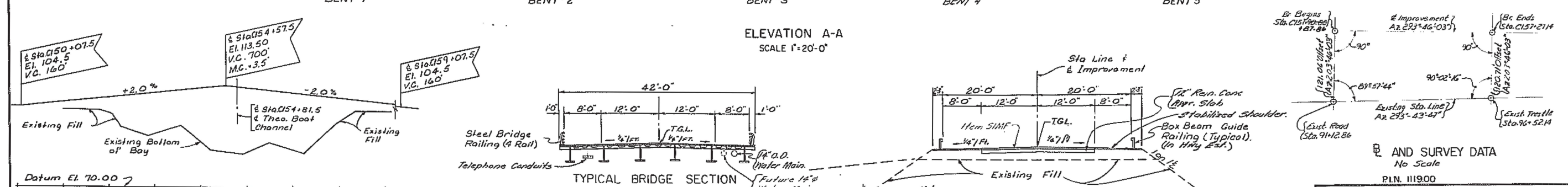
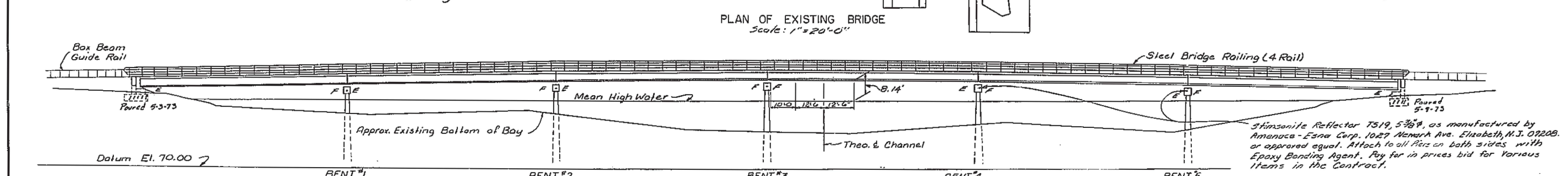


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138

SCALE 1"= 10'

Water Main

100' 18"

Note: Harp Shoulder slope from 14' 1st. of bridge to 1' 1st. at 30'-0" from Bridge.

TYPICAL APPROACH SECTION

SCALE 1"= 10'

REVISIONS

SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
Route 22
WASHINGTON COUNTY

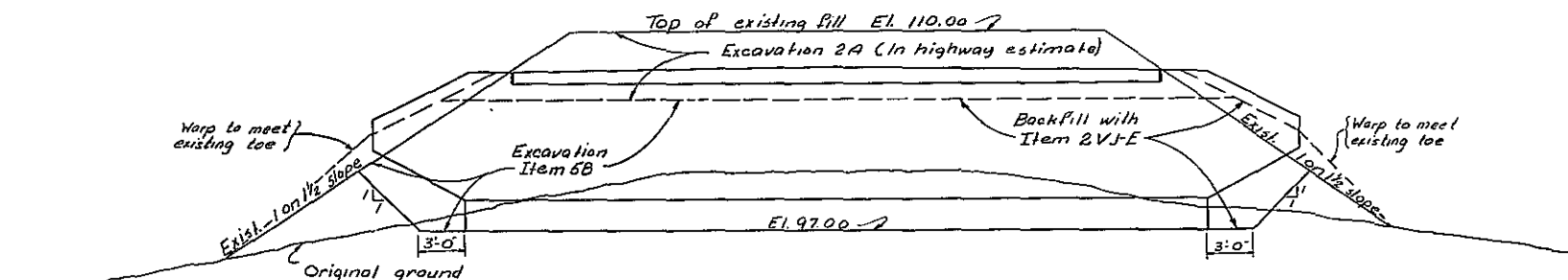
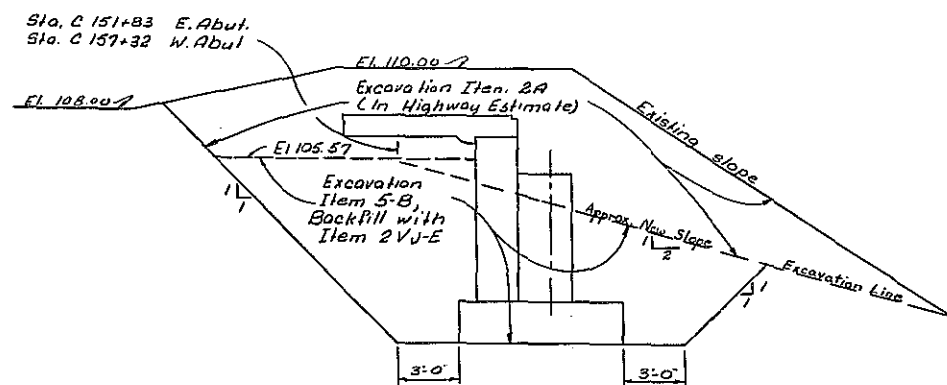
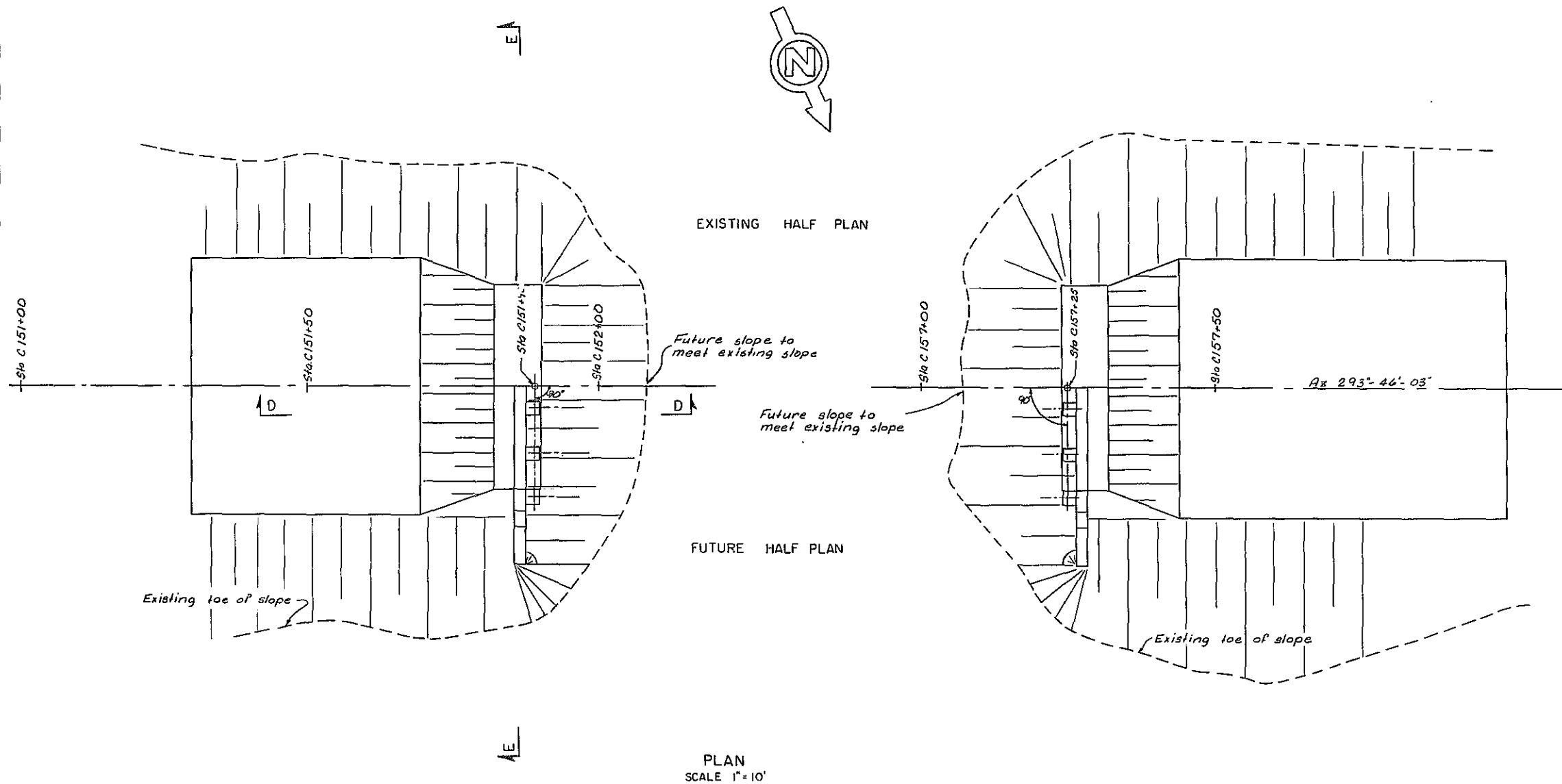
PLAN AND ELEVATION

DRAWING NO. 2 OF 12



F.A.R.C. 72-1

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	F-BRF-371 (8)	24	33
SOUTH BAY BRIDGE S.H. 9113, WHITEHALL-DRESDEN ROUTE 22 WASHINGTON COUNTY				



PROJECT ENGINEER *[Signature]*
IN CHARGE OF *[Signature]*
DESIGNED BY *[Signature]*
DESIGN CHECKED BY *[Signature]*
DETAILED BY *[Signature]*
DETAIL CHECKED BY *[Signature]*

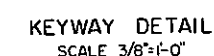
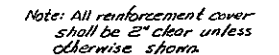
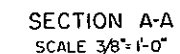
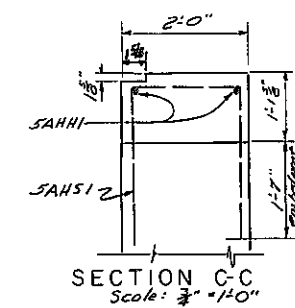
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SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY

EMBANKMENT

DRAWING NO. 3 OF 12

SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY



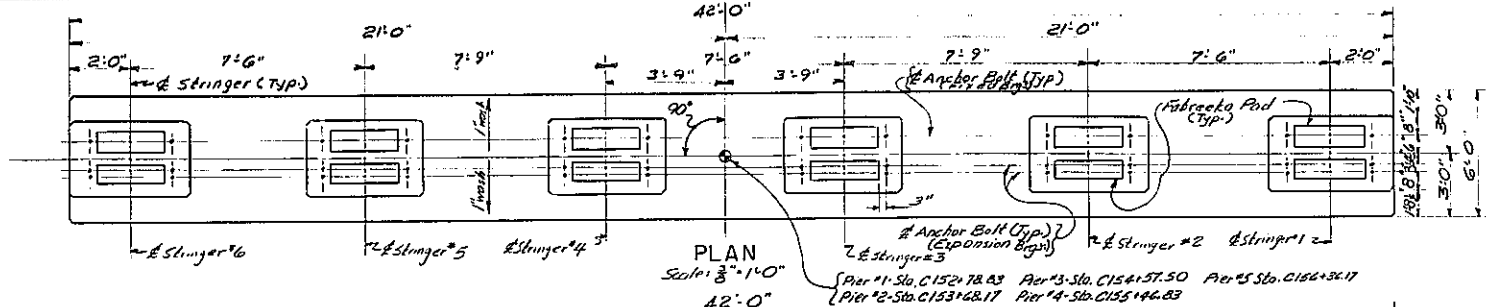
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SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY

ABUTMENT (PLAN AND ELEVATION)

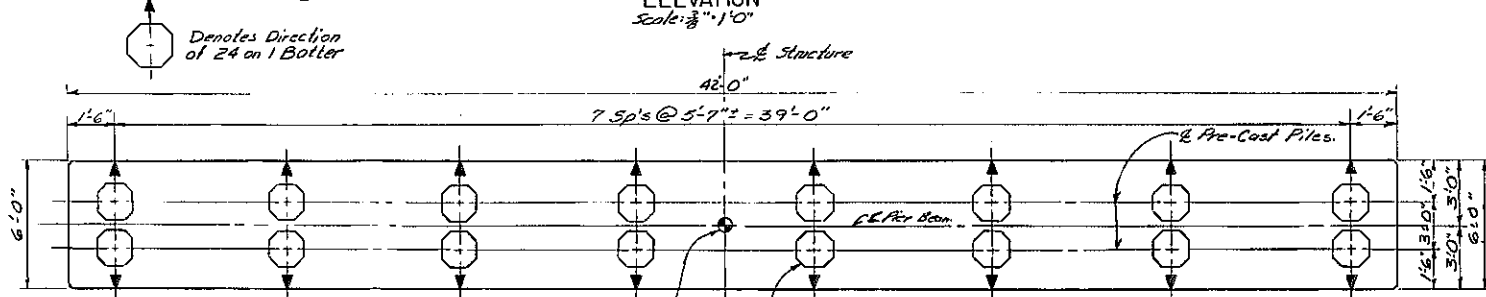
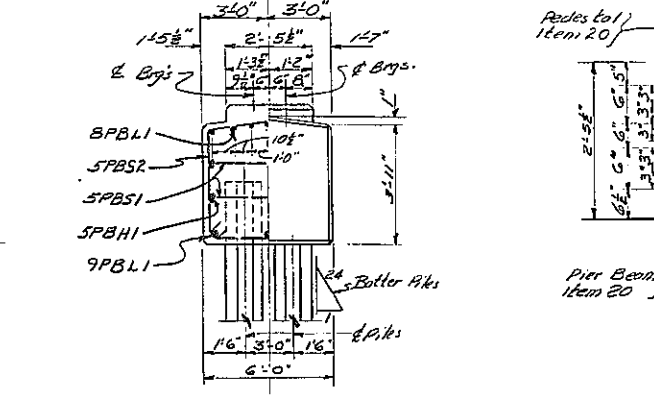
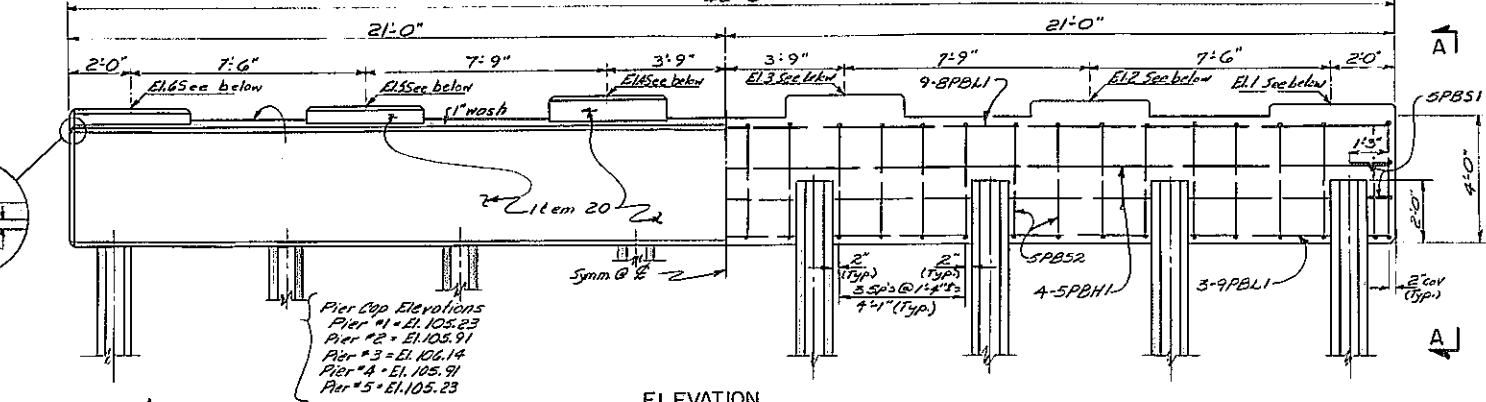
DRAWING NO. 4 OF 12

FED. RD. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
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SOUTH BAY BRIDGE S.H. 9113, WHITEHALL-DRESDEN ROUTE 22 WASHINGTON COUNTY				

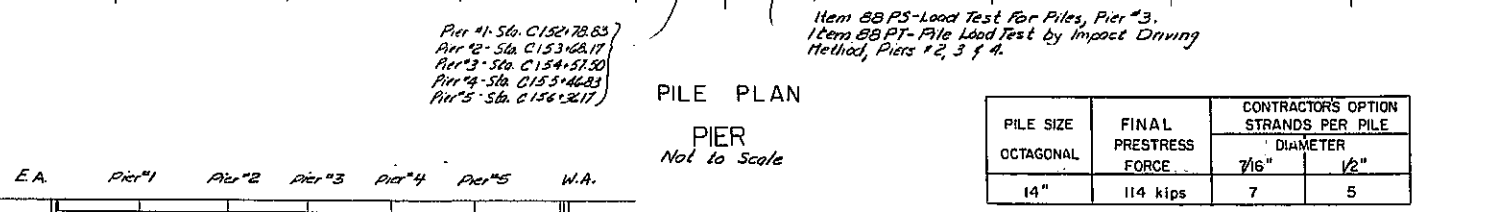


Note: Pier Pedestals shall be poured monolithically with the cap beam. The pedestal shall be poured a minimum of 2' high and shall be bush hammered (or by other means) over the pedestal surface to the proper elevation.

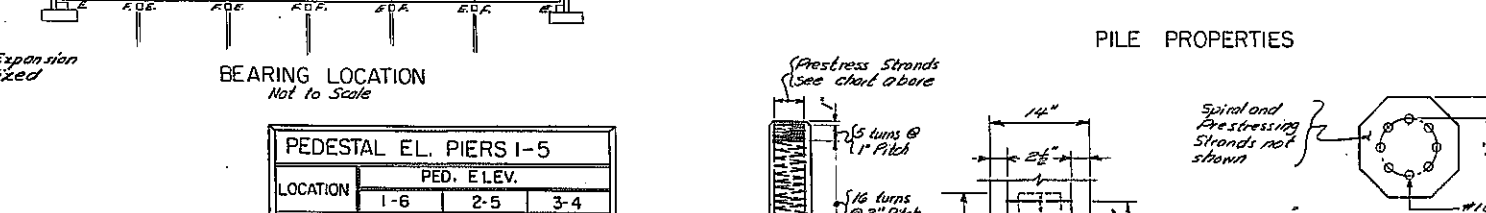
Note: Bearings on Piers 4 and 5 are as shown, Piers 1 and 2 are opposite hand about 2' Pier Beam and Pier 3 is fixed at both bearings.



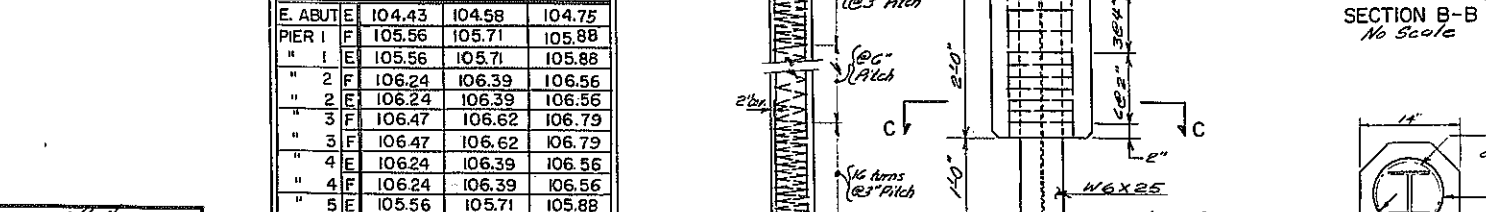
PEDESTAL REINFORCEMENT PER PIER									
Pedestal	Bar	Pos	Total	Bar	Pos	Total	Length		
1' 6" dia.	G.P.P.S.I.	Horiz.	4	S.P.P.V.I.	Vert	28	2'-0"		
2' 5" dia.	"	"	6	S.P.P.V.I.	"	"	2'-2"		
3' 4" dia.	"	"	8	S.P.P.V.I.	"	"	2'-4"		



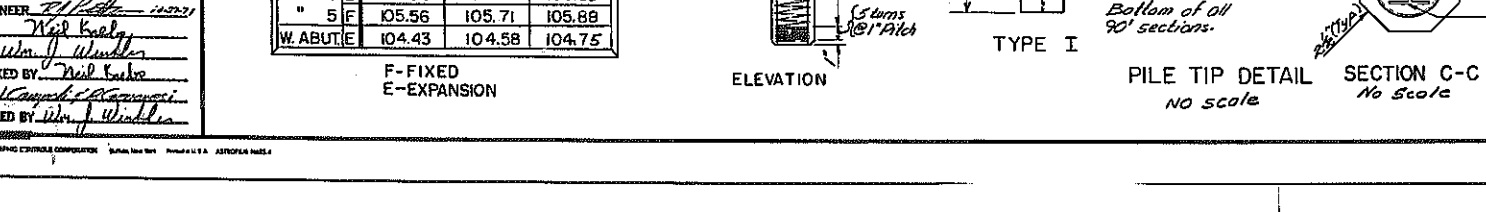
PILE SIZE	FINAL PRESTRESS FORCE	CONTRACTOR'S OPTION STRANDS PER PILE
14"	114 kips	7/16" 7 1/2"



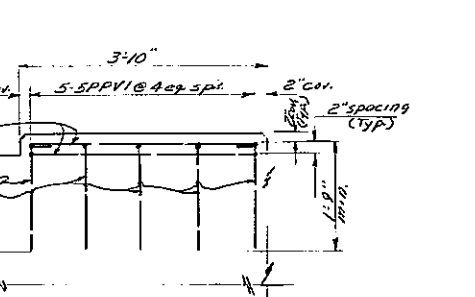
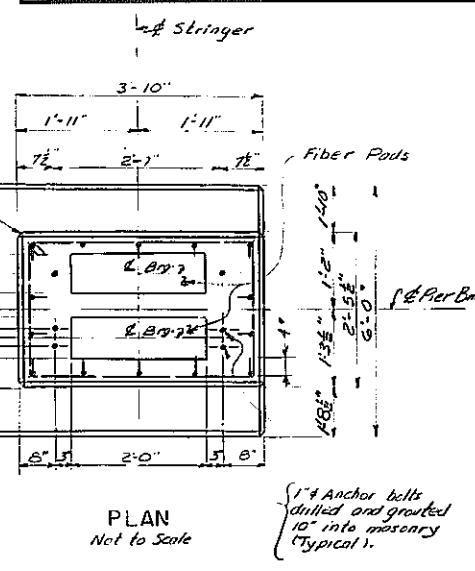
PILE SIZE	FINAL PRESTRESS FORCE	CONTRACTOR'S OPTION STRANDS PER PILE
14"	114 kips	7/16" 7 1/2"



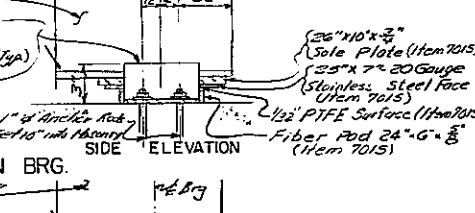
PILE SIZE	FINAL PRESTRESS FORCE	CONTRACTOR'S OPTION STRANDS PER PILE
14"	114 kips	7/16" 7 1/2"



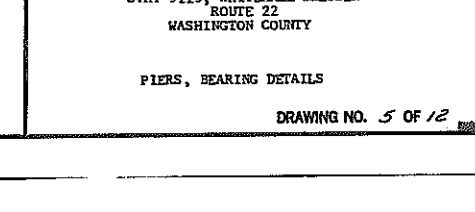
PILE SIZE	FINAL PRESTRESS FORCE	CONTRACTOR'S OPTION STRANDS PER PILE
14"	114 kips	7/16" 7 1/2"



PILE SIZE	FINAL PRESTRESS FORCE	CONTRACTOR'S OPTION STRANDS PER PILE
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PILE SIZE	FINAL PRESTRESS FORCE	CONTRACTOR'S OPTION STRANDS PER PILE
14"	114 kips	7/16" 7 1/2"

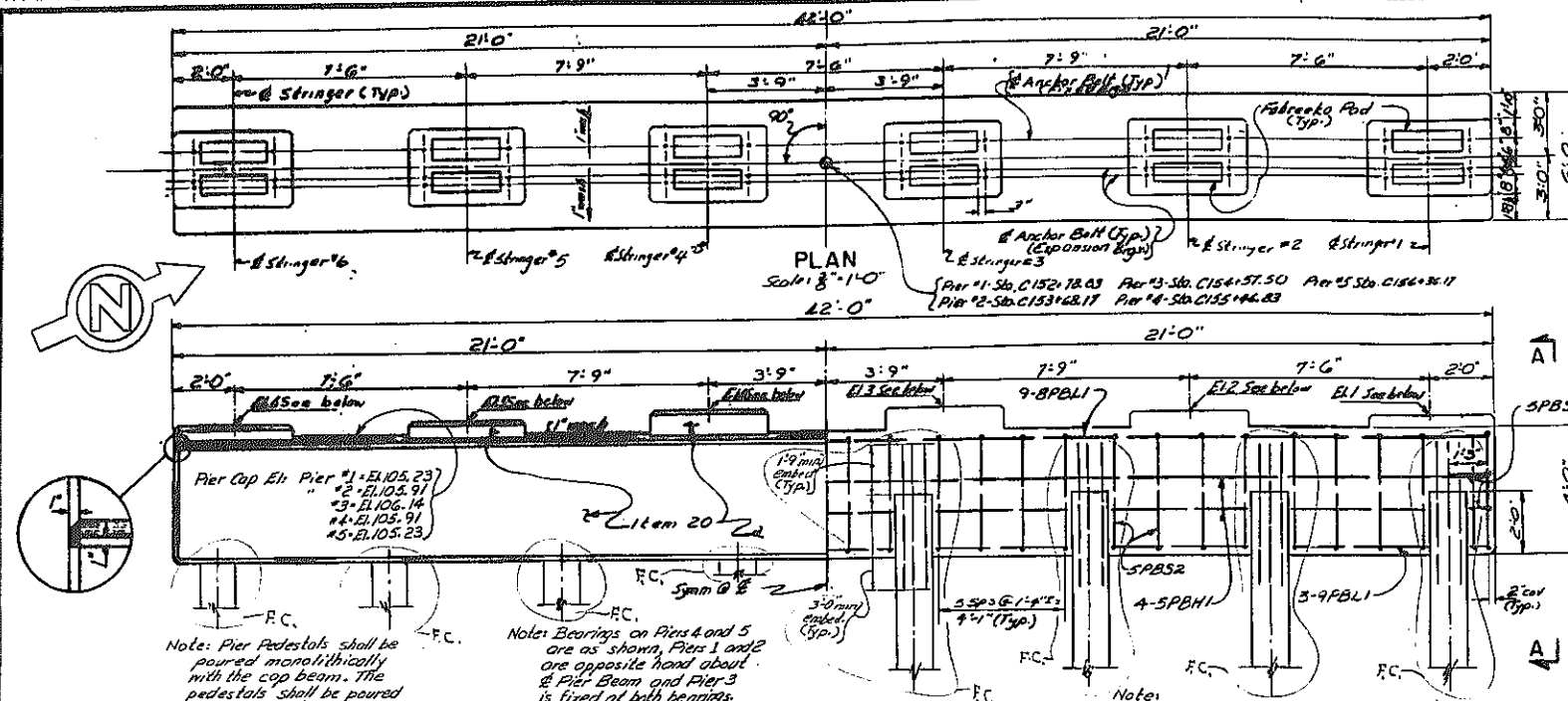
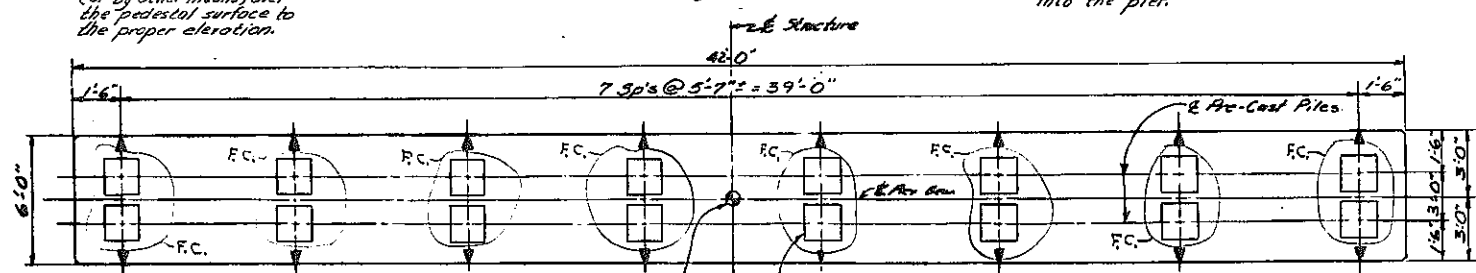
PROJECT ENGINEER: *[Signature]*
IN CHARGE OF: *[Signature]*
DESIGNED BY: *[Signature]*
DESIGN CHECKED BY: *[Signature]*
DETAILED BY: *[Signature]*
DETAIL CHECKED BY: *[Signature]*

FED. RD. DIST. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	F-87F-371 (B)	267	33
SOUTH BAY BRIDGE S.H. 9113, WHITEHALL-BRESLEN ROUTE 22 WASHINGTON COUNTY				

FIELD CHANGE SHEET

SHEET 26-F1 SUPERCEDES SHEET NO. 26
DUE TO THE FOLLOWING REASONS:

- The addition of GFSVI bar reinforcement in the top of the pile was due to their omission on the original contract plans.
- Change in pile section from octagonal to square.

ELEVATION
Scale: 1/8" = 1'-0"PIER
Not to Scale

PILE SIZE	MIN. PRESTRESS FORCE	CONTRACTOR'S OPTION STRANDS PER PILE
14"	(138 kips)	7/16" 10"

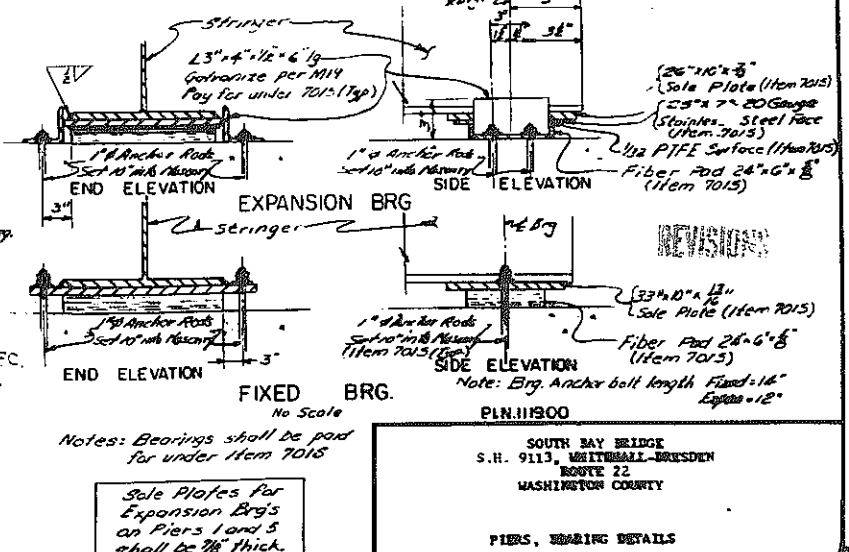
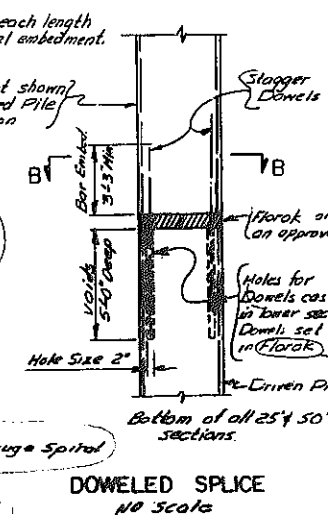
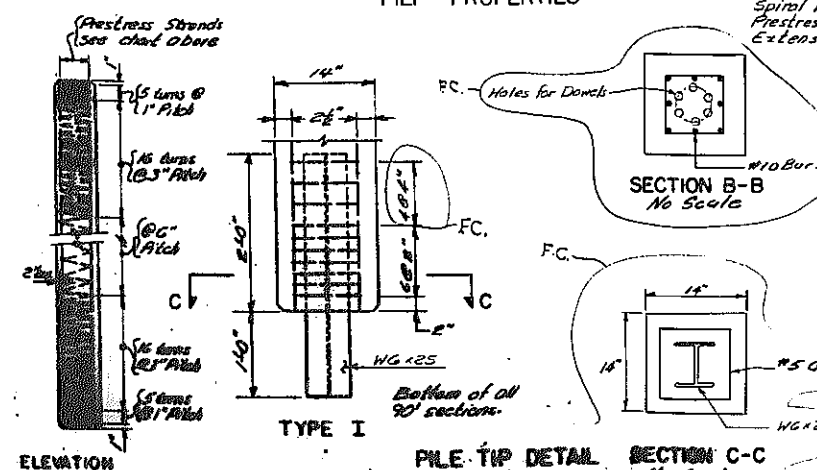
PILE PROPERTIES

MARK	SIZE	NO.	LGTH	TYPE	LOCATION
GFSVI	6	480	429"	Stc	Vert. Top of Pile

ITEM	DESCRIPTION	UNIT	INCREASE	NET CHGE
2B	Bar Reinforcement for Stc	LB's	3425	+3425

Pedestals	Bar Mark	Position	Total	Bar Mark	Position	Total	Length
116 Fds.	GFSVI	Horiz	4	SPV1	Vert.	28	2'-0"
215 Int.	"	"	6	SPV2	"	"	2'-2"
314 Int.	"	"	8	SPV3	"	"	2'-4"

Notes: Vary each length of dowl embedment.

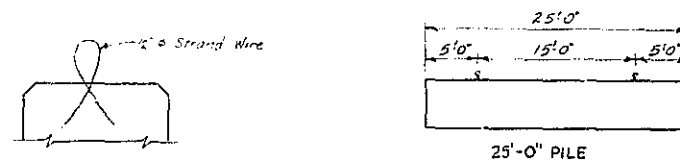
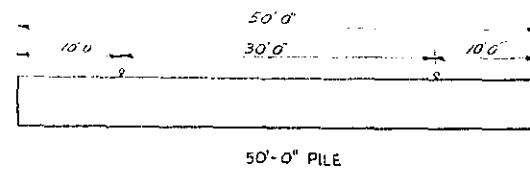
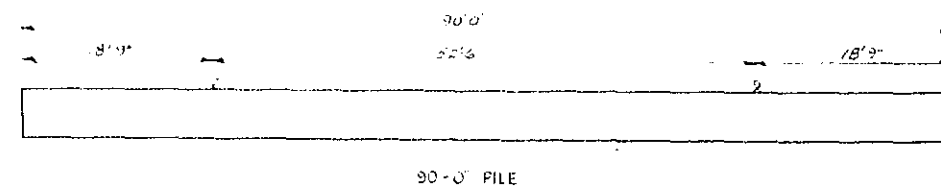
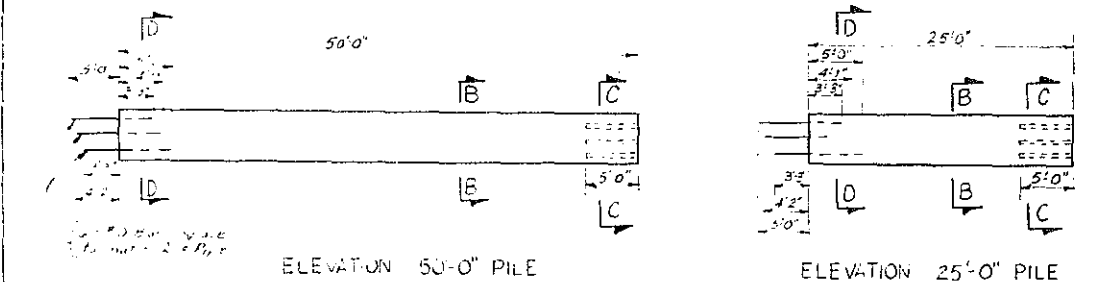
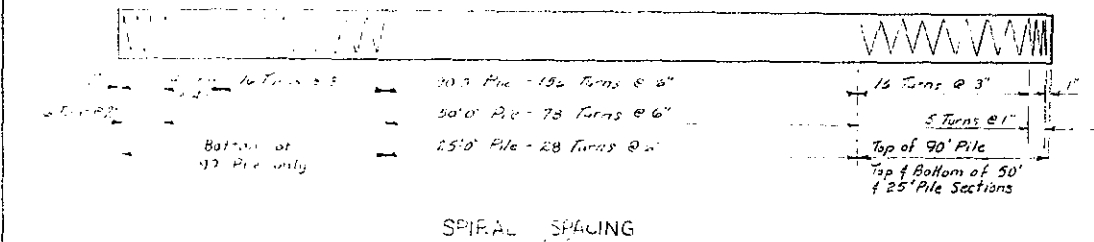
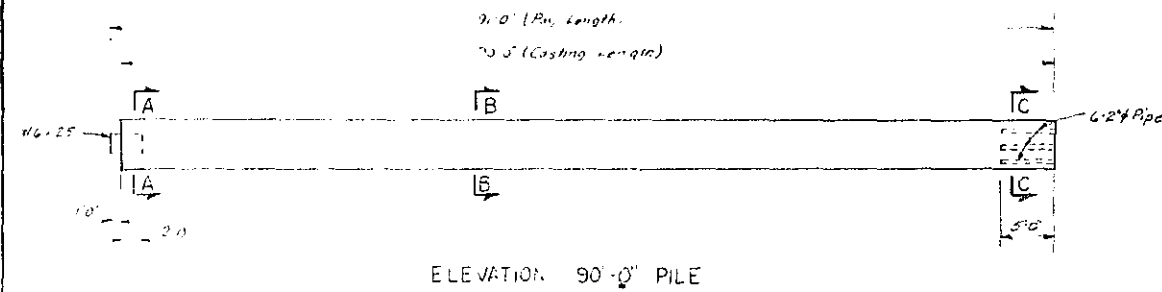
PEDESTAL
Scale: 1/8" = 1'-0"

APPROVED
MAY 24 1972
R. H. KAMP
District Engineer, Washington County

LOCATION	PED. ELEV.
E ABUT E	104.43 104.58 104.75
PIER 1 E	105.56 105.71 105.88
" 2 E	105.56 105.71 105.88
" 3 E	106.24 106.39 106.56
" 4 E	106.24 106.39 106.56
" 5 E	106.47 106.62 106.79
" 6 E	106.47 106.62 106.79
" 7 E	106.24 106.39 106.56
" 8 E	106.24 106.39 106.56
" 9 E	105.56 105.71 105.88
" 10 E	105.56 105.71 105.88
W ABUT E	104.43 104.58 104.75

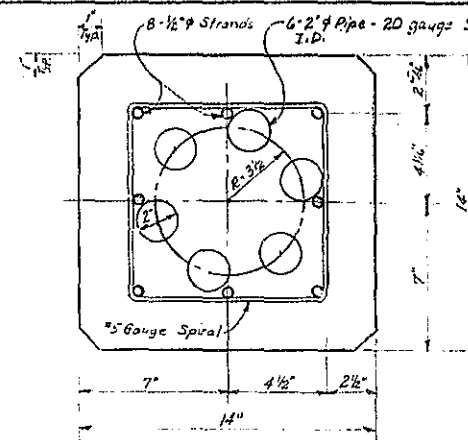
F- FIXED
E- EXPANSION

PROJECT ENGINEER: R. H. KAMP
IN CHARGE OF: D. J. KROGER
DESIGNED BY: W. J. WICKES
DESIGN CHECKED BY: T. H. KROGER
DETAILED BY: C. J. KROGER
DETAIL CHECKED BY: W. J. WICKES

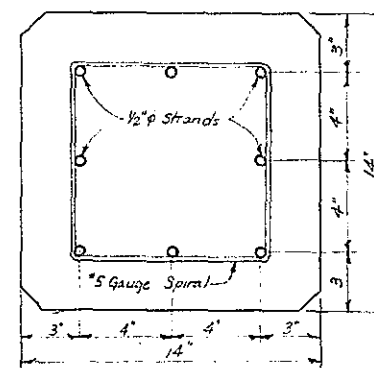


PARTIAL SECTION AT
PICK-UP POINTS

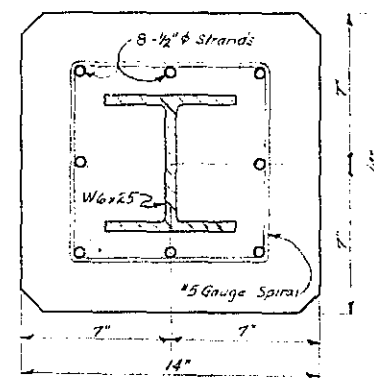
Note:
Adequacy & Location of
Lifting Devices is
Contractors responsibility



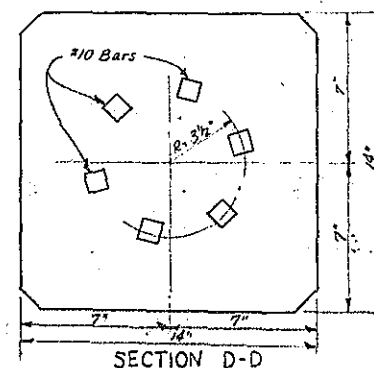
SECTION C-C



SECTION B-B



SECTION A-A



SECTION D-D

ARTICLE 2- MATERIAL

1. a) Name of manufacturer:
Grand Prestressed Corp.
Deer Park, Long Island, New York
- b) Description of Casting Bed
3 sided Steel Apron Form
1 Bed 225 ft long
2 Line Piles in bed: 450' max casting length
Concrete from Clearview Concrete Pipe Corp.
Deer Park, L.I. & Casting Site.
Plant Automated Central Batching
Plant has 2 Mixers - Erie Strayer and
Praschak Rotary Mixer
Concrete Transported to Casting Bed
by Agitation Trucks (7 cuyds.)
Curing: (live Steam)
2. HANDLING: Piles to be Removed from Forms
at Lifting Points by Travel Lift Fork Lift,
or Wide Beam Spreader.
IT IS THE SOLE RESPONSIBILITY OF
CONTRACTOR TO TRANSPORT PILES TO JOB SITE.
By pole trailer trucks - Shimmick & Biscoe Property.
Max length Pile to be transported 90' 0"
3. PRESTRESSING STRAND: To be 1/2" & 270K strands
By Colorado Fuel and Iron per ASTM A-421
Initial force 28.9K
4. LOAD STRAIN CURVE: To be supplied by C.F.I.
showing breaking strength, elongation and
all necessary data prior to any tensioning

CONCRETE DATA

1. PROPOSED DESIGN MIX:

- Cement (75 sacks) Type 5 70% by vol (MEQUA)
 Sand 10.50% by vol
 #1 Crushed Stone 20.50% by vol
 Water 2.65% by vol
 Plastiment 21 02/sack 16 fl. oz./cy
 Sika A.E.R. 0.6 02/sack 0.5 fl. oz./cy
 Slump 3"-4"
 Concrete mixed at Central Plant Turnover 4cy. Miners
 Transported to casting bed by agitator trucks
2. CURING (Live Steam)
- Preset for maximum strength
 - Approximately 3 1/2 hrs. no steam
 - 2 to 2 1/2 hours temperature rise to 140°F - 160°F
 - Approximately 10 hours at 140°F to 160°F

CONCRETE CYLINDER TESTING MACHINE

Testing machine shall have certificate of calibration within 6 months of purchase

STEEL DATA

1. Bar reinforcement Capital Steel ASTM A-5 (M17)
2. Prestressing Steel ASTM A-416
3. W6x25 Pile Tip A36

CONCRETE CURING

- a. Tensioning shall be performed with a single strand unit with a unit force of 3000 lbs. (Start for elongation)
- b. Burning of strands about a vertical axis through the center of gravity of strand pattern.
- c. Four copies of the recorded gage pressure at elongation at the place of manufacture of the units shall be submitted to the inspector.
- d. Casting date to be stencilled to the side of the pile.

FED. RD. REG. NO.	STATE	FEDERAL RD PROJECT NO	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-BRF - 371(8)	26F2	33
SOUTH BAY BRIDGE				
S.H. 913 - WHITEHALL DRESDEN ROUTE 22				
WASHINGTON COUNTY				

CONCRETE STRENGTH

- 1) 4000 PSI at transfer. 5000 PSI at 28 days.
 - 2 Strength Requirements
 - a) Minimum of 18 concrete test cylinders per casting. Each length shall be cut four equal concrete cylinders. Test reports and computations verifying requirements shall be submitted to the project.
- ESTIMATE & ORDERED LENGTH (from Table 11)

ESTIMATE & ORDERED LENGTH (from Eq. 11)

Order	Quantity	Material	Notes
Order 1	15' 0"	Casting Requirements	
Order 2	40' 0"	80 pieces - 30' 0" (initial piece)	
Order 3	140' 0"	32 pieces - 50' 0" (add on)	
Order 4	115' 0"	48 pieces - 25' 0" (add on)	
Order 5	115' 0"		

TOLERANCES:

1. Pile Ends Plan & perpendicular to longitudinal axis of pile - max deviation 1/2" per foot transversely
2. Maximum Sweep 1/8" in 10'0 any section
3/8" in 4'0 any portion
3/4" casting length
20'0"

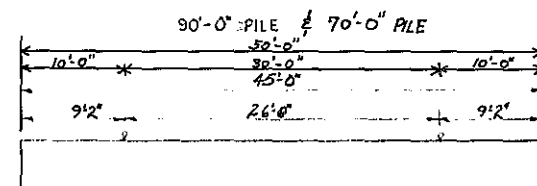
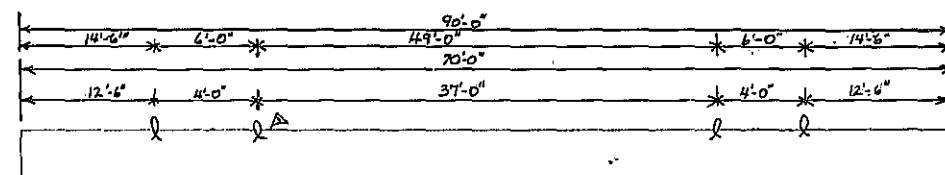
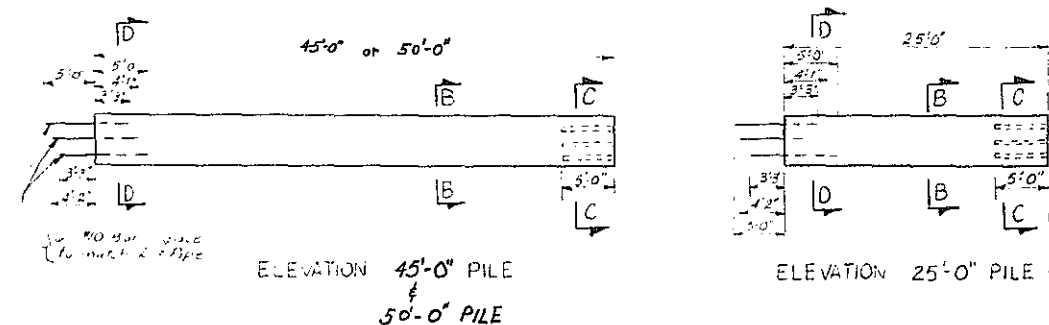
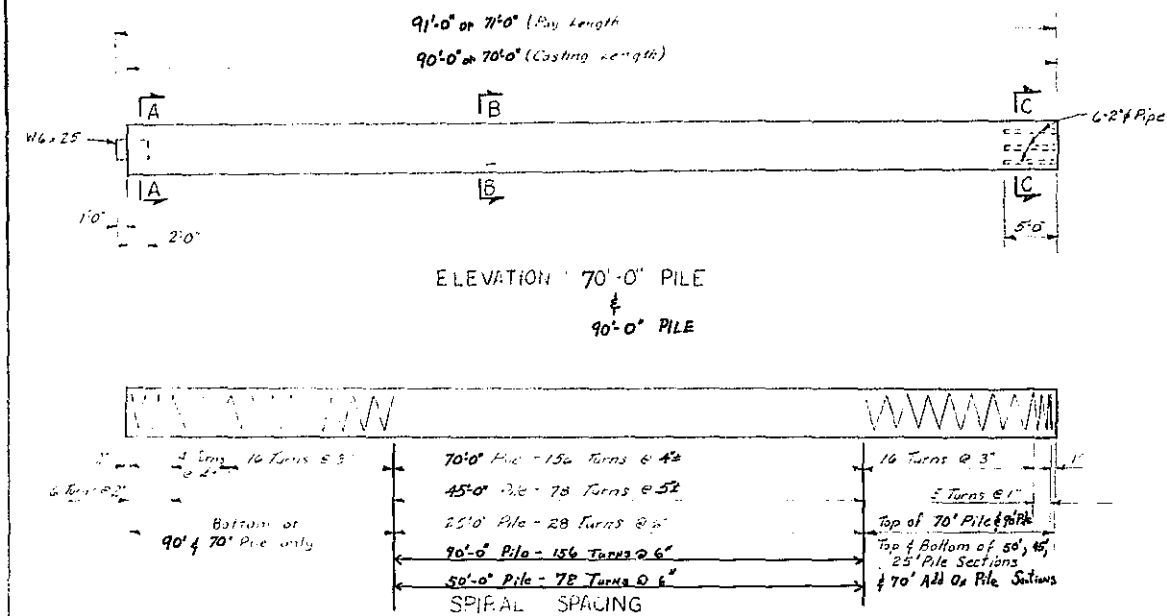
Environ. Monit. Assess. 79:1–11, 2002.

CONTRACTOR - THOMAS L & PERRY INC

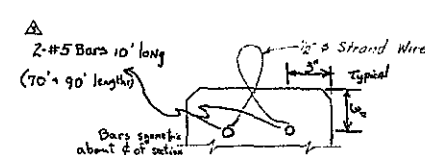
FOOT OF MONROE ST.

TECH, N.Y.

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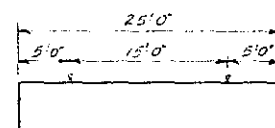


45'-0" PILE & 50'-0" PILE



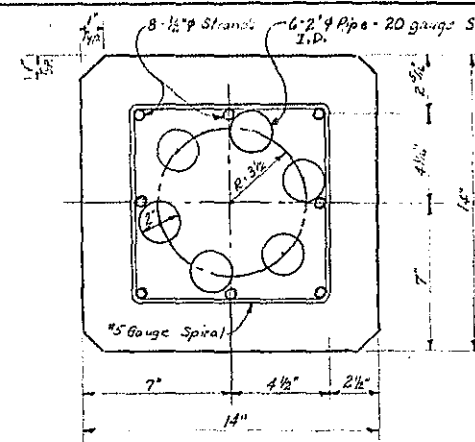
PARTIAL SECTION AT
PICK-UP POINTS

Note:
Adequacy & Location of
Lifting Devices is
Contractors responsibility

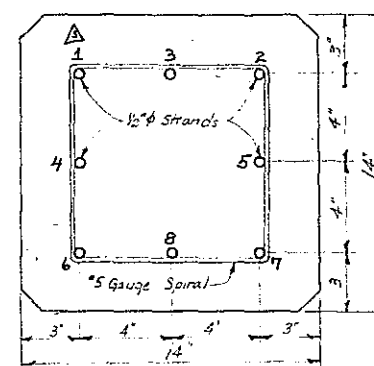


PICK-UP POINTS

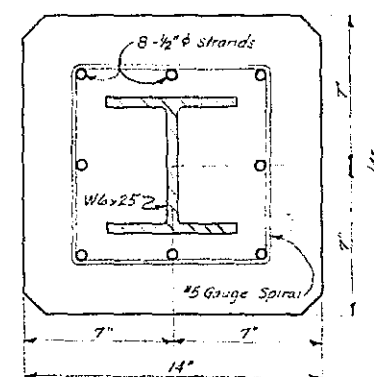
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Number 26F2.*



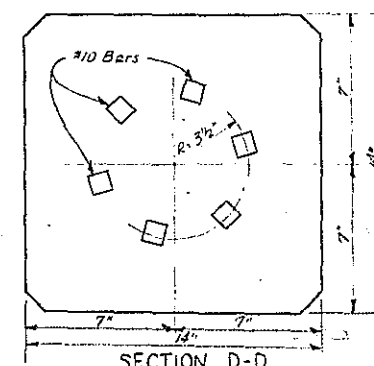
SECTION C-C



SECTION B-B



SECTION A-A



SECTION D-D

ARTICLE 2- MATERIAL

1. a) Name of manufacturer
Grand Prestressed Corp.
Deer Park, Long Island, New York
- b) Description of Casting Bed
3 sided Steel Ann Form
1 Bed 225 ft long
2 Line Piles in Bed = 450 max. casting length
Concrete from Clearview Concrete Pipe Corp.
Deer Park, L I Casting Site.
Plant Automated Central Batching
Plant has 2 Mixers, Eric Strayer and
Proschak Rotary Mixer
Concrete Transported to Casting Bed
By Agitation Trucks (7 cu yds)
Curing (Live Steam)
2. HANDLING: Piles to be Removed from Forms
at Lifting Points by Travel Lift Fork Lift,
or Wide Beam Spreader.
IT IS THE SOLE RESPONSIBILITY OF
CONTRACTOR TO TRANSPORT PILES TO JOB SITE
By pole trailer trucks - Shimmed & Blocker Properly -
Max length pile to be Pilot Produced 90' 0"
3. PRESTRESSING STRAND To be 1/2" 270K strand
By Colorado Fuel and Iron per ASTM A-416
Initial force 28.9K
4. LOAD STRAIN CURVE To be supplied by C.F.I.
showing breaking strength, elongation and
all necessary data prior to any tensioning

CONCRETE DATA

1. PROPOSED DESIGN MIX:
- | | | |
|---|---------|------------------|
| Cement (75 sacks) | Type 5 | 725 #/cy (M&P+A) |
| Sand | | 1050 #/cy |
| 1" Crushed Stone | | 2050 #/cy |
| Water | | 240 #/cy |
| Plastiment 21 | 02/sack | 16 #/cy |
| Ska A.E.R. Ska | 02/sack | 4 #/cy |
| Slump | 3"-4" | 4.57 02/cy |
| Concrete mixed - Central Plant | | |
| Transported to casting bed by agitator trucks | | |
| Turnover 40 cy/min | | |
2. CURING (Live Steam)
- 1) Precast for minimum strength
 - 2) Approximately 5 1/2 hr. no steam
 - 3) 2 to 2 1/2 hours temperature rise to 140°F - 150°F
 - 4) Approximately 10 hour, at 140°F to 160°F
3. Minimum time for remaining for is 12 hrs. or when cylinder breaks at 4200 ps.

CONCRETE CYLINDER TESTING MACHINE

Testing machine shall have certificate of calibration within 6 months of casting

STEEL DATA

1. Bar reinforcement Capital Steel ASTM A-5 (M17)
2. Prestressing Steel ASTM A-416
3. W6.25 Pile Tip A36

CONCRETE CURING

1. Tensioning and Transfer
 a. Tensioning shall be performed with a single strand jack with initial force of 3000 lbs. (Start for elongation)
 b. Burning of strands about a vertical axis through the center of gravity of strand pattern.
 c. The center of the tensioning gage press will be at elevation at the place of manufacture of the units shall be submitted to the inspector.
 d. Casting date to be stencilled to the side of the pile.
 A.e. The burning of the strands shall be done in the sequence 1-2-3-4-5-6-7-8 shown in section B-B. The two vertical strand piles at the outermost ends of the casting beds are cut simultaneously. Then the remaining intermediate cuts are done randomly.
- | | |
|--|---------------------------|
| | NEW YORK STATE DEPARTMENT |
|--|---------------------------|

FED. AID REC. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-BRF - 371(8)	26F3	33
SOUTH BAY BRIDGE				
S.H. 913 - WHITEHALL DRESDEN ROUTE 22				
WASHINGTON COUNTY				

CONCRETE STRENGTH

- 1) 1000 PSI at transfer- 5000 PSI at 28 days.
- 2 Strength Requirements
 - a) A minimum of 18 concrete test cylinders per casting bed length shall be cast.
- 3 Four copies of concrete cylinders, test reports and computations; verification requirements shall be submitted to the inspector.

ESTIMATED & ORDERED LENGTHS (From B. 1000 ft)

~~OMITTING~~
~~Ind. 1 - 10' 0"~~
~~Pier 3 - 40' 0"~~
~~Bar 4 - 10' 0"~~
~~Pier 5 - 115' 0"~~

TOLERANCES:

1. Pile Ends Plan & perpendicular to longitudinal axis of pile - max deviation 8" per foot transversely
2. Maximum Sweep
- | |
|------------------------|
| 18" in 10' any portion |
| 36" in 40' any portion |
| 72" casting length |
| 26' 0" |

ESTIMATED & ORDERED LENGTHS

	<u>Initial Pass</u>	<u>All On Pass</u>
Pier 1 - $115^{\circ}0'$	$\begin{pmatrix} 10.0^{\circ} & 90^{\circ}0' \\ 14.0^{\circ} & 70^{\circ}0' \\ 2.0^{\circ} & 70^{\circ}0' \end{pmatrix}$	$\begin{pmatrix} 10.0^{\circ} & 25^{\circ}0' \\ 14.0^{\circ} & 25^{\circ}0' \\ 2.0^{\circ} & 25^{\circ}0' \end{pmatrix}$
Pier 2 - $140^{\circ}0'$	$16 @ 70^{\circ}0'$	$16 @ 70^{\circ}0'$
Pier 3 - $140^{\circ}0'$	$16 @ 70^{\circ}0'$	$16 @ 70^{\circ}0'$
Pier 4 - $115^{\circ}0'$	$16 @ 70^{\circ}0'$	$16 @ 45^{\circ}0'$
Pier 5 - $115^{\circ}0'$	$16 @ 70^{\circ}0'$	$16 @ 45^{\circ}0'$

* The total specified pay length for these piles is 115'-0".

FIN. 3.2 CARC 72 1

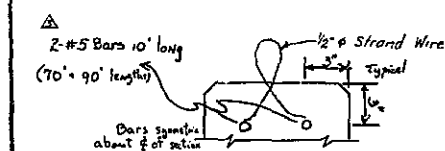
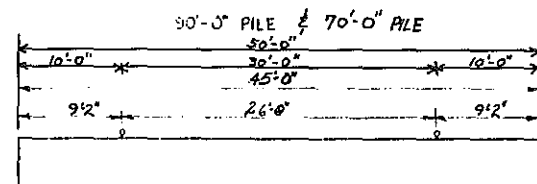
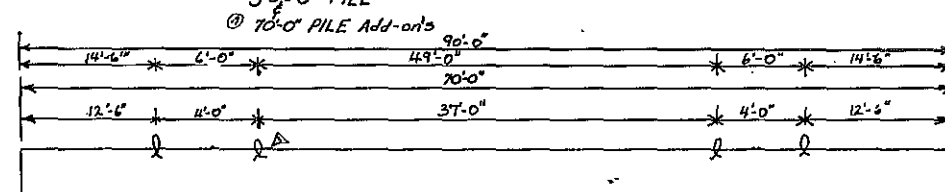
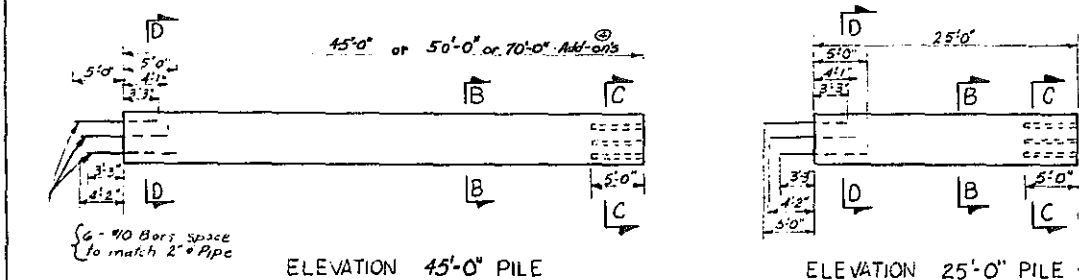
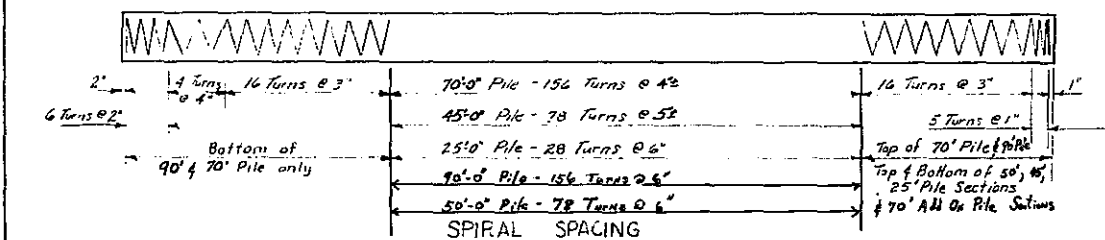
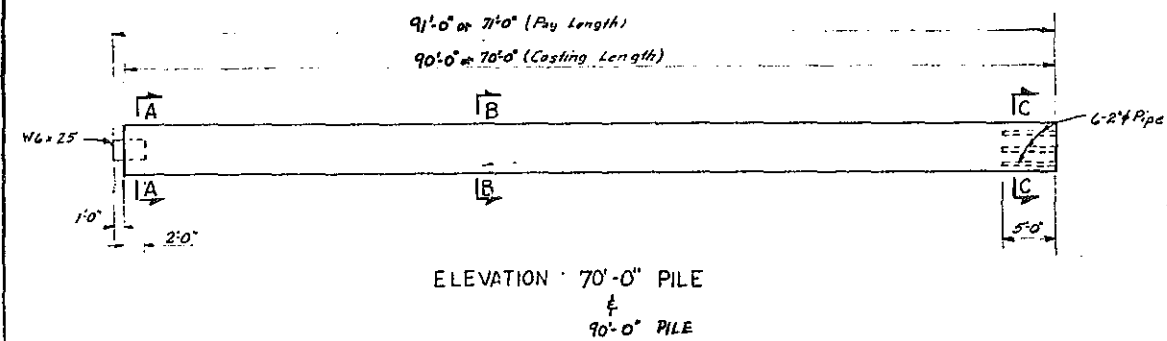
CONFIDENTIAL THOMSON & PERRY INC

FOOT OF MUNRO ST.

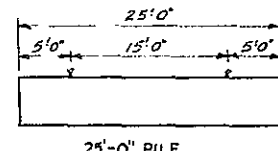
TROY, N.Y.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION					
REVISIONS		GRAND PRESTRESSED CORR DEER PARK, LONG ISLAND, N.Y.			
NO	DATE	DESCRIPTION			
1	11/20/72	Pile Lengths			
2	11/20/72	Per Pile Lengths			
A	11/21/72				
		SOUTH BAY BRIDGE			
		WHITEHALL - DRESDEN			
		PRESTRESSED PILE DETAILS			
		ITEM 85Y			
	DRAWN	C.S.	SCALE	No Scale	DATE 9/27/72
	CHECKED	J.E.	DWG NO		
	APPROVED	J.R.		1 of 1	

APPROVED
NOV 16 1972
R. N. Kamp
R. N. KAMP
Deputy Chief Engineer (Structures)

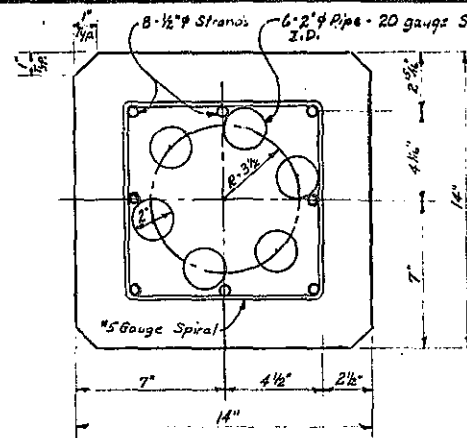
PARTIAL SECTION AT
PICK-UP POINTS

Note:
Adequacy & Location of
Lifting Devices is
Contractor's responsibility

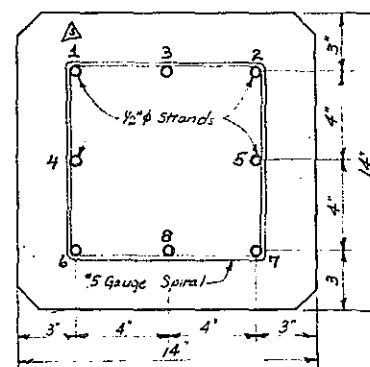


PICK-UP POINTS

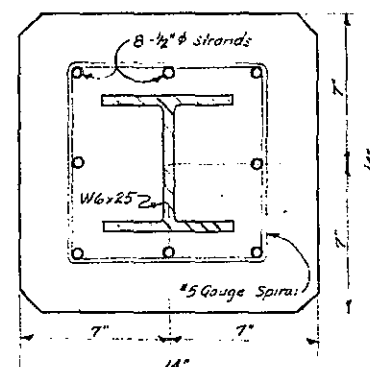
© This Sheet voids Sheet
Number 26F3.



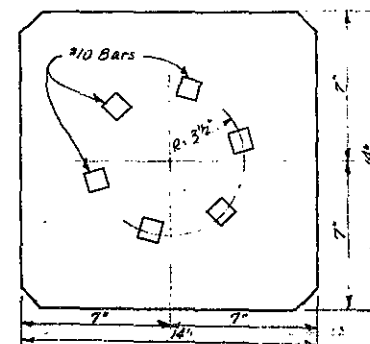
SECTION C-C



SECTION B-B



SECTION A-A



SECTION D-D

ARTICLE 2- MATERIAL

- Name of manufacturer
Grand Prestressed Corp.
Deer Park, Long Island, New York
- Description of Casting Bed
3 sided Steel Pan Form
1 Bed 22.5 ft long
2 Line Piles in bed: 450 max. casting length
Concrete from ClearView Concrete Pipe Corp.
Deer Park, L.I. & Casting Site.
Plant Automated Central Batching
Plant has 2 Mixers - Eric Strayer and
Praschak Rotary Mixer
Concrete Transported to Casting Bed
By Agitation Trucks (7 ctyds)
Curing: (Live Steam)
- HANDLING: Piles to be Removed from Forms
at Lifting Points by Travel Lift, Fork Lift,
or Wide Beam Spreader.
IT IS THE SOLE RESPONSIBILITY OF
CONTRACTOR TO TRANSPORT PILES TO JOB SITE.
By pole trailer trucks - Shimmed & Blocked Properly.
Max length Pile to be Piled Produced 90'-0"
- PRESTRESSING STRAND: To be 1/2" 270k strand
By Colorado Fuel and Iron per ASTM A-416
Initial Force 28.9K
- LOAD STRAIN CURVE: To be supplied by C.F.I.
showing breaking strength, elongation and
all necessary data prior to any tensioning

CONCRETE DATA

1. PROPOSED DESIGN MIX:

Cement (7.5 sacks) Type 5 705#/cy (MEGUSA)
Sand 1050#/cy
Crushed Stone 2050#/cy
Water 240#/cy
Posttension 2.1 02/sack 16 #02/cy
Silo A. E. 06 02/sack 4 1/2 #02/cy
Slump 3"-4"
Concrete mixed in Central Plant Turbine 4cyd Mixers
Transported to casting bed by agitator trucks

2. CURING (Live Steam)

- Preset for maximum strength
- Approximately 3 1/2 hrs. no steam
- 2 to 2 1/2 hours temperature rise to 140°F - 160°F
- Approximately 10 hours at 140°F to 160°F

- Minimum time for removing forms
18 hrs. or when cylinder breaks at 4,000 psi.

CONCRETE CYLINDER TESTING MACHINE

Testing machine shall have certificate of
calibration within 6 months of casting.

STEEL DATA

- Bar reinforcement Capital Steel ASTM A15 (M17)
- Prestressing Steel ASTM A-416
- W6x25 Pile Tip A36

CONCRETE CURING

- Tensioning and Transfer
Tensioning shall be performed with a single strand
jack with initial force of 3000 lbs. (Start for elongation)
- Burning of strands about a vertical axis through the
center of gravity of strand pattern.
- Four copies of the recorded gauge pressure at elongation
at the place of manufacture of the units shall be
submitted to the inspector
- Casting date to be stencilled to the side
of the pile.
- The burning of the strands shall be done in the sequence 1-2-3-4-5-6-7-8
shown in section B-B. The two vertical strand planes at the outermost ends of
the casting beds are cut simult-
aneously. Then the remaining
intermediate cuts are done radially.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-BRF-371(8)	26F4	33

SOUTH BAY BRIDGE
S.H. 913 - WHITEHALL DRESSDEN ROUTE 22
WASHINGTON COUNTY

CONCRETE STRENGTH

- 4000 PSI at transfer - 5000 PSI at
28 days
- Strength Requirements
a. Minimum of 18 concrete test cylinders
per casting bed length shall be cast.
Four copies of concrete cylinders, test
reports and computation. Verifying
requirements shall be submitted to
the inspector.

ESTIMATED & ORDERED LENGTHS

	Initial Pile	Final Pile
Pier 1 - 115'-0"	10 @ 90'-0" 4 @ 70'-0" 2 @ 50'-0"	10 @ 90'-0" 4 @ 70'-0" 2 @ 50'-0"
Pier 2 - 140'-0"	16 @ 70'-0"	16 @ 70'-0"
Pier 3 - 140'-0"	16 @ 70'-0"	16 @ 70'-0"
Pier 4 - 115'-0"	16 @ 70'-0"	16 @ 45'-0"
Pier 5 - 115'-0"	16 @ 70'-0"	16 @ 45'-0"

TOLERANCES:

- Pile Ends Plan & perpendicular to
longitudinal axis of pile - max deviation
1/8" per foot transversely
- Maximum sweep 1/8" in 10'-0" any portion
1/8" in 60'-0" any portion
1/2" casting length
20'-0"

ESTIMATED & ORDERED LENGTHS

	Initial Pile	Final Pile
Pier 1 - 115'-0"	10 @ 90'-0" 4 @ 70'-0" 2 @ 50'-0"	10 @ 90'-0" 4 @ 70'-0" 2 @ 50'-0"
Pier 2 - 140'-0"	16 @ 70'-0"	16 @ 70'-0"
Pier 3 - 140'-0"	16 @ 70'-0"	16 @ 70'-0"
Pier 4 - 115'-0"	16 @ 70'-0"	16 @ 45'-0"
Pier 5 - 115'-0"	16 @ 70'-0"	16 @ 45'-0"

* The total specified pay length for these
piles is 115'-0".

PIN. 113.0 FARC 72-1

CONTRACTOR - THOMSON & PERRY INC

FOOT OF MONROE ST.

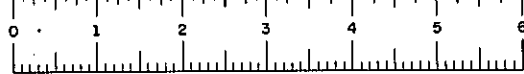
TROY, N.Y.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

REVISIONS		GRAND PRESTRESSED CORP. DEER PARK, LONG ISLAND, N.Y.	
NO.	DATE	DESCRIPTION	
1	11/1/72	Pile Lengths	SOUTH BAY BRIDGE
2	11/1/72	Rev. Pile Lengths	WHITEHALL - DRESSDEN
3	11/1/72	Rev. Pile Lengths	PRESTRESSED PILE DETAILS
4	11/1/72	Rev. Pile Lengths	ITEM 85Y
		DRAWN C.S.	SCALE No Scale
		CHECKED J.B.	DATE 9/27/72
		APPROVED J.B.	DWS NO
			1 of 1

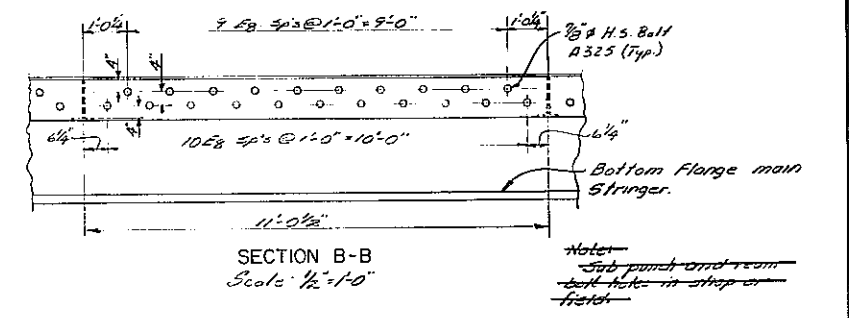
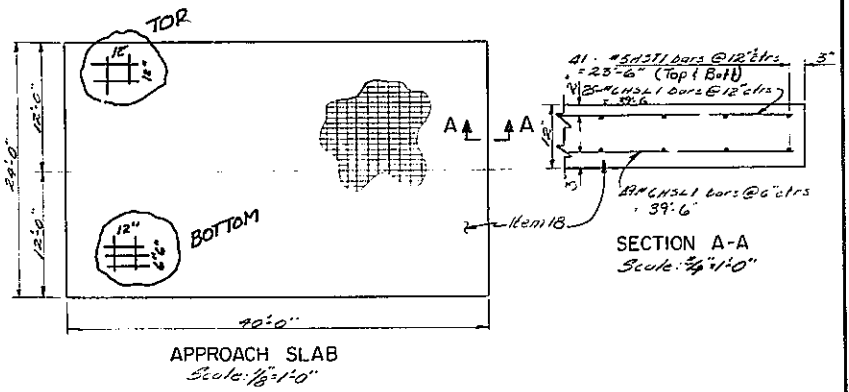
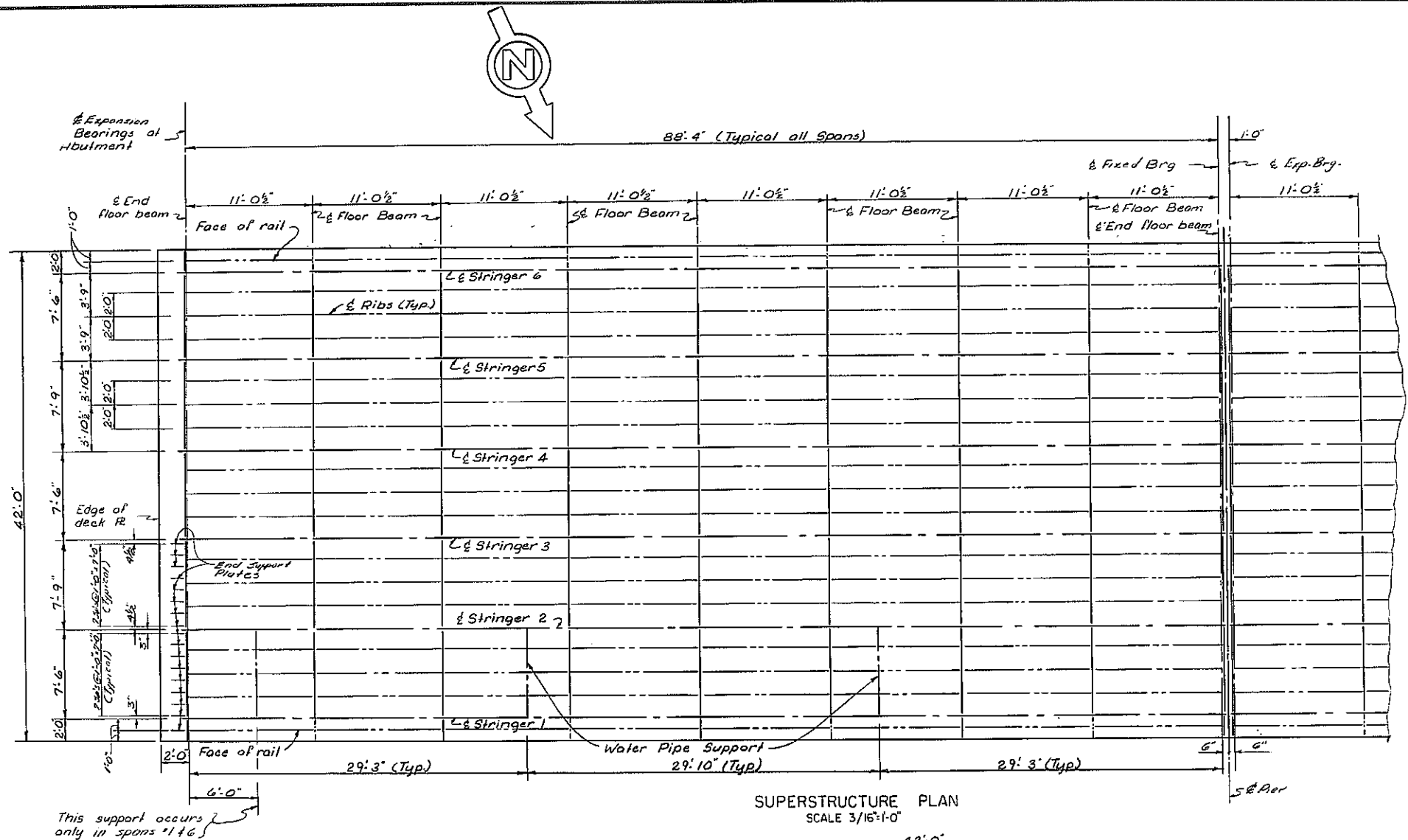
REAPPROVED
NOV 30 1972
R. N. KAMP
R. N. KAMP
Deputy Chief Engineer (Structures)

APPROVED
NOV 16 1972
R. N. KAMP
R. N. KAMP
Deputy Chief Engineer (Structures)



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	F-BRF-371 (S)	27A	33

SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY



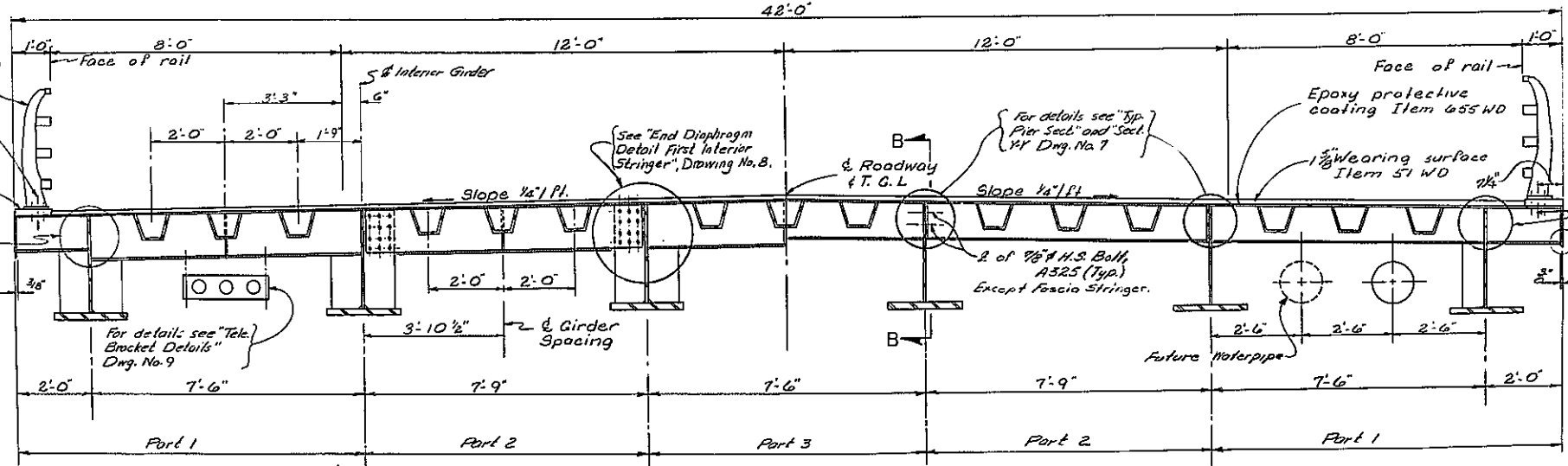
This support occurs only in spans #1 & 6

Steel Bridge Railing (4 Rail)
Item 575-4W (Typical)

Railing Anchorage
See Detail Dwg #10

Epoxy Grout Pad Item 237A

For details see "Typ. Abut. Sect." and "Sect. 2-X" Dwg. No. 7



PROJECT ENGINEER John A. Kozmer
IN CHARGE OF Neil Kozler
DESIGNED BY John A. Kozmer
DESIGN CHECKED BY Neil Kozler
DETAILED BY Paul C. Kozmer
DETAIL CHECKED BY John A. Kozmer

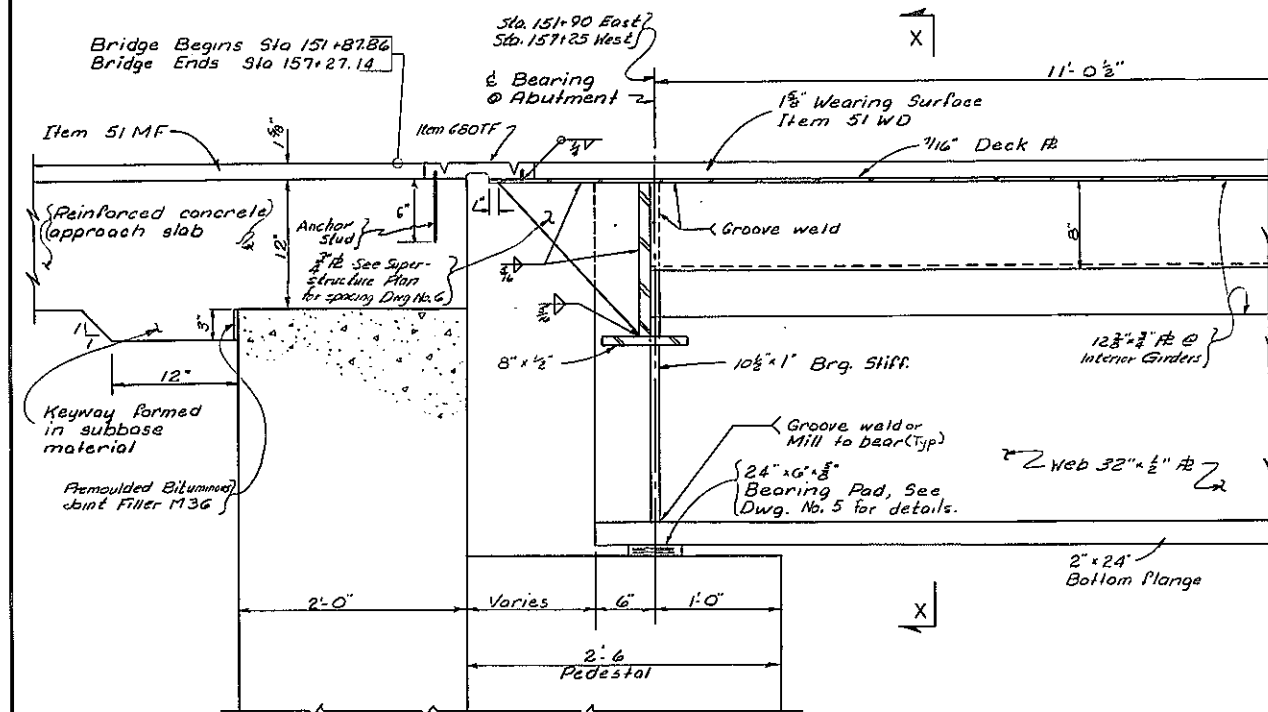
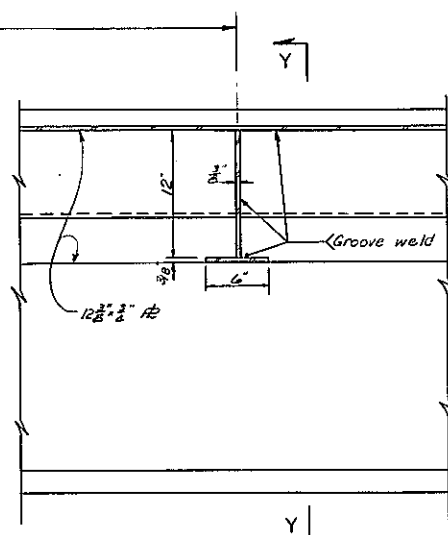
REVISIONS

P.I.N. 1119.00

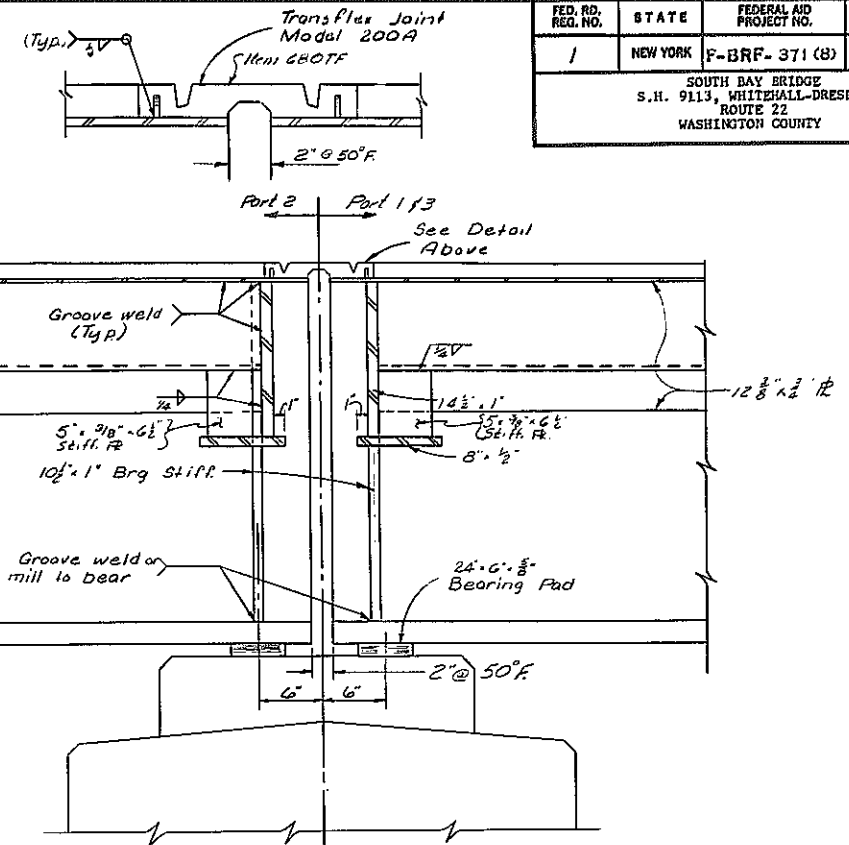
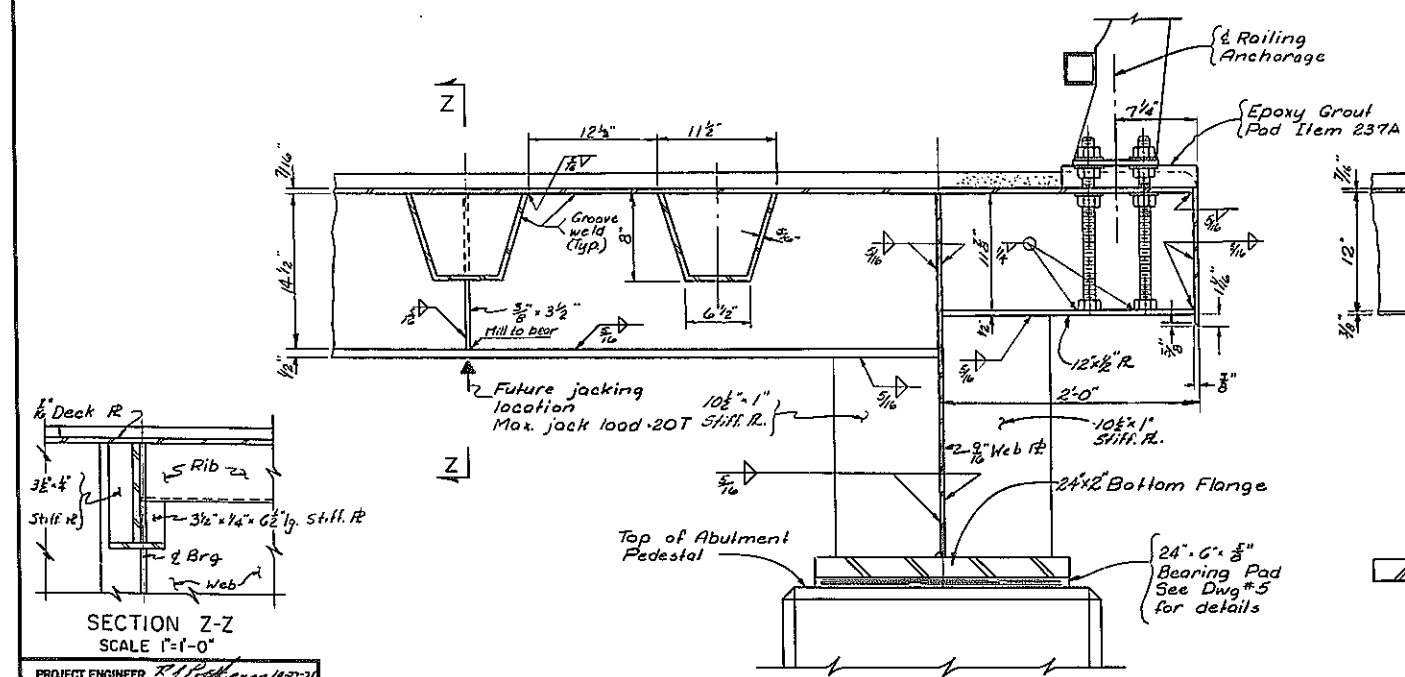
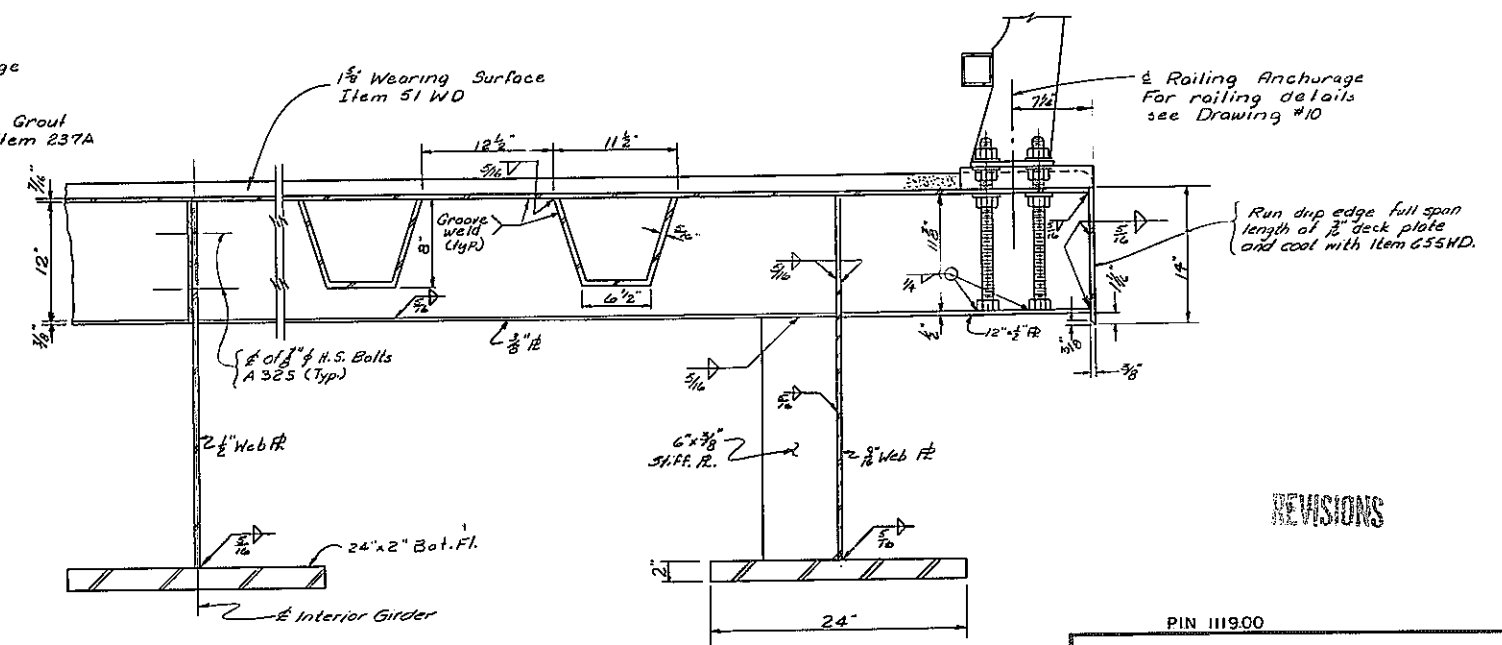
SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY

SUPERSTRUCTURE
APPROACH SLAB AND TRANSVERSE SECTION
DRAWING NO. 6 OF 12

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	F-BRF-371 (8)	288	33
SOUTH BAY BRIDGE S.H. 9113, WHITEHALL-DRESDEN ROUTE 22 WASHINGTON COUNTY				

ABUTMENT SECTION
(Part 2 only)

INTERMEDIATE FLOOR BEAM DETAIL

LONGITUDINAL SECTION
SCALE 1 1/2" = 1'-0"TYPICAL PIER SECTION
Part 2 Part 1 f3Note: All groove welds to be
90° min. penetration.SECTION X-X
SCALE 1 1/2" = 1'-0"SECTION Y-Y
SCALE 1 1/2" = 1'-0"

REVISIONS

PIN 1119.00

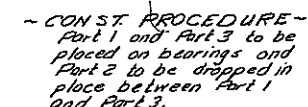
SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY

SUPERSTRUCTURE

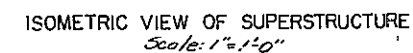
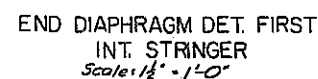
DRAWING NO. 7 OF 12

PROJECT ENGINEER: *R. J. [Signature]*
 IN CHARGE OF: *Neil Kozmer*
 DESIGNED BY: *Neil Kozmer*
 DESIGN CHECKED BY: *Neil Kozmer*
 DETAILED BY: *Paul C. Kozmer*
 DETAIL CHECKED BY: *Neil Kozmer*

SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY



FASCIA STRINGER	1.06"	1.72" ↑
INTERIOR STRINGER	1.16"	1.82" ↑

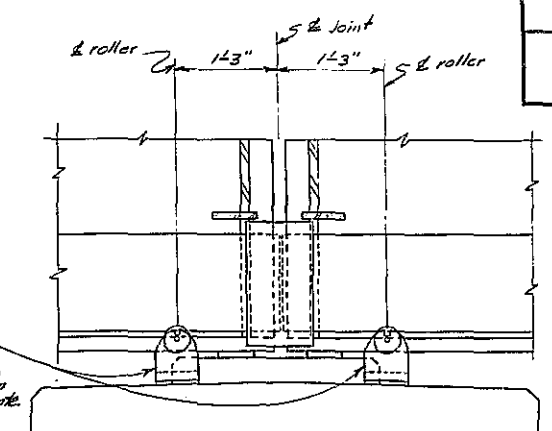
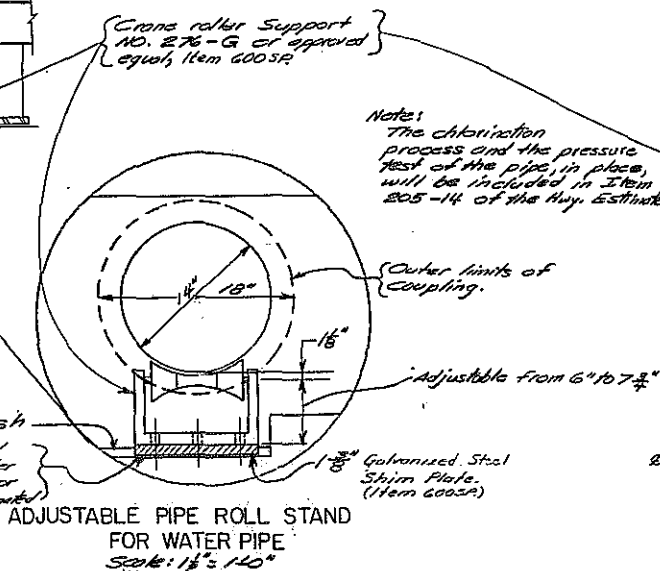
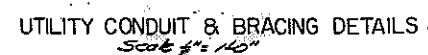
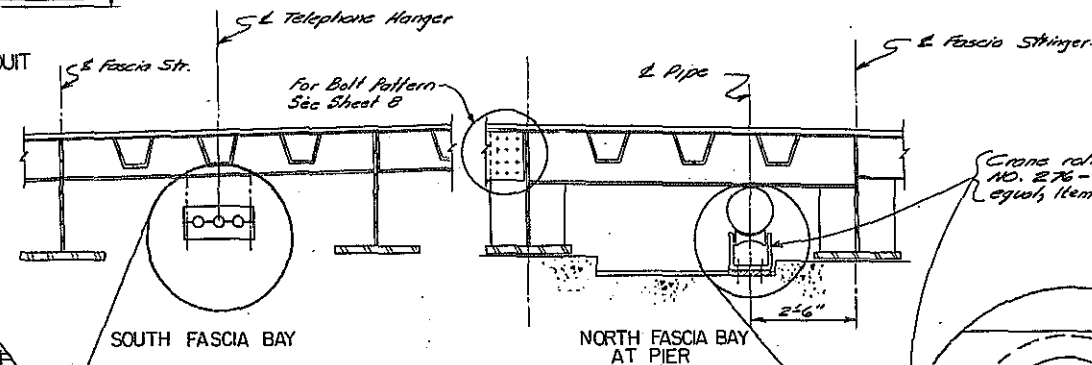
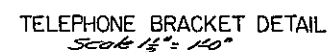
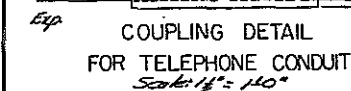


SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY

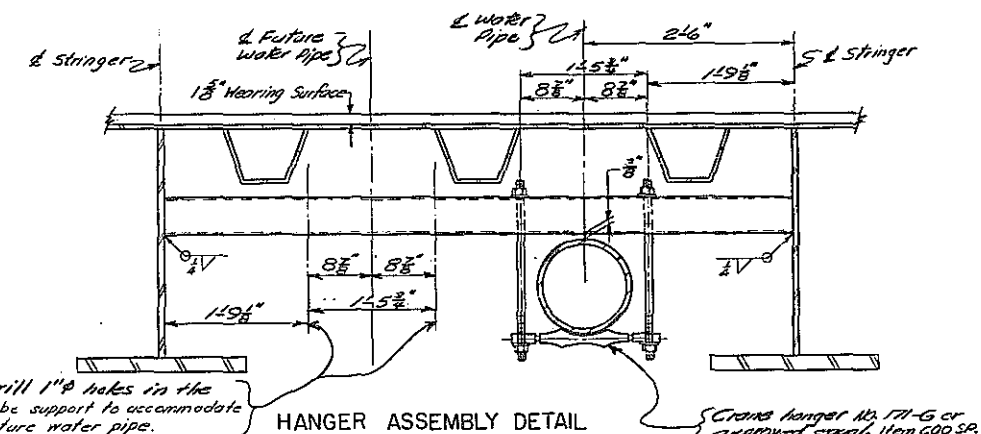
DRAWING NO. 8 OF 12

STAFFED CONTROLS INFORMATION

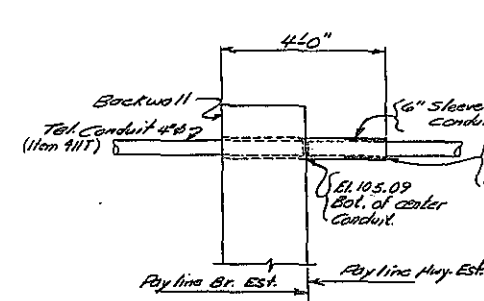
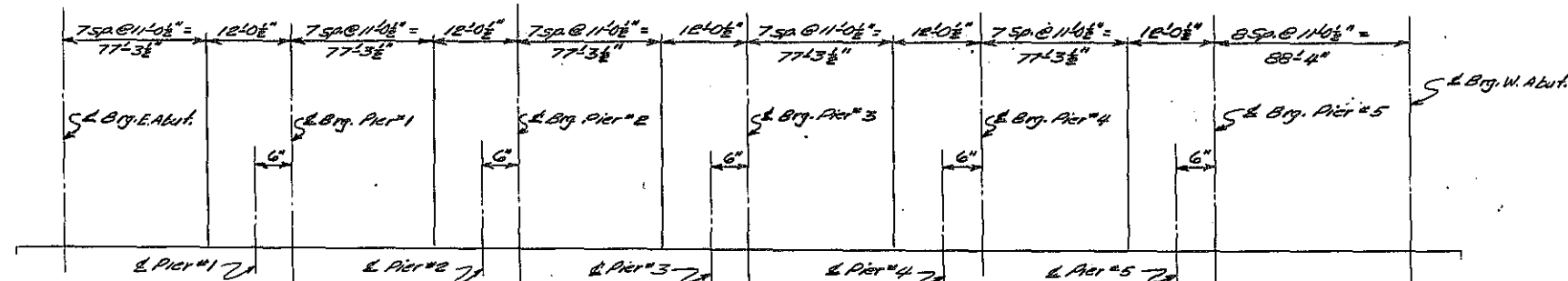
SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY



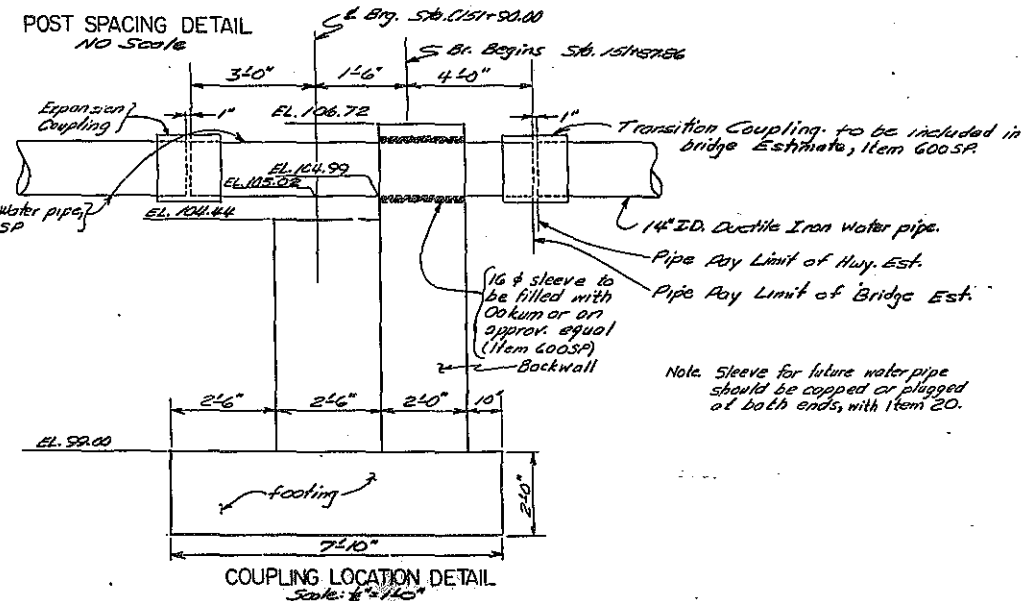
ROLLER ASSEMBLY
AT PIER
Scale = 1/4"



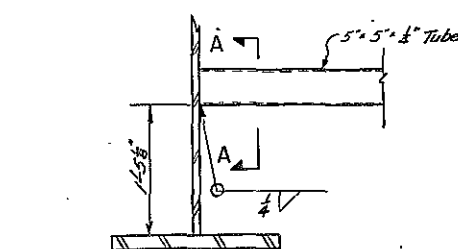
HANGER ASSEMBLY DETAIL
Scale: 1" = 140"



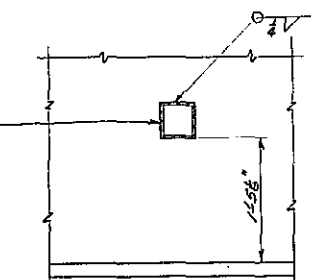
SLEEVE AT BACKWALL
FOR TELEPHONE CONDUIT
Scale: $\frac{1}{8}'' = 1'-0''$



COUPLING LOCATION DETAIL
Scale: 1" = 140"



ELEVATION OF HANGER BRACING
Scale: 1" = 1'-0"



SECTION A-A

PROJECT ENGINEER R. P. Roth 12371
IN CHARGE OF Neil Karlo
DESIGNED BY Wm. J. Windham
DESIGN CHECKED BY Neil Karlo
DETAILED BY R. S. Gumpert
DETAIL CHECKED BY Wm. J. Windham

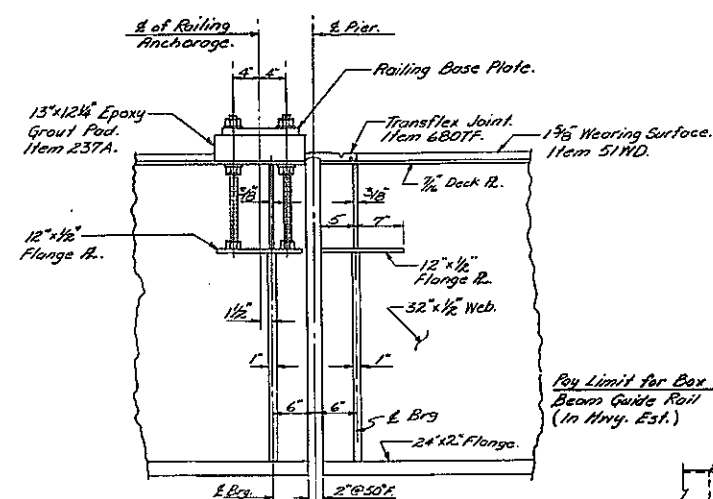
P.I.N. 111900

SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY

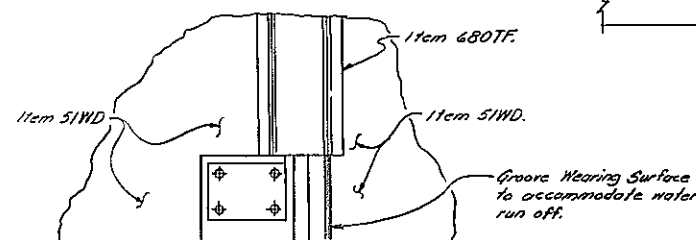
WATER AND TELEPHONE CONDUIT DETAILS

DRAWING NO. 9 OF 12

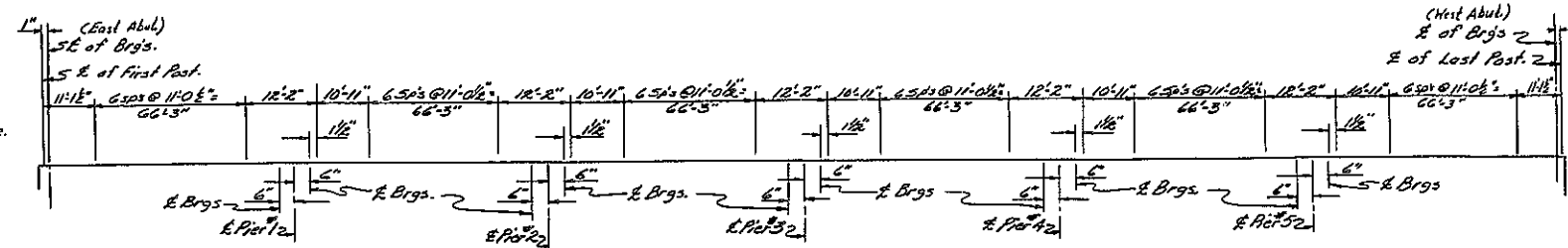
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	F-BRF-371 (8)	30F1	33
SOUTH BAY BRIDGE S.H. 9113, WHITEHALL - DRESDEN ROUTE 22 WASHINGTON COUNTY				



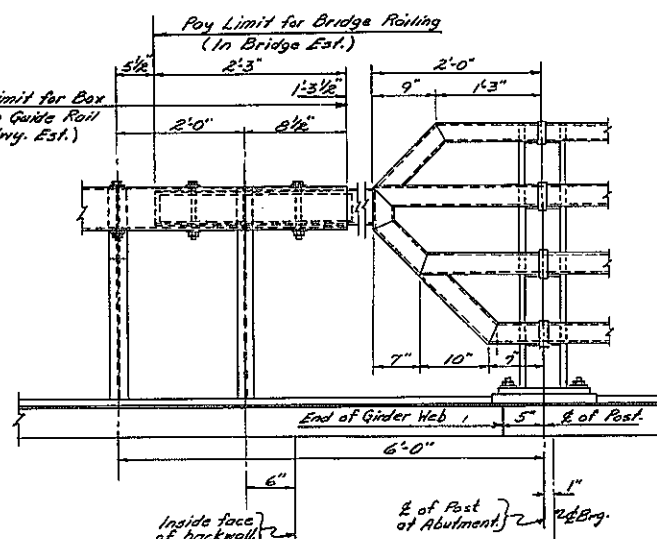
ELEVATION OF RAILING ANCHORAGE
AT PIER
Scale: 1"=1'-0"



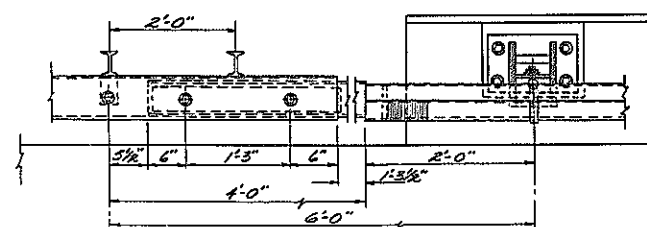
PLAN OF RAILING ANCHORAGE
AT PIER
Scale: 1"=1'-0"



RAILING LAYOUT
Scale: None



RAILING ELEVATION AT ABUT.
Scale: None



RAILING PLAN AT ABUT.
Scale: None

CHANGE IN QUANTITIES					
ITEM	DESCRIPTION	UNIT	INCREASE	DECREASE	NET CHGE
680TF	Transflex Expansion Joint	L.F.	0	10	-10

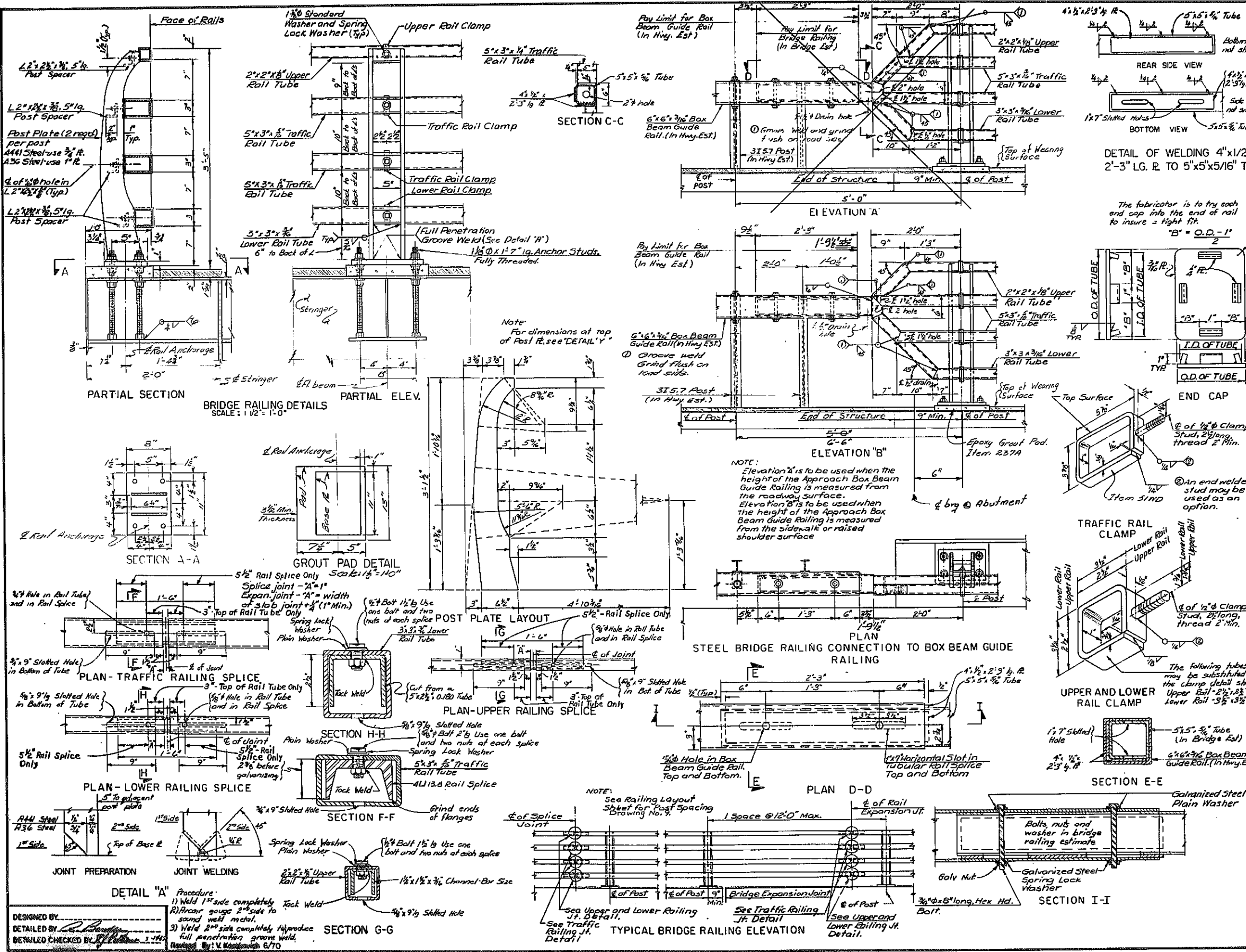
PROJECT ENGINEER: *R.S. K... 1-4-73*
 IN CHARGE OF: *A.J. W... 1-4-73*
 DESIGNED BY: _____
 DESIGN CHECKED BY: _____
 DETAILED BY: *S.M. W... 1-3-73*
 DETAIL CHECKED BY: *A.J. W... 1-4-73*

APPROVED
 JAN 5 1973
R.S. K...
 R.S. K...
 Civil Engineer

NOTE: This sheet does not supersede sheet 30, it is a supplement to sheet 30.

SOUTH BAY BRIDGE
 S.H. 9113, WHITEHALL - DRESDEN
 ROUTE 22
 WASHINGTON COUNTY
 RAILING DETAILS

DRAWING NO. OF



Notes:
 All railing is to be fabricated and erected so that the rails are parallel to each other and to the top of wearing surface and so that the posts are truly vertical.
 All Traffic Rail Tubes are to be 5/16\"

The Base Plates shall be perpendicular to the posts unless otherwise noted. When the railing is to be placed on a prepared surface the Base Plates may be parallel to the grade or may be perpendicular to the post and made level by the use of beveled shims.
 Tubular steel rails, rail clamp assemblies including studs, nuts and washers, posts, post spacers, base plates, rail end caps, railing splices and any necessary shims and aluminum caulking compound shall be paid for under the railing item.

Anchor studs, nuts and washers and anchor plates shall be paid for under the railing item. After the anchor stud nuts have been placed and tightened to the satisfaction of the Engineer, the studs shall be cut off 1/8 inch above the nut and peened.
 Rails shall span a minimum of 2 posts.

Materials used in the manufacture of this railing shall conform to the requirements and/or specifications listed below:
 Rail Tubes - ASTM Designation A500 Grade 3 or A501.
 Rail Clamps - ASTM Designation A36.
 Clamp Studs, Nuts and Washers - ASTM Designation A307.
 Rail End Caps - ASTM Designation A36.
 Channel Rail Splices - ASTM Designation A36.
 Tubular Rail Splices - ASTM Designation A500 Grade 3 or A501.
 Splice Plates - ASTM Designation A36.
 1/4\"

Galvanized Railing - All components of the railing including anchor studs, nuts, and washers shall be galvanized in accordance with Material Specification M19. Anchor studs shall have a Class 2A thread fit prior to galvanizing. The cut portion of the anchor studs shall be given one field coat of dull Orange Primer and two field coats of Ready-Mixed Aluminum Paint conforming to the requirements of Material Specifications M18CA and M18J in that order.
 All bolts shall have a Class 2A thread fit prior to galvanizing.
 Grind all edges of Post Plates and Base Plates so that all sharp edges are removed.
 Railing post shall be erected to proper line and grade before epoxy pad is poured.

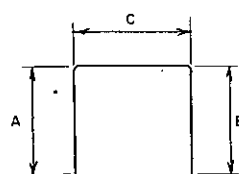
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	F-BRF-371(8)	31R1	33

SOUTH BAY BRIDGE
 S.H. 9113, WHITEHALL-DRESDEN
 ROUTE 22
 WASHINGTON COUNTY

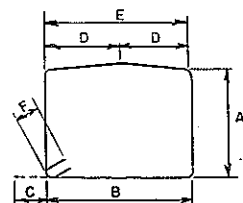
RIN 1119.00
 SOUTH BAY BRIDGE
 S.H. 9113, WHITEHALL-DRESDEN
 ROUTE 22
 WASHINGTON COUNTY

STEEL BRIDGE RAILING - FOUR RAIL

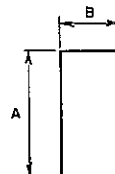
PIER NO. I THRU PIER NO. 5																	
MARK	SIZE	NO	LENGTH	TYPE	A	B	C	D	E	F	G	H	I	J	K	L	LOCATION
SPBH1	5	20	41'8"	STR.													Horiz. in Pier Beam
SPBS1	5	20	8'0"	IV	1'3"	5'6"	1'3"										Stirrups in Pier Beam End
SPBS2	5	150	19'2"	IX	3'8"	5'6"	5'6"	2'10"	5'6"	5'6"							Stirrups in Pier Beam
SPBL1	8	65	41'8"	STR.													Long. in Pier (Top)
SPBL1	9	15	44'8"	STR.													" " " (Bot)
SPRV1	5	140	2'10"	X	1'9"	4"											Vert. in Pier Beam under Pedestal
SPRV2	5	140	2'2"	X	1'11"	4"											" " " " " "
SPRV3	5	140	2'3"	X	2'1"	4"											" " " " " "
GPPS1	6	90	11'9"	IX	3'6"	2'11"	5'6"	5'6"									Horiz. in Pedestal
APPROACH SLAB																	
SHST1	5	164	23'6"	STR.													Trans in Approach slab Top & Bot
GHSL1	6	148	39'6"	STR.													Long. in Approach slab Top & Bot
ABUTMENTS																	
SAFL1	5	24	18'0"	STR.													Abut. Flg. Long. (T & B)
SAFT1	5	66	7'4"	STR.													" " Trans Top
GAFT1	6	116	7'4"	STR.													" " " Bot
SABH1	5	8	10'7"	XXIII	2'8"	6'1"	6'8"	1'10"	2'9"								Abut. Backwall Horiz. (F & R)
SABH2	5	8	26'3"	STR.													(F & R)
	3	4	27'3"														(F & R)
	4		28'0"														(R)
	5		29'0"														(F)
	6		29'9"														(R)
	7		29'9"														(F)
	8		29'9"														(F)
	9		29'6"														(R)
	10		29'0"														(F)
	11		27'6"														(F)
	12		27'0"														(R)
	13		26'0"	STR.													(F)
SABH14	5	8	9'7"	XXIII	1'3"	5'7"	6'7"	1'10"	3'0"								(F & R)
SABH15	5	8	24'2"	STR.													Abut. Backwall Horiz. (F & R)
SABH16	5	16	11'7"	IV	4'2"	3'6"	4'2"										Abut. Backwall Horiz. into Pedestal
SABV17	5	4	8'4"	STR.													Abut. Backwall Vert. (Front)
	17	4	8'4"														(R)
	18	8	8'4"														(F & R)
	19	4	7'0"														(R)
	20	4	6'3"														(F)
	21	4	4'0"														(F)
	22	8	3'6"														(F & R)
	23	4	5'3"														(R)
	24	20	7'5"														(F & R)
	25	20	7'4"														"
	26	20	7'3"														"
	27	20	7'2"														"
SABV28	5	20	7'1"	STR.													Abut. Backwall Vert. (F & R)
SABV1	5	112	2'10"	STR.													Abut. Flg. Down
	2	5	12	6'10"	"												" " "
	3	5	12	7'0"	"												" " "
SABV4	5	12	7'2"	"													" " "

[illegible]

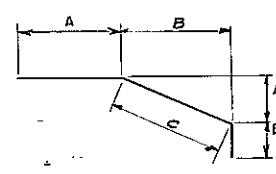
IV



IX



X



XIII

PROJECT ENGINEER R. L. Postman 10-27-71
IN CHARGE OF Neil Kuehn
DESIGNED BY _____
DESIGN CHECKED BY _____
DETAILED BY P. S. Geronzi
DETAIL CHECKED BY Wm. J. Winkler

REVISIONS

PLN 11900

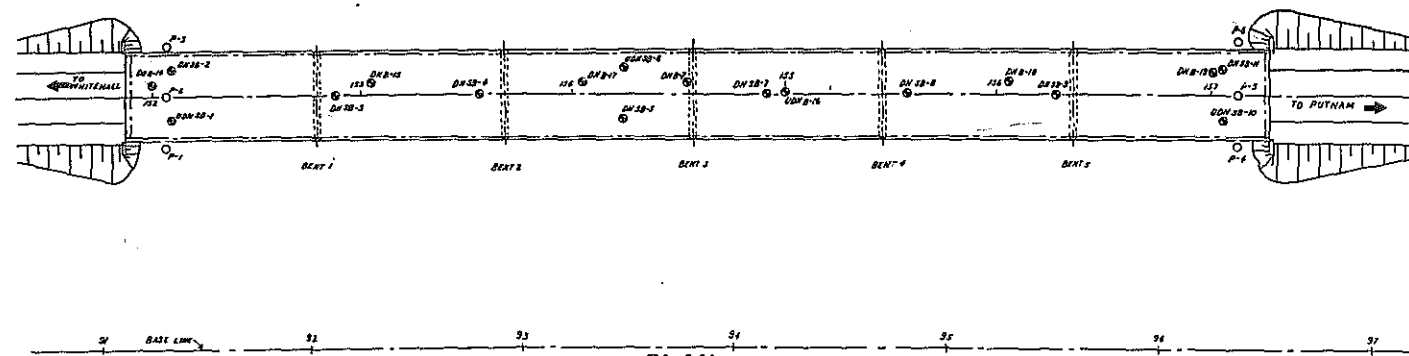
SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY
BAR LIST

BAR LIST

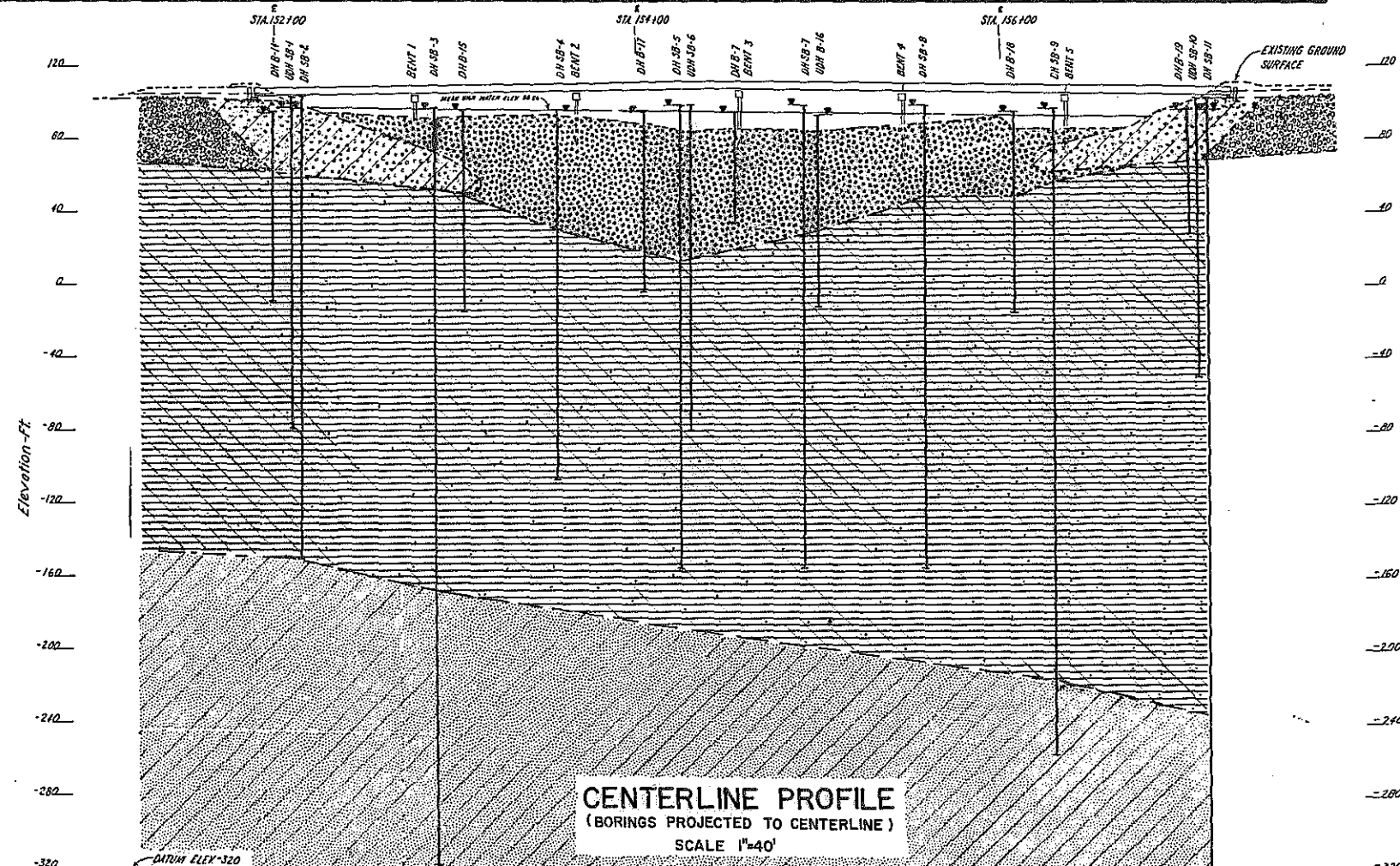
DRAWING NO. 11 OF 12



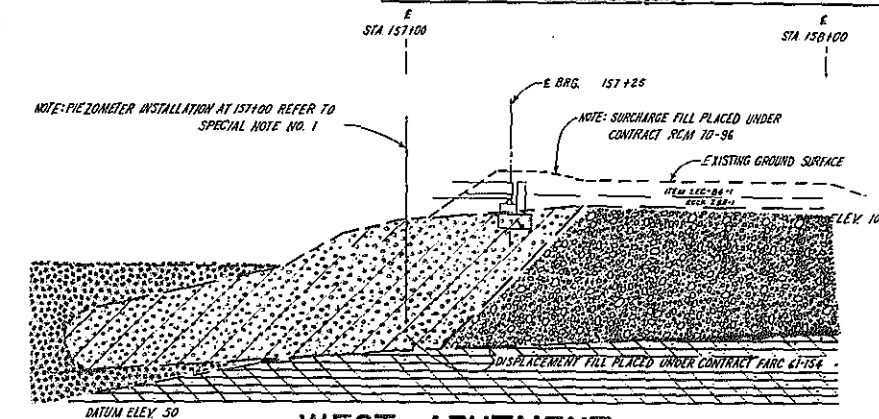
FED. RD. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	F-BRF-371 (8)	33	33
SOUTH BAY BRIDGE S.H. 9113, WHITEHALL - DRESDEN ROUTE 22 WASHINGTON COUNTY				



PLAN SCALE 1"=40'

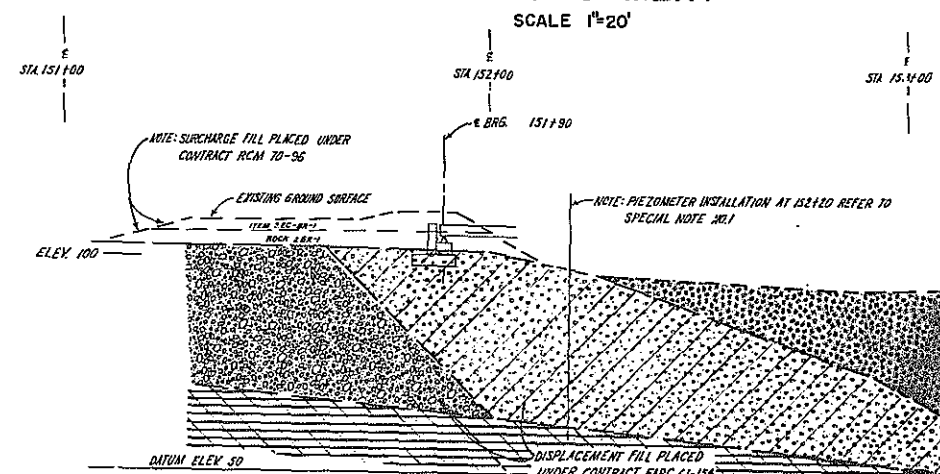


CENTERLINE PROFILE
(BORINGS PROJECTED TO CENTERLINE)
SCALE 1"=40'



WEST ABUTMENT

SCALE 1"=20'



EAST ABUTMENT

SCALE 1"=20'

SPECIAL NOTES

- 1) The attention of the Contractor is directed to the locations of piezometers as shown on this drawing. Extreme care must be exercised to avoid disturbing these piezometers during construction. Any damage to these piezometers will be the responsibility of the Contractor.
- 2) The subsurface explorations designated by the letter B were progressed prior to the placement of the displacement fill under Contract FARC 61-154. The SB series of explorations were completed after the fill was completed.

GENERAL NOTES

The subsurface explorations shown hereon and designated by the letter B were made between August 23, 1960 and March 23, 1962 by the Regional Soils Section. The explorations designated by the letter SB were made between January 31, 1966 and March 25, 1966 by Sprague and Henwood, Inc.

1) General Soil Strata descriptions and indicated boundaries are based on interpretation of all available subsurface information and may not necessarily show the actual variation in subsurface conditions between borings and samples.

2) The observed water levels and/or conditions indicated on the soil profiles are as recorded at the time of drilling. These water levels and/or conditions may vary considerably, with time, according to the prevailing climate, rainfall and other factors.

3) Sound engineering judgment was exercised in preparing the subsurface information presented hereon. This information was prepared and is intended for State design purposes only. Its presentation on the plans or elsewhere is for the purpose of providing others with access to the identical information available to the State. This information is presented in good faith but is not intended as a substitute for personal investigation, interpretations or judgment of the Contractor.

4) All structure details shown hereon are for illustrative purposes only and may not be indicative of the final design conditions shown in the contract plans.

LEGEND

The following tables summarize the descriptive information used on this profile.

Color
Br-Brown
Gr-Gray
DN-Refers to a Drill Hole
UDN-Refers to an Undisturbed Drill Hole

Amount of Component Material
Primary Component Capitalized
"and" 50% to 40% of secondary component
"some" 40% to 10% " " "
"trace" 10% to less " " "

Density (Non Plastic Soils)
Very Loose
Loose
Medium Compact
Compact
Very Compact

Consistency (Plastic Soils)
Very Soft
Soft
Firm
Stiff
Hard

Avg. No. of Blows per foot for 18 in. drop of 300 lb. hammer 2 in. O.D. Sampler
0-3
3-8
8-20
20-35
over 35

SYMBOLS

PIEZOMETER
UNDISTURBED DRILL HOLE
DRILL HOLE
OBSERVED WATER LEVEL
Very Soft Br & Gr SILT with some Clay and with a trace of Organic material & Sand
Mixtures of Very Soft to firm Gr. SILT with some Clay; Gr. SILT with a trace of Clay; Gr. Silt & Clay
Hard Gr. SILT with some Sand & with a trace of Clay
Rock Fill
Br & Gr. GRAVEL with some Sand & with a trace of Silt

DESIGN INFORMATION

PRELIMINARY STRUCTURE PLANS USED FOR ANALYSIS

PREPARED BY: BRIDGE

SUBDIVISION

SCALE 1"=20' DATE 4/26/71

PREPARED BY:

DRAWN BY:

CHECKED BY:

APPROVED

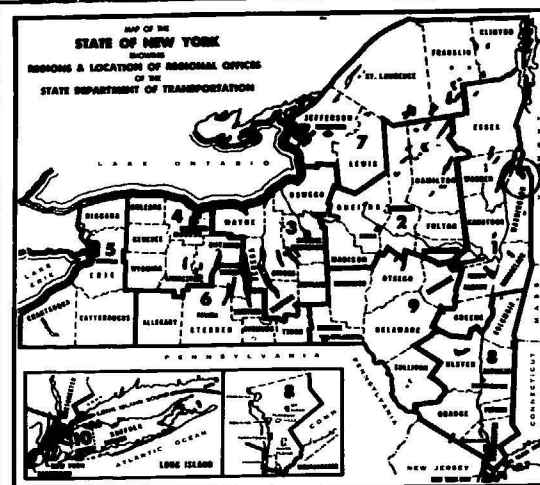
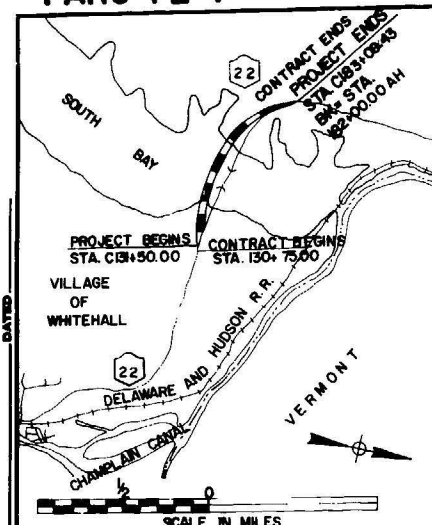
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
BUREAU OF SOIL MECHANICS

P.I.N. 1119-00-101

GENERAL SUBSURFACE PROFILE FOR
SOUTH BAY BRIDGE

APPROVED AUG. 9 1971
DIRECTOR

DISTRICT NO. 1
COUNTY WASHINGTON
DRAWING NO. 1 SM 1993



SITE OF WORK

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DESIGN AND CONSTRUCTION DIVISION

PLANS FOR RECONSTRUCTING WITH FEDERAL AID, A PORTION OF THE
WHITEHALL - DRESDEN CENTER, PART 1, S.H. No. 5578
Between Station C 130+75 and Station C 148+60, a length of 0.33 mile in the Village of Whitehall
AND THE
SOUTH BAY BRIDGE, S.H. No. 9113
Between Station C 148+60 and Station C 163+00, a length of 0.27 mile of which 0.16 mile is in the
Town of Whitehall and 0.11 mile is in the Town of Dresden

AND A PORTION OF THE
WHITEHALL - DRESDEN CENTER, PART 2, S.H. No. 5637 A
Between Station C 163+00 and Station C 183+09.40, a length of 0.38 mile in the Town of Dresden

A TOTAL LENGTH OF 0.98 MILE

33 SHEETS

F.A. PROJECT No. F-8RF-371 (8)

CONTRACT No. FARC 72-1

WASHINGTON COUNTY

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	F-8RF-371 (8)	1	33
S.H. 5578 WHITEHALL-DRESDEN CENTER PART 1				
S.H. 9113 SOUTH BAY BRIDGE				
S.H. 5637A WHITEHALL-DRESDEN CENTER PART 2				
WASHINGTON COUNTY				

TYPE OF CONSTRUCTION

Asphalt Concrete 0.97 Mile
Miscellaneous Work 0.01 Mile
Including
Bridge, S.H. 9113 over South Bay, 6 Span, Orthotropic,
539' Total Length

STANDARD SHEETS

67-1, 62-6, 68-7E5, 67-9H6, 63-10, 71-14A, 71-14S,
71-15, 67-19, 68-19A, 72-43A, 72-43B, 70-43C, 65-52B,
58-40

All work contemplated under this contract to be covered
by and in conformity with the specifications adopted
January 2, 1962 as amended by Addenda No. 1 thru
No. 51, except as modified on these plans and in the
Itemized Proposal.

NOTE

Wherever on these plans or in the
Proposal the "Old Items" listed below
appear, the "New Items" shall apply.

Old Item	New Item
2VJD	2VJE
11H6	11H6SB
32DH	32DI
51MF	51F
51MZ	51Z
78BZ	78E
800	801

APPROXIMATE LOCATION:

THIS CONTRACT BEGINS APPROXIMATELY 0.3 MILES
EAST OF THE SOUTH BAY OF LAKE CHAMPLAIN IN THE
VILLAGE OF WHITEHALL AND PROCEEDS WESTERLY SOUTH
OF RTE. 22 FOR 0.98± MILES ENDING AT A POINT 0.04±
MILES WEST OF COUNTY ROAD 7 IN THE TOWN OF DRESDEN.
ALL CONSTRUCTION IS IN WASHINGTON COUNTY.

MAINTENANCE AND PROTECTION OF TRAFFIC

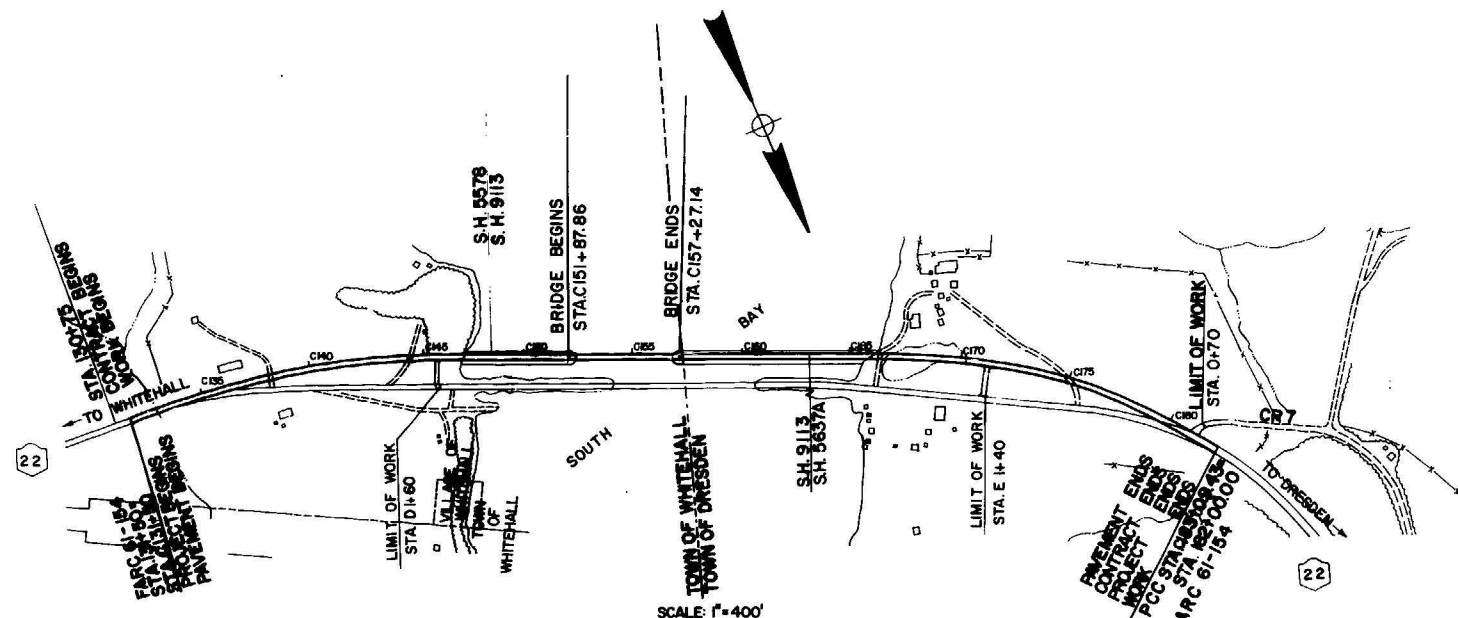
NO DETOURING OF TRAFFIC FROM THIS ROUTE IS CON-
TEMPLATED. MAINTENANCE AND PROTECTION OF TRAFFIC
SHALL BE COMPLIED WITH THROUGHOUT THE LENGTH AND
DURATION OF THIS CONTRACT UNDER PROVISIONS OF ITEM
76 (REQUIREMENT C).

DESIGN TRAFFIC DATA

DESIGN CLASS	R5M
ESTIMATED TRAFFIC	1992
D.H.	282
A.A.D.T.	3189

SPECIAL NOTE - INSURANCE COVERAGE

THE CONTRACTOR SHALL PROVIDE INSURANCE COVERAGE
FOR A DISTANCE OF 100' BEYOND THE ACTUAL CONSTRUCTION
DESIGNATED "CONTRACT BEGINS" AND/OR "CONTRACT ENDS"
AND 100' BEYOND THE "LIMIT OF WORK" OF ALL INTERSECTING
HIGHWAYS.



NOTE: INDEX ON SHEET NO. 2

APPROVED
BY *R.H. Edwards*
REGIONAL DESIGN ENGINEER

10/11/71
DATE

APPROVED
BY *R.H. Edwards*
ACTING REGIONAL CONSTRUCTION ENGINEER

10/11/71
DATE

APPROVED
BY *R.H. Edwards*
REGIONAL HIGHWAY MAINTENANCE ENGINEER

10/11/71
DATE

Capital Project Identification Nos. 1119.00.321
1119.00.322

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

Approved: *May 23, 1972*

JACK STERNBACH Deputy Chief Engineer (Construction)

Approved: *May 22, 1972*

B. N. KAMP Deputy Chief Engineer (Structures)

Approved: *May 22, 1972*

MALCOLM D. GRAHAM Deputy Chief Engineer (Facilities Design)

Approved: *May 23, 1972*

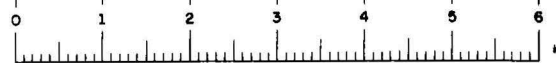
GEORGE W. McALPIN Chief Engineer

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

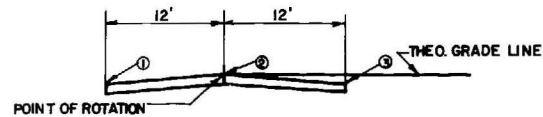
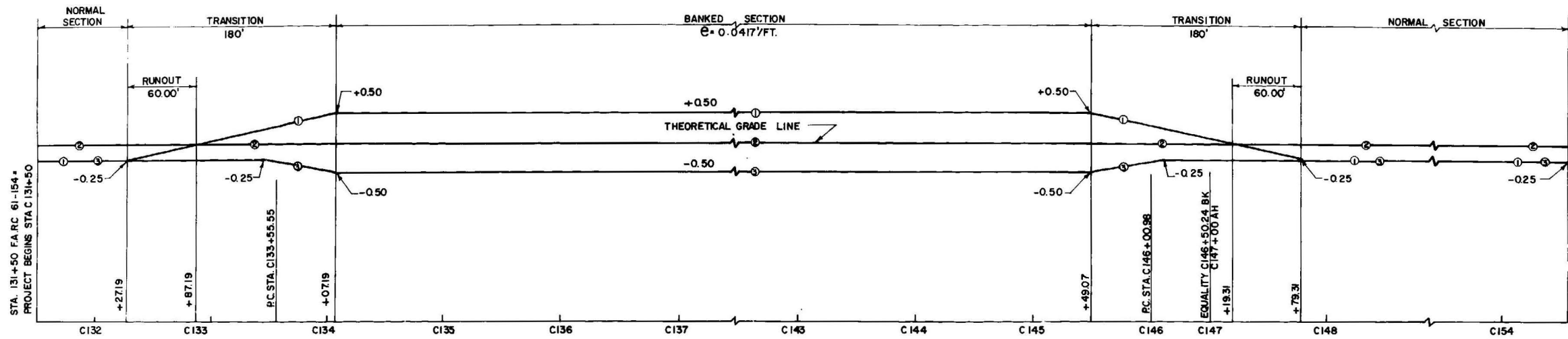
DIVISION ENGINEER DATE

Prepared pursuant to the Highway Law, and recommended
by *Frank J. Fuller*
REGIONAL DIRECTOR
10/11/71

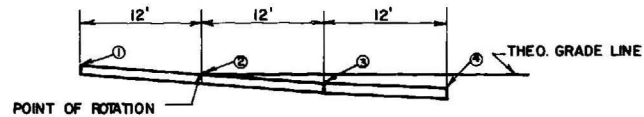


F.A.R.C. 72-1

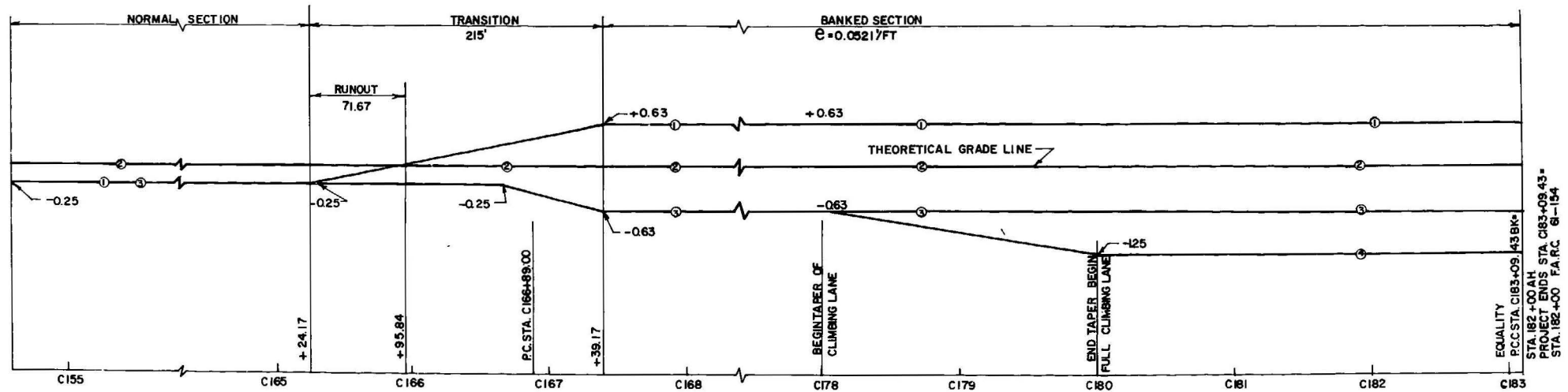
FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	F-BRF- 371 (8)	6	33
SH 5578 WHITEHALL - DRESDEN CENTER PART 1				
S.H. 9113 SOUTH BAY BRIDGE				
SH 5637A WHITEHALL - DRESDEN CENTER PART 2				
WASHINGTON COUNTY				



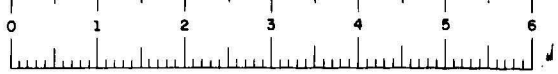
NORMAL SECTION



FULL SUPERELEVATION WITH CLIMBING LANE



SUPERELEVATION CHART



FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	F-BRF- 371 (8)	7	33
SH.5578 WHITEHALL - DRESDEN CENTER PART 1				
S.H.9113 SOUTH BAY BRIDGE				
S.H.5637A WHITEHALL - DRESDEN CENTER PART 2				
WASHINGTON COUNTY				

DESIGNED BY: *Ray H. Collins* DATED: *10/1/71* CHECKED BY: *P.W. Kuhn* DATED: *10/1/71* REVIEWED BY: *[Signature]* DATED: *10/1/71*

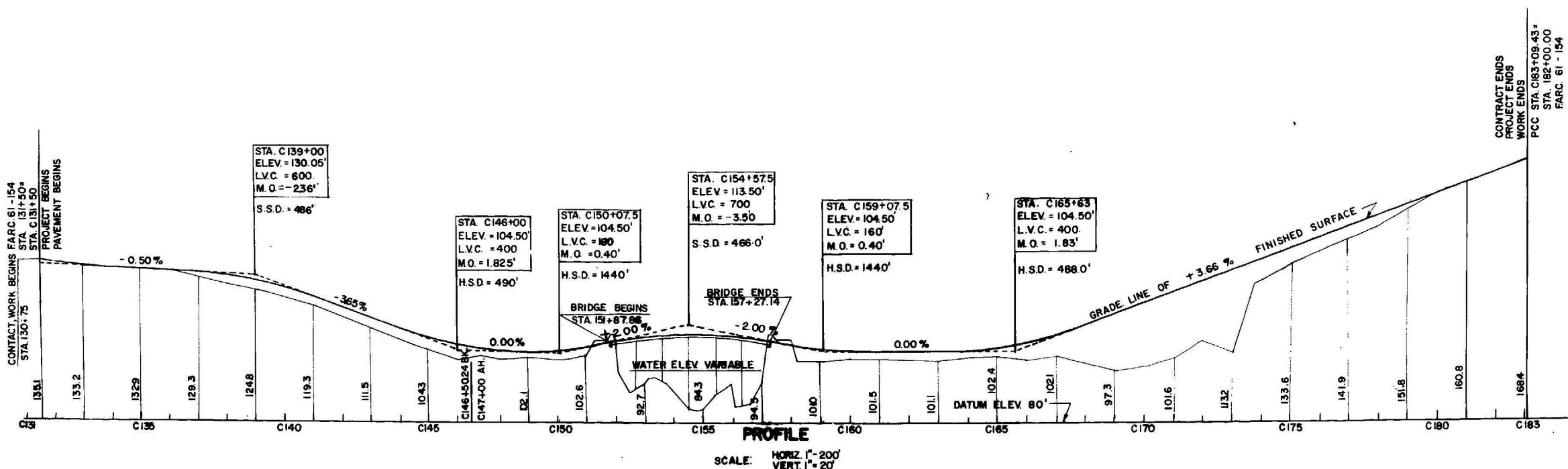
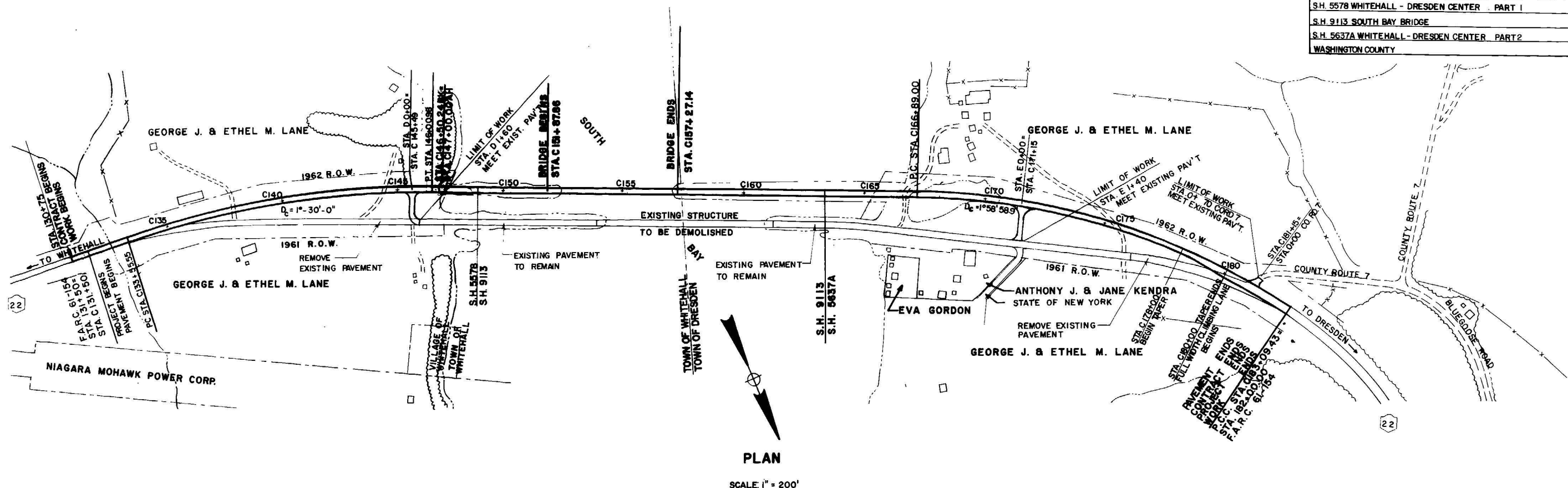
ITEM NO.	DESCRIPTION	UNIT	TOTAL COMBINED		FINAL QUANTITY	ITEM NO.	DESCRIPTION	UNIT	TOTAL COMBINED		FINAL QUANTITY
			NEAT	PROPOSAL					NEAT	PROPOSAL	
1M	MOBILIZATION	L.S.	NEC.	NEC.		61	BITUMINOUS MATERIAL	GAL.	17	17	
1W	FURNISHING WATER EQUIPMENT	L.S.	NEC.	NEC.		69MAX	BITUMINOUS MATERIAL A RAPID CURING CUTBACK	GAL.	772	780	
1WAD	APPLYING WATER	P.D.D.	44	50		70M	BITUMINOUS MATERIAL A EMULSION	GAL.	15,515	15,520	
2A	EXCAVATION AND DISPOSAL OF EXCAVATED MATERIAL	C.Y.	14,391	14,440		76	MAINTENANCE AND PROTECTION OF TRAFFIC (REQ.C)	L.S.	NEC.	NEC.	
2BZ	EMBANKMENT IN PLACE	C.Y.	41,222	41,300		78E	STONE FILLING, MEDIUM	C.Y.	1,294	1,300	
2EC-BG1	SELECTED FILL	C.Y.	12,647	12,700		81A	REMOVING EXISTING SUPERSTRUCTURE	L.S.	NEC.	NEC.	
2EF-B	SELECTED GRANULAR FILL	C.Y.	564	600		83TXS	TEMPORARY SHEET PILING	S.F.	5,405	5,410	
2VJ-E	SELECTED FILL (BRIDGE FOUNDATIONS)	C.Y.	553	560		85DA	AUGERING FOR PILES	EA.	32	32	
3	SUBBASE COURSE - GRANULAR MATERIAL	C.Y.	5,539	5,600		85Y	PRESTRESSED CONCRETE PILES	L.F.	10,000	10,000	
4	SUBBASE COURSE - SELECT GRANULAR MATERIAL	C.Y.	3,201	3,250		85YS	PRESTRESSED CONCRETE PILES SPLICES	EACH	27	27	
5B	STRUCTURE EXCAVATION	C.Y.	508	510		87R	PILE DEMOLITION	EACH	245	245	
5T	TRENCH & CULVERT EXCAVATION	C.Y.	1,164	1,200		87WB	FURNISHING EQUIPMENT FOR DRIVING PILES, WATER BORNE	L.S.	NEC.	NEC.	
6	LABORATORY BUILDING	EA.	1	1		88PS	LOAD TEST FOR PILES	EACH	1	1	
6BA	CONCRETE CYLINDER CURING BOX	EA.	1	1		90Y	CLEANING EXISTING PAVEMENT (PER SQUARE YARD.)	S.Y.	1,021	1,100	
6E	ENGINEER'S OFFICE (TYPE C)	MONTH	22	22		102CR	MANHOLE	L.F.	13.5	14	
7	TRIMMING ROAD SECTION	L.F.	4,976	5,000		104	RIGHT-OF-WAY MARKER	EACH	20	22	
8	PREPARING FINE GRADE	S.Y.	21,809	21,820		113HB	HIGHWAY BARRICADE (SWF TYPE POSTS)	L.F.	58	60	
11H-6SB	PERFORATED CORRUGATED METAL PIPE UNDERDRAIN - 6" DIA.	L.F.	117	120		121	TOPSOIL PLACED FROM STOCKPILES	C.Y.	2,698	2,700	
14ESM-12	END SECTION - OPTIONAL, 12" DIA.	EA.	12	12		123	SEEDING	ACRE	8.9	9	
14ESM-24	END SECTION - OPTIONAL, 24" DIA.	EA.	4	4		205-14	FURNISH & INSTALL MECH. JOINT, CEMENT LINED DUCTILE IRON PIPE THICKNESS CLASS 2 - 14" DIA.	L.F.	2,300	2,300	
14MQ-12	CULVERT PIPE - OPTIONAL, 12" DIA.	L.F.	214	220		208-14	FURNISH & INSTALL BUTTERFLY VALVE 14" DIA.	EACH	4	4	
14MQ-24	CULVERT PIPE - OPTIONAL, 24" DIA.	L.F.	214	220		209	RE-ESTABLISH HOUSE SERVICE CONNECTIONS - WATER	EACH	7	7	
16	FURNISHING & APPLYING CALCIUM CHLORIDE	TON	44	50		210	FURNISH & INSTALL HYDRANT ASSEMBLY COMPLETE	EACH	2	2	
18	CLASS A CONCRETE FOR STRUCTURES	C.Y.	99	100		212	FURNISH & INSTALL CORPORATION STOP AND SERVICE BOX	EACH	2	2	
20	CLASS B CONCRETE FOR STRUCTURES	C.Y.	318.9	320		237A	EPOXY GROUT PAD	GAL.	79	80	
28	BAR REINFORCEMENT FOR STRUCTURES	LBS.	39,985	40,100		363T	EPOXY COATING FOR CONCRETE	S.F.	2,519	2,520	
29	STRUCTURAL STEEL	LBS.	1,539,965	1,550,000		411T	FURNISH & INSTALL TELEPHONE CONDUITS ON STRUCTURES	L.F.	1,706	1,710	
32DI	CABLE GUIDE RAILING (BEAM POSTS)	L.F.	400	410		655WD	EPOXY PROTECTIVE COATING	S.Y.	2,654	2,660	
32DD	ANCHORAGE UNIT FOR CABLE GUIDE RAIL	EA.	2	2		710	BRIDGE PIER REMOVAL	L.S.	NEC.	NEC.	
32R	RESETTING GUIDE RAILING	L.F.	125	130		801	SAND BACKFILL	C.Y.	173	180	
33AF	BOX BEAM GUIDE RAIL	L.F.	2,939	3,000		900	TEMPORARY WORK POLLUTION CONTROL	L.S.	IF NEC.	IF NEC.	
33AFY	BOX BEAM GUIDE RAILING (SHOP CURVED)	L.F.	576	600		901	TRAINING SPECIAL PROVISION	T.M.H.	7,000	7,000	
33AFDR	BOX BEAM GUIDE RAILING END ASSEMBLY	EACH	8	8		*30C	FRAMES & GRATES -CASTINGS	S.F.	12	12	
37S4W	STEEL BRIDGE RAILING (4 RAIL)	L.F.	1,088	1,100		*88PT	PILE LOAD TEST BY IMPACT DRIVING METHOD	L.S.	NEC.	NEC.	
45SP	BASE COURSE ASPHALT CONCRETE TYPE 1A	TON	2,878	2,900		*60OSP	STEEL WATER PIPE	L.F.	550	550	
51F	ASPHALT CONC., 2 CRSE., TYPE 1A TOP (HIGH FRICTION) & BINDER	TON	1,850	1,870		*68OTF	TRANSFLEX EXPANSION JOINT	L.F.	294	300	
51Z	ASPHALT CONCRETE (TOP COURSE)	TON	763	780		*70IS	P T F E - FABRIC BEARING PADS	EACH	72	72	
51MDX	ASPHALT CONCRETE DRIVEWAYS & SIDEWALKS	TON	8.2	9		*750	AIR ACTUATED PIEZOMETER	EACH	2	2	
51WD	ASPHALT CONCRETE REINFORCED SHEET	TON	230	230							
55S	SURFACE COURSE FOR STABILIZED SHOULDERS	S.Y.	344	360							
59WA	BITUMINOUS STABILIZED COURSE (INCLUDING SHLDRS)	C.Y.	705	710							
60S	SURFACE TEXTURE AND COLOR CONTRAST COURSE FOR STABILIZED SHOULDERS	S.Y.	1,931	1,940							

NOTE: SEE SHEET NO. 22 FOR BRIDGE ESTIMATE OF QUANTITIES.

* OUT OF ORDER

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	F-BRF- 371 (8)	8	33

SH 5578 WHITEHALL - DRESDEN CENTER PART 1
 S.H. 9113 SOUTH BAY BRIDGE
 S.H. 5637A WHITEHALL - DRESDEN CENTER PART 2
 WASHINGTON COUNTY



200' PLAN & PROFILE

SH 5578 WHITEHALL
S.H. 9113 SOUTH BAY
S.H. 5637A WHITEHALL
WASHINGTON TOWN

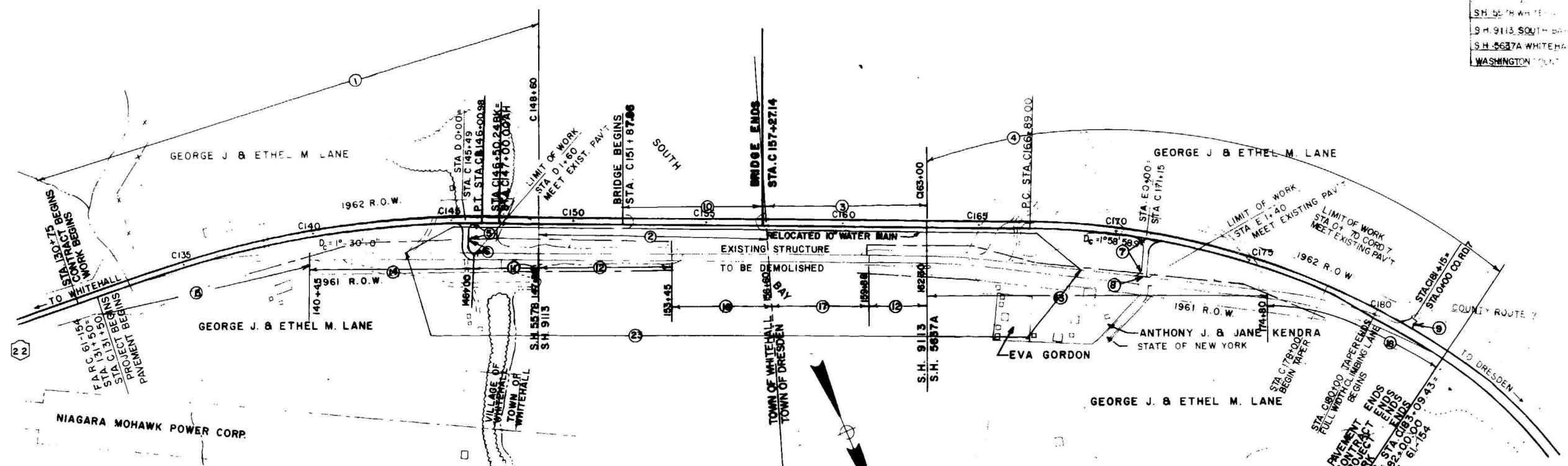


TABLE OF MAINTENANCE

MAINTENANCE PLAN

TABLE OF MAINTENANCE

PART NO.	HIGHWAY	LIMITS	FEATURES TO BE MAINTAINED	C MILES	LANE MILES	AGENCY	AUTHORITY FOR MAINT. JURISDICTION	PART NO.	HIGHWAY	LIMITS	FEATURES TO BE MAINTAINED	C MILES	LANE MILES	AGENCY	AUTHORITY FOR MAINT. JURISDICTION
STATE HIGHWAYS															
1	S.H. 5578 (IN THE VILLAGE OF WHITEHALL)	C 131+50- C 148+60	PAVEMENT, SHLDRS, DRAINAGE, SYSTEM, LANDSCAPING	0.31	0.62	STATE	SECT. 12, HIGHWAY LAW	14	OLD S.H. 5578	140+45- 146+00	DISCONTINUE & REMOVE, RIGHT OF WAY TO REVER TO COUNTY	0.15	0.30	WASH. COUNTY	SECT. 62, HIGHWAY LAW & RESOLUTION DATED 9/20/71
2	S.H. 9113 (IN THE TOWN OF WHITEHALL)	C 148+60- C 157+37	PAVEMENT, SHLDRS, DRAINAGE, SYSTEM, LANDSCAPING	0.06	0.12	STATE	SECT. 12, HIGHWAY LAW	ROADS DESIRED BY CONSTRUCTION							
3	S.H. 9113 (IN THE TOWN OF DRESDEN)	C 157+37- C 163+00	PAVEMENT, SHLDRS, DRAINAGE, SYSTEM, LANDSCAPING	0.11	0.22	STATE	SECT. 12, HIGHWAY LAW	15	OLD S.H. 5578	131+50- 153+45	DESTROYED BY CONSTRUCTION	0.06	0.12	STATE	SECT. 62, HIGHWAY LAW
4	S.H. 5637A (IN THE TOWN OF DRESDEN)	C 163+00- C 189+09	PAVEMENT, SHLDRS, DRAINAGE, SYSTEM, LANDSCAPING	0.38	0.84	STATE	SECT. 12, HIGHWAY LAW	16	EXISTING STRUCTURE (IN THE TOWN OF WHITEHALL)	156+60- 159+88	DESTROYED BY CONSTRUCTION	0.06	0.12	STATE	SECT. 62, HIGHWAY LAW
INTERSECTIONS AND CROSSROADS															
5	RELOCATED OLD S.H. 5578	D 0+12- D 0+85	PAVEMENT, SHLDRS, DRAINAGE, SYSTEM, LANDSCAPING	0.01	0.02	STATE	SECT. 10, SUBDIV. 25, HIGHWAY LAW	17	EXISTING STRUCTURE (IN THE TOWN OF DRESDEN)	156+60- 159+88	DESTROYED BY CONSTRUCTION	0.06	0.12	STATE	SECT. 62, HIGHWAY LAW
6	RELOCATED OLD S.H. 5578	D 0+85- D 1+60	PAVEMENT, SHLDRS, DRAINAGE, SYSTEM, LANDSCAPING	0.01	0.02	WASH. COUNTY	SECT. 10, SUBDIV. 25, HIGHWAY LAW	18	OLD S.H. 5637A	174+80- 182+00	DESTROYED BY CONSTRUCTION	0.13	0.26	STATE	SECT. 62, HIGHWAY LAW
7	RELOCATED OLD S.H. 5637A	E 0+12- E 1+32	PAVEMENT, SHLDRS, DRAINAGE, SYSTEM, LANDSCAPING	0.02	0.04	STATE	SECT. 10, SUBDIV. 25, HIGHWAY LAW	SNOW REMOVAL							
8	RELOCATED OLD S.H. 5637A	E 1+32- E 1+40	PAVEMENT, SHLDRS, DRAINAGE, SYSTEM, LANDSCAPING			WASH. COUNTY	SECT. 10, SUBDIV. 25, HIGHWAY LAW	19	S.H. 5578	AS INDICATED ABOVE	SNOW REMOVAL ON PTS. 1 & 5	0.31	0.62	STATE	SECT. 12, HIGHWAY LAW
9	COUNTY ROAD 7	E 1+40- E 0+70	PAVEMENT, SHLDRS, DRAINAGE, SYSTEM, LANDSCAPING	0.01	0.02	STATE	SECT. 10, SUBDIV. 25, HIGHWAY LAW	20	S.H. 9113	AS INDICATED ABOVE	SNOW REMOVAL ON PTS. 2, 3, & 10	0.27	0.54	STATE	SECT. 12, HIGHWAY LAW
STRUCTURES															
10	S.H. 9113 BRIDGE OVER SOUTH BAY	C 151+87.86- C 157+27.14	ENTIRE STRUCTURE	0.10	0.20	STATE	SECT. 230, HIGHWAY LAW	21	S.H. 5637A	AS INDICATED ABOVE	SNOW REMOVAL ON PTS. 4, 7, & 9	0.39	0.86	STATE	SECT. 12, HIGHWAY LAW
ROADS DISCONTINUED															
11	OLD S.H. 5578	146+00- 147+90	DISCONTINUE TO PUBLIC AGENCY FORMERLY HAVING JURISDICTION THEREOVER	0.04	0.08	WASH. COUNTY	SECT. 62, HIGHWAY LAW & RESOLUTION DATED 9/20/71	22	RELOCATED OLD S.H. 5578, S.H. 5637A, OLD S.H. 5578, S.H. 9113 & OLD S.H. 5637A	AS INDICATED ABOVE	SNOW REMOVAL ON PTS. 6, 11, 12, 13, & 8			WASH. COUNTY	SECT. 12, HIGHWAY LAW
12	OLD S.H. 9113	147+90- 153+45	DISCONTINUE TO PUBLIC AGENCY FORMERLY HAVING JURISDICTION THEREOVER	0.15	0.30	WASH. COUNTY	SECT. 62, HIGHWAY LAW & RESOLUTION DATED 9/20/71	23	RELOCATION OF EXISTING 10" WATERMAIN	C 143+00, 195'± RT. -C168+30, 150' RT.	ENTIRE WATERMAIN AND APPURTENANCES			VILL. OF WHITEHALL	SECT. 10, SUBDIV. 27, HIGHWAY LAW AND RESOLUTION DATED
13	OLD S.H. 5637A	159+88- 162+30	DISCONTINUE TO PUBLIC AGENCY FORMERLY HAVING JURISDICTION THEREOVER	0.24	0.48	WASH. COUNTY	SECT. 62, HIGHWAY LAW & RESOLUTION DATED 9/20/71	WATERMAINS							
ROADS DISCONTINUED (CONT'D.)															

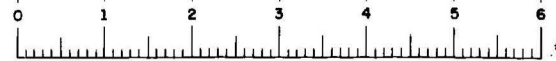
SPECIAL NOTES: - THE MAINTENANCE TABLE INDICATES THE DIVISION OF RESPONSIBILITY FOR MAINTENANCE FOR THIS CONTRACT ON COMPLETION. IT IN NO WAY RELIEVES THE CONTRACTOR OF HIS RESPONSIBILITY AS COVERED BY ITEM 76, MAINTENANCE AND PROTECTION OF TRAFFIC.

ALL EXISTING SANITARY SEWERS AND OTHER SEWERS NOT DEEMED TO BE PART OF THE PROJECT BY THE COMMISSIONER; WATERMAINS, HYDRANTS, AND OTHER MUNICIPALLY OR PRIVATELY OWNED FACILITIES WITHIN THE LIMITS OF THE HIGHWAY RIGHT-OF-WAY WHICH REMAIN IN SERVICE UNCHANGED; AND ALL SUCH FACILITIES RELOCATED OR PROTECTED AS PART OF WORK PERFORMED UNDER THE PROJECT WHETHER CROSSING, LOCATED WITHIN OR ADJACENT THE RIGHT-OF-WAY SHALL BE MAINTAINED, AS THE CASE MAY BE, BY THE MUNICIPALITY OR BY THE AGENCY OR UNIT HAVING CONTROL AND JURISDICTION THEREOF AT NO COST OR EXPENSE TO THE STATE.

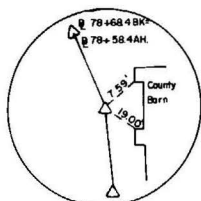
THE PORTION OF DRIVEWAYS OR PRIVATE ROADS, CONSTRUCTED OR ADJUSTED UNDER THIS PROJECT BETWEEN

SPECIAL NOTES: - THE MAINTENANCE TABLE INDICATES THE DIVISION OF RESPONSIBILITY FOR MAINTENANCE FOR THIS CONTRACT ON COMPLETION. IT IN NO WAY RELIEVES THE CONTRACTOR OF HIS RESPONSIBILITY AS COVERED BY ITEM 76, MAINTENANCE AND PROTECTION OF TRAFFIC. ALL EXISTING SANITARY SEWERS AND OTHER SEWERS NOT DEEMED TO BE PART OF THE PROJECT BY THE COMMISSIONER, WATERMAINS, HYDRANTS, AND OTHER MUNICIPALLY OR PRIVATELY OWNED FACILITIES WITHIN THE LIMITS OF THE HIGHWAY RIGHT-OF-WAY WHICH REMAIN IN SERVICE UNCHANGED; AND ALL SUCH FACILITIES RELOCATED OR PROTECTED AS PART OF WORK PERFORMED UNDER THE PROJECT WHETHER CROSSING, LOCATED WITHIN OR ADJACENT TO THE RIGHT-OF-WAY SHALL BE MAINTAINED, AS THE CASE MAY BE, BY THE MUNICIPALITY OR BY THE AGENCY OR UNIT HAVING CONTROL AND JURISDICTION THEREOF AT NO COST OR EXPENSE TO THE STATE. THE PORTION OF DRIVEWAYS OR PRIVATE ROADS, CONSTRUCTED OR ADJUSTED UNDER THIS PROJECT BETWEEN THE EDGE OF PAVEMENT OUTSIDE EDGE OF ROAD SHOULDERS SHALL BE MAINTAINED BY THE STATE, COUNTY, LOCAL UNIT OF GOVERNMENT OR AGENCY. THE REMAINING PORTION OF THE ADJUSTED DRIVEWAY OR PRIVATE ROAD SHALL BE MAINTAINED BY THE TOWN OR VILLAGE UNDER SECTION 54(A) OF THE HIGHWAY LAW.

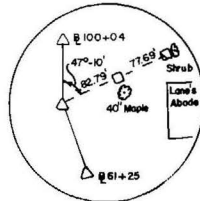
TABLE OF PLAN OF MAINTENANCE UPON COMP. OF CONTRACT



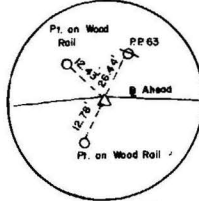
FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	F-BRF- 371 (8)	10	33
S.H.5578 WHITEHALL-DRESDEN CENTER PART 1				
S.H.9113 SOUTH BAY BRIDGE				
S.H.5637A WHITEHALL-DRESDEN CENTER PART 2				
WASHINGTON COUNTY				



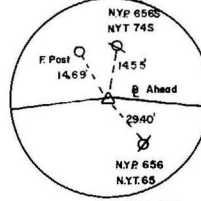
61+25
N 1,302,223.540
E 742,382.620



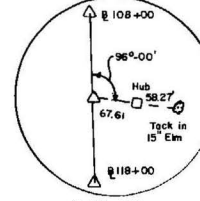
78+68.4 BK
78+58.4 AH
N 1,302,469.363
E 740,656.638



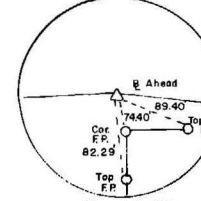
100+04
N 1,303,332.801
E 738,692.440



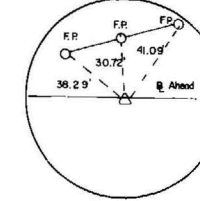
108+00
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E 737,977.530



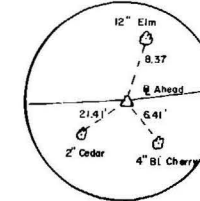
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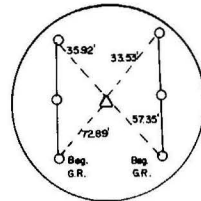
118+00
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E 737,216.592



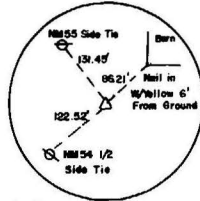
120+00
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E 737,109.708



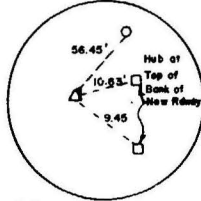
121+90
N 1,304,648.779
E 737,008.185



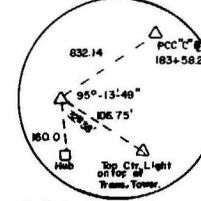
132+04.25
N 1,302,336.774
E 741,274.827



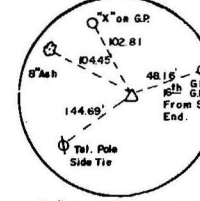
128+14.2
N 1,302,301.950
E 741,866.110



139+83.84
N 1,302,405.884
E 740,498.306



175+21.11
N 1,303,815.933
E 737,296.371

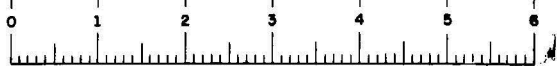


183+53.25
N 1,304,505.001
E 736,829.851

TABLE OF EQUALITIES			
C STATION	B STATION	COORDINATES	
		NORTH	EAST
C131+50	C131+50		
P.C. C133+55.5	C133+55.5	1,302,350.186	741,124.127
C146+50.24	C146+50.24		
C147+00.00	C147+00.00	1,302,678.954	739,878.220
P.T. C146+00.98	C146+12.13		
	C146+00.98	1,302,659.103	739,923.297
P.C. 166+88.97	C166+88.97	1,303,480.559	738,057.937
P.C.C.			
C183+09.40	C183+53.25	1,304,505.001	736,829.851

BASE LINE DATA				
STATION	AZIMUTH	DISTANCE FEET	COORDINATES	
			NORTH	EAST
C128+11.42	275-05-09	392.83	1,302,301.950	741,666.110
C132+04.25	275-05-09	779.59	1,302,336.774	741,274.827
C139+83.84	293-46-03	628.29	1,302,405.884	740,498.306
C146+12.13 BK = AH			1,302,659.103	739,923.297
C146+00.98	293-46-03	49.26		
C146+50.24 BK = AH			1,302,678.954	739,878.220
C147+00.00	293-46-03	2821.11	1,303,815.933	737,296.371
C175+21.11	325-54-03	832.14	1,304,505.001	736,829.851
C183+53.25			1,302,223.540	742,382.620
61+25	278-06-21	1743.40	1,302,469.363	740,656.638
78+68.4 BK = 78+58.4 AH	293-43-47	2145.60	1,303,332.801	738,692.440
100+04	296-05-13	796.00	1,303,682.830	737,977.530
108+00	298-44-50	300.00	1,303,827.114	737,714.505
111+00	314-39-32	700.00	1,304,319.133	737,216.592
118+00	327-41-43	200.00	1,304,488.176	737,109.708
120+00	327-42-05	190.00	1,304,648.779	737,008.185
121+90				

BENCH MARK DATA				
B.M. NO.	ELEV.	STATION	OFFSET	DESCRIPTION
5E	181.87	125+25	80' RT.	S.W. COR. GAS PUMP FOUNDATION
9B	102.81	C 145+50	100' LT.	BOLT IN 16" ELM
11X	105.85	C 168+00	75' LT.	BOLT IN 24" ELM
11B	156.62	C 180+45	75' LT.	BOLT IN POLE NM 67 1/2



FED. ROAD RES. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	F-BRF- 371 (8)	11	33

SH.5578 WHITEHALL - DRESDEN CENTER PART 1
SH.9113 SOUTH BAY BRIDGE
SH.5637A WHITEHALL - DRESDEN CENTER PART 2
WASHINGTON COUNTY

BOX BEAM GUIDE RAIL						
STATION TO STATION	SIDE	ITEM 33AF ACTUAL LF	ADJUSTMENT FACTOR	ITEM 33AF LF	ITEM 33AFY LF	ITEM 33AFDR EACH
C130+80 - C134+50	LT.	226	1.0	226	144	2
C149+56 - C151+88	LT.	105	1.0	105	72	1
C149+56 - C151+88	LT.	55*	1.2	66	-	-
C157+27 - C162+44	LT.	55*	1.2	66	-	-
C157+27 - C162+44	LT.	390	1.0	390	72	1
C132+10 - C134+50	RT.	96	1.0	96	144	2
C145+80 - C151+88	RT.	536*	1.2	643	72	1
C157+27 - C169+22	RT.	1123*	1.2	1347	472	1
*INCLUDES 5' CONNEC- TION TO BRIDGE		TOTALS		2939	576	8

CABLE GUIDE RAIL			
STATION TO STATION	SIDE	ITEM 32 DH LF	ITEM 32.000 EACH
C167+00-C171+00	LT.	400	2
TOTAL		400	2

RESETTING GUIDE RAIL		
STATION TO STATION	SIDE	ITEM 32R LF
C181+85-C183+09.43	RT.	125
TOTAL		125

TABLE OF LENGTHS				
DESCRIPTION	STATION TO STATION	DESCRIPTION	L.F.	MILES
CONTRACT BEGINS	130+75 - C131+50	PROJECT BEGINS	75	0.01
PROJECT BEGINS	C131+50 - C146+50.24=	EQUALITY	1500.24	0.28
EQUALITY	C147+00 - C148+60	VILLAGE LINE OF WHITEHALL S.H. 5578 ENDS	160	0.03
TOWN LINE OF WHITEHALL S.H. 9113 BEGINS	C148+60 - C151+87.86	BRIDGE BEGINS	327.86	0.06
BRIDGE BEGINS	C151+87.86-C157+27.14	BRIDGE ENDS	539.28	0.10
BRIDGE ENDS	C157+27.14-C157+35	TOWN LINE OF WHITEHALL	7.86	0.00
TOWN LINE OF DRESDEN S.H. 5736A BEGINS	C157+35 - C163+00	S.H. 9113 ENDS	565	0.11
INTERSECTING ROAD D (M. STA. C145+49)	C163+00 - C183+09.46	PROJECT & CONTRACT END	2009.46	0.38
INTERSECTING ROAD E (M. STA. C171+15)	D 0+12 - D 1+60	LIMIT OF WORK	148	0.03
COUNTY ROAD 7 (M. STA. C181+15)	E 0+12 - E 1+40	LIMIT OF WORK	128	0.02
	0+12 - 0+70	LIMIT OF WORK	58	0.01
S.H. 5578 PROJECT LENGTH 1660.24 L.F. = 0.31 MILES (VILLAGE OF WHITEHALL)				
S.H. 9113 PROJECT LENGTH 1440.00 L.F. = 0.27 MILES (TOWNS OF WHITEHALL & DRESDEN)				
S.H. 5637A PROJECT LENGTH 2009.46 L.F. = 0.38 MILES (TOWN OF DRESDEN)				
CONTRACT LENGTH 5184.70 L.F. = 0.98 MILES (WASHINGTON COUNTY)				

UTILITY DISPOSITION TABLE					
TABULATION OF UTILITIES					
STA. TO STA	SIDE	OWNER	DESCRIPTION	DISPOSITION	STATUS OF AGREEMENT
C130+75 C183+09.43	L & R	NIAGARA MOHAWK POWER CORP.	OVERHEAD POWER LINES	NOT AFFECTED	OWNER AGREED TO RELOCATE
C130+75 C144+85	L	NEW YORK TELEPHONE	OVERHEAD TELEPHONE LINES	NOT AFFECTED	
C144+85 C163+20	L & R	NEW YORK TELEPHONE	OVERHEAD TELEPHONE LINES	TO BE RELOCATED BY OWNER (4" CONDUITS IN SOUTH BAY BRIDGE)	
C163+20 C183+09.43	L & R	NEW YORK TELEPHONE	OVERHEAD TELEPHONE LINES	NOT AFFECTED	
C130+75 C142+15	R	VILLAGE OF WHITEHALL	UNDERGROUND WATER MAIN	TO BE RELOCATED ON TO PROPOSED STRUCTURE IN CONTRACT	
C142+15 C169+91	R	VILLAGE OF WHITEHALL	UNDERGROUND WATER MAIN		
C169+91 C183+09.40	R	VILLAGE OF WHITEHALL	UNDERGROUND WATER MAIN		

EARTHWORK SUMMARY	ITEM 710 BRIDGE PIER REMOVAL	ITEM 2A EXCAV. & DISPOSAL OF EXCAV. MAT'L	ITEM 2B2 EMBANKMENT IN PLACE	ITEM 2B2B1 SELECTED BORROW	ITEM 2B2B SELECTED GRANULAR FILL		ITEM 2VJE SELECTED FILL (BRIDGE FOUNDATION)	ITEM 5B STRUCTURAL EXCAV.	ITEM 5T TRENCH & CULVERT EXCAV.
	L.S.	CUYD.	CU YD.	CU. YD.	CU. YD.		CU YD.	CU.YD.	CU. YD.
EXCAVATION FROM EARTHWORK SUMMARY SHEET		14,391	41,222	12,647					
EXCAVATION FROM DRAINAGE SHEET									
EXCAVATION FROM WATER MAIN SHEET					564		553	508	101
QUANTITIES FROM BRIDGE SUMMARY SHEET	NEC.								1063
TOTAL COMBINED NEAT									

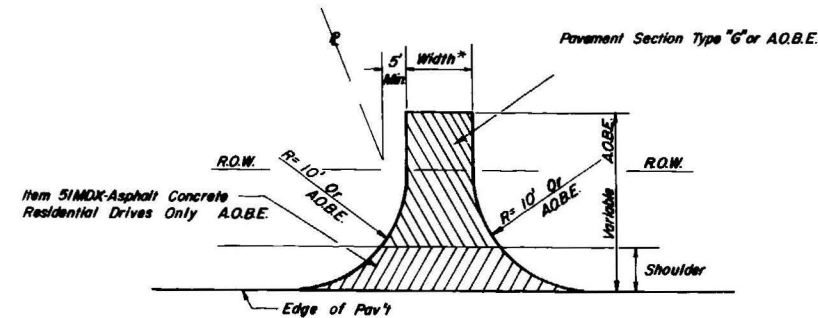
DESIGNED BY: *By R. C. Allen* CHECKED BY: *R. W. Kuehn* DATED: *10/12/71* REVIEWED BY: *10/12/71*



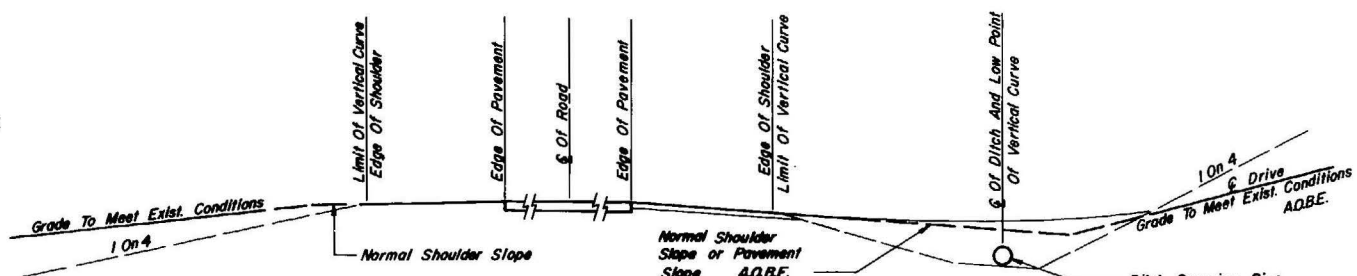
FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	F-BRF- 371 (8)	12	33
S.H. 5578 WHITEHALL - DRESDEN CENTER PART 1				
S.H. 9113 SOUTH BAY BRIDGE				
S.H. 5637A WHITEHALL - DRESDEN CENTER PART 2				
WASHINGTON COUNTY				

TABLE OF DRIVEWAYS & CULVERTS									
C STATION	SIDE	TYPE	WIDTH L. F.	CULVERTS		CULVERT OFFSETS			
				SIZE (IN)	LENGTH	STATION	OFFSET	STATION	OFFSET
C 134+65	RT.	G	12	---	---	---	---	---	---
C 135+34	LT.	G	12	---	---	---	---	---	---
C 137+00	RT.	G	12	12"	24'	C 136+85±	34' RT.	C 137+15±	35' RT.
C 137+38	LT.	G	12	12"	30'	C 137+23±	37' LT.	C 137+53±	37' LT.
C 137+58	RT.	G	12	12"	28'	C 137+44±	36' RT.	C 137+72±	35' RT.
C 143+50	LT.	G	12	12"	34'	C 143+36±	40' LT.	C 143+70±	40' LT.
INT. RD. D	RT.			12"	54'	C 145+24±	31' RT.	C 145+82±	40' RT.
C 166+70	LT.	G	12	24"	72'	C 166+34±	53' LT.	C 167+06±	50' LT.
INT. RD. E	RT.			24"	142'	C 170+43±	64' RT.	C 171+88±	80' RT.
C 174+90	LT.	G	12	12"	44'	C 174+67±	37' LT.	C 175+11±	34' LT.
D 1+15	RT.	G	12'	--	--	---	---	---	---
E 1+40	RT.	G	24	--	--	---	---	---	---

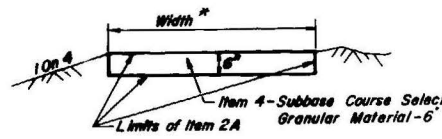
DRIVEWAY CULVERT NOTES: The Above List Of Driveways Is Intended For Estimate Purposes Only. The Exact Number, Location And Width Of Placement Will Be Determined By The Engineer. All Driveway Pipe To Be Item 14 MQ, Optional Culvert Pipe, With Item 14 ESM, Optional End Section, At Each End Unless Otherwise Noted On Plans Or Ordered By The Engineer.



TYPICAL DRIVEWAY PLAN
NO SCALE



TYPICAL RESIDENTIAL DRIVE PROFILE
NOT TO SCALE



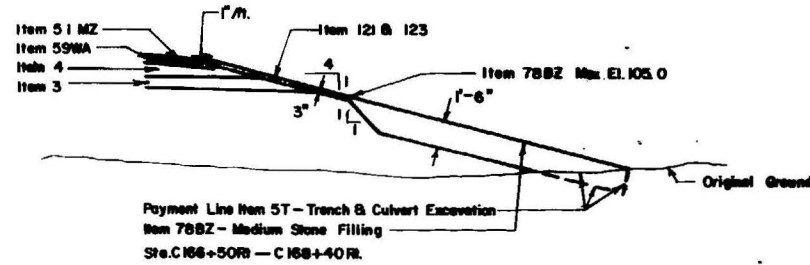
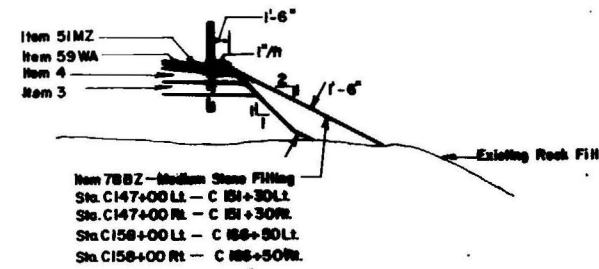
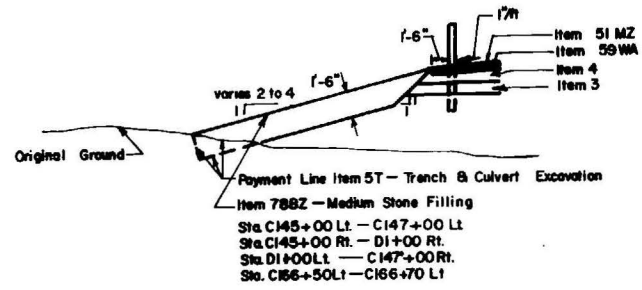
TYPICAL SECTION
TYPE "G" DRIVEWAY
NO SCALE

NOTE: All Drives Shall Conform To "Policy And Standards For Entrances To State Highways" As Adopted July 1, 1960.
* As Shown On Table Or A.O.B.E.

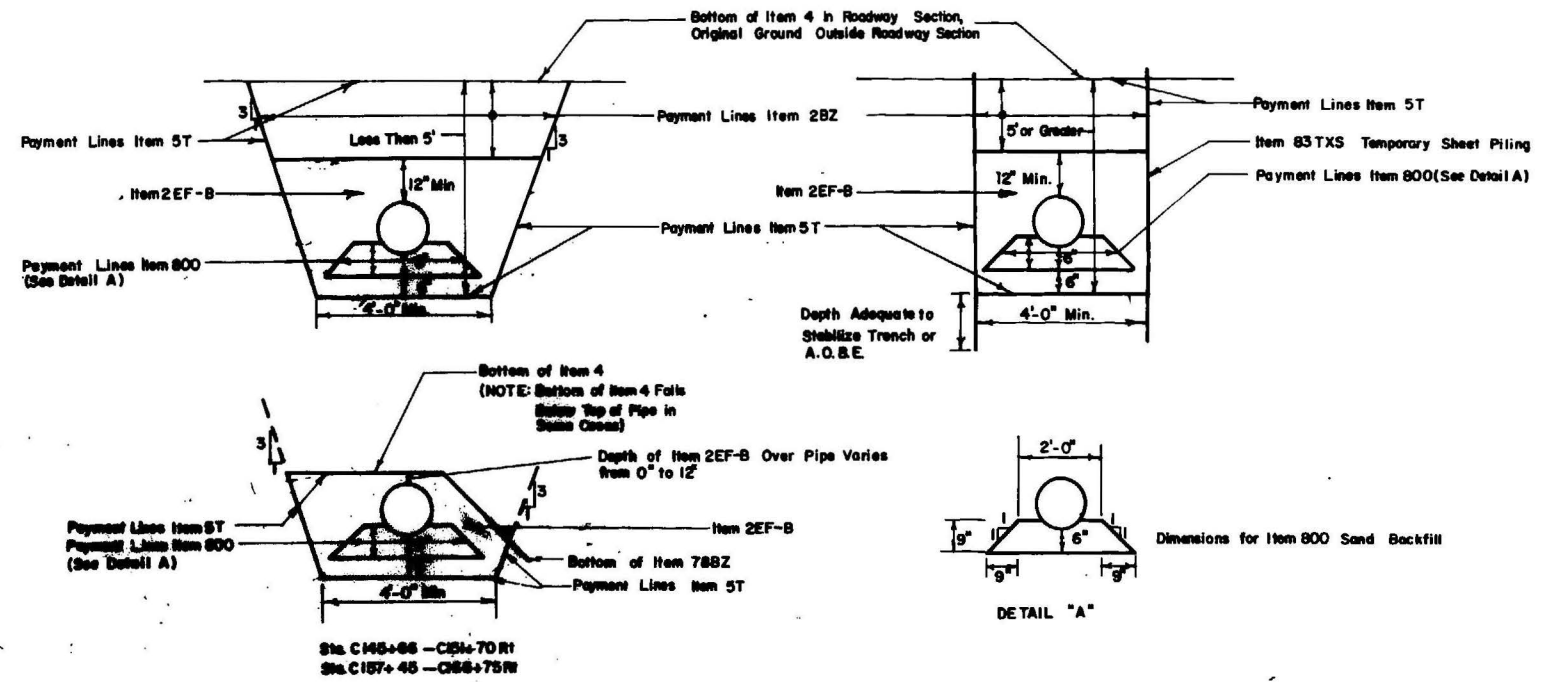
DRIVEWAY DETAILS

DESIGNED BY *G. E. Bluest* DATED *10/21/71* CHECKED BY *P.W. Kuehn* DATED *10/21/71* REVIEWED BY *DATED*

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	F-BRF- 371 (6)	14	33
S.M. 5578 WHITEHALL - DRESDEN CENTER PART 1				
S.M. 913 SOUTH BAY BRIDGE				
S.M. 5637A WHITEHALL - DRESDEN CENTER PART 2				
WASHINGTON COUNTY				

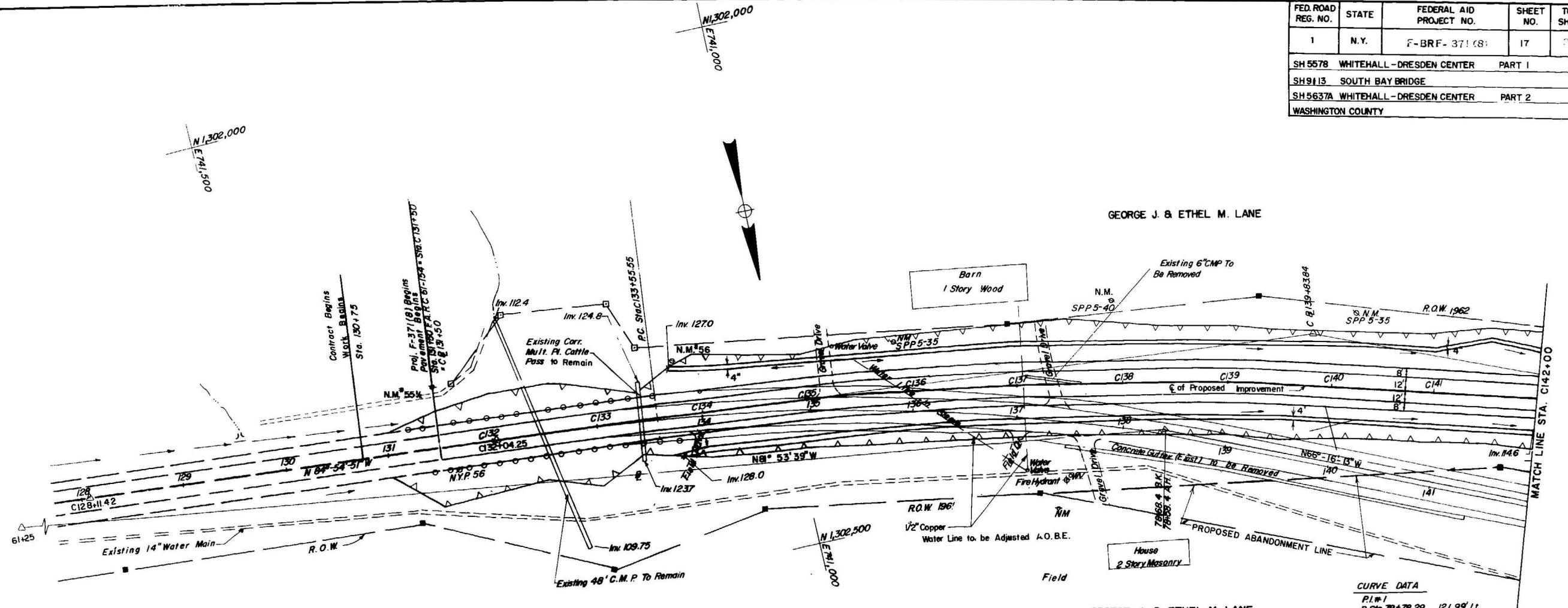


MEDIUM STONE FILLING DETAIL
NO SCALE



EXCAVATION & BACKFILL DETAILS FOR DUCTILE CAST IRON WATER MAIN WORK
NO SCALE

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	F-BRF-371 (8)	17	2
SH 5578 WHITEHALL - DRESDEN CENTER PART 1				
SH 9113 SOUTH BAY BRIDGE				
SH 5637A WHITEHALL - DRESDEN CENTER PART 2				
WASHINGTON COUNTY				

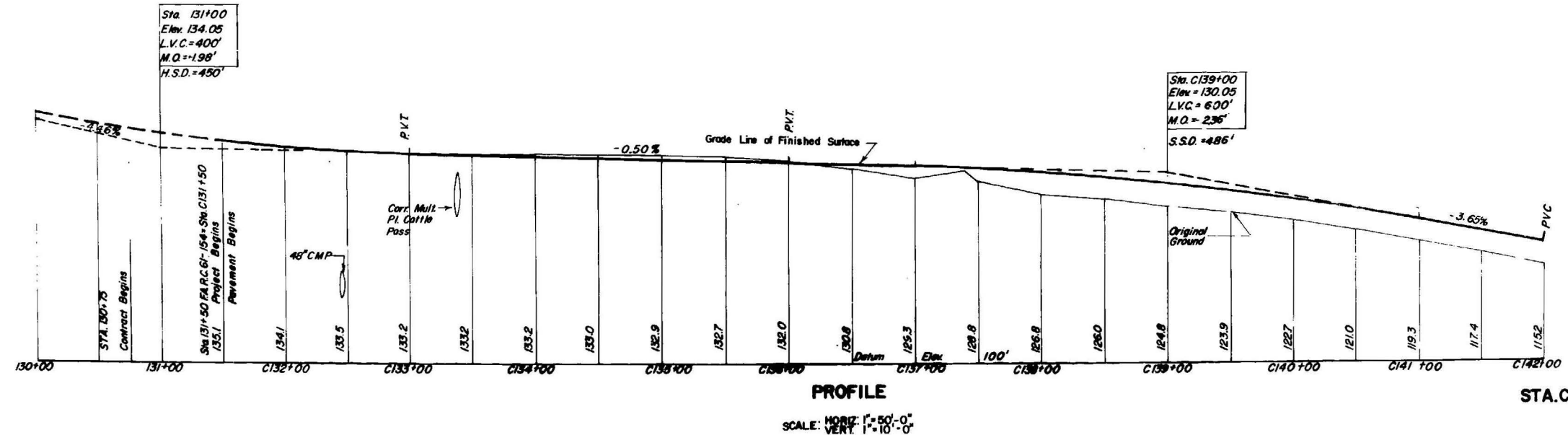


PLAN
SCALE: 1" = 50'-0"

STA. 138+40 TO STA. 146+00
REMOVE EXISTING PAVEMENT
GRADE TO DRAIN AND SEED ADBE.

CURVE DATA

PI = 1	Sta. 79+78.29	121.98' LI.
D = 1° 30' 00"		
Δ = 18° 40' 53"		
R = 3819.72'		
T = 628.29'		
L = 1245.43'		
E = 51.33'		
e = 1/2 A1.		



PROFILE
SCALE: HORIZ. 1" = 50'-0"
VERT. 1" = 10'-0"

50' PLAN & PROFILE
STA. C131+50 TO STA. C142+00

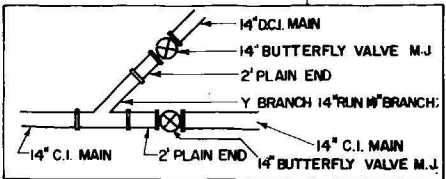
DESIGNED BY: [illegible] CHECKED BY: [illegible] DATED: [illegible] REVIEWED BY: [illegible] DATED: [illegible]

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	F-BRF- 371 (8)	18	30
SH 5578 WHITEHALL - DRESDEN CENTER PART 1				
SH 913 SOUTH BAY BRIDGE				
SH 5637A WHITEHALL - DRESDEN CENTER PART 2				
WASHINGTON COUNTY				

Note: See Bridge Plans for Connection Between Ductile Iron Pipe and Steel Pipe

MAP 3-T PARCEL 3

CURVE DATA
R1#1
@ STA 79+70.29
D = 1°-30'-00"
Δ 18°-40'-53"
R = 3819.72'
T = 628.29'
L = 1245.43'
E = 51.33'
e = 1/2 ft



Sta. 138+40 To Sta. 146+00
Remove Existing Pavement
Grade To Drain and Seed
A.O.B.E.

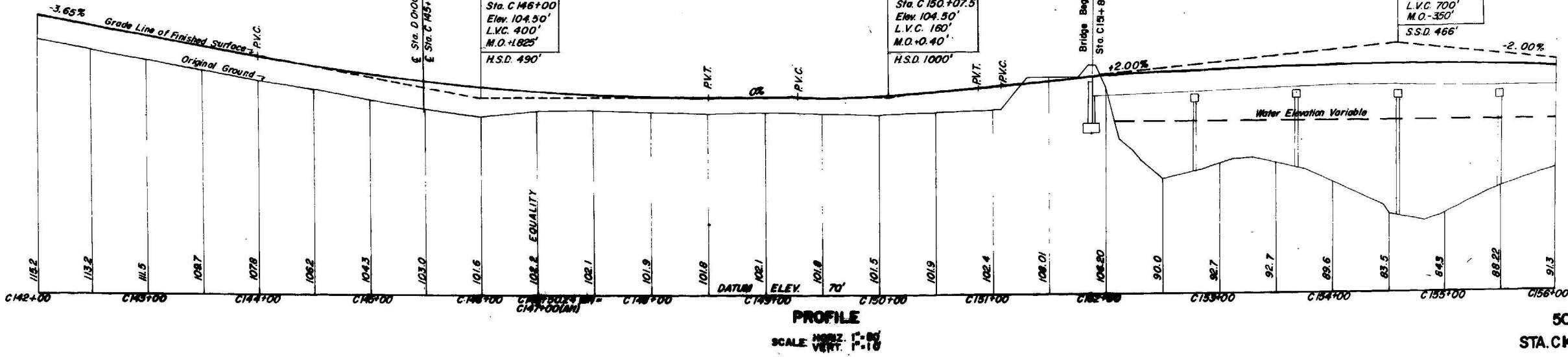
Sta. C 146+00
Elev. 104.50'
L.V.C. 400'
M.O. 1825'
H.S.D. 490'

Sta. C 150+07.5
Elev. 104.50'
L.V.C. 160'
M.O. 0.40'
H.S.D. 1000'

Sta. C 154+57.5
Elev. 113.50'
L.V.C. 700'
M.O. 350'
S.S.D. 466'

EXIST. SETTLEMENT PLATFORMS & STAKES TO REMAIN			
NO	STATION	OFFSET	SYMBOL
SP-1	C150+87	0	●
S-10	C151+86	41'L	●
LS-12	C151+85	38'R	●
LS-3	C157+33	36'L	●
LS-4	C157+33	33'R	●

* See Thrust Block Data on Sheet # 15



50' PLAN & PROFILE
STA. C142+00 TO STA. C156+00

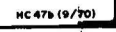
PROFILE
SCALE HORIZ. 1" = 50'
VERT. 1" = 10'

NAME OF Ray A. White DESIGNED BY Ch. P. Blumstein CHECKED BY P. W. Kuehn DATED 10/21/71 REVIEWED BY _____ DATED _____



50' PLAN & PROFILE
STA.C156+00 - STA.C170+50
HC 47b (9/70)

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Department of the Army, this 12th day of December, 1947.



PLAN OF NEW BRIDGE
Scale: 1"=20'-0"

PLAN OF EXISTING BRIDGE
Scale: 1"=20'-0"

ELEVATION A-A
Scale: 1"=20'-0"

TYPICAL BRIDGE SECTION
Scale: 1"=10'

TYPICAL APPROACH SECTION
Scale: 1"=10'

SH9113 CENTERLINE PROFILE
Scale: HORIZ 1"=100'
VERT 1"=20'

AND SURVEY DATA
No Scale

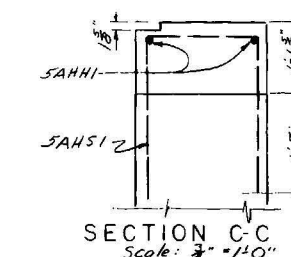
PLAN AND ELEVATION

DRAWING NO. 2 OF 12

DRAWING NO. 2 OF 12

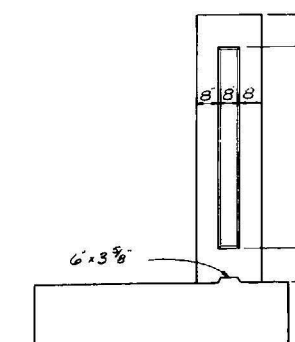


PLAN
SCALE 3/8"=1'-0"



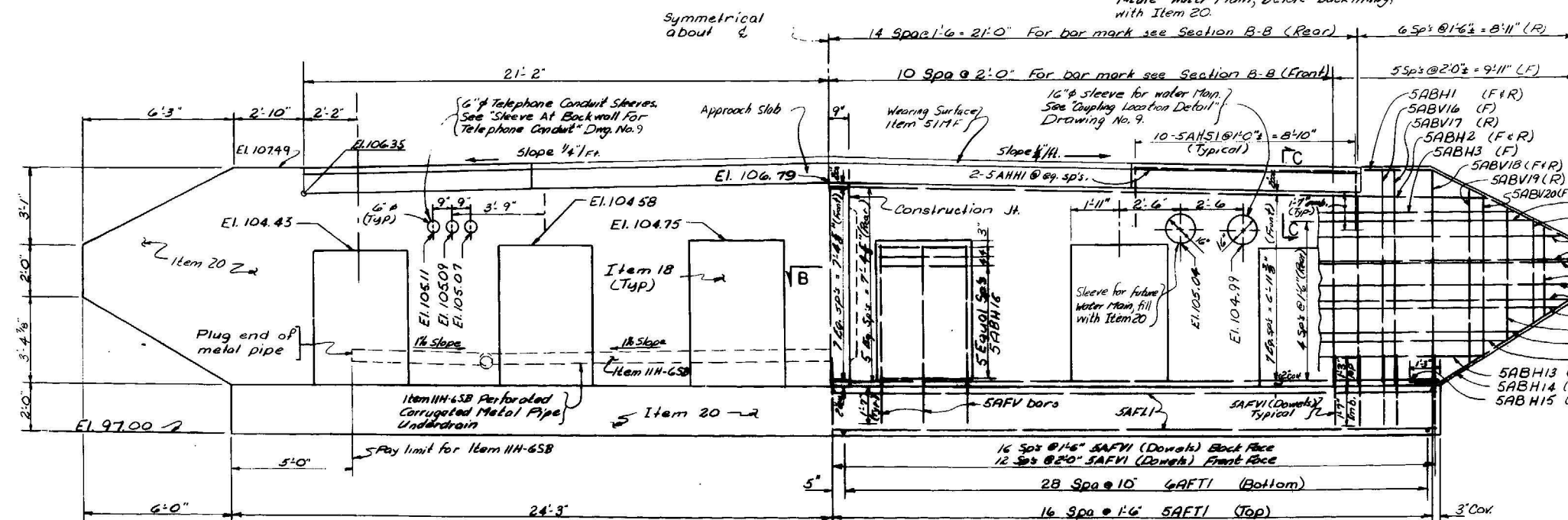
SECTION C-C
Scale: $\frac{3}{4}" = 1'-0"$

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

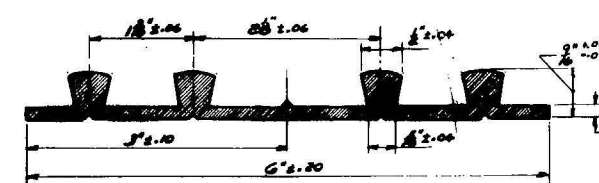


KEYWAY DETAIL
SCALE 3/8"=1'-0"

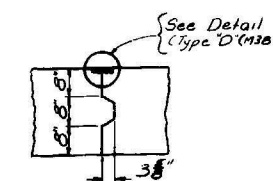
Note: All reinforcement cover shall be 2" clear unless otherwise shown.



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



TYPE-D (M30T)
Not to Scale



CONSTRUCTION JOINT DETAIL
SCALE 1/2"=1'-0"

PROJECT ENGINEER W. L. Smith 4-27-74
IN CHARGE OF Wild Knolls
INSPECTED BY Paul E. Gorman
DESIGN CHECKED BY Wm. J. Winkler
DESIGNED BY W. L. Smith & J. W. Gorman
SCALE DRAWN BY Wm. J. Winkler

P.L.N. 119.00

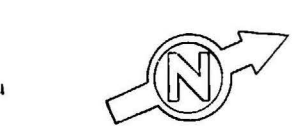
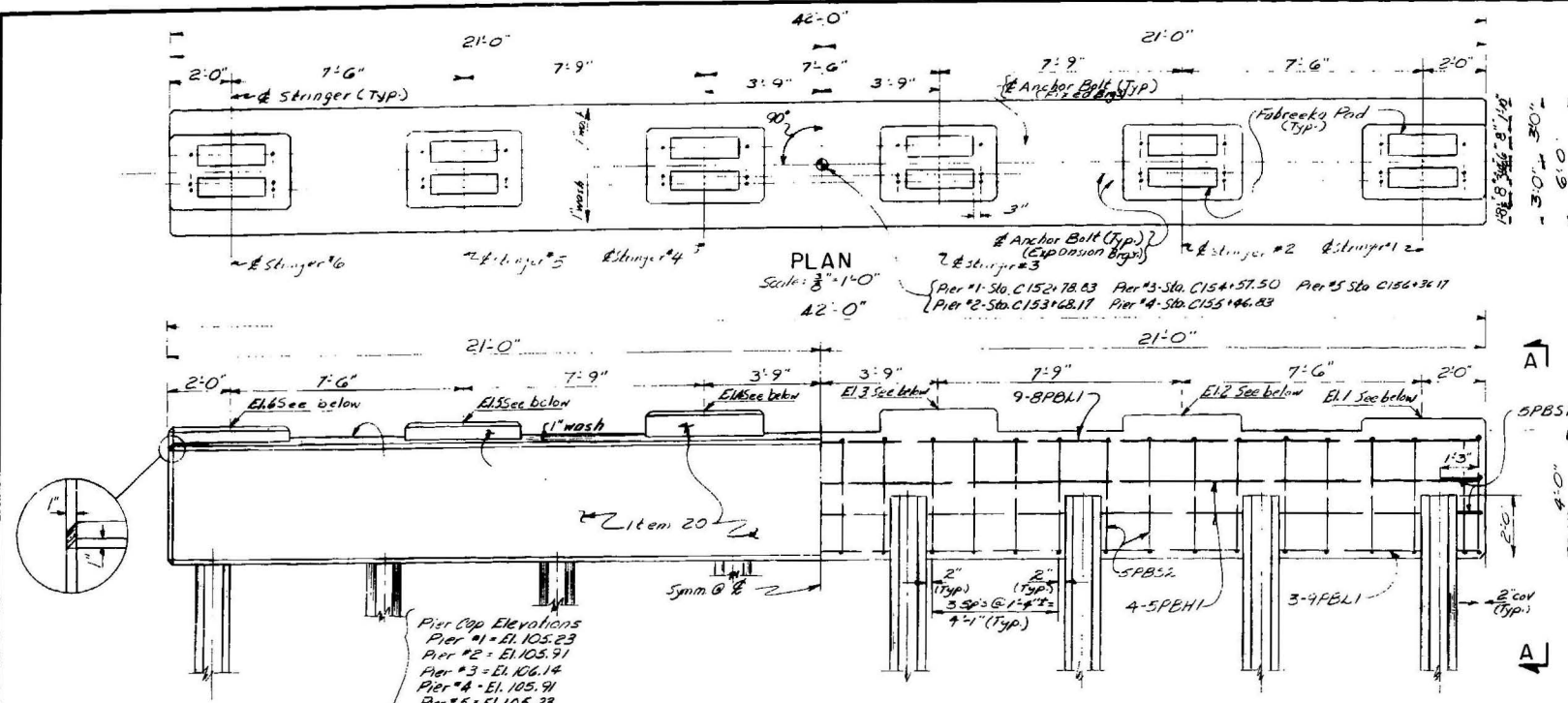
SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY

ABUTMENT (PLAN AND ELEVATION)

DRAWING NO. 4 OF 12.

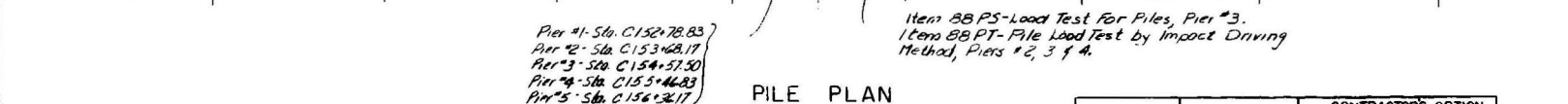
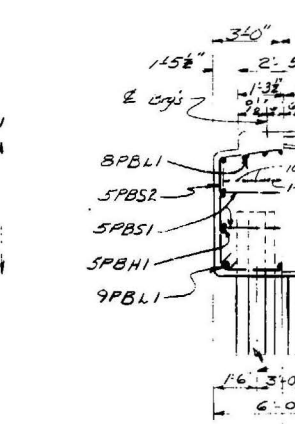
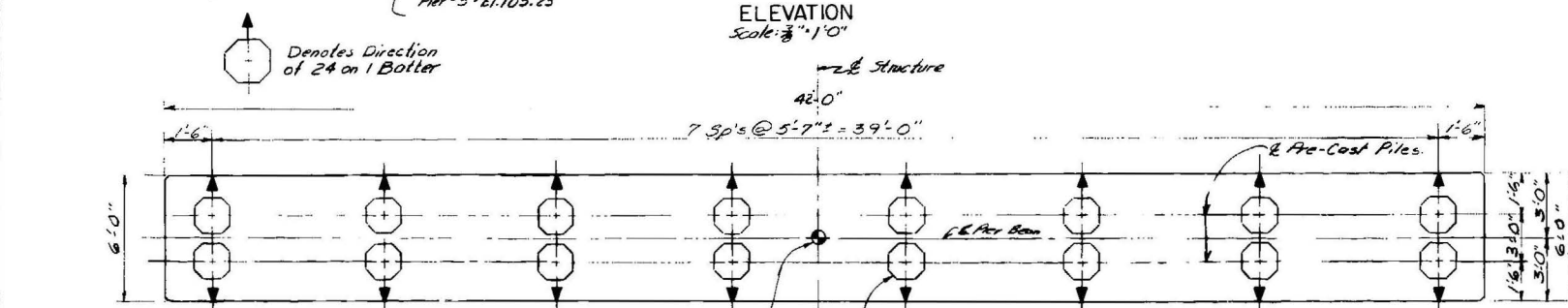
FED. RD. DIST. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	F-BRF-371 (8)	26	33

SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY



Note: Pier Pedestals shall be poured monolithically with the cap beam. The pedestal shall be poured in minimum of 3' high and shall be built, hammered (or by other means) over the pedestal surface to the proper elevation.

Note: Bearings on Piers 4 and 5 are as shown, Piers 1 and 2 are opposite fixed about & Pier Beam and Pier 3 is fixed at both bearings.



PEDESTAL REINFORCEMENT PER PIER

Pedestals	Bar Mark	Position	Total	Bar Mark	Position	Total	Length
1 & 6 Pos.	GPPS1	Horiz.	4	SPPV1	Vert	28	2'-0"
2 & 5 Int.	"	"	6	SPPV2	"	"	2'-2"
3 & 4 Int.	"	"	8	SPPV3	"	"	2'-4"

PIER BEARING LOCATION

EA	Pier #1	Pier #2	Pier #3	Pier #4	Pier #5	W.A.
E	ROR	ROR	ROR	ROR	ROR	E
F	ROR	ROR	ROR	ROR	ROR	E

BEARING LOCATION

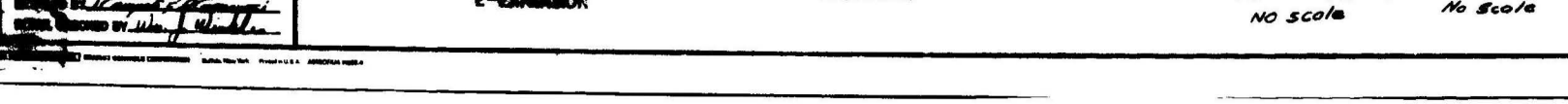
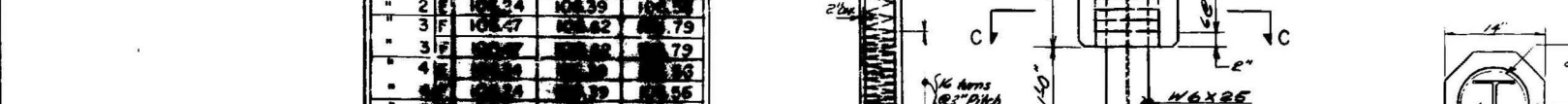
EA	Pier #1	Pier #2	Pier #3	Pier #4	Pier #5	W.A.
E	ROR	ROR	ROR	ROR	ROR	E
F	ROR	ROR	ROR	ROR	ROR	E

PEDESTAL EL. PIERS 1-5

LOCATION	1-6	2-5	3-4
E. ABUTE	104.43	104.98	104.75
PIER 1	105.56	105.71	105.88
" 1	105.56	105.71	105.88
" 2	105.56	105.71	105.88
" 3	105.56	105.71	105.88
" 4	105.56	105.71	105.88
" 5	105.56	105.71	105.88
" 6	105.56	105.71	105.88
W. ABUTE	104.43	104.98	104.75

PILE PROPERTIES

PILE SIZE	FINAL PRESTRESS FORCE	CONTRACTOR'S OPTION STRANDS PER PILE
OCTAGONAL		
14"	114 kips	7

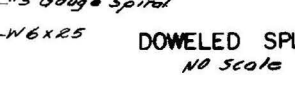
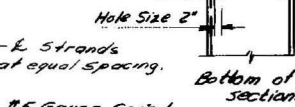
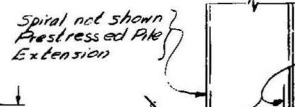


PEDESTAL REINFORCEMENT PER PIER

Pedestals	Bar Mark	Position	Total	Bar Mark	Position	Total	Length
1 & 6 Pos.	GPPS1	Horiz.	4	SPPV1	Vert	28	2'-0"
2 & 5 Int.	"	"	6	SPPV2	"	"	2'-2"
3 & 4 Int.	"	"	8	SPPV3	"	"	2'-4"

PILE PROPERTIES

PILE SIZE	FINAL PRESTRESS FORCE	CONTRACTOR'S OPTION STRANDS PER PILE
OCTAGONAL		
14"	114 kips	7



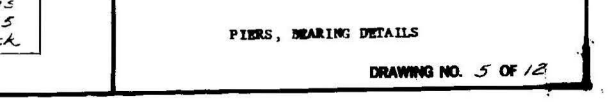
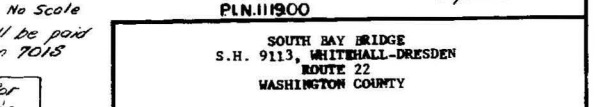
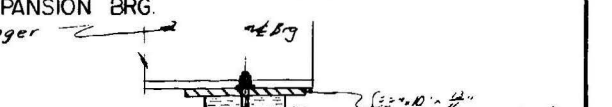
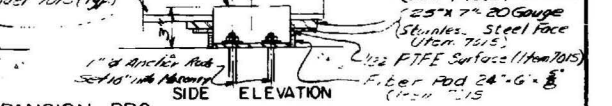
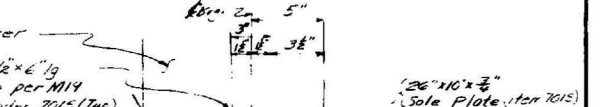
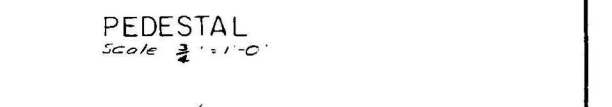
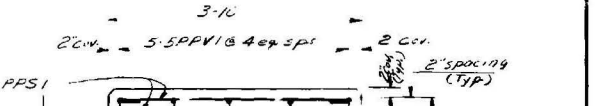
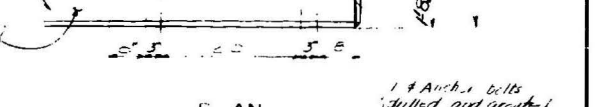
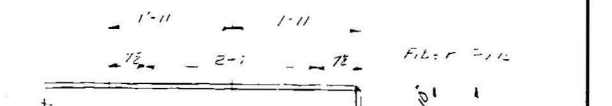
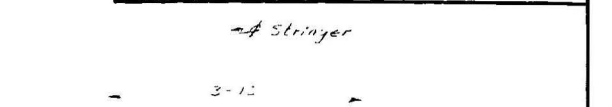
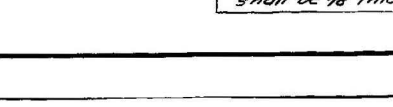
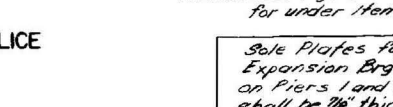
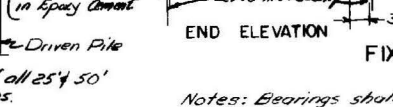
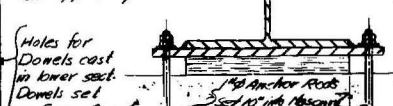
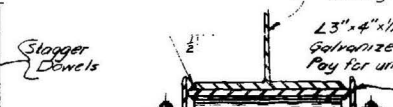
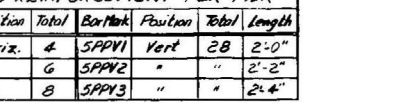
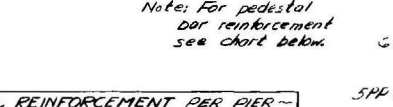
Note: Pier Pedestals shall be poured monolithically with the cap beam. The pedestal shall be poured in minimum of 3' high and shall be built, hammered (or by other means) over the pedestal surface to the proper elevation.

Note: Bearings on Piers 4 and 5 are as shown, Piers 1 and 2 are opposite fixed about & Pier Beam and Pier 3 is fixed at both bearings.

Note: For pedestal bar reinforcement see chart below.

PEDESTAL REINFORCEMENT PER PIER

Pedestals	Bar Mark	Position	Total	Bar Mark	Position	Total	Length
1 & 6 Pos.	GPPS1	Horiz.	4	SPPV1	Vert	28	2'-0"
2 & 5 Int.	"	"	6	SPPV2	"	"	2'-2"
3 & 4 Int.	"	"	8	SPPV3	"	"	2'-4"



PROJECT NUMBER: 14-021
IN CHARGE OF: Neil Kelly
DESIGNED BY: Neil Kelly
CHECKED BY: Neil Kelly
REVIEWED BY: Neil Kelly
APPROVED BY: Neil Kelly

PEDESTAL EL. PIERS 1-5

LOCATION	1-6	2-5	3-4
E. ABUTE	104.43	104.98	104.75
PIER 1	105.56	105.71	105.88
" 1	105.56	105.71	105.88
" 2	105.56	105.71	105.88
" 3	105.56	105.71	105.88
" 4	105.56	105.71	105.88
" 5	105.56	105.71	105.88
" 6	105.56	105.71	105.88
W. ABUTE	104.43	104.98	104.75

F-FIXED
E-EXPANSION

PIER BEARING LOCATION

EA	Pier #1	Pier #2	Pier #3	Pier #4	Pier #5	W.A.
E	ROR	ROR	ROR	ROR	ROR	E
F	ROR	ROR	ROR	ROR	ROR	E

PILE PROPERTIES

PILE SIZE	FINAL PRESTRESS FORCE	CONTRACTOR'S OPTION STRANDS PER PILE
OCTAGONAL		
14"	114 kips	7

SECTION B-B
No Scale

Stringer #1
Stringer #2
Stringer #3
Stringer #4
Stringer #5
Stringer #6

Pier #1
Pier #2
Pier #3
Pier #4
Pier #5

SECTION C-C
No Scale

Stringer #1
Stringer #2
Stringer #3
Stringer #4
Stringer #5
Stringer #6

Pier #1
Pier #2
Pier #3
Pier #4
Pier #5

ELEVATION
No Scale

Stringer #1
Stringer #2
Stringer #3
Stringer #4
Stringer #5
Stringer #6

Pier #1
Pier #2
Pier #3
Pier #4
Pier #5

ELEVATION
No Scale

Stringer #1
Stringer #2
Stringer #3
Stringer #4
Stringer #5
Stringer #6

Pier #1
Pier #2
Pier #3
Pier #4
Pier #5

ELEVATION
No Scale

Stringer #1
Stringer #2
Stringer #3
Stringer #4
Stringer #5
Stringer #6

Pier #1
Pier #2
Pier #3
Pier #4
Pier #5

ELEVATION
No Scale

Stringer #1
Stringer #2
Stringer #3
Stringer #4
Stringer #5
Stringer #6

Pier #1
Pier #2
Pier #3
Pier #4
Pier #5

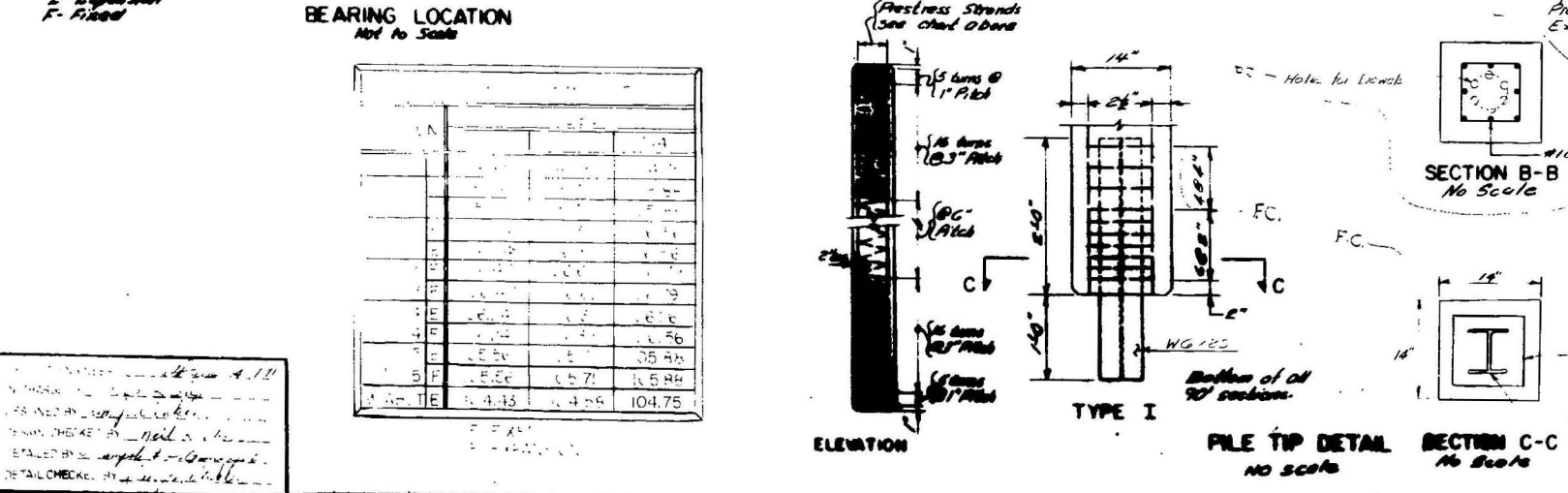
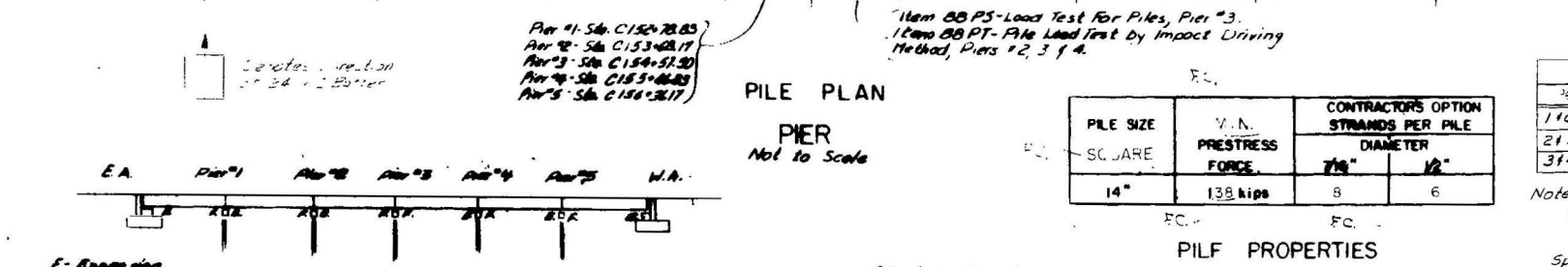
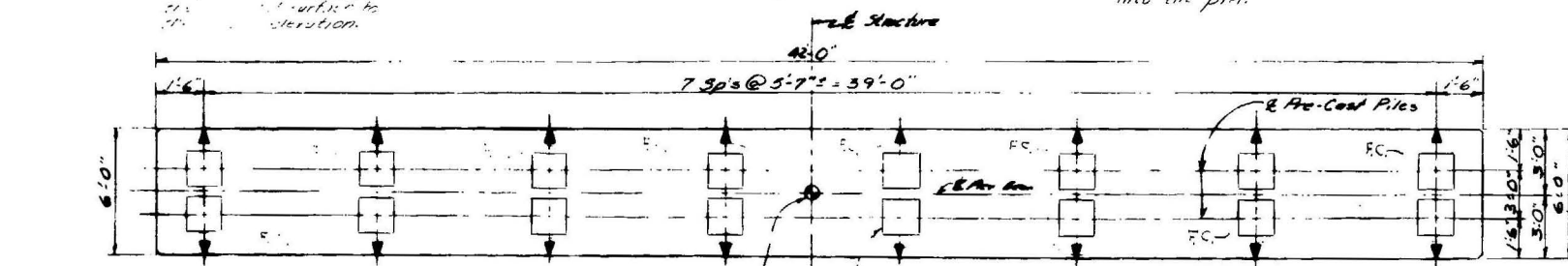
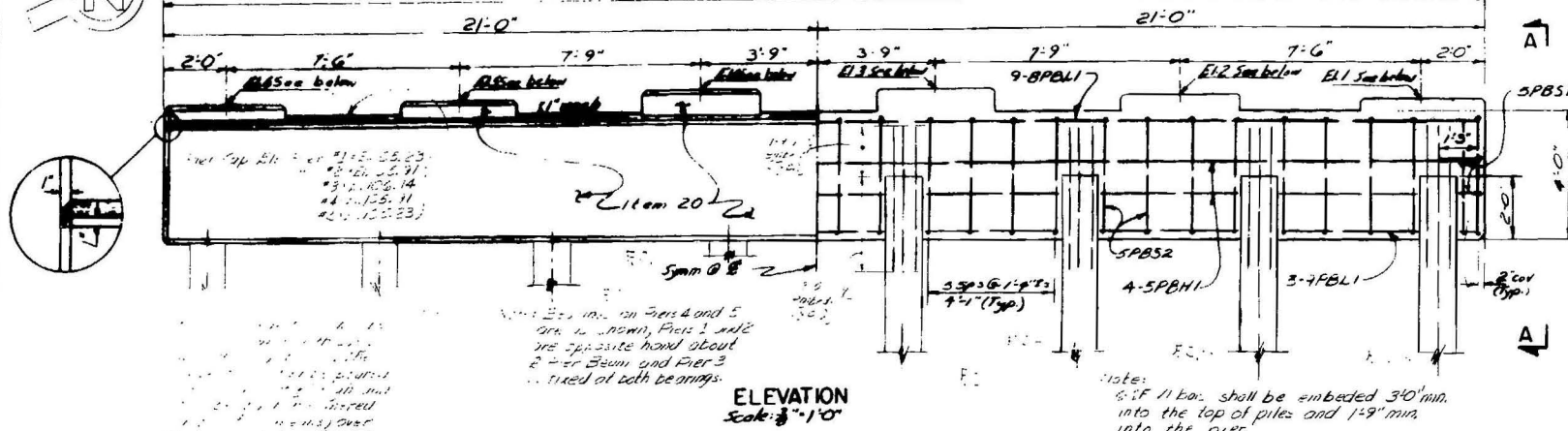
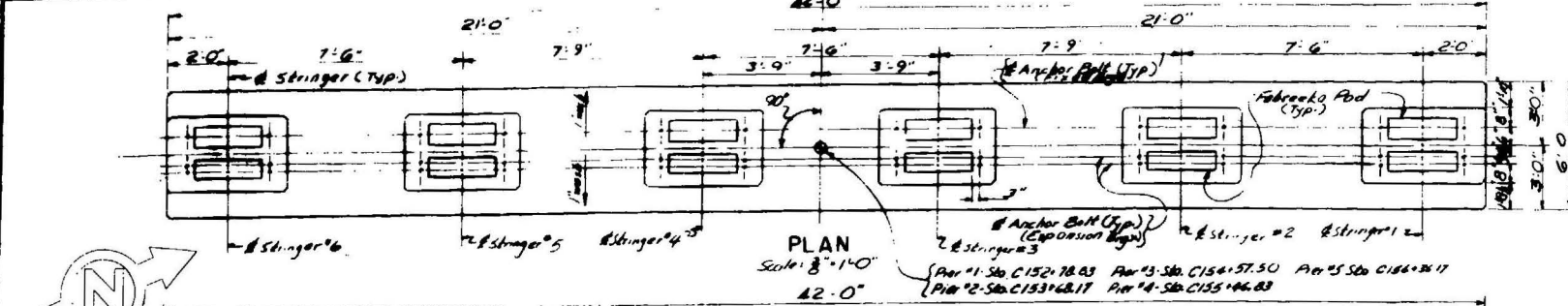
FED. RD. DIST. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	F-BRF-371 (8)	26-A	33

SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-ORISKANY
ROUTE 22
WASHINGTON COUNTY

FIELD CHANGE SHEET

SHEET 26-A SUPERCEDES SHEET NO. 26
DUE TO THE FOLLOWING REASONS:

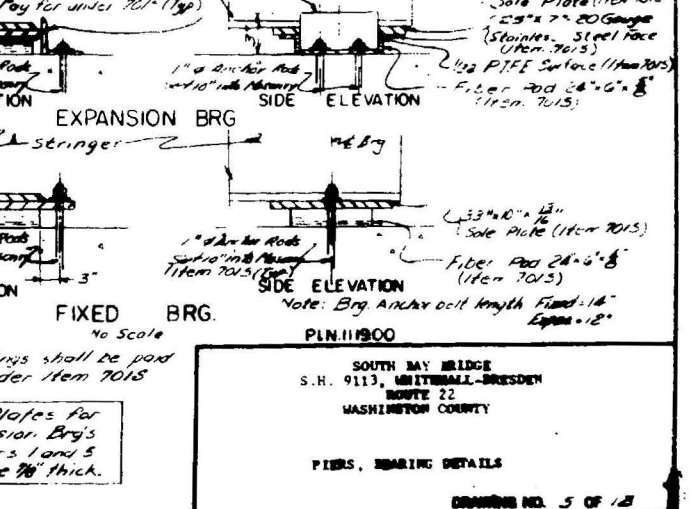
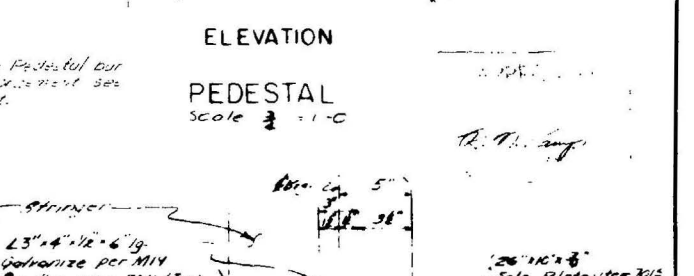
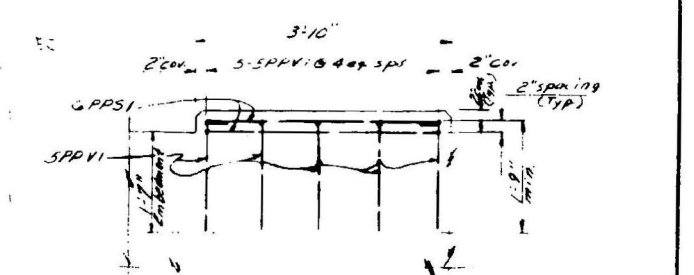
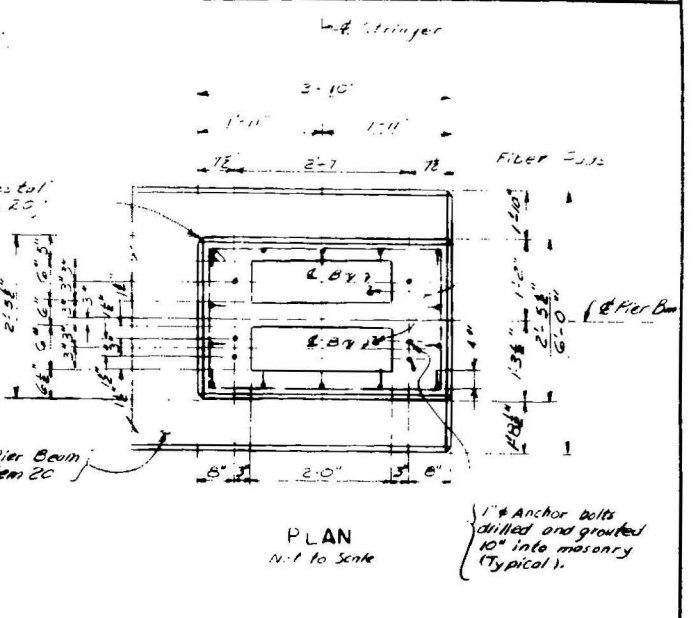
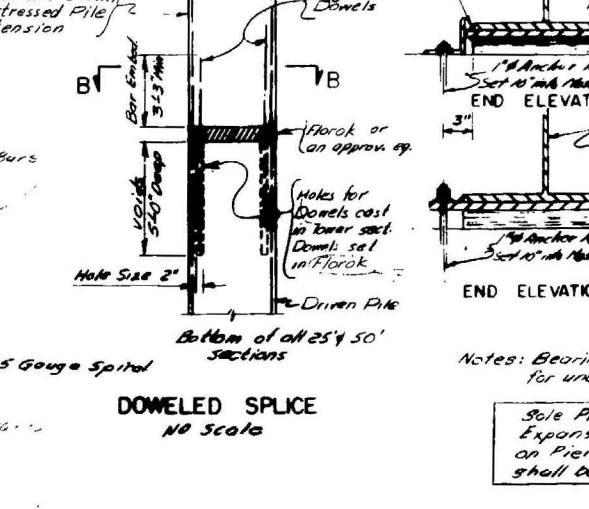
- The addition of 2" F501 bar reinforcement in the top of the pile was due to the omission on the original notes & plan.
-



BAR LIST				
MARK	SIZE	NO.	LGTH	TYPE
GFSYI	G	480	449"	Str. Vert. Top of Pile

CHANGE IN QUANTITIES				
ITEM	DESCRIPTION	UNIT	INCREASE	NET CHGE
28	Bar Reinforcement for Struct.	LB's	3425	+3425

PEDESTAL REINFORCEMENT PER PIER				
Reinforcement	Bar Mark	Position	Total	Bar Mark
116 Fds.	GPPSI	Horiz.	4	SPPY1
215 Int.	"	"	G	SPPY2
314 Int.	"	"	B	SPPY3



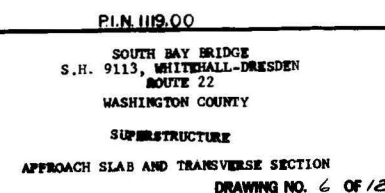
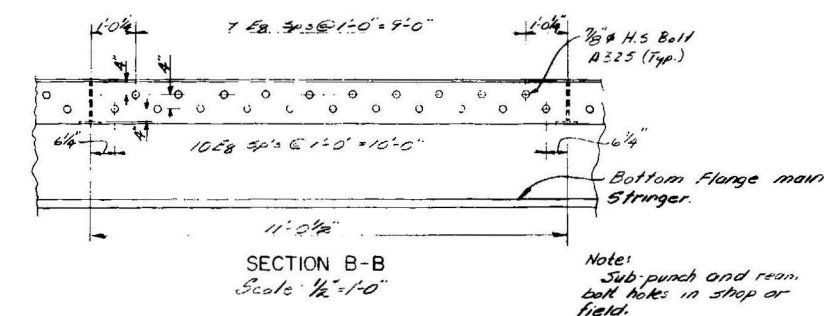
SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-ORISKANY
ROUTE 22
WASHINGTON COUNTY

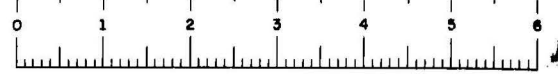
PIERS, BEARING DETAILS

DRAWING NO. 5 OF 13

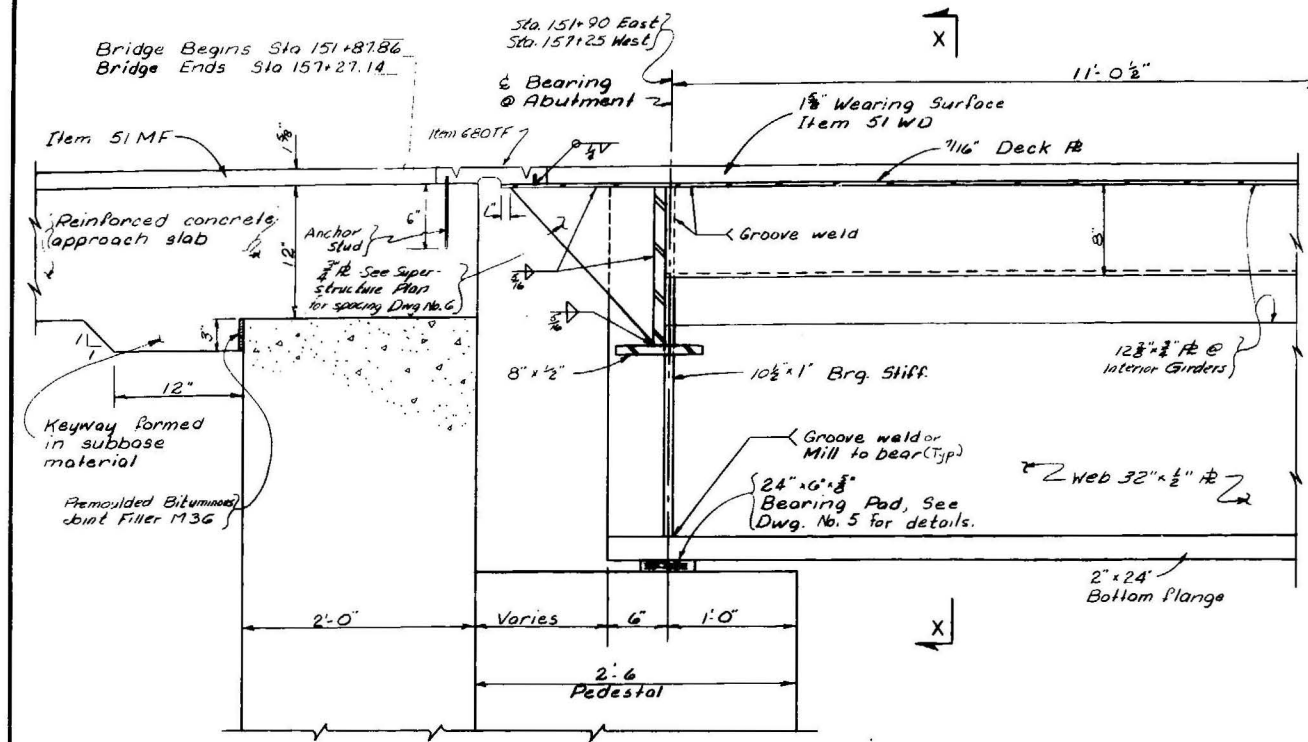
F.A.R.C. 72

PROJECT ENGINEER John J. Wilmshurst 10-170
IN CHARGE OF Neil Kusko
DESIGNED BY John J. Wilmshurst
DESIGN CHECKED BY Neil Kusko
DESIGNED BY Paul C. Kazmar
DESIGN CHECKED BY John J. Wilmshurst

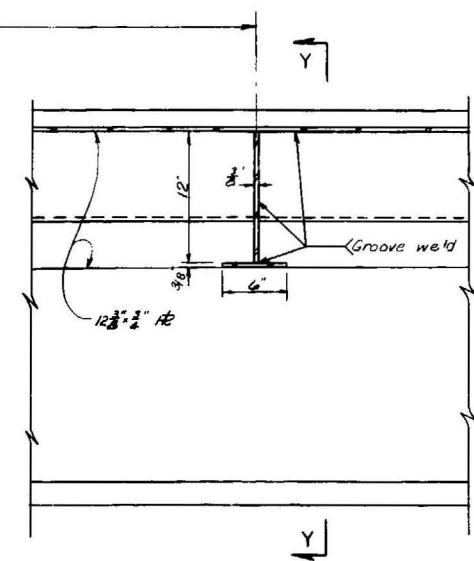




FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	F-BRF-371 (8)	28	33
SOUTH BAY BRIDGE S.H. 9113, WHITEHALL-DRESDEN ROUTE 22 WASHINGTON COUNTY				

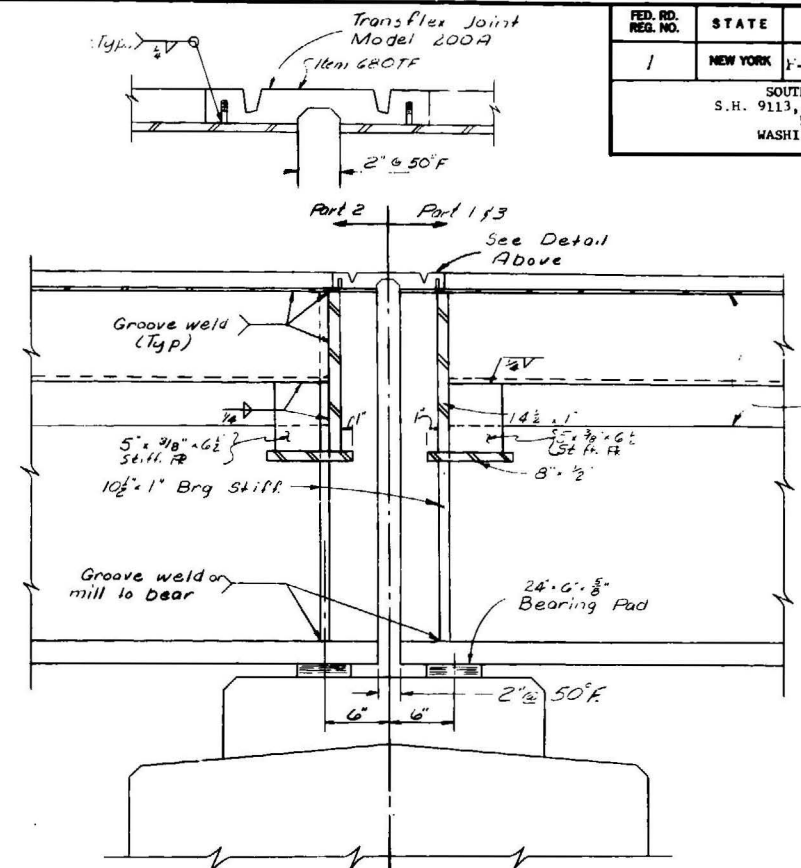


ABUTMENT SECTION
(Part 2 only)



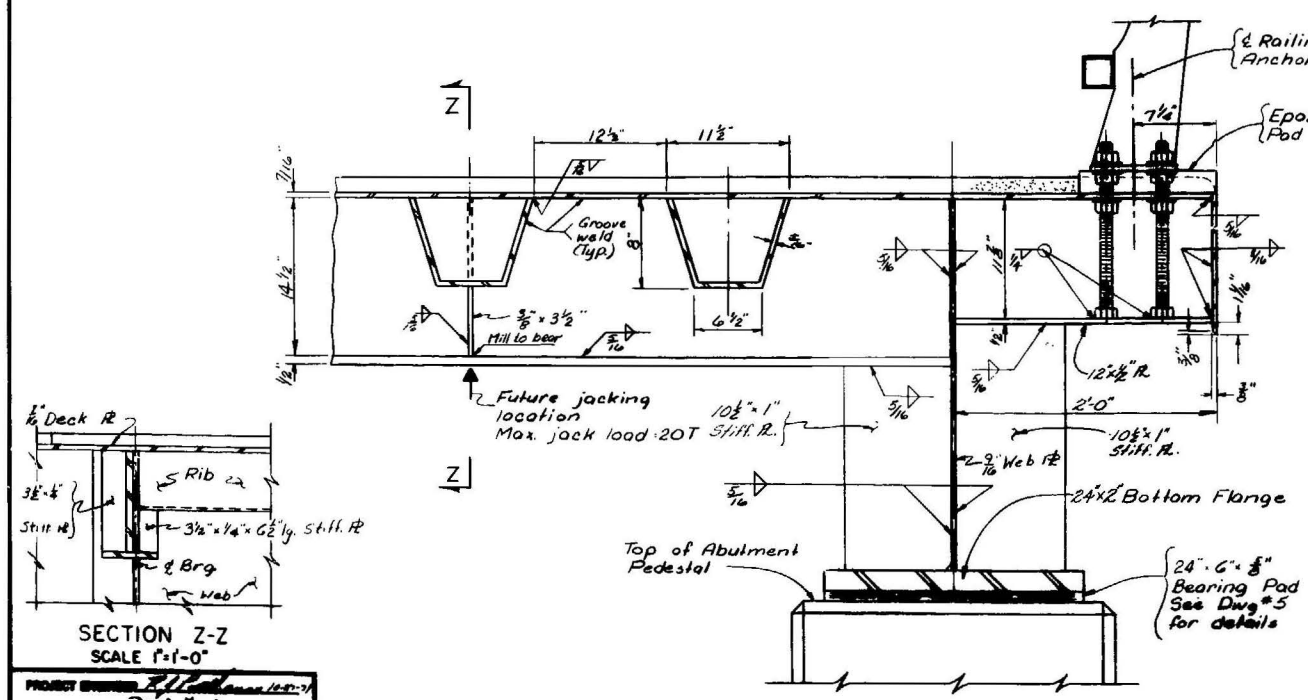
INTERMEDIATE FLOOR BEAM DETAIL

LONGITUDINAL SECTION
SCALE 1/2"=1'-0"

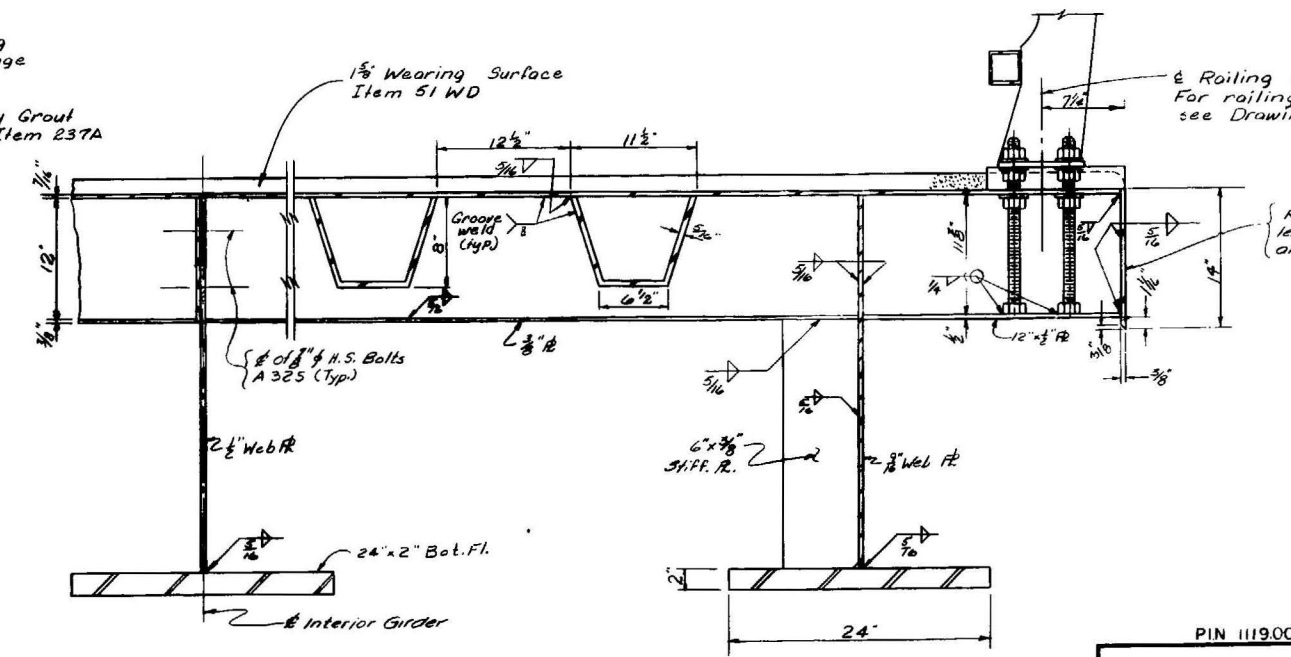


TYPICAL PIER SECTION
Part 2 Part 1 f3

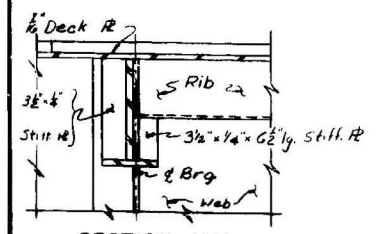
Note: All groove welds to be 80% min. penetration.



SECTION X-X
SCALE 1/2"=1'-0"



SECTION Y-Y
SCALE 1/2"=1'-0"



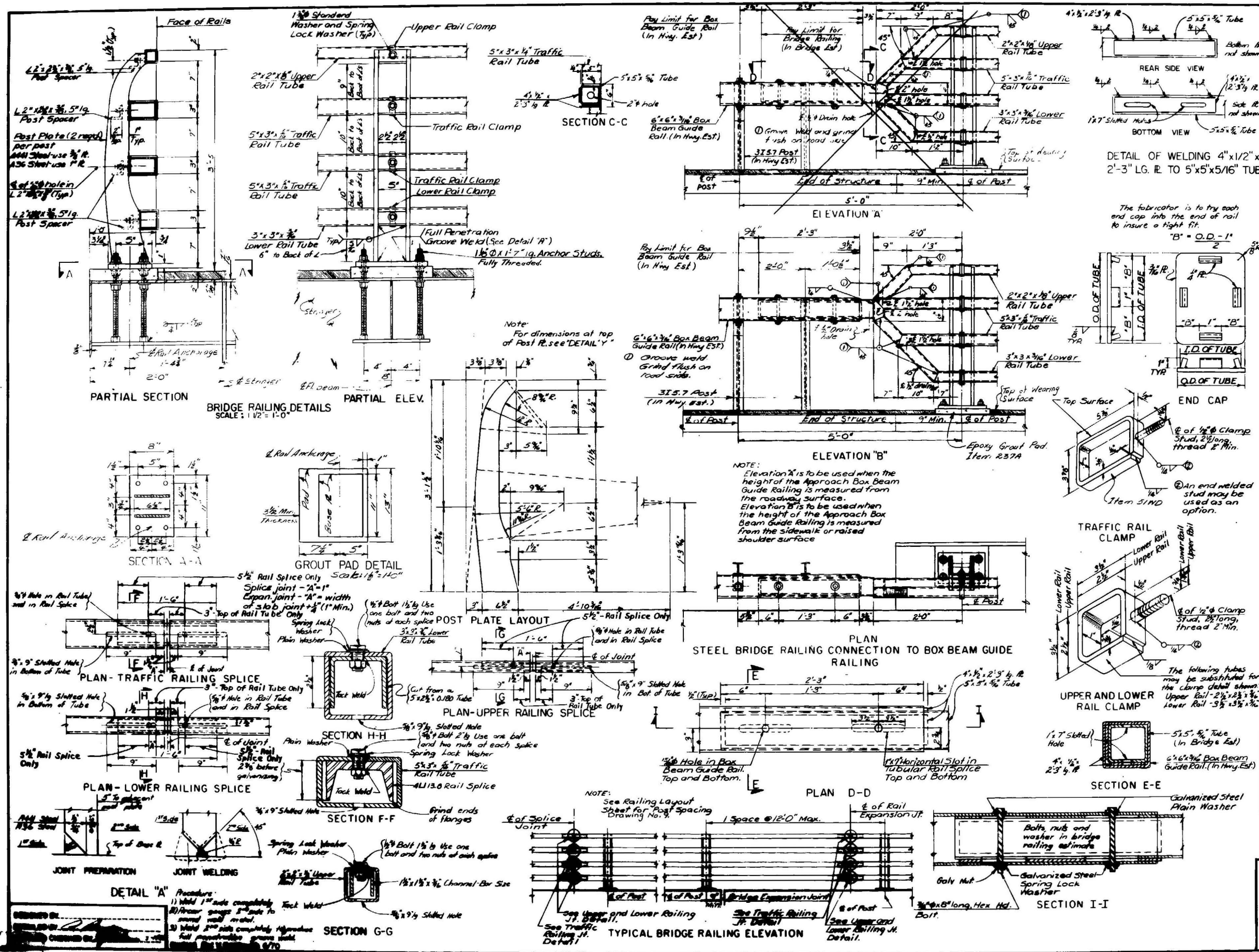
SECTION Z-Z
SCALE 1"=1'-0"

PROJECT ENGINEER: *[Signature]*
IN CHARGE OF: *[Signature]*
DESIGNED BY: *[Signature]*
CHECKED BY: *[Signature]*
REVIEWED BY: *[Signature]*

PIN 1119.00

SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY

SUPERSTRUCTURE



Notes:
All railing is to be fabricated and erected so that the rails are parallel to each other and to the top of wing surface and so that the posts are truly vertical.

The Base Plates shall be perpendicular to the posts unless otherwise noted. When the railing is to be placed on a preformed surface the Base Plates may be parallel to the grade or may be perpendicular to the post and made level by the use of banded shims.

Tubular steel rails, rail clamp assemblies including studs, nuts and washers, posts, post spacers, base plates, rail end caps, railing splices and end rails shall be galvanized. Caulking compound shall be paid for under the railing item.

Anchor studs, nuts, washers and anchor plates shall be paid for under the railing item. After the anchor stud nuts have been placed and tightened to the satisfaction of the Engineer, the studs shall be cut off 1/8 inch above the nut and peened. Rails shall span a minimum of 2 posts.

Materials used in the manufacture of railing shall conform to the requirements and/or specifications listed below.

- Rail Tubes - ASTM Designation A500 Grade 3 or A501.
- Rail Clamps - ASTM Designation A36
- Clamp Studs, Nuts and Washers - ASTM Designation A307
- Rail End Caps - ASTM Designation A36
- Channel Rail Splices - ASTM Designation A36
- Tubular Rail Splices - ASTM Designation A500 Grade 3 or A501
- Splice Plates - ASTM Designation A36
- 3/4" Post Plates - ASTM Designation A441
- 1" Post Plates - ASTM Designation A36
- Post Spacers - Same as post plate material
- Base Plates - Same as post plate material
- Splice Bolts, Nuts and Washers - ASTM Designation A307
- Anchor Studs - ASTM Designation A449
- Nut/Washer for Anchor Studs-ASTM Design.A322
- Anchor Plates - ASTM Designation A36
- Beveled Shims - Material Specification M11

Galvanized Railing - All components of the railing including anchor studs, nuts, and washers shall be galvanized in accordance with Material Specification M19. Anchor studs shall be galvanized in accordance with Material Specification M18. The cut portion of the anchor studs shall have one field coat of dull Orange Primer and two field coats of Ready-Mixed Aluminum Paint conforming to the requirements of Material Specifications M18CA and M18J in that order. All bolts shall have a Class 2A thread fit prior to galvanizing. Grind all edges of Post Plates and Base Plates so that all sharp edges are removed. Railing post shall be erected to proper line and grade before epoxy cast in place.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	F-BRF-371(8)	31	33

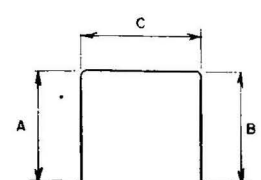
SOUTH BAY BRIDGE
J.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY

P.N. 119.00

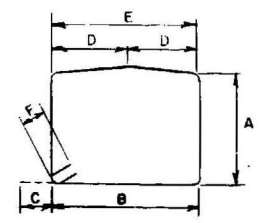
SOUTH BAY BRIDGE
S.H. 9113, WHITEHALL-DRESDEN
ROUTE 22
WASHINGTON COUNTY

STEEL BRIDGE RAILING - FOUR RAIL

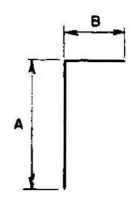
DWG. NO. 10 OF 12

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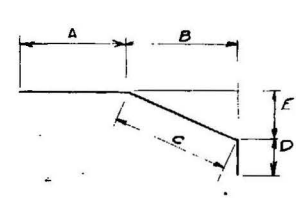
IV



IX



X



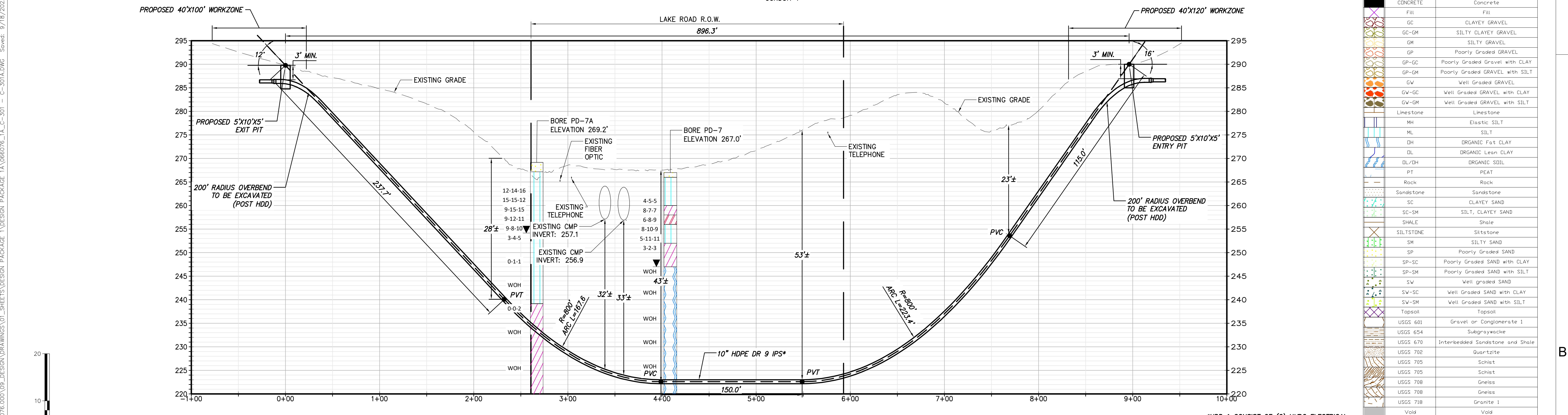
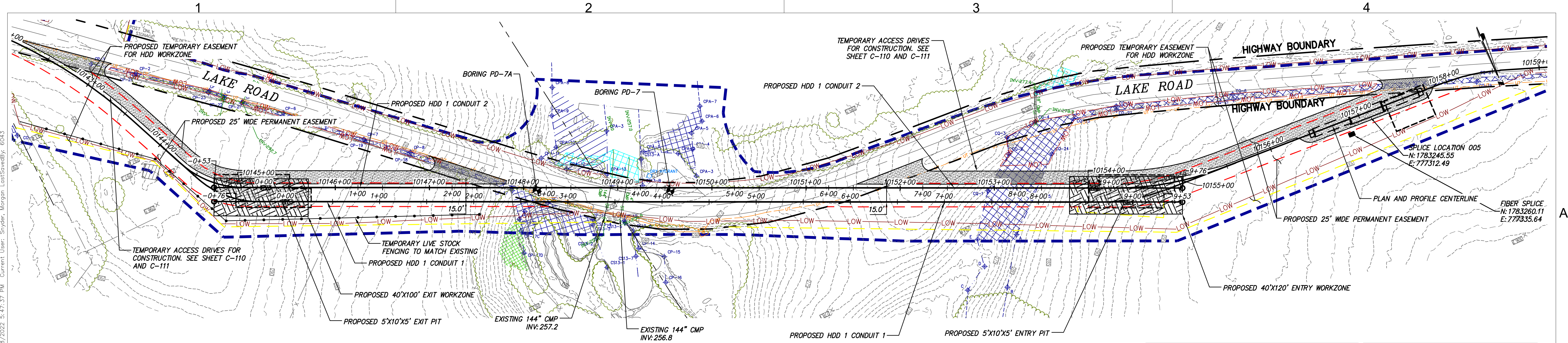
XIII

PROJECT SPONSORED BY F. H. [unclear] N-571
IN CHARGE OF Neil Kessler
DESIGNED BY _____
DESIGN CHECKED BY _____
REVIEWED BY R. S. [unclear]
REVISIONS CHECKED BY W. J. [unclear]

BAR LIST

Appendix C

HDD Design Drawings



PROPOSED HDD 1 PROFILE CONDUIT 1

*HDD 1 CONSIST OF (2) HVDC ELECTRICAL TRANSMISSION CABLES HOUSED IN INDIVIDUAL 10" DIAMETER CASINGS.

A THIRD 2" CASING WILL BE BUNDLED WITH ONE OF THE 10" CASINGS FOR A TELECOMMUNICATIONS LINE.



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

No.	DATE	SUBMITTAL / REVISION DESCRIPTION	DB	APP
0	09/21/2022	FINAL EM&CP SUBMISSION	MCS	JEO

CHAMPLAIN HUDSON POWER EXPRESS
SEGMENT 1 (PACKAGE 1A) PUTNAM TO DRESDEN

HDD 1 PLAN AND PROFILE - CONDUIT 1
MILL BROOK CULVERTS CROSSING, CONDUIT 1
WHITEHALL, WASHINGTON COUNTY, NY

DRAWN BY: TAR

DESIGNED BY: TAR

APPROVED BY: JEO

SCALE

AS NOTED

DATE

09/21/2022

SH.NO.

XXX OF XXX

KIEWIT PROJECT NO.
21162

CHA PROJECT NO.
066076

DRAWING NO.
C-301