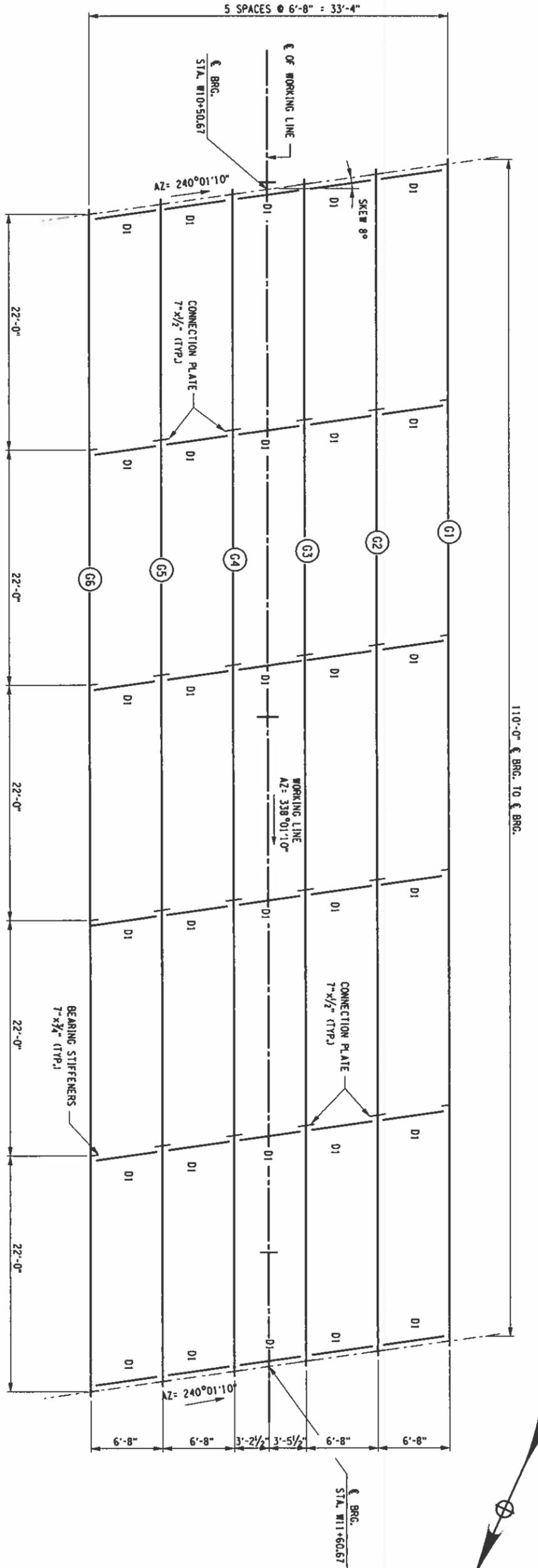


IN CHARGE OF \_\_\_\_\_ DESIGNED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_ DRAFTED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_

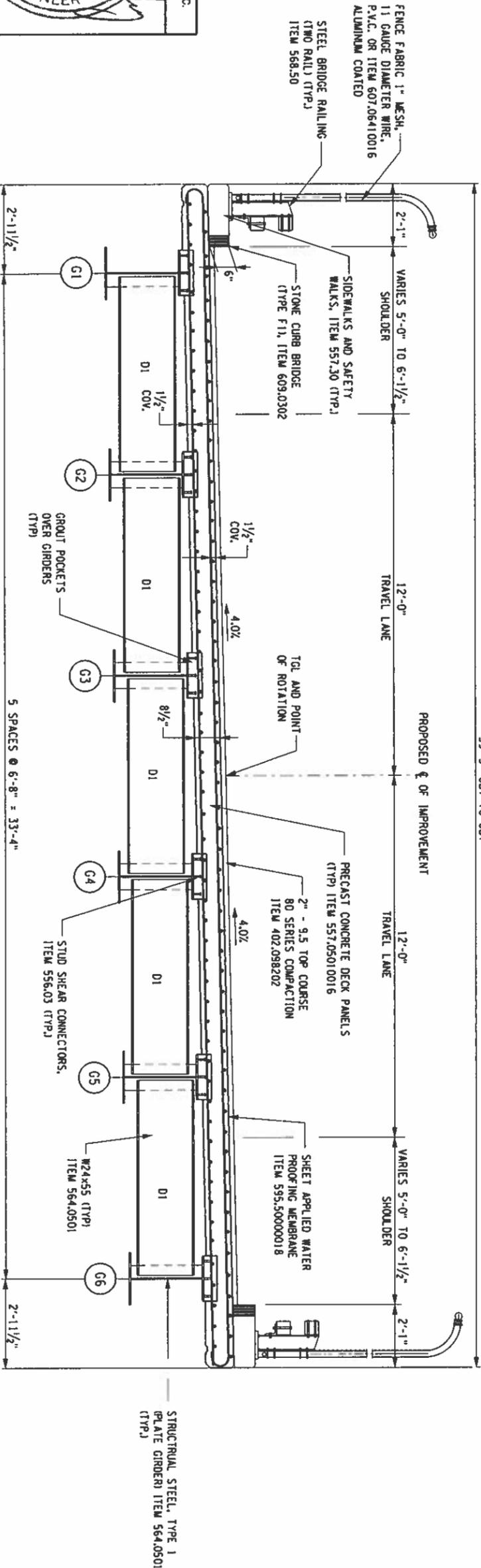


PREPARED BY: BARTON & LOGUIDICE, P.C.  
 ON: \_\_\_\_\_



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

39'-3" OUT TO OUT



PROPOSED BRIDGE SECTION  
 SCALE: 1/4" = 1'-0"

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



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

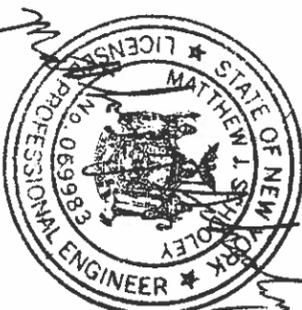


MADISON COUNTY  
 HIGHWAY DEPARTMENT

NO.	DATE	BY	REVISION

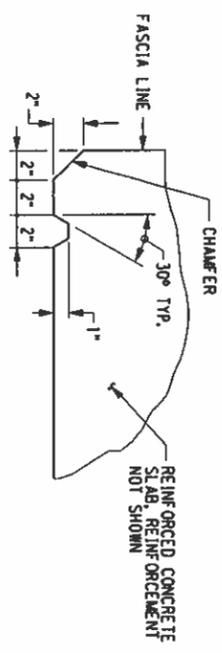
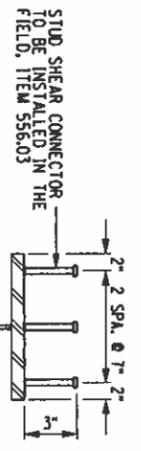
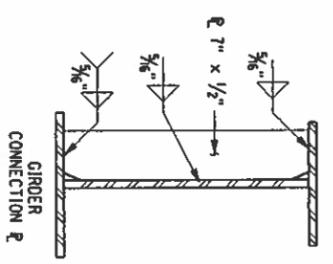
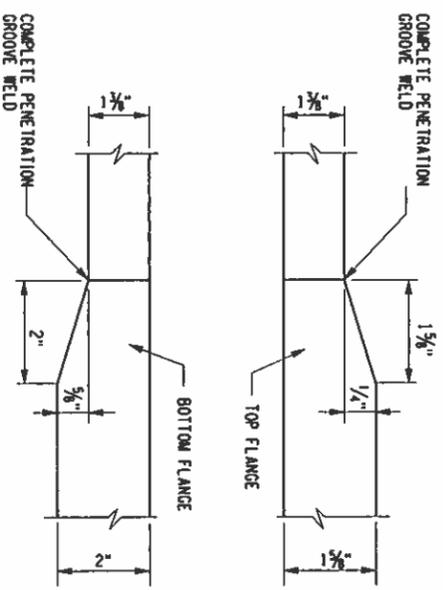
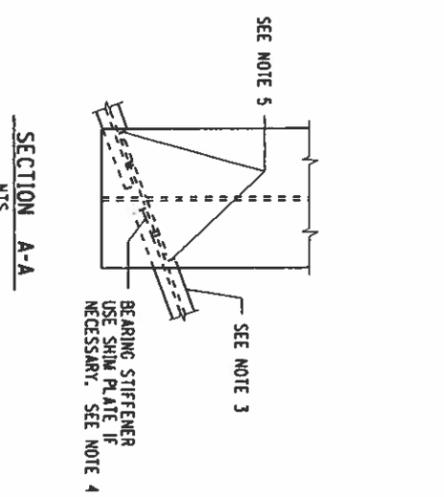
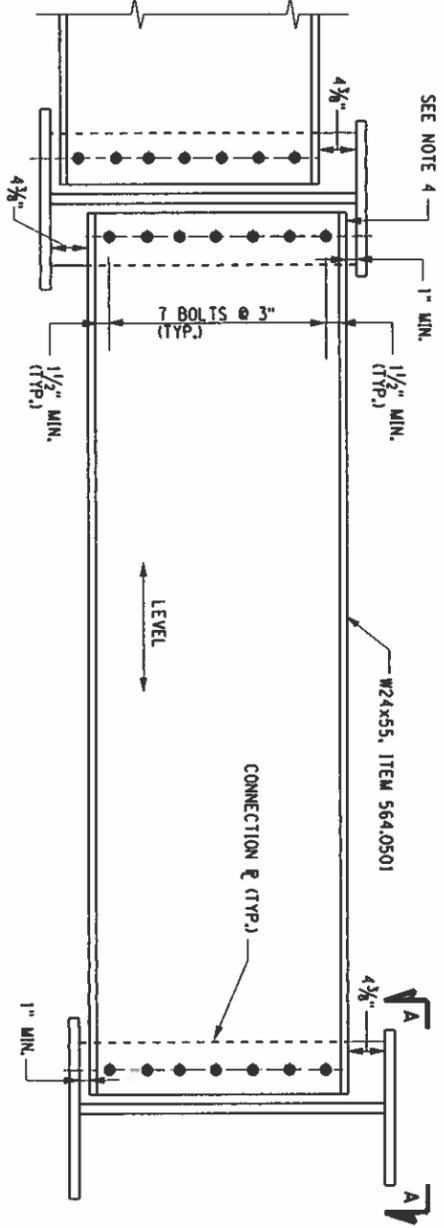
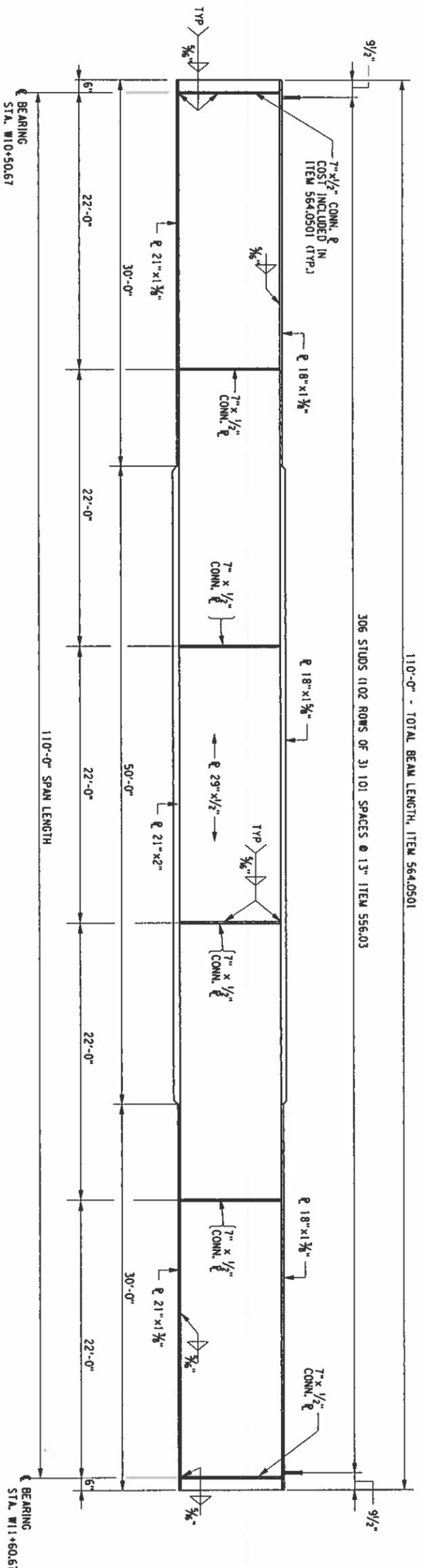
SCALE: AS SHOWN  
 DATE ISSUED: 05/2013  
 DRAWING  
 SS-1

IN CHARGE OF \_\_\_\_\_ DESIGNED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_ DRAFTED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_



PREPARED BY: BARTON & LOGUIDICE, P.C.  
 ON: \_\_\_\_\_

- 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 1/8" 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 1/8" 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.

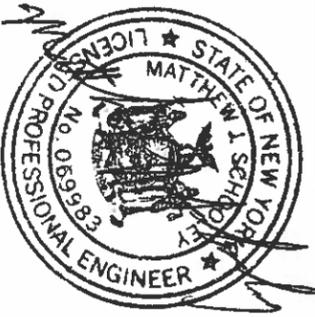


NOTE: Drip Groove Stops 3'-0" from Faces of Abutments with a 90° Turn Toward Fascia that Intersects the Chamfer.

NORTH COURT STREET OVER CSX RAILROAD  TOWN OF LENOX  MADISON COUNTY  B.I.N. 3365930	UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209	MADISON COUNTY HIGHWAY DEPARTMENT	NO.	DATE	BY	REVISION

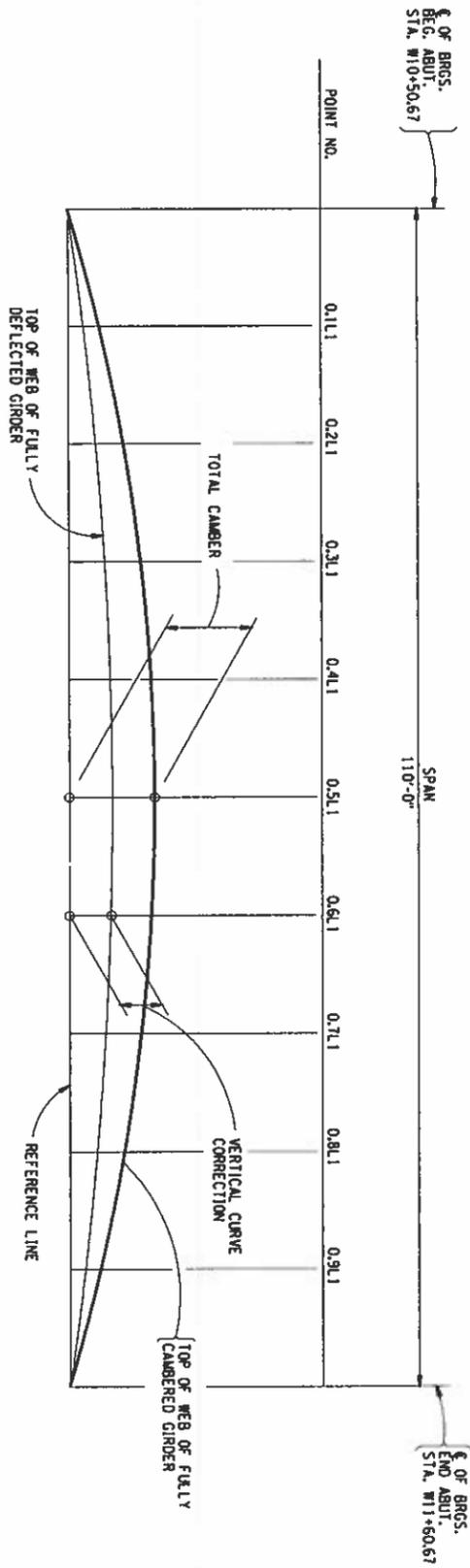
GIRDER ELEVATION AND DETAILS  
 SCALE: AS SHOWN  
 DATE ISSUED: 05/1/2013  
 DRAWING: SS-2

IN CHARGE OF \_\_\_\_\_ DESIGNED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_ DRAFTED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_



PREPARED BY: BARTON & LOGUIDICE, P.C.  
 ON: \_\_\_\_\_

CAMBER TABLE (INCHES)	CL. of BRGS. ABUT.									CL. of BRGS. END ABUT.	
	01L	02L	03L	04L	05L	06L	07L	08L	09L		
GIRDER 1	0.00	0.59	1.11	1.49	1.73	1.81	1.73	1.49	1.11	0.59	0.00
I STEEL D.L.	0.00	1.82	3.41	4.58	5.31	5.55	5.31	4.58	3.41	1.82	0.00
II CONCRETE D.L.	0.00	0.34	0.64	0.86	0.99	1.04	0.99	0.86	0.64	0.34	0.00
III SUPERIMPOSED D.L.	0.00	0.67	1.19	1.56	1.78	1.85	1.78	1.56	1.19	0.67	0.00
IV VERTICAL CURVE CORR.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	0.00	0.59	1.11	1.49	1.73	1.81	1.73	1.49	1.11	0.59	0.00
I STEEL D.L.	0.00	1.82	3.41	4.58	5.31	5.55	5.31	4.58	3.41	1.82	0.00
II CONCRETE D.L.	0.00	0.34	0.64	0.86	0.99	1.04	0.99	0.86	0.64	0.34	0.00
III SUPERIMPOSED D.L.	0.00	0.67	1.19	1.56	1.78	1.85	1.78	1.56	1.19	0.67	0.00
IV VERTICAL CURVE CORR.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	0.00	0.59	1.11	1.49	1.73	1.81	1.73	1.49	1.11	0.59	0.00
I STEEL D.L.	0.00	1.82	3.41	4.58	5.31	5.55	5.31	4.58	3.41	1.82	0.00
II CONCRETE D.L.	0.00	0.34	0.64	0.86	0.99	1.04	0.99	0.86	0.64	0.34	0.00
III SUPERIMPOSED D.L.	0.00	0.67	1.19	1.56	1.78	1.85	1.78	1.56	1.19	0.67	0.00
IV VERTICAL CURVE CORR.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	0.00	0.59	1.11	1.49	1.73	1.81	1.73	1.49	1.11	0.59	0.00
I STEEL D.L.	0.00	1.82	3.41	4.58	5.31	5.55	5.31	4.58	3.41	1.82	0.00
II CONCRETE D.L.	0.00	0.34	0.64	0.86	0.99	1.04	0.99	0.86	0.64	0.34	0.00
III SUPERIMPOSED D.L.	0.00	0.67	1.19	1.56	1.78	1.85	1.78	1.56	1.19	0.67	0.00
IV VERTICAL CURVE CORR.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	0.00	0.59	1.11	1.49	1.73	1.81	1.73	1.49	1.11	0.59	0.00
I STEEL D.L.	0.00	1.82	3.41	4.58	5.31	5.55	5.31	4.58	3.41	1.82	0.00
II CONCRETE D.L.	0.00	0.34	0.64	0.86	0.99	1.04	0.99	0.86	0.64	0.34	0.00
III SUPERIMPOSED D.L.	0.00	0.67	1.19	1.56	1.78	1.85	1.78	1.56	1.19	0.67	0.00
IV VERTICAL CURVE CORR.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	0.00	0.59	1.11	1.49	1.73	1.81	1.73	1.49	1.11	0.59	0.00
I STEEL D.L.	0.00	1.82	3.41	4.58	5.31	5.55	5.31	4.58	3.41	1.82	0.00
II CONCRETE D.L.	0.00	0.34	0.64	0.86	0.99	1.04	0.99	0.86	0.64	0.34	0.00
III SUPERIMPOSED D.L.	0.00	0.67	1.19	1.56	1.78	1.85	1.78	1.56	1.19	0.67	0.00
IV VERTICAL CURVE CORR.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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 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.

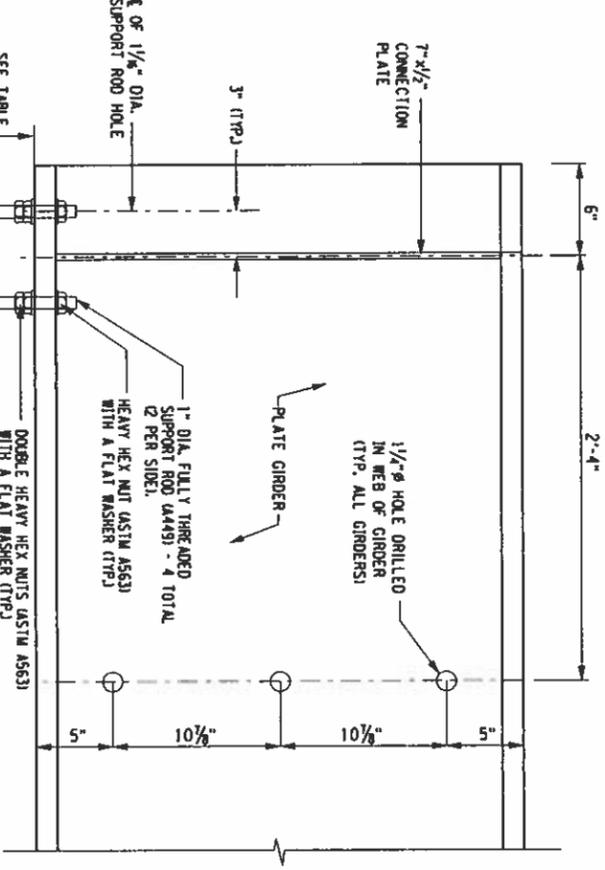
**DESIGN LOAD TABLE**

UNIT	(LOAD KIP/FT)
SLAB	0.669
HAUNCH	0.063
GIRDER	0.262
DIAPHRAGMS	0.016
TOTAL	1.010
RAILING/CURB	0.074
ASPHALT	0.147
FUTURE M.S.	0.117
TOTAL	0.338

GIRDERS 2,3,4,5	S.D.L.	D.L.
SLAB	0.709	0.063
HAUNCH	0.262	0.031
DIAPHRAGMS	1.065	0.074
RAILING/CURB	0.147	0.117
ASPHALT	0.117	0.338
FUTURE M.S.	0.338	
TOTAL		

LIVE LOAD: HL-93



SOUTH ABUTMENT	NORTH ABUTMENT
G1	4"
G2	7 1/2"
G3	10 1/2"
G4	4"
G5	7 1/2"
G6	10 1/2"

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 ROOS.
2. THE COST OF THE TEMPORARY GIRDER SUPPORTS SHALL BE INCLUDED IN DRAWING

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



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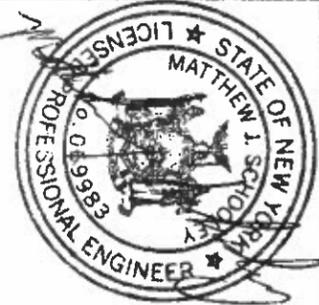
MADISON COUNTY  
 HIGHWAY DEPARTMENT

NO.	DATE	BY	REVISION

CAMBER TABLES  
 AND DETAILS

SCALE: AS SHOWN  
 DATE ISSUED: 05/2013  
 DRAWING SS-3

IN CHARGE OF \_\_\_\_\_ DESIGNED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_ DRAFTED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_



PREPARED BY: BARTON & LOGUIDICE, P.C.  
 ON: \_\_\_\_\_

**NOTES:**  
 CONNECTIONS SHALL BE MADE ACCORDING TO THE NEW YORK STATE STEEL CONSTRUCTION MANUAL, UNLESS OTHERWISE INDICATED. BOLTED CONNECTIONS SHALL BE MADE WITH 3/8" 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.

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 3/8" 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.

FOR LONGITUDINAL JOINTS IN THE SLAB, E. G. CLOSURE POORS, ON Y ONE SIDE OF THE INTERMEDIATE DIAPHRAGMS UNDER THE JOINT SHALL BE CONNECTED WHEN ERECTED. AFTER ALL PORTIONS OF THE SLAB HAVE BEEN POURED AND SET TO THE SATISFACTION OF THE ENGINEER, THE OTHER SIDE OF THE DIAPHRAGMS SHALL BE CONNECTED.

DESIGN SPECIFICATIONS: WYSODT LRD BRIDGE DESIGN SPECIFICATIONS WITH ALL PROVISIONS IN EFFECT AS OF APRIL 2014 FOR DESIGN PURPOSES; COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AND DECK SLABS AT 28 DAYS;  $f_c = 3000 \text{ psi}$

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.

ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A709 GRADE 50W.

CLEANING CONTROLLED OXIDIZING STRUCTURAL STEEL ASTM A709 GRADE 50W.

A. IN THE FABRICATION SHOP

GIRDERS SHALL BE BLAST CLEANED IN ACCORDANCE WITH SSPC-SP6 (COMMERCIAL BLAST CLEANING). HEAVY COATINGS OF OIL OR GREASE SHALL BE REMOVED BEFORE BLASTING IN ACCORDANCE WITH SSPC-SP1 (SOLVENT CLEANING).

B. IN THE FIELD

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.

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 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 DECS 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.

IF THE CONTRACTOR ELECTS TO MOVE THE SPLICE LOCATION SHOWN ON THE PLANS, IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE A NEW YORK STATE PROFESSIONAL ENGINEER REDESIGN THE SPLICE. COST OF REDESIGN TO BE INCLUDED IN THE STEEL BID ITEM.

NO.	DATE	BY	REVISION



MADISON COUNTY  
 HIGHWAY DEPARTMENT



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: 05/2013  
 DRAWING SS-4