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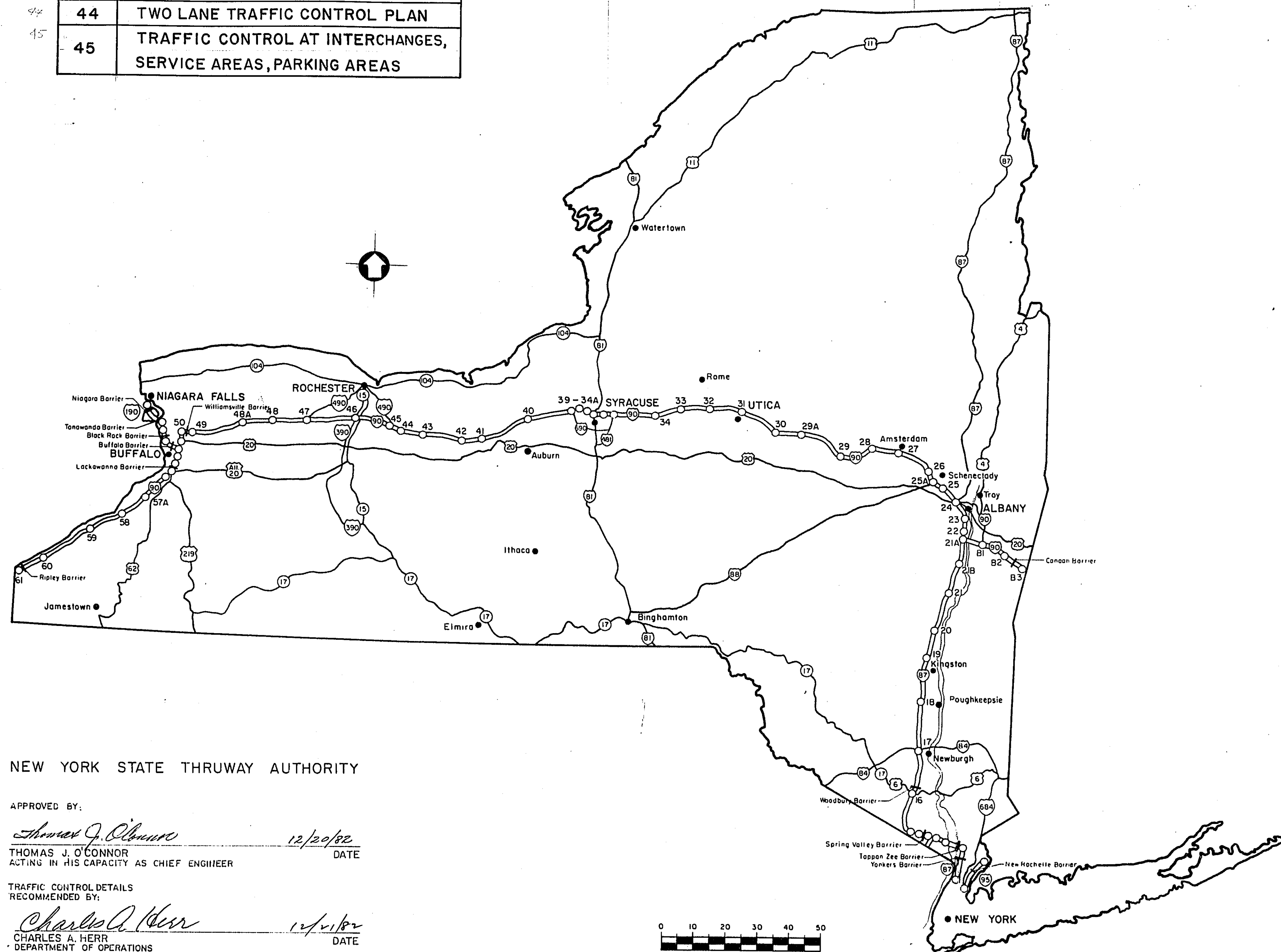
## PLANS FOR REPAIR OF STRUCTURAL STEEL DAMAGE TO EIGHT (8) BRIDGE STRUCTURES

AT			
PEDESTRIAN OVERPASS OVER TWY.,	MP 209.90	TWY. OVER ORISKANY BLVD.,	MP 238.22
GEES ROAD OVER TWY.,	MP 265.99	ELECTRONICS PKWY. INT. OVER TWY.,	MP 283.79
RTE. 34 OVER TWY.,	MP 303.92	RTE. 38 OVER TWY.,	MP 307.97
CLYDE - WATERLOO INT. OVER TWY.,	MP 320.41	TWY. OVER RTE. 14,	MP 326.90

HERKIMER, ONEIDA, MADISON, ONONDAGA, CAYUGA, SENECA & ONTARIO COUNTIES

45 SHEETS

TAS 82-28B



No.	YONKERS TO RIPLEY
1	YONKERS - HALL PLACE
2	YONKERS - YONKERS AVENUE
3	YONKERS - MILE 50.95 ROAD
4	YONKERS - CROSS COUNTY PARKWAY
5	YONKERS - ROUTE 100 (CENTRAL AVENUE)
6	TUCKAHOE ROAD
6A	RIDGE HILL
	YONKERS TOLL BARRIER
7	ARDSLEY - ROUTE 9A
7A	SAW MILL RIVER PARKWAY
8	CROSS-WESTCHESTER EXPRESSWAY I-287
9	TARRYTOWN - ROUTE 9
	TAPPAN ZEE BRIDGE TOLL BARRIER
10	SOUTH NYACK - ROUTE 9W
11	NYACK - ROUTE 9W
12	WEST NYACK - ROUTE 303
13	PALISADES INTERSTATE PARKWAY
14	SPRING VALLEY - ROUTE 55
14A	GARDEN STATE PARKWAY - ONN - SCHOOLHOUSE ROAD
	SPRING VALLEY TOLL BARRIER
14B	AIRMONT ROAD
15	SUFFERN - ROUTE 17
16	HARRIMAN - ROUTES 6 & 17
	WOODBURY TOLL BARRIER
17	NEUBURGH - ROUTES 17K & I-84
18	NEW PALTZ - ROUTE 299
19	KINGSTON - ROUTE 28
20	SAUGERTIES - ROUTE 32
21	CATSKILL - ROUTES 23 & 145
21B	COXSACKIE - ROUTES 9W & 81
21A	BERKSHIRE SECTION
22	SELKIRK - ROUTES 144 & 396
23	ALBANY - ROUTES 9W & I-787
24	ALBANY - I-87 & I-90
25	SCHENECTADY - ROUTES 7, 146 & I-890
25A	SCHENECTADY - I-88
26	SCHENECTADY - ROUTES 5S & I-890
27	AMSTERDAM - ROUTE 30
28	FULTONVILLE - ROUTE 30A
29	CANAJOHARIE - ROUTE 10
29A	LITTLE FALLS - ROUTE 169
30	HERKIMER - ROUTE 28
31	UTICA - ROUTES 5, 8, 12 & I 790
32	WESTMORELAND - ROUTE 233
33	VERONA - ROUTE 365
34	CANASTOTA - ROUTE 13
34A	SYRACUSE - I-481
35	SYRACUSE - ROUTE 298
36	SYRACUSE - I-81
37	ELECTRONICS PARKWAY
38	SYRACUSE - ROUTE 57
39	SYRACUSE - ROUTES 48 & I-690
40	WEEDSPORT - ROUTE 34
41	CLYDE WATERLOO - ROUTE 414
42	GENESEA - LYONS - ROUTE 14
43	MANCHESTER - ROUTE 21
44	CANANDAIGUA - ROUTE 332
45	ROCHESTER - ROUTES 96 & I-490
46	ROCHESTER - I-390
47	LEROU - ROUTES 19 & I-490
48	BATAVIA - ROUTE 98
48A	PEMBROKE - ROUTE 77
49	DEPUY - ROUTE 78
	WILLIAMSVILLE TOLL BARRIER
50	BUFFALO - I-290
50A	CLEVELAND DRIVE
51	BUFFALO - ROUTE 33
52	BUFFALO WALDEN AVENUE
53	BUFFALO - NIAGARA SECTION, I-190
54	WEST SENECA - ROUTES 16 & 400
55	LACKAWANNA - RIDGE ROAD & ROUTE 310
	LACKAWANNA TOLL BARRIER
56	BLADELL - MILE STRIP ROAD & ROUTE 179
57	HAMBURG - ROUTE 75
57A	EDEN - ANGOLA
58	SILVER CREEK - ROUTES 5 & 20
59	FREDRICK - DUWIKIR - ROUTE 60
60	WELFLEET - ROUTE 17
	RIPLEY TOLL BARRIER
61	RIPLEY - SHORTMAN ROAD - ROUTES 5 & 20

No.		NEW ENGLAND SECTION	
3C		PELHAM PARKWAY WESTBOUND	
9		HUTCHINSON RIVER PARKWAY-NORTHBOUND	
10		GUN HILL ROAD	
11		BARTOW AVENUE	
12		BAYCHESTER AVENUE	
13		CONNER STREET	
14		HUTCHINSON RIVER PARKWAY - SOUTHBOUND	
15		NEW ROCHELLE -- ROUTE 51	
		NEW ROCHELLE -- DIVISION STREET	
16		NEW ROCHELLE -- NORTH AVENUE, CEDAR STREET	
		NEW ROCHELLE TOLL BARRIER	
17		LARCHMONT -- CHATSWORTH AVENUE	
18A		MAMARONECK	
18B		WHITE PLAINS	
19		RYE-PLAYLAND PARKWAY	
20		RYE -- ROUTE 51	
21		WHITE PLAINS - I 287	
22		PORT CHESTPE - MIDLAND AVENUE	

B 1 ROUTE 9 & I-90 WEST  
B 2 TACONIC STATE PARKWAY - ROUTE 295  
B 3 CANAAN TOLL BARRIER  
ROUTE 22

N 1 BUFFALO - CITY LINE TOLL BARRIER  
N 2 OGDEN STREET  
N 2 CLINTON STREET - ROUTES 62 & 354  
N 3 SENECA STREET - ROUTES 16 & 62  
N 4 SMITH STREET  
N 5N HAMBURG STREET  
N 5S LOUISIANA STREET  
N 6 OAK & ELM STREETS  
N 7 CHURCH STREET & SKYWAY BRIDGE - ROUTE 5  
N 8 NIAGARA STREET  
N 9 PORTER AVENUE, PEACE BRIDGE, CANADA  
BLACK ROCK TOLL BARRIER  
N11 SCAJAJQUADA EXPRESSWAY, ROUTE 198  
N12 AMHERST STREET  
N13 AUSTIN STREET  
N14 VULCAN STREET  
N15 SHERIDAN DRIVE ROUTE 324  
N16 I 290  
N17 RIVER ROAD ROUTE 266  
TONAWANDA TOLL BARRIER  
N18 GRAND ISLAND - ROUTE 324  
N18A BEAVER ISLAND PARKWAY  
N19 WHITEHORN ROAD  
N20 WEST VER PARKWAY - LONG ROAD ROUTE 324  
N21 NIAGARA TOLL BARRIER  
R. MOSES PARKWAY AND ROUTE 384

• DENOTES DIVISION HEADQUARTERS

NEW YORK STATE THRUWAY AUTHORITY

APPROVED BY: *Thomas J. O'Connor* 12/20/82  
THOMAS J. O'CONNOR  
ACTING IN HIS CAPACITY AS CHIEF ENGINEER DATE

TRAFFIC CONTROL DETAILS  
RECOMMENDED BY: Charles A. Herr 12/21/82  
CHARLES A. HERR  
DEPARTMENT OF OPERATIONS DATE

TAS 82-28B

TAS 82-28B

# ESTIMATE OF QUANTITIES


ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	FINAL QUANTITY
25619.0101	Basic Maintenance and Protection of Thruway Traffic-Location No.1	L.S.	Nec.	
25619.0102	Basic Maintenance and Protection of Thruway Traffic-Location No.2	L.S.	Nec.	
25619.0103	Basic Maintenance and Protection of Thruway Traffic-Location No.3	L.S.	Nec.	
25619.0104	Basic Maintenance and Protection of Thruway Traffic-Location No.4	L.S.	Nec.	
25619.0105	Basic Maintenance and Protection of Thruway Traffic-Location No.5	L.S.	Nec.	
25619.0106	Basic Maintenance and Protection of Thruway Traffic-Location No.6	L.S.	Nec.	
25619.0107	Basic Maintenance and Protection of Thruway Traffic-Location No.7	L.S.	Nec.	
25619.0108	Basic Maintenance and Protection of Thruway Traffic-Location No.8	L.S.	Nec.	
25690.500701	Repair of Damaged Structure Location No.1, MP 209.90±	L.S.	Nec.	
25690.5008	Repair of Damaged Structure Location No.2, MP 238.22±	L.S.	Nec.	
25690.5009	Repair of Damaged Structure Location No.3, MP 265.99±	L.S.	Nec.	
25690.5010	Repair of Damaged Structure Location No.4, MP 283.79±	L.S.	Nec.	
25690.5011	Repair of Damaged Structure Location No.5, MP 303.92±	L.S.	Nec.	
25690.5012	Repair of Damaged Structure Location No.6, MP 307.97±	L.S.	Nec.	
25690.5013	Repair of Damaged Structure Location No.7, MP 320.41±	L.S.	Nec.	
25690.5014	Repair of Damaged Structure Location No.8, MP 326.90±	L.S.	Nec.	
699.01	Mobilization	L.S.	Nec.	

NEW DIAPHRAGM CONNECTION PLATE TO BE FURNISHED AND INSTALLED			
LOCATION NO.	MILEPOST AND ITEM NO.	NO. REQUIRED	PLATE SIZE
2	238.22 25690.5008	2	10" x 1/2" x 2'-6 1/2"
3	265.99 25690.5009	3	8" x 3/8" x 2'-5 3/4"
7	320.41 25690.5013	1	10" x 1/2" x 2'-8"
8	326.90 25690.5014	4	12" x 1/2" x 2'-4"

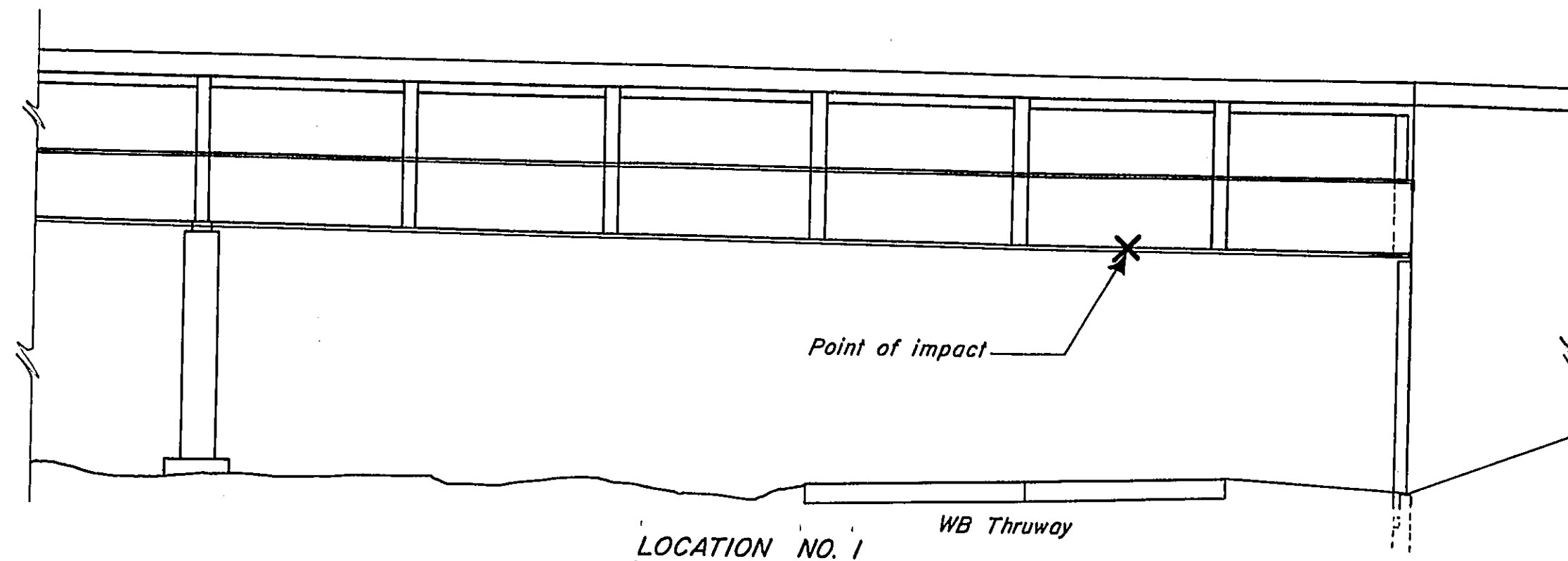
# GENERAL NOTES

- Design Specifications: New York State Department of Transportation, "Steel Construction Manual", 1981.
- Material and Construction Specifications: New York State Department of Transportation, Standard Specifications dated January 2, 1981, including Addendum No. 1.
- The Contractor shall examine and verify in the field, all existing and given conditions and dimensions with those shown on the plans. If field conditions and dimensions differ from those shown on the plans, the Contractor shall use the field conditions and dimensions and make the appropriate changes to those shown on the plans as approved by the Engineer. All field conditions and dimensions shall be so noted on the drawings submitted for approval.
- The Contractor will be held responsible for all damage caused by his operations to the existing structures which is not included as part of the intended work. All damage to the existing structures which is not part of the intended work shall be repaired or replaced by the Contractor without cost to the Authority and to the satisfaction of the Engineer.
- There shall be no claim against the Authority made by the Contractor for work pertaining to modifications as may be required due to any difference between actual field conditions and those shown by the details and dimensions on the contract plans.
- It will be the Contractor's obligation and responsibility to use methods and equipment which will insure the satisfactory completion of the required work with a minimum of delay.
- Record plans for the existing structures will be available for reference to all prospective bidders at the Thruway Headquarters, 200 Southern Boulevard, Albany, N.Y. prior to the letting.

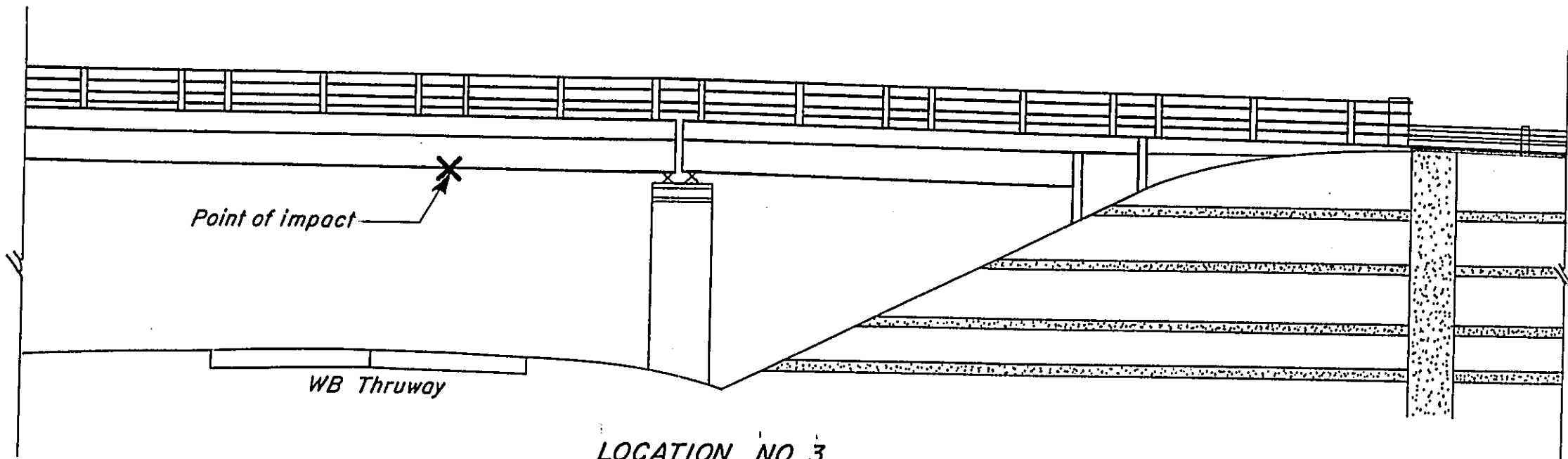
LOCATION	MILEPOST	CONTRACT NO.
No.1	209.90	52-620-3B
No.2	238.22	MT 53-7
No.3	265.99	5T 52-8
No.4	283.79	OT 53-8
No.5	303.92	OT 52-IIP
No.6	307.97	OT 52-IIP
No.7	320.41	OT 52-20
No.8	326.90	OT 53-3

NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REPAIR OF 8 DAMAGED BRIDGES	
LOCATION OF PROJECT 8 LOCATIONS FROM MILEPOST 209.90± to 326.90±	
TITLE OF DRAWING ESTIMATE OF QUANTITIES, GENERAL NOTES, ETC.	
	DRAWN BY: R.P.S.
	CHECKED BY: [Signature]
	DATE: 12/14/82
	DRAWING NUMBER 2 of 45
TAS 82-28B	

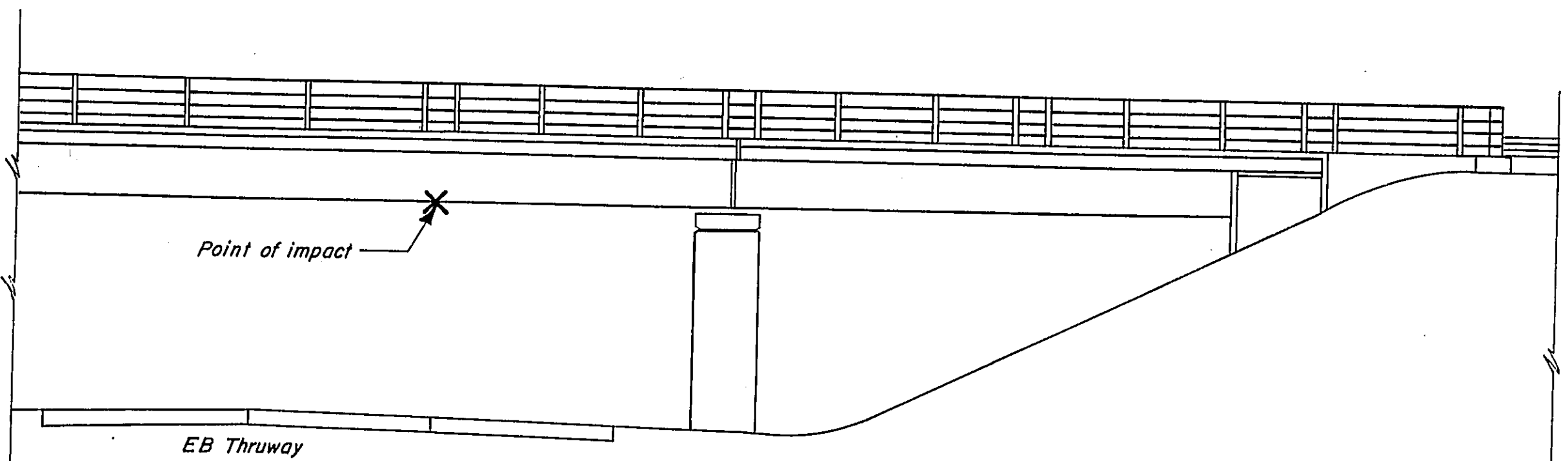




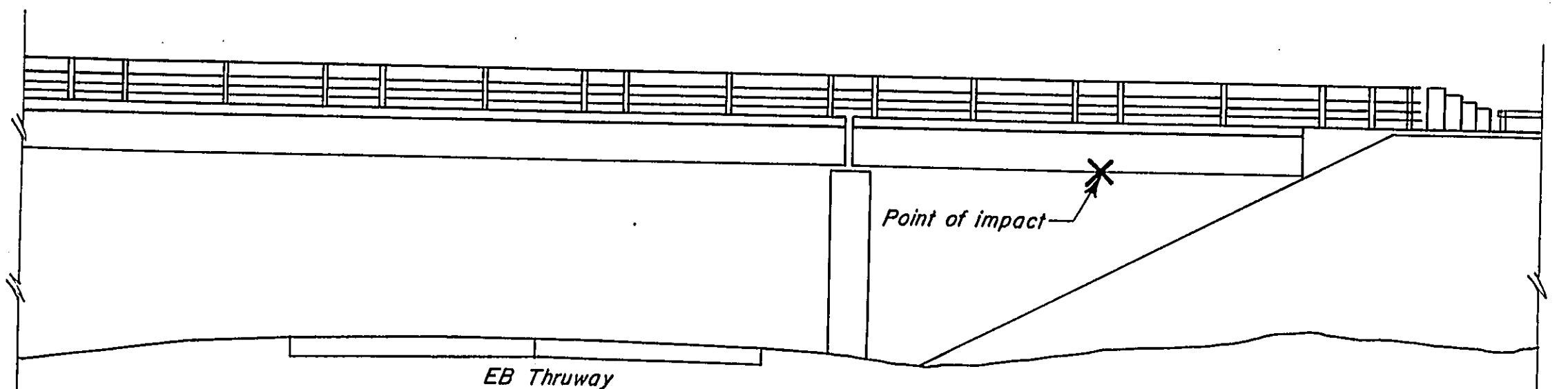
LOCATION NO. 1  
PEDESTRIAN OVERPASS- INDIAN CASTLE- MP 209.90  
REPAIR ITEM- 25690.500701



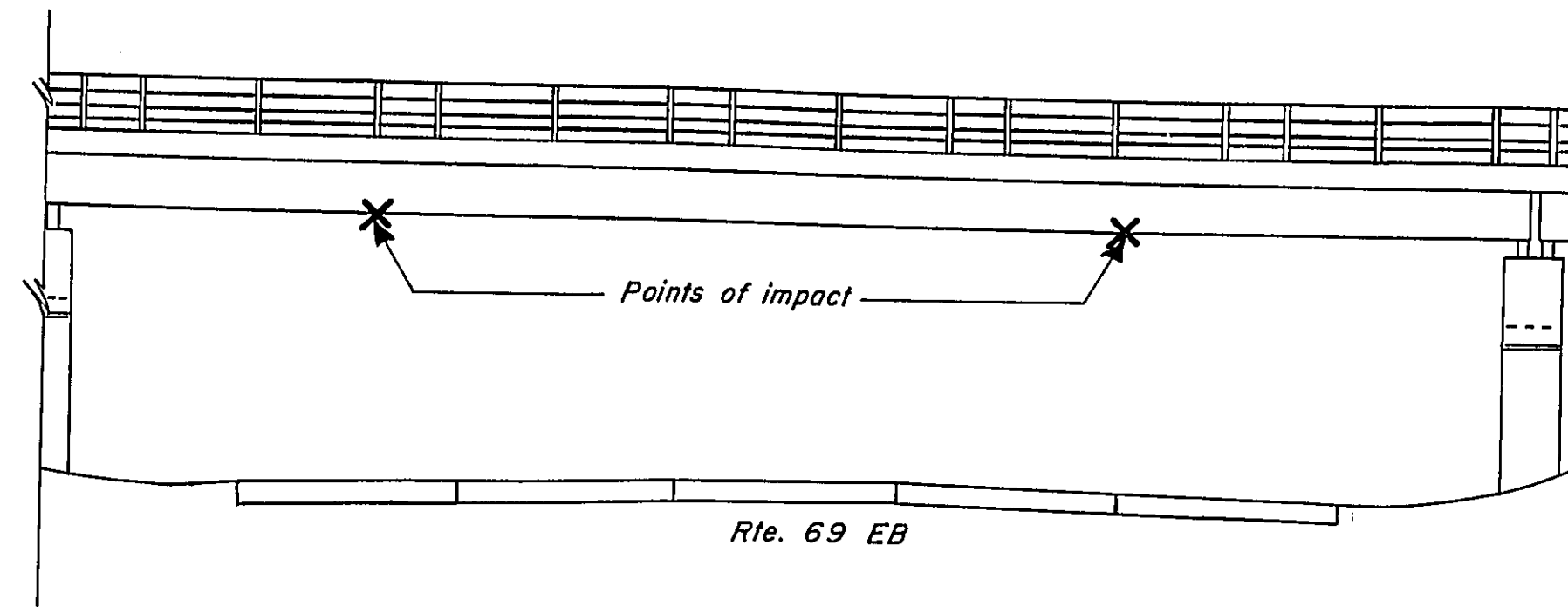
LOCATION NO. 3  
GEES ROAD- MP 265.99  
REPAIR ITEM- 25690.5009



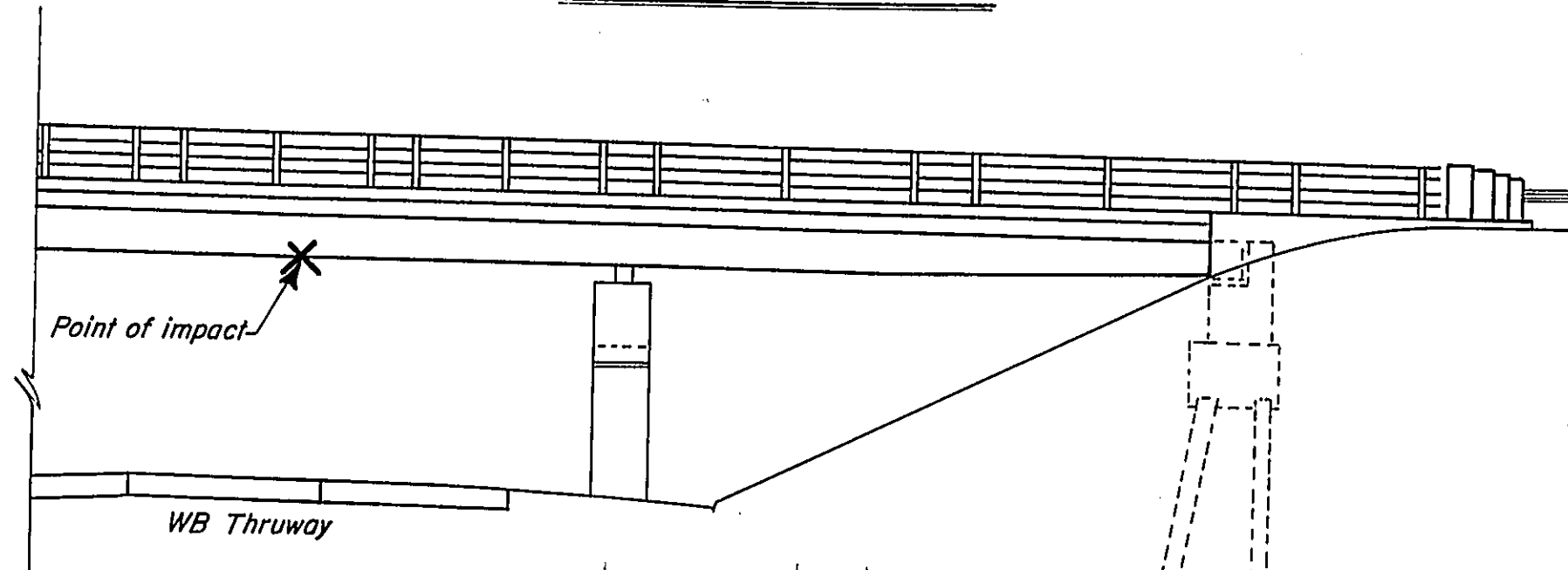
LOCATION NO. 5  
WEEDSPORT- CATO, RTE. 34- MP 303.92  
REPAIR ITEM- 25690.5011



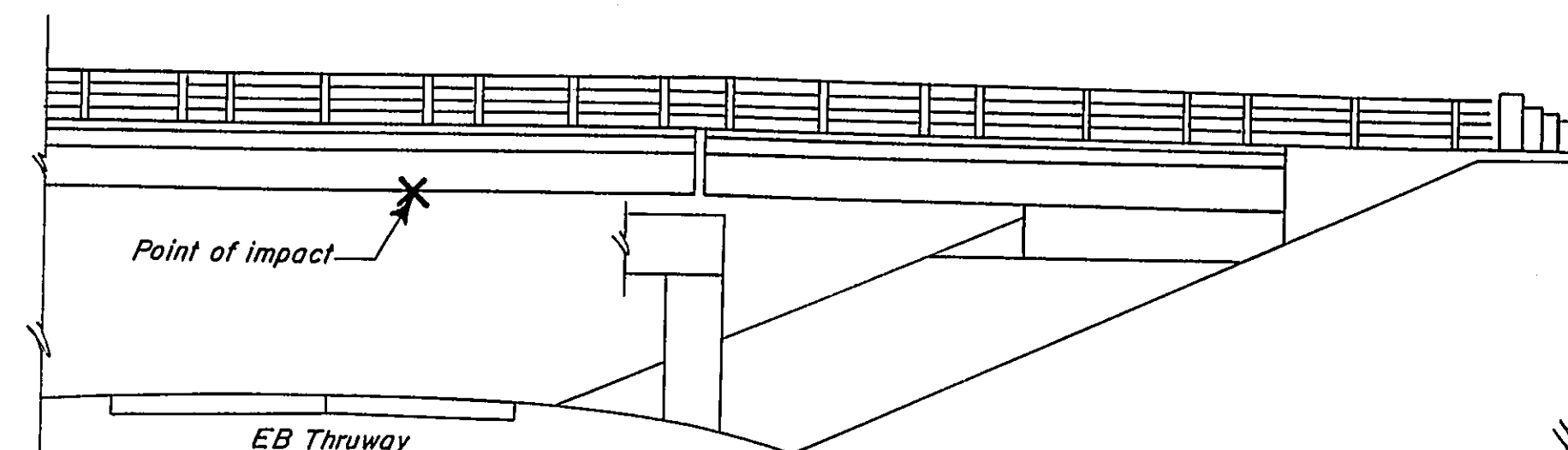
LOCATION NO. 7  
CLYDE-WATERLOO INT.#41- MP 320.41  
REPAIR ITEM- 25690.5013



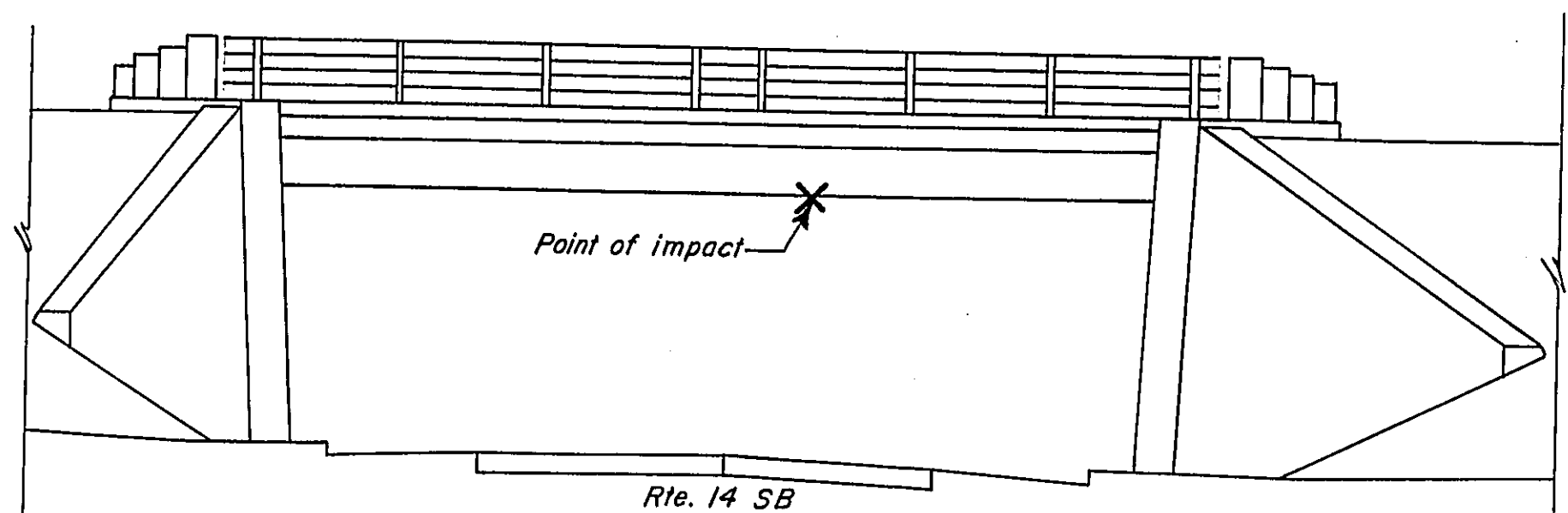
LOCATION NO. 2  
ORISKANY BLVD.- MP 238.22  
REPAIR ITEM- 25690.5008



LOCATION NO. 4  
ELECTRONICS PKWY. INT. #37- MP 283.79  
REPAIR ITEM- 25690.5010



LOCATION NO. 6  
PORT BYRON- CONQUEST, RTE. 38- MP 307.97  
REPAIR ITEM- 25690.5012



LOCATION NO. 8  
GENEVA- LYONS - MP 326.90  
REPAIR ITEM- 25690.5014

## WORK TO BE DONE

### LOCATION NO. 1 - MILEPOST 209.90 WESTBOUND

- ITEMS 25619.0101 and 25690.500701
1. REPAIR THE EAST FASCIA BOTTOM FLANGE ANGLE.
  2. PAINT THE REPAIRED ANGLE.
  3. CLOSE THE WESTBOUND THRUWAY DRIVING LANE FOR THE WORK AREA.

### LOCATION NO. 2 - MILEPOST 238.22

- ITEMS 25619.0102 and 25690.5008
1. STRAIGHTEN THE WEST FASCIA STRINGER OF THE WESTBOUND STRUCTURE AND THE MALL FASCIA STRINGER OF THE EASTBOUND STRUCTURE.
  2. PAINT THE REPAIRED STRINGERS.
  3. CLOSE THE EASTBOUND DRIVING AND PASSING LANES OF ROUTE 69 FOR THE WORK AREA TO REPAIR THE WEST FASCIA STRINGER OF THE WESTBOUND STRUCTURE.
  4. CLOSE THE WESTBOUND DRIVING LANE OF ROUTE 69 FOR THE WORK AREA TO REPAIR THE MALL FASCIA STRINGER OF THE EASTBOUND STRUCTURE.
  5. CLOSE THE WESTBOUND THRUWAY DRIVING LANE AND THE EASTBOUND THRUWAY PASSING LANE WHILE WELDING IS BEING PERFORMED ON THE APPROPRIATE STRINGER.

### LOCATION NO. 3 - MILEPOST 265.99 WESTBOUND

- ITEMS 25619.0103 and 25690.5009
1. STRAIGHTEN THE FIRST INTERIOR STRINGER FROM THE EAST FASCIA AND THE WEST FASCIA STRINGER. NO WORK IS TO BE PERFORMED ON THE DAMAGED EAST FASCIA STRINGER.
  2. PAINT THE REPAIRED STRINGERS.
  3. CLOSE THE WESTBOUND DRIVING LANE OF THE THRUWAY FOR THE WORK AREA.
  4. MAINTAIN EXISTING ALTERNATE SINGLE LANE TRAFFIC ON GEES ROAD WITH THE USE OF FLAGGERS TO SLOW TRAFFIC WHILE WELDING IS BEING PERFORMED.

### LOCATION NO. 4 - MILEPOST 283.79 WESTBOUND

- ITEMS 25619.0104 and 25690.5010
1. REPAIR THE EAST FASCIA STRINGER.
  2. PAINT THE REPAIRED STRINGER.
  3. CLOSE THE WESTBOUND DRIVING LANE OF THE THRUWAY FOR THE WORK AREA.
  4. CLOSE THE WESTBOUND ENTRANCE RAMP LANE OF THE STRUCTURE AND MAINTAIN ALTERNATE SINGLE LANE TRAFFIC WITH THE USE OF FLAGGERS WHILE WELDING IS BEING PERFORMED.

### LOCATION NO. 5 - MILEPOST 303.92 EASTBOUND

- ITEMS 25619.0105 and 25690.5011
1. REPAIR THE WEST FASCIA STRINGER.
  2. PAINT THE REPAIRED STRINGER.
  3. CLOSE THE EASTBOUND THRUWAY ACCELERATION LANE FOR THE WORK AREA.
  4. CLOSE THE SOUTHBOUND LANE OF ROUTE 34 AND MAINTAIN ALTERNATE SINGLE LANE TRAFFIC WITH THE USE OF FLAGGERS WHILE WELDING IS BEING PERFORMED.

### LOCATION NO. 6 - MILEPOST 307.97 EASTBOUND

- ITEMS 25619.0106 and 25690.5012
1. REPAIR THE WEST FASCIA STRINGER.
  2. PAINT THE REPAIRED STRINGER.
  3. CLOSE THE EASTBOUND DRIVING LANE OF THE THRUWAY FOR THE WORK AREA.
  4. CLOSE THE SOUTHBOUND LANE OF ROUTE 38 AND MAINTAIN ALTERNATE SINGLE LANE TRAFFIC WITH THE USE OF FLAGGERS WHILE WELDING IS BEING PERFORMED.

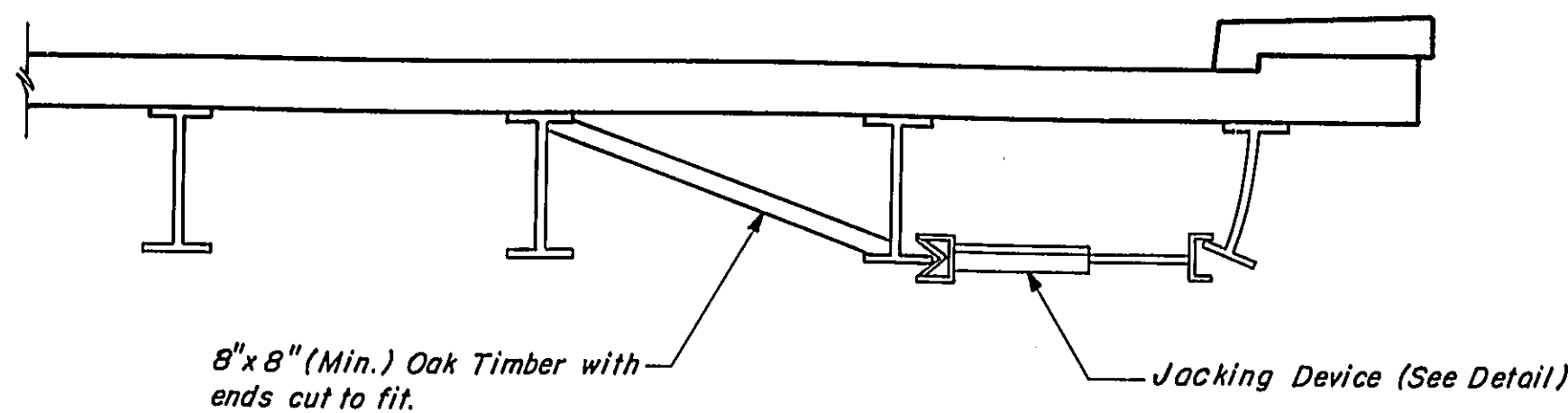
### LOCATION NO. 7 - MILEPOST 320.41 EASTBOUND

- ITEMS 25619.0107 and 25690.5013
1. STRAIGHTEN THE WEST FASCIA STRINGER OF THE SOUTH APPROACH SPAN.
  2. PAINT THE REPAIRED STRINGER.
  3. CLOSE THE WESTBOUND EXIT RAMP LANE OF THE STRUCTURE AND MAINTAIN ALTERNATE SINGLE LANE TRAFFIC WITH THE USE OF FLAGGERS WHILE WELDING IS BEING PERFORMED.

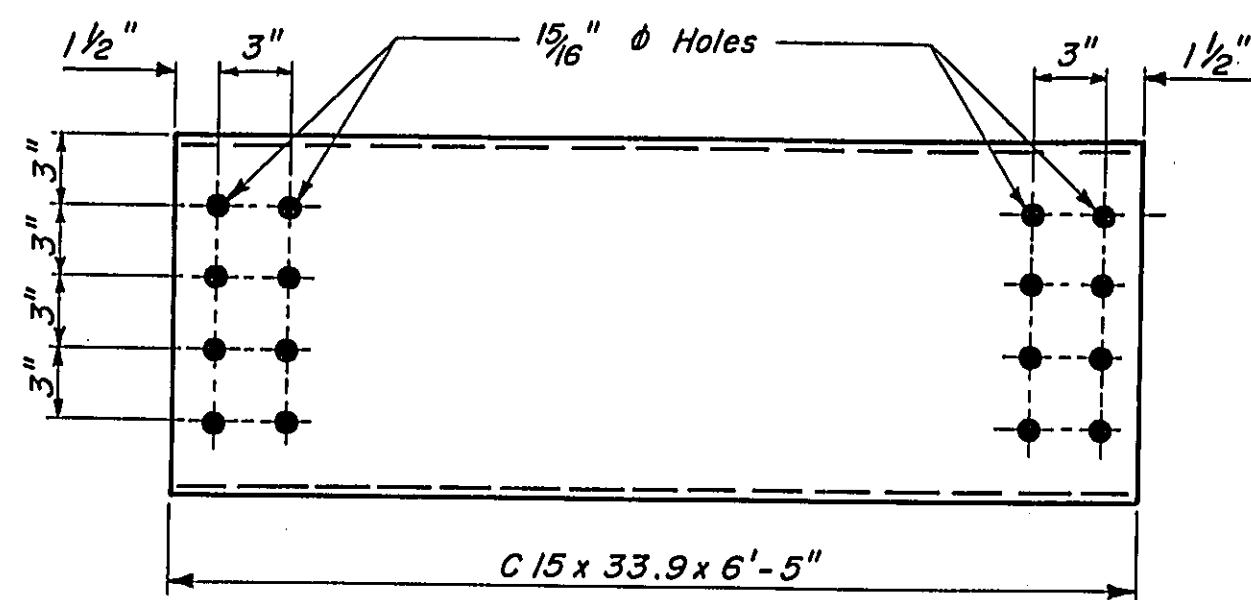
### LOCATION NO. 8 - MILEPOST 326.90 SOUTHBOUND

- ITEMS 25619.0108 and 25690.5014
1. STRAIGHTEN THE SEVENTH (7) AND THIRTEENTH (13) STRINGERS FROM THE NORTH FASCIA OF THE STRUCTURE.
  2. PAINT THE REPAIRED STRINGERS.
  3. CLOSE SOUTHBOUND ROUTE 14 FOR THE WORK AREA AND MAINTAIN ALTERNATE SINGLE LANE TRAFFIC WITH THE USE OF FLAGGERS.
  4. CLOSE THE WESTBOUND THRUWAY PASSING LANE AND THE EASTBOUND THRUWAY PASSING LANE WHILE WELDING IS BEING PERFORMED ON THE APPROPRIATE STRINGER.

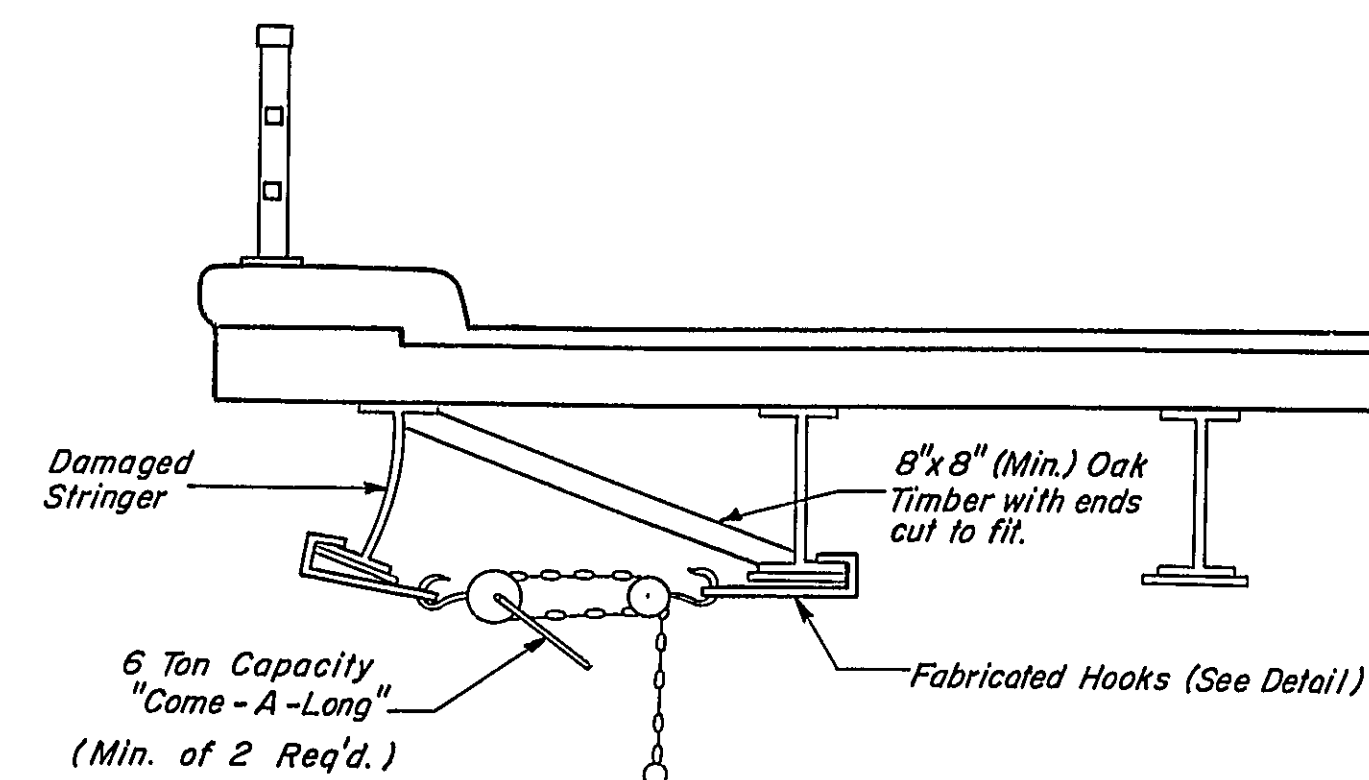
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REPAIR OF 8 DAMAGED BRIDGES	
LOCATION OF PROJECT 8 LOCATIONS FROM MILEPOST 209.90 to 326.90	
TITLE OF DRAWING ELEVATIONS AND NOTES	
	DRAWN BY: <i>Ph</i>
	CHECKED BY: <i>HB</i>
	DATE: 12/14/82
	DRAWING NUMBER: 3 of 45
TAS 82-28B	



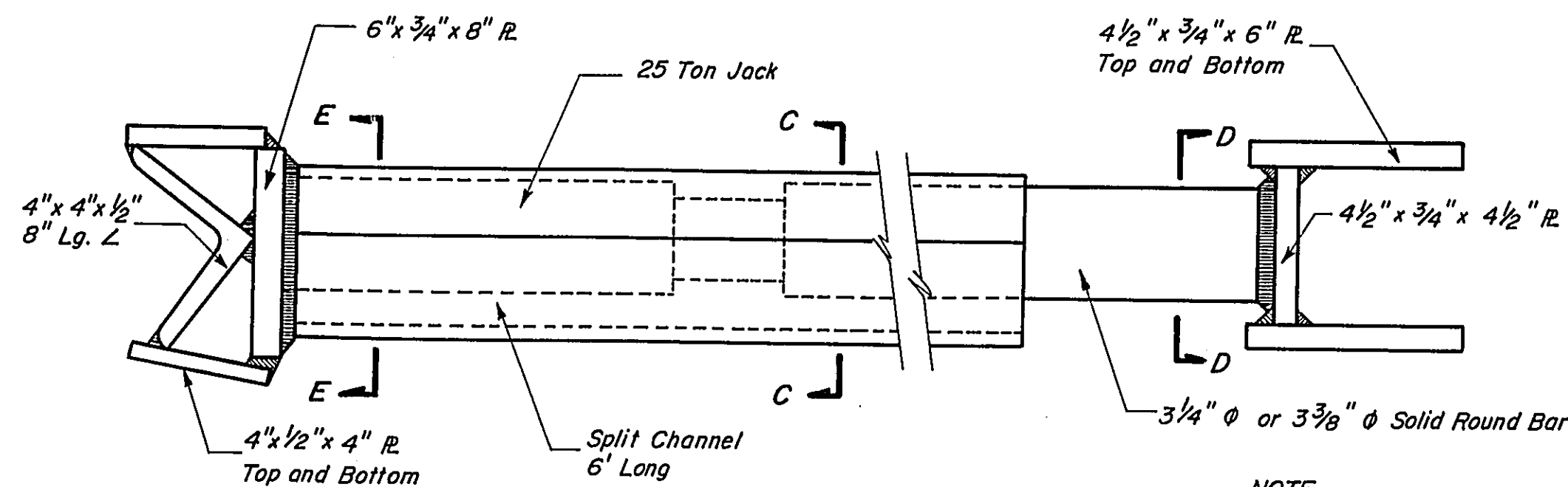
**TYPICAL ARRANGEMENT OF JACKING DEVICE**  
Similar for Interior Stringers



**MP 320.41  
DIAPHRAGM DETAIL**  
(1 Req'd.) Item 25690.5013

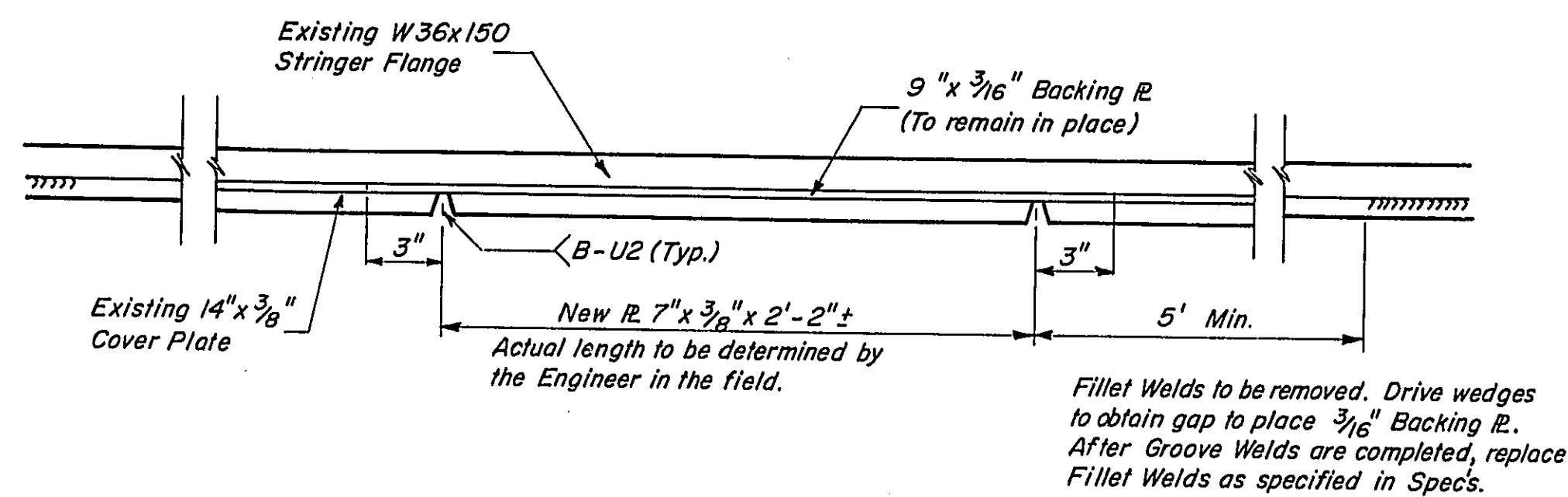


**TYPICAL INSTALLATION OF "COME-A-LONG"**

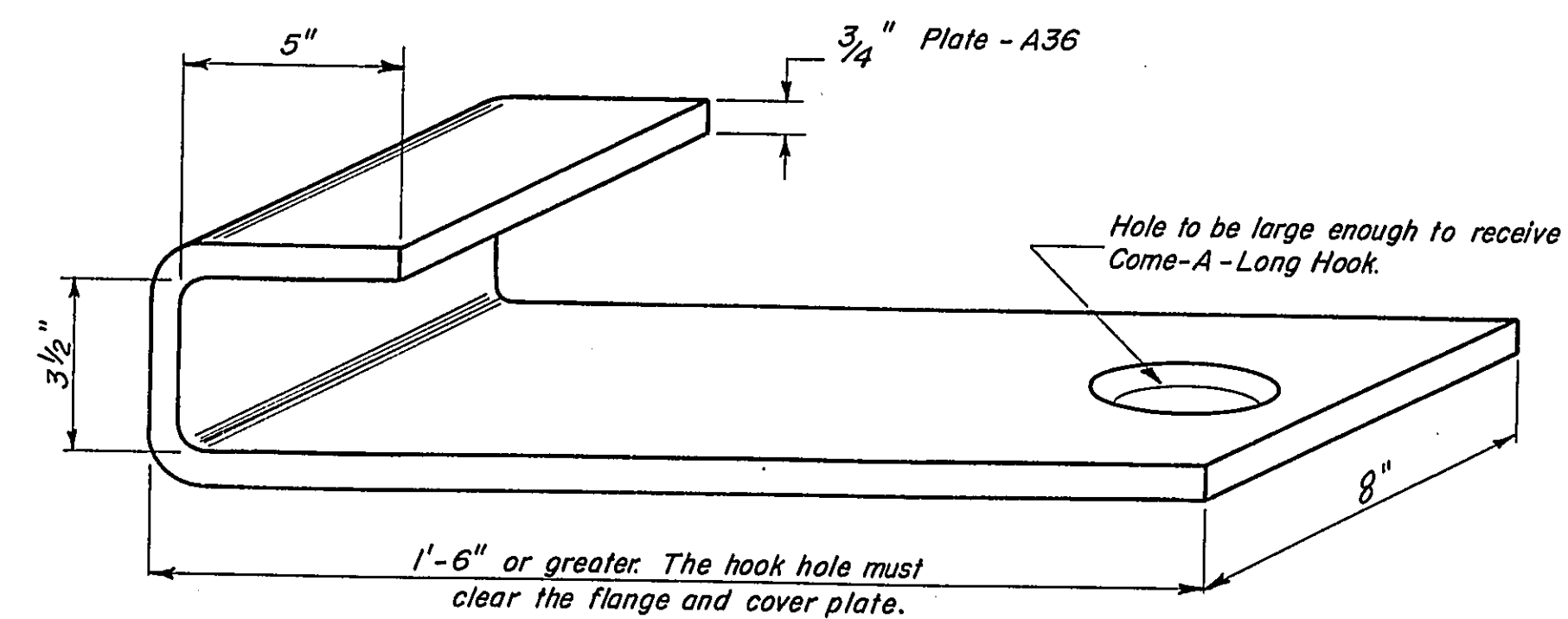


**NOTE:**  
All Fillet Welds on the Jacking Device shall be 3/16" min. unless otherwise specified or detailed.

**SUGGESTED JACKING DEVICE DETAIL**

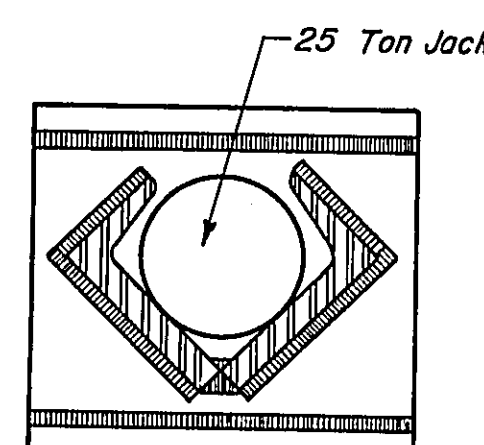


**ELEVATION-FASCIA STRINGER REPAIR AREA I  
COVER PLATE REPAIR- RTE. 38**  
Item 25690.5012

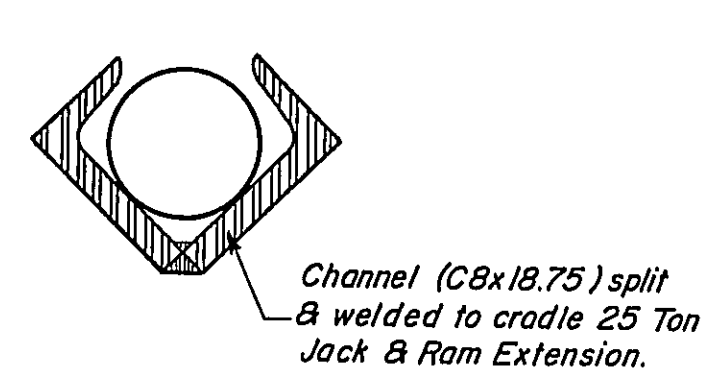


**NOTE:**  
Hooks may be heated and bent to the shape shown or they may be fabricated from three separate plates. If fabricated, the corner welds shall be complete penetration groove welds.

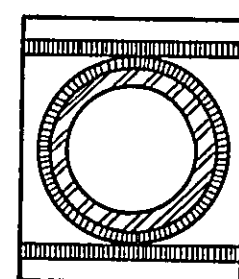
**SUGGESTED HOOK DETAIL**



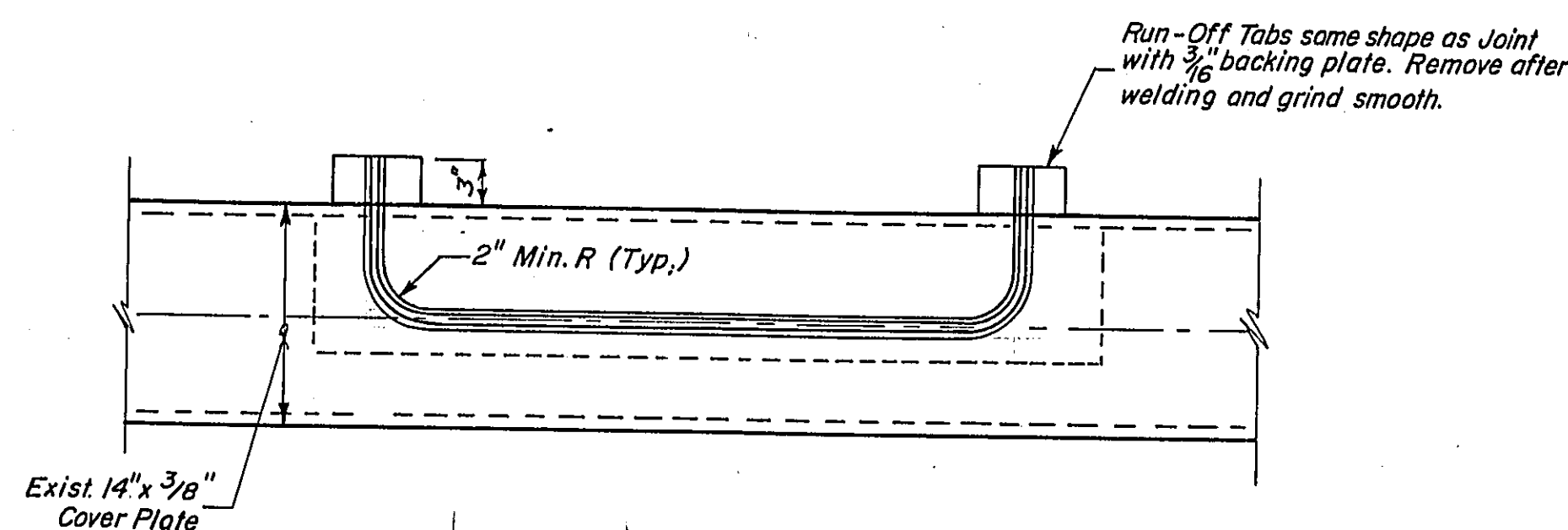
**SECTION E-E**



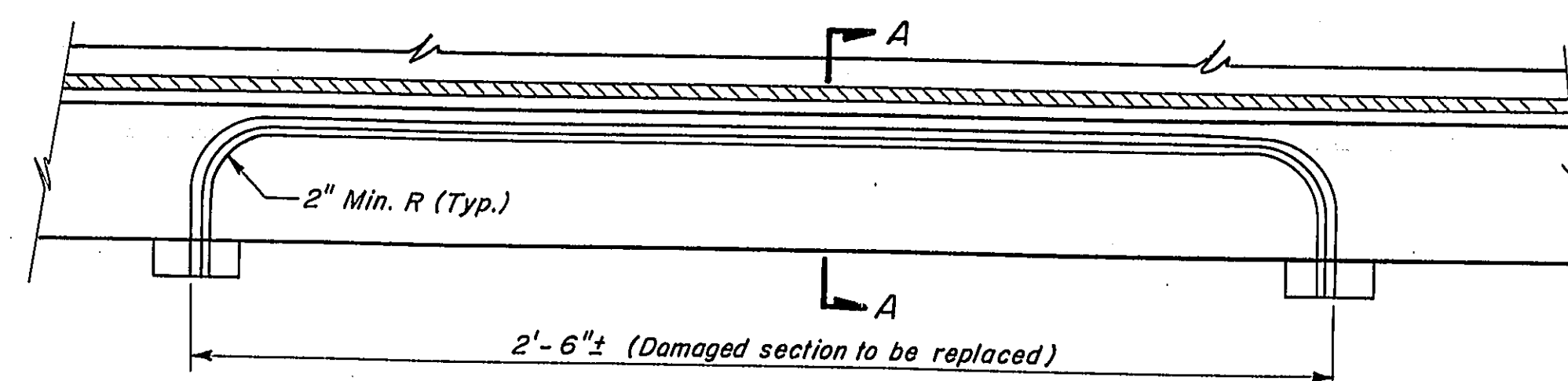
**SECTION C-C**



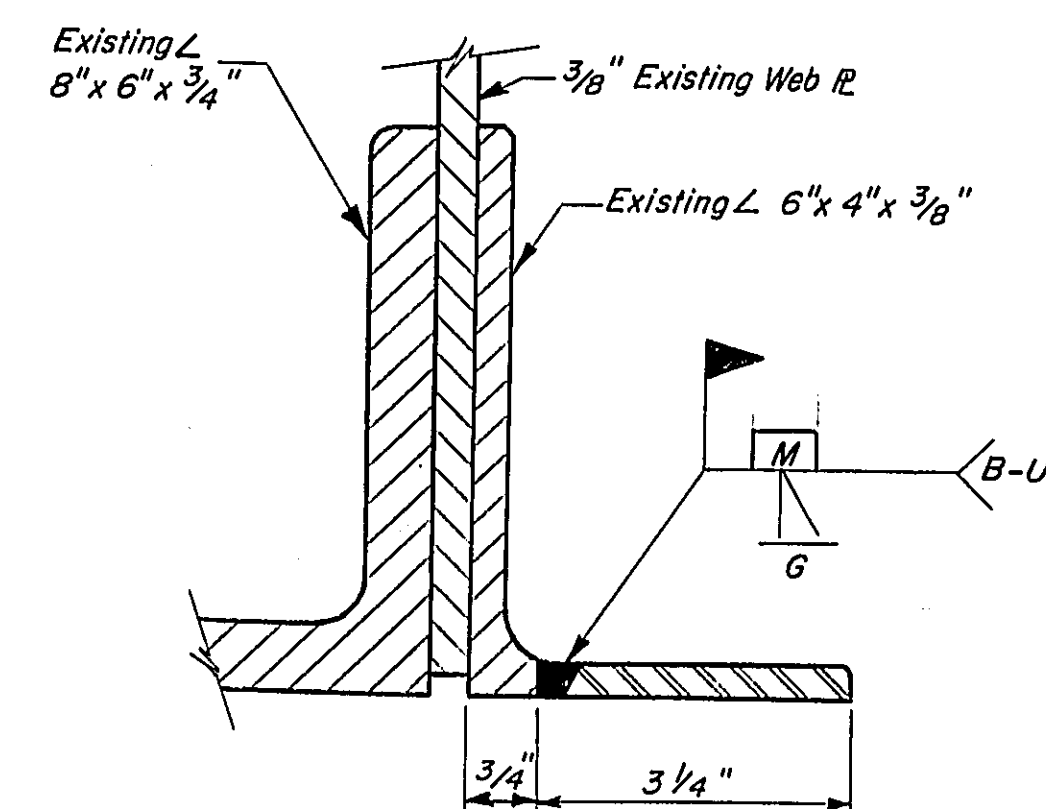
**SECTION D-D**



**PLAN (Looking Up)  
RTE. 38**  
Item 25690.5012

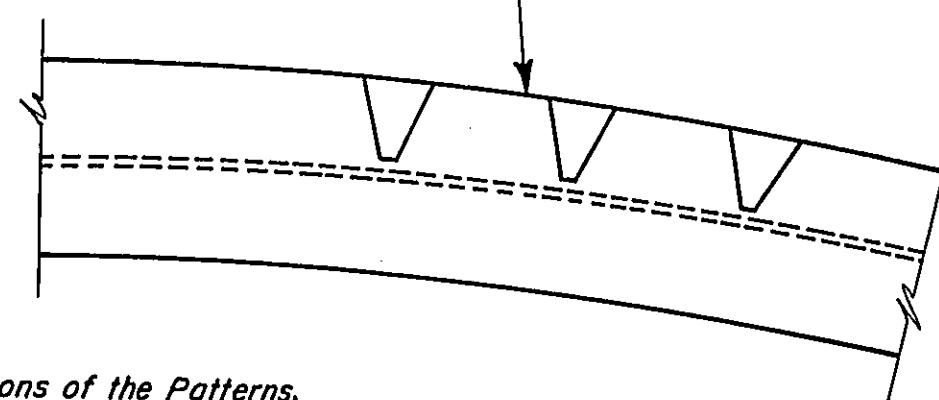


**PLAN-FASCIA BOTTOM FLANGE ANGLE**  
LOCATION NO. I, Item 25690.500701



**SECTION A-A**

After the Main Deformation has been straightened, check the Stringer for Reverse Curvature and if apparent, correct the Curvature by the Heat Shrink Method.

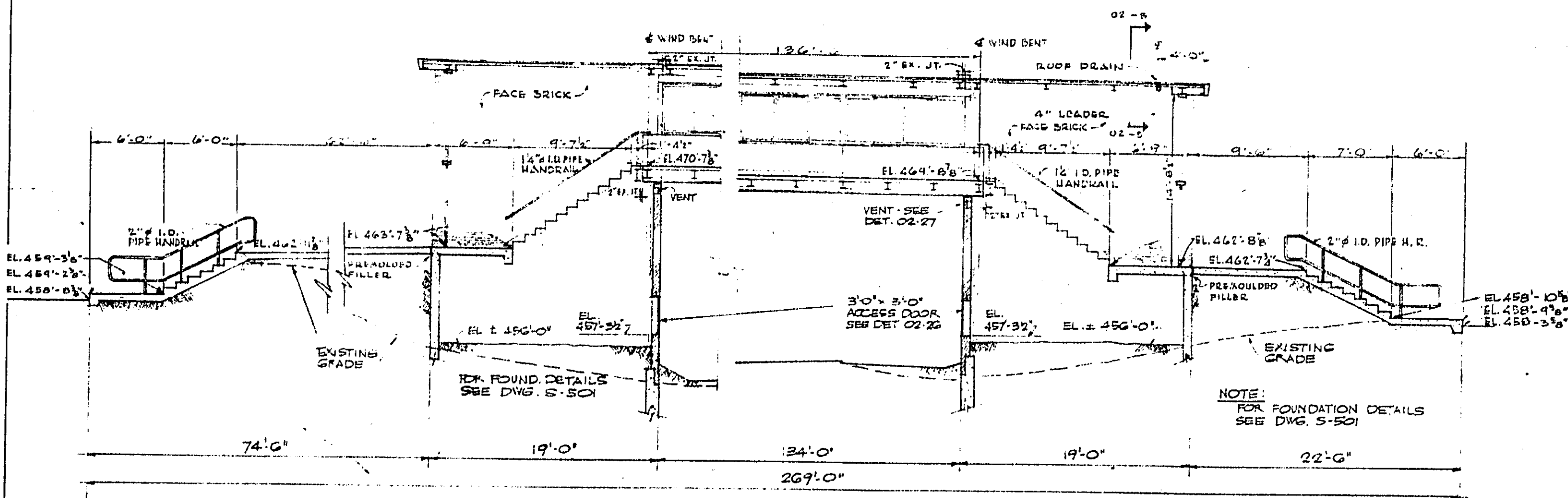
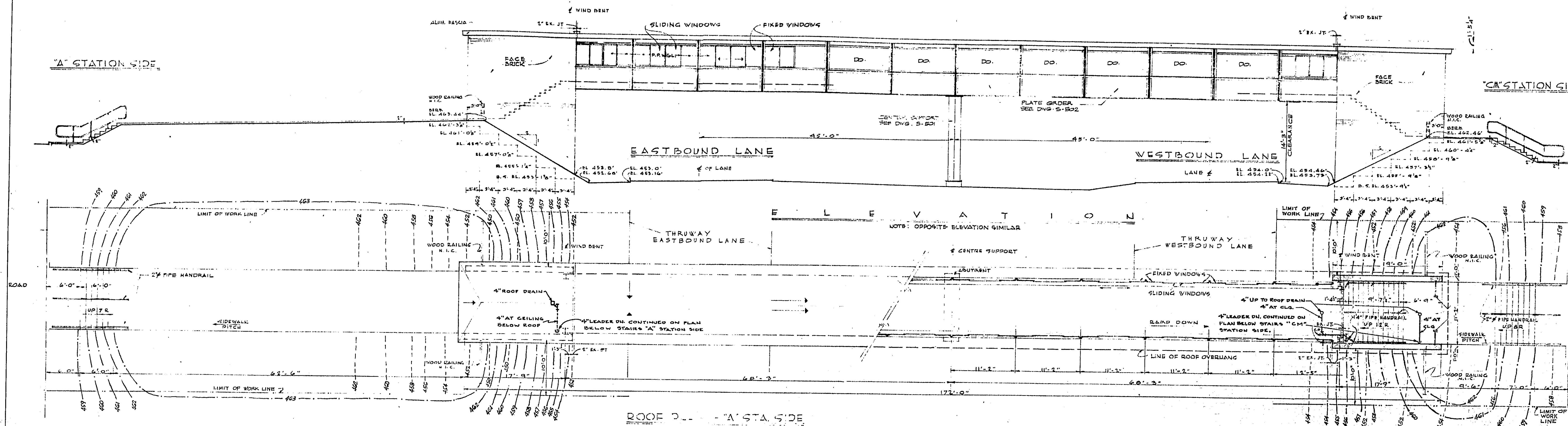


For dimensions of the Patterns, see the N.Y.S. Spec. for Heat Curving and Cambering.

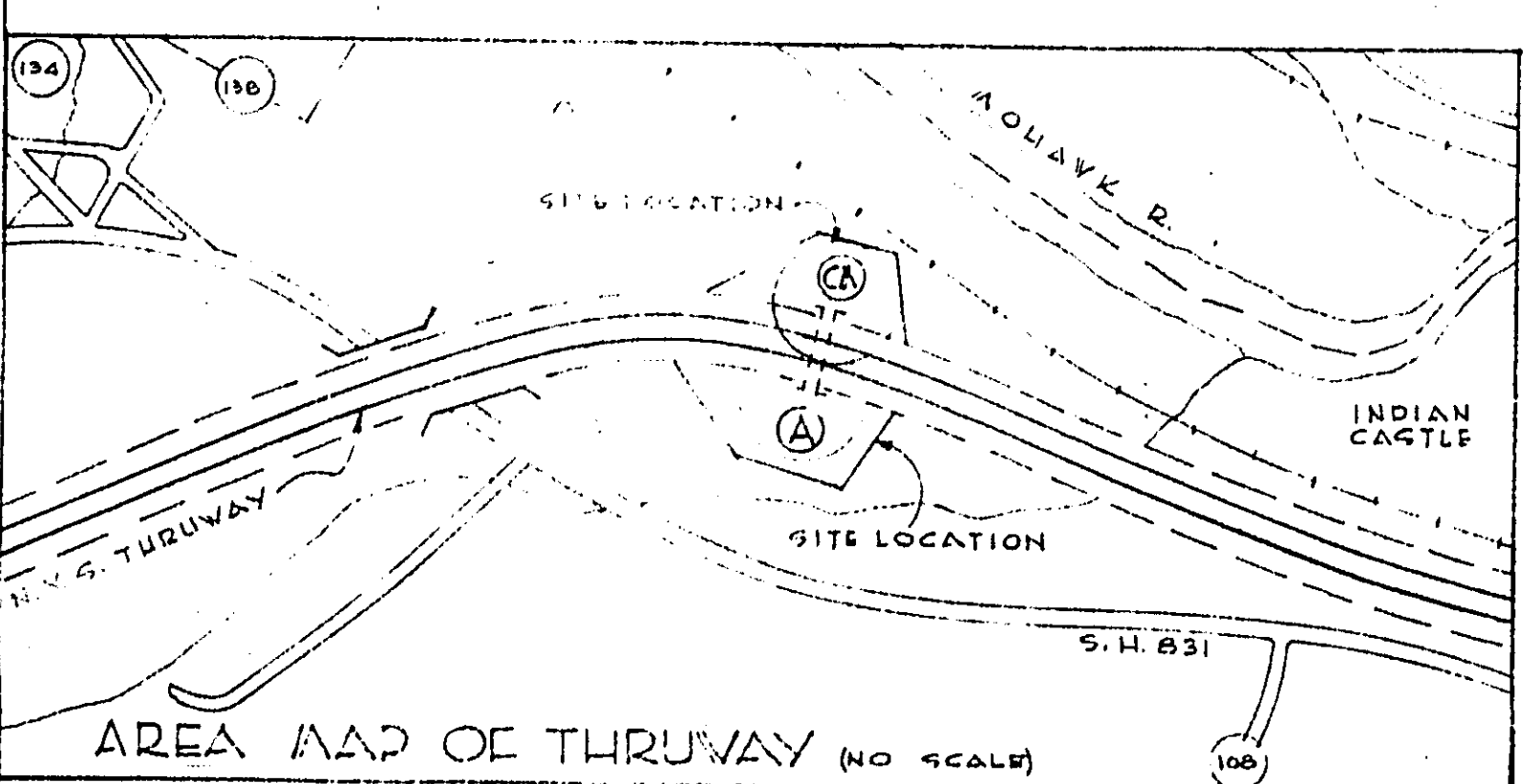
**TYPICAL HEATING PATTERNS**

NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12208	
TITLE OF PROJECT: REPAIR OF 8 DAMAGED BRIDGES	
LOCATION OF PROJECT: 8 LOCATIONS FROM MILEPOST 209.90 to 326.90	
TITLE OF DRAWING: MISCELLANEOUS DETAILS	
	DRAWN BY: <i>Pub</i>
	CHECKED BY: <i>HB</i>
	DATE: 12/14/82
	DRAWING NUMBER: 4 of 45
TAS 82 - 28B	





LONGITUDINAL SECTION



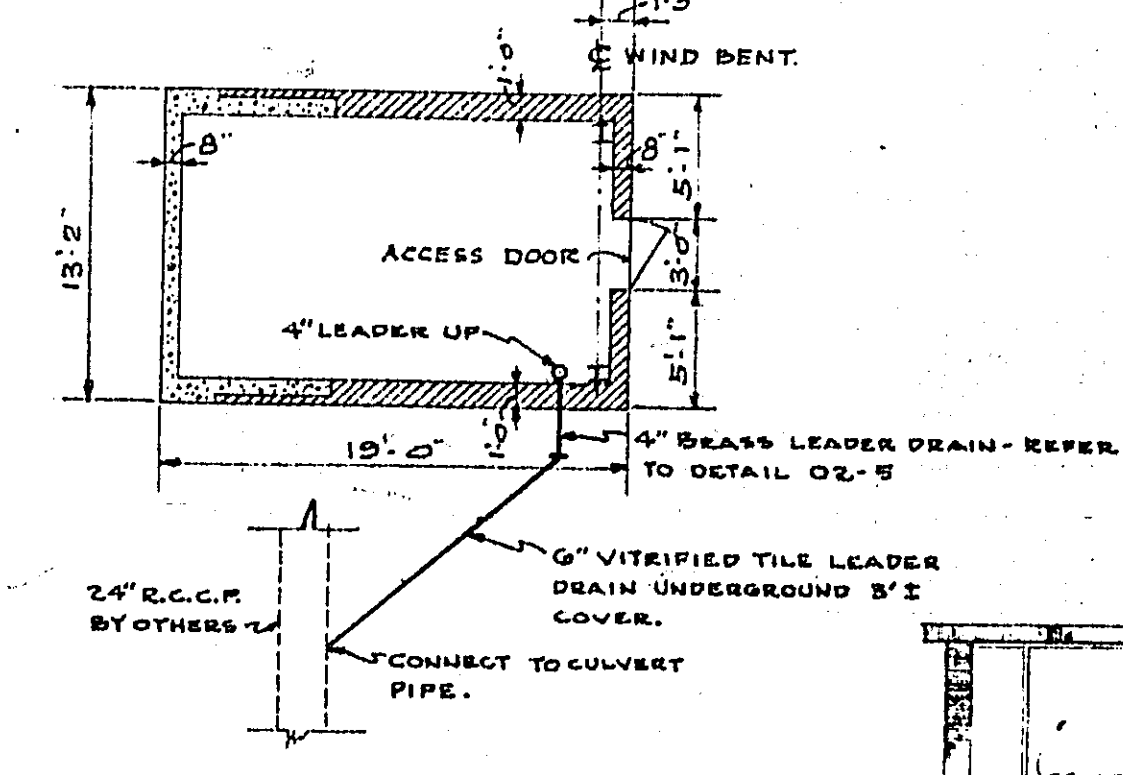
INTERIOR FINISHES				
SPACE DESIGNATION	FLOOR	WALL	CEILING	REMARKS
CA - STAIR TOWER	CEM	FACE BRICK	EXP. PLANK	
A - STAIR TOWER	CEM	FACE BRICK	EXP. PLANK	
BRIDGE	CEM	EXP. STEEL	EXP. PLANK	

MATERIAL INDICATION	
BRICK	[Pattern]
CONCRETE	[Pattern]
EARTH	[Pattern]
WOOD (ROUGH)	[Pattern]
METAL	[Pattern]
CAULKING	[Pattern]

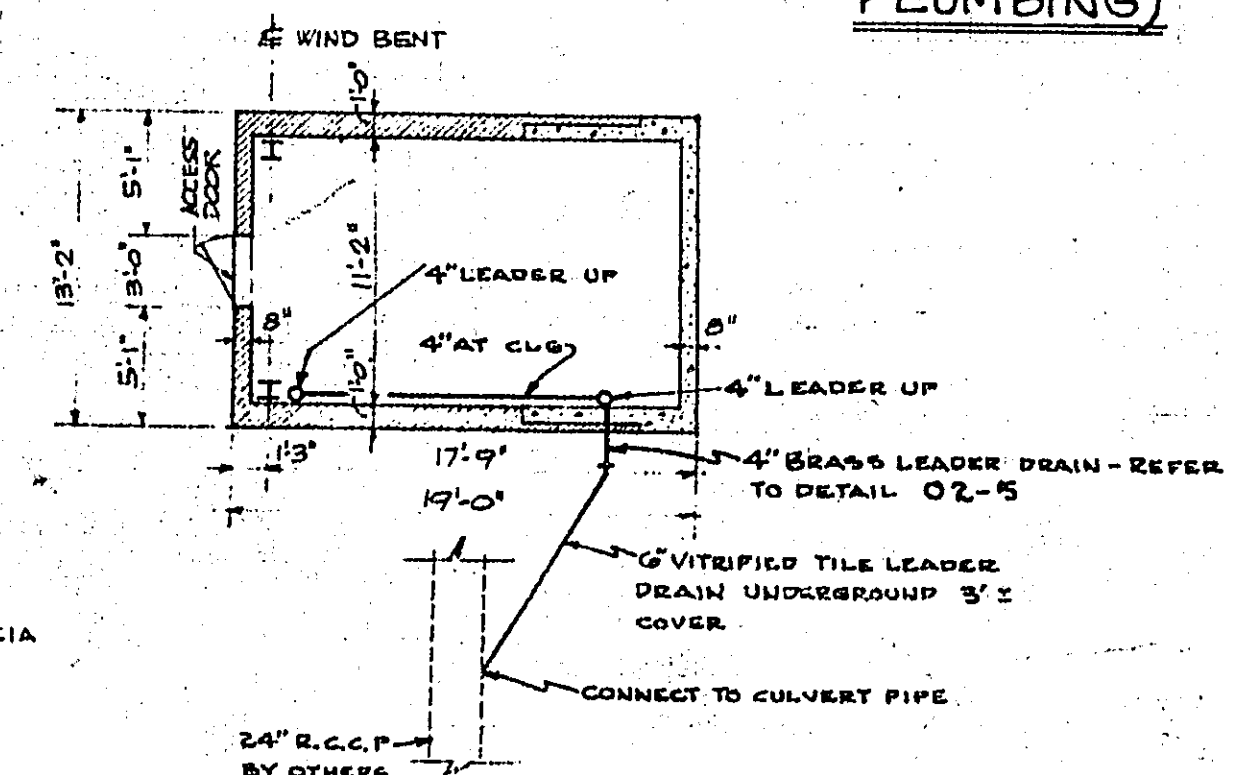
LEGEND	
EXISTING CONTOUR	--- 193---
PROPOSED CONTOUR	--- 193---
LIMIT OF WORK LINE	---

ABBREVIATIONS	
ALUM.	ALUMINUM
CEM	CEMENT
CONC.	CONCRETE
EQ.	EQUAL
EX. JT.	EXPANSION JOINT
EXP.	EXPOSED
FIN.	FINISH
FL.	FLOOR
P.S.D.	FULL SIZE DETAILS
GA.	GAUGE
H.P.	HIGH POINT
H.R.	HAND RAIL
I.D.	INSIDE DIAMETER
MT.	METAL
N.I.C.	NOT IN CONTRACT
PL.	PLATE
PRWGL.	POLISHED PLATE WIRE GLASS
R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
R.D.	ROOF DRAIN
ST.	STEEL

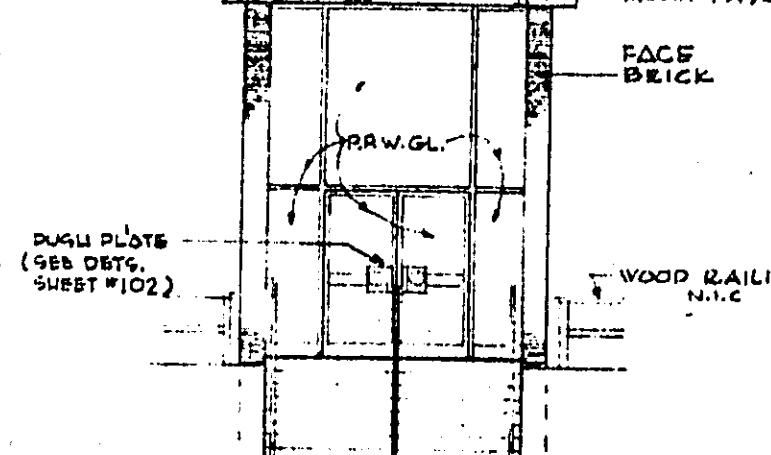
HALF PLAN "CM" STA. SIDE ("A" STA. SIDE SIMILAR EXCEPT PLUMBING)



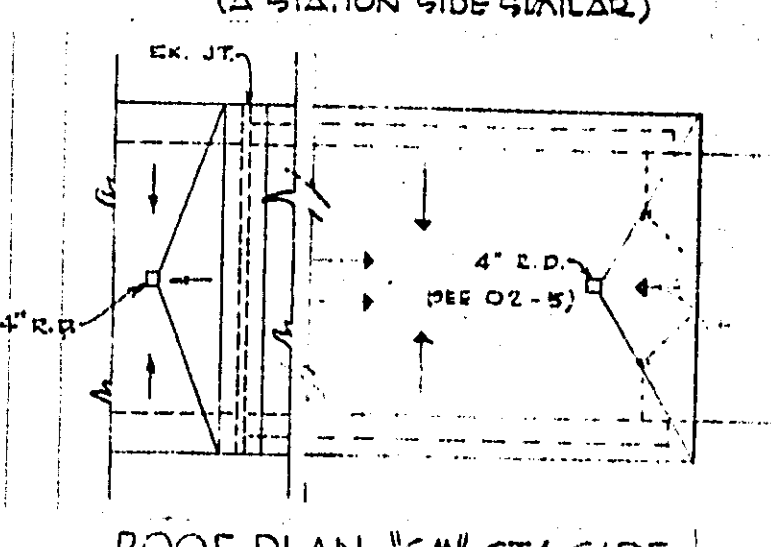
PLAN BELOW STAIRS  
'A' STATION SIDE



PLAN BELOW STAIRS  
"CM" STATION SIDE



ELEV. OF ENTRANCE  
'CM' STATION SIDE  
(A STATION SIDE SIMILAR)



ROOF PLAN "CM" STATION SIDE

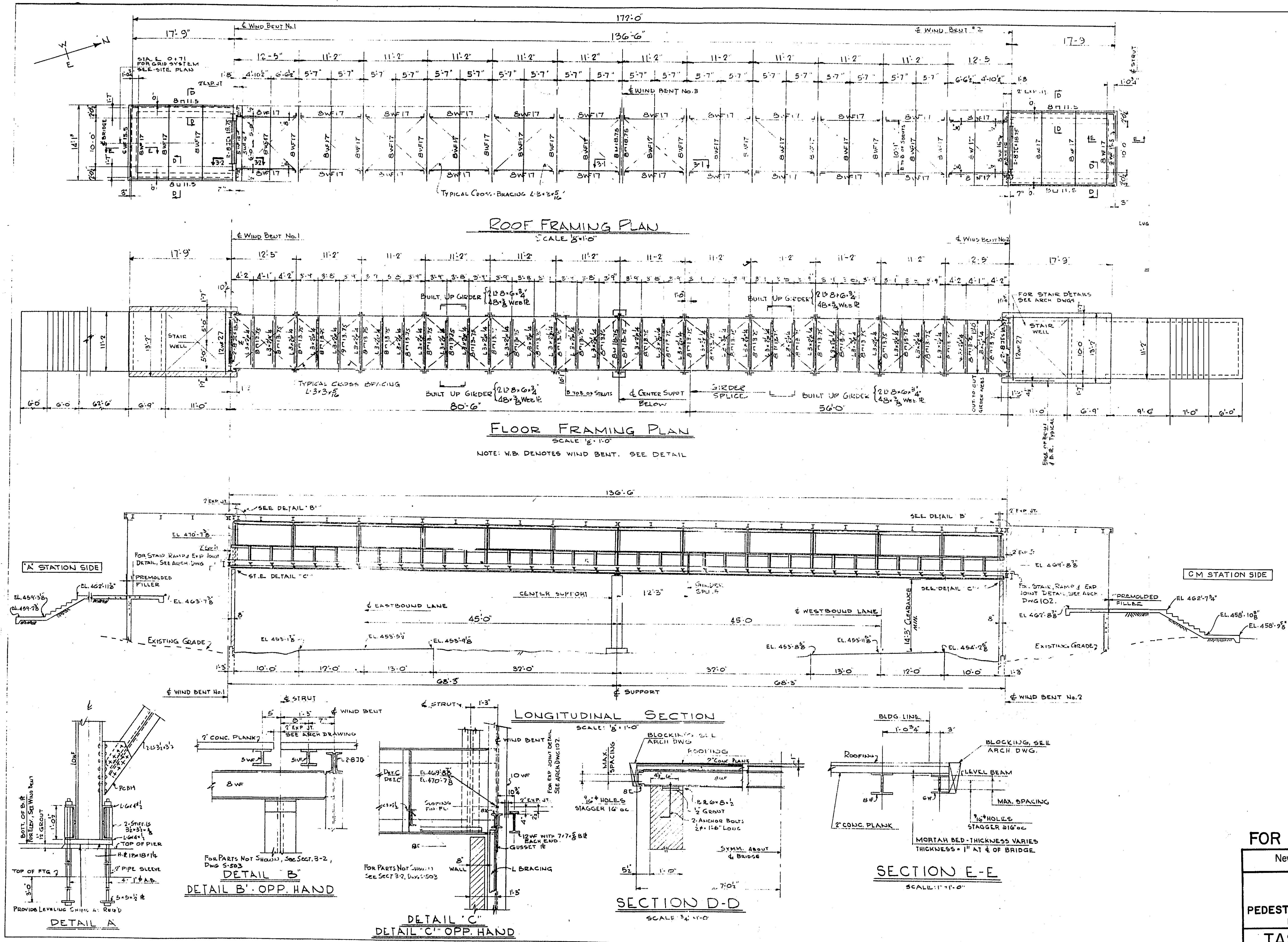
REFERENCE DRAWINGS	
STRUCTURAL DETAILS	DWG. S501 S502
ELECTRICAL LAYOUT	DWG. E 610
SITE PLAN "A" STATION	DWG. 12 (PROJ. NO. 52-620-3)
SITE PLAN "CM" STATION	DWG. 12 (PROJ. NO. 53-687-3)

**FOR REFERENCE ONLY**

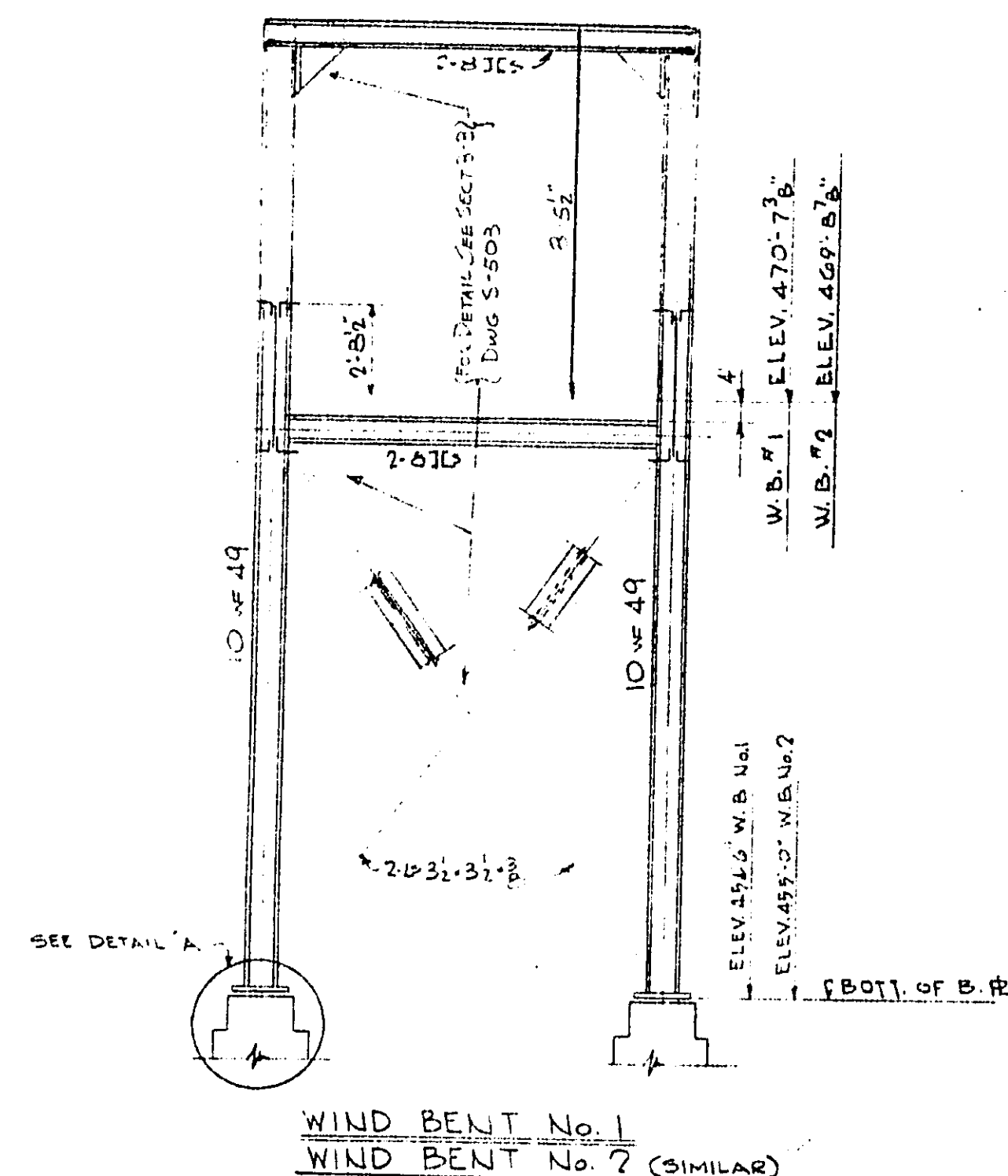
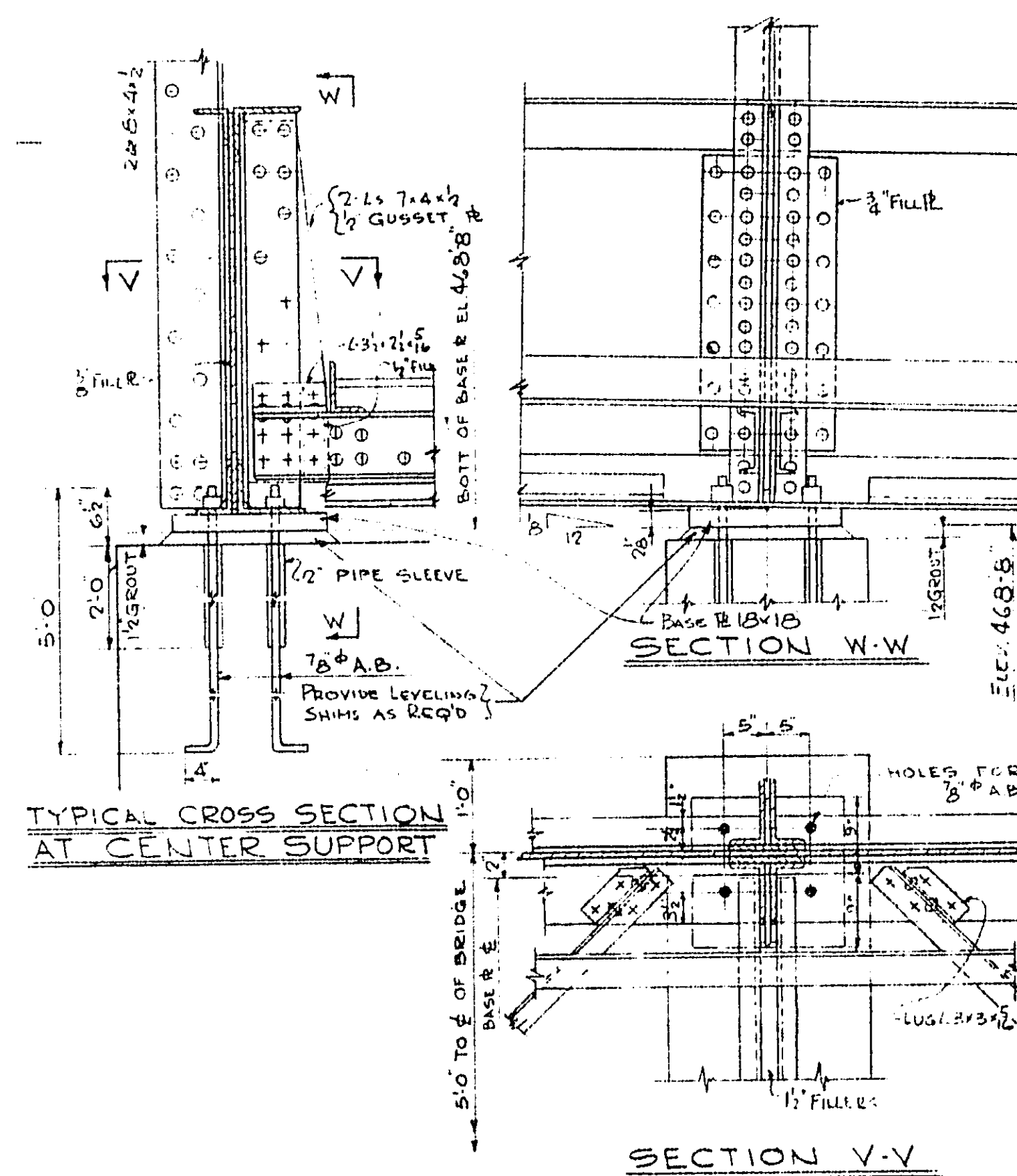
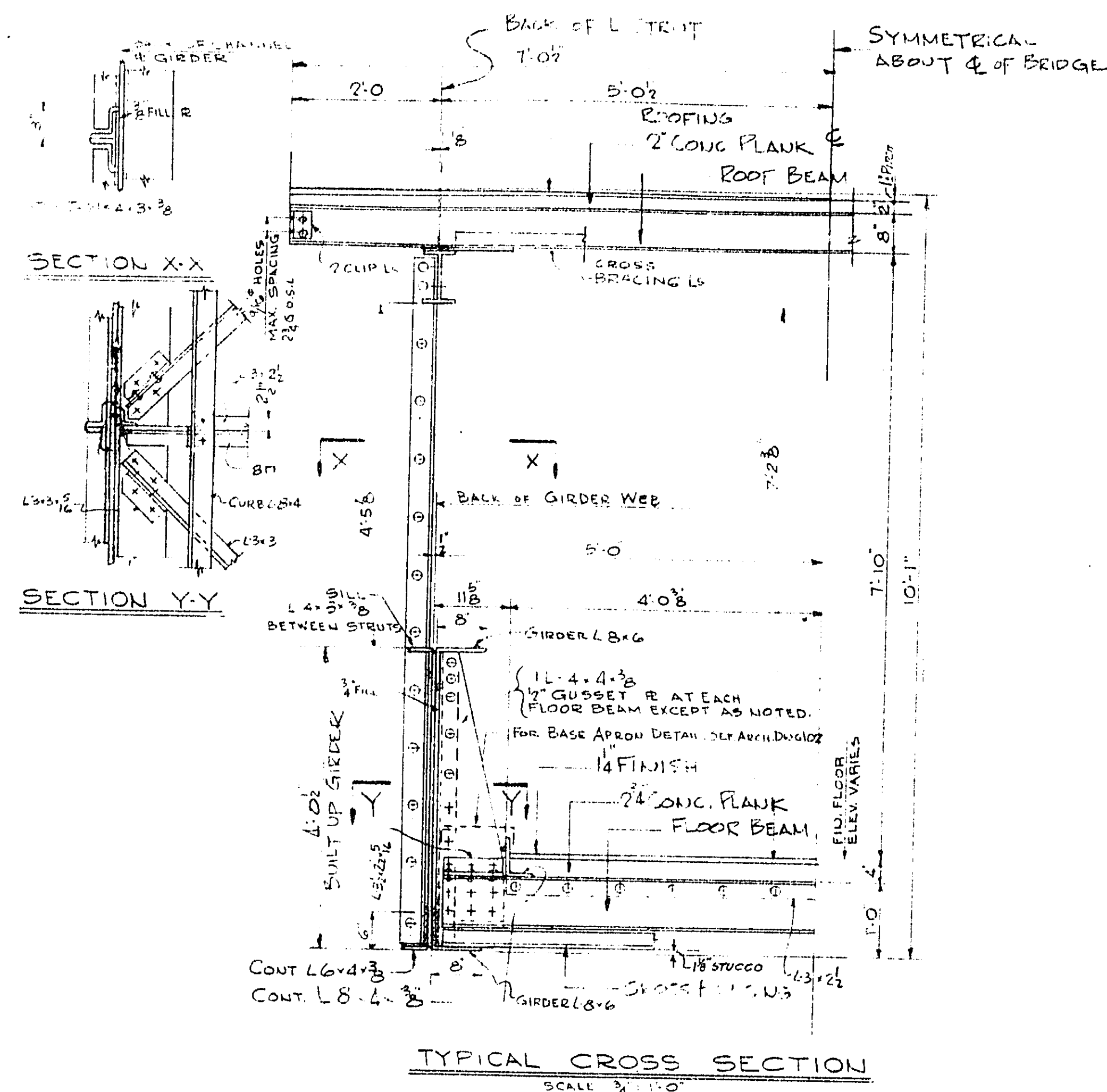
New York State Thruway Authority  
Dept. Of Engineering And Maintenance

REFERENCE SHEET  
INDIAN CASTLE  
PEDESTRIAN STRUCTURE - MP 209.90±  
PLANS, ELEVATIONS AND SECTION

**TAS 82-28B** 5 of 45







**NOTES:**

DESIGN SPECIFICATIONS - A.A.S.H.O. 1953.  
MATERIAL AND FABRICATION SPECIFICATIONS - N.Y.S.D.P.W., JAN 2, 1961.  
DRAWING MODIFIED BY SPECIAL SPECIFICATIONS.

LOADING	
<b>ROOF</b>	<b>FLOOR</b>
2x4 CONC PLANK	15 #/sq ft
D.L. = 18 #/sq ft	2x4 CONC PLANK
L.L. = 50 #/sq ft	STUCCO
	D.L. = 42 #/sq ft
	L.L. = 85 #/sq ft
	FOR GIRDER SUPPORTS - 60 #/sq ft

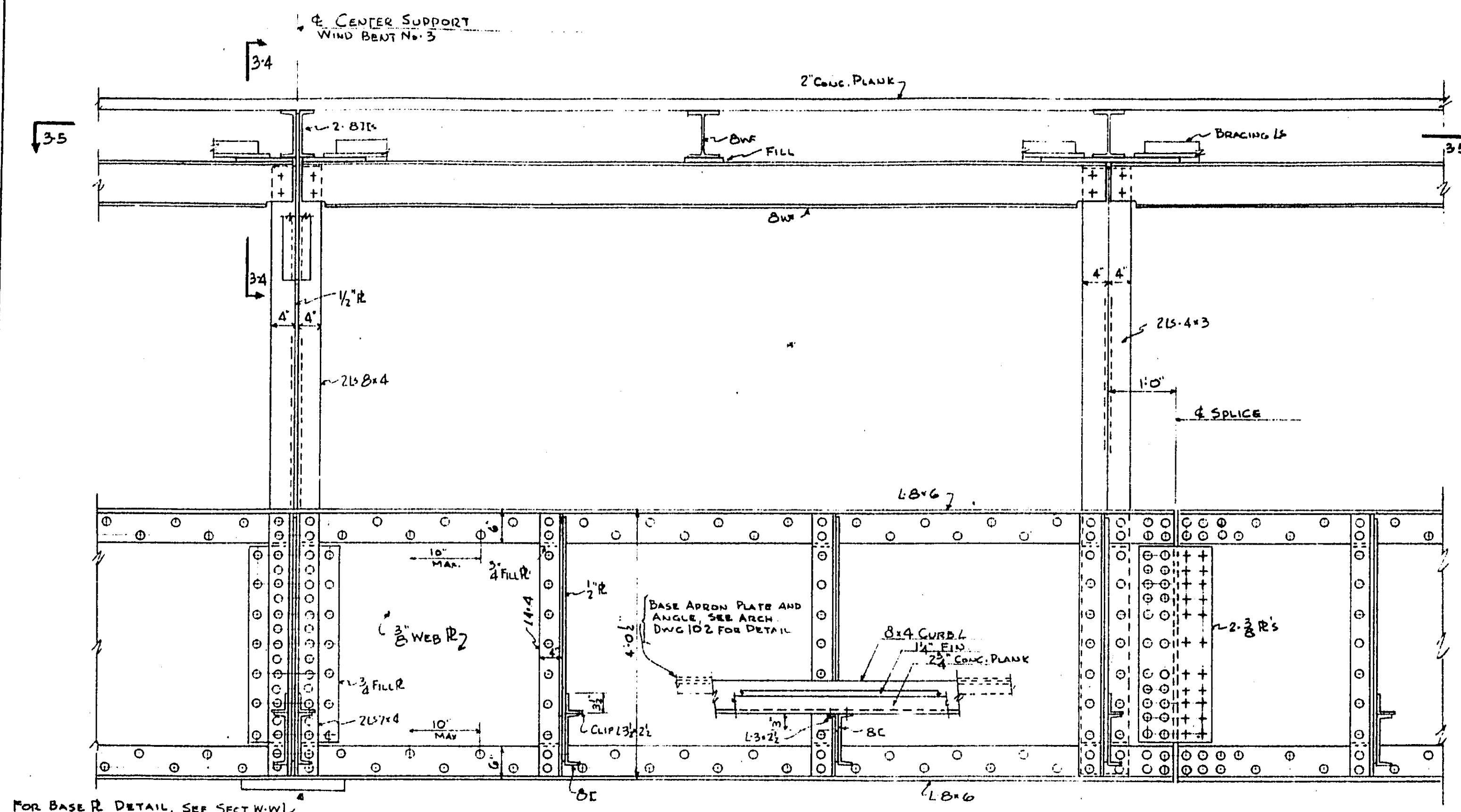
ADD WEIGHT OF BEAMS & GIRDERS

- GENERAL NOTES:**
1. FOR EXPANSION JOINT DETAIL, SEE ARCH. DWG.
  2. FOR LOCATION OF PEDESTRIAN BRIDGE, SEE SITE PLAN DWG.
  3. ALL CONNECTIONS TO BE MADE WITH 3/8\"/>

FOR REFERENCE ONLY

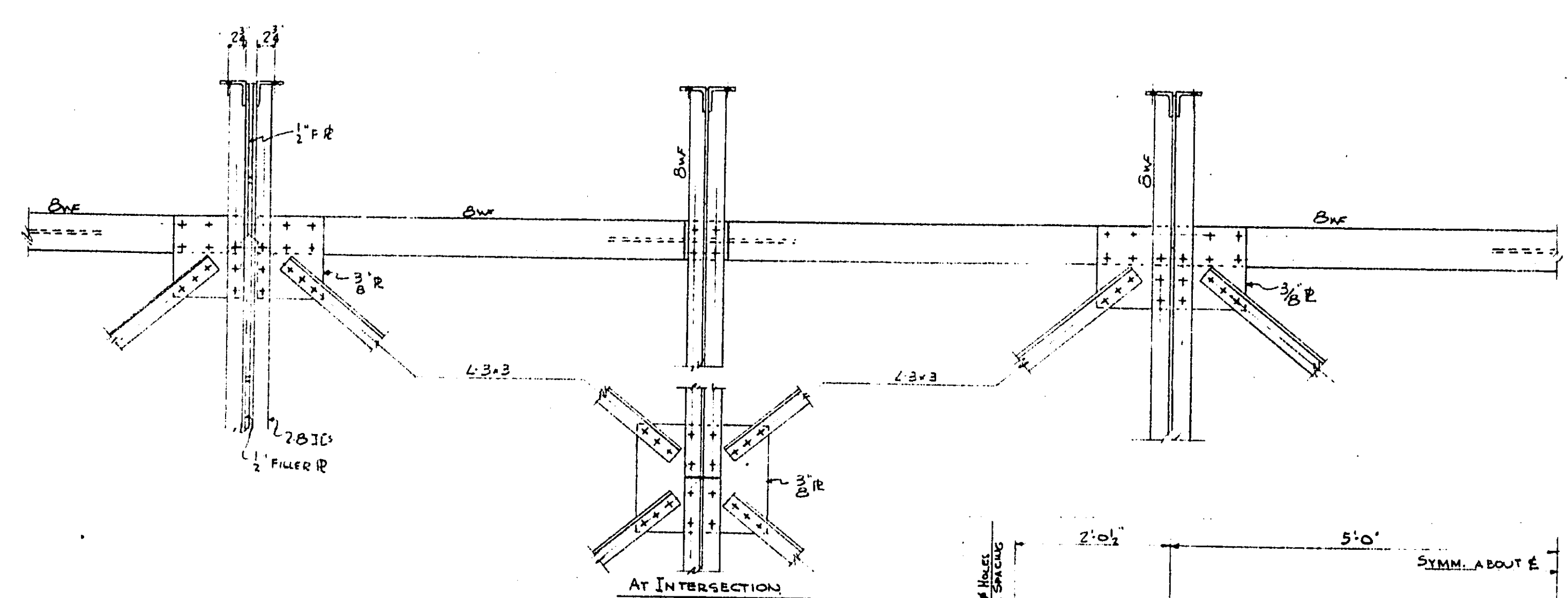
New York State Thruway Authority Dept. Of Engineering And Maintenance	
REFERENCE SHEET INDIAN CASTLE PEDESTRIAN STRUCTURE-MP 209.90± FRAMING PLANS AND DETAILS	
TAS 82-28B	7 of 45



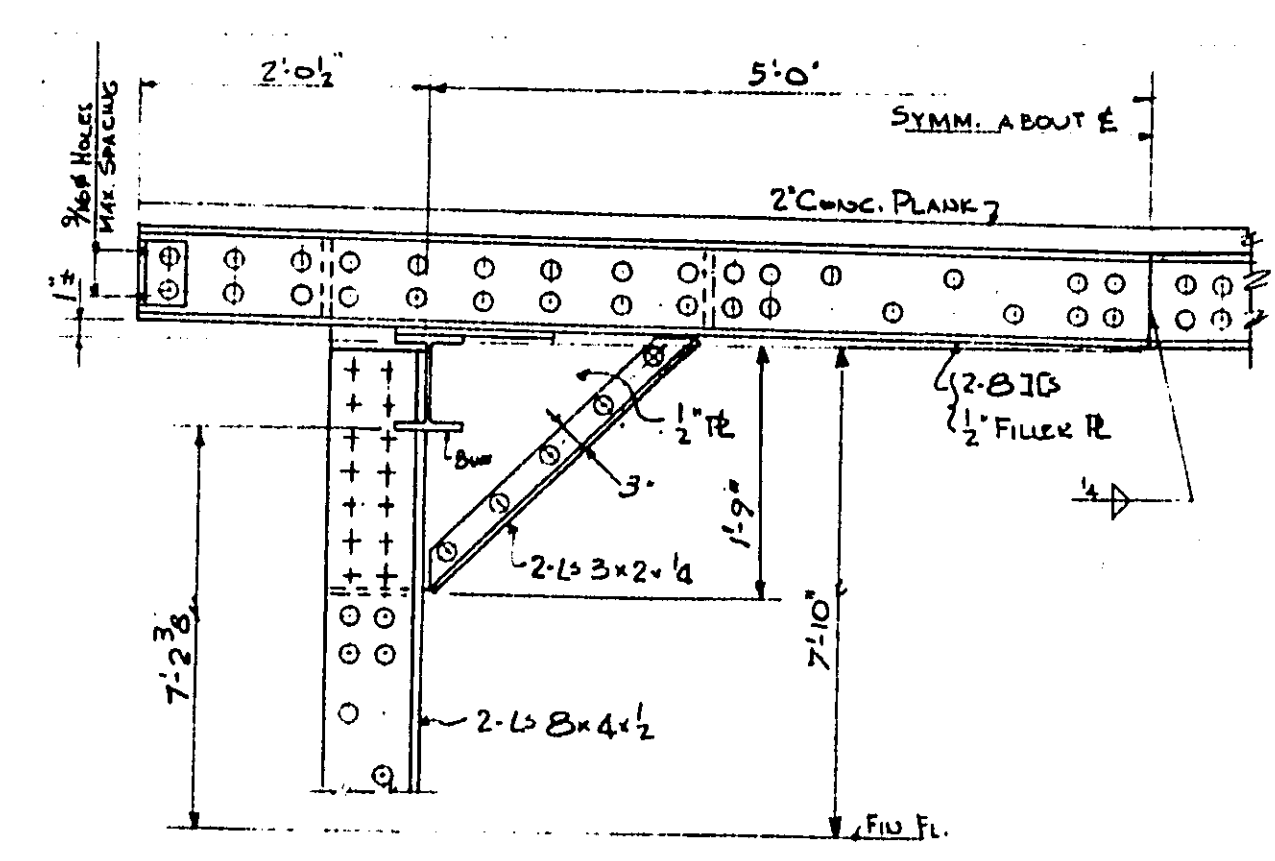


FOR BASE R DETAIL, SEE SECT. W-W,  
AND SECT. V-V, DWG. S-502

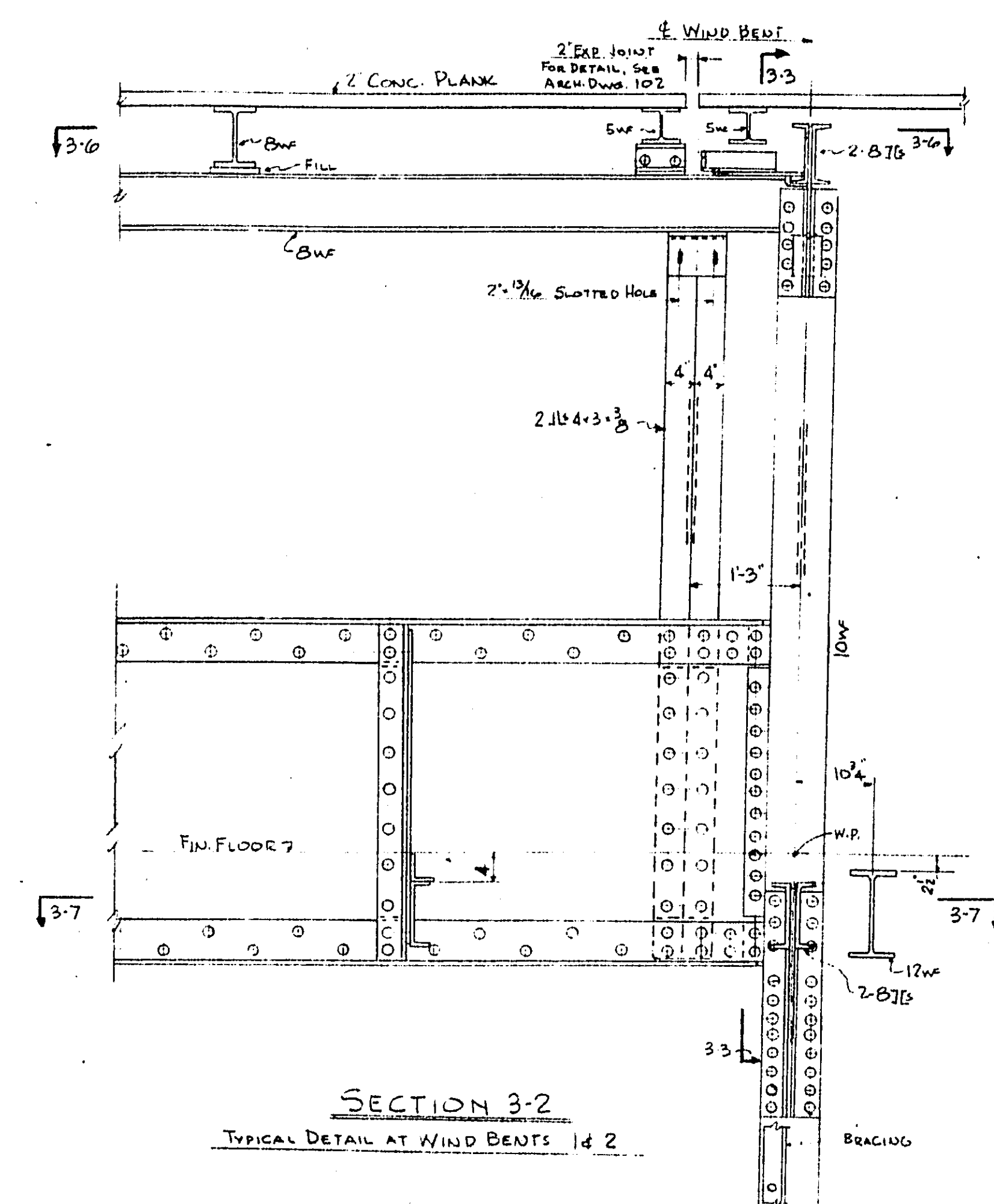
SECTION 3-1  
TYPICAL GIRDER DETAILS



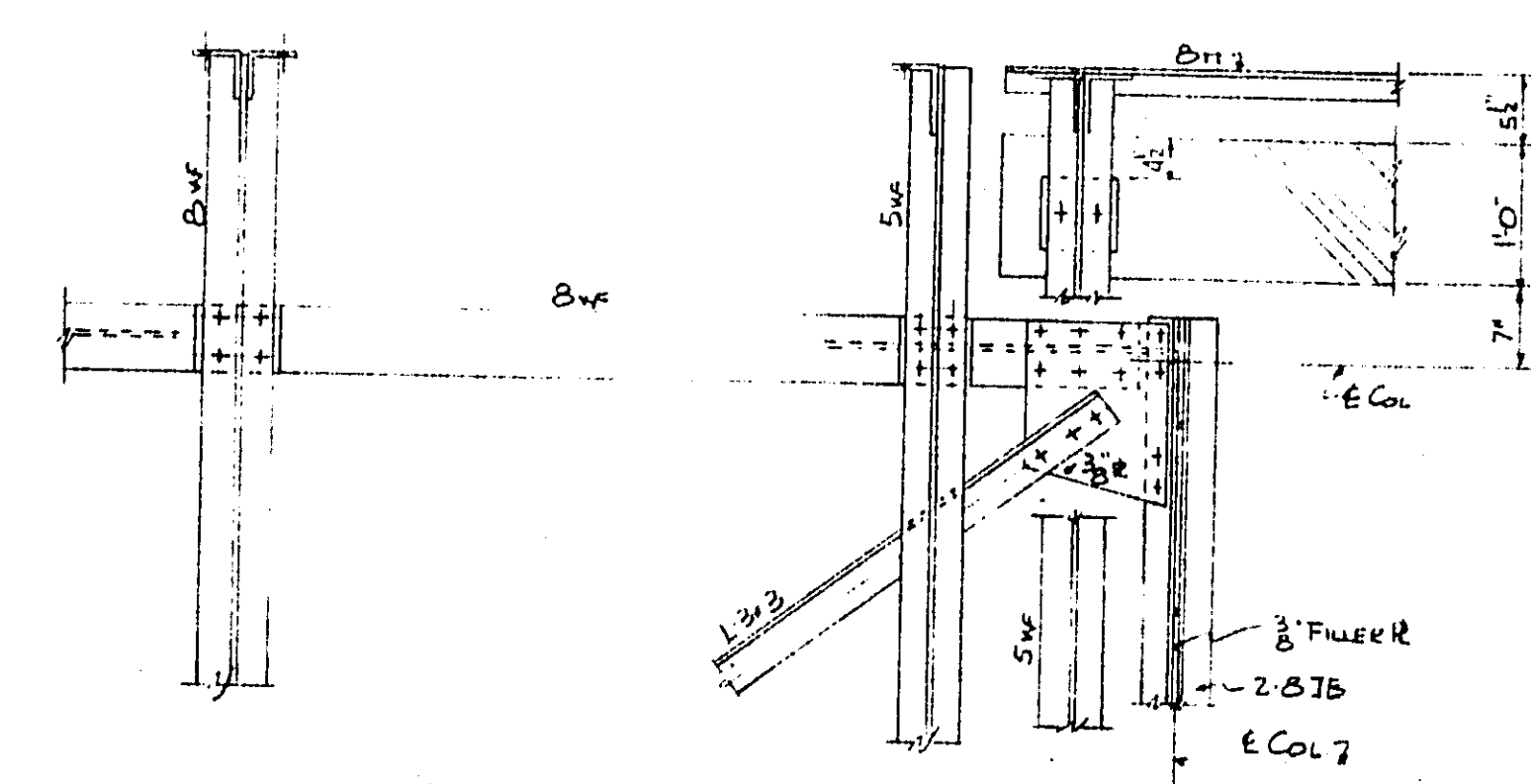
SECTION 3-5  
PLAN OF ROOF WIND BRACING DETAILS



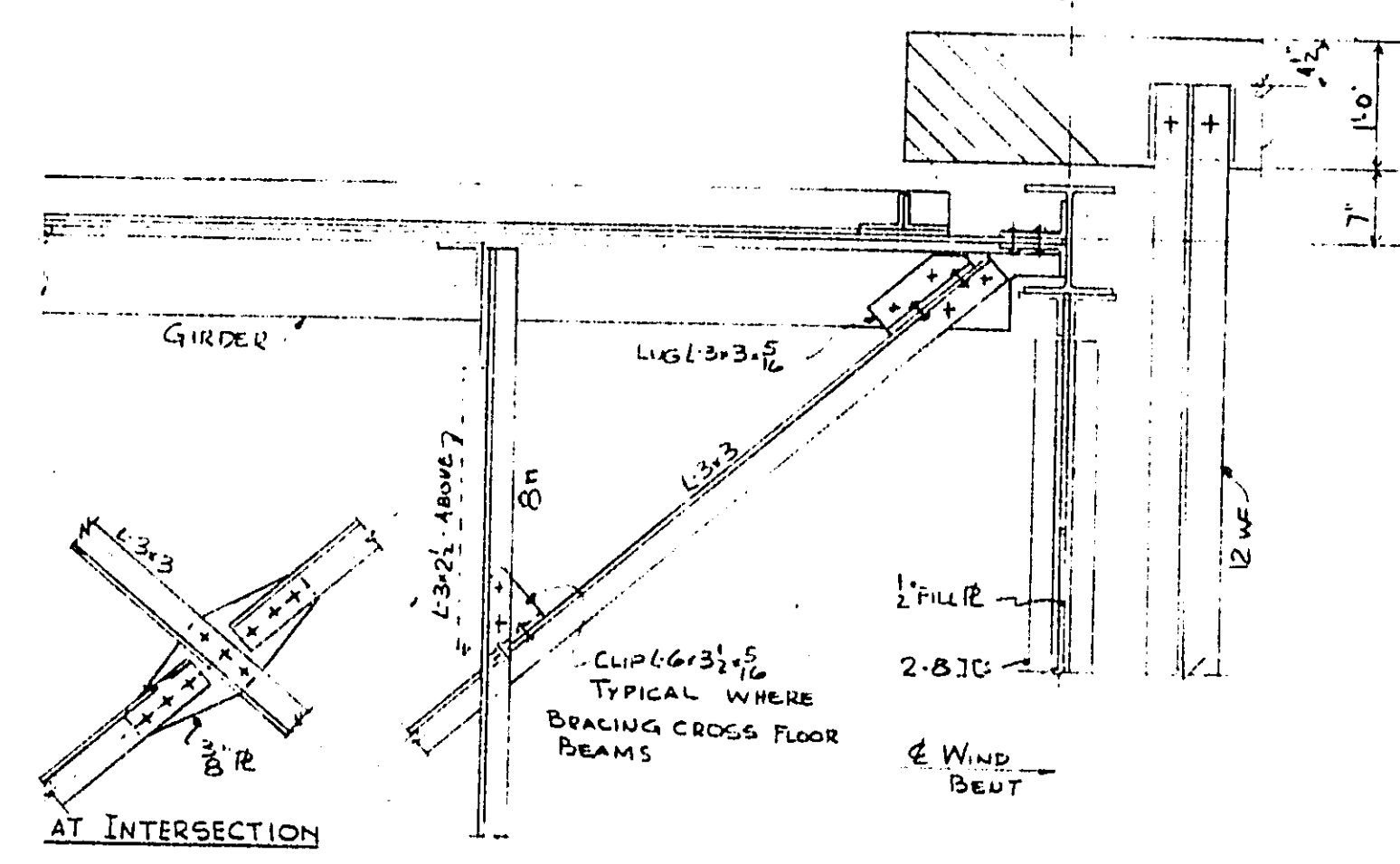
SECTION 3-4  
DETAIL AT CENTER SUPPORT, WIND BENT 3



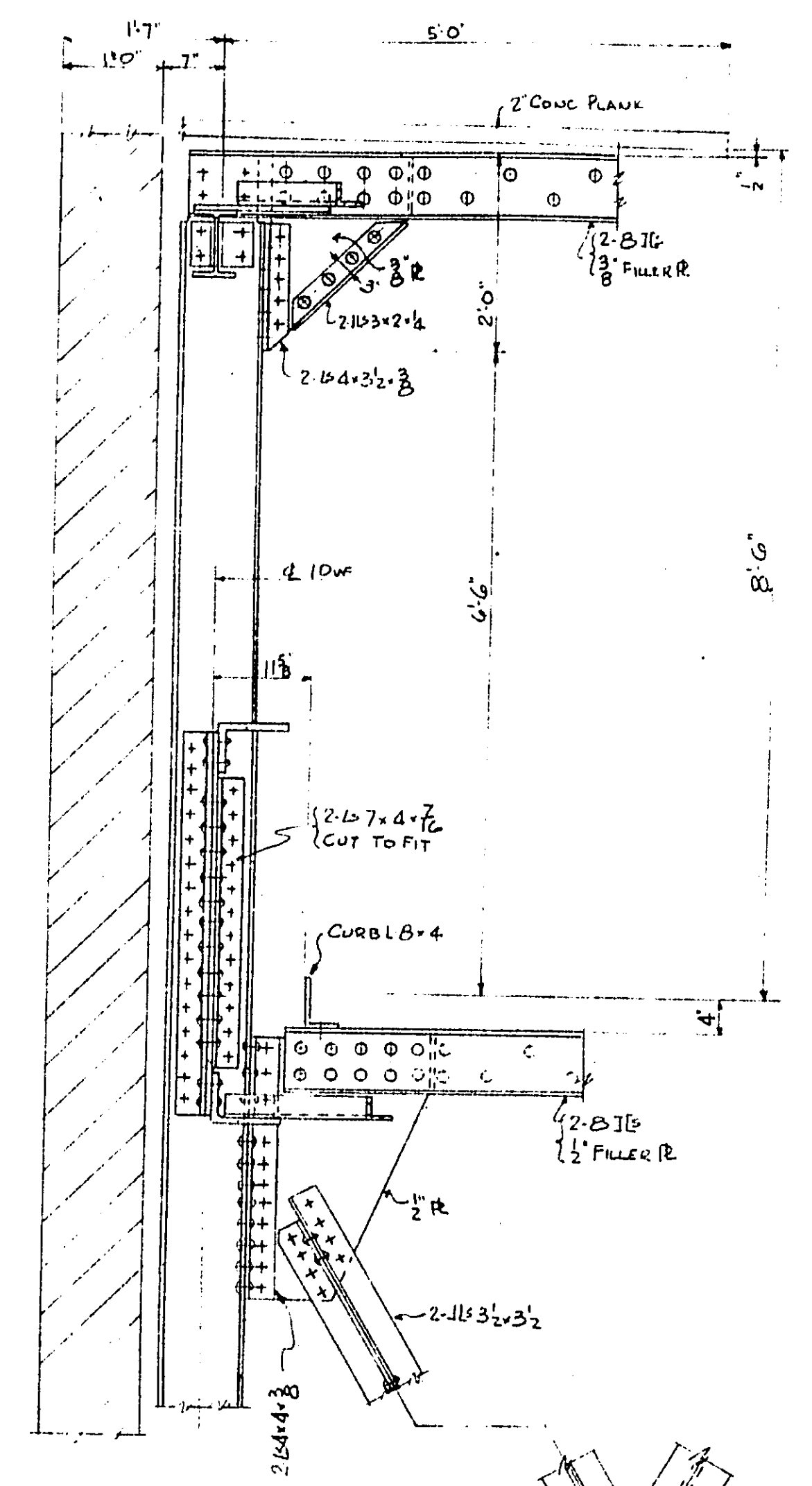
SECTION 3-2  
TYPICAL DETAIL AT WIND BENTS 1 & 2



SECTION 3-6  
PLAN AT ROOF, WIND BENTS 1 & 2



SECTION 3-7  
PLAN AT FLOOR, WIND BENTS 1 & 2, BRACING DETAILS



SECTION 3-3  
TYPICAL DETAIL AT WIND BENTS 1 & 2

NOTES: 1. WORK THIS DRAWING WITH DWG. S-502  
2. ALL CONNECTIONS TO BE MADE WITH 3/4\"/>

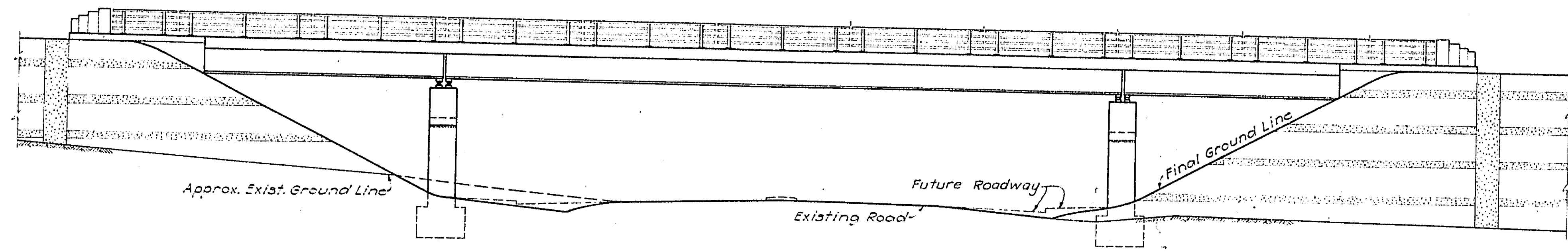
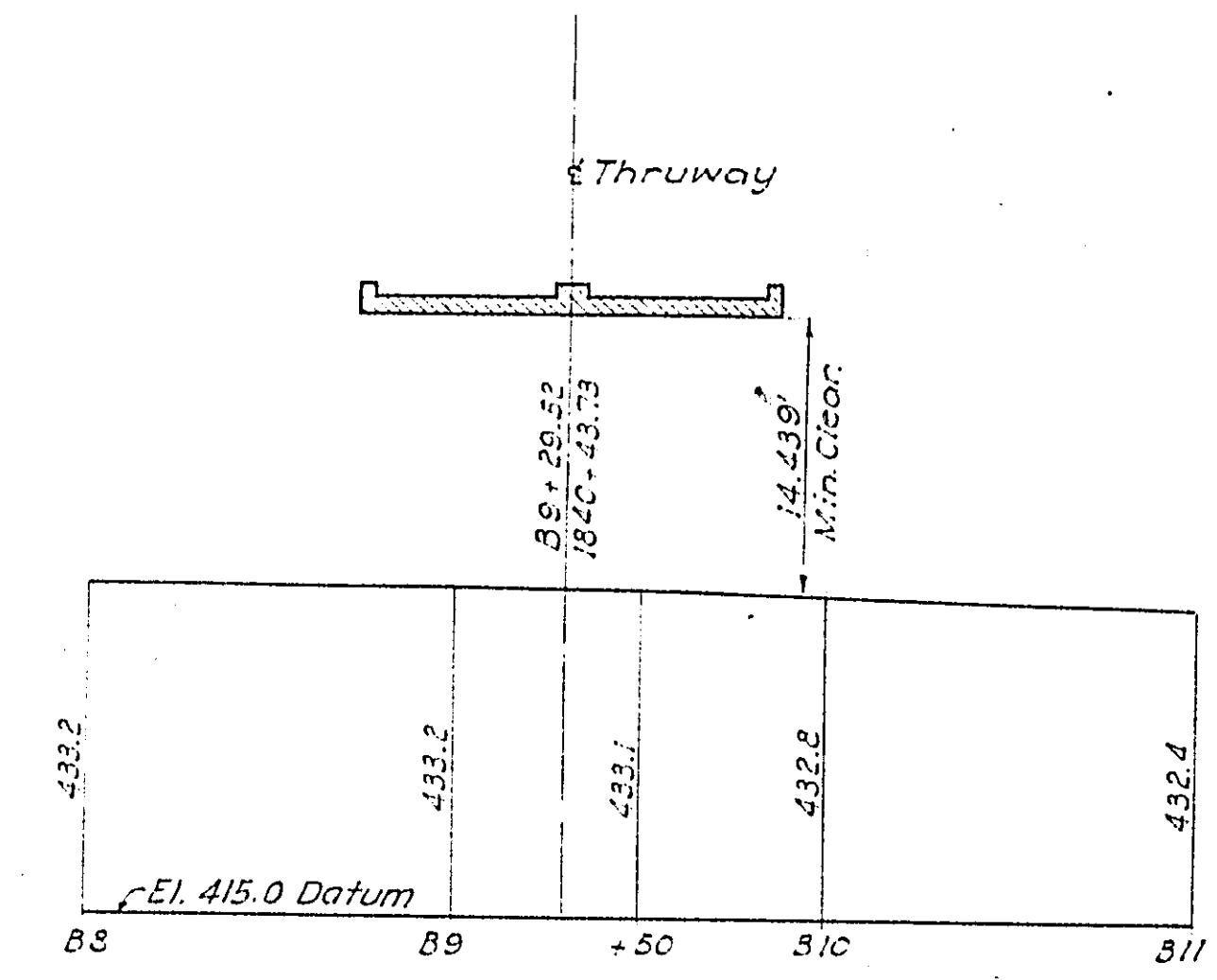
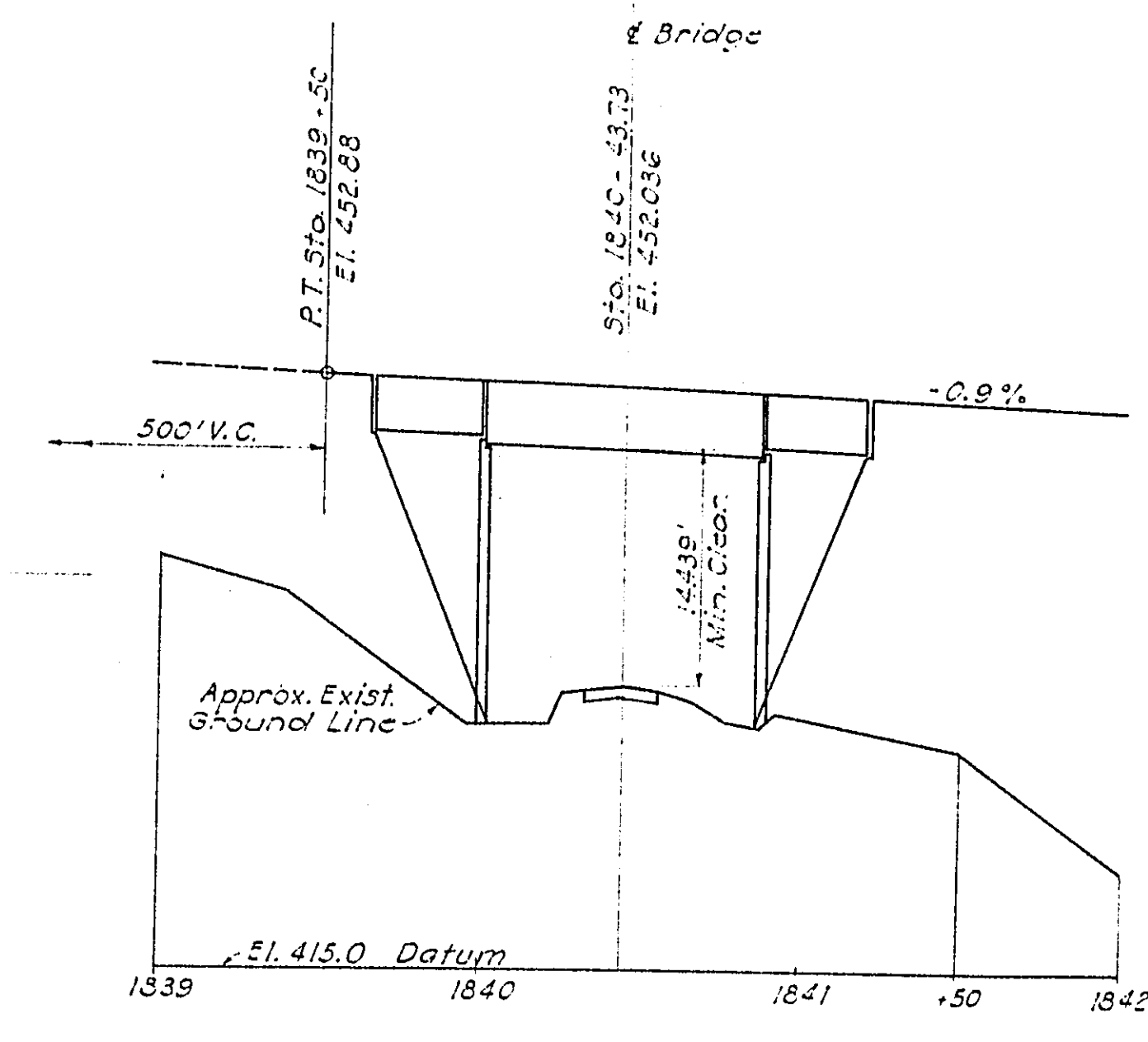
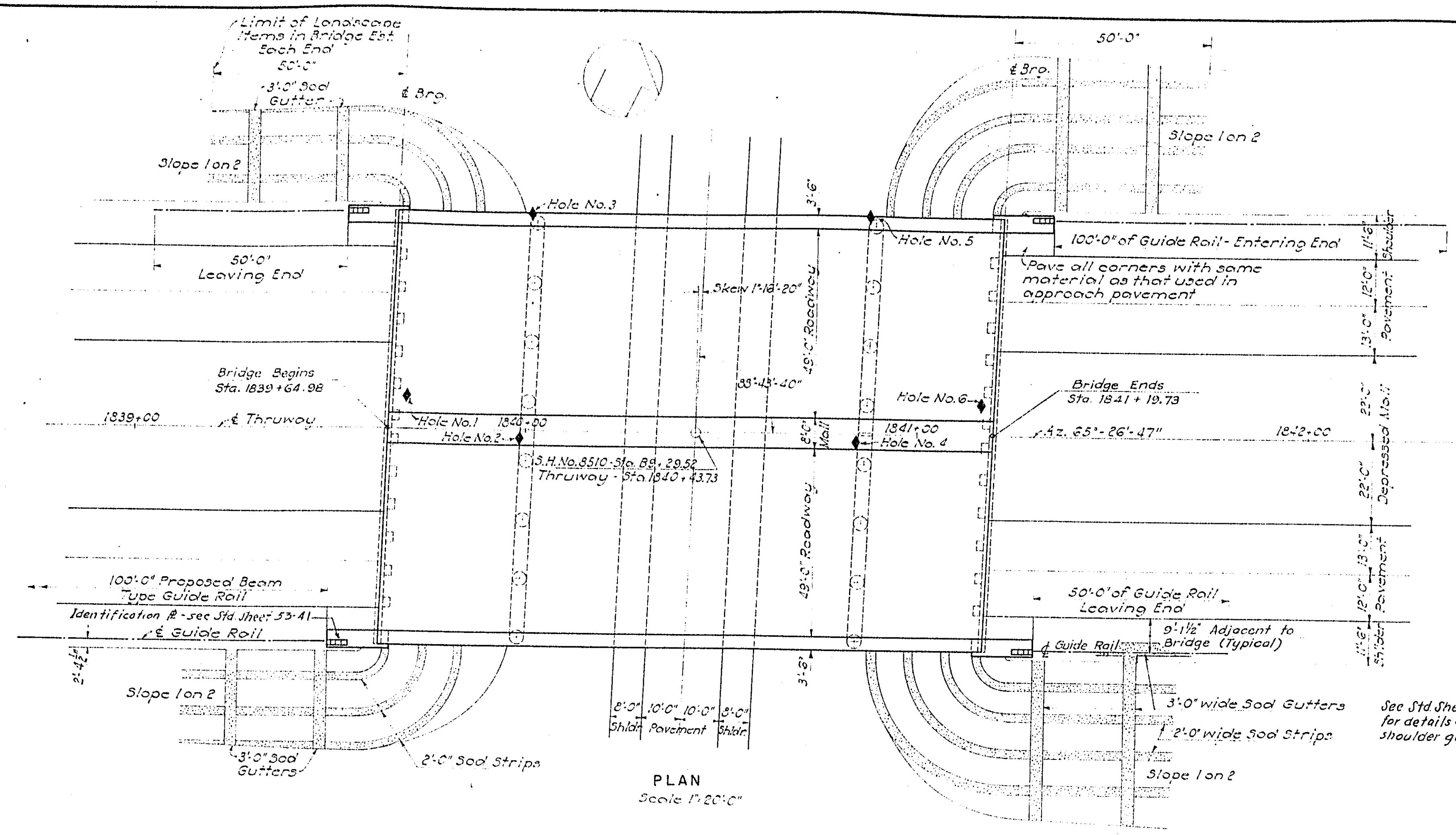
**FOR REFERENCE ONLY**

New York State Thruway Authority  
Dept. Of Engineering And Maintenance

REFERENCE SHEET  
INDIAN CASTLE  
PEDESTRIAN STRUCTURE-MP 209.90±  
MISCELLANEOUS DETAILS

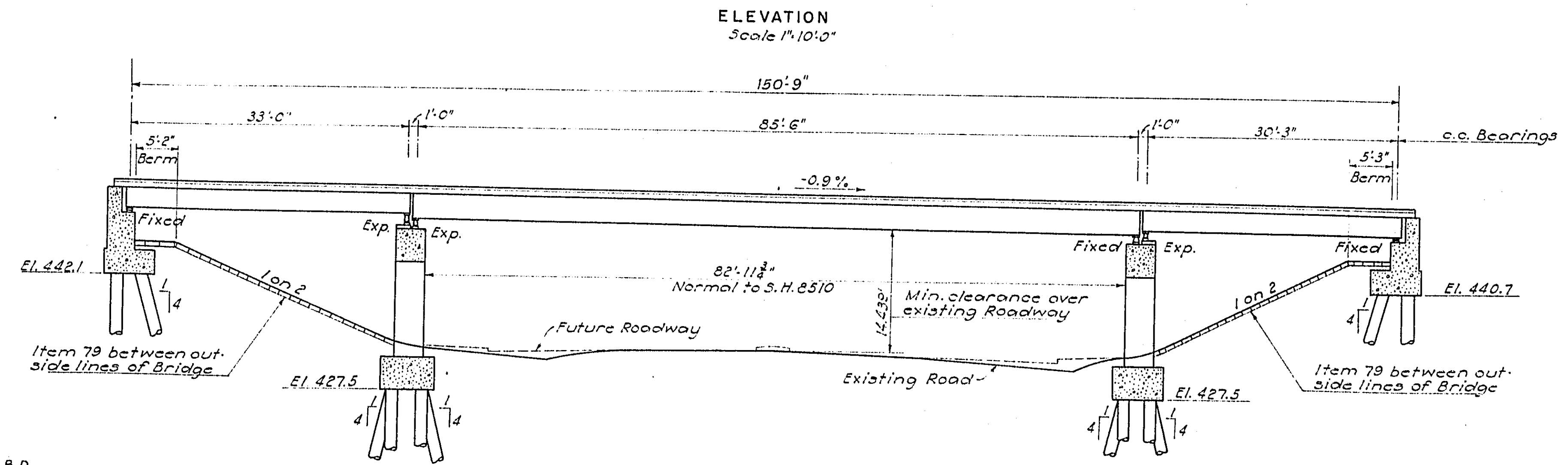
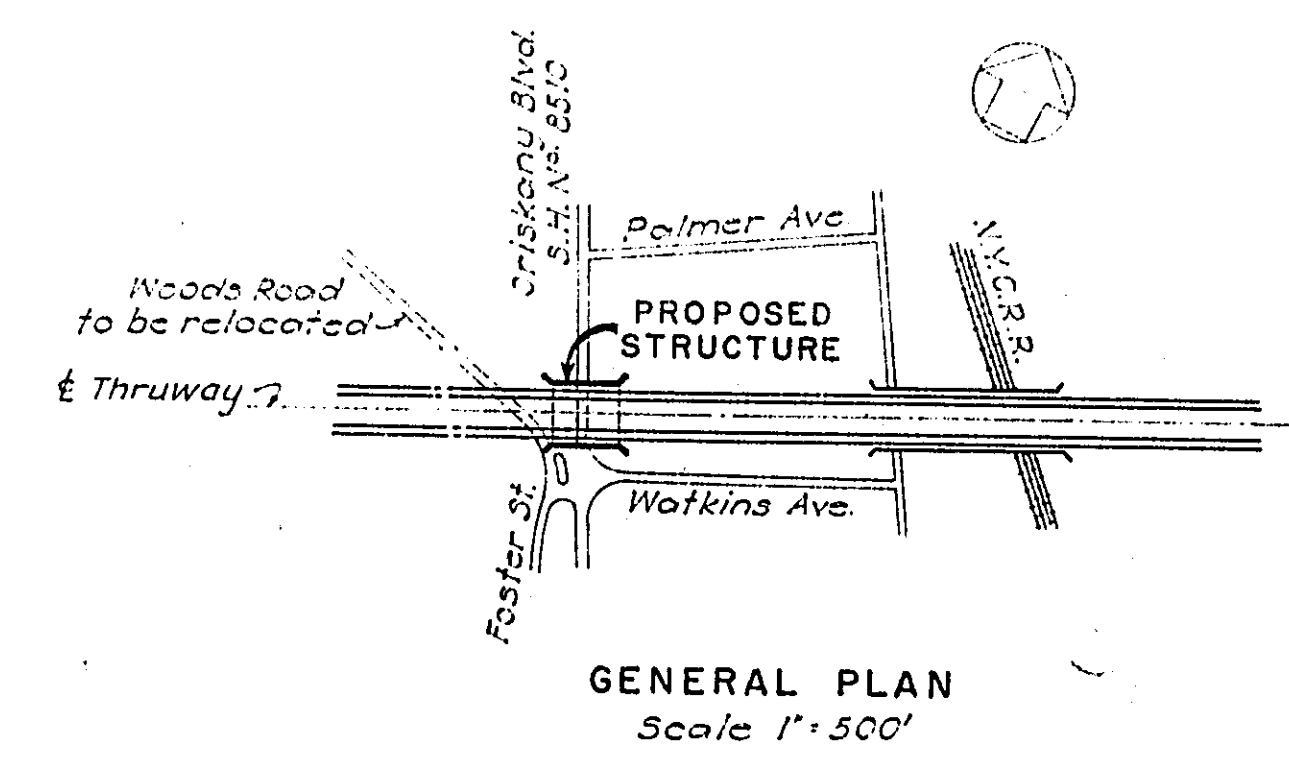
TAS 82-28B 8 of 45

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		52	125
N. Y. STATE THRUWAY—MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE—BRIDGE OVER S.H. N° 8510			



PROFILE OF THRUWAY  
Scale Hor. 1"=50'-0"  
Vert. 1"=10'-0"

PROFILE OF EXISTING S.H. N° 8510  
Scale Hor. 1"=50'-0"  
Vert. 1"=10'-0"

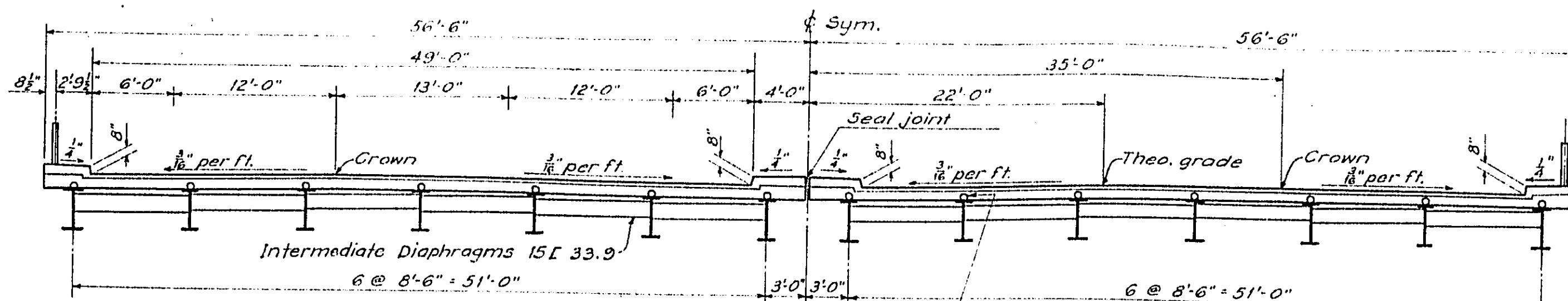


Drawn by C.B.D.  
Traced by R.D.  
Checked by D.B.  
R.M. Boynton  
Engineer in Charge

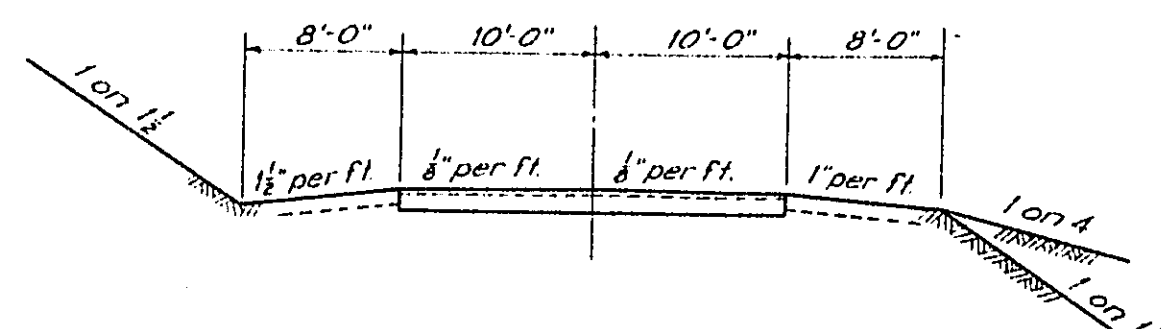
PREPARED AND RECOMMENDED:  
J.D. Steinman  
STEINMAN, CONSULTING ENGINEER  
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155  
DATE  
Mar. 16, 1953

DEPARTMENT OF PUBLIC WORKS	
RECOMMENDED	
N.F. Ronan Asst. District Engineer	March 24, 1953 DATE
APPROVED	
E.T. GAWKINS DEPUTY CHIEF ENGINEER	DATE
E.W. WENDELL DEPUTY CHIEF ENGINEER	DATE
J.B. MACMORRAN CHIEF ENGINEER	DATE
APPROVED _____ 1952	
NEW YORK STATE THRUWAY AUTHORITY	
B. D. TALLAMY, CHAIRMAN BY C.H. LANG	
FOR REFERENCE ONLY	
New York State Thruway Authority Dept. Of Engineering And Maintenance	
REFERENCE SHEET	
ORISKANY BLVD. STRUCTURE-MP 238.22	
PRELIMINARY LAYOUT	
TAS 82-28B	9 of 45

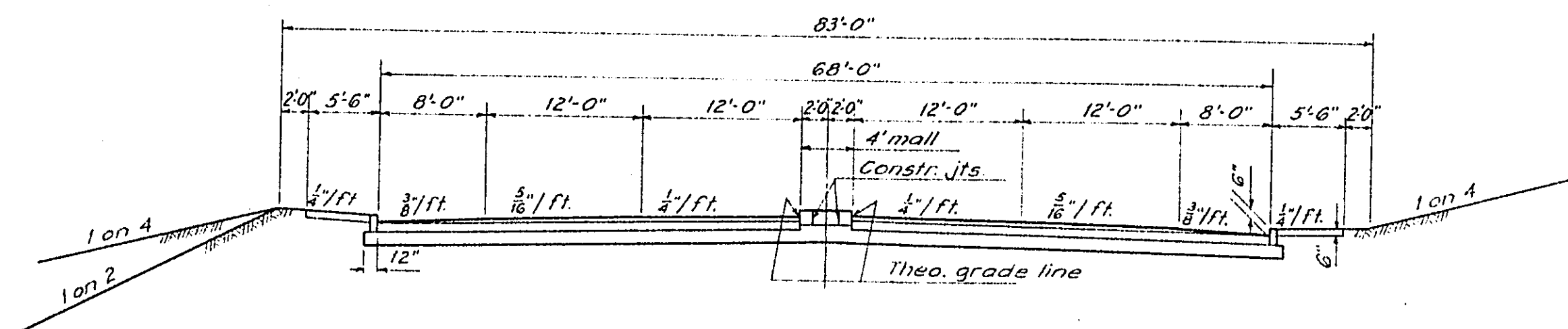




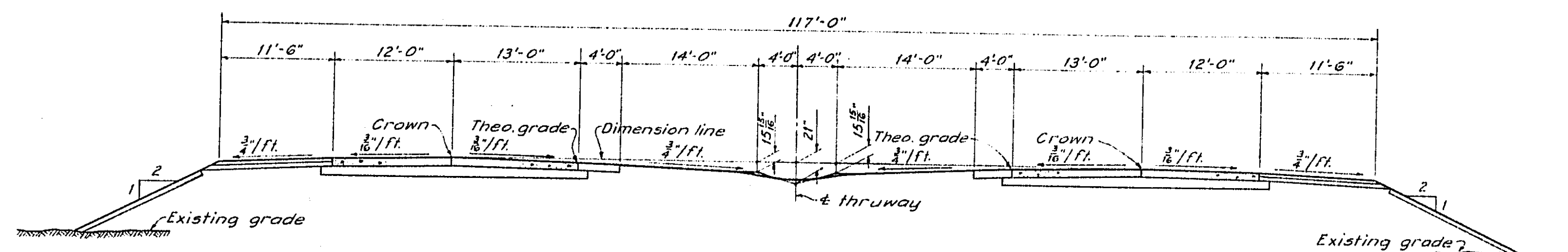
TRANSVERSE SECTION OF BRIDGE  
Scale: 1/4" = 1'-0"



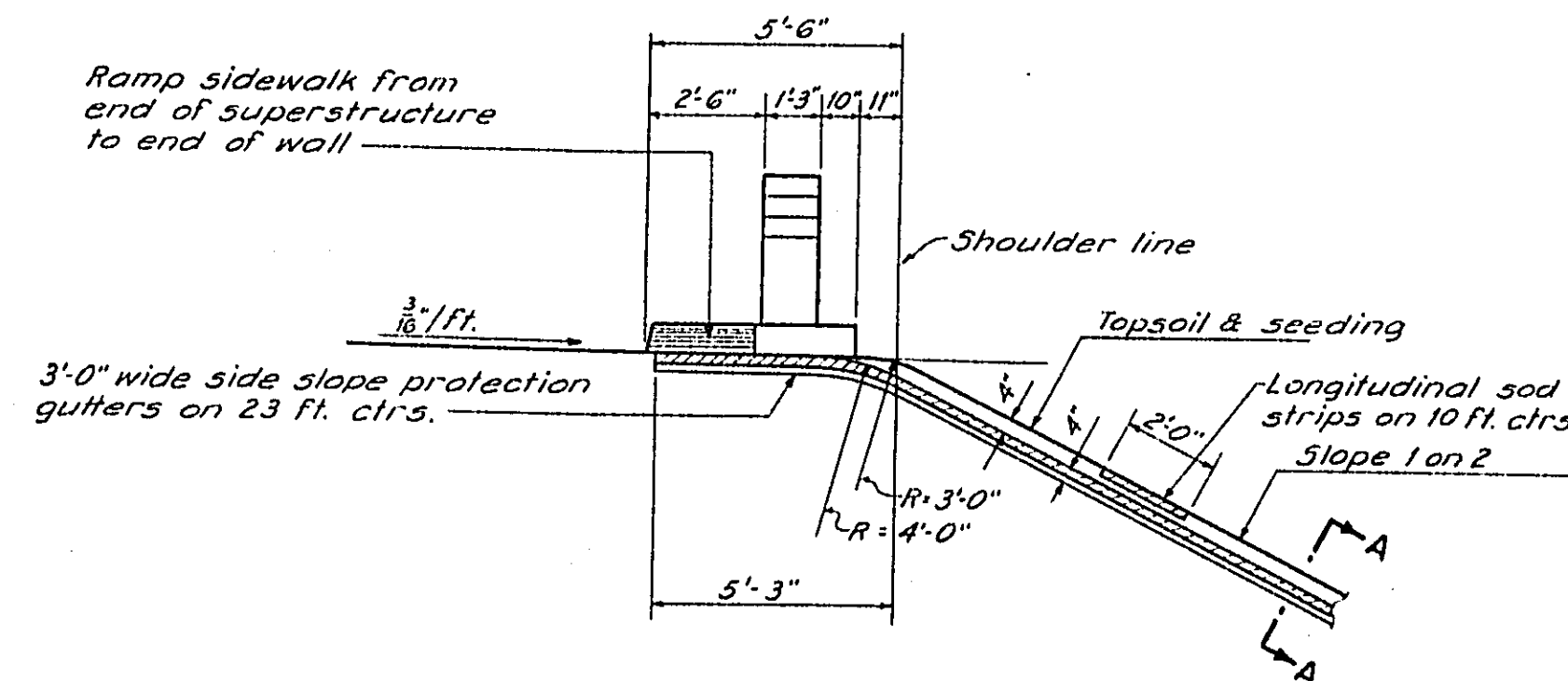
TYPICAL SECTION OF EXISTING AND PROPOSED S.H. N° 8510  
Scale: 1" = 10'-0"



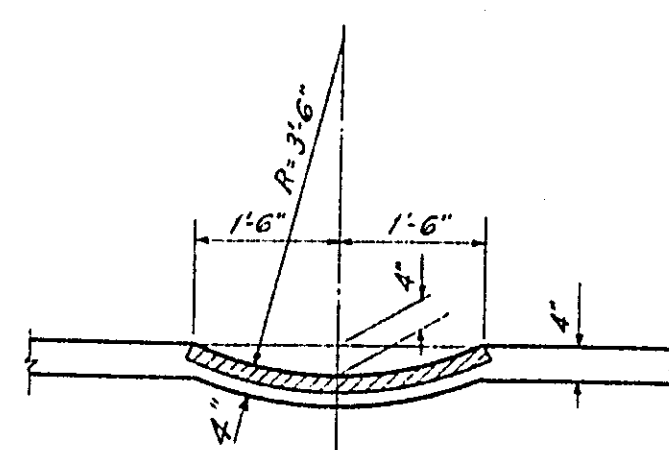
PROPOSED TYPICAL SECTION OF FUTURE S.H. N° 8510  
Scale: 1" = 10'-0"



TYPICAL THRUWAY APPROACH SECTION  
Scale: 1" = 10'-0"



TYPICAL SECTION THRU GUTTER  
AT END OF WALL  
Scale: 1/4" = 1'-0"



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

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		53	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE - BRIDGE OVER S.H. 8510			

ESTIMATE OF QUANTITIES					
Item No.	Description	Unit	Substructure	Superstructure	Total
5	Trench, culvert and bridge excavation	C.Y.	299	—	299
15-2	Portland cement Type 2	Bbl.	1,185	981	2,166
15 N	Natural cement Type N	Bbl.	169	140	309
18	Class 1A concrete for structures	C.Y.	368	502	870
19	Class 1A concrete for railings	C.Y.	2.6	—	2.6
20	Class 1 concrete	C.Y.	388	—	388
* 25 F	Steel fabric reinforcement	S.Y.	—	1685	1685
28	Bar reinforcement for structures	Lb.	114,825	124,280	239,105
28 B	Spiral bar shear connectors	Lb.	—	3693	3693
29	Structural steel	Lb.	—	601,800	601,800
37	Metal railing	L.F.	—	339	339
47 BMS	Cement concrete pavement	C.Y.	—	187	187
79	Dry stone paving	S.Y.	892	—	892
85 C	Cast-in-place concrete piles	L.F.	3460	—	3460
87	Furnishing equipment for driving piles	L.S.	Nec.	Nec.	Nec.
121	Top soil placed from stockpiles	C.Y.	125	—	125
123 B	Seeding on Prepared Areas.	Acre	0.18	—	0.18
124	Sodding	S.Y.	350	—	350
200	Air-Entraining Agent (Darex A.E.A. or Equal)	Gal.	—	57	57

\*Steel Fabric Reinforcement shall be furnished in flat sheets.

#### GENERAL NOTES

Design Specifications - A.A.S.H.O. 1949 - Loading H 20-516-44, Modified.  
Material and fabrication - Specifications of New York State Department of Public Works dated January 2, 1951, and current modifications and additions.  
Where steel exceeding one inch in thickness is to be welded, mild steel arc-welding electrodes with covering of low-hydrogen type shall be used. These electrodes must comply with A.S.T.M. (A 233-48T) requirements for Classification E 6015 or E 6016.  
Field connections shall be made with turned bolts, rivet bolts or approved equal.  
Sponge Rubber shall meet the requirements of the Standard Specifications for Preformed Expansion Joint Fillers for Concrete, A.S.T.M. Designation D 544.  
Where caulking compound is to be used the sides of all joints shall be primed with a material satisfactory to the manufacturer of the caulking compound 20 to 30 minutes before the compound is placed. All joints must be thoroughly clean and dry before the priming coat is applied. Work must be performed by workmen experienced in this type of work.  
The cost of furnishing and installing caulking compound, pre-moulded bituminous joint filler, sponge rubber, joint material, lead wool and copper flashing and baffle strips, shall be included in the prices bid for the various items in this contract.  
A waterproofing oil treatment as specified in M41-W shall be applied to all exposed surfaces of concrete except the underside of slab and top applied to top of pavement.  
The Contractor's attention is directed to the special notes for the structure which appear in the Proposal. Particular attention should be given to the foundation note, which briefly outlines the anticipated sub-surface conditions at the site of the structure and which specifies certain requirements relative to construction.  
No construction joints other than those shown on the plans will be permitted without the written permission of the Deputy Chief Engineer (Bridges).  
The cost of furnishing and placing water used for wetting down the top of slab, seeding and sodding will be paid for under Items 1W and 1WA of the highway portion of this contract.  
For design purposes, the assumed load per pile does not exceed 35 tons.

#### FOR REFERENCE ONLY

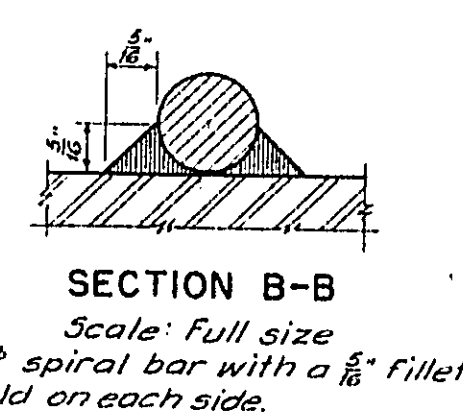
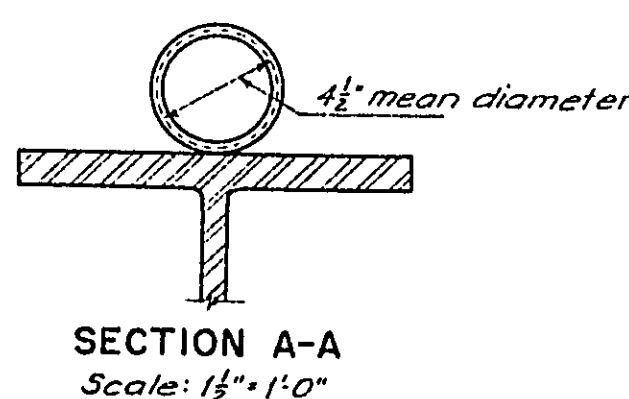
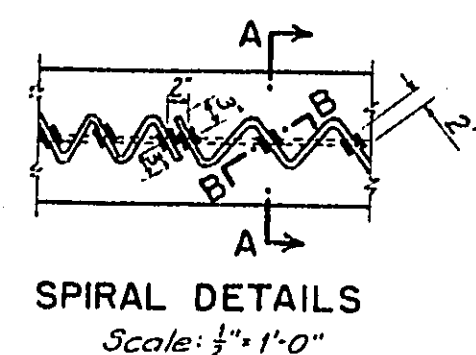
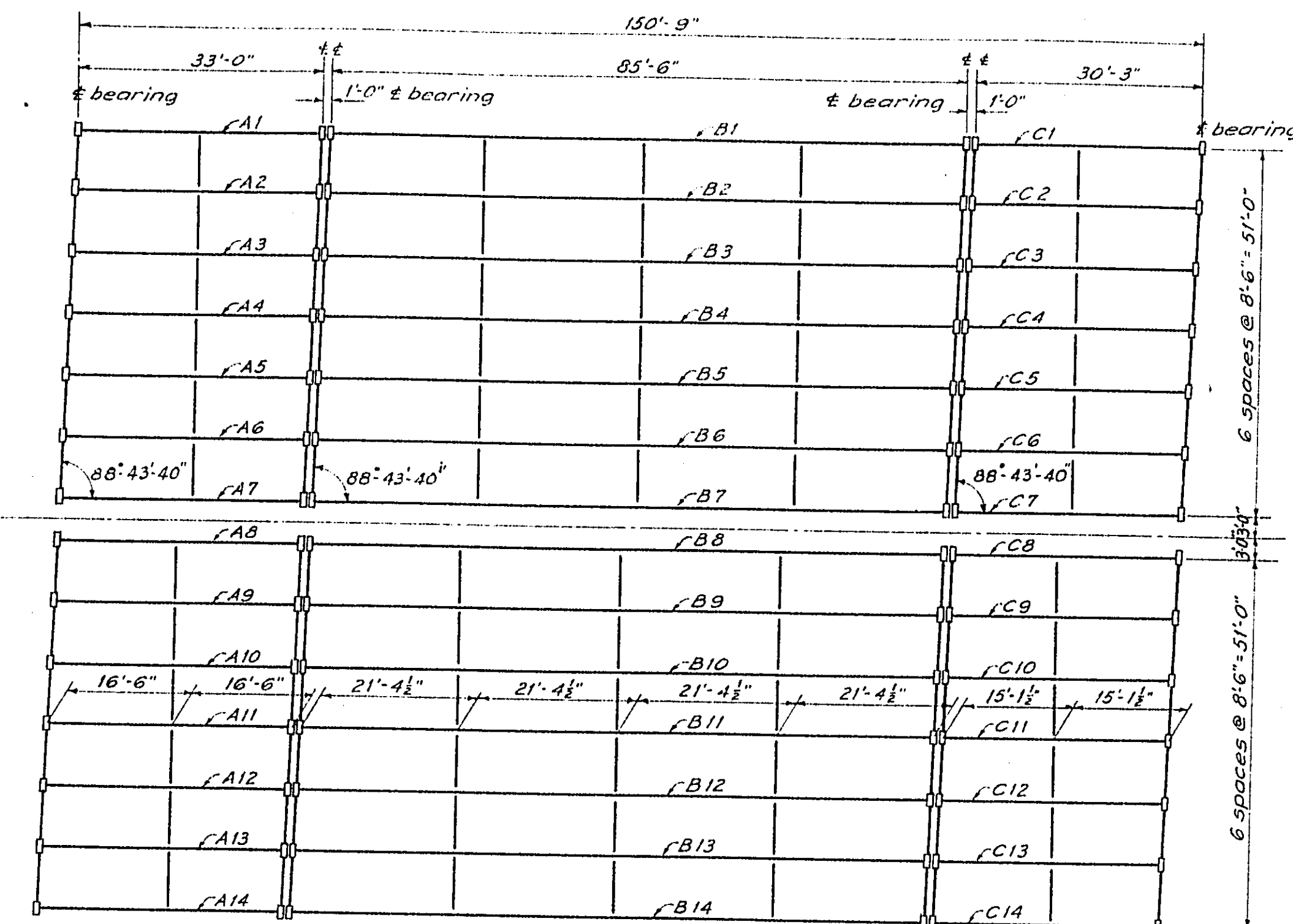
New York State Thruway Authority Dept. Of Engineering And Maintenance	
REFERENCE SHEET	
ORISKANY BLVD. STRUCTURE-MP 238.22	
TYPICAL SECTIONS ESTIMATE OF QUANTITIES	
TAS 82-28B	10 of 45

Drawn by C.B.D.  
Traced by G.C.  
Checked by D.B.  
R.M. Boynton  
Engineer in Charge

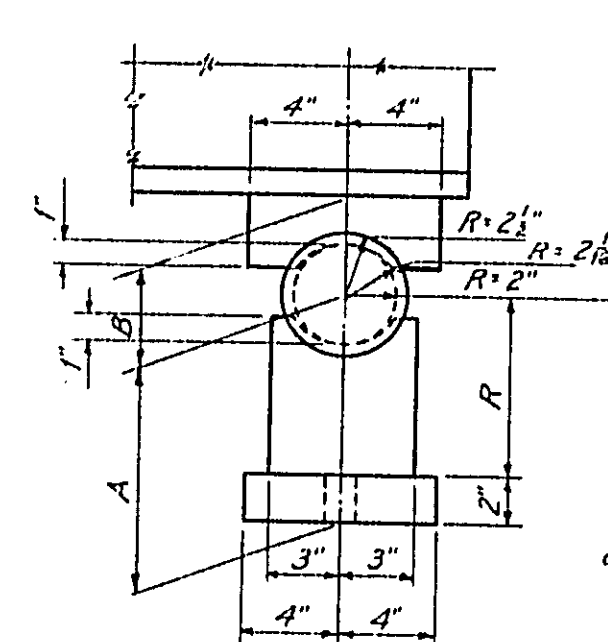
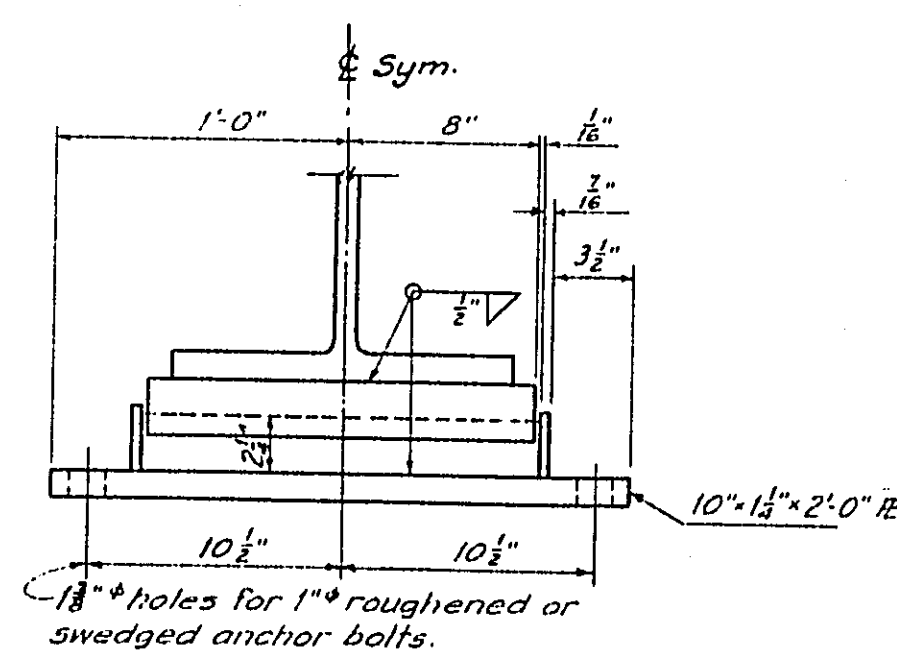
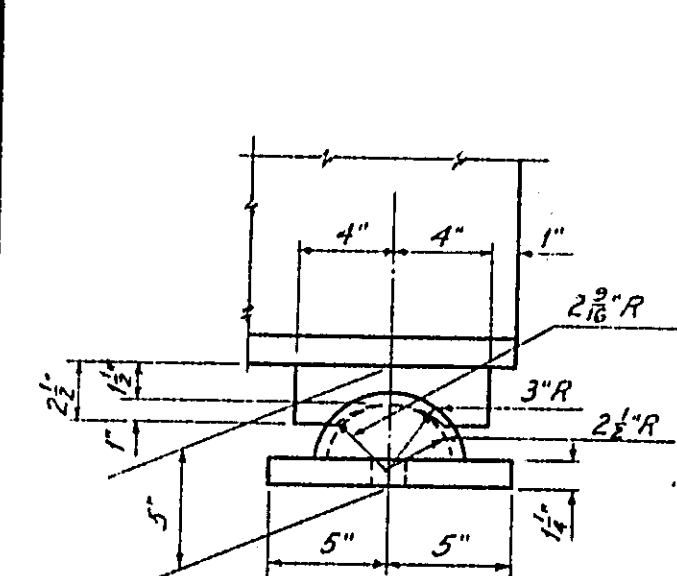
PREPARED AND RECOMMENDED:  
D.B. Steinman  
D. B. STEINMAN, CONSULTING ENGINEER  
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155  
DATE  
Mar. 16, 1953



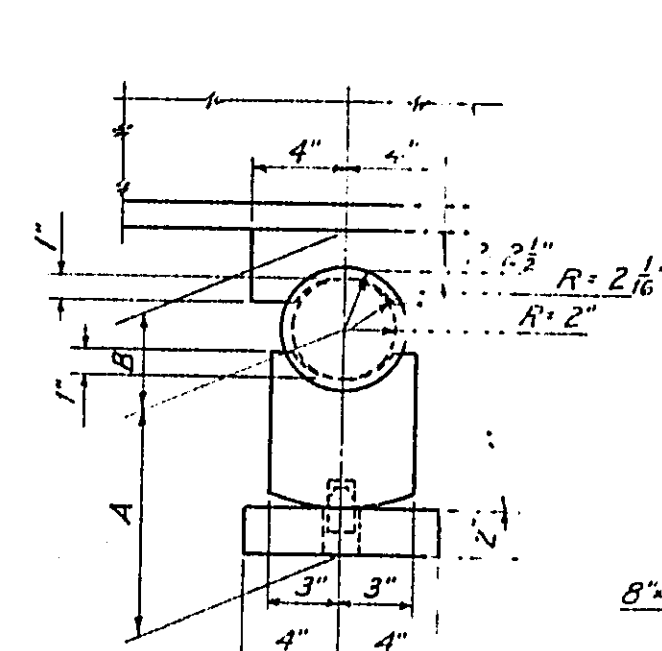
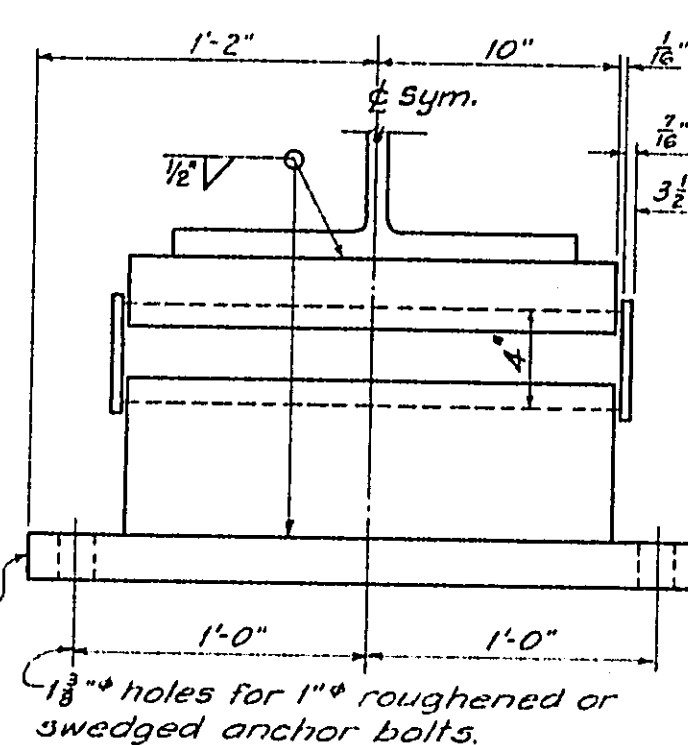
COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		57	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE. BRIDGE OVER S.H. 8510			



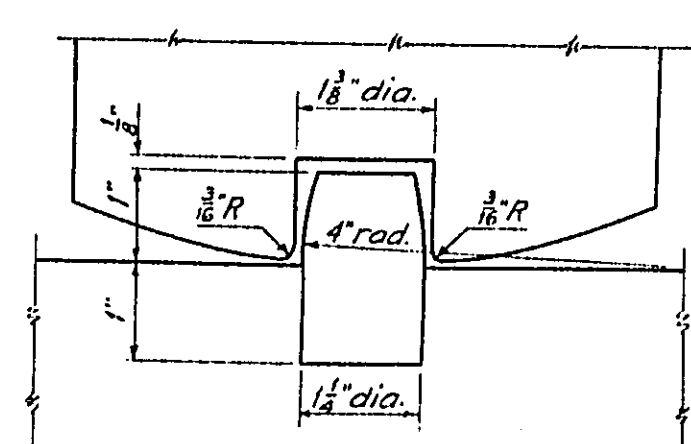
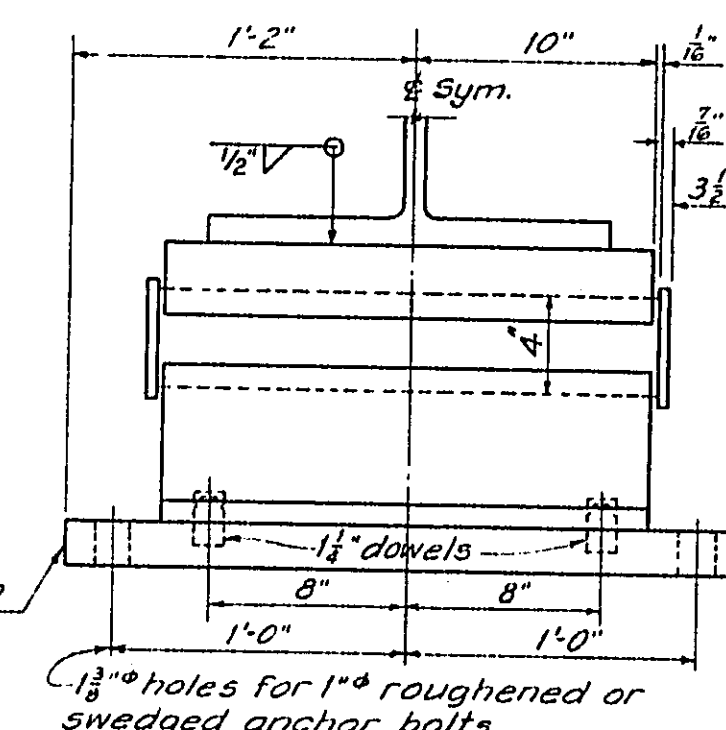
**SPECIAL NOTES FOR SPIRALS**  
The Contractor's and Engineer's attention is called to the possibility of interference between the reinforcing steel in the slab and the beam spirals. To avoid this interference the the bar spacings may be varied 1" with the understanding that the required area of steel will be placed in each 5 ft. Even then some bars may have to be threaded thru one or more spirals.  
All spirals shall be placed symmetrically about the center of span on each stringer with the pitches of each section of spirals decreasing progressively from the center of span to the ends of the stringer.



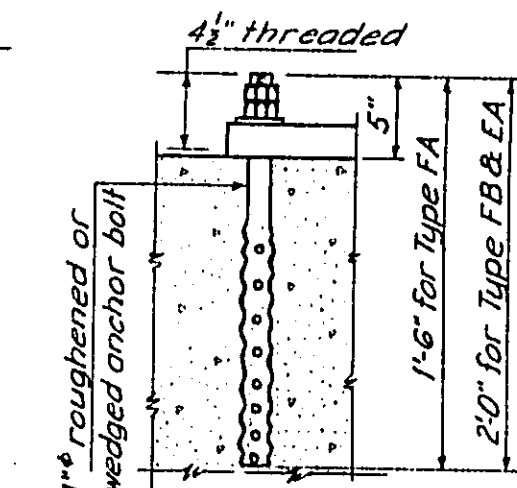
FIXED BEARING - TYPE FB  
Scale: 1/2" = 1'-0"



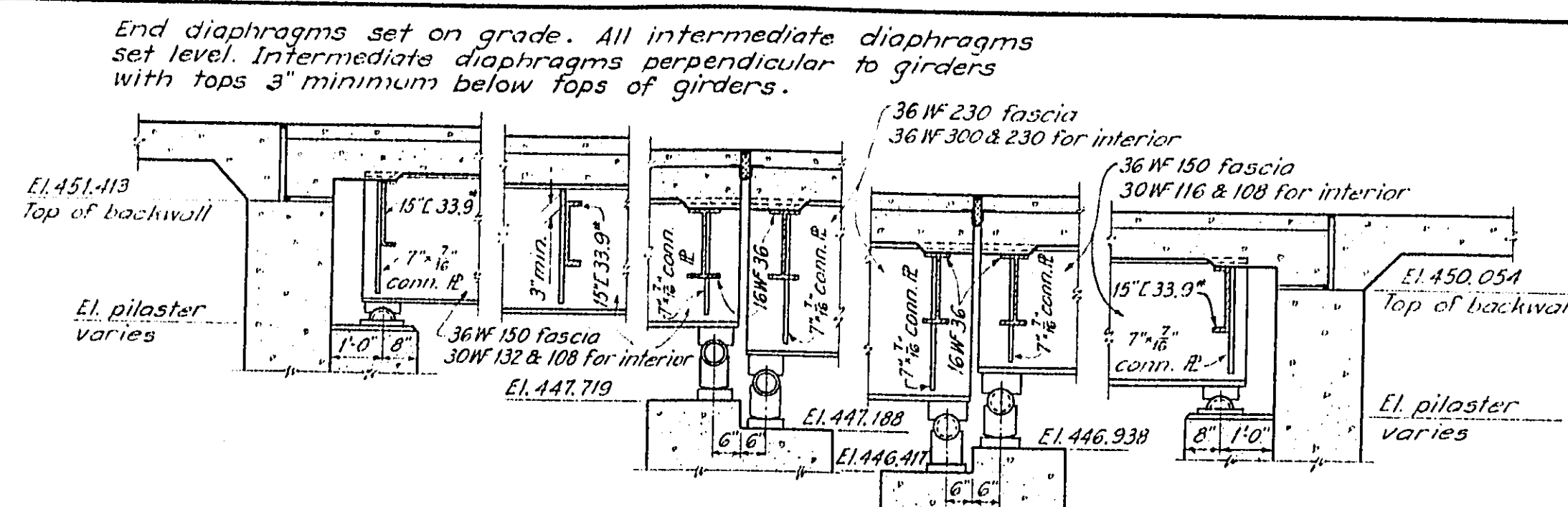
EXPANSION BEARING - TYPE EA  
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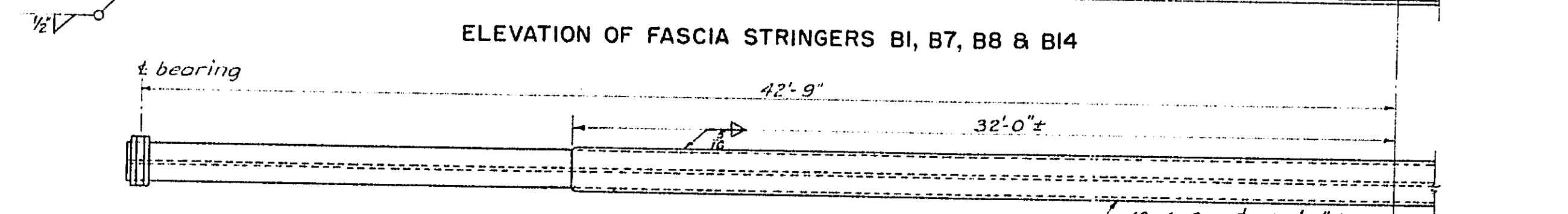
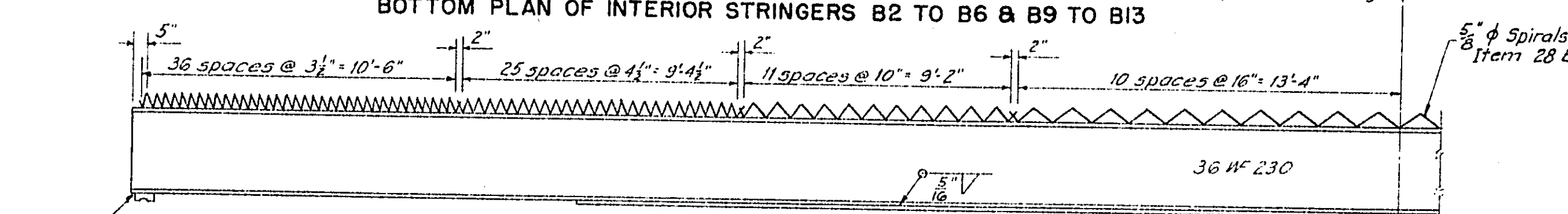
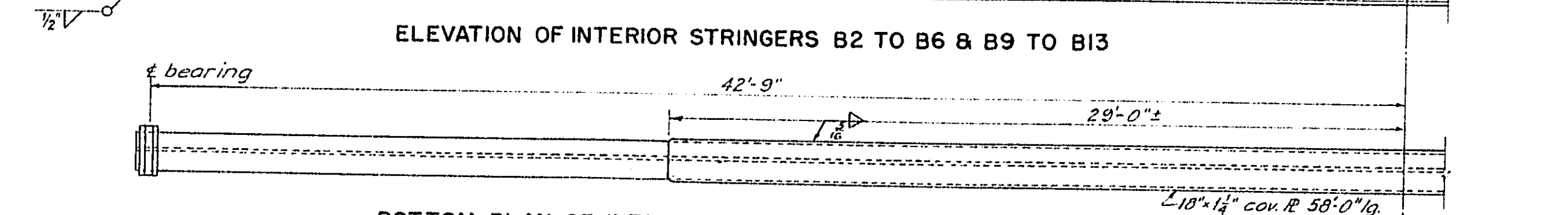
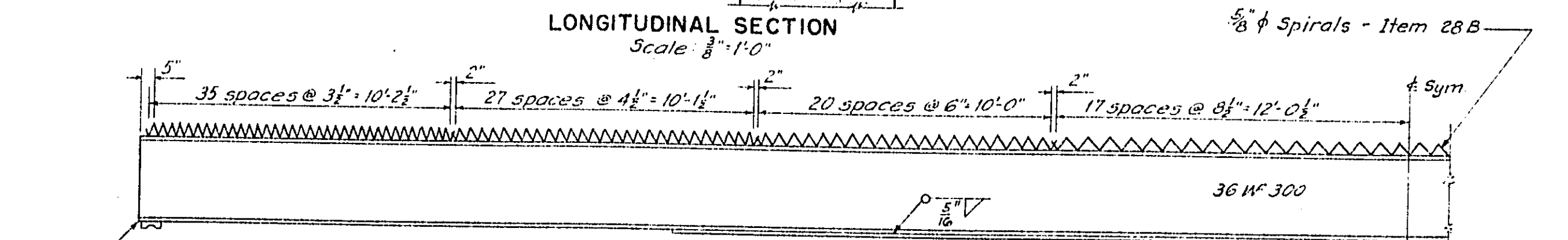
SECTION THRU DOWEL  
Scale: Half size



ANCHOR BOLT  
Scale: 1" = 1'-0"



LONGITUDINAL SECTION  
Scale: 1/8" = 1'-0"



BOTTOM PLAN OF FASCIA STRINGERS B1, B7, B8 & B14  
Scale: 1/4" = 1'-0"

BEAM-BEARING SCHEDULE													
Bearing - West End				Beam		Bearing - East End							
Type	A	B	R	Mark	Size	Type	A	B	R				
FA	—	—	—	A1	36WF150	EA	9"	5 5/8"	7"				
	—	—	—	A2	30WF132		10"	5 3/4"	8"				
	—	—	—	A3			11"	5 1/2"	9"				
	—	—	—	A4			10"	5 3/8"	8"				
	—	—	—	A5			9"	5 1/4"	7"				
	—	—	—	A6			9"	3 3/4"	7"				
	—	—	—	A7	30WF108		8"	3 1/2"	6"				
	—	—	—	A8			8"	3 1/4"	6"				
	—	—	—	A9	30WF132		9"	3 1/2"	7"				
	—	—	—	A10			9"	5 1/8"	7"				
	—	—	—	A11			10"	6 1/4"	8"				
	—	—	—	A12			11"	5 3/4"	9"				
	—	—	—	A13			10"	5 1/4"	8"				
	—	—	—	A14	36WF150		9"	5 5/8"	7"				
EA	9"	5 5/8"	7"	B1	36WF230	FB	9"	5 5/8"	7"				
	10"	4 1/8"	8"	B2	36WF300		10"	4 3/4"	8"				
	11"	5 1/8"	9"	B3			11"	5 1/4"	9"				
	10"	5 3/8"	8"	B4			10"	5 3/4"	8"				
	9"	5 1/4"	7"	B5			9"	5 1/8"	7"				
	9"	3 1/8"	7"	B6			9"	3 3/4"	7"				
	8"	3 3/8"	6"	B7	36WF230		8"	3 3/4"	6"				
	9"	3 3/8"	7"	B8			8"	3 3/4"	6"				
	9"	3 3/8"	7"	B9	36WF300		9"	3 3/4"	7"				
	9"	5 1/8"	7"	B10			9"	5 3/8"	7"				
	10"	5 3/8"	8"	B11			10"	5 3/4"	8"				
	11"	5 3/8"	9"	B12			11"	5 3/4"	9"				
	10"	5 3/8"	8"	B13			10"	5 1/4"	8"				
	9"	5 1/8"	7"	B14	36WF230		9"	5 5/8"	7"				
	9"	5 3/8"	7"	C1	36WF150	FA							
	10"	5 1/8"	8"	C2	30WF116								
	11"	6 1/8"	9"	C3									
	10"	6 3/8"	8"	C4									
	9"	5 3/8"	7"	C5									
	9"	3 3/8"	7"	C6									
	8"	3 3/8"	6"	C7	30WF108								
	9"	4"	7"	C8									
	9"	5 3/8"	7"	C9	30WF116								
	9"	5 3/8"	7"	C10									
	10"	6 1/8"	8"	C11									
	11"	6 3/8"	9"	C12									
	10"	5 3/8"	8"	C13									
	9"	5 3/8"	7"	C14	36WF150								

FOR REFERENCE  
ONLY

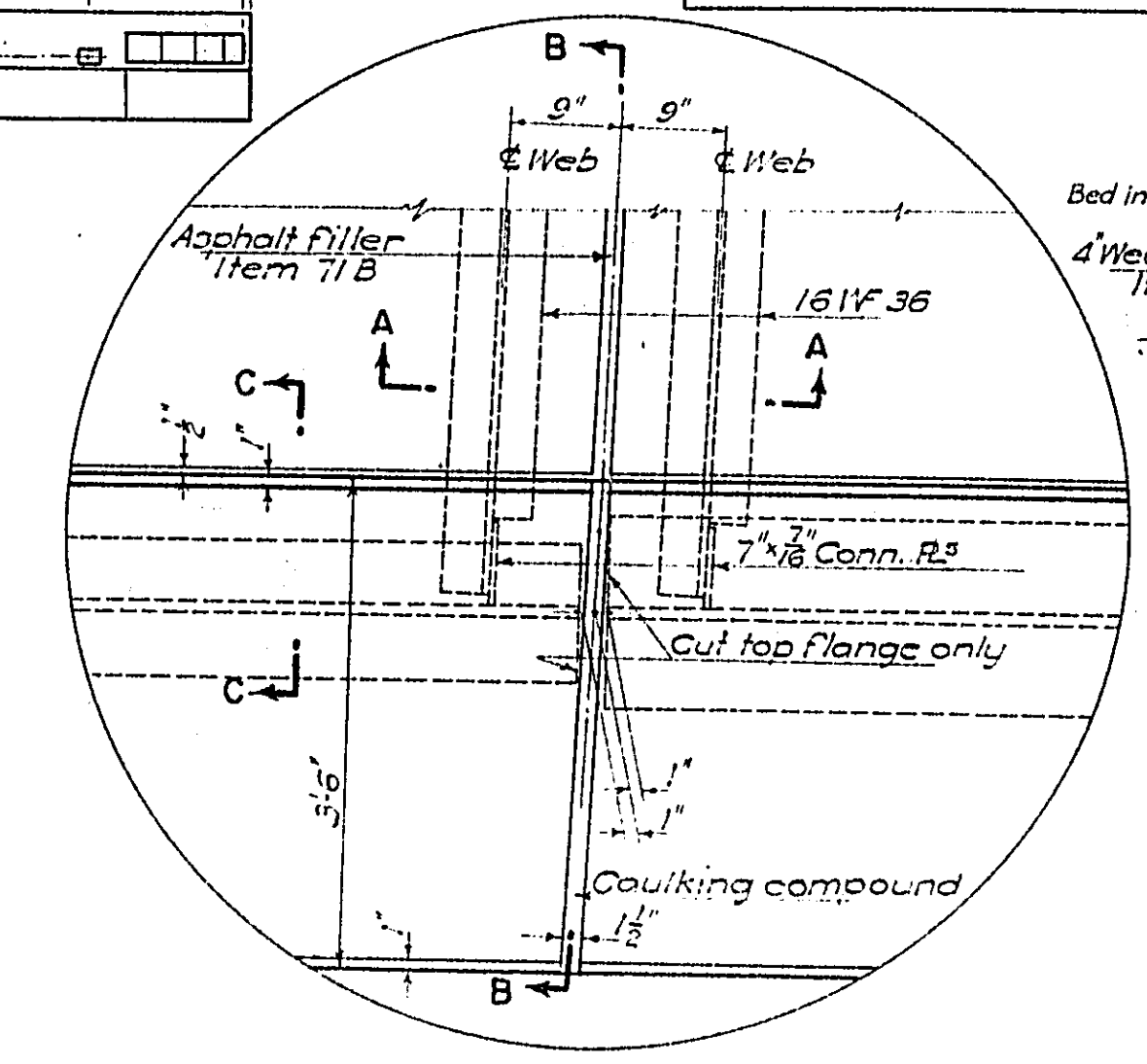
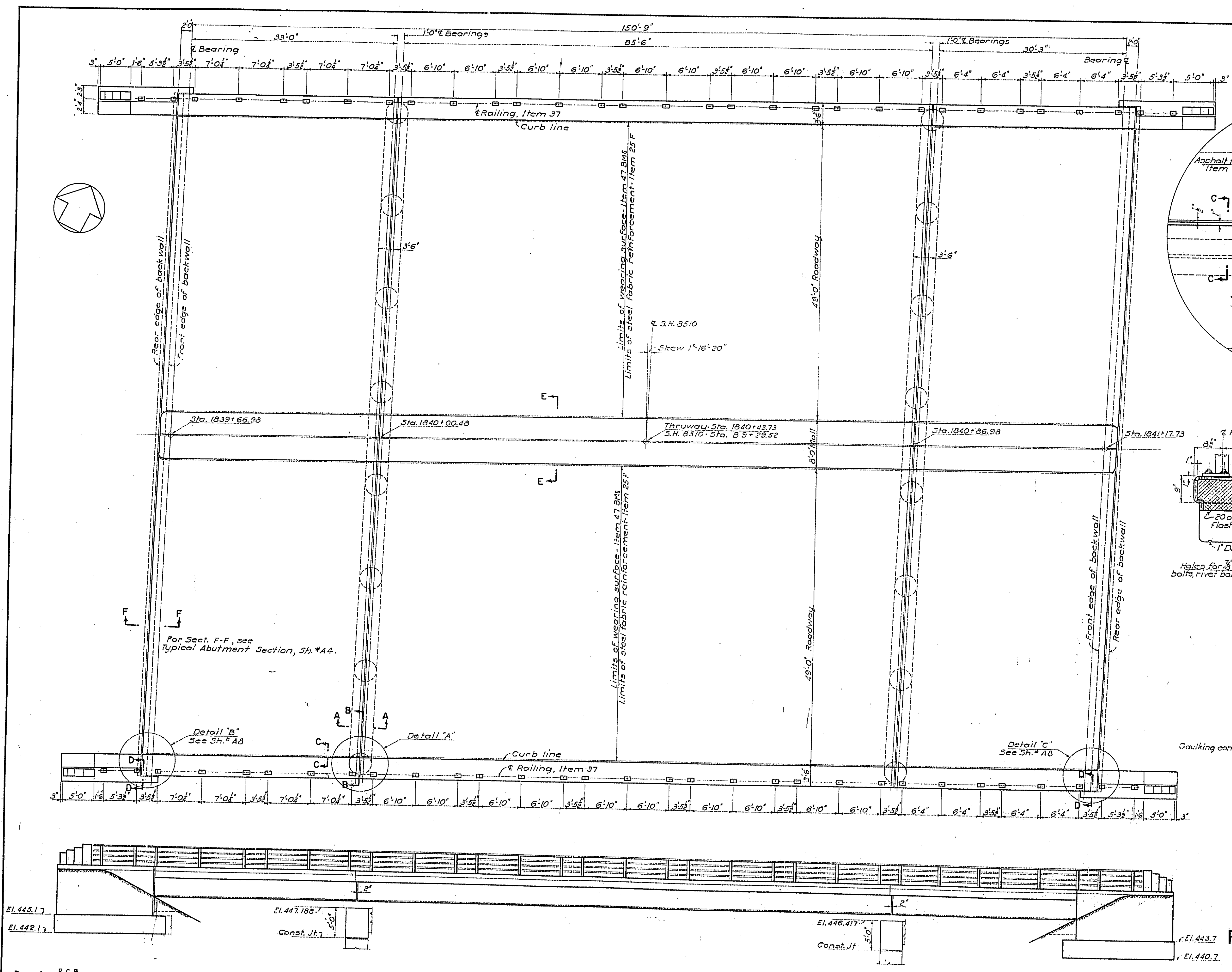
Drawn by: O.C.I.  
Traced by: S.E.  
Checked by: R.B.H.F.  
R.M. Boynton  
Engineer in Charge

Note:  
All Structural Steel, Bearings and Anchor Bolts Item 29.

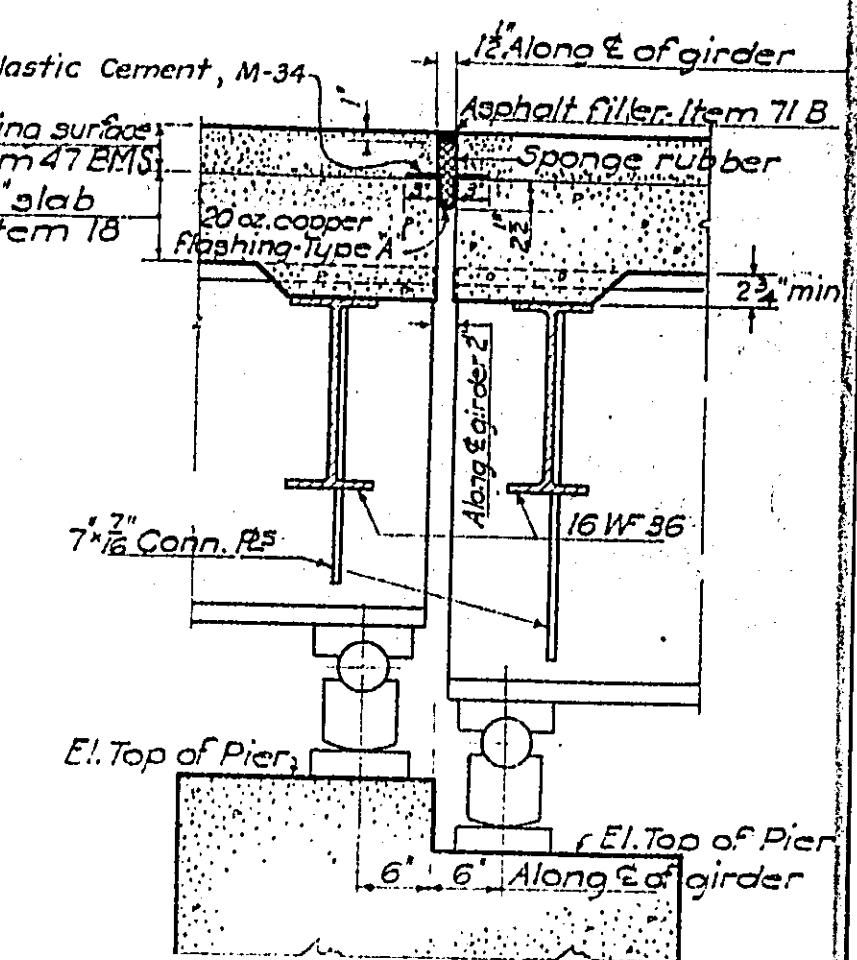
PREPARED AND RECOMMENDED:  
D. B. STEINMAN, CONSULTING ENGINEER  
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155  
DATE: Mar. 16, 1953

New York State Thruway Authority  
Dept. Of Engineering And Maintenance  
REFERENCE SHEET  
ORISKANY BLVD. STRUCTURE-MP 238.22±  
FRAMING PLAN  
STEEL AND BEARING DETAILS  
TAS 82 - 28B 11 of 45

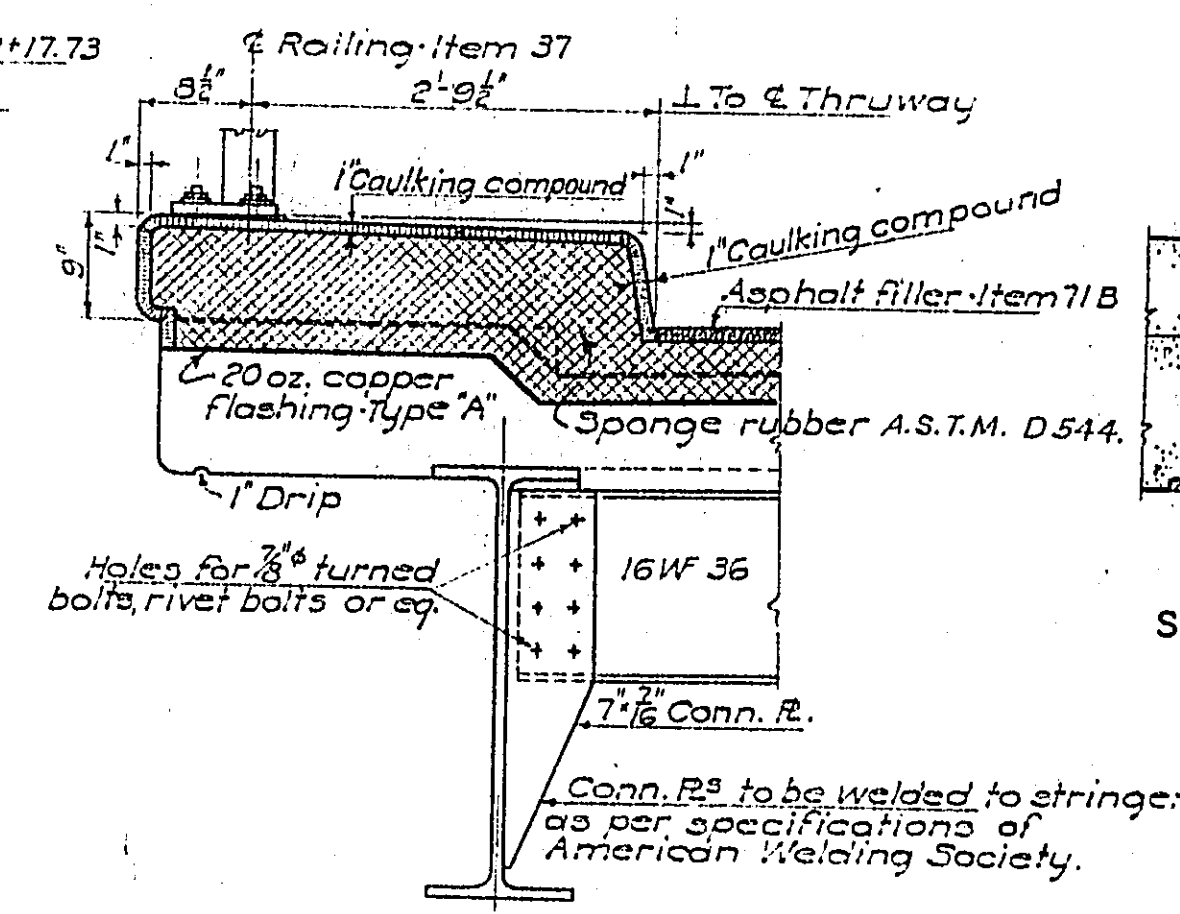
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	58	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER S.H. 8510		



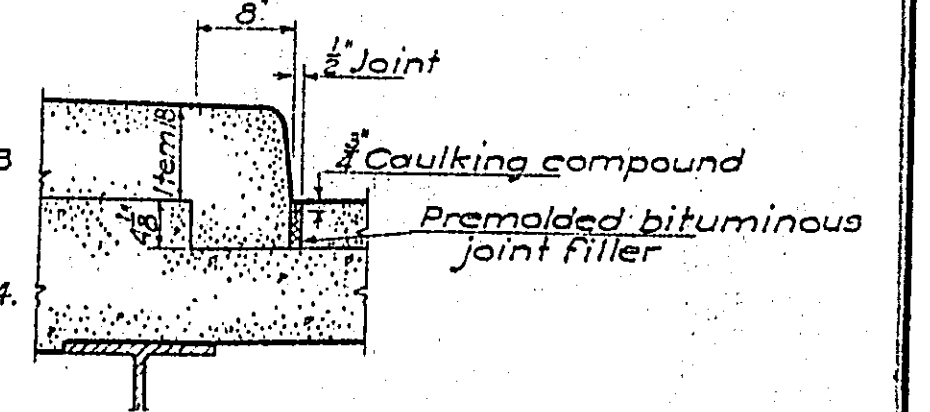
DETAIL "A"  
Scale: 3/4" = 1'-0"



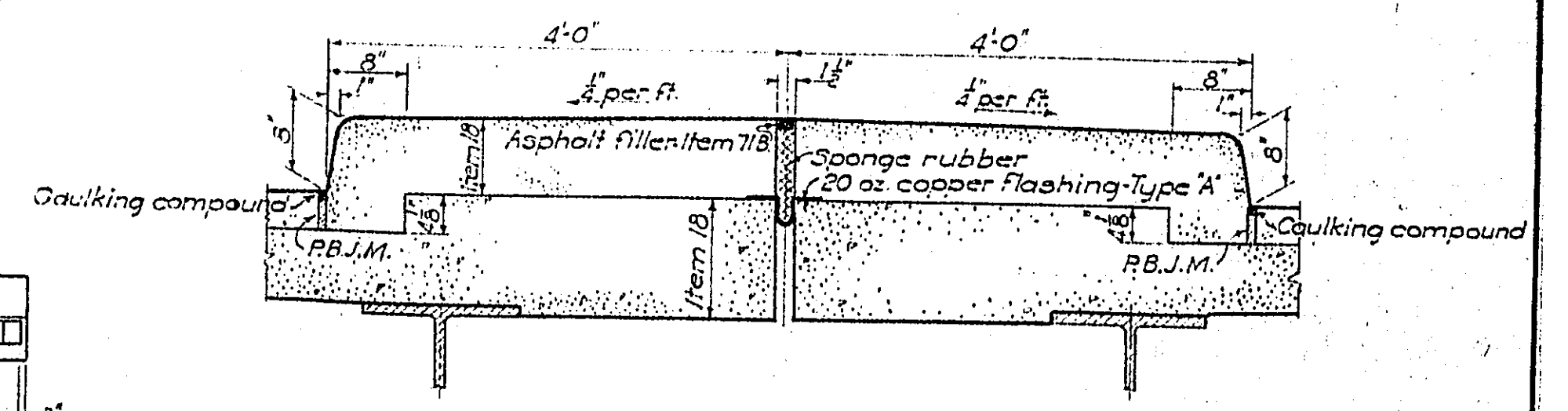
SECTION A-A  
Scale: 3/4" = 1'-0"



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



SECTION C-C  
Scale: 3/4" = 1'-0"



SECTION E-E  
Scale: 3/4" = 1'-0"

Details of Mall Joint over Pier similar to Section B-B.

Notes:  
For Bar Reinforcement and Schedule, see Sheet A-1.  
For Railing Details, see Sheet A-8.

FOR REFERENCE ONLY

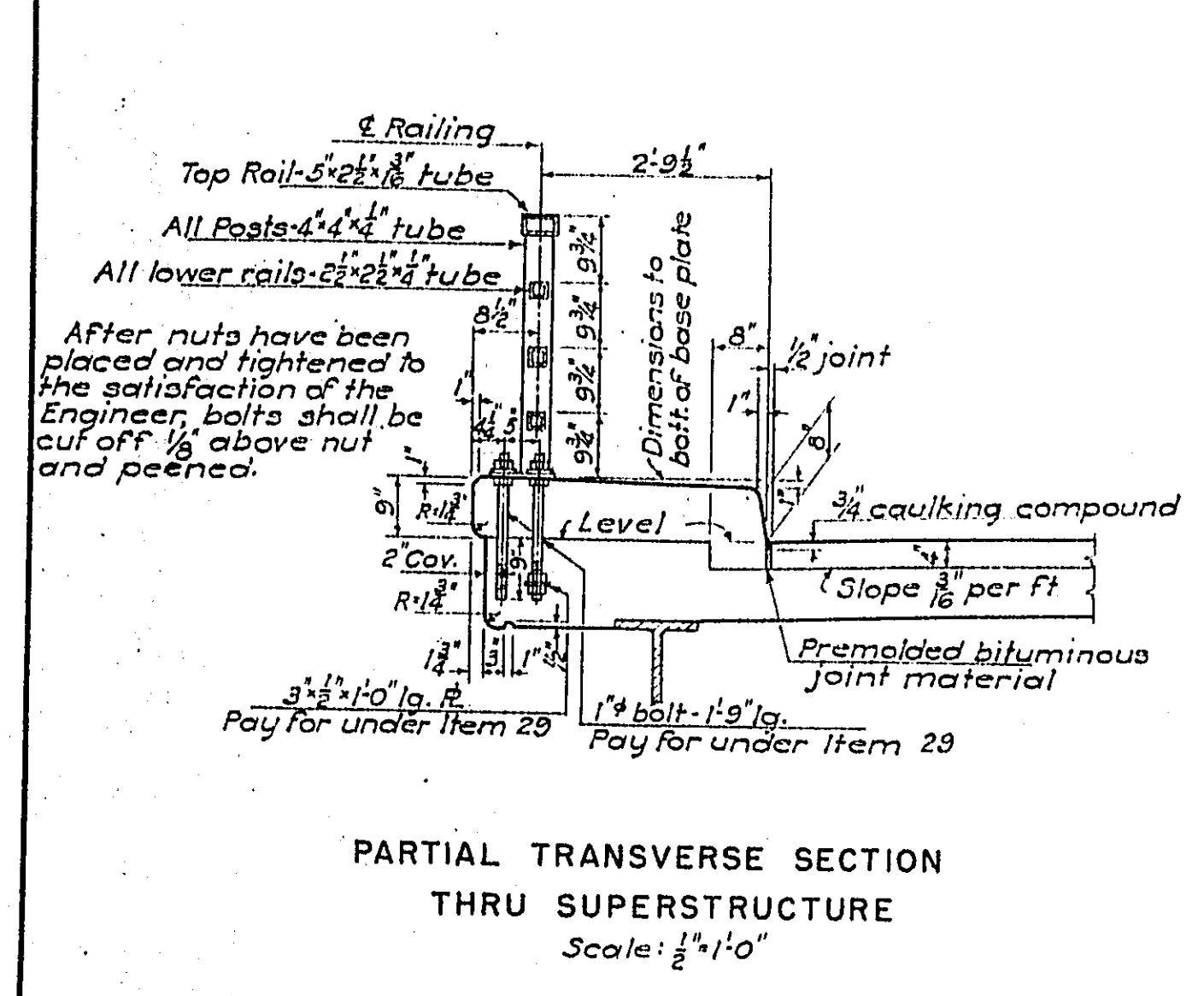
Drawn by P.C.B.  
Traced by J.V.  
Checked by E.J.S.  
R.M. Boynton  
Engineer in Charge

PREPARED AND RECOMMENDED:  
D. B. STEINMAN, CONSULTING ENGINEER  
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155  
DATE: Mar. 16, 1953

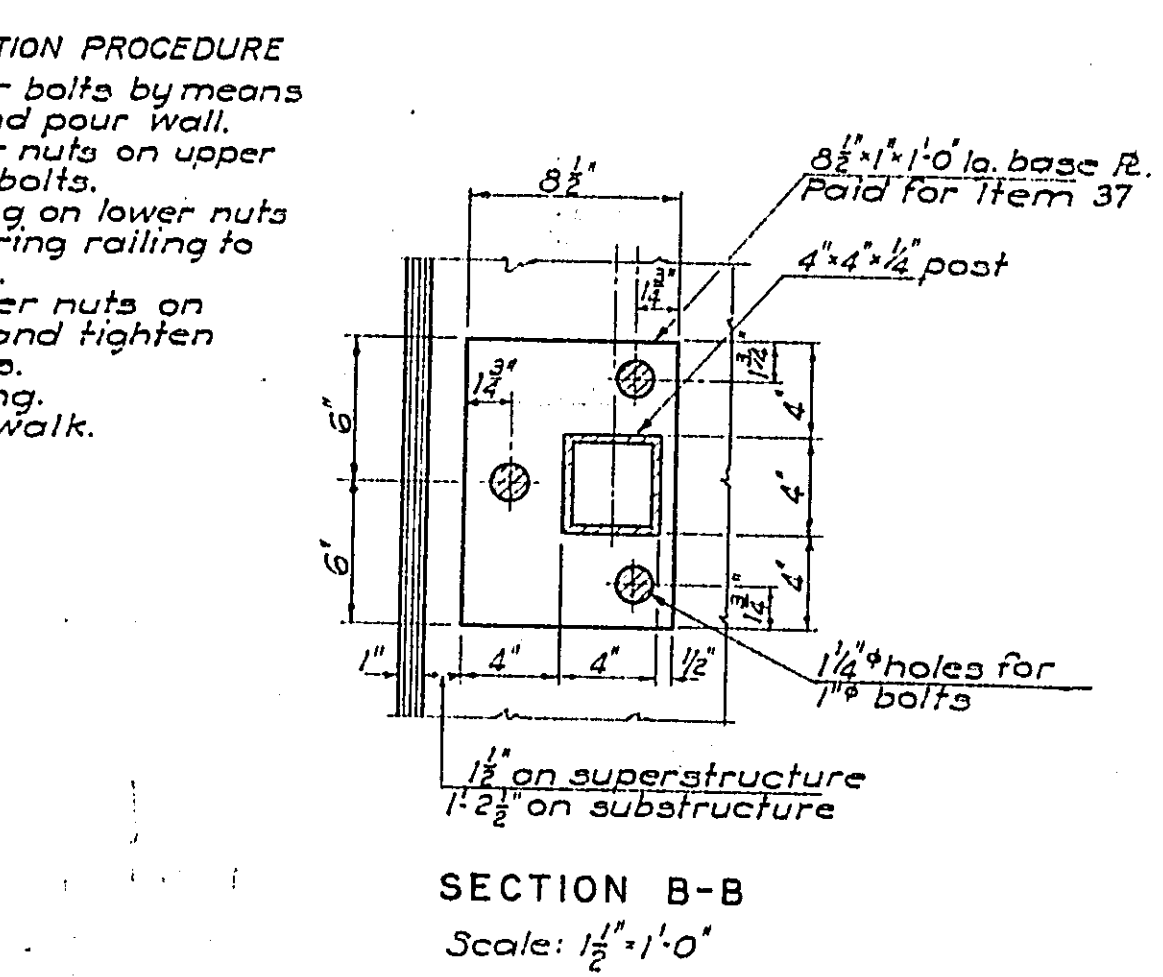
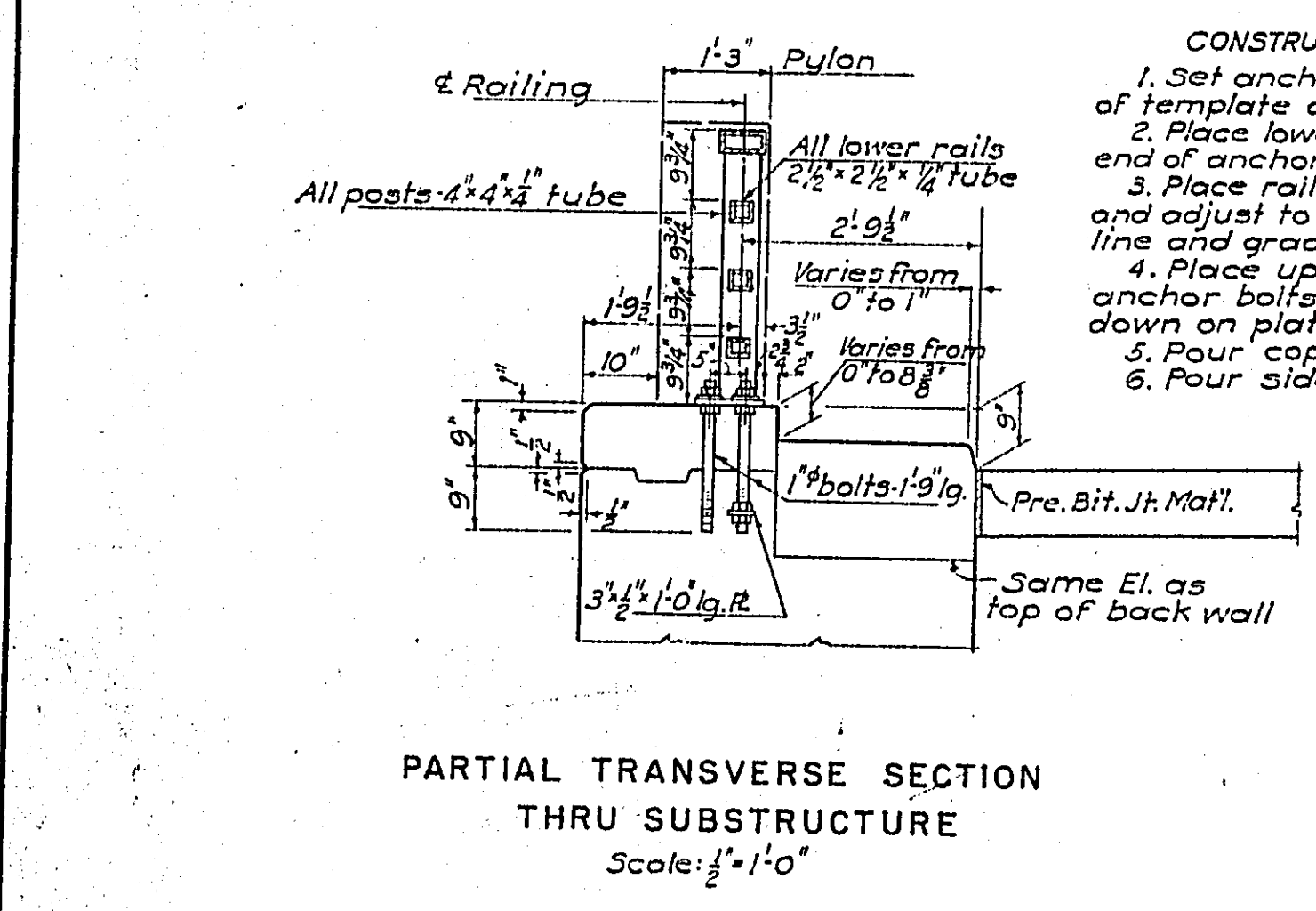
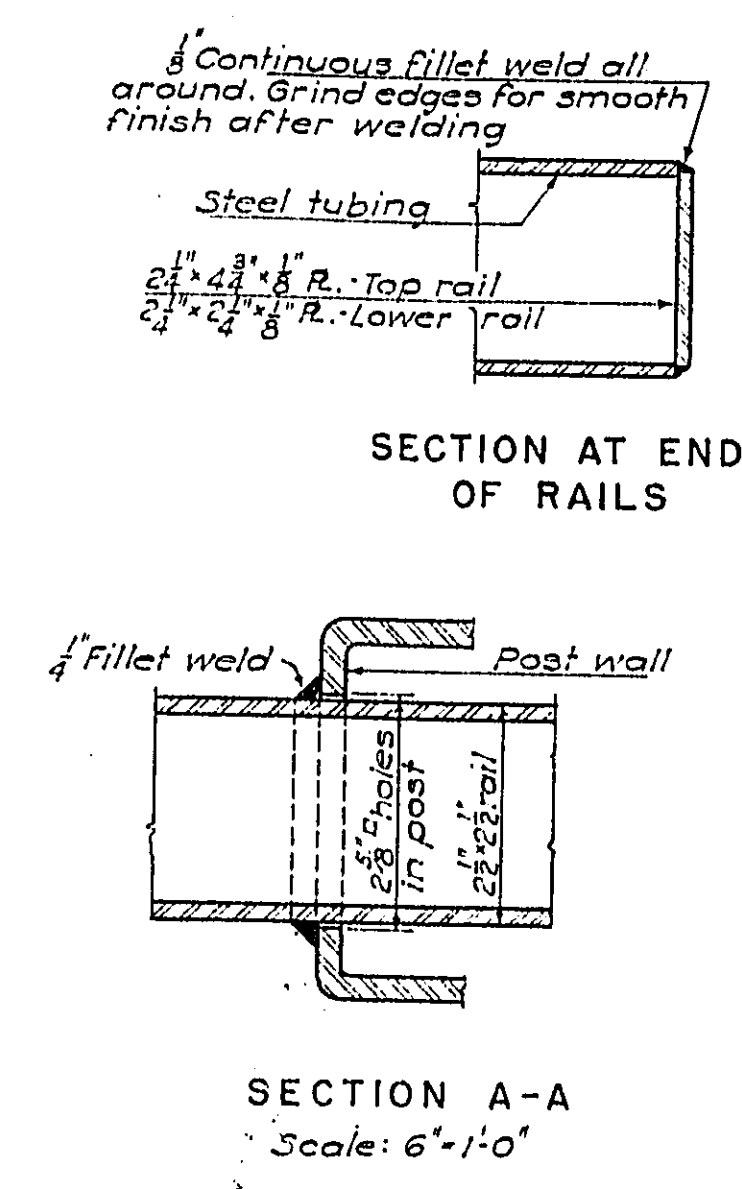
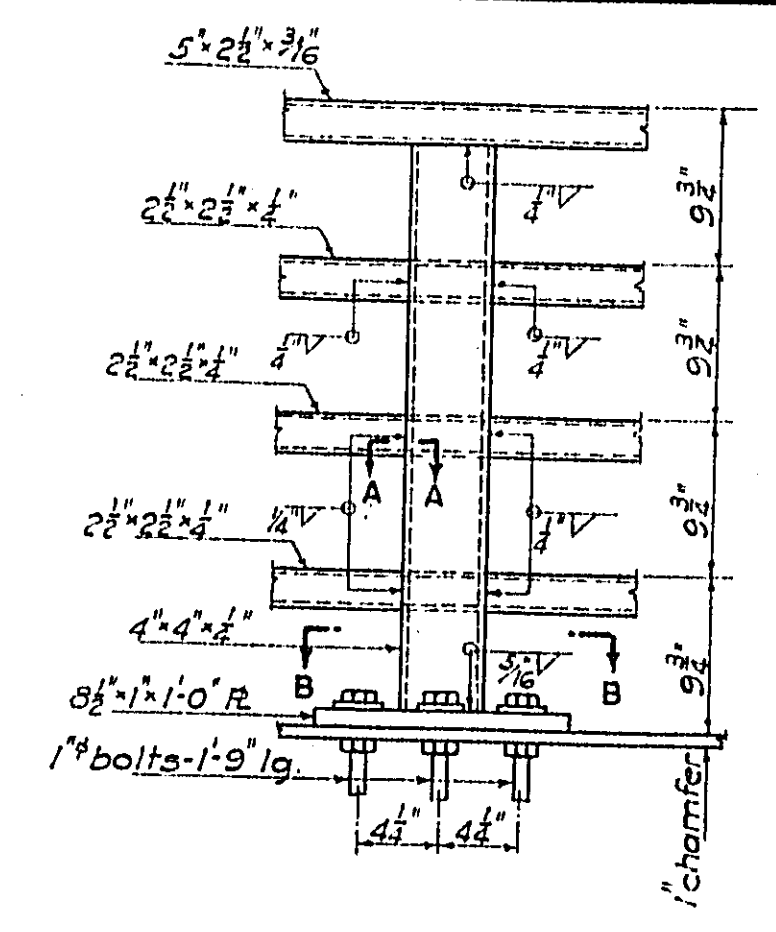
New York State Thruway Authority  
Dept. Of Engineering and Maintenance  
REFERENCE SHEET  
ORISKANY BLVD. STRUCTURE-MP 238.223  
PLAN AND PART ELEVATION  
DECK DETAILS  
TAS 82 - 28B 12 of 45



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	59	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE - BRIDGE OVER S.H. N° 8510		

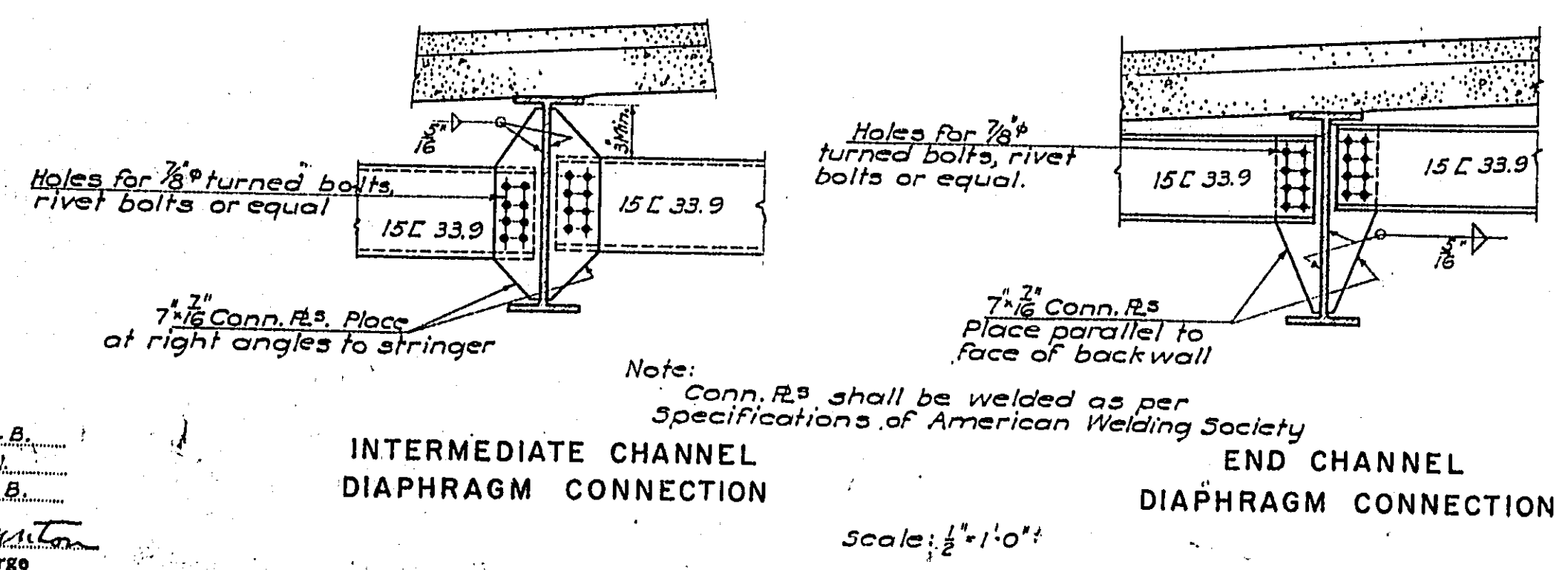
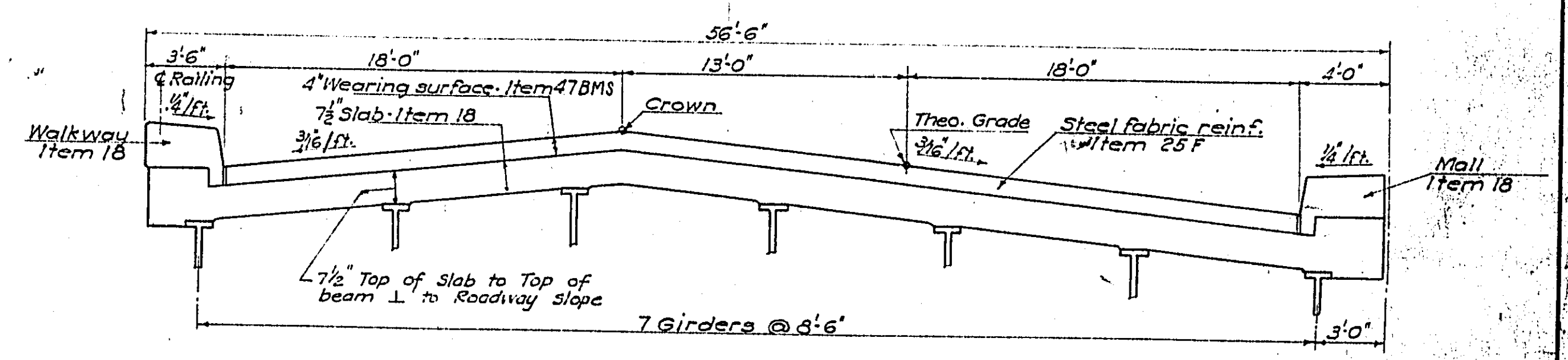
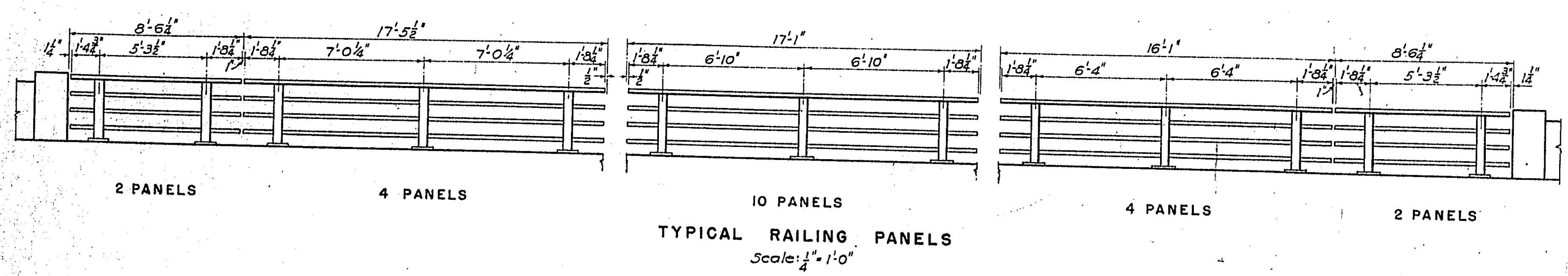
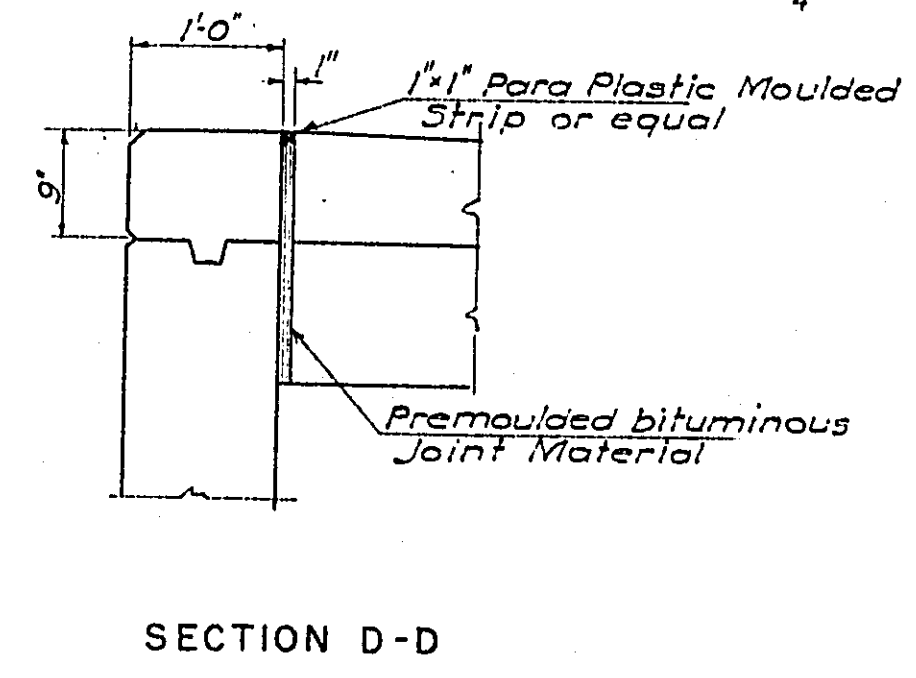
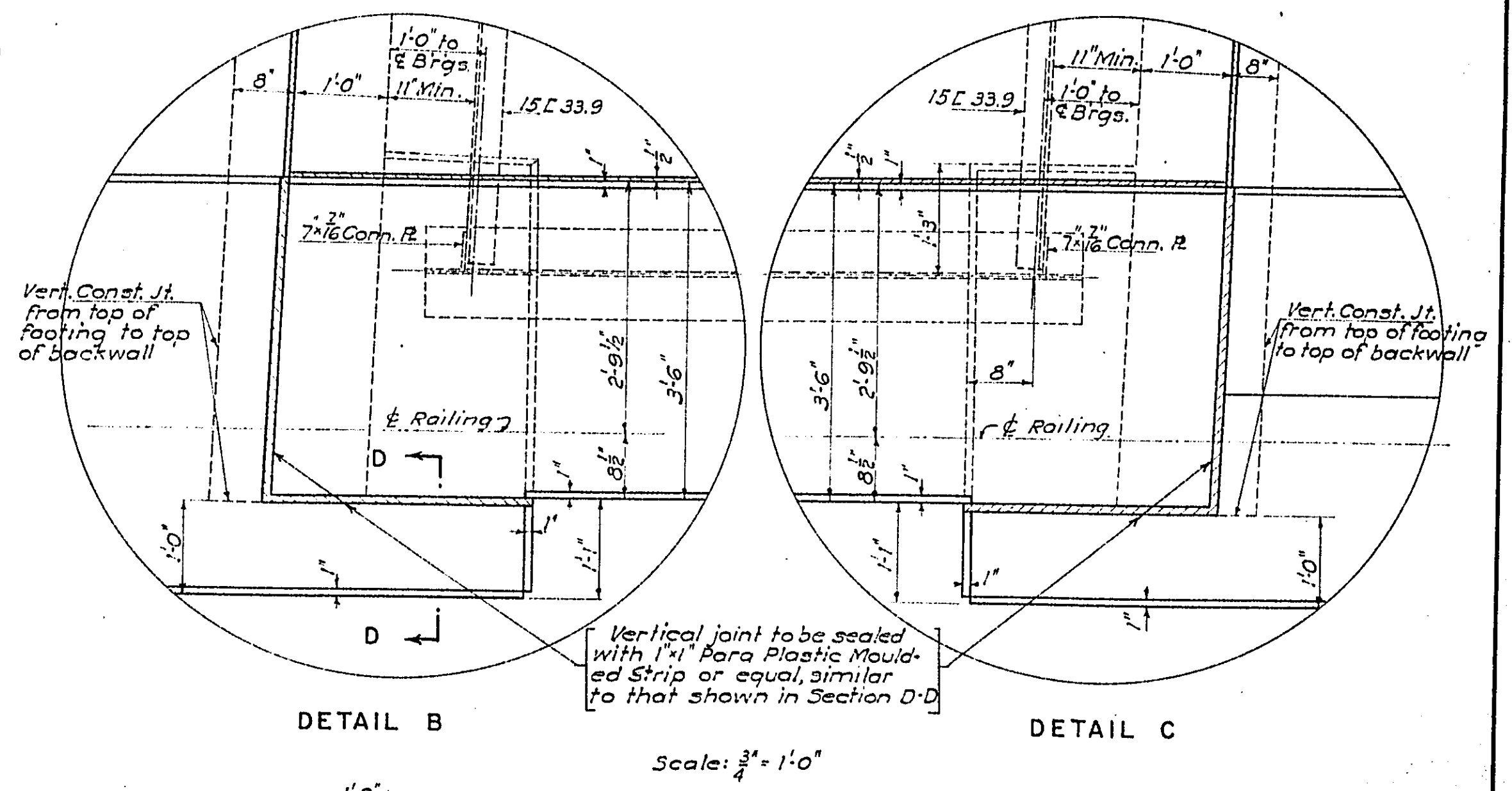


- CONSTRUCTION PROCEDURE**
1. Set anchor bolts by means of template and pour slab.
  2. Apply two (2) applications of Waterproofing Oil Compound M-41W as specified under Item 18. The second application shall be applied two days before pouring the sidewalk or pavement surface. Cost shall be included in price bid for Item 18.
  3. The top of the slab shall be continuously and thoroughly wetted down as directed by the Engineer, for at least one hour immediately prior to the placing of the roadway pavement if air temperature is above 50°F.
  4. Pour roadway pavement.
  5. Place lower nuts on upper end of anchor bolts.
  6. Place railing on lower nuts and adjust to bring railing to line and grade.
  7. Place upper nuts on anchor bolts, tighten down on plates.
  8. Pour sidewalk to proper line and grade.



**SPECIAL NOTES FOR RAILING**

All railings are to be fabricated and erected so that rails are parallel to each other and to the top of fascia, and posts are truly vertical. Dimensions for tubing are outside dimensions. Shop or field welding may be used in the fabrication and the erection of the railing. Since the finished railings must meet all requirements of fit, alignment, grade and verticality of posts to the full satisfaction of the Engineer, it is suggested that complete field measurements be made before any shop fabrication work is performed. Tubular rails and posts, also base plates, paid for under Item 37. Anchor bolts, nuts and washers, paid for under Item 29. All welds on railing shall be ground smooth.



FOR REFERENCE ONLY

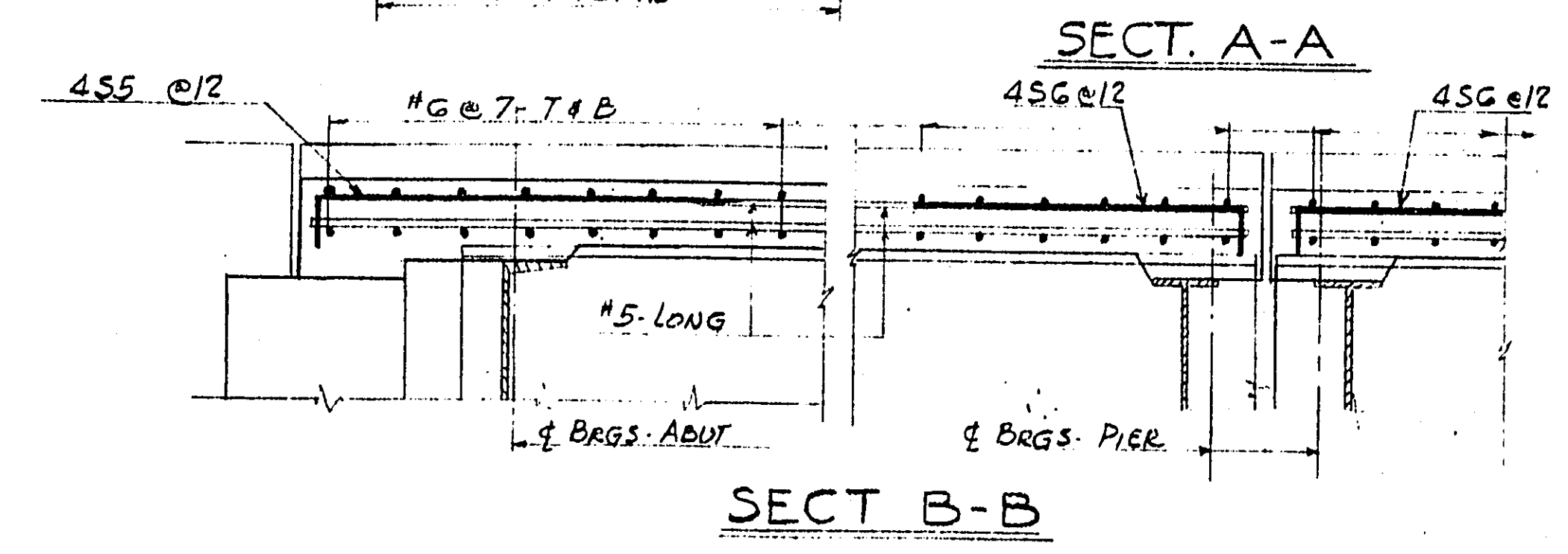
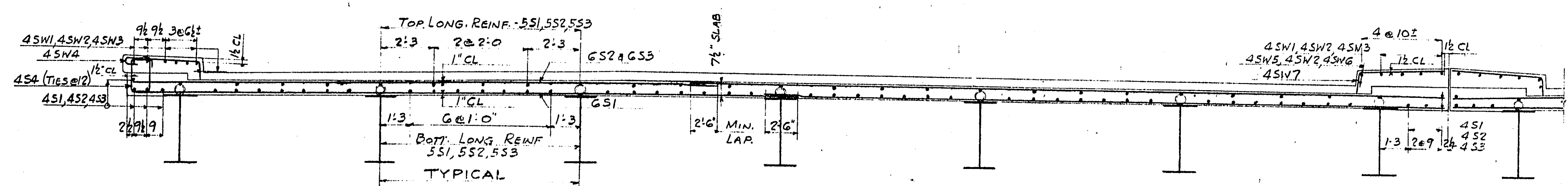
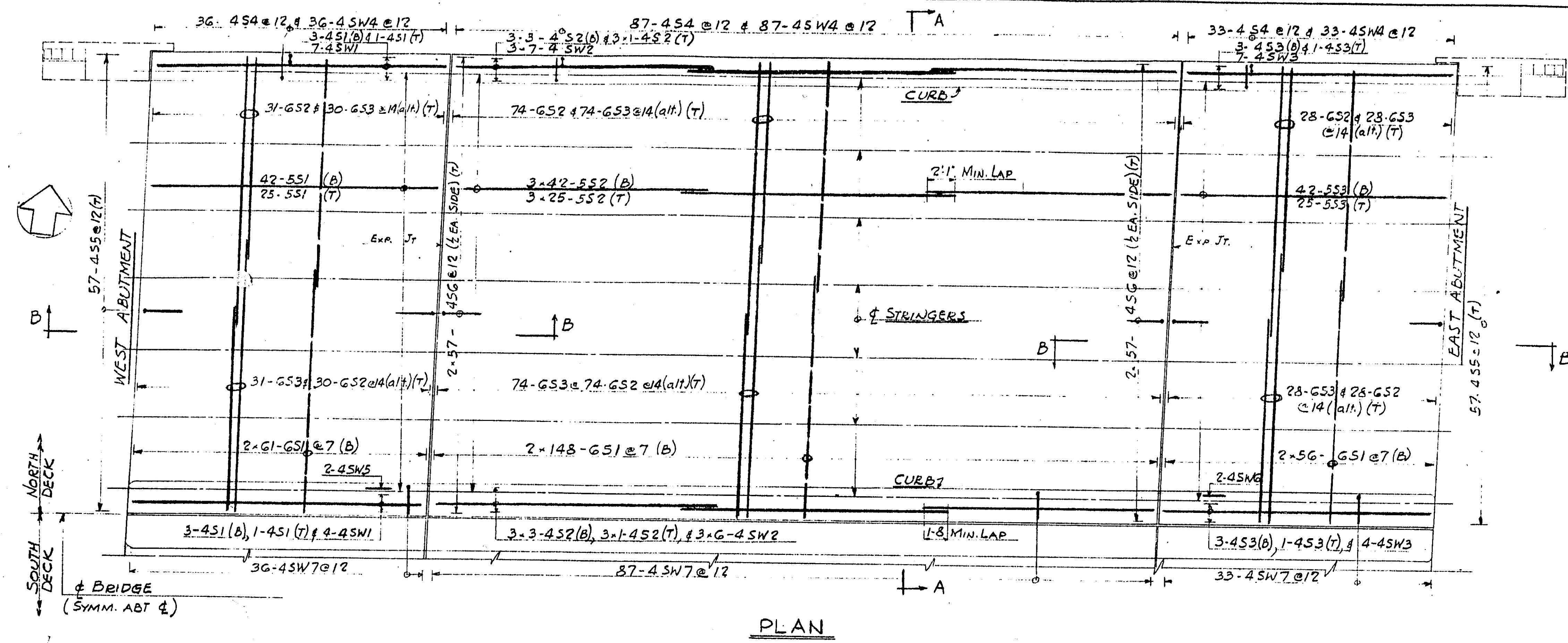
New York State Thruway Authority Dept. Of Engineering And Maintenance
REFERENCE SHEET ORISKANY BLVD. STRUCTURE- MP 238.22
RAILING AND DETAILS
TAS 82- 28B 13 of 45

Drawn by P.C.B.  
Traced by J.V.  
Checked by D.B.  
R.M. Boynton  
Engineer in Charge

PREPARED AND RECOMMENDED:  
D.B. STEINMAN, CONSULTING ENGINEER  
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155  
Mar. 16, 1953



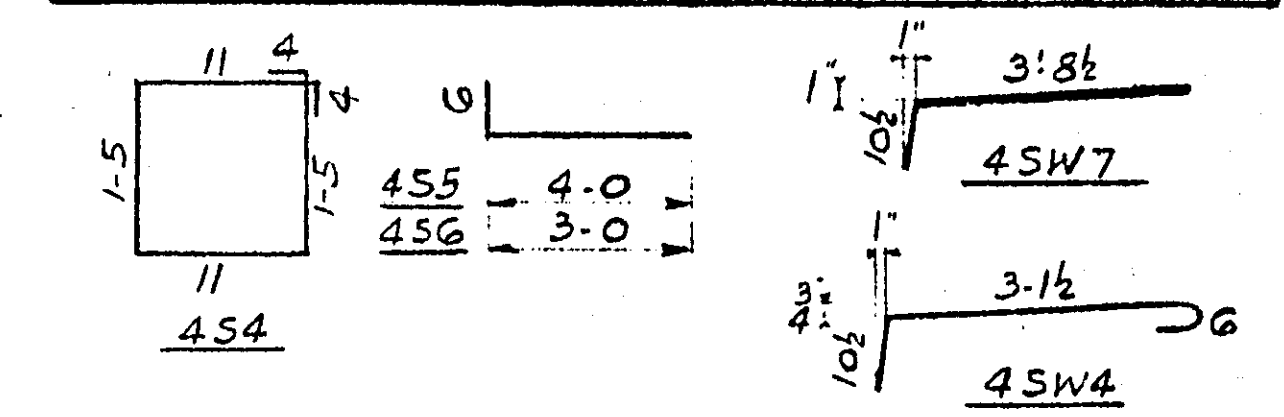
COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		62	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE - BRIDGE OVER S.H. 8510			



# NORTH & SOUTH DECKS NORTH DECK SHOWN

REINFORCING SCHEDULE						
TOTAL	NORTH DECK	SOUTH DECK	MARK	SIZE	LENGTH	REMARKS
1 060	530	530	G 51	#6	29-3	STR.
530	265	265	G 52	#6	25-0	STR.
530	265	265	G 53	#6	33-6	STR.
134	67	67	S 51	#5	35-0	STR.
402	201	201	S 52	#5	30-0	STR.
134	67	67	S 53	#5	32-3	STR.
16	8	8	4 S 1	#4	35-0	STR.
48	24	24	4 S 2	#4	30-0	STR.
16	8	8	4 S 3	#4	32-3	STR.
312	156	156	4 S 4	#4	4-6	SEE DETAIL
228	114	114	4 S 5	#4	4-6	SEE DETAIL
456	228	228	4 S 6	#4	3-6	SEE DETAIL
22	11	11	4 S 1	#4	35-0	STR.
78	39	39	4 S 2	#4	30-0	STR.
22	11	11	4 S 3	#4	32-3	STR.
312	156	156	4 S 4	#4	4-6	SEE DETAIL
4	2	2	4 S 5	#4	34-0	STR.
4	2	2	4 S 6	#4	31-3	STR.
312	156	156	4 S 7	#4	4-7	SEE DETAIL

NOTE: PREFIX ALL BAR MARKS FOR THIS BRIDGE "A"



ALL DIMENSIONS O. TO O.

SUMMARY OF WEIGHTS		
TOTAL QUANTITY LISTED		
SIZE	LENGTH	WEIGHT
# 6	62,010'	93,139
# 5	21,072'	21,978
# 4	13,717'	9,163
TOTAL (ITEM 28)		124,280*

BAR SIZES	
OLD (ROUND)	NEW (ROUND)
1/4	2
3/8	3
1/2	4
5/8	5
3/4	6
7/8	7
1	8
1 1/8	9
1 1/4	10
1 1/2	11

FOR REFERENCE ONLY

New York State Thruway Authority  
Dept. Of Engineering And Maintenance

REFERENCE SHEET

ORISKANY BLVD. STRUCTURE-MP 23822

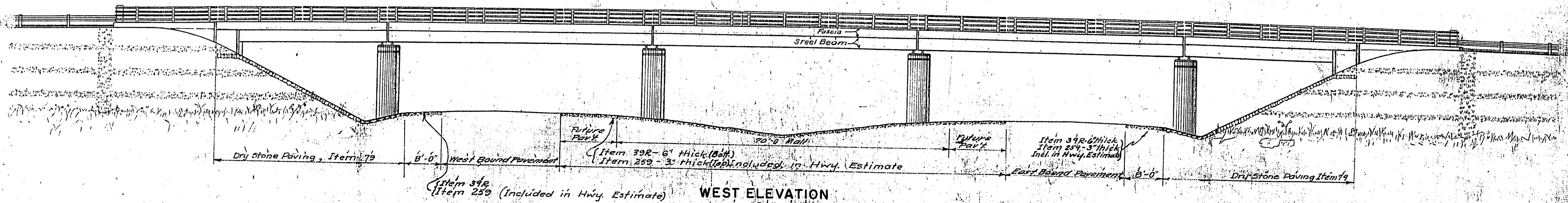
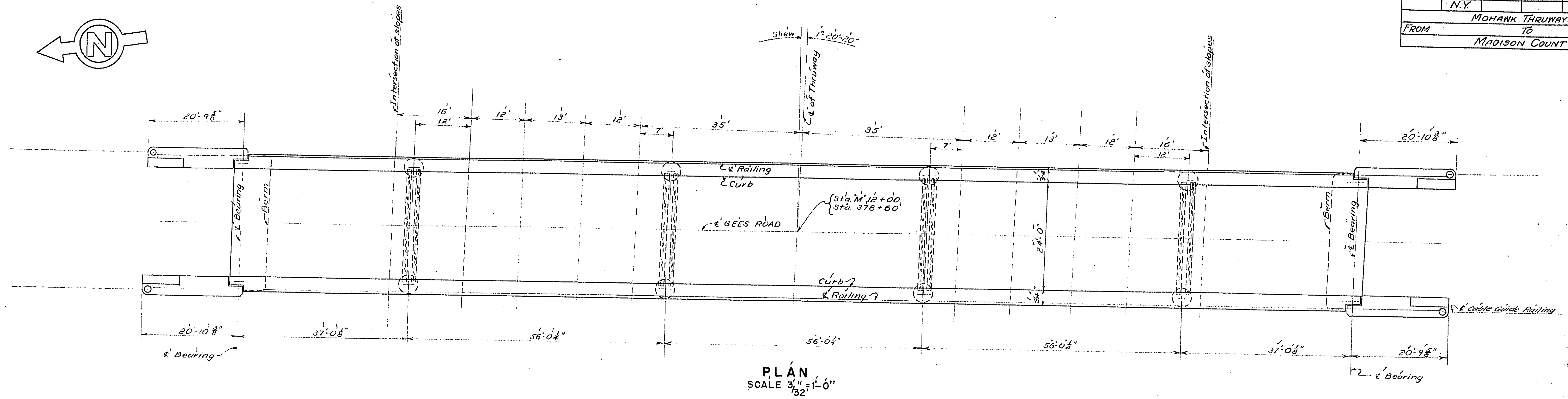
DECK  
BAR REINFORCEMENT AND SCHEDULE

TAS 82-28B 14 of 45

Drawn by J.Q.  
Traced by  
Checked by E.C.  
R.M. Bogniton  
Engineer in Charge



FED. AID Dist. No.	STATE	FED. AID Proj. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
	N.Y.			37	67
FROM MADISON COUNTY TO MADISON COUNTY					



Note: Item 42 is not in this contract (N.Y.C.)  
Thickness of overlaying concrete shall  
be increased  $\frac{3}{8}''$ .

DESIGNED BY	IN CHARGE OF
2nd REVISION	DESIGNED BY
3rd REVISION	TRACED BY
	CHECKED BY

IN CHARGE OF *J. J. Sullivan* 1/31/50  
DESIGNED BY *J. J. Sullivan* May 1948  
TRACED BY *R. G. Sullivan*  
CHECKED BY *R. G. Sullivan* 1/14/50  
Rev. 1/14/50

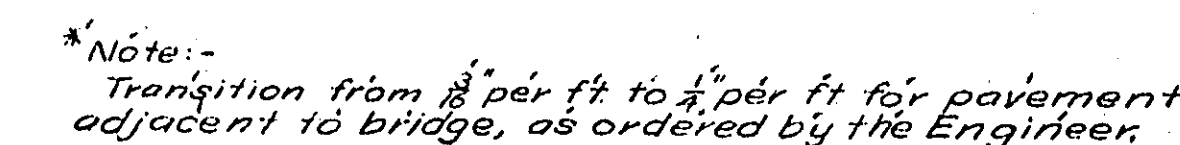
## FOR REFERENCE ONLY

New York State Thruway Authority  
Dept. Of Engineering And Maintenance

REFERENCE SHEET  
GEES ROAD STRUCTURE-MP 265.99±  
PLAN AND ELEVATION

TAS 82-28B 15 of 45





New York State Thruway Authority  
Dept Of Engineering And Maintenance

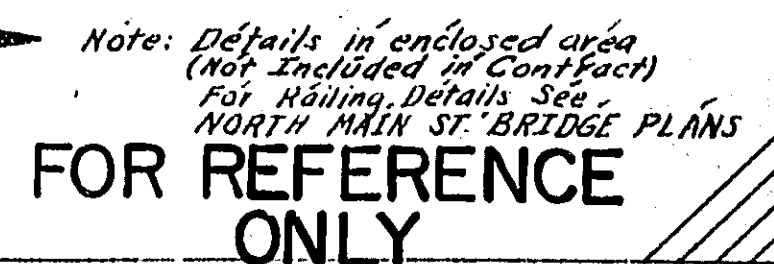
## PLAN AND SECTIONS

TAS 82- 28B	16 of 45
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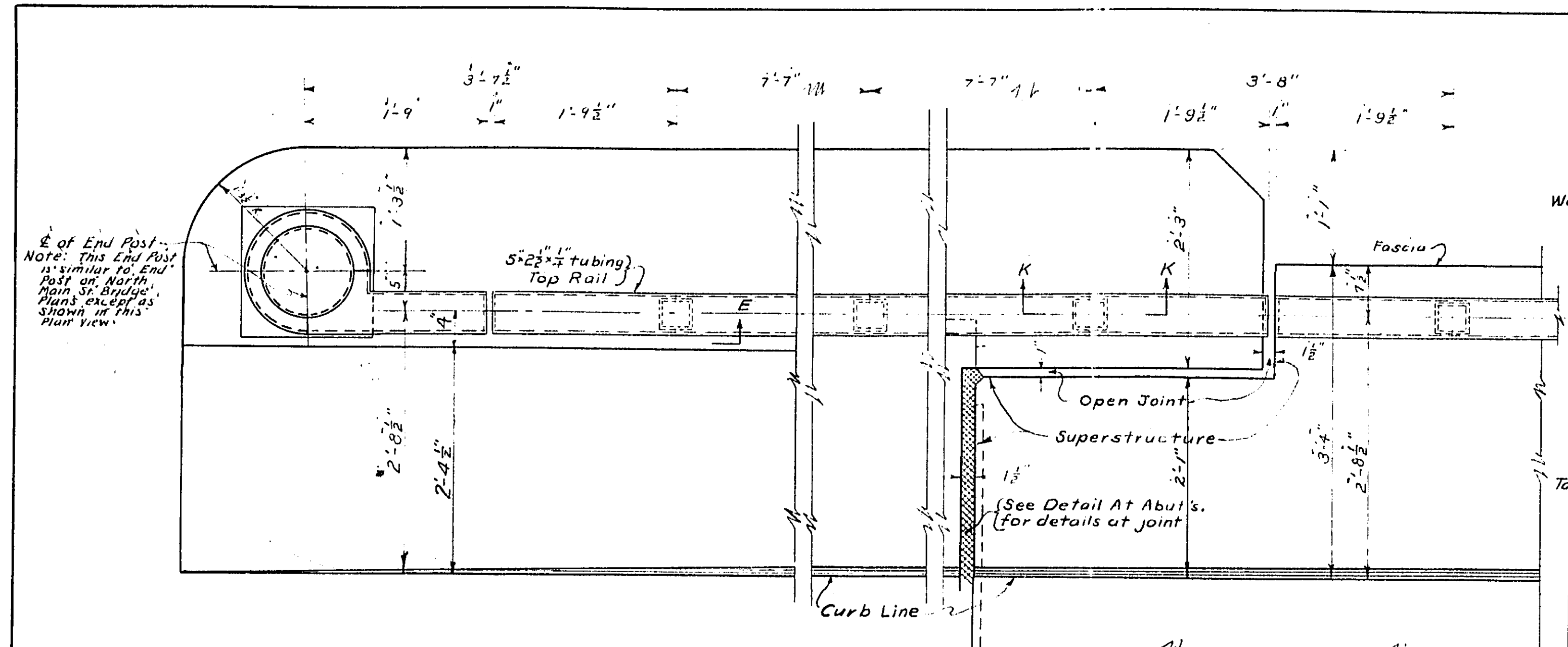
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Approach Spans - Interior Beam =  $\frac{1}{2}$  Fascia Beam =  $\frac{1}{2}$



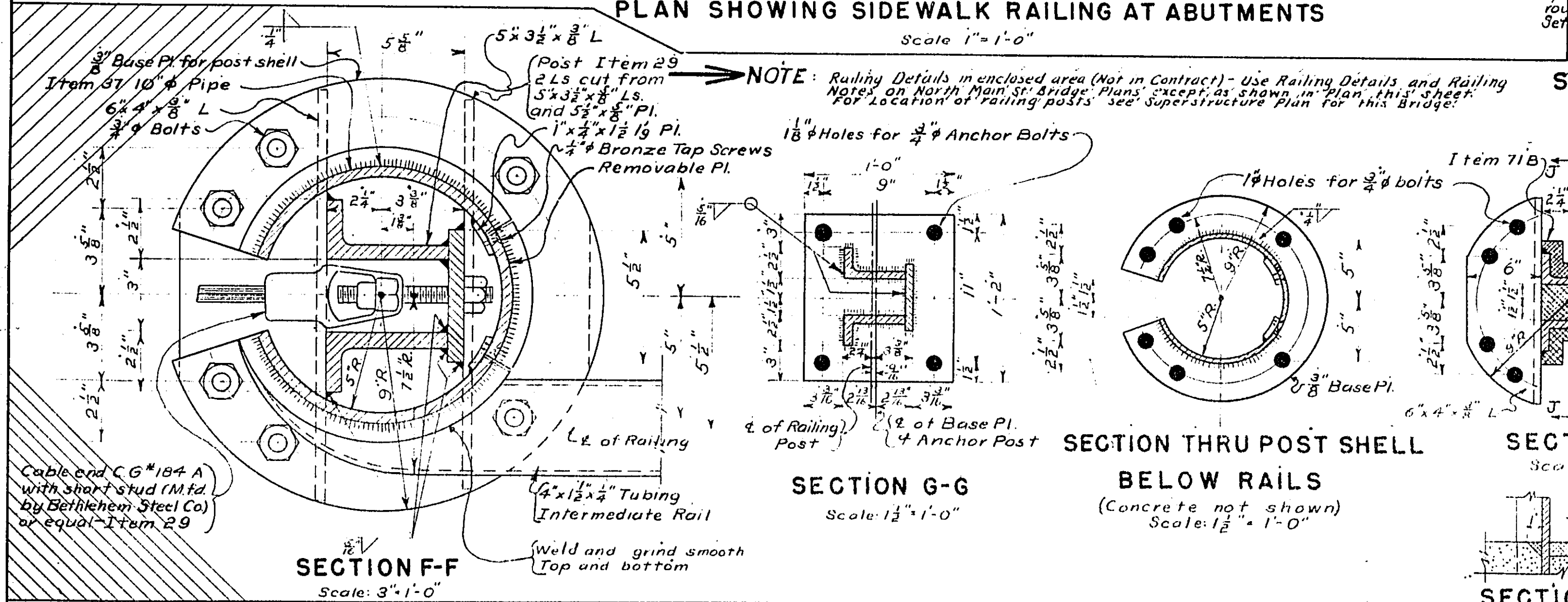
TAS 82-28B	17 of 45
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FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			82	17
FROM MOHAWK THRUWAY TO MADISON COUNTY					



PLAN SHOWING SIDEWALK RAILING AT ABUTMENTS  
Scale: 1"=1'-0"



SECTION AT END RAILING POST SHOWING CABLE ANCHORAGE  
Scale: 1"=1'-0"

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

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

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

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

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

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

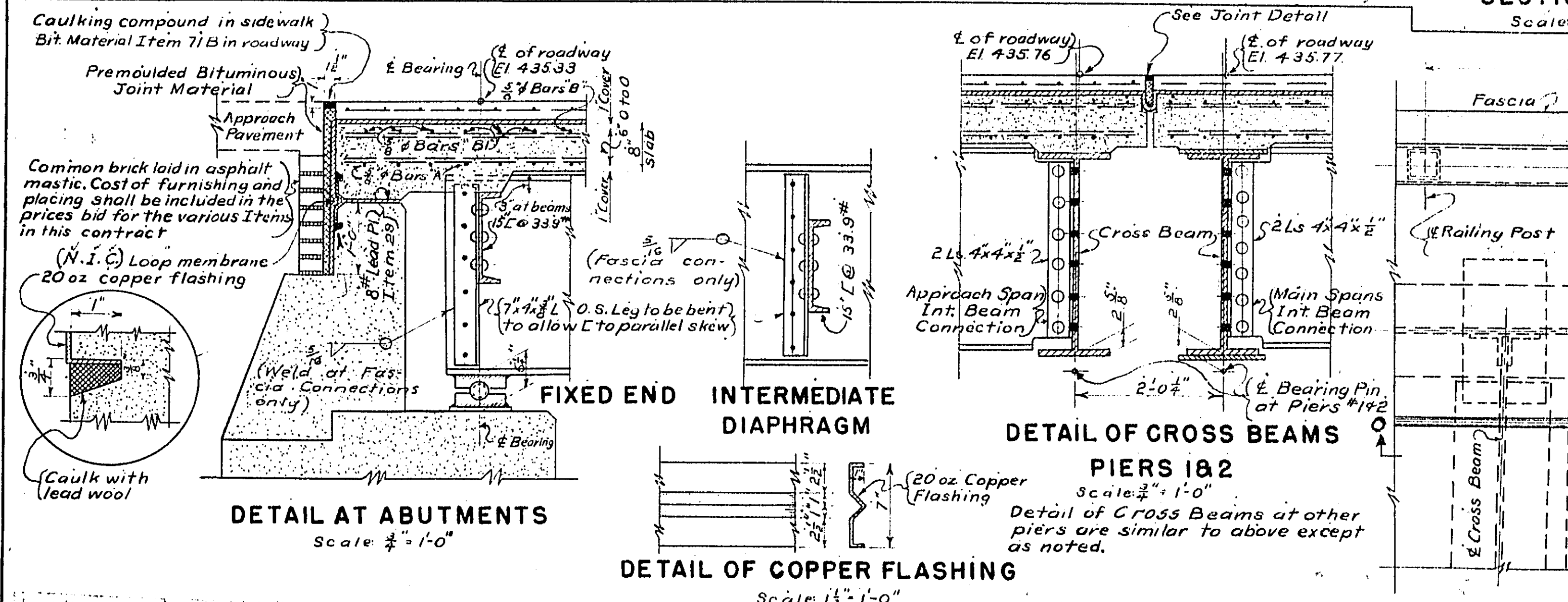
SECTION J-J  
Scale: 1"=1'-0"

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

RAILING NOTES

Shop or field welding may be used in the fabrication and erection of the railing. Dimensions for tubing are outside dimensions. All railings are to be fabricated and erected so that the rails are parallel to each other and to the fascia and the posts are truly vertical.

All welding to be electric arc and shall conform to the American Welding Society Specifications for Welded Highway and Railway Bridges 1947 and current modifications. Railing and posts will be paid for under Item 37. Railing post sockets, shims and anchor bolts will be paid for under Item 29.

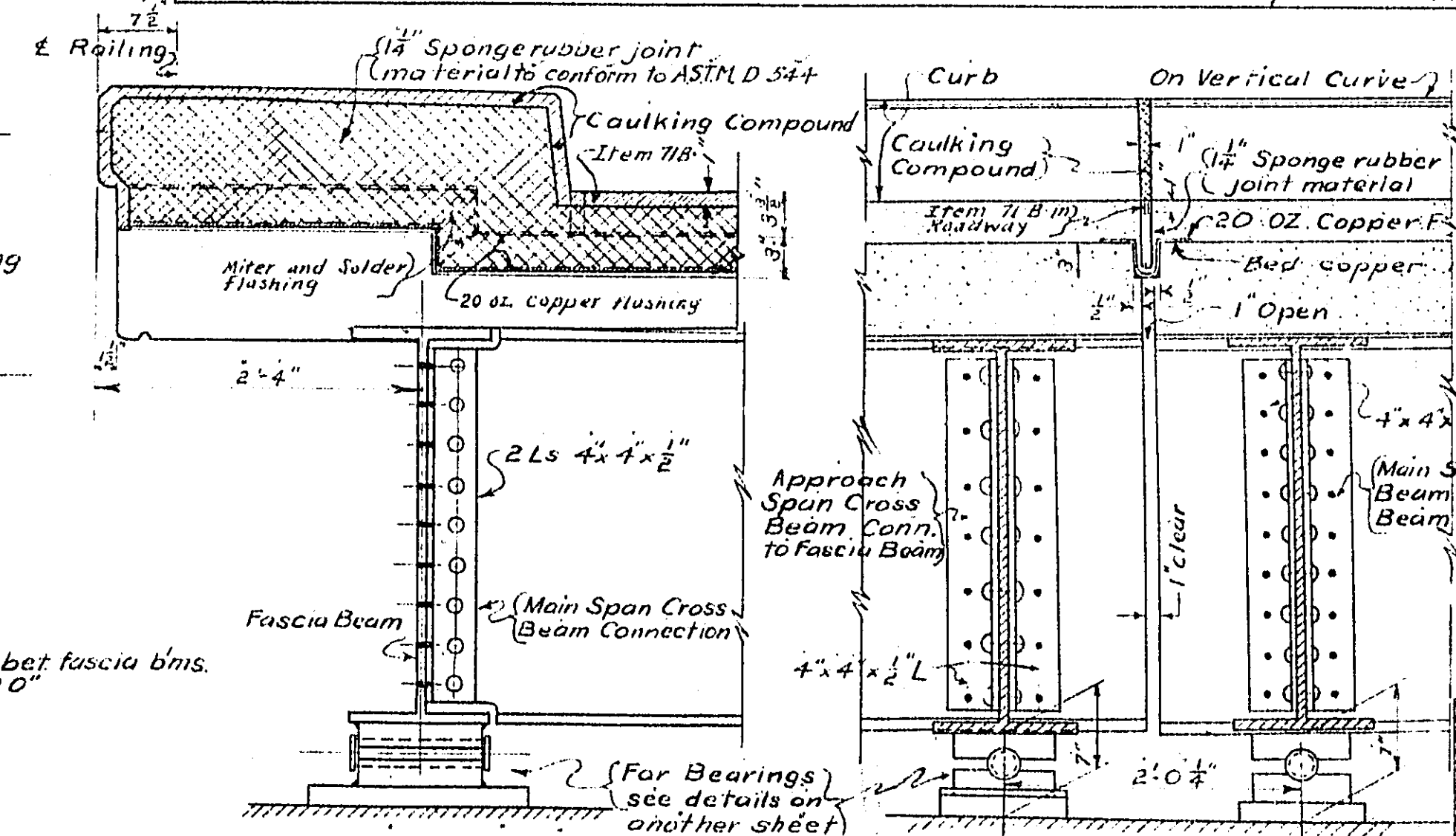


DETAIL AT ABUTMENTS  
Scale: 1/2"=1'-0"

DETAIL OF COPPER FLASHING  
Scale: 1/2"=1'-0"

DETAIL OF CROSS BEAMS  
Scale: 1/2"=1'-0"

PLAN OF EXPANSION JOINT  
Scale: 1"=1'-0"



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

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

FOR REFERENCE ONLY

New York State Thruway Authority  
Dept. Of Engineering And Maintenance

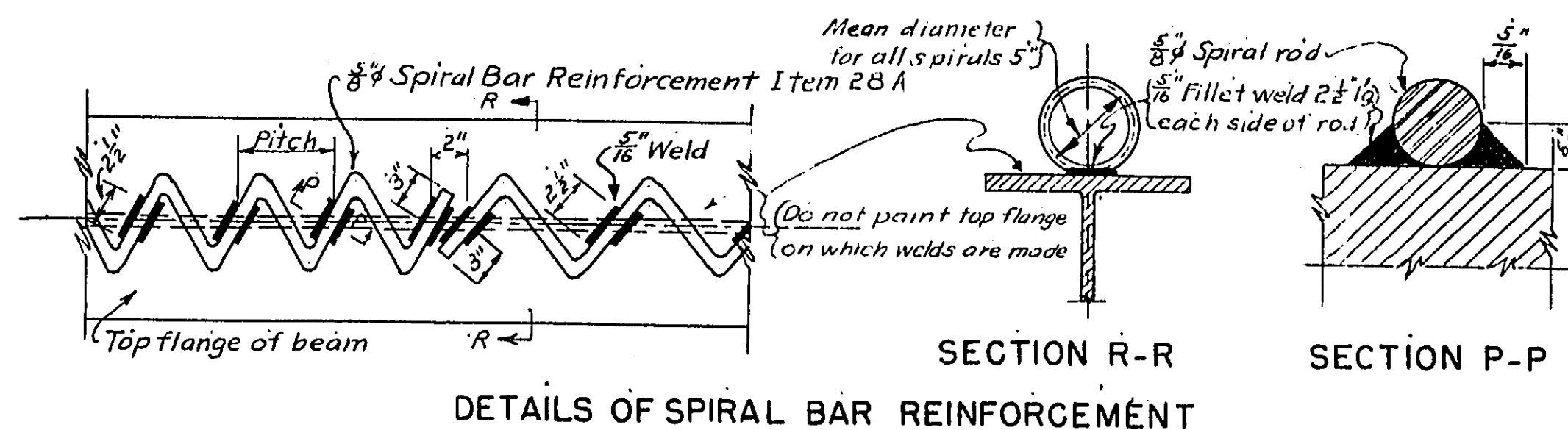
REFERENCE SHEET  
GEES ROAD STRUCTURE-MP 265.99±

RAILING AND DETAILS

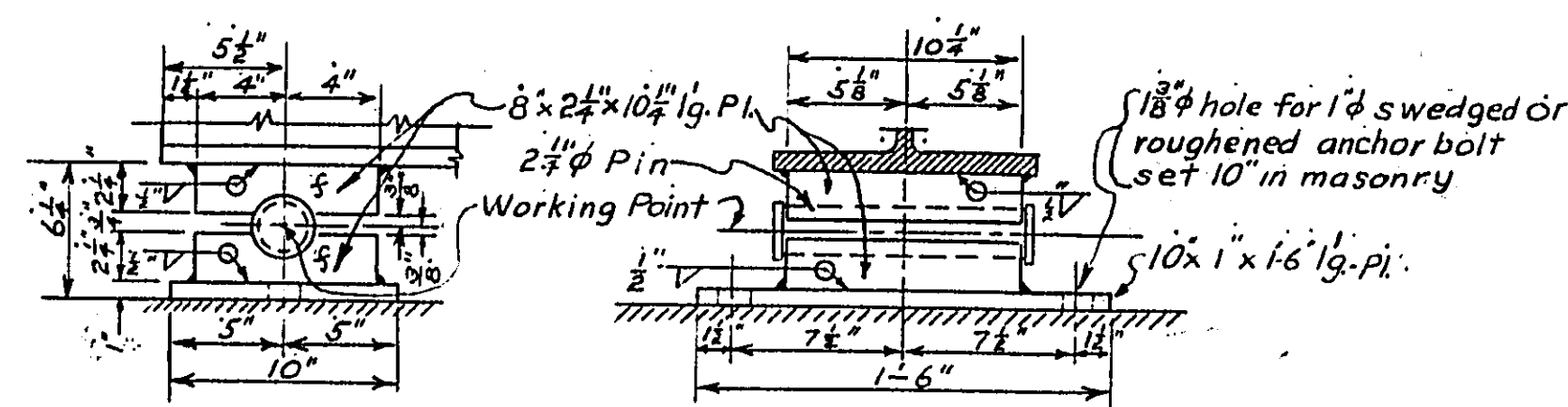
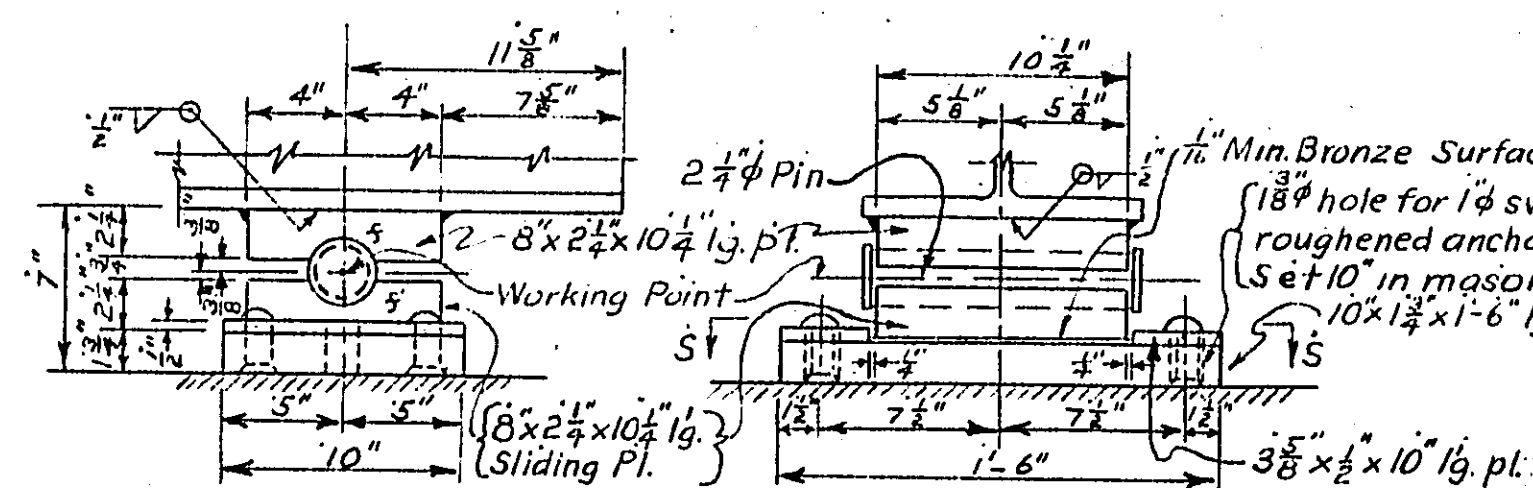
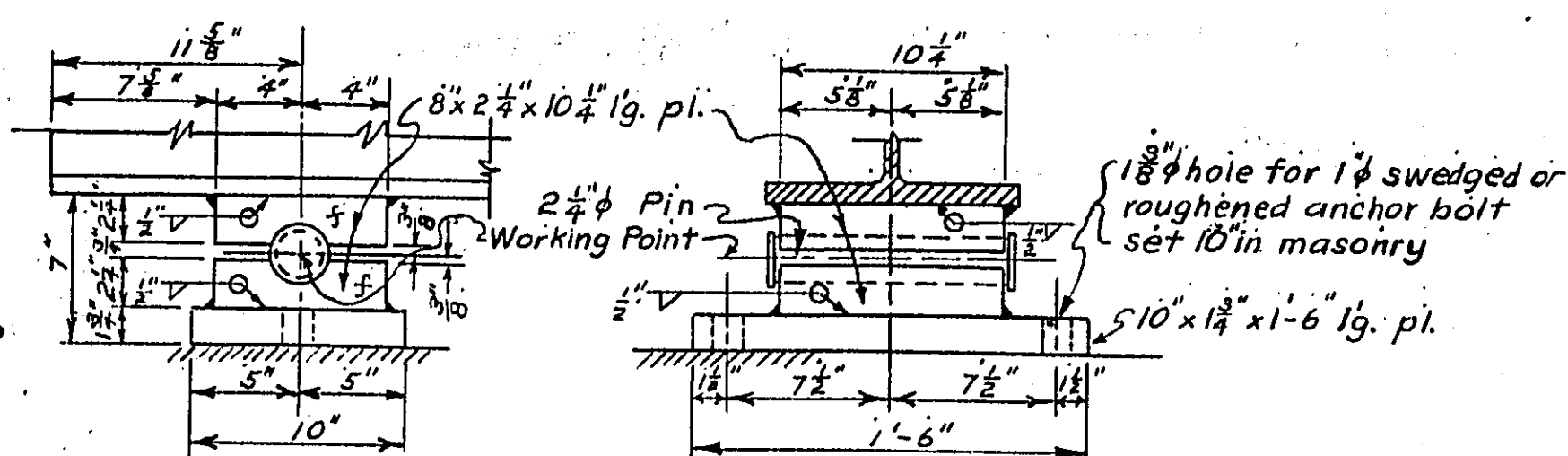
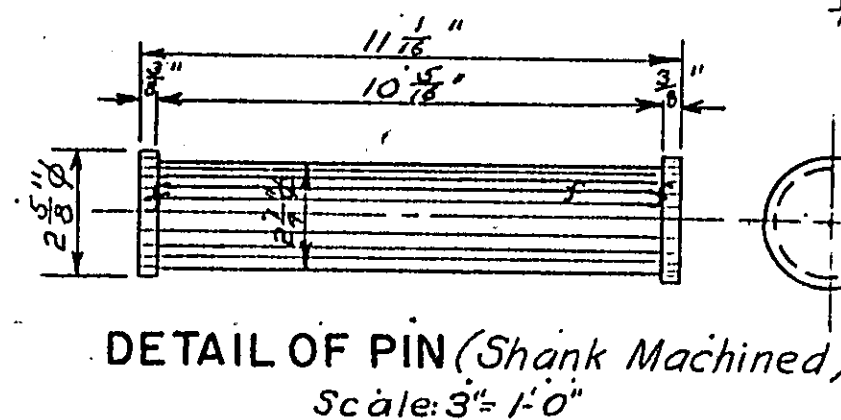
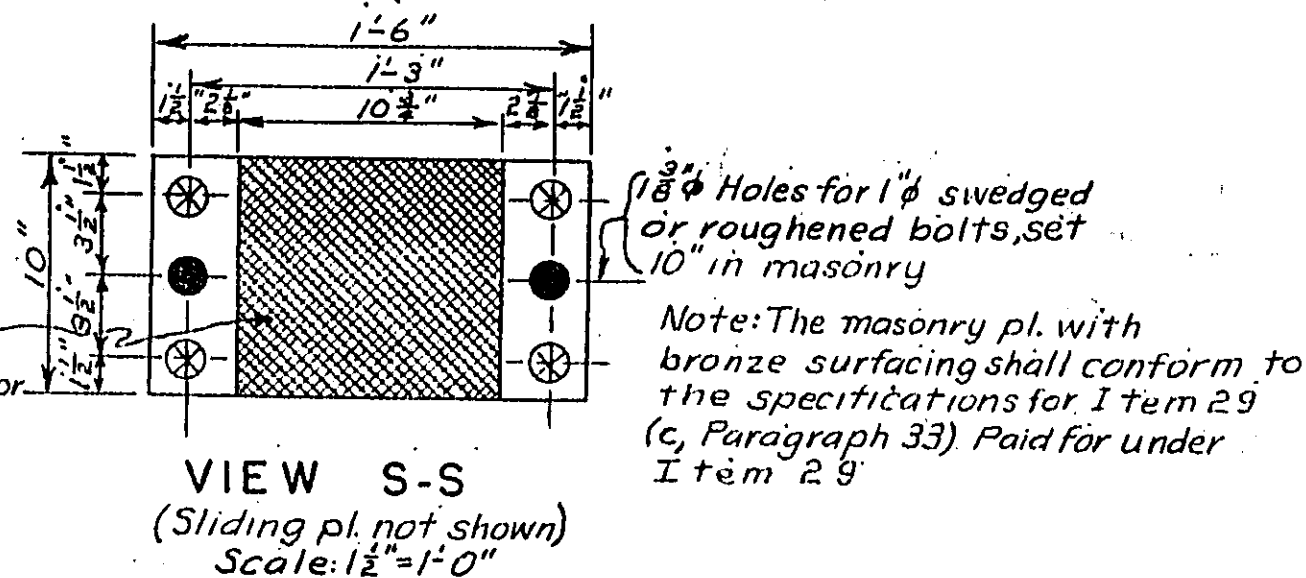
TAS 82-28B 18 of 45



FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			43	67
MOHAWK THRUWAY					
FROM TO					
MADISON COUNTY					



DETAILS OF SPIRAL BAR REINFORCEMENT

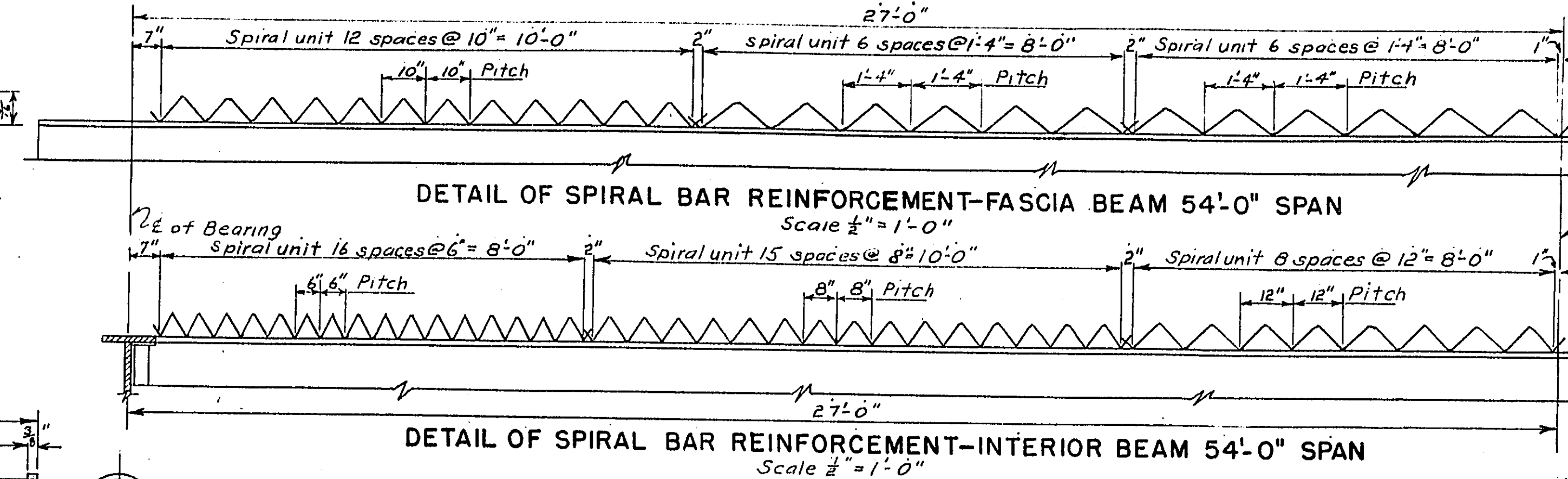
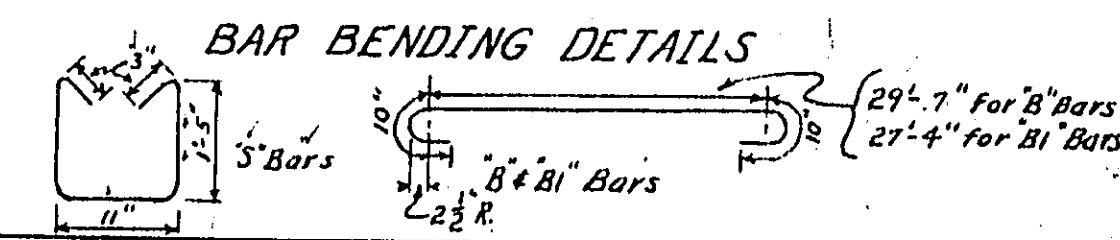
DETAIL OF FIXED BEARINGS AT ABUTMENTS  
Scale: 1 1/2" = 1'-0"DETAIL OF EXPANSION BEARINGS AT PIERS  
Scale: 1 1/2" = 1'-0"DETAIL OF FIXED BEARINGS AT PIERS  
Scale: 1 1/2" = 1'-0"DETAIL OF PIN (Shank Machined)  
Scale: 3" = 1'-0"

Note: The masonry pl. with bronze surfacing shall conform to the specifications for Item 29 (c) Paragraph 33) Paid for under Item 29.

A rolled phosphor bronze pl. 1/4" thick with a steel bearing pl. may be substituted for the steel pl. and deposited bronze. The bronze pl. shall conform to the A.S.T.M. Specifications B100-40 Type A. Payment for bronze pl. used on masonry bearing pl. will be made at contract price for structural steel, Item 29. See detail below.

1/4" Bronze pl. 3/8" x 1/2" x 10' lg. pl.

BAR LIST FOR SUPERSTRUCTURE				
Mark	Size	No.	Length	Description and Location
A	5/8"	536	26'-8"	Straight Transverse Bars in Bottom of Slab
B	5/8"	524	37'-3"	Transverse Bars in Top of Slab, hooked
C	3/4"	76	38'-6"	Str. Longitudinal Bars in Approach Spans
C1	3/4"	288	29'-8"	Str. Longitudinal Bars in Main Spans
B1	5/8"	12	29'-0"	Transv. Bars in Top of Slab at Abutment
C2	3/4"	20	35'-4"	Str. Long. Bars in Approach Span Fascia's
S	3/8"	386	4'-0"	Stirrups in Fascia

DETAIL OF SPIRAL BAR REINFORCEMENT-FASCIA BEAM 54'-0" SPAN  
Scale: 1/2" = 1'-0"

Note: The computed spacing of the transverse slab reinforcement is 5 1/2". Since this spacing conflicts with the spiral pitches, welded to the beam it will be necessary to vary the spacing of the slab reinforcement to fit. The slab bars will be considered satisfactory if there are 8 bars in each layer in a dist. of 3'-6" and if no two bars are closer than 4 1/2" centers or further apart than 6 1/2" centers.

ESTIMATE OF QUANTITIES  
SUBSTRUCTURE & SUPERSTRUCTURE

ITEM NO.	DESCRIPTION	UNIT	NEAT	ROUND
5	Trench Culvert and Bridge Excavation	Cu Yds.	235	259
15-2	Portland Cement, Type 2	Bbls.	1060	1120
15-N	Natural Cement, Type N	Bbls.	152	167
18	Class 1A Concrete for Structures (1:2:3 approx.)	Cu Yds.	406	425
20	Class 1 Concrete (1:1:2:4 approx.)	Cu Yds.	294	309
25F	Steel Fabric Reinforcement	Sq Yds.	865	908
29	Bar Reinforcement for Structures	Lbs.	56,468	59,500
28A	Spiral Bar Shear Connectors	Lbs.	12,901	13,600
29	Structural Steel	Lbs.	186,535	193,000
37	Metal Railing	L.F.	565	568
47B	Cement Concrete Pavement (1:1 1/2:3 1/2 approx.)	Cu Yds.	62	65
79	Dry Stone Paving	Sq Yds.	285	310
85	Steel Bearing Piles	L.F.	3416	3500
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.
121A	Top Soil Furnished & Placed	Cu Yds.	230	253
123B	Seeding on Prepared Areas	Acres	0.41	0.46
124	Sodding	Sq Yds.	660	726

## SUPERSTRUCTURE NOTES

All concrete in superstructure shall be Item 18, Class 1A Concrete for Structures except pavement. Pavement concrete to be Item 47B, Cement Concrete Pavement.

The cost of furnishing and installing joint material including caulking compound, premolded bituminous joint material, elastic cement sponge rubber, joint material, lead wool, bituminous material, and copper flashing shall be included in the prices bid for the various items affected.

All joints where caulking compound is to be placed must be thoroughly clean and dry before the priming coat is applied. The sides of the joint shall be primed 20 to 30 minutes before caulking compound is placed.

Rivets to be 3/4" diameter, holes 1 1/8" diameter unless otherwise noted. Camber beams as shown on plans. The thickness of cement concrete pavement and height of concrete curbs may be varied slightly as directed by the Engineer in the field in order to follow closely the roadway grade. Shop paint, red lead and oil. Hot field coat to be Bit Resin Gray, Second Field coat to be Gray Green paint.

Designing and detailing have been done in accordance with the A.A.S.H.O. Specifications 1944 for Highway Bridges.

Material and fabrication are in accordance with New York State Department of Public Works Specifications of January 2, 1951, and current modification.

Loading: This structure has been designed for a series of H-20 Trucks in each traffic lane. Dimensions and distributions specified in the A.A.S.H.O. 1944 Specifications. Trucks spaced 30 feet apart between adjacent axes.

No construction joints other than those shown on the plans will be permitted without written permission of the Deputy Chief Engineer, Bridges.

Reinforcing bars may be spliced at places approved by the Engineer. Bars so spliced shall be lapped at least 45 diameters.

Immediately before placing pavement concrete, the concrete surface or surfaces upon which it is to be placed shall be thoroughly wetted down continuously for one hour, if the air temperature is above 50°F. Payment to be made under Item 1 and 11A in highway estimate.

Item 62 is not in this contract (N.I.C.). Additional 3/8" overlying concrete shall replace the waterproofing.

Sponge rubber shall comply with ASTM D544 specification. Where steel exceeding one inch in thickness is to be welded electrodes of classification number E6015 or E6016 shall be used.

Diaphragm connections to be rivet bolts or equal. N.I.C. on drawings means not included in contract.

## FOR REFERENCE ONLY

New York State Thruway Authority  
Dept. Of Engineering And Maintenance

REFERENCE SHEET

GEES ROAD STRUCTURE - MP 265.99±

SUPERSTRUCTURE DETAILS

TAS 82-28B

19 of 45

GEES ROAD BR.  
STA 378+60  
SUPERSTRUCTURE

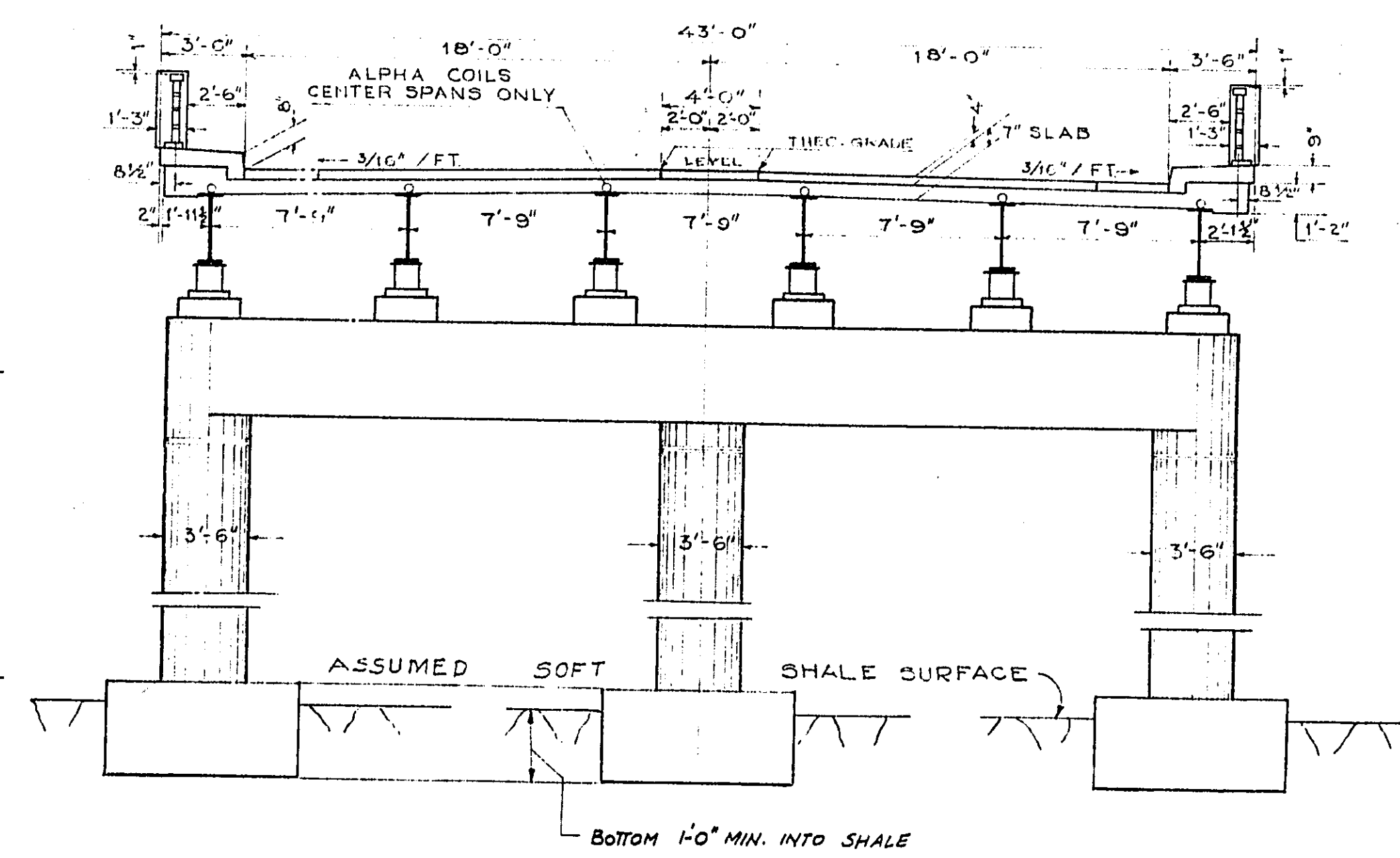
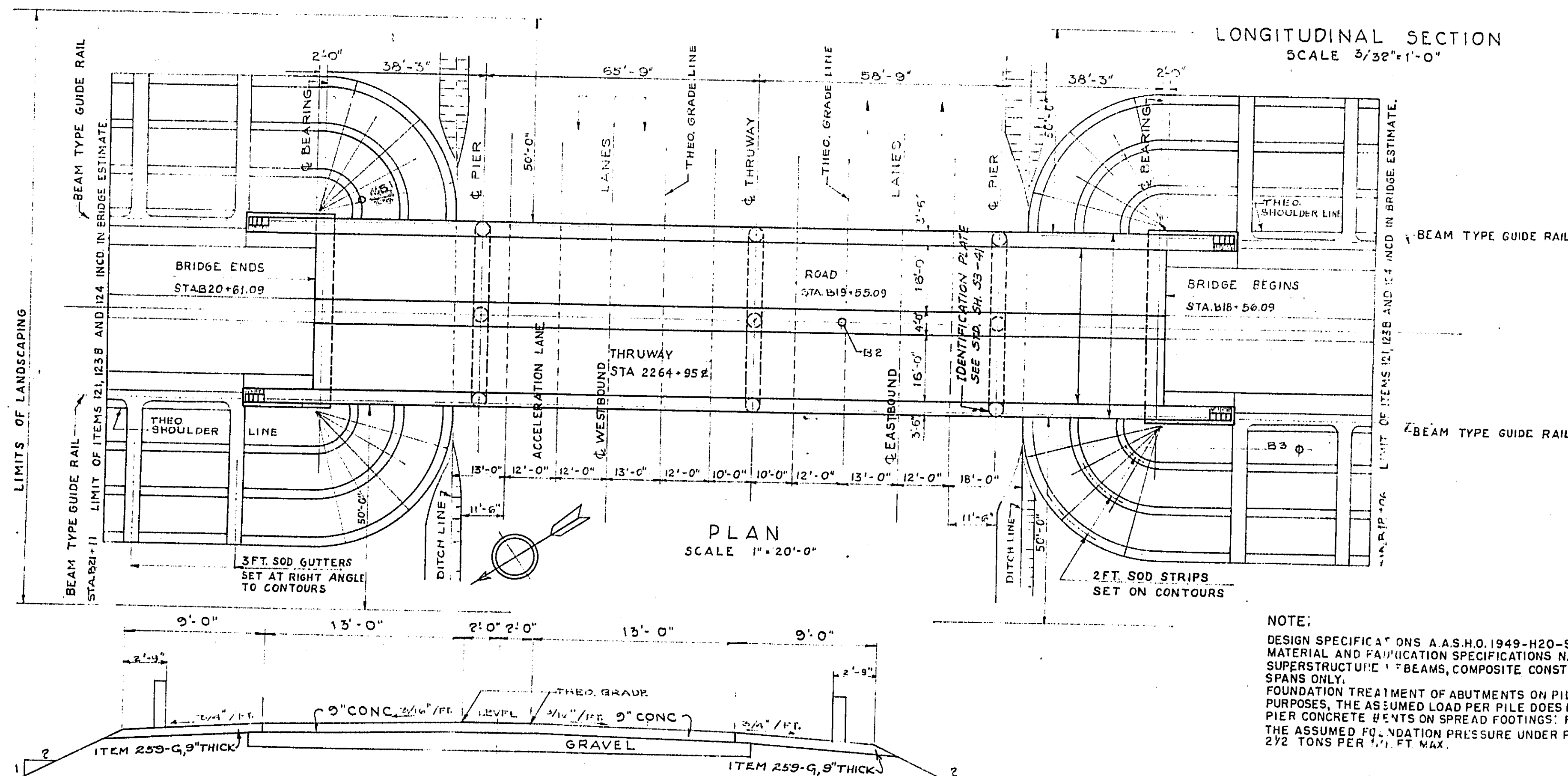
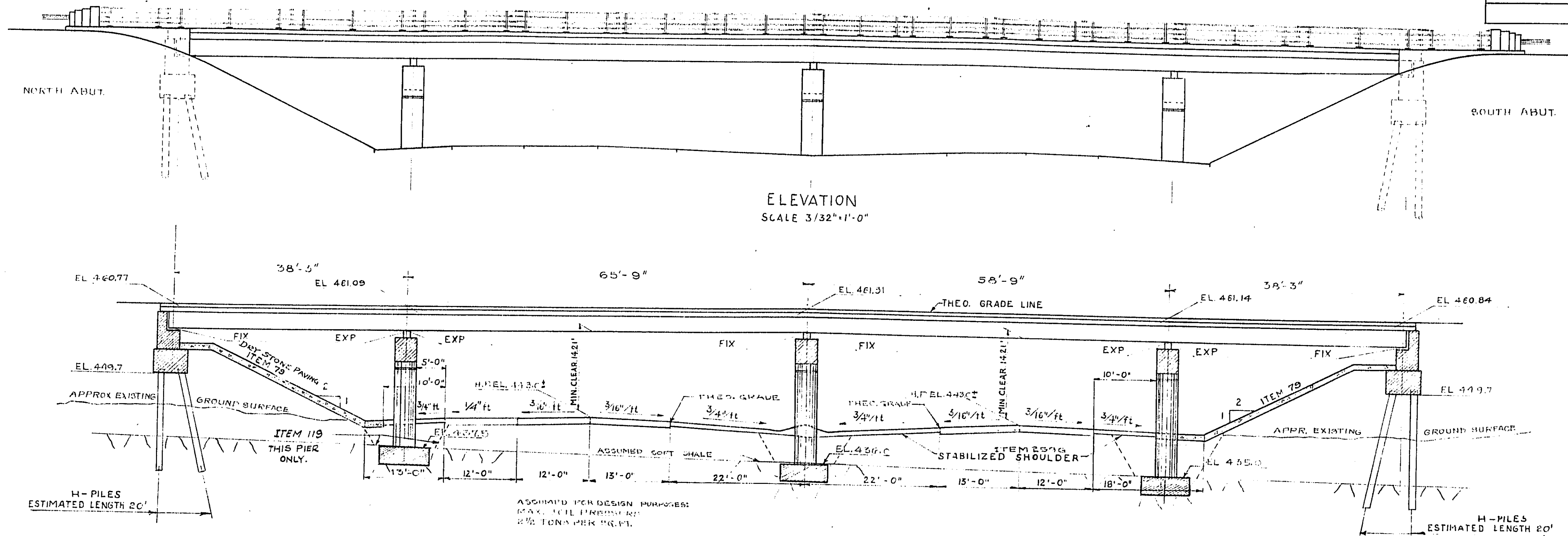
1st Revision	
2nd Revision	
3rd Revision	

IN CHARGE OF *[Signature]*  
DESIGNED BY *[Signature]*  
CHECKED BY *[Signature]*  
TRAILED BY *[Signature]*  
DRAWING CHECKED BY *[Signature]*

Rev. Mains 5-3-50



COUNTY	SHEET NO.	TOTAL SHEETS
ONONDAGA	12	66
N.Y. STATE THRUWAY ONTARIO SECTION SUBDIV 8A		
INTERCHANGE AT ELECTRONICS PARKWAY, (HOPKINS ROAD)		



NOTE:  
DESIGN SPECIFICATIONS A.A.S.H.O. 1949-H20-S16 LOADING MODIFIED MATERIAL AND FINISH SPECIFICATIONS N.Y.S.D.P.W. JAN. 2, 1951. SUPERSTRUCTURE BEAMS, COMPOSITE CONSTRUCTION CENTER SPANS ONLY.  
FOUNDATION TREATMENT OF ABUTMENTS ON PILES: FOR DESIGN PURPOSES, THE ASSUMED LOAD PER PILE DOES NOT EXCEED 35 TONS. PIER CONCRETE PILES ON SPREAD FOOTINGS: FOR DESIGN PURPOSES, THE ASSUMED FOUNDATION PRESSURE UNDER PIERS DOES NOT EXCEED 2 1/2 TONS PER 1.71 FT. MAX.

PREPARED AND RECOMMENDED: *[Signature]* *Feb 16 53*  
URQUHART & DOYLE, CONSULTING ENGINEERS  
NEW YORK STATE PROFESSIONAL ENGINEERS LICENSE NO. 5667  
DATE

FOR REFERENCE ONLY  
New York State Thruway Authority  
Dept. Of Engineering And Maintenance  
REFERENCE SHEET  
INTERCHANGE #37 STRUCTURE-MP 283.79:  
ELECTRONIC PARKWAY  
PRELIMINARY LAYOUT  
TAS 82-28B 20 of 45



# SUPERSTRUCTURE

## GENERAL NOTES

THE DESIGN OF THE STRUCTURE IS BASED ON A.A.S.H.O. SPECIFICATIONS, 1949, M20-516-44, AND CURRENT MODIFICATIONS AND ADDITIONS. ALL CONCRETE OF SUPERSTRUCTURE SHALL BE ITEM 19, EXCEPT CONCRETE OF PYLONS, WHICH SHALL BE ITEM 19, AND CEMENT CONCRETE PAVEMENT, WHICH SHALL BE ITEM 47HM.

THE COST OF FURNISHING AND INSTALLING METAL EXPANSION MATERIAL, METAL WATER STOP, PREMOULDED BITUMINOUS JOINT MATERIAL, CAULKING COMPOUND, PARAPET, ASPHALT ROOFING FELT, ETC., SHALL BE INCLUDED IN THE BID PRICES OF THE RESPECTIVE CONCRETE ITEMS OF THE CONTRACT. ALL MATERIALS, WORKMANSHIP, AND FABRICATION SHALL CONFORM TO NEW YORK STATE DEPARTMENT OF PUBLIC WORKS SPECIFICATIONS, JANUARY 2, 1951, AND CURRENT MODIFICATIONS AND ADDITIONS.

WHERE CAULKING COMPOUND IS TO CONTACT CONCRETE SURFACES, SUCH CONCRETE SHALL BE THOROUGHLY CLEANED AND DRY, AND PRIMED WITH A PRIMING COAT AT LEAST 30 MINUTES BEFORE THE APPLICATION OF CAULKING COMPOUND. THIS WORK SHALL BE DONE BY EXPERIENCED MEN, AND THE CONCRETE OPERATION SHALL BE SPECIALLY DIRECTED BY THE ENGINEER.

CONSTRUCTION JOINTS SHALL BE PLACED ONLY AS AND WHERE SHOWN ON THE PLANS, EXCEPT WHEN PERMISSION IN WRITING IS GIVEN BY THE DEPUTY CHIEF ENGINEER OF BRIDGES, IN WHICH CASE HIS SUPPLEMENTAL INSTRUCTIONS SHALL BE STRICTLY FOLLOWED.

AFTER THE CONCRETE IS CURED, THE CONTRACTOR SHALL APPLY A WATERPROOFING OIL TREATMENT, AS DESCRIBED IN THE SPECIFICATIONS FOR M-41W TO ALL EXPOSED SURFACES EXCEPT THE UNDERSIDE OF SLABS. TWO APPLICATIONS OF WATERPROOFING OIL TREATMENT SHALL BE APPLIED AT THE TOP OF THE SLAB. THE SECOND APPLICATION SHALL BE APPLIED TWO DAYS PRIOR TO THE PLACING OF THE PAVEMENT OR SIDEWALK.

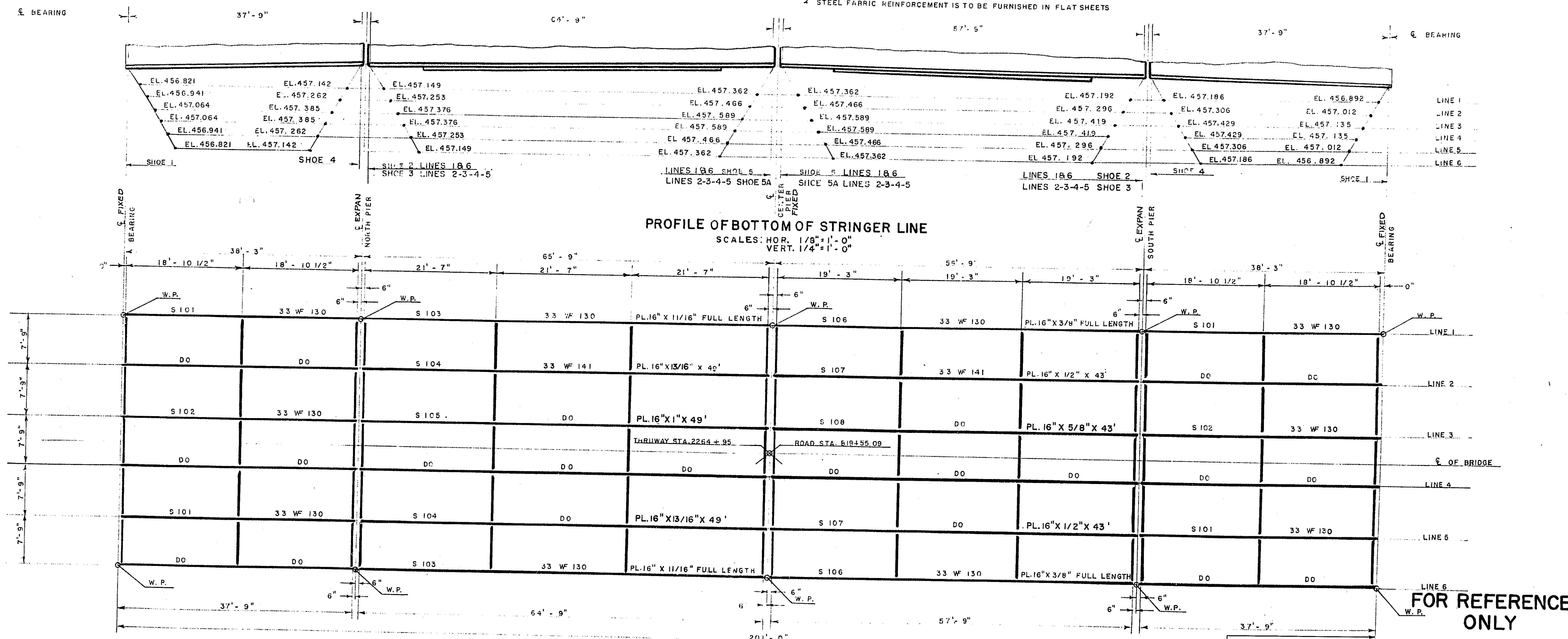
IMMEDIATELY BEFORE PLACING PAVEMENT CONCRETE, THE CONCRETE SURFACE OR SURFACES UPON WHICH IT IS TO BE PLACED SHALL BE THOROUGHLY WETTED DOWN CONTINUOUSLY FOR ONE HOUR, IF THE AIR TEMPERATURE IS ABOVE 50° F. ANYTIME FOR THIS WORK WILL BE INCLUDED IN THE PRICE BID FOR ITEM 47-BM.

THE CONTRACTOR'S ATTENTION IS DIRECTED TO ALL SPECIAL NOTES FOR THIS STRUCTURE WHICH APPEAR IN THE PROPOSAL. PARTICULAR ATTENTION SHOULD BE GIVEN TO THE FOUNDATION NOTE, WHICH BRIEFLY OUTLINES THE ANTICIPATED SUBSURFACE CONDITIONS OF THE SITE OF THE STRUCTURE, AND WHICH SPECIFIES CERTAIN REQUIREMENTS RELATIVE TO CONSTRUCTION.

SUPERSTRUCTURE QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	NEAT	ROUNDED
15-2	PORTLAND CEMENT, TYPE 2	BBL.	382	397
15-N	NATURAL CEMENT, TYPE N	BBL.	74	78
19	CLASS 1A CONCRETE FOR STRUCTURES	C.Y.	270	280
19	CLASS 1A CONCRETE FOR RAILINGS	C.Y.	2.5	3
28	BAR REINFORCEMENT FOR STRUCTURES	LB	63,500	66,000
28B	SPIRAL BAR SHEAR CONNECTORS	LB	2,100	2,200
29	STRUCTURAL STEEL	LB	230,300	237,200
37	METAL RAILINGS	LF	462	465
47-BM	CEMENT CONCRETE PAVEMENT	C.Y.	92	100
25-F	STEEL FABRIC REINFORCEMENT	S.Y.	820	830
15-BA	PORTLAND CEMENT, TYPE 1A	BBL.	136	149

4 STEEL FABRIC REINFORCEMENT IS TO BE FURNISHED IN FLAT SHEETS

COUNTY		SHEET NO.	TOTAL SHEETS
ONONDAGA		16	66
N.Y. STATE THRUWAY-ONTARIO SECTION SUBDIV. 8A			
INTERCHANGE AT ELECTRONICS PARKWAY (HOPKINS ROAD)			



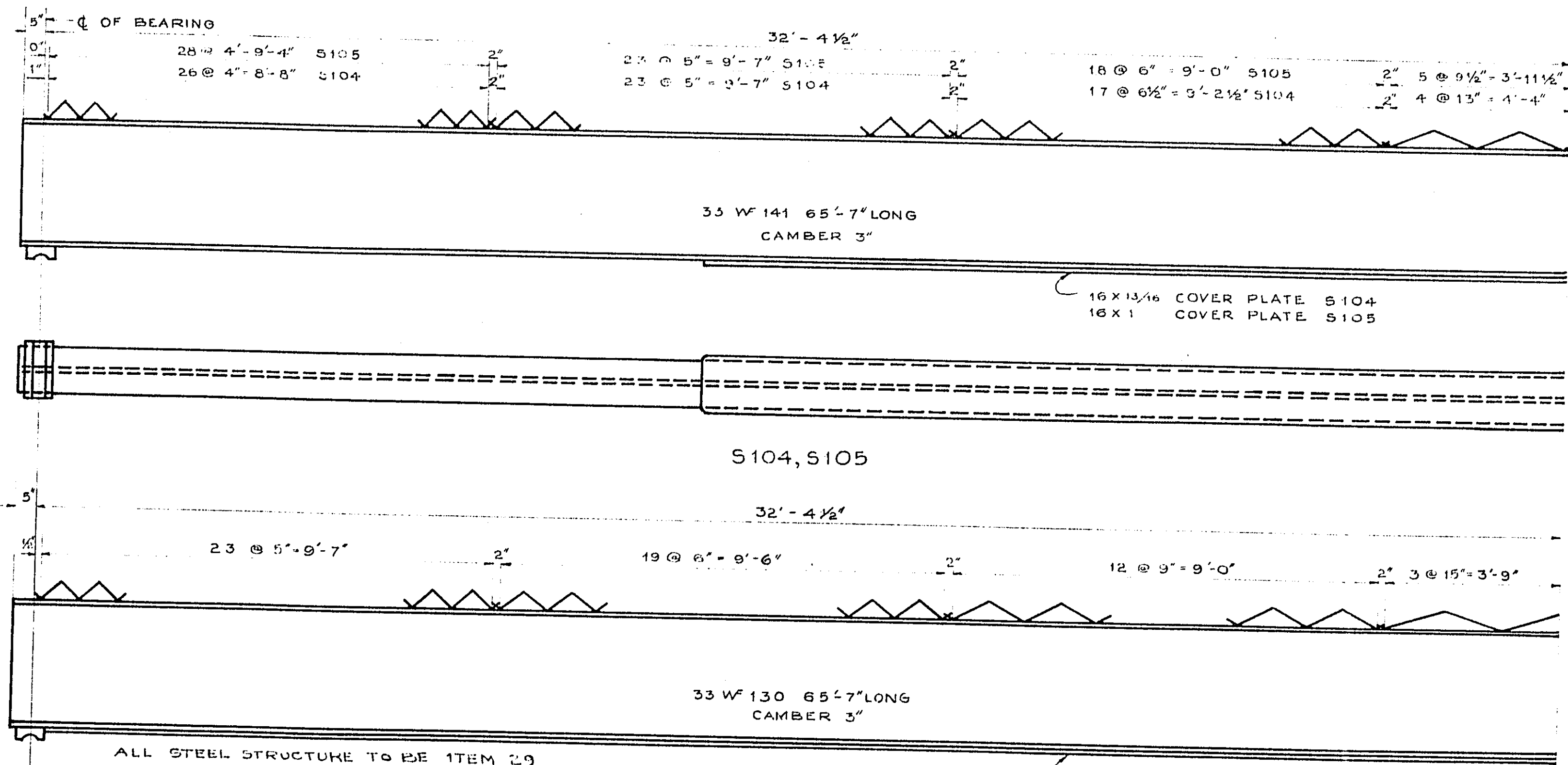
PREPARED AND RECOMMENDED: *J. J. Doyle* Feb 19-53  
 URQUHART & DOYLE, CONSULTING ENGINEERS  
 NEW YORK STATE PROFESSIONAL ENGINEERS LICENSE NO. 5667

New York State Thruway Authority  
 Dept. Of Engineering And Maintenance

REFERENCE SHEET  
 INTERCHANGE #37 STRUCTURE-MP 283.79±  
 ELECTRONIC PARKWAY  
 SUPERSTRUCTURE DETAILS

TAS 82-28B 21 of 45

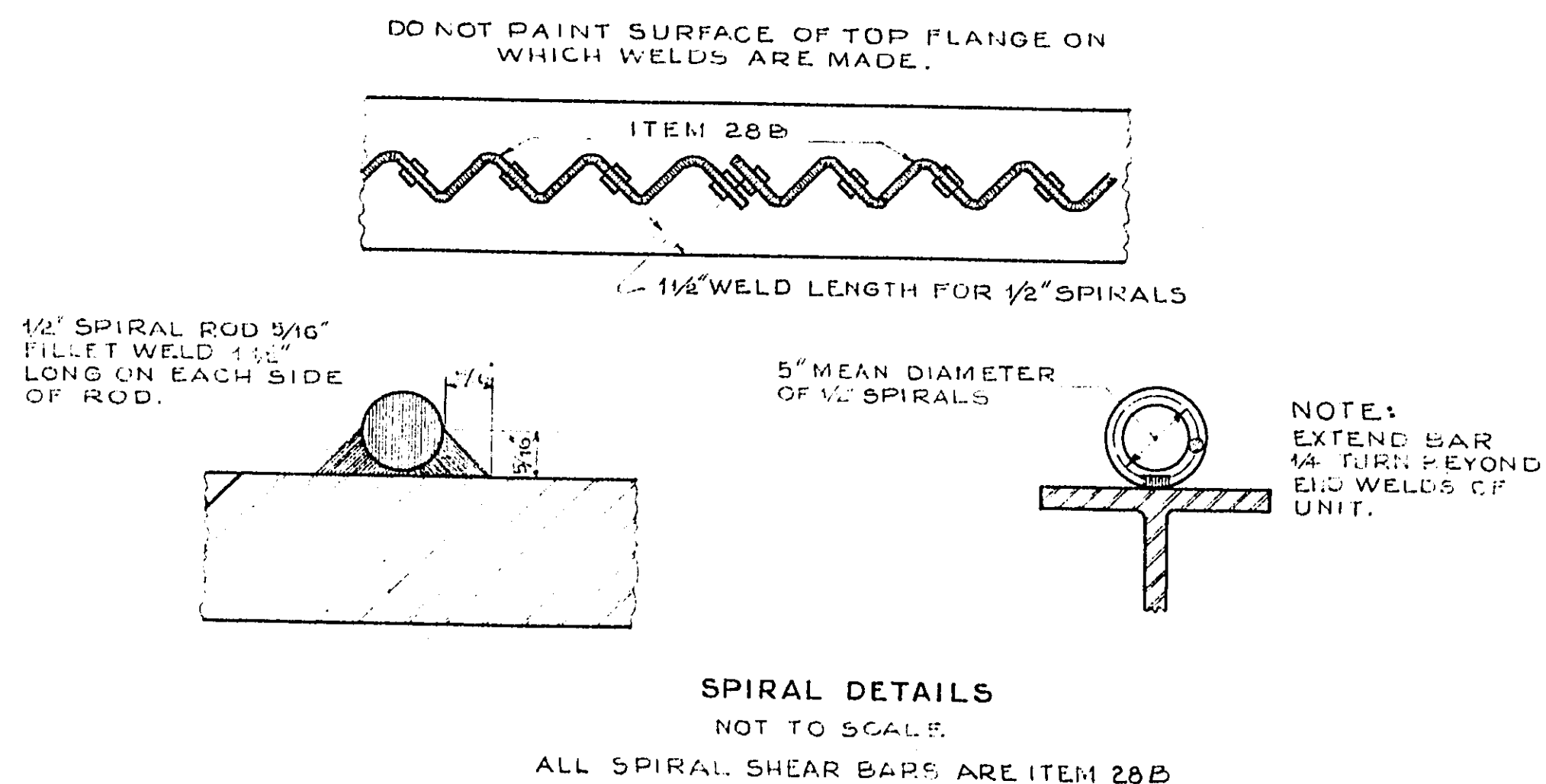
INTERCHANGE AT ELECTRONICS PARKWAY, (HOPKINS ROAD)



SCALE:  $1/2" = 1'-0"$ ;  
EXCEPT AS SHOWN;  
FOR SHOE DETAILS SEE SHEET 19  
FOR FRAMING PLAN SEE SHEET 16

URQUHART & DOYLE, CONSULTING ENGINEERS  
NEW YORK STATE PROFESSIONAL ENGINEERS LICENSE NO. 5667

DATE \_\_\_\_\_

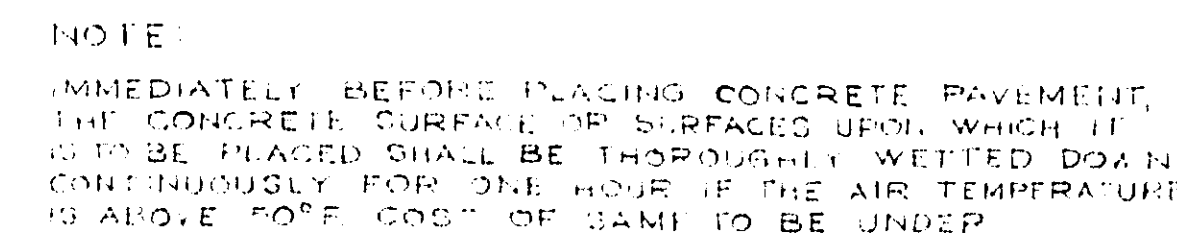


THE CONTRACTOR'S AND ENGINEER'S ATTENTION IS CALLED TO THE POSSIBILITY OF INTERFERENCE BETWEEN THE REINFORCING STEEL IN THE SLAB AND THE BEAM SPIRAL. WHILE STEEL SPACING IS GIVEN AS 5 1/2 INCHES, IT IS TO BE UNDERSTOOD THAT 2 BARS IN CONTACT WITHIN WILL FULFILL THIS REQUIREMENT IF NO TWO BARS ARE CLOSER THAN 1" LESS THAN REQUIRED SPACING OR FURTHER APART THAN 1" MORE THAN REQUIRED SPACING. IF NECESSARY, SOME BARS MAY BE THREADED THRU ONE OR MORE SPIRALS. ALL SPIRALS MUST HAVE TWO STRUCTURAL WELDS 5/8" X 1 1/2" LONG AT EACH SIDE OF THE BAR AS SHOWN. 3/32" OR 3/16" DIAMETER ELECTRODES SHALL BE USED IN WELDING THE SPIRAL BAR REINFORCEMENT. SPECIAL PRECAUTIONS MUST BE EXERCISED WHERE WELDING CROSS-EDGES OF FLANGE TO AVOID ANY POSSIBILITY OF UNDERCUT OR NICKS IN THE

New York State Thruway Authority  
Dept. Of Engineering And Maintenance

TAS 82- 28 B	22 of 45
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INTERCHANGE AT ELECTRONICS PARKWAY, (HOPKINS ROAD)

CEMENT IN ITEM 18-1 IS TYPE 1 PORTLAND CEMENT  
TYPE 1A, ITEM 18-2A  
CEMENT IN ITEM 18-2 IS TYPE 1 PORTLAND  
CEMENT TYPE 2, ITEM 18-2A AND ONE PART NATURAL  
CEMENT TYPE 1, ITEM 18-2B

ITEM 47 BM

ITEM 18

ITEM 19

ITEM 20

DETAIL "B"

1/2" AT FASCIA

5/16"

1/2" AT FASCIA

STRUCTURAL STEEL ITEM 29

LONGITUDINAL SECTION

SCALE 1/2" = 1'-0"

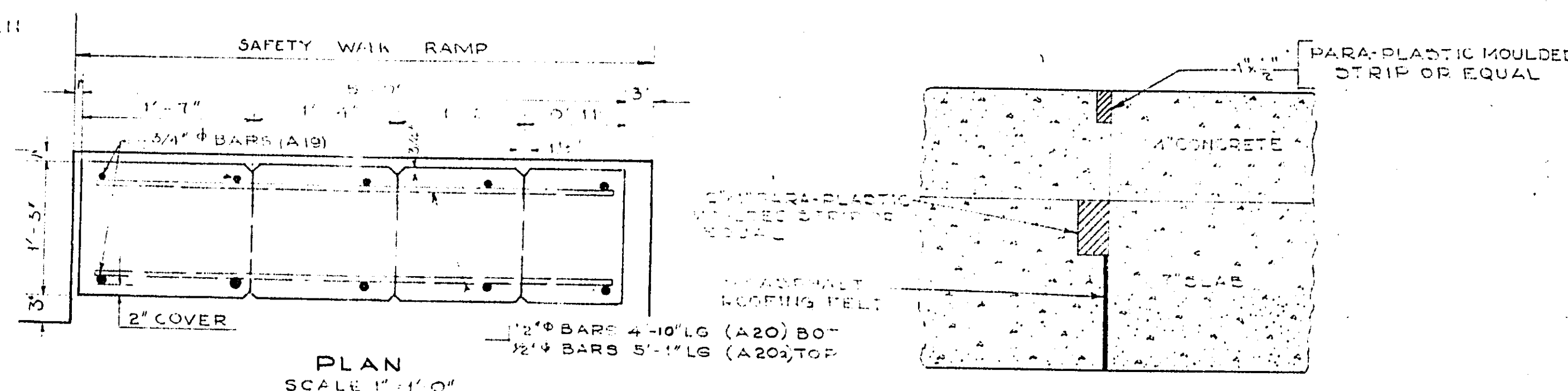
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ALL DIAPHRAGMS SET LEVEL  
INTERMEDIATE DIAPHRAGMS  
PERPENDICULAR TO GIRDERS  
WITH TOPS 3" BELOW TOP OF  
FASCIA GIRDER. TOPS OF END  
DIAPHRAGMS 5" BELOW TOP OF  
FASCIA GIRDERS.

NOTE:  
ALL DIAPHRAGMS SET LEVEL  
INTERMEDIATE DIAPHRAGMS  
PERPENDICULAR TO GIRNERS  
WITH TOPS 3" BELOW TOP OF  
FASCIA GIRDER TOPS OF END  
DIAPHRAGMS 5" BELOW TOP OF  
FASCIA GIRDER

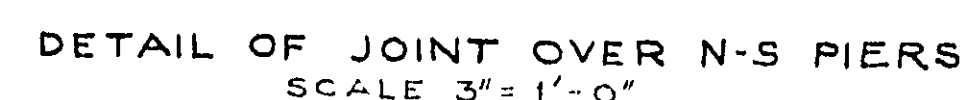


- (1) SET ANCHOR-BOLTS BY MEANS OF TEMPLATE AND POUR SLAB.
- (2) MAKE TWO APPLICATIONS OF WATER-PROOFING OIL TREATMENT MAI-W TO TOP OF SLAB.
- (3) THE TOP OF THE SLAB SHALL BE CONTINUOUSLY AND THOROUGHLY WETTED DOWN, AS DIRECTED BY THE ENGINEER FOR AT LEAST ONE HOUR, IMMEDIATELY PRIOR TO THE PLACING OF THE ROADWAY PAVEMENT.
- (4) POUR ROADWAY PAVEMENT.
- (5) PLACE LOWER NUTS ON UPPER END OF ANCHOR BOLTS
- (6) PLACE FILING ON LOWER NUTS AND ADJUST TO LINE AND GRADE.
- (7) PLACE UPPER NUTS ON ANCHOR BOLTS TIGHTEN DOWN ON PLATES.
- (8) POUR SIDEWALK TO PROPER LINE AND GRADE.

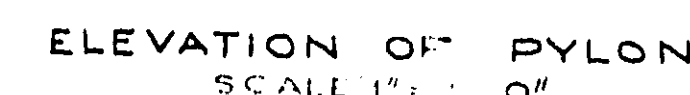
LONGITUDINAL SECTION  
SCALE 1/2" = 1'-0"



NOTE:  
FLASHINGS OR WATERSTOPS ARE TO BE PROTECTED FROM DAMAGE DURING THE COURSE OF CONSTRUCTION AS ORDERED BY THE ENGINEER. BENDING OR ALTERING THE SHAPE AS SHOWN IN ANY MANNER WILL NOT BE ALLOWED.



NOTE:  
SPONGE RUBBER SHALL COMPLY WITH THE REQUIREMENTS FOR PREFORMED EXPANSION JOINT FILLERS FOR CONCRETE, A S.T.M. DESIGNATION D 544.  
ASPHALT ROOFING FELT SHALL COMPLY WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS OF A.S.T.M. DESIGNATION D 2266.



DETAIL OF JOINT OVER CENTER PIER  
SCALE 3"=1'-0"

New York State Thruway Authority  
Dept Of Engineering And Maintenance

REFERENCE SHEET  
INTERCHANGE #37 STRUCTURE-MP 283.79:  
ELECTRONIC PARKWAY  
TYPICAL SECTIONS AND MISC DETAILS

TAS 82-28B	23 of 45
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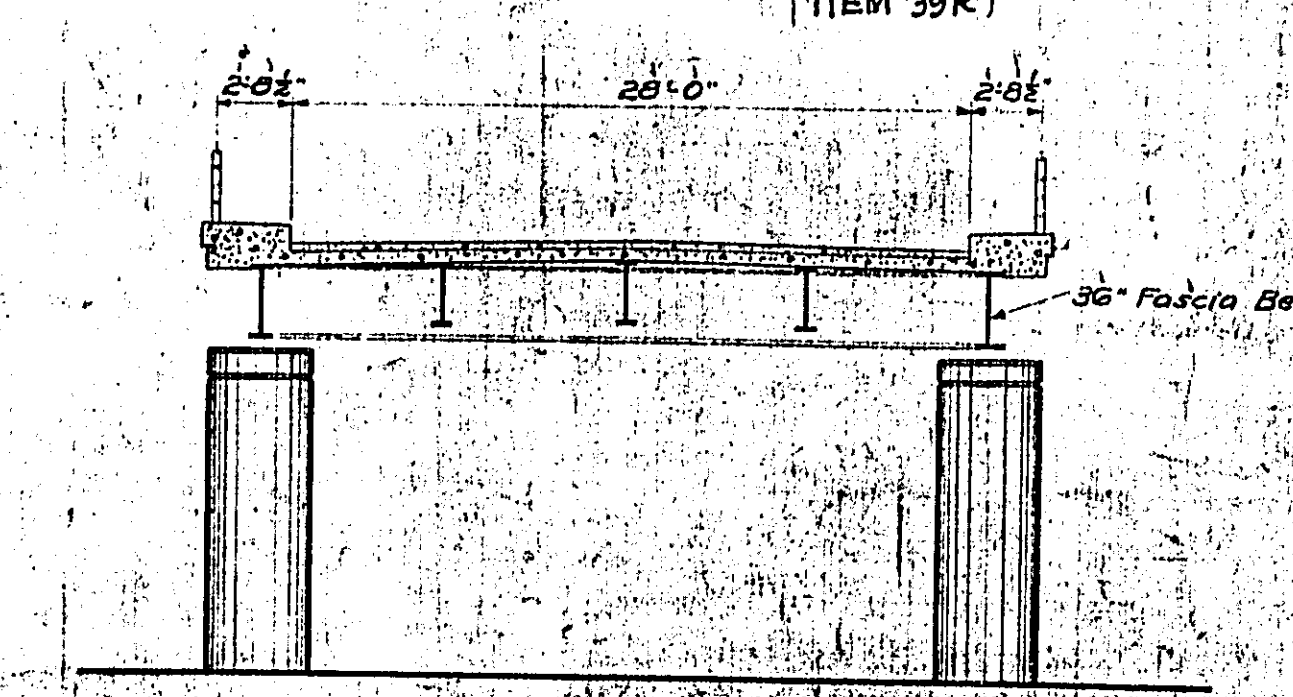
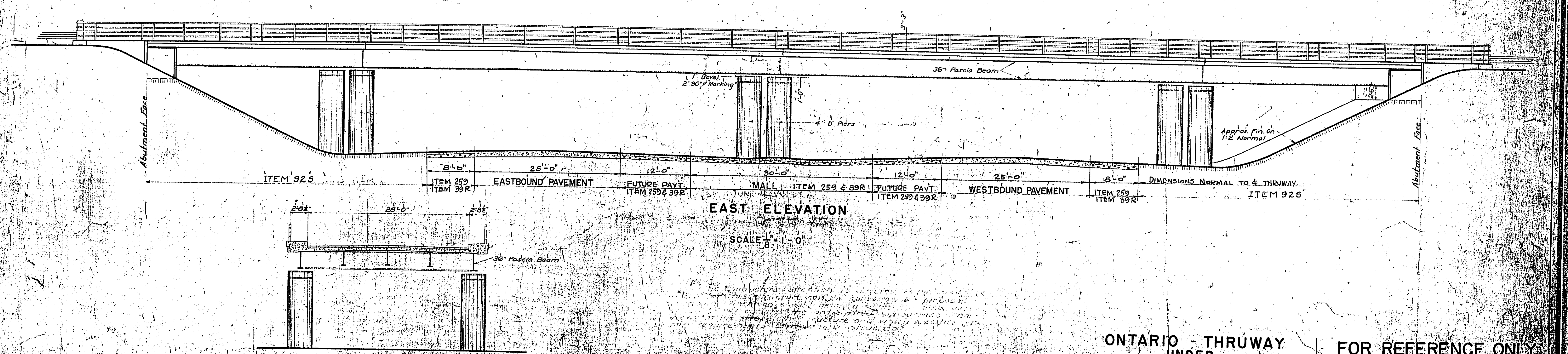
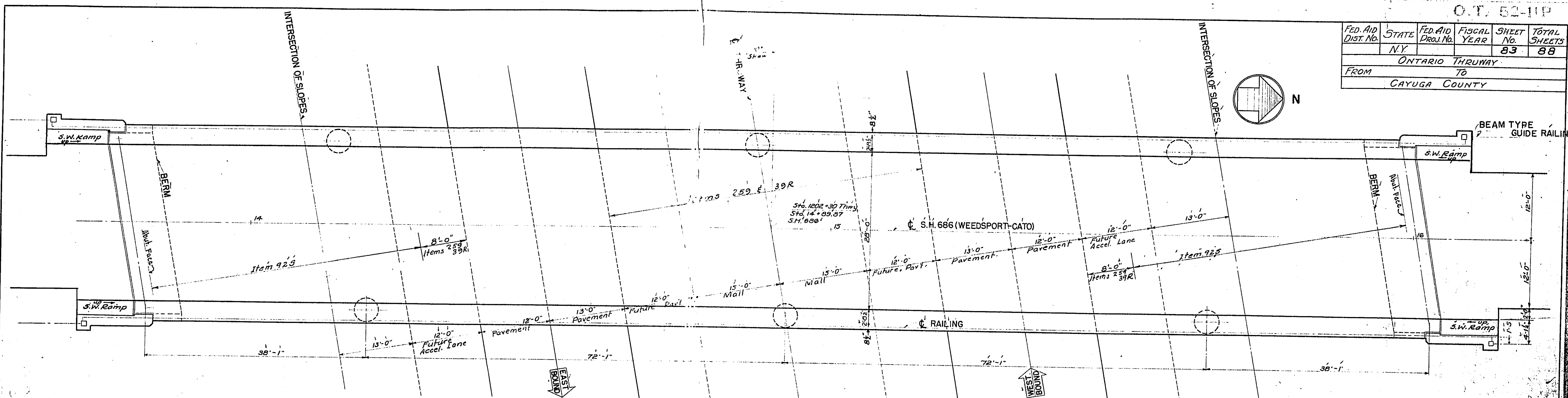
PREPARED AND RECOMMENDED:

URQUHART & DOYLE, CONSULTING ENGINEERS  
NEW YORK STATE PROFESSIONAL ENGINEERS LICENSE NO. 5667



O.T. 52-11P

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			83	88
ONTARIO THRUWAY					
FROM TO					
CAYUGA COUNTY					



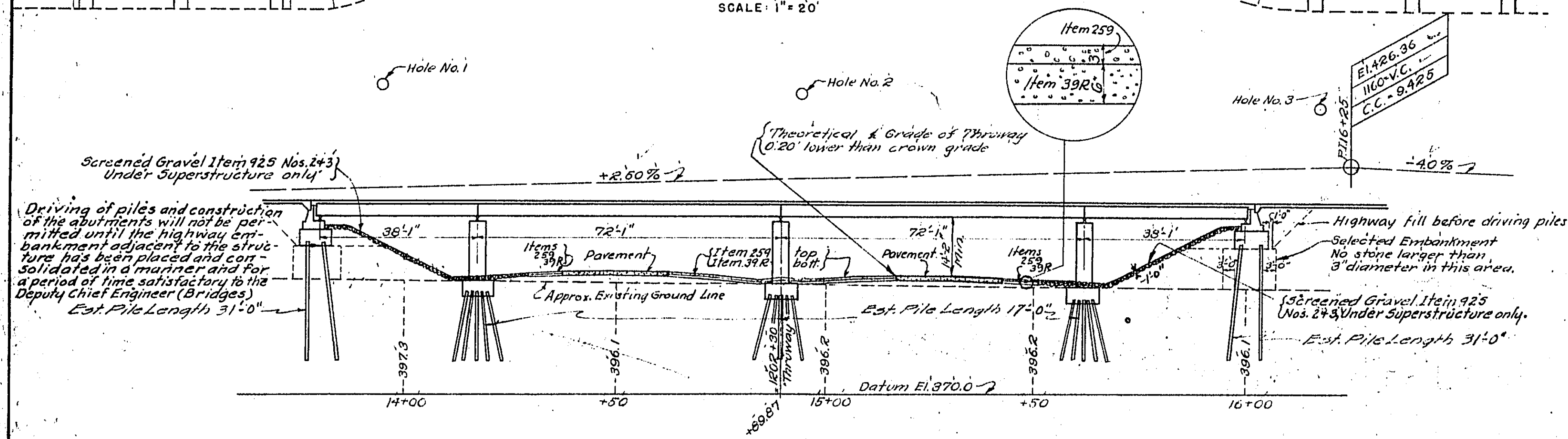
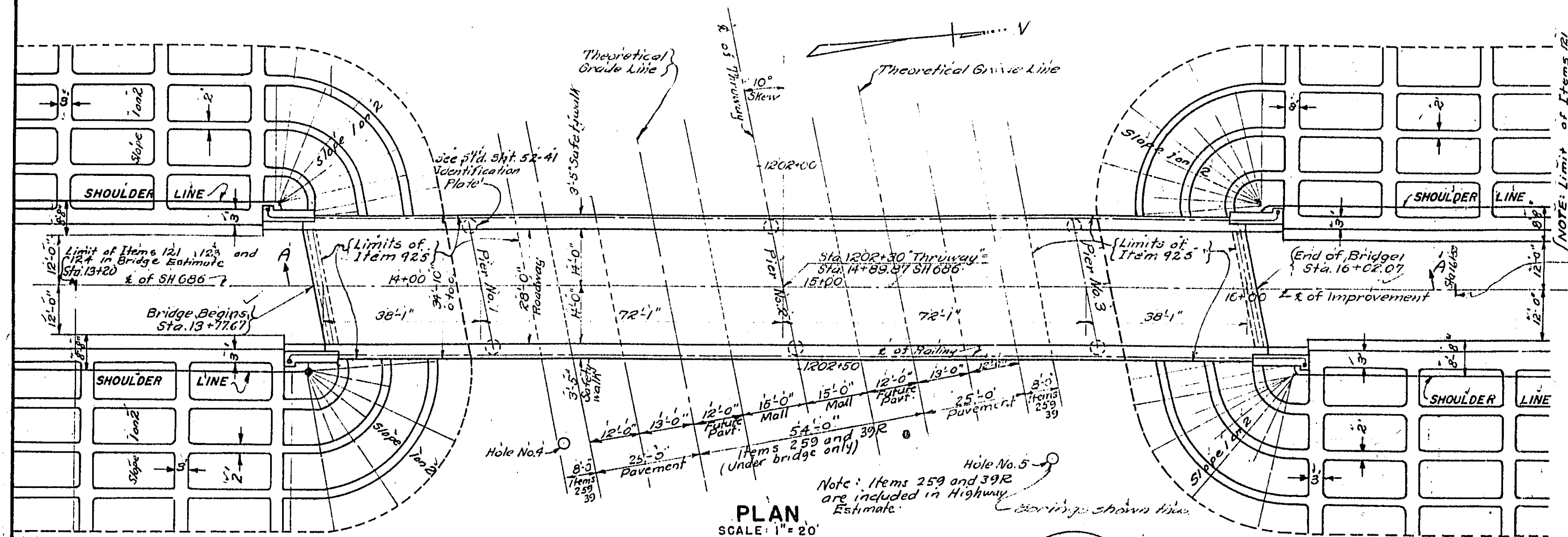
MADE BY W. Dayton  
 TRACED BY JANET WALKER  
 CHECKED BY Steve 6/17/88 6/19/88

ONTARIO - THRUWAY  
 UNDER  
 S.H. 686 WEEDSPORT - CATO  
 CAYUGA CO. STA. 1202+30  
 ARCHITECTURAL PLAN  
 ELEVATION & DETAILS  
 SCALE AS INDICATED

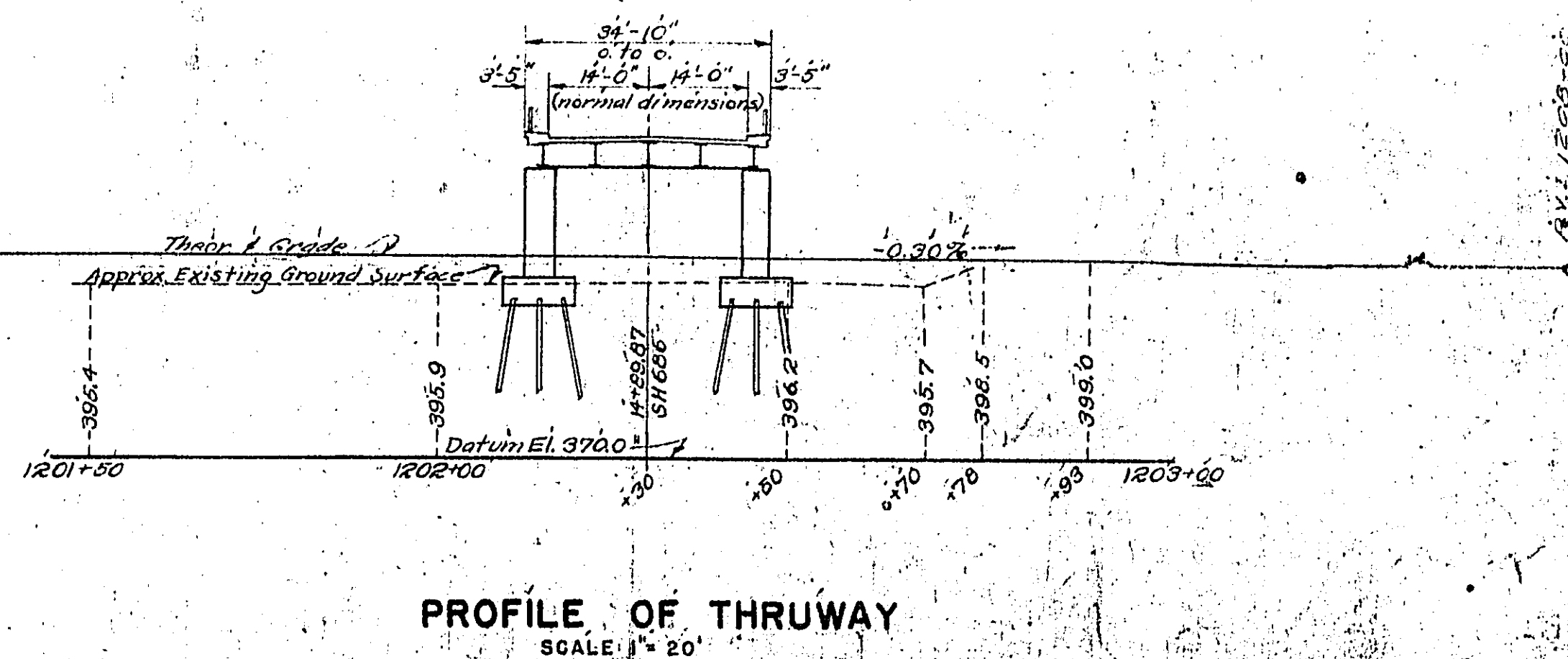
FOR REFERENCE ONLY	
New York State Thruway Authority Dept. Of Engineering And Maintenance	
REFERENCE SHEET	
WEEDSPORT-CATO STRUCTURE-MP 303.92±	
RTE. 34	
PLAN, ELEVATION AND DETAILS	
TAS 82-28B	24 of 45



FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			84	88
ONTARIO THURWAY					
FROM TO					
CAYUGA COUNTY					



PROFILE OF S.H. 686 - SECTION A-A  
SCALE: 1" = 20'

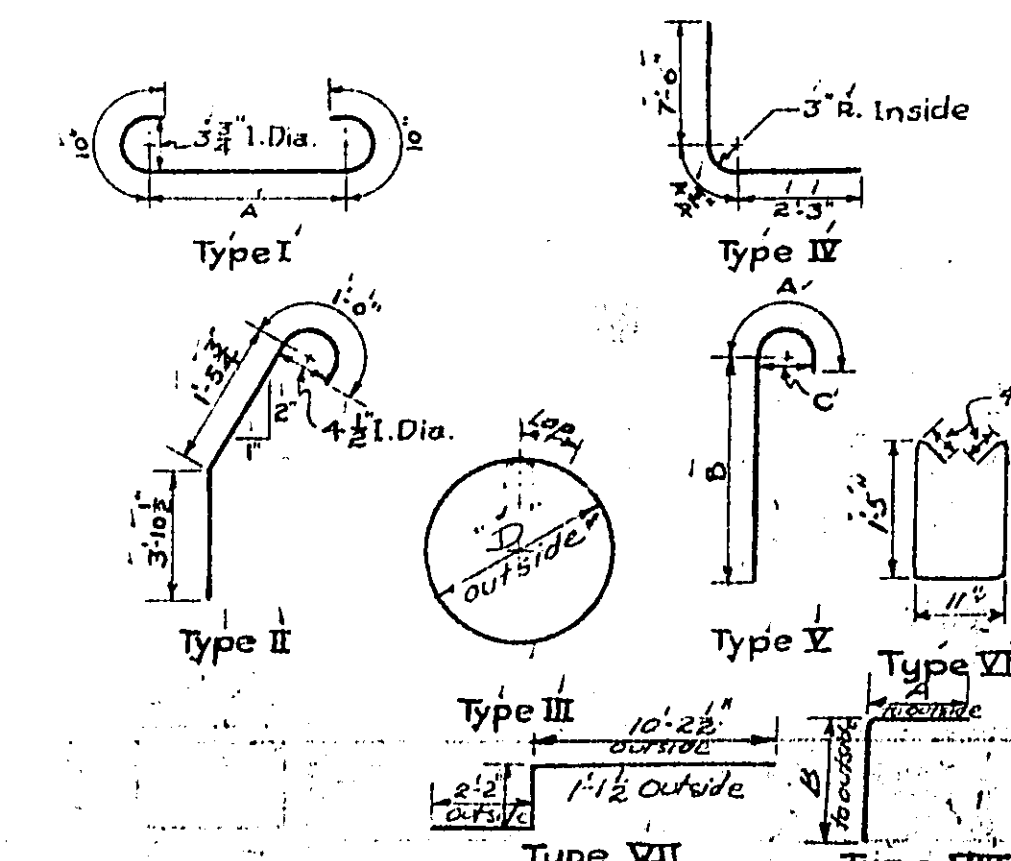


PROFILE OF THRUWAY  
SCALE: 1" = 20'

W. A. LAZOT  
11/14/47

Reviewed by C. H. HAWLEY 6/30/48

BAR LIST										Description	
Mark	Size	No.	Length	Type	A	B	C				
A1	2"	44	6'-2"	Str.						Vertical bars in backwall, abutment	
A2	2"	44	4'-0"	"						Horizontal bars in bridge seat	
A3	2"	36	17'-3"	"						Long bars in backwall	
A4	2"	44	6'-4"	"						Hooked vertical bars in backwall	
A5	2"	104	8'-8"	I	7'-0"					Hooked horiz. bars in footer (top & bottom)	
A6	2"	56	17'-9"	Str.						Long bars in footer (top & bottom)	
P1	1"	72	15'-0"	"						Vertical bar in pier	
P2	1"	108	11'-8"	III	3"	11'-0 1/2"	3'-6"			Loop bar in pier	
P3	1"	72	10'-2"	IV						Dowel bar in footer of pier	
P4	3/4"	72	8'-6"	Str.						Horizontal bars in footer (3 layers)	
P5	3/4"	396	12'-0"	I	1'-0"	11'-6"	4'-1/2"			Hooked bars in piles	
P6	1/2"	530	3'-0"	III						Hoops in piles	
51	3/8"	462	34'-8"	Str.						Transverse bottom layer, all spans.	
52	3/8"	462	35'-11"	I	34'-3"					Trans. top layer, all spans.	
53	1/2"	96	39'-8"	Str.						Long bars in slab in end spans	
54	1/2"	192	37'-0"	Str.						Long bars in slab in middle span	
55	1/2"	330	4'-2"	I						Stirrups, all spans, fascia	
56	1/2"	462	34'-8"	Str.						End spans S.W. & N.E. fascia	
57	1/2"	462	34'-8"	Str.						Middle spans S.W. & N.E. fascia	
58	1/2"	10	37'-0"	Str.						End spans N.W. & S.E. fascia	



ESTIMATE OF QUANTITIES

No.	Item	Unit	Neat	Rounded
5	Trench, Culvert & Bridge Excavation	C.Y.	325	350
15-2	Portland Cement, Type 2	Bbl.	705	741
15N	Natural Cement, Type N	Bbl.	101	106
18	Class 1A Concrete for Structures	C.Y.	291	306
20	Class I Concrete	C.Y.	278	292
25F	Steel Fabric Reinforcement	S.Y.	900	930
28B	Spiral Bar Shear Connectors	Lb.	1792	1850
28	Bar Reinforcement for Structures	Lb.	60,820	74,200
29	Structural Steel	Lb.	259,600	268,000
37	Metal Railing	Linft.	488	500
47B	Cement Concrete Pavement	C.Y.	78	85
925	Screen Gravel Loose Measure	C.Y.	132	150
85CA	Cast-in-place Concrete Piles	L.F.	1458	1700
87	Furnishing Equip. for Driving Piles	L.S.	Nec.	Nec.
121	Topsoil Placed from Stockpiles	C.Y.	214	250
123	Seeding	Acre	0.40	0.50
124	Sodding	Sq.Yd.	541	570
152A	Portland Cement, Type 2A	Bbl.	290	311

GENERAL NOTES - SUPERSTRUCTURE

Rivets shall be 3/8" Dia. unless otherwise noted; open holes 1/2" in diameter.  
Diagonal field connections may be turned; bolts, rivets, bolts or equal.  
For field piling: First coat battleship gray; second coat gray-green.

Item 15-2a Portland Cement Type 2A shall be used in the following parts of this structure, its pavement, safety walls and wingwalls above footings.  
Payment for furnishing and installing copper flashings, copper baffles, remoulded bitumastic plastic, caulk compound shall be included in the contract price for the various items of the contract.  
Caulking compound shall be Vulcaflex or equal. In the installation of this material the following precautions must be observed:  
All joints must be thoroughly cleaned and dry before the priming coat is applied. The sides of the joints shall be primed with a material satisfactory to the manufacturer of the caulking compound 20 to 30 minutes before the caulking compound is applied. All work shall be performed by workers experienced in this kind of work.  
Copper flashings shall be continuous for full length of joints. Joints in flashing shall be folded and soldered. After flashing has been placed, it shall be protected at all times until wearing surface is poured.  
Camber all beams of the two center spans 2 1/2" at center for dead load deflection and roadway curvature. Camber all beams of the end spans 1" for dead load deflection and roadway curvature.  
Due to the fact this bridge is on a vertical curve care shall be exercised in cutting to length the exterior beams so that under dead loads the joints between the beams over piers shall be uniformly 1/4" in width.  
Design - R.H.S. 100 Standard Specifications for Highway Bridges dated 1944, 11-20 Loading.  
Material Fabrication - Specification of the State of New York, Dept. of Public Works, Division of Highways dated January 1951 and current modifications.

GENERAL NOTES - SUBSTRUCTURE

Furnishing and placing anchor bolts for bearings will be paid for under Item 29.  
Repairs in piles will only be permitted upon approval of the Deputy Chief Engineer.  
For design purposes the assumed load does not exceed 14 tons per pile.

Special Specifications: -  
Item 85CA Cast-in-place Concrete Piles  
The specifications for Item 85CA Cast-in-place Concrete Piles shall apply except that piles with an outside diameter of 12 inches and thickness of 12 inches and 2 inch respectively shall be used.

The contractor's attention is directed to the special notes for the structure which appear in the proposal. Particular attention should be given to the foundation note which briefly outlines the anticipated sub-surface conditions at the site of the structure, and which specifies certain requirements relative to construction.

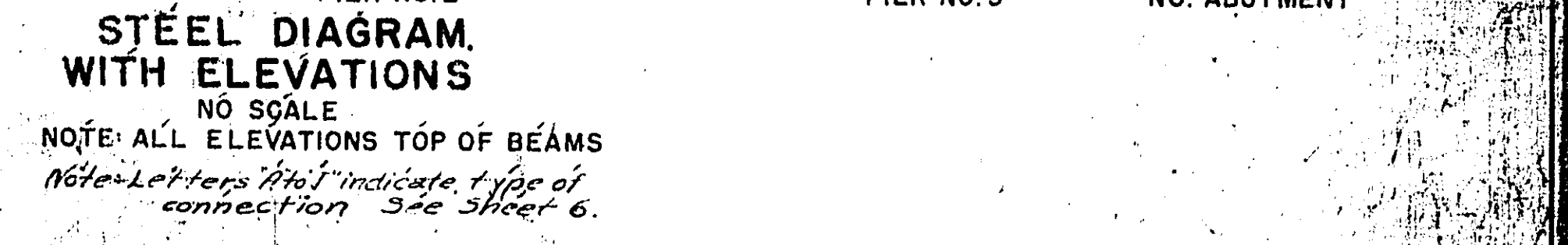
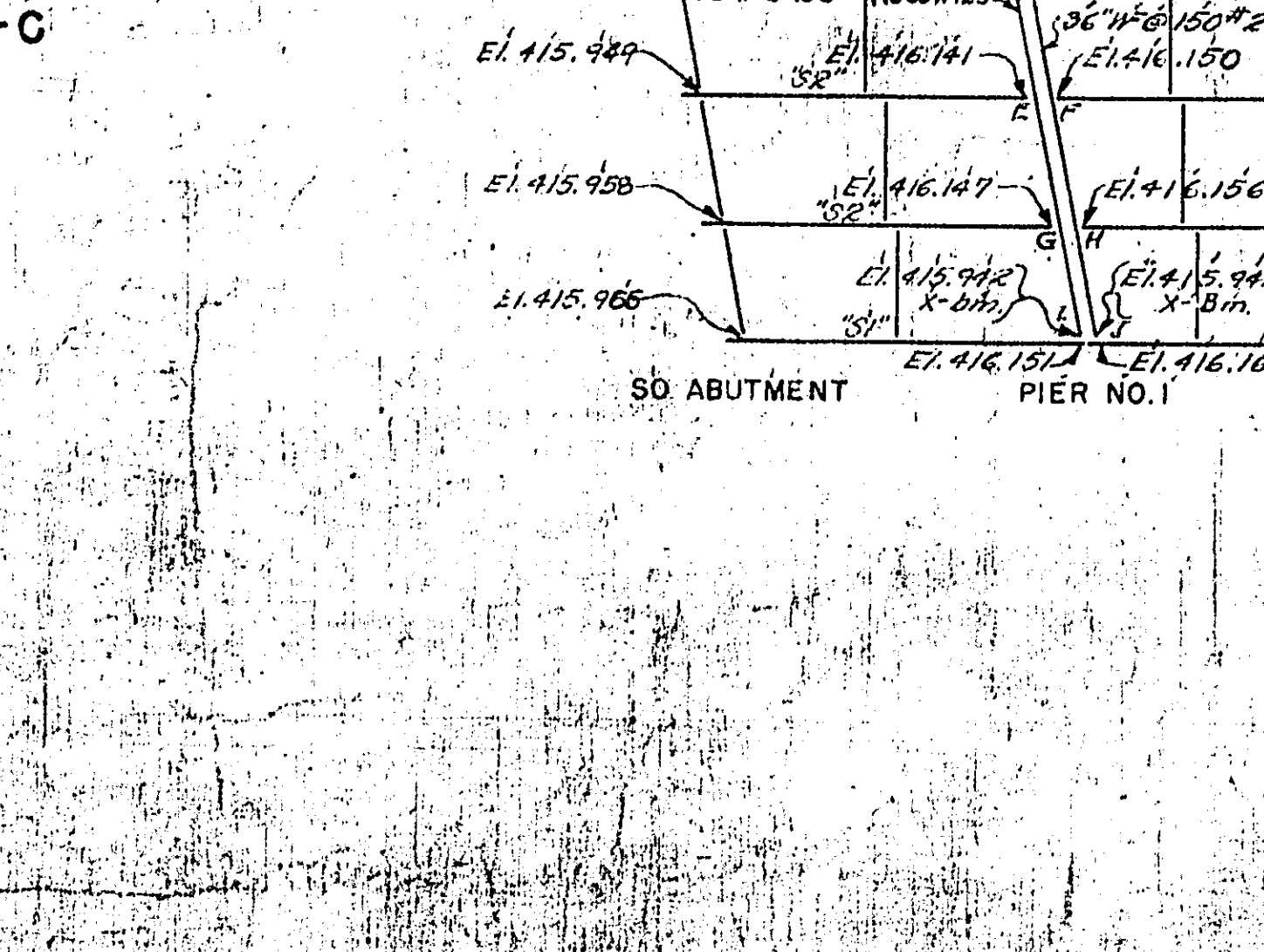
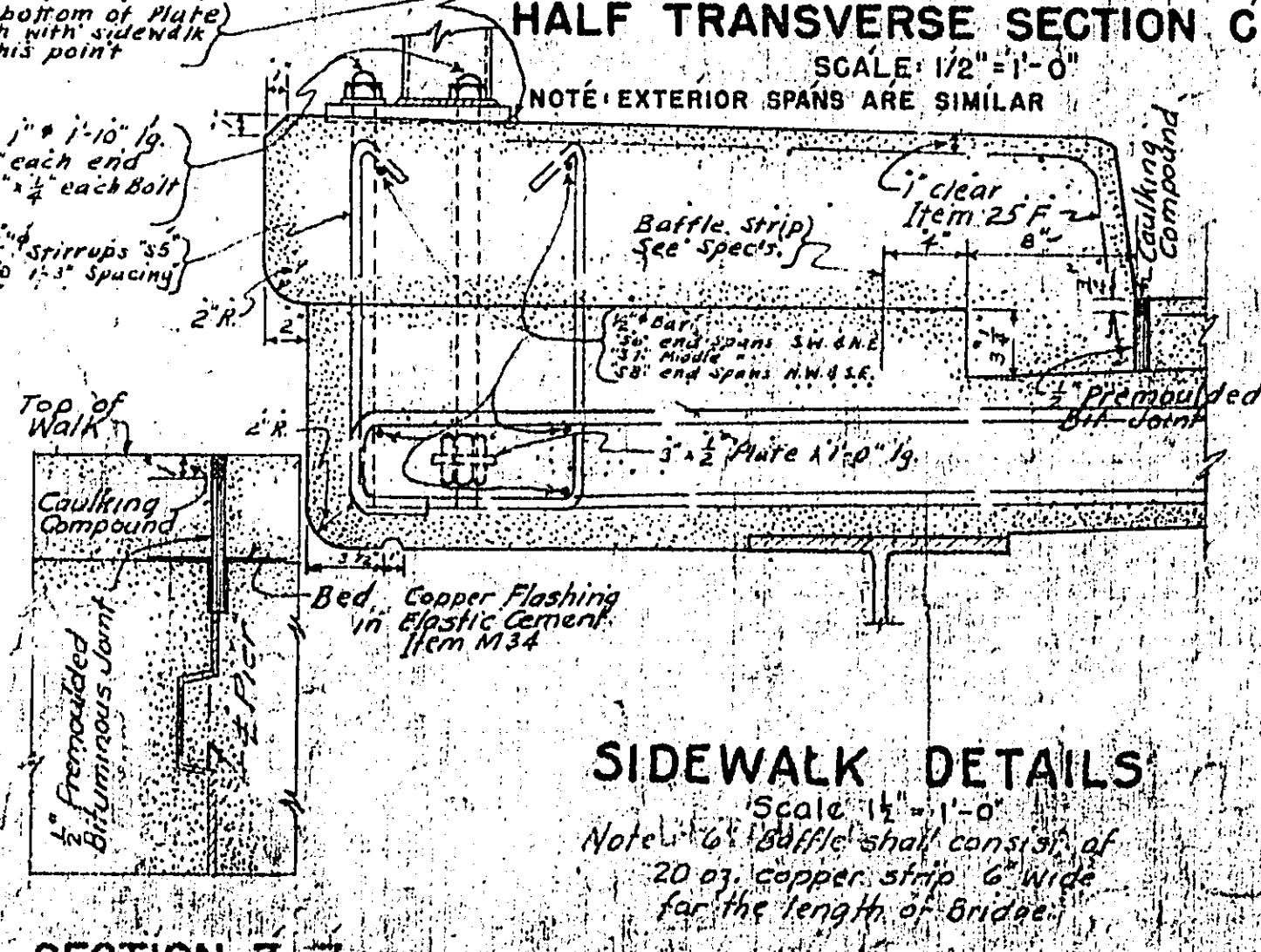
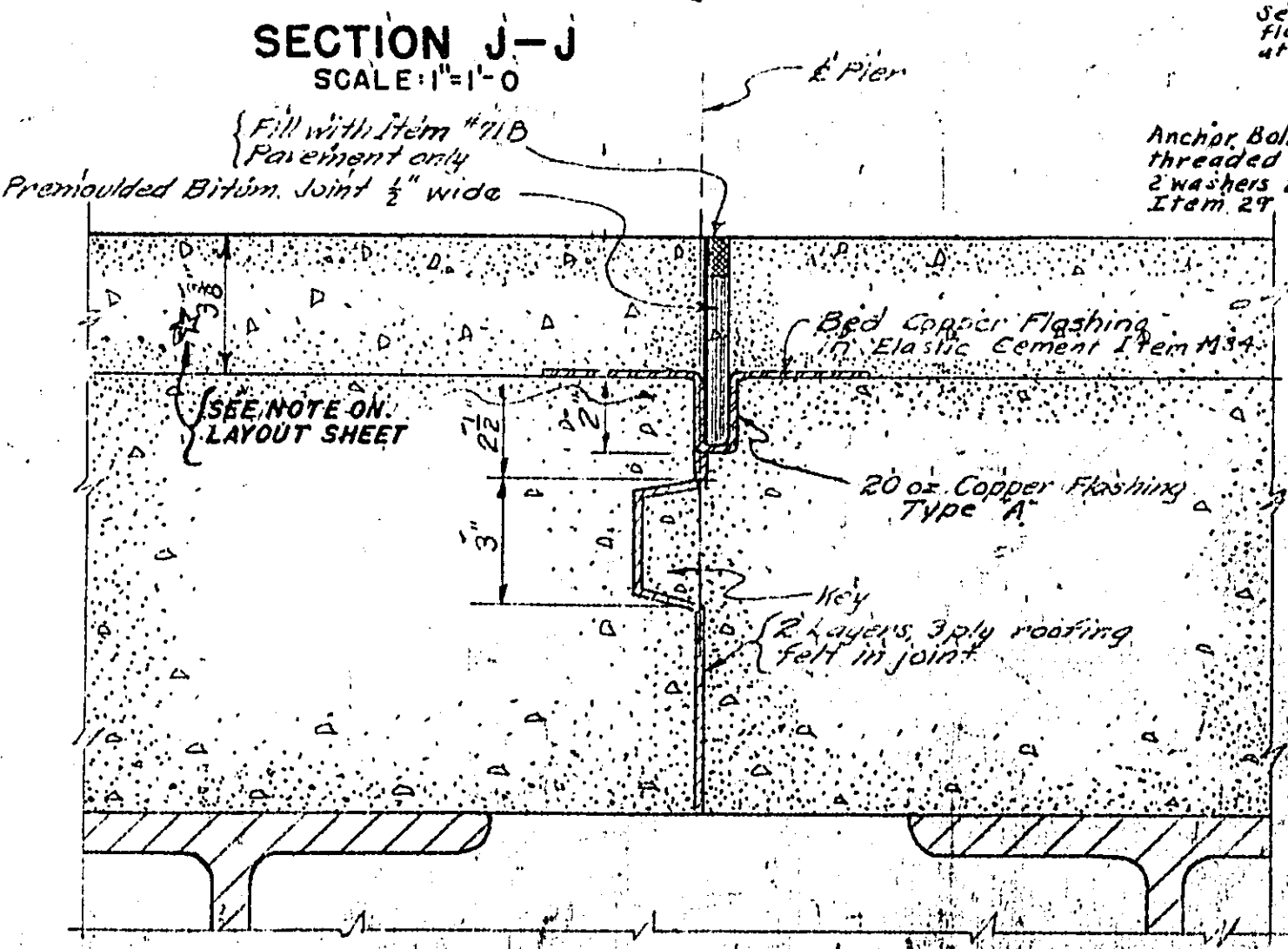
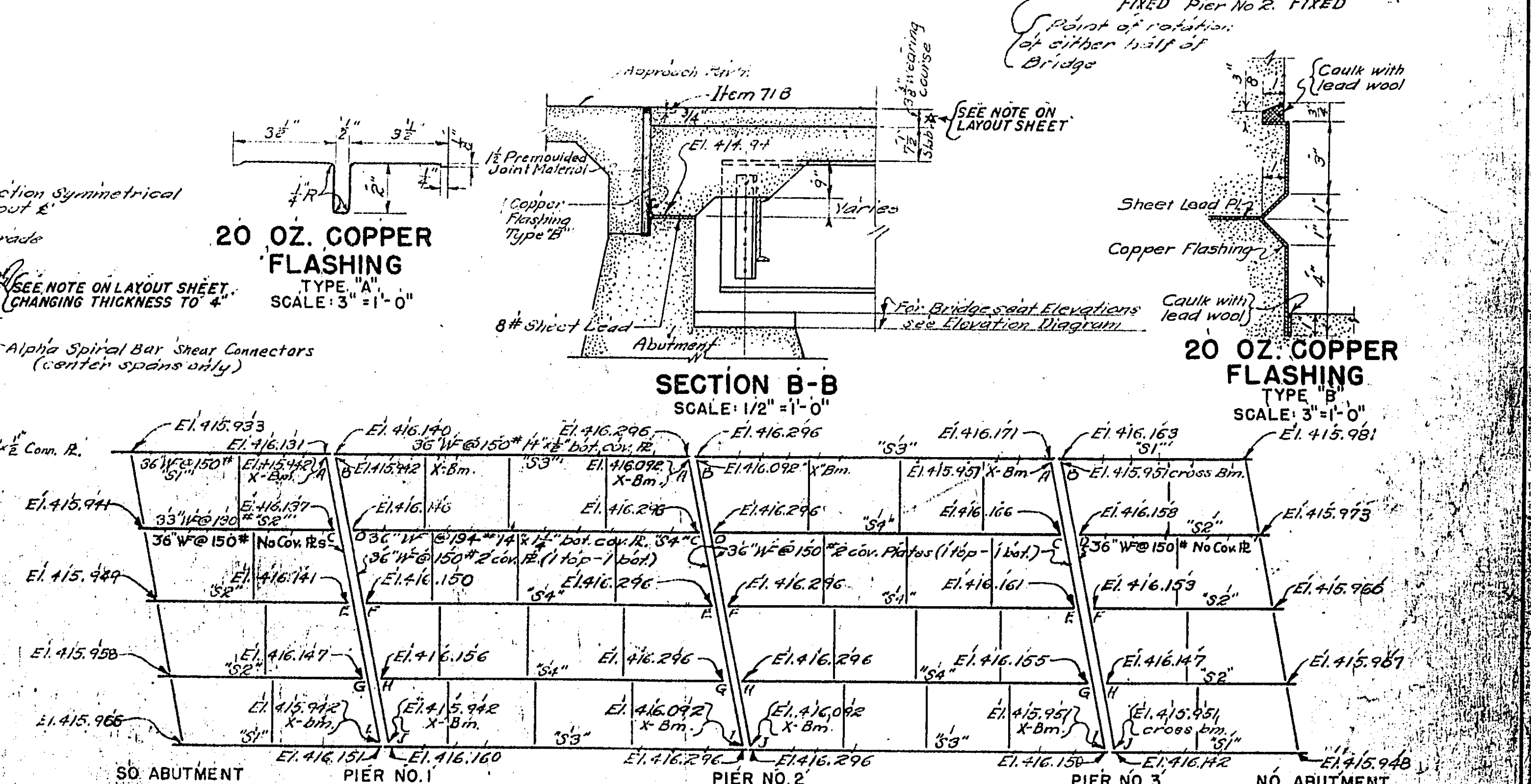
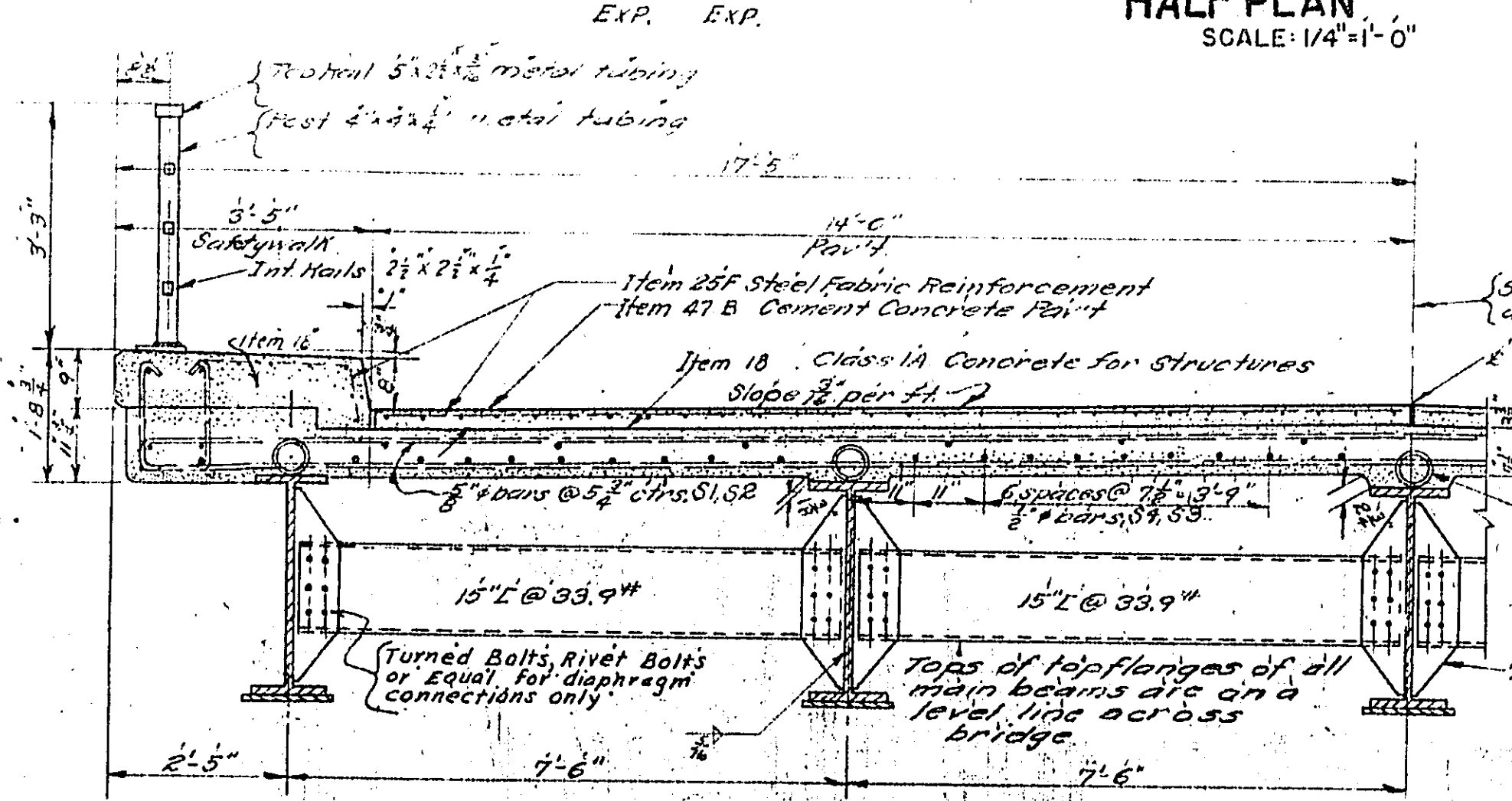
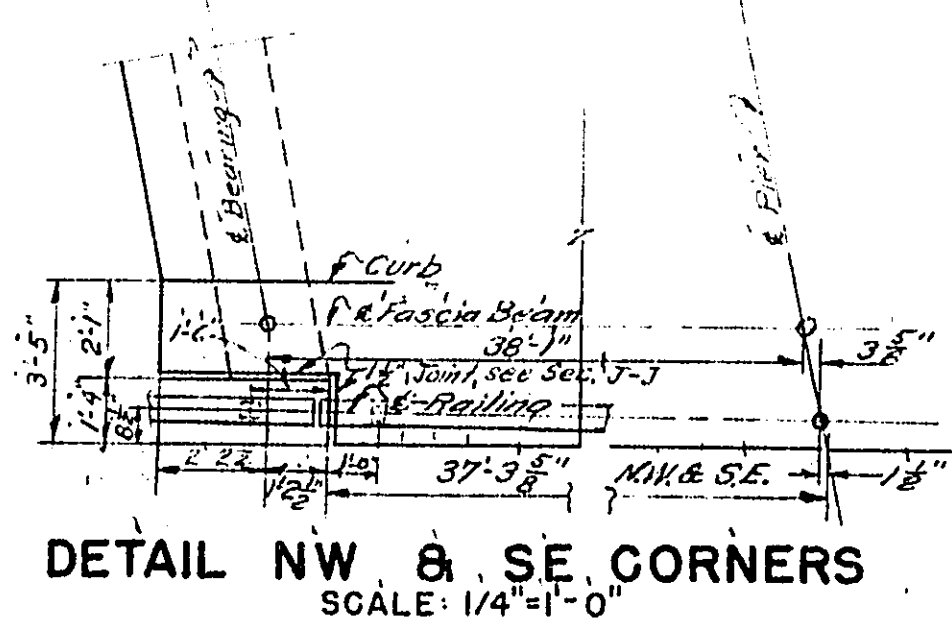
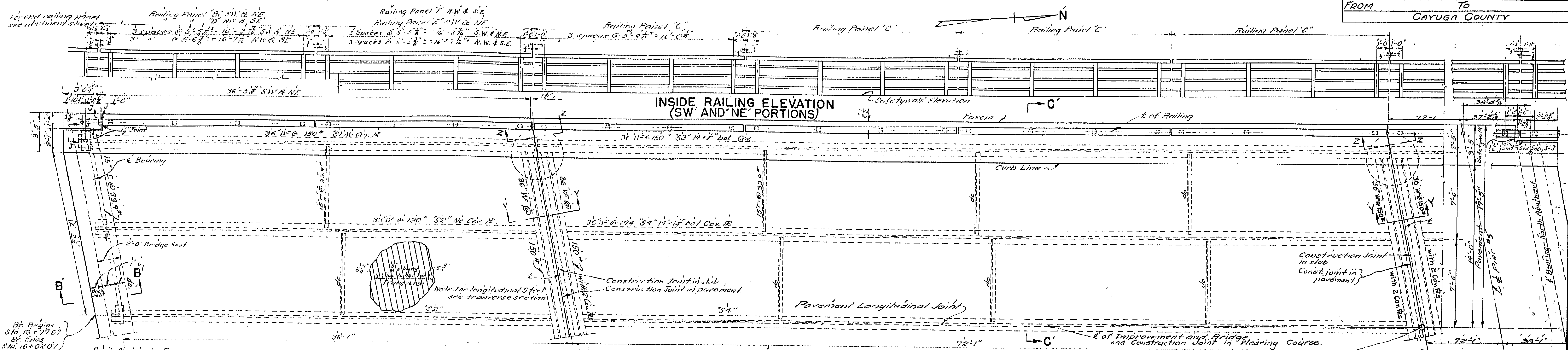
WEEDSPORT-CATO  
STA. 1202+  
LAYOUT

FOR REFERENCE ONLY

New York State Thruway Authority Dept. Of Engineering And Maintenance	
REFERENCE SHEET WEEDSPORT-CATO STRUCTURE-MP 303.92: RTE 34 PRELIMINARY LAYOUT	
TAS 82-28B	25 of 45



FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			86	88
ONTARIO THRUWAY					
FROM TO					
CAYUGA COUNTY					



MADE BY: MAINS  
TRACED BY: T. LAZOT  
CHECKED BY: Steve 9-9-76

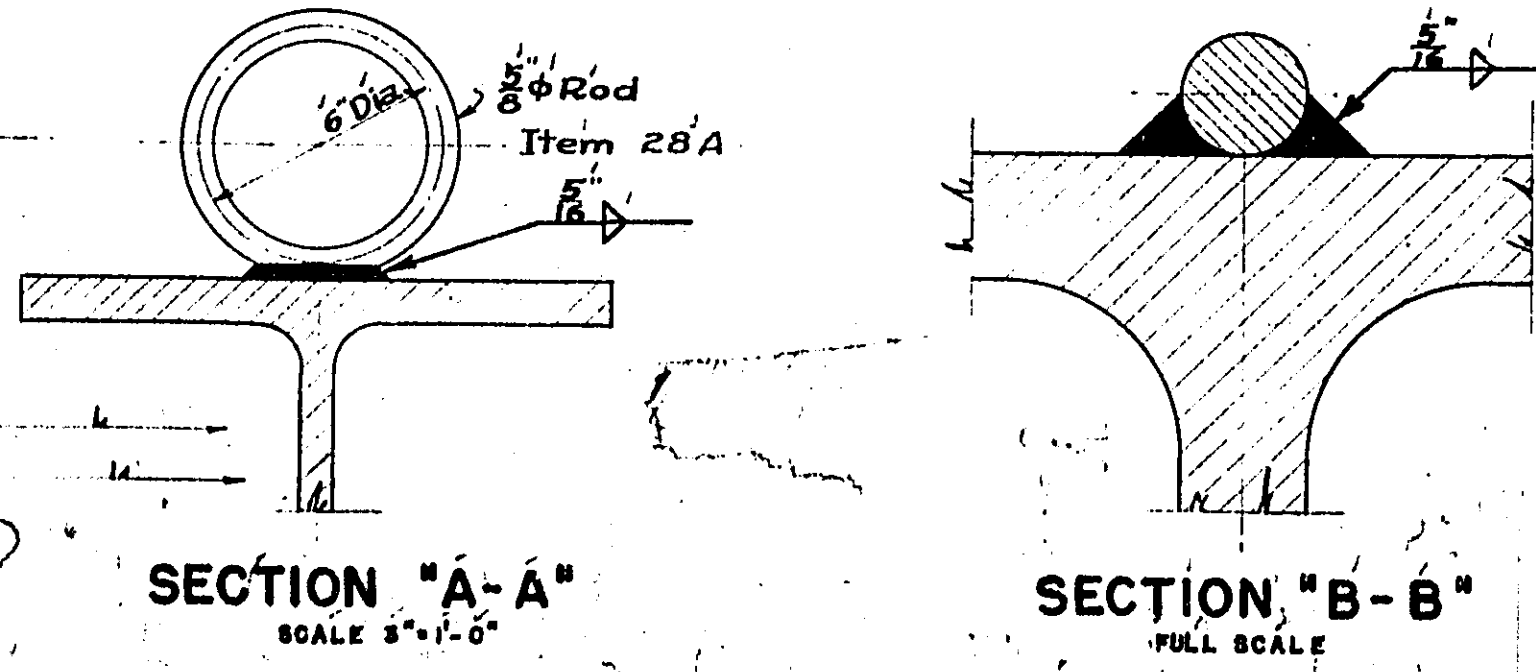
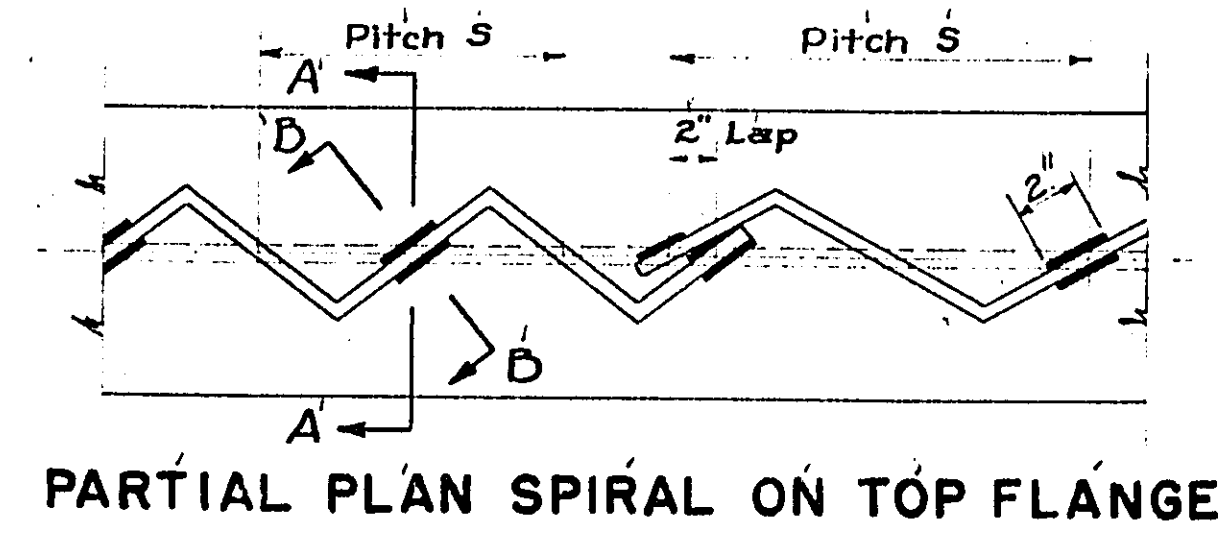
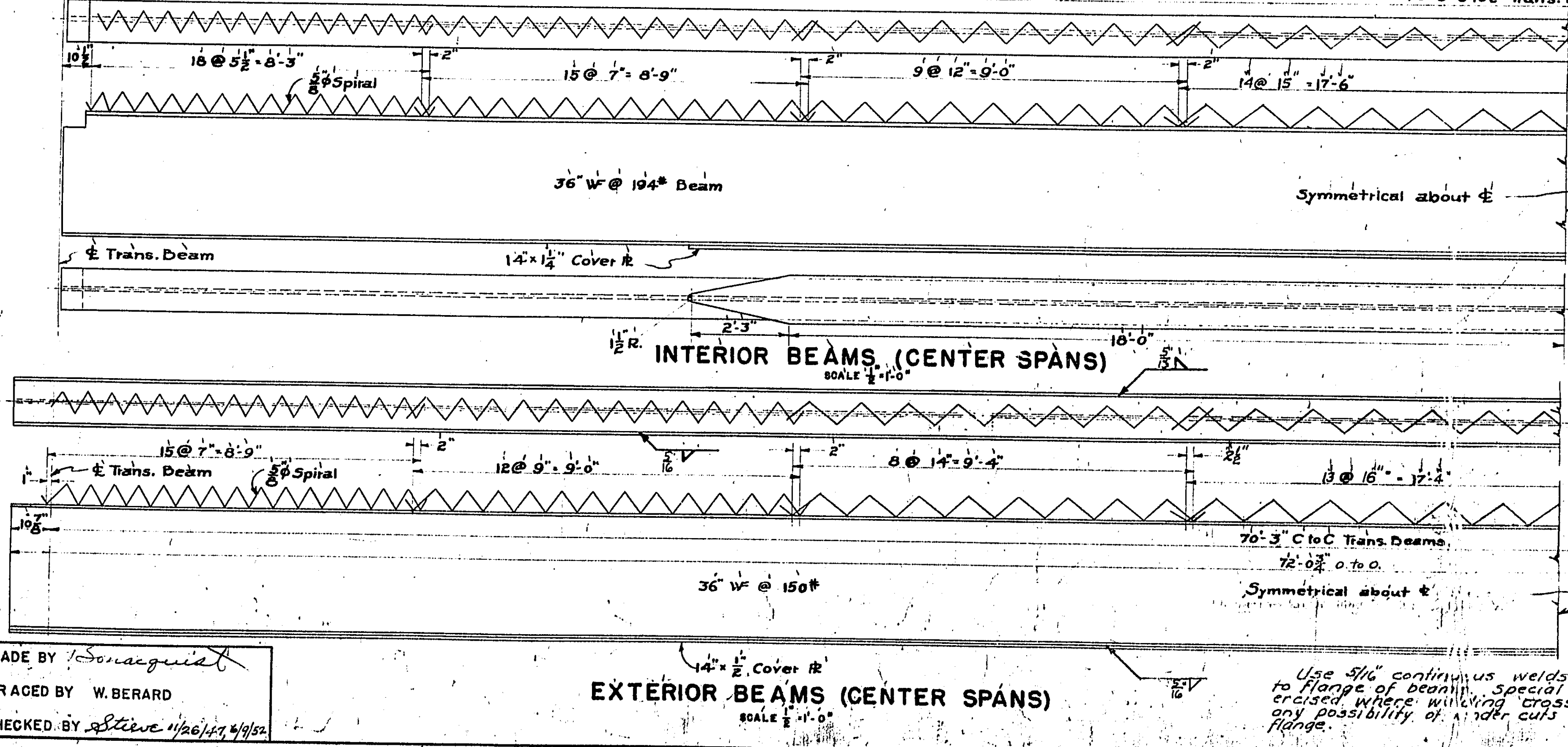
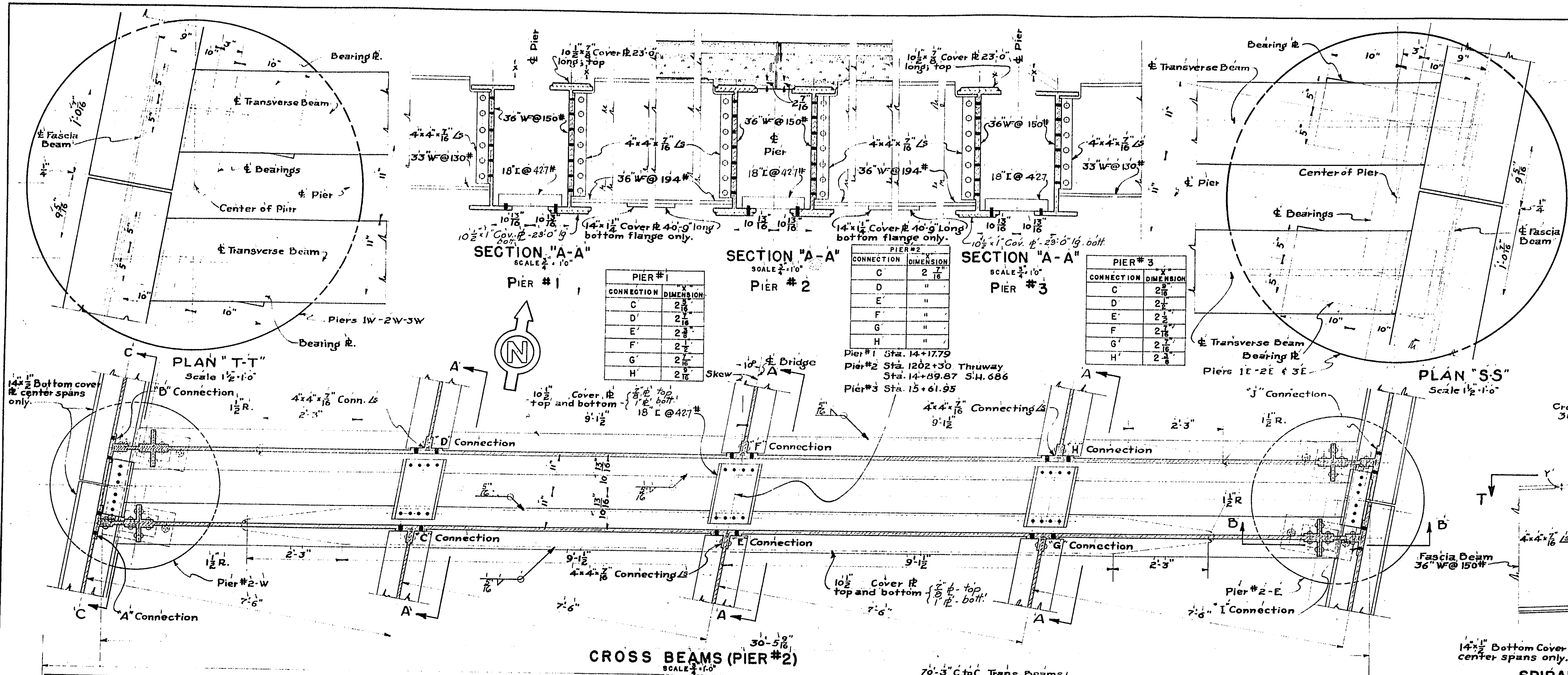
WEEDSPORT-CATO  
STA 1202+3  
PLAN & SECT.

FOR REFERENCE ONLY	
New York State Thruway Authority Dept. of Engineering and Maintenance	
REFERENCE SHEET	
WEEDSPORT-CATO STRUCTURE-MP 303.92	
RTE 34	
PLAN AND SECTIONS	
TAS 82-28B	26 of 45



FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			87	88
ONTARIO THRUWAY					
FROM TO					
CAYUGA COUNTY					

PIER #1		PIER #2		PIER #3	
CONNECTION	DIMENSION	CONNECTION	DIMENSION	CONNECTION	DIMENSION
A	2'-3"	A	2'-3"	A	2'-3"
B	2'-3"	B	2'-3"	B	2'-3"
I	2'-3"	I	2'-3"	I	2'-3"
J	2'-3"	J	2'-3"	J	2'-3"



**SPIRAL BAR SHEAR CONNECTOR NOTES**

The surface of the beam on which the spiral bar shear connectors are to be welded shall not be painted.

All spiral bar shear connectors shall be formed from 8" dia. plain round bars.

Spiral bar shear connectors will be paid for under Item 28 B.

All spiral bar shear connectors shall have two structural welds, each 2" long, effective length, at every point of contact with the beam as shown on the plans.

The Contractor's and Engineer's attention is called to the possibility of interference between the reinforcing steel in the slab and the beam spirals. To avoid this interference the bar spacings may be varied 1" with the understanding that the required area of steel will be placed in each 5 ft. Even then some bars may have to be threaded thru one or more spirals.

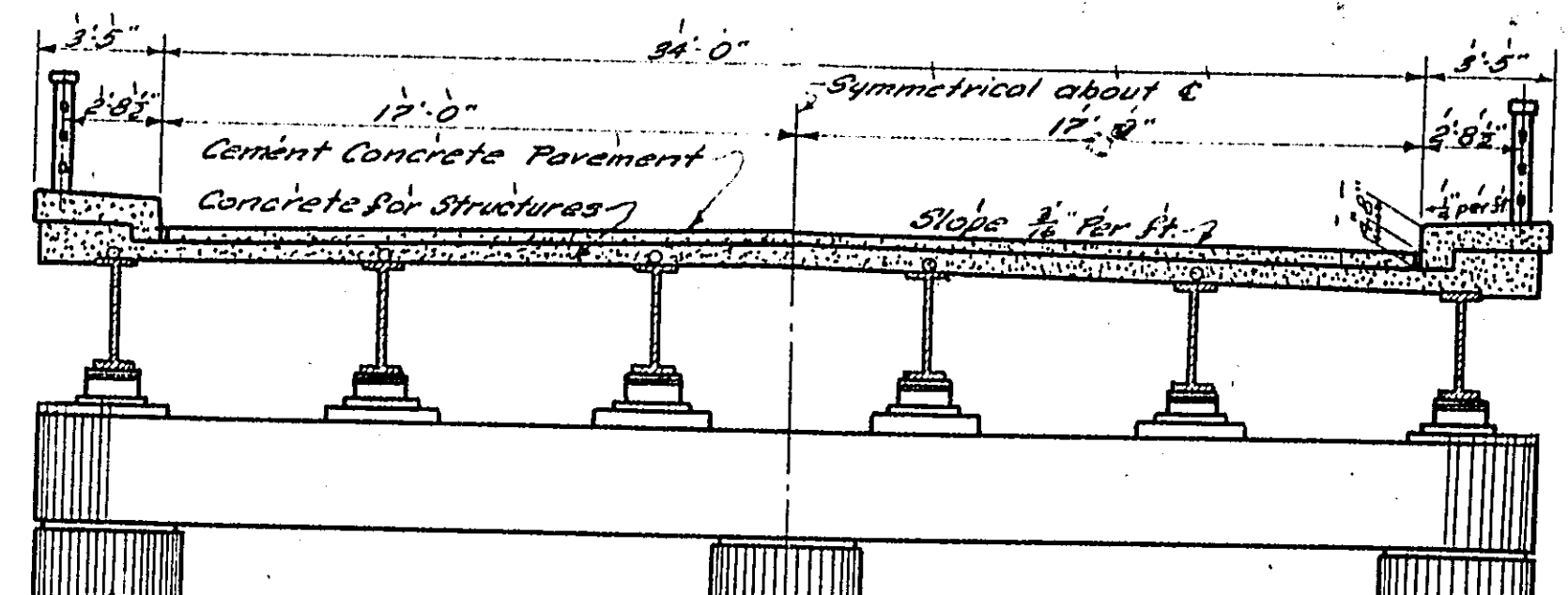
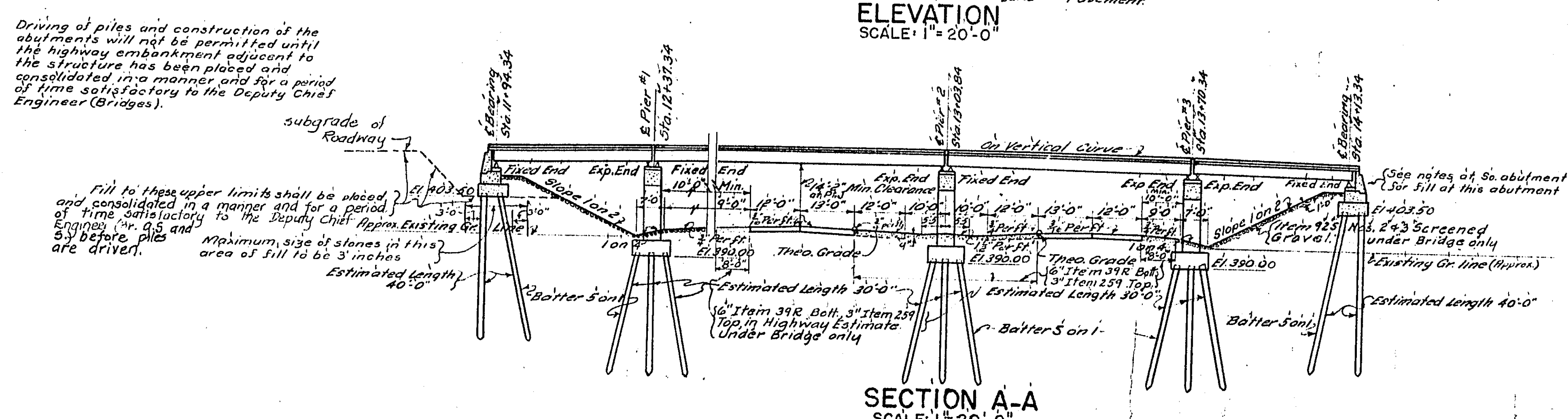
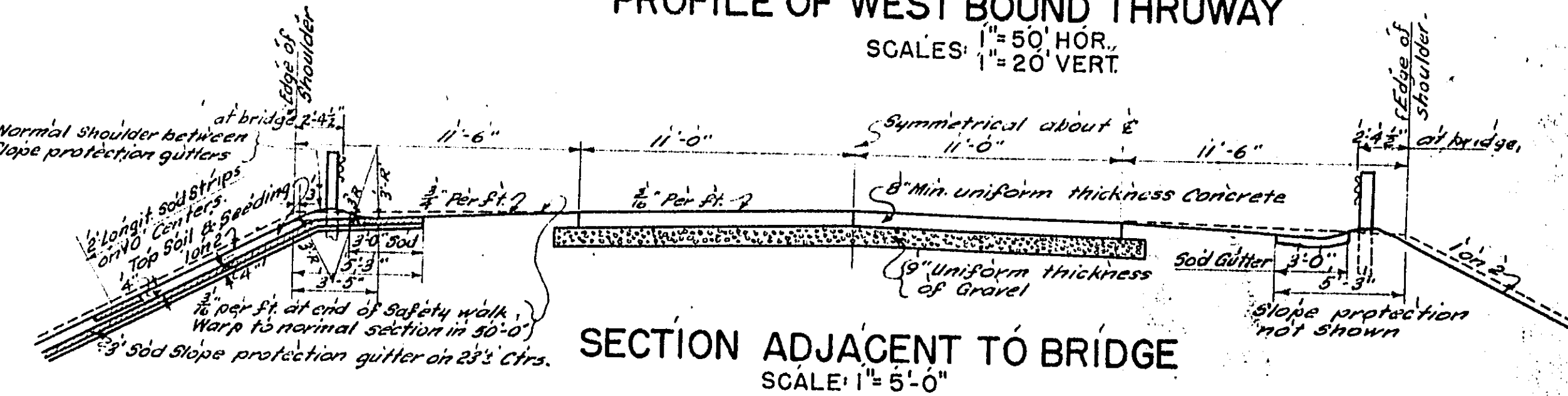
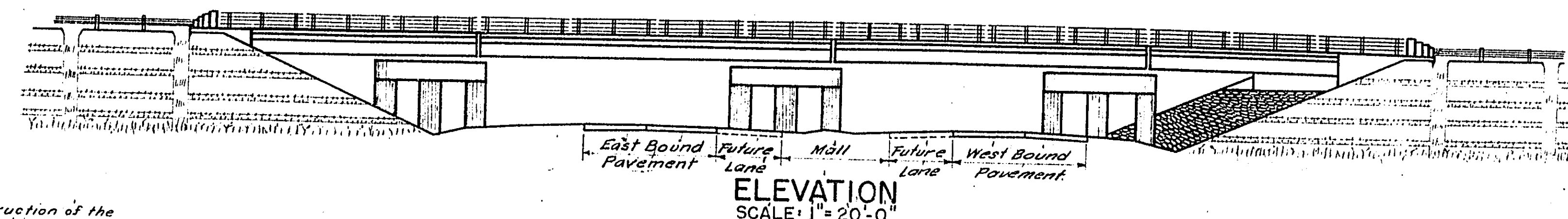
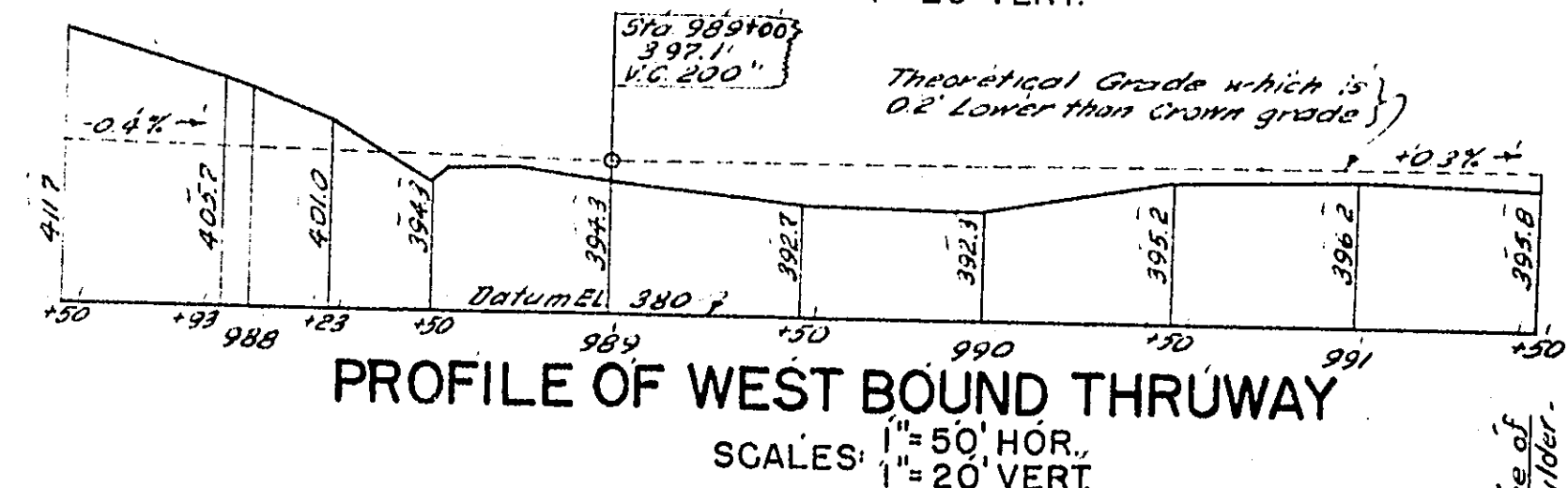
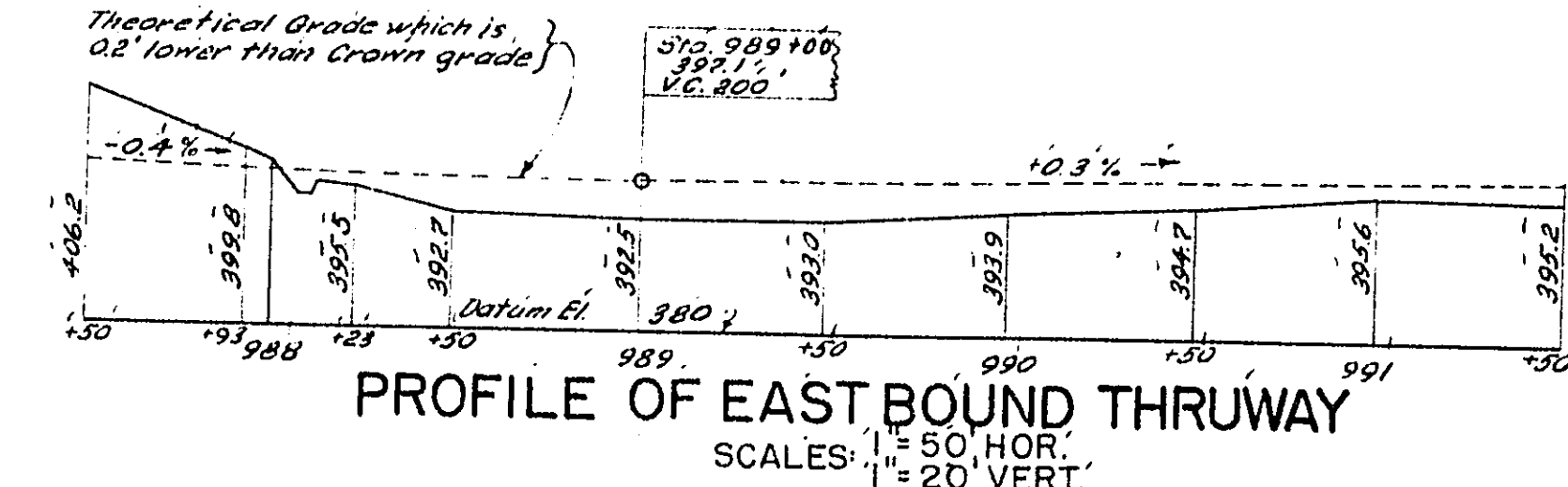
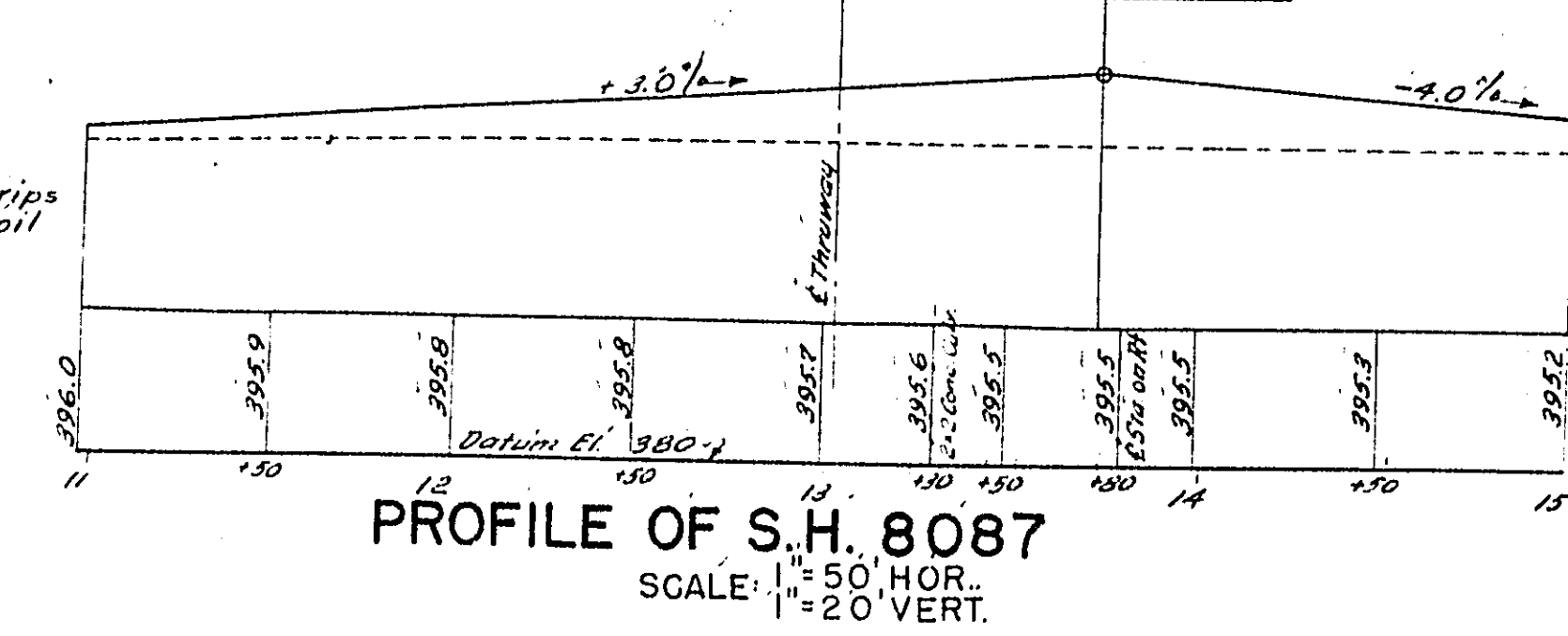
FOR REFERENCE ONLY	
New York State Thruway Authority Dept. Of Engineering And Maintenance	
REFERENCE SHEET	
WEEDSPORT-CATO STRUCTURE-MP 303.92	
RTE 34 BEAMS	
TAS 82-28B	27 of 45

MADE BY: *Sonaguis*  
TRACED BY: W. BERARD  
CHECKED BY: *Steve* 11/26/77 4/9/82

Use 5/16" continuous welds connecting cover plates to flange of beam. Special precautions must be exercised where welding crosses edge of flange to avoid any possibility of under cuts or nicks in the edge of the flange.



572.13+75  
424.35  
V.C. 950



TRANSVERSE SECTION OF BRIDGE  
SCALE: 1"=5'-0"

New York State Thruway Authority Dept Of Engineering And Maintenance	
REFERENCE SHEET PORT BYRON - CONQUEST STRUCTURE- ROUTE 38 - MILEPOST 307.97 ± PRELIMINARY LAYOUT	
TAS 82-28B	28 of 45

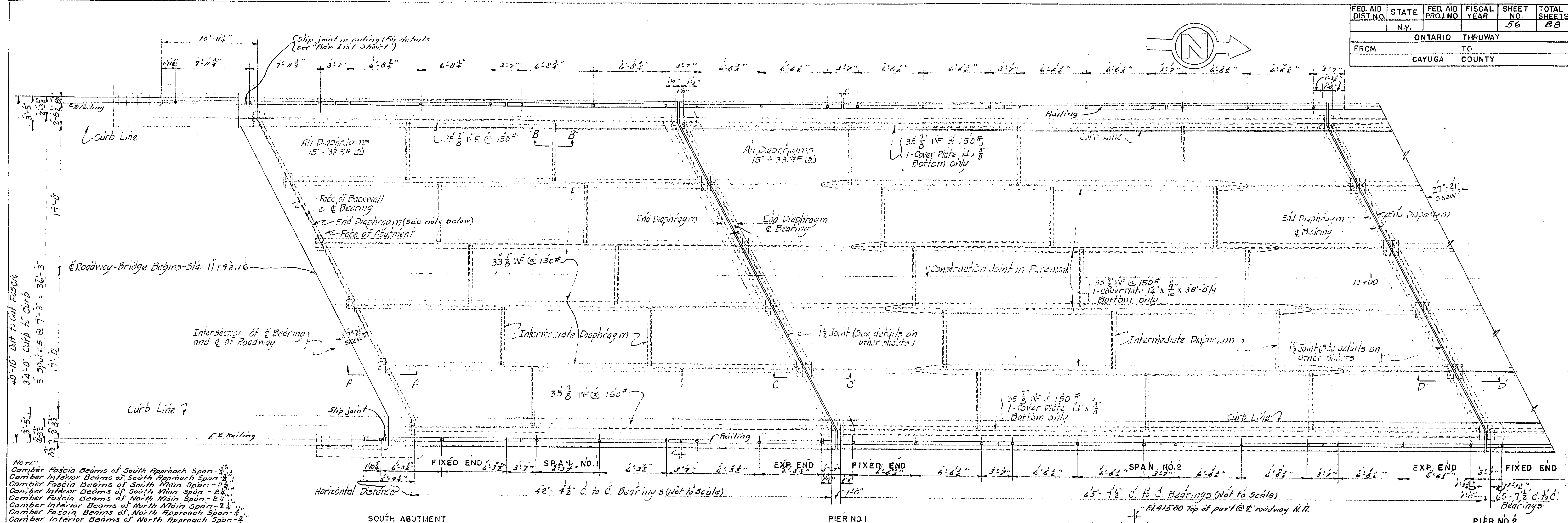
Driving of piles and construction of the abutments will not be permitted until the highway embankment adjacent to the structure has been placed and consolidated in a manner and for a period of time satisfactory to the Deputy Chief Engineer (Bridges).

Fill to these upper limits shall be placed and consolidated in a manner and for a period of time satisfactory to the Deputy Chief Engineer (Ar. 9.5 and 9.6) before piles are driven. Maximum size of stones in area of fill to be 3 inches.

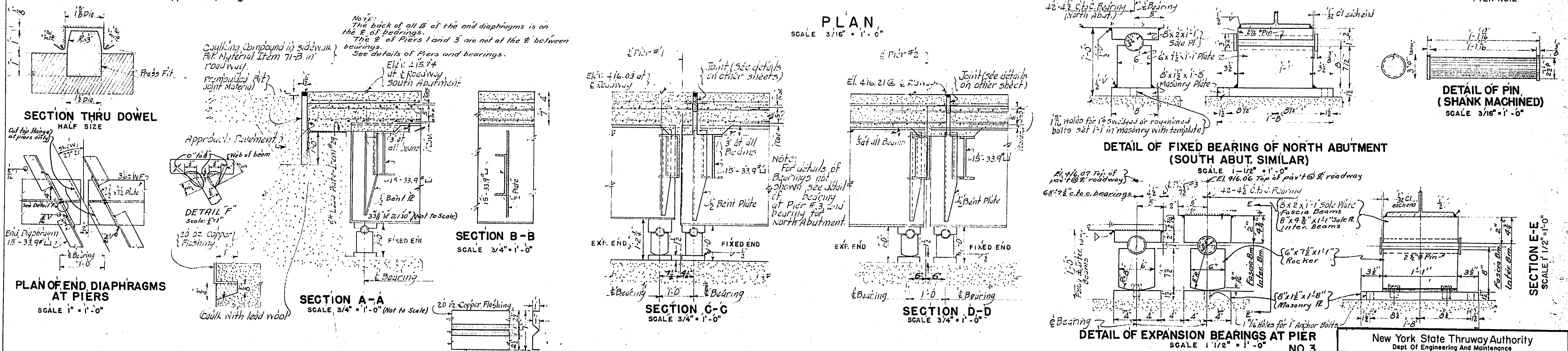
J. M. Stieve 11/26/51  
 H. E. Halligan 12/51  
 S. R. Kluemuth  
 Gordon Van Hoosen  
 Stieve 10/26/51



FED. AID DIST NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			56	88
ONTARIO			THRUWAY		
FROM		TO			
CAYUGA		COUNTY			



PLAN  
SCALE 3/16" = 1' - 0"



John M. Stieve 12/17/51  
H. E. Halligan  
H. V. DuMont  
S. C. Carey  
Stieve 9/6/51

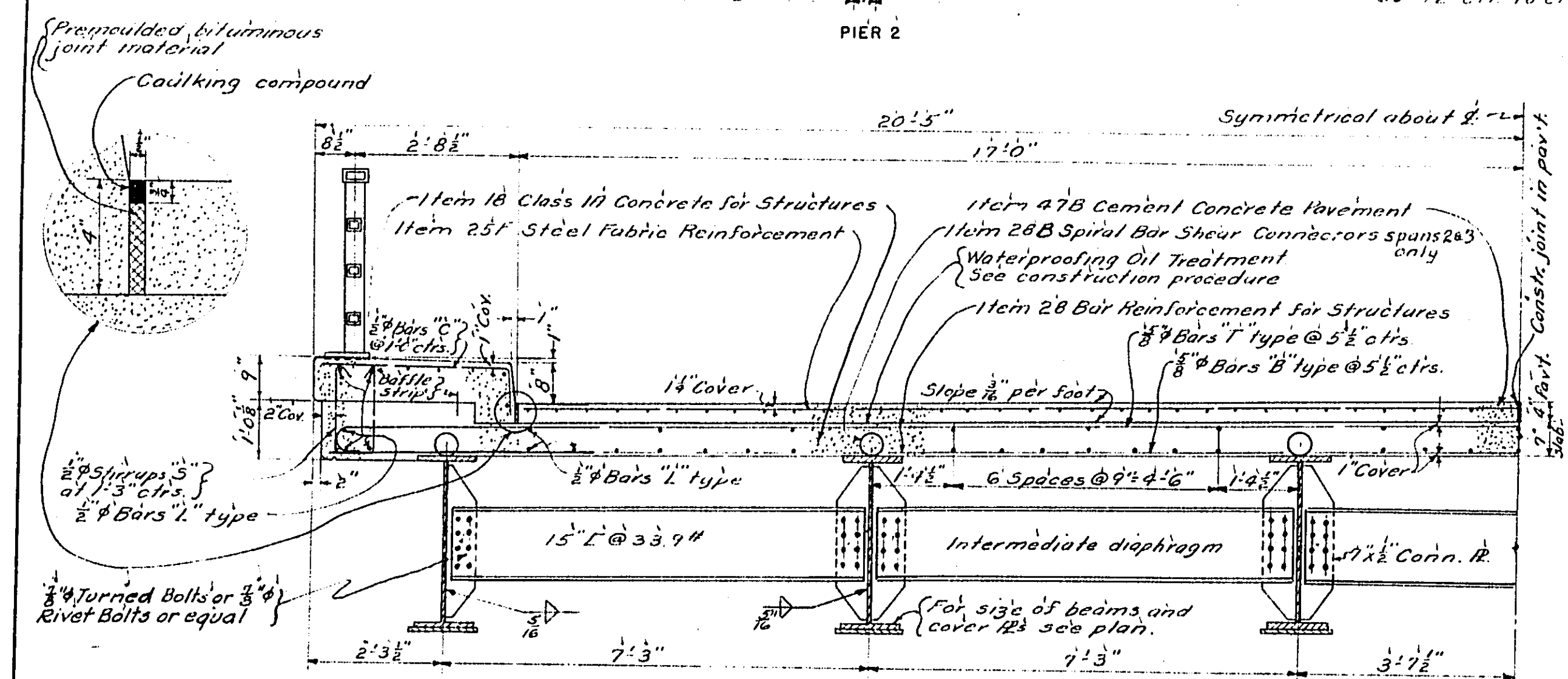
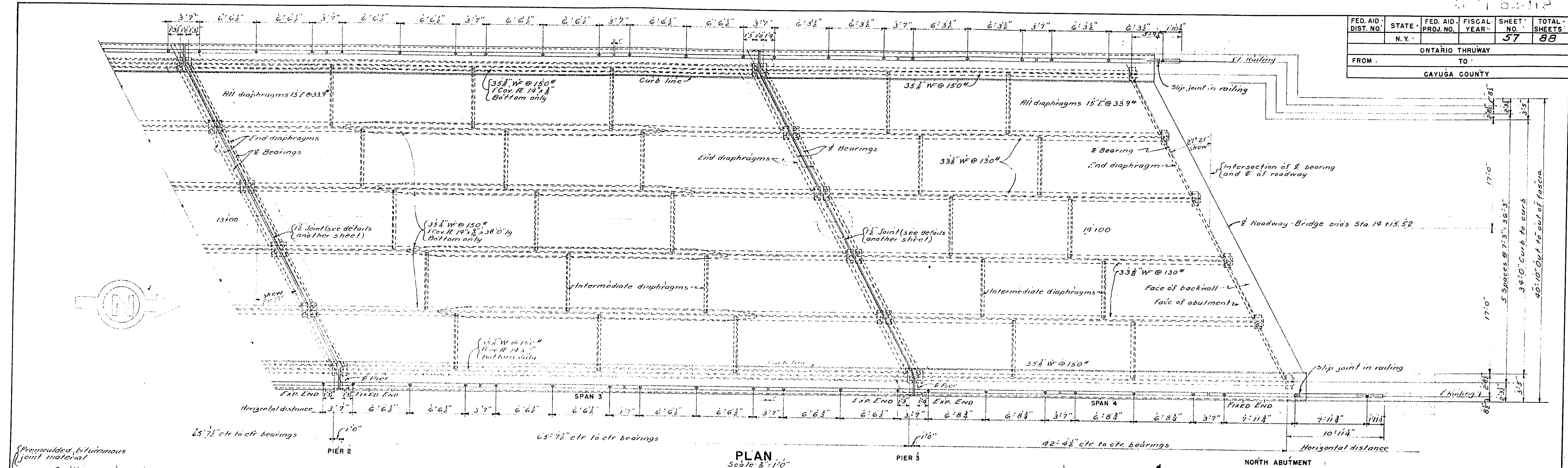
PORT-

PORT BYRON

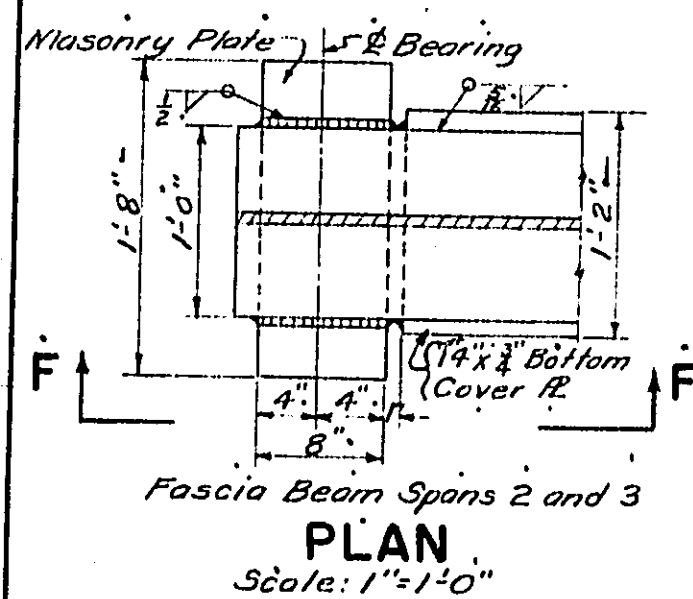
FOR REFERENCE ONLY

New York State Thruway Authority Dept. of Engineering And Maintenance	
REFERENCE SHEET PORT BYRON - CONQUEST STRUCTURE- ROUTE 38 - MILEPOST 307.97 ± SUPERSTRUCTURE DETAILS	
TAS 82-28B	29 of 45

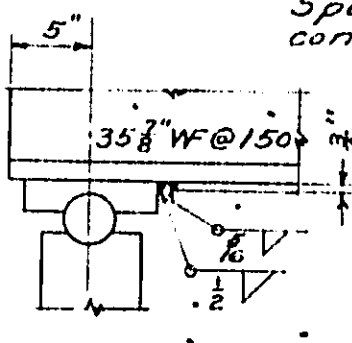




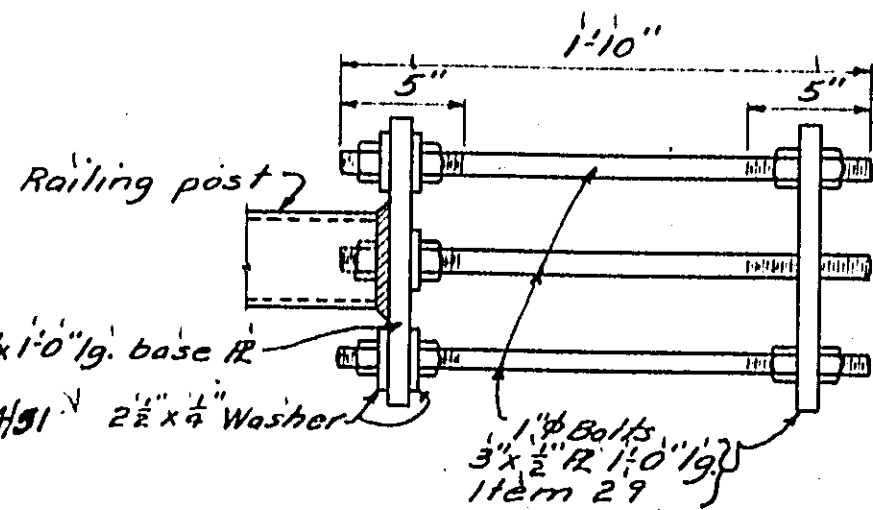
Spans No. 1 and 4 similar except for spiral bar shear connectors and floor beam sizes and cover plates. (See Plan)  
Scale:  $\frac{1}{2}'' = 1'-0''$



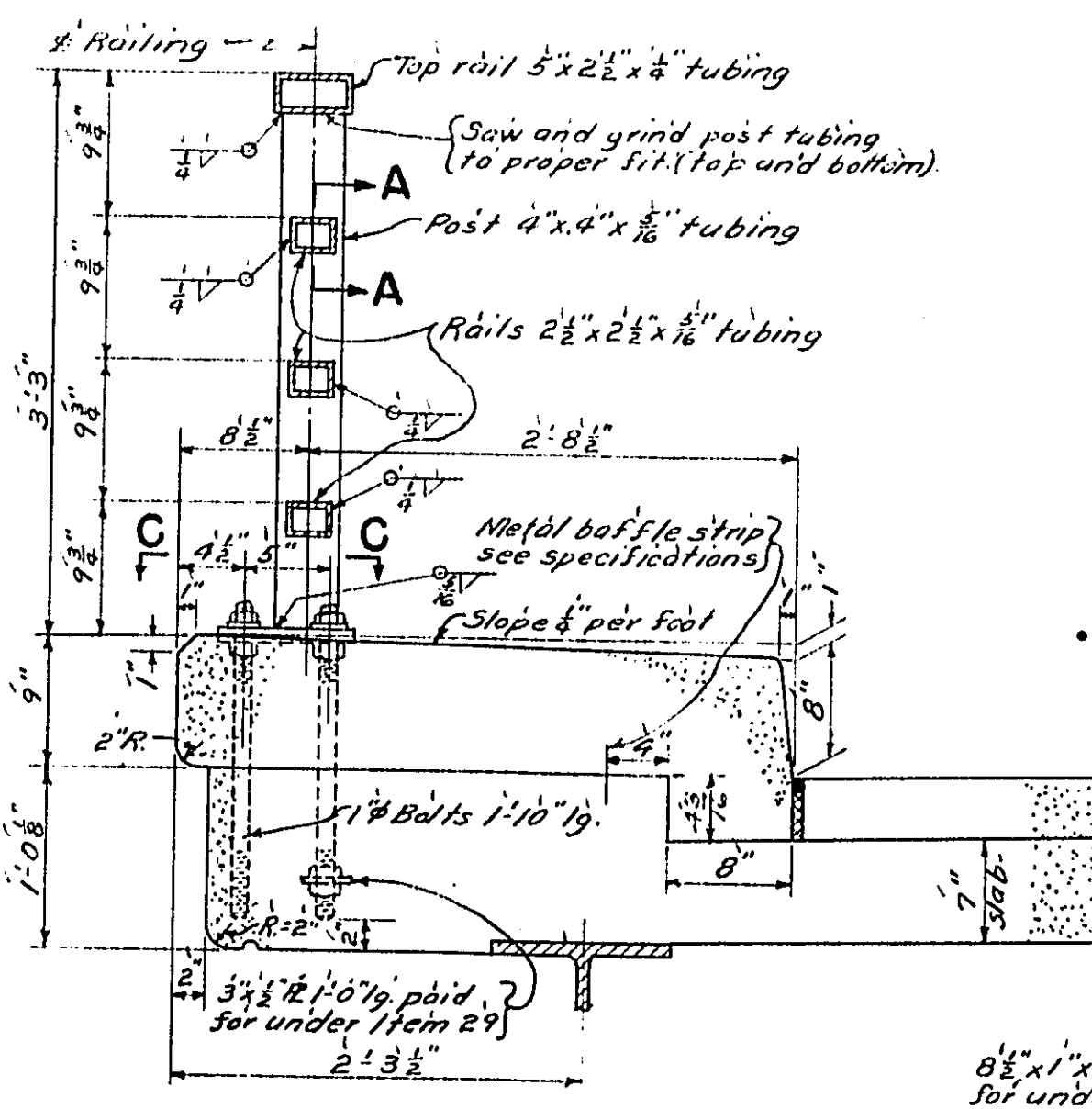
**SECTION F-F**  
*Scale: 1"=1'-0"*



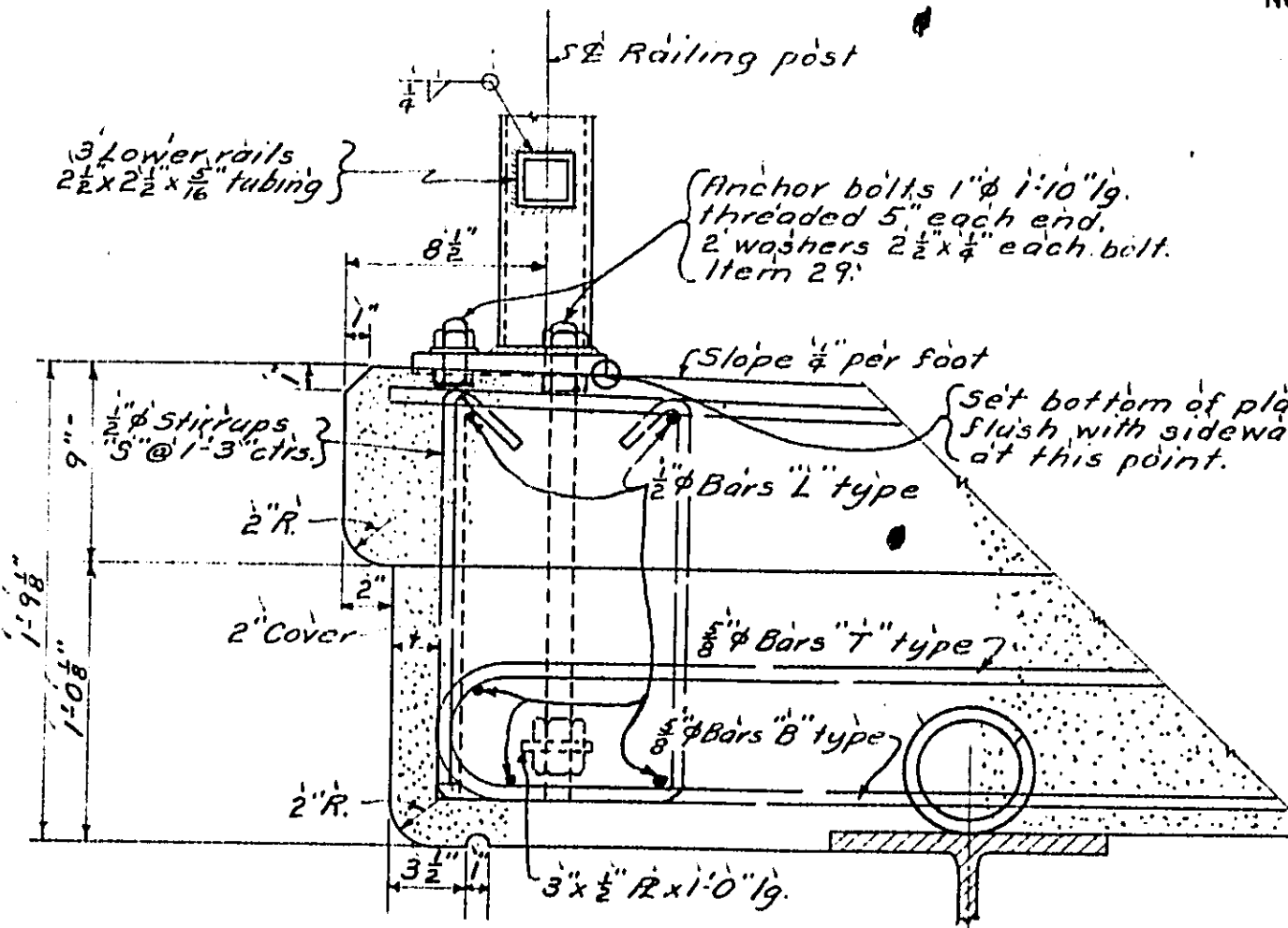
SECTION D-D  
Scale 1/4" = 1'-0"



SECTION THRU RAILING  
Scale: 1"=1'-0"



ENLARGED DETAIL AT FASCIA



## RAILING NOTES

All surfaces of welds on railing to be ground smooth.  
Metal railing including the base plates shall be  
paid for under Item 37.  
Payment for furnishing and installing the anchor  
bolts shall be made under Item 28.  
Dimensions for tubing are outside dimensions.  
Shop or field welding may be used in the fabrication  
and erection of the railing.  
All welding to be electric arc and shall conform to the  
American Welding Society Specifications for Welded  
Highway and Railway Bridges, 1947, and current modifications.  
All railings are to be fabricated and erected so that the  
rails are parallel to each other and to the fascia and  
the posts are vertical.  
The bottom of railing base plates, the surfaces of  
anchor bolt holes in these plates, and washers shall be  
given one coat of Red Lead paint and two coats of  
BattleShip Gray paint.

## CONSTRUCTION PROCEDURE

1. Set anchor bolts with template and pour slab.
2. Make two applications of waterproofing oil treatment to the top of slab. (See note below) in accordance with Specifications.

3. Pour roadway pavement.
4. Place lower nuts on upper and all anchor bolts.
5. Place railing base plate on lower nuts and turn up nuts to bring bottom of plates to sidewalk level.
6. Place upper nuts on anchor bolts, tighten down on plates.
7. Cut sidewalk to proper time and grade.
8. After upper and lower bolts have been tightened to the satisfaction of the Engineer, bolts shall be cut off flush with the top surfaces of the nuts.

Note: Immediately before placing pavement concrete the concrete surfaces upon which it is to be placed shall be thoroughly wetted down continuously for one hour, if the air temperature is above 50°. Cost of same to be included in Items 1W and 1WA of Highway portion of estimate.

FOR REFERENCE ONLY

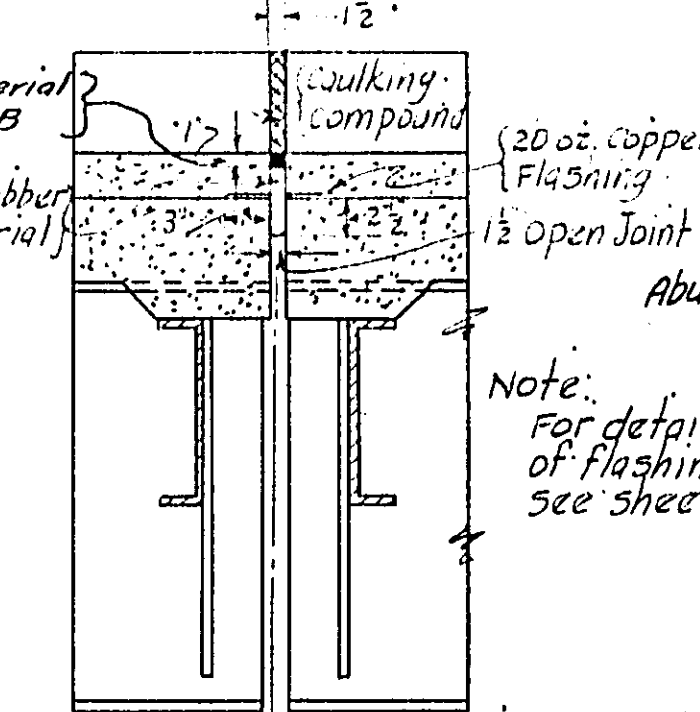
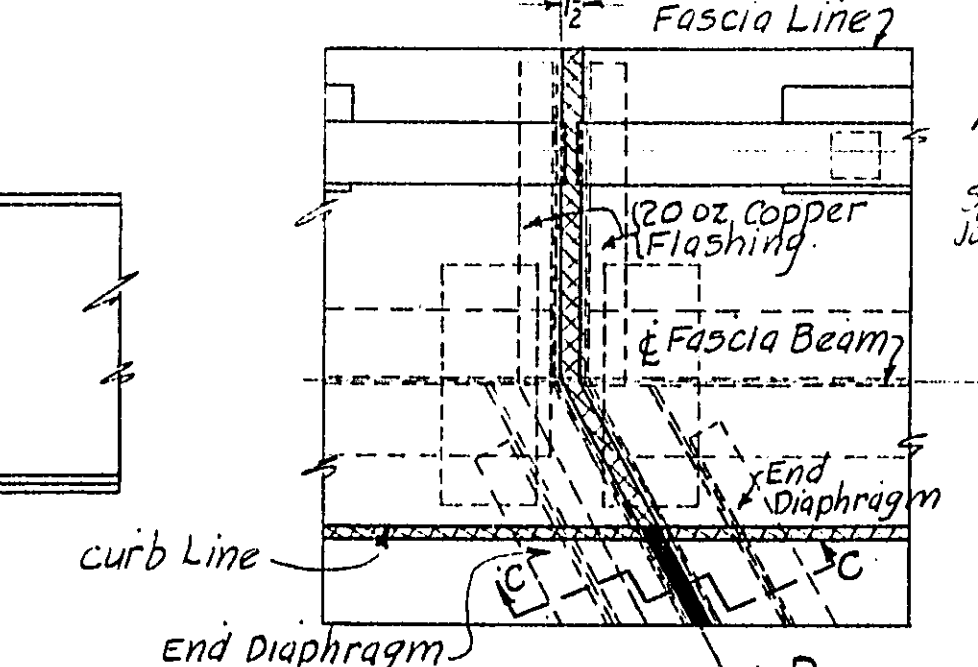
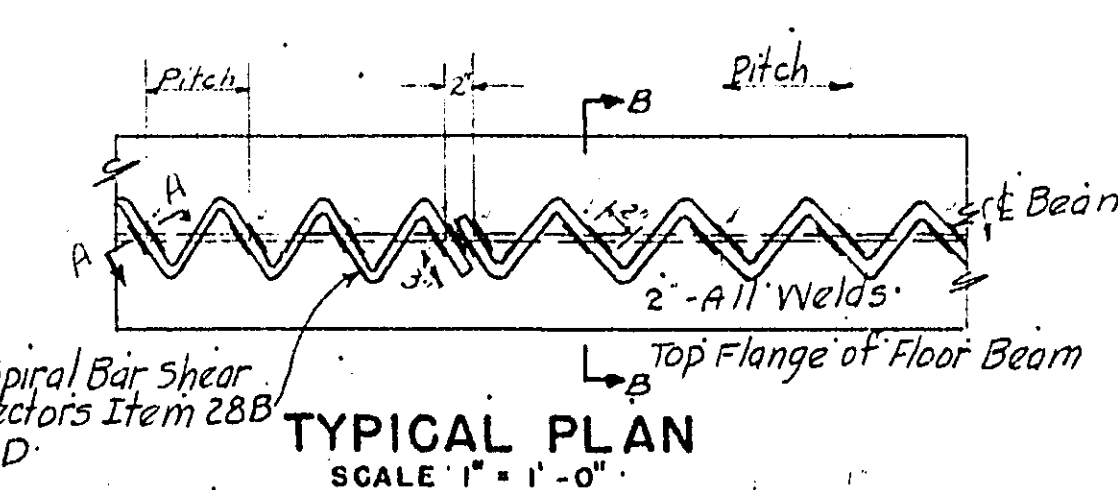
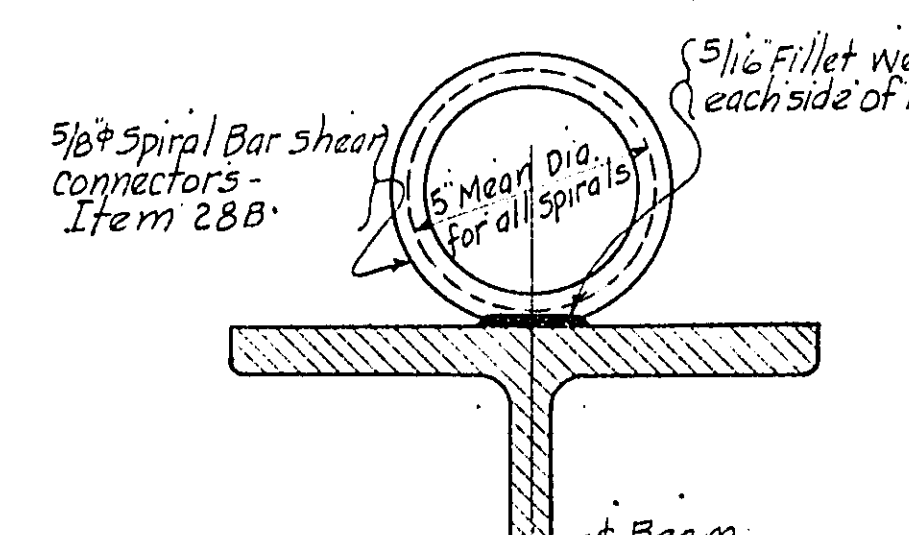
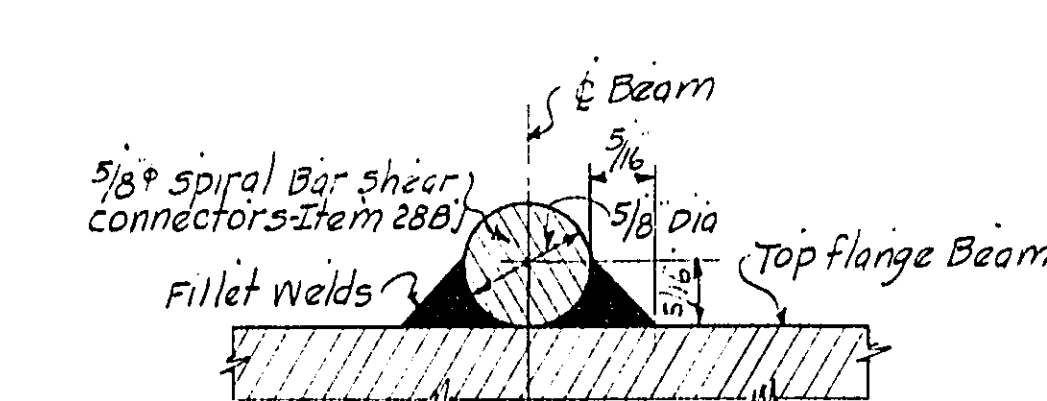
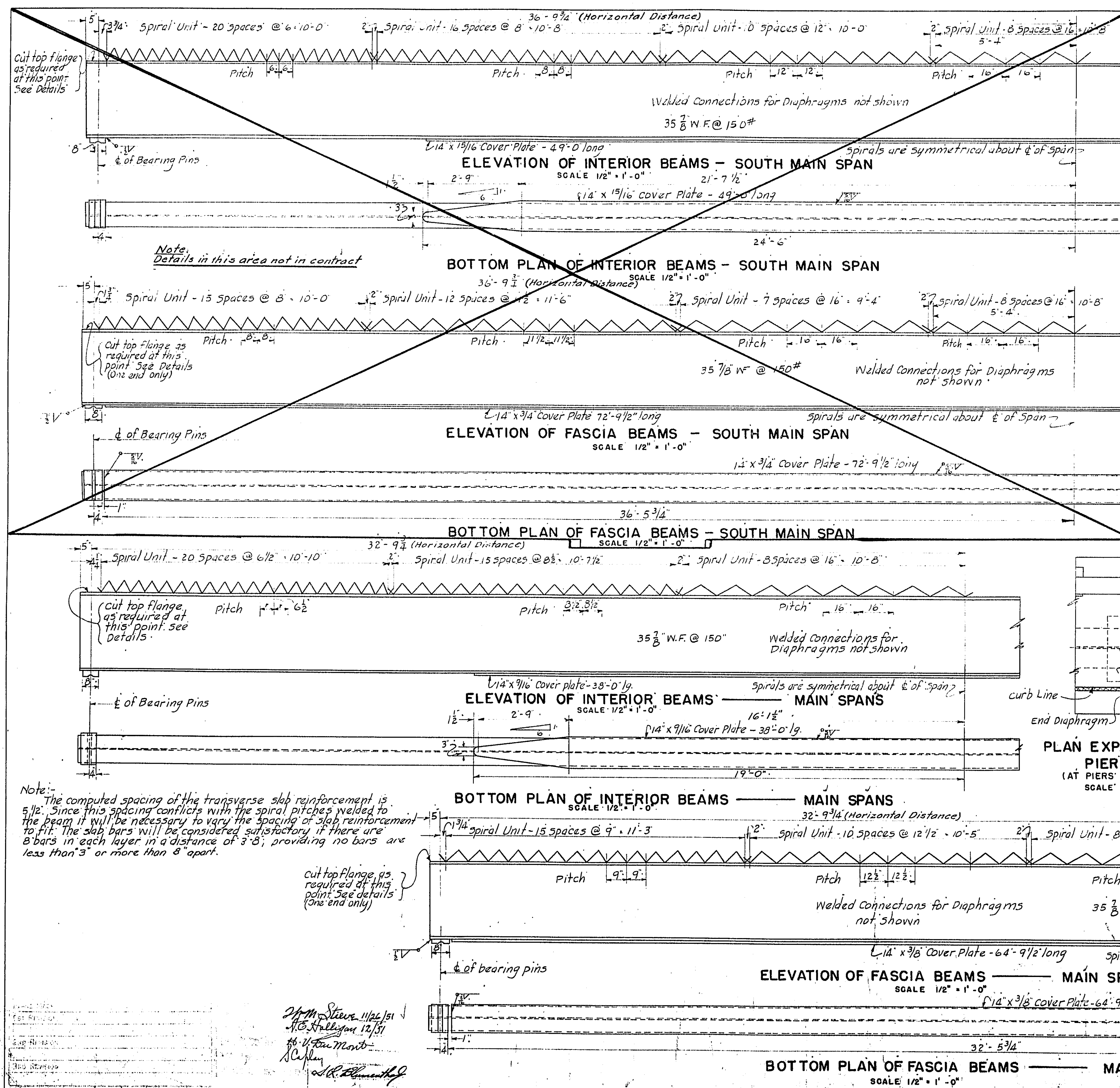
New York State Thruway Authority  
Dept. Of Engineering And Maintenance

REFERENCE SHEET  
PORT BYRON-CONQUEST STRUCTURE-  
ROUTE 38 - MILEPOST 307.97 ±  
SUPERSTRUCTURE DETAILS

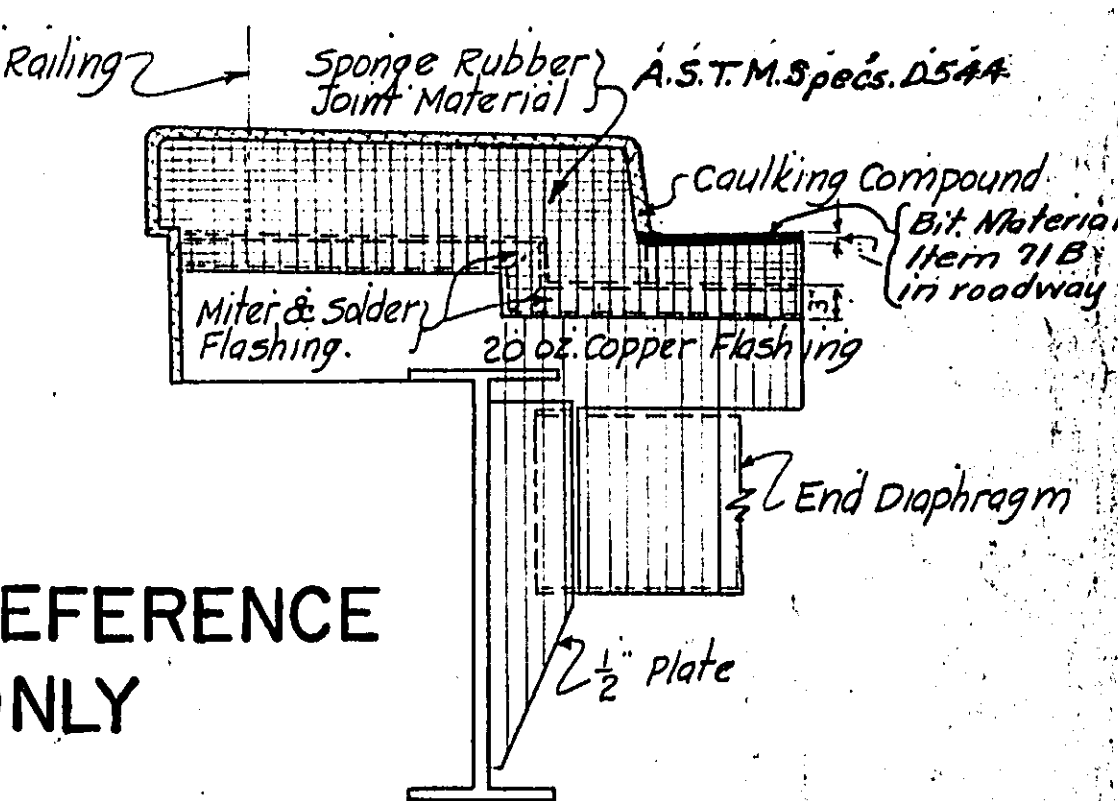
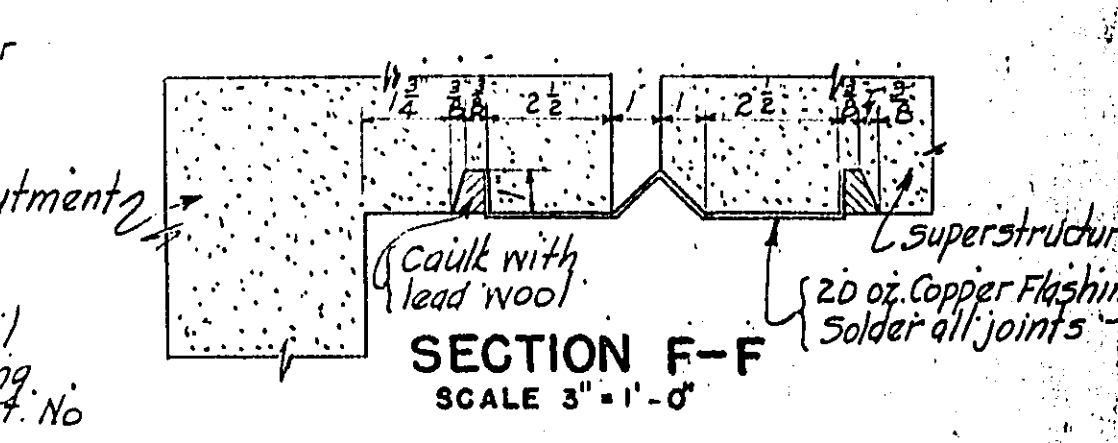
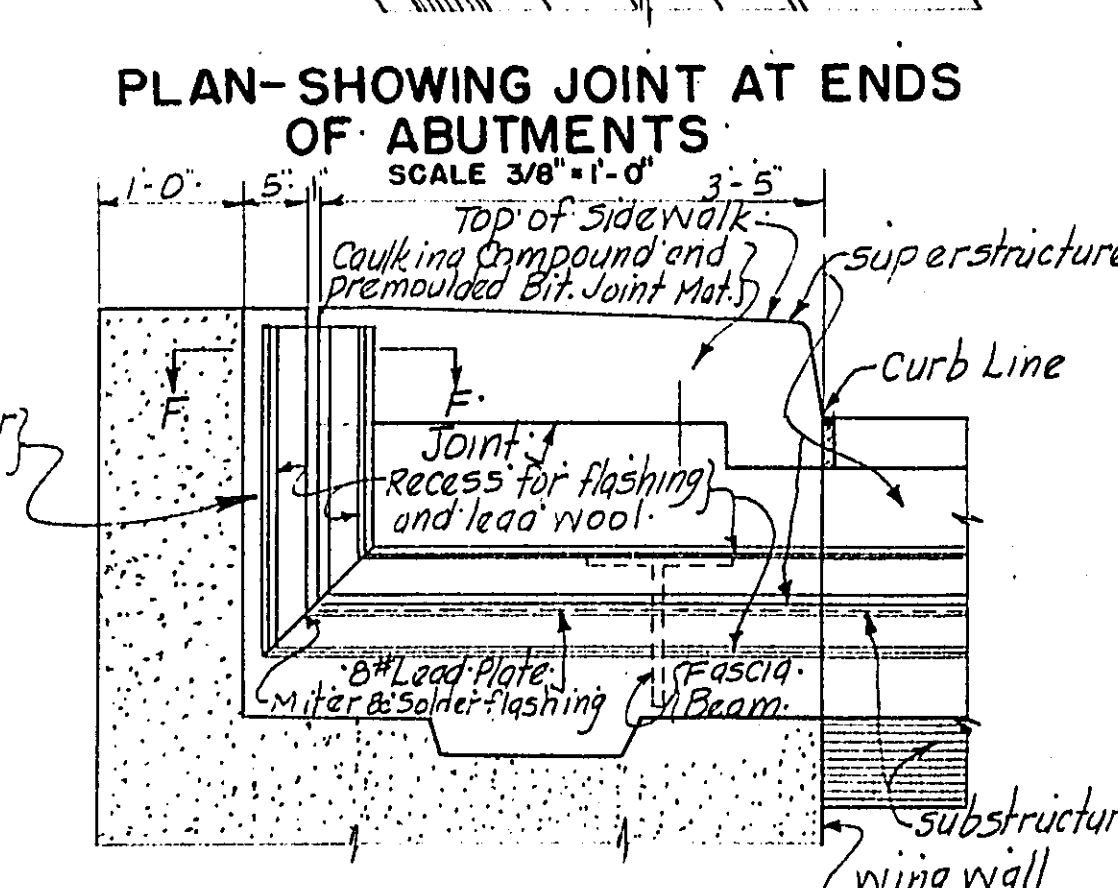
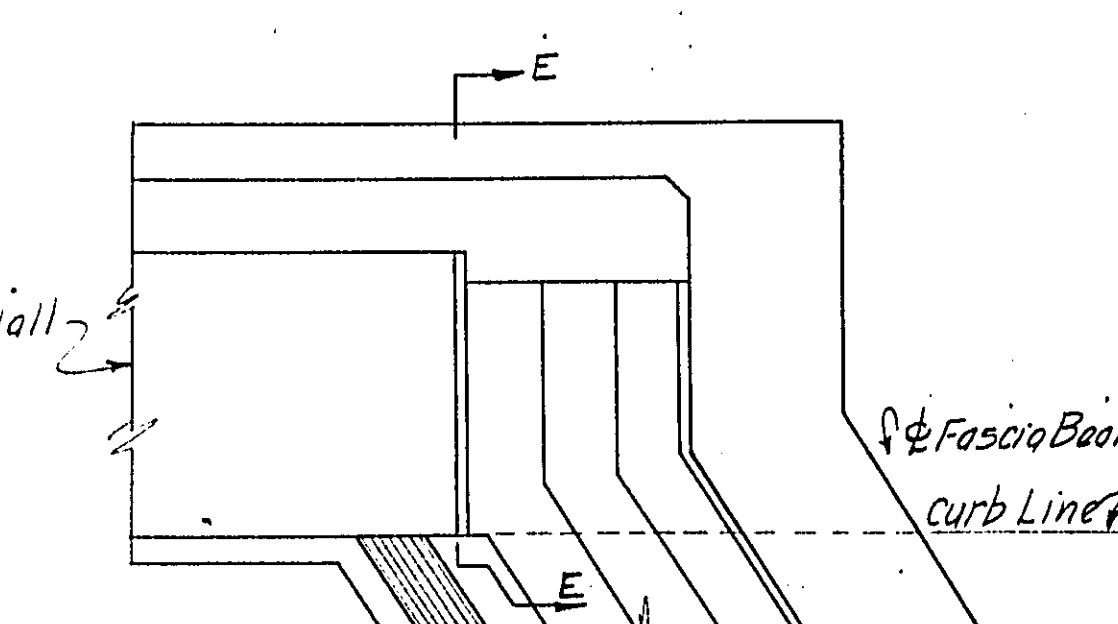
TAS 82-28B	30 of 45
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FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	NY			58	88
ONTARIO THRUWAY					
TO					
FROM CAYUGA COUNTY					



FOR REFERENCE ONLY



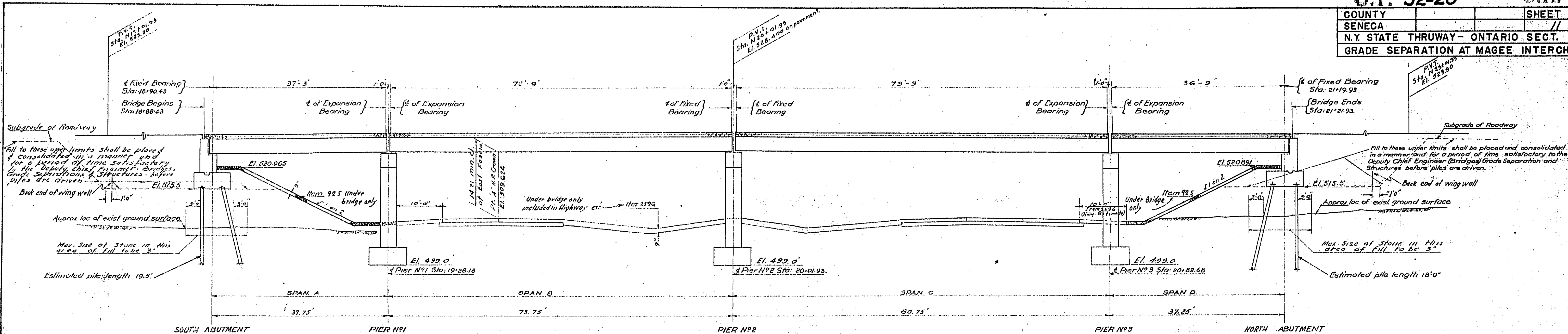
New York State Thruway Authority Dept. Of Engineering And Maintenance	
REFERENCE SHEET	
PORT BYRON-CONQUEST STRUCTURE- ROUTE 38 - MILEPOST 307.97 ± SUPERSTRUCTURE DETAILS	
TAS 82-28B	31 of 45



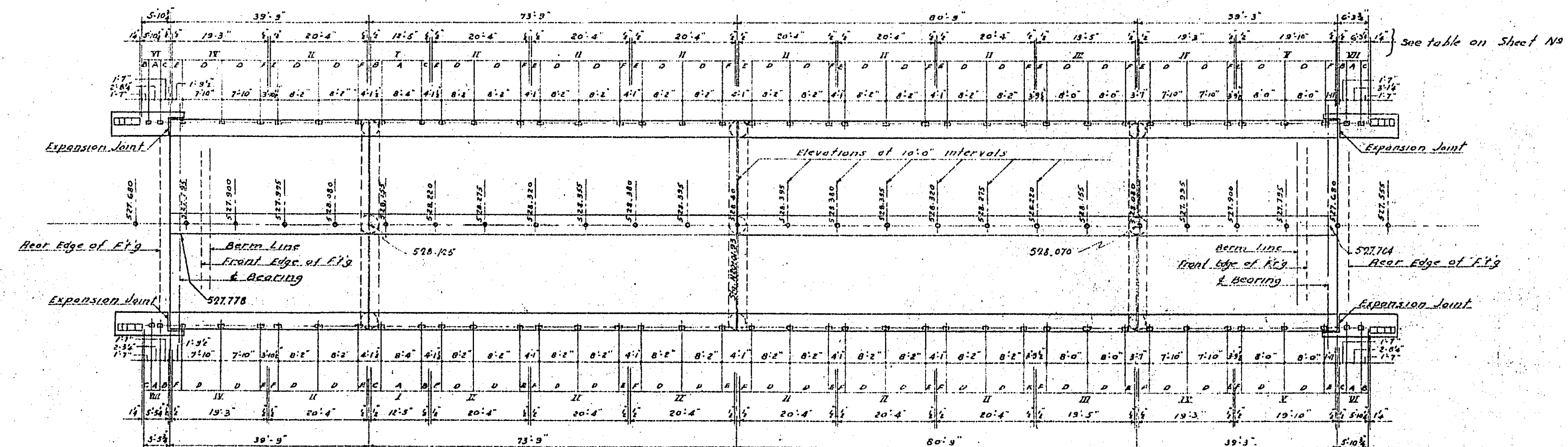




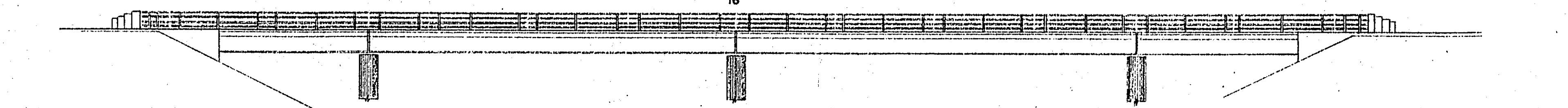
COUNTY	SHEET NO.	TOTAL SHEETS
SENECA	11	34
N.Y. STATE THRUWAY - ONTARIO SECT. SUB-DIV. 2		
GRADE SEPARATION AT MAGEE INTERCHANGE		



SECTION ALONG C OF BRIDGE  
SCALE: 1/32" = 1'-0"



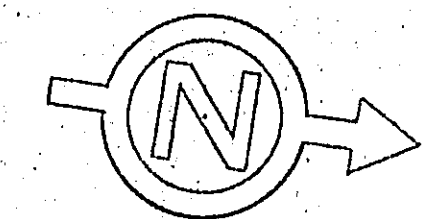
PLAN  
SCALE: 1/16" = 1'-0"



PART ELEVATION  
SCALE: 1/16" = 1'-0"

GENERAL NOTES

Materials & Fabrication Specifications of New York State Department of Public Works dated Jan 2nd 1951 & current modifications & additions.  
Design Specifications AASHO 1945.  
Loading Required 1120 S16-44 modified.  
All concrete except in pavement and piers shall be Item 18 "Concrete in Pavement" shall be Item 47B "Cement Concrete Pavement".  
Concrete in piers shall be Item 18 "Class 1A Concrete for Structures".  
The cost of furnishing & installing caulking compound, permanent bituminous joint material, paraffin material, roofing felt and copper flashing shall be included in the prices bid for various items in this contract.  
After the concrete is cured the contractor shall apply a waterproofing oil treatment as described in the specifications for M41W to all exposed surfaces except the underside of slabs. Two applications of water proofing oil treatment shall be applied to the top of the slab. The second application shall be applied two days prior to the placing of the pavement or sidewalk.  
The contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the foundation note which briefly outlines the anticipated subsurface conditions of the site of the structures and which specifies certain requirements relative to construction. No construction joints other than those shown on the plan will be permitted without the written permission of the Deputy Chief Engineer (Bridges).  
Where caulking compound is to be used the joints shall be primed with a matched material satisfactory to the manufacturer of the caulking compound 24 to 30 minutes before the compound is placed. All joints must be thoroughly cleaned & dry before the priming is applied. Work must be performed by workmen experienced in this type of work.  
For design purposes, the assumed load per pile does not exceed 25 tons (assumed soil pressure under footing 3000 p.s.f.)  
Where steel exceeding one inch in thickness is to be welded electrodes of classification number E6015 or E6016 shall be used.  
Field connections shall be made with turned bolts, rivet bolts, or approved equal.  
Immediately before placing pavement concrete the concrete surface or surface upon which it is to be placed, shall be thoroughly wetted down continuously for one hour if the air temperature is above 50° F.  
The cost of furnishing & placing water used for wetting down the top of slab, sodding, seeding, will be paid for under item 124 of the Highway portion of the contract.  
All exposed edges unless otherwise shown shall be chamfered 1"



ESTIMATE OF QUANTITIES

ITEM Nº	DESCRIPTION	UNIT	SUPERSTRUCTURE		SUBSTRUCTURE		TOTAL	
			NEAT	ROUND	NEAT	ROUND	NEAT	ROUND
5	Trench, Culvert & Bridge Excavation	c.y.	—	—	612	645	612	645
15-2	Portland Cement Type 2	Bbl.	390	410	851	900	1241	1310
15-N	Natural Cement Type N	Bbl.	78	85	122	130	200	215
18	Class 1A Concrete for Structures	c.y.	219	295	575	606	794	900
19	Class 1A Concrete for Railings	c.y.	—	—	274	3	274	300
25F*	Steel Fabric Reinforcement	S.Y.	932	980	—	—	932	980
26	Bar Reinforcement for Structures	Lb.	64000	66600	58234	61500	122234	128100
28B	Spiral Bar Shear Connectors	Lb.	2993	3150	—	—	2993	3150
29	Structural Steel	Lb.	351754	365000	—	—	351754	365000
37	Metel Railing	L.F.	489	515	—	—	489	515
47B**	Cement Concrete Pavement	c.y.	704	110	—	—	704	110
92S	Sodded gravel-loose measure	c.y.	—	—	97	103	97	103
85C	Cast-in-Place Concrete Piles	L.F.	—	—	1031	1109	1031	1109
87	Furnishing Equipment for Driving Piles	L.S.	—	—	Nec.	Nec.	Nec.	Nec.
121	Topsoil Placed from Stockpiles	c.y.	—	—	166	175	166	175
123	Seeding	Acres.	—	—	214	10	214	10
124	Sodding	S.Y.	—	—	448	475	448	475
15-2A**	Portland Cement Type 2A	Bbl.	155	165	—	—	155	165

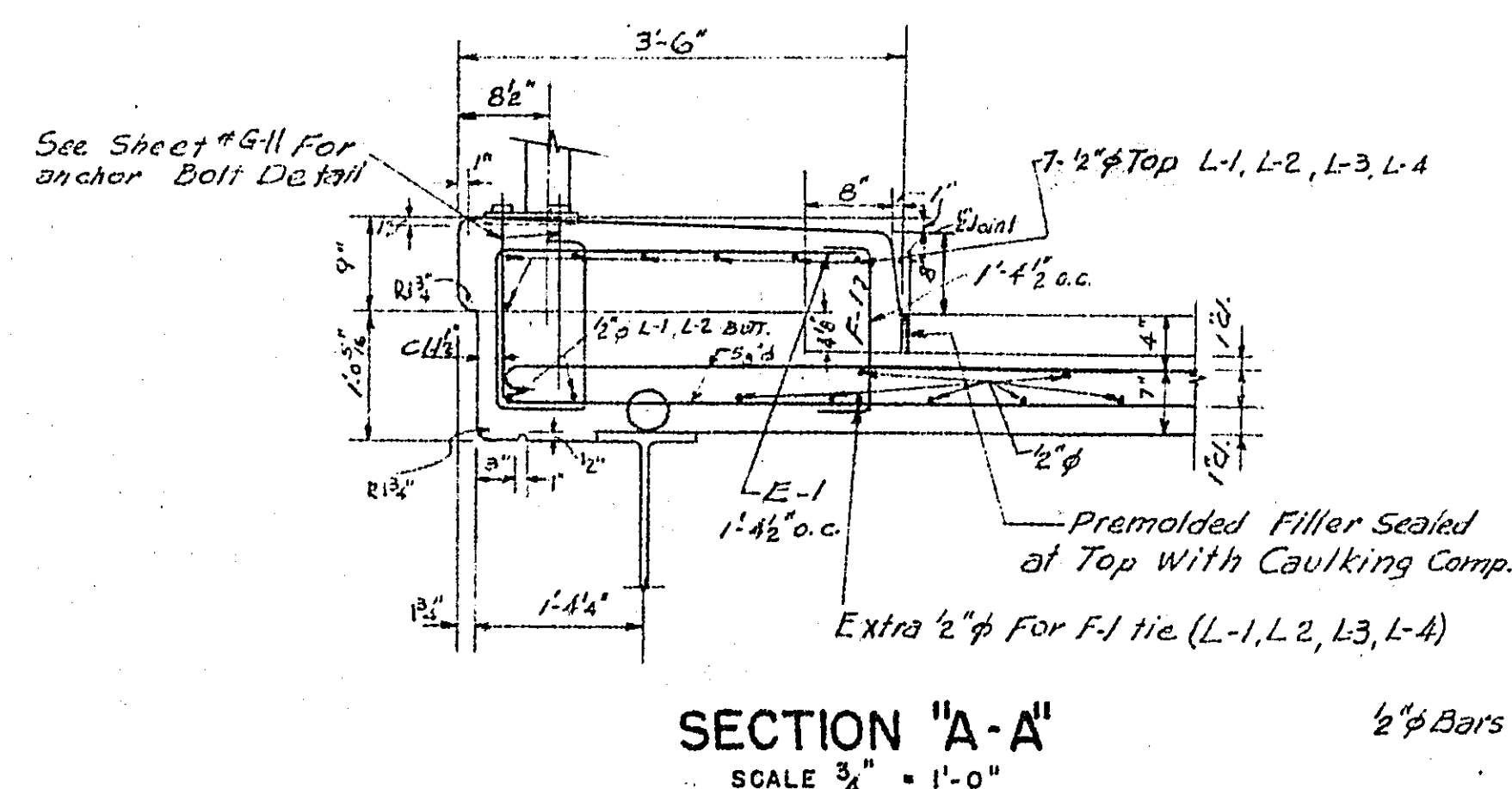
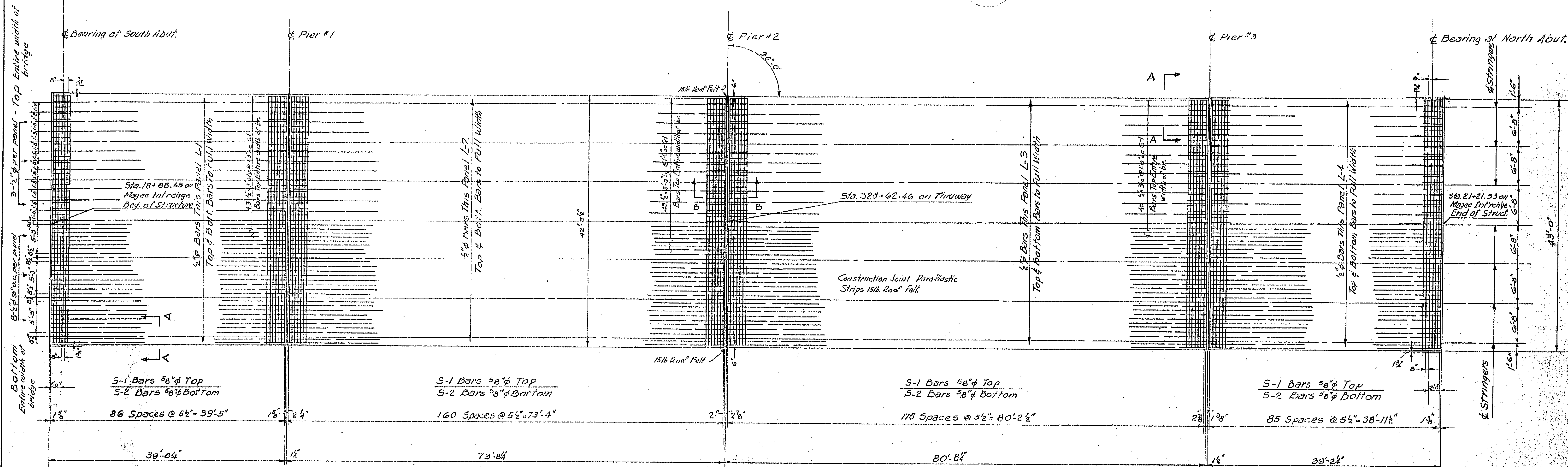
\*Item 25F shall be furnished in flat sheets only.  
\*\* Cement Type 2A and Cement Type N shall be used in ratio of 7:1 for bridge pavement, Item 47B.

FOR REFERENCE ONLY

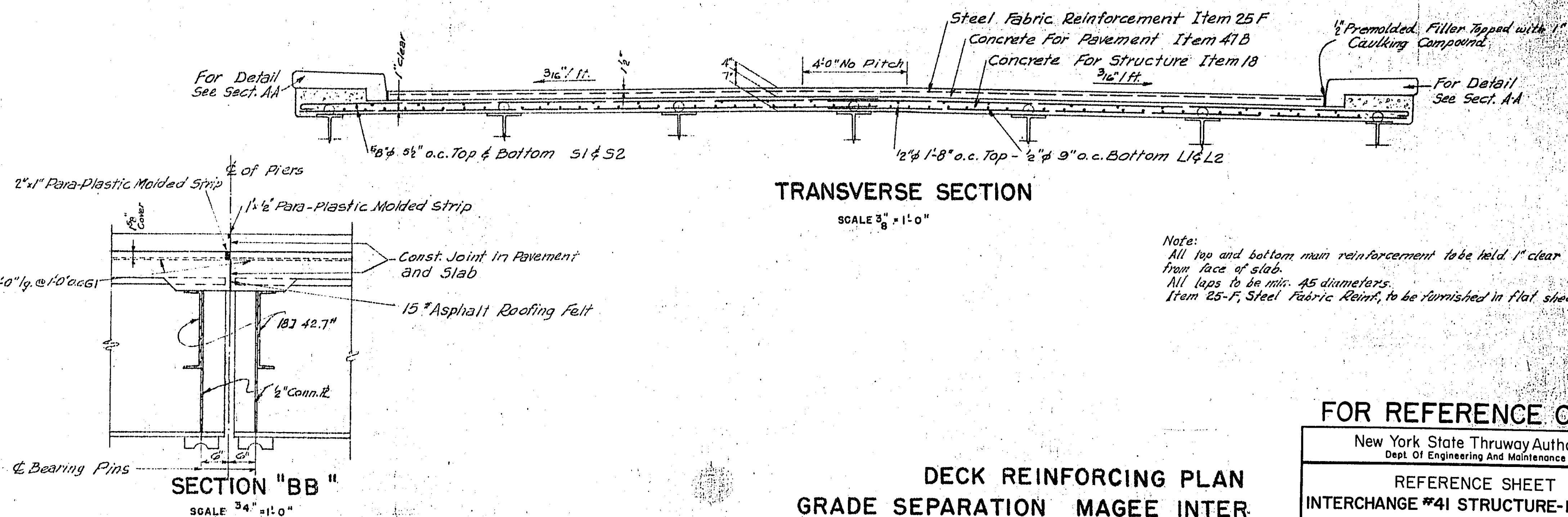
New York State Thruway Authority  
Dept. Of Engineering And Maintenance  
REFERENCE SHEET  
INTERCHANGE #41 STRUCTURE-MP 32041  
CLYDE - WATERLOO  
PLAN, ELEVATION AND SECTION  
TAS 82-28B 33 of 45

PREPARED & RECOMMENDED BY SEELYE, STEVENSON & VALUE  
DATE 10-20-54  
LIC. NO. 217  
H.S. Woodward  
LIC. NO. 10878  
DATE 10-20-52





- ### CONSTRUCTION PROCEDURE
1. Set anchor bolts by means of templates and pour slab.
  2. Set up a scaffolding and place concrete of strength M 40 in two slabs.
  3. The top of the slab shall be continuous and thoroughly watered down as directed by the Engineer in-charge (if) soon, immediately prior to the placing of the road pavement.
  4. Pour roadway pavement.
  5. Place lower rails on upper set of anchor bolts.
  6. Place railings on lower set of anchor bolts.
  7. Place upper nuts on anchor bolts, tighten down on plates.
  8. Pour sidewalk to proper line and grade.



Note:  
All top and bottom main reinforcement to be held 1" clear from face of slab.  
All laps to be min. 45 diameters.  
Item 25-F, Steel Fabric Reinf., to be furnished in flat sheets

PREPARED & RECOMMENDED BY 2 SEELYE, STEVENSON & VALVE  
George Seelye William Stevenson DATE 10-20-51  
 LIC. NO. 217. LIC. NO. 21598  
H.S. Woodward DATE 10-20-52  
 LIC. NO. 10879

DECK REINFORCING PLAN  
GRADE SEPARATION MAGEE INTER-  
SENECA COUNTY

FOR REFERENCE ONLY

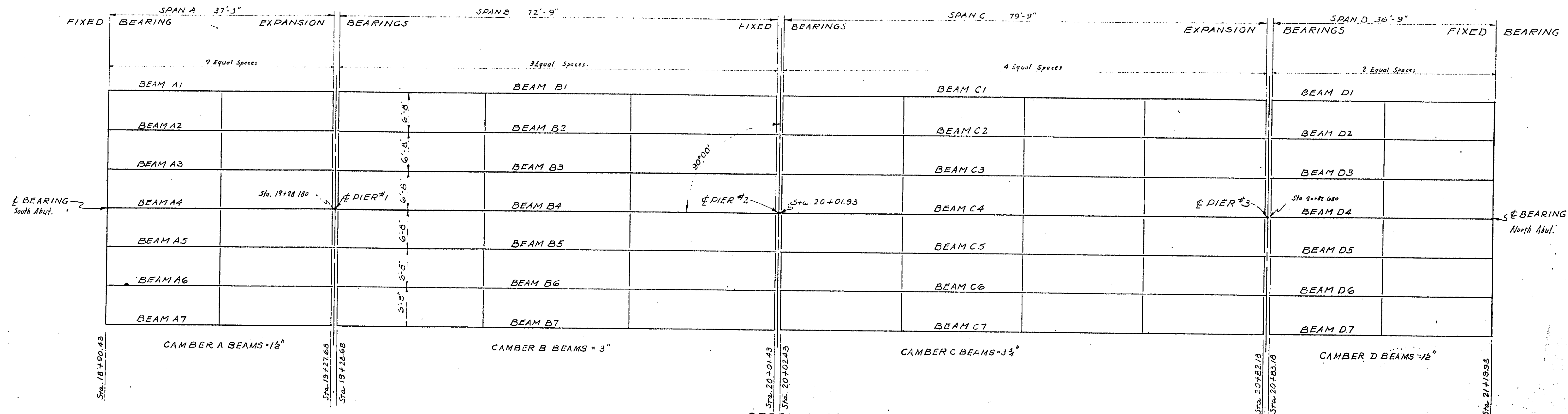
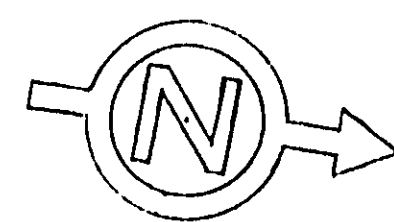
New York State Thruway Authority  
Dept. Of Engineering And Maintenance

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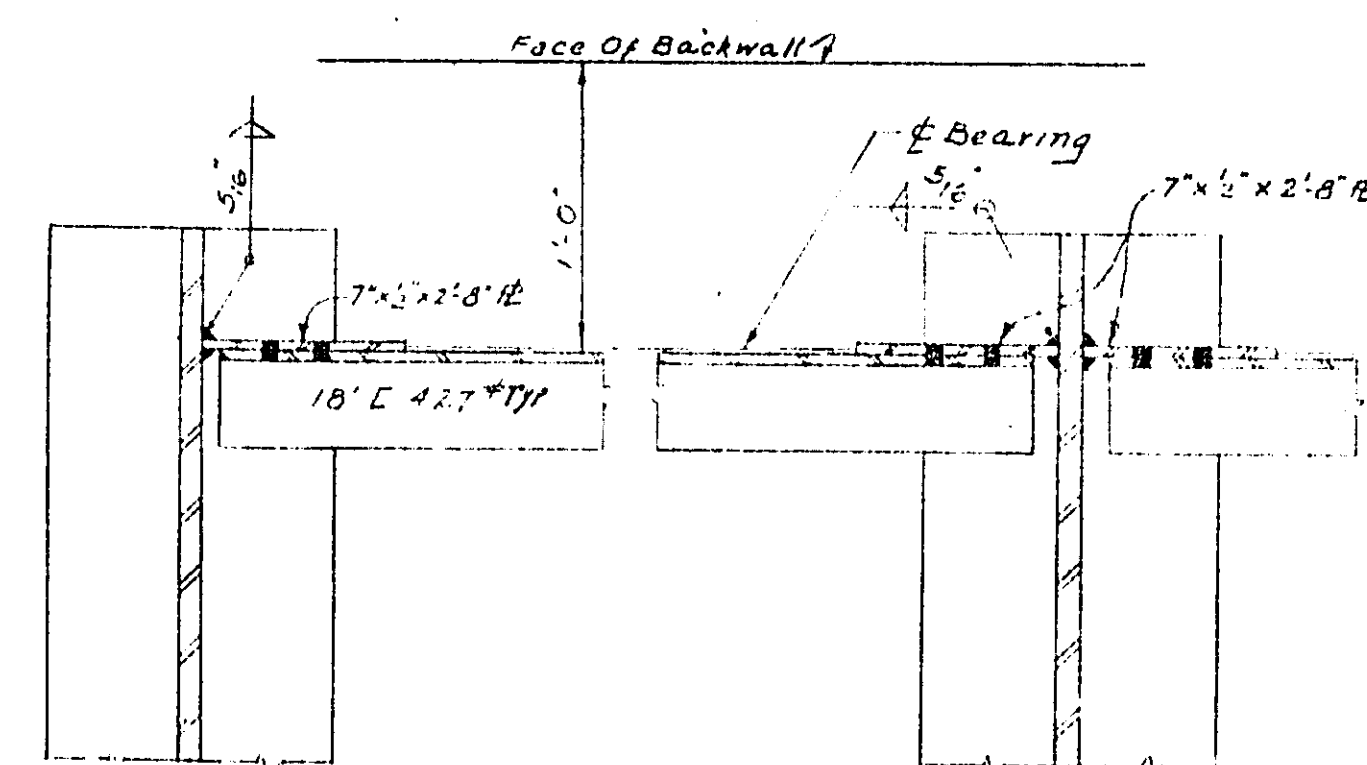
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**INTERCHANGE #4I STRUCTURE-MP 320.41±**  
**CLYDE - WATERLOO**  
**DECK REINFORCING PLAN**



COUNTY	SHEET NO.	TOTAL SHEETS
SENECA	13	34
N.Y. STATE THRUWAY-ONTARIO SECT SUB. DIV. 2		
GRADE SEPARATION MAGEE INTERCHANGE		



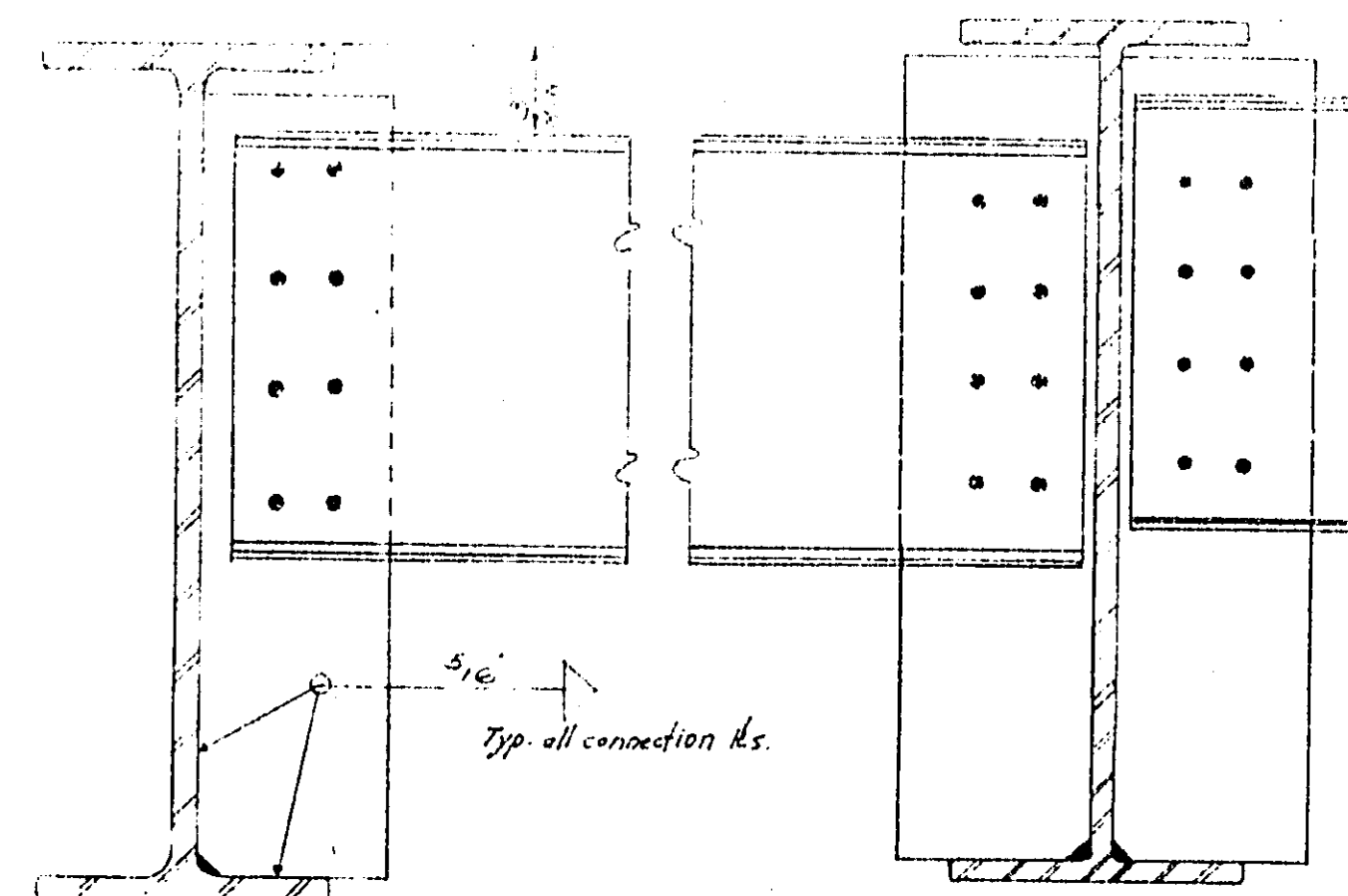
STEEL PLAN  
SCALE 1/8" = 1'-0"



PLAN

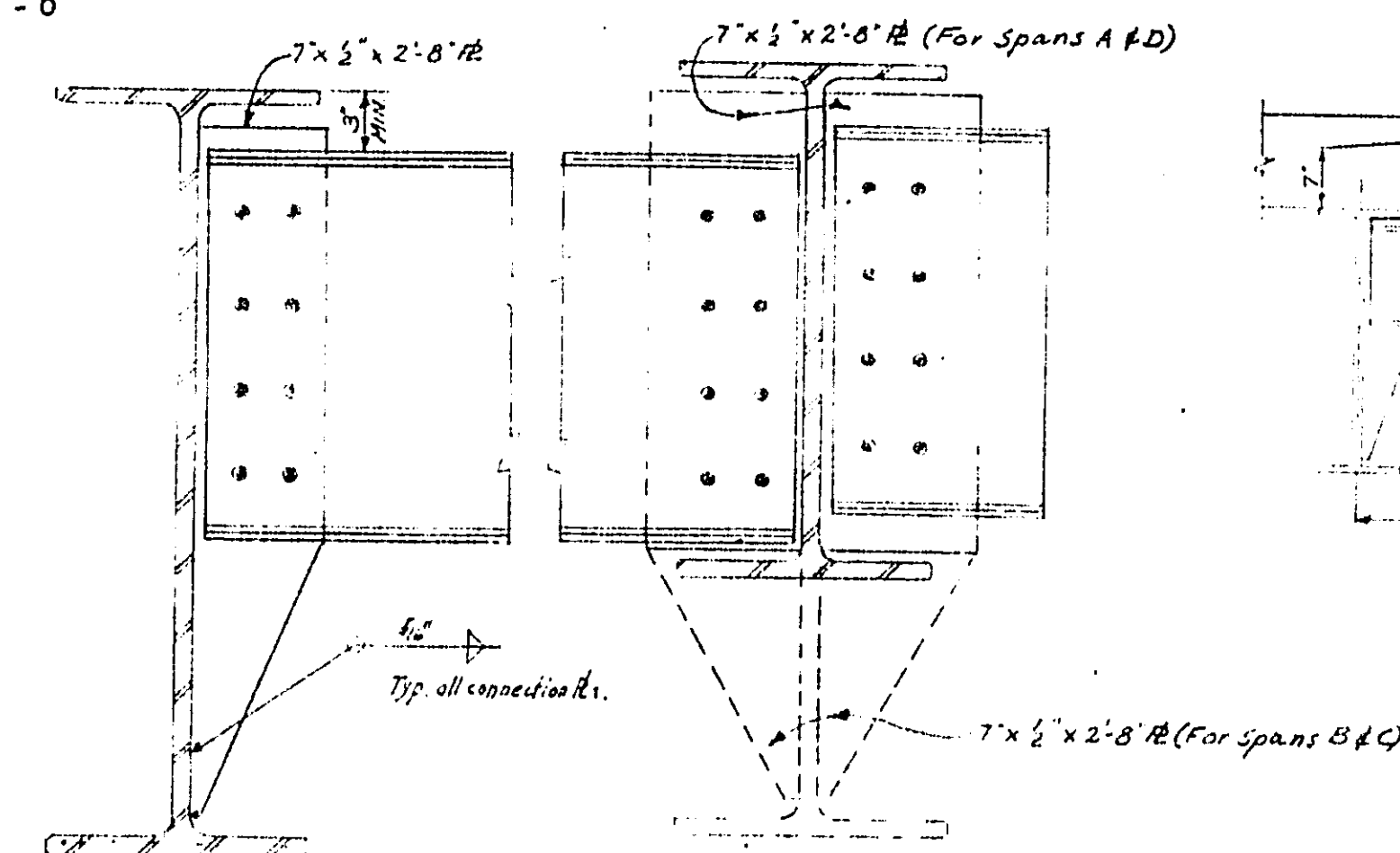
END DIAPHRAGM DETAILS

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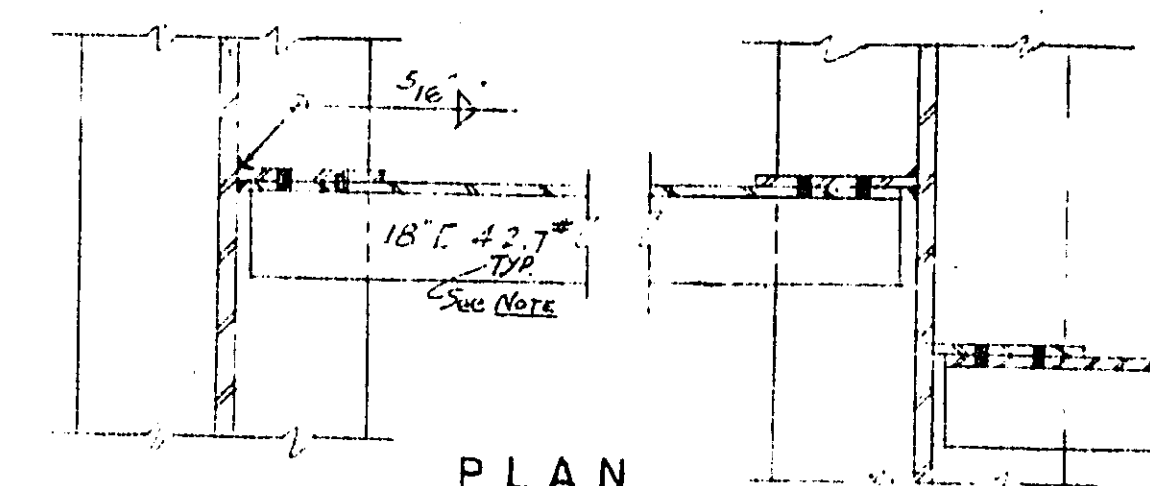


ELEVATION

All holes 1/2" for 3/8" Bolts

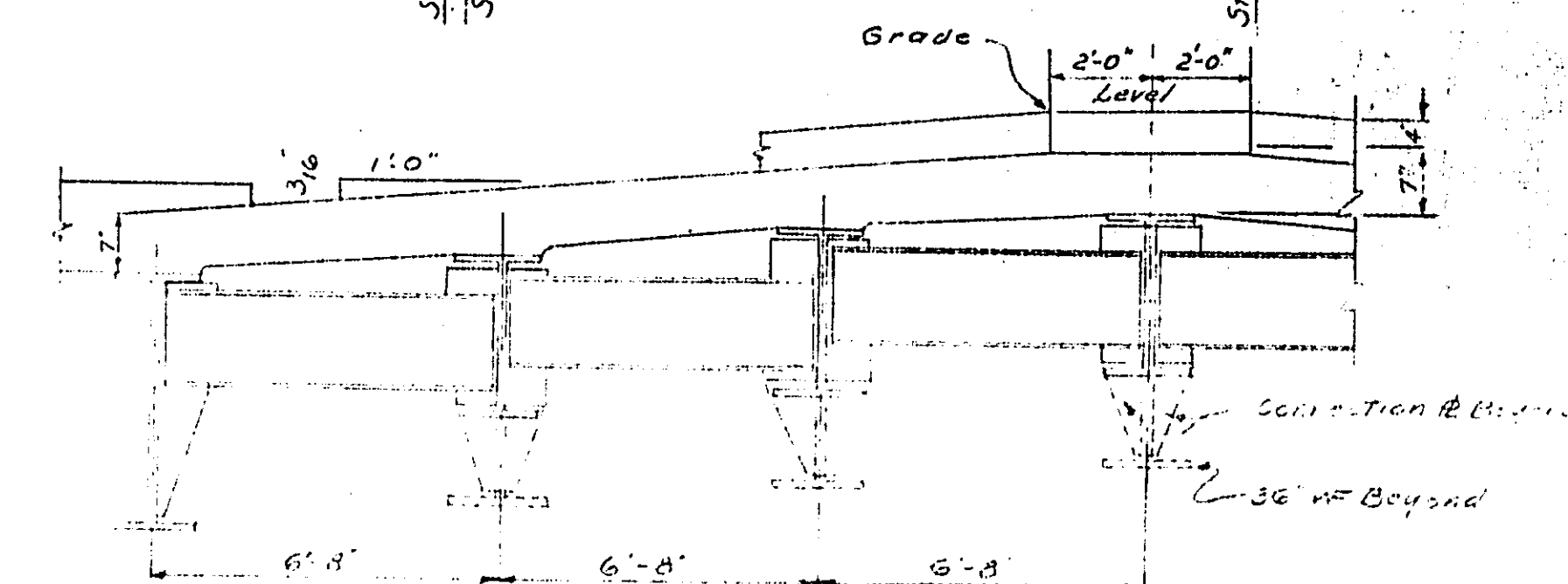


ELEVATION



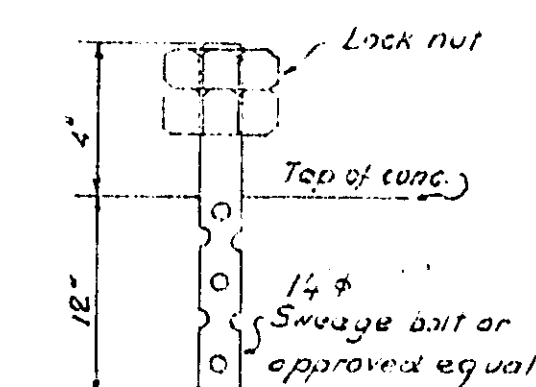
INTERMEDIATE DIAPHRAGM DETAILS

SCALE 1/2" = 1'-0"



DIAGRAMMATIC SECTION  
NOT TO SCALE

NOTE: Use 15" I @ 33.9" for intermediate diaphragms - Spans A & D.



DETAIL OF ANCHOR BOLT  
NOT TO SCALE

PREPARED & RECOMMENDED BY SEELYE, STEVENSON & VALUE  
LIC. NO. 217 DATE \_\_\_\_\_  
LIC. NO. 21598 DATE 10-20-52  
LIC. NO. 10879

# FOR REFERENCE ONLY

New York State Thruway Authority  
Dept. Of Engineering And Maintenance

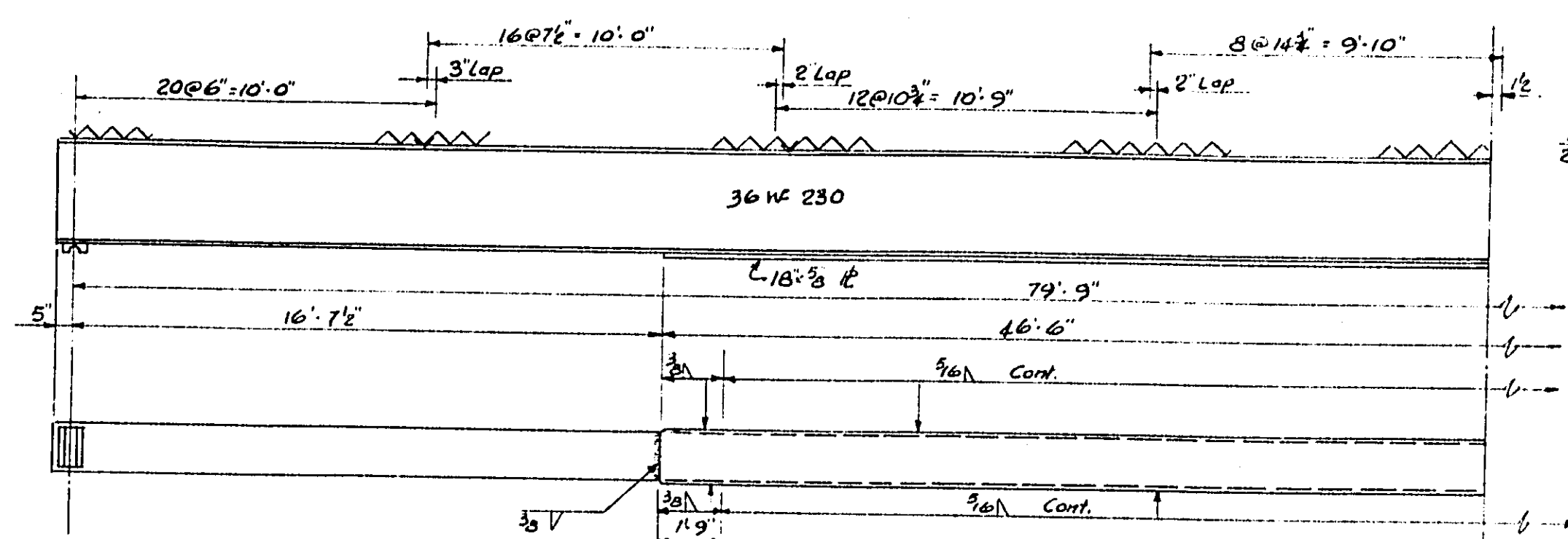
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INTERCHANGE #41 STRUCTURE-MP 320.41±  
CLYDE-WATERLOO  
FRAMING PLAN AND DETAILS

TAS 82-28B

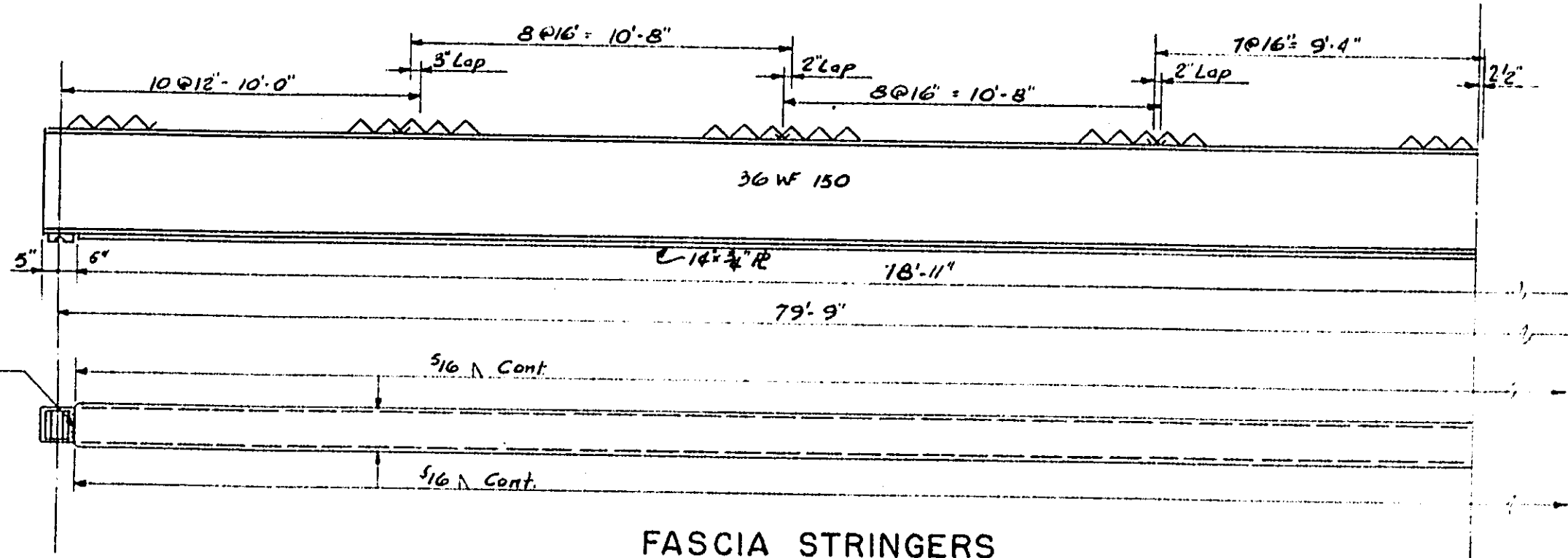
35 of 45



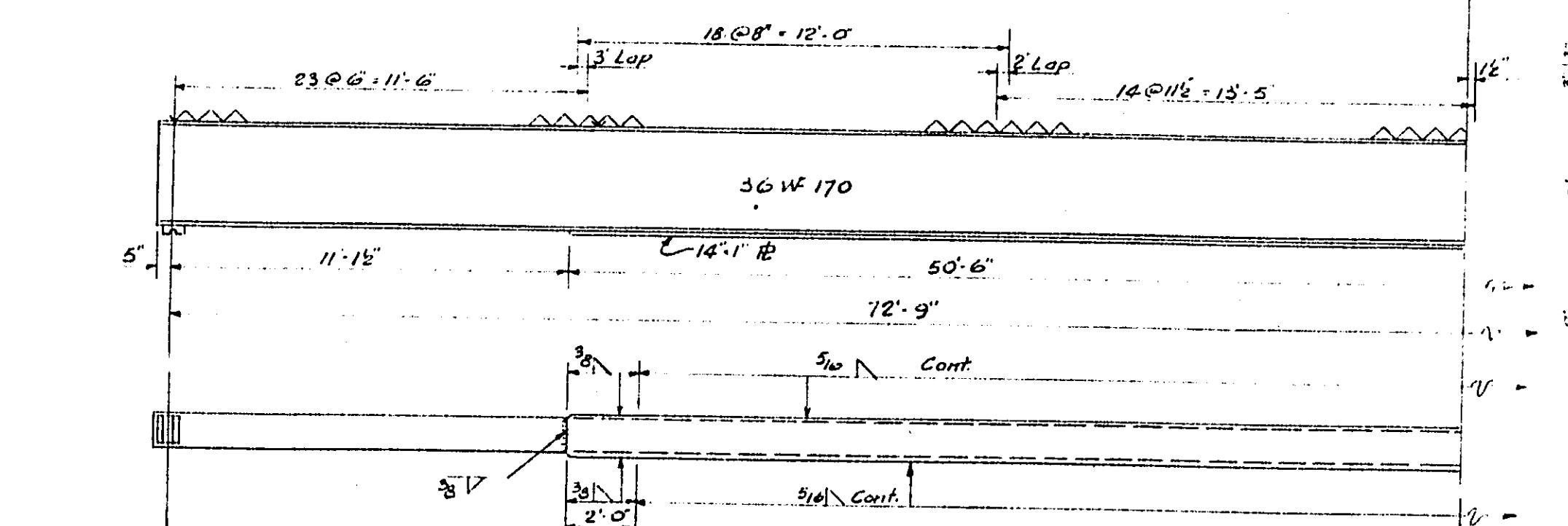
COUNTY	SHEET NO.	TOTAL SHEET
SENECA	14	34
N.Y. STATE THRUWAY - ONTARIO SECTION SUB-DIV. NO. 2		
GRADE SEPARATION AT MAGEE INTERCHANGE		



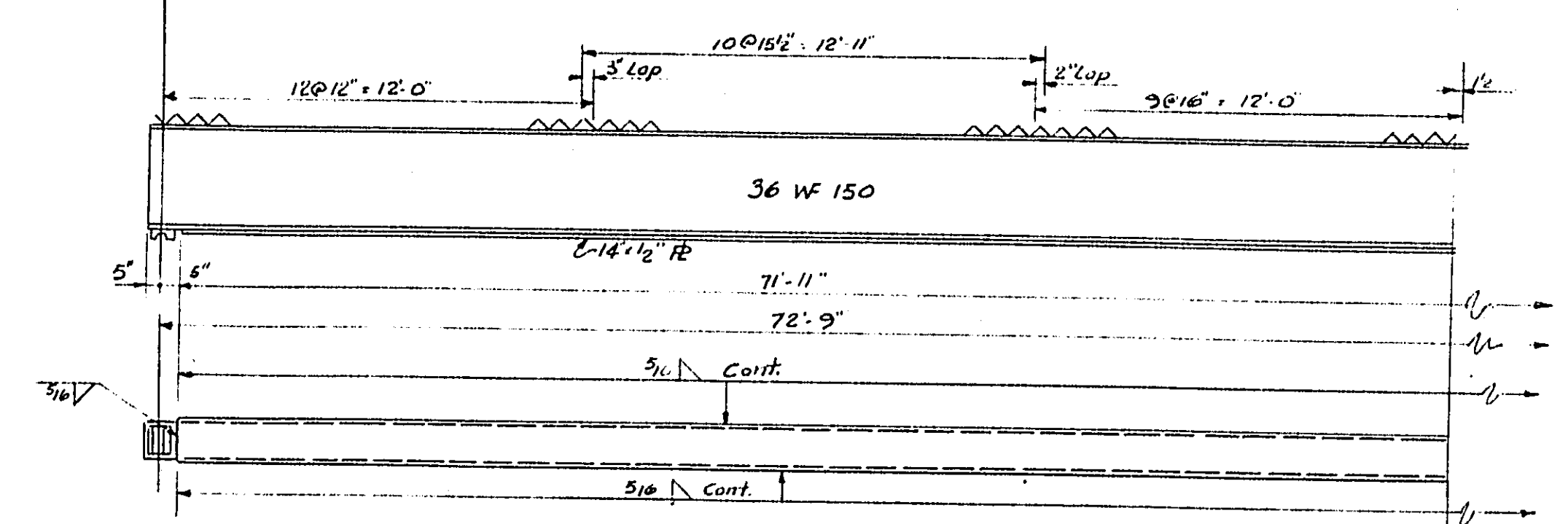
INTERIOR STRINGERS  
C2, 3, 4, 5 & 6



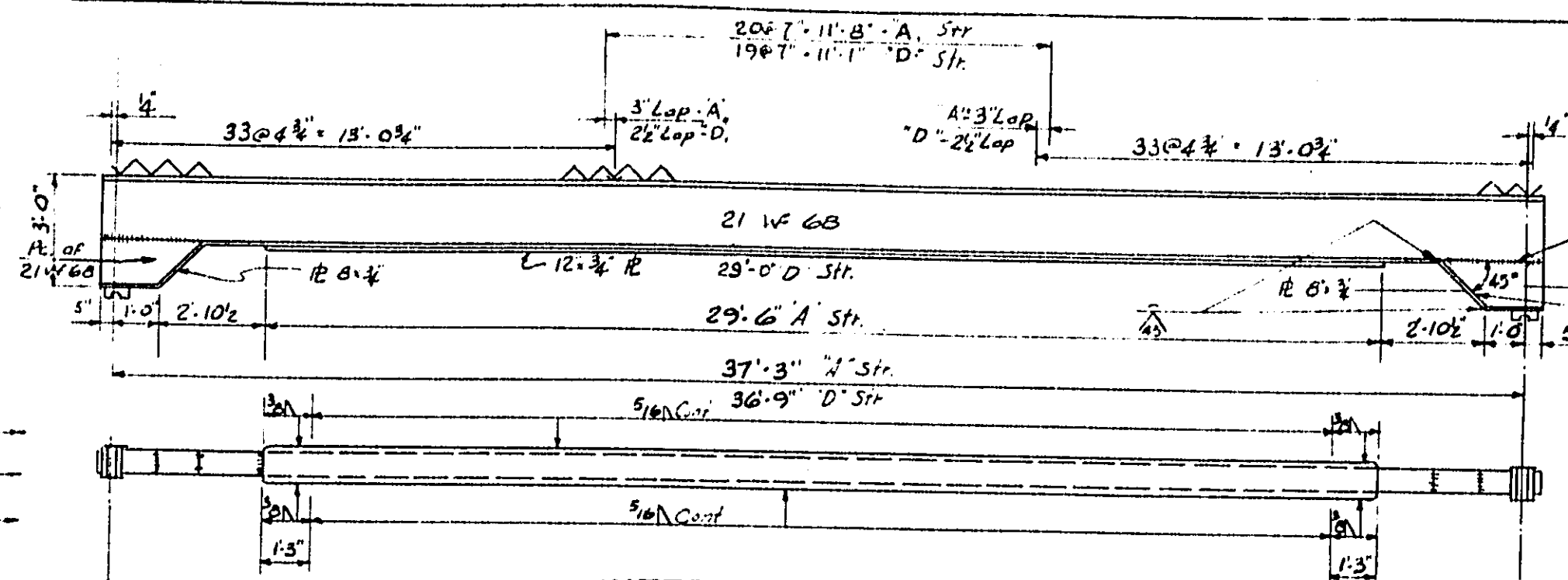
FASCIA STRINGERS  
C1 & 7



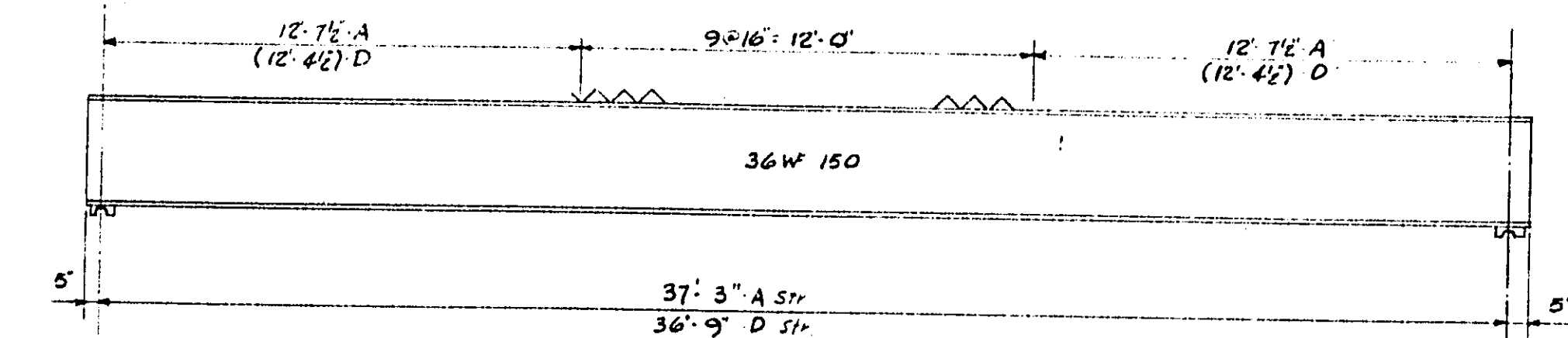
INTERIOR STRINGERS  
B2, 3, 4, 5 & 6



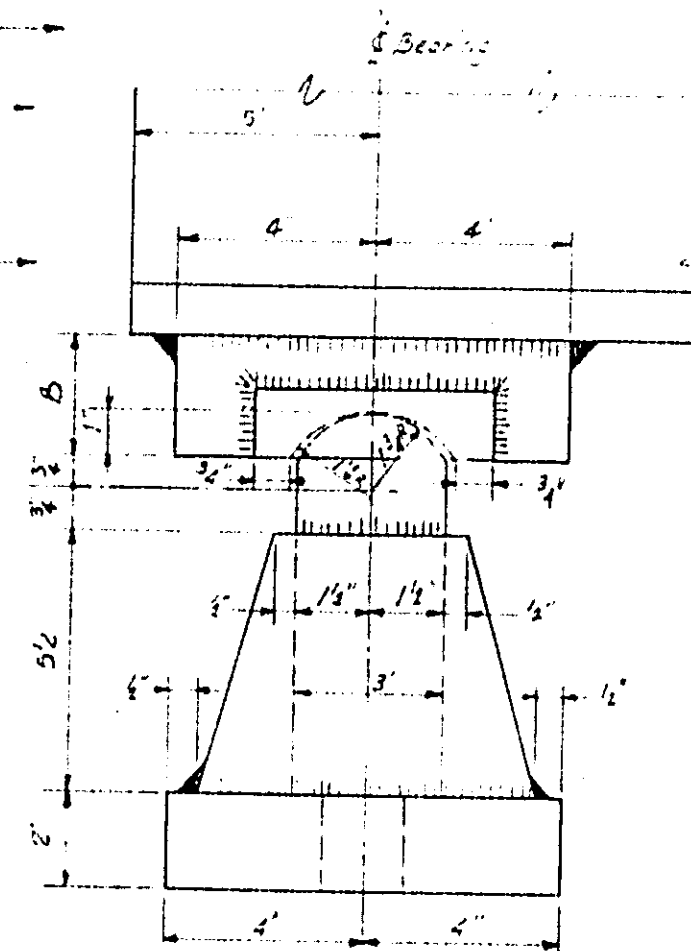
FASCIA STRINGERS  
B1 & 7



INTERIOR STRINGERS  
A2, 3, 4, 5, 8 & 6 - D2, 3, 4, 5, 8 & 6

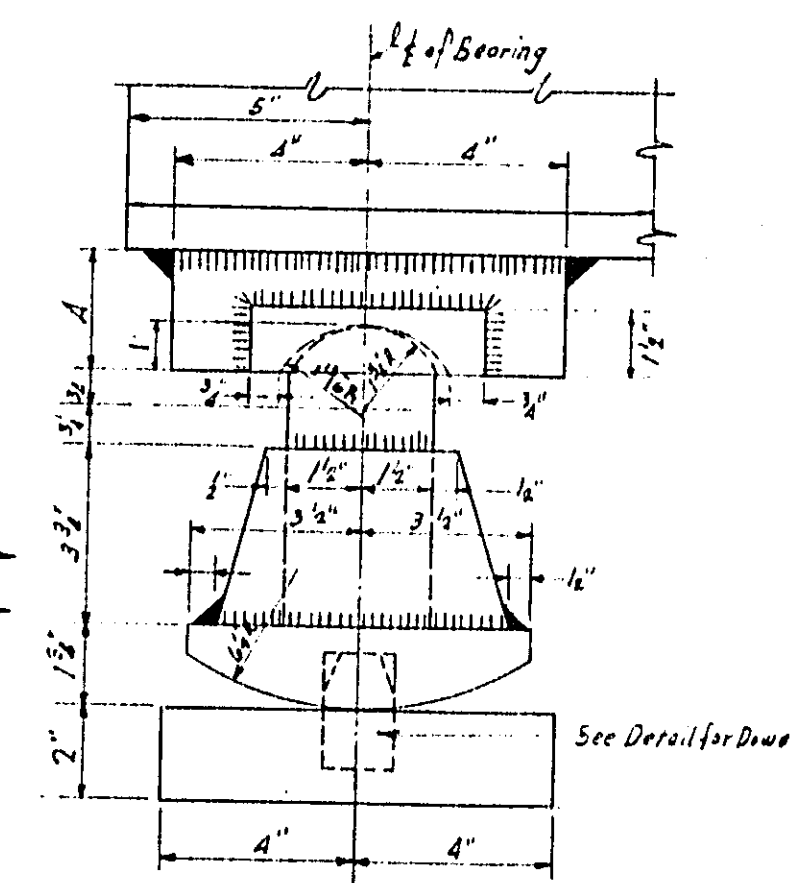


FASCIA STRINGERS  
A1 & 7 - D1 & 7



SIDE ELEVATION

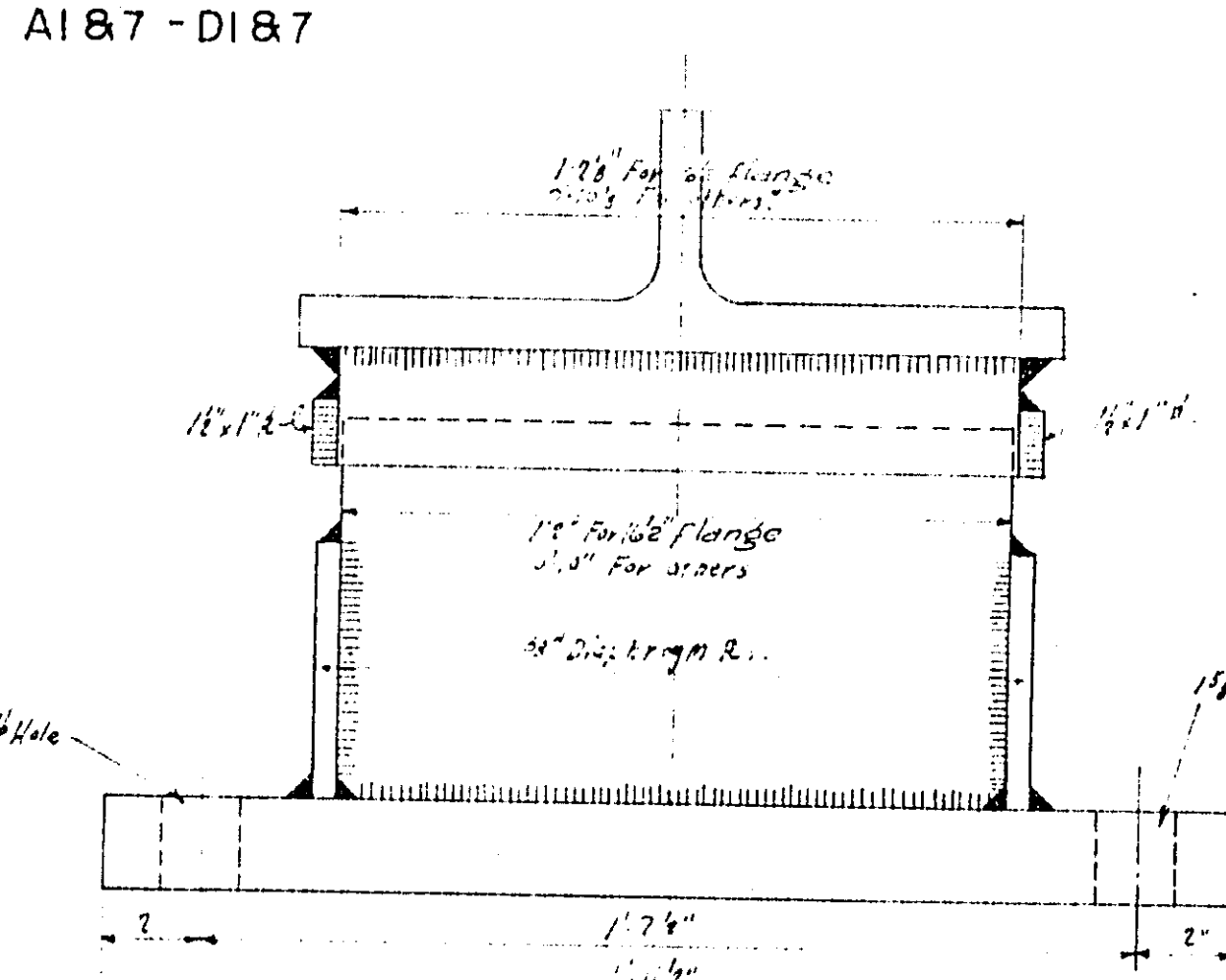
FIXED BEARING



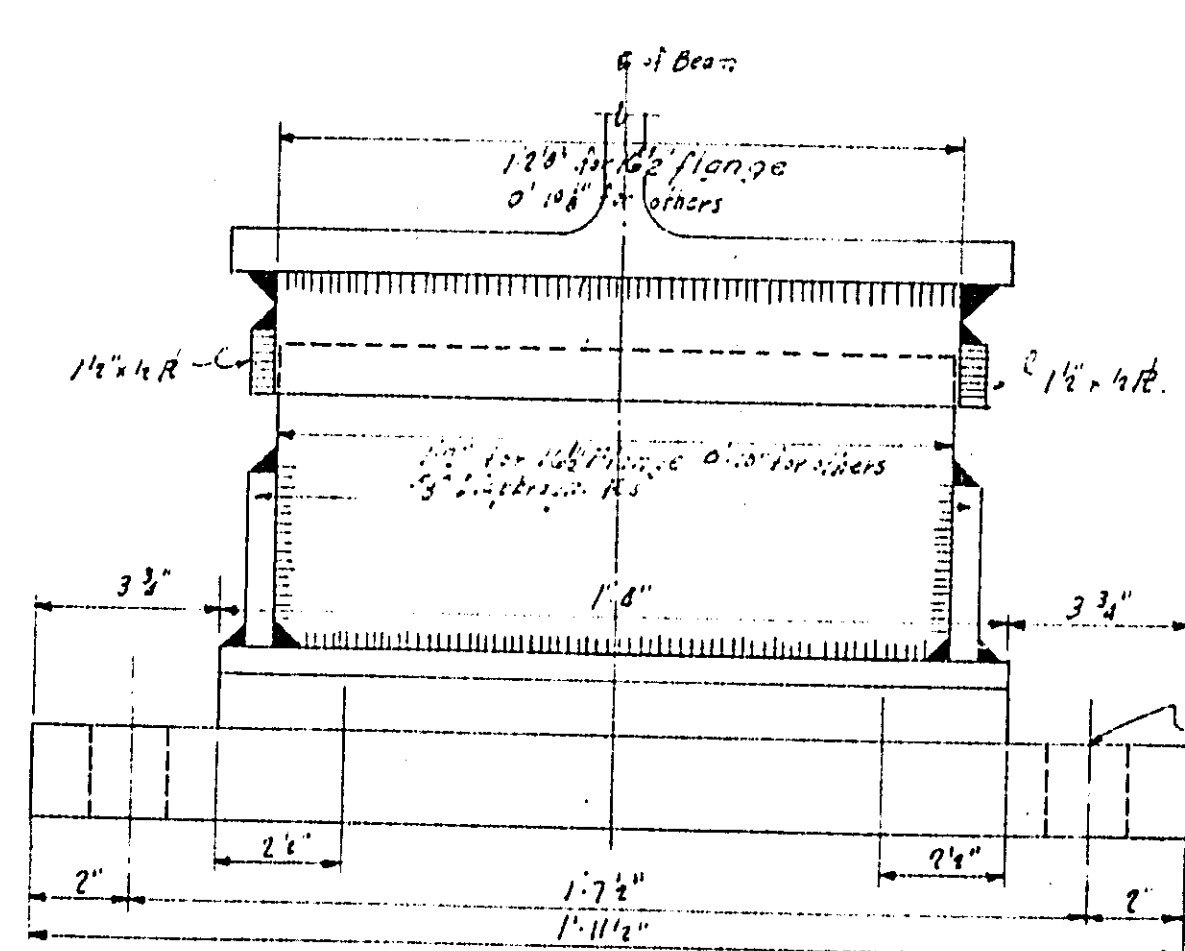
SIDE ELEVATION

Note:  
All welds take 1/2" fillet

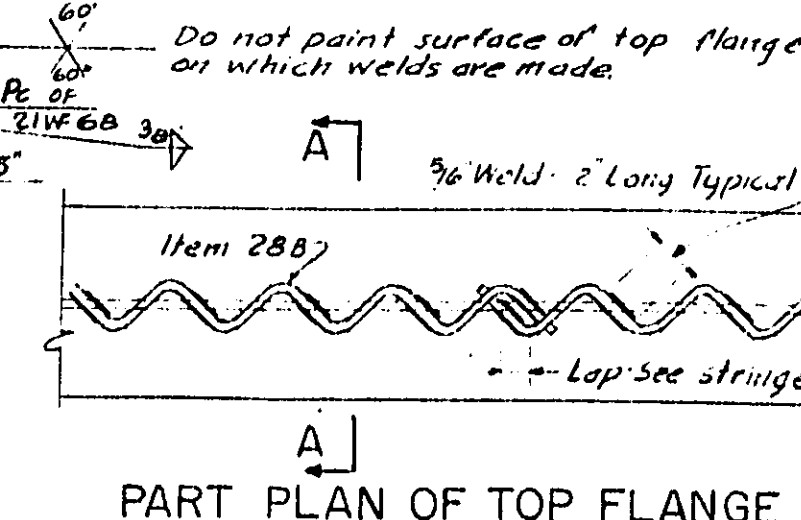
EXPANSION BEARING  
SCALE: 3" = 1'-0"



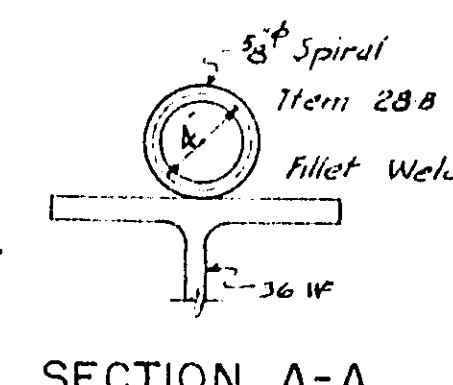
END ELEVATION



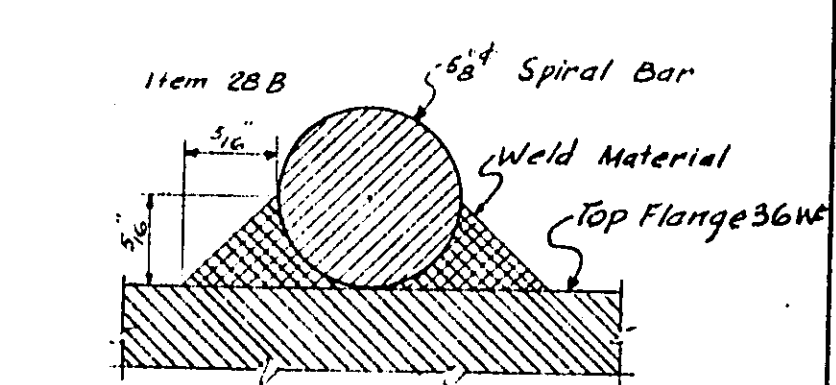
END ELEVATION



PART PLAN OF TOP FLANGE



SECTION A-A



DETAIL OF SPIRAL AT TOP FLANGE

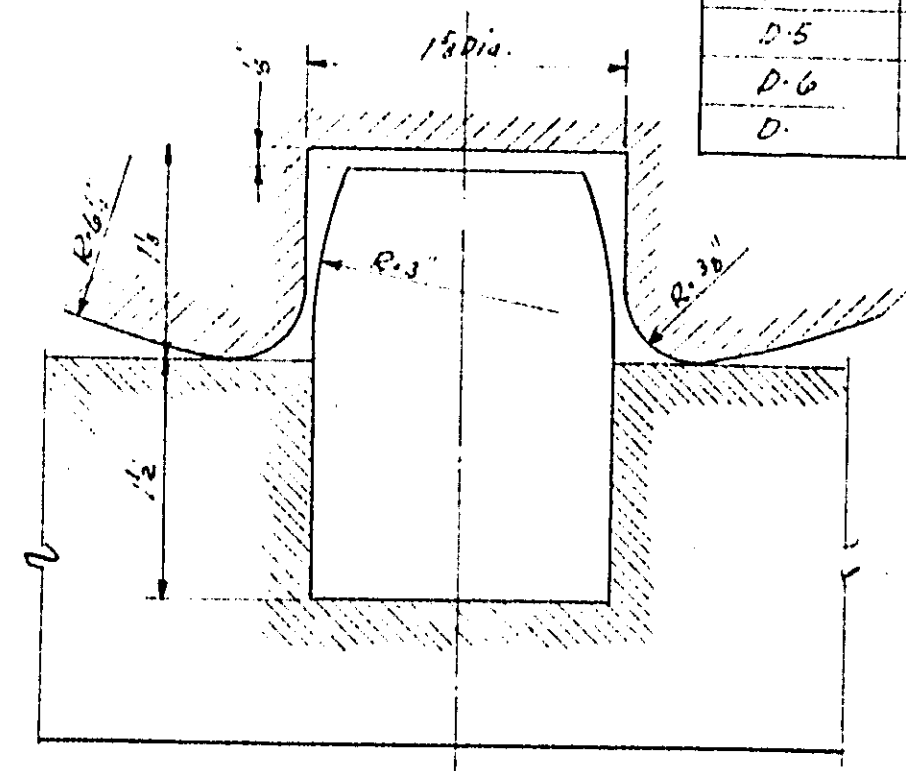
SPIRAL DETAILS

Note:-

The contractor's attention is called to the possibility of interference between the reinforcing steel in the slab and the beam spirals. While the spacing is given as 5 1/2", it is to be understood that 10 bars in each 4'-7" will satisfy this requirement if no two bars are closer than 4 1/2" or farther apart than 6 1/2" on centers. It may be necessary to thread some of these bars through the beam spirals. All spirals must have structural welds 1/4" x 2" long for 36" spirals bars at each point of contact with the beam, one weld on each side of the bar as shown. 3/8" or 1/2" diameter electrodes shall be used in welding the spiral bar shear connections.

Special precautions must be exercised when welding crosses edge of flange to avoid any possibility of undercut or notch in edge of flange. For location of stiffeners see sheet "G".

A & B DIMENSIONS		
BEAM NO.	NORTH END	SOUTH END
A-1	A = 2 1/2	B = 2 1/2
A-2	A = 3 3/4	B = 2 1/2
A-3	A = 4 1/2	B = 2 1/2
A-4	A = 5 1/4	B = 2 1/2
A-5	A = 6 1/2	B = 2 1/2
A-6	A = 3 1/2	B = 2 1/2
A-7	A = 2 1/2	B = 2 1/2
B-1	B = 2 1/2	A = 2 1/2
B-2	B = 3 1/2	A = 3 1/2
B-3	B = 4 1/4	A = 4 1/4
B-4	B = 5 1/4	A = 5 1/4
B-5	B = 4 1/4	A = 4 1/4
B-6	B = 3 1/2	A = 3 1/2
B-7	B = 2 1/2	A = 2 1/2
C-1	A = 2 1/2	B = 2 1/2
C-2	A = 3 1/4	B = 3 1/4
C-3	A = 5 1/4	B = 4 1/2
C-4	A = 3 1/2	B = 5 1/2
C-5	A = 5 1/4	B = 4 1/2
C-6	A = 3 1/2	B = 3 1/2
C-7	A = 2 1/2	B = 2 1/2
D-1	B = 2 1/2	A = 2 1/2
D-2	B = 2 1/2	A = 3 1/4
D-3	B = 2 1/2	A = 4 1/4
D-4	B = 2 1/2	A = 5 1/2
D-5	B = 2 1/2	A = 4 1/4
D-6	B = 2 1/2	A = 3 1/2
D-7	B = 2 1/2	A = 2 1/2



SECTION AT DOWEL  
FULL SIZE

FOR REFERENCE ONLY

New York State Thruway Authority  
Dept. Of Engineering And Maintenance

REFERENCE SHEET  
INTERCHANGE #41 STRUCTURE-MP 320.41  
CLYDE - WATERLOO  
STRINGERS

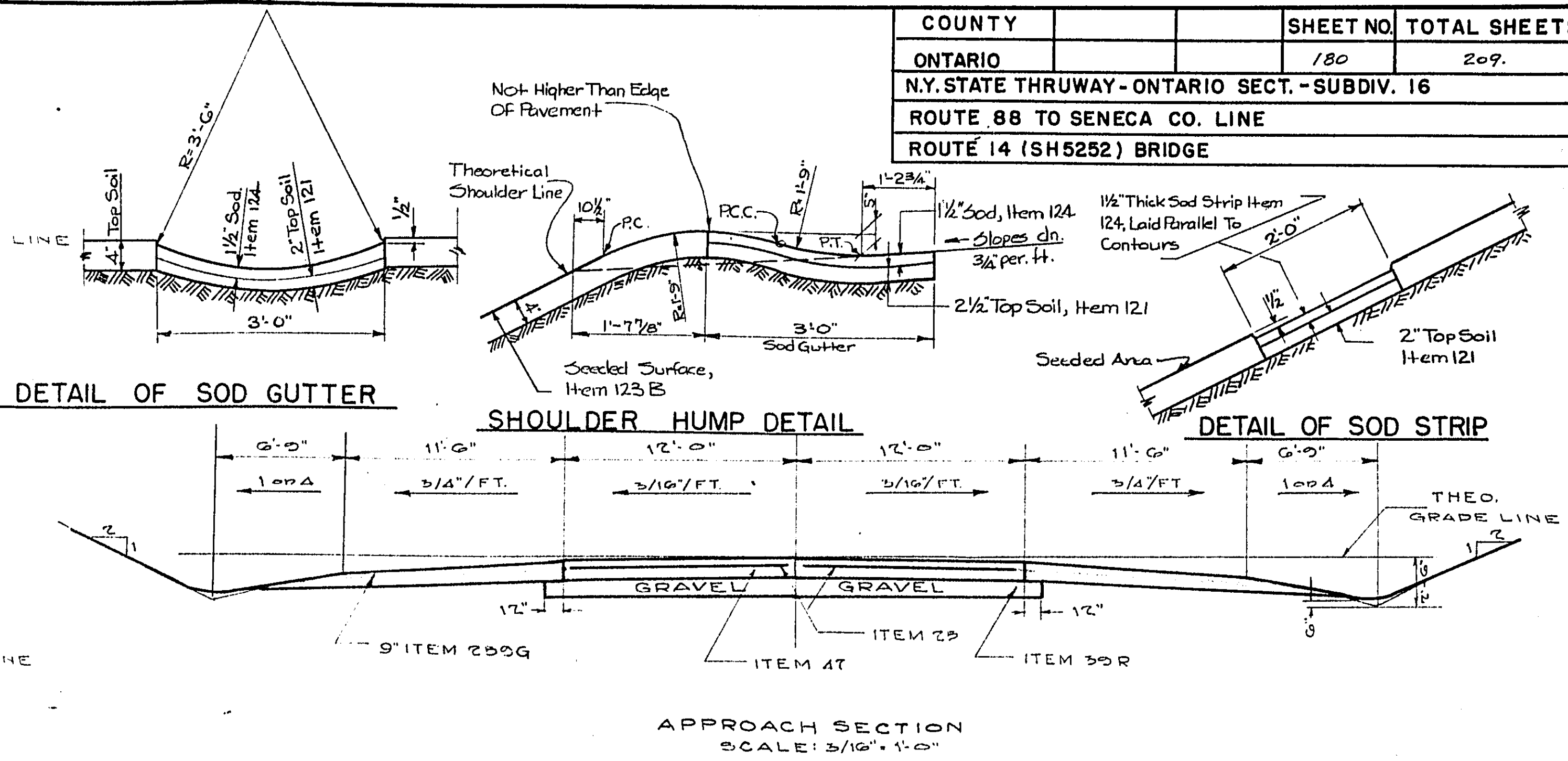
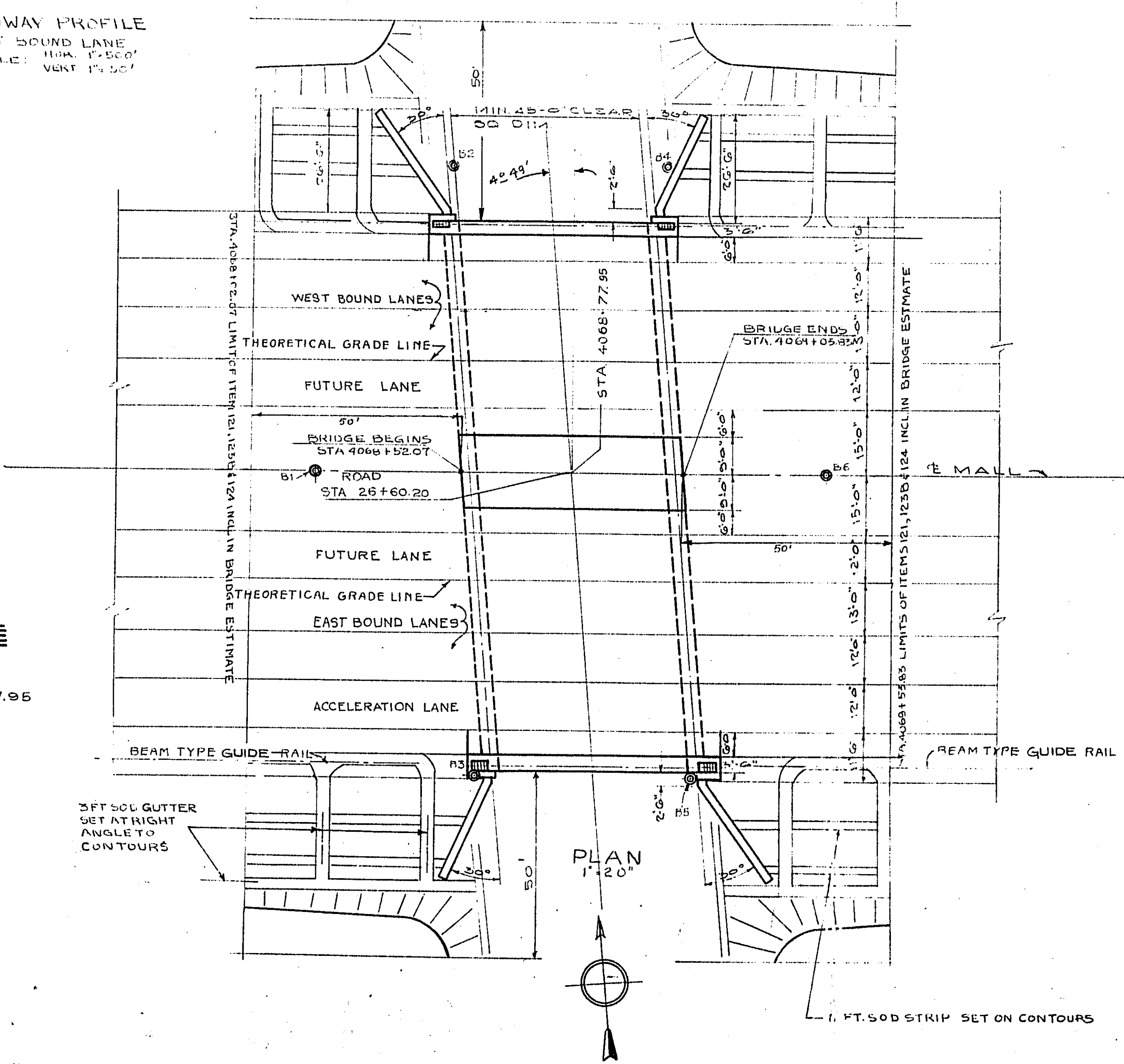
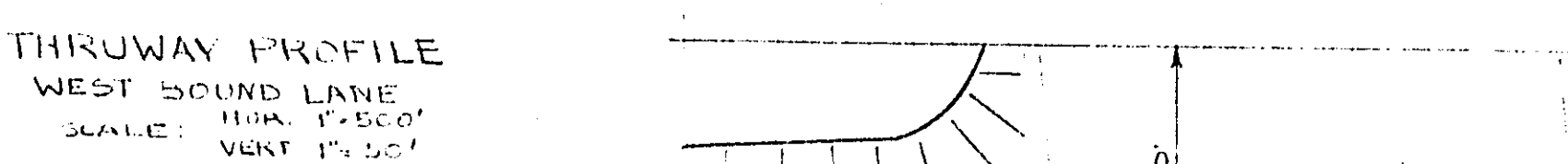
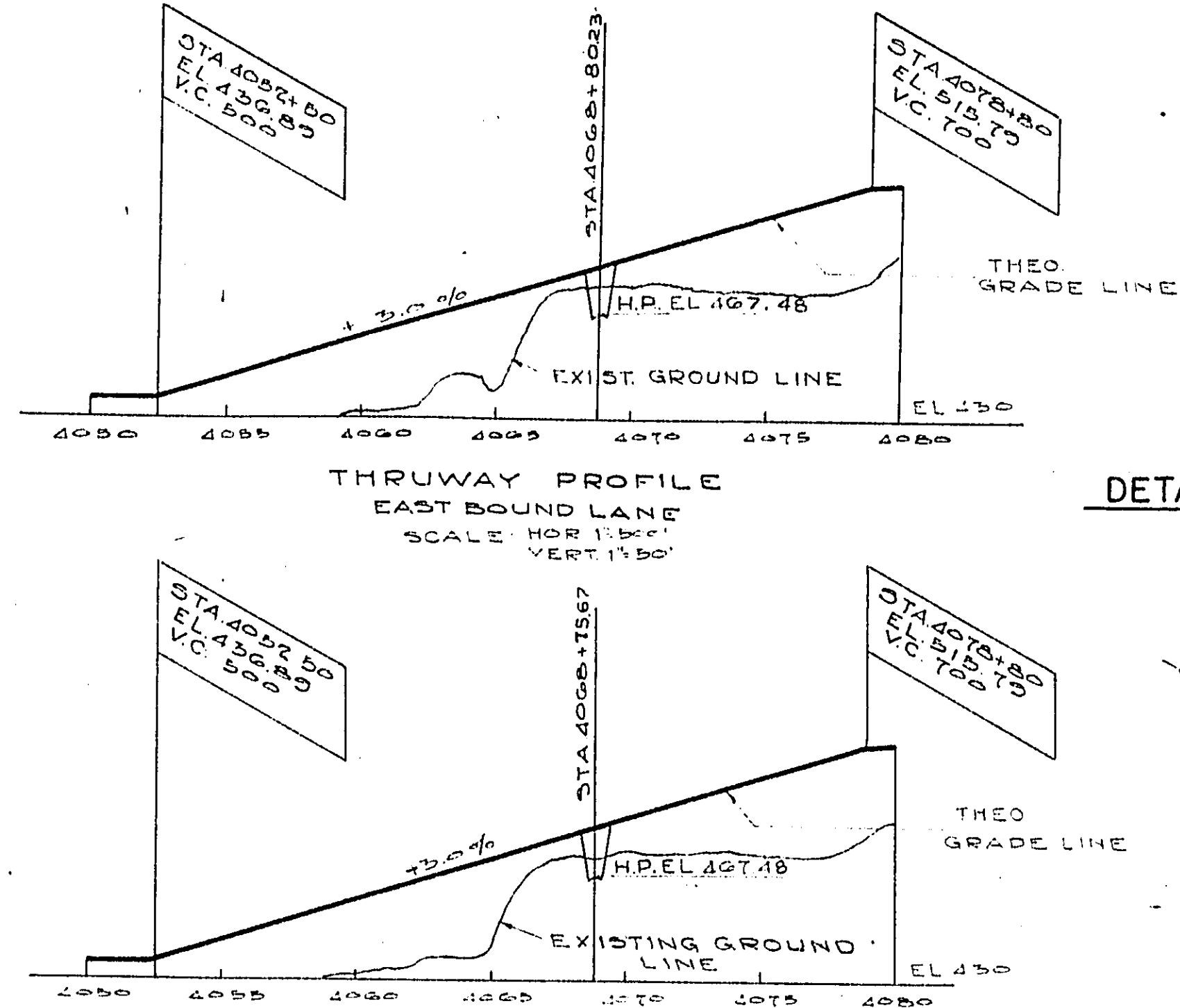
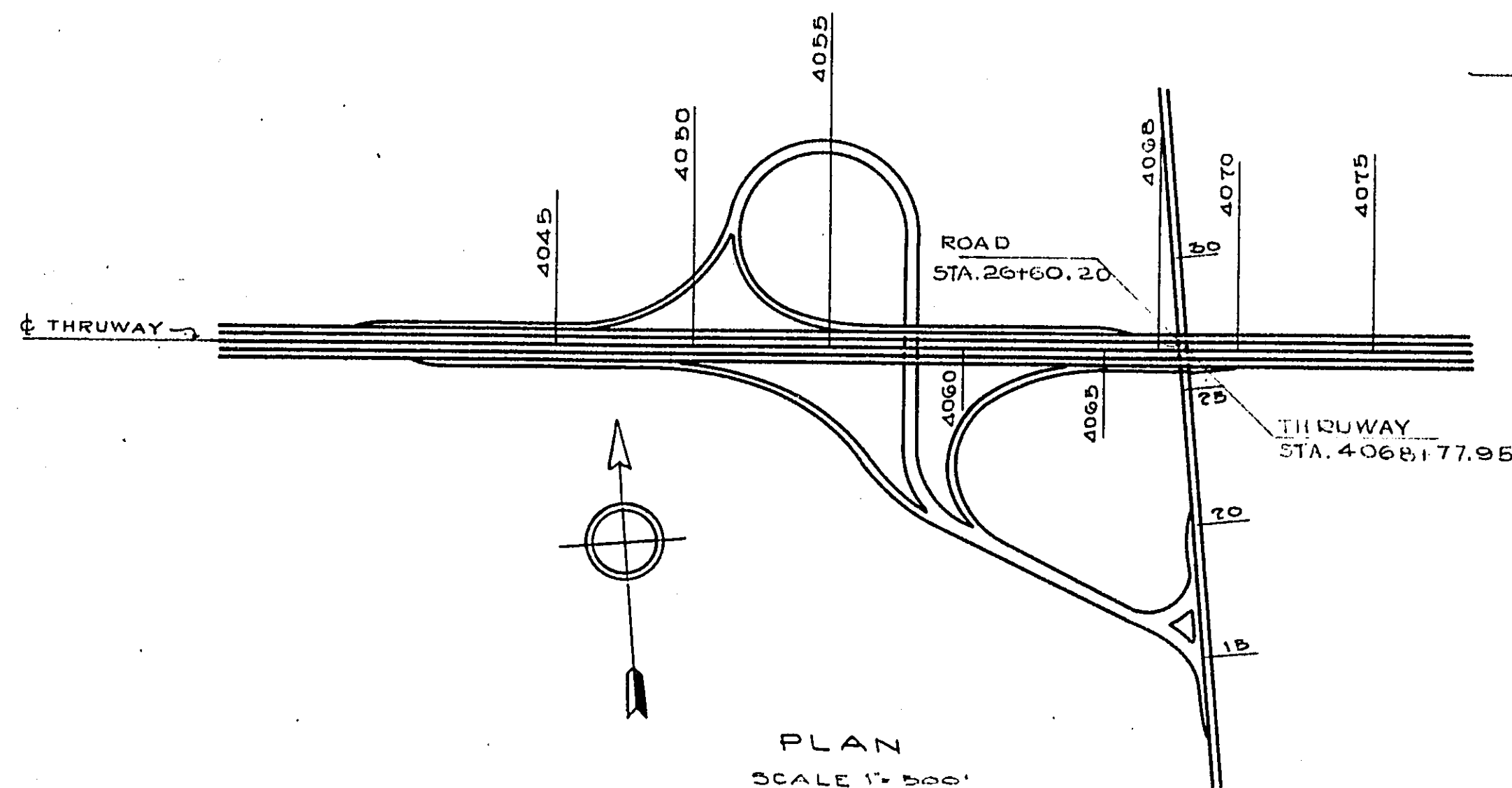
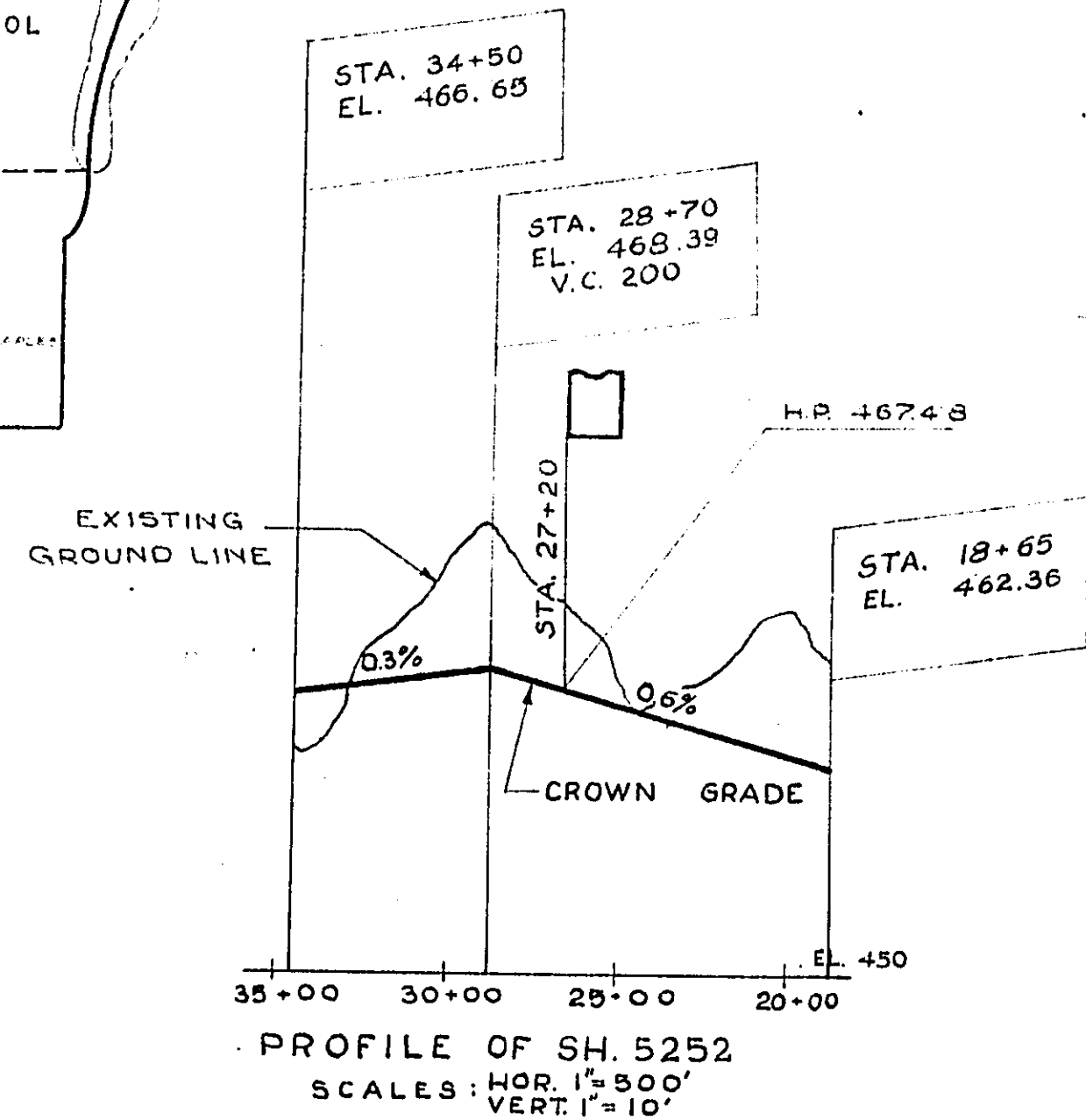
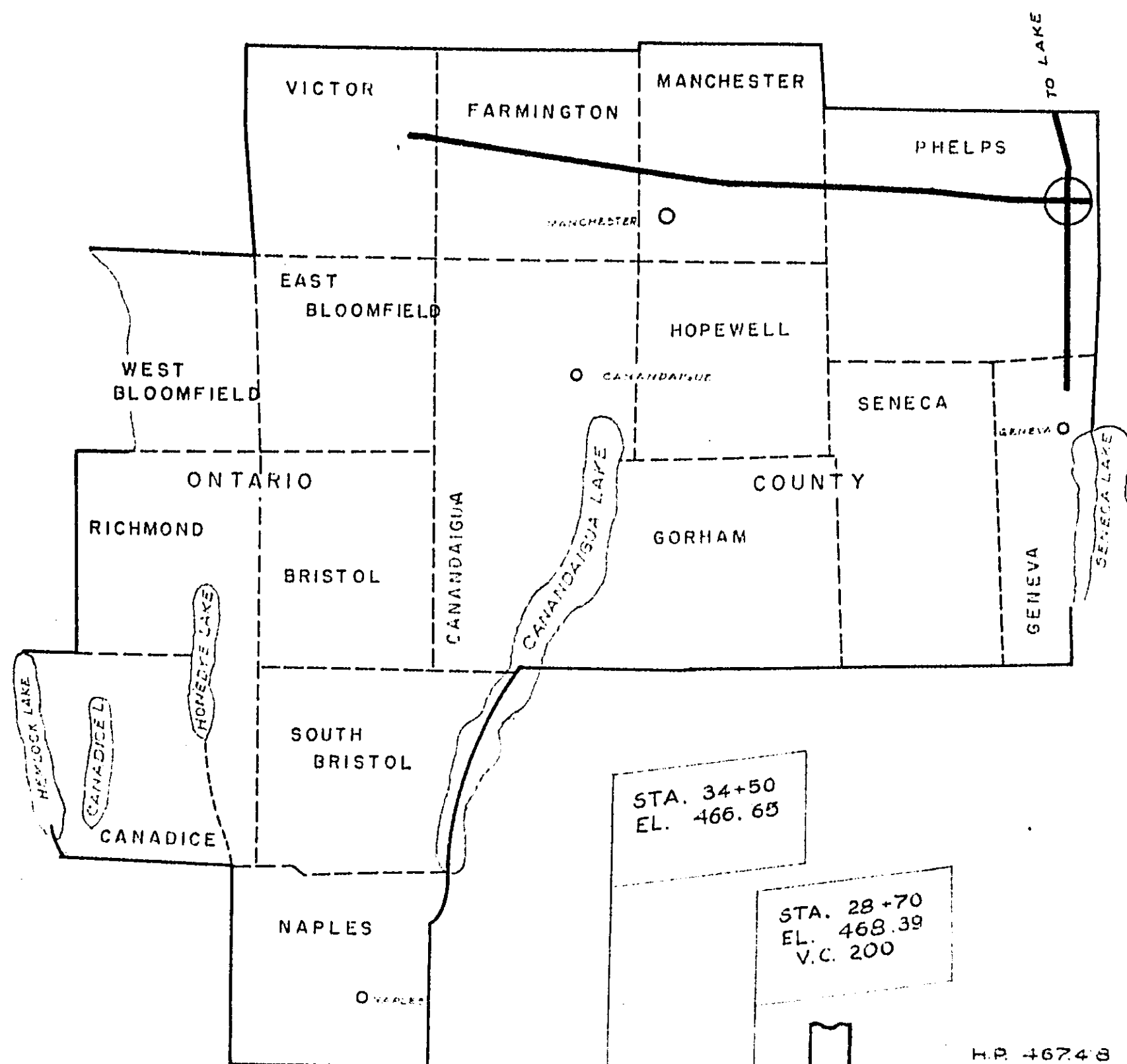
TAS 82-28B

36 of 45

PREPARED & RECOMMENDED BY SEELY, STEVENSON, & VALUE  
LIC. NO. 217 DATE 10-20-52  
H. S. Woodward LIC. NO. 21588  
LIC. NO. 10879 DATE 10-20-52

STRINGERS  
GRADE SEPARATION - MAGEE INT.  
SENECA COUNTY





APPROACH SECTION  
SCALE: 3/16"=1'-0"

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED *J.P. Larsen* Nov. 21, 1952  
J.P. LARSEN DISTRICT ENGINEER DATE

APPROVED *E.T. Gawkins* E.T. GAWKINS DEPUTY CHIEF ENGINEER DATE

*J.W. Wendell* J.W. WENDELL DEPUTY CHIEF ENGINEER DATE

*J.B. McMorran* J.B. MCMORRAN CHIEF ENGINEER DATE

APPROVED *B.D. Tallamy* 1952  
NEW YORK STATE THRUWAY AUTHORITY

B.D. TALLAMY CHAIRMAN  
BY C.H. LANG  
CHIEF ENGINEER

FOR REFERENCE ONLY  
New York State Thruway Authority  
Dept. Of Engineering And Maintenance  
REFERENCE SHEET  
GENEVA-LYONS (RT. 14) STRUCTURE-MP 326.90  
PRELIMINARY LAYOUT  
TAS 82-28B 37 of 45

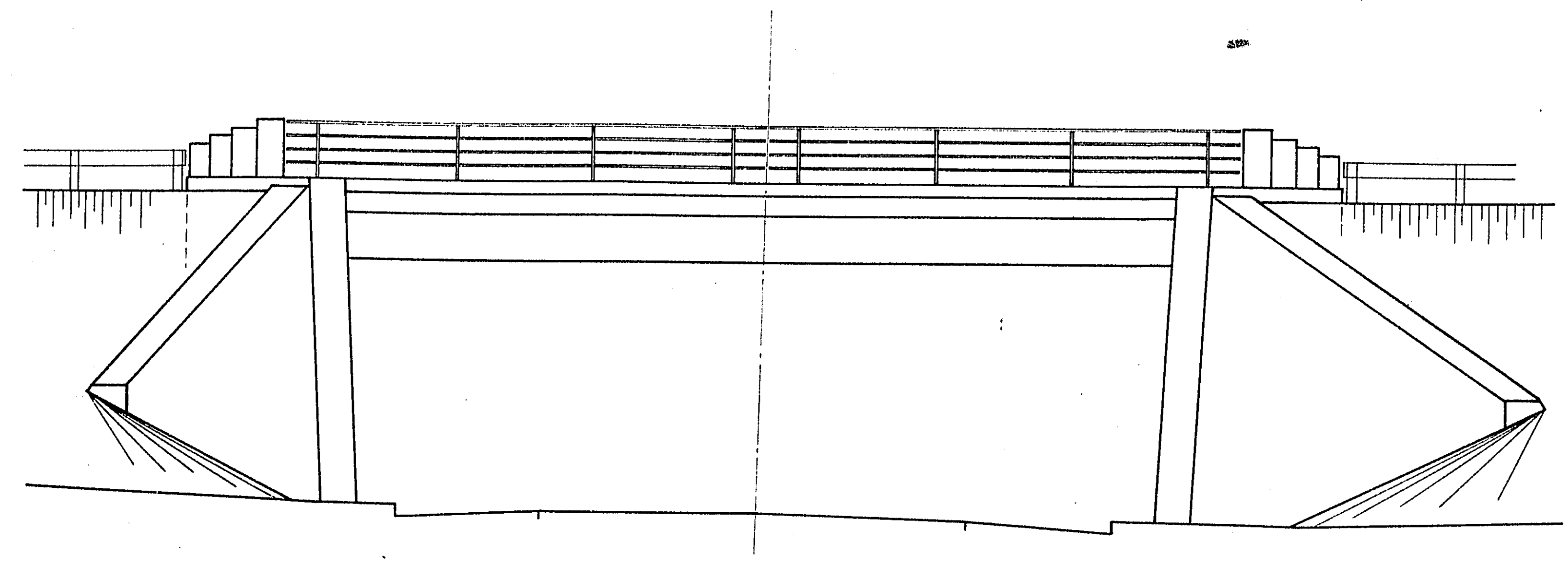
PREPARED AND RECOMMENDED:

URQUHART & DOYLE, CONSULTING ENGINEERS  
NEW YORK STATE PROFESSIONAL ENGINEERS LICENSE NO. 5667

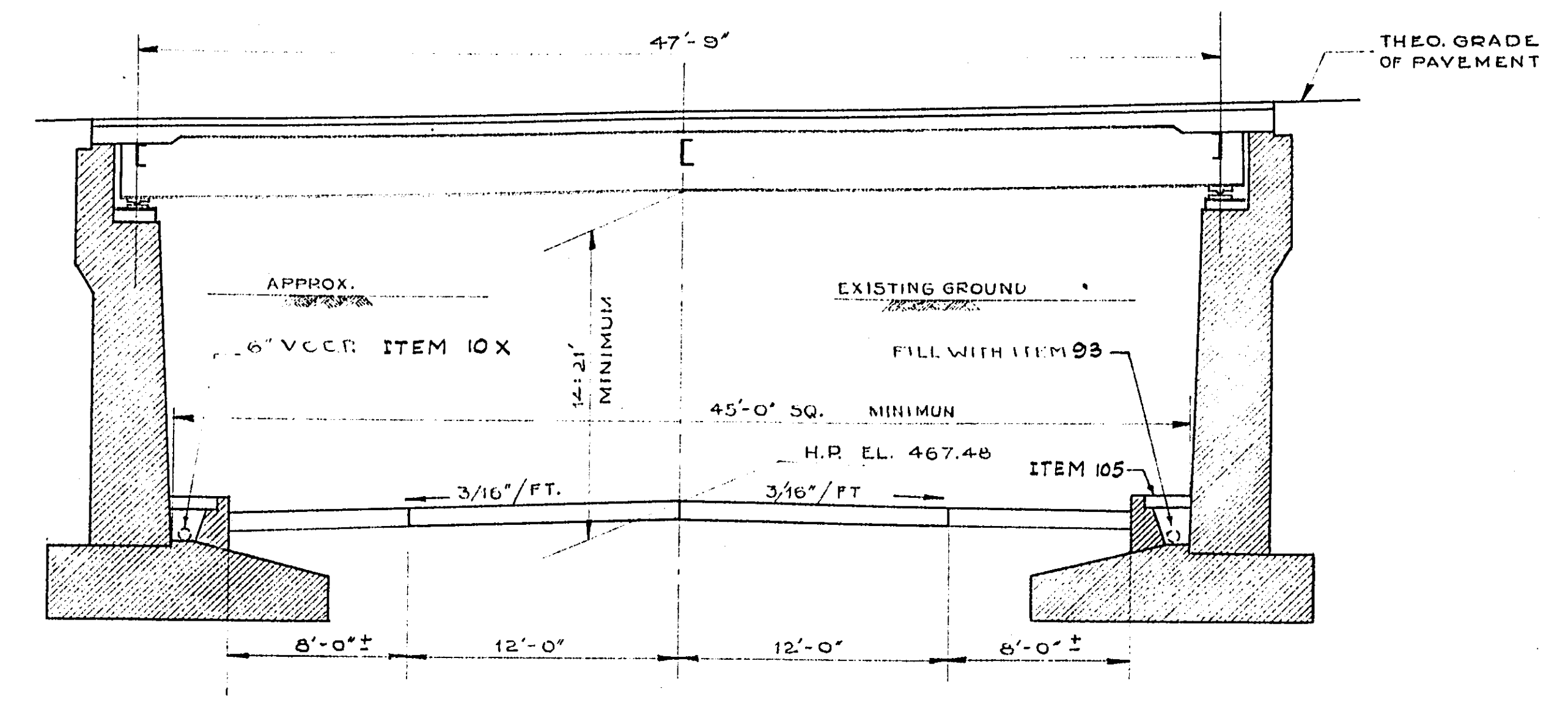
DATE



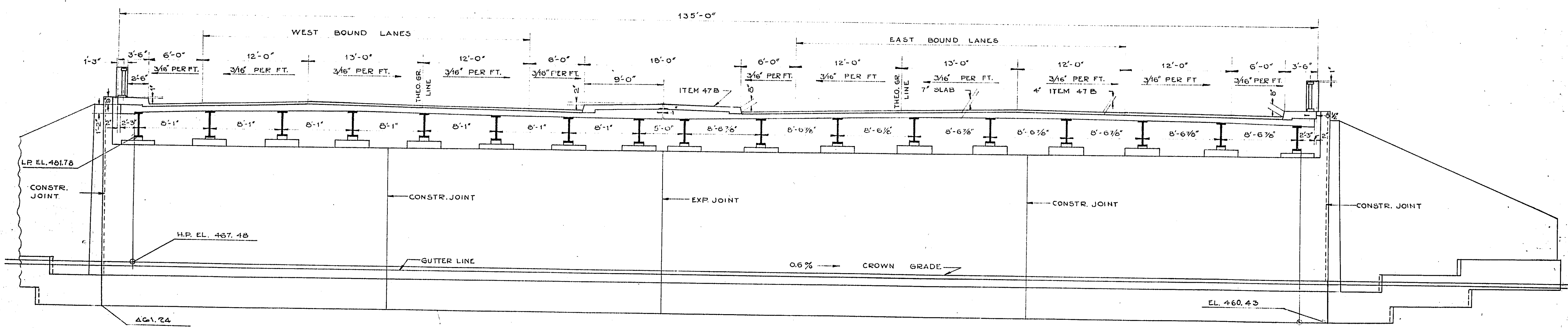
COUNTY	SHEET NO.	TOTAL SHEETS
ONTARIO	181	209
N.Y. STATE THRUWAY ONTARIO SECT. SUB. DIV. 16		
ROUTE 88 TO SENECA CO. LINE		
ROUTE 14 (SH5252) BRIDGE		



SIDE VIEW  
SCALE: 3/16" = 1'-0"



LONGITUDINAL SECTION  
SCALE: 3/16" = 1'-0"



TRANSVERSE SECTION  
SCALE: 3/16" = 1'-0"

PREPARED AND RECOMMENDED  
URQUHART & DOYLE CONSULTING ENGINEERS  
NEW YORK STATE PROFESSIONAL ENGINEERS LICENSE NO. 5007

DATE

FOR REFERENCE ONLY

New York State Thruway Authority Dept. Of Engineering And Maintenance
REFERENCE SHEET GENEVA-LYONS (RT. 14) STRUCTURE-MP 32690
PRELIMINARY LAYOUT
TAS 82-28B 38 of 45



SUPERSTRUCTURE

GENERAL NOTES

THE DESIGN OF THE STRUCTURE IS BASED ON A.A.S.H.O. SPECIFICATIONS, 1949 H20-S16-44 LOADING AND CURRENT MODIFICATIONS AND ADDITIONS. ALL CONCRETE OF SUPERSTRUCTURE SHALL BE ITEM 18, EXCEPT CONCRETE OF PYLONS WHICH SHALL BE ITEM 19, AND CEMENT CONCRETE PAVEMENT WHICH SHALL BE 47-B.

THE COST OF FURNISHING AND INSTALLING METAL EXPANSION MATERIAL, METAL WATER STOP, PREMOULDED BITUMINOUS JOINT MATERIAL, CAULKING COMPOUND, AND CANVAS DUCT SHOE PADS ETC., SHALL BE INCLUDED IN THE BID PRICES OF THE RESPECTIVE CONCRETE ITEMS OF THE CONTRACT.

ALL MATERIALS, WORKMANSHIP, AND FABRICATION SHALL CONFORM TO NEW YORK STATE DEPARTMENT OF PUBLIC WORKS SPECIFICATIONS, JANUARY 2, 1951, AND CURRENT MODIFICATIONS AND ADDITIONS.

WHERE CAULKING COMPOUND IS TO CONTACT CONCRETE SURFACES, SUCH CONCRETE SHALL BE THOROUGHLY CLEANED AND DRY, AND PRIMED WITH A PRIMING COAT AT LEAST 30 MINUTES BEFORE THE APPLICATION OF CAULKING COMPOUND. THIS WORK SHALL BE DONE BY EXPERIENCED MEN, AND THE COMPLETE OPERATION SHALL BE SPECIALLY DIRECTED BY THE ENGINEER.

CONSTRUCTION JOINTS SHALL BE PLACED ONLY AS AND WHERE SHOWN ON THE PLANS EXCEPT WHEN PERMISSION IN WRITING IS GIVEN BY THE DEPUTY CHIEF ENGINEER OF BRIDGES, IN WHICH CASE HIS SUPPLEMENTAL INSTRUCTION SHALL BE STRICTLY FOLLOWED.

AFTER THE CONCRETE IS CURED, THE CONTRACTOR SHALL APPLY WATERPROOFING OIL TREATMENT, AS DESCRIBED IN THE SPECIFICATIONS, FOR M-4W TO ALL EXPOSED SURFACES EXCEPT THE UNDERSIDE OF SLABS. TWO APPLICATIONS OF WATERPROOFING OIL TREATMENT SHALL BE APPLIED AT THE TOP OF THE SLAB. THE SECOND APPLICATION SHALL BE APPLIED TWO DAYS PRIOR TO THE LAYING OF THE PAVEMENT ON SIDEWALK. ALSO APPLY OIL TREATMENT TO BACK OF ABUTMENTS AND WINGWALLS PRIOR TO MAKING BACK FILL.

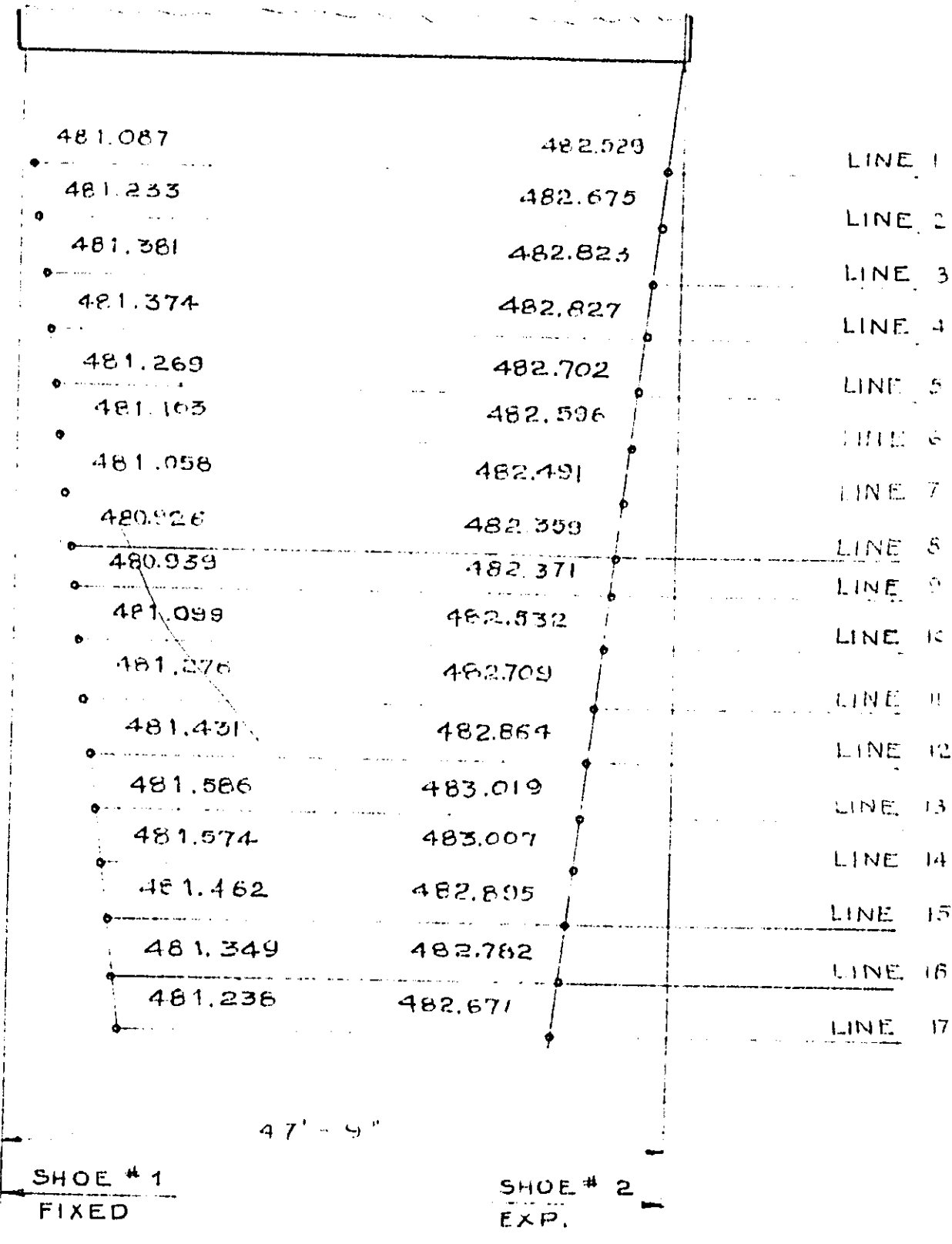
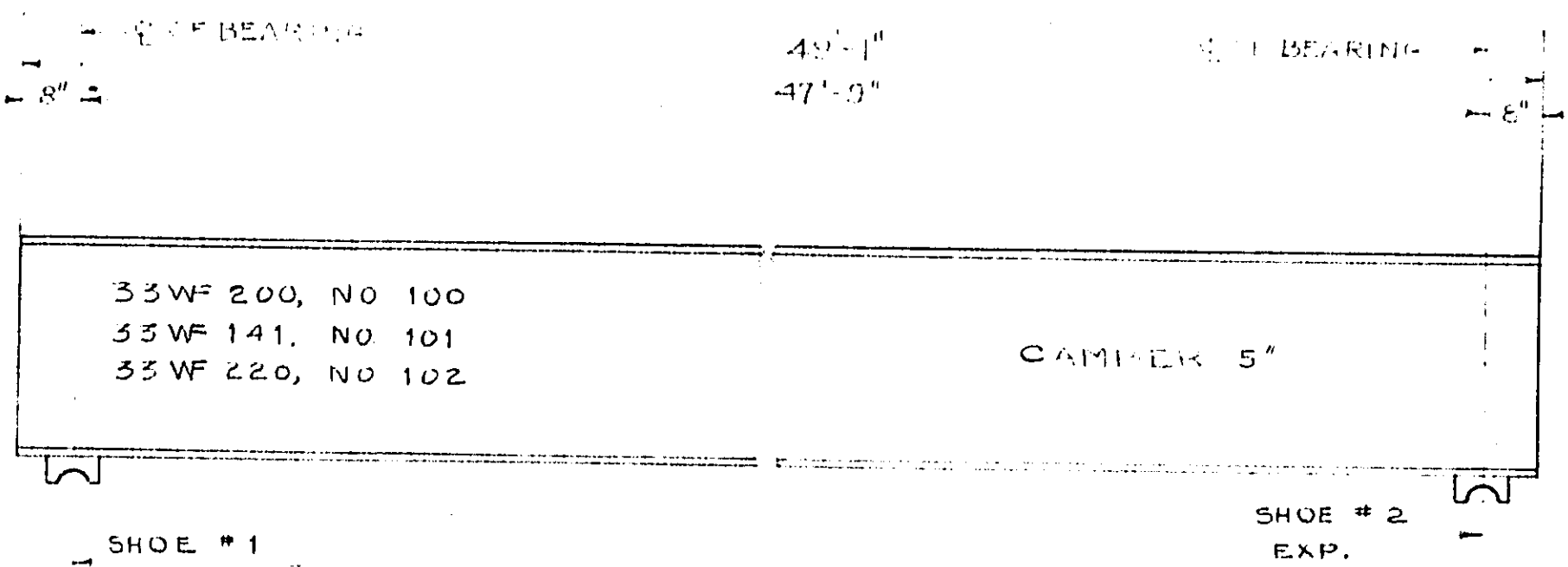
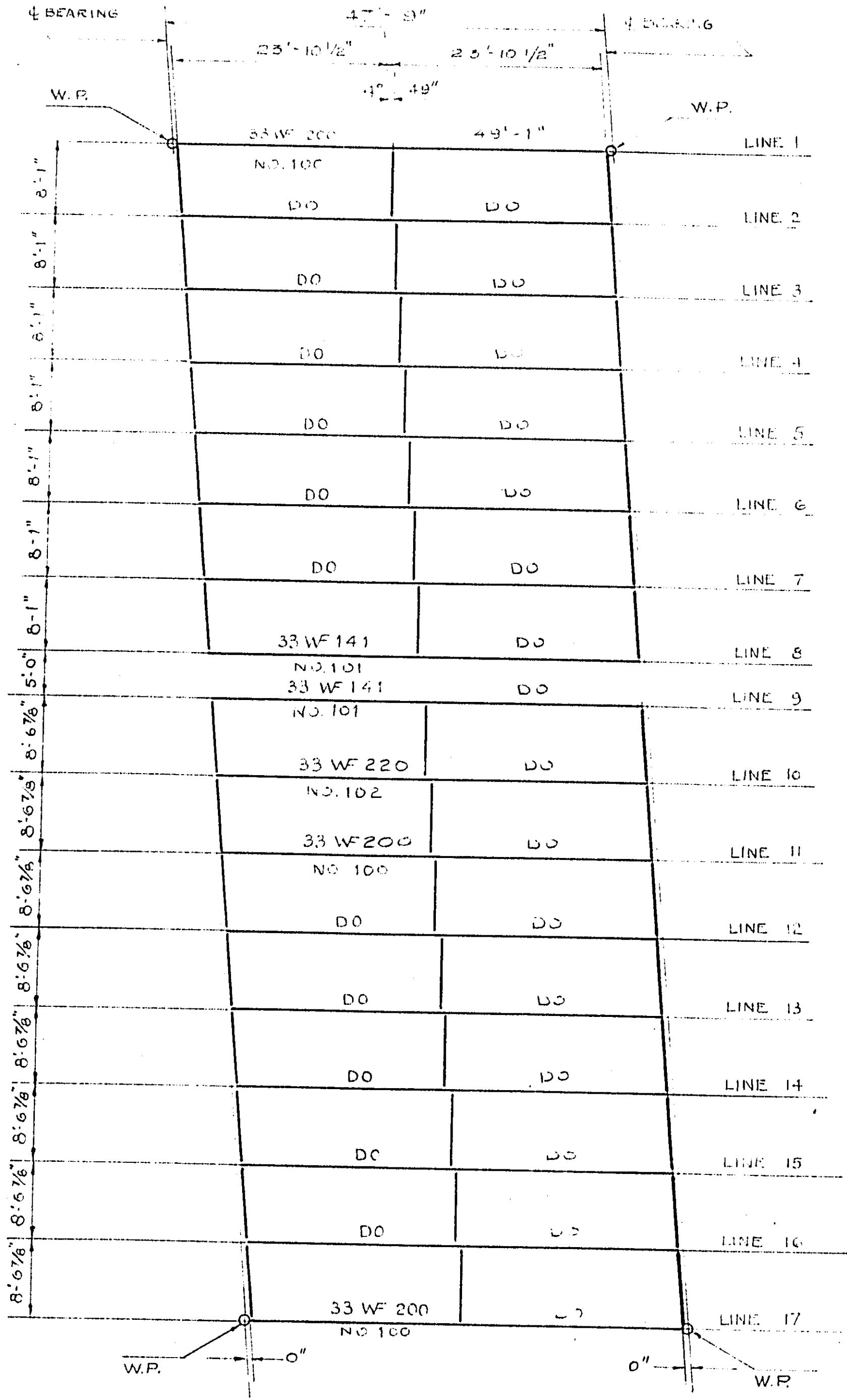
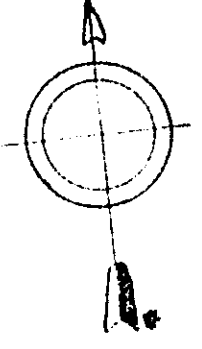
IMMEDIATELY BEFORE PLACING PAVEMENT CONCRETE, THE CONCRETE SURFACE OR SURFACES UPON WHICH IT IS TO BE PLACED SHALL BE THOROUGHLY WETTED DOWN CONTINUOUSLY FOR ONE HOUR, IF THE AIR TEMPERATURE IS ABOVE 10°F. PAYMENT FOR THIS WORK WILL BE INCLUDED IN THE PRICE BID FOR ITEM 47-B.

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE SPECIAL NOTES FOR THIS STRUCTURE WHICH APPEAR IN THE PROPOSAL, PARTICULAR ATTENTION SHOULD BE GIVEN TO THE FOUNDATION NOTE, WHICH BRIEFLY OUTLINES THE ANTICIPATED SUBSURFACE CONDITIONS AT THE SITE OF THE STRUCTURE AND WHICH SPECIFIES CERTAIN REQUIREMENTS RELATIVE TO CONSTRUCTION.

COUNTY		SHEET NO.	TOTAL SHEETS
ONTARIO		200	209
N.Y. STATE THRUWAY - ONTARIO SECT. - SUB.DIV. 16			
ROUTE 88 TO SENECA CO. LINE			
ROUTE 14 (SH5252) BRIDGE			

SUPERSTRUCTURE QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	NEAT	ROUNDED
15-2	PORTLAND CEMENT TYPE 1	BBLS.	390	410
15-3	NATURAL CEMENT TYPE N	BBLS.	56	59
18	CLASS A CONCRETE FOR STRUCTURES	C.Y.	230	240
19	CLASS A CONCRETE FOR RAILINGS	C.Y.	2.5	3
20	BAR REINFORCEMENT FOR STRUCTURES	LBS.	52,500	53,970
22	STRUCTURAL STEEL	LBS.	210,000	214,410
7	METAL RAILING	L.F.	110	111
47B	CEMENT CONCRETE PAVEMENT	C.Y.	71	75
47B	STEEL FABRIC REINFORCEMENT	S.Y.	750	825
15-2A	PORTLAND CEMENT, TYPE 2A	BBLS.	45	47

7 STEEL FABRIC REINFORCEMENT TO BE FURNISHED IN FLAT SHEETS



PREPARED AND RECOMMENDED

URQUHART & DOYLE CONSULTING ENGINEERS  
NEW YORK STATE PROFESSIONAL ENGINEERS LICENSE NO. 5667

DATE

FOR REFERENCE ONLY

New York State Thruway Authority  
Dept. Of Engineering And Maintenance

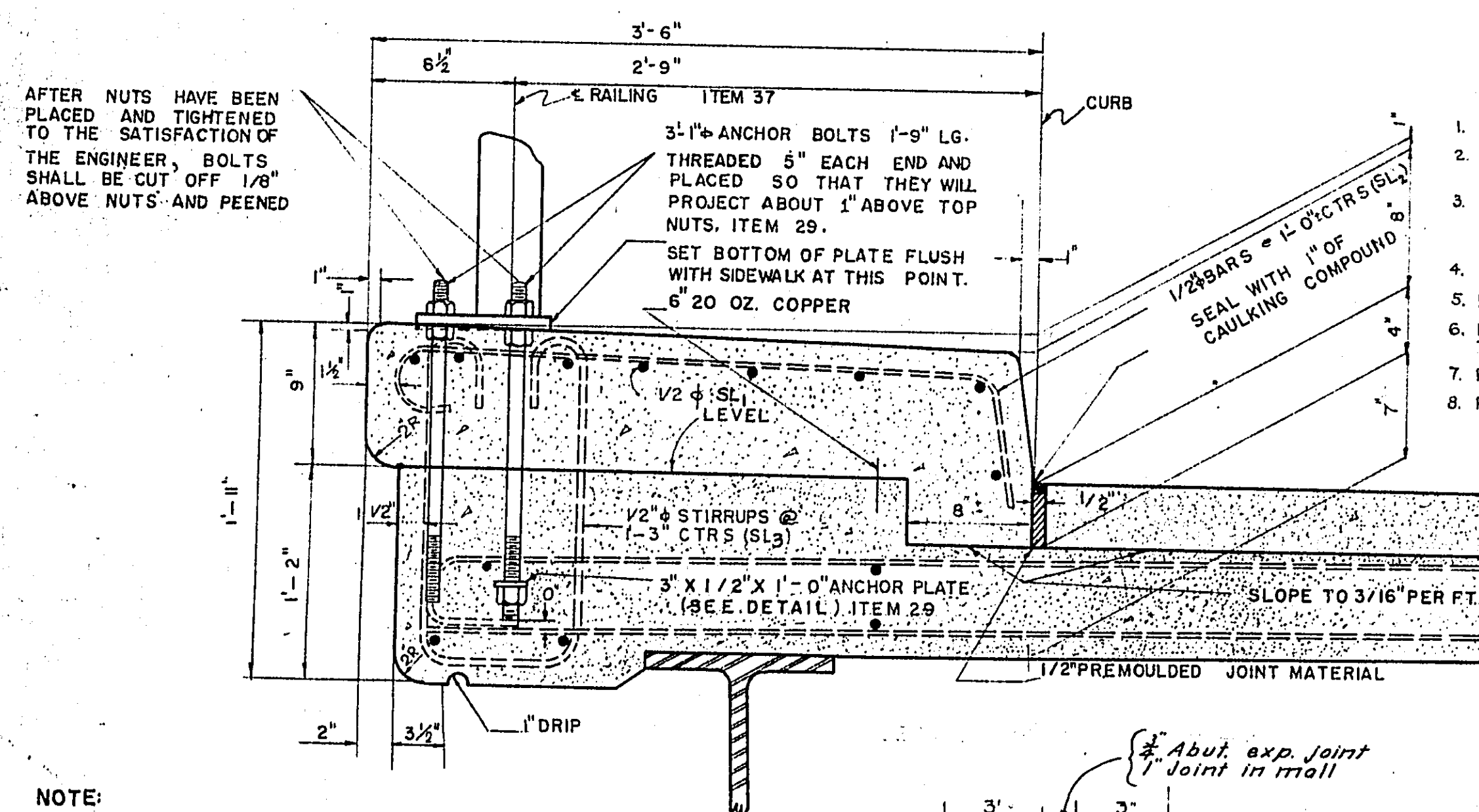
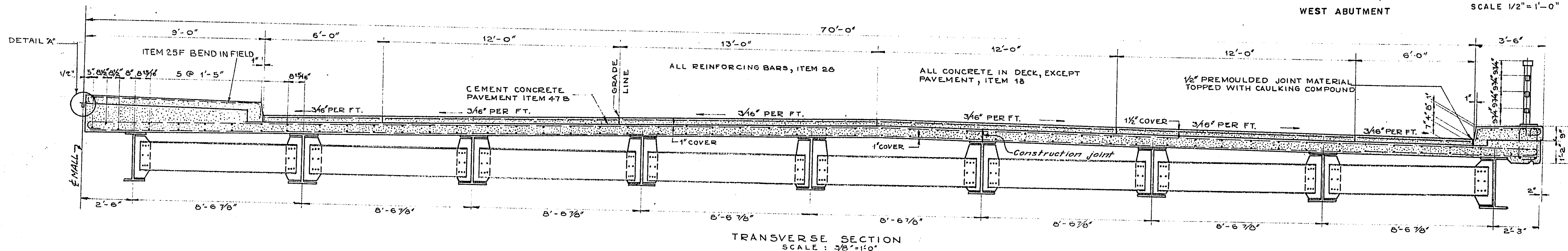
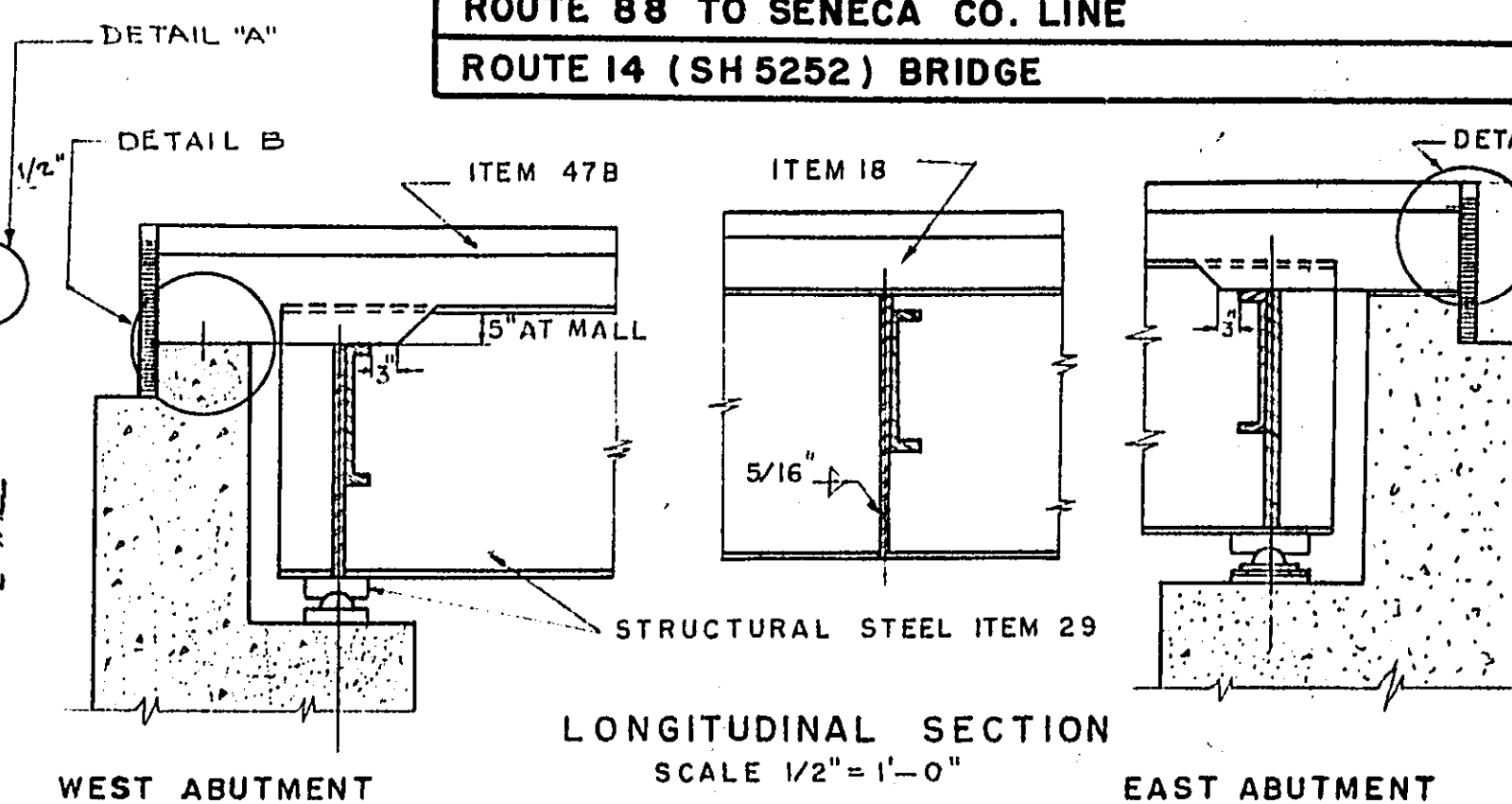
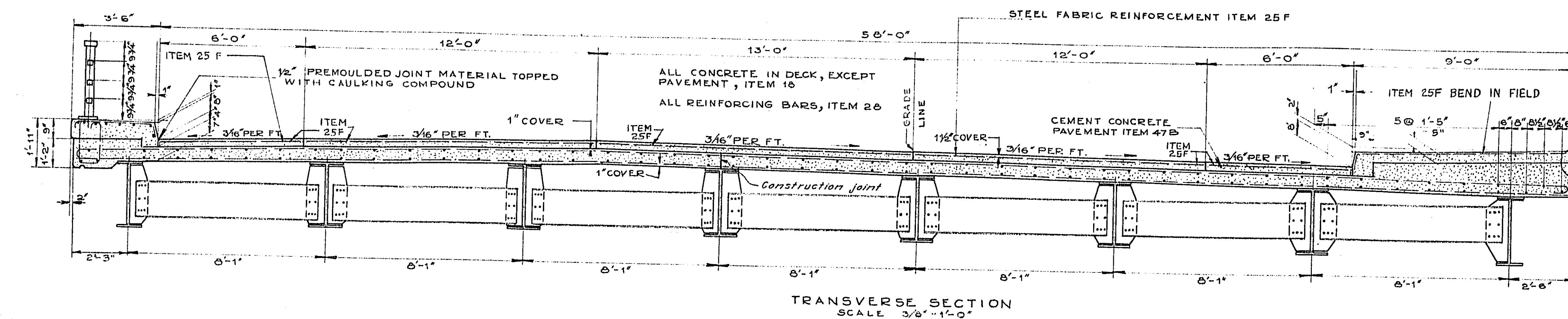
REFERENCE SHEET  
GENEVA-LYONS(RT.14) STRUCTURE-MP 326903

SUPERSTRUCTURE DETAILS

TAS 82-28B 39 of 45

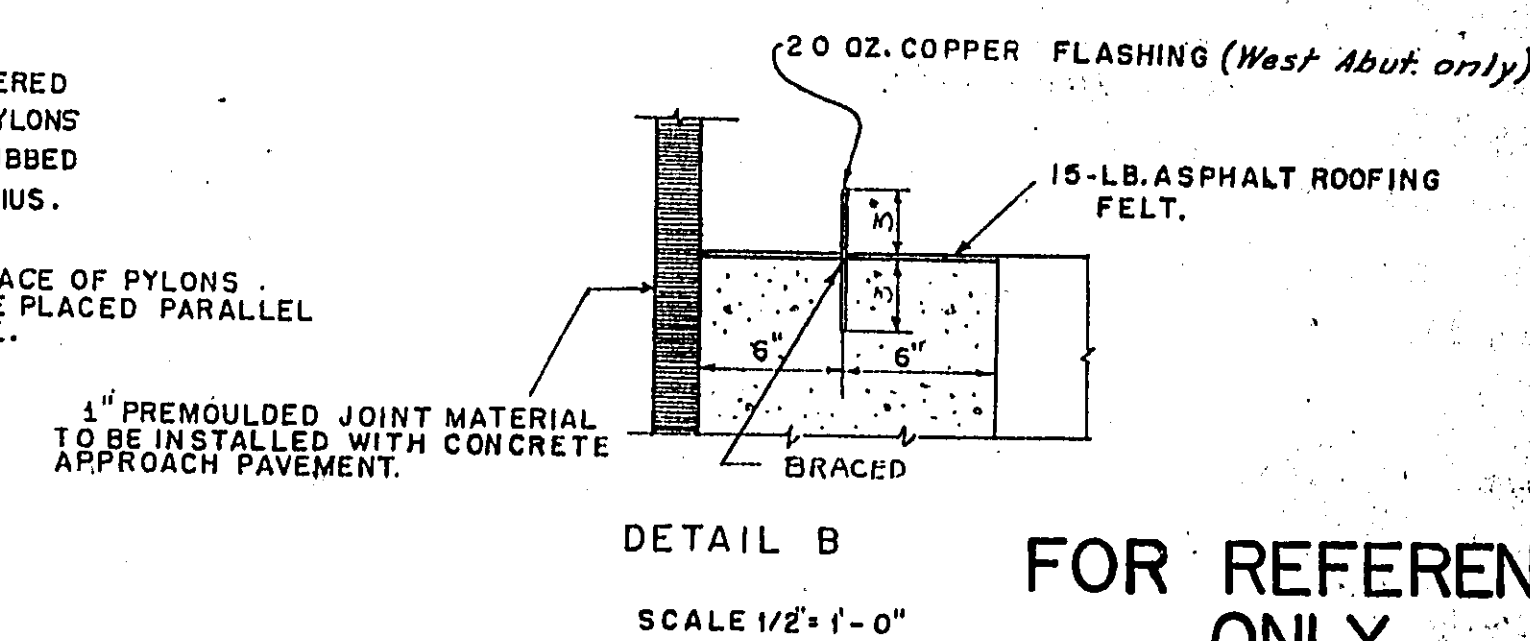
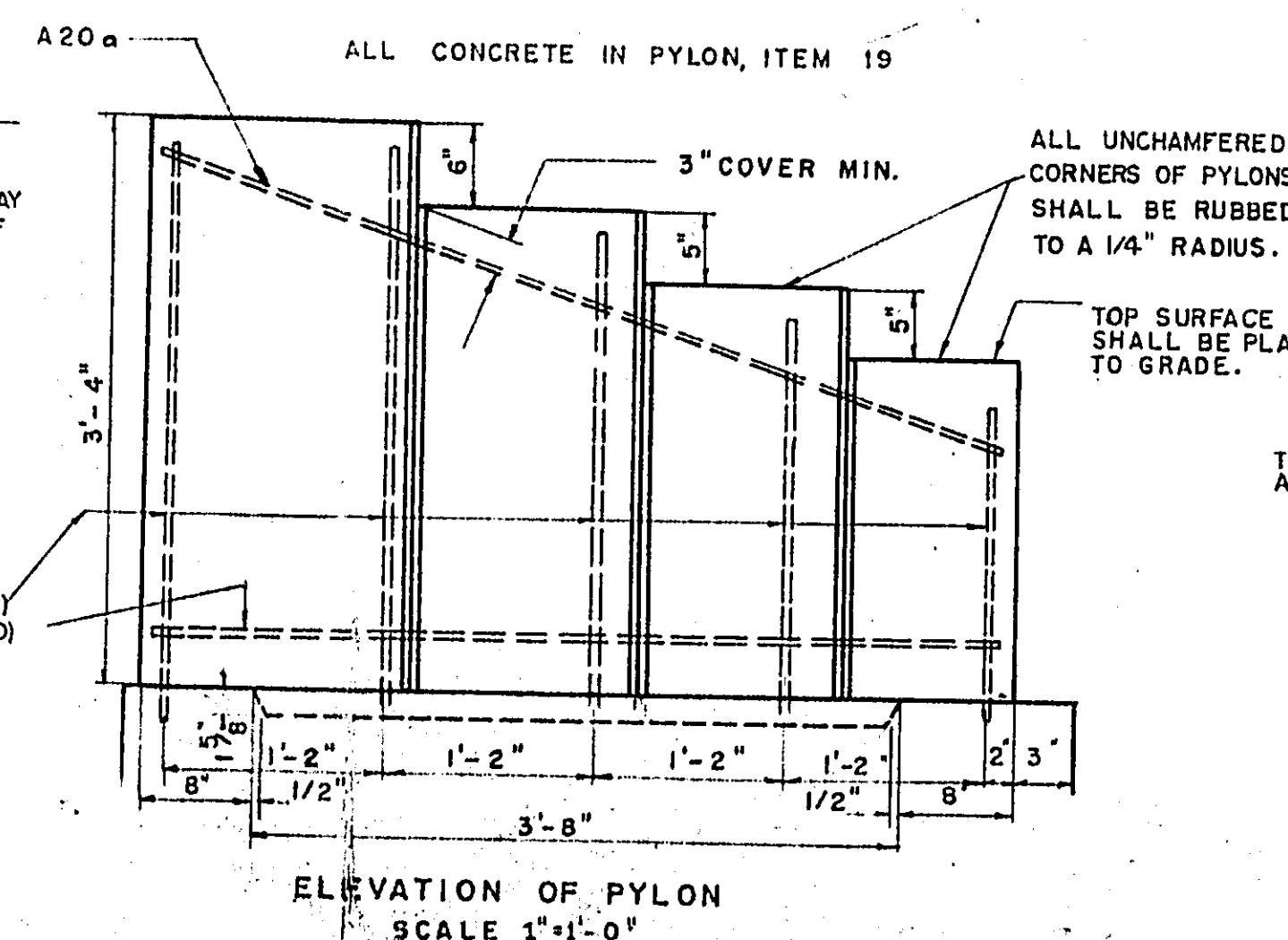
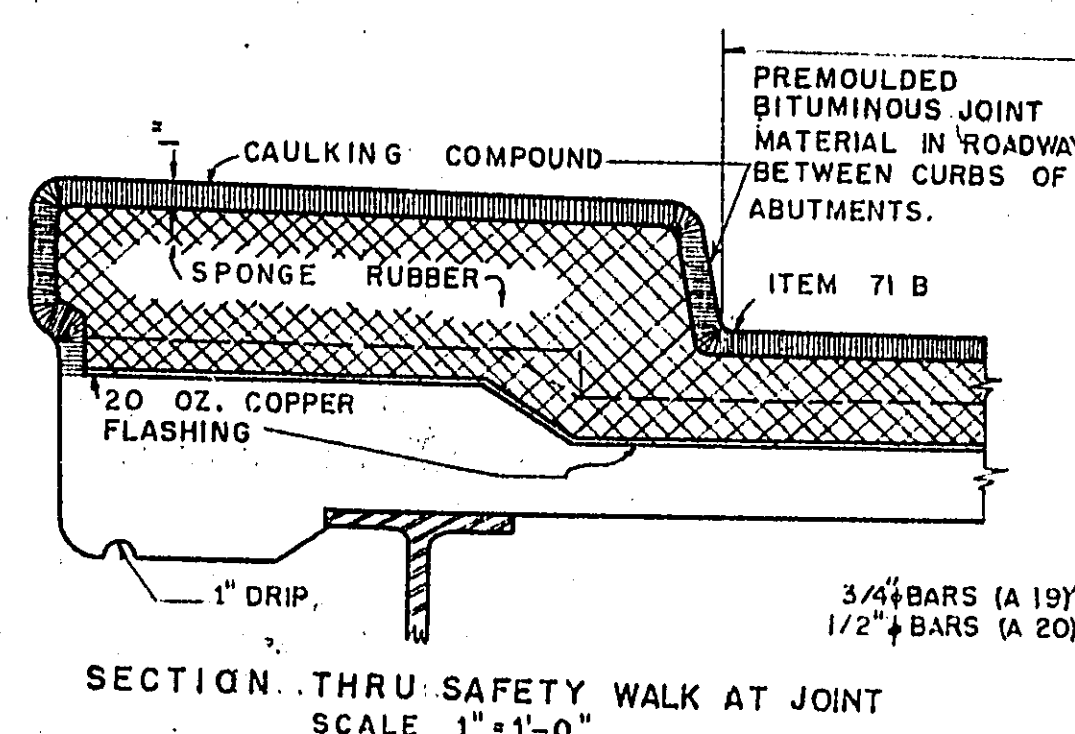
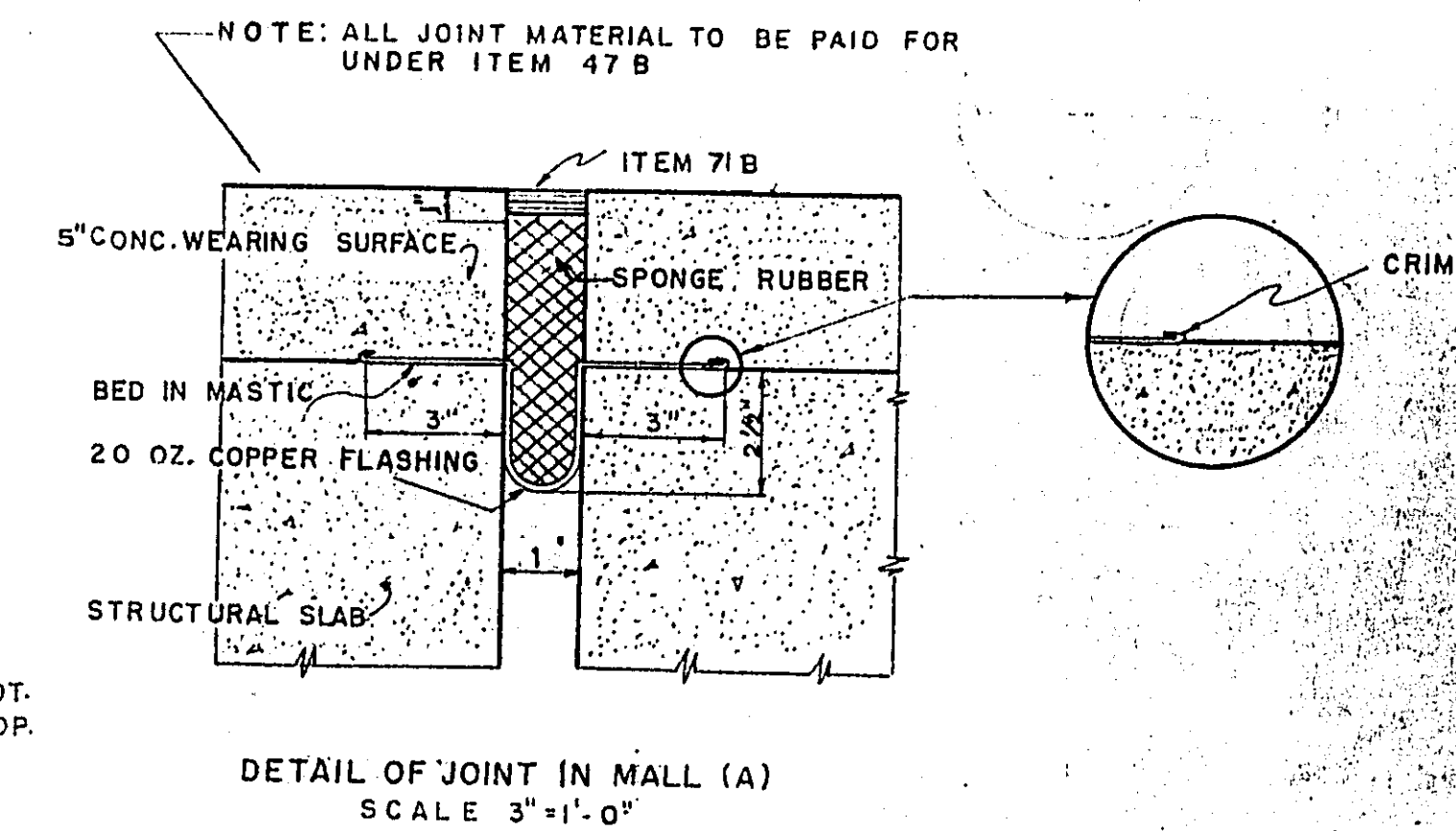
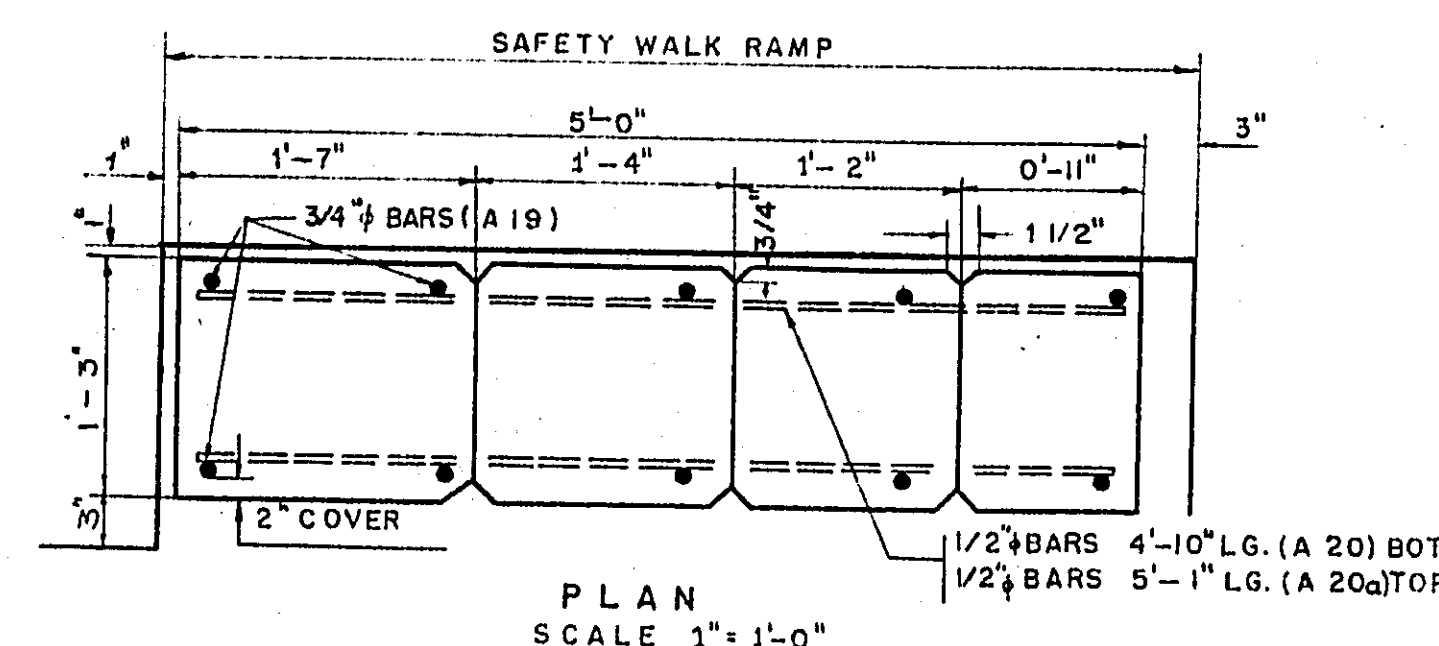


COUNTY			SHEET NO.	TOTAL SHEETS
ONTARIO			203	209
N.Y.STATE THRUWAY -. ONTARIO SECT.- SUBDIV. 16				
ROUTE 88 TO SENECA CO. LINE				
ROUTE 14 (SH 5252) BRIDGE				



- ### CONSTRUCTION PROCEDURE

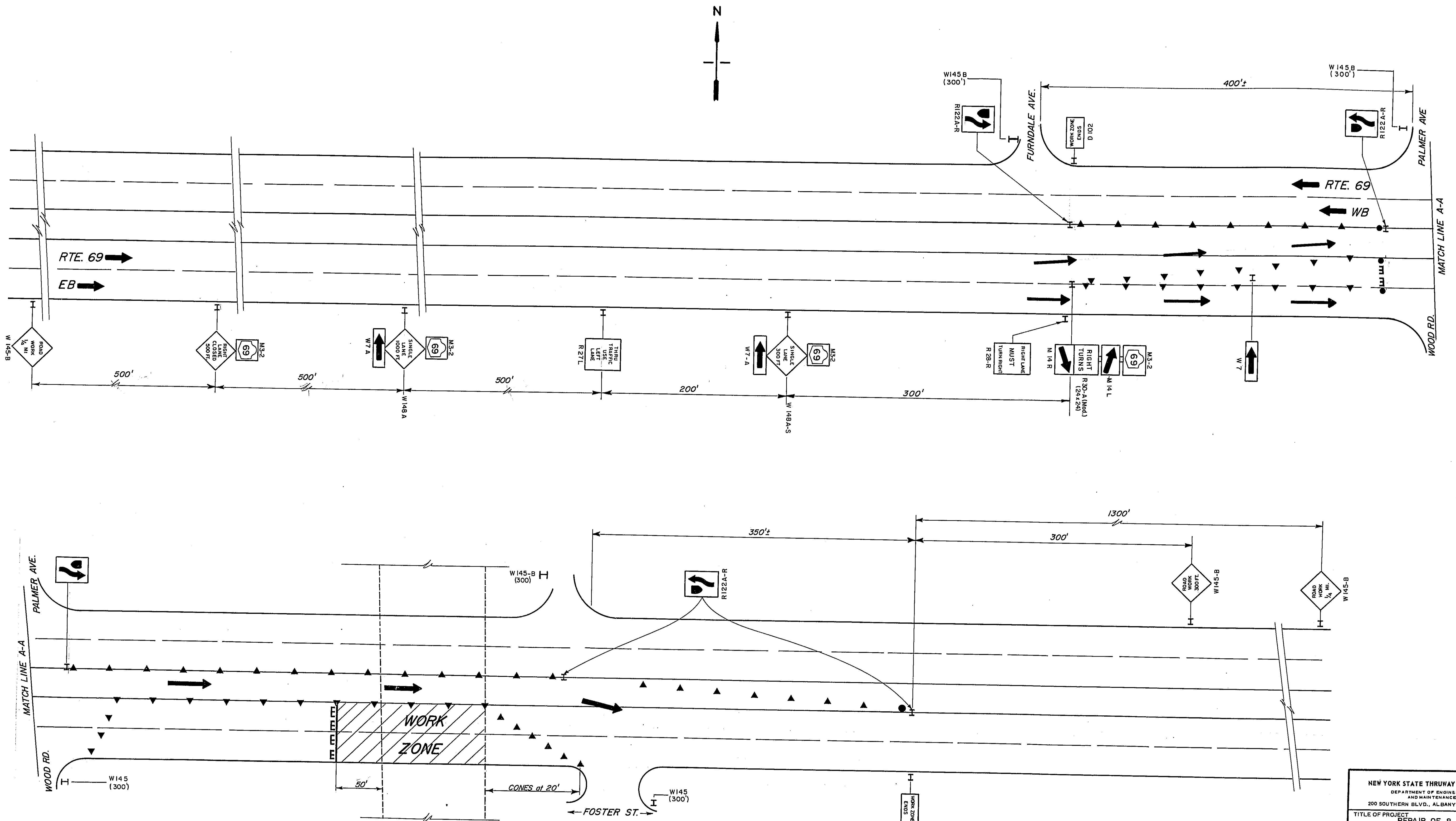
1. SET ANCHOR BOLTS BY MEANS OF TEMPLATE AND POUR SLAB.
2. MAKE TWO APPLICATIONS OF WATERPROOFING OIL TREATMENT M-41-W TO THE TOP OF SLAB.
3. THE TOP OF THE SLAB SHALL BE CONTINUOUSLY AND THOROUGHLY WETTED DOWN, AS DIRECTED BY THE ENGINEER, FOR AT LEAST ONE HOUR, IMMEDIATELY PRIOR TO THE PLACING OF THE ROADWAY PAVEMENT.
4. POUR ROADWAY PAVEMENT.
5. PLACE LOWER NUTS ON UPPER END OF ANCHOR BOLTS.
6. PLACE RAILING ON LOWER NUTS AND ADJUST TO BRING RAILING TO LINE AND GRADE.
7. PLACE UPPER NUTS ON ANCHOR BOLTS, TIGHTEN DOWN ON PLATES
8. POUR SIDEWALK TO PROPER LINE AND GRADE.



FOR REFERENCE  
ONLY

New York State Thruway Authority Dept. Of Engineering And Maintenance	
REFERENCE SHEET	
GENEVA-LYONS (RT. 14) STRUCTURE-MP 326.90±	
SUPERSTRUCTURE      DETAILS	
TAS 82-28B	40 of 45



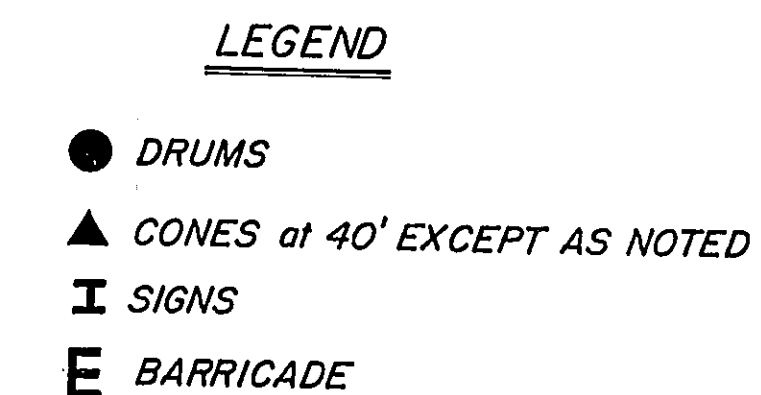


**TRAFFIC CONTROL PLAN**  
 LOCATION NO. 2, MP. 238.22 FOR WORK ON WEST FASCIA STRINGER  
 ITEM 25619.0102  
 Scale: 1" = 50' Longitudinal

SEE SHEET NO. 42 FOR  
NOTES AND LEGEND.

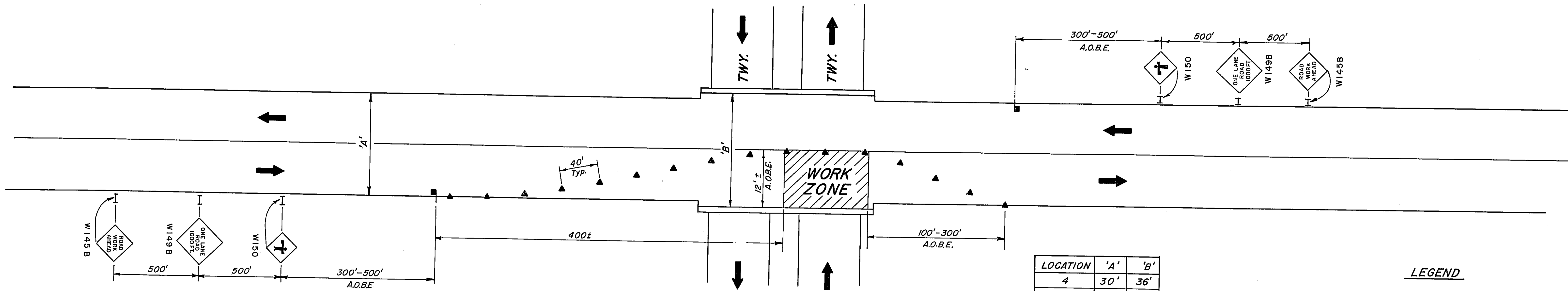
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT REPAIR OF 8 DAMAGED BRIDGES	
LOCATION OF PROJECT 8 LOCATIONS FROM MILEPOST 209.90 to 326.90	
TITLE OF DRAWING <b>TRAFFIC CONTROL          AT LOCATION NO. 2</b>	
	DRAWN BY <i>[Signature]</i>
	CHECKED BY <i>[Signature]</i>
	DATE 9-29-82
	DRAWING NUMBER: <b>41 of 45</b>
<b>TAS 82-28B</b>	





- NOTES:**
1. The cost of furnishing, installing and removing all traffic control items shown on this sheet shall be included in the price bid for Item 25619.0102
  2. Traffic Control restrictions as shown on this sheet will be permitted only from 8:30 A.M. to 3:30 P.M. weekdays.





### TRAFFIC CONTROL PLAN

LOCATION NO. 4, MILEPOST 283.79 ±  
 LOCATION NO. 5, MILEPOST 303.92 ±  
 LOCATION NO. 6, MILEPOST 307.97 ±  
 LOCATION NO. 7, MILEPOST 320.41 ±  
 LOCATION NO. 8, MILEPOST 326.90 ±

LOCATION	'A'	'B'
4	30'	36'
5	24'	28'
6	22'	34'
7	30'	36'
8	24'	40'

### LEGEND

▲ = CONES  
 I = SIGNS  
 ■ = FLAGGER

### TRAFFIC CONTROL AT LOCATION NO. 3

MILEPOST 265.99

THE AUTHORITY HAS PREVIOUSLY INSTALLED VARIOUS TRAFFIC SIGNS, CONCRETE MEDIAN BARRIER AND TIMBER CURB TO RESTRICT TRAFFIC FROM THE EAST (NORTHBOUND) SIDE OF THE STRUCTURE.

THE CONTRACTOR WILL BE REQUIRED TO FURNISH ANY ADDITIONAL SIGNS, FLAGGERS, CONES ETC. AS MAY BE REQUIRED TO MOVE GEES ROAD TRAFFIC AS FAR AS POSSIBLE FROM THE DAMAGED STRINGER THAT IS BEING WORKED ON TO THE SATISFACTION OF THE ENGINEER.

THE COST OF ALL TRAFFIC CONTROL REQUIRED FOR GEES ROAD AS WELL AS ON THE THRUWAY MAINLINE SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 25619.0103.

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

TITLE OF PROJECT  
 REPAIR OF 8  
 DAMAGED BRIDGES  
 LOCATION OF PROJECT  
 8 LOCATIONS FROM MP.  
 209.90 TO 326.90  
 TITLE OF DRAWING

TRAFFIC CONTROL  
 AT LOCATIONS 4,5,6,7,8



DRAWN BY: DR

CHECKED BY: HB

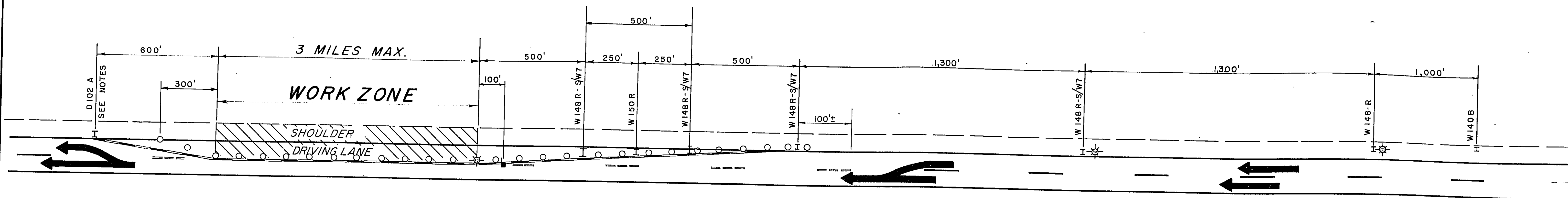
DATE: 12/14/82

DRAWING NUMBER:

43 of 45

TAS 82-28B





- ⚡ FLASHING LIGHTS(HIGH INTENSITY, FOR NIGHT USE ONLY) or A.O.B.E.
- TRAFFIC CONES @ 40' INTERVALS ON TAPER, 90' ON TANGENT
- FLAGGER, TYPICAL LOCATION
- I SIGNS

- EXISTING PAVEMENT MARKINGS (BROKEN OR SOLID)
- == REMOVAL OF EXISTING PAVEMENT MARKINGS DURING CONSTRUCTION
- TEMPORARY PAVEMENT MARKING FOR CONSTRUCTION (SEE NOTE A)

#### NOTE A

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

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

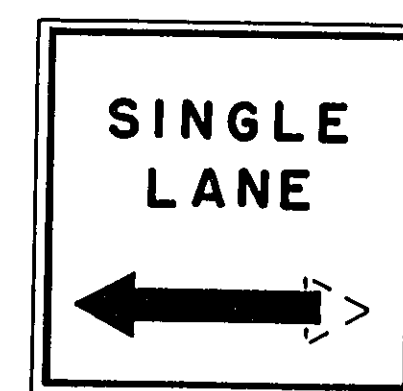


W140B  
4' X 4'



W148R  
4' X 4'

6" C  
6" C  
6" C

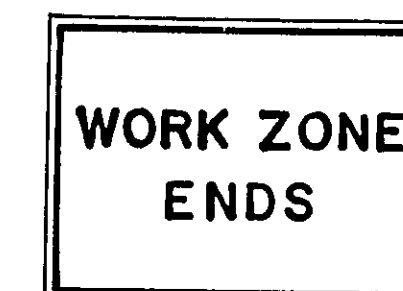


W148R-S/W7  
4' X 4'  
MAY CONSIST OF  
2 PANELS

7" C  
7" C

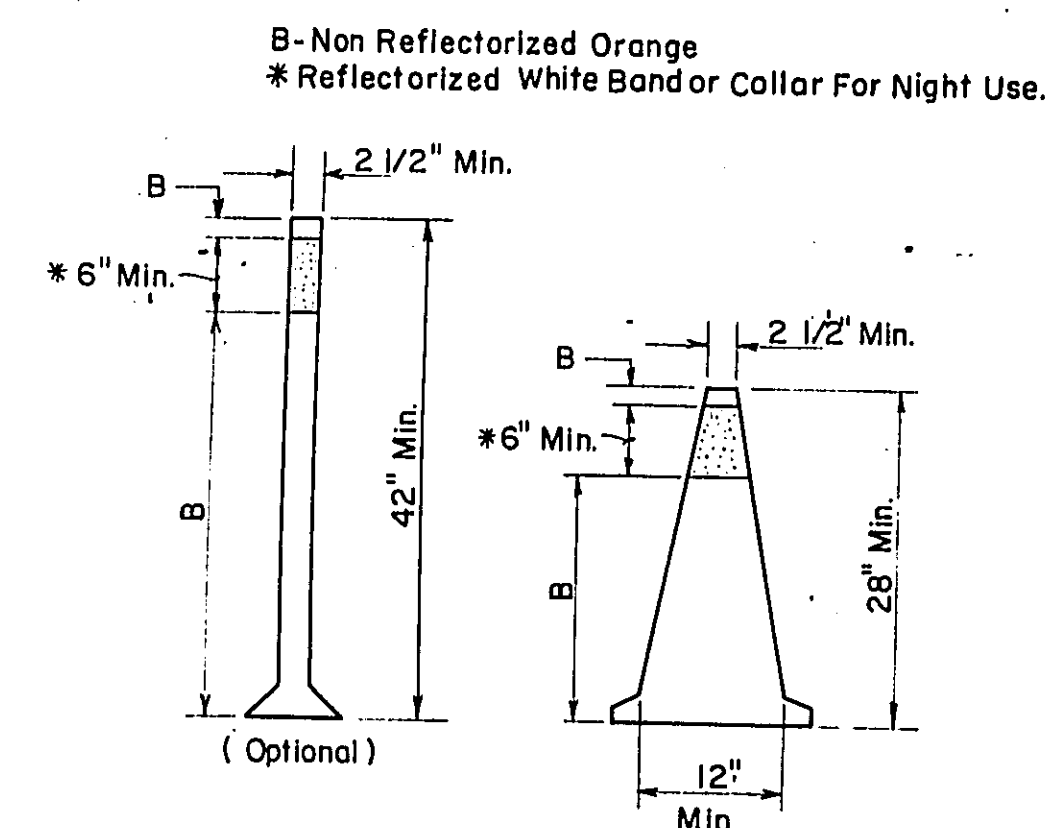


W150  
4' X 4'



D102A  
4' X 3'

8" C  
8" C



#### CONES

**NOTES**

ALL "W" SERIES SIGNS MAY ALSO BE FOUND IN THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", (LATEST EDITION). ALL "W" SERIES SIGNS WILL BE BLACK ON ORANGE.

SIGN SUPPORTS SHALL BE SUCH AS TO RESIST OVERTURNING IN WINDS OF 100 M.P.H. OR THE PASSAGE OF TRAFFIC, WITH MINIMUM MOUNTING HEIGHT OF 5 FEET TO BOTTOM OF SIGN.

FLAGGER TO BE PROVIDED AND LOCATED IN THE PATTERN AS DIRECTED BY THE ENGINEER. WHEN USED, A W150 SIGN WILL BE PLACED NOT CLOSER THAN 500 FEET NOR FURTHER THAN 2,600 FEET AHEAD OF FLAGGER.

ALL FLASHING LIGHTS AS SHOWN ON THIS SHEET SHALL BE PLACED IN OPERATION FROM 1/2 HOUR AFTER SUNSET TO 1/2 HOUR BEFORE SUNRISE OR A.O.B.E.

THIS PLAN SHALL BE USED FOR TRAFFIC IN BOTH DIRECTIONS AS NECESSARY.

THIS PLAN SHALL BE MODIFIED TO A LEFT LANE CLOSURE BY PLACING THE SIGNS ON THE LEFT SIDE OF THE ROADWAY, CHANGING THE DIRECTION OF THE ARROWS, AND CHANGING THE W148-R SIGN TO A W148-L SIGN.

THE LOCATION OF THE TRAFFIC SIGNS AND CONES SHALL BE SUBJECT TO REVIEW BY THE DIVISION TRAFFIC SUPERVISOR BEFORE INSTALLATION FOR EXACT POSITIONING.

THE W140B SIGN WILL BE REMOVED OR TURNED FROM VIEW DURING NON-WORKING HOURS.

ALL REFLECTORIZED SIGN BACKGROUNDS, AND LEGENDS SHALL BE CLASS "B" REFLECTIVE SHEETING.

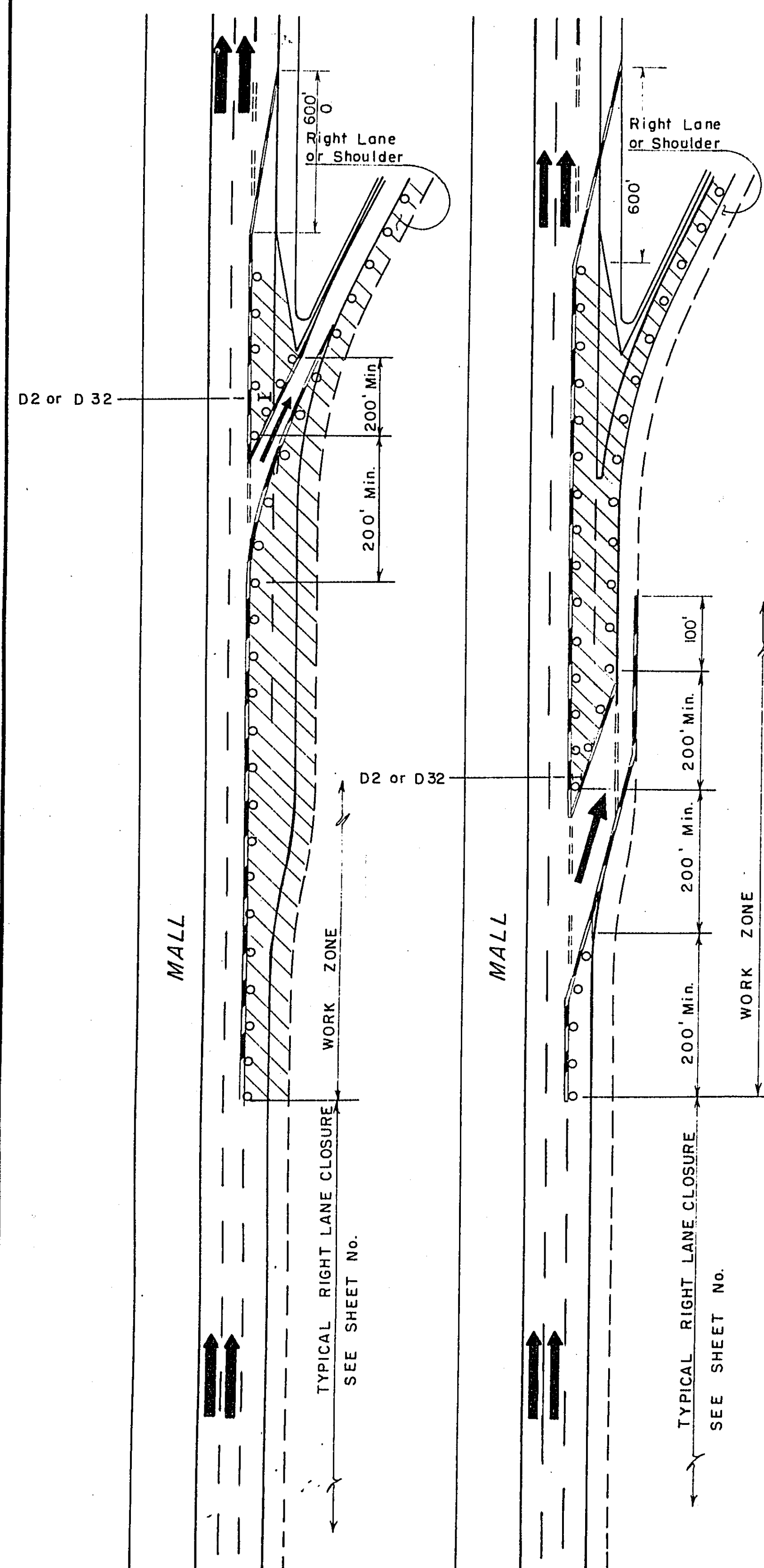
Approved By: \_\_\_\_\_  
DEPARTMENT OF OPERATIONS

<b>NEW YORK STATE THRUWAY AUTHORITY</b> DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N. Y. 12209	
TITLE OF PROJECT: <b>REPAIR OF 8 DAMAGED BRIDGES</b> LOCATION OF PROJECT: <b>8 LOCATIONS FROM MILEPOST 209.90 TO 326.90</b> TITLE OF DRAWING: <b>2 LANE THRUWAY TRAFFIC CONTROL PLAN</b>	
STD. SHEET CHECKED BY: _____ DATE: _____ DRAWING NUMBER: <b>44 of 45</b>	<b>TAS 82-28B</b>

Revised 9/3/80  
Revised: 7/3/80  
Revised: 1/20/77  
Dwg. No 23-2-2-DT

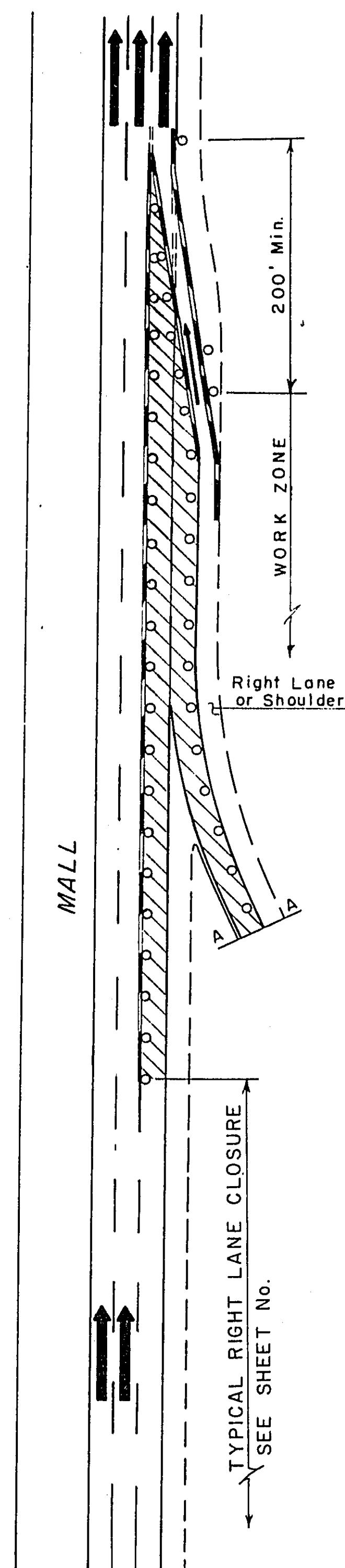


NOTE IF NECESSARY, CONSULT THE DIVISION TRAFFIC SUPERVISOR ON OTHER VARIATIONS



TYPICAL  
DECELERATION LANE

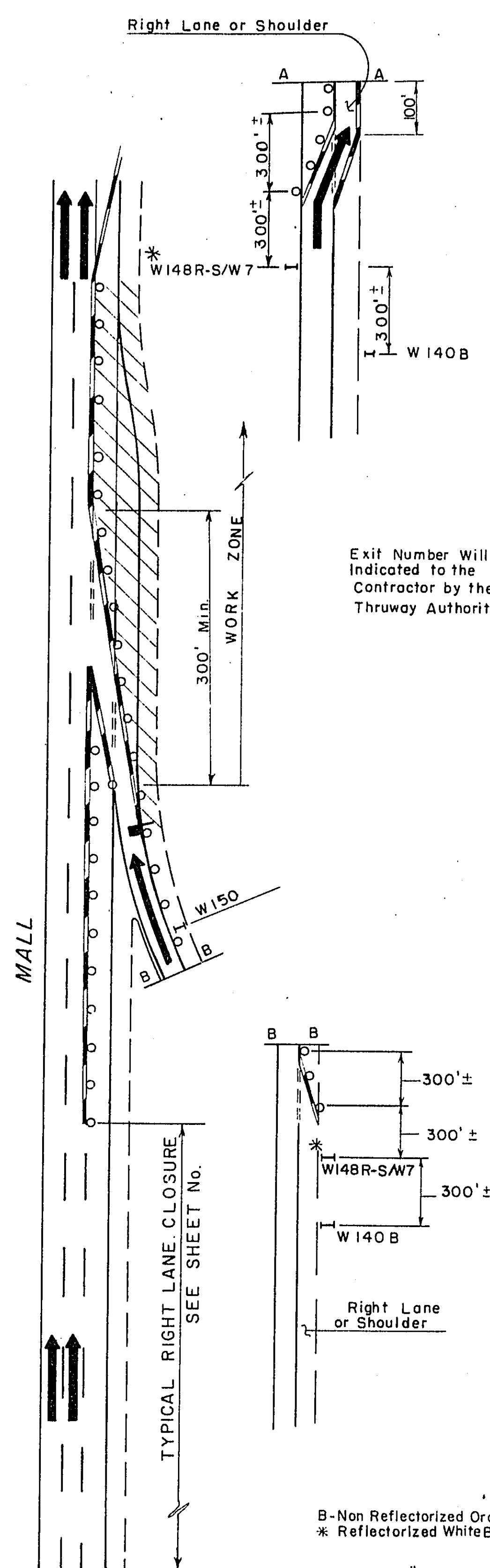
-  EXISTING PAVEMENT MARKINGS (BROKEN OR SOLID)  
 REMOVAL OF EXISTING PAVEMENT MARKINGS DURING CONSTRUCTION  
 TEMPORARY PAVEMENT MARKING FOR CONSTRUCTION (SEE NOTE A)



TYPICAL  
ACCELERATION LANE

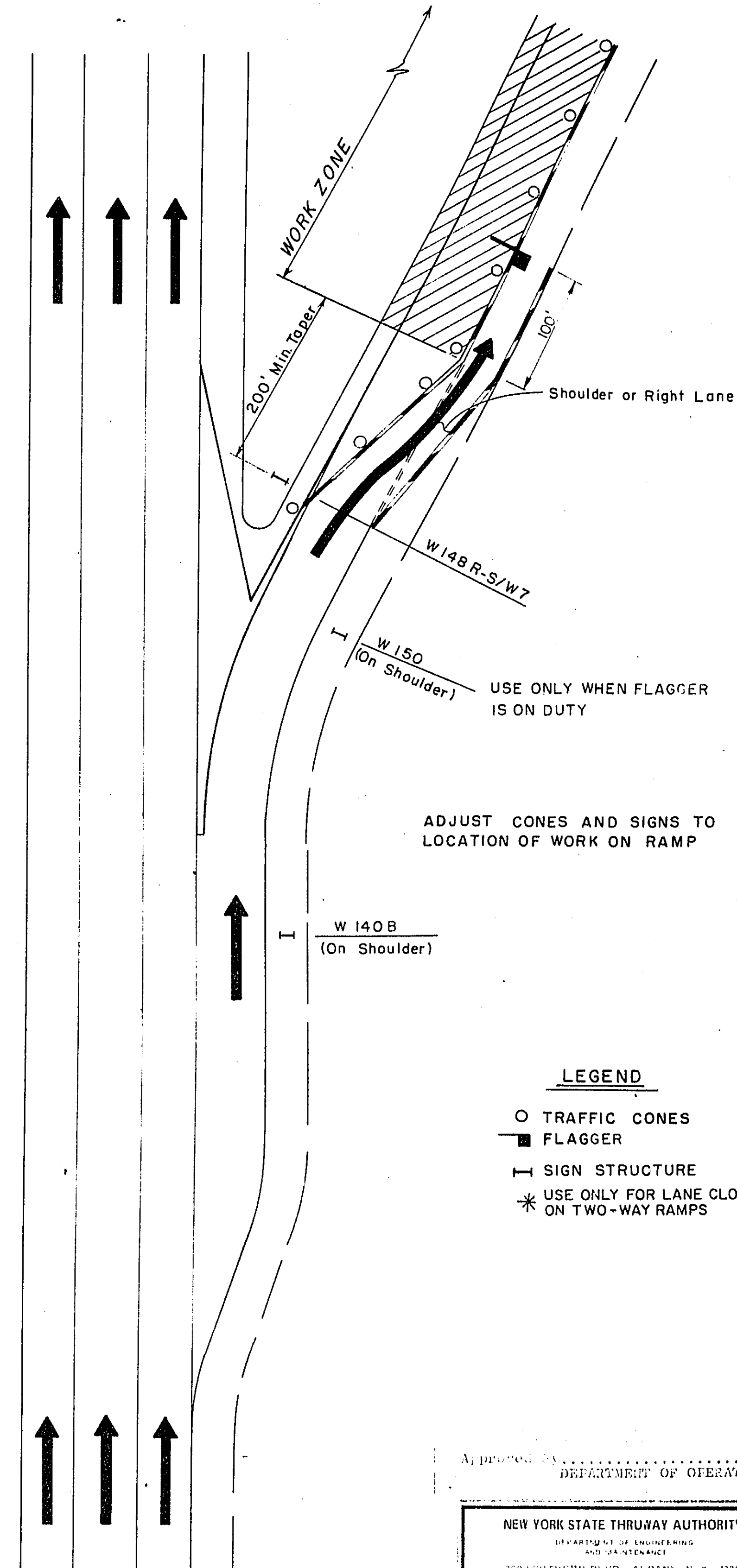
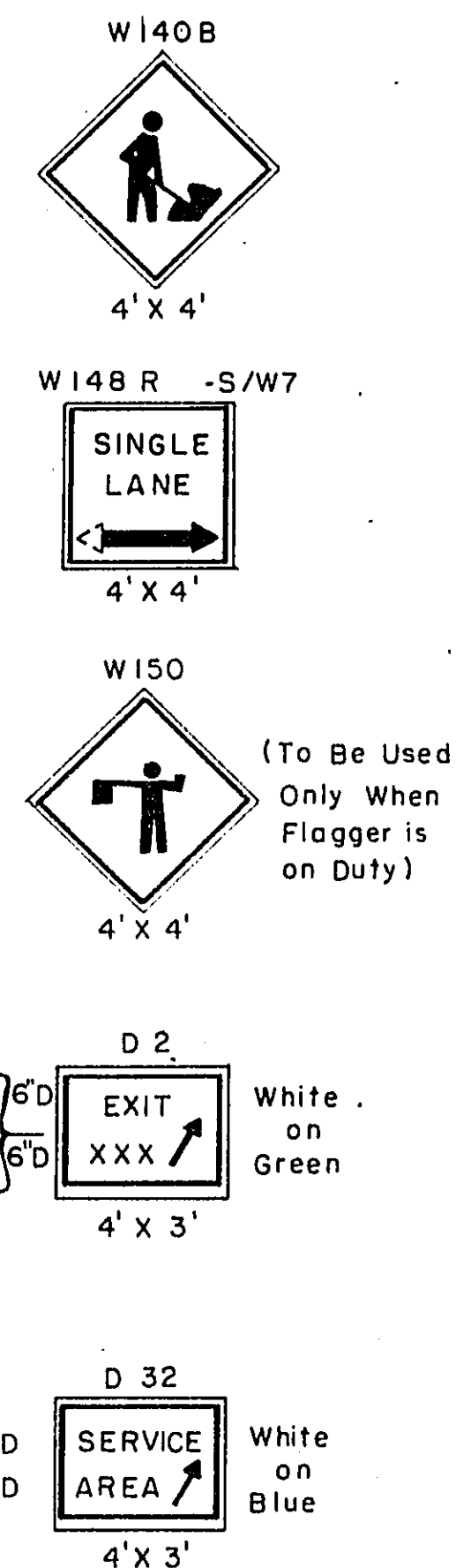
NOTE-A

EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY CONTRACTOR WITHIN PROJECT LIMITS. IF CONTRACTORS OPERATIONS IN ANY WORK ZONE WILL EXCEED A PERIOD OF 2 WEEKS OR AS DIRECTED BY THE ENGINEER, CONTRACTOR SHALL COMPLETELY REMOVE PORTIONS OF EXISTING MARKINGS AND INSTALL TEMPORARY MARKINGS AS DETAILD ABOVE. TEMPORARY MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. WHEN ALL WORK IS COMPLETED IN THE WORK ZONE, OR AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE THE TEMPORARY MARKINGS AND RESTORE THE EXISTING MARKINGS.



Technical drawings of the optional end view and side view of a 42 inch high sign. The end view shows a rectangular sign with a height of 42" Min. and a width of B. The top section has a height of 2 1/2" Min. and a width of B. The side view shows a triangular sign with a height of 28" Min. and a base width of 12" Min. The top section has a height of 2 1/2" Min. and a width of B. Both views include a note: \* 6" Min.


## CONES



• TYPICAL •  
WORK ZONE ON RAMP

- LEGEND
- TRAFFIC CONES  
■ FLAGGER  
I SIGN STRUCTURE  
\* USE ONLY FOR LANE CLOSURE  
ON TWO-WAY RAMPS

Approved by .....  
DEPARTMENT OF OPERATIONS

NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF TRANSPORTATION AND CONSTRUCTION 200 SOUTH ERIE BLVD., ALBANY, N. Y. 12209	
TITLE OF PROJECT <b>REPAIR OF 8 DAMAGED BRIDGES</b>	
LOCATION OF PROJECT <b>8 LOCATIONS FROM MILEPOST 209.90 to 326.90</b>	
TITLE OF DRAWING <b>TRAFFIC CONTROL AT INTERCHANGES, SERVICE AREAS &amp; PARKING AREAS</b>	
	<b>STD. SHEET</b>
	CHECKED BY: _____
	DATE: _____
	DRAWING NUMBER: <b>45 of 45</b>

Revised 9/3/80  
Revised: 7/3/80  
Revised 1/20/1977  
Dwg. No. 23-2-8-DT

**TAS 82-28B**