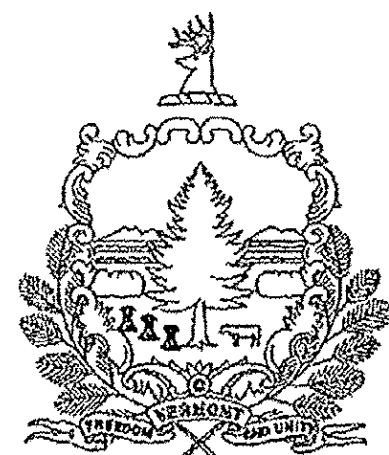


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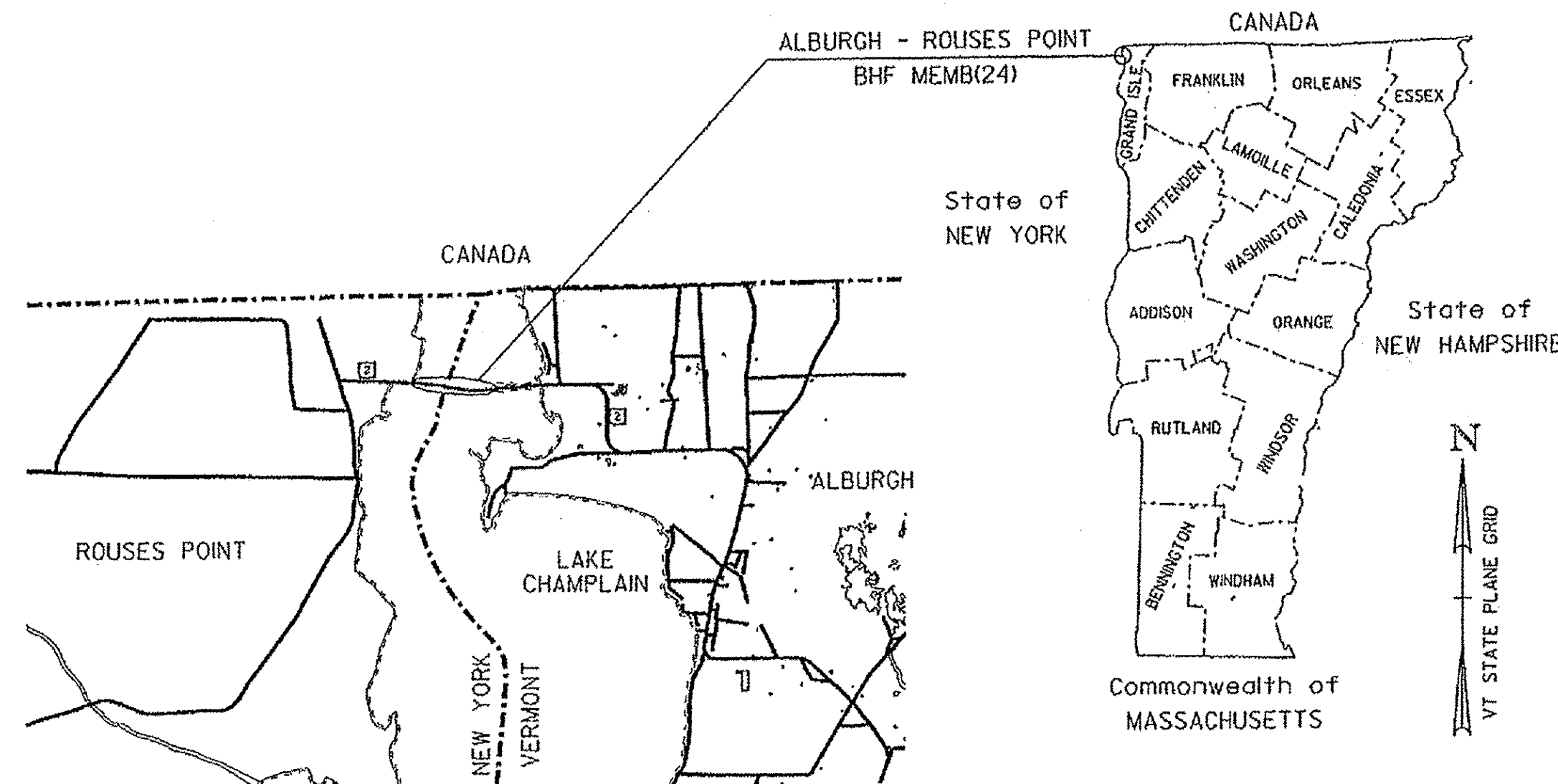
SEE SHEET 2

STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
BRIDGE PROJECT

TOWNS OF ALBURGH, VT AND ROUSES POINT, NY
COUNTIES OF GRAND ISLE, VT & CLINTON, NY
U.S. ROUTE NO. 2 (PRINCIPAL ARTERIAL), BRIDGE NO. 1
PROJECT BHF MEMB(24)



LOCATION MAP
NOT TO SCALE

RECORD PLANS

CONTRACTOR: PECKHAM ROAD CORP. - WHITE PLAINS, NY

RESIDENT ENGINEER: GREG WILCOX

CONSTRUCTION BEGAN: APRIL 24, 2012

CONSTRUCTION COMPLETE: OCTOBER 19, 2012

RECORD PLANS BY: GREG WILCOX & JENNA HYDE

I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY: *[Signature]* RESIDENT ENGINEER
DATE: 3/11/15 Greg Wilcox

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.

TRAFFIC DATA

1985 ADT	2350
1985 DHV	330
2005 ADT	3190
2005 DHV	445
2009 ADT	4100
2009 DHV	460
T	12%
D	57% (E.B.)
V	50 MPH

PROJECT LOCATION: BEGINNING AT A POINT ON U.S. ROUTE 2 APPROXIMATELY 0.3 MILES WESTERLY OF THE NY-VT STATE LINE AND EXTENDING EASTERLY 0.8 MILES.

LENGTH OF STRUCTURE: 4056.17'

LENGTH OF ROADWAY: 150.00'

PROJECT DESCRIPTION: THIS PROJECT INVOLVES REMOVING AND REPLACING THE MEMBRANE WATERPROOFING AND BITUMINOUS CONCRETE PAVEMENT ON THE BRIDGE AND ITS VT APPROACH AND REMOVING AND REPLACING THE BRIDGE EXPANSION JOINTS ALONG WITH MINOR RELATED WORK.

LENGTH OF PROJECT: 4206.17'

QUALITY ASSURANCE PROGRAM: LEVEL 1

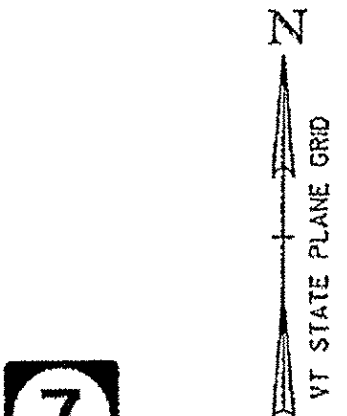
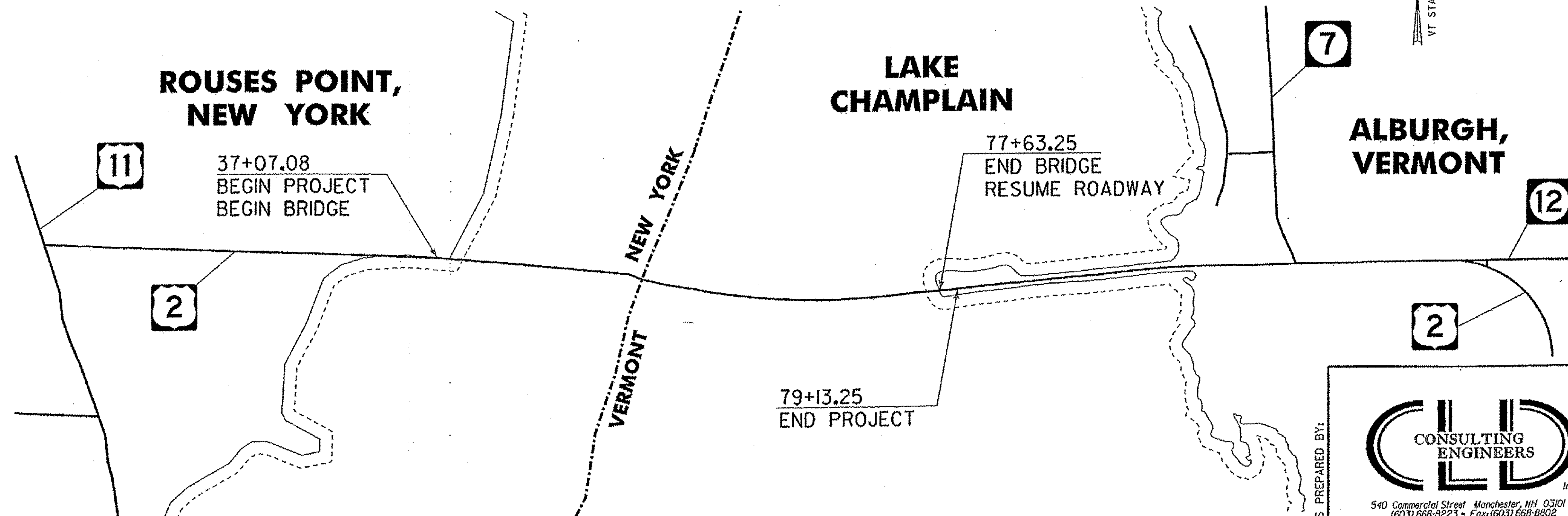
SURVEYED BY : N/A
SURVEYED DATE : N/A

DATUM

VERTICAL	N/A
HORIZONTAL	N/A

CONVENTIONAL SYMBOLS

COUNTY LINE	
TOWN LINE	
LIMITS OF ACCESS	
POINT OF ACCESS	
FENCE LINE	
STONE WALL	
TRAVELED WAY	
GUARD RAIL	
RAILROAD	
SURVEY LINE	
CULVERT	
POWER POLE	
TELEPHONE POLE	
TREES	
CONTROL OF ACCESS	
PROPERTY LINE	
R.O.W. TAKING LINE	
SLOPE RIGHTS	
TOP OF CUT	
TOE OF SLOPE	



THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

PLANS PREPARED BY:

CLD CONSULTING ENGINEERS Inc.
540 Commercial Street, Manchester, NH 03101
100.31.668-8223 • Fax: (603) 668-8802
email: clde@cldeengineers.com • www.cldeengineers.com
Milne • New Hampshire • Vermont

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: *[Signature]* DATE: 1/9/12

DIRECTOR OF PROGRAM DEVELOPMENT

APPROVED: *[Signature]* DATE: 12-19-11

PROJECT MANAGER: SHERWARD FARNSWORTH

PROJECT NAME: ALBURGH - ROUSES POINT
PROJECT NUMBER: BHF MEMB(24)
(RE-ADVERTISED)

SHEET 1 OF 50 SHEETS

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PROJECT NOTES

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION, 2006 STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, DATED 2010, AND ITS LATEST REVISIONS.
2. ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS.
3. ALL COSTS ASSOCIATED WITH PROTECTION OF TRAFFIC DURING REMOVAL OF THE BRIDGE PAVEMENT WILL BE INCIDENTAL TO ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT".
4. WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE PIERS, UNDERSIDE OF THE DECK, AND UNDERNEATH THE BARRIER CURB FASCIA. THIS WORK WILL BE PAID FOR UNDER ITEM 514.10, "WATER REPELLENT, SILANE".
5. FOLLOWING THE COMPLETION OF ALL OTHER CONSTRUCTION ACTIVITIES, ALL FABRIC DRAIN TROUGHS, DOWNSPOUTS AND SCUPPERS WITHIN THE LIMITS OF CONSTRUCTION AS SHOWN ON THE BITUMINOUS CONCRETE REMOVAL PLAN, SHALL BE THOROUGHLY FLUSHED BY THE CONTRACTOR. COST FOR FLUSHING THE FABRIC DRAIN TROUGHS, DOWNSPOUTS AND SCUPPERS WILL BE INCIDENTAL TO ALL OTHER ITEMS IN THE CONTRACT.
6. WIRE WITHIN THE CONDUIT FOR NAVIGATIONAL LIGHTS INSIDE CONCRETE BARRIER CURB FROM CAST IRON BOX AT STATION 37+25 RT TO CAST IRON BOX AT STATION 49+65 RT SHALL BE REMOVED AND REPLACED. THIS WORK WILL BE PAID FOR UNDER ITEM 678.24, "ELECTRICAL WIRING". TEMPORARY POWER SHALL BE REQUIRED FOR THE NAVIGATIONAL LIGHTS TO REMAIN ACTIVE AT ALL TIMES ALONG WITH A LIGHT SENSOR TO TURN THE LIGHTS ON AND OFF. THE TEMPORARY POWER AND LIGHT SENSOR WILL BE PAID FOR UNDER ITEM 900.645, "SPECIAL PROVISION (TEMPORARY POWER FOR NAVIGATIONAL LIGHTS)".
7. AS MOST OF THE WORK WILL BE PERFORMED ON THE BRIDGE AND OVER THE LAKE SURFACE, ALL PRECAUTIONS SHALL BE TAKEN TO PREVENT ANY MATERIAL BEING REMOVED OR INSTALLED AND DEBRIS PROTECTION SHALL BE IN-PLACE FOR THE LENGTH OF CONSTRUCTION OPERATIONS IN ACCORDANCE WITH SUBSECTION 105.24 AND AS DIRECTED BY THE RESIDENT ENGINEER.
8. SEE THE CONTRACT DOCUMENTS FOR US COAST GUARD "GENERAL CONSTRUCTION REQUIREMENTS."

TRAFFIC CONTROL

9. THE CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS DEPICTING EACH PHASE OF THE PLANNED WORK. PLANS SHALL BE SUBMITTED IN ACCORDANCE WITH SUBSECTION 105.03 AND SHALL BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN AN APPROPRIATE DISCIPLINE IN THE STATE OF VERMONT.
10. UNLESS COVERED UNDER INDIVIDUAL PAY ITEMS OR NOTED OTHERWISE, ALL COSTS FOR WORK SHOWN ON TRAFFIC CONTROL SHEETS AND FOR TEMPORARY TRAFFIC CONTROL DEVICES INCLUDING TRAFFIC BARRIERS, RETROREFLECTIVE DRUMS, SIGNS, AND SIGN POSTS WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR ITEM 641.10, "TRAFFIC CONTROL". THIS IS A LUMP SUM ITEM AND INCLUDES ALL TRAFFIC CONTROL SETUPS, INCLUDING THOSE FOR THE 5 PIER EXPANSION JOINT LOCATIONS.
11. PIER EXPANSION JOINTS SHALL BE REPLACED PRIOR TO PERFORMING PAVING OPERATIONS. JOINTS SHALL BE REMOVED AND REPLACED PER THE JOINT REMOVAL AND REPLACEMENT NOTES THIS SHEET. THE DETAIL ENTITLED "2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE TRAFFIC CONTROL SIGNALS AND TEMPORARY CONCRETE TRAFFIC BARRIER" SHALL BE USED FOR THIS WORK PER TRAFFIC CONTROL SHEET 1.
12. ABUTMENT JOINT SEALS SHALL BE REMOVED AND REPLACED PER THE JOINT REMOVAL AND REPLACEMENT NOTES THIS SHEET. THIS WORK MAY BE DONE SIMULTANEOUSLY WITH ALL PAVEMENT AND MEMBRANE REMOVAL AND REPLACEMENT AND DECK REPAIRS. ALL TRAFFIC CONTROL SETUPS MAY BE UTILIZED FOR THIS WORK PROVIDED ALL REQUIREMENTS STATED IN TRAFFIC CONTROL NOTES AND PLANS ON TRAFFIC CONTROL SHEETS 1, 2, AND 3 AND ON TRAFFIC CONTROL SEQUENCE SHEETS 1 AND 2 ARE MET.

TRAFFIC CONTROL (CONT.)

13. REPAIRS TO THE CONCRETE BRIDGE DECK SHALL BE PERFORMED AS DAMAGED SECTIONS ARE EXPOSED DURING PAVEMENT AND MEMBRANE REMOVAL OPERATIONS. TRAFFIC WILL BE ALLOWED TO DRIVE ON THE BARE CONCRETE BRIDGE DECK ONCE THE BARRIER MEMBRANE IS REMOVED, ALL WORK NECESSARY TO REPAIR THE CONCRETE DECK IS COMPLETED, THE CONCRETE REPAIR MATERIAL HAS CURED FOR A LENGTH OF TIME NO LESS THAN THE MANUFACTURER'S RECOMMENDED CURE TIME, AND TEMPORARY PAVEMENT WEDGES HAVE BEEN INSTALLED ADJACENT TO PIER EXPANSION JOINTS. ALL TRAFFIC CONTROL SETUPS MAY BE UTILIZED FOR THIS WORK PROVIDED ALL REQUIREMENTS STATED IN TRAFFIC CONTROL NOTES AND PLANS ON TRAFFIC CONTROL SHEETS 1, 2, AND 3 AND ON TRAFFIC CONTROL SEQUENCE SHEETS 1 AND 2 ARE MET.
14. TRAFFIC SHALL BE ALLOWED TO DRIVE ON THE BARE CONCRETE BRIDGE DECK AFTER THE REMOVAL OF THE BARRIER MEMBRANE, BUT PRIOR TO THE DECK BEING CLEANED AND PREPARED FOR THE NEW SHEET MEMBRANE. ONCE THE CONCRETE BRIDGE DECK IS PREPARED FOR THE NEW SHEET MEMBRANE, NO TRAFFIC WILL BE ALLOWED ON THE NEW MEMBRANE UNTIL THE SECOND LIFT OF BITUMINOUS CONCRETE PAVEMENT IS IN PLACE. ALL TRAFFIC CONTROL SETUPS MAY BE UTILIZED FOR THIS WORK PROVIDED ALL REQUIREMENTS STATED IN TRAFFIC CONTROL NOTES AND PLANS ON TRAFFIC CONTROL SHEETS 1, 2, AND 3 AND ON TRAFFIC CONTROL SEQUENCE SHEETS 1 AND 2 ARE MET.
15. REPAIR OF DAMAGED CONCRETE BARRIER CURB JOINTS PER THE JOINT REMOVAL AND REPLACEMENT NOTES THIS SHEET, AND THE PLACEMENT OF WATER REPELLENT, SILANE PER THE GENERAL NOTES THIS SHEET, MAY OCCUR IN CONJUNCTION WITH OR FOLLOWING THE COMPLETION OF PAVEMENT AND MEMBRANE WORK. ALL TRAFFIC CONTROL SETUPS MAY BE UTILIZED FOR THIS WORK PROVIDED ALL REQUIREMENTS STATED IN TRAFFIC CONTROL NOTES AND PLANS ON TRAFFIC CONTROL SHEETS 1, 2, AND 3 AND ON TRAFFIC CONTROL SEQUENCE SHEETS 1 AND 2 ARE MET.
16. THE CONTRACTOR SHALL BE REQUIRED TO OBTAIN APPROVAL FROM THE PROJECT ENGINEER PRIOR TO ALTERING THE TRAFFIC CONTROL PLAN.

JOINT REMOVAL AND REPLACEMENT NOTES

17. EXISTING EXPANSION JOINTS AT PIERS 8W, 2W, 2E, 9E, AND 15E SHALL BE REMOVED AND REPLACED PRIOR TO PLACEMENT OF PAVEMENT. ALL COSTS FOR REMOVAL OF EXISTING PIER EXPANSION JOINTS 8W, 2W, AND 15E SHALL PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (EXPANSION JOINT, 3 SEALS)". ALL COSTS FOR REMOVAL OF EXISTING PIER EXPANSION JOINTS 2E AND 9E SHALL BE PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (EXPANSION JOINT, 4 SEALS)". PAYMENT FOR REMOVAL OF ADDITIONAL CONCRETE DECK AND BARRIER CURB REQUIRED TO FIT NEW EXPANSION JOINTS SHALL BE INCIDENTAL TO THESE ITEMS.
18. THE EXISTING DECK WAS CONSTRUCTED USING STAY-IN-PLACE FORMS. ALL WORK AROUND EXISTING STAY-IN-PLACE FORMS DURING JOINT REMOVAL AND REPLACEMENT SHALL BE INCIDENTAL TO ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (EXPANSION JOINT, 3 SEALS)" AND ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (EXPANSION JOINT, 4 SEALS)". ANY DAMAGE TO STAY-IN-PLACE FORMS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
19. THE NEW BRIDGE EXPANSION JOINTS AT PIERS 8W, 2W, AND 15E SHALL BE PAID FOR UNDER ITEM 900.640, "SPECIAL PROVISION (BRIDGE EXPANSION JOINT, MODULAR) (3 SEALS)" AND THE NEW BRIDGE EXPANSION JOINTS AT PIERS 2E AND 9E SHALL BE PAID FOR UNDER ITEM 900.640, "SPECIAL PROVISION (BRIDGE EXPANSION JOINT, MODULAR) (4 SEALS)". THESE ITEMS SHALL INCLUDE THE FABRICATION AND ERECTION OF THE COMPLETE JOINT ASSEMBLIES.
20. ARMORED JOINTS AT ABUTMENTS SHALL REMAIN IN-PLACE. THE NEOPRENE COMPRESSION SEAL WITHIN THE JOINT SHALL BE REMOVED AND REPLACED. ALL COSTS FOR REMOVAL OF EXISTING SEAL AND THE FABRICATION AND INSTALLATION OF THE REPLACEMENT SEAL SHALL BE PAID FOR UNDER ITEM 900.640, "SPECIAL PROVISION (REMOVE AND REPLACE COMPRESSION JOINT SEAL)".
21. THE 5 PIER EXPANSION JOINTS (8W, 2W, 2E, 9E, 15E - SEE EXISTING BRIDGE PLAN ON SHEET 10) SHALL BE REMOVED AND REPLACED IN TWO PHASES WITH A FIELD SPLICE EXCEPT AS STATED IN NOTE 6 ON MODULAR JOINT DETAILS SHEET 1.
22. JOINT REMOVAL AND REPLACEMENT OPERATIONS MAY OCCUR SIMULTANEOUSLY WITH PAVEMENT OR MEMBRANE REMOVAL PROVIDED ALL REQUIREMENTS STATED IN THE TRAFFIC CONTROL NOTES AND PLANS ON TRAFFIC CONTROL SHEETS 1, 2, AND 3 AND ON TRAFFIC CONTROL SEQUENCE SHEETS 1 AND 2 ARE MET.
23. THE ABUTMENT NEOPRENE COMPRESSION SEALS SHALL BE REMOVED AND REPLACED IN TWO PHASES.
24. ALL CONCRETE BRIDGE BARRIER CURB DAMAGED JOINTS SHALL BE REPAIRED. DAMAGED POLYURETHANE JOINT SEALER SHALL BE REMOVED, THE CONCRETE SURFACE SHALL BE CLEANED, AND NEW POLYURETHANE JOINT SEALER SHALL BE PLACED. COSTS FOR REPAIRING BARRIER CURB JOINTS, INCLUDING REMOVAL OF SEALER AND CLEANING OF CONCRETE SURFACE, WILL BE CONSIDERED INCIDENTAL TO ITEM 524.21, "JOINT SEALER, POLYURETHANE".
25. A SECTION OF THE TS 4x3x0.250 BRIDGE RAIL SHALL BE REMOVED AND RESET AT EACH PIER EXPANSION JOINT. THE REMOVAL OF THE RAIL SHALL BE PAID FOR UNDER ITEM 525.10, "REMOVAL OF EXISTING RAILING". RESETTING THE RAILING SHALL BE PAID FOR UNDER ITEM 525.11, "RESETTING RAILING". IF THE INSTALLATION OF A 4-SEAL EXPANSION JOINT REQUIRES THE RELOCATION OF A BRIDGE RAIL POST, THE POST ANCHOR BOLTS SHALL BE REPLACED IN-KIND. PAYMENT SHALL BE INCIDENTAL TO ITEM 525.11, "RESETTING RAILING".
26. THE CONDUIT FOR NAVIGATIONAL LIGHTS WITHIN AREAS OF CONCRETE BARRIER CURB REMOVAL FOR MODULAR JOINT REPAIRS AT PIERS 8W AND 2W SHALL BE REMOVED AND REPLACED. PAYMENT SHALL BE INCIDENTAL TO ITEM 678.24, "ELECTRICAL WIRING".
27. SEE SHEET 10 FOR A SUMMARY OF THE SCOPE OF WORK.

PAVEMENT REMOVAL NOTES

28. THE FINAL ONE HALF INCH OF PAVEMENT ON THE CONCRETE BRIDGE DECK AND EAST APPROACH SLAB SHALL BE REMOVED BY LOADER, GRADER OR EQUIPMENT APPROVED BY THE ENGINEER. COLD PLANING TO REMOVE BRIDGE PAVEMENT WILL BE INCIDENTAL TO ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT".
 29. DURING BRIDGE AND APPROACH SLAB PAVEMENT REMOVAL, THE CONTRACTOR SHALL EXERCISE CARE TO ENSURE THAT NO DAMAGE OCCURS TO THE EXISTING CONCRETE BRIDGE DECK AND THE EXISTING EAST APPROACH SLAB. ANY DAMAGE TO THE CONCRETE BRIDGE DECK OR EAST APPROACH SLAB SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. REPAIRS SHALL BE MADE IN ACCORDANCE WITH SECTION 580.
 30. CARE SHALL BE TAKEN TO PROTECT ANY SCUPPERS OR DROP INLETS AT ALL STAGES OF CONSTRUCTION. ANY DAMAGE TO THESE STRUCTURES SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT THE CONTRACTOR'S EXPENSE.
 31. AFTER THE REMOVAL OF THE BRIDGE PAVEMENT, THE BARRIER MEMBRANE SHALL BE REMOVED AND THE CONCRETE BRIDGE DECK AND EAST APPROACH SLAB SHALL BE CLEANED IN ACCORDANCE WITH SUBSECTION 580.04 AND TO THE SATISFACTION OF THE ENGINEER. REMOVAL OF THE BARRIER MEMBRANE AND THE CLEANING OF THE CONCRETE BRIDGE DECK WILL BE PAID FOR UNDER ITEM 580.16, "SURFACE PREPARATION FOR MEMBRANE".
 32. ONCE THE BARRIER MEMBRANE IS REMOVED, ANY AREAS ON THE CONCRETE BRIDGE DECK AND EAST APPROACH SLAB THAT ARE FOUND TO BE UNSOUND SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER. THE METHOD FOR DETERMINING AREAS OF UNSOUND CONCRETE SHALL BE APPROVED BY THE ENGINEER. THE ENGINEER SHALL MAKE A DETERMINATION AS TO HOW TO REPAIR THE DETERIORATED PORTION OF THE CONCRETE BRIDGE DECK AND EAST APPROACH SLAB AND THE LIMITS OF THE REPAIR. THE REPAIRS SHALL BE PAID FOR UNDER ITEM 580.10, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS I", ITEM 580.11, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS II", OR ITEM 580.12, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS III". QUANTITIES FOR ITEMS 580.10, 580.11, AND 580.12 AS SHOWN ON THE QUANTITY SHEET ARE ESTIMATED.
 33. ANY REPAIR WORK REQUIRING THE USE OF ITEM 580.20, "RAPID SETTING CONCRETE REPAIR MATERIAL WITH COURSE AGGREGATE" SHALL BE APPROVED BY THE ENGINEER.
 34. UPON THE ENGINEER'S APPROVAL OF THE CONCRETE BRIDGE DECK'S CONDITION, ITEM 519.20, "SHEET MEMBRANE WATERPROOFING, TORCH APPLIED" SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 519. THE CONTRACTOR SHALL NOT INSTALL ITEM 519.20, "SHEET MEMBRANE WATERPROOFING, TORCH APPLIED" WHEN THE DECK CONCRETE AND/OR DECK PATCH AREAS' MOISTURE CONTENT IS ABOVE SECTION 519 SPECIFICATIONS OR MANUFACTURER'S SPECIFICATIONS, WHICHEVER IS LESS.
- ### PAVEMENT NOTES
35. FOLLOWING THE INSTALLATION OF THE SHEET MEMBRANE WATERPROOFING ON THE CONCRETE BRIDGE DECK, THE CONCRETE BRIDGE DECK AND THE AT-GRADE APPROACH SLABS SHALL BE PAVED CURB TO CURB WITH ITEM 406.27, "MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT" IN TWO 1/4" LIFTS. THE PAVEMENT SHALL BE TYPE IV FOR BOTH LIFTS, NO EXCEPTIONS.
 36. CARE SHALL BE EXERCISED TO SMOOTHLY TRANSITION THE NEW BRIDGE PAVEMENT INTO THE EXISTING PAVEMENT. ANY COLD PLANING NECESSARY FOR SHAPING BRIDGE APPROACHES SHALL BE PAID FOR UNDER ITEM 210.10, "COLD PLANING, BITUMINOUS PAVEMENT".
 37. TESTING FOR PAVEMENT DENSITY WILL REQUIRE CORES OF THE PAVEMENT ON THE BRIDGE. THE COST FOR THIS WORK WILL BE INCIDENTAL TO ITEM 406.27, "MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT". ANY DAMAGE TO THE NEW SHEET MEMBRANE CAUSED BY CORING THE PAVEMENT SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT THE CONTRACTOR'S EXPENSE.
 38. FOR PG BINDER GRADE SEE SECTION 406 OF THE GENERAL SPECIAL PROVISIONS AND SPECIAL PROVISIONS.
 39. EMULSIFIED ASPHALT SHALL BE APPLIED AT A RATE OF .08 GAL/SY TO ALL COLD PLANED SURFACES AND AT A RATE OF 0.03 TO 0.04 GAL/SY BETWEEN PAVEMENT LIFTS. PAYMENT SHALL BE UNDER ITEM 404.65, "EMULSIFIED ASPHALT".
 40. AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL INSTALL TEMPORARY PAVEMENT MARKINGS ON ALL PAVED SURFACES THAT WILL NOT HAVE THE PERMANENT MARKINGS APPLIED WITHIN 14 CALENDAR DAYS OF THE FINAL PAVING OPERATIONS.

PROJECT NAME: ALBURGH - ROUSES POINT

PROJECT NUMBER: BHF MEMB(24)

FILE NAME: sl0b032notes.dgn

PLOT DATE: 12/23/2011

PROJECT LEADER: JPB

DRAWN BY: MWS

DESIGNED BY: SRB

CHECKED BY: JPB

INDEX OF SHEETS AND PROJECT NOTES SHEET 2 OF 50

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES			
							ROADWAY (VT)	TRAINING	BRIDGE	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
							1				1		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22				
							580				580		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10				
							10		170		180		CWT	EMULSIFIED ASPHALT	404.65				
							90		2630		2720		TON	MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT	406.27				
									1		1		LU	MAT DENSITY PAY ADJUSTMENT (N.A.B.I.)	406.29				
									1		1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50				
									25		25		CY	CONCRETE, HIGH PERFORMANCE CLASS A	501.33				
									430		430		GAL	WATER REPELLENT, SILANE	514.10				
									17810		17810		SY	SHEET MEMBRANE WATERPROOFING, TORCH APPLIED	519.20				
									450		450		LF	JOINT SEALER, POLYURETHANE	524.21				
									400		400		LF	REMOVAL OF EXISTING RAILING	525.10				
									400		400		LF	RESETTING RAILING	525.11				
							90		17805		17895		SY	REMOVAL OF BRIDGE PAVEMENT	529.10				
									3		3		EACH	PARTIAL REMOVAL OF STRUCTURE (EXPANSION JOINT, 3 SEALS)	529.20				
									2		2		EACH	PARTIAL REMOVAL OF STRUCTURE (EXPANSION JOINT, 4 SEALS)	529.20				
									535		535		SY	REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS I	580.10				
									1785		1785		SY	REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS II	580.11				
									145		145		CY	REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS III	580.12				
									160220		160220		SF	SURFACE PREPARATION FOR MEMBRANE	580.16				
									100		100		CF	RAPID SETTING CONCRETE REPAIR MATERIAL WITH COARSE AGGREGATE	580.20				
									5720		5720		HR	TRUCK-MOUNTED ATTENUATOR	608.45				
									41		41		EACH	ENERGY ABSORPTION ATTENUATOR	621.56				
									1250		1250		LF	TEMPORARY TRAFFIC BARRIER	621.90				
									4950		4950		LF	REMOVE AND RESET TEMPORARY TRAFFIC BARRIER	621.95				
									1450		1450		HR	UNIFORMED TRAFFIC OFFICERS	630.10				
									10600		10600		HR	FLAGGERS	630.15				
										1	1		LS	FIELD OFFICE, ENGINEERS	631.10				
										1	1		LS	TESTING EQUIPMENT, CONCRETE	631.16				
										1	1		LS	TESTING EQUIPMENT, BITUMINOUS	631.17				
										3000	3000		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26				
								520			520		HR	EMPLOYEE TRAINEESHIP	634.10				
									1		1		LS	MOBILIZATION/DEMOBILIZATION	635.11				
									1		1		LS	TRAFFIC CONTROL	641.10				
									2		2		EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15				
							300		8120		8420		LF	4 INCH WHITE LINE	646.20				
							300		8120		8420		LF	4 INCH YELLOW LINE	646.21				
									48250		48250		LF	TEMPORARY 4 INCH WHITE LINE, TYPE II TAPE	646.601				
									27700		27700		LF	TEMPORARY 4 INCH WHITE LINE, PAINT	646.602				
									48250		48250		LF	TEMPORARY 4 INCH YELLOW LINE, TYPE II TAPE	646.611				
									27700		27700		LF	TEMPORARY 4 INCH YELLOW LINE, PAINT	646.612				

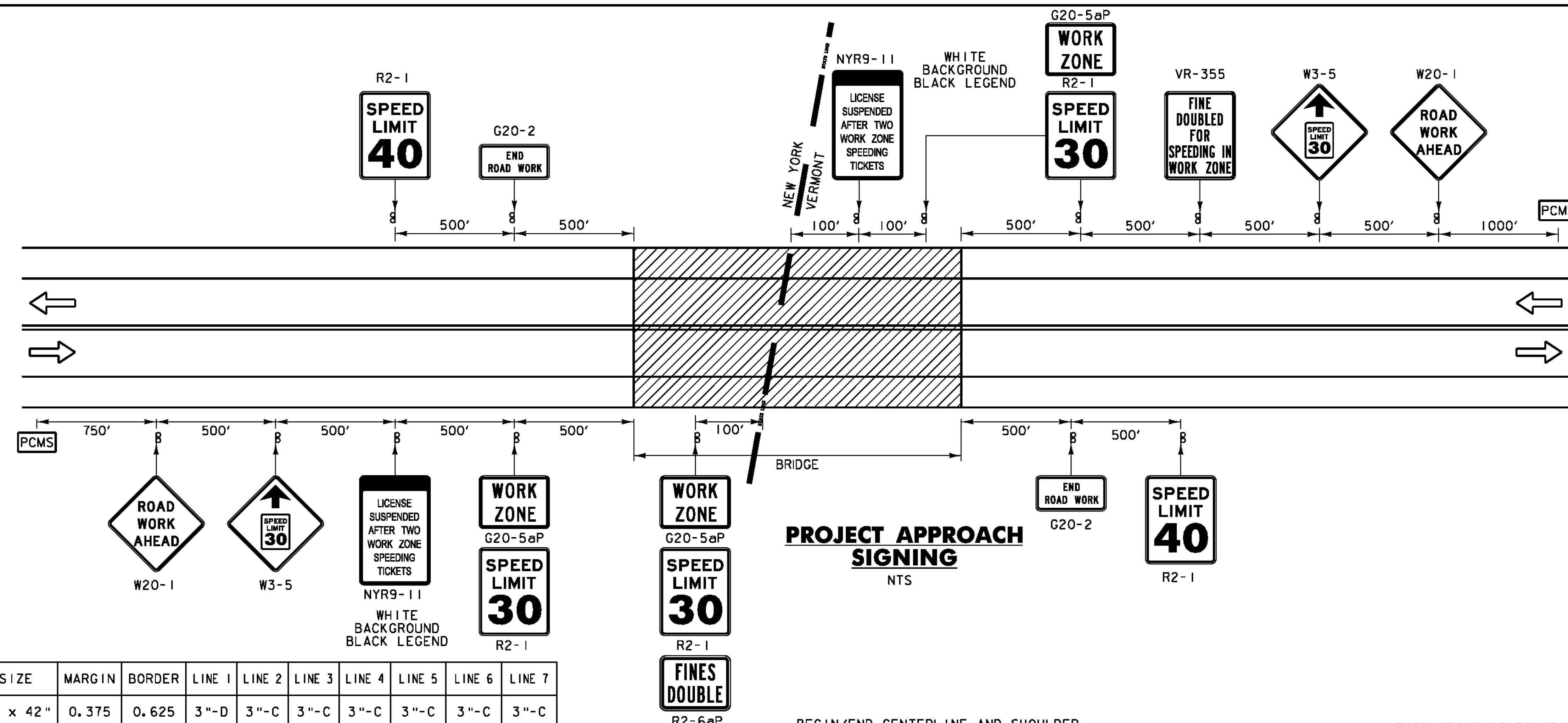
QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES			
							ROADWAY (VT)	TRAINING	BRIDGE	FULL C.E. ITEMS	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
									250		250		LF	TEMPORARY 24 INCH STOP BAR, TYPE II TAPE	646.681				
									825		825		EACH	RAISED PAVEMENT MARKERS, TYPE II	646.75				
									6200		6200		SF	PAVEMENT MARKING MASK	646.86				
									1280		1280		LF	ELECTRICAL WIRING	678.24				
									1		1		LU	PRICE ADJUSTMENT, FUEL (N.A.B.I.)	690.50				
									5		5		EACH	SPECIAL PROVISION (TEMPORARY TRAFFIC SIGNAL SYSTEM, PORTABLE)	900.620				
									129		129		LF	SPECIAL PROVISION (BRIDGE EXPANSION JOINT, MODULAR)(3 SEALS)	900.640				
									86		86		LF	SPECIAL PROVISION (BRIDGE EXPANSION JOINT, MODULAR)(4 SEALS)	900.640				
									86		86		LF	SPECIAL PROVISION (REMOVE AND REPLACE COMPRESSION JOINT SEAL)	900.640				
									1		1		LS	SPECIAL PROVISION (TEMPORARY POWER FOR NAVIGATIONAL LIGHTS)	900.645				

TRAFFIC CONTROL NOTES:

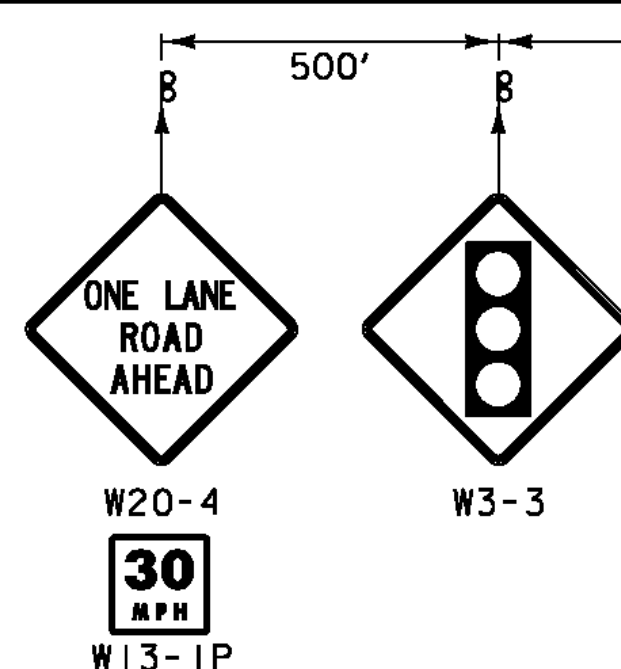
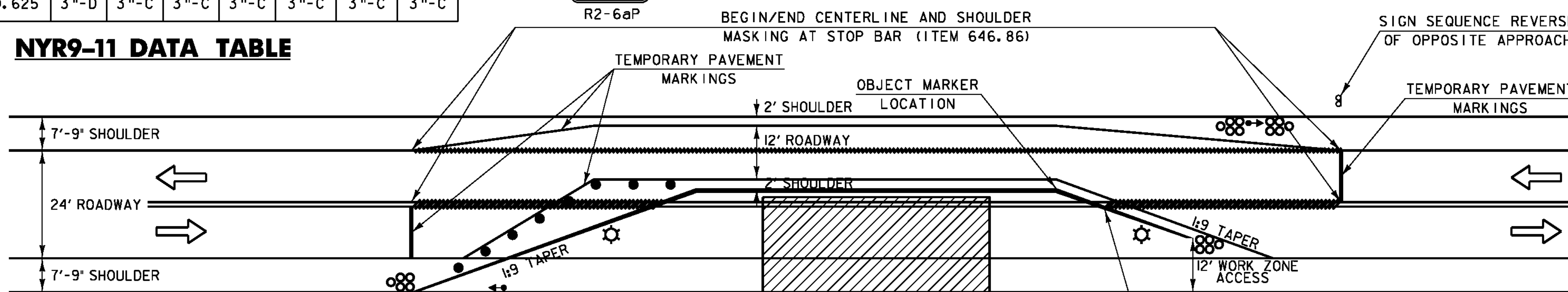
1. THE EXISTING ROUTE 2 SPEED LIMIT IS 40 MPH. THE SPEED LIMIT WILL BE REDUCED TO 30 MPH IN THE WORK ZONE FOR THIS PROJECT. ANY EXISTING SPEED LIMIT SIGNS WITHIN THE SPEED REDUCTION AREA SHALL BE COMPLETELY COVERED.
2. SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS.
3. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS" BOOK (SHS) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
4. SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) TYPE VII, VIII OR IX REQUIREMENTS, UNLESS OTHERWISE NOTED.
5. ROLL UP SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING ASTM TYPE VI.
6. SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
7. FIXED SIGNS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE EDGE OF PAVEMENT. THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT OR FOUR FEET OUTSIDE GUARDRAIL.
8. PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND AT ONE FOOT MINIMUM ABOVE TRAVELED WAY. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
9. WHERE SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 COMPLIANT. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POST(S). WHEN ANCHORS ARE INSTALLED, STUBS SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
10. THE CONTRACTOR SHALL HAVE SIGNS FOR CLOSURE OF RIGHT AND LEFT LANES ON PROJECT BEFORE WORK COMMENCES.
11. THE NUMBER OF CHANNELIZING DEVICES, TYPE III BARRICADE AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED IS TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE, ETC.) PER THE MUTCD. WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES. MAXIMUM BARREL SPACING FOR 30 MPH SHOULD BE 35 FT IN THE TAPER AND 70 FT IN THE WORK ZONE (SEE STD. DWG. E-103).
12. THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED AT THE DISCRETION OF THE ENGINEER AND SHALL BE PAID FOR UNDER ITEM 641.5. "PORTABLE CHANGEABLE MESSAGE SIGN". THE PCMS SHALL BE USED IN ACCORDANCE WITH SECTION 6F.60 OF THE MUTCD. THE PCMS SHALL READ "SIGNAL AHEAD, PREPARE TO STOP" OR "FLAGGERS AHEAD, PREPARE TO STOP".
13. THE MINIMUM WIDTH BETWEEN CHANNELIZATION DEVICES SHALL BE 14 FEET FOR 2-PHASE SETUPS.
14. THE MINIMUM WIDTH BETWEEN CHANNELIZATION DEVICES SHALL BE 12 FEET FOR 3-PHASE SETUPS.
15. EQUIPMENT MAY REMAIN ON THE BRIDGE DURING NON-WORK HOURS IN CONJUNCTION WITH 2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE TRAFFIC CONTROL SIGNALS AND TEMPORARY CONCRETE TRAFFIC BARRIER* IF STORED BEHIND THE CONCRETE BARRIER, OR IN CONJUNCTION WITH 2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE TRAFFIC CONTROL SIGNALS FOR SHORT DURATION* (SEE TRAFFIC CONTROL SHEET 2) IF THE EQUIPMENT IS STORED AGAINST THE CONCRETE BARRIER CURB AND REMAINS OUTSIDE OF THE CLEAR ZONE FOR 30 MPH TRAFFIC (SEE CURRENT EDITION OF THE AASHTO ROADSIDE DESIGN GUIDE). IF NEITHER SCENARIO IS ATTAINABLE DURING NON-WORK HOURS, ALL EQUIPMENT SHALL BE MOVED TO A LOCATION OFF THE BRIDGE APPROVED BY THE ENGINEER.

(NOTES CONTINUED NEXT SHEET)



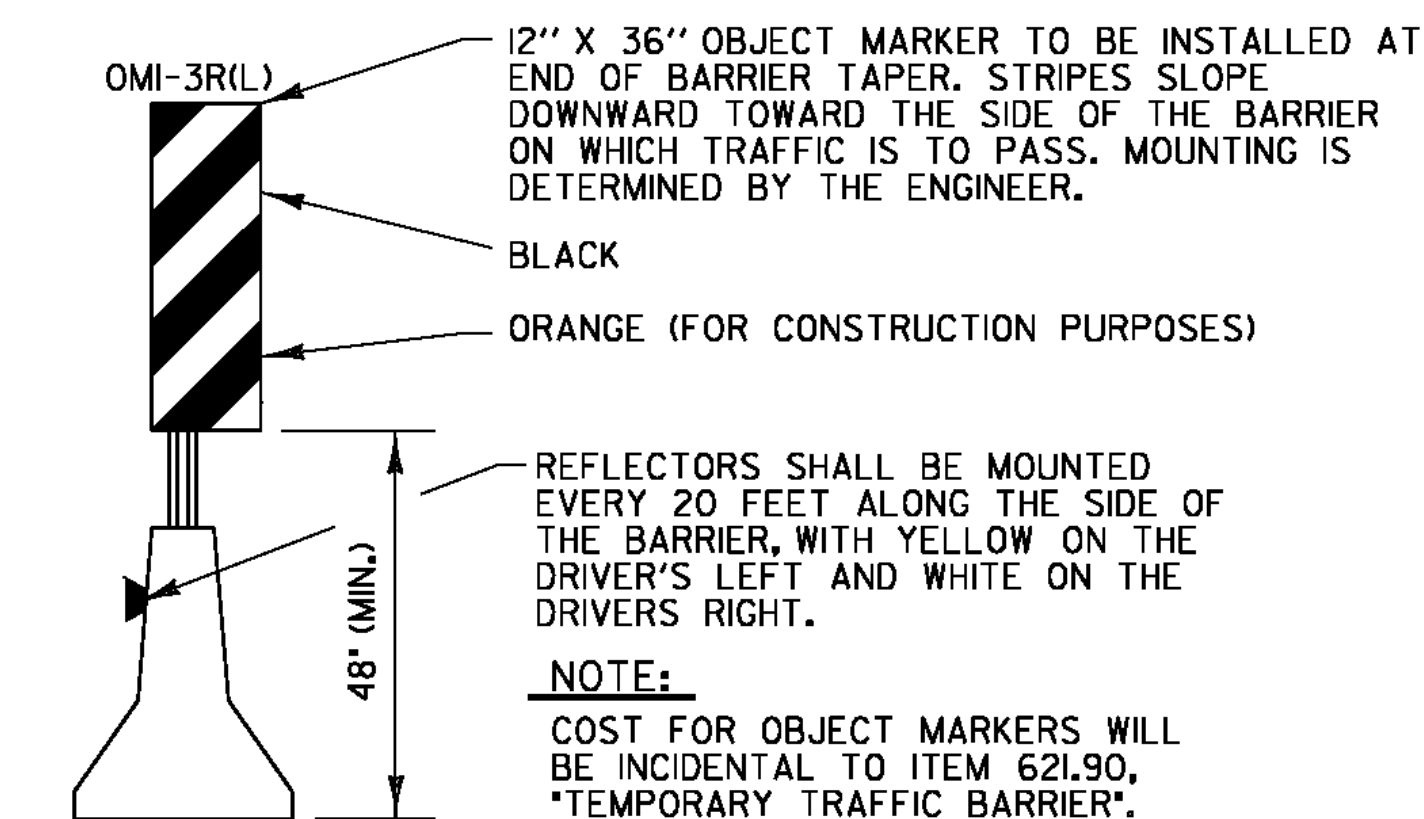
SIZE	MARGIN	BORDER	LINE 1	LINE 2	LINE 3	LINE 4	LINE 5	LINE 6	LINE 7
24" x 42"	0.375	0.625	3"-D	3"-C	3"-C	3"-C	3"-C	3"-C	3"-C

NYR9-11 DATA TABLE



CONCRETE MEDIAN BARRIER NOTES:

1. THE EXISTING TRAVEL LANE WIDTH SHOULD BE MAINTAINED.
2. TEMPORARY TAPE EDGE LINES SHALL BE APPLIED AND SHALL MAINTAIN A ONE FOOT MINIMUM DISTANCE FROM THE BARRIER WITH TWO FEET DESIRABLE.
3. RAISED PAVEMENT MARKERS (RPM'S) SHALL BE OF A TYPE THAT CAN BE EASILY REMOVED AND SHALL BE PLACED TO THE OUTSIDE OF THE TEMPORARY TAPE PAVEMENT MARKINGS. THE RPM'S SHALL BE SPACED AT 20 FEET. THE RPM'S SHALL BE PAID FOR UNDER ITEM 646.75, "RAISED PAVEMENT MARKERS, TYPE II".
4. PROVIDE A 1:9 TAPER RATE AS SHOWN ON PLANS.
5. THE END OF THE BARRIER FACING APPROACHING TRAFFIC SHALL MEET THE FOLLOWING REQUIREMENTS.
 - A. WHEN NO GUARDRAIL IS PRESENT, A 30 FOOT OFFSET SHALL BE USED FROM THE EDGE OF TRAVELED WAY. IF A 30' OFFSET IS NOT ATTAINABLE, THEN AN ENERGY ABSORPTION ATTENUATOR SHALL BE LOCATED AT THE END OF THE BARRIER.
 - B. IF GUARDRAIL IS PRESENT, TEMPORARY CONCRETE TRAFFIC BARRIER SHALL BE CONNECTED TO EXISTING GUARDRAIL (COST INCIDENTAL TO ITEM 621.90, "TEMPORARY TRAFFIC BARRIER"). COSTS FOR DISMANTLING BARRIER CONNECTION AND RESTORING EXISTING BARRIER TO ORIGINAL CONFIGURATION SHALL BE INCIDENTAL TO ITEM 621.90, "TEMPORARY TRAFFIC BARRIER". PLANNED CONNECTION METHOD SHALL BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
6. THE QUANTITIES INCLUDE EIGHT ENERGY ABSORPTION ATTENUATORS PER EACH ITEM 900.620, "TEMPORARY TRAFFIC SYSTEM, PORTABLE", AND ONE BACKUP ATTENUATOR FOR THE PROJECT TO BE USED THE EVENT AN IN-SERVICE ATTENUATOR IS DAMAGED AND NEEDS TO BE REPLACED. THE COST FOR THE ATTENUATORS AND TO MOVE ATTENUATORS FOR SHIFTING LANE CLOSURES SHALL BE PAID FOR AS ITEM 621.56, "ENERGY ABSORPTION ATTENUATOR". THE COST FOR ENERGY ABSORPTION ATTENUATORS USED FOR ANY OTHER TRAFFIC CONTROL SETUP SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
7. ALL EQUIPMENT SHALL BE PARKED BEHIND TEMPORARY CONCRETE TRAFFIC BARRIERS AT NIGHT AND ON WEEKENDS WHEN NOT IN USE, REMOVED FROM THE WORK ZONE, OR STORED IN ACCORDANCE WITH TRAFFIC CONTROL NOTE 15 (THIS SHEET).



LEGEND

- ➔ FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM
- ⚙ LIGHTING (INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL")
- ▨ WORK AREA
- ⊠ TRUCK/TRAILER MOUNTED ATTENUATOR (ITEM 608.45)
- ⊙ ENERGY ABSORPTION ATTENUATOR (ITEM 621.56)
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN (ITEM 641.5) (SEE NOTE 12)
- ➔ TEMPORARY PORTABLE TRAFFIC CONTROL SIGNAL (SEE NOTES NEXT SHEET)

PROJECT NAME: ALBURGH - ROUSES POINT

PROJECT NUMBER: BHF MEMB(24)

FILE NAME: sl0b032s.l.dgn

PROJECT LEADER: JPB

DESIGNED BY: JJB/SRB

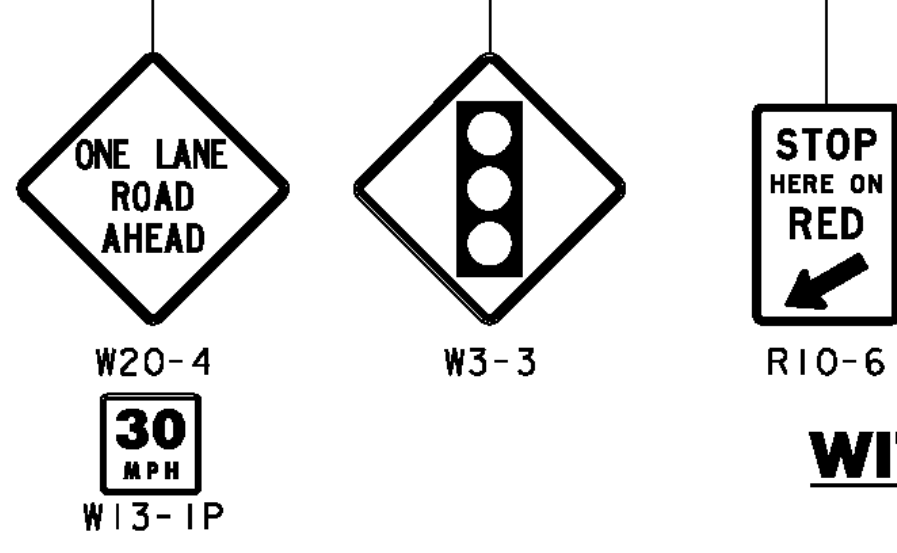
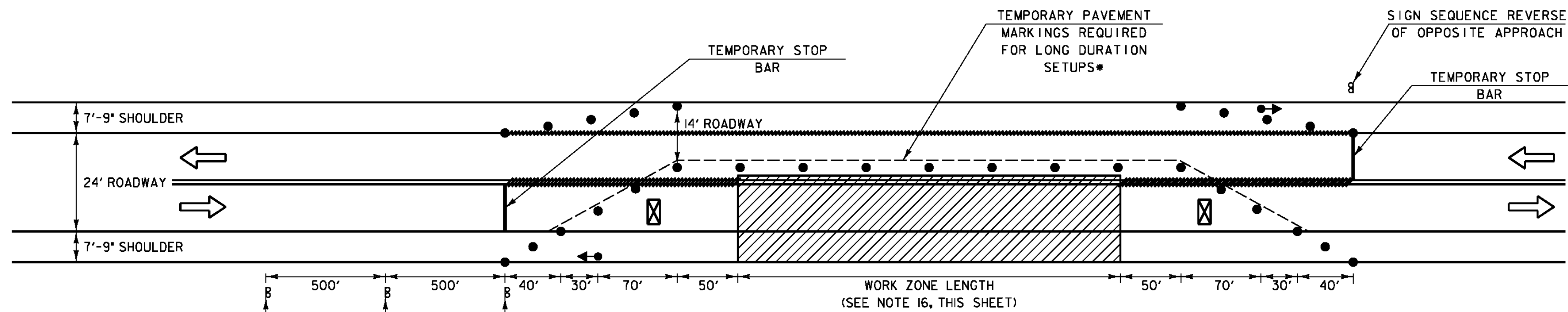
TRAFFIC CONTROL SHEET 1

PLOT DATE: 12/23/2011

DRAWN BY: JJB

CHECKED BY: DH/JJB

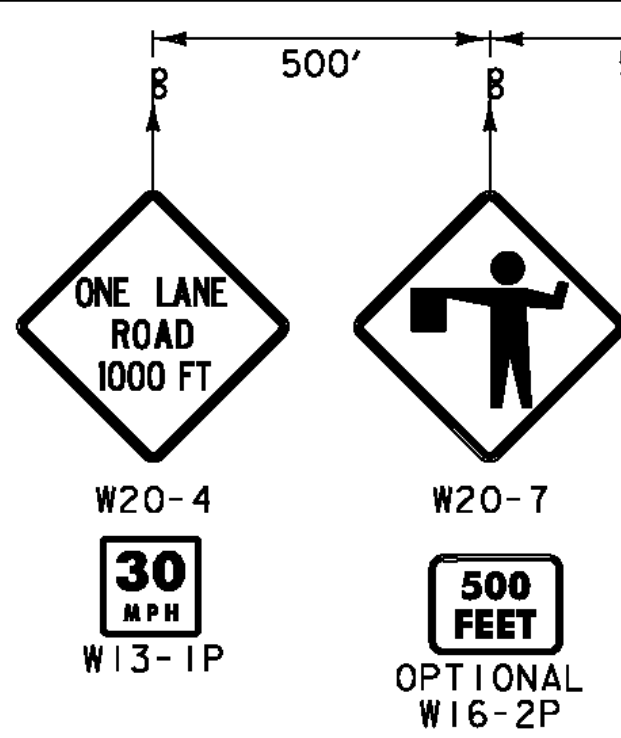
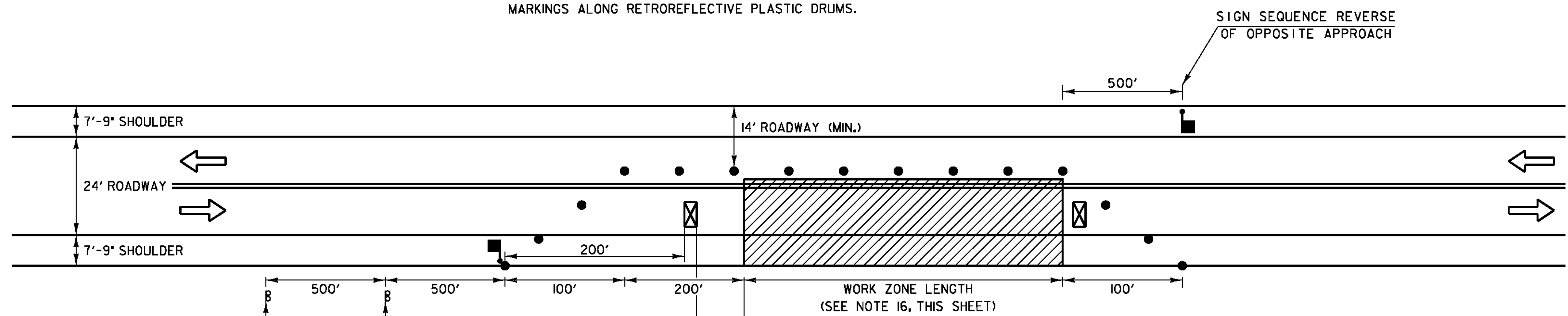
SHEET 5 OF 50



**2-PHASE TRAFFIC CONTROL FOR US ROUTE 2
WITH TEMPORARY PORTABLE TRAFFIC CONTROL SIGNALS
FOR SHORT DURATION ***

NTS

* SHORT DURATION TRAFFIC CONTROL SHALL BE DEFINED AS LESS THAN 5 DAYS. LONG DURATION SETUPS SHALL BE DEFINED AS 5 DAYS OR MORE AND SHALL REQUIRE TEMPORARY PAVEMENT MARKINGS ALONG RETROREFLECTIVE PLASTIC DRUMS.



**2-PHASE TRAFFIC CONTROL FOR US ROUTE 2
WITH DAYTIME ALTERNATING TRAFFIC**

NTS

TEMPORARY PORTABLE SIGNAL NOTES:

1. THE QUANTITIES INCLUDE 5 TEMPORARY TRAFFIC SYSTEMS WITH PORTABLE SIGNALS, 1 FOR EACH JOINT REPLACEMENT, BOTH PHASES. THE COST FOR EACH SYSTEM SHALL BE PAID FOR AS ITEM 900.620, "TEMPORARY TRAFFIC SYSTEM, PORTABLE". THE COST FOR USE OF PORTABLE SIGNALS FOR ANY OTHER TRAFFIC CONTROL SETUP SHALL BE INCIDENTAL TO ITEM 641.0, "TRAFFIC CONTROL".
2. TEMPORARY TRAFFIC CONTROL (TTC) SIGNALS SHALL BE INSTALLED AND OPERATED IN ACCORDANCE WITH THE PROVISIONS OF PART 4 OF THE MUTCD. TTC SIGNALS SHALL MEET THE PHYSICAL DISPLAY AND OPERATIONAL REQUIREMENTS OF CONVENTIONAL TRAFFIC CONTROL SIGNALS. ALL COSTS FOR TTC SIGNALS SHALL BE PAID FOR UNDER ITEM 900.620, "SPECIAL PROVISION (TEMPORARY TRAFFIC SIGNAL SYSTEM, PORTABLE)".
3. TTC SIGNAL TIMING SHALL BE ESTABLISHED BY AUTHORIZED OFFICIALS. DURATIONS OF RED CLEARANCE INTERVALS SHALL BE ADEQUATE TO CLEAR THE ONE-LANE SECTION OF CONFLICTING VEHICLES.
4. WHEN THE TTC SIGNAL IS CHANGED TO FLASHING MODE, EITHER MANUALLY OR AUTOMATICALLY, RED SIGNAL INDICATIONS SHALL BE FLASHED TO BOTH APPROACHES.
5. STOP LINES SHALL BE INSTALLED WITH TTC SIGNALS. EXISTING CONFLICTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS BETWEEN THE ACTIVITY AREA AND THE STOP LINE SHALL BE REMOVED. AFTER THE TTC SIGNAL IS REMOVED, THE STOP LINES AND OTHER TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED AND THE PERMANENT PAVEMENT MARKINGS RESTORED.
6. ADJUSTMENTS IN LOCATION OF THE ADVANCE WARNING SIGNS SHOULD BE MADE AS NEEDED AND AT THE DISCRETION OF THE ENGINEER TO ACCOMMODATE THE HORIZONTAL OR VERTICAL ALIGNMENT OF THE ROADWAY, RECOGNIZING THAT THE DISTANCES SHOWN FOR SIGN SPACINGS ARE MINIMUMS.
7. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

TRAFFIC CONTROL NOTES (CONT.):

16. WORK ZONE LENGTHS:
 - THE 2-PHASE TRAFFIC CONTROL SETUP WORK ZONE LENGTH (THIS SHEET) MAY EXTEND UP TO ONE DECK SECTION, DEFINED AS JOINT TO JOINT (SEE TRAFFIC CONTROL SEQUENCING SHEET 1), SMALLER WORK ZONE LENGTHS SHALL BE ALLOWED WITHIN ONE DECK SECTION.
 - THE 3-PHASE TRAFFIC CONTROL SETUP WORK ZONE LENGTH (TRAFFIC CONTROL SHEET 3) MAY EXTEND UP TO TWO CONSECUTIVE DECK SECTIONS (SEE TRAFFIC CONTROL SEQUENCE SHEETS 1 AND 2). SMALLER WORK ZONE LENGTHS SHALL BE ALLOWED.
17. TRAFFIC CONTROL SETUP COMBINATIONS:

THE 2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE TRAFFIC CONTROL SIGNALS AND TEMPORARY CONCRETE TRAFFIC BARRIER* (TCTB) SHALL BE REQUIRED FOR ALL OPEN DECK WORK (JOINT REMOVAL AND REPLACEMENT AND CLASS III CONCRETE DECK REPAIR - SEE NOTE 18, THIS SHEET). NO OTHER TRAFFIC CONTROL SETUP WILL BE ALLOWED FOR OPEN DECK WORK.

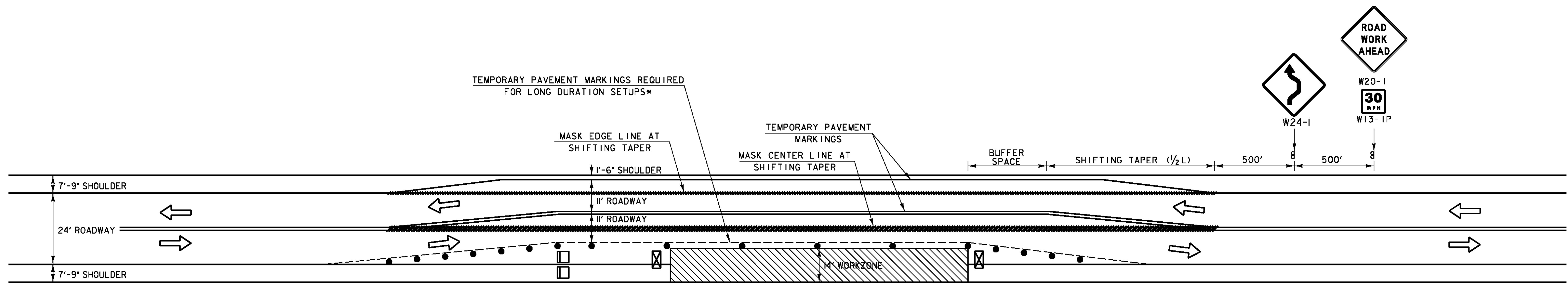
 - A MAXIMUM OF ONE TRAFFIC CONTROL SETUP WITH TCTB (TRAFFIC CONTROL SHEET 1) AND ONE 2-PHASE TRAFFIC CONTROL SETUP (THIS SHEET) EXTENDING ONE FULL DECK SECTION SHALL OPERATE SIMULTANEOUSLY ON THE BRIDGE PROVIDED THE 2-PHASE TRAFFIC CONTROL SETUP IS IMMEDIATELY ADJACENT TO THE TRAFFIC CONTROL SETUP WITH TCTB (SEE TRAFFIC CONTROL SEQUENCE SHEET 1).
 - A MAXIMUM OF ONE TRAFFIC CONTROL SETUP WITH TCTB (TRAFFIC CONTROL SHEET 1) AND ONE 2-PHASE TRAFFIC CONTROL SETUP (THIS SHEET) WITH A WORK ZONE LENGTH OF 200 FEET OR LESS SHALL OPERATE SIMULTANEOUSLY ON THE BRIDGE (EXCEPT AS STATED IN NOTE 18, THIS SHEET) PROVIDED THE SETUPS OPERATE ON ALTERNATE SIDES OF THE BRIDGE WITH A MINIMUM OF ONE DECK SECTION BETWEEN SETUPS.
 - A MAXIMUM OF TWO TRAFFIC CONTROL SETUPS WITH TCTB (TRAFFIC CONTROL SHEET 1) SHALL OPERATE SIMULTANEOUSLY PROVIDED THE SETUPS OPERATE ON ALTERNATE SIDES OF THE BRIDGE WITH A MINIMUM OF ONE DECK SECTION BETWEEN SETUP. A MAXIMUM OF ONE 3-PHASE TRAFFIC CONTROL SETUP EXTENDING A MINIMUM OF ONE DECK SECTION MAY OPERATE SIMULTANEOUSLY WITH THESE TWO SETUPS PROVIDED A MINIMUM OF ONE DECK SECTION OCCURS BETWEEN EACH TRAFFIC CONTROL SETUP (SEE TRAFFIC CONTROL SEQUENCE SHEET 2).
 - A MAXIMUM OF ONE 3-PHASE TRAFFIC CONTROL SETUP (TRAFFIC CONTROL SHEET 3) EXTENDING TWO CONSECUTIVE DECK SECTIONS WILL BE ALLOWED OR A MAXIMUM OF TWO SEPARATE 3-PHASE TRAFFIC CONTROL SETUPS EXTENDING ONE DECK SECTION AND SEPARATED BY AT LEAST ONE OTHER DECK SECTION SHALL OPERATE SIMULTANEOUSLY.
 - A MAXIMUM OF TWO 2-PHASE TRAFFIC CONTROL SETUPS (THIS SHEET) WITH WORK ZONE LENGTHS OF 200 FEET OR LESS SHALL OPERATE SIMULTANEOUSLY PROVIDED THE SETUPS OPERATE ON ALTERNATE SIDES OF THE BRIDGE WITH A MINIMUM OF ONE DECK SECTION BETWEEN SETUPS.
 - MOBILE WORK ZONES THAT PROGRESS CONCURRENTLY IN THE SAME DIRECTION AS WORK IS COMPLETED SHALL OPERATE USING 2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH DAYTIME ALTERNATING TRAFFIC (THIS SHEET) WITH 200 FOOT MAXIMUM WORK ZONE LENGTHS OR 3-PHASE TRAFFIC CONTROL SETUPS FOR US ROUTE 2 FOR SHORT DURATION* (TRAFFIC CONTROL SHEET 3) WITH 300 FOOT MAXIMUM WORK ZONE LENGTHS. THE MOBILE WORK ZONES SHALL BE COORDINATED SUCH THAT THE NUMBER OF JOINTS IN BOTH PAVEMENT AND MEMBRANE ARE MINIMIZED AND MEET THE REQUIREMENTS STATED ABOVE. MOBILE WORK ZONES IN EXCESS OF MAXIMUMS MAY BE USED DURING MEMBRANE AND PAVING OPERATIONS WITH APPROVAL FROM THE ENGINEER.

ALL TRAFFIC CONTROL SETUP COMBINATIONS AS DEFINED ABOVE WERE SPECIFIED TO PREVENT EXCESSIVE TRAFFIC BACKUPS AND EXPEDITE CONSTRUCTION AND MAY BE REQUIRED TO OPERATE UNDER RESTRICTED HOURS AS DEFINED BY THE ENGINEER. COORDINATION BETWEEN SETUPS SHALL BE REQUIRED TO ENSURE SAFETY AND EFFECTIVE TRAFFIC FLOW. THE CONTRACTOR SHALL ALSO BE REQUIRED TO PROVIDE PERSONNEL ON-SITE AT ALL TIMES (24/7) TO MONITOR RETROREFLECTIVE PLASTIC DRUMS FOR ALL 2-PHASE AND 3-PHASE TRAFFIC CONTROL SETUPS. THIS WORK WILL BE PAID FOR UNDER ITEM 630.15, "FLAGGERS".

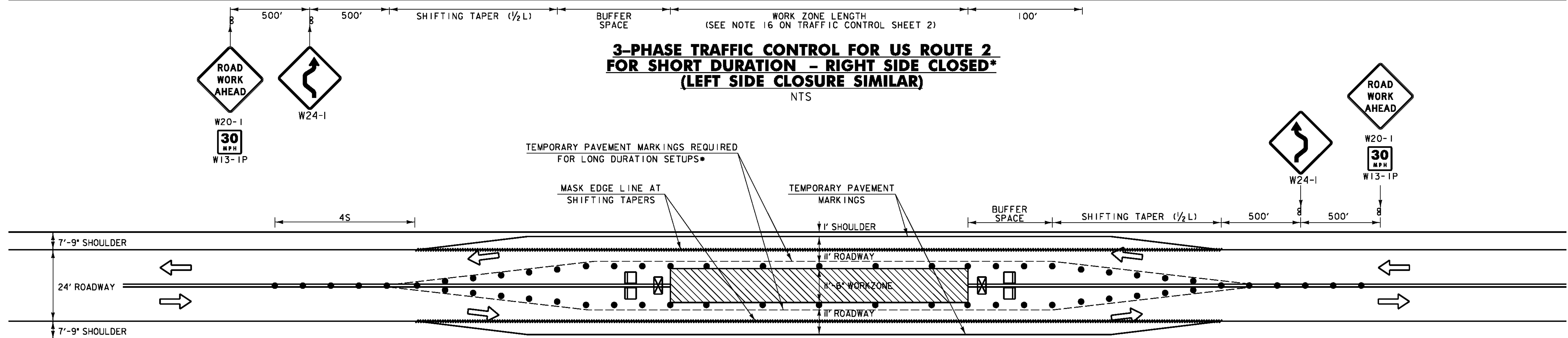
18. TRAFFIC CONTROL FOR CONCRETE DECK REPAIRS:
 - IF IT IS NECESSARY TO KEEP TRAFFIC OFF OF PORTIONS OF THE BRIDGE DURING NON-WORK HOURS FOR OPEN DECK WORK REQUIRING ITEM 580.12, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS III" LOCATED OUTSIDE THE CLEAR ZONE FOR 30 MPH TRAFFIC, 2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE TRAFFIC CONTROL SIGNALS FOR SHORT DURATION* (THIS SHEET) SHALL BE USED PROVIDED THE SUBJECT AREA IS PROPERLY PROTECTED. IF THE SUBJECT AREA IS INSIDE THE CLEAR ZONE, THE CONTRACTOR SHALL USE 2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE TRAFFIC SIGNALS AND TEMPORARY CONCRETE TRAFFIC BARRIER* (SEE TRAFFIC CONTROL SHEET 1) OR 3-PHASE TRAFFIC CONTROL FOR US ROUTE 2 FOR SHORT DURATION* (SEE TRAFFIC CONTROL SHEET 3) WITH CONCRETE BARRIER (RATHER THAN RETROREFLECTIVE PLASTIC DRUMS) IN CONJUNCTION WITH ENERGY ABSORPTION ATTENUATORS AND LIGHTING.
 - IF TRAFFIC CONTROL SETUPS WITH TCTB ARE REQUIRED DURING DECK REPAIRS FOR AREAS OF CURING CONCRETE AND IT RESULTS IN A TRAFFIC CONTROL SETUP COMBINATION THAT DOES NOT MEET THE REQUIREMENTS OF NOTE 17, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
19. TEMPORARY PAVEMENT MARKINGS ASSOCIATED WITH TRAFFIC CONTROL SETUPS CONTAINED ON TRAFFIC CONTROL SHEETS 1 THROUGH 3 SHALL BE ITEM 646.601, "TEMPORARY 4 INCH WHITE LINE, TYPE II TAPE", ITEM 646.611, "TEMPORARY 4 INCH YELLOW LINE, TYPE II TAPE", OR ITEM 646.681, "TEMPORARY 24 INCH STOP BAR, TYPE II TAPE". ALL OTHER TEMPORARY PAVEMENT MARKINGS WILL BE ITEM 646.602, "TEMPORARY 4 INCH WHITE LINE, PAINT", OR ITEM 646.612, "TEMPORARY 4 INCH YELLOW LINE, PAINT", OR AS DIRECTED BY THE ENGINEER.
20. THE VTRANS RESIDENT ENGINEER SHALL COORDINATE WITH THE NYDOT CONSTRUCTION ENGINEER FOR THE PLACEMENT OF AN MUTCD COMPLIANT CONSTRUCTION WARNING SIGN PACKAGE AND FOR THE PLACEMENT OF PORTABLE CHANGEABLE MESSAGE SIGNS WITHIN THE STATE OF NEW YORK. DIG SAFE SHALL BE NOTIFIED PRIOR TO THE INSTALLATION OF ANY SIGNS IN NEW YORK AT TEL. (800) 962-7962.

PROJECT NAME:	ALBURGH - ROUSES POINT		
PROJECT NUMBER:	BHF MEMB(24)		
FILE NAME:	sl0b032+s_2.dgn	PLOT DATE:	12/23/2011
PROJECT LEADER:	JPB	DRAWN BY:	JJB
DESIGNED BY:	JJB/SRB	CHECKED BY:	DH/JJB
TRAFFIC CONTROL SHEET 2		SHEET 6 OF 50	

- LEGEND**
- FLOW OF TRAFFIC
 - RETROREFLECTIVE PLASTIC DRUM
 - LIGHTING (INCIDENTAL TO ITEM 641.0, "TRAFFIC CONTROL")
 - WORK AREA
 - TRUCK/TRAILER MOUNTED ATTENUATOR (ITEM 608.45)
 - PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 12 ON TRAFFIC CONTROL SHEET 1)
 - FLAGGER (ITEM 630.15)
 - TEMPORARY PORTABLE TRAFFIC CONTROL SIGNAL (SEE NOTES THIS SHEET)



**3-PHASE TRAFFIC CONTROL FOR US ROUTE 2
FOR SHORT DURATION - RIGHT SIDE CLOSED*
(LEFT SIDE CLOSURE SIMILAR)**
NTS



**3-PHASE TRAFFIC CONTROL FOR US ROUTE 2
FOR SHORT DURATION* - CENTER CLOSED**
NTS

* FOR THE PURPOSES OF THIS PLAN SHEET, SHORT DURATION TRAFFIC CONTROL SHALL BE DEFINED AS LESS THAN 5 DAYS. LONG DURATION SETUPS SHALL BE DEFINED AS 5 DAYS OR MORE AND SHALL REQUIRE TEMPORARY PAVEMENT MARKINGS ALONG RETROREFLECTIVE PLASTIC DRUMS.

LEGEND

- FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM
- TYPE III BARRICADE
- WORK AREA
- TRUCK/TRAILOR MOUNTED ATTENUATOR (ITEM 608.45)
- PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 12 ON TRAFFIC CONTROL SHEET 1)

POSTED SPEED (MPH)	TAPER LENGTHS (FT)		TANGENT W=12 FT (L/2)	BARRIER FLARE RATE (MINIMUM)	MINIMUM BUFFER SPACE LENGTH (FT)	MAXIMUM CHANNELIZING DEVICE SPACING (FT)	
	SHOULDER W=8 FT (L/3)	MERGING 12 FT LANE (L)				TAPER (S)	TANGENT (2S)
25	28	130	65	1:9	155	25	50
30	40	180	90	1:9	200	30	60
35	55	250	125	1:9	250	35	70
40	72	310	155	1:9	305	40	80
45	120	540	270	1:9	360	45	90

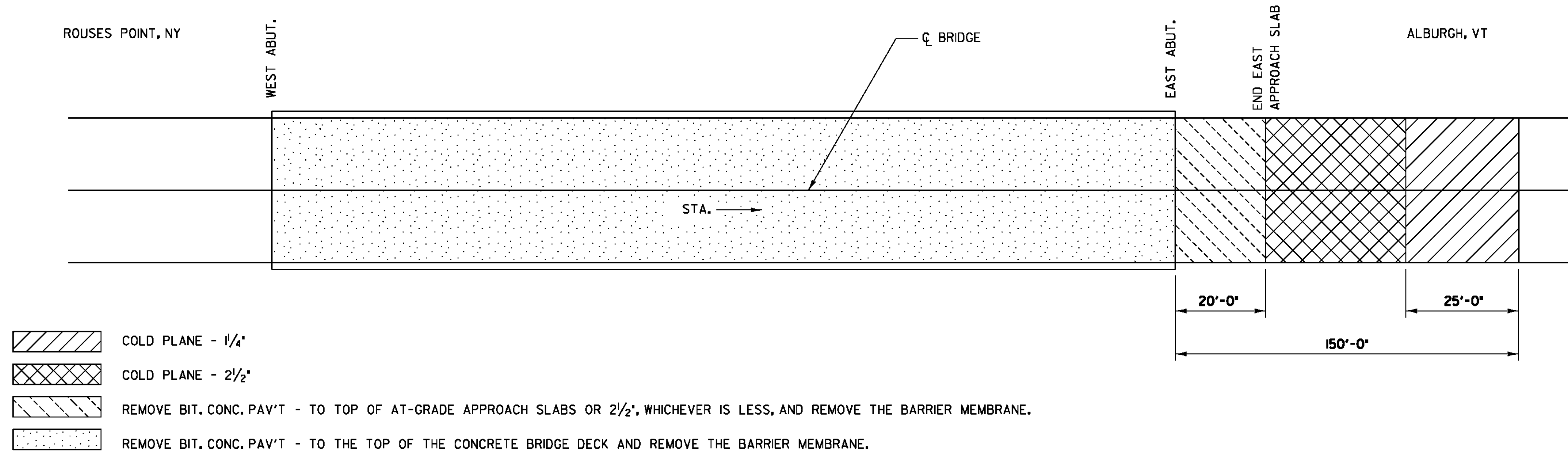
TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATION:
 $L = WS$ FOR POSTED SPEEDS OF 45 MPH OR GREATER
 $L = WS^2/60$ FOR POSTED SPEEDS OF 40 MPH OR LESS
 L = MINIMUM LENGTH OF TAPER
 W = WIDTH OF OFFSET IN FEET (TYPICAL)
 S = POSTED SPEED IN MPH

NOTE: SEE SHEET 8 FOR 3-PHASE TRAFFIC CONTROL SECTIONS.

PROJECT NAME: ALBURGH - ROUSES POINT
 PROJECT NUMBER: BHF MEMB(24)
 FILE NAME: sl0b032+s_3.dgn
 PROJECT LEADER: JPB
 DESIGNED BY: JJB/SRB
 PLOT DATE: 12/23/2011
 DRAWN BY: JJB
 CHECKED BY: DH/JJB
TRAFFIC CONTROL SHEET 3
 SHEET 7 OF 50

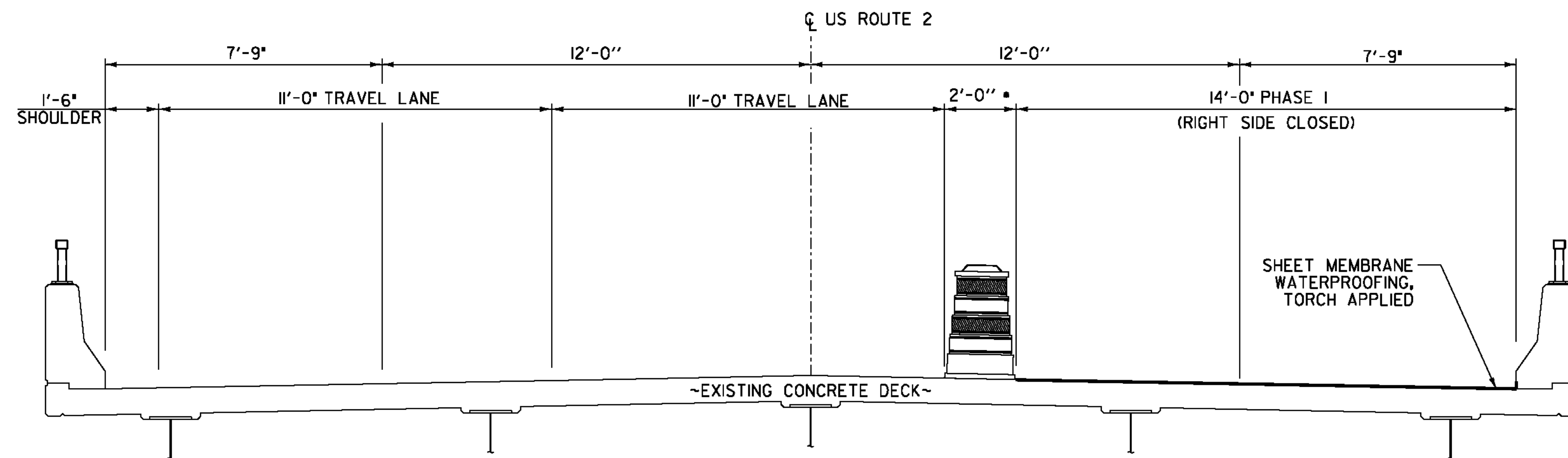
NOTE:

1. COLD PLANING WILL BE PAID FOR UNDER ITEM 210.10 EXCEPT AS OTHERWISE SPECIFIED IN NOTE 26 ON SHEET 2.
2. REMOVAL OF THE BIT. CONC. PAV'T. ON THE BRIDGE WILL BE PAID FOR UNDER ITEM 529.10.
3. REMOVAL OF THE BARRIER MEMBRANE WILL BE PAID FOR UNDER ITEM 580.16.



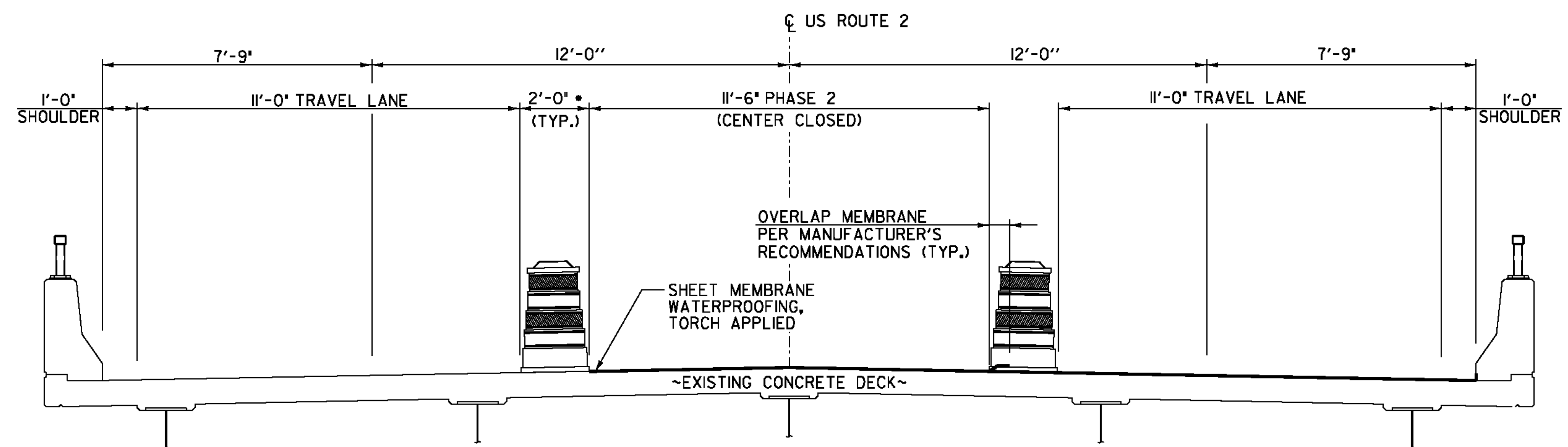
BITUMINOUS CONCRETE REMOVAL & REPLACEMENT PLAN

NOT TO SCALE



3-PHASE TRAFFIC CONTROL FOR US ROUTE 2 FOR SHORT DURATION - RIGHT SIDE CLOSED

(RIGHT LANE CLOSURE SHOWN, LEFT LANE CLOSURE SIMILAR)
NOT TO SCALE



3-PHASE TRAFFIC CONTROL FOR US ROUTE 2 FOR SHORT DURATION - CENTER CLOSED

NOT TO SCALE

- TEMPORARY BARRELS SHALL BE REMOVED AND REPLACED AS NECESSARY TO ACCOMMODATE OVERSIZED VEHICLES AND CONSTRUCTION ACTIVITIES. PAYMENT SHALL BE INCIDENTAL TO ITEM 641.10.

PROJECT NAME: ALBURGH - ROUSES POINT

PROJECT NUMBER: BHF MEMB(24)

FILE NAME: sl0B032removal.dgn

PLOT DATE: 12/23/2011

PROJECT LEADER: JPB

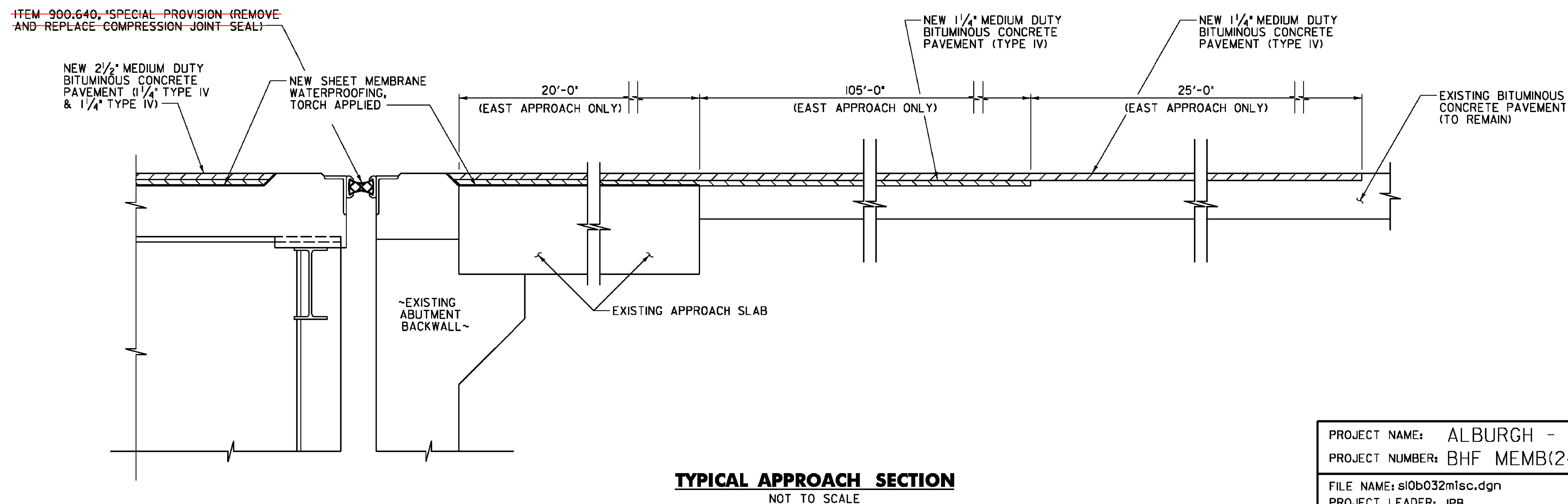
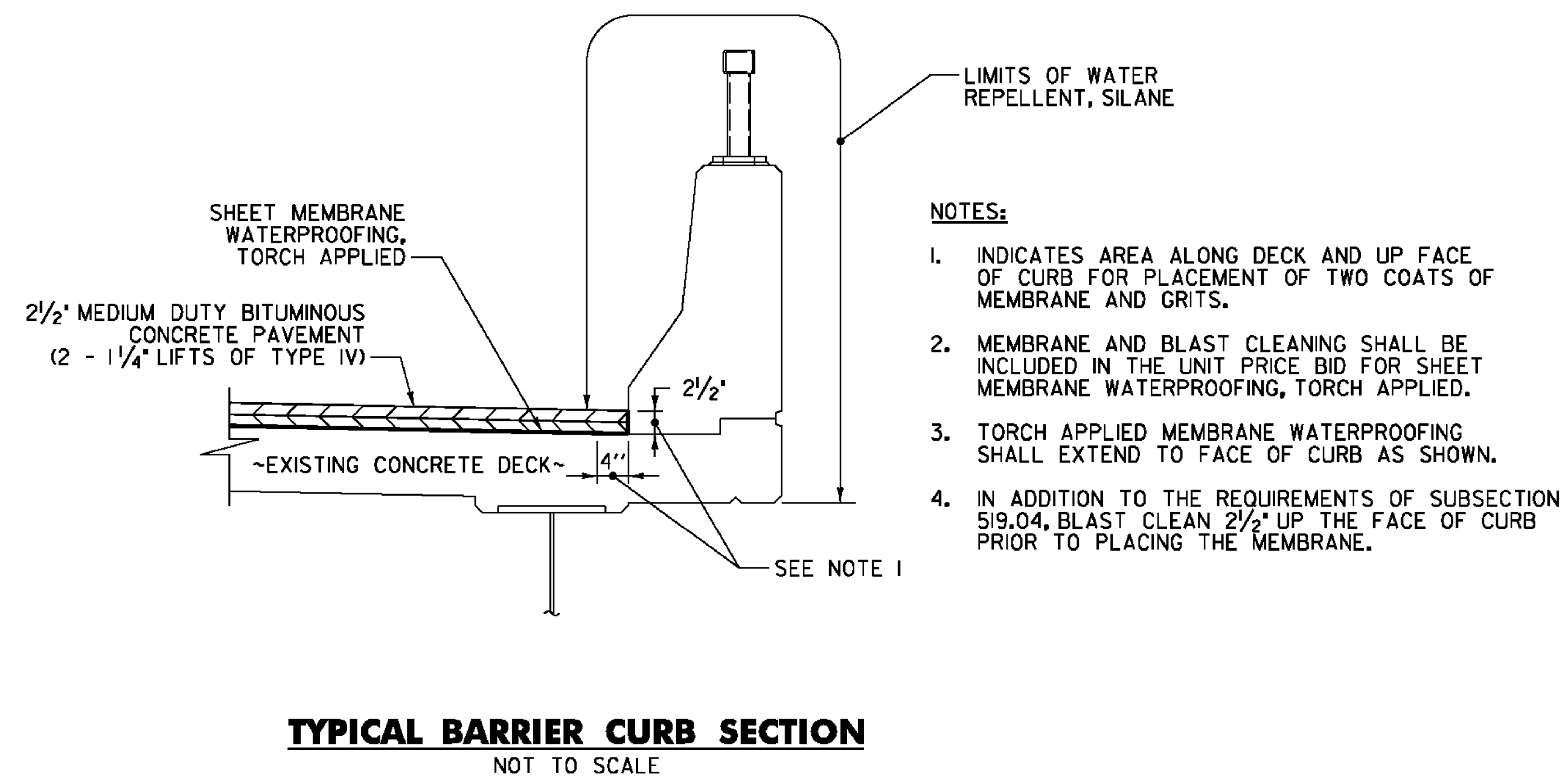
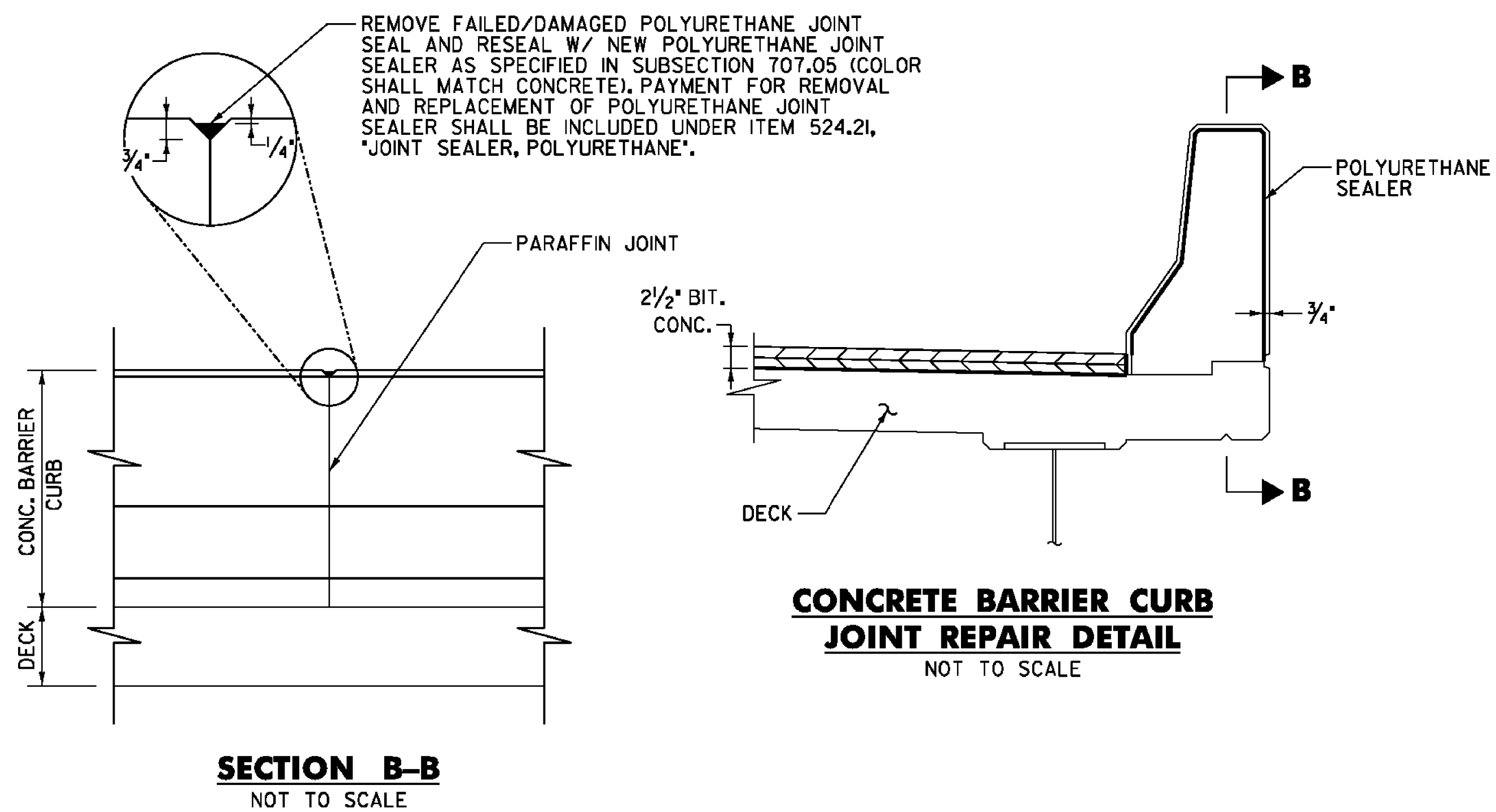
DRAWN BY: MWS

DESIGNED BY: SRB

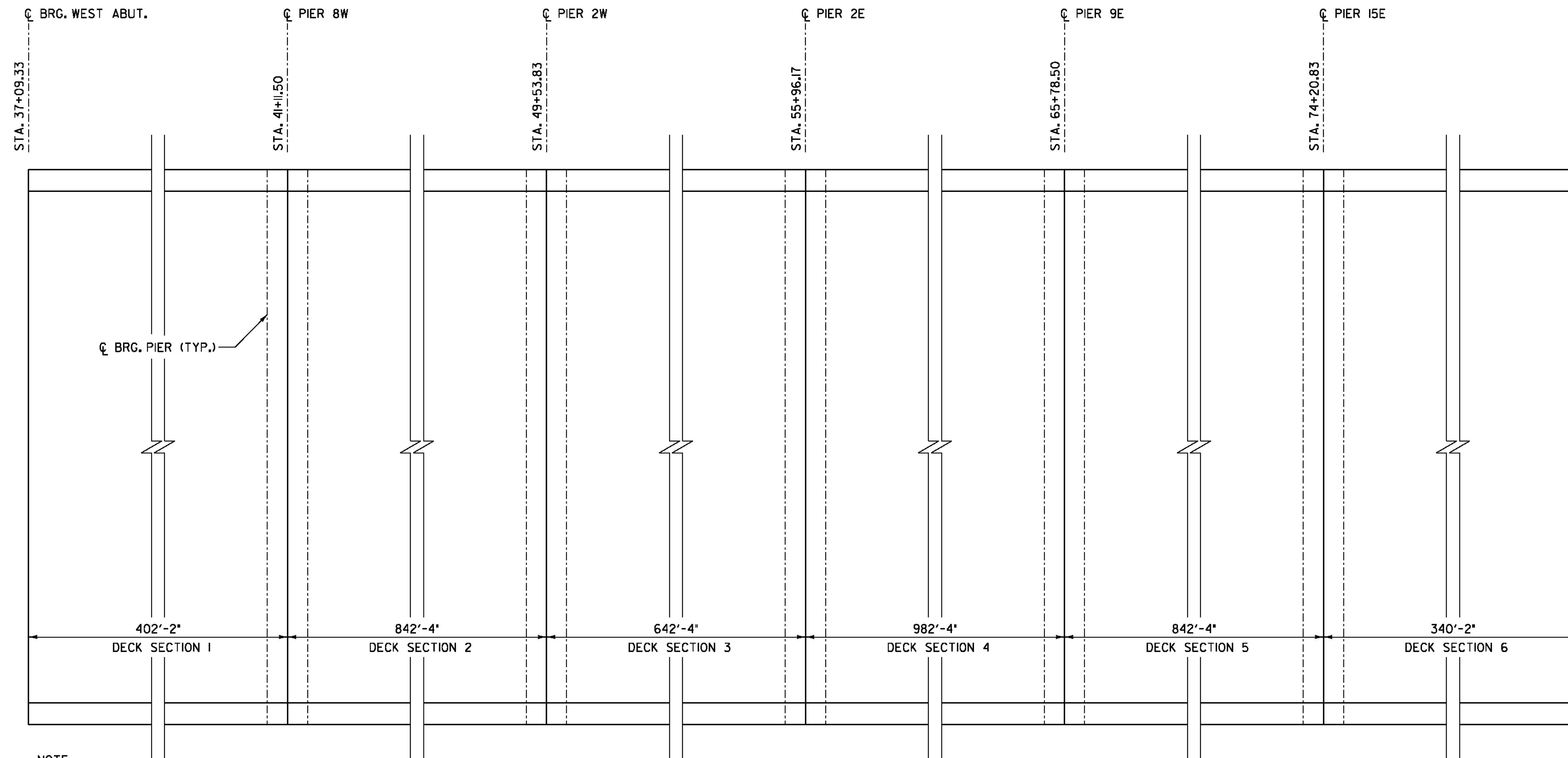
CHECKED BY: JPB

BIT. CONC. REMOVAL PLAN & DETAILS

SHEET 8 OF 50



PROJECT NAME: ALBURGH - ROUSES POINT
 PROJECT NUMBER: BHF MEMB(24)
 FILE NAME: s10b032misc.dgn
 PROJECT LEADER: JPB
 DESIGNED BY: SRB
 PLOT DATE: 12/23/2011
 DRAWN BY: MWS
 CHECKED BY: JPB
 MISCELLANEOUS DETAILS
 SHEET 9 OF 50



SUMMARY OF SCOPE OF WORK (S.O.W.)

ABUTMENTS:
REMOVE AND REPLACE NEOPRENE COMPRESSION SEAL.

PIERS 8W, 2W, AND 15E:
REMOVE AND REPLACE 3-SEAL EXPANSION JOINT.

PIERS 2E AND 9E:
REMOVE EXISTING 3-SEAL EXPANSION JOINT AND REPLACE WITH 4-SEAL EXPANSION JOINT.

DECK AND EAST APPROACH SLAB:
REMOVE AND REPLACE EXISTING PAVEMENT AND MEMBRANE.

CONCRETE BARRIER CURB:
- REMOVE AND RESEAL FAILED/ DAMAGED JOINTS.
- APPLY WATER REPELLENT, SILANE.
- ANY WORK REQUIRED AT EACH PIER EXPANSION JOINT.

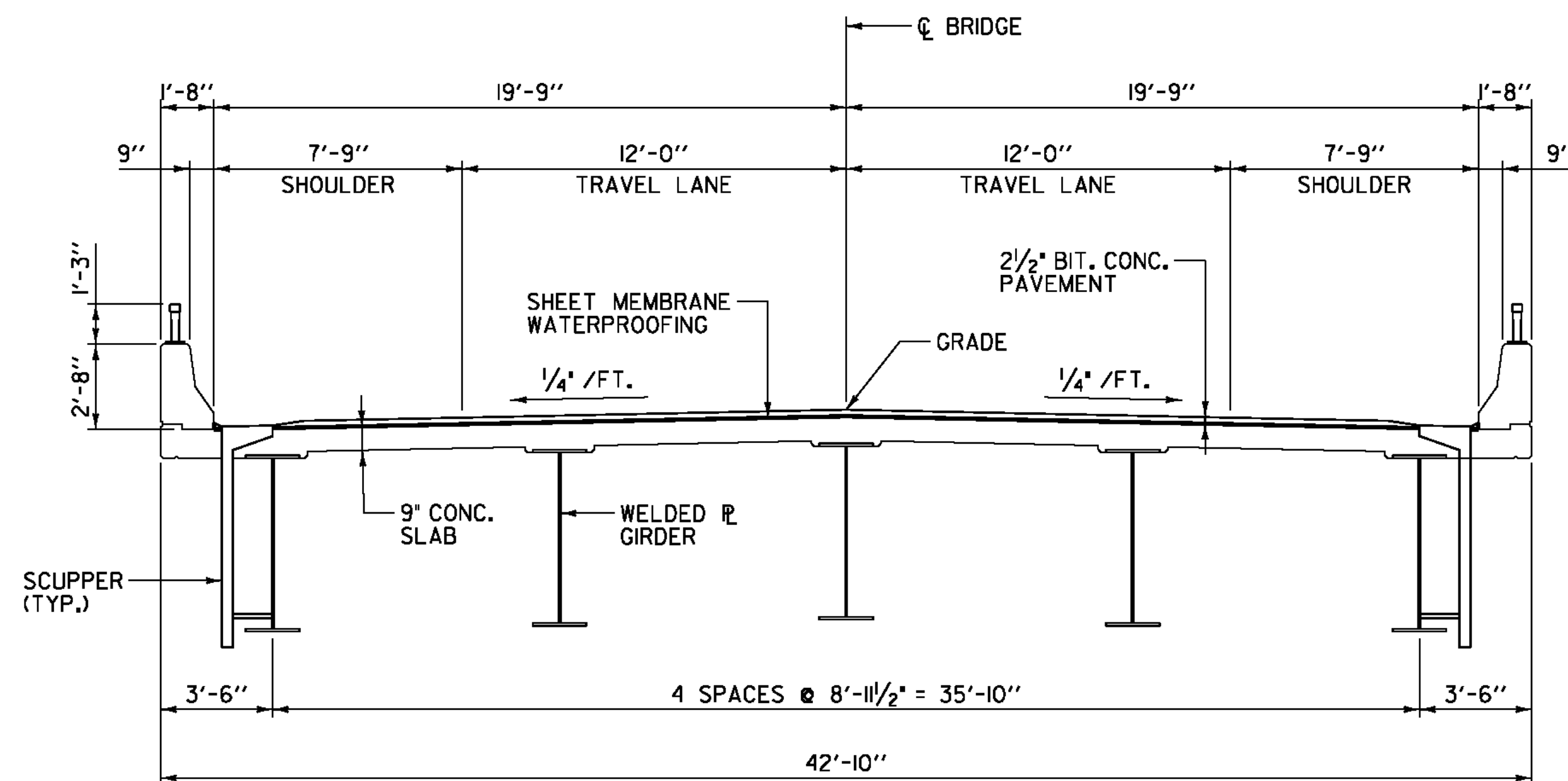
TS 4x30x0.250 BRIDGE RAIL:
REMOVE AND RESET AT EACH PIER EXPANSION JOINT.

NAVIGATIONAL LIGHT WIRE:
REMOVE AND REPLACE FROM CAST IRON BOX STATION 37+25 RT TO CAST IRON BOX AT STATION 49+65 RT.

NAVIGATIONAL LIGHT CONDUIT:
REMOVE AND REPLACE AT EACH PIER EXPANSION JOINT.

- NOTE:
1. STATIONING IS SAME AS IN REFERENCE PLANS.
 2. PLAN IS A LINEAR REPRESENTATION OF BRIDGE. SEE REFERENCE PLANS FOR MORE DETAIL.

PLAN
NOT TO SCALE



EXISTING BRIDGE TYPICAL SECTION

(STA. 37+09.33 TO STA. 77+61.00)
NOT TO SCALE

PROJECT NAME: ALBURGH - ROUSES POINT

PROJECT NUMBER: BHF MEMB(24)

FILE NAME: sl0b03deck_details.dgn

PLOT DATE: 12/23/2011

PROJECT LEADER: JPB

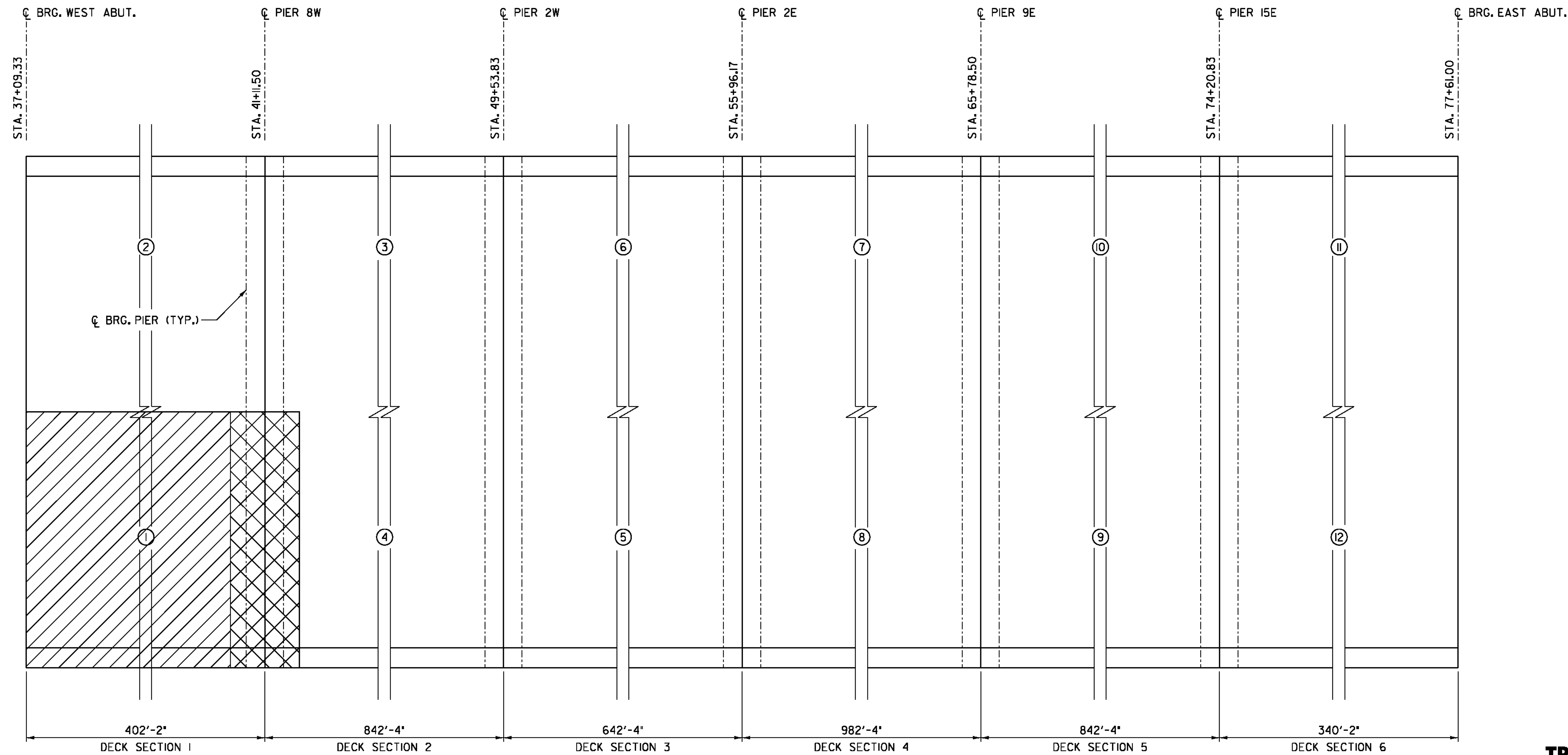
DRAWN BY: MWS

DESIGNED BY: SRB

CHECKED BY: JPB

EXISTING BRIDGE DETAILS AND S.O.W.

SHEET 10 OF 50



NOTE:

1. STATIONING IS SAME AS IN REFERENCE PLANS.
2. PLAN IS A LINEAR REPRESENTATION OF BRIDGE. SEE REFERENCE PLANS FOR MORE DETAIL.

**CONSTRUCTION SEQUENCE
OPTION 1 PLAN**

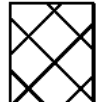
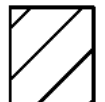

NOT TO SCALE

JOINT REMOVAL AND REPLACEMENT OPERATIONS OCCURRING SIMULTANEOUSLY
WITH DECK REPAIRS AND MEMBRANE AND PAVEMENT OPERATIONS WITH
2-PHASE TRAFFIC CONTROL SETUPS (SEE TRAFFIC CONTROL SHEETS 1 AND 2).

TRAFFIC CONTROL SEQUENCE NOTES

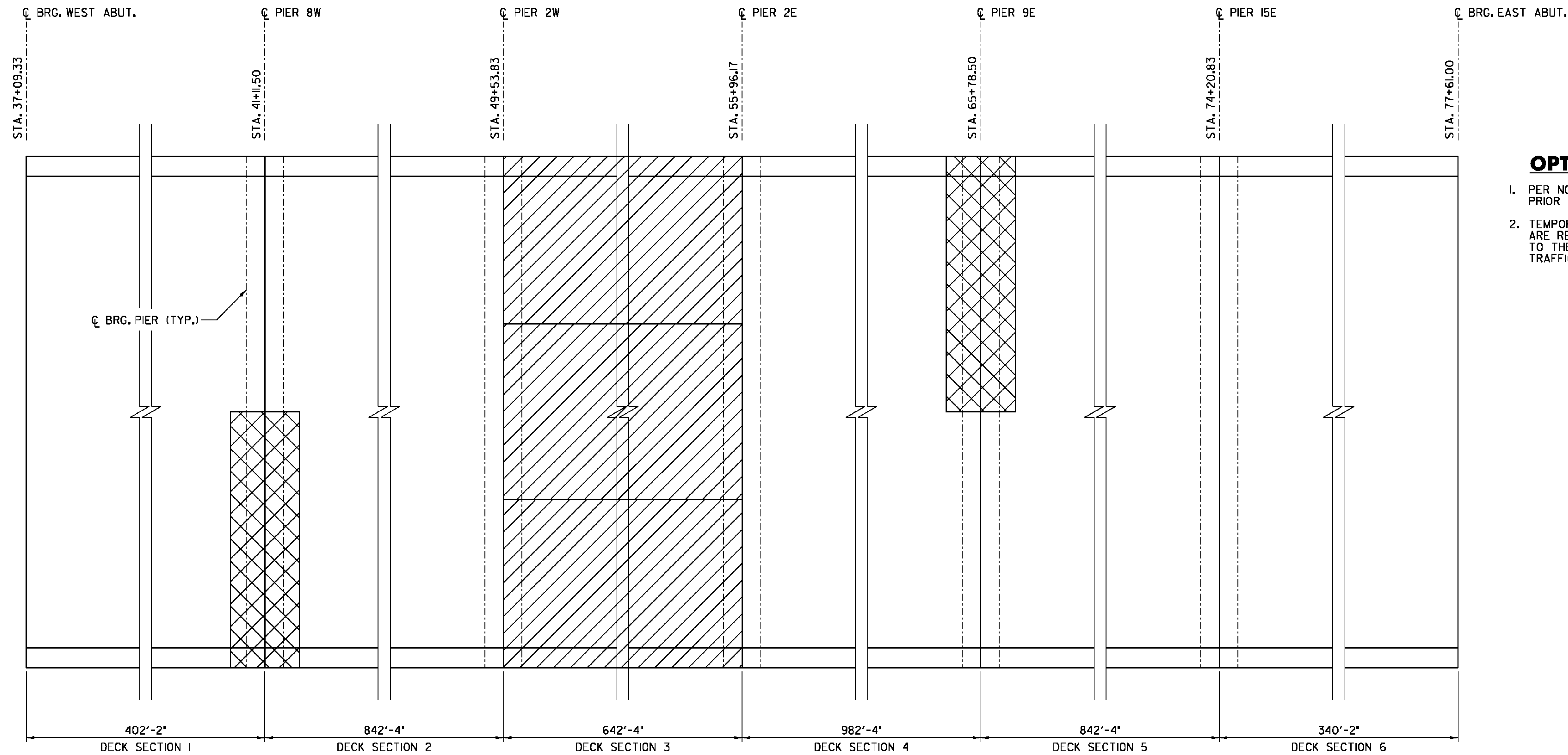
1. TRAFFIC CONTROL SEQUENCE OPTIONS SHOWN ON TRAFFIC CONTROL SEQUENCE SHEETS 1 AND 2 REPRESENT TWO APPROVED TRAFFIC CONTROL SEQUENCES FOR CONSTRUCTION OPERATIONS. TRAFFIC CONTROL PLANS WITH ALTERNATE CONSTRUCTION SEQUENCING MEETING ALL THE REQUIREMENTS DETAILED ON PROJECT NOTES SHEET 2, TRAFFIC CONTROL SHEETS 1, 2, AND 3, AND TRAFFIC CONTROL SEQUENCE SHEETS 1 AND 2 MAY BE SUBMITTED FOR APPROVAL.
2. PER NOTE II ON SHEET 2, PIER EXPANSION JOINTS SHALL BE REPLACED PRIOR TO PERFORMING PAVING OPERATIONS IN ADJACENT DECK SECTIONS.

LEGEND

-  *2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE SIGNALS AND TEMPORARY CONCRETE TRAFFIC BARRIER* FOR JOINT REMOVAL AND REPLACEMENT OPERATIONS.
-  *2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE TRAFFIC CONTROL SIGNALS FOR SHORT DURATION* FOR PAVEMENT AND MEMBRANE REMOVAL, DECK REPAIRS, AND PAVEMENT OPERATIONS.
-  # CONSTRUCTION SEQUENCE

PROJECT NAME: ALBURGH - ROUSES POINT
PROJECT NUMBER: BHF MEMB(24)

FILE NAME: sl0b03deck_details.dgn PLOT DATE: 12/23/2011
PROJECT LEADER: JPB DRAWN BY: MWS
DESIGNED BY: SRB CHECKED BY: JPB
TRAFFIC CONTROL SEQUENCE SHEET 1 SHEET 10A OF 50



OPTION 2 NOTES

1. PER NOTE 11 ON SHEET 2, PIER EXPANSION JOINTS SHALL BE REPLACED PRIOR TO PERFORMING PAVING OPERATIONS IN ADJACENT DECK SECTIONS.
2. TEMPORARY PAVEMENT WEDGES ADJACENT TO PIER EXPANSION JOINTS ARE REQUIRED AFTER PAVEMENT AND MEMBRANE REMOVAL BUT PRIOR TO THE PLACEMENT OF NEW SHEET MEMBRANE AND PAVEMENT WHILE TRAFFIC IS DRIVING ON THE BARE DECK PER NOTE 14 ON SHEET 2.

NOTE:

1. STATIONING IS SAME AS IN REFERENCE PLANS.
2. PLAN IS A LINEAR REPRESENTATION OF BRIDGE. SEE REFERENCE PLANS FOR MORE DETAIL.

CONSTRUCTION SEQUENCE OPTION 2 PLAN

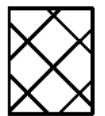
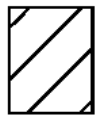
NOT TO SCALE

(SEE TRAFFIC CONTROL SEQUENCE OF OPERATIONS - OPTION 2, THIS SHEET)

TRAFFIC CONTROL SEQUENCE OF OPERATIONS - OPTION 2

1. REMOVE PAVEMENT AND MEMBRANE AND PERFORM DECK REPAIRS IN DECK SECTION 3 (OR 6) ONLY USING 3-PHASE TRAFFIC CONTROL SETUPS (TRAFFIC CONTROL SHEET 3) AND REMOVE AND REPLACE HALF OF PIER EXPANSION JOINTS 8W AND 9E USING TRAFFIC CONTROL SETUPS WITH TCTB (TRAFFIC CONTROL SHEET 1).
2. REMOVE PAVEMENT AND MEMBRANE AND PERFORM DECK REPAIRS IN DECK SECTION 6 (OR 3) ONLY USING 3-PHASE TRAFFIC CONTROL SETUPS (TRAFFIC CONTROL SHEET 3) AND REMOVE AND REPLACE SECOND HALF OF PIER EXPANSION JOINTS 8W AND 9E USING TRAFFIC CONTROL SETUPS WITH TCTB (TRAFFIC CONTROL SHEET 1).
3. REMOVE PAVEMENT AND MEMBRANE AND PERFORM DECK REPAIRS IN DECK SECTION 4 (OR 1) ONLY USING 3-PHASE TRAFFIC CONTROL SETUPS (TRAFFIC CONTROL SHEET 3) AND REMOVE AND REPLACE HALF OF PIER EXPANSION JOINTS 2W AND 15E USING TRAFFIC CONTROL SETUPS WITH TCTB (TRAFFIC CONTROL SHEET 1).
4. REMOVE PAVEMENT AND MEMBRANE AND PERFORM DECK REPAIRS IN DECK SECTION 1 (OR 4) ONLY USING 3-PHASE TRAFFIC CONTROL SETUPS (TRAFFIC CONTROL SHEET 3) AND REMOVE AND REPLACE SECOND HALF OF PIER EXPANSION JOINTS 2W AND 15E USING TRAFFIC CONTROL SETUPS WITH TCTB (TRAFFIC CONTROL SHEET 1).
5. REMOVE PAVEMENT AND MEMBRANE AND PERFORM DECK REPAIRS IN DECK SECTION 2 (OR 5) ONLY USING 3-PHASE TRAFFIC CONTROL SETUPS (TRAFFIC CONTROL SHEET 3) AND REMOVE AND REPLACE HALF OF PIER EXPANSION JOINT 2E USING ONE TRAFFIC CONTROL SETUP WITH TCTB (TRAFFIC CONTROL SHEET 1).
6. REMOVE PAVEMENT AND MEMBRANE AND PERFORM DECK REPAIRS IN DECK SECTION 5 (OR 2) ONLY USING 3-PHASE TRAFFIC CONTROL SETUPS (TRAFFIC CONTROL SHEET 3) AND REMOVE AND REPLACE SECOND HALF OF PIER EXPANSION JOINT 2E USING ONE TRAFFIC CONTROL SETUP WITH TCTB (TRAFFIC CONTROL SHEET 1).
7. CONDUCT MEMBRANE AND PAVING OPERATIONS USING 2-PHASE OR 3-PHASE TRAFFIC CONTROL SETUPS WITH RETROREFLECTIVE PLASTIC DRUMS MEETING THE REQUIREMENTS DEFINED ON TRAFFIC CONTROL SHEETS 2 AND 3.

LEGEND

-  *2-PHASE TRAFFIC CONTROL FOR US ROUTE 2 WITH TEMPORARY PORTABLE SIGNALS AND TEMPORARY CONCRETE TRAFFIC BARRIER* FOR JOINT REMOVAL AND REPLACEMENT OPERATIONS.
-  *3-PHASE TRAFFIC CONTROL FOR US ROUTE 2 FOR SHORT DURATION* FOR PAVEMENT AND MEMBRANE REMOVAL AND DECK REPAIRS.

PROJECT NAME: ALBURGH - ROUSES POINT

PROJECT NUMBER: BHF MEMB(24)

FILE NAME: sl0b03deck_details.dgn

PLOT DATE: 12/23/2011

PROJECT LEADER: JPB

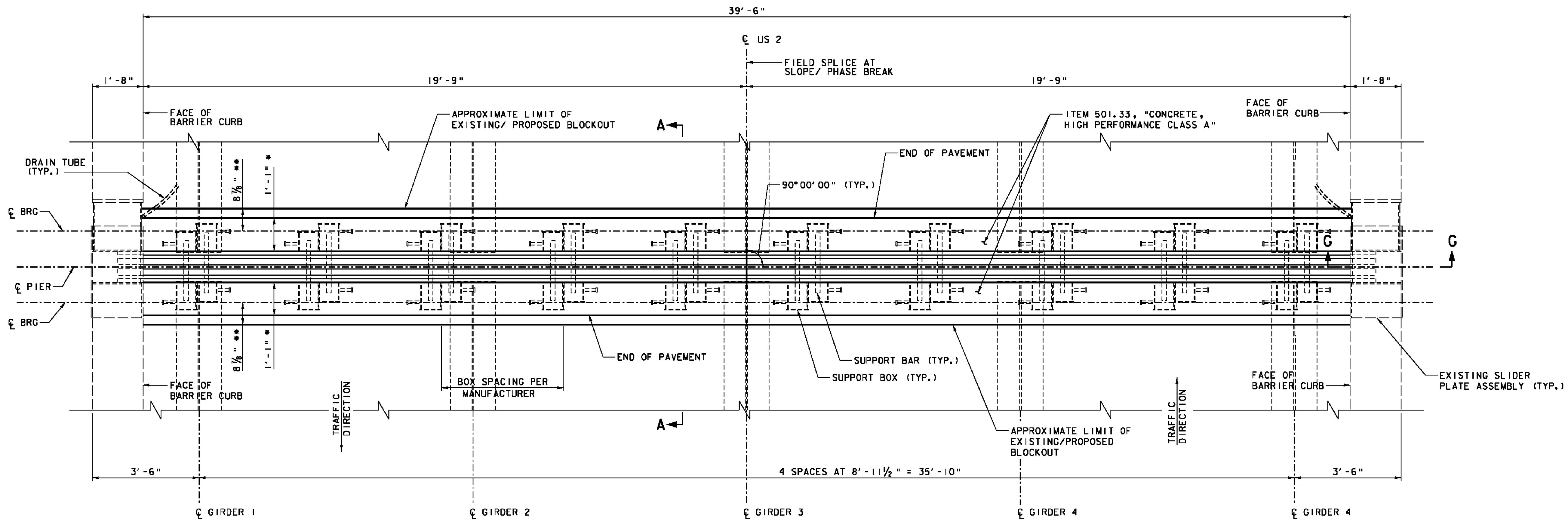
DRAWN BY: MWS

DESIGNED BY: SRB

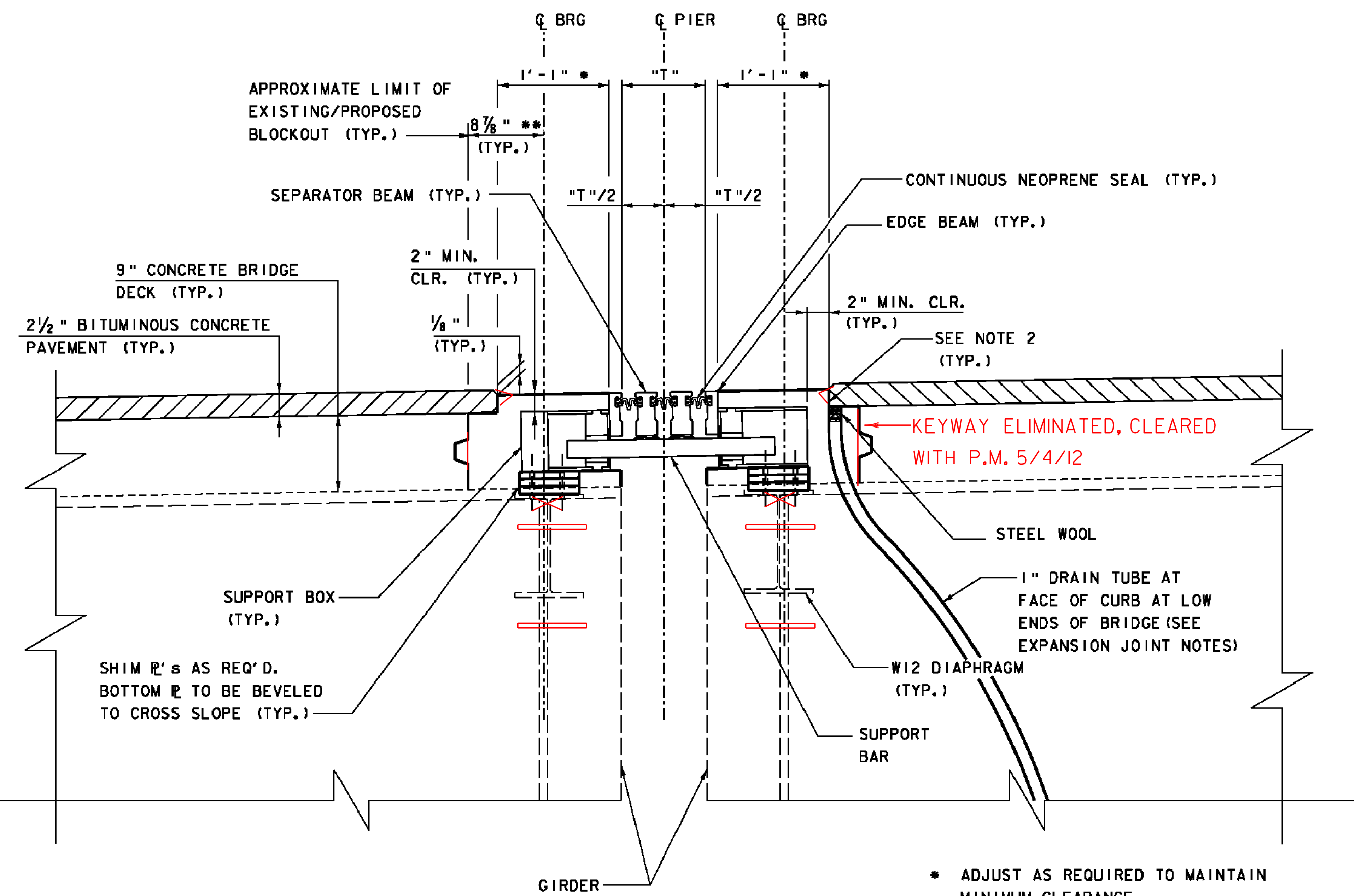
CHECKED BY: JPB

TRAFFIC CONTROL SEQUENCE SHEET 2

SHEET 10B OF 50



3-SEAL EXPANSION JOINT PLAN
 (PIER 2W SHOWN, PIERS 8W AND 15E SIMILAR)
 SCALE: 1/2" = 1'-0"



SECTION A-A
 SCALE: 1" = 1'-0"

- ADJUST AS REQUIRED TO MAINTAIN MINIMUM CLEARANCE
- DIMENSIONS APPROXIMATED FROM EXISTING PLANS

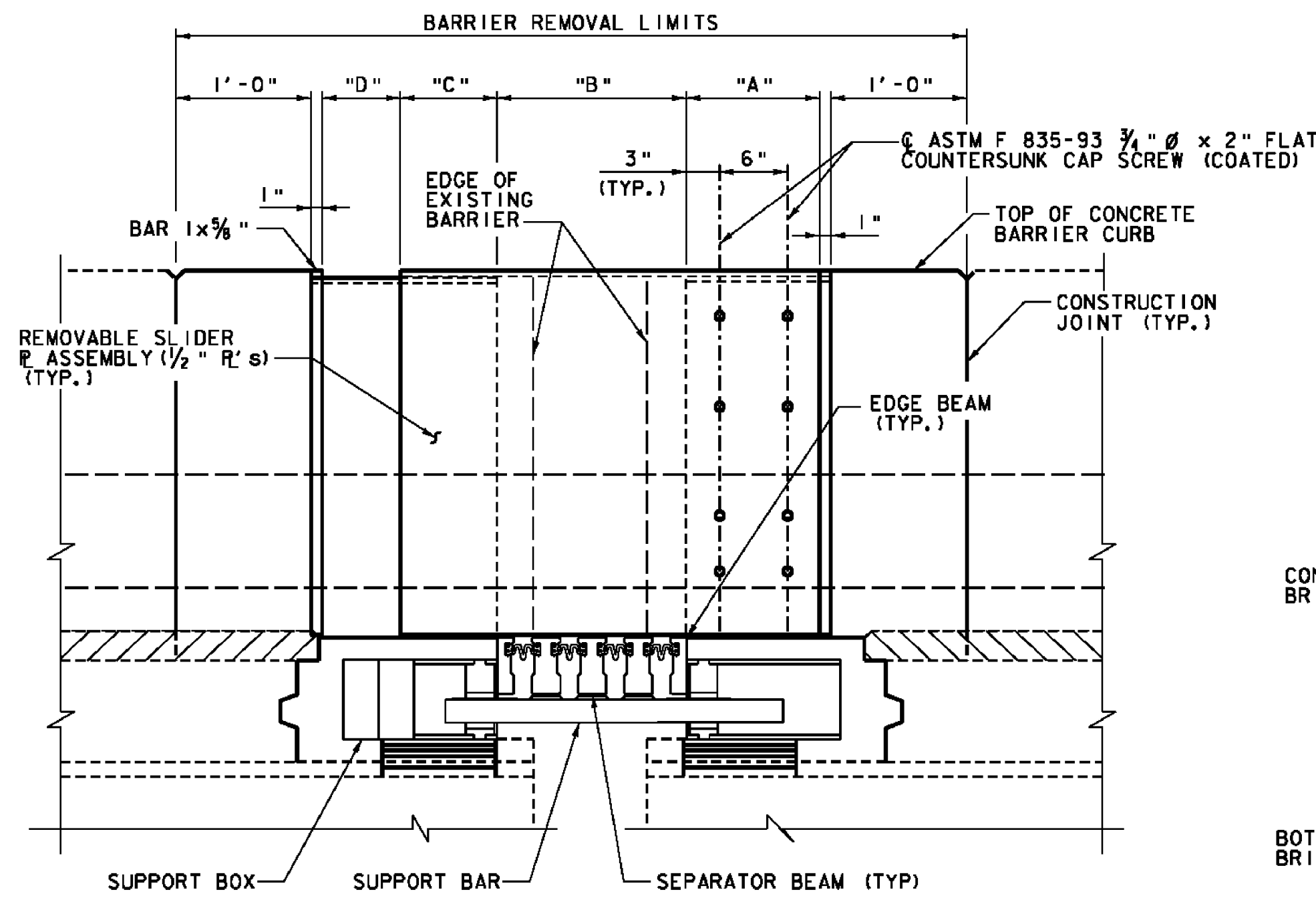
TEMP (F°)	"T" (IN.)		
	PIER 2W	PIER 8W	PIER 15E
-30	13 3/8	14 3/8	14
-15	12 7/8	13 1/2	13 5/8
0	12 5/8	12 1/2	12 3/4
15	11 3/8	11 3/8	11 3/8
30	10 3/8	10 3/8	10 3/8
45	9 3/4	9 3/4	9 3/4
60	9	8 7/8	8 7/8
75	8 5/8	7 7/8	8 5/8
90	7 7/8	7	7 1/4
105	6 7/8	6	6 3/8
120	5 7/8	5 7/8	5 1/2

NOTES:

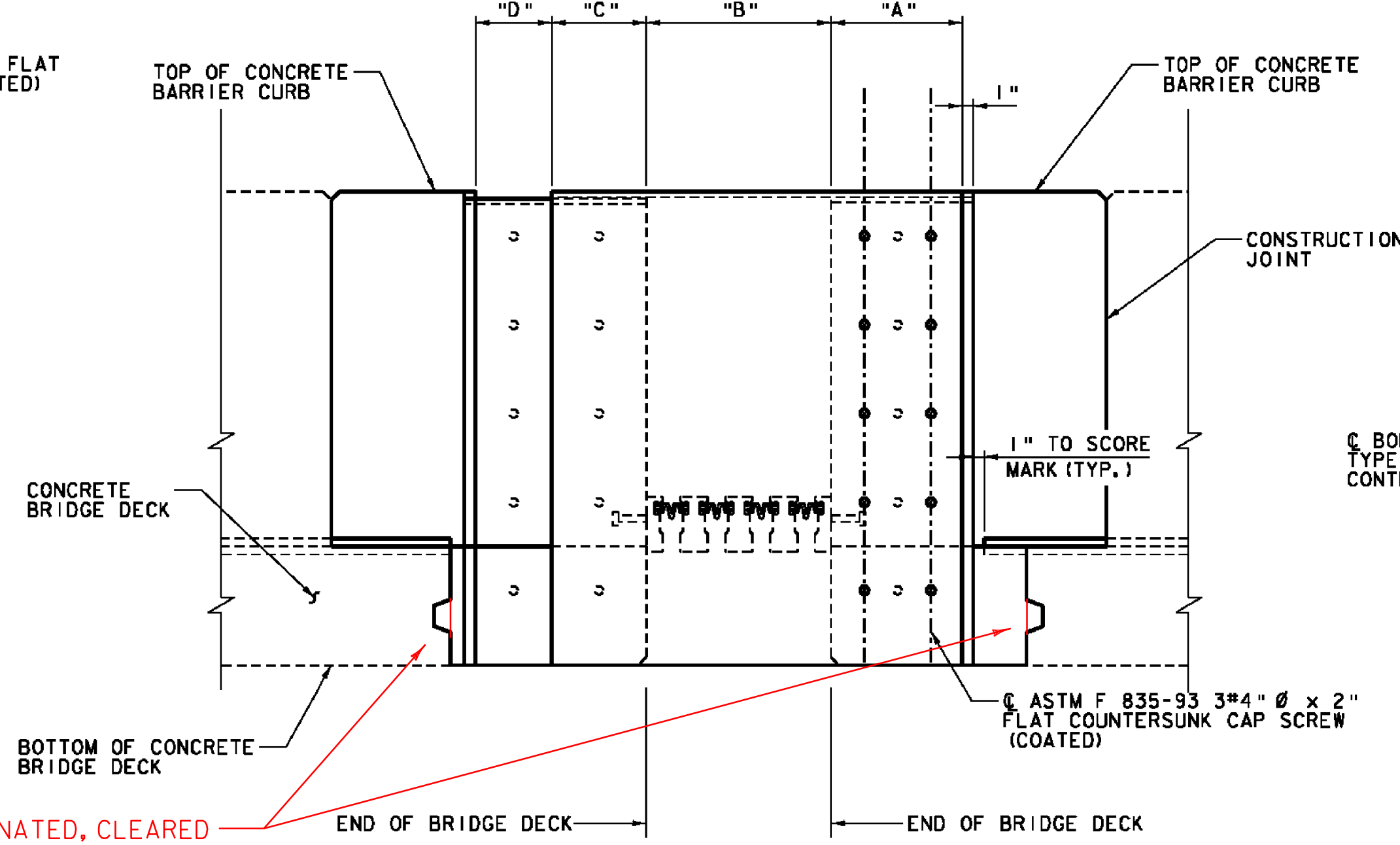
1. FOR SECTION G-G SEE MODULAR JOINT DETAILS SHEET 4 OF 4.
2. EXTEND SHEET MEMBRANE WATERPROOFING, TORCH APPLIED 2" UP BLOCKOUT.
3. SEE MODULAR JOINT DETAILS SHEET 1 OF 4 FOR EXPANSION JOINT NOTES.

PROJECT NAME: ALBURGH - ROUSES POINT
 PROJECT NUMBER: BHF MEMB(24)

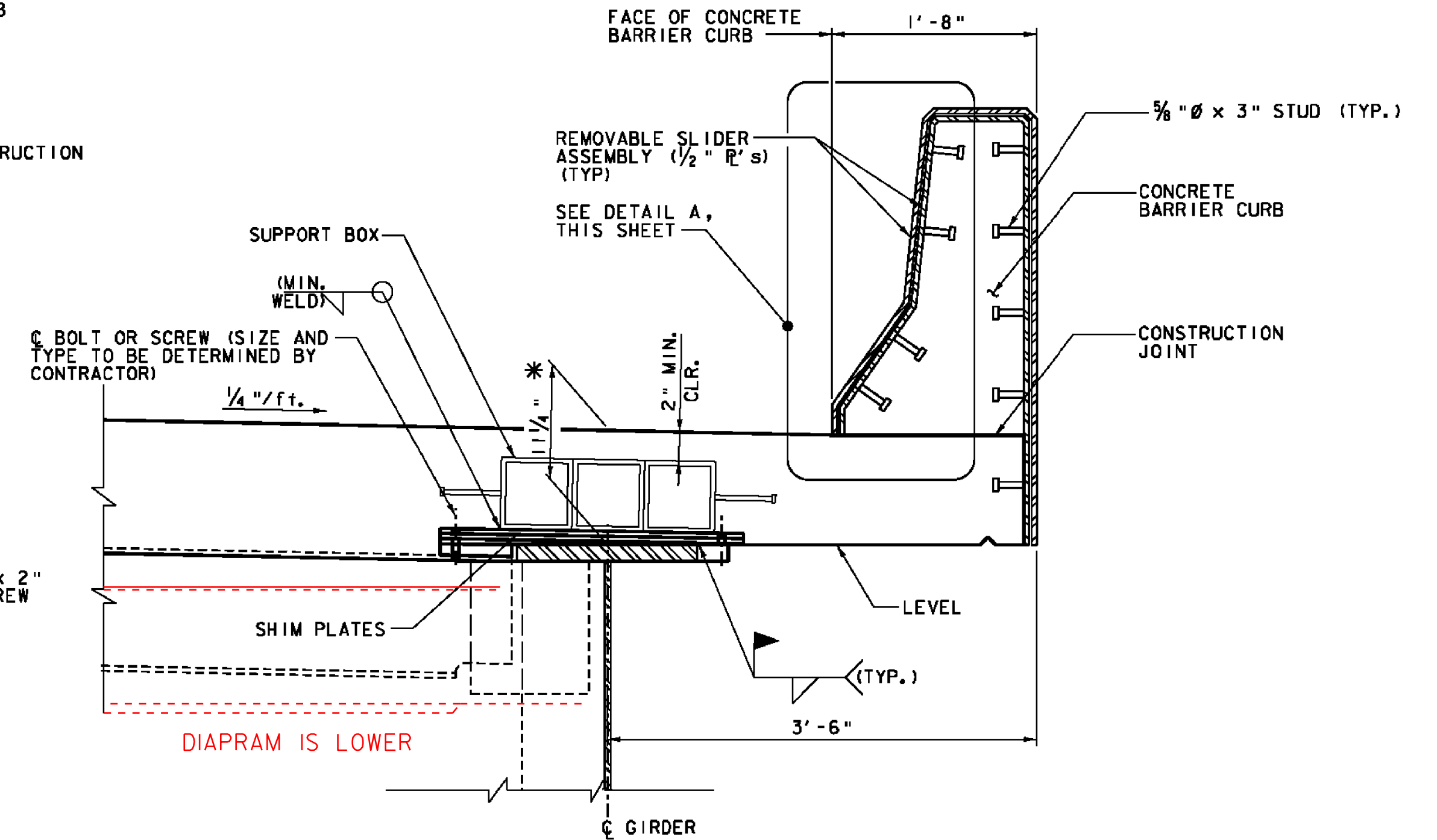
FILE NAME: s10b032jnt3_plan.dgn PLOT DATE: 12/27/2011
 PROJECT LEADER: JPB DRAWN BY: MWS
 DESIGNED BY: JF CHECKED BY: JPB
MODULAR JOINT DETAILS SHEET 2 OF 4 SHEET 12 OF 50



SECTION B-B
(PROFILE GRADE SLOPE NOT SHOWN)



VIEW F-F
(PROFILE GRADE SLOPE NOT SHOWN)



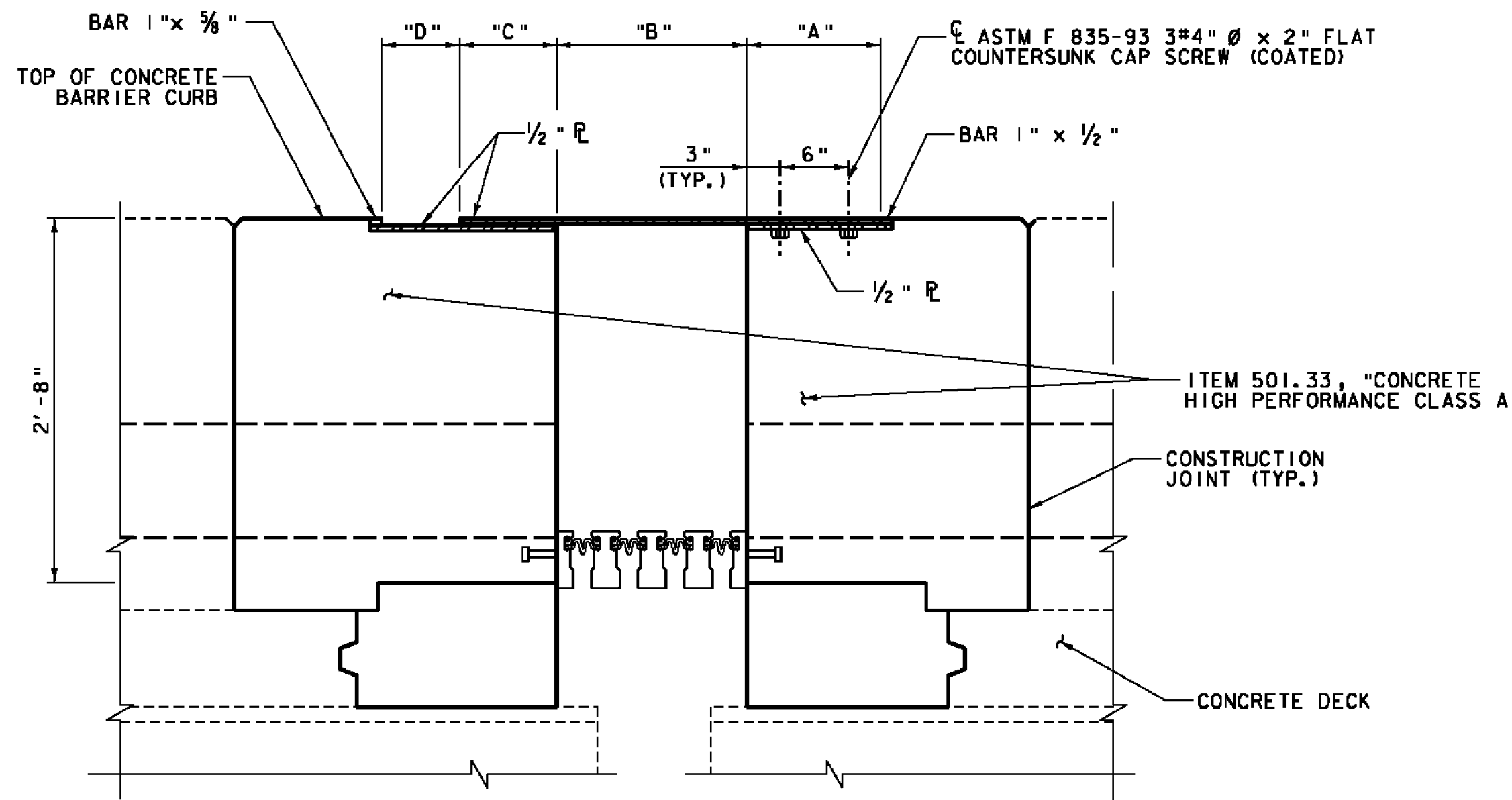
SECTION D-D

PIER	"A"	"B"	"C"	"D"
2E	12"	14 3/4"	6 3/4"	5 3/4"
9E	12"	14 7/8"	6 7/8"	5 7/8"

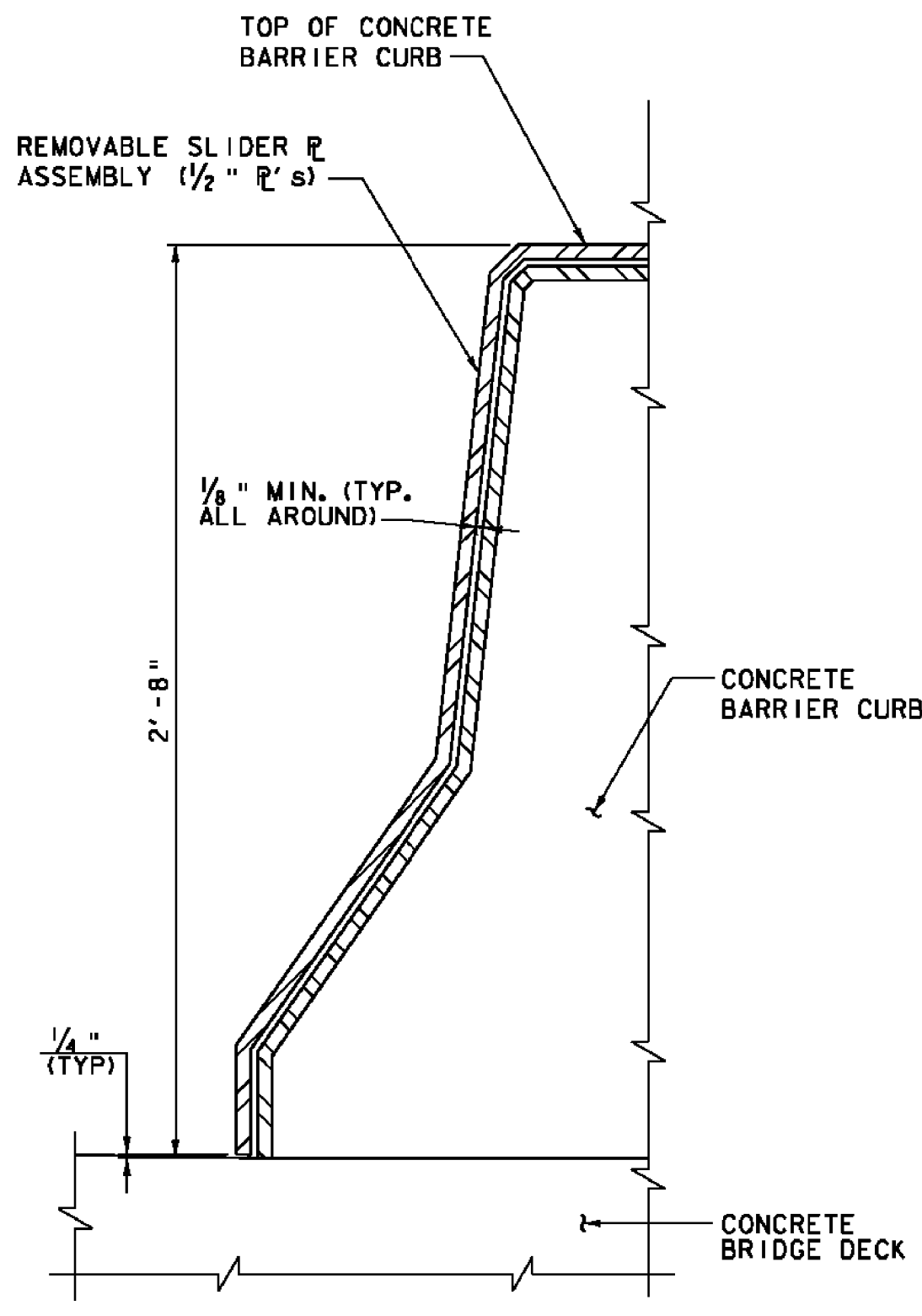
(DIMENSIONS GIVEN AT 45°F)

**4-SEAL EXPANSION JOINT
CONCRETE BARRIER CURB
REMOVAL NOTES:**

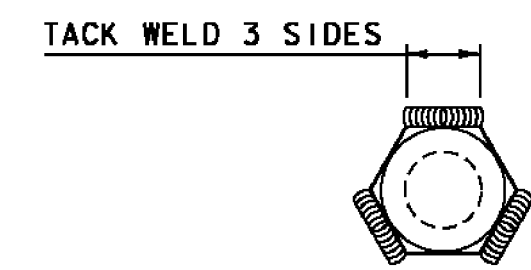
1. REMOVE EXISTING CONCRETE BARRIER CURB AND SLIDING PLATE ASSEMBLY TO THE LIMITS SHOWN.
2. THE CONCRETE BARRIER CURB SHALL BE SAWCUT 1" MINIMUM ON ALL FACES AT THE REMOVAL LIMITS.
3. EXISTING CONCRETE BARRIER CURB AND DECK REINFORCING STEEL SHALL BE RETAINED AND CLEANED OF DEBRIS. CONCRETE REMOVAL OPERATIONS SHALL NOT DAMAGE THE EXISTING REINFORCING STEEL.
4. ALL COSTS FOR REMOVING THE EXISTING SLIDING PLATE ASSEMBLY AND CONCRETE BARRIER CURB SHALL BE PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (EXPANSION JOINT, 4 SEALS)."



SECTION C-C
(PROFILE GRADE SLOPE NOT SHOWN)

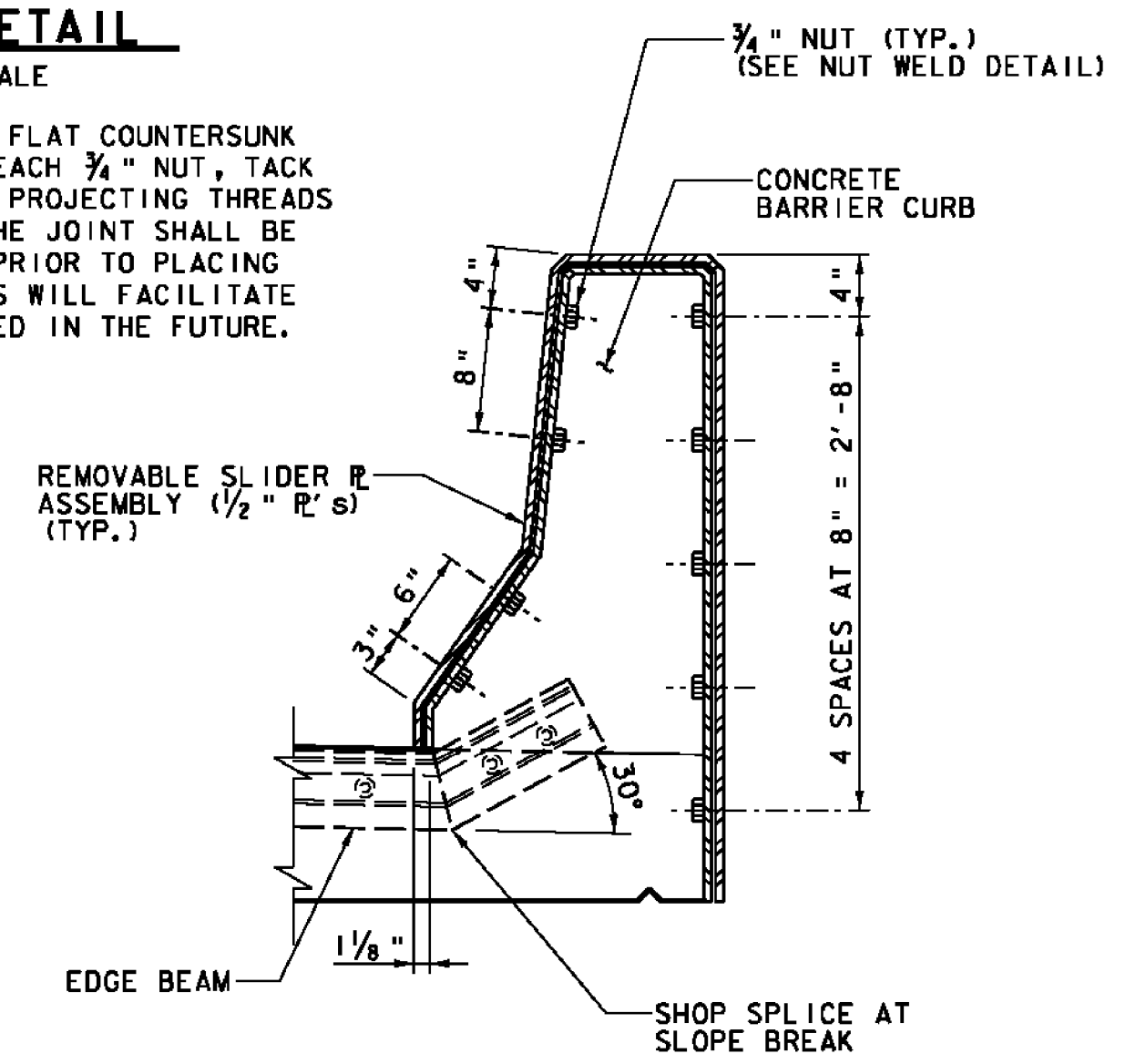


DETAIL A



NUT WELD DETAIL

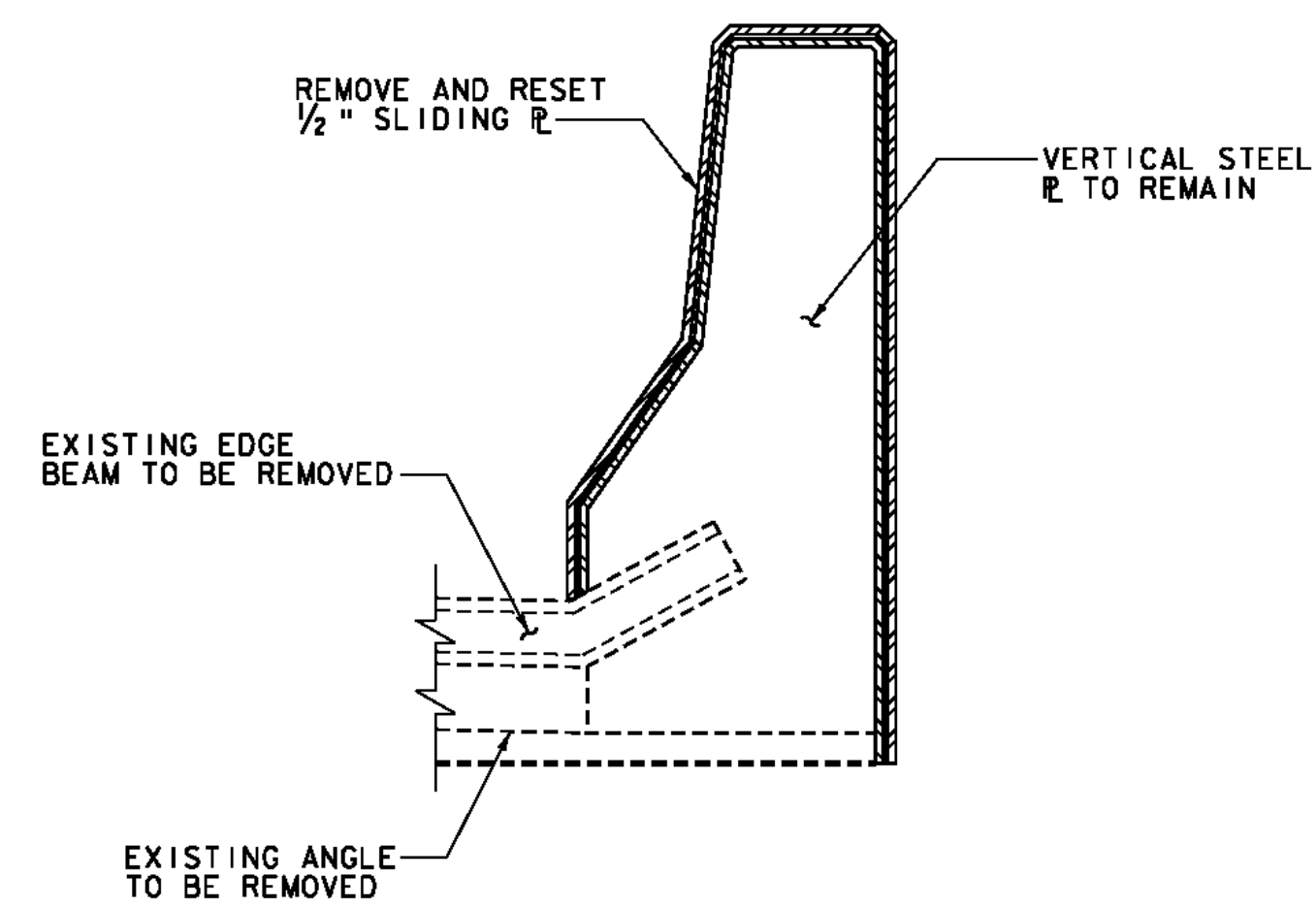
NOTE: ASTM F 835-93 3/4" DIA. FLAT COUNTERSUNK CAP SCREW (COATED) FOR EACH 3/4" NUT, TACK WELD NUT ON (3) FACES. PROJECTING THREADS OF THE 3/4" Ø BOLTS IN THE JOINT SHALL BE GREASED BY CONTRACTOR PRIOR TO PLACING ADJACENT CONCRETE. THIS WILL FACILITATE BOLT REMOVAL IF REQUIRED IN THE FUTURE.



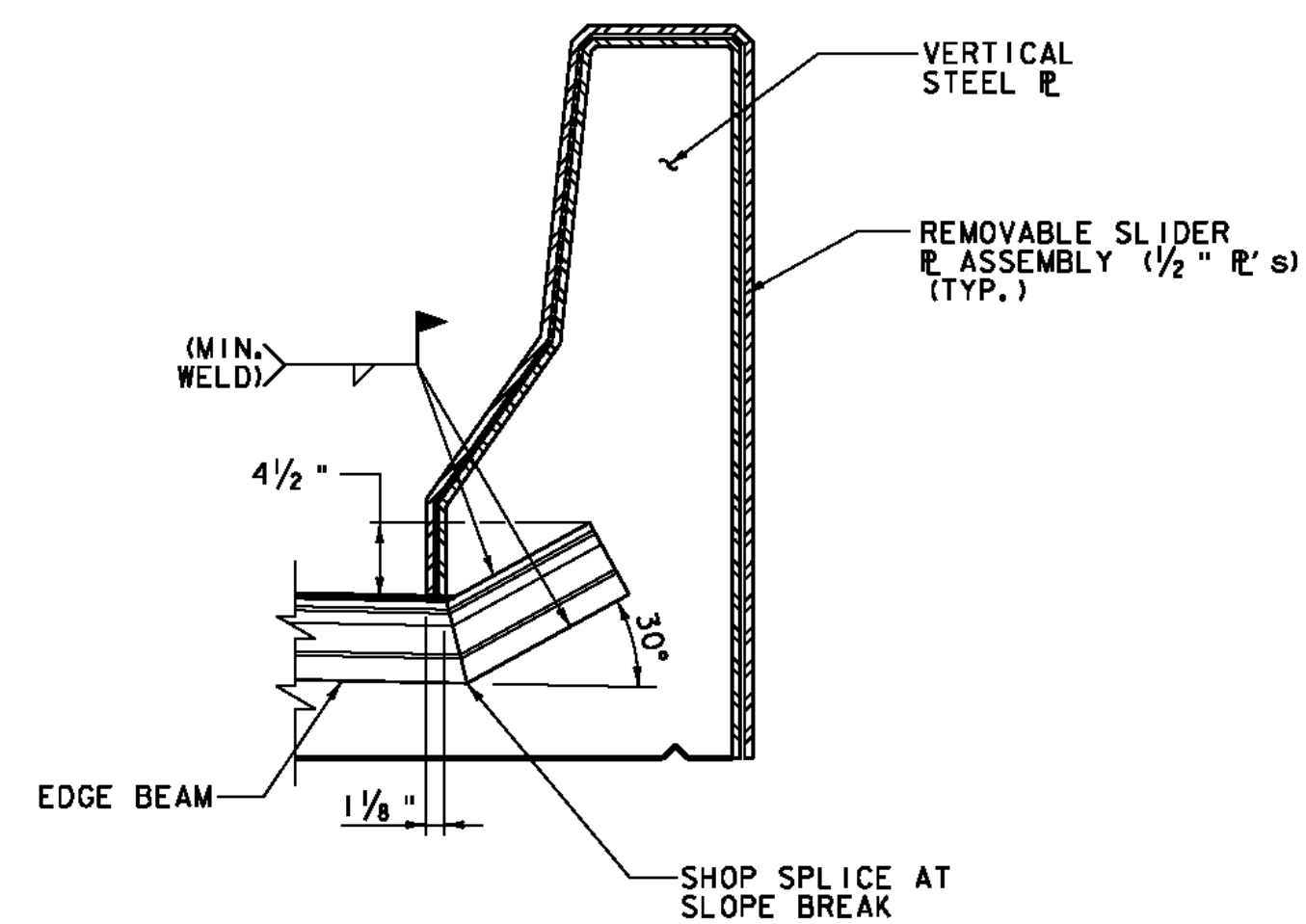
SECTION E-E

- NOTES:
1. SEE MODULAR JOINT DETAILS SHEETS 1 AND 2 OF 4 FOR SECTION LOCATIONS.
 2. SEE MODULAR JOINT DETAILS SHEET 1 OF 4 FOR EXPANSION JOINT NOTES.

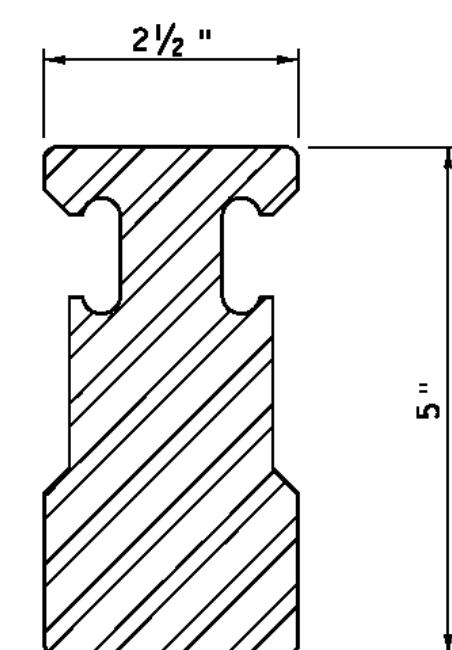
4-SEAL EXPANSION JOINT DETAILS
NOT TO SCALE



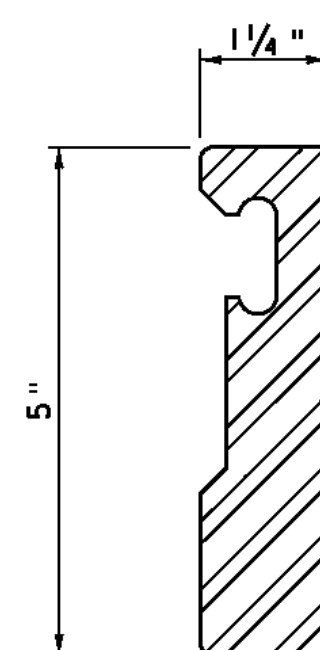
EXISTING SECTION G-G



PROPOSED SECTION G-G



SEPARATOR BEAM DETAIL



EDGE BEAM DETAIL

**3-SEAL EXPANSION JOINT
SLIDER PLATE ASSEMBLY
REMOVAL AND REPLACEMENT NOTES:**

1. THE EXISTING EDGE BEAM SHALL BE REMOVED FROM THE VERTICAL STEEL PLATE.
2. ALL DEBRIS SHALL BE REMOVED FROM THE VERTICAL STEEL PLATE AND THE PLATE SHALL BE GROUND SMOOTH.
3. ALL COSTS FOR REMOVING EXISTING SLIDING PLATE, EXISTING ANGLE, AND EXISTING JOINT WITH EDGE BEAMS SHALL BE PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (EXPANSION JOINT, 3 SEALS)".
4. ALL COSTS FOR RESETTING EXISTING SLIDING PLATE SHALL BE PAID FOR UNDER ITEM 900.640, "SPECIAL PROVISION (BRIDGE EXPANSION JOINT, MODULAR) (3 SEALS)".
5. ALL MISSING 3/4" Ø MACHINE SCREWS SHALL BE REPLACED. COST SHALL BE INCIDENTAL TO ITEM 900.640, "SPECIAL PROVISION (BRIDGE EXPANSION JOINT, MODULAR) (3 SEALS)".

NOTES:

1. SEE MODULAR JOINT DETAILS SHEET 2 OF 4 FOR SECTION LOCATION.
2. SEE MODULAR JOINT DETAILS SHEET 1 OF 4 FOR EXPANSION JOINT NOTES.

3-SEAL EXPANSION JOINT DETAILS

NOT TO SCALE

PROJECT NAME: ALBURGH - ROUSES POINT

PROJECT NUMBER: BHF MEMB(24)

FILE NAME: sl0b032jnt3_detail.dgn

PLOT DATE: 12/23/2011

PROJECT LEADER: JPB

DRAWN BY: MWS

DESIGNED BY: JF

CHECKED BY: JPB

MODULAR JOINT DETAILS SHEET 4 OF 4 SHEET 14 OF 50

INDEX OF SHEETS
SEE SHEETS SC2 & SS2 FOR INDEX OF STRUCTURAL DETAIL SHEETS

CIVIL DRAWINGS - INDEX

- C-1 COVER SHEET
- C-2 DELETED
- C-3 HORIZONTAL CONTROL/BASELINE LAYOUT
- C-4 HORIZONTAL GEOMETRY RECREATION ACCESS RD.
- C-5 TYPICAL SECTION
- C-6 TYPICAL SECTION
- C-7 QUANTITY SHEET
- C-8 DRAINAGE AND ITEM QUANTITY SHEET
- C-9 EARTHWORK SHEET
- C-10 EARTHWORK SHEET
- C-11 PLAN AND PROFILE - STA. 28+00 TO 41+00
- C-12 PLAN AND PROFILE - STA. 41+00 TO 54+00
- C-13 PLAN AND PROFILE - STA. 54+00 TO 66+00
- C-14 PLAN AND PROFILE - STA. 66+00 TO 79+00
- C-15 PLAN AND PROFILE - STA. 79+00 TO 92+00
- C-16 PLAN AND PROFILE - STA. 92+00 TO 101+00
- C-17 GRADING AND DRAINAGE PLAN AT RECREATION ACCESS RD.
- C-18 PORTLAND CEMENT CONCRETE PAVEMENT DETAILS
- C-19 PAVEMENT DETAILS AT WEST APPROACH
- C-20 CONCRETE BARRIER WALL DETAILS
- C-21 BOX BEAM GUARD RAIL CONNECTION TO BRIDGE
- C-22 TO C-38 ROUTE 2 CROSS SECTIONS
- C-39 TO C-44 REMOVE EXIST. EAST CAUSEWAY CROSS SECTIONS
- C-45 CONSTRUCTION SEQUENCE WEST APPROACH
- C-46 CONSTRUCTION SEQUENCE EAST APPROACH
- C-47 TEMPORARY TRAFFIC SIGNAL NOTES
- C-48 PAVEMENT MARKING & SIGNS
- C-49 PAVEMENT MARKING & SIGNS
- C-50 PAVEMENT MARKING & SIGNS

*SEE SHEET C-17 FOR RECOMMENDED SEQUENCE OF EMBANKMENT PLACEMENT

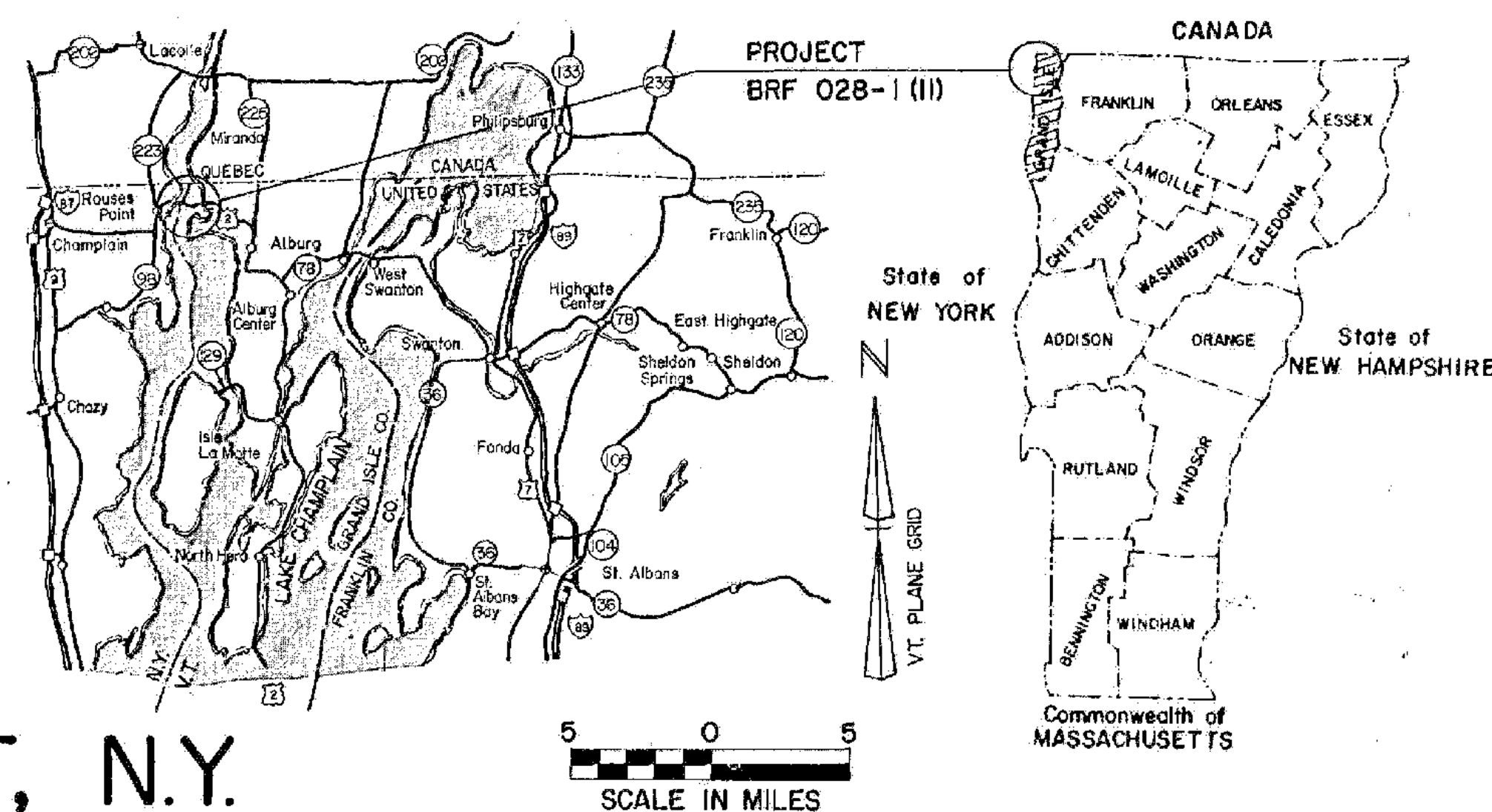
VERMONT STD SHEETS

- C-1 EDGING AND CURB 16 DEC 80R
- C-2B PORTLAND CEMENT CONCRETE SIDEWALK 14 DEC 71
- D-3 TREATED CUTTERL 27 APR 73R
- D-6 REINFORCED CONCRETE DROP INLET WITH GRATE (IN DITCHES) 4 APR 73R
- D-8 REINFORCED CONCRETE DROP INLET WITH GRATE (BOTTOM SECTION) 6 DEC 71
- D-9 REINFORCED CONCRETE DROP INLET TOP 6 DEC 71
- D-11 CAST IRON GRATE TYPE A 24 AUG 81R
- D-12 CAST IRON GRATE WITH FRAME, TYPE E 6 OCT 78R
- D-18 REINFORCED CONCRETE PIPE END SECTION 14 NOV 72R
- D-22 SANITARY SEWER SYSTEMS 1 OCT 76
- E-2 ROAD CONSTRUCTION APPROACH SIGNS 4 MAR 81R
- E-6 ON-PROJECT CONSTRUCTION SIGNS -1 APR 80R
- E-7 DELINEATION AND BARRICADES FOR CONSTRUCTION AREAS 2 FEB 83R
- E-7A TYPE III BARRICADE - BREAKAWAY 13 JUN 84R
- E-12 U.S. ROUTE MARKERS AND UTILITY MARKERS 3 DEC 82R
- E-13 STATE ROUTE MARKERS AND AUXILIARY MARKERS 2 DEC 82R
- E-15B REGULATORY SIGNS 28 SEP 84R
- E-15C REGULATORY SIGNS 18 JUL 84R
- E-19A WARNING SIGNS 3 OCT 84
- E-19B WARNING SIGNS 3 OCT 84
- E-23 GUIDE SIGNS 10 FEB 83R
- E-24A YIELDING TYPE FLANGED CHANNEL STEEL SIGN SUPPORTS 8 JAN 81R
- E-29 STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD 25 AUG 81R
- F-2 CHAIN LINK FENCE (TYPE 1) 29 DEC 71
- G-1B GUARD RAIL, BOX BEAM WITH STEEL POSTS 1 FEB 79R
- G-4 GUARD RAIL, PLANK WITH WOOD POSTS AND GUIDE AND MARKER POSTS 17 JUN 84R
- J-1 BOUNDARY MARKERS 25 MAY 82R
- L-1 SETTLEMENT PLATFORM 27 JUN 80
- L-3 PIEZOMETER 9 FEB 77R
- 18 JAN 72

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT TOWNS OF ALBURG, VT. & ROUSES POINT, N.Y. COUNTIES OF GRAND ISLE, VT. & CLINTON, N.Y. U.S. ROUTE NO. 2 (F.A.P.)



C-17A Fishing Access Area

BEGINNING AT A POINT .384 MILES WESTERLY FROM THE NY-VT STATE LINE AND EXTENDING EASTERLY 1.297 MILES
LENGTH OF ROADWAY 3244 FEET = 0.614 MILES
LENGTH OF BRIDGE 4056 FEET = 0.768 MILES
LENGTH OF PROJECT 6850 FEET = 1.297 MILES

CONTRACTOR: CIAMBRO CORP PITTSFIELD, ME.
CONTRACT DATED: MAY 23, 1985
CONSTRUCTION BEGAN: JUNE 3, 1985
CONSTRUCTION COMPLETED: AUG 3, 1988
ACCEPTED: JULY 13, 1989
RESIDENT ENGINEER: DAVID E. LAIBROP
RECORD PLANS: RICHARD E. RUSSELL, JR.

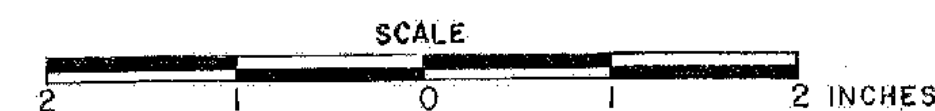
PROJECT DESCRIPTION

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES REMOVAL OF EXISTING SWING SPAN BRIDGE AND A PORTION OF THE EAST APPROACH CAUSEWAY AND CONSTRUCTION OF A NEW FIXED SPAN HIGH LEVEL BRIDGE AND APPROACHES. APPROACH WORK CONSISTS OF CONSTRUCTION OF NEW CAUSEWAYS AND WIDENING OF PORTIONS OF EXISTING CAUSEWAYS, GRADING, DRAINAGE, SUBBASE, PAVEMENT AND GUARDRAIL

SOURCE OF MATERIALS

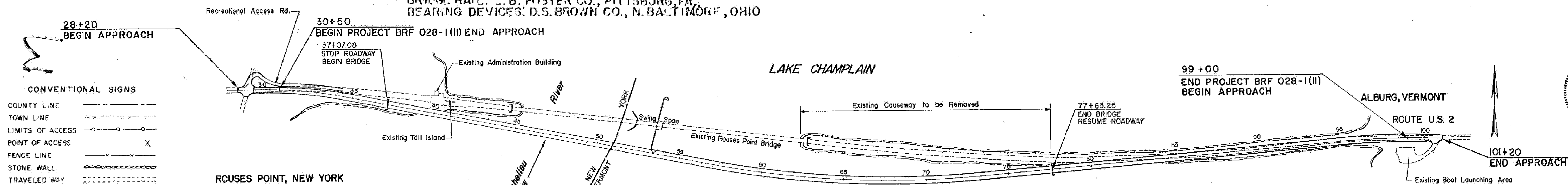
CONCRETE: F.H. GRISWOLD & CO. WILLISTON, VT.
TREATED TIMBER CURB: NEW ENGLAND BOLT CO.
BRIDGE RAIL: L.B. FOSTER CO., PITTSBURG, PA.
STEEL: H-FILING: U.S. STEEL CORP., ELAURA, N.Y.
STRUCTURAL STEEL: HIGH STEEL STRUCTURE, INC. LANCASTER, PA.
SHEAR CONNECTORS: NORTHEASTERN STEEL WELDING CORP., GUILDFORD, N.Y.
BRIDGE RAIL: L.B. FOSTER CO., PITTSBURG, PA.
BEARING DEVICES: D.S. BROWN CO., N. BALTIMORE, OHIO

TRAFFIC DATA	
1985 ADT	2350
1985 DHV	330
2005 ADT	3190
2005 DHV	445
T	11%
D	57% (E.B.)
V	50 MPH



Note: The original plans are drawn based on the above unit scale, and all scale designations correspond thereto. As plans are reduced in size, scale designations must be adjusted accordingly.

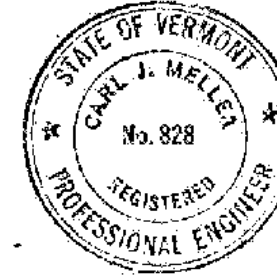
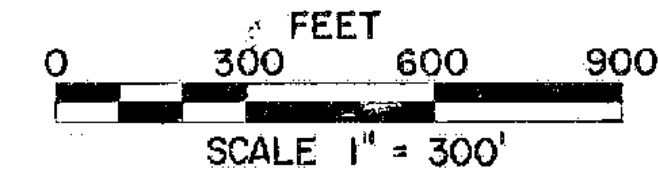
GUARD RAIL: O.W. HUBBEL & SONS, INC. NEW HARTFORD, N.Y.
TRAFFIC SIGNS, TYPE A, POSTS: O.W. HUBBEL & SONS, INC. NEW HARTFORD, N.Y.
WATER REPELLENT: SPENCER KE LOGG PRODUCTIONS, BUFFALO, N.Y.
EXPANSION JOINTS: A.H. HARRIS & SONS, INC., PATTERSON, N.J.
EPOXY COATING: LANE METAL PRODUCTS



- CONVENTIONAL SIGNS
- COUNTY LINE
 - TOWN LINE
 - LIMITS OF ACCESS
 - POINT OF ACCESS
 - FENCE LINE
 - STONE WALL
 - TRAVELED WAY
 - GUARD RAIL
 - RAILROAD
 - SURVEY LINE
 - CULVERT
 - POWER POLE
 - TELEPHONE POLE
 - TREES
 - CONTROL OF ACCESS
 - PROPERTY LINE
 - R.O.W. TAKING LINE
 - SLOPE RIGHTS
 - TOP OF CUT
 - TOE OF SLOPE

DATUM

VERTICAL	116VD 1929
HORIZONTAL	NAD 1927



Cal Miller 12-10-84
ENGINEER'S SIGNATURE DATE

These plans are subject to such engineering changes as may be required by the Federal Highway Administration or the Director of Engineering and Construction.
Construction is to be carried on in accordance with these plans and the Standard Specifications for Highway and Bridge Construction dated March, 1976, as approved by the Federal Highway Administration on October 27, 1976 for use on this project, including all subsequent revisions and such revised specifications and special provisions as are incorporated in these plans.

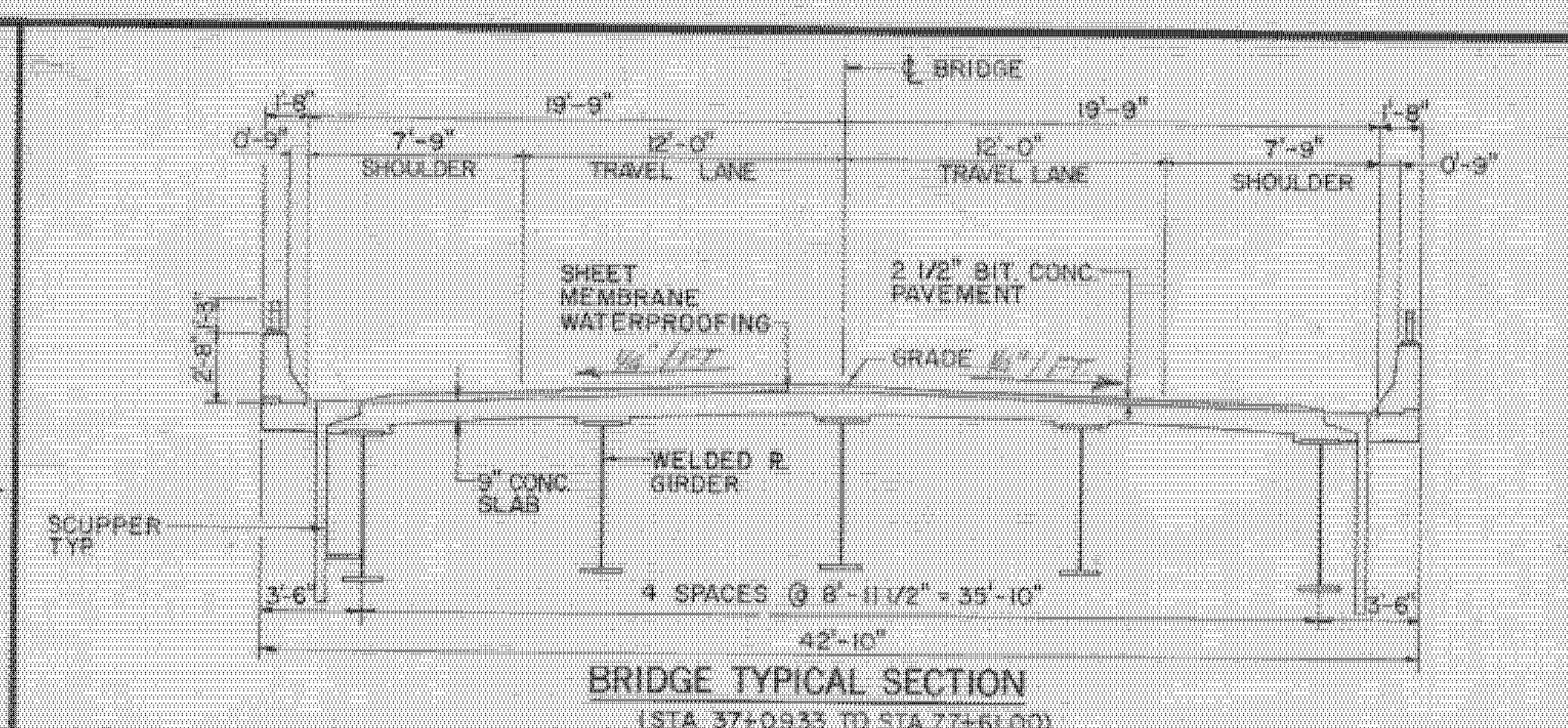
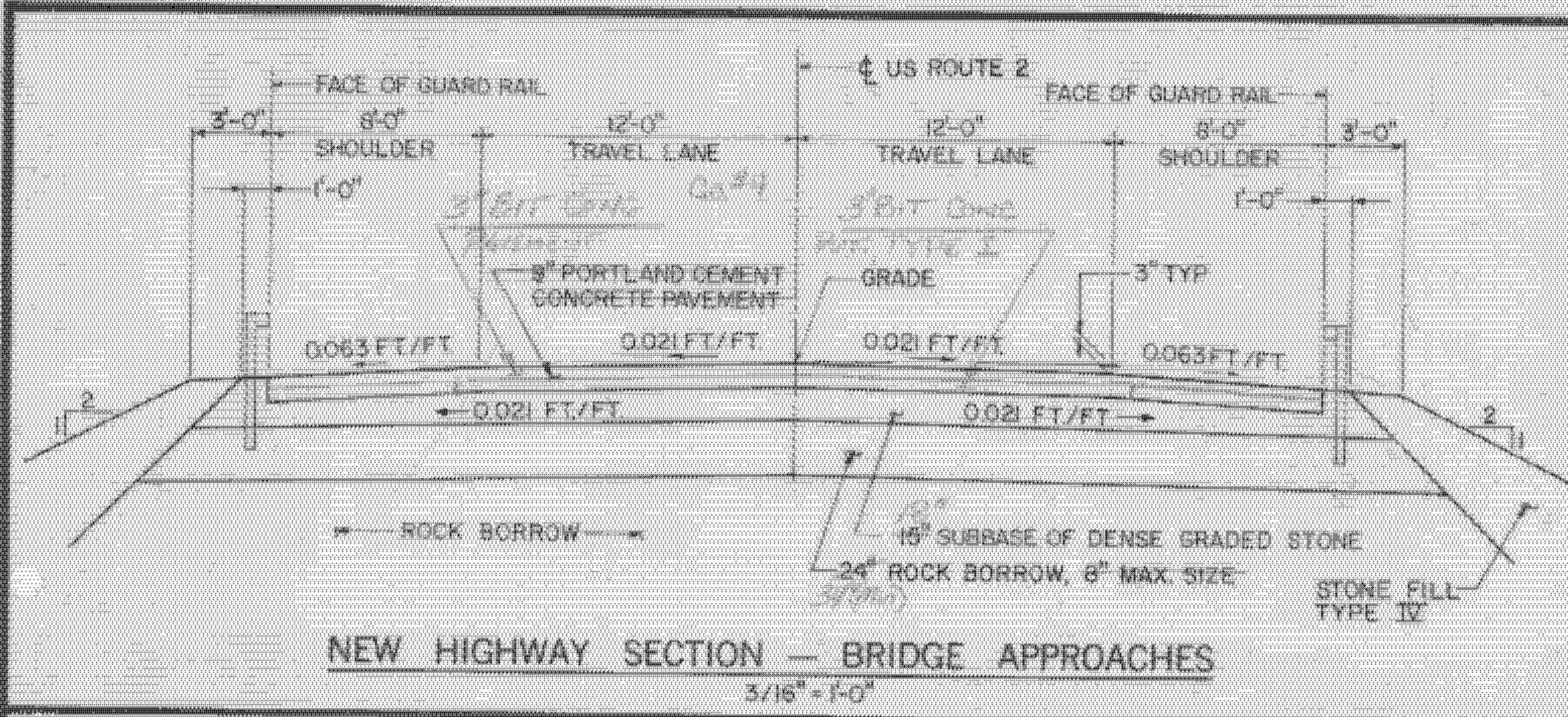
SUBMITTED BY ORDER OF ALBURGH-ROUSES POINT BHF MEMB(24) SHEET 15 OF 50 FOR REFERENCE ONLY

APPROVED DIRECTOR OF ENGI

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED DATE 1-1-89
DIVISION ADMINISTRATOR

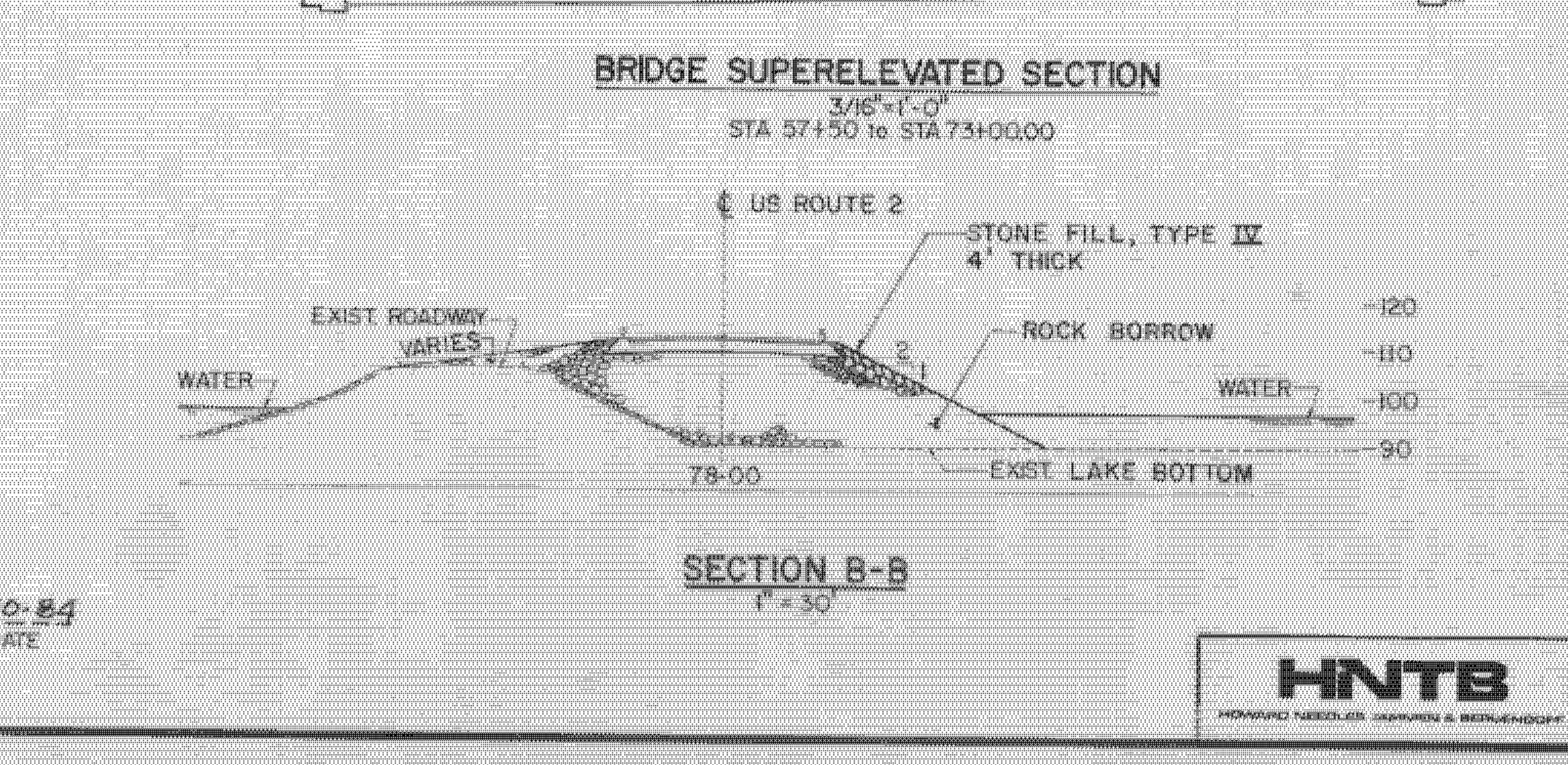
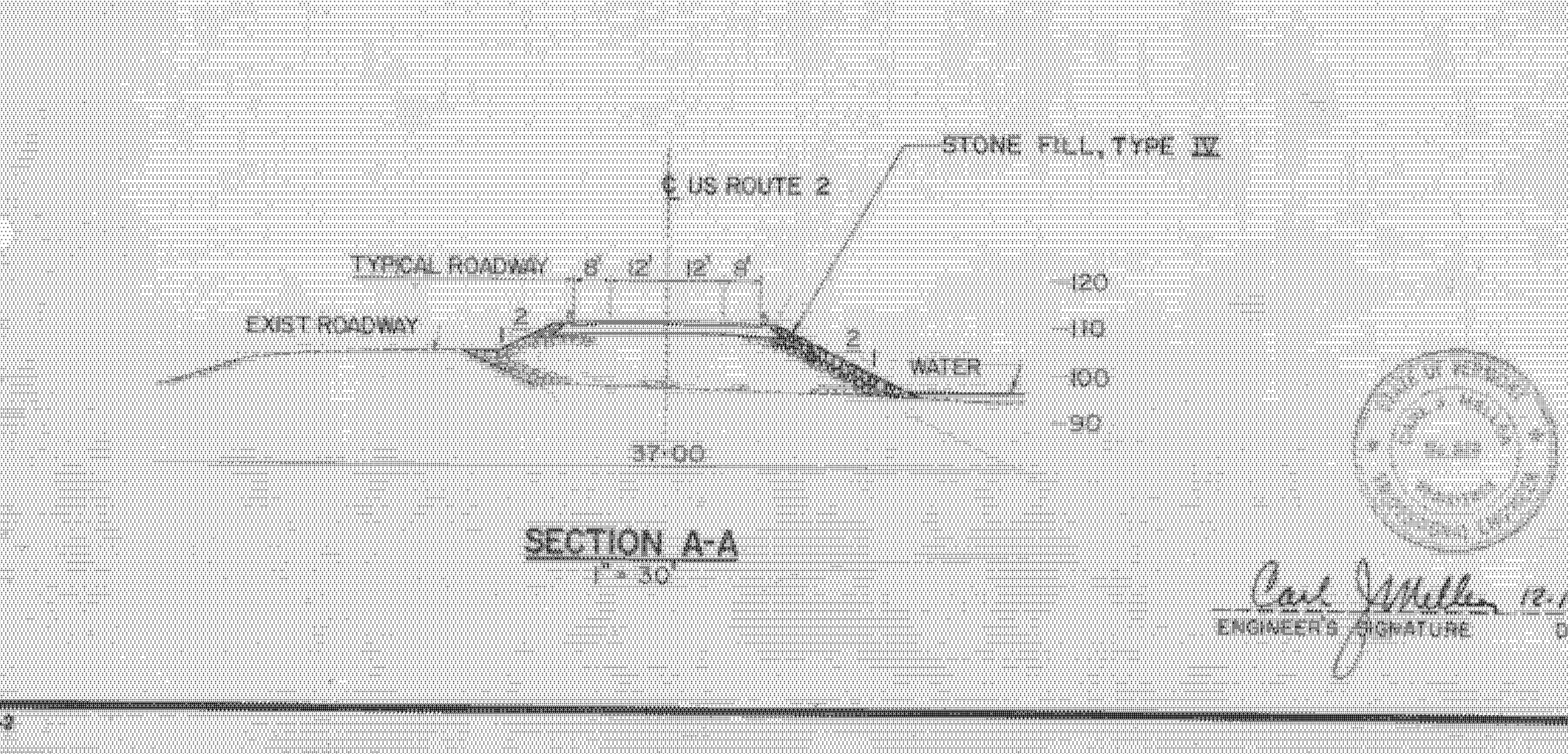
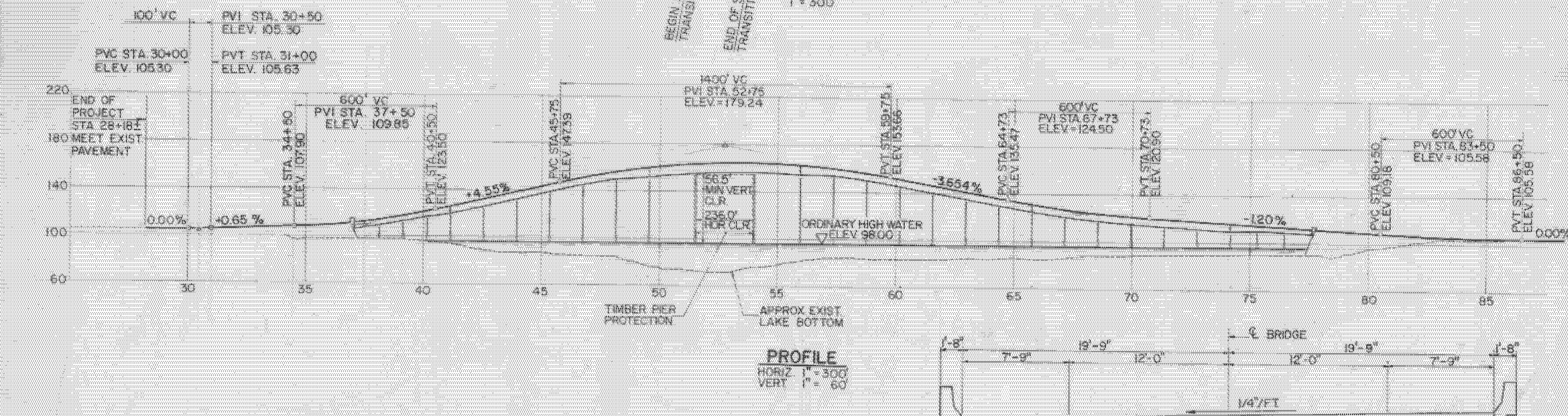
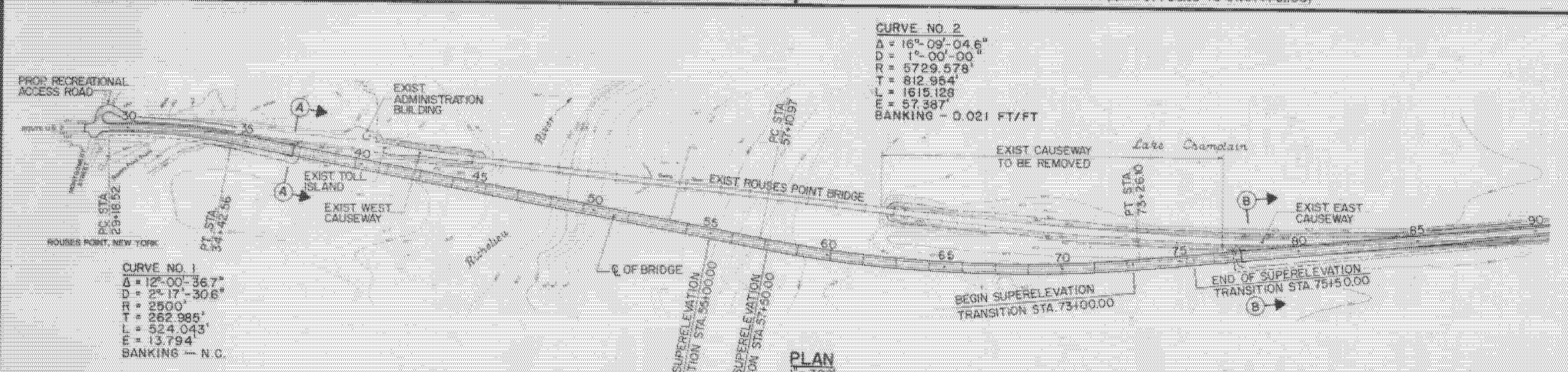
ALBURGH - ROUSES POINT
PROJECT BR F 028-1 (II)
SHEET C-1 OF 50 SHEETS



EXISTING STRUCTURE	
1. STRUCTURE TYPE	Semi-through & Through Steel Trusses
2. SPAN LENGTH(S) CENTER TO CENTER OF BEARINGS	2 Spans @ 15'-9\"/>
3. CLEAR SPAN LENGTH(S) NORMAL TO STREAM	2 Channel Spans @ 12'-0\"/>
4. WATERWAY AREA OF FULL OPENING (NORMAL TO STREAM)	Swing Span
5. WATER SURFACE ELEVATION @ Q 233	100.0
6. WATER SURFACE ELEVATION AT FLOOD OF RECORD	101.8
7. DOES ALL WATER PASS THROUGH EXISTING STRUCTURE?	Yes
8. TYPE OF SUBSTRUCTURE FOUNDATION MATERIAL	Soft & Clay
9. DISPOSITION OF STRUCTURE	Remove

NEW STRUCTURE	
1. STRUCTURE TYPE	Continuous Composite Steel Plate Girder
2. SPAN LENGTH(S) CENTER TO CENTER OF BEARINGS	4 Spans @ 100'-0\"/>
3. VERTICAL CLEARANCE ABOVE STREAMBED	36'-0\"/>
4. CLEAR SPAN LENGTH(S) NORMAL TO STREAM	290'-0\"/>
5. WATERWAY AREA OF FULL OPENING (NORMAL TO STREAM)	13,680 SF
6. ARE PROVISIONS TO BE MADE FOR PUBLIC UTILITIES?	No

HYDRAULIC DATA:					
1. Q 233	34,000 CFS	WATER ELEVATION	100.0	VELOCITY	6 Ft/Sec
Q 10	41,000 CFS	WATER ELEVATION	101.2	VELOCITY	
Q 25	44,000 CFS	WATER ELEVATION	101.6	VELOCITY	
Q 50	48,000 CFS	WATER ELEVATION	101.8	VELOCITY	
Q 100	48,000 CFS	WATER ELEVATION	102.0	VELOCITY	3 Ft/Sec



ALLOWABLE STRESSES:	
1. DESIGN LIVE LOAD	HS20-44
2. ALLOWABLE LOAD FOR SPREAD FOOTINGS ON SOIL	ON LEDGE 10 KSF
3. ALLOWABLE LOAD FOR PILING	98 Ton
4. ALLOWABLE STRESS FOR STRUCTURAL STEEL ASTM A 588	TENSION 37.5 KSI
5. ALLOWABLE STRESS FOR REINFORCING STEEL GRADE 60 TENSION	24.0 KSI
6. ALLOWABLE STRESS FOR CONCRETE CLASS A f _c	3.5 KSI
	CLASS B f _c 2.5 KSI

TRAFFIC MAINTENANCE:	
1. IS TRAFFIC TO BE MAINTAINED?	Yes
2. TEMPORARY BRIDGE REQUIREMENTS, ONE OR TWO WAY	N/A
MINIMUM CLEAR SPAN	N/A
MINIMUM CLEAR HEIGHT	N/A
ARE SIDEWALKS REQUIRED?	N/A

ADDITIONAL DESIGN CONSIDERATIONS	
* Design Ice Force - Ice Strength 200 Psi, And Ice Contact Thickness 18 Inches	
TRAFFIC DATA	
1985 ADT	2350
1985 DHV	330
2005 ADT	3190
2005 DHV	445
Design Speed	50 MPH
D	67%
T	11%

STRESS LEVELS	LOAD RATING (TONS)				
	H	HS	352	4 AXLE	3A STR
INVENTORY	51	45			
POSTED	73	96		76	78 88
OPERATING			114	129	

RECOMMENDED FOR APPROVAL *Warren B. Jones* 12/13/84
 STRUCTURES ENGINEER DATE
 RECOMMENDED FOR APPROVAL *Arthur Jones* 12/13/84
 CHIEF OF DESIGN DATE
 APPROVED BY *[Signature]* 12/13/84
 DIRECTOR OF ENGINEERING & CONSTRUCTION DATE

ALBURGH-ROUSES POINT
 BHF MEMB(24)
 SHEET 16 OF 50
 FOR REFERENCE ONLY

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF ROUSES POINT NY - ALBURGH VT Bridge No. 1
 Log Sta. 0+00

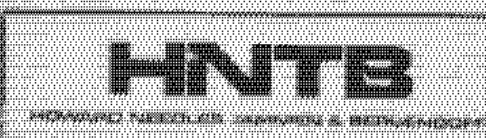
HIGHWAY NO. ROUTE 2 Surv. Sta.

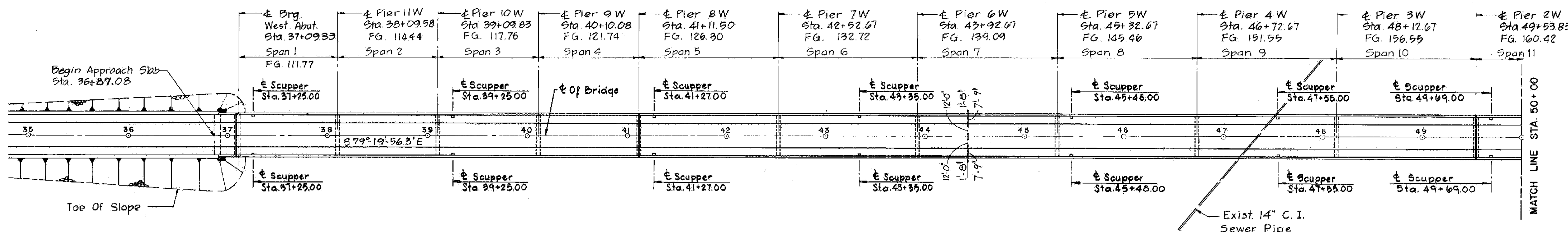
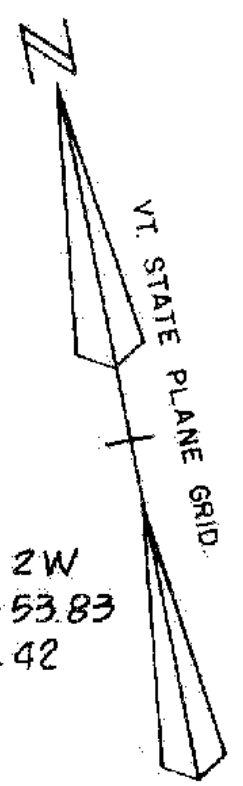
PRELIMINARY INFORMATION
 (STEEL ALTERNATE)

Designed by S.M. Drawn by A.B.M.
 Checked by B.B.C. Bridge Design Supervisor
 date 2-17-84 C.J.M./S.M. date 2-17-84

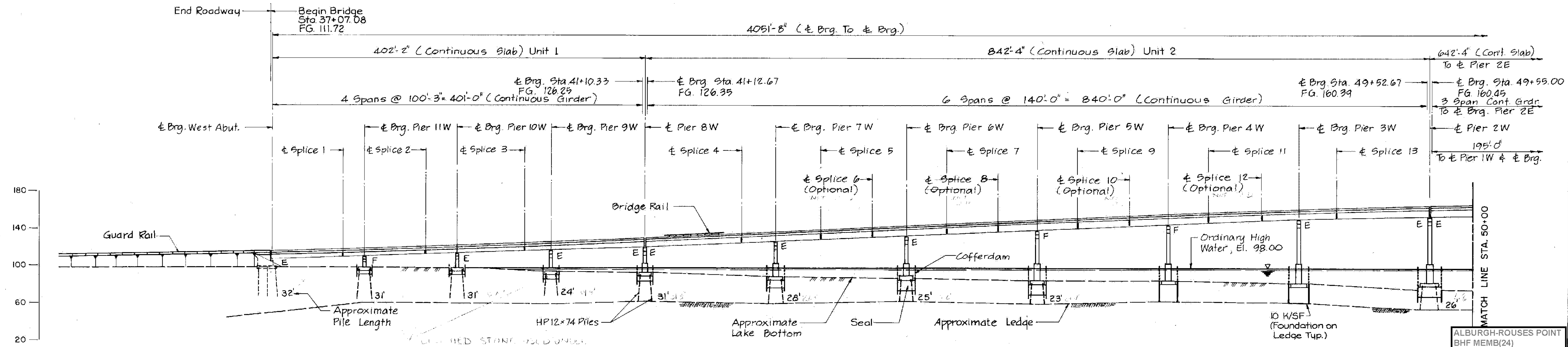
PROJECT ROUSES POINT BRIDGE REPLACEMENT PROJECT NO. BRF 028-1 (11)
 Bridge Sheet No. 551 Sheet of

Carl Miller 12-10-84
 ENGINEER'S SIGNATURE DATE





PLAN
Scale: 1" = 50'



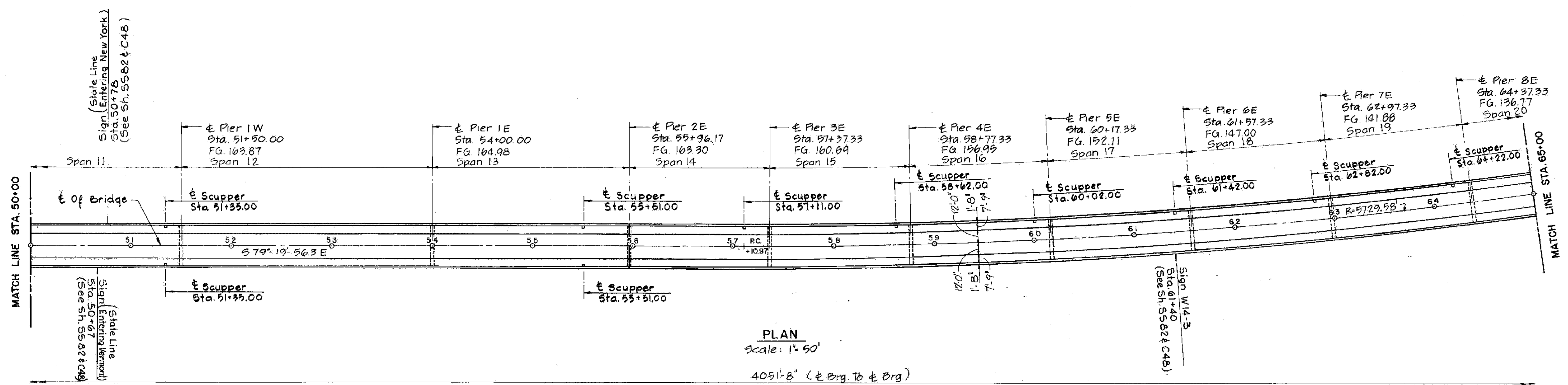
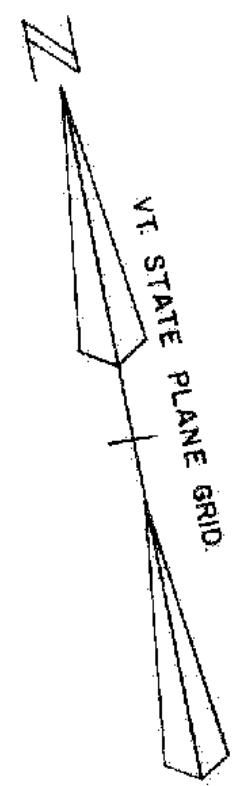
ELEVATION
Scale: 1" = 50'

NOTE:
1. Elevation are located along Profile Grade Line which is called out as 'grade' in the Bridge Typical Section on the Preliminary Information Sheet SS.

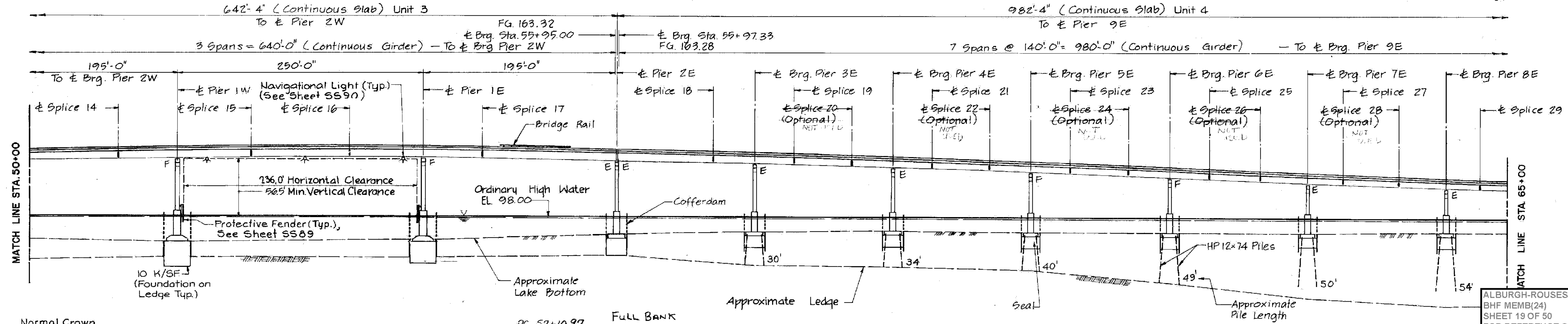
ALBURGH ROUSES POINT
BHF MEMB(24)
SHEET 18 OF 50
FOR REFERENCE ONLY

STATE OF VERMONT	
AGENCY OF TRANSPORTATION	
TOWN OF ROUSES POINT N.Y. - ALBURGH VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surv. Sta.
BRIDGE PLAN AND ELEVATION (1)	
(STEEL ALTERNATE)	
Designed by S.M.	Drawn by S.Z. & A.B.M.
Checked by S.H.R.	Bridge Design Supervisor
date 2-17-84	C.J.M./S.M. date 2-17-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(III)
Bridge Sheet No. SS25	Sheet of

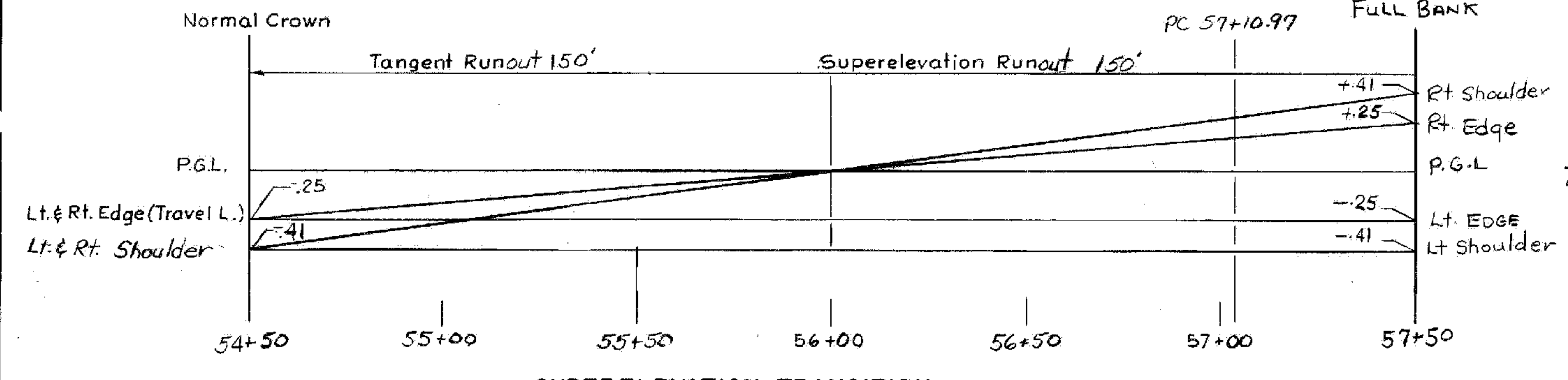




PLAN
Scale: 1" = 50'



ELEVATION
Scale: 1" = 50'



SUPERELEVATION TRANSITION

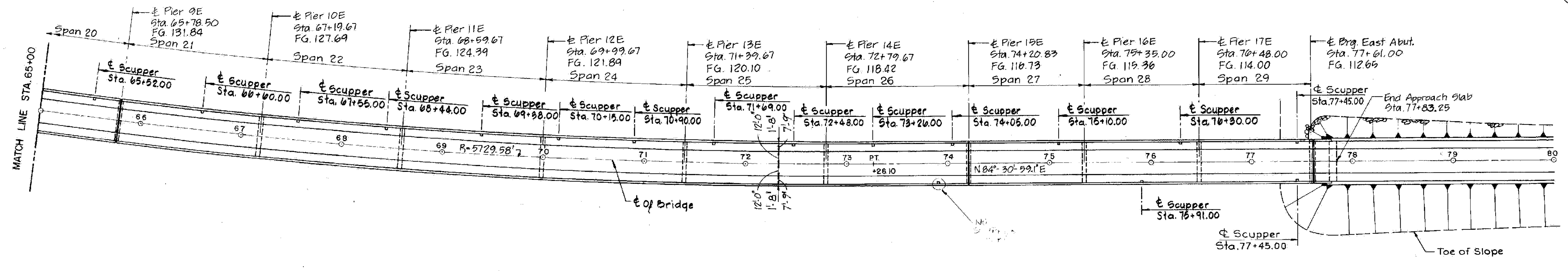
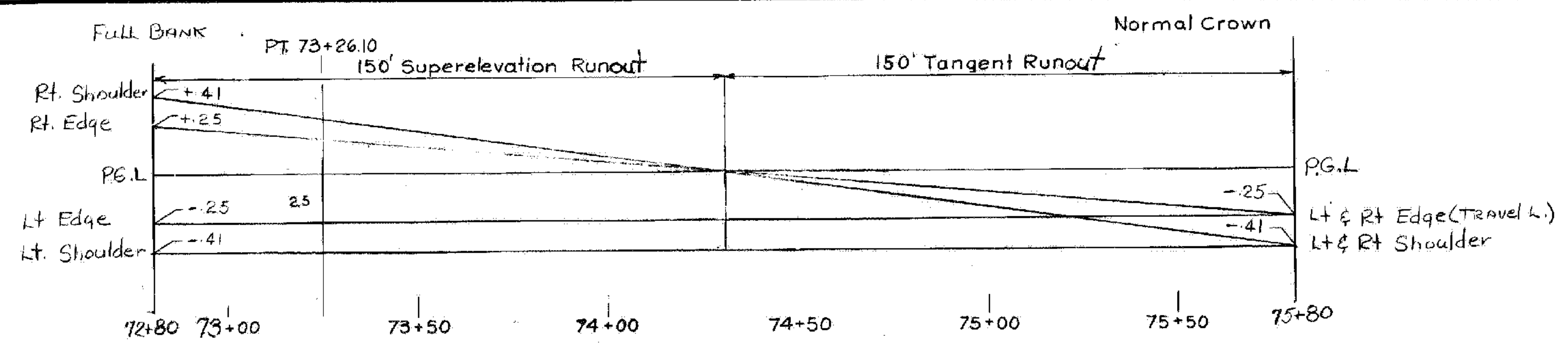
ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 19 OF 50
FOR REFERENCE ONLY

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

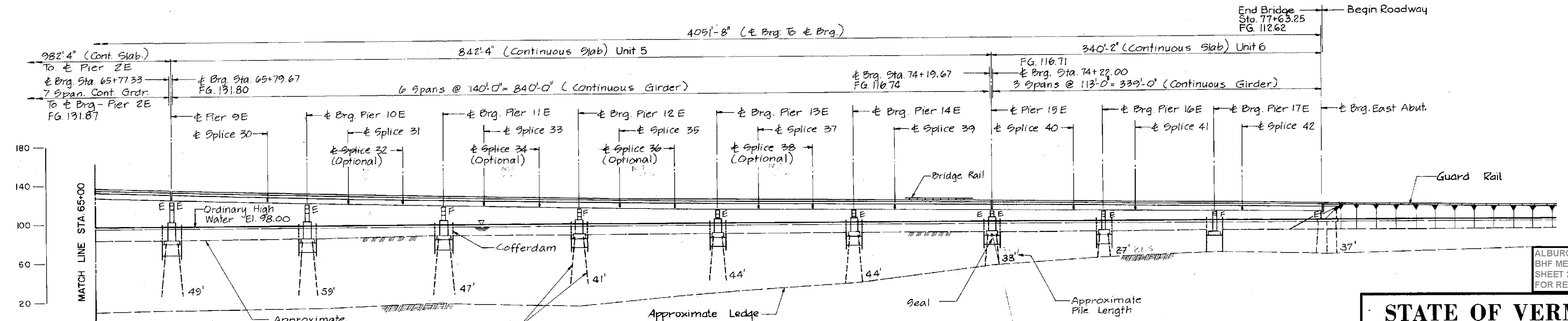
TOWN OF ROUSES POINT N.Y.-ALBURGH VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surv. Sta.
BRIDGE PLAN AND ELEVATION (2)	
(STEEL ALTERNATE)	
Designed by S. M.	Drawn by S. Z. & A.B.M.
Checked by S.H.R.	Bridge Design Supervisor
date 2-17-84	C.J.M./S.M. date 2-17-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(111)
Bridge Sheet No. SS26	Sheet of



BRUNING 44-131-40151



PLAN
scale: 1"=50'

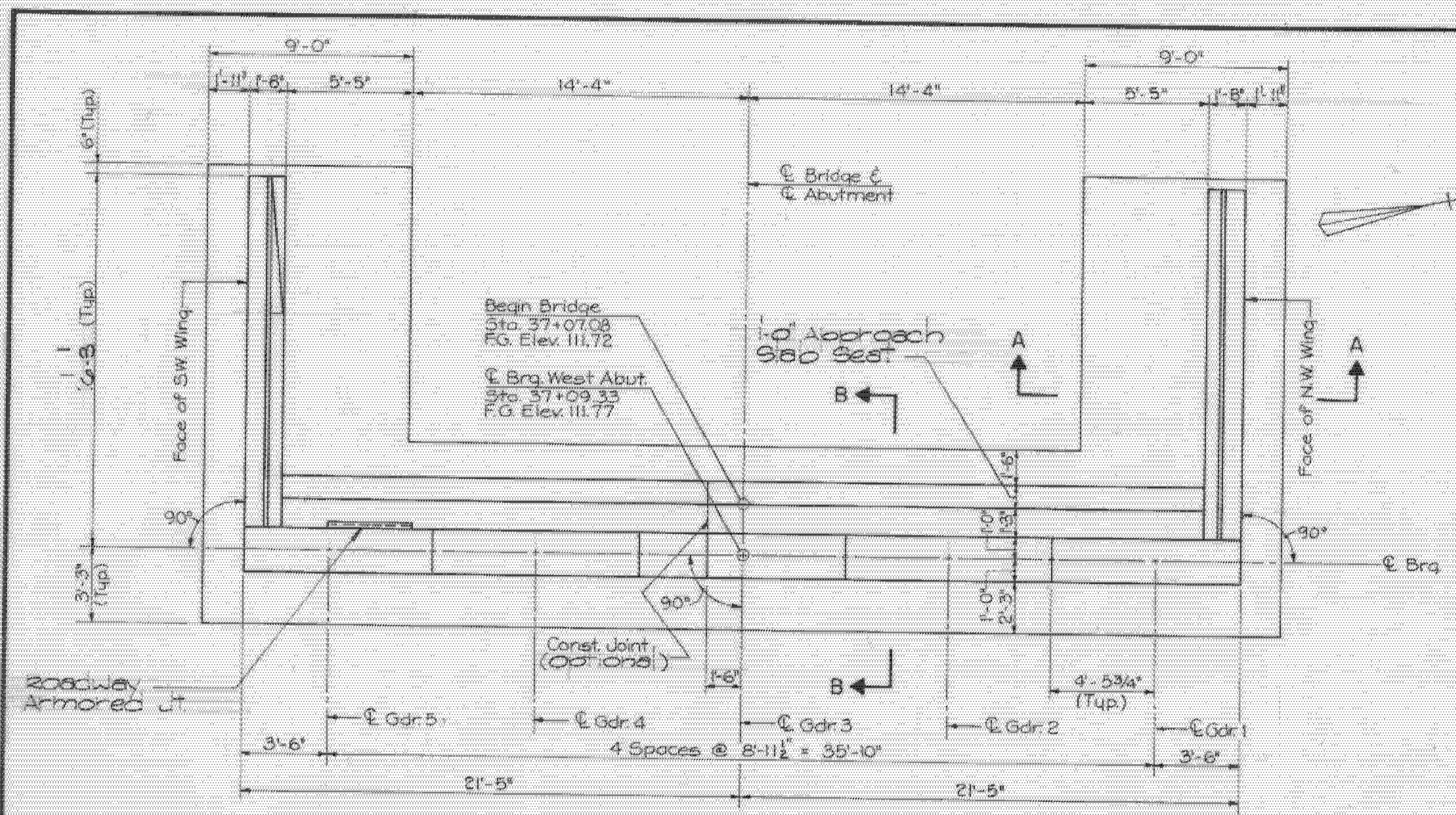


ELEVATION
scale: 1"=50'

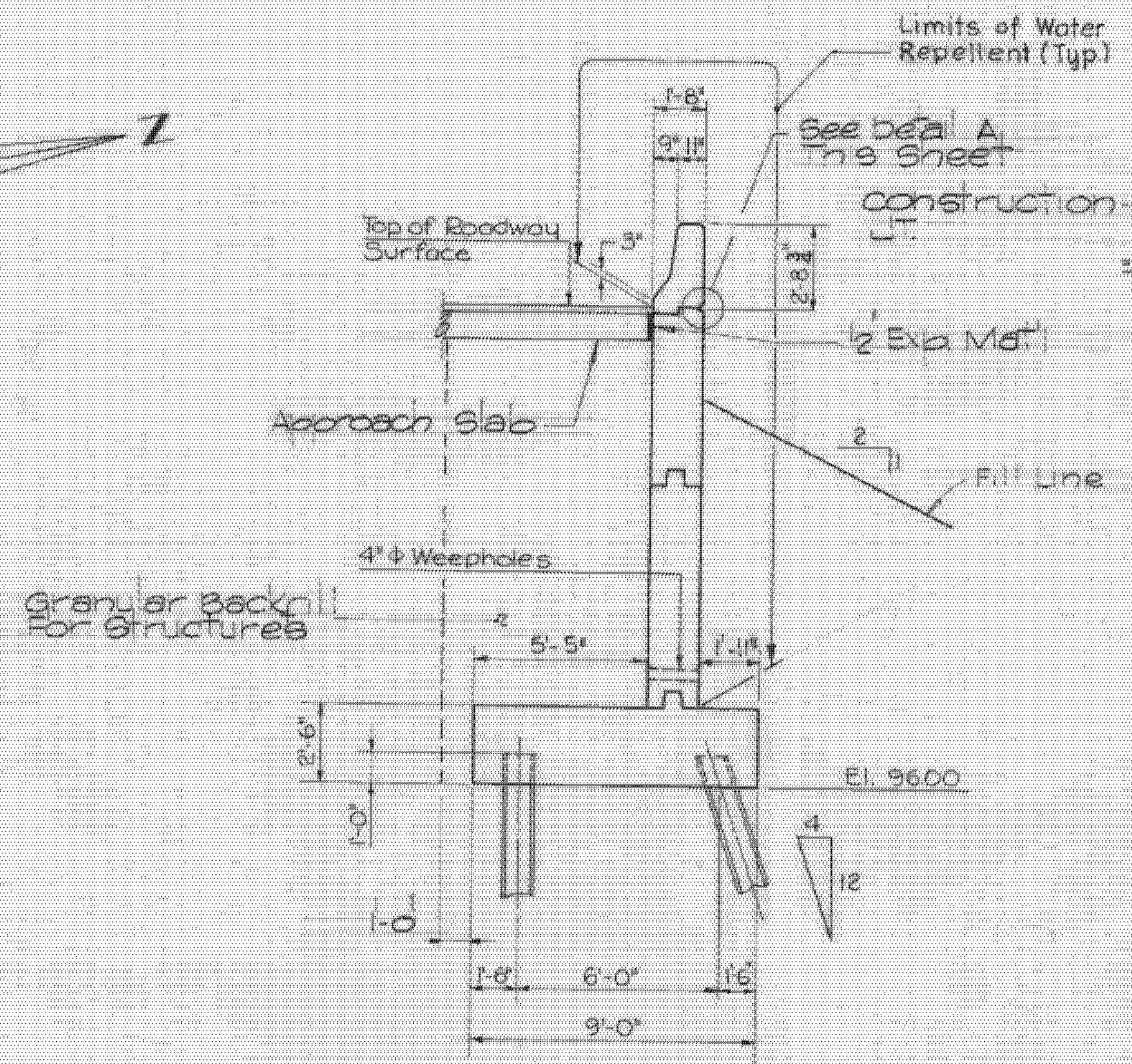
ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 20 OF 50
FOR REFERENCE ONLY

STATE OF VERMONT	
AGENCY OF TRANSPORTATION	
TOWN OF ROUSES POINT N.Y. — ALBURG VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
BRIDGE PLAN AND ELEVATION (3)	
(STEEL ALTERNATE)	
Designed by S.M.	Drawn by S.Z. & B.P.
Checked by S.H.R. date 2-17-84	Bridge Design Supervisor C.J.M./S.M. date 2-17-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(11)
Bridge Sheet No. SS27	Sheet of

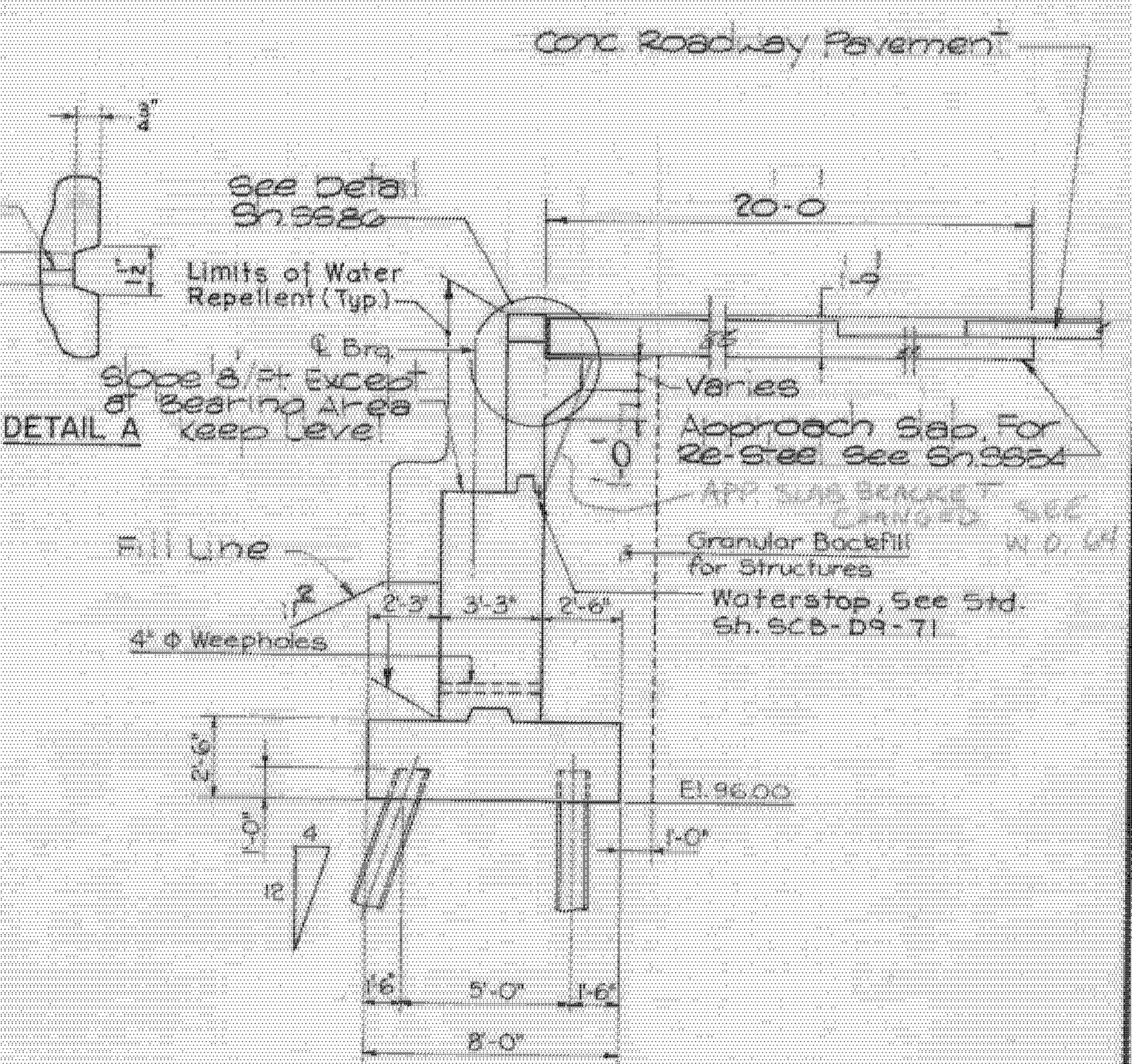




PLAN - WEST ABUTMENT
Scale: 1/4" = 1'-0"

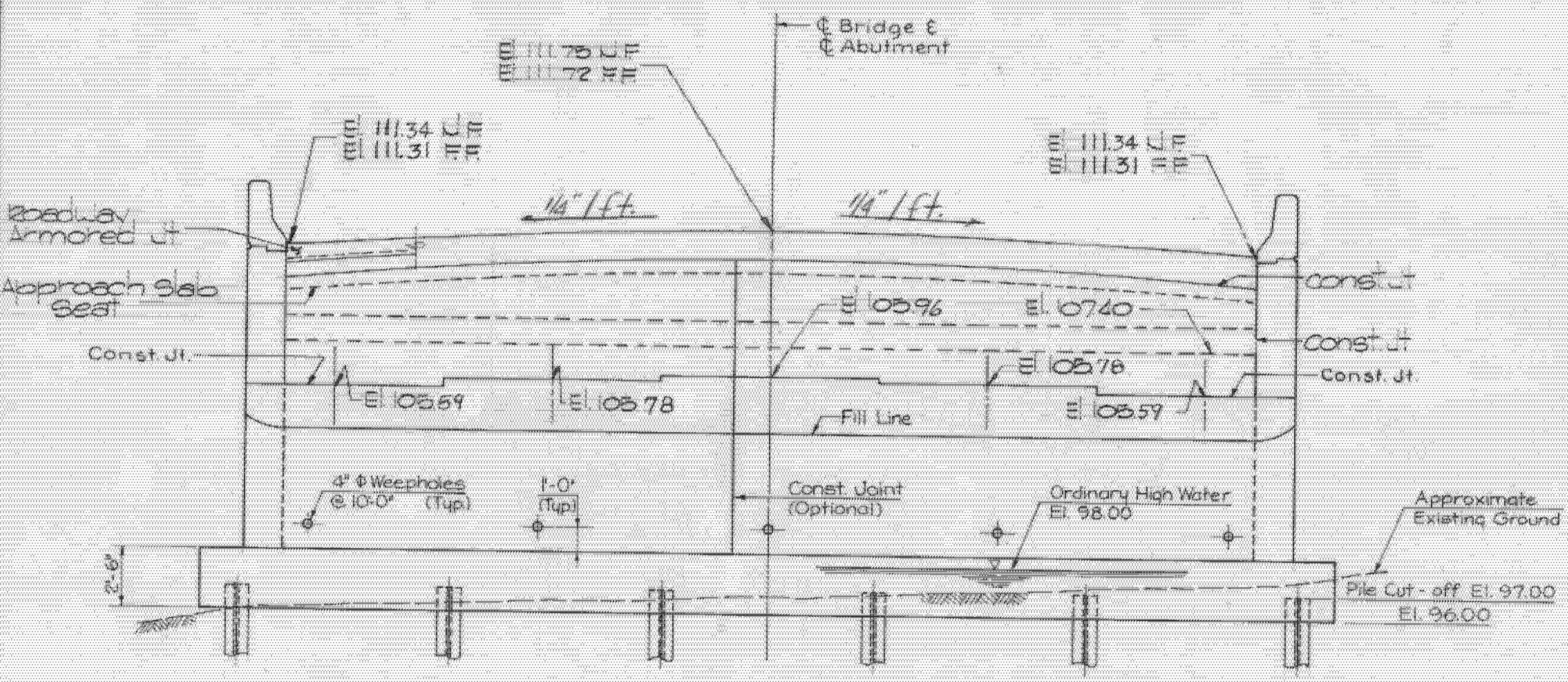


SECTION A-A
Scale: 1/4" = 1'-0"

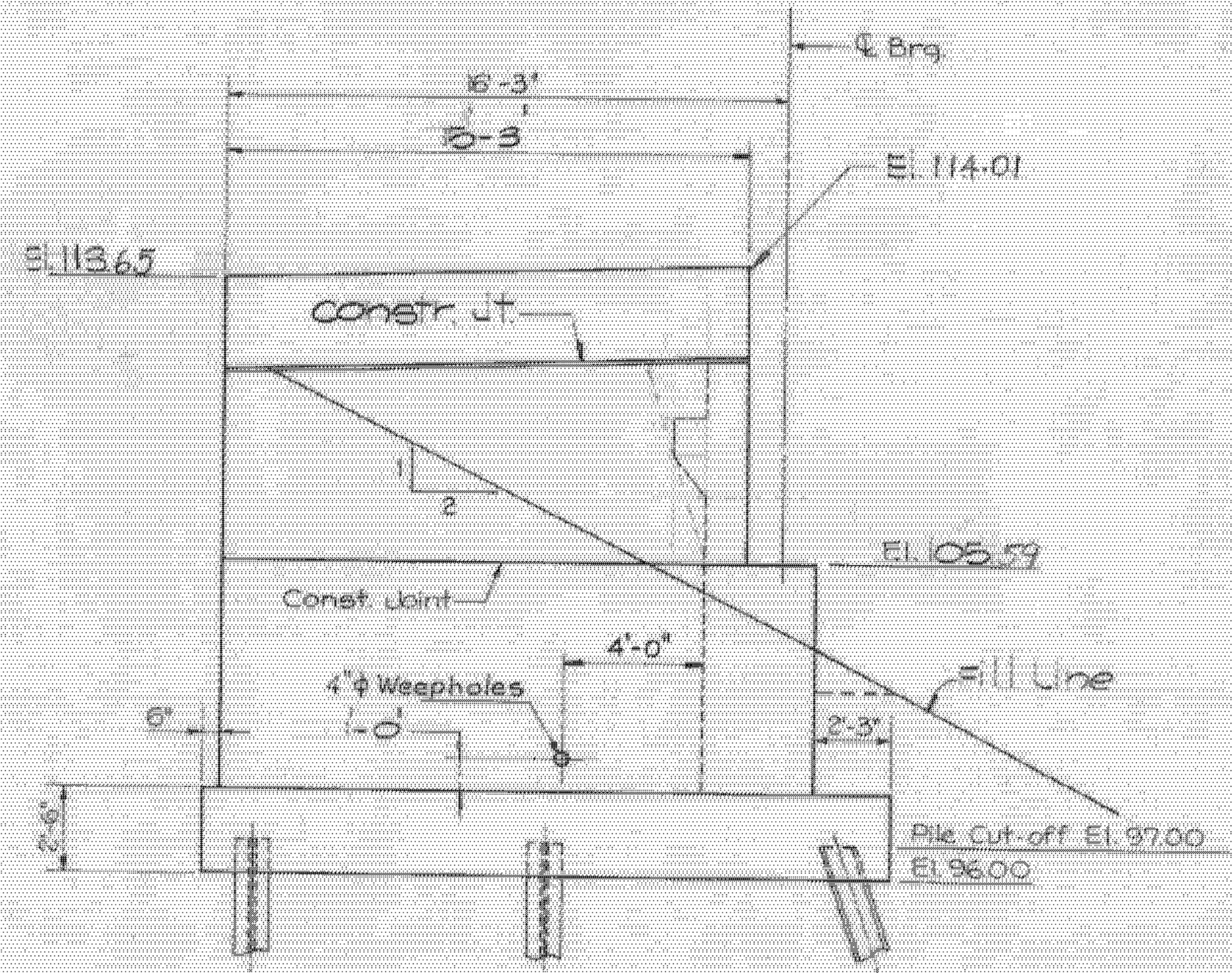


SECTION B-B
Scale: 1/4" = 1'-0"

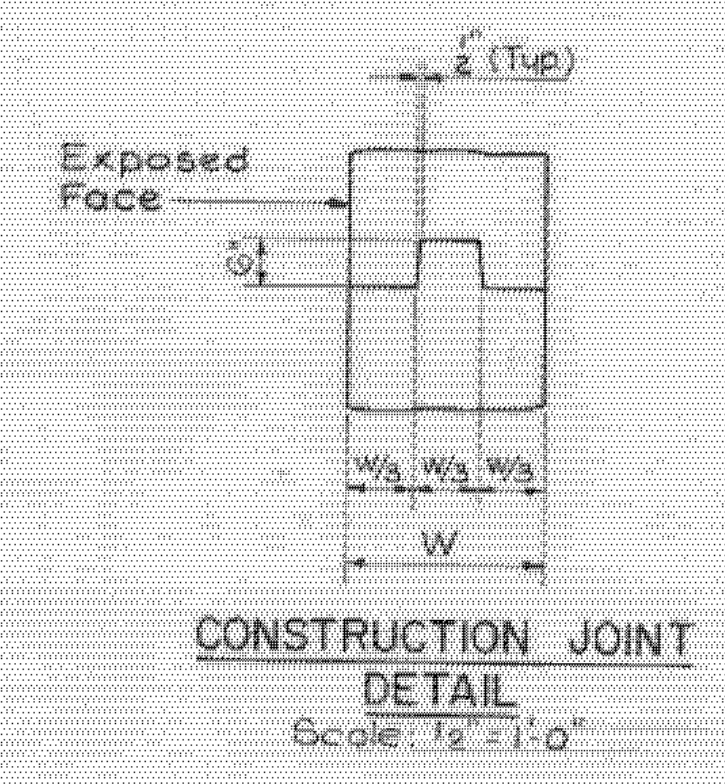
- NOTES:
1. For pile details see Sh. 5528
 2. For Reinforcing Details, See Sh. 5552
 3. All Concrete in Abutments to be Class B. $f_c = 3,500$ psi (Item 501.25)
 4. All Reinforcing Steel Shall Conform to ASTM Designation A615, Grade 60.



ELEVATION - WEST ABUTMENT
Scale: 1/4" = 1'-0"



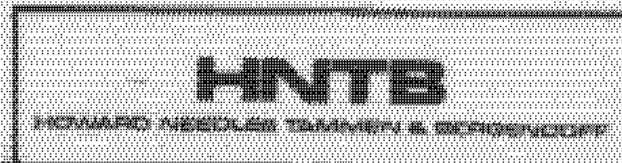
ELEVATION - NW & SW WINGWALL
Scale: 1/4" = 1'-0"

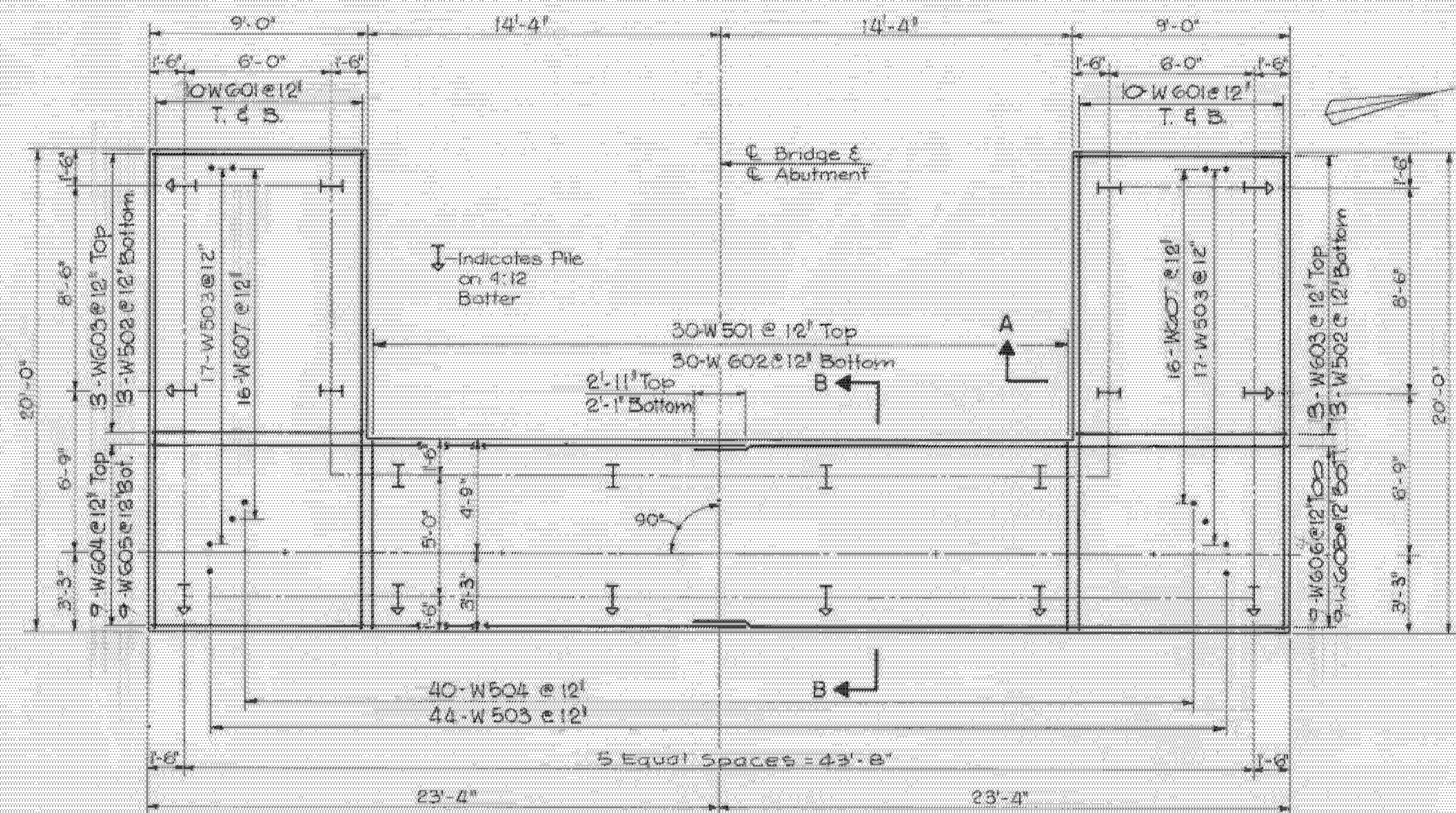


CONSTRUCTION JOINT DETAIL
Scale: 1/2" = 1'-0"

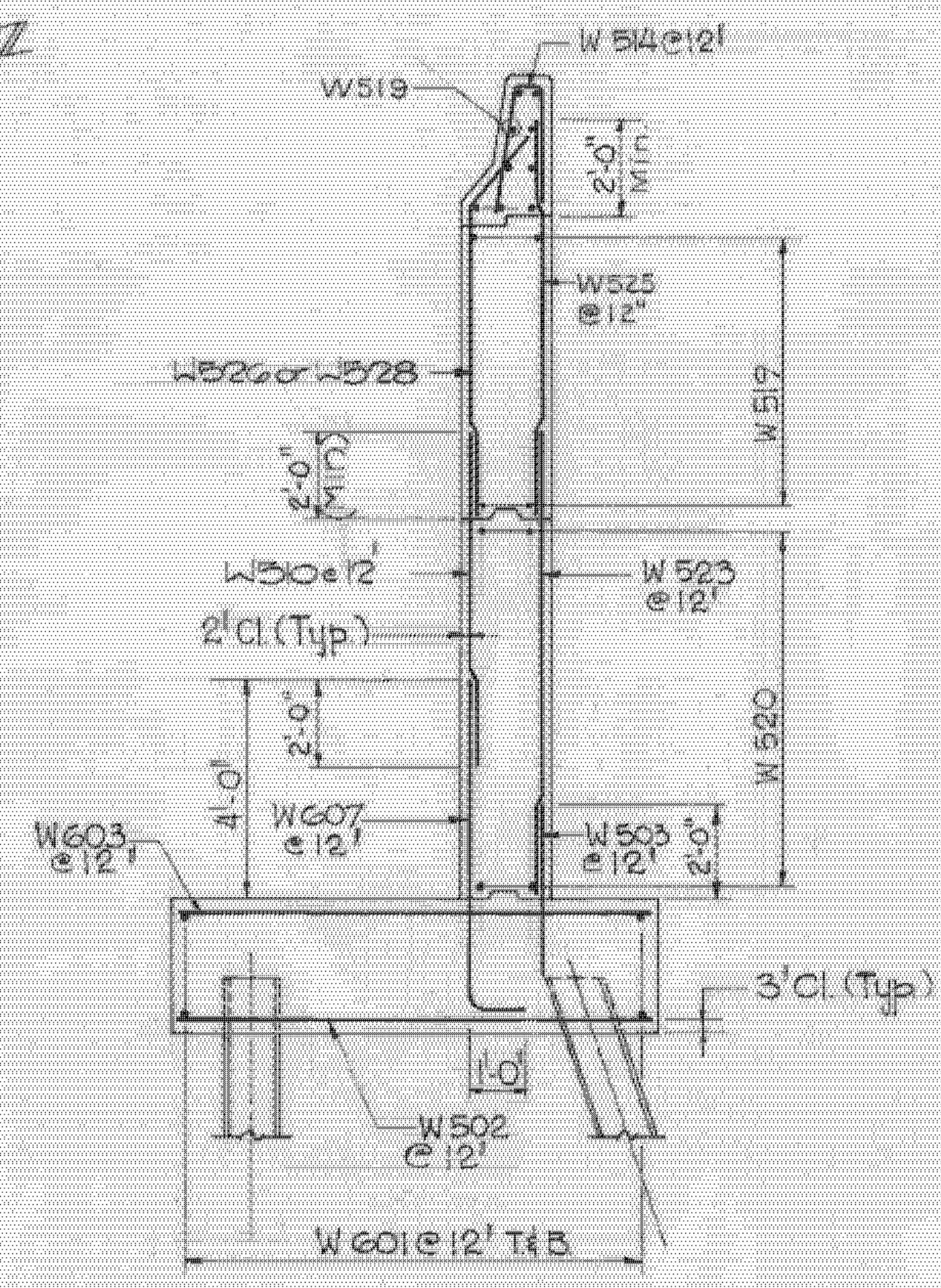
ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 21 OF 50
FOR REFERENCE ONLY

STATE OF VERMONT	
AGENCY OF TRANSPORTATION	
TOWN OF ROUSES POINT NY — ALBURGH VT	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surv. Sta.
WEST ABUTMENT (STEEL ALTERNATE)	
Designed by K.A.C.	Drawn by A.B.M.
Checked by J.S.J.	Bridge Design Supervisor
date 10-26-84	C.J.M./S.M. date 10-26-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(11)
Bridge Sheet No. 555	Sheet of

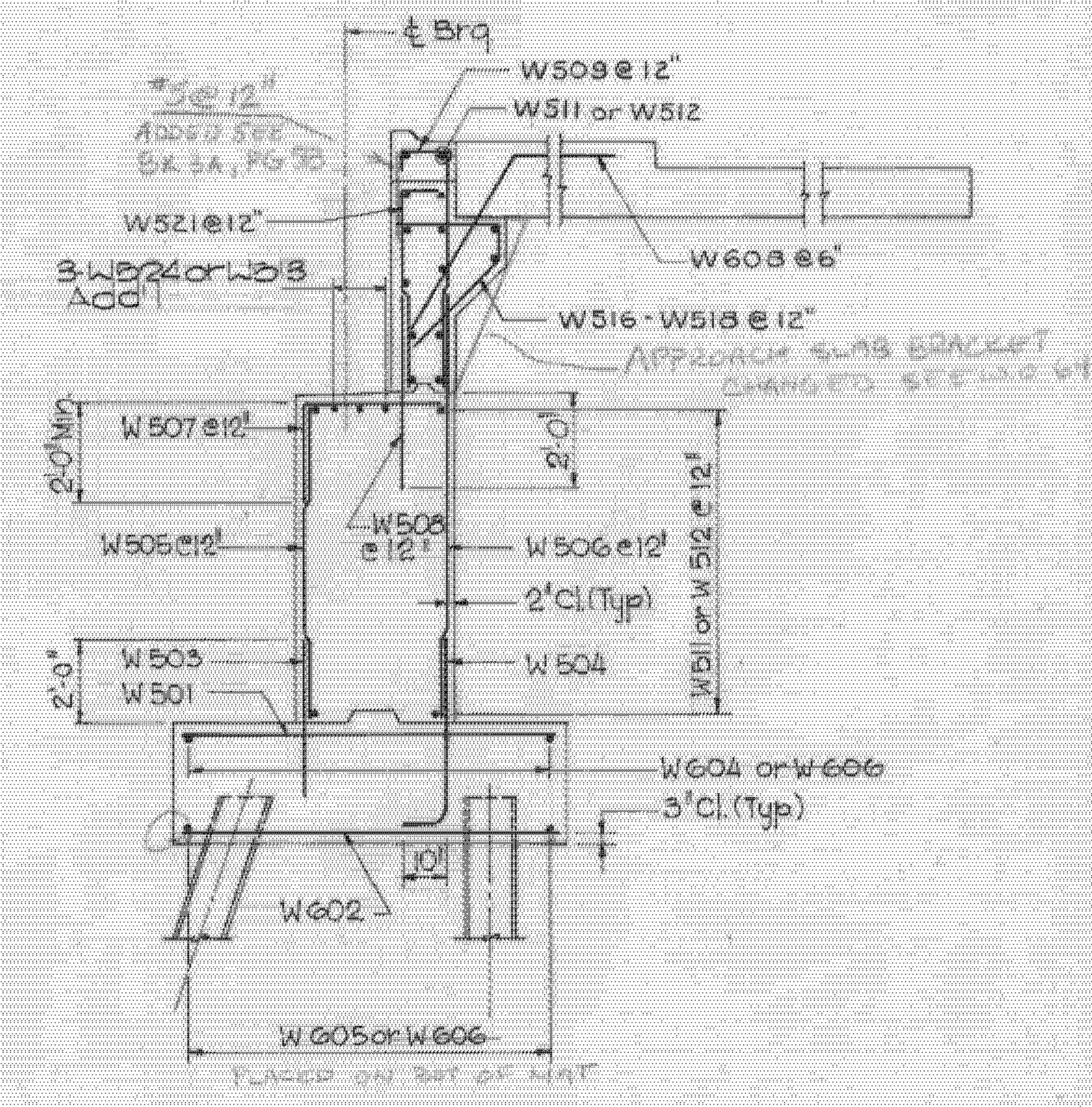




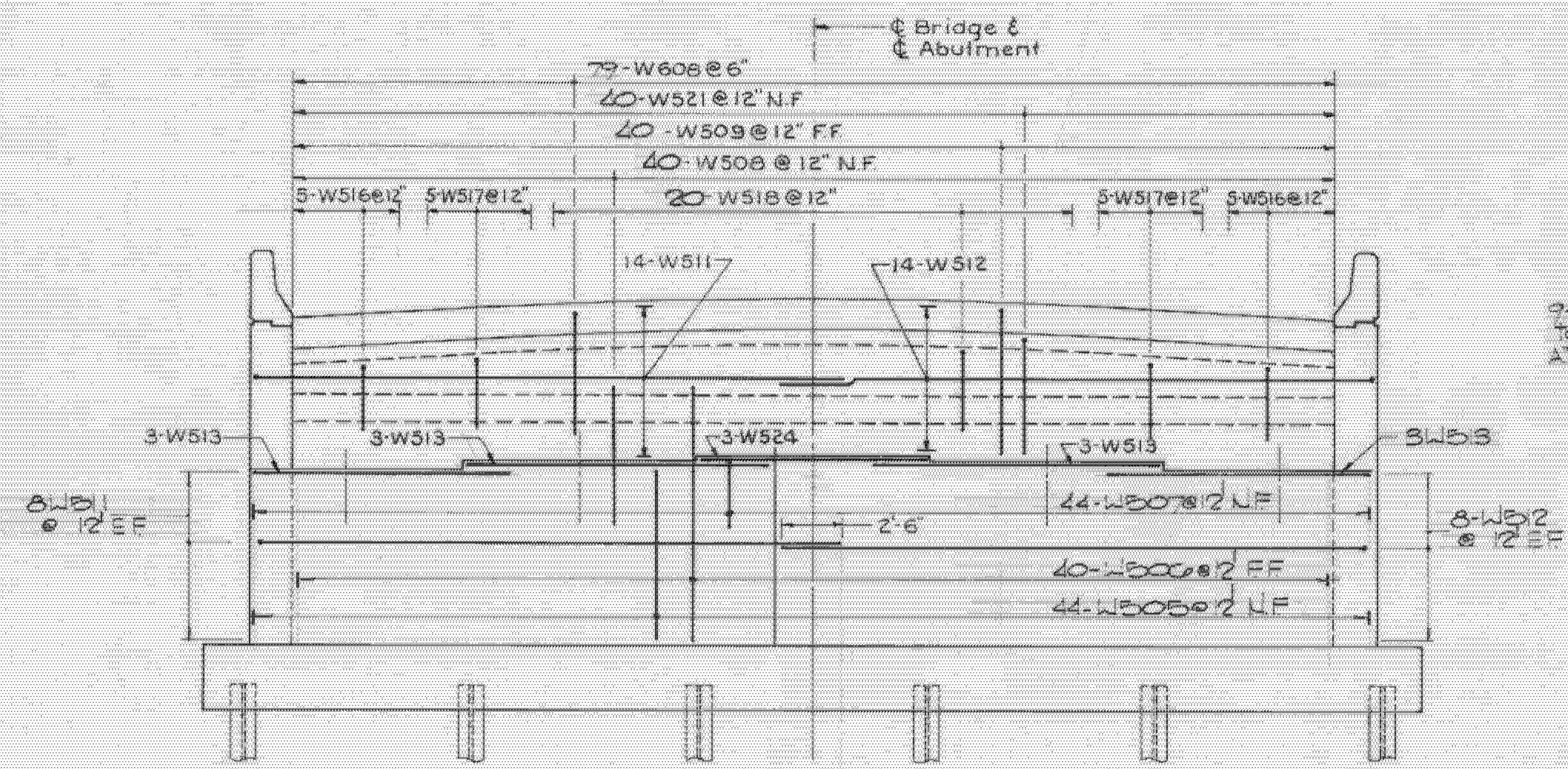
FOOTING PLAN - WEST ABUTMENT
Scale: 1/4" = 1'-0"



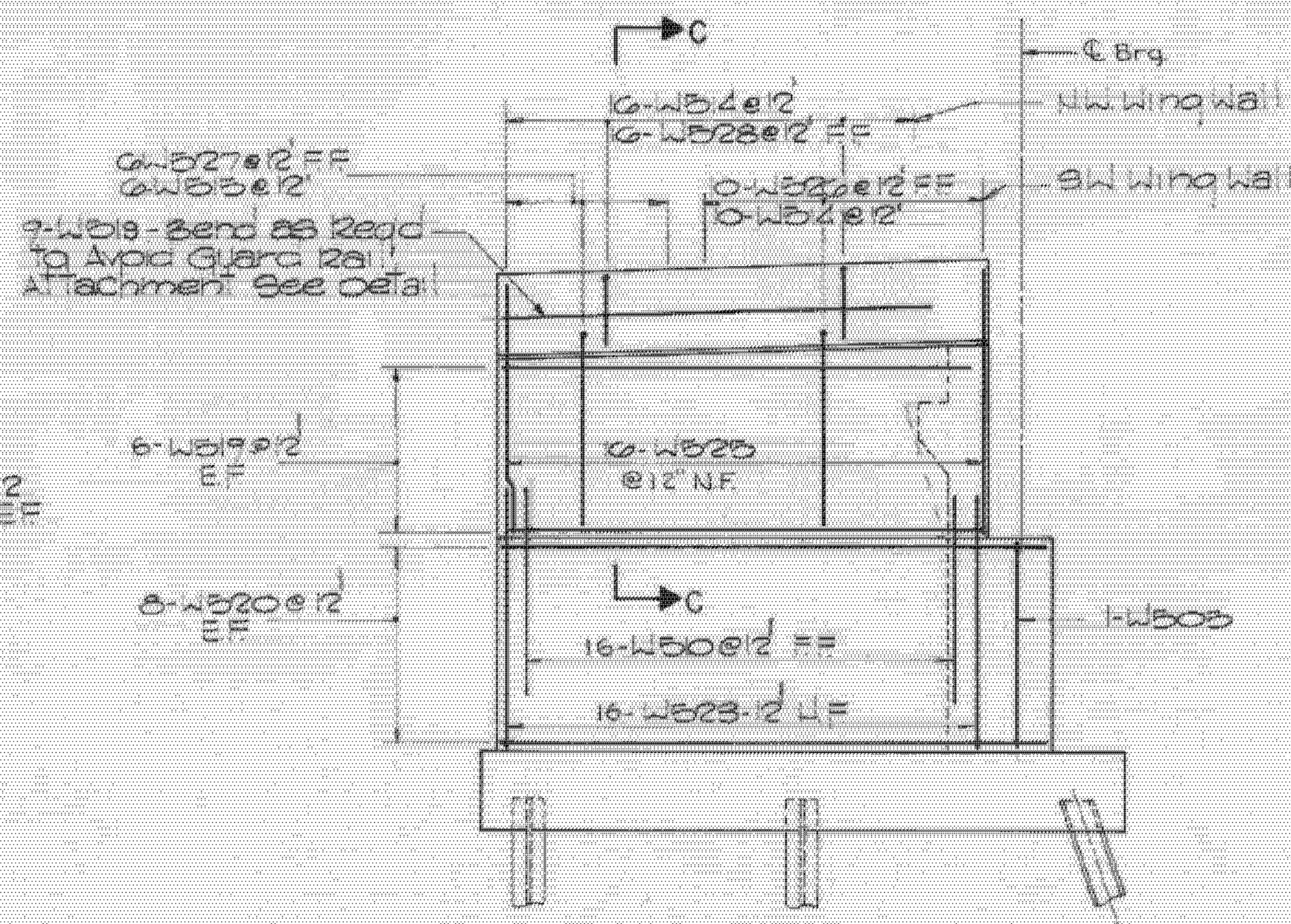
SECTION A-A
Scale: 3/8" = 1'-0"



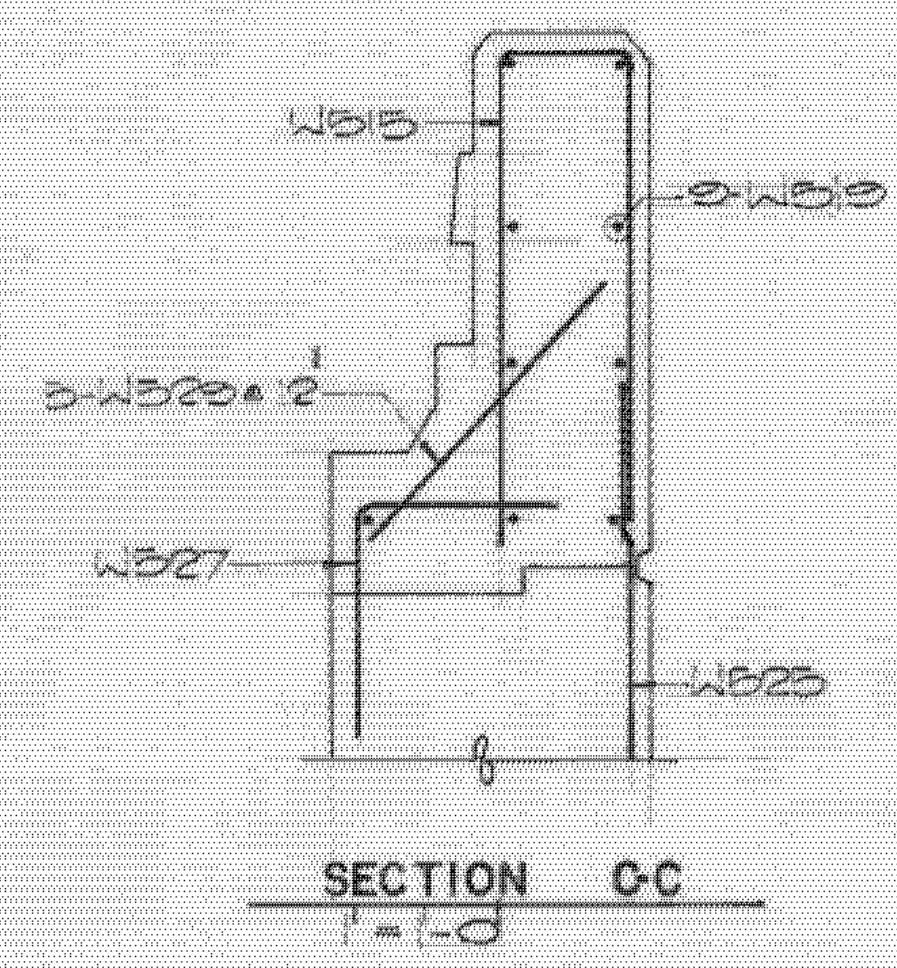
SECTION B-B
Scale: 3/8" = 1'-0"



ELEVATION - WEST ABUTMENT
Scale: 1/4" = 1'-0"



ELEVATION - NW & SW WINGWALL
Scale: 1/4" = 1'-0"

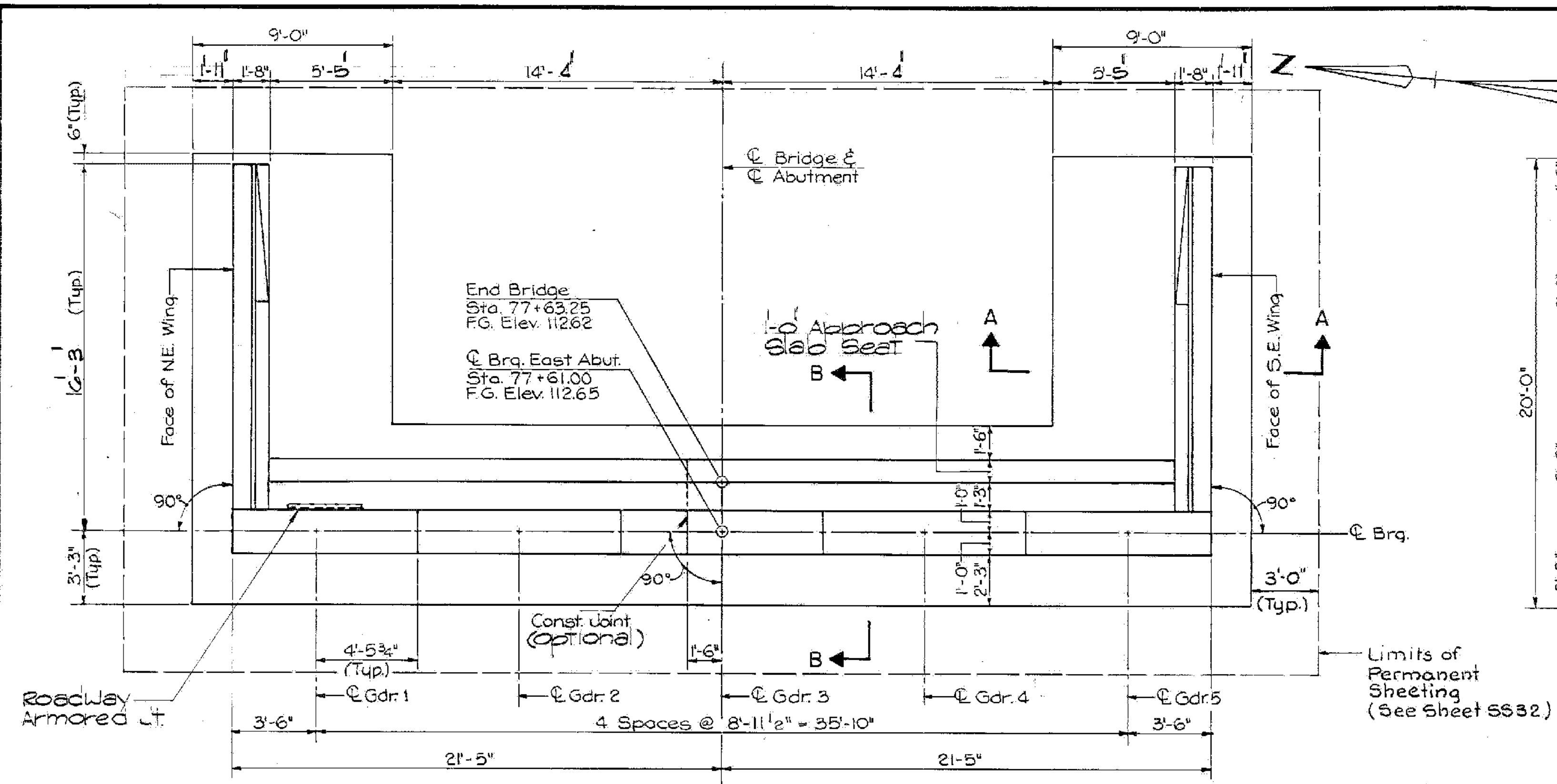


SECTION C-C
Scale: 1" = 1'-0"

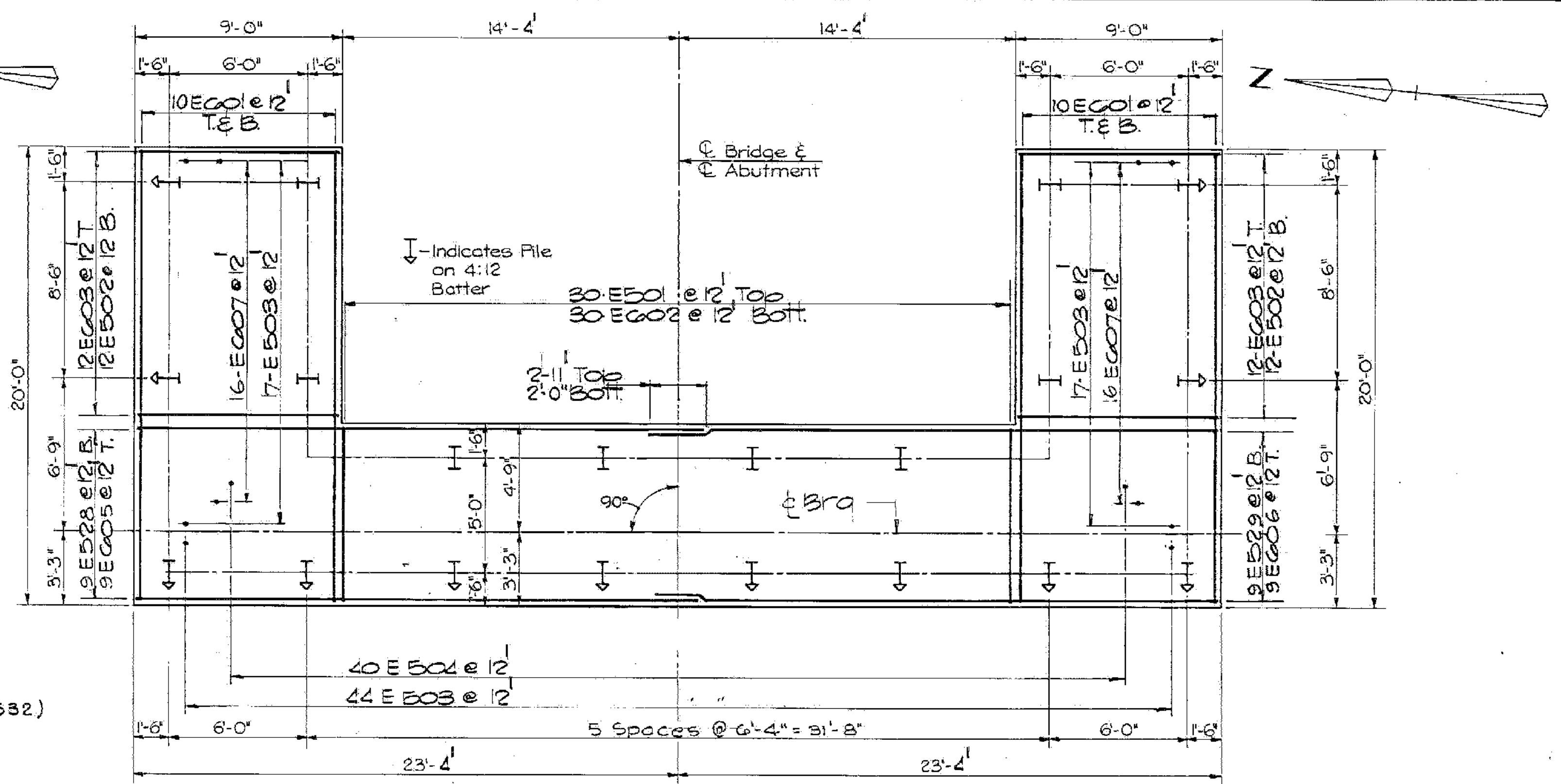
ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 22 OF 50
FOR REFERENCE ONLY

STATE OF VERMONT	
AGENCY OF TRANSPORTATION	
TOWN OF ROUSES POINT NY. — ALBURGH VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta.
	Surr. Sta.
WEST ABUTMENT, REINFORCING STEEL	
(STEEL ALTERNATE)	
Designed by K.A.C.	Drawn by A.B.M.
Checked by R.M.C.	Bridge Design Supervisor
date 10-26-84	C.J.M./S.M. date 10-26-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(11)
Bridge Sheet No. S552	Sheet of

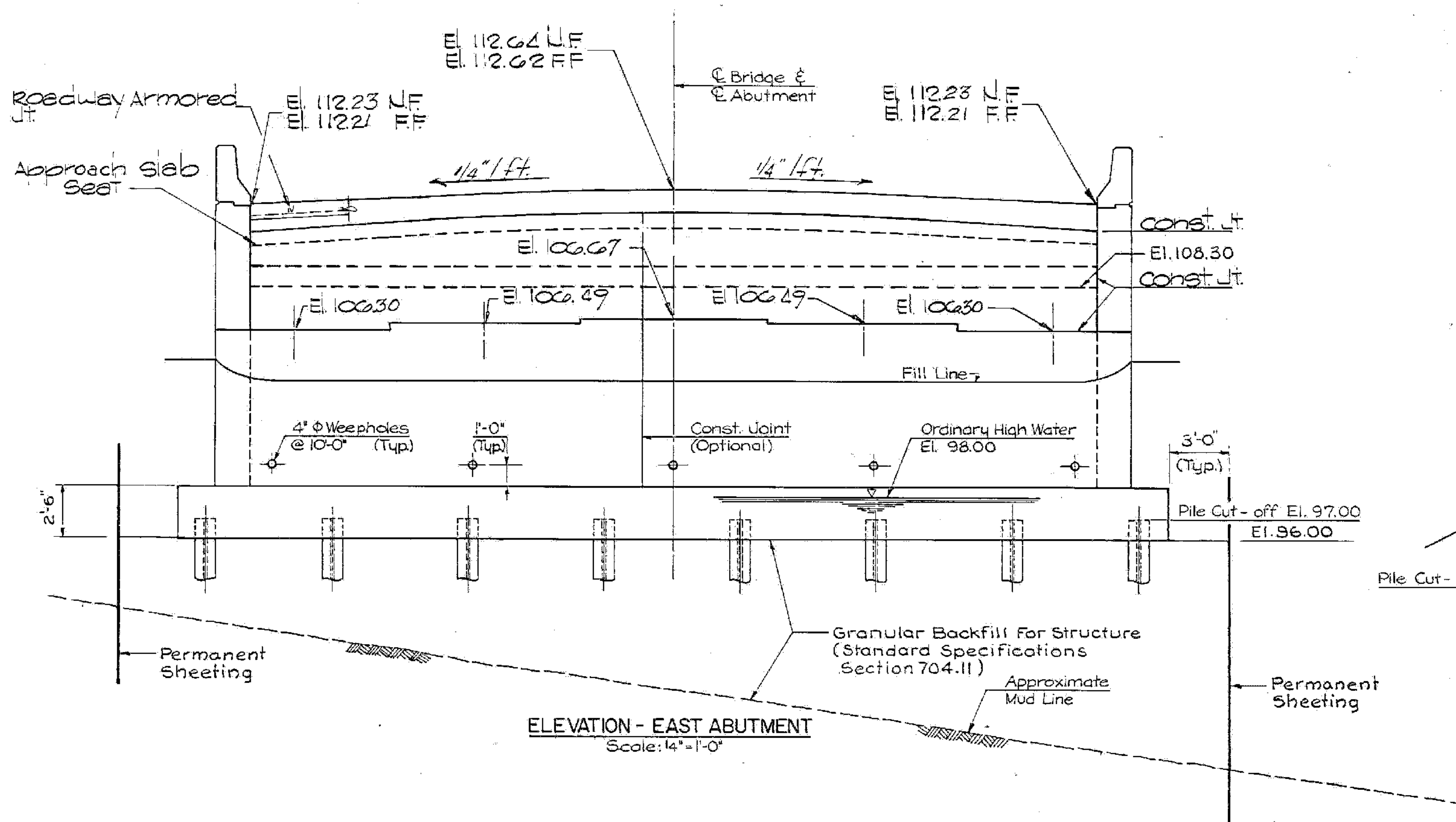




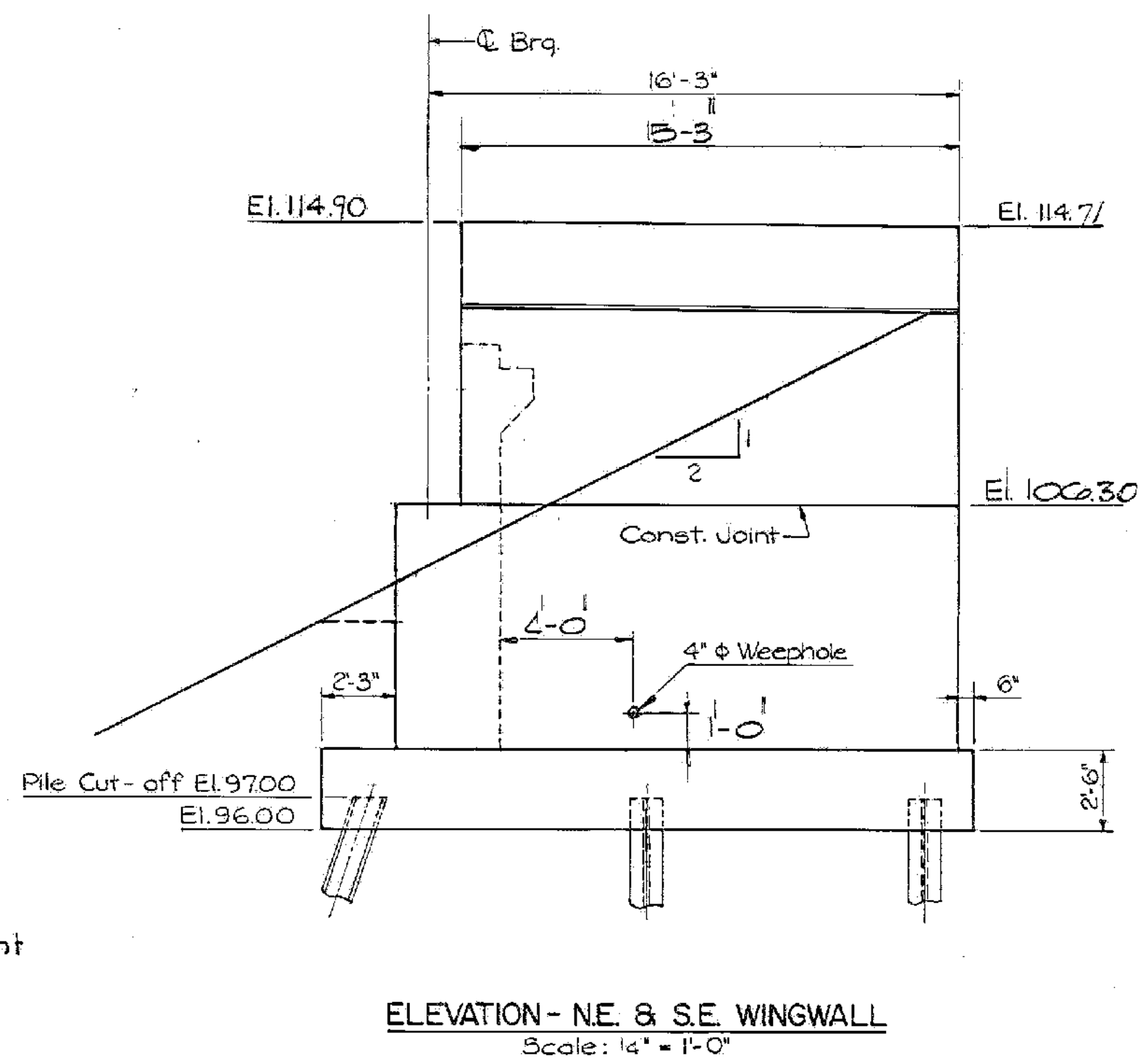
PLAN - EAST ABUTMENT
Scale: 1/4" = 1'-0"



FOOTING PLAN - EAST ABUTMENT
Scale: 1/4" = 1'-0"



ELEVATION - EAST ABUTMENT
Scale: 1/4" = 1'-0"



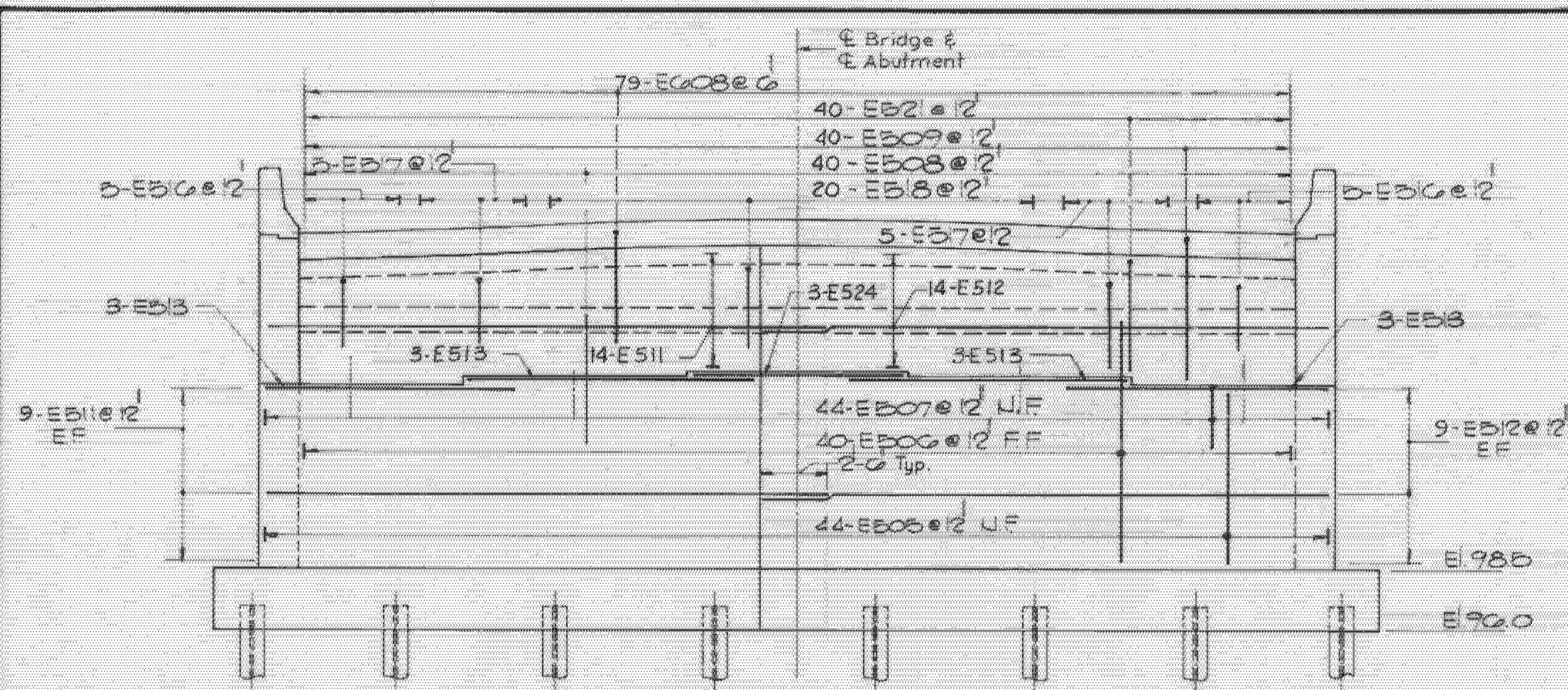
ELEVATION - NE. & S.E. WINGWALL
Scale: 1/4" = 1'-0"

NOTES:
1. For Section A-A & B-B See Sh. SS51

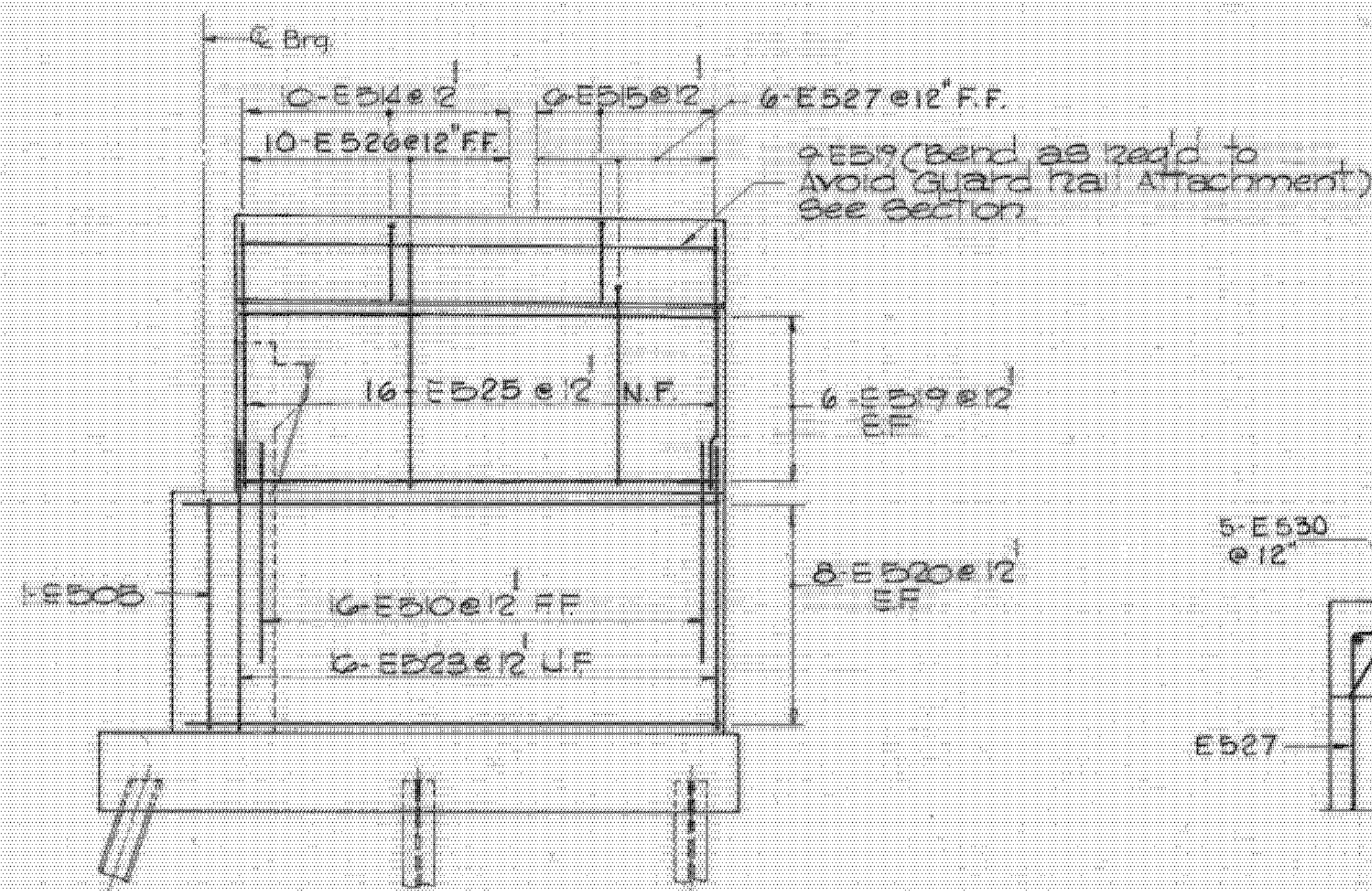
ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 23 OF 50
FOR REFERENCE ONLY

STATE OF VERMONT	
AGENCY OF TRANSPORTATION	
TOWN OF ROUSES POINT NY. — ALBURGH VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surv. Sta.
EAST ABUTMENT	
(STEEL ALTERNATE)	
Designed by K.A.C.	Drawn by A.B.M.
Checked by J.S.J./R.M.C. date 10-26-84	Bridge Design Supervisor C.J.M./S.M. date 10-26-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(11)
Bridge Sheet No. SS 53	Sheet of

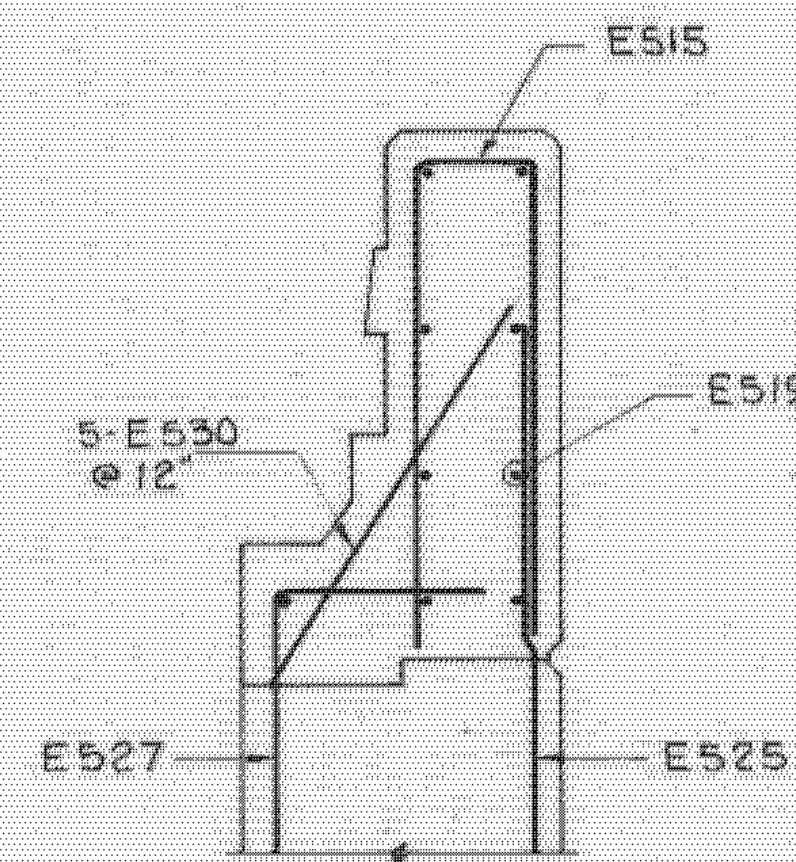
HNTB
HOWARD NEEDLES TAMMEN & BERGENDOORF



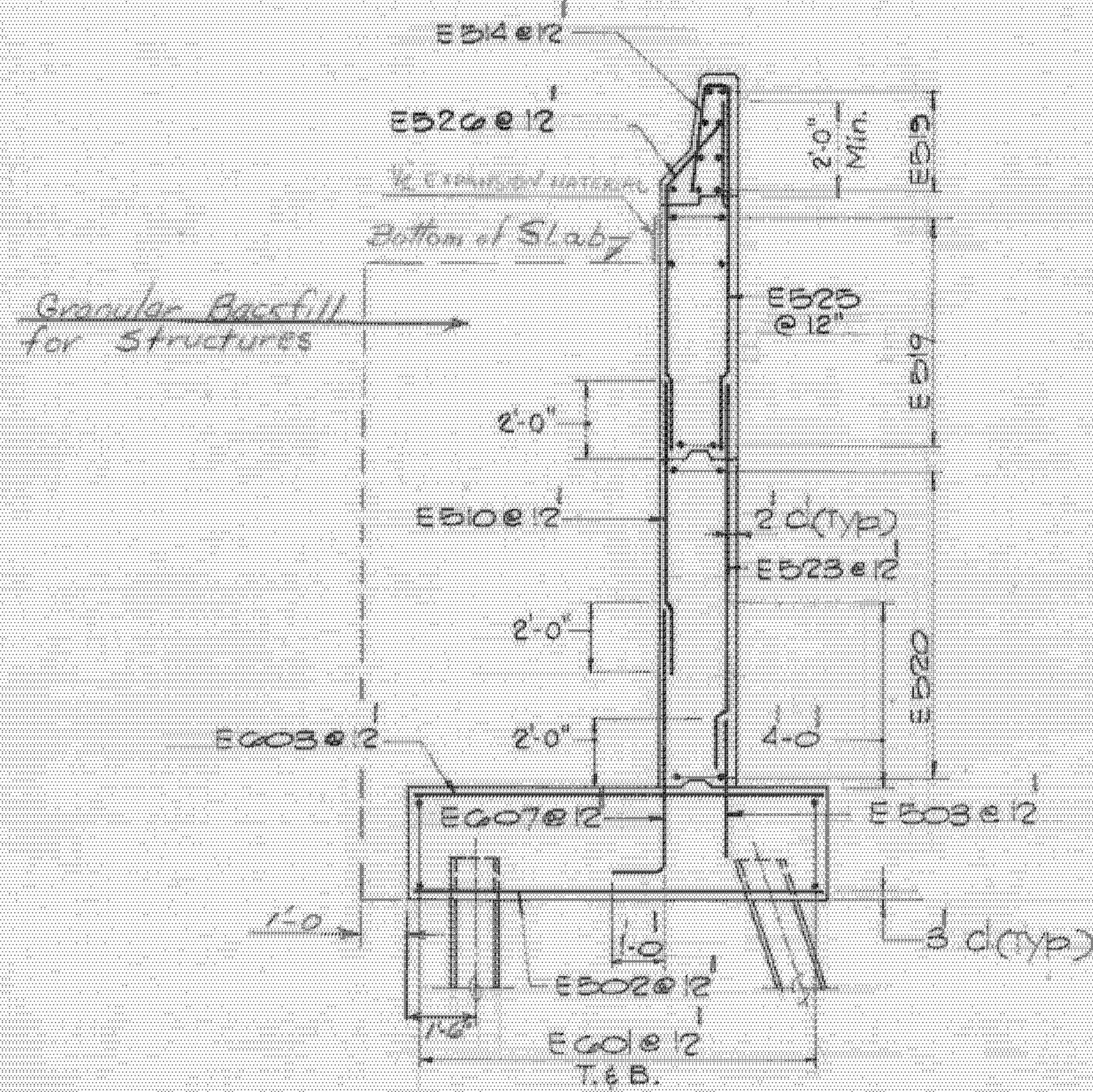
ELEVATION - EAST ABUTMENT
Scale: 1/4" = 1'-0"



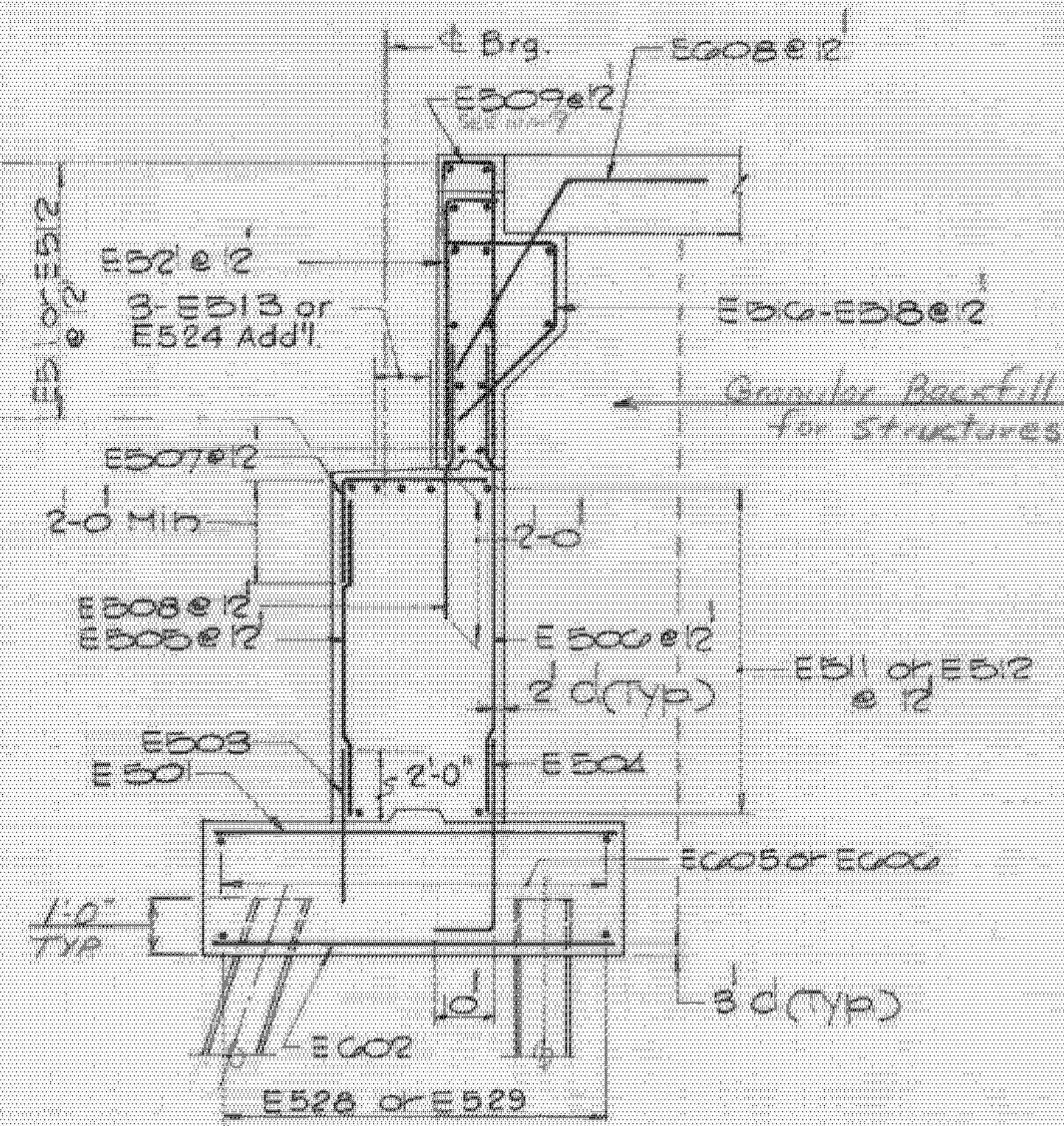
ELEVATION - NE & SE WINGWALL
Scale: 1/4" = 1'-0"



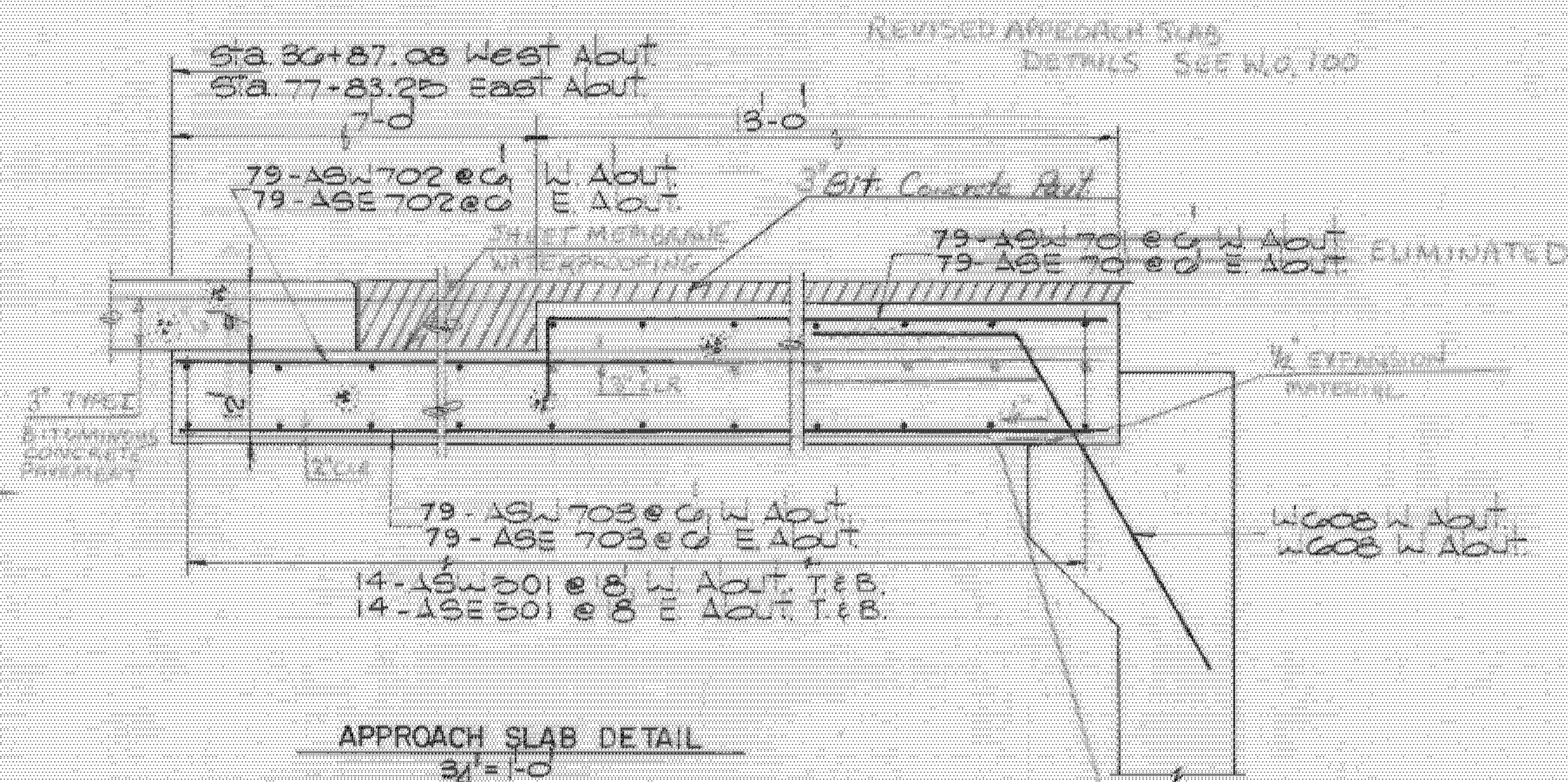
SECTION C-C
Scale: 1" = 1'-0"



SECTION A-A
3/8" = 1'-0"



SECTION B-B
3/8" = 1'-0"



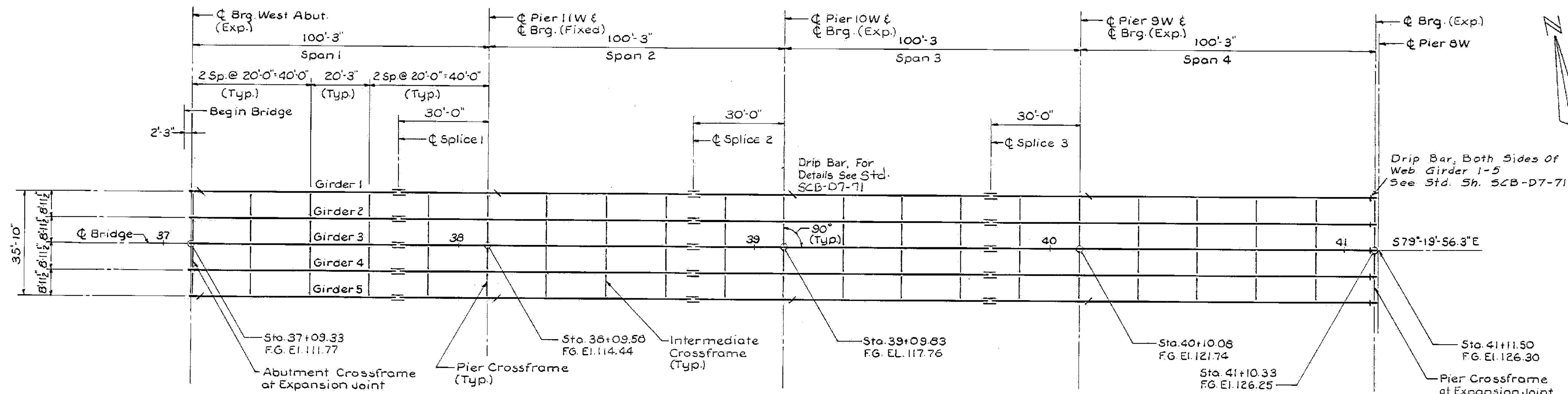
APPROACH SLAB DETAIL
3/4" = 1'-0"

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 24 OF 50
FOR REFERENCE ONLY

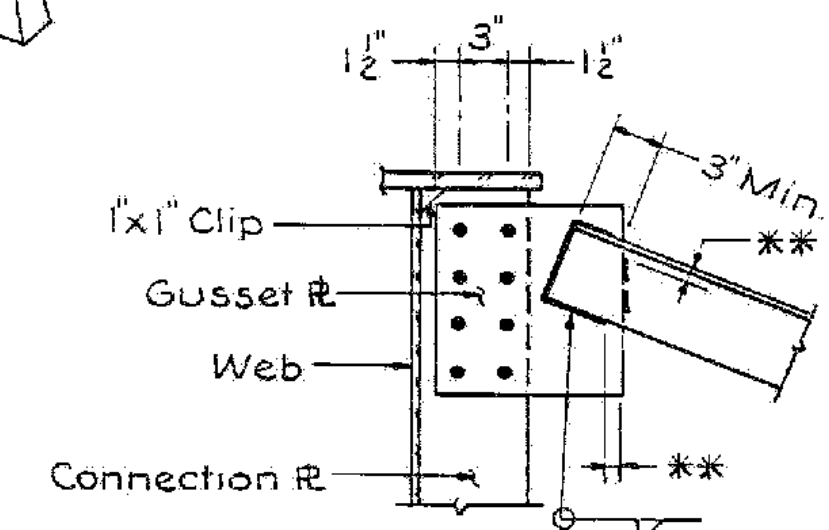
**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

TOWN OF ROUSES POINT NY — ALBURGH VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surr. Sta.
EAST ABUTMENT, REINFORCING STEEL (STEEL ALTERNATE)	
Designed by K.A.C.	Drawn by A.B.M.
Checked by J.S.J. date 10-26-84	Bridge Design Supervisor C.J.M./S.M. date 10-26-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 02B-1(II)
Bridge Sheet No. SS54	Sheet of

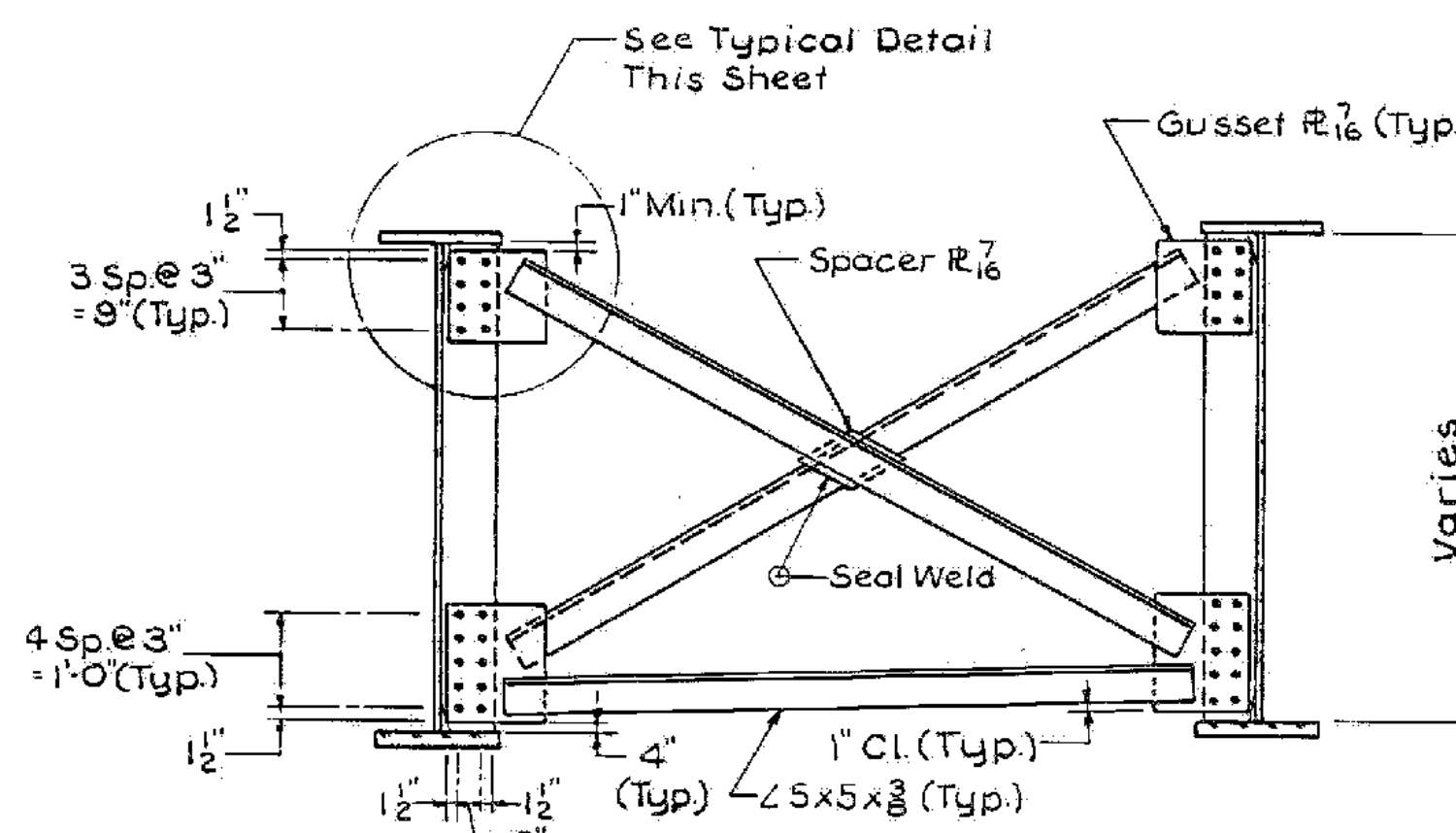




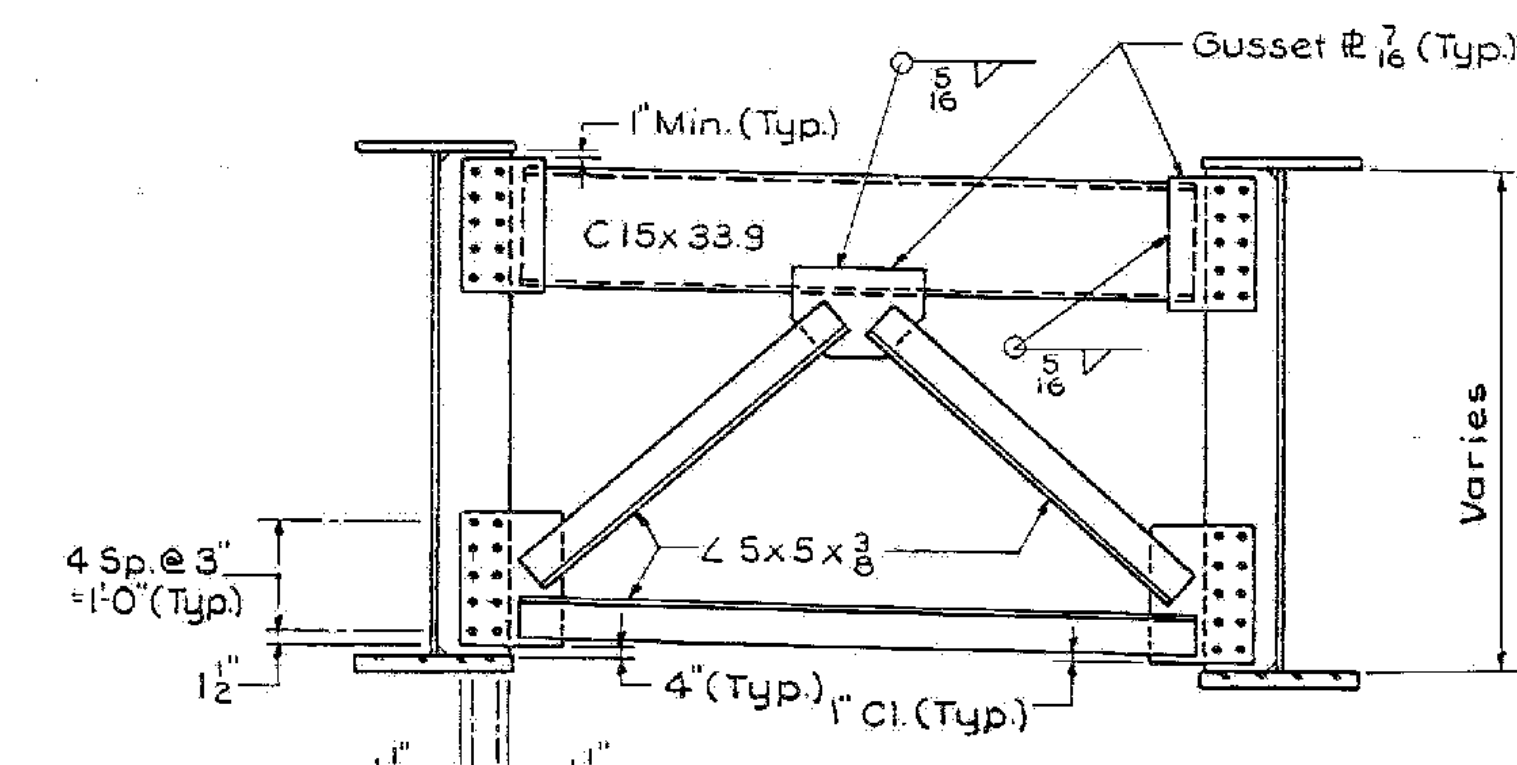
**FRAMING PLAN - SPANS 1 THRU 4
UNIT 1**
Scale: 1" = 20'



TYPICAL DETAIL
Scale: 1/2" = 1'-0"
** All around welds on Gusset R connections to be terminated a min. of 1/4" & a max. of 1/2" from edge of Gusset R.



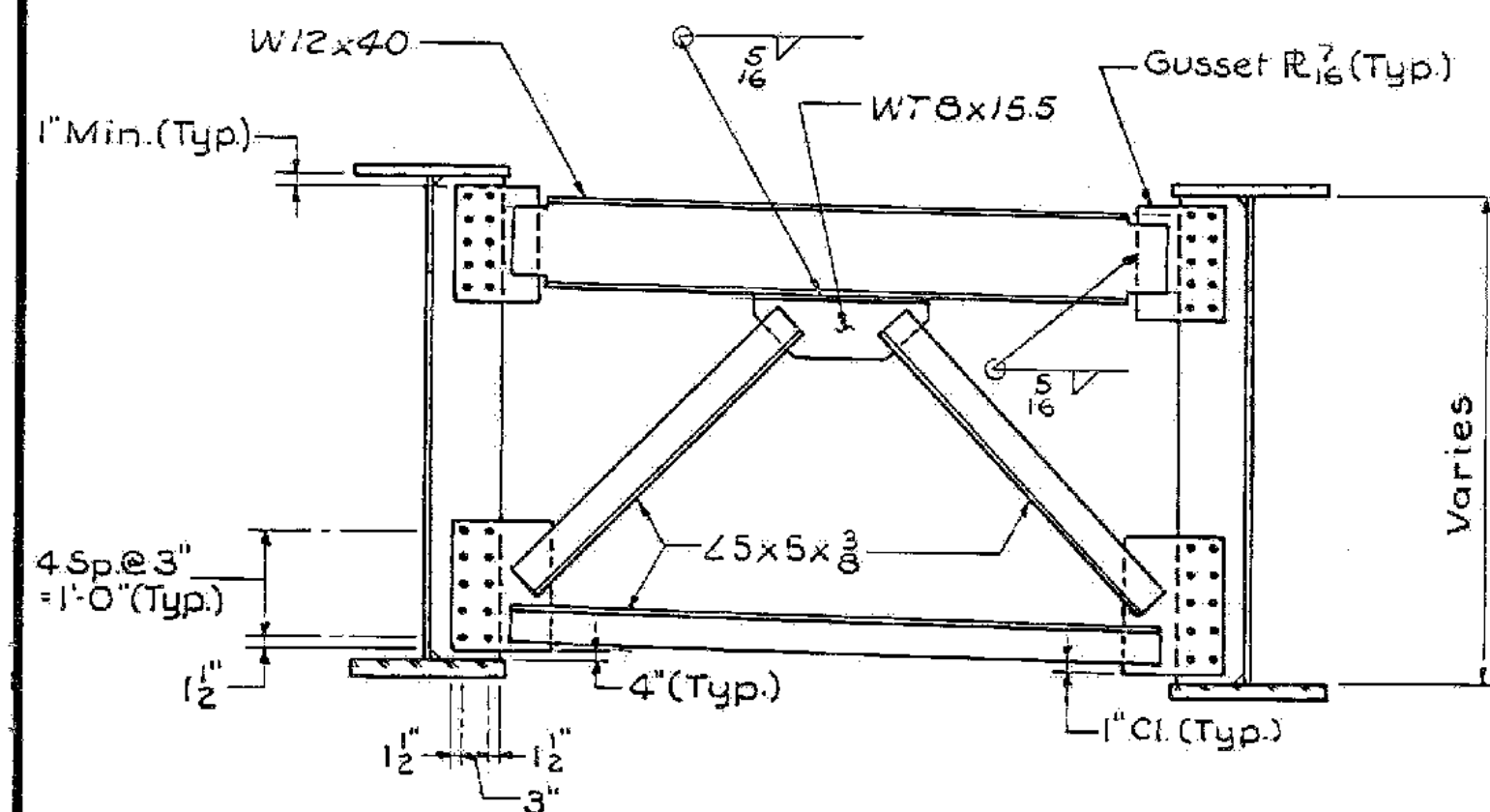
INTERMEDIATE CROSSFRAME
Scale: 1/2" = 1'-0"



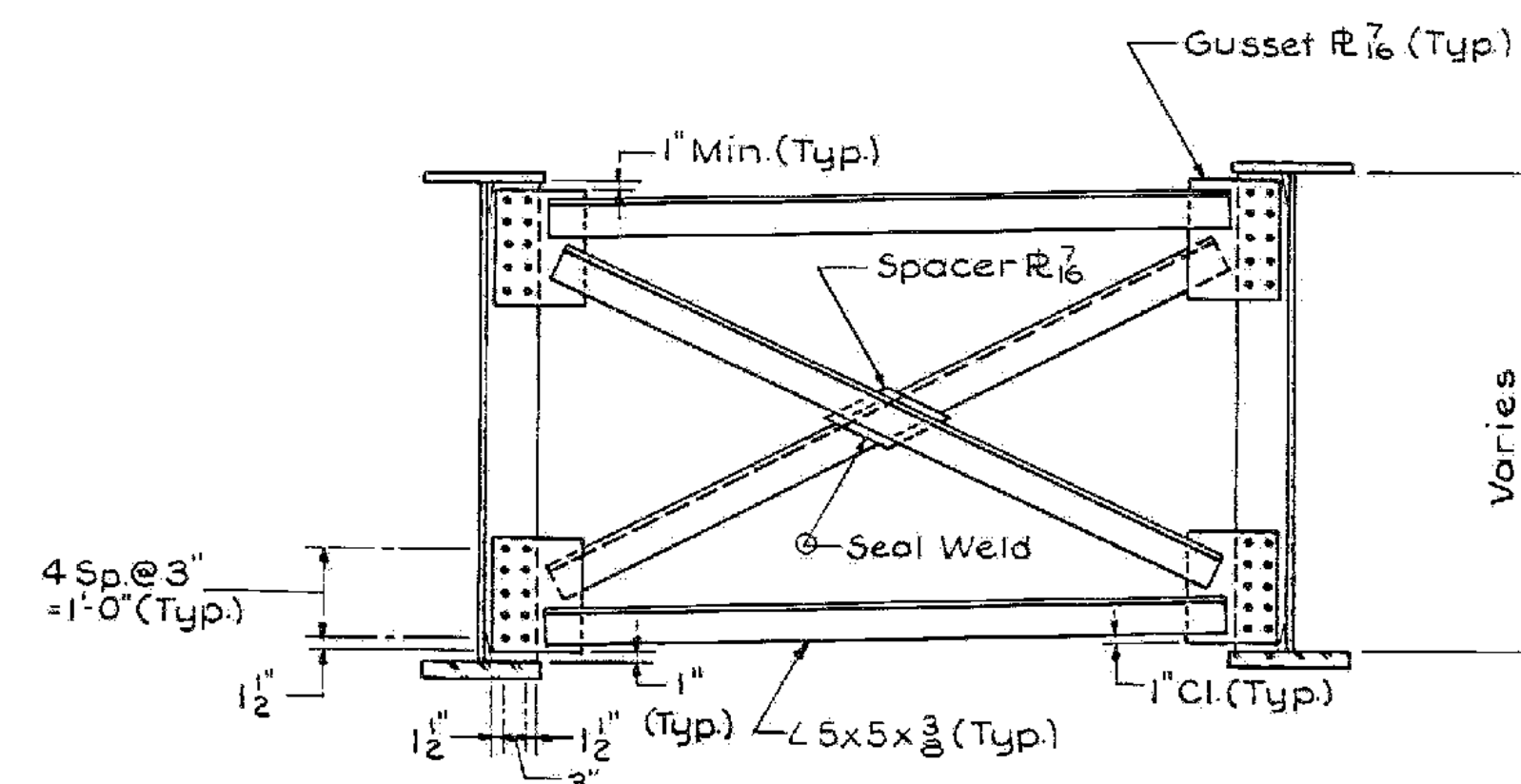
PIER CROSSFRAME
Scale: 1/2" = 1'-0"

NOTES:

1. Cross Frame Details on this Sheet are Applicable to Units 1, 2, 4, 5 & 6 Only. Cross Frame Details For Unit 3 are Detailed on Sh. SS61
2. Finished Grade (FG) Elevation Given at Top of Bituminous Concrete Pavement.
3. For Girder Elevation, see Sheet SC56.



**CROSSFRAME
AT EXPANSION JOINTS
(PIERS & ABUTMENTS)**
Scale: 1/2" = 1'-0"



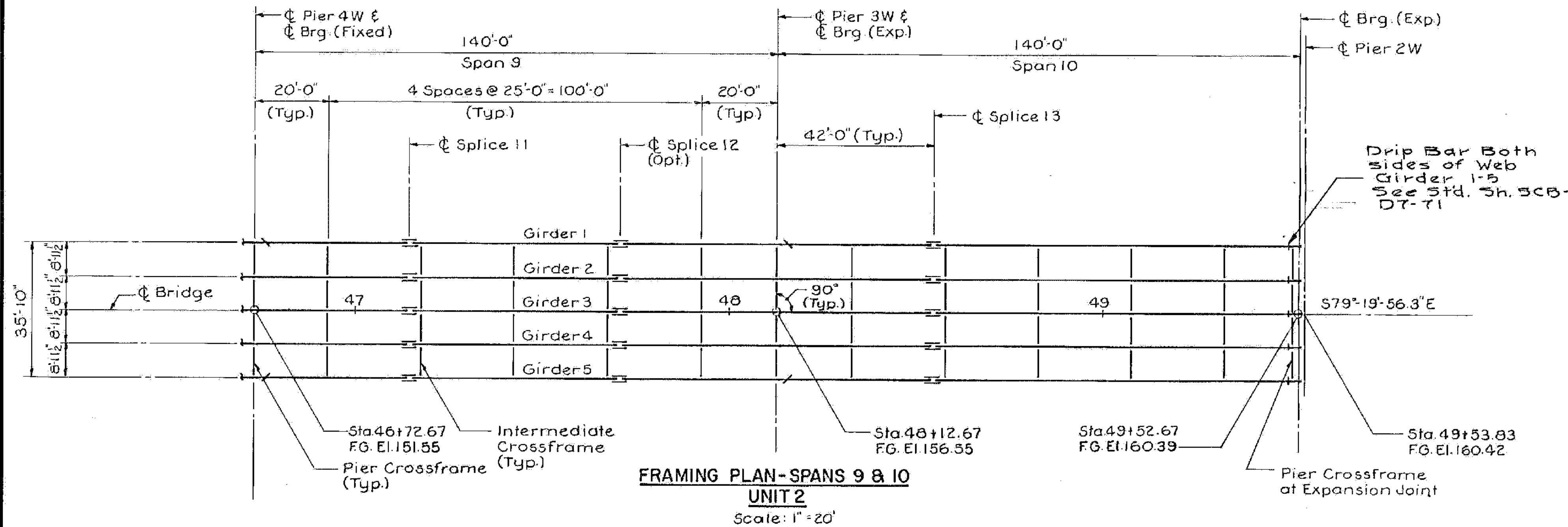
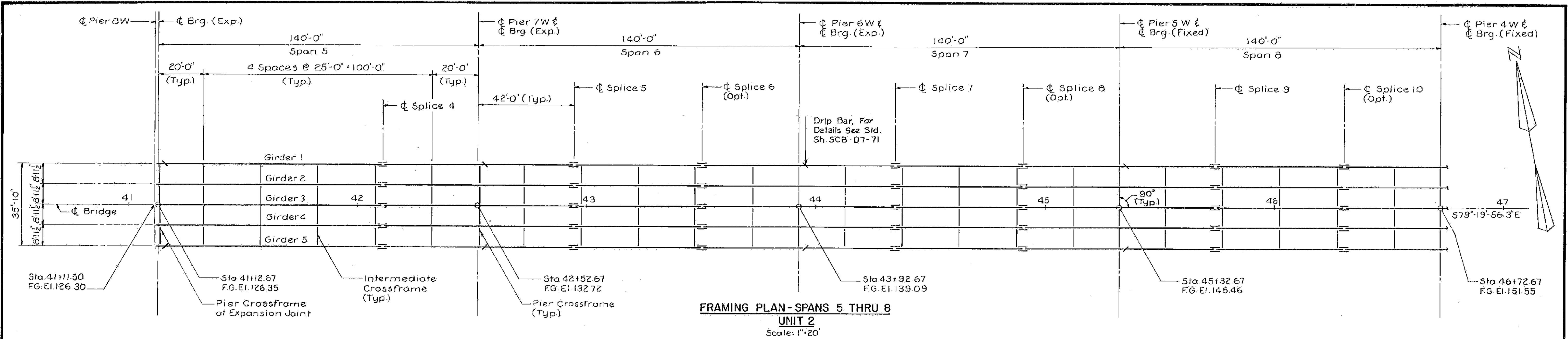
**INTERMEDIATE CROSSFRAME
CURVED GIRDERS ONLY**
Scale: 1/2" = 1'-0"

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 25 OF 50
FOR REFERENCE ONLY

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

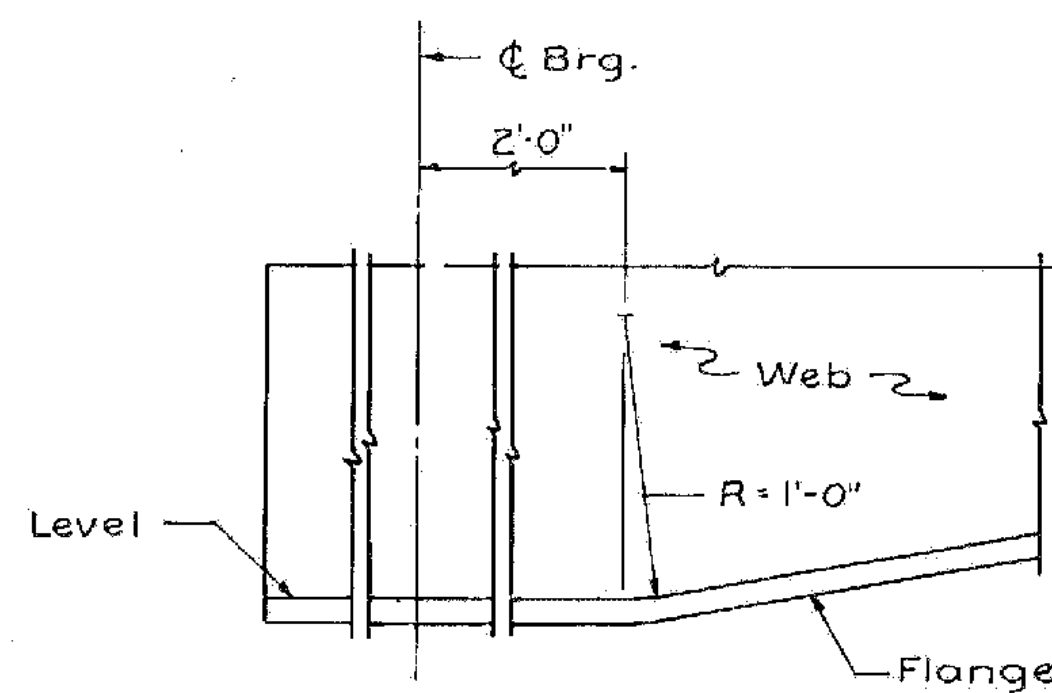
TOWN OF ROUSES POINT N.Y. - ALBURGH VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
FRAMING PLAN-UNIT 1 & CROSS FRAMES (STEEL ALTERNATE)	
Designed by B.B.C.	Drawn by R.D.F.
Checked by S.M. date 10-17-84	Bridge Design Supervisor C.J.M./S.M. date 10-31-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(III)
Bridge Sheet No. SS55	Sheet of

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

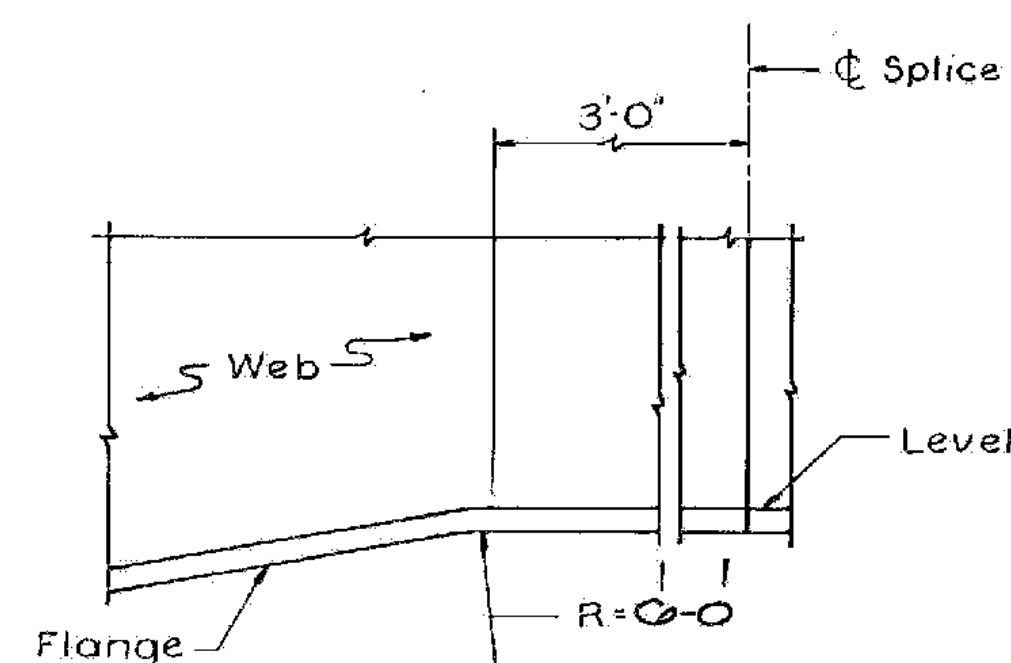


STRUCTURAL STEEL NOTES:

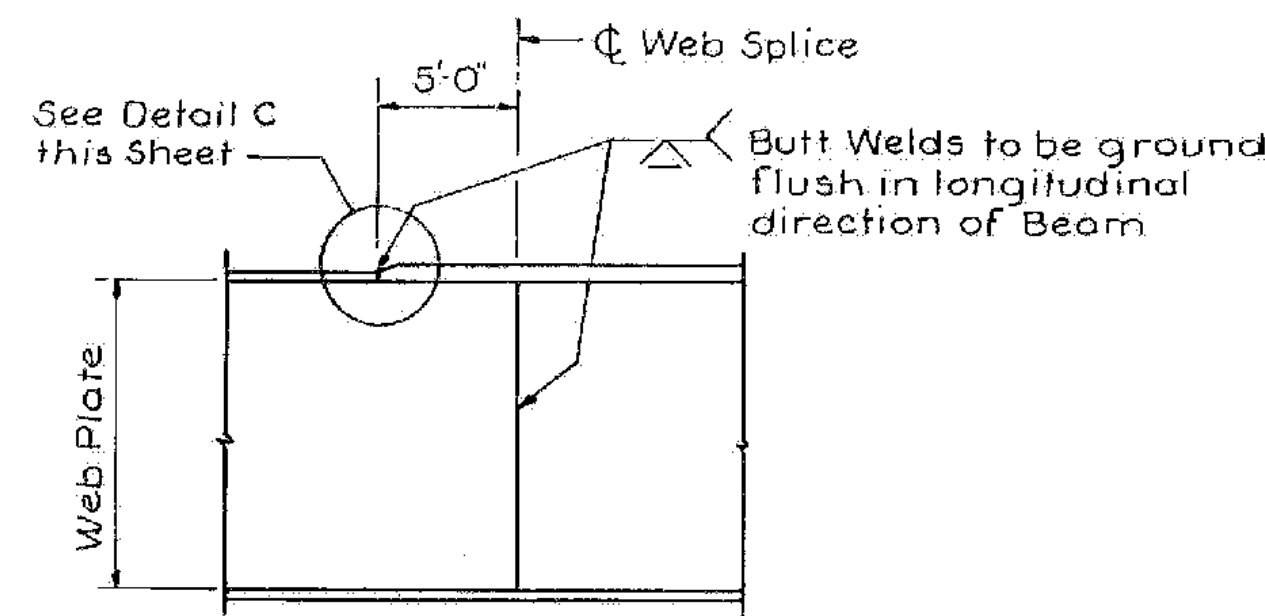
- All Structural Steel to be ASTM A588 (unpainted), Except as Noted in Note 15 (Below).
- All Field Connections shall be made with $\frac{7}{8}$ " ϕ High Strength Bolts ASTM A325 Type III.
- All Holes for $\frac{7}{8}$ " ϕ Bolts to be 1 $\frac{1}{2}$ ".
- Preparation and Assembly of Material for Welding shall conform to the A.W.S. Structural Welding Code AWS D1.1-80 as Amended by the 1981 AASHTO Standard Specifications for Welding of Structural Steel Highway Bridges.
- Any Welded Joint prequalified by the American Welding Society Specification for Welded Highway and Railway Bridges will be acceptable in the Fabrication of the Structural Steel.
- Ends of Beams shall be Fabricated so that under Full Dead Load the End will be Plumb.
- All Longitudinal Dimensions shown, are Horizontal (at 60°F).
- Main Load Carrying Members: Longitudinal Plate Girders.
- All Diaphragms shall be Sloped Parallel to Deck Slab.
- The Charpy V-Notch Toughness Requirements as Described in Section 714, of the Standard Specifications shall Apply to the Web and Tension Flanges of the Girders.
- Erection. The Design as Detailed in the Contract Plans does not Consider any Erection Stresses. Contractor to Submit Erection Plans and Stress Calculations for his Proposed Method for Approval by the Engineer.
- All Bearing Stiffeners are Vertical and all Intermediate Stiffeners are Normal to Top Flanges.
- For Girder Elevation, see Sheet SS58.
- Finish Grade Elevations Given at Top of Bituminous Concrete Pavement (Along Grade Line)
- Girders Shall be Painted as Follows:
 - Fascia Girders, Full Exposed Length. (Fascia Side of the Web and Flanges Including Bottom Face of the Bottom Flange).
 - All Girders Including Stiffeners and Crossframes, ten (10) Feet From the Expansion Joints Only.
- Cost of Painting of the Structural Steel to be Included in Item 506.91, Structural Steel.
- Drip plates shall be used at the High Side of all Piers on the outside of Fascia Girders and at the low side of expansion Piers on all interior Girders and the inside of all Fascia Girders.



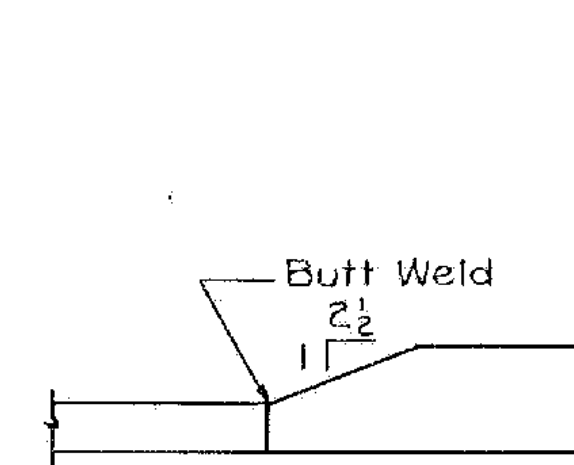
DETAIL A
Scale: 1 1/2"=1'-0"



DETAIL B
Scale: 1 1/2"=1'-0"



TYPICAL SHOP WEB SPLICE
No Scale



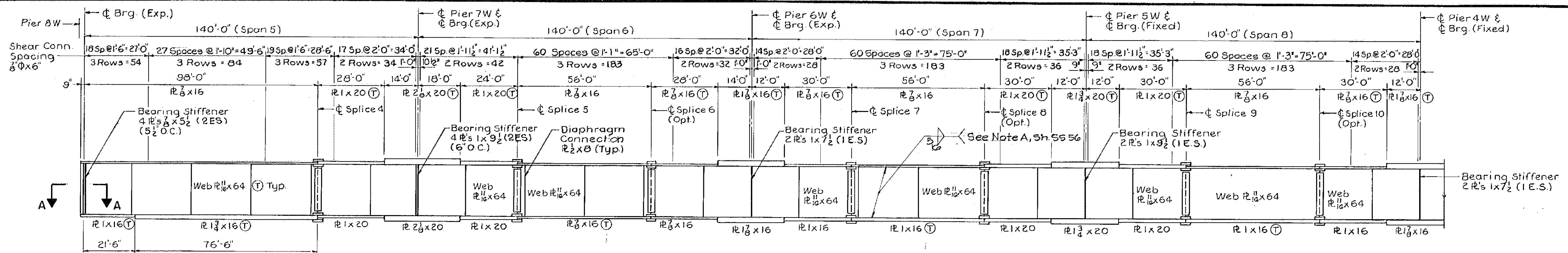
DETAIL C
No Scale

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 27 OF 50
FOR REFERENCE ONLY

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

TOWN OF ROUSES POINT N.Y. -ALBURGH VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surv. Sta.
FRAMING PLAN - UNIT 2 (STEEL ALTERNATE)	
Designed by S.M.	Drawn by R.D.F.
Checked by K.A.C. date 9-25-84	Bridge Design Supervisor C.J.M./S.M. date 10-31-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF028-1 (II)
Bridge Sheet No. SS57	Sheet of

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF



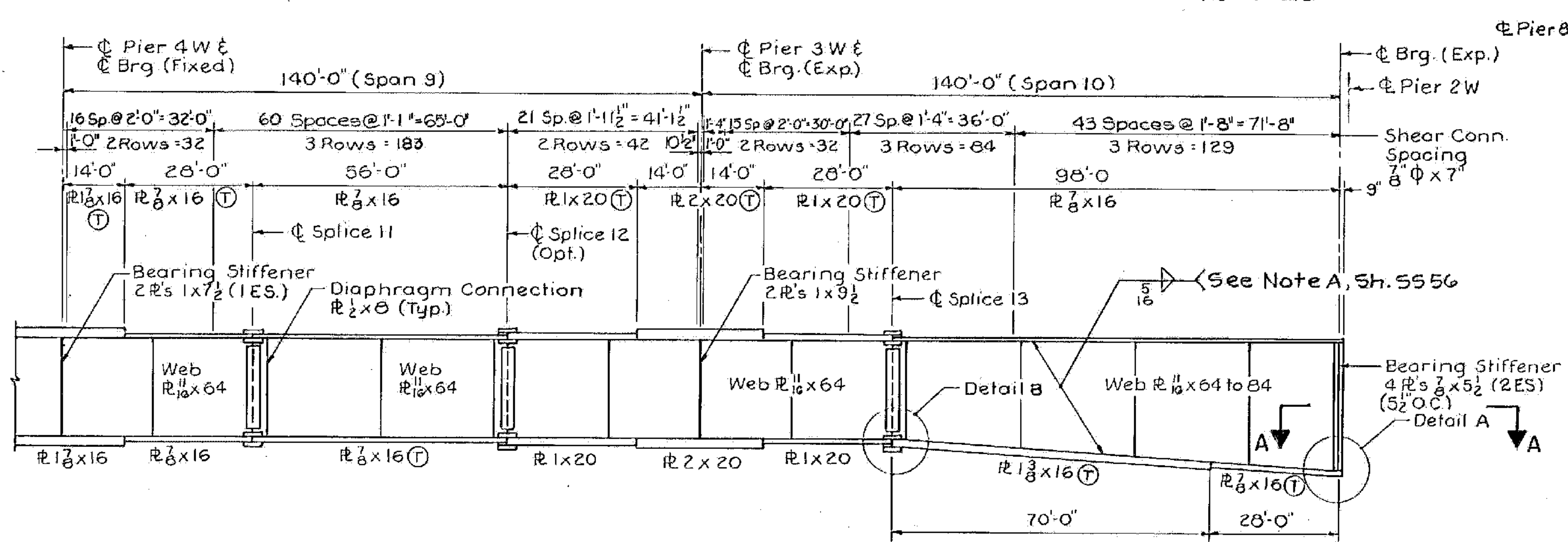
Ⓣ - Notch Toughness Test

GIRDER ELEVATION - SPANS 5 THRU 10 (UNIT 2)

No Scale

UNIT 2							
BEAM NO.	A	B	C	D	E	F	G
G1-G5	0.00	6.26	12.66	19.03	25.16	30.13	34.08

Dimensions A-G Measured in Feet



* Ordinates For Web Plate Layout

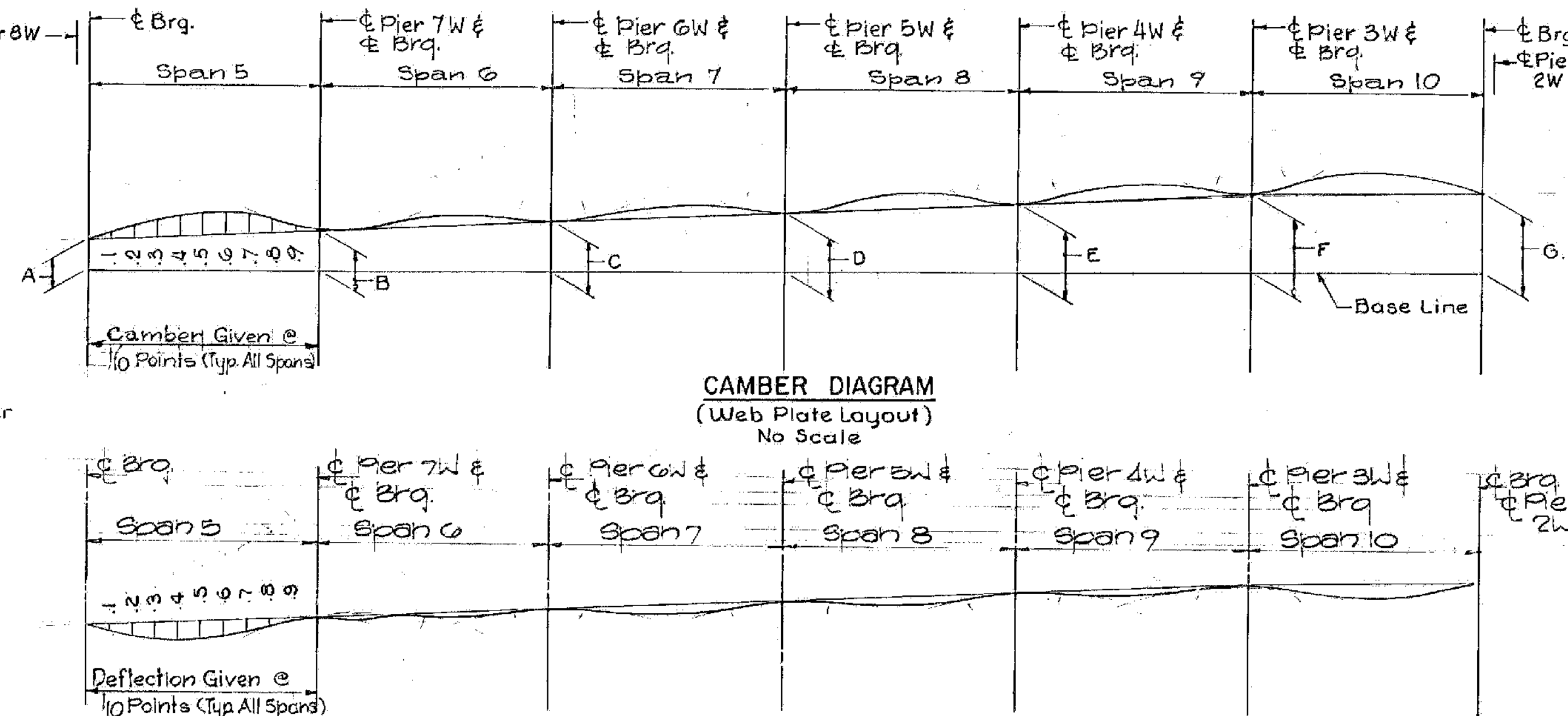
GIRDER ELEVATION (CONT'D)

No Scale

Span	Gdr.	C. Brq.	CAMBER * (Inches)									
			1	2	3	4	5	6	7	8	9	C. Brq.
5	1-5	0	1 1/2	2 3/16	3 11/16	4 1/8	4 1/8	3 1/2	2 5/8	1 9/16	2 0	0
			0	1 1/2	2 3/16	3 11/16	4 1/8	4 1/8	3 1/2	2 5/8	1 9/16	2 0
6	1-5	0	-1/8	3/16	5/8	1 1/16	1 5/16	1 1/4	1 3/16	1 1/2	1 1/8	0
			0	-1/8	3/16	5/8	1 1/16	1 5/16	1 1/4	1 3/16	1 1/2	1 1/8
7	1-5	0	3/8	1	1 5/8	2 1/8	2 3/16	2	1 1/2	1 3/16	1 1/4	0
			0	3/8	1	1 5/8	2 1/8	2 3/16	2	1 1/2	1 3/16	1 1/4
8	1-5	0	1 1/2	1 5/16	2 1/8	2 7/8	3 3/16	3 1/16	2 9/16	1 11/16	1 3/16	0
			0	1 1/2	1 5/16	2 1/8	2 7/8	3 3/16	3 1/16	2 9/16	1 11/16	1 3/16
9	1-5	0	1 1/16	1 7/16	2 3/16	2 5/8	2 11/16	2 3/8	1 13/16	1 1/16	7/16	0
			0	1 1/16	1 7/16	2 3/16	2 5/8	2 11/16	2 3/8	1 13/16	1 1/16	7/16
10	1-5	0	1 3/16	2 1/2	3 11/16	4 5/8	5 1/8	5 1/16	4 7/16	3 5/16	1 9/16	0
			0	1 3/16	2 1/2	3 11/16	4 5/8	5 1/8	5 1/16	4 7/16	3 5/16	1 9/16

Span	Defl.	C. Brq.	DEFLECTION (Inches)										
			1	2	3	4	5	6	7	8	9	C. Brq.	
5	Steel Only	0	1/8	1/2	1 1/8	3/4	3/4	5/8	7/8	1 1/4	1 1/2	1 1/2	0
			Total	0	1 7/16	2 5/8	3 7/16	3 13/16	3 11/16	3 3/16	2 3/8	1 3/8	1 2
6	Steel Only	0	1/16	0	1/8	1/8	3/16	3/16	1/2	5/8	1 1/8	0	
			Total	0	-3/16	0	3/8	1 1/16	7/8	7/8	5/8	5/16	0
7	Steel Only	0	1/8	3/8	1/2	3/8	3/8	5/8	1 1/4	1 1/4	1 1/8	0	
			Total	0	1 1/4	1 3/16	1 3/8	1 3/4	1 7/8	1 11/16	1 1/4	1 1/16	3/16
8	Steel Only	0	0	1/4	1/2	3/4	3/4	5/8	1 1/4	1 1/4	1 1/8	0	
			Total	0	1/8	5/8	1 1/8	1 3/16	1 3/4	1 11/16	1 1/4	1 1/16	3/16
9	Steel Only	0	0	1/8	1/4	3/8	3/8	1/2	1 1/4	1 1/4	1 1/8	0	
			Total	0	1/16	3/8	1 1/16	1 3/16	1 5/16	3/4	3/8	0	-3/16
10	Steel Only	0	1/8	5/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	0	
			Total	0	3/16	1 3/8	2 1/4	3	3 3/8	3 3/8	3	2 1/4	1 3/16

Deflection Values Are For Girders 1-5



DEFLECTION DIAGRAM

No Scale.

NOTES:

- For Framing Plan, see Sheet S557.
- For Section A-A, see Sheet S561.

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 28 OF 50
FOR REFERENCE ONLY

STATE OF VERMONT
AGENCY OF TRANSPORTATION

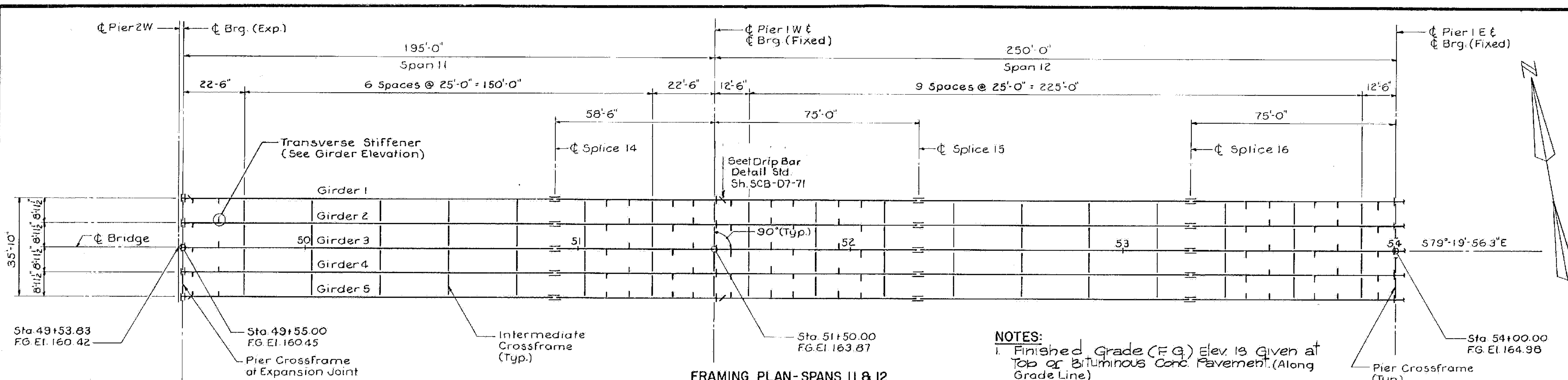
TOWN OF ROUSES POINT N.Y. - ALBURGH VT. Bridge No. 1
HIGHWAY NO. ROUTE 2 Log Sta. 0+00
Surr. Sta.

GIRDER ELEVATION - UNIT 2
(STEEL ALTERNATE)

Designed by S.M. Drawn by RDE/SZ
Checked by K.A.C. date 9-25-84 Bridge Design Supervisor C.J.M./S.M. date 10-31-84

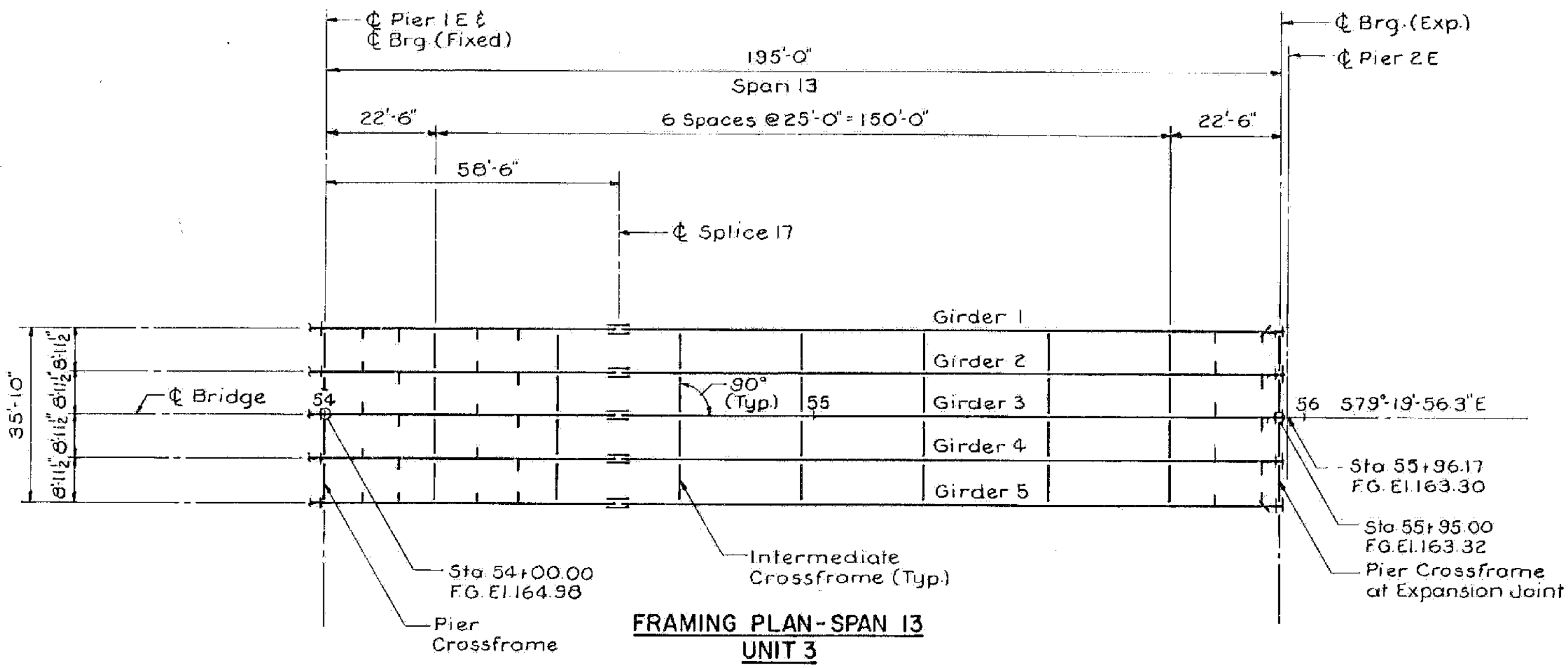
PROJECT ROUSES POINT BRIDGE REPLACEMENT PROJECT NO. BRP 028-1(II)
Bridge Sheet No. S558 Sheet of

HNTB
HOWARD NEEDLES TAMMEN & BERGEN/VOORP



FRAMING PLAN-SPANS 11 & 12
UNIT 3
 Scale: 1"=20'

NOTES:
 1. Finished Grade (F.G.) Elev. is Given at Top of Bituminous Conc. Pavement. (Along Grade Line)
 2. For Girder Elevation, See Sheet S560.

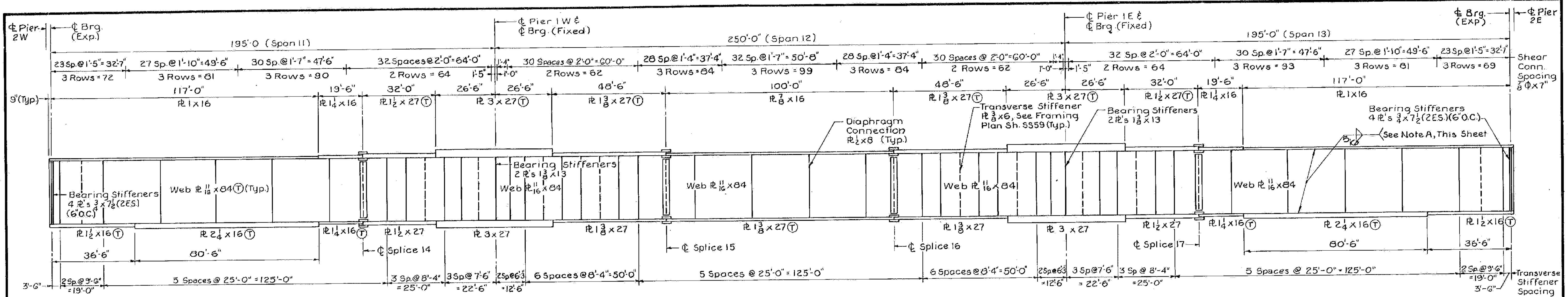


FRAMING PLAN-SPAN 13
UNIT 3

ALBURGH-ROUSES POINT
 BHF MEMB(24)
 SHEET 29 OF 50
 FOR REFERENCE ONLY

STATE OF VERMONT	
AGENCY OF TRANSPORTATION	
TOWN OF ROUSES POINT N.Y.-ALBURG VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surv. Sta.
FRAMING PLAN - UNIT 3 (STEEL ALTERNATE)	
Designed by S.M.	Drawn by R.D.F.
Checked by S.F.L. date 9-25-84	Bridge Design Supervisor C.J.M./S.M. date 10-31-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF028-1 (II)
Bridge Sheet No. S559	Sheet of





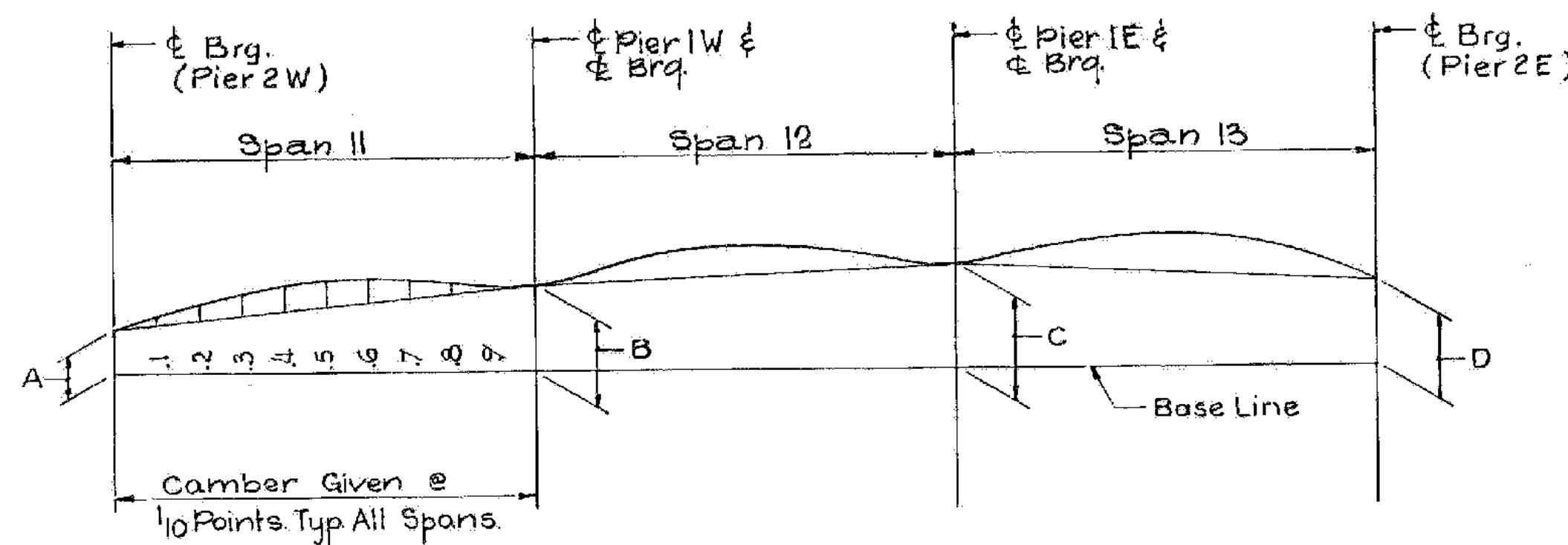
(T) - Notch Toughness Test

NOTE A:

Flange to Web Fillet Welds for all Flange Thicknesses Greater than 1/2" Shall be 3/8" Welds.

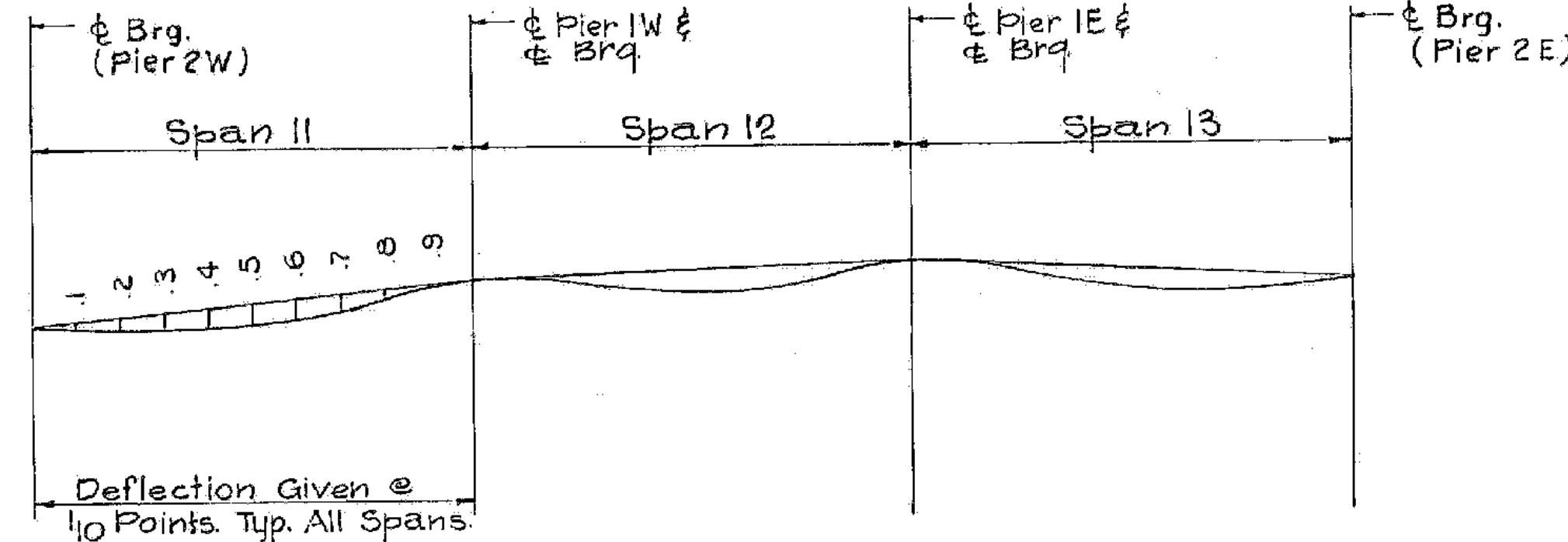
GIRDER ELEVATION

No Scale



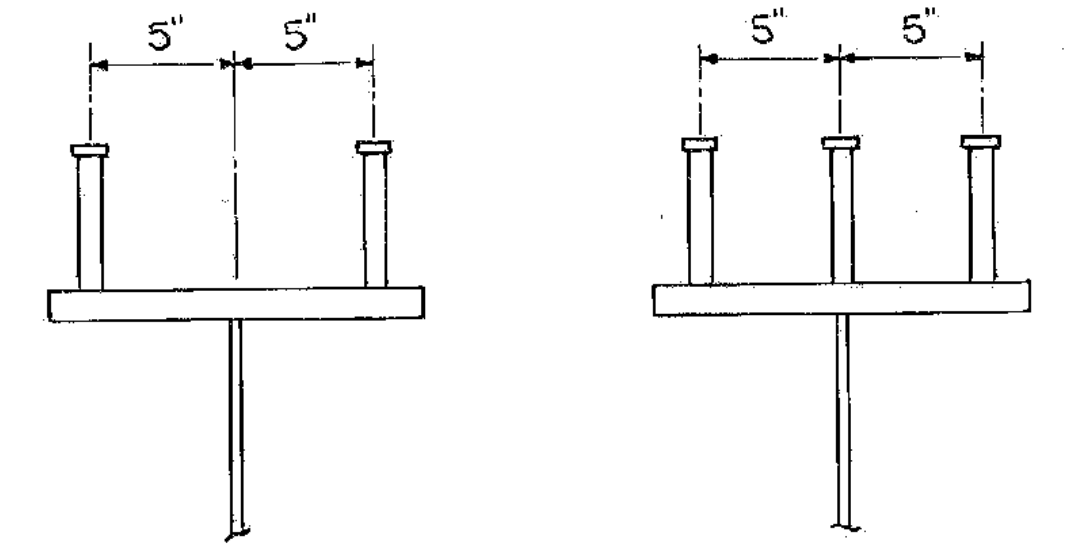
CAMBER DIAGRAM

(Web Plate Layout)
No Scale



DEFLECTION DIAGRAM

No Scale



SHEAR STUD DETAIL

(See Std. Sh. SCB-D771)
No Scale

CAMBER * (Inches)													
Span	Gdr.	¢ Brq.	.1	.2	.3	.4	.5	.6	.7	.8	.9	¢ Brq.	
11	1-5	0	3 ³ / ₁₆	5 ¹⁵ / ₁₆	7 ¹¹ / ₁₆	8 ⁷ / ₁₆	8 ³ / ₁₆	7 ¹ / ₀	5 ⁷ / ₁₆	3 ¹ / ₂	1 ⁵ / ₈	0	
			0	2 ³ / ₈	5 ¹ / ₈	7 ³ / ₁₆	9 ¹¹ / ₁₆	10 ³ / ₈	9 ¹¹ / ₁₆	7 ³ / ₈	5 ¹ / ₈	2 ³ / ₈	0
12	1-5	0	1 ⁵ / ₈	3 ⁷ / ₁₆	5 ³ / ₈	7 ¹ / ₁₆	8 ¹ / ₈	8 ⁵ / ₁₆	7 ⁵ / ₈	5 ³ / ₈	3 ¹ / ₄	0	
			0	1 ¹ / ₄	2 ¹ / ₁₆	4 ⁵ / ₁₆	5 ⁹ / ₁₆	6 ¹ / ₄	6 ³ / ₄	6 ⁷ / ₁₆	5 ¹ / ₁₆	2 ³ / ₈	0
			0	1 ⁵ / ₁₆	3 ¹ / ₂	5 ¹ / ₁₆	7 ¹ / ₈	8 ³ / ₁₆	8 ⁷ / ₁₆	7 ¹¹ / ₁₆	5 ¹⁵ / ₁₆	3 ⁵ / ₁₆	0
13	4	0	1 ⁷ / ₁₆	3 ³ / ₁₆	4 ¹⁵ / ₁₆	6 ¹ / ₂	7 ⁷ / ₁₆	7 ³ / ₄	7 ³ / ₁₆	5 ⁹ / ₁₆	3 ³ / ₈	0	
			0	1 ⁵ / ₁₆	3 ¹ / ₂	4 ¹⁵ / ₁₆	6 ¹ / ₂	7 ⁷ / ₁₆	7 ³ / ₄	7 ³ / ₁₆	5 ⁹ / ₁₆	3 ³ / ₈	0

Minus Sign (-) Indicates a Downward Camber
* Ordinates For Web Plate Layout.

DEFLECTION (Inches)												
Span	Defl.	¢ Brq.	.1	.2	.3	.4	.5	.6	.7	.8	.9	¢ Brq.
11	Steel Only	0	7 ¹ / ₁₆	1 ³ / ₁₆	1 ¹ / ₁₆	1 ¹ / ₈	1 ¹ / ₁₆	1 ³ / ₁₆	1 ² / ₄	1 ⁴ / ₁₆	1 ⁷ / ₁₆	0
	Total	0	2 ¹ / ₈	3 ¹³ / ₁₆	4 ⁷ / ₈	5 ³ / ₁₆	4 ⁷ / ₈	3 ¹³ / ₁₆	2 ⁵ / ₈	1 ⁵ / ₁₆	7 ⁷ / ₁₆	0
12	Steel Only	0	1 ¹ / ₈	7 ⁷ / ₁₆	7 ⁷ / ₁₆	1 ³ / ₁₆	1 ⁵ / ₁₆	1 ³ / ₁₆	7 ⁸ / ₁₆	7 ¹⁶ / ₁₆	1 ⁸ / ₈	0
	Total	0	3 ³ / ₈	1 ⁵ / ₈	3 ³ / ₁₆	4 ⁷ / ₁₆	4 ⁷ / ₈	4 ⁷ / ₁₆	3 ³ / ₁₆	1 ⁵ / ₈	3 ³ / ₈	0
13	Steel Only	0	1 ¹ / ₁₆	1 ⁴ / ₁₆	1 ² / ₁₆	1 ¹³ / ₁₆	1 ¹ / ₈	1 ⁸	1 ¹ / ₁₆	1 ¹³ / ₁₆	7 ¹⁶ / ₁₆	0
	Total	0	7 ¹ / ₁₆	1 ¹⁵ / ₁₆	2 ⁵ / ₈	3 ¹⁵ / ₁₆	4 ³ / ₈	5 ³ / ₁₆	4 ⁷ / ₈	3 ¹³ / ₁₆	2 ⁸	0

Minus Sign (-) Indicates an Upward Deflection.
Deflection Values are for Girders 1-5.

UNIT 3				
BEAM NO.	A	B	C	D
G1	0.00	3.23	4.35	2.87
G2	0.00	3.24	4.36	2.87
G3	0.00	3.25	4.37	2.86
G4	0.00	3.24	4.36	3.06
G5	0.00	3.23	4.35	3.23

Dimensions A-D Measured in Feet

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 30 OF 50
FOR REFERENCE ONLY

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

TOWN OF ROUSES POINT N.Y. - ALBURG VT. Bridge No. 1
Log Sta. 0+00
HIGHWAY NO. ROUTE 2 Surv. Sta.,

GIRDER ELEVATION - UNIT 3

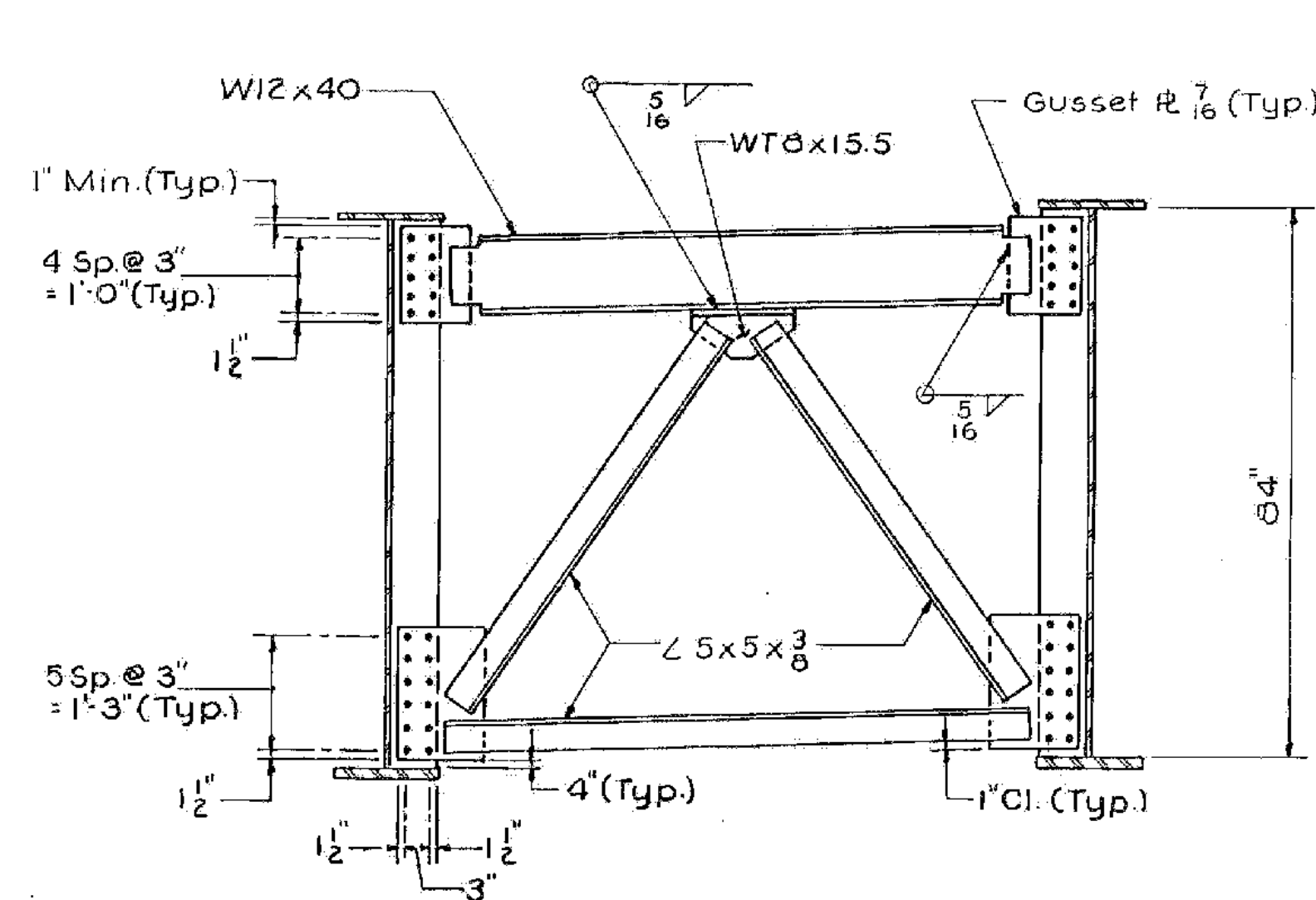
(STEEL ALTERNATE)

Designed by S.M. Drawn by R.D.F.
Checked by Bridge Design Supervisor
K.A.C. date 9-25-84 C.J.M./S.M. date

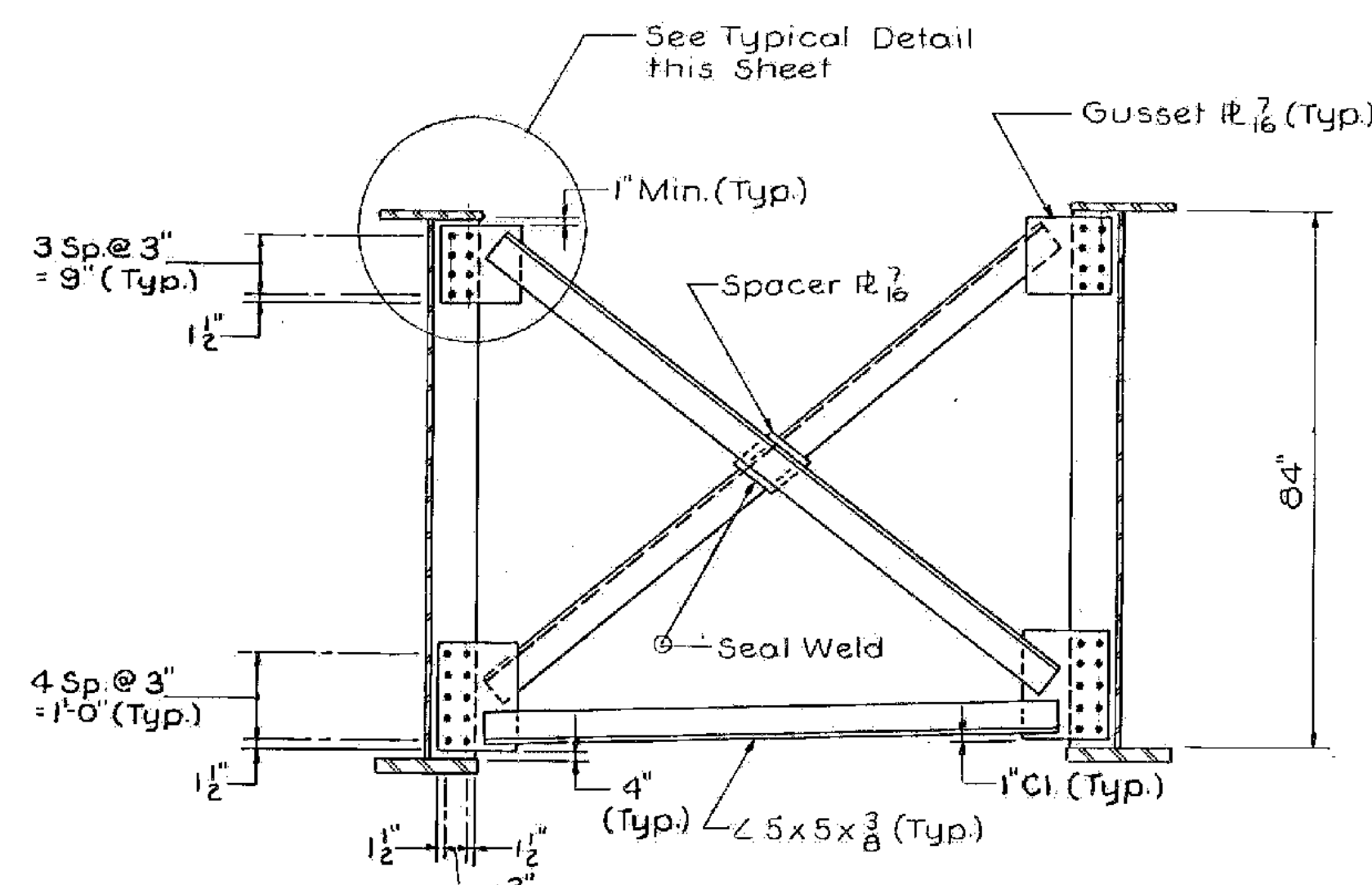
PROJECT ROUSES POINT BRIDGE REPLACEMENT PROJECT NO. BRF 028-1(III)

Bridge Sheet No. 5560 Sheet of

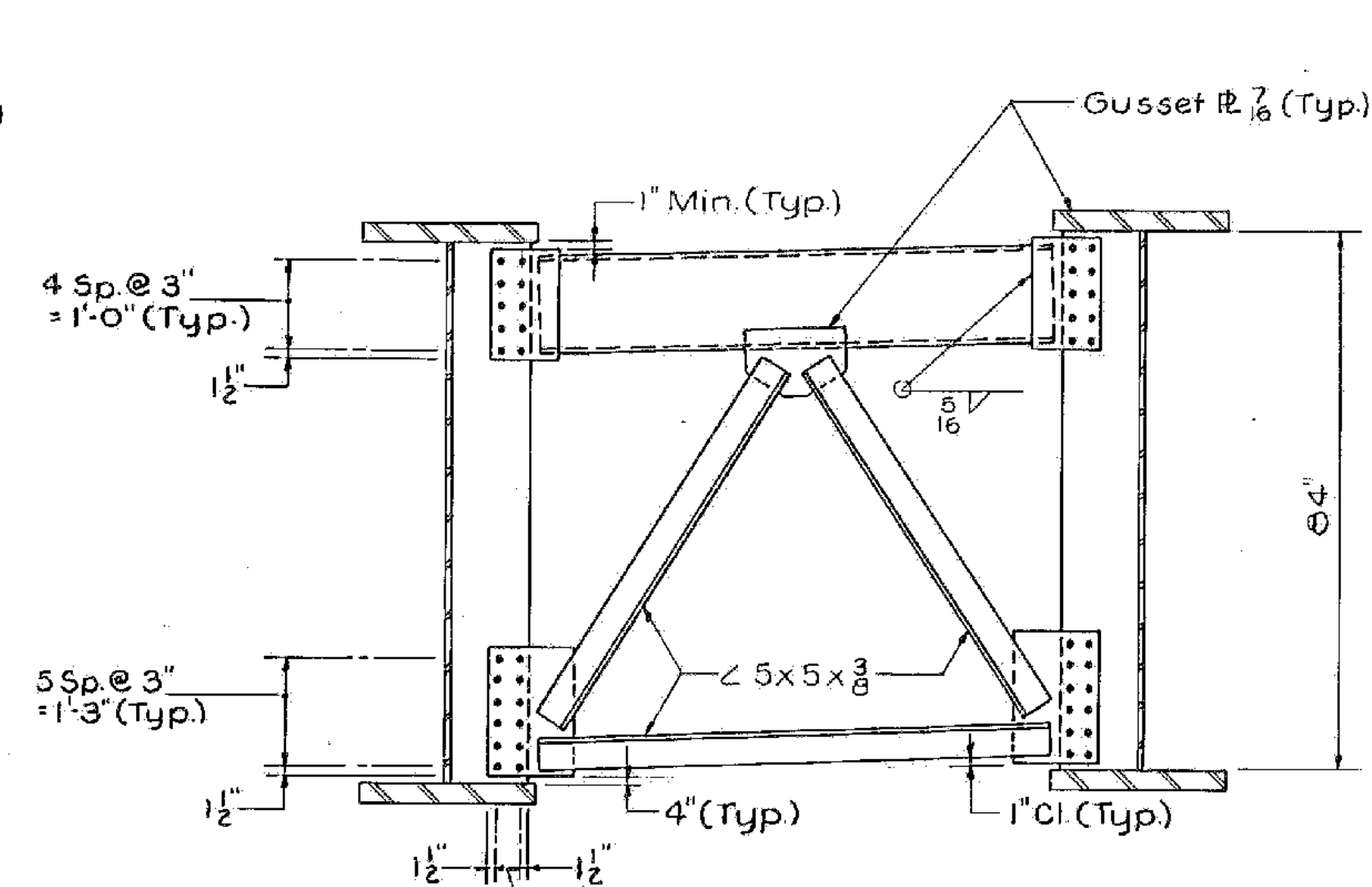
HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF



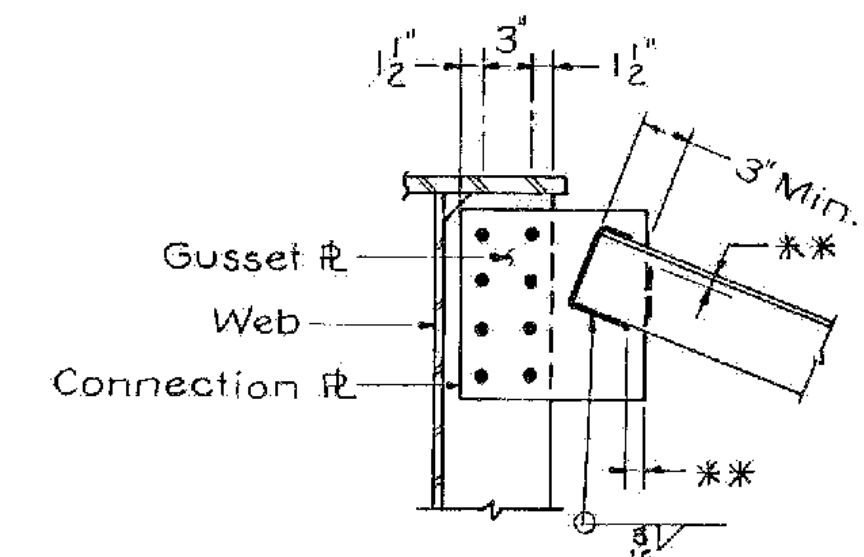
**PIER CROSSFRAME
AT EXPANSION JOINTS**
Scale: 1/2" = 1'-0"



INTERMEDIATE CROSSFRAME
Scale: 1/2" = 1'-0"

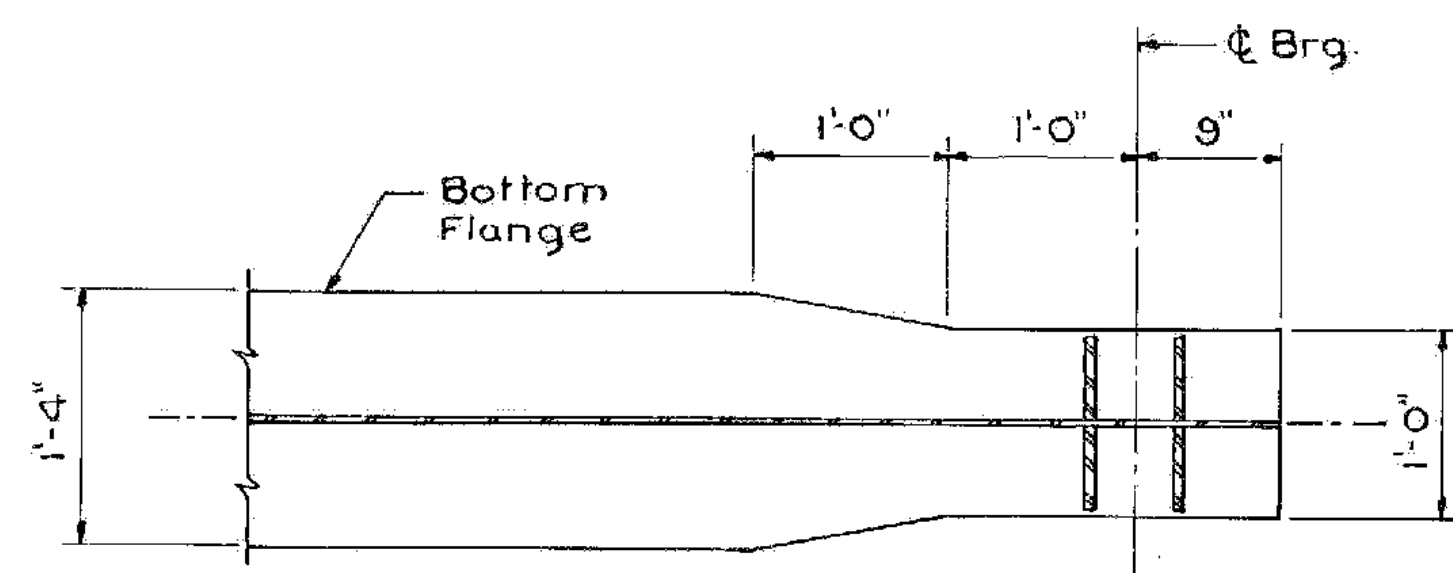


PIER CROSSFRAME
Scale: 1/2" = 1'-0"



** All around welds on Gusset R connections to be terminated a min. of 1/4" & a max. of 1/2" from edge of Gusset R.

TYPICAL DETAIL
Scale: 1/2" = 1'-0"



SECTION A-A
(Taper Detail of Abutments & Piers
With Deck Expansion Joints)
Scale: 1" = 1'-0"

NOTE:
For Section A-A Locations, see Girder
Elevation Unit 1, 2, 4, 5 & 6.

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 31 OF 50
FOR REFERENCE ONLY

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

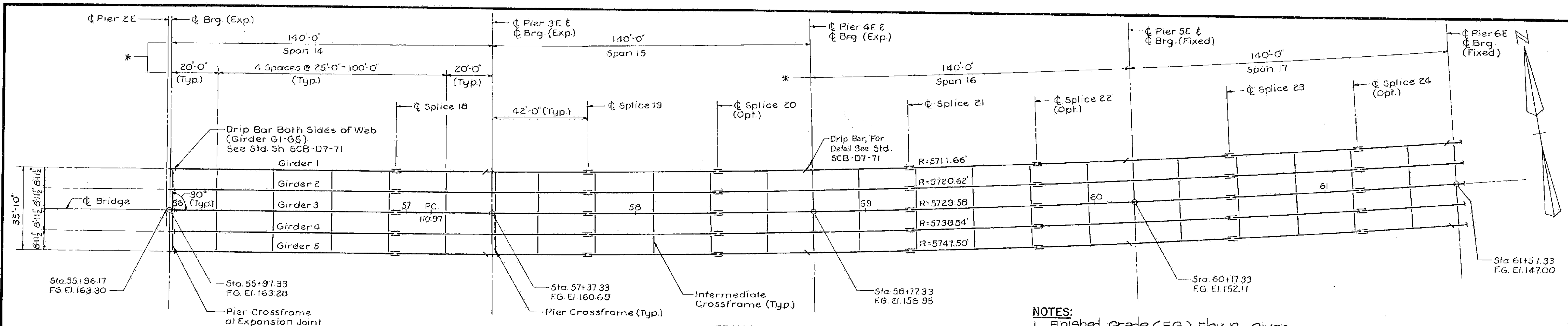
TOWN OF ROUSES POINT N.Y.-ALBURGH VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surv. Sta.

CROSS FRAME DETAILS - UNIT 3

(STEEL ALTERNATE)

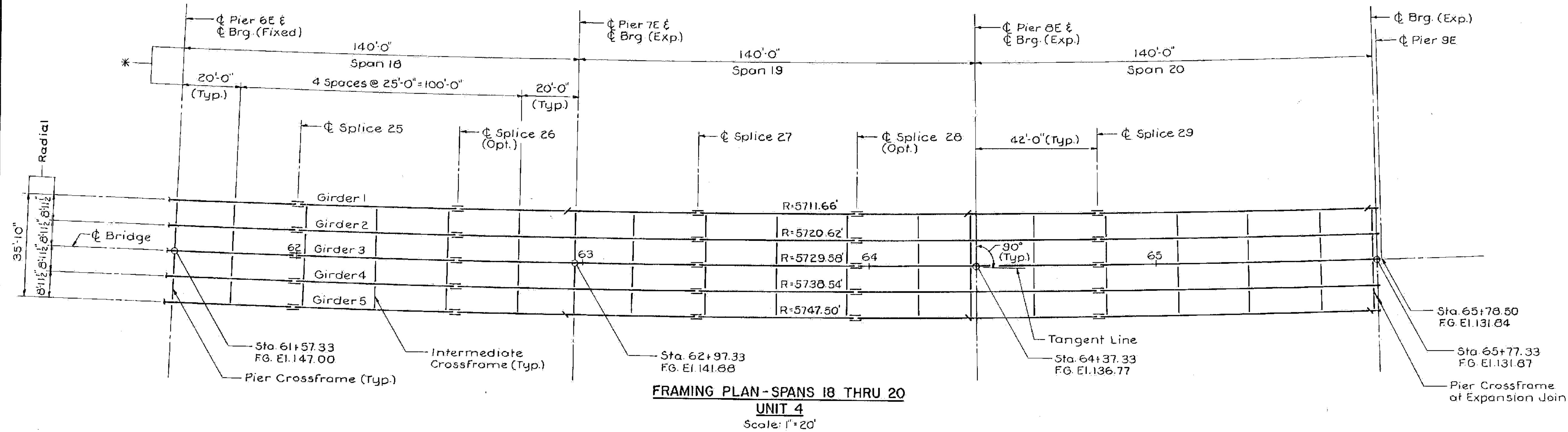
Designed by S.M.	Drawn by R.D.F.
Checked by K.A.C. date 9-25-84	Bridge Design Supervisor C.J.M./S.M. date
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF02B-1 (11)
Bridge Sheet No. S861	Sheet of

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF



FRAMING PLAN - SPANS 14 THRU 17
UNIT 4
 Scale: 1" = 20'

- NOTES:**
1. Finished Grade (FG) Elev. is given at top of Bituminous Conc. Pavement. (Profile Grade Line)
 2. For Framing Plan, see Sheet S363.



FRAMING PLAN - SPANS 18 THRU 20
UNIT 4
 Scale: 1" = 20'

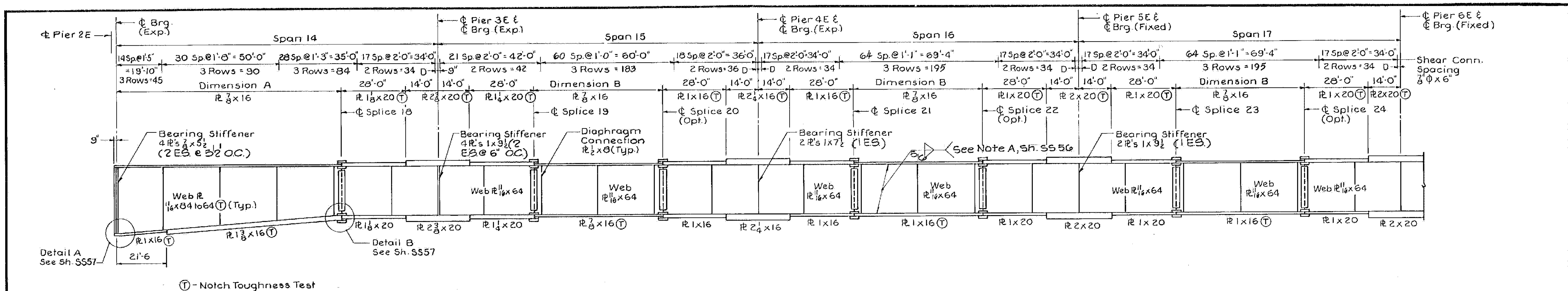
- NOTES:**
1. * Measured along ϕ Bridge.
 2. All Beams (Spans 14-20) shall be horizontally curved to radii shown.

ALBURGH-ROUSES POINT
 BHF MEMB(24)
 SHEET 32 OF 50
 FOR REFERENCE ONLY

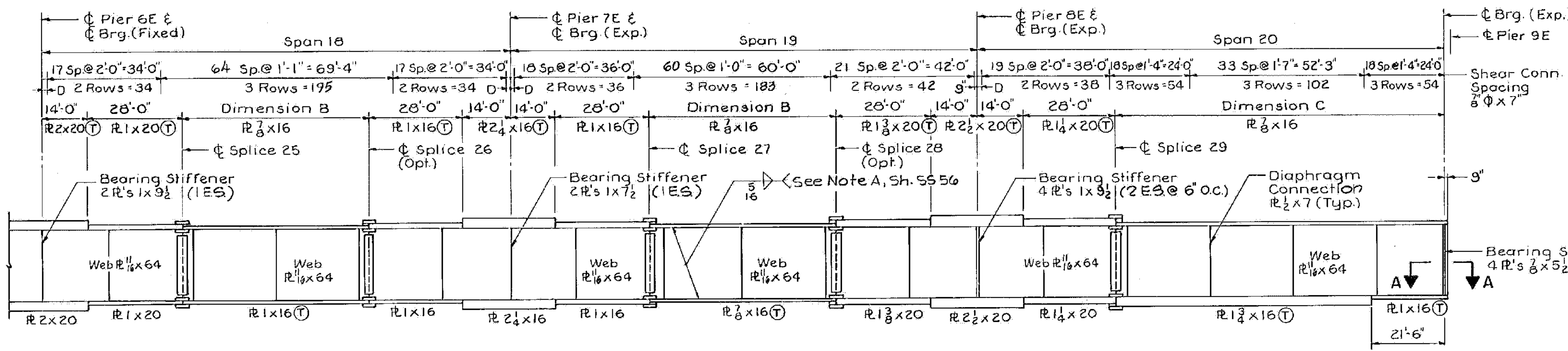
STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF ROUSES POINT NY ALBURG VT	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surr. Sta.
FRAMING PLAN UNIT 4	
(STEEL ALTERNATE)	
Designed by S.M.	Drawn by R.D.F.
Checked by K.A.C. date 11-1-84	Bridge Design Supervisor C.J.M./S.M. date 11-1-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRFC28-1(11)
Bridge Sheet No. S362	Sheet of





GIRDER ELEVATION
No Scale



GIRDER ELEVATION
No Scale

Girder	A	B	C
G1	97'-11"	55'-6 3/4"	97'-6 3/4"
G2	97'-11 1/2"	55'-9 3/8"	97'-9 3/8"
G3	96'-0"	56'-0"	96'-0"
G4	98'-0 1/2"	56'-2 5/8"	98'-2 5/8"
G5	98'-1"	56'-5 1/4"	98'-5 1/4"

Girder	Span 14	Span 15-20
G1	139'-11"	139'-6 3/4"
G2	139'-11 1/2"	139'-9 3/8"
G3	140'-0"	140'-0"
G4	140'-0 1/2"	140'-2 5/8"
G5	140'-1"	140'-5 1/4"

DIMENSION D				
Girder	Span 14	Spans 15 & 19	Spans 16, 17 & 18	Span 20
G1	1'-1"	9 3/4"	1'-1 3/8"	1'-3 3/8"
G2	1'-1 1/2"	1'-0 3/8"	1'-2 1/8"	1'-6 3/8"
G3	1'-2"	1'-3"	1'-4"	1'-9"
G4	1'-2 1/2"	1'-5 5/8"	1'-5 5/8"	1'-11 5/8"
G5	1'-3"	1'-8 1/4"	1'-6 3/8"	2'-2 1/4"

- NOTES:**
 1. For Framing Plan, see Sheet S562.
 2. For Section A-A, see Sheet S561.

ALBURGH-ROUSES POINT
 BHF MEMB(24)
 SHEET 33 OF 50
 FOR REFERENCE ONLY

STATE OF VERMONT
AGENCY OF TRANSPORTATION

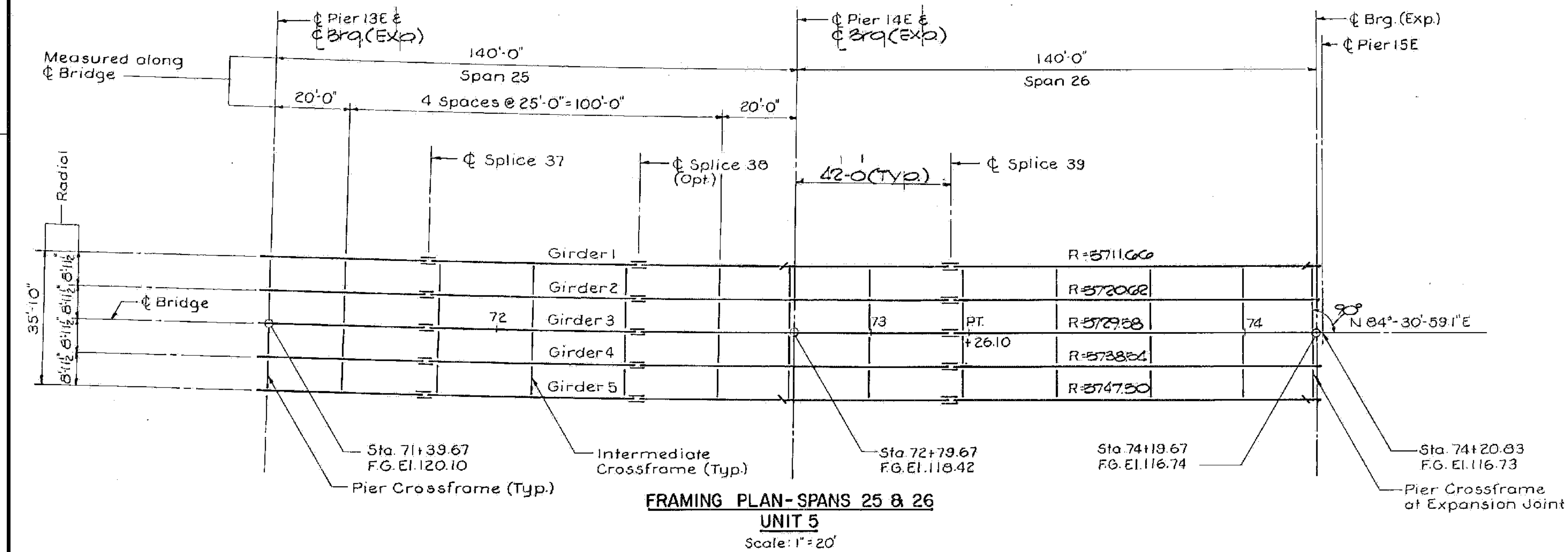
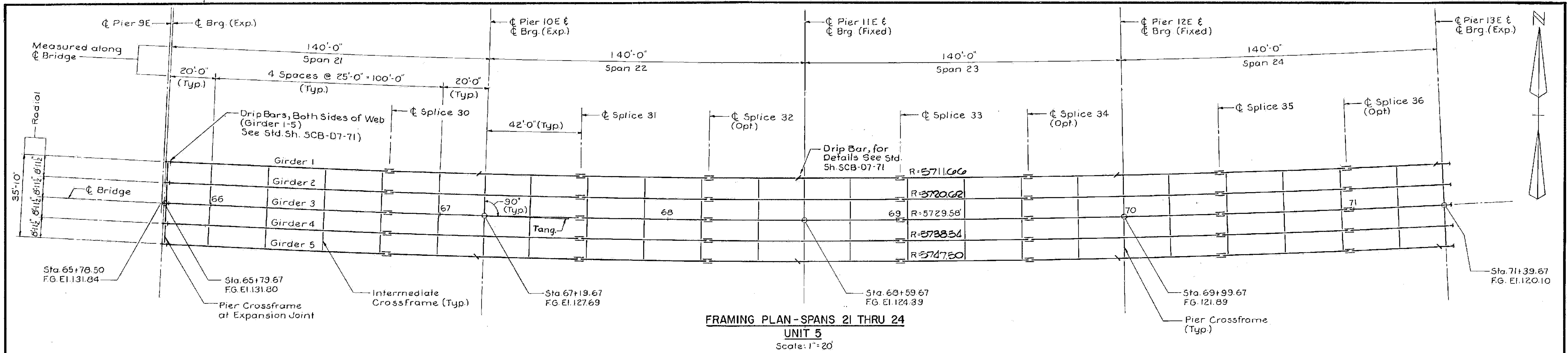
TOWN OF ROUSES POINT NY- ALBURG VT. Bridge No. 1
 Log Sta. 0+00
 HIGHWAY NO. ROUTE 2 Surv. Sta.

GIRDER ELEVATION - UNIT 4
 (STEEL ALTERNATE)

Designed by S.M. Drawn by R.D.F.
 Checked by K.A.C. date 10-19-84 Bridge Design Supervisor C.J.M./S.M. date 10-31-84

PROJECT ROUSES POINT BRIDGE REPLACEMENT PROJECT NO. BRFO28-1(U)
 Bridge Sheet No. S563 Sheet of





NOTES:

1. All Beams (Spans 21-26) shall be horizontally curved to radii shown.
2. Finished Grade (F.G.) Elev. is Given at Top of Bituminous Conc. Pavement. (Profile Grade Line)
3. For Girder Elevation, see Sheet SS65.

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 34 OF 50
FOR REFERENCE ONLY

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF ROUSES POINT N.Y. ALBURG V.T.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surv. Sta.

FRAMING PLAN - UNIT 5

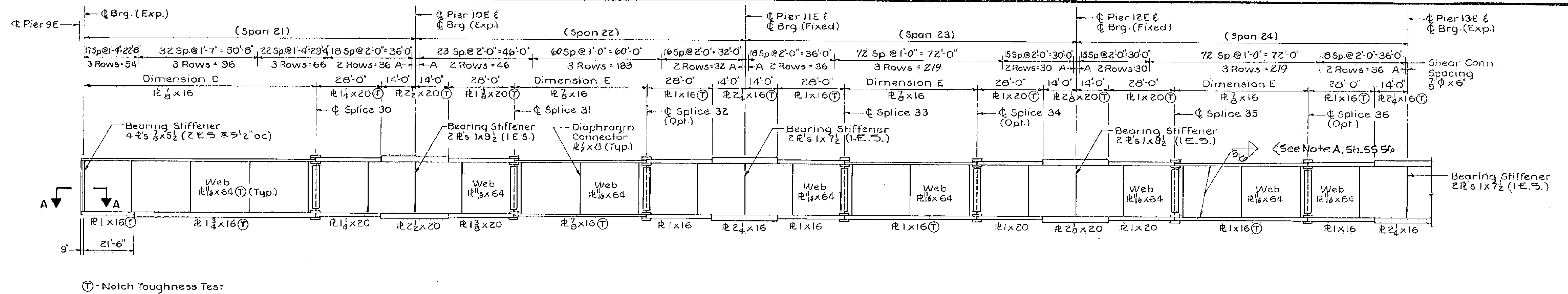
(STEEL ALTERNATE)

Designed by S.M.	Drawn by R.D.F.
Checked by K.A.C. date	Bridge Design Supervisor C.J.M./S.M. date 10-31-84

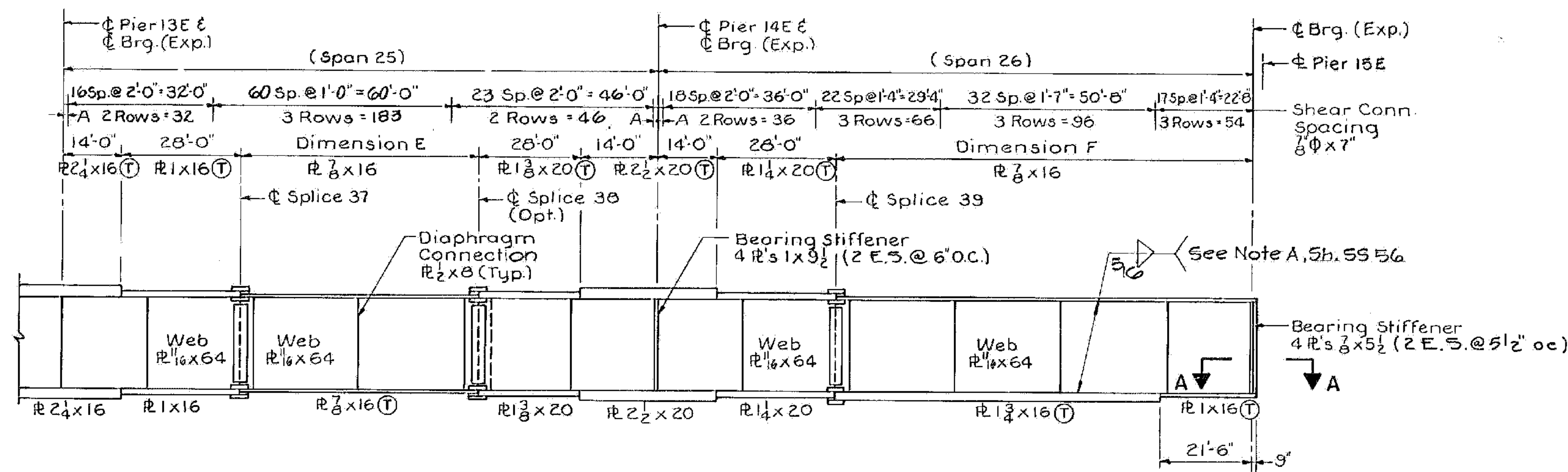
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF028-1 (II)
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Bridge Sheet No. SS64	Sheet of
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HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF



GIRDER ELEVATION - SPANS 21 THRU 24 (UNIT 5)
No Scale



GIRDER ELEVATION - SPANS 25 AND 26 (UNIT 5)
No Scale

- NOTES:
- For Framing Plan, see Sheet SS64.
 - For Section A-A, see Sheet SS61.

DIMENSION A			
Girder	Span 21	Spans 22 Thru 25	Span 26
G1	10'3"	9'3"	1'-2 1/4"
G2	1'-1 3/8"	10'1 1/2"	1'-3 3/8"
G3	1'-4"	1'-0"	1'-4"
G4	1'-6 3/8"	1'-1 1/8"	1'-4 3/8"
G5	1'-9 1/4"	1'-2 3/8"	1'-5 3/8"

Girder	D	E	F
G1	97'-6 3/4"	55'-6 3/8"	97'-0 1/4"
G2	97'-9 3/8"	55'-9 3/8"	97'-11 1/2"
G3	98'-0"	56'-0"	98'-0"
G4	98'-2 3/8"	56'-2 3/8"	98'-0 7/8"
G5	98'-5 1/4"	56'-5 1/4"	98'-1 3/4"

Girder	Span 21-25	Span 26
G1	139'-6 3/8"	139'-10 1/2"
G2	139'-9 3/8"	139'-11 3/8"
G3	140'-0"	140'-0"
G4	140'-2 3/8"	140'-0 7/8"
G5	140'-5 1/4"	140'-1 3/4"

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 35 OF 50
FOR REFERENCE ONLY

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF ROUSES POINT, N.Y. - ALBURGH, VT.	Bridge No. 1 Log Sta. 0+00
HIGHWAY NO. ROUTE 2	Surv. Sta.
GIRDER ELEVATION - UNIT 5	
(STEEL ALTERNATE)	
Designed by S.M.	Drawn by R.D.F.
Checked by K.A.C. date 9-25-84	Bridge Design Supervisor C.J.M./S.M. date 10-31-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(11)
Bridge Sheet No. SS65	Sheet of

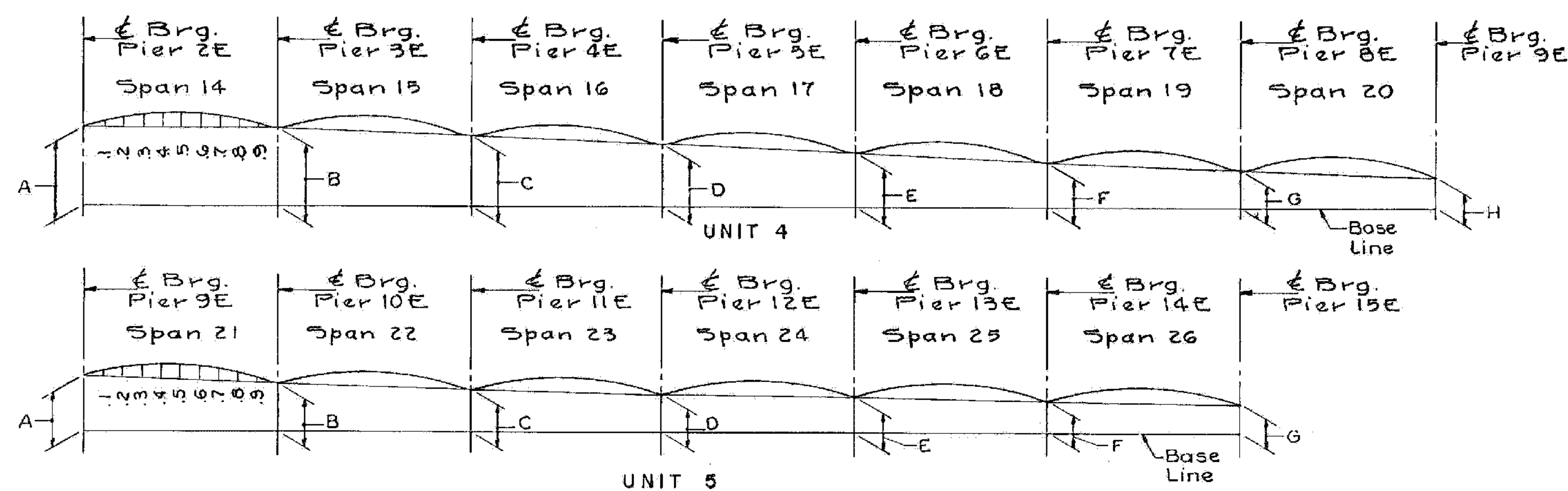
HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF

CAMBER SCHEDULE * (Inches)													
UNIT	SPAN	GIRDER	℄ BRG.	.1	.2	.3	.4	.5	.6	.7	.8	.9	℄ BRG.
4	14	1,2,4,5	0	1 13/16	3 1/4	4 3/8	4 15/16	5	4 1/2	3 9/16	2 3/8	1 1/16	0
	14	4	0	1 3/4	3 1/16	4 3/8	5	5 1/16	4 9/16	3 3/8	2 3/8	1 1/16	0
	14	5	0	1 13/16	3 1/16	4 3/8	4 13/16	5	4 1/2	3 3/8	2 3/8	1 1/16	0
	15	1,2,4,5	0	1 2	1 1/8	1 3/4	2 3/16	2 9/16	2 7/16	2	1 3/16	3/8	0
	15	4	0	3/8	1 1/4	1 13/16	2 1/2	2 11/16	2 5/8	2 1/8	1 7/16	5/8	0
	15	5	0	1 3/16	1 7/16	2 1/8	2 5/8	2 13/16	2 11/16	2 3/16	1 2	1 1/16	0
	16	1	0	7/8	1 3/4	2 3/16	3 1/8	3 3/16	2 7/8	2 1/4	1 3/8	9/16	0
	16	2,4,5	0	7/8	1 13/16	2 3/8	3 3/16	3 1/4	2 13/16	2 1/4	1 3/8	9/16	0
	16	4,4,5	0	1 3/16	1 13/16	2 11/16	3 3/16	3 5/16	3	2 5/16	1 3/8	9/16	0
	17	1	0	3/16	3/8	1 1/8	1 1/2	1 3/4	1 1/2	1 1/8	5/8	3/16	0
	17	2,4,5	0	3/16	3/8	1 1/8	1 9/16	1 3/4	1 9/16	1 1/8	9/16	1/8	0
	17	4,4,5	0	3/16	3/8	1 1/16	1 5/8	1 13/16	1 5/8	1 3/16	3/8	3/16	0
	18	1	0	3/16	7/8	1 1/2	2	2 1/4	2 1/16	1 3/8	1	3/8	0
	18	2,4,5	0	3/8	1 5/16	1 9/16	2 1/16	2 5/16	2 1/8	1 5/8	1	3/8	0
	18	4,4,5	0	5/16	1 5/16	1 9/16	2 1/8	2 3/8	2 3/16	1 11/16	1 1/16	3/8	0
	19	1	0	1/16	3/8	3/4	1	1 1/8	1 13/16	7/16	1/8	-1/8	0
	19	2,4,5	0	1/8	7/16	3/4	1 1/16	1 1/8	1 3/16	7/16	1/16	-1/8	0
	19	4,4,5	0	1/16	7/16	1 1/16	1 1/8	1 1/4	1 5/16	1 2	1/8	-1/8	0
	20	1	0	3/8	1 9/16	2 1/2	3 3/8	4	4	3 9/16	2 1/16	1 7/16	0
	20	2,3,4,5	0	1 1/16	1 5/8	2 5/8	3 9/16	4 3/16	4 3/16	3 3/4	2 3/16	1 9/16	0
20	5	0	5/8	1 9/16	2 3/8	3 1/2	4 1/8	4 1/8	3 11/16	2 3/4	1 1/2	0	
5	21	1	0	1 7/16	2 1/16	3 9/16	3 13/16	3 3/8	2 7/8	1 1/2	5/8	0	0
	21	2,3,4,5	0	1 1/2	2 3/4	3 3/8	4 1/16	4 1/16	3 7/16	2 7/16	1 1/2	9/16	0
	22	1	0	-1/16	1/8	1/2	7/8	1 1/8	1 1/16	1 3/16	7/16	1/8	0
	22	2,3,4,5	0	-1/16	3/16	9/16	1	1 1/4	1 1/8	7/8	7/16	1/16	0
	23	1	0	3/8	1 3/16	1 1/2	1 13/16	2 1/8	1 7/8	1 3/8	3/4	1/4	0
	23	2,3,4,5	0	3/8	1	1 5/8	2 1/16	2 1/4	1 13/16	1 7/16	1 3/16	1/4	0
	24	1	0	1/4	3/4	1 1/8	1 13/16	2 1/8	1 13/16	1 1/2	1 3/16	3/8	0
	24	2,3,4,5	0	1/4	1 3/16	1 7/16	1 13/16	2 1/4	2 1/16	1 9/16	1 1/16	3/8	0
	25	1	0	1/8	7/16	3/4	1 1/16	1 1/8	7/8	1 2	1/8	-1/16	0
	25	2,3,4,5	0	1/16	7/16	7/8	1 3/16	1 1/4	1	9/16	1/8	-1/16	0
26	1	0	5/8	1 9/16	2 1/2	3 1/16	4	4	3 9/16	2 1/16	1 7/16	0	
26	5	0	1 5/16	1 13/16	2 13/16	3 9/16	4 1/16	4 1/16	3 5/8	2 3/4	1 1/2	0	
26	2,3,4,5	0	1 1/16	1 13/16	2 3/8	3 1/2	4 1/8	4 1/8	3 11/16	2 3/4	1 1/2	0	

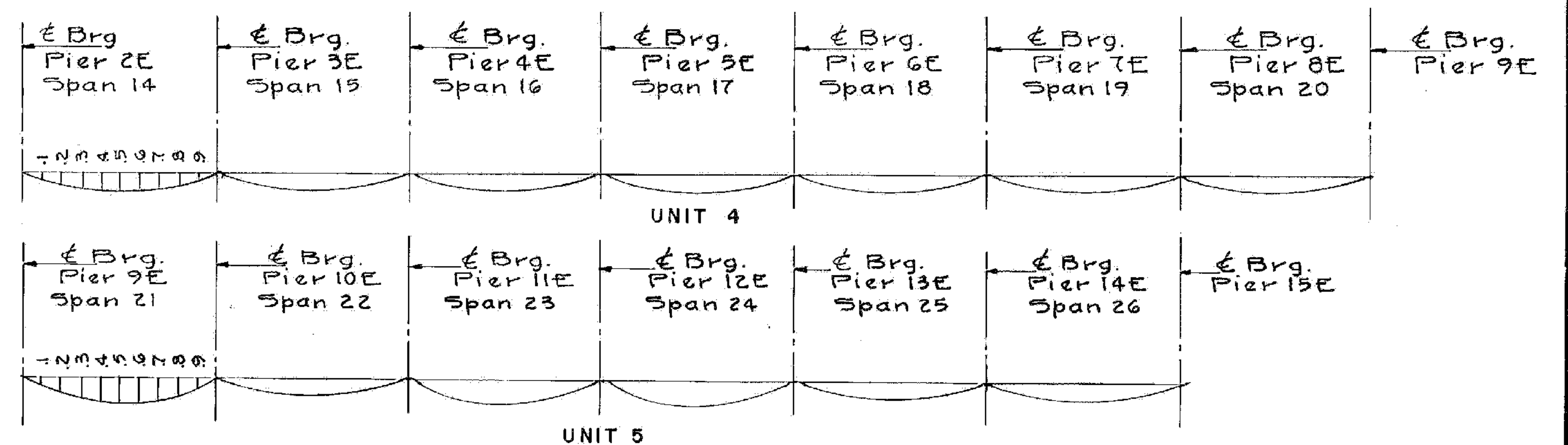
* Ordinates For Web Plate Layout.

DEFLECTION SCHEDULE (Inches)														
UNIT	SPAN	DEFL.	℄ BRG.	.1	.2	.3	.4	.5	.6	.7	.8	.9	℄ BRG.	
4	14	Stl. Only	0	4	7 1/16	8 3/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	1 1/16	0	
	14	Total	0	1 3/16	2 3/16	2 13/16	3 5/16	3 1/16	2 1/8	2 1/16	1 5/8	1 1/2	0	
	15	Stl. Only	0	0	0	1/8	1/8	1/8	1/8	1/8	1/8	1/8	0	
	15	Total	0	-3/16	0	3/8	1 1/16	7/8	7/8	3/8	1/4	0	0	
	16	Stl. Only	0	1/16	3/16	1/2	3/8	3/8	5/16	1/4	1/8	1/8	0	
	16	Total	0	3/16	1 3/16	1 3/8	1 3/4	1 7/8	1 11/16	1 1/4	1 1/8	3 1/16	0	
	17	Stl. Only	0	0	1/16	3 15/16	1/4	1/4	1/4	3 15/16	1/16	0	0	
	17	Total	0	1/8	7/16	1 15/16	1 1/4	1 3/8	1 1/4	7 15/16	7/16	1/16	0	
	18	Stl. Only	0	1/16	1/8	1/4	3/8	3/8	3/8	3 15/16	3 15/16	3 15/16	0	
	18	Total	0	1/4	3/4	1 3/4	1 3/2	1 13/16	1 3/4	1 3/8	3 15/16	3 15/16	0	
	19	Stl. Only	0	0	1/16	1/8	1/8	1/8	1/8	1/8	1/8	1/8	0	
	19	Total	0	0	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8	0	
	20	Stl. Only	0	1/8	1/8	1/2	1 1/16	3/4	3 13/16	3 13/16	3 13/16	3 13/16	0	
	20	Total	0	3/8	1 7/16	2 3/8	3 3/16	3 3/4	3 13/16	3 13/16	3 13/16	3 13/16	0	
	5	21	Stl. Only	0	3/16	3/16	1 1/16	3/4	3/4	3 1/16	3 1/16	3 1/16	3 1/16	0
		21	Total	0	1 7/16	2 9/16	3 3/8	3 3/4	3 3/8	3 1/8	2 1/4	1 3/16	1 1/2	0
		22	Stl. Only	0	-1/16	0	1/16	3/8	3/8	1 3/16	1 3/16	1 3/16	1 3/16	0
		22	Total	0	-1/8	0	3/16	5/8	5/8	1 3/16	1 3/16	1 3/16	1 3/16	0
		23	Stl. Only	0	1/16	3/16	1/2	3/8	3/8	3 15/16	3 15/16	3 15/16	3 15/16	0
		23	Total	0	1/4	1 3/16	1 3/16	1 11/16	1 13/16	1 3/8	1 3/16	3/8	3 15/16	0
24		Stl. Only	0	1/16	1/8	1/4	3/8	3/8	3 15/16	3 15/16	3 15/16	3 15/16	0	
24		Total	0	3/16	3/8	1 1/8	1 5/8	1 13/16	1 11/16	1 5/8	1 5/8	1 5/8	0	
25		Stl. Only	0	0	1/16	1/8	1/8	1/8	1/8	1/8	1/8	1/8	0	
25		Total	0	0	1/4	3/8	1 3/16	1 3/16	1 3/16	1 3/16	1 3/16	1 3/16	0	
26	Stl. Only	0	1/8	1/8	1/2	1 1/16	3/4	3 13/16	3 13/16	3 13/16	3 13/16	0		
26	Total	0	1/2	1 3/8	2 3/16	3 1/8	3 5/8	3 3/4	3 3/8	2 9/16	1 7/16	0		

Deflection Values Are For Girder L=5



CAMBER DIAGRAMS
(Web Plate Layout)



DEFLECTION DIAGRAMS

UNIT 4							
BEAM NO.	A	B	C	D	E	F	G
G1	31.54	28.80	25.10	20.27	15.15	10.03	4.74
G2	31.58	28.82	25.10	20.29	15.16	10.04	4.75
G3	31.54	28.82	25.10	20.29	15.17	10.03	4.76
G4	31.36	28.80	25.10	20.28	15.17	10.03	4.75
G5	31.15	28.76	25.09	20.26	15.14	10.03	4.74

Dimensions A-H Measured in Feet

UNIT 5						
BEAM NO.	A	B	C	D	E	G
G1	14.95	10.70	7.44	4.94	3.20	1.53
G2	14.93	10.69	7.42	4.93	3.17	1.53
G3	14.96	10.71	7.44	4.95	3.19	1.53
G4	15.10	10.85	7.58	5.09	3.34	1.68
G5	15.29	11.04	7.78	5.27	3.54	1.87

Dimensions A-G Measured in Feet

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 36 OF 50
FOR REFERENCE ONLY

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF ROUSES POINT N.Y. - ALBURGH, VT. Bridge No. 1
Log Sta. 0+00
HIGHWAY NO. ROUTE 2 Surv. Sta.

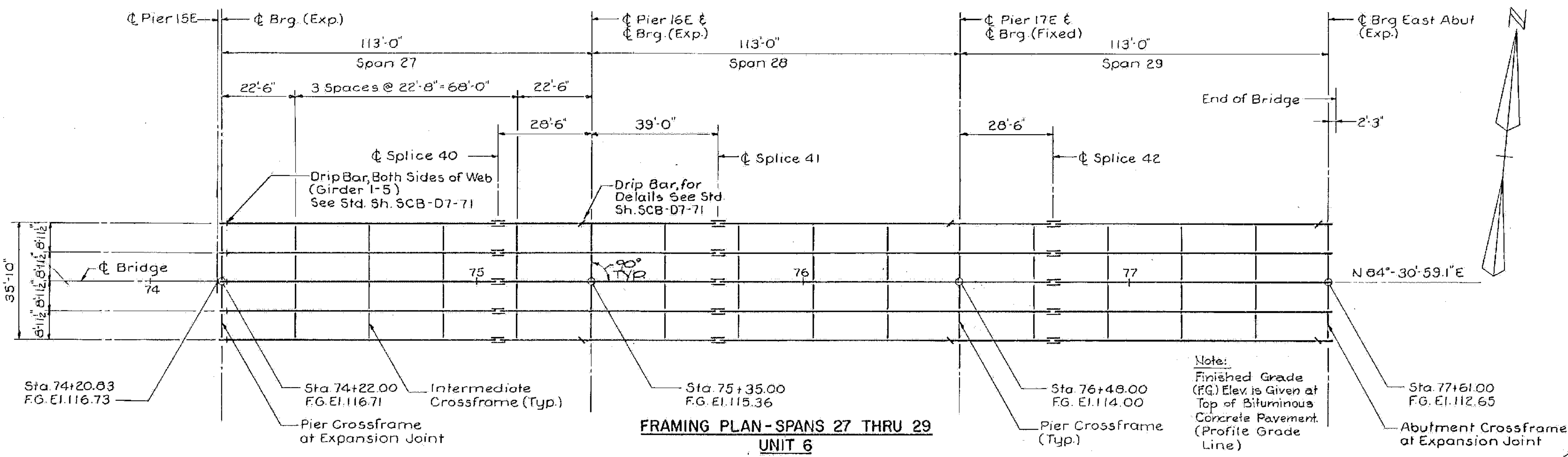
CAMBER AND DEFLECTION-UNITS 4 & 5

(STEEL ALTERNATE)

Designed by B.J.B. Drawn by E.B.
Checked by K.E.W. date 10-19-84 Bridge Design Supervisor
C.J.M./S.M. date 10-31-84

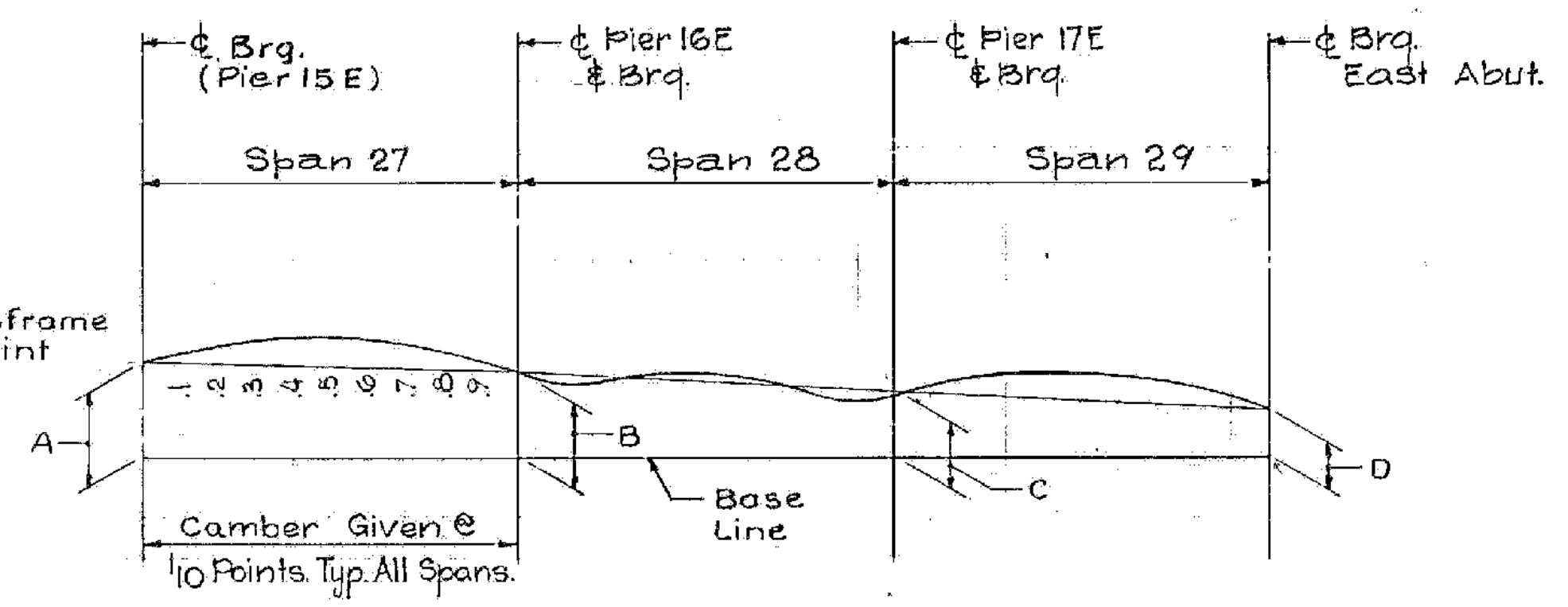
PROJECT ROUSES POINT BRIDGE REPLACEMENT PROJECT NO. BRF 028-1(11)
Bridge Sheet No. 5566 Sheet of



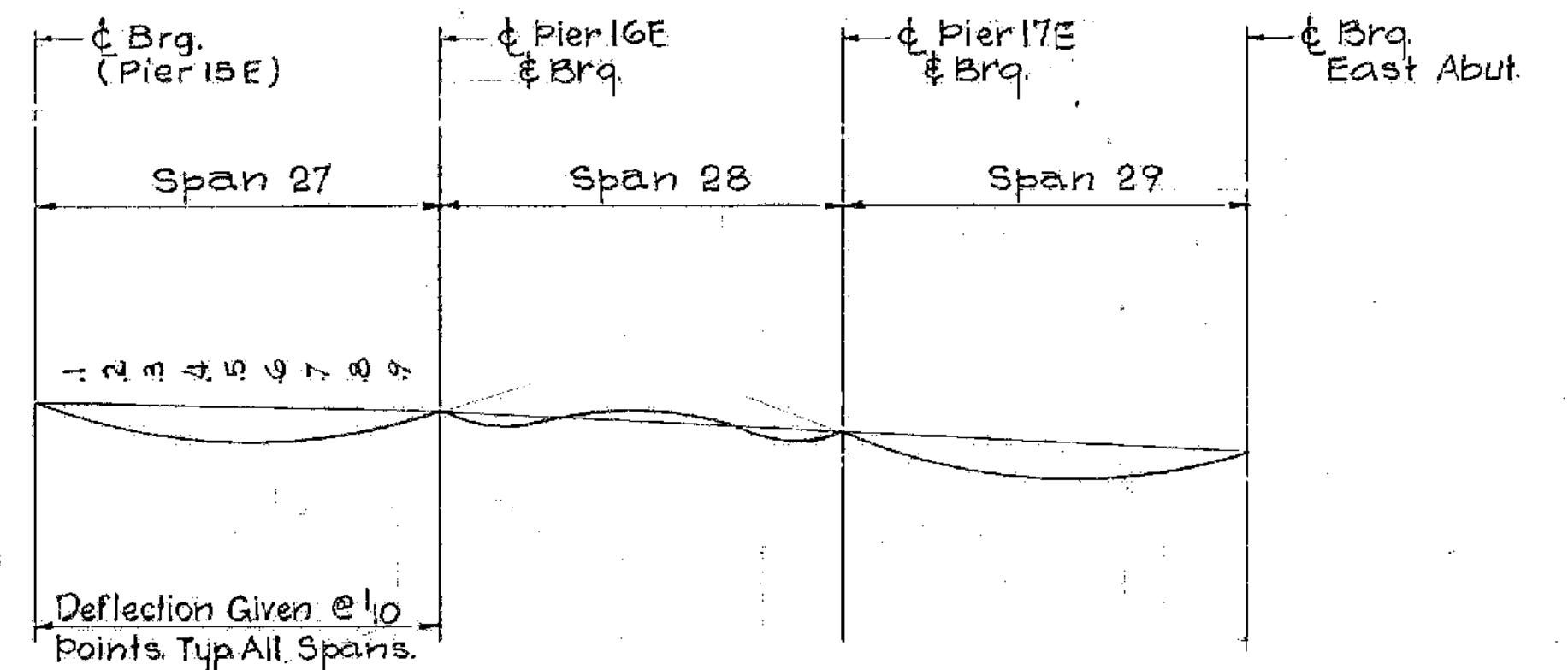


UNIT 6				
BEAM NO.	A	B	C	D
G1 & G2	4.07	2.61	1.26	0.00
G3	4.06	2.60	1.25	0.00
G4	4.26	2.63	1.25	0.00
G5	4.47	2.66	1.26	0.00

Dimensions A-D Measured in Feet

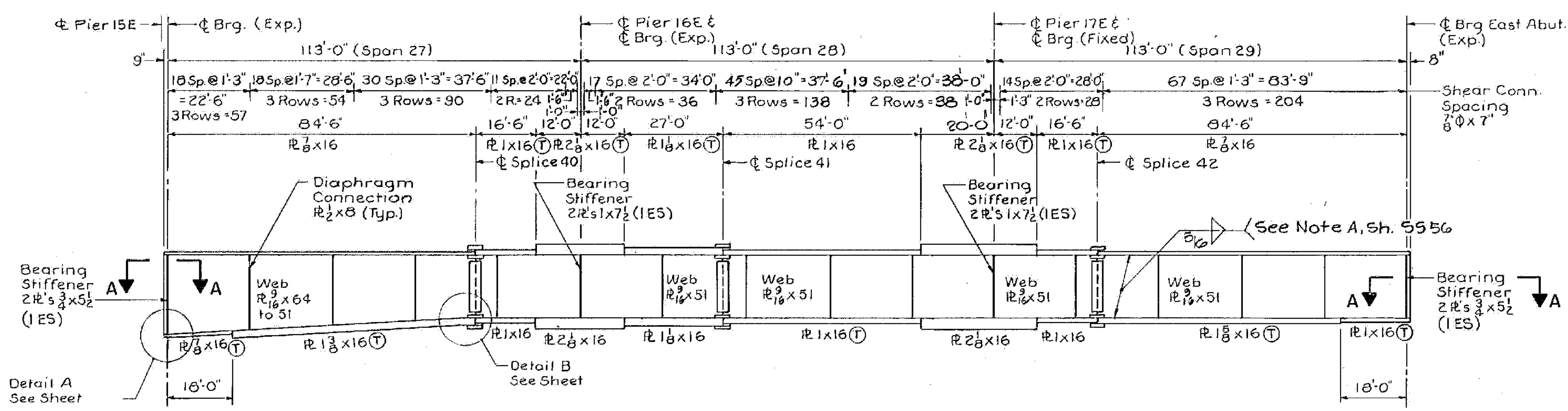


CAMBER DIAGRAM
(Web Plate Layout)
No Scale



DEFLECTION DIAGRAM
No Scale

NOTE:
For Section A-A, see Sheet SS61.



GIRDER ELEVATION
No Scale

Ⓣ - Notch Toughness Test

CAMBER * (Inches)												
Span	Gdr.	¢ Brq.	1	2	3	4	5	6	7	8	9	¢ Brq.
27	1-5	0	1	1 7/8	2 3/16	2 9/16	3	2 5/8	2 1/2	1 5/16	9/16	0
28	1-5	0	-3/16	-1/8	1/16	3/16	3/16	3/16	0	-1/8	-3/16	0
29	1-5	0	3/16	1 3/8	2 3/16	2 7/8	3 3/16	3 1/4	2 7/8	2 3/16	1 3/16	0

* Ordinates For Web Plate Layout

DEFLECTION (Inches)												
Span	Defl.	¢ Brq.	1	2	3	4	5	6	7	8	9	¢ Brq.
27	Steel Only	0	3/16	5/16	7/16	1/2	1/2	7/16	5/16	3/16	1/16	0
	Total	0	15/16	1 3/8	2 5/16	2 11/16	2 11/16	2 3/8	1 13/16	1 1/8	1/2	0
28	Steel Only	0	-1/16	-1/16	-1/16	0	0	0	-1/16	-1/16	-1/16	0
	Total	0	-4	-5 1/2	-3 1/2	-1 1/2	0	-1 1/2	-3 1/2	-5 1/2	-4	0
29	Steel Only	0	1/16	3/16	3/8	7/16	1/2	9/16	1/2	3/8	3/16	0
	Total	0	1/2	1 3/16	1 15/16	2 9/16	2 15/16	3	2 11/16	2	1 1/8	0

Minus Sign (-) Indicates an Upward Deflection.
Deflection Values are for Girder 1-5.

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 37 OF 50
FOR REFERENCE ONLY

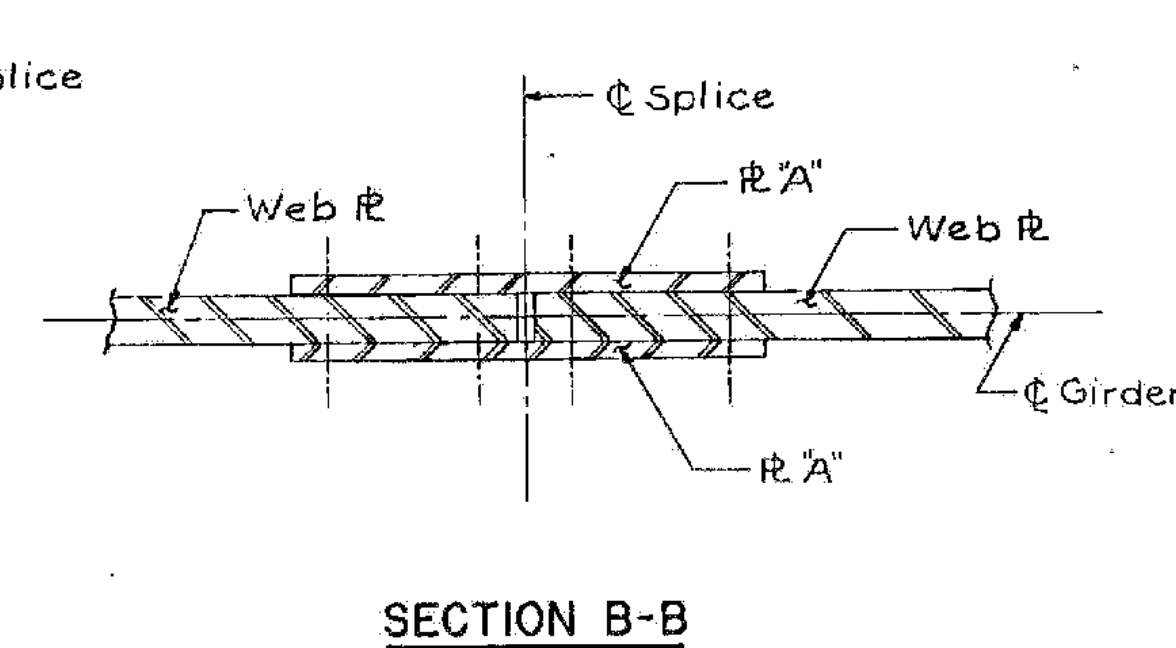
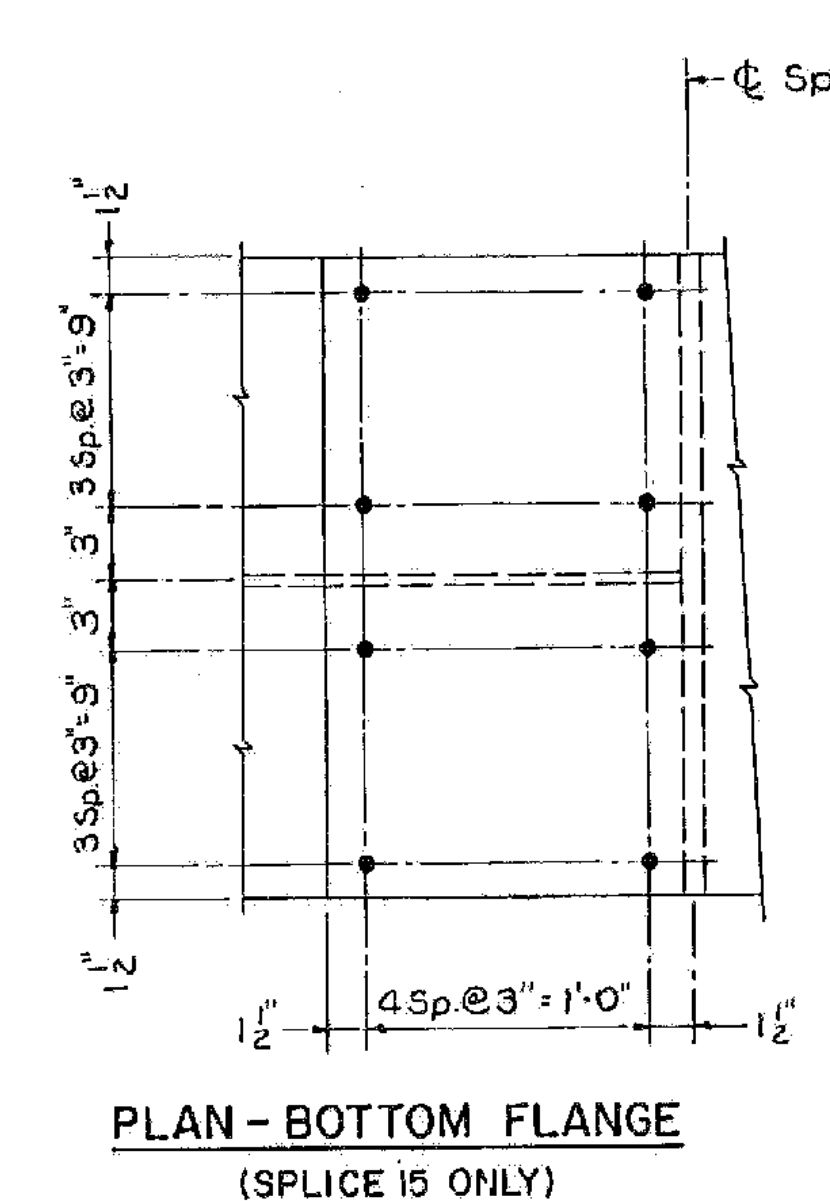
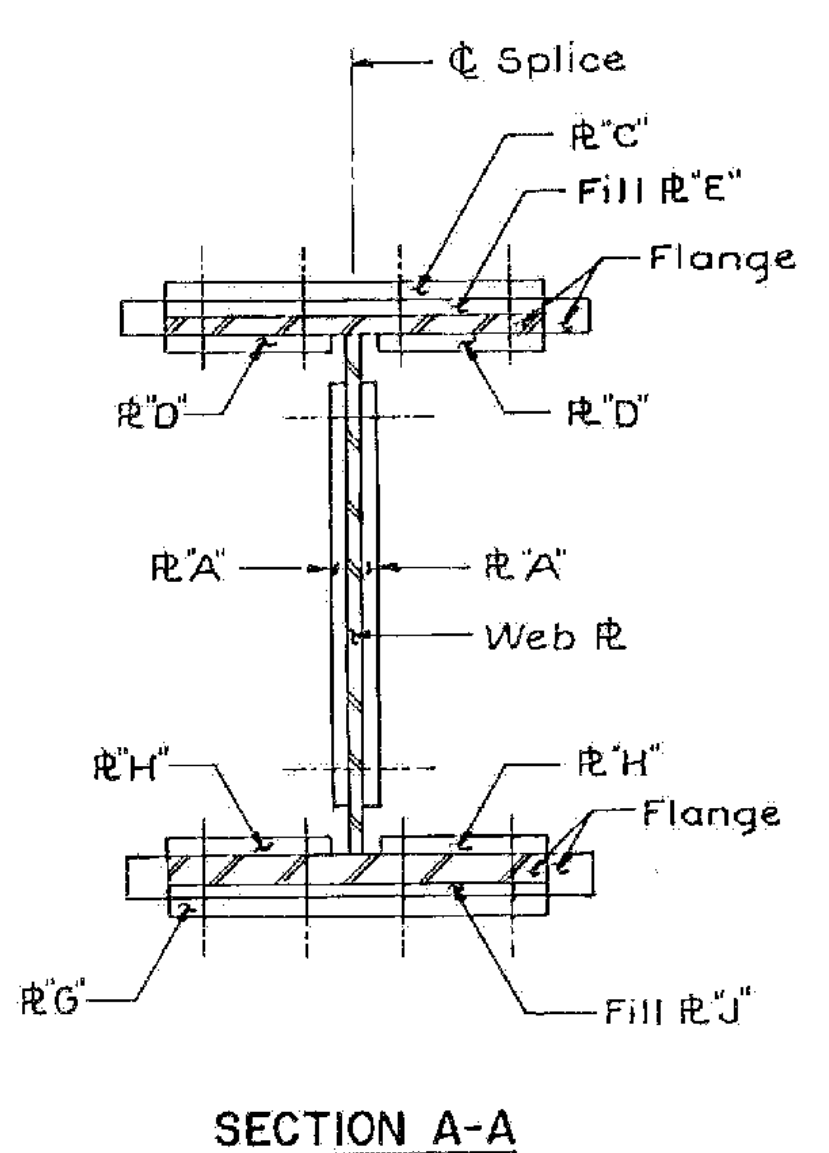
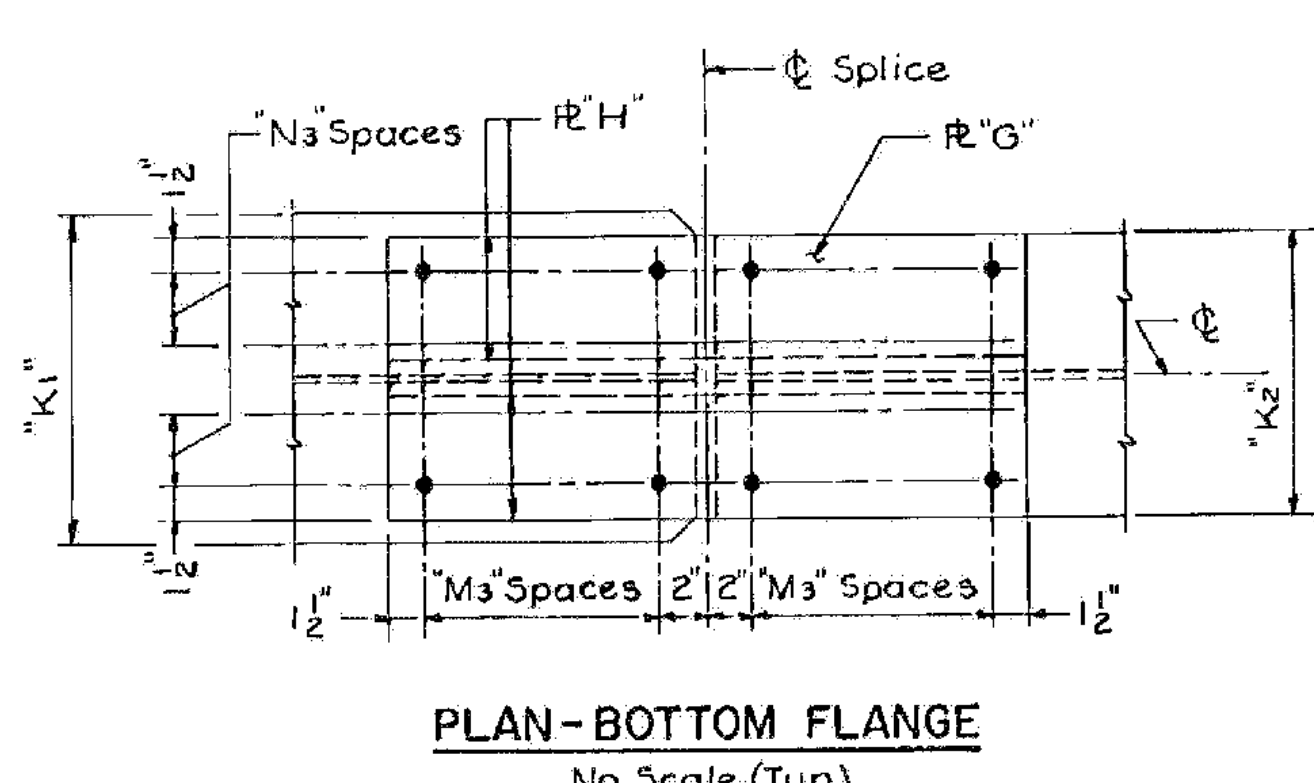
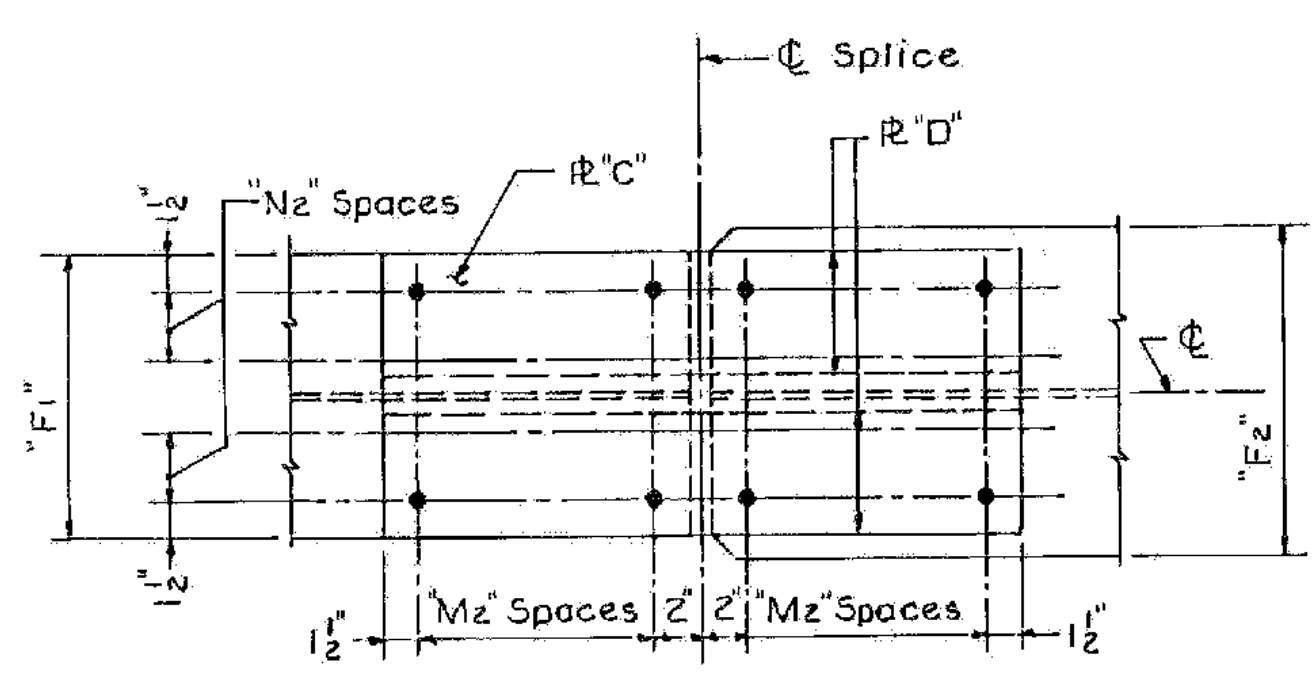
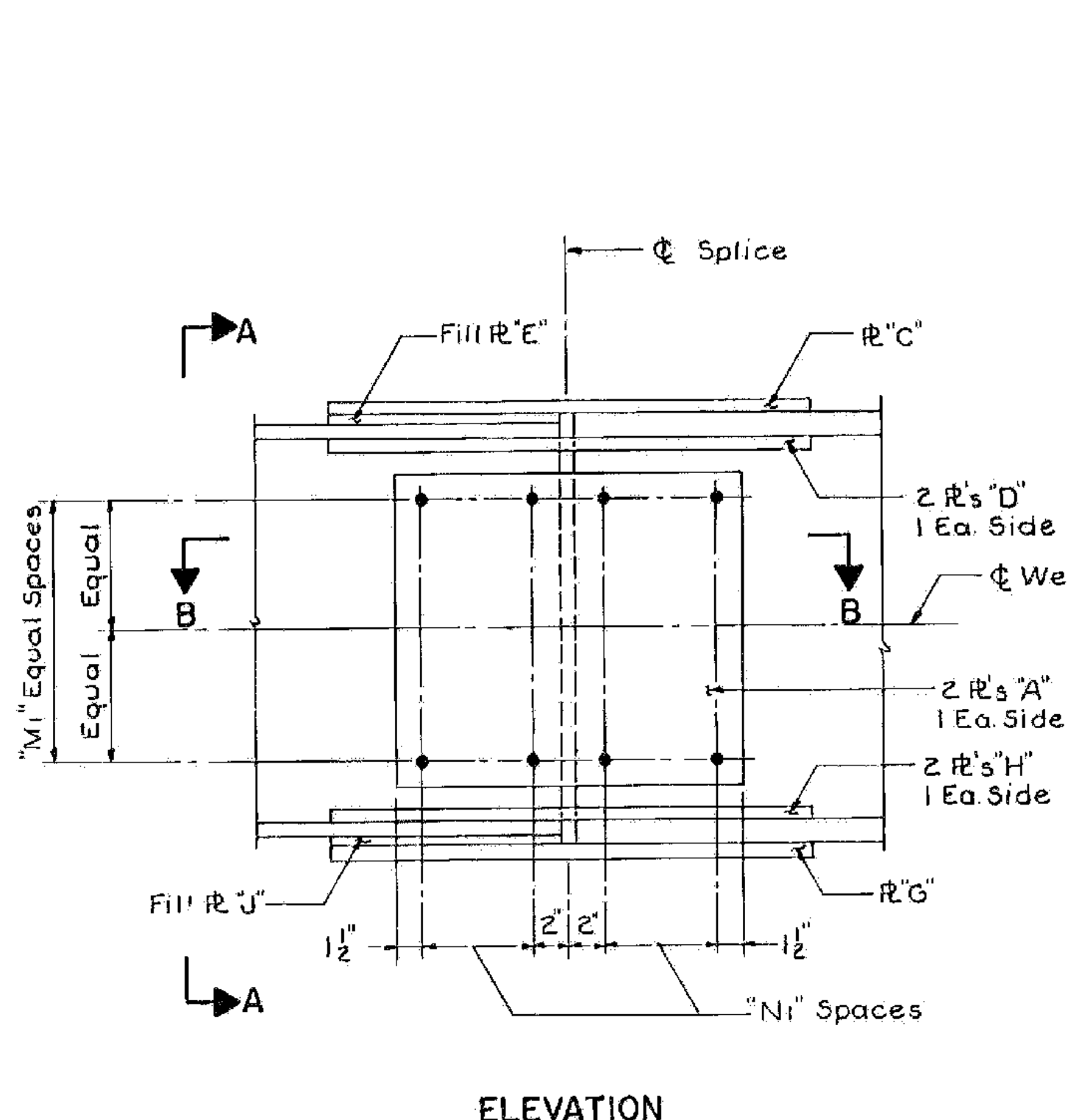
STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF ROUSES POINT N.Y. - ALBURG VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
Surv. Sta.	
FRAMING PLAN & GIRDER ELEVATION - UNIT 6	
(STEEL ALTERNATE)	
Designed by S.M.	Drawn by R.D.F.
Checked by S.F.L. date 9-25-84	Bridge Design Supervisor C.J.M./S.M. date 10-31-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(III)
Bridge Sheet No. SS67	Sheet of



UNIT	SPLICE NUMBER	TOP FLANGE SPLICE						WEB SPLICE				BOTTOM FLANGE SPLICE						
		SPLICE PLATES			BOLT SPACING		FLANGE WIDTH	SPLICE PLATES		BOLT SPACING		SPLICE PLATES			BOLT SPACING		FLANGE WIDTH	
		"C"	"D"	"E" (Fill Pl.)	"M ₂ " (Spaces)	"N ₂ "		"A"	"M ₁ " (Spaces)	"N ₁ "	"G"	"H"	"J" (Fill Pl.)	"M ₃ " (Spaces)	"N ₃ "	"K ₁ "	"K ₂ "	
1	1	9/16 x 16 x 2'-7"	5/8 x 7 x 2'-7"	1/8 x 16 x 1'-3 1/2"	4 @ 3" = 1'-0"	3"	16"	16"	7/16 x 19 x 3'-9"	14 Eq. Sp. = 3'-6"	2 @ 3" = 6"	9/16 x 16 x 3'-1"	5/8 x 7 x 3'-1"	3/8 x 16 x 1'-6 1/2"	5 @ 3" = 1'-3"	3"	16"	16"
1	2	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	---	3 @ 3" = 9"	3"	16"	16"	7/16 x 19 x 3'-9"	14 Eq. Sp. = 3'-6"	2 @ 3" = 6"	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	---	3 @ 3" = 9"	3"	16"	16"
1	3	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	1/8 x 16 x 1'-0 1/2"	3 @ 3" = 9"	3"	16"	16"	7/16 x 19 x 3'-9"	14 Eq. Sp. = 3'-6"	2 @ 3" = 6"	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	1/8 x 16 x 1'-0 1/2"	3 @ 3" = 9"	3"	16"	16"
2	4	5/8 x 16 x 3'-1"	3/4 x 7 x 3'-1"	1/8 x 16 x 1'-6 1/2"	5 @ 3" = 1'-3"	3"	16"	20"	7/16 x 25 x 5'-1"	15 Eq. Sp. = 4'-10"	3 @ 3" = 9"	5/8 x 16 x 4'-1"	11/16 x 7 x 4'-1"	3/4 x 16 x 2'-0 1/2"	7 @ 3" = 1'-9"	3"	16"	20"
2	5 & 12	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	1/8 x 16 x 1'-0 1/2"	3 @ 3" = 9"	3"	20"	16"	1/2 x 25 x 5'-1"	17 Eq. Sp. = 4'-10"	3 @ 3" = 9"	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	---	3 @ 3" = 9"	3"	20"	16"
2	6 & 11	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	---	3 @ 3" = 9"	3"	16"	16"	1/2 x 25 x 5'-1"	17 Eq. Sp. = 4'-10"	3 @ 3" = 9"	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	---	3 @ 3" = 9"	3"	16"	16"
2	7 & 10	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	---	3 @ 3" = 9"	3"	16"	16"	7/16 x 25 x 5'-1"	15 Eq. Sp. = 4'-10"	3 @ 3" = 9"	1/2 x 16 x 2'-1"	9/16 x 7 x 2'-7"	---	4 @ 3" = 1'-0"	3"	16"	16"
2	8 & 9	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	1/8 x 16 x 1'-0 1/2"	3 @ 3" = 9"	3"	16"	20"	7/16 x 25 x 5'-1"	15 Eq. Sp. = 4'-10"	3 @ 3" = 9"	1/2 x 16 x 2'-1"	9/16 x 7 x 2'-7"	---	4 @ 3" = 1'-0"	3"	16"	20"
2	13	5/8 x 16 x 3'-1"	3/4 x 7 x 3'-1"	1/8 x 16 x 1'-6 1/2"	5 @ 3" = 1'-3"	3"	20"	16"	7/16 x 25 x 5'-1"	16 Eq. Sp. = 4'-10"	3 @ 3" = 9"	5/8 x 16 x 3'-7"	11/16 x 7 x 3'-7"	3/8 x 16 x 1'-9 1/2"	6 @ 3" = 1'-6"	3"	20"	16"
3	14 & 17	1/16 x 16 x 3'-7"	3/4 x 7 x 3'-7"	1/4 x 16 x 1'-9 1/2"	6 @ 3" = 1'-6"	3"	16"	16"	7/16 x 25 x 6'-9"	21 Eq. Sp. = 6'-6"	3 @ 3" = 9"	1/16 x 16 x 3'-7"	3/4 x 7 x 3'-7"	1/4 x 16 x 1'-9 1/2"	6 @ 3" = 1'-6"	3"	16"	27"
3	15 & 16	1/2 x 16 x 3'-1"	1/2 x 7 x 3'-1"	1/2 x 16 x 1'-6 1/2"	5 @ 3" = 1'-3"	3"	27"	16"	7/16 x 19 x 6'-9"	26 Eq. Sp. = 6'-6"	2 @ 3" = 6"	5/8 x 27 x 2'-7"	5/8 x 12 1/2 x 2'-7"	---	4 @ 3" = 1'-0"	3 @ 3" = 9"	27"	27"
4	18	1/2 x 16 x 2'-7"	1/2 x 7 x 2'-7"	1/4 x 16 x 1'-3 1/2"	4 @ 3" = 1'-0"	3"	16"	20"	7/16 x 25 x 5'-1"	16 Eq. Sp. = 4'-10"	3 @ 3" = 9"	1/16 x 16 x 3'-7"	3/4 x 7 x 3'-7"	1/4 x 16 x 1'-9 1/2"	6 @ 3" = 1'-6"	3"	20"	16"
4	19	1/2 x 16 x 2'-7"	1/2 x 7 x 2'-7"	3/8 x 16 x 1'-3 1/2"	4 @ 3" = 1'-0"	3"	20"	16"	1/2 x 25 x 5'-1"	17 Eq. Sp. = 4'-10"	3 @ 3" = 9"	1/16 x 16 x 3'-7"	3/4 x 7 x 3'-7"	3/8 x 16 x 1'-9 1/2"	6 @ 3" = 1'-6"	3"	20"	16"
4	20 & 27	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	1/8 x 16 x 1'-0 1/2"	3 @ 3" = 9"	3"	16"	16"	1/2 x 25 x 5'-1"	17 Eq. Sp. = 4'-10"	3 @ 3" = 9"	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	1/8 x 16 x 1'-0 1/2"	3 @ 3" = 9"	3"	16"	16"
4	21 & 26	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	1/8 x 16 x 1'-0 1/2"	3 @ 3" = 9"	3"	16"	16"	1/2 x 25 x 5'-1"	17 Eq. Sp. = 4'-10"	3 @ 3" = 9"	9/16 x 16 x 2'-7"	5/8 x 7 x 2'-7"	---	4 @ 3" = 1'-0"	3"	16"	16"
4	22 & 25	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	1/8 x 16 x 1'-0 1/2"	3 @ 3" = 9"	3"	16"	20"	1/2 x 25 x 5'-1"	17 Eq. Sp. = 4'-10"	3 @ 3" = 9"	1/2 x 16 x 2'-7"	5/8 x 7 x 2'-7"	---	4 @ 3" = 1'-0"	3"	16"	20"
4	28	1/2 x 16 x 3'-1"	1/2 x 7 x 3'-1"	1/2 x 16 x 1'-6 1/2"	5 @ 3" = 1'-3"	3"	16"	20"	1/2 x 25 x 5'-1"	17 Eq. Sp. = 4'-10"	3 @ 3" = 9"	1/2 x 16 x 3'-1"	1/2 x 7 x 3'-1"	1/2 x 16 x 1'-6 1/2"	5 @ 3" = 1'-3"	3"	16"	20"
4	29	1/2 x 16 x 2'-7"	1/2 x 7 x 2'-7"	3/8 x 16 x 1'-3 1/2"	4 @ 3" = 1'-0"	3"	20"	16"	7/16 x 25 x 5'-1"	16 Eq. Sp. = 4'-10"	3 @ 3" = 9"	13/16 x 16 x 4'-1"	7/8 x 7 x 4'-1"	1/2 x 16 x 2'-0 1/2"	7 @ 3" = 1'-9"	3"	20"	16"
5	30 & 39	1/2 x 16 x 2'-7"	1/2 x 7 x 2'-7"	3/8 x 16 x 1'-3 1/2"	4 @ 3" = 1'-0"	3"	16"	20"	7/16 x 25 x 5'-1"	16 Eq. Sp. = 4'-10"	3 @ 3" = 9"	13/16 x 16 x 4'-1"	7/8 x 7 x 4'-1"	1/2 x 16 x 2'-0 1/2"	7 @ 3" = 1'-9"	3"	16"	20"
5	31 & 38	1/2 x 16 x 3'-1"	1/2 x 7 x 3'-1"	1/2 x 16 x 1'-6 1/2"	5 @ 3" = 1'-3"	3"	20"	16"	1/2 x 25 x 5'-1"	17 Eq. Sp. = 4'-10"	3 @ 3" = 9"	1/2 x 16 x 3'-1"	1/2 x 7 x 3'-1"	1/2 x 16 x 1'-6 1/2"	5 @ 3" = 1'-3"	3"	20"	16"
5	32 & 37	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	1/8 x 16 x 1'-0 1/2"	3 @ 3" = 9"	3"	16"	16"	1/2 x 25 x 5'-1"	17 Eq. Sp. = 4'-10"	3 @ 3" = 9"	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	1/8 x 16 x 1'-0 1/2"	3 @ 3" = 9"	3"	16"	16"
5	33 & 36	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	1/8 x 16 x 1'-0 1/2"	3 @ 3" = 9"	3"	16"	16"	1/2 x 25 x 5'-1"	17 Eq. Sp. = 4'-10"	3 @ 3" = 9"	9/16 x 16 x 2'-7"	5/8 x 7 x 2'-7"	---	4 @ 3" = 1'-0"	3"	16"	16"
5	34 & 35	1/2 x 16 x 2'-1"	1/2 x 7 x 2'-1"	1/8 x 16 x 1'-0 1/2"	3 @ 3" = 9"	3"	16"	20"	1/2 x 25 x 5'-1"	17 Eq. Sp. = 4'-10"	3 @ 3" = 9"	9/16 x 16 x 2'-7"	5/8 x 7 x 2'-7"	---	4 @ 3" = 1'-0"	3"	16"	20"
6	40	9/16 x 16 x 2'-7"	5/8 x 7 x 2'-7"	1/8 x 16 x 1'-3 1/2"	4 @ 3" = 1'-0"	3"	16"	16"	7/16 x 19 x 4'-0"	14 Eq. Sp. = 3'-9"	2 @ 3" = 6"	9/16 x 16 x 3'-1"	5/8 x 7 x 3'-1"	3/8 x 16 x 1'-6 1/2"	5 @ 3" = 1'-3"	3"	16"	16"
6	41	9/16 x 16 x 2'-7"	5/8 x 7 x 2'-7"	1/8 x 16 x 1'-3 1/2"	4 @ 3" = 1'-0"	3"	16"	16"	7/16 x 19 x 4'-0"	14 Eq. Sp. = 3'-9"	2 @ 3" = 6"	9/16 x 16 x 2'-7"	5/8 x 7 x 2'-7"	1/8 x 16 x 1'-3 1/2"	4 @ 3" = 1'-0"	3"	16"	16"
6	42	9/16 x 16 x 2'-7"	5/8 x 7 x 2'-7"	1/8 x 16 x 1'-3 1/2"	4 @ 3" = 1'-0"	3"	16"	16"	7/16 x 19 x 4'-0"	14 Eq. Sp. = 3'-9"	2 @ 3" = 6"	9/16 x 16 x 3'-1"	5/8 x 7 x 3'-1"	5/8 x 16 x 1'-6 1/2"	5 @ 3" = 1'-3"	3"	16"	16"

- NOTES:**
- All Splice Plates to be ASTM A588.
 - All Field Connections are to be made with 3/4" High Strength Bolts, ASTM A325. (Friction Type III)
 - All Holes for 3/4" Bolts to be 15/16" Φ.
 - Nuts to be on inside face of Web Splice at Fascia Girders.
 - Nuts to be up on all Flange Splices.



ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 38 OF 50
FOR REFERENCE ONLY

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF ROUSES POINT N.Y. - ALBURG VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surv. Sta.

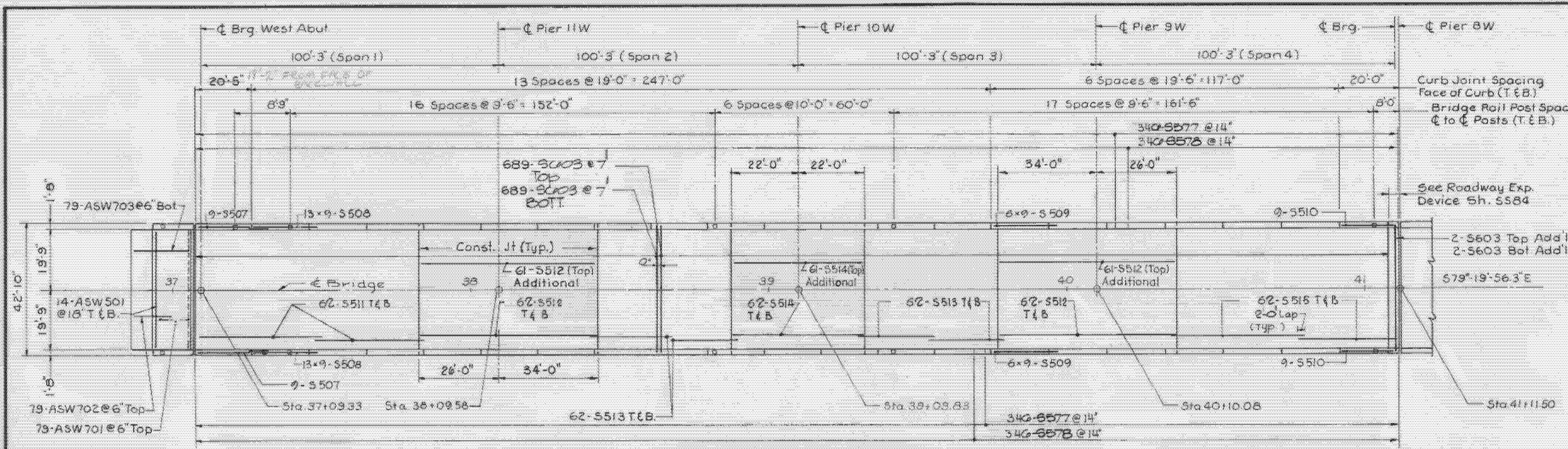
SPLICE DETAILS
(STEEL ALTERNATE)

Designed by S.M.	Drawn by R.D.F.
Checked by K.A.C. date 10-17-84	Bridge Design Supervisor C.J.M./S.M. date 10-31-84

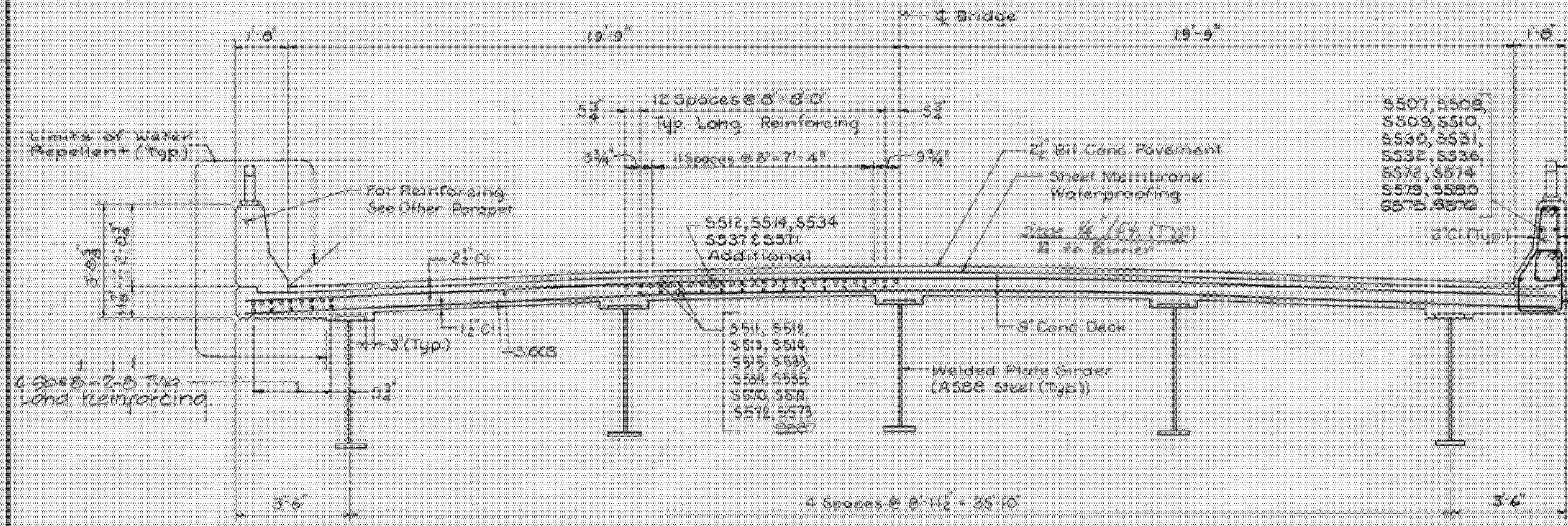
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(II)
Bridge Sheet No. SS68	Sheet of

BRUNING 44-131-611-44
BR6

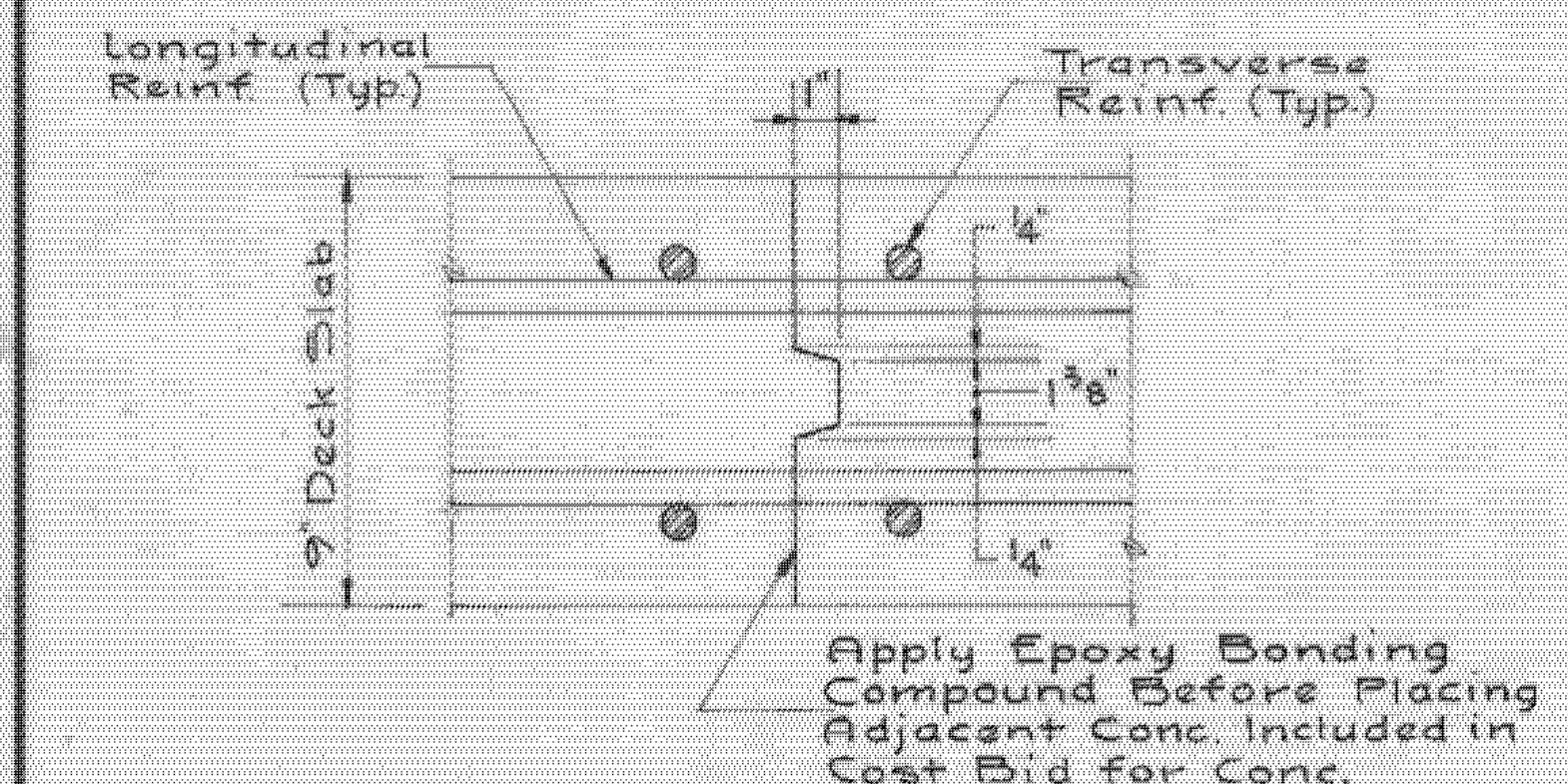
Type III



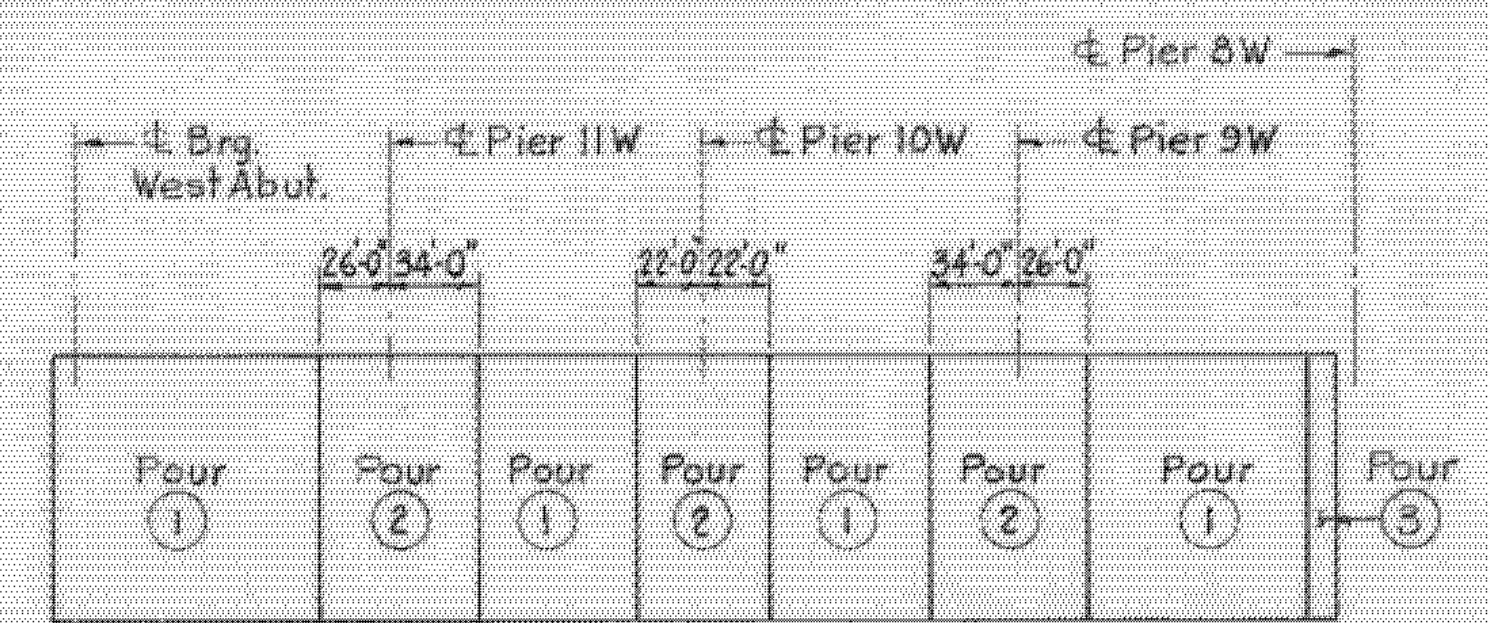
DECK PLAN - SPANS 1 THRU 4
UNIT 1
1" = 20'



TYPICAL CROSS SECTION
SPANS 1 THRU 10 & 27 THRU 29
3/8" = 1'-0"



TRANSVERSE BRIDGE SLAB
CONSTRUCTION JT. DETAIL
3" = 1'-0"



DECK SLAB PLACEMENT SEQUENCE
No Scale

- The Contractor Shall Exercise Care In Applying The Water Repellent Such That No Material Will Come In Contact With The Structural Steel Or Drop Into The Water.
- The use of stay-in-place forms shall not be permitted.

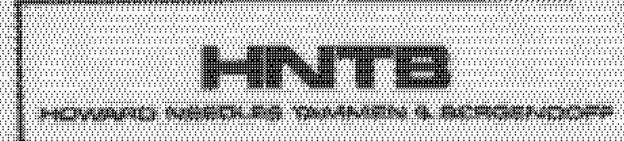
SUPERSTRUCTURE NOTES:

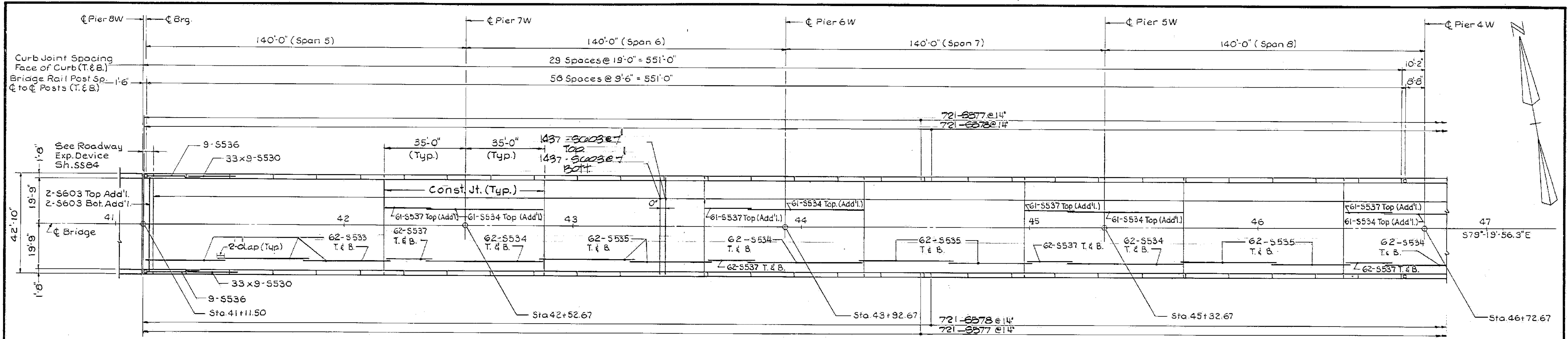
- CONCRETE**
- Minimum 28 Day Cylinder Strength Of Concrete $f_c = 4000$ psi (Class A).
- REINFORCING STEEL**
- All Reinforcing Steel Shall Conform To ASTM Designation A615, Grade 60.
 - All Reinforcing Steel In Deck And Barriers To Be Epoxy Coated.
- BARRIERS**
- Bridge Barrier To Be Placed In Alternate Sections With A Minimum Of 48 Hours Between Pours.

DECK SLAB PLACEMENTS NOTES:

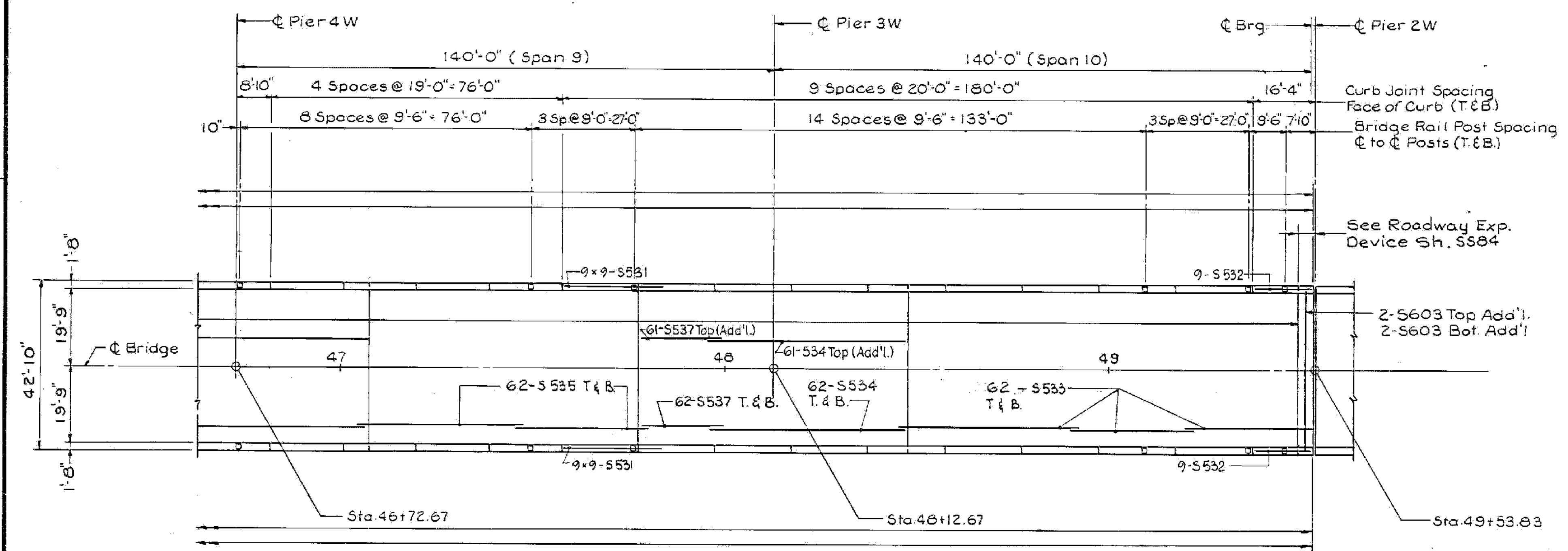
- The Concrete Deck Slab For This Structure Shall Be Placed According To The Placement Sequence Shown. The Contractor May, At His Option, Submit An Alternate Procedure To The Engineer, For Review And Approval. No Related Work, Including The Installation Of Forms, May Be Initiated By The Contractor Until The Written Approval Of The Alternate Procedure Is Received From The Engineer.
- Concrete Placement And Finishing Operations Shall Be Performed As Rapidly As Possible. The Engineer May Order The Contractor To Stop His Pour Operations At Any Time If, In The Engineer's Opinion, Concrete Placed During The Pour Has Started To Set, Or Is About To Set, And Further Placement Of Concrete Will Cause Deflection Cracking.
- In The Event The Contractor's Deck Placement Operation Is Stopped Prior To Completion Of Pour ① Whether By His Own Decision Or By Order Of The Engineer, The Contractor Shall Be Responsible For Providing A Finished Deck Grade Which Matches The Planned Profile. Any Subsequent Revisions To Deck Forms Made Necessary By Such Action Shall Be At The Contractor's Expense.
- Construction Joints Shall Be Placed Parallel To The Center Line Of Pier.
- All Areas Shown On The Plans As "Pour ①" Must Be Placed During The Initial Continuous Work Period. Subsequent Pours (Continuous Placements) Will Not Be Permitted Until 96 Hours After The Completion Of The Previous Pour.
- Longitudinal Construction Joints Will Not Be Permitted.
- In Unit 2, 3, 4 And 5 Pour ① Shall Be Accomplished By The Simultaneous Operation Of Two Finishing Machines And Crews. A Minimum Rate Of Placement Of 30 Cy/Hr Shall Be Maintained By Each Machine.
- The Contractor May Divide Pour ③ In Unit 2, 4 And 5 Into Separate Segments Provided The 96 Hour Waiting Period Between Pours Is Observed.
- The Contractor May, Subject To The Engineer's Approval, Use A Water Reducer Either Alone Or In Conjunction With A Water Reducing And Set Retarding Admixture, So As To Allow Delivery, Proper Placement, And Finish Of The Concrete.
- Concrete Placement Should Begin At The Low End Of Each Pour Section.
- Conc. Surface In Pours 3 & 4 at Exp. Joints shall be screeded by hand & finished by appropriate tools to match the adjacent pavement surfaces.

STATE OF VERMONT		ALBURGH-ROUSES POINT BHF MEMB(24) SHEET 39 OF 50 FOR REFERENCE ONLY
AGENCY OF TRANSPORTATION		
TOWN OF ROUSES POINT NY - ALBURGH VT.	Bridge No. 1	
HIGHWAY NO. ROUTE 2	Log Sta. 0+00	
	Surr. Sta.	
DECK PLAN - UNIT 1 (STEEL ALTERNATE)		
Designed by J.S.J.	Drawn by R.D.E.	
Checked by B.J.B.	Bridge Design Supervisor	
date 10-4-84	C.J.M./S.M.	date 10-31-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BFR 028-1(III)	
Bridge Sheet No. S577	Sheet	of

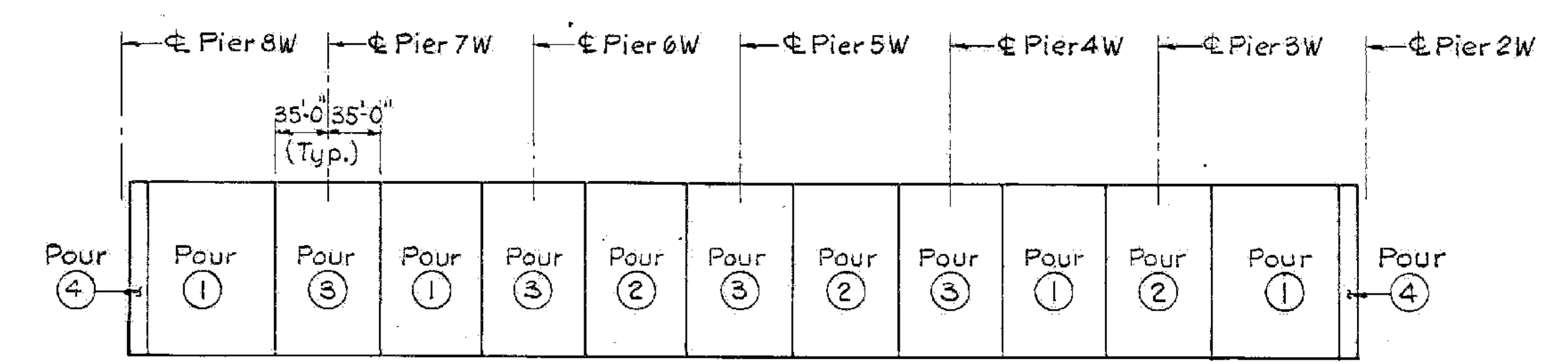




DECK PLAN - SPANS 5 THRU 8
UNIT 2
1" = 20'



DECK PLAN SPANS 9 & 10
UNIT 2
1" = 20'



DECK SLAB PLACEMENT SEQUENCE
No Scale

NOTES:
1. For Deck Slab Placements Notes See Sheet SS77.

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 40 OF 50
FOR REFERENCE ONLY

STATE OF VERMONT
AGENCY OF TRANSPORTATION

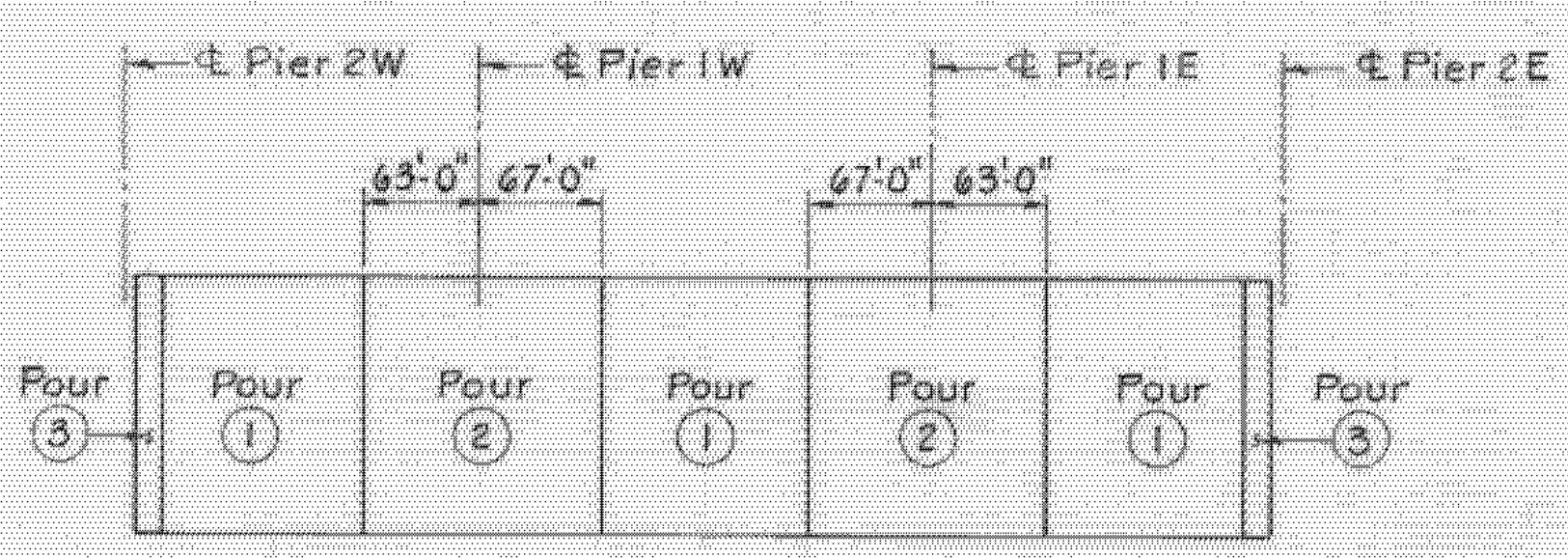
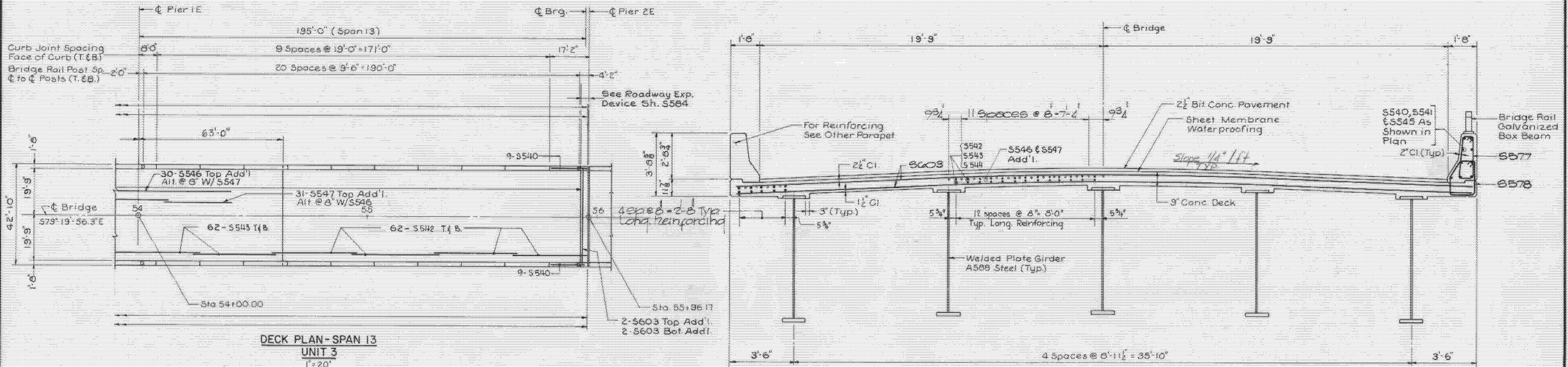
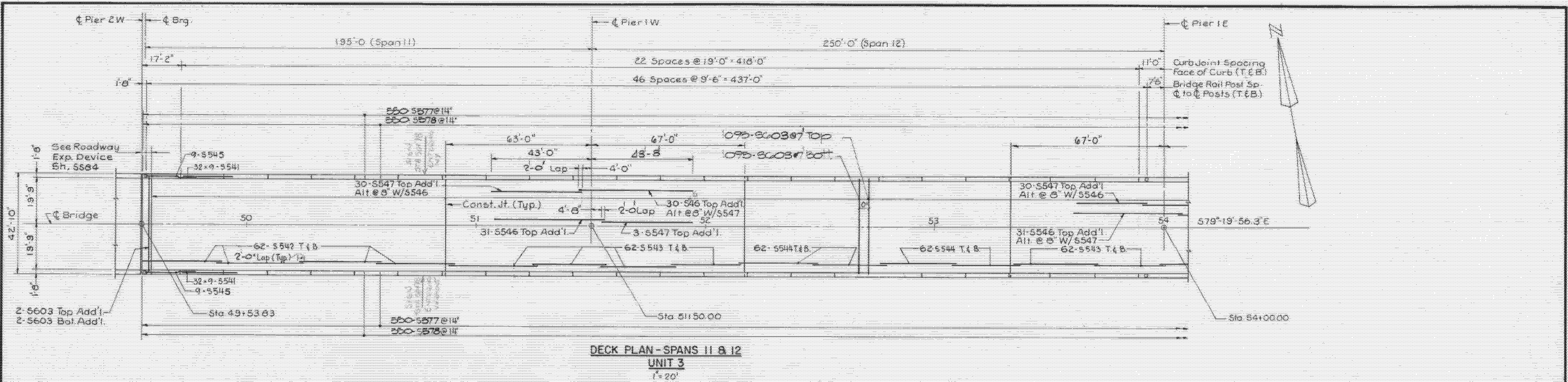
TOWN OF ROUSES POINT N.Y. - ALBURG VT, Bridge No. 1
HIGHWAY NO. ROUTE 2, Log Sta. 0+00
Surv. Sta.

DECK PLAN - UNIT 2
(STEEL ALTERNATE)

Designed by J.S.J. Drawn by R.D.F.
Checked by B.J.B. date 10-4-84 Bridge Design Supervisor C.J.M./S.M. date 10-31-84

PROJECT NO. BRF028-1(11)
Bridge Sheet No. SS78 Sheet of



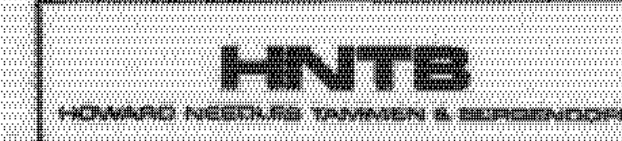


DECK SLAB PLACEMENT SEQUENCE
No Scale

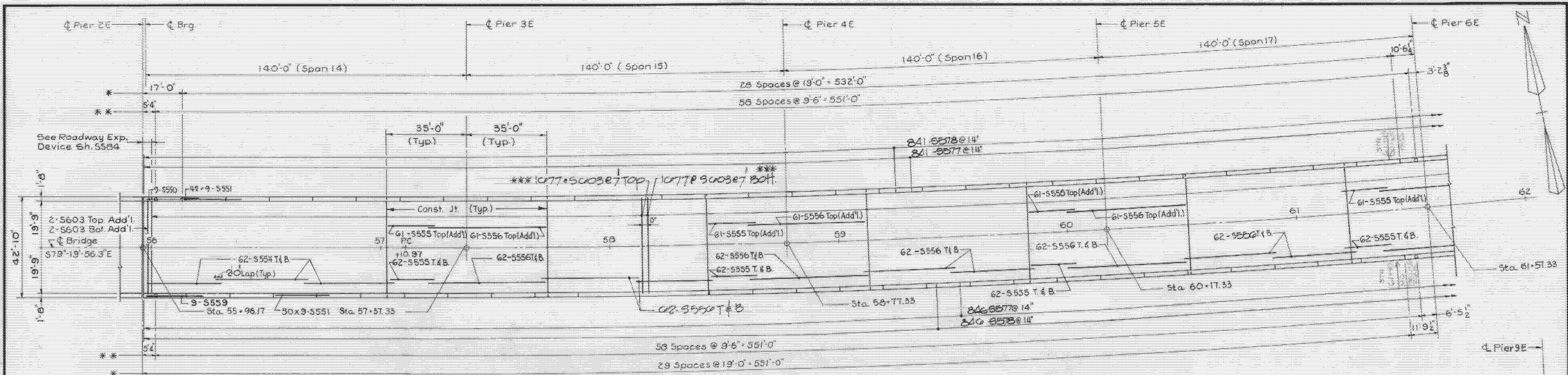
NOTES:
1. For Deck Slab Placements Notes See Sheet S577.

TYPICAL CROSS SECTION
SPANS 11 THRU 13
3/8" = 1'-0"

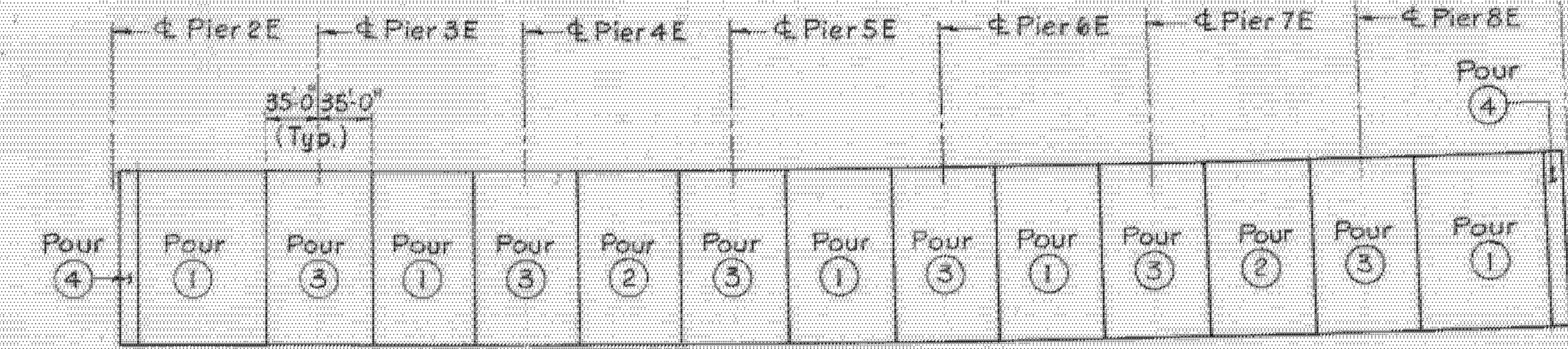
STATE OF VERMONT	
AGENCY OF TRANSPORTATION	
TOWN OF ROUSES POINT NY - ALBURG VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
DECK PLAN - UNIT 3 (STEEL ALTERNATE)	
Designed by J.S.J.	Drawn by R.D.F.
Checked by B.J.B.	Bridge Design Supervisor
date 10-4-84	C.J.M./S.M. date 10-31-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(11)
Bridge Sheet No. S579	Sheet of



ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 41 OF 50
FOR REFERENCE ONLY

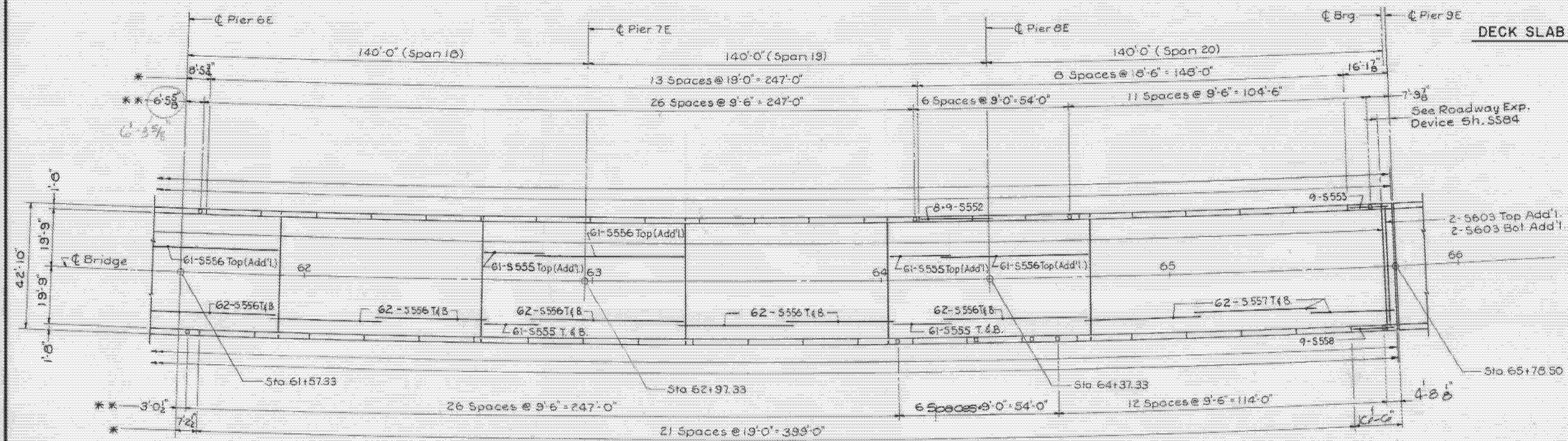


DECK PLAN - SPANS 14 THRU 17
UNIT 4
1" = 20'



DECK SLAB PLACEMENT SEQUENCE
No Scale

- NOTES:
- * Curb Joint Spacing, Along ϕ of Rail Posts
 - ** Bridge Rail Post Spacing, @ to ϕ Posts
 - *** Transverse Bars Placed Radially
 - For Deck Slab Placements Notes see Sheet S577.



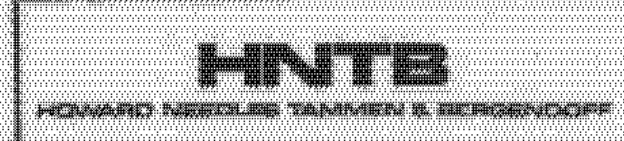
DECK PLAN - SPANS 18 THRU 20
UNIT 4
1" = 20'

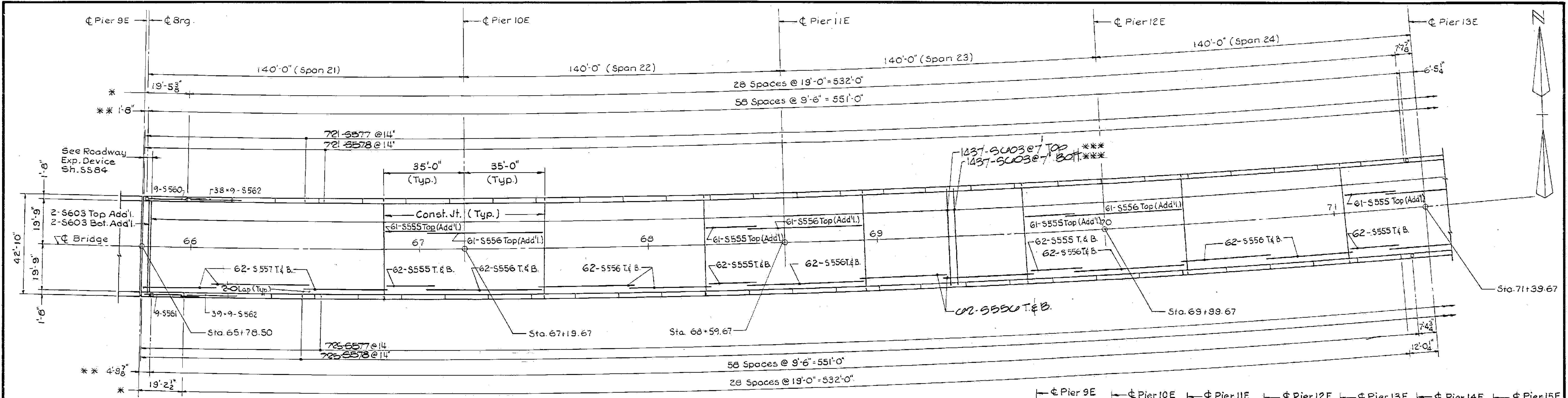
ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 42 OF 50
FOR REFERENCE ONLY

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

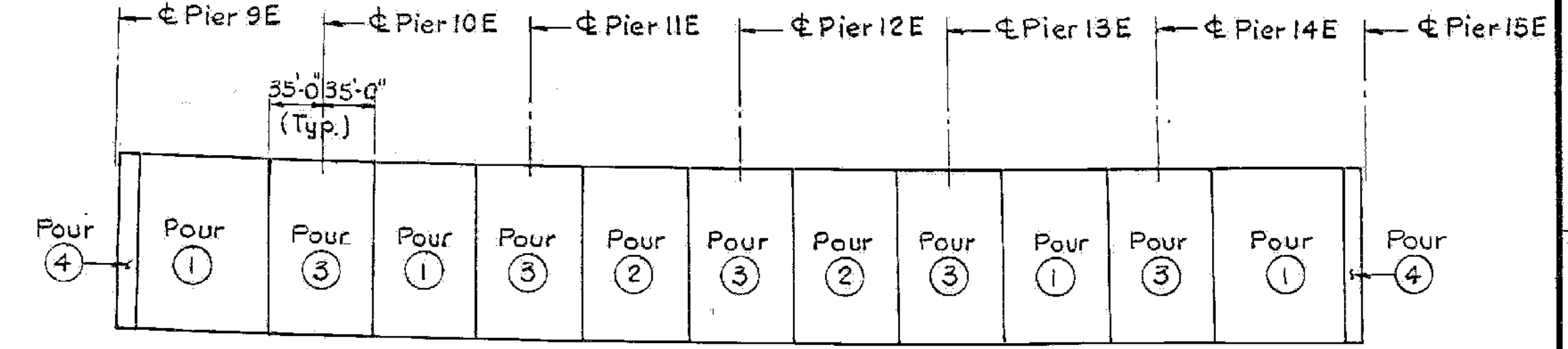
TOWN OF ROUSES POINT NY. - ALBURGH VT. Bridge No. 1
HIGHWAY NO. ROUTE 2 Log Sta. 0+00
Surr. Sta.

DESIGNED BY J.S.J.		DRAWN BY R.D.F.	
CHECKED BY B.J.B.		BRIDGE DESIGN SUPERVISOR	
DATE 10-4-84		C.J.M./S.M. DATE 10-31-84	
PROJECT ROUSES POINT BRIDGE REPLACEMENT		PROJECT NO. BRF028-1 (II)	
BRIDGE SHEET NO. 5580		SHEET OF	





DECK PLAN-SPANS 21 THRU 24
UNIT 5
1" = 20'

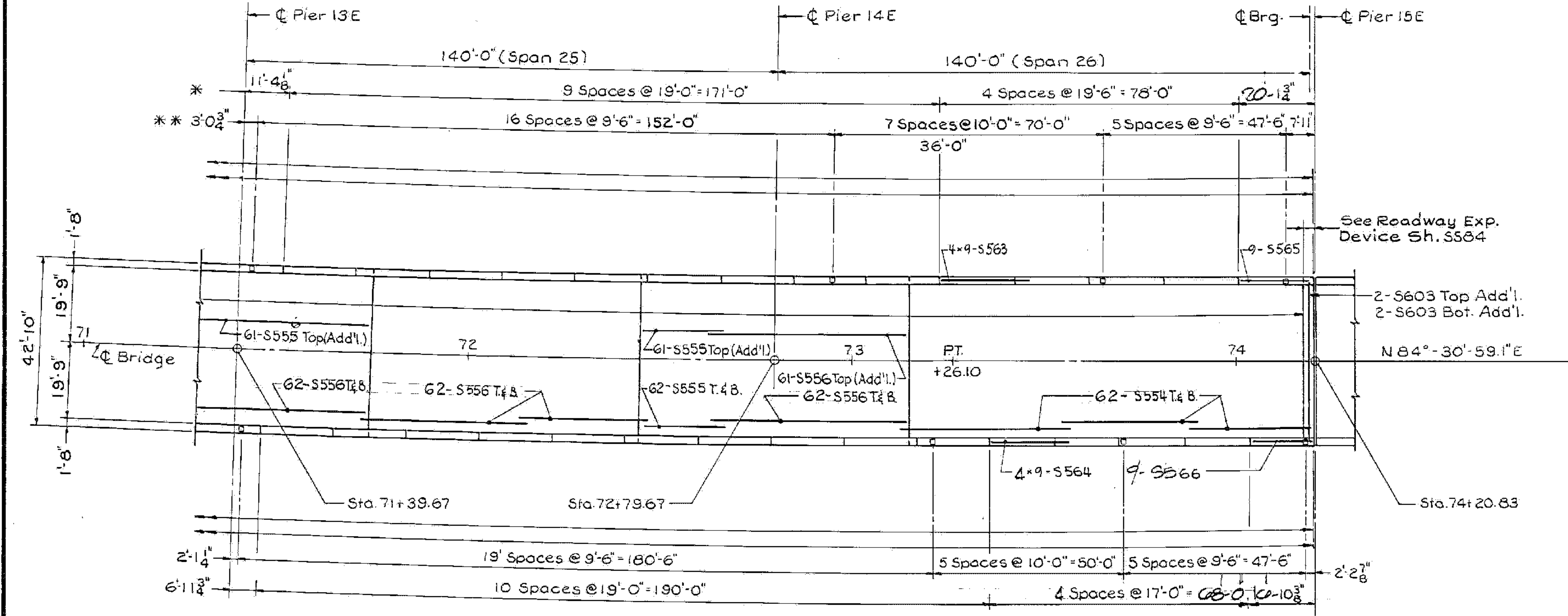


DECK SLAB PLACEMENT SEQUENCE

No Scale

NOTES

- * Curb Joint Spacing, Along ϕ of Rail Posts.
- ** Bridge Rail Post Spacing ϕ to ϕ Posts
- *** Transverse Bars Placed Radially
- For Deck Slab Placements Notes See Sheet S577.



DECK PLAN-SPANS 25 & 26
UNIT 5
1" = 20'

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 43 OF 50
FOR REFERENCE ONLY

STATE OF VERMONT
AGENCY OF TRANSPORTATION

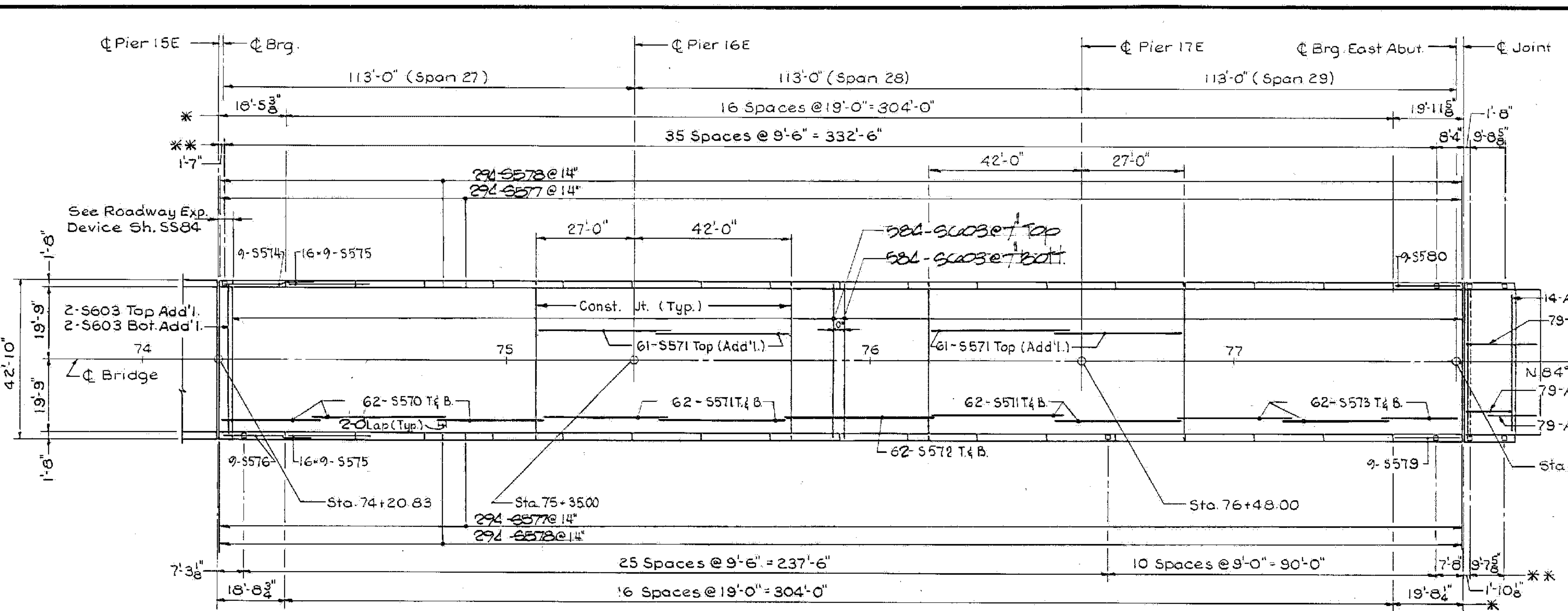
TOWN OF ROUSES POINT N.Y. - ALBURG VT. Bridge No. 1
Log Sta. 0+00
HIGHWAY NO. ROUTE 2 Surv. Sta.

DECK PLAN - UNIT 5
(STEEL ALTERNATE)

Designed by J.S.J. Drawn by R.D.F.
Checked by B.J.B. date 10-4-84 Bridge Design Supervisor C.J.M./S.M. date 10-31-84

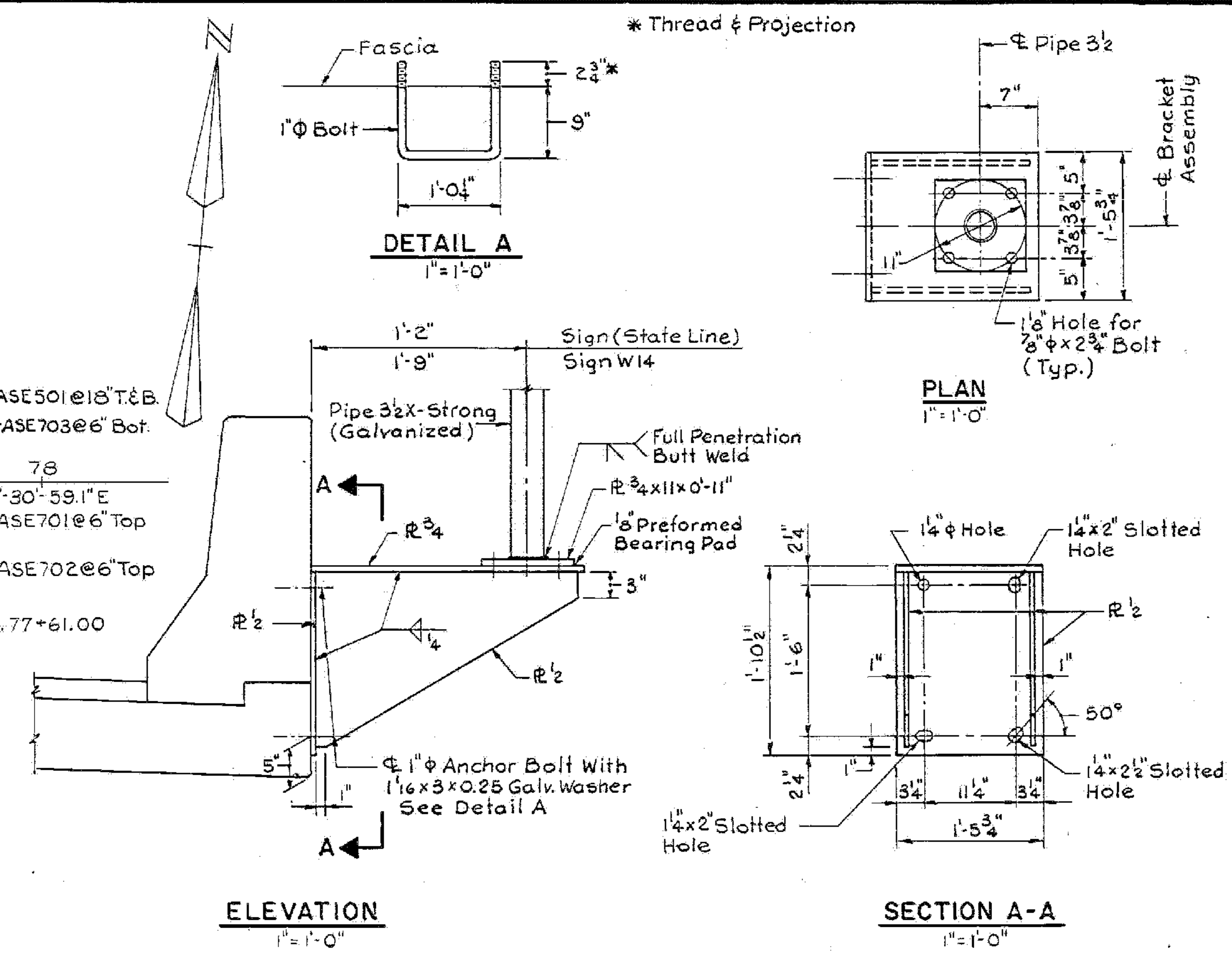
PROJECT ROUSES POINT BRIDGE REPLACEMENT PROJECT NO. BRF 028-1(11)
Bridge Sheet No. S581 Sheet of





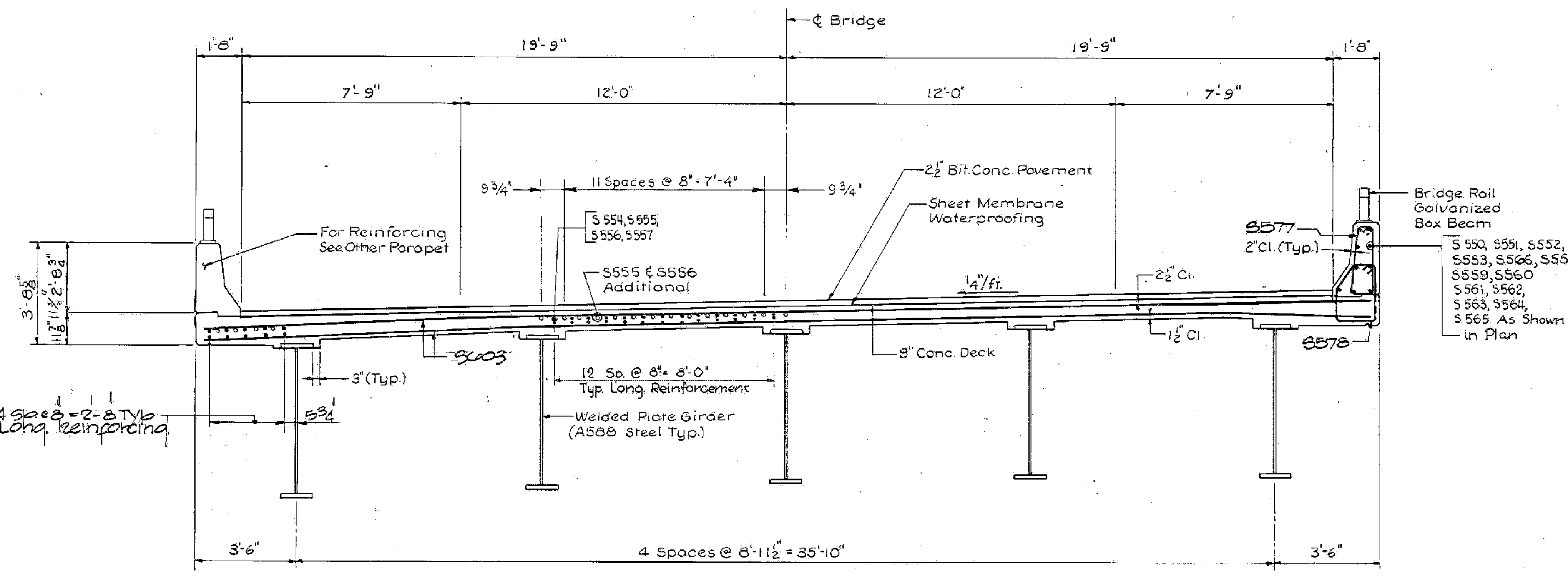
- NOTES:**
- * Curb Joint Spacing Along ϕ of Rail Posts.
 - ** Bridge Rail Post Spacing ϕ to ϕ Posts.

DECK PLAN-SPANS 27 THRU 29
UNIT 6
1"=20'



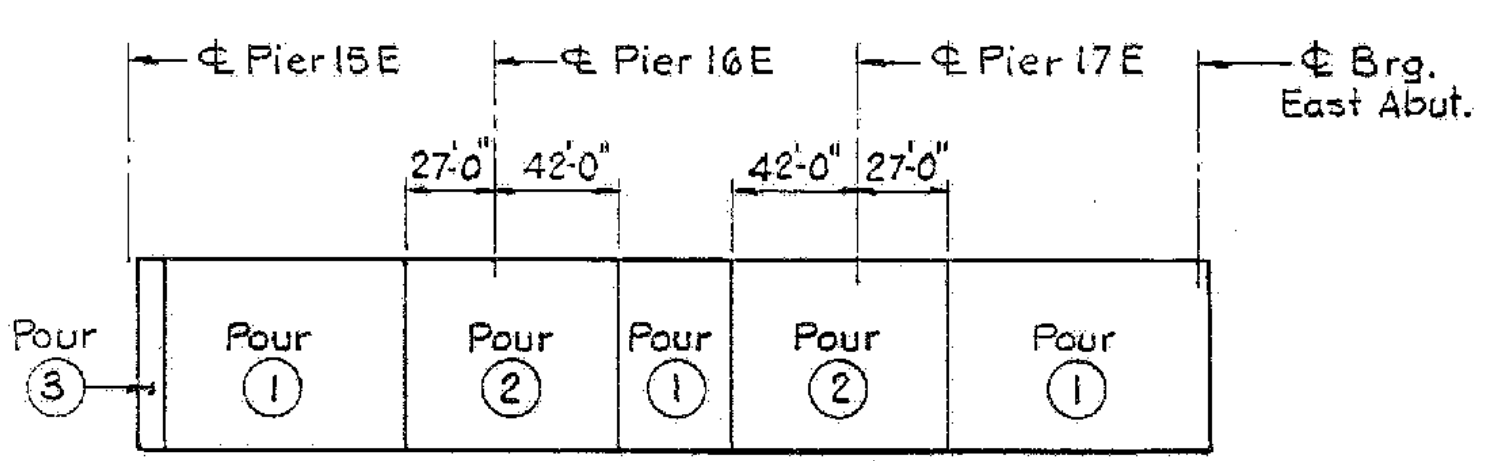
ELEVATION
1"=1'-0"

SECTION A-A
1"=1'-0"

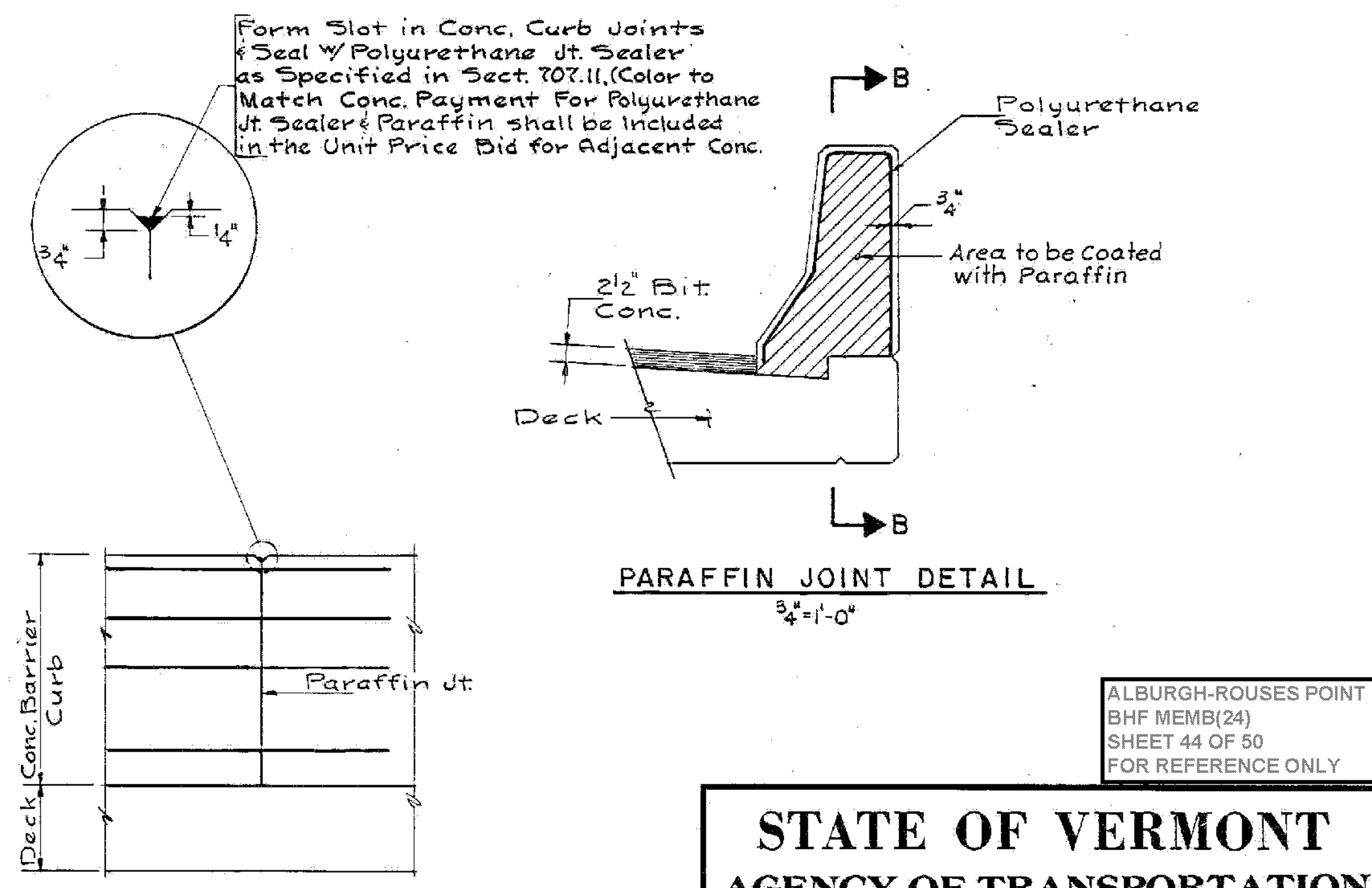


TYPICAL CROSS SECTION
SPANS 14 THRU 26
3/8"=1'-0"

- NOTES:**
- For Deck Slab Placements Notes, See Sheet S577.
 - The Assembly Hardware Used To Fasten A Sign To The Post Shall Be Aluminum Or Stainless Steel Of The Standard Commercial Design Approved By The Engineer. The Contractor Shall Submit Shop Drawings To Be Approved By The Engineer.
 - Bracket Assembly And Anchor Bolts Shall Be Galvanized After Fabrication.
 - For Sign Locations See Sheet S526.



DECK SLAB PLACEMENT SEQUENCE
No Scale



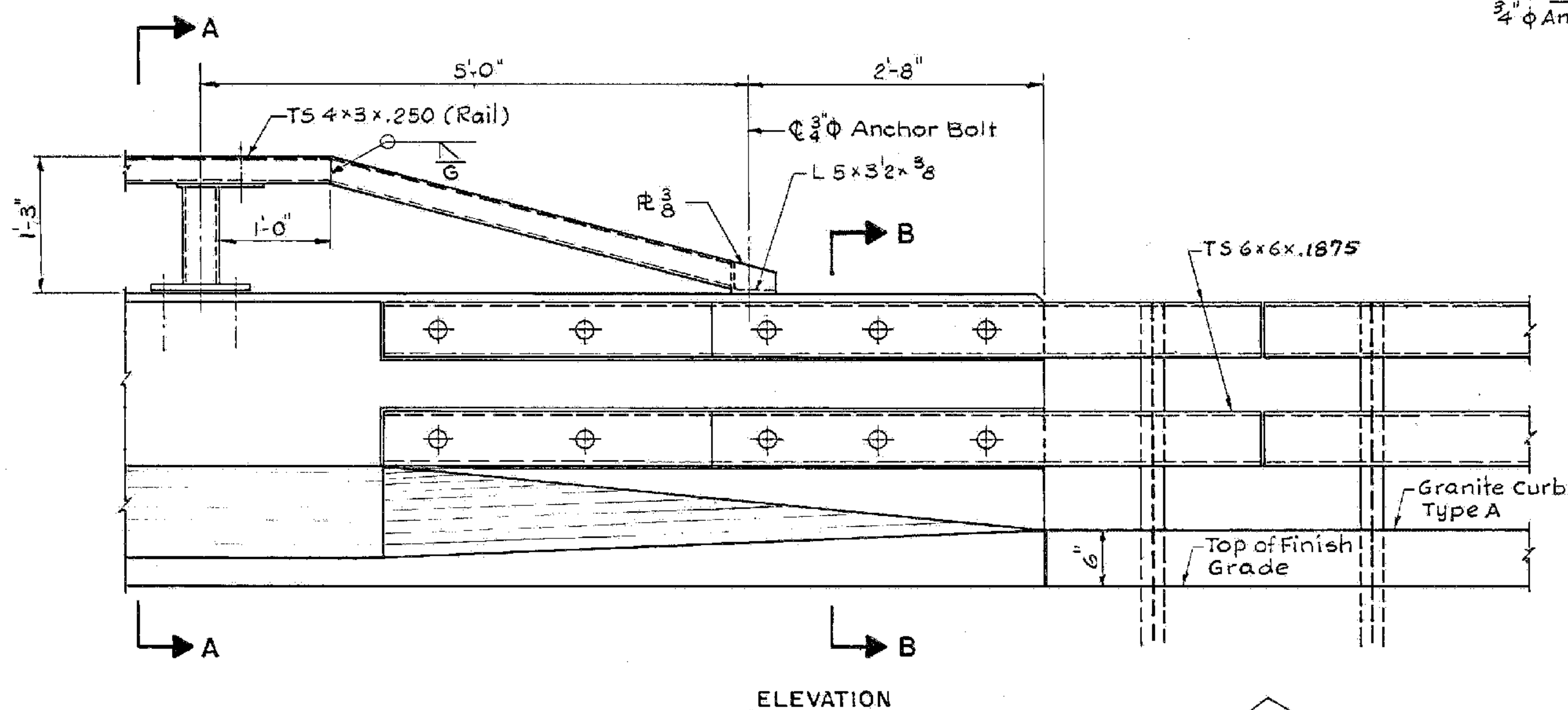
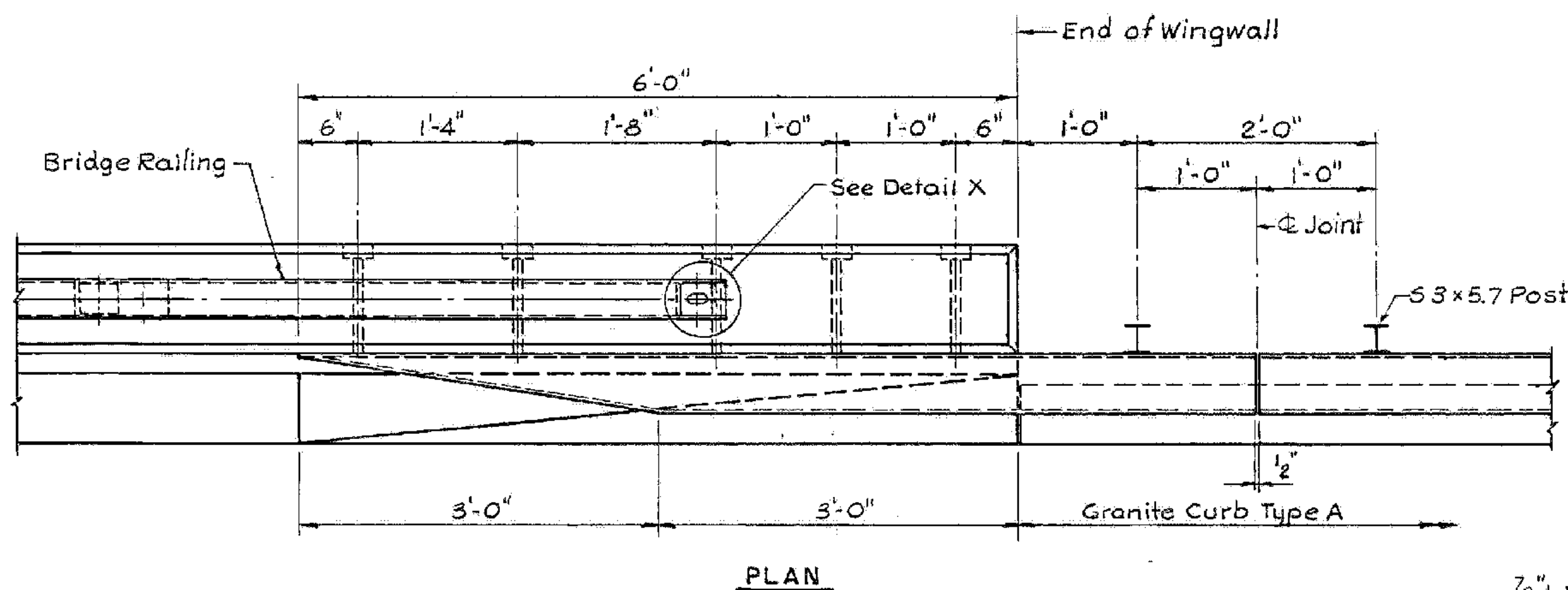
SECTION B-B
3/4"=1'-0"

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 44 OF 50
FOR REFERENCE ONLY

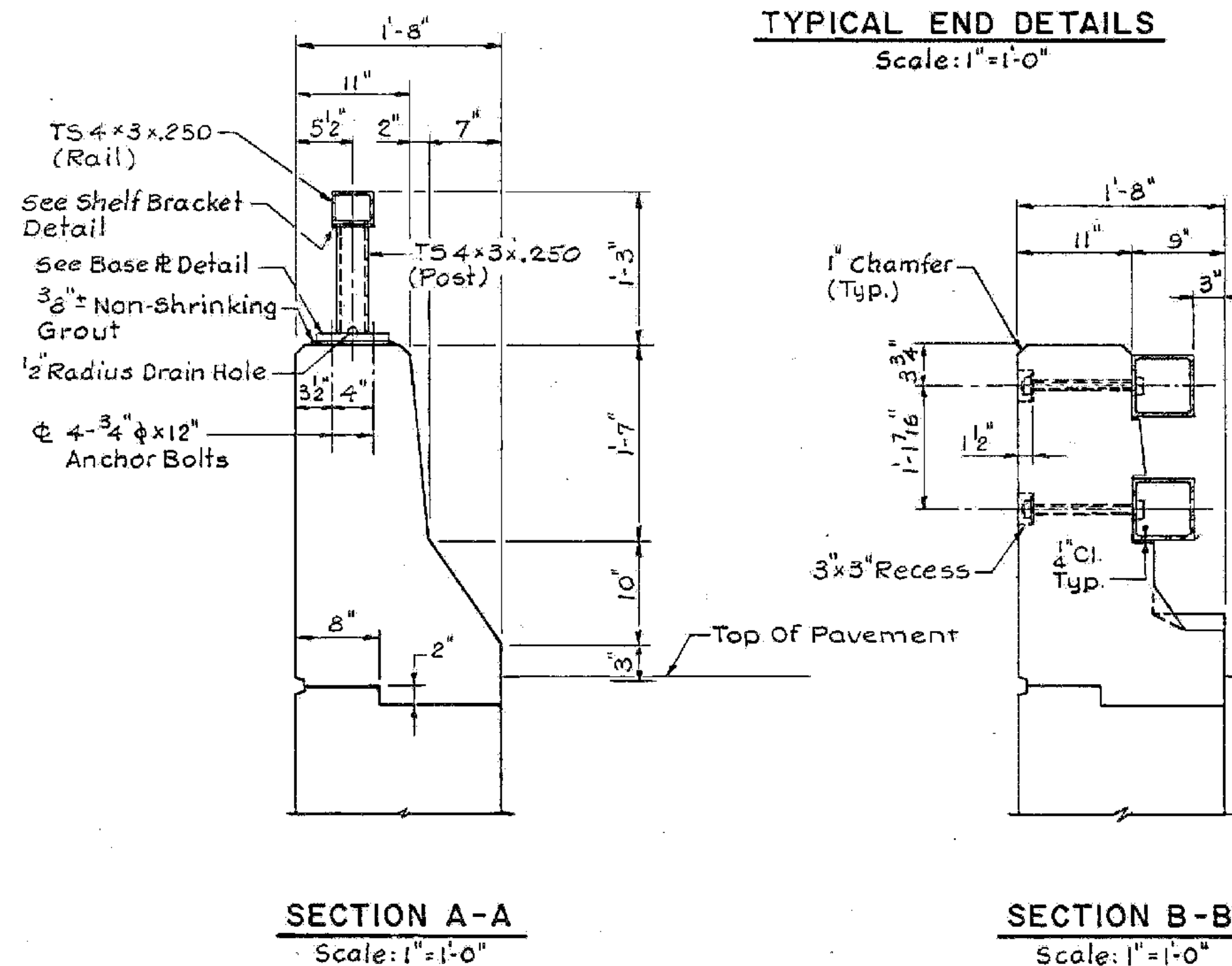
STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF ROUSES POINT NY-ALBURG VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surv. Sta.
DECK PLAN-UNIT 6 (STEEL ALTERNATE)	
Designed by J.S.J.	Drawn by R.D.F.
Checked by B.J.B.	Bridge Design Supervisor C.J.M./S.M.
date 10-4-84	date 10-31-84
PROJECT NO. ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF028-1(11)
Bridge Sheet No. S582	Sheet of

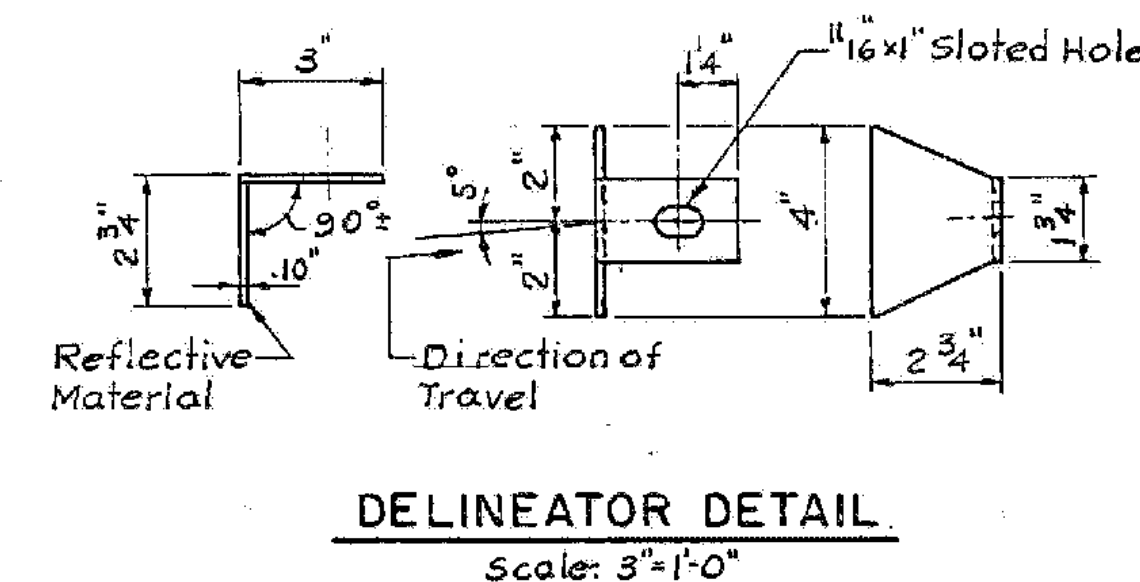
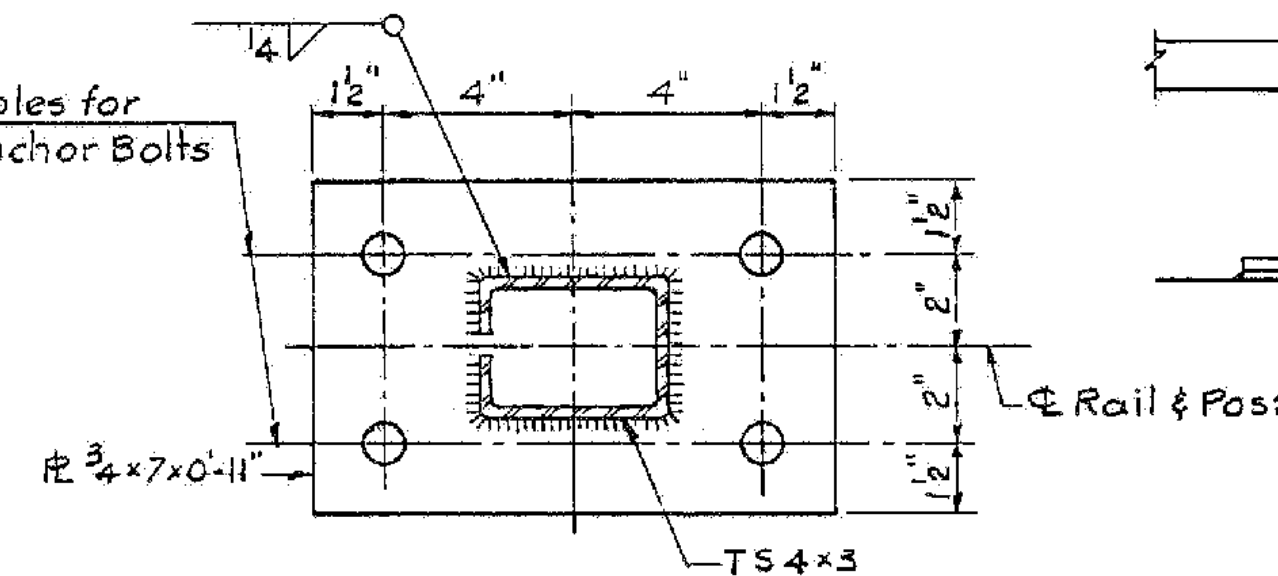
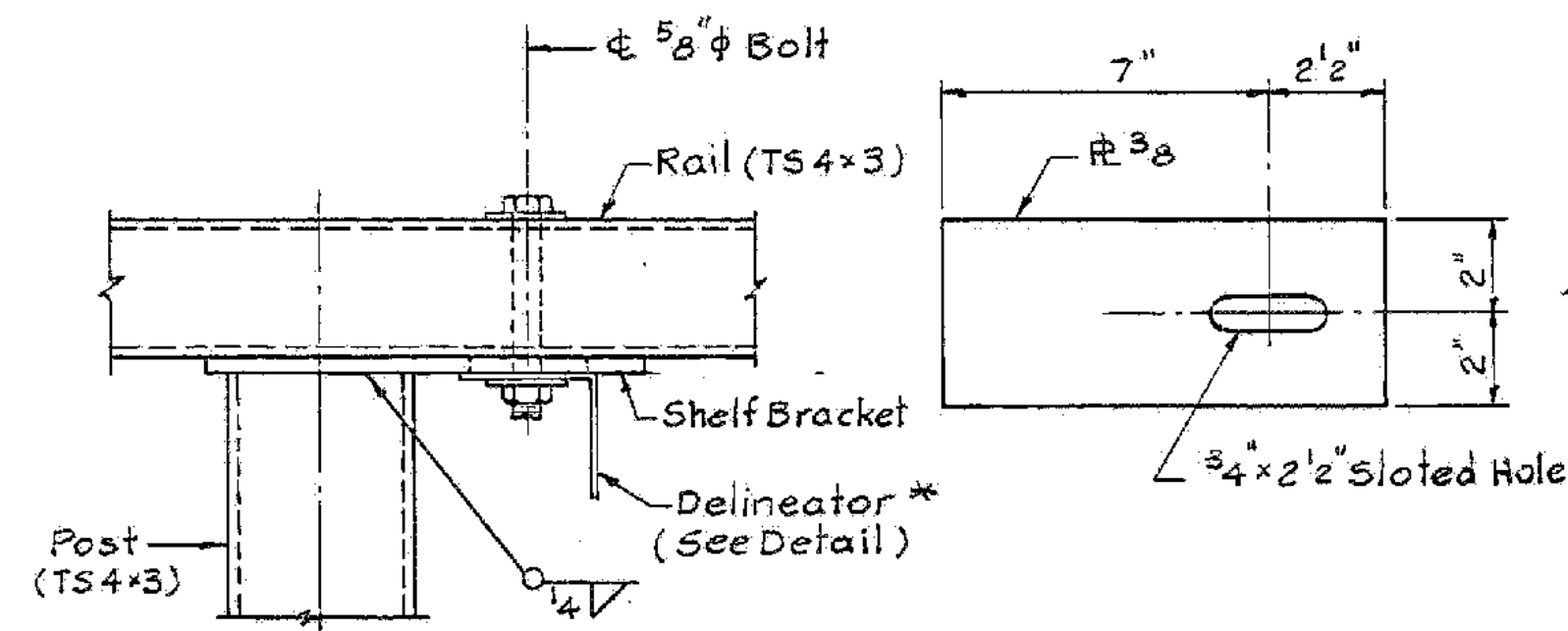
HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF



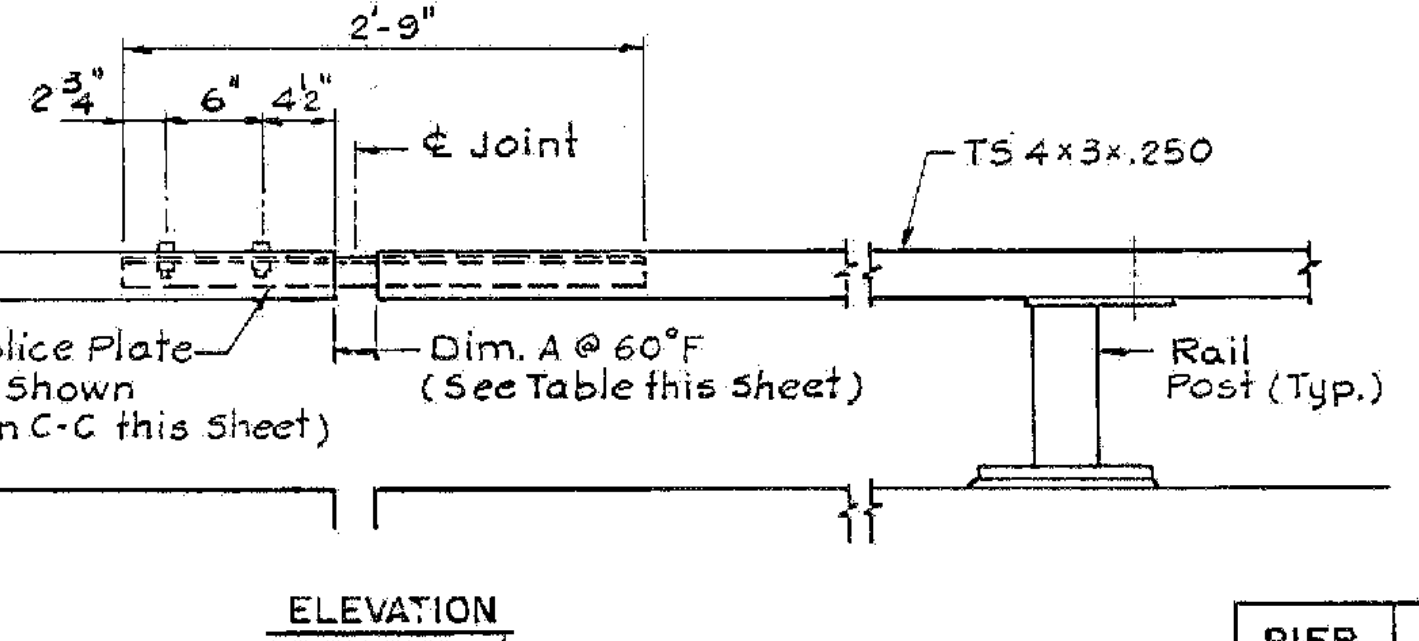
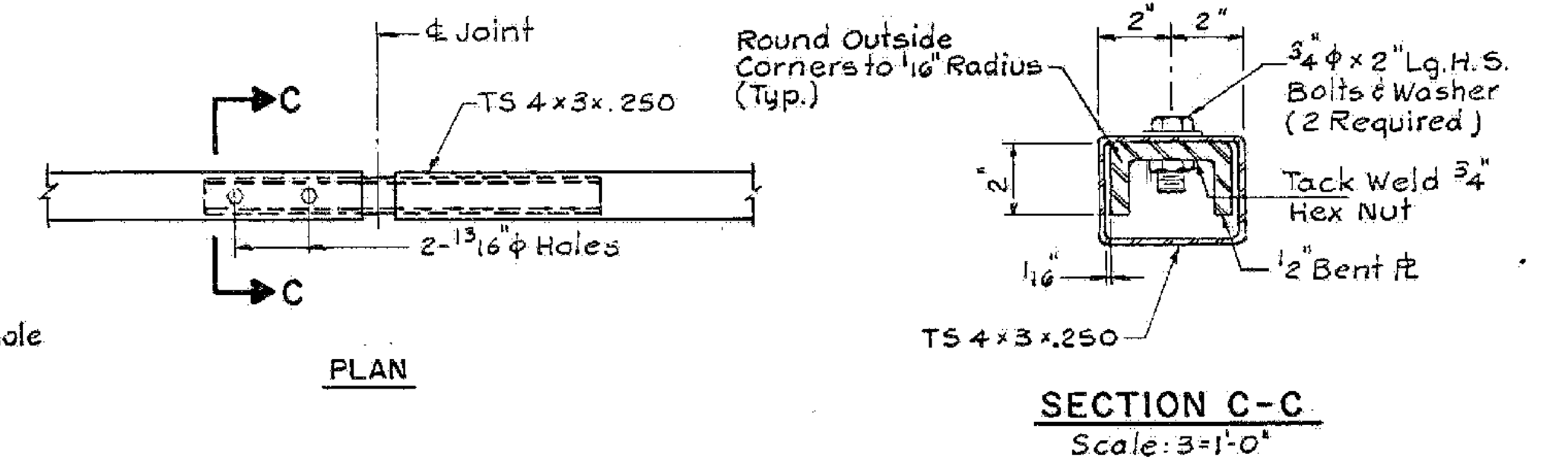
TYPICAL END DETAILS
Scale: 1"=1'-0"



ISOMETRIC OF CONCRETE BARRIER END SECTION



* Delineator to be Erected Every 30 Feet or Closest Post. Delineator Shall Meet Specification Requirements for ATSM B209 Alloy 5052-H32.

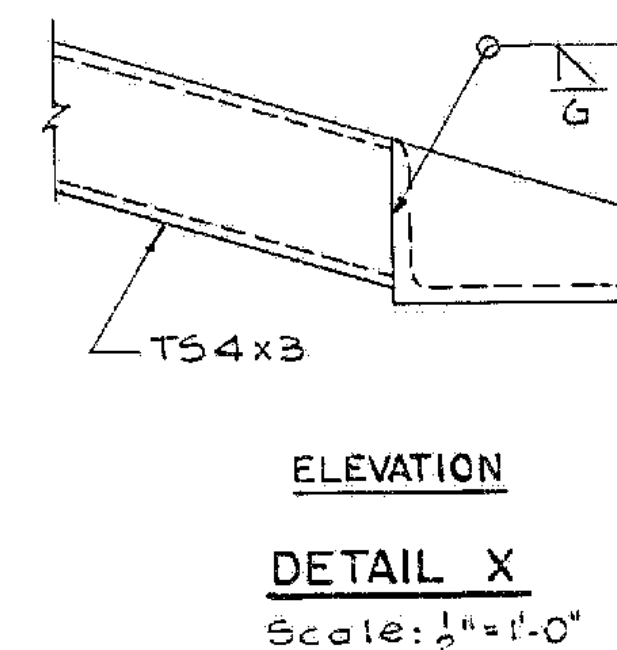
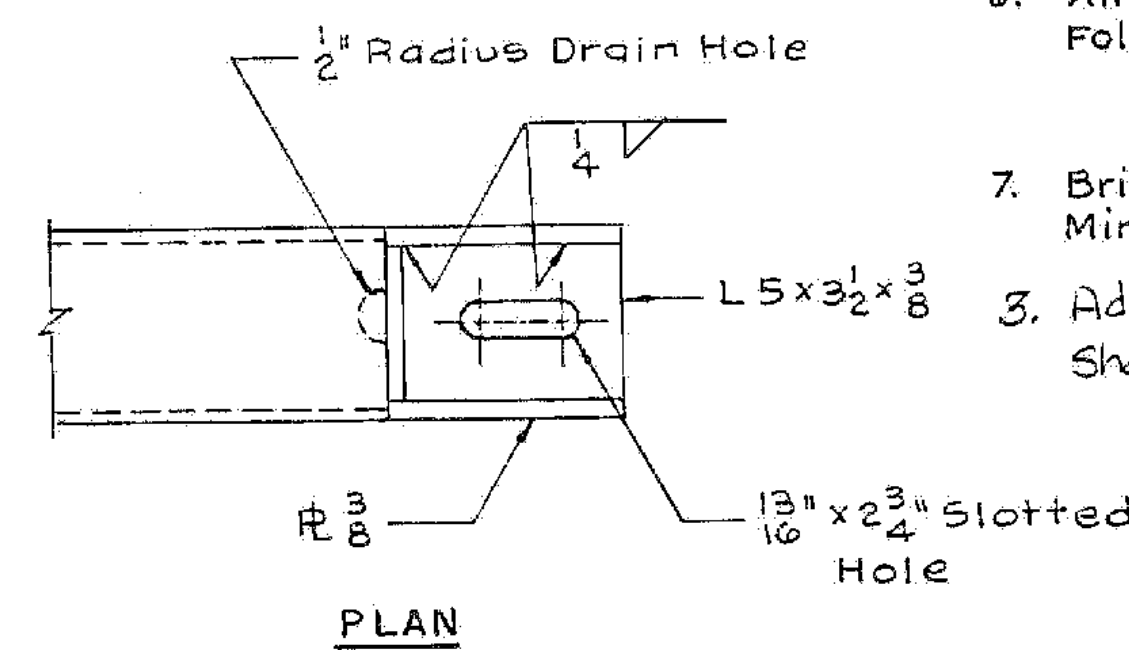


RAILING EXPANSION JOINT
(At Bridge Expansion Joints)
Scale: 1/2"=1'-0"

PIER	DIMENSION A
3W	5 3/4"
2W	5 1/4"
2E	5 3/8"
9E	6"
15E	5 3/8"

BRIDGE RAILING NOTES:

- All Plates, Bars and Angels Shall be ASTM A-36 Steel. Unless Otherwise Specified, All Bolts Shall be ASTM A307 Structural Steel. Tubing Shall be ASTM A500 Cold-Formed Grade B as Modified in Section 732.04 (4)
 - All Box Beam Bridge Railings, Components, Anchors Bolts and Attachment Hardware Shall be Galvanized to ASTM A123 After Fabrication.
 - The Rail System Shall be Continuous with Each Tube Section Attached to a Minimum of Two Posts. All Rail Joints Between Deck Expansion Joints Shall be Spliced. (For Typical Splice Detail Refer to Standard SB-R44-82.)
 - All Posts Shall be Set Normal to Grade. Nuts Placed in Concrete are to be Rotated within 24 Hours After Concrete is Placed to Break Bond Between Nut and Concrete. Nuts Shall Then be Used to Align the Posts Both Horizontally and Vertically. After Final Position has Been Approved, All Voids Between the Base Plate and Concrete Surface Shall be Grouted with Non-Shrinking Grout Conforming to Section 707.04, Mortar Type IV.
 - Anchor Bolts Shall be Cast-in-Place and Conform to the Requirements of Section 714.16.
 - All Box Beam Railing in Spans 14-20 Shall be Horizontally Curved to the Following Radii:
Top Fascia - R=5,708.5' (Inside)
Bottom Fascia - R=5,751.5' (Outside)
 - Bridge Barrier-Concrete to be Placed in Alternate Sections with a Minimum of 48 Hours Between Pours.
3. Addition: The width of splice plates for pedestrian rail shall be 3"

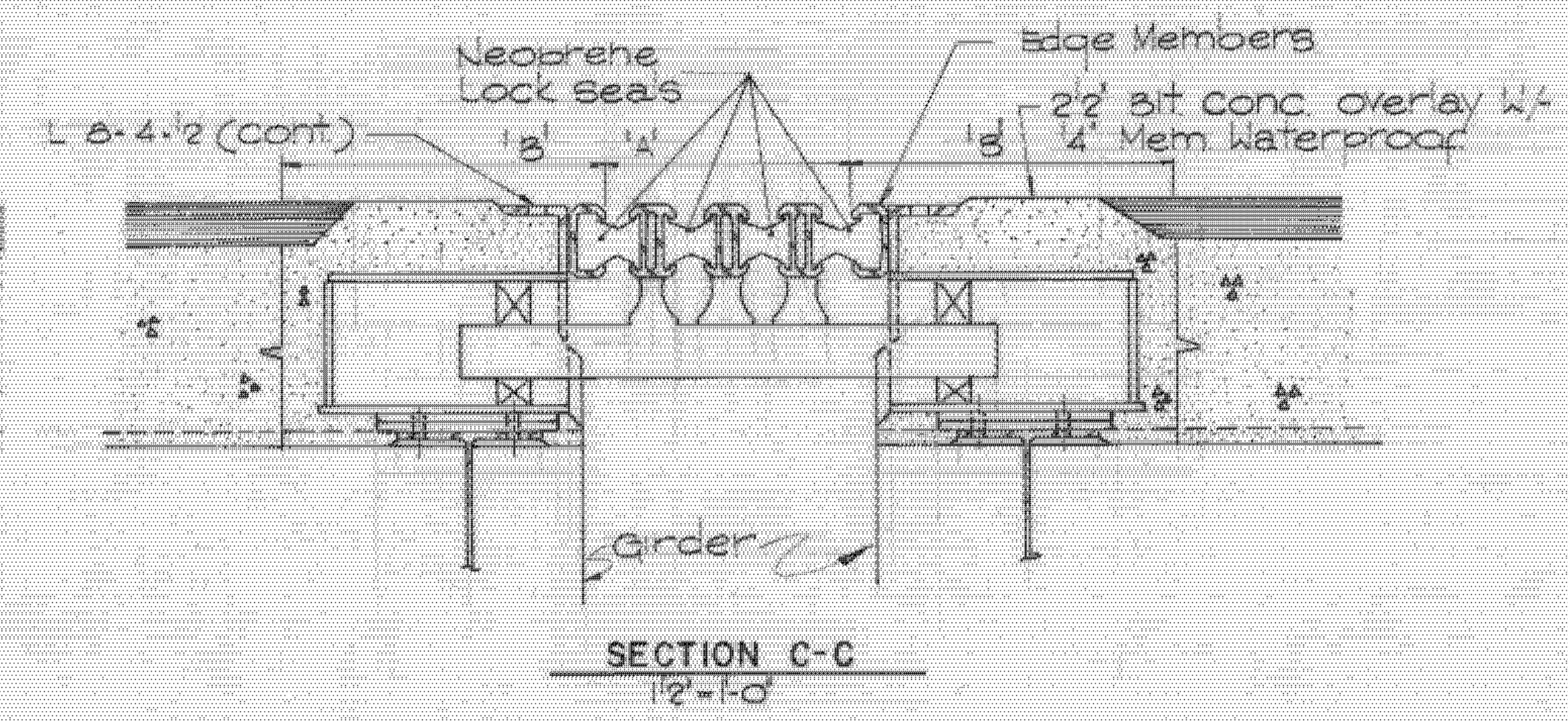
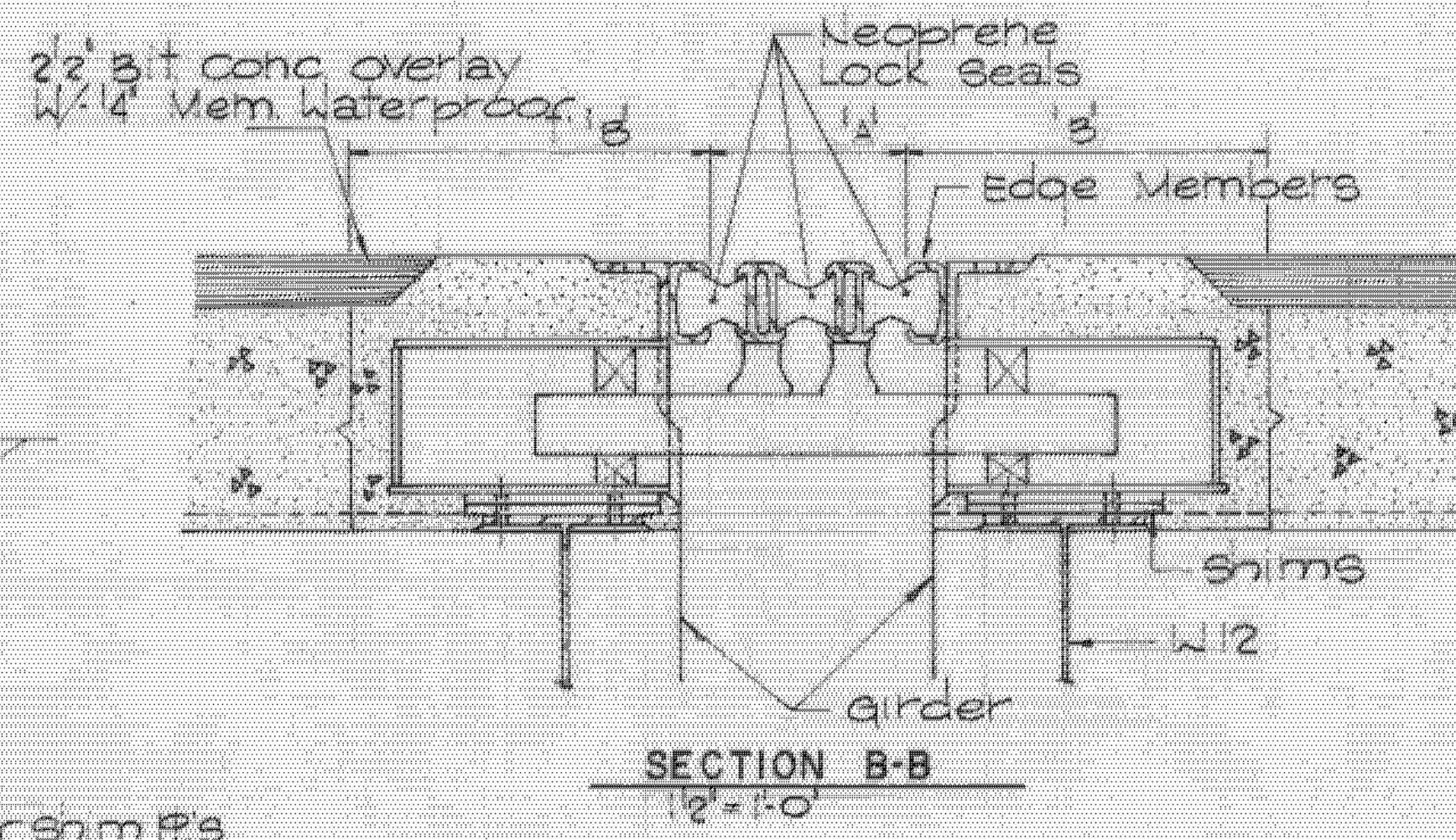
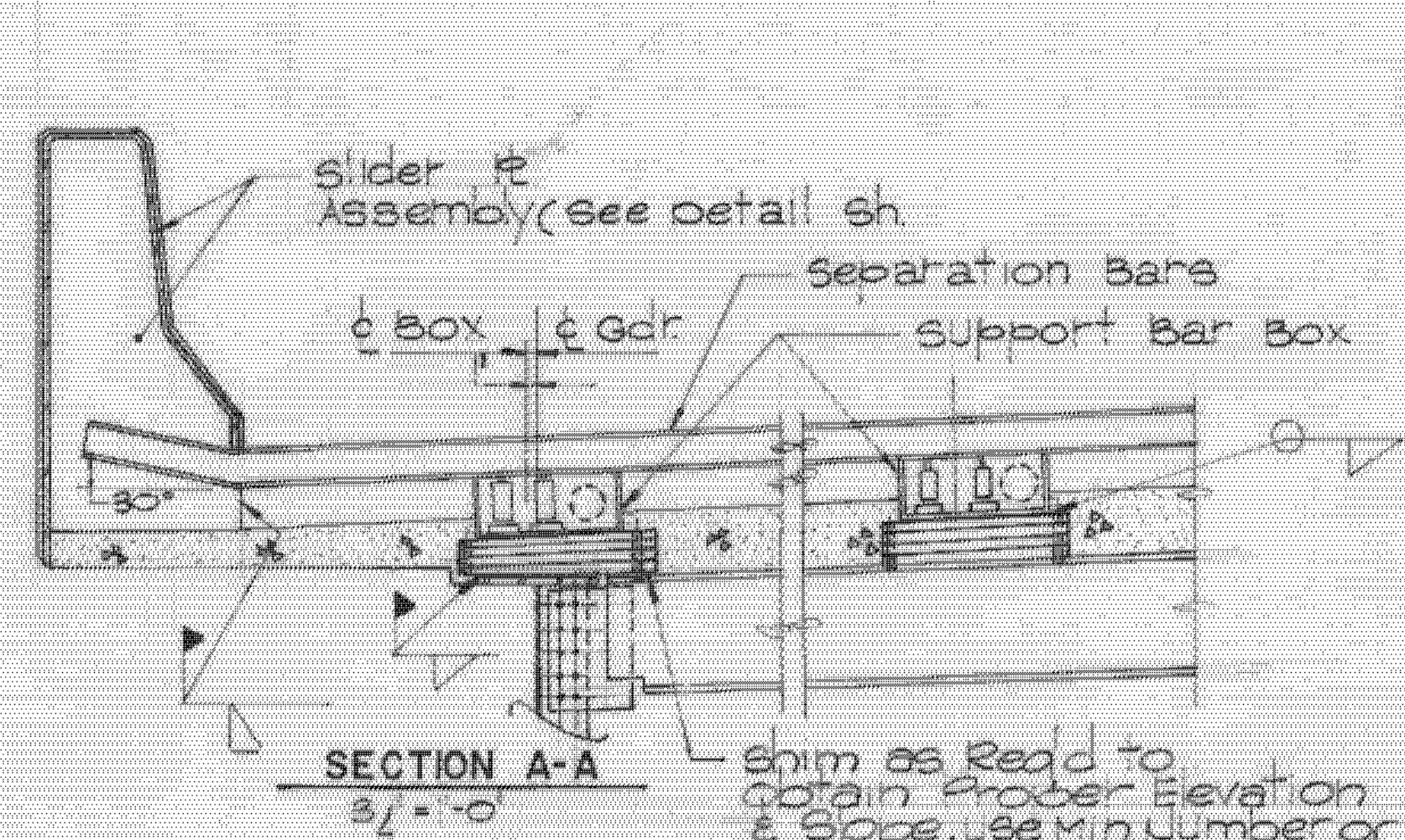
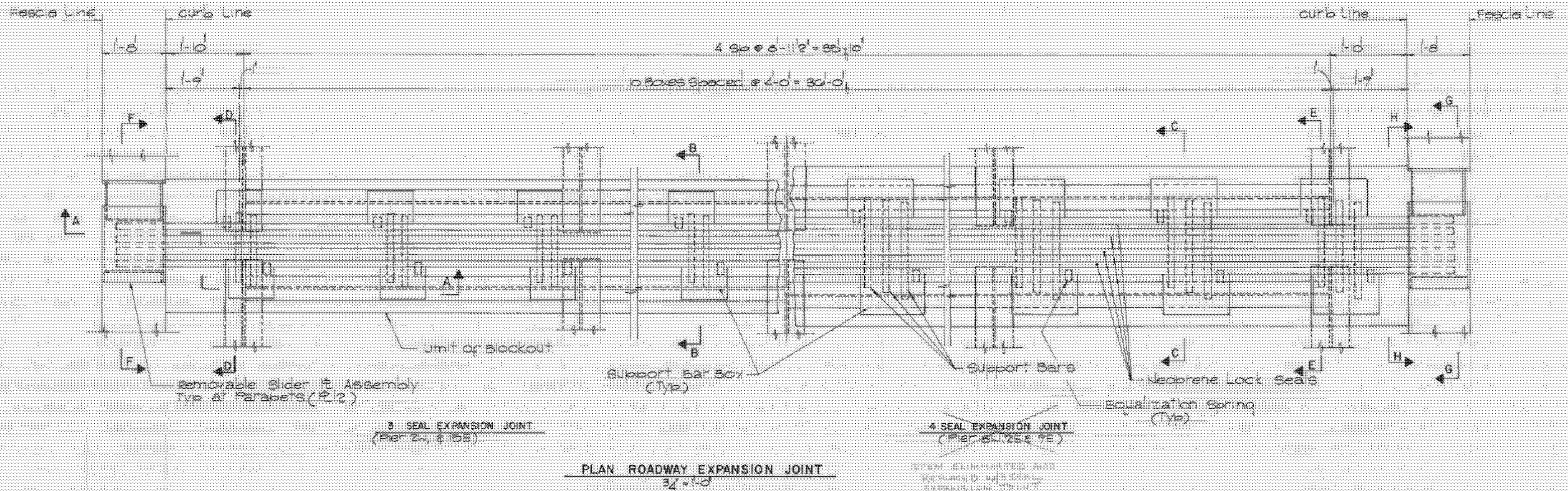


ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 45 OF 50
FOR REFERENCE ONLY

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF ROUSES POINT N.Y. - ALBURGH VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surv. Sta.
BRIDGE RAILING DETAILS (STEEL ALTERNATE)	
Designed by S.H.R.	Drawn by W.L.G.
Checked by S.M. date 10-9-84	Bridge Design Supervisor C.J.M./S.M. date 10-31-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(11)
Bridge Sheet No. S583	Sheet of

HNTB
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NOTES:

- The Expansion device shall be a Pre-fabricated Modular Assembly w/ Multiple Support Bars & Separator Bars as shown in the Plans.
- The Joint System shall be For H.S. 25 (State of Vermont) Truck Loading & Impact of 30% & shall Accommodate the Movements shown in the Plans.
- Materials shall Conform to the Following: A, Extruded Steel Sections shall Meet the Requirements of ASTM A-588; B, All Other Steel Plates, Bars, & Shapes shall Conform to ASTM A36.
- The Manufacturer of the Expansion device System shall Furnish Shop Drawings, which will include All Material, Specifications, & Dimensions of the Fabrication Joint Assembly. The Drawings will Also Show Joint Setting Data.
- All steel in the modular expansion joints shall be Hot-Dip galvanized or metalized in accordance with subsection 731.06 of the General Special Provisions dated April 25, 1984.

Pier	Dim A*	Dim B*
8W	1'-2"	1'-0"
2W	0'-3 1/2"	1'-0"
2E	1'-2"	1'-0"
9E	1'-2"	1'-0"
2E	0'-3 1/2"	1'-0"

* At 60°F

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 46 OF 50
FOR REFERENCE ONLY

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

TOWN OF ROUSES POINT N.Y.-ALBURG VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surr. Sta.

ROADWAY EXPANSION DEVICES

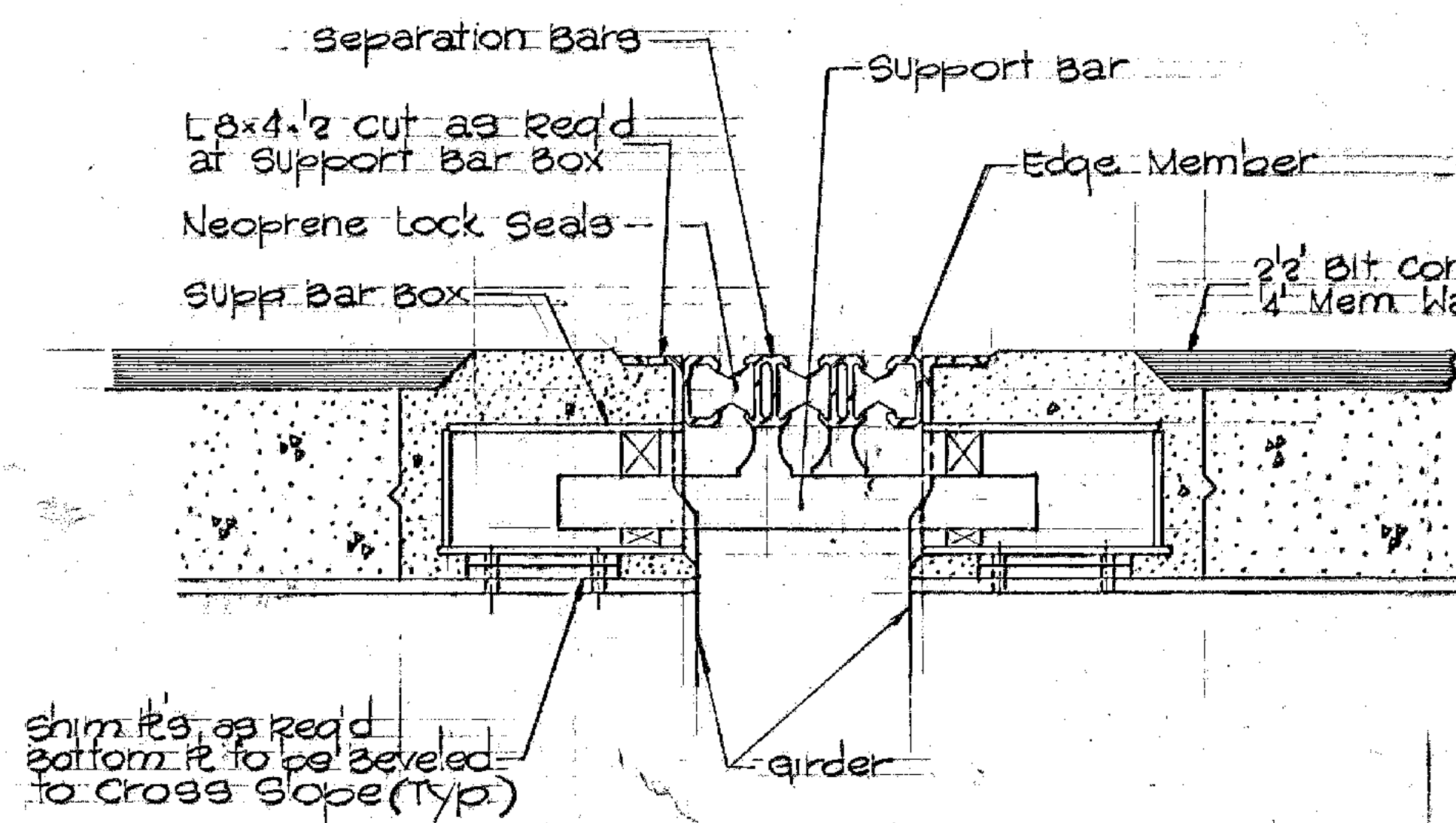
(STEEL ALTERNATE)

Designed by S.M.	Drawn by W.G.
Checked by S.H.R.	Bridge Design Supervisor
date 11/5/83	C.J.M./S.M. date 11/5/84

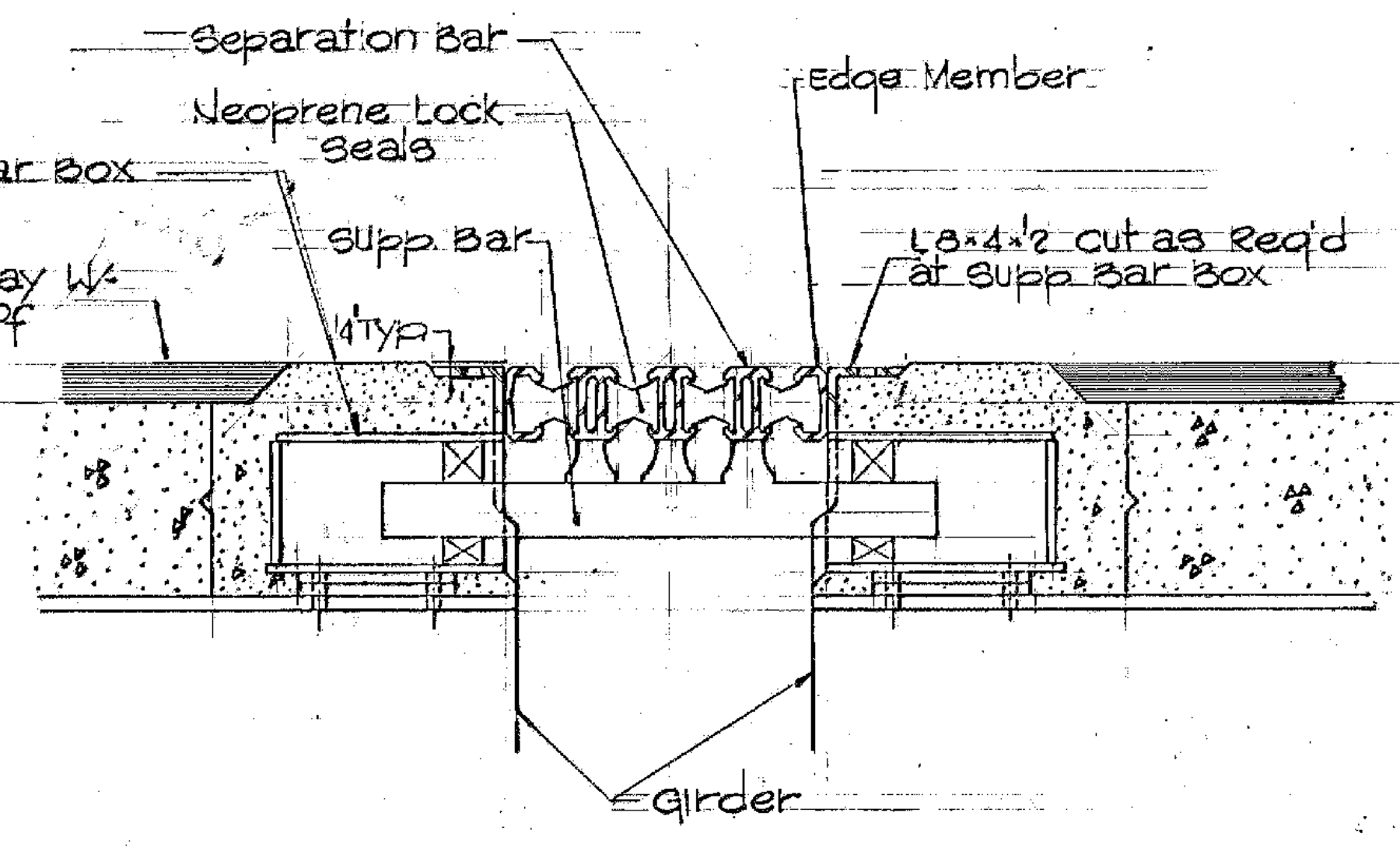
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(11)
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Bridge Sheet No. 5584 Sheet of

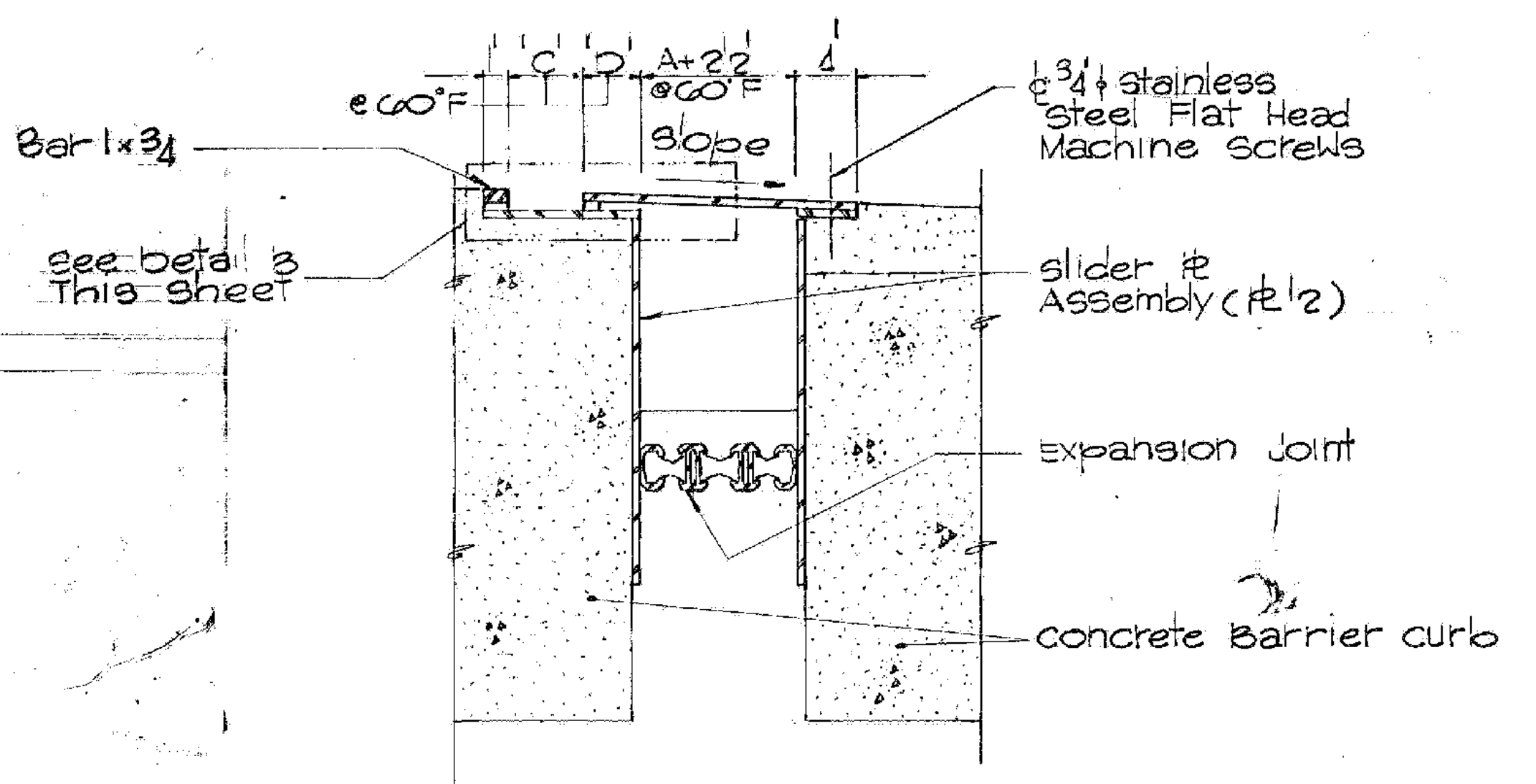




SECTION D-D
1/2" = 1'-0"

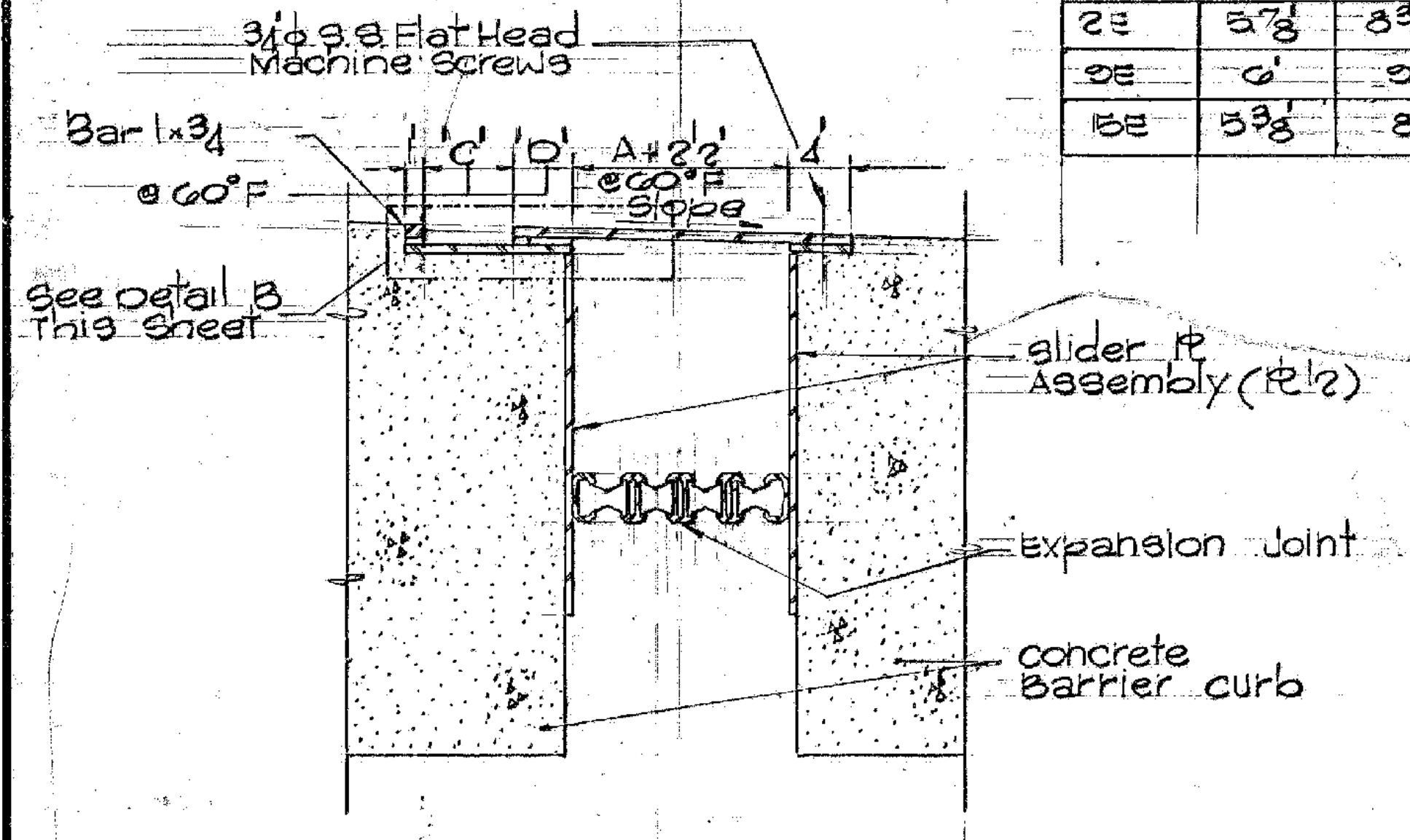


SECTION E-E
1/2" = 1'-0"

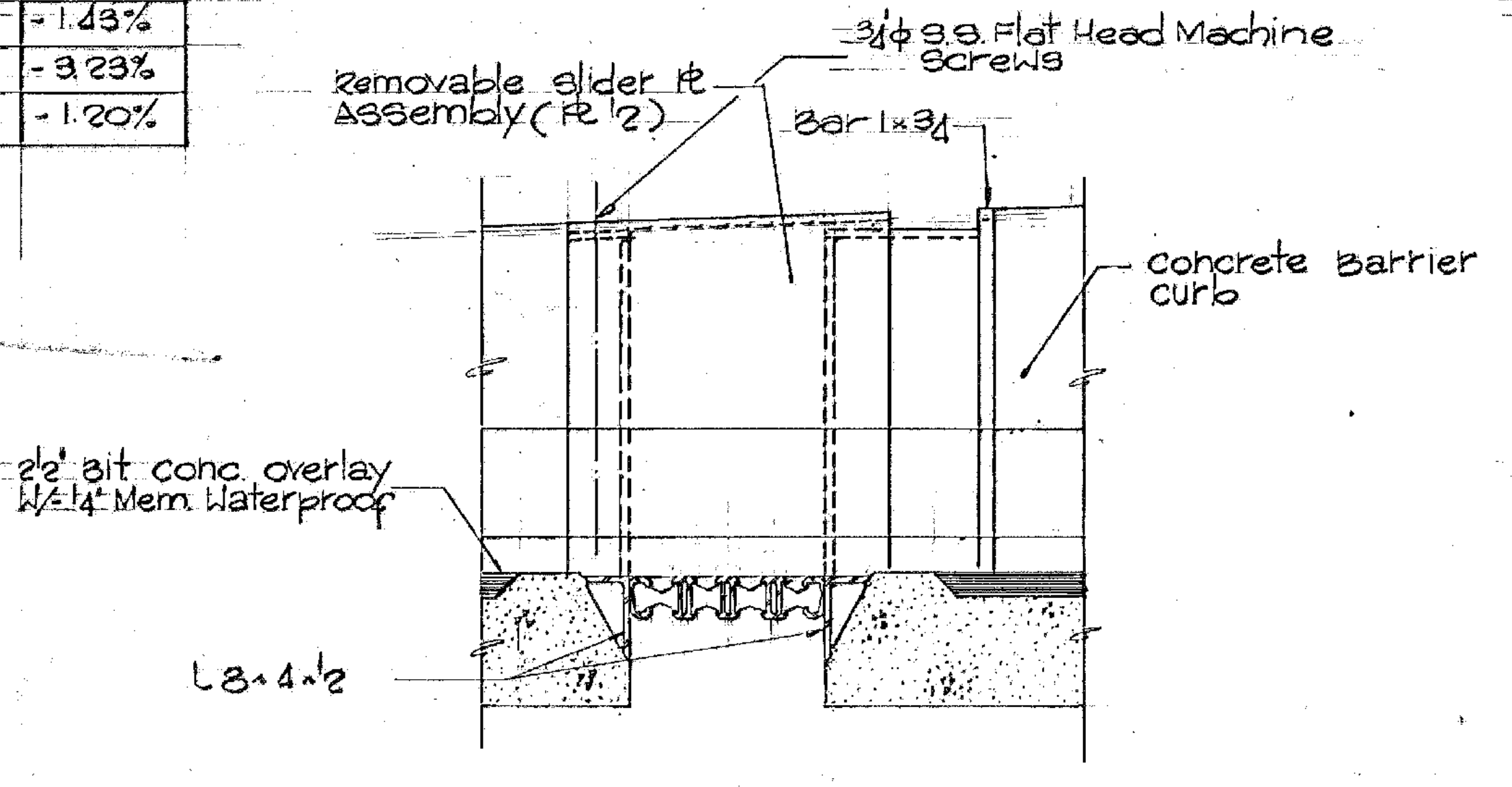


SECTION F-F
1/2" = 1'-0"

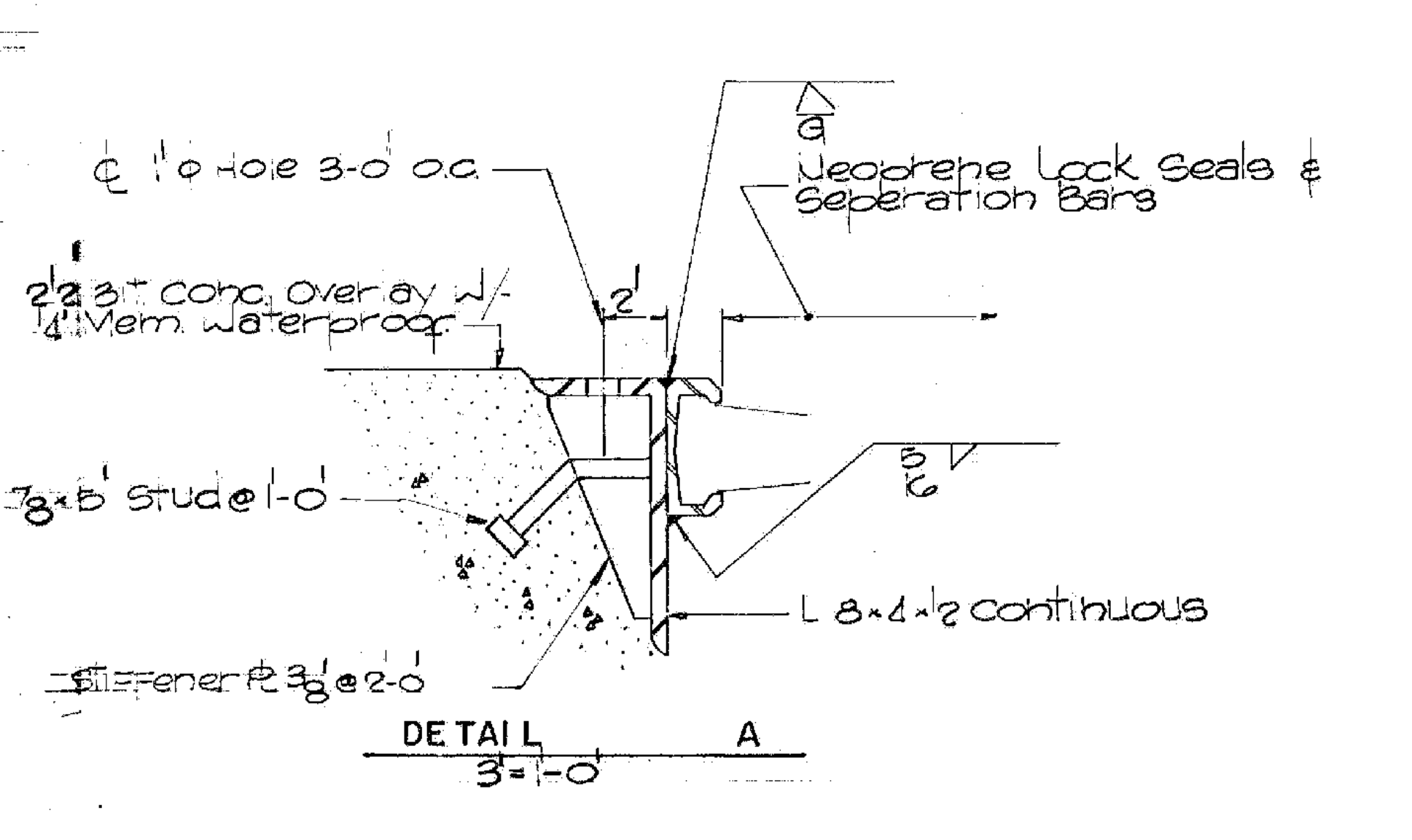
Pier	'C'	'D'	Slope
2W	53 1/4'	82 3/8'	+4.55%
2W	54'	73 1/4'	+2.34%
2E	57 3/8'	83 1/4'	-1.43%
2E	0'	0'	-3.23%
15E	53 3/8'	8'	-1.20%



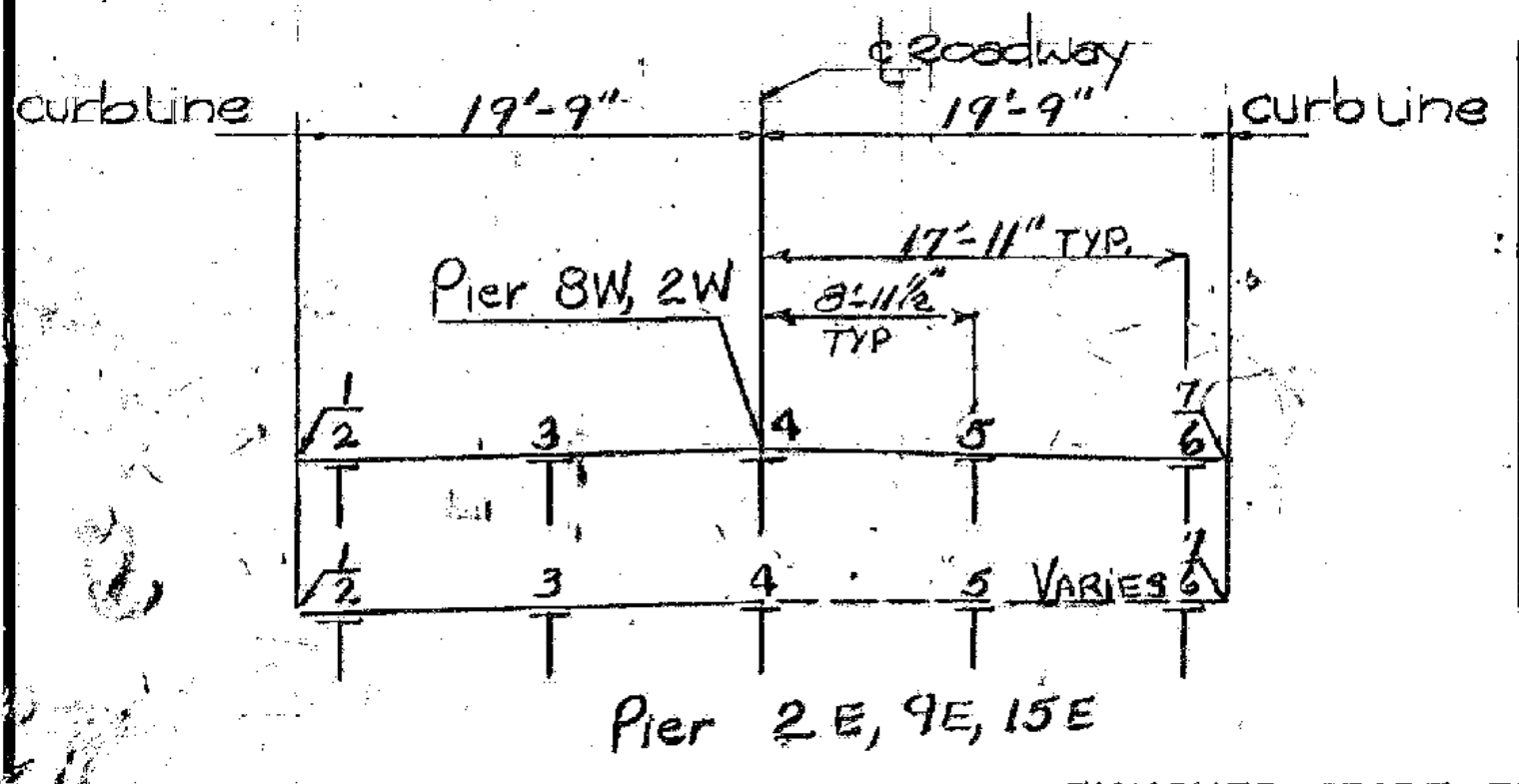
SECTION G-G
3/4" = 1'-0"



SECTION H-H
3/4" = 1'-0"

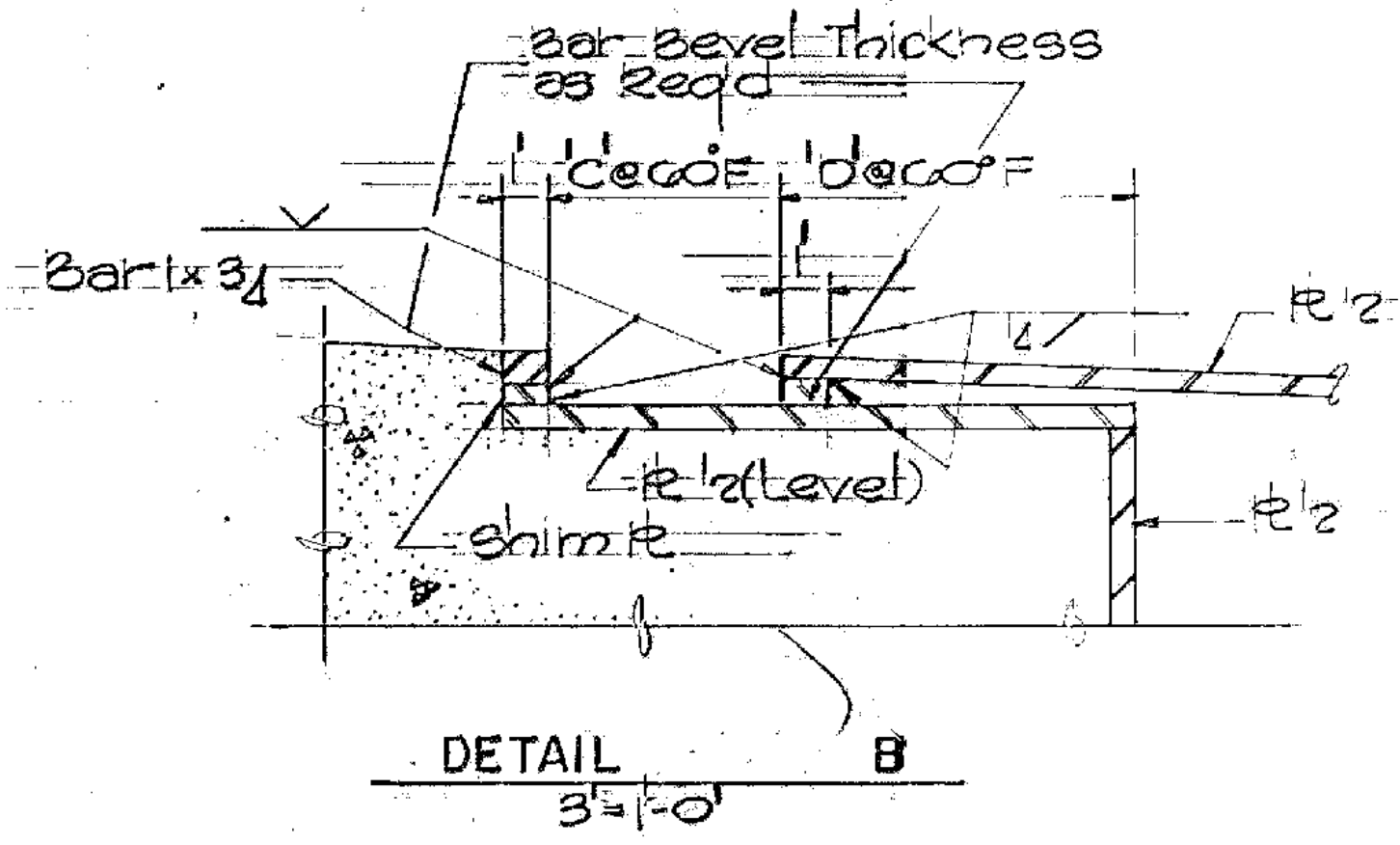


DETAIL A
3" = 1'-0"



FINISHED GRADE ELEVATIONS @ OF ROADWAY EXPANSION JOINT

Pier	1	2	3	4	5	6	7
2W	125.89	125.93	126.11	126.30	126.11	125.93	125.89
2W	160.01	160.05	160.23	160.42	160.23	160.05	160.01
2E	162.89	162.93	163.11	163.30	163.30	163.29	163.29
2E	131.43	131.47	131.65	131.84	132.03	132.21	132.25
15E	116.32	116.36	116.54	116.73	116.74	116.75	116.76



DETAIL B
3" = 1'-0"

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 47 OF 50
FOR REFERENCE ONLY

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

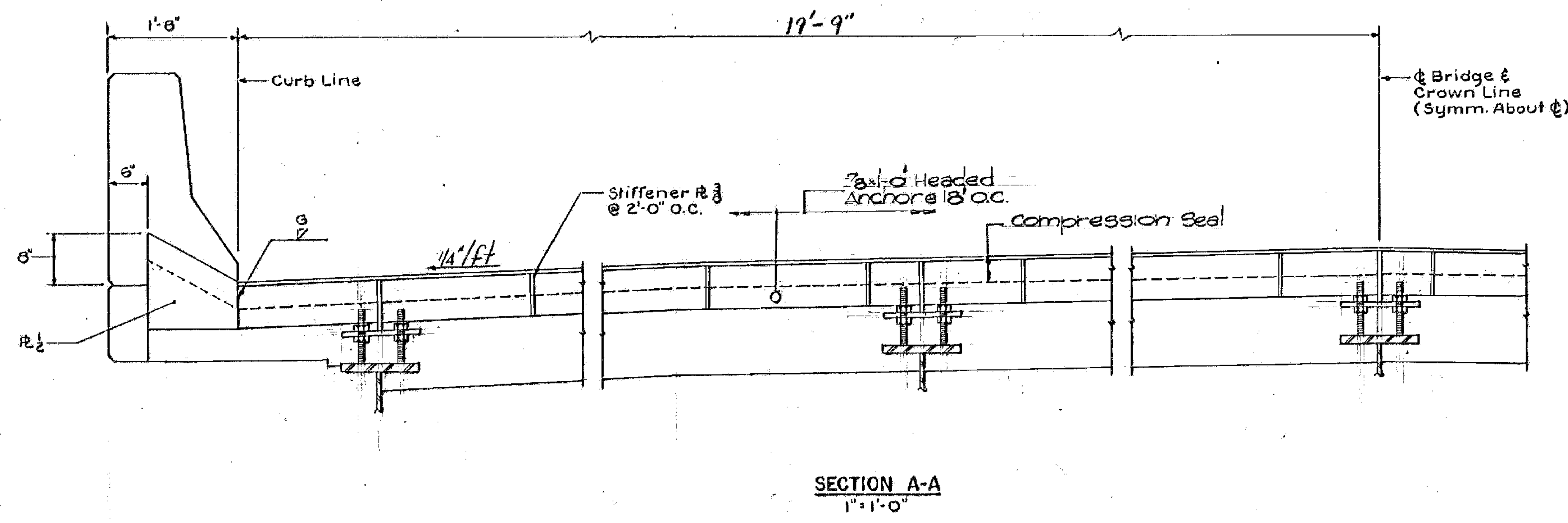
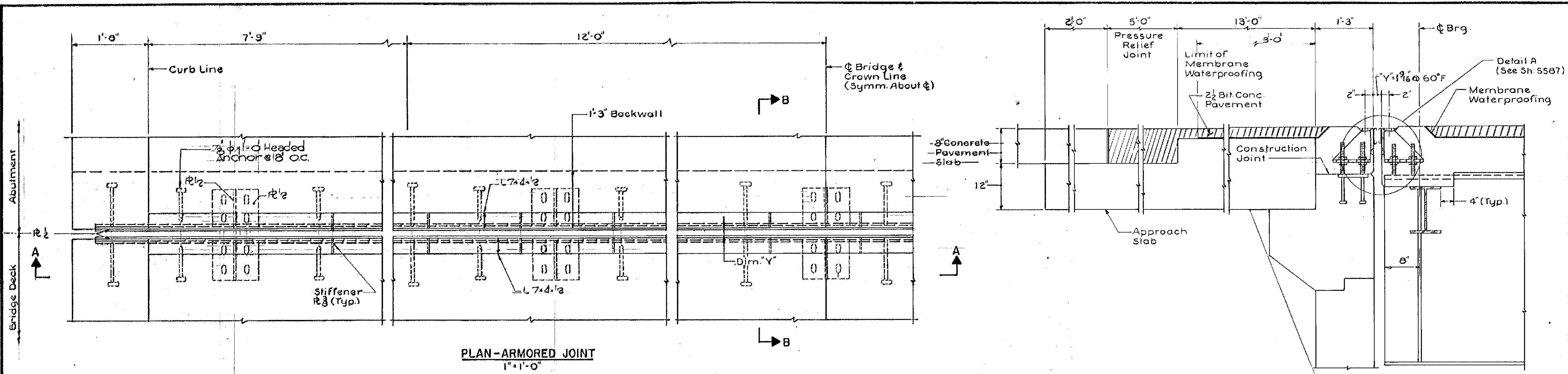
TOWN OF ROUSES POINT NY - ALBURGH VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surr. Sta.

**ROADWAY EXPANSION DEVICE DETAILS
(STEEL ALTERNATE)**

Designed by KAC	Drawn by W.G.
Checked by SM	Bridge Design Supervisor
date 11/5/84	C.J.M./S.M. date 11/5/84

PROJECT NO. ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(11)
Bridge Sheet No. S385	Sheet of

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF



ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 48 OF 50
FOR REFERENCE ONLY

ALTERNATE "A"

STATE OF VERMONT
AGENCY OF TRANSPORTATION

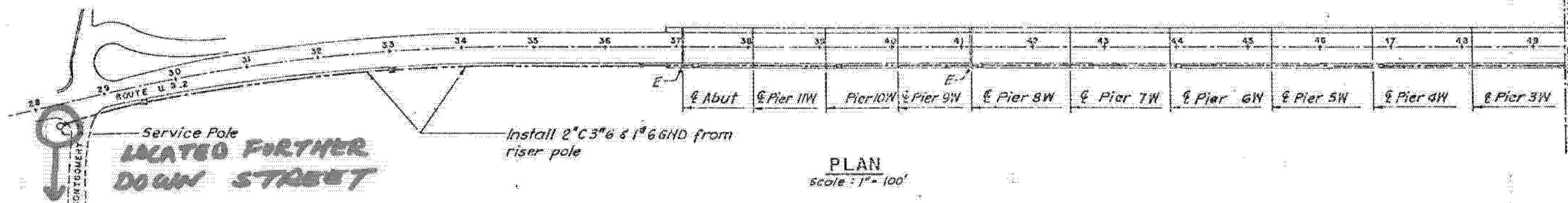
TOWN OF ROUSES POINT N.Y. - ALBURG VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surv. Sta.
ROADWAY ARMORED JOINT- PLAN & SECTIONS (STEEL ALTERNATE)	
Designed by S.M.	Drawn by R.D.F.
Checked by S.H.R. date 11-14-84	Bridge Design Supervisor C.J.M./S.M. date 11-14-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-(111)
Bridge Sheet No. 5586	Sheet of.

HNTB
HOWARD NEEDLES TAMMEN & BERGENCOFF

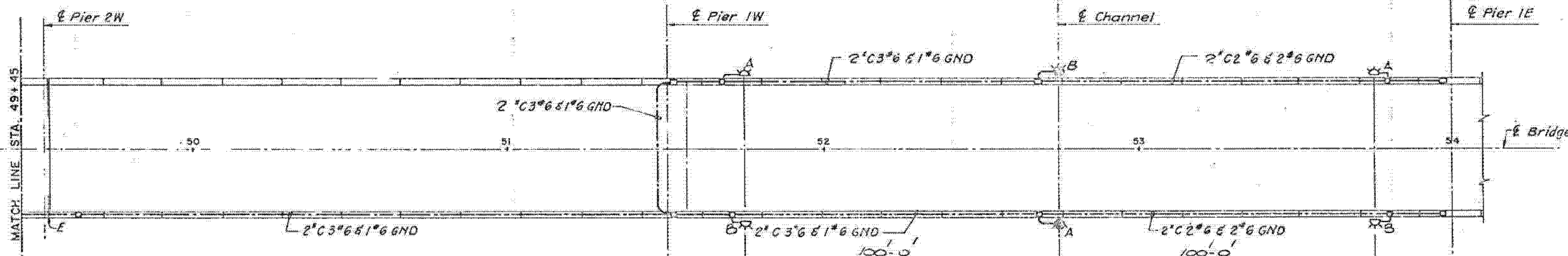
BRUNING 44-131 61144

BR 4

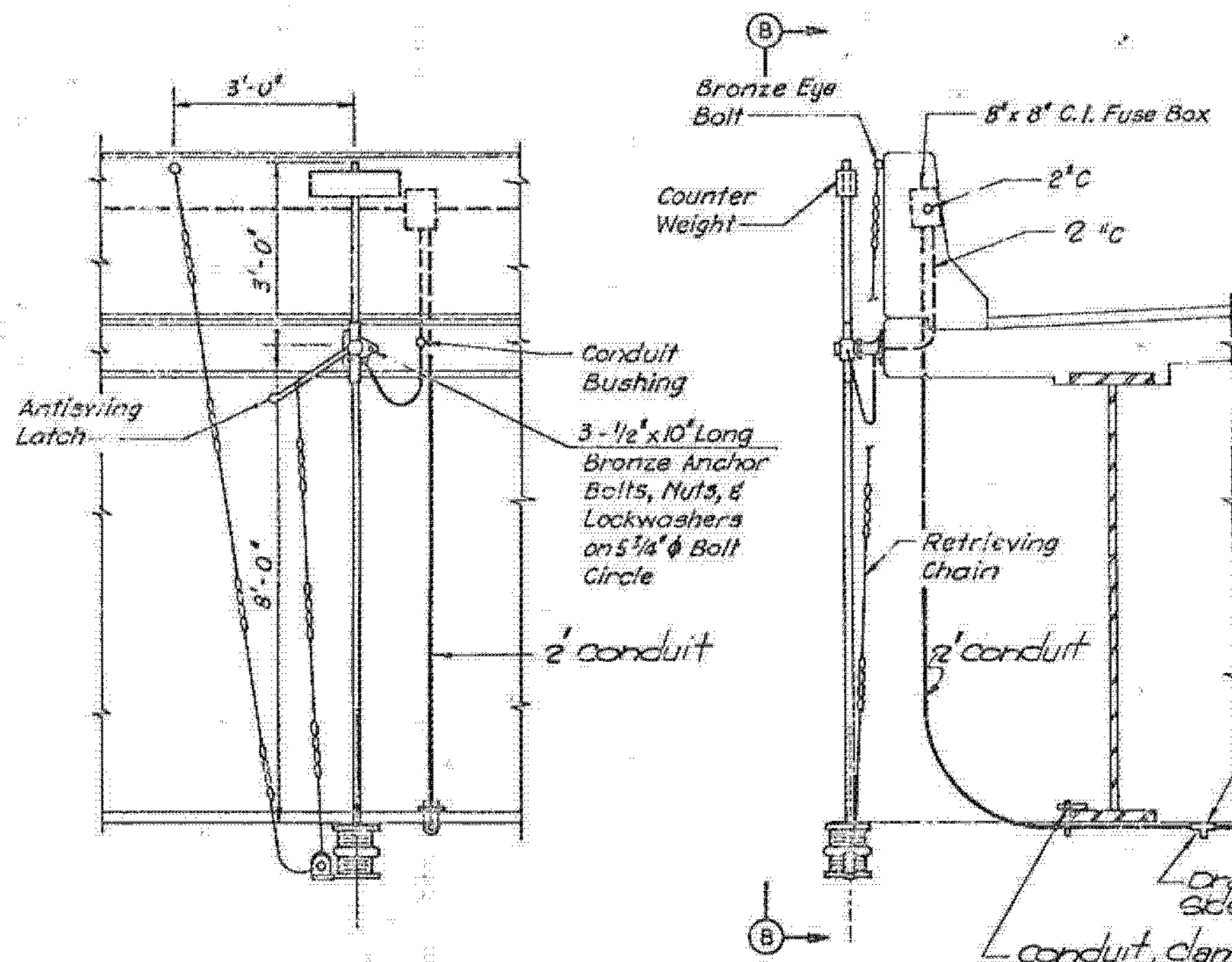
Sta.	Offset
29+50	2.2' Rt.
33+00	2.2' Lt.
36+50	2.2' Lt.



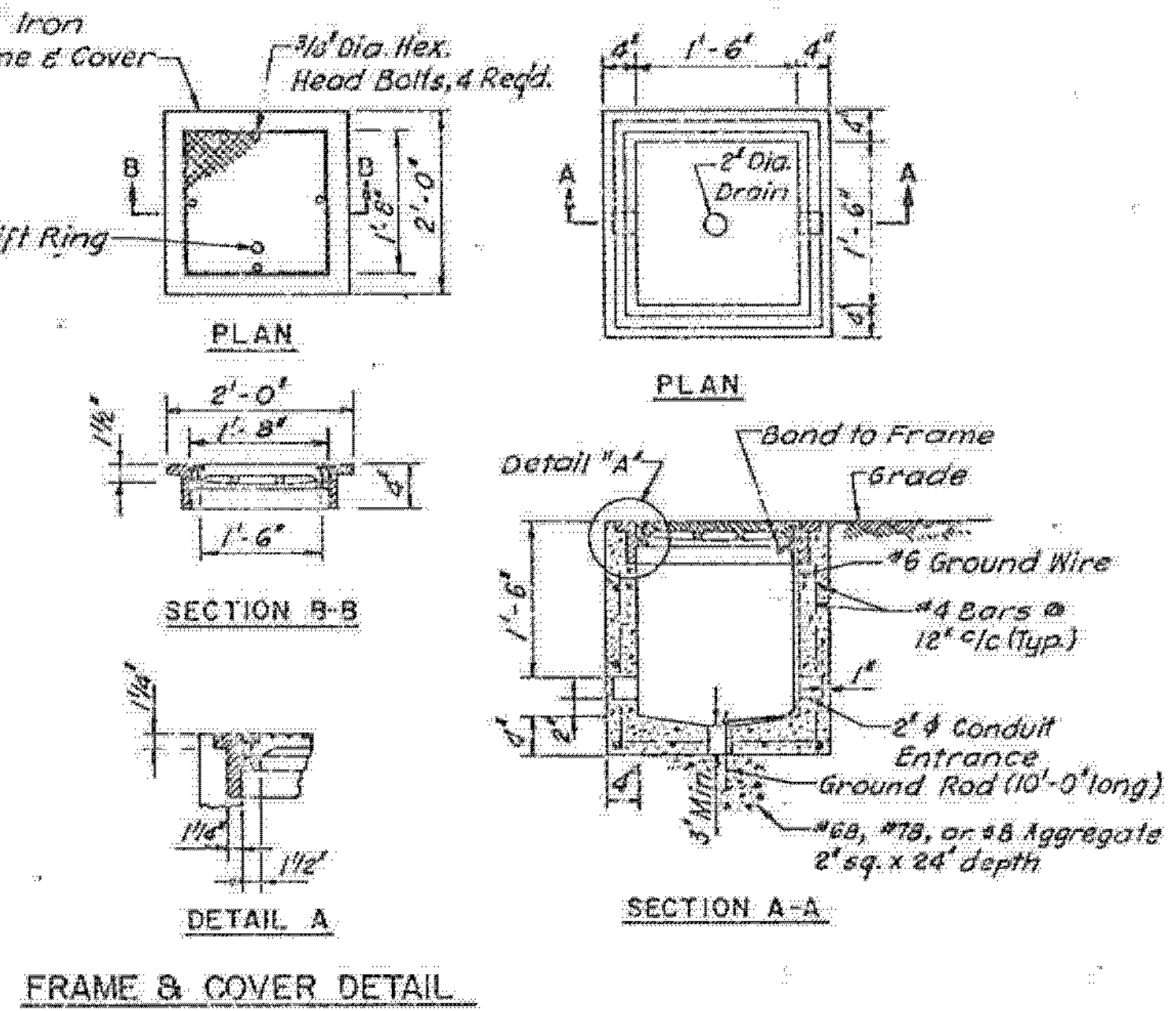
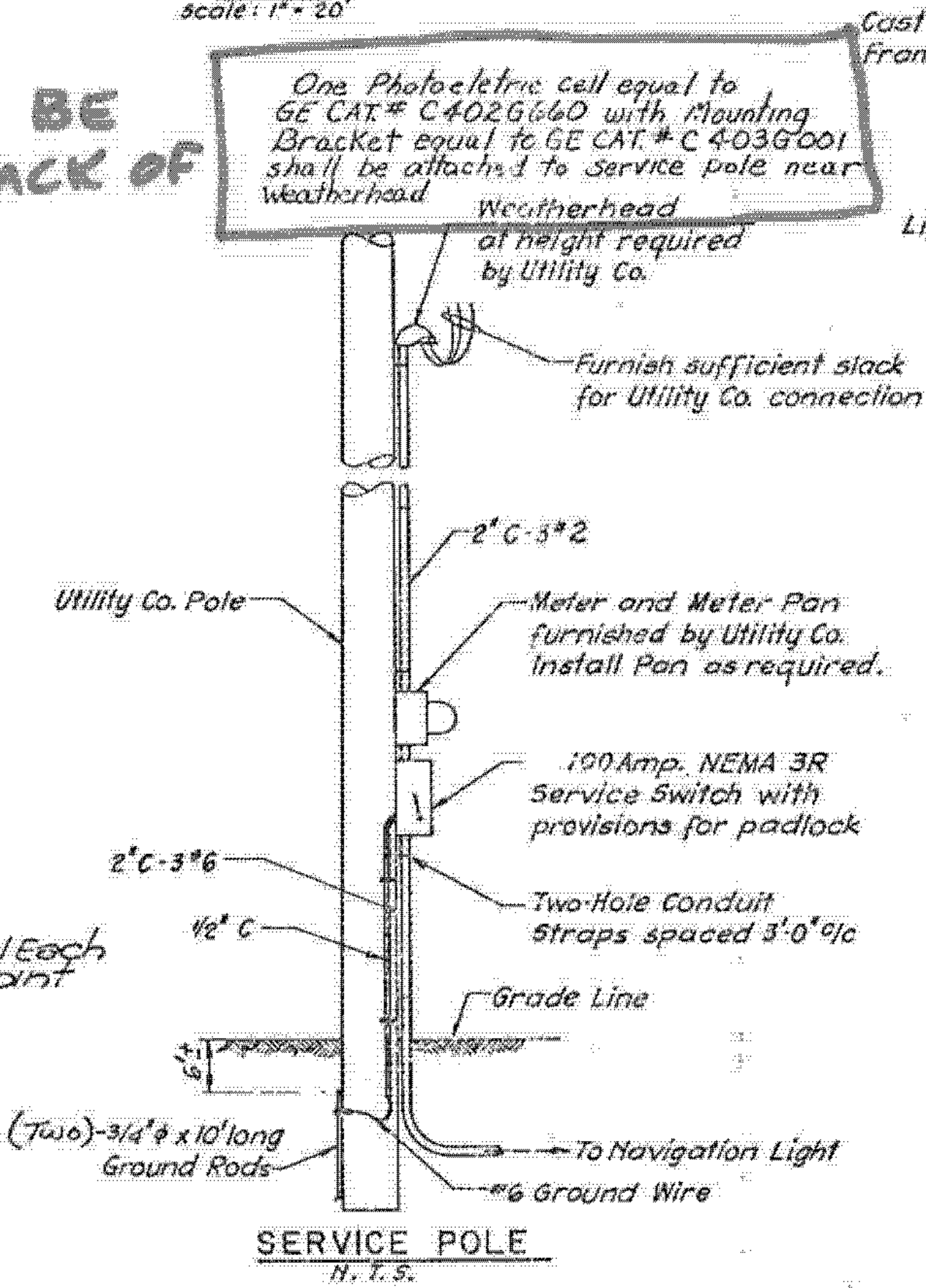
Sta.	Barrier
37+25	Right
39+25	"
41+25	"
44+05	"
46+85	"
49+65	"
51+53	Left
51+68	"
52+68	"
53+80	"
53+96	Right Left



- LEGEND**
- Concrete Junction Box
 - 8'x8'x6" Cast Iron Box
 - 2" Underground Conduit
 - 2" Conduit in Structure
 - Conduit Expansion Coupling
 - 360° Green-Channel Center Navigation Light (Typ.) - Equal to B&B Electromatic Cat. #M5C-301-LK-CW-A-6360
 - 180° Red-Channel Margin Navigation Light (Typ.) - Equal to B&B Electromatic Cat. #M5C-301-LK-CW-A-R-180
- Act-B NOTES**
- Bottom of Electrical Junction Box shall be sloped to drain.
 - All reinforcing steel shall have a minimum 1/2" concrete cover.
 - The cover shall have a non-skid surface.
 - The Electrical Junction Box may be precast or cast in place.
 - All conduits in the concrete barrier wall and conduit placed underground shall be E.M.C. conduit.
 - All exposed conduits shall be rigid steel conduit.
 - The Contractor may submit for approval to the Engineer an alternate scheme for attaching the conduit to the superstructure.
 - All work shall be done in accordance with the National Electrical Code.



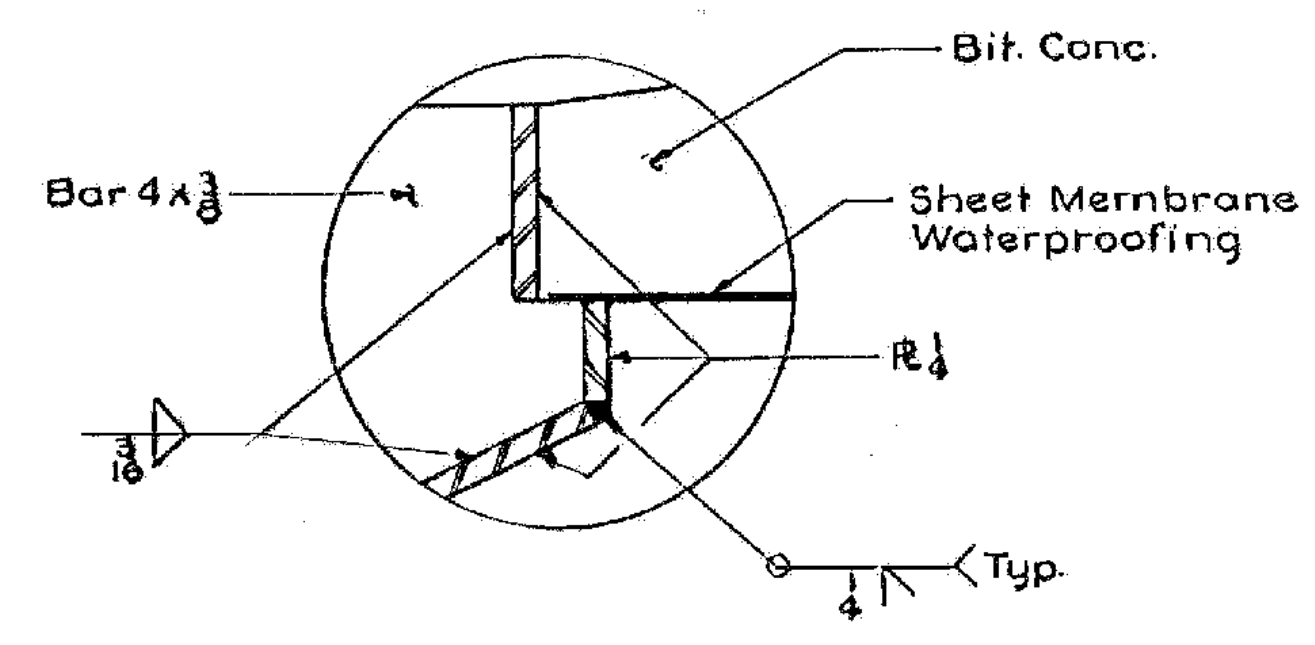
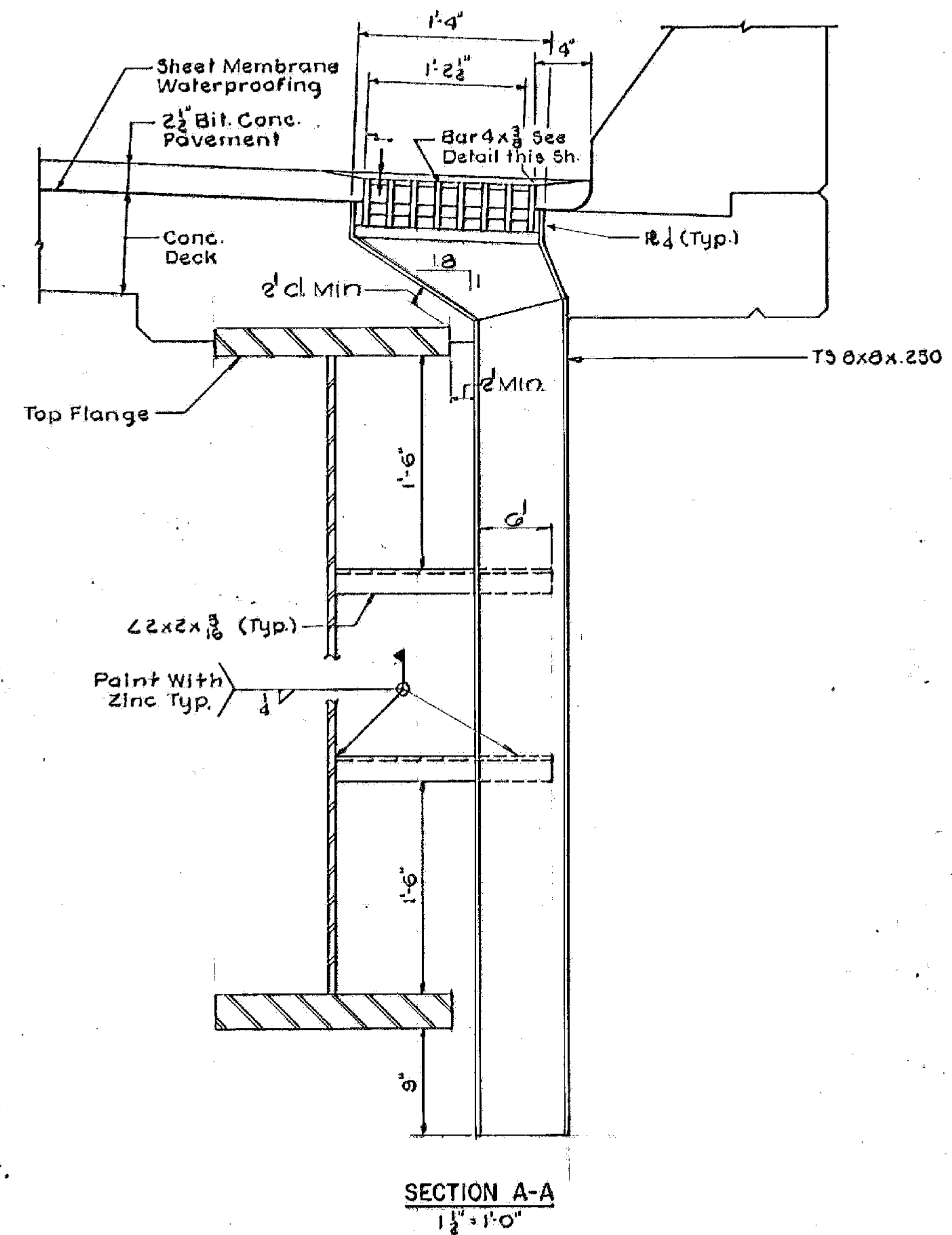
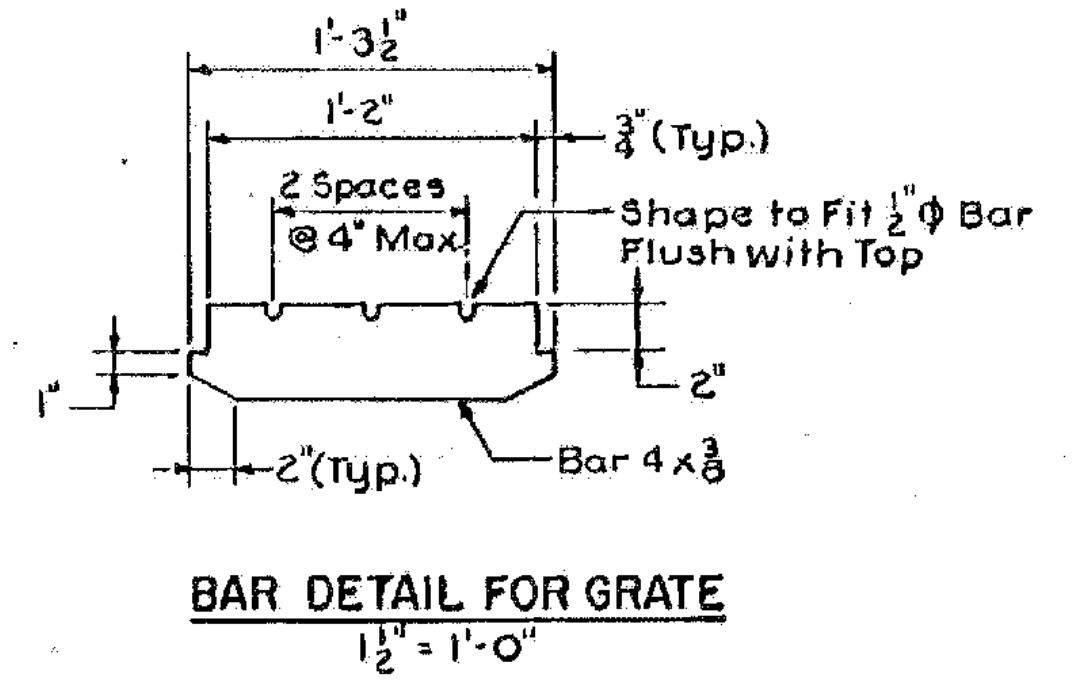
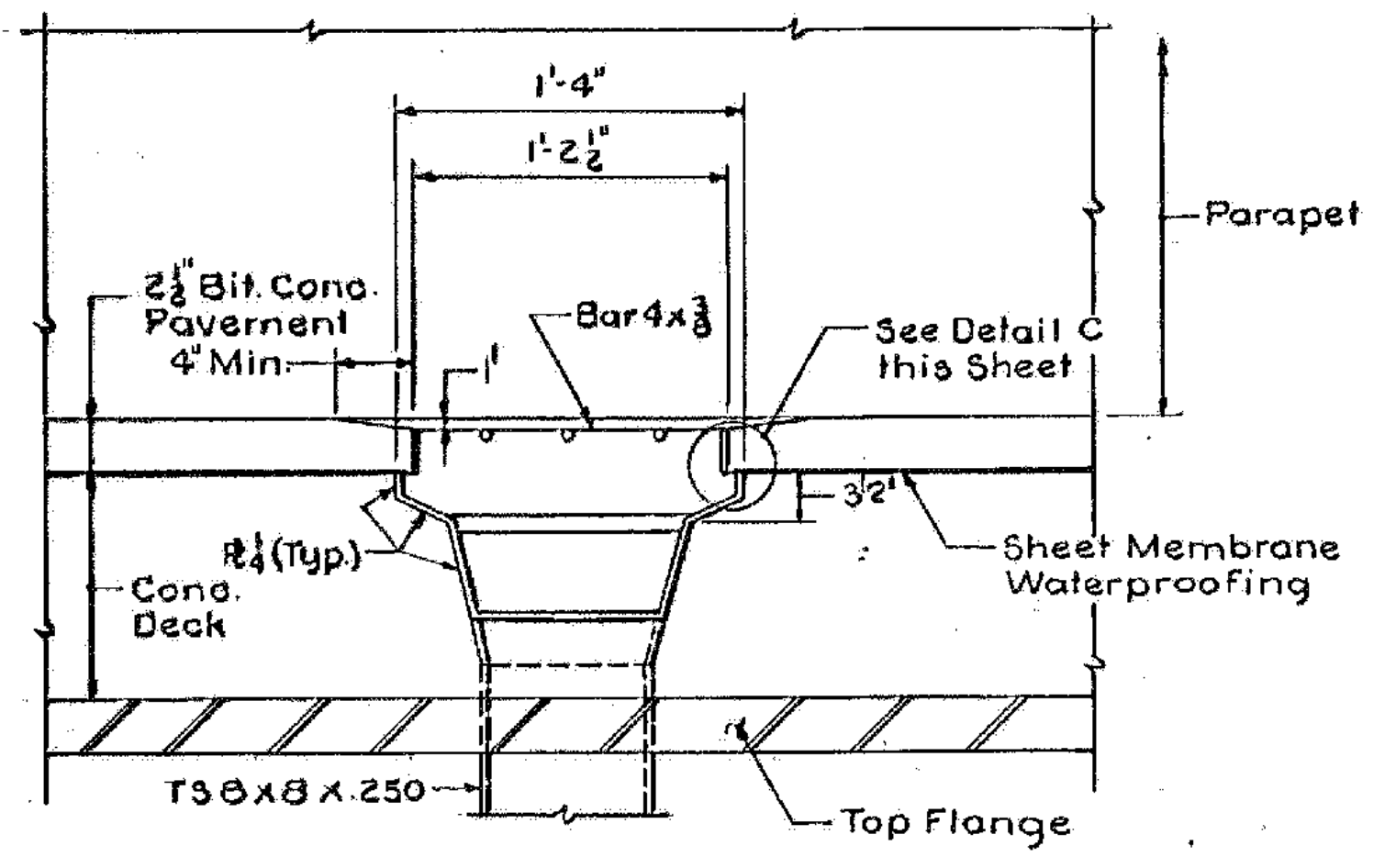
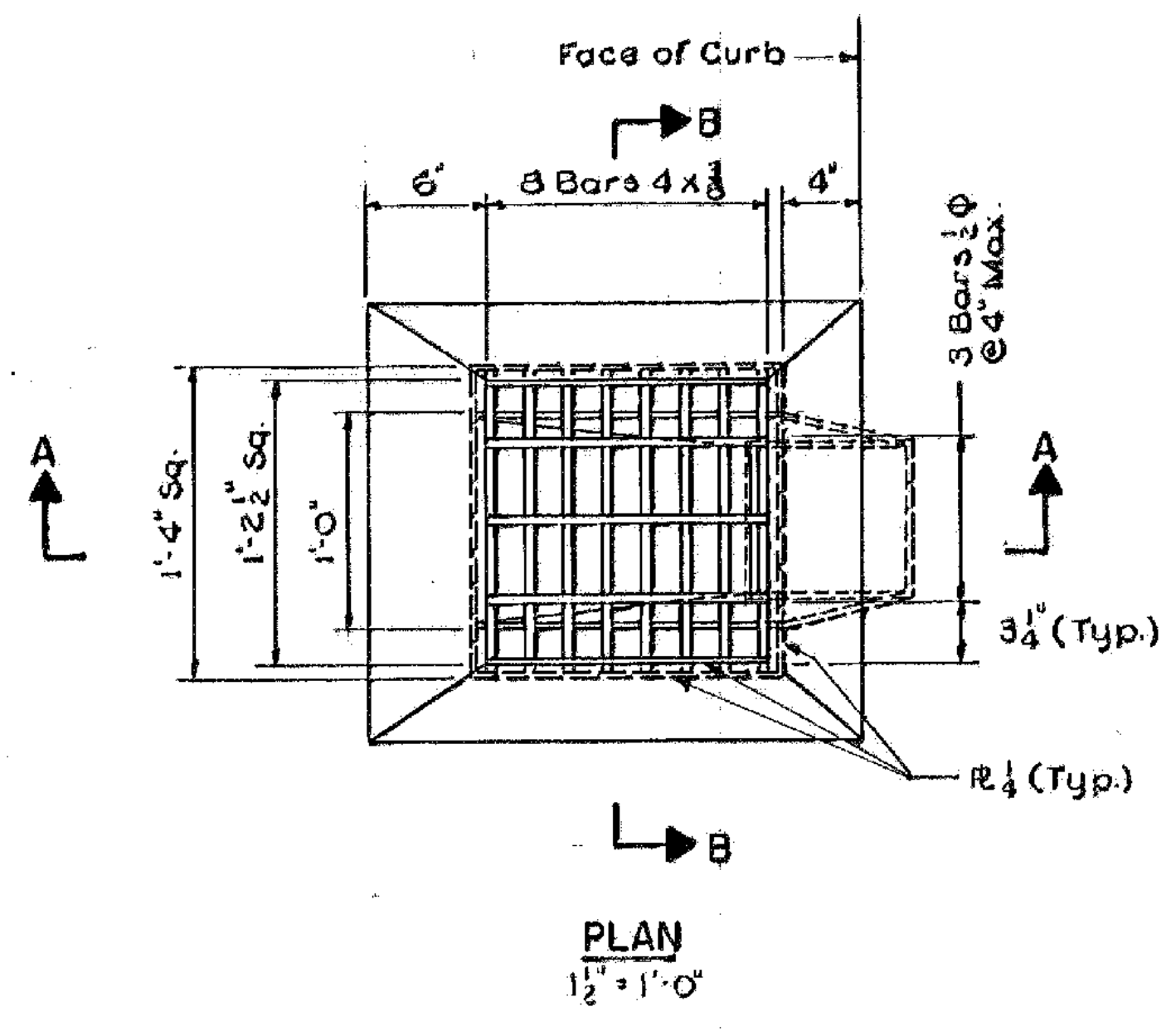
MAY BE ON BACK OF POLE



ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 49A OF 50
FOR REFERENCE ONLY

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

TOWN OF ROUSES POINT N.Y. - ALBURGH VT.	Bridge No.
HTGWAY NO. ROUTE 2	Log Sta. 0+00
SURR. STA.	
NAVIGATIONAL LIGHTS	
(STEEL ALTERNATE)	
Designed by P.P.	Drawn by R.D.F.
Checked by P.P.	Bridge Design Supervisor
date 11-14-84	C.J.M./S.M. date 11-21-84
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-100
Bridge Sheet No. SS92	Sheet



- NOTES:**
1. Hollow Structural Steel Tubing Shall Conform to ASTM A-300 or A501.
 2. All Plates, Bars and Angles Shall Conform to ASTM A-36.
 3. The Top Surface of Scupper Shall be Sloped to Match Roadway Slope and Grade.
 4. The Bar and Grate Section May be Prefabricated Providing the Geometry and Section Properties are Equivalent to the Details Shown.
 5. All Scuppers Shall be Galvanized in Accordance With ASTM A-123 After Fabrication.
 6. For Scupper Location See Sheets 99 25, 99 26 & 99 27

ALBURGH-ROUSES POINT
BHF MEMB(24)
SHEET 50 OF 50
FOR REFERENCE ONLY

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

TOWN OF ROUSES POINT N.Y. - ALBURG VT.	Bridge No. 1
HIGHWAY NO. ROUTE 2	Log Sta. 0+00
	Surv. Sta.

SCUPPER DETAILS (STEEL ALTERNATE)	
Designed by S.H.R.	Drawn by R.D.F.
Checked by S.M.	Bridge Design Supervisor
date	C.J.M./S.M. date
PROJECT ROUSES POINT BRIDGE REPLACEMENT	PROJECT NO. BRF 028-1(11)
Bridge Sheet No. 5588	Sheet of

HNTB
HOWARD NEEDLES TAMMEN & BERGENDOFF