

GENERAL NOTES

1. DESIGN SPECIFICATIONS: CURRENT NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES WITH ALL INTERIM SPECIFICATIONS AND MODIFICATIONS AND 1981 NEW YORK STATE STEEL CONSTRUCTION MANUAL, INCLUDING CURRENT ADDITIONS AND MODIFICATIONS.
2. MATERIAL AND CONSTRUCTION SPECIFICATIONS: STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, OFFICE OF ENGINEERING, DATED JANUARY 2, 1985 INCLUDING CURRENT ADDITIONS AND MODIFICATIONS.
3. LIVE LOAD: HS20-44 OR TWO (2) 24,000 POUND AXLES SPACED 4'-0" ON CENTER, WHICHEVER GOVERNS.
4. REINFORCING STEEL AND CONCRETE DATA: CONCRETE--MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS OF 3,000 PSI. BAR REINFORCEMENT--ASTM DESIGNATION A615, GRADE 60.
5. THE COST OF ALL JOINT MATERIAL WILL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS ITEMS OF THE CONTRACT EXCEPT AS OTHERWISE SPECIFIED ON THE PLANS.
6. RECORD PLANS: RECORD PLANS FOR THE EXISTING STRUCTURES WILL BE AVAILABLE TO ALL PROSPECTIVE BIDDERS AT THE THRUWAY HEADQUARTERS IN ALBANY PRIOR TO THE LETTING DATE REFER TO CONTRACT CT 52-8P.
7. THE CONTRACTOR SHALL EXAMINE AND VERIFY IN THE FIELD ALL EXISTING AND GIVEN CONDITIONS AND DIMENSIONS WITH THOSE SHOWN ON THE PLANS. IF FIELD CONDITIONS AND DIMENSIONS DIFFER FROM THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL USE THE FIELD CONDITIONS AND DIMENSIONS AND MAKE THE APPROPRIATE CHANGES TO THOSE SHOWN ON THE PLANS AS APPROVED BY THE ENGINEER. THE RESULTS OF THIS CHECK OF CONDITIONS AND DIMENSIONS SHALL BE SO NOTED ON THE DRAWINGS SUBMITTED FOR APPROVAL.
8. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ALL DAMAGES CAUSED BY HIS OPERATIONS TO THE EXISTING STRUCTURE WHICH IS NOT INCLUDED AS PART OF THE INTENDED WORK. ALL DAMAGE TO THE EXISTING STRUCTURE WHICH IS NOT PART OF THE INTENDED WORK SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR WITHOUT COST TO THE AUTHORITY AND TO THE SATISFACTION OF THE ENGINEER.
9. THERE SHALL BE NO CLAIM AGAINST THE AUTHORITY MADE BY THE CONTRACTOR FOR WORK PERTAINING TO MODIFICATIONS AS MAY BE REQUIRED DUE TO ANY DIFFERENCE BETWEEN ACTUAL FIELD CONDITIONS AND THOSE SHOWN BY THE DETAILS AND DIMENSIONS ON THE CONTRACT PLANS. THE CONTRACTOR WILL BE PAID AT THE UNIT BID PRICE FOR THE ACTUAL QUANTITIES OF MATERIALS USED OR FOR THE WORK PERFORMED, AS INDICATED BY THE VARIOUS ITEMS IN THE CONTRACT.
10. THE CONTRACTOR SHOULD NOTE THAT ADDITIONAL WORK MAY BE REQUIRED AS THE CONTRACT PROGRESSES WHICH IS NOT SHOWN OR NOTED ON THE PLANS. THIS WORK SHALL BE PERFORMED BY THE CONTRACTOR AS ORDERED BY THE ENGINEER AND PAYMENT SHALL BE MADE AT THE BID PRICE FOR THE APPROPRIATE ITEMS.
11. THE CONTRACTOR SHALL EXERCISE CARE IN HIS REMOVAL OPERATIONS SO AS NOT TO UNDULY DISTURB UNDERLYING MATERIALS WHICH ARE TO REMAIN IN PLACE. THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE AUTHORITY, WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE AUTHORITY, THE DAMAGED MATERIAL SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
12. DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT BE ALLOWED TO DROP WASTE CONCRETE, DEBRIS OR OTHER MATERIAL TO RAILROAD RIGHT-OF-WAY, RIVERS AND ROADWAYS BELOW THE BRIDGE EXCEPT WHERE THE PLANS OR SPECIFICATIONS SPECIFICALLY PERMIT THE DROPPING OF MATERIAL. PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE USED TO CATCH THE MATERIAL. IF THE ENGINEER DETERMINES THAT ADEQUATE PROTECTIVE DEVICES ARE NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED.
13. ALL MATERIAL FALLING ON THE AREA BELOW AND ADJACENT TO THE BRIDGE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR ON A REGULAR RECURRING BASIS.
14. THE COST OF FURNISHING, INSTALLING, MAINTAINING, REMOVING AND DISPOSING OF ALL PLATFORMS, NETS, SCREENS AND OTHER PROTECTIVE DEVICES SHALL BE INCLUDED IN THE UNIT BID PRICE OF THE APPROPRIATE ITEMS OF THE CONTRACT.
15. IT WILL BE THE CONTRACTOR'S OBLIGATION AND RESPONSIBILITY TO USE METHODS AND EQUIPMENT WHICH WILL INSURE THE SATISFACTORY COMPLETION OF THE REQUIRED WORK WITH A MINIMUM OF DELAY.
16. PROTECTION OF THE PUBLIC: THE CONTRACTOR SHALL MAINTAIN AND PROTECT THRUWAY TRAFFIC IN ACCORDANCE WITH ITEM 619.01, THE TRAFFIC CONTROL SHEETS AND PERTINENT PROVISIONS OF THE NEW YORK STATE MANUAL OF TRAFFIC CONTROL DEVICES (1983 EDITION). THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF SECTION 107, LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC, OF THE STANDARD SPECIFICATIONS DATED JANUARY 2, 1985 INCLUDING CURRENT ADDITIONS AND MODIFICATIONS.
17. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT NO SEALER WAS APPLIED TO THE STRUCTURAL SLAB WHEN ORIGINALLY CONSTRUCTED OR REHABILITATED. THEREFORE SOME DIFFICULTY MAY BE ENCOUNTERED WHEN REMOVING THE EXISTING WEARING COURSE AND SIDEWALKS FROM THE STRUCTURAL DECK.
18. ALL DETERIORATED CONCRETE SHALL BE REMOVED TO A DEPTH WHERE SOUND CONCRETE IS EXPOSED. BEFORE STARTING THIS WORK, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A PLAN SHOWING HIS PROPOSED METHOD, EQUIPMENT AND SEQUENCE FOR THE REMOVAL WORK. NO BLASTING OR DYNAMITING WILL BE PERMITTED. THE MAXIMUM SIZE HAMMER THAT WILL BE ALLOWED IS 45 POUNDS. SEE NOTES ON PLANS.
19. EXPOSED REINFORCING STEEL WHICH IS TO REMAIN IN THE STRUCTURE SHALL BE PROTECTED FROM DAMAGE, OR OTHERWISE BE REPLACED AT THE CONTRACTOR'S EXPENSE, AND SANDBLAST CLEANED TO THE SATISFACTION OF THE ENGINEER.
20. WHEN PLACING NEW CONCRETE IN CONTACT WITH EXISTING CONCRETE SURFACES, APPLY EPOXY BONDING COMPOUND (ITEM 15555.3502) TO THESE SURFACES AS INDICATED ON THE CONTRACT PLANS. IF BONDING AGENT IS INDICATED, A CEMENT GROUT SLURRY SHALL BE USED AFTER SANDBLASTING THESE SURFACES BUT PRIOR TO PLACEMENT OF THE NEW CONCRETE. NO ADDITIONAL PAYMENT WILL BE MADE FOR THE SLURRY, THE COST OF WHICH SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS CONCRETE ITEMS.
21. ALL EXPOSED EDGES OF CONCRETE ARE TO BE CHAMFERED ONE INCH UNLESS OTHERWISE NOTED.
22. THE TOP OF FLANGE OF THE STRINGERS SHALL BE CLEANED OF ALL CONCRETE RUBBLE, DEBRIS AND LOOSE RUST PRIOR TO POURING THE NEW DECK SLAB REPAIR.
23. IF THE EXISTING STRUCTURE HAS A BRIDGE IDENTIFICATION NUMBER (B.I.N.) PLATE ATTACHED, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE IT BEFORE CONSTRUCTION, STORE IT, AND MOUNT IT ON THE NEW STRUCTURE AFTER CONSTRUCTION IS COMPLETED.
24. SOME SPANS HAVE EXISTING SPIRAL SHEAR CONNECTORS. IN AREAS OF FULL DECK REMOVAL, THE CONTRACTOR SHALL CLEAN THE EXISTING SPIRALS AND LEAVE THEM IN PLACE. ALL DAMAGED, DETERIORATED OR MISSING SPIRALS SHALL BE REPLACED WITH TWO (2) STUD SHEAR CONNECTORS FOR EACH PITCH OF SPIRAL. NO PAYMENT WILL BE MADE FOR REPLACEMENT OF SPIRALS DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATIONS. THE CONTRACTOR MAY ELECT TO REMOVE THE EXISTING SPIRAL SHEAR CONNECTORS AND REPLACE THEM WITH EQUIVALENT STUD SHEAR CONNECTORS, REGARDLESS OF THE TYPE OF FORM WORK USED. IF HE ELECTS TO DO SO, THIS OPTION SHALL BE ALLOWED AT NO ADDITIONAL COST TO THE AUTHORITY.
25. ALL DECK FORMS USED SHALL BE REMOVABLE FORMS.
26. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT, DUE TO THE NATURE OF RECONSTRUCTION PROJECTS, THE EXACT EXTENT OF RECONSTRUCTION WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT OF WORK. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTION AND OTHER INFORMATION AVAILABLE AT THE TIME. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH FIELD CONDITIONS.
27. SHOP DRAWINGS FOR THE JOINT SYSTEMS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
28. PENETRATING SEALER FOR CONCRETE, ITEM 25559.0302 SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE STRUCTURAL SLAB, THE UNDERSIDE OF THE PIER CAP BEAM AND THE PORTION OF THE SLAB WHICH WILL BE THE ROADWAY PAVEMENT.
29. THE LOAD RATINGS ARE IN ACCORDANCE WITH THE AASHTO "MANUAL FOR MAINTENANCE INSPECTION OF BRIDGES".
30. THE CONTRACTOR IS ADVISED THAT ADDITIONAL "NOTES" WILL BE FOUND ON SUBSEQUENT SHEETS OF THE CONTRACT PLANS AND SUCH "NOTES", WHILE PERTAINING TO THE SPECIFIC DRAWINGS THEY ARE PLACED ON, ALSO SUPPLEMENT THE GENERAL NOTES LISTED HEREIN.
31. NO PAYMENT WILL BE MADE FOR WORK CALLED FOR BY NOTES ON THE PLANS, IN THE SPECIFICATIONS AND UNDER THE HEADING "GENERAL NOTES" UNLESS PAYMENT IS SPECIFICALLY INDICATED BY ITEM NUMBER. THE COST OF WORK FOR WHICH NO PAYMENT IS INDICATED SHALL BE INCLUDED IN THE UNIT PRICES BID FOR VARIOUS ITEMS OF THIS CONTRACT.
32. CARE SHALL BE TAKEN TO RETAIN NATURAL GROWTH AND PREVENT DAMAGE TO TREES WITHIN AND OUTSIDE THE LIMITS OF CONSTRUCTION AND SPECIFIED WORK AREAS CAUSED BY EQUIPMENT AND MATERIALS. ANY DAMAGE CAUSE TO THIS NATURAL GROWTH SHALL BE RESTORED AT THE EXPENSE OF THE CONTRACTOR AS DIRECTED BY THE ENGINEER.
33. DIMENSIONS OF THE EXISTING STRUCTURES SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY. THEY HAVE BEEN TAKEN FROM THE ORIGINAL CONSTRUCTION DRAWINGS AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL SUCH FIELD MEASUREMENTS AS ARE NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK, AND THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS MADE SHALL BE INDICATED ON THE SHOP DRAWINGS SUBMITTED FOR REFERENCE OF THE REVIEWER.
34. PRELIMINARY BRIDGE REHABILITATION REPORTS WERE PREPARED IN NOVEMBER, 1989 BY JACKSON AND TULL, LTD. FOR EACH STRUCTURE. THEY CONTAIN INSPECTION FINDINGS, AND OTHER DATA AND ARE AVAILABLE FOR INSPECTION AT THE MAIN OFFICE OF THE THRUWAY AUTHORITY IN ALBANY.
35. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND ADVISE THE AUTHORITY OF THE TYPE, SIZE AND WEIGHT OF ALL VEHICLES HE CAN USE ON THE STRUCTURES DURING CONSTRUCTION BASED ON THE CONDITION OF THE EXISTING STRUCTURES. THIS DETERMINATION SHALL BE MADE BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW YORK EMPLOYED AND PAID BY THE CONTRACTOR.
THE DETERMINATION BY THIS PROFESSIONAL ENGINEER IS TO BE MADE PRIOR TO THE USE OF ANY VEHICLES ON THE STRUCTURE WITH ALL RESTRICTIONS ENUMERATED BY HIM BEING STRICTLY ADHERED TO.
IN THE EVENT THE CONTRACTOR'S OR HIS SUBCONTRACTOR'S FORCES FAIL TO COMPLY WITH THE INSTRUCTIONS OF THE PROFESSIONAL ENGINEER FOR THE USE OF ANY VEHICLE, THE WORK SHALL IMMEDIATELY CEASE UNTIL CORRECTIVE PROCEDURES SATISFACTORY TO THE PROFESSIONAL ENGINEER AND THE AUTHORITY ARE EMPLOYED.
ALL DAMAGE, DIRECT OR INDIRECT, OR WHATEVER NATURE RESULTING FROM THE PERFORMANCE OF THIS WORK OR RESULTING TO THE WORK DURING ITS PROGRESS FROM WHATEVER CAUSE, SHALL BE BORNE AND SUSTAINED BY THE CONTRACTOR.
36. THE CONTRACTOR SHALL BE REQUIRED TO PROTECT HIS WORKERS AT ALL TIMES IN CONFORMANCE WITH APPLICABLE OSHA REGULATIONS.
37. LOCATION OF UTILITIES, PUBLIC AND/OR PRIVATE, INDICATED AS EXISTING AND/OR TO BE CONSTRUCTED AS SHOWN ON THE PLANS ARE APPROXIMATE ONLY. THEIR EXACT LOCATION SHALL BE DETERMINED IN THE FIELD. ADDITIONAL UTILITY LINES, WHETHER ABANDONED OR IN SERVICE, MAY EXIST AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONDUCT HIS OPERATIONS AND TAKE THE NECESSARY PRECAUTIONS TO PREVENT INTERFERENCE WITH OR DAMAGE TO THESE OR OTHER FACILITIES DURING THE COURSE OF CONSTRUCTION.
38. ALL AREAS DISTURBED BY THE CONTRACTOR WITHOUT AUTHORIZATION BY THE ENGINEER SHALL BE RESTORED BY THE CONTRACTOR AT NO EXPENSE TO THE AUTHORITY.
39. THE JULY 1, 1983 NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES SHALL BE IN EFFECT FOR THIS PROJECT.
40. WHENEVER ITEMS IN THE CONTRACT REQUIRE MATERIALS TO BE REMOVED AND DISPOSED OF, THE COST OF SUPPLYING A DISPOSAL AREA AND TRANSPORTATION TO THE AREA SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THOSE ITEMS.
41. IN THE EVENT THE CONTRACTOR DAMAGES AN EXISTING UTILITY SERVICE CAUSING AN INTERRUPTION IN SAID SERVICE, HE SHALL IMMEDIATELY COMMENCE WORK TO RESTORE SERVICE AND MAY NOT CEASE HIS WORK OPERATION UNTIL SERVICE IS RESTORED.
42. SHOULDER AREAS DISTURBED BY THE CONTRACTOR, AS PART OF WORK TO BE PERFORMED UNDER THIS CONTRACT SHALL BE RESTORED TO A PLEASING AND ACCEPTABLE CONDITION AS SPECIFIED AND AS SATISFACTORY TO THE ENGINEER. ALL THE DISTURBED GRASS AREAS SHALL BE GRADED IN A MANNER APPROVED BY THE ENGINEER AND SEEDED AS SPECIFIED FOR THE STANDARD SEEDING ITEM. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS ITEMS IN THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
43. STRUCTURAL STEEL: THE REPLACEMENT BEAMS SHALL BE ASTM A572 GRADE 50. ALL OTHER STEEL SHALL BE ASTM A36 UNLESS OTHERWISE NOTED.
44. WELDING: WELDING SHALL CONFORM TO THE 1981 NEW YORK STATE STEEL CONSTRUCTION MANUAL, INCLUDING ADDENDUM NO. 1 ADOPTED APRIL 1, 1984.
45. SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL FOR THE BRIDGE RAILINGS, STRIP STEEL JOINTS AND NEW STEEL BEAMS.
46. THE CONTRACTOR IS TO VISIT THE SITE BEFORE BIDDING TO FAMILIARIZE HIMSELF WITH THE PRESENT CONDITION AND TO JUDGE FOR HIMSELF THE EXTENT AND NATURE OF THE WORK TO BE DONE UNDER THIS CONTRACT. NO EXTRA COMPENSATION WILL BE ALLOWED HIM BECAUSE OF HIS FAILURE TO INCLUDE IN HIS BID ALL ITEMS AND MATERIALS WHICH HE IS REQUIRED TO FURNISH IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
47. ALL WORK AREAS AT THE STRUCTURE SHALL BE COMPLETELY FENCED TO PROTECT THE PUBLIC AND PREVENT UNAUTHORIZED ENTRY TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK IS TO BE INCLUDED IN ITEM 619.01.
48. THE CONTRACTOR, WITH THE PERMISSION OF THE CHIEF ENGINEER OR HIS DESIGNATED REPRESENTATIVE MAY ELECT TO INTRODUCE CONSTRUCTION JOINTS IN THE ABUTMENTS AT LOCATIONS NOT SHOWN ON THE PLANS. THESE CONSTRUCTION JOINTS SHALL BE PROVIDED WITH SHEAR KEYS AND WATERSTOPS. VERTICAL CONSTRUCTION JOINTS INTRODUCED IN THE BACKWALL SHOULD PREFERABLY BE PLACED MIDWAY BETWEEN THE PEDESTALS.
49. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT NO SPOIL AREA IS AVAILABLE FOR THIS CONTRACT WITHIN THE THRUWAY'S RIGHT-OF-WAY. THEREFORE, ALL SPOIL MATERIAL (STRUCTURAL CONCRETE, REINFORCING STEEL, BRIDGE RAIL, ETC.) REMOVED FROM THE JOB SITE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE AUTHORITY'S PROPERTY. THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL AND STATE REGULATIONS THAT APPLY TO THE AREA CHOSEN FOR THE DISPOSAL OF THIS SPOIL MATERIAL.
50. SURFACE OF NEW CONCRETE ON PIERS AND ABUTMENTS TO BE RUBBED UPON REMOVAL OF FORMS TO THE SATISFACTION OF THE ENGINEER. COST TO BE INCLUDED IN THE PRICE BID FOR ITEM 25555.01.
51. THE AUTHORITY WILL ENTERTAIN FROM THE CONTRACTOR, ALTERNATE DECK REPLACEMENT SCHEMES FOR THE CLAPPER AND WEMPLE ROAD BRIDGES WHICH WOULD RESULT IN THE COMPLETION OF ENTIRE PROJECT IN THE 1990 CONSTRUCTION SEASON

AS-BUILT REVISIONS

NO AS-BUILT REVISIONS


SIGNATURE2-16-92
DATENEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12208TITLE OF PROJECT REHABILITATION OF
CLAPPER, WEMPLE & GLENMONT BR.LOCATION OF PROJECT MP 136.70, 138.04
AND 139.54, ALBANY COUNTY

TITLE OF DRAWING

GENERAL NOTES-1

DRAWN BY:
B.A.
CHECKED BY:
T.W. RHD
DATE:
FEB, 1990
DRAWING NUMBER:
2JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B

WORK TO BE DONE:

THE FOLLOWING IS A GENERAL DESCRIPTION OF THE WORK TO BE DONE UNDER THIS CONTRACT. THIS LIST IS INTENDED TO GIVE THE CONTRACTOR A GENERAL DESCRIPTION OF THE WORK INVOLVED IN THIS CONTRACT AND IS NOT A COMPLETE LISTING OF ALL WORK TO BE DONE. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS EVEN THOUGH NOT SPECIFICALLY MENTIONED IN THIS LIST.

FOR CLAPPER ROAD BRIDGE:

1. INSTALL TEMPORARY CONCRETE BARRIERS, CONES, DRUMS, AND CONSTRUCTION SIGNS ETC. ON THE THRUWAY MAINLINE AS SHOWN ON THE CONTRACT PLANS.
2. SET-UP FOR TRAFFIC MAINTENANCE AND CONTROL FOR BRIDGE CLOSURE WHICH INCLUDES THE INSULATION OF TEMPORARY CONCRETE BARRIERS, DRUMS, BARRICADES AND CONSTRUCTION SIGNS AS SHOWN ON THE CONTRACT PLANS.
3. REMOVE AND DISPOSE OF THE EXISTING PYLONS, BRIDGE RAILING, AND GUIDE RAILING TO THE LIMITS SHOWN ON THE CONTRACT PLANS.
4. SAWCUT AND REMOVE ASPHALT CONCRETE ON THE EXISTING PAVEMENTS TO THE LIMITS SHOWN ON THE CONTRACT PLANS.
5. REMOVE AND DISPOSE OF EXISTING REINFORCED CONCRETE DECK SLAB.
6. REMOVE AND DISPOSE OF PORTIONS OF THE EXISTING ABUTMENTS INCLUDING THE WINGWALLS, CHEEKWALLS, AND BACKWALLS TO THE LIMITS SHOWN ON THE CONTRACT PLANS.
7. REMOVE AND DISPOSE OF ALL THE FASCIA STEEL GIRDERS FOR SPANS 2 & 3.
8. DESIGN, ERECT, AND INSTALL TEMPORARY SUPPORTS AND OTHER DEVICES AT BOTH ENDS OF THE EXISTING STEEL GIRDERS, WITH THE EXCEPTION OF THE FASCIA GIRDERS AT SPANS 2 & 3, FOR STRUCTURAL LIFTING OF THE SUPERSTRUCTURE.
9. RAISE THE SUPERSTRUCTURE BY JACKING THE REMAINING STEEL GIRDERS.
10. REMOVE AND DISPOSE OF ALL THE EXISTING BEARINGS, AND CONCRETE PEDESTALS.
11. CONSTRUCT NEW PORTIONS OF THE ABUTMENTS WHERE SHOWN ON THE CONTRACT PLANS.
12. CONSTRUCT NEW CONCRETE PEDESTALS ON PIERS AND ABUTMENTS.
13. SUPPLY AND INSTALL NEW ELASTOMERIC BEARINGS ON PIERS AND ABUTMENTS.
14. LOWER THE SUPERSTRUCTURE BACK TO THE NEW BEARINGS.
15. SUPPLY AND INSTALL NEW STEEL FASCIA GIRDERS FOR SPANS 2 & 3. INVERSE DECK PANELS ALL SPANS.
16. MODIFY/REPLACE EXISTING STEEL DIAPHRAGMS.
17. CONSTRUCT NEW REINFORCED CONCRETE DECK SLAB.
18. INSTALL NEW BOX-BEAM & CORRUGATED GUIDE RAILINGS, AND THE NEW TWO-RAIL BRIDGE RAILINGS.
19. PERFORM ALL REMAINING WORK AS INDICATED ON THE PLANS INCLUDING REPAIR WORK ON PIERS AND ABUTMENTS, AND PAINTING TO ALL STRUCTURAL STEEL FOR THE ENTIRE BRIDGE.
20. REPAVE THE APPROACH ROADWAY AS SHOWN ON THE CONTRACT PLANS.
21. SUPPLY AND INSTALL UTILITY CONDUITS AND SUPPORT HARDWARES.
22. REMOVE TEMPORARY CONCRETE BARRIERS ON THE NEW BRIDGE; REMOVE ALL CONSTRUCTION SIGNS, DRUMS, AND BARRICADES; AND INSTALL PAVEMENT DELINEATION FOR NORMAL TRAFFIC OPERATION.
23. REMOVE TEMPORARY CONCRETE BARRIERS, CONES, DRUMS AND CONSTRUCTION SIGNS ETC., ON THE THRUWAY MAINLINE.
24. REMOVE AND DISPOSE OF ALL TEMPORARY SUPPORTS FOR STRUCTURAL LIFTING SYSTEMS.
25. OPEN BRIDGE TO TWO-WAY TRAFFIC.
26. CLEAN-UP.

NOTE:

AN OPTION IS GIVEN TO THE CONTRACTOR FOR REMOVING THE STEEL GIRDERS INSTEAD OF JACKING. THIS SHALL BE CARRIED OUT AT NO ADDITIONAL COST TO THE THRUWAY AUTHORITY.

FOR WEMPLE ROAD BRIDGE:

1. INSTALL TEMPORARY CONCRETE BARRIERS, CONES, DRUMS, AND CONSTRUCTION SIGNS ETC. ON THE THRUWAY MAINLINE AS SHOWN ON THE CONTRACT PLANS.
2. SET-UP FOR TRAFFIC MAINTENANCE AND CONTROL FOR BRIDGE CLOSURE WHICH INCLUDES THE INSULATION OF TEMPORARY CONCRETE BARRIERS, DRUMS, BARRICADES AND CONSTRUCTION SIGNS AS SHOWN ON THE CONTRACT PLANS.
3. REMOVE AND DISPOSE OF EXISTING PYLONS, BRIDGE RAILING, AND GUIDE RAILING TO THE LIMITS SHOWN ON THE CONTRACT PLANS.
4. SAWCUT AND REMOVE ASPHALT CONCRETE ON THE EXISTING PAVEMENTS TO THE LIMITS SHOWN ON THE CONTRACT PLANS.
5. REMOVE AND DISPOSE OF EXISTING REINFORCED CONCRETE DECK SLAB.
6. REMOVE AND DISPOSE OF PORTIONS OF THE EXISTING ABUTMENTS INCLUDING THE WINGWALLS, CHEEKWALLS, AND BACKWALLS TO THE LIMITS SHOWN ON THE CONTRACT PLANS.
7. REMOVE AND DISPOSE OF ALL THE FASCIA STEEL GIRDERS FOR SPANS 2 & 3.
8. DESIGN, ERECT, AND INSTALL TEMPORARY SUPPORTS AND OTHER DEVICES AT BOTH ENDS OF THE EXISTING STEEL GIRDERS, WITH THE EXCEPTION OF THE FASCIA GIRDERS AT SPANS 2 & 3, FOR STRUCTURAL LIFTING OF THE SUPERSTRUCTURE.
9. RAISE THE SUPERSTRUCTURE BY JACKING THE REMAINING STEEL GIRDERS.
10. REMOVE AND DISPOSE OF ALL THE EXISTING BEARINGS, CONCRETE PEDESTALS, AND ALL OF PIERS 1 & 3 TO FOOTING.
11. CONSTRUCT NEW PIERS 1 & 3.
12. CONSTRUCT NEW PORTIONS OF THE ABUTMENTS WHERE SHOWN ON THE CONTRACT PLANS.
13. CONSTRUCT NEW CONCRETE PEDESTALS ON PIERS AND ABUTMENTS.
14. SUPPLY AND INSTALL NEW ELASTOMERIC BRIDGE BEARINGS ON PIERS AND ABUTMENTS.
15. LOWER THE SUPERSTRUCTURE BACK TO THE NEW BEARINGS.
16. SUPPLY AND INSTALL NEW STEEL FASCIA GIRDERS FOR SPANS 2 & 3. INVERSE DECK PANELS ALL SPANS.
17. MODIFY/REPLACE EXISTING STEEL DIAPHRAGMS.
18. CONSTRUCT NEW CONCRETE DECK SLAB.
19. INSTALL NEW BOX-BEAM & CORRUGATED GUIDE RAILINGS, AND THE NEW TWO-RAIL BRIDGE RAILINGS.
20. PERFORM ALL REMAINING WORK AS INDICATED ON THE PLANS INCLUDING REPAIR WORK ON PIER 2 AND ABUTMENTS, AND PAINTING TO ALL STRUCTURAL STEEL FOR THE ENTIRE BRIDGE.
21. REPAVE THE APPROACH ROADWAY AS SHOWN ON THE CONTRACT PLANS.
22. SUPPLY AND INSTALL UTILITY CONDUITS AND SUPPORT HARDWARES.
23. REMOVE TEMPORARY CONCRETE BARRIERS ON THE NEW BRIDGE; REMOVE ALL CONSTRUCTION SIGNS, DRUMS, AND BARRICADES; AND INSTALL PAVEMENT DELINEATION FOR NORMAL TRAFFIC OPERATION.
24. REMOVE TEMPORARY CONCRETE BARRIERS, CONES, DRUMS AND CONSTRUCTION SIGNS ETC., ON THE THRUWAY MAINLINE.
25. REMOVE AND DISPOSE OF ALL TEMPORARY SUPPORTS FOR STRUCTURAL LIFTING SYSTEMS.
26. OPEN BRIDGE TO TWO-WAY TRAFFIC.
27. CLEAN-UP.

NOTE:

AN OPTION IS GIVEN TO THE CONTRACTOR FOR REMOVING THE STEEL GIRDERS INSTEAD OF JACKING. THIS SHALL BE CARRIED OUT AT NO ADDITIONAL COST TO THE THRUWAY AUTHORITY.

FOR GLEMONT ROAD BRIDGE:

A. PRE-STAGE I

1. INSTALL TEMPORARY CONCRETE BARRIERS, CONES, DRUMS, AND CONSTRUCTION SIGNS ETC. ON THE THRUWAY MAINLINE AS SHOWN ON THE CONTRACT PLANS.
2. DESIGN, ERECT, AND INSTALL TEMPORARY SUPPORTS AND OTHER DEVICES FOR STRUCTURAL LIFTING (TO SUPPORT THE TRAFFIC LOADING) OF THE SUPERSTRUCTURE FOR THE REPLACEMENT OF PIER 2.
3. JACK TO RAISE THE SUPERSTRUCTURE AT PIER 2.
4. REMOVE AND DISPOSE OF ALL OF PIER 2 TO FOOTING INCLUDING THE EXISTING BEARINGS.
5. CONSTRUCT NEW PIER 2 INCLUDING NEW PEDESTALS AND NEW ELASTOMERIC BRIDGE BEARINGS UNDER TRAFFIC.
6. LOWER THE SUPERSTRUCTURE BACK TO THE NEW PIER 2 UPON COMPLETION OF STEP 5.
7. REMOVE AND DISPOSE OF PART OF THE EXISTING WALKWAY. NORTH SIDE) TO THE LIMITS SHOWN ON THE CONTRACT PLANS.
8. UPGRADE THE EXISTING BRIDGE RAILING (NORTH SIDE) AND CONNECT IT TO THE EXISTING BOX BEAM GUIDE RAILING.
9. CONSTRUCT STAGE I LANE CLOSURE WHICH INCLUDES THE INSTALLATION OF CONSTRUCTION SIGNS, TEMPORARY CONCRETE BARRIERS, TEMPORARY PAVEMENT MARKINGS, DRUMS, AND BARRICADES.
10. TRANSFER AND MAINTAIN ONE-WAY ALTERNATING TRAFFIC ON THE NORTH SIDE OF THE BRIDGE.

B. STAGE I

11. REMOVE AND DISPOSE OF EXISTING GUIDE RAILINGS, BRIDGE RAILINGS, AND PYLONS (SOUTH SIDE).
12. INSTALL TEMPORARY STEEL SHEET PILING WHERE SHOWN ON THE CONTRACT PLANS.
13. SAWCUT AND REMOVE ASPHALT CONCRETE ON THE EXISTING PAVEMENTS TO THE LIMITS SHOWN ON THE CONTRACT PLANS.
14. INSTALL TEMPORARY SHORING TO THE EXISTING CONCRETE DECK SLAB BETWEEN THE INTERIOR GIRDERS AS SHOWN ON THE CONTRACT PLANS.
15. REMOVE AND DISPOSE OF PORTIONS OF THE EXISTING ABUTMENTS (SOUTH SIDE) INCLUDING THE WINGWALLS, CHEEKWALLS, AND BACKWALLS TO THE LIMITS SHOWN.
16. REMOVE AND DISPOSE OF ALL THE FASCIA STEEL GIRDERS (SOUTH SIDE).
17. REMOVE AND DISPOSE OF EXISTING REINFORCED CONCRETE DECK SLAB (SOUTH SIDE) TO THE LIMITS SHOWN.
18. DESIGN, ERECT, AND INSTALL TEMPORARY SUPPORTS AND OTHER DEVICES (SOUTH SIDE) FOR STRUCTURAL LIFTING OF THE SUPERSTRUCTURE AT BOTH ENDS OF THE INTERIOR STEEL GIRDERS FOR SPANS 1 & 4 AND AT THE ENDS OF SIMILAR GIRDERS REMOTE FROM PIER 2 FOR SPANS 2 & 3.
19. JACK AND RAISE THE REMAINING INTERIOR GIRDERS.
20. REMOVE AND DISPOSE OF ALL EXISTING BEARINGS AND CONCRETE PEDESTALS (SOUTH SIDE).
21. CONSTRUCT NEW PORTIONS OF THE ABUTMENTS (SOUTH SIDE) WHERE SHOWN ON THE CONTRACT PLANS.
22. CONSTRUCT NEW CONCRETE PEDESTALS ON PIERS 1 & 3 AND THE ABUTMENTS (SOUTH SIDE).
23. SUPPLY AND INSTALL NEW ELASTOMERIC BRIDGE BEARINGS ON PIERS 1 & 3 AND ABUTMENTS (SOUTH SIDE).
24. LOWER THE SUPERSTRUCTURE BACK TO THE NEW BEARINGS.
25. SUPPLY AND INSTALL NEW STEEL FASCIA GIRDERS (SOUTH SIDE); MODIFY/REPLACE EXISTING STEEL DIAPHRAGMS (SOUTH SIDE).
26. CONSTRUCT NEW CONCRETE DECK SLAB AND APPROACH SLAB (SOUTH SIDE) TO THE LIMITS SHOWN.
27. INSTALL BACKFILLS, AND CONSTRUCT NEW APPROACH PAVEMENTS.
28. INSTALL NEW BOX-BEAM AND CORRUGATED GUIDE RAILINGS, AND THE NEW TWO-RAIL BRIDGE RAILING (SOUTH SIDE).
29. SET-UP FOR STAGE II TRAFFIC MAINTENANCE AND CONTROL, AND TRANSFER ONE-WAY ALTERNATING TRAFFIC TO THE NEW

STRUCTURE (SOUTH SIDE).

C. STAGE II

30. REMOVE AND DISPOSE OF THE EXISTING PYLONS, UPGRADED BRIDGE RAILING AND THE GUIDE RAILING OF THE APPROACHES (NORTH SIDE) TO THE LIMITS SHOWN ON THE CONTRACT PLANS.
 31. REPEAT STEP 13 THRU 26 FOR THE NORTH SIDE.
 32. REMOVE TEMPORARY STEEL SHEET PILING.
 33. REPEAT STEP 27 FOR THRU 28 THE NORTH SIDE.
- D. POST-STAGE II
34. PERFORM ALL REMAINING WORK AS INDICATED ON THE PLANS INCLUDING REPAIR WORK ON PIERS AND ABUTMENTS, AND PAINTING TO ALL STRUCTURAL STEEL FOR THE ENTIRE BRIDGE.
 35. SUPPLY AND INSTALL UTILITY CONDUITS AND SUPPORT HARDWARES.
 36. REMOVE TEMPORARY CONCRETE BARRIERS ON THE NEW BRIDGE; REMOVE ALL CONSTRUCTION SIGNS, DRUMS, AND BARRICADES; AND REPLACE PAVEMENT DELINEATION FOR NORMAL TRAFFIC OPERATION.
 37. REMOVE TEMPORARY CONCRETE BARRIERS, CONES, DRUMS AND CONSTRUCTION SIGNS ETC. ON THE THRUWAY MAINLINE.
 38. REMOVE AND DISPOSE OF ALL TEMPORARY SUPPORTS FOR STRUCTURAL LIFTING SYSTEMS AND THE TEMPORARY SHORING TO THE DECK SLAB.
 39. OPEN BRIDGE TO TWO-WAY TRAFFIC.
 40. CLEAN-UP.

NOTE: USE OF THE INVERSE DECK SYSTEM RESULTED IN THE REVISION OR DELETION OF THE ITEMS AS INDICATED.

AS-BUILT REVISIONS			
1/93	REV. ACTUAL SEQUENCE	C.A.T.	△
1/93	ADD NOTE RE. INVERSE DECK	C.A.T.	△
Signature: <i>R. H. Orzech</i>		DATE: 2-16-93	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT: REHABILITATION OF CLAPPER, WEMPLE & GLEMONT BR.			
LOCATION OF PROJECT: MP 136.70, 138.04 AND 139.54, ALBANY COUNTY			
TITLE OF DRAWING: GENERAL NOTES - 2			
DRAWN BY: J.R.M.		CHECKED BY: T.W. <i>etd</i>	
DATE: FEB. 1990		DRAWING NUMBER: 3	

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B

ESTIMATE OF QUANTITIES

ITEM No.	DESCRIPTION	UNIT	ESTIMATE			ESTIMATED TOTAL	FINAL [△]
			SUBSTR.	SUPER	MISC.		
203.02	UNCLASSIFIED EXCAVATION & DISPOSAL	C.Y.			730	730	355.93
25203.0203	REMOVING EXISTING ASPHALT PAVEMENT	S.Y.			550	550	520.92
203.21	SELECT STRUCTURE FILL	C.Y.	375			375	283.77
206.01	STRUCTURE EXCAVATION	C.Y.	375			375	383.22
304.03	SUB-BASE COURSE TYPE 2	C.Y.			235	235	215.77
403.13	ASPHALT CONC., TYPE 3, BINDER COURSE	TON			96	96	79.27
25403.170200	ASPHALT CONC., TYPE 6FS2, TOP COURSE (HIGH FRICTION)	TON			48	48	41.97
25502.50	SAW CUTTING ASPHALT CONCRETE (FULL DEPTH)	L.F.			132	132	132.00
25502.5104	SEALING INTERFACE BETWEEN ASPHALT & CONCRETE	L.F.			140	140	140.00
25502.9916	SAW CUTTING CONC.	L.F.			170	170	170.00
552.04	TEMPORARY STEEL SHEET PILING	S.F.	160			160	171.81
552.05	SAFE OPERATION SHEET PILING	S.F.	3010			3010	0.00
25552.1003	TEMPORARY SHORING FOR STRUCTURAL SLAB	S.F.			2230	2230	2230.00
25555.01	CONC. FOR STRUCTURE CLASS 'A'	C.Y.	290			290	286.65
25555.0401	CONC. FOR STRUC. CLASS 'E' (STRUC. SLAB INT. WS-BOTT. FMWK. REQ.)	S.F.	22010			22010	22010.00
25555.0404	CONC. FOR STRUCTURE CLASS 'E' (STRUCT. APPROACH SLAB WITH INTEGRAL WEARING SURFACE)	S.F.			1000	1000	1000.00
15555.3502	EPOXY BONDING COMPOUND	GAL.	29			29	29.00
25555.3570	EPOXY PRESSURE INJECTION	L.F.	360			360	59.17
25555.3571	EPOXY PRESSURE INJECTION (MATERIAL)	GAL.	6			6	2.00
16555.6603	TRANSVERSE SAWCUT GROOVING OF STRUCTURAL SLAB SURFACE	S.F.	18940			18940	18940.00
556.0202	EPOXY COATED BAR REINFORCEMENT FOR CONCRETE	LB.	32720	172370	8280	213370	216282.27
556.03	STUD SHEAR CONNECTORS/BRIDGE	EA.		6020		6020	6008.00
25559.8592 [△]	PENETRATING SEALER FOR STRUCTURE CONCRETE (HORSEYSET. WDE)	S.F.	8670	7250		15920	11387.99
*25564.0601 [△]	STRUCTURAL STEEL (LOCK-UP PLATES)	EA.		12		12	12.00
564.05000X	STRUCTURAL STEEL	L.S.		NEC		NEC	NEC
564.510001	STRUCTURAL STEEL (UTILITY HANGERS)	LB.		4190		4190	4362.00
564.701002	STRUC. STEEL REPLACEMENT (DIAPHRAGM)	EA.		8		8	6.00
565.2002	TYPE E B ELASTOMERIC BRIDGE BEARING (110-150 KIPS)	EA.		96		96	96.00
25567.3970	STRIP SEAL JOINT SYSTEM	L.F.			206	206	239.00
568.10	STEEL BRIDGE RAILING - 2 RAIL	L.F.		540		540	527.00
25568.1001	STEEL BRIDGE RAILING - 2 RAIL (CURBLESS)	L.F.		985		985	985.00
568.32	CEMENT MORTAR PAD	EA.			[△] 156-102	[△] 156-102	102.00
25570.070X	ENVIRONMENTAL GROUND PROTECTION COLLECTION & PACKAGING	L.S.			NEC	NEC	NEC
25570.7879	DISPOSAL OF PAINT REMOVAL WASTE	FLS.			NEC	NEC	NEC
25570.88840X	COMMERCIAL BLAST CLEANING & PAINTING OF STRUC. STEEL	L.S.			NEC	NEC	NEC
580.01	REMOVAL OF STRUC. CONC.	C.Y.	336			336	321.87
580.11	REMOVAL OF CONC. PYLONS	EA.	12			12	12.00
25580.5104	REMOVAL OF STRUC. SLAB (COMPLETE SLAB REPLACEMENT)	S.Y.		2430		2430	2430.00
25580.52	REMOVAL OF CURBS & SIDEWALKS	C.Y.			145	145	140.54
25581.5001	REMOVAL OF BRIDGE WEARING COURSE	S.Y.		1920		1920	1917.57
25582.0620	REMOVAL OF STRUCT. CONC. REPLACED W/CLASS 'D' CONC.	C.Y.			5	5	2.65
585.010X	STRUCTURAL LIFTING OPERATIONS - TYPE A	EA.		20		20	20.00
585.020X	STRUCTURAL LIFTING OPERATIONS - TYPE B	EA.		40		40	40.00
585.03	STRUCTURAL LIFTING OPERATIONS - TYPE C	EA.		8		8	8.00
586.01	DRILL AND GROUT BOLTS OR REINF. BARS	L.F.	380			380	499.84
587.01	BRIDGE RAILING REMOVAL AND DISPOSAL	L.F.		1470		1470	1459.27
587.1002	BOX BEAM BRIDGE RAIL - TWO RAIL	L.F.			282	282	281.00
589.520001	REMOVAL OF EXISTING STEEL (BEARING)	EA.	96			96	96.00
589.520002	REMOVAL OF EXISTING STEEL (GIRDERS)	EA.		16		16	16.00
605.1001	UNDERDRAIN FILTER - TYPE 2	C.Y.	160			160	126.87
606.10	BOX BEAM GUIDE RAIL	L.F.			774	774	774.00
606.11	BOX BEAM GUIDE RAILING (SHOP CURVED)	L.F.			16	16	16.00
606.1402	BOX BEAM GUIDE RAILING END ASSEMBLY - TYPE 2	EA.			2	2	2.00
25606.17	ANCHORAGE UNIT AT COMPOSITE BEAM GUIDE RAIL TRANSITION	EA.			10	10	10.00
606.20	CORRUGATED BEAM GUIDE RAILING	L.F.			3254	3254	3240.00
606.2001	CORRUGATED BEAM GUIDE RAILING (SHOP CURVED)	L.F.			32	32	32.00
606.22	ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDE RAIL	EA.			10	10	10.00
25606.3251	RESETTING OF CONC. BARRIER	L.F.	150			150	80.00
15606.4801	I-BEAM BACK UP POSTS FOR GUIDE RAILS	EA.			132	132	125.00
606.52	RESETTING BOX BEAM GUIDE RAILING	L.F.	230			230	198.80

ESTIMATE OF QUANTITIES

ITEM No.	DESCRIPTION	UNIT	ESTIMATE			ESTIMATED TOTAL	FINAL [△]
			SUBSTR.	SUPER	MISC.		
606.55	RESET CORRUGATED BEAM MALL BARRIER	L.F.			1664	1664	1190.50
606.57	RESET ANCHOR. UNITS FOR CORR. BEAM GD RAIL & MALL BARRIER	EA.			4	4	8.00
606.72	REMOVE AND DISPOSE CORRUGATED BEAM GUIDE RAILING	L.F.			4330	4330	4204.25
606.74	REMOVING & DISPOSING BOX BEAM GUIDE RAILING	L.F.			226	226	210.00
609.0302	STONE CURB - BRIDGE (TYPE F1)	L.F.		470		470	468.50
609.0303	STONE CURB - BRIDGE (TYPE G1)	L.F.			70	70	62.99
619.010X	BASIC MAINTENANCE AND PROTECTION OF TRAFFIC	L.S.			NEC	NEC	NEC
619.020X	CONSTRUCTION SIGNS	L.S.			NEC	NEC	NEC
15619.03030X	FLASHING ARROW BOARDS	L.S.			NEC	NEC	NEC
619.0413	TYPE III CONSTRUCTION BARRICADES	L.F.			210	210	170.00
619.0502	LIGHTING FOR CONSTRUCTION BARRICADES	L.F.			210	210	170.00
619.13	TEMPORARY TRAFFIC SIGNAL	L.S.			NEC	NEC	NEC
619.17	TEMPORARY CONC. BARRIER	L.F.			[△] 2870-2890	[△] 2870-2890	3020.00
15619.1905	WHITE REMOVABLE REFLECT. PAVEMENT STRIPES	L.F.			1200	1200	2285.83
15619.1906	YELLOW REMOVABLE REFLECT. PAVEMENT STRIPES	L.F.			1200	1200	600.00
25620.10	REMOVING AND REPLACING DRY STONE PAVING	S.F.	300			300	300.00
25637.060102	ENGINEERING OFFICE - TYPE B	MO.			15	15	15.00
640.0102	WHITE PAINT REFLECTORIZED PAVEMENT STRIPES	L.F.			1650	1650	2564.00
640.0202	YELLOW PAINT REFLECTORIZED PAVEMENT STRIPES	L.F.			1650	1650	2564.00
25645.4002	YOUR TOLLS AT WORK	EA.			6	6	2.00
25660.11	FURNISH NEW YORK TELEPHONE COMPANY FACILITIES	FLS.			NEC	NEC	NEC
25660.12	FURNISH NIAGARA MOHAWK POWER CORP. FACILITIES	FLS.			NEC	NEC	NEC
25660.21	INSTALL NEW YORK TELEPHONE COMPANY FACILITIES	L.S.			NEC	NEC	NEC
25660.22	INSTALL NIAGARA MOHAWK POWER CORP. FACILITIES	L.S.			NEC	NEC	NEC
699.04	MOBILIZATION	L.S.			NEC	NEC	NEC
*25619.1702	TEMPORARY CONCRETE BARRIER (FURNISHED BY OWNER)	L.F.			220	220	220.00
*25619.1701	CONCRETE BARRIER MARKER	E.A.			[△] 110	110	127.00
[△] 900.9014	REMOVAL OF EPOXY COATING	L.S.				0	NEC
[△] 902.9014	FURNISH AND INSTALL DRAINAGE PIPE	L.F.				0	100.00
[△] 907.9014	MODIFY BOX BEAM GUIDE RAIL	L.S.				0	NEC
[△] 908.9014	FURNISH AND INSTALL TYPE 'A' GRANITE CURB	L.S.				0	NEC
[△] 909.9014	CORE DRILL AND INSTALL ABUTMENT WEEPS	L.S.				0	NEC

* OUT OF ORDER

RHB ²⁻¹⁶⁻⁹³

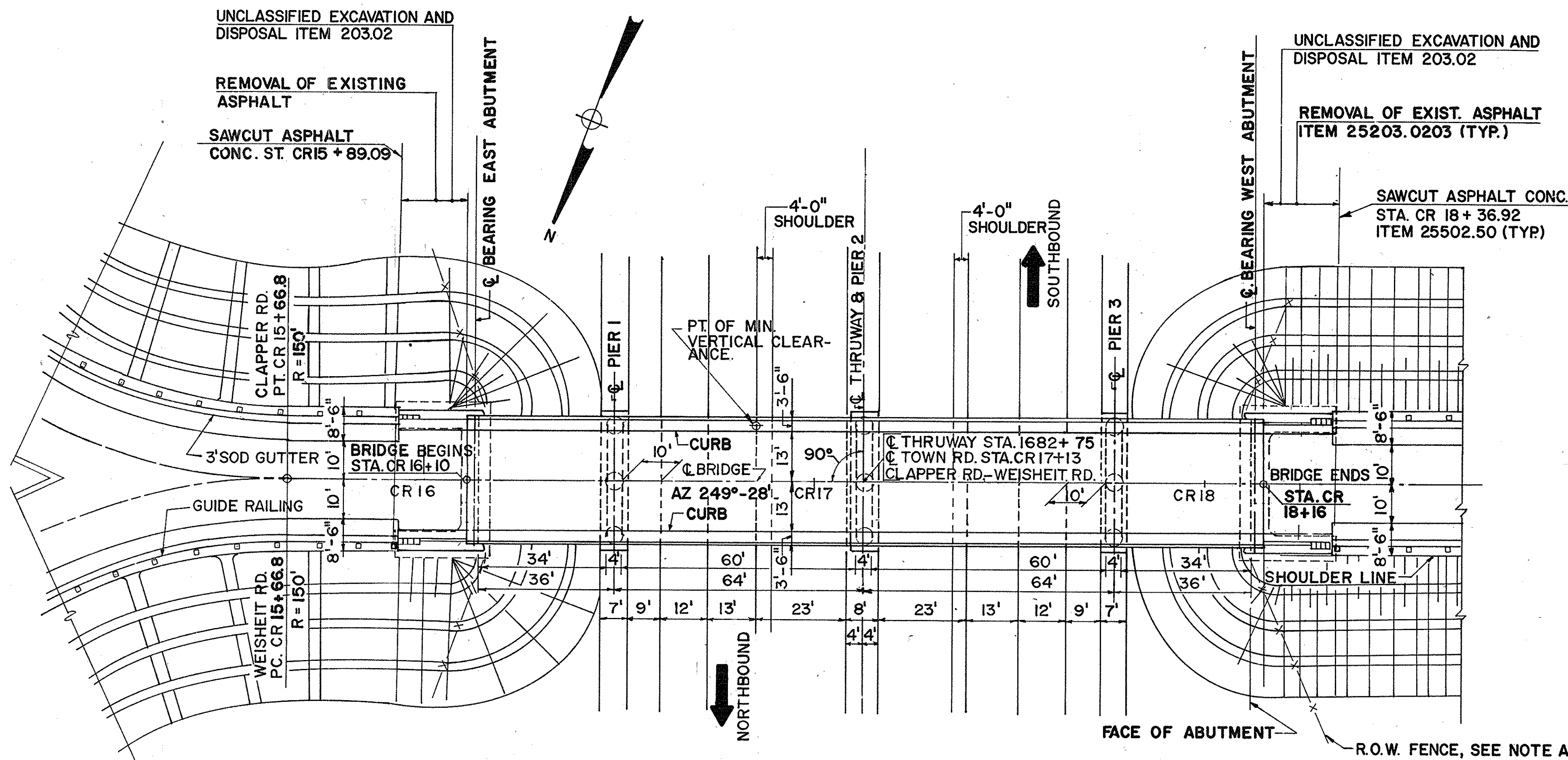
1/93	ITEM ADD	C.A.T.	[△]
1/93	FINAL QTY.	C.A.T.	[△]
1/93	AMEND. NO. 2	C.A.T.	[△]
1/93	AMEND. NO. 1	C.A.T.	[△]
DATE	DESCRIPTION	BY	SYM.

REVISIONS

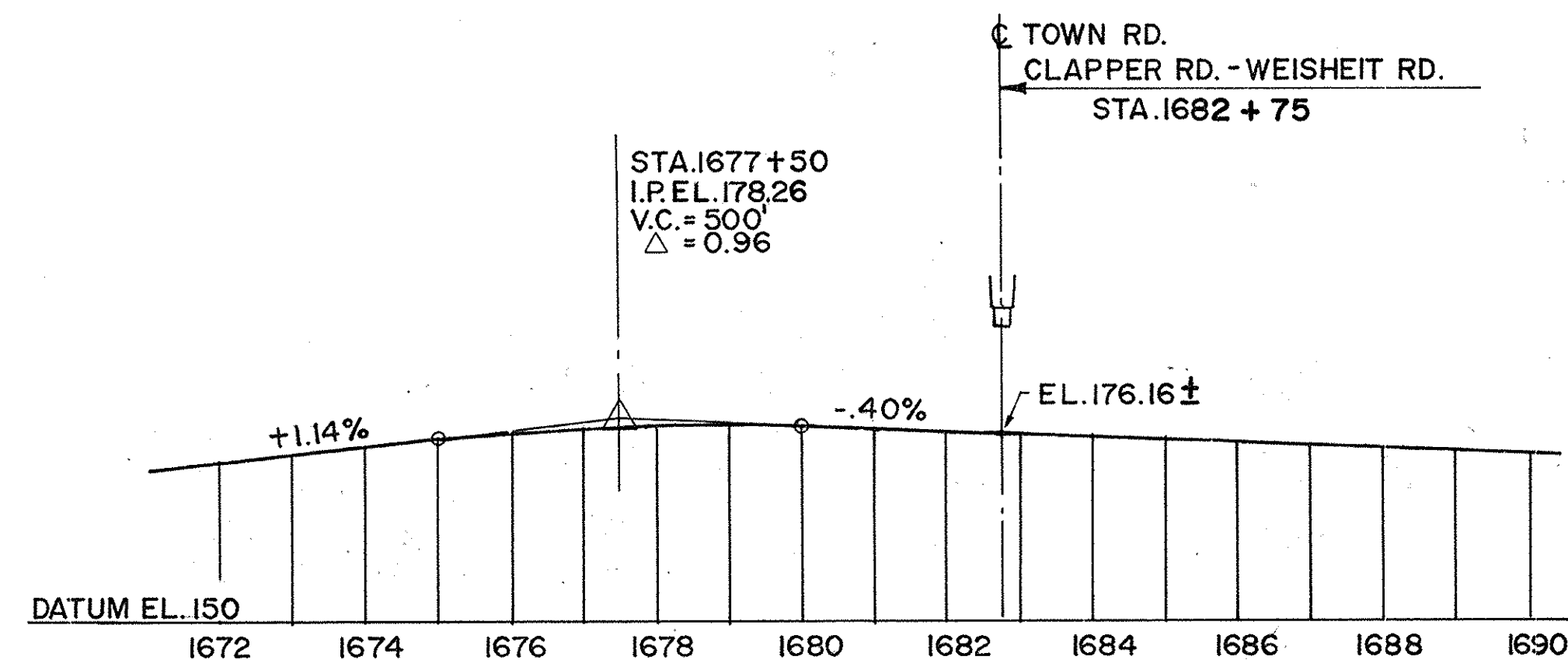
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REHABILITATION OF CLAPPER, WEMPLE AND GLENMONT	
LOCATION OF PROJECT MP 136.70, 138.04, 139.54	
TITLE OF DRAWING ESTIMATE OF QUANTITIES (COMBINED)	



CONTRACT NUMBER: TAA 90-14B
DATE: FEB., 1990
DRAWING NUMBER: 4



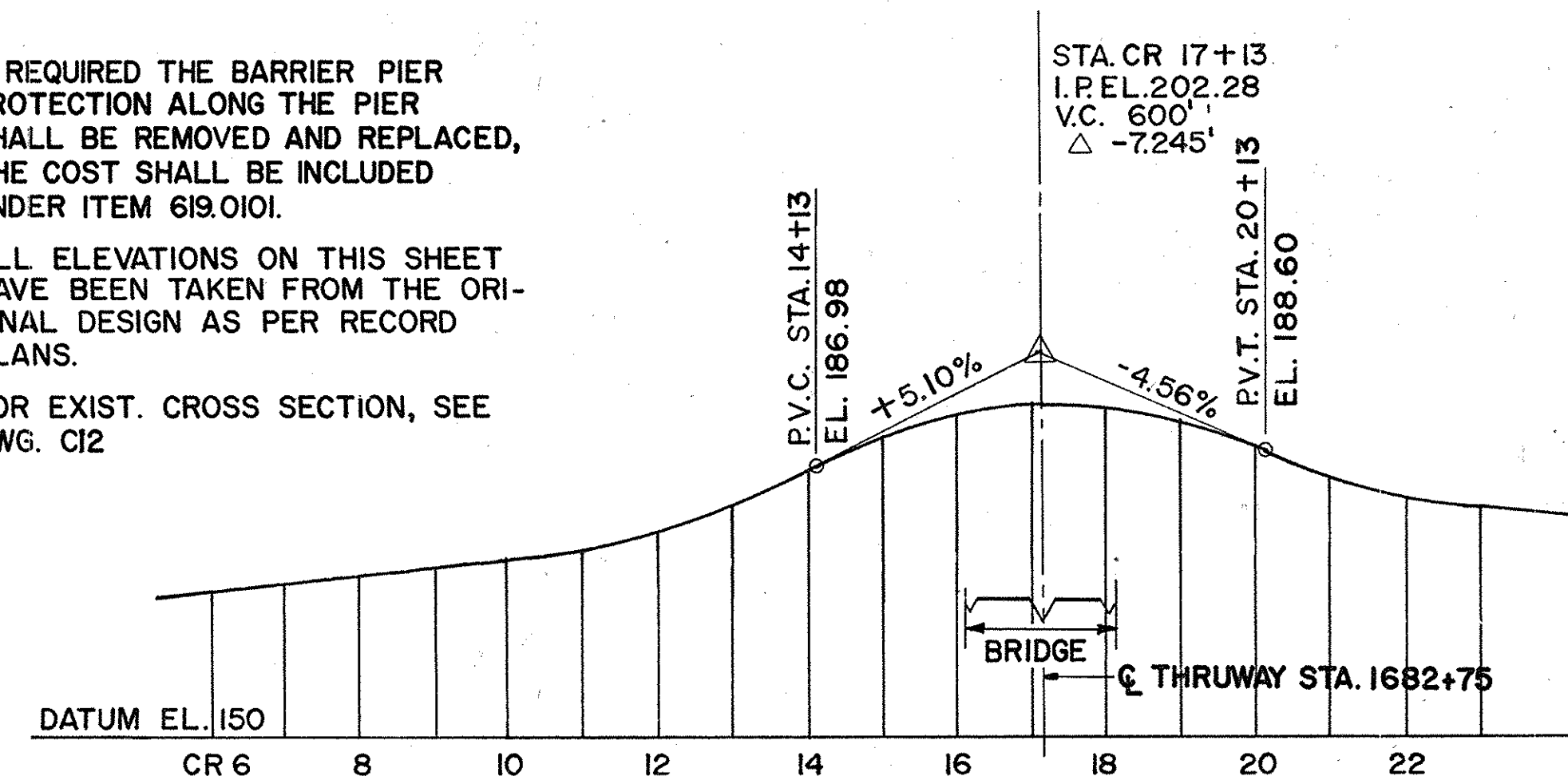
EXISTING PLAN
SCALE: 1" = 20'



EXISTING THRUWAY PROFILE
SCALE: HORIZ. 1" = 200'
VERT. 1" = 20'

NOTES:

1. IF REQUIRED THE BARRIER PIER PROTECTION ALONG THE PIER SHALL BE REMOVED AND REPLACED, THE COST SHALL BE INCLUDED UNDER ITEM 619.0101.
2. ALL ELEVATIONS ON THIS SHEET HAVE BEEN TAKEN FROM THE ORIGINAL DESIGN AS PER RECORD PLANS.
3. FOR EXIST. CROSS SECTION, SEE DWG. C12

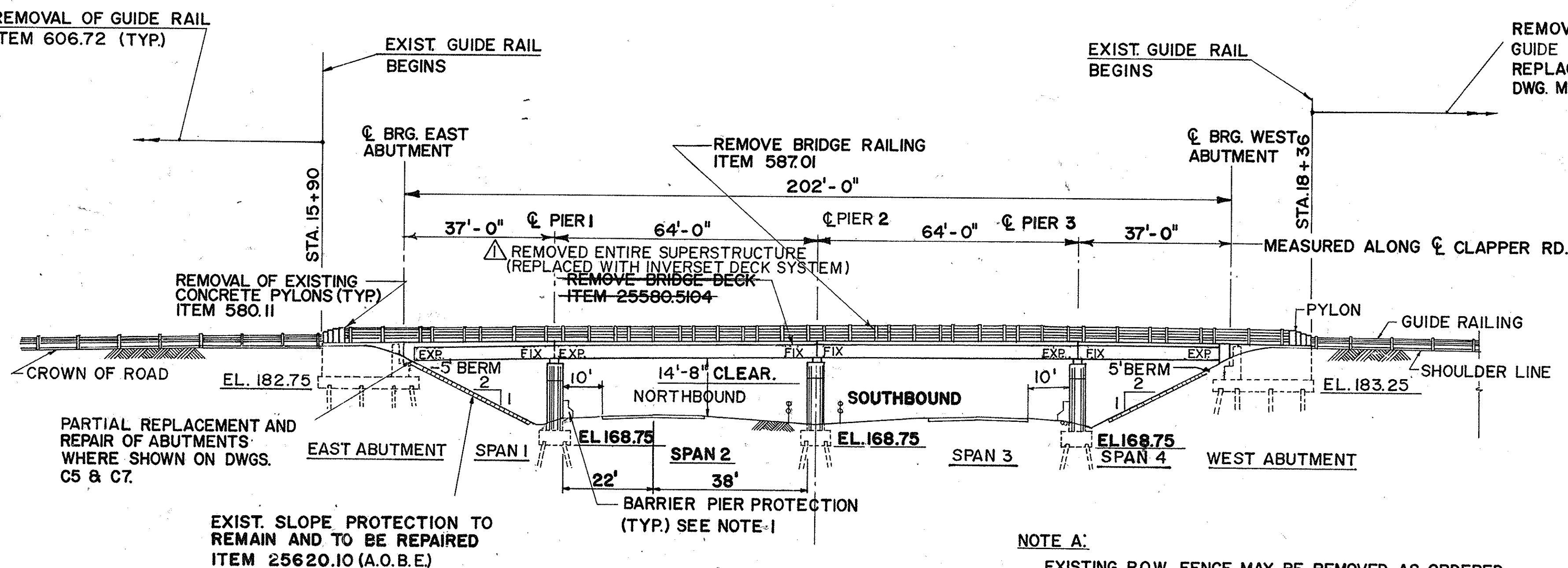


EXISTING CLAPPER ROAD PROFILE (ORIGINAL DESIGN)
SCALE: HORIZ. 1" = 200'
VERT. 1" = 20'

* PROFILE SHOWN IS TAKEN FROM 1951 ORIGINAL DESIGN DRAWING FOR THE CURRENT EXISTING PROFILE (1989 SURVEY), SEE DWG. C2.

LIST OF DRAWINGS

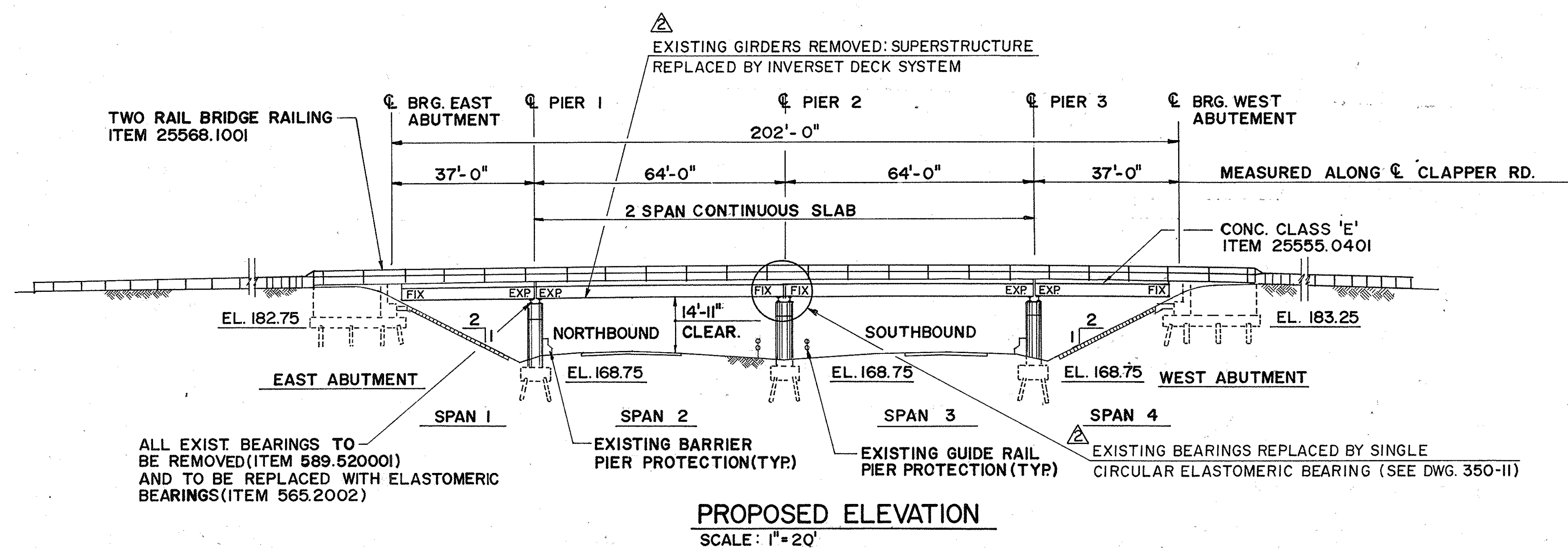
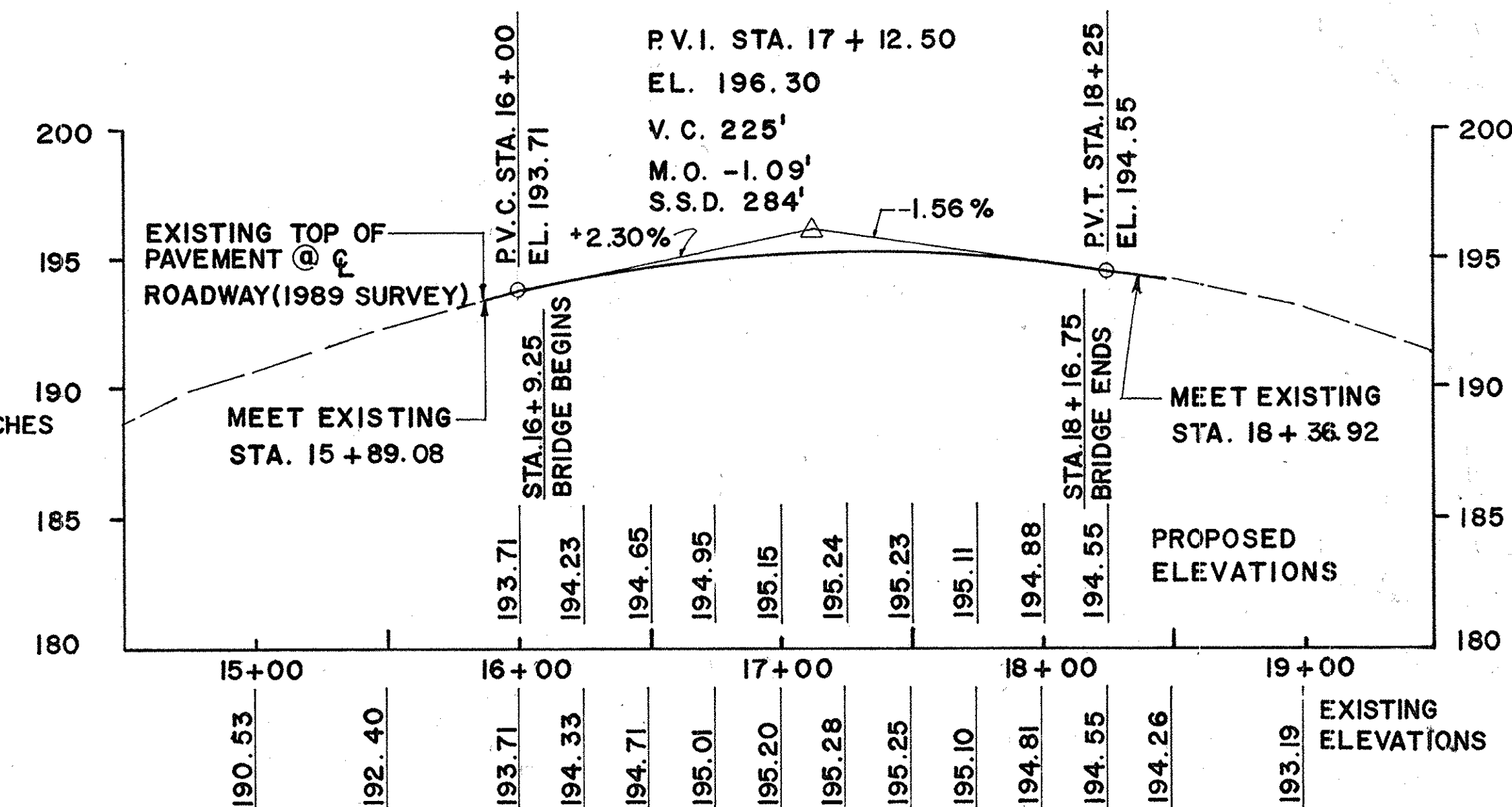
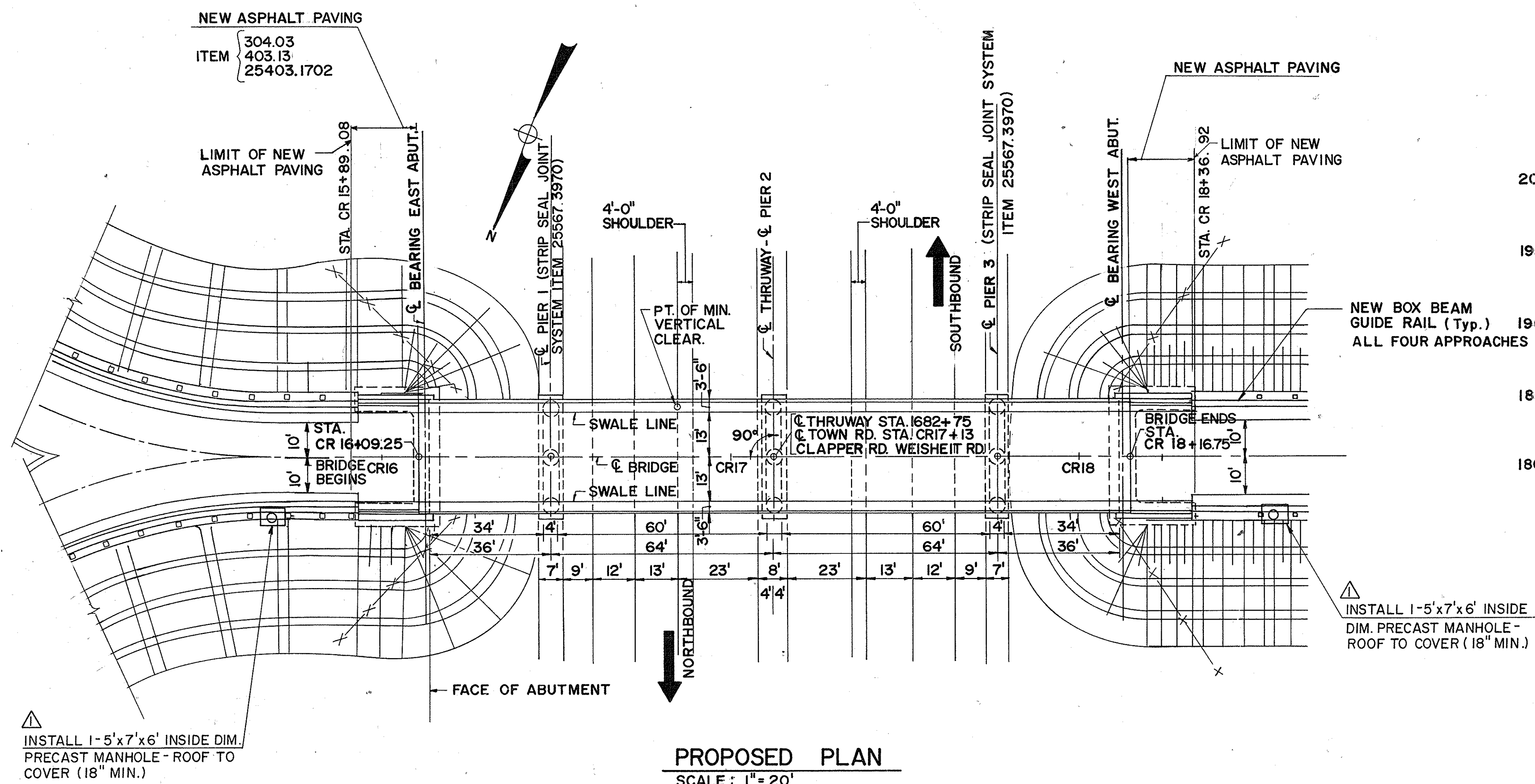
DWG. NO.	TITLE OF DRAWING	DWG. NO.	TITLE OF DRAWING
C1	PLAN AND ELEVATION - EXISTING	C18	STEEL FRAMING PLAN AND DETAILS
C2	PLAN AND ELEVATION - PROPOSED	C19	HAUNCH TABLE AND JACKING LOAD TABLE
C3	ESTIMATE OF QUANTITIES	C20	ELASTOMERIC BEARING DETAILS
C4	TYPICAL SECTIONS	C21	STEEL BRIDGE RAILING - TWO RAIL
C5	EAST ABUTMENT - EXISTING	C22	BAR LIST - 1 OF 2
C6	EAST ABUTMENT - PROPOSED	C23	BAR LIST - 2 OF 2
C7	WEST ABUTMENT - EXISTING	C23F1	BAR LIST - 3 OF 3
C8	WEST ABUTMENT - PROPOSED		
C9	PIER ELEVATION - EXISTING		
C10	PIER ELEVATION AND DETAILS, EXISTING		
C11	ELEVATION AND DETAILS - PROPOSED		
C12	EXISTING AND PROPOSED CROSS SECTIONS		
C13	DECK SLAB PLAN - PROPOSED		
C14	DECK SECTIONS AND DETAILS		
C15	DETAILS		
C16	BRIDGE RAILING AND MISCELLANEOUS DETAILS		
C17	EXPANSION JOINT PLAN, ELEVATION AND DETAILS		



EXISTING ELEVATION
SCALE: 1" = 20'

NOTE A:

EXISTING R.O.W. FENCE MAY BE REMOVED AS ORDERED BY THE ENGINEER TO FACILITATE CONSTRUCTION. FENCE SHALL BE RESET IN ITS ORIGINAL POSITION AS SOON AS POSSIBLE. COST FOR REMOVING AND RESETTNG R.O.W. FENCE SHALL BE PAID FOR UNDER VARIOUS ITEMS.



- NOTES:
- FOR GUIDE RAIL AND RAILING PLAN, SEE DWG. C16 & M2.
 - FOR PROPOSED CROSS SECTION, SEE DWG. C12
 - FOR DETAILS OF INVERSE DECK SYSTEM, SEE DWGS. 350 1, 2, 3, 4, 9, 10, 11 AND 12

AS-BUILT REVISIONS		
1/93	ADD. NOTE - INVERSE	C.A.T.
1/93	ADD NOTE - AMEND. NO. 1	C.A.T.
SIGNATURE		DATE
NEW YORK STATE THRUWAY AUTHORITY		2-16-93
DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT: REHABILITATION OF CLAPPER RD. BRIDGE		
LOCATION OF PROJECT: MP 136.70, ALBANY COUNTY		
TITLE OF DRAWING: PLAN AND ELEVATION PROPOSED		
DRAWN BY: M.J.		CHECKED BY: T.W.
DATE: FEB, 1990		DRAWING NUMBER: C2

JACKSON AND TULL
CHARTERED ENGINEERS

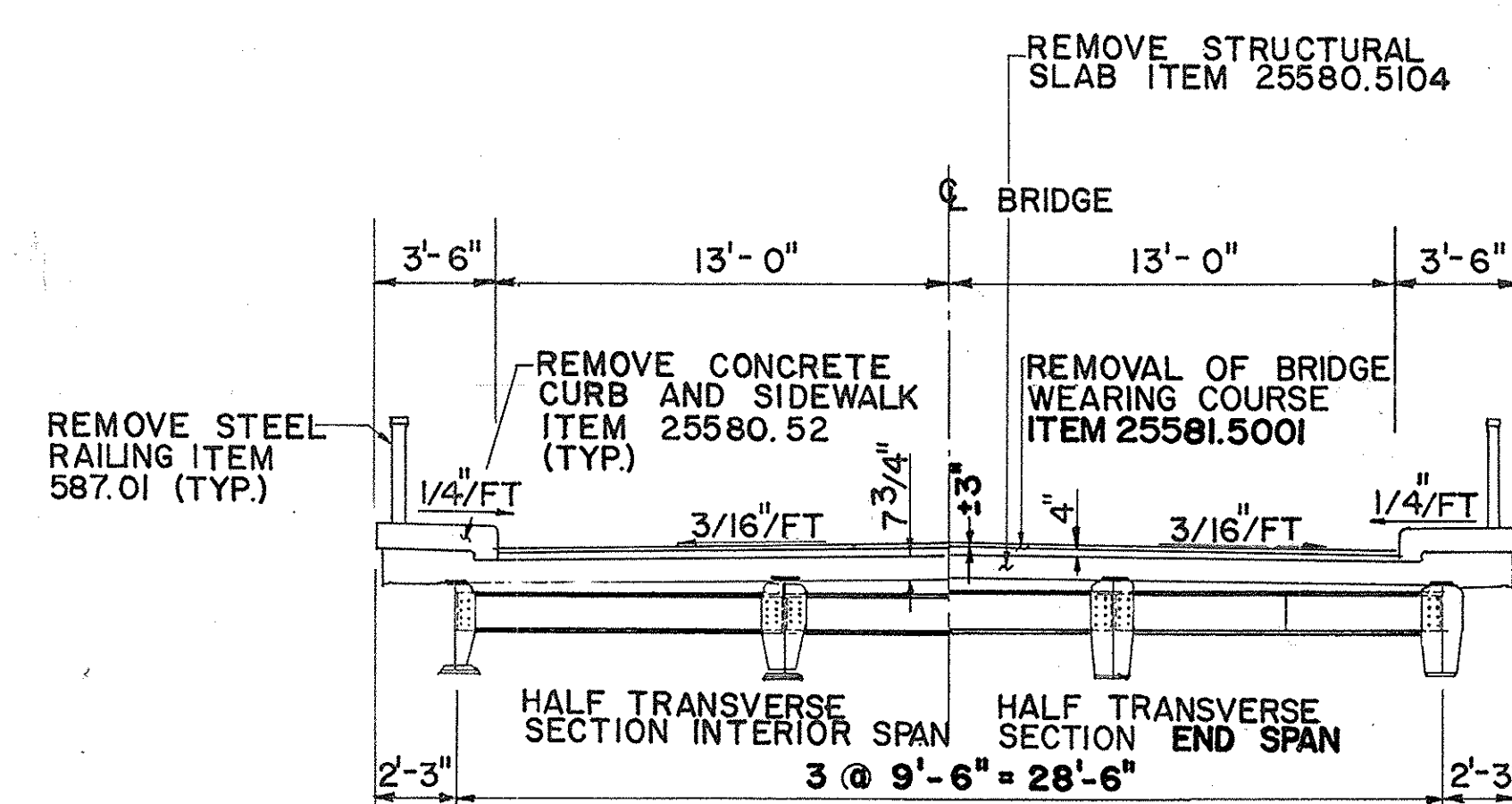
TAA 90-148

ESTIMATE OF QUANTITIES

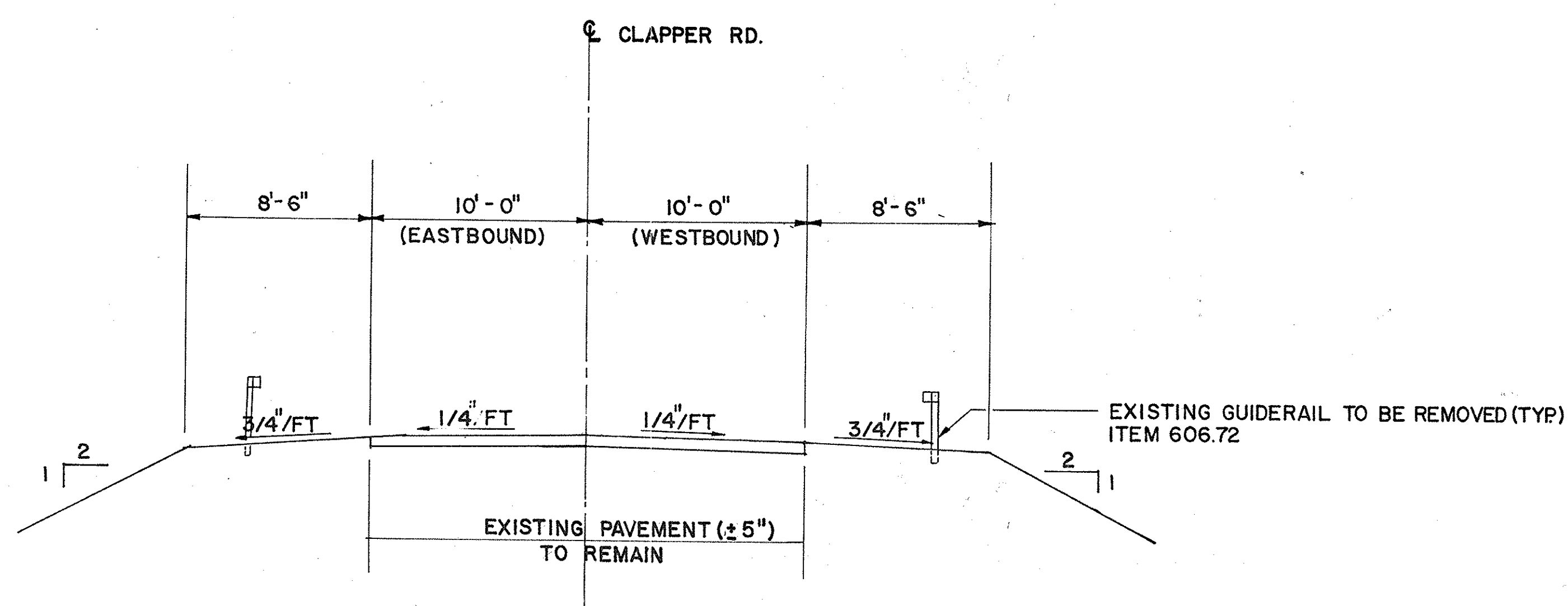
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RHB 2-16-93

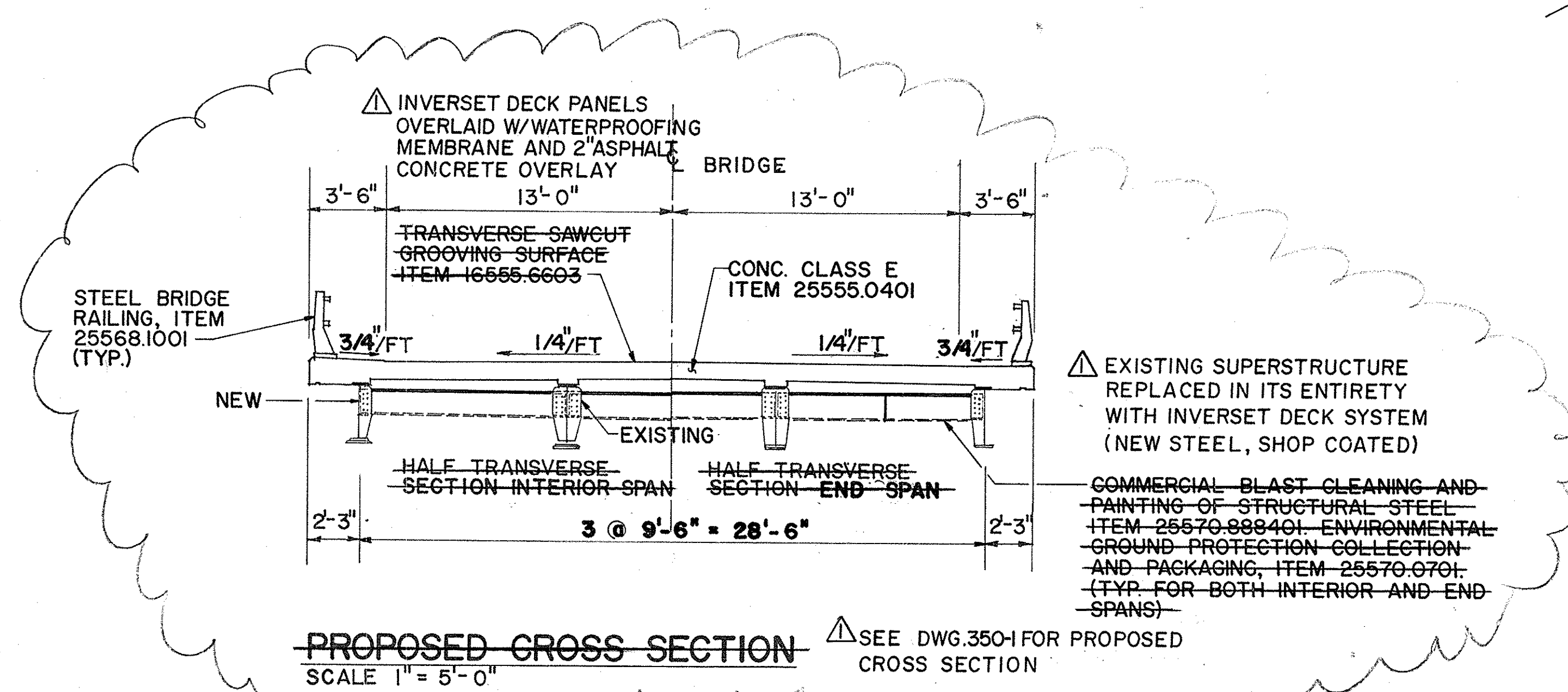
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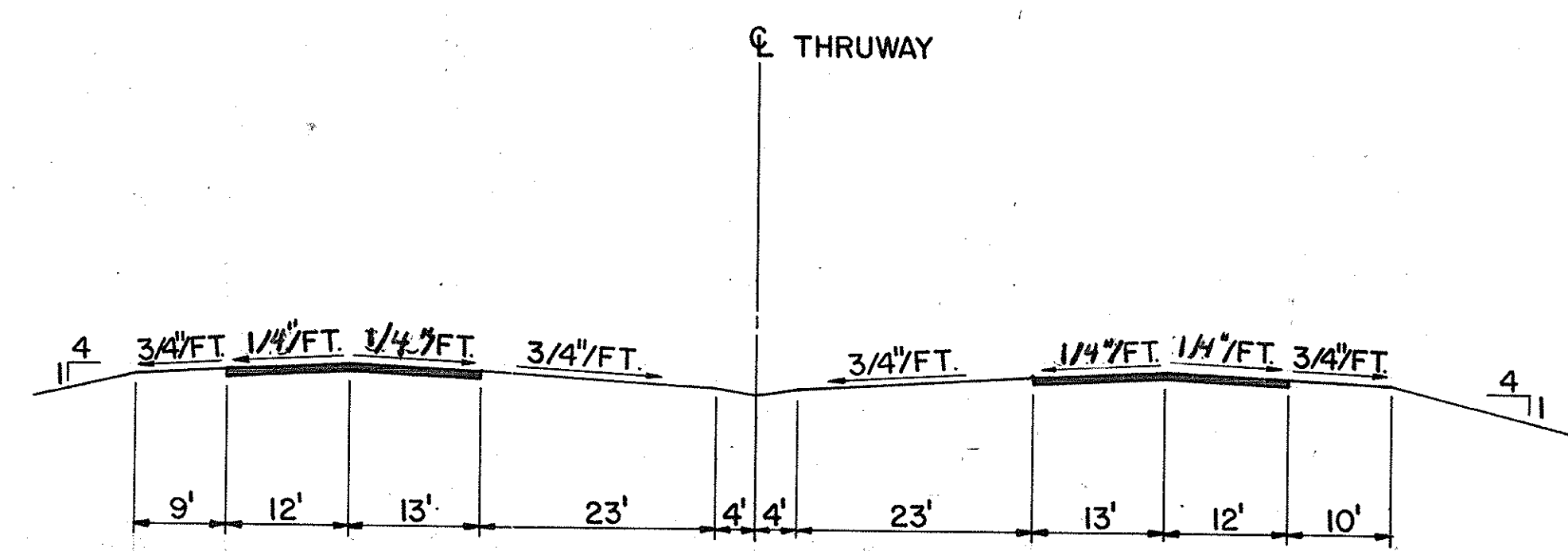
EXISTING CROSS SECTION
SCALE: 1" = 5'-0"



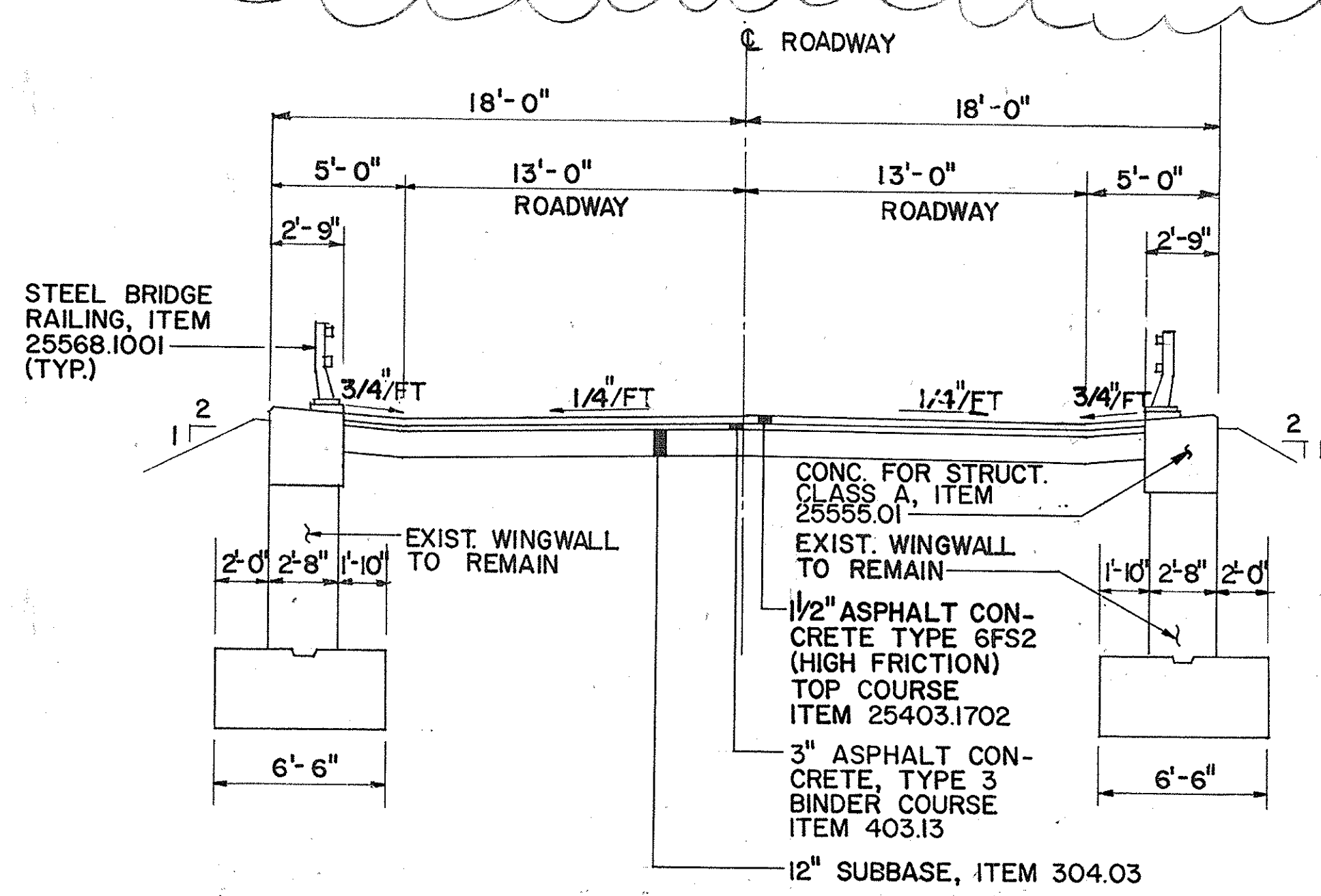
EXISTING SECTION OF APPROACHES
SCALE: 1" = 5'-0"



PROPOSED CROSS SECTION
SCALE: 1" = 5'-0"

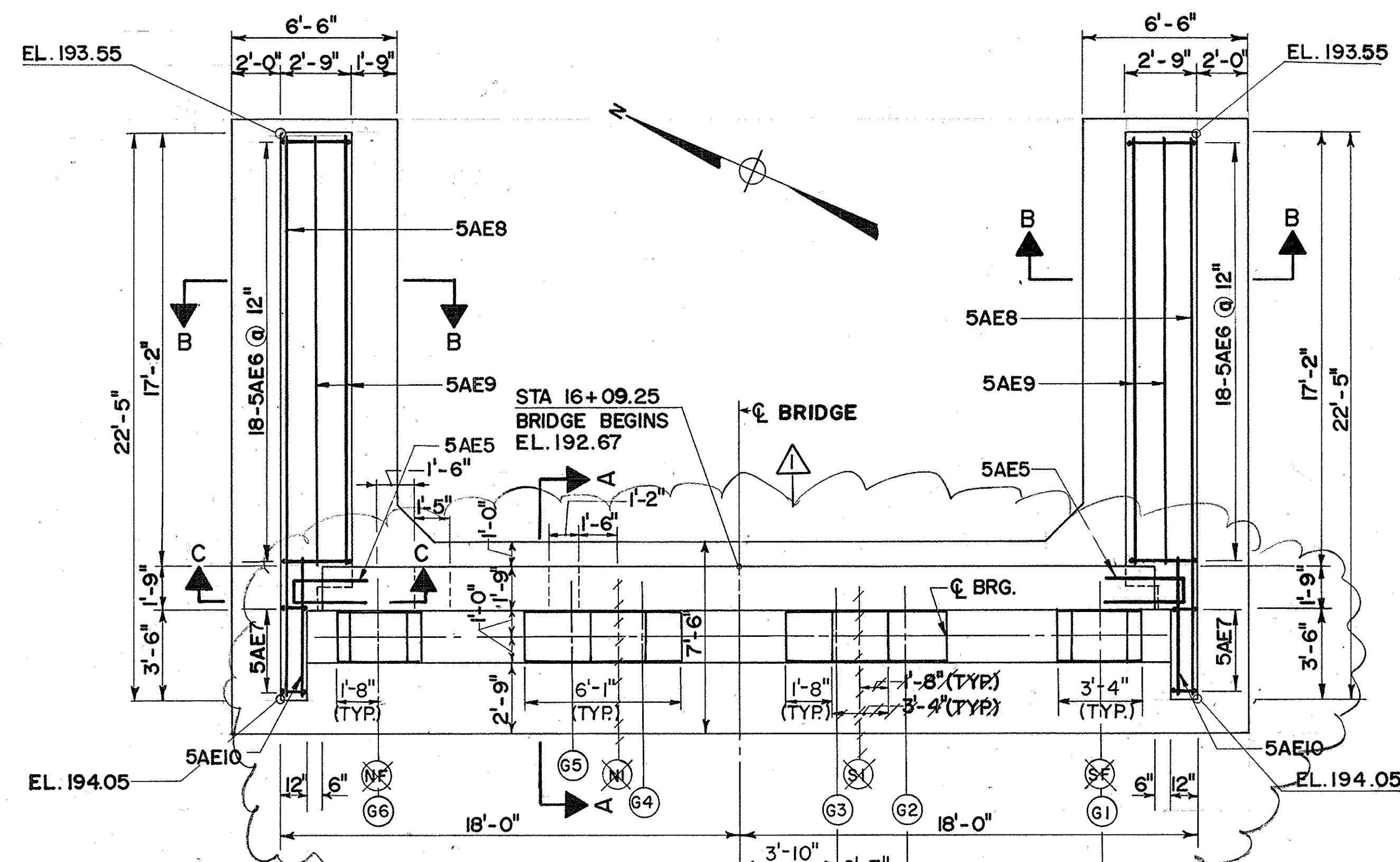


EXISTING TYPICAL SECTION - THRUWAY
SCALE: 1" = 15'-0"



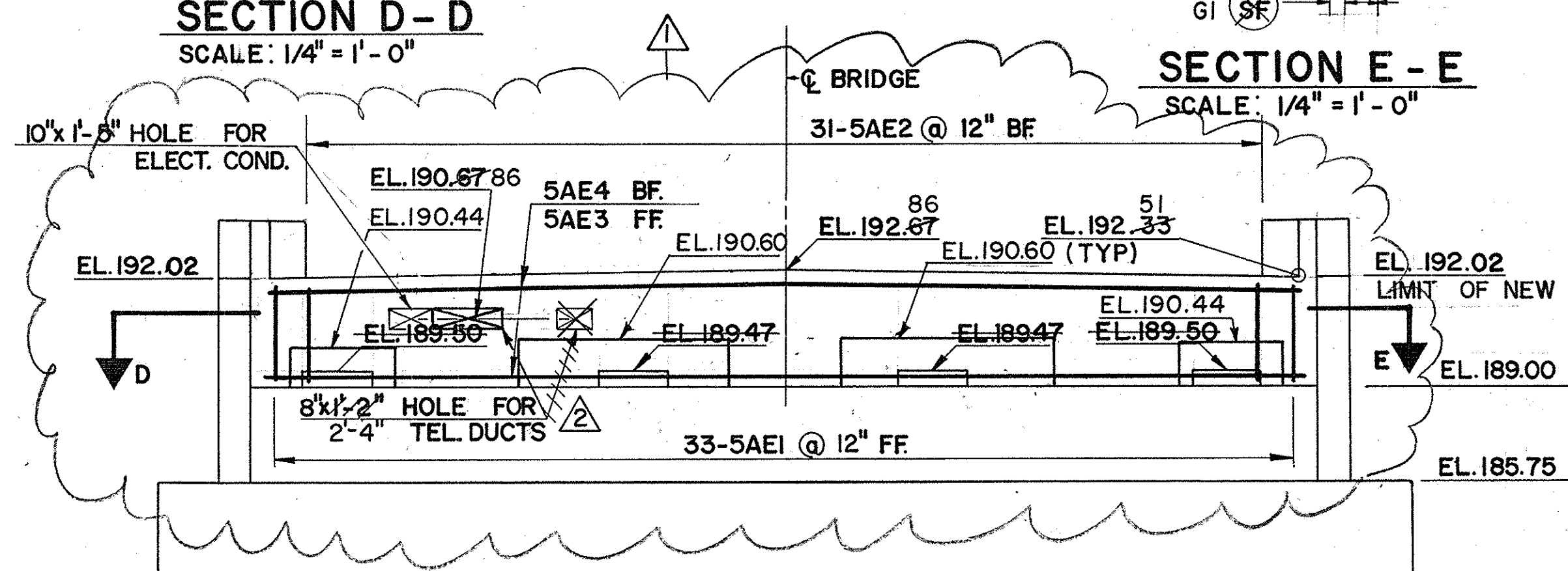
PROPOSED SECTION AT ABUTMENT
SCALE: 1" = 5'-0"

AS-BUILT REVISIONS		
1/93	ADD NOTE - INVERSE	C.A.T.
 SIGNATURE		2-10-93 DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT REHABILITATION OF CLAPPER RD. BRIDGE LOCATION OF PROJECT MP 136.70, ALBANY COUNTY TITLE OF DRAWING TYPICAL SECTIONS		
	DRAWN BY: R. N.	TAA 90-14B
	CHECKED BY: T. W.	
	DATE: FEB, 1990	
	DRAWING NUMBER: C4	



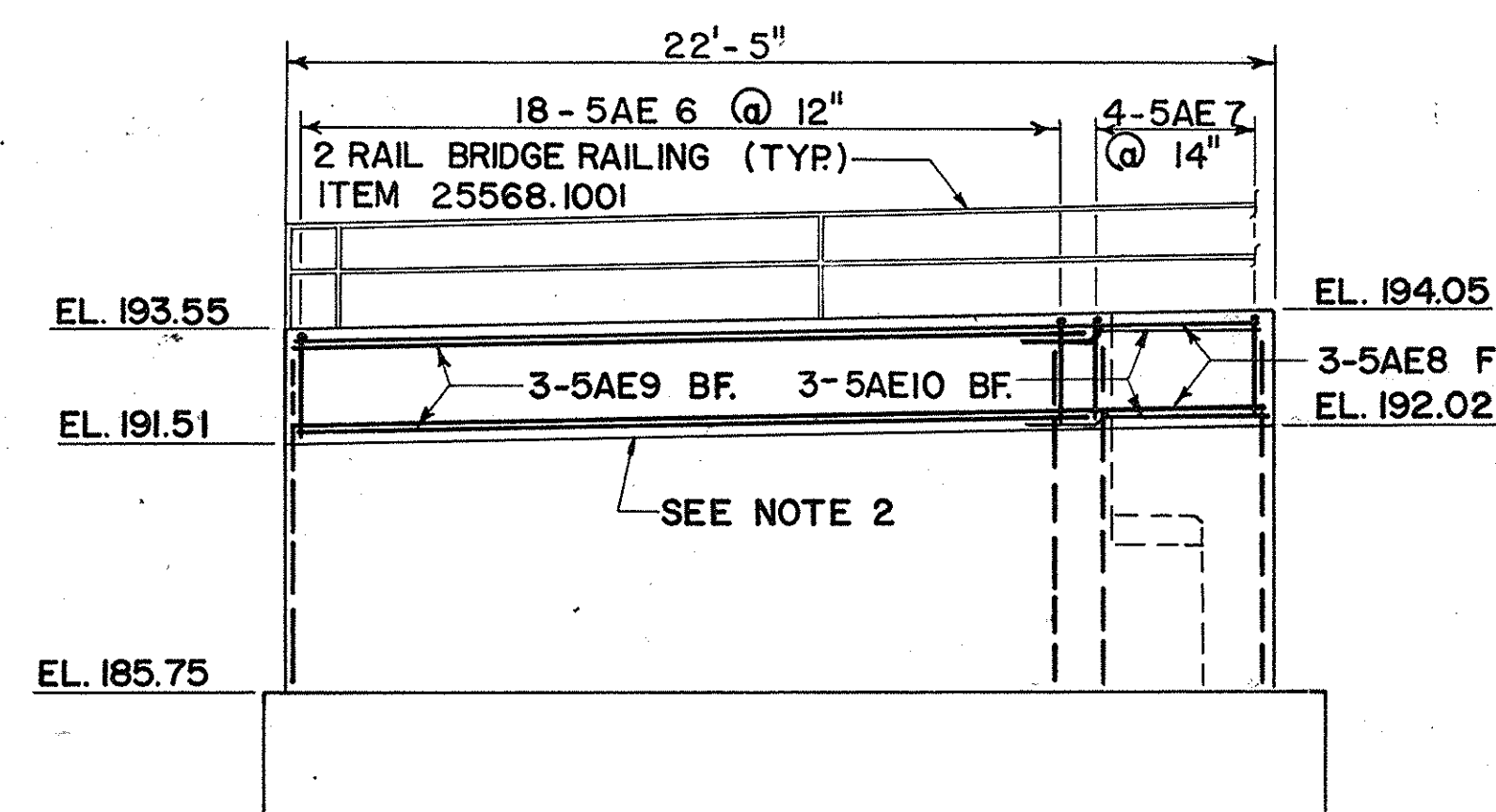
PROPOSED PLAN

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

EXIST. REBAR
TO REMAINSECTION D-D
SCALE: 1/4" = 1'-0"

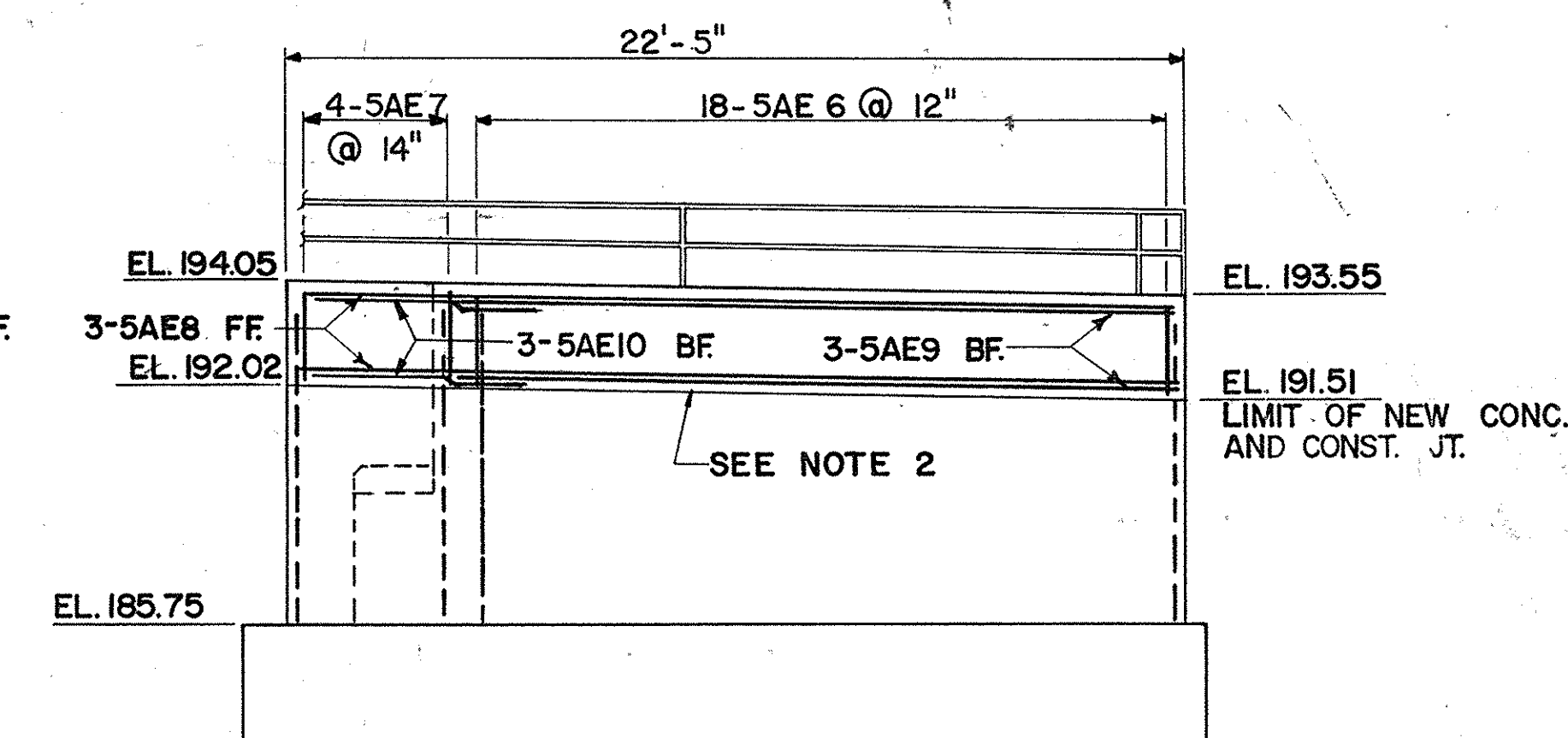
PROPOSED ELEVATION

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



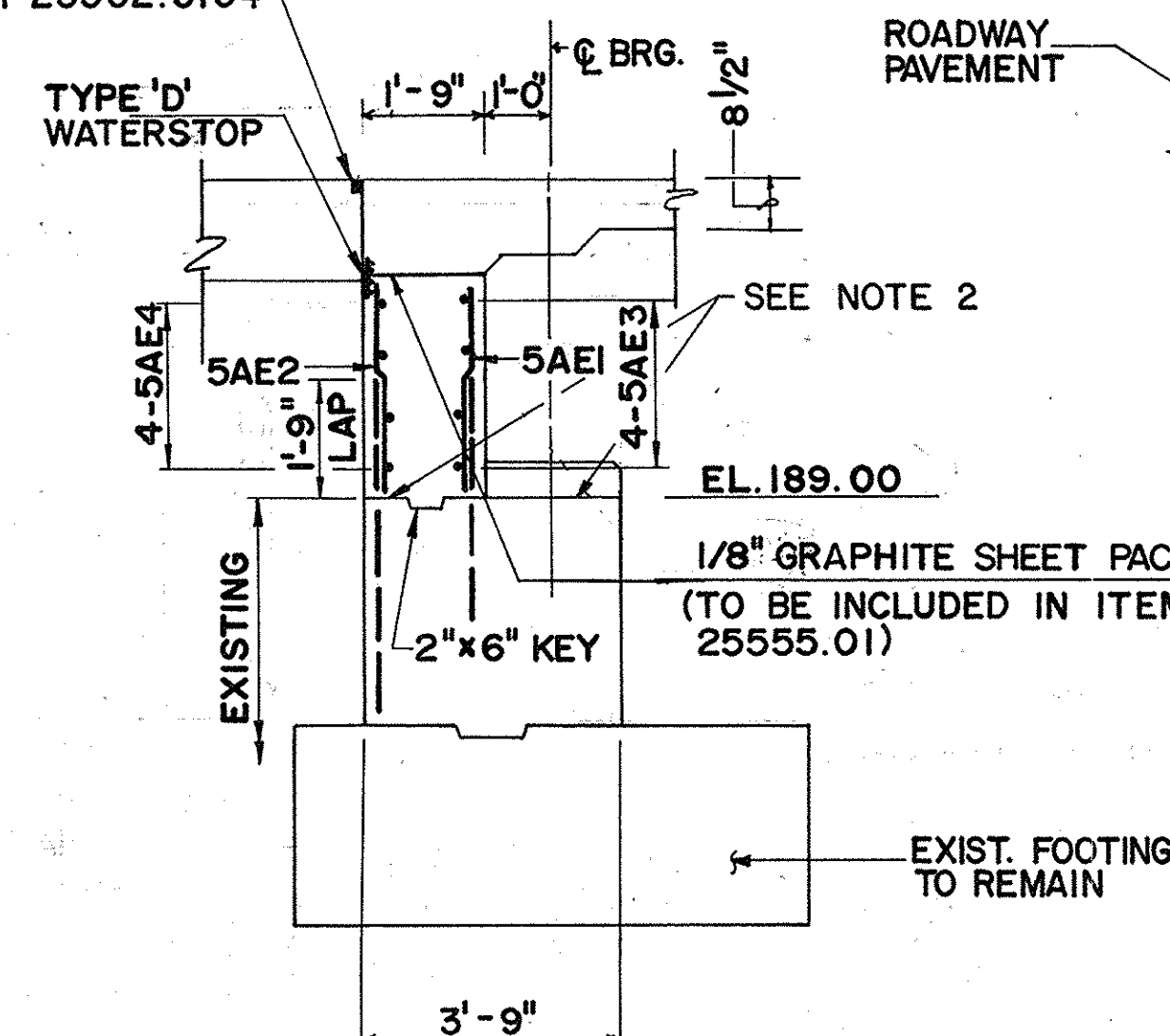
NORTH WINGWALL ELEVATION

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



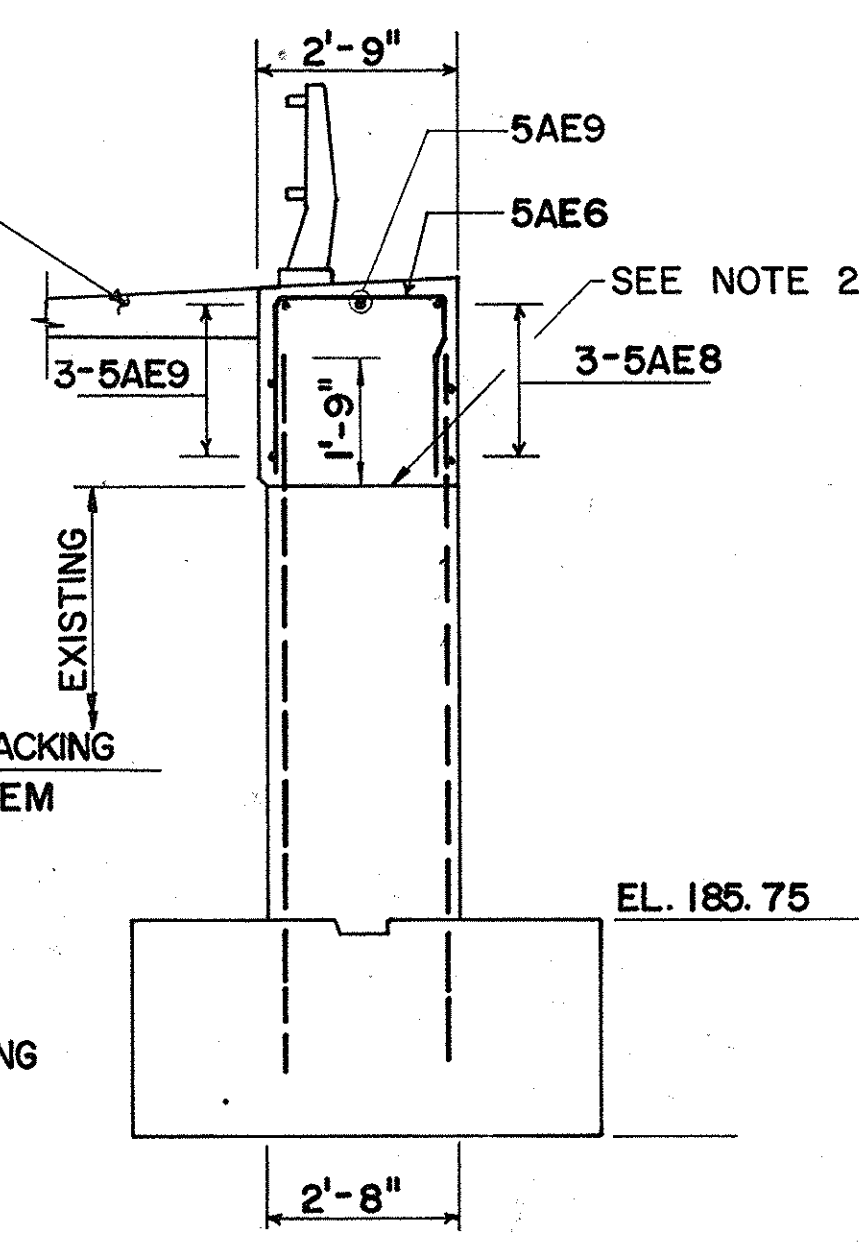
SOUTH WINGWALL ELEVATION

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

SEALING INTERFACE BETWEEN
ASPHALT AND CONCRETE
ITEM 25502.5104

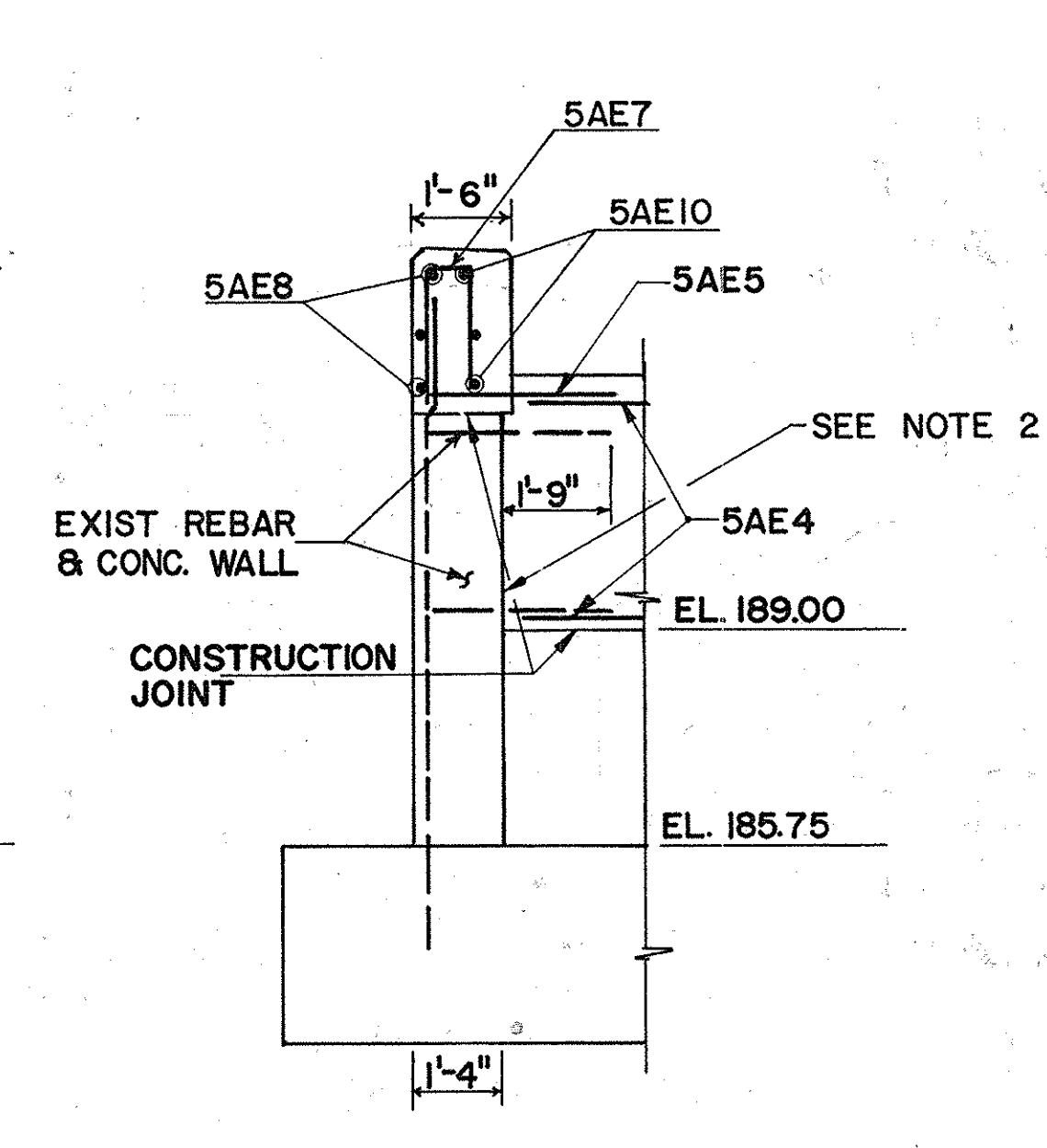
SECTION A-A

SCALE: 3/8" = 1'-0"



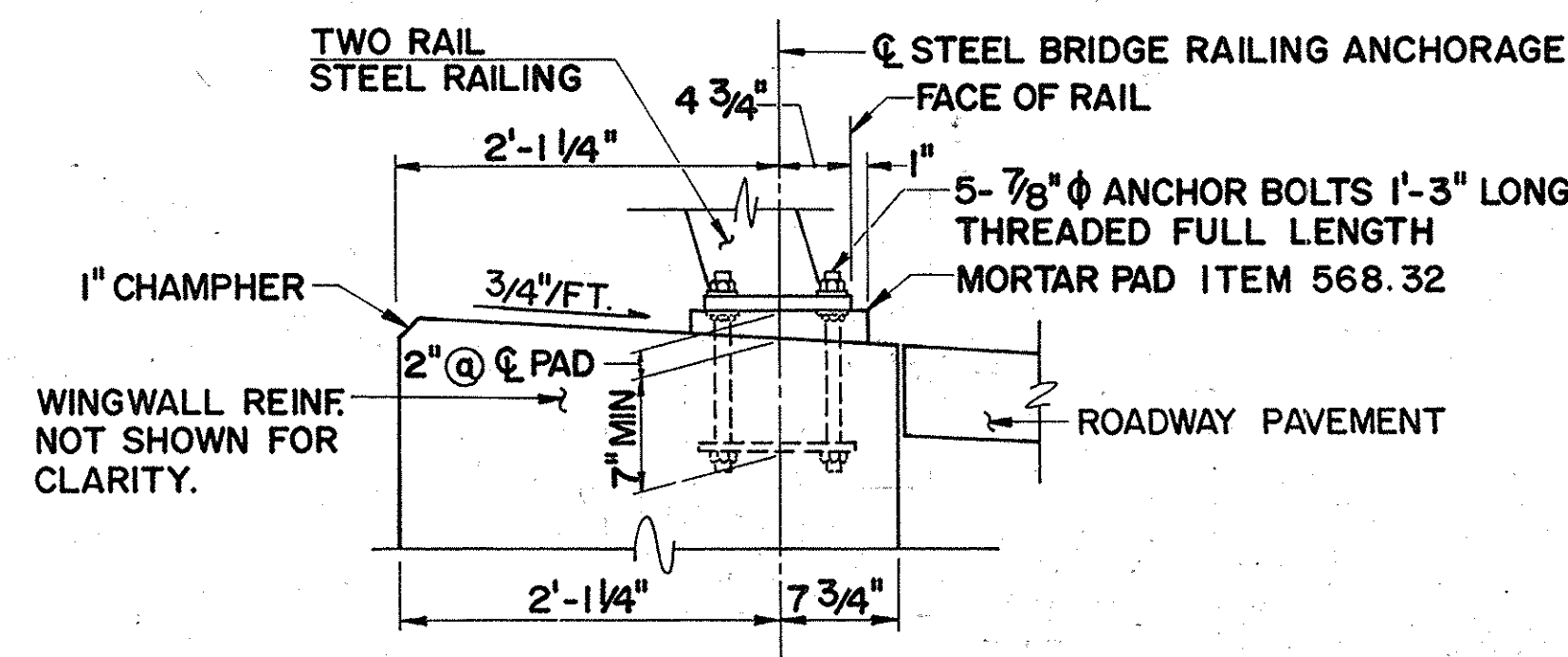
SECTION B-B

SCALE: 3/8" = 1'-0"



SECTION C-C

SCALE: 3/8" = 1'-0"



RAILING ANCHORAGE DETAIL AT WINGWALL

SCALE: 1" = 1'-0"

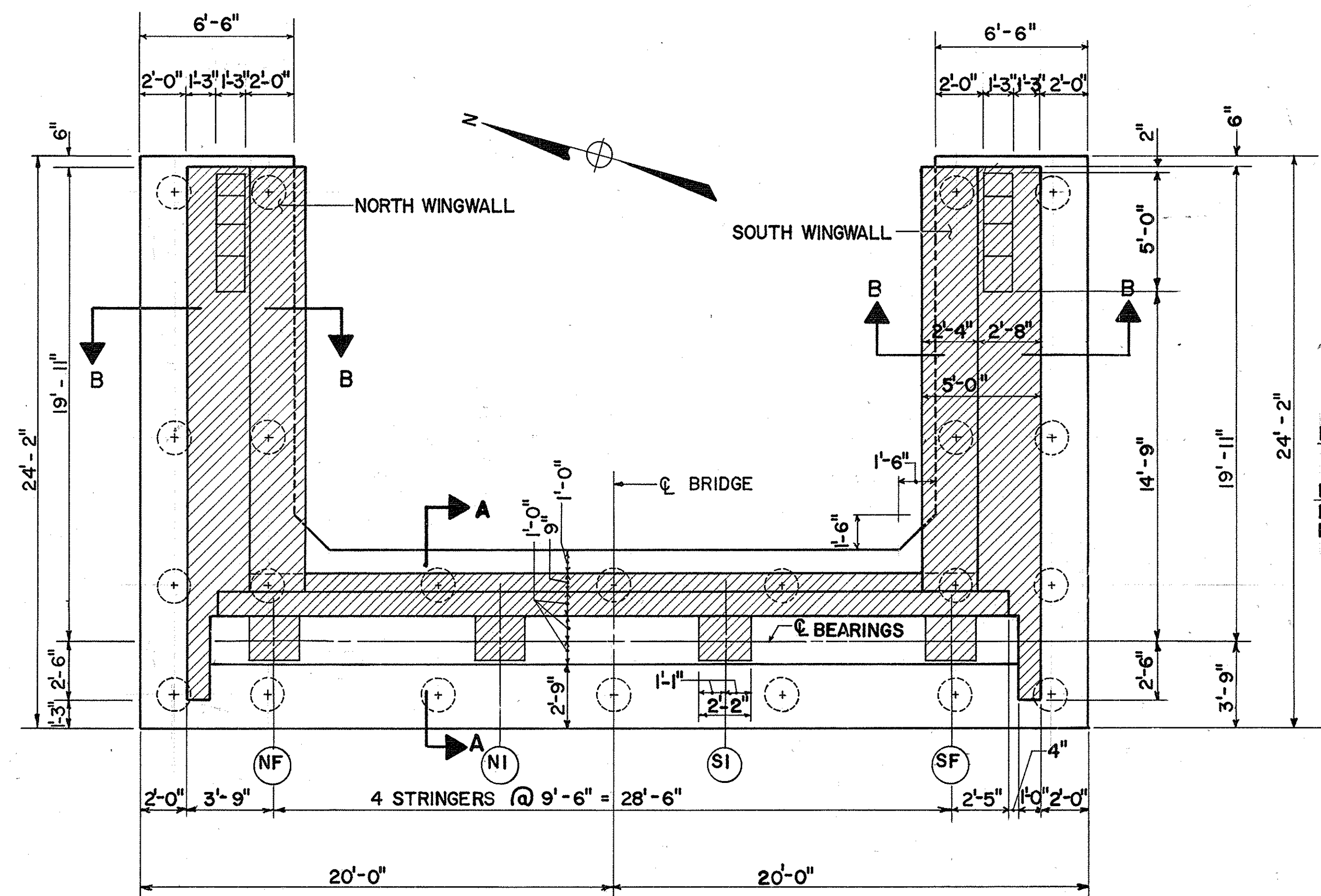
NOTES:

- FOR PEDESTAL DETAIL SEE WEST ABUTMENT PROPOSED DWG. C8
- SANDBLAST AND APPLY EPOXY BONDING COMPOUND (BEFORE PLACING NEW CONC.) ITEM 15555.3502

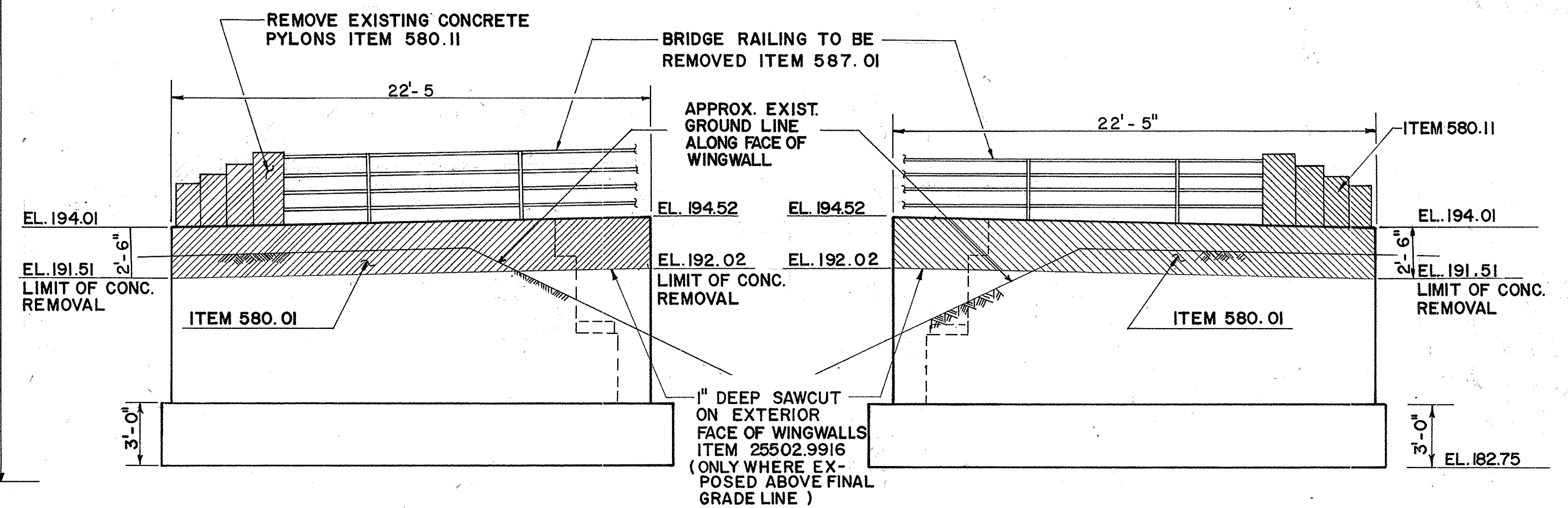
AS-BUILT REVISIONS		
1/93	REV. TEL. DUCTS	C.A.T.
1/93	REV. PEDESTALS (INVERT)	C.A.T.
SIGNATURE		DATE 2-16-93
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT REHABILITATION OF CLAPPER RD. BRIDGE		
LOCATION OF PROJECT MP 136.70, ALBANY COUNTY		
TITLE OF DRAWING EAST ABUTMENT PROPOSED		
DRAWN BY: N.V.		CHECKED BY: T.W.
DATE: FEB, 1990		DRAWING NUMBER: C6

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B



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

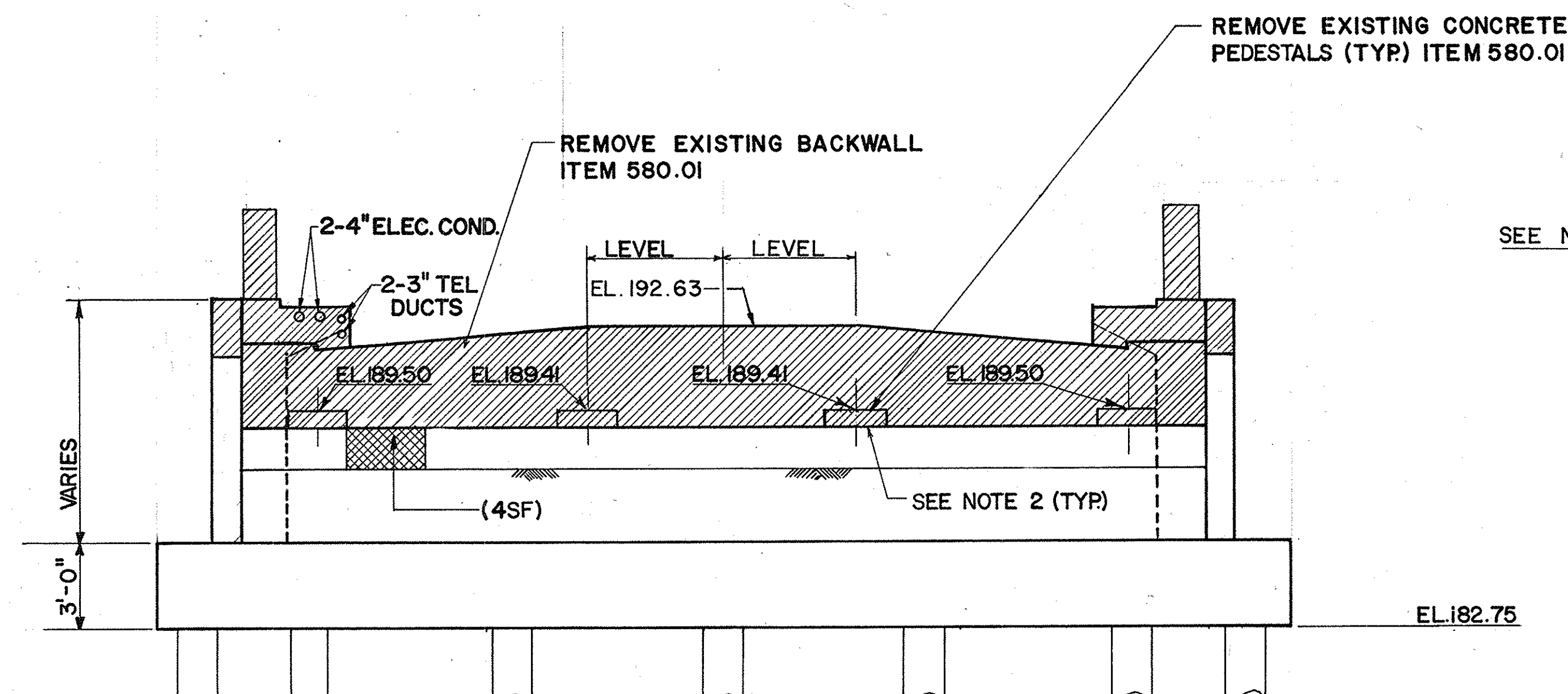


NORTH WINGWALL ELEVATION
SCALE: 1/4" = 1'-0"

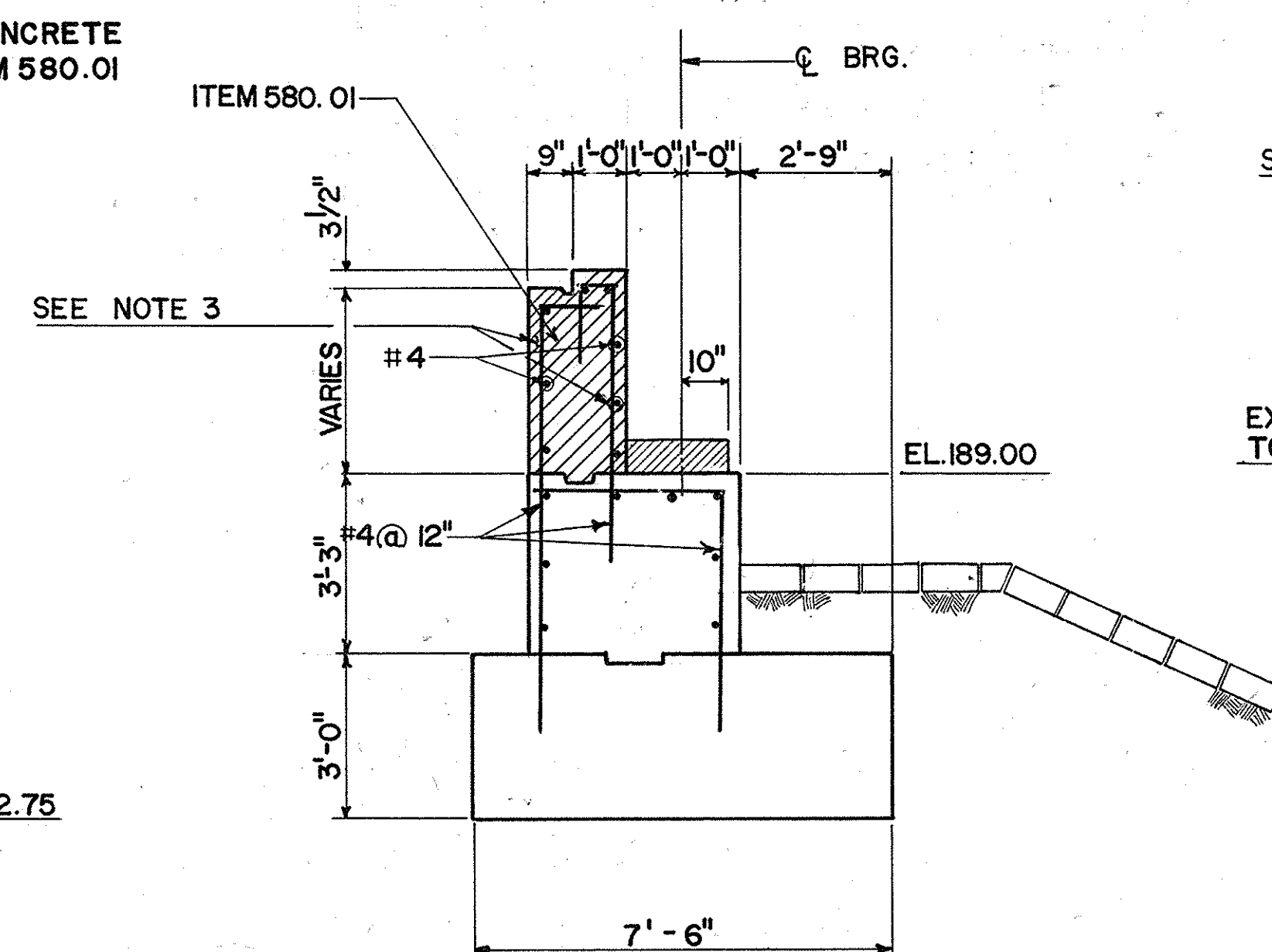
SOUTH WINGWALL ELEVATION
SCALE: 1/4" = 1'-0"

LEGEND

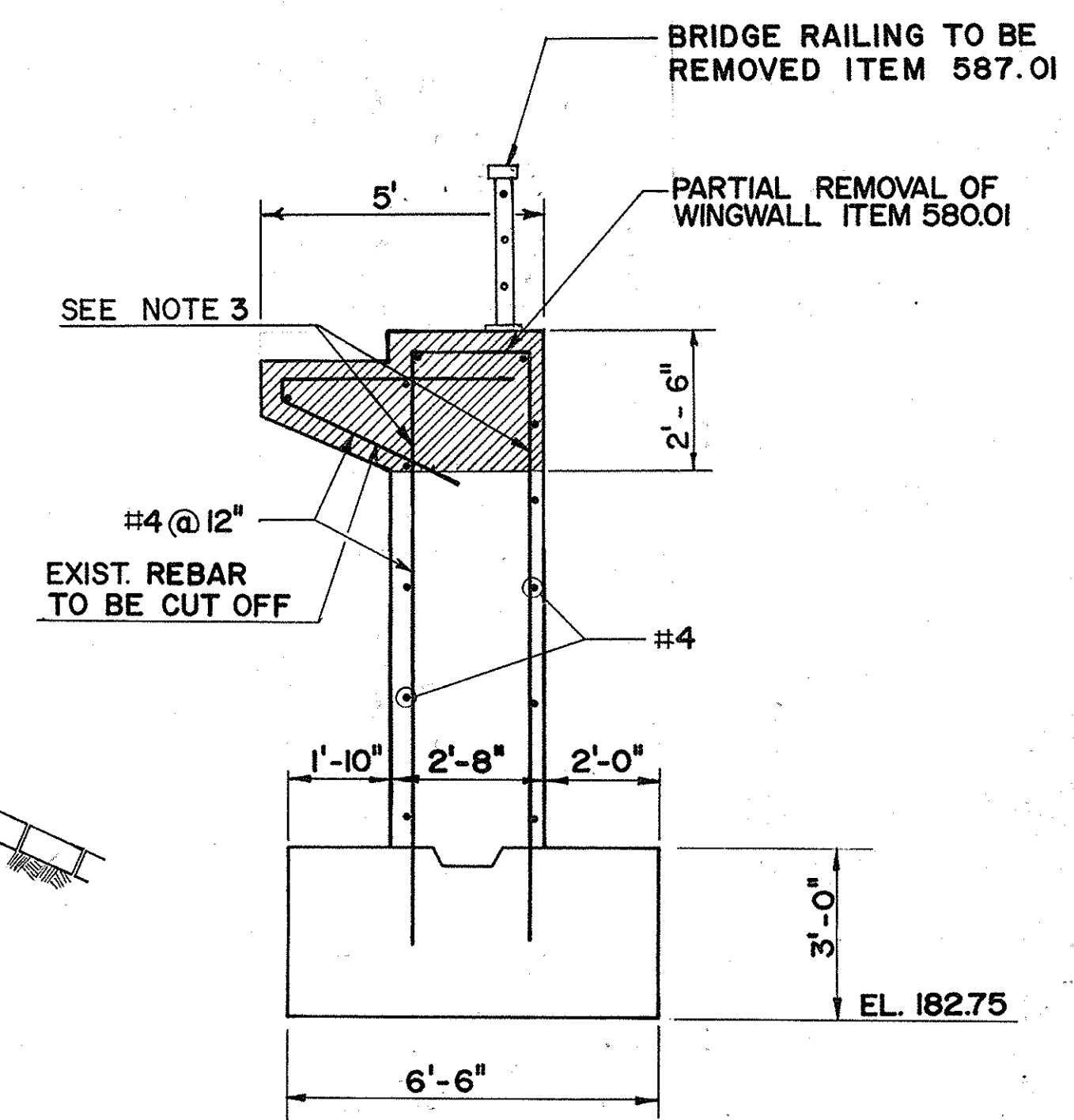
- INDICATES REMOVAL OF CONC. ITEM 580.01 AND REMOVAL OF CONC. PYLONS ITEM 580.11
- INDICATES REPAIR OF CONC. ITEM 25582.0620
- (4SF) INDICATES THE APPROX. AREA OF REPAIR IN SQUARE FEET



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



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



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

NOTES:

1. FOR DETAILS OF SURFACE REPAIR, SEE DWG. C15
2. EXISTING VERTICAL REINFORCEMENT OF THE PEDESTALS SHALL BE CUT OFF AT THE BOTTOM OF THE PEDESTALS
3. 1'-9" OF EXISTING REBARS SHALL REMAIN TO BE LAPPED WITH NEW REBAR.

AS-BUILT REVISIONS

NO AS-BUILT REVISIONS

[Signature] 2-16-98
SIGNATURE DATE

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT **REHABILITATION OF CLAPPER RD. BRIDGE**

LOCATION OF PROJECT
MP 136.70, ALBANY COUNTY

TITLE OF DRAWING

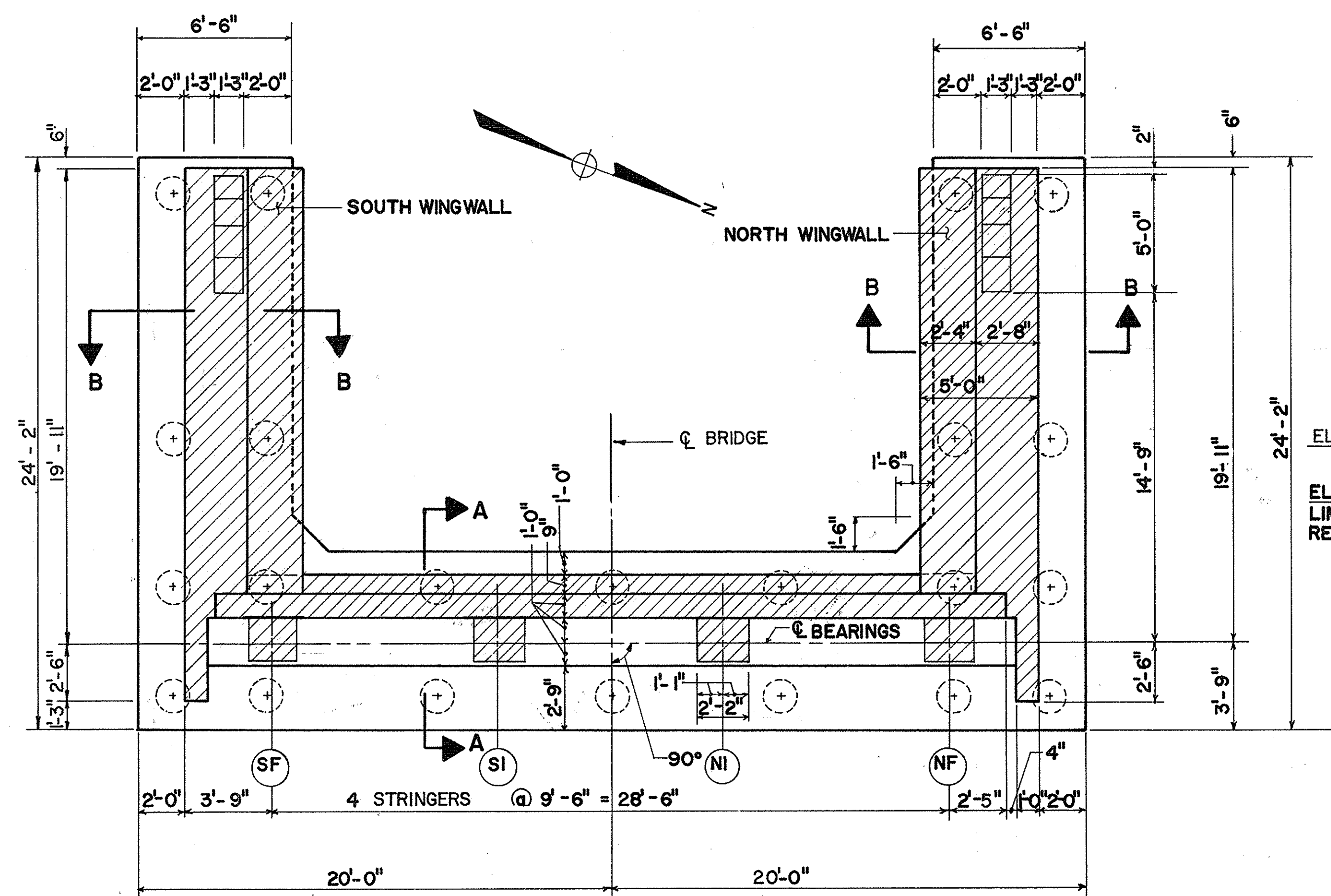
EAST ABUTMENT, EXISTING

DRAWN BY: G.D.
CHECKED BY: T.W. *[Signature]*
DATE: FEB. 1990
DRAWING NUMBER: C5

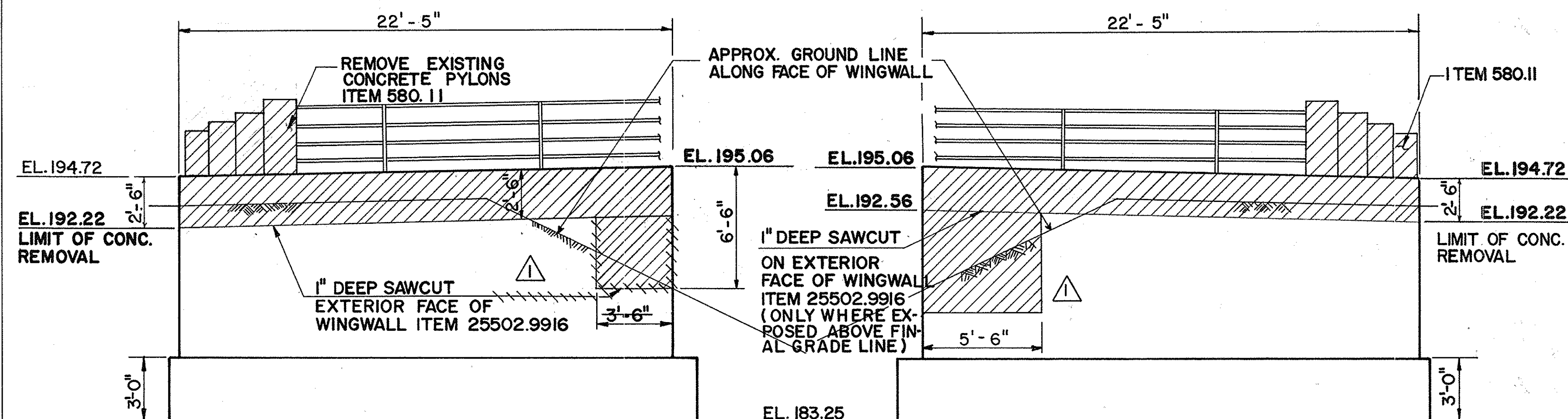


JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B



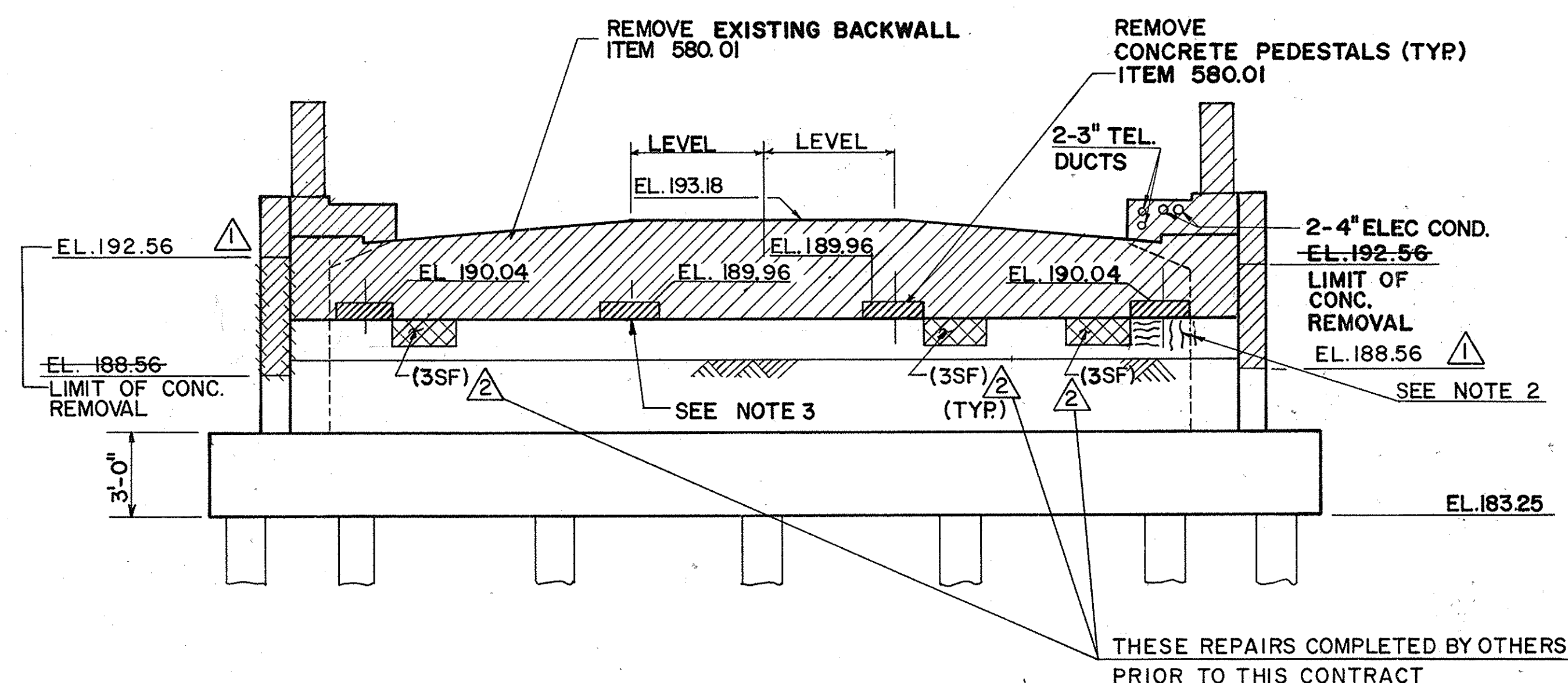
EXISTING PLAN
SCALE: 1/4" = 1'-0"



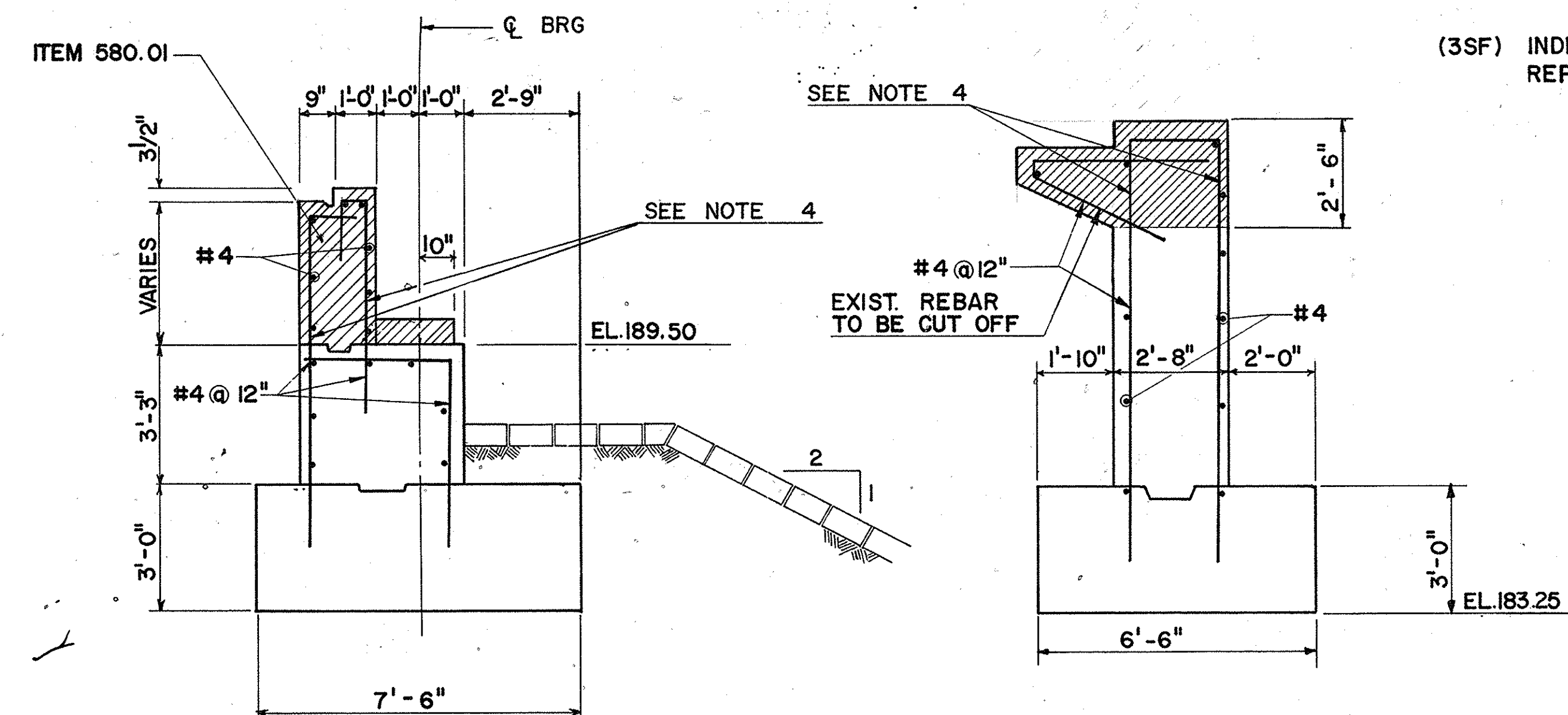
SOUTH WINGWALL ELEVATION
SCALE: 1/4" = 1'-0"

NORTH WINGWALL ELEVATION
SCALE: 1/4" = 1'-0"

- LEGEND :**
- INDICATES SURFACE CRACKS
 - INDICATES REMOVAL OF CONC. ITEM 580.01 AND REMOVAL OF CONC. PYLONS ITEM 580.11
 - INDICATES REPAIR OF CONCRETE ITEM 25582.0620
 - (3SF) INDICATES THE APPROX. AREA OF REPAIR REQUIRED IN SQUARE FEET.



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



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

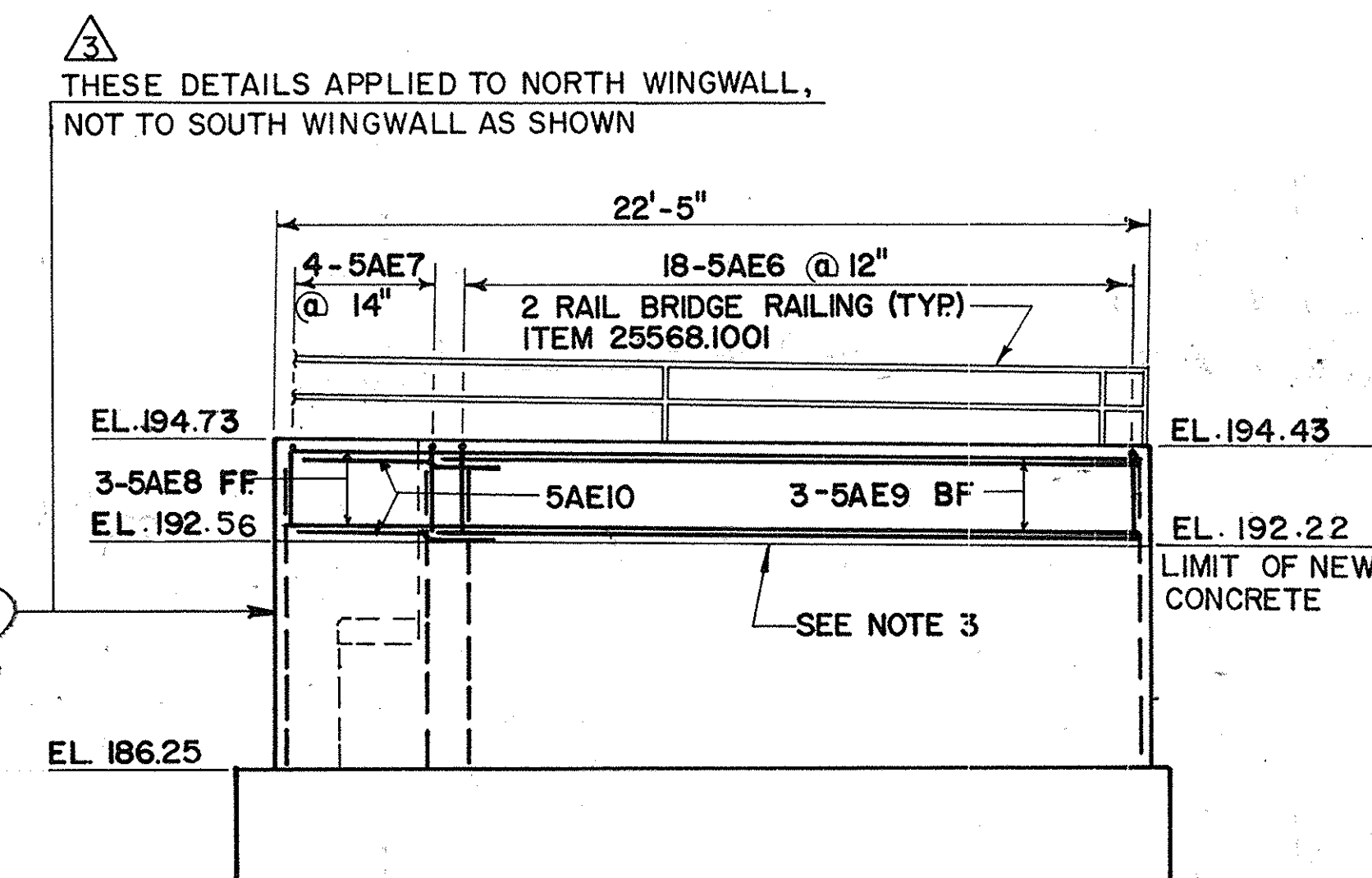
SECTION B-B
SCALE: 3/8" = 1'-0"

- NOTES :**
1. FOR DETAILS OF SURFACE REPAIR SEE DWG. C15.
 2. CRACKS SHALL BE REPAIRED BY USING EPOXY PRESSURE INJECTION ITEM 25555.3570 AND EPOXY PRESSURE INJECTION MATERIAL ITEM 25555.3571.
 3. EXISTING VERTICAL REINFORCEMENT OF THE PEDESTALS SHALL BE CUT OFF AT THE BOTTOM OF PEDESTALS.
 4. 1'-9" OF EXISTING REBAR SHALL REMAIN TO BE LAPPED WITH NEW REBAR.

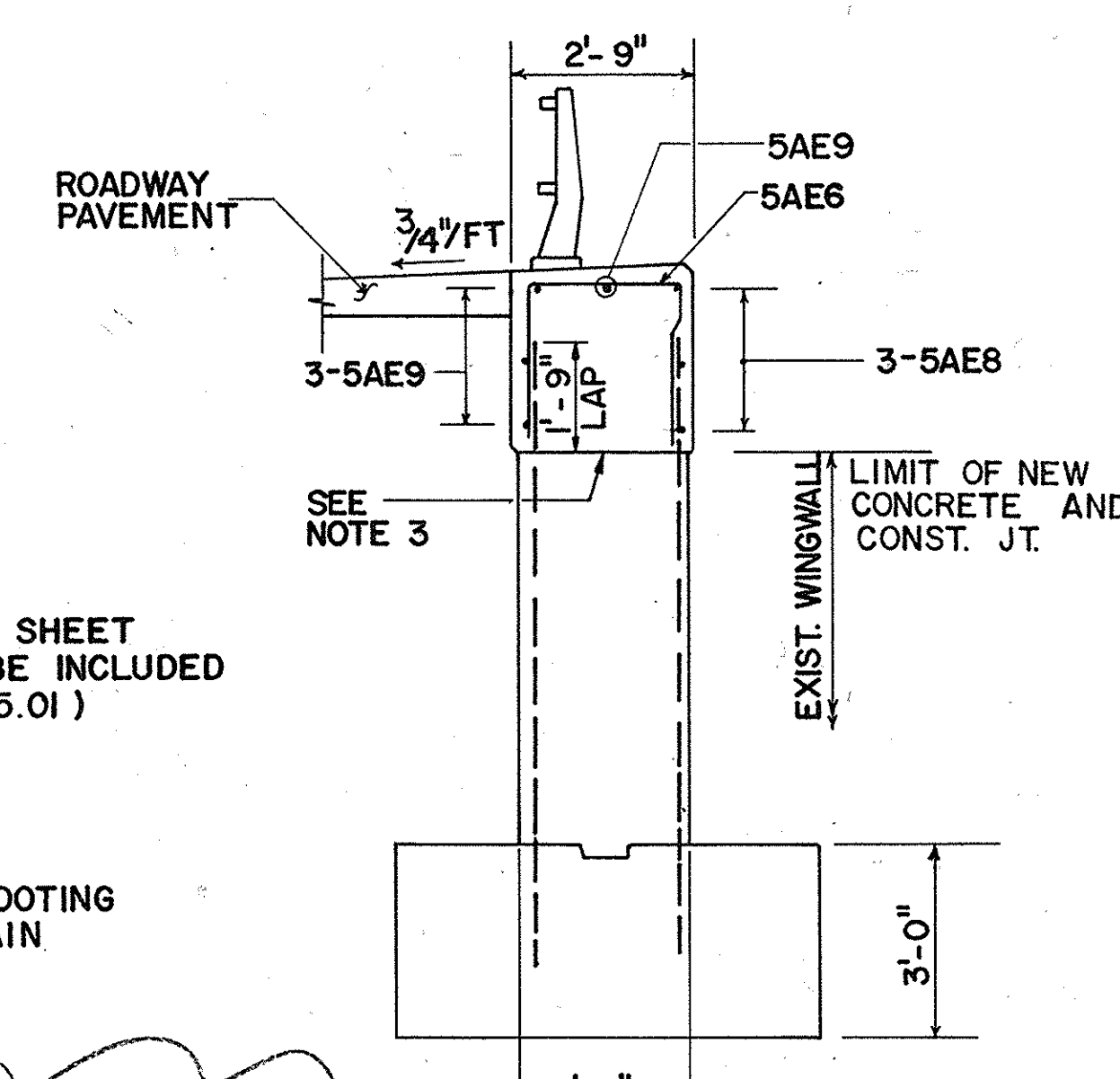
AS-BUILT REVISIONS			
1/93	DELETE REPAIRS	C.A.T.	
1/93	REV. REPAIR LIMITS	C.A.T.	
		2-16-93	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REHABILITATION OF CLAPPER RD. BRIDGE			
LOCATION OF PROJECT MP 136.70, ALBANY COUNTY			
TITLE OF DRAWING WEST ABUTMENT EXISTING			
		DRAWN BY: G.D. CHECKED BY: T.W. RD DATE: FEB 1990 DRAWING NUMBER: C7	

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-148



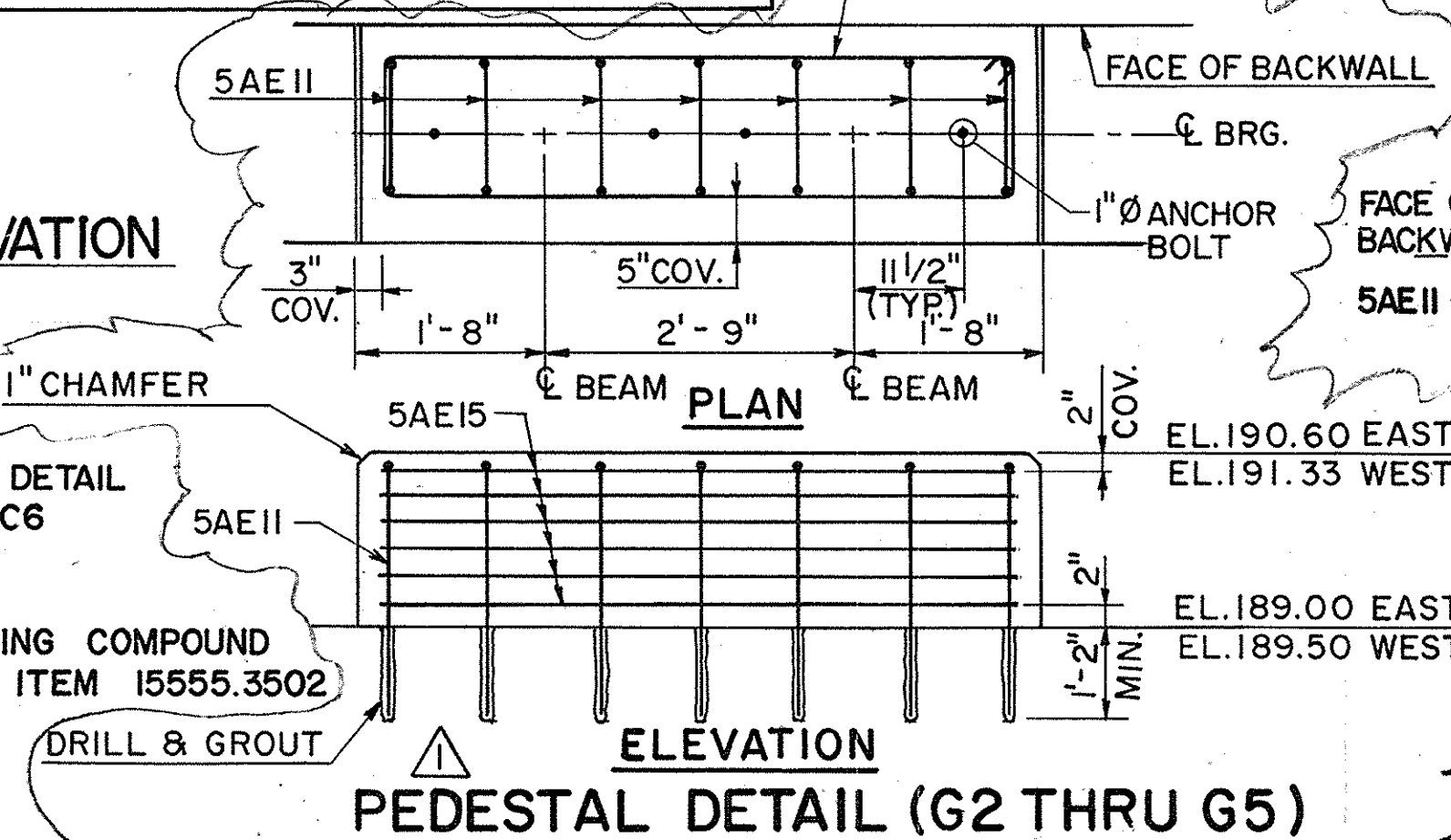
NORTH WINGWALL ELEVATION
SCALE: 1/4" = 1'-0"



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



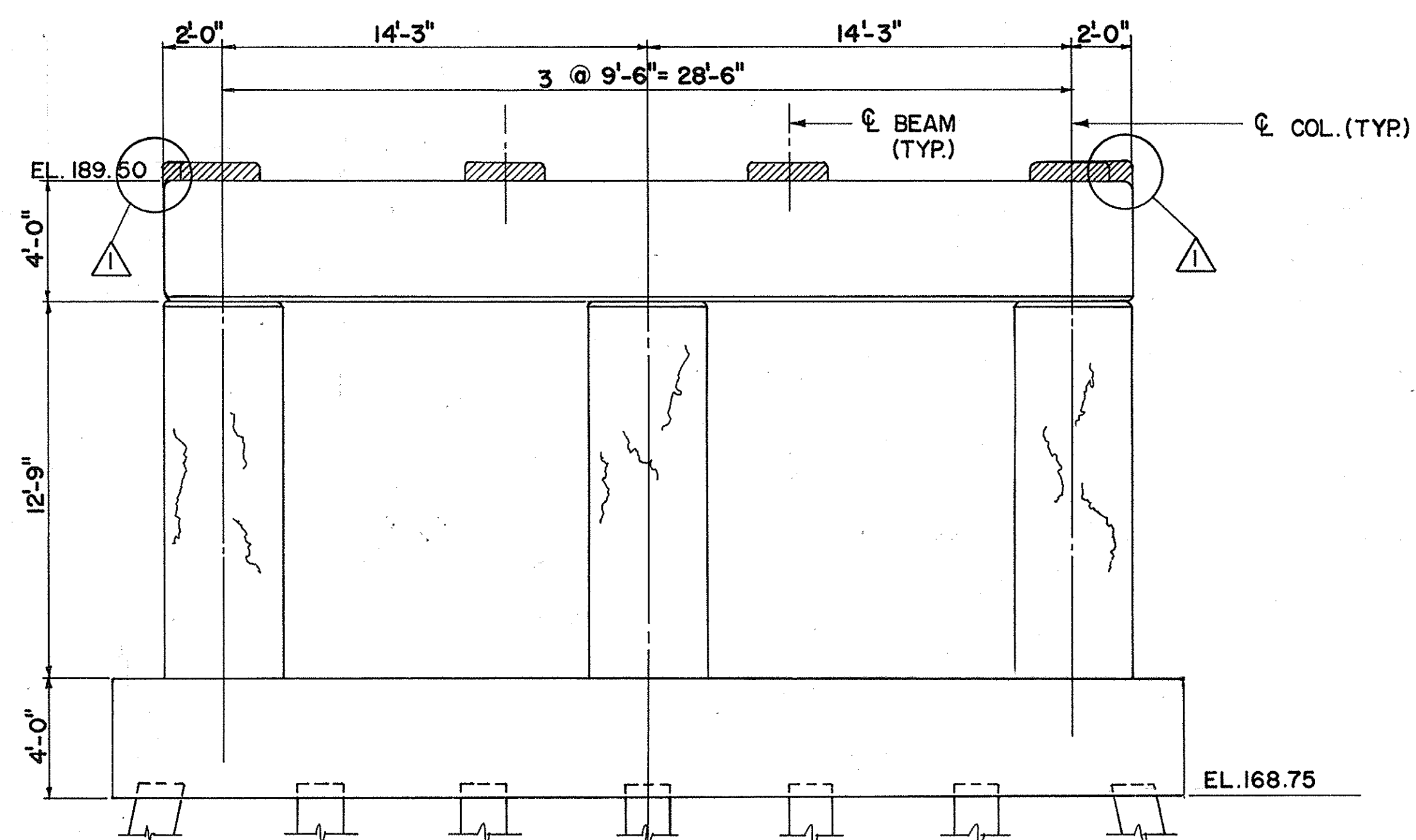
SECTION D-D
SCALE: 3/8" = 1'-0"



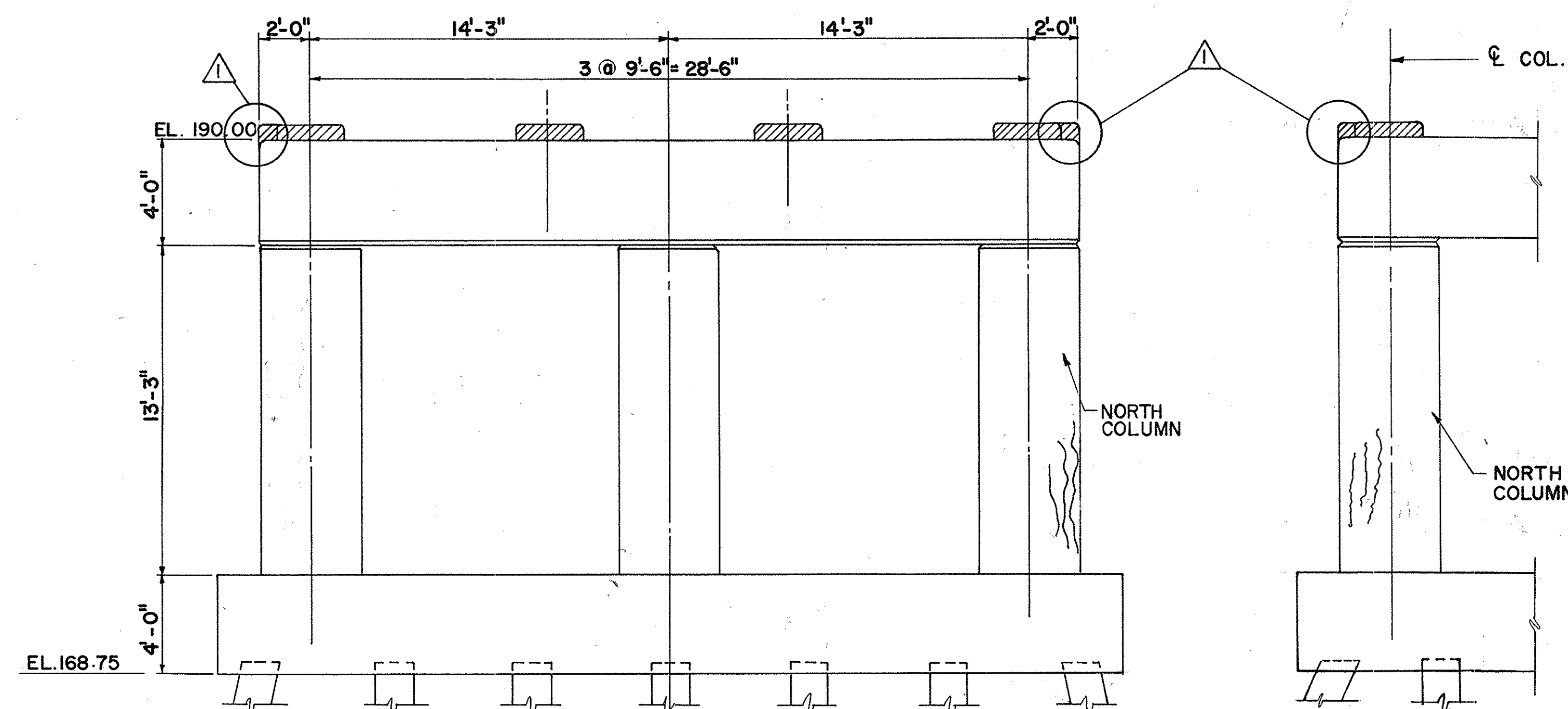
PEDESTAL DETAIL
SCALE: 1/2" = 1'-0"
 (G1 AND G6)

- NOTES:
1. FOR STEEL BRIDGE RAILING ANCHORAGE DETAIL SEE EAST ABUTMENT PROPOSED DWG. C6
 2. FOR SECTION C-C SEE DWG. C6
 3. SANDBLAST AND APPLY EPOXY BONDING COMPOUND (BEFORE PLACING NEW CONCRETE) ITEM 15555.3502

AS-BUILT REVISIONS			
1/93	REV. BUILD LOCATION	C.A.T.	③
1/93	REV. TEL. DUCTS	C.A.T.	②
1/93	REV. PEDESTALS(INVERSE)	C.A.T.	①
 _____ SIGNATURE		2-16-93 _____ DATE	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REHABILITATION OF CLAPPER RD. BRIDGE LOCATION OF PROJECT MP 136.70, ALBANY COUNTY			
TITLE OF DRAWING WEST ABUTMENT PROPOSED			
		DRAWN BY:	
		B. A.	
		CHECKED BY:	
		T. W. <i>RWD</i>	
		DATE:	
		FEB, 1990	
		DRAWING NUMBER:	
		C8	
TAA 90-14B			

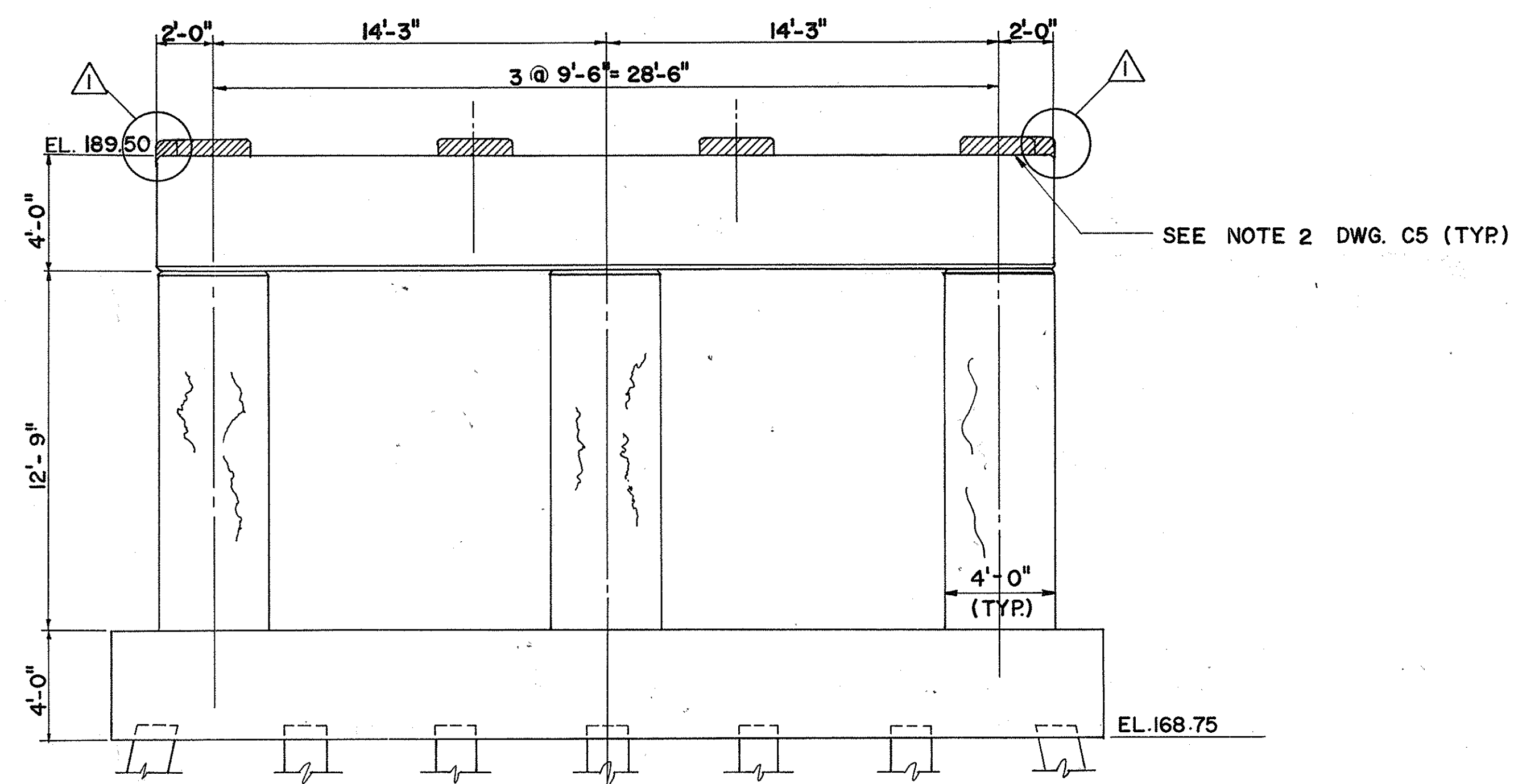


EXISTING EAST ELEVATION - PIER 1
SCALE: 1/4" = 1'-0"

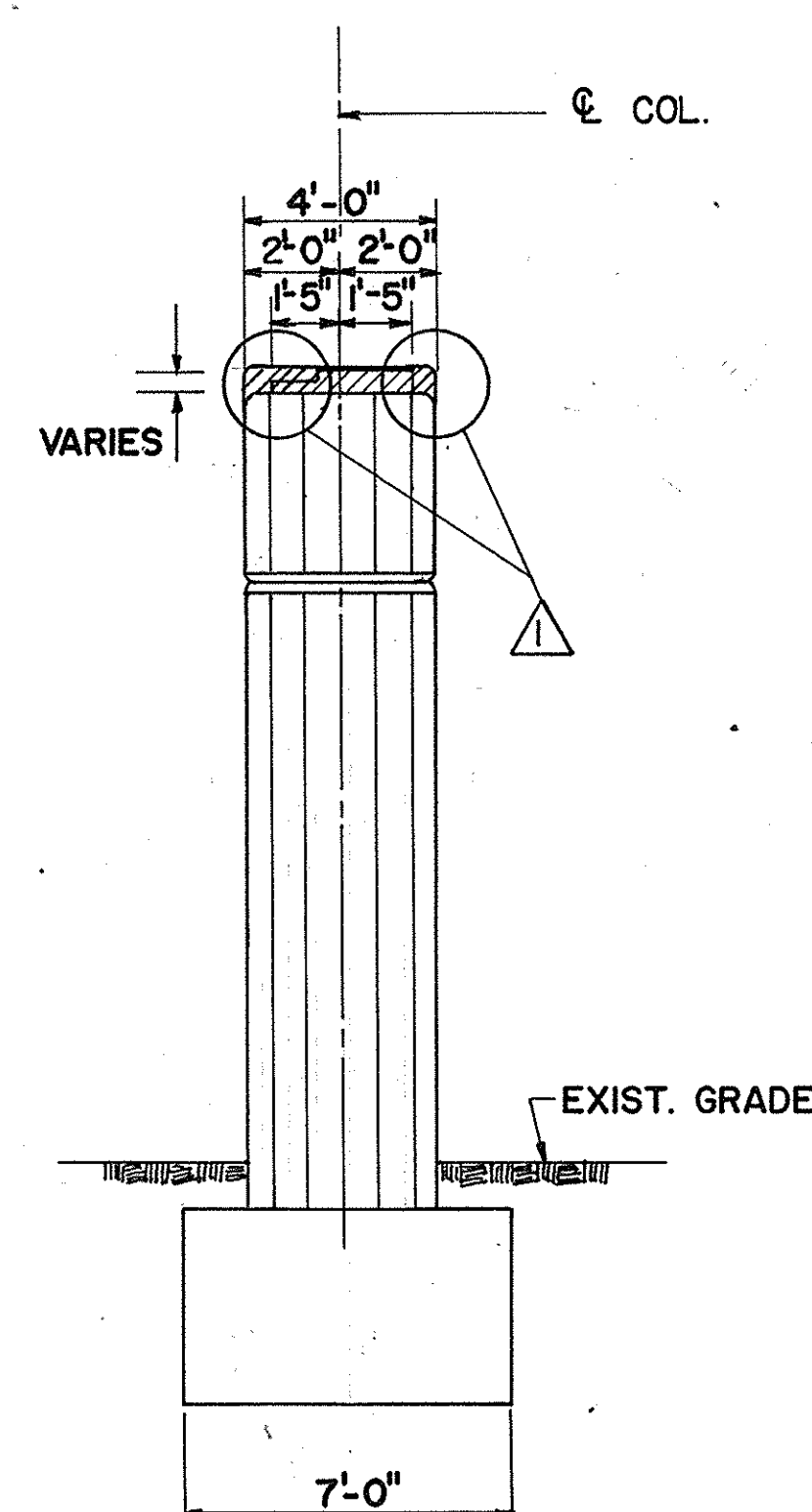


EXISTING EAST ELEVATION - PIER 3
SCALE: 1/4" = 1'-0"

PART. EXISTING WEST
ELEVATION - PIER 3
SCALE: 1/4" = 1'-0"



EXISTING WEST ELEVATION - PIER 1
SCALE: 1/4" = 1'-0"



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

NOTES:

1. FOR LEGEND & NOTES SEE DWG. C7
2. FOR PIER 2 ELEVATION SEE DWG. C10

AS-BUILT REVISIONS		
1/93	REV. EXIST. PEDESTALS	C.A.T.
SIGNATURE:		DATE: 2-16-93
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT: REHABILITATION OF CLAPPER ROAD BRIDGE LOCATION OF PROJECT: MP 136.70, ALBANY COUNTY TITLE OF DRAWING: PIER ELEVATION EXISTING		
DRAWN BY: V.E.M. CHECKED BY: T.W.		DATE: FEB, 1990 DRAWING NUMBER: C9

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B



EXISTING ELEVATION PIER - 2 (EAST OR WEST)
SCALE : 1/4" = 1' - 0"

	STATION	SPAN	ELEVATION OF PEDESTALS			
	A		NF	NI	SI	SF
PIER 1	CR 16+49	1	190.17	190.08	190.08	190.17
		2	190.03	189.95	189.95	190.03
PIER 2	CR 17+13	2	190.61	190.53	190.53	190.61
		3	190.61	190.53	190.53	190.61
PIER 3	CR 17+77	3	190.38	190.29	190.29	190.38
		4	190.52	190.43	190.43	190.52

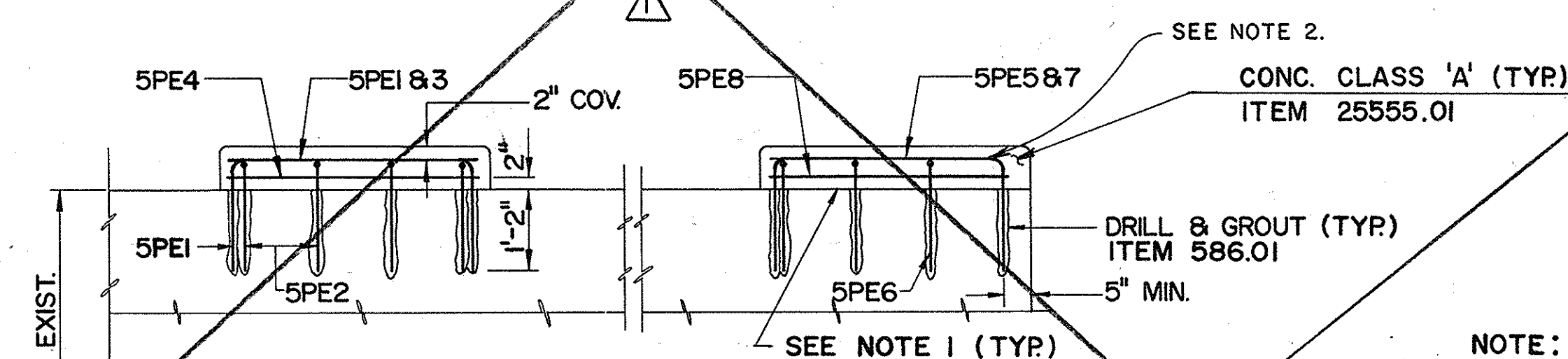
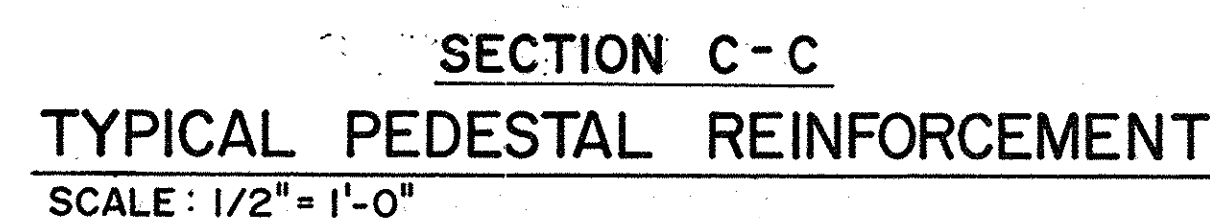
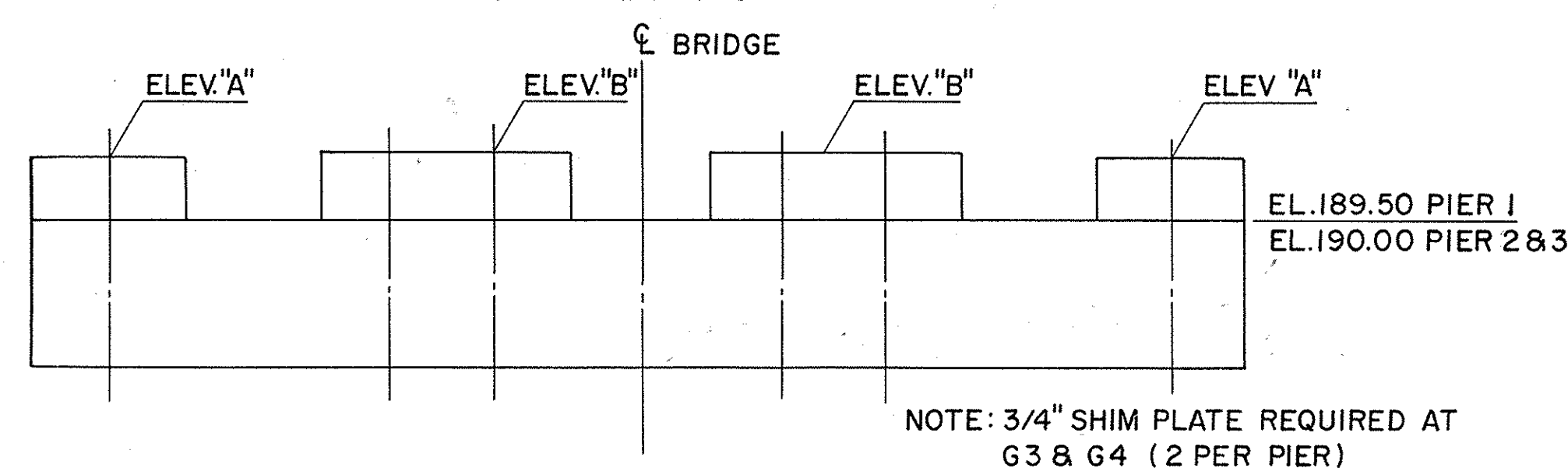
AS-BUILT REVISIONS			
1/93	REV. EXIST. PEDESTALS	C.A.T.	
 SIGNATURE		Z-16-93 DATE	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REHABILITATION OF CLAPPER ROAD BRIDGE			
LOCATION OF PROJECT MP 136.70, ALBANY COUNTY			
TITLE OF DRAWING PIER ELEVATION AND DETAILS, EXISTING			
		DRAWN BY:	
		W.M.	
		CHECKED BY:	
		T.W. 	
		DATE:	
		FEB, 1990	
		DRAWING NUMBER	
		C10	
TAA 90-14B			

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B



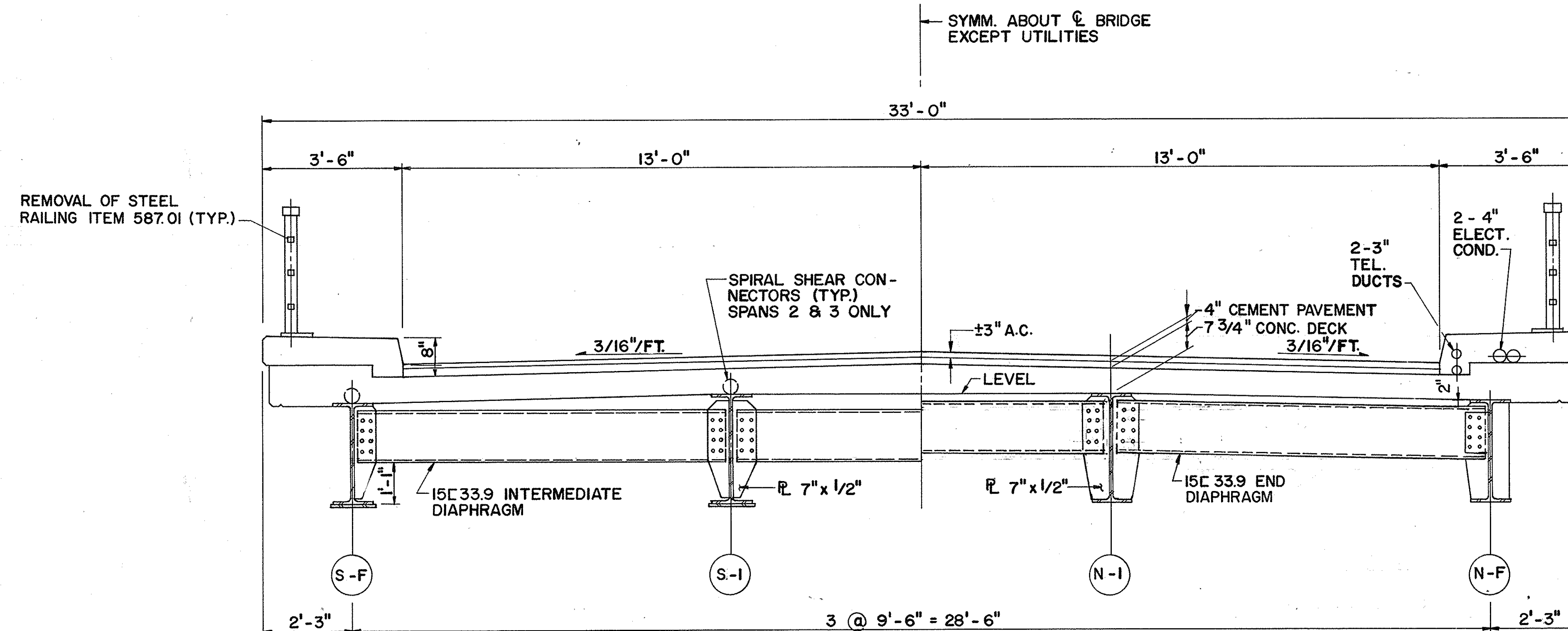
	PIER 1	PIER 2	PIER 3
ELEV "A"	191.09	191.69	191.55
ELEV. "B"	191.25	191.85	191.71



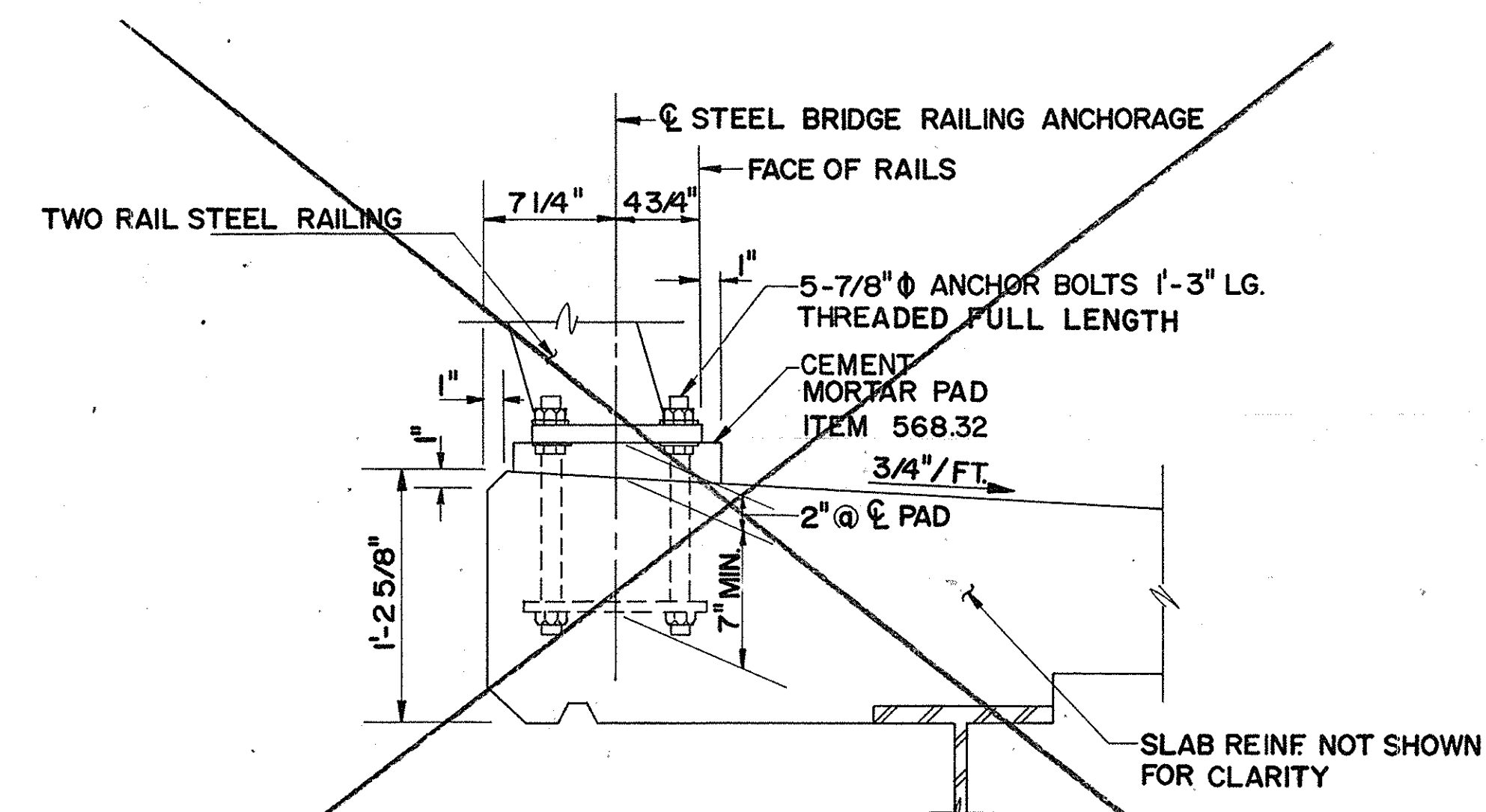
			ELEVATION AT BOTTOM OF MASONRY PLATE FOR BEARING			
	STATION	SPAN	SF	SI	NI	NF
PIER 1	16+49	1	190.15	190.12	190.12	190.15
		2	190.12	190.09	190.09	190.12
PIER 2	17+13	2	190.69	190.67	190.67	190.69
		3	190.70	190.68	190.68	190.70
PIER 3	17 + 77	3	190.59	190.56	190.56	190.59
		4	190.62	190.59	190.59	190.62

NOTE :
PEDESTALS SHALL BE CONSTRUCTED AT THE ELEVATIONS SHOWN FOR THE BOTTOM OF THE MASONRY PLATES FOR THE LOW SIDE BEARINGS. STEEL SHIM PLATES SHALL BE PROVIDED AT LOCATIONS WHERE REQUIRED FOR THE HIGH SIDE BEARINGS AND THE COST SHALL BE INCLUDED IN THE PAYMENT ITEM 565.2002, NEW ELASTOMERIC BEARINGS.

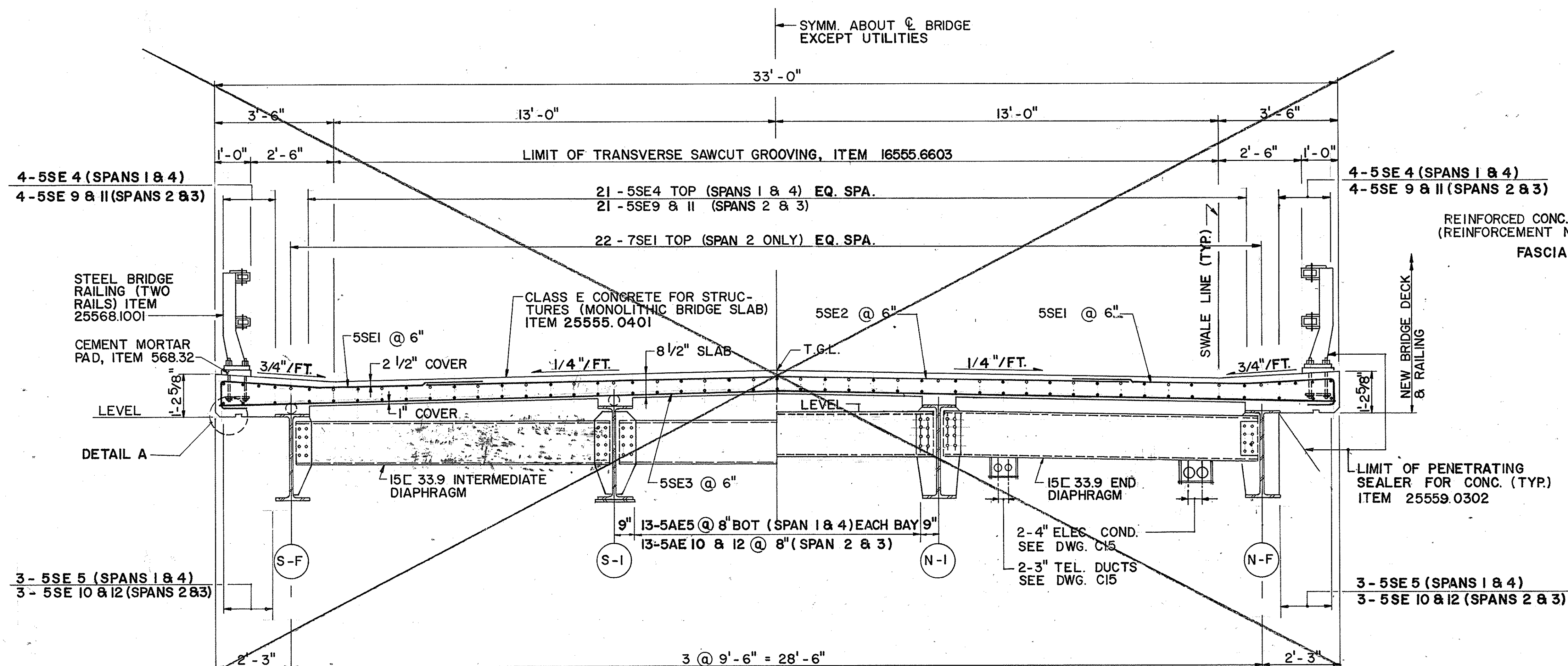




EXISTING CROSS SECTION
SCALE: 1/2" = 1'-0"

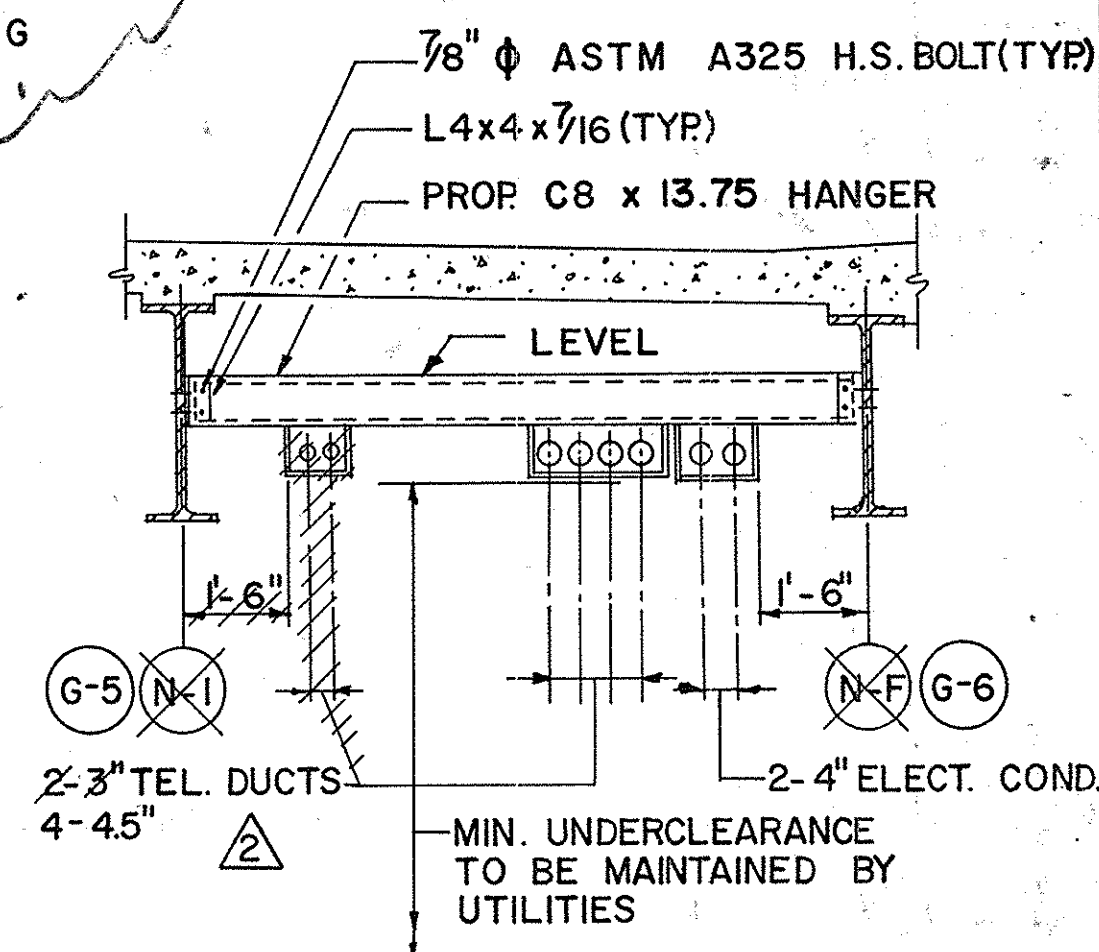


RAILING ANCHORAGE DETAIL
SCALE: 1/2" = 1'-0"
SEE DWG. 350-9 FOR REVISED RAILING ANCHORAGE DETAIL.



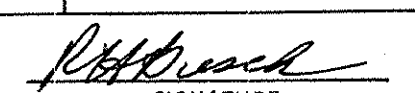
PROPOSED CROSS SECTION
SCALE: 1/2" = 1'-0"

SEE DWG. 350-1 FOR REVISED CROSS SECTION



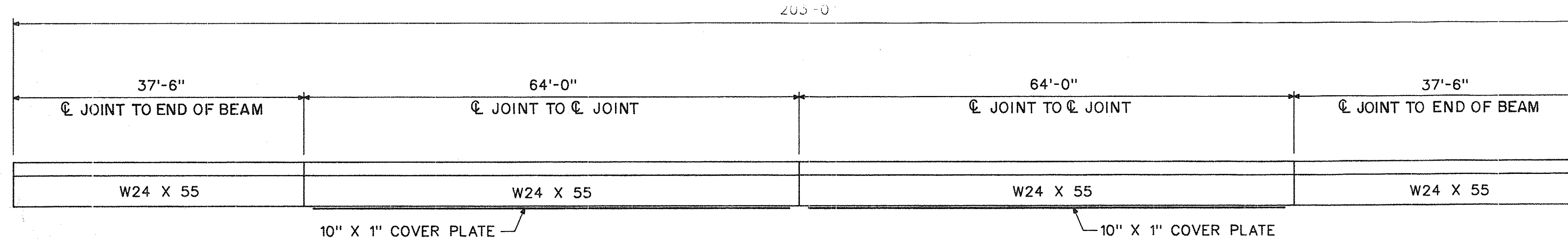
UTILITY HANGER
N.T.S.

DETAIL A
N.T.S.

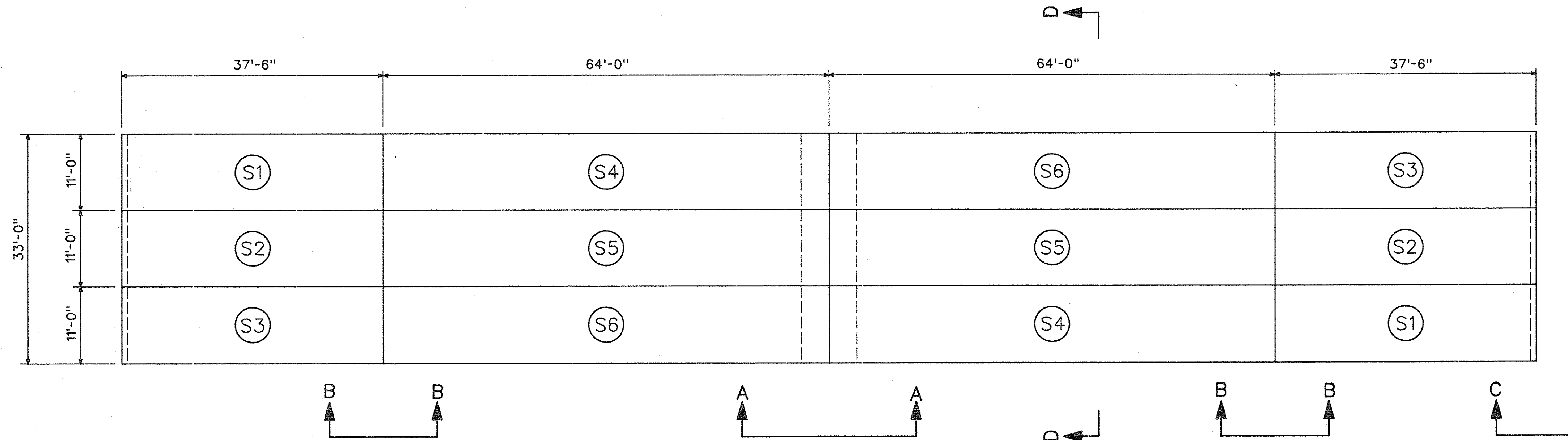
AS-BUILT REVISIONS		
1/93	REV. RAILING ANCHORAGE	C.A.T. A
1/93	REV. TEL. DUCTS	C.A.T. A
1/93	REV. CROSS SECTION	C.A.T. A
		
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT: REHABILITATION OF CLAPPER ROAD BRIDGE LOCATION OF PROJECT: MP 136.70, ALBANY COUNTY TITLE OF DRAWING: EXISTING AND PROPOSED CROSS SECTIONS		
		DRAWN BY: B.A. CHECKED BY: T.W. 1/20 DATE: FEB, 1990 DRAWING NUMBER: C12

JACKSON AND TULL
CHARTERED ENGINEERS

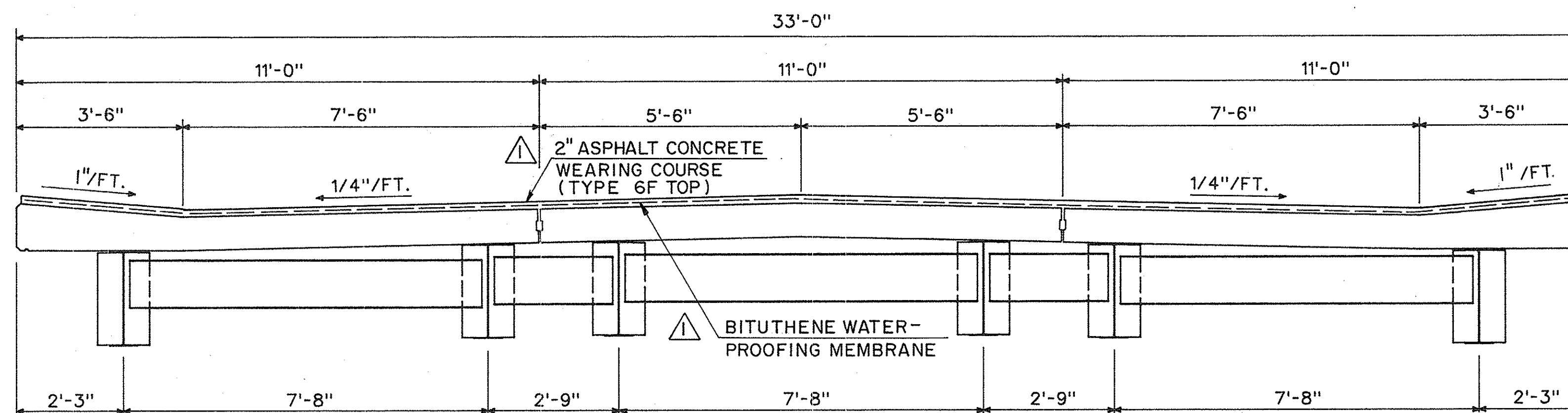
TAA 90-14B



PROPOSED ELEVATION
NO SCALE



PROPOSED LAYOUT
SCALE: 1" = 10'

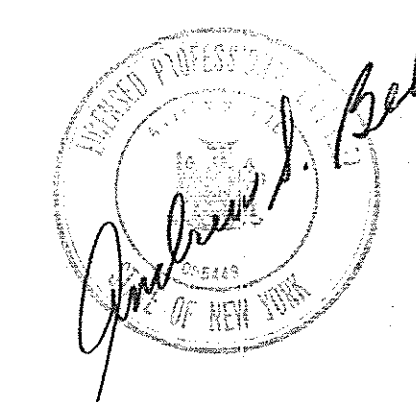


TYPICAL CROSS SECTION
SECTION D-D
SCALE: 1/2" = 1'-0"

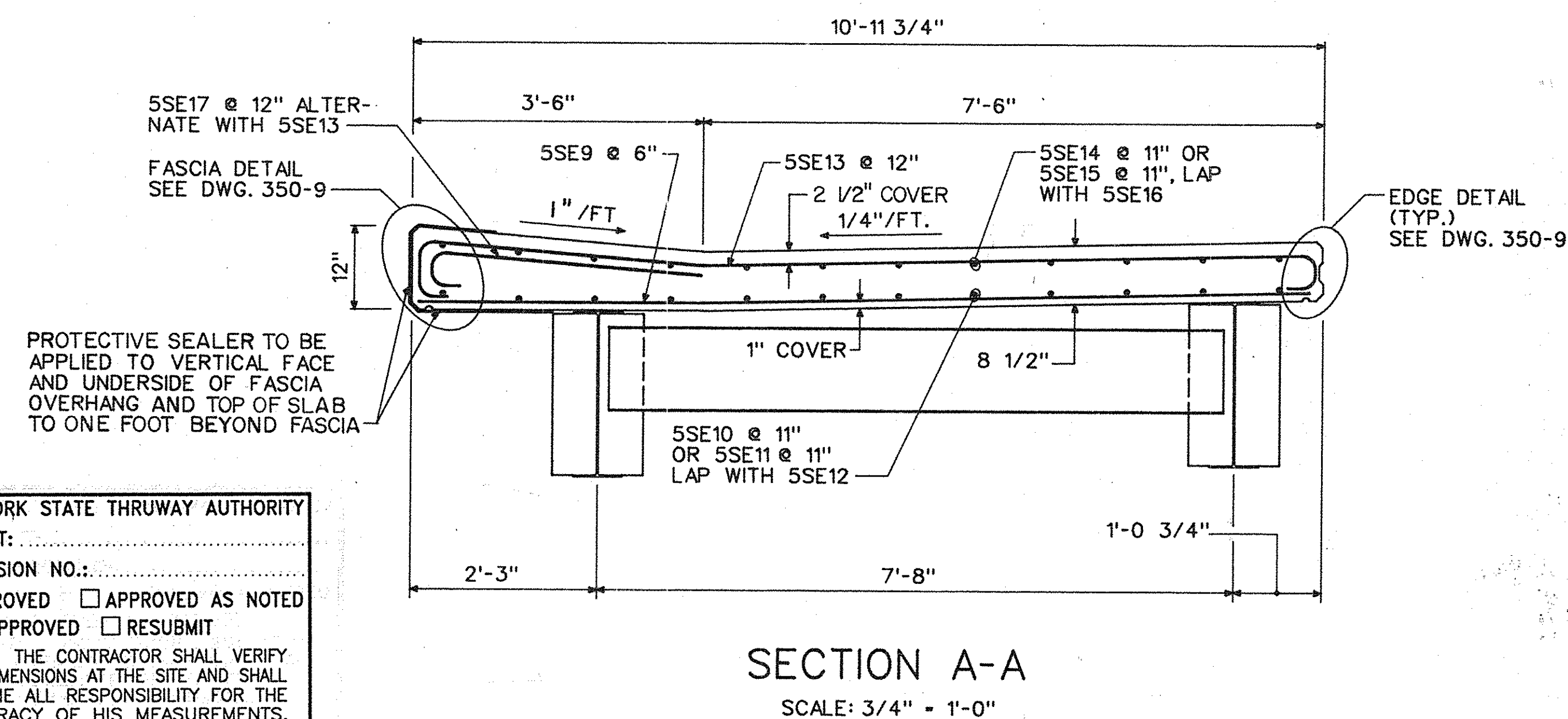
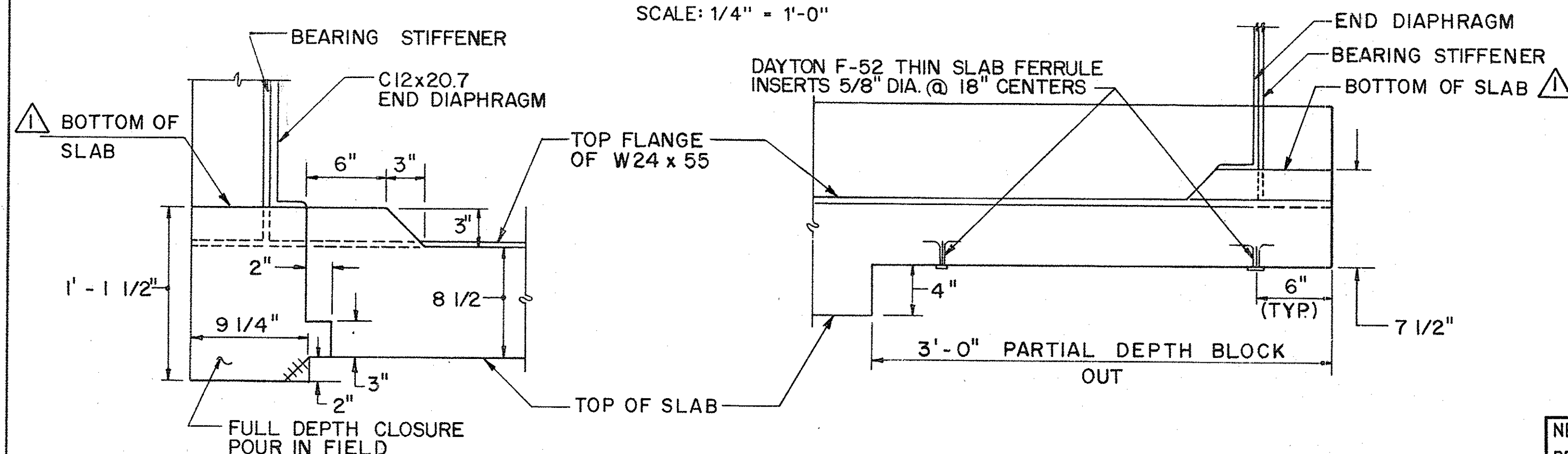
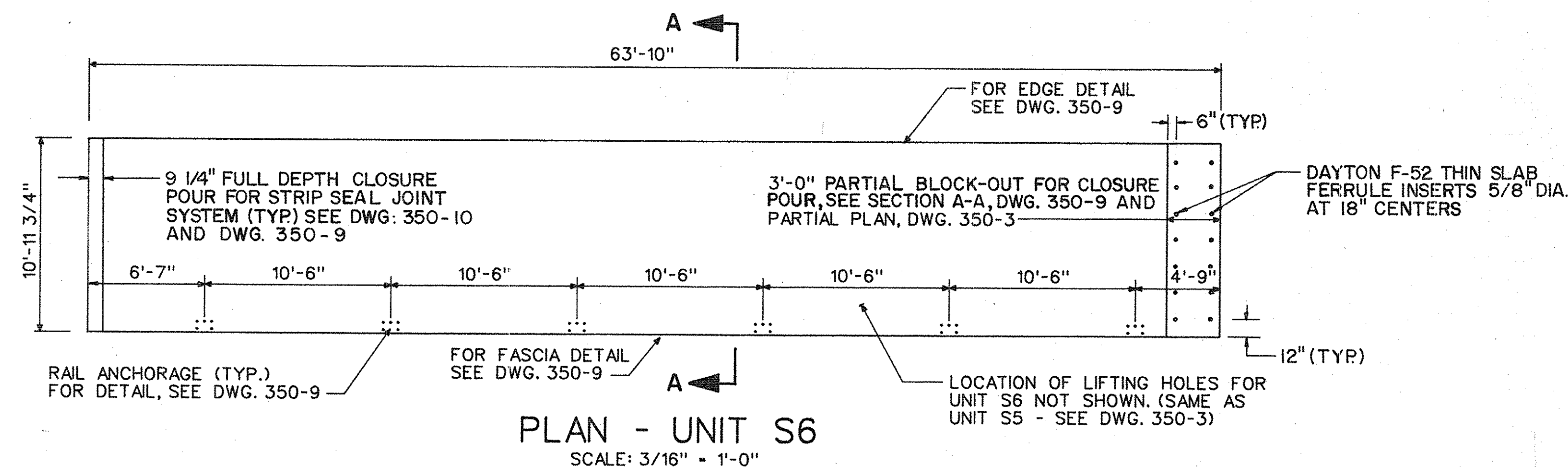
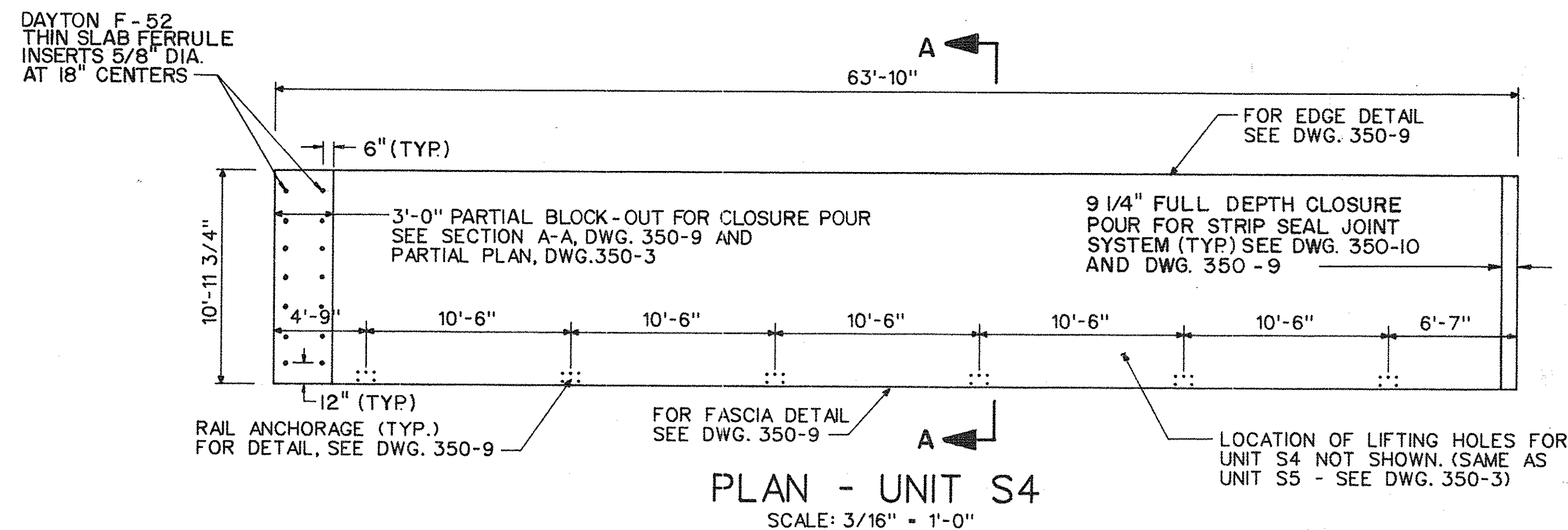
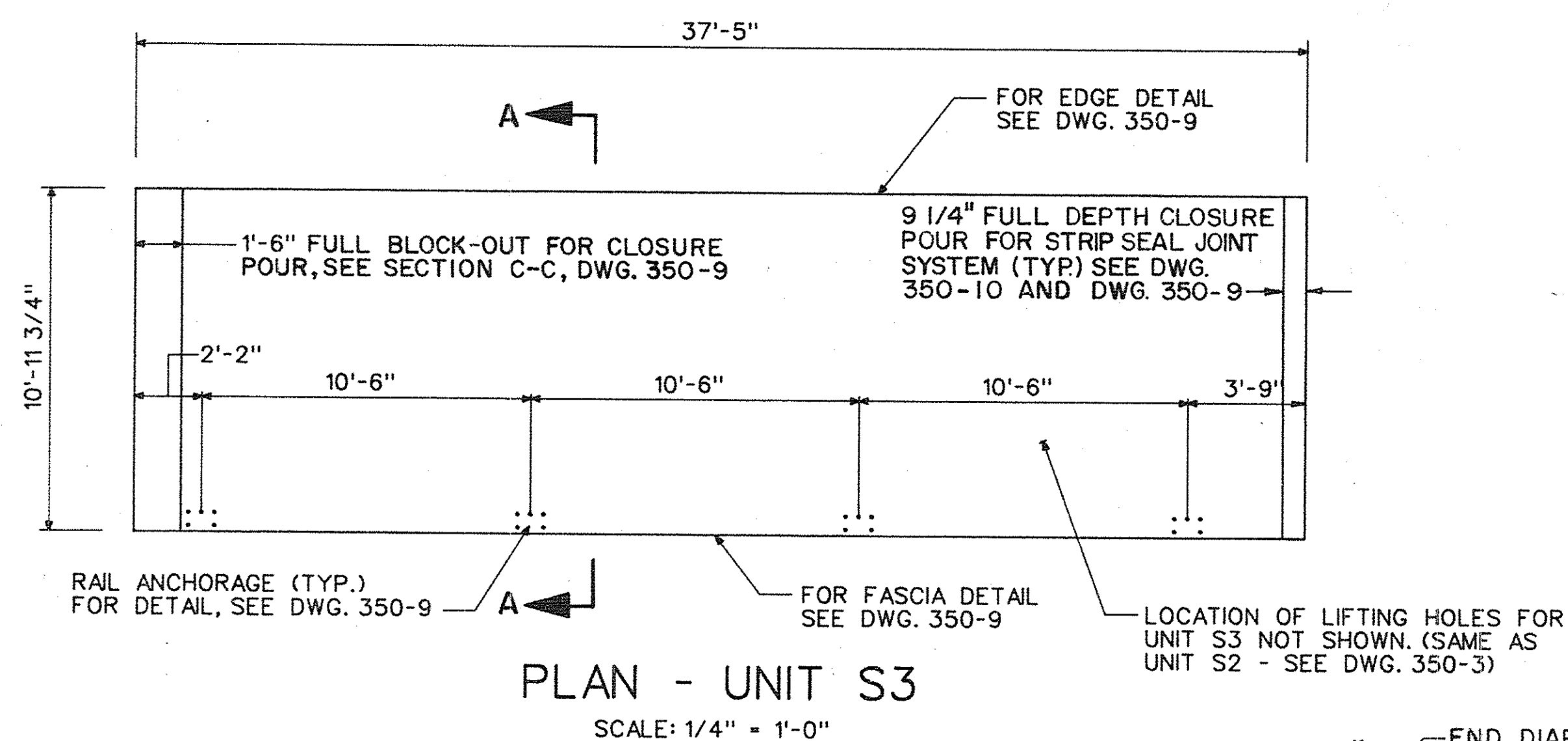
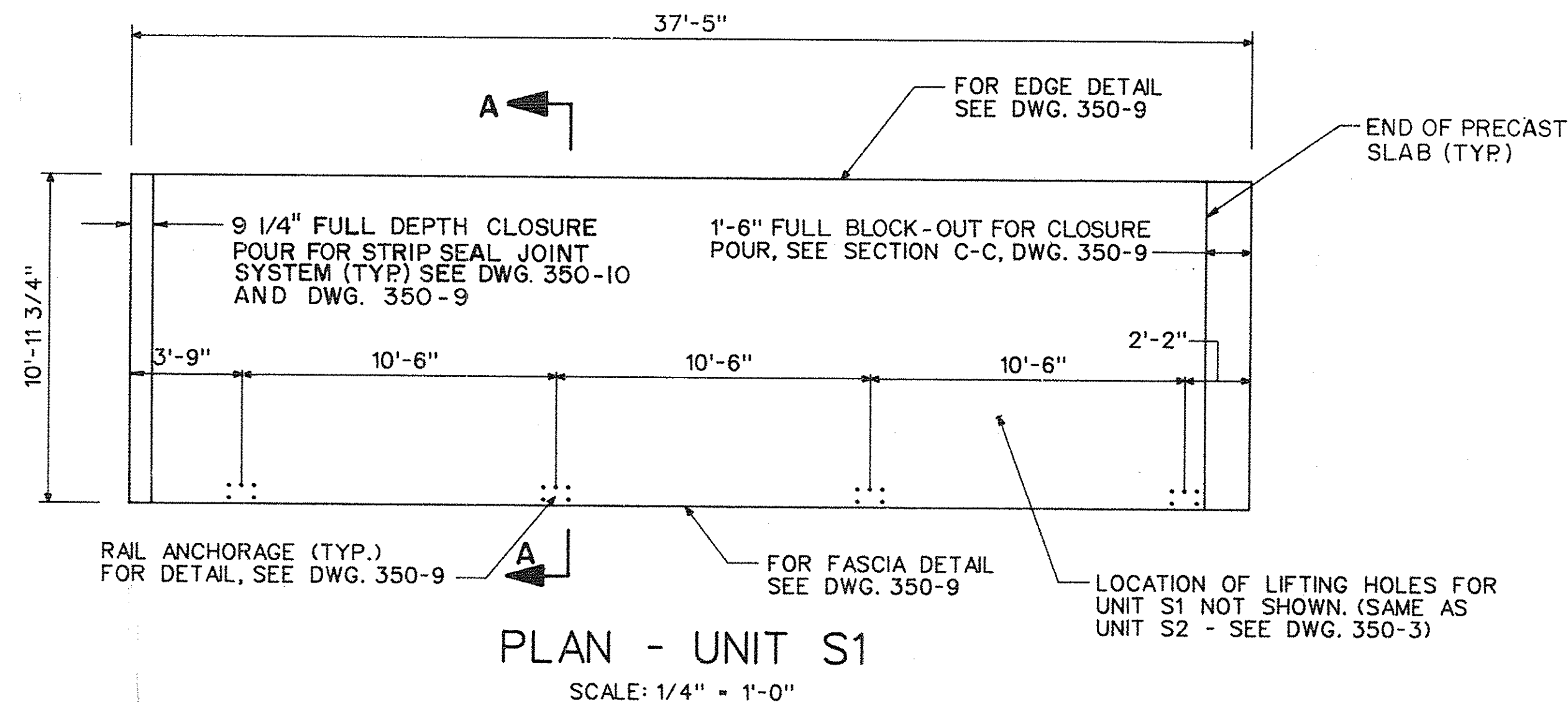
NOTES:

1. FOR SECTION A-A, B-B, AND C-C SEE DWG. 350-9.
2. FOR FRAMING PLAN AND STEEL DETAILS, SEE DWG. 350-4.
3. FOR STRIP SEAL JOINT DETAILS, SEE DWG. 350-10.
4. SEE DWG. 350-2 AND 350-3 FOR INVERSE UNIT DIMENSIONS.
5. FOR FASCIA AND EDGE DETAILS SEE DWG. 350-9.

NEW YORK STATE THRUWAY AUTHORITY
PROJECT:
SUBMISSION NO.:
☒ APPROVED ☐ APPROVED AS NOTED
☐ DISAPPROVED ☐ RESUBMIT
NOTE: THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AT THE SITE AND SHALL ASSUME ALL RESPONSIBILITY FOR THE ACCURACY OF HIS MEASUREMENTS.
DATE: 6/9/90 BY: RPD



NO. 1 AS-BUILT REVISIONS ADD OVERLAY AND MEMBRANE DATE 1/93 INT. CAT.	PROJECT: CLAPPER ROAD BRIDGE SUBJECT: PLAN AND TYPICAL SECTION CONTRACTOR: BELTRONE CONSTR. CO., INC. ENGINEER: GREENMAN-PEDERSEN, INC.	DATE: MAY 1990 DRN. BY: HLW CHK. BY: MAC SCALE: AS SHOWN	F.M. JOB NO. 350 SHEET NO. 1 OF 12 DWG. NO. 350-1	FM THE FORT MILLER CO., INC. P.O. BOX 98 SCHUYLERVILLE, NY 12871 (518) 664-9871 (518) 695-5000	Greenman-Pedersen CONSULTING ENGINEERS GPI 43 Fuller Road Albany, N.Y. 12205
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NEW YORK STATE THRUWAY AUTHORITY
PROJECT:
SUBMISSION NO.:
☒ APPROVED ☐ APPROVED AS NOTED
☐ DISAPPROVED ☐ RESUBMIT
NOTE: THE CONTRACTOR SHALL VERIFY
ALL DIMENSIONS AT THE SITE AND SHALL
ASSUME ALL RESPONSIBILITY FOR THE
ACCURACY OF HIS MEASUREMENTS.
DATE: 6/9/90 BY: RPD

[illegible]

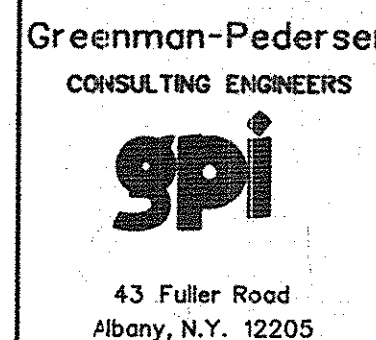
T.	PROJECT:	CLAPPER ROAD BRIDGE
A.	SUBJECT:	INVERSE PLAN AND SECTION
	CONTRACTOR:	BELTRONE CONSTR. CO., INC.
	ENGINEER:	GREENMAN-PEDERSEN, INC.

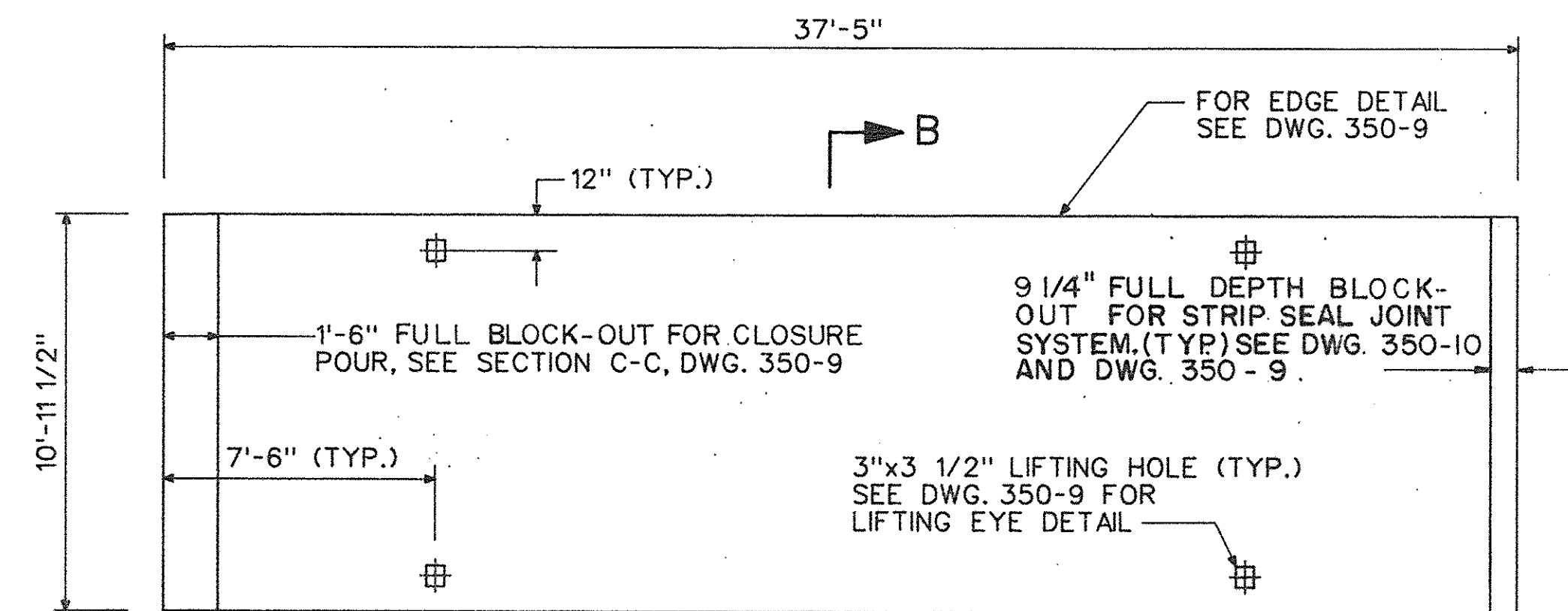
DATE: MAY 1990
DRN. BY: A.R.Z.
CHK. BY: M.A.C.
SCALE: AS SHOWN

F.M. JOB NO. 350
SHEET NO. 2 OF 12
DWG. NO. 350-2

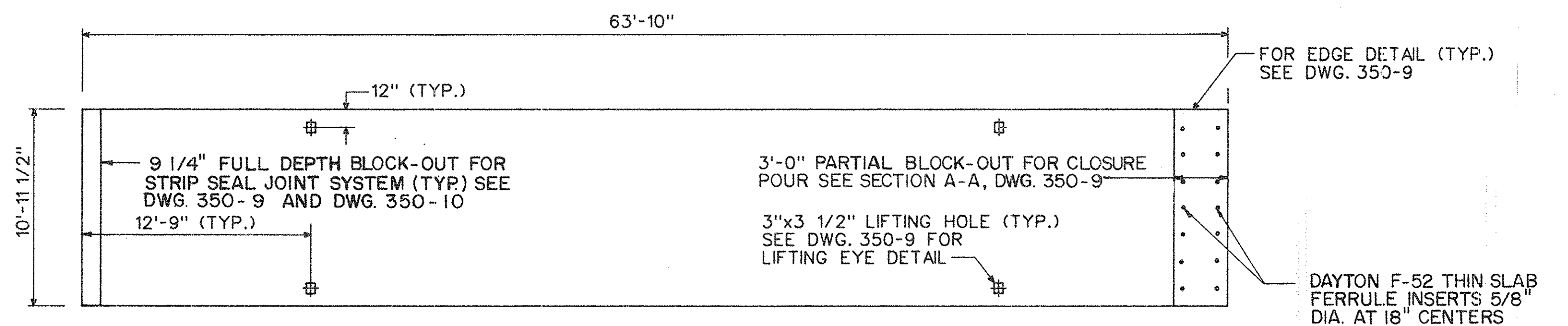


THE FORT MILLER CO., INC.
P.O. BOX 98
SCHUYLERVILLE, NY 12871
(518) 664-9871
(518) 695-5000

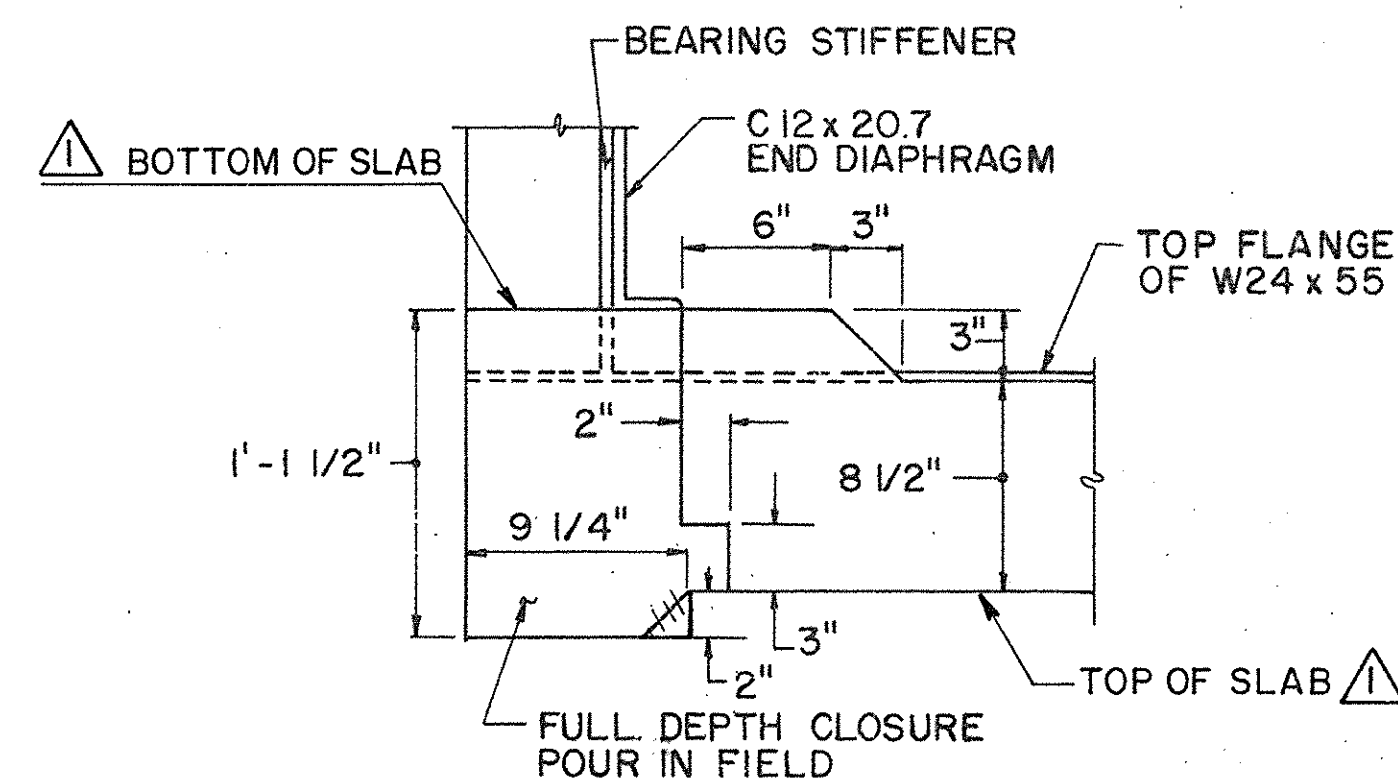




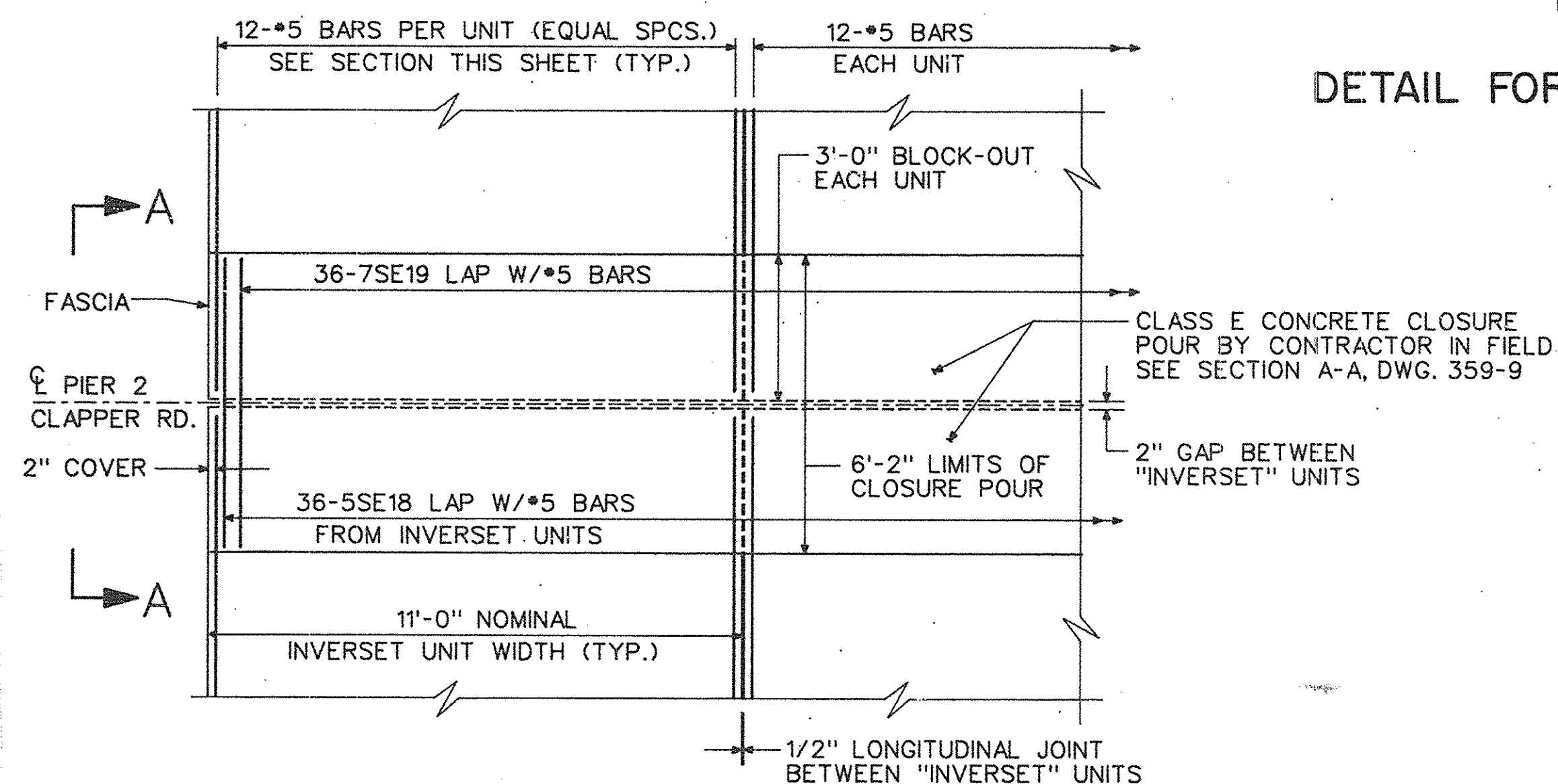
PLAN - UNIT S2
SCALE: 1/4" = 1'-0"



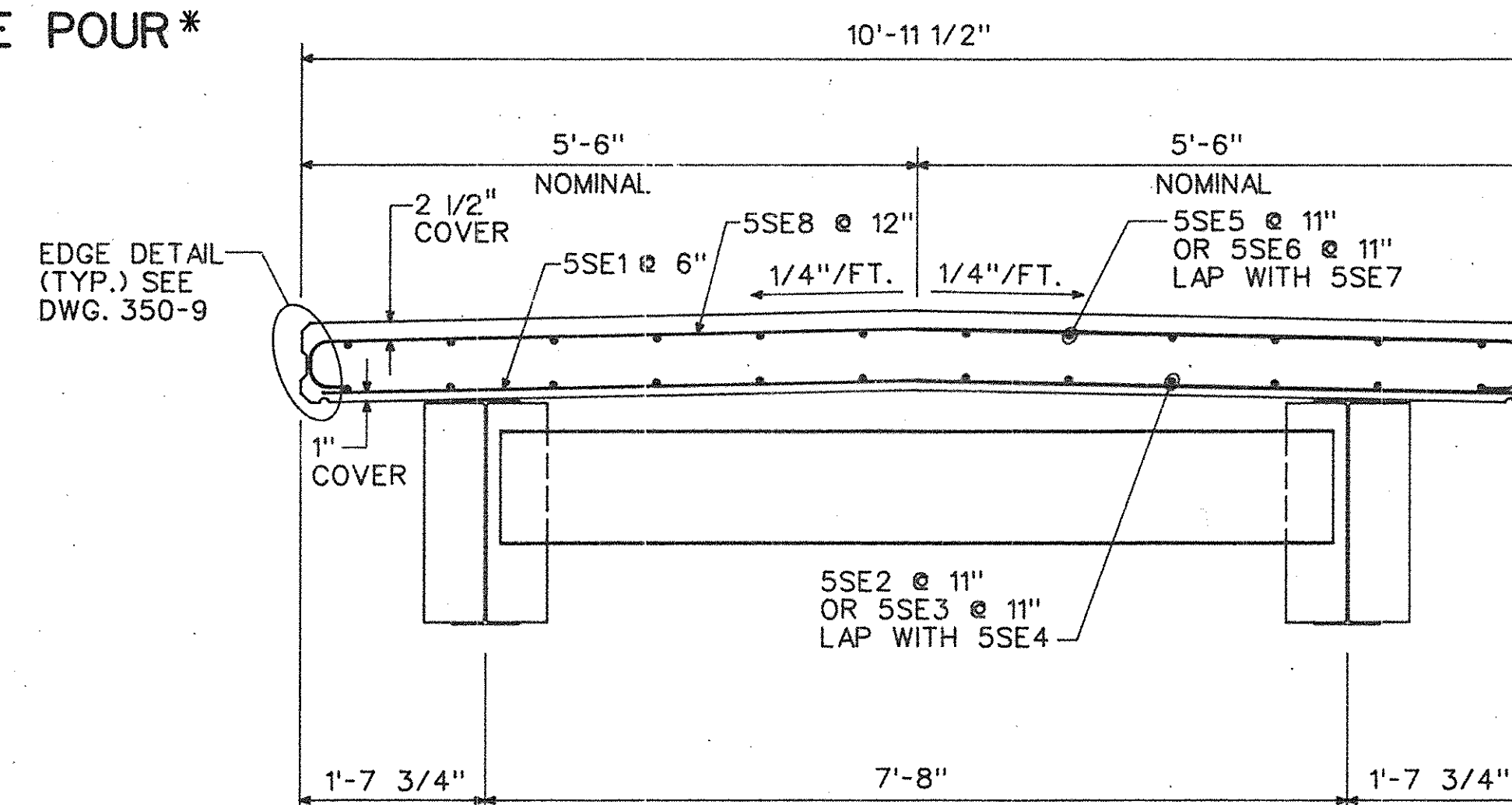
PLAN - UNIT S5
SCALE: 3/16" = 1'-0"



DETAIL FOR JOINT CLOSURE POUR*
SCALE: 1 1/2" = 1' - 0"



PARTIAL PLAN - PIER 2 BLOCK-OUT
SCALE: 3/8" = 1'-0"



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

NEW YORK STATE THRUWAY AUTHORITY

PROJECT:

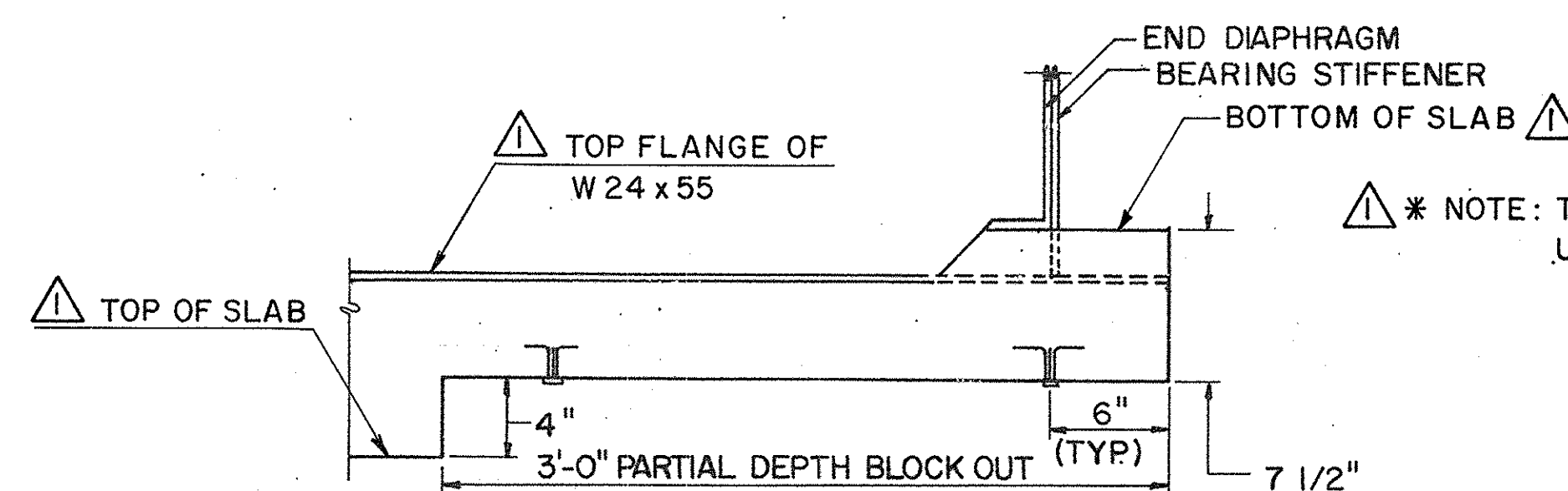
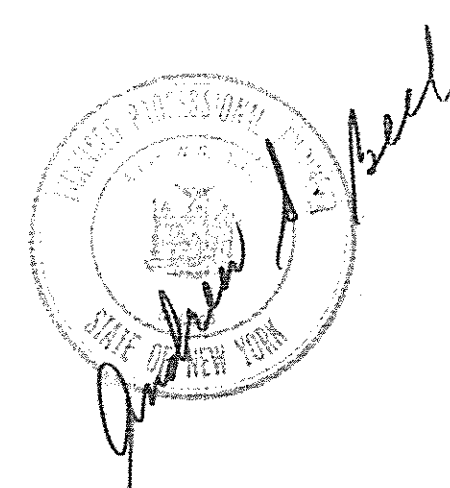
SUBMISSION NO.:

☒ APPROVED ☐ APPROVED AS NOTED

☐ DISAPPROVED ☐ RESUBMIT

NOTE: THE CONTRACTOR SHALL VERIFY
ALL DIMENSIONS AT THE SITE AND SHALL
ASSUME ALL RESPONSIBILITY FOR THE
ACCURACY OF HIS MEASUREMENTS.

DATE: 6/14/90 BY: RLD



DETAIL FOR PARTIAL DEPTH BLOCK OUT *
CLAPPER RD. PIER 2 ONLY)
SCALE: 1/2" = 1'-0"

REFERENCE NOTES
SECTION A-A

DWG. NO.
359 - 9

△ * NOTE: THESE DETAILS WERE INADVERTENTLY SHOWN
UPSIDE DOWN - DIMENSIONS ARE CORRECT.

[illegible]

PROJECT:	CLAPPER ROAD BRIDGE
SUBJECT:	INVERSE PLAN AND SECTION
CONTRACTOR:	BELTRONE CONSTR. CO., INC.
ENGINEER:	GREENMAN-PEDERSEN, INC.

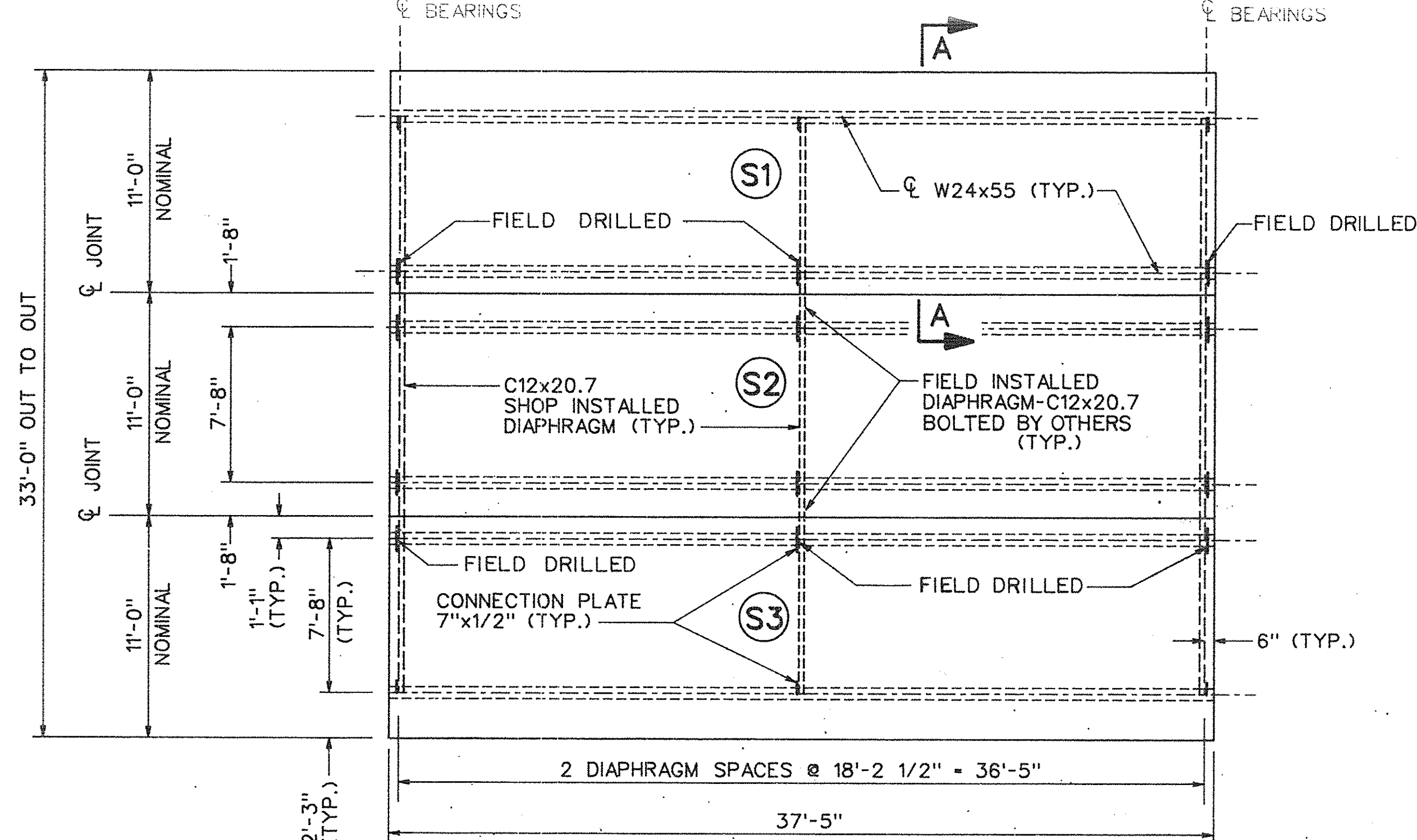
DATE: MAY 1990
DRN. BY: A.R.Z.
CHK. BY: M.A.C.
SCALE: AS SHOWN

F.M. JOB NO. 350
SHEET NO. 3 OF 12
DWG. NO. 350-3

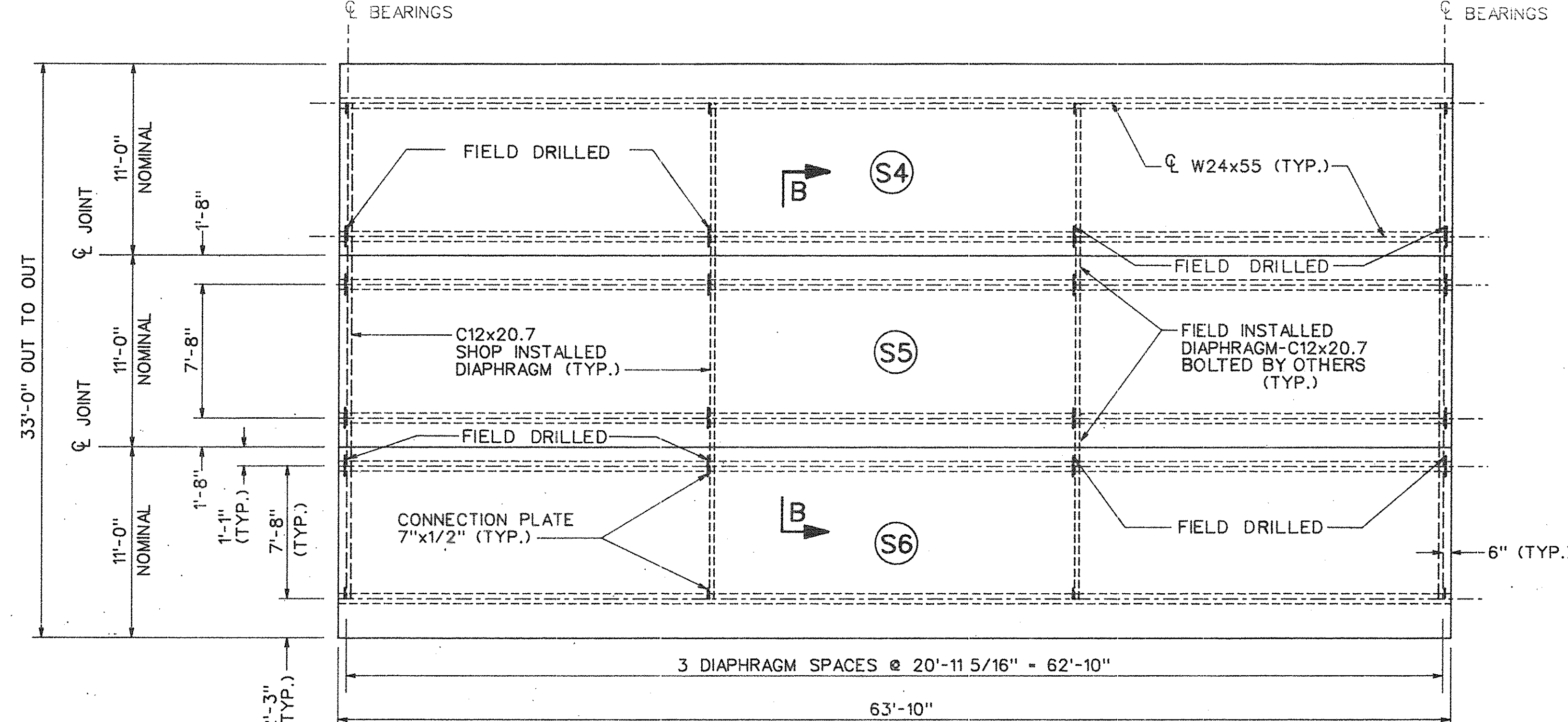


THE FORT MILLER CO., INC.
P.O. BOX 98
SCHUYLERVILLE, NY 12871
(518) 664-9871
(518) 695-5000

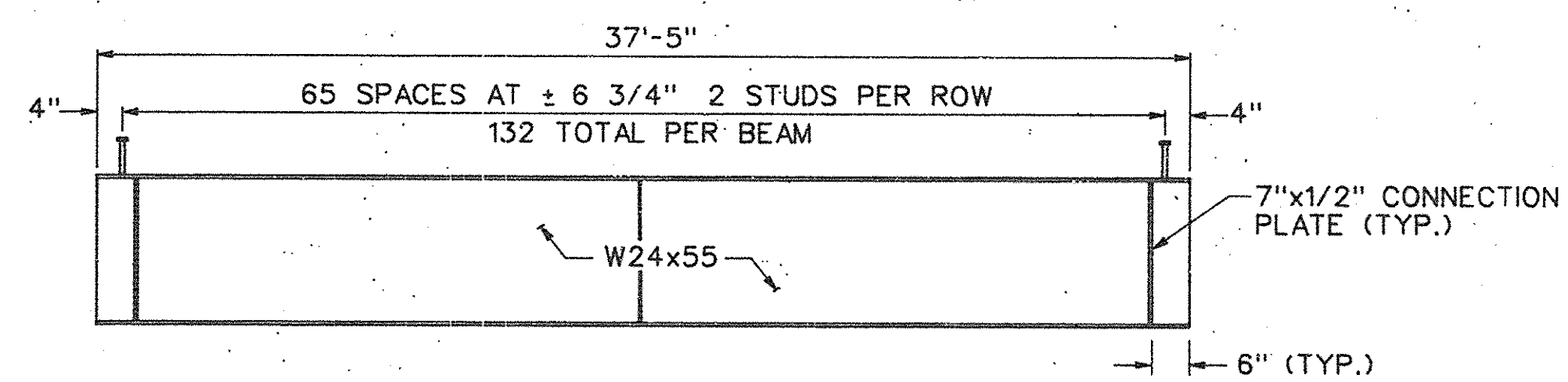
Greenman-Pedersen
CONSULTING ENGINEERS
gpi
43 Fuller Road
Albany, N.Y. 12205



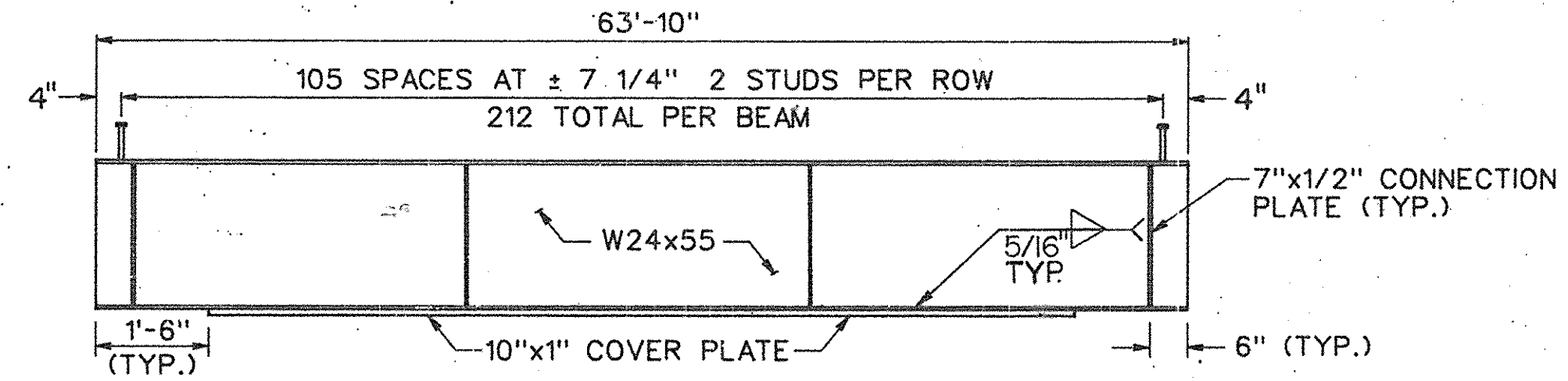
FRAMING PLAN - SPANS 1 & 4
SCALE: 3/16" = 1'-0"



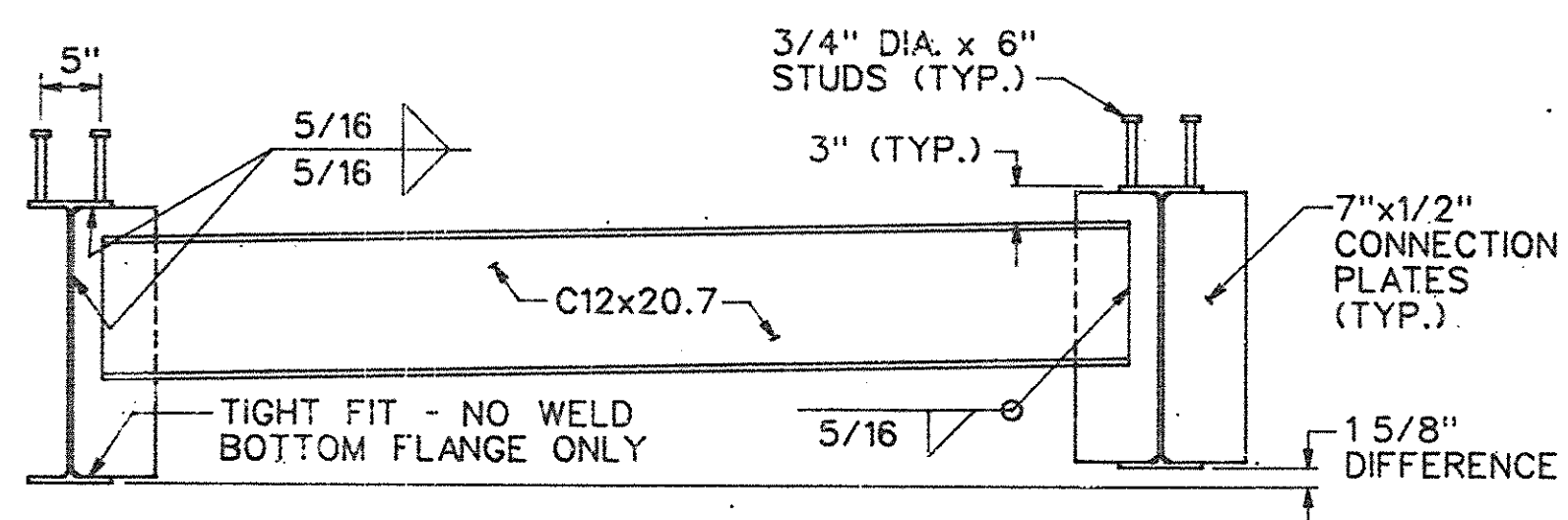
FRAMING PLAN - SPANS 2 & 3
SCALE: 3/16" = 1'-0"



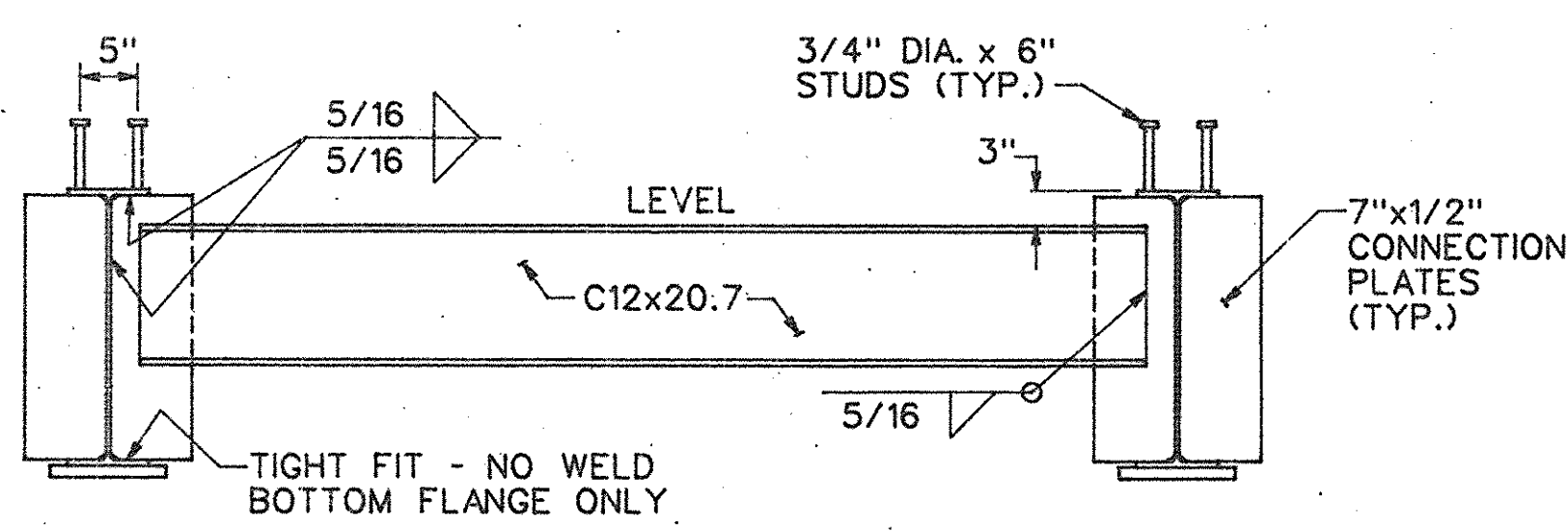
SPANS 1 & 4 - BEAM ELEVATION (ALL UNITS)
NO SCALE



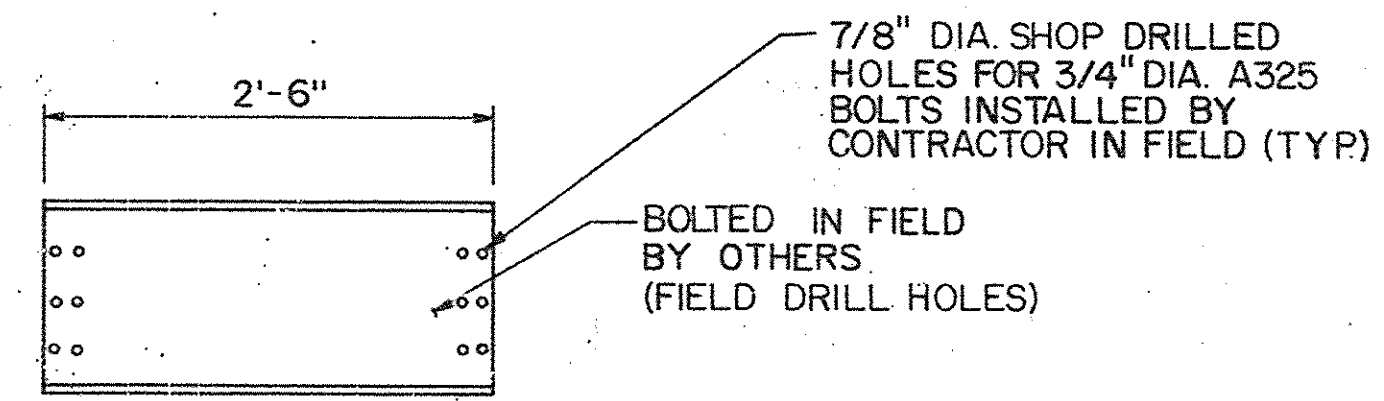
SPANS 2 & 3 - BEAM ELEVATION (ALL UNITS)
NO SCALE



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



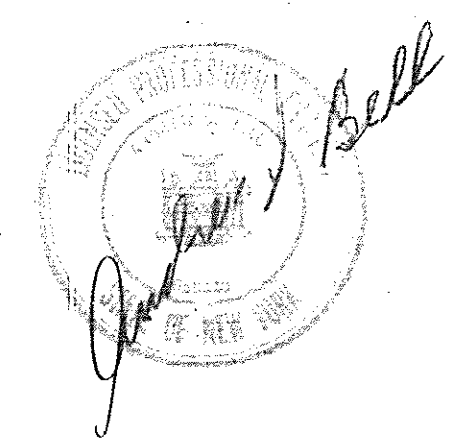
SECTION B-B
SCALE: 3/4" = 1'-0"



FIELD INSTALLED DIAPHRAGM
C12 x 20.7
(QTY. 28 REQUIRED)
SCALE: 1" = 1'-0"

NEW YORK STATE THRUWAY AUTHORITY
PROJECT:
SUBMISSION NO.:
☒ APPROVED ☐ APPROVED AS NOTED
☐ DISAPPROVED ☐ RESUBMIT
NOTE: THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AT THE SITE AND SHALL ASSUME ALL RESPONSIBILITY FOR THE ACCURACY OF HIS MEASUREMENTS.
DATE: 6/9/90 BY: R.D.

- NOTES:
- 1) ALL STEEL TO BE ASTM A572 GR. 50
 - 2) BLAST CLEAN TO SSPC SP-6
 - 3) PRIME WITH CARBOMASTIC 90 AL PRIMER
 - 4) SHEAR STUDS TO BE 3/4" DIA. BY 6"
 - 5) BEAMS AND COVER PLATES WILL REQUIRE CHARTY V-NOTCH TESTS IN ACCORDANCE WITH N.Y.S.D.O.T. SPECIFICATIONS.
 - 6) FOR LOCATIONS OF RAILING ANCHORAGE AND LIFTING HOLES, SEE DWG. 350-2 & 350-3.
 - 7) STRIP SEAL FOR TRANSVERSE DECK JOINTS SHALL BE COMPLETELY INSTALLED BEFORE LONGITUDINAL JOINTS BETWEEN INVERSE SET UNITS ARE GROUTED.



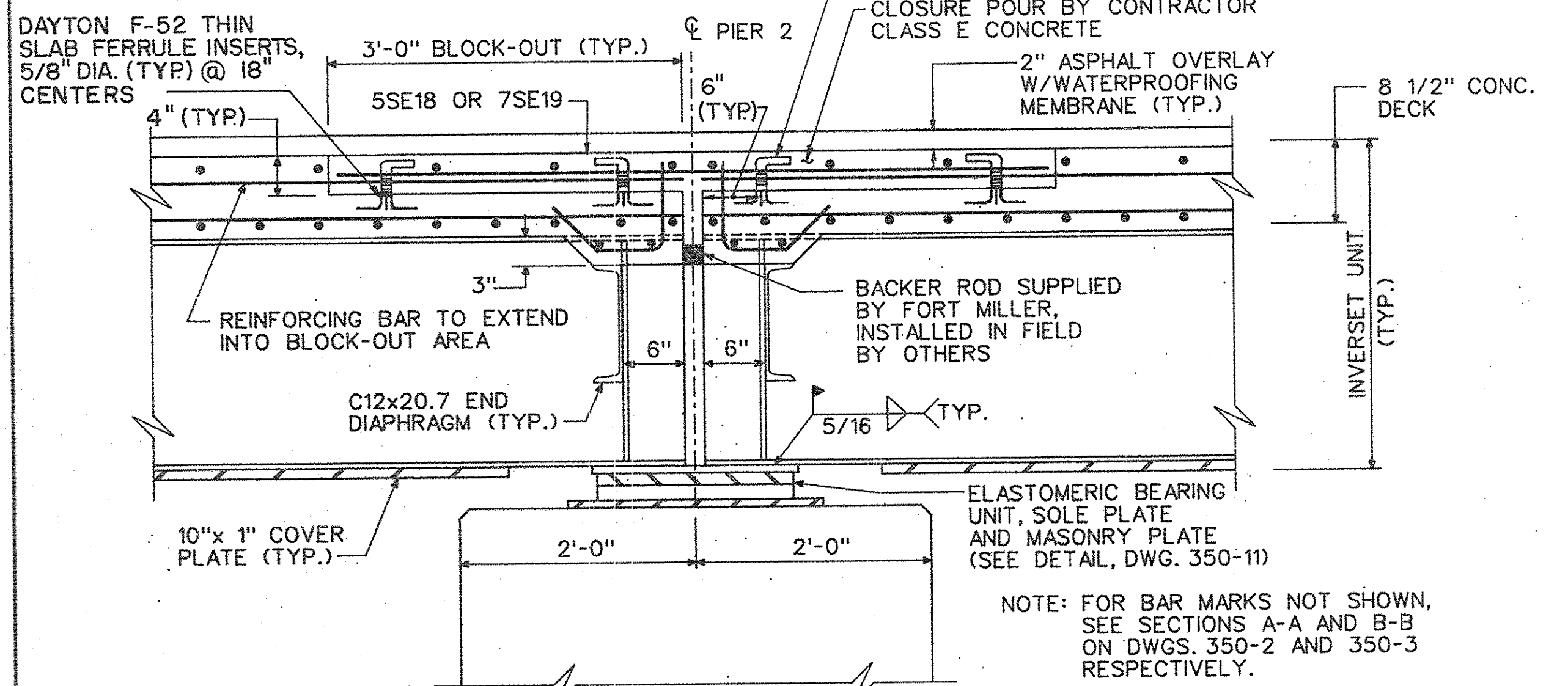
NO AS-BUILT REVISIONS

NO.	REVISIONS	DATE	INT.	PROJECT:	DATE:	F.M. JOB NO.
				CLAPPER ROAD BRIDGE	MAY 1990	350
				SUBJECT:	DRN. BY: A.R.Z.	SHEET NO. 4 OF 12
				CONTRACTOR:	CHK. BY: M.A.C.	DWG. NO. 350-4
				ENGINEER:	SCALE: AS SHOWN	

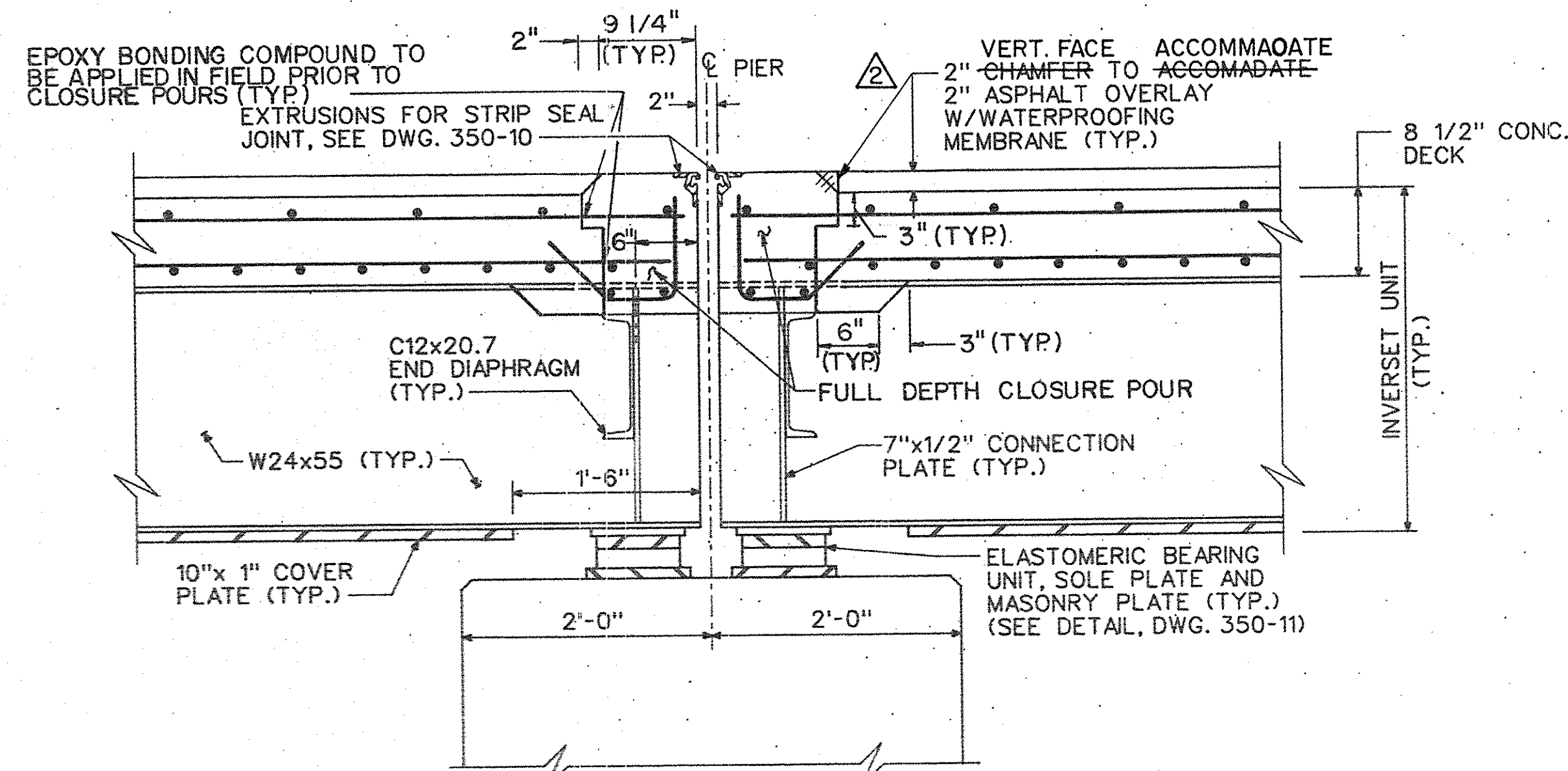
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CONSULTING ENGINEERS

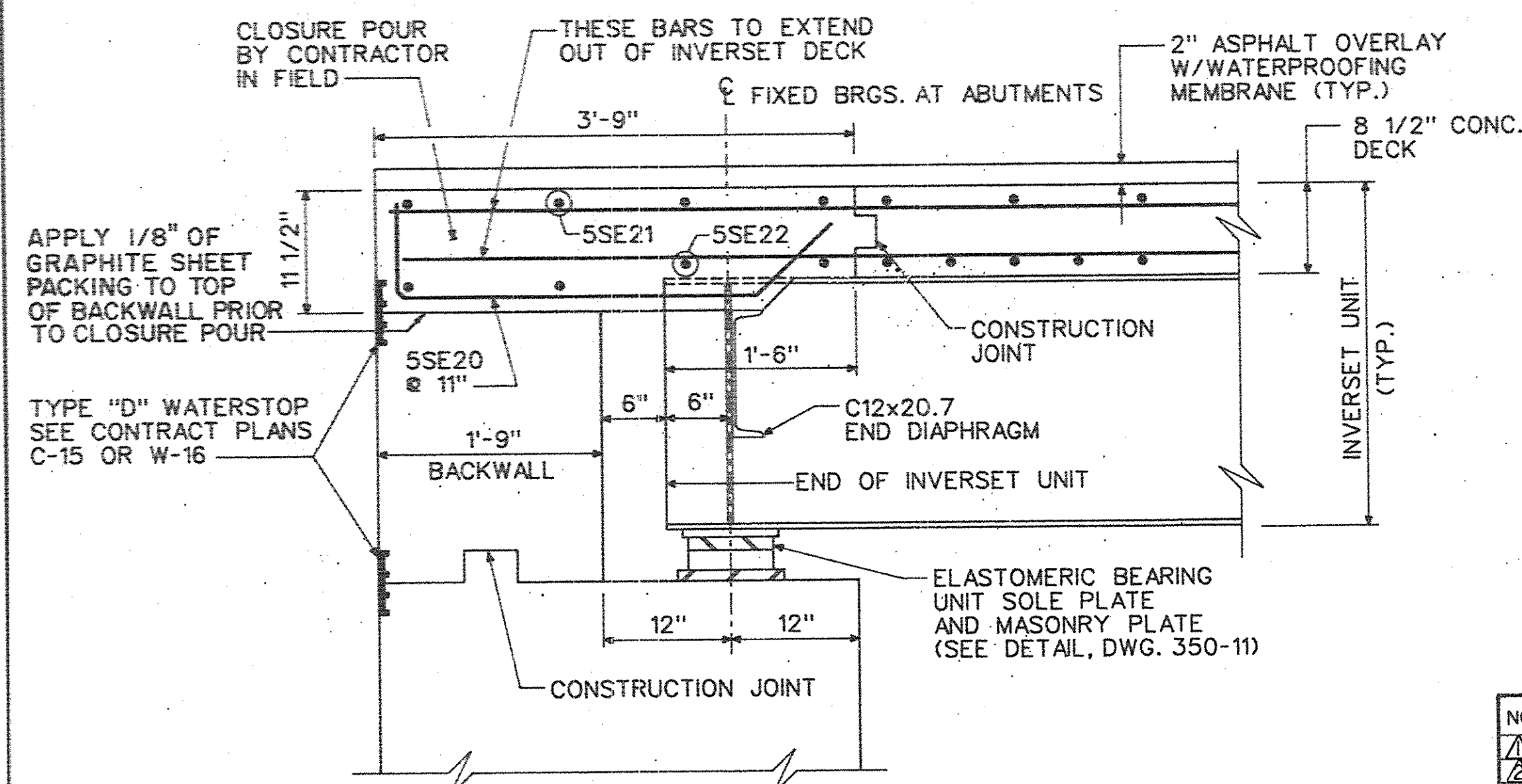
43 Fuller Road
Albany, N.Y. 12205



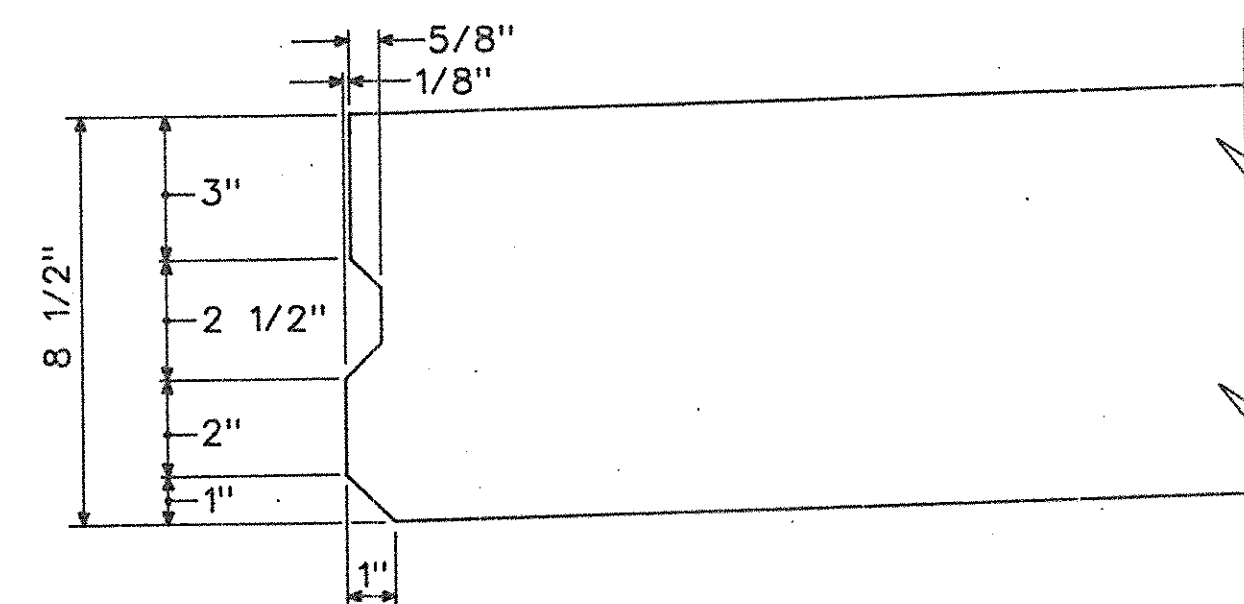
SECTION A-A (CLAPPER RD. PIER 2 ONLY) Δ
SCALE: 1" = 1'-0"



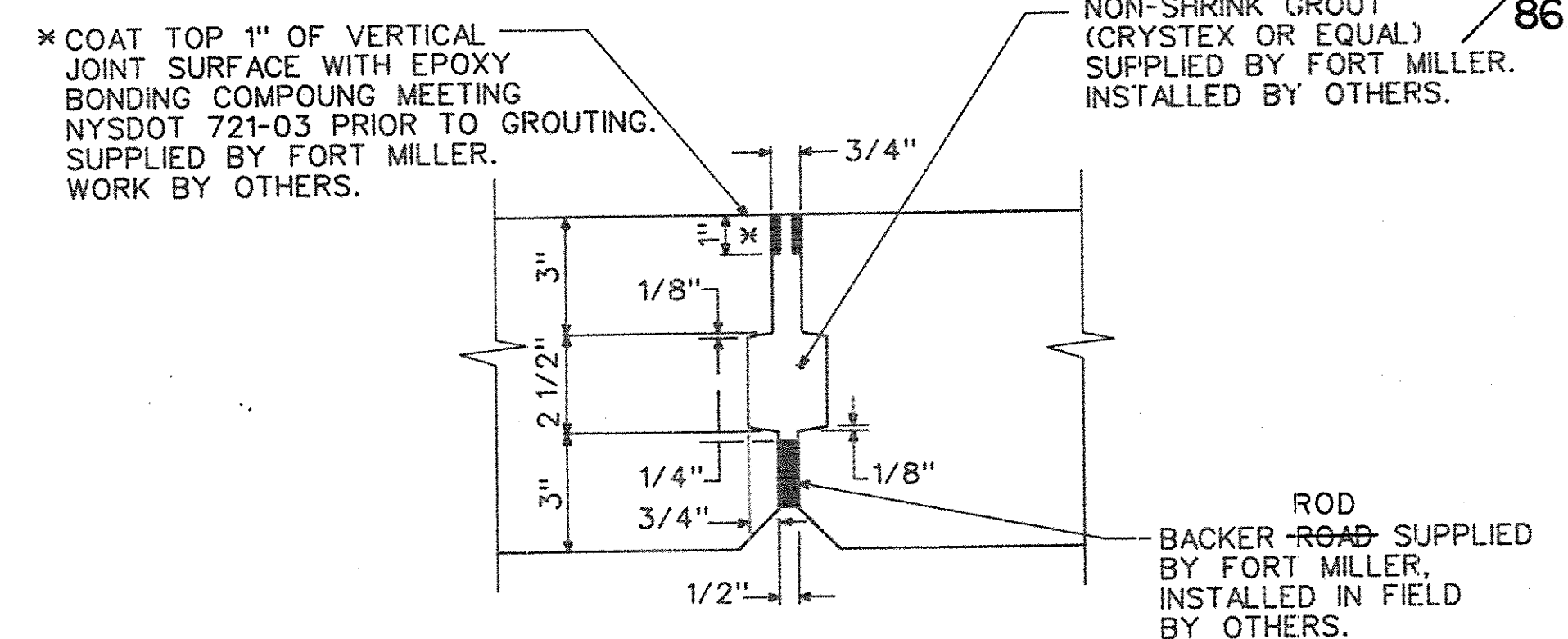
SECTION B-B
SCALE: 1" = 1'-0"



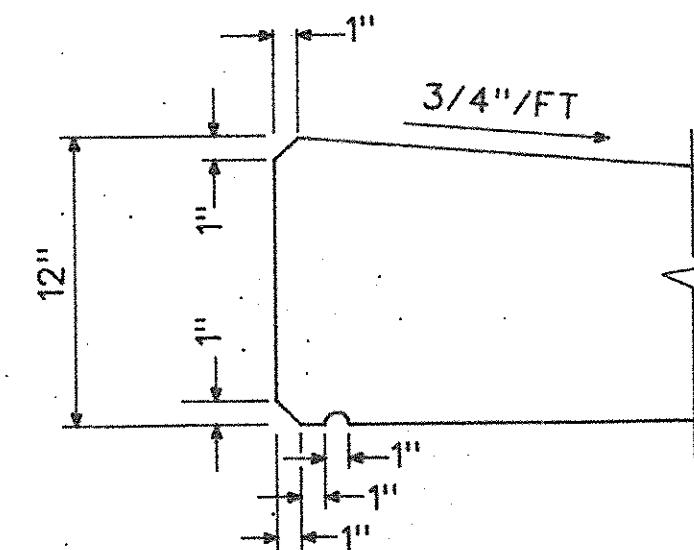
SECTION C-C
SCALE: 1" = 1'-0"



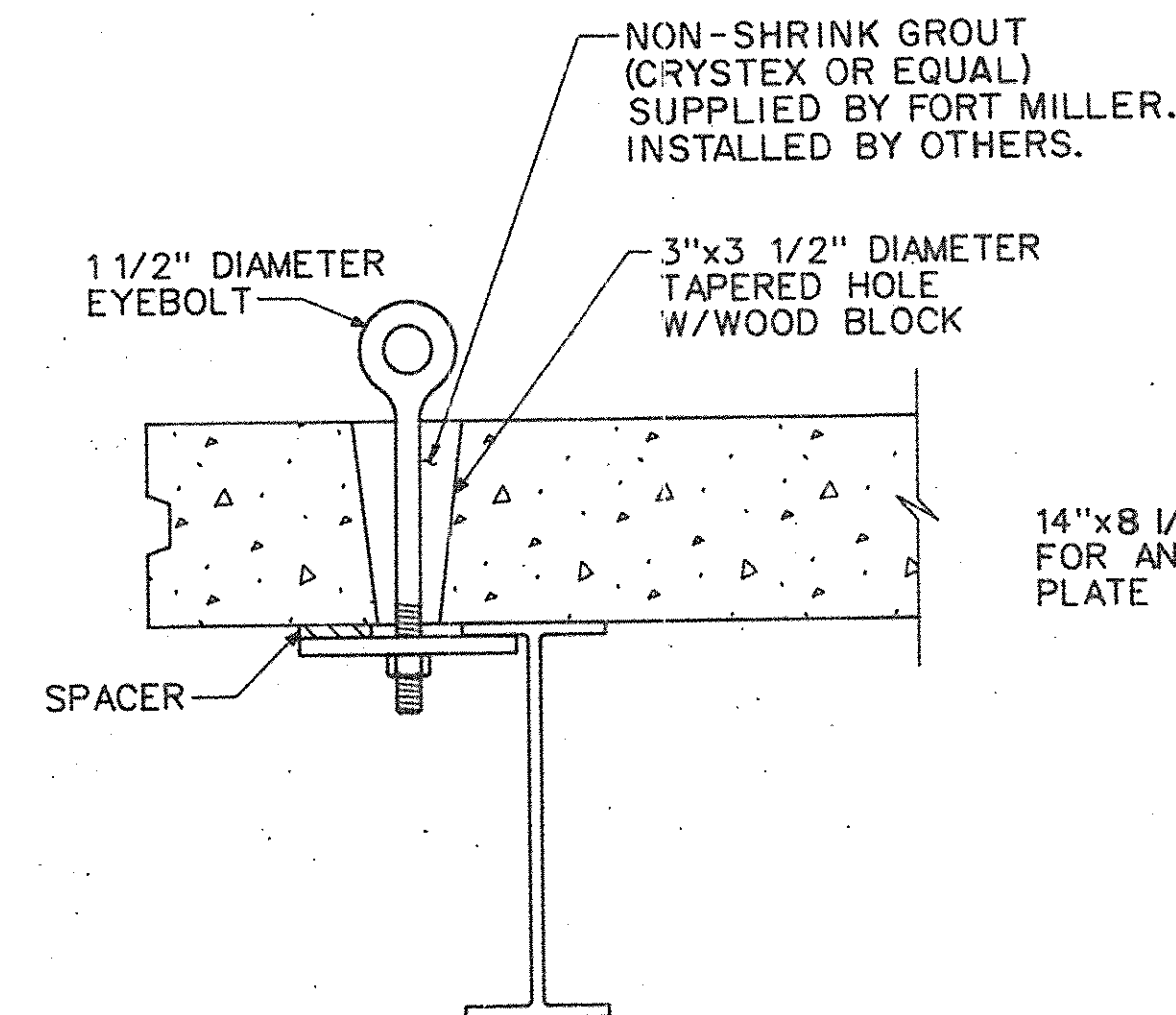
EDGE DETAIL
SCALE: 3" = 1'-0"



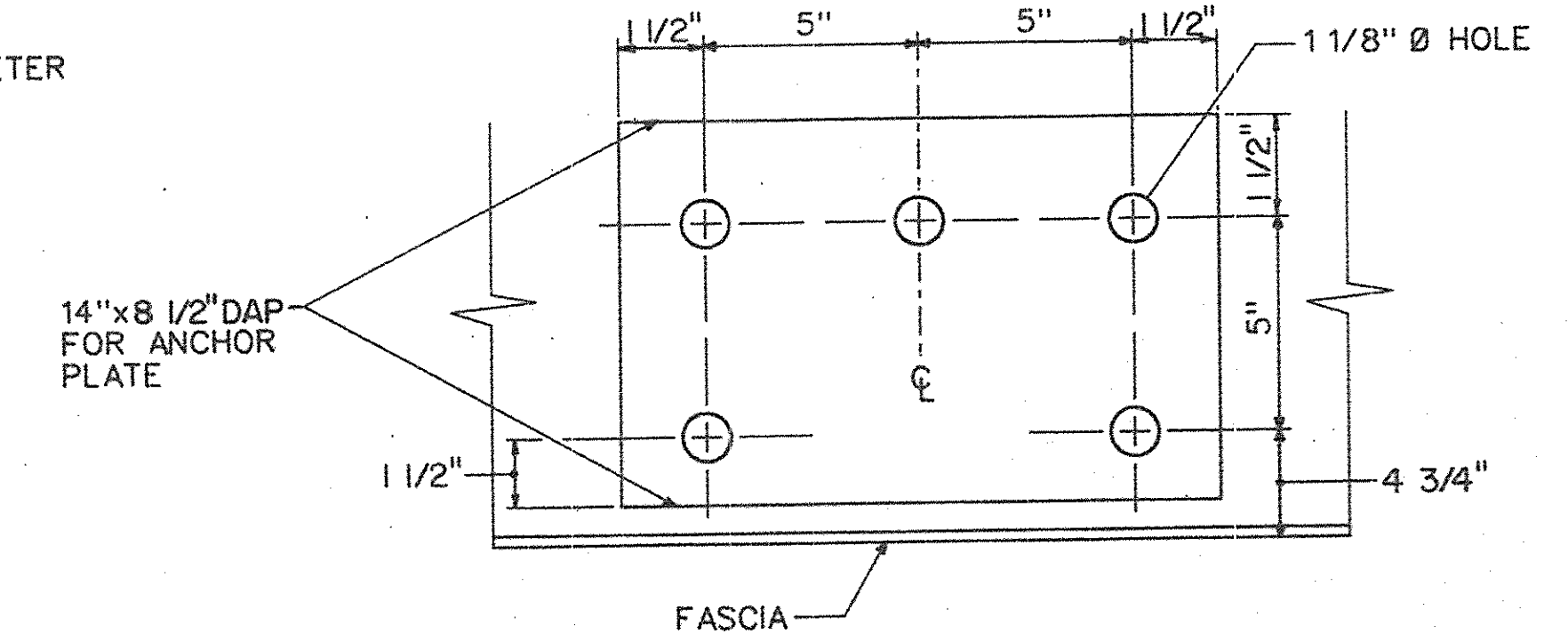
JOINT DETAIL
SCALE: 3" = 1'-0"



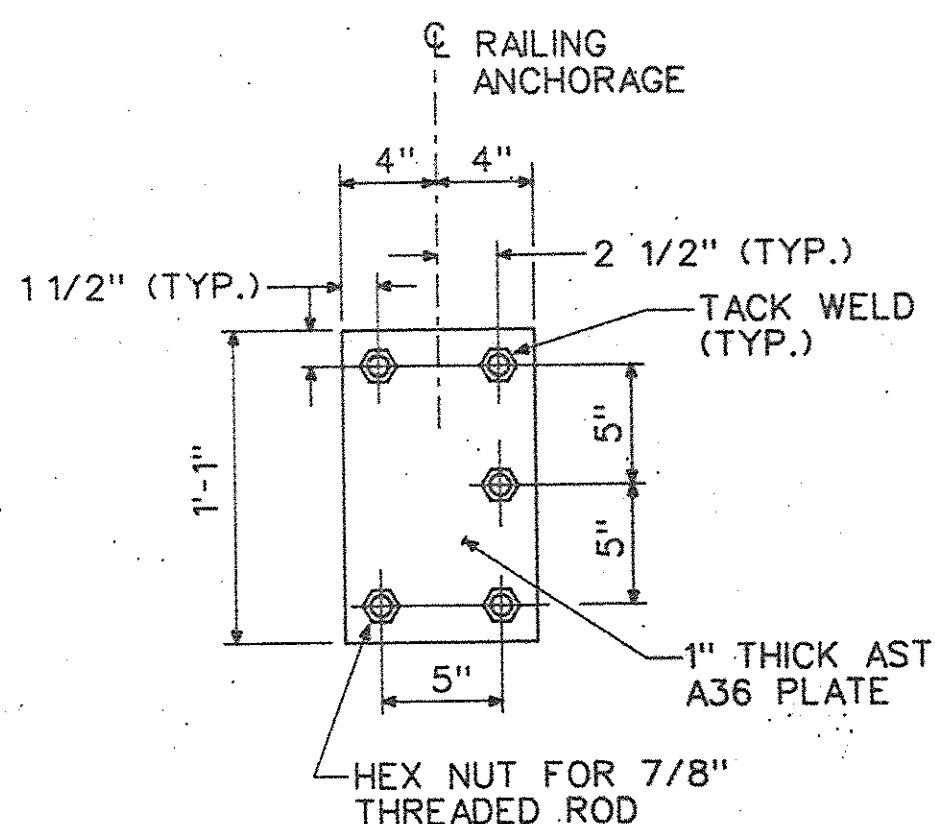
FASCIA DETAIL
SCALE: 1 1/2" = 1'-0"



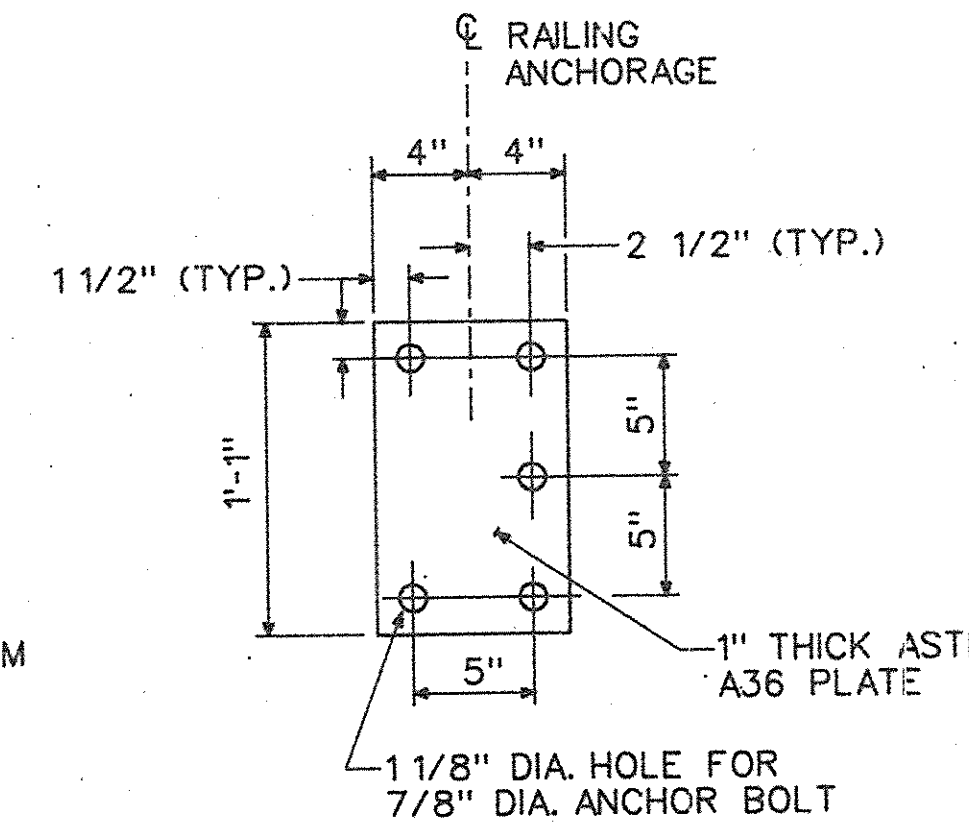
LIFTING EYE DETAIL
NO SCALE



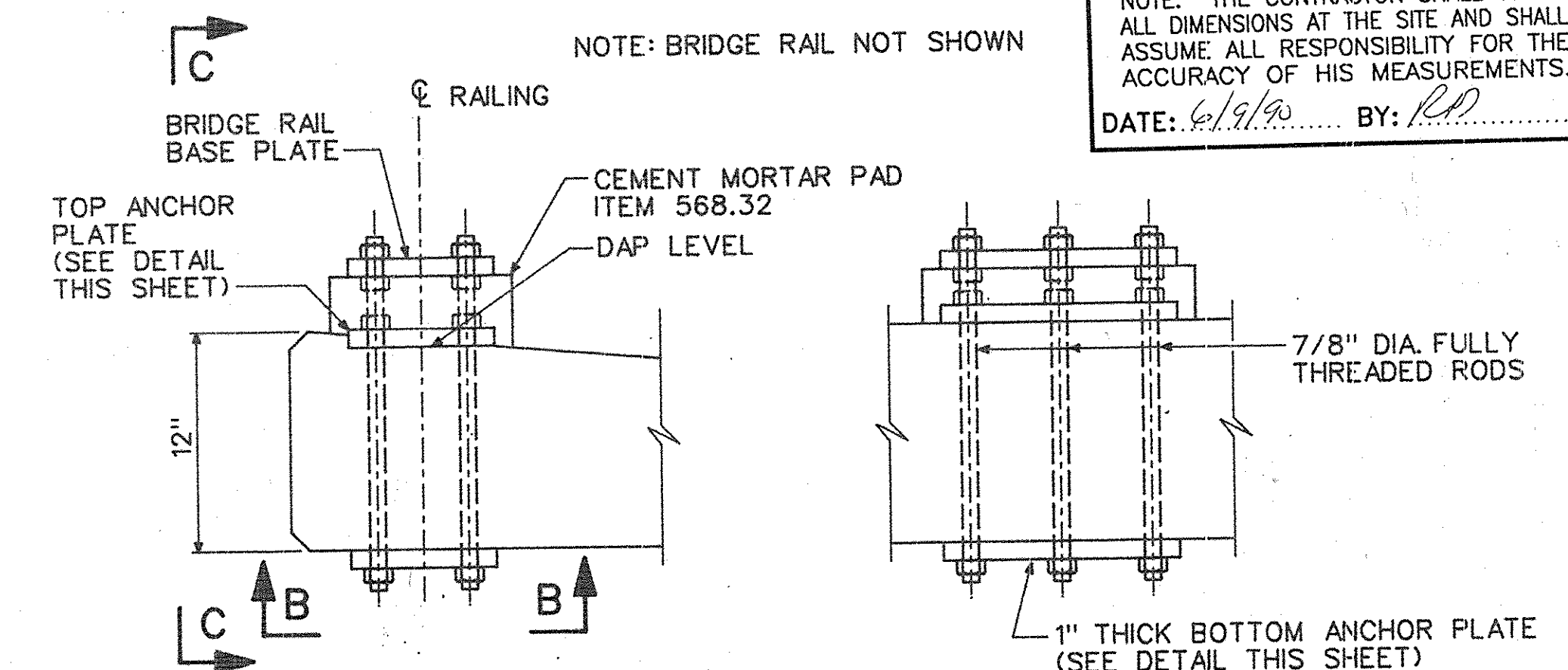
RAILING ANCHORAGE PLAN
SCALE: NONE



BOTTOM ANCHOR PLATE DETAIL
SCALE: 1 1/2" = 1'-0"



TOP ANCHOR PLATE DETAIL
SCALE: 1 1/2" = 1'-0"



PARTIAL SECTION

BRIDGE RAIL ANCHOR DETAIL
SCALE: 1 1/2" = 1'-0"

VIEW C-C

NEW YORK STATE THRUWAY AUTHORITY

PROJECT:

SUBMISSION NO.:

☒ APPROVED ☐ APPROVED AS NOTED

☐ DISAPPROVED ☐ RESUBMIT

NOTE: THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AT THE SITE AND SHALL ASSUME ALL RESPONSIBILITY FOR THE ACCURACY OF HIS MEASUREMENTS.

DATE: 6/9/90 BY: R.P.

NO.	AS-BUILT REVISIONS	DATE	INT.
1	ADD NOTE, SECTION A-A	1/93	CAT
2	REVISE NOTE, SECTION B-B	1/93	CAT

PROJECT: CLAPPER/WEMPLE ROAD BRIDGE

SUBJECT: CONCRETE DETAILS

CONTRACTOR: BELTRONE CONSTR. CO., INC.

ENGINEER: GREENMAN-PEDERSEN, INC.

DATE: MAY 1990

DRN. BY: HLW/ARZ

CHK. BY: MAC

SCALE: AS SHOWN

F.M. JOB NO. 350

SHEET NO. 9 OF 12

DWG. NO. 350-9

THE FORT MILLER CO., INC.

P.O. BOX 98

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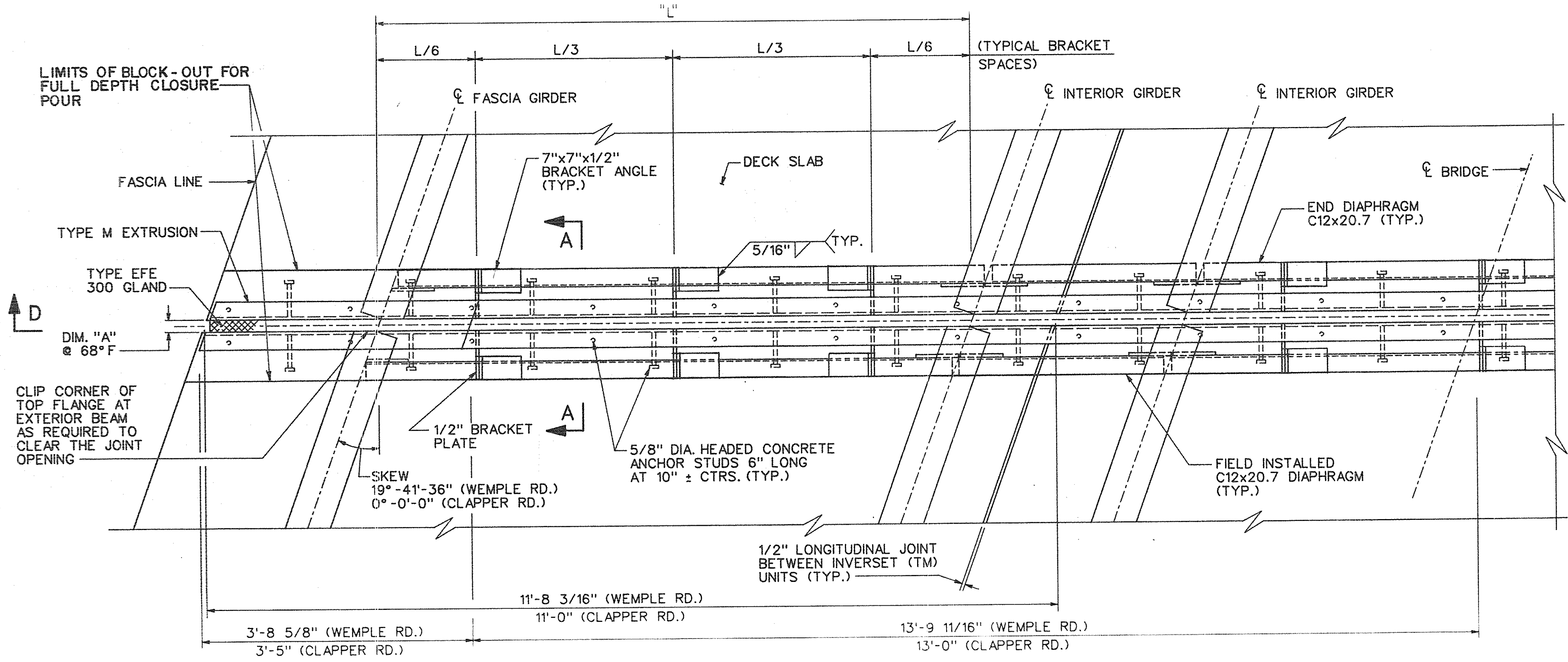
(518) 664-9871

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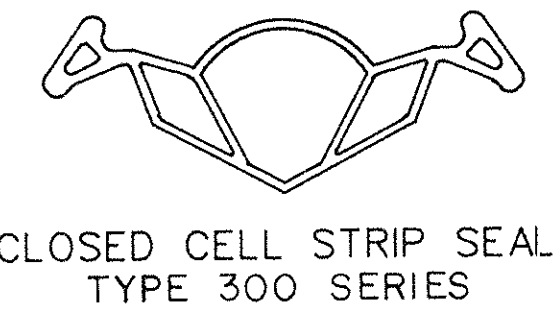
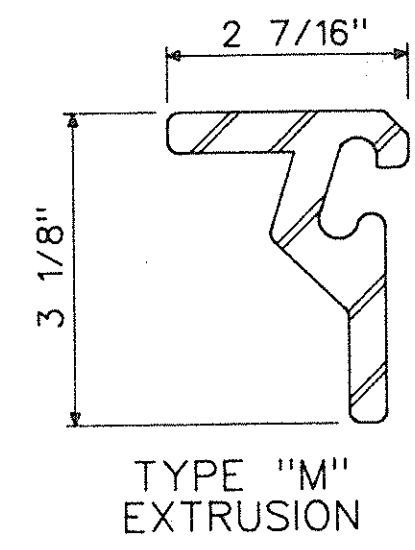
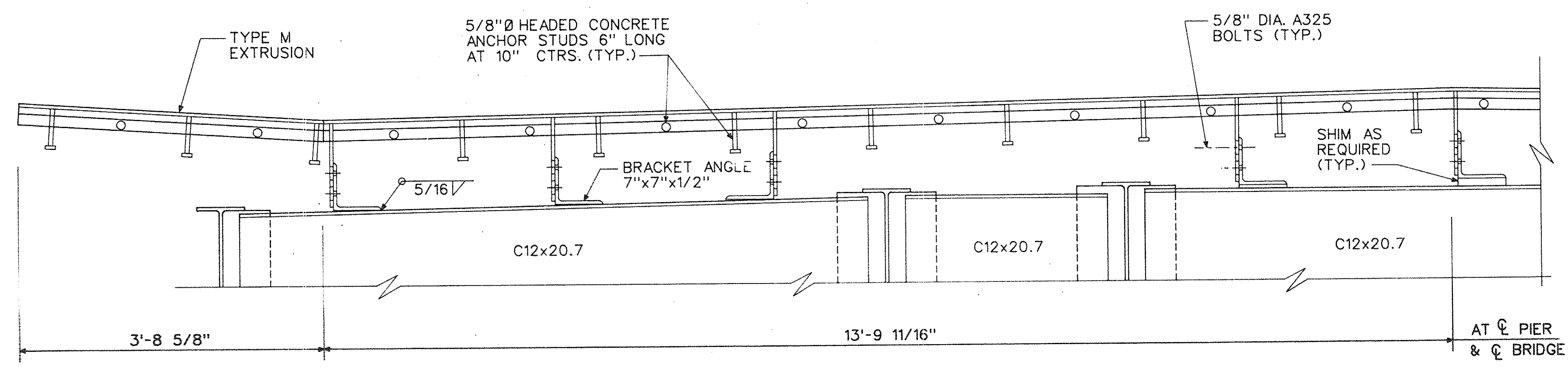
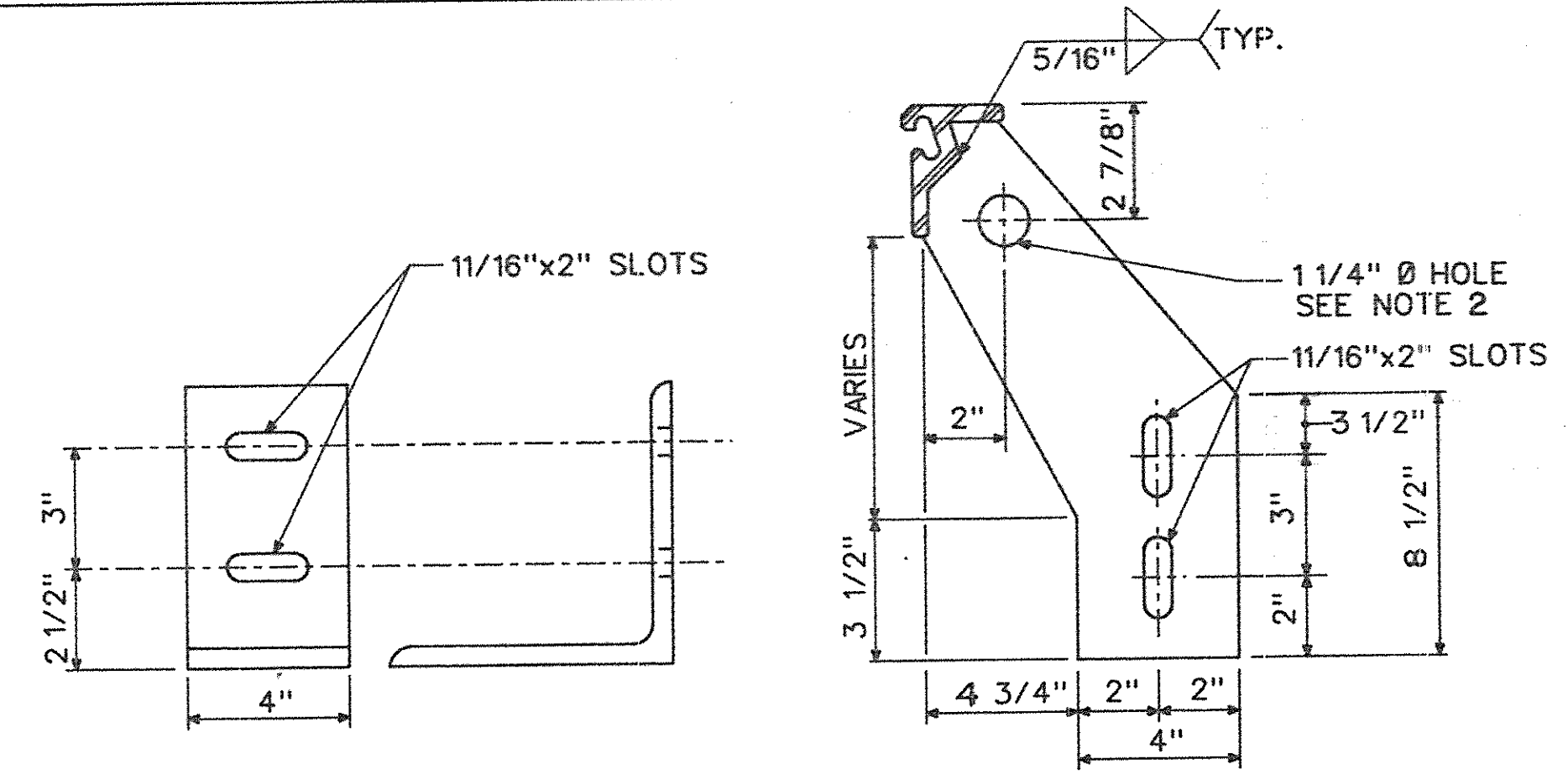
Greenman-Pedersen CONSULTING ENGINEERS

SPI

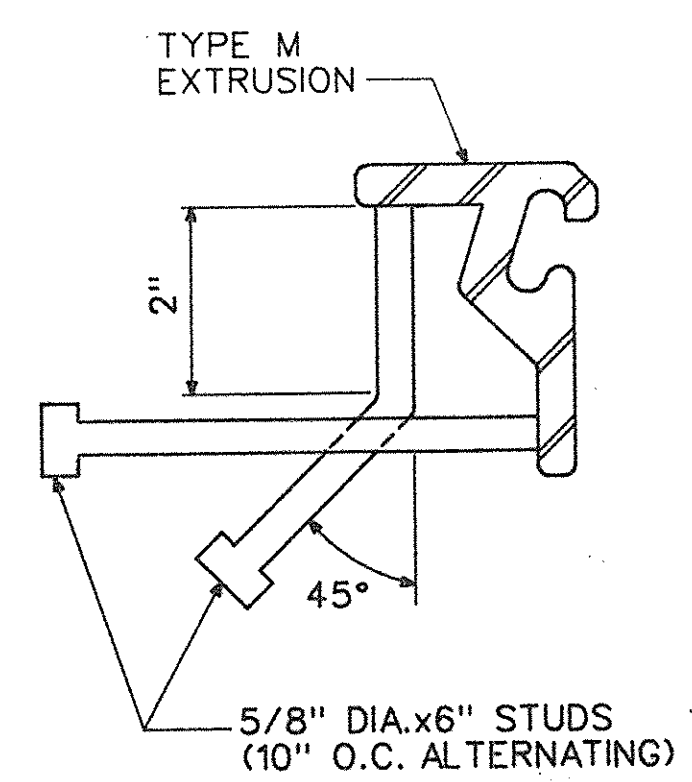
43 Fuller Road Albany, N.Y. 12205



STRIP SEAL JOINT TABLE			
STRUCTURE	SUPPORT	DIM. "A" @ 68°F	"L"
WEMPLE ROAD BRIDGE	PIER #1 & 3	1 3/4"	8'-1 11/16"
"	PIER #2	1 3/4"	8'-1 11/16"
CLAPPER ROAD BRIDGE	PIER #1 & 3	2"	7'-8"



JOINT DETAILS
NO SCALE

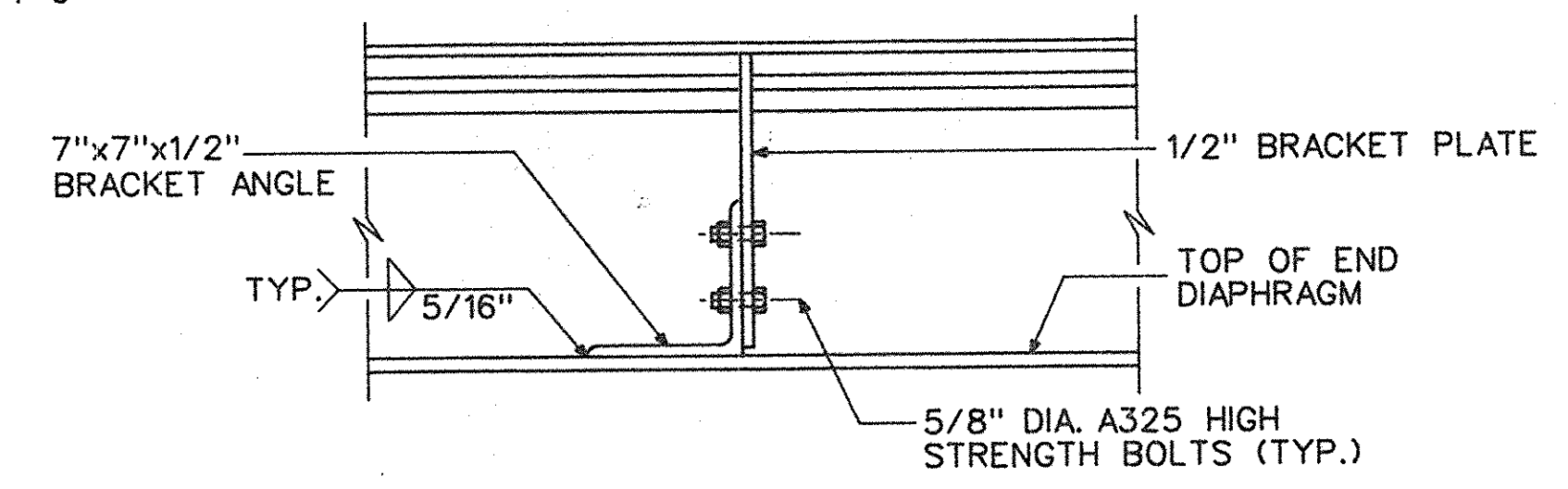
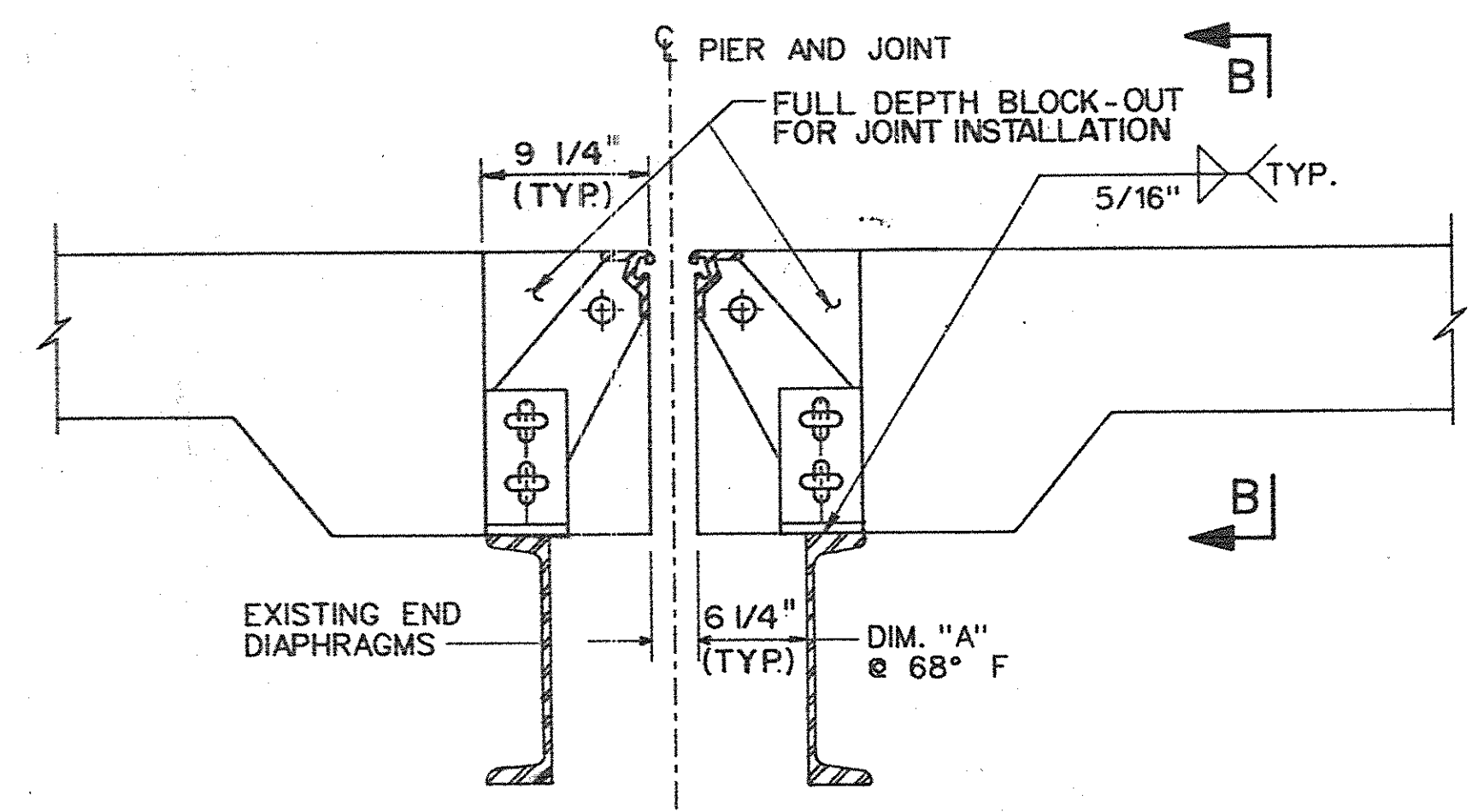


NEW YORK STATE THRUWAY AUTHORITY
PROJECT:
SUBMISSION NO.:
☒ APPROVED ☐ APPROVED AS NOTED
☐ DISAPPROVED ☐ RESUBMIT
NOTE: THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AT THE SITE AND SHALL ASSUME ALL RESPONSIBILITY FOR THE ACCURACY OF HIS MEASUREMENTS.
DATE: 6/9/90 BY: JAD



- NOTES:
1. THE CLOSED CELL STRIP SEAL SHALL BE ONE PIECE FROM FASCIA TO FASCIA. NO SPLICES WILL BE PERMITTED.
 2. THE COST OF ALL WORK AND MATERIALS INCLUDING SHOP DRILLING MOUNTING HOLES, SHOP WELDING, ADHESIVE ANCHOR STUDS, ETC., SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 25567.3970.
 3. THE NEOPRENE STRIP SEAL SHALL BE COMPLETELY INSTALLED PRIOR TO GROUTING OF INVERSE LONGITUDINAL JOINTS.

NO AS-BUILT REVISIONS



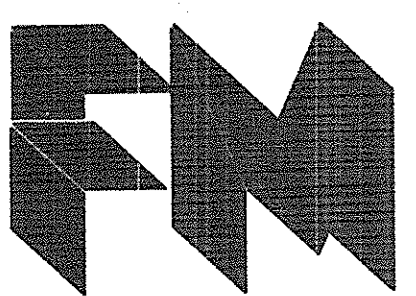
R. H. Burch 2-16-93

NO.	REVISIONS	DATE	INT.

PROJECT: CLAPPER WEMPLE ROAD BRIDGE
SUBJECT: STRIP SEAL JOINT SYSTEM
CONTRACTOR: BELTRONE CONSTR. CO., INC.
ENGINEER: GREENMAN-PEDERSEN, INC.

DATE: MAY 1990
DRN. BY: A.R.Z.
CHK. BY: M.A.C.
SCALE: AS SHOWN

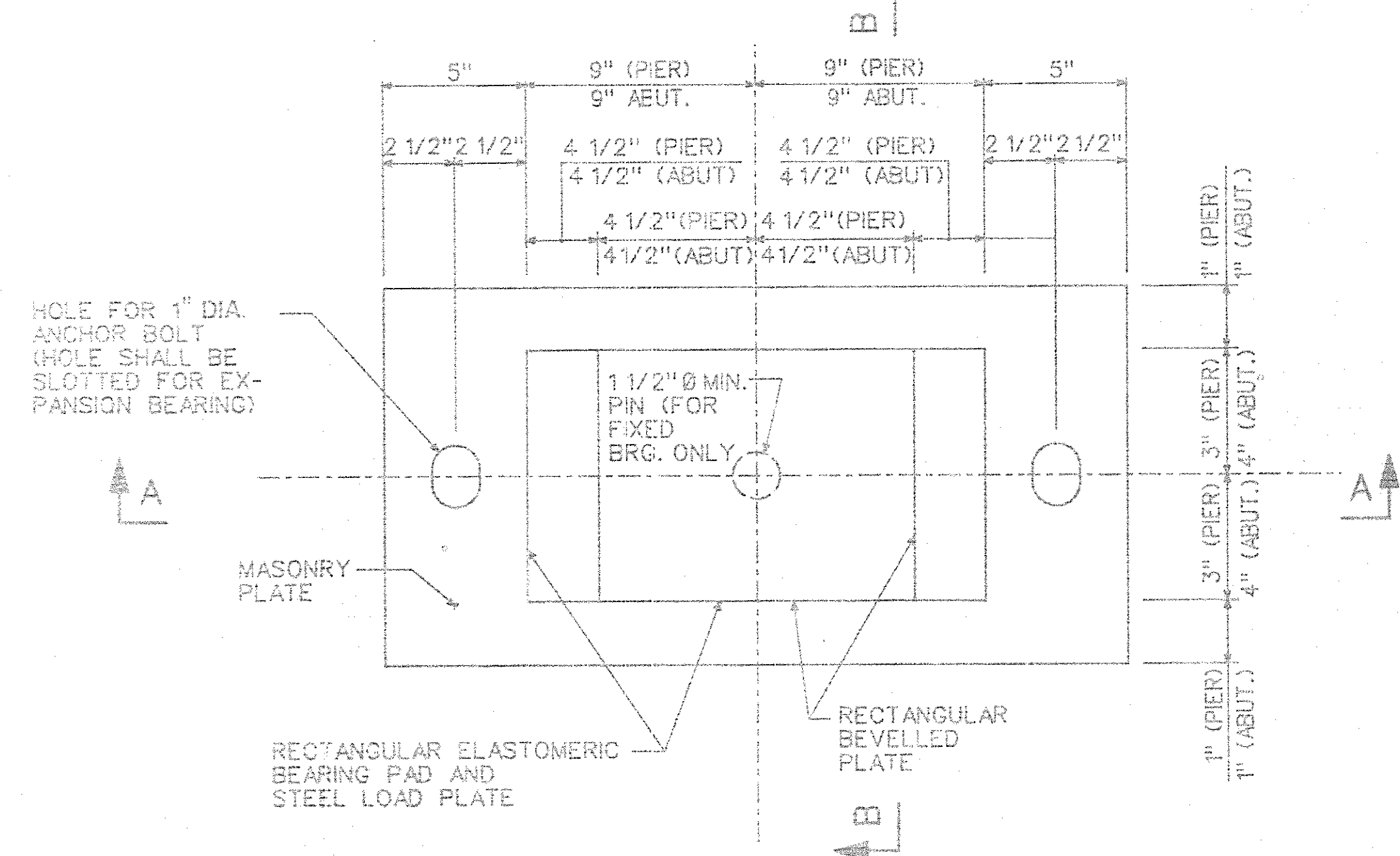
F.M. JOB NO. 350
SHEET NO. 10 OF 12
DWG. NO. 350-10



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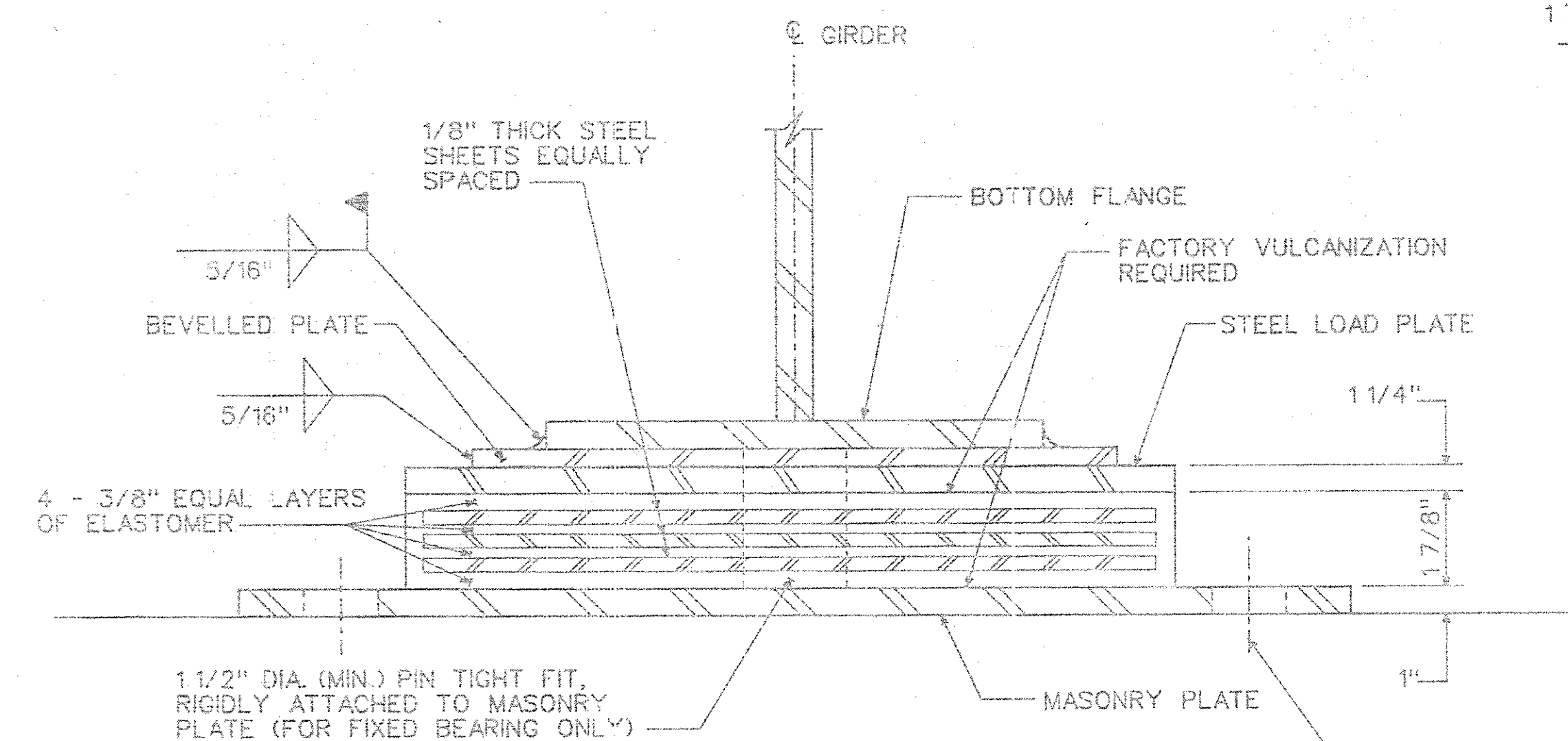


Greenman-Pedersen
CONSULTING ENGINEERS
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TYPICAL RECTANGULAR BEARING PLAN
NO SCALE

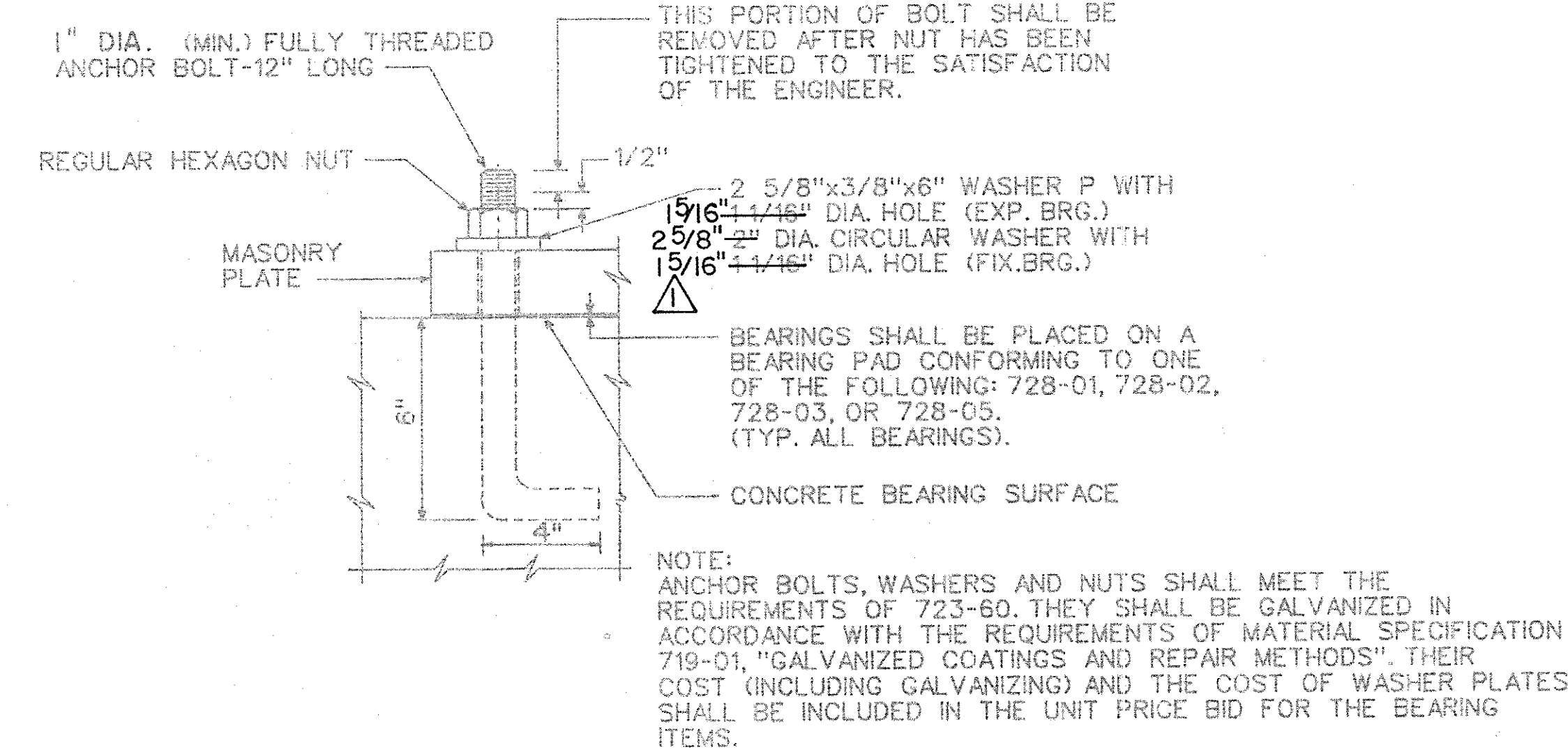
FOR WEMPLE ROAD PIER 1, 2, 3 AND ABUTMENT
FOR CLAPPER ROAD PIER 1, 3 AND ABUTMENT



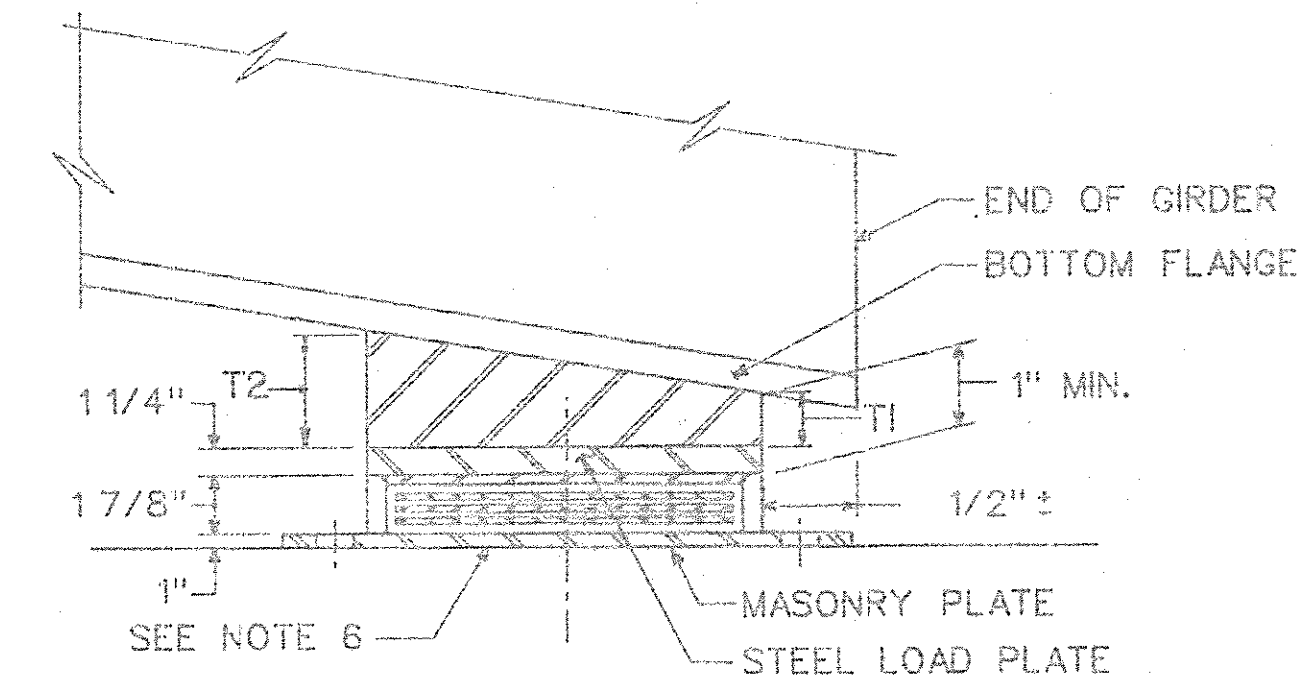
SECTION A-A
NO SCALE

MAXIMUM DESIGN REACTION (KIPS) WEMPLE ROAD				
LOCATION	BEARING	DL & SDL	LL	TOTAL
PIER 1 & 3	EXPANSION	42.5	31.1	73.6
PIER 2	FIXED	42.5	31.1	73.6
ABUTMENT	FIXED	24.2	27.8	52.0

MAXIMUM DESIGN REACTION (KIPS) CLAPPER ROAD				
LOCATION	BEARING	DL & SDL	LL	TOTAL
PIER 1 & 3	EXPANSION	40.5	30.8	71.3
PIER 2	FIXED	81.0	61.5	142.5
ABUTMENT	FIXED	22.2	26.9	49.1

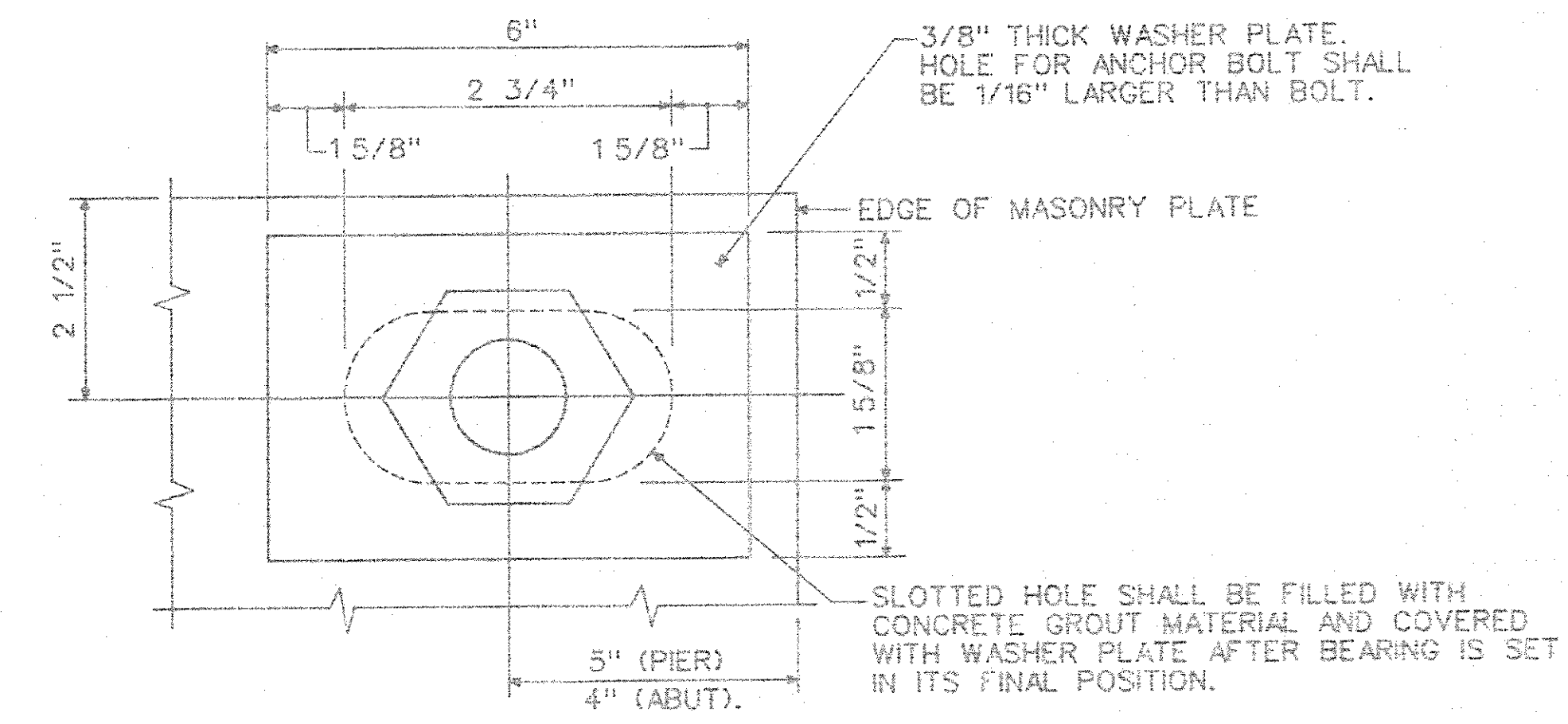


ANCHOR BOLT DETAIL
FOR ALL BEARINGS
NO SCALE

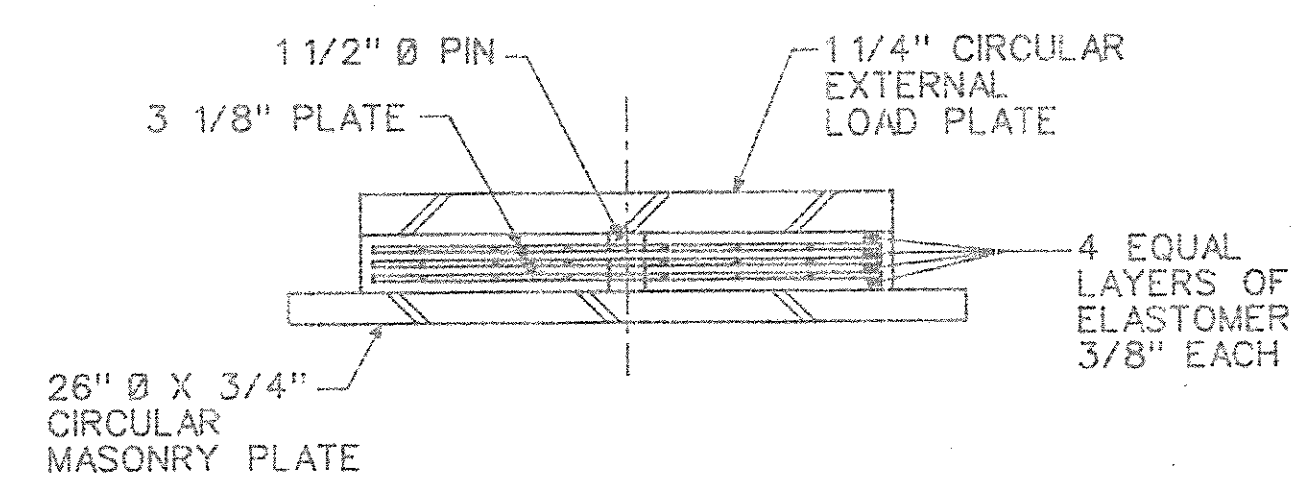


SECTION B-B
NO SCALE

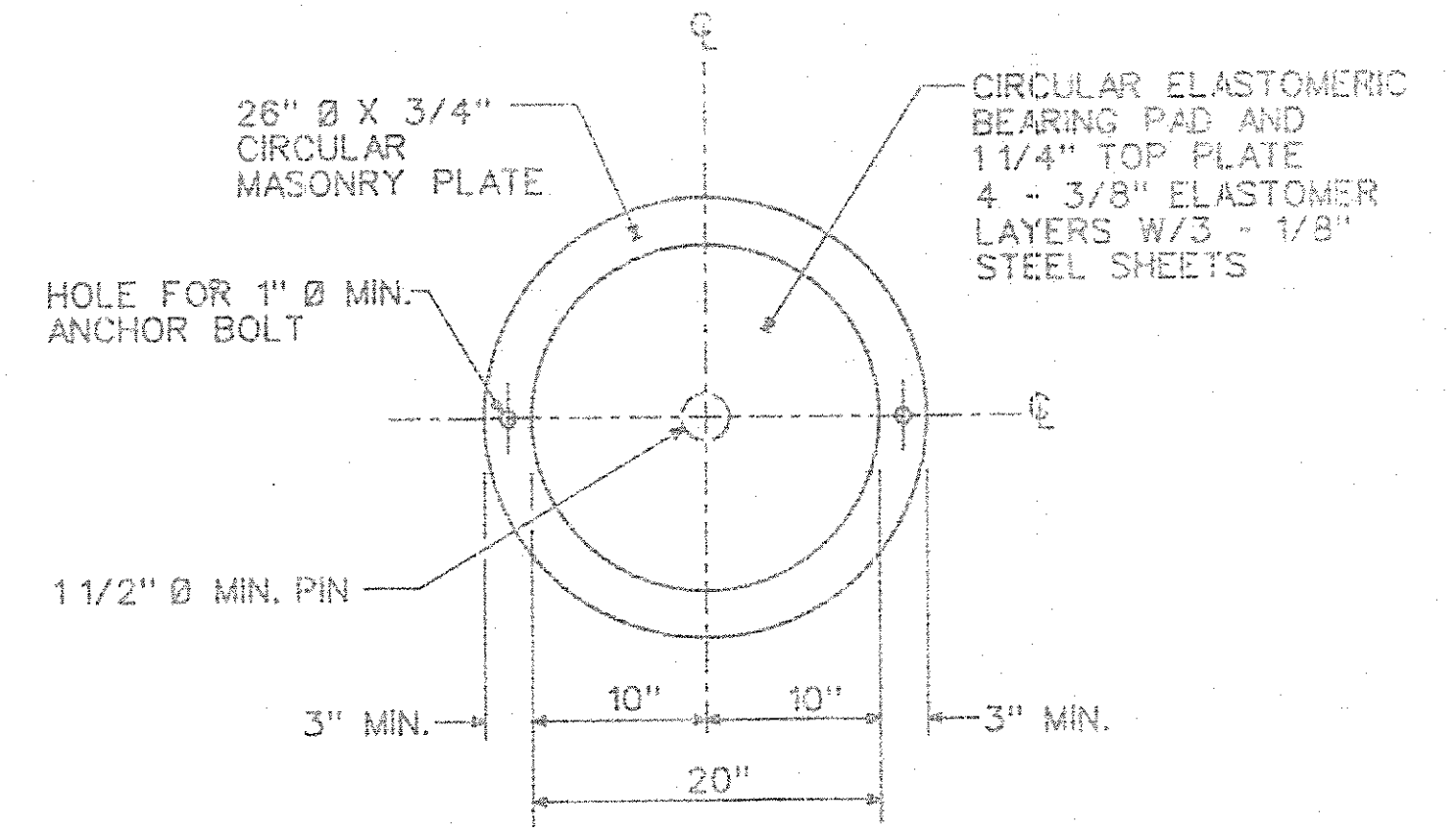
SOLE PLATE THICKNESS				
	CLAPPER		WEMPLE	
	T1	T2	T1	T2
EAST ABUT.	3/4"	15/16"	3/4"	7/8"
PIER 1 SPAN 1	3/4"	7/8"	3/4"	7/8"
PIER 1 SPAN 2	3/4"	3/4"	3/4"	13/16"
PIER 2 SPAN 2	3/4"	3/4"	3/4"	13/16"
PIER 2 SPAN 3	-	-	3/4"	13/16"
PIER 3 SPAN 3	3/4"	3/4"	3/4"	13/16"
PIER 3 SPAN 4	3/4"	13/16"	3/4"	7/8"
WEST ABUT.	3/4"	7/8"	3/4"	7/8"



TYPICAL ANCHOR BOLT DETAIL
(FOR EXPANSION BEARINGS ONLY)
NO SCALE



CIRCULAR BEARING ELEVATION
NO SCALE



CIRCULAR BEARING PLAN
FOR CLAPPER ROAD PIER 2
NO SCALE

- NOTES:
1. THE BEARINGS ARE DESIGNED SO THAT THE SUPER-STRUCTURE MAY BE ERECTED WHEN THE AMBIENT AIR TEMPERATURE IS WITHIN THE RANGE 40° F TO 90° F.
 2. THE HARDNESS (SHORE "A" DUROMETER) OF THE ELASTOMERIC MATERIAL SHALL BE 50±10.
 3. CONCRETE SURFACES UNDER THE BEARINGS SHALL CONFORM TO SECTION 565-302 "CONCRETE BEARING SURFACE PREPARATION" OF THE NEW YORK STATE STANDARD SPECIFICATIONS.
 4. THE CONTINUOUS WELD CONNECTING THE LOAD PLATE TO THE BOTTOM FLANGE (OR SOLE PLATE) SHALL BE ALLOWED TO COOL AFTER EACH PASS. HOWEVER, THE TEMPERATURE OF THE STEEL ADJACENT TO THE ELASTOMER SHALL NOT EXCEED 200° F. TEMPERATURE SHALL BE CONTROLLED BY WELDING PROCEDURES AND TEMPERATURE INDICATING CRAYONS OR OTHER DEVICES APPROVED BY THE ENGINEER.
 5. THE COST FOR THE BEARINGS SHALL BE PAID FOR UNDER ITEM 565.2002. ALL MATERIAL AND WORK SHALL CONFORM TO THE SPECIFICATIONS FOR THE ABOVE ITEM.
 6. SHIM PLATE MAY BE REQUIRED FOR HIGH SIDE BEARINGS.

NEW YORK STATE THRUWAY AUTHORITY
PROJECT:
SUBMISSION NO.:
☒ APPROVED ☐ APPROVED AS NOTED
☐ DISAPPROVED ☐ RESUBMIT
NOTE: THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AT THE SITE AND SHALL ASSUME ALL RESPONSIBILITY FOR THE ACCURACY OF HIS MEASUREMENTS.
DATE: 6/9/90 BY: RPD

NO.	AS-BUILT REVISIONS	DATE INT.
1	AMEND. NO. 2 - REVISE DIMS.	1/93 CAT

PROJECT: WEMPLE/CLAPPER ROAD BRIDGE	DATE: MAY, 1990
SUBJECT: ELASTOMERIC BEARING DETAILS	DRN. BY: HLW
CONTRACTOR: BELTRONE CONSTR. CO., INC.	CHK. BY: MAC
ENGINEER: GREENMAN-PEDERSEN, INC.	SCALE: AS SHOWN

F.M. JOB NO. 350		Greenman-Pedersen CONSULTING ENGINEERS
SHEET NO. 11 OF 12		
DWG. NO. 350-11		
THE FORT MILLER CO., INC. P.O. BOX 98 SCHUYLERVILLE, NY 12871 (518) 664-9871 (518) 695-5000		

43 Fuller Road
Albany, N.Y. 12203

DESCRIPTION OF FABRICATING FACILITIES FOR UNIT PRODUCTION:

- ALL CONCRETE TO BE SUPPLIED BY THE FORT MILLER CO., INC. NYSDOT APPROVED AUTOMATED BATCH PLANT (NYSDOT FACILITY CERTIFICATION NUMBER 20020).
- QUALITY CONTROL EQUIPMENT:
 - COMPRESSIVE TESTER - FORNAY MODEL QC-410.
 - HIGH PRESSURE AIR METER - PRESS-AIR METER FORNEY MODEL LA-316
- ALL CONCRETE TO BE CONSOLIDATED USING INTERNAL VIBRATION.
- CONCRETE SHALL BE CURED USING THE NON-ACCELERATED, SATURATED COVER METHOD OF CURING. SEE FABRICATION PROCEDURE.

CONCRETE DATA:

- CONCRETE COMPRESSIVE STRENGTH:
 - LIFTING (STRIPPING FROM FORM) 2,000 PSI
 - TURNOVER: 5,000 PSI
 - 28 DAY COMPRESSIVE STRENGTH: 5,000 PSI
- MIX DESIGN (YIELD: 1 C.Y.)

CEMENT: 694 LBS., ASTM C150 - TYPE I/II

COARSE AGGREGATE: 1845 LBS. - NYSDOT SOURCE *B6AG33C SUPPLIED BY W.E. DAILY, INC.

FINE AGGREGATE: 1344 LBS., NYSDOT SOURCE *1-93F SUPPLIED BY GALUSHA

WATER CONTENT: 31 GALLONS - WATER CEMENT RATIO: 0.375

HIGH RANGE WATER REDUCER: 16 OZS/CWT, W.R. GRACE WRDA-19

LOW RANGE WATER REDUCER: 3 OZS/CWT, W.R. GRACE WRDA W/HYCOL

AIR ENTRAINING AGENT: 10.0 OZS/CY - W.R. GRACE DARAVAIR-M

ENTRAINED AIR - 5% - 9%
- TEST CYLINDERS:
 - FOR STRIPPING STRENGTH
 - FOR 28 DAY STRENGTH
 - HELD IN RESERVE

- ALL PLASTIC AND HARDENED CONCRETE TESTING SHALL BE PERFORMED UNDER DIRECTION OF THE FORT MILLER QUALITY ASSURANCE MANAGER.

STRUCTURAL STEEL DATA:

- ALL STRUCTURAL STEEL TO BE SUPPLIED BY:

SEIBEL MODERN MANUFACTURING & WELDING CO.
LANCASTER, NEW YORK
- STRUCTURAL STEEL TO MEET ASTM A572, YIELD STRENGTH 50 KSI.

REINFORCING STEEL DATA:

- ALL REINFORCING STEEL TO MEET ASTM A-615 GRADE 60 AND EPOXY COATED IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATION 709-04.

FABRICATION PROCEDURE:

- FORM WILL BE PREPARED BY PLACING THE FORM LINER AND REINFORCING STEEL.
- THE STEEL BEAM ASSEMBLY WILL BE SET ON END SUPPORTS IN THE CORRECT POSITION OVER THE FORM.
- FORM HANGERS WILL BE INSTALLED TO TRANSFER THE FORM'S WEIGHT TO THE TRANSFER BEAMS. TRANSFER BEAMS ARE TO BE INSTALLED AT APPROXIMATELY 8'-0" CENTERS, WITH ONE BEAM INSTALLED AT CENTER SPAN.
- ADJUST FORM HANGERS FOR PROPER DISTANCE BETWEEN THE BEAMS AND THE FORM. END SUPPORTS ARE TO BE ADJUSTED TO INSURE THE ENDS ARE LEVEL. DEFLECTION STOPS ARE TO BE ADJUSTED TO INSURE PROPER DEFLECTION OF THE DECK SLAB.
- WHEN MOLDS ARE IN FINAL POSITION, REINFORCING STEEL SHALL BE HUNG FROM STEEL BEAMS.
- PLACE CONCRETE AND SCREED TO PROPER LEVEL. ONCE CONCRETE HAS BEEN PLACED, ELEVATIONS AT CENTERLINE OF BEARING AND CENTERLINE OF SPAN SHALL BE CHECKED FOR CONFORMANCE WITH SHOP DRAWINGS AND ALLOWABLE TOLERANCES.
- CONCRETE SHALL BE CURED IN ACCORDANCE WITH OUTLINED PROCEDURE. TEST CYLINDERS SHALL BE CURED IN A SIMILAR MANNER.
- COMPRESSIVE STRENGTH TESTS ON TWO CYLINDERS SHALL BE PERFORMED AT STRIPPING. IF THE AVERAGE OF THE TWO CYLINDERS IS AT LEAST 2,000 PSI, THE FORM HANGERS AND TRANSFER BEAMS MAY BE REMOVED AND THE UNIT LIFTED FROM THE FORM AND STORED DECK DOWN ON SUPPORTS AT CENTERLINE OF BEARING.
- UNITS ARE TO BE CURED IN ACCORDANCE WITH THE OUTLINED PROCEDURE UNTIL 28 DAY COMPRESSIVE STRENGTH IS ACHIEVED. STRENGTH SHALL BE VERIFIED BY TESTING TWO CYLINDERS IN IMMEDIATE SUCCESSION WITH AN AVERAGE STRENGTH EQUAL TO OR GREATER THAN THAT SPECIFIED. UNIT MAY BE TURNED RIGHT SIDE UP WHEN 28 DAY COMPRESSIVE STRENGTH HAS BEEN REACHED.

NEW YORK STATE THRUWAY AUTHORITY	
PROJECT:	
SUBMISSION NO.:	
☒ APPROVED	☐ APPROVED AS NOTED
☐ DISAPPROVED	☐ RESUBMIT
NOTE: THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AT THE SITE AND SHALL ASSUME ALL RESPONSIBILITY FOR THE ACCURACY OF HIS MEASUREMENTS.	
DATE: 6/1/90	BY: RAD

FINISHING:

- DECK TEXTURE TO BE SMOOTH.
- UNDERSIDE OF DECK TO RECEIVE WOOD SCREED FINISH.

CURING PROCEDURE:

AFTER COMPLETION OF FINISHING, THE SURFACE SHALL BE COVERED WITH BURLINE AFTER THE CONCRETE HAS REACHED INITIAL SET. TEMPERATURE OF THE CONCRETE SHALL BE KEPT AT 70 TO 80 DEGREES FAHRENHEIT. THE UNITS SHALL BE MAINTAINED IN THIS CONDITION UNTIL THEY ARE REMOVED FROM THE MOLD.

THE FINAL PHASE OF CURING SHALL CONSIST OF COVERING THE CONCRETE SURFACE (WHILE THE UNITS ARE STILL IN THE INVERTED POSITION) WITH WATER SATURATED BURLAP. THE BURLAP SHALL BE KEPT SATURATED WHILE MAINTAINING CONCRETE TEMPERATURE BETWEEN 70 TO 80 DEGREES FAHRENHEIT UNTIL THE DESIGN STRENGTH IS REACHED.

HANDLING OF UNITS:

- INVERTING: AFTER THE FINAL STRENGTH HAS BEEN REACHED, THE UNITS SHALL BE PLACED ON SPECIALLY DESIGNED TURNING YOKES AND INVERTED TO THE FINAL UPRIGHT POSITION.
- HANDLING: IN THE INVERTED POSITION, UNITS SHALL BE HANDLED USING FOUR (4) APPROPRIATE BEAM CLAMPS. IN THE UPRIGHT POSITION, SPECIAL EYE BOLTS SHALL BE INSTALLED THROUGH THE HOLES IN THE DECK (SEE LIFTING DETAIL). THESE BOLTS WILL ATTACH TO LIFTING CABLES WITH CONVENTIONAL LIFTING EQUIPMENT.
- SHIPPING: UNITS SHALL BE SHIPPED TO THE JOBSITE ON STANDARD 40' FLATBED TRAILERS. NO SPECIAL BLOCKING OR SUPPORT IS REQUIRED.

GENERAL NOTES:

- THE INVERSE SYSTEM IS A PATENTED STRUCTURAL SYSTEM AND IS MANUFACTURED UNDER LICENSE FROM ITS OWNER, THE KEITH AND GROSSMAN LEASING CO., NORMAN, OK.
 - STEEL BEAM SETS SHALL BE FABRICATED WITH THE NATURAL CAMBER OF THE BEAMS DOWN (ENDS OF THE BEAMS HIGHER THAN THE MIDDLE OF THE BEAMS IN FINAL UPRIGHT POSITION).
- ERECTION NOTES:
- UNITS SHALL BE LIFTED USING APPROPRIATE LIFTING CABLES ATTACHED TO SPECIAL LIFTING EYES (SEE DETAIL).
 - UNITS SHALL BE SET IN PLACE ON SOLE PLATES. WELDING IS TO BE DELAYED UNTIL THE UNITS ARE SET IN THEIR FINAL POSITION.
 - AFTER THE UNITS ARE SET AND THE BEAMS ARE WELDED TO THE SOLE PLATES, THE SURFACE BETWEEN ADJACENT UNITS SHALL BE EXAMINED FOR "MATCH". UNITS SHALL BE POST LOADED AS APPROVED BY THE ENGINEER TO MAKE EDGES MATCH.
 - AFTER THE EDGES MATCH, SHEAR KEYS SHALL BE GROUTED AND FIELD DIAPHRAGMS INSTALLED ACCORDING TO THE CONTRACT DRAWINGS AND SPECIFICATIONS.
 - HANDLING HOLES SHALL BE FILLED AS PER CONTRACT DRAWINGS AND SPECIFICATIONS.

TOLERANCES:

UNITS SHALL BE FABRICATED AND COMPLY WITH THE FOLLOWING TOLERANCES:

WIDTH: $\pm 1/4"$

OVERALL DEPTH OF STRUCTURAL SLAB: $1/8"$

FINISHED SURFACE: $\pm 1/8"$

REINFORCING COVER: TOP MAT (BOTTOM MAT IN MOLD): $1/8" \pm 3/8"$
BOTTOM MAT (TOP MAT IN MOLD): $1/8" \pm 3/8"$

INSERTS: $\pm 1/2"$ BETWEEN HOLE GROUPS
 $\pm 1/4"$ FOR ANY ONE HOLE OR INSERT

DEVIATION FROM SQUARE: HORIZONTAL: $\pm 1/4"$

DEVIATION FROM PRECOMPRESSED DESIGN CAMBER (INVERTED POSITION): $+1/4"$, $-0"$

HORIZONTAL ALIGNMENT (DEVIATION FROM STRAIGHT LINE PARALLEL TO CENTERLINE OF UNIT): $\pm 1/4"$

OVERALL LENGTH OF UNIT: $\pm 3/4"$

INVERSE UNIT WEIGHTS	
WEMPLE ROAD - SPAN 1 & 4	52.10 K
WEMPLE ROAD - SPAN 2 & 3	88.06 K
CLAPPER ROAD - SPAN 2 & 3	82.89 K
CLAPPER ROAD - SPAN 1 & 4	47.85 K

THEORETICAL TABLE OF DEFLECTIONS

WEMPLE ROAD - SPAN 1 & 4	TOTAL DEFLECTION:	
	INCHES	FEET
GIRDER SELF WEIGHT	0.0838	0.0070
FORM WEIGHT	0.2742	0.0229
CONCRETE WEIGHT	1.0074	0.0840
ADDITIONAL PRESTRESSING FORCE (0 PSF)	1.0074	0.0840
DESIGN CAMBER - UPRIGHT	0.4152	0.0346
SET IN PLACE WITH DEAD LOAD (50 PSF)	0.2793	0.0233
LIVE LOAD	0.4110	0.0343

THEORETICAL TABLE OF DEFLECTIONS

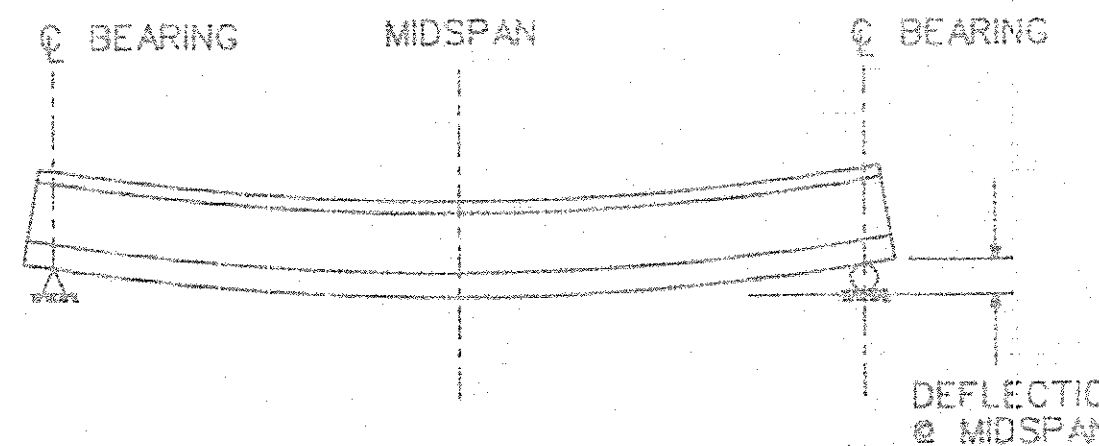
WEMPLE ROAD - SPAN 2 & 3	TOTAL DEFLECTION:	
	INCHES	FEET
GIRDER SELF WEIGHT	0.6099	0.0508
FORM WEIGHT	1.4661	0.1222
CONCRETE WEIGHT	4.7626	0.3959
ADDITIONAL PRESTRESSING FORCE (0 PSF)	4.7626	0.3959
DESIGN CAMBER - UPRIGHT	2.4865	0.2072
SET IN PLACE WITH DEAD LOAD (50 PSF)	1.9919	0.1660
LIVE LOAD	1.0110	0.0843

THEORETICAL TABLE OF DEFLECTIONS

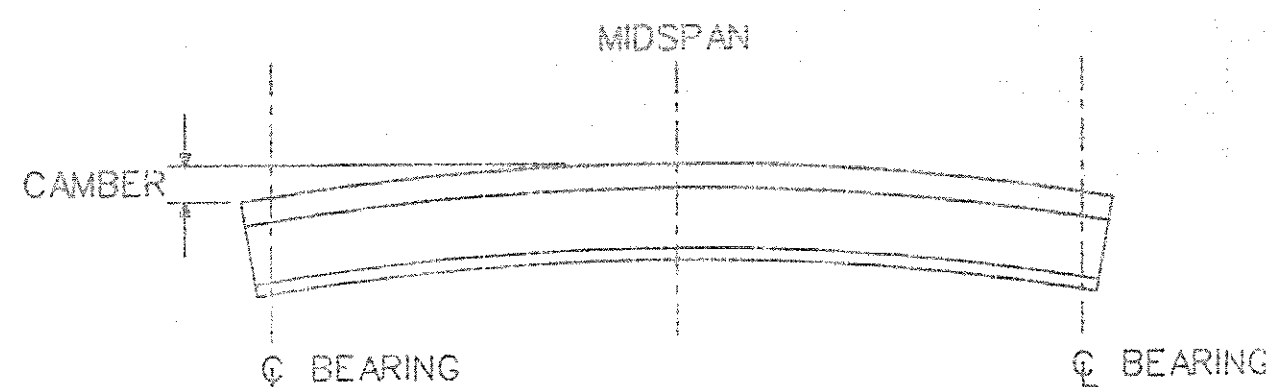
CLAPPER ROAD - SPAN 1 & 4	TOTAL DEFLECTION:	
	INCHES	FEET
GIRDER SELF WEIGHT	0.0592	0.0049
FORM WEIGHT	0.1939	0.0162
CONCRETE WEIGHT	0.7123	0.0594
ADDITIONAL PRESTRESSING FORCE (0 PSF)	0.7123	0.0594
DESIGN CAMBER - UPRIGHT	0.2916	0.0243
SET IN PLACE WITH DEAD LOAD (50 PSF)	0.1950	0.0163
LIVE LOAD	0.3070	0.0256

THEORETICAL TABLE OF DEFLECTIONS

CLAPPER ROAD - SPAN 2 & 3	TOTAL DEFLECTION:	
	INCHES	FEET
GIRDER SELF WEIGHT	0.5077	0.0423
FORM WEIGHT	1.2206	0.1017
CONCRETE WEIGHT	3.9652	0.3304
ADDITIONAL PRESTRESSING FORCE (0 PSF)	3.9652	0.3304
DESIGN CAMBER - UPRIGHT	2.0702	0.1725
SET IN PLACE WITH DEAD LOAD (50 PSF)	1.6584	0.1362
LIVE LOAD	0.8750	0.0729

INVERTED DEFLECTIONS
AFTER POURING

UNITS TO BE MEASURED FOR DEFLECTION AT C.L. AND MIDSPAN
TOTAL THEORETICAL DESIGN CAMBER - M.O. C.L. BEARING

MIDSPAN DEFLECTIONS
UPRIGHT POSITION

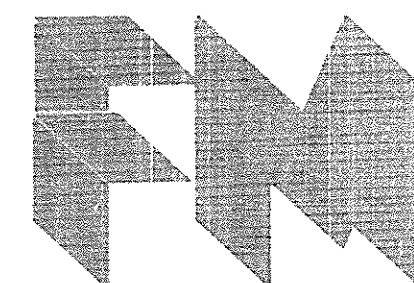
NO AS-BUILT REVISIONS

NO.	REVISIONS	DATE	INT.

PROJECT: WEMPLE RD. / CLAPPER RD. BRIDGE
SUBJECT: INVERSE BRIDGE NOTES
CONTRACTOR: BELTRONE CONSTR. CO., INC.
ENGINEER: GREENMAN-PEDERSEN, INC.

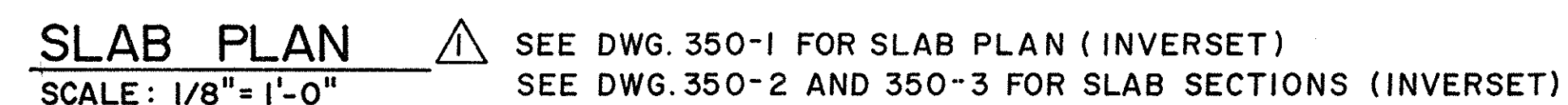
DATE: MAY 1990
DRN. BY: HLW
CHK. BY: MAC
SCALE: NO SCALE

F.M. JOB NO. 350
SHEET NO. 12 OF 12
DWG. NO. 350-12



THE FORT MILLER CO., INC.
P.O. BOX 98
SCHUYLERVILLE, NY 12871
(518) 664-9871
(518) 695-5000

Greenman-Pedersen
CONSULTING ENGINEERS
GPI
43 Fuller Road
Albany, N.Y. 12205

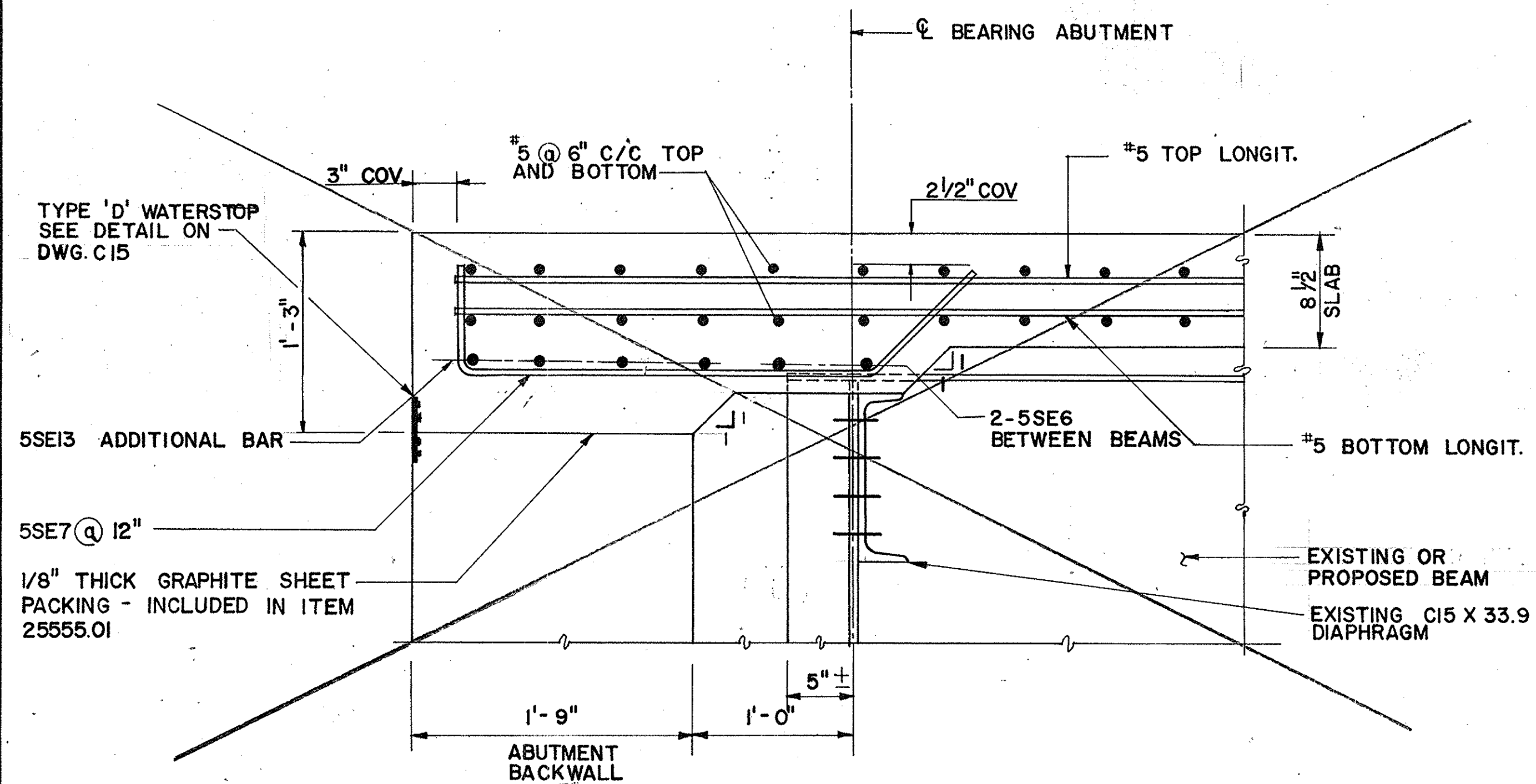


NOTE: FILL JOINT WITH
HOT POURED RUBBERIZED
JOINT SEALER. COST TO
BE INCLUDED IN THE PRICE
BID FOR ITEM 25555.0401

TYPICAL LONGITUDINAL SECTION AT PIER 2
N.T.S.

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B

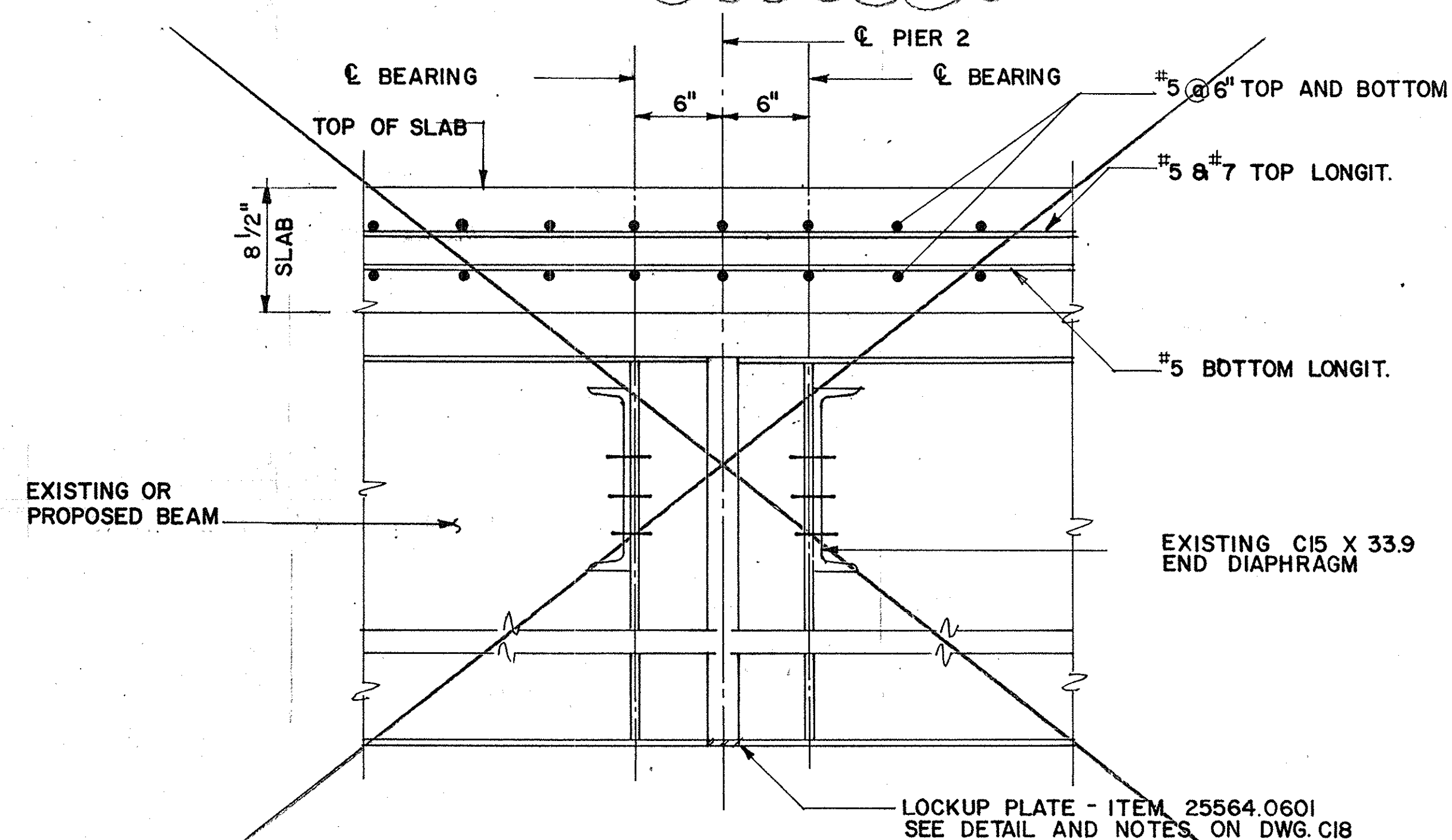


TYPICAL END SECTION OF DECK

AT ABUTMENTS

SCALE: 1 1/2" = 1'-0"

SEE DWG. 350-9, SECTION C-C

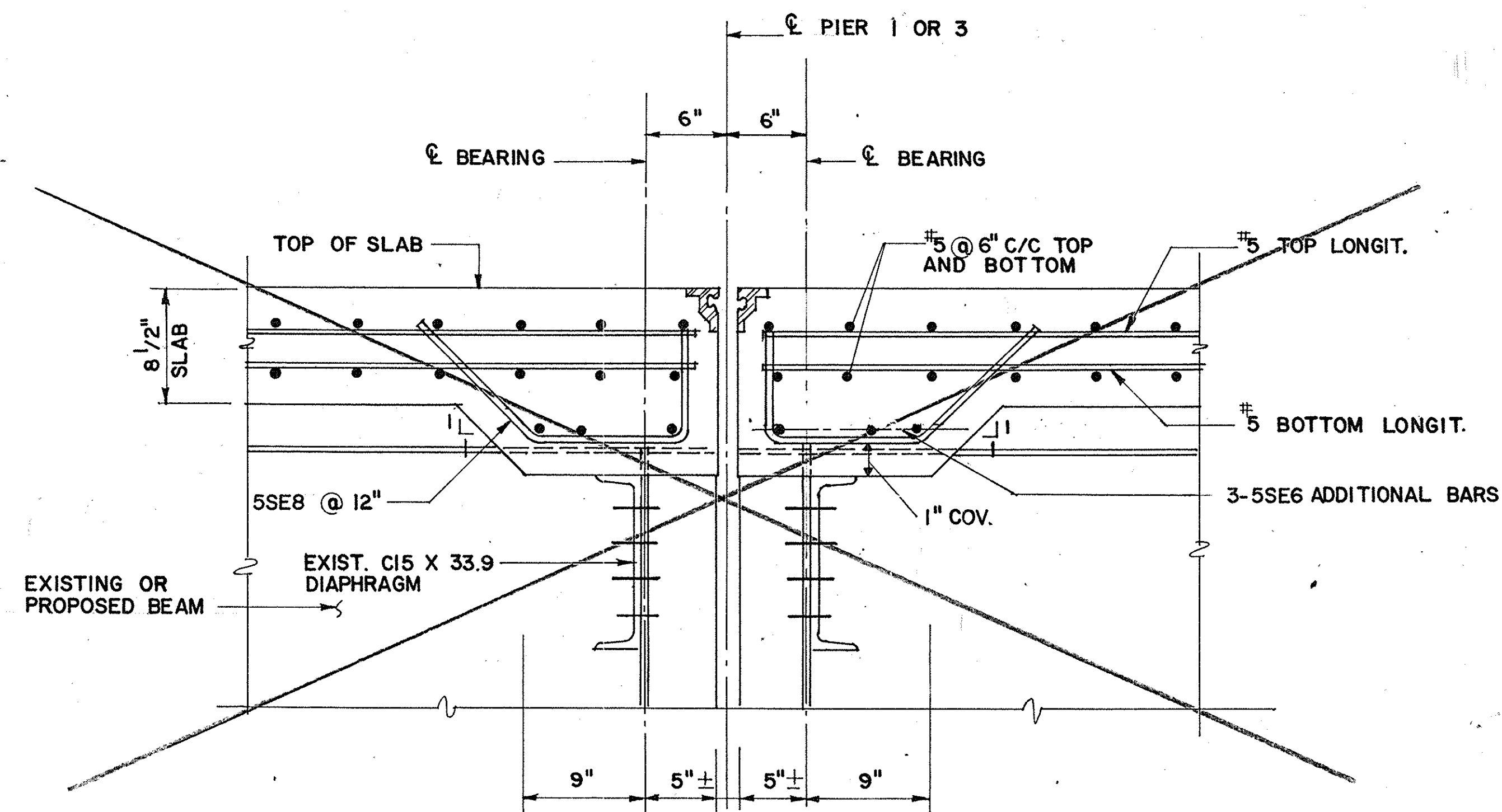


TYPICAL SECTION OF DECK

AT PIER 2

SCALE: 1 1/2" = 1'-0"

SEE DWG. 350-9, SECTION A-A



TYPICAL END SECTION OF DECK

AT PIERS 1 & 3

SCALE: 1 1/2" = 1'-0"

SEE DWG. 350-9, SECTION B-B

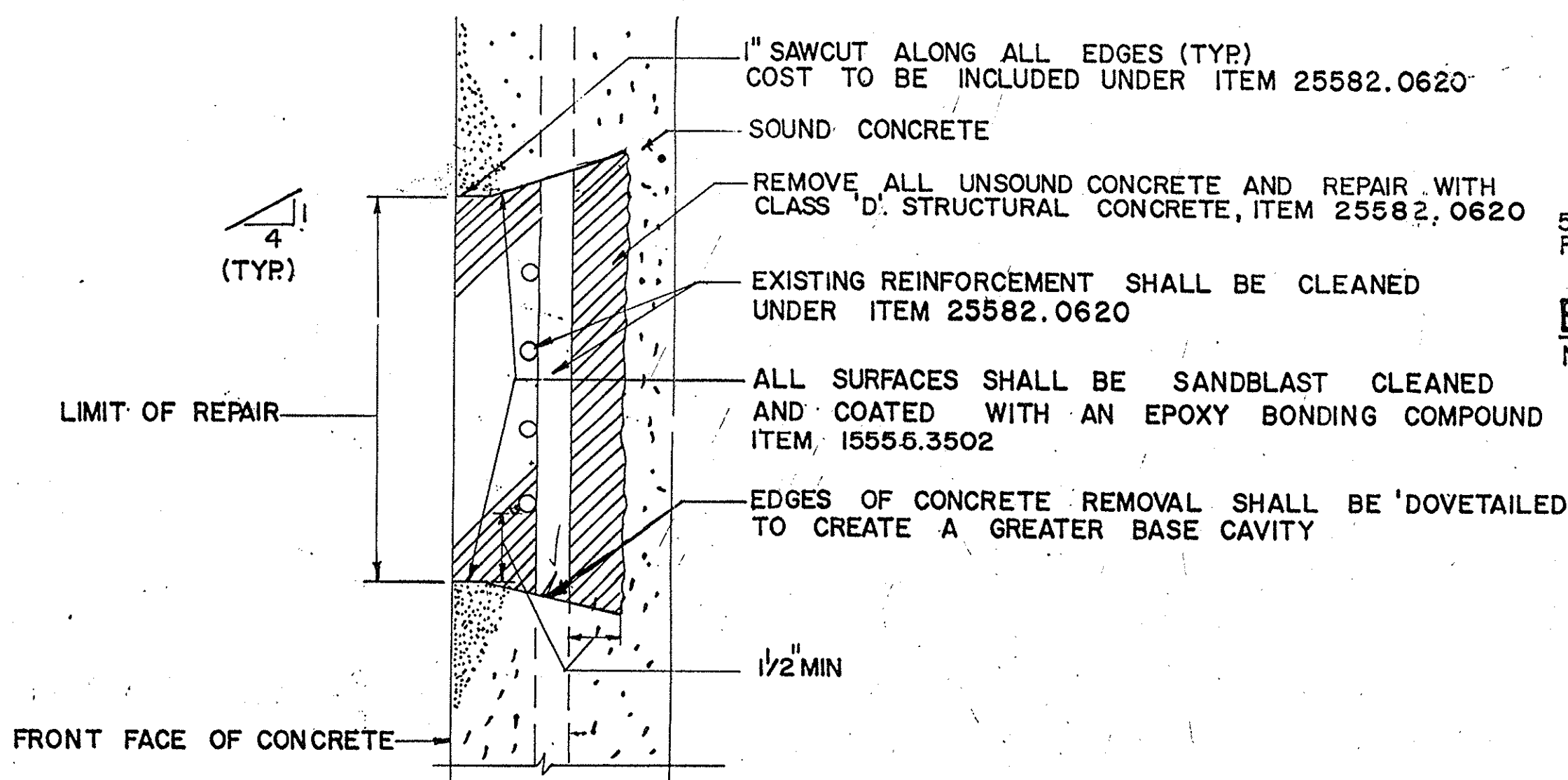
NOTES:

1. FOR EXPANSION JOINT DETAILS SEE DWG. C17 350-10

AS-BUILT REVISIONS	
1/93	ADD NOTES FOR SECTIONS C.A.T.
 SIGNATURE DATE 2-16-93	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REHABILITATION OF CLAPPER ROAD BRIDGE LOCATION OF PROJECT MP 136.70, ALBANY COUNTY	
TITLE OF DRAWING DECK SECTIONS AND DETAILS	
	DRAWN BY: B.A. CHECKED BY: T.W. DATE: FEB, 1990 DRAWING NUMBER: C14

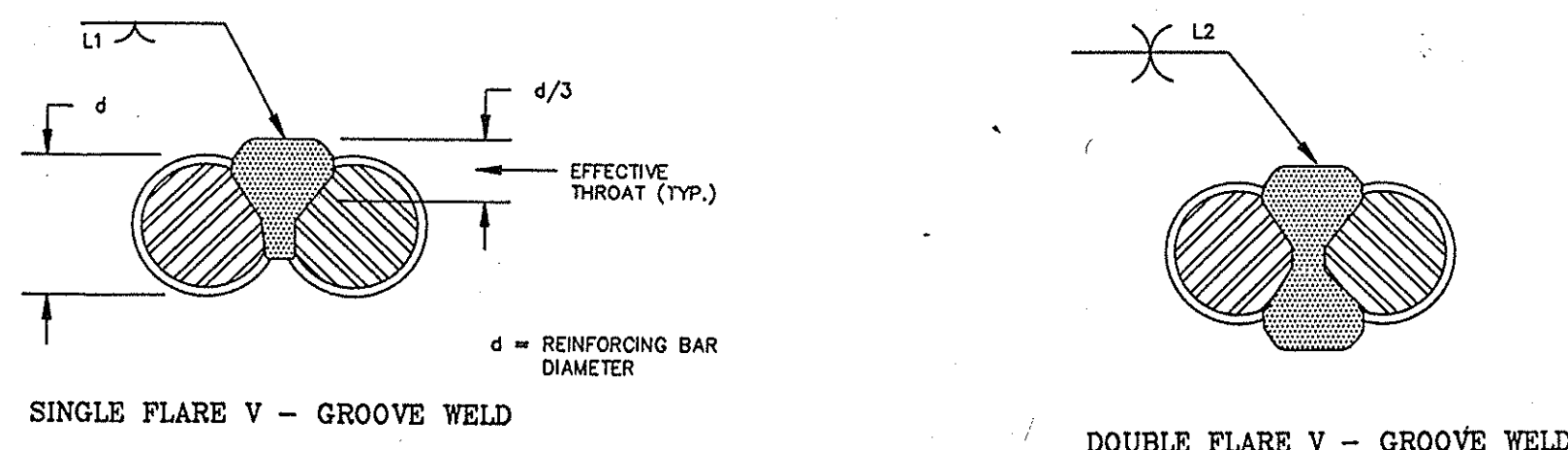
JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B



TYPICAL REPAIR DETAIL

N.T.S.



LAPPED, WELDED SPLICE

N.T.S.

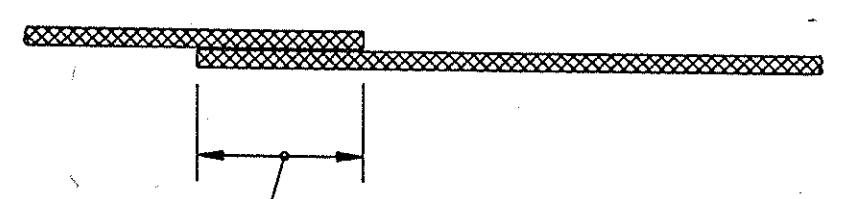
CONCRETE PIER/ABUTMENT REPAIR NOTES

- FOR GENERAL NOTES SEE DWGS. C2 & C3
- FOR LOCATION OF CONCRETE REPAIRS SEE DWG. C5, C7, & C9
- SUBSTRUCTURE DETERIORATION REQUIRING REPAIR AS INDICATED ON PLANS HAS BEEN DETERMINED BY A FIELD INSPECTION. ALL THE MAJOR AREAS KNOWN TO EXIST AT THE TIME HAVE BEEN SHOWN TO INDICATE THE APPROPRIATE EXTENT OF DETERIORATION THAT WILL HAVE TO BE REPAIRED BY THE CONTRACTOR.
- THE ANTICIPATED EXTENT OF CONCRETE REPAIR HAS BEEN INDICATED ON THE CONTRACT PLANS. THE E.I.C. SHALL EXAMINE THE SUBSTRUCTURE CONCRETE AND ESTABLISH THE AREAS OF REPAIR TO BE MADE WITH CLASS 'D' CONCRETE. EXTENT OF CONCRETE REPAIR TO BE MADE SHALL BE APPROVED BY E.I.C.
- DETERIORATED REINFORCEMENT SHALL BE REPLACED IN KIND, ITEM 556.0202 AND HAVE A MIN. LAP OF 30 BAR DIAMETER OR A WELD SPLICE SHALL BE PROVIDED. IF WELDED, WELDERS SHALL BE CERTIFIED. IN ACCORDANCE WITH THE "NEW YORK STATE STEEL CONSTRUCTION MANUAL".
- IMMEDIATE PRIOR TO THE APPLICATION OF THE NEW CONCRETE, THE SURFACE SHALL BE PREPARED IN ACCORDANCE WITH THE SPECIFICATIONS AND COATED WITH AN EPOXY BONDING COMPOUND. IT WILL NOT BE NECESSARY TO BRUSH COMPOUND INTO SURFACES MADE INACCESSIBLE BY CLOSELY SPACED REINFORCEMENT WHERE SO DETERMINED BY THE ENGINEER. COST SHALL BE INCLUDED UNDER ITEM 15555.3502.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT SOUND CONCRETE MAY HAVE TO BE REMOVED TO ATTAIN THE 1 1/2" MINIMUM CLEARANCE BEHIND THE REINFORCEMENT.



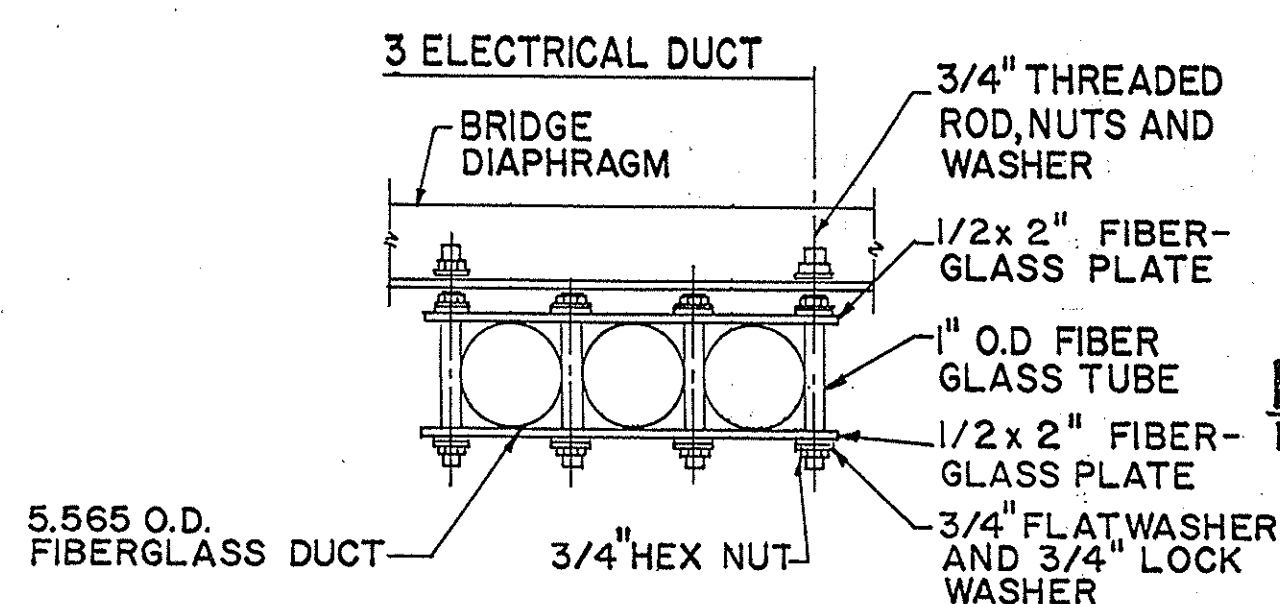
LAPPED, TIED SPLICE

N.T.S.



PLAN - WELDED SPLICE

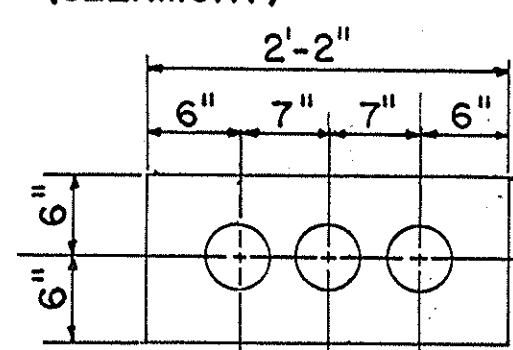
N.T.S.



ELECTRICAL CONDUIT SUPPORT

N.T.S.

(GLENMONT)



ELECTRICAL DUCTBANK DETAIL

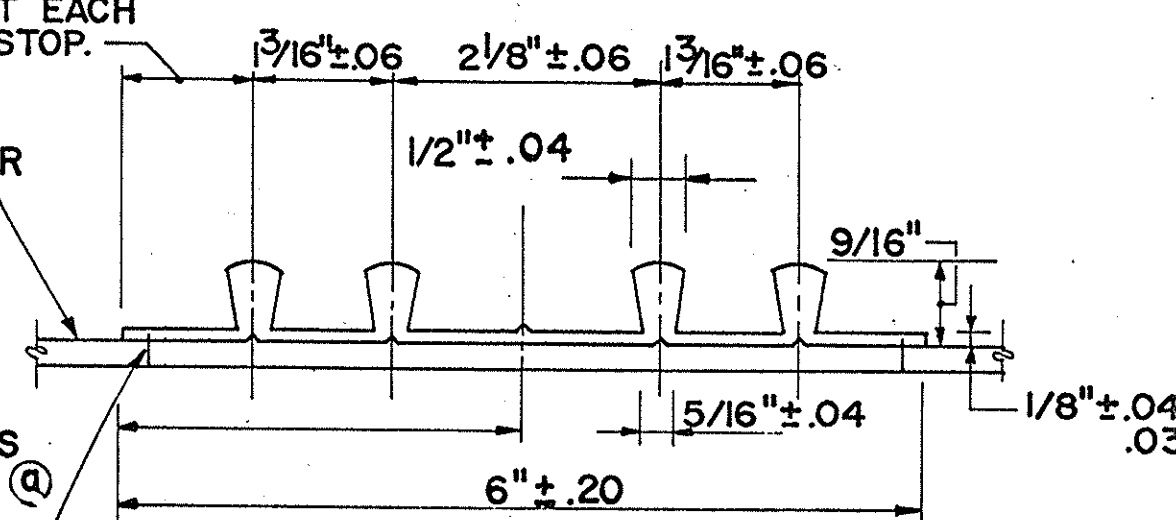
N.T.S.

(GLENMONT)

STAPLING TO WOOD FORM WILL ONLY BE PERMITTED IN THIS AREA AT EACH SIDE OF WATER STOP.

WOOD FORM REAR FACE OF WALL

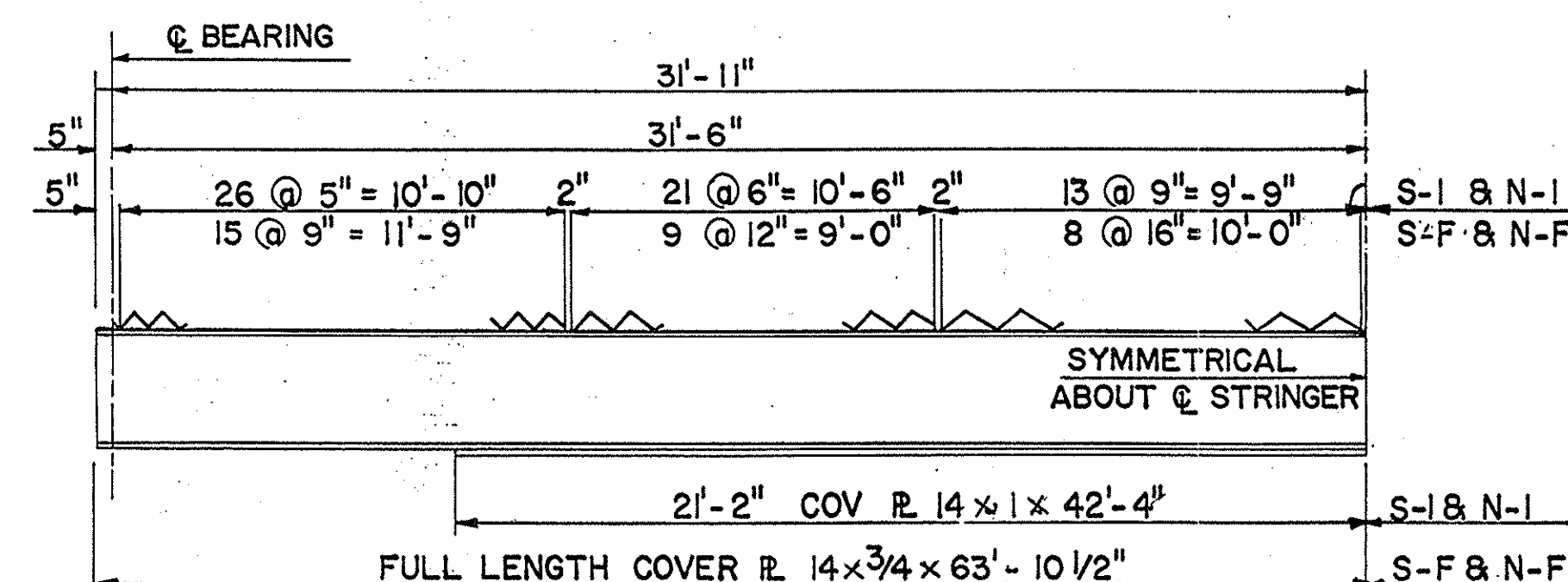
3/8" LONG STAPLES PLACE VERTICAL @ 6" ± CENTERS



NOTE: FOR USE AT CONSTRUCTION AND CONTRACTION JOINTS. HOLES MUST NOT BE MADE IN WATERSTOP FOR ANY PURPOSE, EXCEPT AS REQUIRED FOR STAPLING TO FORMS. TYPE "D" WATERSTOP SHALL BE LIGHT GRAY IN COLOR. COST TO BE INCLUDED IN ITEM 25555.01

TYPE "D" WATERSTOP

N.T.S.



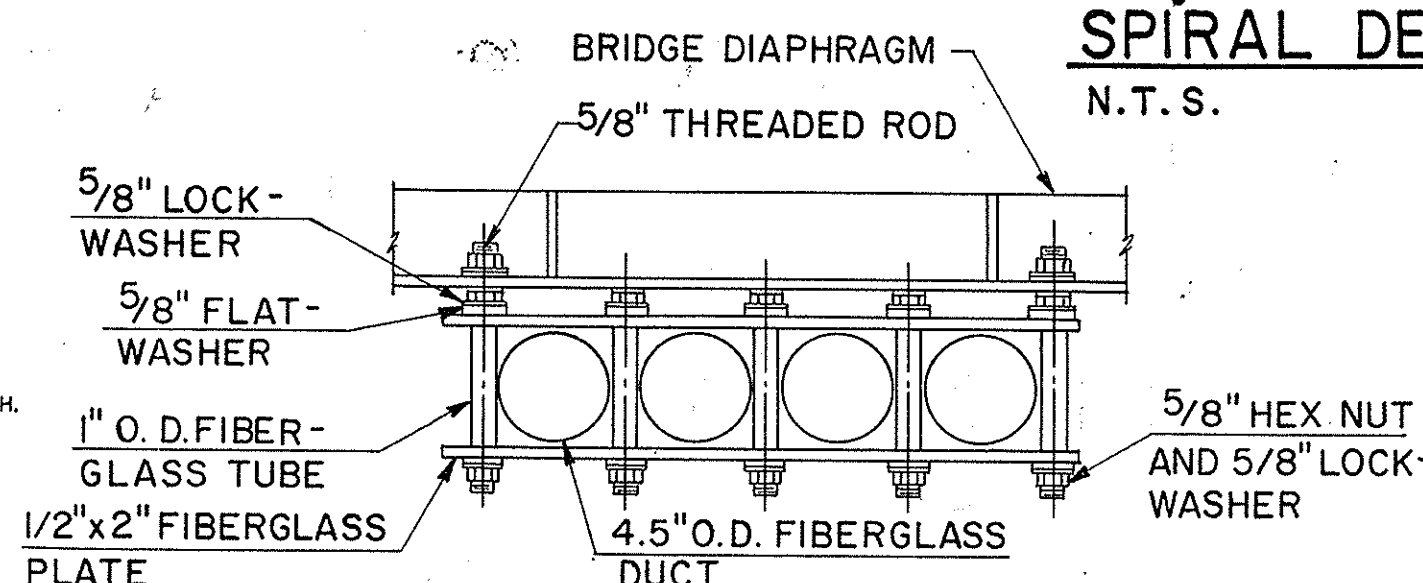
TELEPHONE CONDUIT SUPPORT

N.T.S.

(3 BRIDGES)

SPIRAL DETAIL - SPANS 2&3 (EXIST.)

N.T.S.

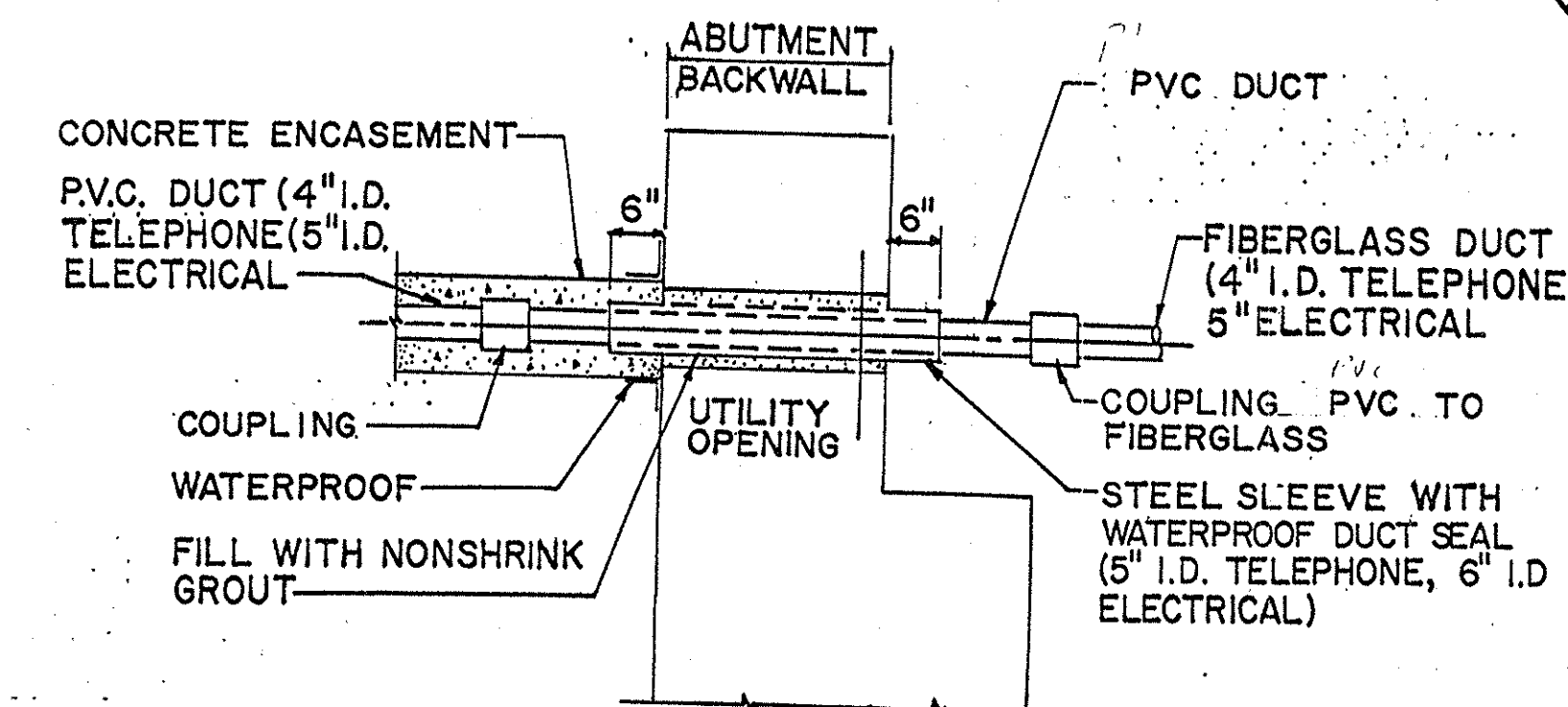


TELEPHONE CONDUIT SUPPORT

NOT TO SCALE

TELEPHONE DUCTBANK DETAIL

NOT TO SCALE



DETAIL OF SLEEVE AT BACKWALL

(TELEPHONE AND ELECTRICAL)

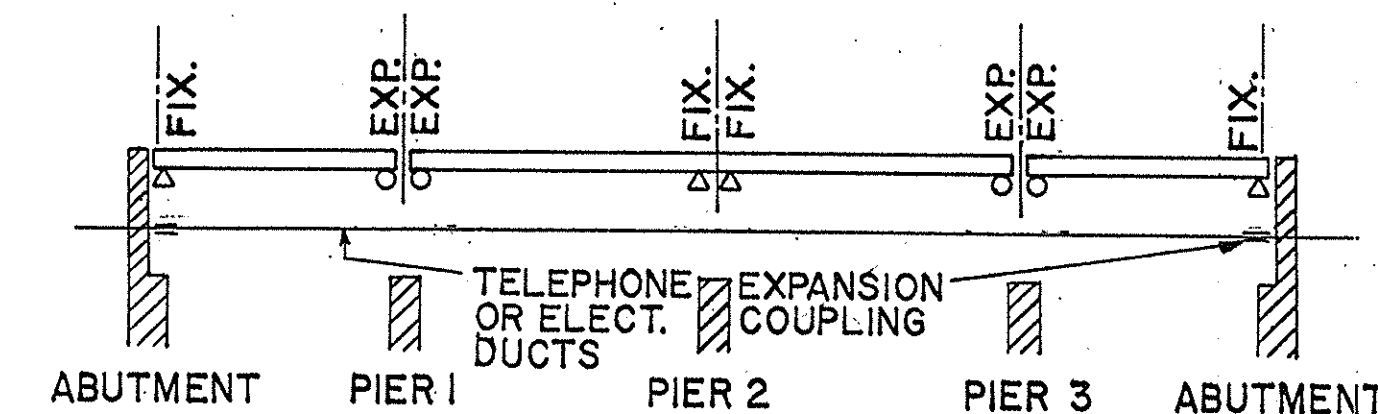
N.T.S.

DETAIL OF SLEEVES AT BACKWALL

SCALE: 3/4" = 1' = 0"

NOTES:

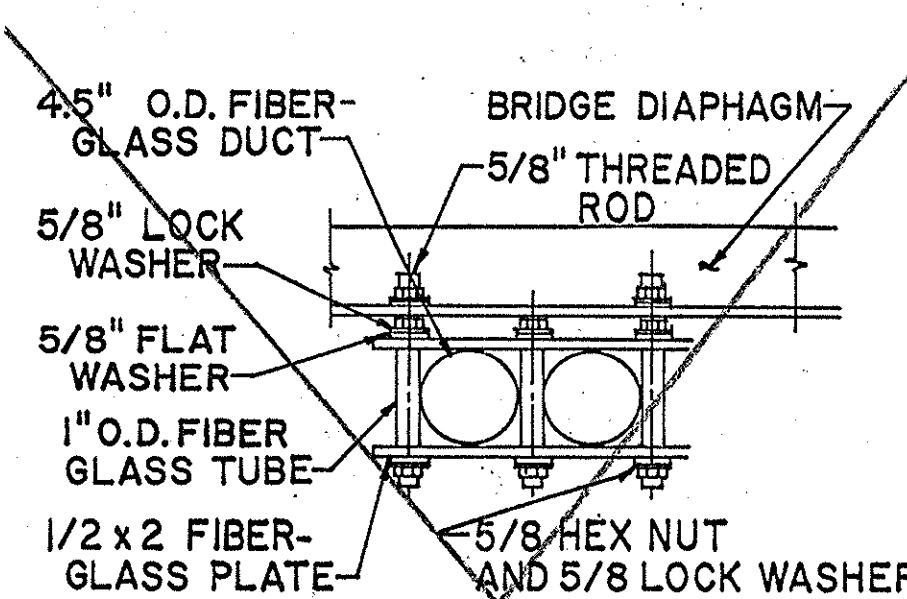
- THE CONTRACTOR IS TO INSTALL ALL NEW UTILITY MATERIALS WITH THE LIMITS SHOWN: DUCT HANGERS, EXPANSION FITTING STRAPS ETC., ALL OF THESE MATERIALS PLUS ANY OTHERS REQUIRED FOR THE PROPER INSTALLATION OF THIS PORTION OF THE WORK WILL BE SUPPLIED BY THE RESPECTIVE UTILITY COMPANIES INVOLVED.
- WIRING TO BE SUPPLIED AND INSTALLED BY THE UTILITY COMPANIES INVOLVED.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND ELEVATIONS IN THE FIELD.
- FOR LOCATION SEE CROSS SECTION & ABUTMENT ELEVATION DWGS.
- INSTALLATION OF TELEPHONE AND ELECTRIC UTILITIES ARE TO BE PAID FOR UNDER ITEMS 25660.21 AND 25660.22 RESPECTIVELY.



LOCATIONS OF EXPANSION COUPLING

(TELEPHONE AND ELECTRICAL)

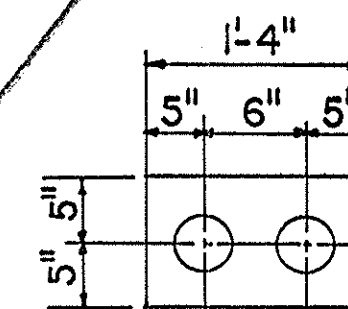
N.T.S.



TELEPHONE DUCTBANK DETAIL

N.T.S.

(3 BRIDGES)



TELEPHONE DUCTBANK DETAIL

N.T.S.

(3 BRIDGES)

AS-BUILT REVISIONS

REV.	REV. TEL. DUCTS	C.A.T.	DATE
1/93			2-16-93

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT: REHABILITATION OF CLAPPER RD. BRIDGE
LOCATION OF PROJECT: MP 136.70, ALBANY COUNTY
TITLE OF DRAWING:

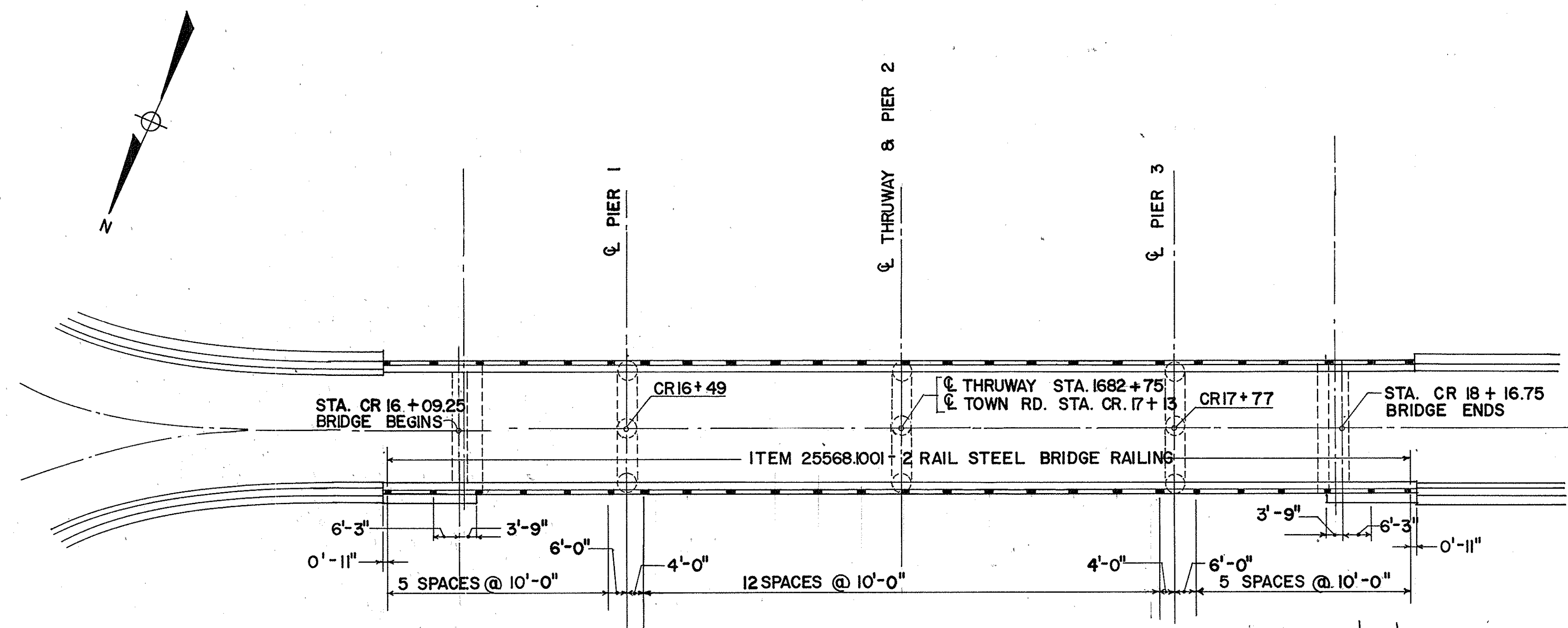
DETAILS



DRAWN BY: KW
CHECKED BY:
DATE: FEB, 1990
DRAWING NUMBER: C15

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B

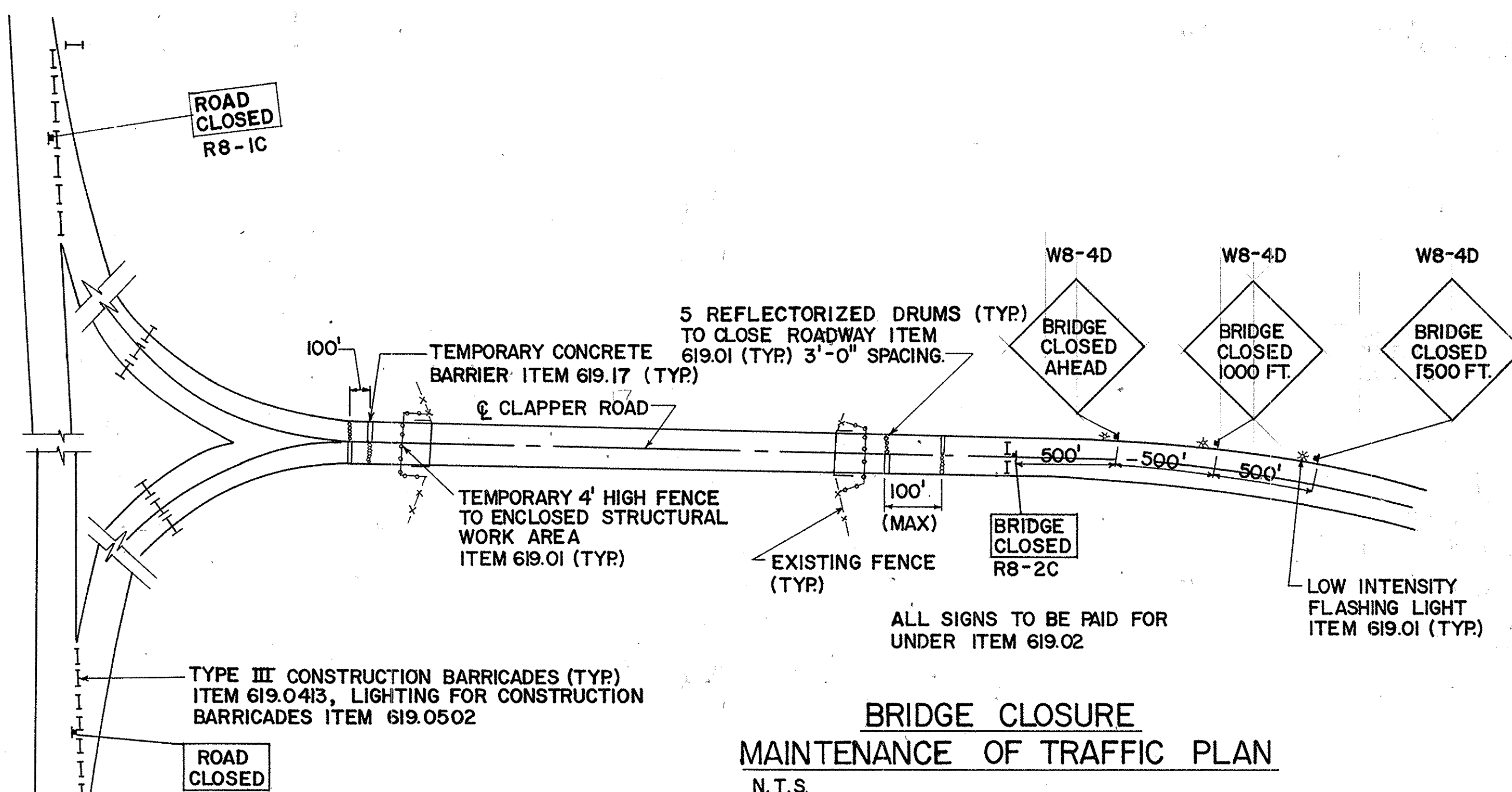


PROPOSED BRIDGE RAILING PLAN

SCALE: 1" = 20'

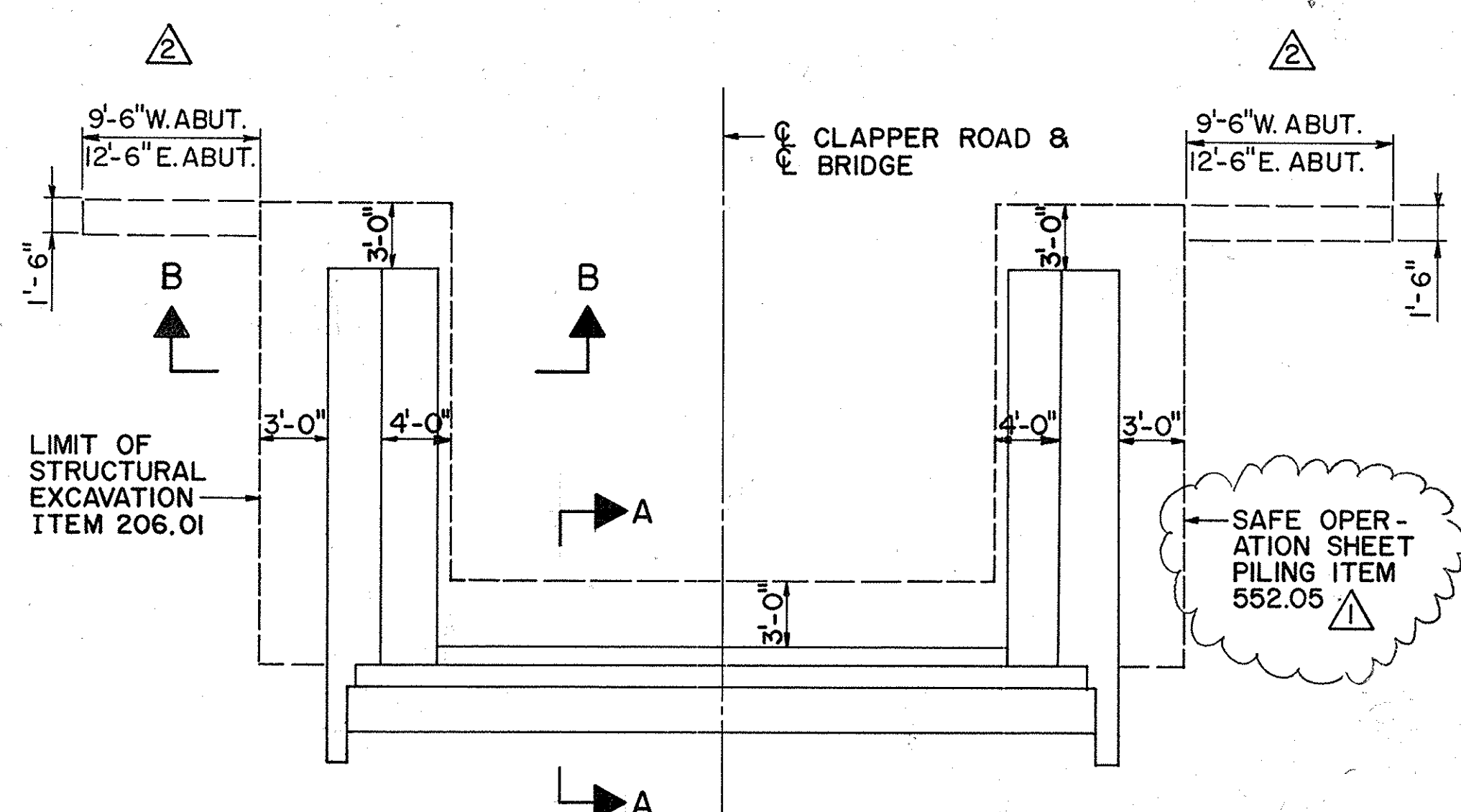
NOTE:
FOR APPROACH GUIDE RAIL PLAN SEE DWG. NO. M2.

NOTE:
DETOUR SIGNS FOR BRIDGE CLOSURE
WILL BE PROVIDED BY TOWN OF BETHLEHEM



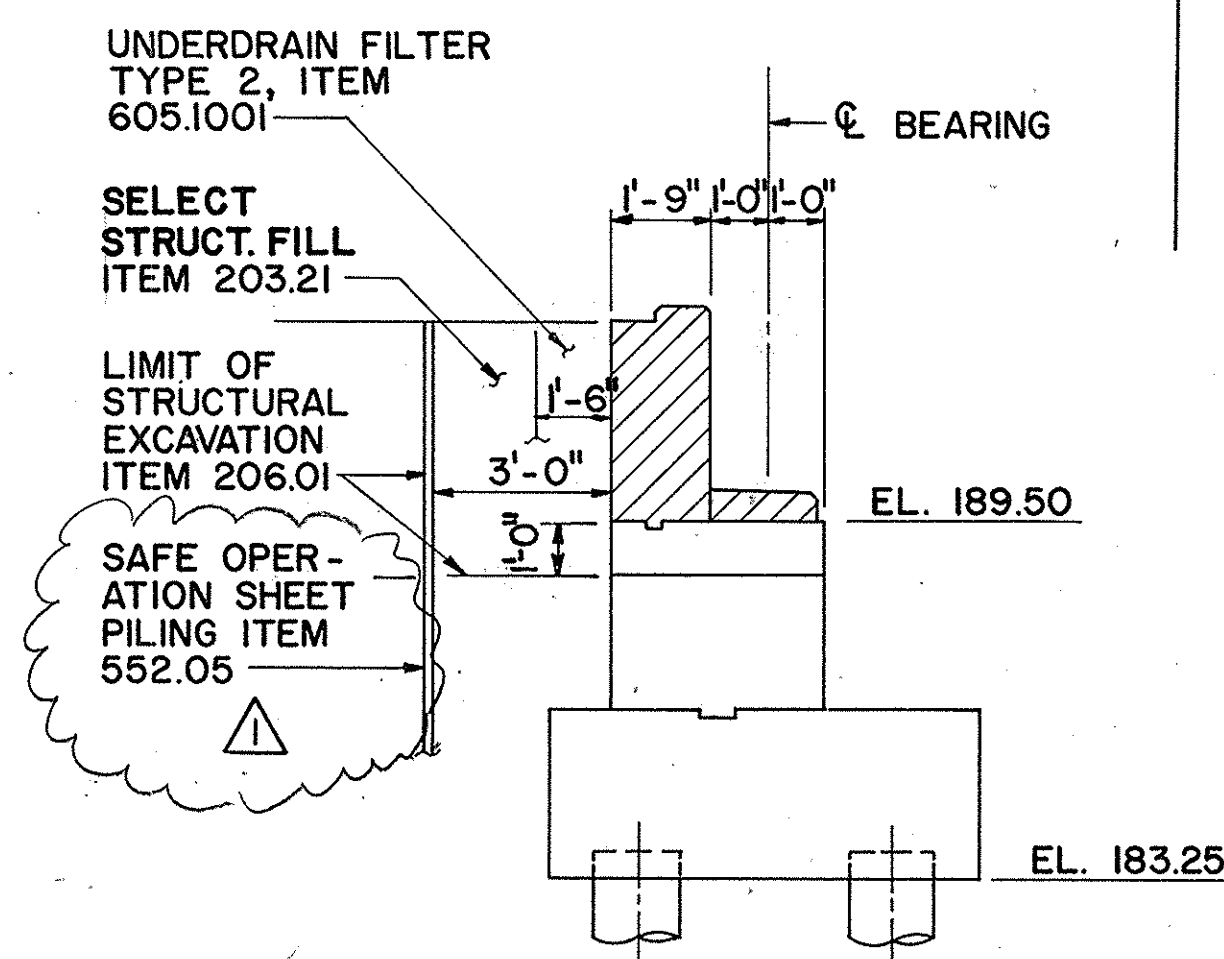
BRIDGE CLOSURE MAINTENANCE OF TRAFFIC PLAN

N.T.S.



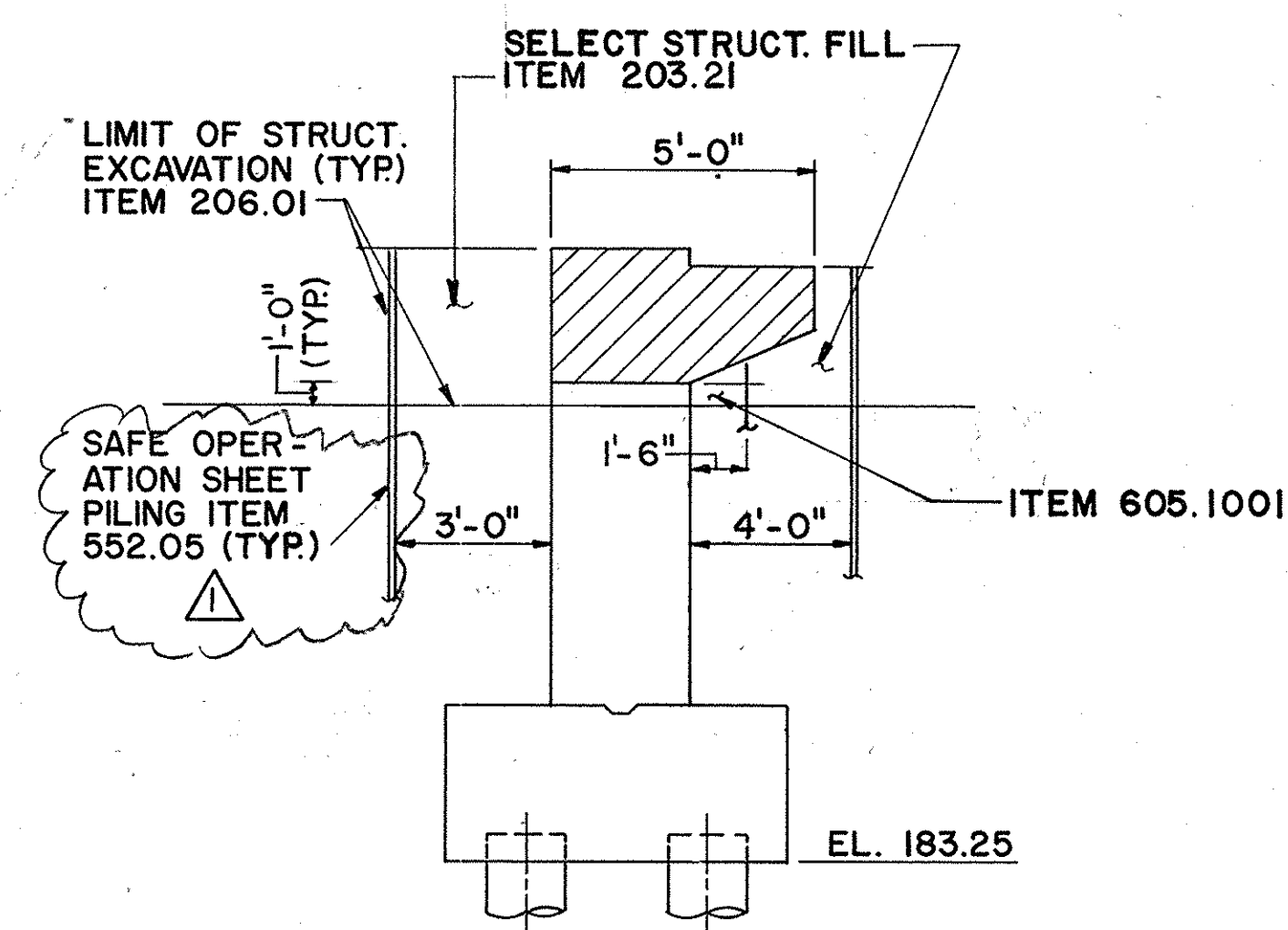
EXCAVATION PLAN - WEST ABUTMENT (EAST ABUTMENT SIMILAR)

N.T.S.



SECTION A-A

N.T.S.

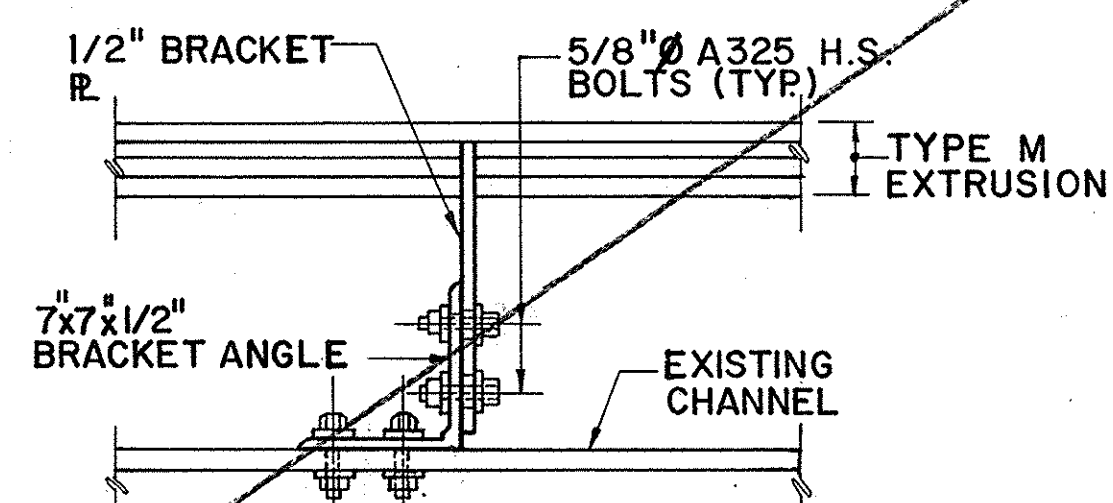
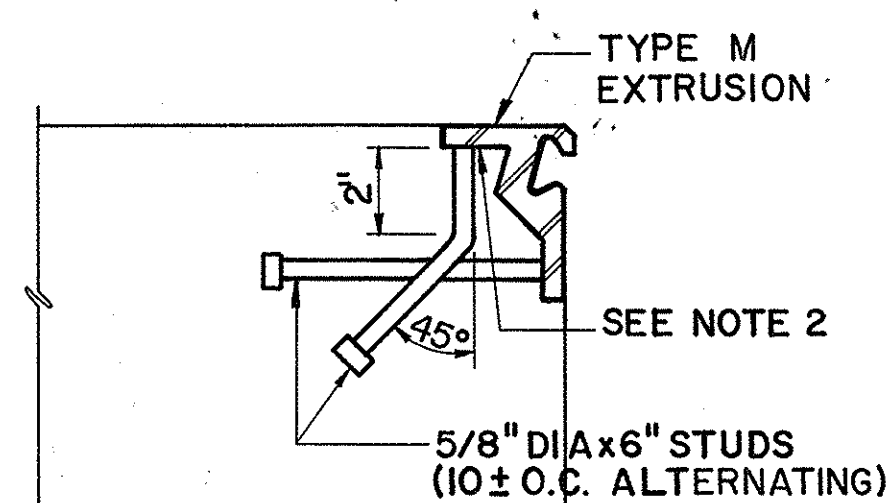
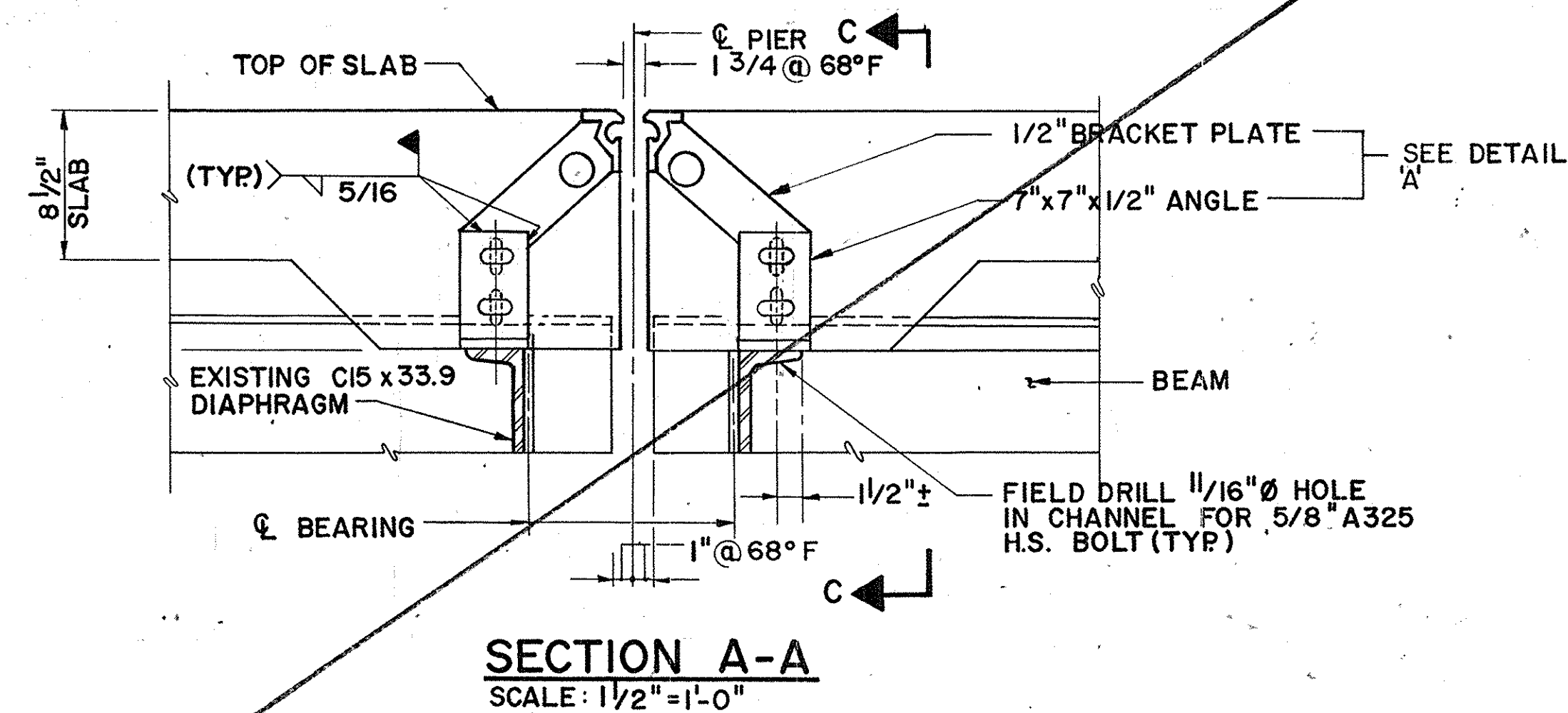
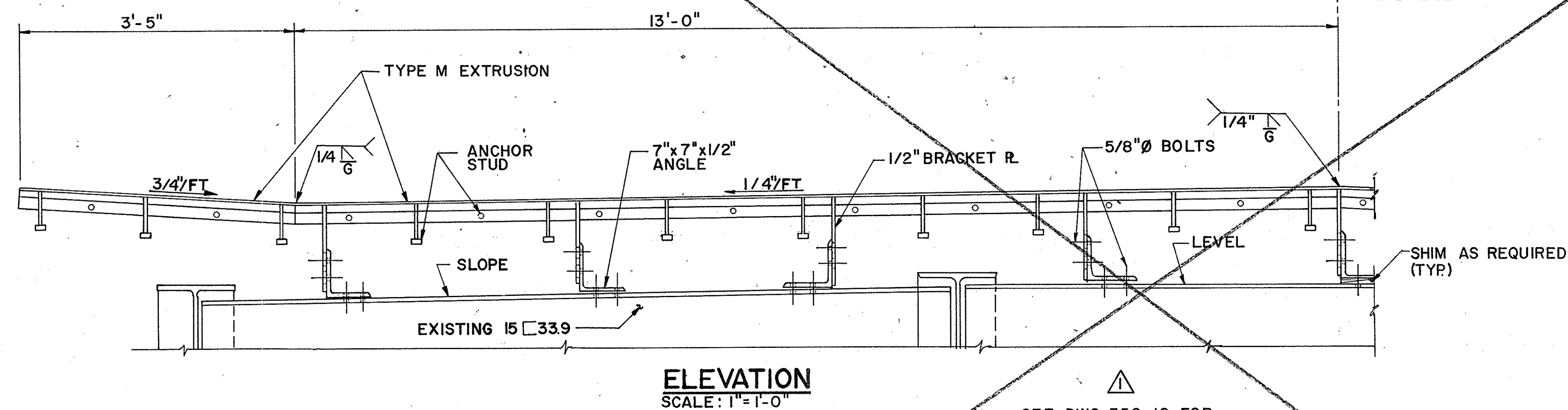
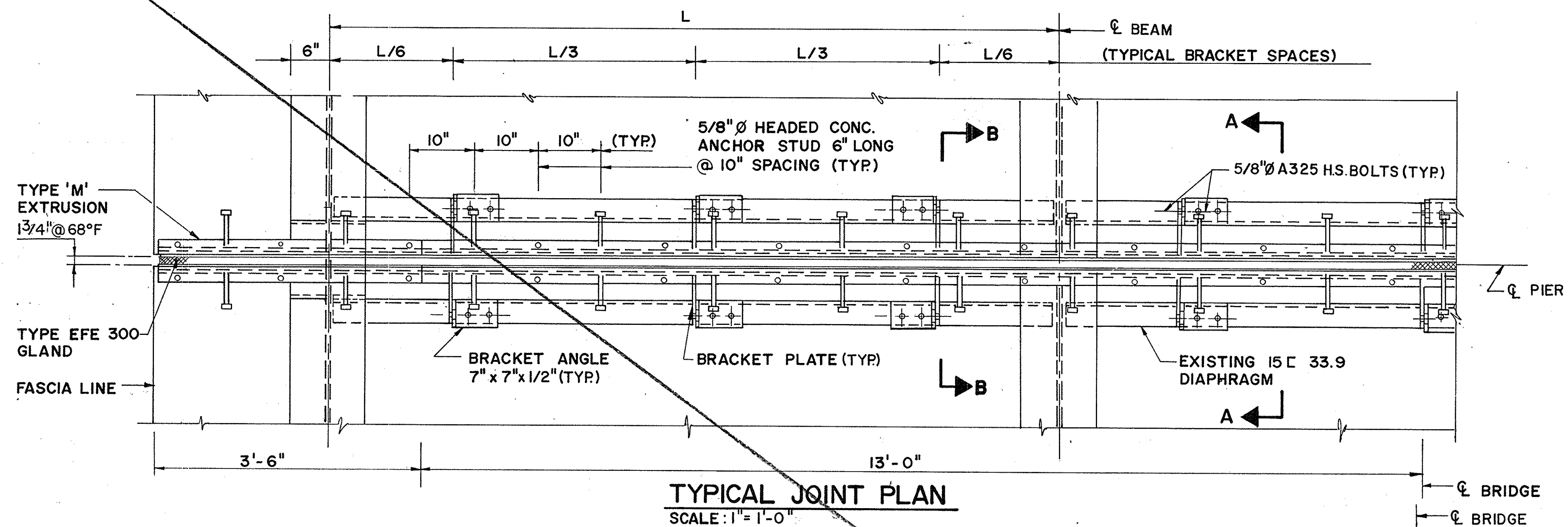


SECTION B-B

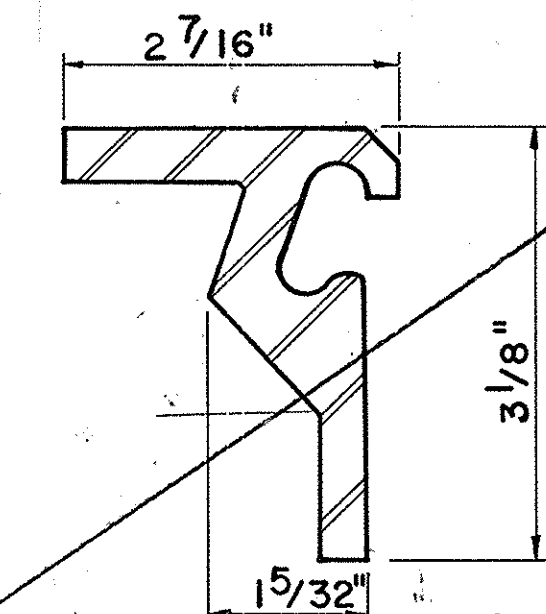
N.T.S.

AS-BUILT REVISIONS		
1/93	REV. EXCAVATION DETAIL	C.A.T.
1/93	ITEM NOT USED	C.A.T.
SIGNATURE:		DATE: 2-16-93
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT: REHABILITATION OF CLAPPER RD. BRIDGE		
LOCATION OF PROJECT: MP. 136.70, ALBANY COUNTY		
TITLE OF DRAWING: BRIDGE RAILING AND MISC. DETAILS		
	DRAWN BY: C.C.	CHECKED BY: T.W.
	DATE: FEB, 1990	
	DRAWING NUMBER: C16	
	TAA 90-14B	

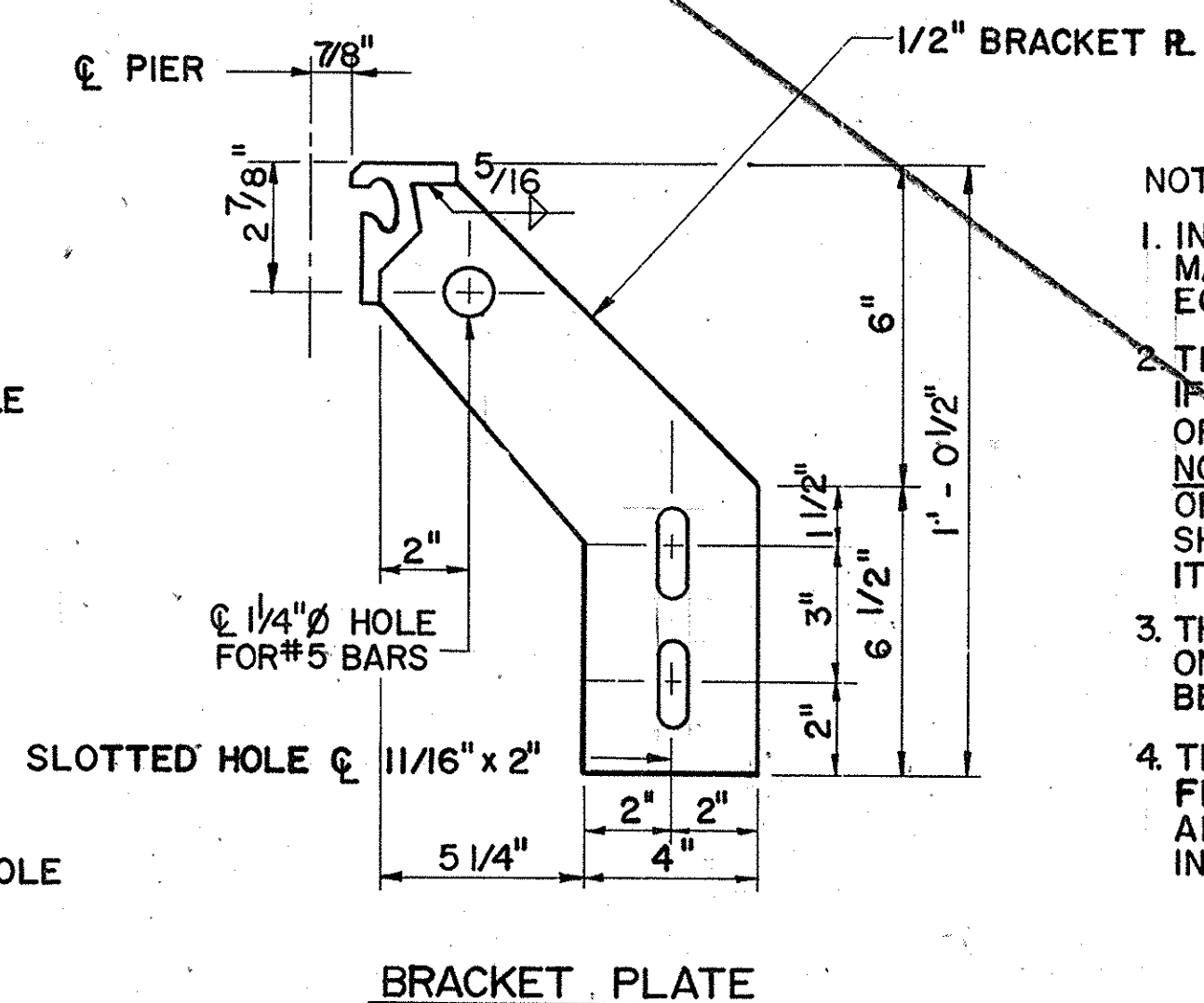
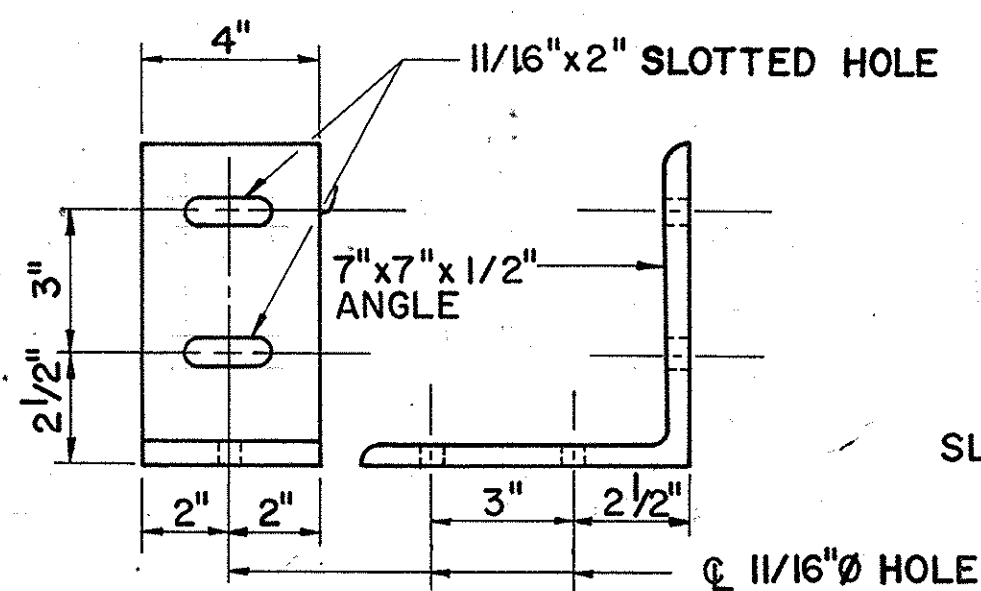
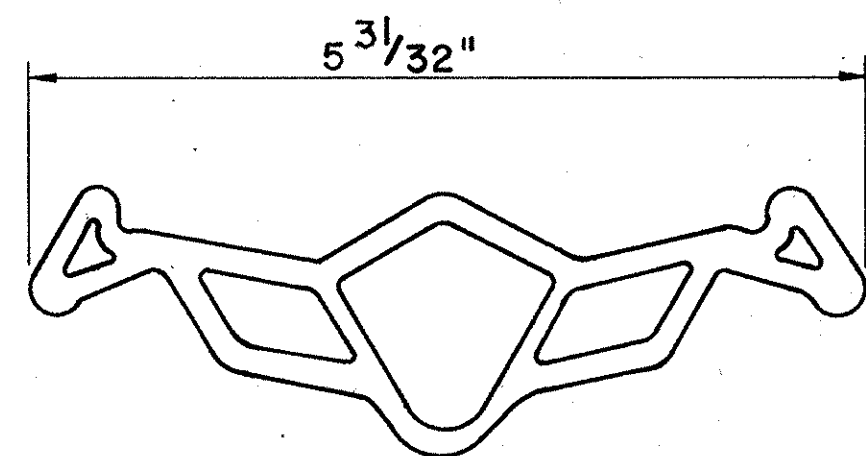
JACKSON AND TULL
CHARTERED ENGINEERS



TYPE 'M' EXTRUSION
N.T.S.



TYPE EFE-300 GLAND
N.T.S.



NOTES:

1. INSTALL 5/8" Ø ADHESIVE ANCHOR SYSTEM AS PER MANUFACTURERS' RECOMMENDATIONS (HILTI HVA 5/8" OR EQUAL).
2. THE CONTRACTOR SHALL VIBRATE AND HARD FINISH IF REQUIRED, THE AREA UNDER THE HORIZONTAL FLANGE OF THE JOINT EXTRUSION TO ENSURE THAT THERE ARE NO VOIDS AS ORDERED BY AND TO THE SATISFACTION OF THE ENGINEER. ANY ADDITIONAL COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS ITEMS IN THE CONTRACT.
3. THE NEOPRENE STRIP SEAL (TYPE EFE-300) SHALL BE ONE PIECE FROM FASCIA TO FASCIA NO SPLICES WILL BE PERMITTED.
4. THE COST OF ALL WORK AND MATERIAL INCLUDING FIELD DRILLING MOUNTING HOLES, FIELD WELDING, ADHESIVE ANCHOR STUDS, ETC. SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 25567.3970.

AS-BUILT REVISIONS		
1/93	ADD NOTE - JOINT DETAIL	C.A.T.
SIGNATURE <i>[Signature]</i>		DATE 2-16-95
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT REHABILITATION OF CLAPPER RD. BRIDGE		
LOCATION OF PROJECT MR 136.70, ALBANY COUNTY		
TITLE OF DRAWING EXPANSION JOINT PLAN, ELEVATION DETAILS		
DRAWN BY: M.J.		CHECKED BY: T.W. <i>[Signature]</i>
DATE: FEB, 1990		DRAWING NUMBER: C17
JACKSON AND TULL CHARTERED ENGINEERS		TAA '90-14B

[illegible]

**Δ = C15 x 33.9 PROPOSED DIAPHRAGMS
(ITEM 564. 701001), INCLUDING
REPLACEMENT OF BRG. STIFF R'S
ON BOTH SIDES. FOR CONNECTION
DETAILS, SEE DETAILS OF PROPOSED
GIRDER BELOW.**

"X" STRUCTURAL STEEL TO BE REMOVED.

FRAMING PLAN (EXISTING AND PROPOSED)

SCALE $1/8" = 1' - 0"$

SEE DWG. 350-4 FOR FRAMING PLAN
(INVERSE)

NOTES

1. ALL PROPOSED BOLTS SHALL BE 7/8" ϕ ASTM A325 H.S. BOLTS.
2. THE CONNECTION DETAIL OF EXIST. GIRDERS ARE NOT SHOWN
3. EXIST. SHEAR CONNECTORS ARE NOT SHOWN FOR DETAILS SEE DWG. C15
4. ALL PROP GIRDER STEEL SHALL BE ASTM A 572 GRADE 50 PAID UNDER ITEM 564.050001.
5. STUD SHEAR CONNECTIONS SHALL BE PAID UNDER ITEM 556.03.
6. THE LOCATION OF THE PROPOSED DIAPHRAGMS SHALL MATCH THOSE OF EXISTING DIAPHRAGMS WHICH ARE TO BE REMOVED. THE REMOVAL IS TO BE PAID FOR UNDER THE VARIOUS ITEMS IN CONTRACT
7. ALL EXISTING GIRDER INDICATE BY 'X' TO BE REMOVED. COST TO BE INCLUDED IN ITEM 589.520002.
8. THE PROPOSED UTILITY HANGERS SHALL BE PAID UNDER ITEM 564.510001 AND THE LOCATION AND ARRANGEMENT OF UTILITY HANGERS MAY BE MODIFIED TO SUIT FIELD CONDITIONS, WITH APPROVAL OF ENGINEER

DETAILS, SEE DETAILS OF PROPOSED GIRDER BELOW.

"X" STRUCTURAL STEEL TO BE REMOVED.

CL BRGS. 5" 44 SPACES @ 8" = 29'-4" 60 SPACES @ 6" = 30'-0" 3'-2" ± CL BRGS. CL BRGS. 3'-2" ± 60 SPACES @ 6" = 30'-0" 44 SPACES @ 8" = 29'-4" 5" CL BRGS.

W33 x 201 STEEL GIRDER TENSION ZONE - TOP FLANGE W33 x 201 STEEL GIRDER

5/16 TIGHT FIT TIGHT FIT (TYP) 5/16 5/16 TIGHT FIT (TYP) (TYP) 5/16

7" x 1/2" CONN. PL. (TYP.) 7" x 1/2" CONN. PL. (TYP.) LOCKUP PL.

TENSION ZONE - BOTTOM FLANGE TENSION ZONE - BOTTOM FLANGE

63'-10" (SPAN 2) 63'-10" (SPAN 3)

5" 63'-0" 6" 2" 63'-0" 5"

SEE DWG. 350-4 FOR FRAMING PLAN (INVERSE)

SPAN 2 & 3 S-F & N-F ~~PROPOSED~~ GIRDERS

N.T.S.

(*) NOTE:

C.P.G.W = COMPLETE PENETRATION GROOVE WELD
M.B. = MILL TO BEAR

PROPOSED STUD LAYOUT FOR SPAN 1 & 4 EXISTING GIRDERS

N.T.S.

AS-BUILT REVISIONS

1/93	ADD NOTE - FRAMING PLAN	C.A.T.	
------	-------------------------	--------	---

R. H. Busch 2-16-93
SIGNATURE DATE

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT **REHABILITATION OF
CLAPPER RD. BRIDGE**

LOCATION OF PROJECT
MP 136.70, ALBANY COUNTY

TITLE OF DRAWING

STEEL FRAMING PLAN AND DETAILS

	DRAWN BY:
	G.D.
	CHECKED BY:
	T.W. <i>1240</i>
	DATE:
FEB, 1990	
DRAWING NUMBER:	
C18	

TAA 90-14B

JACKSON AND TULL
CHARTERED ENGINEERS

GIRDER SECTIONS(PROPOSED)

N.T.S.

The drawing consists of two views of a Lockup Plate:

- PLAN View:** Shows the top-down layout. It features a central vertical section labeled "PIER 2" with a centerline symbol. To the left is the "BOTTOM FLANGE" and below it is the "WEB". To the right is a "RUNOFF TAB (TYP.)". Two "B-UIVb" components are shown, one on each side of the pier, with arrows indicating their movement or position.
- ELEVATION View:** Shows the side profile. It labels the "WEB" and "BOTTOM FLANGE" on the left. On the right, it shows the "B-UIVb" component and a "LOCKUP PLATE" at the bottom. Arrows indicate the assembly's orientation and movement.

Below the Elevation view, the text "LOCKUP PLATE" is written in large, bold, underlined letters, followed by "N.T.S." (Not To Scale).

NOTES - LOCKUP RL

1. MAKE LOCKUP PLATE FULL WIDTH OF BOTTOM FLANGE. PROVIDE RUN-OFF TABS AS REQUIRED FOR WELDING. REMOVE AFTER WELDING AND GRIND SMOOTH.
2. THE LOCKUP PLATE THICKNESS SHALL MATCH THE THICKNESS OF THE BEAM FLANGES AND THE WIDTH SHALL MATCH THE DISTANCE BETWEEN THE ENDS OF THE STRINGERS AT THE TIME OF INSTALLATION. CONTRACTOR TO MEASURE IN FIELD.
3. THE LOCKUP PLATES MUST BE INSTALLED AFTER THE NEW STRUCTURAL SLAB, ASPHALTIC WEARING SURFACE AND BRIDGE RAIL ETC. HAVE BEEN INSTALLED BUT PRIOR TO THE OPENING TO TRAFFIC.
4. LOCKUP PLATES SHALL BE PROVIDED FOR ALL FASCIA & INTERIOR GIRDERS OVER PIER 2 AND PAID UNDER ITEM 25564.0601.

HAUNCH TABLE		SPAN 1			SPAN 2			SPAN 3			SPAN 4		
		℄ BRGS.	MID SPAN	℄ BRGS.	℄ BRGS.	MID SPAN	℄ BRGS.	℄ BRGS.	MID SPAN	℄ BRGS.	℄ BRGS.	MID SPAN	℄ BRGS.
GIRDER S-F	Ⓐ REQ'D. BOTTOM OF SLAB ELEVATION	192.97	193.32	193.62	193.63	194.01	194.21	194.22	194.25	194.10	194.09	193.93	193.71
	Ⓑ TOP OF STEEL ELEV. (FIELD MEAS.)												
	Ⓒ = Ⓐ - Ⓑ												
	Ⓓ CONCRETE + S.D.L. DEFLECTION	—	0.02	—	—	0.09	—	—	0.09	—	—	0.02	—
	Ⓔ DEPTH OF HAUNCH REQ'D. = Ⓒ + Ⓓ (FT.)												
GIRDER S-I	Ⓐ REQ'D. BOTTOM OF SLAB ELEVATION	193.17	193.52	193.82	193.83	194.20	194.41	194.42	194.44	194.30	194.29	194.13	193.90
	Ⓑ TOP OF STEEL ELEV. (FIELD MEAS.)												
	Ⓒ = Ⓐ - Ⓑ												
	Ⓓ CONCRETE + S.D.L. DEFLECTION	—	0.02	—	—	0.08	—	—	0.08	—	—	0.02	—
	Ⓔ DEPTH OF HAUNCH REQ'D. = Ⓒ + Ⓓ (FT.)												
GIRDER N-I	Ⓐ REQ'D. BOTTOM OF SLAB ELEVATION	193.17	193.52	193.82	193.83	194.20	194.41	194.42	194.44	194.30	194.29	194.13	193.90
	Ⓑ TOP OF STEEL ELEV. (FIELD MEAS.)												
	Ⓒ = Ⓐ - Ⓑ												
	Ⓓ CONCRETE + S.D.L. DEFLECTION	—	0.02	—	—	0.08	—	—	0.08	—	—	0.02	—
	Ⓔ DEPTH OF HAUNCH REQ'D. = Ⓒ + Ⓓ (FT.)												
GIRDER N-F	Ⓐ REQ'D. BOTTOM OF SLAB ELEVATION	192.97	193.32	193.62	193.63	194.01	194.21	194.22	194.25	194.10	194.09	193.93	193.71
	Ⓑ TOP OF STEEL ELEV. (FIELD MEAS.)												
	Ⓒ = Ⓐ - Ⓑ												
	Ⓓ CONCRETE + S.D.L. DEFLECTION	—	0.02	—	—	0.09	—	—	0.09	—	—	0.02	—
	Ⓔ DEPTH OF HAUNCH REQ'D. = Ⓒ + Ⓓ (FT.)												

CAMBER TABLE		SPANS 2 & 3
GIRDERS S-F & N-F		MID POINT
①	VERTICAL CURVE (FT.)	0.09
②	STEEL D.L. (FT.)	0.02
③	CONCRETE D.L. (FT.)	0.08
④	SUPERIMPOSED D.L. (FT.)	0.01
TOTAL		0.20

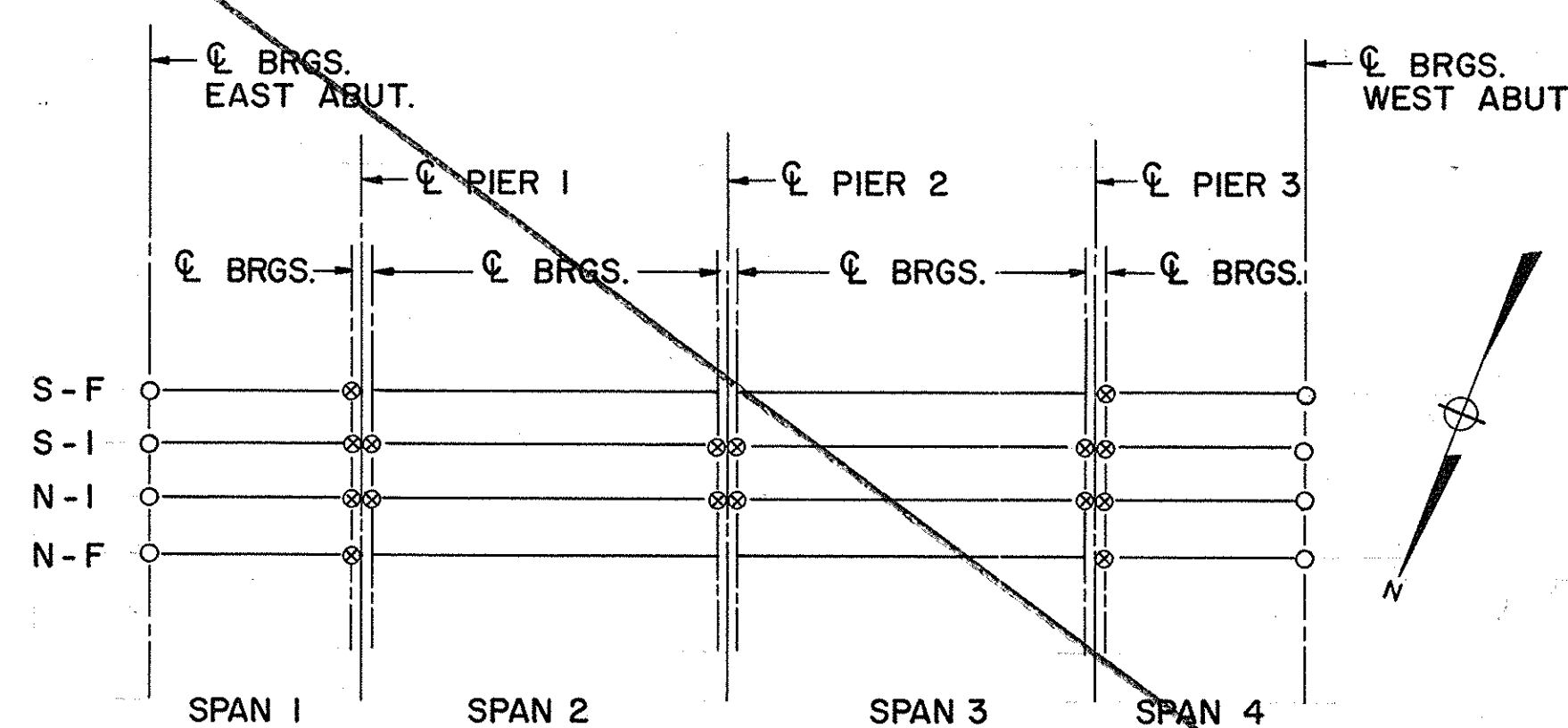
MOMENT & SHEAR TABLE		SPANS 2 & 3		
		℄ BRG. (PIERS 1,3)	MID SPAN	℄ BRG. (PIER 2)
DL	MOMENT	0.0	558.6	7.8
	SHEAR	35.6	0.1	35.8
SDL	MOMENT	0.0	89.9	33.7
	SHEAR	6.2	0.5	7.4
LL (+)	MOMENT	0.0	676.2	9.3
	SHEAR	56.3	23.9	70.5
LL (-)	MOMENT	0.0	-152.6	-331.6
	SHEAR	-4.9	-27.7	-0.2

LL MOMENTS AND SHEARS INCLUDE IMPACT
MOMENTS ARE EXPRESSED AS FOOT KIPS
SHEARS ARE EXPRESSED AS KIPS

NOTE: DELETE TABLES THIS SHEET.
SEE DWG: 350-12 FOR TABLE OF DEFLECTION (INVERSE)

* JACKING LOAD (KIPS)								
GIRDER	EAST ABUT.	PIER 1		PIER 2		PIER 3		WEST ABUT.
		SPAN 1	SPAN 2	SPAN 2	SPAN 3	SPAN 3	SPAN 4	
S-F & N-F	2.74	2.74	—	—	—	—	2.74	2.74
S-I & N-I	3.16	3.16	8.32	8.32	8.32	8.32	3.16	3.16

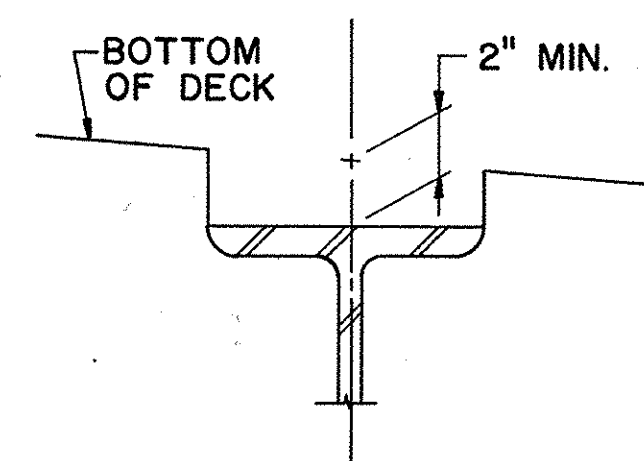
NOTE: JACKING LOADS INCLUDE ONLY THE STEEL FRAME, CONCRETE SLAB AND SIDEWALK SHOULD BE REMOVED PRIOR TO JACKING.



PLAN OF LIFTING POINTS AND GIRDER LAYOUT
N.T.S.

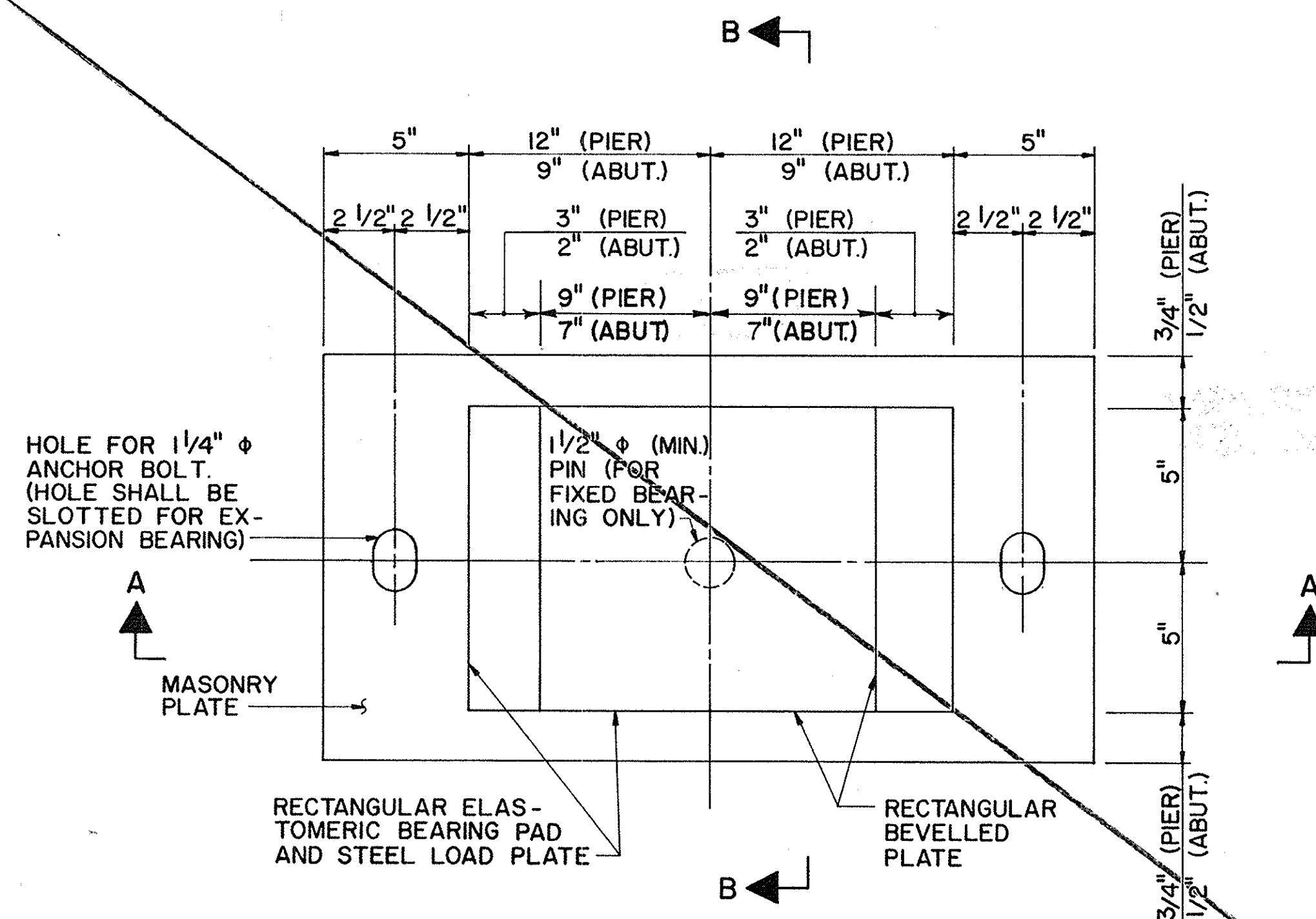
NOTES:

- - DENOTES LIFT POINT - STRUCTURAL LIFTING OPERATION TYPE A, ITEM 585.0101
- ⊗ - DENOTES LIFT POINT - STRUCTURAL LIFTING OPERATION TYPE B, ITEM 585.0201
- FOR JACKING LOADS, SEE TABLE, THIS SHEET



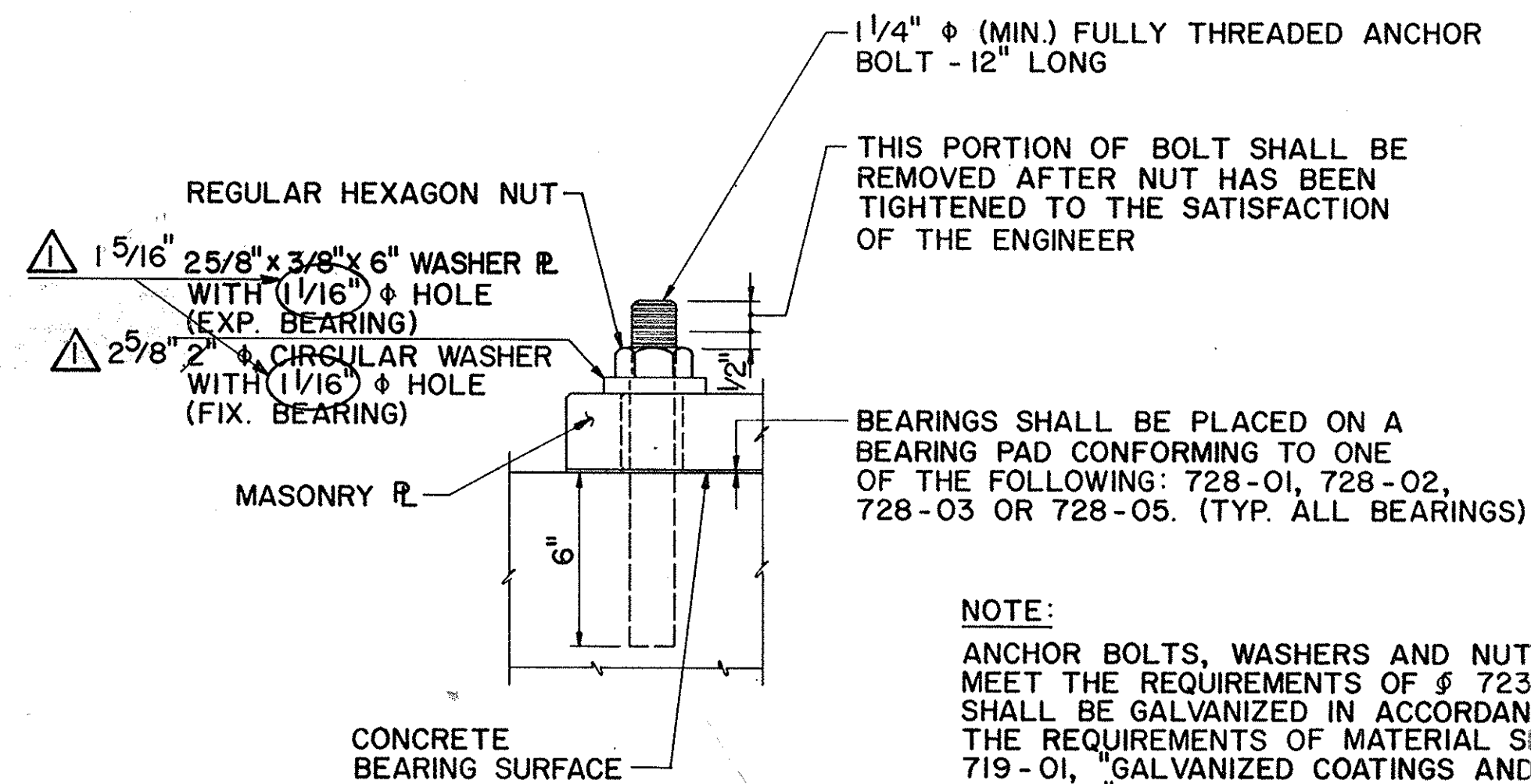
HAUNCH DETAIL
N.T.S.

AS-BUILT REVISIONS		
1/93	ADD NOTE - DELETE TABLE C.A.T.	⚠
<i>R.H. Burch</i> SIGNATURE		
2-16-93 DATE		
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT REHABILITATION OF CLAPPER ROAD BRIDGE		
LOCATION OF PROJECT MP 136.70, ALBANY COUNTY		
TITLE OF DRAWING HAUNCH TABLE AND JACKING LOAD TABLE		
	DRAWN BY:	D.B.
	CHECKED BY:	T.W. <i>RAD</i>
	DATE:	FEB, 1990
	DRAWING NUMBER:	C19
JACKSON AND TULL CHARTERED ENGINEERS		TAA 90-14B



NOTE:
GIRDER NOT SHOWN

TYPICAL RECTANGULAR BEARING PLAN
N.T.S.

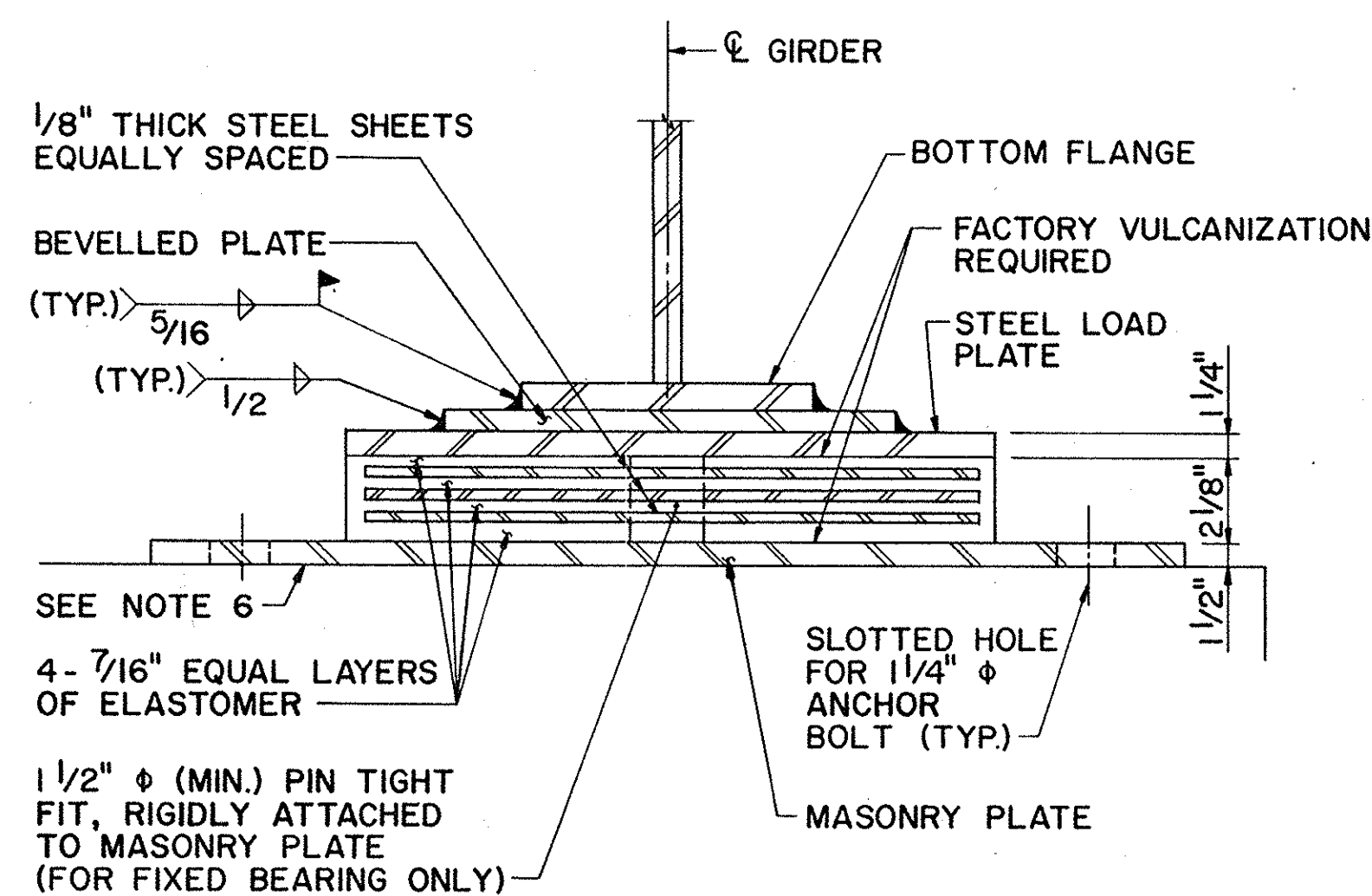


NOTE:

ANCHOR BOLTS, WASHERS AND NUTS SHALL MEET THE REQUIREMENTS OF § 723-60. THEY SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF MATERIAL SPECIFICATION 719-01, "GALVANIZED COATINGS AND REPAIR METHODS" THEIR COST (INCLUDING GALVANIZING) AND THE COST OF WASHER PLATES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEMS.

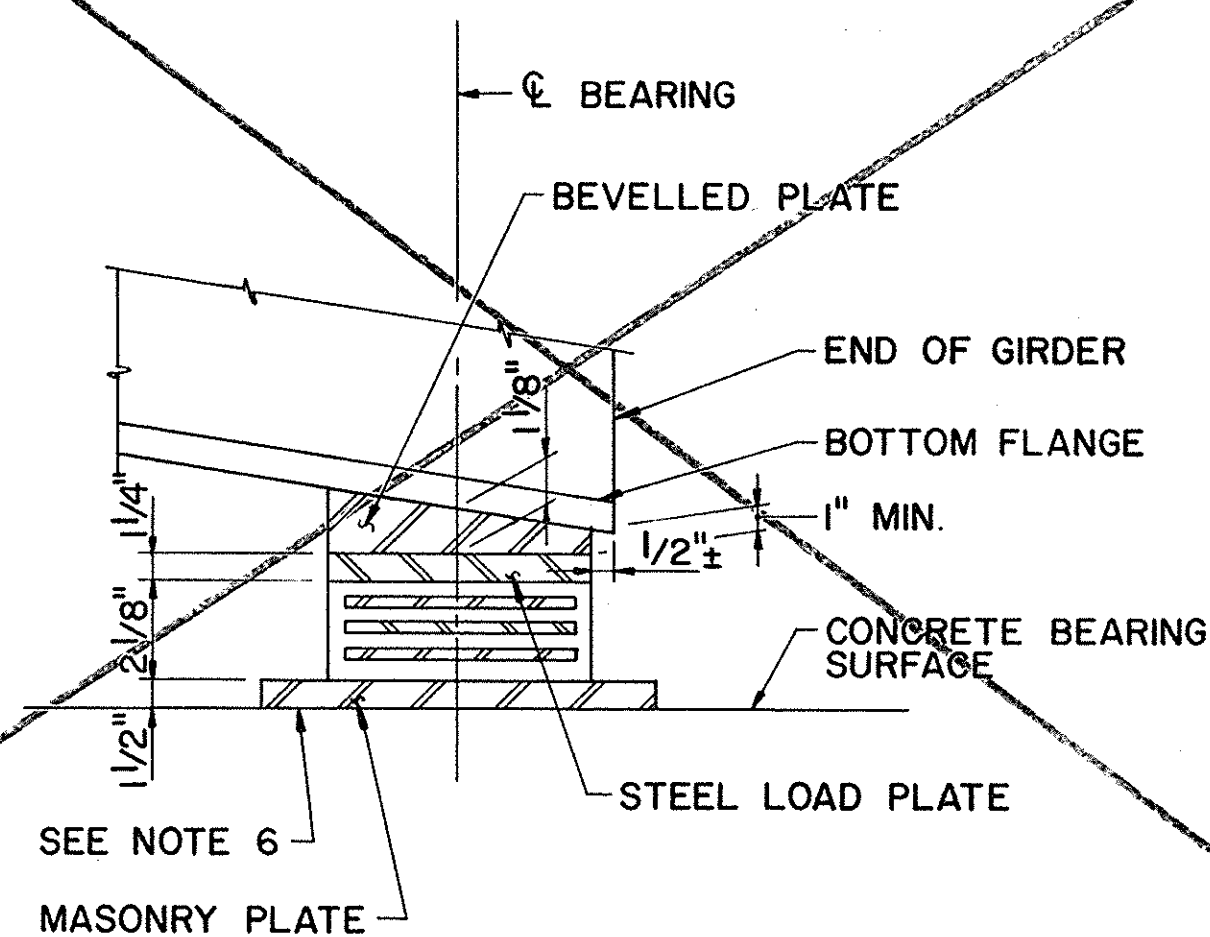
ANCHOR BOLT DETAIL FOR ALL BEARINGS
N.T.S.

SEE DWG. 350-11 FOR ALL BEARING DETAILS (INVERSE)

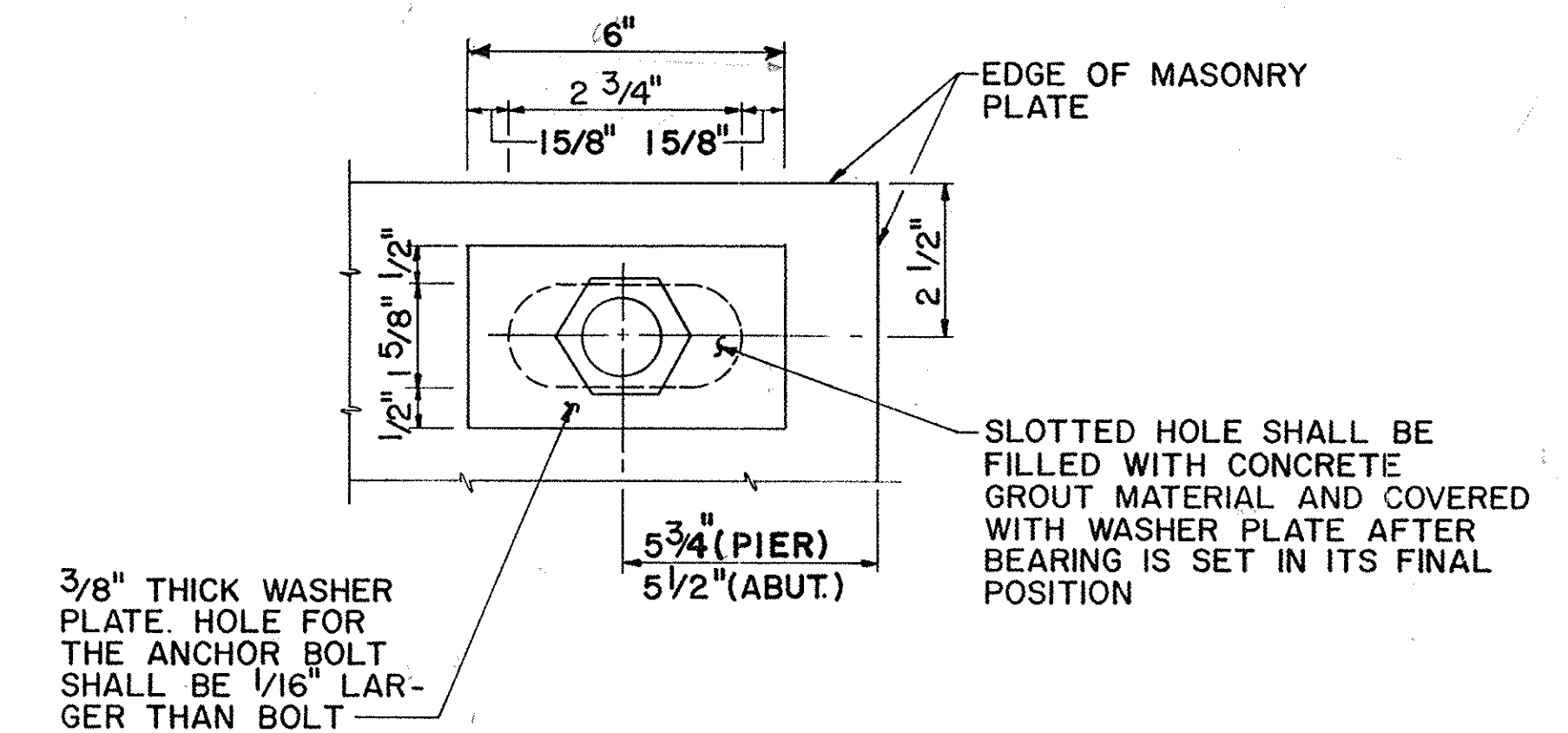


SECTION A-A
N.T.S.

MAXIMUM DESIGN REACTIONS (KIPS)				
LOCATION	BEARING	DL + SDL	LL + I	TOTAL
PIER	EXPANSION	49.8	65.6	115.4
	FIXED	51.0	80.3	131.3
ABUTMENT	FIXED	26.5	60.2	86.7



SECTION B-B
N.T.S.



TYPICAL ANCHOR BOLT DETAIL
(FOR EXPANSION BEARING ONLY)
N.T.S.

NOTES:

1. THE BEARINGS ARE DESIGNED SO THAT THE SUPER-STRUCTURE MAY BE ERECTED WHEN THE AMBIENT AIR TEMPERATURE IS WITHIN THE RANGE 40°F TO 90°F.
2. THE HARDNESS (SHORE 'A' DUROMETER) OF THE ELASTOMER MATERIAL SHALL BE 50±10.
3. CONCRETE SURFACES UNDER THE BEARINGS SHALL CONFORM TO SECTION 565-3.02 "CONCRETE BEARING SURFACE PREPARATION" OF THE NEW YORK STATE STANDARD SPECIFICATIONS.
4. THE CONTINUOUS WELD CONNECTING THE LOAD PLATE TO THE BOTTOM FLANGE (OR SOLE PLATE) SHALL BE ALLOWED TO COOL AFTER EACH PASS. HOWEVER, THE TEMPERATURE OF THE STEEL ADJACENT TO THE ELASTOMER SHALL NOT EXCEED 200°F. TEMPERATURE SHALL BE CONTROLLED BY WELDING PROCEDURES AND TEMPERATURE INDICATING CRAYONS OR OTHER DEVICES APPROVED BY THE ENGINEER.
5. THE COST FOR THE BEARINGS SHALL BE PAID FOR UNDER ITEM 565.2002. ALL MATERIAL AND WORK SHALL CONFORM TO THE SPECIFICATIONS FOR THE ABOVE ITEM.
6. SHIM PLATE MAY BE REQUIRED FOR HIGH SIDE BEARINGS. (TO BE INCLUDED IN ITEM 565.2002)

AS-BUILT REVISIONS

1/93	ADD NOTE-BEARING DETAILS	C.A.T.	2
1/93	AMEND. NO. 2	C.A.T.	1

SIGNATURE: *Robert* DATE: 2-16-93

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

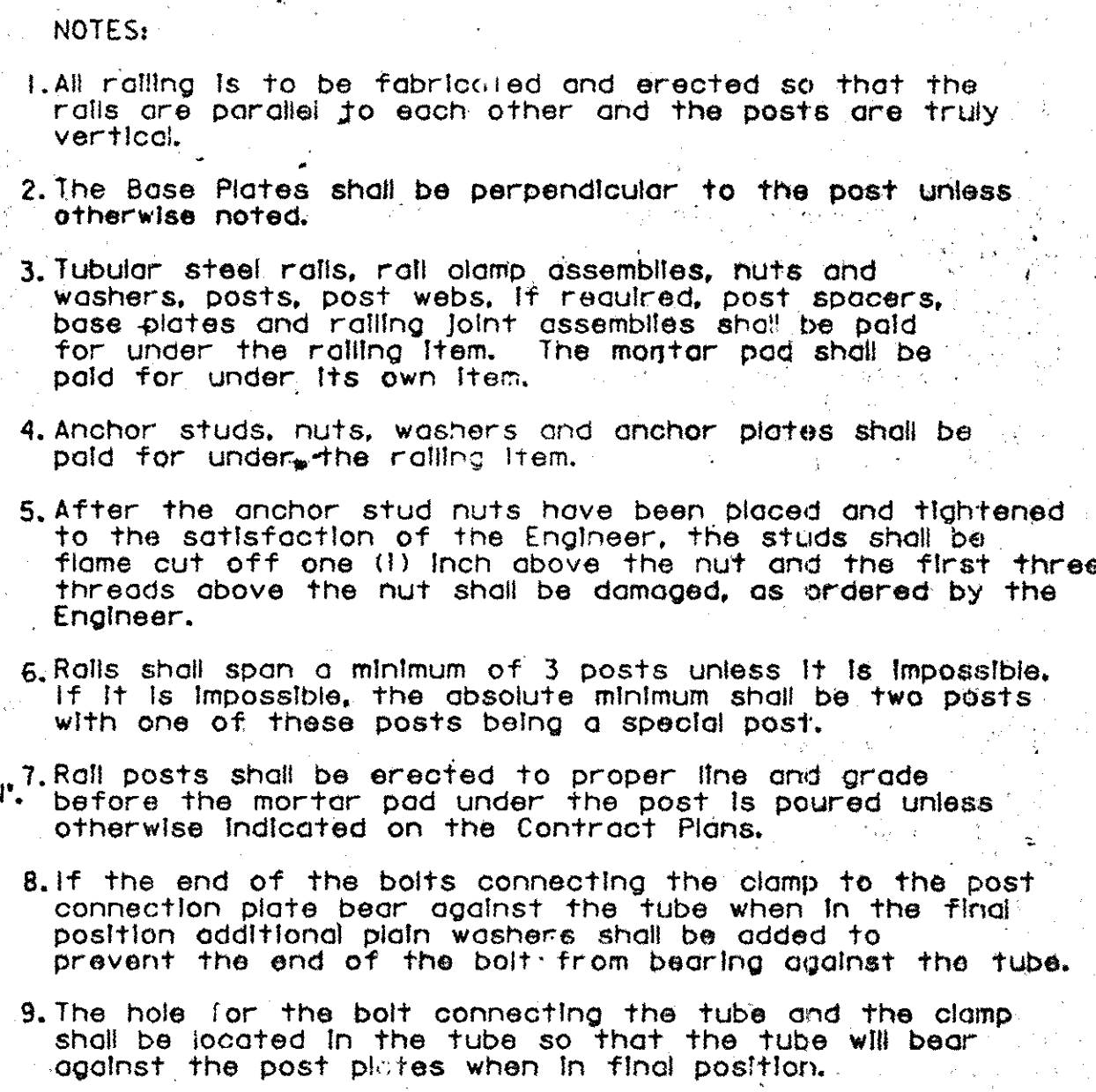
TITLE OF PROJECT: REHABILITATION OF CLAPPER RD. BRIDGE

LOCATION OF PROJECT: MP 136.70, ALBANY COUNTY

TITLE OF DRAWING: ELASTOMERIC BEARING DETAILS

ELASTOMERIC BEARING DETAILS

DRAWN BY: M.J.
CHECKED BY: T.W. *RKD*
DATE: FEB, 1990
DRAWING NUMBER: C 20



AS-BUILT REVISION

NO AS-BUILT REV

Robb

SIGNATURE _____

NEW YORK STATE THRUWAY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
300 SOUTHERN BLVD. ALBANY

200 300 TRERN BLVD., ALBANY	
TITLE OF PROJECT	REHABILITATION
CLAPPER RD. BRIDGE	

CLIFFER RD. BRIDGE
LOCATION OF PROJECT
MD 136.70 ALBANY CO.

	MP. 136.70, ALBANY CO
	TITLE OF DRAWING

STEEL BRID
RAILING-TWO

DR. P. ...



NEW YORK STATE

DATE
FEB

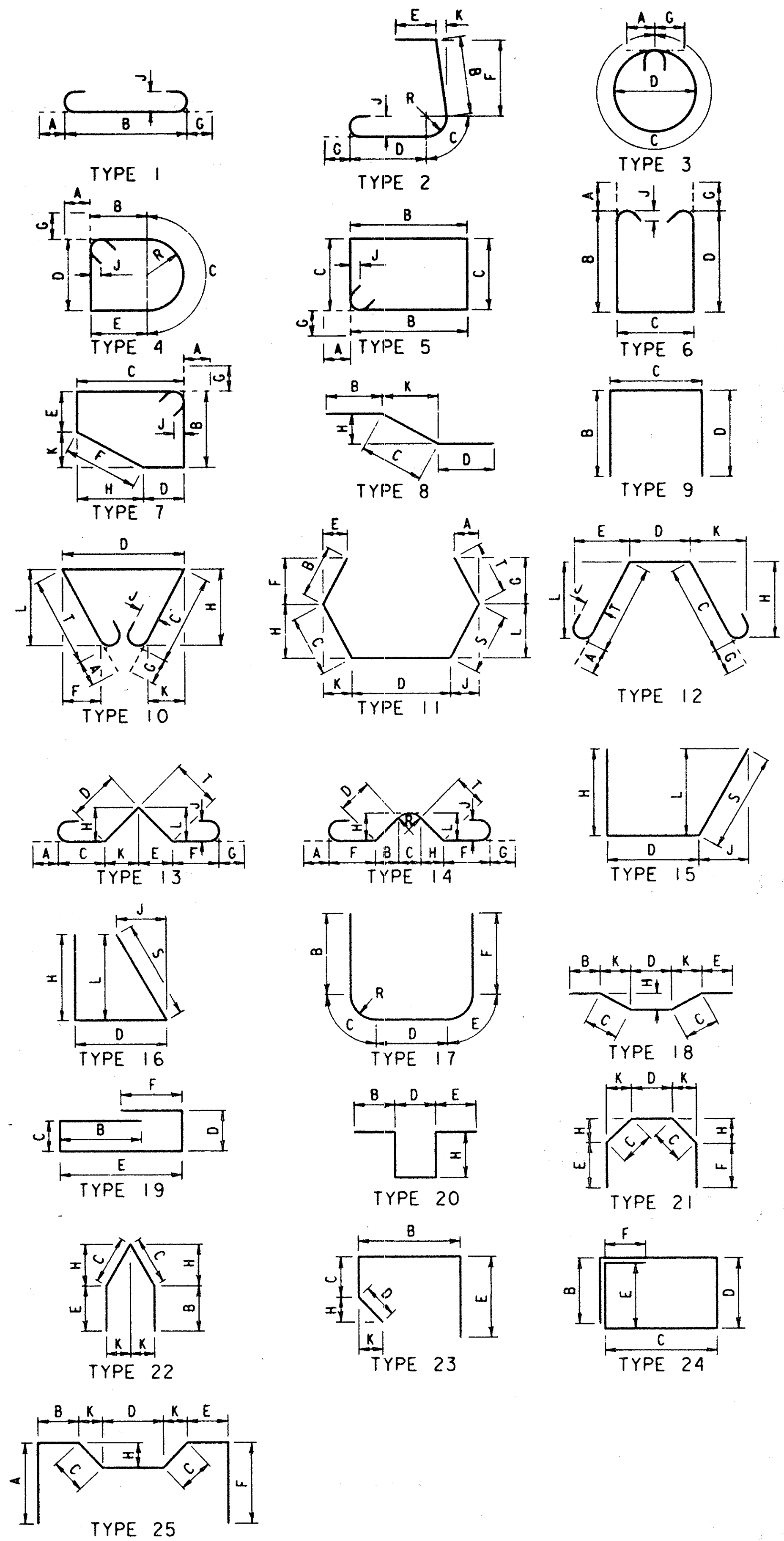


DR. _____

JACKSON AND TULL	
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JACKSON AND TOLL CHARTERED ENGINEERS	TAA 90-141
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BAR BENDING DIAGRAMS



EXPLANATION OF BAR MARKS

FIRST OR FIRST AND SECOND CHARACTER INDICATE SIZE OF BAR. FIRST ALPHABETIC CHARACTER INDICATES STRUCTURE UNIT. IF FOLLOWED BY LETTER 'E', BAR IS EPOXY COATED. REMAINDER IS SEQUENTIAL LISTING OF BAR MARKS.

STRUCTURE UNIT

- A - ABUTMENT
- C - CULVERT
- F - FOUNDATION PILE
- H - HIGHWAY APPROACH SLAB
- P - PIER
- R - RIGID FRAME, ARCH
- S - SUPERSTRUCTURE
- W - WALL (ISOLATED)

BAR BENDING DIAGRAMS

ALL BAR DIMENSIONS OUT TO OUT UNLESS OTHERWISE INDICATED.

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H	J	K	L	R	S	T
EAST ABUTMENT																		
BACKWALL																		
5AE1	33	* 3'-2"	STR.	109	LENGTH VARIES FROM 3'-0" TO 3'-4"													
5AE2	31	* 3'-2"	STR.	102	LENGTH VARIES FROM 3'-0" TO 3'-4"													
5AE3	4	32'-7"	STR.	136														
5AE4	4	30'-5"	STR.	127														
5AE5	2	6'-6"	9	14		2'-9"	12"	2'-9"										
SUBTOTAL EPOXY COATED BARS THIS POUR 490 LBS.																		
NORTH WINGWALL																		
5AE6	18	5'-5"	9	102		1'-7"	2'-3"	1'-7"										
5AE7	4	3'-8"	9	15		1'-7"	6"	1'-7"										
5AE8	3	22'-0"	STR.	69														
5AE9	4	16'-10"	STR.	70														
5AE10	3	5'-6"	STR.	17														
SUBTOTAL EPOXY COATED BARS THIS POUR 270 LBS.																		
SOUTH WINGWALL																		
5AE6	18	5'-5"	9	102		1'-7"	2'-3"	1'-7"										
5AE7	4	3'-8"	9	15		1'-7"	6"	1'-7"										
5AE8	3	22'-0"	STR.	69														
5AE9	4	16'-10"	STR.	70														
5AE10	3	5'-6"	STR.	17														
SUBTOTAL EPOXY COATED BARS THIS POUR 270 LBS.																		
PEDESTAL																		
5AE11	12	4'-4"	9	54		1'-6"	1'-4"	1'-6"										
5AE12	4	5'-9"	9	24		1'-6"	2'-9"	1'-6"										
5AE13	8	2'-10"	STR.	24														
5AE14	4	9'-6"	5	40		6"	1'-5"	2'-10"			6"					4"		
SUBTOTAL EPOXY COATED BARS THIS POUR 140 LBS.																		
WEST ABUTMENT																		
BACKWALL																		
5AE1	33	* 3'-5"	STR.	118	LENGTH VARIES FROM 3'-3" TO 3'-7"													
5AE2	31	* 3'-5"	STR.	111	LENGTH VARIES FROM 3'-3" TO 3'-7"													
5AE3	4	32'-7"	STR.	136														
5AE4	4	30'-5"	STR.	127														
5AE5	2	6'-6"	9	14		2'-9"	12"	2'-9"										
SUBTOTAL EPOXY COATED BARS THIS POUR 510 LBS.																		

* AVERAGE LENGTH

NOTE: SEE DWG. C23FI. FOR REVISED BAR LISTS (INVERSE)

AS-BUILT REVISIONS		
1/93	REV. BAR LISTS	C.A.T.
		2-16-93
SIGNATURE		DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT REHABILITATION OF CLAPPER ROAD BRIDGE		
LOCATION OF PROJECT MP 136.70, ALBANY COUNTY		
TITLE OF DRAWING		
BAR LIST 1 OF 3		
	DRAWN BY:	K.T.
	CHECKED BY:	T.W.
	DATE:	FEB, 1990
	DRAWING NUMBER:	C22

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-148

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H	J	K	L	R	S	T
WEST ABUTMENT (CONT.)																		
SOUTH WINGWALL																		
5AE6	18	5'-9"	9	108	1'-9"	2'-3"	1'-9"											
5AE7	4	4'-0"	9	15	1'-9"	6"	1'-9"											
5AE8	3	22'-0"	STR.	69														
5AE9	4	16'-10"	STR.	70														
5AE10	3	5'-6"	STR.	17														
5AE15	10	5'-9"	STR.	60														
5AE16	8	5'-2"	STR.	43														
SUBTOTAL EPOXY COATED BARS THIS POUR 380 LBS																		
NORTH WINGWALL																		
5AE6	18	5'-9"	9	108	1'-9"	2'-3"	1'-9"											
5AE7	4	4'-0"	9	15	1'-9"	6"	1'-9"											
5AE8	3	22'-0"	STR.	69														
5AE9	4	16'-10"	STR.	70														
5AE10	3	5'-6"	STR.	17														
SUBTOTAL EPOXY COATED BARS THIS POUR 280 LBS.																		
PEDESTAL																		
5AE11	12	4'-10"	9	60	1'-9"	1'-4"	1'-9"											
5AE12	4	6'-3"	9	26	1'-9"	2'-9"	1'-9"											
5AE13	8	2'-10"	STR.	24														
5AE14	4	9'-6"	5	40	6"	1'-5"	2'-10"											
SUBTOTAL EPOXY COATED BARS THIS POUR 150 LBS.																		
PIERS																		
PIER 1 - PEDESTAL																		
5PE1	4	6'-7"	9	27	1'-7"	3'-5"	1'-7"											
5PE2	12	6'-4"	9	79	1'-7"	3'-2"	1'-7"											
5PE3	4	3'-6"	STR.	15														
5PE4	2	14'-8"	5	31	6"	3'-6"	3'-4"					6"			4"			
5PE5	4	6'-5"	9	27	1'-7"	3'-3"	1'-7"											
5PE6	2	6'-2"	9	13	1'-7"	3'-0"	1'-7"											
5PE7	2	8'-6"	4	18	0	1'-9"	5'-0"	0	1'-9"		0						1'-7"	
5PE8	2	13'-1"	4	27	6"	1'-9"	5'-3"	3'-4"	1'-9"		6"				4"		1'-8"	
SUBTOTAL EPOXY COATED BARS THIS POUR 240 LBS.																		
PIER 2 - PEDESTAL																		
5PE1	4	6'-9"	9	28	1'-8"	3'-5"	1'-8"											
5PE2	12	6'-6"	9	81	1'-8"	3'-2"	1'-8"											
5PE3	4	3'-6"	STR.	15														
5PE4	2	14'-8"	5	31	6"	3'-6"	3'-4"					6"			4"			
5PE5	4	6'-7"	9	27	1'-8"	3'-3"	1'-8"											
5PE6	2	6'-4"	9	13	1'-8"	3'-0"	1'-8"											
5PE7	2	8'-6"	4	18	0	1'-9"	5'-0"	0	1'-9"		0						1'-7"	
5PE8	2	13'-1"	4	27	6"	1'-9"	5'-3"	3'-4"	1'-9"		6"				4"		1'-8"	
SUBTOTAL EPOXY COATED BARS THIS POUR 240 LBS.																		

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H	J	K	L	R	S	T
PIERS (CONT.)																		
PIER 3 - PEDESTAL																		
5PE1	4	6'-7"	9	27	1'-7"	3'-5"	1'-7"											
5PE2	12	6'-4"	9	79	1'-7"	3'-2"	1'-7"											
5PE3	4	3'-6"	STR.	15														
5PE4	2	14'-8"	5	31	6"	3'-6"	3'-4"					6"			4"			
5PE5	4	6'-5"	9	27	1'-7"	3'-3"	1'-7"											
5PE6	2	6'-2"	9	13	1'-7"	3'-0"	1'-7"											
5PE7	2	8'-6"	4	18	0	1'-9"	5'-0"	0	1'-9"		0						1'-7"	
5PE8	2	13'-1"	4	27	6"	1'-9"	5'-3"	3'-4"	1'-9"		6"				4"		1'-8"	
SUBTOTAL EPOXY COATED BARS THIS POUR 240 LBS.																		
DECK SLAB																		
SPAN 1																		
5SE1	160	9'-8"	9	1614	1'-0"	9"	7'-11"											
5SE2	80	21'-2"	STR.	1766														
5SE3	80	32'-8"	STR.	2726														
5SE4	29	39'-2"	STR.	1185														
5SE5	45	39'-2"	STR.	1838														
5SE6	15	9'-2"	STR.	143														
5SE7	30	4'-3"	15	133			2'-8"					8"	8"		8"		11"	
5SE8	30	2'-6"	15	78			11"					8"	8"		8"		11"	
5SE13	4	32'-8"	STR.	136														
SUBTOTAL EPOXY COATED BARS THIS POUR 9,620 LBS.																		
SPAN 2 AND SPAN 3																		
5SE1	514	9'-8"	9	5184	1'-0"	9"	7'-11"											
5SE2	257	21'-2"	STR.	5675														
5SE3	257	32'-8"	STR.	8757														
5SE6	18	9'-2"	STR.	172														
5SE8	60	2'-6"	15	156			11"					8"	8"		8"		11"	
5SE9	58	44'-0"	STR.	2662														
5SE10	90	44'-0"	STR.	4130														
5SE11	29	44'-0"	STR.	1331														
5SE12	45	44'-0"	STR.	2065														
7SE1	22	34'-0"	STR.	1529														
SUBTOTAL EPOXY COATED BARS THIS POUR 31,660 LBS.																		
SPAN 4																		
5SE1	160	9'-8"	9	1614	1'-0"	9"	7'-11"											
5SE2	80	21'-2"	STR.	1766														
5SE3	80	32'-8"	STR.	2726														
5SE4	29	39'-2"	STR.	1185														
5SE5	45	39'-2"	STR.	1838														
5SE6	15	9'-2"	STR.	143														
5SE7	30	4'-3"	15	133			2'-8"					8"	8"		8"		11"	
5SE8	30	2'-6"	15	78			11"					8"	8"		8"		11"	
5SE13	4	32'-8"	STR.	136														
SUBTOTAL EPOXY COATED BARS THIS POUR 9,620 LBS.																		

NOTE: SEE DWG. C23A FOR REVISED BAR LISTS (INVERSE)

AS-BUILT REVISIONS		
1/93	REV. BAR LISTS	C.A.T.
		2-16-93
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT REHABILITATION OF CLAPPER ROAD BRIDGE		
LOCATION OF PROJECT MP 136.70, ALBANY COUNTY		
TITLE OF DRAWING BAR LIST 2 OF 23		
	DRAWN BY:	K.T.
	CHECKED BY:	T.W.
	DATE:	FEB. 1990
	DRAWING NUMBER:	C 23

JACKSON AND TULL
CHARTERED ENGINEERS

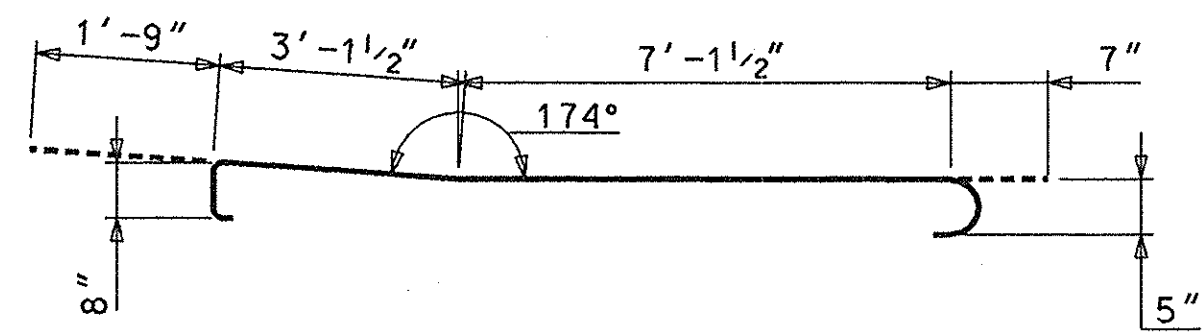
TAA 90-14B

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	G	J	R
CLAPPER ROAD PIER PEDESTAL BAR LIST 												
PIER 1 PEDESTALS												
5PE1	0	6'-7"	9	0		1'-7"	3'-5"	1'-7"				
5PE2	18	8'-10"	9	166		2'-10"	3'-2"	2'-10"				
5PE3	4	6'-3"	STR	26								
5PE4	14	20'-0"	5	292	6"	6'-3"	3'-3"			6"	4"	
5PE5	4	8'-7"	9	36		2'-8"	3'-3"	2'-8"				
5PE6	2	8'-4"	9	18		2'-8"	3'-0"	2'-8"				
5PE7	2	8'-6"	4	18	0	1'-9"	5'-0"	0	1'-9"	0	0	1'-7"
5PE8	10	13'-1"	4	137	6"	1'-9"	5'-3"	3'-4"	1'-9"	6"	4"	1'-8"
PIER 2 PEDESTALS												
5PE1	0	6'-7"	9	0		1'-7"	3'-5"	1'-7"				
5PE2	18	8'-10"	9	166		2'-10"	3'-2"	2'-10"				
5PE3	4	6'-3"	STR	26								
5PE4	14	20'-0"	5	292	6"	6'-3"	3'-3"			6"	4"	
5PE5	4	8'-7"	9	36		2'-8"	3'-3"	2'-8"				
5PE6	2	8'-4"	9	18		2'-8"	3'-0"	2'-8"				
5PE7	2	8'-6"	4	18	0	1'-9"	5'-0"	0	1'-9"	0	0	1'-7"
5PE8	10	13'-1"	4	137	6"	1'-9"	5'-3"	3'-4"	1'-9"	6"	4"	1'-8"
PIER 3 PEDESTALS												
5PE1	0	6'-7"	9	0		1'-7"	3'-5"	1'-7"				
5PE2	18	8'-10"	9	166		2'-10"	3'-2"	2'-10"				
5PE3	4	6'-3"	STR	26								
5PE4	14	20'-0"	5	292	6"	6'-3"	3'-3"			6"		
5PE5	4	8'-7"	9	36		2'-8"	3'-3"	2'-8"			4"	
5PE6	2	8'-4"	9	18		2'-8"	3'-0"	2'-8"				
5PE7	2	8'-6"	4	18	0	1'-9"	5'-0"	0	1'-9"	0	0	1'-7"
5PE8	10	13'-1"	4	137	6"	1'-9"	5'-3"	3'-4"	1'-9"	6"	4"	1'-8"
ABUTMENT PEDESTALS 												
EAST ABUTMENT												
5AE11	20	7'-0"	9	146		2'-10"	1'-4"	2'-10"				
5AE12	2	8'-1"	9	17		2'-8"	2'-9"	2'-8"				
5AE13	4	2'-10"	STR	12								
5AE14	10	9'-6"	5	99	6"	1'-5"	2'-10"			6"	4"	
5AE15	12	16'-2"	5	202	6"	6'-1"	1'-6"			6"	4"	
WEST ABUTMENT												
5AE11	20	7'-0"	9	146		2'-10"	1'-4"	2'-10"				
5AE12	2		9	17		2'-8"	2'-9"	2'-8"				
5AE13	4	2'-10"	STR	12							4"	
5AE14	10	9'-6"	5	99	6"	1'-5"	2'-10"			6"	4"	
5AE15	14	16'-2"	5	236	6"	6'-1"	1'-6"			6"		

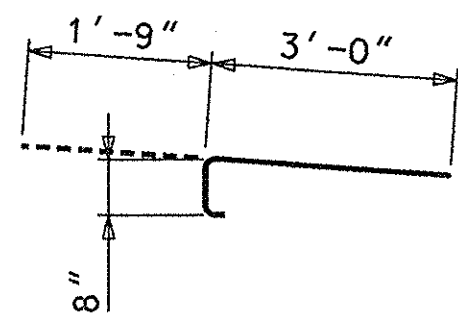
MARK	BAR SIZE	QUANTITY	TYPE	LENGTH	A	B
CLAPPER ROAD S1						
5SE9	#5 EPOXY	72	STR	10'-8"		
5SE10	#5 EPOXY	12	STR	39'-4"		
5SE13	#5 EPOXY	36	TYPE 1	12'-7"	SEE BELOW	
5SE14	#5 EPOXY	12	STR	39'-4"		
5SE17	#5 EPOXY	36	TYPE 2	4'-9"	SEE BELOW	
5SE21	#5 EPOXY	12	TYPE 3	2'-8"	SEE BELOW	
CLAPPER ROAD S2						
5SE1	#5 EPOXY	72	STR	10'-8"		
5SE2	#5 EPOXY	12	STR	39'-4"		
5SE5	#5 EPOXY	12	STR	39'-4"		
5SE8	#5 EPOXY	36	TYPE 4	12'-4"	SEE BELOW	
5SE21	#5 EPOXY	12	TYPE 3	2'-8"	SEE BELOW	
CLAPPER ROAD S3						
5SE9	#5 EPOXY	72	STR	10'-8"		
5SE10	#5 EPOXY	12	STR	39'-4"		
5SE13	#5 EPOXY	36	TYPE 1	12'-7"	SEE BELOW	
5SE14	#5 EPOXY	12	STR	39'-4"		
5SE17	#5 EPOXY	36	TYPE 2	4'-9"	SEE BELOW	
5SE21	#5 EPOXY	12	TYPE 3	2'-8"	SEE BELOW	

 BAR LISTS - INVERSE DECK PANELS
(SEE DWG. 350-1 FOR LAYOUT OF PANELS)

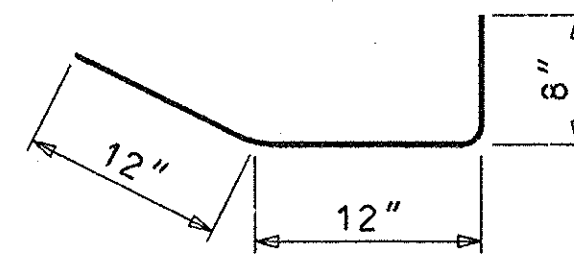
MARK	BAR SIZE	QUANTITY	TYPE	LENGTH	A	B
CLAPPER ROAD S4						
5SE9	#5 EPOXY	127	STR	10'-8"		
5SE11	#5 EPOXY	12	STR	27'-0"		
5SE12	#5 EPOXY	12	STR	39'-4"		
5SE13	#5 EPOXY	61	TYPE 1	12'-7"	SEE BELOW	
5SE15	#5 EPOXY	12	STR	39'-4"		
5SE16	#5 EPOXY	12	STR	12'-7"		
5SE17	#5 EPOXY	60	TYPE 2	4'-9"	SEE BELOW	
5SE21	#5 EPOXY	12	TYPE 3	2'-8"	SEE BELOW	
CLAPPER ROAD S5						
5SE1	#5 EPOXY	127	STR	10'-8"		
5SE3	#5 EPOXY	12	STR	27'-0"		
5SE4	#5 EPOXY	12	STR	39'-4"		
5SE6	#5 EPOXY	12	STR	27'-0"		
5SE7	#5 EPOXY	12	STR	27'-0"		
5SE8	#5 EPOXY	61	TYPE 4	12'-4"	SEE BELOW	
5SE21	#5 EPOXY	12	TYPE 3	2'-8"	SEE BELOW	
CLAPPER ROAD S6						
5SE9	#5 EPOXY	127	STR	10'-8"		
5SE11	#5 EPOXY	12	STR	27'-0"		
5SE12	#5 EPOXY	12	STR	39'-4"		
5SE13	#5 EPOXY	61	TYPE 1	12'-7"	SEE BELOW	
5SE15	#5 EPOXY	12	STR	39'-4"		
5SE16	#5 EPOXY	12	STR	12'-7"		
5SE17	#5 EPOXY	60	TYPE 2	4'-9"	SEE BELOW	
5SE21	#5 EPOXY	12	TYPE 3	2'-8"	SEE BELOW	



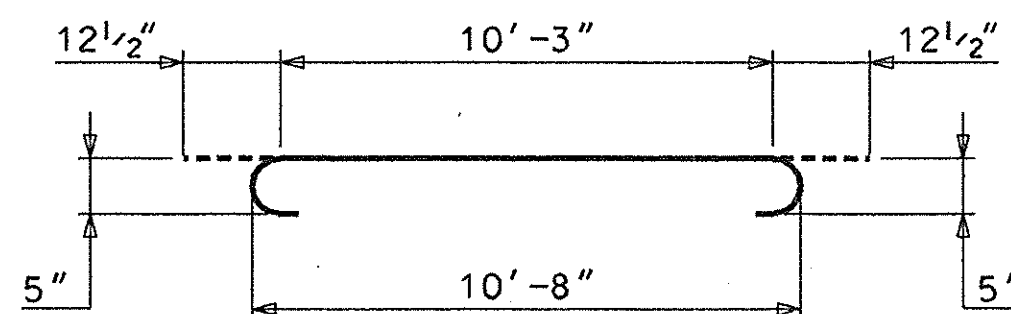
TYPE 1 BAR



TYPE 2 BAR

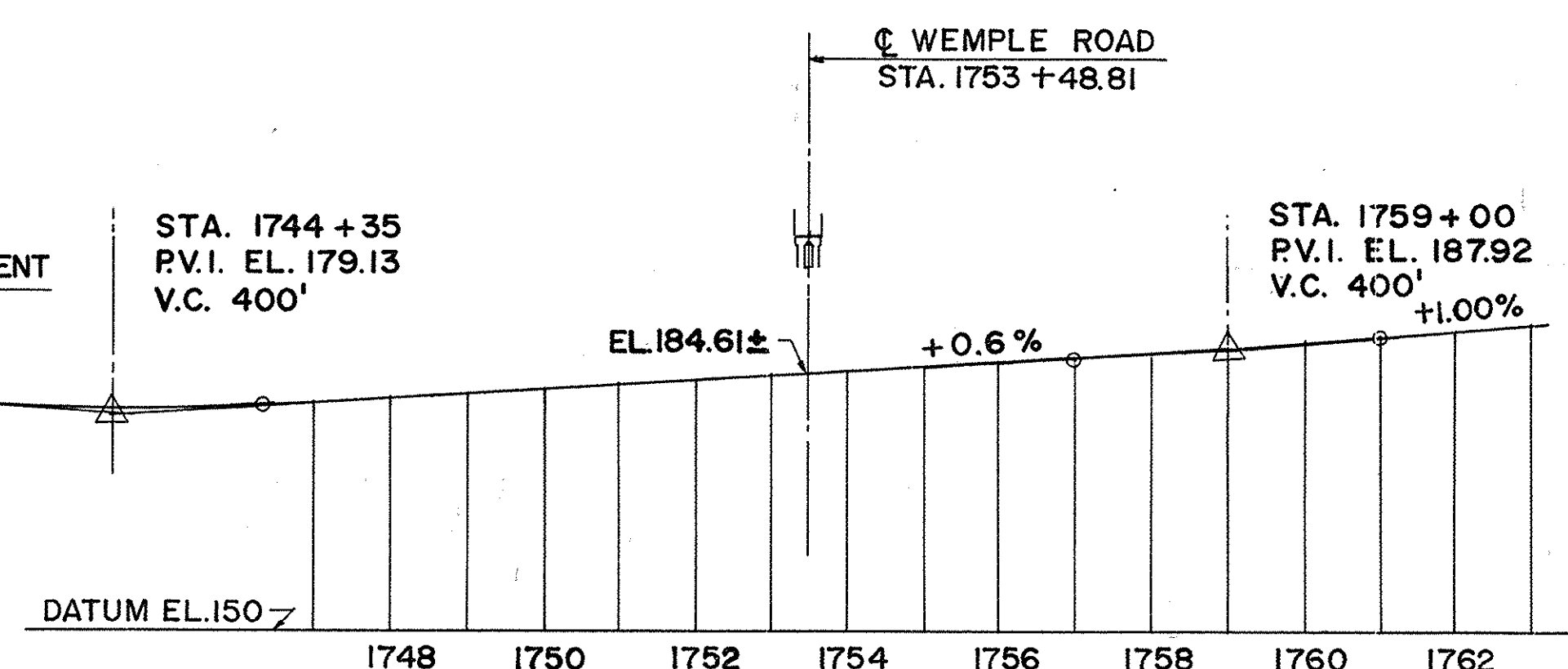


TYPE 3 BAR



TYPE 4 BAR

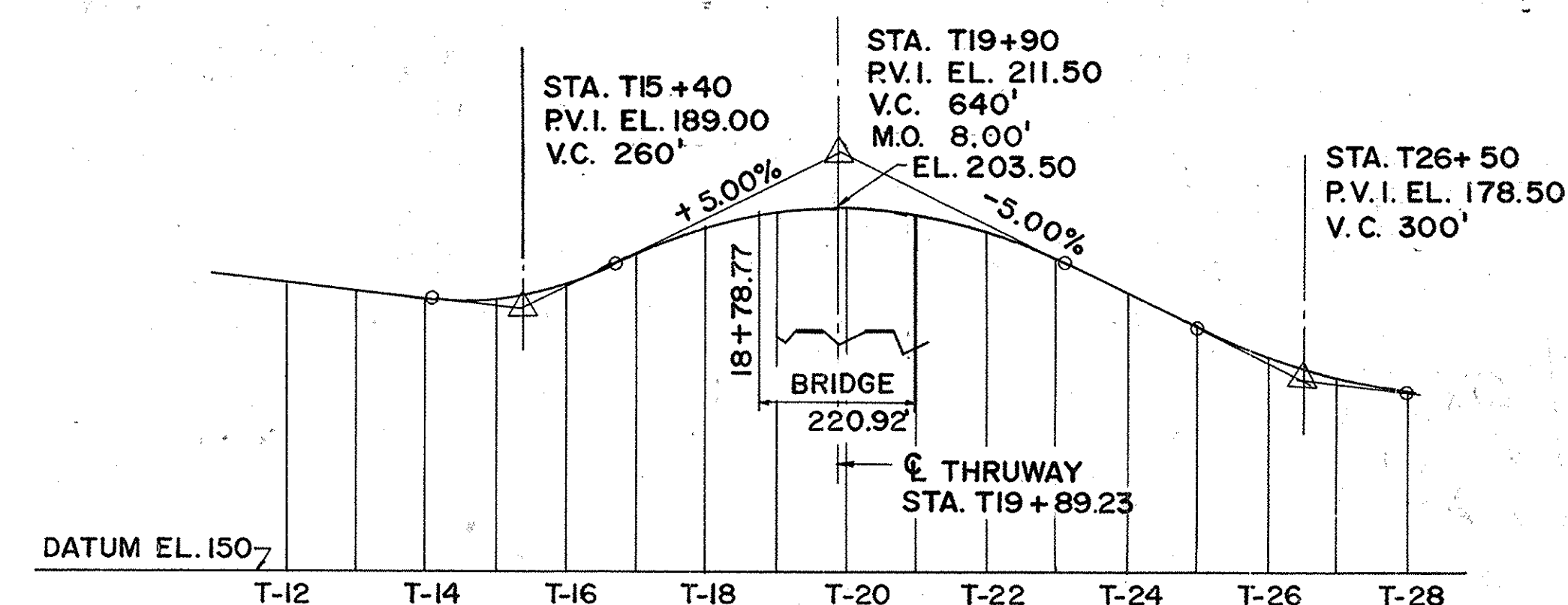
AS-BUILT REVISIONS	
1/93 REV. BAR LISTS-INVERSE DECK PANELS 	
	2-16-93 DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REHABILITATION OF CLAPPER ROAD BRIDGE	
LOCATION OF PROJECT M.P. 136.70, ALBANY COUNTY	
TITLE OF DRAWING BAR LIST 3 OF 3	
	DRAWN BY: CADD/HLJ
	CHECKED BY:
	DATE:
	DRAWING NUMBER: C23F1



SCALE . HORIZ. 1" = 200'
VERT. 1" = 20'

NOTES:

1. THE BARRIER PIER PROTECTION ALONG THE PIER, SHALL BE REMOVED AND RESET UNDER ITEM 25606.325I
2. ALL ELEVATIONS ON THIS SHEET HAVE BEEN TAKEN FROM THE ORIGINAL DESIGN AS PER RECORD PLANS.
3. FOR EXIST. CROSS SECTION, SEE DWG. W13.



SCALE: HORIZ. 1" = 200'
VERT. 1" = 20'

* PROFILE SHOWN IS TAKEN FROM 1951 ORIGINAL
DESIGN DRAWING. FOR THE CURRENT EXISTING
PROFILE (1989 SURVEY), SEE DRAWING W2



NOTE B:

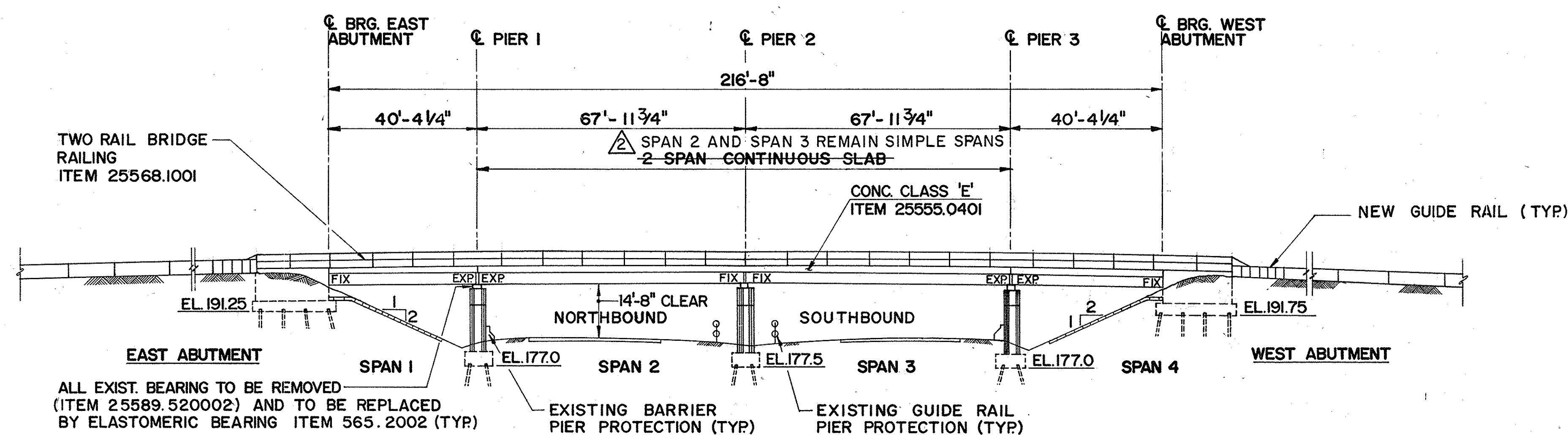
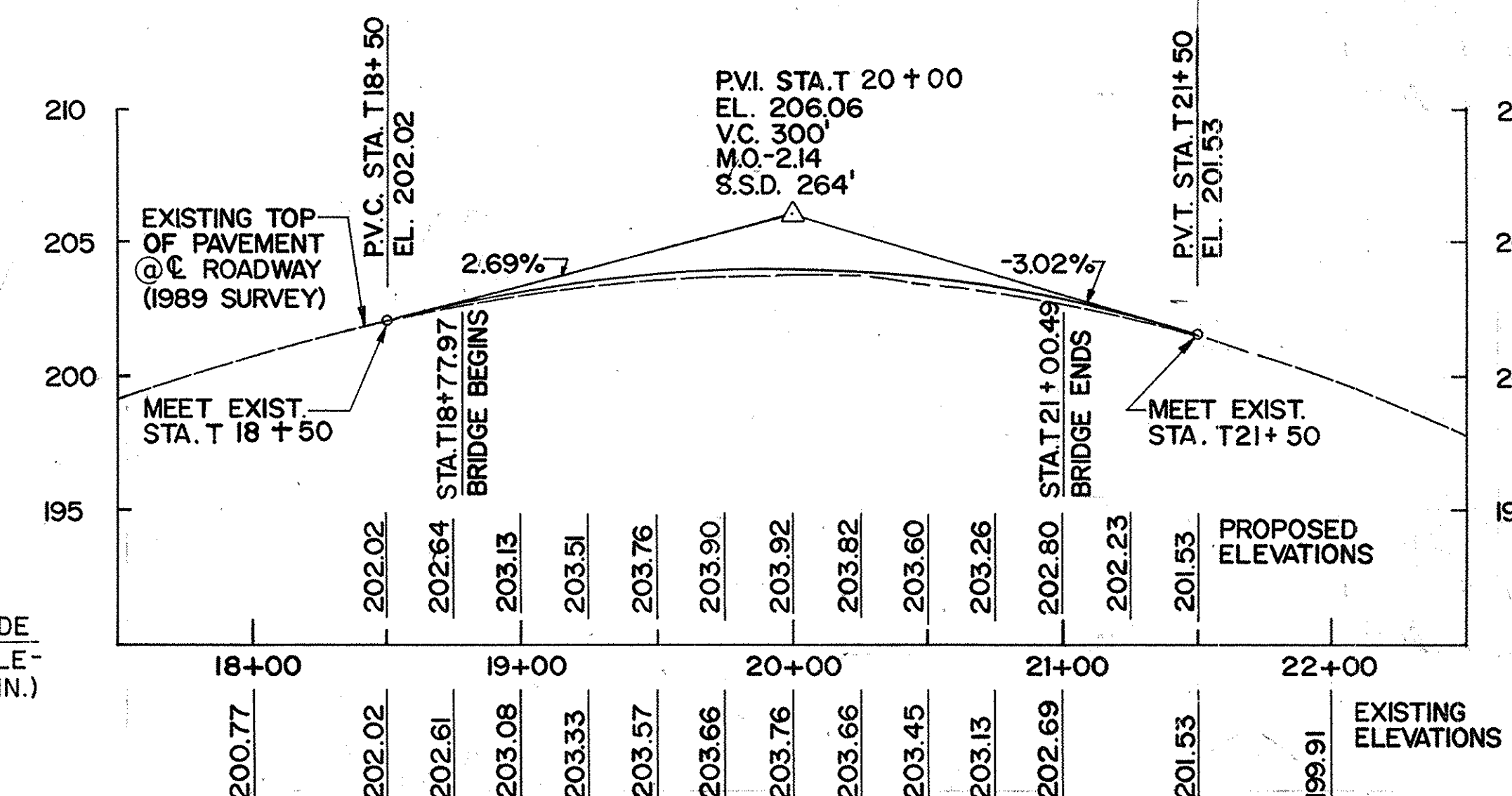
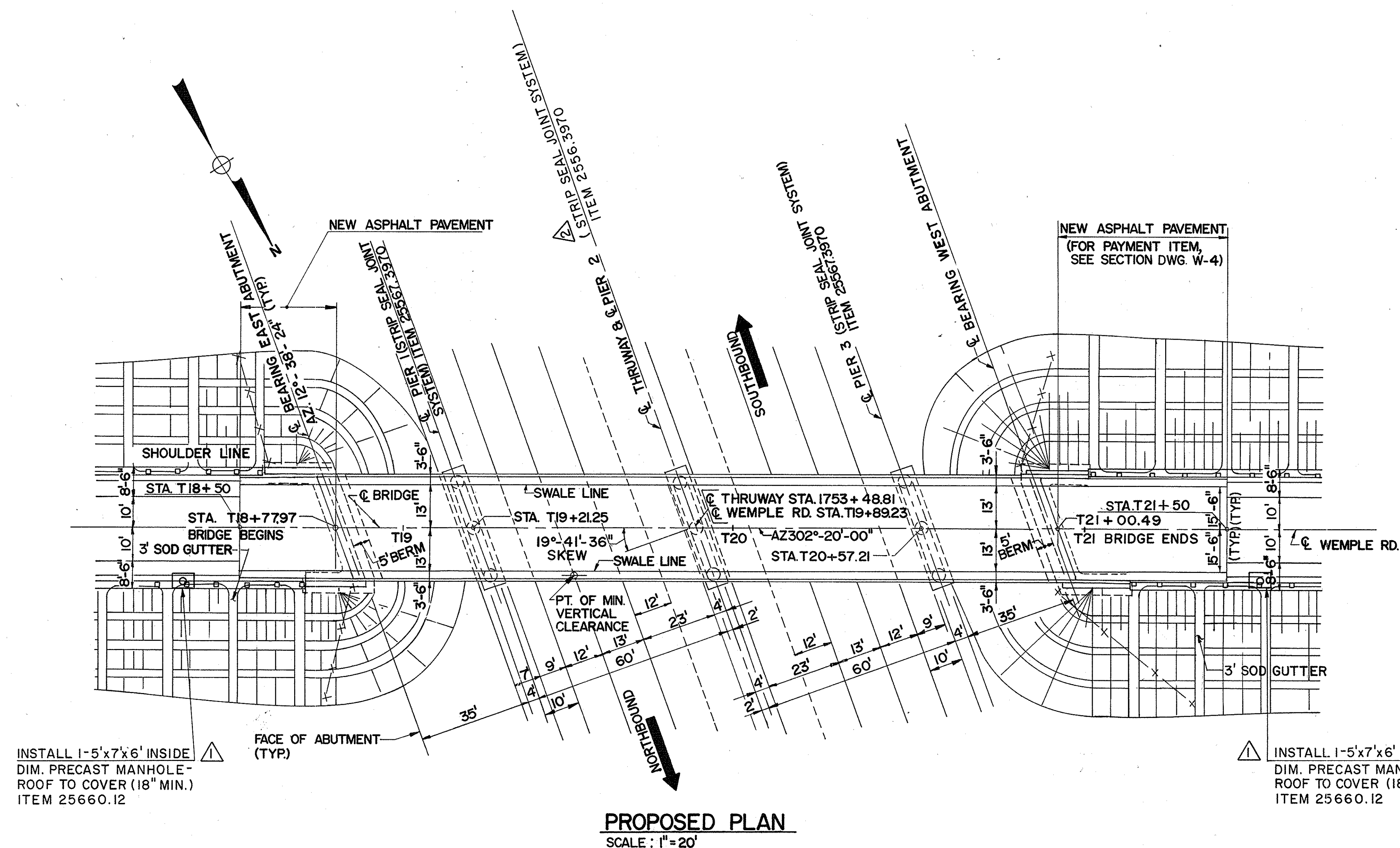
EXISTING R.O.W FENCE MAY BE REMOVED AS ORDERED BY THE ENGINEER TO FACILITATE CONSTRUCTION. FENCE SHALL BE RESET IN ITS ORIGINAL POSITION AS SOON AS POSSIBLE. COST FOR REMOVING & RESETTNG R.O.W. FENCE SHALL BE PAID FOR UNDER VARIOUS ITEMS.

<u>DWG. NO.</u>	<u>TITLE OF DRAWING</u>	<u>DWG. NO.</u>	<u>TITLE OF DRAWING</u>
W1	PLAN AND ELEVATION -EXIST.	W17	BRIDGE RAILING AND MISCEL- LANEOUS DETAILS
W2	PLAN AND ELEVATION -PROP.	W18	EXPANSION JOINT DETAILS
W3	ESTIMATE OF QUANTITIES	W19	STEEL FRAMING PLAN AND DETAILS
W4	TYPICAL SECTIONS	W20	HAUNCH TABLE AND JACKING LOAD TABLE
W5	EAST ABUTMENT - EXISTING	W21	ELASTOMERIC BEARING DETAILS
W6	EAST ABUTMENT - PROPOSED	W22	STEEL BRIDGE RAILING - TWO RAIL
W7	WEST ABUTMENT - EXISTING	W23	BAR LIST - 1 OF 3 4
W8	WEST ABUTMENT - PROPOSED	W24	BAR LIST - 2 OF 3 4
W9	PIER ELEVATION - EXISTING	W25	BAR LIST - 3 OF 3 4
W10	PIER ELEVATION - PROPOSED	W25A	BAR LIST - 4 OF 4
W11	PIER DETAILS - EXISTING		
W12	PIER DETAILS - PROPOSED		
W13	EXISTING AND PROPOSED CROSS SECTIONS		
* W14	DECK SLAB PLAN - PROPOSED		
W15	DECK SECTIONS AND DETAILS		
W16	DETAILS		



350 - 5 PLAN AND TYPICAL SECTION
(INVERSE)
350 - 6 INVERSE PLAN AND SECTION
350 - 7 INVERSE PLAN AND SECTION
350 - 8 INVERSE FRAMING PLAN

AS-BUILT REVISIONS		
1/93	ADD INVERSE T DWGS.	C.A.T. 
1/93	ADD NOTE (INVERSE T)	C.A.T. 
 SIGNATURE		2-16-93 DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT REHABILITATION OF WEMPLE ROAD BRIDGE		
LOCATION OF PROJECT MP 138.04, ALBANY COUNTY		
TITLE OF DRAWING PLAN AND ELEVATION EXISTING		
	DRAWN BY: B.A.	
	CHECKED BY: T.W. <i>Rtd</i>	
	DATE: FEB, 1990	
	DRAWING NUMBER: WI	
TAA 90-14B		



NOTES

- FOR GUIDE RAIL AND RAILING PLAN, SEE DWG. W17 & M2
- FOR PROPOSED CROSS SECTION, SEE DWG. W15 350-5

AS-BUILT REVISIONS		
1/93	ADD NOTES	C.A.T.
1/93	ADD MANHOLES AMEND NO. 1	C.A.T.
 SIGNATURE		2-16-53 DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT REHABILITATION OF WEMPLE ROAD BRIDGE		
LOCATION OF PROJECT MP 138.04 ALBANY COUNTY		
TITLE OF DRAWING PLAN AND ELEVATION, PROPOSED		
	DRAWN BY:	G.D.
	CHECKED BY:	T.W.
	DATE:	FEB, 1990
	DRAWING NUMBER:	W2

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B

ESTIMATE OF QUANTITIES

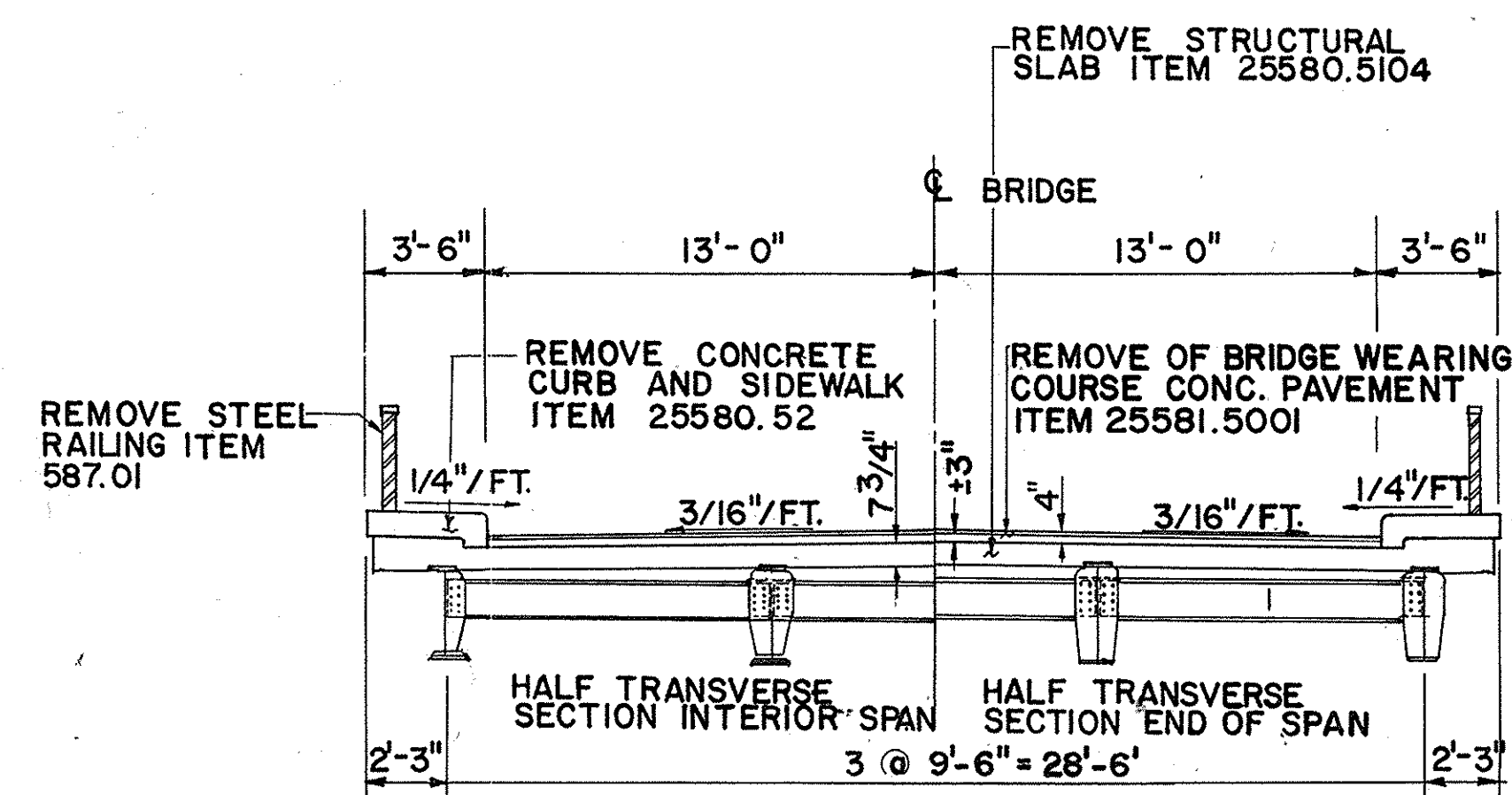
ITEM No.	DESCRIPTION	UNIT	ESTIMATE			ESTIMATED TOTAL	FINAL 
			SUBSTR.	SUPER	MISC.		
203.02	UNCLASSIFIED EXCAVATION & DISPOSAL	C.Y.			430	430	173.70
25203.0203	REMOVING EXISTING ASPHALT	S.Y.			210	210	210.00
203.21	SELECT STRUCTURE FILL	C.Y.	105			105	87.50
206.01	STRUCTURE EXCAVATION	C.Y.	105			105	105.00
304.03	SUB-BASE COURSE TYPE II	C.Y.			95	95	89.90
403.13	ASPHALT CONC., TYPE 3, BINDER COURSE	TON			46	46	37.50
25403.1702	ASPHALT CONC., TYPE 6FS2, TOP COURSE (HIGH FRICTION)	TON			23	23	21.67
25502.50	SAW CUTTING ASPHALT CONCRETE (FULL DEPTH)	L.F.			40	40	40.00
25502.5104	SEALING INTERFACE BETWEEN ASPHALT & CONCRETE	L.F.	70			70	70.00
25502.9916	SAW CUTTING CONC.	L.F.			80	80	84.42
552.05	SAFE OPERATION SHEET PILING	S.F.	830			830	0.00
25555.01	CONC. FOR STRUCTURE CLASS 'A'	C.Y.	150			150	146.90
25555.0401	CONC. FOR STRUCTURE CLASS 'E' (STRUC. SLAB - INT. WS-BOTT. FMWK. REQ.)	S.F.		7350		7350	7350.00
15555.3502	EPOXY BONDING COMPOUND	GAL.	15			15	15.00
25555.3570	EPOXY PRESSURE INJECTION (INSTALLATION)	L.F.	125			125	27.75
25555.3571	EPOXY PRESSURE INJECTION (MATERIAL)	GAL.	2			2	1.00
16555.6603	TRANSVERSE SAWCUT GROOVING OF STRUCTURAL SLAB SURFACE	S.F.		5800		5800	5800.00
556.0202	EPOXY COATED BAR REINFORCEMENT FOR STRUCTURE	LB.	18440	63630		82070	82355.00
556.03	STUD SHEAR CONNECTORS/BRIDGE	EA.		2250		2250	2250.00
~~25559.8302~~	~~PENETRATING SEALER FOR STRUCTURE CONCRETE (HORSEYSET WDE)~~	S.F.	2963	2478		5441	3802.46
 25564.0601	STRUCTURAL STEEL(LOCK-UP PLATES)	EA.		4		4	4.00
564.050002	STRUCTURAL STEEL	L.S.	NEC			NEC	NEC
 564.50001	STRUCTURAL STEEL	LB.		1310		1310	1310.00
564.701002	STRUCTURAL STEEL REPLACEMENT (DIAPHRAGMS)	EA.		2		2	2.00
565.2002	TYPE E B ELASTOMERIC BRIDGE BEARING (110 - 150 KIPS)	EA.		32		32	32.00
25567.3970	STRIP SEAL JOINT SYSTEM	L.F.			70	70	103.00
25568.1001	STEEL BRIDGE RAILING - 2 RAIL (CURBLESS)	L.F.		500		500	500.00
568.32	CEMENT MORTAR PADS	EA.			54	54	54.00
25570.0702	ENVIRONMENTAL GROUND PROTECTION COLLECTION & PACKAGING	L.S.			NEC	NEC	NEC
25570.7879	DISPOSAL OF PAINT REMOVAL WASTE	FLS.			NEC	NEC	NEC
25570.888402	COMMERCIAL BLAST CLEANING & PAINTING OF STRUC. STEEL	L.S.		NEC		NEC	NEC
580.01	REMOVAL OF STRUC. CONC.	C.Y.	160			160	149.87
580.11	REMOVAL OF CONC. PYLONS	EA.	4			4	4.00
25580.5104	REMOVAL OF STRUC. SLAB (COMPLETE SLAB REPLACEMENT)	S.Y.		810		810	810.00
25580.52	REMOVAL OF CURBS & SIDEWALKS	C.Y.			50	50	46.38
25581.5001	REMOVAL OF BRIDGE WEARING COURSE	S.Y.		640		640	640.00
25582.0620	REMOVAL OF STRUCT. CONC. REPLACED W/CLASS 'D' CONC.	C.Y.			1	1	1.00
585.0102	STRUCTURAL LIFTING OPERATIONS - TYPE A	EA.		8		8	8.00
585.0202	STRUCTURAL LIFTING OPERATIONS - TYPE B	EA.		16		16	16.00
586.01	DRILL AND GROUT BOLTS OR REINF. BARS	L.F.	60			60	60.00
587.01	BRIDGE RAILING REMOVAL AND DISPOSAL	L.F.		480		480	478.67
587.1002	BOX BEAM BRIDGE RAIL TWO RAIL	L.F.			94	94	94.00
589.520001	REMOVAL OF EXISTING STEEL (BEARING)	EA.	32			32	32.00
589.520002	REMOVAL OF EXISTING STEEL (GIRDER & STIFFENER PL.)	EA.		4		4	4.00
605.1001	UNDERDRAIN FILTER TYPE 2	C.Y.			55	55	40.10
606.10	BOX BEAM GUIDE RAIL	L.F.			216	216	216.00
25606.17	ANCHORAGE UNIT AT COMPOSITE BEAM GUIDE RAIL TRANSITION	EA.			4	4	4.00
606.20	CORRUGATED BEAM GUIDE RAILING	L.F.			1514	1514	1500.00
606.22	ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDE RAIL	EA.			4	4	4.00
25606.3251	RESETTING OF CONC. BARRIER	L.F.			80	80	80.00

ESTIMATE OF QUANTITIES

ITEM No.	DESCRIPTION	UNIT	ESTIMATE			ESTIMATED TOTAL	FINAL 
			SUBSTR.	SUPER	MISC.		
15606.4801	I BEAM BACK UP POSTS FOR GUIDE RAILS	EA.			50	50	50.00
606.55	RESET CORRUGATED BEAM MALL BARRIER	L.F.			832	832	452.00
606.57	RESET ANCHORAGE UNITS FOR CORRUGATED BEAM GD RAIL & MALL BARRIER	EA.			2	2	4.00
606.72	REMOVE AND DISPOSE CORRUGATED BEAM GUIDE RAILING	L.F.			1950	1950	1859.25
619.0102	BASIC MAINTENANCE & PROTECTION OF TRAFFIC	L.S.			NEC	NEC	NEC
619.0202	CONSTRUCTION SIGNS	L.S.			NEC	NEC	NEC
15619.030302	FLASHING ARROW BOARDS	L.S.			NEC	NEC	NEC
619.0413	TYPE III CONSTRUCTION BARRICADES	L.F.			40	40	40.00
619.0502	LIGHTING FOR CONSTRUCTION BARRICADES	L.F.			40	40	40.00
619.17	TEMPORARY CONCRETE BARRIER	L.F.			 1030 ~~440~~	 1030 ~~440~~	1040.00
25620.10	REMOVING AND REPLACING DRY STONE PAVING	S.F.	100			100	100.00
25637.060102	ENGINEERING OFFICE - TYPE B	MO.			5	5	5.00
640.0102	WHITE PAINT REFLECTORIZED PAVEMENT STRIPES	L.F.			600	600	600.00
640.0202	YELLOW PAINT REFLECTORIZED PAVEMENT STRIPES	L.F.			600	600	600.00
25645.4002	YOUR TOLLS AT WORK	EA.			2	2	2.00
25660.11	FURNISH NEW YORK TELEPHONE COMPANY FACILITIES	FLS.			NEC	NEC	NEC
25660.12	FURNISH NIAGARA MOHAWK POWER CORPORATION FACILITIES	FLS.			NEC	NEC	NEC
25660.21	INSTALL NEW YORK TELEPHONE COMPANY FACILITIES	LS.			NEC	NEC	NEC
25660.22	INSTALL NIAGARA MOHAWK POWER CORPORATION FACILITIES	LS.			NEC	NEC	NEC
699.04	MOBILIZATION	L.S.			NEC	NEC	NEC
*606.52	RESET BOX BEAM GUIDE RAILING	L.F.	108			108	108.00
*25619.1702	TEMPORARY CONCRETE BARRIER (FURNISHED BY OWNER)	L.F.			220	220	220.00
*25619.1701	CONCRETE BARRIER MARKER	E.A.			 40	40	45.00
 900.9014	REMOVAL OF EPOXY COATING	L.S.				0	NEC
 902.9014	FURNISH AND INSTALL DRAINAGE PIPE	L.F.				0	100.00
 907.9014	MODIFY BOX BEAM GUIDE RAIL	L.S.				0	NEC

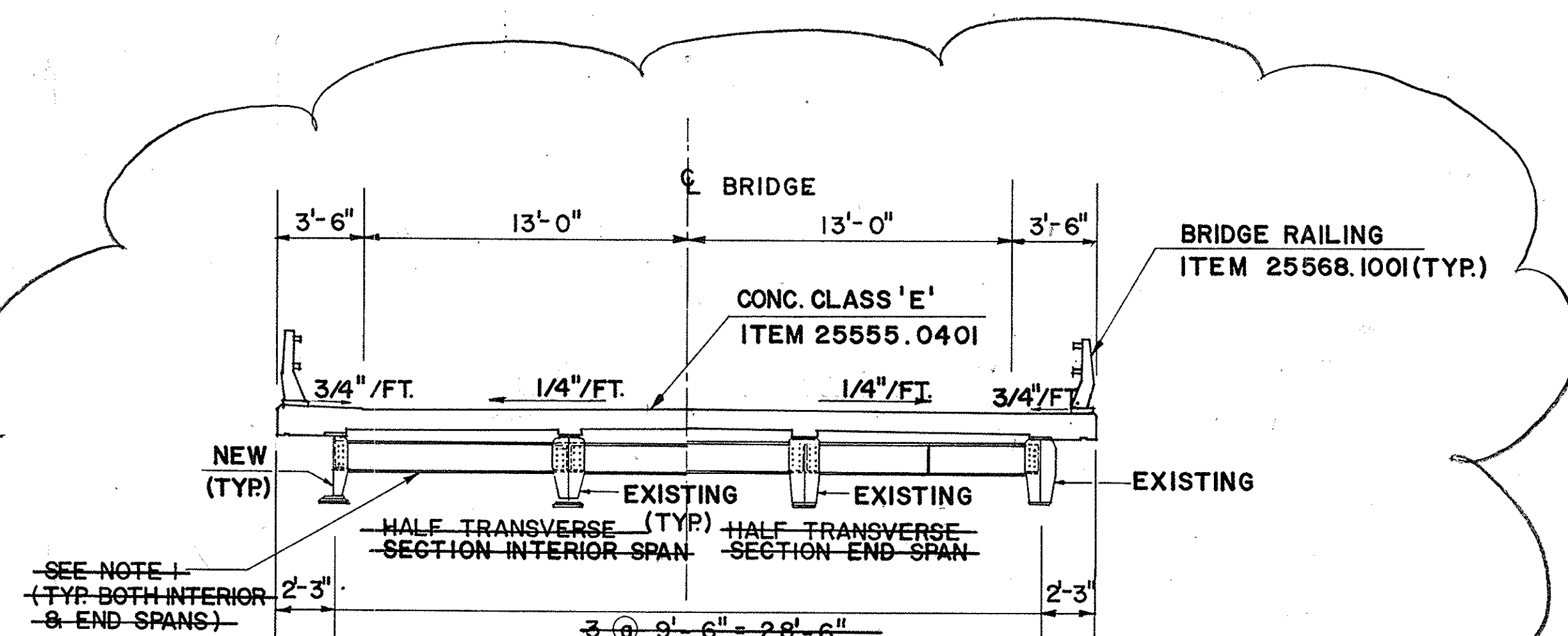
* OUT OF ORDER

 2-16-93			
1/93	ITEM ADD	C.A.T.	
1/93	FINAL QTY.	C.A.T.	
1/93	AMEND. NO.2	C.A.T.	
1/93	AMEND. NO.1	C.A.T.	
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12208			
TITLE OF PROJECT REHABILITATION OF WEMPLE ROAD BRIDGE			
LOCATION OF PROJECT MP 138.04, ALBANY COUNTY			
TITLE OF DRAWING ESTIMATE OF QUANTITIES			
CONTRACT NUMBER: TAA 90-14B			
DATE: FEB., 1990			
DRAWING NUMBER: W3			



EXISTING CROSS SECTION

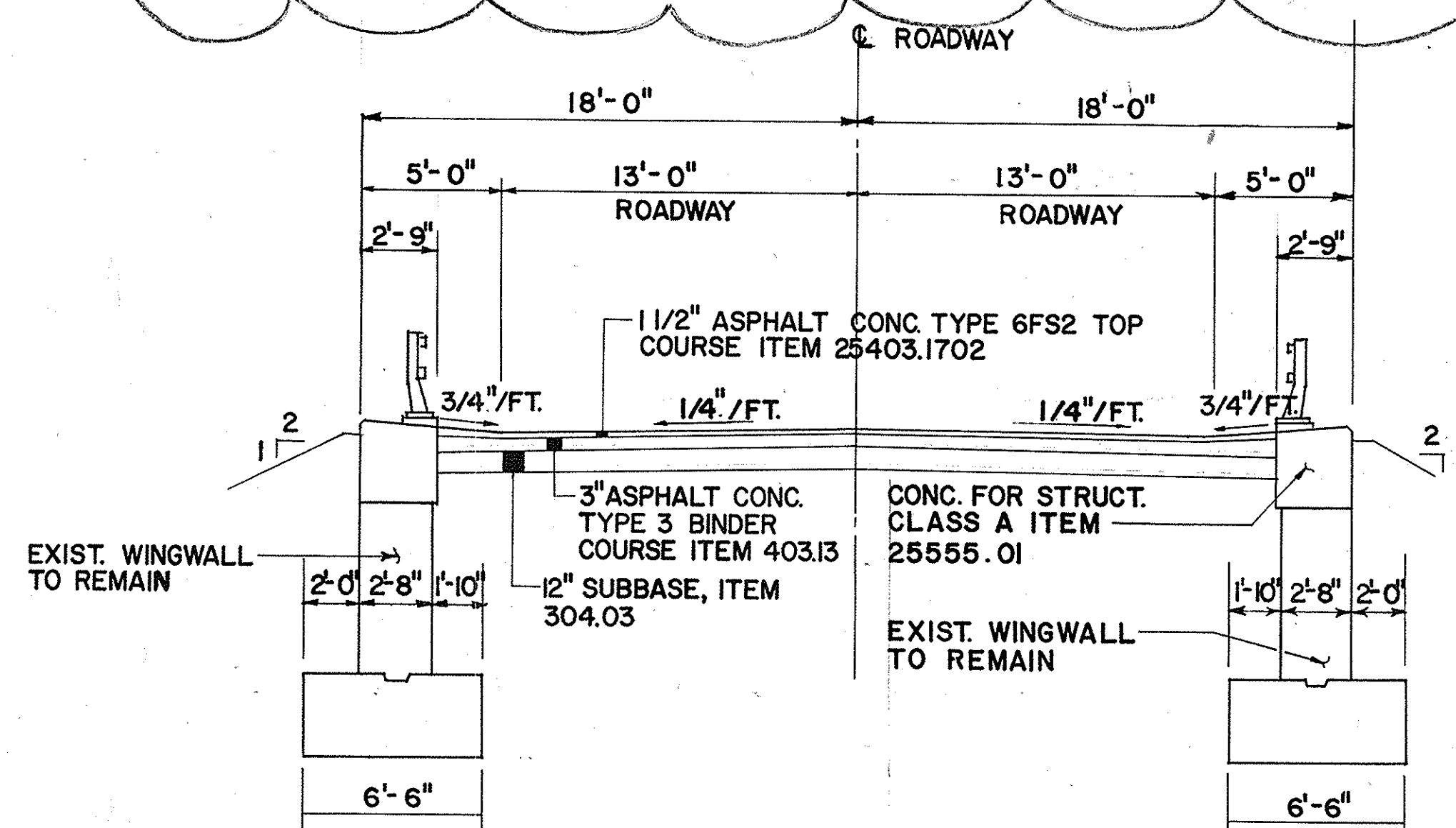
SCALE: 1" = 5'-0"



PROPOSED CROSS SECTION

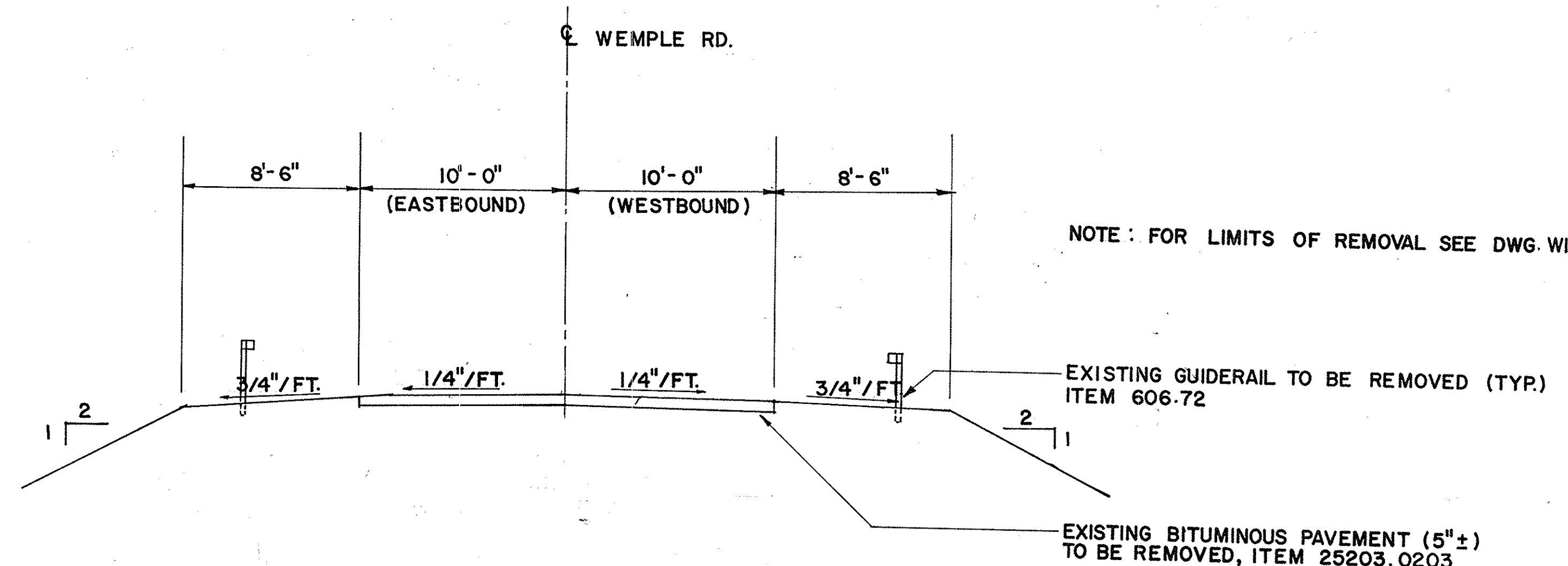
SCALE: 1" = 5'-0"

SEE DWG. 350-5 FOR PROPOSED CROSS SECTION (INVERSE)



PROPOSED SECTION AT ABUTMENT

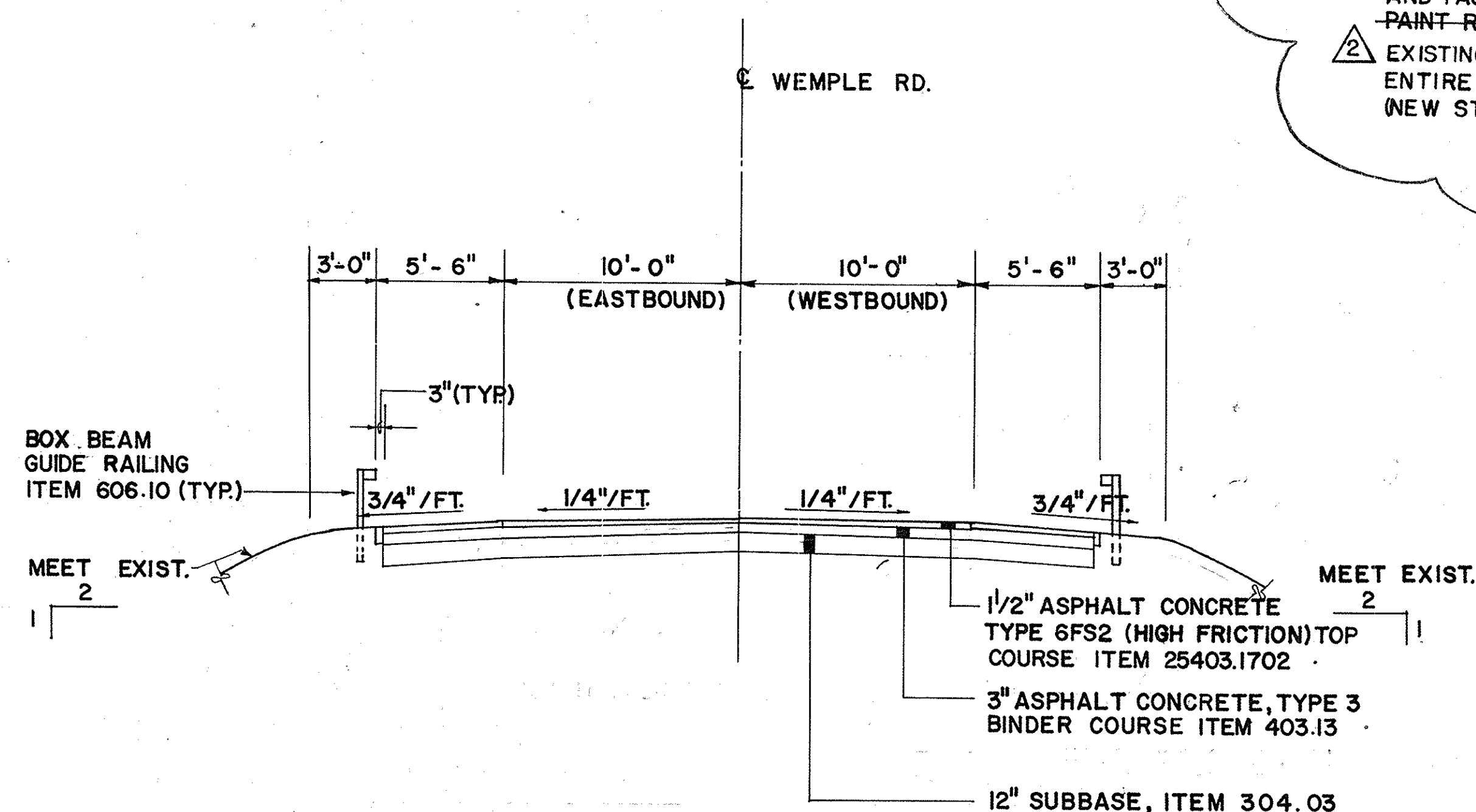
SCALE: 1" = 5'-0"



EXISTING SECTION OF APPROACHES

SCALE: 1" = 5'-0"

- NOTE: 1. COMMERCIAL BLAST CLEANING & PAINTING OF STRUCTURAL STEEL ALUM. EPOXY. MOIST CURE URETHANE, ITEM 25570.888402. ENVIRONMENTAL GROUND PROTECTION COLLECTION AND PACKAGING, ITEM 25570.0702, DISPOSAL OF PAINT REMOVAL WASTE, ITEM 25570.7879.
2. EXISTING SUPERSTRUCTURE REPLACED IN ITS ENTIRETY WITH INVERSE DECK SYSTEM (NEW STEEL, SHOP COATED)



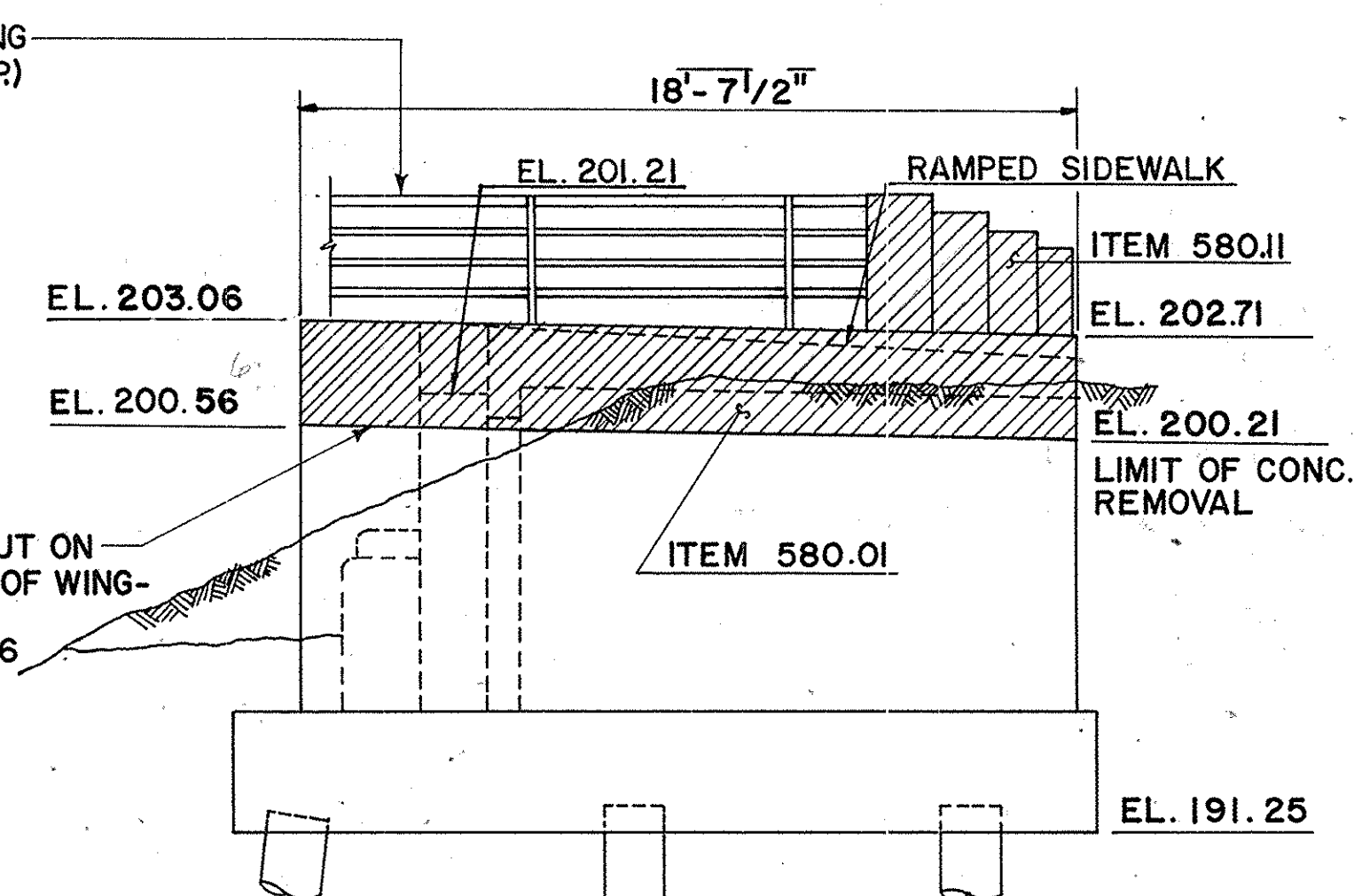
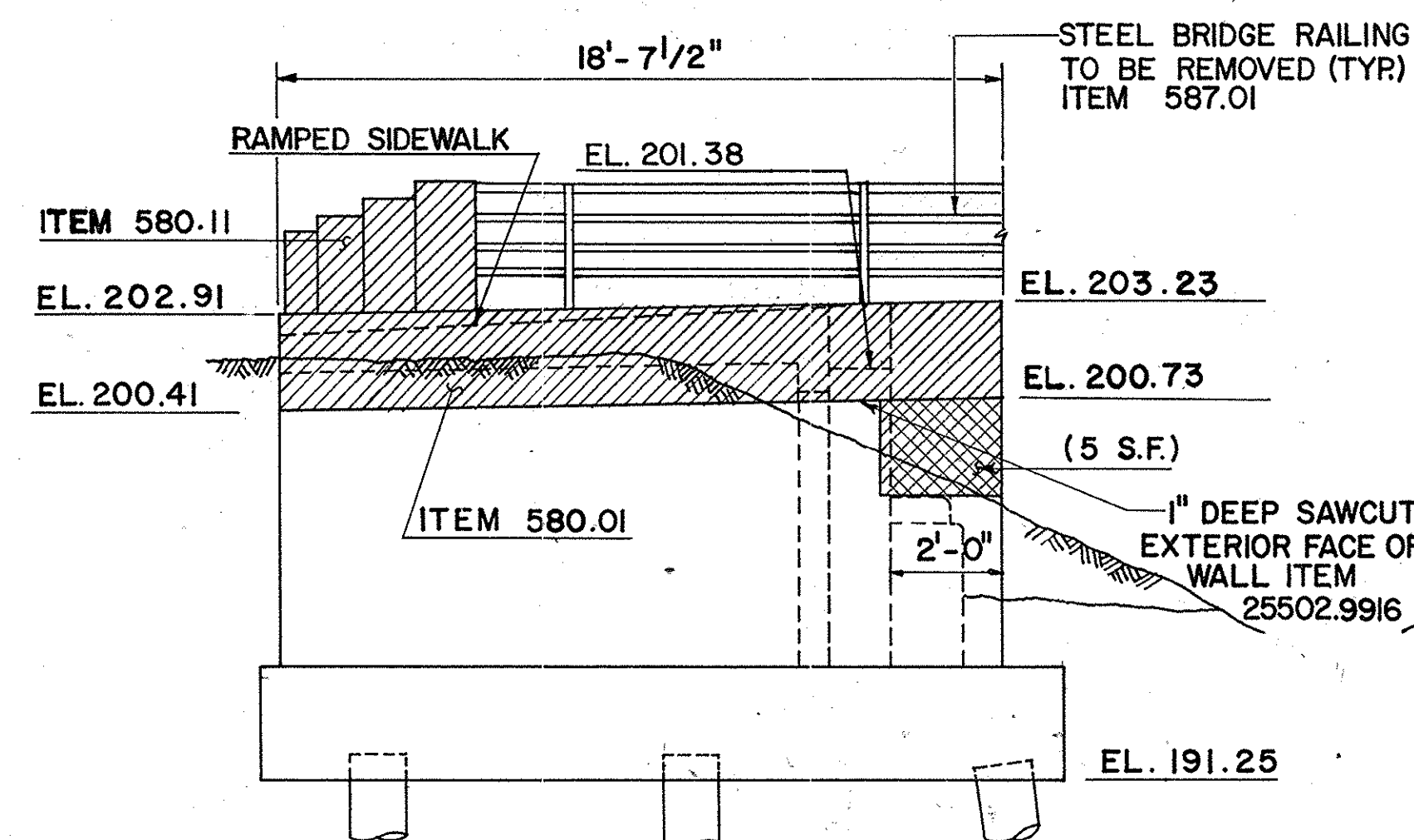
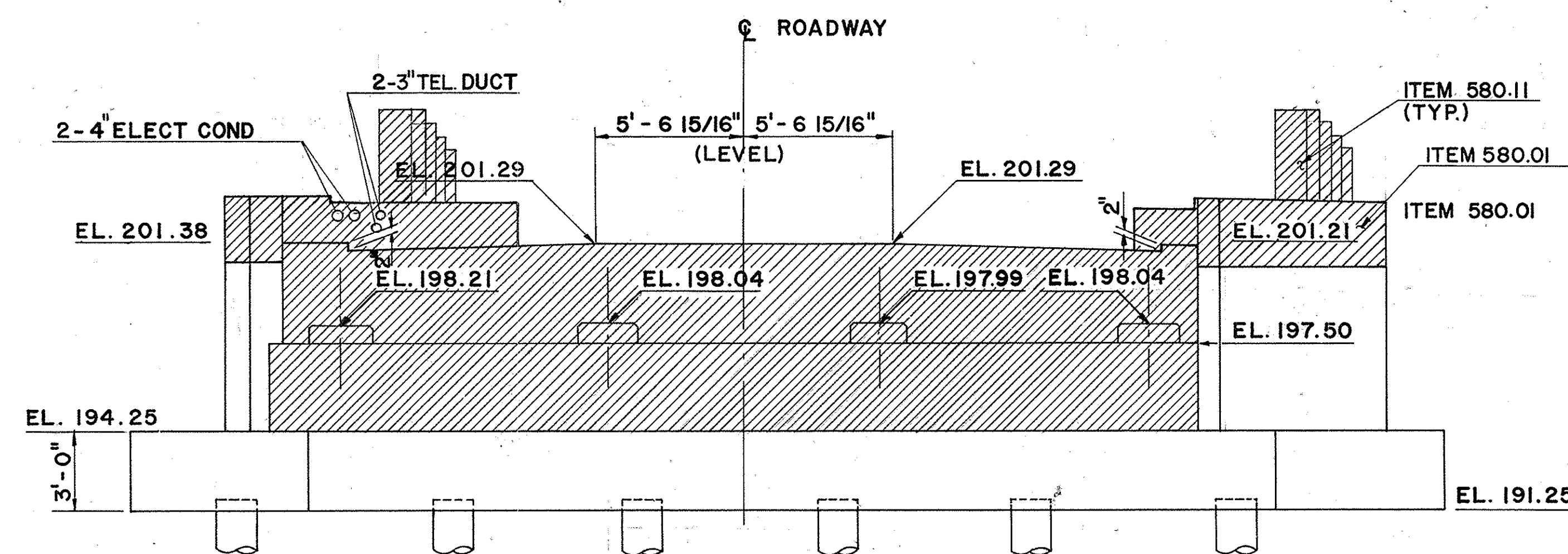
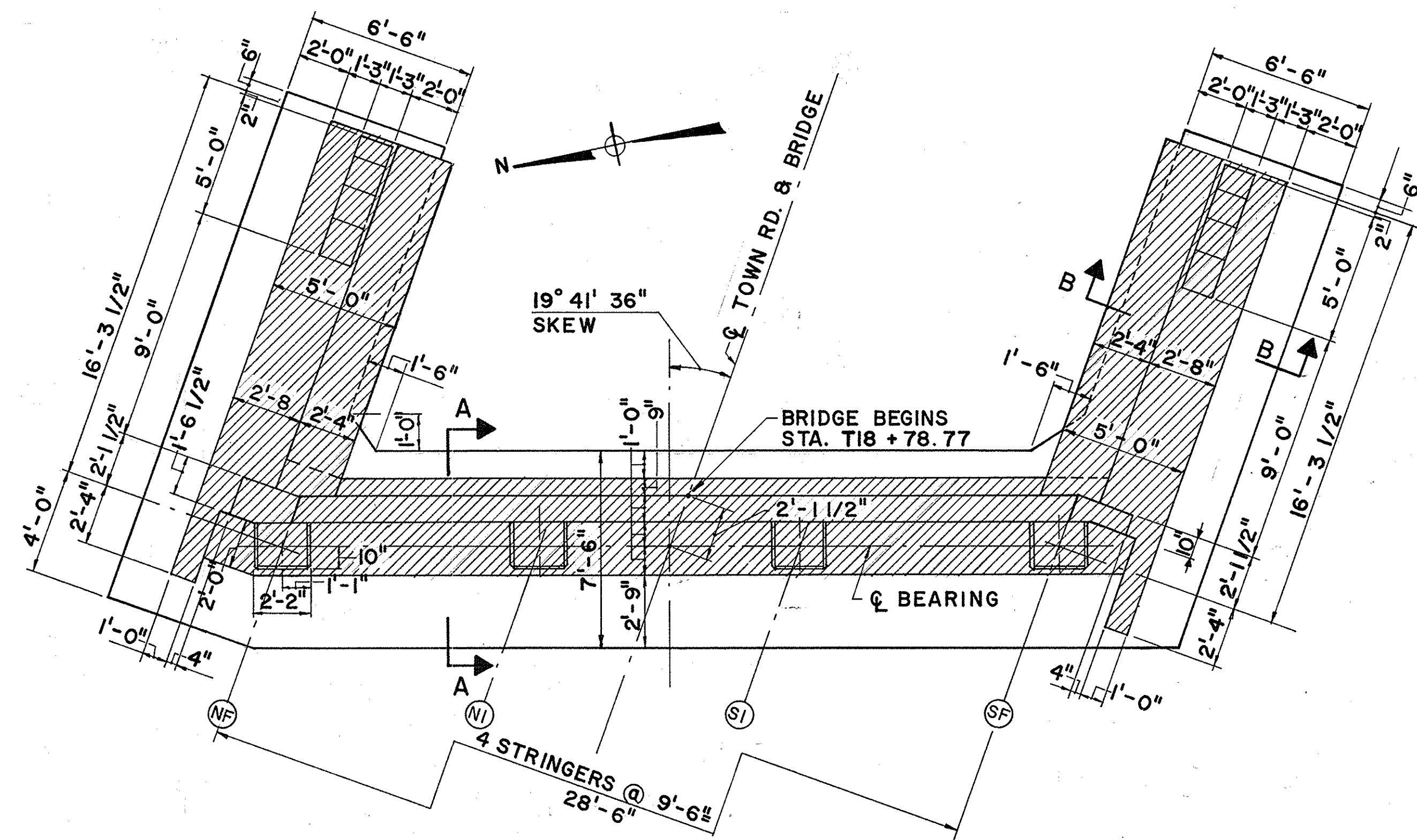
PROPOSED SECTION OF APPROACHES

SCALE: 1" = 5'-0"

AS-BUILT REVISIONS		
1/93	REV. NOTE 1.	C.A.T. ⚠
1/93	ADD NOTE PROP. X SECTION	C.A.T. ⚠
 SIGNATURE		2-16-93 DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT: REHABILITATION OF WEMPLE RD. BRIDGE LOCATION OF PROJECT: MP 138.04, ALBANY COUNTY TITLE OF DRAWING:		
TYPICAL SECTIONS		
DRAWN BY:	M.J.	
CHECKED BY:	T.W. 1249	
DATE:	FEB. 1990	
DRAWING NUMBER:	W4	

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-148

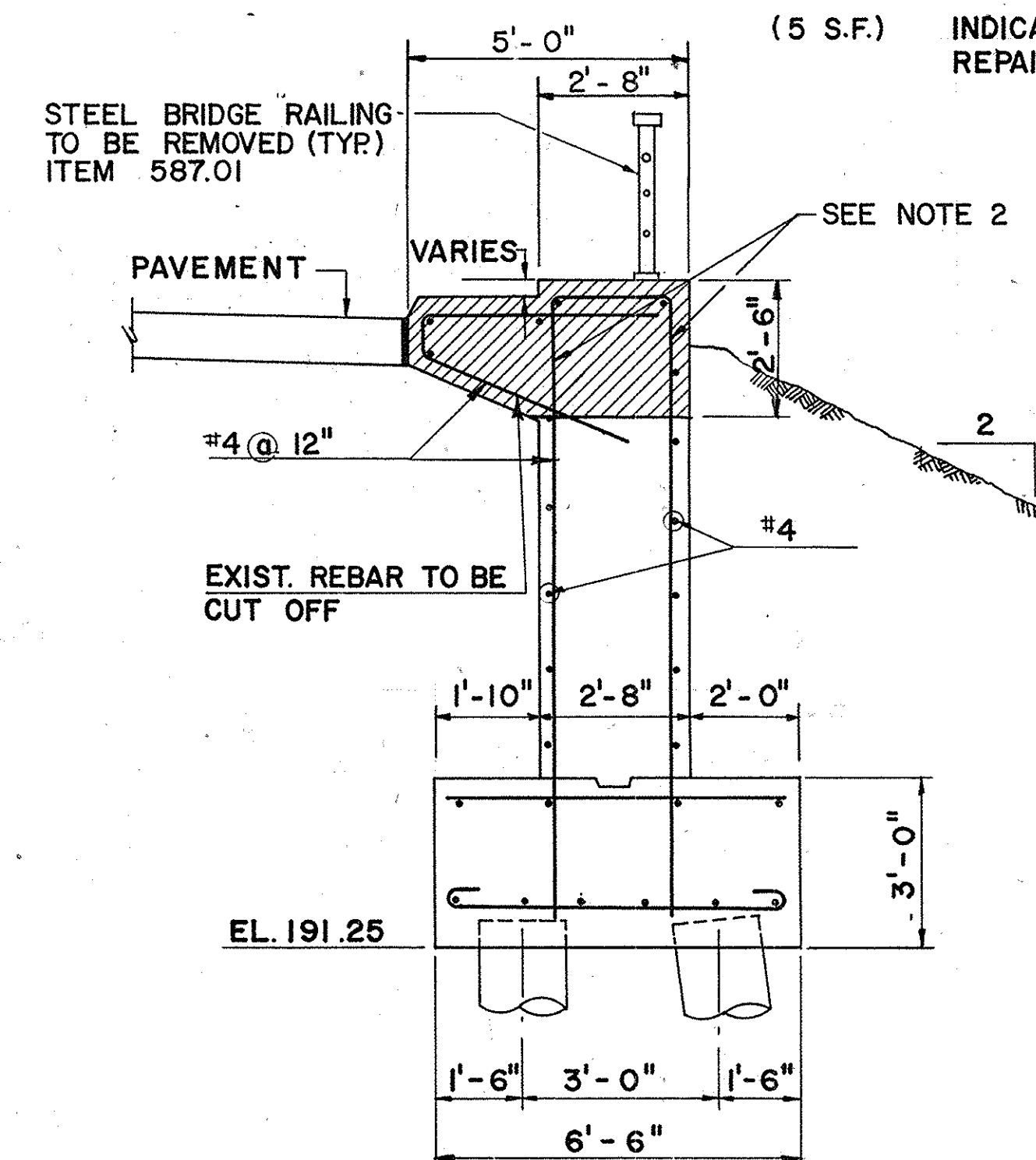
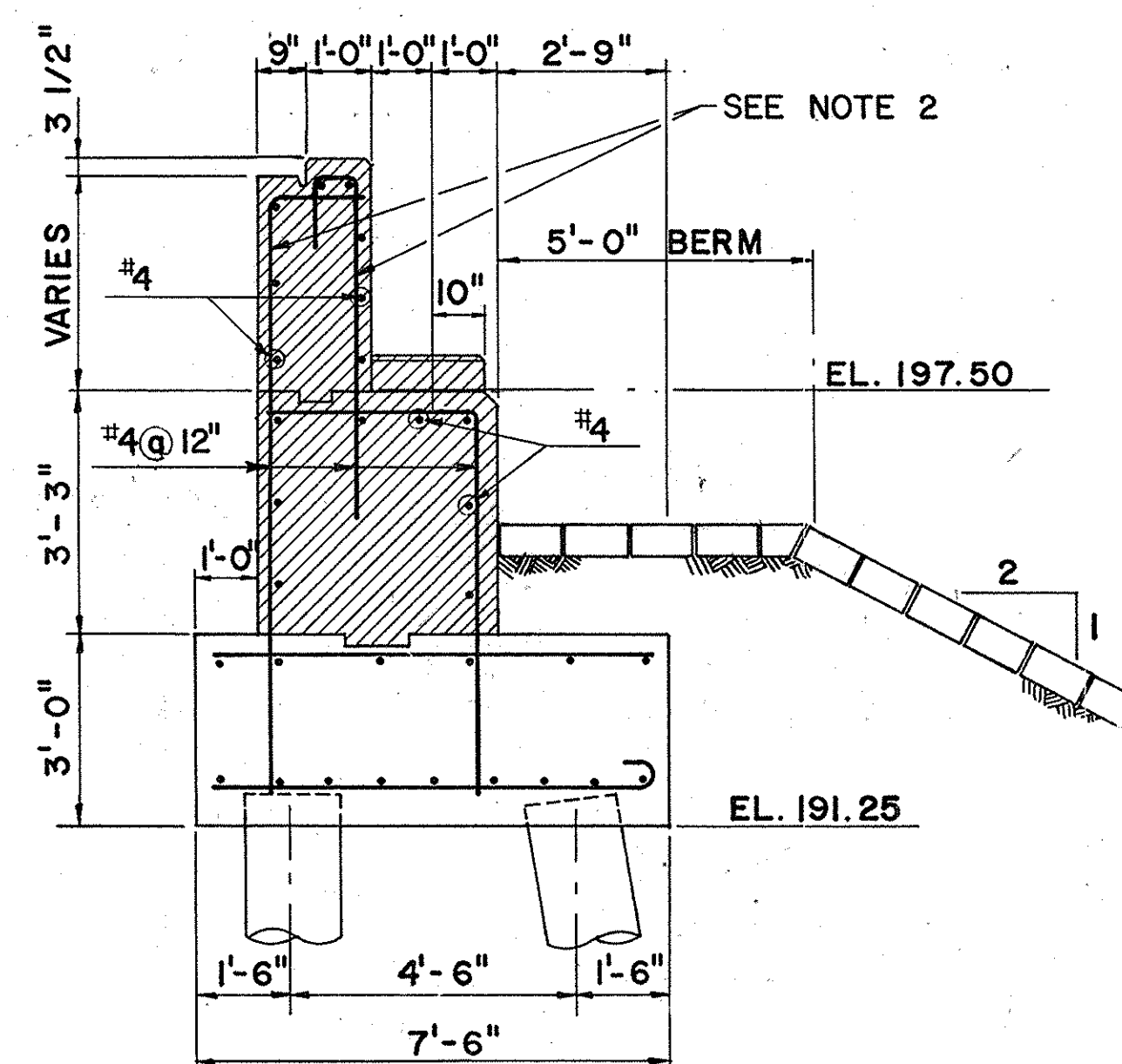


NOTE:

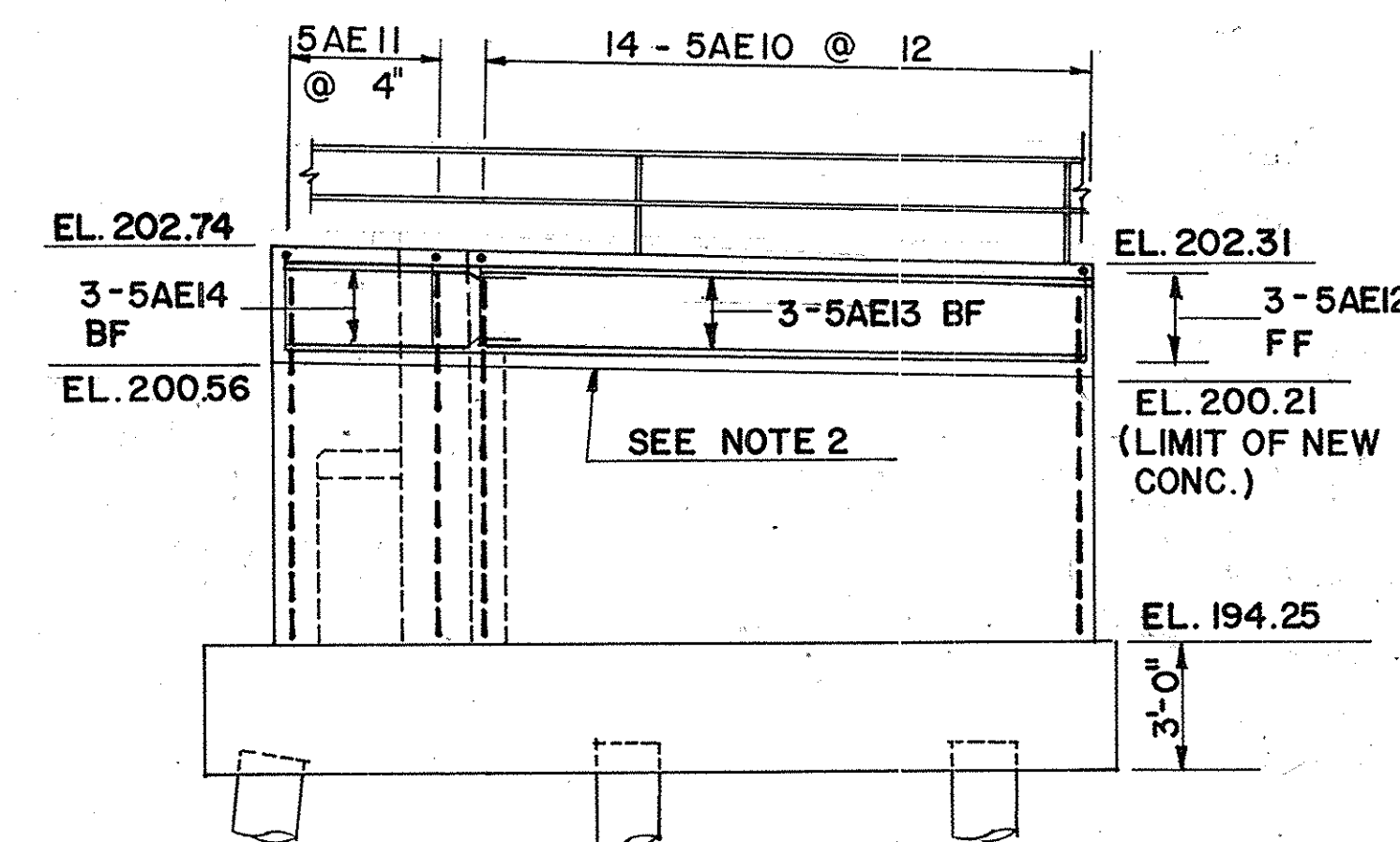
- FOR DETAILS OF SURFACE REPAIR SEE DWG. NO. W16
- 1' - 9" OF EXIST VERT. REBAR SHALL REMAIN TO BE LAPPED WITH NEW REBAR

LEGEND:

- INDICATES REMOVAL OF CONCRETE
ITEM 580.01 AND CONC. PYLONS ITEM 580.11
- INDICATES REPAIR OF CONCRETE
ITEM 25582.0620
- (5 S.F.) INDICATES THE APPROX. AREA OF REPAIR REQUIRED IN SQUARE FEET.

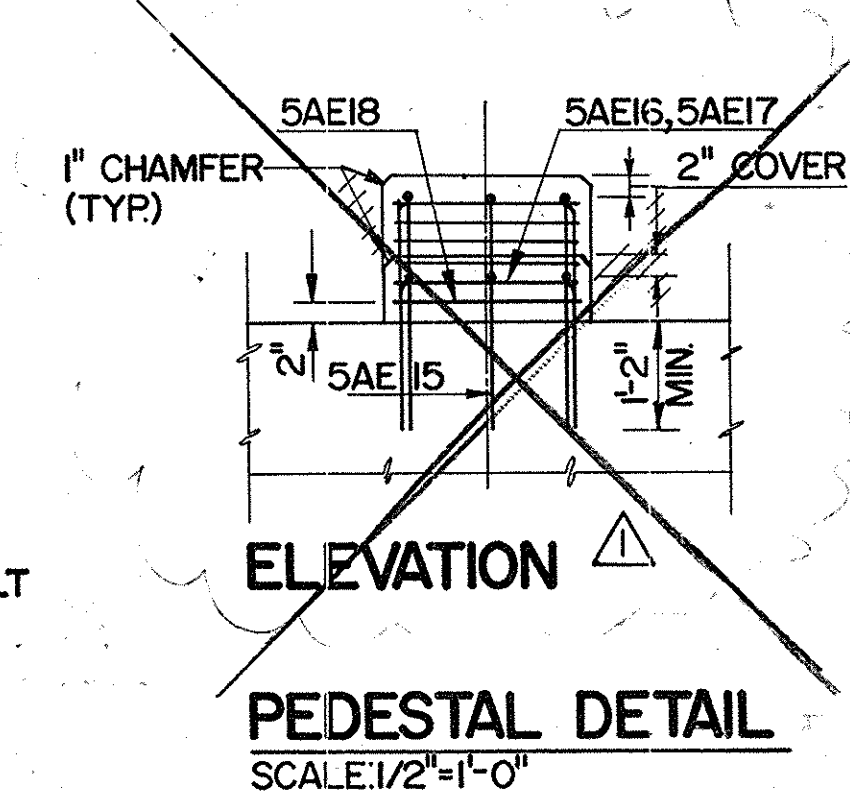


AS-BUILT REVISIONS	
NO AS BUILT REVISIONS	
 SIGNATURE DATE 2-16-93	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REHABILITATION OF WEMPLE RD. BRIDGE	
LOCATION OF PROJECT MP 138.04, ALBANY COUNTY	
TITLE OF DRAWING EAST ABUTMENT EXISTING	
	DRAWN BY: L.F. CHECKED BY: T.W. R4D DATE: FEB, 1990 DRAWING NUMBER: W5
JACKSON AND TULL CHARTERED ENGINEERS	
TAA 90-14B	



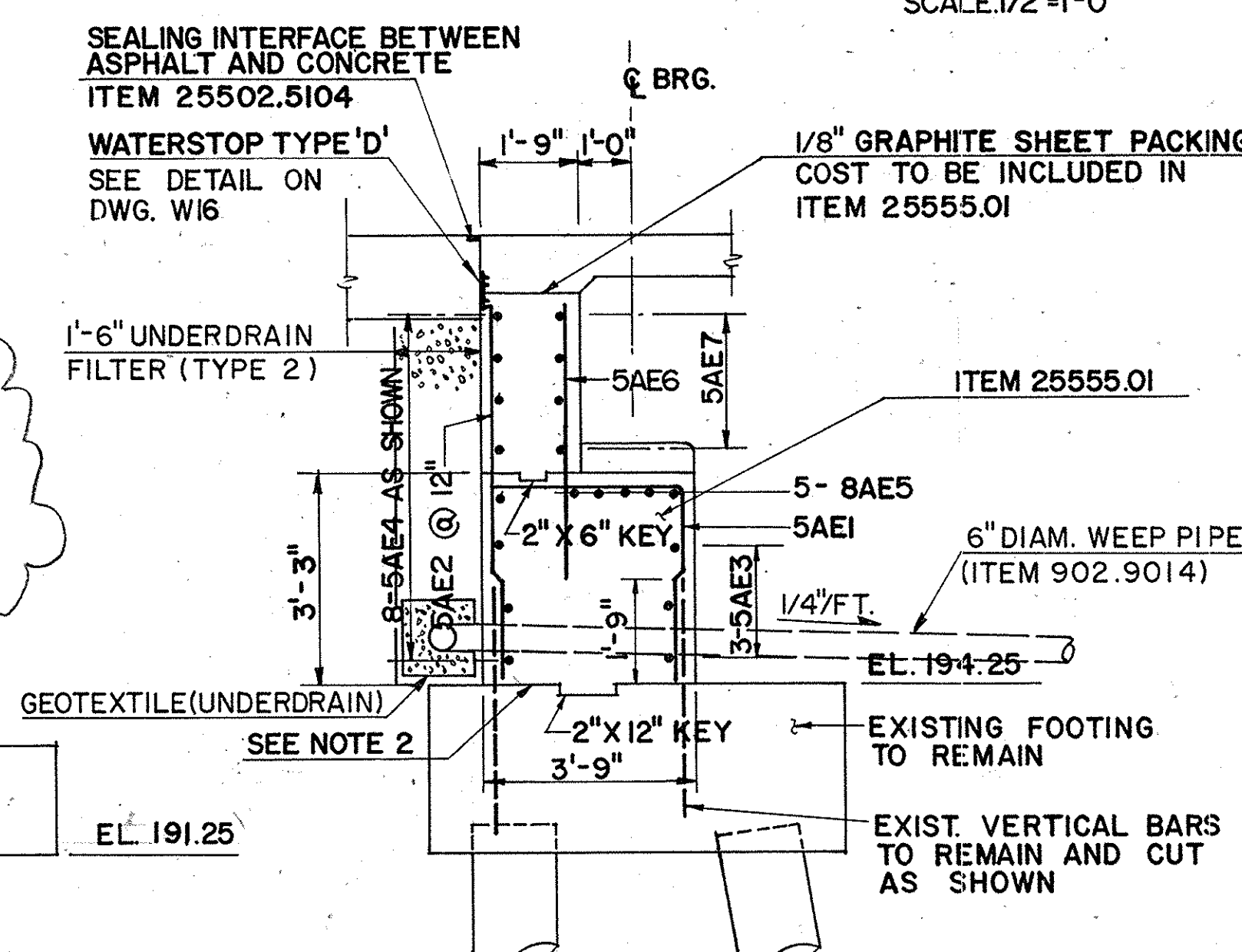
SOUTH WINGWALL ELEVATION

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



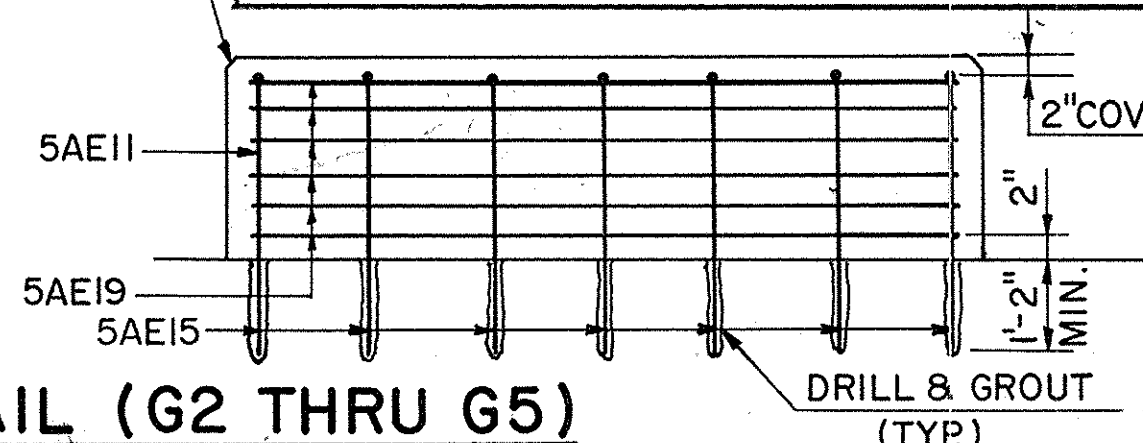
SECTION E-E

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

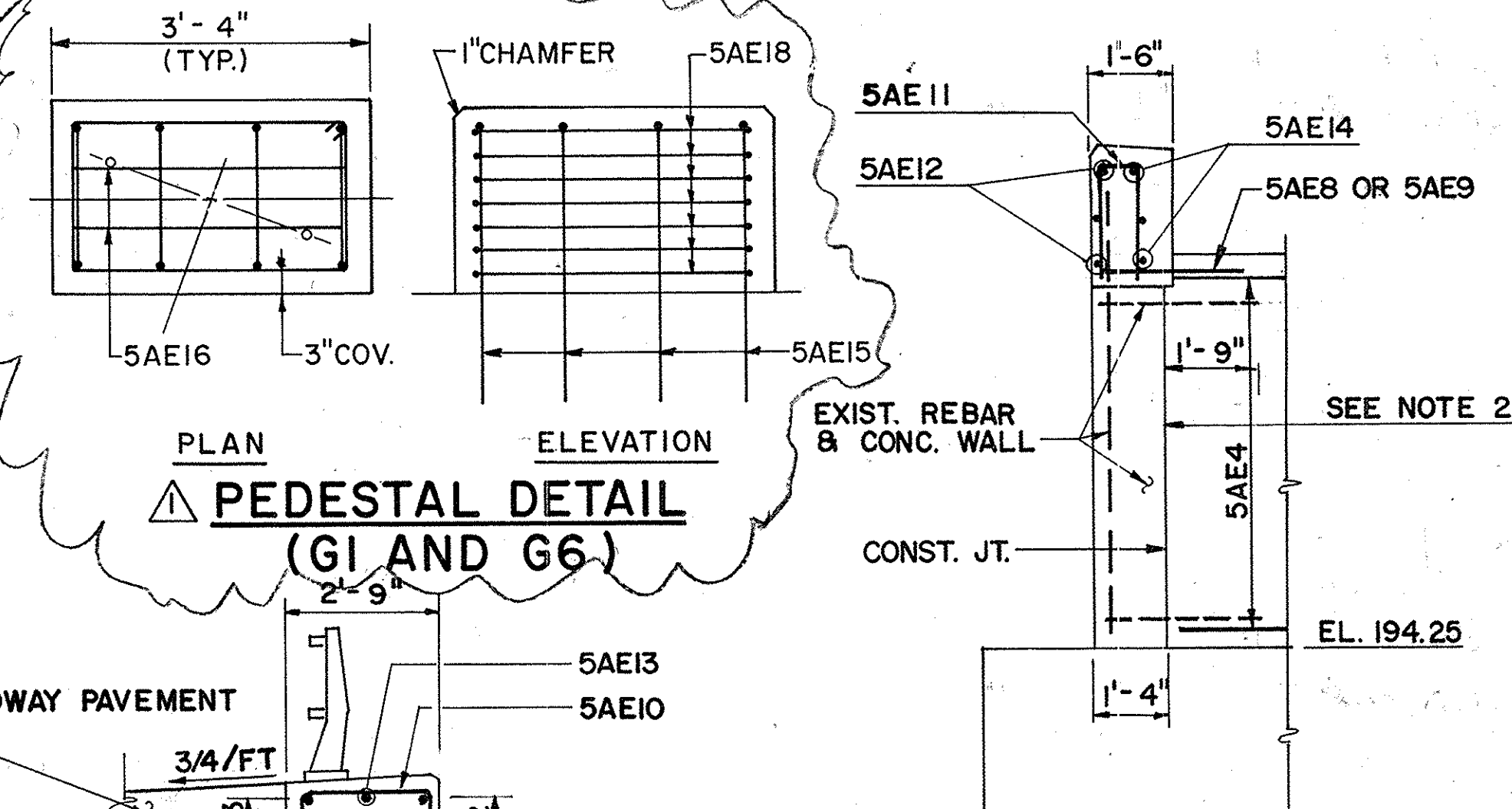


SECTION A A

SCALE : $3/8" = 1'-0"$



 PEDESTAL DETAIL (G2 THRU G5)



SECTION C-C

SCALE: $3/8" = 1'-0"$

<u>AS-BUILT REVISIONS</u>			
1/93	REV. TEL. CONDUITS	C.A.T.	<u>L</u>
1/93	ADD 6" PERF. U' DRAIN	C.A.T.	<u>L</u>
1/93	REV. PEDESTALS-INVERSE	C.A.T.	<u>L</u>

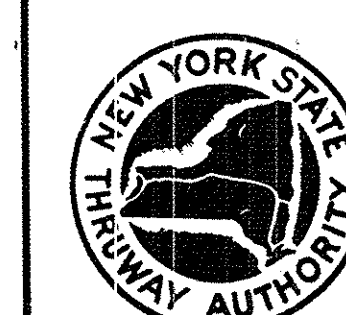
R. R. Beach 2-16-93

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT **REHABILITATION OF
WEMPLE RD BRIDGE**

LOCATION OF PROJECT
MP. 138.04, ALBANY COUNTY

**EAST ABUTMENT
PROPOSED**



DRAWN BY:
R.N.

CHECKED BY:
T W

DATE: FEB 19

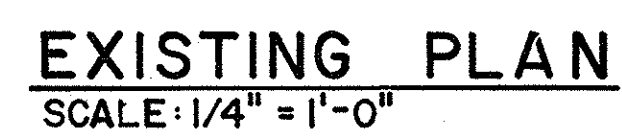
DRAWING NUMBER

W6

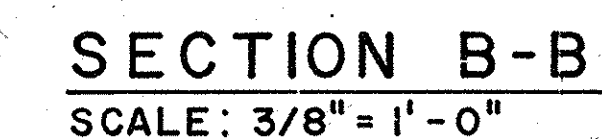
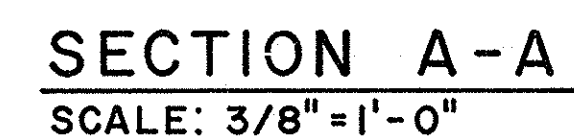
2-14B

JACKSON AND TULL
CHARTERED ENGINEERS

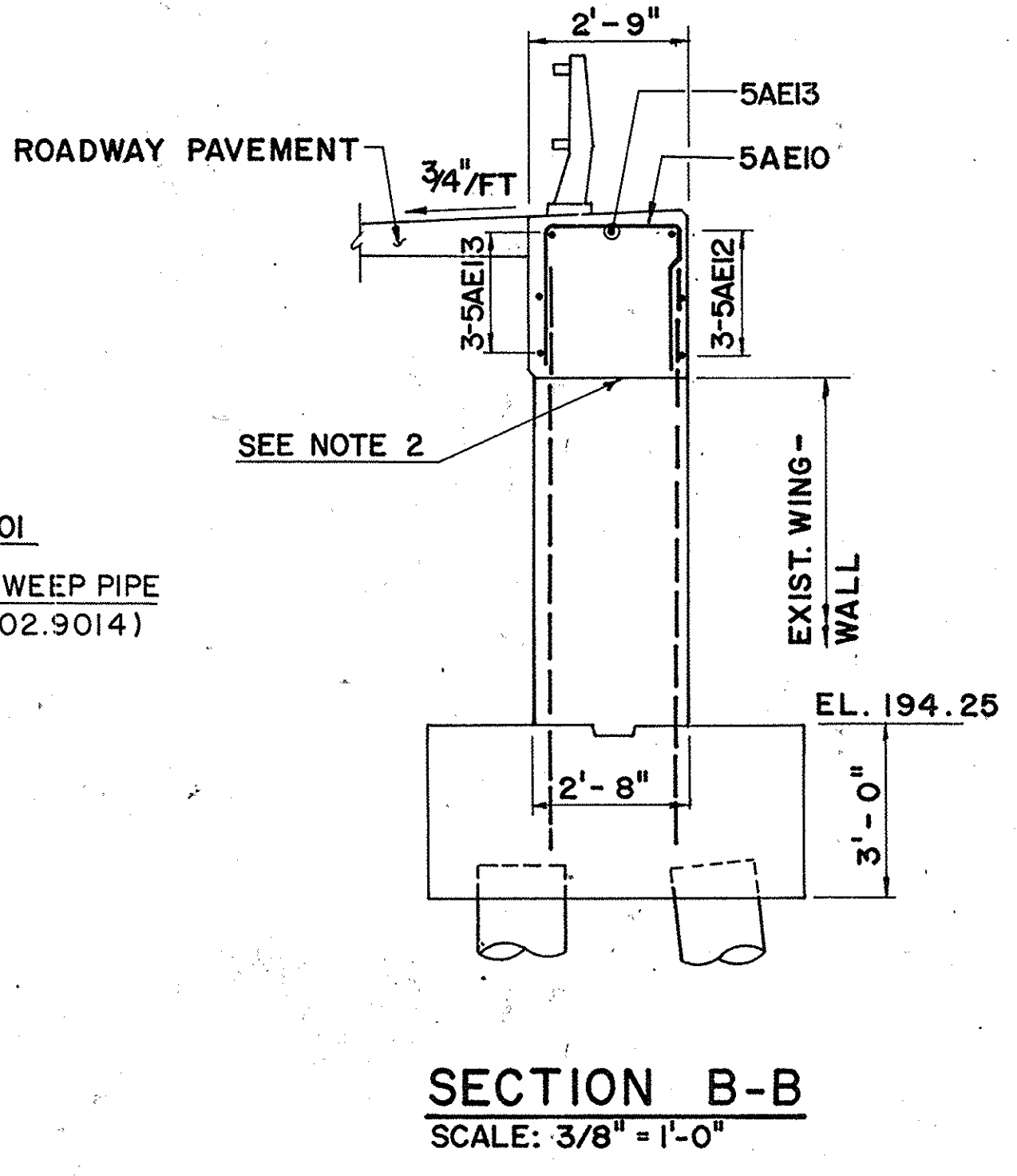
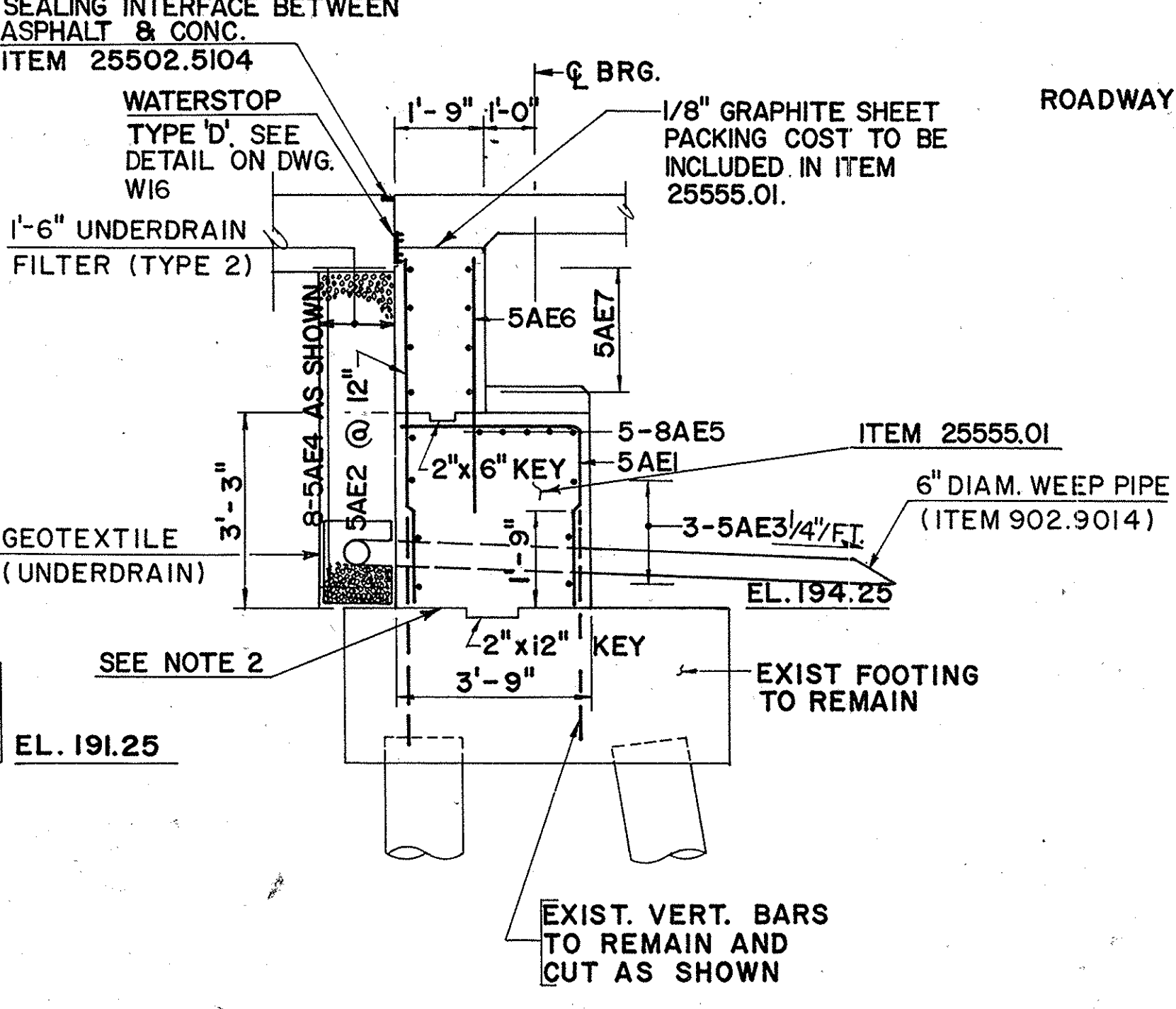
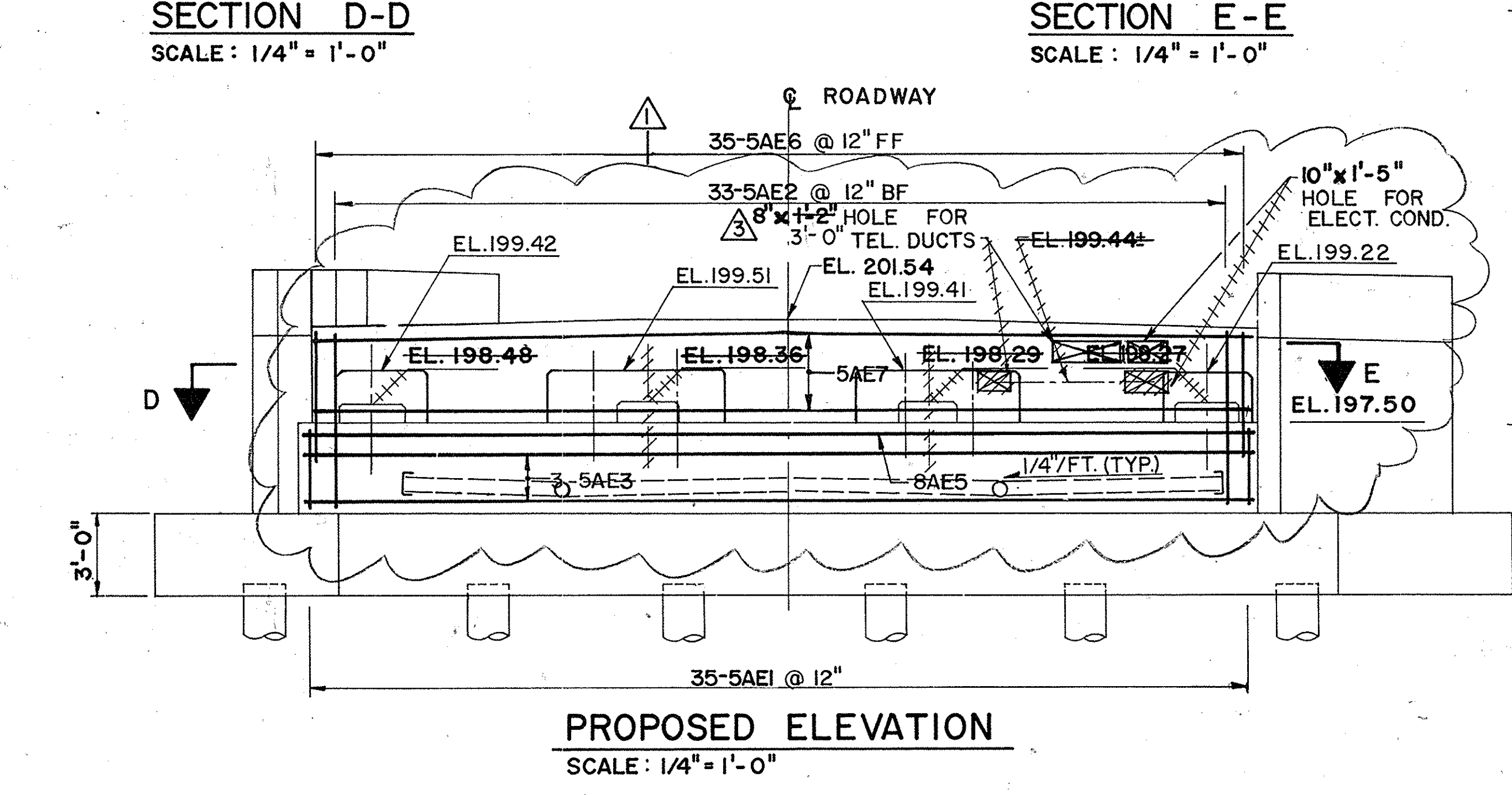
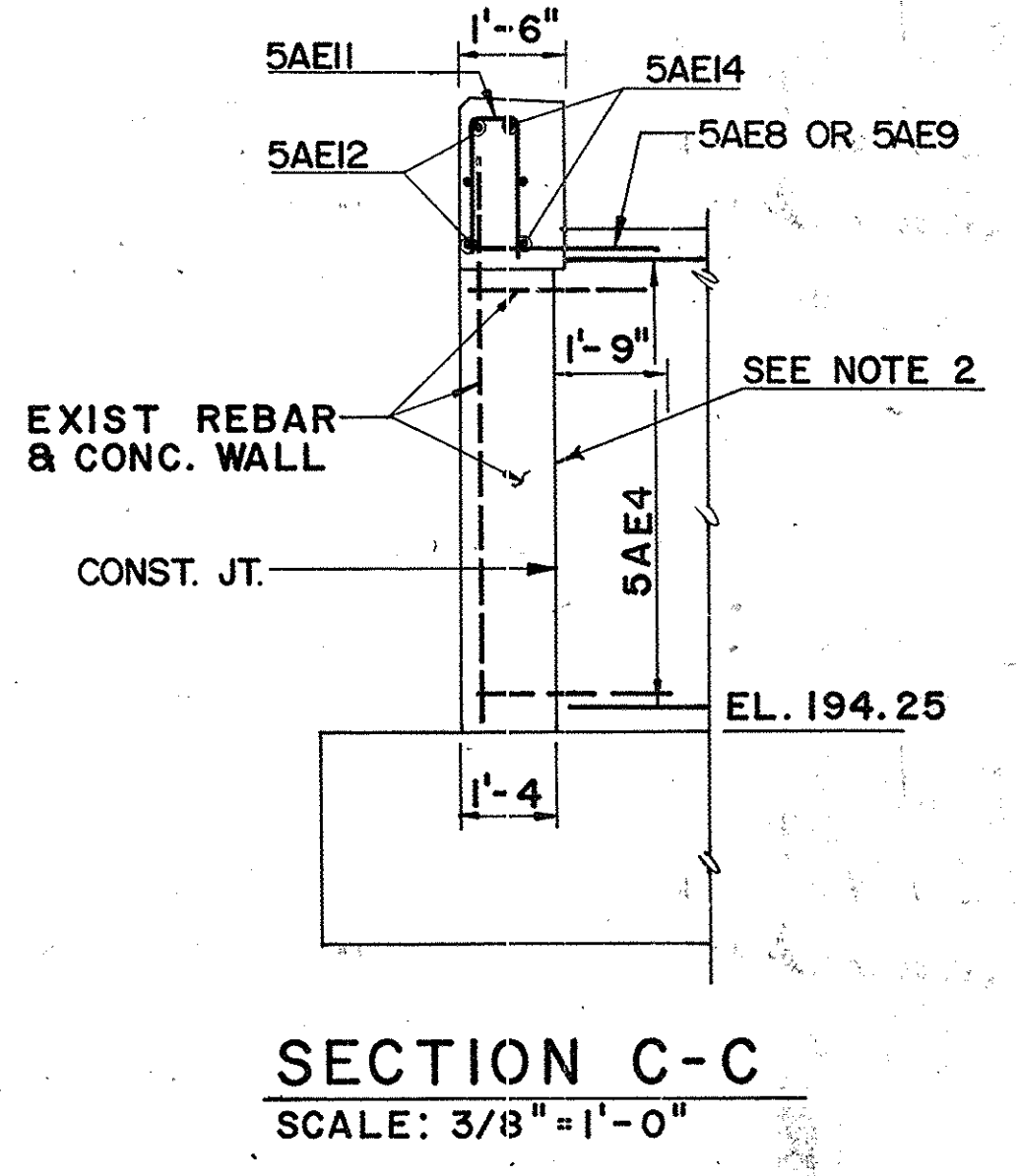
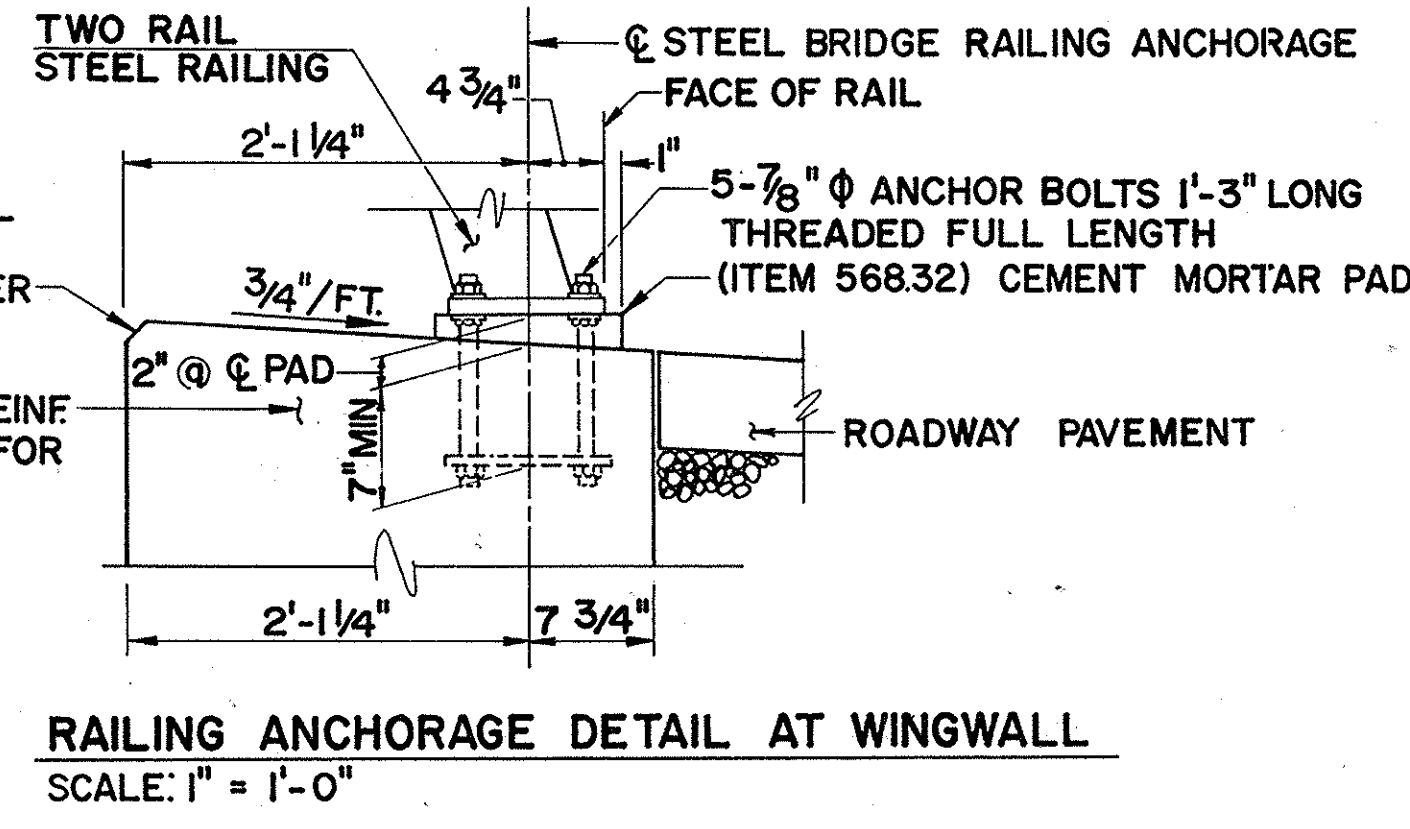
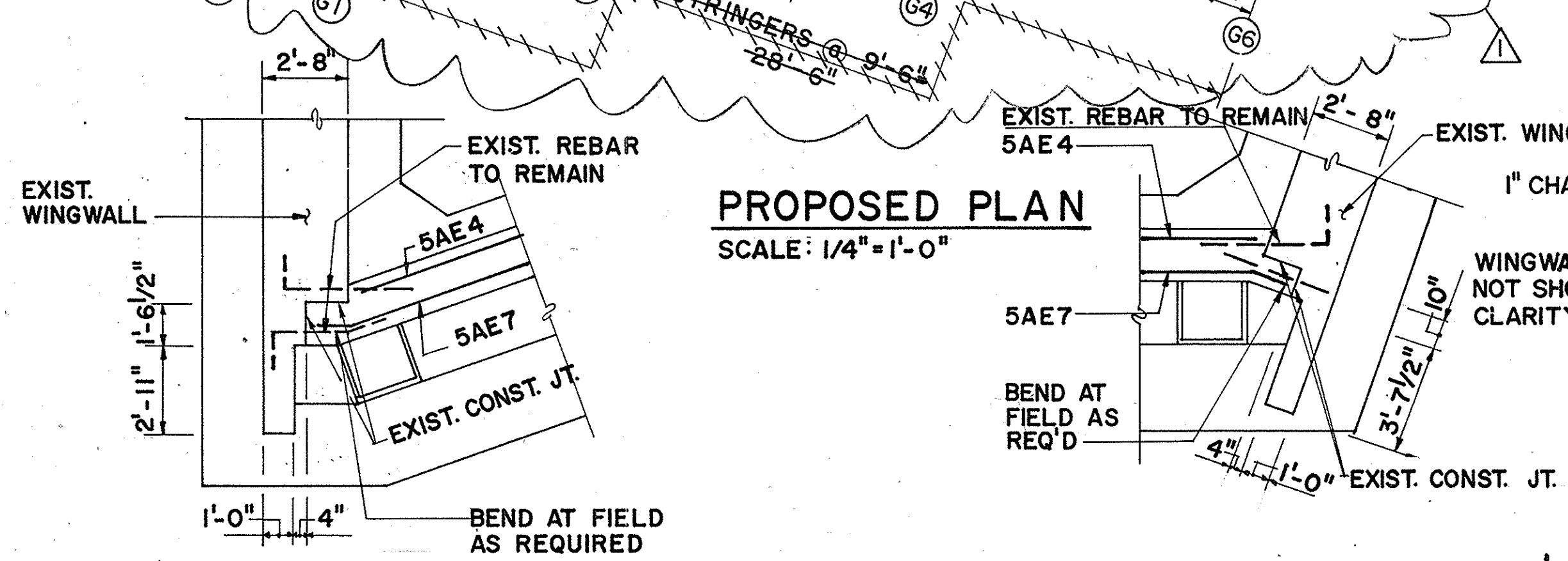
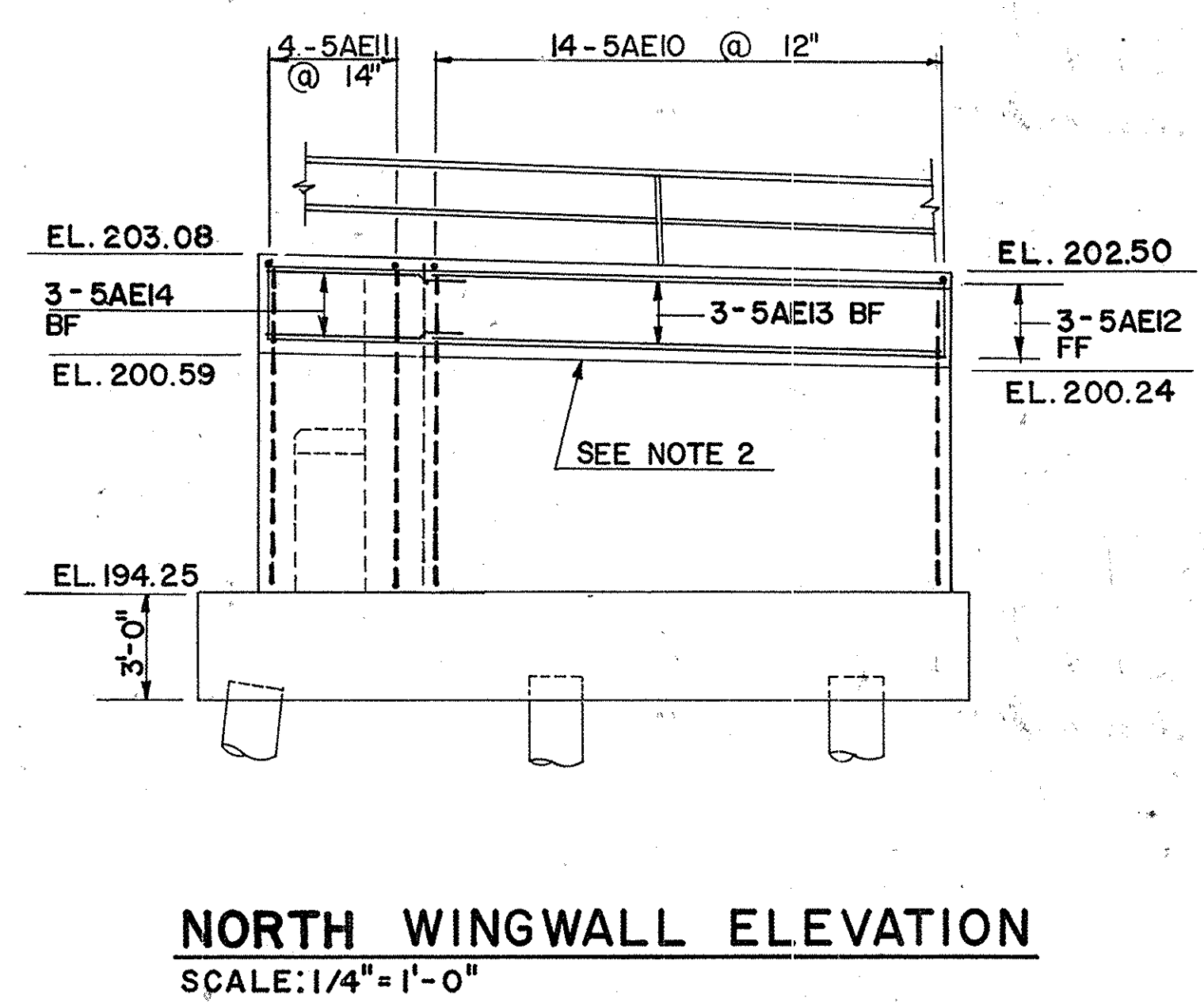
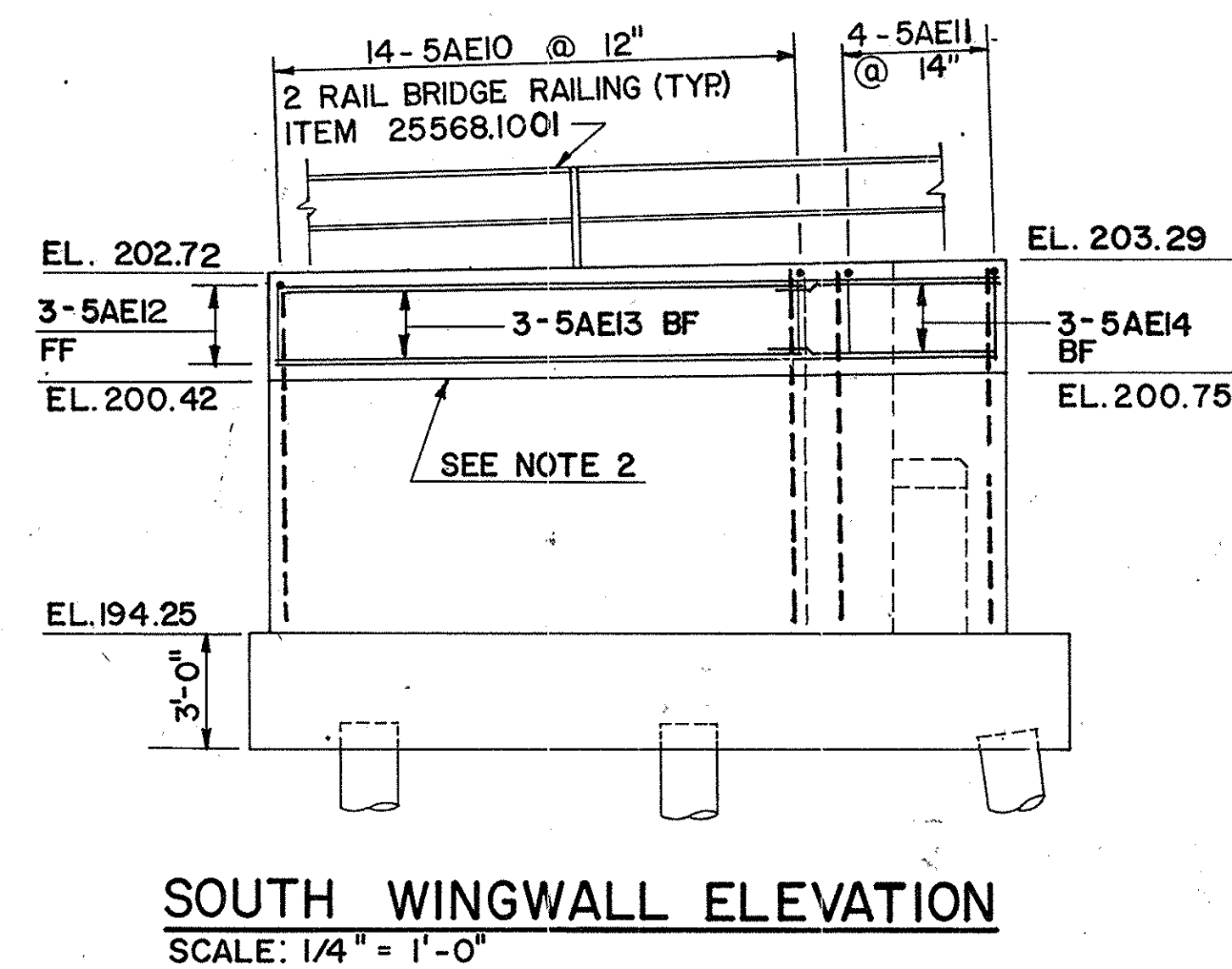
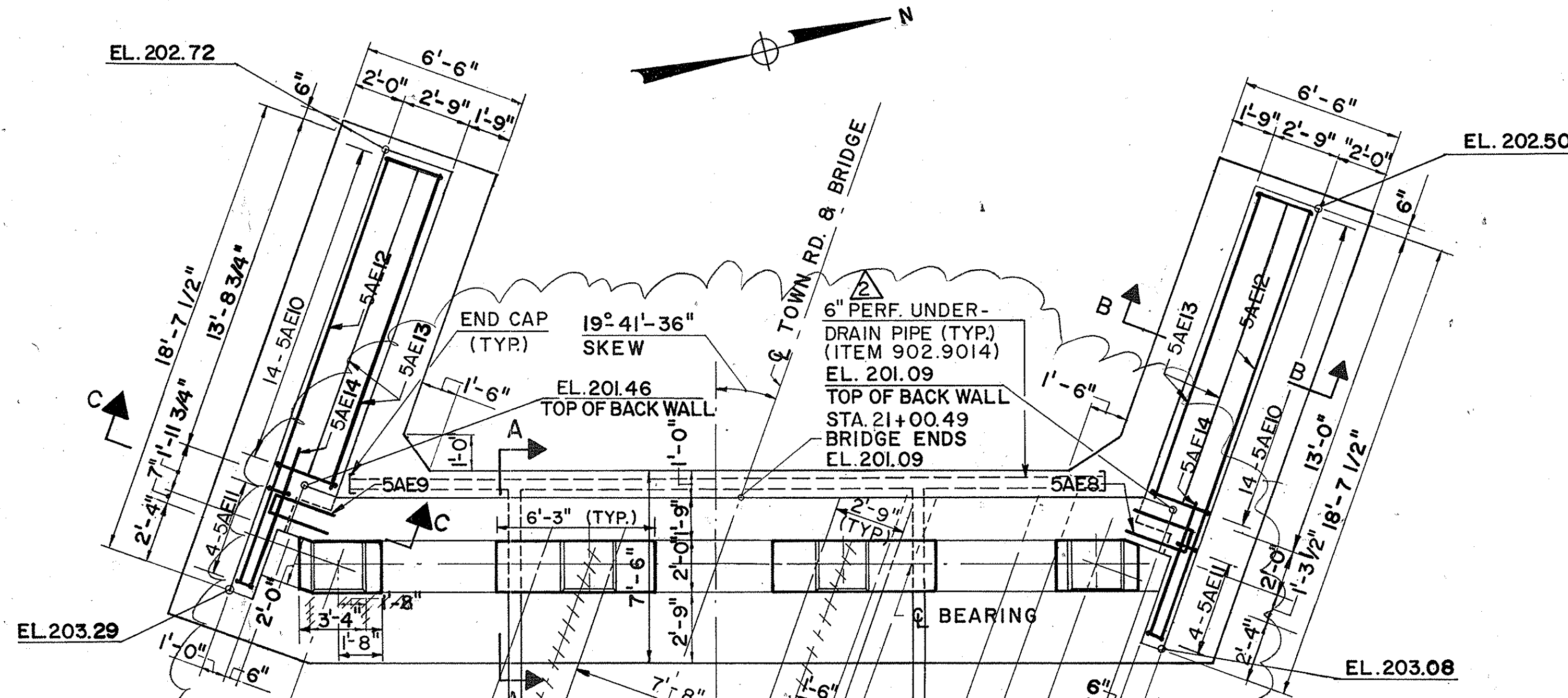
TAA 90-14B



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



JACKSON AND TULL
CHARTERED ENGINEERS

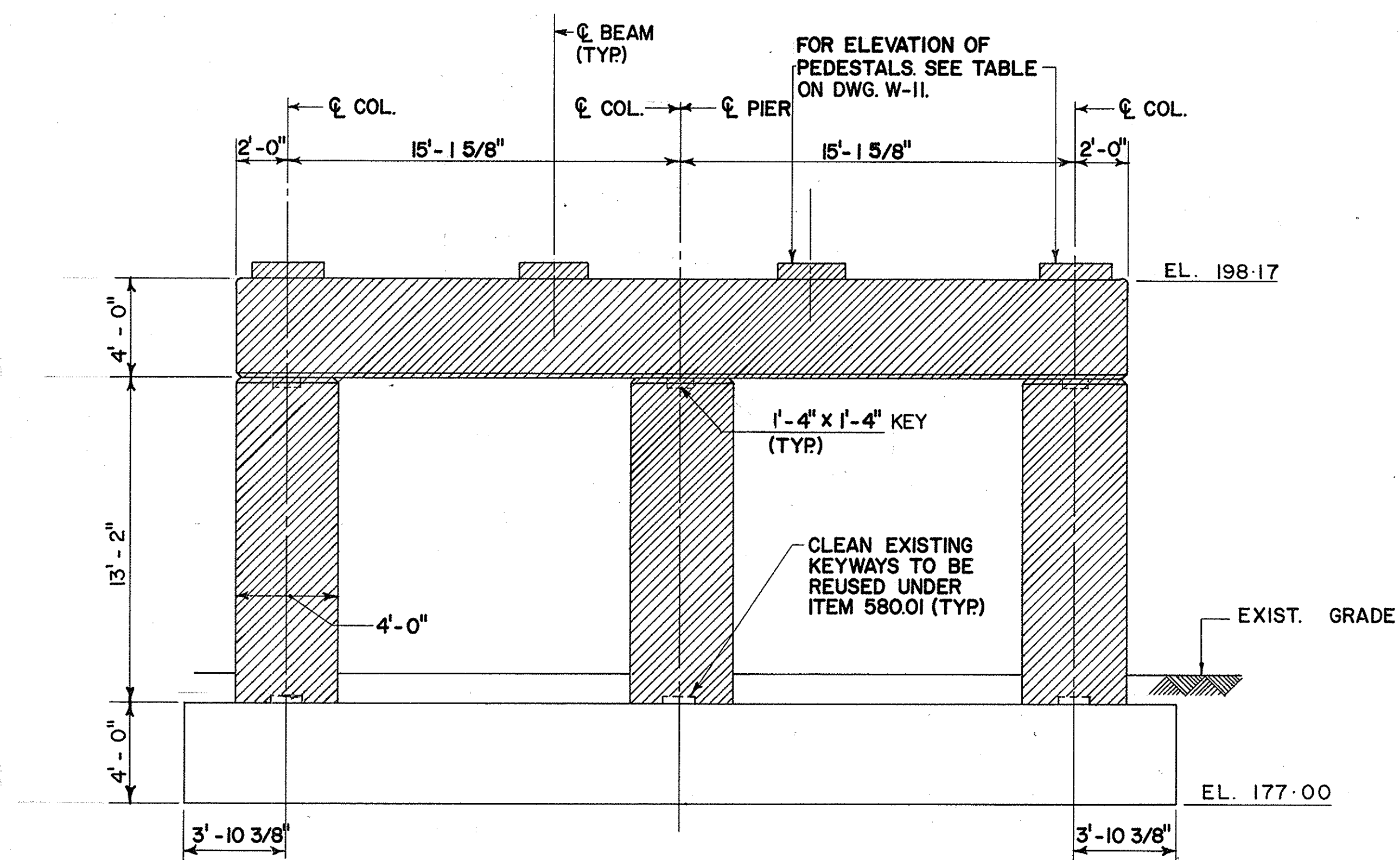


NOTE: 1. FOR PEDESTAL DETAIL SEE EAST ABUTMENT PROPOSED DWG. W6.
2. SANDBLAST AND APPLY EPOXY BONDING COMPOUND BEFORE PLACING NEW CONCRETE, ITEM 15555.3502.

AS-BUILT REVISIONS		
1/93	REV. TEL. CONDUITS	C.A.T.
1/93	ADD 6" PERF. U'DRAIN	C.A.T.
1/93	REV. PEDESTAL - INVERSE	C.A.T.
 2-16-93 DATE		
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT REHABILITATION OF WEMPLE RD. BRIDGE LOCATION OF PROJECT MP 138.04, ALBANY COUNTY		
TITLE OF DRAWING WEST ABUTMENT PROPOSED		
DRAWN BY: G.D.		
CHECKED BY: T.W. Rad		
DATE: FEB, 1990		
DRAWING NUMBER: W8		

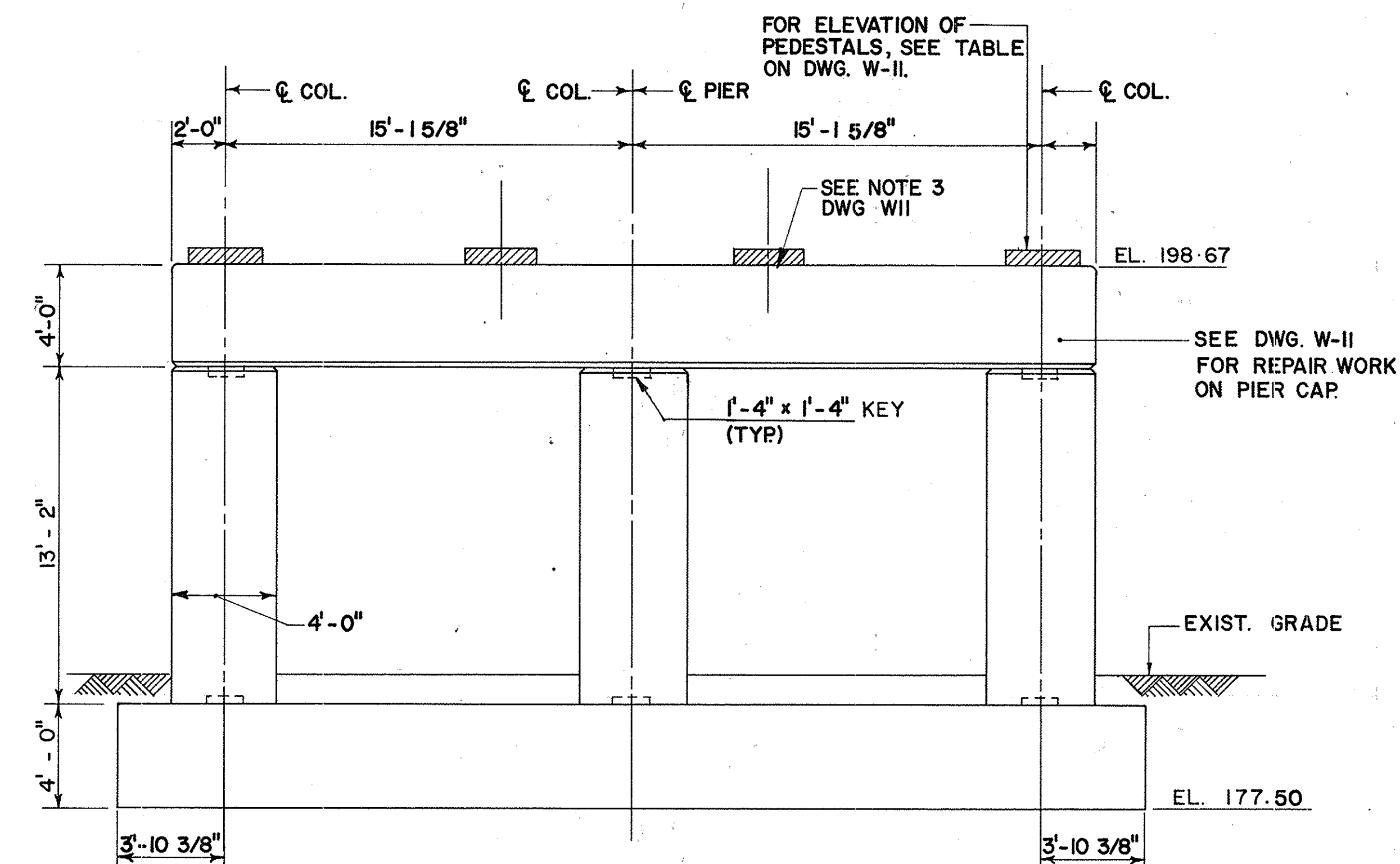
JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-148



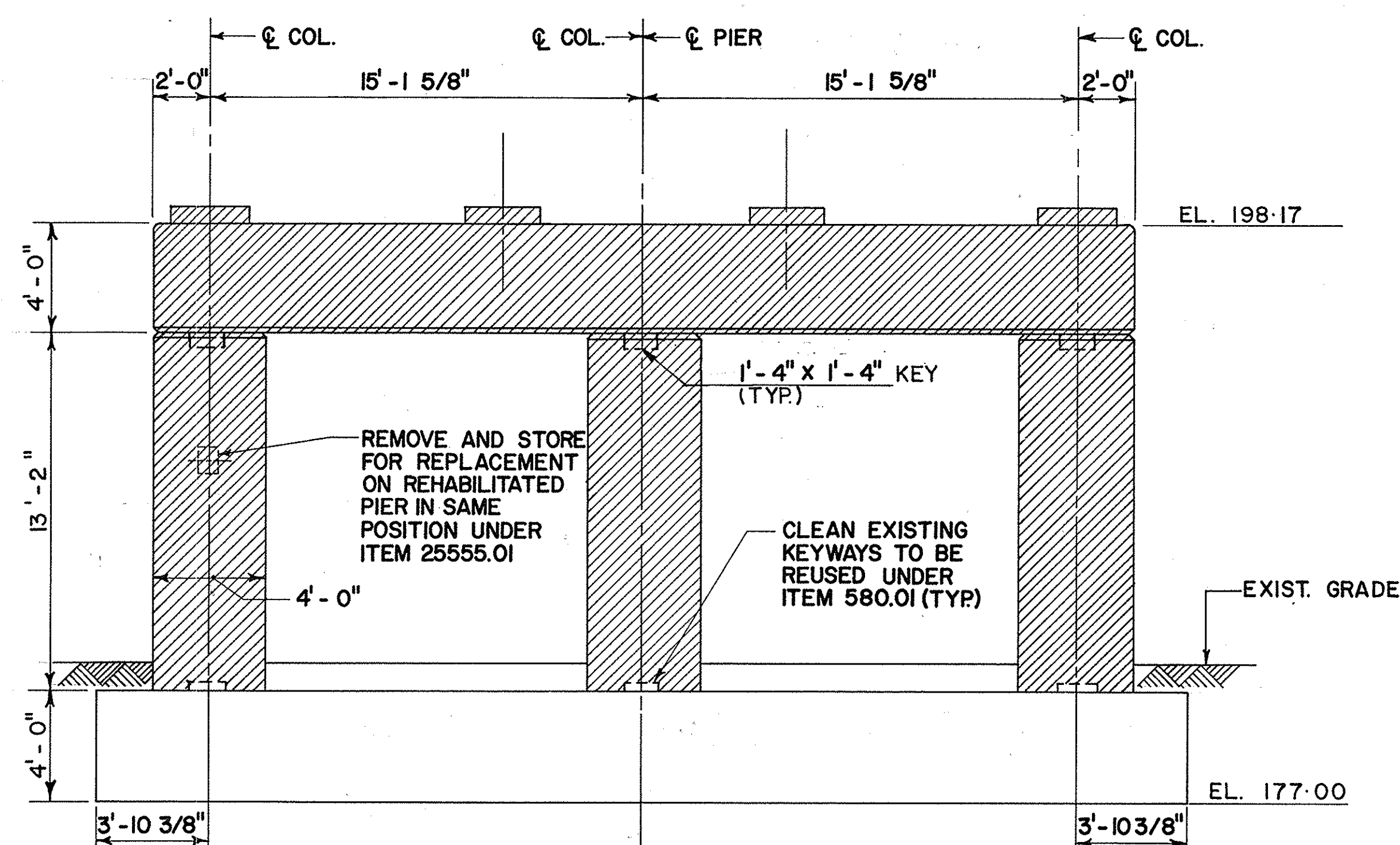
EXISTING ELEVATION - PIER 1

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



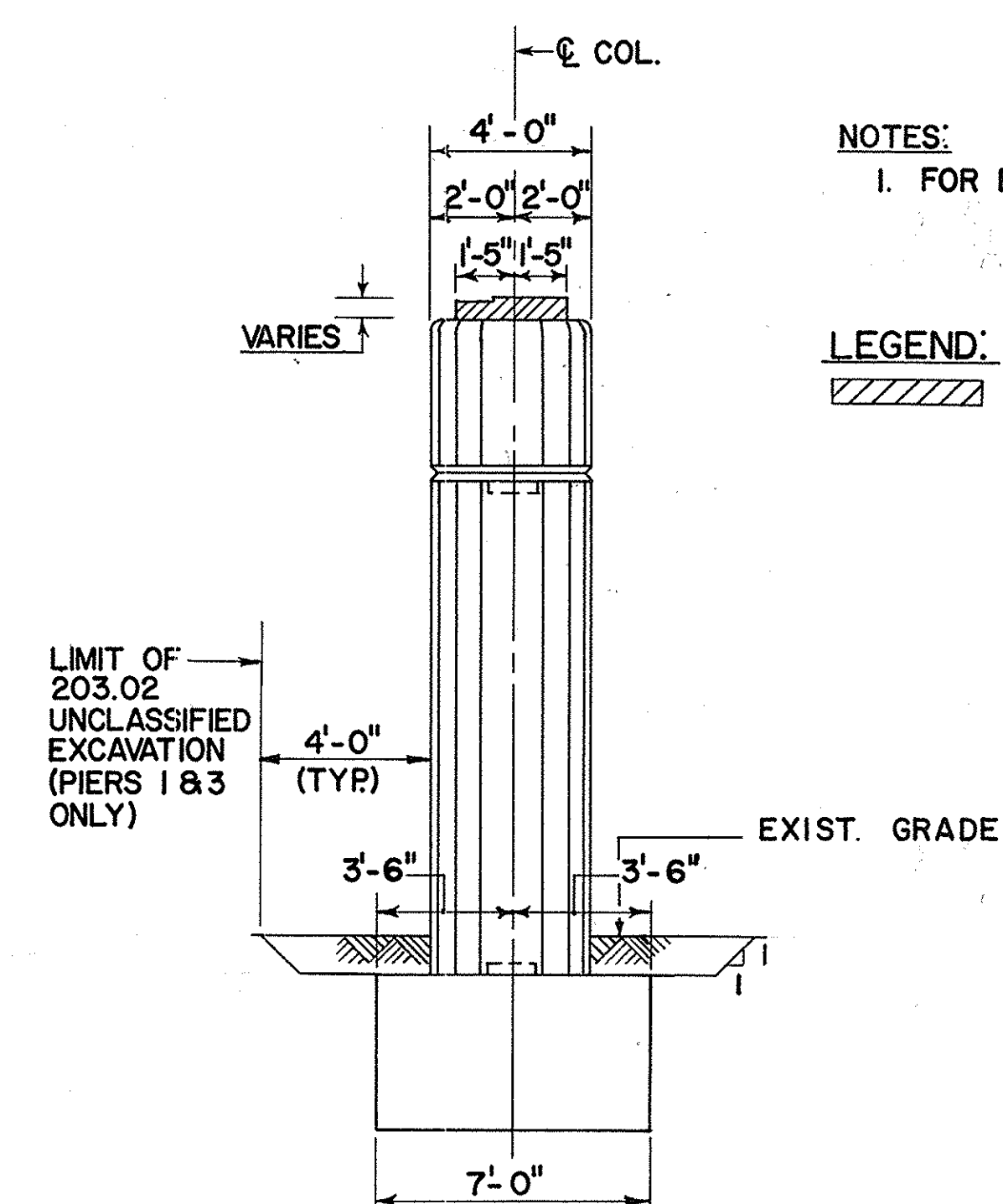
EXISTING ELEVATION - PIER 2

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



EXISTING ELEVATION - PIER 3

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



END VIEW (PIER 2)

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

NOTES:
1. FOR ELEVATION OF PEDESTALS. SEE DWG. W-11

LEGEND:
INDICATES REMOVAL OF CONC. ITEM 580.01

AS-BUILT REVISIONS
NO AS BUILT REVISIONS

SIGNATURE DATE
2-16-93

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT REHABILITATION
WEMPLE ROAD BRIDGE

LOCATION OF PROJECT
MP 138.04, ALBANY COUNTY

TITLE OF DRAWING
PIER ELEVATION
EXISTING

DRAWN BY:
R.N.

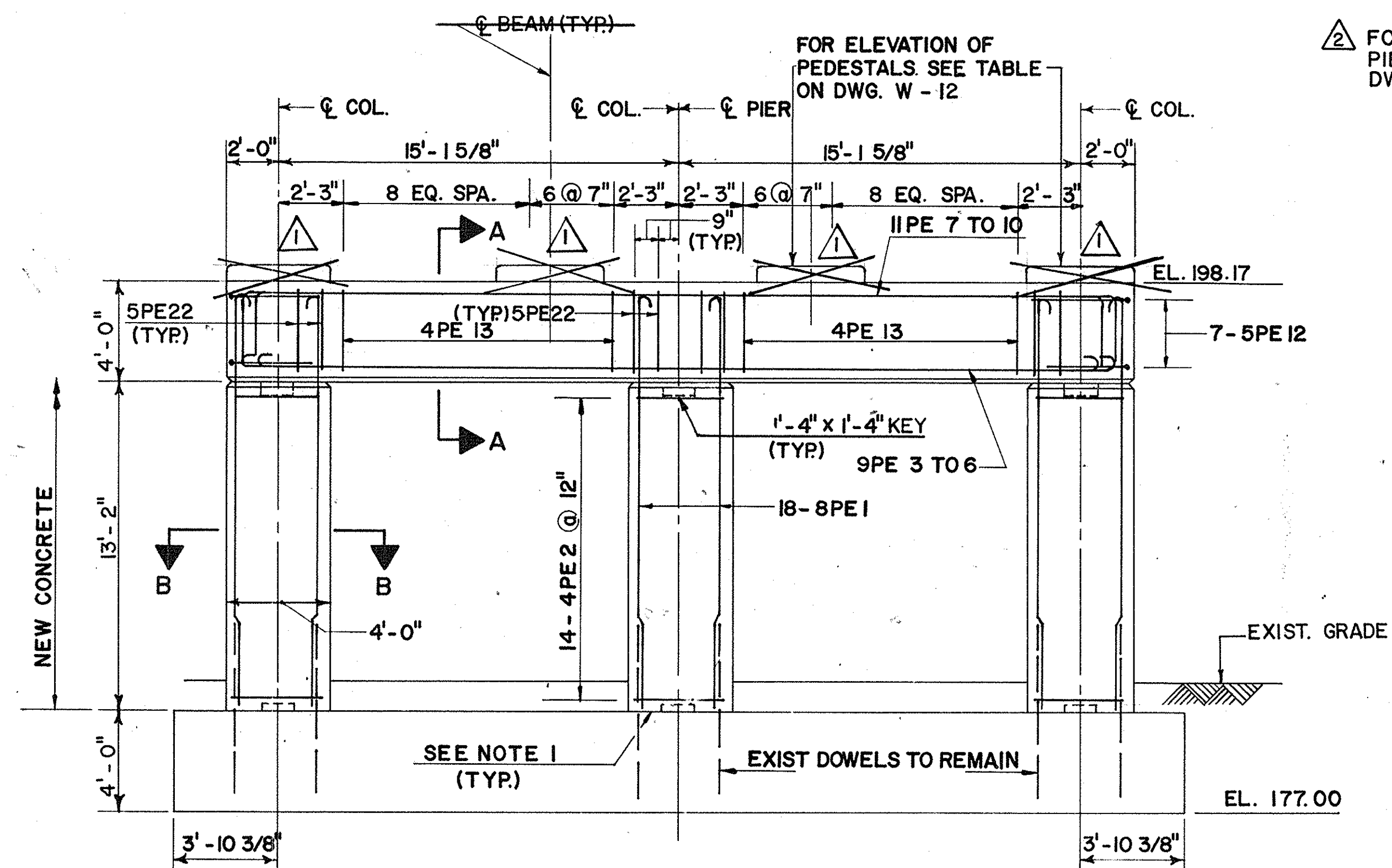
CHECKED BY:
T.W. (RAD)

DATE:
FEB, 1990

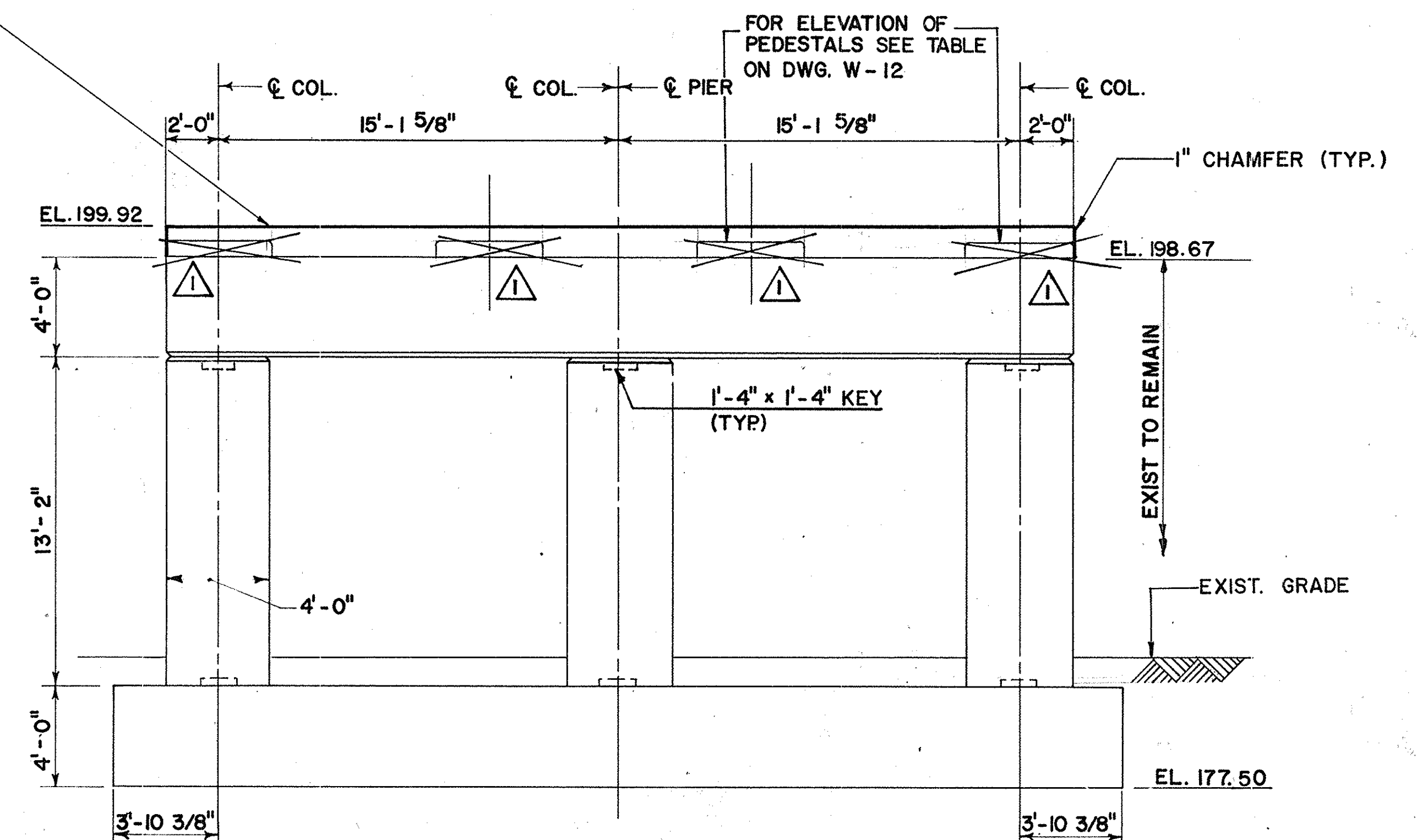
DRAWING NUMBER:
W 9

JACKSON AND TULL
CHARTERED ENGINEERS

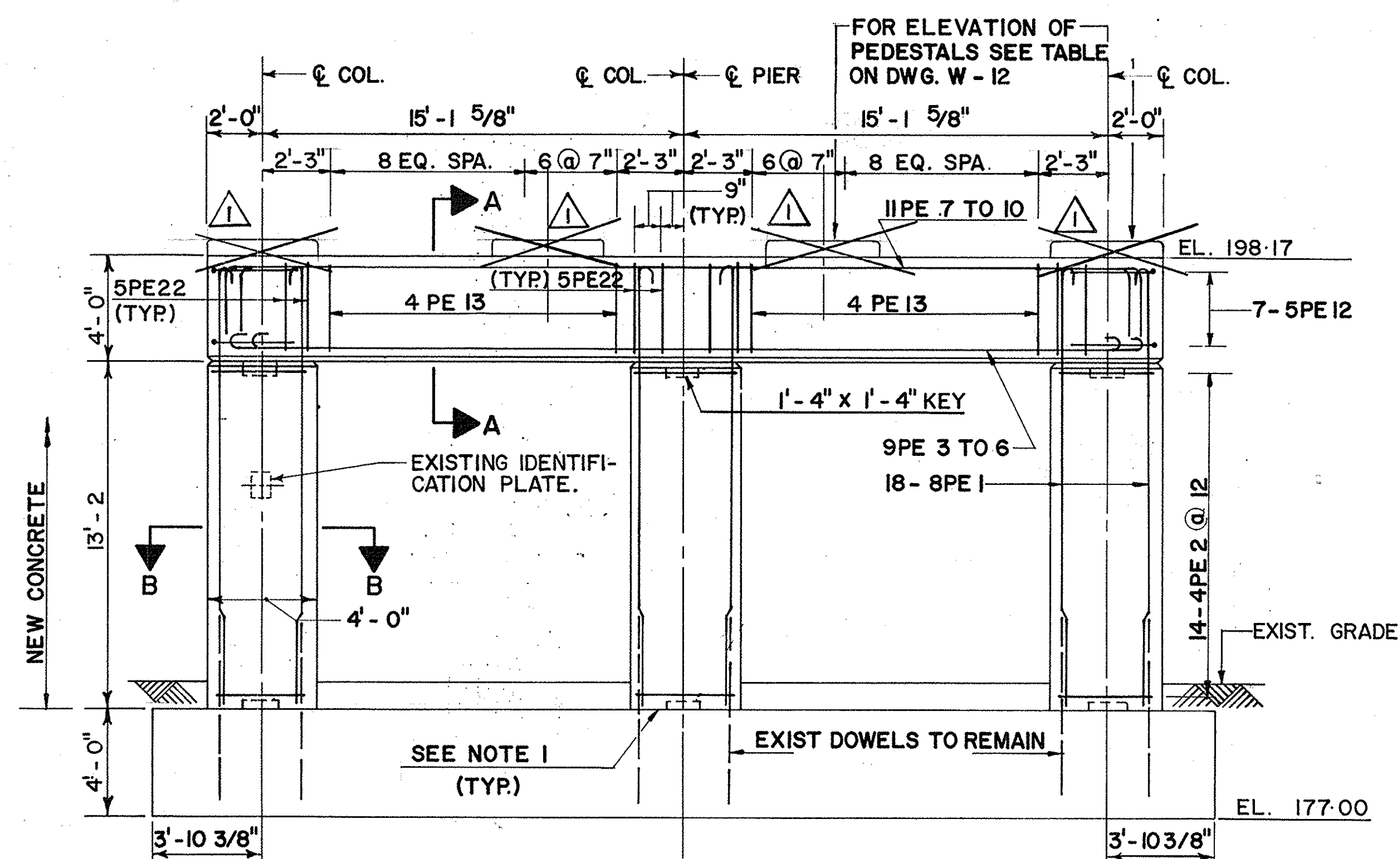
TAA 90-14B



PROPOSED ELEVATION - PIER 1
SCALE: 1/4" = 1'-0"

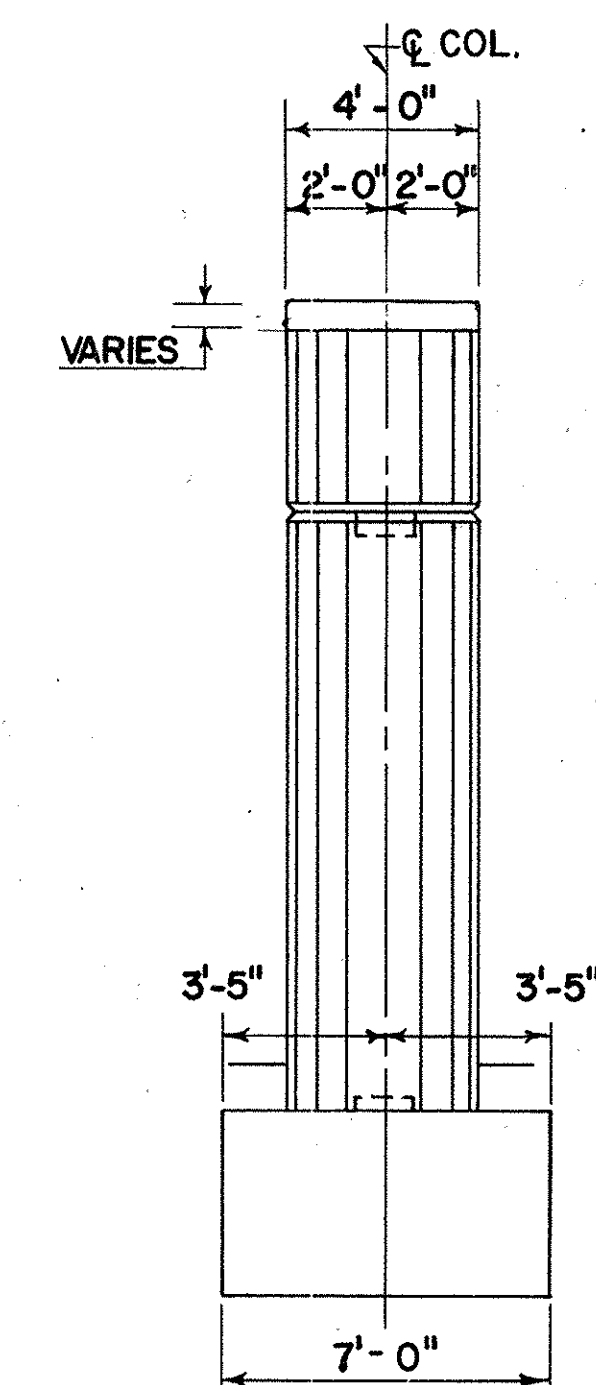


PROPOSED ELEVATION - PIER 2
SCALE: 1/4" = 1'-0"



PROPOSED ELEVATION - PIER 3
SCALE: 1/4" = 1'-0"

NOTE: FOR REVISED PEDESTAL DETAILS
SEE DWG. W12



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

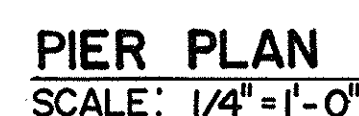
NOTES:

- SANDBLAST AND APPLY EPOXY BONDING COMPOUND BEFORE PLACING NEW CONCRETE, ITEM 15555.3502
- FOR SECTIONS A-A & B-B SEE DWG. W-12

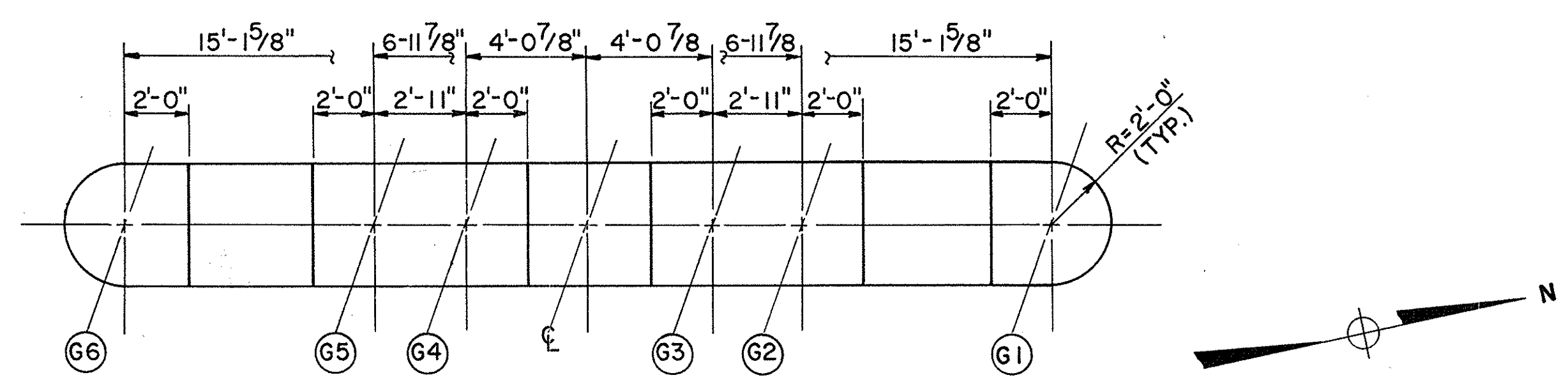
AS-BUILT REVISIONS		
1/93	MODIFY PIER 2 CAP	△
1/93	REV. PEDESTAL DTLS	△
SIGNATURE		DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12208		
TITLE OF PROJECT: REHABILITATION OF WEMPLE ROAD BRIDGE		
LOCATION OF PROJECT: MP 138.04, ALBANY COUNTY		
TITLE OF DRAWING: PIER ELEVATION PROPOSED		
DRAWN BY: L. F.		
CHECKED BY: T.W. RHD		
DATE: FEB, 1990		
DRAWING NUMBER: W 10		

JACKSON AND TULL
CHARTERED ENGINEERS

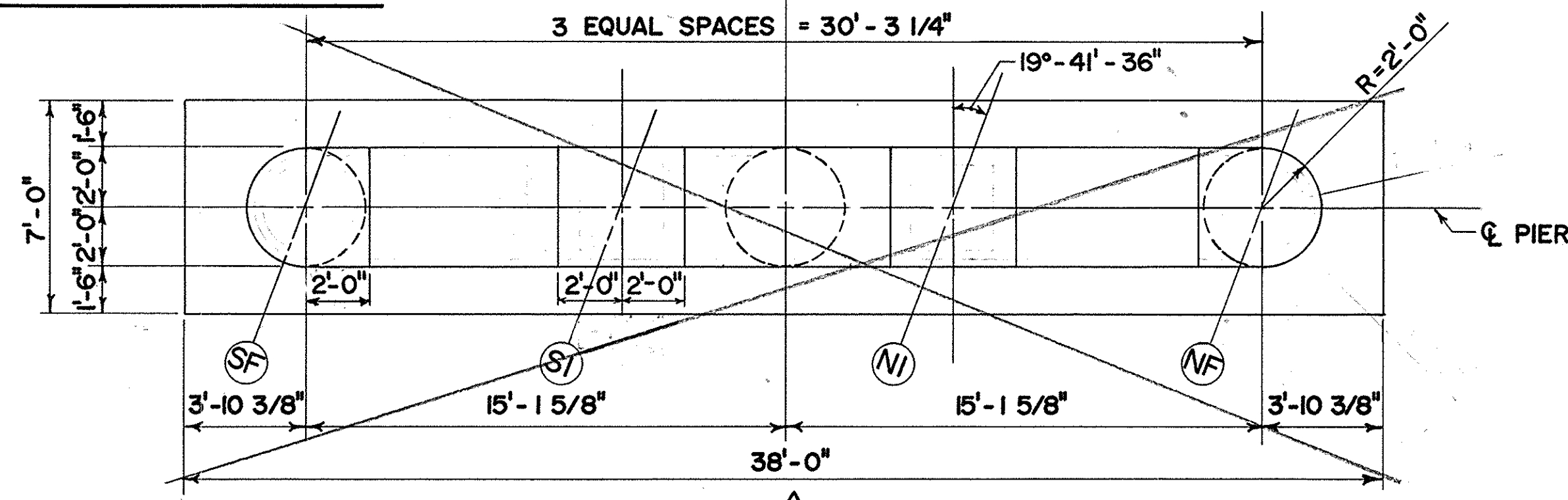
TAA 90-14B



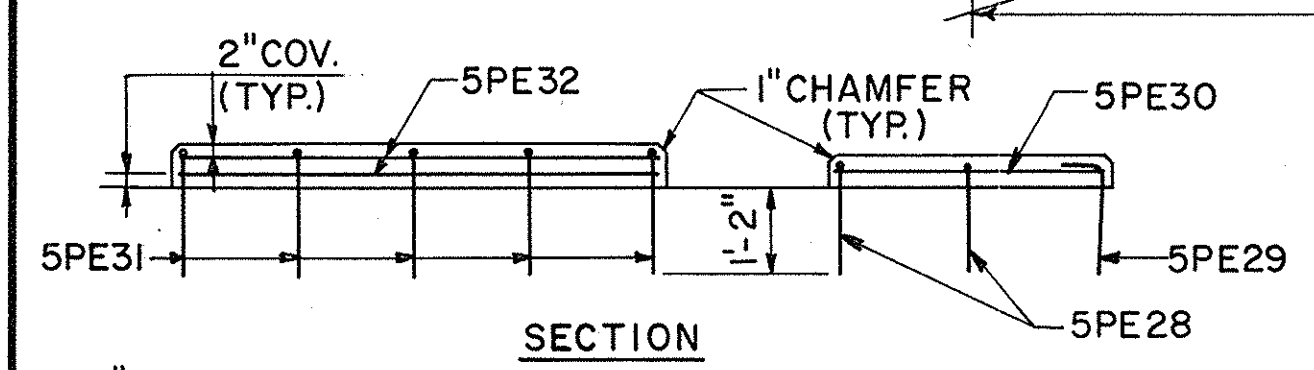
TAA 90-14B



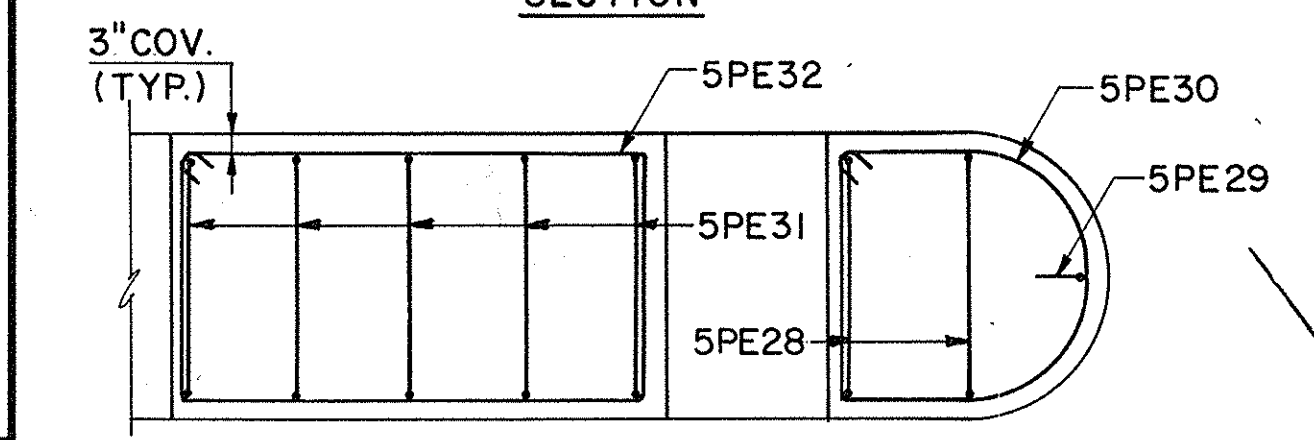
REVISED PIER PLAN



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

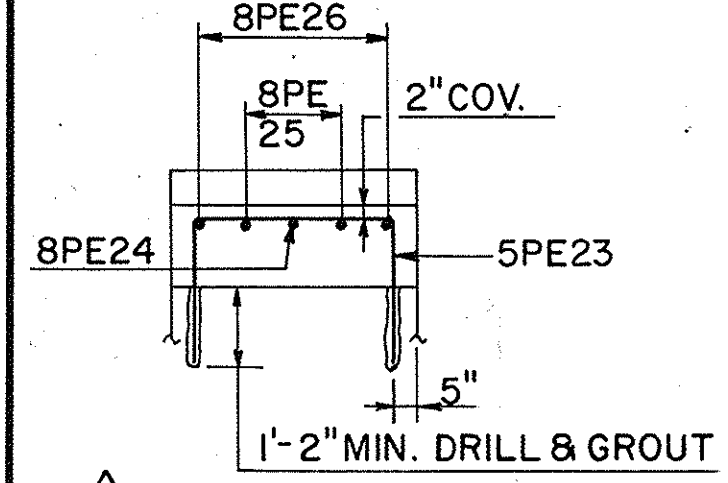
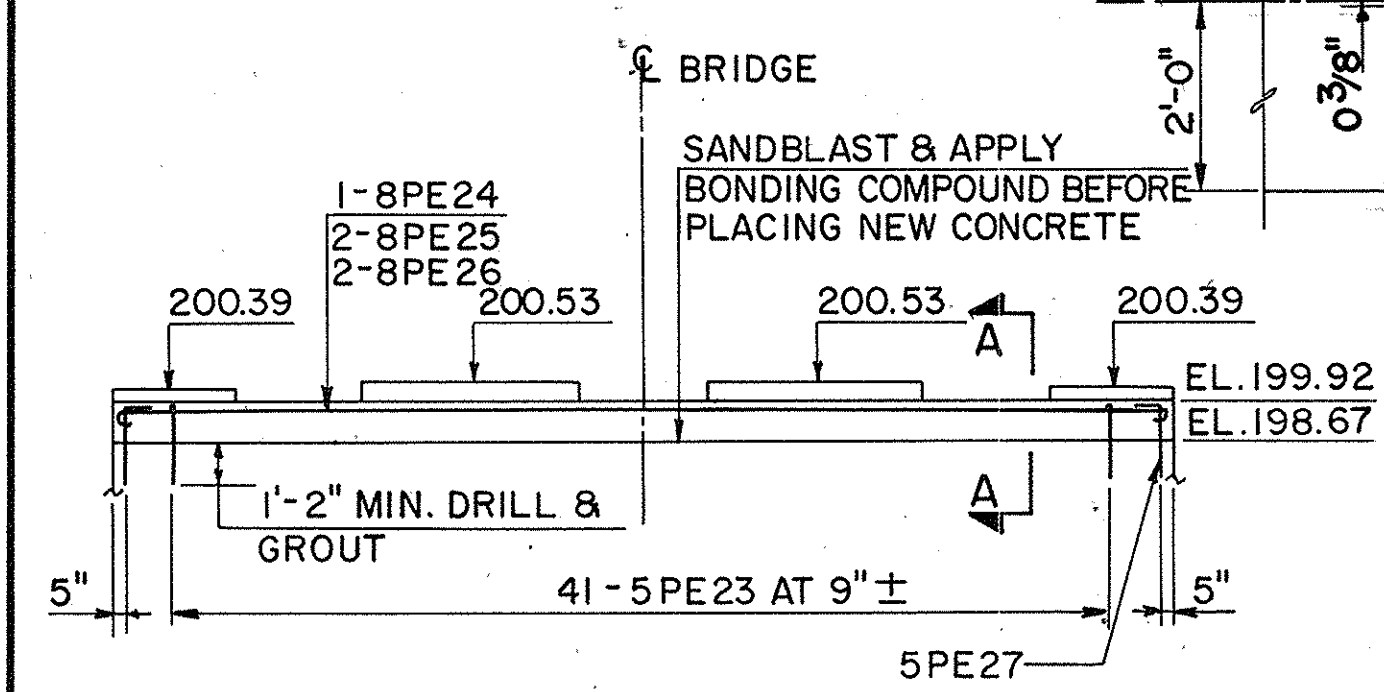


SECTION

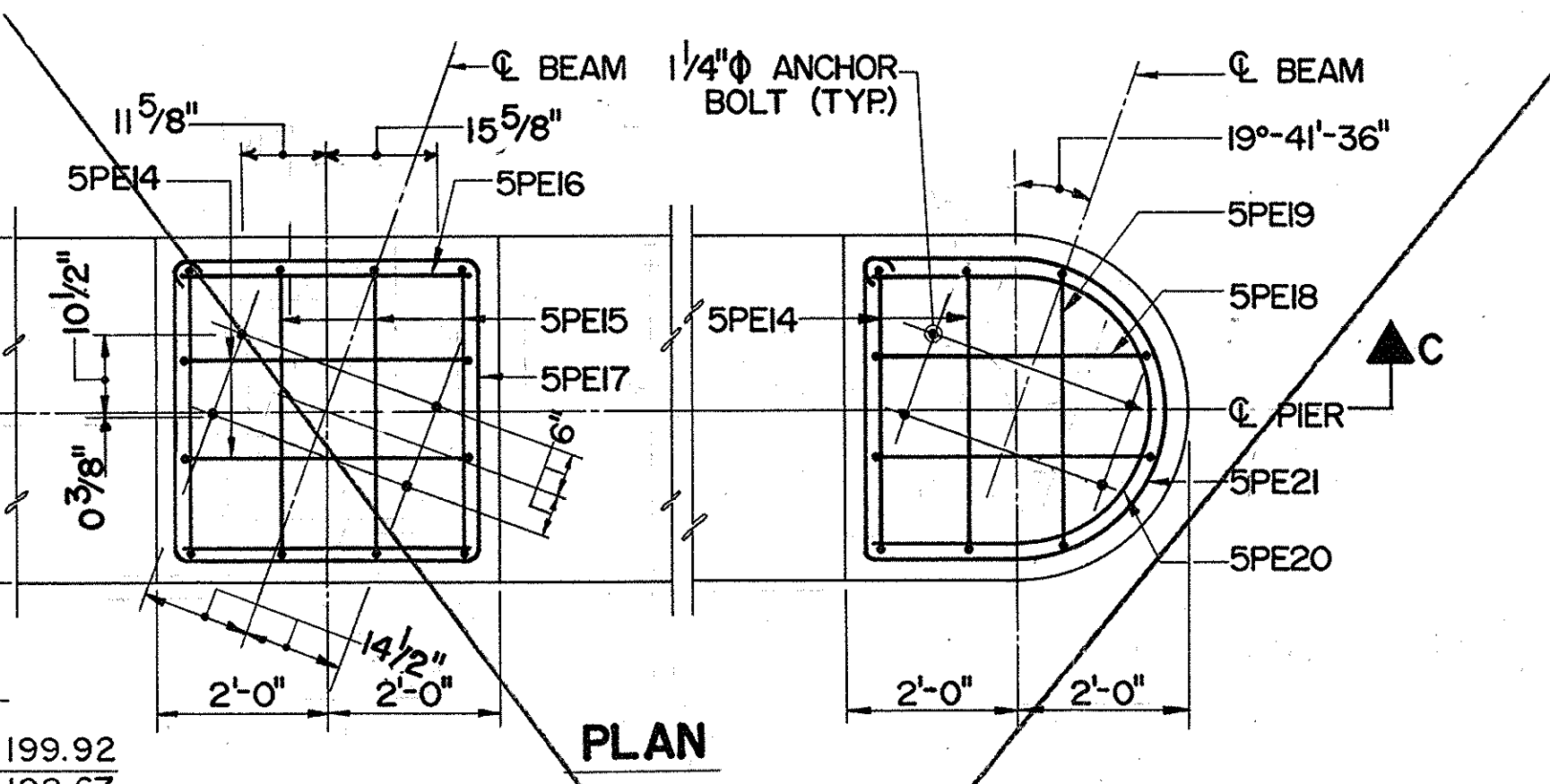


PLAN

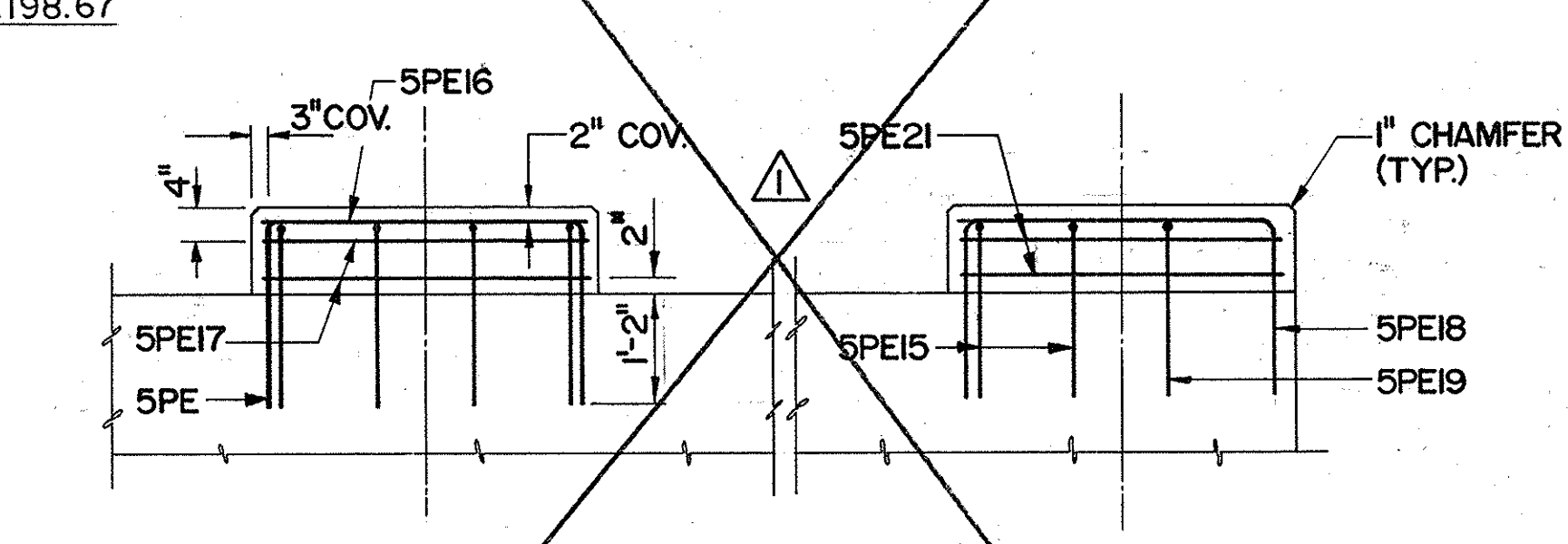
REVISED PEDESTAL REINFORCEMENT
(PIER 2 ONLY)



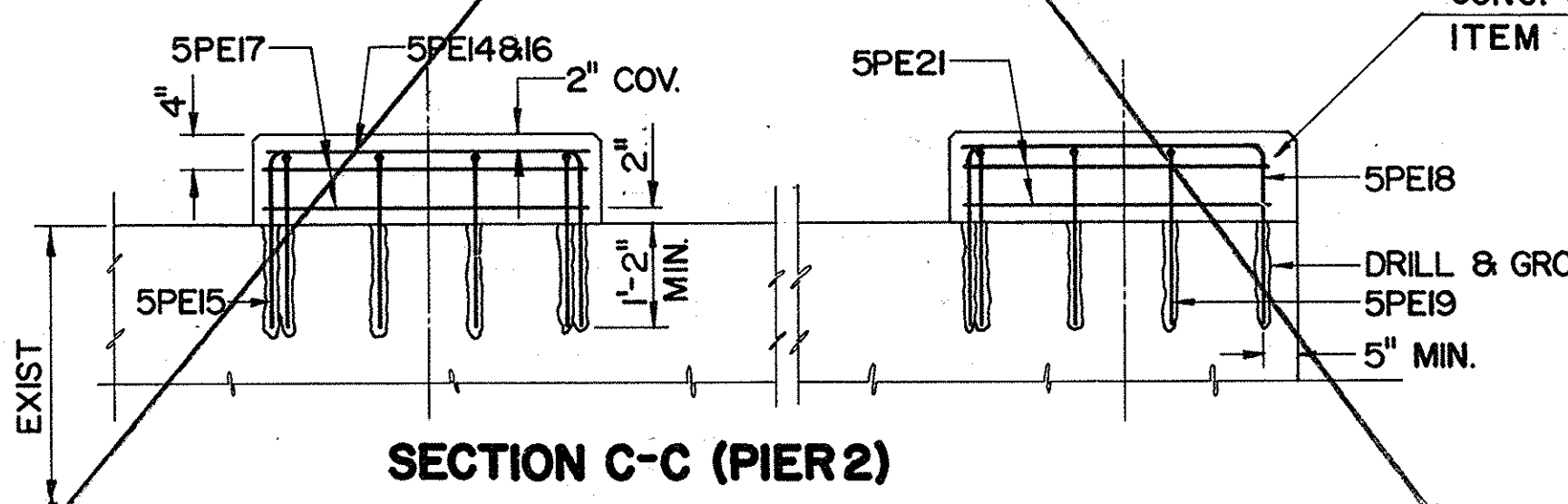
REVISED CAP BEAM REINFORCEMENT
(PIER 2 ONLY)



PLAN

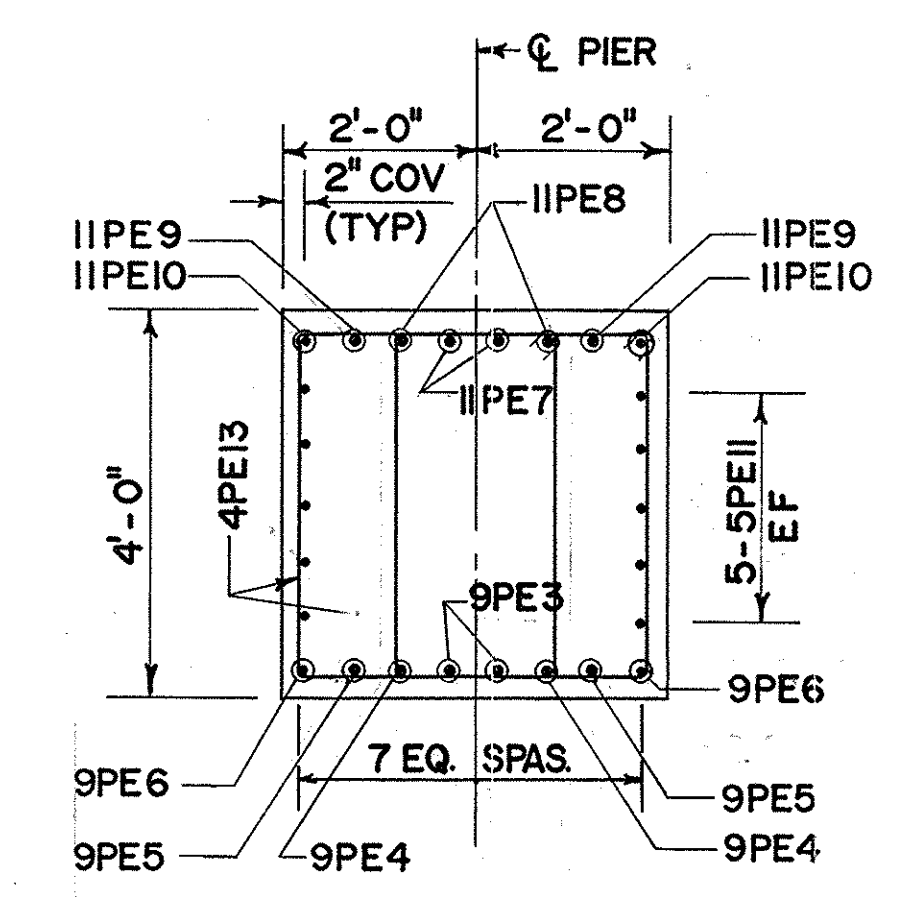


SECTION C-C (PIER 1 & 3)

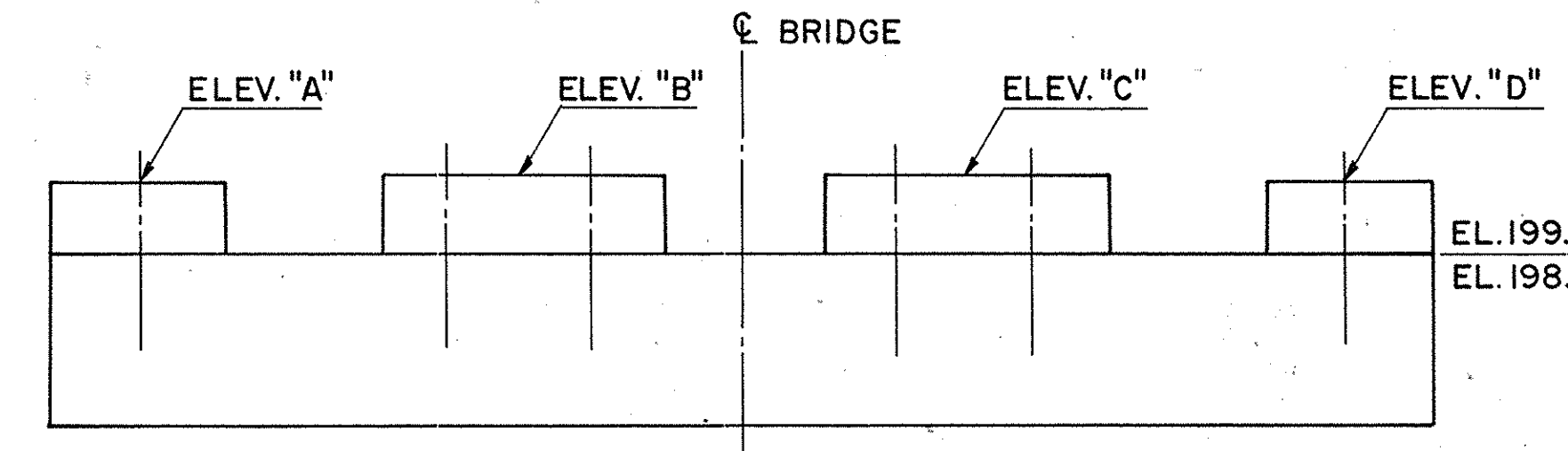


SECTION C-C (PIER 2)

TYPICAL PEDESTAL REINFORCEMENT
SCALE: 1/2"=1'-0"



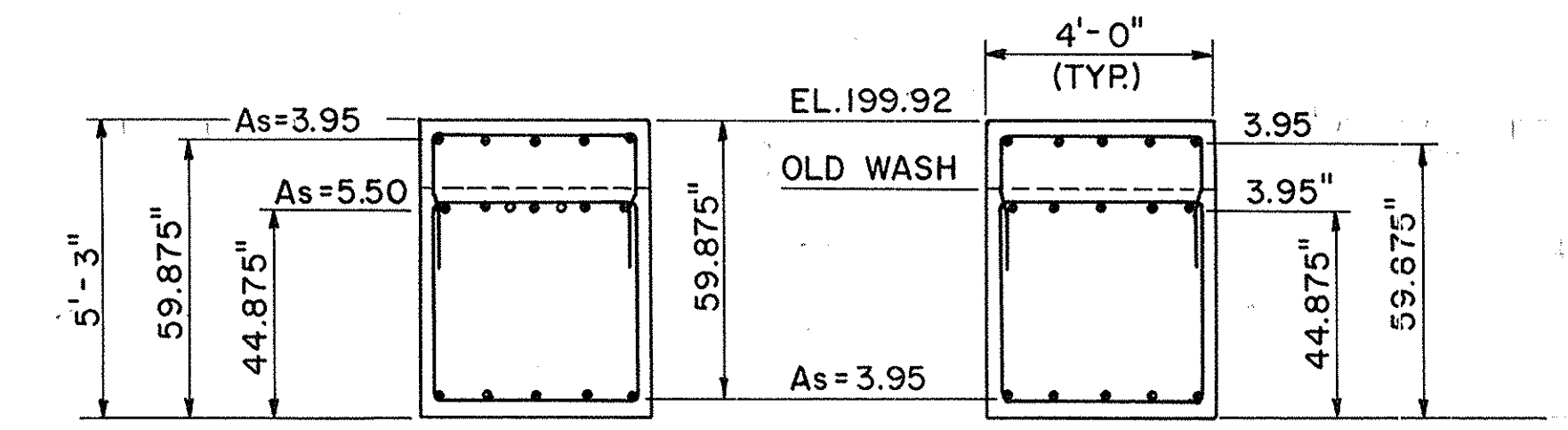
SECTION A-A
SCALE: 1/2"=1'-0"
(PIERS 1 AND 3 ONLY)



REVISED PEDESTAL ELEVATIONS

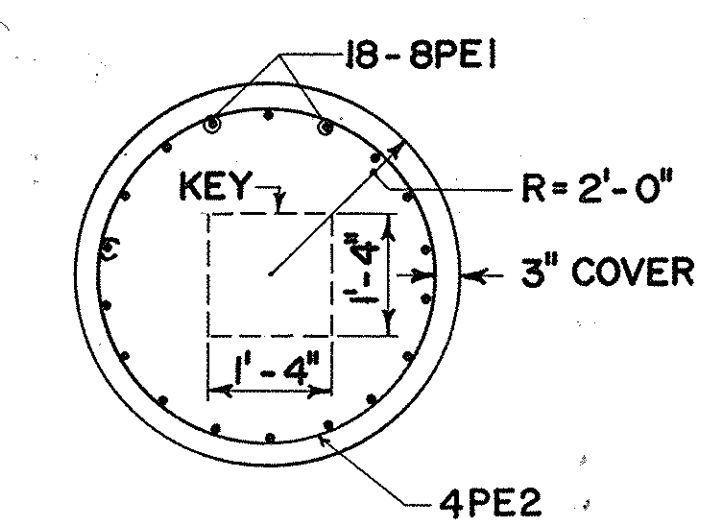
STATION	SPAN	ELEVATION AT BOTTOM OF MASONRY PLATE FOR BEARING			
		NF	NI	SI	SF
PIER 1	19+21.25	199.04	198.94	198.90	198.90
	2	199.01	198.98	198.93	198.87
PIER 2	19+89.23	199.40	199.42	199.41	199.40
	3	199.40	199.42	199.40	199.40
PIER 3	20+57.21	198.93	198.99	199.04	199.06
	4	198.97	198.96	199.00	199.10

NOTE: PEDESTALS SHALL BE CONSTRUCTED AT THE ELEVATIONS SHOWN FOR THE BOTTOM OF THE MASONRY PLATES FOR THE LOW SIDE BEARINGS. STEEL SHIM PLATES SHALL BE PROVIDED AT LOCATIONS WHERE REQUIRED FOR THE HIGH SIDE BEARINGS AND COST SHALL BE INCLUDED IN THE PAYMENT ITEM 365.2002, NEW ELASTOMETRIC BEARING.



NEGATIVE MOMENT SECTION POSITIVE MOMENT SECTION

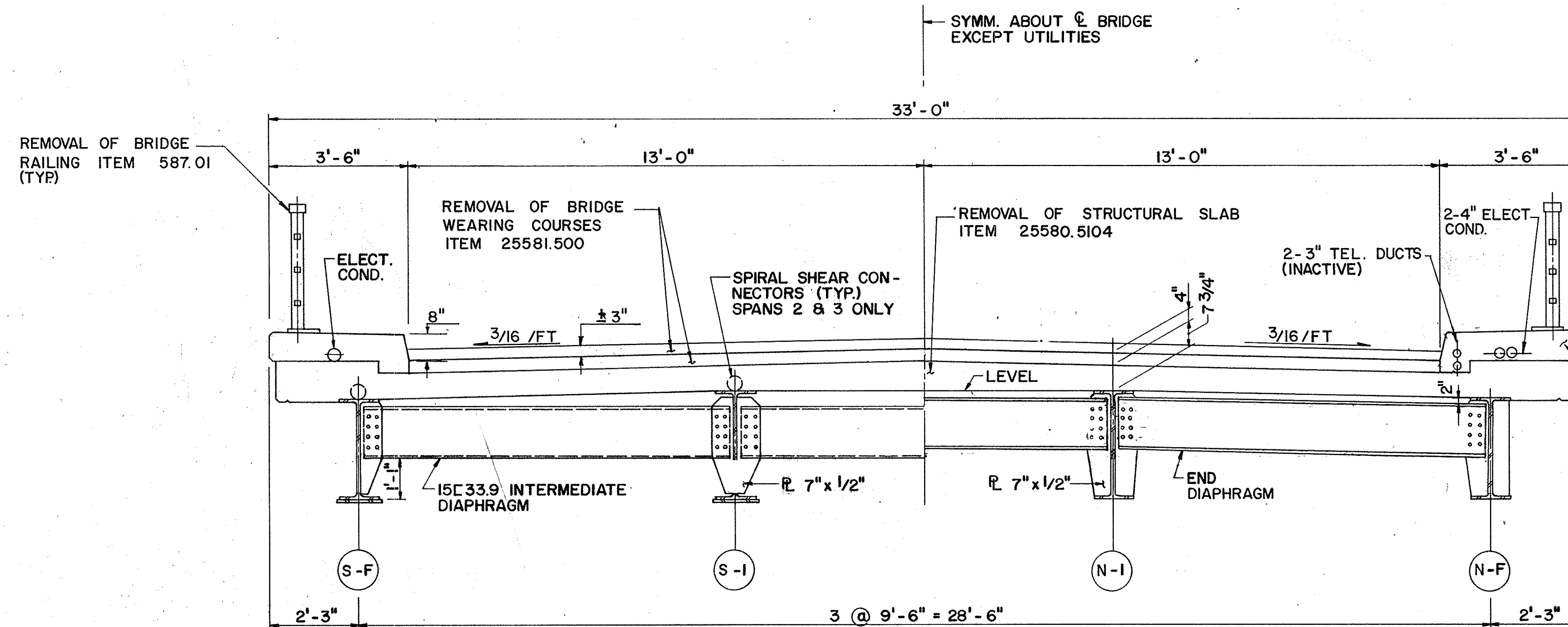
REVISED CAP BEAM SECTION
(PIER 2 ONLY)



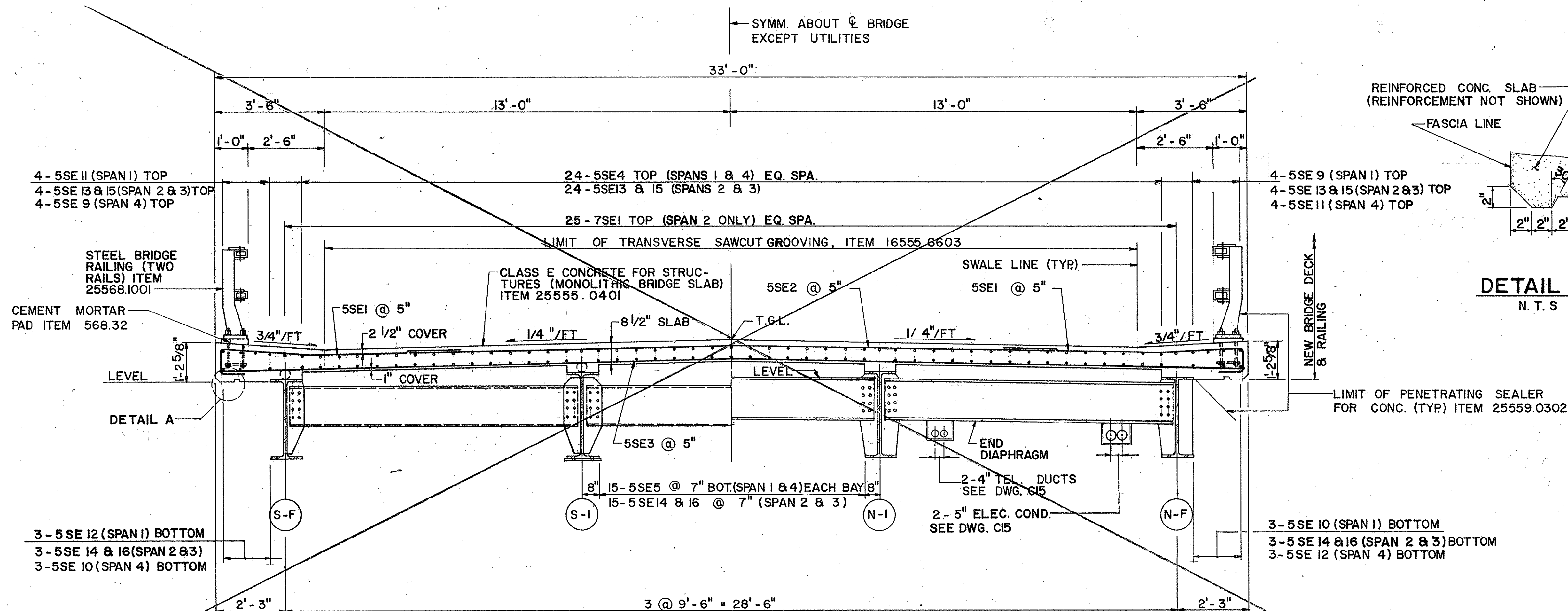
SECTION B-B
SCALE: 1/2"=1'-0"

ELEVATION	PIER 1	PIER 2	PIER 3
"A"	199.99	200.39	199.92
"B"	200.09	200.53	200.09
"C"	200.03	200.53	200.15
"D"	199.85	200.39	200.04

AS-BUILT REVISIONS		
1/93	REV. CAP BEAM - PIER 2	C.A.T.
1/93	REV. PEDESTAL DETAILS	C.A.T.
SIGNATURE: <i>[Signature]</i> DATE: 2-16-93		
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT: REHABILITATION OF WEMPLE ROAD BRIDGE		
LOCATION OF PROJECT: MP 138.04, ALBANY COUNTY		
TITLE OF DRAWING: PIER DETAILS PROPOSED		
	DRAWN BY: CEC	W12
	CHECKED BY: T.W. RAD	
	DATE: FEB, 1990	
	DRAWING NUMBER: W12	
JACKSON AND TULL CHARTERED ENGINEERS		
TAA 90-14B		

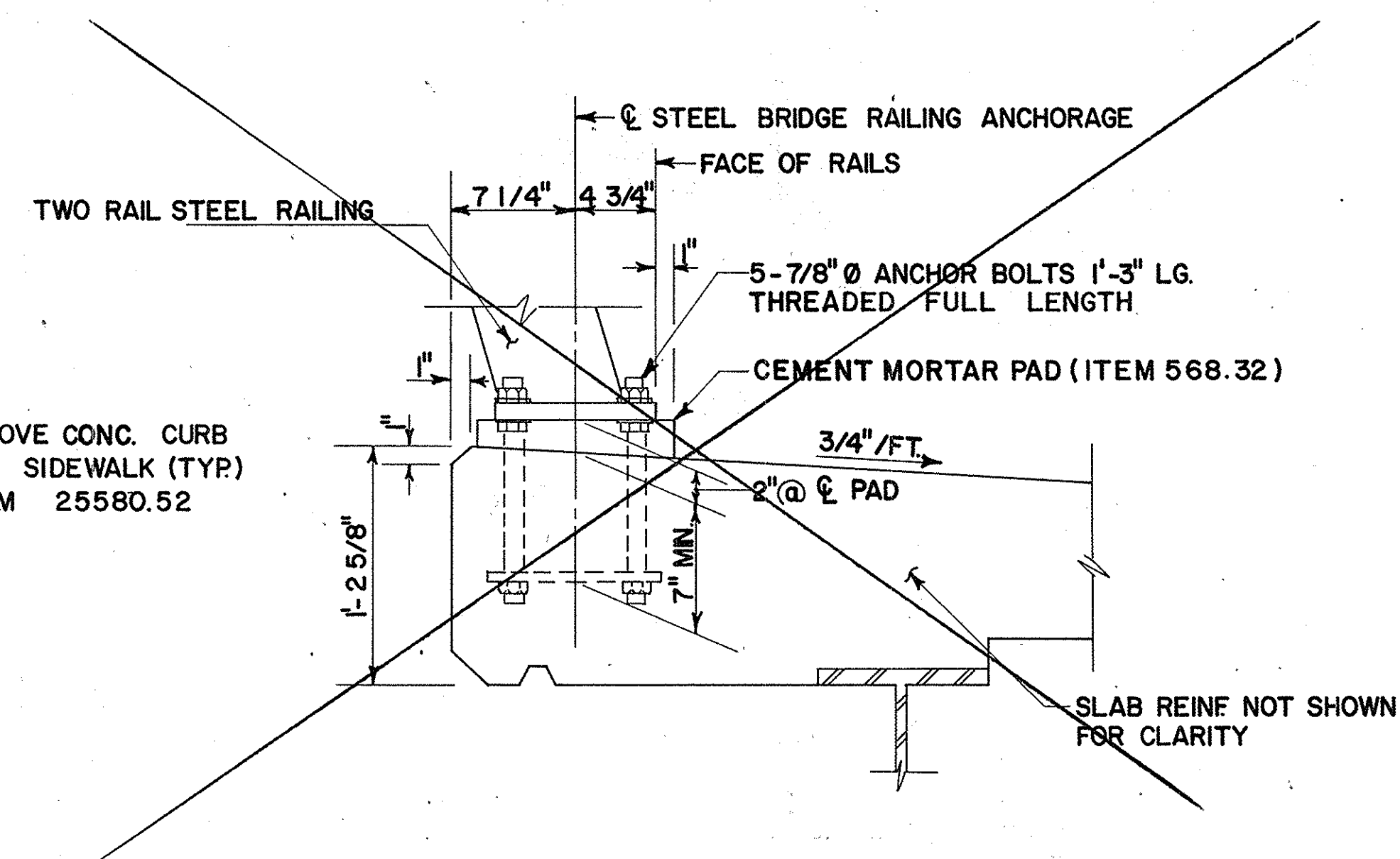


EXISTING CROSS SECTION
SCALE: 1/2" = 1'-0"



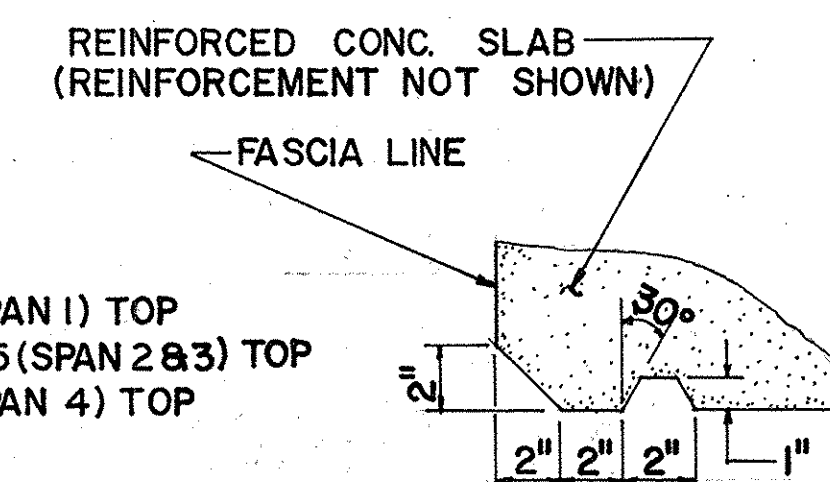
PROPOSED CROSS SECTION
SCALE: 1/2" = 1'-0"

2 SEE DWG. 350-5 FOR PROPOSED CROSS SECTION (INVERSE)

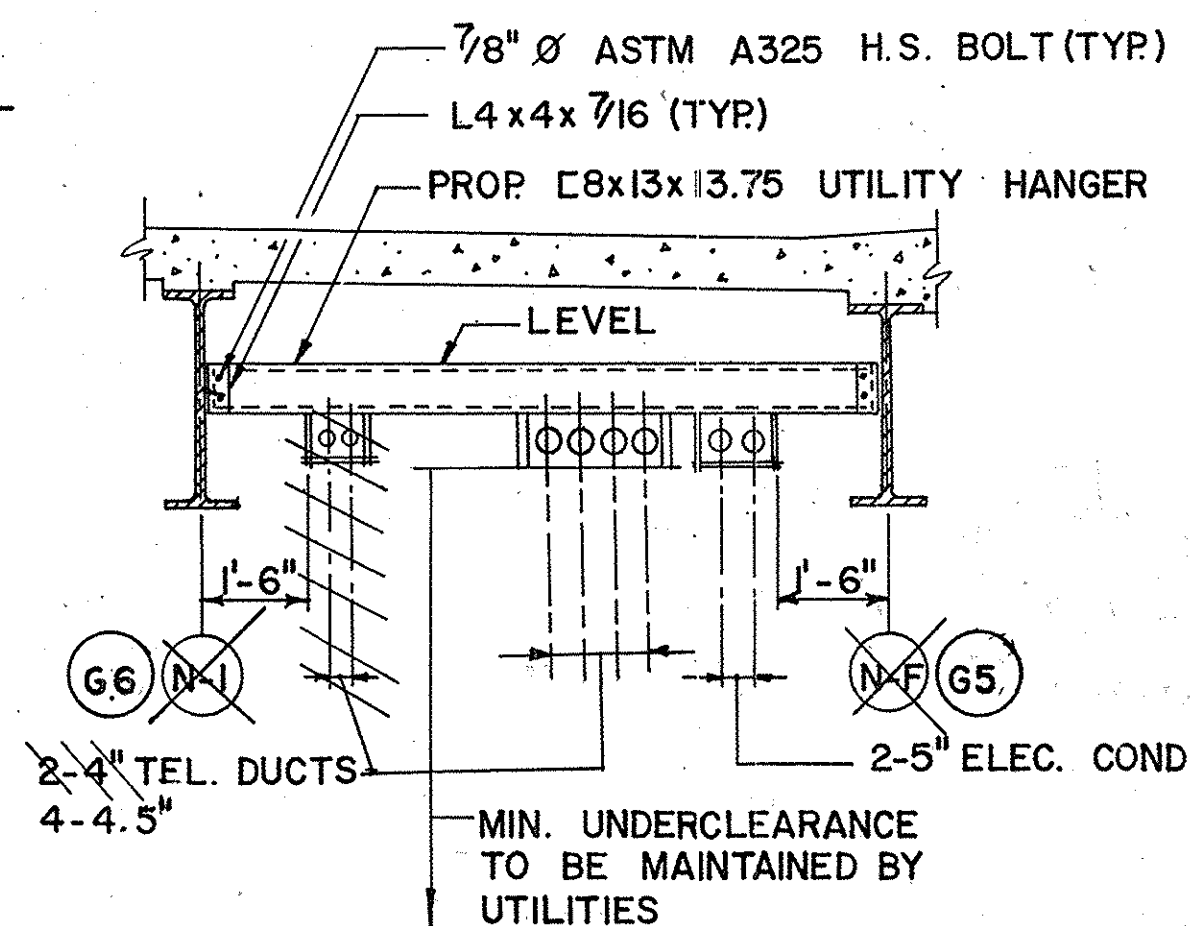


RAIL ACHORAGE DETAIL
SCALE: 1/2" = 1'-0"

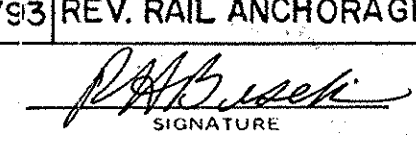
1 SEE DWG. 350-9 FOR REVISED RAIL ANCHORAGE DETAIL (INVERSE)



DETAIL A
N.T.S.



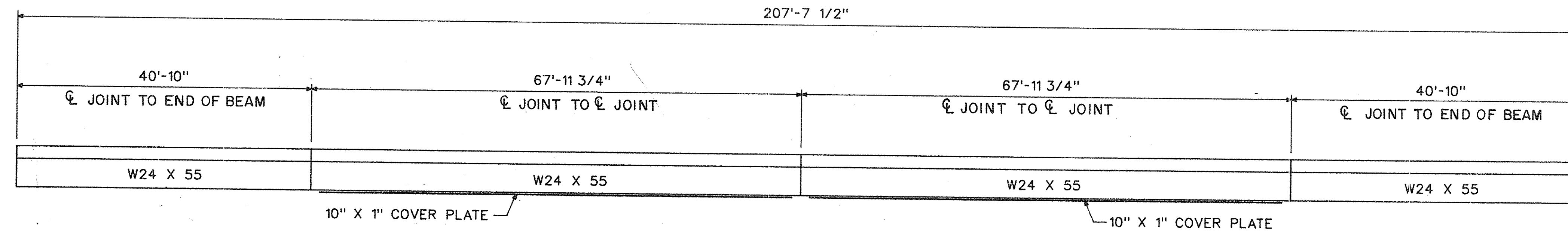
UTILITY HANGER
N.T.S.

AS-BUILT REVISIONS			
1/93	REV. TEL. DUCTS	C.A.T.	1
1/93	PROP X-SECT (INVERSE)	CAT.	2
1/93	REV. RAIL ANCHORAGE	C.A.T.	3
			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT: REHABILITATION OF WEMPLE ROAD BRIDGE LOCATION OF PROJECT: MP 138.04, ALBANY COUNTY TITLE OF DRAWING: EXISTING AND PROPOSED CROSS SECTIONS			
DRAWN BY: M.J. CHECKED BY: T.W.		DATE: FEB, 1990 DRAWING NUMBER: W 13	
		TAA 90-14B	

JACKSON AND TULL
CHARTERED ENGINEERS

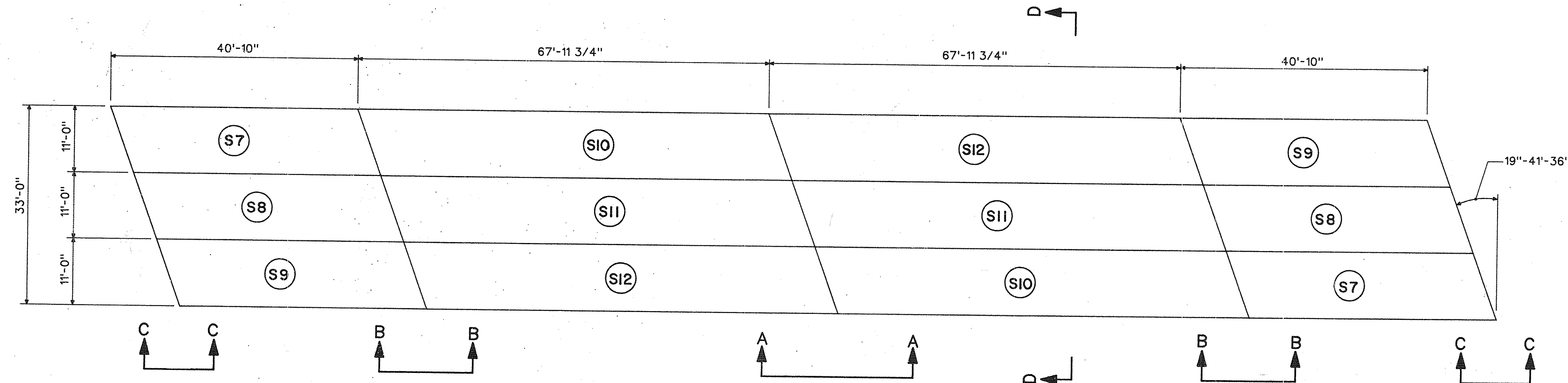
NOTES:

1. FOR SECTION A-A, B-B, AND C-C, SEE DWG. 350-9.
2. FOR FRAMING PLAN AND STEEL DETAILS, SEE DWG. 350-8.
3. FOR STRIP SEAL JOINT DETAILS, SEE DWG. 350-10.
4. SEE DWG. 350-6 & 350-7 FOR INVERSE SET UNIT DIMENSIONS.
5. FOR FASCIA AND EDGE DETAILS SEE DWG. 350-9.
6. STRIP SEAL JOINT SHALL BE COMPLETELY INSTALLED PRIOR TO GROUTING LONGITUDINAL JOINTS BETWEEN INVERSE SET UNITS.



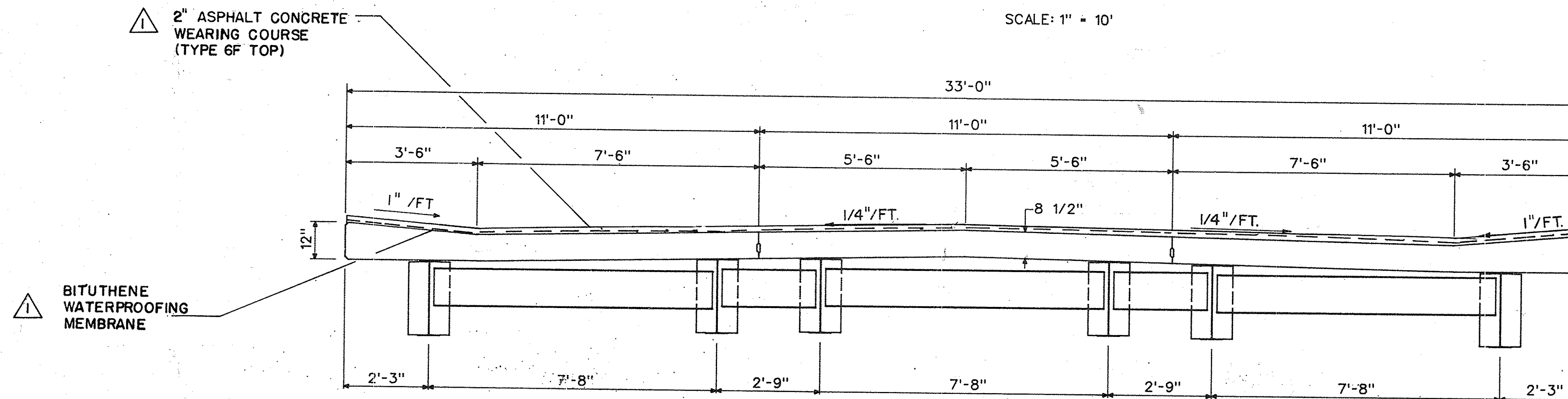
PROPOSED ELEVATION

NO SCALE



PROPOSED LAYOUT

SCALE: 1" = 10'



TYPICAL CROSS SECTION

SECTION D-D

SCALE: 1/2" = 1'-0"

NEW YORK STATE THRUWAY AUTHORITY

PROJECT:

SUBMISSION NO.:

☒ APPROVED ☐ APPROVED AS NOTED

☐ DISAPPROVED ☐ RESUBMIT

NOTE: THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AT THE SITE AND SHALL ASSUME ALL RESPONSIBILITY FOR THE ACCURACY OF HIS MEASUREMENTS.

DATE: 6/9/90 BY: R.D.



NO.	AS-BUILT	REVISIONS	DATE	INT.
1	ADD OVERLAY AND MEMBRANE		1/93	CAT

PROJECT: WEMPLE ROAD BRIDGE

SUBJECT: PLAN AND TYPICAL SECTION

CONTRACTOR: BELTRONE CONSTRUCTION CO., INC.

ENGINEER: GREENMAN-PEDERSEN, INC.

DATE: MAY 1990

DRN. BY: HLW

CHK. BY: MAC

SCALE: AS SHOWN

F.M. JOB NO. 350

SHEET NO. 5 OF 12

DWG. NO. 350-5



THE FORT MILLER CO., INC.

P.O. BOX 98

SCHUYLERVILLE, NY 12871

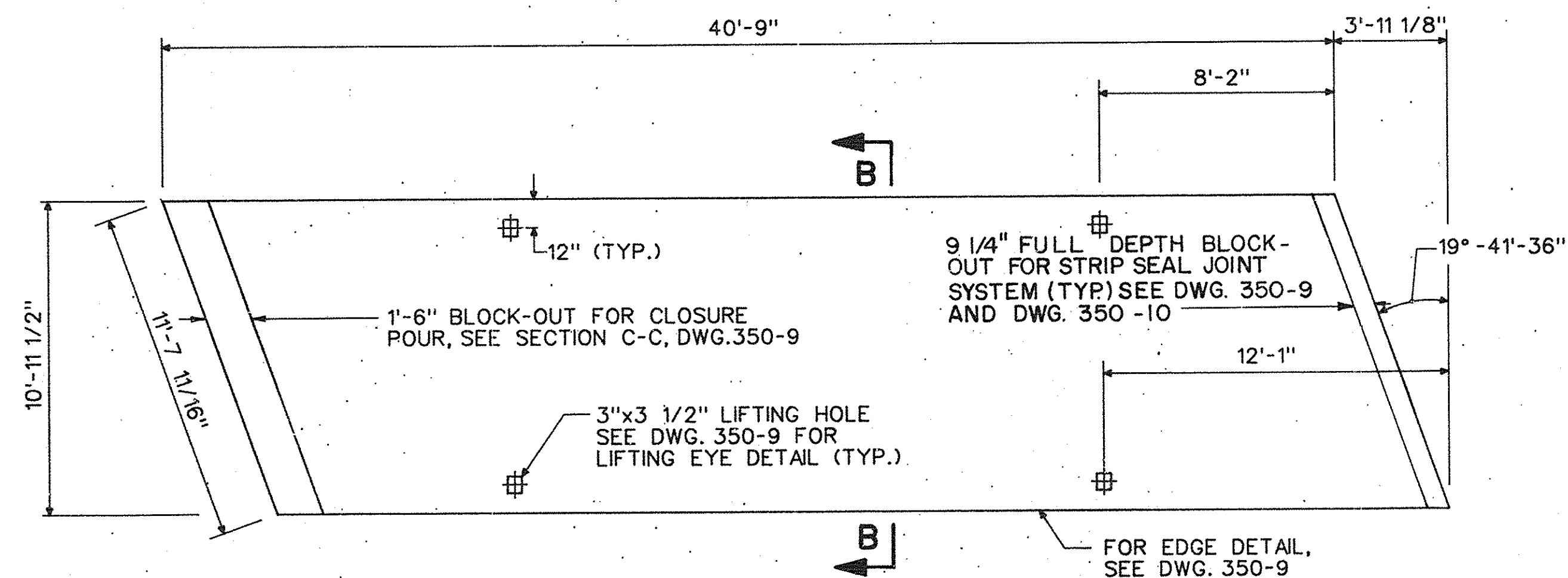
(518) 664-9871

(518) 695-5000

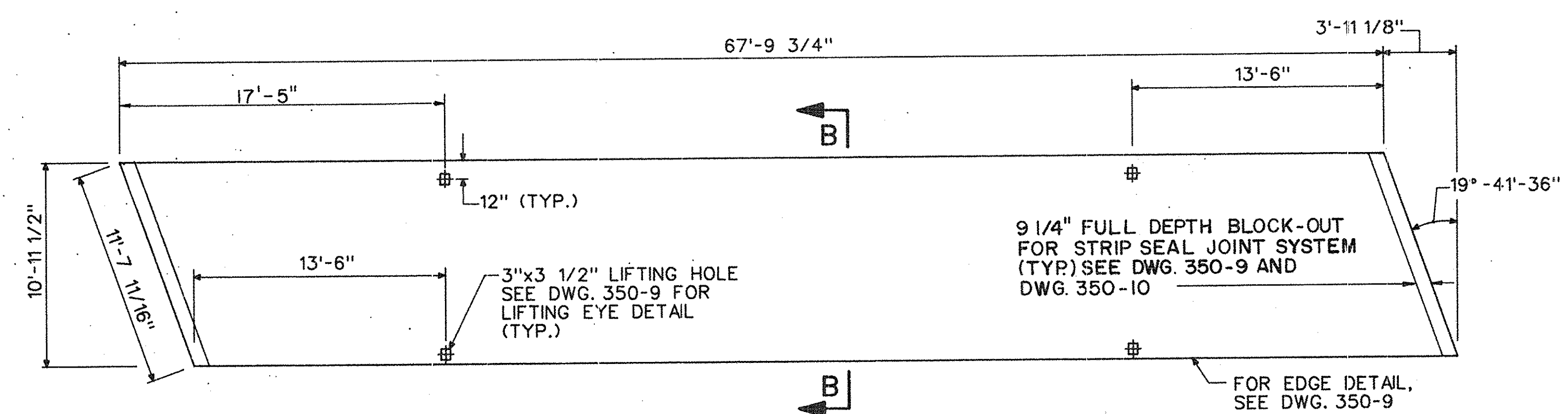
Greenman-Pedersen
CONSULTING ENGINEERS

gpi

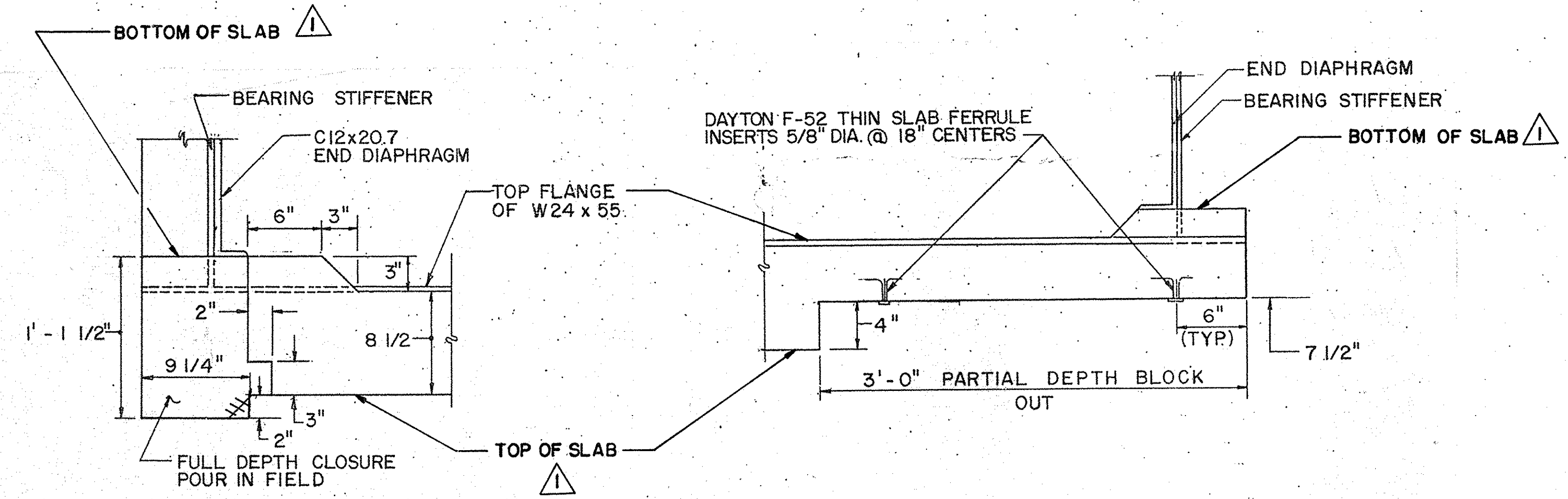
43 Fuller Road
Albany, N.Y. 12205



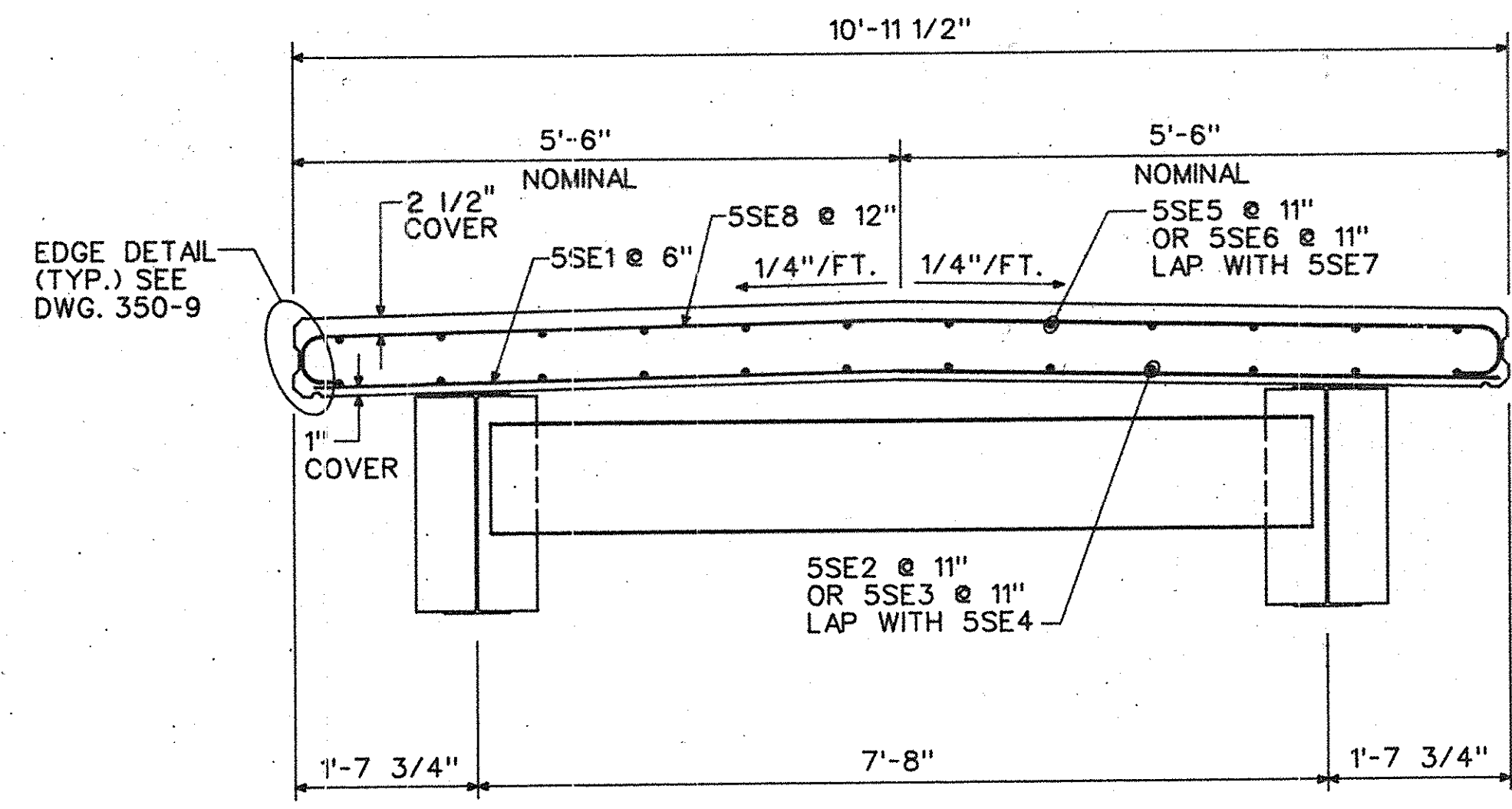
PLAN - UNIT S8
SCALE: 1/4" = 1'-0"



PLAN - UNIT SII
SCALE: 3/16" = 1'-0"



DETAIL FOR JOINT CLOSURE POUR *
DETAIL FOR PARTIAL DEPTH BLOCK OUT *
(CLAPPER RD. PIER 2 ONLY)
SCALE: 1 1/2" = 1'-0"



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

*NOTE: THESE DETAILS INADVERTENTLY SHOWN UPSIDE DOWN-DIMENSIONS ARE CORRECT

NEW YORK STATE THRUWAY AUTHORITY
PROJECT:
SUBMISSION NO.:
☒ APPROVED ☐ APPROVED AS NOTED
☐ DISAPPROVED ☐ RESUBMIT
NOTE: THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AT THE SITE AND SHALL ASSUME ALL RESPONSIBILITY FOR THE ACCURACY OF HIS MEASUREMENTS.
DATE: 6/9/90 BY: RAB

NO.	AS-BUILT REVISIONS	DATE	INT.
1	NOTE PROPER ORIENTATION OF DETAILS	1/93	CAT

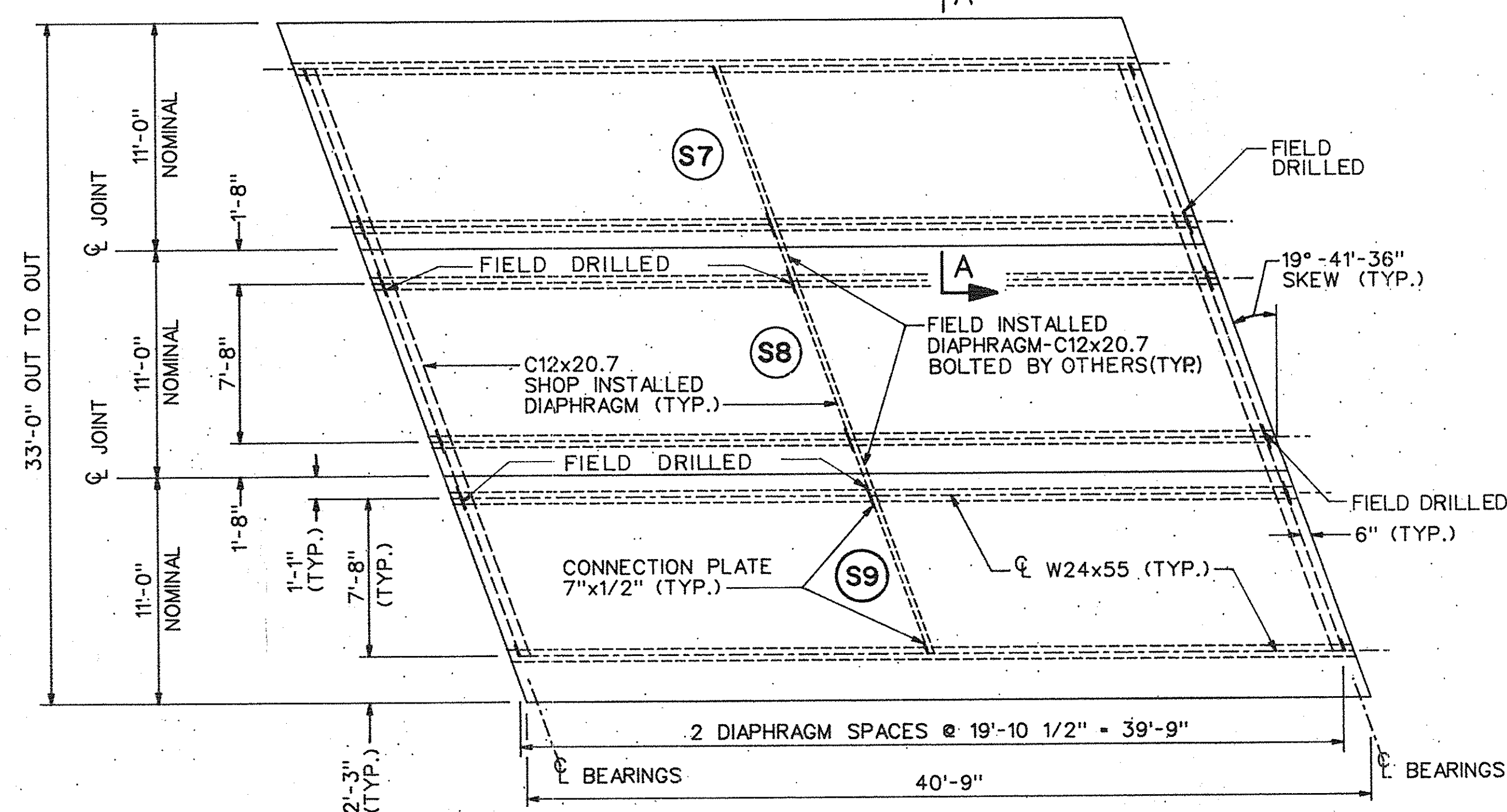
PROJECT: WEMPLE ROAD BRIDGE
SUBJECT: INVERSE PLAN AND SECTIONS
CONTRACTOR: BELTRONE CONSTR. CO., INC.
ENGINEER: GREENMAN-PEDERSEN, INC.
DATE: MAY 1990
DRN. BY: H.L.W.
CHK. BY: M.A.C.
SCALE: AS SHOWN

F.M. JOB NO. 350
SHEET NO. 7 OF 12
DWG. NO. 350-7

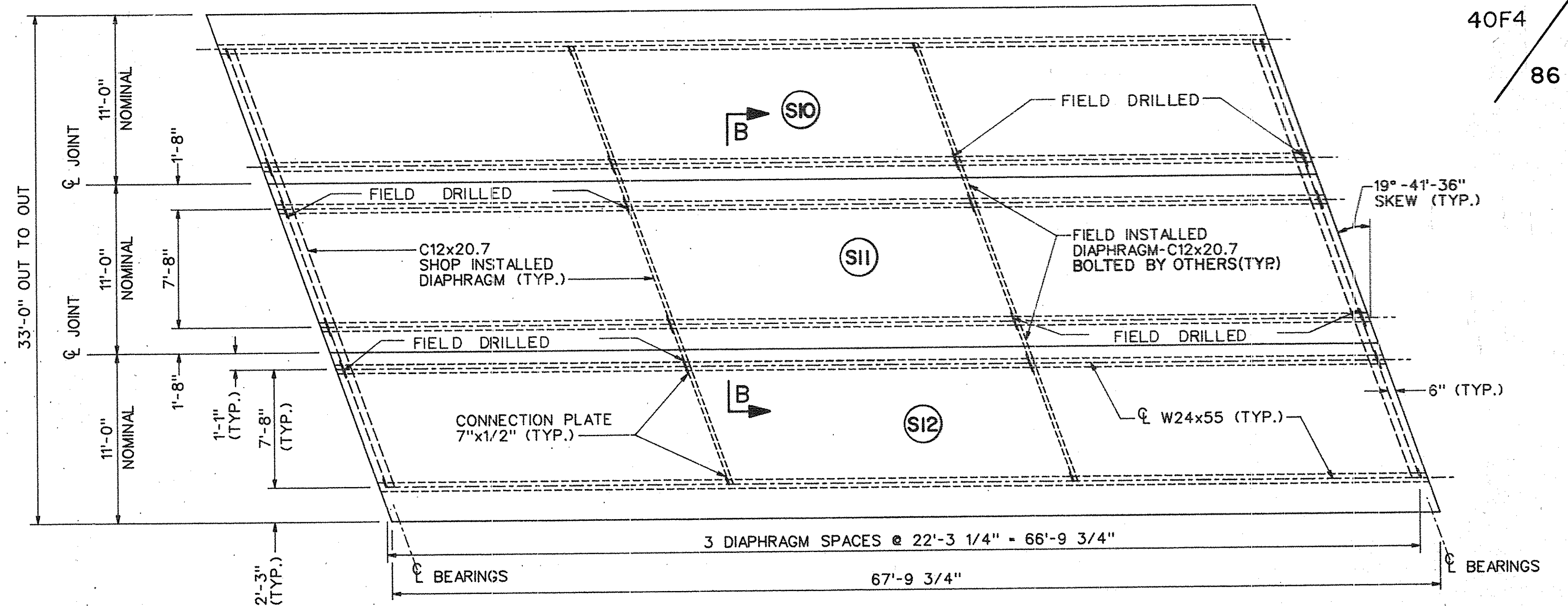


THE FORT MILLER CO., INC.
P.O. BOX 98
SCHUYLERVILLE, NY 12871
(518) 664-9871
(518) 695-5000

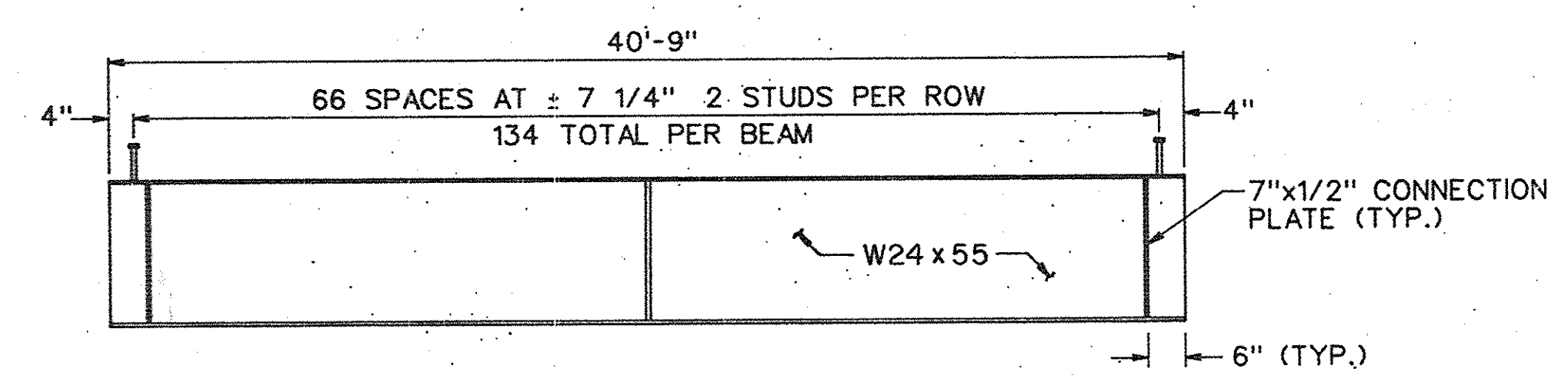
Greenman-Pedersen
CONSULTING ENGINEERS
SPI
43 Fuller Road
Albany, N.Y. 12205



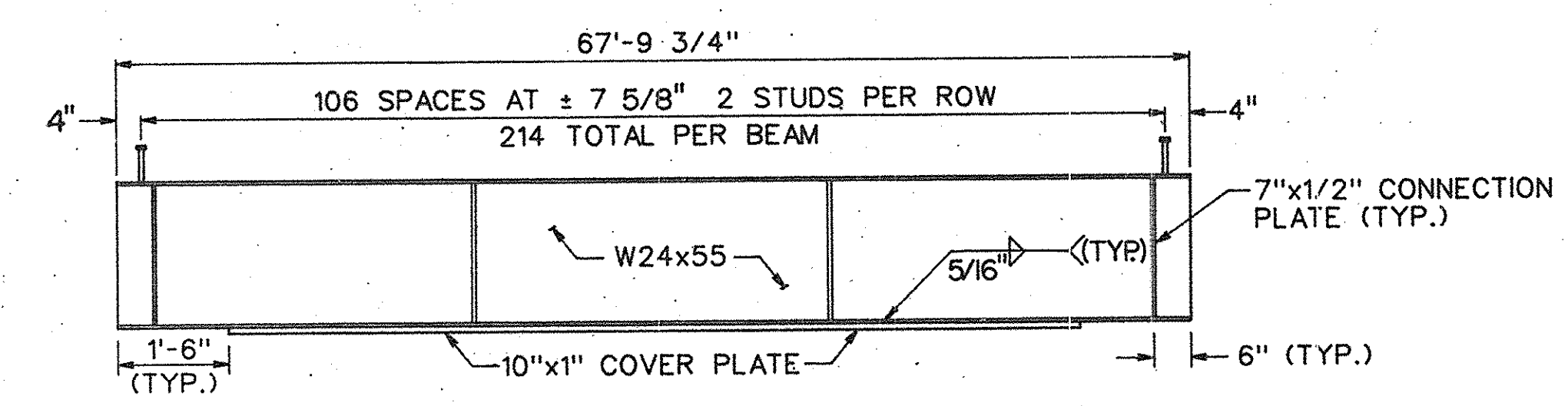
FRAMING PLAN - SPANS 1 & 4
SCALE: 3/16" = 1'-0"



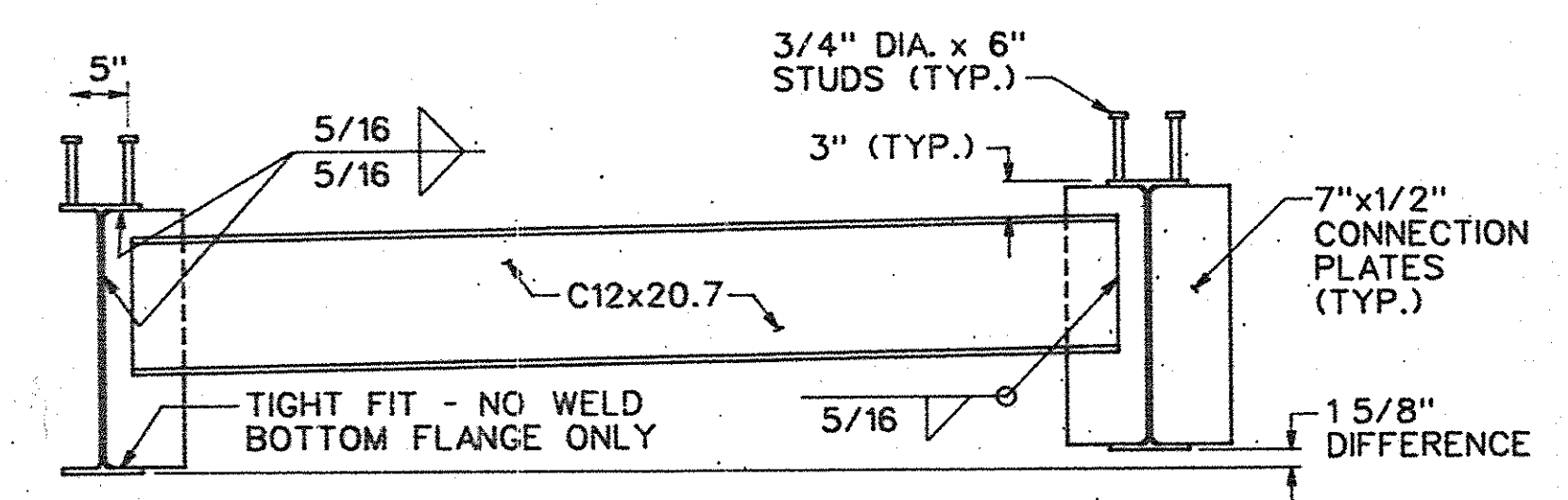
FRAMING PLAN - SPANS 2 & 3
SCALE: 3/16" = 1'-0"



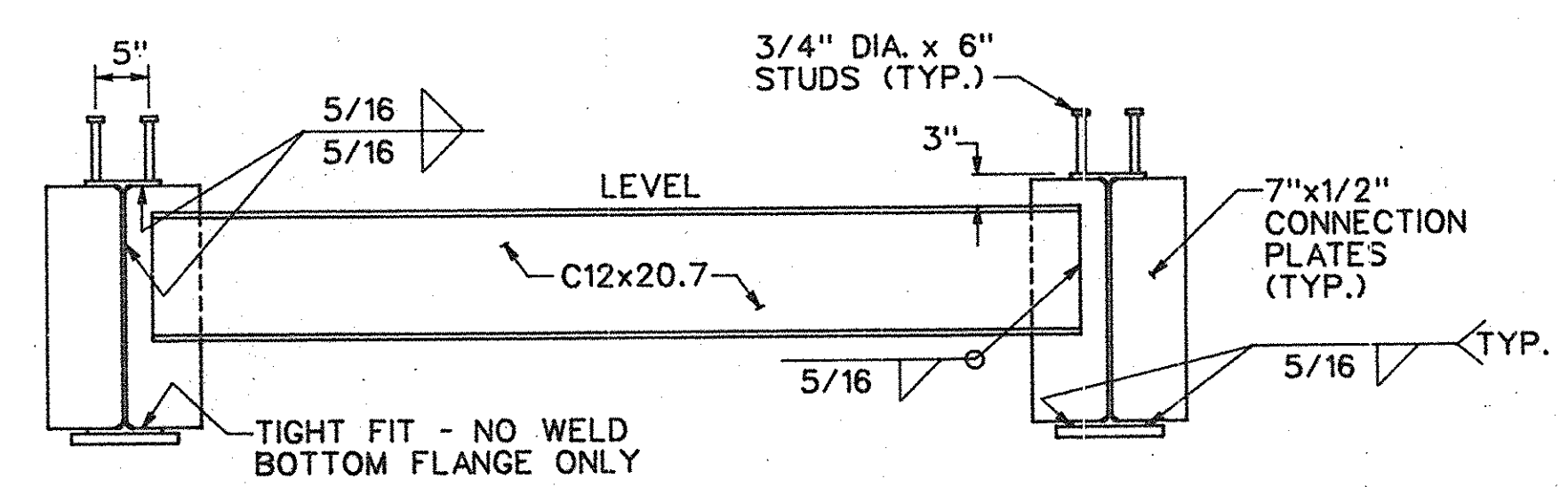
SPANS 1 & 4 - BEAM ELEVATION (ALL UNITS)
NO SCALE



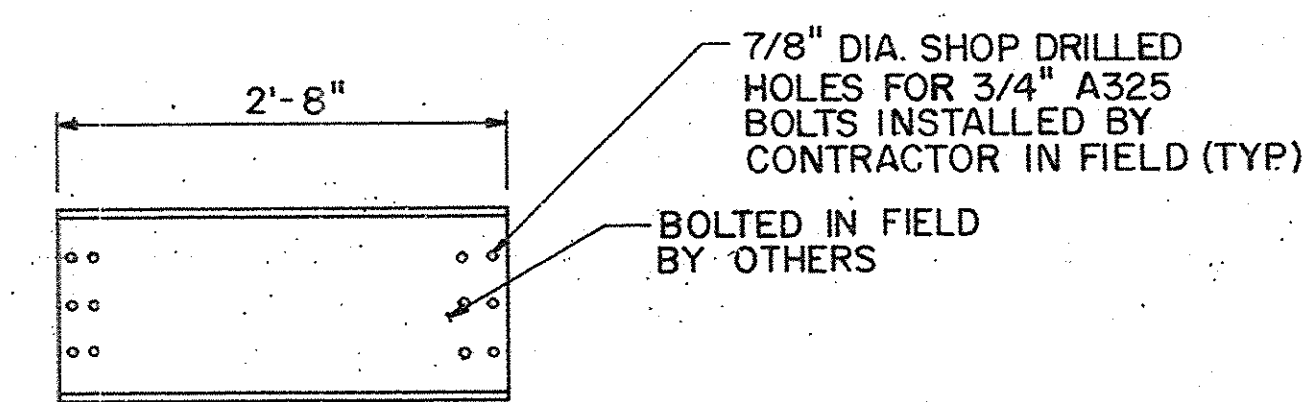
SPANS 2 & 3 - BEAM ELEVATION (ALL UNITS)
NO SCALE



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

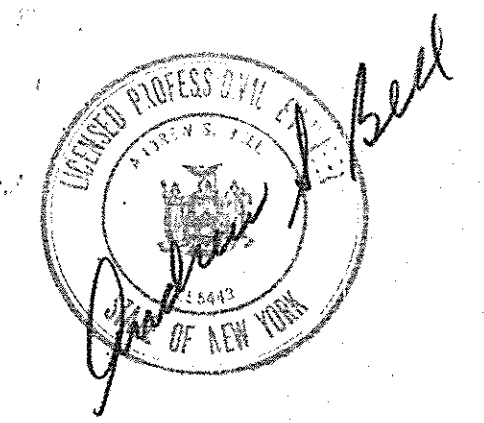


SECTION B-B
SCALE: 3/4" = 1'-0"



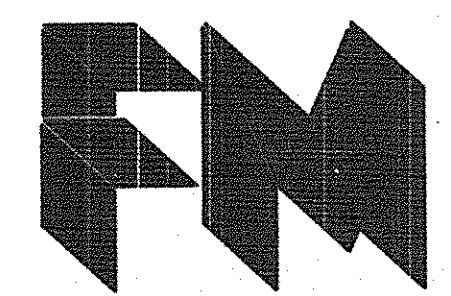
FIELD INSTALLED DIAPHRAGM
C12 x 20.7
(QTY. 28 REQUIRED)
SCALE: 1" = 1'-0"

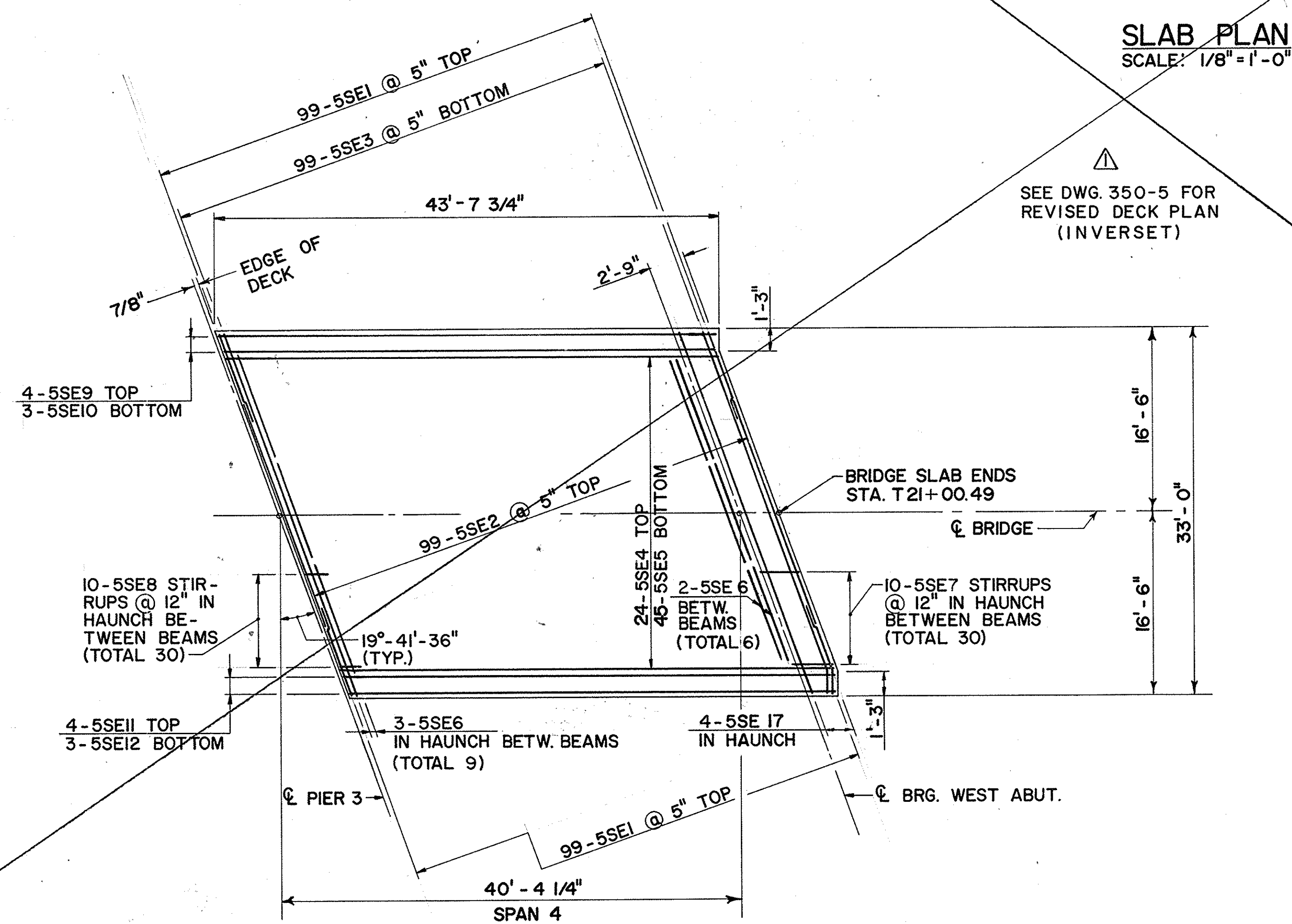
- NOTES:
- 1) ALL STEEL TO BE ASTM A572 GR. 50
 - 2) BLAST CLEAN TO SSPC SP-6
 - 3) PRIME WITH CARBOMASTIC 90 AL PRIMER
 - 4) SHEAR STUDS TO BE 3/4" DIA. BY 6"
 - 5) BEAMS AND COVER PLATES WILL REQUIRE CHARPY V-NOTCH TESTS IN ACCORDANCE WITH N.Y.S.D.O.T. SPECIFICATIONS.
 - 6) FOR LOCATIONS OF RAILING ANCHORAGE AND LIFTING HOLES, SEE DWG. 350-6 & 350-7.
 - 7) STRIP SEAL FOR TRANSVERSE DECK JOINTS SHALL BE COMPLETELY INSTALLED BEFORE LONGITUDINAL JOINTS BETWEEN INVERSE UNITS ARE GROUTED.



NEW YORK STATE THRUWAY AUTHORITY
PROJECT:
SUBMISSION NO.:
☒ APPROVED ☐ APPROVED AS NOTED
☐ DISAPPROVED ☐ RESUBMIT
NOTE: THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AT THE SITE AND SHALL ASSUME ALL RESPONSIBILITY FOR THE ACCURACY OF HIS MEASUREMENTS.
DATE: 6/7/90 BY: RLD

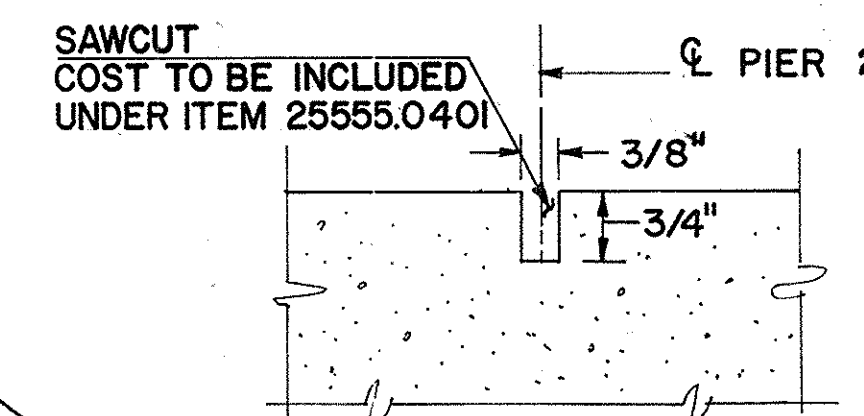
NO AS-BUILT REVISIONS

NO.	REVISIONS	DATE	INT.	PROJECT: WEMPLE ROAD BRIDGE	DATE: MAY 1990	F.M. JOB NO. 350	SHEET NO. 8 OF 12	DWG. NO. 350-8	 THE FORT MILLER CO., INC. P.O. BOX 98 SCHUYLERVILLE, NY 12871 (518) 664-9871 (518) 695-5000	Greenman-Pedersen CONSULTING ENGINEERS  43 Fuller Road Albany, N.Y. 12205
				SUBJECT: INVERSE FRAMING PLAN	DRN. BY: A.R.Z.					
				CONTRACTOR: BELTRONE CONSTR. CO., INC.	CHK. BY: M.A.C.					
				ENGINEER: GREENMAN-PEDERSEN, INC.	SCALE: AS SHOWN					



SLAB PLAN
SCALE: 1/8" = 1'-0"

SEE DWG. 350-5 FOR
REVISED DECK PLAN
(INVERSE)

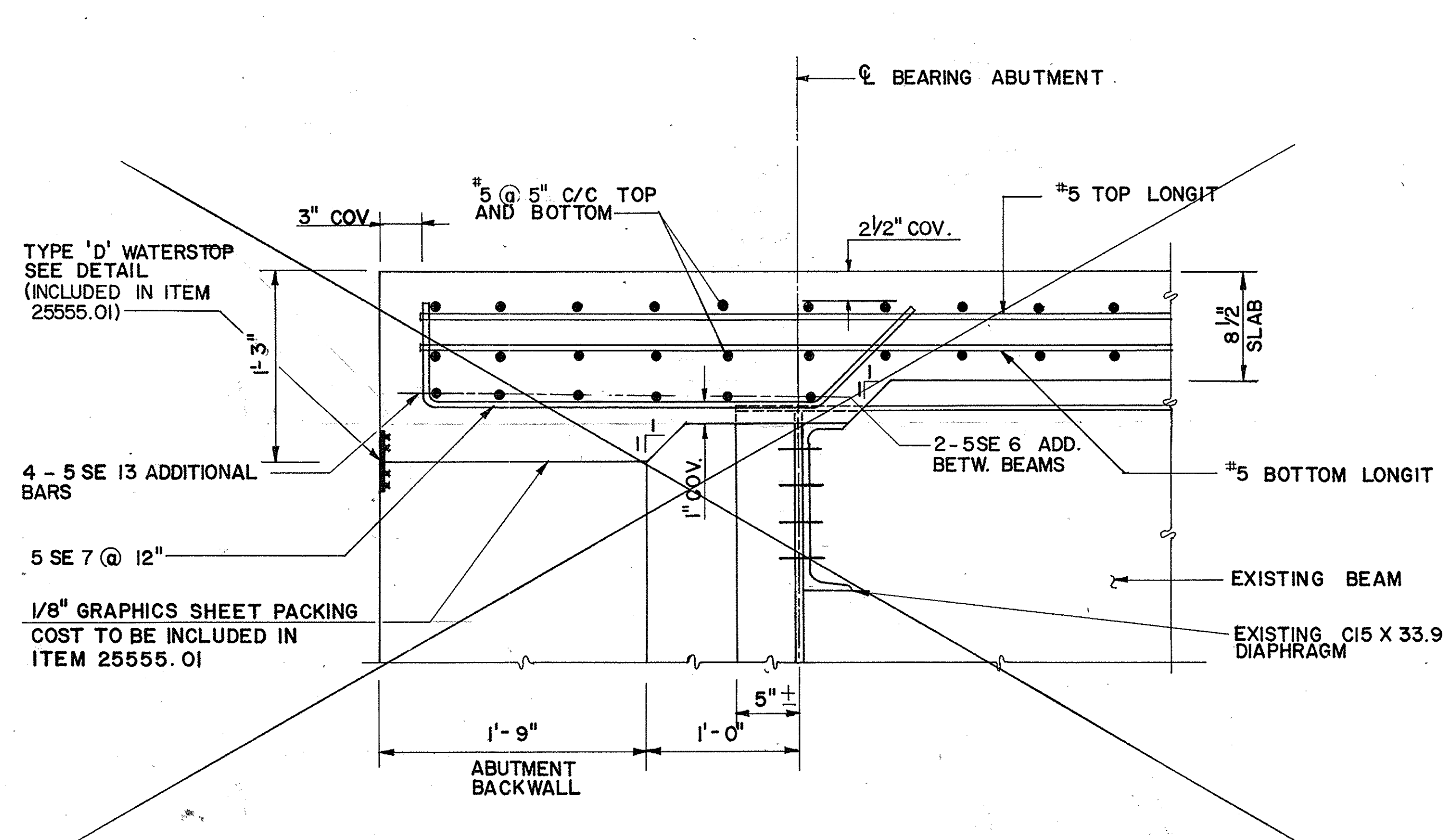


~~TYPICAL LONGITUDINAL SECTION AT PIER 2~~
~~N.T.S.~~

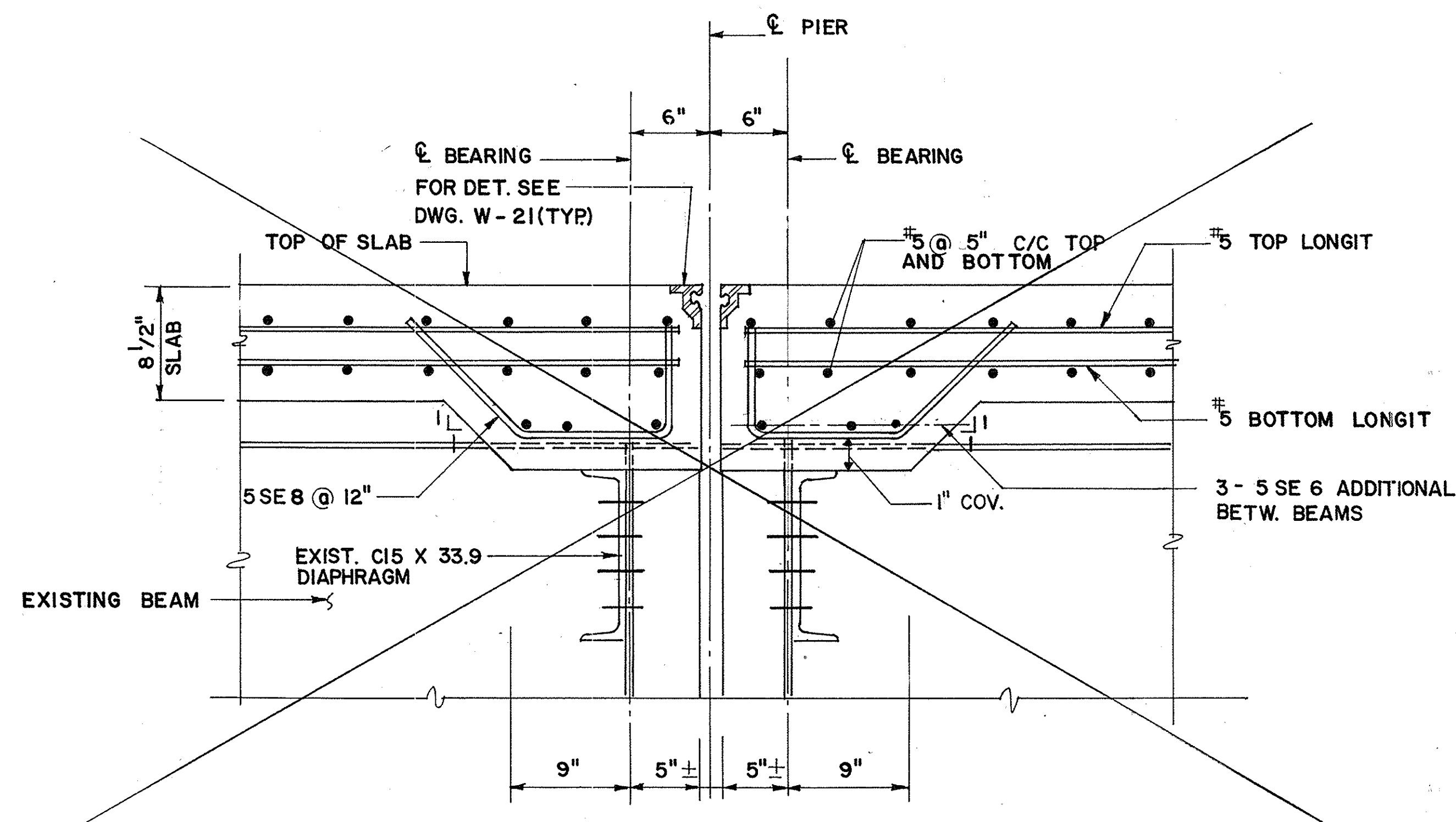
AS-BUILT REVISIONS					
1/93	Rev. Deck Plan	C.A.T.			△
<i>R.H. Russell</i>			- - 2-16-93		
SIGNATURE			DATE		
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF HIGHWAYS AND MAIN TENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209					
TITLE OF PROJECT REHABILITATION OF WEEMPLE RD. BRIDGE					
LOCATION OF PROJECT MP 138.04, ALBANY COUNTY					
TITLE OF DRAWING DECK SLAB PLAN PROPOSED					
		DRAWN BY: C.E.C.			
		CHECKED BY: J.W. <i>WAO</i>			
		DATE: FEB, 1990			
		DRAWING NUMBER: W 14			
TAA 90-14B					

JACKSON AND TULL
CHARTERED ENGINEERS

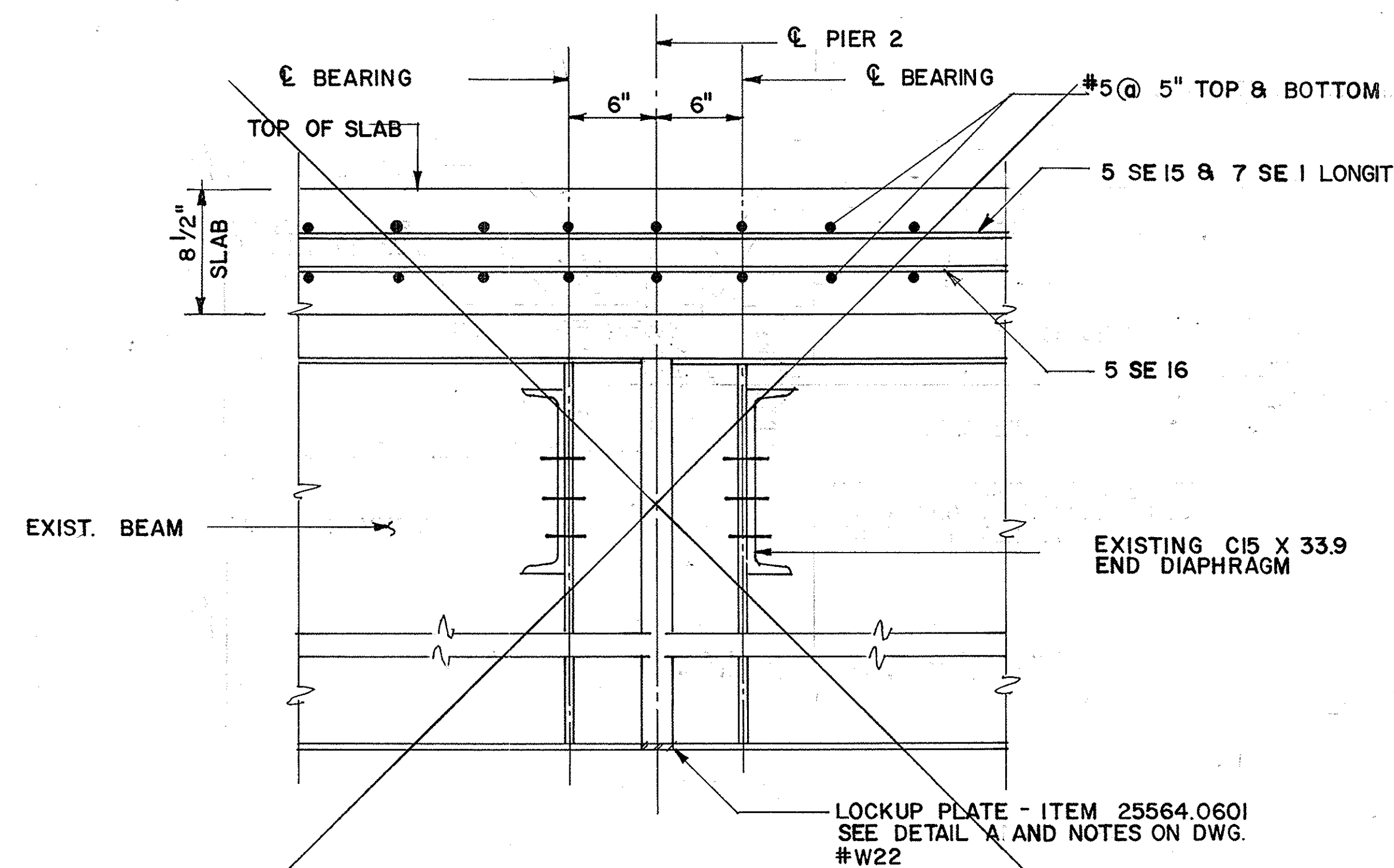
TAA 90-14B



△ **TYPICAL END SECTION OF DECK
AT ABUTMENTS**
SCALE: 1 1/2" = 1'-0"



△ **TYPICAL END SECTION OF DECK
AT PIERS 1 & 3**
SCALE: 1 1/2" = 1'-0"



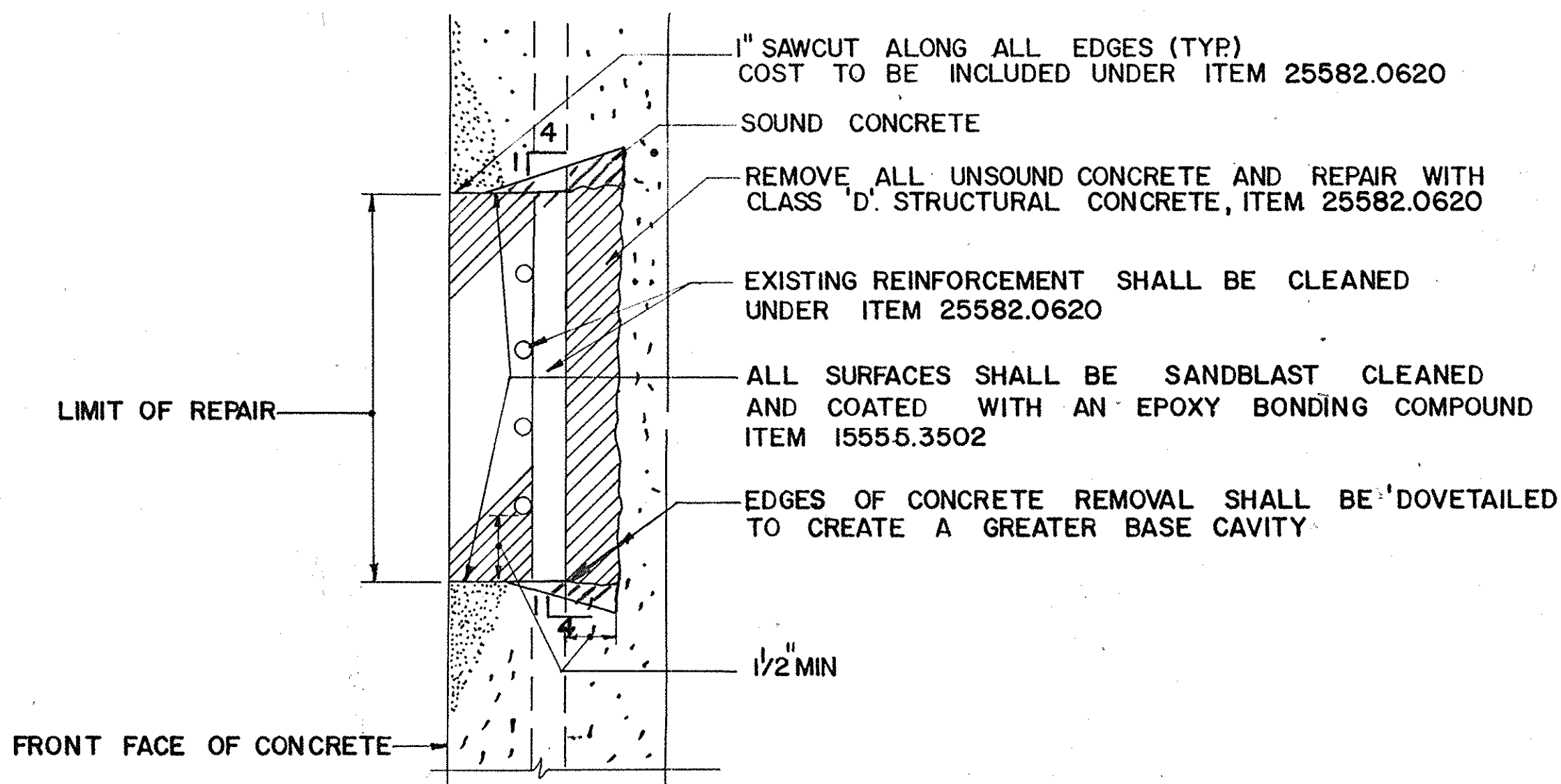
△ **TYPICAL SECTION OF DECK
AT PIER 2**
SCALE: 1 1/2" = 1'-0"

△ SEE DWG. 350-9 FOR REVISED DECK SECTIONS:
PIERS 1, 2 & 3 - SECTION B-B
ABUTMENTS - SECTION C-C

AS-BUILT REVISIONS	
1/93	Rev Deck Sections C.A.T. △
<i>R.N.</i>	2/16/93
SIGNATURE	DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REHABILITATION OF WEMPLE ROAD BRIDGE	
LOCATION OF PROJECT MP 138-04, ALBANY COUNTY	
TITLE OF DRAWING DECK SECTIONS AND DETAILS	
	DRAWN BY: R.N.
	CHECKED BY: T.W. (P.T.)
	DATE: FEB, 1990
	DRAWING NUMBER: W15

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B



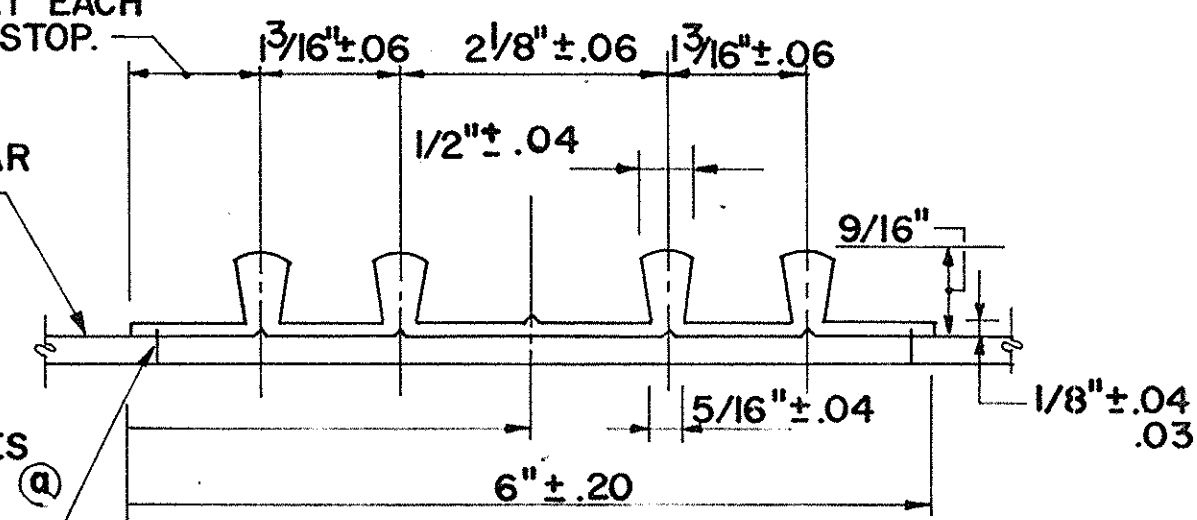
TYPICAL REPAIR DETAIL

N. T. S.

STAPLING TO WOOD FORM
WILL ONLY BE PERMITTED
IN THIS AREA AT EACH
SIDE OF WATER STOP.

WOOD FORM REAR
FACE OF WALL

3/8" LONG STAPLES
PLACE VERTICAL @
6" ± CENTERS



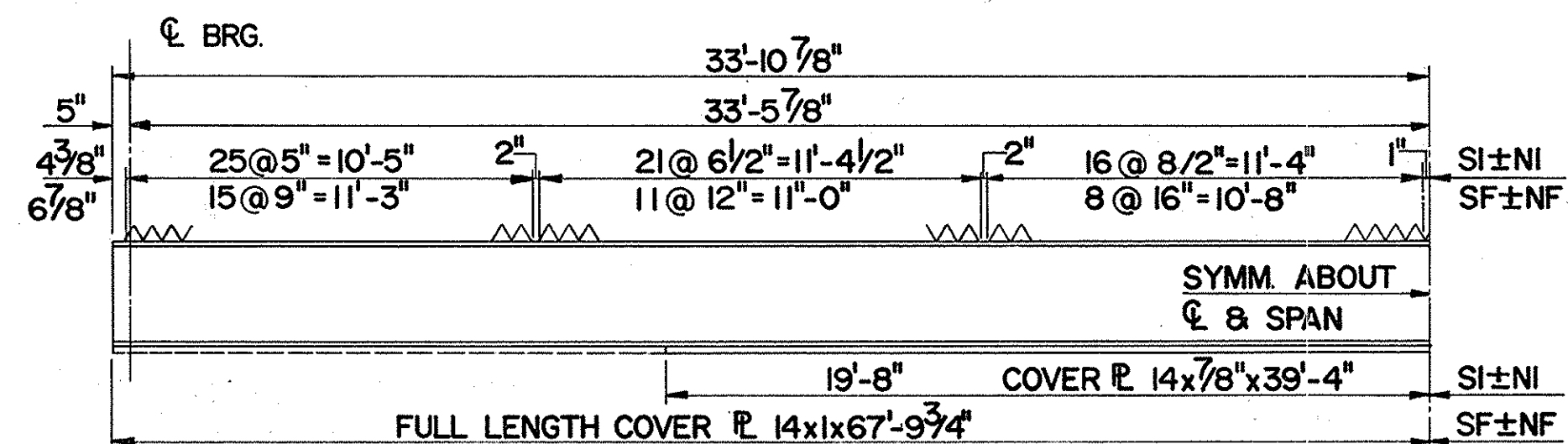
NOTE: FOR USE AT CONSTRUCTION AND CONTRACTION JOINTS.
HOLES MUST NOT BE MADE IN WATERSTOP FOR ANY
PURPOSE EXCEPT AS REQUIRED FOR STAPLING TO FORMS.
TYPE "D" WATERSTOP SHALL BE LIGHT GRAY IN COLOR.

TYPE "D" WATERSTOP

N.T.S.

CONCRETE PIER/ABUTMENT REPAIR NOTES

- FOR GENERAL NOTES SEE DWG. W3
- FOR LOCATION OF CONCRETE REPAIRS SEE DWGS. W8 & W14
- SUBSTRUCTURE DETERIORATION REQUIRING REPAIR AS INDICATED ON PLANS HAS BEEN DETERMINED BY A FIELD INSPECTION. ALL THE MAJOR AREAS KNOWN TO EXIST AT THE TIME HAVE BEEN SHOWN TO INDICATE THE APPROPRIATE EXTENT OF DETERIORATION THAT WILL HAVE TO BE REPAIRED BY THE CONTRACTOR.
- THE ANTICIPATED EXTENT OF CONCRETE REPAIR HAS BEEN INDICATED ON THE CONTRACT PLANS. THE E.I.C. SHALL EXAMINE THE SUBSTRUCTURE CONCRETE AND ESTABLISH THE AREAS OF REPAIR TO BE MADE WITH CLASS 'D' CONCRETE. EXTENT OF CONCRETE REPAIR TO BE MADE SHALL BE APPROVED BY E.I.C.
- DETERIORATED REINFORCEMENT SHALL BE REPLACED IN KIND, ITEM 556.0202 AND HAVE A MIN. LAP OF 30 BAR DIAMETER OR A WELD SPICE SHALL BE PROVIDED. IF WELDED, WELDERS SHALL BE CLASSIFIED IN ACCORDANCE WITH THE "NEW YORK STATE STEEL CONSTRUCTION MANUAL".
- IMMEDIATE PRIOR TO THE APPLICATION OF THE NEW CONCRETE, THE SURFACE SHALL BE PREPARED IN ACCORDANCE WITH THE SPECIFICATIONS AND COATED WITH AN EPOXY BONDING COMPOUND. IT WILL NOT BE NECESSARY TO BRUSH COMPOUND INTO SURFACES MADE INACCESSIBLE BY CLOSELY SPACED REINFORCEMENT WHERE SO DETERMINED BY THE ENGINEER. COST SHALL BE INCLUDED UNDER ITEM 15555.3502.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT SOUND CONCRETE MAY HAVE TO BE REMOVED TO ATTAIN THE 1 1/2" MINIMUM CLEARANCE BEHIND THE REINFORCEMENT.



SPIRAL DETAIL-SPANS 2&3

N.T.S.

NOTE: SPIRAL SHEAR CONNECTORS ARE NOT
PRESENT ON SPAN 1 & 4

NOTE:

- THE CONTRACTOR IS TO INSTALL ALL NEW UTILITY MATERIALS WITH THE LIMITS SHOWN: DUCT HANGERS, EXPANSION FITTING STRAPS ETC., ALL OF THESE MATERIALS PLUS ANY OTHERS REQUIRED FOR THE PROPER INSTALLATION OF THIS PORTION OF THE WORK WILL BE SUPPLIED BY THE RESPECTIVE UTILITY COMPANIES INVOLVED.
- WIRING TO BE SUPPLIED AND INSTALLED BY THE UTILITY COMPANIES INVOLVED.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND ELEVATIONS IN THE FIELD.
- FOR ELECTRICAL AND TELEPHONE CONDUIT SUPPORT DETAILS, SEE DWG. C15 FOR CLAPPER RD. BRIDGE.

AS-BUILT REVISIONS

NO AS-BUILT REVISIONS

[Signature] 2-16-93
SIGNATURE DATE

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT REHABILITATION OF
WEMPLE RD. BRIDGE
LOCATION OF PROJECT
MP 138.04, ALBANY COUNTY
TITLE OF DRAWING

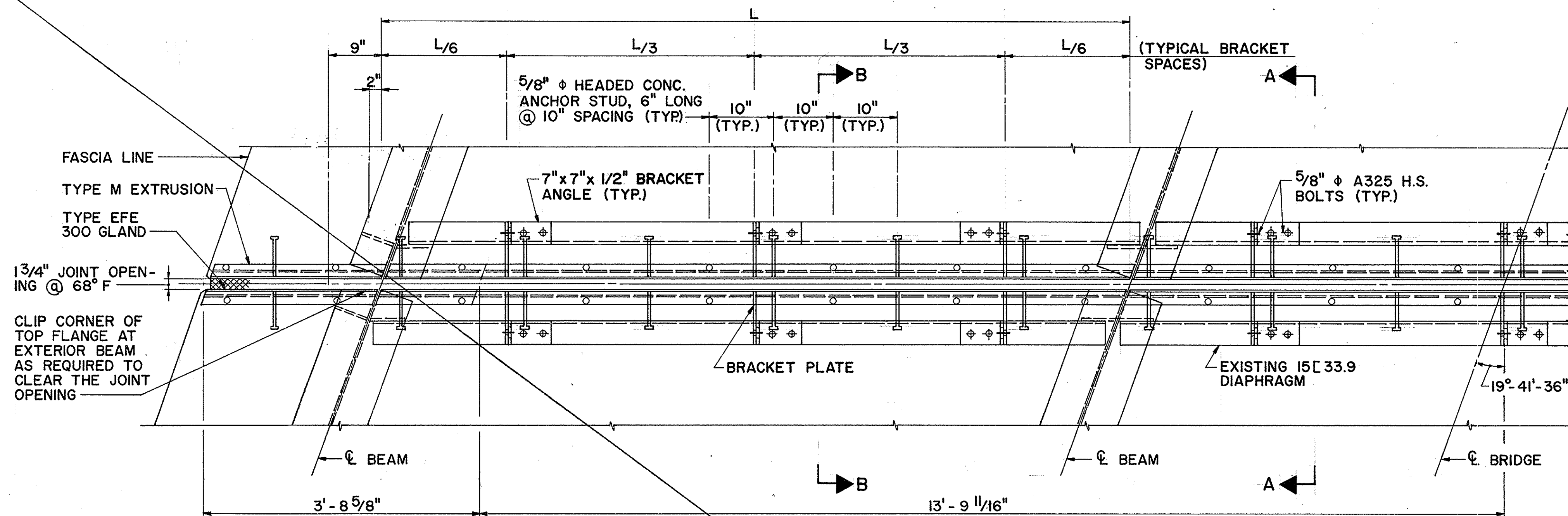
DETAILS



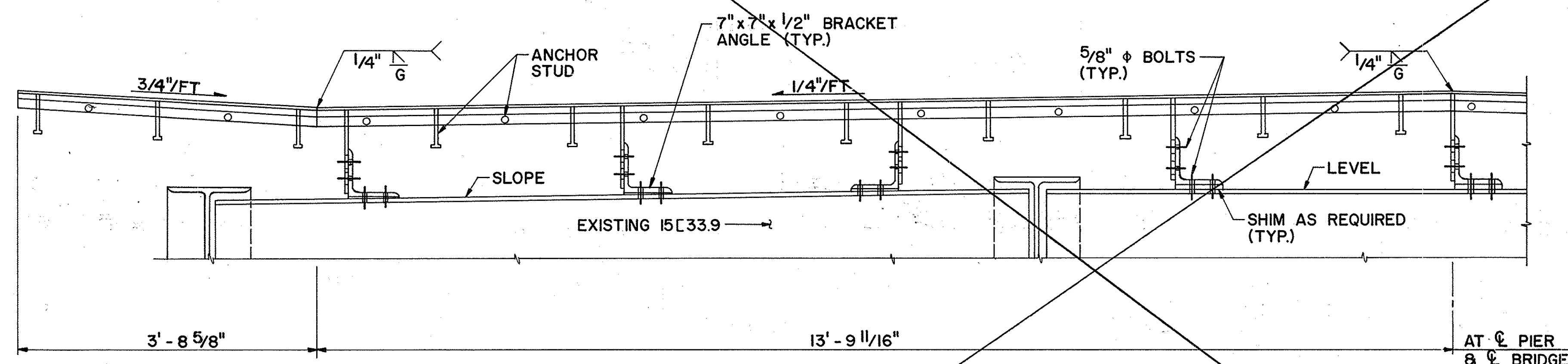
DRAWN BY:
L.F.
CHECKED BY:
T.W. (24)
DATE:
FEB, 1990
DRAWING NUMBER:
W 16

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B

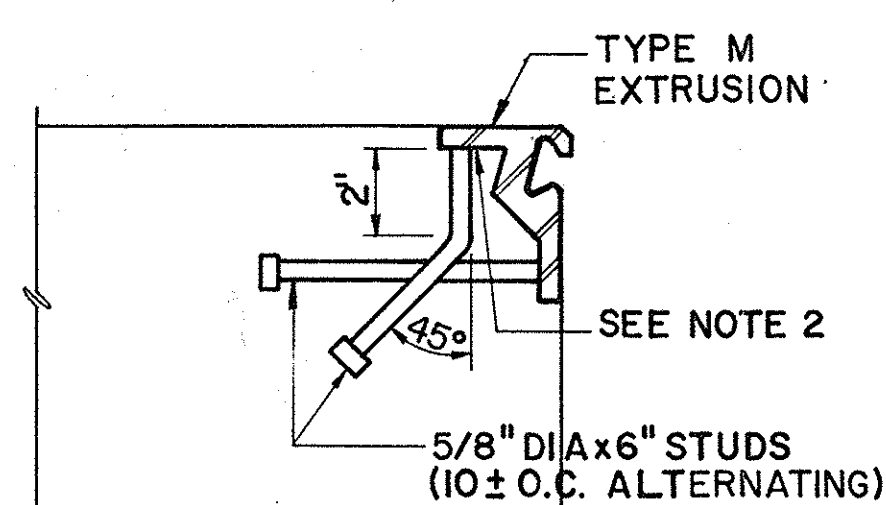


TYPICAL JOINT PLAN
SCALE: 1" = 1'-0"

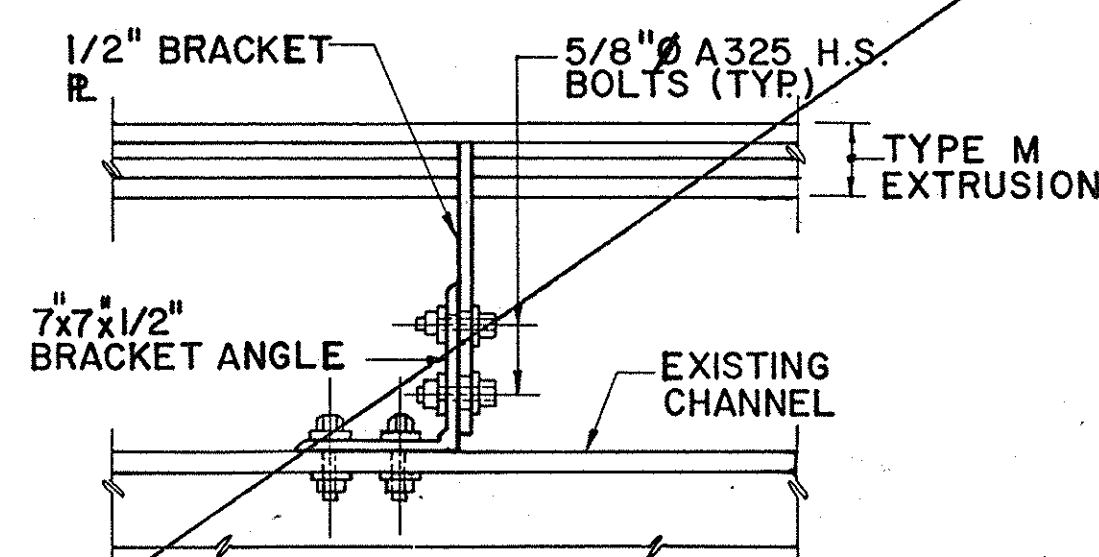


ELEVATION
SCALE: 1" = 1'-0"

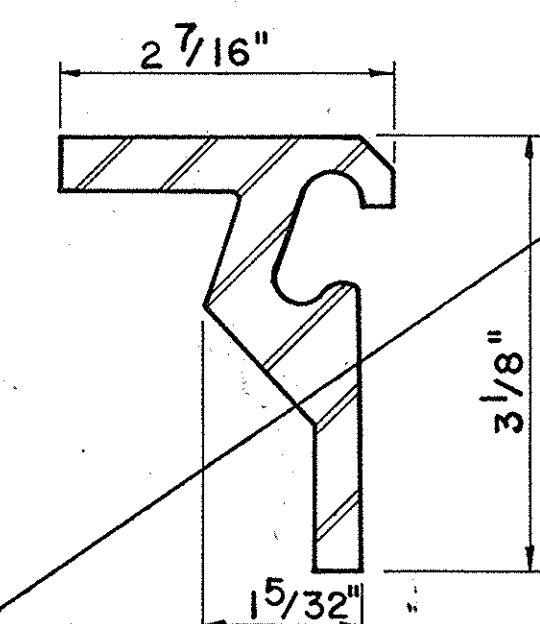
SEE DWG 350-10 FOR EXPANSION JOINT DETAILS (INVERSE)



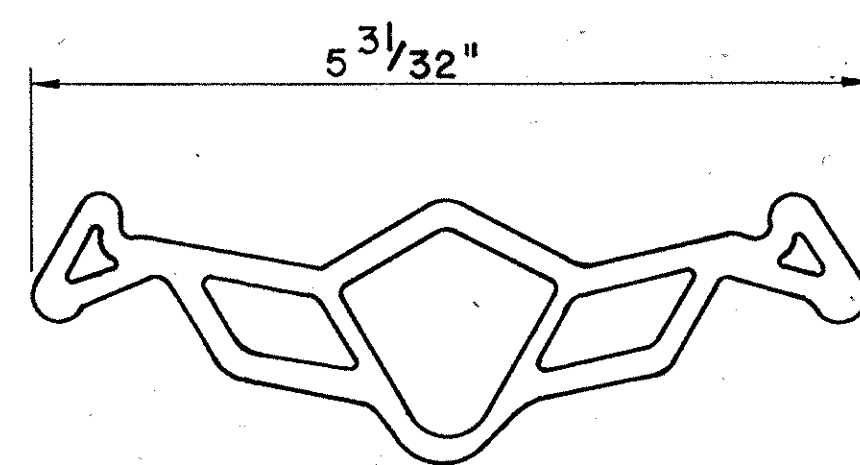
SECTION B-B
SCALE: 3" = 1'-0"



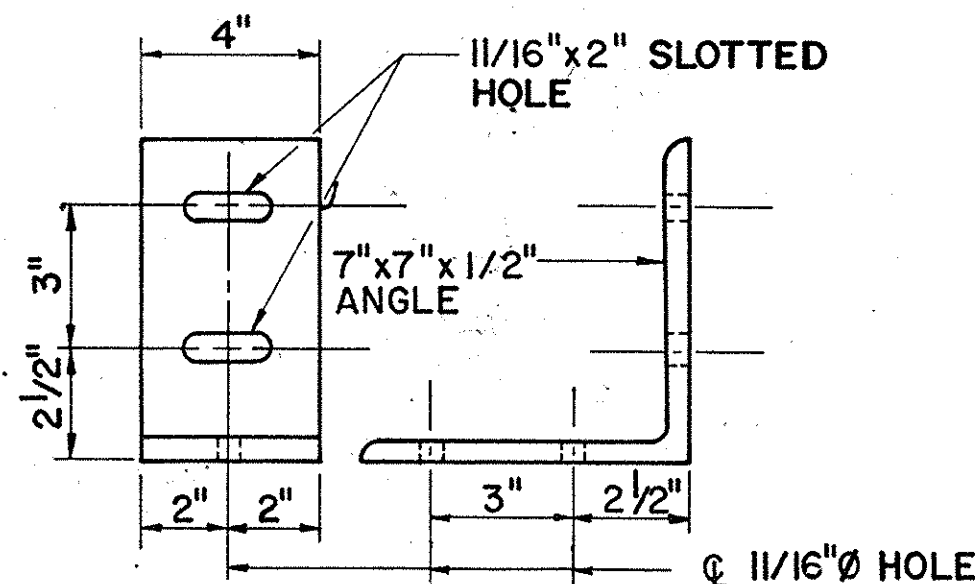
SECTION C-C
SCALE: 1/2" = 1'-0"



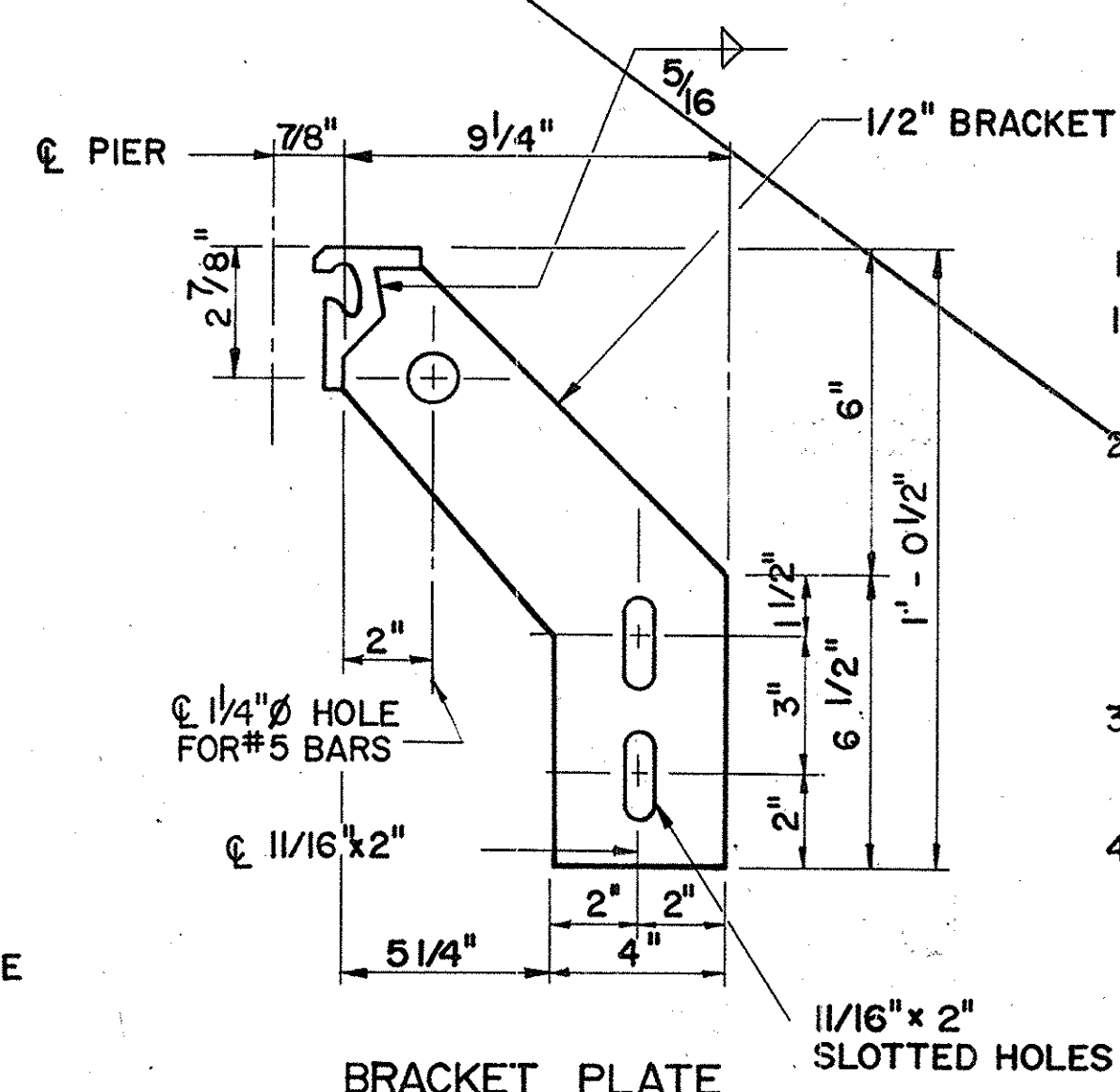
TYPE 'M' EXTRUSION
N.T.S.



TYPE EFE-300 GLAND
N.T.S.



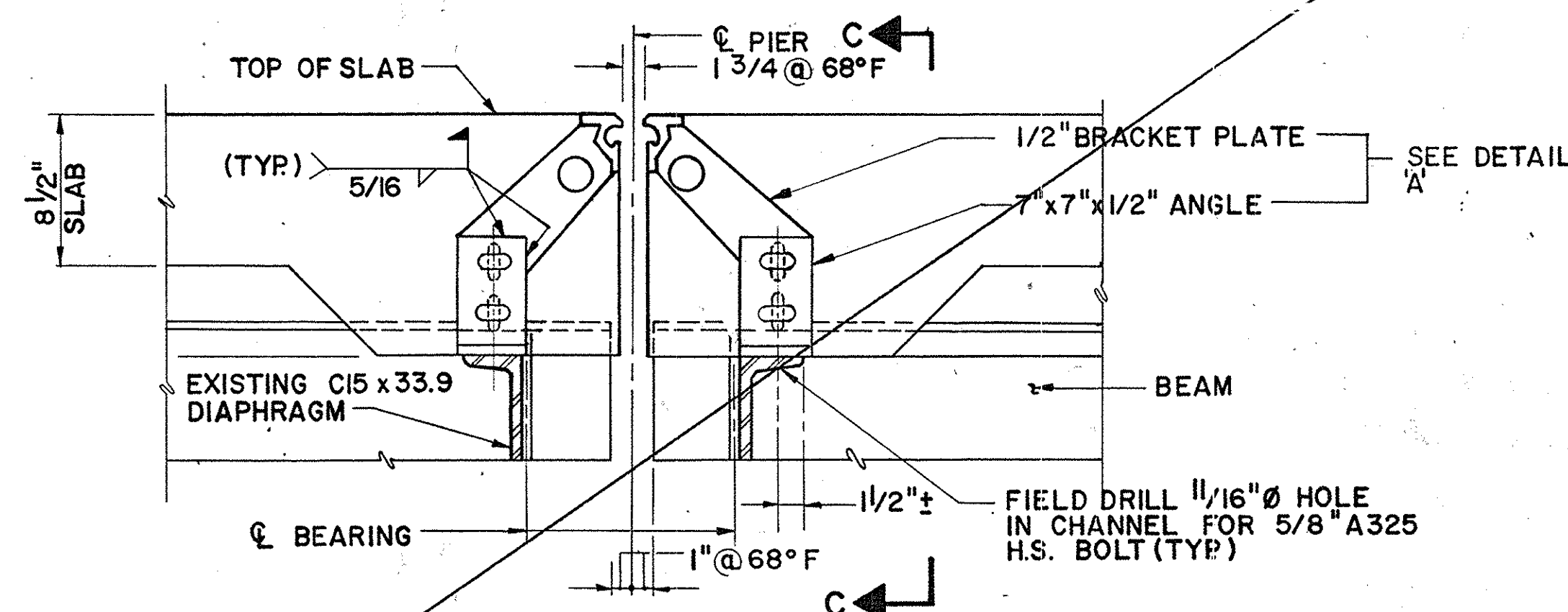
BRACKET ANGLE



DETAIL 'A'
SCALE: 3" = 1'-0"

NOTES:

1. INSTALL 5/8" ϕ ADHESIVE ANCHOR SYSTEM AS PER MANUFACTURERS RECOMMENDATIONS (HILTI HVA 5/8" OR EQUAL)
2. THE CONTRACTOR SHALL VIBRATE AND HARD FINISH IF REQUIRED, THE AREA UNDER THE HORIZONTAL FLANGE OF THE JOINT EXTRUSION TO ENSURE THAT THERE ARE NO VOIDS AS ORDERED BY AND TO THE SATISFACTION OF THE ENGINEER. ANY ADDITIONAL COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS ITEMS IN THE CONTRACT.
3. THE NEOPRENE STRIP SEAL (TYPE EFE-300) SHALL BE ONE PIECE FROM FASCIA TO FASCIA NO SPLICES WILL BE PERMITTED.
4. THE COST OF ALL WORK AND MATERIAL INCLUDING FIELD DRILLING MOUNTING HOLES, FIELD WELDING, ADHESIVE ANCHOR STUDS, ETC. SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 25567.3970.

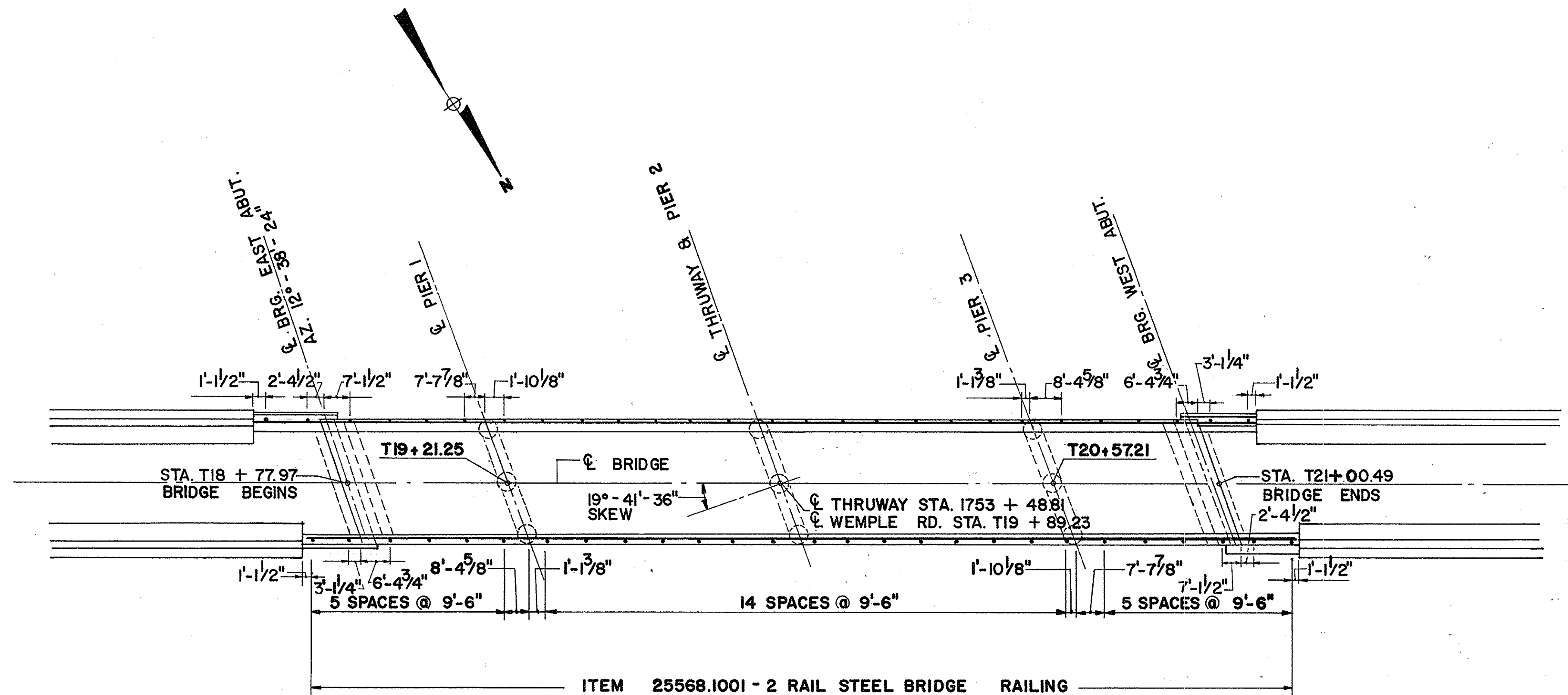


SECTION A-A
SCALE: 1/2" = 1'-0"

AS-BUILT REVISIONS		
1/93	Exp Jt. Details	CAT. Δ
SIGNATURE		DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT REHABILITATION OF WEMPLE RD. BRIDGE		
LOCATION OF PROJECT MP 138.04, ALBANY COUNTY		
TITLE OF DRAWING EXPANSION JOINT DETAILS		
DRAWN BY: V.E.M.		
CHECKED BY: T.W. <i>Rad</i>		
DATE: FEB, 1990		
DRAWING NUMBER: W18		

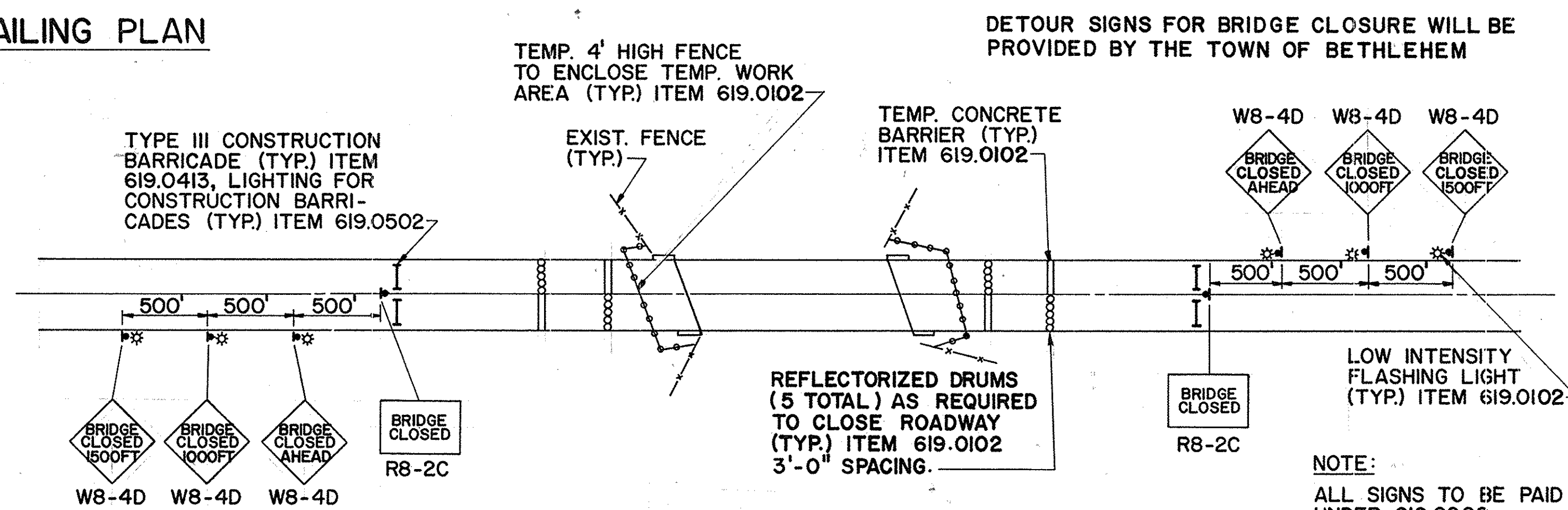
JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B



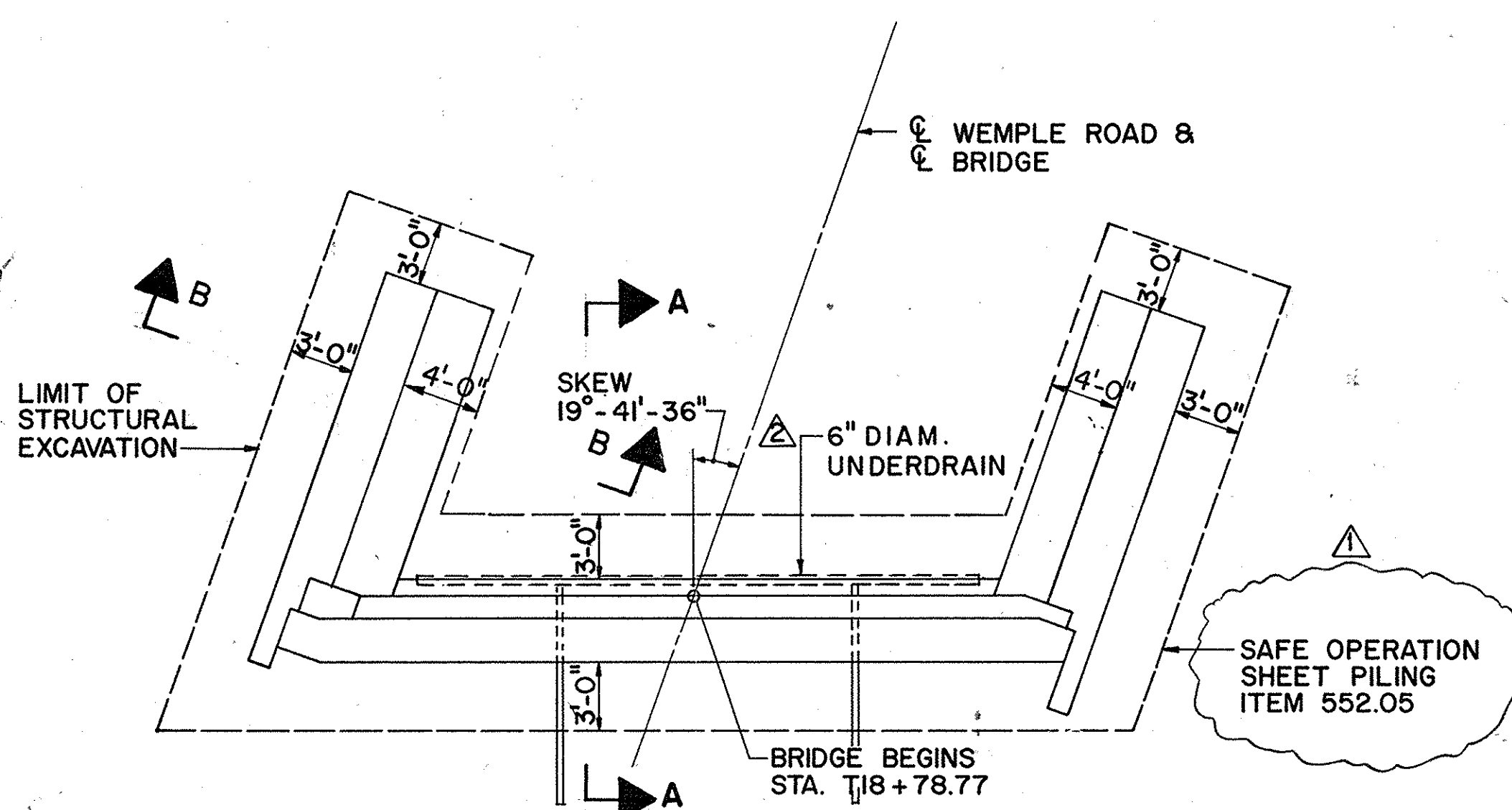
NOTE:
FOR APPROACH GUIDE RAIL PLAN SEE DWG. M2.

PROPOSED BRIDGE RAILING PLAN
SCALE: 1" = 20'

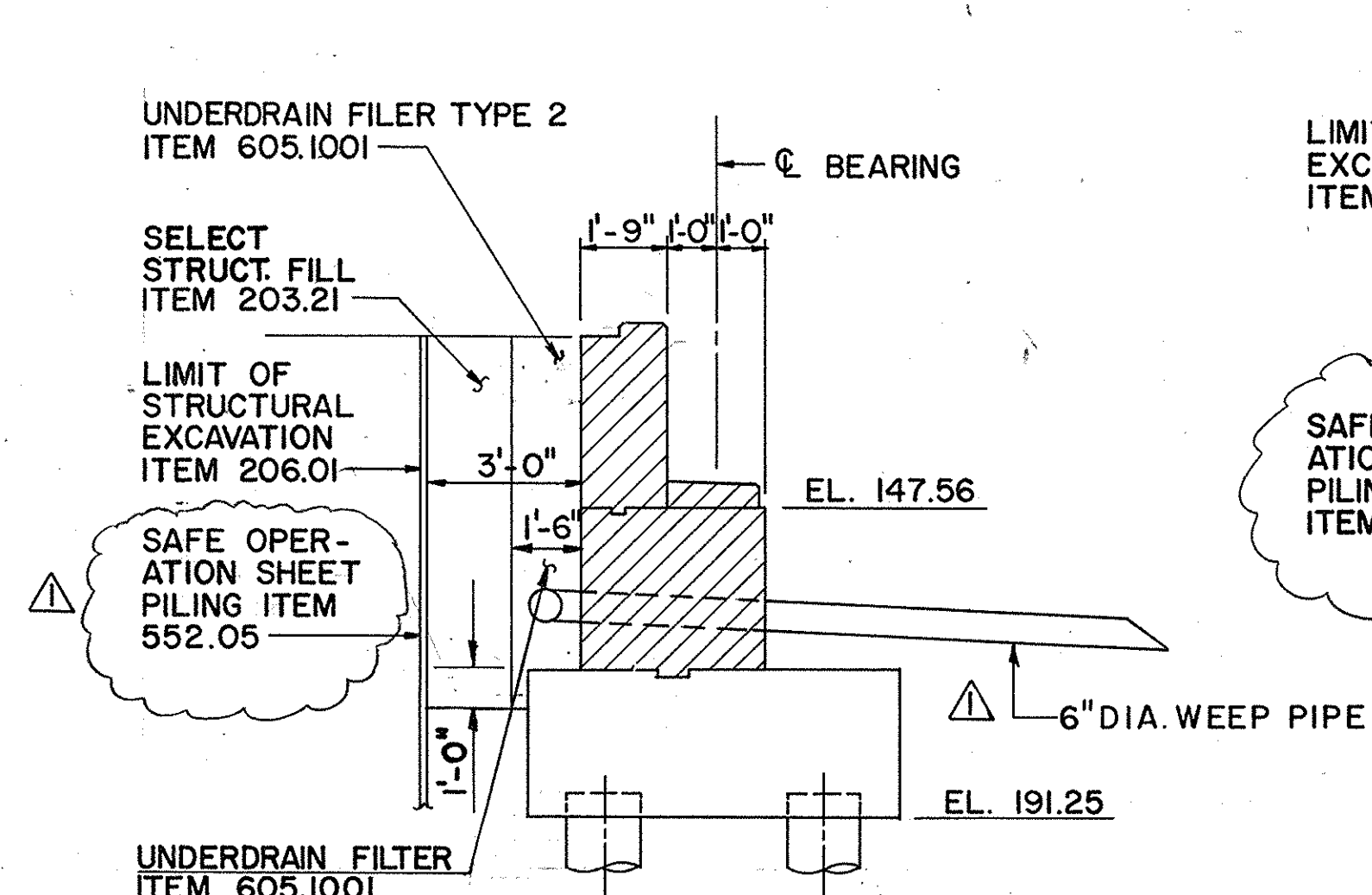


NOTE:
ALL SIGNS TO BE PAID UNDER 619.0202

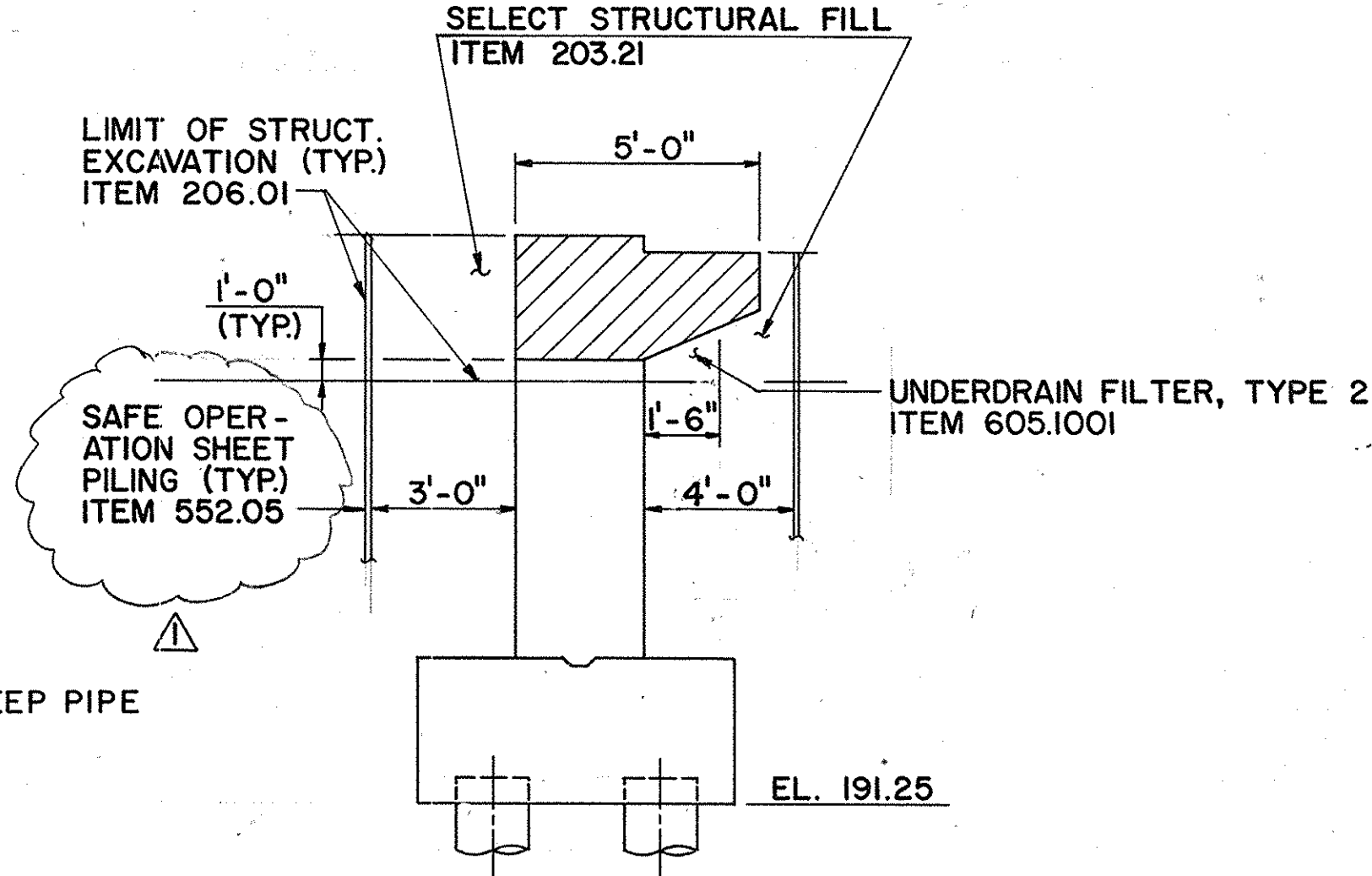
BRIDGE CLOSURE - MAINTENANCE OF TRAFFIC PLAN
N.T.S.



EXCAVATION PLAN - WEST ABUTMENT
(EAST ABUTMENT SIMILAR)
N.T.S.



SECTION A-A
N.T.S.

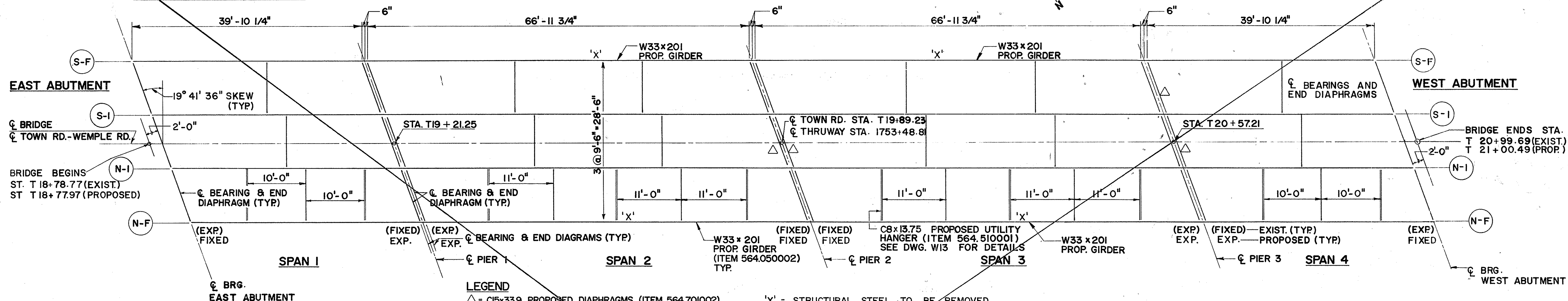


SECTION B-B
N.T.S.

AS-BUILT REVISIONS			
1/93	Add 6" Underdrain	C.A.T.	△
1/93	Item Not Used	C.A.T.	△
SIGNATURE		DATE 2-16-93	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REHABILITATION OF WEMPLE RD. BRIDGE			
LOCATION OF PROJECT MP. 138.04, ALBANY COUNTY			
TITLE OF DRAWING BRIDGE RAILING AND MISC. DETAILS			
DRAWN BY: B.A.		CHECKED BY: T.W. RND	
DATE: FEB, 1990		DRAWING NUMBER: W17	
JACKSON AND TULL CHARTERED ENGINEERS		TAA 90-14B	

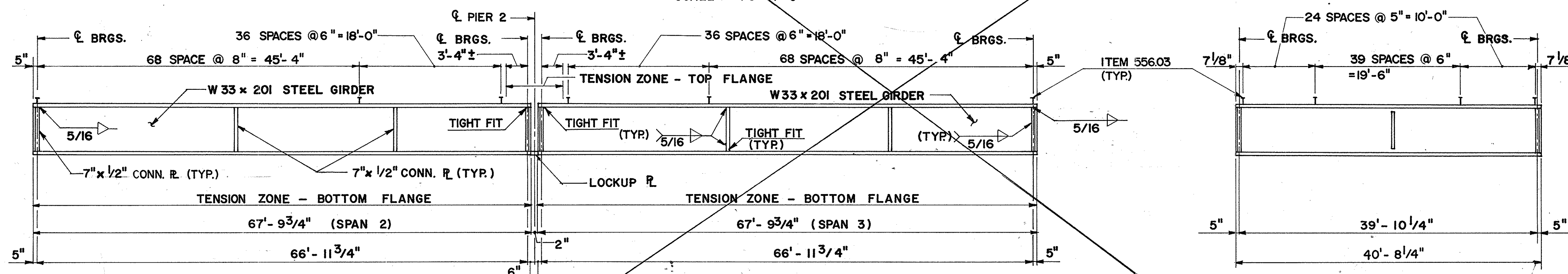
STRINGER LIST		
SPAN	S-F, N-F	S-I, N-I
1 & 4	33WF130	36WF170
2 & 3	W33x201 PROP GIRDER	36WF230 R. 14 x 7/8 = 39'-4"

SEE DWG. 350-8 FOR INVERSE FRAMING PLAN



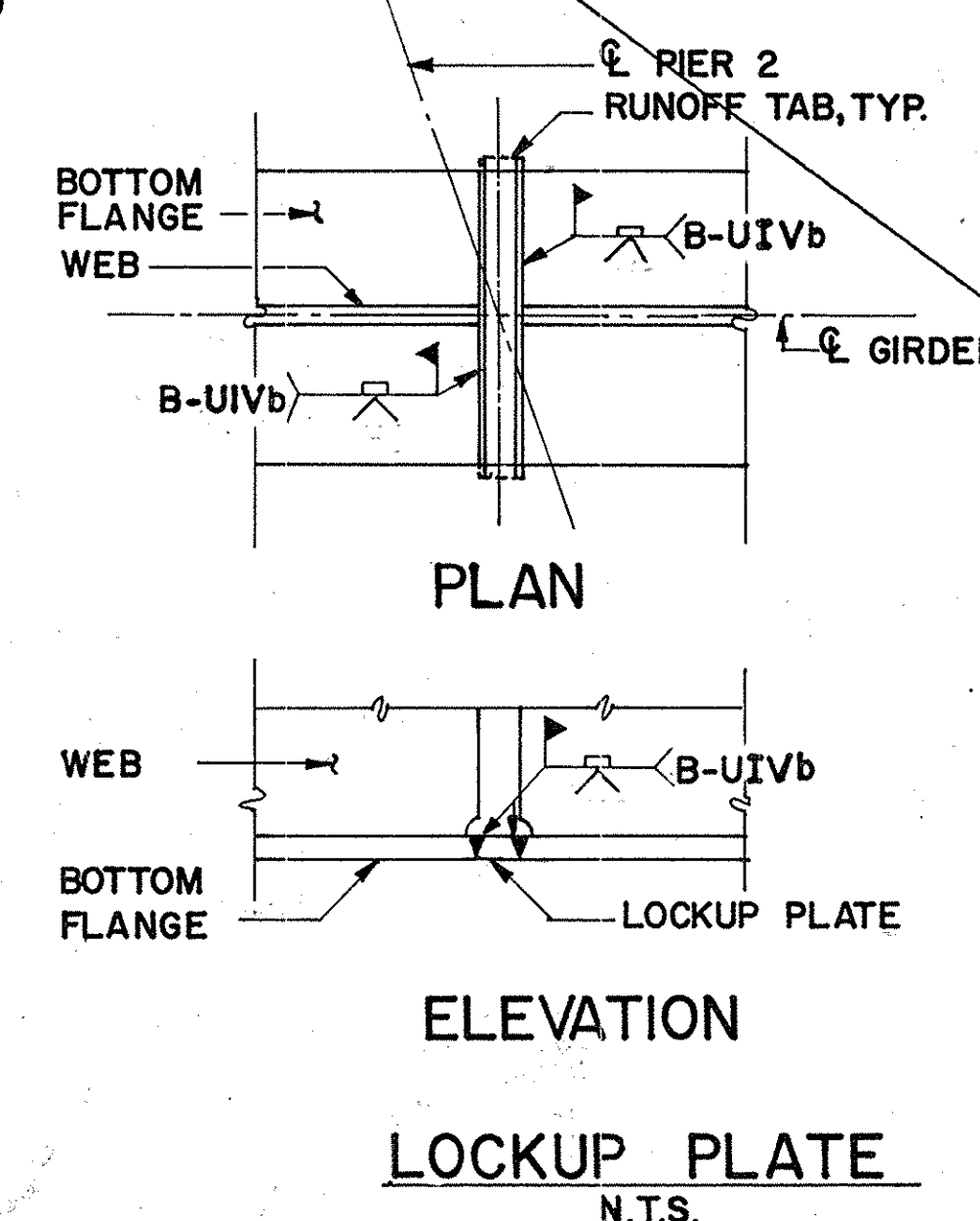
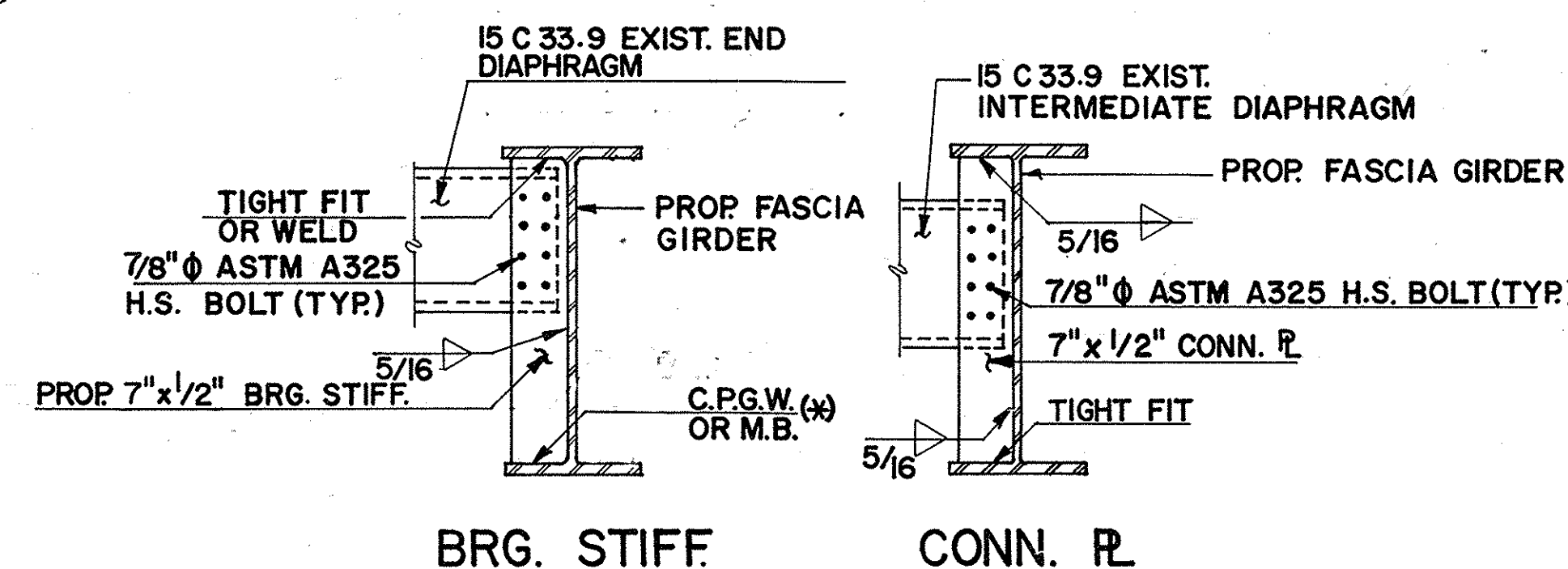
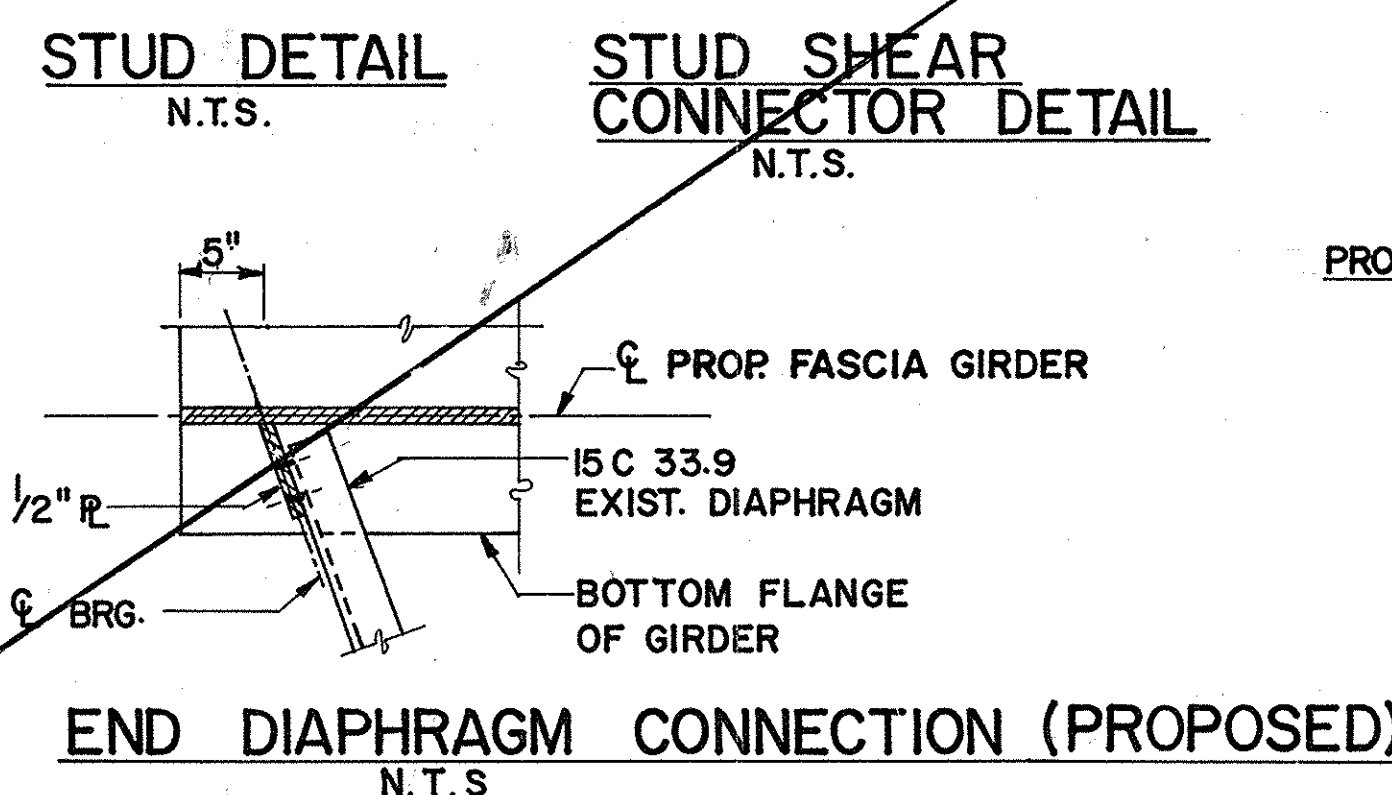
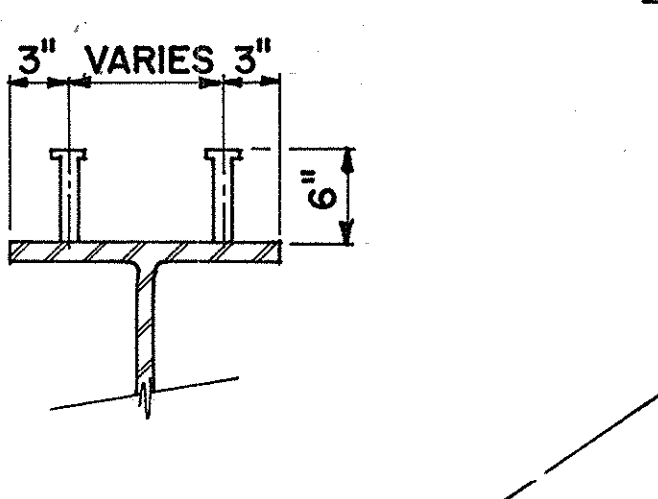
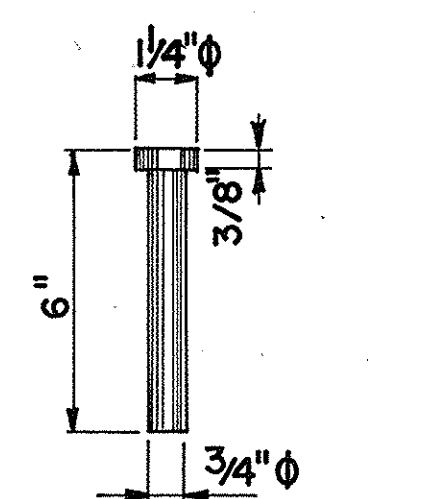
FRAMING PLAN (EXISTING AND PROPOSED)

SCALE: 1/8" = 1'-0"



NOTES

- ALL PROPOSED BOLTS SHALL BE 7/8" Ø ASTM A325 H.S. BOLTS.
- THE CONNECTION DETAIL OF EXIST. GIRDERS NOT SHOWN.
- EXIST. SHEAR CONNECTORS ARE NOT SHOWN FOR DETAILS SEE DWG.
- ALL PROP GIRDER STEEL SHALL BE ASTM A-572, GRADE 50 PAID UNDER ITEM 564.050002
- STUD SHEAR CONNECTORS SHALL BE PAID UNDER ITEM 556.03.
- THE LOCATIONS OF THE PROPOSED DIAPHRAGMS SHALL MATCH THOSE OF THE EXISTING DIAPHRAGMS WHICH ARE TO BE REMOVED, THE REMOVAL IS TO BE PAID FOR UNDER THE VARIOUS ITEMS IN THE CONTRACT.
- ALL EXIST. GIRDER STEEL TO BE REMOVED SHALL BE PAID UNDER ITEM 589.520002.
- THE PROPOSED UTILITY HANGERS SHALL BE PAID UNDER ITEM 564.510001 AND THE LOCATION AND ARRANGEMENT OF UTILITY HANGERS MAY BE MODIFIED TO SUIT FIELD CONDITIONS, WITH APPROVAL OF ENGINEER.



NOTES - LOCKUP PLATE

- MAKE LOCKUP PLATE FULL WIDTH OF BOTTOM FLANGE. PROVIDE RUN-OFF TABS AS REQUIRED FOR WELDING. REMOVE AFTER WELDING AND GRIND SMOOTH.
- THE LOCKUP PLATE THICKNESS SHALL MATCH THE THICKNESS OF THE BEAM FLANGES AND THE WIDTH SHALL MATCH THE DISTANCE BETWEEN THE ENDS OF THE STRINGERS AT THE TIME OF INSTALLATION. CONTRACTOR TO MEASURE IN FIELD.
- THE LOCKUP PLATES MUST BE INSTALLED AFTER THE NEW STRUCTURAL SLAB, ASPHALTIC WEARING SURFACE AND BRIDGE RAIL ETC. HAVE BEEN INSTALLED BUT PRIOR TO THE OPENING TO TRAFFIC.
- LOCKUP PLATES SHALL BE PROVIDED FOR ALL FACIA & INTERIOR GIRDERS OVER PIER 2 AND PAID UNDER ITEM 25564.0601.

AS-BUILT REVISIONS	
1/93	Inverse Framing Plan C.A.I. △
 SIGNATURE DATE 2-16-93	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAIN TENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REHABILITATION OF WEMPLE ROAD BRIDGE LOCATION OF PROJECT MP 138.04, ALBANY COUNTY TITLE OF DRAWING STEEL FRAMING PLAN AND DETAILS	
	DRAWN BY: B.A. CHECKED BY: T.W. RAD DATE: FEB. 1990 DRAWING NUMBER: W19
JACKSON AND TULL CHARTERED ENGINEERS TAA 90-14B	

HAUNCH TABLE					SPAN 1			SPAN 2			SPAN 3			SPAN 4		
					℄ BRGS.	MID SPAN	℄ BRGS.	℄ BRGS.	MID SPAN	℄ BRGS.	℄ BRGS.	MID SPAN	℄ BRGS.	℄ BRGS.	MID SPAN	℄ BRGS.
GIRDER S-F	A) REQ'D. BOTTOM OF SLAB ELEVATION				201.65	202.05	202.37	202.39	202.76	202.91	202.91	202.85	202.58	202.56	202.29	201.95
	B) TOP OF STEEL ELEV. (FIELD MEAS.)															
	C) = A) - B)															
	D) CONCRETE + S.D.L. DEFLECTION				—	0.02	—	—	0.11	—	—	0.11	—	—	0.02	—
	E) DEPTH OF HAUNCH REQ'D. = C) + D) (FT.)															
GIRDER S-I	A) REQ'D. BOTTOM OF SLAB ELEVATION				201.92	202.31	202.62	202.63	202.98	203.11	203.11	203.03	202.73	202.72	202.43	202.08
	B) TOP OF STEEL ELEV. (FIELD MEAS.)															
	C) = A) - B)															
	D) CONCRETE + S.D.L. DEFLECTION				—	0.02	—	—	0.08	—	—	0.08	—	—	0.02	—
	E) DEPTH OF HAUNCH REQ'D. = C) + D) (FT.)															
GIRDER N-I	A) REQ'D. BOTTOM OF SLAB ELEVATION				201.99	202.36	202.66	202.68	203.00	203.11	203.11	203.01	202.69	202.68	202.38	202.01
	B) TOP OF STEEL ELEV. (FIELD MEAS.)															
	C) = A) - B)															
	D) CONCRETE + S.D.L. DEFLECTION				—	0.02	—	—	0.08	—	—	0.08	—	—	0.02	—
	E) DEPTH OF HAUNCH REQ'D. = C) + D) (FT.)															
GIRDER N-F	A) REQ'D. BOTTOM OF SLAB ELEVATION				201.86	202.22	202.51	202.52	202.83	202.92	202.92	202.79	202.45	202.44	202.13	201.74
	B) TOP OF STEEL ELEV. (FIELD MEAS.)															
	C) = A) - B)															
	D) CONCRETE + S.D.L. DEFLECTION				—	0.02	—	—	0.11	—	—	0.11	—	—	0.02	—
	E) DEPTH OF HAUNCH REQ'D. = C) + D) (FT.)															

CAMBER TABLE		SPANS 2 & 3
GIRDERS S-F & N-F		MID POINT
①	VERTICAL CURVE (FT.)	0.11
②	STEEL D.L. (FT.)	0.03
③	CONCRETE D.L. (FT.)	0.10
④	SUPERIMPOSED D.L. (FT.)	0.01
TOTAL		0.25

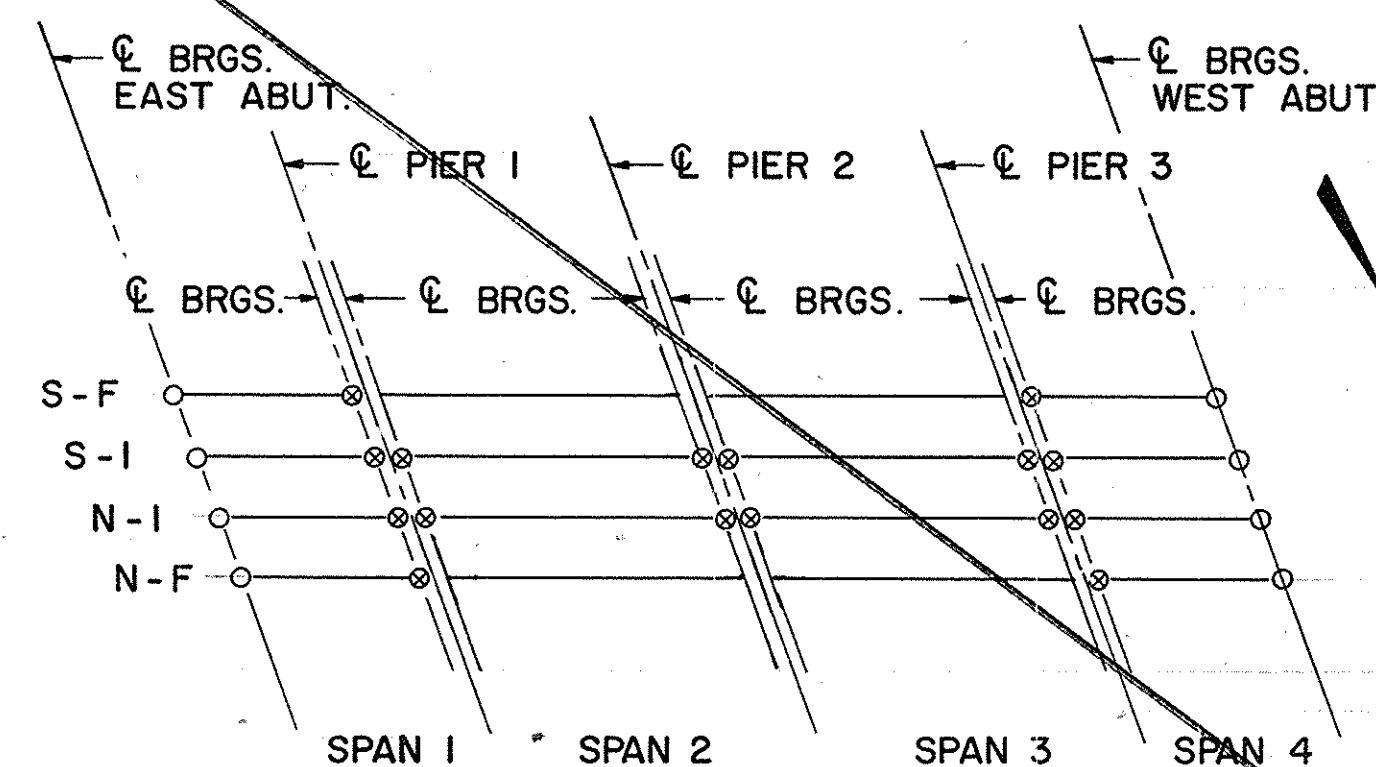
MOMENT & SHEAR TABLE		SPANS 2 & 3		
		℄ BRG. (PIERS 1,3)	MID SPAN	℄ BRG. (PIER 2)
DL	MOMENT	0.0	631.3	9.5
	SHEAR	37.8	0.1	38.1
SDL	MOMENT	0.0	100.8	39.7
	SHEAR	6.6	0.6	7.8
LL (+)	MOMENT	0.0	737.4	9.3
	SHEAR	56.9	24.6	73.4
LL (-)	MOMENT	0.0	-164.6	-369.4
	SHEAR	-4.9	-28.4	-0.2

LL MOMENTS AND SHEARS INCLUDE IMPACT
MOMENTS ARE EXPRESSED AS FOOT KIPS
SHEARS ARE EXPRESSED AS KIPS

⊗ JACKING LOAD (KIPS)								
GIRDER	EAST ABUT.	PIER 1		PIER 2		PIER 3		WEST ABUT.
		SPAN 1	SPAN 2	SPAN 2	SPAN 3	SPAN 3	SPAN 4	
S-F & N-F	2.99	2.99	—	—	—	—	2.99	2.99
S-I & N-I	3.90	3.90	10.45	10.45	10.45	10.45	3.90	3.90

NOTE : ⊗ JACKING LOADS INCLUDE ONLY THE STEEL FRAME. CONCRETE SLAB AND SIDEWALK SHOULD BE REMOVED PRIOR TO JACKING.

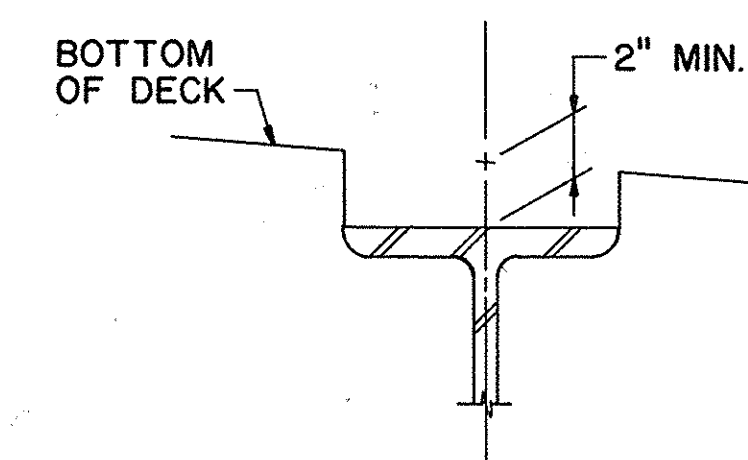
△ SEE DWG. 350-12 FOR TABLE OF DEFLECTIONS (INVERSE)



PLAN OF LIFTING POINTS AND GIRDER LAYOUT
N.T.S.

NOTES:

- - DENOTES LIFT POINT - STRUCTURAL LIFTING OPERATION TYPE A, ITEM 585.0102
- ⊗ - DENOTES LIFT POINT - STRUCTURAL LIFTING OPERATION TYPE B, ITEM 585.0202
- FOR JACKING LOADS, SEE TABLE, THIS SHEET



HAUNCH DETAIL
N.T.S.

AS-BUILT REVISIONS			
1/93	Table of Defl.	C.A.T.	△
		2-16-93	DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REHABILITATION OF WEMPLE ROAD BRIDGE			
LOCATION OF PROJECT MP 138.04, ALBANY COUNTY			
TITLE OF DRAWING			
HAUNCH TABLE AND JACKING LOAD TABLE			
	DRAWN BY: L.F.		
	CHECKED BY: T.W. Tull		
	DATE: FEB, 1990		
	DRAWING NUMBER: W 20		

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B



N.T.S.



ANCHOR BOLTS, WASHERS AND NUTS SHALL MEET THE REQUIREMENTS OF § 723-60. THEY SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF MATERIAL SPECIFICATION 719-01, "GALVANIZED COATINGS AND REPAIR METHODS." THEIR COST (INCLUDING GALVANIZING) AND THE COST OF WASHER PLATES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEMS.

ANTS



MAXIMUM DESIGN REACTIONS (KIPS)				
LOCATION	BEARING	DL + SDL	LL + I	TOTAL
PIER	EXPANSION	54.4	66.2	120.6
	FIXED	55.6	84.1	139.7
ABUTMENT	FIXED	29.4	61.9	91.3



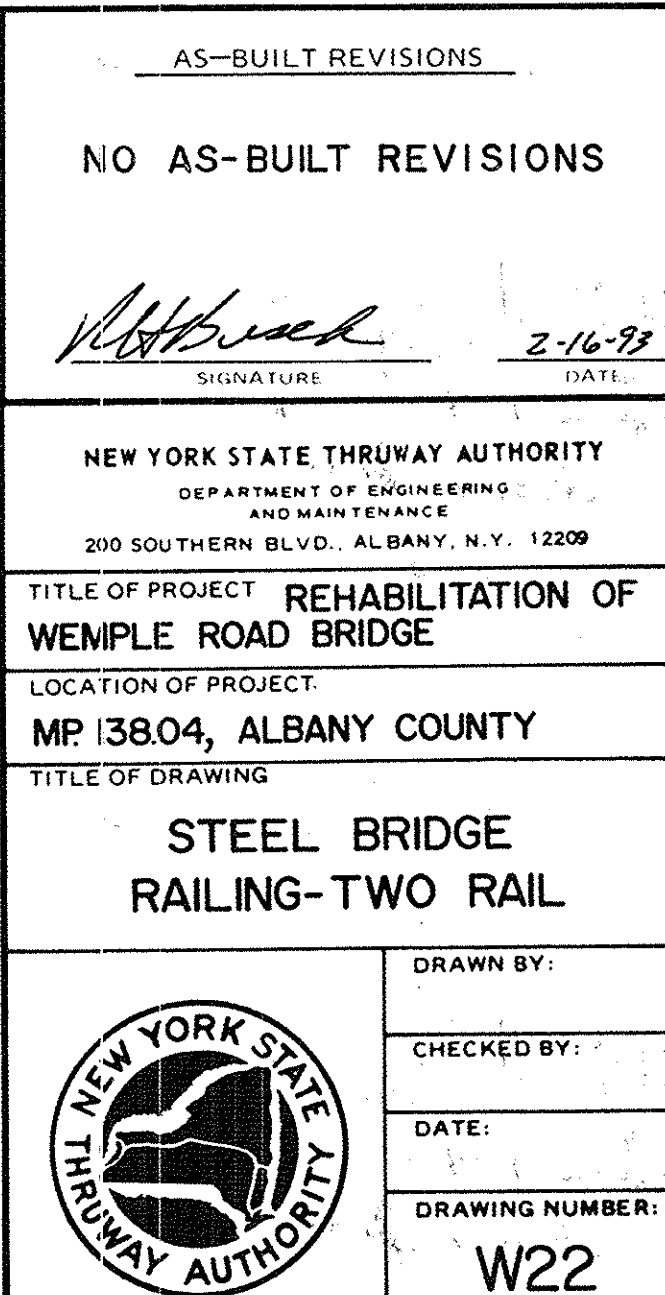
2 SEE DWG. 350-II FOR ELASTOMERIC BEARING DETAILS (INVERSE)



- NOTES:

1. THE BEARINGS ARE DESIGNED SO THAT THE SUPER-STRUCTURE MAY BE ERECTED WHEN THE AMBIENT AIR TEMPERATURE IS WITHIN THE RANGE 40°F TO 90°F.
2. THE HARDNESS (SHORE 'A' DUROMETER) OF THE ELASTOMETER MATERIAL SHALL BE 50±10.
3. CONCRETE SURFACES UNDER THE BEARINGS SHALL CONFORM TO SECTION 565-3.02 "CONCRETE BEARING SURFACE PREPARATION" OF THE NEW YORK STATE STANDARD SPECIFICATIONS.
4. THE CONTINUOUS WELD CONNECTING THE LOAD PLATE TO THE BOTTOM FLANGE (OR SOLE PLATE) SHALL BE ALLOWED TO COOL AFTER EACH PASS. HOWEVER, THE TEMPERATURE OF THE STEEL ADJACENT TO THE ELASTOMER SHALL NOT EXCEED 200°F. TEMPERATURE SHALL BE CONTROLLED BY WELDING PROCEDURES AND TEMPERATURE INDICATING CRAYONS OR OTHER DEVICES APPROVED BY THE ENGINEER.
5. THE COST FOR THE BEARINGS SHALL BE PAID FOR UNDER ITEM 565.2002.
ALL MATERIAL AND WORK SHALL CONFORM TO THE SPECIFICATIONS FOR THE ABOVE ITEM.
6. SHIM PLATE MAY BE REQUIRED FOR HIGH SIDE BEARINGS.

AS-BUILT REVISIONS			
1/93	Elast. Brg. Details	C.M.T.	<u>2</u>
1/93	Dim's - Amend. No. 2	C.M.T.	<u>1</u>
 SIGNATURE		Z-16-93 DATE	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT		REHABILITATION OF	
WEMPL		RD. BRIDGE	
LOCATION OF PROJECT			
MP 138.04, ALBANY COUNTY			
TITLE OF DRAWING			
ELASTOMERIC BEARING DETAILS			
		DRAWN BY:	
		M.J.	
		CHECKED BY:	
		T.W. <i>ms</i>	
		DATE:	
		FEB, 1990	
		DRAWING NUMBER:	
		W 21	
TAA 90 - 14 B			

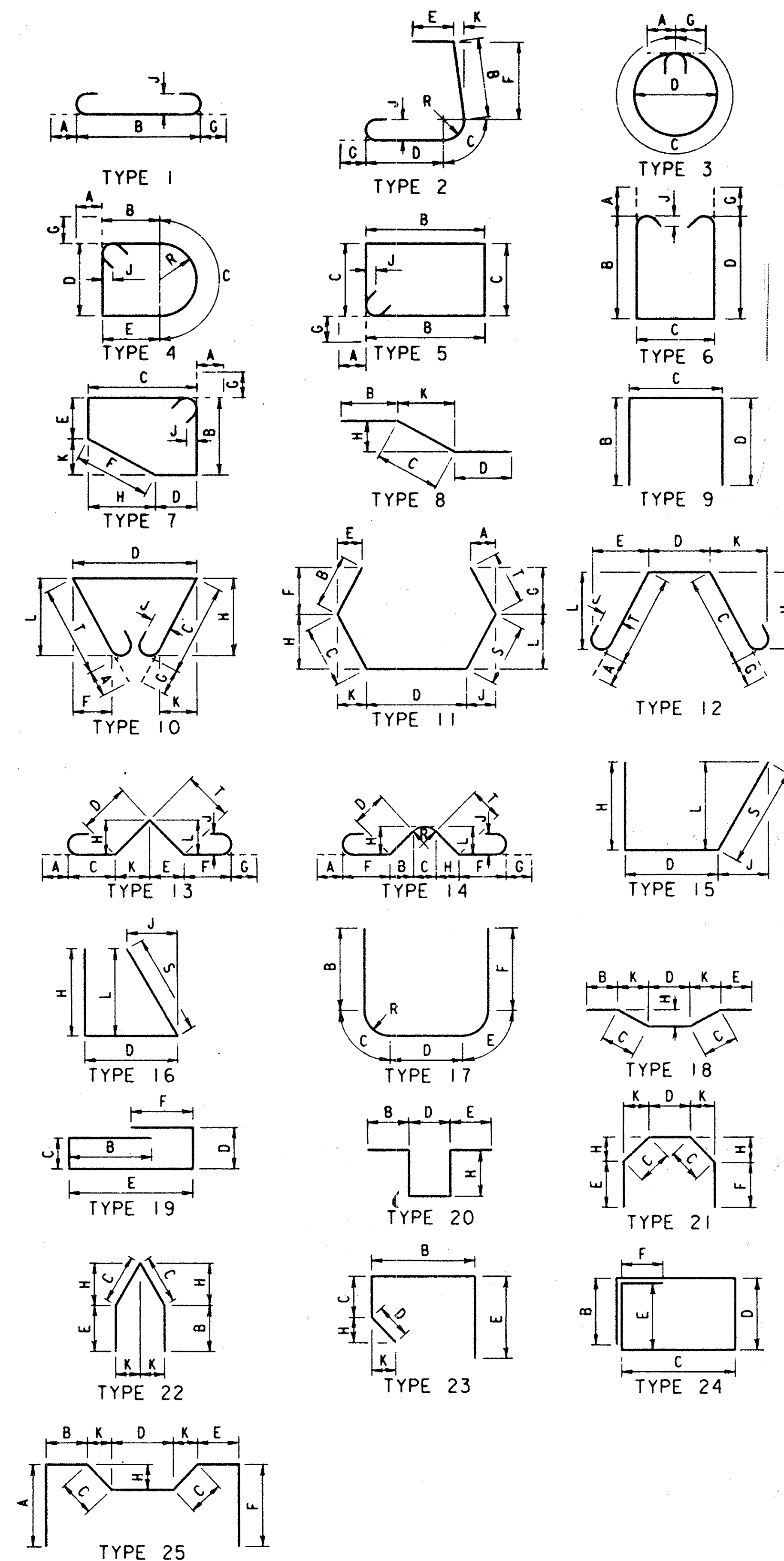


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* AVERAGE LENGTH

NOTE: SEE DWG. W25FI FOR REVISED BAR LISTS
(INVERSE)

BAR BENDING DIAGRAMS



BAR BENDING DIAGRAMS

ALL BAR DIMENSIONS OUT TO OUT UNLESS OTHERWISE INDICATED.

EXPLANATION OF BAR MARKS

FIRST OR FIRST AND SECOND CHARACTER INDICATE SIZE OF BAR. FIRST ALPHABETIC CHARACTER INDICATES STRUCTURE UNIT. IF FOLLOWED BY LETTER 'E' - BAR IS EPOXY COATED. REMAINDER IS SEQUENTIAL LISTING OF BAR MARKS.

STRUCTURE UNIT

- A - ABUTMENT
C - CULVERT
F - FOUNDATION PILE
H - HIGHWAY APPROACH SLAB
P - PIER
R - RIGID FRAME, ARCH
S - SUPERSTRUCTURE
W - WALL (ISOLATED)

AS-BUILT REVISIONS			
1/93	Rev. Bar List	C.A.T.	△
 SIGNATURE		2-16-93 DATE	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 220 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REHABILITATION OF WEMPLE ROAD BRIDGE			
LOCATION OF PROJECT MP 138.04, ALBANY COUNTY			
TITLE OF DRAWING BAR LIST 1 OF 8 4			
	DRAWN BY: G.D.		
	CHECKED BY: T.W. <i>RWD</i>		
	DATE: FEB, 1990		
	DRAWING NUMBER: W 23		
TAA 90 -14B			

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152153

AS-BUILT REVISIONS

1/93	Rev. Bar Lists	C.A.T	L
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K. B. Usek 2-16-92
SIGNATURE DATE

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT REHABILITATION OF
WEMPLE ROAD BRIDGE

LOCATION OF PROJECT
MP 138.04, ALBANY COUNTY

TITLE OF DRAWING	
------------------	--

BAR LIST
2 OF 84



DRAWN BY:
V.E.M.

CHECKED BY:
T. W.

DATE: FEB. 1990

DRAWING NUMBER:

W 24

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90 - 14B

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H	J	K	L	R	S	T
PIER 3 - COLUMN										PIERS (CONT.)								
8PE1	54	17'-7"	1	2535	11"	16'-8"					0		8"					
4PE2	42	11'-10"	3	332	5"		11'-0"	3'-6"			5"		3"					
SUBTOTAL EPOXY COATED BARS THIS POUR 2,870 LBS.																		
PIER 3 CAP																		
9PE3	2	36'-2"	1	246	1'-3"	33'-8"					1'-3"		12"					
9PE4	2	35'-9"	1	243	1'-3"	33'-3"					1'-3"		12"					
9PE5	2	35'-2"	1	239	1'-3"	32'-8"					1'-3"		12"					
9PE6	2	33'-6"	1	228	1'-3"	31'-0"					1'-3"		12"					
11PE7	2	39'-8"	9	422		3'-0"	33'-8"	3'-0"										
11PE8	2	39'-3"	9	417		3'-0"	33'-3"	3'-0"										
11PE9	2	38'-8"	9	411		3'-0"	32'-8"	3'-0"										
11PE10	2	37'-0"	9	393		3'-0"	31'-0"	3'-0"										
5PE11	10	30'-3"	STR.	316														
5PE12	14	9'-6"	4	139	0	2'-0"	5'-6"	0	2'-0"		0		0			1'-9"		
4PE13	60	13'-8"	5	548	5"	3'-8"	2'-9"				5"		3"					
5PE22	8	14'-0"	9	117		3'-8"	3'-8"	3'-8"										
SUBTOTAL EPOXY COATED BARS THIS POUR 3720 LBS.																		
PIER 3 - PEDESTAL																		
5PE14	4	7'-5"	9	31		2'-0"	3'-5"	2'-0"										
5PE15	12	7'-5"	9	93		2'-0"	3'-5"	2'-0"										
5PE16	4	3'-6"	STR.	15														
5PE17	4	15'-0"	5	63	6"	3'-6"	3'-8"				6"		4"					
5PE18	4	7'-4"	9	31		2'-0"	3'-4"	2'-0"										
5PE19	2	7'-3"	9	15		2'-0"	3'-3"	2'-0"										
5PE20	2	8'-9"	4	18	0	1'-9"	5'-3"	0	1'-9"		0		0			1'-8"		
5PE21	4	13'-6"	4	56	6"	1'-9"	5'-6"	3'-6"	1'-9"		6"		4"			1'-9"		
SUBTOTAL EPOXY COATED BARS THIS POUR 320 LBS.																		
DECK SLAB																		
SPAN 1																		
5SE1	198	10'-2"	9	2100		1'-0"	9"	8'-5"										
5SE2	99	22'-6"	STR.	2323														
5SE3	99	34'-7"	STR.	3571														
5SE4	24	42'-9"	STR.	1070														
5SE5	45	42'-9"	STR.	2006														
5SE6	15	9'-8"	STR.	151														
5SE7	30	4'-3"	15	133				2'-8"				8"	8"	8"		11"		
5SE8	30	2'-6"	15	78				11"				8"	8"	8"		11"		
5SE9	4	*43'-1"	STR.	180	LENGTH VARIES FROM 42'-11" TO 43'-3"													
5SE10	3	*43'-1"	STR.	135	LENGTH VARIES FROM 42'-11" TO 43'-3"													
5SE11	4	*42'-5"	STR.	177	LENGTH VARIES FROM 42'-3" TO 42'-7"													
5SE12	3	*42'-5"	STR.	133	LENGTH VARIES FROM 42'-3" TO 42'-7"													
5SE17	4	34'-6"	STR.	144														
SUBTOTAL EPOXY COATED BARS THIS POUR 12,200 LBS.																		

* AVERAGE LENGTH

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H	J	K	L	R	S	T
SPAN 2 AND SPAN 3										DECK SLAB (CONT.)								
5SE1	616	10'-2"	9	6534		1'-0"	9"	8'-5"										
5SE2	308	22'-6"	STR.	7228														
5SE3	308	34'-7"	STR.	11109														
5SE6	18	9'-8"	STR.	182														
5SE8	60	2'-6"	15	156				11"				8"	8"	8"		11"		
5SE13	64	46'-6"	STR.	3104														
5SE14	102	46'-6"	STR.	4947														
5SE15	32	46'-6"	STR.	1552														
5SE16	51	46'-6"	STR.	2474														
7SE1	25	38'-0"	STR.	1942														
SUBTOTAL EPOXY COATED BARS THIS POUR 39,230 LBS.																		
SPAN 4																		
5SE1	198	10'-2"	9	2100		1'-0"	9"	8'-5"										
5SE2	99	22'-6"	STR.	2323														
5SE3	99	34'-7"	STR.	3571														
5SE4	24	42'-9"	STR.	1070														
5SE5	45	42'-9"	STR.	2006														
5SE6	15	9'-8"	STR.	151														
5SE7	30	4'-3"	15	133				2'-8"				8"	8"	8"		11"		
5SE8	30	2'-6"	15	78				11"				8"	8"	8"		11"		
5SE9	4	*43'-1"	STR.	180	LENGTH VARIES FROM 42'-11" TO 43'-3"													
5SE10	3	*43'-1"	STR.	135	LENGTH VARIES FROM 42'-11" TO 43'-3"													
5SE11	4	*42'-5"	STR.	177	LENGTH VARIES FROM 42'-3" TO 42'-7"													
5SE12	3	*42'-5"	STR.	133	LENGTH VARIES FROM 42'-3" TO 42'-7"													
5SE17	4	34'-6"	STR.	144														
SUBTOTAL EPOXY COATED BARS THIS POUR 12,200 LBS.																		

NOTE: SEE DWG. W25F1 FOR REVISED BAR LISTS (INVERSE)

AS-BUILT REVISIONS		
1/93	Rev. Bar Lists	C.A.T.
		2-16-93 DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 230 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT REHABILITATION OF WEMPLE ROAD BRIDGE LOCATION OF PROJECT MP 138.04, ALBANY COUNTY TITLE OF DRAWING		
BAR LIST 3 OF 34		
	DRAWN BY: M.J. CHECKED BY: T.W. DATE: FEB. 1990 DRAWING NUMBER: W25	

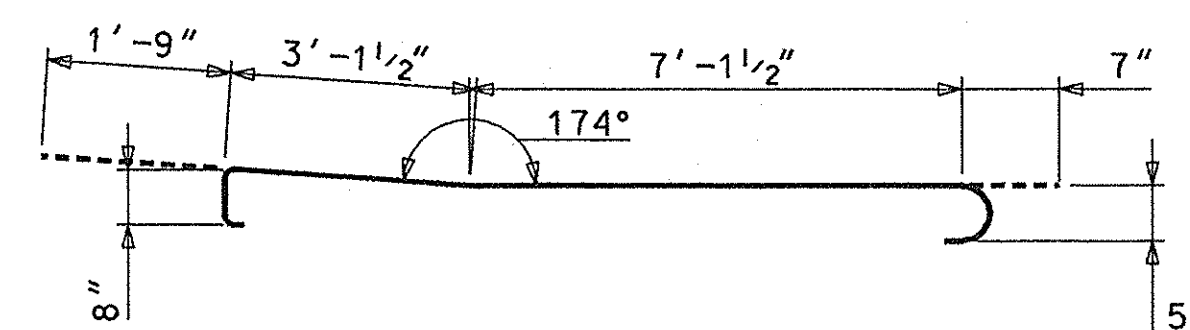
JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B

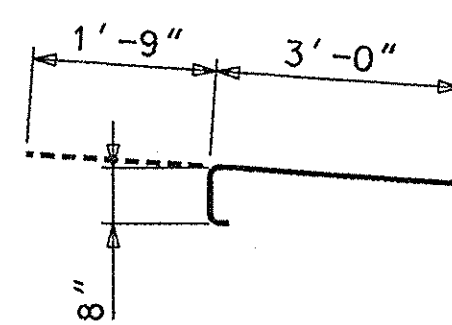
MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	G	J	R
WEMPLE ROAD BAR LIST												
PIER 1 PEDESTALS												
5PE14	4	12'-2"	9	51		2'-11"	6'-4"	2'-11"				
5PE15	18	9'-3"	9	174		2'-11"	3'-5"	2'-11"				
5PE16	0	3'-6"	STR	0								
5PE17	14	20'-10"	5	304	6"	6'-5"	3'-6"			6"	4"	
5PE18	4	8'-10"	9	37		2'-9"	3'-4"	2'-9"				
5PE19	2	8'-9"	9	18		2'-9"	3'-3"	2'-9"				
5PE20	2	8'-9"	4	18	0	1'-9"	5'-3"	0	1'-9"	0	0	1'-8"
5PE21	12	13'-6"	4	169	6"	1'-9"	5'-6"	3'-6"	1'-9"	6"	4"	1'-9"
CAP MODIFICATION AND PEDESTALS												
PIER 2												
5PE23	41	7'-10"	9	335		2'-4"	3'-2"	2'-4"				
5PE24	1	35'-7"	1	95	11"	33'-9"				11"	8"	
5PE25	2	35'-2"	1	188	11"	33'-4"				11"	8"	
5PE26	2	34'-2"	1	183	11"	32'-4"				11"	8"	
5PE27	2	3'-0"	9	7		8"	2'-4"	0				
5PE28	4	6'-3"	9	26		1'-5"	3'-5"	1'-5"				
5PE29	2	2'-0"	9	4		7"	1'-5"	0				
5PE30	2	13'-6"	4	28	6"	1'-9"	5'-6"	3'-6"	1'-9"	6"	4"	1'-9"
5PE31	10	6'-7"	9	69		1'-7"	3'-5"	1'-7"				
5PE32	4	20'-10"	5	87	6"	6'-5"	3'-6"			6"	4"	
PIER 3 PEDESTALS												
5PE14	4	12'-2"	9	51		2'-11"	6'-4"	2'-11"				
5PE15	18	9'-3"	9	174		2'-11"	3'-5"	2'-11"				
5PE16	0	3'-6"	STR	0								
5PE17	14	20'-10"	5	304	6"	6'-5"	3'-6"			6"	4"	
5PE18	4	8'-10"	9	37		2'-9"	3'-4"	2'-9"				
5PE19	2	8'-9"	9	18		2'-9"	3'-3"	2'-9"				
5PE20	2	8'-9"	4	18	0	1'-9"	5'-3"	0	1'-9"	0	0	1'-8"
5PE21	12	13'-6"	4	169	6"	1'-9"	5'-6"	3'-6"	1'-9"	6"	4"	1'-9"
EAST ABUTMENT PEDESTALS												
5AE15	22	7'-5"	9	170		3'-0"	1'-5"	3'-0"				
5AE16	4	8'-9"	9	37		3'-0"	2'-9"	3'-0"				
5AE17	4	11'-8"	9	49		3'-0"	5'-8"	3'-0"				
5AE18	13	9'-8"	5	131	6"	2'-10"	1'-6"			6"	4"	
5AE19	14	15'-6"	5	226	6"	5'-9"	1'-6"			6"	4"	
WEST ABUTMENT PEDESTALS												
5AE15	22	7'-5"	9	170		3'-0"	1'-5"	3'-0"				
5AE16	4	8'-9"	9	37		3'-0"	2'-9"	3'-0"				
5AE17	4	11'-8"	9	49		3'-0"	5'-8"	3'-0"				
5AE18	13	9'-8"	5	131	6"	2'-10"	1'-6"			6"	4"	
5AE19	15	15'-6"	5	243	6"	5'-9"	1'-6"			6"	4"	

MARK	BAR SIZE	QUANTITY	TYPE	LENGTH	A	B
WEMPLE ROAD - SECTION S7						
5SE9	#5 EPOXY	78	STR	10'-8"		
5SE10	#5 EPOXY	12	STR	42'-8"		
5SE13	#5 EPOXY	40	TYPE 1	12'-7"	SEE BELOW	
5SE17	#5 EPOXY	39	TYPE 2	4'-9"	SEE BELOW	
5SE14	#5 EPOXY	12	STR	42'-8"		
5SE21	#5 EPOXY	12	TYPE 3	2'-8"	SEE BELOW	
WEMPLE ROAD - SECTION S8						
5SE1	#5 EPOXY	78	STR	10'-8"		
5SE2	#5 EPOXY	12	STR	42'-8"		
5SE5	#5 EPOXY	12	STR	42'-8"		
5SE8	#5 EPOXY	40	TYPE 4	12'-4"	SEE BELOW	
5SE21	#5 EPOXY	12	TYPE 3	2'-8"	SEE BELOW	
WEMPLE ROAD - SECTION S9						
5SE9	#5 EPOXY	78	STR	10'-8"		
5SE10	#5 EPOXY	12	STR	42'-8"		
5SE13	#5 EPOXY	40	TYPE 1	12'-7"	SEE BELOW	
5SE17	#5 EPOXY	39	TYPE 2	4'-9"	SEE BELOW	
5SE14	#5 EPOXY	12	STR	42'-8"		
5SE21	#5 EPOXY	12	TYPE 3	2'-8"	SEE BELOW	

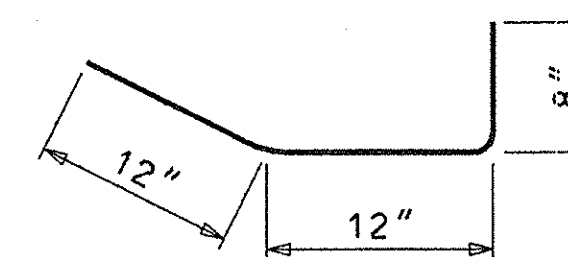
△ BAR LISTS - INVERSE SET DECK PANELS
(SEE DWG. 350-5 FOR LAYOUT OF PANELS)



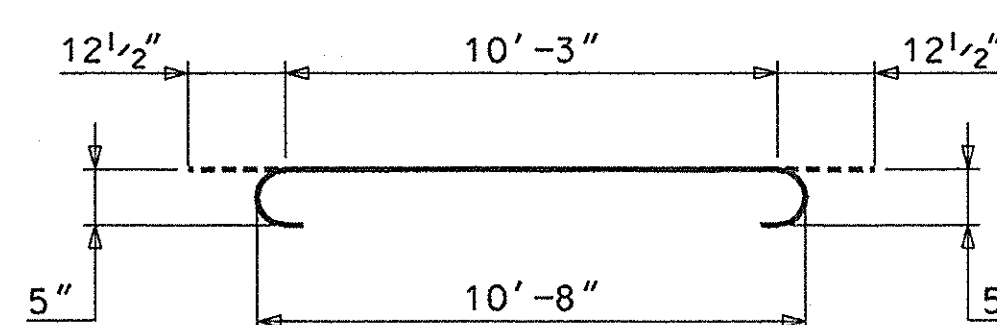
TYPE 1 BAR



TYPE 2 BAR



TYPE 3 BAR



TYPE 4 BAR

MARK	BAR SIZE	QUANTITY	TYPE	LENGTH	A	B
WEMPLE ROAD - SECTION S10						
5SE9	#5 EPOXY	137	STR	10'-8"		
5SE11	#5 EPOXY	12	STR	42'-8"		
5SE12	#5 EPOXY	12	STR	27'-0"		
* 5SE13	#5 EPOXY	68	TYPE 1	12'-7"	SEE BELOW	
5SE15	#5 EPOXY	68	STR	42'-8"		
5SE16	#5 EPOXY	68	STR	27'-0"		
* 5SE17	#5 EPOXY	68	TYPE 2	4'-9"	SEE BELOW	
* 5SE21	#5 EPOXY	24	TYPE 3	2'-8"	SEE BELOW	
* - BEND 1 AND TEST FOR FIT - ADJUST ACCORDINGLY						
WEMPLE ROAD - SECTION S11						
5SE1	#5 EPOXY	135	STR	10'-8"		
5SE3	#5 EPOXY	12	STR	42'-8"		
5SE4	#5 EPOXY	12	STR	27'-0"		
5SE6	#5 EPOXY	68	TYPE 4	12'-4"	SEE BELOW	
5SE7	#5 EPOXY	12	STR	42'-8"		
5SE8	#5 EPOXY	12	STR	27'-0"		
5SE17	#5 EPOXY	24	TYPE 3	2'-8"	SEE BELOW	
WEMPLE ROAD - SECTION S12						
5SE9	#5 EPOXY	137	STR	10'-8"		
5SE11	#5 EPOXY	12	STR	42'-8"		
5SE12	#5 EPOXY	12	STR	27'-0"		
* 5SE13	#5 EPOXY	68	TYPE 1	12'-7"	SEE BELOW	
5SE15	#5 EPOXY	68	STR	42'-8"		
5SE16	#5 EPOXY	68	STR	27'-0"		
* 5SE17	#5 EPOXY	68	TYPE 2	4'-9"	SEE BELOW	
* 5SE21	#5 EPOXY	12	TYPE 3	2'-8"	SEE BELOW	
* - BEND 1 AND TEST FOR FIT - ADJUST ACCORDINGLY						

AS-BUILT REVISIONS

1/93 REV. BAR LISTS-INVERSE SET C.A.T. △

R. H. Bush 2-16-93
SIGNATURE DATE

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

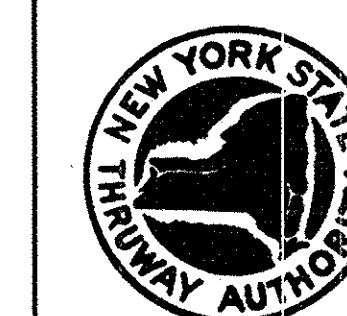
TITLE OF PROJECT REHABILITATION OF
WEMPLE ROAD BRIDGE

LOCATION OF PROJECT

M.P. 138.04, ALBANY COUNTY

TITLE OF DRAWING

BAR LIST
4 OF 4



DRAWN BY:

CADD/HLJ

CHECKED BY:

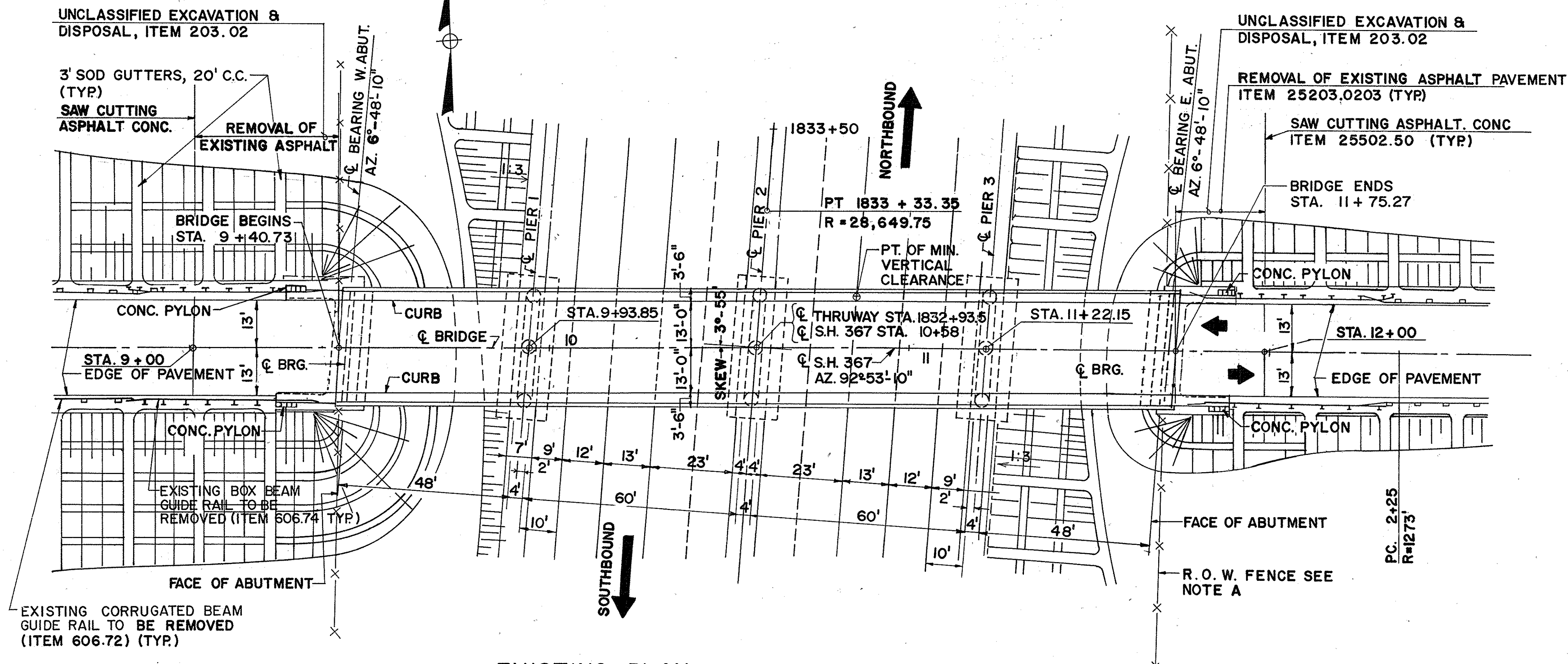
DATE:

DRAWING NUMBER:

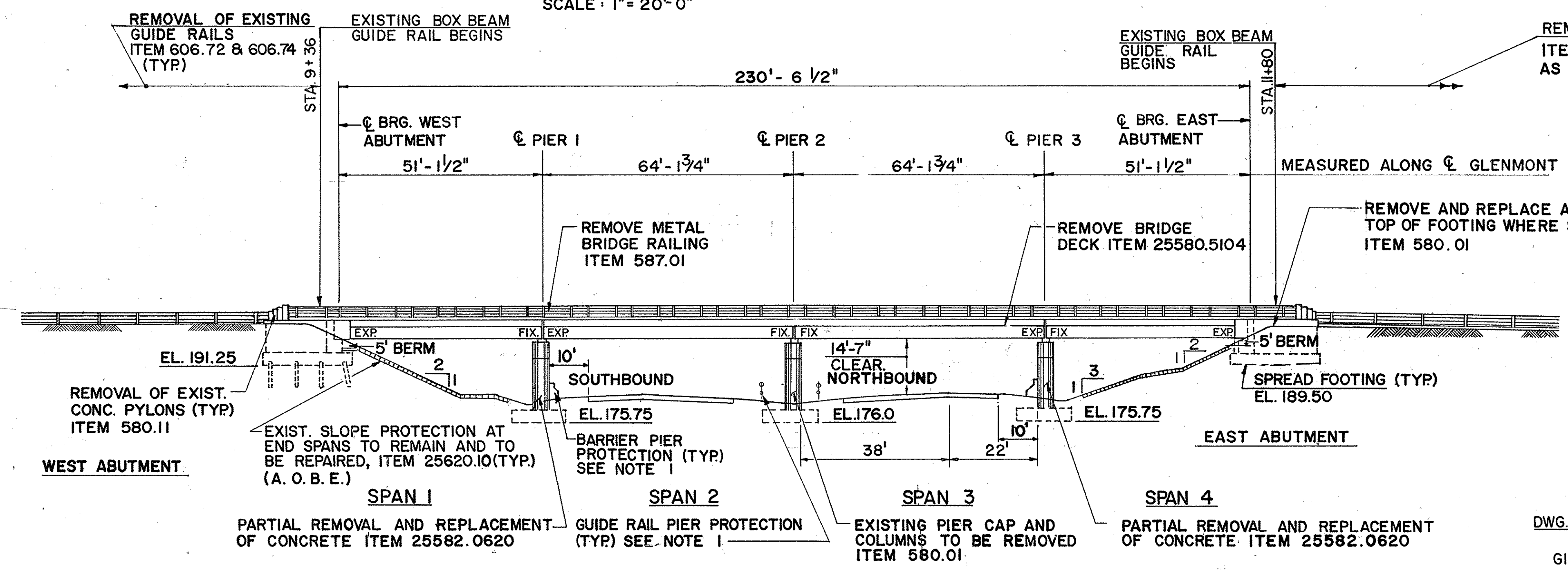
W25F1

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B

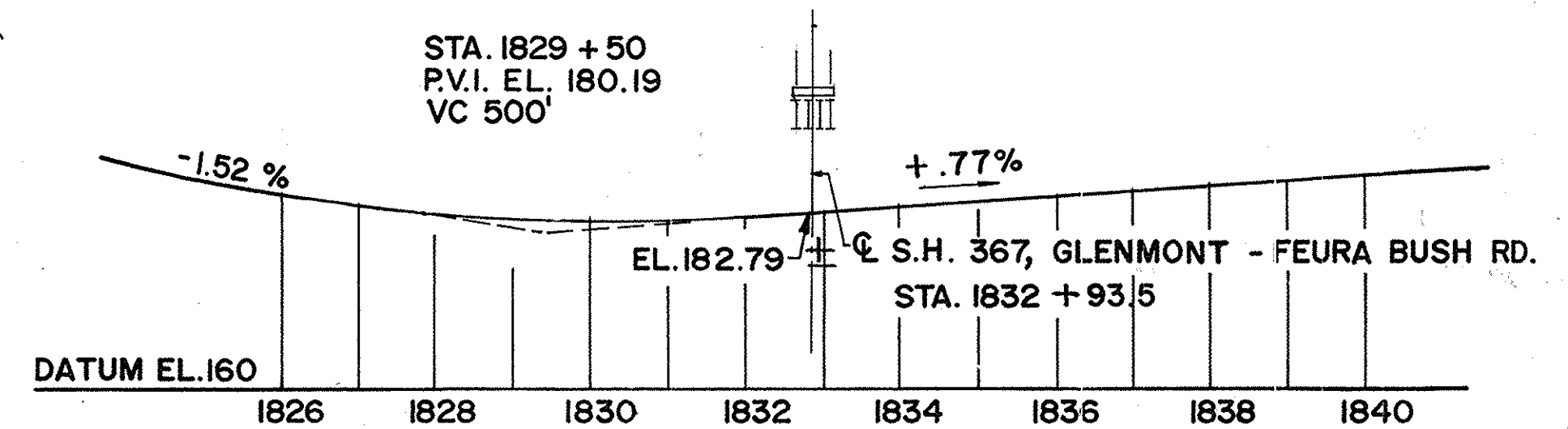


EXISTING PLAN
SCALE: 1" = 20'-0"

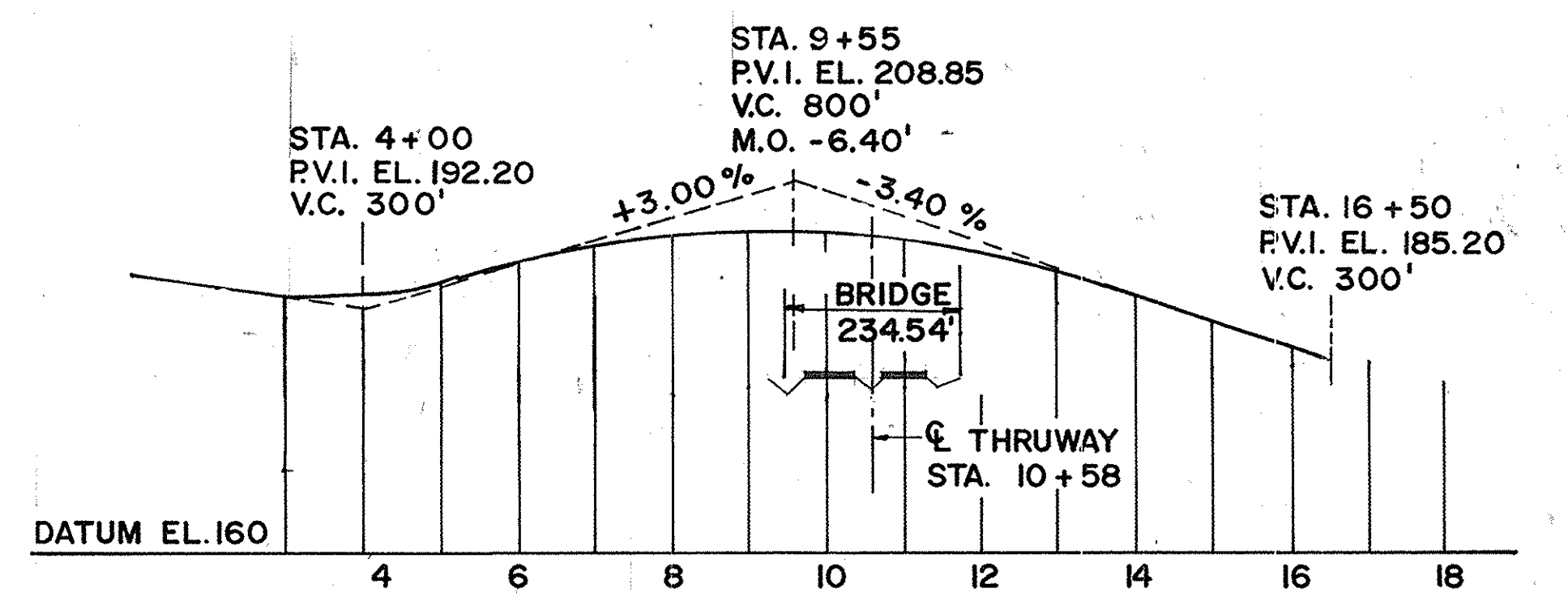


EXISTING ELEVATION
SCALE: 1" = 20'-0"

NOTE A:
EXISTING R.O.W. FENCE MAY BE REMOVED AS ORDERED BY THE ENGINEER TO FACILITATE CONSTRUCTION. FENCE SHALL BE RESET IN ITS ORIGINAL POSITION AS SOON AS POSSIBLE. COST FOR REMOVING AND RESETTING R.O.W. FENCE SHALL BE PAID FOR UNDER VARIOUS ITEMS.



THRUWAY PROFILE
SCALE: HORIZ. 1" = 200'-0"
VERT. 1" = 20'-0"



STATE HIGHWAY 367 - PROFILE (ORIGINAL DESIGN)*
GLENMONT - FEURA BUSH
SCALE: HORIZ. 1" = 200'-0"
VERT. 1" = 20'-0"

* PROFILE SHOWN IS TAKEN FROM 1951 ORIGINAL DESIGN DRAWING. FOR THE CURRENT EXISTING PROFILE (1989 SURVEY) SEE DWG. 62

- NOTES:
1. THE BARRIER AND GUIDE RAIL PIER PROTECTIONS ALONG THE PIER, SHALL BE REMOVED AND RESET UNDER ITEM 25606.3251 AND 606.55 (SEE DWG. M1)
 2. ALL ELEVATIONS SHOWN ON THIS SHEET HAVE BEEN TAKEN FROM THE ORIGINAL DESIGN AS PER RECORD PLANS.
 3. FOR EXISTING CROSS SECTION, SEE DWG. G14

LIST OF DRAWINGS

DWG. NO.	TITLE OF DRAWING	DWG. NO.	TITLE OF DRAWING
G1	PLAN AND ELEVATION - EXISTING	G18	BRIDGE RAILING AND MISCELLANEOUS DETAILS
G2	PLAN AND ELEVATION - PROPOSED	G19	EXPANSION JOINTS PLAN, ELEVATION AND DETAILS
G3	ESTIMATE OF QUANTITIES	* G20	APPROACH SLAB - PROPOSED
G4	TYPICAL SECTIONS	G21	STEEL FRAMING PLAN AND DETAILS
G5	CONSTRUCTION STAGES	G22	HAUNCH TABLE AND JACKING LOAD TABLE
G6	EAST ABUTMENT - EXISTING	G23	ELASTOMERIC BEARING DETAILS
G7	EAST ABUTMENT - PROPOSED	G24	MAINTENANCE OF TRAFFIC
G8	WEST ABUTMENT - EXISTING	G25	STEEL BRIDGE RAILING - TWO RAIL 1 OF 2
G9	WEST ABUTMENT - PROPOSED	G26	STEEL BRIDGE RAILING - TWO RAIL 2 OF 2
G10	PIER ELEVATION - EXISTING	G27	BAR LIST - 1 OF 4
G11	PIER DETAILS AND ELEVATION - EXISTING	G28	BAR LIST - 2 OF 4
G12	PIER ELEVATION - PROPOSED	G29	BAR LIST - 3 OF 4
G13	PIER DETAILS - PROPOSED	G30	BAR LIST - 4 OF 4
G14	EXISTING AND PROPOSED CROSS SECTIONS		
G15	DECK SLAB PLAN - PROPOSED		
G16	DECK SECTIONS AND DETAILS		
G17	DETAILS		

* G19/F1 EXPANSION JOINTS AT PIERS 1 AND 3
* G19/F2 BILL OF MATERIALS (EXP. JTS.)

JACKSON AND TULL
CHARTERED ENGINEERS

AS-BUILT REVISIONS		
1/93	REV. LIST OF DWGS	C.A.T.
SIGNATURE: <i>[Signature]</i> DATE: 2-16-93		
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT: REHABILITATION OF GLENMONT ROAD BRIDGE		
LOCATION OF PROJECT: MP 139.54, ALBANY COUNTY		
TITLE OF DRAWING: PLAN AND ELEVATION, EXISTING		
DRAWN BY: M.J.	CHECKED BY: T.W.	DATE: FEB. 1990
DRAWING NUMBER: G1		TAA 90-148

NEW ASPHALT PAVING

ITEM (403.13
25403.1702) (TYP)
304.03LIMIT OF NEW
ASPHALT PAVINGAPPROACH
SLAB ITEM
25555.0404
(TYP.)

AZ. 6°-48'-10" (TYP.)

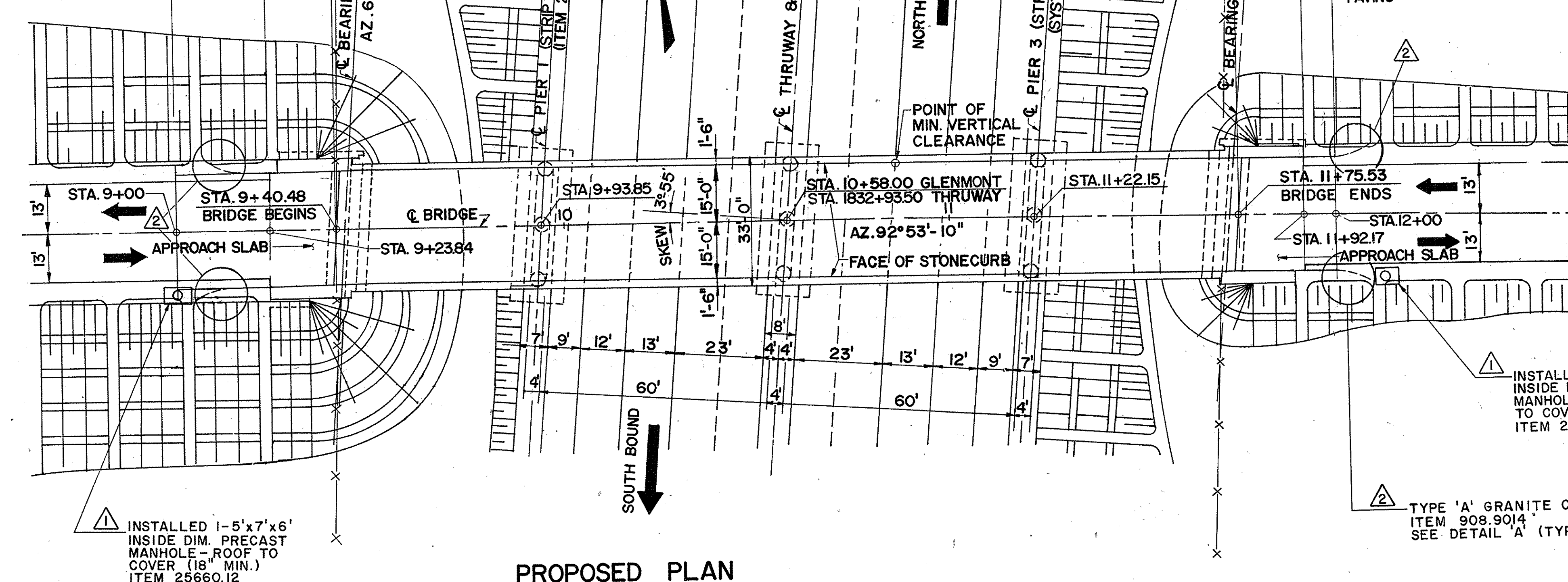
PIER 1 (STRIP SEAL JOINT SYSTEM)
(ITEM 25667.3970)

THRUWAY & PIER 2

PIER 3 (STRIP SEAL JOINT)
(SYSTEM ITEM 25667.3970)POINT OF
MIN. VERTICAL
CLEARANCE

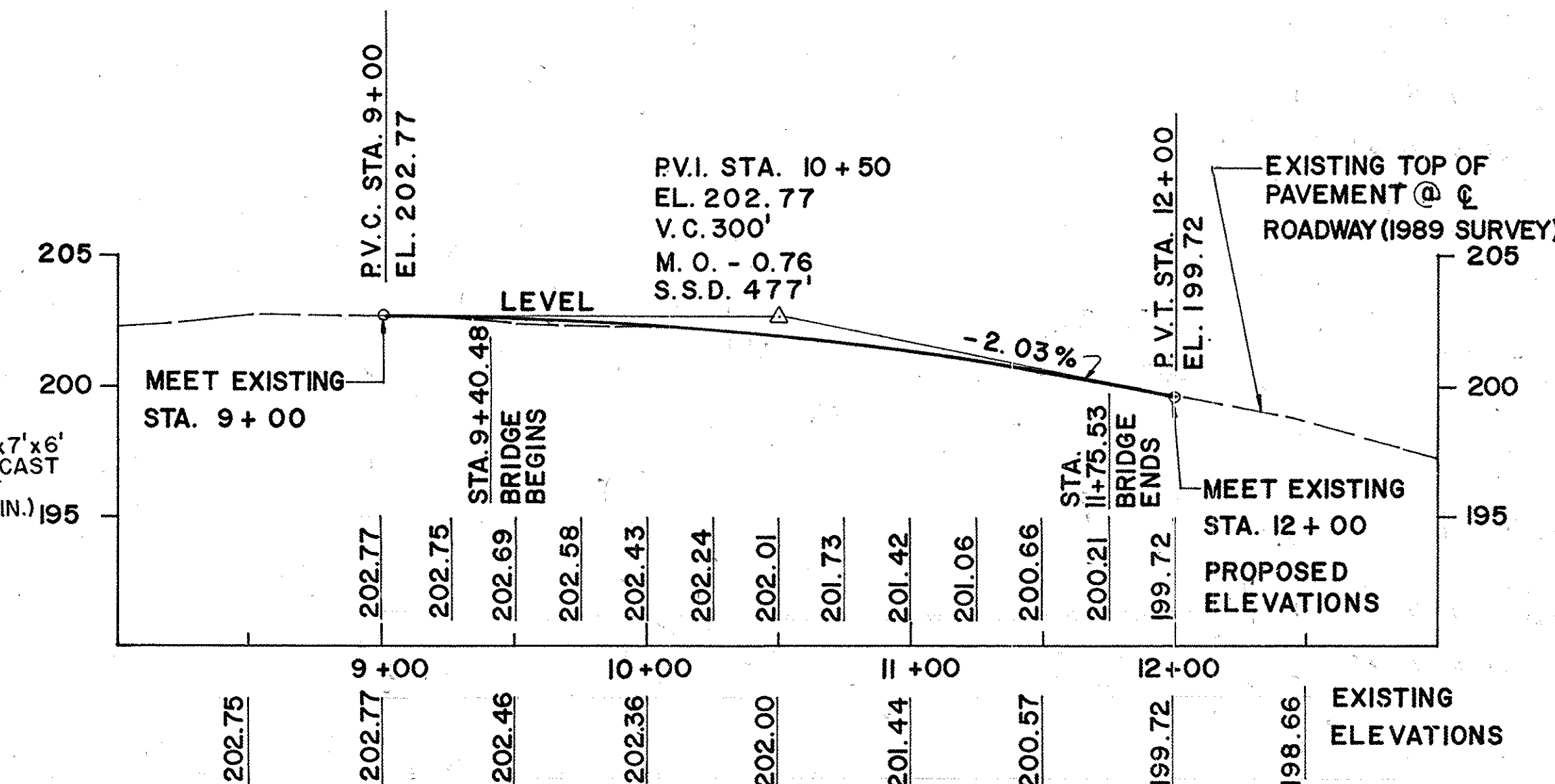
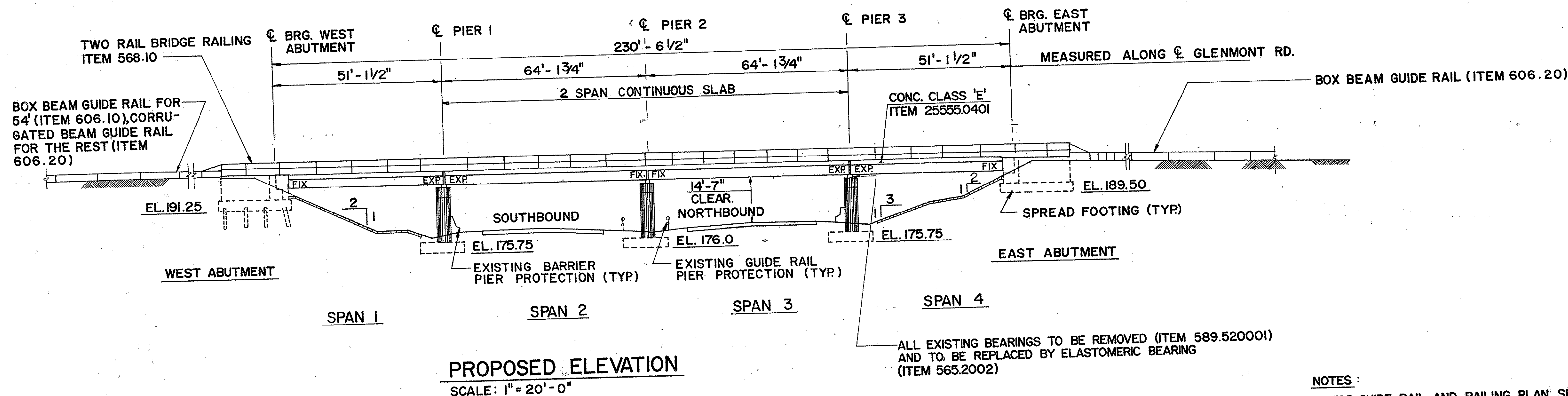
NEW APPROACH SLAB

NEW ASPHALT PAVING (SEE SECTION, ON DWG. G4)

LIMIT OF NEW ASPHALT
PAVING

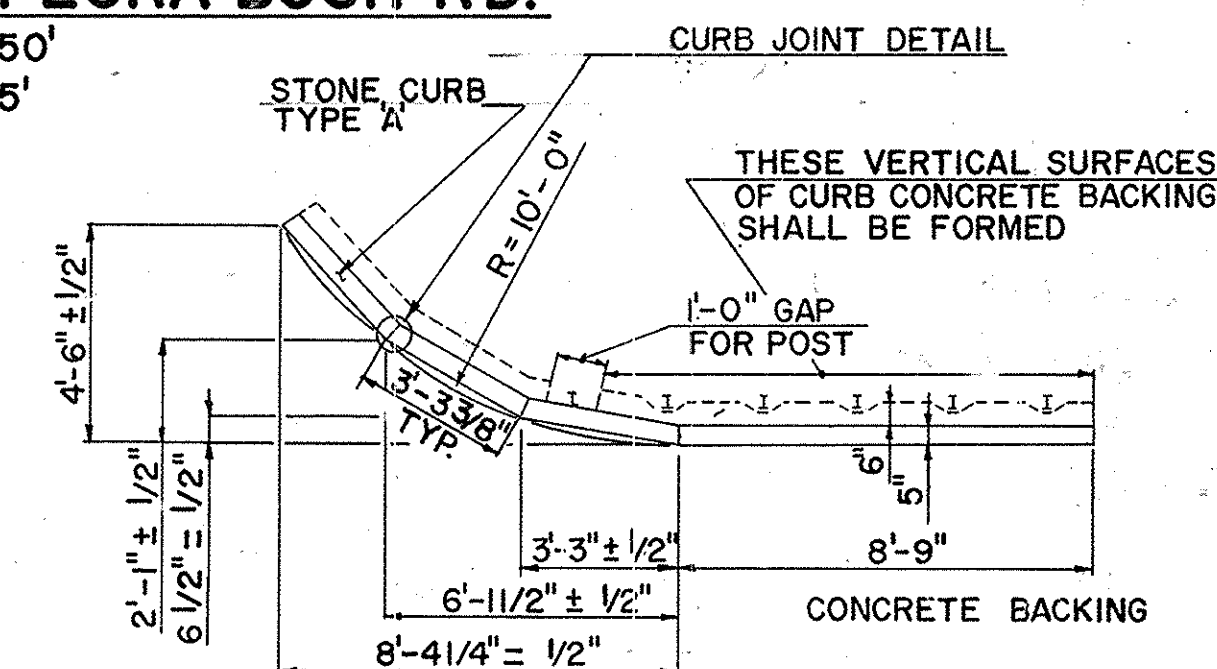
PROPOSED PLAN

SCALE: 1" = 20'-0"

PROPOSED PROFILE
GLENMONT-FEURA BUSH RD.SCALE: HORIZ. 1" = 50'
VERT. 1" = 5'

PROPOSED ELEVATION

SCALE: 1" = 20'-0"



CURE, CURB LAYOUT AND CONCRETE BACKING DETAILS

DETAIL 'A'

NOTES:

1. FOR GUIDE RAIL AND RAILING PLAN. SEE DWG. G18
2. FOR PROPOSED CROSS SECTION, SEE DWG. G14.

AS-BUILT REVISIONS

1/93	ADD TYPE 'A' GRANITE CURB	C.A.T.	2
1/93	ADD MANHOLES - AMEND NO. 1	C.A.T.	1

[Signature] 2-16-93
SIGNATURE DATE

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT REHABILITATION OF
GLENMONT RD. BRIDGE

LOCATION OF PROJECT
MP 139.54, ALBANY COUNTY

TITLE OF DRAWING

PLAN AND ELEVATION
PROPOSED



DRAWN BY:
M.J.
CHECKED BY:
T.W.
DATE:
FEB. 1990
DRAWING NUMBER:
G2

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B

CHECKED BY: *R.A. DiStefano*
DESIGNED BY:
IN CHARGE OF:

ESTIMATE OF QUANTITIES							
ITEM No.	DESCRIPTION	UNIT	ESTIMATE			ESTIMATED TOTAL	FINAL ^Δ
			SUBSTR.	SUPER	MISC.		
203.02	UNCLASSIFIED EXCAVATION & DISPOSAL	C.Y.			245	245	141.79
25203.0203	REMOVING EXISTING ASPHALT PAVEMENT	S.Y.			180	180	189.58
203.21	SELECT STRUCTURE FILL	C.Y.	200			200	142.58
206.01	STRUCTURE EXCAVATION	C.Y.	200			200	174.59
304.03	SUB-BASE COURSE TYPE II	C.Y.			80	80	80.31
403.13	ASPHALT CONC., TYPE 3, BINDER COURSE	TON			20	20	19.21
25403.1702	ASPHALT CONC., TYPE 6FS2, TOP COURSE (HIGH FRICTION)	TON			10	10	9.02
25502.50	SAW CUTTING ASPHALT CONCRETE (FULL DEPTH)	L.F.			52	52	52.00
552.04	TEMPORARY STEEL SHEET PILING	S.F.	160			160	171.81
552.05	SAFE OPERATION SHEET PILING	S.F.	1650			1650	0.00
25552.1003	TEMPORARY SHORING FOR STRUCTURAL SLAB	S.F.			2230	2230	2230.00
25555.01	CONC. FOR STRUCTURE CLASS 'A'	C.Y.	100			100	100.49
25555.0401	CONC. FOR STRUCTURE CLASS 'E' (STRUC. SLAB INT. WS-BOTT. FMWK. REQ.)	S.F.		7760		7760	7760.00
25555.0404	CONC. FOR STRUCTURE CLASS 'E' (STRUCT. APPROACH SLAB WITH INTEGRAL WEARING SURFACE)	S.F.			1000	1000	1000.00
15555.3502	EPOXY BONDING COMPOUND	GAL.	4			4	4.00
25555.3570	EPOXY PRESSURE INJECTION	L.F.	150			150	31.42
25555.3571	EPOXY PRESSURE INJECTION (MATERIAL)	GAL.	2			2	1.00
16555.6603	TRANSVERSE SAWCUT GROOVING OF STRUCTURAL SLAB SURFACE	S.F.		7740		7740	7740.00
556.0202	EPOXY COATED BAR REINFORCEMENT FOR STRUCTURE	LB.	11110	57840	8280	77230	79813.27
556.03	STUD SHEAR CONNECTORS/BRIDGE	EA.		1740		1740	1728.00
⁹⁹ ^Δ 25559.0302	~~PENETRATING SEALER FOR STRUCTURE~~ PROTECTIVE SEALER FOR CONCRETE (HORSEYSET WDE)	S.F.	2921	2443		5364	3796.95
*25564.0601	STRUCTURAL STEEL (LOCK-UP PLATES)	EA.		4		4	4.00
564.050003	STRUCTURAL STEEL	L.S.		NEC		NEC	NEC
⁵¹⁰⁰⁰¹ ^Δ 564.50001	STRUCTURAL STEEL	LB.		1570		1570	1742.00
564.701002	STRUCTURAL STEEL REPLACEMENT (DIAPHRAGMS)	EA.		4		4	2.00
565.2002	TYPE E B ELASTOMERIC BRIDGE BEARING (110 - 150 KIPS)	EA.		32		32	32.00
25567.3970	STRIP SEAL JOINT SYSTEM	L.F.			66	66	66.00
25568.10	STEEL BRIDGE RAILING - 2 RAIL	L.F.		540		540	527.00
^Δ 568.32	~~CEMENT MORTAR PADS~~	EA.			54	54	
25570.0703	ENVIRONMENTAL GROUND PROTECTION COLLECTION & PACKAGING	L.S.			NEC	NEC	NEC
25570.7879	DISPOSAL OF PAINT REMOVAL WASTE	FLS			NEC	NEC	NEC
25570.888403	COMMERCIAL BLAST CLEANING & PAINTING OF STRUC. STEEL	L.S.		NEC		NEC	NEC
580.01	REMOVAL OF STRUC. CONC.	C.Y.	126			126	125.94
580.11	REMOVAL OF CONC. PYLONS	EA.	4			4	4.00
25580.5104	REMOVAL OF STRUC. SLAB (COMPLETE SLAB REPLACEMENT)	S.Y.		860		860	860.00
25580.52	REMOVAL OF CURBS & SIDEWALKS	C.Y.			50	50	49.16
25581.5001	REMOVAL OF BRIDGE WEARING COURSE	S.Y.		680		680	677.57
25582.0620	REMOVAL OF STRUCT. CONC. REPLACED W/CLASS 'D' CONC.	C.Y.	3			3	1.48
585.0103	STRUCTURAL LIFTING OPERATIONS - TYPE A	EA.		4		4	4.00
585.0203	STRUCTURAL LIFTING OPERATIONS - TYPE B	EA.		8		8	8.00
585.03	STRUCTURAL LIFT OPERATIONS - TYPE C	EA.		8		8	8.00
586.01	DRILL AND GROUT BOLTS OR REINF. BARS	L.F.	160			160	279.84
587.01	BRIDGE RAILING REMOVAL AND DISPOSAL	L.F.		520		520	510.60
587.1002	BOX BEAM BRIDGE RAIL TWO RAIL	L.F.			94	94	93.00
589.520001	REMOVAL OF EXISTING STEEL (BEARING)	EA.	32			32	32.00
589.520002	REMOVAL OF EXISTING STEEL (GIRDERS)	EA.		8		8	8.00
605.1001	UNDERDRAIN FILTER - TYPE 2	C.Y.			50	50	50.49
606.10	BOX BEAM GUIDE RAIL	L.F.			342	342	342.00
606.11	BOX BEAM GUIDE RAILING (SHOP CURVED)	L.F.			16	16	16.00

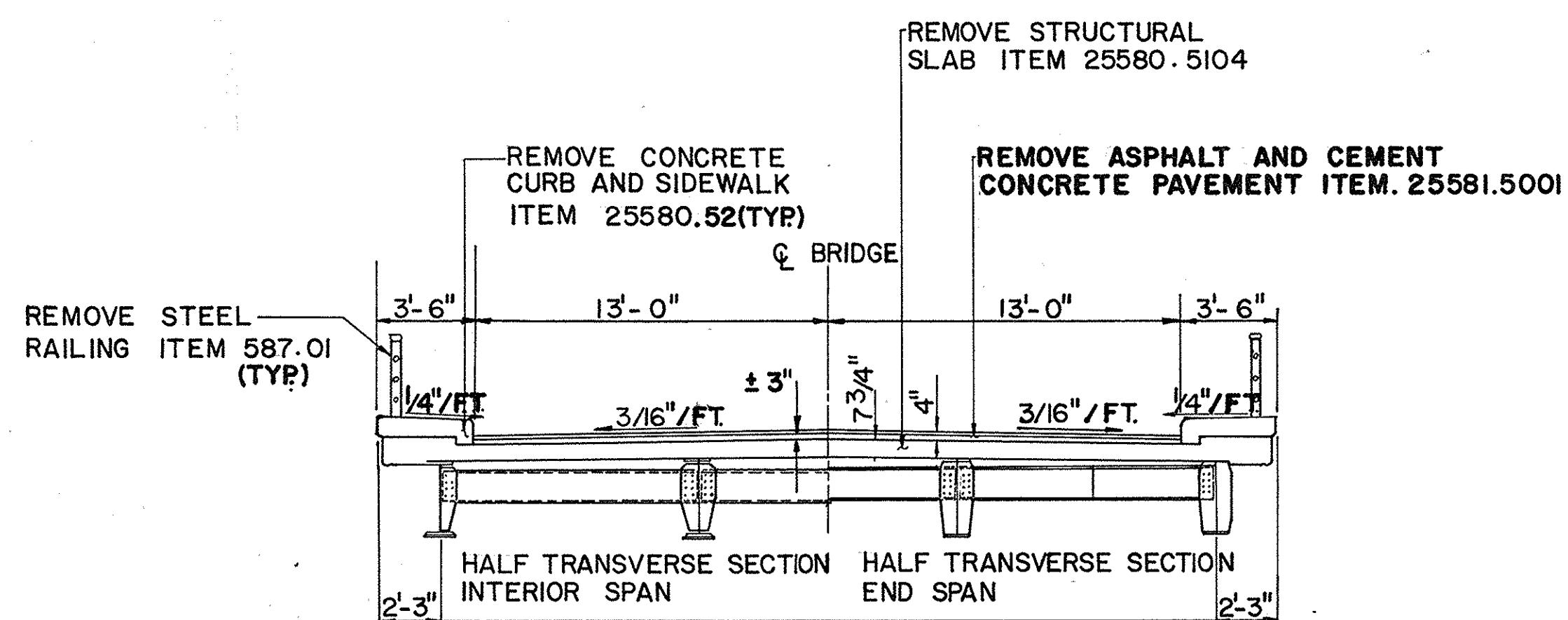
ESTIMATE OF QUANTITIES							
ITEM No.	DESCRIPTION	UNIT	ESTIMATE			ESTIMATED TOTAL	FINAL ^Δ
			SUBSTR.	SUPER	MISC.		
606.1402	BOX BEAM GUIDE RAILING END ASSEMBLY - TYPE II	EA.			2	2	2.00
25606.17	ANCHORAGE UNIT AT COMPOSITE BEAM GUIDE RAIL TRANSITION	EA.			2	2	2.00
606.20	CORRUGATED BEAM GUIDE RAILING	L.F.			828	828	827.50
606.22	ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDE RAIL	EA.			2	2	2.00
25606.3251	RESETTING OF CONC. BARRIER	L.F.	70			70	0.00
15606.4801	I-BEAM BACK UP POSTS FOR GUIDE RAILS	EA.			42	42	35.00
606.52	RESETTING BOX BEAM GUIDE RAILING	L.F.	122			122	90.80
606.55	RESET CORRUGATED BEAM MALL BARRIER	L.F.			832	832	738.50
606.57	RESET ANCHORAGE UNITS FOR CORR. BEAM G D RAIL & MALL BARR.	EA.			2	2	4.00
606.72	REMOVAL & DISPOSAL OF CORR. BEAM GUIDE RAIL	L.F.			1100	1100	1100.00
606.74	REMOVING & DISPOSING BOX BEAM GUIDE RAILING	L.F.			226	226	210.00
609.0302	STONE CURB - BRIDGE (TYPE F1)	L.F.		470		470	468.50
609.0303	STONE CURB - BRIDGE (TYPE G1)	L.F.			70	70	62.99
619.0103	BASIC MAINTENANCE AND PROTECTION OF TRAFFIC	L.S.			NEC	NEC	NEC
619.0203	CONSTRUCTION SIGNS	L.S.			NEC	NEC	NEC
15619.030302	FLASHING ARROW BOARDS	L.S.			NEC	NEC	NEC
619.0413	TYPE III CONSTRUCTION BARRICADES	L.F.			40	40	0.00
619.0502	LIGHTING FOR CONSTRUCTION BARRICADES	L.F.			40	40	0.00
619.13	TEMPORARY TRAFFIC SIGNAL	L.S.			NEC	NEC	NEC
619.17	TEMPORARY CONC. BARRIER	L.F.			¹⁹⁰⁰ ^Δ 1860	¹⁹⁰⁰ ^Δ 1860	1940.00
15619.1905	WHITE REMOVABLE REFLECT. PAVEMENT STRIPS	L.F.			1200	1200	2285.83
15619.1906	YELLOW REMOVABLE REFLECT. PAVEMENT STRIPS	L.F.			1200	1200	600.00
25620.10	REMOVING AND REPLACING DRY STONE PAVING	S.F.	100			100	100.00
25637.060102	ENGINEERING OFFICE - TYPE B	MO.			5	5	5.00
640.0102	WHITE PAINT REFLECTORIZED PAVEMENT STRIPS	L.F.			600	600	1424.00
640.0202	YELLOW PAINT REFLECTORIZED PAVEMENT STRIPS	L.F.			600	600	1424.00
25645.4002	YOUR TOLLS AT WORK	EA.			2	2	0.00
25660.11	FURNISH NEW YORK TELEPHONE COMP. FACILITIES	FLS			NEC	NEC	NEC
25660.12	FURNISH NIAGARA MOHAWK POWER CORP. FACILITIES	FLS			NEC	NEC	NEC
25660.21	INSTALL NEW YORK TELEPHONE COMP. FACILITIES	L.S.			NEC	NEC	NEC
25660.22	INSTALL NIAGARA MOHAWK POWER CORP. FACILITIES	L.S.			NEC	NEC	NEC
699.04	MOBILIZATION	L.S.			NEC	NEC	NEC
*25619.1701	CONCRETE BARRIER MARKER	EA.			^Δ 70	70	82.00

ITEM No.	DESCRIPTION	UNIT	ESTIMATED TOTAL	FINAL ^Δ
^Δ 908.9014	FURNISH AND INSTALL TYPE 'A' GRANITE CURBING	L.S.	0	NEC
^Δ 909.9014	CORE DRILL AND INSTALL ABUTMENT WEEPS	L.S.	0	NEC

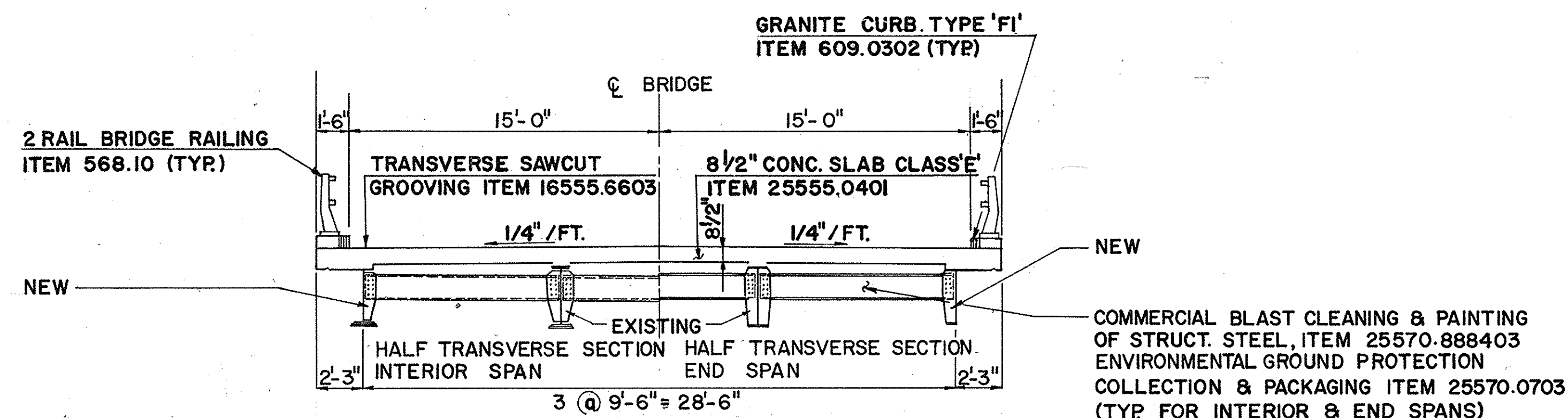
* OUT OF ORDER

2-16-93
R.A. DiStefano

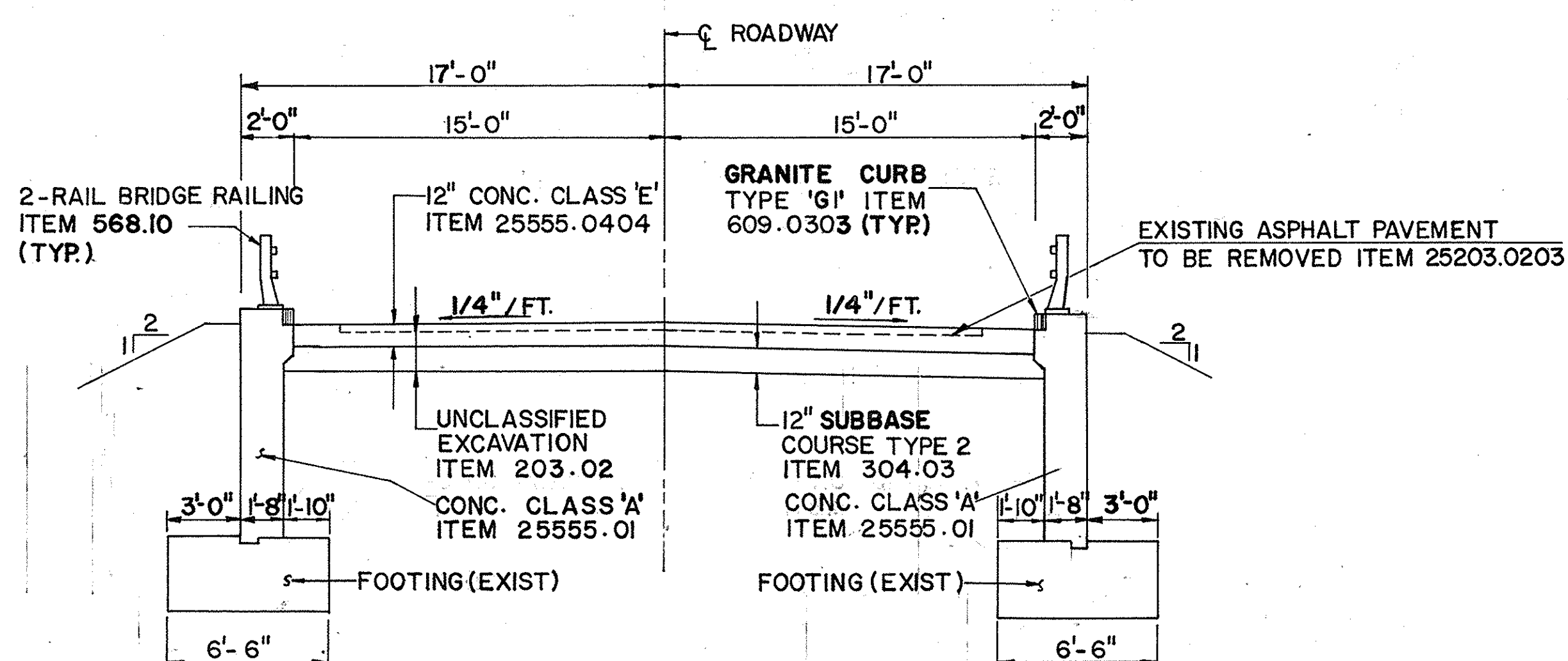
1/93	ITEM ADD	C.A.T.	^Δ
1/93	FINAL QTY.	C.A.T.	^Δ
1/93	AMEND NO.2	C.A.T.	^Δ
1/93	AMEND NO.1	C.A.T.	^Δ
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REHABILITATION OF GLENMONT ROAD BRIDGE			
LOCATION OF PROJECT MP 139.54, ALBANY COUNTY			
TITLE OF DRAWING ESTIMATE OF QUANTITIES			
		CONTRACT NUMBER: TAA 90-14B	
		DATE: FEB., 1990	
		DRAWING NUMBER: G3	



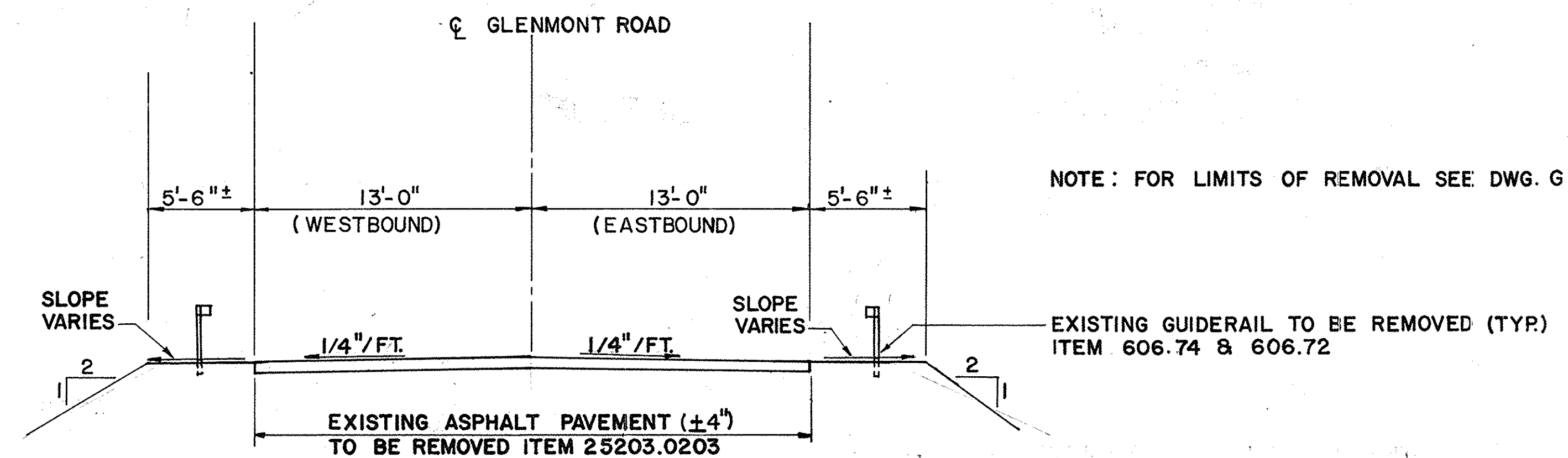
EXISTING CROSS SECTION
SCALE : 1" = 5'-0"



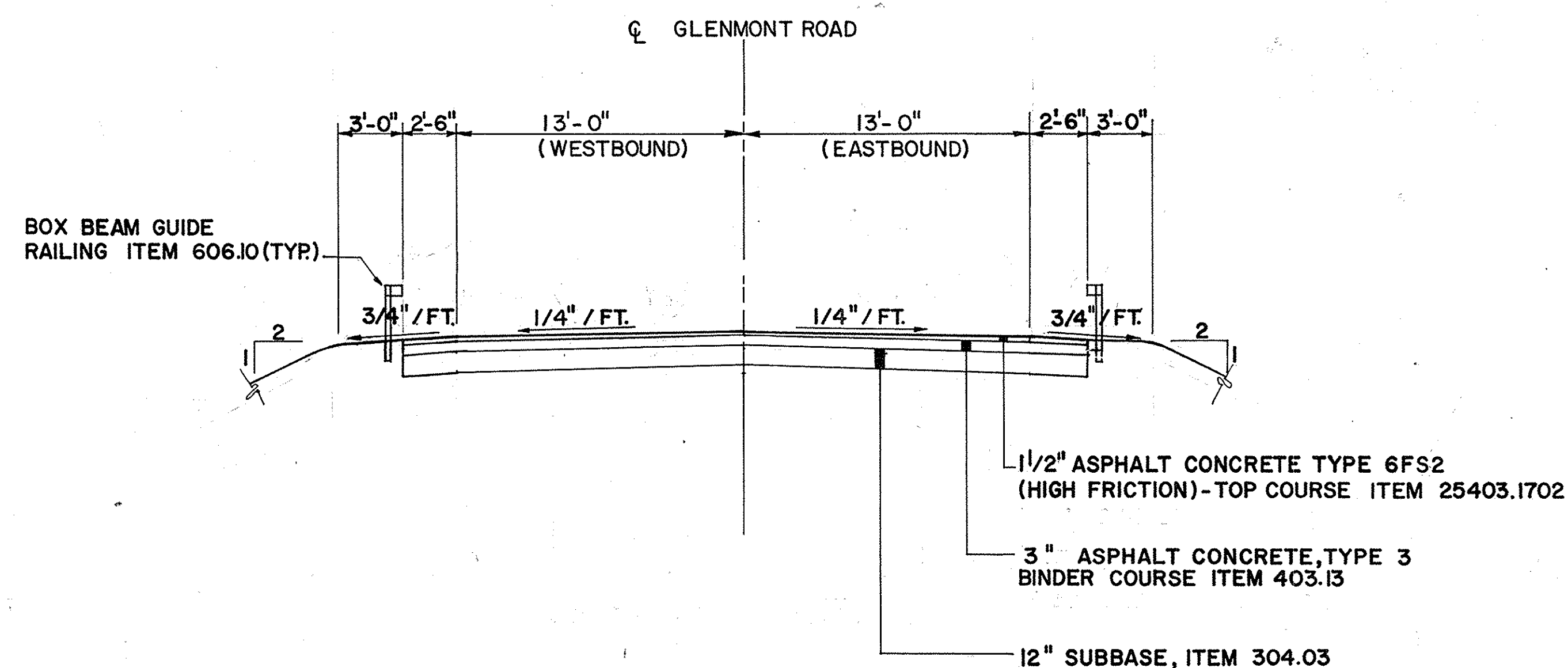
PROPOSED CROSS SECTION
SCALE : 1" = 5'-0"



PROPOSED SECTION AT ABUTMENT
SCALE : 1" = 5'-0"

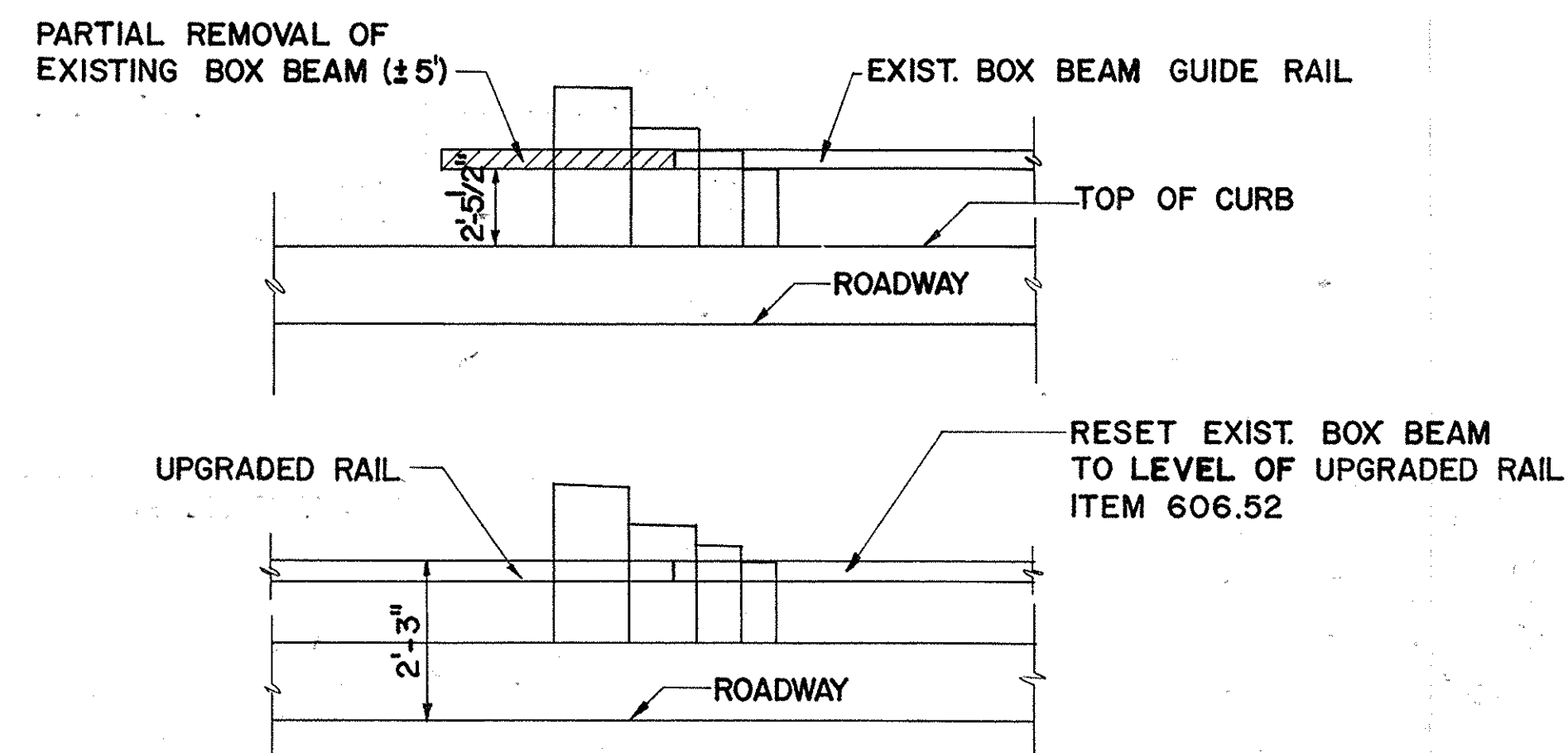


EXISTING SECTION OF APPROACHES
SCALE : 1" = 5'-0"

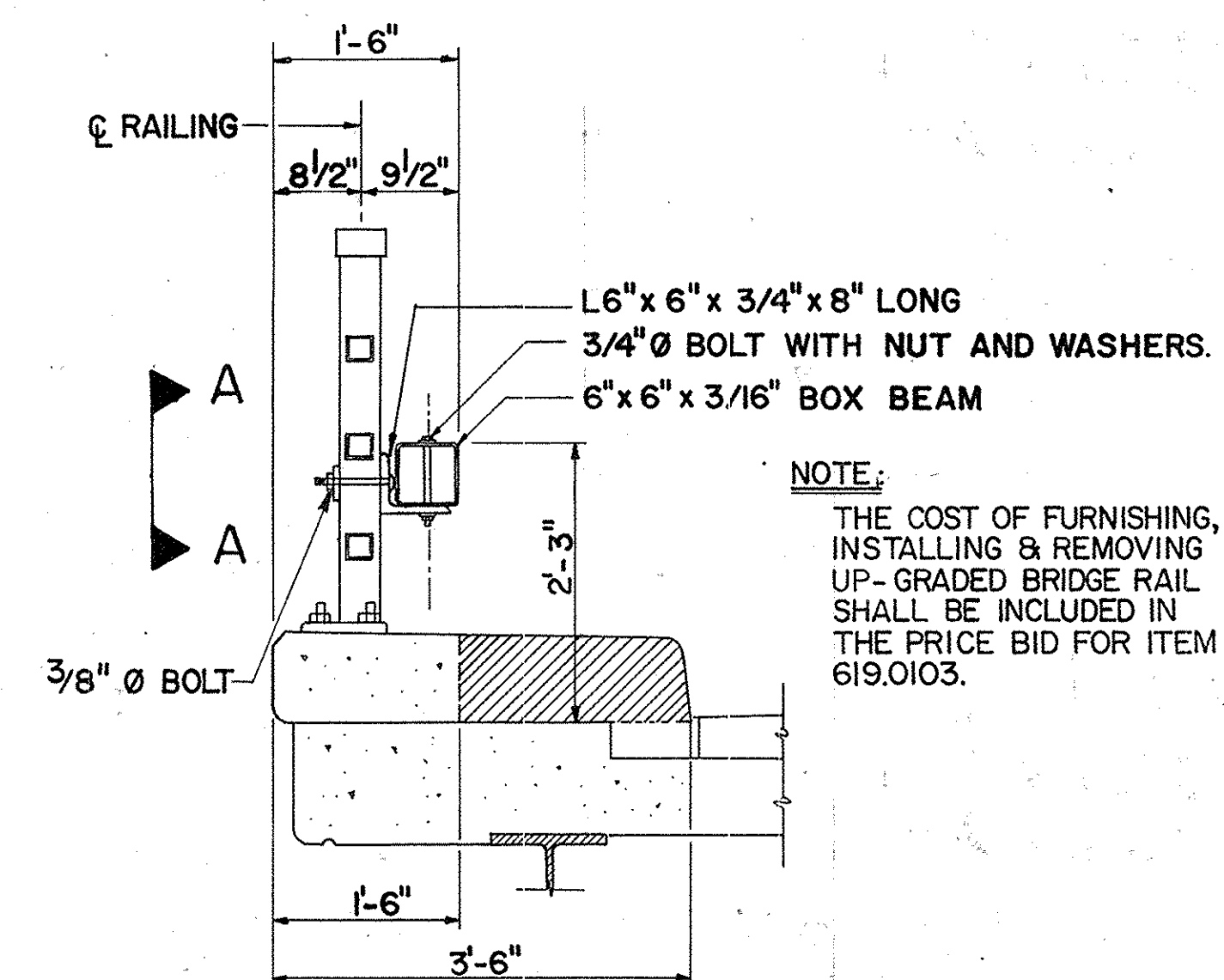


PROPOSED SECTION OF APPROACHES
SCALE : 1" = 5'-0"

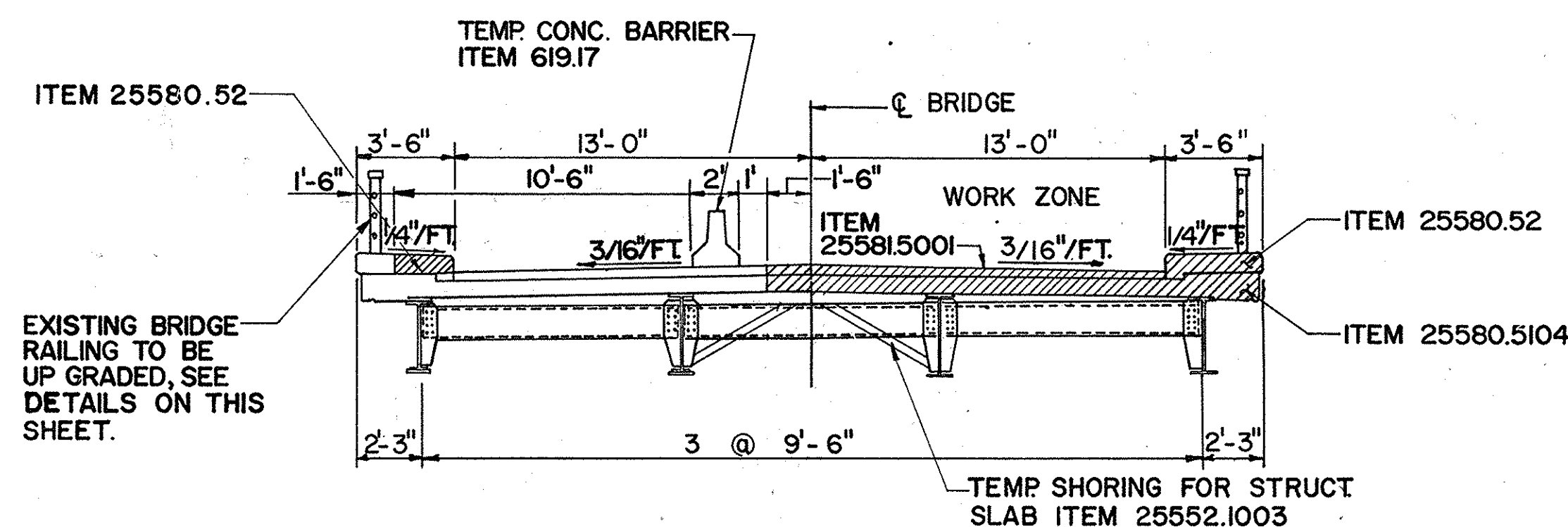
AS-BUILT REVISIONS	
NO AS-BUILT REVISIONS	
 2-16-93 SIGNATURE DATE	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REHABILITATION OF GLENMONT ROAD BRIDGE	
LOCATION OF PROJECT MP 139.54, ALBANY COUNTY	
TITLE OF DRAWING	
TYPICAL SECTIONS	
	DRAWN BY: D.B. CHECKED BY: T.W. <i>TWD</i> DATE: FEB. 1990 DRAWING NUMBER: G4
TAA 90-14B	



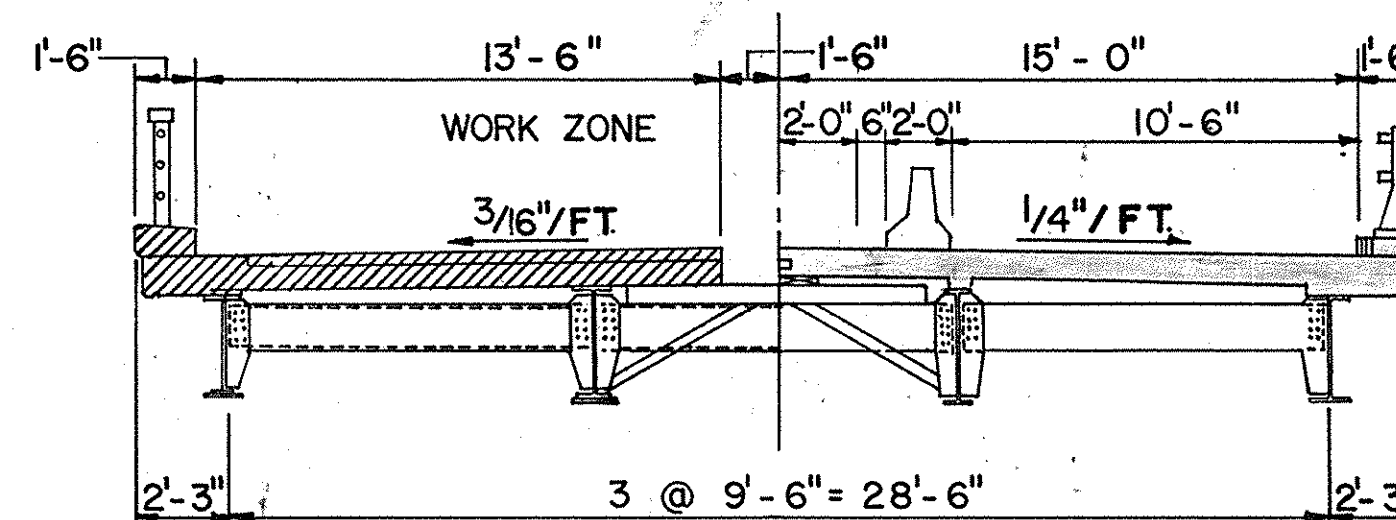
CONN. DETAIL OF EXIST. BOX BEAM TO UPGRADED RAIL
N.T.S.



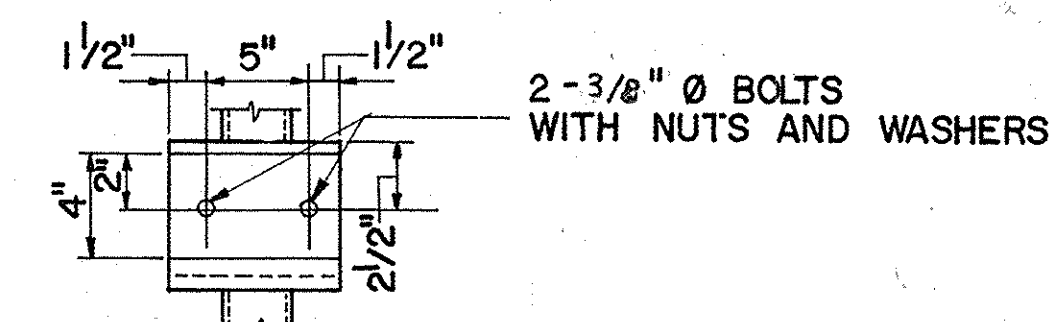
UP GRADED BRIDGE RAIL POST CONNECTION ASSEMBLY
N.T.S.



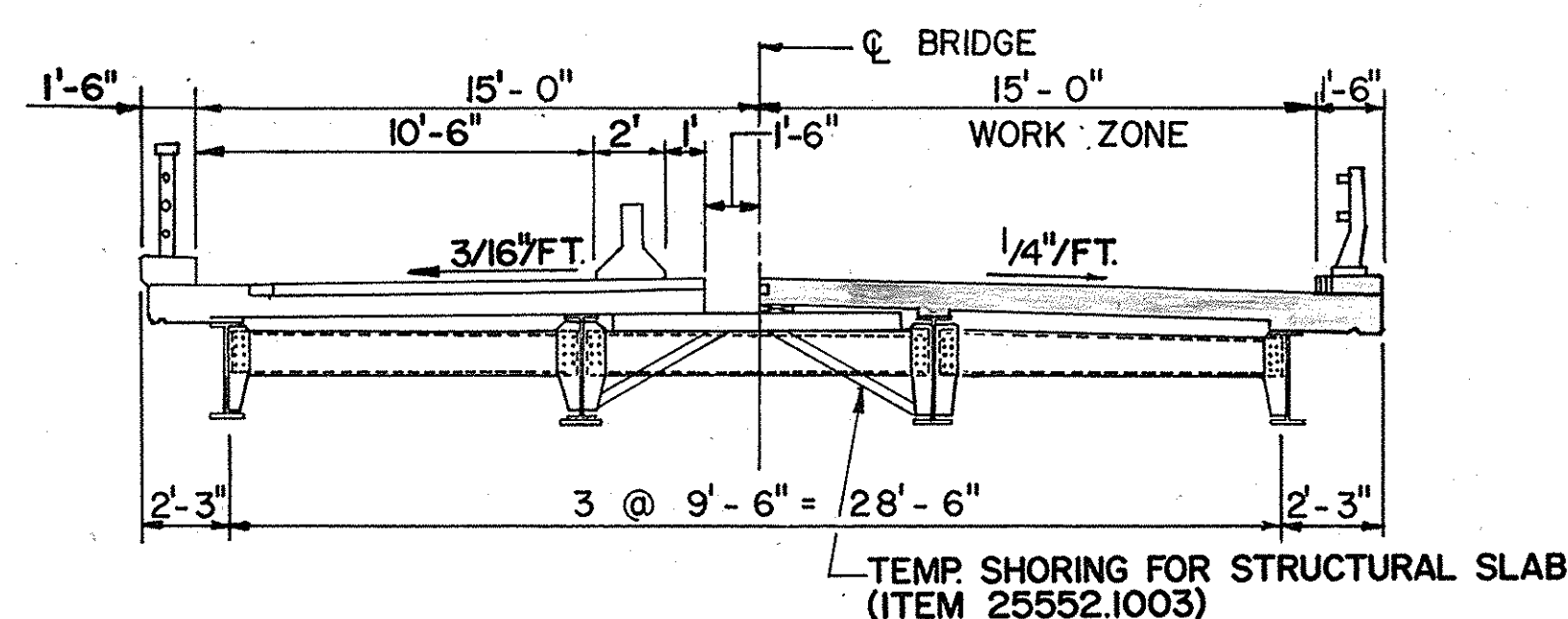
DEMOLITION
SCALE: 1" = 5'-0"



DEMOLITION
SCALE: 1" = 5'-0"

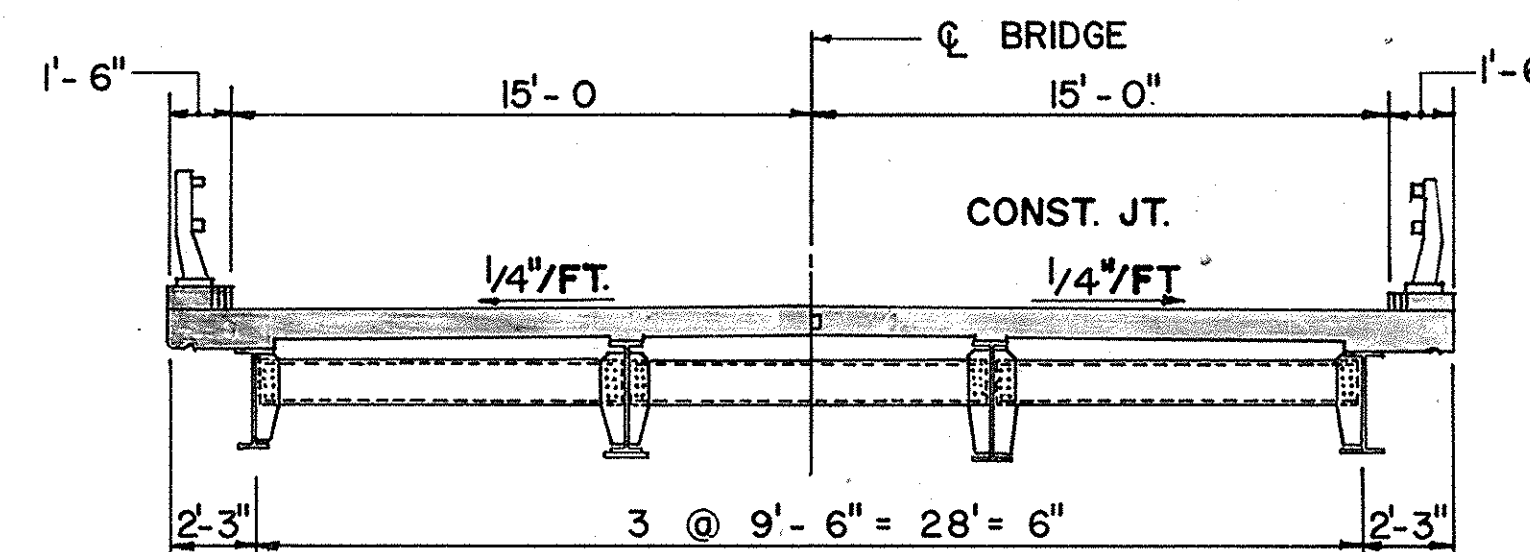


SECTION A-A
N.T.S.



CONSTRUCTION
SCALE: 1" = 5'-0"

STAGE I



CONSTRUCTION
SCALE: 1" = 5'-0"

STAGE II

- INDICATES REMOVAL OF BRIDGE WEARING COURSE (ITEM 25581.5001), CONC. DECK SLAB (ITEM 25580.5104), BRIDGE CURB & SIDEWALKS (ITEM 25580.52), AND BOX BEAM GUIDE RAIL (ITEM 606.74)
- INDICATES PROPOSED CONC. DECK ITEM 25555.0401

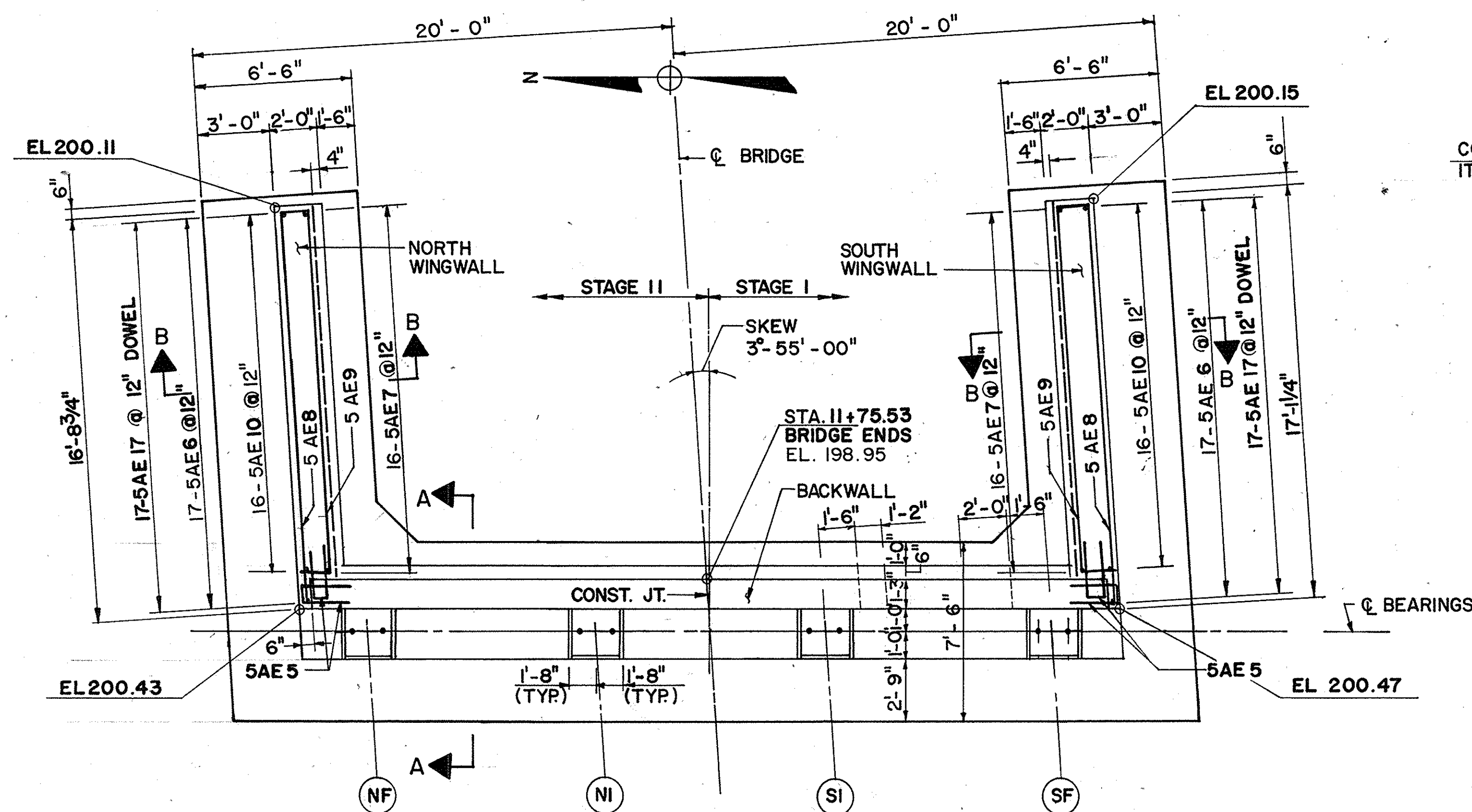
NOTES:

- FOR MAINTENANCE OF TRAFFIC SEE DWG. G24
- FOR SEQUENCE OF CONSTRUCTION, SEE DWG.3 (WORK TO BE DONE) FOR GLENMONT ROAD BRIDGE.

AS-BUILT REVISIONS	
NO AS-BUILT REVISIONS	
DATE: 2-16-93	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT: REHABILITATION OF GLENMONT ROAD BRIDGE	
LOCATION OF PROJECT: MP 139.54, ALBANY COUNTY	
TITLE OF DRAWING: CONSTRUCTION STAGES	
	DRAWN BY: E.V.
	CHECKED BY: T.W. [initials]
	DATE: FEB. 1990
	DRAWING NUMBER: G5

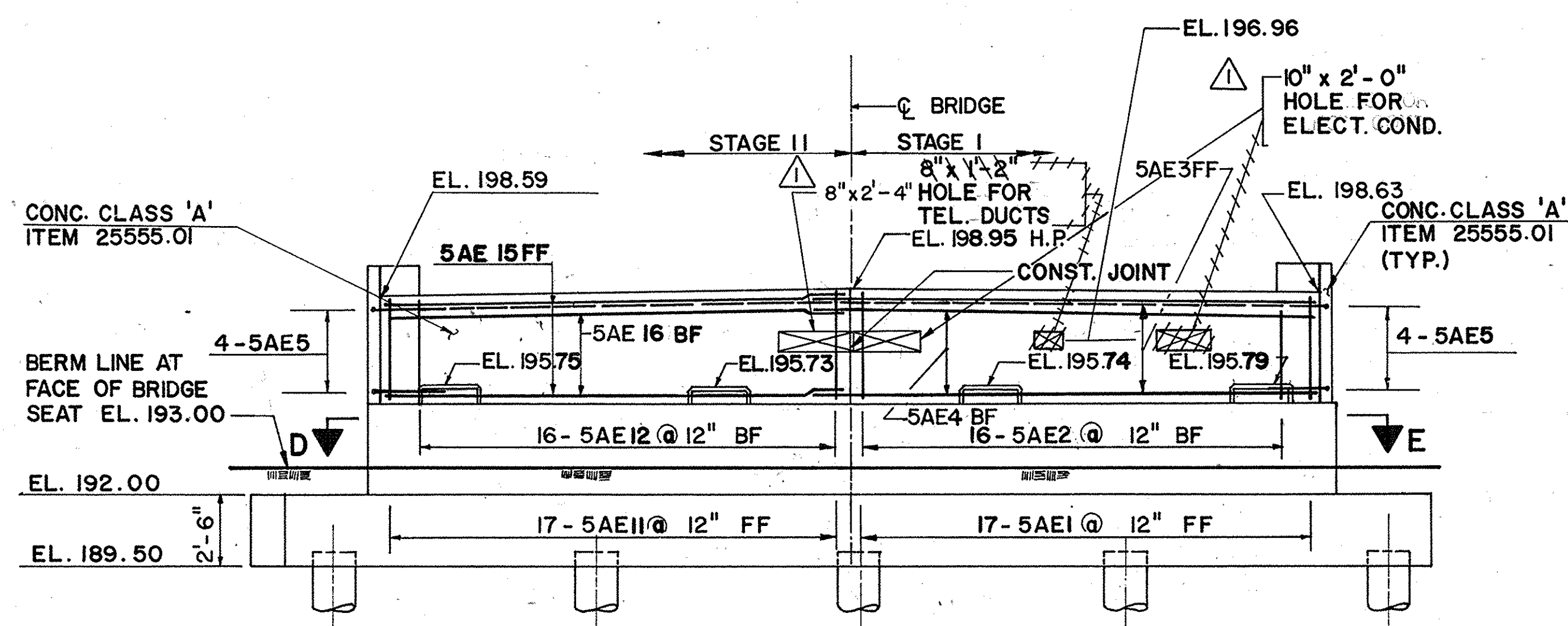
JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B



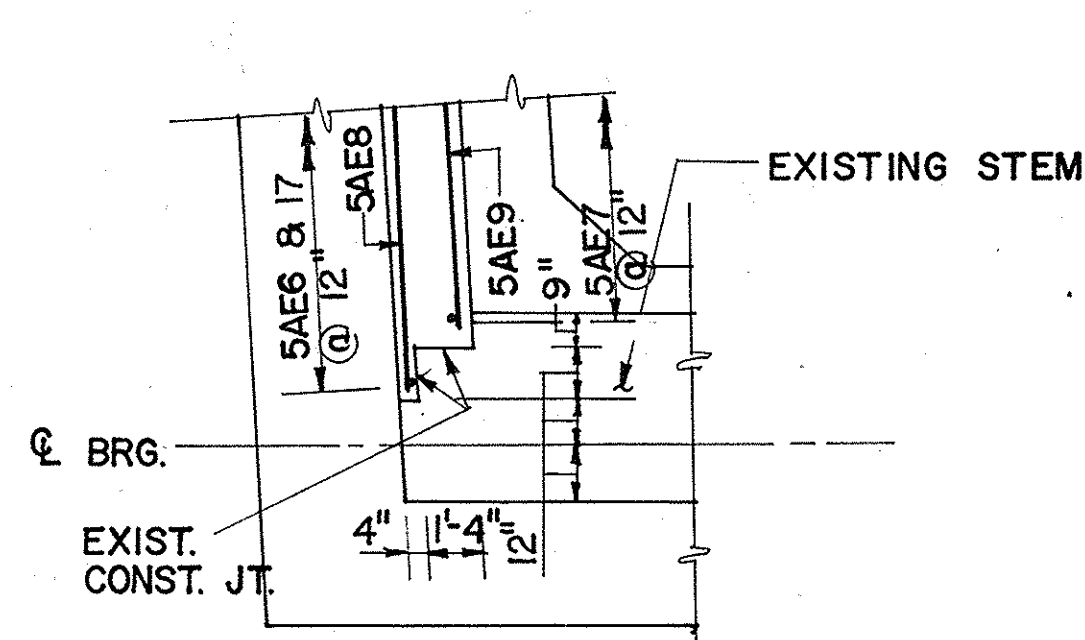
PROPOSED PLAN

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



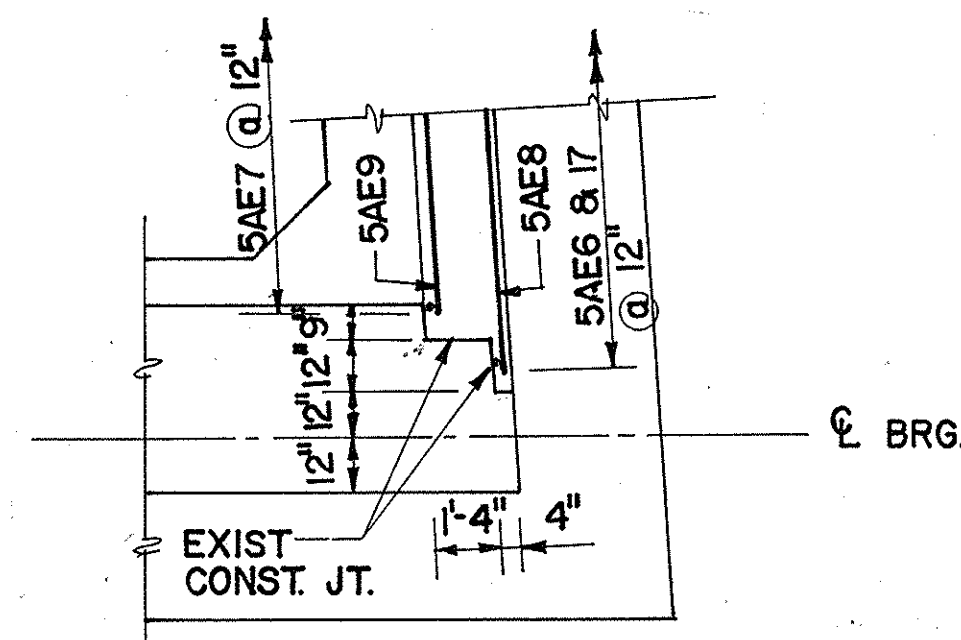
PROPOSED ELEVATION

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



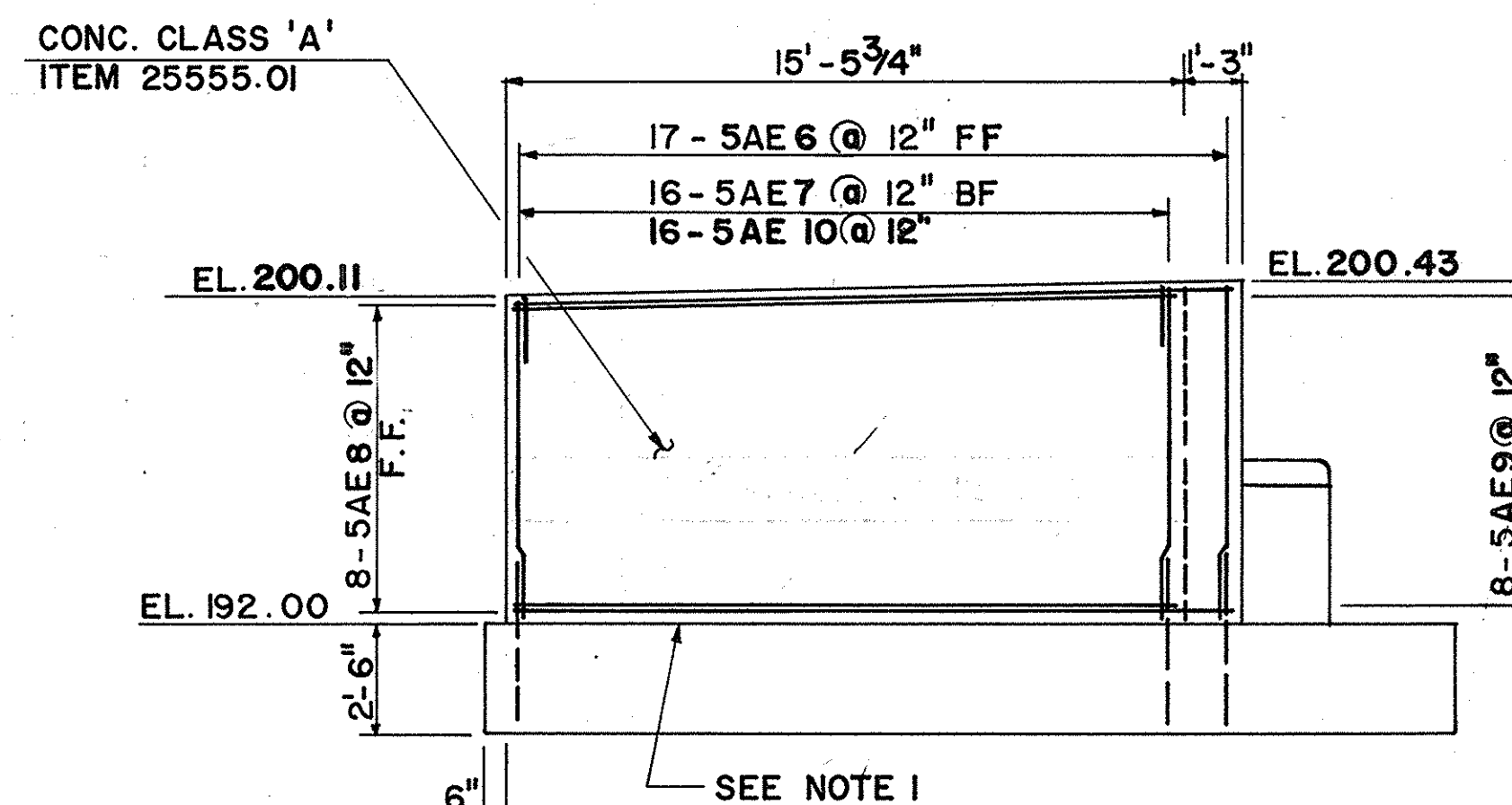
SECTION D-D

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



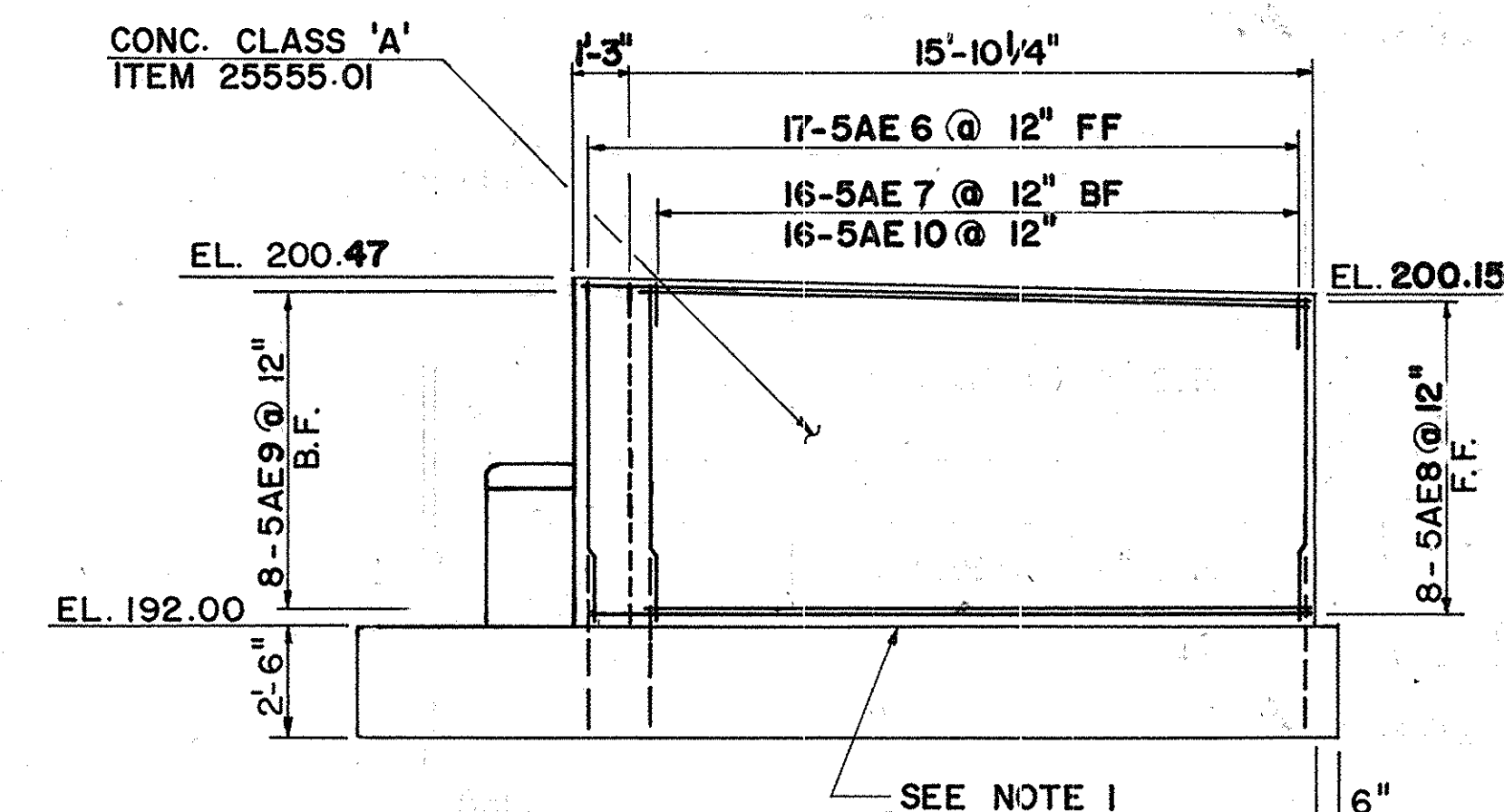
SECTION E-E

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



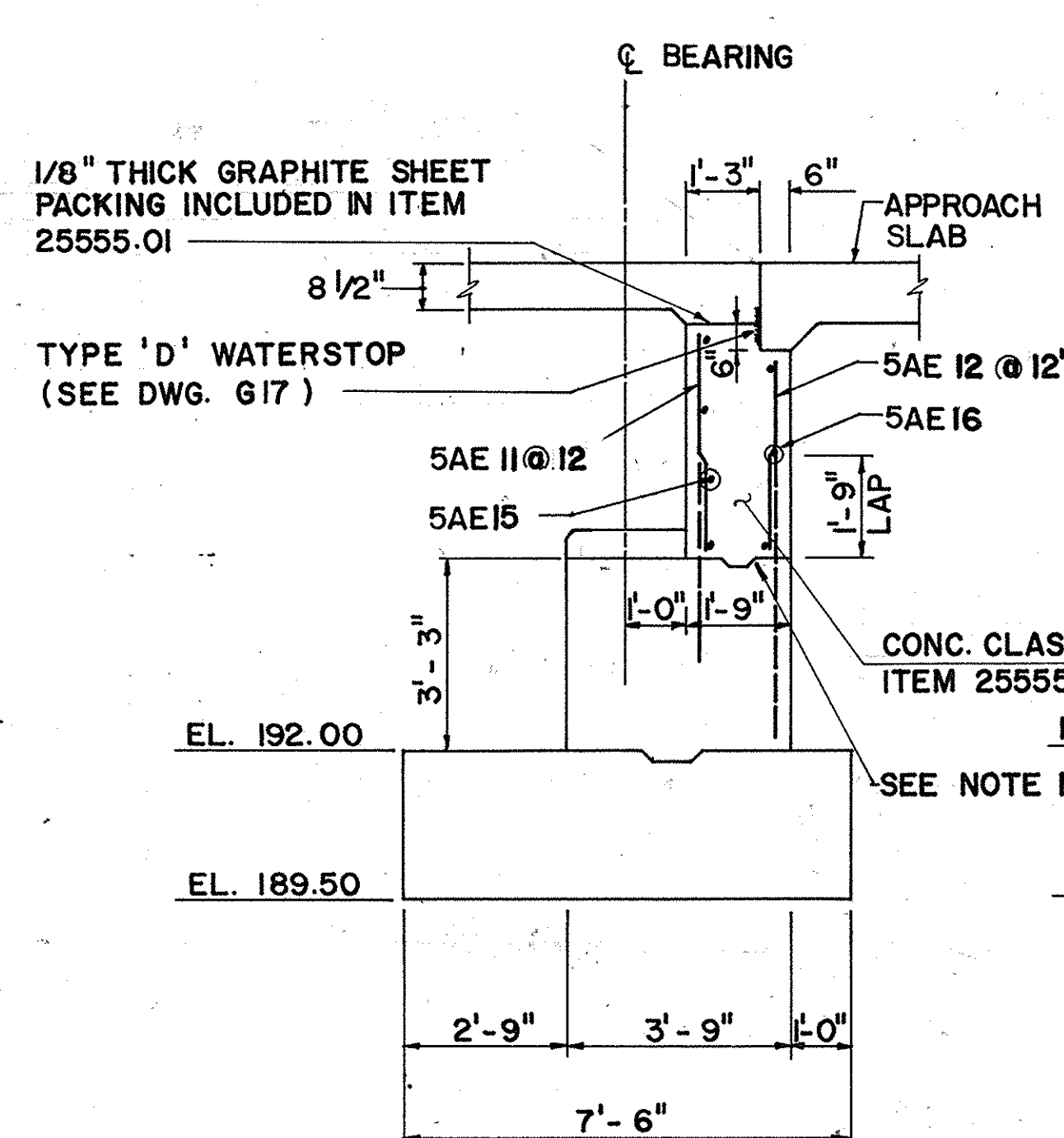
NORTH WINGWALL ELEVATION

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



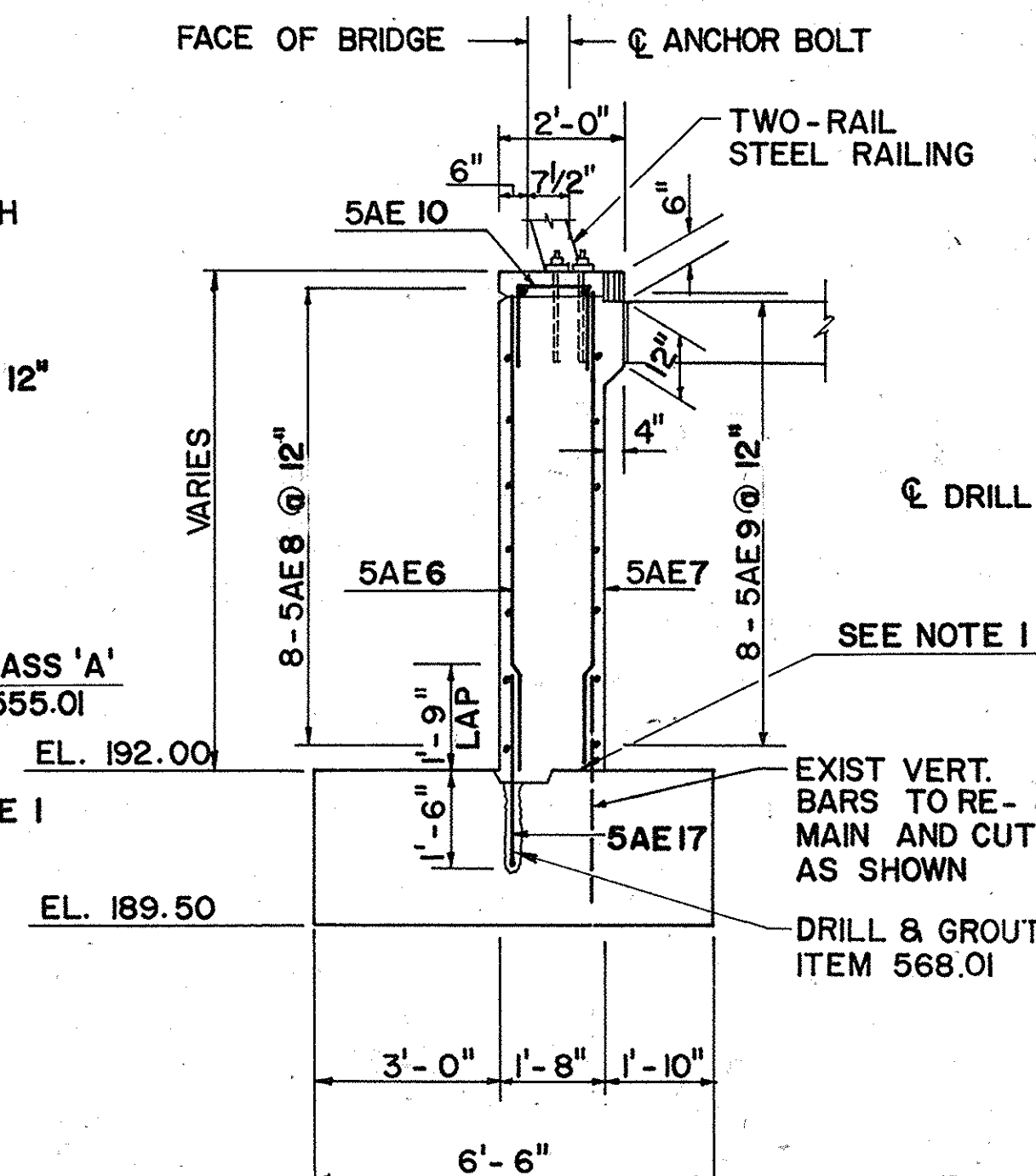
SOUTH WINGWALL ELEVATION

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



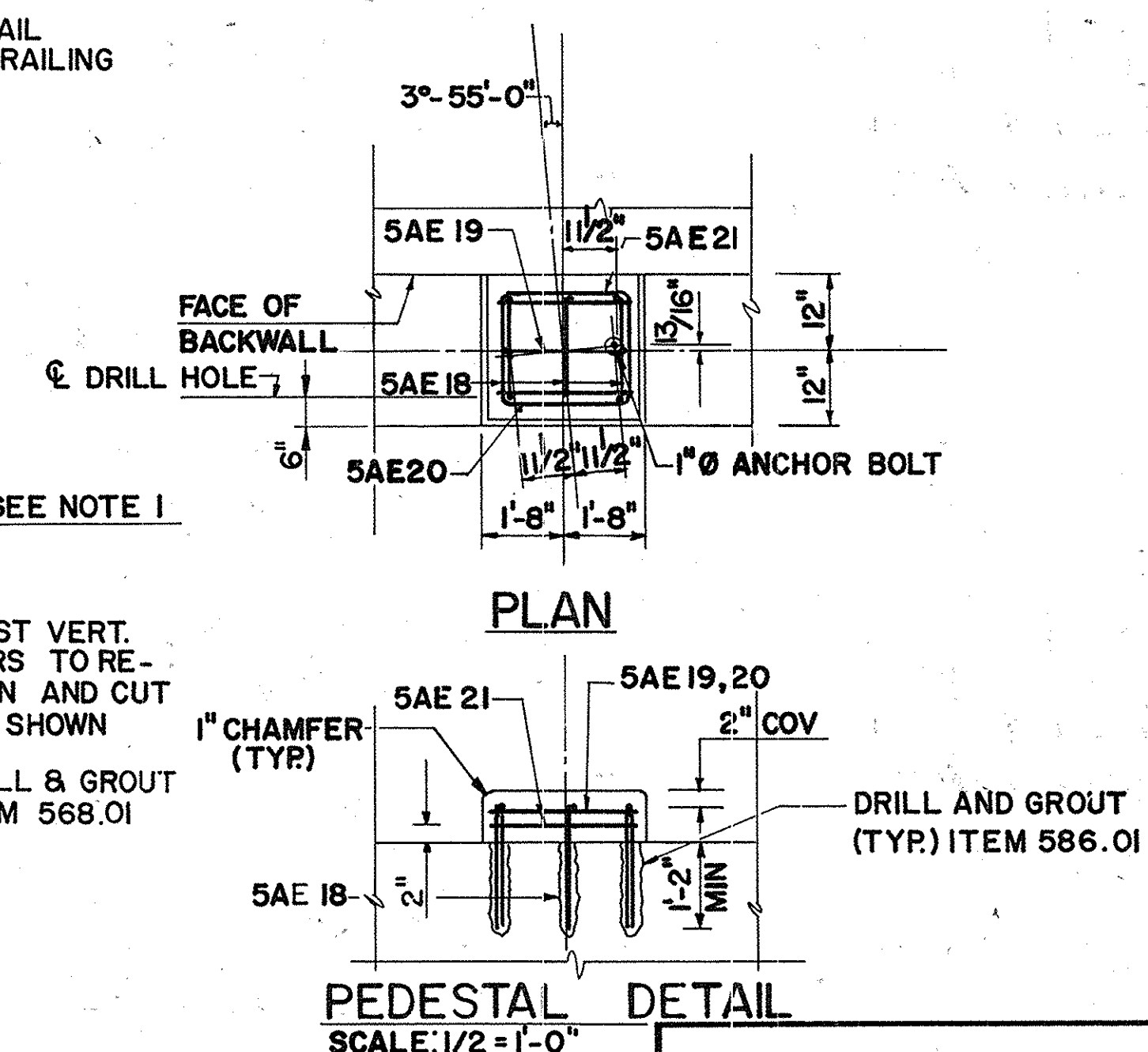
SECTION A-A

SCALE: 3/8" = 1'-0"



SECTION B-B

SCALE: 3/8" = 1'-0"



PLAN

PEDESTAL DETAIL

SCALE: 1/2" = 1'-0"

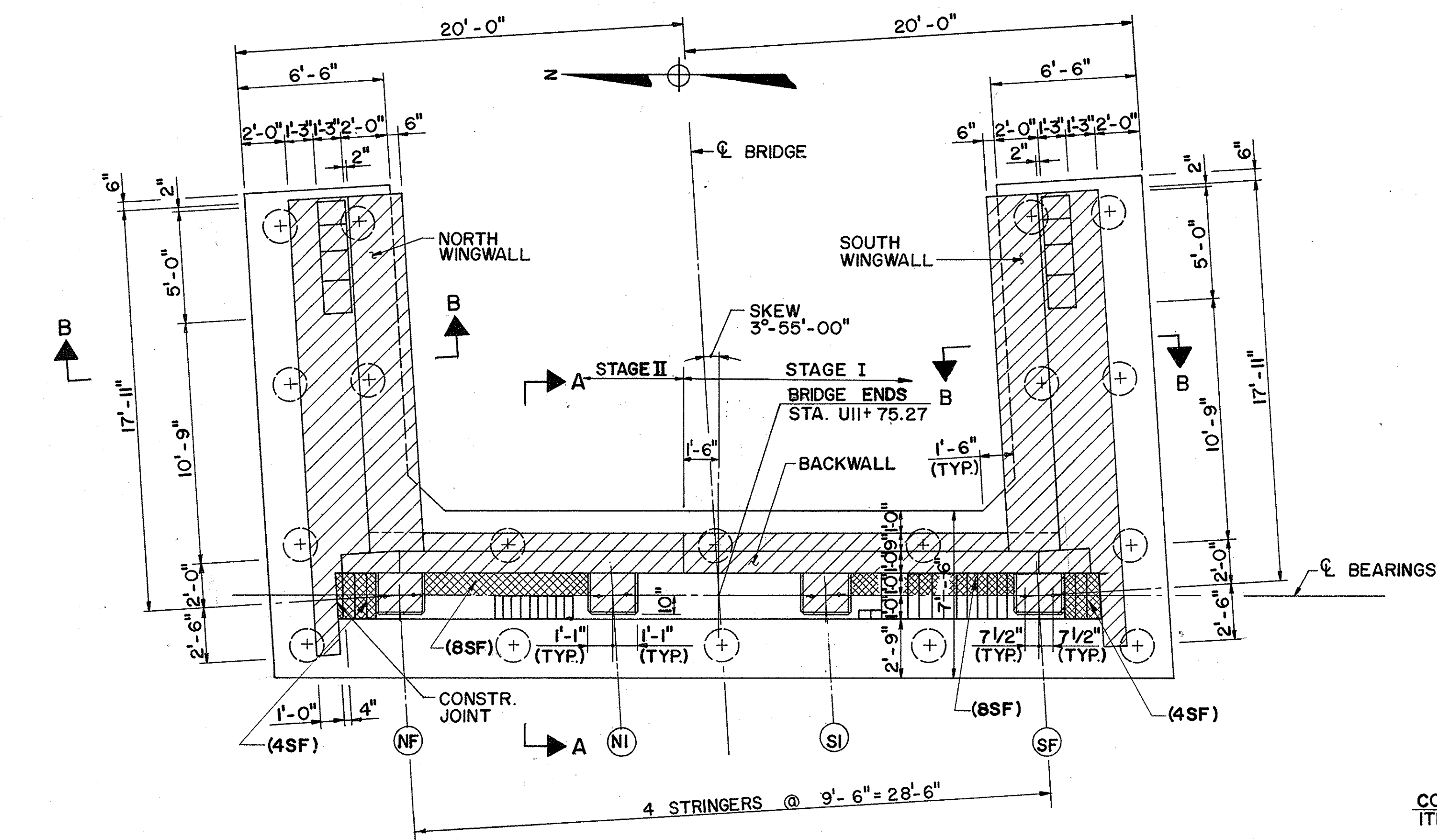
NOTE: 1. SANDBLAST AND APPLY EPOXY BONDING COMPOUND (BEFORE PLACING NEW CONCRETE) ITEM 15555.3502

2. FOR BRUSH CURB DETAIL SEE WEST ABUTMENT PROPOSED G9

AS-BUILT REVISIONS	
1/93	REV. UTILITY LOCATIONS C.A.T.
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT: REHABILITATION OF GLENMONT RD. BRIDGE	
LOCATION OF PROJECT: MP 139.54, ALBANY COUNTY	
TITLE OF DRAWING: EAST ABUTMENT PROPOSED	
	DRAWN BY: R.N. CHECKED BY: T.W. DATE: FEB. 1990 DRAWING NUMBER: G7

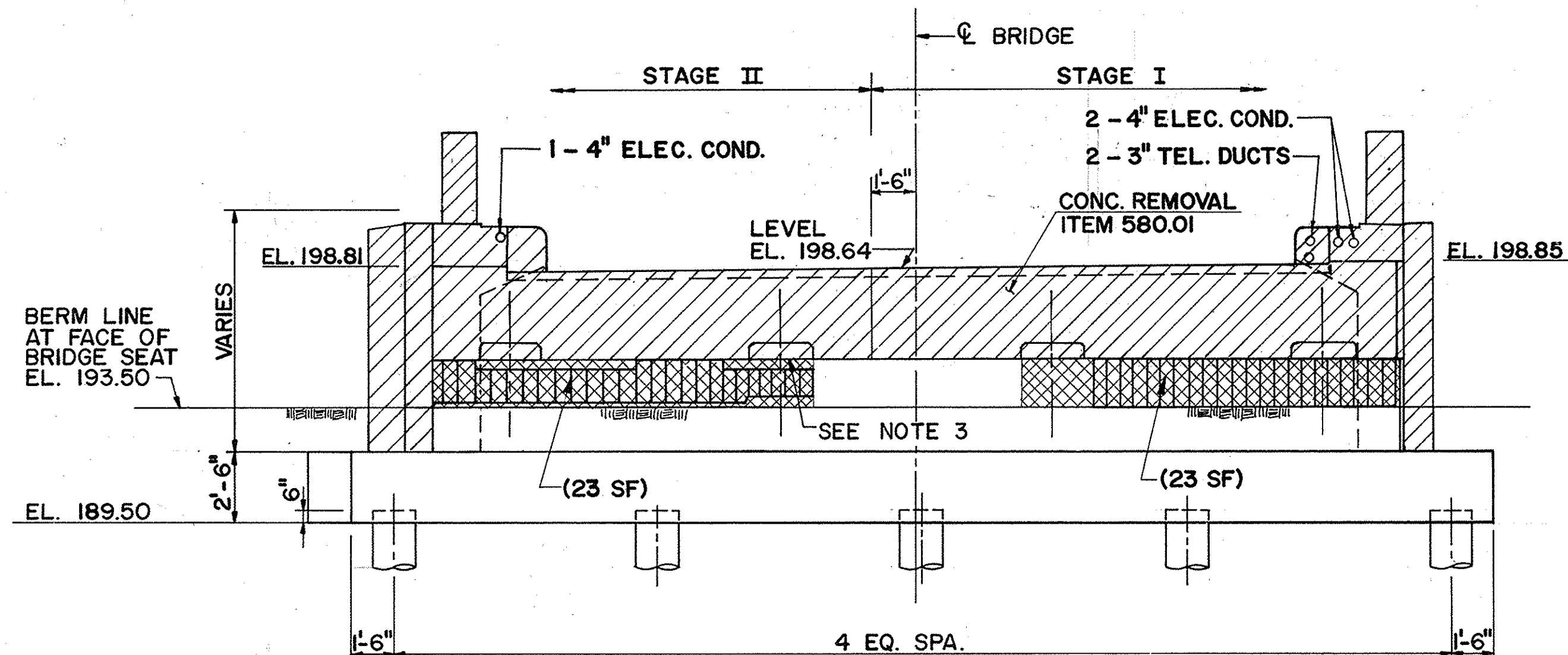
JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B



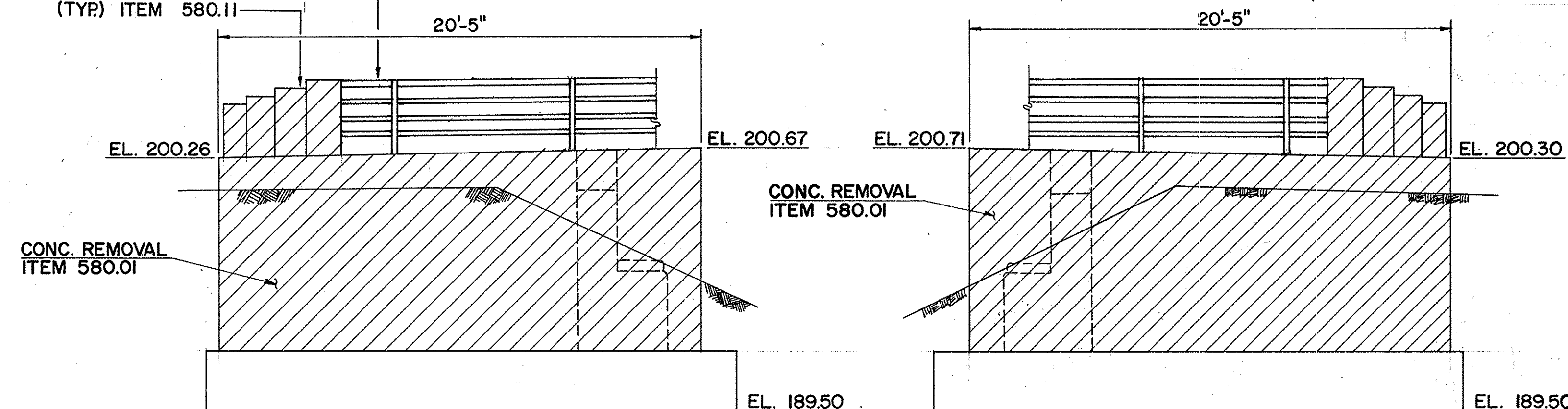
EXISTING PLAN

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



EXISTING ELEVATION

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

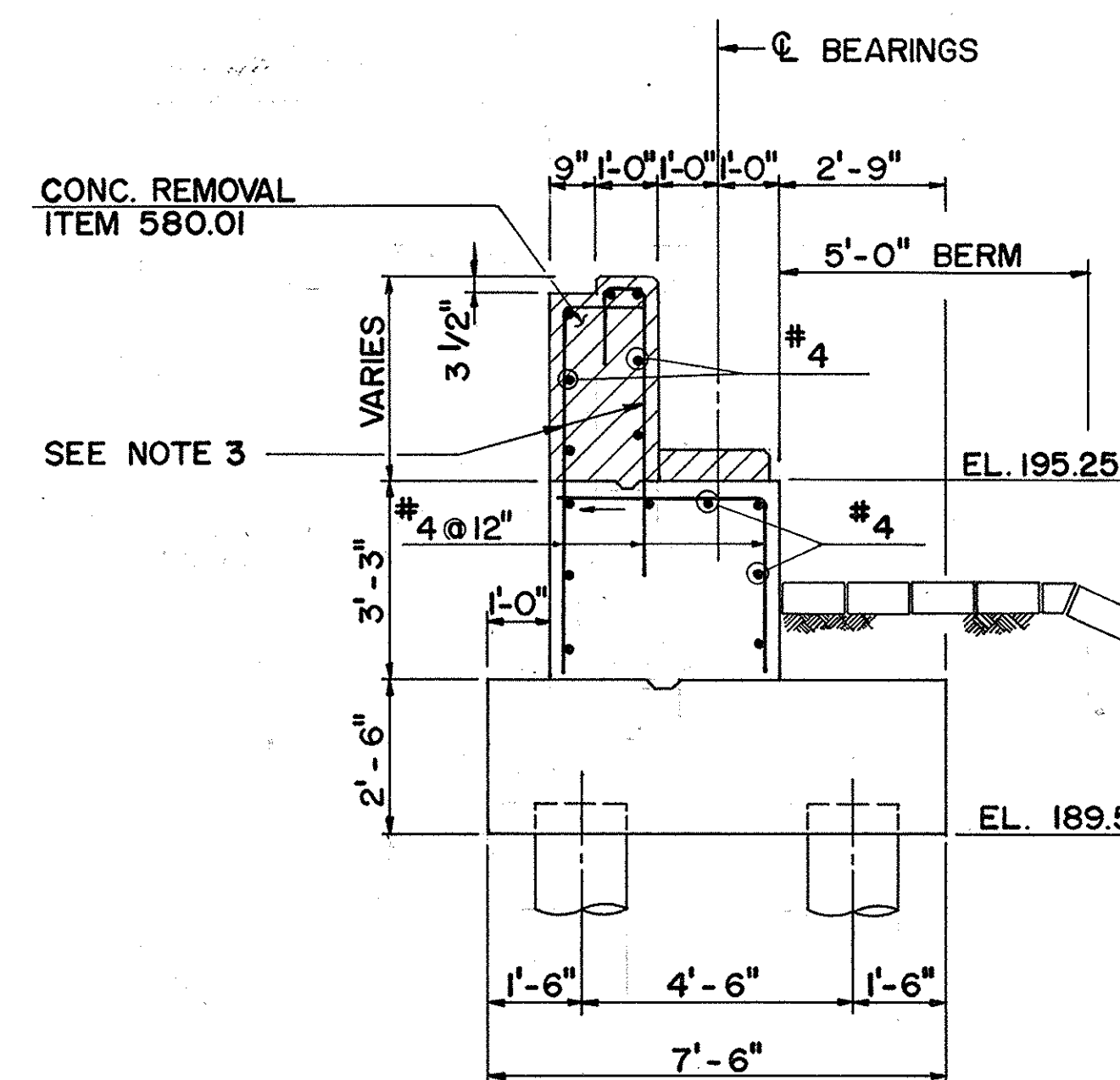
REMOVE METAL BRIDGE
RAILING (TYP) ITEM 587.01REMOVAL OF CONC. PYLONS
(TYP) ITEM 580.11

NORTH WINGWALL ELEVATION

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

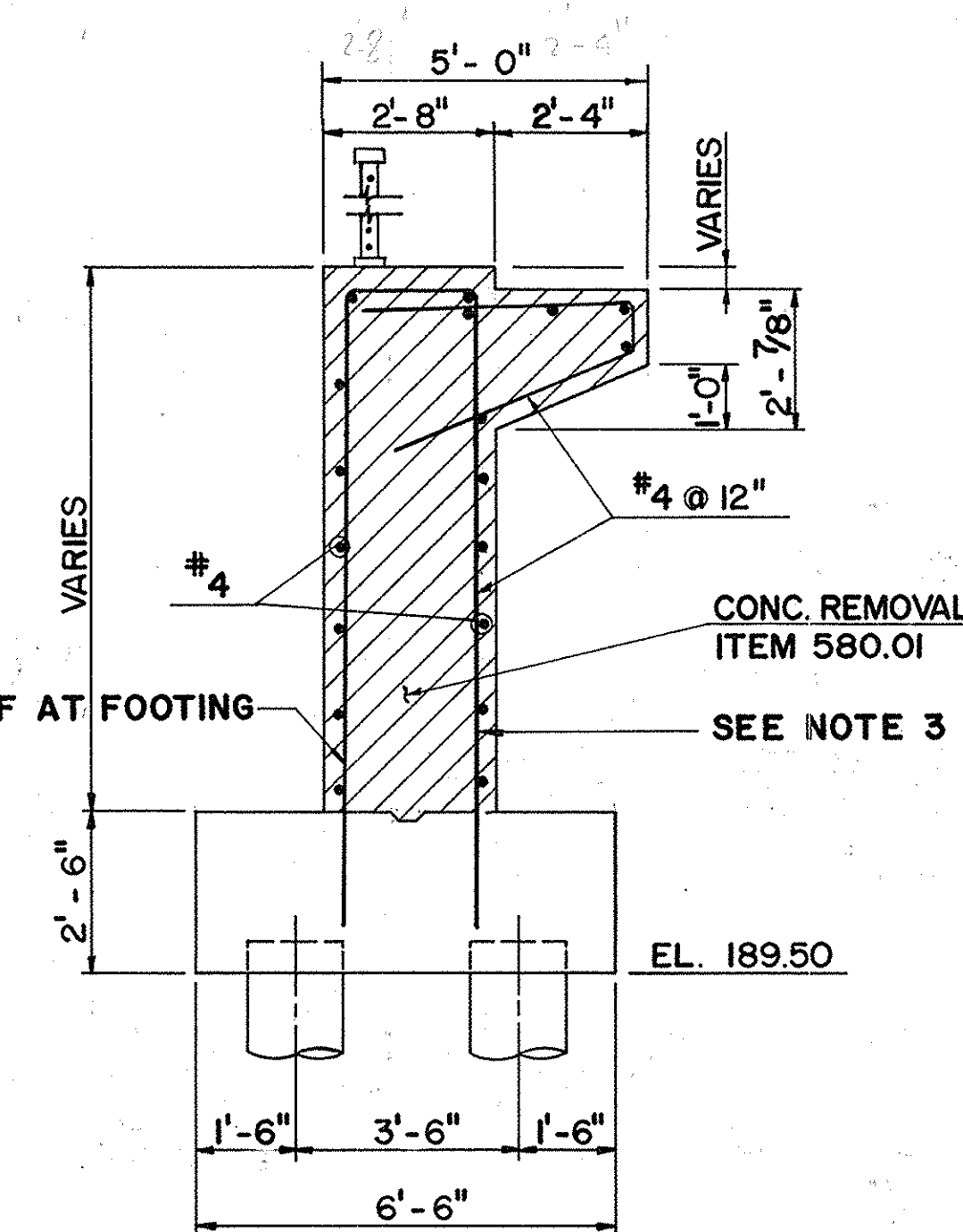
SOUTH WINGWALL ELEVATION

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



SECTION A-A

SCALE: 3/8" = 1'-0"



SECTION B-B

SCALE: 3/8" = 1'-0"

LEGEND

INDICATES REMOVAL OF CONCRETE ITEM 580.01
AND CONC. PYLONS ITEM 580.11

INDICATES REPAIR OF CONCRETE ITEM 25582.0620

(8 SF) INDICATES THE APPROX. AREA OF
REPAIR REQUIRED IN SQUARE FEET (TYP)INDICATES ACTUAL AREAS OF REPAIR
(ITEM 25582.0620)

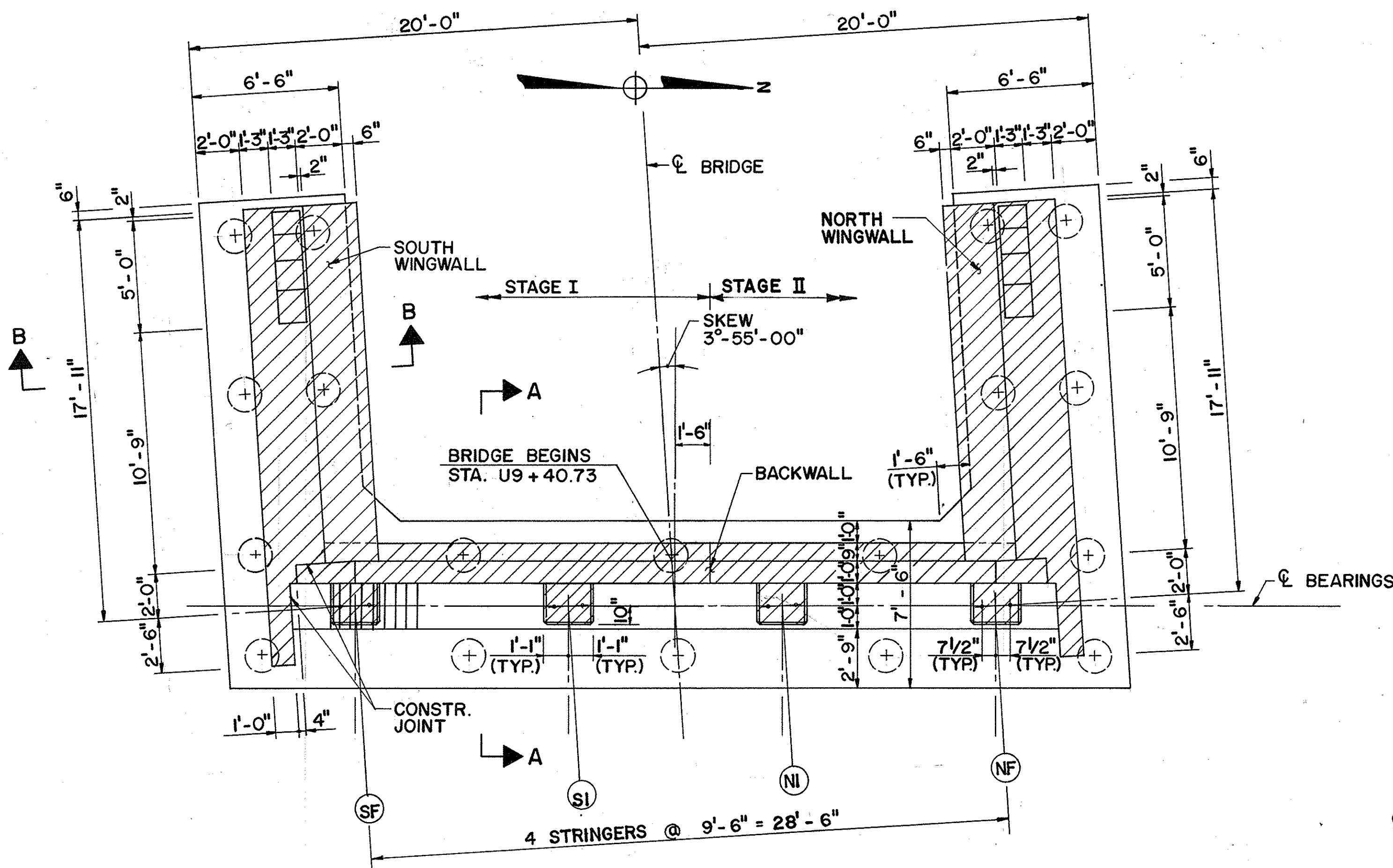
NOTES:

- FOR DETAILS OF SURFACE REPAIR SEE DWG G17
- EXISTING VERTICAL REINFORCEMENT OF THE
PEDESTALS SHALL BE CUT OFF AT THE BOTTOM
OF THE PEDESTALS
- 1'-9" OF EXISTING REBAR SHALL REMAIN TO
BE LAPPED WITH NEW REBAR.

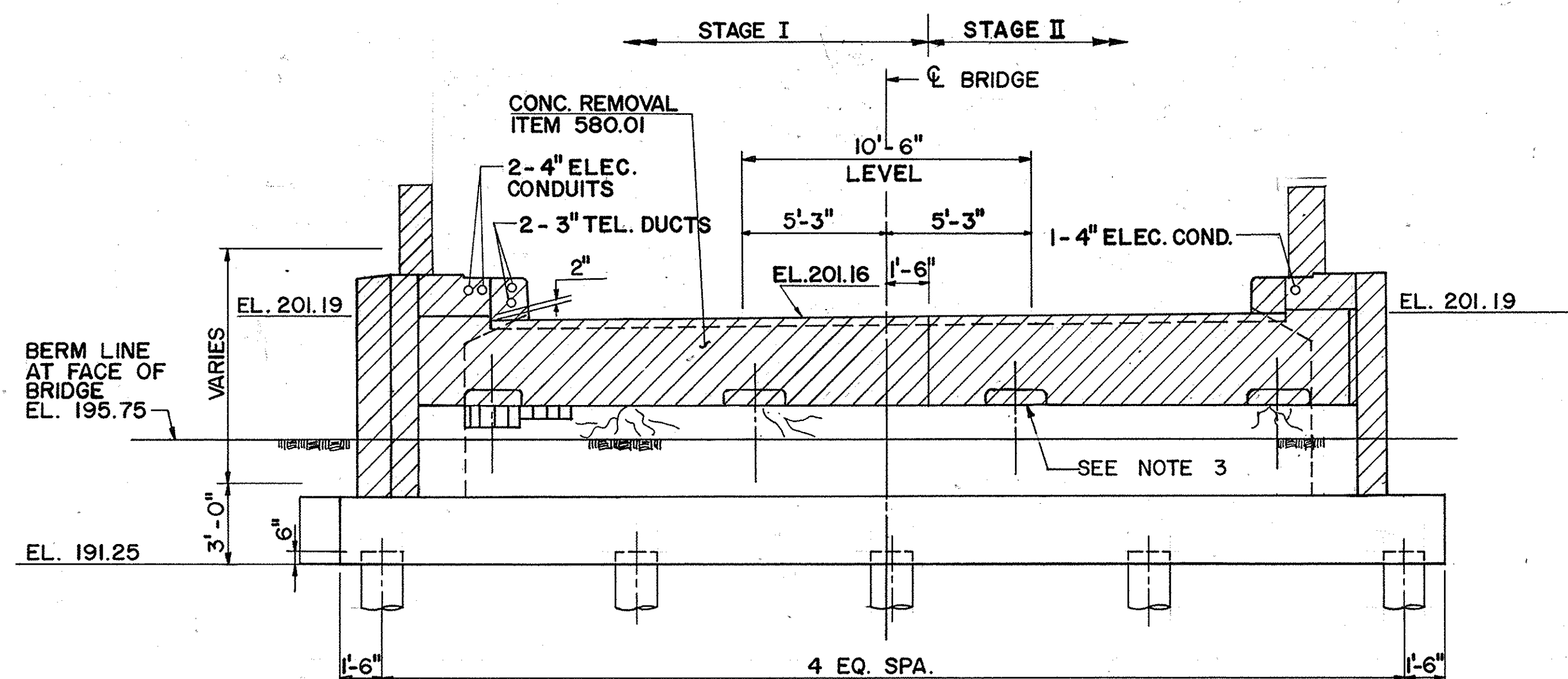
AS-BUILT REVISIONS	
1/93	NOTE ACTUAL REPAIRS C.A.T.
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209 TITLE OF PROJECT REHABILITATION OF GLENMONT RD. BRIDGE LOCATION OF PROJECT MP 139.54, ALBANY COUNTY TITLE OF DRAWING EAST ABUTMENT EXISTING	
DRAWN BY: J.C.	CHECKED BY: T.W. <i>TAD</i>
DATE: FEB. 1990	DRAWING NUMBER: G6

JACKSON AND TULL
CHARTERED ENGINEERS

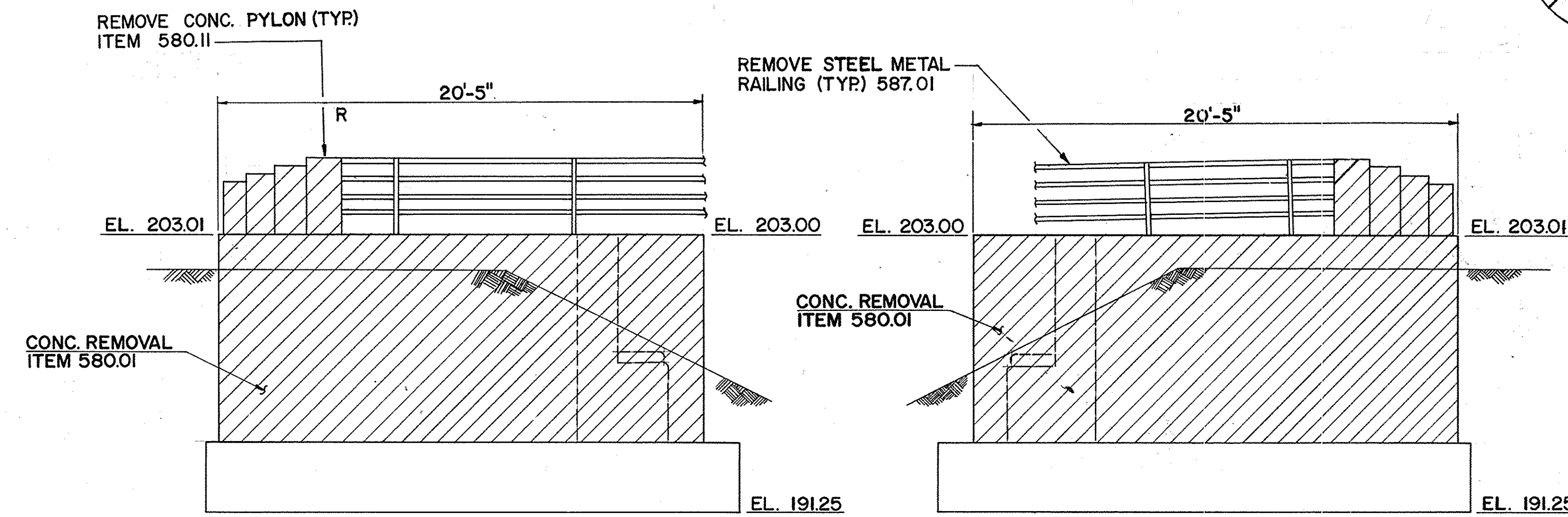
TAA 90-148



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

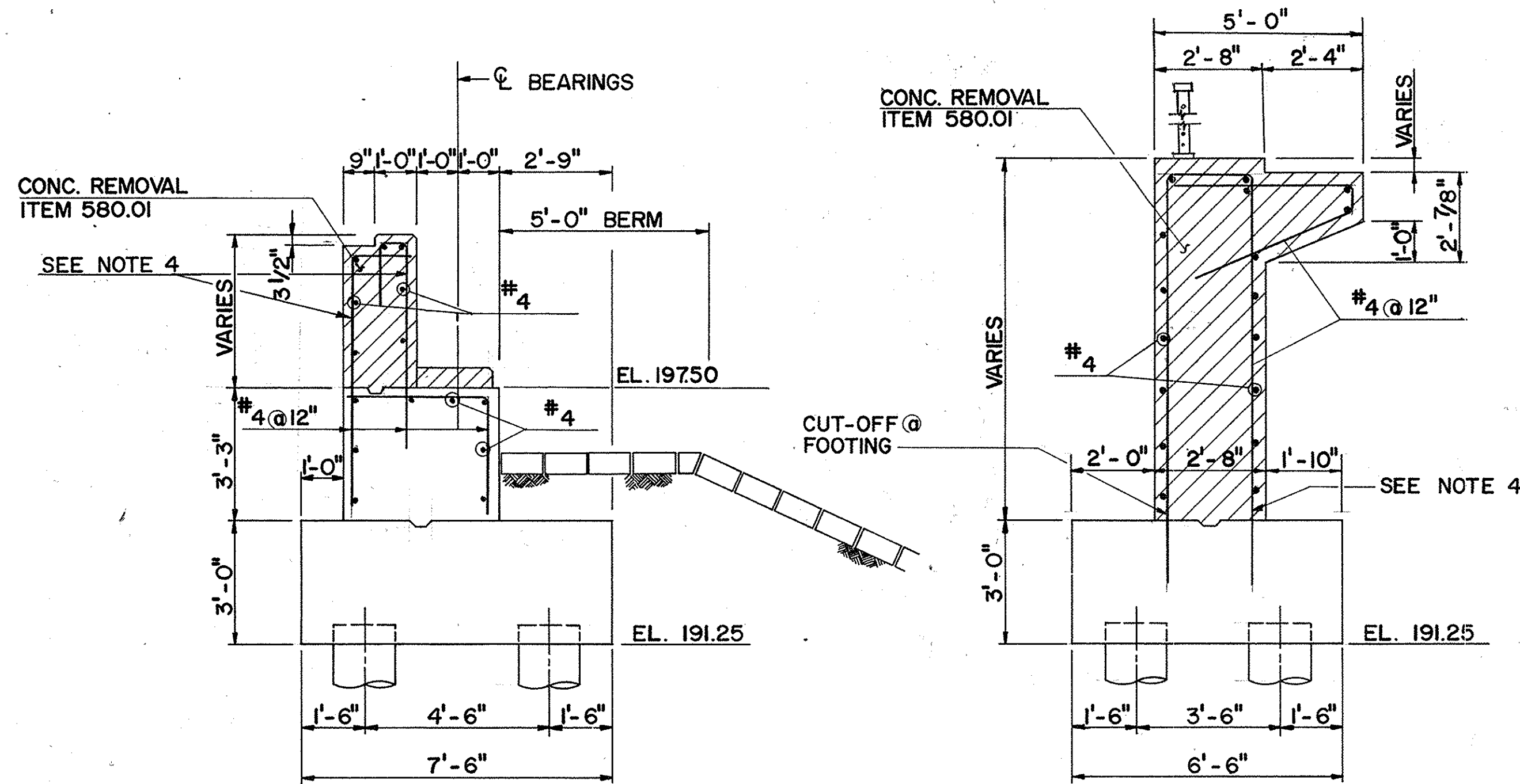


EXISTING ELEVATION
SCALE: 1/4" = 1'-0"



SOUTH WINGWALL ELEVATION
SCALE: 1/4" = 1'-0"

NORTH WINGWALL ELEVATION
SCALE: 1/4" = 1'-0"



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

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

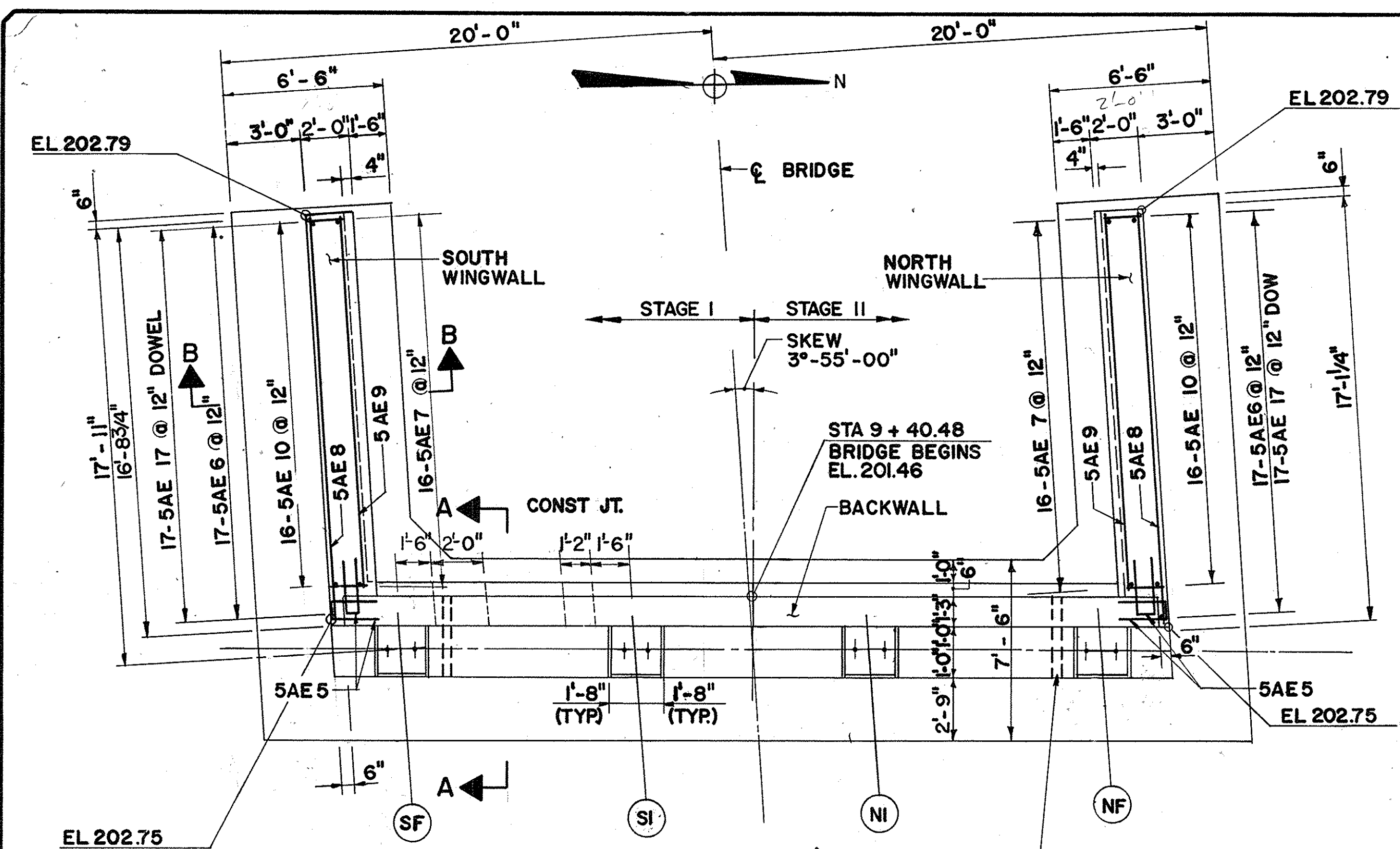
NOTES:

- FOR DETAILS OF SURFACE REPAIR SEE DWG. G17.
- CRACKS SHALL BE REPAIRED BY USING EPOXY PRESSURE INJECTION ITEM 25555.3570, AND EPOXY PRESSURE INJECTION MATERIAL ITEM 25555.3571.
- EXISTING VERTICAL REINFORCEMENT OF THE PEDESTALS SHALL BE CUT OFF AT THE BOTTOM OF THE PEDESTAL.
- 1'-9" OF EXISTING REBAR SHALL REMAIN TO BE LAPPED WITH NEW REBAR.

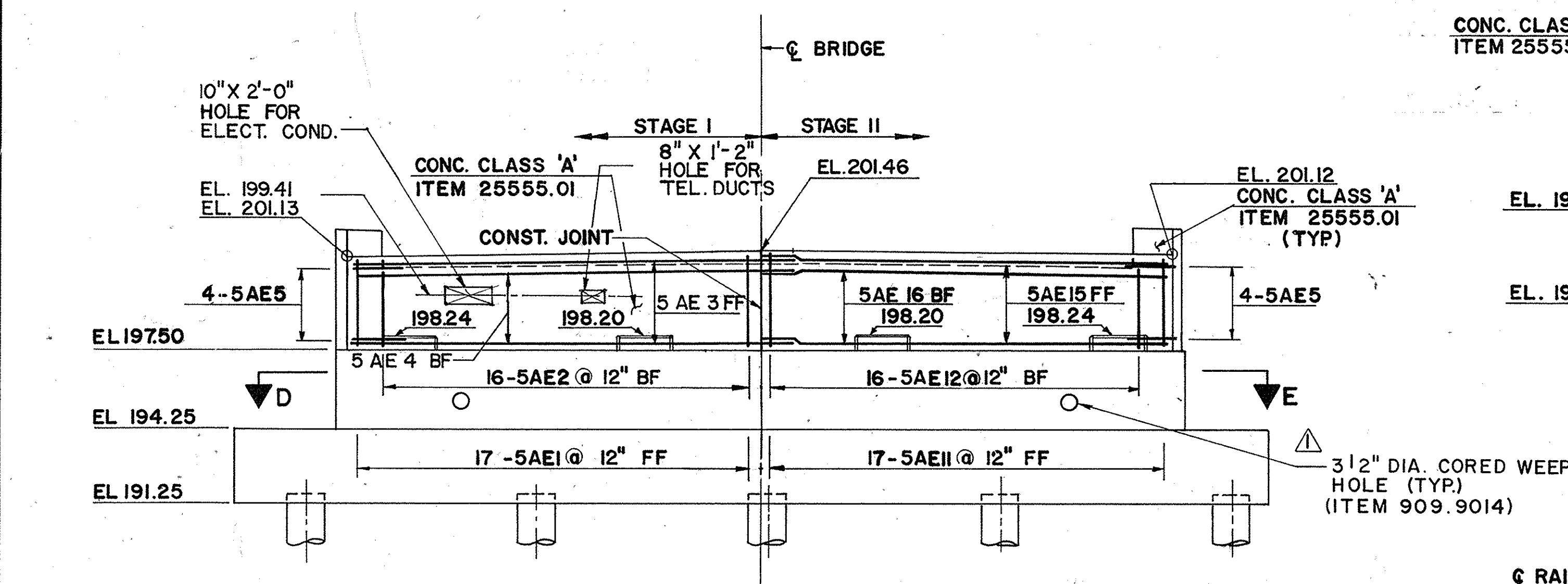
LEGEND

- INDICATES REMOVAL OF CONC. ITEM 580.01 & CONC. PYLONS ITEM 580.11
- INDICATES SURFACE CRACKS
- INDICATES ACTUAL AREAS OF REPAIR (ITEM 25582.0620)

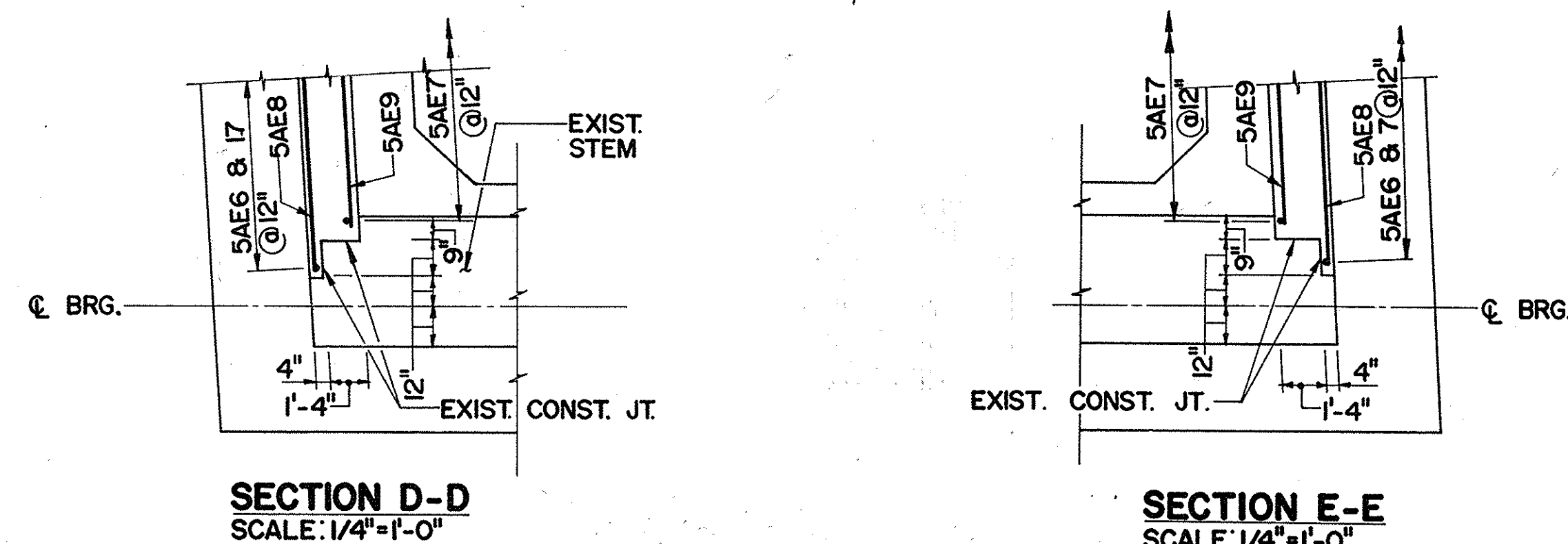
AS-BUILT REVISIONS	
1/93	Note Actual Repairs C.A.T. Δ
SIGNATURE: <i>[Signature]</i> DATE: 2-16-93	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT: REHABILITATION OF GLENMONT RD. BRIDGE	
LOCATION OF PROJECT: MP 139.54 ALBANY COUNTY	
TITLE OF DRAWING: WEST ABUTMENT EXISTING	
DRAWN BY: J.C.	CHECKED BY: T.W. [Signature]
DATE: FEB. 1990	DRAWING NUMBER: G8
JACKSON AND TULL CHARTERED ENGINEERS	
TAA 90-14B	



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

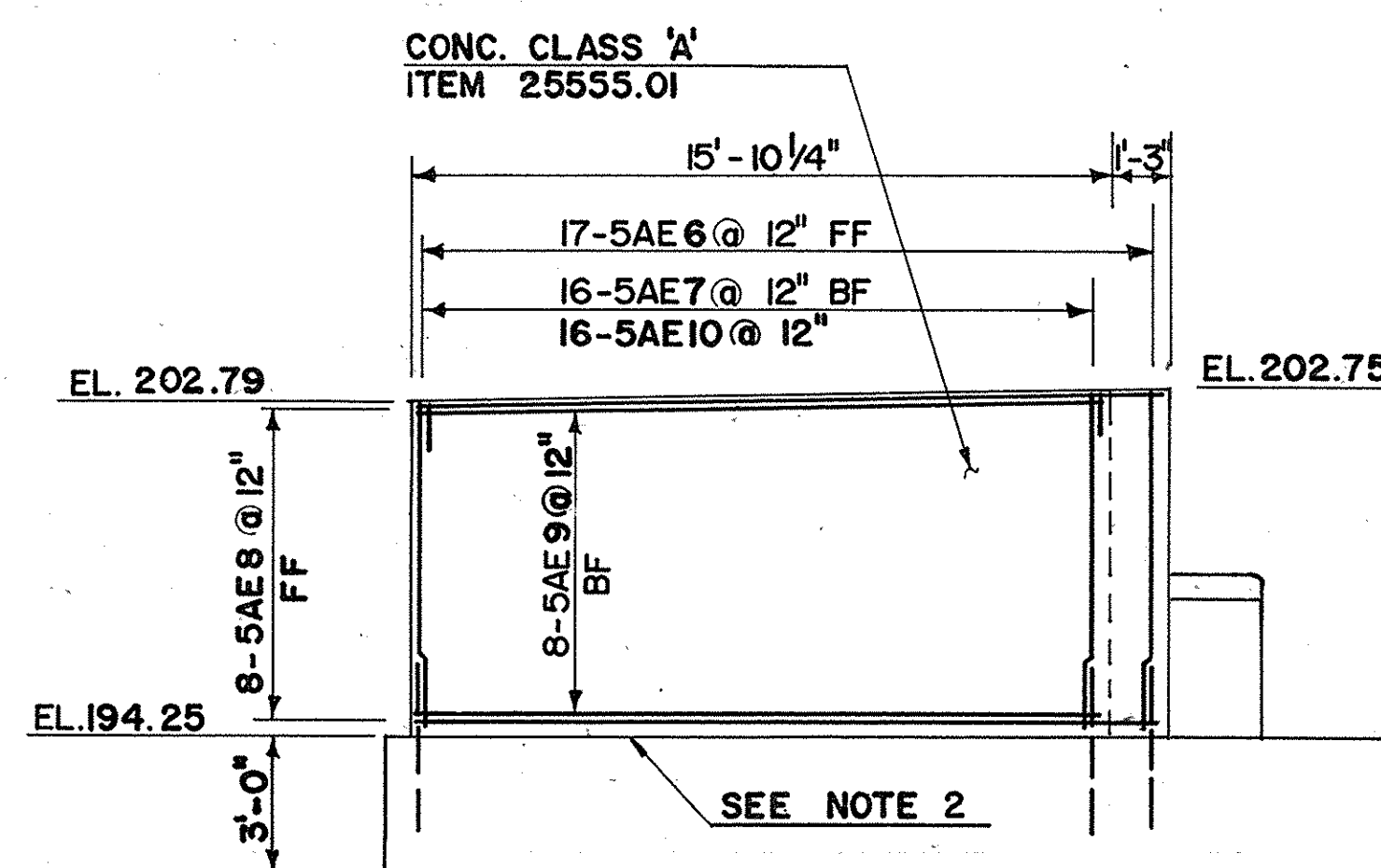


PROPOSED ELEVATION
SCALE: 1/4"=1'-0"



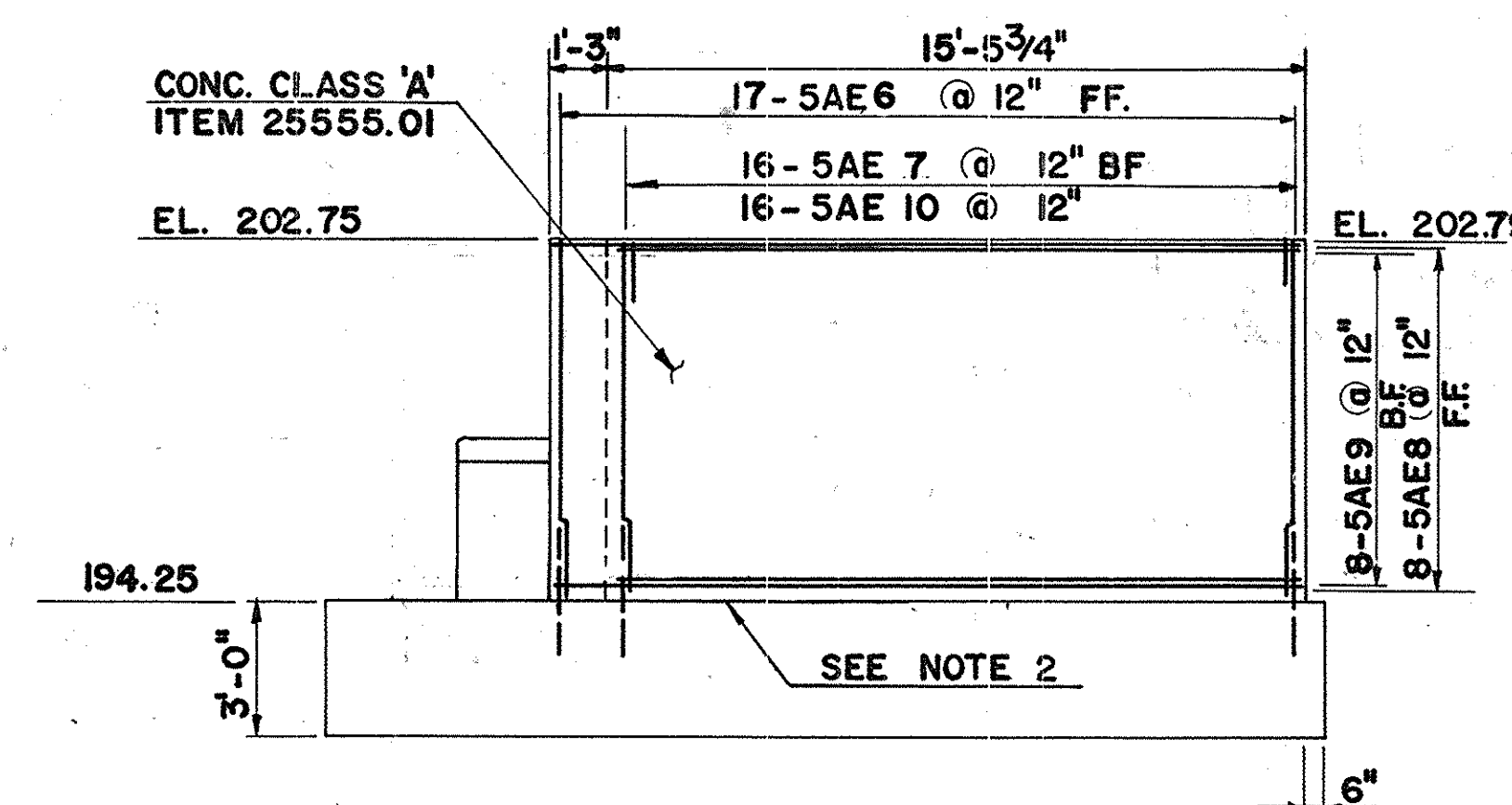
SECTION D-D
SCALE: 1/4"=1'-0"

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



NORTH WINGWALL ELEVATION

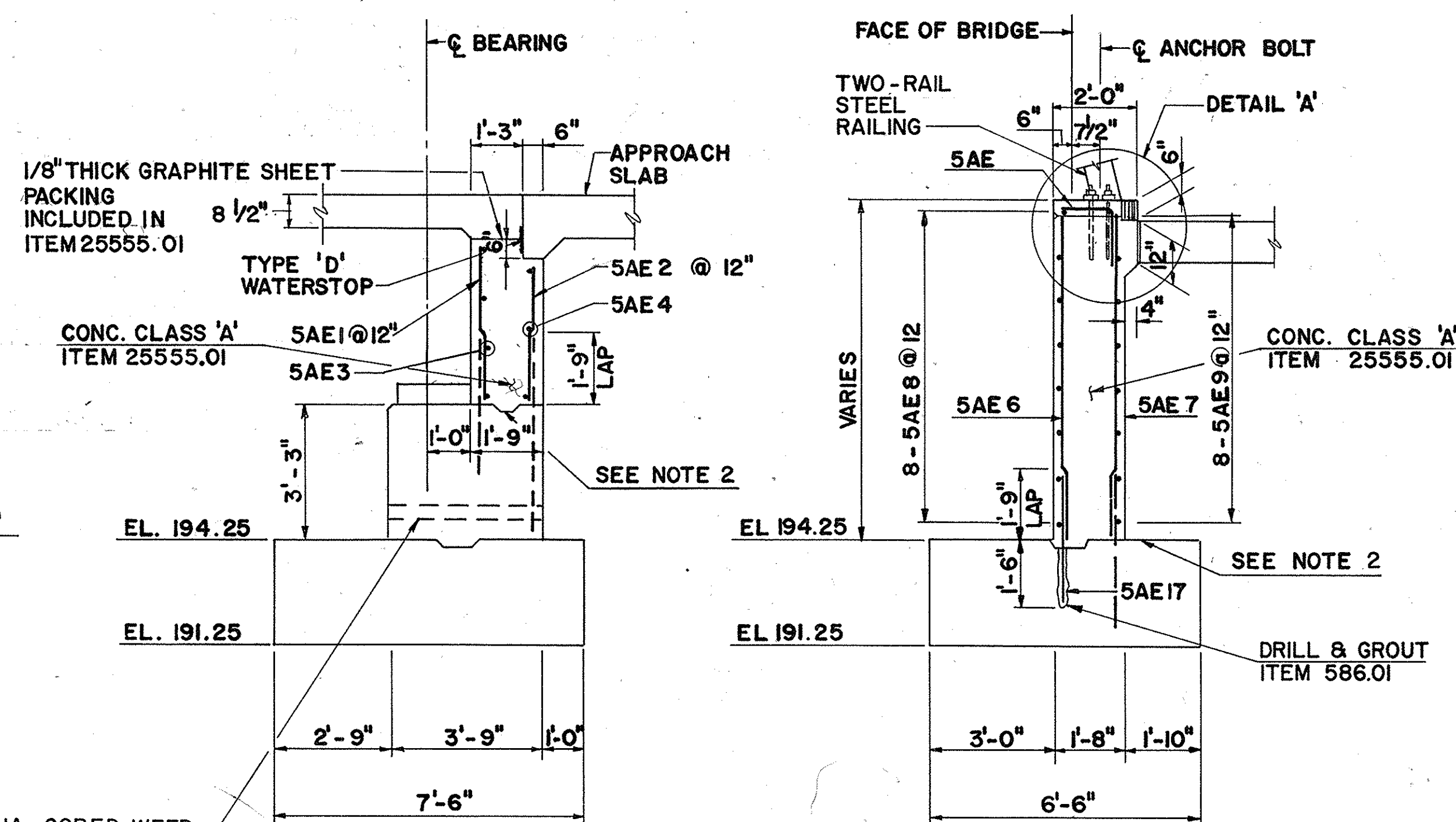
SCALE: $1/4" = 1' - 0"$



NORTH WINGWALL ELEVATION

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

- NOTES :**
- 1. FOR PEDESTAL DETAIL SEE EAST ABUTMENT PROPOSED G7**
 - 2. SANDBLAST AND APPLY EPOXY BONDING COMPOUND (BEFORE PLACING NEW CONCRETE ITEM 15555.3502)**

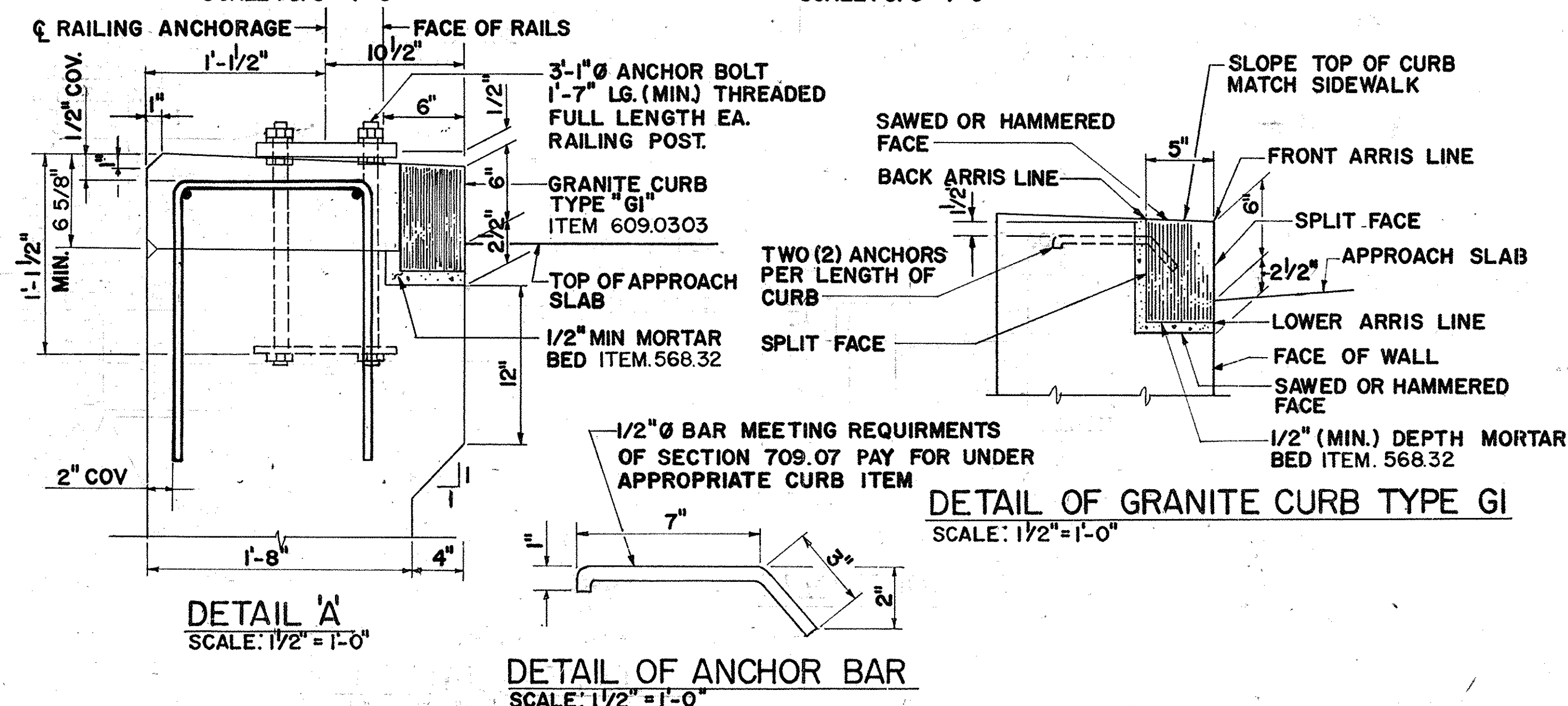


SECTION A - A

SCALE : 3/8" = 1'-0"

SECTION B-B

SCALE: 3/8"=1'-0"

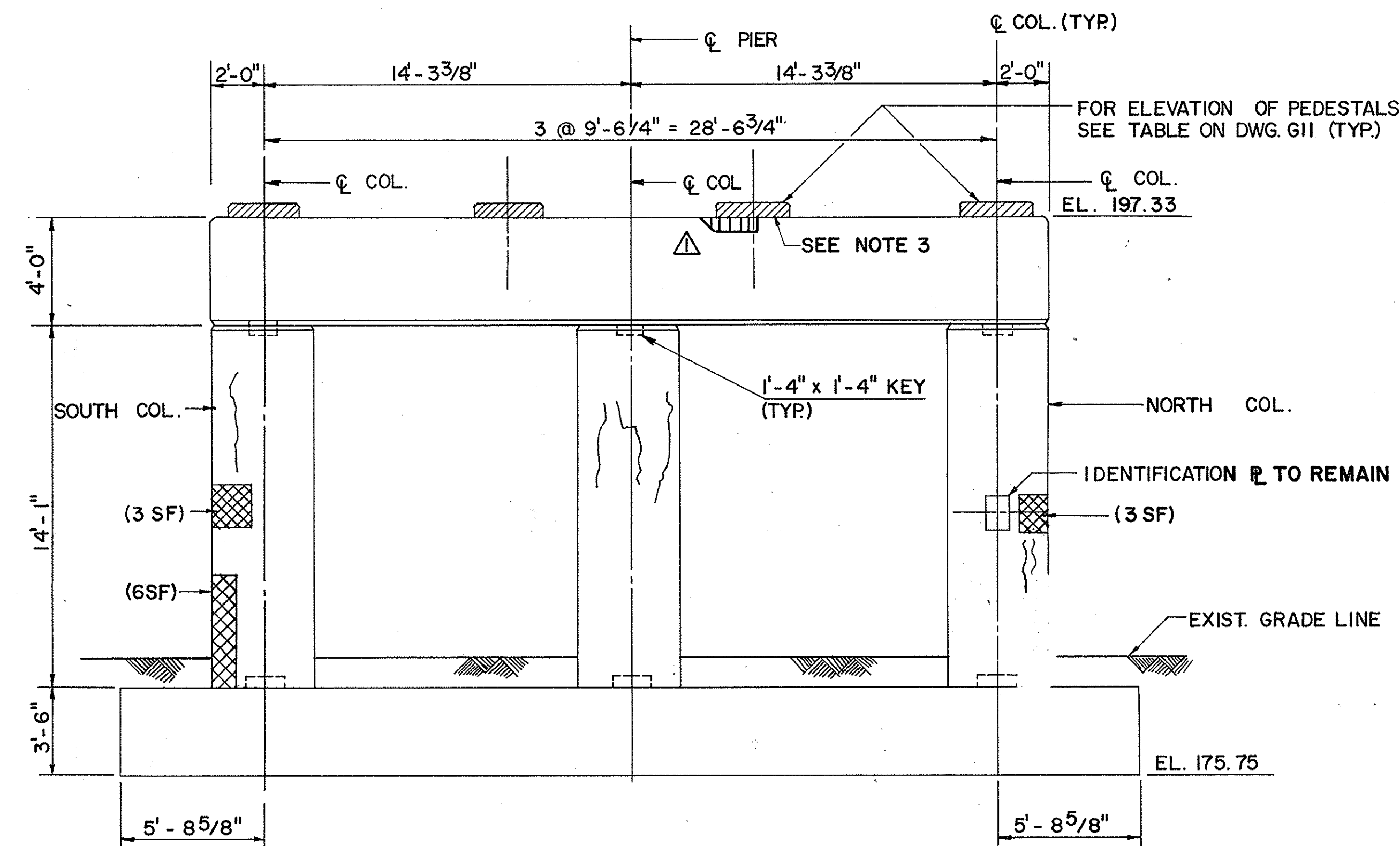


DETAIL 'A'
SCALE: 1/2" = 1'-0"

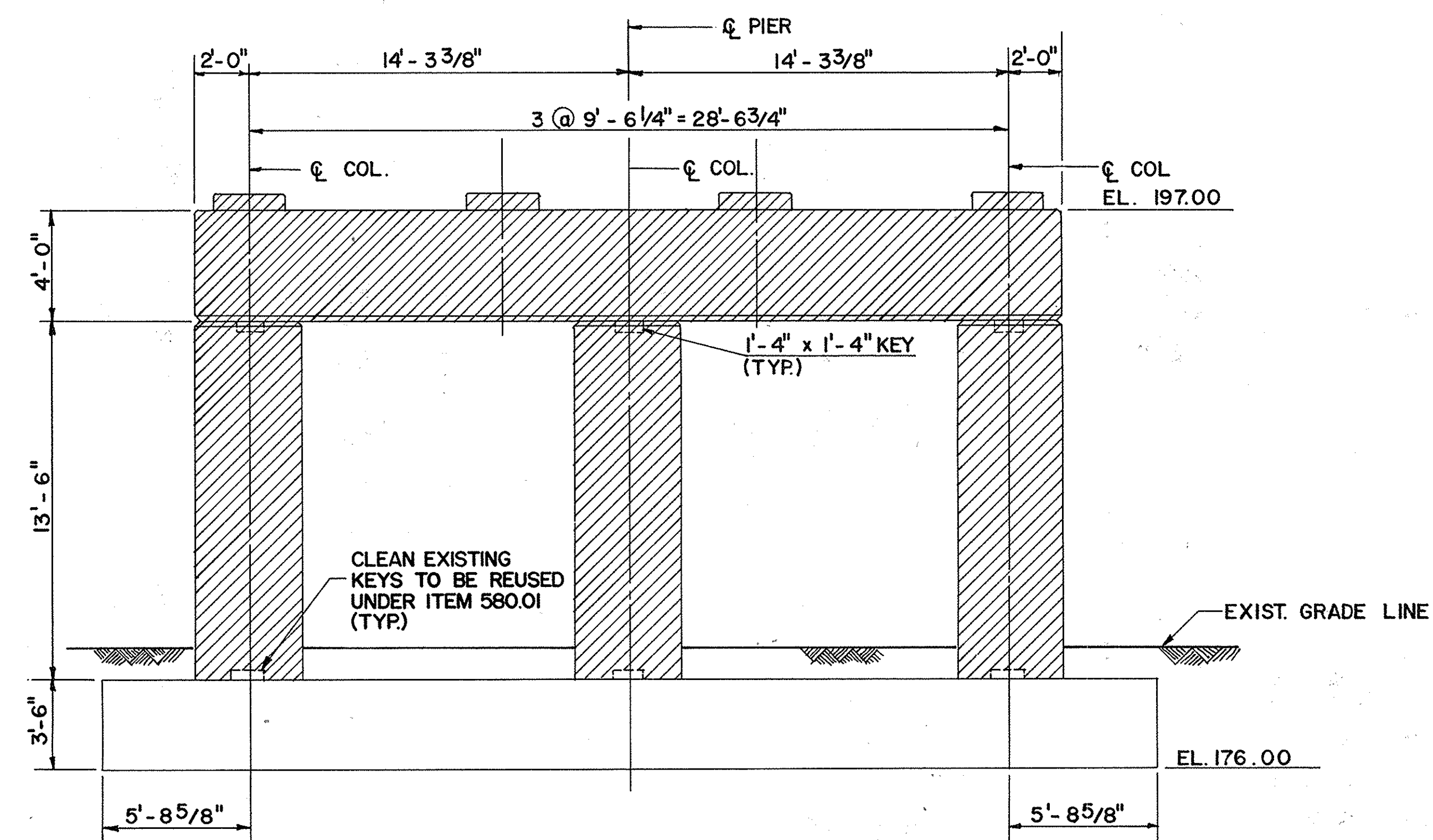
DETAIL OF ANCHOR BAR
SCALE: 1 1/2" = 1'-0"

DETAIL OF GRANITE CURB TYPE GI
SCALE: 1/2" = 1'-0"

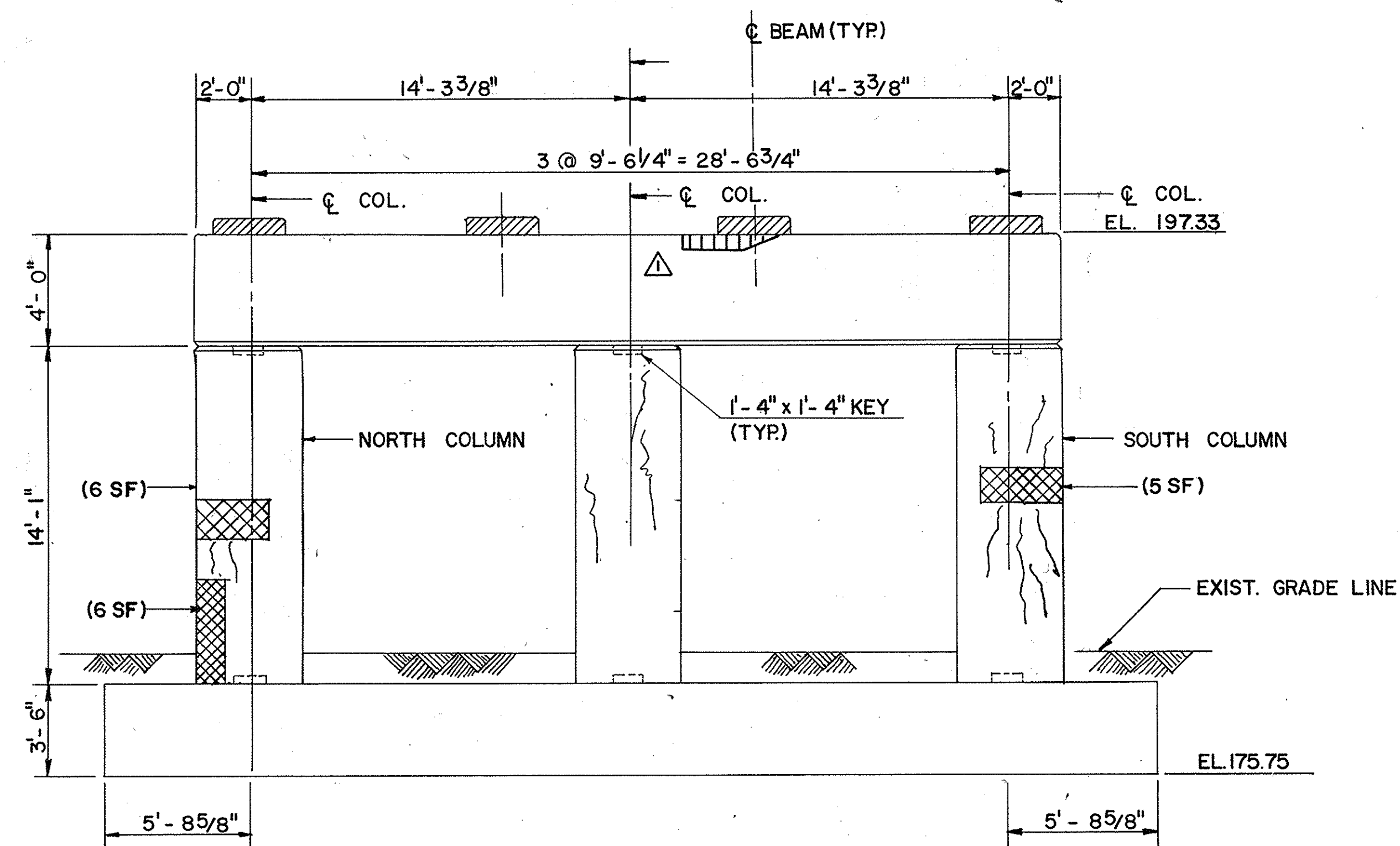
AS-BUILT REVISIONS			
1/93	Add Cored Weep Holes	C.A.T.	1/93
 SIGNATURE		2-16-93 DATE	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REHABILITATION OF GLENMONT RD. BRIDGE			
LOCATION OF PROJECT MP 139.54 ALBANY COUNTY			
TITLE OF DRAWING WEST ABUTMENT PROPOSED			
		DRAWN BY: N.V. CHECKED BY: T.W. <i>nd</i> DATE: FEB. 1990 DRAWING NUMBER G 9	
TAA 90-14B			



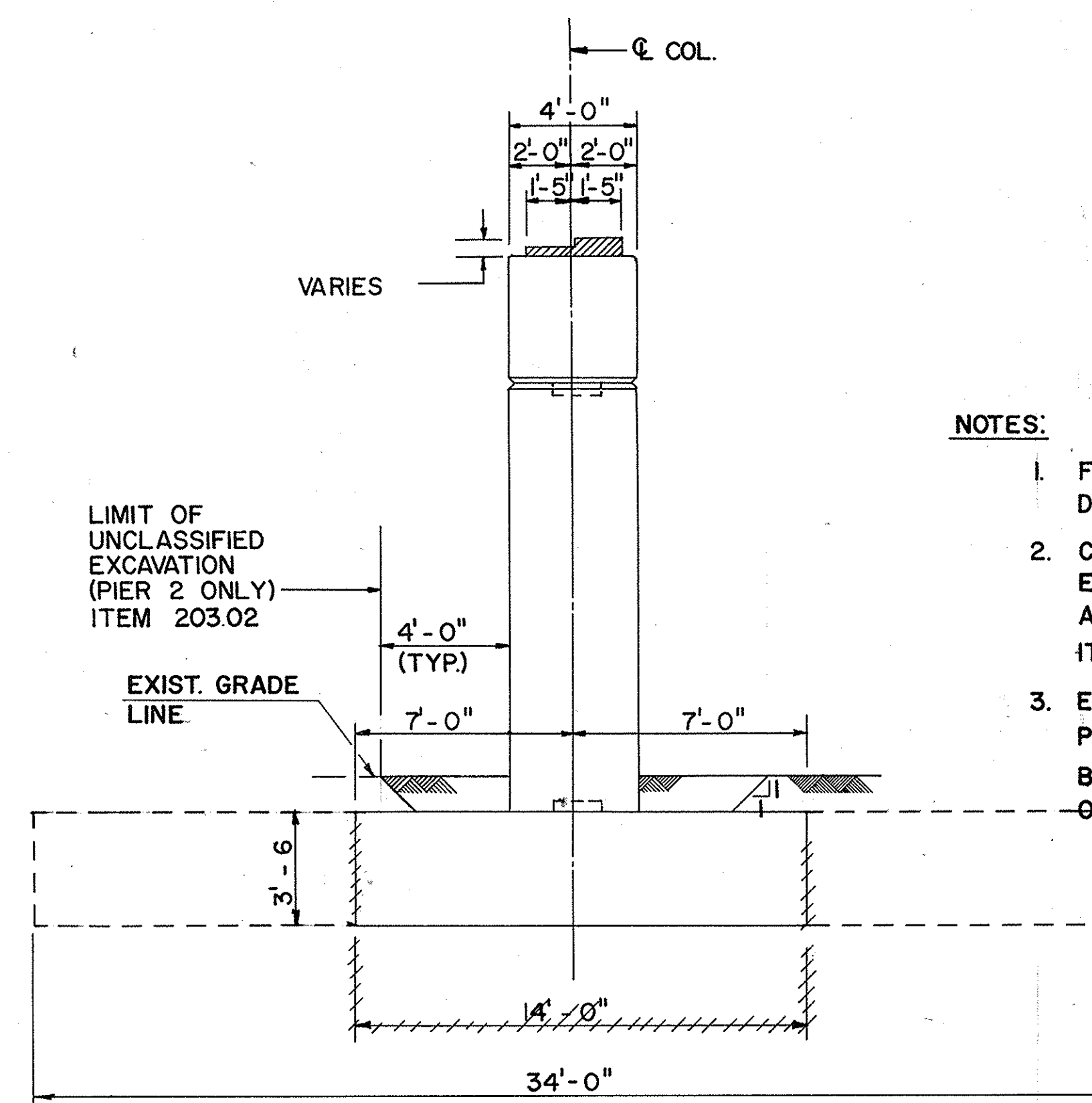
EAST ELEVATION (EXISTING) - PIER 1
SCALE: 1/4" = 1' - 0"



EXISTING ELEVATION - PIER 2
SCALE: 1/4" = 1' - 0"



WEST ELEVATION (EXISTING) - PIER 1
SCALE: 1/4" = 1' - 0"



PIER 2 FOOTING WIDER THAN ORIGINALLY SHOWN

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

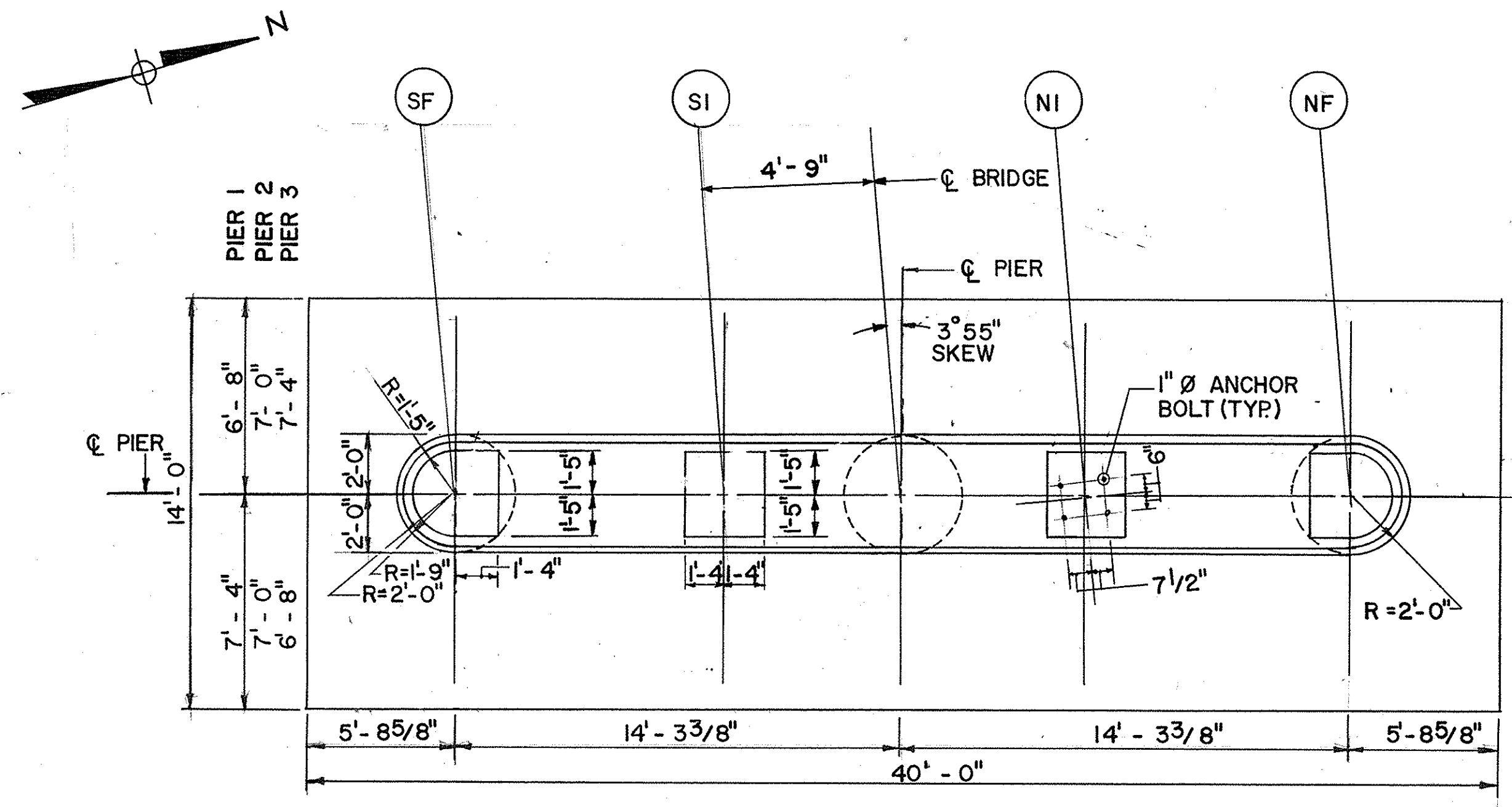
LEGEND:

- INDICATES REMOVAL OF CONCRETE ITEM 580.01 AND CONC. PYLONS ITEM 580.11
- INDICATES REPAIR OF CONCRETE ITEM 25582.0620
- (4 SF) INDICATES APPROX. AREA OF REPAIR IN SQUARE FEET (TYP)
- INDICATES SURFACE CRACKS
- INDICATES ACTUAL AREAS OF REPAIRS (ITEM 25582.0620)

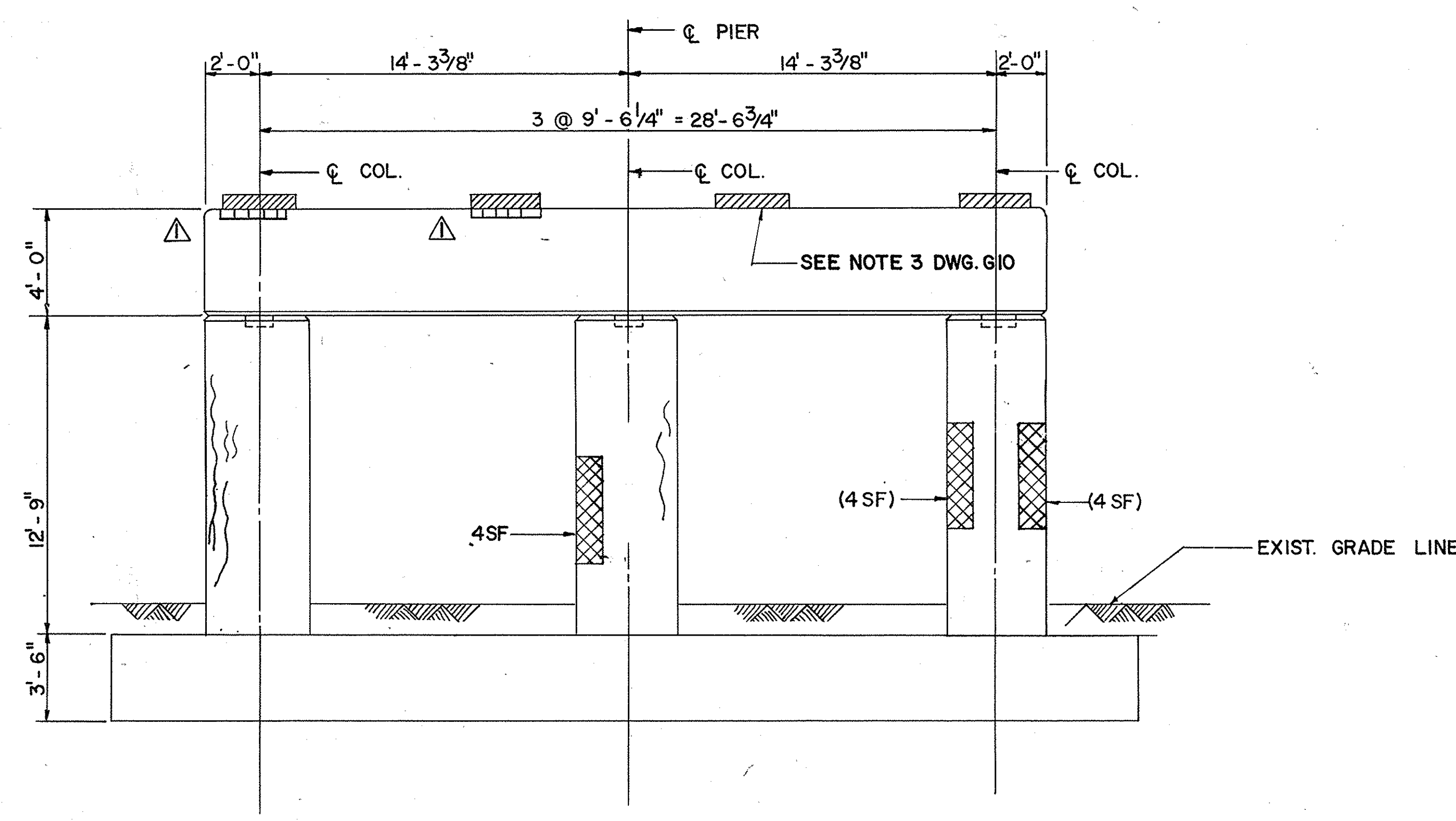
NOTES:

1. FOR DETAILS OF SURFACE REPAIR SEE DWG G17.
2. CRACKS SHALL BE REPAIRED BY USING EPOXY PRESSURE INJECTION ITEM 25555.3570, AND EPOXY PRESSURE INJECTION MATERIAL ITEM 25555.3571.
3. EXISTING VERTICAL REINFORCEMENT OF THE PEDESTALS SHALL BE CUT OFF AT THE BOTTOM OF THE PEDESTALS (FOR PIERS 1 & 3 ONLY.)

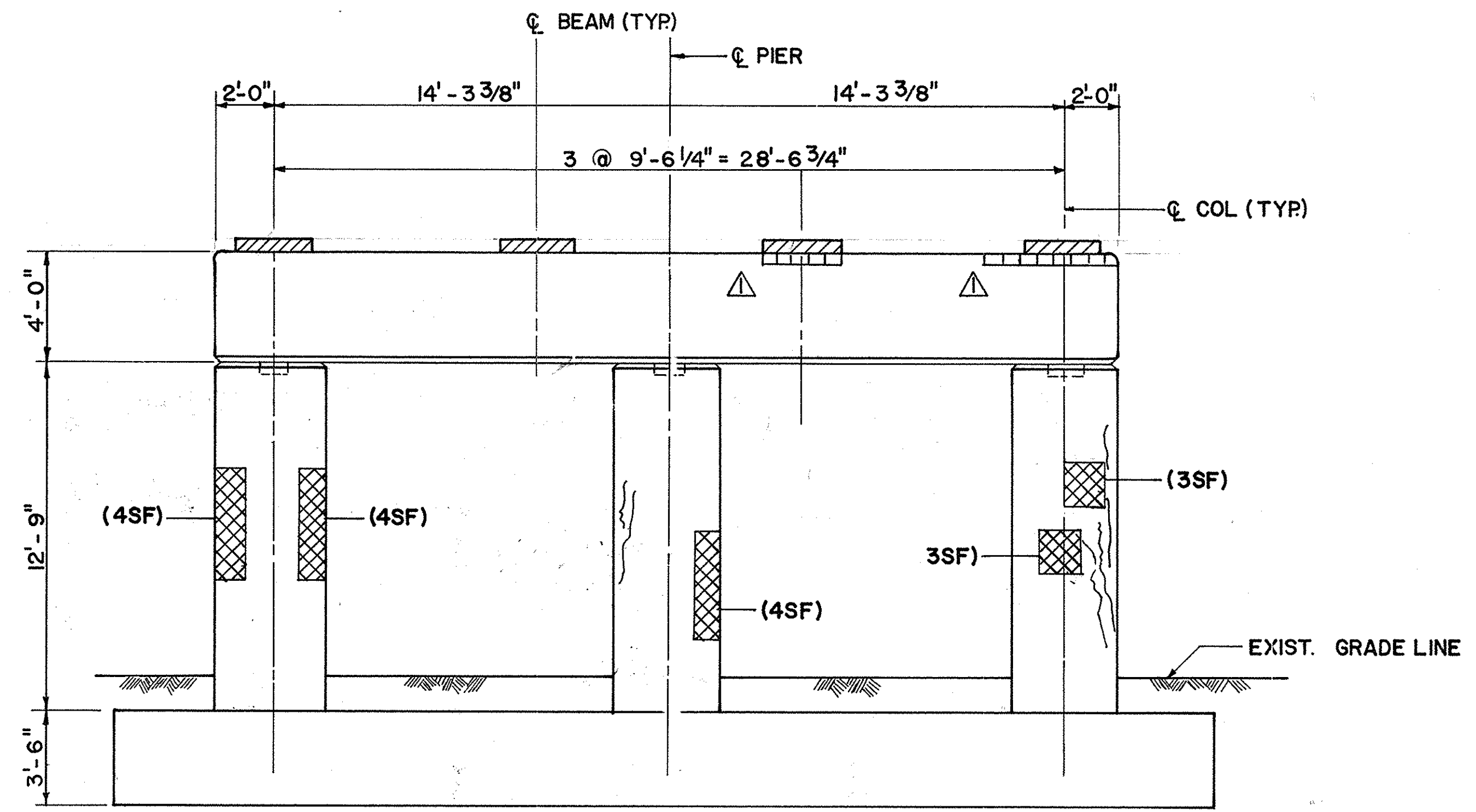
AS-BUILT REVISIONS			
1/93	Note Withhof Pier 2 Flg.	C.A.T.	
1/93	Note Actual Repairs	C.A.T.	
SIGNATURE		2-16-93 DATE	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REHABILITATION OF GLENMONT ROAD BRIDGE LOCATION OF PROJECT MP. 139.54, ALBANY COUNTY			
TITLE OF DRAWING PIER ELEVATION EXISTING			
DRAWN BY: E.V.		CHECKED BY: T.W. RAD	
DATE: FEB. 1990		DRAWING NUMBER: G 10	
JACKSON AND TULL CHARTERED ENGINEERS		TAA 90-14B	



PIER PLAN - EXISTING
SCALE: 1/4" = 1'-0"



EAST ELEVATION (EXISTING) - PIER 3
SCALE: 1/4" = 1'-0"



WEST ELEVATION (EXISTING) - PIER 3
SCALE: 1/4" = 1'-0"

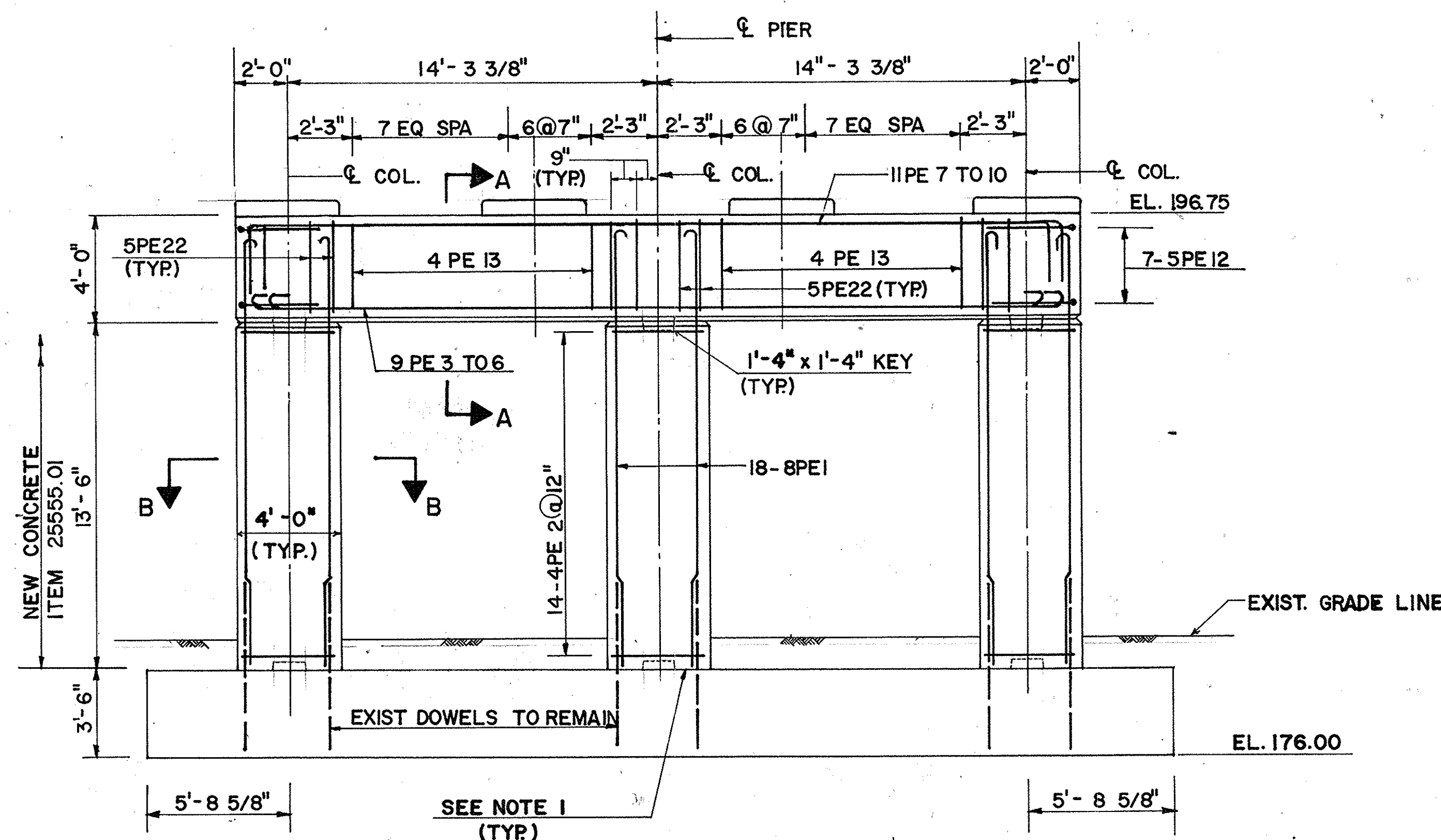
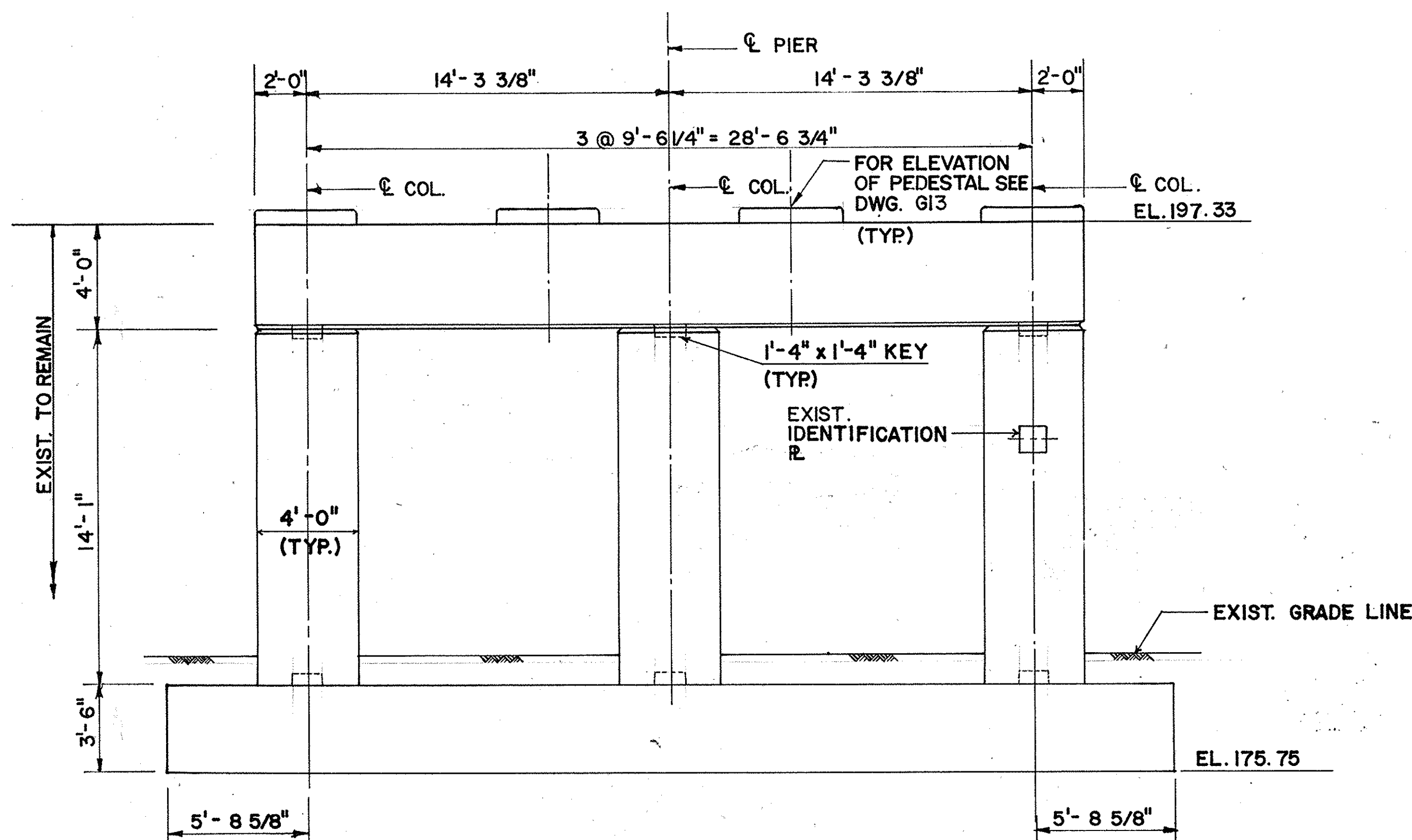
LEGEND

- INDICATES REMOVAL OF CONCRETE ITEM 580.01
- INDICATES REPAIR OF CONCRETE ITEM 25582.0620
- (4SF) INDICATES APPROX. AREA OF REPAIR IN SQUARE FEET (TYP)
- INDICATES SURFACE CRACKS
- INDICATES ACTUAL AREAS OF REPAIRS (ITEM 25582.0620)

FOR NOTES SEE DWG. G10

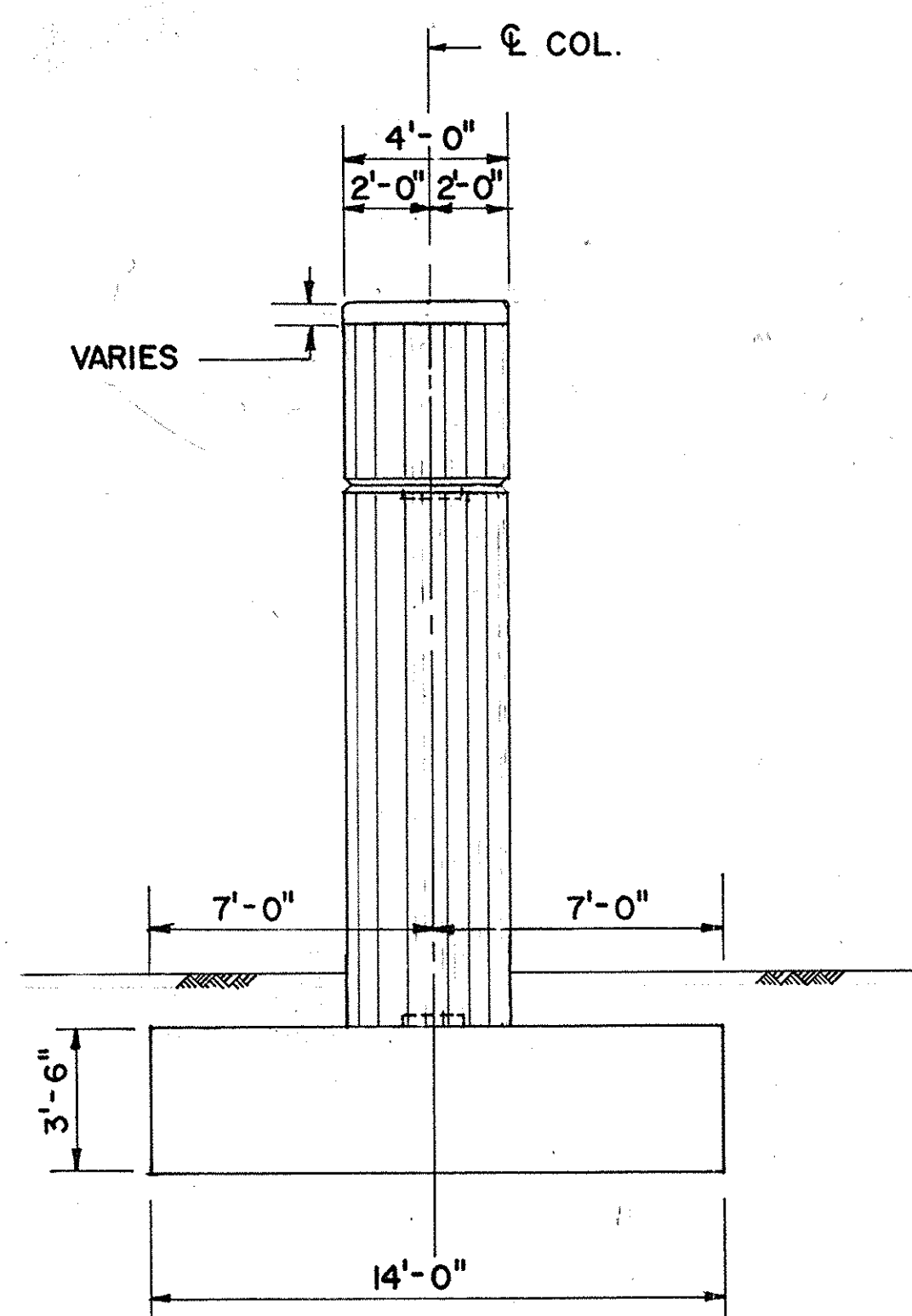
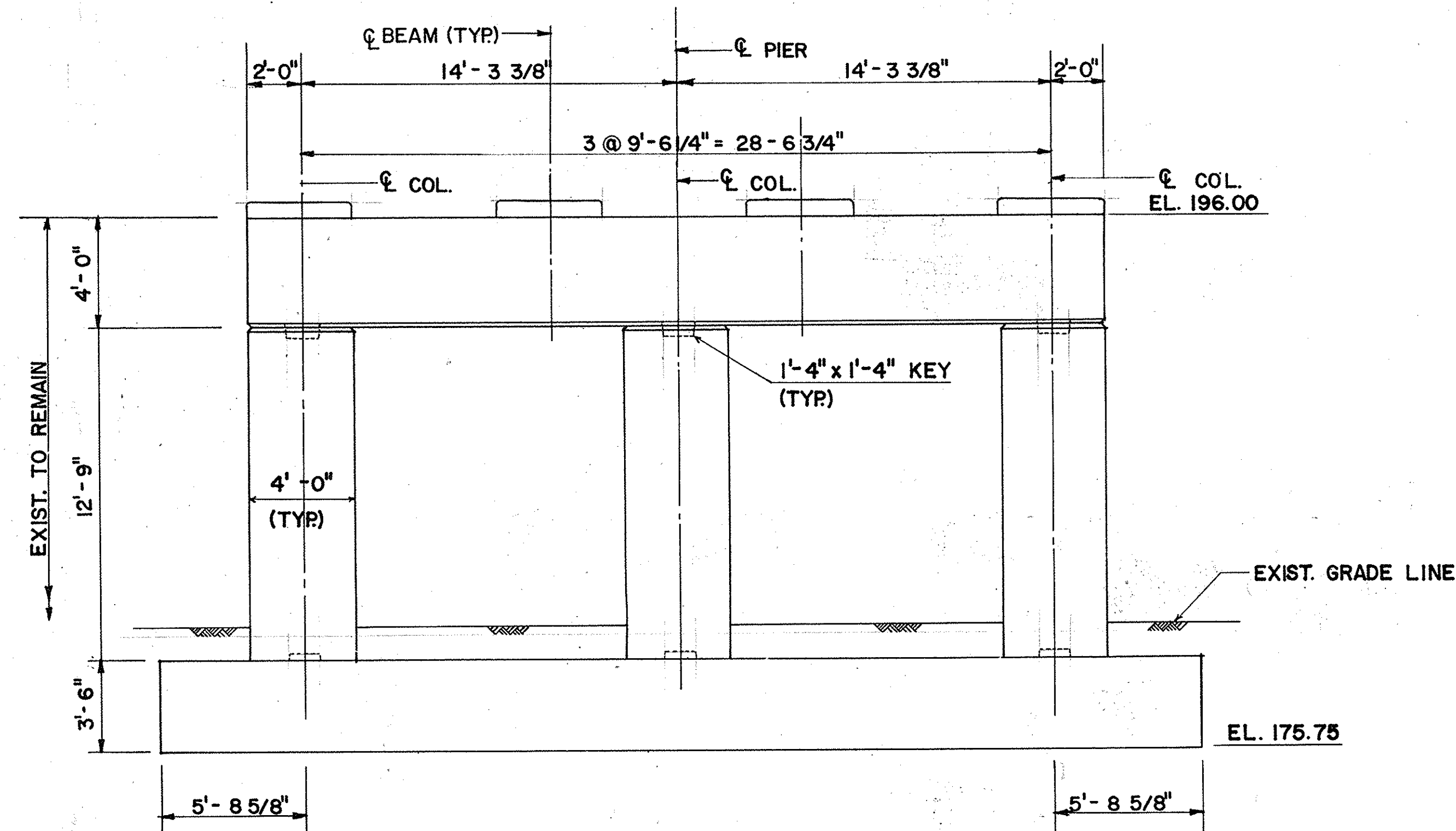
	STATION	SPAN	ELEVATION OF PEDESTALS			
			SF	SI	NI	NF
PIER 1	U9+93.85	1	197.95	197.85	197.85	197.94
		2	197.81	197.72	197.72	197.80
PIER 2	U10+58.00	2	197.41	197.32	197.32	197.39
		3	197.40	197.31	197.31	197.38
PIER 3	U11+22.15	3	196.52	196.42	196.41	196.49
		4	196.64	196.53	196.52	196.61

AS-BUILT REVISIONS			
1/93	Note Actual Repairs	C.A.T.	△
		2-16-93	DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REHABILITATION OF GLENMONT ROAD BRIDGE			
LOCATION OF PROJECT MP 139.54, ALBANY COUNTY			
TITLE OF DRAWING PIER DETAILS AND ELEVATION, EXISTING			
	DRAWN BY:	E.V.	
	CHECKED BY:	T.W. Tull	
	DATE:	FEB. 1990	
	DRAWING NUMBER:	G 11	

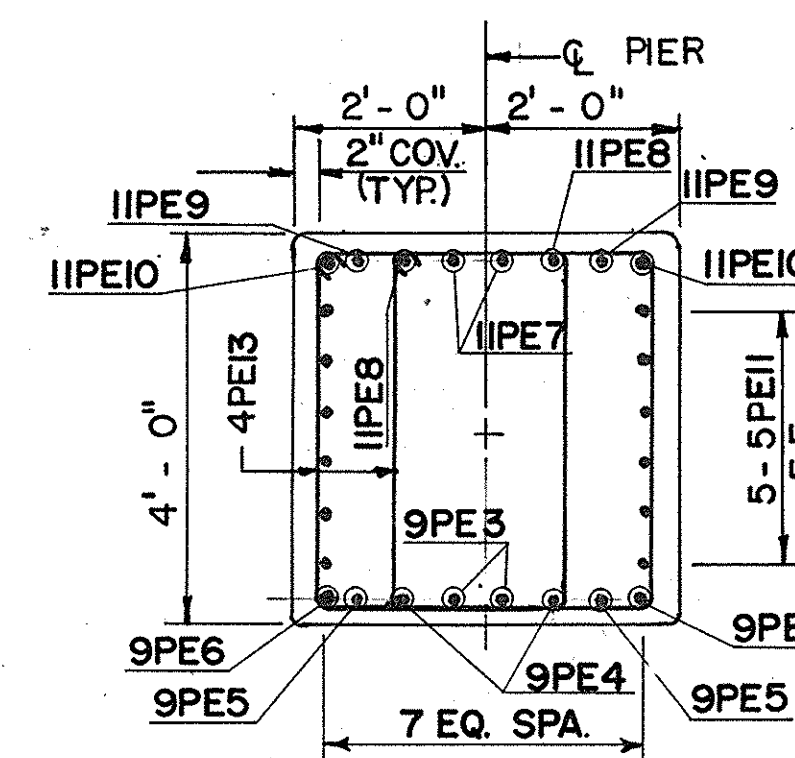


NOTES:

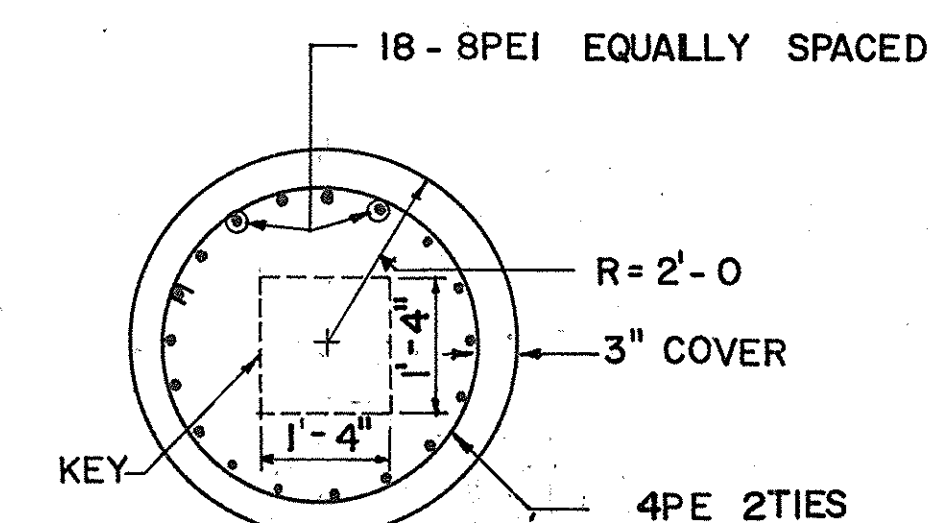
- SANDBLAST AND APPLY EPOXY BONDING COMPOUND (BEFORE PLACING NEW CONC.) ITEM 15555.3502
- FOR SECTIONS A-A & B-B SEE DWG. G13.



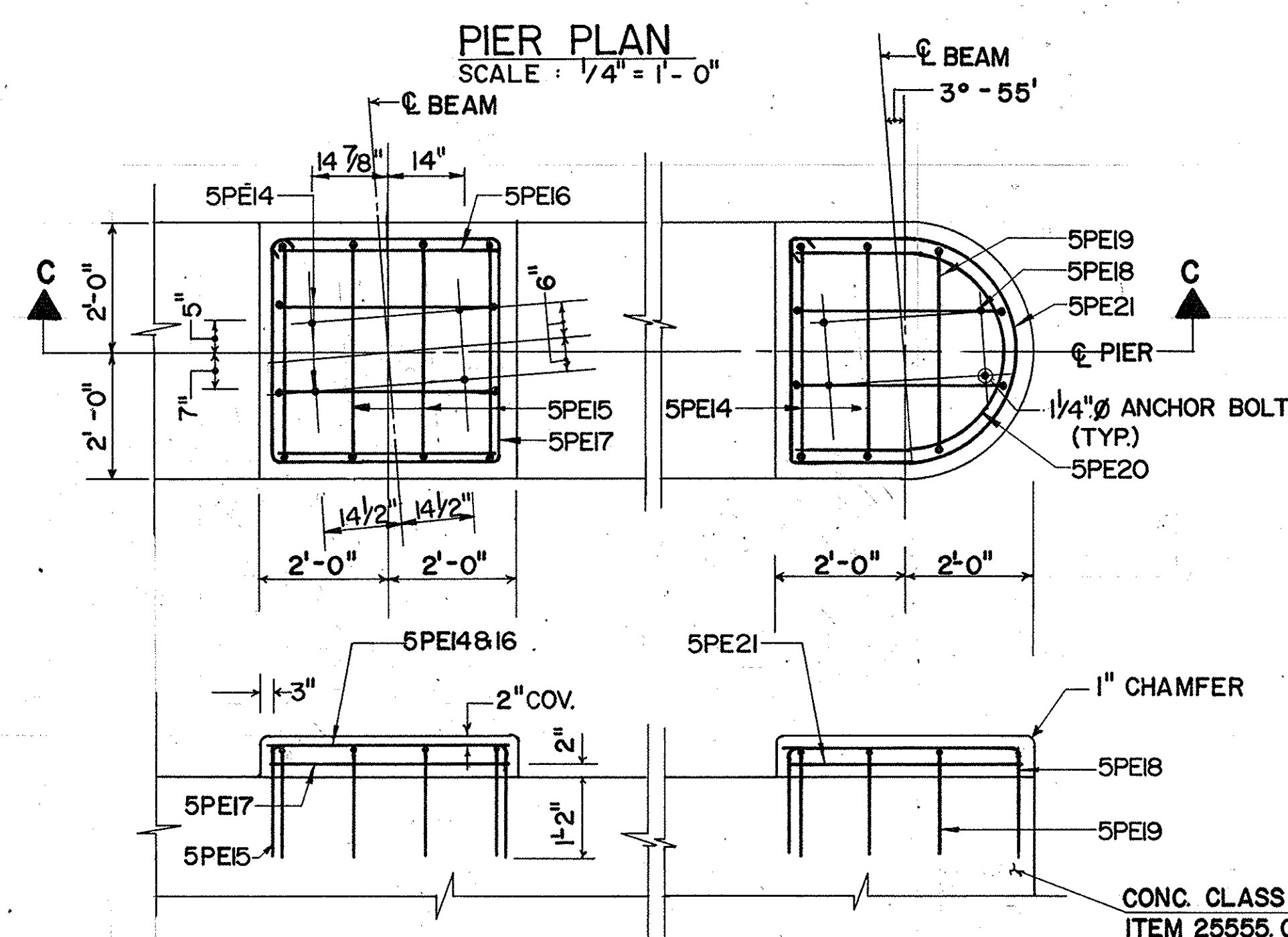
AS-BUILT REVISIONS	
NO AS-BUILT REVISIONS	
<i>[Signature]</i>	2-16-93
SIGNATURE	DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REHABILITATION OF GLENMONT RD. BRIDGE	
LOCATION OF PROJECT MP. 139.54, ALBANY COUNTY	
TITLE OF DRAWING PIER ELEVATION PROPOSED	
DRAWN BY: C.C.	CHECKED BY: T.W. [Signature]
DATE: FEB. 1990	DRAWING NUMBER: G12
JACKSON AND TULL CHARTERED ENGINEERS	
TAA 90-14B	



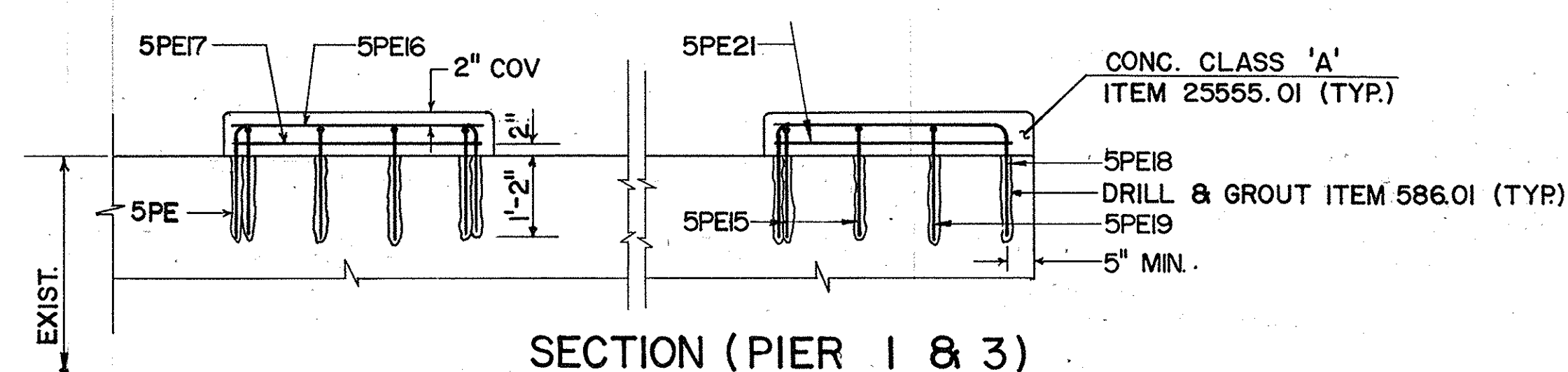
SECTION A - A
SCALE : 1/2" = 1'-0"



SECTION B - B
SCALE : 1/2" = 1'-0"



SECTION C-C (PIER 2)

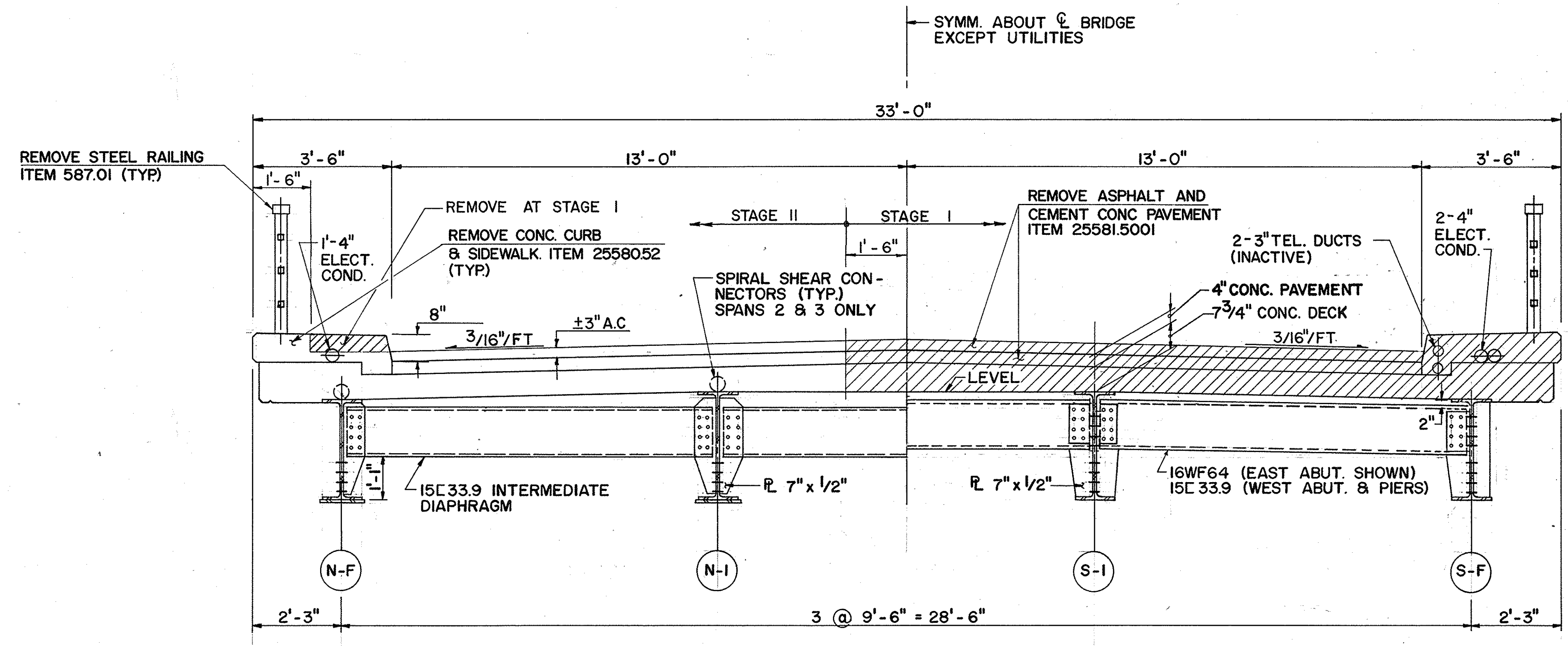


TYPICAL PEDESTAL REINFORCEMENT
SCALE: 1/2"=1'-0"

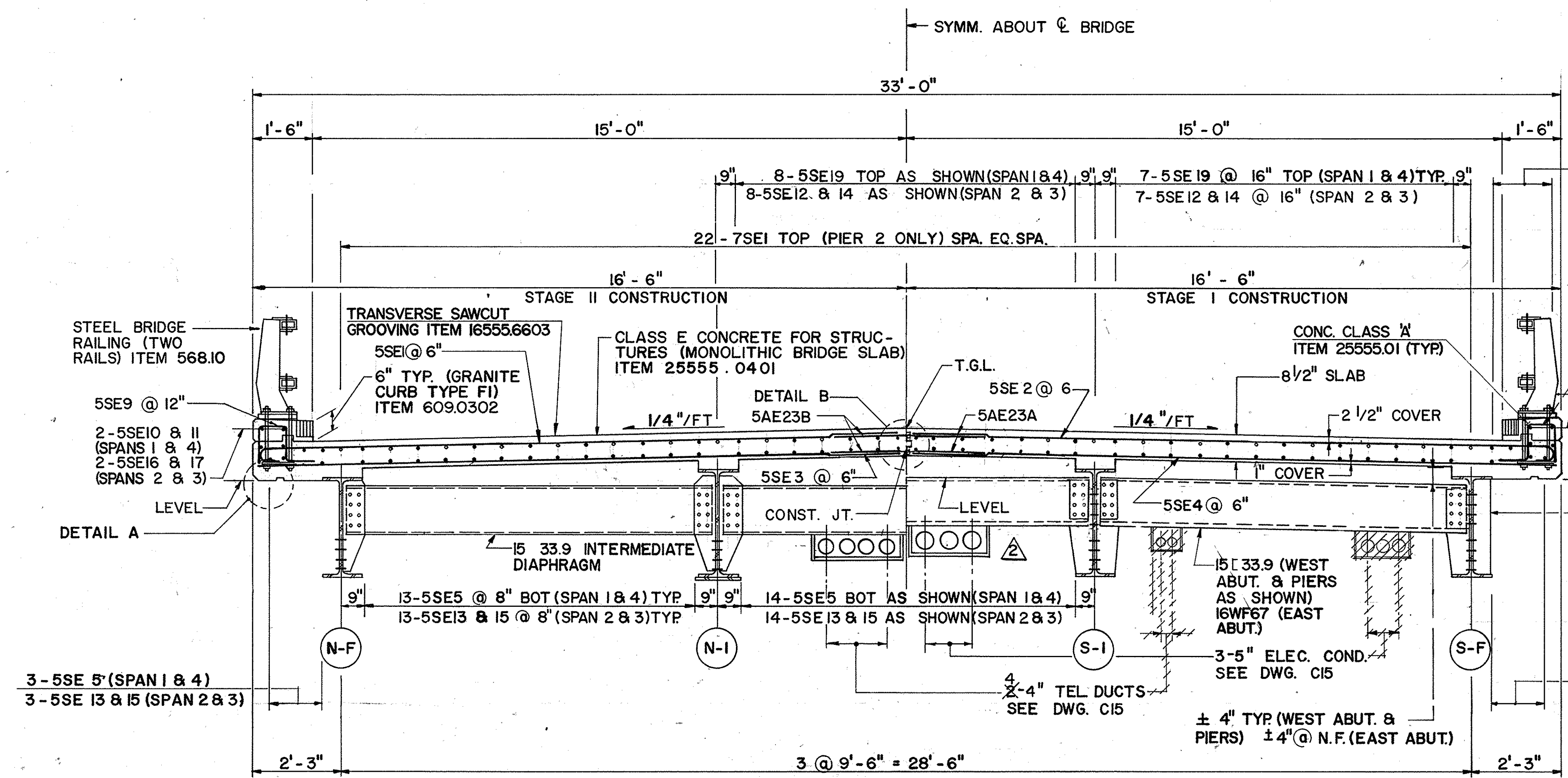
			ELEVATION AT BOTTOM OF MASONRY PLATE FOR BEARING			
	STATION	SPAN	SF	SI	NI	NF
PIER 1	16+49	1	198.01	197.97	197.97	198.00
		2	197.96	197.92	197.92	197.94
PIER 2	17+13	2	197.42	197.38	197.38	197.40
		3	197.41	197.37	197.37	197.39
PIER 3	17 + 77	3	196.60	196.56	196.55	196.57
		4	196.63	196.59	196.58	196.60

NOTE:
PEDESTALS SHALL BE CONSTRUCTED AT THE ELEVATIONS SHOWN FOR THE BOTTOM OF THE MASONRY PLATES FOR THE LOW SIDE BEARINGS. STEEL SHIM PLATES SHALL BE PROVIDED AT LOCATIONS WHERE REQUIRED FOR THE HIGH SIDE BEARINGS AND THE COST SHALL BE INCLUDED IN THE PAYMENT ITEM 565.2002, NEW ELASTOMERIC BEARINGS.

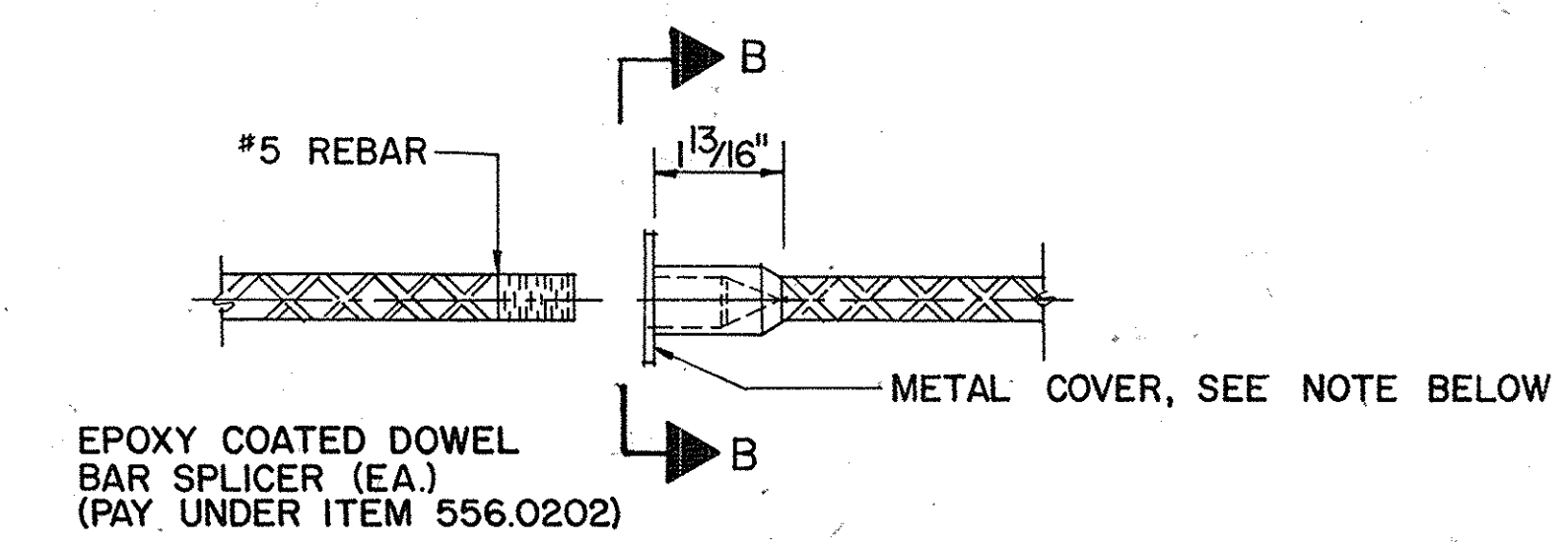
<u>AS-BUILT REVISIONS</u> NO AS-BUILT REVISIONS  _____ SIGNATURE 2-16-73 _____ DATE	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REHABILITATION OF GLENMONT ROAD BRIDGE LOCATION OF PROJECT MP 139.54, ALBANY COUNTY TITLE OF DRAWING	
PIER DETAILS PROPOSED	
	DRAWN BY: L.F. CHECKED BY: T.W. <i>W.D.</i> DATE: FEB. 1970 DRAWING NUMBER G 13
TAA 90-14B	



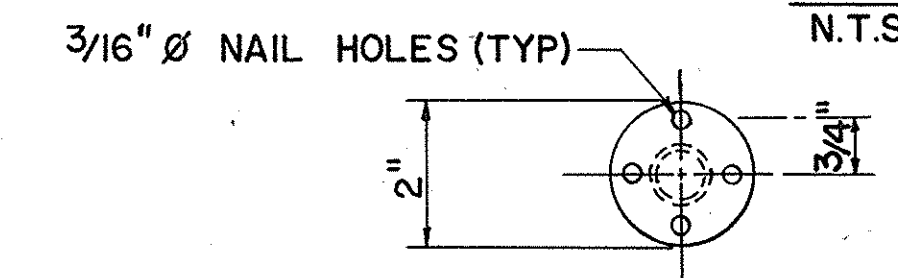
EXISTING CROSS SECTION
SCALE: 1/2" = 1'-0"



PROPOSED CROSS SECTION
SCALE: 1/2" = 1'-0"

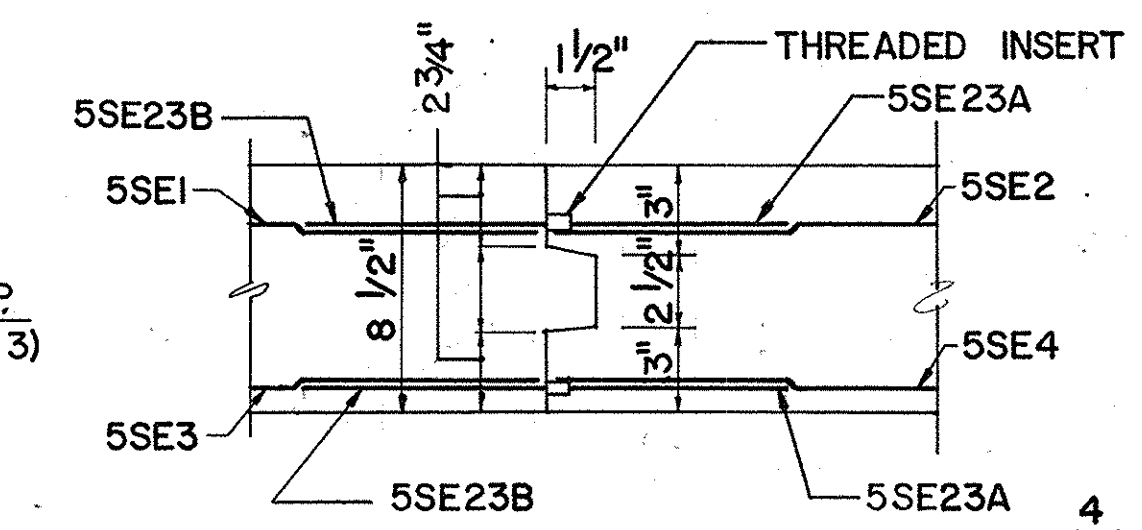


DETAIL B
N.T.S.

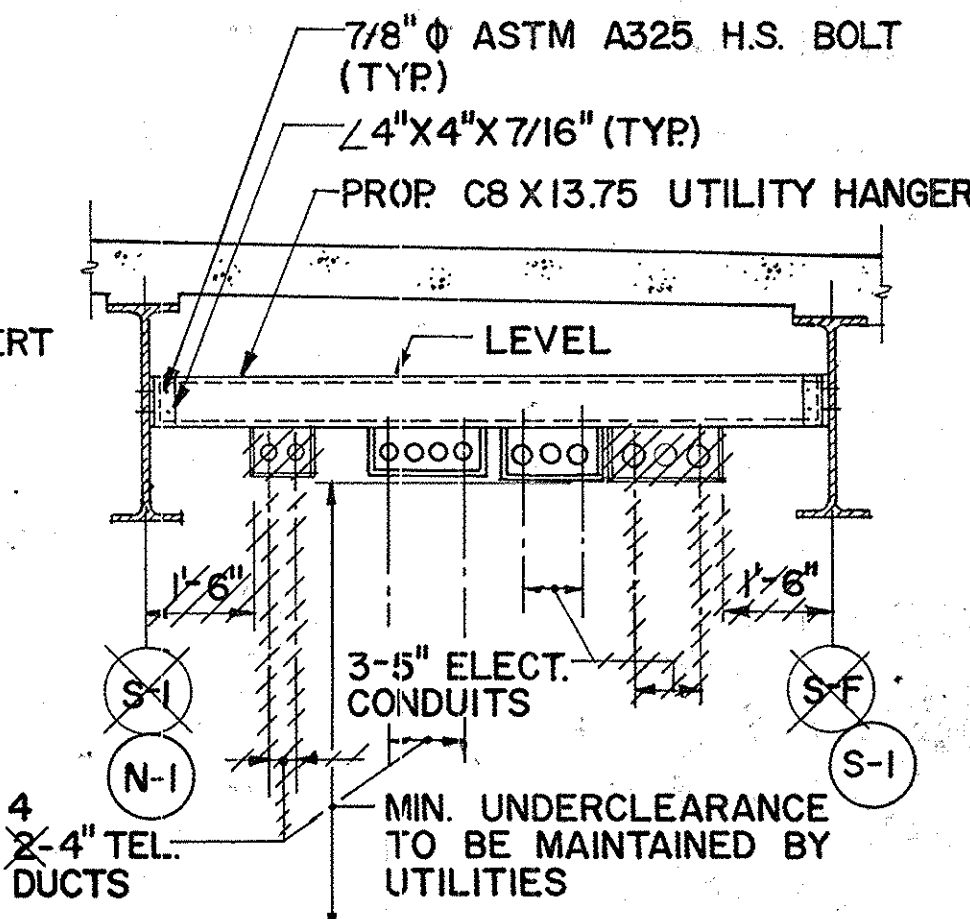


VIEW B - B
N.T.S.

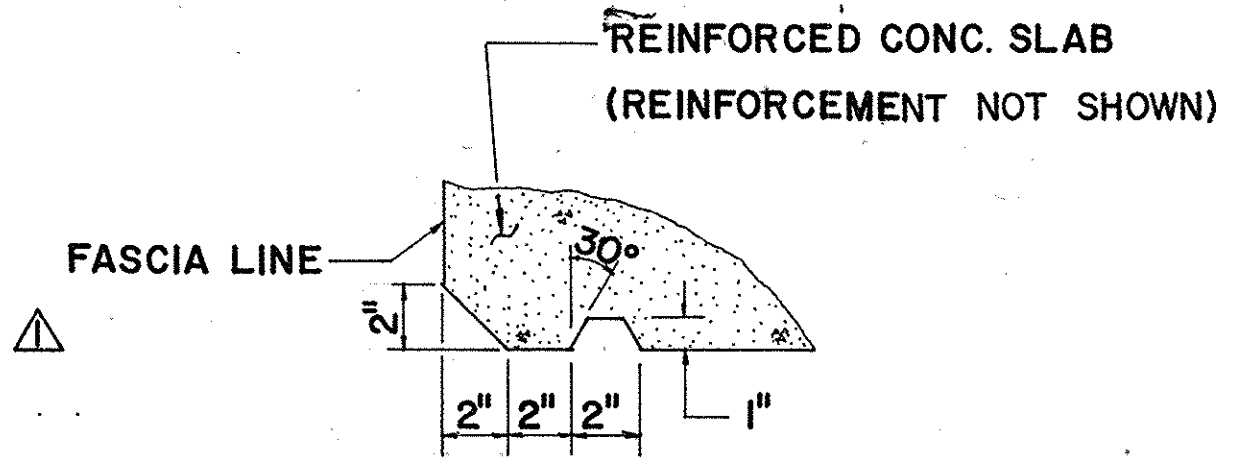
NOTE:
THE CONTRACTOR MAY PROVIDE OTHER DEVICES TO PROTECT THREADED INSERTS DURING CONSTRUCTION.



KEY (DETAIL B)
N.T.S.

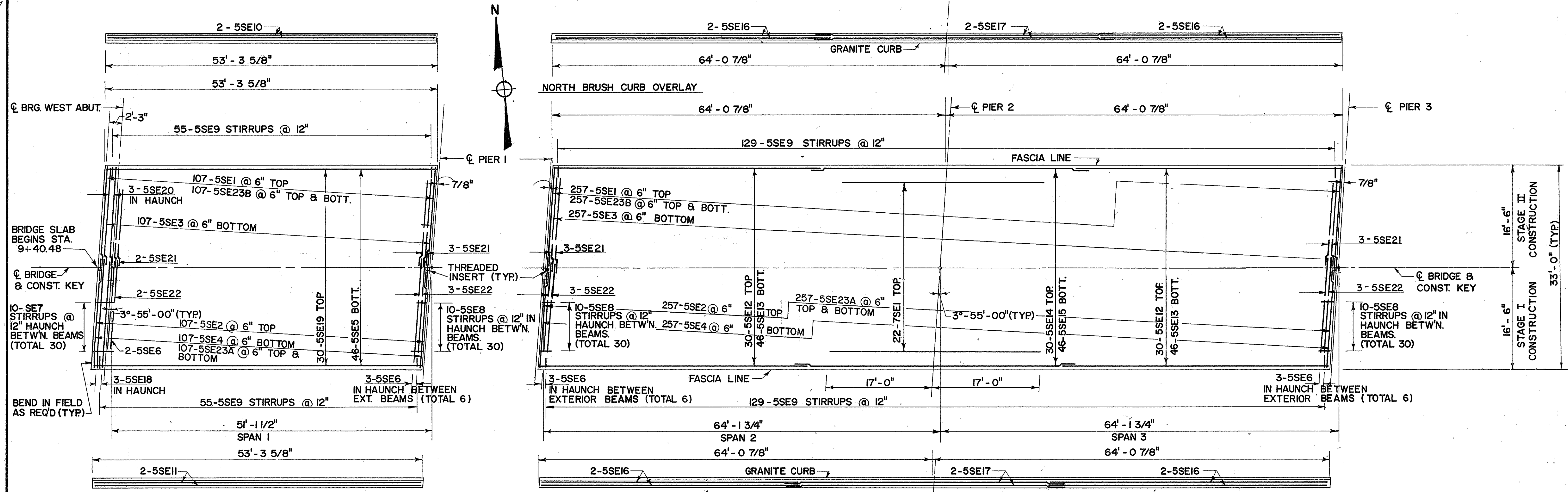


UTILITY HANGER
N.T.S.

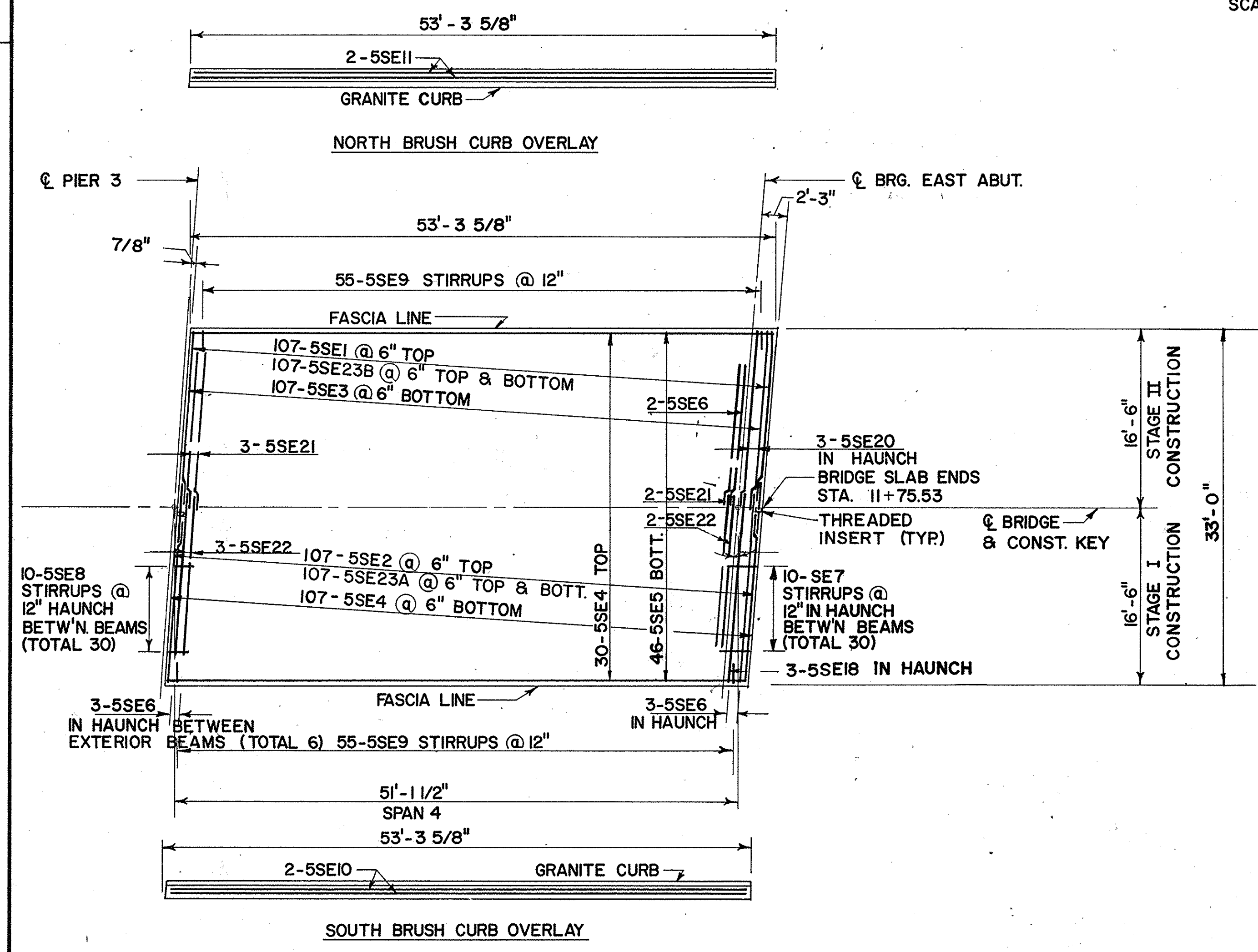


DETAIL A'
N.T.S.

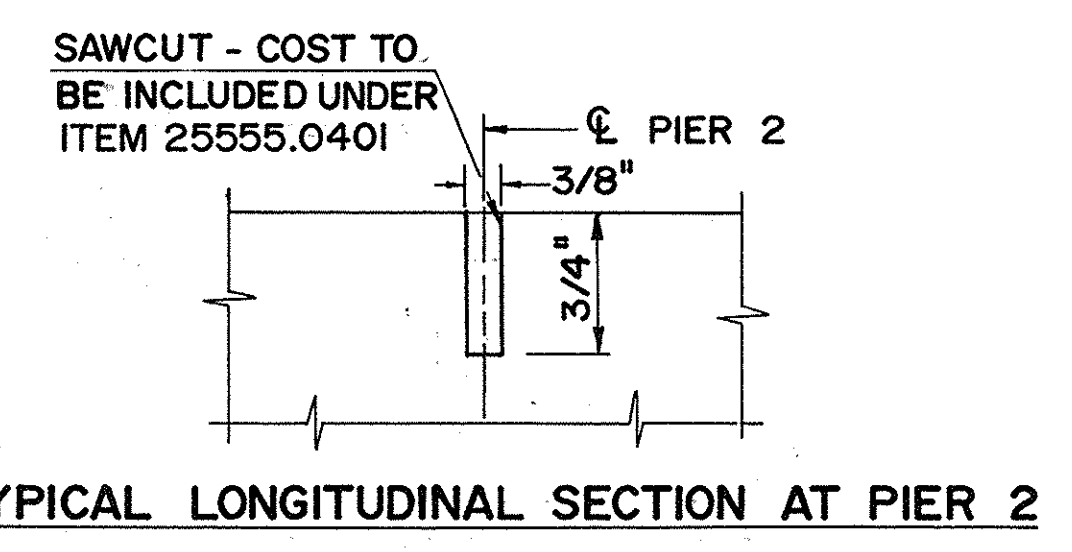
AS-BUILT REVISIONS		
1/93	Modify Utility Loc.	C.A.T. Δ
1/93	Rev. Item (Amend No. 2)	C.A.T. Δ
 SIGNATURE DATE 2-16-93		
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT REHABILITATION OF GLENMONT ROAD BRIDGE LOCATION OF PROJECT MP 139.54, ALBANY COUNTY TITLE OF DRAWING EXISTING AND PROPOSED CROSS SECTIONS		
DRAWN BY:		CHECKED BY:
		T.W. 1240
		DATE:
DRAWING NUMBER:		GI4



SLAB PLAN
SCALE: 1/8" = 1'-0"

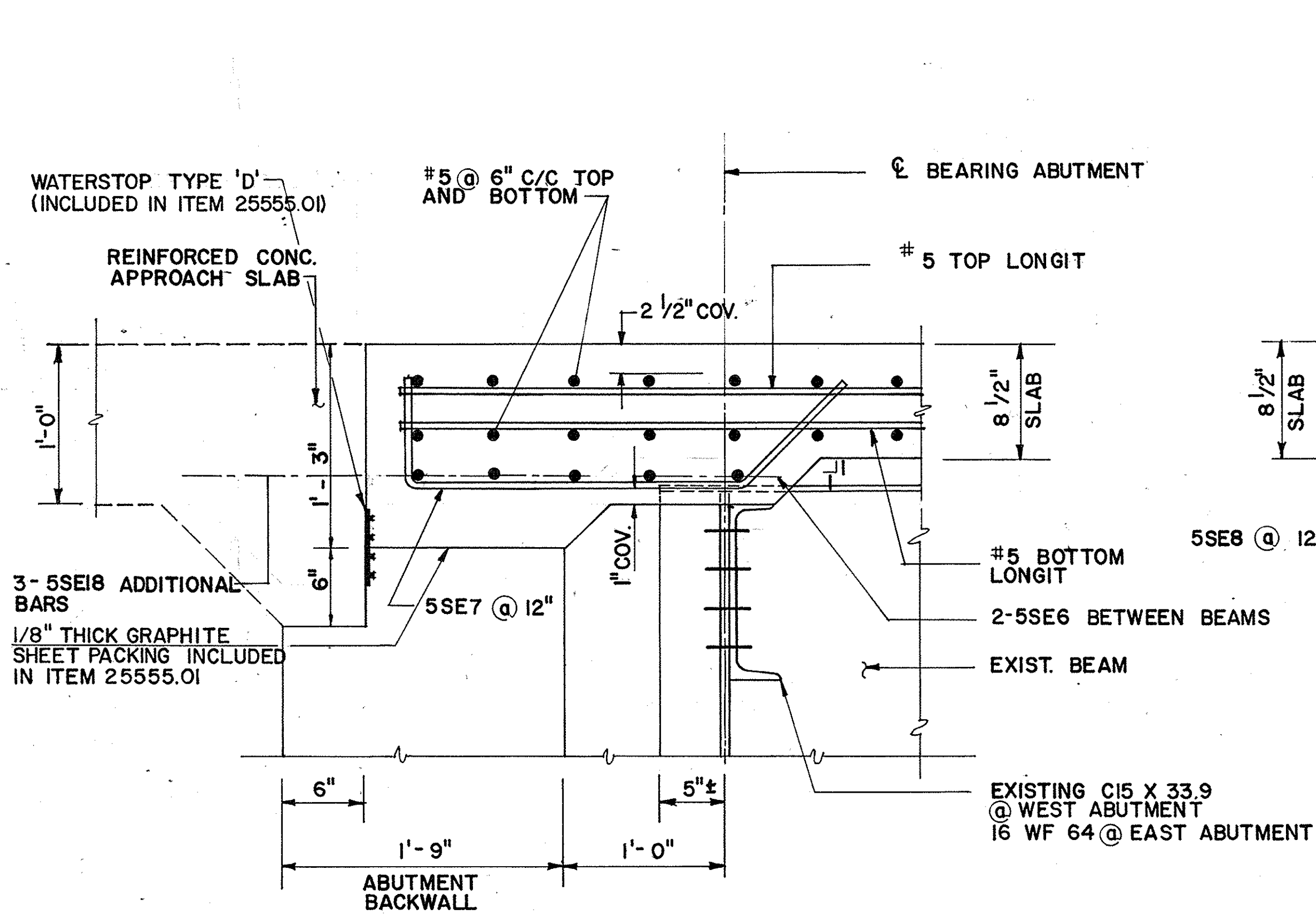


SLAB PLAN
SCALE: 1/8" = 1'-0"

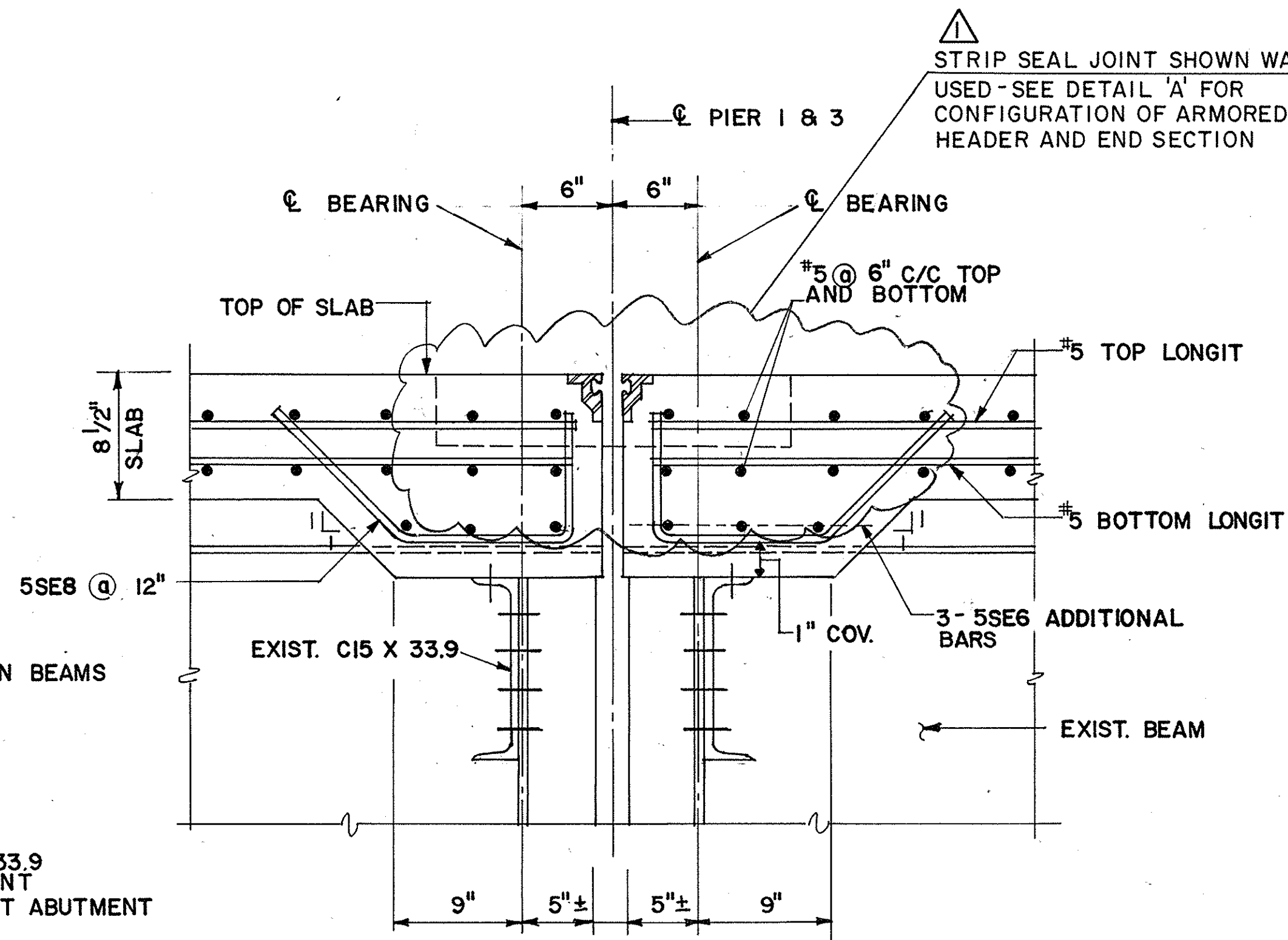


TYPICAL LONGITUDINAL SECTION AT PIER 2

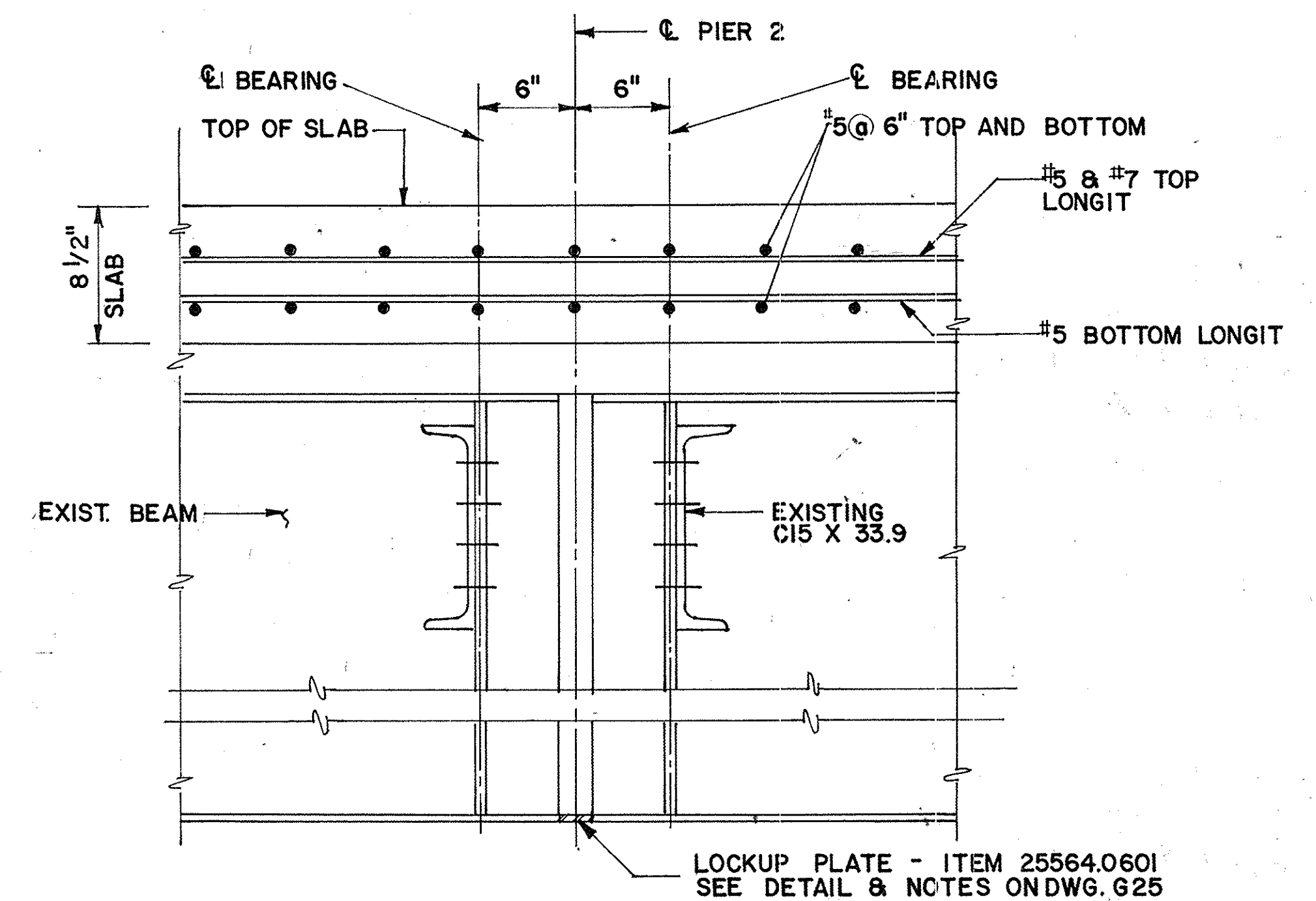
AS-BUILT REVISIONS	
NO AS-BUILT REVISIONS	
2-16-93	
NEW YORK STATE THRUWAY AUTHORITY	
DEPARTMENT OF ENGINEERING AND MAINTENANCE	
200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT: REHABILITATION OF GLENMONT RD. BRIDGE	
LOCATION OF PROJECT: MP 139.54, ALBANY COUNTY	
TITLE OF DRAWING: DECK SLAB PLAN PROPOSED	
	DRAWN BY: C.E.C. CHECKED BY: T.W. DATE: FEB. 1990 DRAWING NUMBER: G15



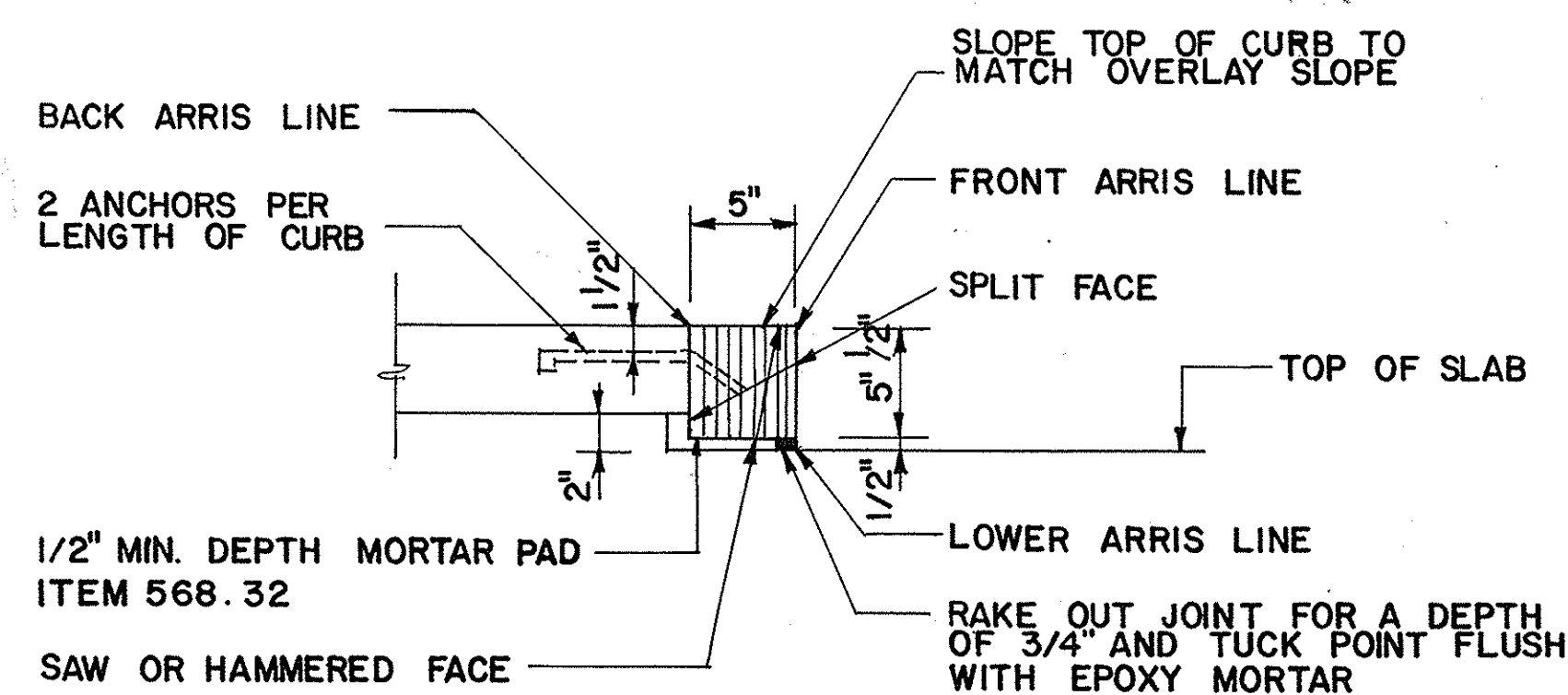
**TYPICAL END SECTION OF DECK
AT ABUTMENTS**
SCALE: 1 1/2" = 1'-0"



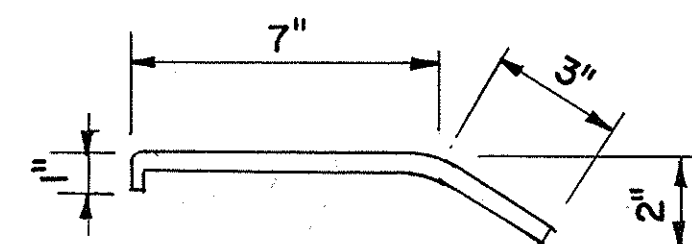
**TYPICAL END SECTION OF DECK
AT PIERS 1 AND 3**
SCALE: 1 1/2" = 1'-0"



**TYPICAL SECTION OF DECK
AT PIER 2**
SCALE: 1 1/2" = 1'-0"

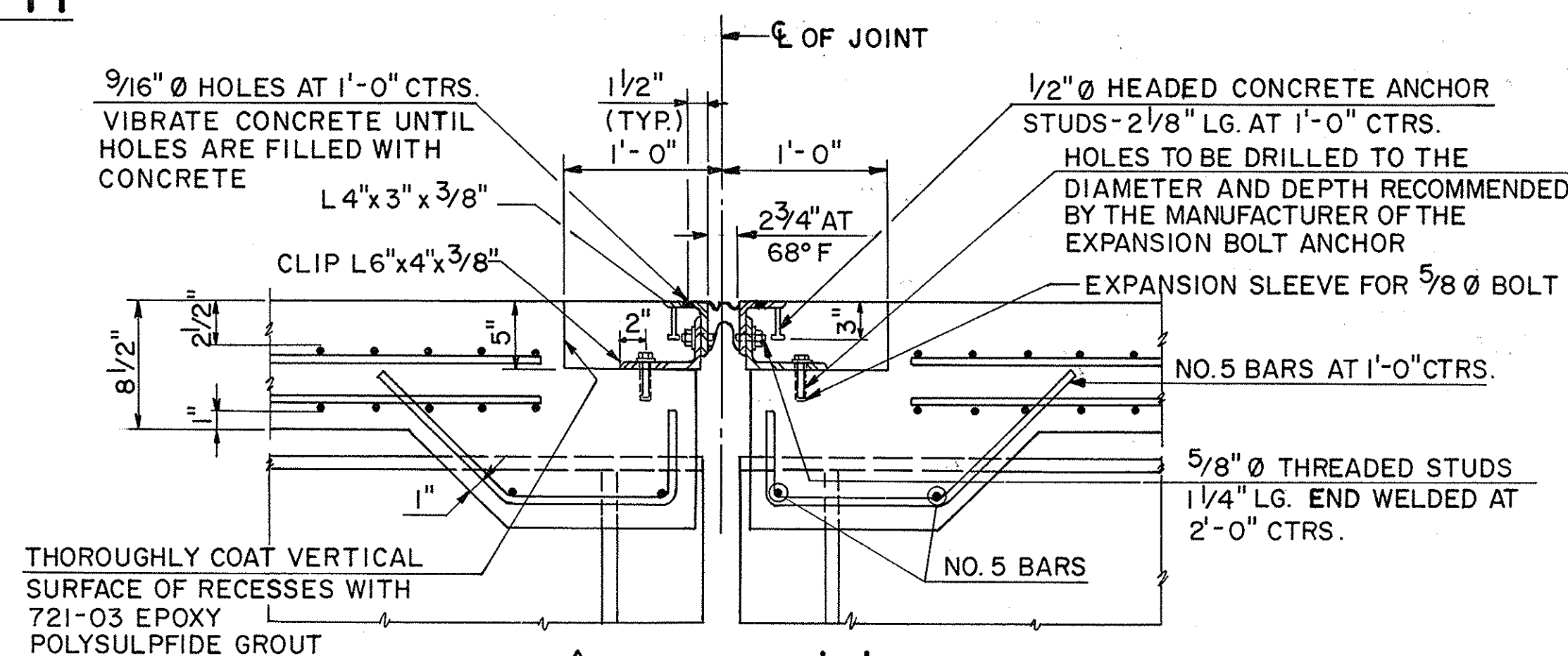


DETAIL OF GRANITE CURB - TYPE F1
NOT TO SCALE

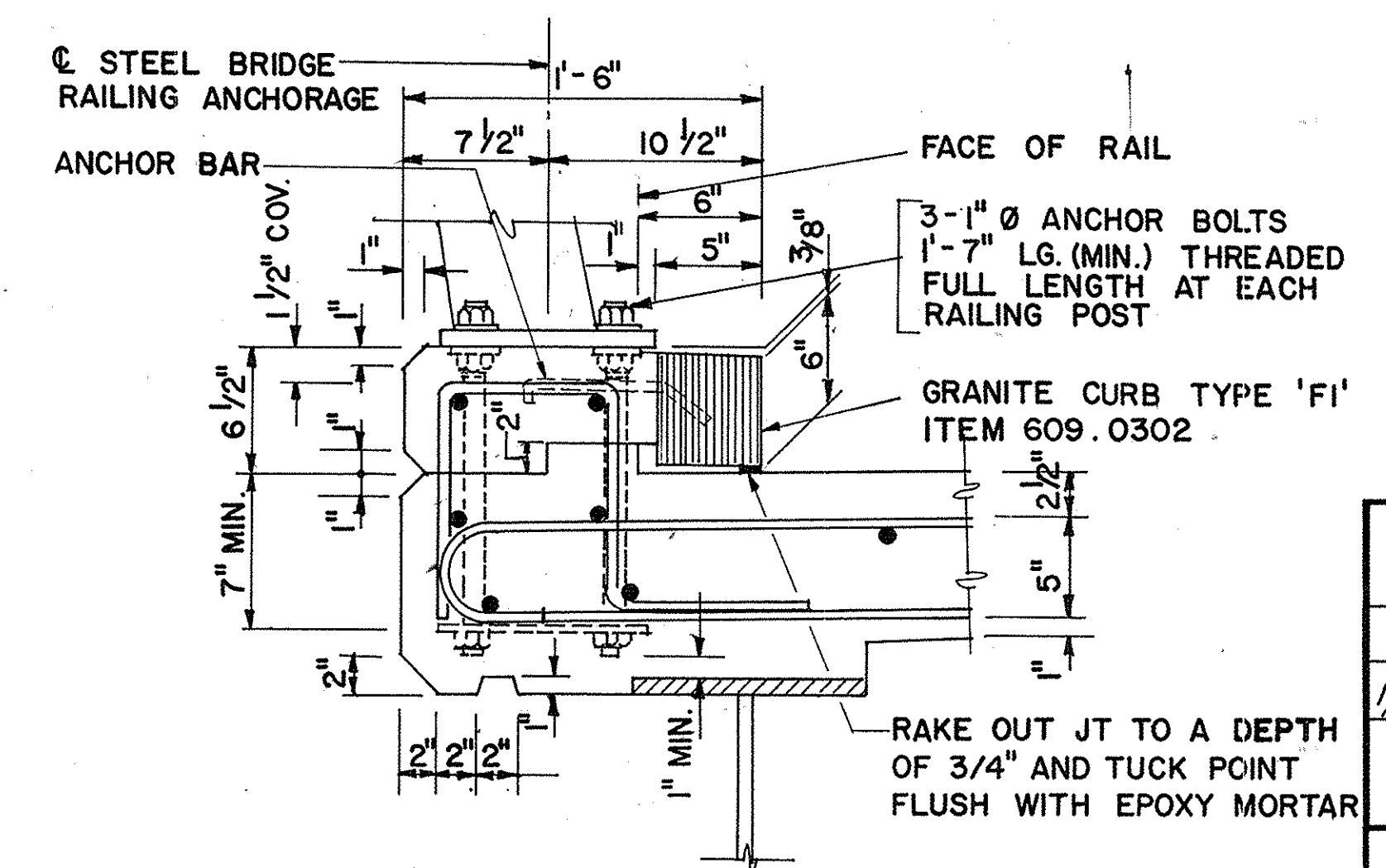


1/2" Ø BAR MEETING REQUIREMENTS OF SECTION 709.09 PAY FOR UNDER APPROPRIATE CURB ITEM 609.0302

ANCHOR BAR DETAIL
NOT TO SCALE

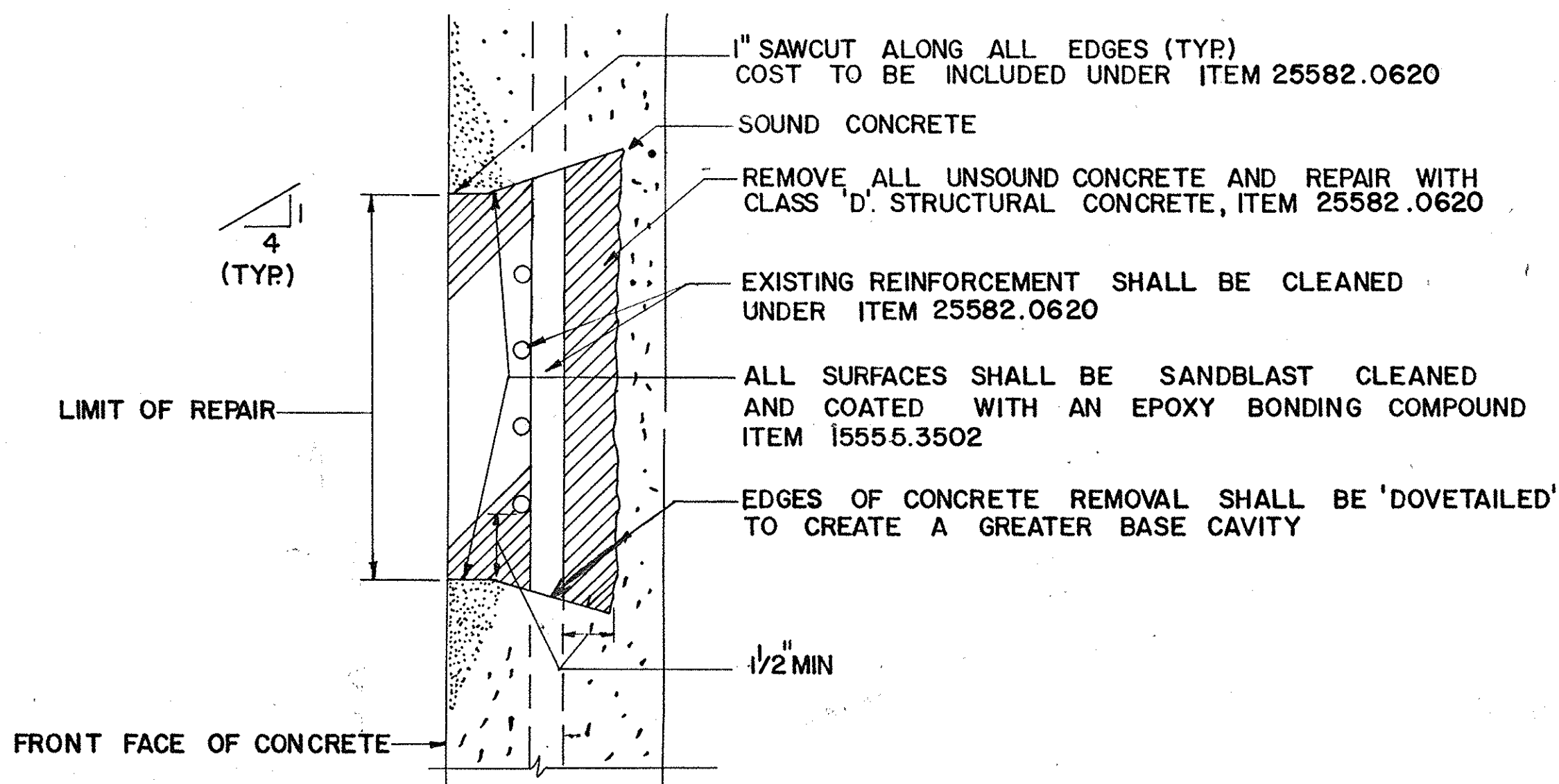


DETAIL 'A'
N. T. S.



**TWO RAIL STEEL RAILING ON BRUSH CURB
TYPE V (AT STRUCTURES)**
SCALE: 1 1/2" = 1'-0"

AS-BUILT REVISIONS			
1/93	Armored Jt. Details	C.A.T.	△
 SIGNATURE		2-16-93 DATE	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REHABILITATION OF GLENMONT RD BRIDGE			
LOCATION OF PROJECT MP 139.54, ALBANY COUNTY			
TITLE OF DRAWING DECK SECTIONS AND DETAILS			
		DRAWN BY: W.M.	
		CHECKED BY: T.W. <i>1040</i>	
		DATE: FEB. 1990	
		DRAWING NUMBER: G 16	
TAA 90 - 14B			



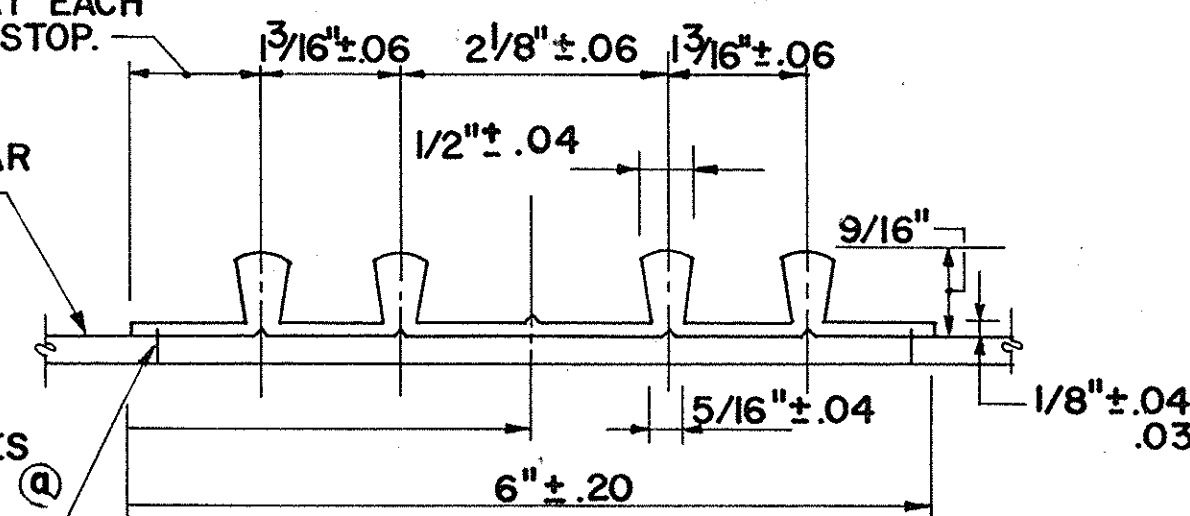
TYPICAL REPAIR DETAIL

N. T. S.

STAPLING TO WOOD FORM
WILL ONLY BE PERMITTED
IN THIS AREA AT EACH
SIDE OF WATER STOP.

WOOD FORM REAR
FACE OF WALL

3/8" LONG STAPLES
PLACE VERTICAL @
6" ± CENTERS



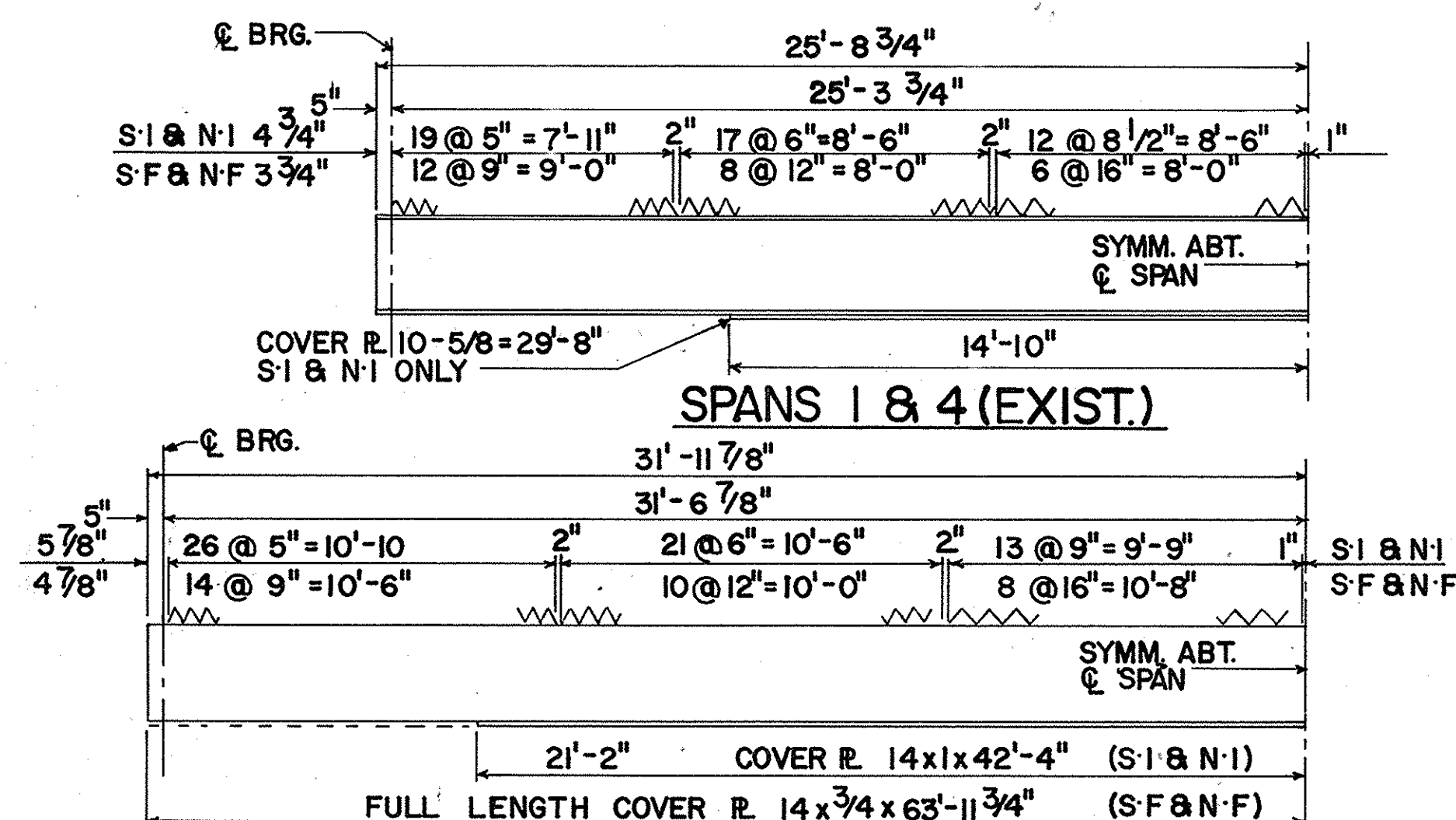
NOTE: FOR USE AT CONSTRUCTION AND CONTRACTION JOINTS.
HOLES MUST NOT BE MADE IN WATERSTOP FOR ANY
PURPOSE EXCEPT AS REQUIRED FOR STAPLING TO FORMS.
TYPE "D" WATERSTOP SHALL BE LIGHT GRAY IN COLOR.

TYPE "D" WATERSTOP

N.T.S.

CONCRETE PIER/ABUTMENT REPAIR NOTES

- FOR GENERAL NOTES SEE DWG. 2 & 3
- FOR LOCATION OF CONCRETE REPAIRS SEE DWG. G6, G10 & G11
- SUBSTRUCTURE DETERIORATION REQUIRING REPAIR AS INDICATED ON PLANS HAS BEEN DETERMINED BY A FIELD INSPECTION. ALL THE MAJOR AREAS KNOWN TO EXIST AT THE TIME HAVE BEEN SHOWN TO INDICATE THE APPROPRIATE EXTENT OF DETERIORATION THAT WILL HAVE TO BE REPAIRED BY THE CONTRACTOR.
- THE ANTICIPATED EXTENT OF CONCRETE REPAIR HAS BEEN INDICATED ON THE CONTRACT PLANS. THE E.I.C. SHALL EXAMINE THE SUBSTRUCTURE CONCRETE AND ESTABLISH THE AREAS OF REPAIR TO BE MADE WITH CLASS 'D' CONCRETE. EXTENT OF CONCRETE REPAIR TO BE MADE SHALL BE APPROVED BY E.I.C.
- DETERIORATED REINFORCEMENT SHALL BE REPLACED IN KINDS, ITEM 556.0202 AND HAVE A MIN. LAP OF 30 BAR DIAMETER OR A WELD SPLICE SHALL BE PROVIDED. IF WELDED, WELDERS SHALL BE CERTIFIED IN ACCORDANCE WITH THE "NEW YORK STATE STEEL CONSTRUCTION MANUAL".
- IMMEDIATE PRIOR TO THE APPLICATION OF THE NEW CONCRETE, THE SURFACE SHALL BE PREPARED IN ACCORDANCE WITH THE SPECIFICATIONS AND COATED WITH AN EPOXY BONDING COMPOUND. IT WILL NOT BE NECESSARY TO BRUSH COMPOUND INTO SURFACES MADE INACCESSIBLE BY CLOSELY SPACED REINFORCEMENT WHERE SO DETERMINED BY THE ENGINEER. COST SHALL BE INCLUDED UNDER ITEM 15555.3502
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT SOUND CONCRETE MAY HAVE TO BE REMOVED TO ATTAIN THE 1 1/2" MINIMUM CLEARANCE BEHIND THE REINFORCEMENT.



SPIRAL DETAIL - SPANS 2 & 3 (EXIST.)

N. T. S.

NOTES:

- THE CONTRACTOR SHALL INSTALL ALL NEW UTILITY MATERIALS WITH THE LIMITS SHOWN: DUCT HANGERS, EXPANSION FITTING STRAPS ETC., ALL OF THESE MATERIALS PLUS ANY OTHERS REQUIRED FOR THE PROPER INSTALLATION OF THIS PORTION OF THE WORK WILL BE SUPPLIED BY THE RESPECTIVE UTILITY COMPANIES INVOLVED.
- WIRING TO BE SUPPLIED AND INSTALLED BY THE UTILITY COMPANIES INVOLVED.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND ELEVATIONS IN THE FIELD.
- FOR ELECTRICAL AND TELEPHONE CONDUIT SUPPORT DETAILS SEE DWG. C15: CLAPPER ROAD BRIDGE.

AS-BUILT REVISIONS

NO AS-BUILT REVISIONS

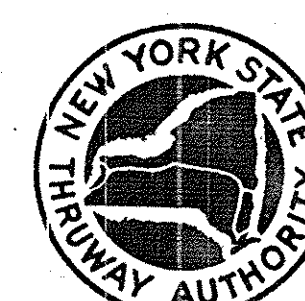
[Signature]

2-16-93
DATE

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT: REHABILITATION OF
GLENMONT RD. BRIDGE
LOCATION OF PROJECT
MP 139.54, ALBANY COUNTY
TITLE OF DRAWING

DETAILS

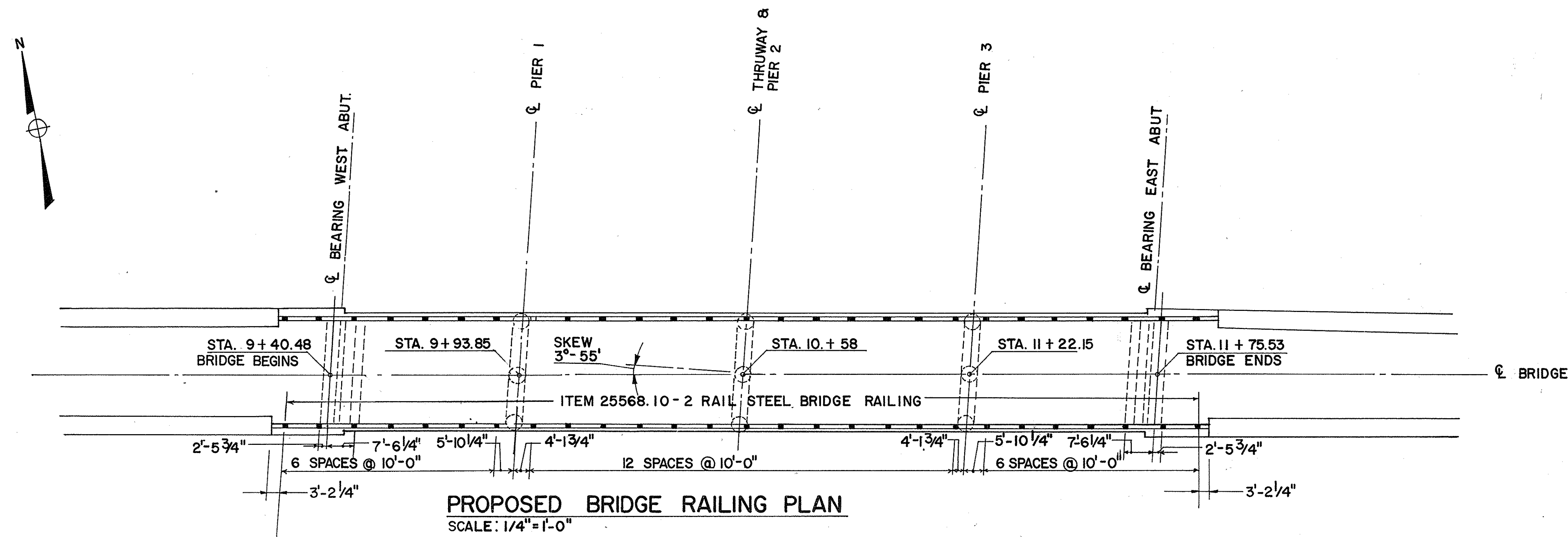


DRAWN BY:
G.D.
CHECKED BY:
T.W. *[Signature]*
DATE:
FEB. 1990
DRAWING NUMBER:
G 17

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14 B

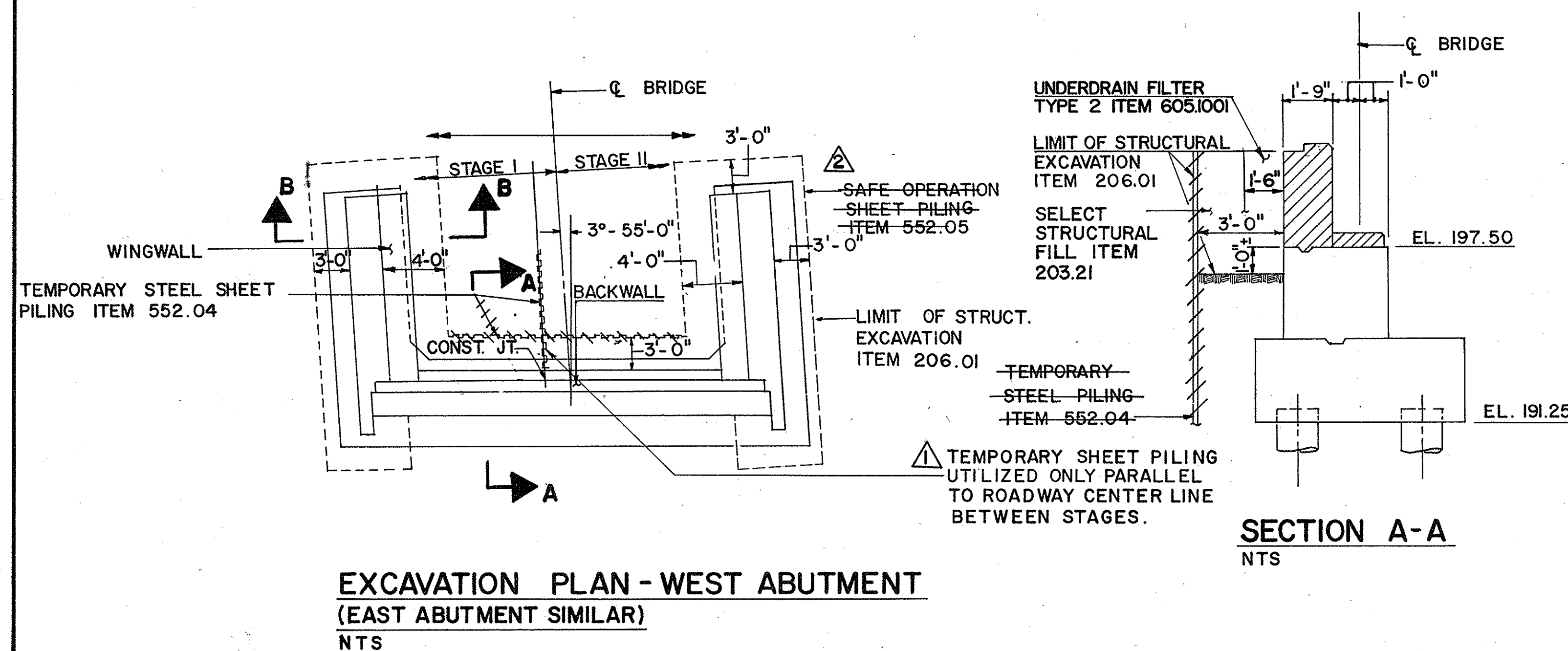
70 70



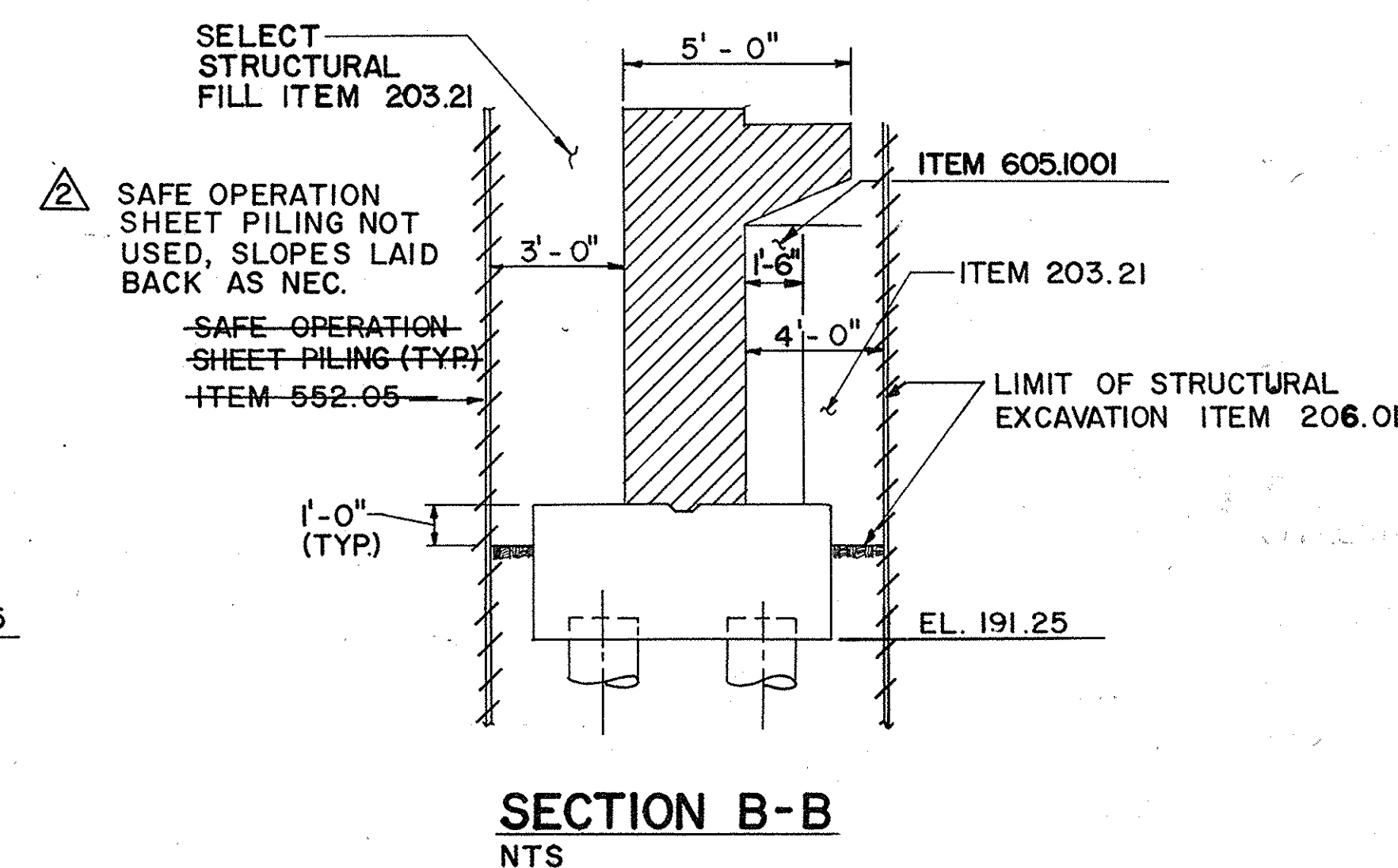
NOTE:
FOR APPROACH GUIDE RAIL PLAN SEE DWG. M2

LEGEND

- INDICATES SAFE OPERATION SHEET PILING
- - - - - INDICATES TEMPORARY SHEET PILING. $S_{min} = 14.8 \text{ IN.}$
 $T_{min} = 3/8 \text{ IN.}$



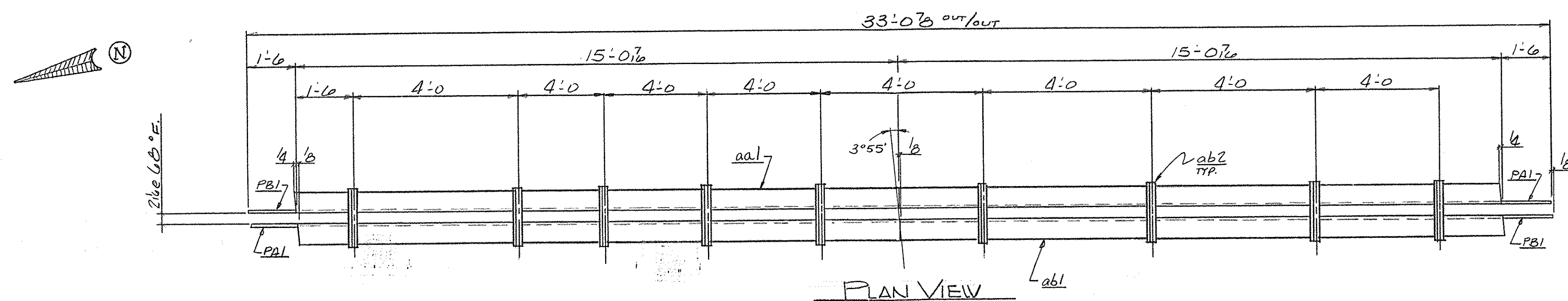
SECTION A-A
NTS



AS-BUILT REVISIONS		
1/93	Add Note-Item 552.05	CAT.
1/93	Add Note-Item 552.04	CAT.
 SIGNATURE		2-16-93 DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT REHABILITATION OF GLENMONT RD. BRIDGE LOCATION OF PROJECT MP. 139.54, ALBANY COUNTY TITLE OF DRAWING BRIDGE RAILING AND MISCELLANEOUS DETAILS		
		DRAWN BY: J.C. CHECKED BY: T.W. <i>md</i> DATE: FEB. 1990 DRAWING NUMBER: G 18

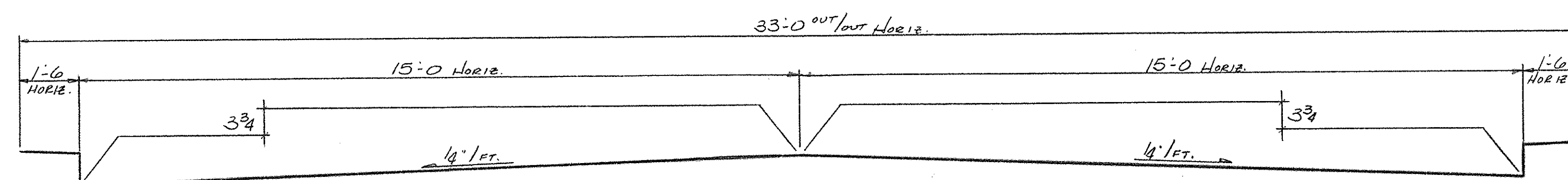
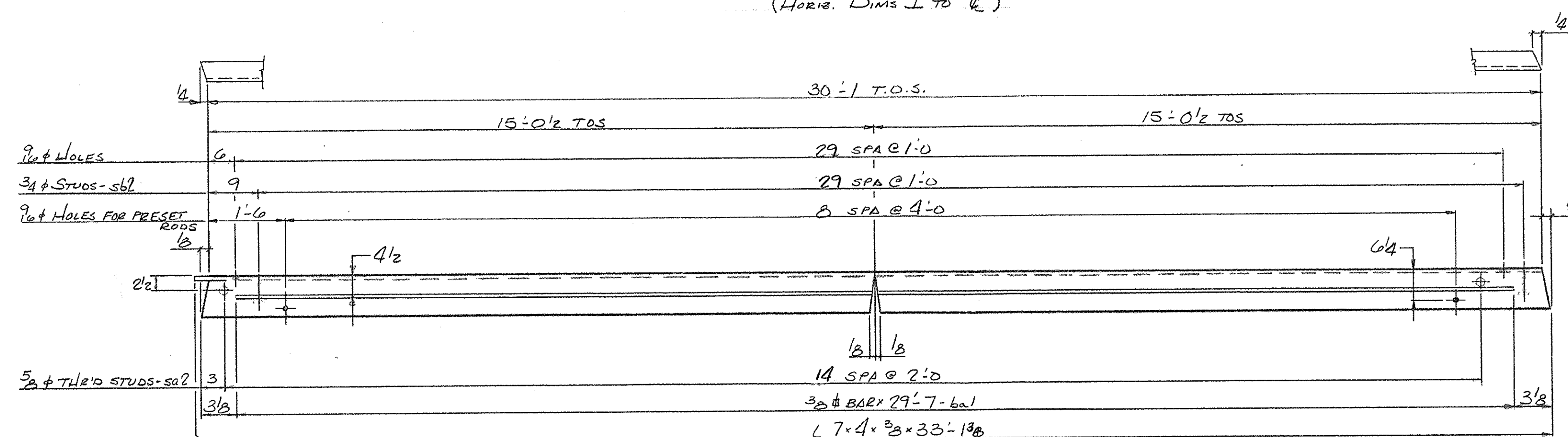
JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14 B

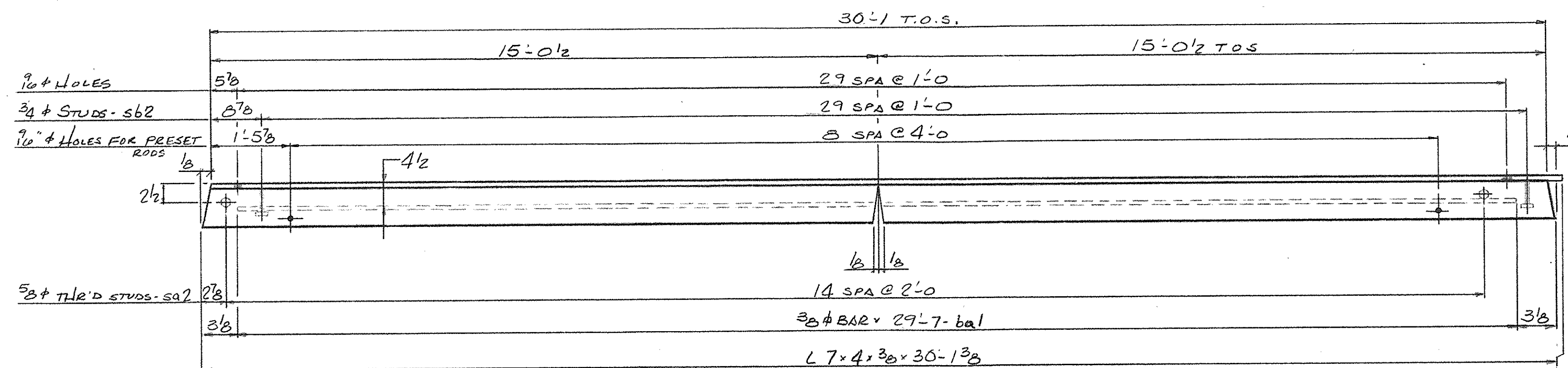


ONE EXP. JT. TYPE A5-PIER 1-MK. EJA

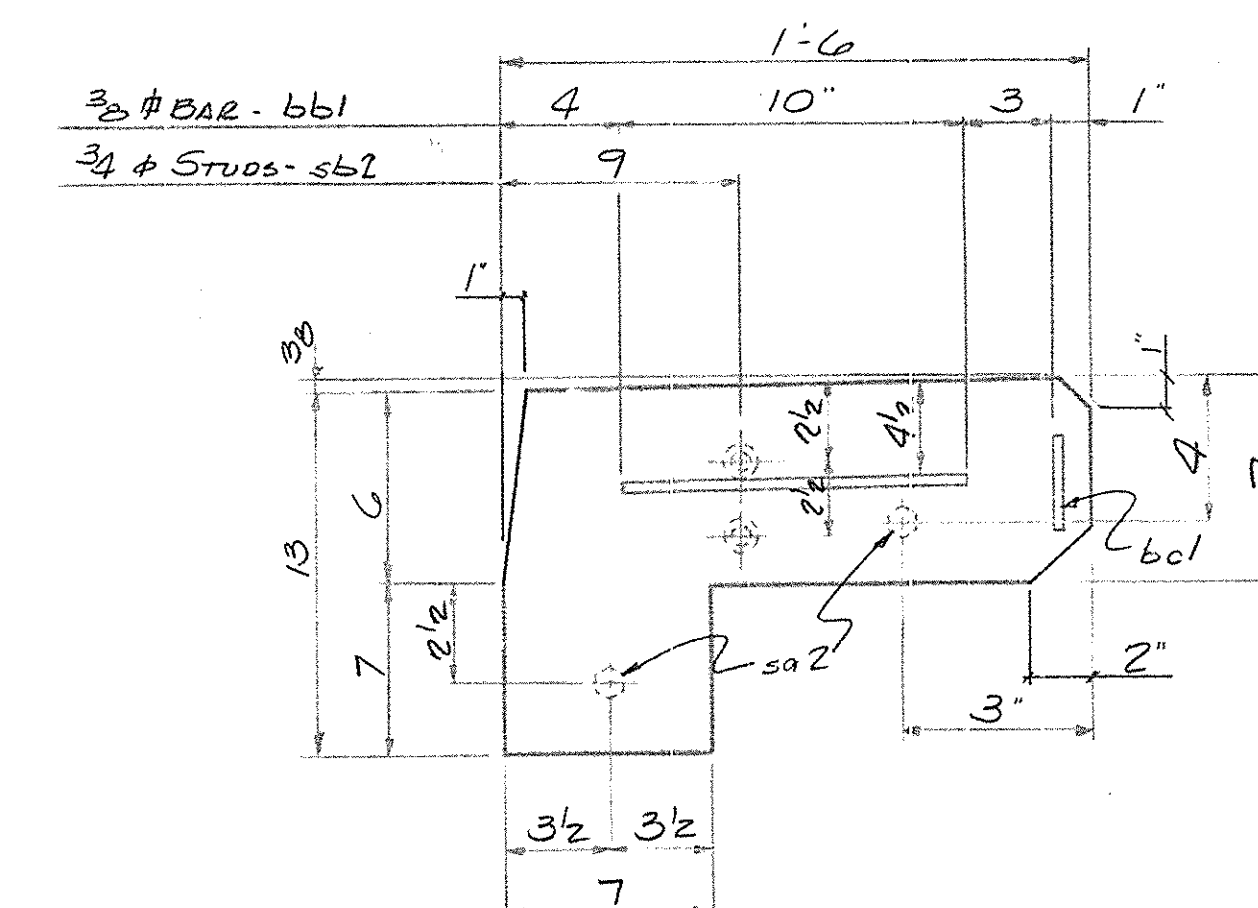
ONE EXP. JT. TYPE A5-PIER 3-MK. EJC


ELEVATION
(HORIZ. DIMS. L TO R)


2-ANGLES 7'4'x3'x30'-13'-aa1



2-ANGLES 7'4'x3'x30'-13'-ab1



4-PL'S 3'x13'x1'-6" PA1 (AS SHOWN)

4-PL'S 3'x13'x1'-6" PB1 (OPP. HAND)

CONTRACTOR

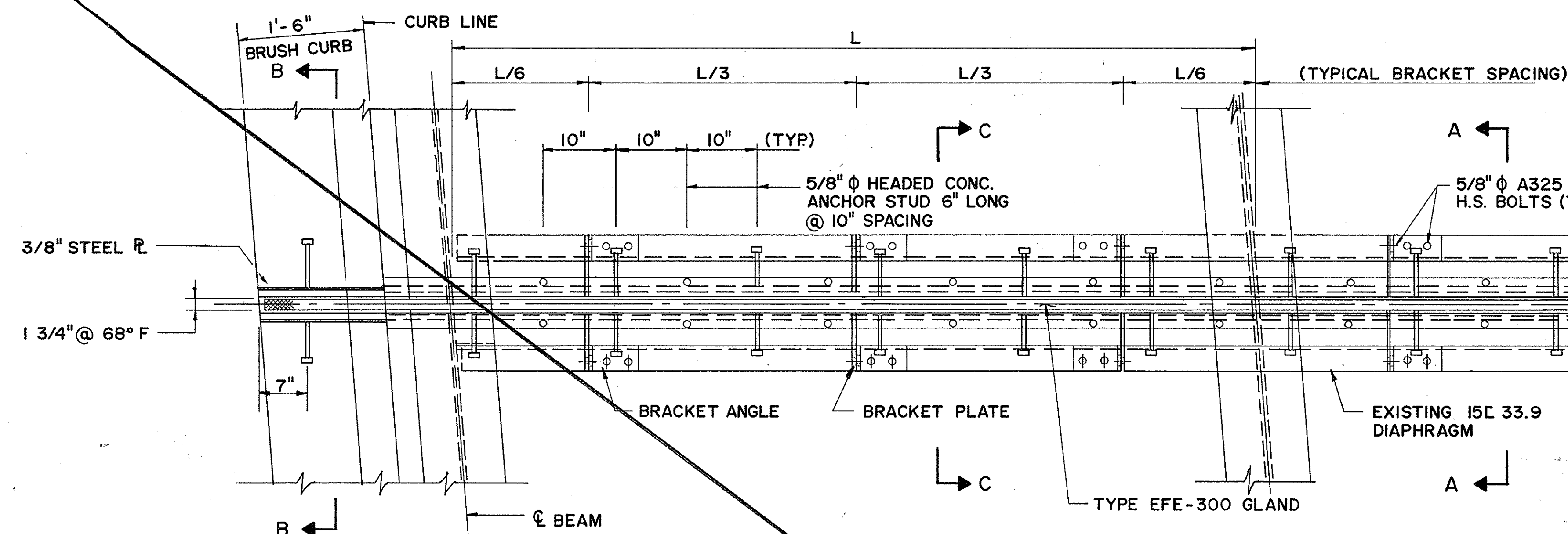
FIELD VERIFY ALL CRITICAL
PLAN, ELEVATION & CURB DIMS.
PRIOR TO FABRICATION

VERIFIED: 9-13-90

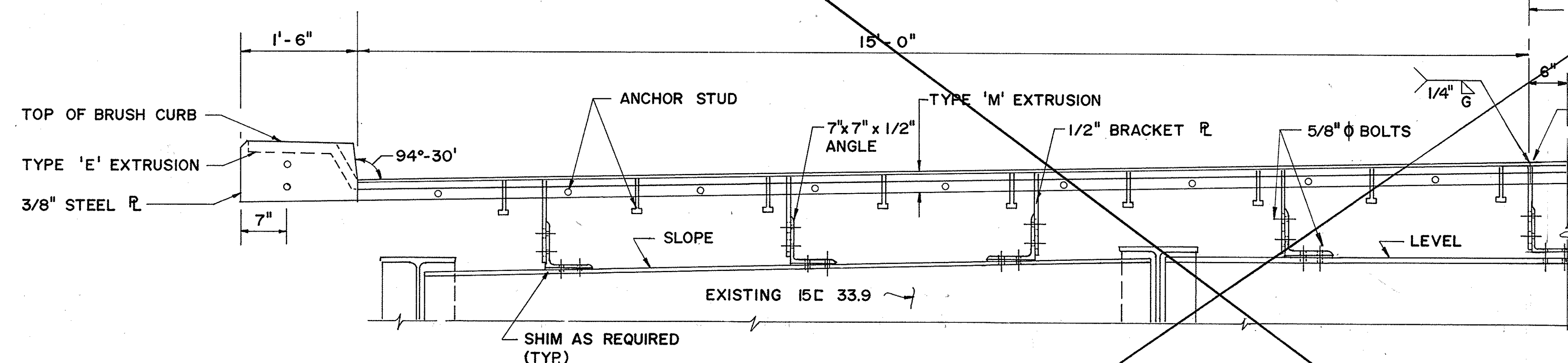
SEE DWG. G19 FOR ADDITIONAL SLAB AND
ARMORED JOINT DETAILS

As-Built Revision		2-16-93
1/93	Add Note Add'l. Slab & Jt. Details	C.A.T. Δ
FABRICATOR NATIONAL BRIDGE CO., INC. 1060 MILITARY RD. BUFFALO, NEW YORK 14217		
CONTRACTOR BELTRONE CONSTRUCTION CO., INC. 16 HENLOCK STREET LATHAM, NEW YORK 12110		
ITEM NO	50738	25567.3970
CONTRACT NO	TAA 90-140	
B.I.N.	-	
F.A.P.	-	
C.P.I. NO	-	
APPROX. WT.	-	
COUNTY	ALBANY	REGION 1
INSPECTION BY E.I.C. IN FIELD		
NATIONAL BRIDGE CO. INC. 1060 MILITARY RD. BUFFALO, N.Y. 14217		
FOR N.Y.S. THRUWAY AUTHORITY, PROJECT RENOV. OF GLENMONT RD. BRIDGE @ MP 139.54 ±		

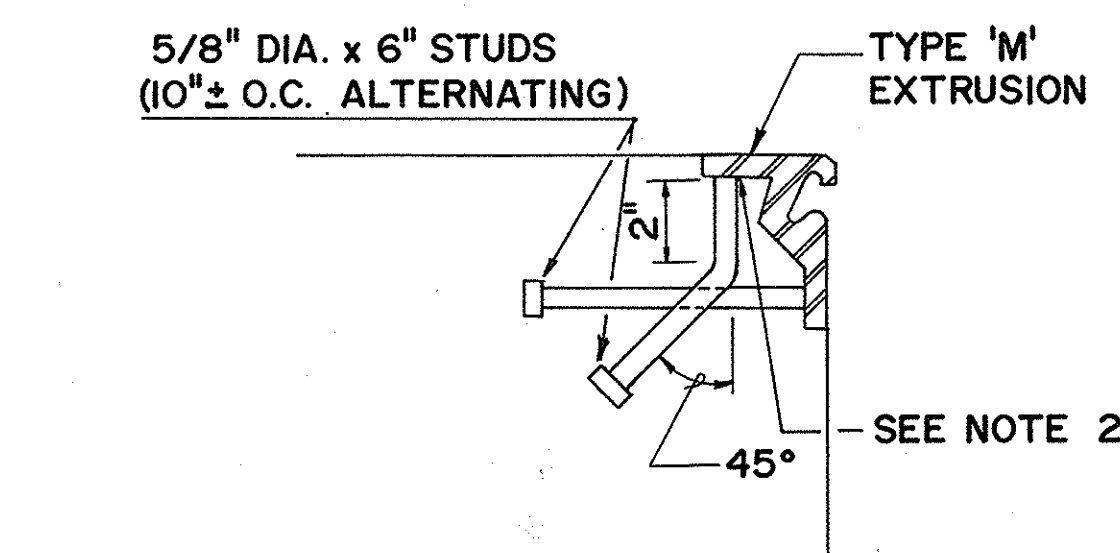
DRAWING NUMBER	REVISIONS	TITLE	EXP. JTS. @ PIERS 1, 3
G19F1		DETAILED	MD
		CHECKED	
		CONTRACT	90089
		APPROVED	
		DATE	9-4-90
		SHEET NO	1 OF 2



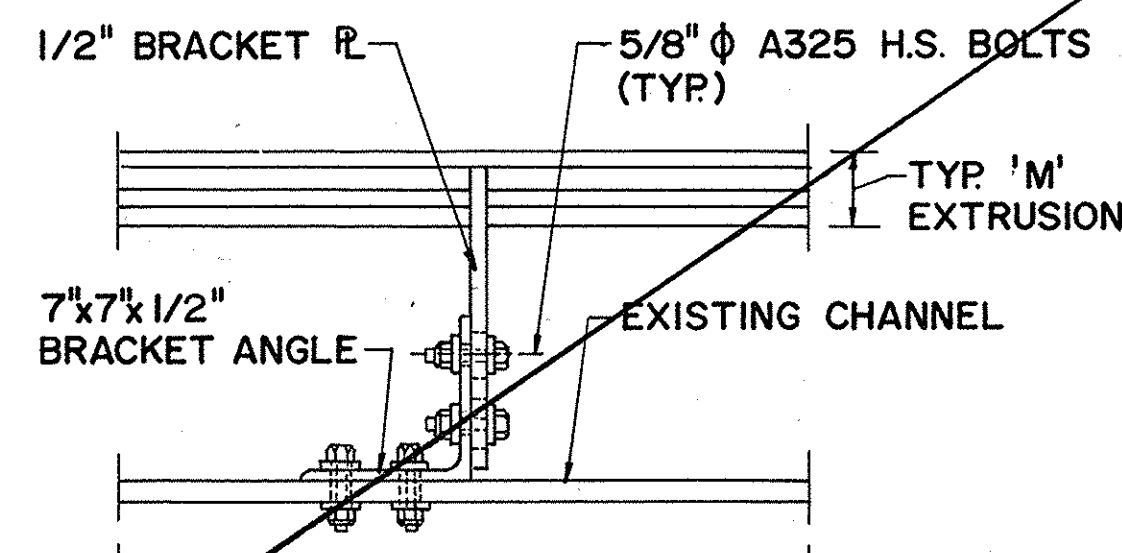
TYPICAL JOINT PLAN
SCALE: 1" = 1'-0"



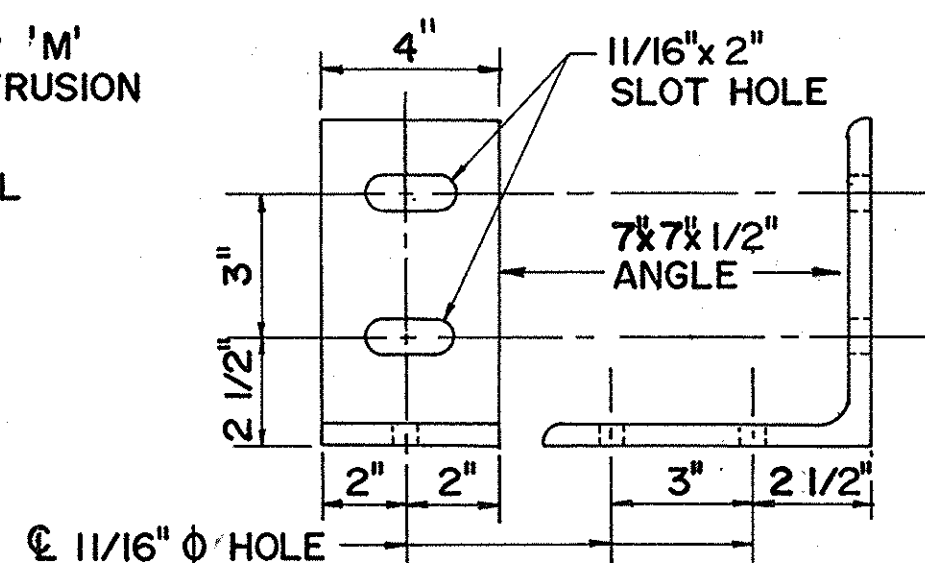
ELEVATION
SCALE: 1" = 1'-0"



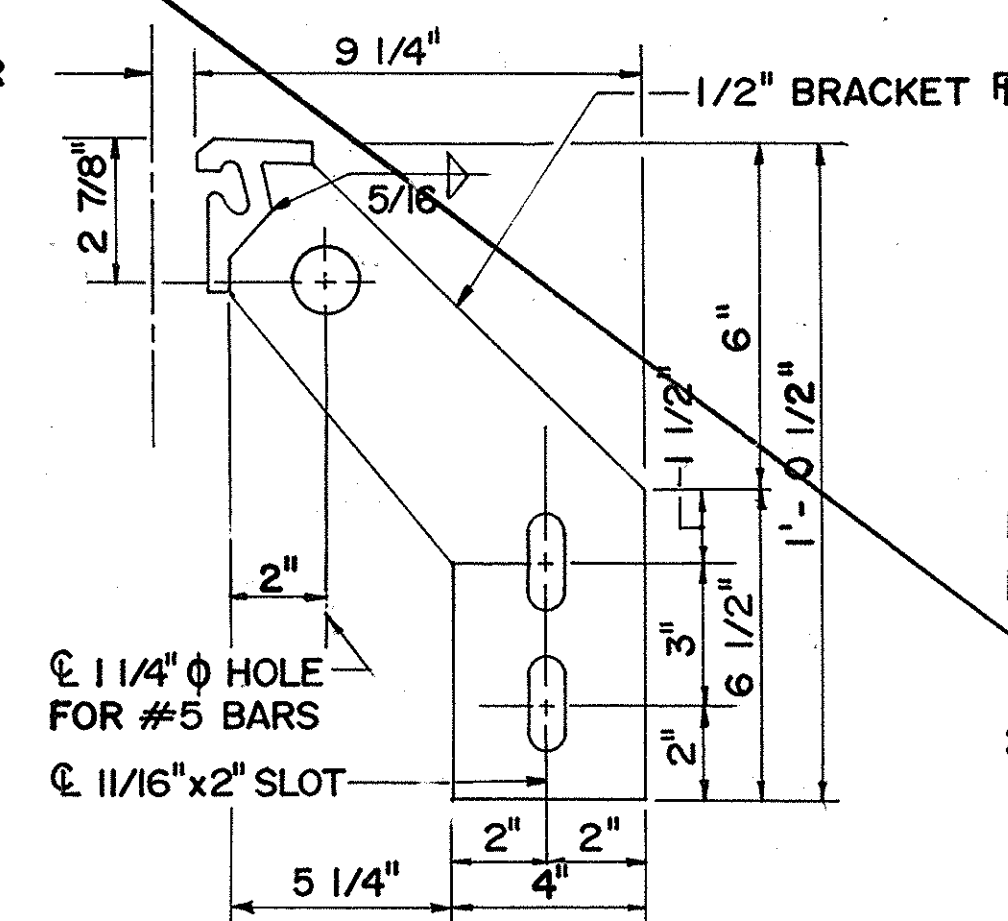
SECTION C-C
SCALE: 3" = 1'-0"



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



BRACKET ANGLE
SCALE: 3" = 1'-0"

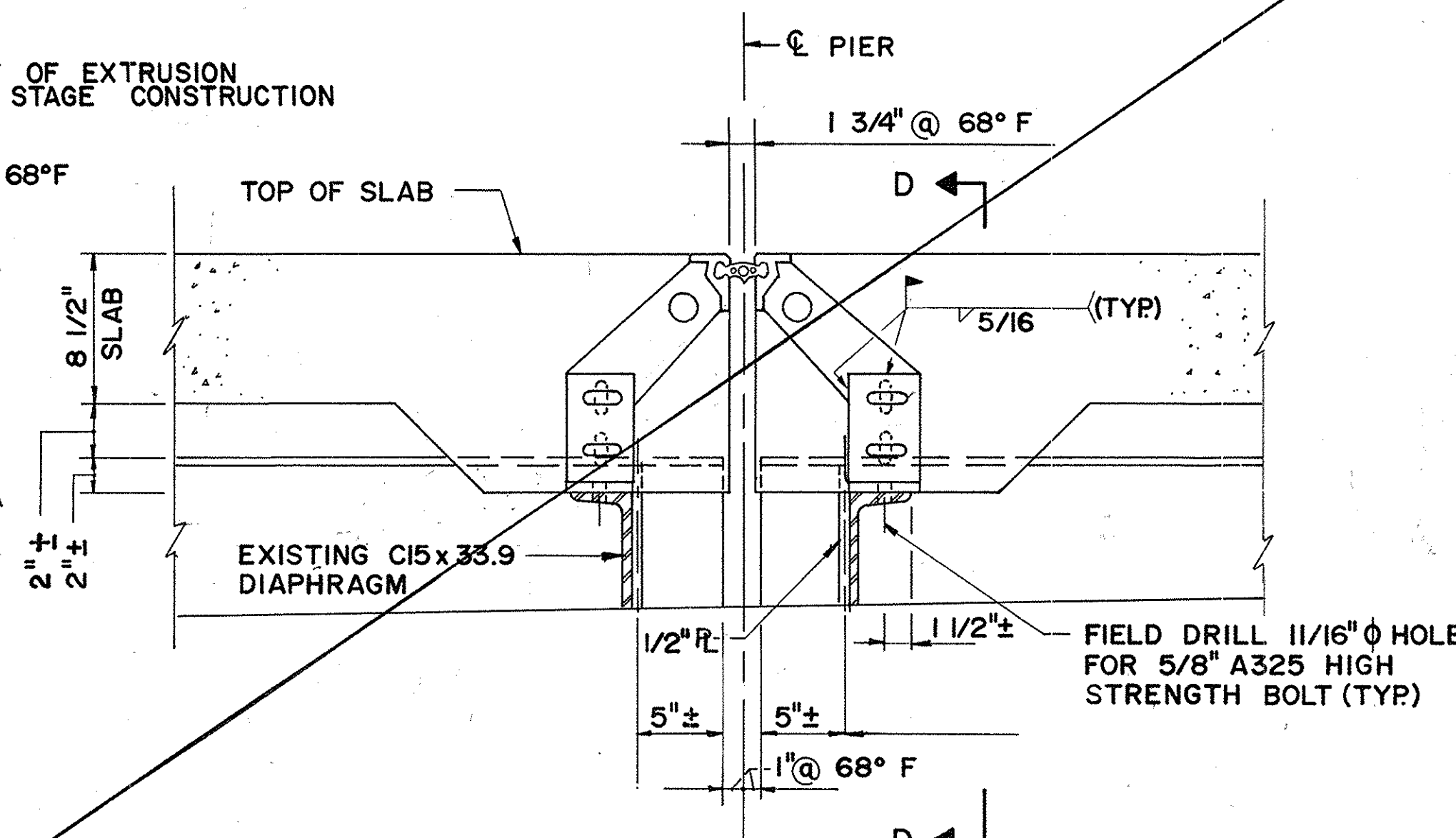


BRACKET PLATE
SCALE: 3" = 1'-0"

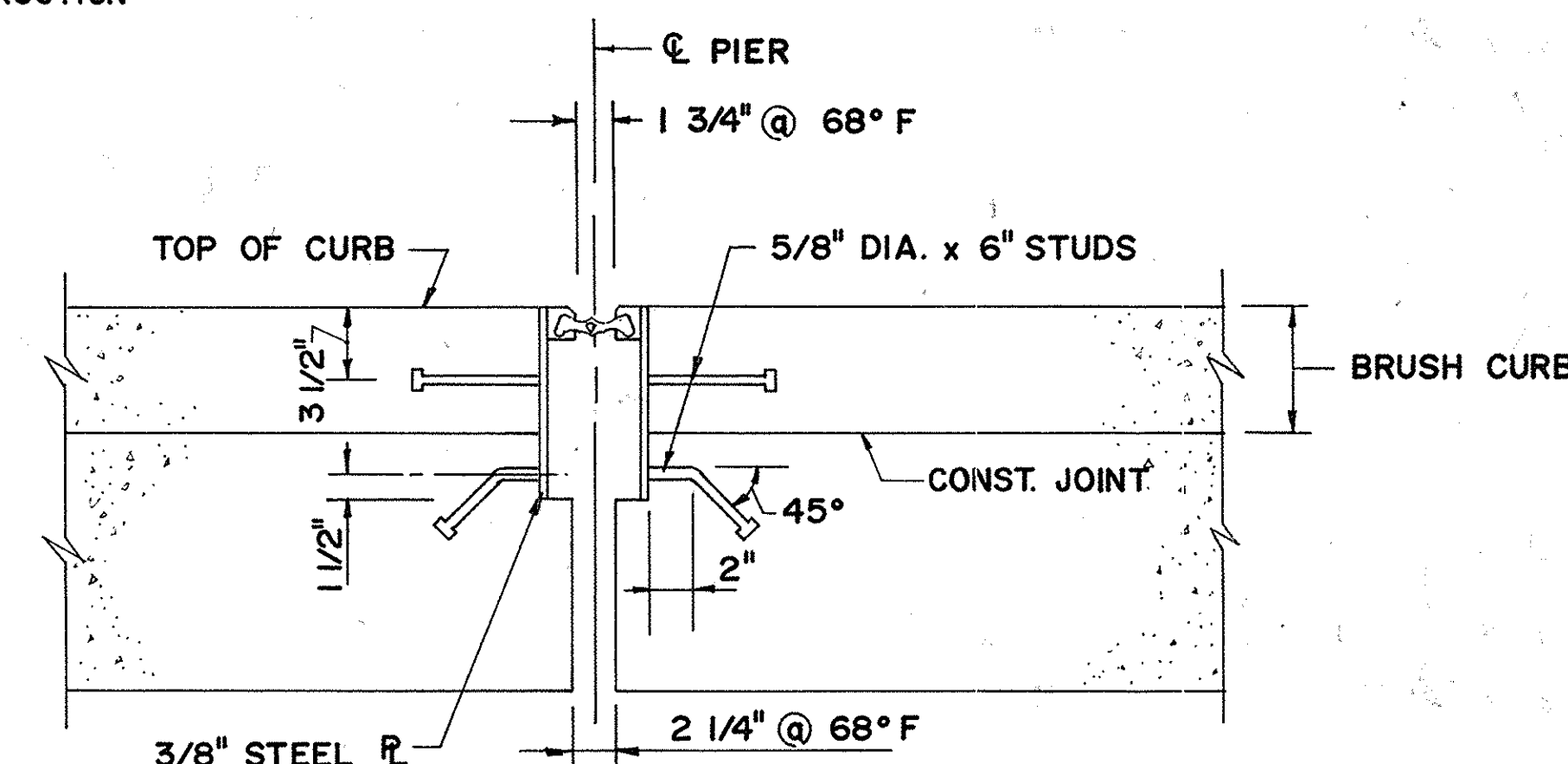
NOTES:

1. INSTALL 5/8" ϕ ADHESIVE ANCHOR SYSTEM AS PER MANUFACTURERS RECOMMENDATIONS. (HILTI HVA 5/8" OR EQUAL)
2. THE CONTRACTOR SHALL VIBRATE AND HAND FINISH IF REQUIRED, THE AREA UNDER THE HORIZONTAL FLANGE OF THE JOINT EXTRUSION TO ENSURE THAT THERE ARE NO VOIDS AS ORDERED BY AND TO THE SATISFACTION OF THE ENGINEER. ANY ADDITIONAL COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS ITEMS IN THE CONTRACT.
3. THE NEOPRENE STRIP SEAL (TYPE EFE-300) SHALL BE ONE PIECE FROM FASCIA TO FASCIA, NO SPLICES WILL BE PERMITTED.
4. THE COST OF ALL WORK AND MATERIAL INCLUDING FIELD DRILLING, MOUNTING HOLES, FIELD WELDING, ADHESIVE ANCHOR STUDS, ETC. SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 25567.3970

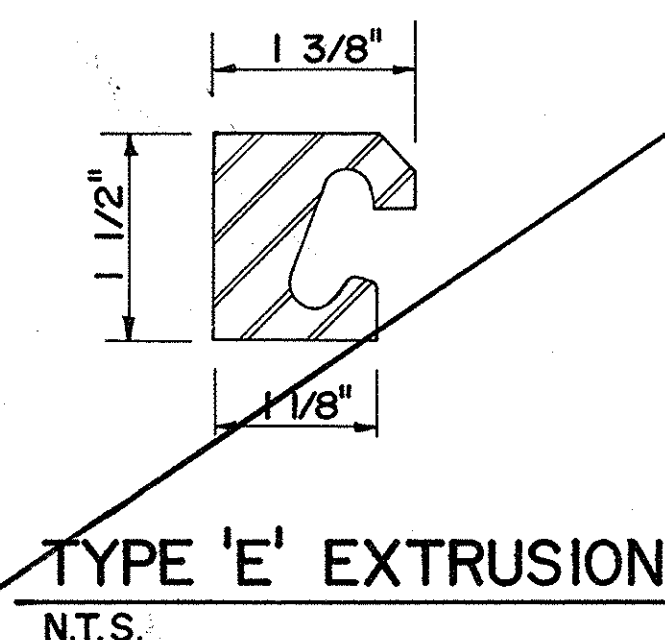
AN ARMORED JOINT SYSTEM WITH ELASTOMERIC SEALER WAS INSTALLED AT PIERS 1 AND 3 IN LIEU OF THE STRIP SEAL JOINT SYSTEM SHOWN. SEE DWGS. G19, G19F1 AND G19F2 FOR DETAILS.



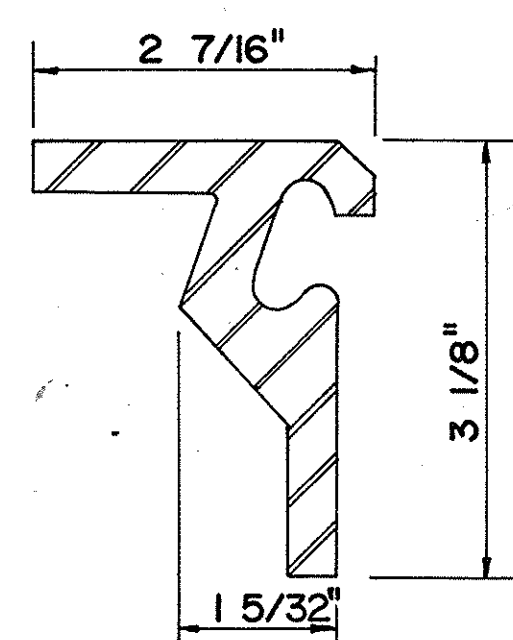
SECTION A-A
SCALE: 1 1/2" = 1'-0"



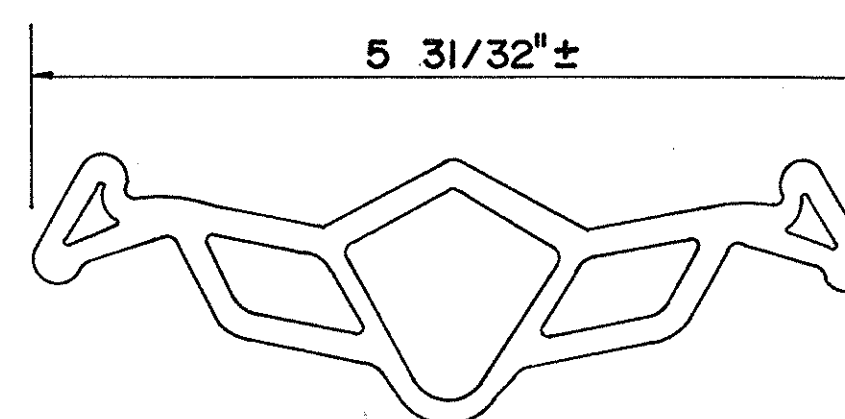
SECTION B-B
SCALE: 1 1/2" = 1'-0"



TYPE E' EXTRUSION
N.T.S.

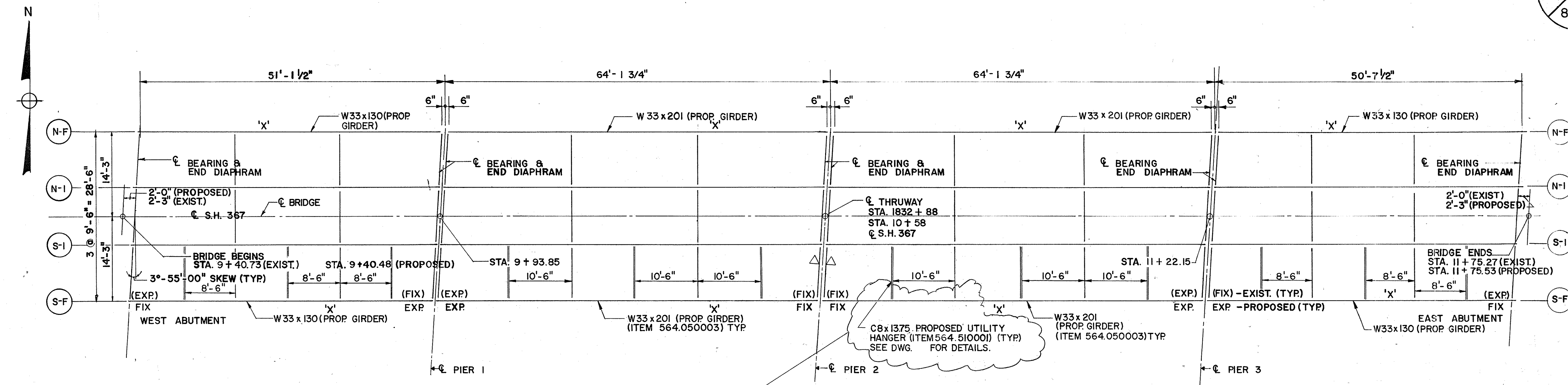


TYPE M' EXTRUSION
N.T.S.



TYPE EFE-300 GLAND
N.T.S.

AS-BUILT REVISIONS			
1/93	Add Note-Armored Jt.	C.A.T.	△
SIGNATURE		DATE	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT REHABILITATION OF GLENMONT ROAD BRIDGE LOCATION OF PROJECT MP 139.54, ALBANY COUNTY			
TITLE OF DRAWING EXPANSION JOINTS PLAN, ELEVATIONS AND DETAILS			
DRAWN BY: M.J.		CHECKED BY: E.C.	
DATE: FEB. 1990		DRAWING NUMBER: G19	
JACKSON AND TULL CHARTERED ENGINEERS		TAA 90-14B	



LEGEND

△ = C15x33.9 PROPOSED DIAPHRAGM (ITEM 564.701003) INCLUDING REPLACEMENT OF BRG. STIFF R'S ON BOTH SIDES. FOR CONNECTION DETAILS SEE DETAILS OF PROPOSED GIRDER BELOW.

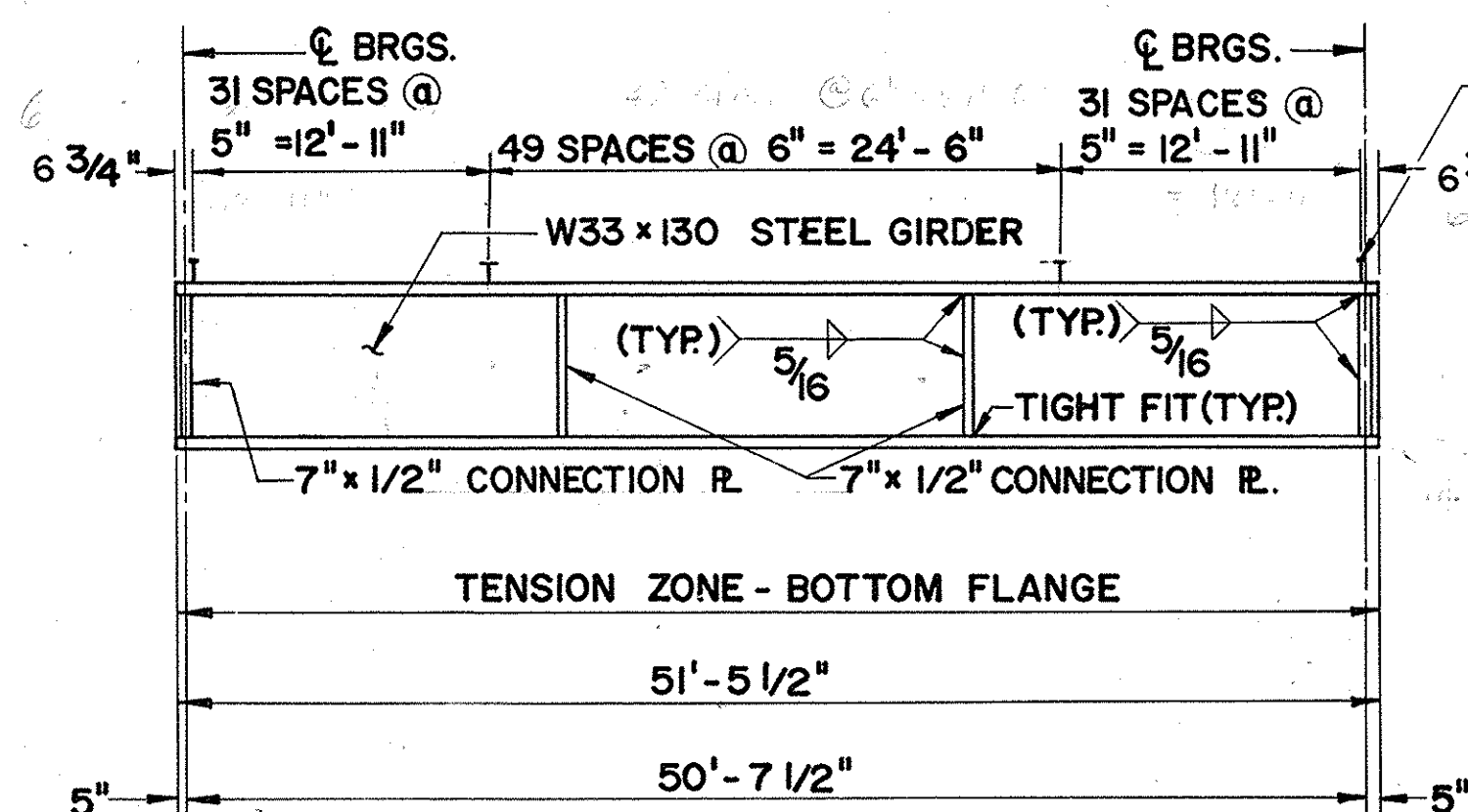
FRAMING PLAN (EXISTING AND PROPOSED)

SCALE: 1/8" = 1'-0"

STRINGER LIST				
SPAN	S-F	N-F	S-I	N-I
1 & 4	W33 x 130	W33 x 130	36 WF 150	36 WF 150
2 & 3	W33 x 201	W33 x 201	36 WF 182	36 WF 182

NOTES

- ALL PROPOSED BOLTS SHALL BE 7/8" ϕ ASTM A325 H.S. BOLTS.
- THE CONNECTION DETAIL OF EXIST. GIRDERS NOT SHOWN.
- EXIST. SHEAR CONNECTORS ARE NOT SHOWN FOR DETAILS SEE DWG. G17
- ALL PROP GIRDER STEEL SHALL BE ASTM A-572, GRADE 50, PAID UNDER ITEM 564.050003
- STUD SHEAR CONNECTORS SHALL BE PAID UNDER ITEM 556.03
- THE LOCATIONS OF THE PROPOSED DIAPHRAGMS SHALL MATCH THOSE OF THE EXISTING DIAPHRAGMS WHICH ARE TO BE REMOVED. THE REMOVAL IS TO BE PAID FOR UNDER VARIOUS ITEMS IN THE CONTRACT.
- ALL EXIST. GIRDER STEEL TO BE REMOVED (THOSE DENOTES 'X') SHALL BE PAID UNDER ITEM 589.520002.
- THE PROPOSED UTILITY HANGERS SHALL BE PAID UNDER ITEM 564.510001 AND THE LOCATION AND ARRANGEMENT OF UTILITY HANGERS MAY BE MODIFIED TO SUIT FIELD CONDITIONS WITH APPROVAL OF ENGINEER.

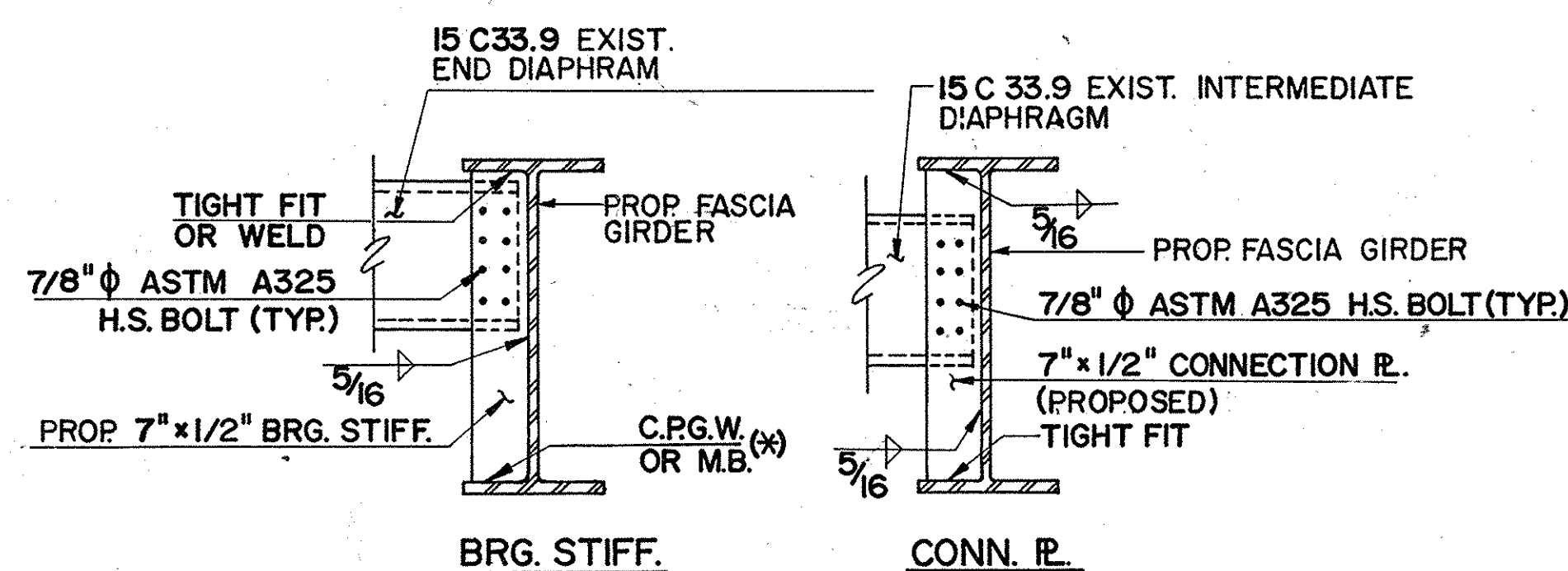


SPAN 1 & 4 N-F & S-F PROPOSED GIRDERS

N.T.S.

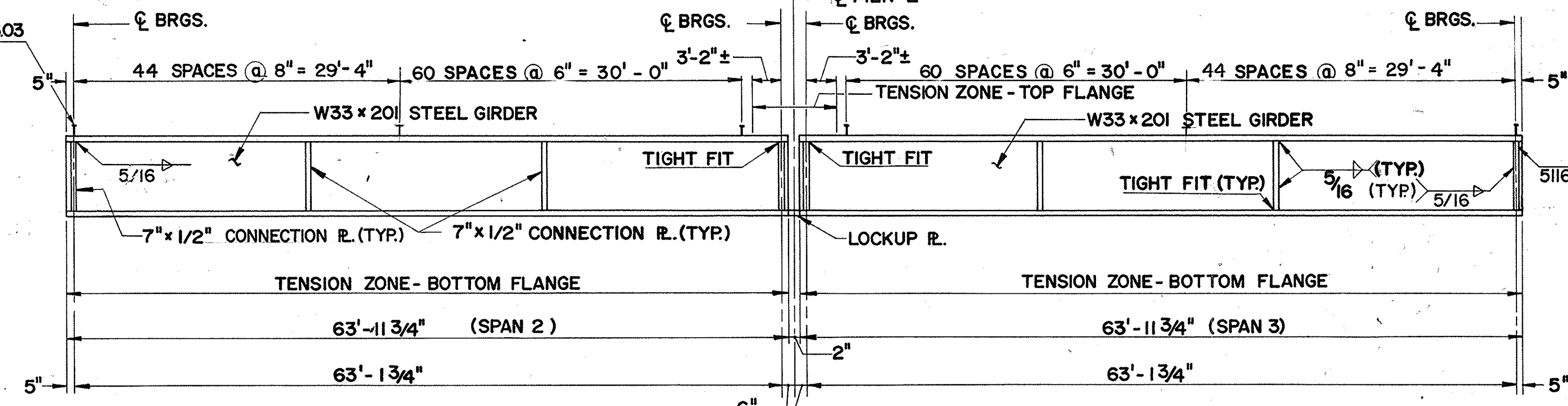
NOTE: (*)

C.P.G.W. = COMPLETE PENETRATION GROOVE WELD
M.B. = MILL TO BEAR



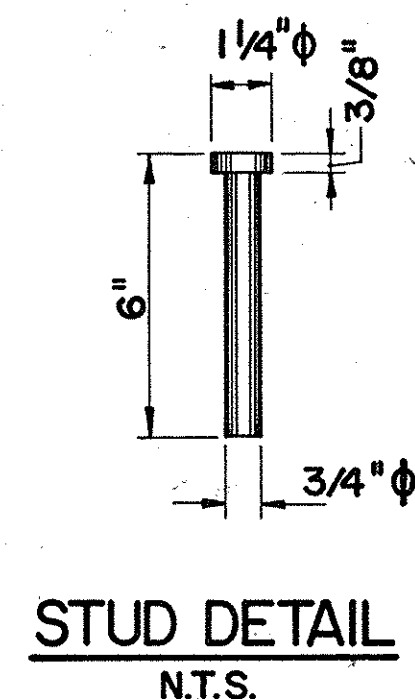
GIRDER SECTIONS (PROPOSED)

N.T.S.



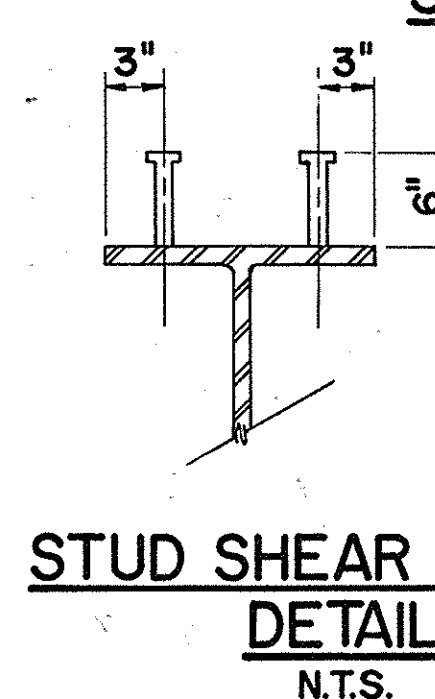
SPAN 2 & 3 N-F & S-F PROPOSED GIRDERS

N.T.S.



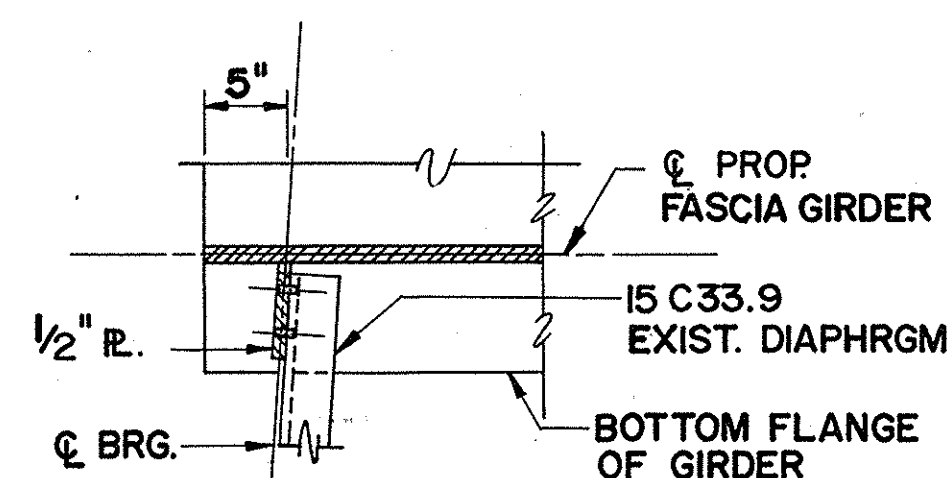
STUD DETAIL

N.T.S.



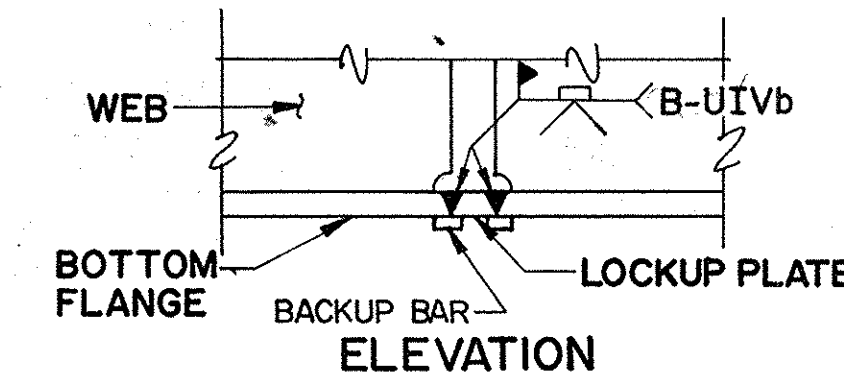
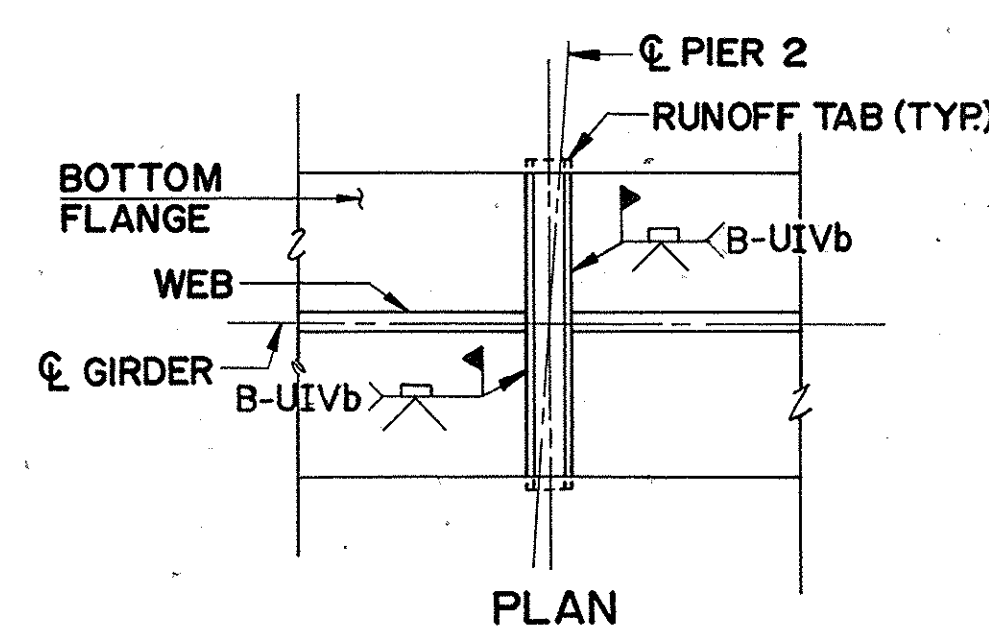
STUD SHEAR CONNECTOR DETAIL

N.T.S.



END DIAPHRAGM CONNECTION (PROPOSED)

N.T.S.



LOCKUP PLATE

N.T.S.

NOTES - LOCKUP PLATE

- MAKE LOCKUP PLATE FULL WIDTH OF BOTTOM FLANGE. PROVIDE RUN-OFF TABS AS REQUIRED FOR WELDING. REMOVE AFTER WELDING AND GRIND SMOOTH.
- THE LOCKUP PLATE THICKNESS SHALL MATCH THE THICKNESS OF THE BEAM FLANGES AND THE WIDTH SHALL MATCH THE DISTANCE BETWEEN THE ENDS OF THE STRINGERS AT THE TIME OF INSTALLATION. CONTRACTOR TO MEASURE IN FIELD.
- THE LOCKUP PLATES MUST BE INSTALLED AFTER THE NEW STRUCTURAL SLAB, ASPHALTIC WEARING SURFACE AND BRIDGE RAIL ETC. HAVE BEEN INSTALLED BUT PRIOR TO THE OPENING TO TRAFFIC
- LOCKUP PLATES SHALL BE PROVIDED FOR ALL FASCIA & INTERIOR GIRDERS PIER 2 AND PAID UNDER ITEM 25564.0601.

AS-BUILT REVISIONS	
1/93	Rev. Location of Utilities C.A.T. Δ
 SIGNATURE DATE 2-16-93	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REHABILITATION OF GLENMONT RD. BRIDGE LOCATION OF PROJECT MP 139.54, ALBANY COUNTY TITLE OF DRAWING	
STEEL FRAMING PLAN AND DETAILS	
	DRAWN BY: W.M. CHECKED BY: T.W. <i>rad</i> DATE: FEB. 1990 DRAWING NUMBER: G 21
JACKSON AND TULL CHARTERED ENGINEERS TAA 90-14 B	

HAUNCH TABLE		SPAN 1			SPAN 2			SPAN 3			SPAN 4		
		℄ BRGS.	MID SPAN	℄ BRGS.	℄ BRGS.	MID SPAN	℄ BRGS.	℄ BRGS.	MID SPAN	℄ BRGS.	℄ BRGS.	MID SPAN	℄ BRGS.
GIRDER N-F	Ⓐ REQ'D. BOTTOM OF SLAB ELEVATION	201.70	201.60	201.47	201.46	201.22	200.91	200.90	200.53	200.08	200.07	199.66	199.22
	Ⓑ TOP OF STEEL ELEV. (FIELD MEAS.)	201.53	201.48	201.27	201.27	201.18	200.80	200.80	200.50	199.90	199.90	199.50	198.92
	Ⓒ = Ⓐ - Ⓑ	0.17	0.12	0.20	0.19	0.04	0.11	0.10	0.03	0.18	0.17	0.16	0.30
	Ⓓ CONCRETE + S.D.L. DEFLECTION	—	0.07	—	—	0.09	—	—	0.09	—	—	0.07	—
	Ⓔ DEPTH OF HAUNCH REQ'D. = Ⓒ + Ⓓ (FT.)	0.17	0.19	0.20	0.19	0.13	0.11	0.10	0.12	0.18	0.17	0.23	0.30
GIRDER N-I	Ⓐ REQ'D. BOTTOM OF SLAB ELEVATION	201.90	201.81	201.67	201.66	201.42	201.12	201.11	200.73	200.29	200.28	199.87	199.43
	Ⓑ TOP OF STEEL ELEV. (FIELD MEAS.)	201.65	201.64	201.41	201.41	201.37	200.94	200.94	200.67	200.07	200.06	199.71	199.12
	Ⓒ = Ⓐ - Ⓑ	0.25	0.17	0.26	0.25	0.05	0.18	0.17	0.06	0.22	0.22	0.16	0.31
	Ⓓ CONCRETE + S.D.L. DEFLECTION	—	0.05	—	—	0.08	—	—	0.08	—	—	0.05	—
	Ⓔ DEPTH OF HAUNCH REQ'D. = Ⓒ + Ⓓ (FT.)	0.25	0.22	0.26	0.23	0.13	0.18	0.17	0.14	0.22	0.22	0.21	0.31
GIRDER S-I	Ⓐ REQ'D. BOTTOM OF SLAB ELEVATION	201.90	201.81	201.67	201.66	201.43	201.12	201.11	200.74	200.30	200.29	199.88	199.44
	Ⓑ TOP OF STEEL ELEV. (FIELD MEAS.)	201.70	201.67	201.41	201.44	201.36	200.92	200.91	200.69	200.13	200.10	199.79	199.25
	Ⓒ = Ⓐ - Ⓑ	0.20	0.14	0.26	0.22	0.07	0.20	0.21	0.05	0.17	0.19	0.09	0.19
	Ⓓ CONCRETE + S.D.L. DEFLECTION	—	0.05	—	—	0.08	—	—	0.08	—	—	0.05	—
	Ⓔ DEPTH OF HAUNCH REQ'D. = Ⓒ + Ⓓ (FT.)	0.20	0.19	0.26	0.22	0.15	0.20	0.21	0.13	0.17	0.19	0.14	0.19
GIRDER S-F	Ⓐ REQ'D. BOTTOM OF SLAB ELEVATION	201.71	201.61	201.48	201.47	201.24	200.93	200.92	200.55	200.11	200.10	199.70	199.25
	Ⓑ TOP OF STEEL ELEV. (FIELD MEAS.)	201.55	201.49	201.26	201.29	201.11	200.71	200.71	200.47	199.96	199.93	199.57	199.06
	Ⓒ = Ⓐ - Ⓑ	0.16	0.12	0.22	0.18	0.13	0.22	0.27	0.08	0.15	0.17	0.13	0.19
	Ⓓ CONCRETE + S.D.L. DEFLECTION	—	0.07	—	—	0.09	—	—	0.09	—	—	0.07	—
	Ⓔ DEPTH OF HAUNCH REQ'D. = Ⓒ + Ⓓ (FT.)	0.16	0.19	0.22	0.18	0.22	0.22	0.21	0.17	0.15	0.17	0.20	0.19

CAMBER TABLE	SPANS 1 & 4	SPANS 2 & 3
GIRDERS N-F & S-F	MID POINT	MID POINT
① VERTICAL CURVE (FT.)	0.02	0.04
② STEEL D.L. (FT.)	0.01	0.02
③ CONCRETE D.L. (FT.)	0.06	0.08
④ SUPERIMPOSED D.L. (FT.)	0.01	0.01
TOTAL	0.10	0.15

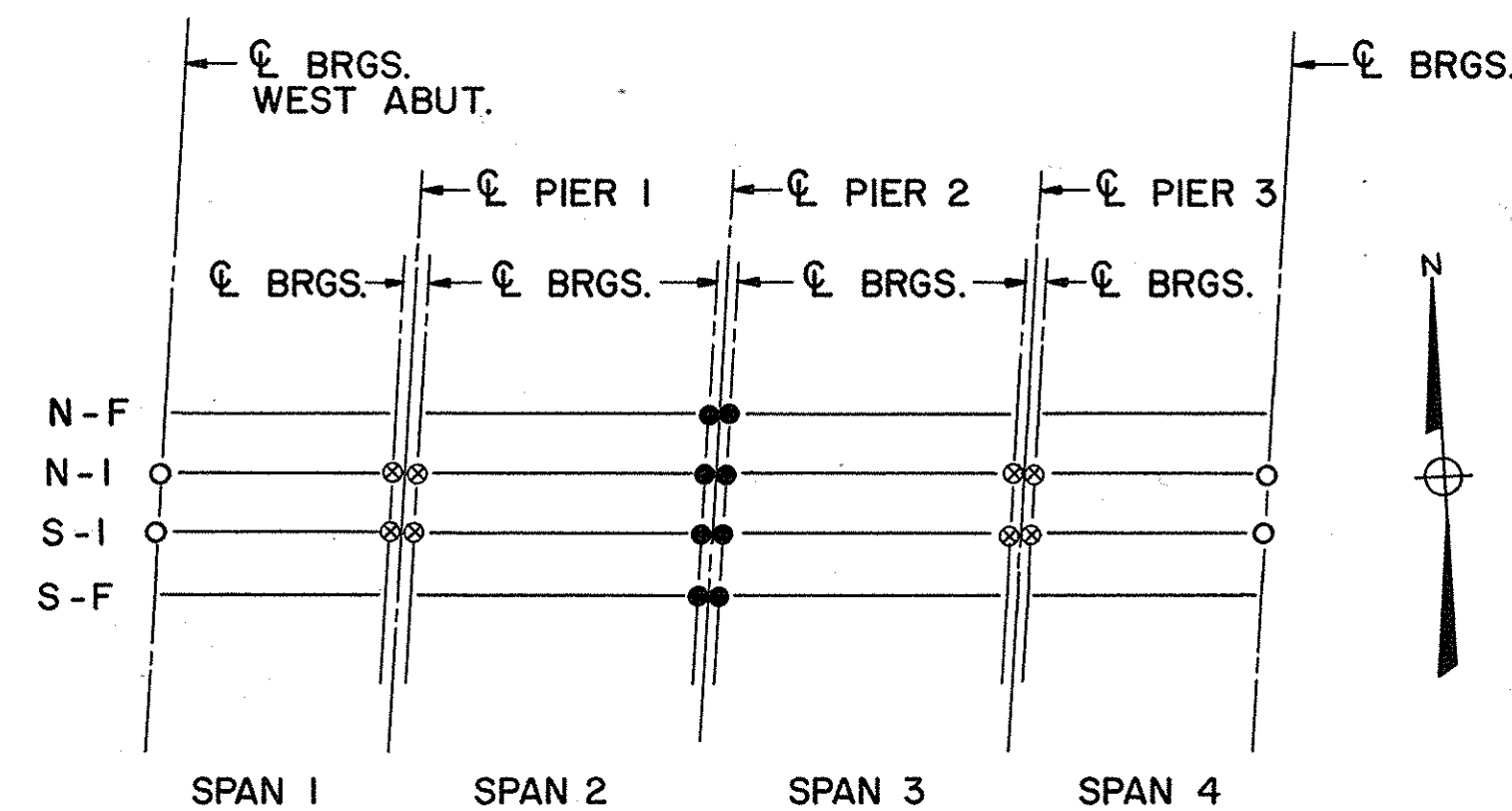
MOMENT & SHEAR TABLE		SPANS 1 & 4		SPANS 2 & 3	
		℄ BRG.	MID SPAN	℄ BRG. (PIERS 1,3)	℄ BRG. (PIER 2)
DL	MOMENT	0.0	334.3	0.0	556.8
	SHEAR	26.4	0.0	35.4	0.1
SDL	MOMENT	0.0	109.6	0.0	143.6
	SHEAR	8.7	0.0	9.9	0.9
LL (+)	MOMENT	0.0	599.0	0.0	678.1
	SHEAR	56.2	22.2	56.3	23.9
LL (-)	MOMENT	—	—	0.0	-152.8
	SHEAR	—	—	-4.8	-27.7

LL MOMENTS AND SHEARS INCLUDE IMPACT
MOMENTS ARE EXPRESSED AS FOOT KIPS
SHEARS ARE EXPRESSED AS KIPS

JACKING LOAD (KIPS)									
GIRDER	LOAD	WEST ABUT.	PIER 1		PIER 2		PIER 3		EAST ABUT.
			SPAN 1	SPAN 2	SPAN 2	SPAN 3	SPAN 3	SPAN 4	
N-F S-F	D.L.	—	—	—	33.62	33.62	—	—	—
	S.D.L.	—	—	—	18.06	18.06	—	—	—
	LL + I	—	—	—	57.88	57.88	—	—	—
	TOTAL	—	—	—	109.56	109.56	—	—	—
N-I S-I	D.L.	4.38	4.38	8.33	38.89	38.89	8.33	4.38	4.38
	S.D.L.	—	—	—	18.06	18.06	—	—	—
	LL + I	—	—	—	67.12	67.12	—	—	—
	TOTAL	4.38	4.38	8.33	124.07	124.07	8.33	4.38	4.38

NOTES:

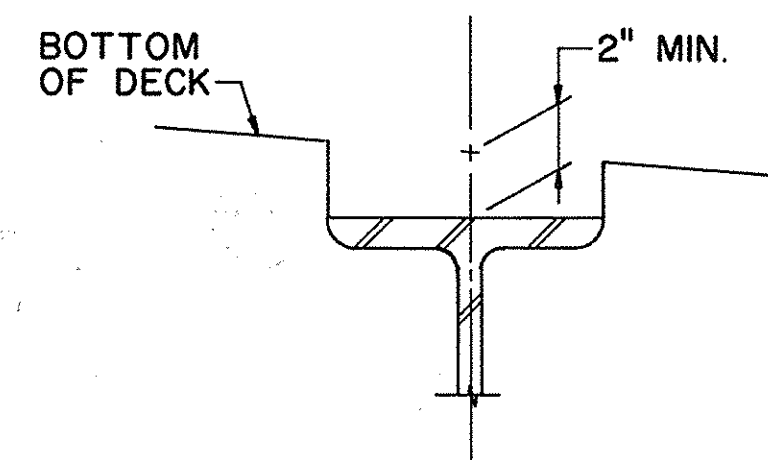
- D.L. - DENOTES CONCRETE SLAB AND STEEL FRAME FOR JACKING POINTS AT PIER 2 AND STEEL FRAME FOR THE OTHERS.
S.D.L. - DENOTES FUTURE WARNING SURFACE AND PARAPET.
LL+I - DENOTES LIVE LOAD AND LIVE LOAD IMPACT.



PLAN OF LIFTING POINTS AND GIRDER LAYOUT
N.T.S.

NOTES:

- - DENOTES LIFT POINT - STRUCTURAL LIFTING OPERATION
TYPE A, ITEM 585.0103.
⊗ - DENOTES LIFT POINT - STRUCTURAL LIFTING OPERATION
TYPE B, ITEM 585.0203.
● - DENOTES LIFT POINT - STRUCTURAL LIFTING OPERATION
TYPE C, ITEM 585.03 (JACKING AGAINST TRAFFIC LOADING).
- FOR JACKING LOADS, SEE TABLE, THIS SHEET.

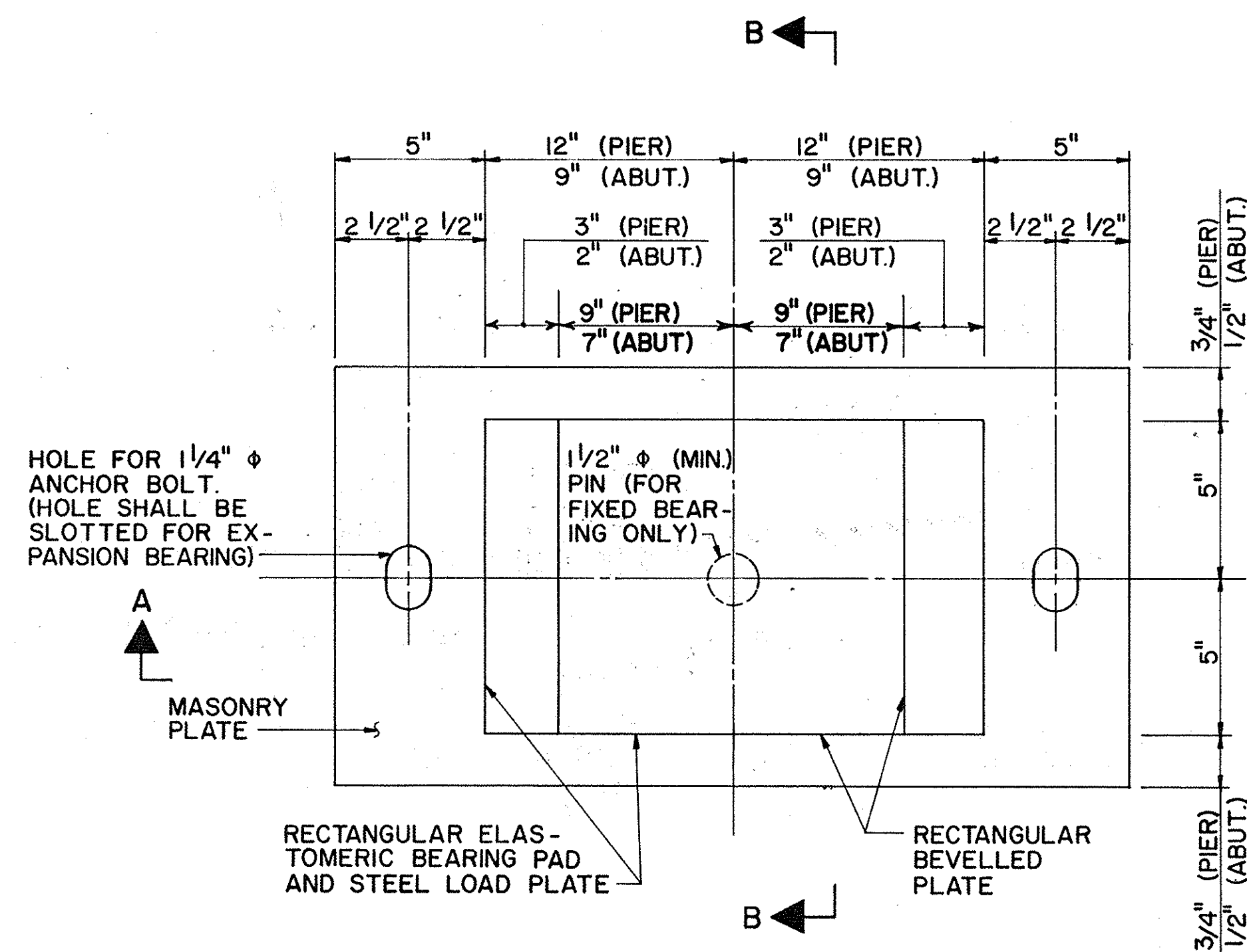


HAUNCH DETAIL
N.T.S.

AS-BUILT REVISIONS	
1/93 Haunch Table	C.A.T. Δ
<i>[Signature]</i>	2-16-93 DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REHABILITATION OF GLENMONT ROAD BRIDGE	
LOCATION OF PROJECT MP 139.54, ALBANY COUNTY	
TITLE OF DRAWING HAUNCH TABLE AND JACKING LOAD TABLE	
	DRAWN BY: W.M.
	CHECKED BY: T.W. <i>[Signature]</i>
	DATE: FEB. 1990
	DRAWING NUMBER: G22

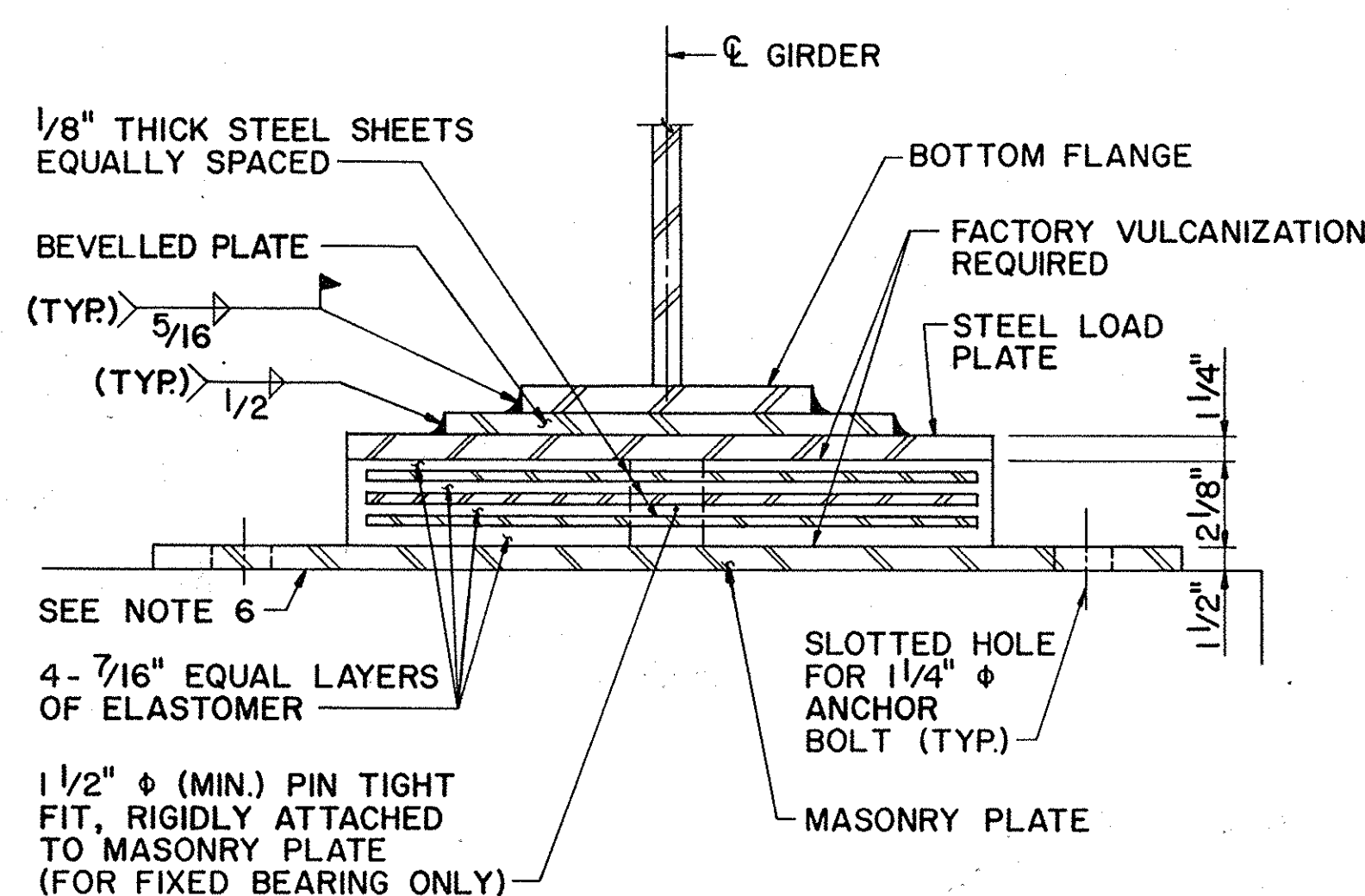
JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-148



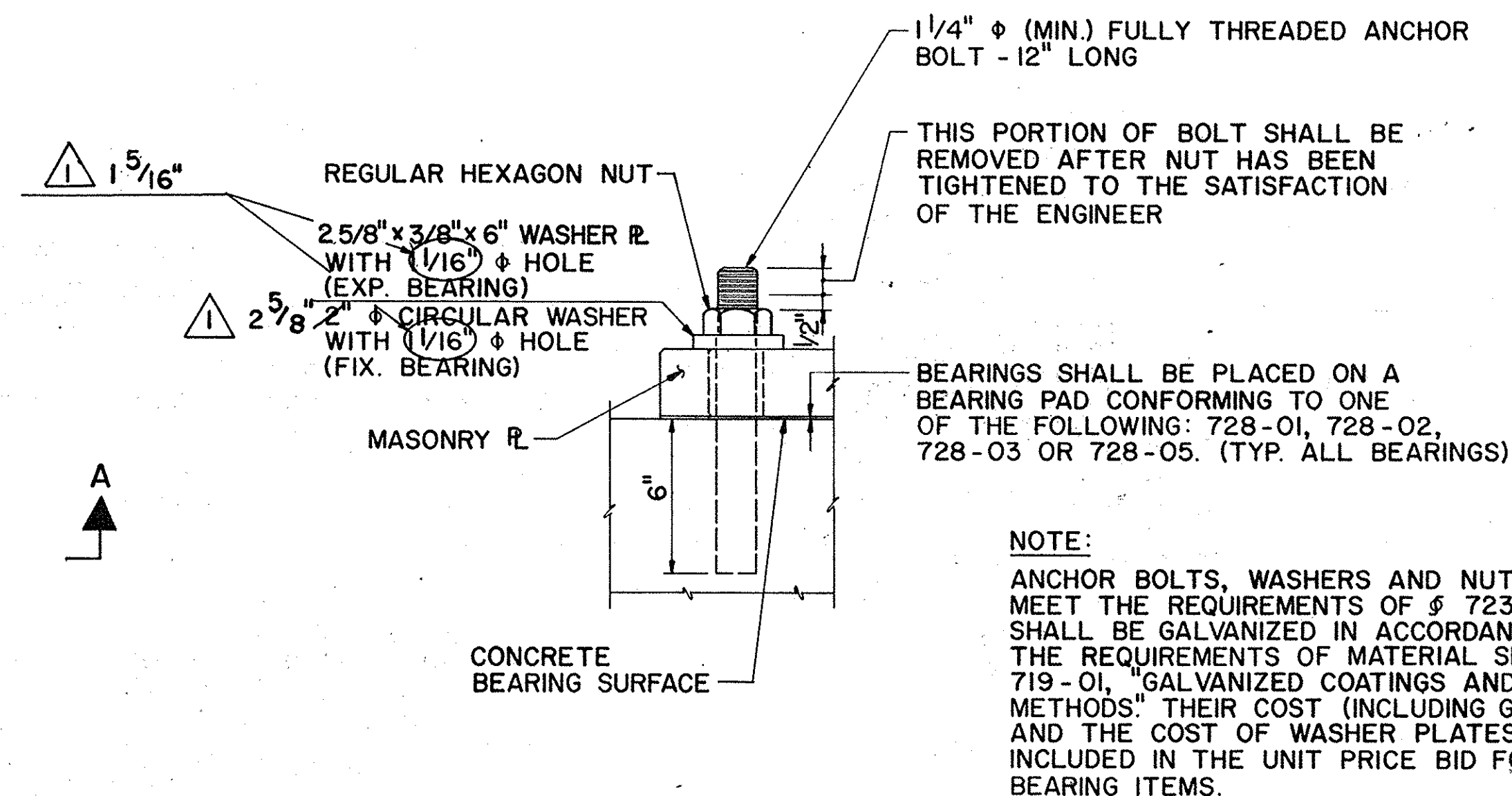
NOTE:
GIRDER NOT SHOWN

TYPICAL RECTANGULAR BEARING PLAN
N.T.S.



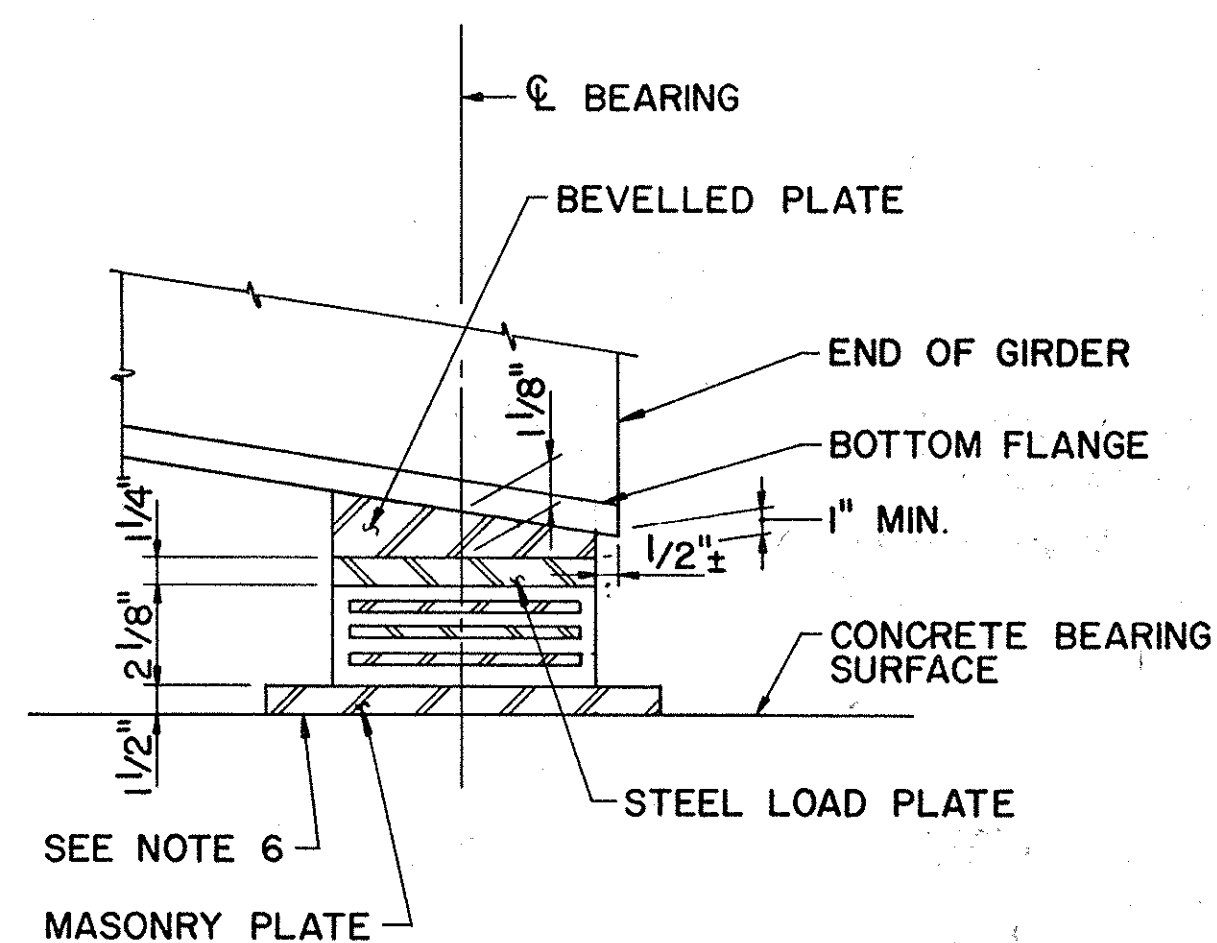
SECTION A - A
N.T.S.

MAXIMUM DESIGN REACTIONS (KIPS)				
LOCATION	BEARING	DL + SDL	LL + I	TOTAL
PIER	EXPANSION	50.4	65.7	116.1
	FIXED	54.3	80.5	134.8
ABUTMENT	FIXED	39.2	65.2	104.4

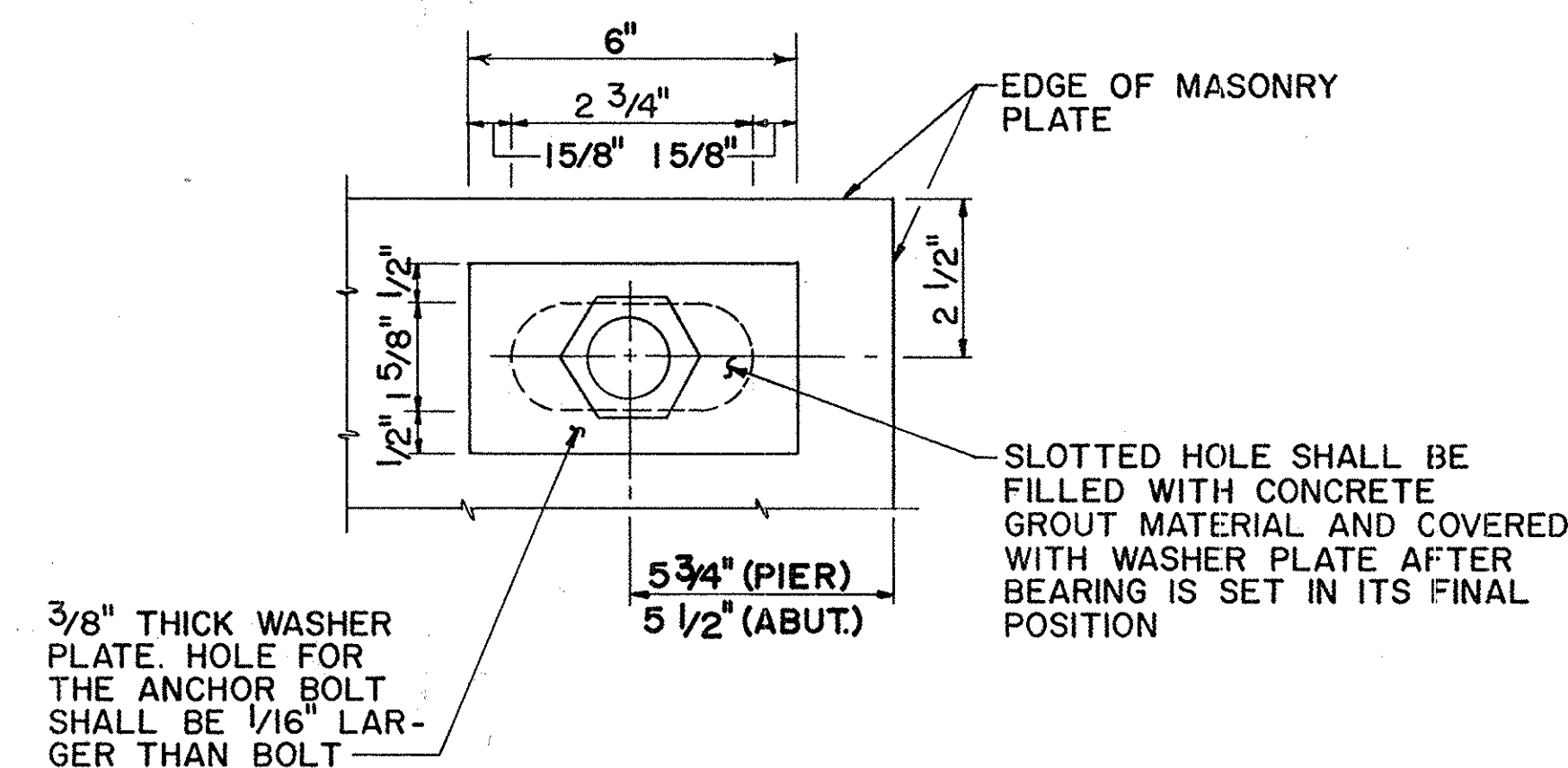


NOTE:
ANCHOR BOLTS, WASHERS AND NUTS SHALL MEET THE REQUIREMENTS OF § 723-60. THEY SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF MATERIAL SPECIFICATION 719-01, "GALVANIZED COATINGS AND REPAIR METHODS" THEIR COST (INCLUDING GALVANIZING) AND THE COST OF WASHER PLATES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEMS.

ANCHOR BOLT DETAIL FOR ALL BEARINGS
N.T.S.



SECTION B - B
N.T.S.



TYPICAL ANCHOR BOLT DETAIL
(FOR EXPANSION BEARING ONLY)
N.T.S.

NOTES:

1. THE BEARINGS ARE DESIGNED SO THAT THE SUPER-STRUCTURE MAY BE ERECTED WHEN THE AMBIENT AIR TEMPERATURE IS WITHIN THE RANGE 40°F TO 90°F.
2. THE HARDNESS (SHORE 'A' DUROMETER) OF THE ELASTOMETER MATERIAL SHALL BE 50±10.
3. CONCRETE SURFACES UNDER THE BEARINGS SHALL CONFORM TO SECTION 565-3.02 "CONCRETE BEARING SURFACE PREPARATION" OF THE NEW YORK STATE STANDARD SPECIFICATIONS.
4. THE CONTINUOUS WELD CONNECTING THE LOAD PLATE TO THE BOTTOM FLANGE (OR SOLE PLATE) SHALL BE ALLOWED TO COOL AFTER EACH PASS. HOWEVER, THE TEMPERATURE OF THE STEEL ADJACENT TO THE ELASTOMER SHALL NOT EXCEED 200°F. TEMPERATURE SHALL BE CONTROLLED BY WELDING PROCEDURES AND TEMPERATURE INDICATING CRAYONS OR OTHER DEVICES APPROVED BY THE ENGINEER.
5. THE COST FOR THE BEARINGS SHALL BE PAID FOR UNDER ITEM 565.2002. ALL MATERIAL AND WORK SHALL CONFORM TO THE SPECIFICATIONS FOR THE ABOVE ITEM.
6. SHIM PLATE MAY BE REQUIRED FOR HIGH SIDE BEARINGS.

AS-BUILT REVISIONS

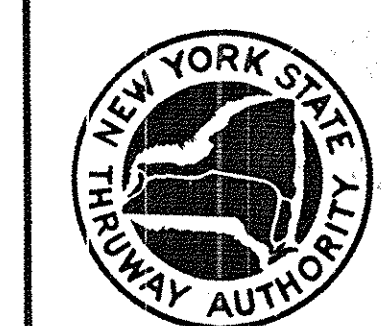
NO.	DESCRIPTION	DATE
1/93	Dim's Amend. No. 2	C.A.T. Δ

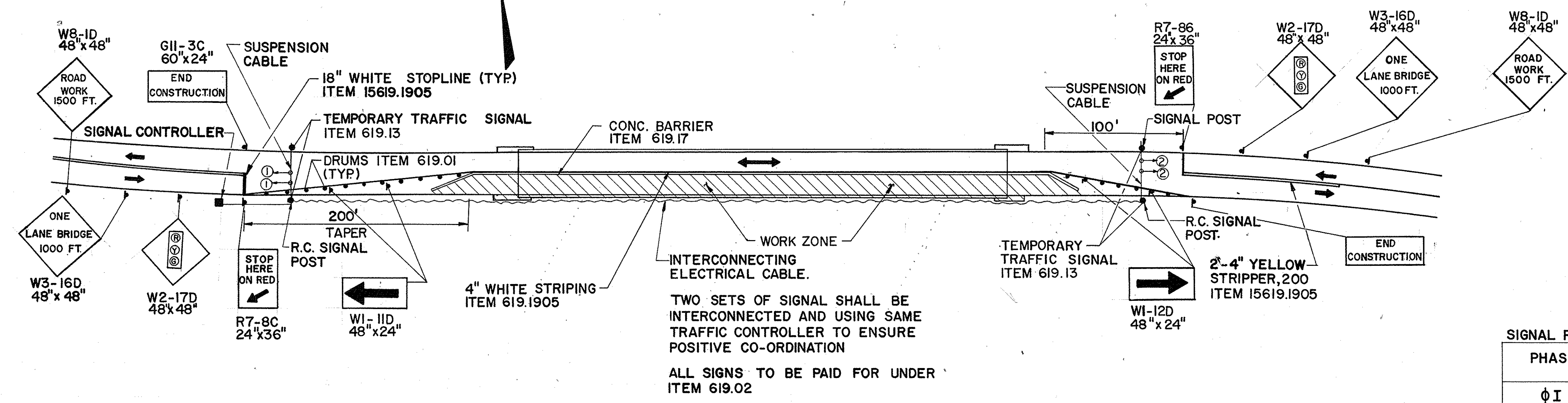
R.B. Russell
SIGNATURE
2-16-99
DATE

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT **REHABILITATION OF GLENMONT RD. BRIDGE**
LOCATION OF PROJECT **MP 139.54, ALBANY COUNTY**
TITLE OF DRAWING **ELASTOMERIC BEARING DETAILS**

DRAWN BY: **D.B.**
CHECKED BY: **T.W. 1240**
DATE: **FEB. 1990**
DRAWING NUMBER: **G23**

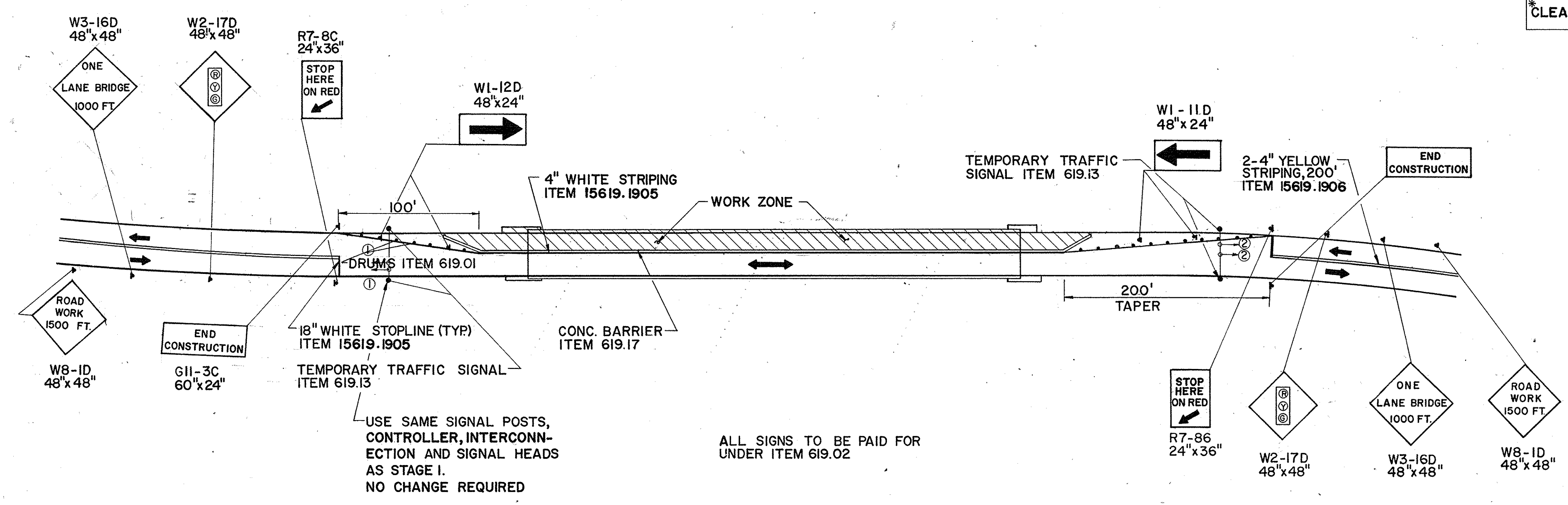




SIGNAL PHASING DIAGRAM

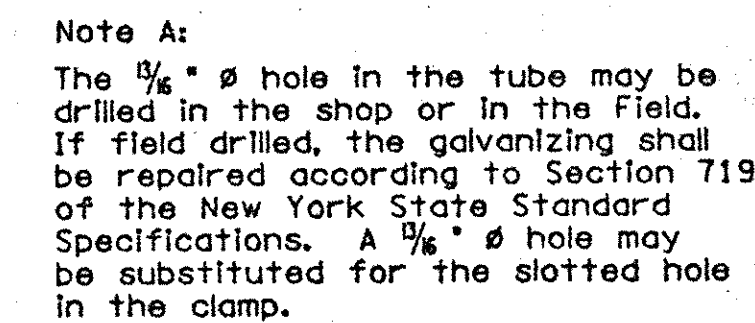
PHASE	SIGNAL HEAD 1	SIGNAL HEAD 2
Φ I	(G/Y 42/3 SEC.)	(R 45 Sec.)
* CLEARANCE	(R 23 Sec.)	(R 23 SEC.)
Φ II	(R 45 Sec.)	(G/Y 42/3 SEC.)
* CLEARANCE	(R 23 SEC.)	(R 23 Sec.)

STAGE I
N.T.S.



STAGE II
N.T.S.

AS-BUILT REVISIONS	
NO AS-BUILT REVISIONS	
 2-16-93 SIGNATURE DATE	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REHABILITATION OF GLENMONT RD. BRIDGE	
LOCATION OF PROJECT MP 139.54, ALBANY COUNTRY	
TITLE OF DRAWING MAINTENANCE OF TRAFFIC	
	DRAWN BY:
	E.V.
	CHECKED BY:
	T.W. RAS
	DATE:
	FEB. 1990
	DRAWING NUMBER:
	G24



NOTES:

All railing is to be fabricated and erected so that the rails are parallel to each other and the posts are truly vertical.

The Base Plates shall be perpendicular to the post unless otherwise noted. When the railing is to be placed on a preformed surface, the Base Plate may be parallel to the grade or may be perpendicular to the post and made level by the use of (1:1 ratio cement to sand) mortar.

Tubular steel rails, rail clamp assemblies, nuts and washers, posts, post webs, if required, post spacers, base plates and railing joint assemblies, and any necessary shims and mortar leveling course shall be paid for under the railing item.

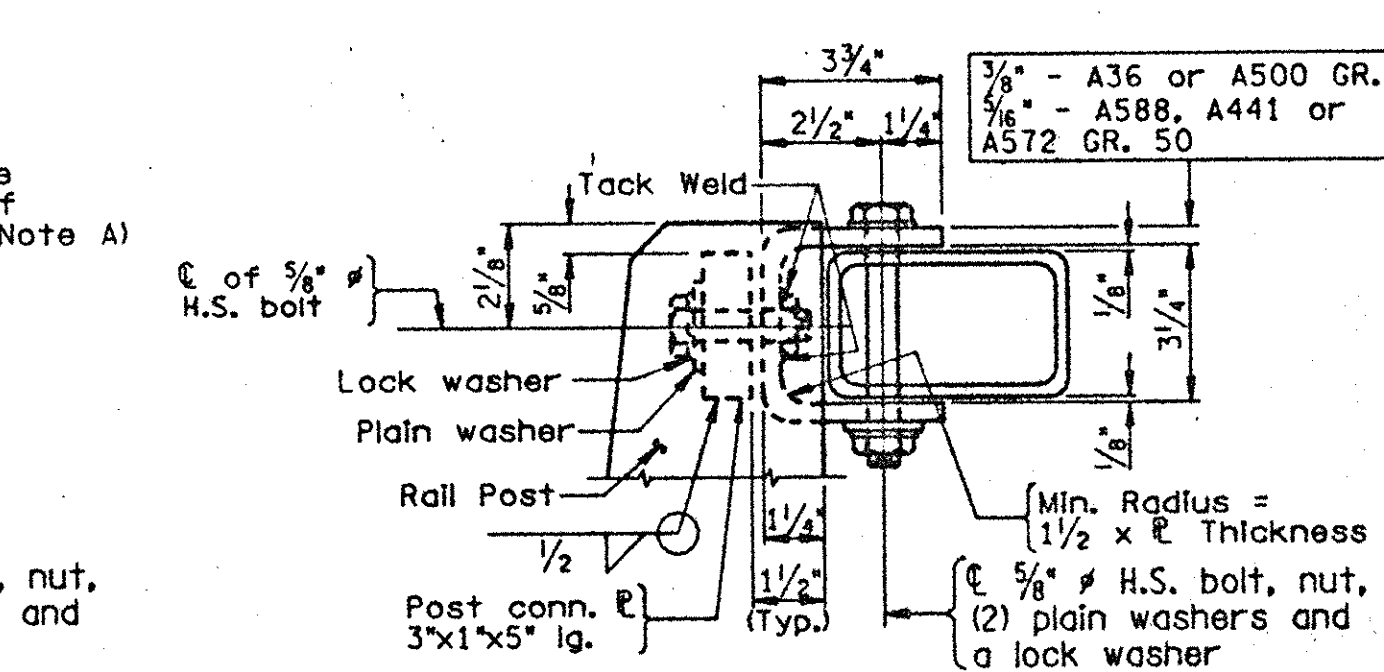
Anchor rods, nuts, washers and anchor plates shall be paid for under the railing item.

After the anchor rod nuts have been placed and tightened to the satisfaction of the Engineer, the rods shall be flame cut off one (1) inch above the nut, and the first three threads above the nut shall be damaged, as ordered by the Engineer.

Rails shall span a minimum of 3 posts. If this is impossible, the absolute minimum shall be two posts with one of these posts being a special post, unless waived by DCES.

If the end of the bolts connecting the clamp to the post connection plate bear against the tube when in the final position, additional plain washers shall be added to prevent the end of the bolt from bearing against the tube.

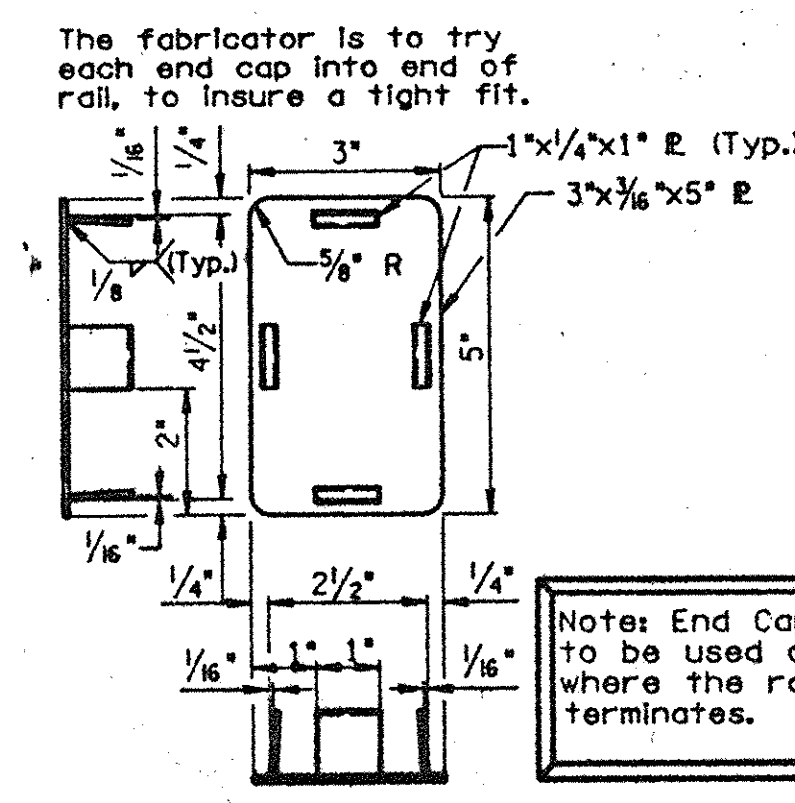
The hole for the bolt connecting the tube and the clamp shall be located in the tube so that the tube will bear against the post plates when in final position.



Technical drawing of a square plate assembly. The main plate is labeled "3/8\" Plate". It features a central circular hole labeled "5\" hole". Four smaller holes are positioned around the center, each labeled "H.S. Hex nut for 1\" rod (3-req'd)". Dimensions include overall width and height of 11\", distances from edges to the central hole of 7\" and 4\", and distances between the four small holes of 3 1/2\". A "Tack Weld (Typ.)" is indicated at one of the small holes. Edge thicknesses are shown as 7 1/2\" and 2\".

NOTE B:
 "B" for splice joint=1"
 "B" for expansion joint=
 longitudinal opening in
 the deck + $\frac{1}{4}$ " (1" min.)
 If an expansion capacity
 greater than 6" is needed,
 increase the splice length
 to equal 3'-0" + (B-6").

5/8" ϕ H.S. bolt, 1 1/2" long. For Bridge Rail Splice use 2 bolts except, at expansion joints, use (1) one bolt. For bridge rail to Transition Tube Splice use (1) one bolt in all cases.
(Note: Bolt is not shown in plan view.)



DETAIL OF END CAP

AS-BUILT REVISIONS

NO AS-BUILT REVISIONS

R. A. Busch 2-16-93
SIGNATURE DATE

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT REHABILITATION OF
GLENMONT ROAD BRIDGE

LOCATION OF PROJECT
MP 139.54, ALBANY COUNTY

TITLE OF DRAWING

STEEL BRIDGE
RAILING-TWO RAIL

DRAWN BY:

R. N.

HECKED BY:

T.W. /

DATE: _____

FEB, 19

DRAWING NUMBER

G25

100

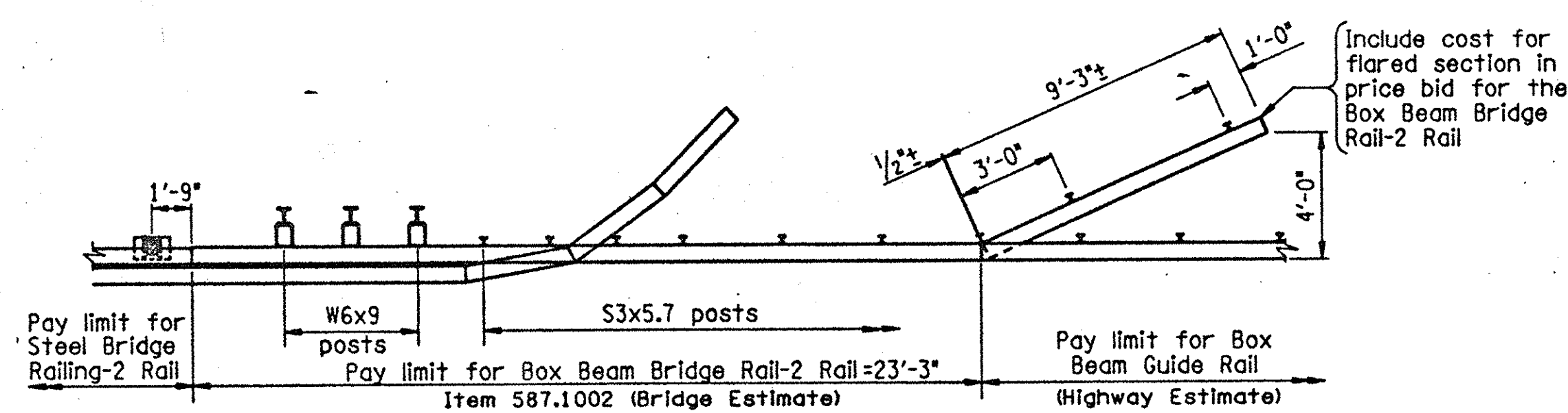
D

B

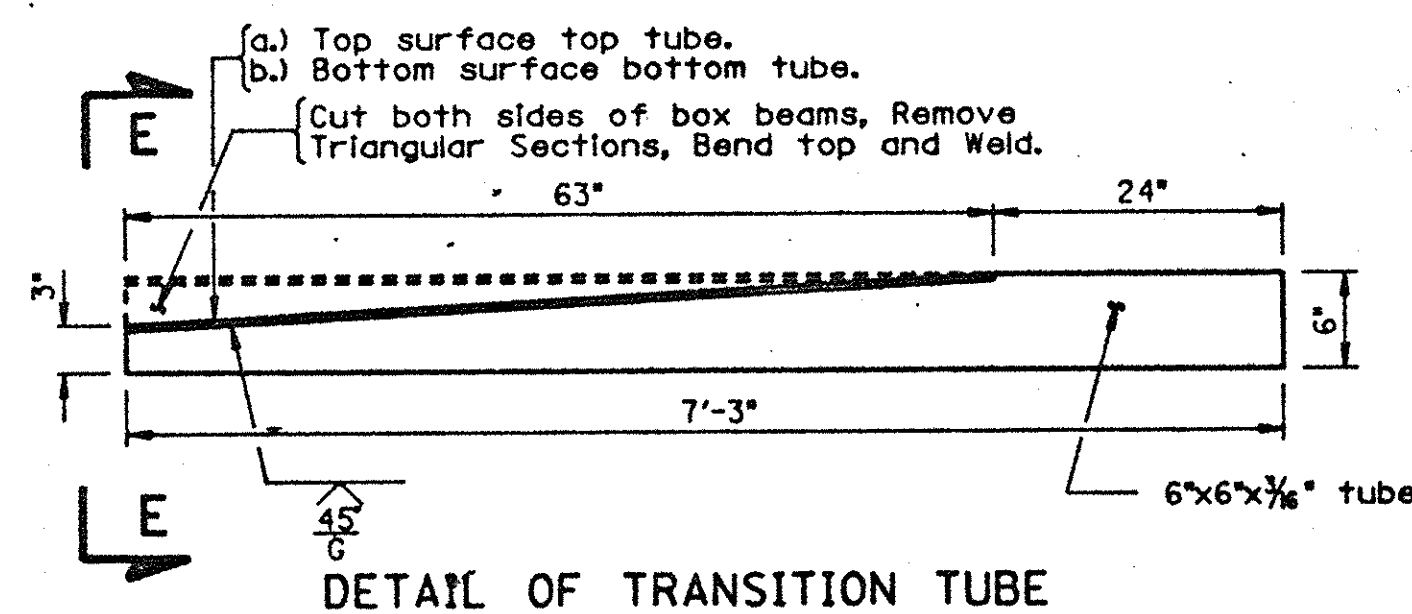
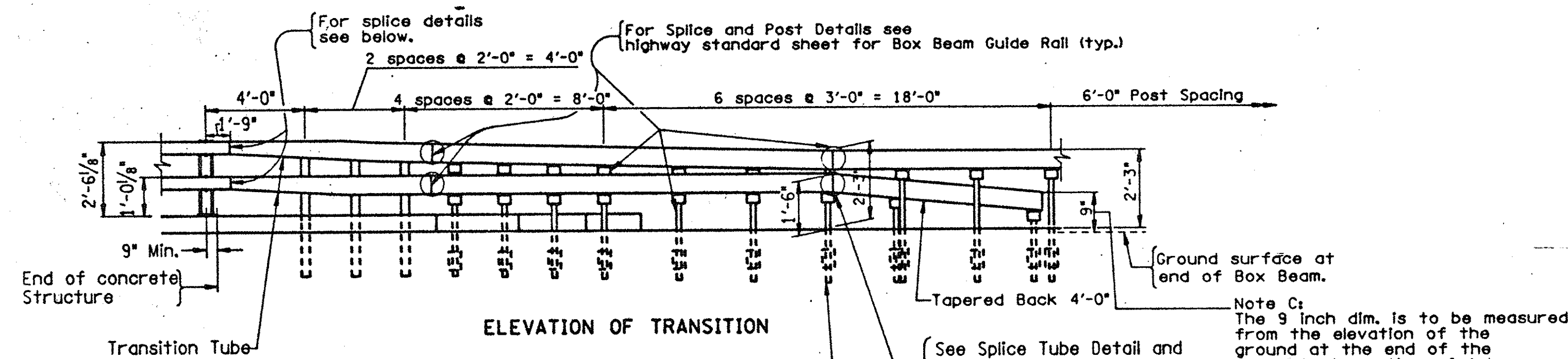
10

JACKSON AND TULL
CHARTERED ENGINEERS

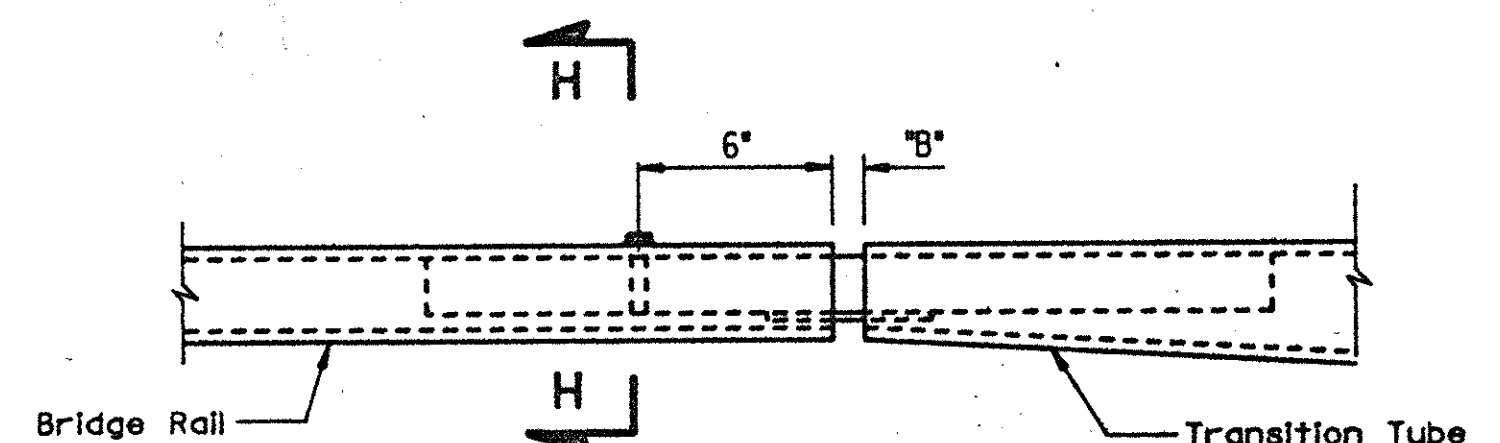
TAA 90-14B



PLAN
BOX-BEAM-TO-BRIDGE-RAIL TRANSITION

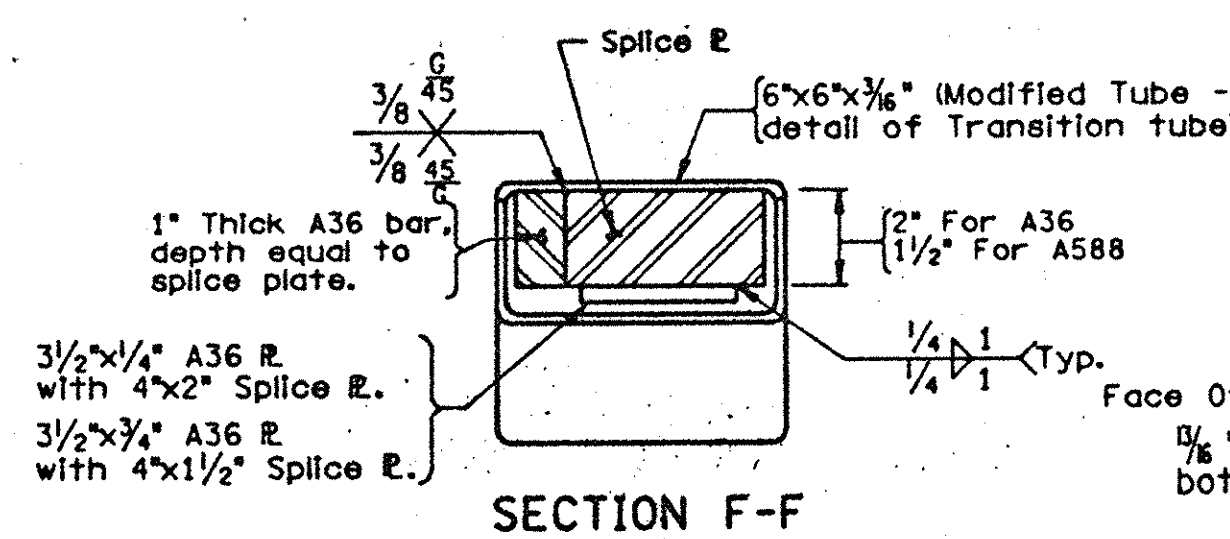
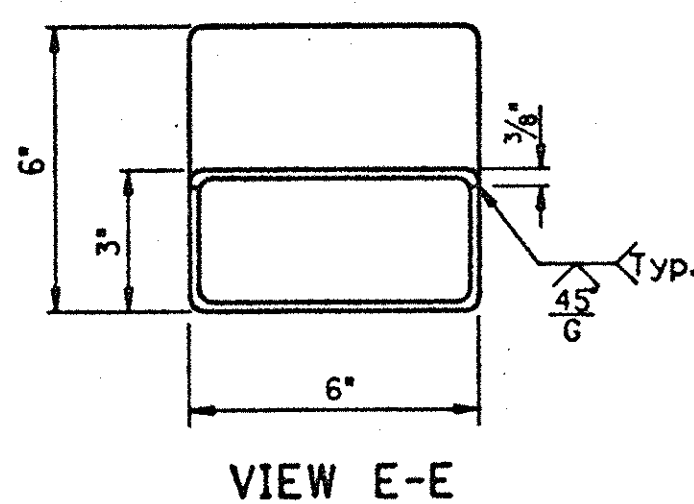


DETAIL OF TRANSITION TUBE



ELEVATION VIEW OF BRIDGE RAIL TO TRANSITION BOX BEAM SPLICE

(For Section H-H see Dwg. No. J)

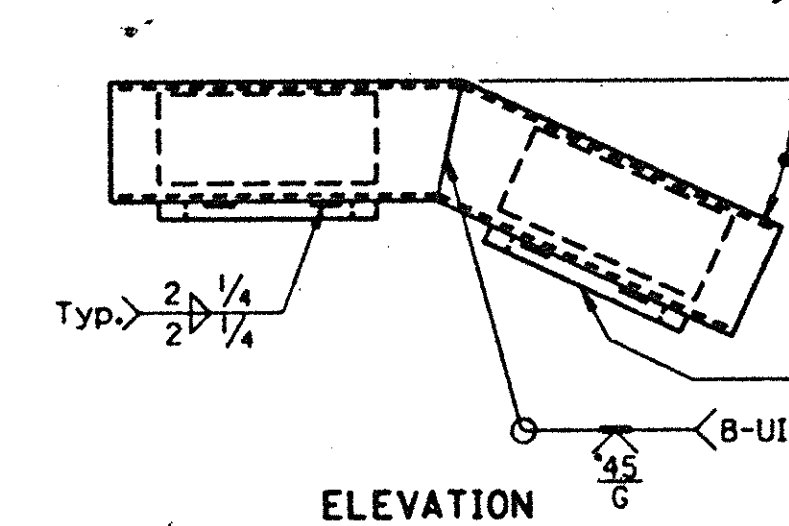


(For Section H-H see Dwg. No. J)

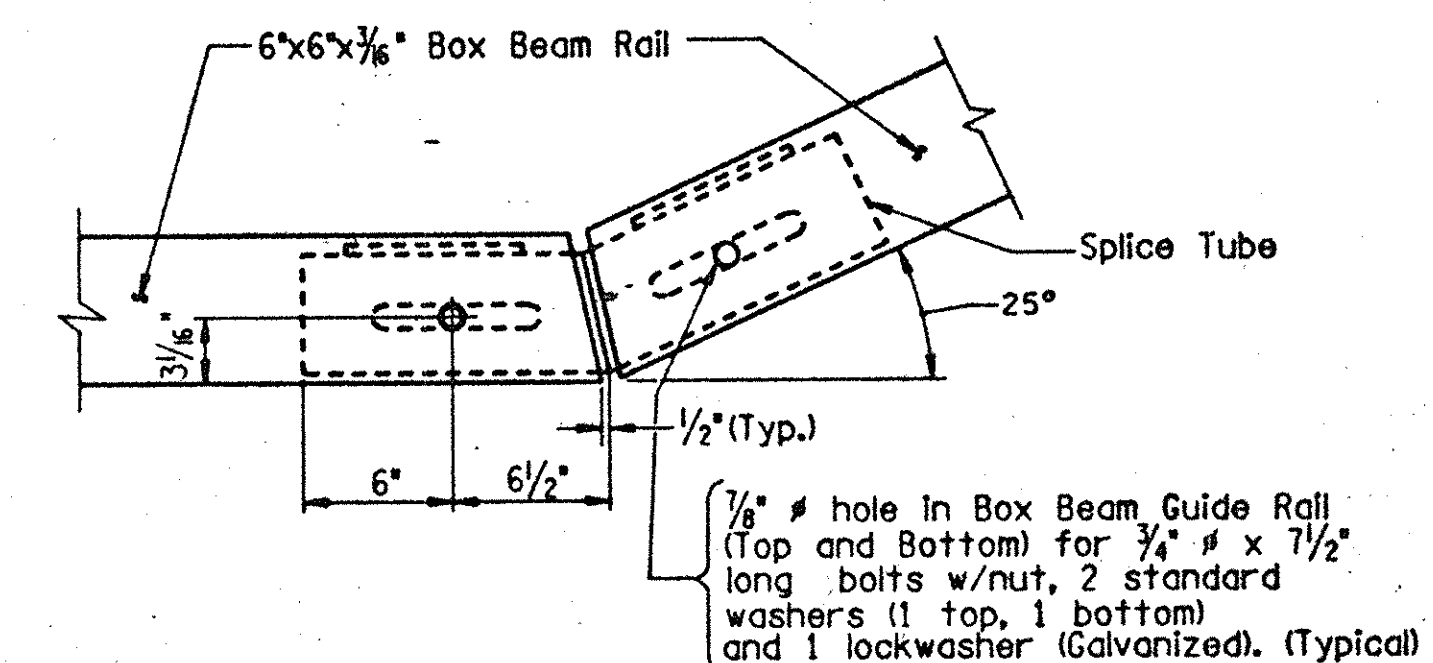
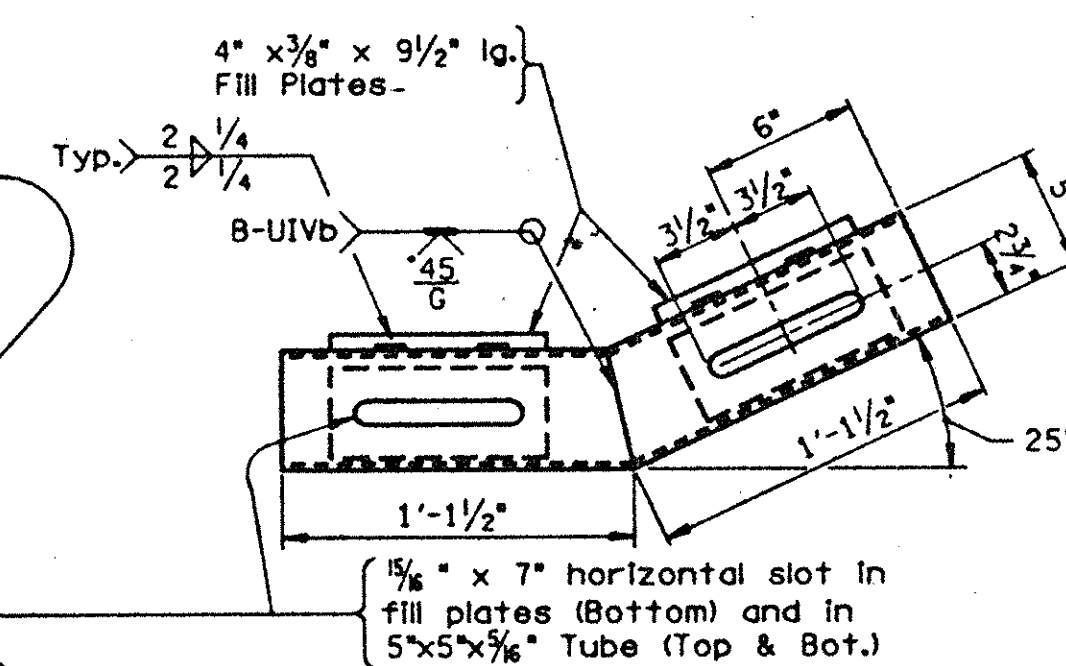
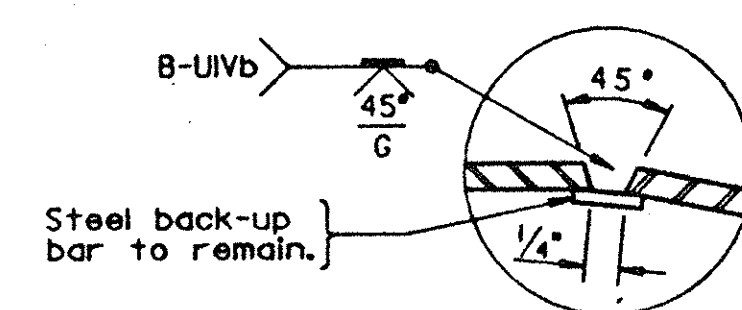
PLAN - TRANSITION TUBE JOINT ASSEMBLY

Shelf angle not req'd for top rail at this post only. Include cost for this post in price bid for the Box Beam Bridge Rail-2 Rail.

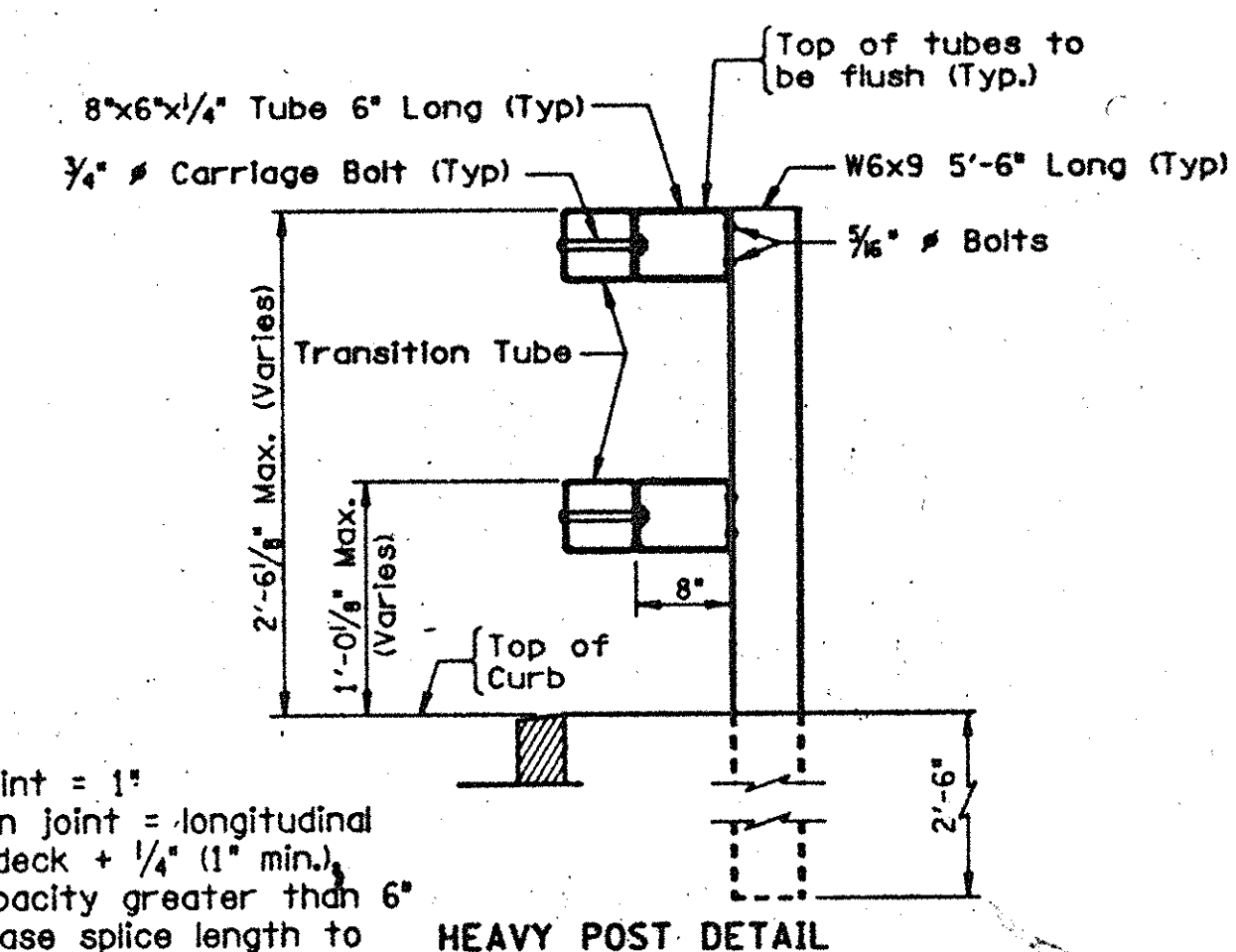
This angle is determined by the 9" measurement at the end of the Box Beam. See "ELEVATION OF TRANSITION".



SPLICE TUBE DETAIL



SPLICE DETAIL AT TURN BACK IN LOWER TRANSITION GUIDE RAIL



NOTE B:
"B" for splice joint = 1"
"B" for expansion joint = longitudinal opening in the deck + 1/4" (1" min.)
If expansion capacity greater than 6" is needed, increase splice length to equal 3'-0" + (B-6).

AS-BUILT REVISIONS

NO AS-BUILT REVISIONS

Signature: *R. J. [unclear]* DATE: 2-16-93

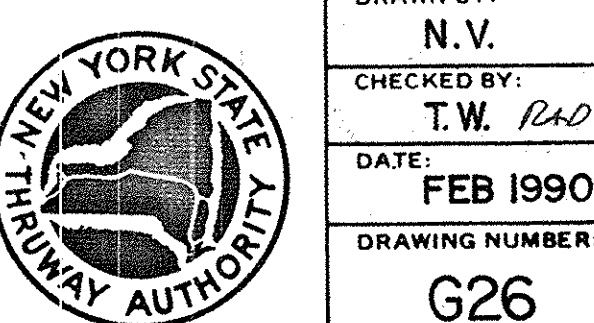
NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT: REHABILITATION OF GLENMONT ROAD BRIDGE

LOCATION OF PROJECT: MP 139.54, ALBANY COUNTY

TITLE OF DRAWING: STEEL BRIDGE RAILING-TWO RAIL

DRAWN BY: N.V.
CHECKED BY: T.W. RAD
DATE: FEB 1990
DRAWING NUMBER: G26

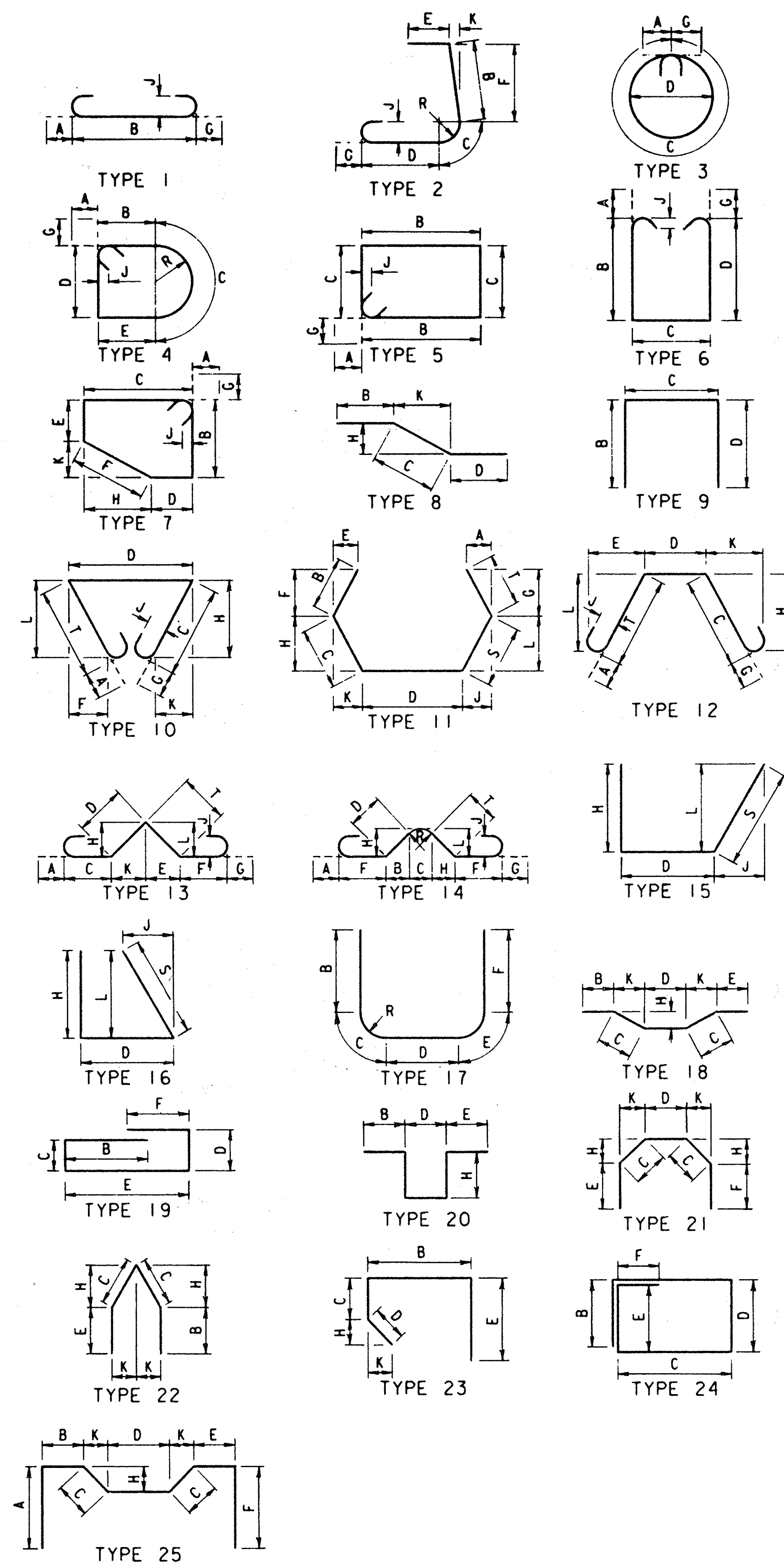


JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B"

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H	J	K	L	R	S	T
EAST ABUTMENT																		
STAGE I - BACKWALL																		
5AE1	17	* 3'-3"	STR.	58	LENGTH VARIES FROM 3'-1" TO 3'-5"													
5AE2	16	* 2'-9"	STR.	46	LENGTH VARIES FROM 2'-7" TO 2'-11"													
5AE3	4	17'-8"	STR.	74														
5AE4	3	16'-7"	STR.	52														
5AE5	8	5'-2"	9	43	2'-3"	8"	2'-3"											
				SUBTOTAL EPOXY COATED BARS THIS POUR 270 LBS.														
STAGE I - WINGWALL																		
5AE6	17	* 8'-0"	STR.	142	LENGTH VARIES FROM 7'-10" TO 8'-2"													
5AE7	16	* 8'-0"	STR.	134	LENGTH VARIES FROM 7'-10" TO 8'-2"													
5AE8	9.8	16'-8"	STR.	156.139														
5AE9	9.8	15'-6"	STR.	145.129														
5AE10	16	4'-8"	9	78	1'-9"	1'-2"	1'-9"											
5AE17	17	3'-3"	STR.	58							7.13	△						
				SUBTOTAL EPOXY COATED BARS THIS POUR 680 LBS.														
STAGE I - PEDESTAL																		
5AE18	6	4'-5"	9	28	1'-7"	1'-3"	1'-7"											
5AE19	2	5'-11"	9	12	1'-7"	2'-9"	1'-7"											
5AE20	4	2'-10"	STR.	12														
5AE21	2	9'-4"	5	19	6"	1'-4"	2'-10"				6"			4"				
				SUBTOTAL EPOXY COATED BARS THIS POUR 70 LBS.														
STAGE II - BACKWALL																		
5AE5	8	5'-2"	9	43	2'-3"	8"	2'-3"											
5AE11	16	* 3'-3"	STR.	58	LENGTH VARIES FROM 3'-1" TO 3'-5"													
5AE12	15	* 2'-9"	STR.	46	LENGTH VARIES FROM 2'-7" TO 2'-11"													
5AE15	4	16'-2"	STR.	67														
5AE16	3	15'-1"	STR.	47														
				SUBTOTAL EPOXY COATED BARS THIS POUR 260 LBS.														
STAGE II - WINGWALL																		
5AE6	17	* 8'-0"	STR.	142	LENGTH VARIES FROM 7'-10" TO 8'-2"													
5AE7	16	* 8'-0"	STR.	134	LENGTH VARIES FROM 7'-10" TO 8'-2"													
5AE8	9.8	16'-3"	STR.	153.136														
5AE9	9.8	15'-1"	STR.	142.126														
5AE10	16	4'-8"	9	78	1'-9"	1'-2"	1'-9"											
5AE17	17	3'-3"	STR.	58							7.03	△						
				SUBTOTAL EPOXY COATED BARS THIS POUR 670 LBS.														

* AVERAGE LENGTH



BAR BENDING DIAGRAMS
ALL BAR DIMENSIONS OUT TO OUT UNLESS OTHERWISE INDICATED.

EXPLANATION OF BAR MARKS

FIRST OR FIRST AND SECOND CHARACTER INDICATE SIZE OF BAR. FIRST ALPHABETIC CHARACTER INDICATES STRUCTURE UNIT. IF FOLLOWED BY LETTER 'E' - BAR IS EPOXY COATED. REMAINDER IS SEQUENTIAL LISTING OF BAR MARKS.

STRUCTURE UNIT

- A - ABUTMENT
- C - CULVERT
- F - FOUNDATION PILE
- H - HIGHWAY APPROACH SLAB
- P - PIER
- R - RIGID FRAME, ARCH
- S - SUPERSTRUCTURE
- W - WALL (ISOLATED)

AS-BUILT REVISIONS		
1/93	Add Re-Bar	CAT. Δ
		2-16-93
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		
TITLE OF PROJECT REHABILITATION OF GLENMONT ROAD BRIDGE		
LOCATION OF PROJECT MP 139.54, ALBANY COUNTY		
TITLE OF DRAWING BAR LIST 1 OF 4		
	DRAWN BY:	R.N.
	CHECKED BY:	T.W. 100
	DATE:	FEB. 1990
	DRAWING NUMBER:	G27

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H	J	K	L	R	S	T
EAST ABUTMENT (CONT.)																		
STAGE II - PEDESTAL																		
5AE18	6	4'-5"	9	28		1'-7"	1'-3"	1'-7"										
5AE19	2	5'-11"	9	12		1'-7"	2'-9"	1'-7"										
5AE20	4	2'-10"	STR.	12														
5AE21	2	9'-4"	5	19	6"	1'-4"	2'-10"				6"		4"					
SUBTOTAL EPOXY COATED BARS THIS POUR 70 LBS.																		
WEST ABUTMENT																		
STAGE I - BACKWALL																		
5AE1	17	* 3'-6"	STR.	62	LENGTH VARIES FROM 3'-4" TO 3'-8"													
5AE2	16	* 3'-0"	STR.	50	LENGTH VARIES FROM 2'-10" TO 3'-2"													
5AE3	4	17'-8"	STR.	74														
5AE4	3	16'-7"	STR.	52														
5AE5	8	5'-2"	9	43		2'-3"	8"	2'-3"										
SUBTOTAL EPOXY COATED BARS THIS POUR 280 LBS.																		
STAGE I - WINGWALL																		
5AE6	17	8'-2"	STR.	145														
5AE7	16	8'-2"	STR.	136														
5AE8	9.8	16'-3"	STR.	153.36														
5AE9	9.8	15'-1"	STR.	142.26														
5AE10	16	4'-8"	9	78		1'-9"	1'-2"	1'-9"										
5AE17	17	3'-3"	STR.	58							7.13							
SUBTOTAL EPOXY COATED BARS THIS POUR 680 LBS.																		
STAGE I - PEDESTAL																		
5AE18	6	4'-9"	9	30		1'-9"	1'-3"	1'-9"										
5AE19	2	6'-3"	9	13		1'-9"	2'-9"	1'-9"										
5AE20	4	2'-10"	STR.	12														
5AE21	2	9'-4"	5	19	6"	1'-4"	2'-10"				6"		4"					
SUBTOTAL EPOXY COATED BARS THIS POUR 70 LBS.																		
STAGE II - BACKWALL																		
5AE5	8	5'-2"	9	43		2'-3"	8"	2'-3"										
5AE11	17	* 3'-6"	STR.	62	LENGTH VARIES FROM 3'-4" TO 3'-8"													
5AE12	16	* 3'-0"	STR.	50	LENGTH VARIES FROM 2'-10" TO 3'-2"													
5AE15	4	16'-2"	STR.	67														
5AE16	3	15'-1"	STR.	47														
SUBTOTAL EPOXY COATED BARS THIS POUR 270 LBS.																		

* AVERAGE LENGTH

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H	J	K	L	R	S	T
WEST ABUTMENT (CONT.)																		
STAGE II - WINGWALL																		
5AE6	17	8'-2"	STR.	145														
5AE7	16	8'-2"	STR.	136														
5AE8	9.8	16'-8"	STR.	156.36														
5AE9	9.8	15'-6"	STR.	145.26														
5AE10	16	4'-8"	9	78		1'-9"	1'-2"	1'-9"										
5AE17	17	3'-3"	STR.	58							7.23							
SUBTOTAL EPOXY COATED BARS THIS POUR 680 LBS.																		
STAGE II - PEDESTAL																		
5AE18	6	4'-9"	9	30		1'-9"	1'-3"	1'-9"										
5AE19	2	6'-3"	9	13		1'-9"	2'-9"	1'-9"										
5AE20	4	2'-10"	STR.	12														
5AE21	2	9'-4"	5	19	6"	1'-4"		2'-10"			6"		4"					
SUBTOTAL EPOXY COATED BARS THIS POUR 70 LBS.																		
PIERS																		
PIER 2 - COLUMN																		
8PE1	54	17'-11"	1	2584	11"	17'-0"					0		8"					
4PE2	42	11'-10"	3	332	5"	11'-0"	3'-6"			5"			3"					
SUBTOTAL EPOXY COATED BARS THIS POUR 2,920 LBS.																		
PIER 2 - CAP																		
9PE3	2	34'-6"	1	235	1'-3"	32'-0"					1'-3"		12"					
9PE4	2	34'-1"	1	232	1'-3"	31'-7"					1'-3"		12"					
9PE5	2	33'-6"	1	228	1'-3"	31'-0"					1'-3"		12"					
9PE6	2	31'-10"	1	216	1'-3"	29'-4"					1'-3"		12"					
11PE7	2	38'-0"	9	404		3'-0"	32'-0"	3'-0"										
11PE8	2	37'-7"	9	399		3'-0"	31'-7"	3'-0"										
11PE9	2	37'-0"	9	393		3'-0"	31'-0"	3'-0"										
11PE10	2	35'-4"	9	375		3'-0"	29'-4"	3'-0"										
5PE11	10	28'-7"	STR.	298														
5PE12	14	9'-6"	4	139	0	2'-0"	5'-6"	0	2'-0"		0		0			1'-9"		
4PE13	56	13'-6"	5	505	5"	2'-8"	3'-8"			5"			3"					
5PE22	8	14'-0"	9	117		3'-8"	3'-8"	3'-8"										
SUBTOTAL EPOXY COATED BARS THIS POUR 3540 LBS.																		

AS-BUILT REVISIONS

1/93 Add. Re-Bar C.A.T.

SIGNATURE DATE 2-16-93NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209TITLE OF PROJECT REHABILITATION OF
GLENMONT ROAD BRIDGELOCATION OF PROJECT
MP 139.54, ALBANY COUNTY

TITLE OF DRAWING

BAR LIST
2 OF 4DRAWN BY:
R.N.
CHECKED BY:
T.W.
DATE:
FEB. 1990
DRAWING NUMBER:
G 28JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H	J	K	L	R	S	T
PIERS (CONT.)																		
PIER 2 - PEDESTAL																		
5PEI4	4	6'-9"	9	28		1'-8"	3'-5"	1'-8"										
5PEI5	12	6'-9"	9	84		1'-8"	3'-5"	1'-8"										
5PEI6	4	3'-6"	STR.	15														
5PEI7	2	15'-0"	5	31	6"	3'-6"	3'-6"				6"		4"					
5PEI8	4	6'-7"	9	27		1'-8"	3'-3"	1'-8"										
5PEI9	2	6'-7"	9	14		1'-8"	3'-3"	1'-8"										
5PE20	2	8'-9"	4	18	0	1'-9"	5'-3"	0	1'-9"		0		0			1'-8"		
5PE2I	2	13'-6"	4	28	6"	1'-9"	5'-6"	3'-6"	1'-9"		6"		4"			1'-9"		
SUBTOTAL EPOXY COATED BARS THIS POUR 250 LBS.																		
PIER 1 - PEDESTAL																		
5PEI4	4	6'-11"	9	29		1'-9"	3'-5"	1'-9"										
5PEI5	12	6'-8"	9	83		1'-9"	3'-2"	1'-9"										
5PEI6	4	3'-6"	STR.	15														
5PEI7	2	14'-6"	5	30	6"	3'-6"	3'-3"				6"		4"					
5PEI8	4	6'-7"	9	27		1'-9"	3'-1"	1'-9"										
5PEI9	2	6'-6"	9	14		1'-9"	3'-0"	1'-9"										
5PE20	2	8'-3"	4	17	0	1'-9"	4'-9"	0	1'-9"		0		0			1'-6"		
5PE2I	2	12'-9"	4	27	6"	1'-9"	5'-0"	3'-3"	1'-9"		6"		4"			1'-7"		
SUBTOTAL EPOXY COATED BARS THIS POUR 240 LBS.																		
PIER 3 - PEDESTAL																		
5PEI4	4	6'-9"	9	28		1'-8"	3'-5"	1'-8"										
5PEI5	12	6'-6"	9	81		1'-8"	3'-2"	1'-8"										
5PEI6	4	3'-6"	STR.	15														
5PEI7	2	14'-6"	5	30	6"	3'-6"	3'-3"				6"		4"					
5PEI8	4	6'-5"	9	27		1'-8"	3'-1"	1'-8"										
5PEI9	2	6'-4"	9	13		1'-8"	3'-0"	1'-8"										
5PE20	2	8'-3"	4	17	0	1'-9"	4'-9"	0	1'-9"		0		0			1'-6"		
5PE2I	2	12'-9"	4	27	6"	1'-9"	5'-0"	3'-3"	1'-9"		6"		4"			1'-7"		
SUBTOTAL EPOXY COATED BARS THIS POUR 240 LBS.																		
DECK SLAB																		
STAGE 1 - SPAN 1																		
5SE2	107	16'-8"	I	1860	7"	16'-1"					0		5"					
5SE4	107	16'-1"	STR.	1795														
5SE5	23	52'-10"	STR.	1267														
5SE6	5	9'-2"	STR.	48														
5SE7	15	3'-10"	15	60				2'-3"				8"	8"		8"		11"	
5SE8	15	2'-6"	15	39				11"				8"	8"		8"		11"	
5SE9	55	3'-9"	20	215		0		9"	1'-0"			1'-0"						
5SEI8	3	17'-8"	STR.	55														
5SEI9	15	52'-10"	STR.															
5SE22	5	6'-0"	STR.	23														
Δ5SE23A	214	2'-3"	STR.	502														
SUBTOTAL EPOXY COATED BARS THIS POUR 6,690 LBS.																		

ΔREBAR WITH SPLICER AT ONE END, FOR DETAIL, SEE DWG. G14

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H	J	K	L	R	S	T
DECK SLAB (CONT.)																		
STAGE 1 - SPAN 2 AND SPAN 3																		
5SE2	257	16'-8"	I	4468	7"	16'-1"					0		5"					
5SE4	257	16'-1"	STR.	4310														
5SE6	6	9'-2"	STR.	57														
5SE8	30	2'-6"	15	78				11"				8"	8"		8"		11"	
5SE9	129	3'-9"	20	505		0		9"	1'-0"			1'-0"						
5SEI2	30	43'-11"	STR.	1374														
5SEI3	46	43'-11"	STR.	2107														
5SEI4	15	43'-11"	STR.	689														
5SEI5	23	43'-11"	STR.	1054														
5SE22	6	6'-0"	STR.	38														
7SEI	11	34'-0"	STR.	764														
Δ5SE23A	514	2'-3"	STR.	1206														
SUBTOTAL EPOXY COATED BARS THIS POUR 16,650 LBS.																		
STAGE 1 - SPAN 4																		
5SE2	107	16'-8"	I	1860	7"	16'-1"					0		5"					
5SE4	107	16'-1"	STR.	1795														
5SE5	23	52'-10"	STR.	1267														
5SE6	5	9'-2"	STR.	48														
5SE7	15	3'-10"	15	60				2'-3"				8"	8"		8"		11"	
5SE8	15	2'-6"	15	39				11"				8"	8"		8"		11"	
5SE9	55	3'-9"	20	215		0		9"	1'-0"			1'-0"						
5SEI8	3	17'-8"	STR.	55														
5SEI9	15	52'-10"	STR.	827														
5SE22	5	6'-0"	STR.	23														
Δ5SE23A	214	2'-3"	STR.	502														
SUBTOTAL EPOXY COATED BARS THIS POUR 6,690 LBS.																		
STAGE 1 - BRUSH CURB																		
5SEI0	2	52'-11"	STR.	110														
5SEI1	2	52'-11"	STR.	110														
5SEI6	4	43'-11"	STR.	183														
5SEI7	2	43'-11"	STR.	92														
SUBTOTAL EPOXY COATED BARS THIS 500 LBS.																		

AS-BUILT REVISIONS

NO AS-BUILT REVISIONS


SIGNATURE

2-16-93
DATE

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT REHABILITATION OF
GLENMONT ROAD BRIDGE
LOCATION OF PROJECT
MP 139.54, ALBANY COUNTY
TITLE OF DRAWING

BAR LIST
3 OF 4



DRAWN BY:
N.V.
CHECKED BY:
T.W.
DATE:
FEB. 1990
DRAWING NUMBER:
G29

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-14B

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H	J	K	L	R	S	T
DECK SLAB (CONT.)																		
STAGE II - SPAN 1																		
5SE1	107	16'-9"	I	1869	7"	16'-2"					0		5"					
5SE3	107	16'-2"	STR.	1805														
5SE5	23	52'-10"	STR.	1267														
5SE6	5	9'-2"	STR.	48														
5SE7	15	3'-10"	I5	60				2'-3"					8"	8"		8"		11"
5SE8	15	2'-6"	I5	39				11"					8"	8"		8"		11"
5SE9	55	3'-9"	20	215		0		9"	1'-0"			1'-0"						
5SE19	15	52'-10"	STR.	827														
5SE20	3	16'-2"	STR.	51														
5SE21	5	4'-6"	STR.	23														
Δ5SE23B	214	2'-3"	STR.	502														
SUBTOTAL EPOXY COATED BARS THIS POUR 6,710 LBS																		
STAGE II - SPAN 2 AND SPAN 3																		
5SE1	257	16'-9"	I	4490	7"	16'-2"					0		5"					
5SE3	257	16'-2"	STR.	4334														
5SE6	6	9'-2"	STR.	57														
5SE8	30	2'-6"	I5	78				11"					8"	8"		8"		11"
5SE9	129	3'-9"	20	505		0		9"	1'-0"			1'-0"						
5SE12	30	43'-11"	STR.	1374														
5SE13	46	43'-11"	STR.	2107														
5SE14	15	43'-11"	STR.	687														
5SE15	23	43'-11"	STR.	1054														
5SE21	6	4'-6"	STR.	28														
7SE1	11	34'-0"	STR.	764														
Δ5SE23B	514	2'-3"	STR.	1206														
SUBTOTAL EPOXY COATED BARS THIS POUR 16,680 LBS																		
STAGE II - SPAN 4																		
5SE1	107	16'-9"	I	1869	7"	16'-2"					0		5"					
5SE3	107	16'-2"	STR.	1805														
5SE5	23	52'-10"	STR.	1267														
5SE6	5	9'-2"	STR.	48														
5SE7	15	3'-10"	I5	60				2'-3"					8"	8"		8"		11"
5SE8	15	2'-6"	I5	39				11"					8"	8"		8"		11"
5SE9	55	3'-9"	20	215		0		9"	1'-0"			1'-0"						
5SE19	15	52'-10"	STR.	827														
5SE20	3	16'-2"	STR.	51														
5SE21	5	4'-6"	STR.	23														
Δ5SE23B	214	2'-3"	STR.	502														
SUBTOTAL EPOXY COATED BARS THIS POUR 6,710 LBS.																		
STAGE II - BRUSH CURB																		
5SE10	2	52'-11"	STR.	110														
5SE11	2	52'-11"	STR.	110														
5SE16	4	43'-11"	STR.	183														
5SE17	2	43'-11"	STR.	92														
SUBTOTAL EPOXY COATED BARS THIS POUR 500 LBS.																		

* AVERAGE LENGTH
Δ REBAR WITH SPLICER AT ONE END, FOR DETAIL, SEE DWG. G14

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H	J	K	L	R	S	T
APPROACH SLAB																		
STAGE I - WEST ABUTMENT																		
6HE1	16	*15'-8"	STR.	377	LENGTH VARIES FROM 15'-2" TO 16'-2"													
6HE2	30	*15'-8"	STR.	706	LENGTH VARIES FROM 15'-2" TO 16'-2"													
6HE3	16	4'-2"	I6	100				1'-0"					1'-9"	1'-0"		1'-0"		1'-5"
5HE4	32	16'-2"	STR.	540														
5HE5	4	16'-2"	STR.	67														
SUBTOTAL EPOXY COATED BARS THIS POUR 1,790 LBS.																		
STAGE II - WEST ABUTMENT																		
6HE3	16	4'-2"	I6	100				1'-0"					1'-9"	1'-0"		1'-0"		1'-5"
6HE6	16	*16'-8"	STR.	401	LENGTH VARIES FROM 16'-2" TO 17'-2"													
6HE7	30	*16'-8"	STR.	751	LENGTH VARIES FROM 16'-2" TO 17'-2"													
5HE8	34	14'-8"	STR.	520														
5HE9	2	9'-0"	STR.	19														
5HE10	4	14'-8"	STR.	61														
SUBTOTAL EPOXY COATED BARS THIS POUR 1,852 LBS.																		
STAGE I - EAST ABUTMENT																		
6HE1	16	*16'-8"	STR.	401	LENGTH VARIES FROM 16'-2" TO 17'-2"													
6HE2	30	*16'-8"	STR.	751	LENGTH VARIES FROM 16'-2" TO 17'-2"													
6HE3	16	4'-2"	I6	100				1'-0"					1'-9"	1'-0"		1'-0"		1'-5"
5HE4	34	16'-2"	STR.	573														
5HE5	2	9'-0"	STR.	19														
5HE6	4	16'-2"	STR.	67														
SUBTOTAL EPOXY COATED BARS THIS POUR 1,910 LBS.																		
STAGE II - EAST ABUTMENT																		
6HE3	16	4'-2"	I6	100				1'-0"					1'-9"	1'-0"		1'-0"		1'-5"
6HE7	16	*15'-8"	STR.	377	LENGTH VARIES FROM 15'-2" TO 16'-2"													
6HE8	30	*15'-8"	STR.	706	LENGTH VARIES FROM 15'-2" TO 16'-2"													
5HE9	32	14'-8"	STR.	490														
5HE10	4	14'-8"	STR.	61														
SUBTOTAL EPOXY COATED BARS THIS POUR 1,730 LBS.																		

AS-BUILT REVISIONS	
NO AS-BUILT REVISIONS	
	2-16-93 DATE
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 230 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REHABILITATION OF GLENMONT ROAD BRIDGE	
LOCATION OF PROJECT MP 139.54, ALBANY COUNTY	
TITLE OF DRAWING	
BAR LIST 4 OF 4	
	DRAWN BY: N.V.
	CHECKED BY: T.W. <i>T.W.</i>
	DATE: FEB. 1990
	DRAWING NUMBER: G30
JACKSON AND TULL CHARTERED ENGINEERS	
TAA 90-14B	

RESETTING PIER PROTECTION AT WEMPLE ROAD AND GLENMONT ROAD

ITEM NO.	WEMPLE ROAD S.B.	N.B.*	GLENMONT ROAD S.B.	N.B.	TOTAL
25606.3251	40'	40'	35'	35'	150'
606.52	54'	54'	36'	36'	180'

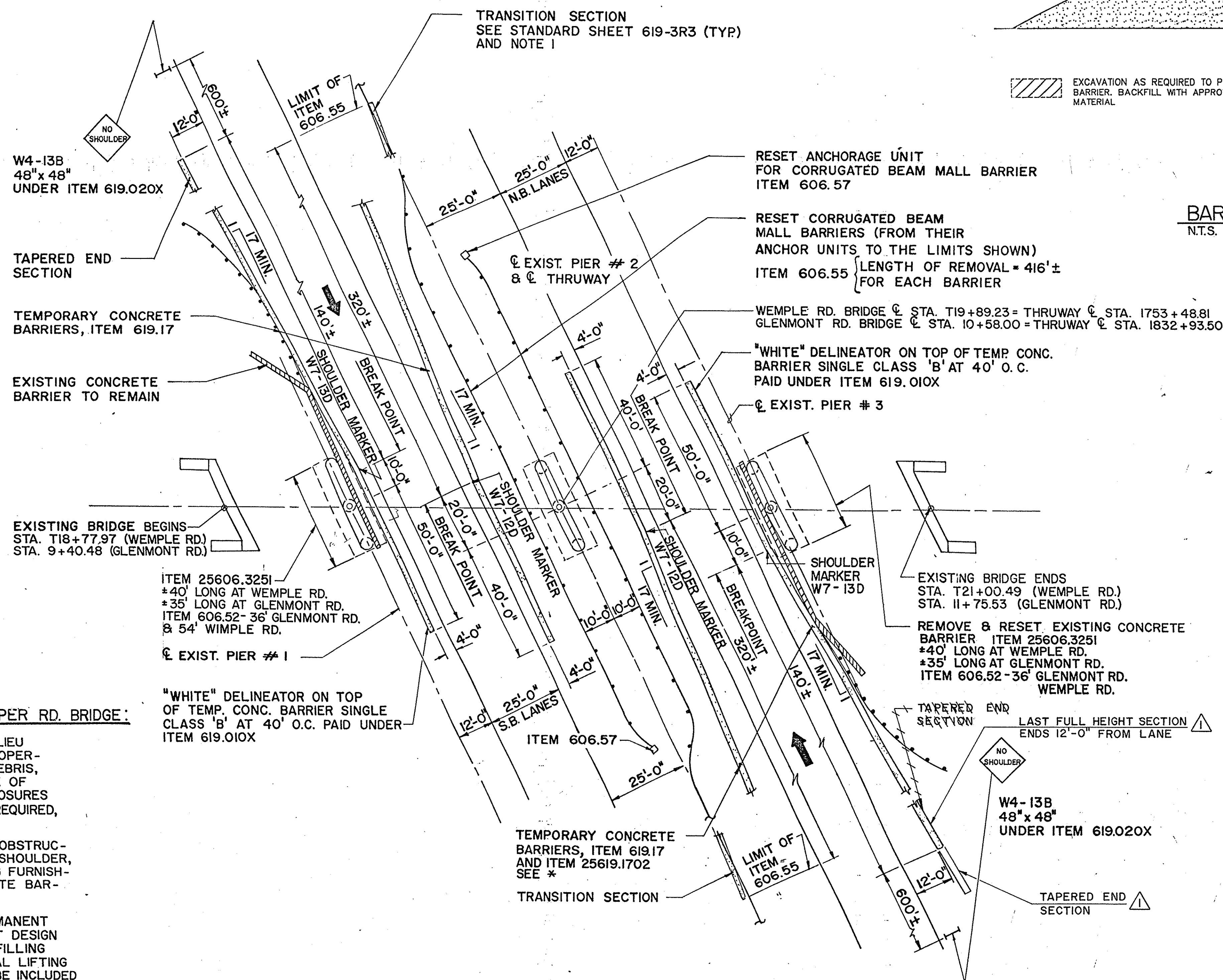
* The N.Y.S.T.A. Maintenance Division has removed 2 sections of the Concrete Pier Protection Barrier and three sections of Box Beam Rail and has stored them at the site. The installation of the barrier will be paid for under item 25606.3251. The installation of the Box Beam Guide Rail shall be installed on the face of the concrete barrier, payment to be included under item 606.52. Also at this site there is 220 feet of item 25619.1702-Temporary Concrete Barrier (Furnished by Owner) which will be used in place of item 619.17. Upon completion of the contract, Item 25619.1702 shall be delivered to the Thruway Authority Albany Division Maintenance Facility.

NOTE: At all locations where Pier protection is being reset the following notes shall apply:

1. The cost of drilling holes and furnishing bolts, nuts and washers shall be included in the price bid for the box beam railing item.
2. Fill material behind the barrier sections shall be clean excavated material paid for under Item 25606.3251.
3. Repave in front of barrier with asphalt concrete A.O.B.E.
4. Saw cutting may be required when removing concrete barrier. Payment included under item 25606.3251.

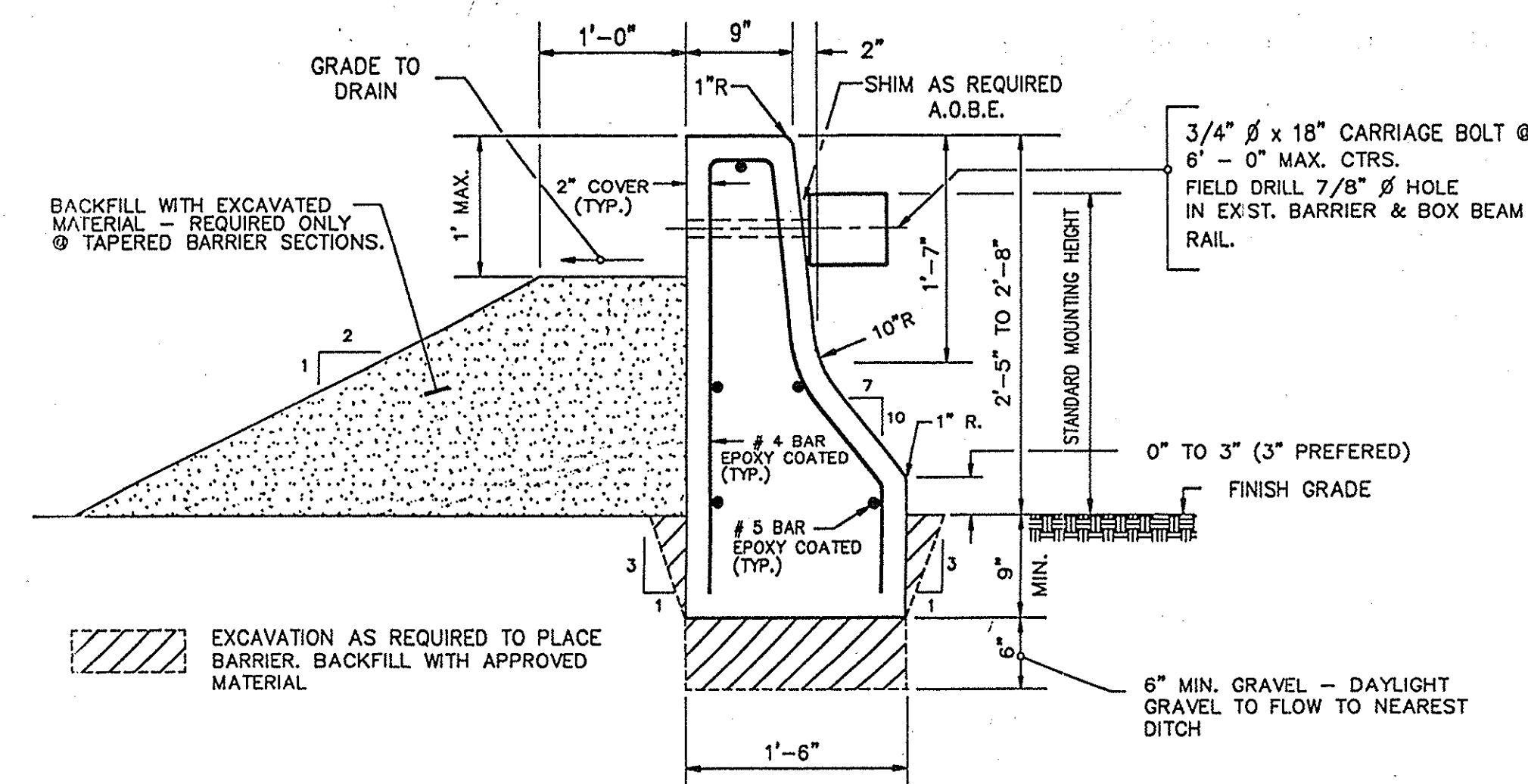
MEDIAN SHOULDER CLOSURE NOTES FOR CLAPPER RD. BRIDGE:

1. IF CONTRACTOR USES EXISTING MEDIAN PIER CAP IN LIEU OF TEMPORARY SUPPORTS FOR STRUCTURAL LIFTING OPERATIONS, AND IF NO OBSTRUCTIONS (I.E. MACHINERY, DEBRIS, MATERIALS) ARE PLACED BETWEEN THE TRAFFIC FACE OF PIER COLUMN AND EDGE OF PAVEMENT, SHOULDER CLOSURES AND CONCRETE BARRIER, AS SHOWN, SHALL NOT BE REQUIRED, AND NOTES 2 THRU 6 WILL NOT APPLY.
2. IF CONTRACTOR ELECTS TO USE JACKING FRAME OR OBSTRUCTIONS ARE PRESENT BETWEEN PIER AND PAVEMENT SHOULDER, THE COST OF MEDIAN SHOULDER CLOSURES, INCLUDING FURNISHING, INSTALLING AND RELOCATING TEMPORARY CONCRETE BARRIER, SHALL BE PAID UNDER ITEM 619.0101.
3. THE RELOCATION OF EXISTING GUIDE RAILING OR PERMANENT BARRIERS AND THEIR REINSTALLATION UNDER CURRENT DESIGN PARAMETERS A.O.B.E. AND THE EXCAVATION OR BACKFILLING FOR TEMPORARY SUPPORTS REQUIRED FOR STRUCTURAL LIFTING OPERATIONS, OR PARTIAL CONCRETE REPAIRS, SHALL BE INCLUDED UNDER ITEM 619.0101.
4. CONSTRUCTION SIGNS SHALL BE PAID UNDER ITEM 619.0201.
5. ALL TEMPORARY CONCRETE BARRIERS OR MEDIAN SHOULDER CLOSURE TO BE INCLUDED UNDER ITEM 619.0101.
6. CEMENT CONCRETE BARRIER TRANSITION SECTION IN MEDIAN SHALL TERMINATE TO MEET EXISTING CORRUGATED MEDIAN BARRIER WHERE CONCRETE TRANSITION SECTION MEETS CORRUGATED MEDIAN BARRIER FIVE BACKUP POSTS SHALL BE REQUIRED PAID UNDER ITEM 619.0101.



THRUWAY SHOULDER CLOSURE PLAN FOR GLENMONT AND WEMPLE ROAD BRIDES

N.T.S.



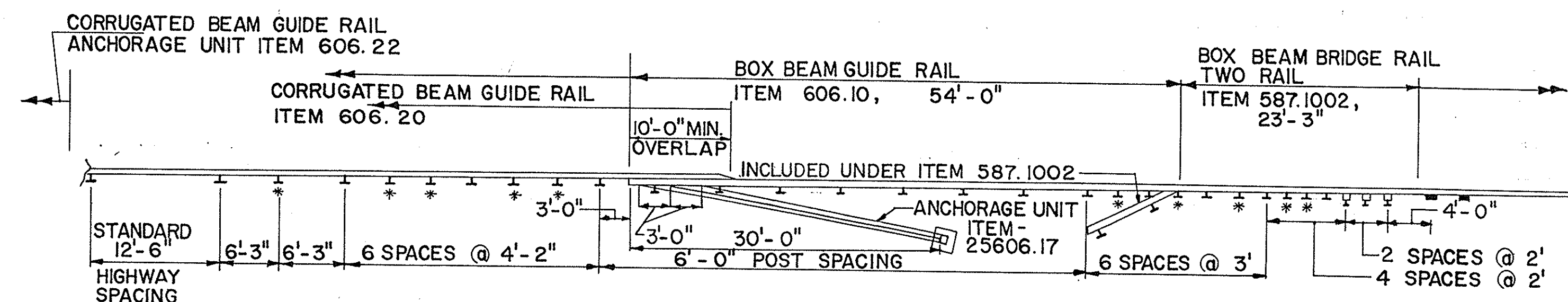
NOTES:

1. TEMPORARY CONCRETE BARRIER TRANSITION SECTION IN MALL AREA SHALL TERMINATE TO MEET EXISTING CORRUGATED BEAM MALL BARRIER; WHERE TRANSITION SECTION MEETS CORRUGATED BEAM MALL BARRIER, FIVE (5) BACKUP POSTS SHALL BE REQUIRED, PAID FOR UNDER ITEM 15606.4801.
2. FOR SKEW ANGLE OF ROADWAY, SEE PLAN AND ELEVATION.

AS-BUILT REVISIONS	
1/93	Add Notes for Barrier C.A.T.
 SIGNATURE DATE 2-16-93	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12208	
TITLE OF PROJECT REHABILITATION OF CLAPPER, WEMPLE & GLENMONT BR. LOCATION OF PROJECT MP 136.70, 138.04 AND 139.54 TITLE OF DRAWING	
THRUWAY SHOULDER CLOSURE PLAN	
	DRAWN BY: M.J. CHECKED BY: E.C. DATE: DRAWING NUMBER: MI

JACKSON AND TULL
CHARTERED ENGINEERS

TAA 90-148



PROPOSED GUIDE RAIL PLAN

SCALE: 1" = 10'

SEE DWG. M2FI FOR REVISED GUIDERAIL CONFIGURATION AT WEMPLE RD., NE QUADRANT

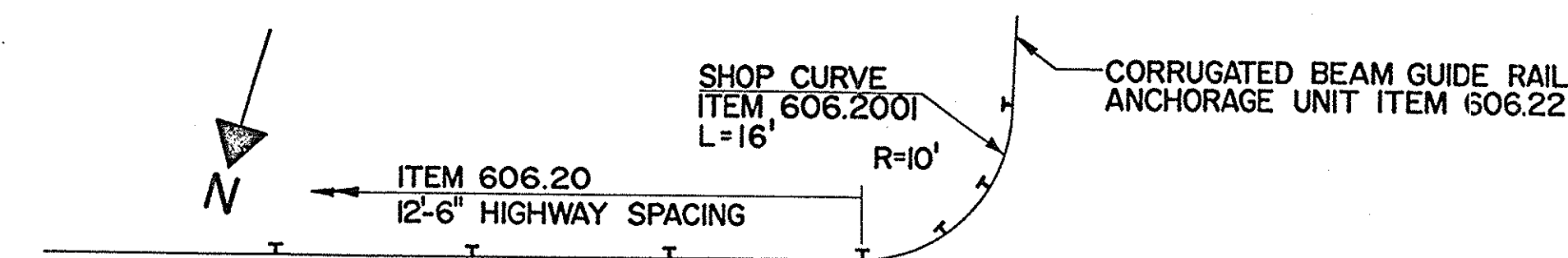
LEGEND:
* INDICATES
BACK-UP POSTS
ITEM 15606.4801

NOTES:

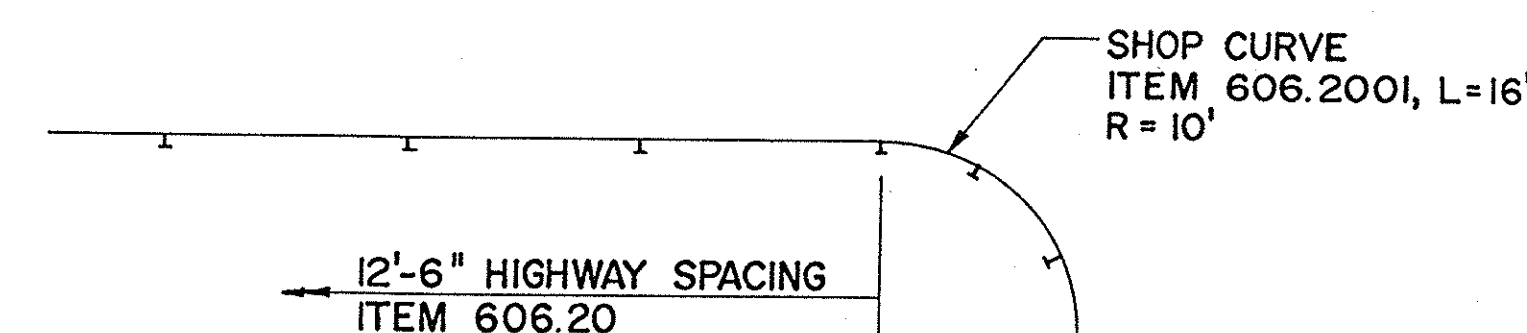
1. FOR STEEL BRIDGE RAIL - TWO RAIL SEE DWGS. W22, C21, G25 & G26.
2. FOR BOX BEAM GUIDE RAIL DETAILS SEE STANDARD DWG. 606-3R4.
3. FOR CORRUGATED BEAM GUIDE RAIL DETAIL SEE STANDARD DWG. 606-6R2.
4. FOR BRIDGE RAILING SEE DWGS. W17, C16, & G18.

CLAPPER ROAD	ITEM 587.1002	ITEM 606.10	ITEM 606.11	ITEM 606.1402	ITEM 606.20	ITEM 606.2001	ITEM 606.22	ITEM 25606.17
N.E.	23'-3"	54'			262'-6"		1	1
S.E.	23'-3"	54'			237'-6"		1	1
N.W.	23'-3"	54'			200'	16'	1	1
S.W.	23'-3"	54'			212'-6"	16'	1	1
WEMPLE ROAD								
N.E.	23'-3"	54'			225'-6"		1	1
S.E.	23'-3"	54'			275'		1	1
N.W.	23'-3"	54'			600'		1	1
S.W.	23'-3"	54'			412'-6"		1	1
GLENMONT ROAD								
N.E.	23'-3"	198'	16'	1				
S.E.	23'-3"	36'		1				
N.W.	23'-3"	54'			450'		1	1
S.W.	23'-3"	54'			377'-6"		1	1
TOTALS	279'	774'	16'	2	3240'	32'	10	10

3240'

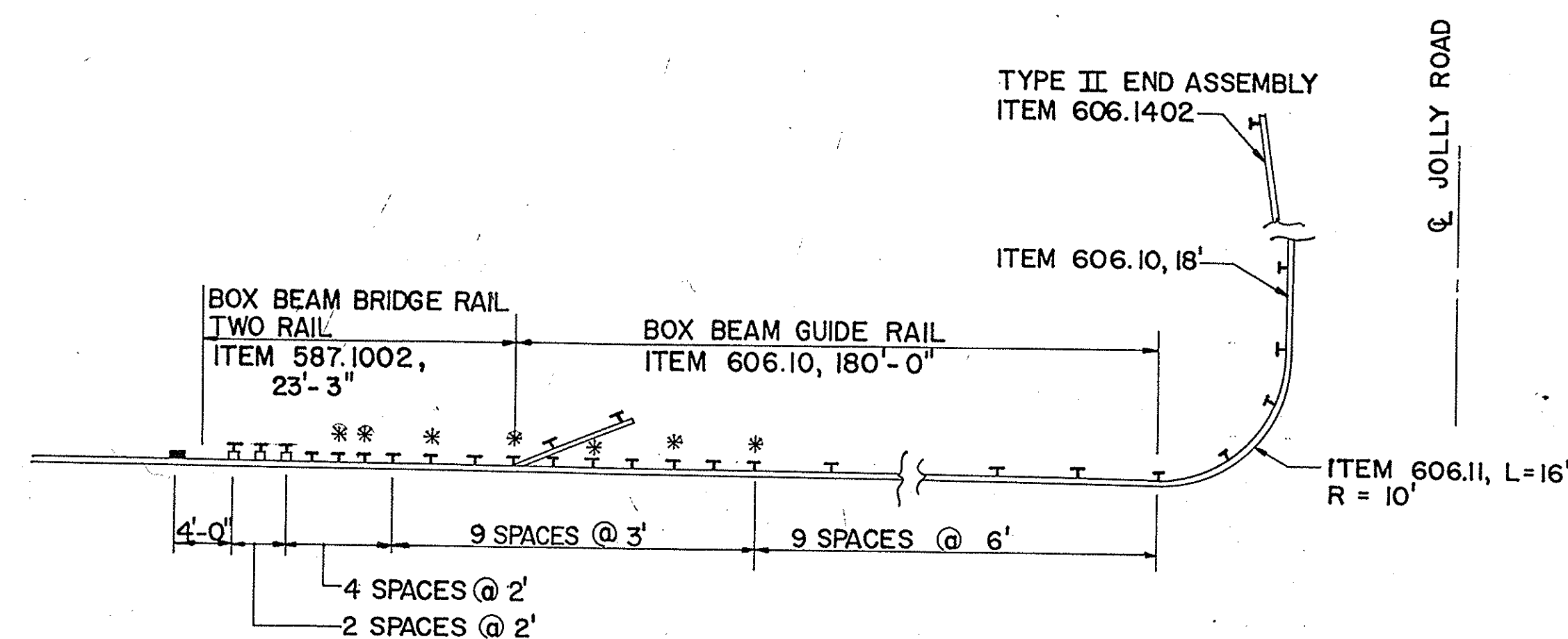
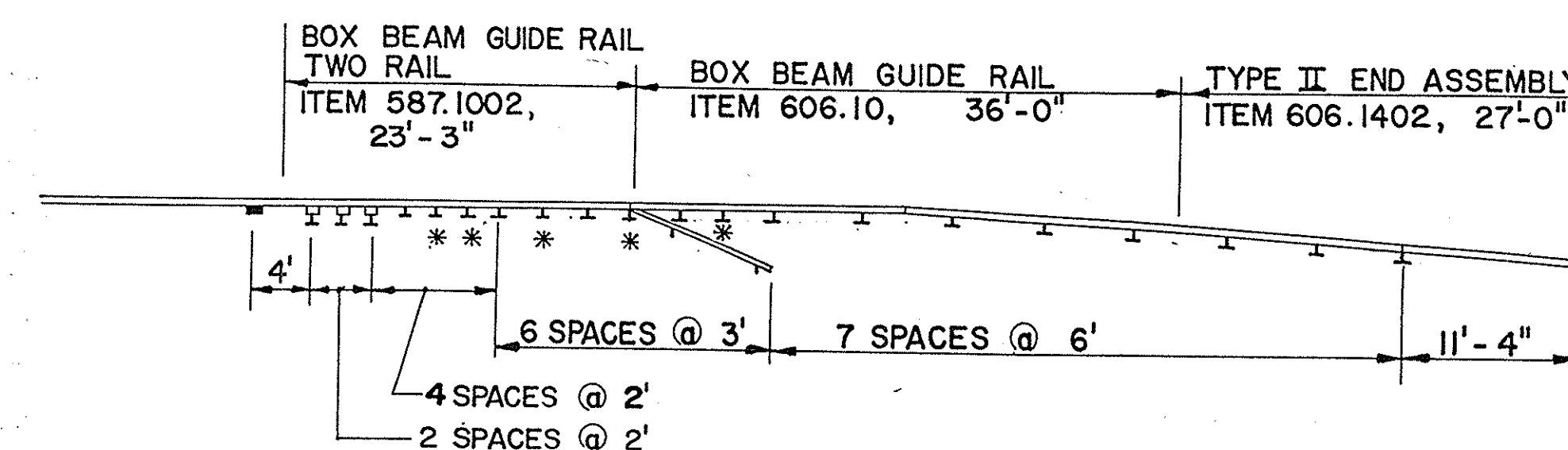


CLAPPER ROAD



PROPOSED GUIDE RAIL PLAN - (WEST END CLAPPER ROAD)

SCALE: 1" = 10'



PROPOSED GUIDE RAIL PLAN - (N.E. CORNER GLENMONT ROAD)

SCALE: 1" = 10'

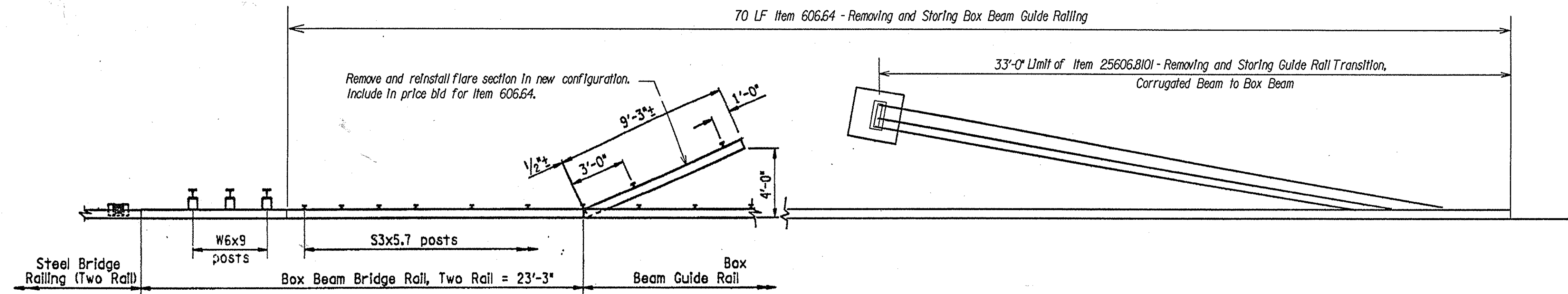
PROPOSE GUIDE RAIL PLAN - (S.E. CORNER GLENMONT ROAD)

SCALE: 1" = 10'

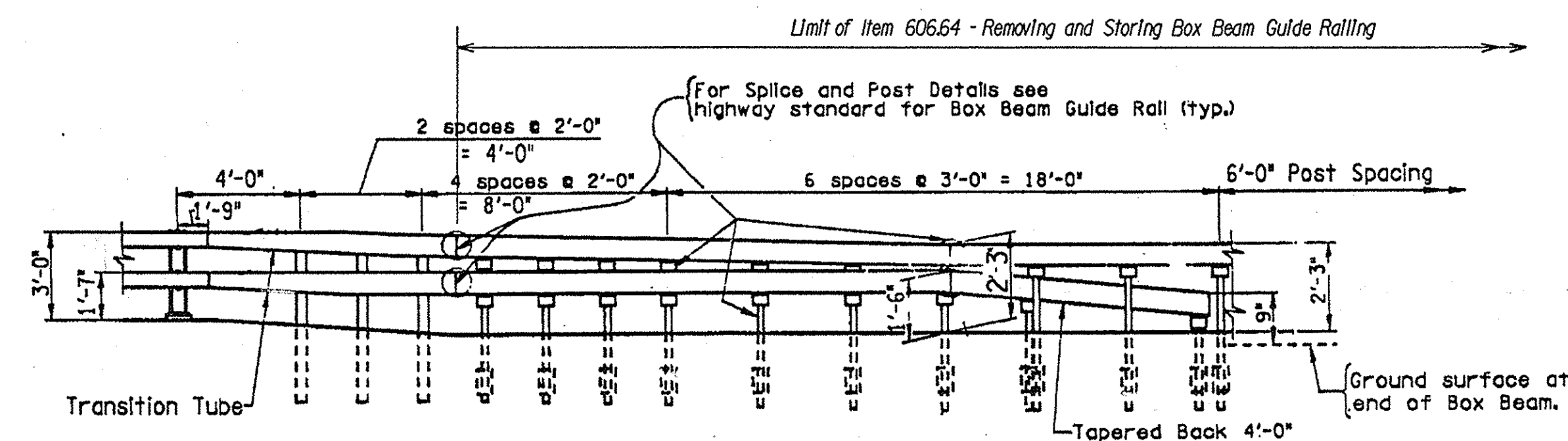
AS-BUILT REVISIONS	
1/93	Rev. Guiderail (Wemple Rd) C.A.T. 12
1/93	Rev. Qty. (Item 606.20) C.A.T. 11
	
2-16-93 DATE	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REHABILITATION OF CLAPPER, WEMPLE & GLENMONT RD.	
LOCATION OF PROJECT MP 136.70, 138.04 AND 139.54, ALBANY COUNTY.	
TITLE OF DRAWING APPROACH GUIDE RAIL PLAN	
	DRAWN BY: N.V.
	CHECKED BY: T.W.
	DATE: FEB, 1990
	DRAWING NUMBER: M2

JACKSON AND TULL
CHARTERED ENGINEERS

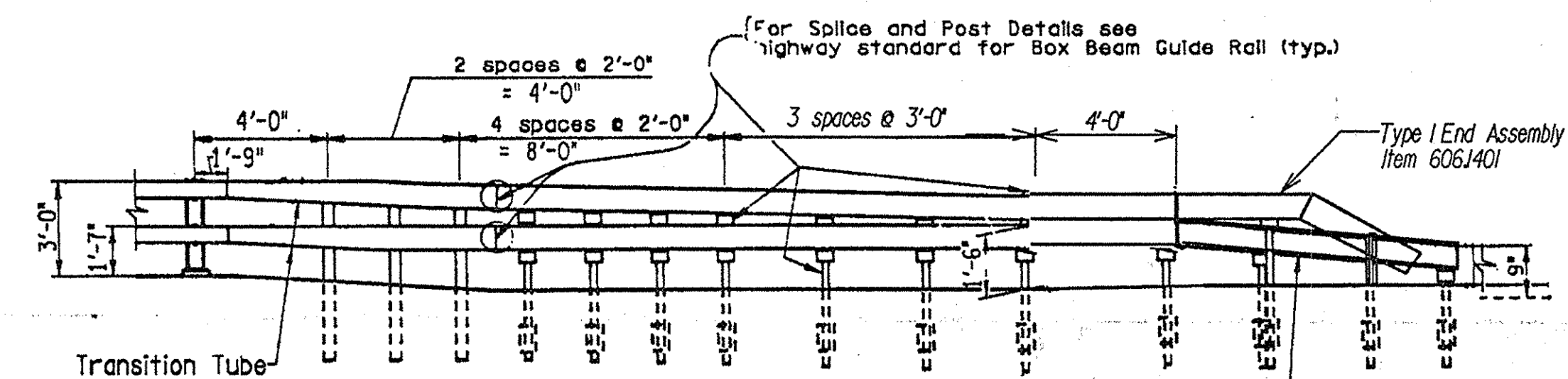
TAA 90-148



EXISTING PLAN
NORTH EAST CORNER, WEMPLE ROAD
Scale 1/4"=1'-0"



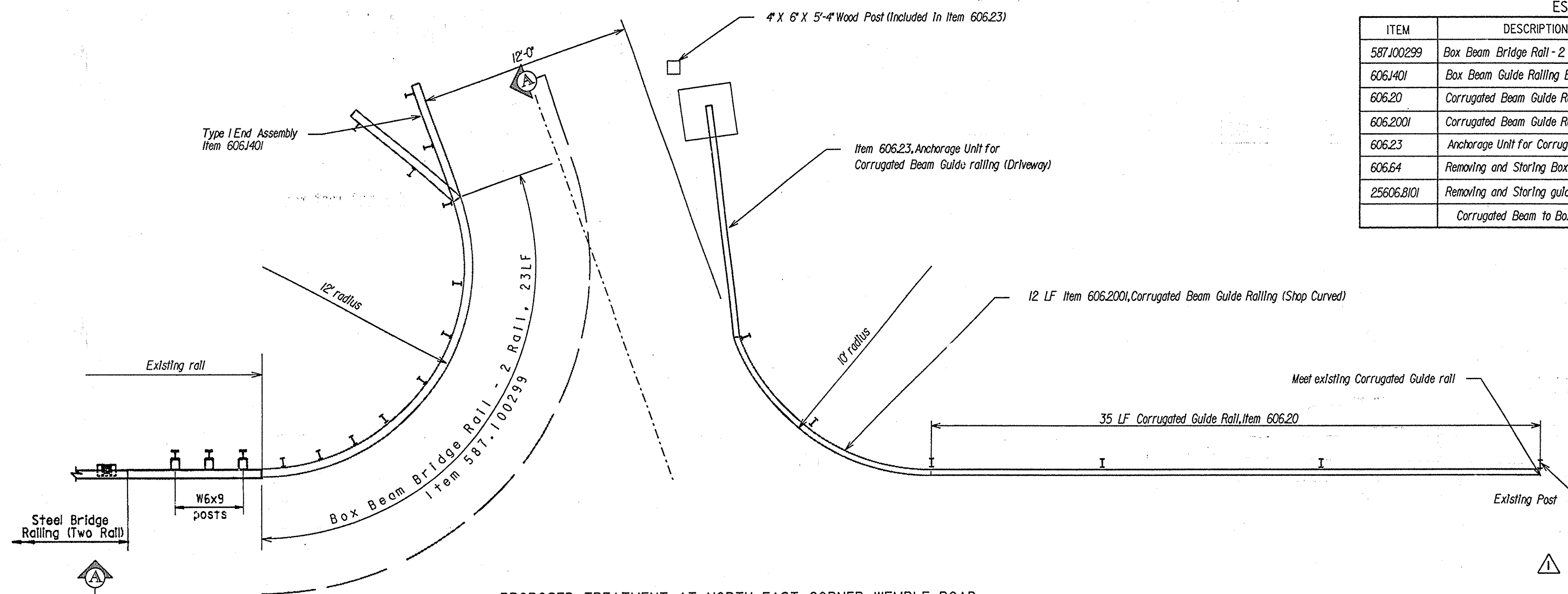
EXISTING PARTIAL ELEVATION
Scale 1/4"=1'-0"



ELEVATION A-A
Scale 1/4"=1'-0"

ESTIMATE OF QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY
587.100299	Box Beam Bridge Rail - 2 Rail	LF	23.0
606.1401	Box Beam Guide Railing End Assembly Type I	EA.	1.0
606.20	Corrugated Beam Guide Railing	LF	35.0
606.2001	Corrugated Beam Guide Railing (Shop Curved)	LF	12.0
606.23	Anchorage Unit for Corrugated Beam Guide Railing (Driveway)	EA.	1.0
606.64	Removing and Storing Box Beam Guide Rail	LF	70.0
25606.B101	Removing and Storing guide Rail Transition Corrugated Beam to Box Beam	EA.	1.0

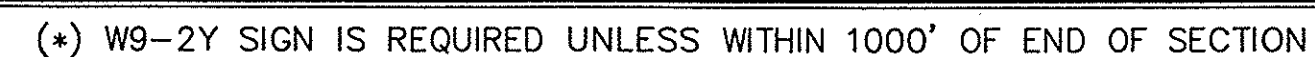


PROPOSED TREATMENT AT NORTH EAST CORNER, WEMPLE ROAD
Scale 1/4"=1'-0"

ALL WORK SHOWN ON THIS SHEET WAS INCLUDED IN THE SPECIFICATION FOR ITEM 907.9014 AND WAS PAID FOR ON A LUMP SUM BASIS.

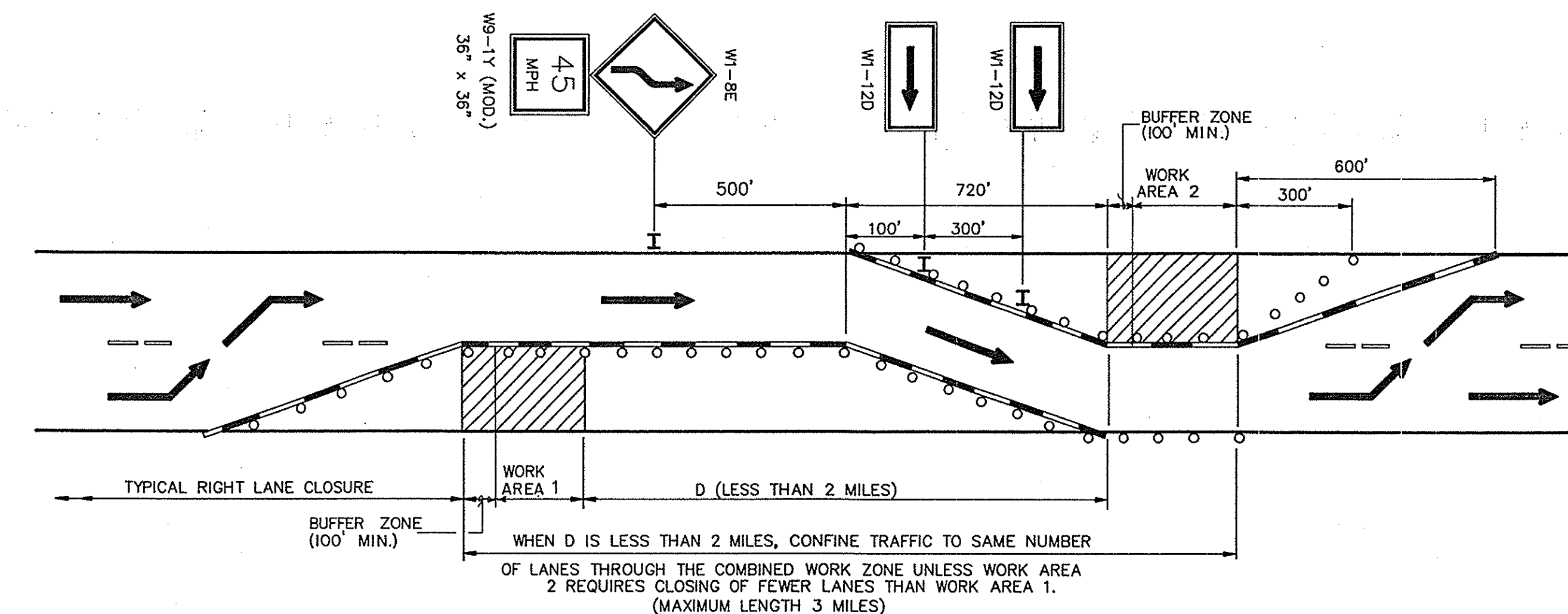
2-16-93

1/93	Add. Note	C.A.T.	△
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT M.P. 158.04 WEMPLE ROAD			
TITLE OF DRAWING REVISIONS TO RAIL TREATMENT NORTH EAST CORNER			
CONTRACT NUMBER: TAA90-14B		DATE: 5/6/91	
DRAWING NUMBER: M2F1			



SECTION B-B

(AREAS WITHOUT SHOULDER BACK-UP INSTALLED)



SUCCESSIVE WORK ZONES - TWO LANE SECTIONS
(THREE LANE SIMILAR)

	WHITE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)		NON-REFLECTORIZED ORANGE	(+) OPTIONAL DEVICES MAY BE SUBSTITUTED FOR CONES WITH THE APPROVAL OF THE ENGINEER.
	ORANGE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)	(*)	APPROVED REFLECTORIZED WHITE BAND OR COLLAR (CLASS B OR C) -REQUIRED FOR NIGHT USE.	



(OPTIONAL DEVICES) (+)

TRAFFIC CONTROL DEVICES

EXISTING PAVERS MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN THE WORK ZONE. IF CONTRACTOR'S OPERATIONS IN ANY WORK ZONE WILL EXCEED A PERIOD OF 2 WEEKS, OR AS DIRECTED BY THE ENGINEER, CONTRACTOR SHALL COMPLETELY REMOVE PORTIONS OF EXISTING MARKINGS AND INSTALL TEMPORARY MARKINGS AS DETAILED ABOVE. TEMPORARY MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

WHEN ALL WORK IS TO BE COMPLETED IN THE WORK ZONE, OR AS DIRECTED BY THE ENGINEER, CONTRACTOR SHALL REMOVE THE TEMPORARY MARKINGS AND RESTORE THE EXISTING MARKINGS.

NOTES FOR SHOULDER EXCAVATION PROTECTION:

THE DISTANCE BETWEEN THE W4-12E OR W4-13E SIGNS SHALL NOT EXCEED ONE HALF MILE. USE W4-2Y ON FIRST SIGN TO NEAREST HALF MILE WHEN THE EXCAVATION IS DEEPER THAN 18 FEET. EXCEEDS 18 FEET LENGTH. ONLY THE LEFT OR RIGHT SHOULDER MAY BE WORKED ON AT ONE TIME. TWO CONES SHALL BE PLACED AT EACH END OF THE EXCAVATION. DRUMS AND CONES SHALL BE PLACED AND MAINTAINED SO THAT AT LEAST TWO FEET OF EXCAVATION IS EXPOSED. IF THE EXCAVATION IS DEEPER THAN 18 FEET, THE ADJACENT LANE SHALL REMAIN CLOSED. TYPICAL PLAN FOR RIGHT SHOULDER SHOWN. LEFT SHOULDER PROTECTION IS SAME DETAIL.

EXCAVATED SHOULDER TO BE RAMPED DOWN (SECTION A-A) DURING NON-WORK PERIODS.

	TRAFFIC CONE
	DRUM
	FLASHING LIGHT, LOW INTENSITY, FOR NIGHT USE OR A.O.B.E.
	TYPE III BREAKAWAY BARRICADES
	SIGN (ALL "W" SERIES SIGNS TO BE BLACK ON ORANGE)
	REMOVAL OF EXISTING PAVEMENT MARKINGS DURING CONSTRUCTION
	TEMPORARY PAVEMENT MARKING FOR CONSTRUCTION (SEE NOTE A)

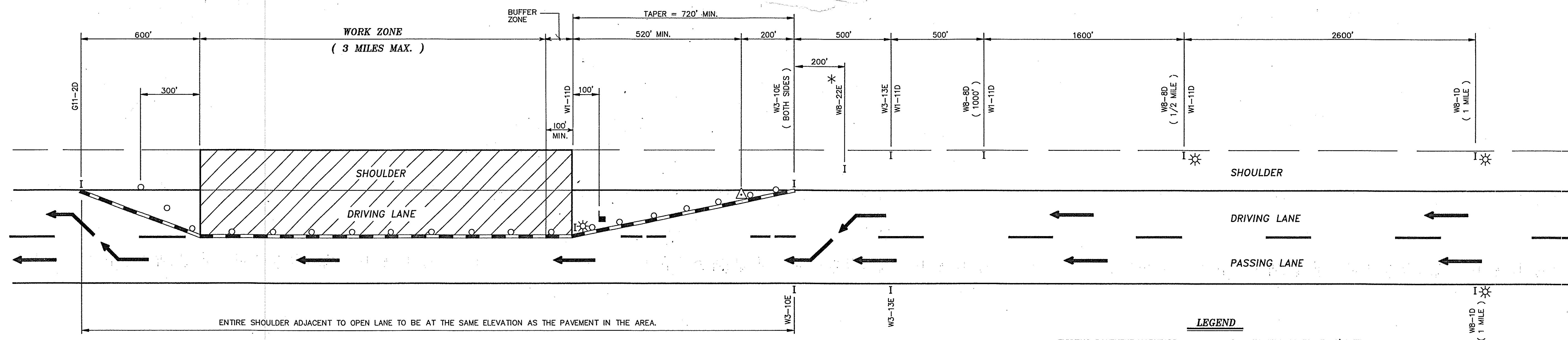
R.R. Wash

Z-16-73

2/19/90

No As-Built Revisions

DATE	DESCRIPTION	BY
REVISIONS		
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, NY 12209		
TITLE OF PROJECT REHABILITATION OF CLAPPER, WEMPLE & GLENMOUNT		
LOCATION OF PROJECT MP 136.70, I38.04 AND I39.54, ALBANY COUNTY		
TITLE OF DRAWING THRUWAY TRAFFIC PLANS FOR MISCELLANEOUS OPERATIONS		
		CONTRACT NUMBER: TAA 90-14B DATE: FEB. 1990 *NUMBER*



PLAN

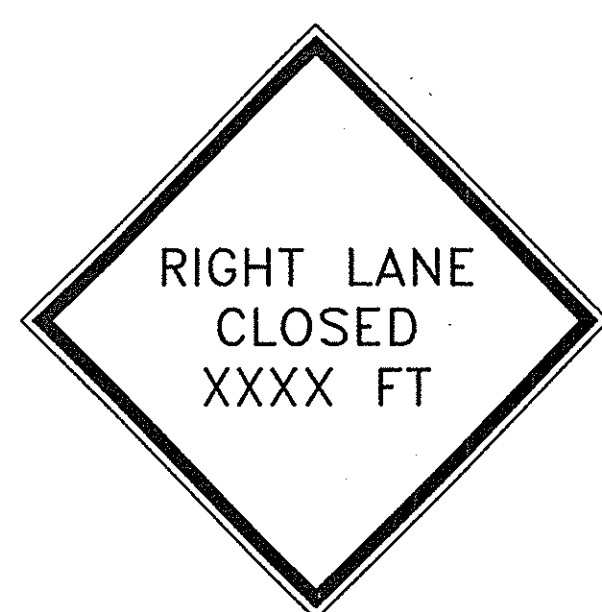
- LEGEND**
- EXISTING PAVEMENT MARKINGS (BROKEN OR SOLID)
 - - - REMOVAL OF EXISTING PAVEMENT MARKINGS. (SEE NOTE 8)
 - TEMPORARY PAVEMENT MARKING FOR CONSTRUCTION (SEE NOTE 8)
 - * USE ONLY WHEN FLAGGER IS ON DUTY
 - TRAFFIC CONES AT 40' INTERVALS ON TAPER, 80' ON TANGENT.
 - FLAGGER, TYPICAL LOCATION.
 - I SIGNS
 - △ FLASHING ARROWBOARD
 - ★ FLASHING LIGHTS (LOW INTENSITY FOR NIGHT USE OR A.O.B.E.)



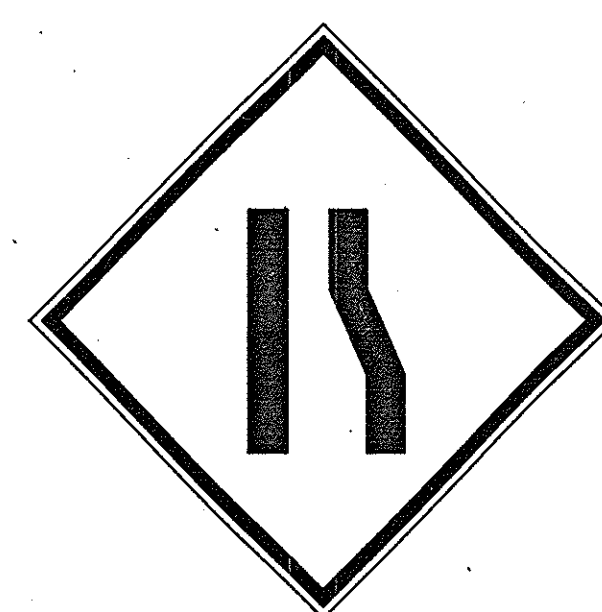
W8-1D
48" x 48"



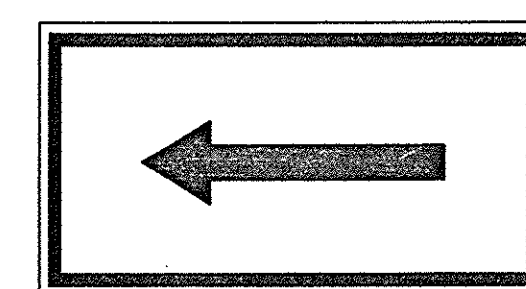
W8-8D
48" x 48"



W8-8D
48" x 48"



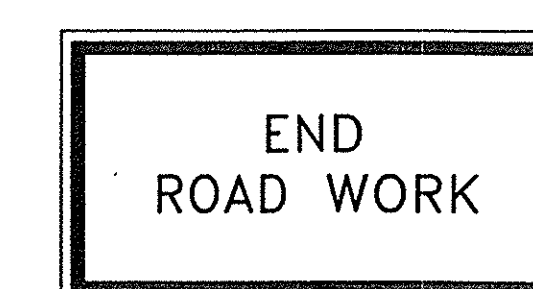
W3-10E
48" x 48"



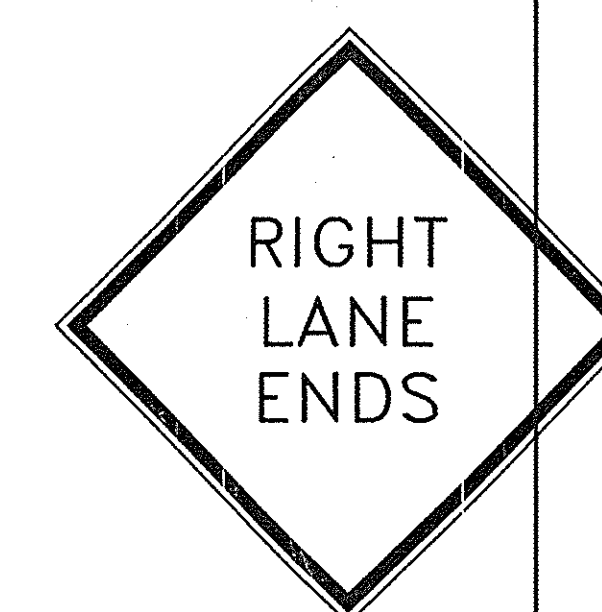
W1-11D
48" x 24"



W8-22E *
48" x 48"



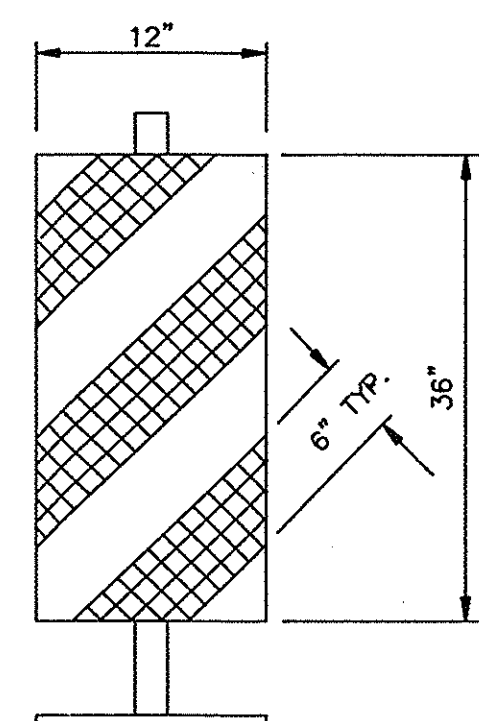
G11-2D
48" x 24"



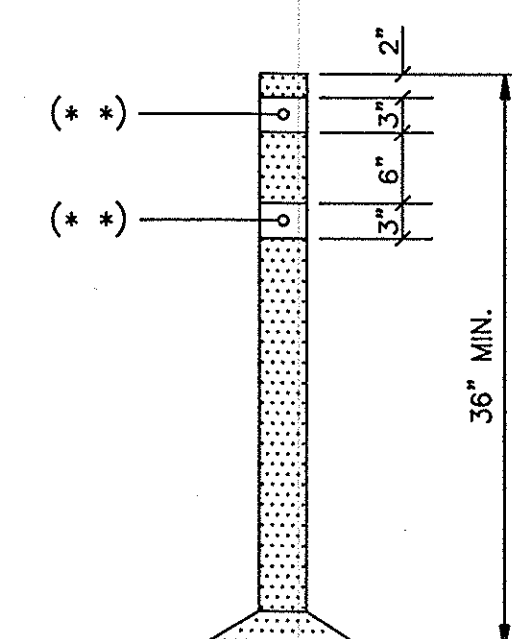
W3-13E
48" x 48"

LEGEND

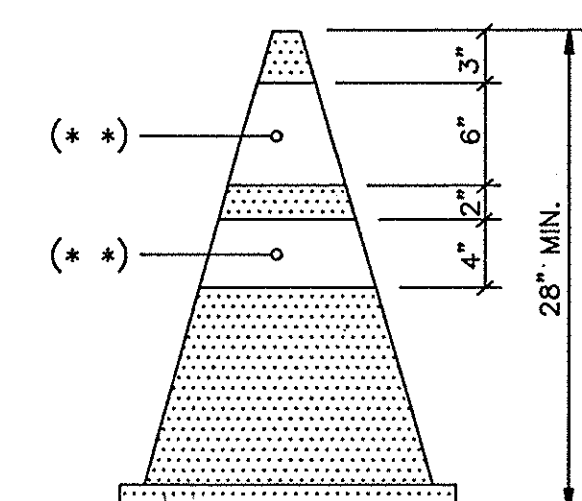
- WHITE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)
- ORANGE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)
- NON-REFLECTORIZED ORANGE
- (*) APPROVED REFLECTORIZED WHITE BAND OR COLLAR (CLASS B OR C) - REQUIRED FOR NIGHT USE.



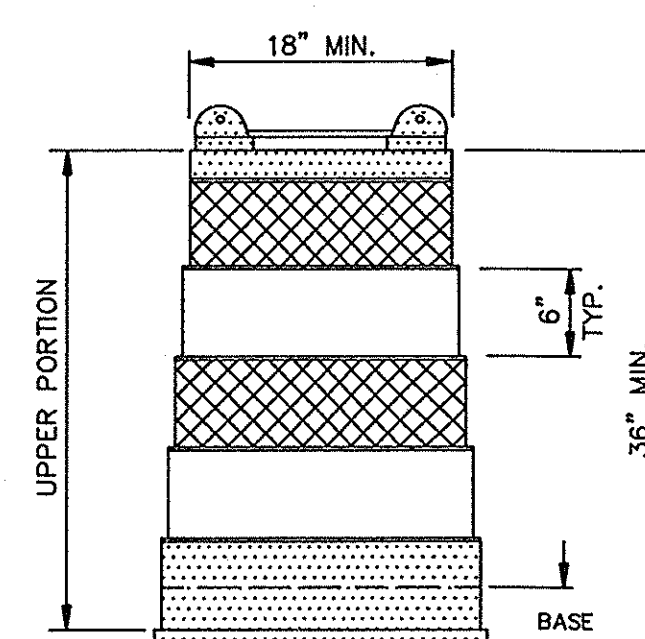
VERTICAL PANEL



TUBULAR MARKER



CONE



PLASTIC DRUM

(OPTIONAL DEVICES)

TRAFFIC CONTROL DEVICES

NOTES:

- ALL SIGNS MAY BE FOUND IN THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL "W" SERIES SIGNS SHALL BE BLACK ON ORANGE. ALL REFLECTORIZED SIGN BACKGROUNDS SHALL BE CLASS "B" REFLECTIVE SHEETING.
- SIGN SUPPORTS SHALL RESIST OVERTURNING IN WINDS AND PROVIDE A MINIMUM MOUNTING HEIGHT OF 5 FEET TO THE SIGN BOTTOM. SIGNS SHALL BE PLACED AT OR AS NEAR AS PRACTICABLE TO THE LOCATIONS SHOWN. LATERAL PLACEMENT OF SIGNS SHALL CONFORM TO SECTIONS 201.5 AND/OR 301.2 OF THE MUTCD.
- FLAGGERS ARE TO BE PROVIDED AND LOCATED IN THE PATTERN AS DIRECTED BY THE ENGINEER. WHEN USED, A W8-22E SIGN WILL BE PLACED NOT CLOSER THAN 500 FEET NOR FURTHER THAN 2600 FEET AHEAD OF THE FLAGGER.
- ALL FLASHING LIGHTS SHOWN ON THIS SHEET SHALL BE PLACED IN OPERATION FROM 1/2 HOUR AFTER SUNSET TO 1/2 HOUR BEFORE SUNRISE OR AS ORDERED BY THE ENGINEER.
- FLASHING ARROWBOARDS SHALL CONFORM TO SECTION 294.45 OF THE MUTCD. THE MINIMUM SIZE SHALL BE TYPE C (96" X 48") FULL ARROW FLASH. NO CHEVRONS NOR SEQUENTIAL ARROW FLASH WILL BE ALLOWED.
- THESE PLANS SHALL BE MODIFIED TO LEFT LANE CLOSURE(S) BY CHANGING SIGNS W1-11D TO W1-12D, W8-8D TO W8-7D, W8-11D TO W8-10D, W3-10E TO W3-9E AND W3-13E TO W3-12E.
- THE TRAFFIC SUPERVISOR WILL APPROVE THE CONDITION OF ALL TRAFFIC CONTROL DEVICES PRIOR TO USE, AND WILL REVIEW THE PROPOSED TRAFFIC CONTROL PATTERN (FOR PRECISE DEVICE POSITIONING) PRIOR TO INSTALLATION.
- EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN THE PROJECT LIMITS. IF THE CONTRACTOR'S OPERATIONS IN ANY WORK ZONE WILL EXCEED A PERIOD OF 2 WEEKS, OR IF DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL COMPLETELY REMOVE PORTIONS OF THE EXISTING MARKINGS AND INSTALL TEMPORARY MARKINGS AS DETAILED ON THIS SHEET. TEMPORARY MARKINGS SHALL BE IN ACCORDANCE WITH THE MUTCD, CONTRACT PLANS AND/OR PROPOSAL.
- WHEN ALL WORK IS COMPLETED IN THE WORK ZONE, OR AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE THE TEMPORARY MARKINGS AND RESTORE THE EXISTING MARKINGS.
- IF THE CONTRACTOR'S OPERATION IN ANY WORK ZONE WILL EXCEED FOUR DAYS, OR EXTEND INTO A WEEKEND, OR IF ORDERED BY THE ENGINEER, DRUMS SHALL BE SUBSTITUTED FOR CONES IN THE ASSOCIATED TRAFFIC PATTERN. THE DRUMS SHALL BE SPACED AT 70 FOOT INTERVALS ON TAPERS AND 120 FOOT INTERVALS ON TANGENT SECTIONS, OR A.O.B.E. (NOTE - DRUMS MAY BE SUBSTITUTED FOR CONES AT ANY TIME PROVIDED THE ABOVE MAXIMUM SPACING IS MAINTAINED). VERTICAL PANELS AND/OR TUBULAR MARKERS MAY BE SUBSTITUTED FOR CONES WITH THE APPROVAL OF THE ENGINEER.

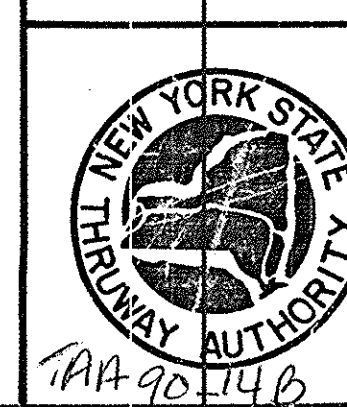
2/19/90
No As-Built Revisions

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
AND MAINTENANCE
200 N. NORTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
REHABILITATION OF
CLAPPER WEMPLE & GLENMONT BR.
LOCATION OF PROJECT
MP 136.70, 138.04
AND 139.54, ALBANY COUNTY
TITLE OF DRAWING

TWO LANE THRUWAY
TRAFFIC CONTROL PL

CONTRACT NUMBER
TAA 90-
DATE
FEB. 1990
DRAWING NUMBER
M4