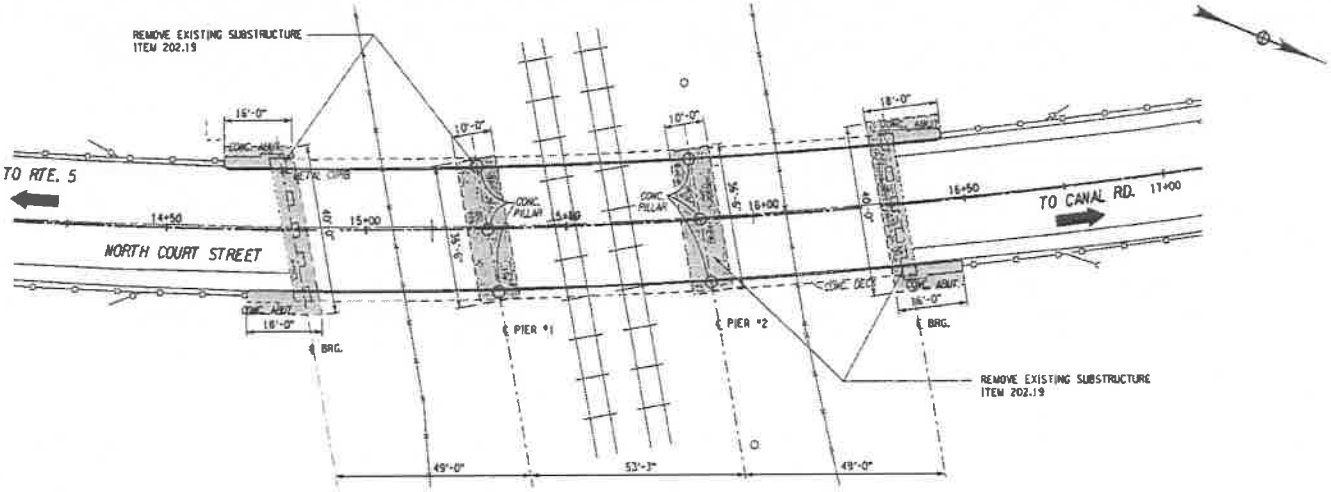
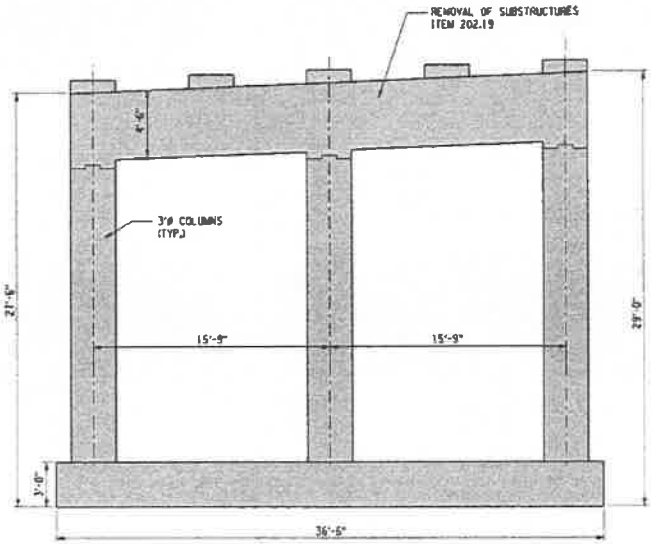


REMOVAL PLAN
SCALE: 1" = 30'

NOTE:

1. AS-BUILTS SHOP DRAWINGS OF THE EXISTING STRUCTURE ARE AVAILABLE FROM THE ENGINEER.
2. CONTRACTOR TO REMOVE EXISTING ABUTMENTS AND CONCRETE PIERS IN THEIR ENTIRETY.



PIER 1 & 2 ELEVATION
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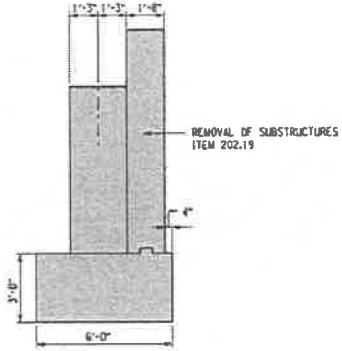
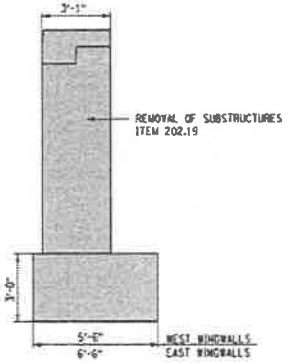


TYPICAL ABUTMENT SECTION
SCALE: 3/4" = 1'-0"



TYPICAL WINGWALL SECTION
SCALE: 3/4" = 1'-0"

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

STATE OF NEW YORK
MATTHEW J. SCHOOLEY
LICENSED PROFESSIONAL ENGINEER
No. 069983

NO	DATE	BY	REVISION

MADISON COUNTY
HIGHWAY DEPARTMENT

Barton & Loguidice, D.P.C.

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NORTH COURT STREET OVER CSX RAILROAD
TOWN OF LENOX
MADISON COUNTY
B.I.N. 3365930

BRIDGE REMOVAL PLAN AND SECTIONS

SCALE: AS SHOWN
DATE ISSUED: 08/2014
DRAWING: ST-2

3/12

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DESIGNED BY _____ CHECKED BY _____ DRAFTED BY _____ CHECKED BY _____ IN CHARGE OF _____

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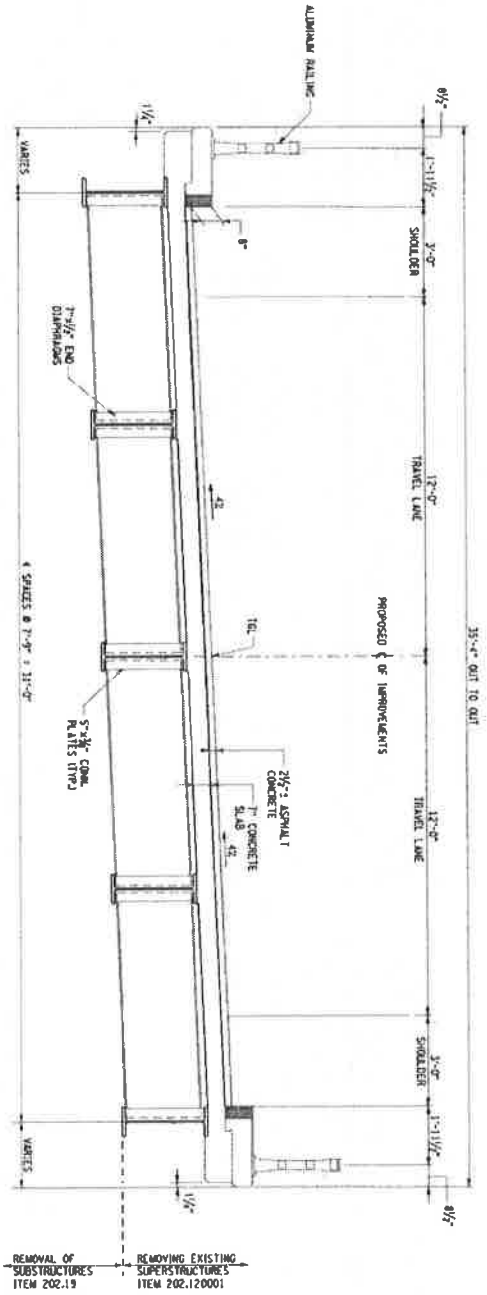
IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ DRAFTED BY _____ CHECKED BY _____

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: _____

STATE OF NEW YORK
MATTHEW J. SCHOFIELD
069983
LICENSED PROFESSIONAL ENGINEER



EXISTING BRIDGE SECTION
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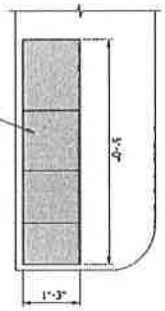
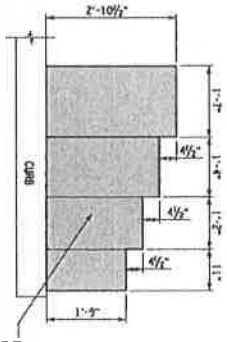


PLAN

EXISTING PARAPET DETAILS



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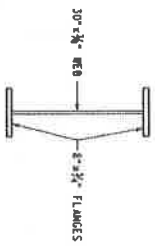
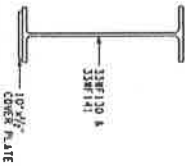


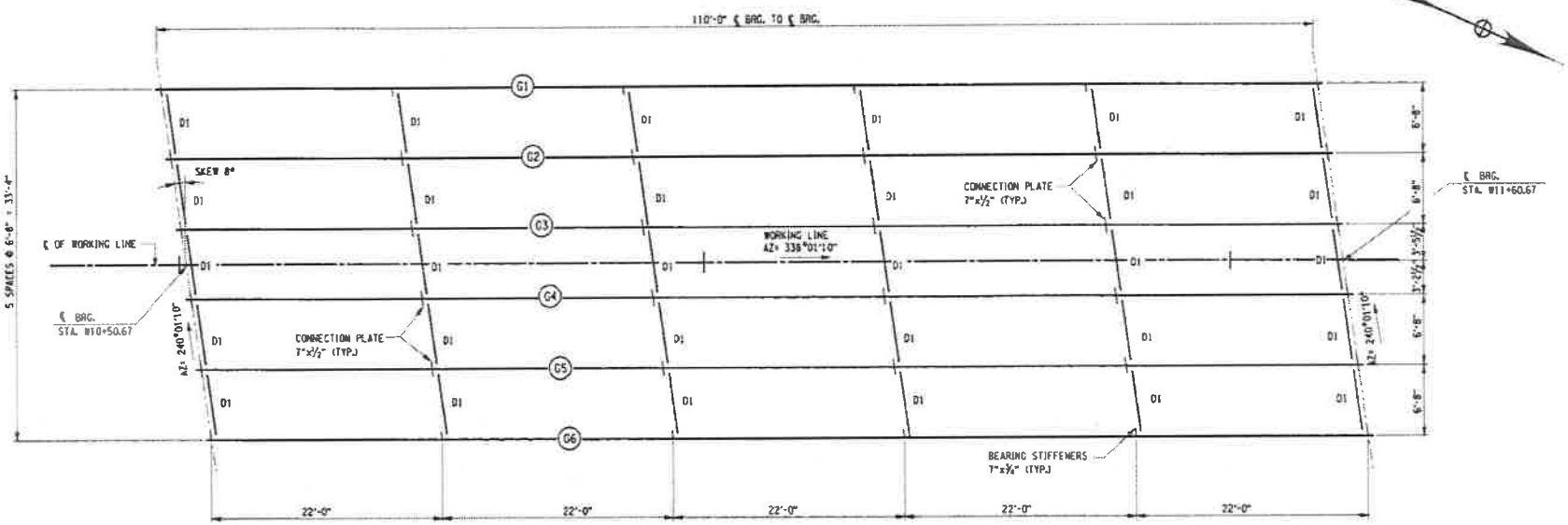
INTERIOR DIAPHRAGM DETAILS



GIRDERS

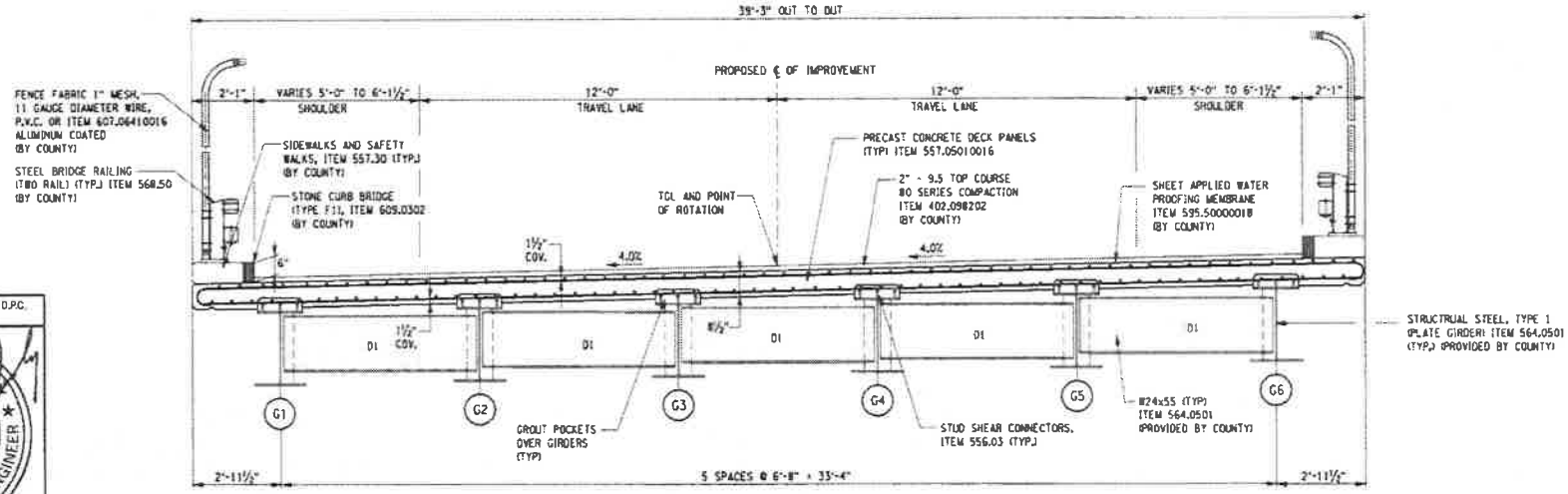
BRIDGE REMOVAL SECTION AND DETAILS	NORTH COURT STREET OVER CSX RAILROAD	Barton & Loguidice, D.P.C.	MADISON COUNTY HIGHWAY DEPARTMENT
SCALE AS SHOWN	TOWN OF LENOX	UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209	
DATE ISSUED: 06/2014	MADISON COUNTY		
DRAWING ST-3	B.I.M. 3365930		

NO.	DATE	BY	REVISION



FRAMING PLAN

SCALE: 3/32" = 1'-0"



PROPOSED BRIDGE SECTION

SCALE: 1/4" = 1'-0"

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

STATE OF NEW YORK
MATTHEW J. SCHOFIELD
LICENSED PROFESSIONAL ENGINEER
069983

IN CHARGE OF ____ DESIGNED BY ____ CHECKED BY ____ DRAFTED BY ____ CHECKED BY ____

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NO	DATE	BY	REVISION

MADISON COUNTY
HIGHWAY DEPARTMENT

Barton & Loguidice, D.P.C.

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209

NORTH COURT STREET OVER CSX RAILROAD
TOWN OF LENOX
MADISON COUNTY
B.I.N. 3365930

FRAMING PLAN AND TYPICAL SECTION

SCALE: AS SHOWN
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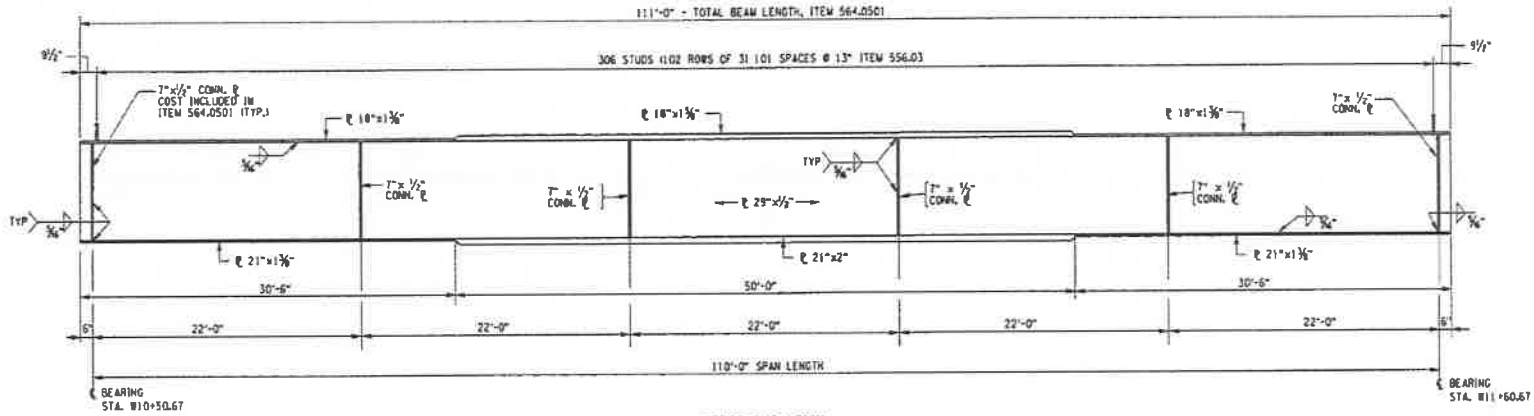
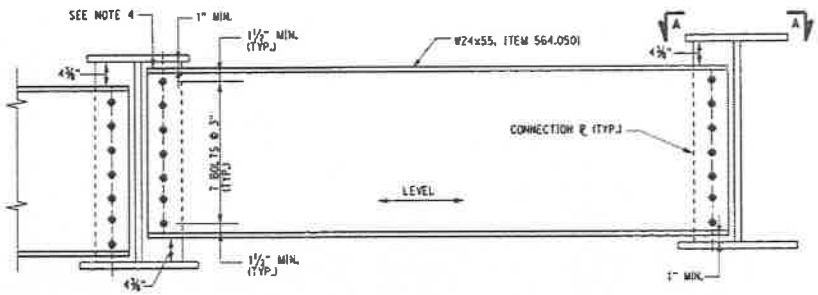
DRAWING: ST-4



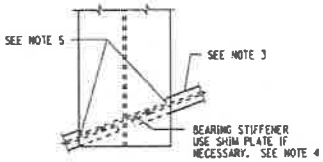
GIRDER ELEVATION
NTS

NOTES:

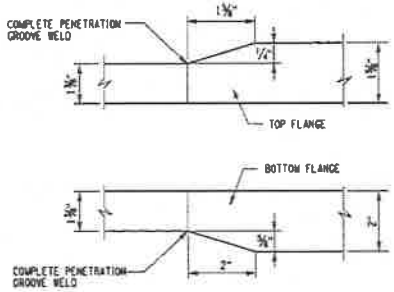
1. CONNECTIONS SHALL BE MADE ACCORDING TO THE NEW YORK STATE STEEL CONSTRUCTION MANUAL.
2. UNLESS OTHERWISE INDICATED, BOLTED CONNECTIONS SHALL BE MADE WITH 7/8 "DIA. A325 HIGH-STRENGTH BOLTS.
3. THE CONTRACTOR MAY PLACE DIAPHRAGMS ON EITHER SIDE OF THE BEARING STIFFENERS OR CONNECTION PLATES AS NECESSARY TO CORRECT ALIGNMENT PROVIDED THERE WILL BE NO INTERFERENCE WITH OTHER STRUCTURAL DETAILS
4. TAPERED OR FLAT SHIM PLATES MAY BE USED IN THE CONNECTION BETWEEN SKEWED DIAPHRAGMS AND THE BEARING STIFFENERS, STIFFENER CONNECTION PLATES OR GUSSET PLATES. VARIABLE THICKNESSES OF SHIM PLATES MAY BE USED. THE MINIMUM THICKNESS OF SHIM PLATE SHALL BE ⅛" WITH A MAXIMUM NUMBER OF THREE SHIM PLATES PERMITTED AT ANY CONNECTION. THE TOTAL THICKNESS OF ALL SHIM PLATES USED AT ANY CONNECTION SHALL NOT EXCEED 1". SHIM PLATES SHALL HAVE THE DIMENSIONS OF THE FAYING SURFACE. THE SHIM MATERIAL SHALL CONFORM TO ASTM DESIGNATION A588 FOR WEATHERING STEEL APPLICATIONS. NO ADDITIONAL PAYMENT WILL BE MADE FOR FURNISHING AND PLACING THE SHIM PLATES.
5. DIAPHRAGM MEMBERS SHALL BE BLOCKED AS SHOWN, WITH THEIR FLANGE CUT BACK ON ONE SIDE, AND CHIPPED OR GROUND FLUSH, IN LIEU OF BLOCKING THE DIAPHRAGM MEMBER. THE FABRICATOR SHALL HAVE THE OPTION OF COPING THE FLANGE.
6. STRUCTURAL STEEL TO BE PROVIDED BY COUNTY AND ERECTED BY CONTRACTOR. CONTRACTOR TO COORDINATE WITH STS STEEL, INC. FOR DELIVERY OF MATERIALS.



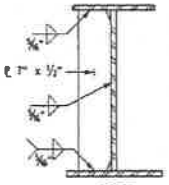
DIAPHRAGM-D1
NTS



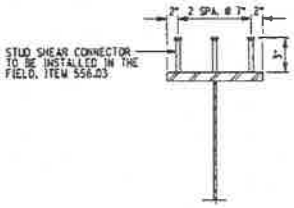
SECTION A-A
NTS



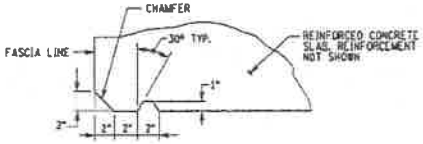
FLANGE THICKNESS TAPER
NTS



GIRDER SECTION
NTS



STUD SHEAR CONNECTOR DETAIL
NTS



NOTE:
DRIP GROOVE STOPS 3'-0" FROM FACES OF ABUTMENTS WITH A 90° TURN TOWARD FASCIA THAT INTERSECTS THE CHAMFER.

DRIP GROOVE DETAIL
NTS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

STATE OF NEW YORK
MATTHEW J. SCHOFIELD
LICENSED PROFESSIONAL ENGINEER
NO. 069983

NO.	DATE	BY	REVISION

MADISON COUNTY HIGHWAY DEPARTMENT

Barton & Loguidice, D.P.C.

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209

NORTH COURT STREET OVER CSX RAILROAD
TOWN OF LENOX
MADISON COUNTY
B.I.N. 3365930

GIRDER ELEVATION AND DETAILS

SCALE: AS SHOWN
DATE ISSUED: 06/2014
DRAWING ST-5

IN CHARGE OF ____ DESIGNED BY ____ CHECKED BY ____ DRAFTED BY ____ CHECKED BY ____

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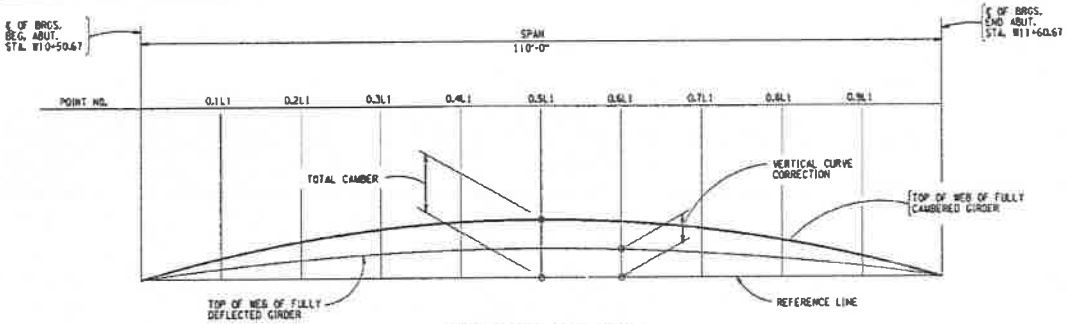
CAMBER TABLE (INCHES)		CL of BRGS BEG. ABUT.	0.1 L	0.2 L	0.3 L	0.4 L	0.5 L	0.6 L	0.7 L	0.8 L	0.9 L	CL of BRGS. END ABUT.
GIRDER 1	I STEEL D.L.	0.00	0.59	1.11	1.49	1.73	1.81	1.73	1.49	1.11	0.59	0.00
	II CONCRETE D.L.	0.00	1.69	3.17	4.26	4.94	5.17	4.94	4.26	3.17	1.69	0.00
	III SUPERIMPOSED D.L.	0.00	0.34	0.65	0.87	1.01	1.06	1.01	0.87	0.65	0.34	0.00
	IV VERTICAL CURVE CORR.	0.00	0.67	1.19	1.56	1.78	1.85	1.78	1.56	1.18	0.67	0.00
	TOTAL = I + II + III + IV	0.00	3.30	6.11	8.17	9.45	9.88	9.45	8.17	6.11	3.29	0.00
GIRDER 2	I STEEL D.L.	0.00	0.59	1.11	1.49	1.73	1.81	1.73	1.49	1.11	0.59	0.00
	II CONCRETE D.L.	0.00	1.82	3.41	4.58	5.31	5.55	5.31	4.58	3.41	1.82	0.00
	III SUPERIMPOSED D.L.	0.00	0.34	0.64	0.86	0.99	1.04	0.99	0.86	0.64	0.34	0.00
	IV VERTICAL CURVE CORR.	0.00	0.67	1.19	1.56	1.78	1.85	1.78	1.56	1.19	0.67	0.00
	TOTAL = I + II + III + IV	0.00	3.42	6.34	8.49	9.80	10.25	9.80	8.49	6.34	3.42	0.00
GIRDER 3	I STEEL D.L.	0.00	0.59	1.11	1.49	1.73	1.81	1.73	1.49	1.11	0.59	0.00
	II CONCRETE D.L.	0.00	1.82	3.41	4.58	5.31	5.55	5.31	4.58	3.41	1.82	0.00
	III SUPERIMPOSED D.L.	0.00	0.34	0.64	0.86	0.99	1.04	0.99	0.86	0.64	0.34	0.00
	IV VERTICAL CURVE CORR.	0.00	0.67	1.19	1.56	1.78	1.85	1.78	1.56	1.19	0.67	0.00
	TOTAL = I + II + III + IV	0.00	3.42	6.34	8.49	9.80	10.25	9.80	8.49	6.34	3.42	0.00
GIRDER 4	I STEEL D.L.	0.00	0.59	1.11	1.49	1.73	1.81	1.73	1.49	1.11	0.59	0.00
	II CONCRETE D.L.	0.00	1.82	3.41	4.58	5.31	5.55	5.31	4.58	3.41	1.82	0.00
	III SUPERIMPOSED D.L.	0.00	0.34	0.64	0.86	0.99	1.04	0.99	0.86	0.64	0.34	0.00
	IV VERTICAL CURVE CORR.	0.00	0.67	1.19	1.56	1.78	1.85	1.78	1.56	1.19	0.67	0.00
	TOTAL = I + II + III + IV	0.00	3.42	6.34	8.49	9.80	10.25	9.80	8.49	6.34	3.42	0.00
GIRDER 5	I STEEL D.L.	0.00	0.59	1.11	1.49	1.73	1.81	1.73	1.49	1.11	0.59	0.00
	II CONCRETE D.L.	0.00	1.82	3.41	4.58	5.31	5.55	5.31	4.58	3.41	1.82	0.00
	III SUPERIMPOSED D.L.	0.00	0.34	0.64	0.86	0.99	1.04	0.99	0.86	0.64	0.34	0.00
	IV VERTICAL CURVE CORR.	0.00	0.67	1.19	1.56	1.78	1.85	1.78	1.56	1.19	0.67	0.00
	TOTAL = I + II + III + IV	0.00	3.42	6.34	8.49	9.80	10.25	9.80	8.49	6.34	3.42	0.00
GIRDER 6	I STEEL D.L.	0.00	0.59	1.11	1.49	1.73	1.81	1.73	1.49	1.11	0.59	0.00
	II CONCRETE D.L.	0.00	1.69	3.17	4.26	4.94	5.17	4.94	4.26	3.17	1.69	0.00
	III SUPERIMPOSED D.L.	0.00	0.34	0.65	0.87	1.01	1.06	1.01	0.87	0.65	0.34	0.00
	IV VERTICAL CURVE CORR.	0.00	0.67	1.19	1.56	1.78	1.85	1.78	1.56	1.18	0.67	0.00
	TOTAL = I + II + III + IV	0.00	3.30	6.11	8.17	9.45	9.88	9.45	8.17	6.11	3.29	0.00



CAMBER DIAGRAM - SINGLE SPAN

NTS

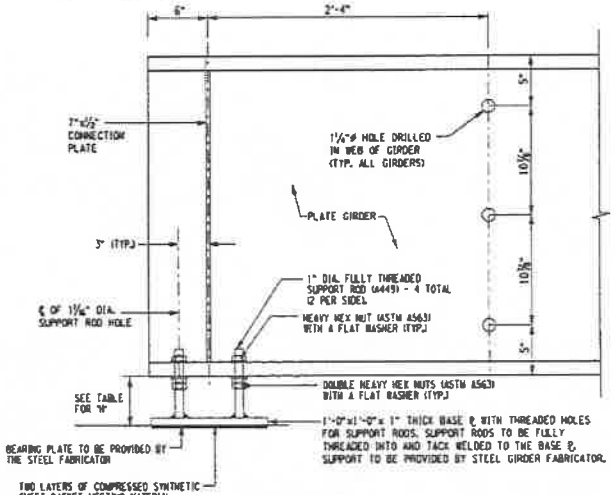
CAMBER NOTES:

1. THE CAMBER LABELED "STEEL D.L." IN THE TABLE IS THE CAMBER REQUIRED TO OFFSET THE DEFLECTION DUE TO THE DEAD LOAD WEIGHT OF THE GIRDER AS FABRICATED.
2. THE CAMBER LABELED "CONCRETE D.L." IN THE TABLE IS THE CAMBER REQUIRED TO OFFSET THE DEFLECTION DUE TO THE DEAD LOAD WEIGHT OF THE CONCRETE SLAB.
3. THE CAMBER LABELED "SUPERIMPOSED D.L." IN THE TABLE IS THE CAMBER REQUIRED TO OFFSET THE DEFLECTION DUE TO THE WEIGHT OF THE CURB, SIDEWALK, RAILING OR BARRIER AND FUTURE WEARING SURFACE.
4. THE TOTAL CAMBER IS THE SUM OF VERTICAL CURVE, STEEL DEAD LOAD, CONCRETE DEAD LOAD AND SUPERIMPOSED DEAD LOAD. ALL CAMBER OFFSETS ARE MEASURED VERTICALLY TO THE INTERSECTION OF TOP OF WEB FROM A STRAIGHT REFERENCE LINE DRAWN FROM THE INTERSECTION OF TOP OF WEB AND CENTERLINE OF BEARINGS AT ONE END OF THE GIRDER TO THE CORRESPONDING POINT AT THE OTHER END OF THE GIRDER.
5. POSITIVE NUMBERS IN THE TABLE ARE ABOVE THE STRAIGHT REFERENCE LINE.
6. NEGATIVE NUMBERS IN THE TABLE ARE BELOW THE STRAIGHT REFERENCE LINE.

DESIGN LOAD TABLE		UNIT	(LOAD KIP/FT)
GIRDERS 1,6	D.L.	SLAB	0.663
		HAUNCH	0.063
		GIRDER	0.262
		DIAPHRAGMS	0.016
		TOTAL	1.010
	S.D.L.	RAILING/CURB	0.074
		ASPHALT	0.147
		FUTURE W.S.	0.117
		TOTAL	0.338
GIRDERS 2,3,4,5	D.L.	SLAB	0.709
		HAUNCH	0.063
		GIRDER	0.262
		DIAPHRAGMS	0.031
		TOTAL	1.065
	S.D.L.	RAILING/CURB	0.074
		ASPHALT	0.147
		FUTURE W.S.	0.117
		TOTAL	0.338

LIVE LOAD= HL-93

FOR INFORMATION PURPOSES ONLY



TEMPORARY GIRDER SUPPORT ELEVATION

SCALE: 1" = 1'-0"

SOUTH ABUTMENT	"H"	NORTH ABUTMENT	"H"
G1	4"	G1	4"
G2	7¼"	G2	7¼"
G3	10½"	G3	10½"
G4	4"	G4	4"
G5	7¼"	G5	7¼"
G6	10½"	G6	10½"

NOTE:

1. ASSUMED TEMPORARY GIRDER SUPPORT HEIGHT ARE PROVIDED FOR REFERENCE AND SHALL BE FIELD VERIFIED.

NOTES:

1. PROVIDE OVERSIZE HOLES IN THE BOTTOM FLANGE FOR SUPPORT RODS.
2. THE COST OF THE TEMPORARY GIRDER SUPPORTS SHALL BE INCLUDED IN ITEM 564.0501

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

STATE OF NEW YORK · MATTHEW J. SCHOLLEY · No. 069983 · LICENSED PROFESSIONAL ENGINEER

NO	DATE	BY	REVISION

MADISON COUNTY HIGHWAY DEPARTMENT

Barton & Loguidice, D.P.C.

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209

NORTH COURT STREET OVER CSX RAILROAD

TOWN OF LENOX

MADISON COUNTY

B.I.N. 3369930

CAMBER TABLES AND DETAILS

SCALE: AS SHOWN

DATE ISSUED: 06/2014

DRAWING: ST-6

7/12

IN CHARGE OF ____ DESIGNED BY ____ CHECKED BY ____ DRAFTED BY ____ CHECKED BY ____

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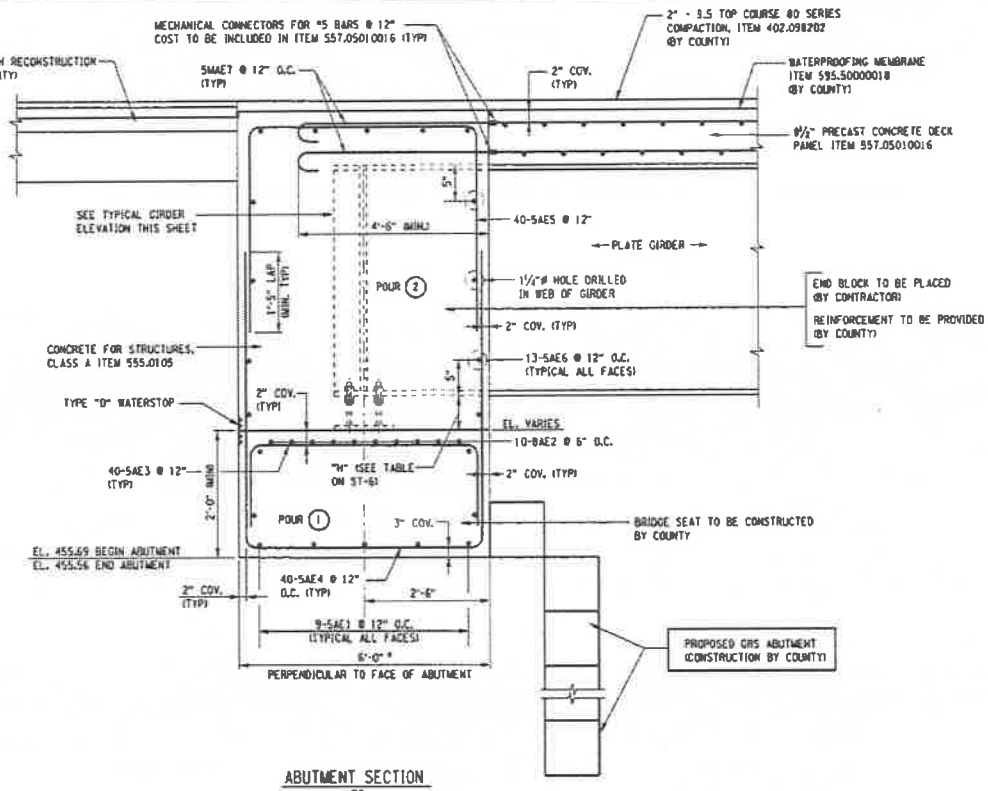

ABUTMENT SECTION
NTS

		HAUNCH TABLE (feet)	℄ BRGS BEGIN ABUT	℄ DECK JOINT 1	℄ DECK JOINT 2	℄ DECK JOINT 3	℄ DECK JOINT 4	℄ DECK JOINT 5	℄ DECK JOINT 6	℄ DECK JOINT 7	℄ DECK JOINT 8	℄ DECK JOINT 9	℄ BRGS END ABUT
GIRDER 1	A	BOT. SLAB ELEVATION	460.89	460.93	460.96	460.98	460.99	460.98	460.96	460.93	460.89	460.84	460.77
	B	TOP OF STEEL (FIELD MEASURE)											
	C	A - B											
	D	CONC. & SDL DEFLECTION	0.00	0.20	0.34	0.43	0.50	0.52	0.50	0.43	0.34	0.20	0.00
	E	DEPTH OF HAUNCH: C + D											
GIRDER 2	A	BOT. SLAB ELEVATION	461.16	461.20	461.23	461.25	461.25	461.25	461.23	461.20	461.16	461.10	461.03
	B	TOP OF STEEL (FIELD MEASURE)											
	C	A - B											
	D	CONC. & SDL DEFLECTION	0.00	0.21	0.36	0.46	0.53	0.55	0.53	0.46	0.36	0.21	0.00
	E	DEPTH OF HAUNCH: C + D											
GIRDER 3	A	BOT. SLAB ELEVATION	461.43	461.47	461.50	461.52	461.53	461.51	461.49	461.46	461.42	461.36	461.29
	B	TOP OF STEEL (FIELD MEASURE)											
	C	A - B											
	D	CONC. & SDL DEFLECTION	0.00	0.21	0.36	0.46	0.53	0.55	0.53	0.46	0.36	0.21	0.00
	E	DEPTH OF HAUNCH: C + D											
GIRDER 4	A	BOT. SLAB ELEVATION	461.70	461.74	461.77	461.78	461.79	461.78	461.76	461.72	461.68	461.60	461.53
	B	TOP OF STEEL (FIELD MEASURE)											
	C	A - B											
	D	CONC. & SDL DEFLECTION	0.00	0.21	0.36	0.46	0.53	0.55	0.53	0.46	0.36	0.21	0.00
	E	DEPTH OF HAUNCH: C + D											
GIRDER 5	A	BOT. SLAB ELEVATION	461.97	462.01	462.04	462.05	462.05	462.04	462.02	461.99	461.94	461.88	461.81
	B	TOP OF STEEL (FIELD MEASURE)											
	C	A - B											
	D	CONC. & SDL DEFLECTION	0.00	0.21	0.36	0.46	0.53	0.55	0.53	0.46	0.36	0.21	0.00
	E	DEPTH OF HAUNCH: C + D											
GIRDER 6	A	BOT. SLAB ELEVATION	462.24	462.28	462.31	462.32	462.33	462.31	462.29	462.25	462.21	462.15	462.07
	B	TOP OF STEEL (FIELD MEASURE)											
	C	A - B											
	D	CONC. & SDL DEFLECTION	0.00	0.23	0.34	0.43	0.50	0.52	0.50	0.43	0.34	0.20	0.00
	E	DEPTH OF HAUNCH: C + D											

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

STATE OF NEW YORK
MATTHEW J. SCHOLEY
LICENSED PROFESSIONAL ENGINEER
P. 069983

NO	DATE	BY	REVISION

MADISON COUNTY HIGHWAY DEPARTMENT

Barton & Loguidice, D.P.C.

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209

NORTH COURT STREET OVER CSX RAILROAD
TOWN OF LENOX
MADISON COUNTY
B.I.N. 3365930

SUBSTRUCTURE SECTION

SCALE: AS SHOWN
DATE ISSUED: 06 / 2014
DRAWING ST-7

IN CHARGE OF ____ DESIGNED BY ____ CHECKED BY ____ DRAFTED BY ____ CHECKED BY ____

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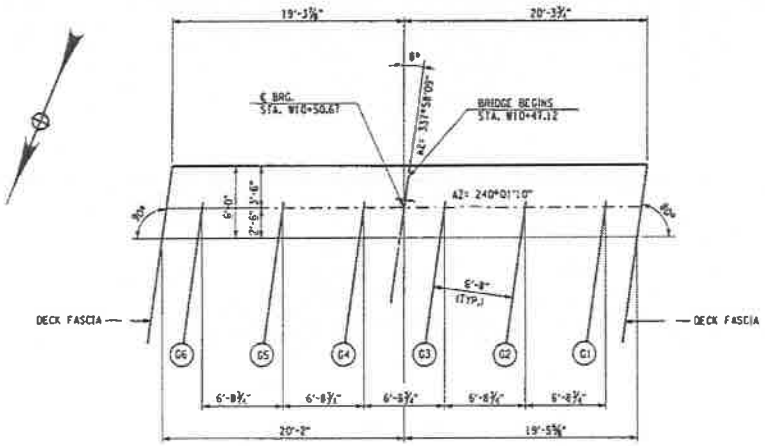
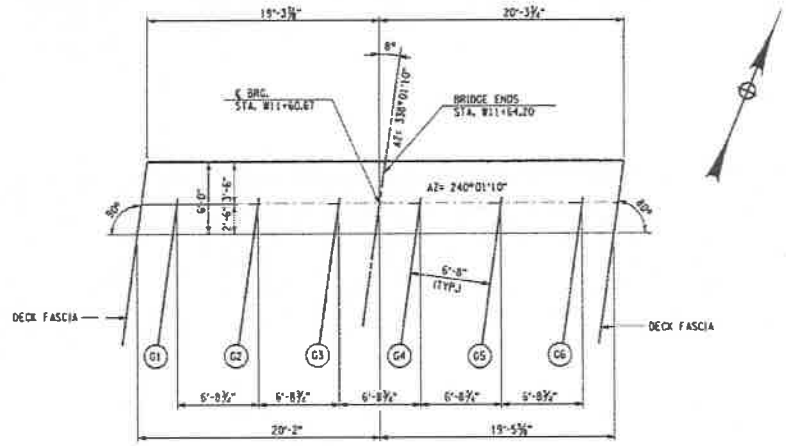
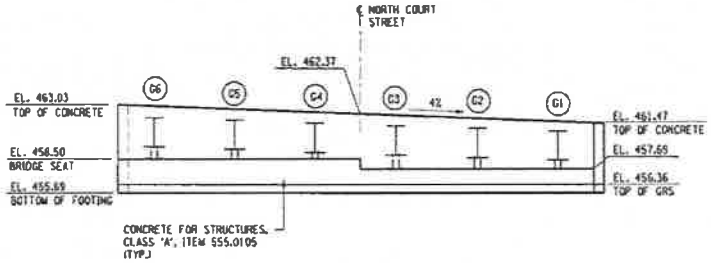


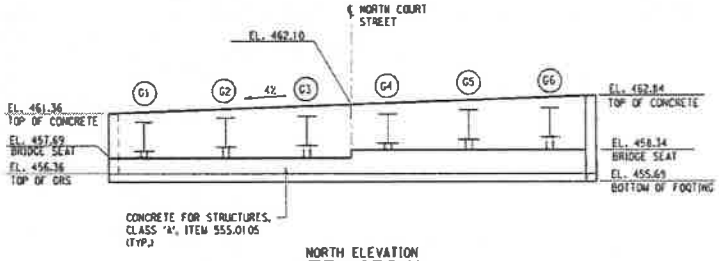
SOUTH PLAN
SCALE: 1" = 10'



NORTH PLAN
SCALE: 1" = 10'



SOUTH ELEVATION
SCALE: 1" = 10'



NORTH ELEVATION
SCALE: 1" = 10'

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

STATE OF NEW YORK
MATTHEW J. SCHOFIELD
No. 089983
LICENSED PROFESSIONAL ENGINEER

NO.	DATE	BY	REVISION

MADISON COUNTY
HIGHWAY DEPARTMENT

Barton & Loguidice, D.P.C.

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209

NORTH COURT STREET
OVER CSX RAILROAD
TOWN OF LENOX
MADISON COUNTY
B.I.N. 3365930

ABUTMENTS
PLAN AND
ELEVATION

SCALE: AS SHOWN
DATE ISSUED: 08 / 2014
DRAWING
ST-8

9
12

IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ DRAFTED BY _____ CHECKED BY _____

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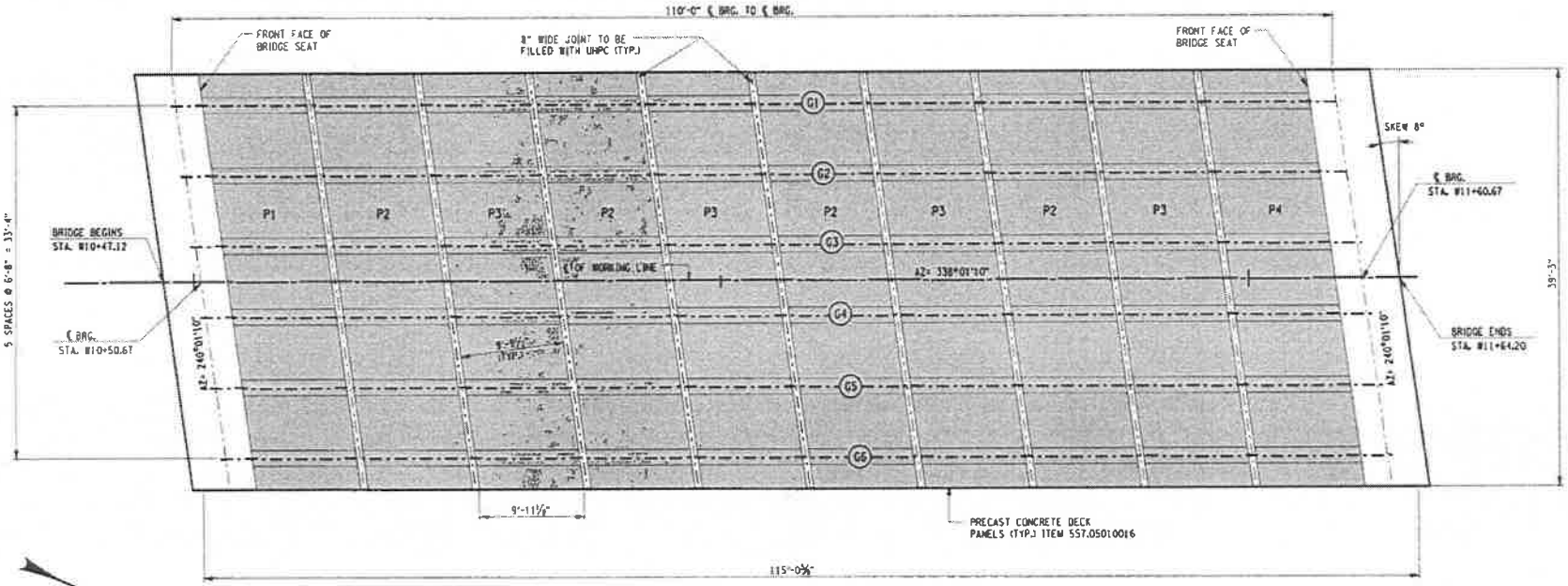
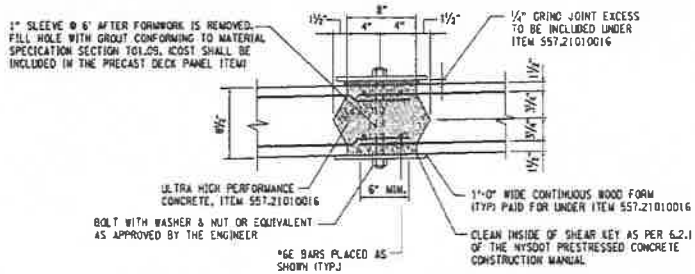


SUPERSTRUCTURE PLAN
SCALE: 3/32" = 1'-0"



TYPICAL UHPC JOINT DETAIL
NTS

NOTES

1. DESIGN SPECIFICATIONS: NYSDOT LRFD BRIDGE DESIGN SPECIFICATIONS WITH ALL PROVISIONS IN EFFECT AS OF JULY 2012 (FOR DESIGN PURPOSES. COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AT 28 DAYS: FC = 3000 PSI.)
2. LIVE LOAD: AASHTO HL - 93
3. ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A709 GRADE 50.
4. NO DEVIATIONS FROM THE HAUNCH DETAILS SHOWN ON THESE PLANS MAY BE MADE WITHOUT THE PERMISSION OF THE ENGINEER.
5. CLEANING CONTROLLED OXIDIZING STRUCTURAL STEEL ASTM A709 GRADE 50.

   THE OUTSIDE SURFACE OF THE FASCIA STRINGERS SHALL BE CLEANED SO THAT ALL DIRT, GREASE, PAINT OR OTHER FOREIGN MATERIAL IS REMOVED AT THE COMPLETION OF THE BRIDGE CONSTRUCTION. THE PURPOSE OF THE CLEANING IS TO RETURN THE FASCIA SURFACES TO THE CONDITION IN WHICH THEY LEFT THE FABRICATION SHOP.

   THE COST OF CLEANING THIS STEEL IN THE FABRICATION SHOP AND THE FIELD SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS ITEMS IN THE CONTRACT.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON

STATE OF NEW YORK
MATTHEW J. SCHOFIELD
LICENSED PROFESSIONAL ENGINEER
No. 065983

NO	DATE	BY	REVISION

MADISON COUNTY HIGHWAY DEPARTMENT

Barton & Loguidice, D.P.C.

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209

NORTH COURT STREET OVER CSX RAILROAD
TOWN OF LENOX
MADISON COUNTY
B.I.N. 3365930

SUPERSTUCTURE PLAN AND DETAIL

SCALE: AS SHOWN
DATE ISSUED: 06 / 2014
DRAWING
ST-9

10 / 12

IN CHARGE OF
DESIGNED BY
CHECKED BY
DRAFTED BY
CHECKED BY

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DATE = 6/5/2014
TIME = 10:19:56 AM

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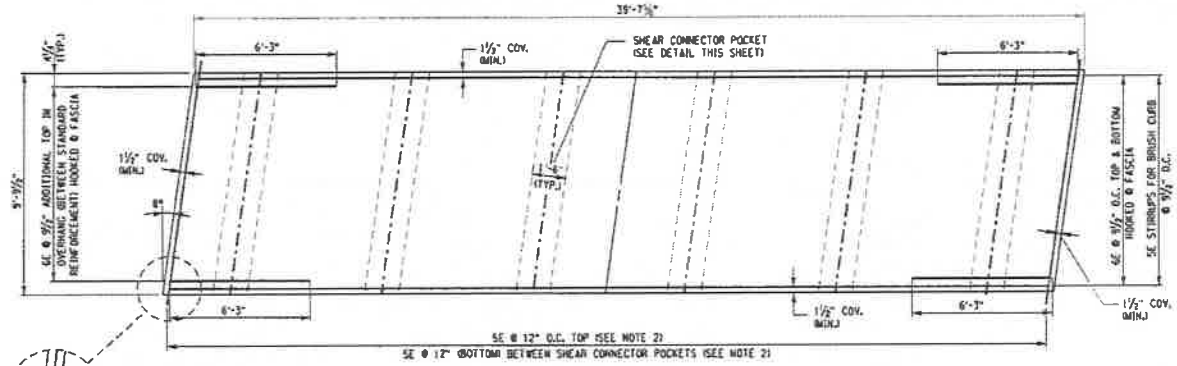
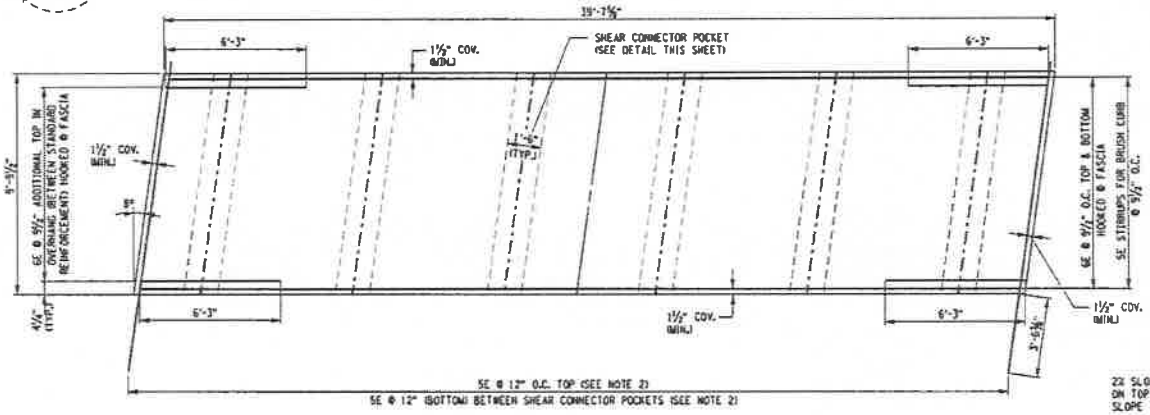


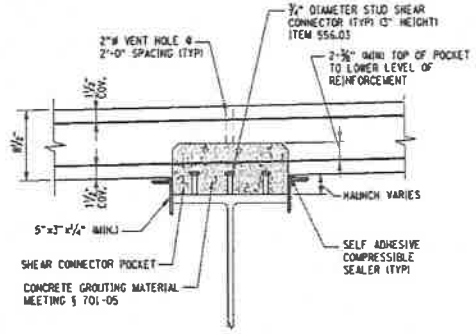
INTERIOR PANEL REINFORCMENT PLAN

SCALE: ⅜" = 1'-0"



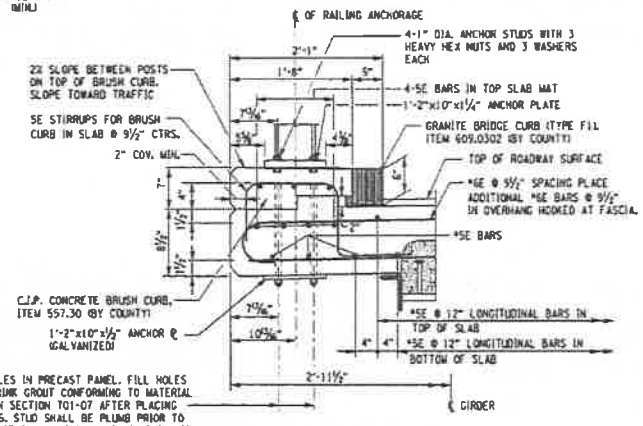
END PANEL REINFORCMENT PLAN

SCALE: ⅜" = 1'-0"



SHEAR CONNECTOR POCKET DETAIL W/HAUNCH

NTS



℄ OF 2"ø HOLES IN PRECAST PANEL. FILL HOLES WITH NON-SHRINK GROUT CONFORMING TO MATERIAL SPECIFICATION SECTION 701-07 AFTER PLACING ANCHOR STUDS. STUD SHALL BE PLUMB PRIOR TO GROUTING. (COST SHALL BE INCLUDED IN PRICE BID FOR THE PRECAST DECK PANEL.)

TYPICAL RAILING ANCHORAGE

NTS

NOTES:

1. A CLASS DP CONCRETE OVERLAY SHALL NOT BE PLACED AS SPECIFIED UNDER ITEM 557.050:0016. THE OVERLAY WILL CONSIST OF A SHEET APPLIED WATERPROOFING MEMBRANE AND AN ASPHALT WEARING SURFACE. INSTALLED BY THE COUNTY.
2. BAR SPACING SHOWN ARE MAXIMUMS. FABRICATOR SHALL VARY COVER AND BAR SPACING BETWEEN ADJACENT PANELS TO AVOID CONFLICTS WHEN SETTING PANELS IN THE FIELD. ALL COVER AND BAR SPACING SHALL BE DETAILED IN THE SHOP DRAWING AND WILL BE SUBJECT TO ENGINEER APPROVAL.
3. THE TOP SURFACE OF THE PRECAST PANELS SHALL BE SMOOTH TROWEL FINISHED.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

STATE OF NEW YORK
MATTHEW J. SCHOFIELD
LICENSED
No. 069983
PROFESSIONAL ENGINEER

NO.	DATE	BY	REVISION

MADISON COUNTY HIGHWAY DEPARTMENT

Barton & Loguidice, D.P.C.

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209

NORTH COURT STREET OVER CSX RAILROAD

TOWN OF LENOX

MADISON COUNTY

B.I.N. 3365930

PRECAST PANEL REINFORCEMENT AND DETAIL

SCALE: AS SHOWN

DATE ISSUED: 06/2014

DRAWING ST-10

11/12

IN CHARGE OF ____ DESIGNED BY ____ CHECKED BY ____ DRAFTED BY ____ CHECKED BY ____

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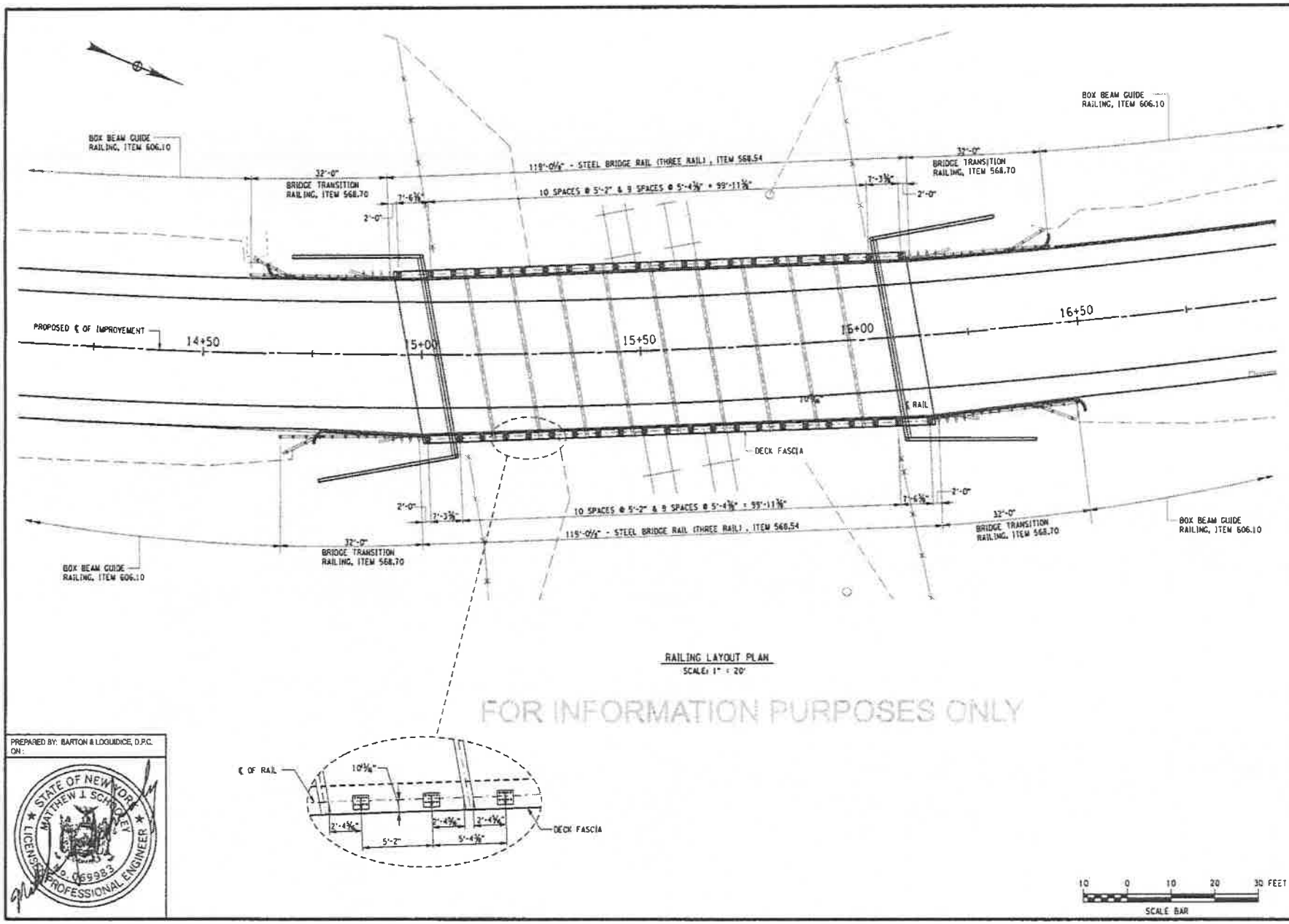

RAILING LAYOUT PLAN
SCALE: 1" = 20'

FOR INFORMATION PURPOSES ONLY

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON:

STATE OF NEW YORK
MATTHEW T. SCHOLEY
LICENSE NO. 069983
PROFESSIONAL ENGINEER

NO	DATE	BY	REVISION

MADISON COUNTY
HIGHWAY DEPARTMENT

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NORTH COURT STREET OVER CSX RAILROAD
TOWN OF LENOX
MADISON COUNTY
B.I.N. 3365930

RAILING LAYOUT PLAN

SCALE: 1" = 20'
DATE ISSUED: 06/2014
DRAWING ST-11

IN CHARGE OF ____ DESIGNED BY ____ CHECKED BY ____ DRAFTED BY ____ CHECKED BY ____

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