

NEW YORK STATE THRUWAY AUTHORITY
PLANS FOR CONSTRUCTING A PORTION OF THE
NEW YORK STATE THRUWAY
MOHAWK SECTION: Subdivision 8
(WHITESBORO - UTICA WEST CITY LINE)
From Station 1805+00 (west of Route 69) easterly to Station 2017+90 at S.H. 1817, a length of 1.42 miles in the Town of
Whitestown, of which 0.72 mile is in the Village of Whitesboro, and a length of 2.61 miles in the Town of Marcy
A TOTAL LENGTH OF 4.03 MILES CONTRACT No. M.T. 53-7

AND FOR CONSTRUCTING PORTIONS OF
WOODS ROAD (Town Road)
From Station A 0+00 to Station A 8+47, a length of 0.16 mile in the Village of Whitesboro, Town of Whitestown
A TOTAL LENGTH OF 0.16 MILES

MOHAWK STREET (C.R. 107)
From Station G 2+46 to Station G 15+03.89, a length of 0.25 mile in the Town of Marcy
A length of 0.70 mile in the Town of Marcy
A TOTAL LENGTH OF 1.11 MILES CONTRACT No. S.T. 53-19

SPECIAL DRIVE (Station 1985+50)
A length of 0.70 mile in the Town of Marcy
A TOTAL COMBINED LENGTH OF 5.14 MILES

ONEIDA COUNTY

125 SHEETS

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		1	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

TYPE OF CONSTRUCTION

Reinforced Cement Concrete Pavement 4.03 Miles
Asphalt Concrete, Type 1A, Opt. 0.40 Mile
Foundation Course-Gravel 0.70 Mile
Miscellaneous Work 0.01 Mile

Including

H'way. Gr. Sep. Struct. (S.H. 8510, Sta. 1840+43.73) 3 Spans, 1 @ 33' 0" (I-Beam) 1 @ 85' 6" (I-Beam Comp.) and 1 @ 30' 3" (I-Beam)
Railroad Gr. Sep. Struct. (Sta. 2010+11.77 N.Y.C.R.R.) 4 Spans, 2 (Two Span Continuous Plate Girders 1 @ 44' 3" and 1 @ 70' 2 1/2")
Bridge (Mohawk River, Station 1887+37.5) 3 Spans, Cantilever Plate Girder with Suspended Span, 2 @ 120' 0" and 1 @ 140' 0"
Bridge (Barge Canal, Station 1898+16.71) 3 Spans, Cantilever Plate Girder with Suspended Span, 2 @ 70' 0" and 1 @ 206' 0"
H'way. Gr. Sep. Struct. (Mohawk St., C.R. 107) 3 Spans, 1 @ 32' 9" (I-Beam), 1 @ 46' 3" (I-Beam Composite) and 1 @ 31' 0" (I-Beam)
R.R. and H'way. Gr. Sep. Struct. (Main St. & N.Y.C.R.R., Station 1849+98) 6 Spans, 2 (Three Span Continuous I-Beam Composite, 2 @ 88' 0" and 1 @ 110' 0")
Bridge (Creek, Sta. 2014+55) Twin Closed Box, 2 Spans @ 16.42' each

STANDARD STRUCTURE SHEETS
40-101R, 40-103R, 46-4, 47-36, 49-65, 49-7, 50-1R, 50-34, 51-3, 51-11R, 51-11W, 51-20, 51-21, 51-27, 51-40, 52-17A, 52-17B, 52-17C, 52-17D, 52-43, 52-106, 52-107R, 52-108, 52-109, 53-41

All work contemplated under this contract to be covered by and in conformity with the specifications adopted January 2, 1951, except as modified on these plans and in the itemized Proposal.

DEPARTMENT OF PUBLIC WORKS

APPROVED E.T. GAWKINS 4/10/53
E.T. GAWKINS
DEPUTY CHIEF ENGINEER DATE

E.W. WENDELL APR 7 1953
E.W. WENDELL
DEPUTY CHIEF ENGINEER DATE

J.B. Mc MORRAN April 13 1953
J.B. Mc MORRAN
CHIEF ENGINEER DATE

NEW YORK STATE THRUWAY AUTHORITY

APPROVED BERTRAM D. TALLAMY
BY C.H. LANG 4/10/53
C.H. LANG
DEPUTY CHIEF ENGINEER DATE

MADE BY TRACED BY CHECKED BY
PLAN Donnelly P. Kelly F. White

PREPARED PURSUANT TO THE
HIGHWAY LAW AND RECOMMENDED BY
E.T. GAWKINS
ENGINEER DISTRICT NO. 2
DATE



PLANS FOR CONSTRUCTING A PORTION OF THE NEW YORK STATE THRUWAY

MOHAWK SECTION: Subdivision 8

(WHITESBORO - UTICA WEST CITY LINE)

From Station 1805+00 (west of Route 69) easterly to Station 2017+90 at S.H. 1817, a length of 1.42 miles in the Town of Whitesboro, of which 0.72 mile is in the Village of Whitesboro, and a length of 2.61 miles in the Town of Marcy
A TOTAL LENGTH OF 4.03 MILES CONTRACT No. M.T. 53-

CONTRACT No. M.T. 53-1

AND FOR CONSTRUCTING PORTIONS OF

WOODS ROAD (Town Road)

From Station A 0+00 to Station A 8+47, a length of 0.16 mile in the Village of Whitesboro, Town of Whitestown

MOHAWK STREET (C.R. 107)

From Station G 2+46 to Station G 15+43.89, a length of 0.25 mile in the Town of Marcy

SPECIAL DRIVE (Station 1985+ 50)

A length of 0.70 mile in the Town of Marcy

A TOTAL LENGTH OF 1.11 MILES

CONTRACT No. S-1. 53-19

A TOTAL COMBINED LENGTH OF 5.14 MILES

ONEIDA COUNTY

125 SHEETS

[illegible]

FED. RD. DIV. NO.	STATE	FED. AID PROJECT NO.	INVEST MADE	PER EST.
	NY		1	125

NEW YORK STATE THRUWAY
THE BRANK SECTION
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

TYPE OF CONSTRUCTION	
Reinforced Cement Concrete Pavement	4.03 Miles
Asphalt Concrete, Type 1A, Opt.	0.40 Mile
Foundation Course-Gravel	0.70 Mile
Miscellaneous Work	0.01 Mile

Including
H'way. Gr. Sep. Struct. (S.H. 8510, Sta. 1840+43.73)
3 Spans, 1 @ 33' 0" (I-Beam) 1 @ 85' 6" (I-Beam Comp.)
and 1 @ 30' 3" (I-Beam)

Railroad Gr. Sep. Struct. (Sta. 2010+11.77 N.Y.C.R.R.)
4 Spans, 2 (Two Span Continuous Plate Girders
1 @ 44'3" and 1 @ 70'2 1/2")

**Bridge (Mohawk River, Station T887+37.5) 3 Spans,
Cantilever Plate Girder with Suspended Span,
2 @ 120' 0" and 1 @ 140' 0"**

**Bridge (Barge Canal, Station 1898+16.71) 3 Spans,
Cantilever Plate Girder with Suspended Span,
2 @ 70' 0" and 1 @ 206' 0"**

H'way. Gr. Sep. Struct. (Mohawk St., C.R. 107) 3 Spans,
1 @ 32' 9" (I-Beam), 1 @ 46' 3" (I-Beam Composite)
and 1 @ 31' 0" (I-Beam)

R.R. and H'way. Gr. Sep. Struct. (Main St. & N.Y.C.R.R., Station 1849+98). 6 Spans, 2 (Three Span Continuous I-Beam Composite, 2 @ 88' 0" and 1 @ 110' 0")

Bridge (Creek, Sta. 2014+55) Twin Closed Box,
2 Spans @ 16.42' each

STANDARD STRUCTURE SHEETS
40-101R, 40-103R, 46-4, 47-36, 49-6S, 49-7, 50-1R,
50-34, 51-3, 51-11R, 51-11W, 51-20, 51-21, 51-27,
51-40, 52-17A, 52-17B, 52-17C, 52-17D, 52-43, 52-106,
52-107R, 52-108, 52-109, 53-41

All work contemplated under this contract to be covered by and in conformity with the specifications adopted January 2, 1951, except as modified on these plans and in the Itemized Proposal.

DEPARTMENT OF PUBLIC WORKS

APPROVED E. T. Gawkins 4/10/53
E. T. GAWKINS DATE

E. T. SAWRINS
DEPUTY CHIEF ENGINEER

E.W. WENDELL
DEPUTY CHIEF ENGINEER

James M. Smith, Jr. 5/12/31

NEW YORK STATE THRUWAY AUTHORITY

APPROVED BERTRAM D. TALLAMY

BY C.H. Lang August 10, 1963
C.H. LANG DATE
DEPUTY CHIEF ENGINEER

PREPARED PURSUANT TO THE
HIGHWAY LAW AND RECOMMENDED BY
W. H. Harris
ENGINEER DISTRICT NO. 2

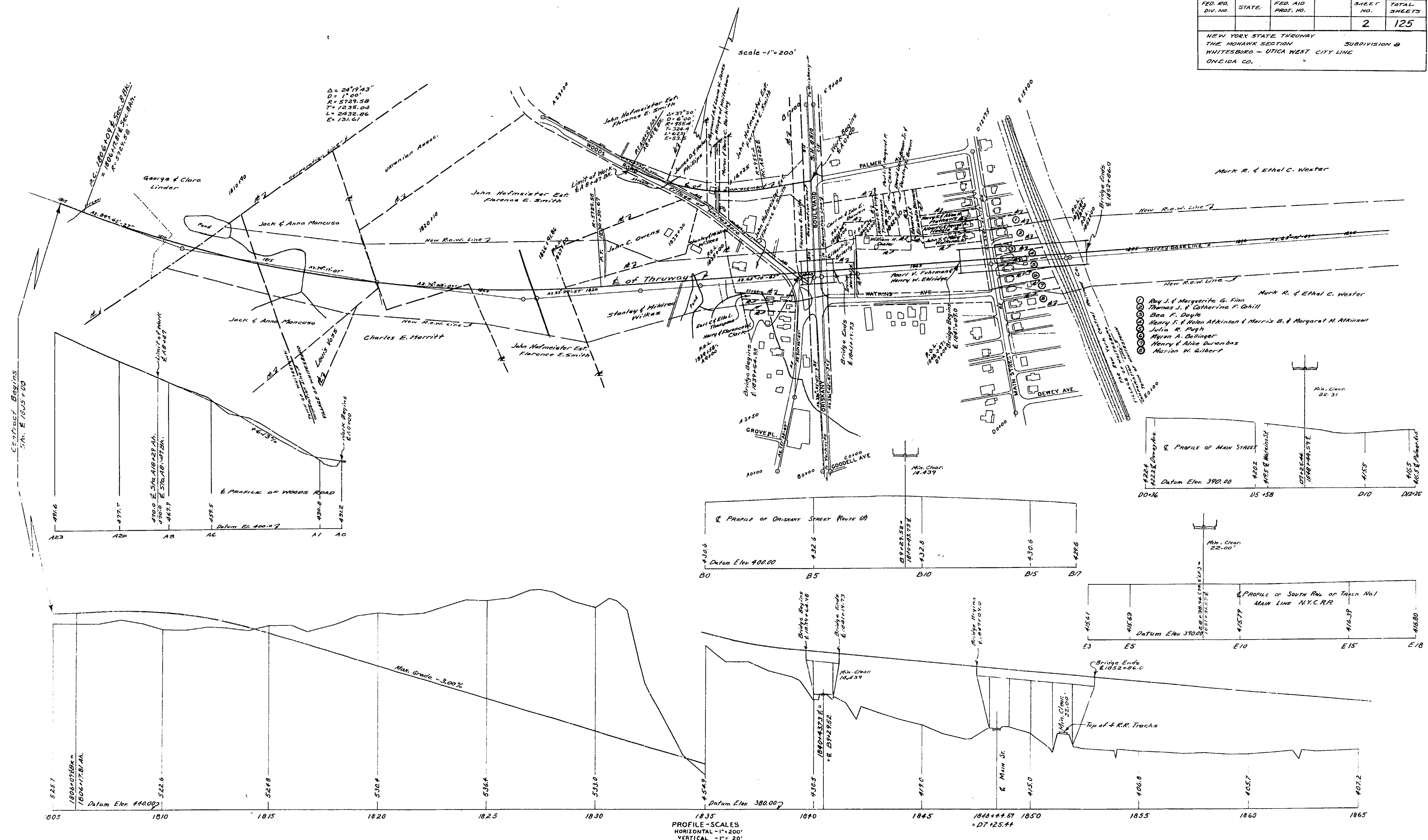
DATE _____

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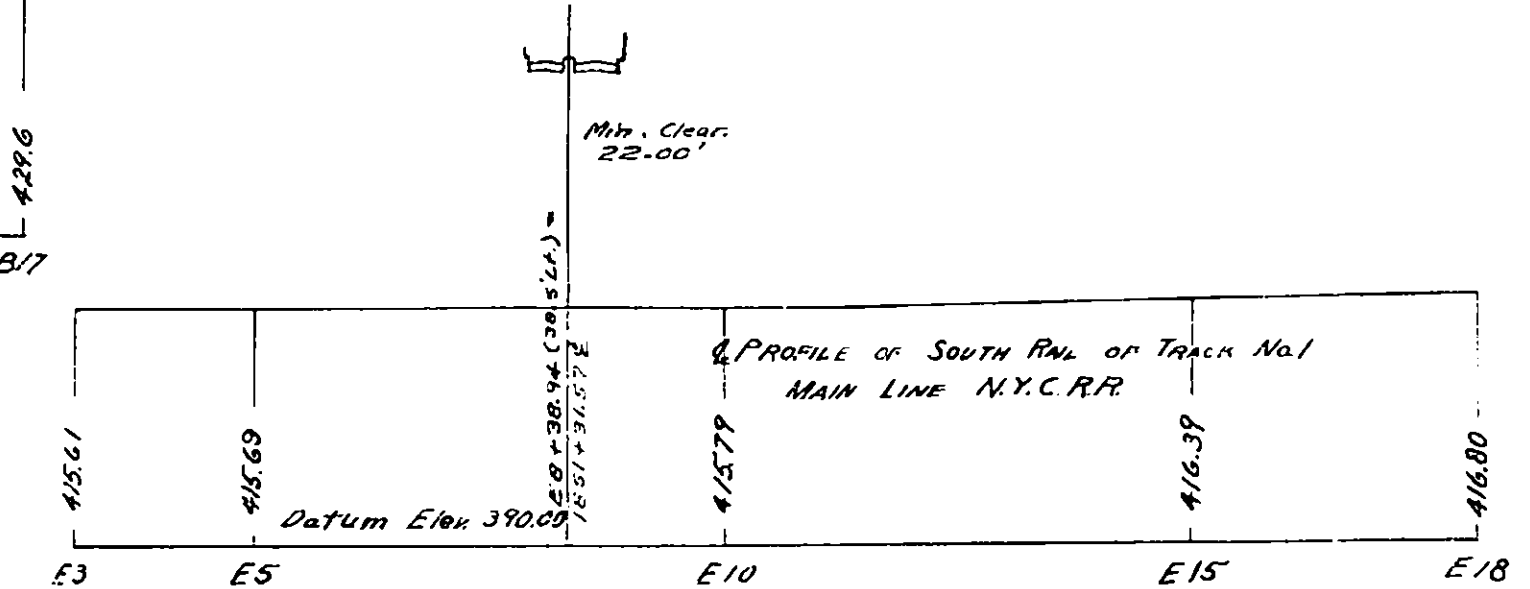
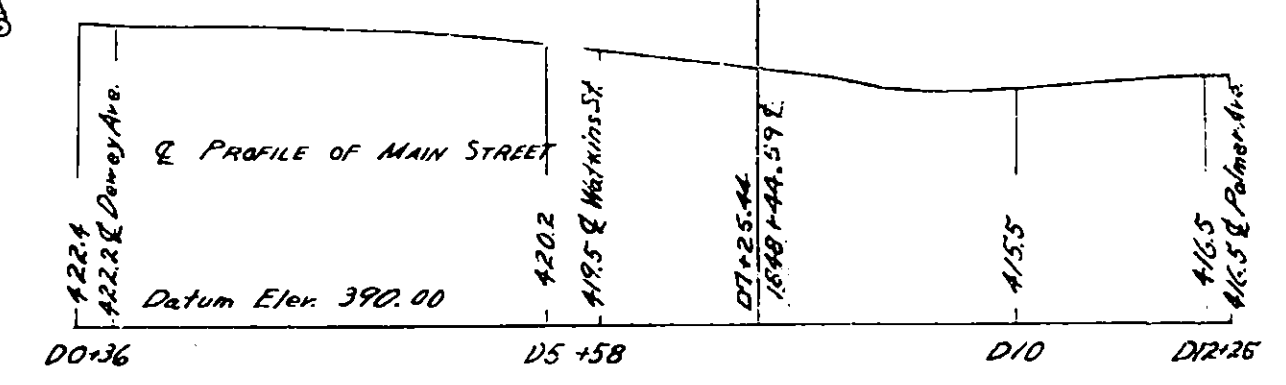
PLAN F. Donnell P. Kelsey F. White

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
			2	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.



- Ray J. & Marguerite G. Finn
- Thomas J. & Catherine F. Cahill
- Bea F. Doyle
- Henry T. & Helen Atkinson & Morris B. & Margaret M. Atkinson
- Julia E. Pugh
- Myron A. Baillinger
- Henry & Alice Durenbas
- Marian W. Gilbert



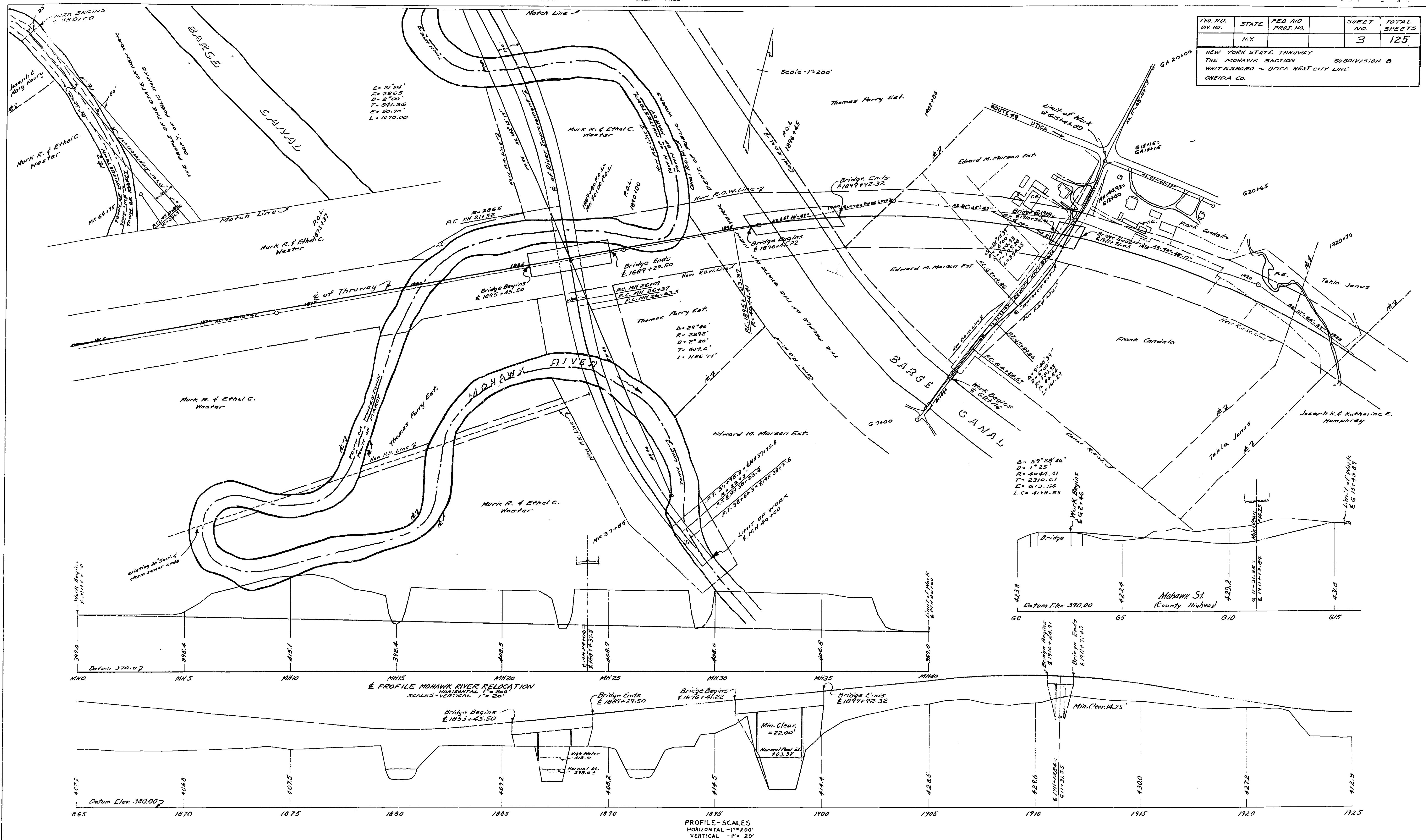
MADE BY
PLAN F. Donnelly
PROFILE F. White

TRACED BY
F. Kubava
F. Kelsey

CHECKED BY
F. White
F. Donnelly

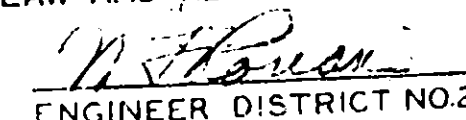
PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY:
DATE
ENGINEER DISTRICT NO. 2

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO ~ UTICA WEST CITY LINE
ONEIDA CO.



	MADE BY	TRACED BY	CHECKED BY
PLAN	<u>F. Donnelly</u>	<u>F. Zabara</u>	<u>F. White</u>
PROFILE	<u>F. White</u>	<u>F. Kelsey</u>	<u>F. Donnelly</u>

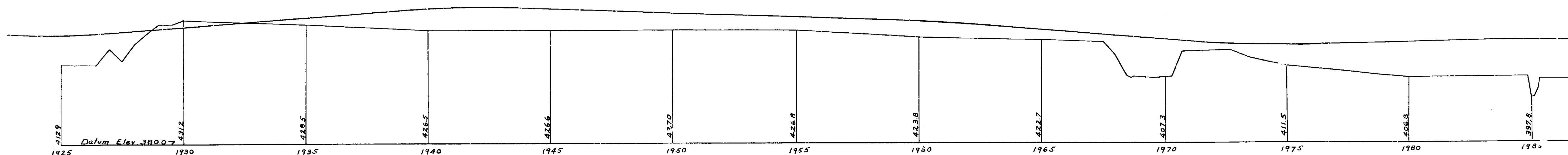
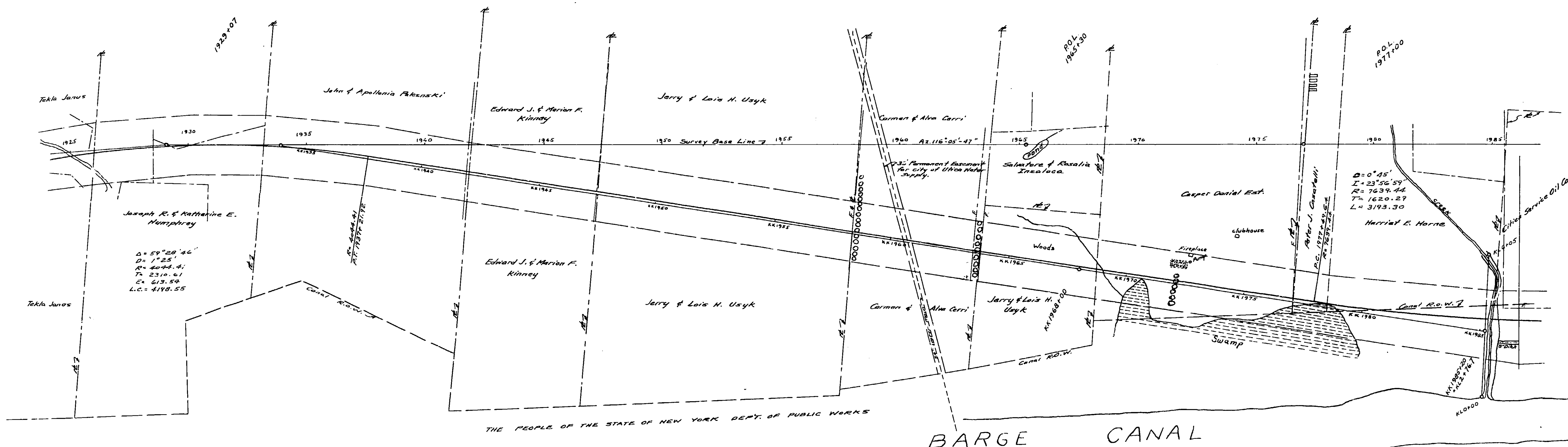
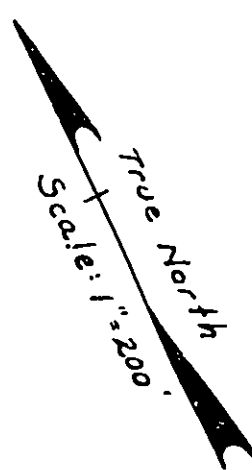
DATE _____ ENGINEER DISTRICT NO.2 _____

32

	MADE BY	TRACED BY	CHECKED BY
PLAN	<u>F. Donnelly</u>	<u>F. Zubarg</u>	<u>F. White</u>
PROFILE	<u>F. White</u>	<u>F. Kelsey</u>	<u>F. Donnelly</u>

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		4	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO & UTICA WEST CITY LINE
ONEIDA CO.



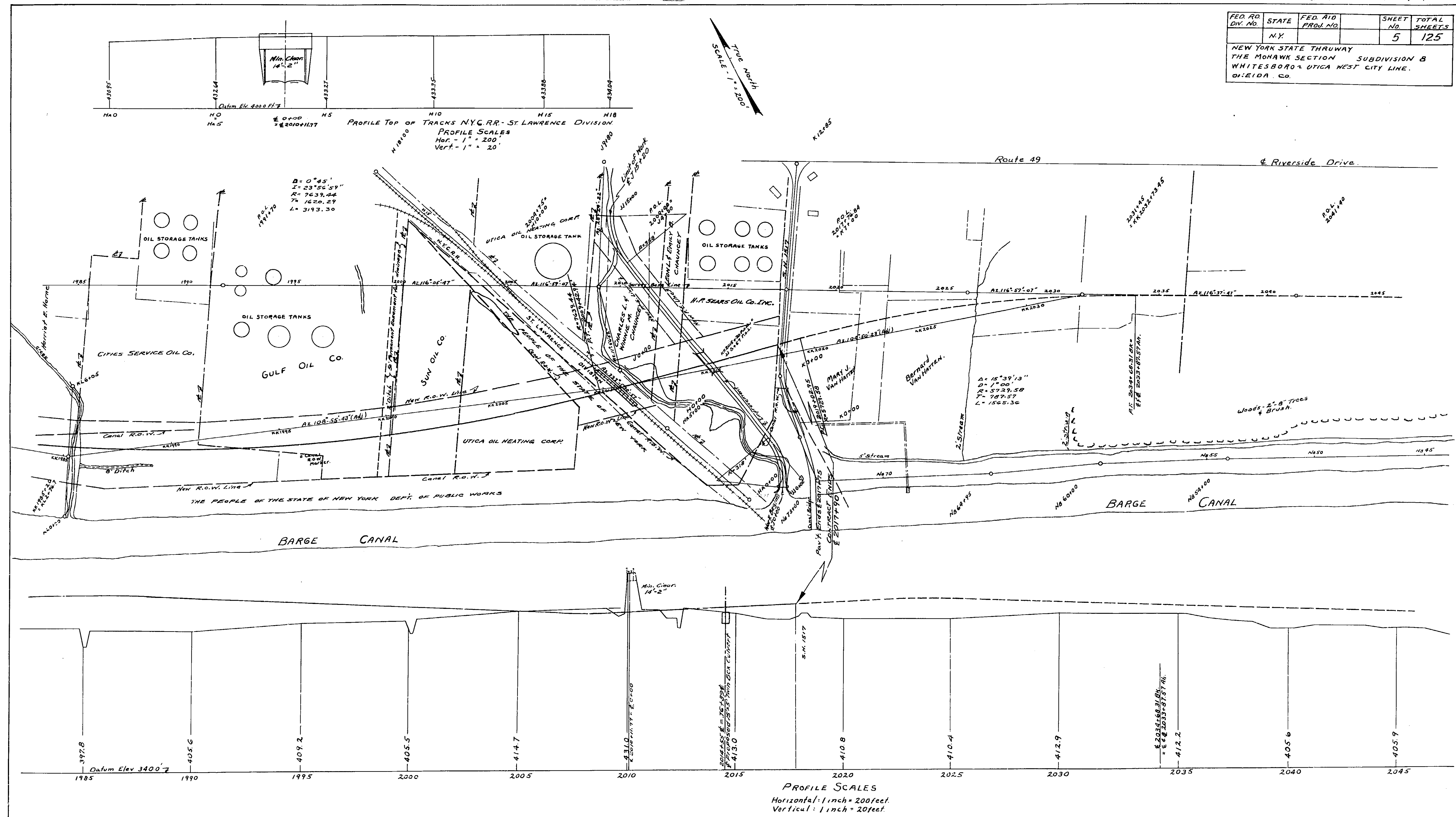
PROFILE SCALES
Horizontal: 1 inch = 200 ft.
Vertical: 1 inch = 20 ft.

MADE BY
PLAN F. J. Donnelly
PROFILE F. E. White
TRACED BY
G. C. Reese
CHECKED BY
P. E. Raymond
DATE

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY
DATE
ENGINEER DISTRICT NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		5	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO 2 UTICA WEST CITY LINE.
DUEIDA. CO.



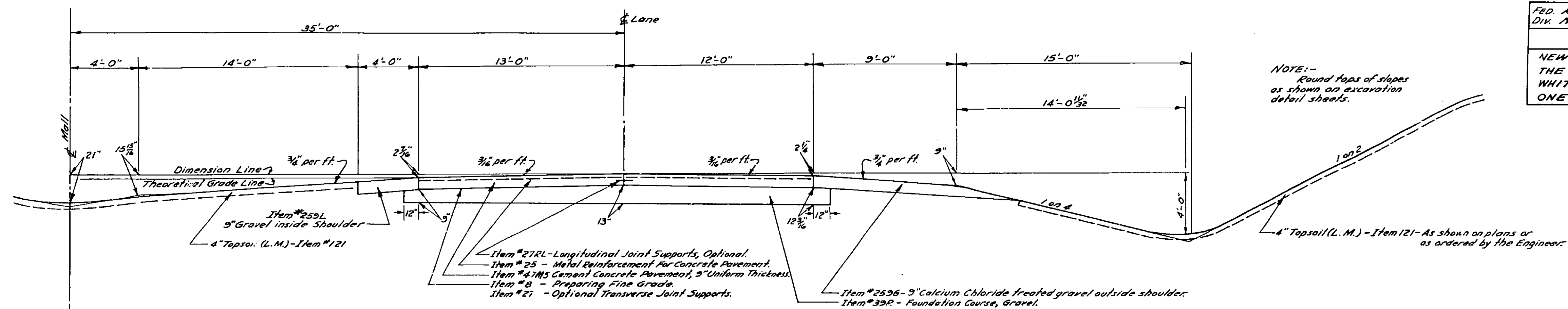
	MADE BY	TRACED BY	CHECKED BY
PLAN	<u>F.J. Donnelly</u>	<u>C. C. Reese</u>	<u>P. S. Raymond</u>
PROFILE	<u>F. E. White</u>	<u>C. C. Reese</u>	<u>P. S. Raymond</u>

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

DATE W. F. Brown
ENGINEER DISTRICT NO. 2

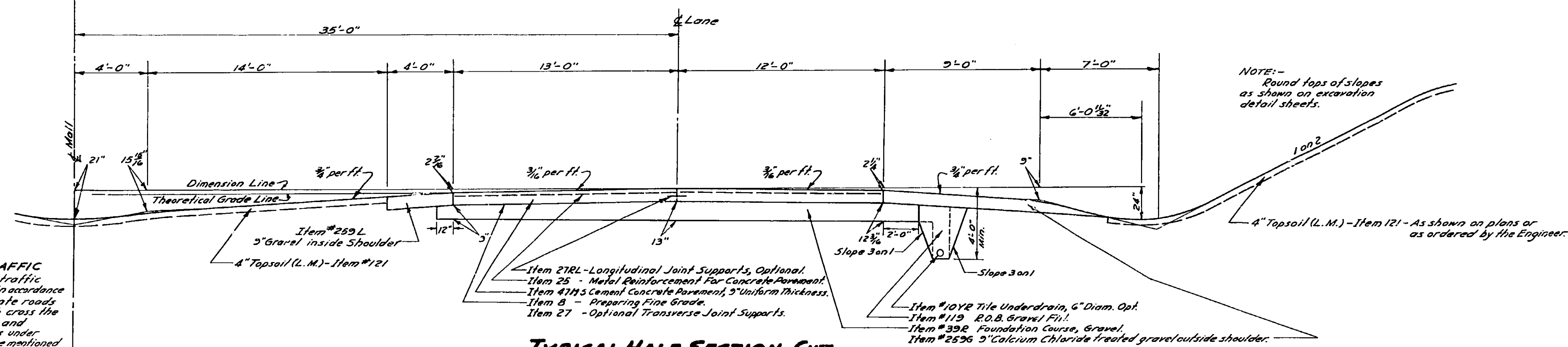
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	NY		6	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA COUNTY



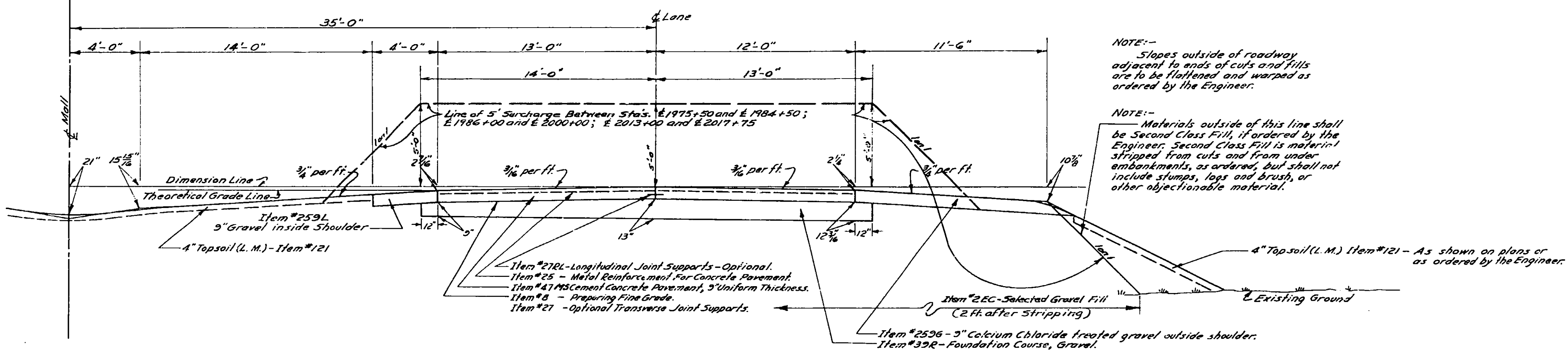
TYPICAL HALF SECTION-CUT

STA. 1814+00± - STA. 1834+50±
STA. 1929+00± - STA. 1933+00±
STA. 2011+00± - STA. 2014+40±
Scale: $\frac{1}{4}'' = 1'-0''$



TYPICAL HALF SECTION-CUT

STA. 2003+40± - STA. 2011+00±
Scale: $\frac{1}{4}'' = 1'-0''$



TYPICAL HALF SECTION-FILL

STA. 1805+00 - STA. 1814+00±
STA. 1834+50± - STA. 1929+00±
STA. 1933+00± - STA. 2003+40±
STA. 2014+40± - STA. 2017+75
Scale: $\frac{1}{4}'' = 1'-0''$

MAINTENANCE & PROTECTION OF TRAFFIC
For the duration of this contract traffic shall be maintained and protected in accordance with Item 76 of all town, county or state roads and all city and village streets which cross the Thruway. Traffic will be maintained and protected at all drainage structures under construction along any of these above mentioned roads or streets.
Signs will be erected in accordance with standard structure sheets 52-43.

Made by Traced by Checked by
PLAN F.J. Donnelly M.J. Barton F.E. White

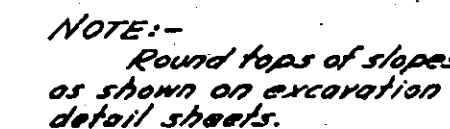
When ordered by the District Engineer, all or limited sections of the Thruway pavement may be opened to traffic prior to acceptance of the contract. On sections so opened, traffic shall be maintained in accordance with Item 76.

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

Date

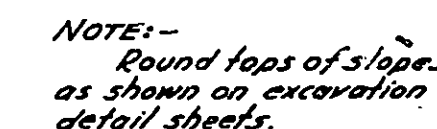
Engineer, District No. 2

LR



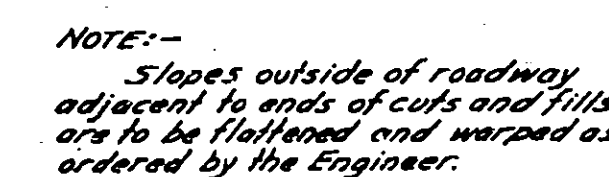
STA. 1814+00± - STA. 1834+50±

STA. 2011+00± - STA. 2014+40±
Scale: 1" = 1'-0"



WEEP DRAIN NOTE:
At such intervals as the Engineer may direct, lateral trenches or weep holes, four feet in width, shall be opened up through the shoulders to the ditches, to be actively drained the significant design payment is constructed. The trench shall be filled with Item #32R, Foundation Course Gravel, and the excavation will be paid for under Item #285 Unclassified Excavation.

STA. 2003+40± - STA. 2011+00±

$$560/0.4 = 1400$$


NOTE:- Materials outside of this line shall be Second Class Fill, if ordered by the Engineer. Second Class Fill is material stripped from cuts and from under embankments, as ordered, but shall not include stumps, logs and brush, or other objectionable material.

STA. 1805+00 - STA. 1814+00

STA. 1834+50± - STA. 1925+00±

STA.1933+14 ± - STA.2003+40±

$$0/4 + 40 \pm - STA. 2$$

Sta. 1925+00 to Sta. 1938+14 (Moll varies from 44' to 20')

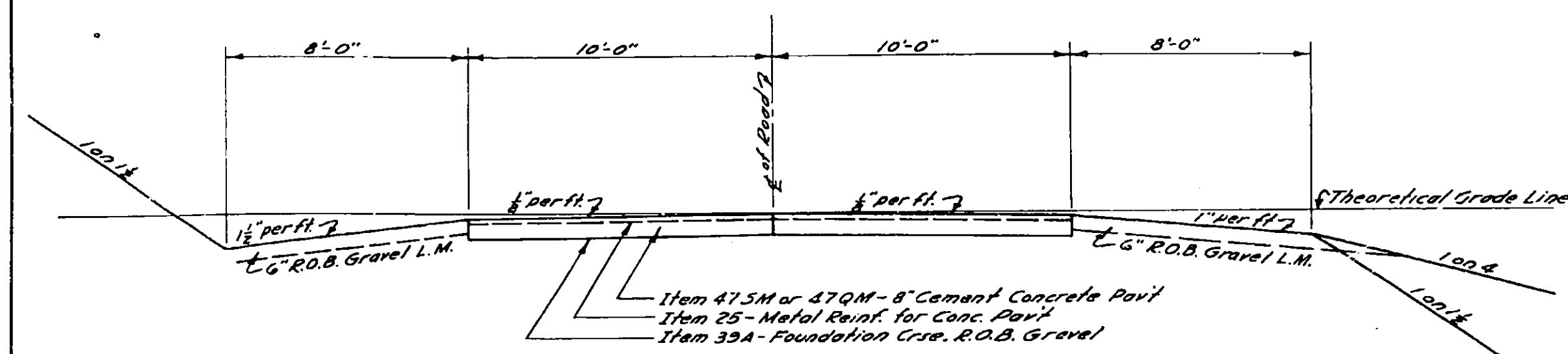
Made by Traced by Checked by
 PLAN F.J. Donnelly H.J. Barton FE White

When ordered by the District Engineer, all or limited sections of the Thruway pavement may be opened to traffic prior to acceptance of the contract. On sections so opened, traffic shall be maintained in accordance with Item #76.

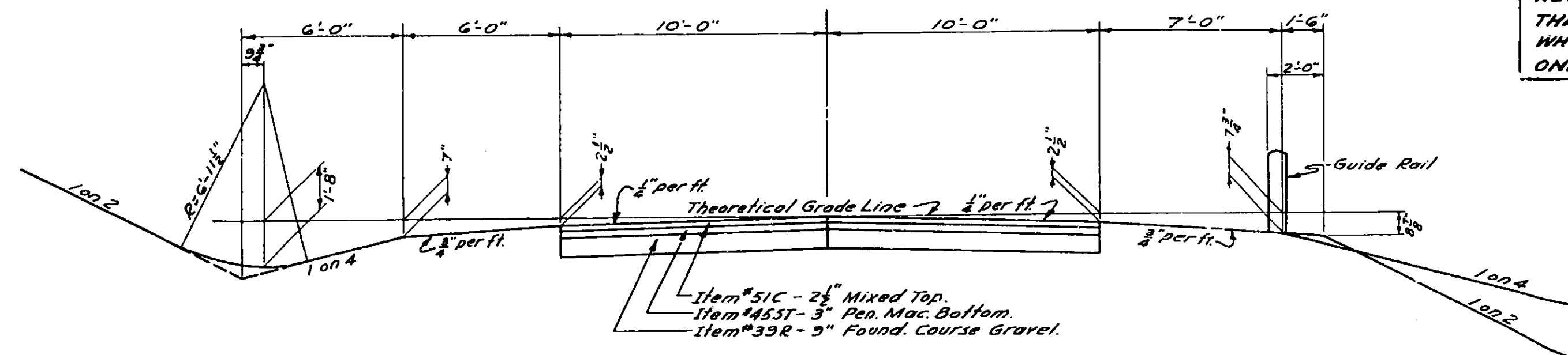
PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

W. H. Royau
Date _____ Engineer, District No. 2

FED. RD. DIV. No.	STATE	FED. AID PROJ. No.	SHEET No.	TOTAL SHEETS
	N.Y.		7	125
NEW YORK STATE THRUWAY THE MOHAWK SECTION SUBDIVISION B WHITESBORO-UTICA WEST CITY LINE ONEIDA COUNTY				



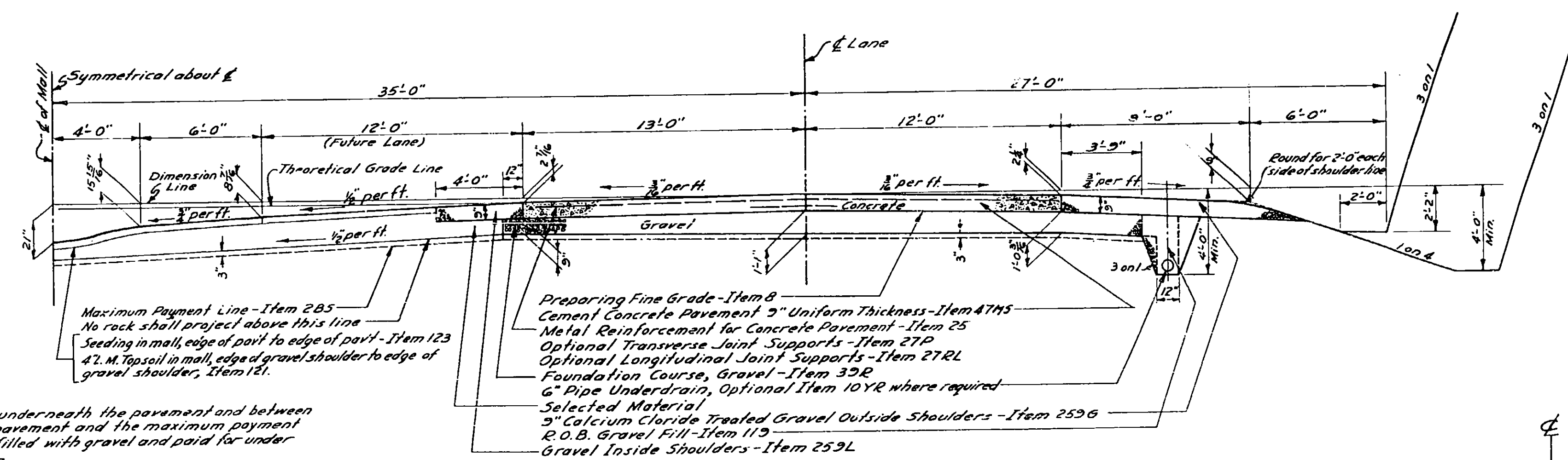
EXISTING TYPICAL SECTION
ROUTE 69(SH 8510)
 Scale: $\frac{1}{4}" = 1'-0"$



PROPOSED TYPICAL SECTION
 MOHAWK STREET (Co. HIGHWAY 107)
 & WOODS ROAD (TOWN ROAD)
 Scale: $\frac{1}{4}'' = 1'-0''$

Slopes outside roadway adjacent to ends of cuts and fills are to be flattened and warped as ordered by the Engineer.

WEEP DRAIN NOTE:
 At such intervals as the Engineer may direct, lateral trenches or weep drains, four to six inches shall be opened up through the subgrade in the ditches, to effectively drain the subgrade before the pavement is constructed. These shall be filled with Item #39E, Foundation Course Gravel and the excavation will be paid for under Item #2B5 Unclassified Excavation.

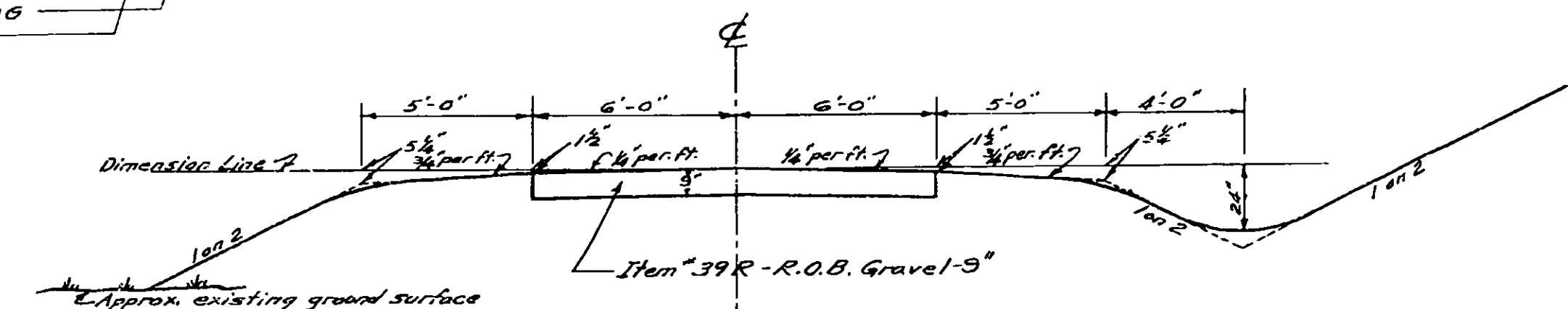


HALF SECTION-ROCK CUT
Scale: $\frac{1}{4}'' = 1'-0''$

All excavation underneath the pavement and between the bottom of the pavement and the maximum payment line shall be backfilled with gravel and paid for under its respective item.

Any excavation below "Maximum Payment Line" in rock and underneath pavement shall be backfilled with gravel at the contractor's expense.

Any excavation below "Maximum Payment Line" in rock and underneath shoulders shall be backfilled with selected material at the Contractor's expense.

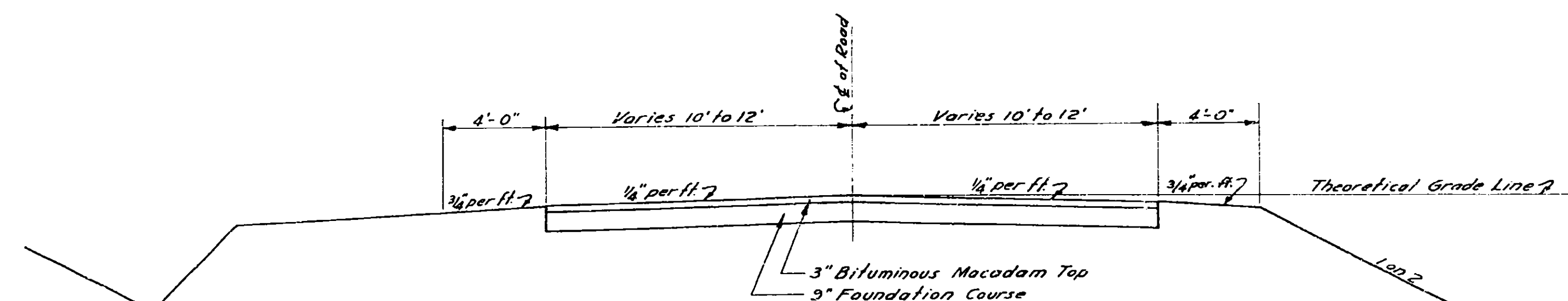


TYPICAL SECTION FOR APPROACHING
DRIVEWAYS TO TRUCK UNDERPASS
STA. 1985+50
Scale 1/4" = 1'-0"

MAINTENANCE AND PROTECTION OF TRAFFIC

For the duration of this contract traffic shall be maintained a. protected in accordance with Item #76 of all town, county or state roads and all city and Village streets which cross the Thruway. Traffic will be maintained and protected at all drainage structures under construction along any of these above mentioned roads or streets.

Signs will be erected in accordance with standard structure sheets 52-43.



EXISTING TYPICAL SECTION
WOODS ROAD (TOWN ROAD)
Scale: $\frac{1}{4}'' = 1'-0''$

When ordered by the District Engineer, all or limited sections of the Thruway pavement may be opened to traffic prior to acceptance of the contract. On sections so opened, traffic shall be maintained in accordance with Item #76.

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

N. Houan
Engineer, District No. 2.

Date

Made by Traced by Checked by
PLAN F.J. Donnelly H.J. Barton F.E. White

E X C A V A T I O N B Y B A L A N C E S

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		8	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION
WHITESBORO - UTICA WEST CITY LINE
ONEIDA COUNTY

Bal. No.	Station to Station	Stripping Waste-4" (1) Over Cut	(2) Under Fill	Class 2 Excav. (3) Muck & Mat. over Muck	(4) Sp. Ditch	Class 2 Material (5) Needed	Class 2 Mat. Available (6) 5=1+2+3+4	Class 2 Mat. Used (7) 7= 5(1.15) or 7= 1+2+3+4	Avail. (8) over Cut	Topsoil (9) under Fill	4" L.M. Topsoil (10) Cut	Needed (11) Fill	Class 1 Excav. (12)	Selected Borrow (12A) 2EC x 1.15	Embankment (13) Incl. Surch.	Benching (14)	Class 1 Avail. Excav. (15) 15= 12+3+4(10) -1-8+14	Enhancement Needed - Incl. Surch. (16) 16= 13+2+3+9-7/1.15 -11(3/4)+14	Gross Borrow Incl. Surch. (17) 17=(16-.85x15)1.15	Excess (18) 18= 15- 1.15(16)	Waste (19) 19= 6-7	Borrow	REMARKS		
1	1805+00 -- 1818+08	949	1007	1043	0	1019	3000	1172	0	0	489	863	19875		17532	0	19093	18066	2113	0	1828	0	Haul 2113 C.Y. from Bal. 2.		
2	1818+08 -- 1838	6339	678	0	0	968	7017	1113	0	0	4488	489	602815		15530	356	600162	15230	0	582647	5904	0	Haul 2113 C.Y. to Bal. 1; haul 287549 C.Y. to Bal. 3; haul 292985 C.Y. to Bal. 4.		
3	1838 -- 1858	0	1662	12432	697	39793	14791	0	0	6732	0	3543***	0	234256	0	0	252361	290216	0	14791	0	0	Haul 2667 C.Y. from Bal. 12; haul 287549 C.Y. from Bal. 2.		
4	1858 -- 1878	0	0	55964	11416	31988	67379	36796	0	6263	0	2951	0	226743	0	0	254769	292985	0	30593	0	0	Haul 292985 C.Y. from Bal. 2; waste 30593 C.Y. waste mat. in old channel. 1889 - 1878.		
5	1878 -- 1898	0	718	0	8421	24042	9140	9140	0	2477	0	2476*	0	137438	0	0	130829	150453	0	0	10942	0	10942	Haul 74585 C.Y. from Bal. 13; haul 64926 C.Y. from Bal. 14; Borrow 10942 C.Y.	
6	1898 -- 1917+69	0	1933	0	0	8068	1903	1903	0	1821	0	1510*	15	90400	0	15	91336	105022	0	0	89943	0	89943	Haul 15080 C.Y. from Bal. 15; Borrow 89943 C.Y.	
7	1917+69 -- 1937+52	378	1532	0	0	3620	1910	1910	554	802	67	814	11092		42552	701	10911	43329	39182	0	0	39182	0	39182	
8	1937+52 -- 1957+52	0	978	0	0	3698	978	978	0	2239	0	889	0		80595	0	0	62293	71639	0	0	71639	0	71639	
9	1957+52 -- 1977+48	337	1894	7485	0	4026	9716	4630	0	1563	0	892	2737* 2088	11057	57715	0	1751	63962	71845	0	5086	71845	0	71845	Replace 2nd Class Material used on waste 2737 C.Y. Surcharge Excav. Includes 11057 C.Y. item 2EC.
10	1977+48 -- 1997+45	439	3767	8560	0	11820	12766	12766	0	0	0	888	24968* 2290	34222	155078	0	1651	155531	177052	0	24968*	177052	0	177052	Replace 2nd Class Mat. used on waste 24968 C.Y. Surcharge Excav. Includes 34222 C.Y. item 2EC.
11	1997+45 -- 2017+90	1375	1506	0	0	483	2881	555	0	0	330	880**	9370* 10369	7523	23023	0	9242	23386	17860	0	9370*	17860	0	17860	Replace 2nd Class Mat. used on waste 9370 C.Y. Surcharge Excav. Includes 7523 C.Y. item 2EC.
THRUWAY TOTAL		9817	15645	85484	20534	129623	131481	70953	554	21897	5374	15995	37075* 648344	52802	1060860	1057	643025	1111094 -70953 - 2nd Class Mat. used 1040141 - Use ONLY in computing Water	1218347	582647	37075* 60528	478443	0	478443	Includes item 2EC. - Total item 2 EC - Net Borrow
12	WOODS ROAD A 0+00 -- A 8+47	489	132	0	0	0	621	0	0	0	303	0	4000		341	0	3738	473	0	3195	621	0	0	621	Haul 2667 C.Y. to Bal. 3. Waste 528 C.Y. excess.
13	MOHAWK RIVER MH 0+00 -- MH20+00	0	0	0	0	0	0	0	0	0	0	0	107930		5533	0	80948*	5533	0	74585	26963*	0	0	0	(Bal. 13) Haul 74585 C.Y. to Bal. 5. Waste material may be used to fill old channel. Rehandle 5533 C.Y. to fill old channel after new channel is opened.
14	MH 20+00 -- MH40+00	0	0	0	0	0	0	0	0	0	0	0	113121		17317	0	84840*	17317	0	64926	28280*	0	0	0	(Bal. 14) - Haul 64926 C.Y. to Bal. 5. Waste material may be used to fill old channel. Rehandle 17317 C.Y. to fill old channel after new channel is opened.
15	MOHAWK STREET G 3+00 - G 15+43.89	841	131	0	0	0	972	0	0	0	784	0	16026		1203	0	18614	1334	0	15080	972	0	0	0	(Bal. 15) - Haul 15080 C.Y. to Bal. 6.
16	CHANNEL JJ 0+00 - JJ 15+89	753	134	0	0	0	887	0	0	0	0	0	12910		2329	0	12158	2463	0	9325	887	0	0	0	Use 9325 C.Y. of excess and 887 C.Y. waste to fill old channel.
SIDELINE TOTAL		2083	397	0	0	0	2480	0	0	0	1087	0	253987		26723	0	198298	27120	0	167111	57743	0	0	57743	
THRUWAY TOTAL		9817	15645	85484	20534	129623	131481	70953	554	21897	5374	15995	648344	52802	1060860	1057	643025	1111094	1218347	582647	37075* 60528	478443	0	478443	
GRAND TOTALS		11900	16042	85484	20534	129623	133961	70953	554	21897	6461	15995	802331 37075*	52802	1067583	1057	841323	1136214	1218347	749758	118271 37075*	478443	0	478443	-52802 item 2EC

NOTE: - No payment for overhaul will be made on this contract, the cost to be included in the unit price bid for item 285.

For item 2EC - SELECTED BORROW

Sta. 1968 - Sta. 1971 -- 202098 Cu. Ft. -- See Earthwork Sheets on muck excavation.
7485 Cu. Yds. x 1.15 = 8608 Cu. Yds. of item 2EC (Balance 9)

Sta. 1984+47 - Sta. 1986+03 -- 231107 Cu. Ft.
8560 Cu. Yds. x 1.15 = 9844 Cu. Yds. of item 2EC (Balance 10)

* Add. Q of 500 C.Y. per bridge added.

** For Underpass and stream Bridge use 450 C.Y. to cover both.

*** Add. Q of 965 C.Y. for two bridges.

* 25% of Excavation for Mohawk River will be Waste.

x Surcharge to be excavated after settlement.

NOTE: - In surcharge area -- allowed for 1 ft. of settlement and, after stripping, 2 ft. of item 2EC is to be put in.

Made By Typed By Typing Chkd By
F.J. Donnelly K. Keil E. Irad & P. Raymond

Prepared Pursuant to the Highway Law and Recommended By
Date Engineer, District No. 2

D R A I N A G E S T R U C T U R E S

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		9	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

Present Structure	Station	New Structure
None	1805+40	Build special ditch on right from Sta. 1805+40 to Sta. 1814+00 as shown on cross-sections - 874' long.
"	1814+00	Build 10' wide Conc. Gutter on Rt., Sta. 1814+00 to Sta. 1820+00. Special ditch ends, - 806' long.
"	1814+30	Build 8' wide Conc. Gutter on Lt. from Sta. 1814+30 to Sta. 1834+57 - 2009' long.
"	1815+00	Build new Spec. D.I. in mall with Type B frame & grate. Outlet with 8" of 24" R.C.C.P. to Station 1815+55 (55' Rt.). Build Std. 8' Hdw. Elev. B.O. of outlet = 515.88. (See detail dwg.)
"	1820+00	Build 11' wide Conc. Gutter on Rt., Sta. 1820 to Sta. 1825 - 505' long.
"	1820+00	Build new D.I. in Mall. Outlet with 8" of 24" R.C.C.P. to Sta. 1820+55.5 (84.5' Rt.). Build Std. 8' Hdw. Elev. B.O. of outlet = 500.67. (See detail dwg.)
"	1825+00	Build 12' wide Conc. Gutter on Rt., Sta. 1825 to Sta. 1830 - 505' long.
"	1825+00	Build new D.I. in Mall. Outlet with 8" of 24" R.C.C.P. to Sta. 1825+56.1 (64' Rt.). Build Std. 8' Hdw. Elev. B.O. of outlet = 485.66. (See detail dwg.)
"	1830+00	Build new Spec. D.I. in Mall. Outlet with 8" of 24" R.C.C.P. to Sta. 1830+57.3 (63' Rt.). Build Std. 8' Hdw. Elev. B.O. of outlet = 470.62. (See detail dwg.)
"	1830+00	Build 13' wide Conc. Gutter on Rt., Sta. 1830 to Sta. 1837; widening to be on inside. - 702' long.
"	1834+40	Build dike on Rt. (See cross-sections.) Sta. 1834+40 to Sta. 1836+50. - 211' long.
"	1834+60	Build special D.I. with wing walls, 79' Lt. Outlet to Spec. D.I. at Sta. 1834+75.8 with 76' of 30" R.C.C.P. (See detail dwg.)
"	1834+75.8	Build Spec. D.I. (See detail sheet.) in Mall. Outlet vertically with 4" of 30" R.C.C.P. to special box. Outlet special box to Sta. 1834+83.3 (91.5 Rt.) with 76' of 30" R.C.C.P. and build Std. 8' Hdw.
"	1835+97	(117' Rt.) Build Std. 8' Hdw. Outlet to Sta. 1836+10 (106' Rt.) with 16' of 24" R.C.C.P. and build Std. 8' Hdw. Rip-rap at upstream end to prevent scouring.
"	1837+00	(98' Rt.) Build H.W. with special grating across opening and connect to new D.I. at Sta. 1840+10 (96' Rt.) with 308' of 42" R.C.C.P. on -3.1% grade. (See detail dwg.) 13' wide Conc. Gutter ends.
"	1839+40	Build new D.I. in Mall. Outlet with 8" of 24" R.C.C.P. to Sta. 1839+50 (81' Rt.). Build Std. 8' Hdw. Elev. B.O. of outlet = 437.5. (See detail dwg.)
"	1840+10	(96' Rt.) Build new D.I. with Type B frame and grate. Grade existing highway to drain. Connect to new M.H. at Rt. of Station 1847+06 with 602' of 48" R.C.C.P. on a -1.74% grade (See special dwg.).
"	1840+11	Build new D.I. 96' Lt. with Type B frame and grate. Outlet to D.I. on Rt. of Sta. 1840+10 with 188' of 24" R.C.C.P. on a -4.30% grade.
"	1846+85	Build new D.I. in mall. Outlet with 128' of 24" R.C.C.P. to new M.H. at Sta. 1847+06 (127' Rt.). (See detail dwg.)
"	1847+00	(125' Lt.) Build new D.I. with Type B frame and grate. Outlet to new D.I. 61' Lt. of Sta. 1848+22 with 132' of 24" R.C.C.P. (See detail dwg.) on a -3.30% grade.
"	1847+06	(127' Rt.) Build new M.H. with Type B frame and grate (See detail dwg.). Connect to new M.H. at Sta. 1848+55 (142' Rt.) with 2 - 48" R.C.C.P. Culverts each 146' long on a -0.7% grade. Inlet existing E-W 4' x 3' Storm Sewer into Rt. side of M.H. Remove existing Storm Sewer and 3 M.Hs. between new M.H. - Sta. 1847+06 (127' Rt.) and new C.B. - Sta. 1848+22 (81' Lt.).
"	1848+22	(61' Lt.) = D 7+90 (18' Lt.) Build new C.B. in existing 4' x 3' Whitesboro storm system. (See detail dwg.)
"	1848+55	(114.2' Rt.) Build new M.H. with Std. M.H. frame and cover in C.L. of Main Street, Whitesboro. Remove 16' of 8" sanitary sewer through M.H. and replace with 16' of 8" C.I. Pipe. Connect to new M.H. at Sta. 1849+03.5 (110' Rt.) with 2 - 48" R.C.C.P. each 44' in length. Grade -0.7% (See detail dwg.).
"	1849+03.5	(110' Rt.) Build new M.H. with Std. M.H. frame and cover. Connect to new M.H. at Sta. 1851+56. (170' Rt.) with 2 - 48" R.C.C.P. each 256' in length. Grade -0.7% (See detail dwg.).
"	1850+14	(85' Lt.) Build Std. 8' H.W. Rip-rap side slopes of channel. Connect to new D.I. at Sta. 1850+78 (70' Rt.) with 188' of 24" R.C.C.P. on a -0.27% grade.
"	1850+78	(70' Rt.) Build new D.I. and connect to new M.H. at Sta. 1851+56 (170' Rt.) with 120' of 24" R.C.C.P. on a grade of -0.37% (See detail dwg.).
"	1851+56	(170' Rt.) - or Sta. E 6+71 (70.5' Lt.) Build new M.H. with Std. M.H. frame and cover. Connect to Hdw. at Sta. 1852+41 (141' Rt.) or B.L. Sta. E 6+71 (17.5' Rt.) with 2-48" R.C.C.P. each 88' in length (See detail dwg.). Grade -0.7%.
"	1852+41	(141' Rt.) = B.L. Sta. E 6+71 (17.5' Rt.) Build Hdw. 27' in length. (See detail dwg.)
"	1852+41	(141' Rt.) = B.L. Sta. E 6+71 (17.5' Rt.) Build special ditch on Rt.; extend to Sta. 1886+74. - 3433' long. Excavation included in earthwork sheets.
"	1853+05	Build new D.I. in mall. Outlet to Rt. with 120' of 24" R.C.C.P. to ditch on Rt. Build Std. 8' Hdw. (See detail dwg.)
"	1858+00	Build new D.I. in mall. Outlet to Rt. with 116' of 24" R.C.C.P. Build Std. 8' Hdw. on Rt. (See detail dwg.)
"	1863+50	Build new D.I. in mall. Outlet to Rt. with 100' of 24" R.C.C.P. Build Std. 8' Hdw. on Rt. (See detail dwg.)
"	1869+00	Build new D.I. in mall. Outlet to Rt. with 92' of 24" R.C.C.P. Build Std. 8' Hdw. on Rt. (See detail dwg.)
"	1874+50	Build new D.I. in mall. Outlet to Rt. with 76' of 24" R.C.C.P. Build Std. 8' Hdw. on Rt. (See detail dwg.)
"	1880+90	Build new D.I. in mall. Outlet to Rt. with 68' of 24" R.C.C.P. Build Std. 8' Hdw. on Rt. (See detail dwg.)
"	1900+45	Build new D.I. in mall. Outlet 96' Rt. of Sta. 1901+08 with 124' of 24" R.C.C.P. Build Std. 8' Hdw. on Rt. (See detail dwg.)
"	1905+00	Build new D.I. in mall. Outlet to Rt. with 72' of 24" R.C.C.P. Build Std. 8' Hdw. on Rt. (See detail dwg.)
"	1910+35	Build new D.I. in mall. Outlet 75' Rt. of Sta. 1910+22 with 76' of 24" R.C.C.P. Build Std. 8' Hdw. on Rt. (See detail dwg.)
"	1916+50	Build new D.I. in mall. Outlet to Rt. with 68' of 24" R.C.C.P. Build Std. 8' Hdw. on Rt. (See detail dwg.)
"	1916+50	(72' Rt.) Build special ditch on Rt. Extend to Sta. 1925+78. 911' long. Excavation included in earthwork sheets.
"	1920+00	(216' Lt.) Begin relocation of stream channel - length 580'. Excavated material to be used to fill old creek bed. (Excavation included in earthwork sheets.)
"	1920+50	Build new D.I. in mall. Outlet to Lt. with 72' of 24" R.C.C.P. Provide Std. 8' Hdw. on Lt. (See detail dwg.)
"	1923+50	(70' Rt.) Build 3' wide Conc. Gutter in ditch. Gutter ends at Sta. 1925+78. - 230' long.
"	1925+25	Build special ditch on Lt. with 3' wide Conc. Gutter 125' long, ending at Sta. 1926+50. Ditch continues to Sta. 1935+50, a total length of 1025'.
"	1925+50	Build 72" R.C.C.P. Culvert 160' long on skew, special D.I. in mall with Type B frame and grate. Provide special 31' Hdws, Rt. & Lt. (See special plan.) Dry Rip Rap Inlet ditch.
"	1930+00	Build new D.I. in mall. Outlet to Rt. with 64' of 24" R.C.C.P. Build Std. 8' Hdw. on Rt. (See detail dwg.)
"	1936+00	Build new D.I. in mall with Type B frame and grate. Build new 24" R.C.C.P. Culvert on Rt. 64' long with Std. 8' Hdw. (See detail dwg.)
"	1946+50	Build new D.I. in mall with Type B frame and grate. Build new 24" R.C.C.P. Culvert on Rt. 68' long with Std. 8' Hdw. (See detail dwg.)
"	1955+50	Build new D.I. in mall with Type B frame & grate. Build new 24" R.C.C.P. Culvert on Rt. 64' long with Std. 8' Hdw. (See detail dwg.)
"	1962+50	Build new D.I. in mall with Type B frame and grate. Build new 24" R.C.C.P. Culvert on Lt. 88' long with Std. 8' Hdw. (See detail dwg.)
"	1967+60	Build 3' wide Concrete Gutter on Rt. Sta. 1967+60 to Sta. 1989+45 - 185' long.
"	1968+50	Build special D.I. in mall with Type B frame and grate (See special plan.). Outlet vertically with 8' of 30" R.C.C.P. to special box. Outlet special box to new 36" R.C.C.P. Culvert on skew 116' long on Lt. and 116' on Rt. with 14' Std Hdws.

(Continued)

Present Structure	Station	New Structure
None	1974+00	Build new D.I. in mall with type B frame and grate. Build new 24" R.C.C.P. Culvert on Rt. 72' long with Std. 8' Hdw. (See detail dwg.)
"	1979+50	Build new D.I. in mall with type B frame and grate. Build new 24" R.C.C.P. Culvert on Rt. 84' long with Std. 8' Hdw. (See detail dwg.)
"	1991+50	Build new D.I. in mall with type B frame and grate. Outlet vertically with 8' of 30" R.C.C.P. to special box (See detail dwg.) Outlet special box to new 30" R.C.C.P. Culvert 80' long Lt. and 80' long Rt. with 8' Std. Hdws.
"	1993+35	Build new D.I. in mall to drain into existing 24" storm sewer. (See detail dwg.)
"	1999+55	Build 5'-10" x 6'-6" M.P. Underpass 141' long on skew. Rip Rap both ends. Dig outlet ditch on Rt. 270' to Canal. Place 48' of 24" R.C.C.P. in ditch across Canal berm. (See special plan.)
"	2008+98	Build new D.I. 84' Lt. with type B frame and grate. Outlet to D.I. in mall Sta. 2009+40 with 74' of 24" C.M.P. Warp ditch to drain to this D.I. (See detail dwg.)
"	2009+33	Build new M.H. 292' Rt. with Std. M.H. frame and cover. Outlet to canal with 240' of 30" C.M.P. on a -0.4% grade. (See Std. Sheet.) Build Std. 8' Hdw. on outlet of pipe.
"	2009+40	Build new D.I. in mall with Type B frame and grate. Outlet to D.I. 65' Rt. of Sta. 2009+83 with 76' of 24" C.M.P. Warp ditch to drain to this D.I. (See detail dwg.)
"	2009+83	Build new D.I. 65' Rt. with type B frame and grate. Outlet to M.H. on Rt. of Sta. 2009+33 with 228' of 30" C.M.P. on a -0.4% grade. (See detail dwg.) Warp ditch to drain to this D.I.
"	2010+00	Build special ditch on Lt. - Sta. 2010+00 to Sta. 2010+79 - 79' long.
"	2010+34	Build new D.I. in mall with type B frame and grate. Outlet to D.I. 65' Rt. of Sta. 2009+83 with 80' of 24" C.M.P. (See detail dwg.)
"	2010+79	Build new 24" C.M.P. Culvert 77' long with Std. 3' Hdw. 64' Lt. Connect to new D.I. at Sta. 2010+34 in mall. Grade existing stream channel to drain to Elev. 408.75.
"	2011+00	Build special ditch on Rt. - Sta. 2011+00 to Sta. 2014+75 - 375' long.
"	2012+20	0 ft. Rt. fill and grade existing channel South of Thruway to drain into new channel Lt. of Sta. C.L. J 1+30 at Elev. 408.0.
"	2014+85	Build new D.I. in mall with type B frame and grate. Outlet to west into new stream channel thru Bridge wall with 12' of 24" R.C.C.P. (See detail dwg.) (See Bridge plans).
"	2017+50	Build new 48" C.M.P. Culvert 140' long on skew. Rip-rap both ends. (See special plan.)
"	* 1889+55	Build new D.I. in mall with type B frame & grate. Outlet to right with 84' of 24" R.C.C.P. Build Std. 8' Hdw. (See detail dwg.).
Re. WOODS ROAD (Town Road)		
"	A 0+21	Build 3' wide Conc. Gutter on Rt. from Sta. A 0+21 to Sta. A 4+22 and from Sta. A 4+38 to Sta. A 6+00 and from Sta. A 6+59 to Sta. A 8+47 - length 751'.
"	A 0+30	Build 3' wide Conc. Gutter on Lt. from Station A 0+30 to Station A 5+50 - length 520'.
"	A 0+21	Build new D.I. 34' Rt. with type B frame and grate. Outlet to D.I. on Lt. A 0+30 with 72' of 24" R.C.C.P. on a -0.30% grade.
"	A 0+30	Build new D.I. 40' Lt. with type B frame and grate. Outlet to D.I. on Lt. of Sta. 1840+11 with 278' of 24" R.C.C.P. on a -0.30% grade.
"	A 6+59	Extend existing 15" C.M.P. Culvert to the Rt. with 24' of 15" C.M.P. Build Std. 5' Hdw. Dig outlet ditch to existing ditch.
Re. SANITARY WORK FOR WHITESBORO		
"	1867+60	Build new Std. M.H. with Std. M.H. frame and cover 654' Rt. in existing 20" sanitary sewer.
"	1873+00	Connect exist. sanitary sewer 945' Rt. to new M.H. Sta. 1873+00 Rt. with 508' of 20" Vit. Clay Sewer Pipe.
"	1873+00	Build new Std. M.H. with Std. M.H. frame and cover 668' Rt. Connect to new M.H. 1878+00 Rt. with 500' of 20" Vit. Clay Sewer Pipe.
"	1878+00	Build new Std. M.H. with Std. M.H. frame and cover 790' Rt. Connect to new M.H. 1883+00 Rt. with 504' of 20" Vit. Clay Sewer Pipe.
"	1883+00	Build new Std. M.H. frame and cover 714' Rt. Outlet at 1887+20 650' Rt. with 424' of 20" Vit. Clay Sewer Pipe. Build Std. 8' H.W. at outlet end.
"	A 1+00	Build new Std. San. M.H. and connect to exist. San. M.H. on Palmer Ave. with 250' of 8" Vit. Clay Sewer Pipe.

Made By T.J. Donnelly Typed By K. Keil Typing Chkd By T.J. Donnelly & G.H. Galt

Prepared Pursuant to the Highway Law and Recommended By
N. Thaw
Date _____ Engineer _____ District No. 2

DRAINAGE STRUCTURES

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		9	125

NEW YORK STATE THRUWAY
THE MONROE SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

Present Structure	Station	New Structure
None	1805+00	Built special ditch on right from Sta. 1805+00 to Sta. 1814+00 as shown on cross-sections - 300' long.
"	1814+00	Built 10' wide Conc. Gutter on Rt., Sta. 1814+00 to Sta. 1820+50. Special ditch ends, - 654' long.
"	1814+30	Built 8' wide Conc. Gutter on Lt. from Sta. 1814+30 to Sta. 1834+57 - 1999.3' long.
"	1815+39	Built new Spec. D.I. in mall with Type B frame & grate. Outlet with 8' of 24" R.C.C.P. to Station 1815+60 (661' Rt.). Built Std. 8' Hdw. Elev. B.O. of outlet = 515.51. (See detail dwg.)
"	1820+50	Built 11' wide Conc. Gutter on Rt., Sta. 1820+50 to Sta. 1825+84 - 520' long.
"	1820+50	Built new D.I. in Mall. Outlet with 8' of 24" R.C.C.P. to Sta. 1820+64 (24' Rt.). Built Std. 8' Hdw. Elev. B.O. of outlet = 500.52. (See detail dwg.)
"	1825+84	Built 12' wide Conc. Gutter on Rt., Sta. 1825+84 to Sta. 1830+70.6 - 513.8' long.
"	1825+84	Built new D.I. in Mall. Outlet with 8' of 24" R.C.C.P. to Sta. 1825+84.1 (83' Rt.). Built Std. 8' Hdw. Elev. B.O. of outlet = 484.87. (See detail dwg.)
"	1830+39	Built new Spec. D.I. in Mall. Outlet with 8' of 24" R.C.C.P. to Sta. 1830+70.3 (71' Rt.). Built Std. 8' Hdw. Elev. B.O. of outlet = 470.82. (See detail dwg.)
"	1830+39	Built 13' wide Conc. Gutter on Rt., Sta. 1830+39 to Sta. 1837+00 widening on inside. - 633.6' long.
"	1834+40	Built dike on Rt. (See cross-sections) Sta. 1834+40 to Sta. 1836+50. - 211' long.
"	1834+50	Built special D.I. with wing walls, 79' Lt. Outlet to Spec. D.I. at Sta. 1834+75.8 with 3' of 30" R.C.C.P. (See detail dwg.)
"	1834+75.8	Built Spec. D.I. (See detail sheet) in Mall. Outlet vertically with 4' of 30" R.C.C.P. to special box. Outlet special box to Sta. 1834+83.3 (81.5 Rt.) with 7' of 30" R.C.C.P. and built Std. 8' Hdw.
"	1835+97	(117' Rt.) Built Std. 8' Hdw. Outlet to Sta. 1836+10 (106' Rt.) with 2' of 24" R.C.C.P. and built Std. 8' Hdw.
"	1837+00	(98' Rt.) Built Hdw. with special grating across opening and connect to new D.I. at Sta. 1840+10 (96' Rt.) with 309' of 42" R.C.C.P. on -3.15 grade. (See detail dwg.) 13' wide Conc. Gutter ends.
"	1839+40	Built new D.I. in Mall. Outlet with 553' of 24" R.C.C.P. to Sta. 1839+40 (35' Rt.) (See detail dwg.)
"	1840+10	(98' Rt.) Built new D.I. with Type B frame and grate. Grade existing highway to drain. Connect to new M.H. at Rt. of Station 1847+06 with 752' of 48" R.C.C.P. on a -1.75 grade (See special dwg.)
"	1840+11	Built new D.I. 66' Lt. with Type B frame and grate. Outlet to D.I. on Rt. of Sta. 1840+10 with 133.4' of 24" R.C.C.P. on a -2.305 grade.
"	1846+86	Built new D.I. in Mall. Outlet with 1272' of 24" R.C.C.P. to new M.H. at Sta. 1847+06 (127' Rt.) (See detail dwg.)
"	1847+00	(125' Lt.) Built new D.I. with Type B frame and grate. Outlet to new D.I. 61' Lt. of Sta. 1848+22 with 1342' of 24" R.C.C.P. (See detail dwg.) on a -3.05 grade.
4' x 3' Conc. Box & 3' Std. M.H. - Part of Village of Whitesboro drainage system	1847+06	(127' Rt.) Built new M.H. with Type B frame and grate (See detail dwg.). Connect to new M.H. at Sta. 1848+55 (142' Rt.) with 2 - 48" R.C.C.P. Culverts each 150' long on a -0.75 grade. Inlet existing E-W 4' x 3' Storm Sewer into Rt. side of M.H. Remove existing Storm Sewer and 3 M.H.s. between new M.H. - Sta. 1847+06 (127' Rt.) and new C.B. - Sta. 1848+22 (61' Lt.).
None	1848+22	(61' Lt.) = D 7+90 (18' Lt.) Built new C.B. in existing 4' x 3' Whitesboro storm system. (See detail dwg.)
"	1848+55	(114.2' Rt.) Built new M.H. with Std. M.H. frame and cover in C.L. of Main Street, Whitesboro. Remove 18' of 8" sanitary sewer through M.H. and replace with 16' of 8" C.I. Pipe. Connect to new M.H. at Sta. 1849+03.5 (110' Rt.) with 2 - 48" R.C.C.P. each 151' in length. Grade -0.75 (See detail dwg.)
"	1849+03.5	(110' Rt.) Built new M.H. with Std. M.H. frame and cover. Connect to new M.H. at Sta. 1851+56 (170' Rt.) with 2 - 48" R.C.C.P. each 202' in length. Grade -0.75 (See detail dwg.).
"	1850+14	(85' Lt.) Built Std. 8' Hdw. Connect to new D.I. at Sta. 1850+78 (70' Rt.) with 1853' of 24" R.C.C.P. on a -0.275 grade.
"	1850+78	(70' Rt.) Built new D.I. and connect to new M.H. at Sta. 1851+56 (170' Rt.) with 116' of 24" R.C.C.P. on a grade of -0.275 (See detail dwg.).
"	1851+56	(170' Rt.) - of Sta. E 6+71 (70.5' Lt.) Built new M.H. with Std. M.H. frame and cover. Connect to Hdw. at Sta. 1852+41 (141' Rt.) or B.L. Sta. E 6+71 (17.5' Rt.) with 2 - 48" R.C.C.P. each 305' in length (See detail dwg.). Grade -0.75.
"	1852+41	(141' Rt.) = B.L. Sta. E 6+71 (17.5' Rt.) Built Hdw. 27' in length. (See detail dwg.)
"	1852+41	(141' Rt.) = B.L. Sta. E 6+71 (17.5' Rt.) Built special ditch on Rt.; extend to Sta. 1886+74. - 3433' long. Excavation included in earthwork sheets.
"	1853+05	Built new D.I. in mall. Outlet to Rt. with 124' of 24" R.C.C.P. to ditch on Rt. Built Std. 8' Hdw. (See detail dwg.)
"	1858+00	Built new D.I. in mall. Outlet to Rt. with 120' of 24" R.C.C.P. Built Std. 8' Hdw. on Rt. (See detail dwg.)
"	1863+50	Built new D.I. in mall. Outlet to Rt. with 100' of 24" R.C.C.P. Built Std. 8' Hdw. on Rt. (See detail dwg.)
"	1869+00	Built new D.I. in mall. Outlet to Rt. with 88' of 24" R.C.C.P. Built Std. 8' Hdw. on Rt. (See detail dwg.)
"	1874+50	Built new D.I. in mall. Outlet to Rt. with 78' of 24" R.C.C.P. Built Std. 8' Hdw. on Rt. (See detail dwg.)
"	1880+90	Built new D.I. in mall. Outlet to Rt. with 88' of 24" R.C.C.P. Built Std. 8' Hdw. on Rt. (See detail dwg.)
"	1900+45	Built new D.I. in mall. Outlet 96' Rt. of Sta. 1901+08 with 124' of 24" R.C.C.P. Built Std. 8' Hdw. on Rt. (See detail dwg.)
"	1905+00	Built new D.I. in mall. Outlet to Rt. with 72' of 24" R.C.C.P. Built Std. 8' Hdw. on Rt. (See detail dwg.)
"	1910+35	Built new D.I. in mall. Outlet 75' Rt. of Sta. 1910+22 with 68' of 24" R.C.C.P. Built Std. 8' Hdw. on Rt. (See detail dwg.)
"	1916+50	Built new D.I. in mall. Outlet to Rt. with 68' of 24" R.C.C.P. Built Std. 8' Hdw. on Rt. (See detail dwg.)
"	1916+50	(72' Rt.) Built special ditch on Rt. Extend to Sta. 1925+78. 911' long. Excavation included in earthwork sheets.
"	1920+00	(210' Lt.) Began relocation of stream channel - length 580'. Excavated material used to fill old creek bed. (Excavation included in earthwork sheets.)
"	1920+50	Built new D.I. in mall. Outlet to Lt. with 72' of 24" R.C.C.P. Provided Std. 8' Hdw. on Lt. (See detail dwg.)
"	1923+50	(70' Rt.) Built 3' wide Conc. Gutter in ditch. Gutter ends at Sta. 1925+78. - 225.2' long.
"	1925+25	Built special ditch on Lt. with 3' wide Conc. Gutter 130.7' long, ending at Sta. 1926+50. Ditch continues to Sta. 1935+50, a total length of 1025'.
"	1925+50	Built 72" R.C.C.P. Culvert 180' long on skew, special D.I. in mall with Type B frame and grate. Provide special 31' Hdw. Rt. & Lt. (See special plan.) Rip Rap Inlet ditch.
"	1930+00	Built new D.I. in mall. Outlet to Rt. with 64' of 24" R.C.C.P. Built Std. 8' Hdw. on Rt. (See detail dwg.)
"	1936+00	Built new D.I. in mall with Type B frame and grate. Built new 24" R.C.C.P. Culvert on Rt. 56' long (See detail dwg.)
"	1946+50	Built new D.I. in mall with Type B frame and grate. Built new 24" R.C.C.P. Culvert on Rt. 61' long (See detail dwg.)
"	1955+50	Built new D.I. in mall with Type B frame & grate. Built new 24" R.C.C.P. Culvert on Rt. 60' long (See detail dwg.)
"	1962+50	Built new D.I. in mall with Type B frame and grate. Built new 24" R.C.C.P. Culvert on Lt. 60' long (See detail dwg.)
"	1967+00	Built 3' wide Concrete Gutter on Rt. Sta. 1967+00 to Sta. 1969+45 - 1632' long. Dug Ditch to Gutter.
"	1969+50	Built special D.I. in mall with Type B frame and grate (See special plan.). Outlet vertically with 8' of 30" R.C.C.P. to special box. Outlet special box to new 30" R.C.C.P. Culvert on skew 116' long on Lt. and 116' on Rt. with 14' Std. Hdw.

(Continued)

Present Structure	Station	New Structure
None	1974+00	Built new D.I. in mall with type B frame and grate. Built new 24" R.C.C.P. Culvert on Rt. 60' long (See detail dwg.)
"	1979+50	Built new D.I. in mall with type B frame and grate. Built new 24" R.C.C.P. Culvert on Rt. 60' long (See detail dwg.)
"	1981+50	Built new D.I. in mall with type B frame and grate. Outlet vertically with 8' of 30" R.C.C.P. to special box (See detail dwg.) Outlet special box to new 30" R.C.C.P. Culvert 78' long Lt. and 78' long Rt. with 8' Std. Hdw.
"	1988+35	Built new D.I. in mall to drain into existing 24" storm sewer. (See detail dwg.)
"	1999+55	Built 5'10" x 6'6" M.P. Underpass 139.80' long on skew Rip Rap Both Ends. Dug outlet ditch on Rt. 270' to Canal. Place 48" of 24" R.C.C.P. in ditch along Canal. (See detail dwg.)
"	2008+98	Built new D.I. 64' Lt. with type B frame and grate. Outlet to D.I. in mall Sta. 2008+40 with 765' of 24" C.M.P. Warp ditch to drain to this D.I. (See detail dwg.)
"	2008+33	Built new M.H. 28' Rt. with Std. M.H. frame and cover. Outlet to canal with 157.7' of 30" C.M.P. on a -0.45 grade. (See Std. Sheet.) Built Std. 8' Hdw. on outlet of pipe.
"	2009+40	Built new D.I. in mall with Type B frame and grate. Outlet to D.I. 65' Rt. of Sta. 2009+83 with 74.3' of 24" C.M.P. Warp mall to drain to this D.I. (See detail dwg.)
"	2009+83	Built new D.I. 65' Rt. with type B frame and grate. Outlet to M.H. on Rt. of Sta. 2009+33 with 229.5' of 30" C.M.P. on a -0.45 grade. (See detail dwg.) Warp ditch to drain to this D.I.
"	2010+50	Built new D.I. in mall with type B frame and grate. Outlet to D.I. 65' Rt. of Sta. 2009+83 with 877' of 24" C.M.P. (See detail dwg.)
"	2010+50	Built new D.I. 64' Lt. with Type B frame and grate. Connect to new D.I. at Sta. 2010+50 in mall with 61.5' of 24" C.M.P.
"	2012+50	Built special ditch on Rt. Sta. 2012+50 to Sta. 2014+75 - 225' long.
"	2012+20	On Rt. filled. Existing channel South of Thruway to drain into new channel Lt. of Sta. C.L.
"	2014+85	Built new D.I. in mall with type B frame and grate. Outlet to west into new stream channel thru Bridge wall with 12' of 24" R.C.C.P. (See detail dwg.) (See Bridge plans) 1.
"	2017+50	Built new 48" C.M.P. Culvert 14.62' long on skew. Rip-rap both ends. (See special plan.)
"	* 1889+35	Built new D.I. in mall with type B frame & grate. Outlet to right with 84' of 24" R.C.C.P. Built Std. 8' Hdw. (See detail dwg.).
		Re. WOODS ROAD (Town Road)
"	A 0+21	Built 3' wide Conc. Gutter on Rt. from Sta. A 0+21 and from Sta. A 5+50 to Sta. A 5+57 - length 75.6'.
"	A 0+30	Built 3' wide Conc. Gutter on Lt. from Station A 0+30 to Station A 5+50 - length 475.1'.
"	A 0+21	Built new D.I. 34' Rt. with type B frame and grate. Outlet to D.I. on Lt. of Sta. 1840+11 with 271.2' on a -0.305 grade.
"	A 0+30	Built new D.I. 40' Lt. with type B frame and grate. Outlet to D.I. on Lt. of Sta. 1840+11 with 271.2' of 24" R.C.C.P. on a -0.305 grade.
"	A 5+59	Extend existing 18" C.M.P. Culvert to the Rt. with 24' of 18" C.M.P. Built Std. 5' Hdw. Dug outlet ditch to existing ditch.
		Re. SANITARY WORK for WHITESBORO
"	19+36+42	Built new Std. M.H. with Std. M.H. frame and cover. In existing 20" sanitary sewer. Connect exist. sanitary sewer. Rt. to new M.H. Sta. 14+26.35 - with 570' of 20" Vit. Clay Sewer Pipe.
"	14+26.35	Built new Std. M.H. with Std. M.H. frame and cover. Rt. Connect to new M.H. 8+52.55 with 573.80' of 20" Vit. Clay Sewer Pipe.
"	8+52.55	Built new Std. M.H. with Std. M.H. frame and cover. Rt. Connect to new M.H. 1883+00 Rt. with 422.55' of 20" Vit. Clay Sewer Pipe.
"	1883+00	Built new Std. M.H. frame and cover. Rt. Outlet at 1887+25 660.4' Rt. with 429.70' of 20" Vit. Clay Sewer Pipe. Built Std. 8' Hdw. at outlet end.
"	A 0+98	Built new Std. San. M.H. and connect to NEW San. M.H. on Palmer Ave. with 144' of 8" Vit. Clay Sewer Pipe.
"	-A0+50	Built new Std. San. M.H. and connected to Existing San. M.H. on Palmer Ave. with 102' of 8" Vit. Clay Sewer Pipe.
		Re. Additions to Thruway.
"	1816+90	Built new Rip-Rap Gutter on Rt. 23' long 6' wide to Drain to 10' Concrete Gutter. Rip-Rap far Side Gutter 3' long 3' wide to Prevent Scouring of Slope. Both were Grouted.
"	1817+30	Built new Grouted Rip-Rap Gutter on Lt. To Drain to 8" Concrete Gutter. Rip-Rap 35' long 3.5' wide.
"	1839+40	Built new Q.I. (95' Rt.) in 42" R.C.C.P. Line.
"	1840+25	Built special Box on Rt. connecting 48" R.C.C.P. with existing 20" Vit. Storm Sewer. Replaced 15' of 20" Vit. Pipe.
"	1854+58	Dug Special Ditch on Lt. Sta. 1854+58 to Sta. 1883+00.
"	1970+48	Built 5'10" x 6'6" M.P. Underpass 139.80' long on skew Rip-Rap Both Ends. Dug outlet ditch on Rt. to Drain into Relocated Stream Channel.
"	20+6+129	

20" Vit Storm Sewer
None

Made By Typed By Typing Chkd By
E.J. Dannelly K. Keil Ed. Dannelly & G.H. Galloway

Prepared Pursuant to the Highway Law and Recommended By
Date Engineer District No. 2

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

 DATE DISTRICT ENGINEER NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		10	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

Item 2B5 - EARTHWORK SUMMARY

THRUWAY	C.Y.
Cut	686,175.6
Borrow	532,125.0
Topsoil Stripped	13,191.1
Specia. Ditch 2016+12.9 (Rt.)	273.6
Mohawk River Relocation	225,457.9
Mohawk River Relocation - Rehandling	16,025.4
Benching	564.1
Muck & Mohr. over Muck	116,877.8
Stream Channel near S.H. 107	14,959.0
Driveway	2,335.5
From Drainage Sheet	447.0
Surcharge Excavation	20,453.4
Stripping Waste under F.H.	13,734.0

WOODS ROAD	
Class I Excavation	4,630.2

COUNTY ROAD 107	
Class I Excavation	16,246.4

Stripping Waste under F.H.	249.4
	1,663,785.4

TOTAL	1,663,785
stockpiled for use in item 121.	

Item 2EC - SELECTED BORROW

Station to	Station	C.Y.
1867+37	1870+32	12,371.6
1875+80	1884+50	7,310.0
1884+52	1886+70	12,492.9
1886+00	1890+00	13,670.6
2012+00	2017+75	4,417.9
Creek Channel 1925+		1,460.3
1975+48	1980+50	9,765.6
Truck Underpass N.E.S. viaduct		402.2
Under 30' R.C.C.P. Sta. 1889+52		146.7
Under Pipe Sta. 1968+50		41.6
Under End of Pipe Sta. 1973+50		3.1
Total		64,103.0

Item 5 - TRENCH, CULVERT & BRIDGE EXCAVATION

	C.Y.
Drainage Structures (Thruway)	23,425.70
Pipe Underdrain (Thruway)	1,122.90
For Item 80 H	41.25
T Beams	308.00
Shoulder Drains	55.00
Underpass 1980+60	980.57
File Drains (Woods Road)	341.00
Drainage Structures (Woods Road)	705.20
(Whitesboro San. Sewer)	3,655.46
	30,635.88
TOTAL	30,635.9

Item 10YR - PIPE UNDERDRAIN, OPT. (8" Diam.)

Station to	Station	Side	Lin. Ft.
2006+68	2010+47	Lt.	378
2006+53	2011+34	Rt.	611
2002+72	2012+91	Lt.	977
1826+04	1834+25	(Double Line Rt.)	1,642
1827+71	1834+60	Lt.	689
A0+30	A2+50	Lt.	242
A0+26	A4+45	Rt.	532
A3+74 (Rt.)	A4+06 (Lt.)		42
A2+98 (Rt.)	A3+59 (Lt.)		64
A2+36 (Rt.)	A2+70 (Lt.)		38
Drainage Structures (Thruway)			18
Total			5,233

Item 34A - GUIDE POSTS, WOOD

Markers for Culverts over
B' Span (from Detail Drawings) = 4 Each

TOTAL = 4 Each

Item 34C - GUIDE POSTS, OPT.

Culverts over
Woods Rd. Drainage Structures = 6 Each

TOTAL = 6 Each

Item 98 - CONCRETE GUTTERS

Station to	Station	Side	Length	Width	Sq. Yds.
1814+00	1820+64	THRUWAY	664.0	10'	737.3
1814+30	1834+67	Rt.	1,999.3	8'	1,777.1
1820+64	1825+84	Rt.	520.0	11'	635.4
1825+84	1830+97	Rt.	513.6	12'	684.8
1830+97	1837+00	Rt.	603.8	13'	915.5
1837+00	1825+78	Rt.	226.2	3.5	79.2
1825+78	1828+50	Rt.	130.7	3.5	45.8
1828+50	1839+45	Rt.	1,069.2	3.5	578
A 0+21	A 4+22	WOODS ROAD	377.6	3.5	132.2
A 4+22	A 8+00	Rt.	152.9	3.5	53.5
A 8+00	A 8+47	Rt.	183.1	3.5	64.0
A 8+47	A 8+80	Lt.	475.1	3.5	166.9
TOTAL					5,349.2

TOTAL 5,349.2

TABLE OF LENGTHS

Station to	Station	Roadway Lin. Ft.	Bridge Lin. Ft.	REMARKS
1839+84.98	1841+10.73	3,456.2	184.9	Town Whitesboro - Contract Begins.
1841+10.73	1847+00.00	589.7	577.3	Village Whitesboro
1847+00.00	1852+85			- Gr. Sep. Structure over S.H. 8810.
1852+85	1855+45.50	3,254.8		- Gr. Sep. Structure over Town Whitesboro (Main Street and N.Y.C. R.R.)
1855+45.50	1858+29.50		384.4	Town Hargy
1858+29.50	1858+41.22	711.5		- Bridge over Mohawk River.
1858+41.22	1859+92.32		351.3	- Bridge over Barge Canal.
1859+92.32	1910+84.91	1082.7		- Gr. Sep. Structure over County Rd. #107.
1910+84.91	1911+71.03	10819.0		- Between Sta. 2014+36.58 and Sta. 2014+73.47
1911+71.03	2017+90			Stream Bridge Fill continues across it.
TOTALS		19696.7	1584.2	

Total Length ROADWAY = 19696.7 L.F. = 3.73 Miles
Total Length BRIDGE = 1584.2 L.F. = 0.300 Miles
Total Length CONTRACT = 21281.1 L.F. = 4.03 MILES

WOODS ROAD - Town Road	TOWN AND COUNTY ROADS
A 8+47	847.00
MOHAWK STREET - County Road No. 107	1242.5
G 3+00	1242.5
	1242.5
WOODS ROAD	1242.5
MOHAWK STREET	1242.5

BENCH MARKS

B.M. No.	Station	Side	Elev.	Description	Offset
1	1784+15	Lt.	548.15	Nail and washer in crotch of 30" Willow.	291'
2	1787+45	Lt.	511.74	Nail and washer on S.E. root of 36" Elm near creek bottom.	270'
3	1811+40	Rt.	534.14	N & W in 8" Cherry Stump. South along Property Line.	465'
4	1818+73	Lt.	532.04	N & W in root of 28" Tw. Ash at edge of woods.	185'
6	1842+30	Rt.	428.60	Square on S.E. corner of sidewalk.	145'
U.S. C & G.S. R 33 - 1831			414.01	About 0.2 mi. west along the N.Y. Central R.R. from the station at Whitesboro, Oneida Co., at the S.W. corner of signal gantry, 511s, and in the top of the S.W. footing. A standard disc, stamped "R 33 1831."	
7	1866+50	Rt.	409.04	N & W in West root of 16" Elm.	300'
8	1876+20	Lt.	411.89	N & W in East root of 22" Elm.	200'
10	1912+00	Lt.	432.47	N & W in South root of 28" Maple.	180'
11	1932+00	Rt.	414.98	N & W in East root of 36" Elm.	300'
13	1953+33	Lt.	426.61	N & W in South root of 36" Elm.	400'
14	1967+00	Lt.	425.01	N & W in South root of 12" Elm.	200'
15	1980+00	Lt.	412.02	N & W in North root of 30" Elm.	
16	1984+00	Lt.	430.84	S.W. corner of concrete foundation of West tank car loading pipe line of Gulf Oil Co.	300'
17	2026+50	Lt.	418.88	N & W in 24" Elm.	175'

Made by Typed by Typing Ckd. by
F.J. Donnelly K. Keil E. Todd & G. Gallop

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

DATE DISTRICT ENGINEER NO. 2

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEET'S
				11	125

WHITESBORO - UTICA WEST CITY LINE

DETAIL SPECIFICATIONS FOR SEEDS

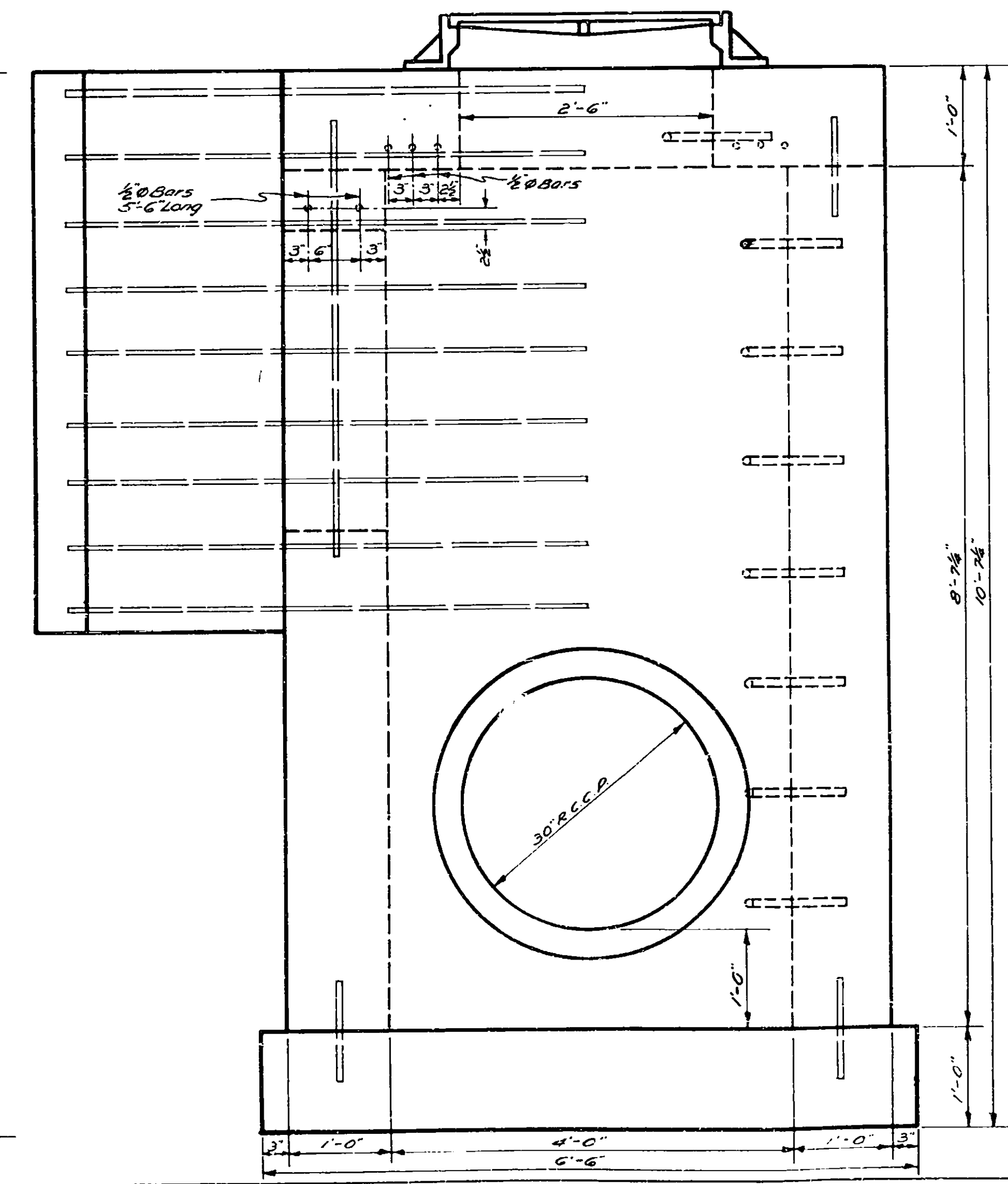
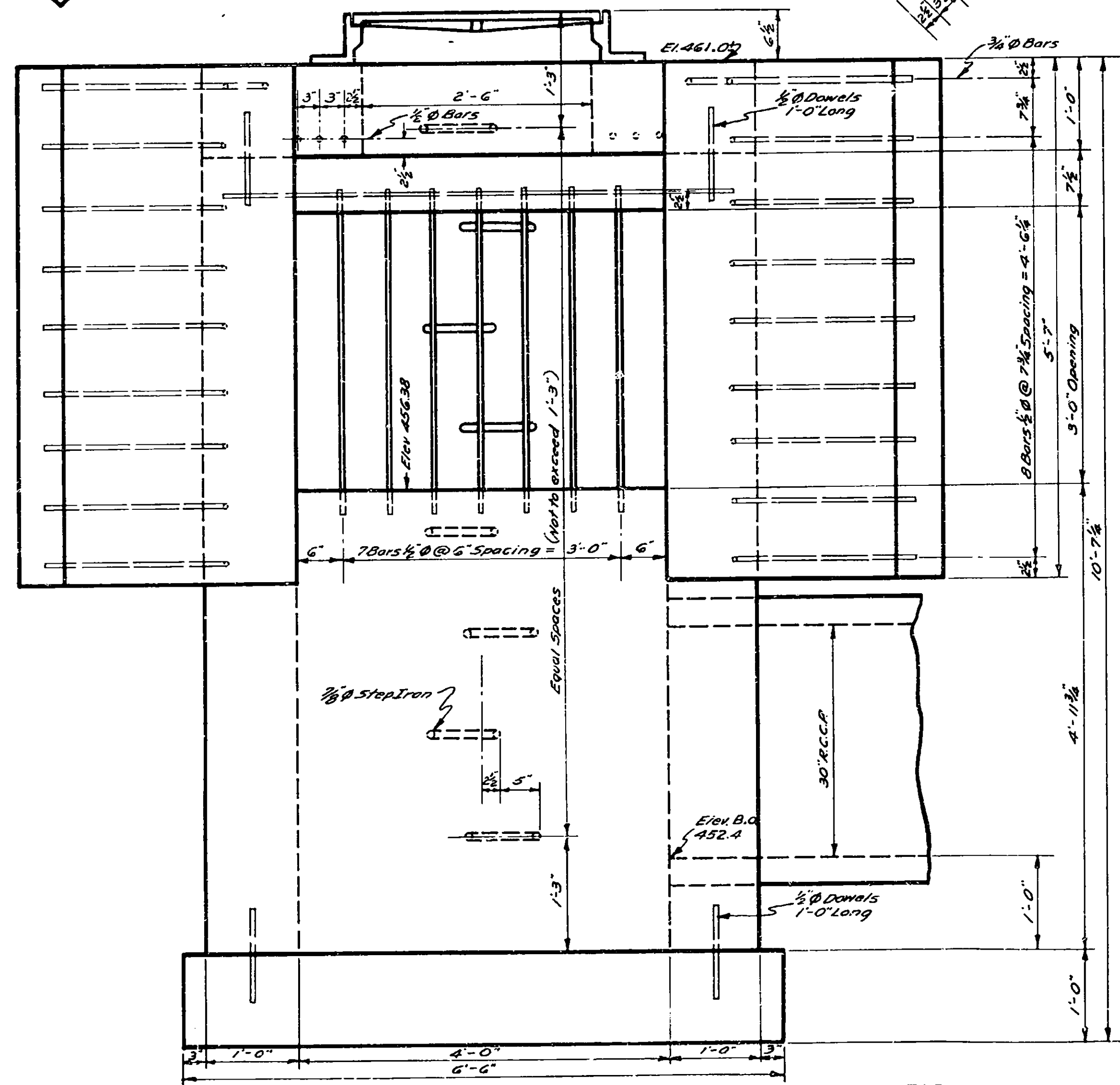
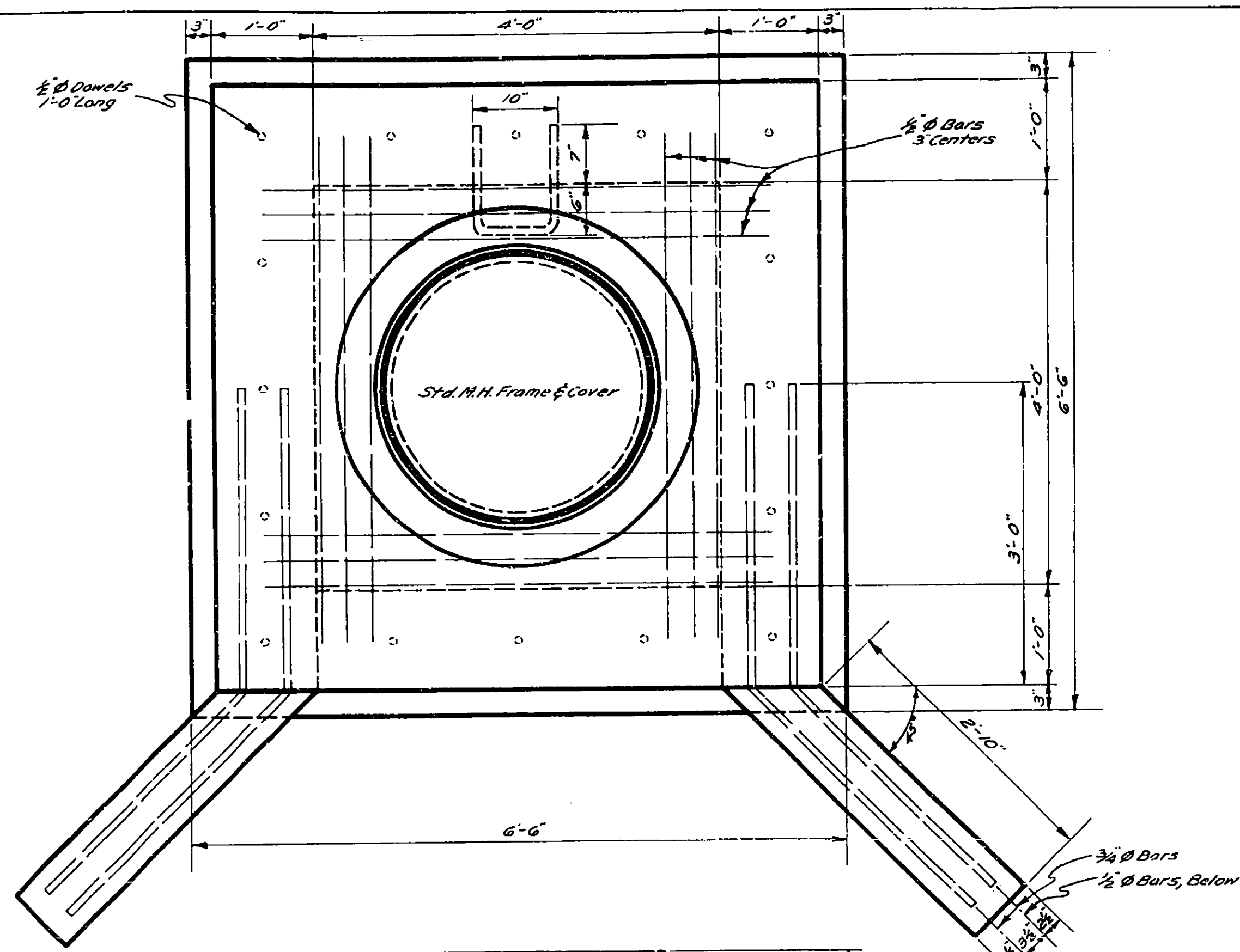
1	MIN. % PURITY	POUNDS PURE LIVE SEED PER ACRE			
2	MIN. % GERMINATION				
	NAME	VARIETY	A	B	C
	Creeping Red Fescue	Commercial	95	75	30
	(Festuca rubra)				
	Redtop	Commercial	90	85	10
	(Agrostis alba)				
	Perennial Ryegrass	Commercial	95	75	10
	(Lolium perenne)				
	Wild White Clover	Kent Wild, N.Y. Wild	95	95	2
	(Trifolium hybridum var.)	N. Zealand Wild			
		(Max. 25% Hard Seed)			
	Alsike Clover	Commercial	95	85	3
	(Trifolium hybridum)	(Max. 25% Hard Seed)			
	Total pounds pure live seed per acre				55

ITEM	TOTAL QUANTITY ACCUSED	NAME OF TEN
1W	Nec.	FURNISHING WATER EQUIPMENT
1WA	51 M. Gal.	APPLYING WATER
121	21794 C.Y.	TOPSOIL PLACED FROM STOCKP
123	56 Acres 31.3	SEEDING
123B	5.3 Acres	SEEDING ON PREPARED AREAS
124	7600 S.Y. 3980	SODDING

GENERAL SPECIFICATIONS TO ACCOMPANY PUBLIC WORKS SPECIFICATIONS	
ITEM PAR. NO. NO.	DESCRIPTION
I	CLEARING and GRUBBING
1a.	Only such trees and shrubs designated by the Engineer shall be removed under this item.
II	FURNISHING WATER EQUIPMENT
IWA	APPLYING WATER
a.	Areas -- See Schedule A.
	Rates -- As specified.
121	TOPSOIL PLACED FROM STOCKPILES
a.	Areas -- See Schedule A.
c.3	Topsoil thickness - 4 inches loose measure.
123	SEEDING
a.	Areas -- See Schedule A.
b.	Seeds -- See Schedule D.
	Fertilizer - M-55, Type No. 1 (10-20-10)
	Agricultural Limestone - M-52
	Mulch - M-59, Hay or M-60, Straw
c.3	Rate of Seeding -- 55 lbs. Pure Live Seed per acre.
	Rate of fertilizer -- 800 lbs. per acre.
	Rate of Agricultural Limestone - $1\frac{1}{2}$ tons per acre on all areas to be seeded on subsoil. Shall not be mixed with fertilizer if placed dry.
c.4	Rate of Mulch - 2 to 3 Tons per acre.
	Mulch anchorage - Mulch on the 4 foot wide gravel shoulder shall be a shallow covering of soil, small piles of soil or facing with Asphalt (RS-1, Emulsion or RC-2, Cutback) at rate of 1/10 to 1/20 gal. per Sq. Yd.
123B	SPREADING ON PREPARED AREAS
a.	Areas -- See Schedule A.
124	SODDING
a.	Areas -- See Schedule A.
c.3	Sodding shall be as shown on Standard Sheet 50-34, Bridge Plans or as directed by Engineer.

[illegible]

E. Trad & G. Gallozz



FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		12	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

**DETAILS OF SPECIAL DROP INLET
AT STATION 1834+60**
SCALE 1"=1'-0"

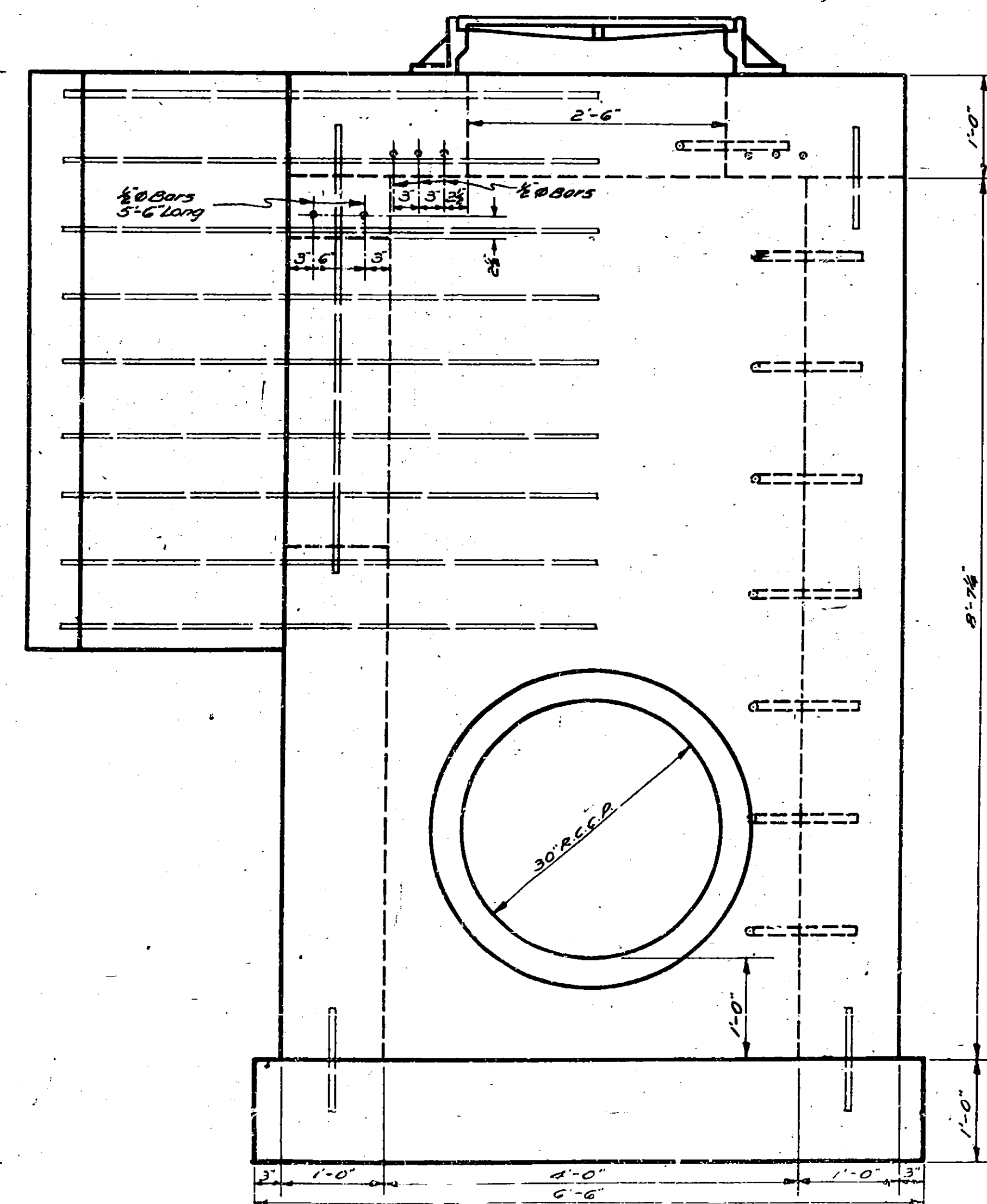
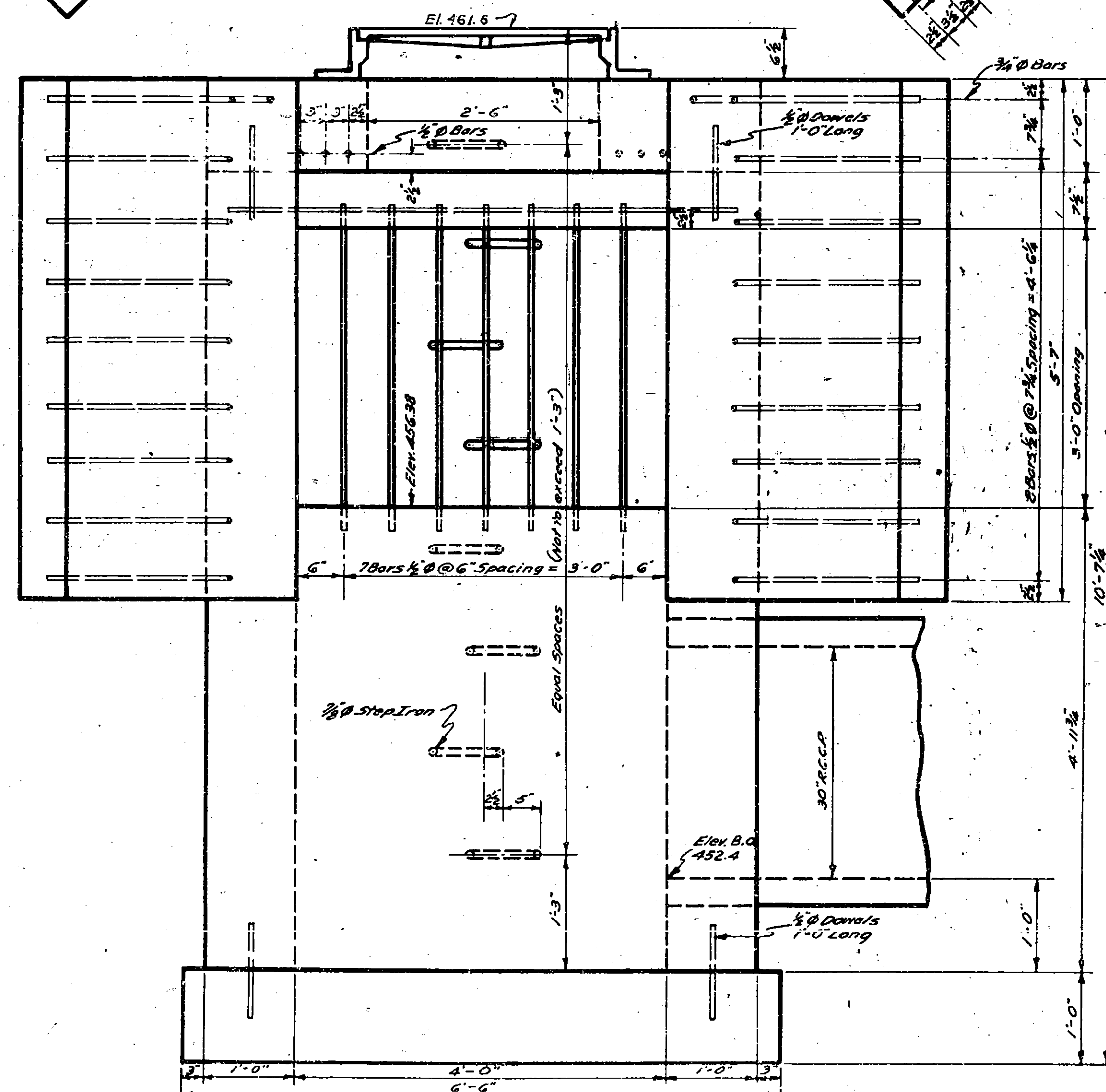
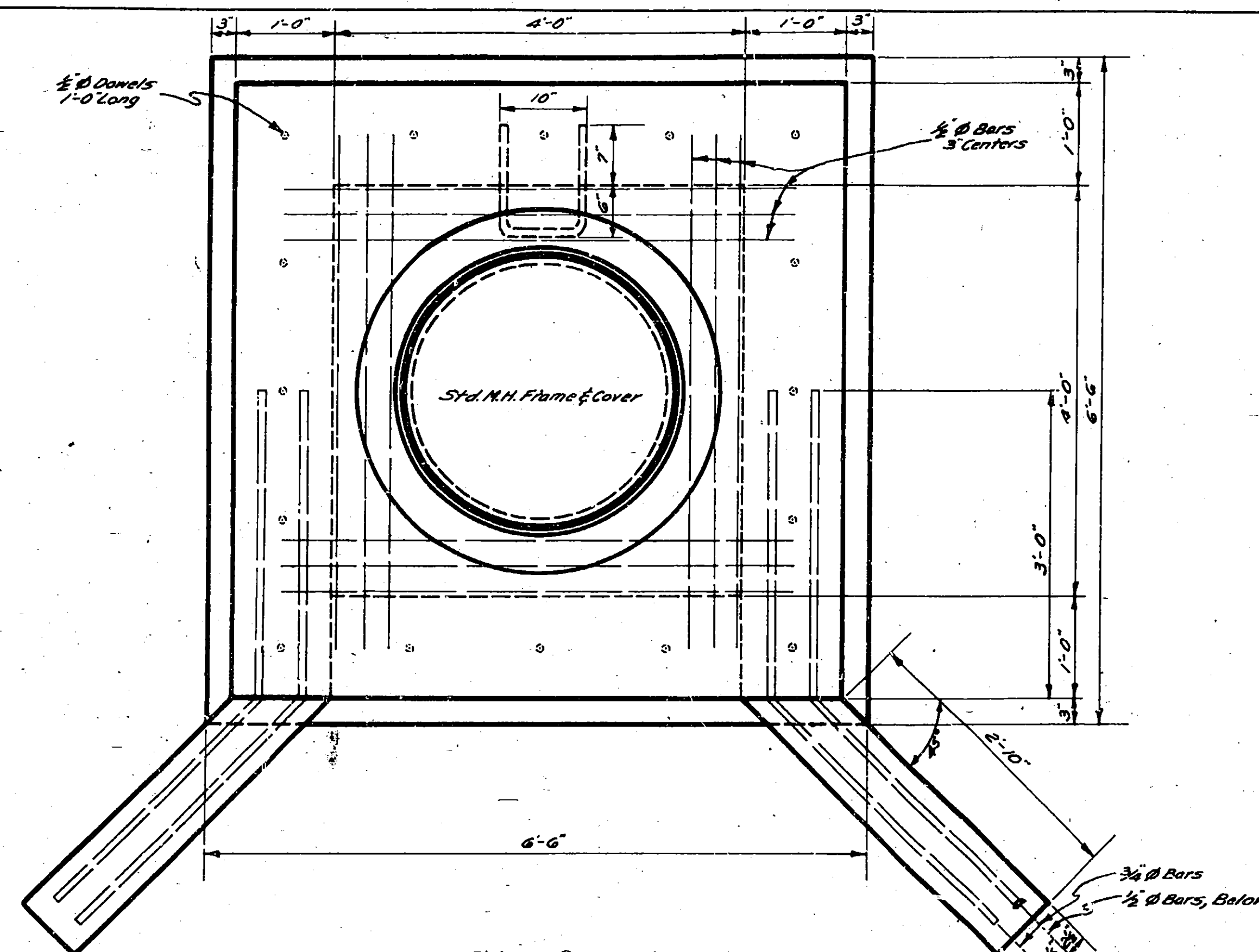
Prepared pursuant to the Highway Law & recommended by
[Signature]
 Date _____ Engineer District No. 2

Made by *[Signature]* Traced by *[Signature]* Checked by *[Signature]*
 PLAN *[Signature]* *[Signature]* *[Signature]*

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	NY		12	125

NEW YORK STATE THRUWAY
THE MONAWK SECTION SUBDIVISION 8
WHITESBORO-UTICA WEST CITY LINE
ONEIDA CO.

12R



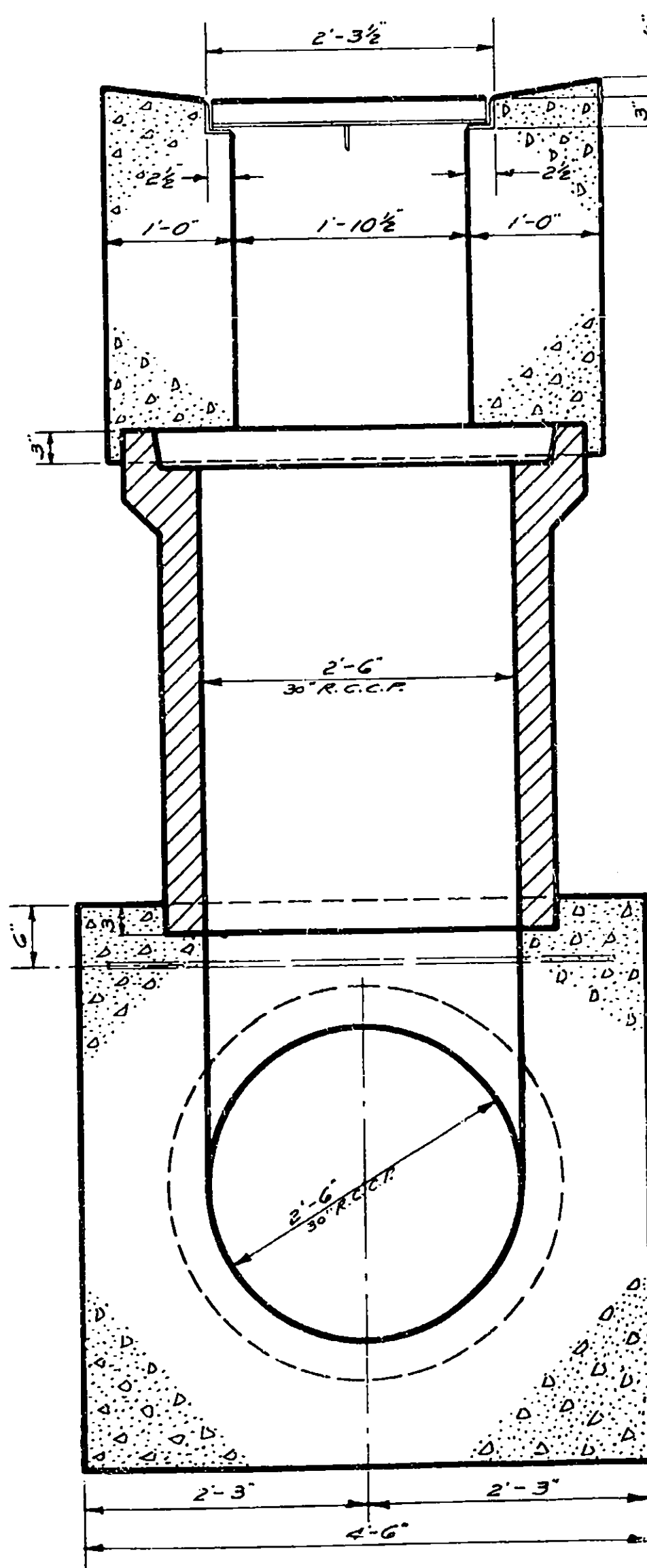
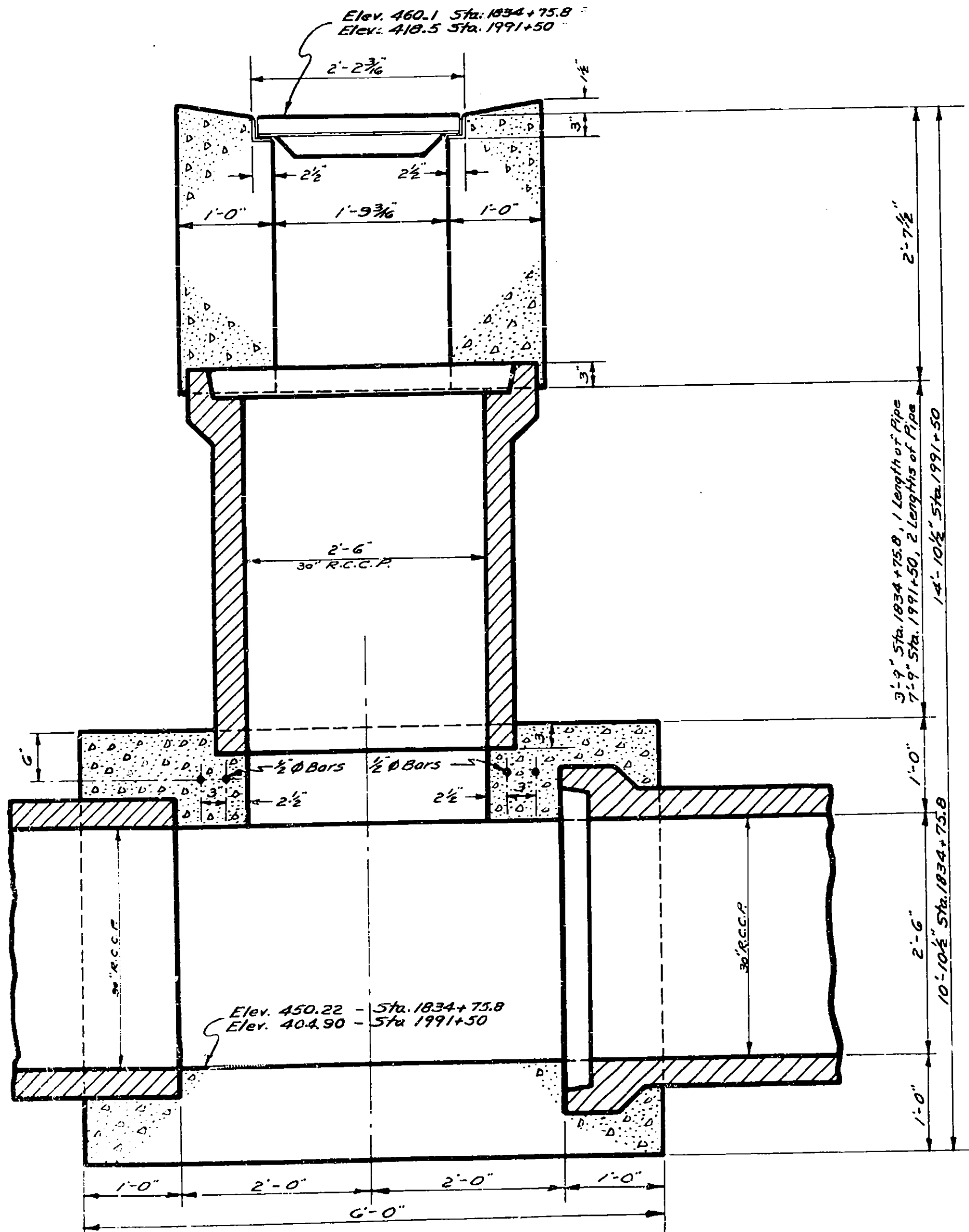
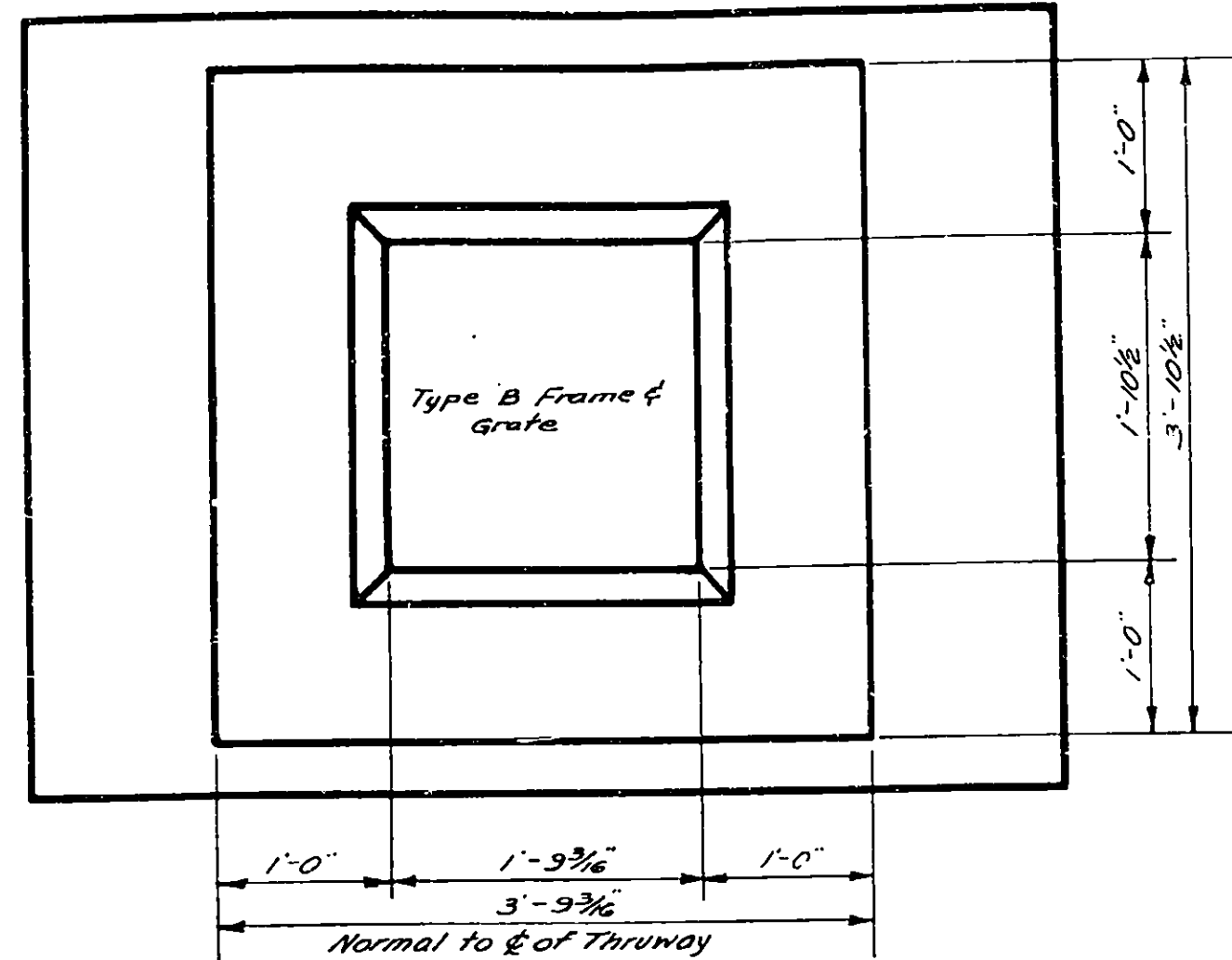
**DETAILS OF SPECIAL DROP INLET
AT STATION 1834+60**
SCALE 1"=1'-0"

Prepared pursuant to the Highway Law & recommended by
Date _____ Engineer _____ District No. 2

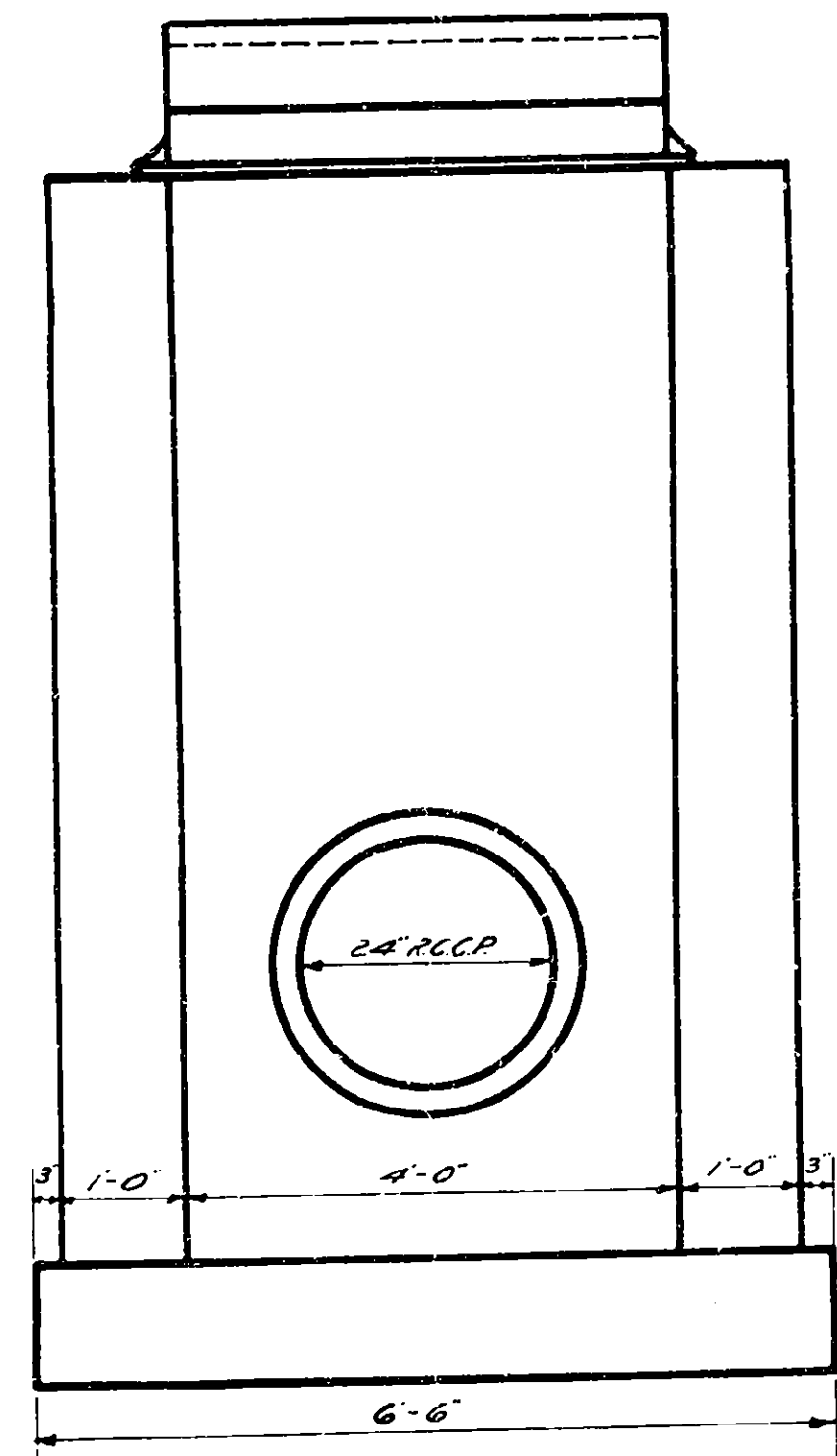
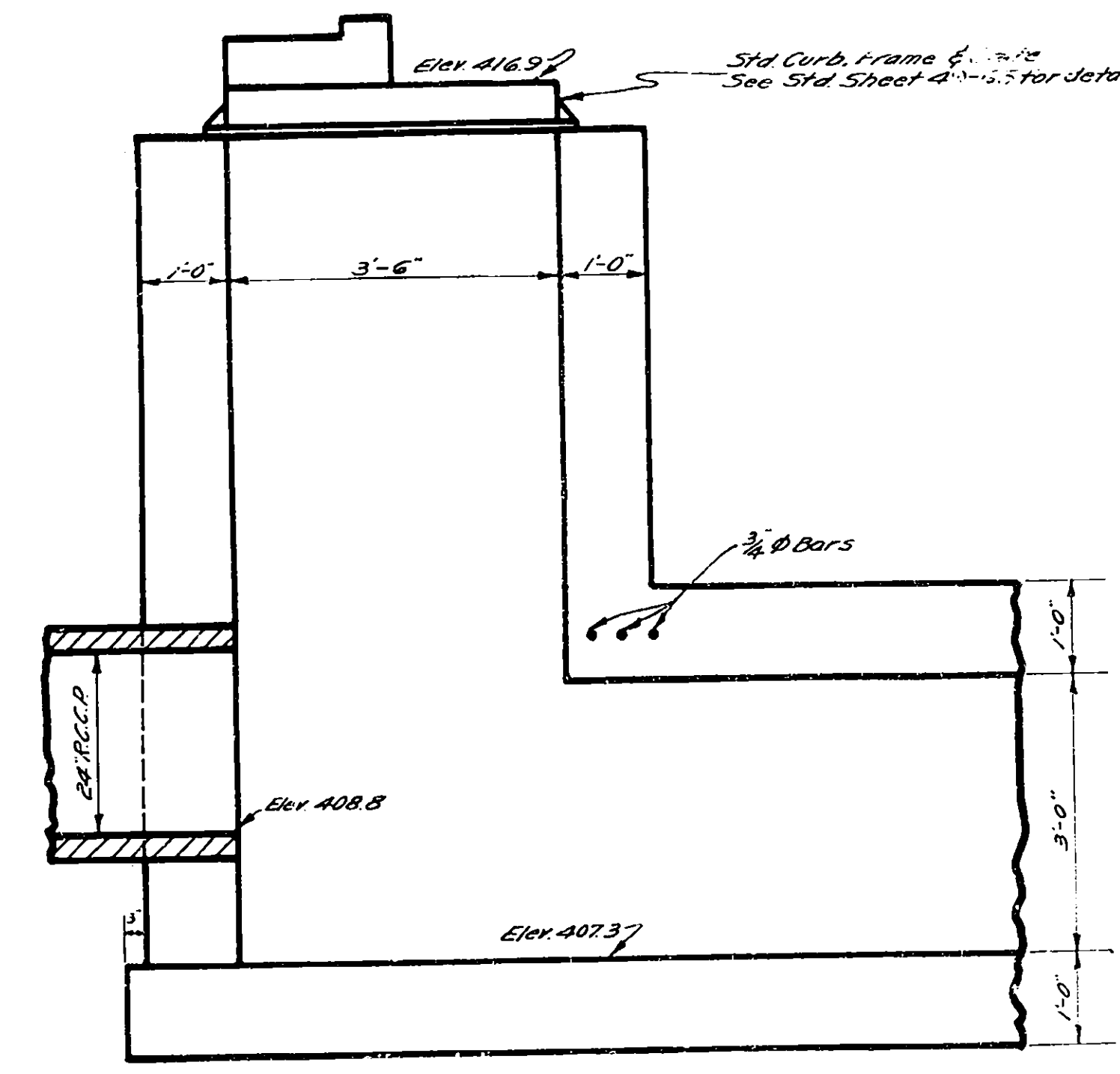
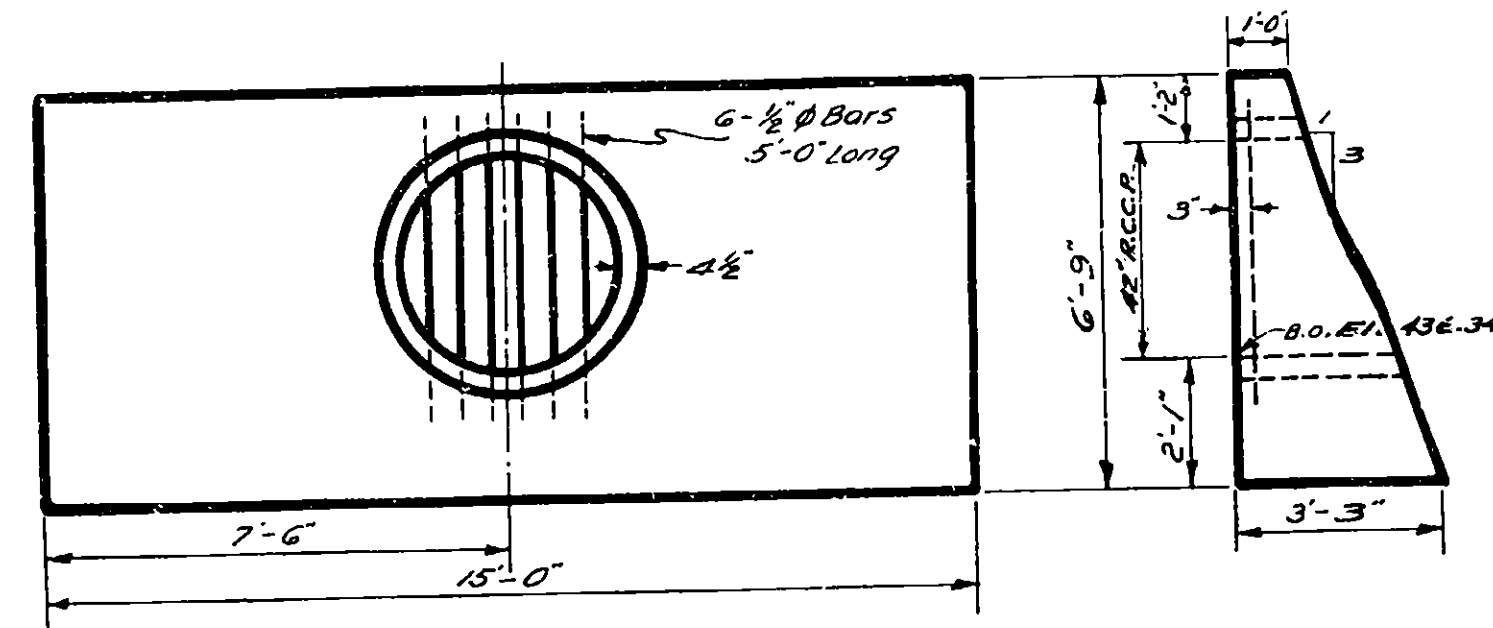
PLAN
Made by F.J. Dunne
Traced by R.P. Jankowski
Checked by R.G. Raymond

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		13	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITEBORO-UTICA WEST CITY LINE
ONEIDA CO.



DETAILS OF SPECIAL HEADWALL AT STATION 1837+00
SCALE 1"=3'-0"



SPECIAL CURB BOX AT STATION 1848+22
SCALE 1"=1'-6"

DETAILS OF SPECIAL CATCH BASIN AT STATION 1834+75.8 AND STATION 1991+50
SCALE 1"=1'-0"

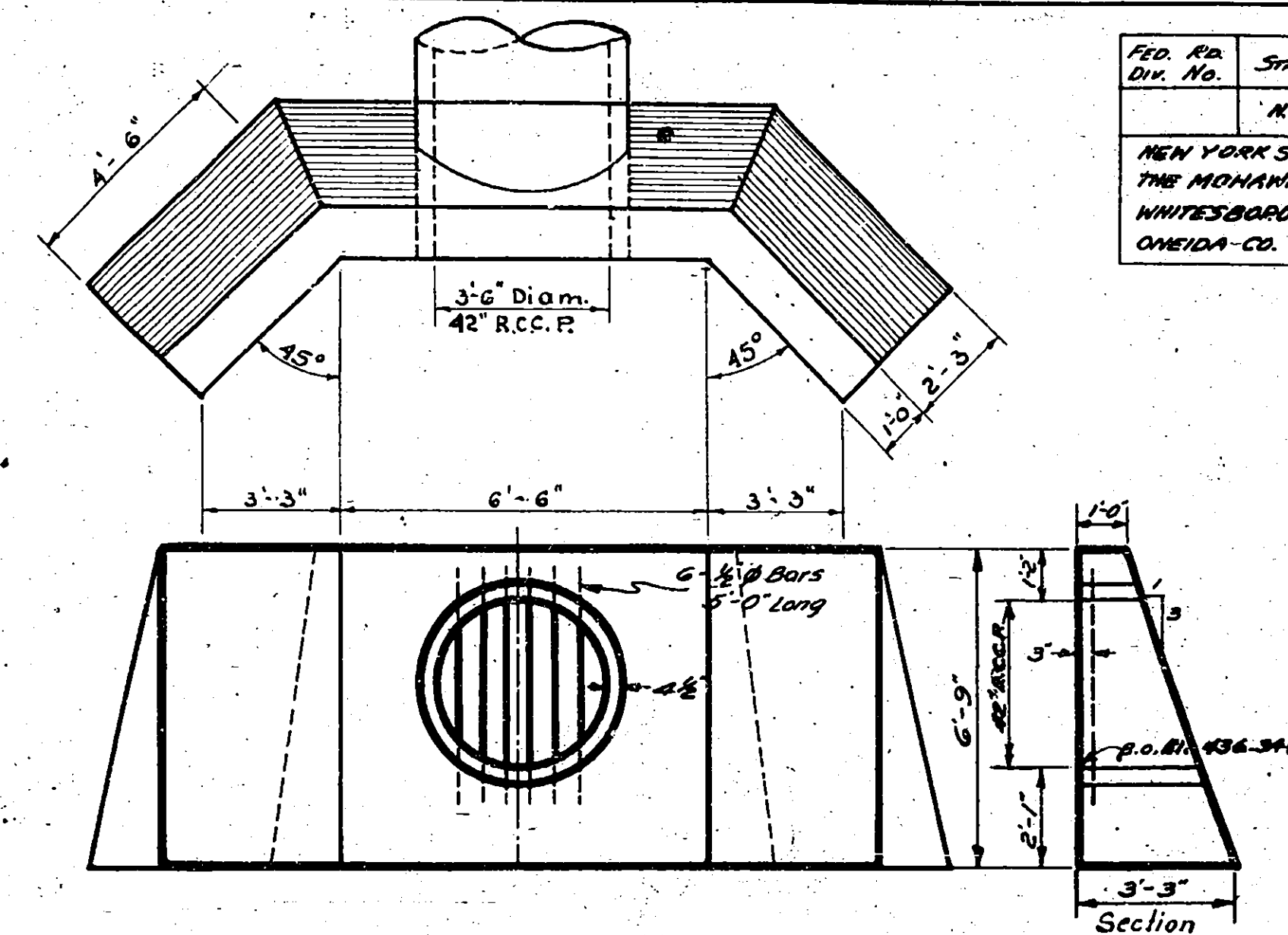
Made by Traced by Checked by
PLAN E.L. Quastly R.L. Quastly E.L. Quastly

Prepared pursuant to the Highway Law and recommended by
Date Engineer District No. 2

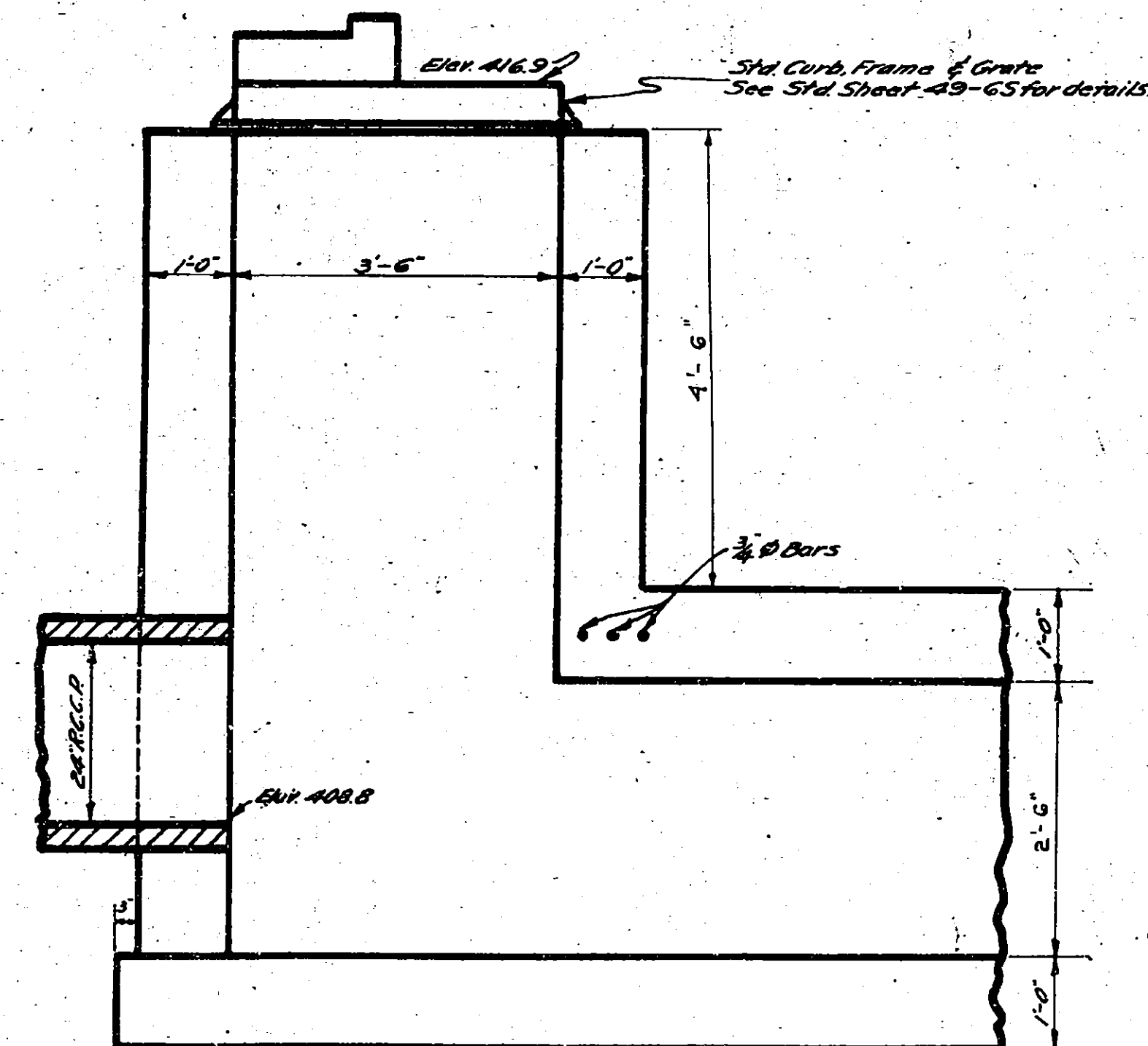
FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
NY	NY		13	125

NEW YORK STATE THRUWAY
THE MONARK SECTION
WHITESBORO-LEICA WEST CITY LINE
ONEIDA CO.

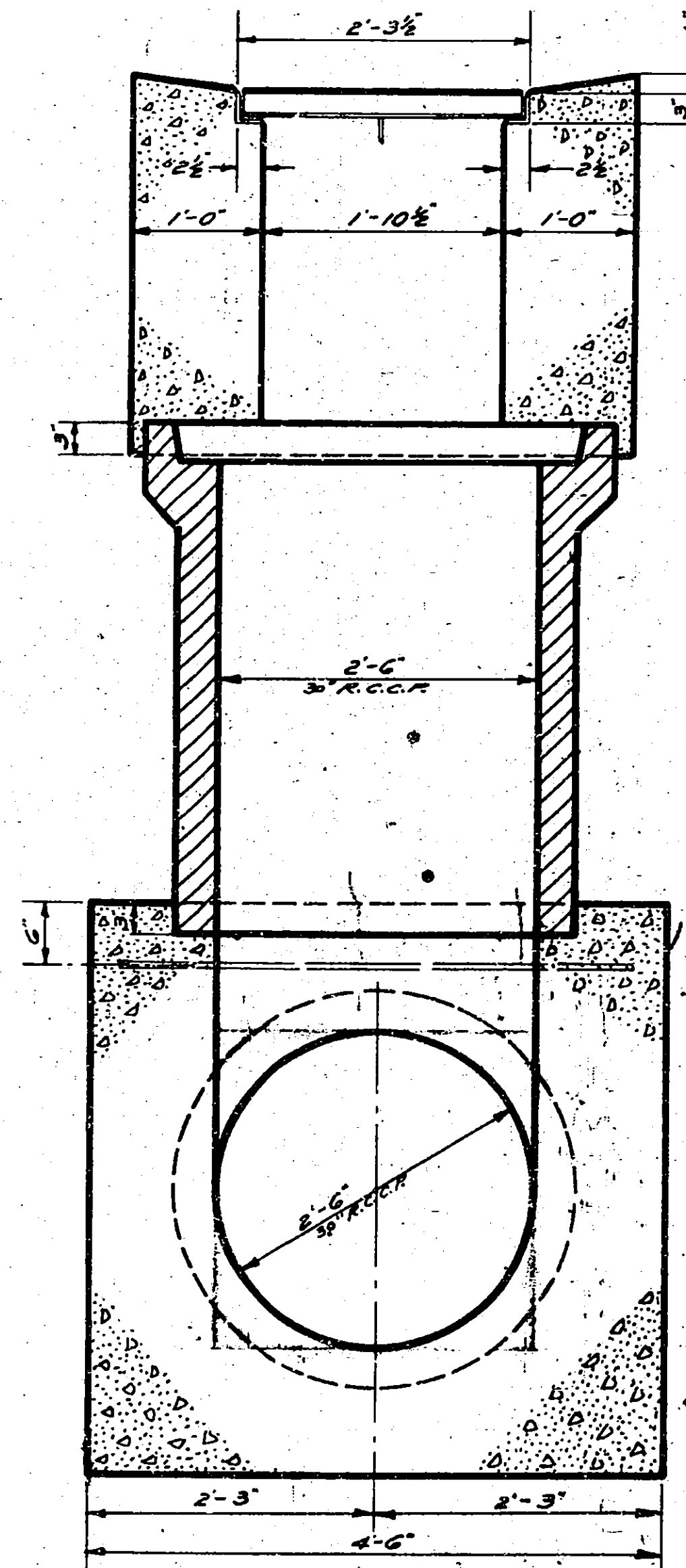
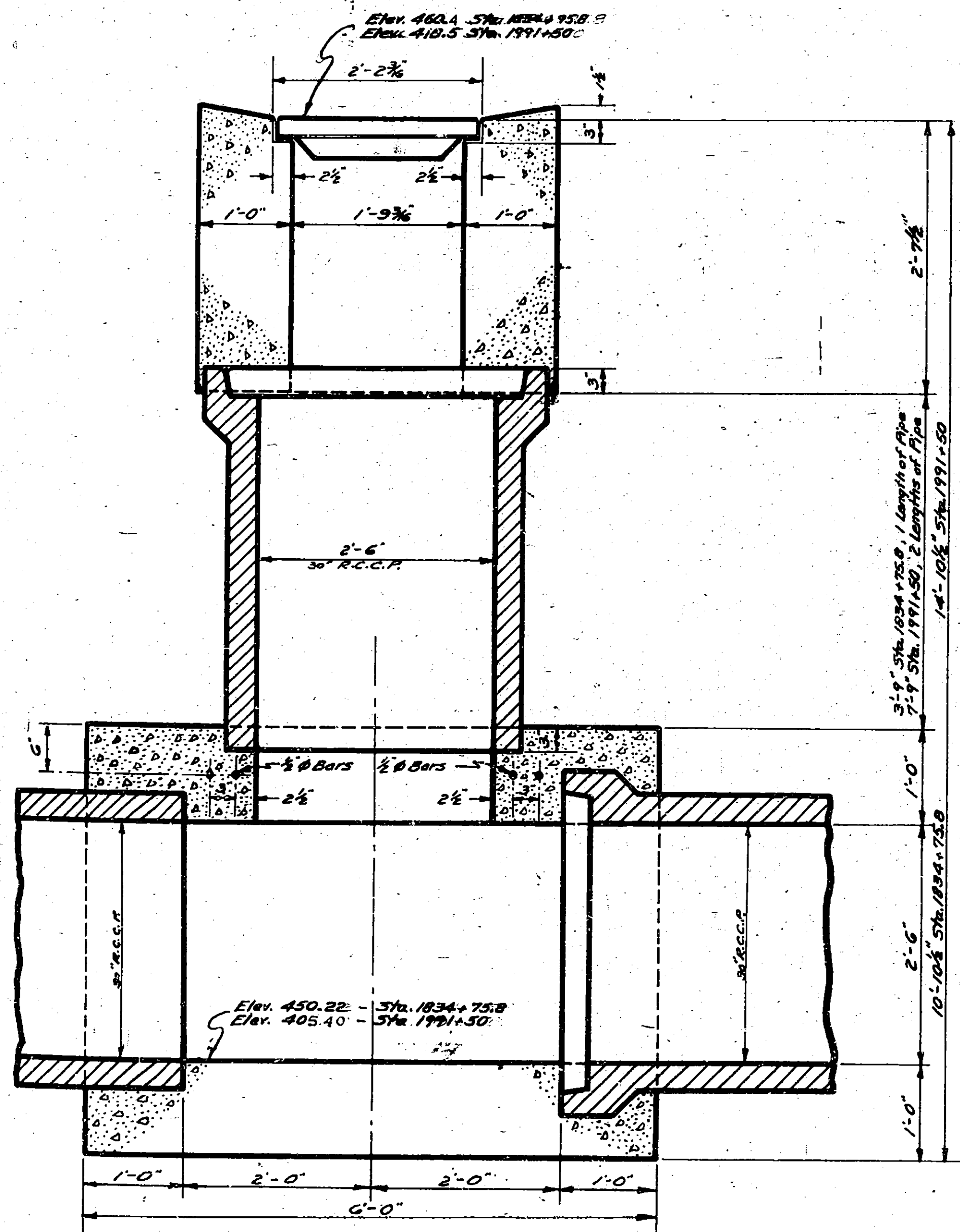
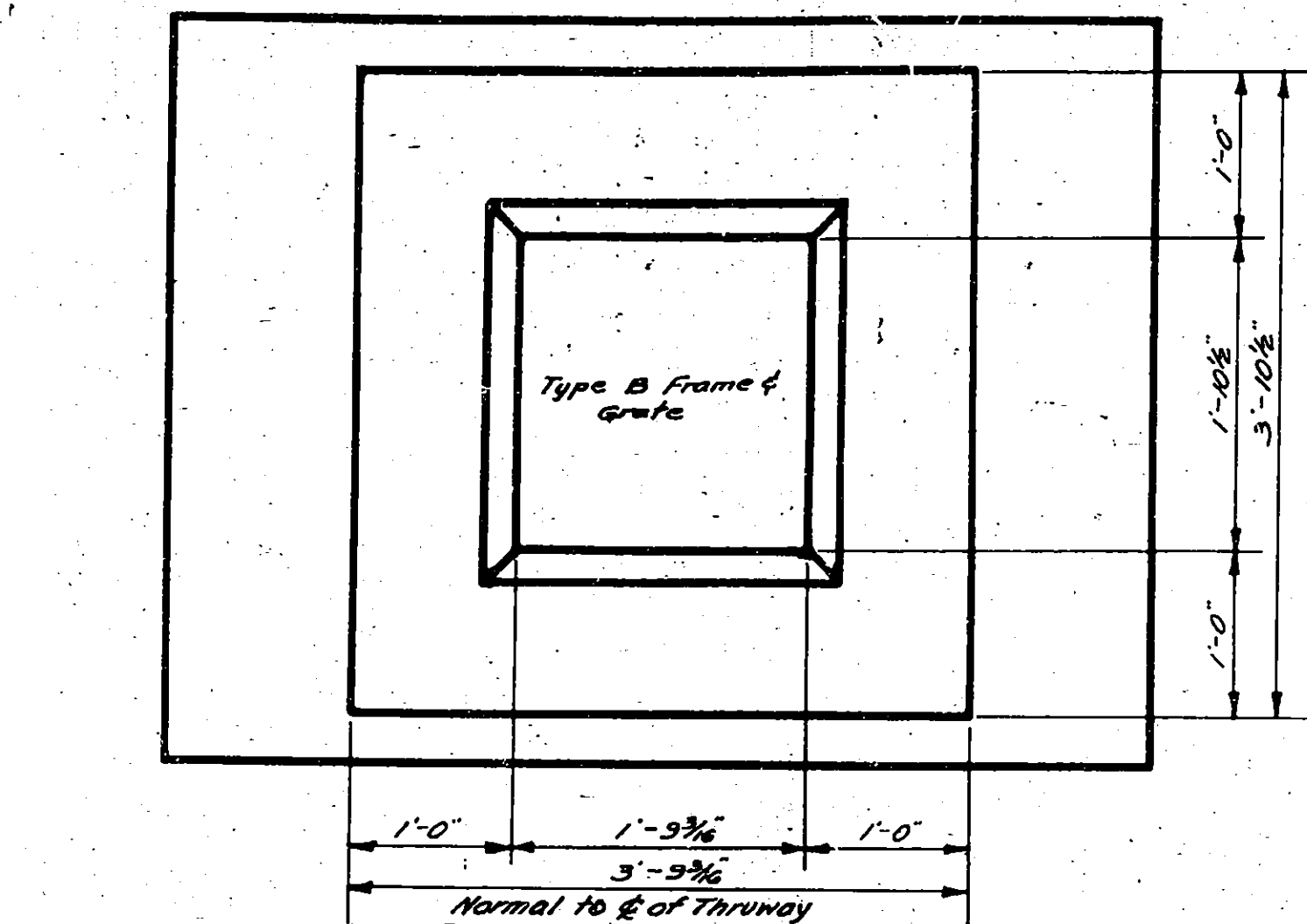
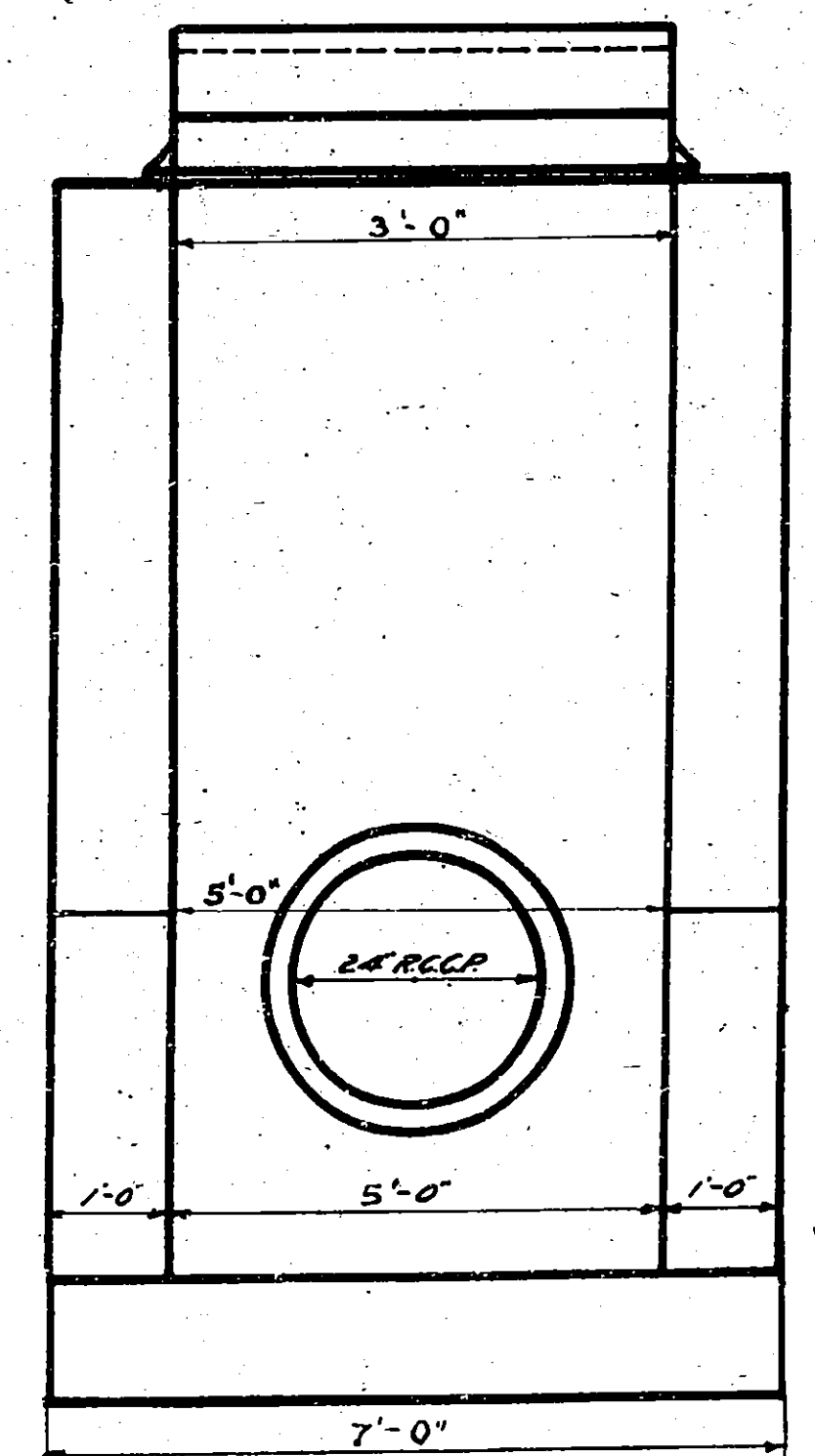
13R



DETAILS OF SPECIAL HEADWALL AT STATION 1837+00



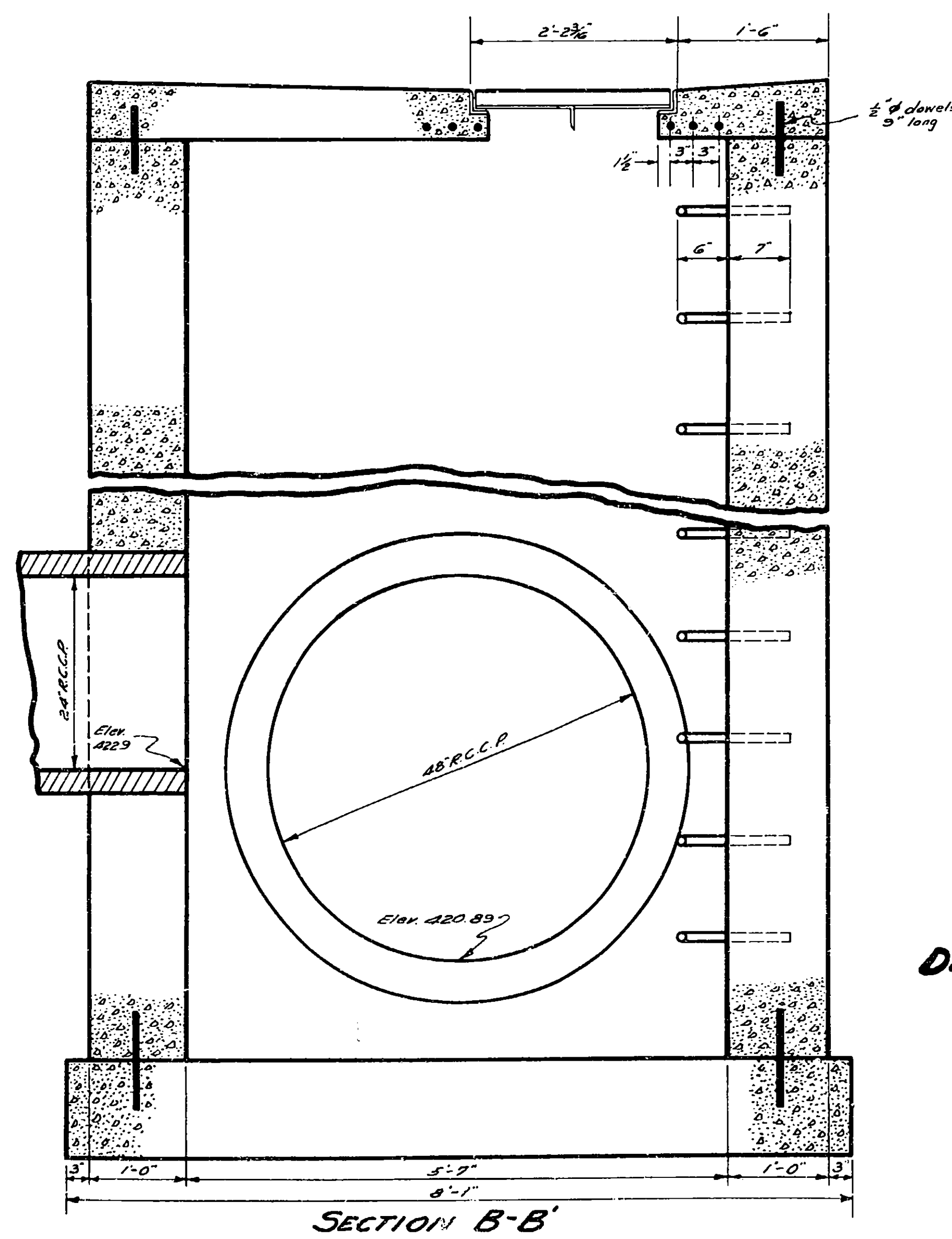
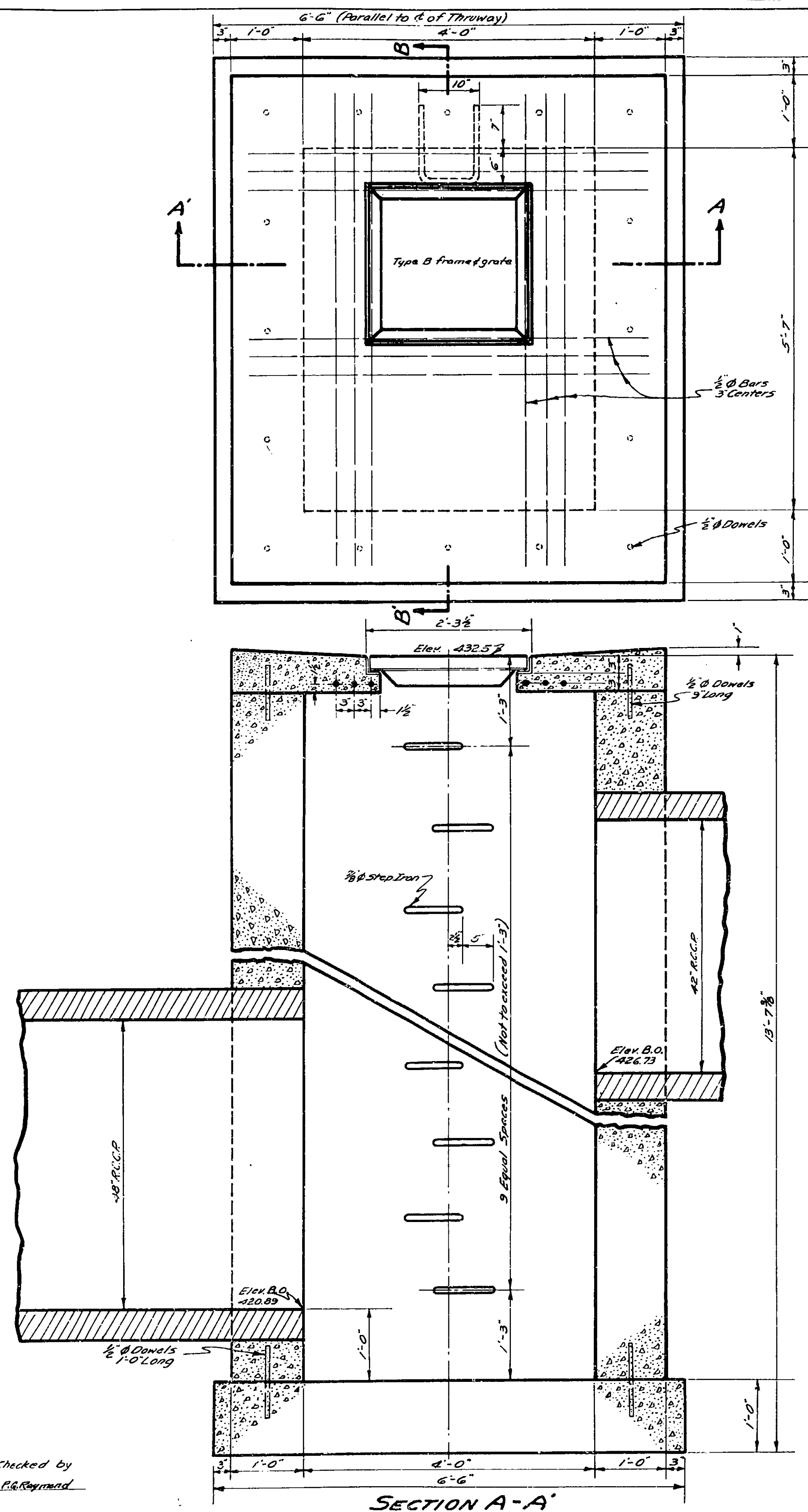
SPECIAL CURB BOX AT STATION 1848+22


DETAILS OF SPECIAL CATCH BASIN AT STATION 1834+75.8 AND STATION 1991+50
SCALE 1"=1'-0"

Made by Traced by Checked by
PLAN G. D. D. R. J. K. B. R. R.

Prepared pursuant to the Highway Law and recommended by
Engineer District No. 2
Date

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		14	125
NEW YORK STATE THRUWAY THE MOHAWK SECTION SUBDIVISION B WHITESBORO - UTICA WEST CITY LINE ONEIDA CO.				



DETAILS OF SPECIAL DROP INLET AT
STATION 1840+10
SCALE 1"=1'-0"

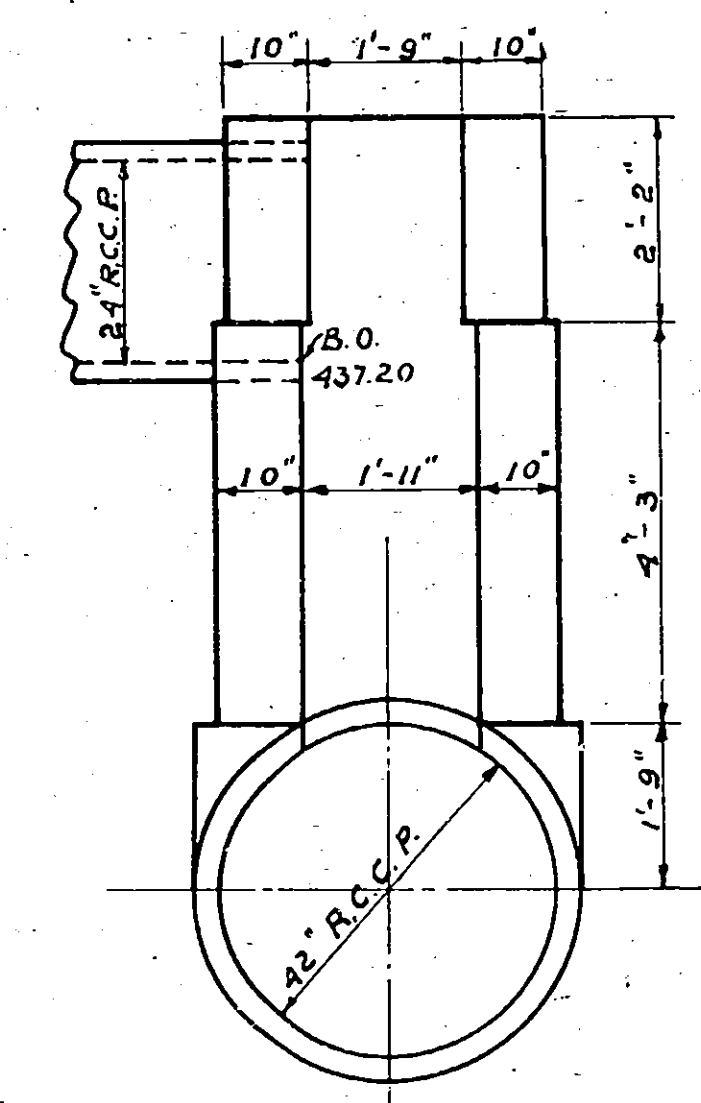
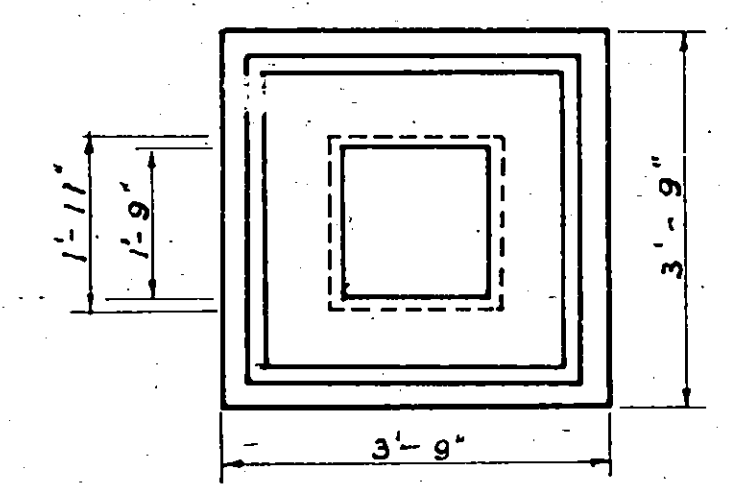
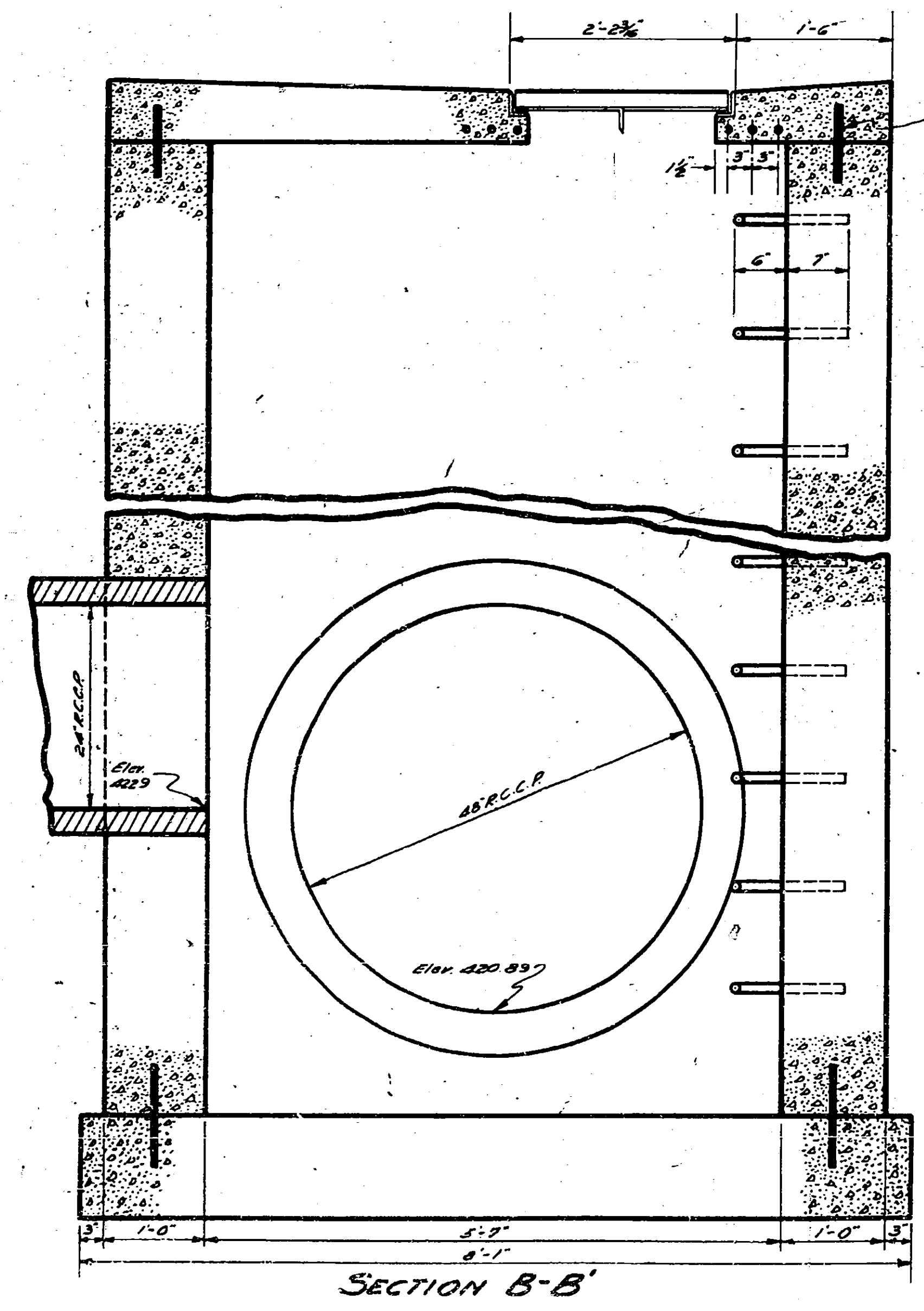
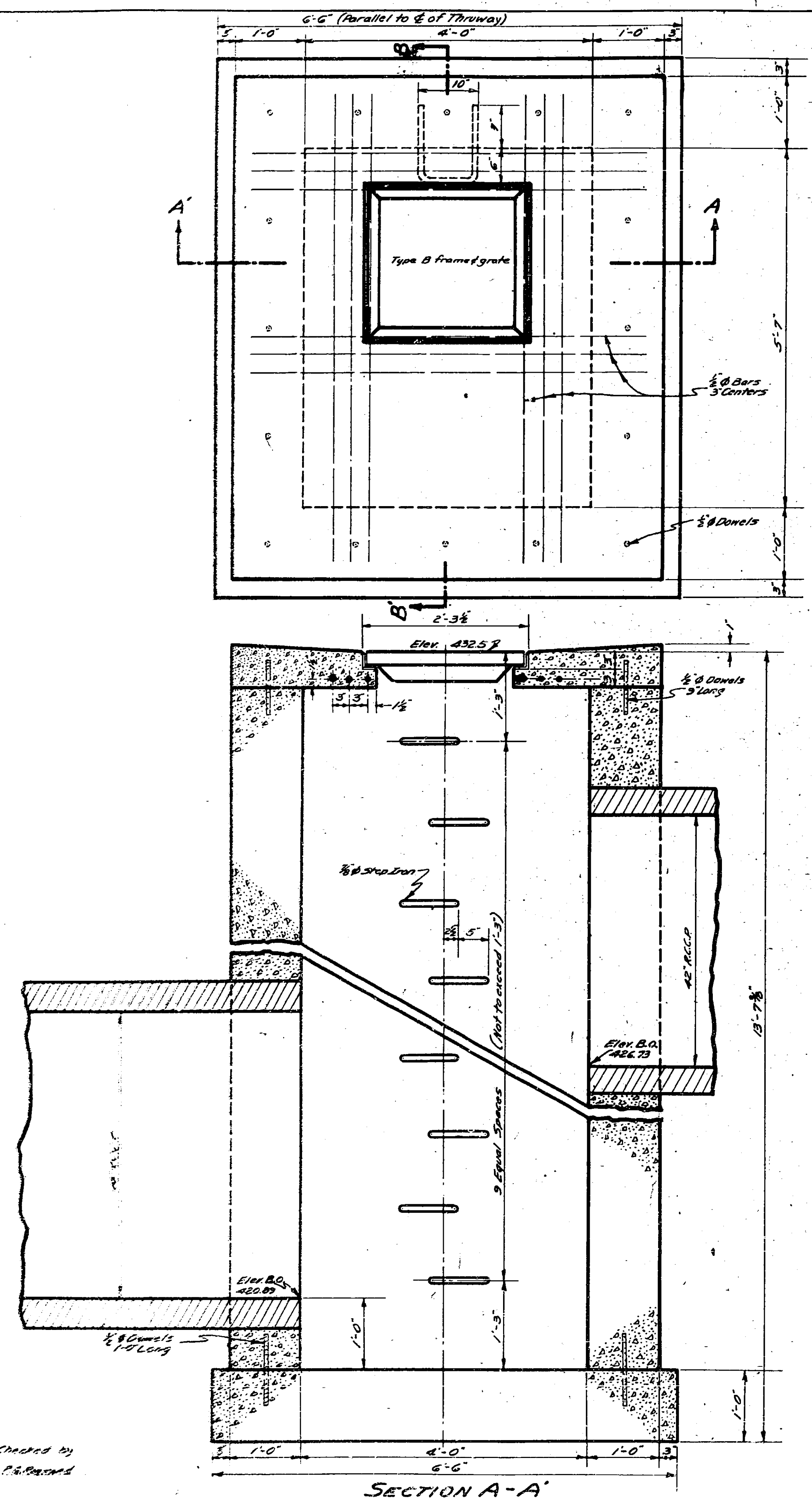
PLAN
Made by E.J. Donnelly
Traced by R.P. Jankowski
Checked by P.R. Raymond

Prepared pursuant to the Highway Law and recommended by
Date _____ Engineer *M. Jankowski* District No. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	NY		14	125

NEW YORK STATE THRUWAY
THE MONARK SECTION
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

14R



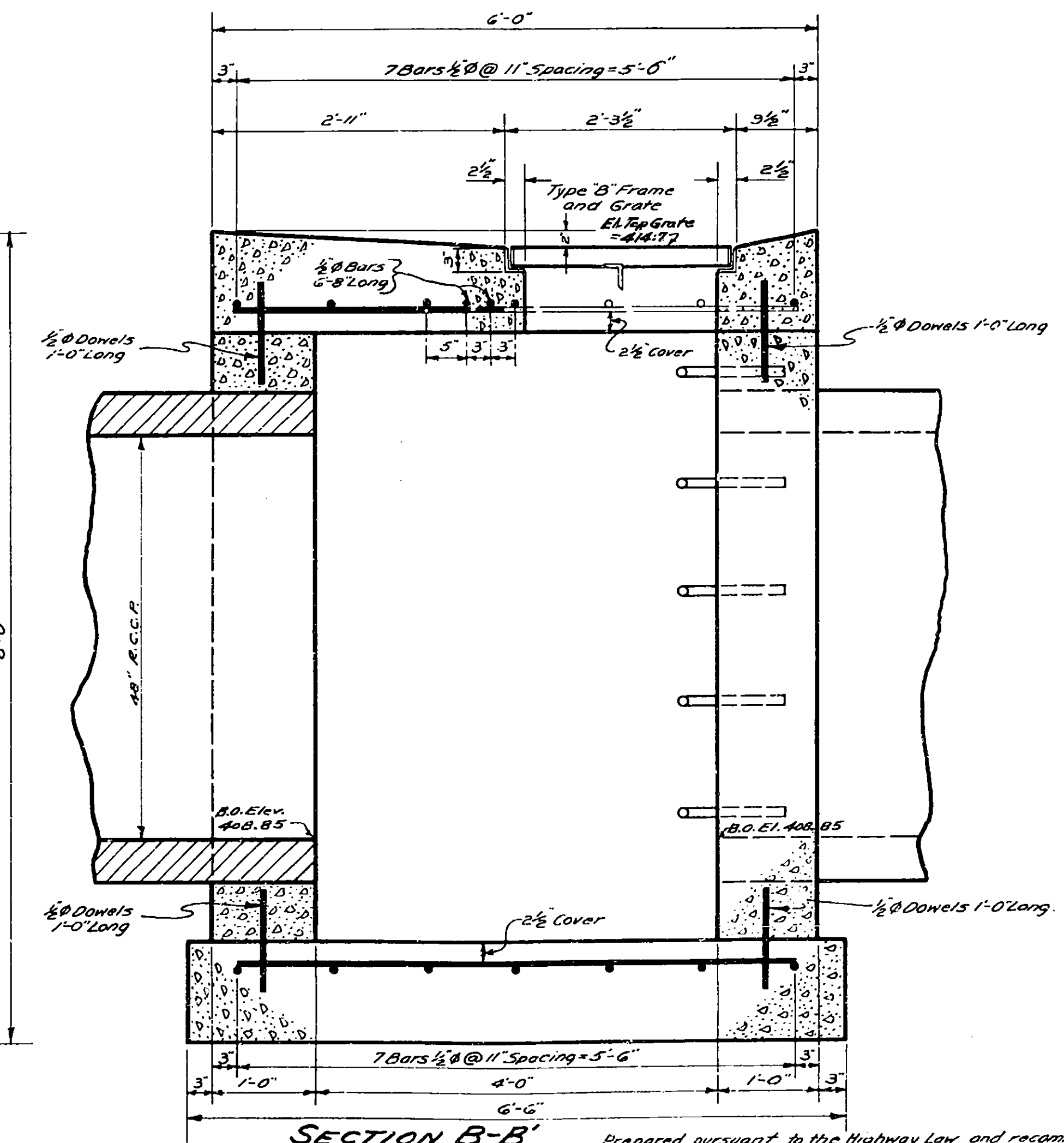
Details of Special Drop Inlet at Sta. 1839+40 (Right)
Scale: 1" = 2'-0"

DETAILS OF SPECIAL DROP INLET AT STATION 1840+10
SCALE 1" = 1'-0"

PLAN
Made by E.D. Quinlan
Traced by C.A. Jackson
Checked by P.A. Brown

Prepared pursuant to the Highway Law and recommended by
Date _____ Engineer _____ District No. 2

Technical drawing of a rectangular frame and grate assembly. The drawing shows a large rectangular frame with a grid of vertical and horizontal bars. A central rectangular area is labeled "Type B' Frame and Grate". Dimensions are provided for the frame and grate, including 10'-0" for the overall width, 12'-0" for the overall length, and 1'-0" for the grate width. A small rectangular area is labeled "Type B' Frame and Grate".



SECTION B-B' Prepared pursuant to the Highway Law and recommended by

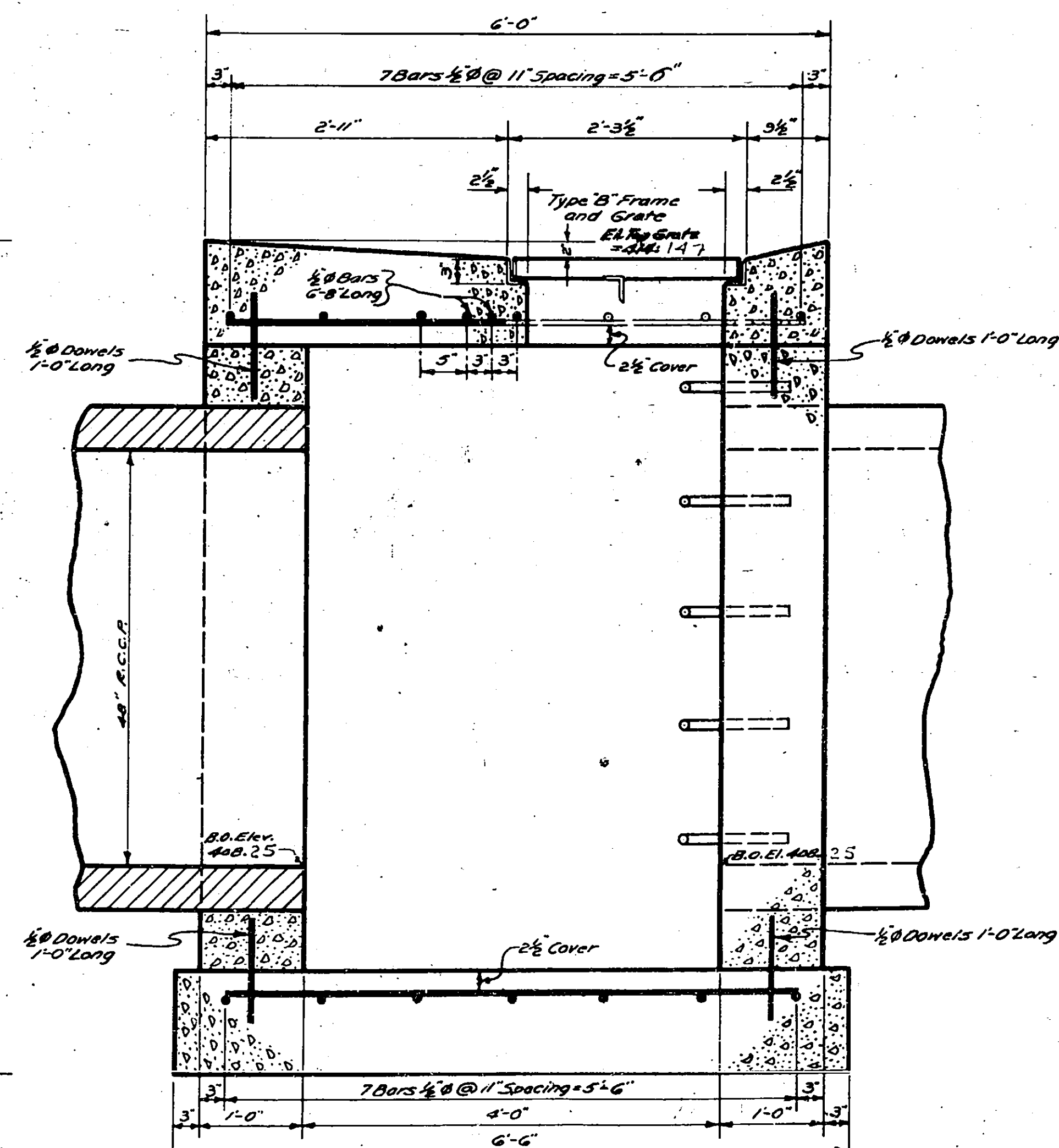
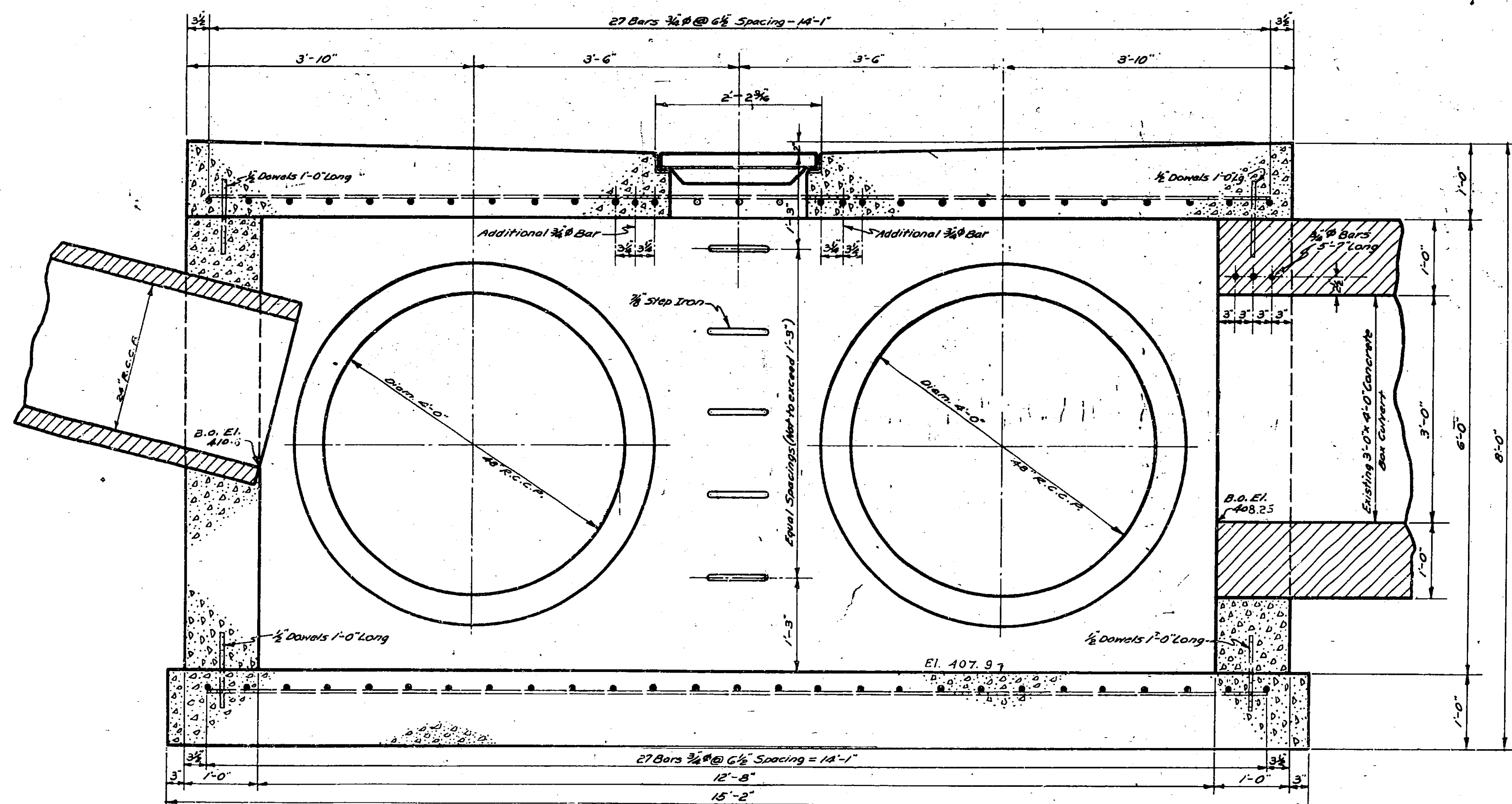
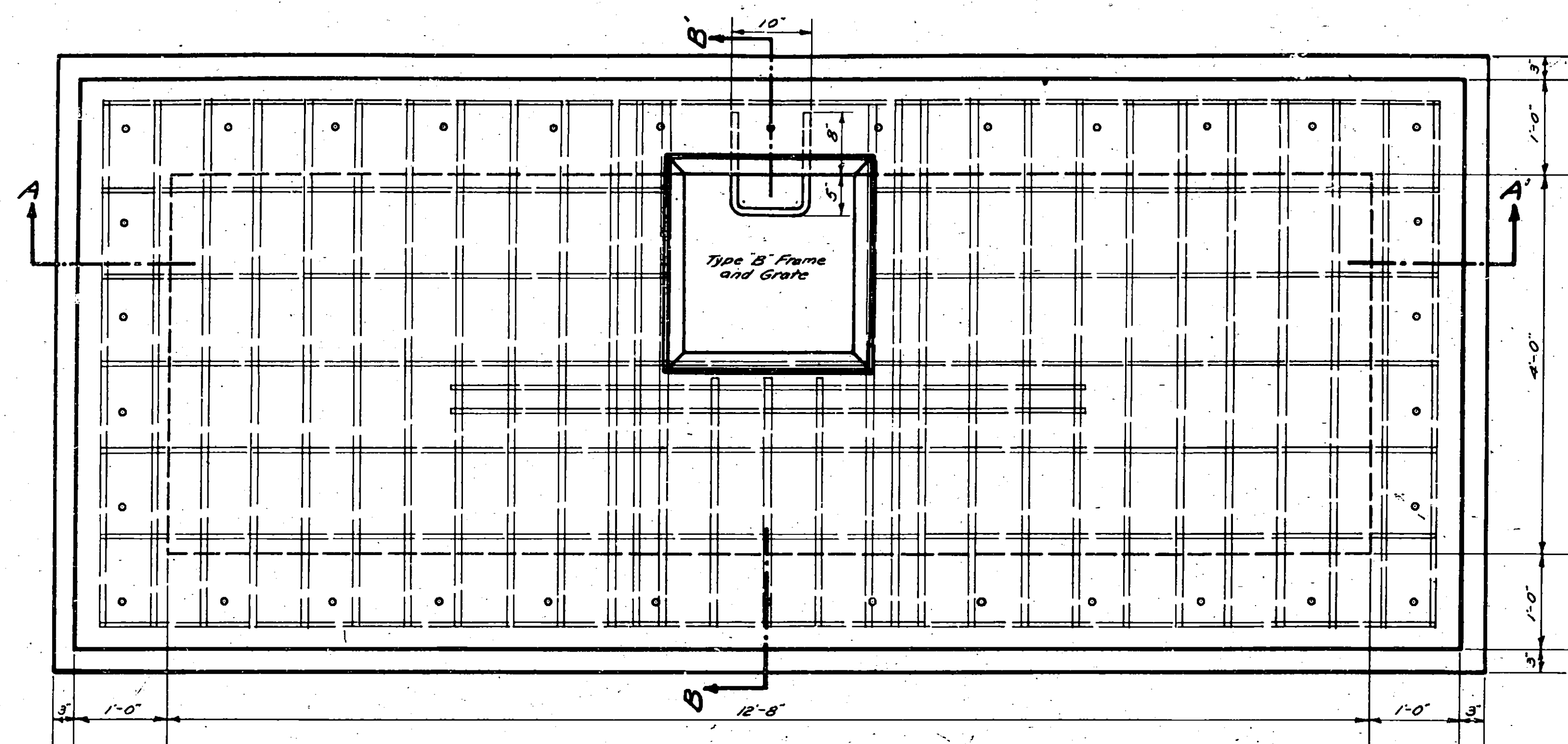
 Date Engineer District No 2

PLAIV Made by F.L. Donnelly Traced by R.P. Jakubowski Checked by P.G. Raymond

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		15	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO-UTICA WEST CITY LINE
ONEIDA CO.

15R

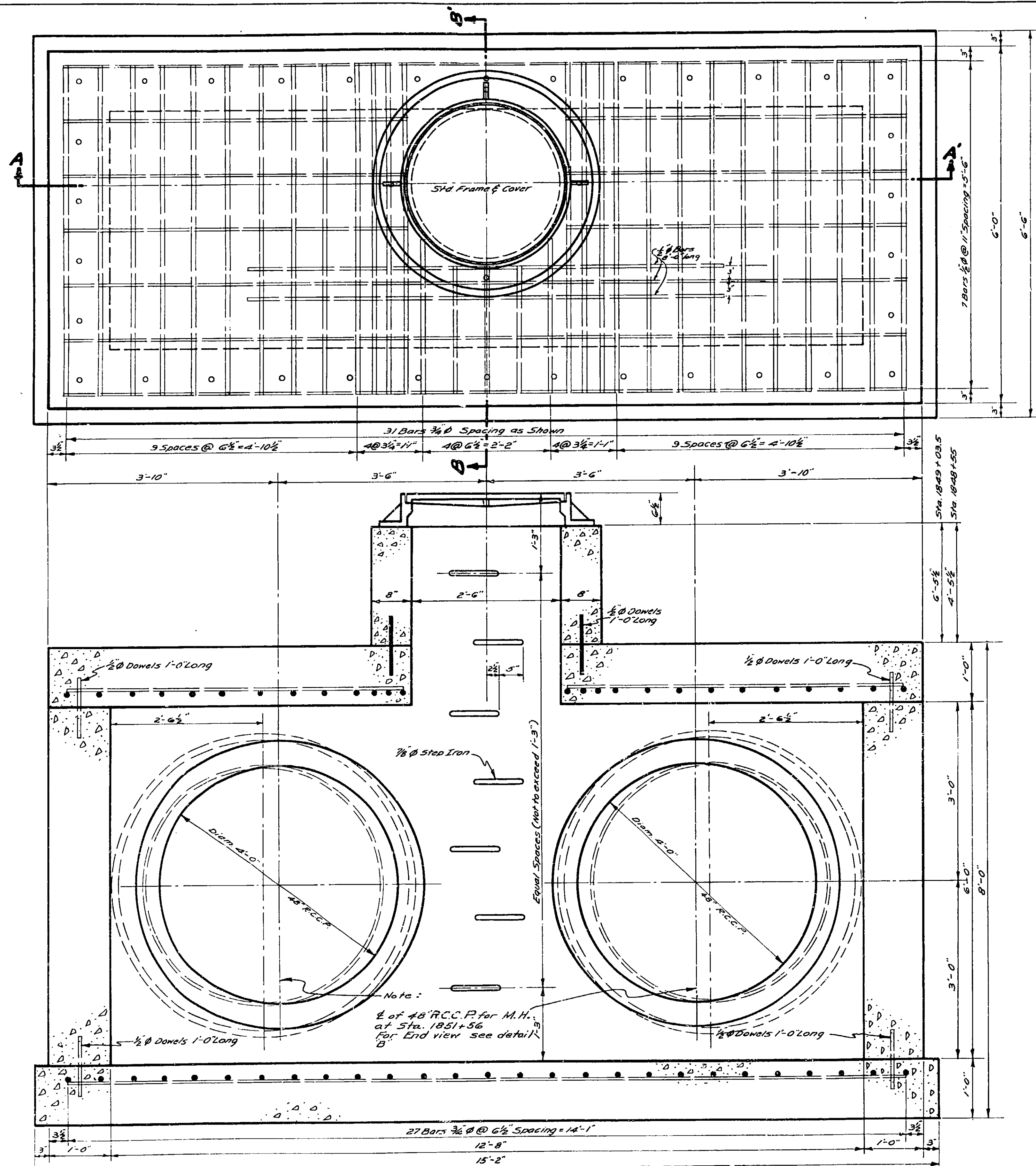


SECTION A-A
DETAIL OF SPECIAL MANHOLE AT STATION 1847+06 (127' RIGHT)
SCALE 1" = 1'-0"

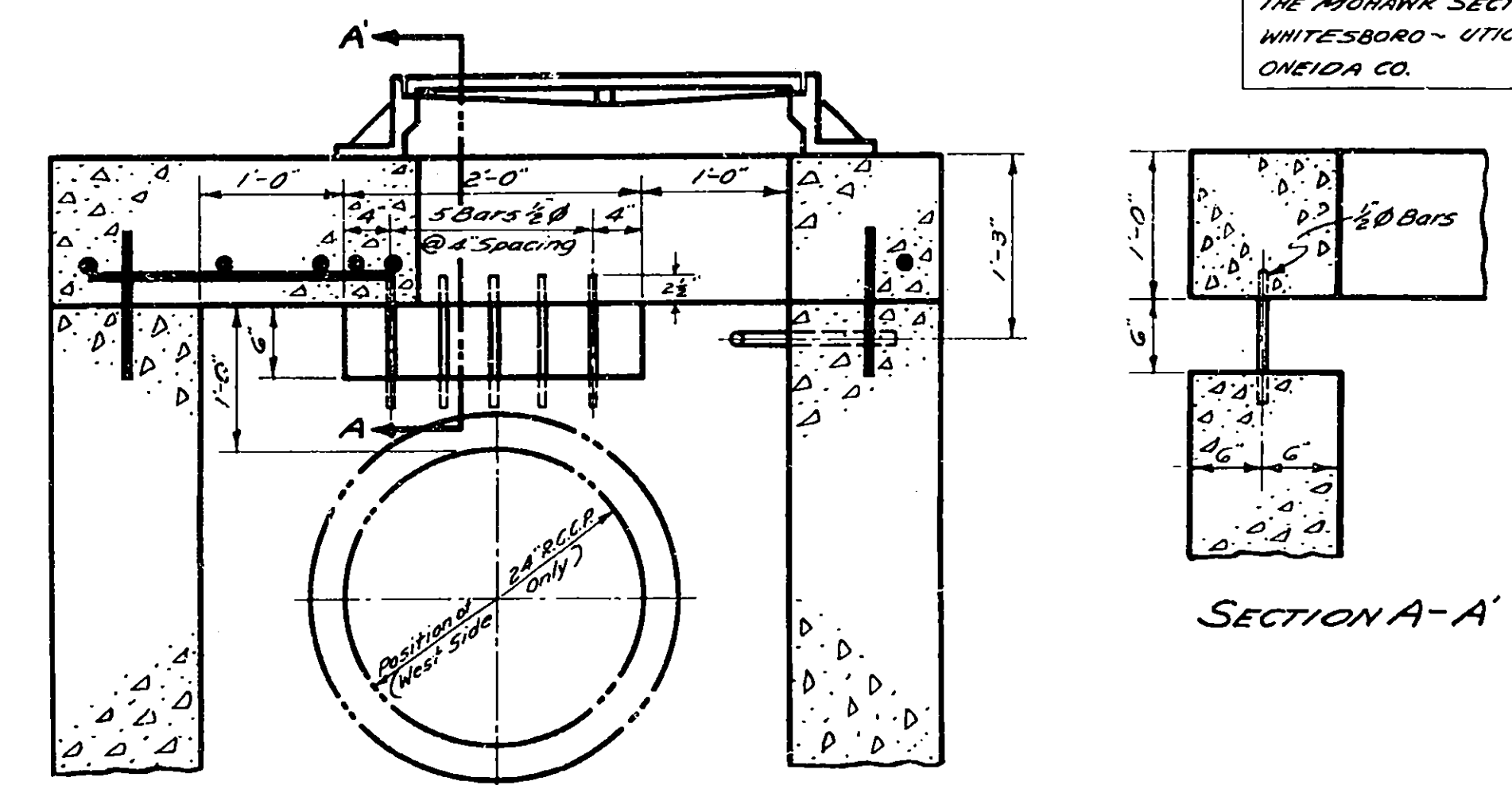
Made by Traced by Checked by
PLAN C.J. Daniels R.D. Inkybursh R.D. Raymond

Prepared pursuant to the Highway Law and recommended by
Date Engineer District No. 2

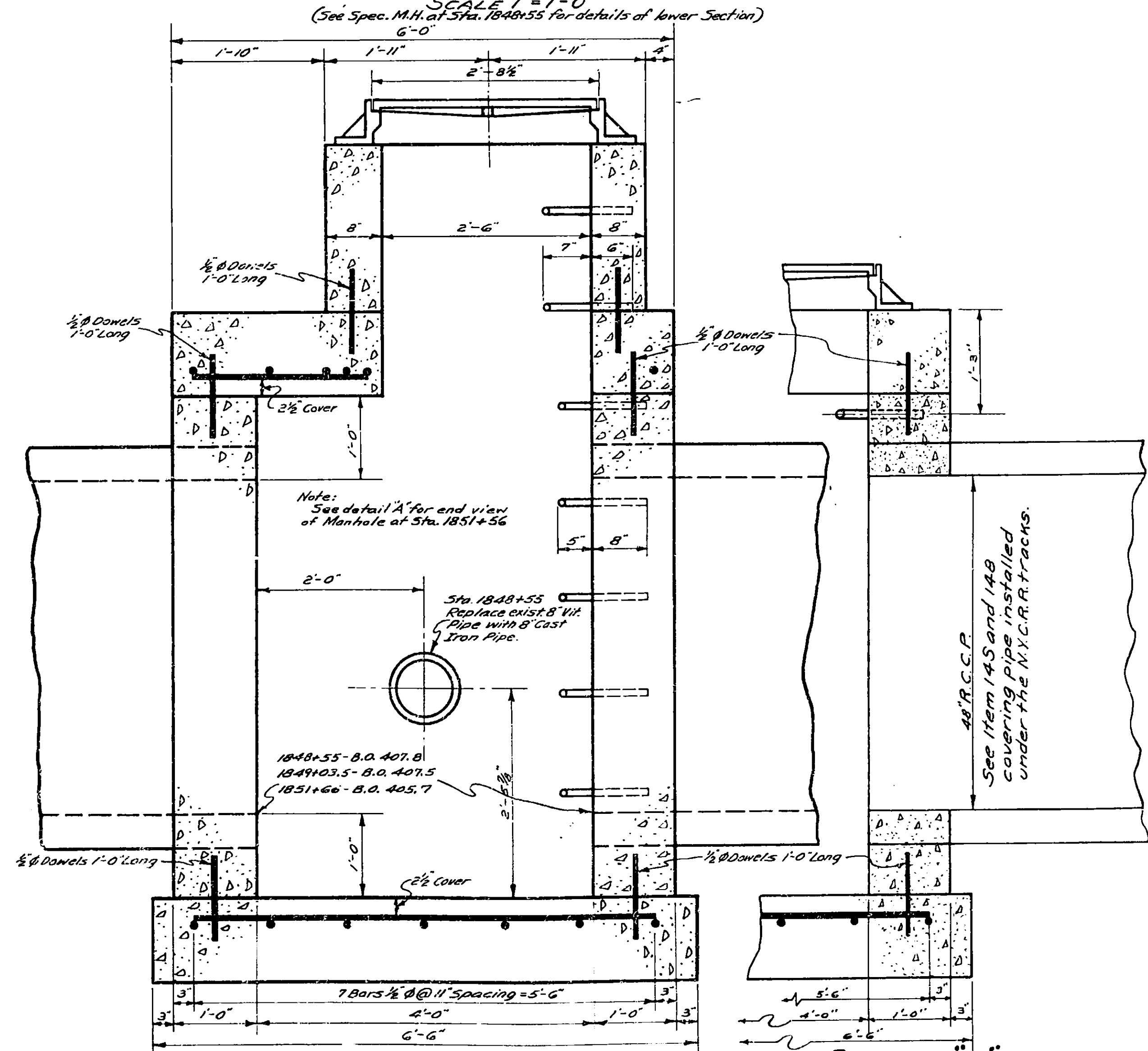
NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO ~ UTICA WEST CITY LINE
ONEIDA CO.



SECTION A-A'
DETAILS OF SPECIAL MANHOLE AT STA. 1848+55 AND AT STA. 1849+03.50
SCALE 1"=1'-0"



DETAIL "A" FOR MANHOLE AT STATION 1851+56



SECTION B-B' DETAIL "B"

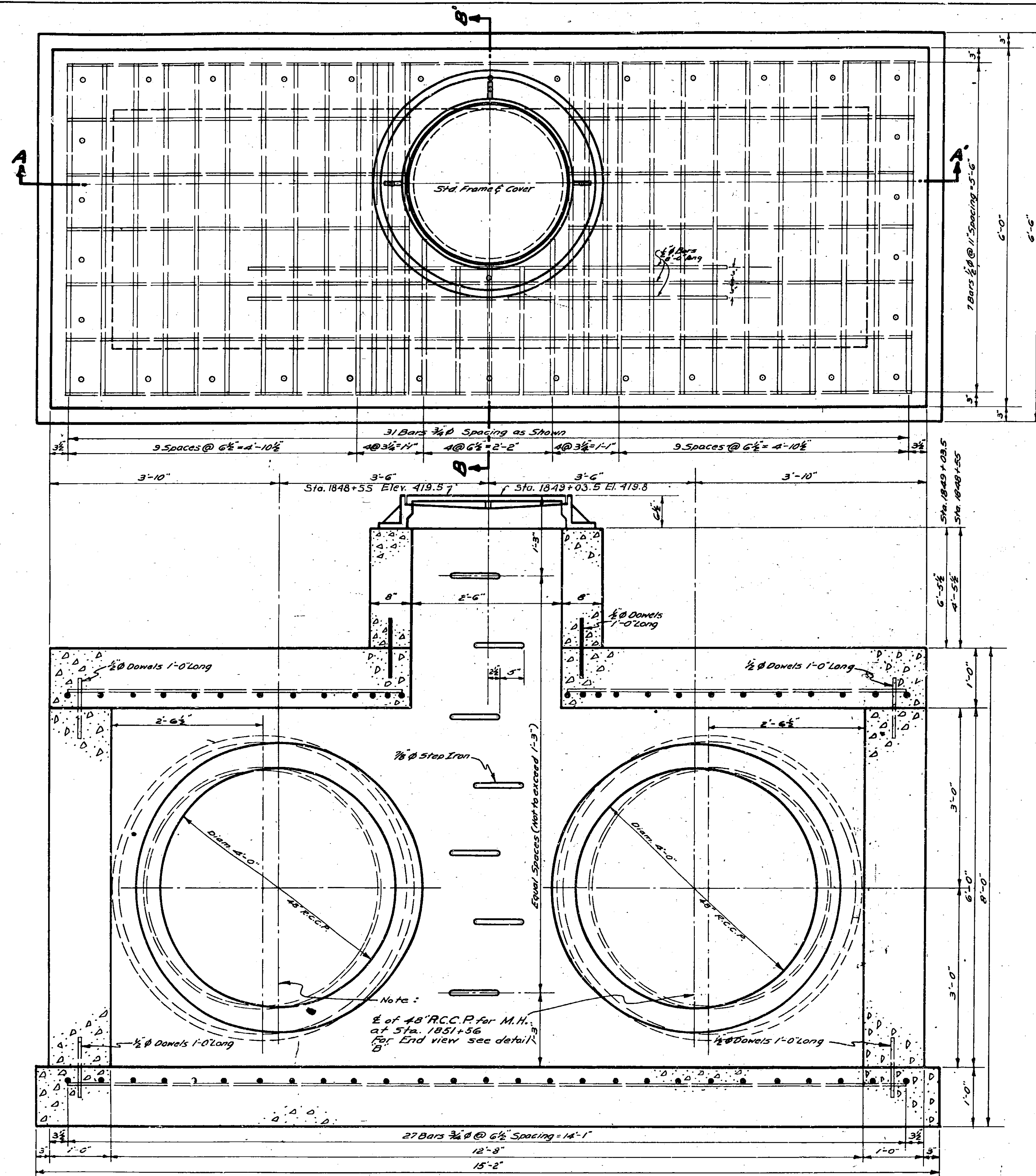
Prepared pursuant to the Highway Law and recommended by

Date _____ Engineer D. J. Verrill District No. 2

Made by F.J. Vonnedy Traced by F.P. Jakubowski Checked by P.G. Raynolds

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	NY		16	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

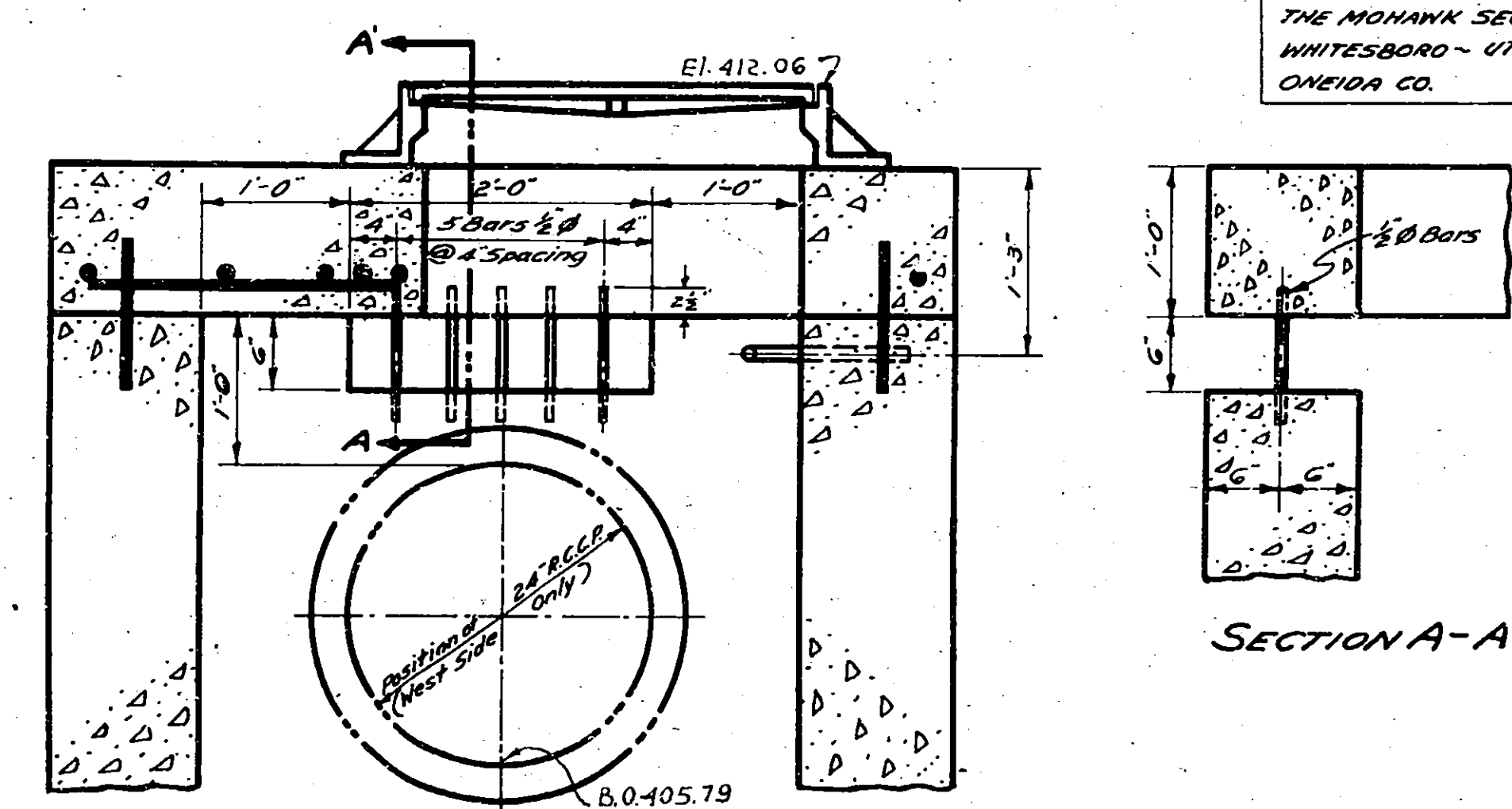


SECTION A-A
DETAILS OF SPECIAL MANHOLE AT STA. 1848+55 AND AT STA. 1849+03.50
SCALE 1"=1'-0"

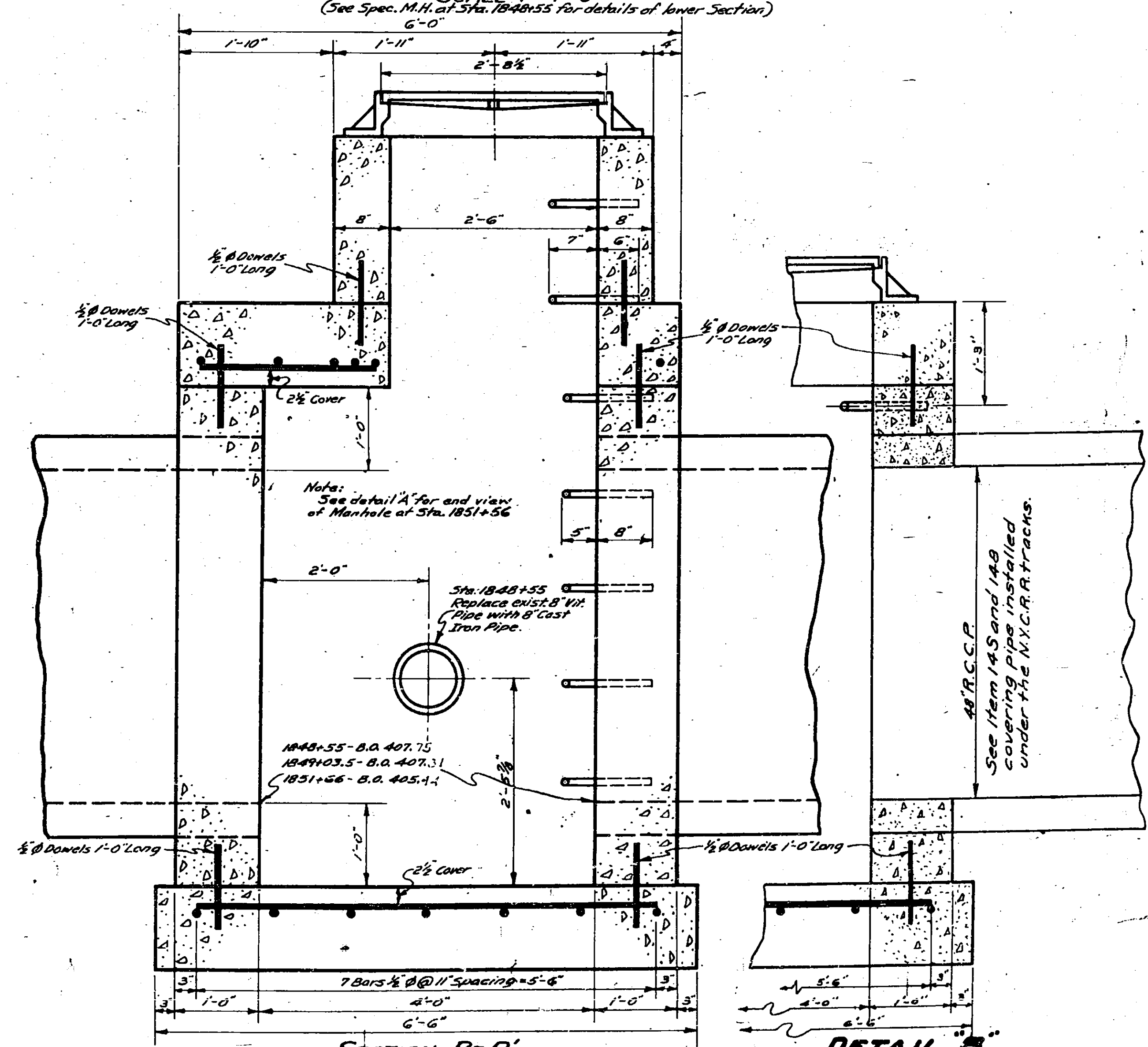
Made by
PLAN R.L. Donnelly

Traced by
R.R. Jakubowski

Checked by
R.B. Raymond



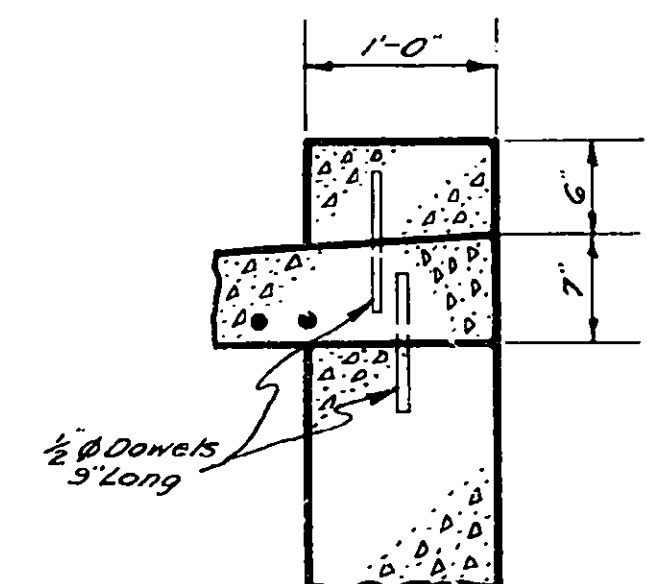
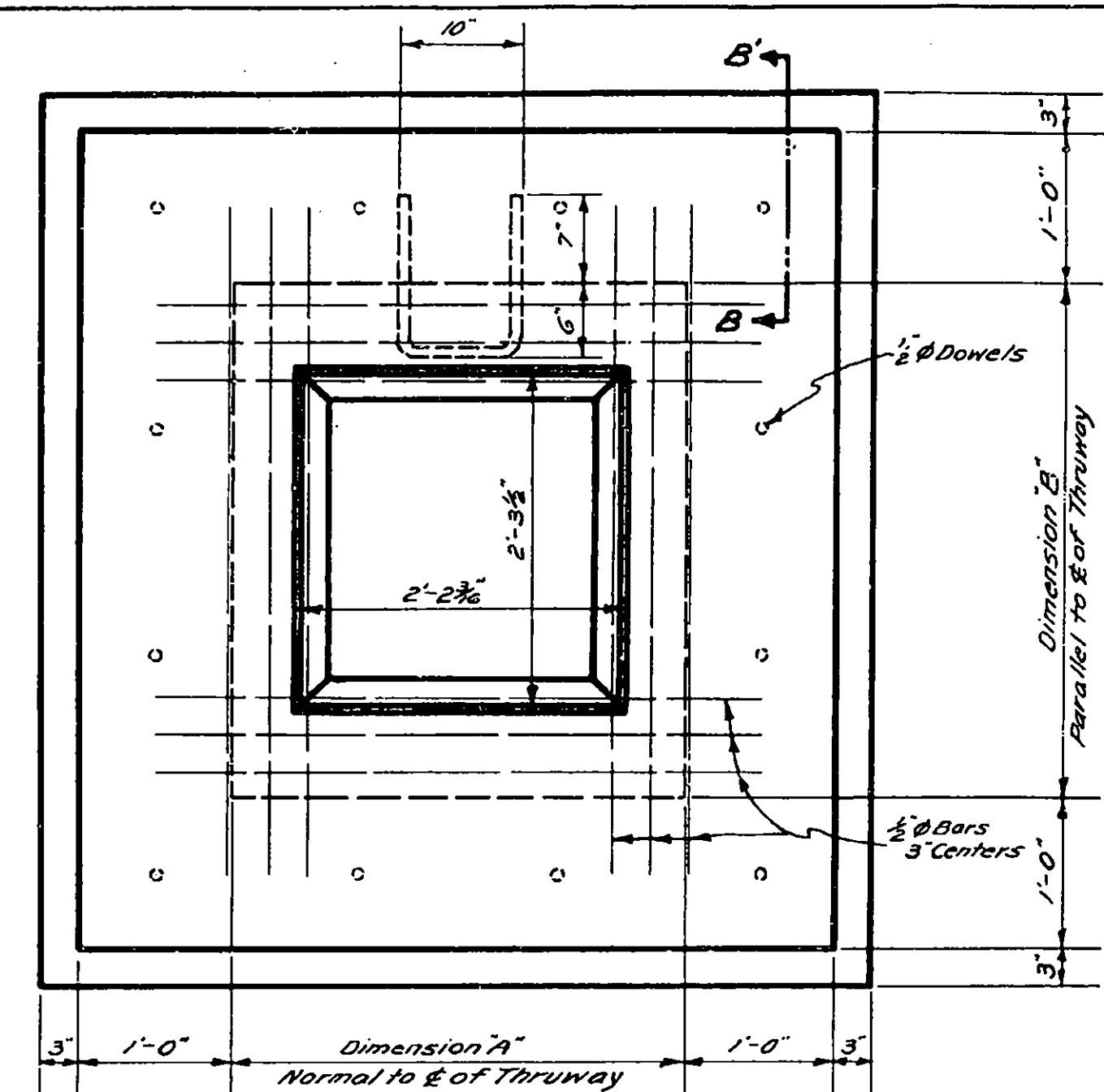
DETAIL A FOR MANHOLE AT STATION 1851+56
SCALE 1"=1'-0"
(See Spec. M.H. at Sta. 1848+55 for details of lower section)



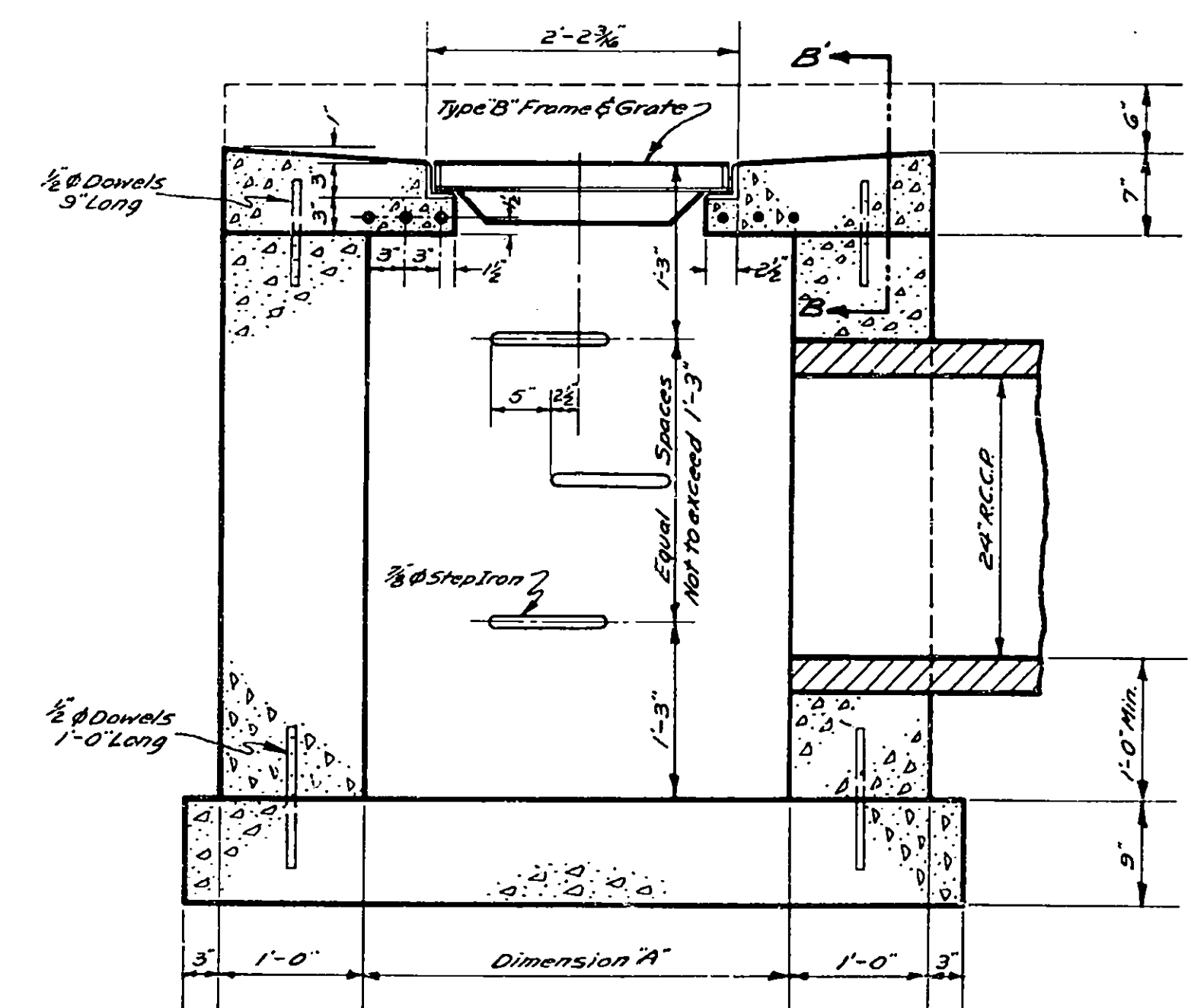
SECTION B-B
DETAIL B

Prepared pursuant to the Highway Law and recommended by
Date
Engineer District No. 2

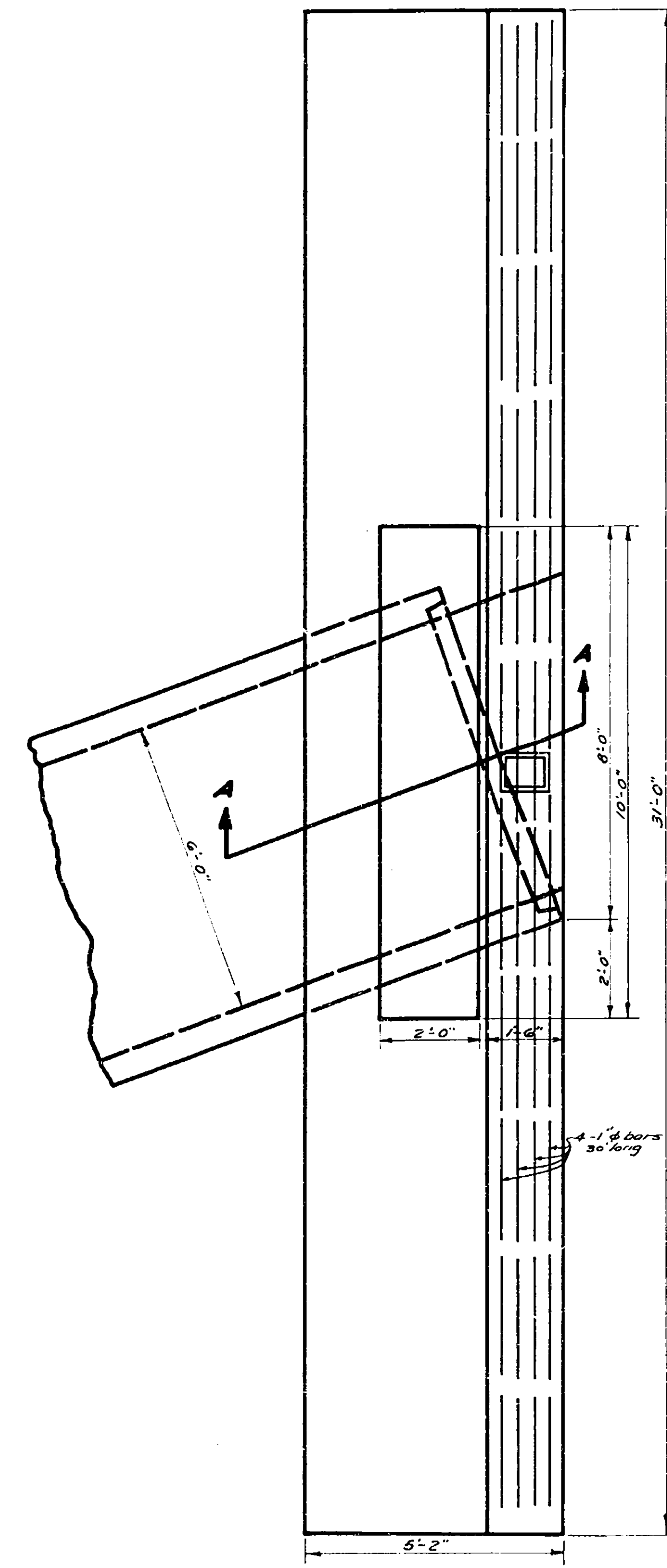
SPECIAL DROP INLET TABLE				
STATION	DIMENSION "A"	DIMENSION "B"	B.O. ELEV.	TOP GRATE ELEV.
1815+00	3'-0"	3'-5"	516.0	519.5
1820+00	"	"	501.1	504.6
1825+00	"	"	486.0	489.5
1830+00	"	"	471.0	474.5
1839+00	"	"	447.75	451.25
1840+00 L.R.	"	"	423.44	430.75
1846+85	"	"	441.2	444.7
1847+00 L.R.	3'-5"	3'-0"	411.2	414.7
1850+78 R.R.	3'-0"	3'-5"	407.9	411.4
1853+05	"	"	435.65	439.15
1858+00	"	"	431.15	434.65
1863+50	"	"	426.2	429.7
1863+00	"	"	421.3	424.8
1874+50	"	"	416.3	419.8
1880+90	"	"	411.95	415.45
1883+55	"	"	419.1	422.6
1901+45	"	"	430.1	433.6
1905+00	"	"	434.3	437.8
1910+35	"	"	437.1	440.6
1916+50	"	"	430.8	434.3
1920+50	"	"	424.2	427.7
1930+00	"	"	423.2	426.7
1936+00	"	"	427.8	431.3
1946+50	"	"	429.4	432.9
1955+50	"	"	426.4	429.9
1962+50	"	"	422.9	426.4
1974+00	"	"	414.7	418.2
1979+50	"	"	415.9	419.4
1999+35	"	"	406.0	414.8
2008+98 L.R.	"	"	408.0	410.79
2009+40	"	"	407.8	411.12
2009+83 R.R.	3'-5"	"	407.7	410.72
2010+94	3'-0"	"	408.3	411.8
2014+85	3'-5"	3'-0"	410.4	413.9
2014+18 R.R.	3'-0"	3'-5"	424.5	428.0
2014+30 L.R.	"	"	424.28	428.5



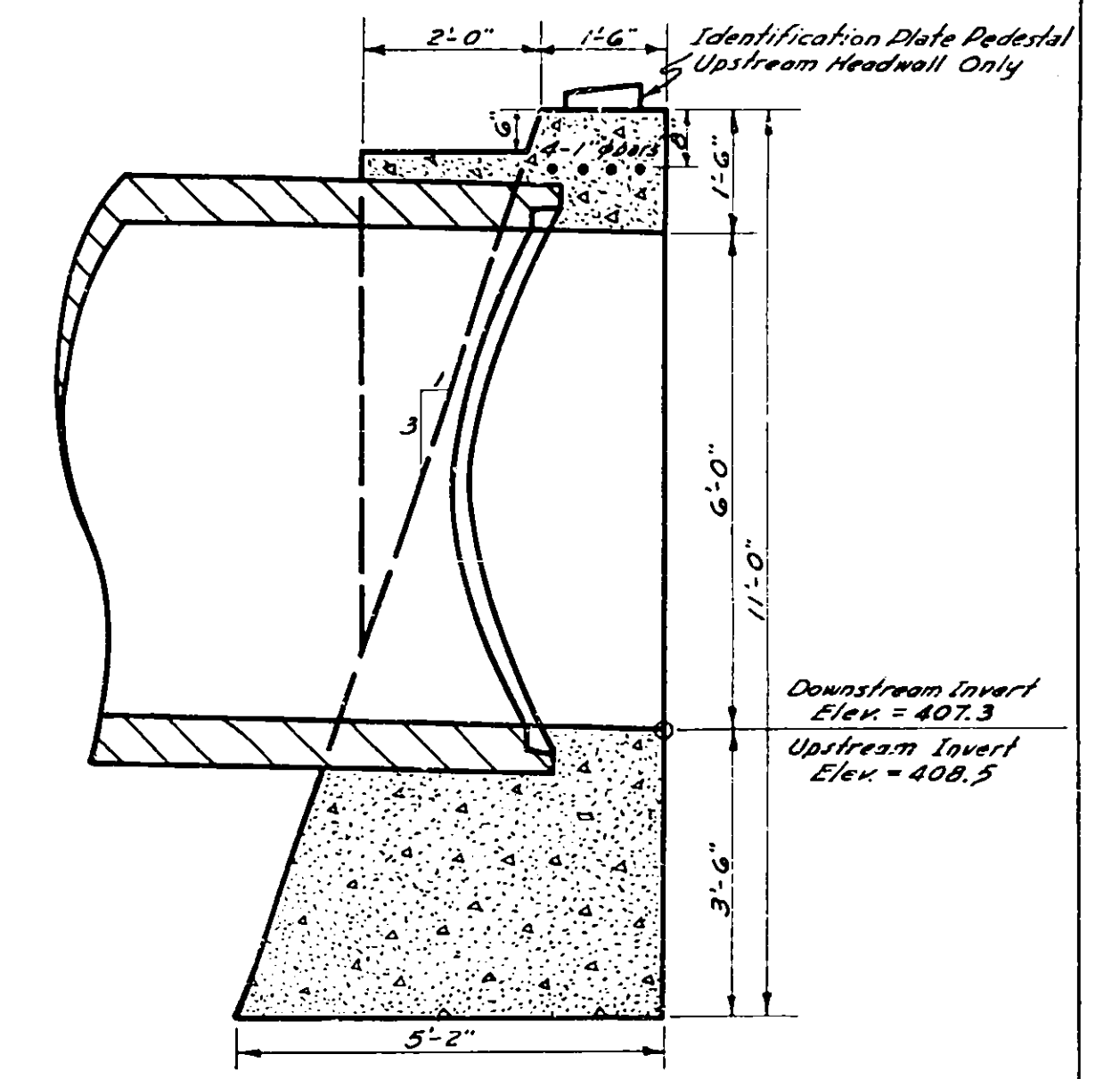
SECTION B-B'
FOR STATIONS 1815+00, 1820+00,
1825+00 AND 1830+00 ONLY.



DETAILS AND TABLE FOR SPECIAL DROP INLET
SCALE 1"=1'-0"



PLAN OF HEADWALL
Scale: 1"=2'-0"
STA. 1925+50



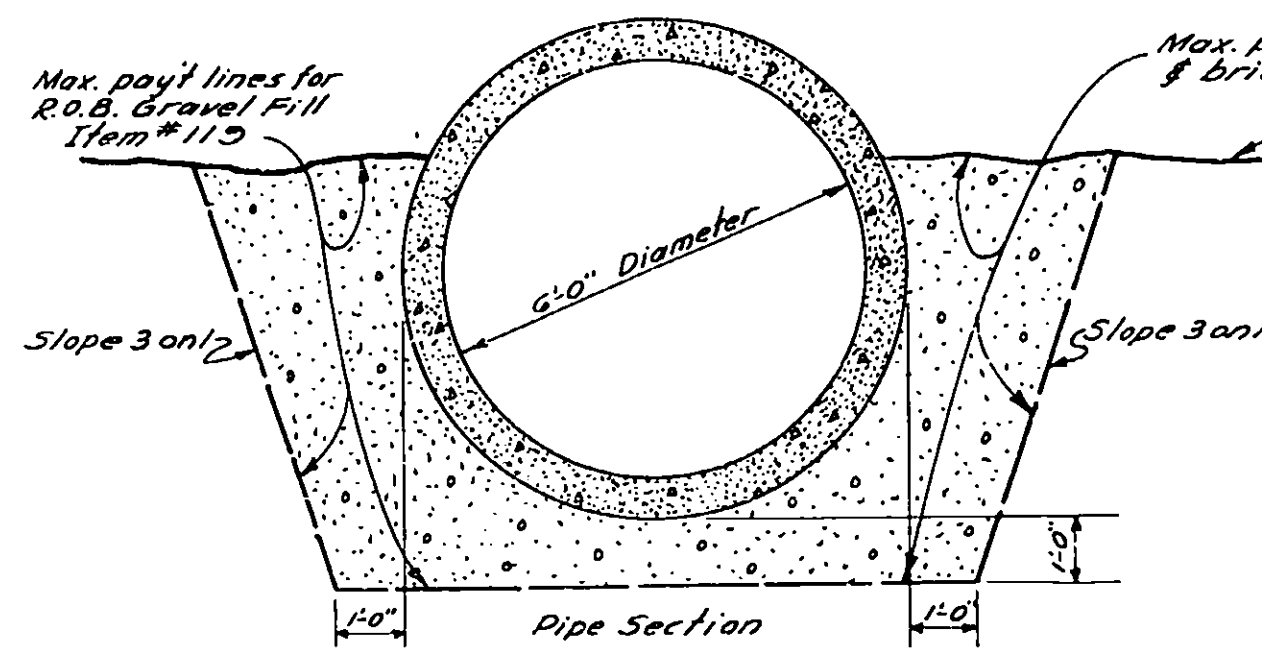
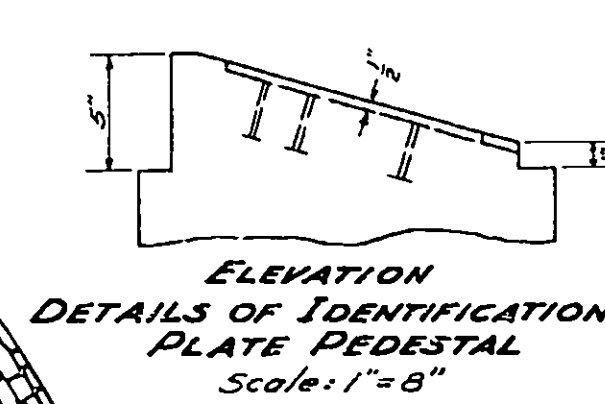
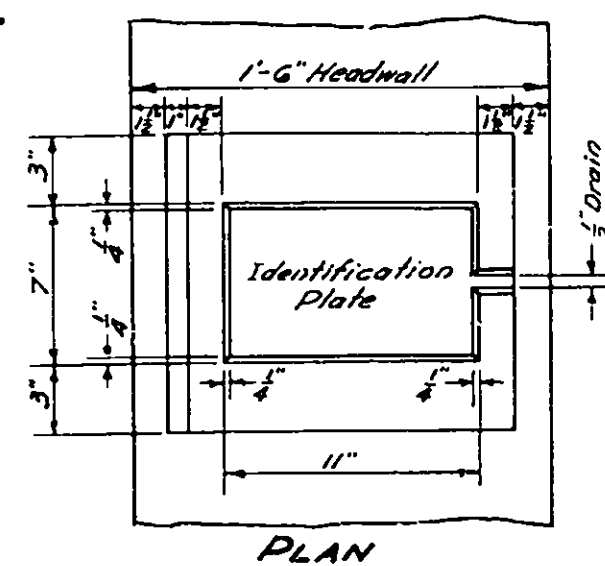
SECTION A-A
Scale: 1"=2'-0"

STA. 1925+50
QUANTITIES FOR 1 HEADWALL
4-1" ϕ Bars 30' Long
Concrete = 1082.5 Cu. Ft.

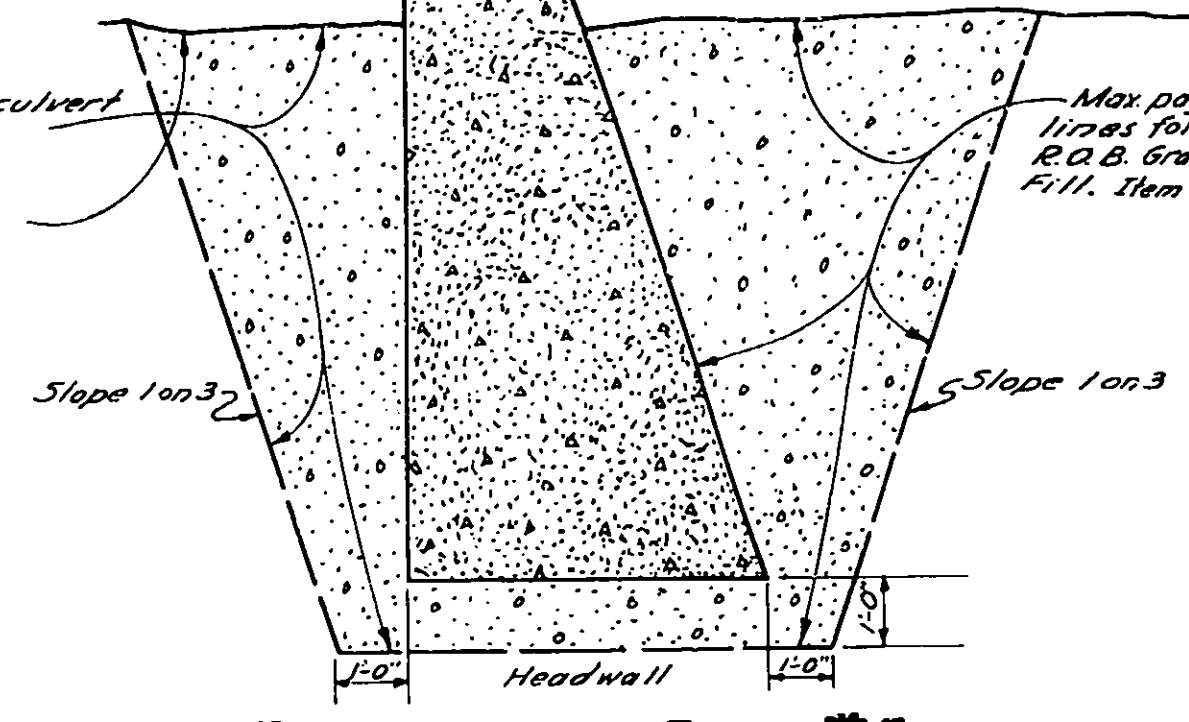
Made by Traced by Checked by
PLAN E.L. Ganssly S.F. Jakubowski P.G. Skyrand

Prepared pursuant to the Highway Law and recommended by
Date Engineer District No. 2

NOTE: Identification Plate Pedestal shall be poured monolithically with headwall.



MAXIMUM PAYMENT LINES FOR TRENCH, CULVERT & BRIDGE EXCAVATION - ITEM #5
R.O.B. GRAVEL FILL - ITEM #119
Scale: $\frac{3}{8}'' = 1'-0''$



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	NY		18	125

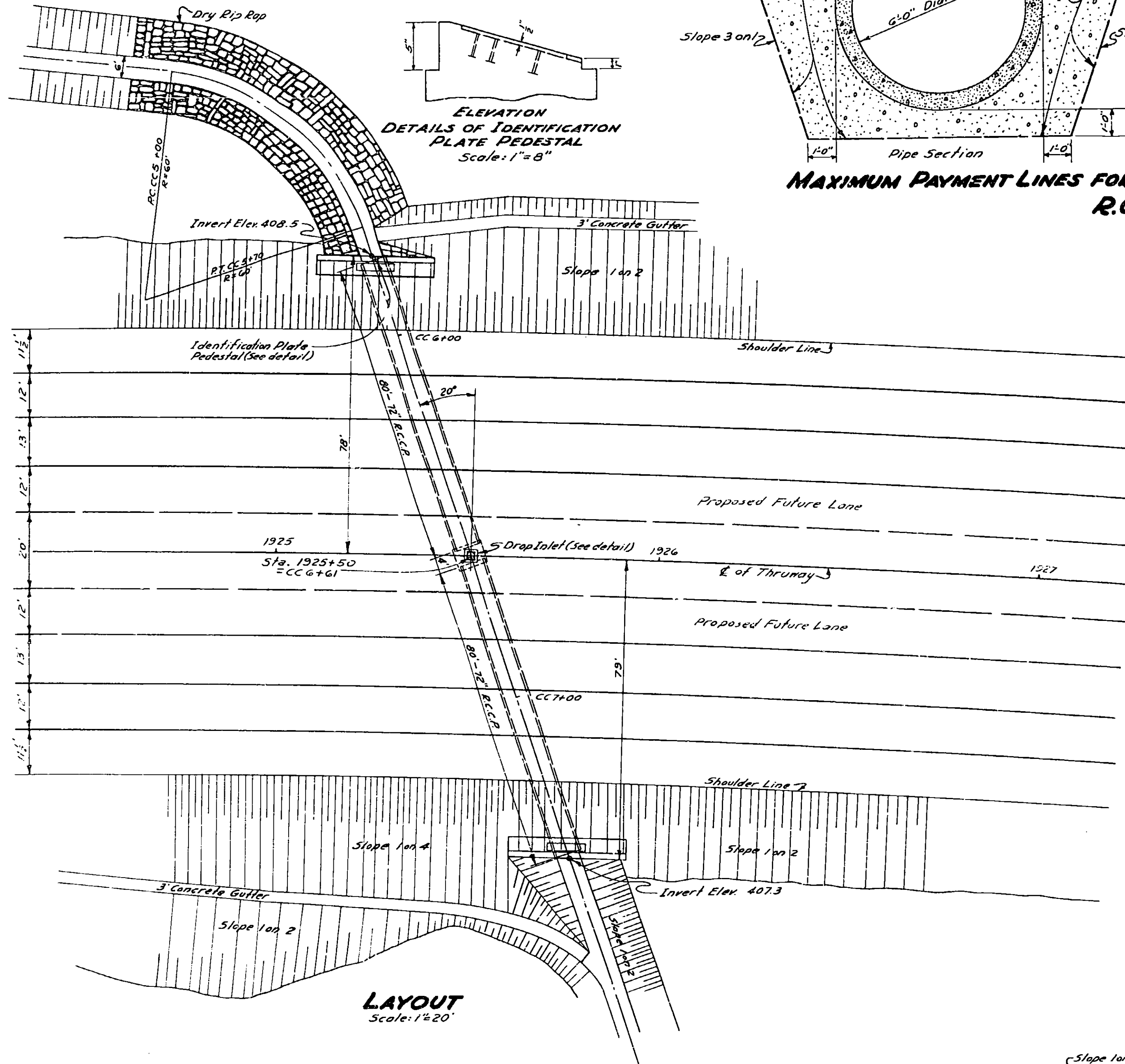
NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO - UTICA WEST CITY LINE
ONEIDA COUNTY

ESTIMATE OF QUANTITIES

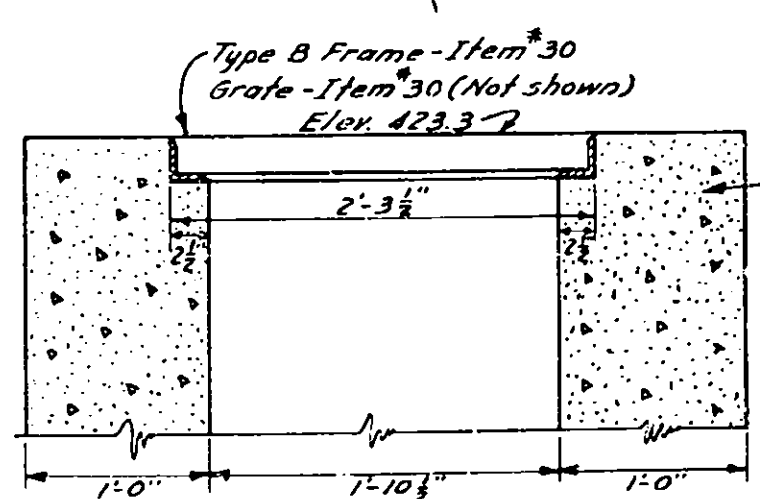
NO.	ITEM	UNIT	NEAT
5	Trench, Culvert & Bridge Excavation	C.Y.	617
14-B	Reinforced Concrete Culvert Pipe - 30" Diam.	Lin. Ft.	6
14-F	Reinforced Concrete Culvert Pipe - 72" Diam.	Lin. Ft.	160
15-2	Portland Cement - Type 2	Bbl.	120
15-4	Natural Cement - Type N	Bbl.	18
20	Class 1 Concrete	C.Y.	88
28	Bar Reinforcement for Structures	Lb.	641
30	Miscellaneous Metals	Lb.	170
119	Run of Bank Gravel Fill	C.Y.	386
102	Catch Basins, Manholes & Drop Inlets	C.Y.	1
80	Dry Rip Rap	C.Y.	110.4
285	Unclassified Excavation	C.Y.	110.4

BAR LIST

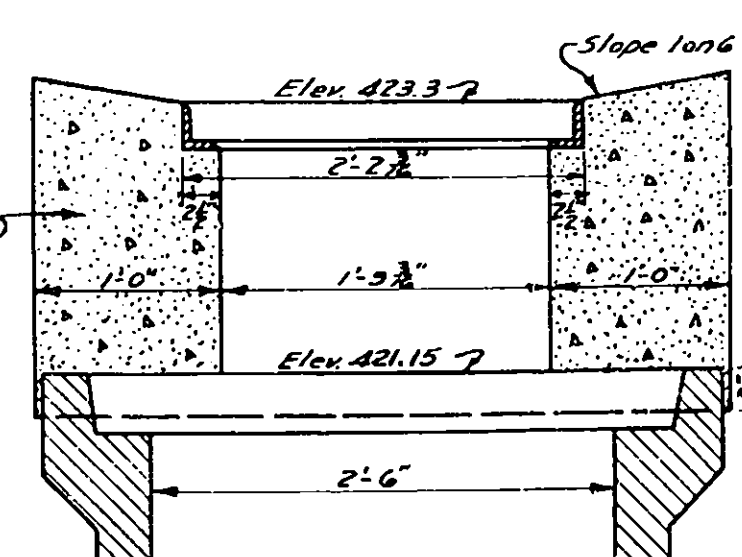
MARK	SIZE	NO.	LENGTH	DESCRIPTION & LOCATION
	1"	8	30'-0"	Longitudinal Bars in Top of Headwall.



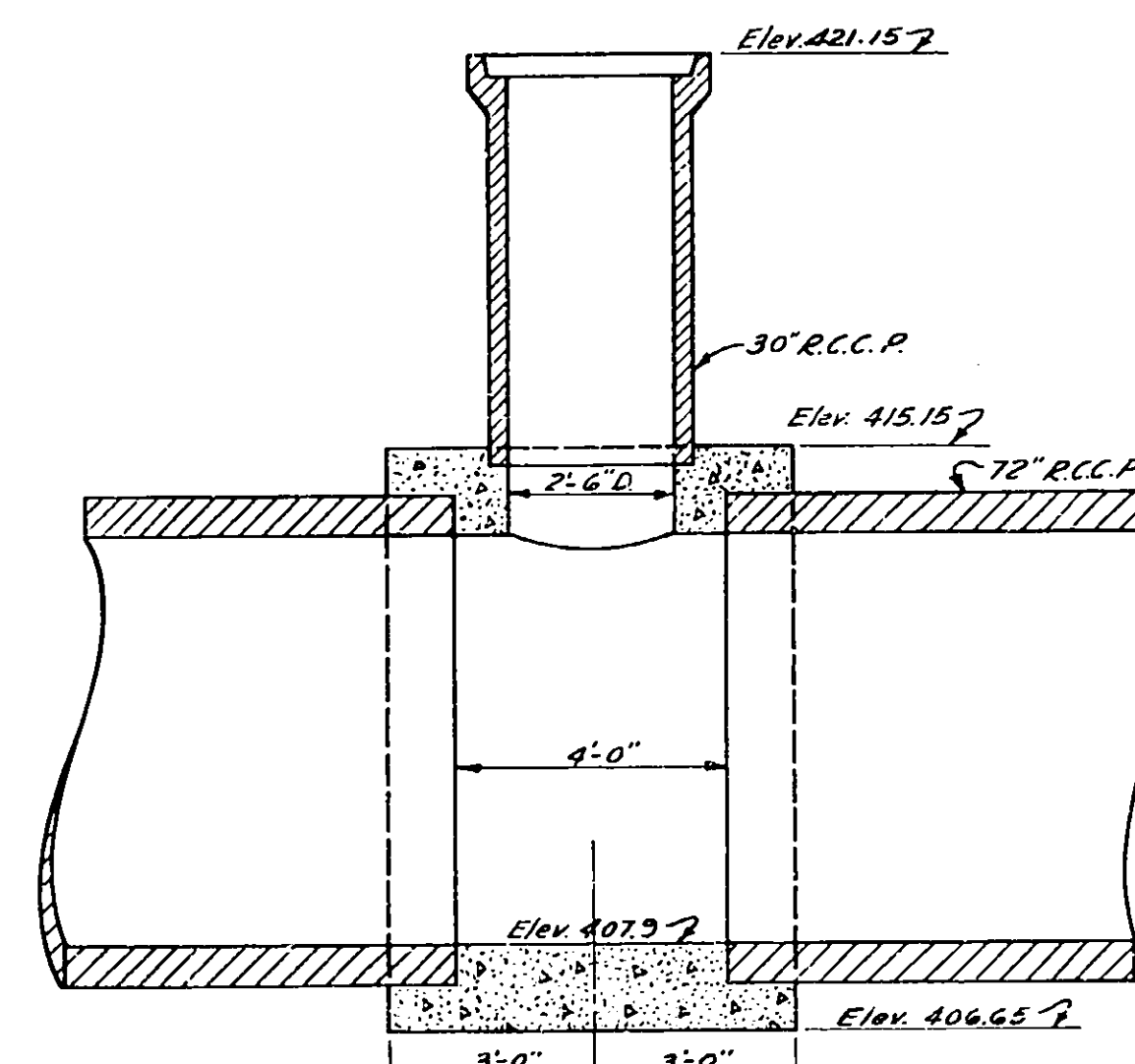
LAYOUT
Scale: 1" = 20'



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

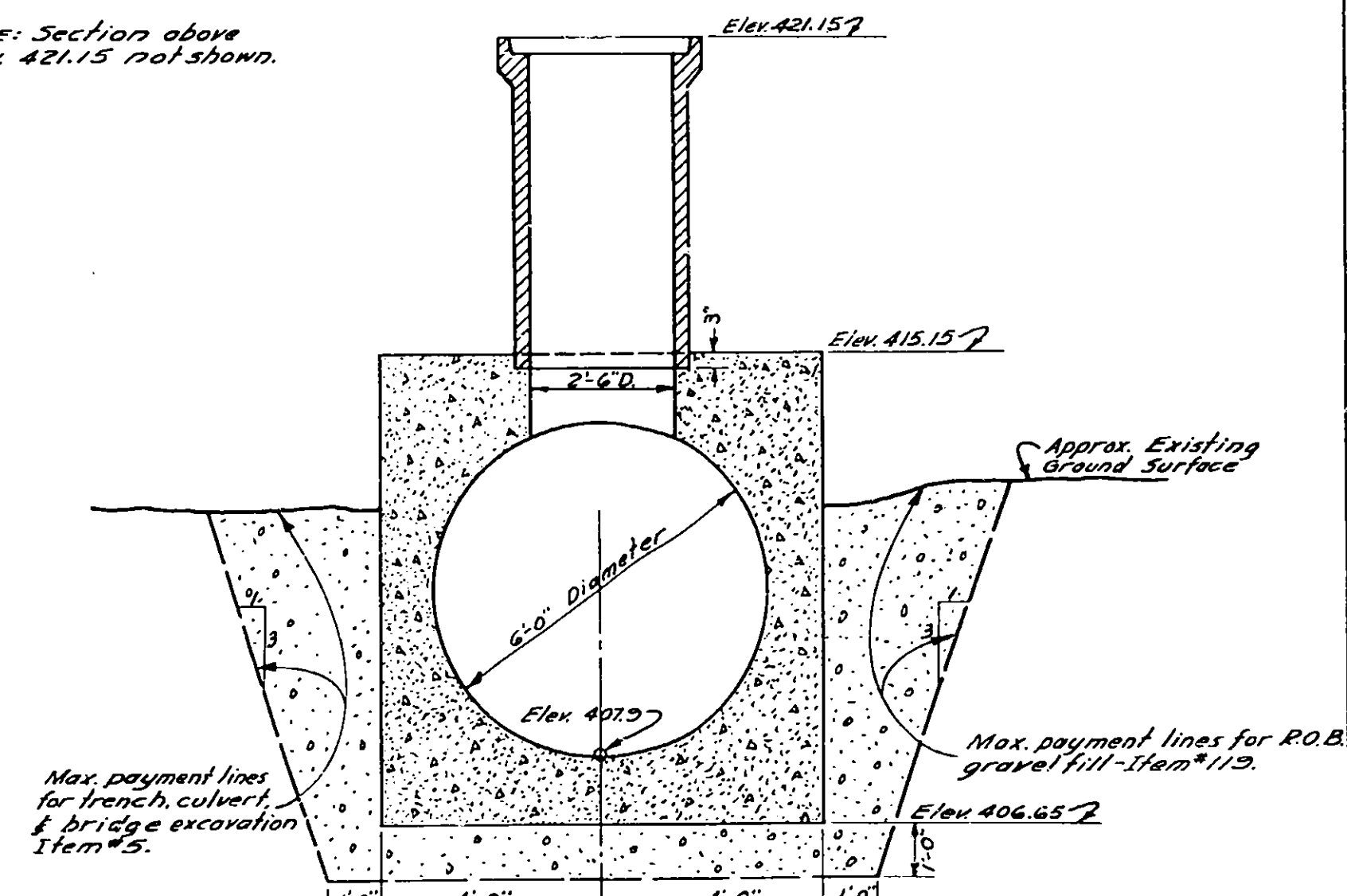


SECTION DD
Scale: 1" = 1'-0"

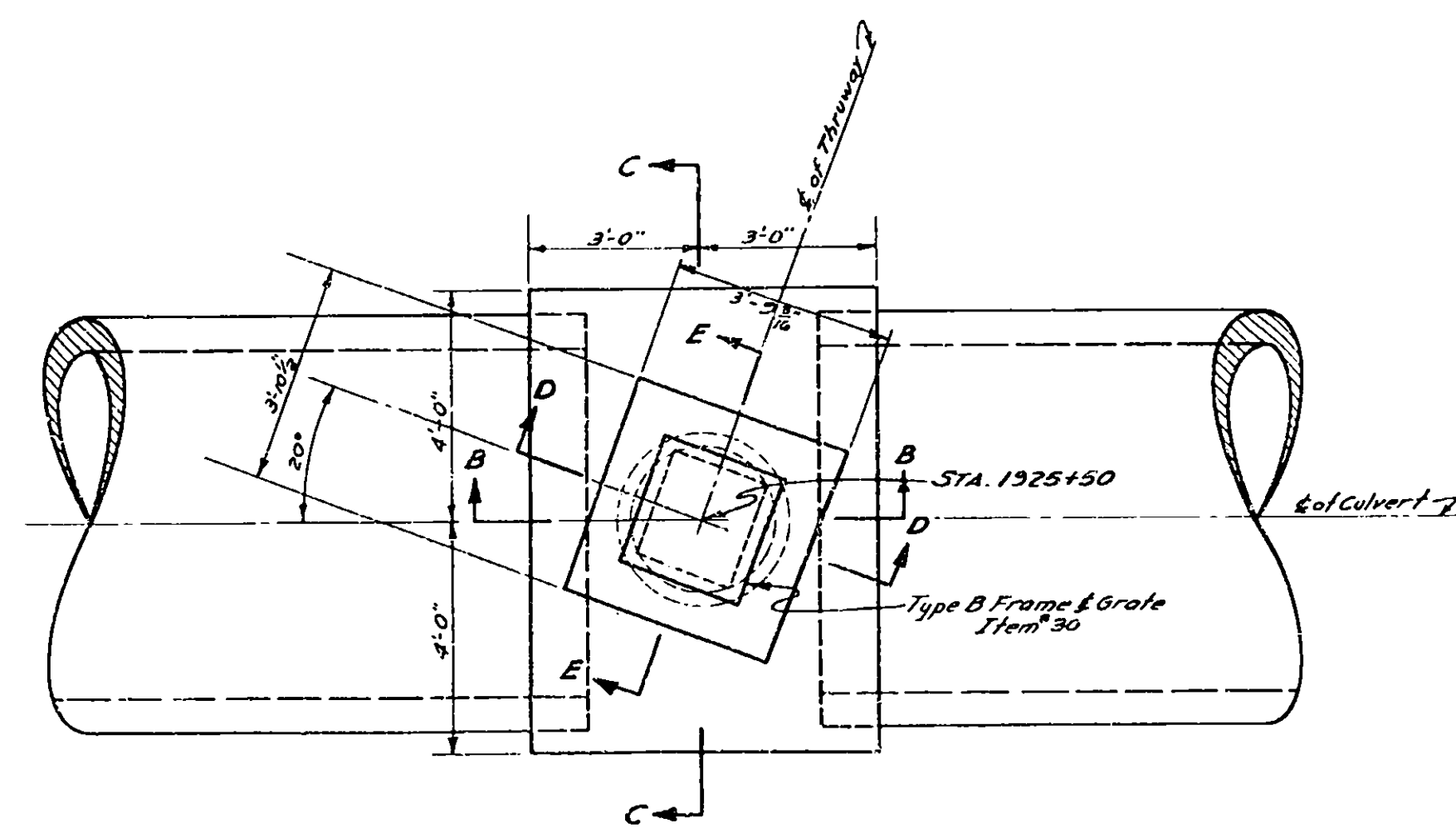


SECTION BB
Scale: $\frac{3}{8}'' = 1'-0''$

NOTE: Section above Elev. 421.15 not shown.



SECTION CC
Scale: $\frac{3}{8}'' = 1'-0''$



DROP INLET-PLAN
Scale: $\frac{3}{8}'' = 1'-0''$

STREAM CROSSING AT STA. 1925+50

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

Date _____ Engineer, District No. 2.

Made by Traced by Checked by
PLAN E.J. Donnelly Harold J. Darby P.S. Raymond

FED. RD. Div. No.	STATE	FED. AID PROJ. NO.	SHEET No.	TOTAL SHEETS
	NY		18	125

NEW YORK STATE THRUWAY
 THE MOHAWK SECTION SUBDIVISION B
 WHITESBORO-UTICA WEST CITY LINE
 ONEIDA COUNTY

18R

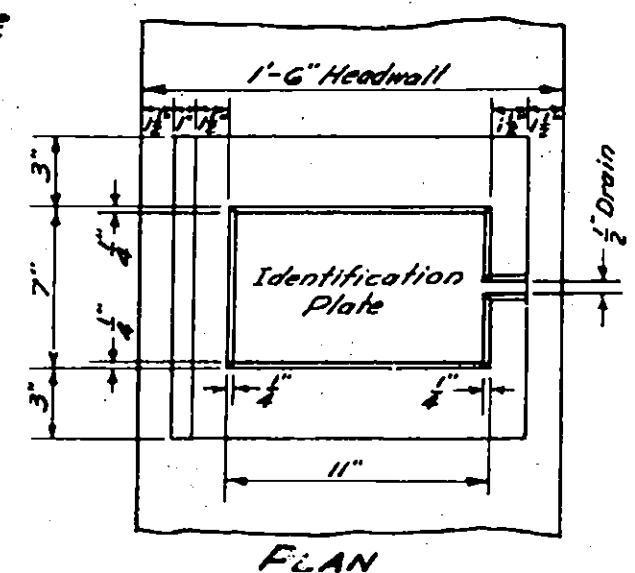
QUANTITIES

NO.	ITEM	UNIT	Final
5	Trench, Culvert & Bridge Excavation	C.Y.	74.62
14-B	Reinforced Concrete Culvert Pipe - 30" Diam.	Lin. Ft.	6.0
14-F	Reinforced Concrete Culvert Pipe - 72" Diam.	Lin. Ft.	160.00
15-2	Portland Cement - Type 2	Bbl.	116.5
15-N	Natural Cement - Type N	Bbl.	15.8
20	Class 1 Concrete	C.Y.	85.29
28	Bar Reinforcement for Structures	Lb.	640.
30	Miscellaneous Metals	Lb.	152.
119	Run of Bank Gravel Fill	C.Y.	378.1
102	Catch Basins, Manholes & Drop Inlets	C.Y.	1.07
80	Dry Rip Rap	C.Y.	68.00
80A	Grouted Rip-Rap	C.Y.	14.63

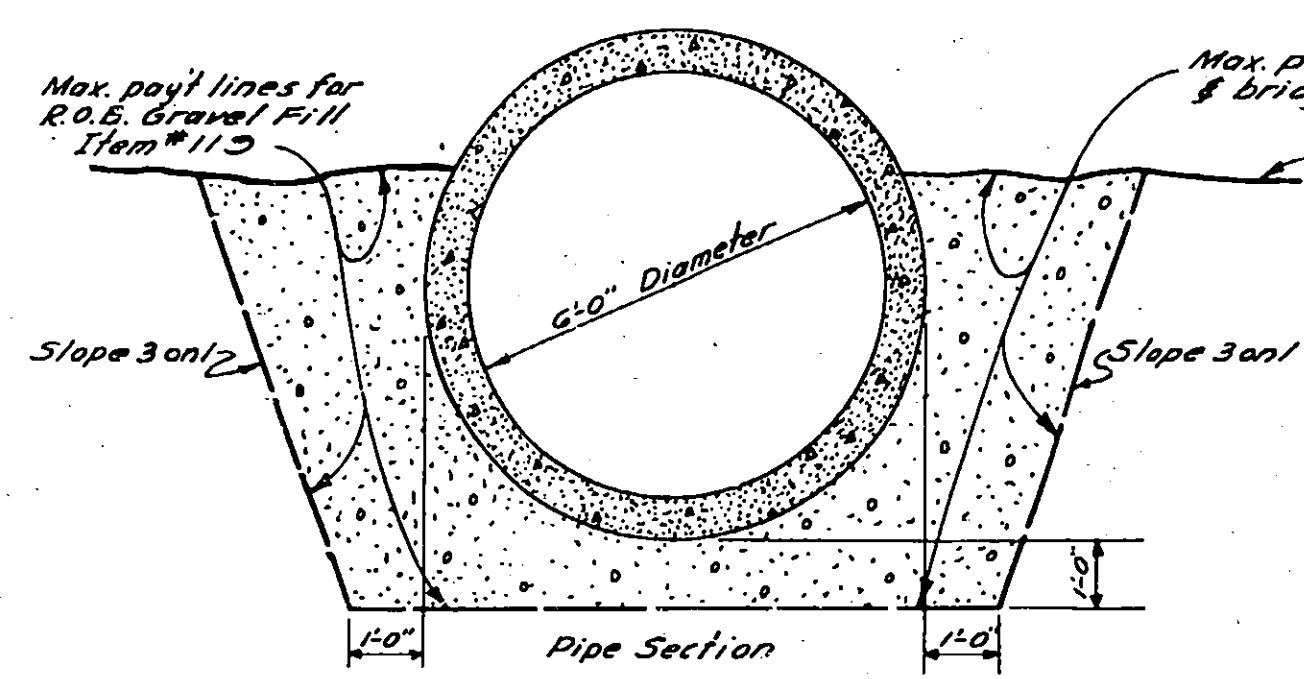
BAR LIST

MARK	SIZE	NO	LENGTH	DESCRIPTION & LOCATION
	1"	8	30'-0"	Longitudinal Bars in Top of Headwall

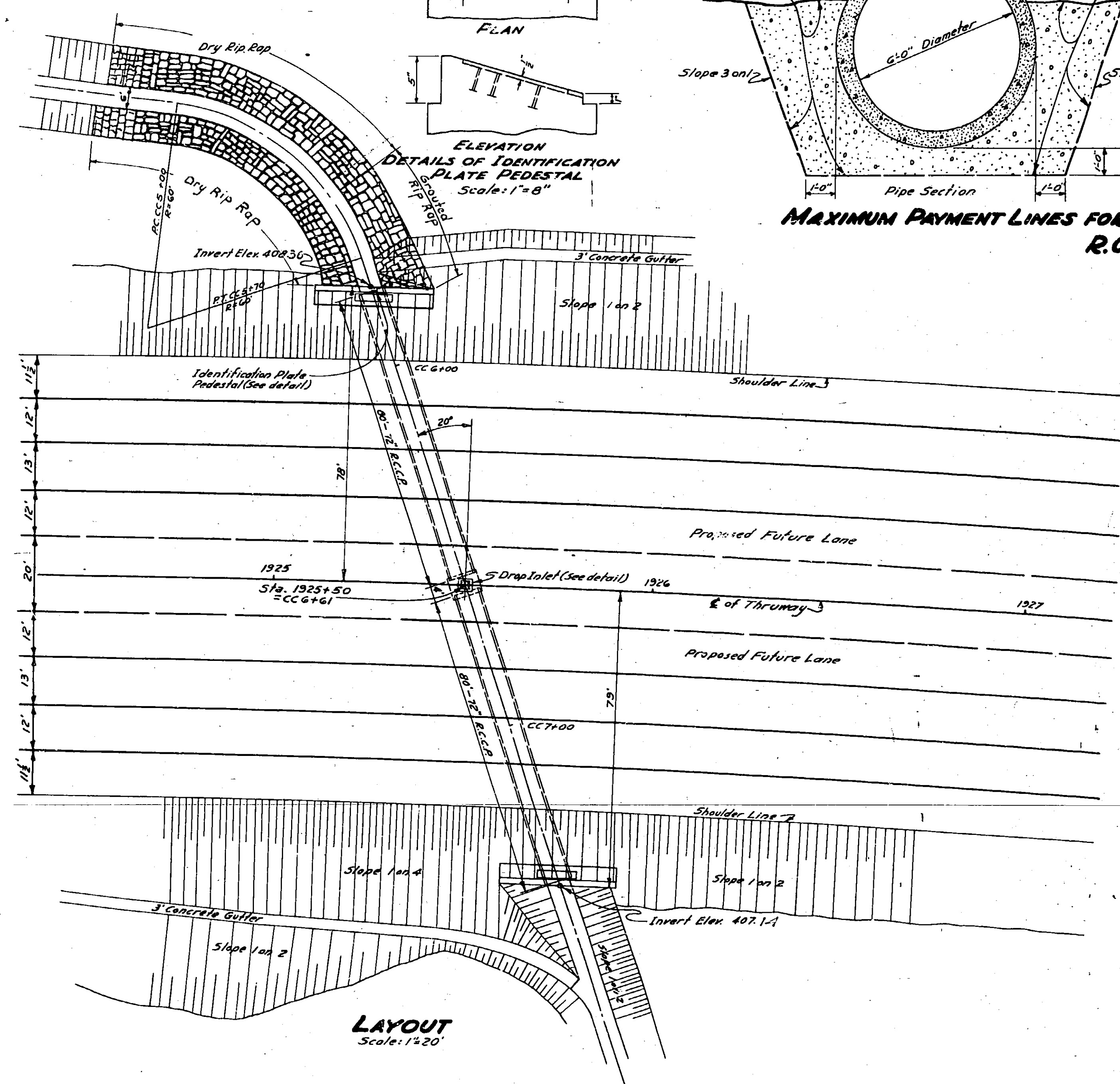
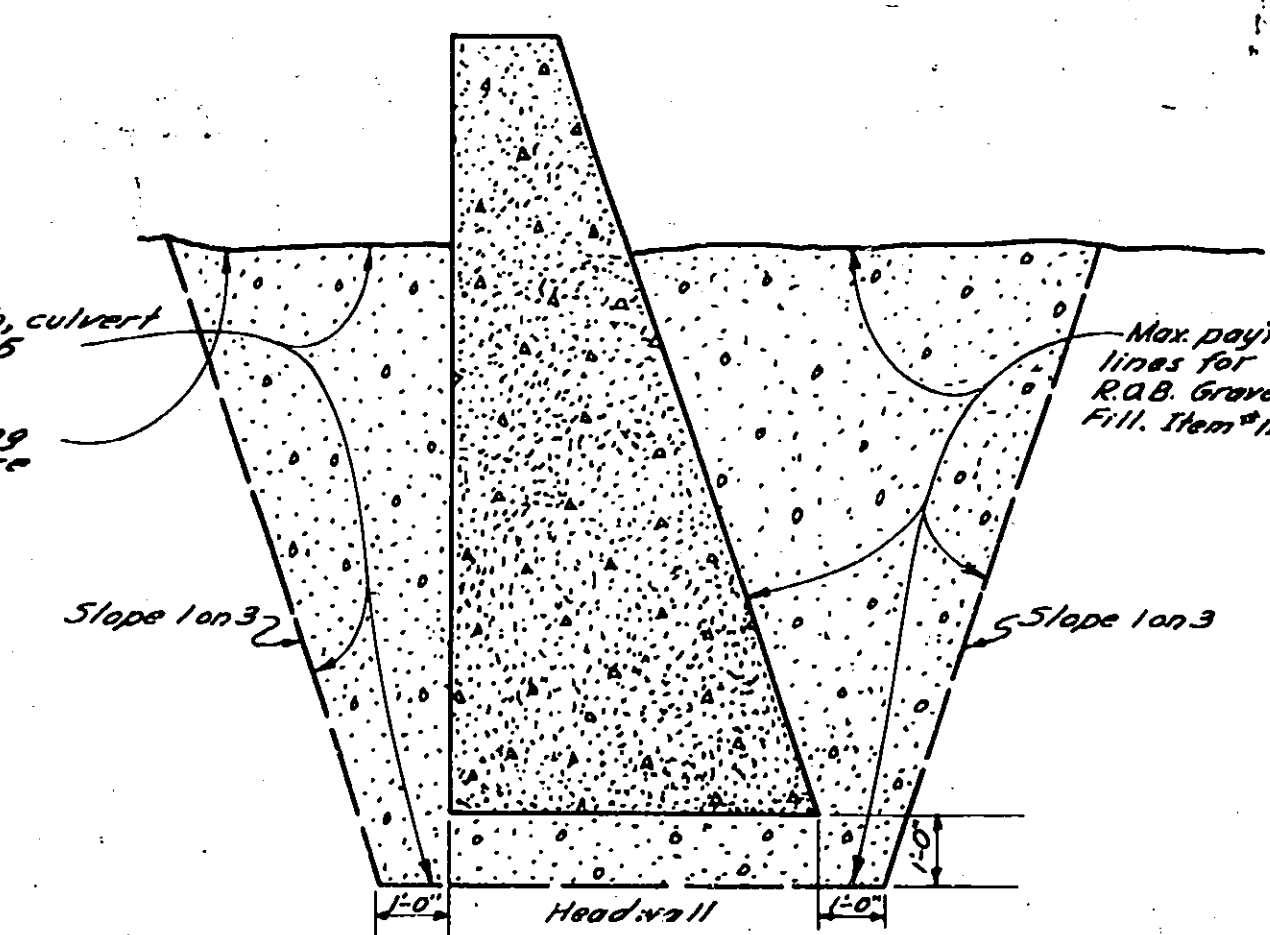
Note: Identification Plate Pedestal shall be poured monolithically with headwall.



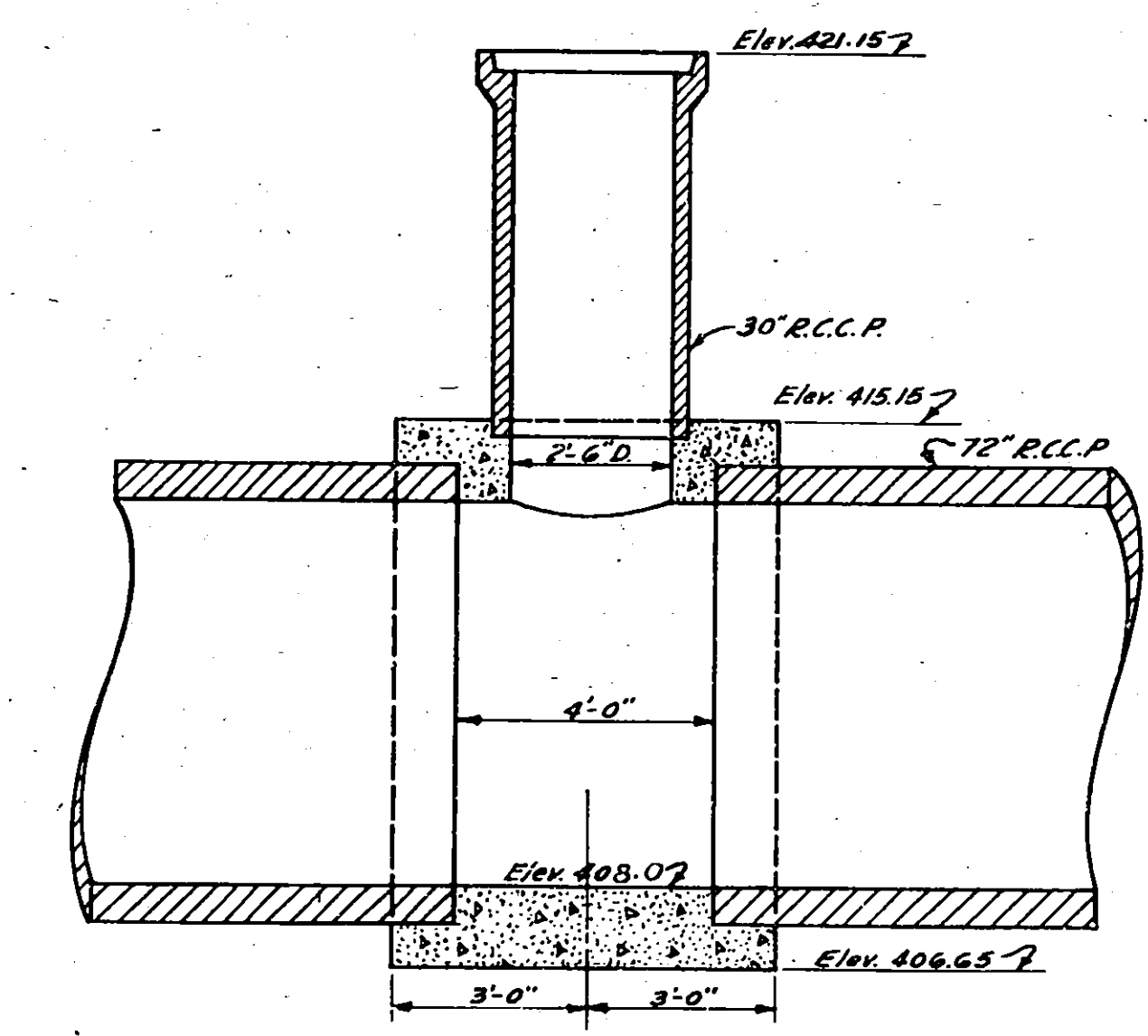
ELEVATION
DETAILS OF IDENTIFICATION
PLATE PEDESTAL
Scale: 1"=8"



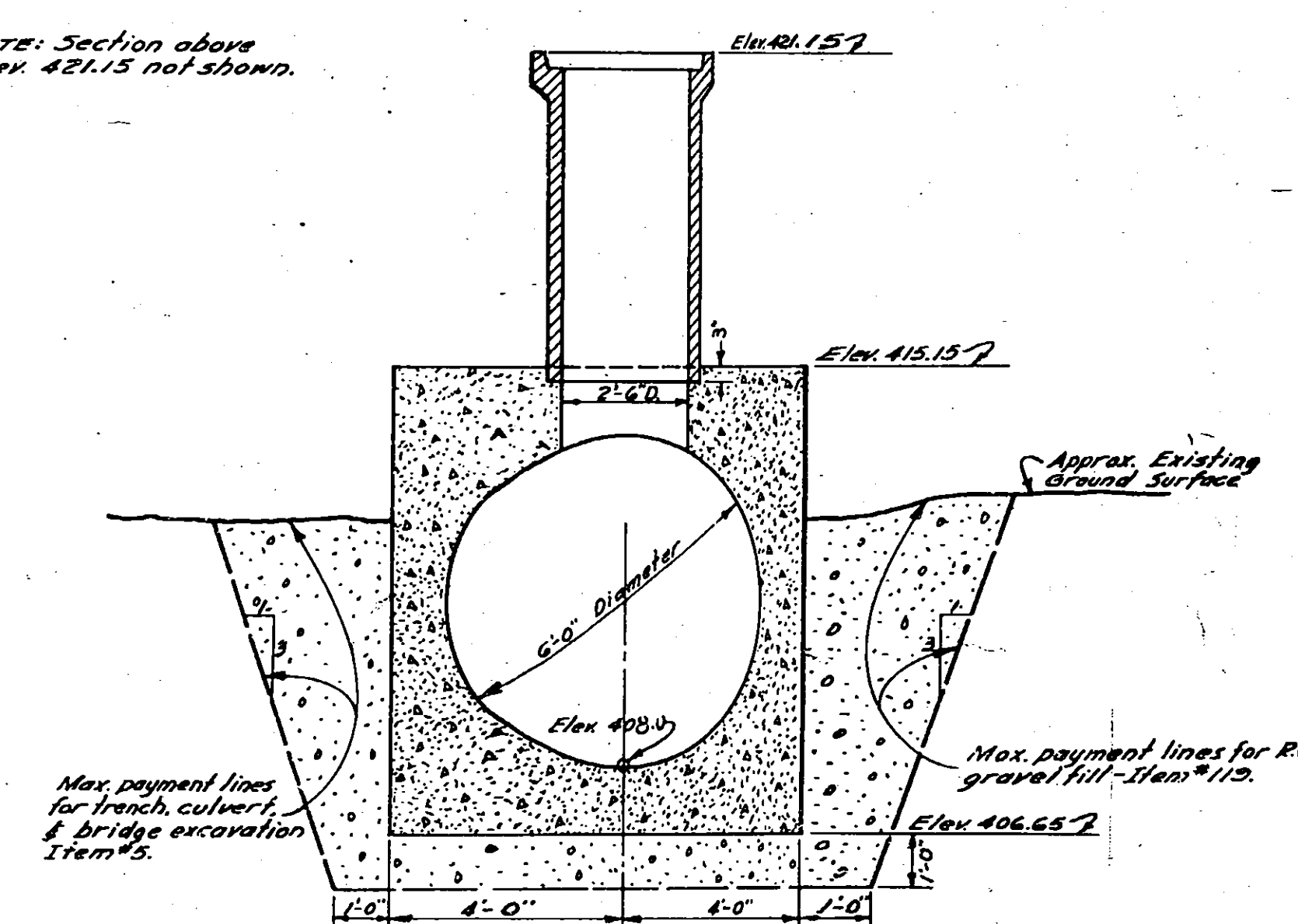
MAXIMUM PAYMENT LINES FOR TRENCH, CULVERT & BRIDGE EXCAVATION - ITEM #5
R.O.B. GRAVEL FILL - ITEM #119
Scale: 3/8"=1'-0"



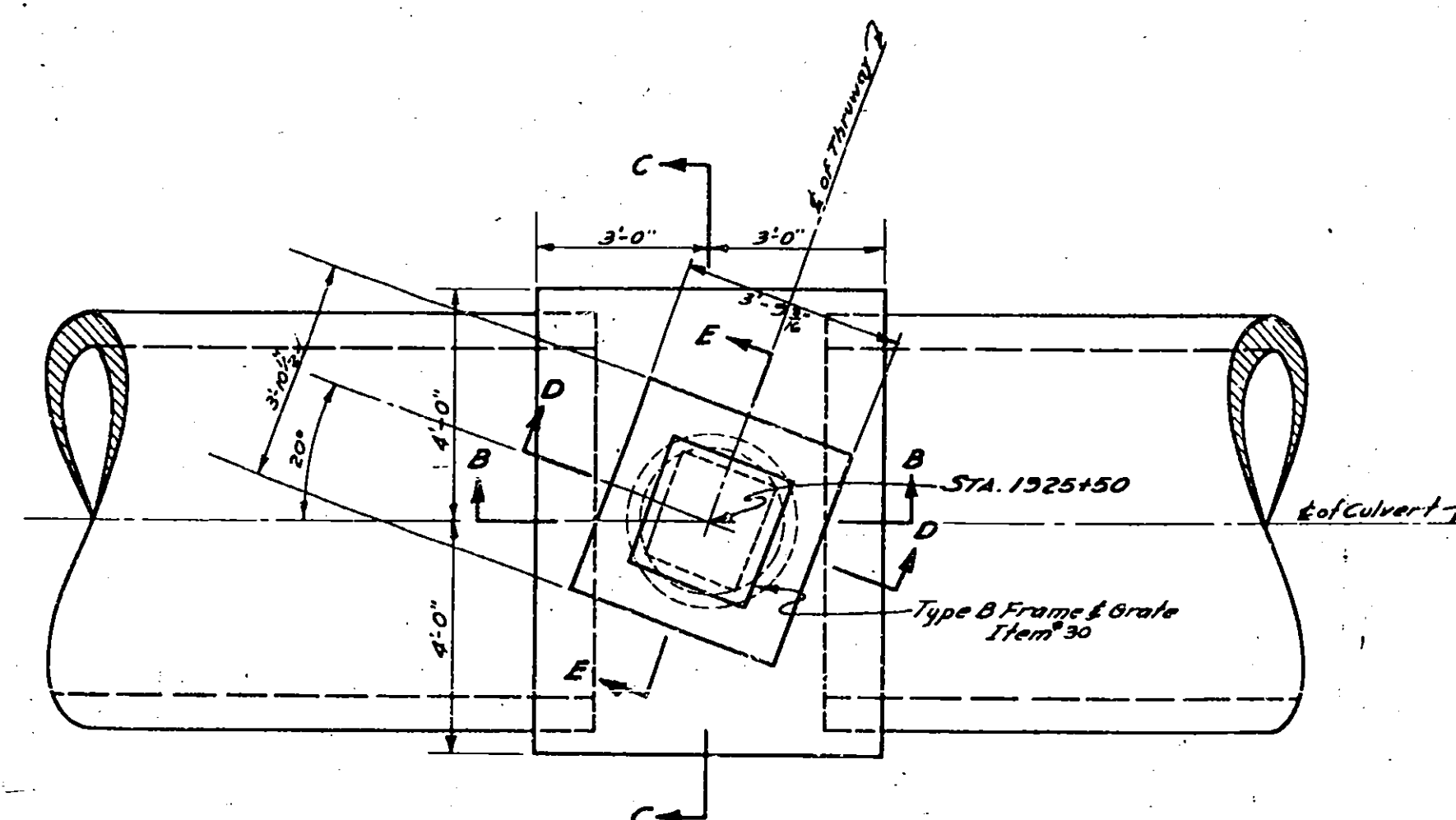
LAYOUT
Scale: 1/4"=20'



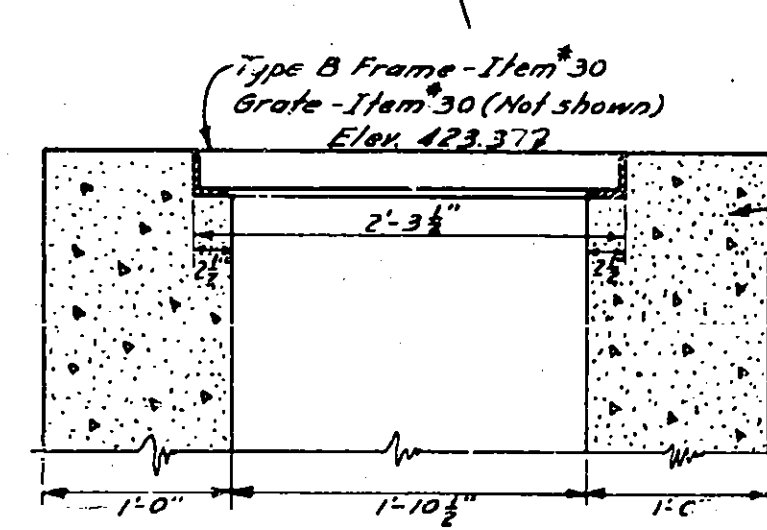
SECTION BB
Scale: 3/8"=1'-0"



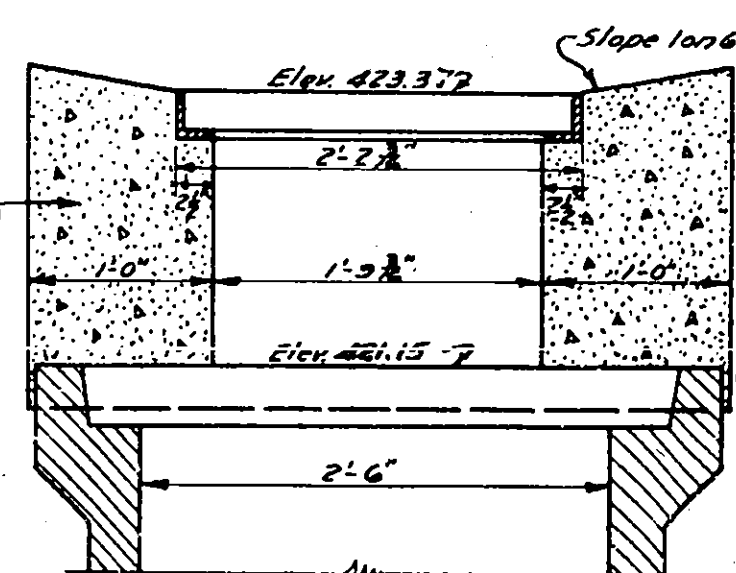
SECTION CC
Scale: 3/8"=1'-0"



DROP INLET-PLAN
Scale: 3/8"=1'-0"



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



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

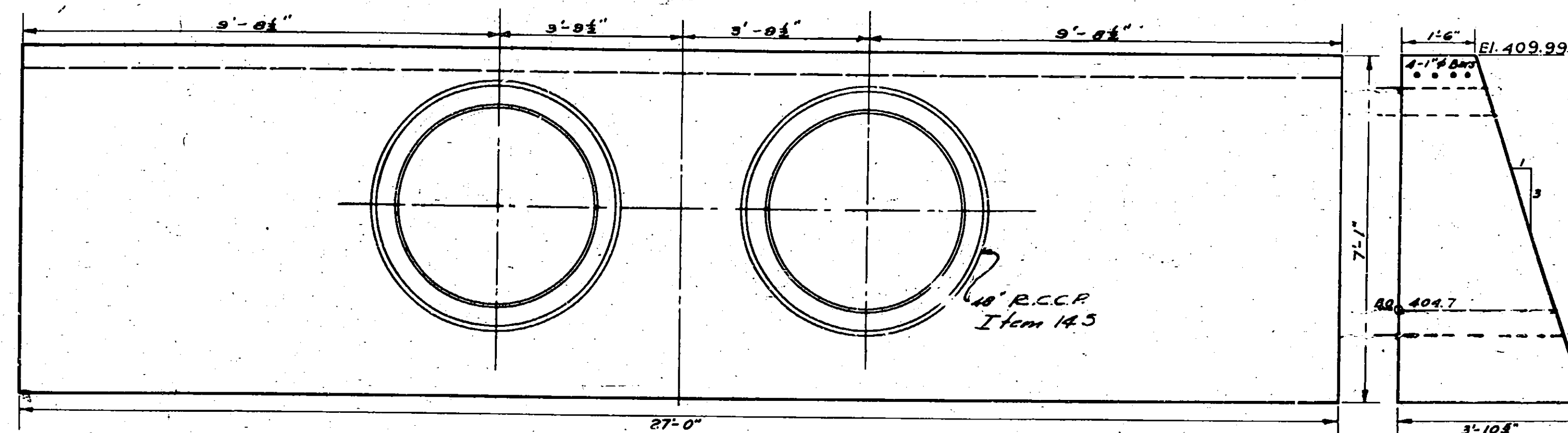
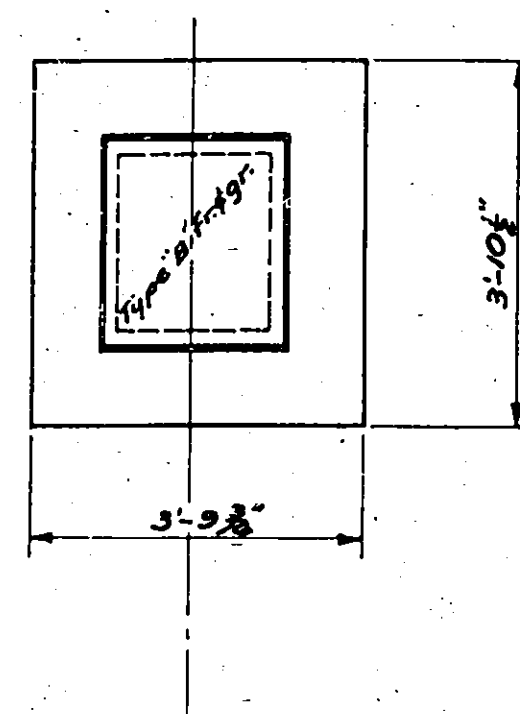
Made by Traced by Checked by
 PLAN Ed. Donnelly Harold J. Berlin P.G. Raymond

STREAM CROSSING AT STA. 1925+50
 PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
 Date 11/15/20 Engineers District No. 2

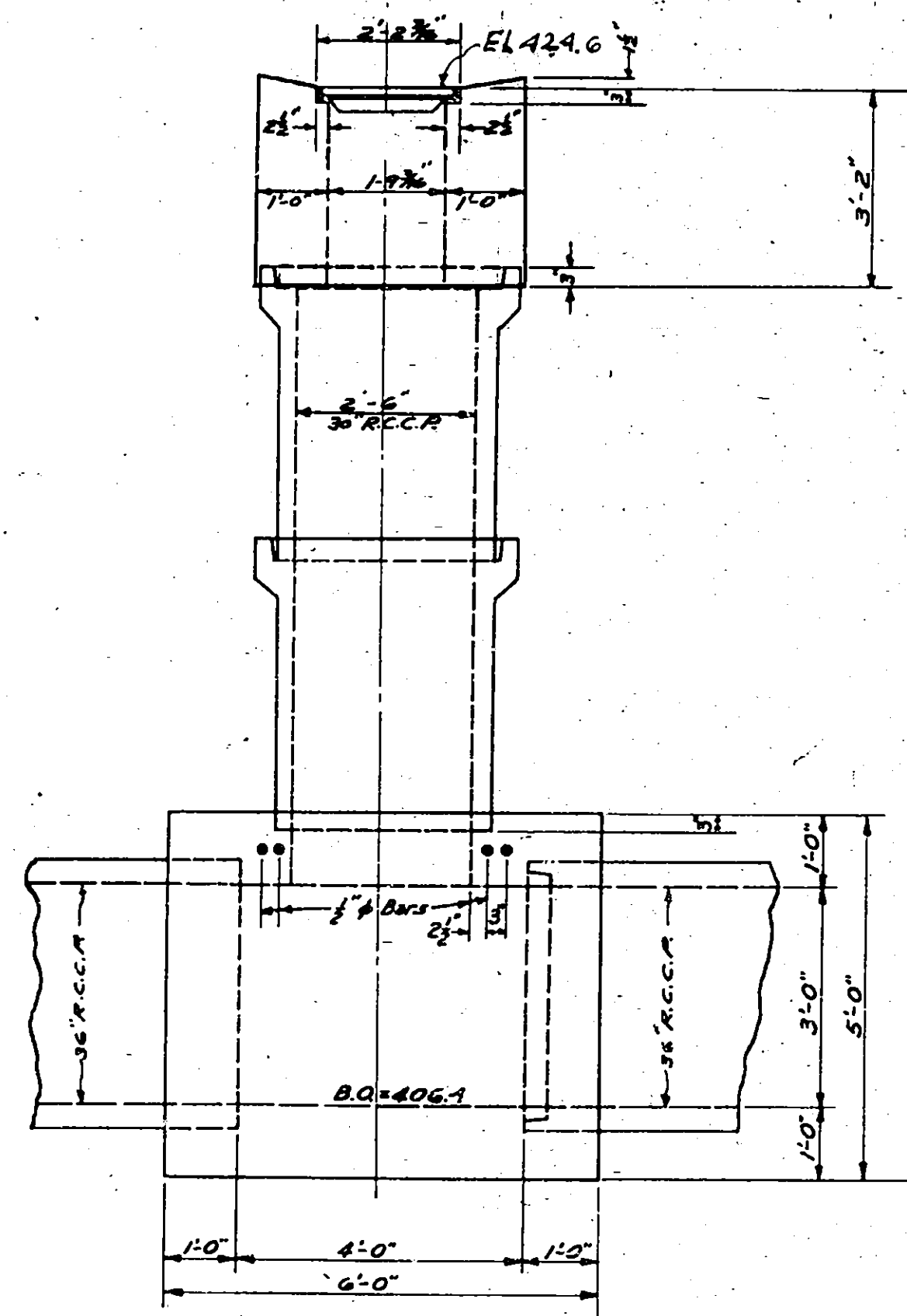
FED. RD. Div. No.	STATE	FED. AID PROJ. NO.	SHEET No.	TOTAL SHEETS
	N.Y.		19	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO-OTICA WEST CITY LINE
ONEIDA COUNTY

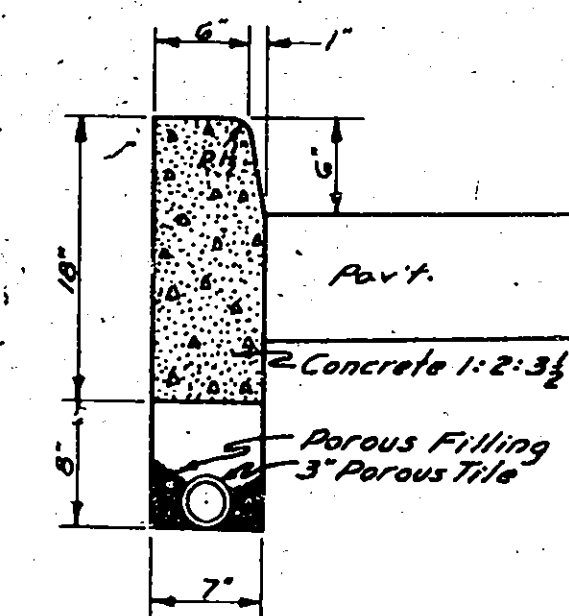
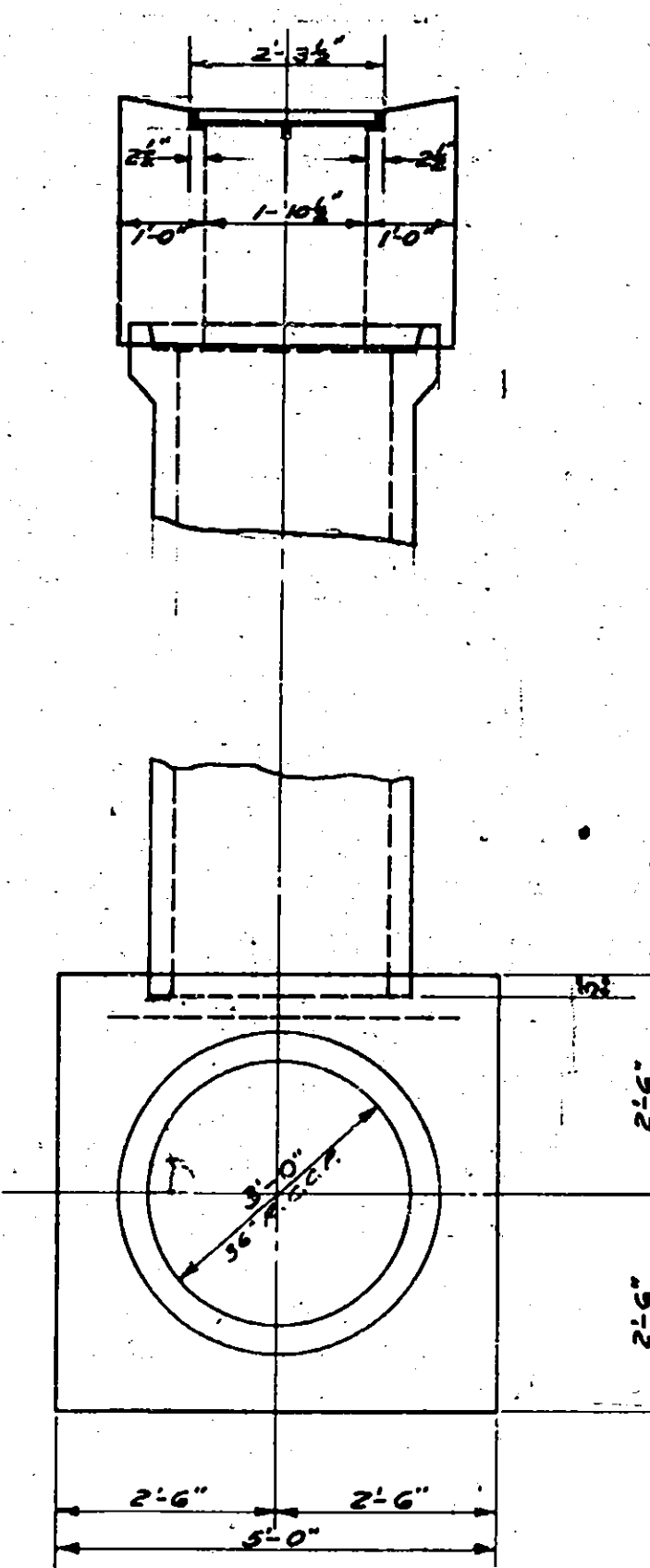
19R



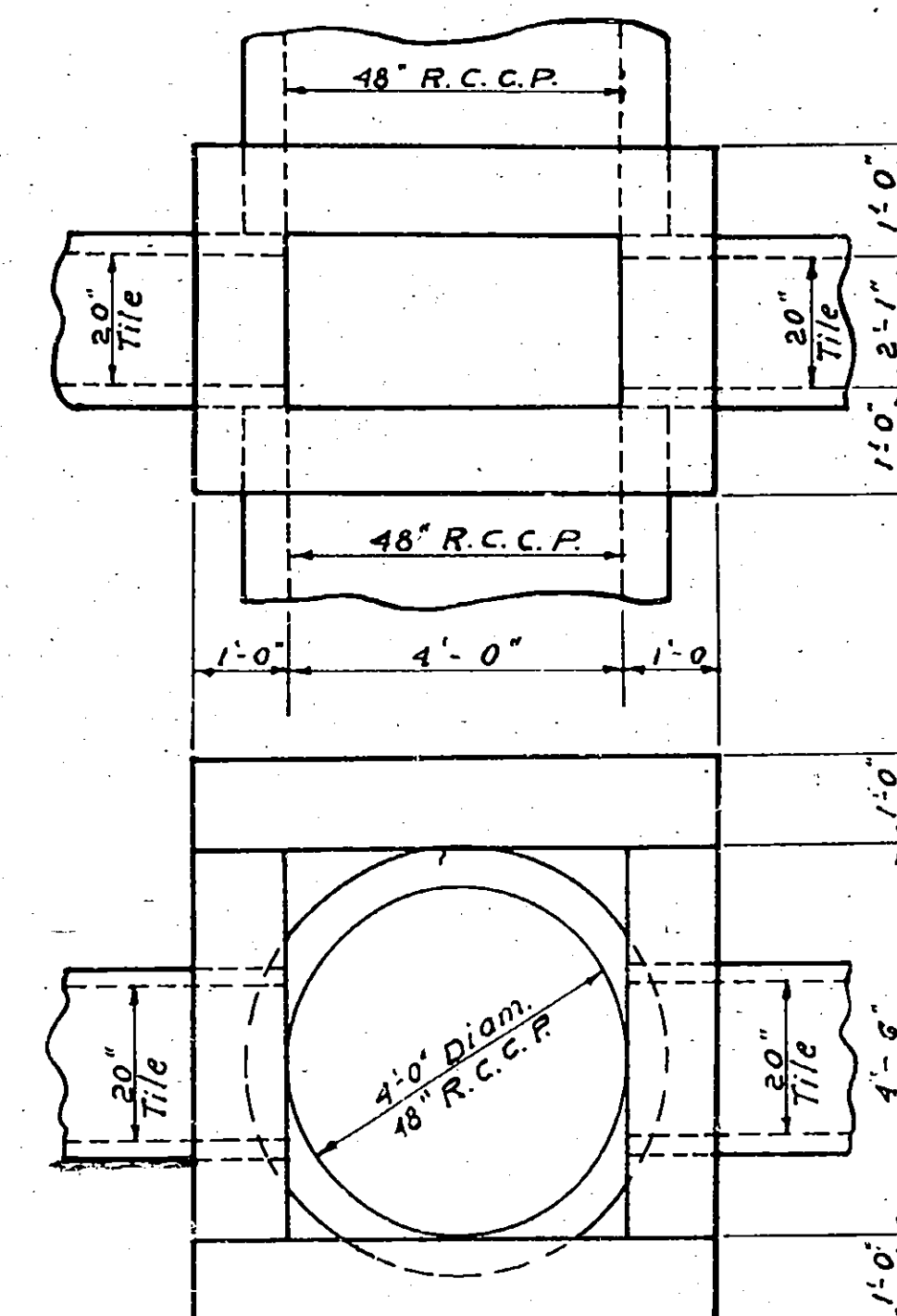
SPECIAL HEADWALL
STA. 1852+41
Scale: 1/2" = 1'-0"



SPECIAL DROP INLET
STA. 1968+50
Scale: 1/2" = 1'-0"



ITEM No. 97K
TYPE K CONCRETE CURB
Scale: 1/4" = 1'-0"



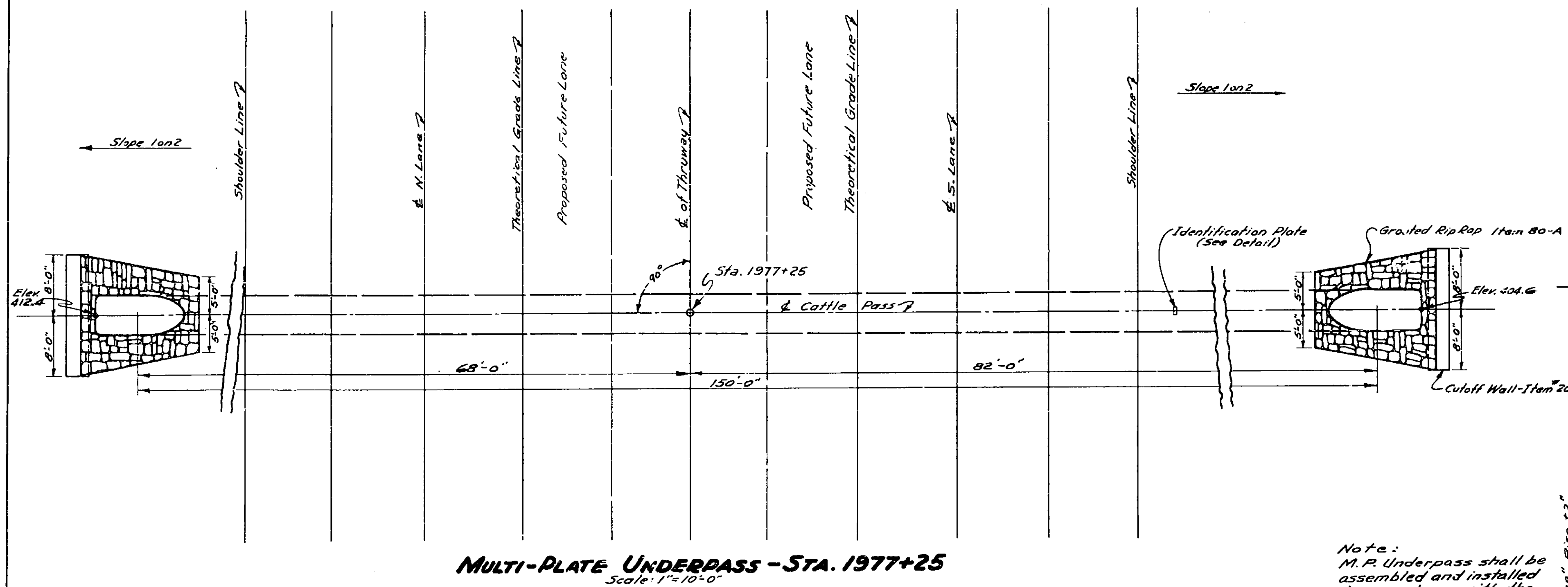
Special Box
Sta. 1840+25 (Right)
Scale: 1" = 2'-0"

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		20	125

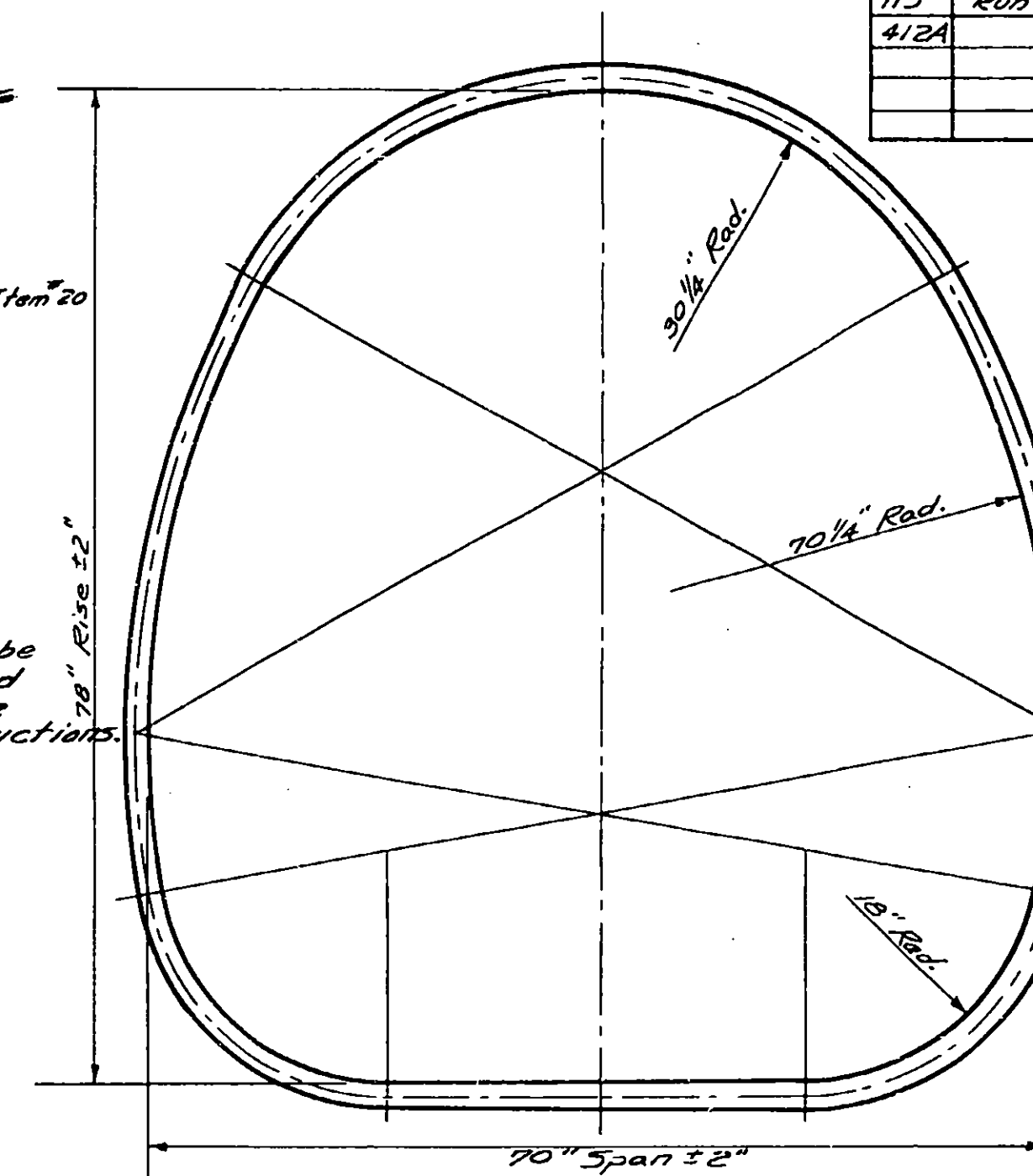
NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO-UTICA WEST CITY LINE
ONEIDA COUNTY

ESTIMATE OF QUANTITIES

NO.	ITEM	UNIT	1977+25	1988+92
5	Trench, Culvert & Bridge Excavation	C.Y.	50.0	52.0
12D	Corrugated Metal Pipe -	Lin. ft.		
		Lin. ft.		
15-2	Portland Cement - Type 2	Bbl.	12.8	12.8
15-N	Natural Cement - Type N	Bbl.	2.7	2.7
20	Class 1 Concrete	C.Y.	8.7	8.7
80A	Grouted Rip Rap	C.Y.	13.7	13.7
119	Run of Bank Gravel Fill	C.Y.	40.0	83.4
412A	Multi-Plate Underpass - 5'4" x 6'6" (10 gauge)	Lin. ft.	150	164

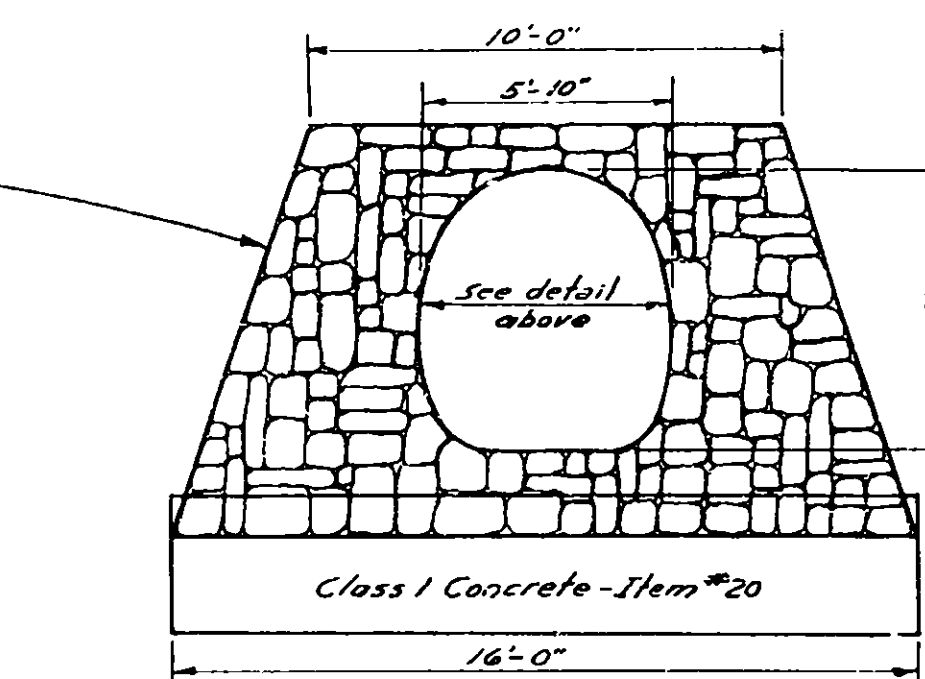


Note: M.P. Underpass shall be assembled and installed in accordance with the manufacturer's instructions.



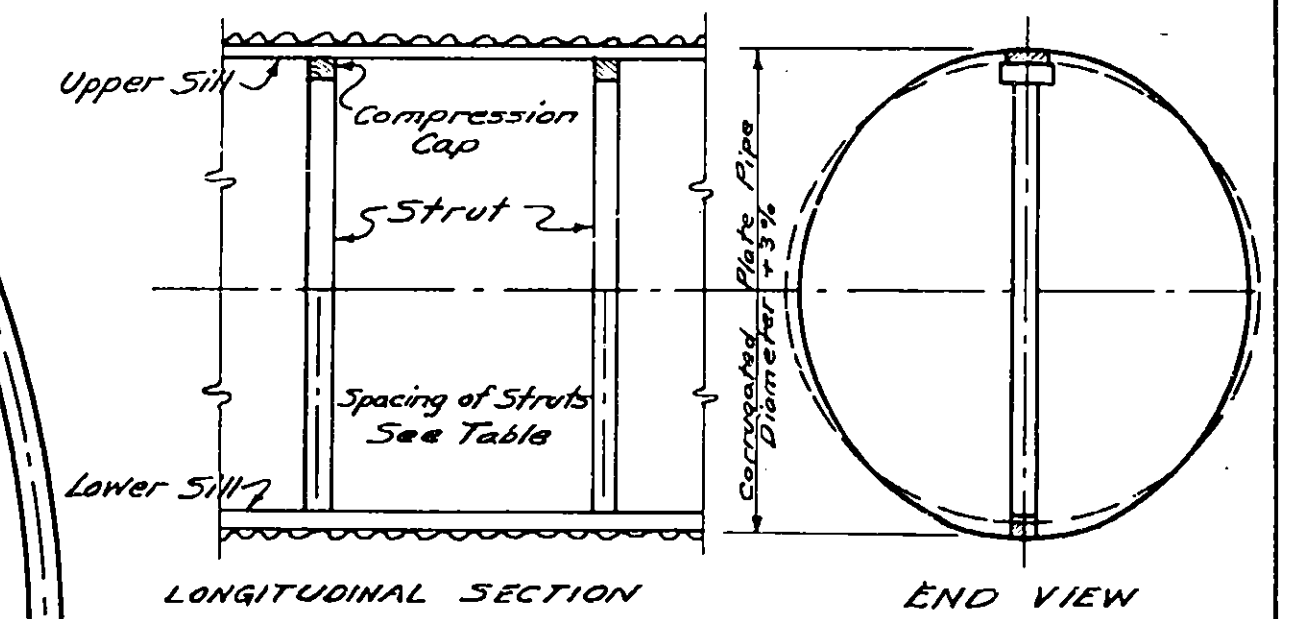
DETAILS OF MULTI-PLATE UNDERPASS

STA. 1977+25 - 10 GAUGE
STA. 1988+92 - 10 GAUGE
STA. 1999+95 - 8 GAUGE
Scale: 1"=1'-0"



DETAILS OF MULTI-PLATE UNDERPASS

Scale: 1"=1'-0"



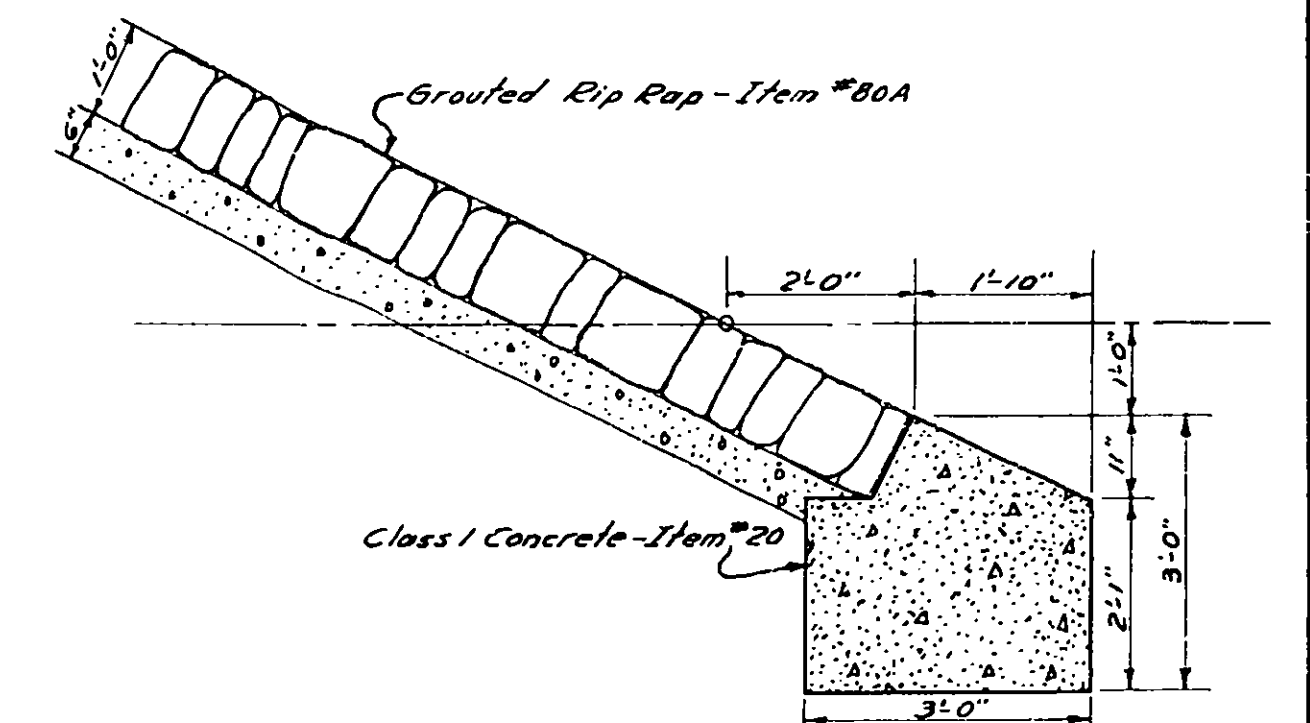
DETAIL OF STRUTTING

No Scale

Pipe Diameter (Inches)	Strut Size (Inches)	Strut Spacing (Feet)
48"	4x4	6.0

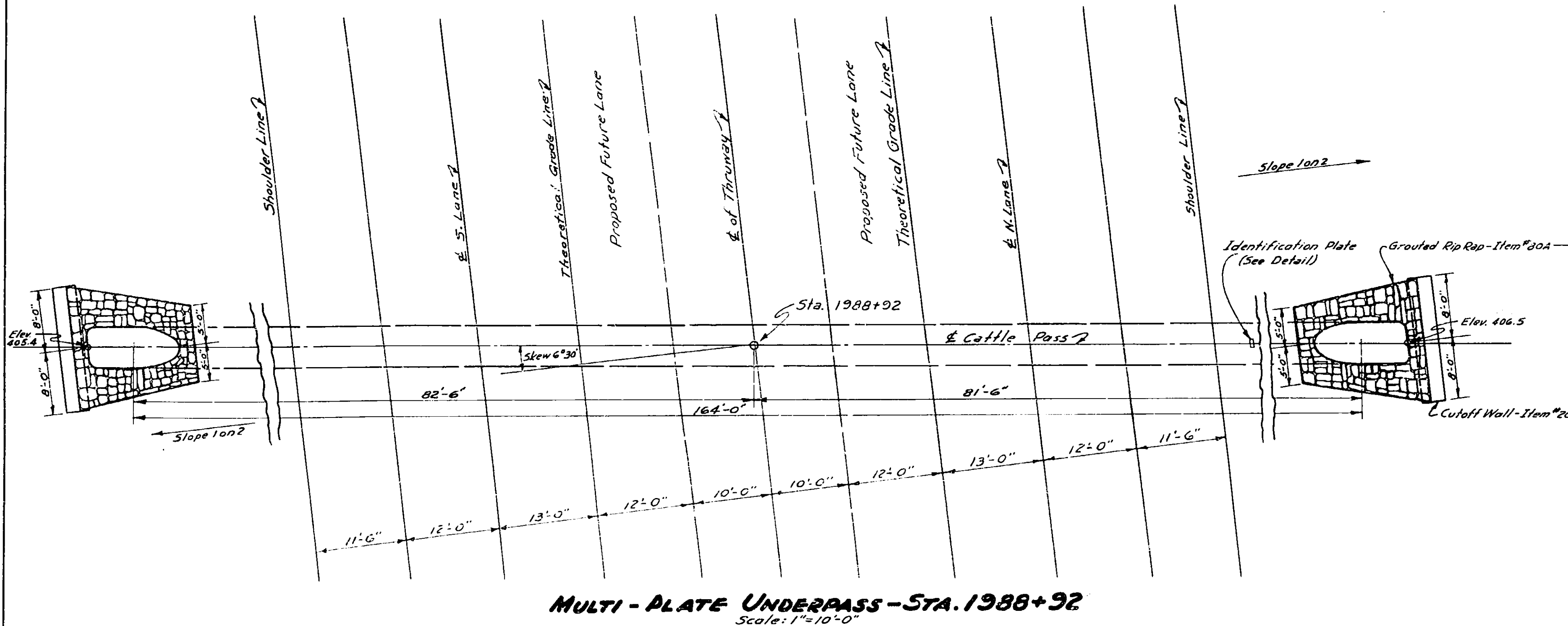
Note: Strutting does not apply to the 48" C.M.R. used in tunnelling under the N.Y.C. R.R. at Sta's. 1851+56 - 1852+41.

Note: Transverse caps and sills should be of same size timber as struts and placed with least dimension vertical. Length of struts should be diameter of pipe times 1.03 minus (3) three times the least dimension of strut. Timber struts shall be left in place until the fill is completed and compacted and then removed unless otherwise instructed by the Engineer. The cost of strutting to be included in the price bid for Item 12 PL. & 11.



DETAILS OF CUTOFF WALL AT END OF PIPE OPENINGS

Scale: 1"=2'-0"



PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

Date _____
Engineer, District No. 2.

Made by Traced by Checked by
PLAN E.D. Dineen H.J. Barton R.G. Raymond

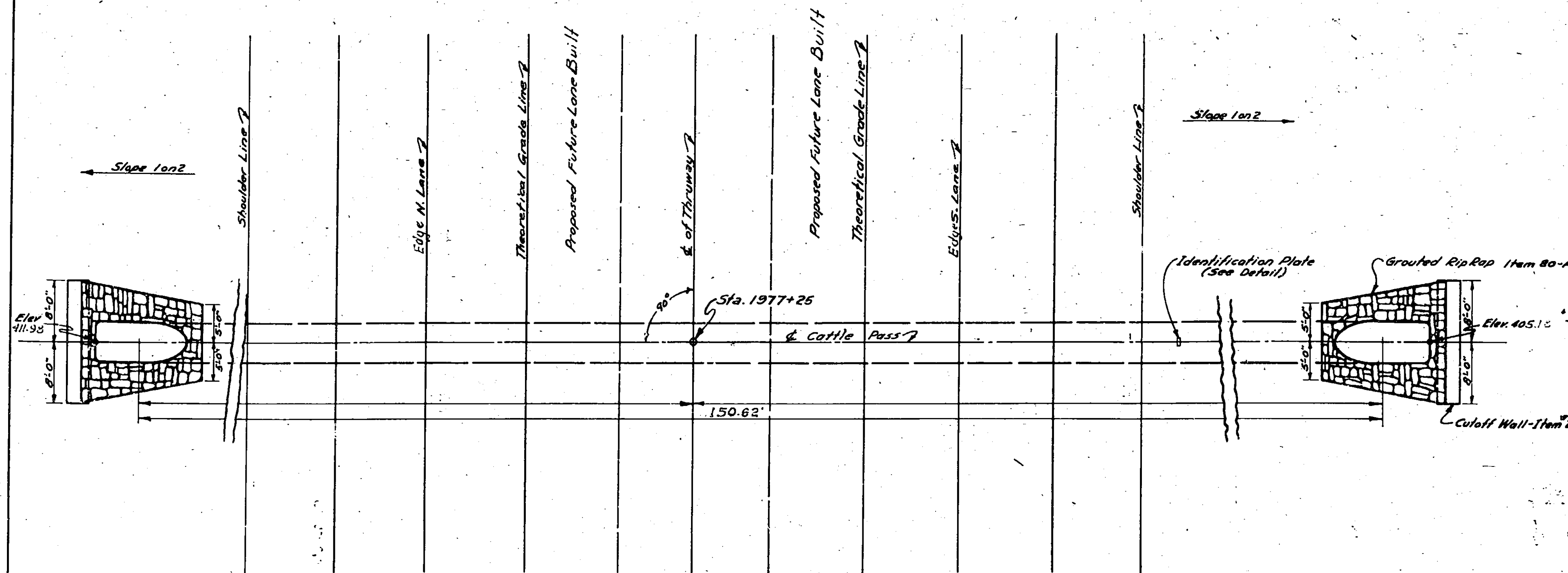
20R

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		20	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION - SUBDIVISION 8
WHITESBORO - UTICA WEST CITY LINE
ONEIDA COUNTY

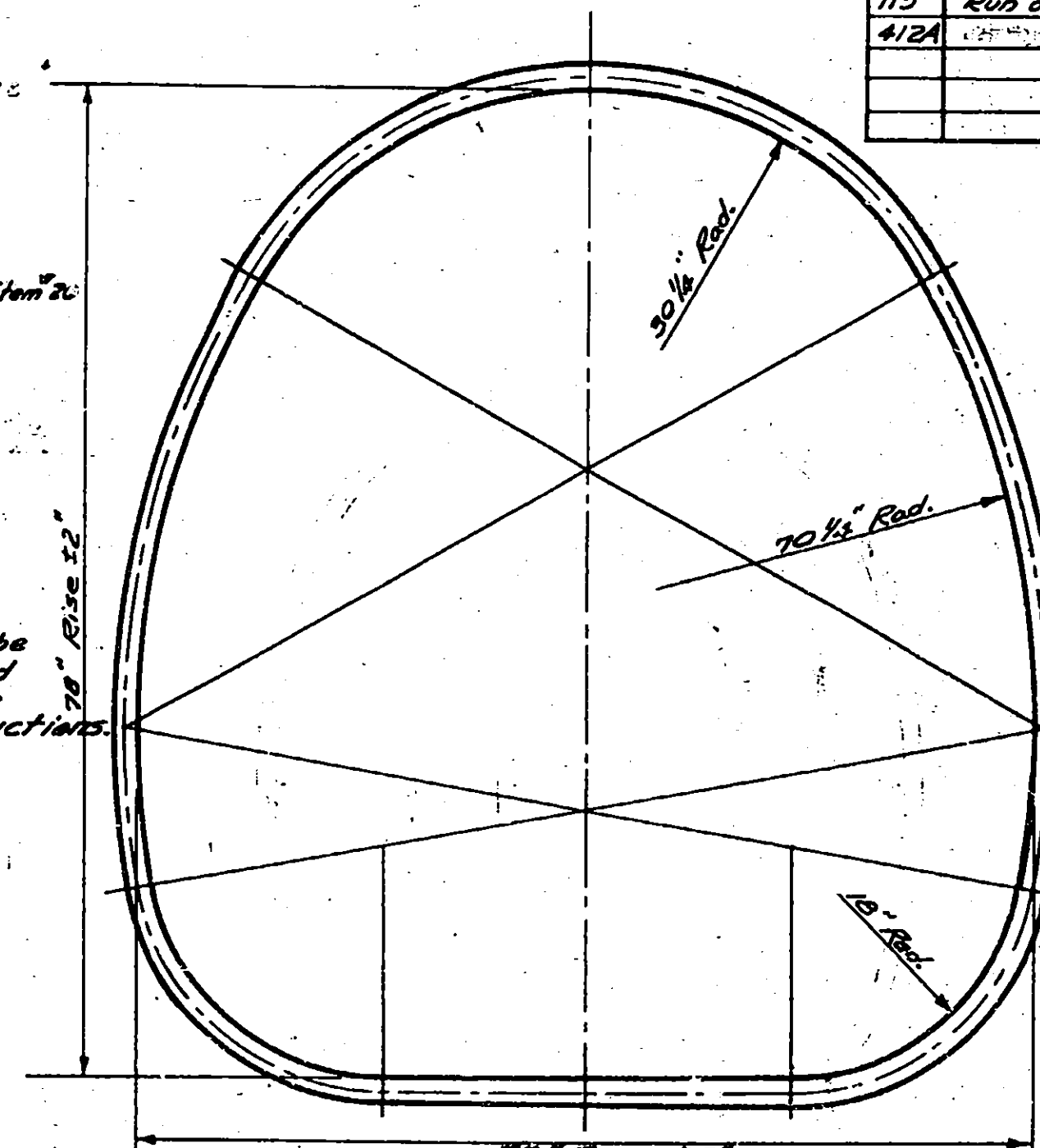
QUANTITIES

NO.	ITEM	UNIT	QTY.	AMOUNT
5	Trench, Culvert & Bridge Excavation	C.Y.	33.0	45.0
34A	Guide Posts, Wood	Ea.	1	1
15-2	Portland Cement - Type I	Bbl.	14.4	14.0
15-M	Natural Cement - Type M	Bbl.	2.9	1.4
20	Class I Concrete (1:2:4)	C.Y.	8.62	8.62
80A	Grouted Rip Rap	C.Y.	13.39	14.26
115	Run of Bank Gravel Fill	C.Y.	None Used	None Used
412A	Multi-Plate Underpass - 5'W x 6'6" (Openings)	Lin. Ft.	150.62	165.05

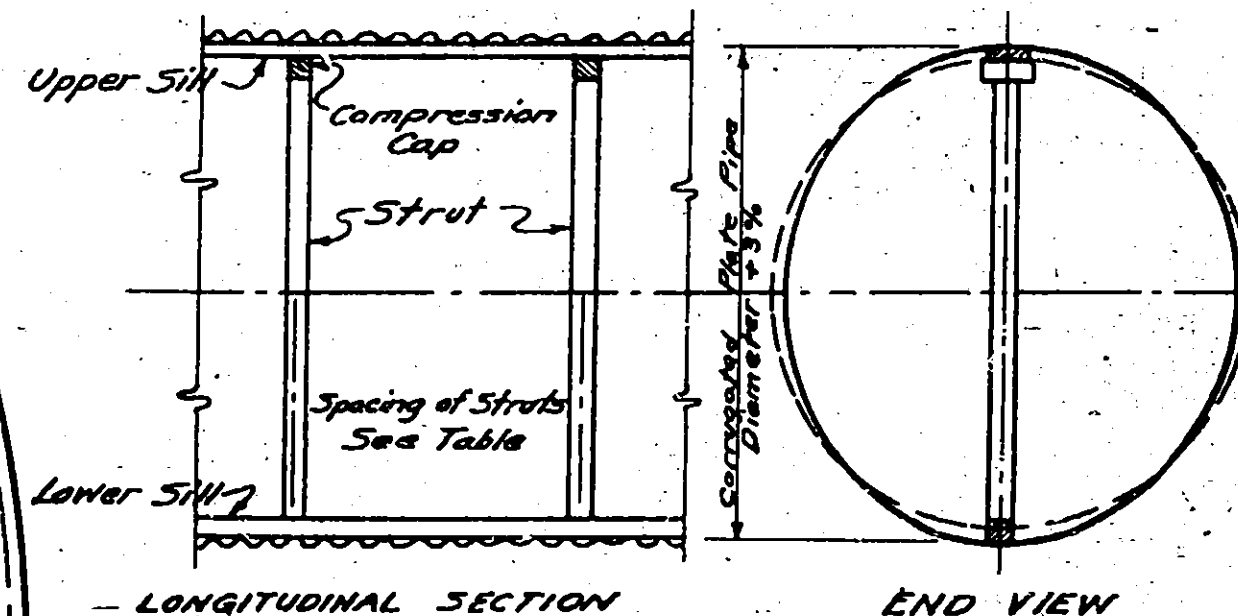


MULTI-PLATE UNDERPASS - STA. 1977+25
Scale: 1" = 10'-0"

Note: M.P. Underpass shall be assembled and installed in accordance with the manufacturer's instructions.



DETAILS OF MULTI-PLATE UNDERPASS
STA. 1977+25 - 10 GAUGE
STA. 1989+10 - 10 GAUGE
STA. 1999+95 - 8 GAUGE
STA. 2016+12.9 - 8 GAUGE
Scale: 1" = 1'-0"

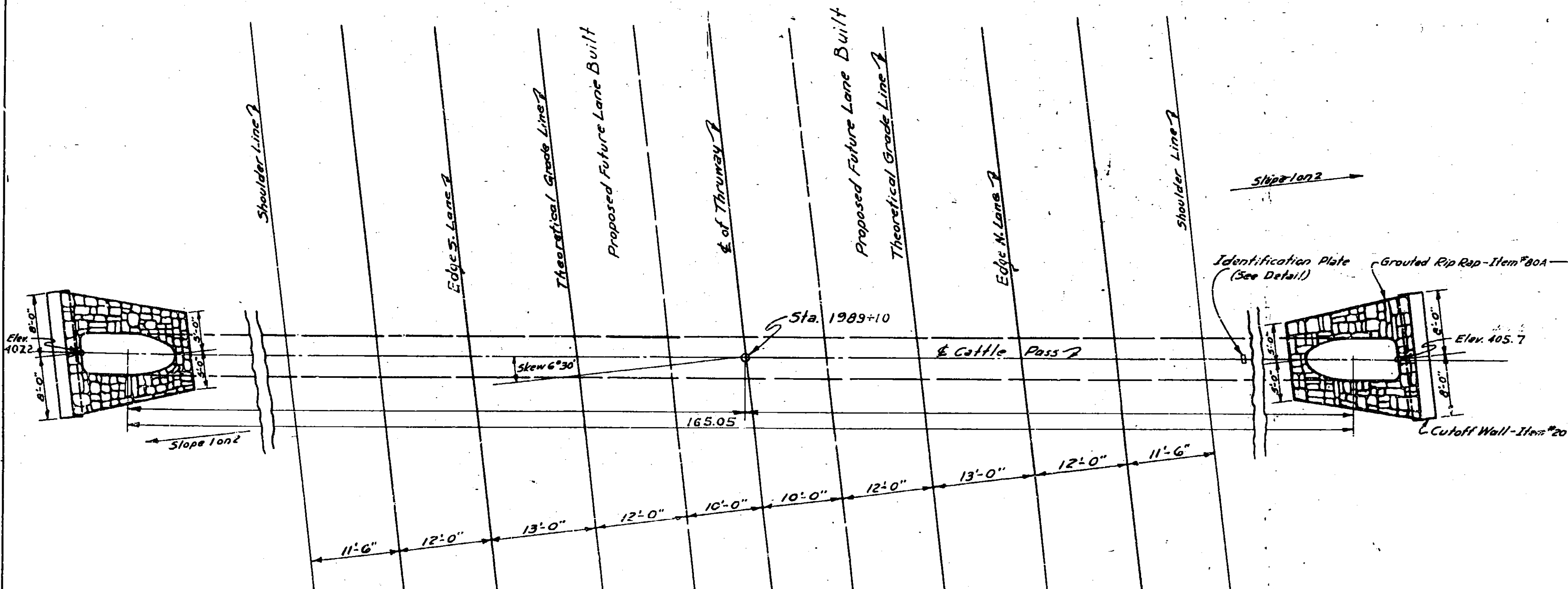


DETAIL OF STRUTTING
No Scale

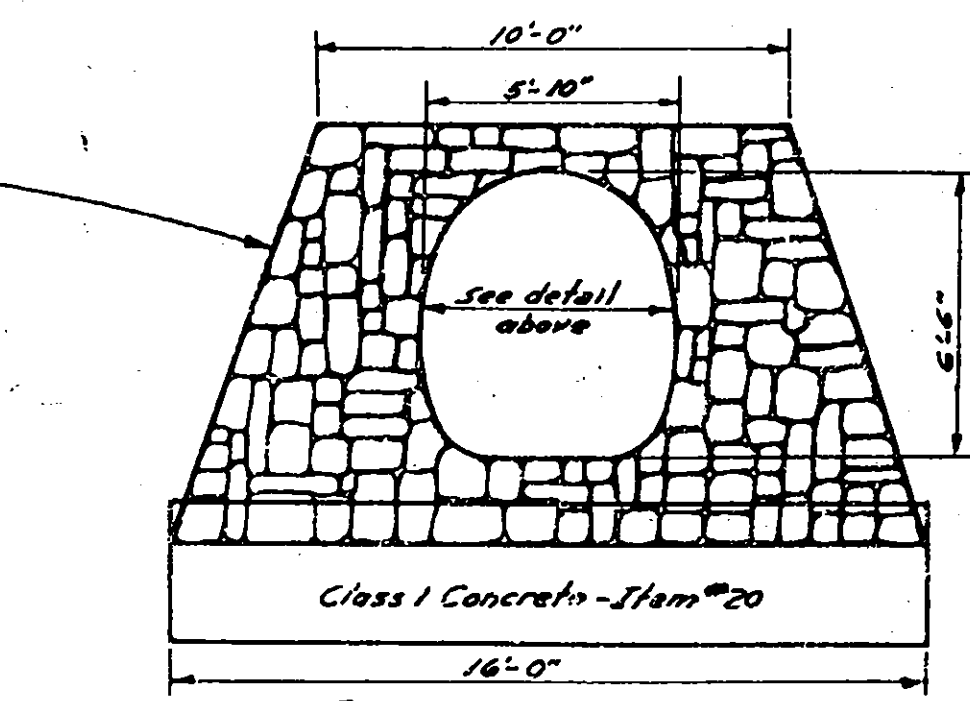
Pipe Diameter (Inches)	Strut Size (Inches)	Strut Spacing (ft)
48"	4x4	10

Note: Strutting does not apply to the 48" C.M.P. used in tunneling under the N.Y.C.R.R. at Stas. 1851+56 - 1852+41.

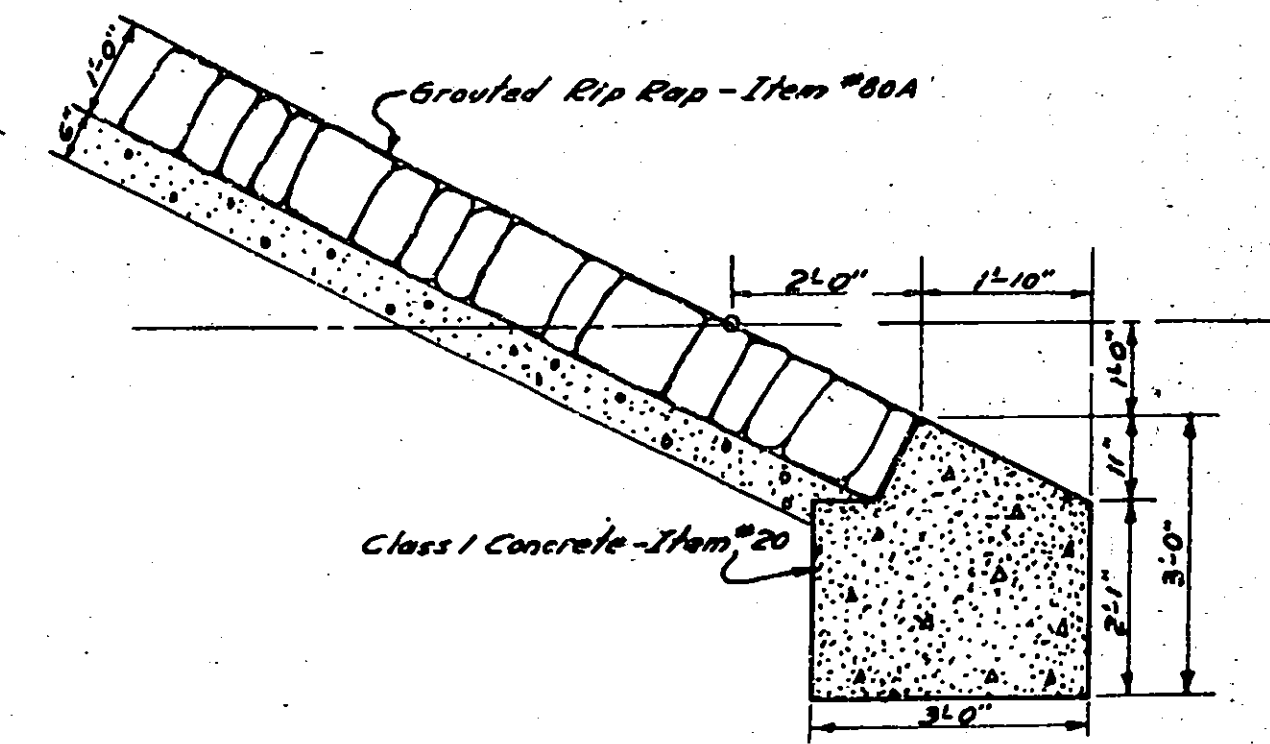
Note: Transverse caps and sills should be of same size timber as struts and placed with least dimension vertical. Length of struts should be diameter of pipe times 1.03 minus (3) three times the least dimension of strut. Timber struts shall be left in place until the fill is completed and compacted and then removed unless otherwise instructed by the Engineer. The cost of strutting to be included in the price bid for Item 12 PL. & 11.



MULTI-PLATE UNDERPASS - STA. 1989+10
Scale: 1" = 10'-0"



DETAILS OF MULTI-PLATE UNDERPASS
Scale: 1" = 1'-0"

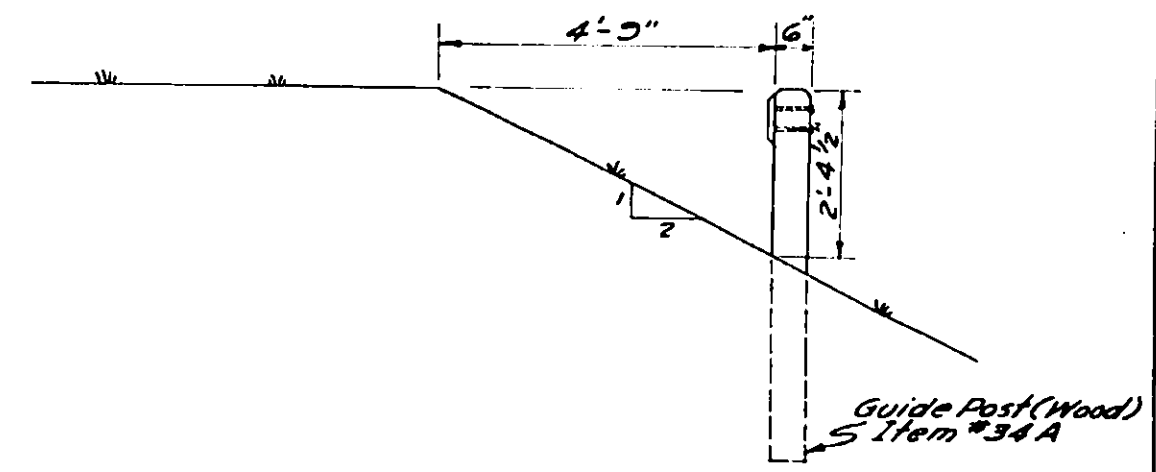


DETAILS OF CUTOFF WALL AT END OF PIPE OPENINGS
Scale: 1" = 2'-0"

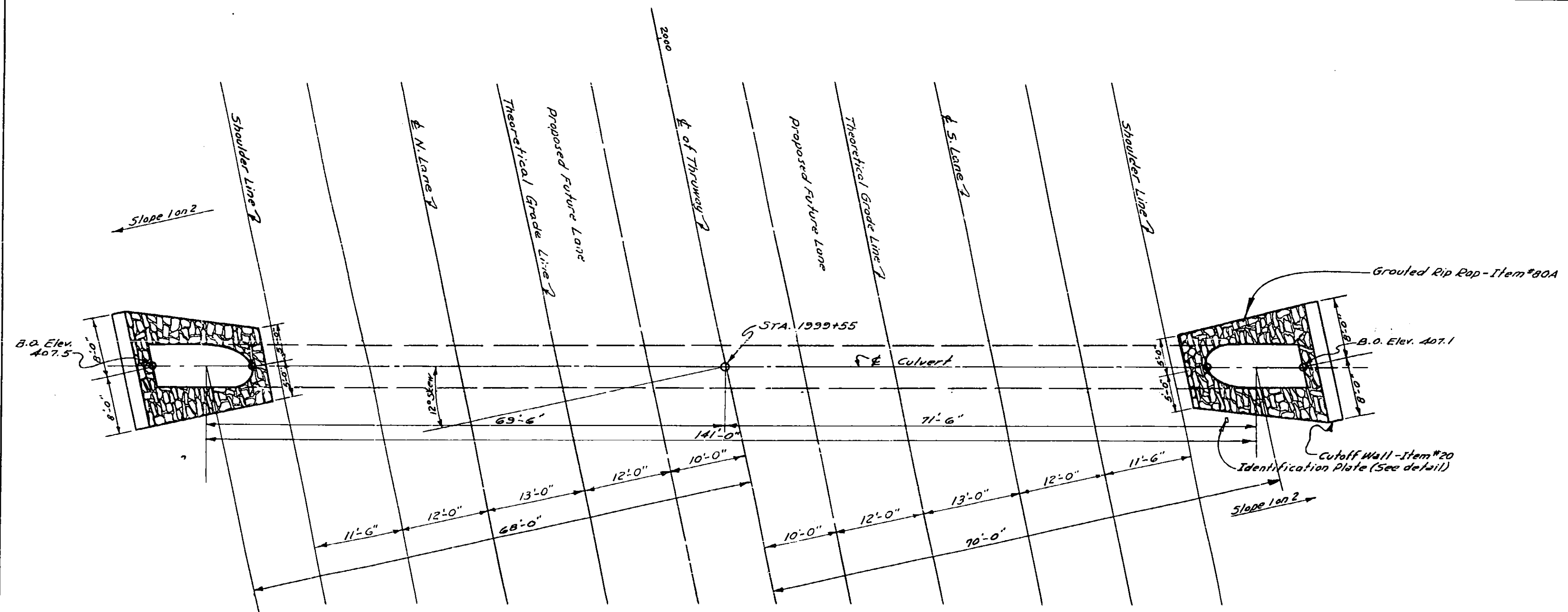
FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		21	125

NEW YORK STATE THRUWAY
THE MONAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA COUNTY

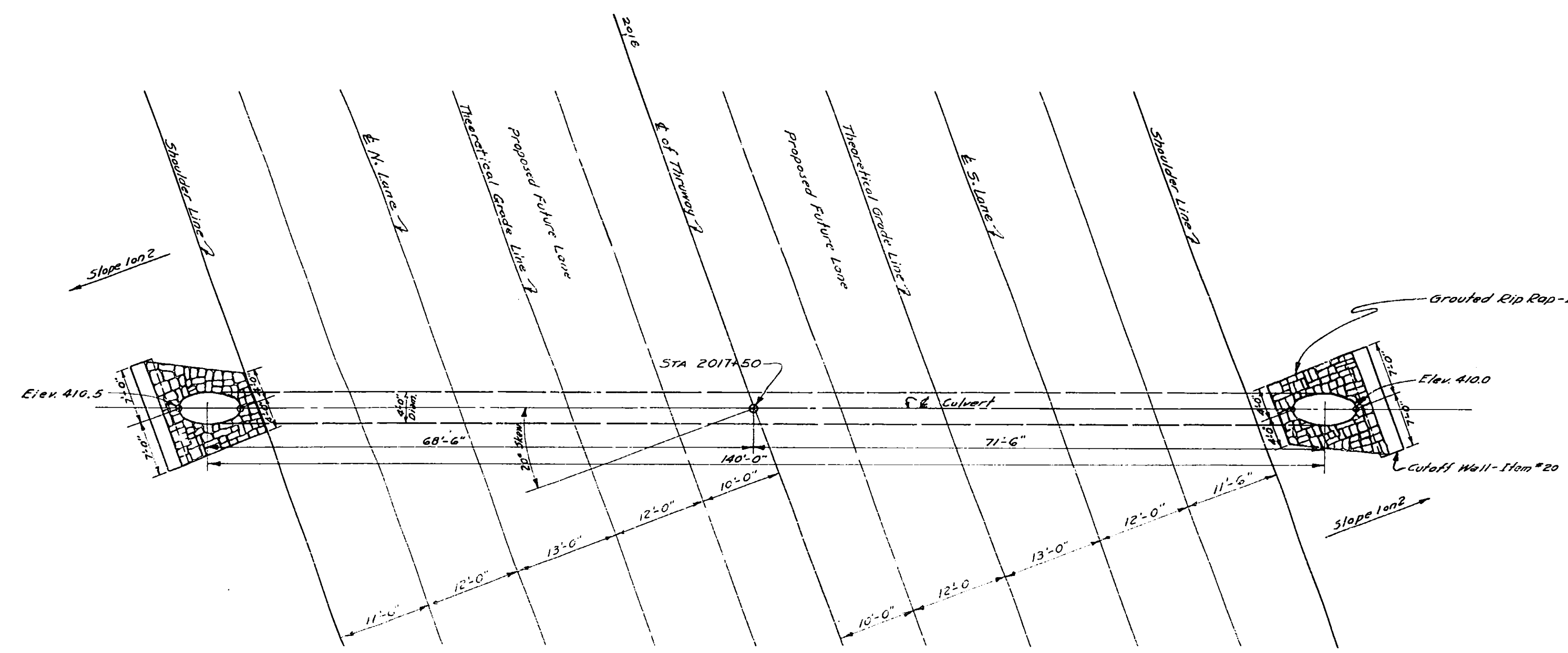
NOTE:-
See Drainage Sheet for
Estimate of Quantities.



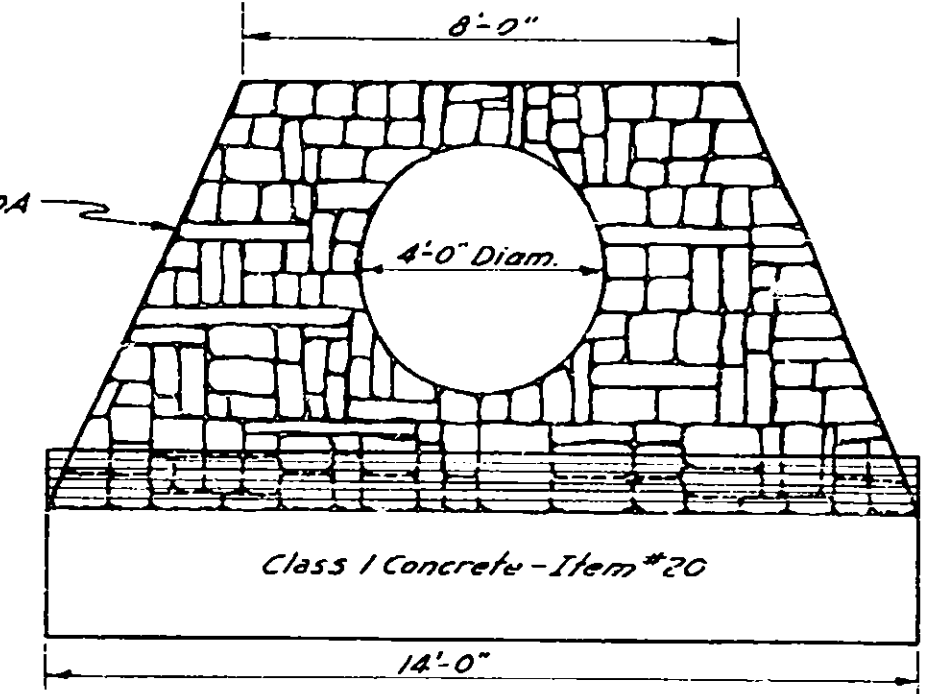
IDENTIFICATION PLATE DETAIL
Scale: 3/8" = 1'-0"



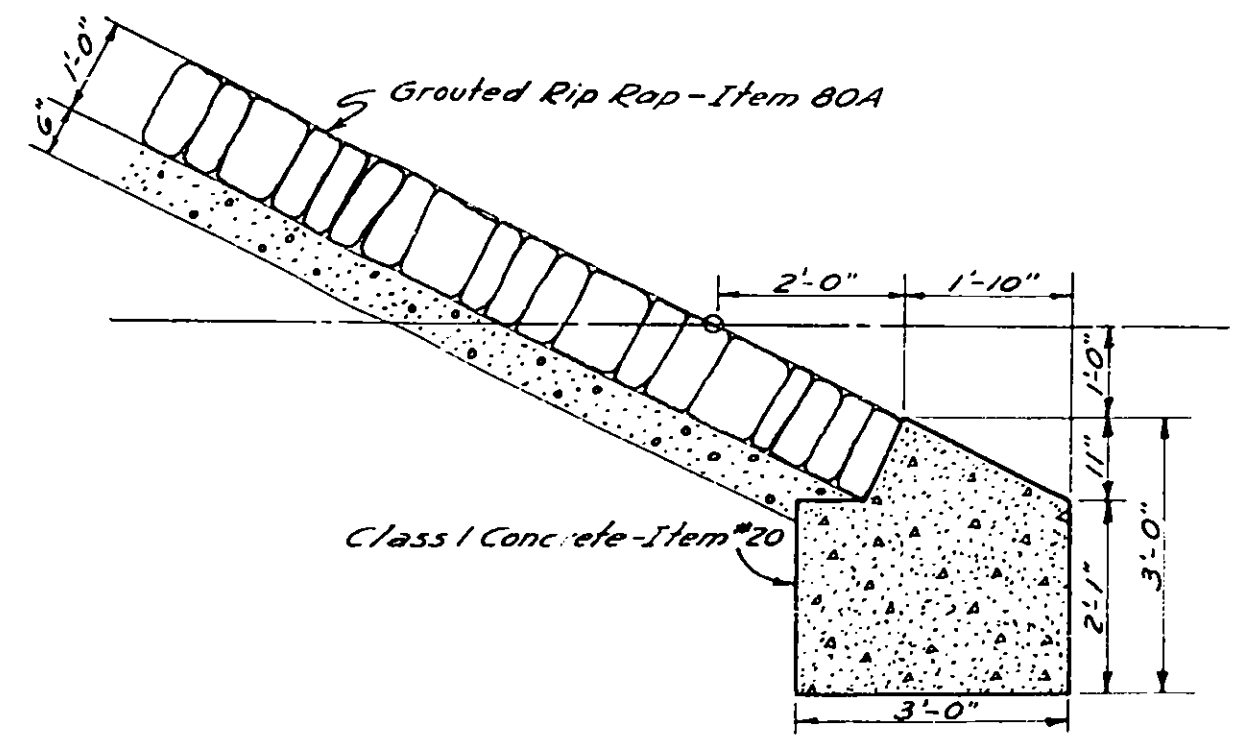
MULTI-PLATE PIPE ARCH - STA. 1999+55
Scale: 1" = 10'-0"



CORRUGATED METAL PIPE CULVERT - STA. 2017+50
Scale: 1" = 10'-0"



DETAILS OF PIPE CULVERT & RIP RAP
Scale: 1" = 3'-0"



DETAILS OF CUTOFF WALL AT
END OF PIPE OPENING
Scale: 1" = 2'-0"

Made by Traced by Checked by
PLAN E.L. Ramsey H.J. Barton R.G. Raymond

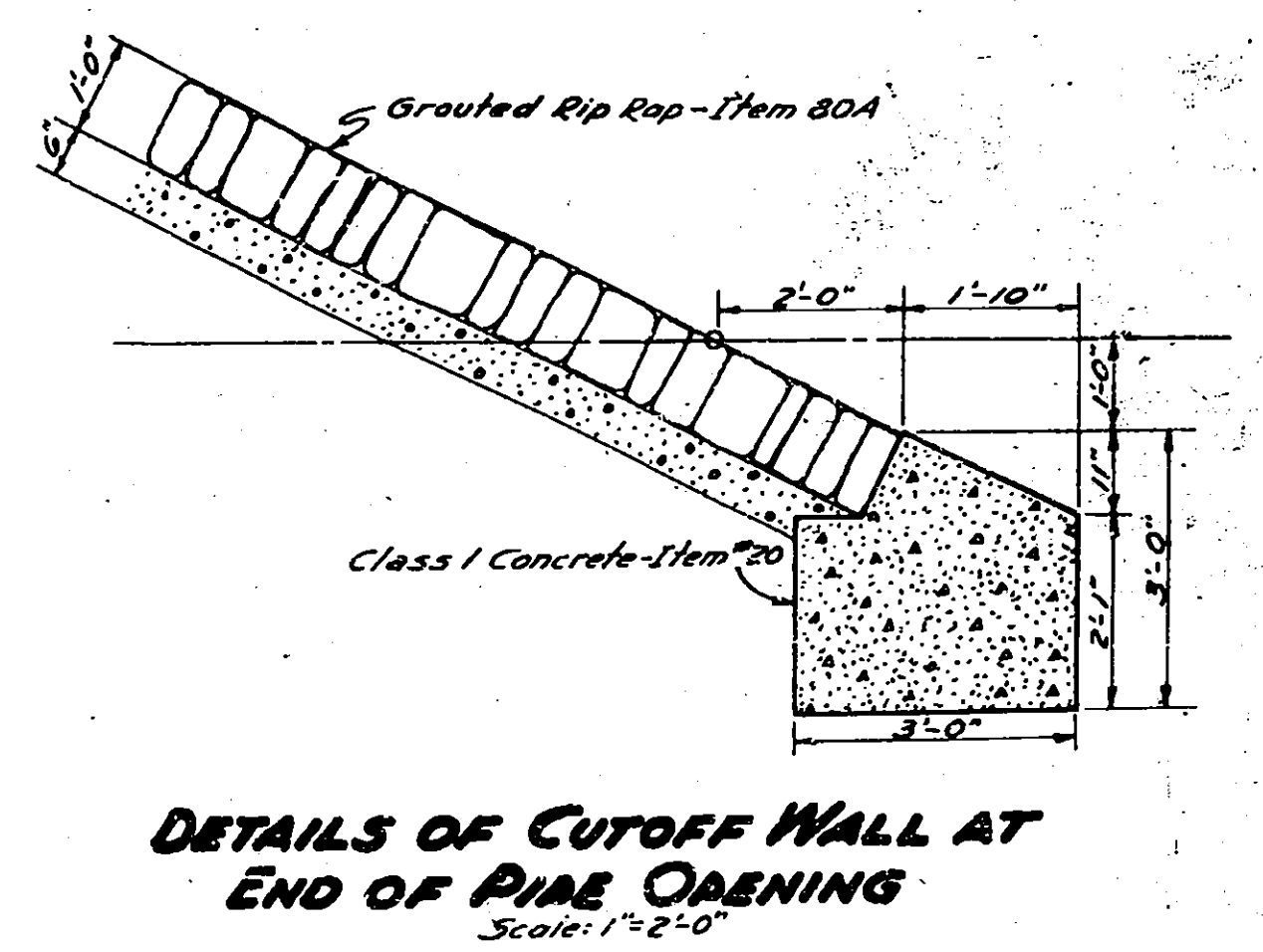
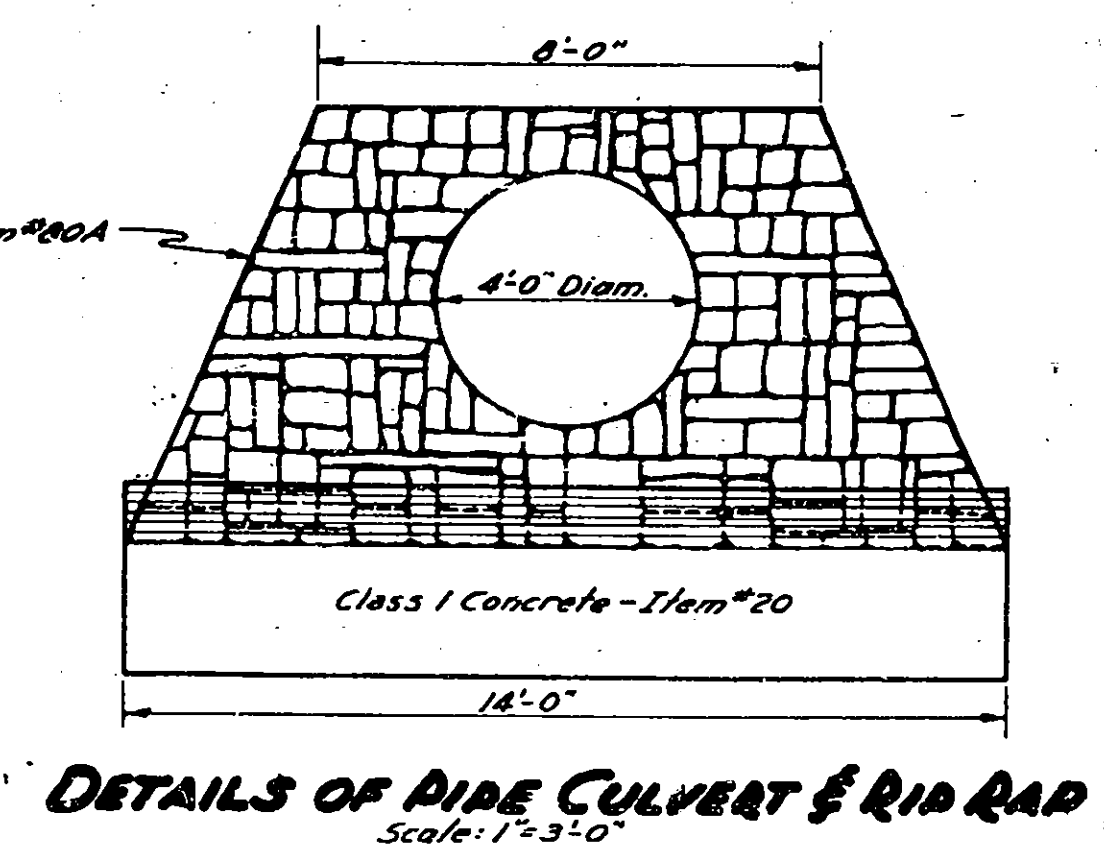
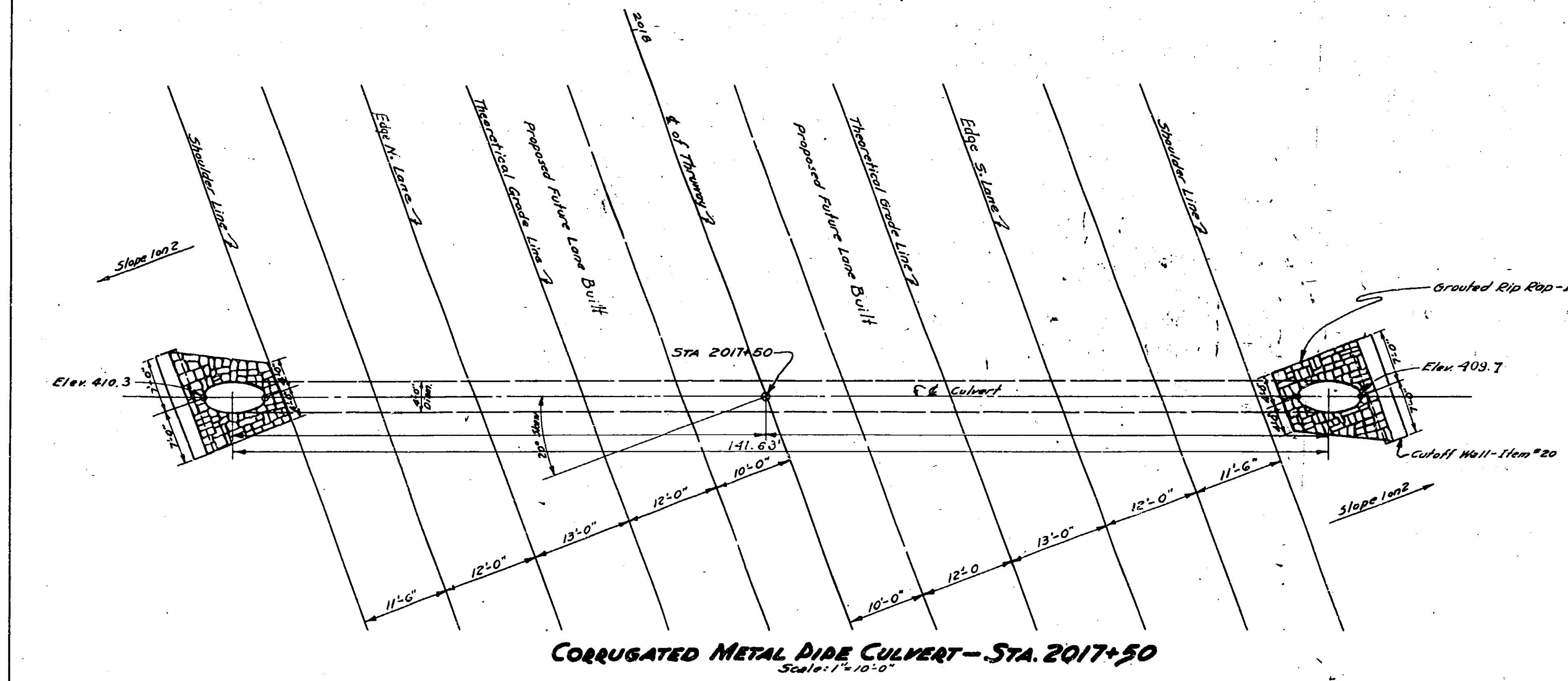
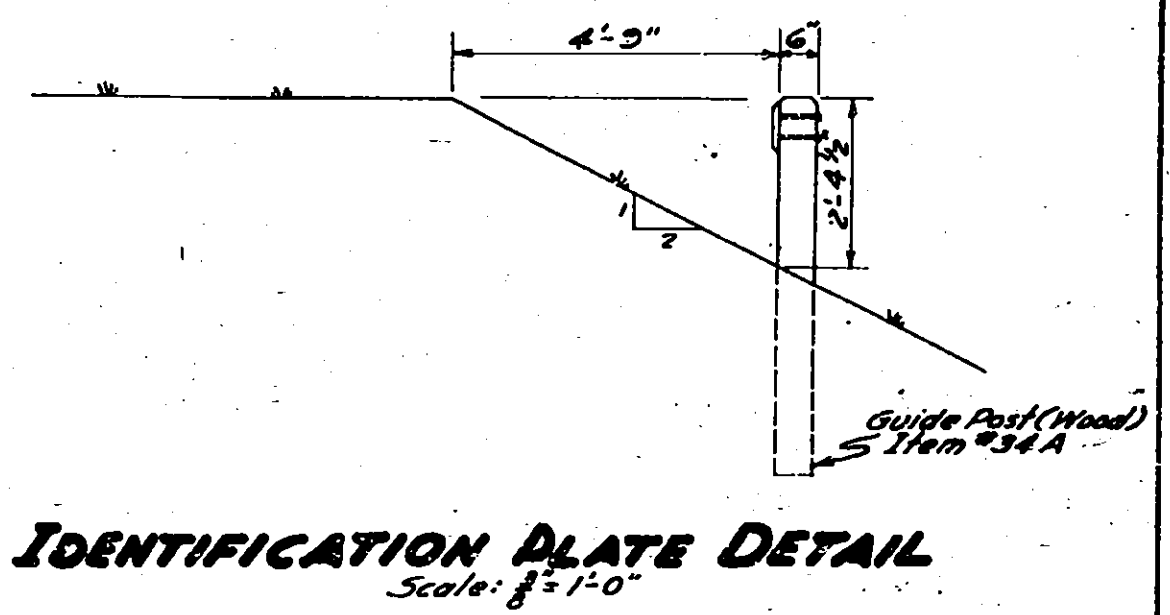
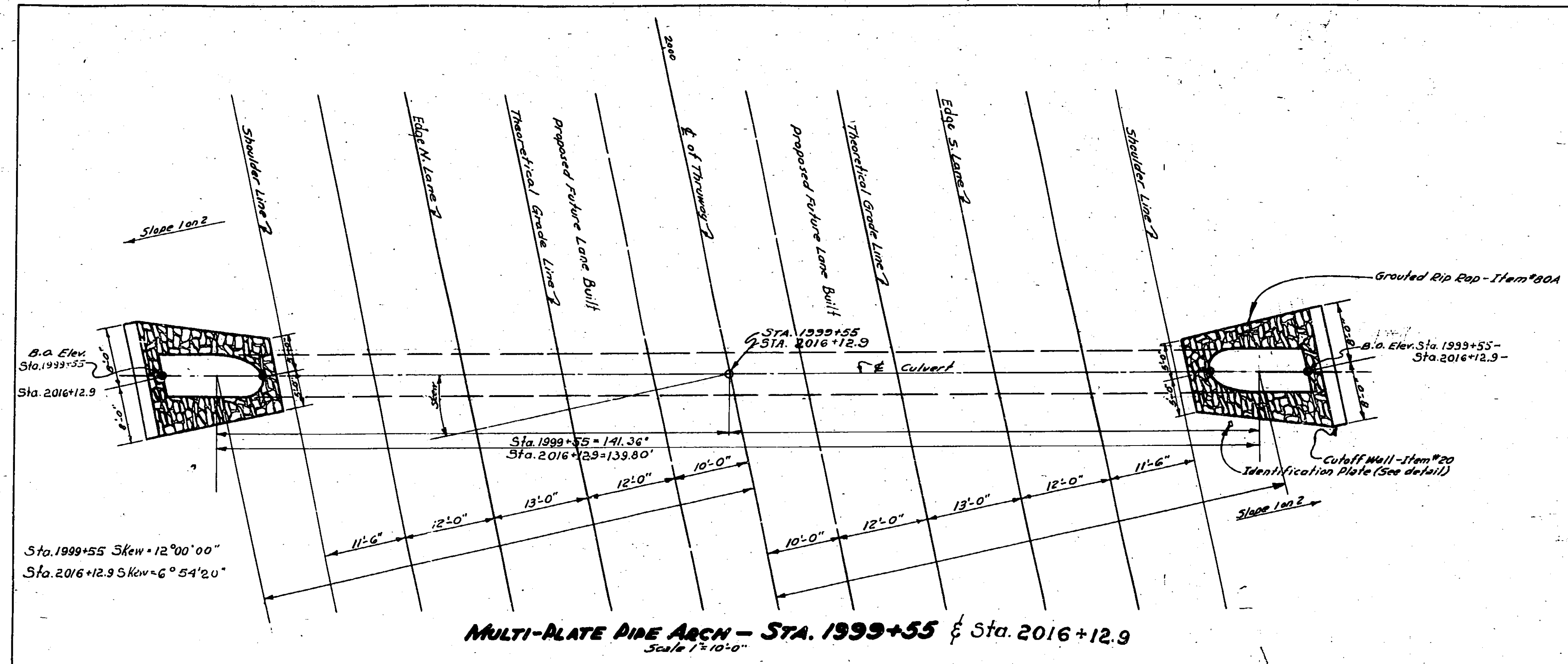
Prepared Pursuant to the Highway Law and Recommended by
Date 10/10/84 Engineer, District No. 2.

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		21	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO - UICA WEST CITY LINE
ONEIDA COUNTY

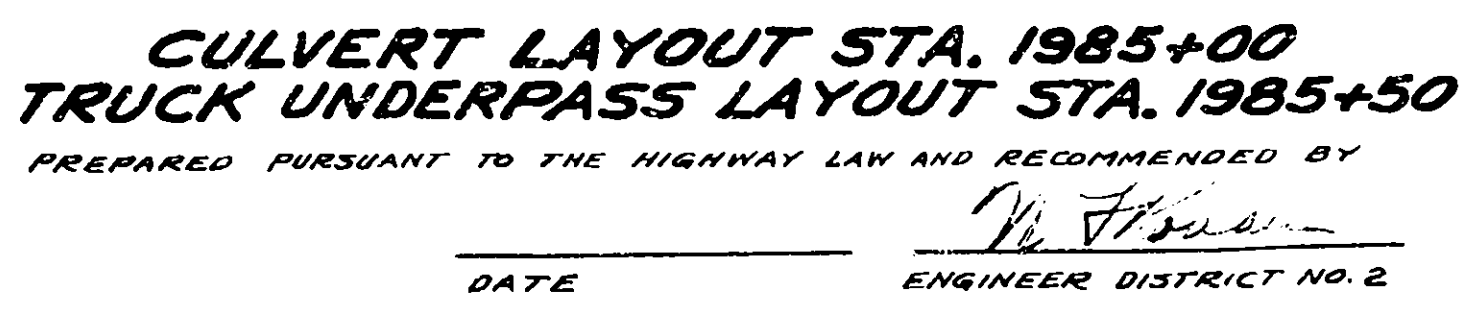
NOTE:-
See Drainage Sheet for
Estimate of Quantities.

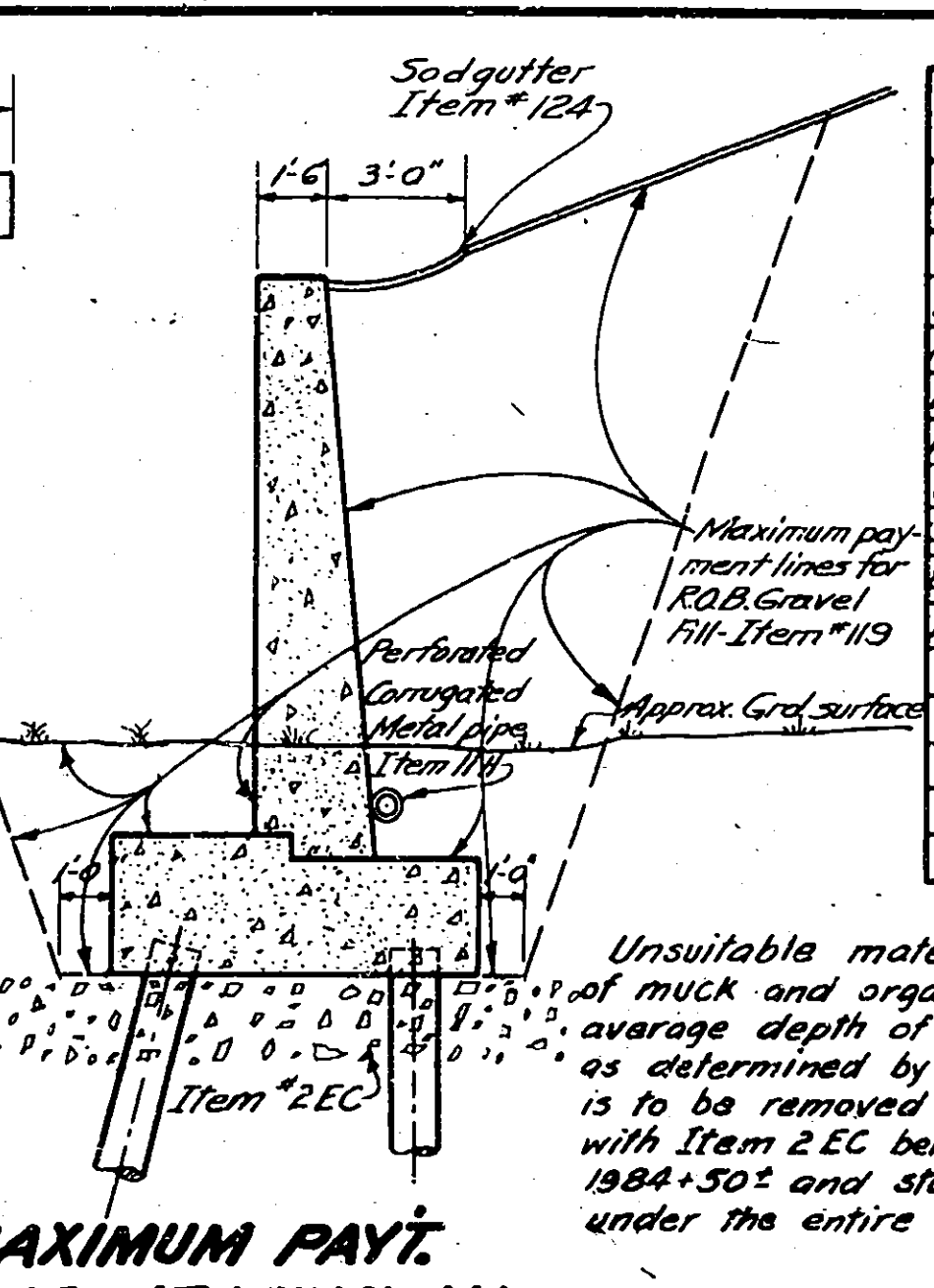
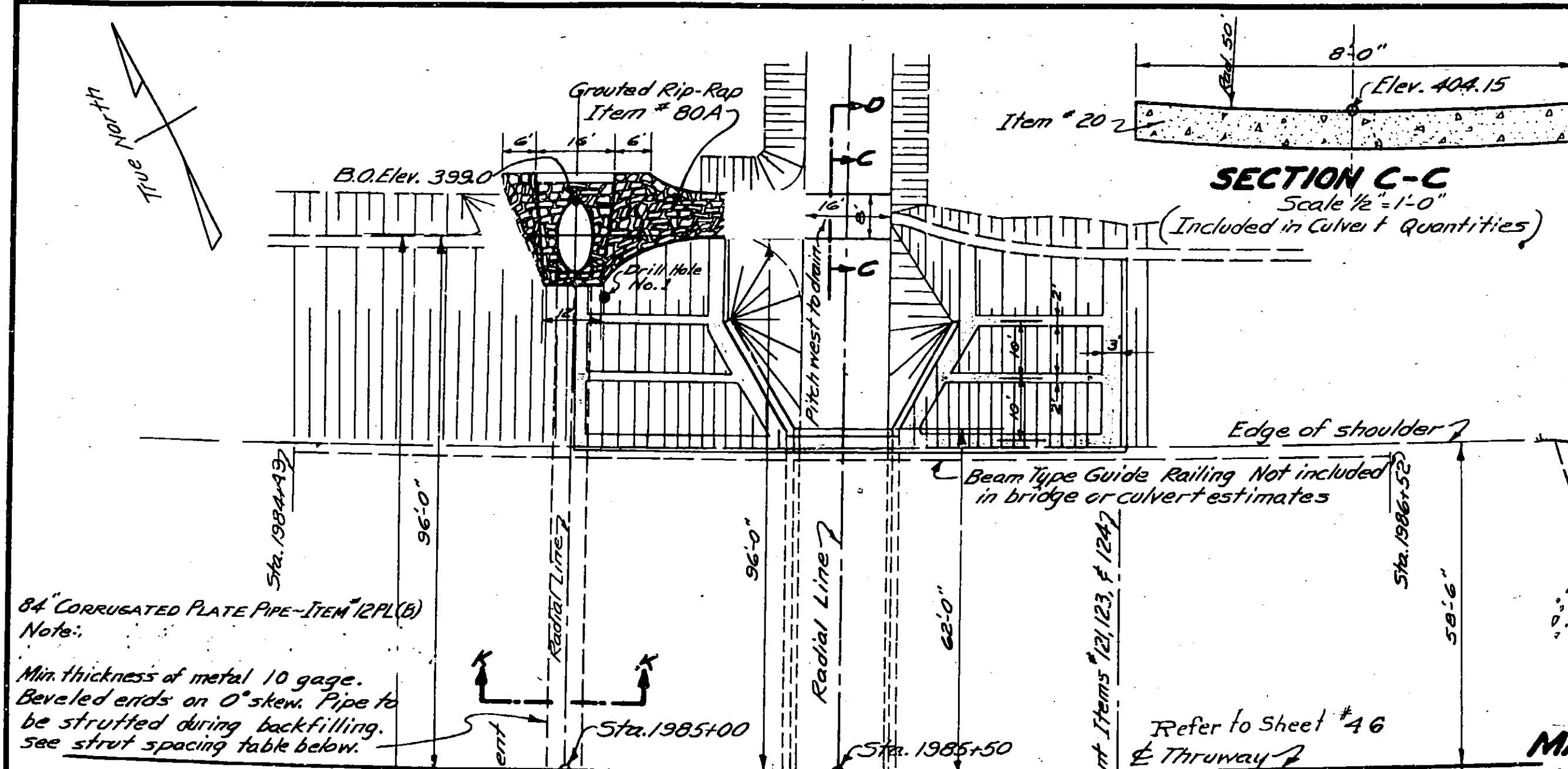
21R



Made by Traced by Checked by
PLAN E.J. Baranek H.J. Darlow E.C. Baranek

Prepared Pursuant to the Highway Law and Recommended by
Date
Engineer, District No. 2



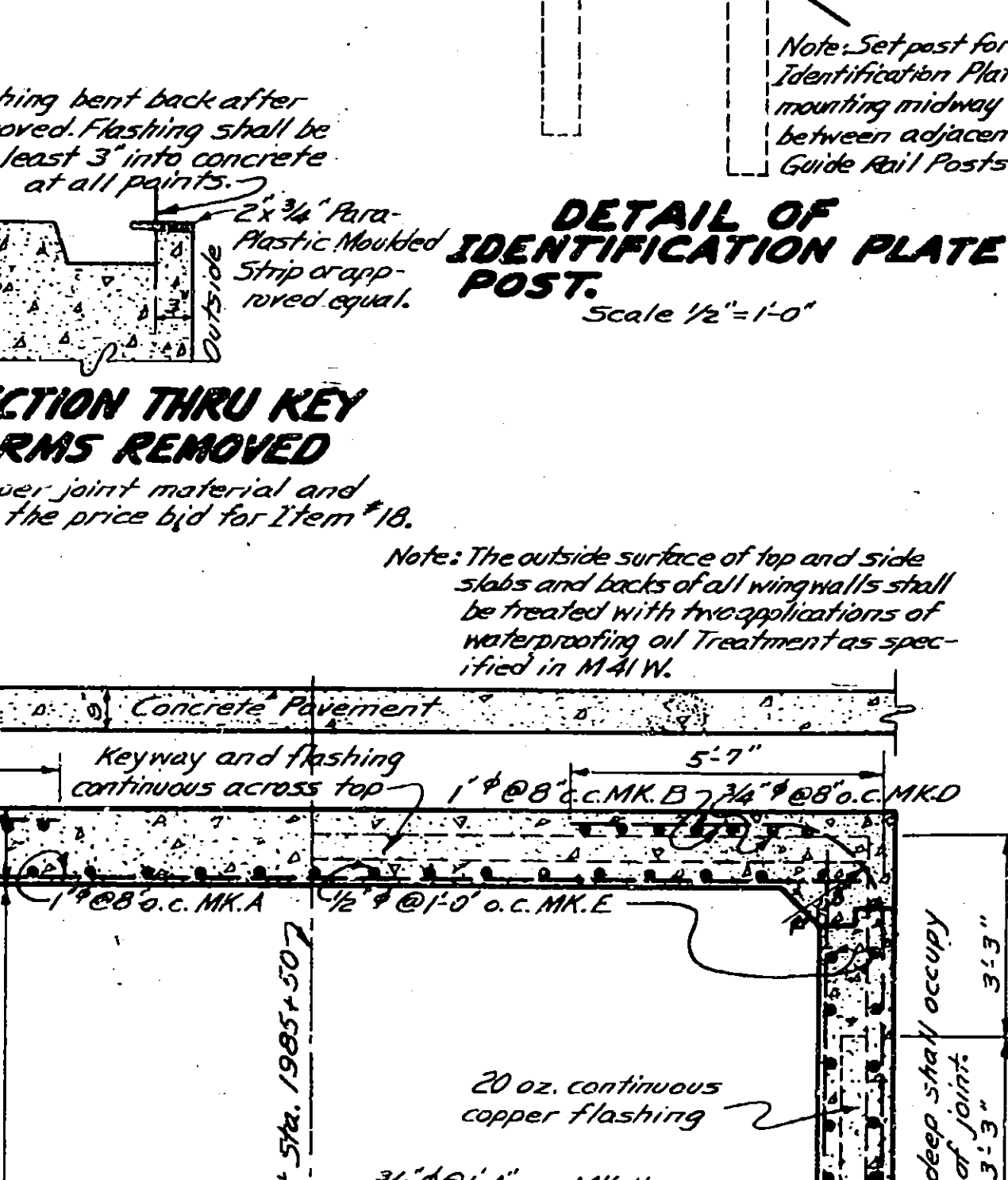
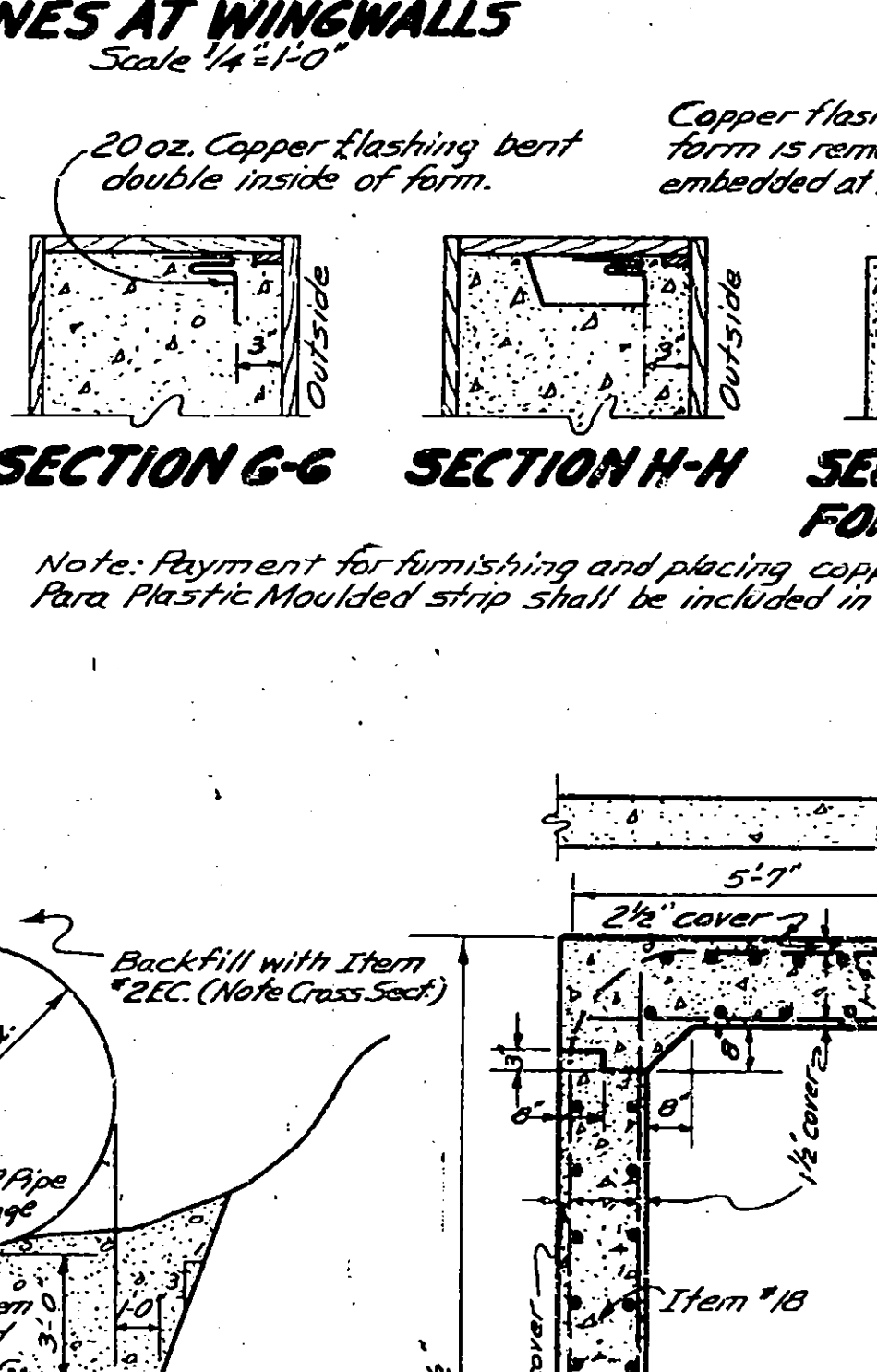
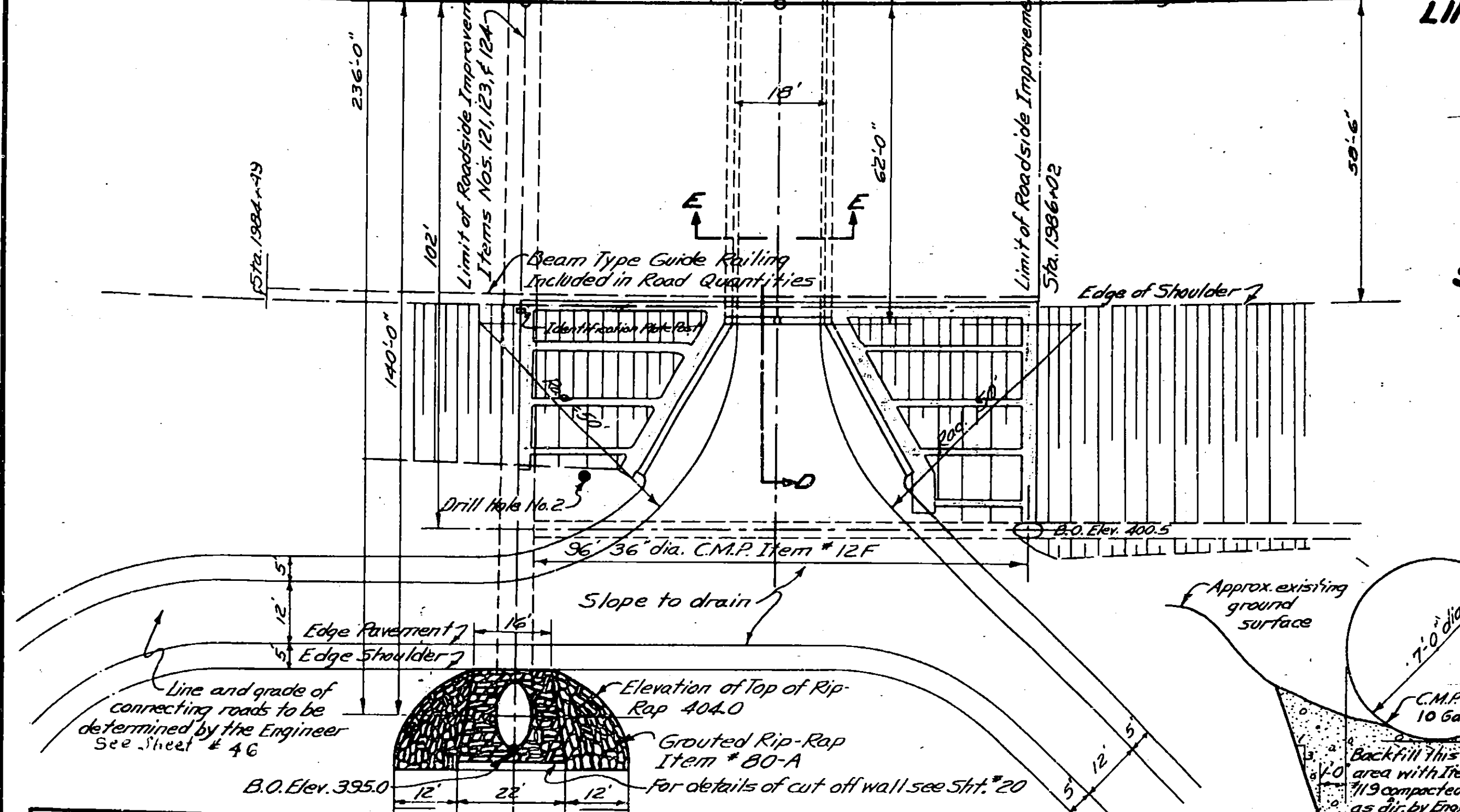


CULVERT QUANTITIES			
Item	Description	Unit	Final
5	Trench Culvert and Bridge Excavation	C.Y.	1083.7
12F	Corrugated Metal Pipe - Heavy (36" Diam.)	L.F.	96.0
12H	Corrugated Plate Pipe & Arches (36" Diam. 10 Ga.)	L.F.	236.00
15-2	Portland Cement - Type 2	Bbls.	18.34
15-N	Natural Cement - Type N	Bbls.	1.90
20	Class 1 Concrete	C.Y.	10.24
34A	Guide Posts - Wood	Ea.	1
80A	Grouted Rip-Rap	C.Y.	60.24
119	Run of Bank Gravel Fill	C.Y.	None Used

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		22	125

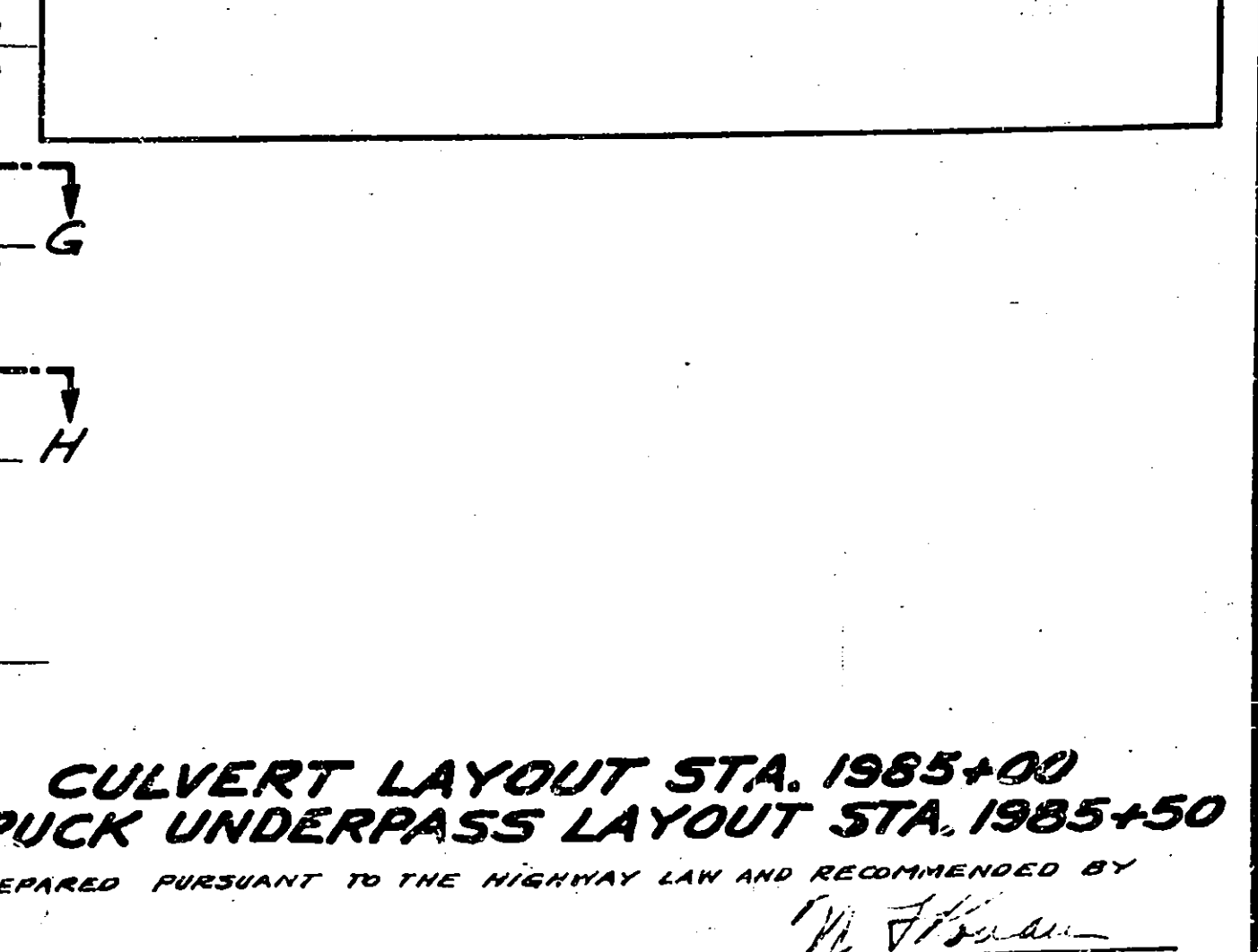
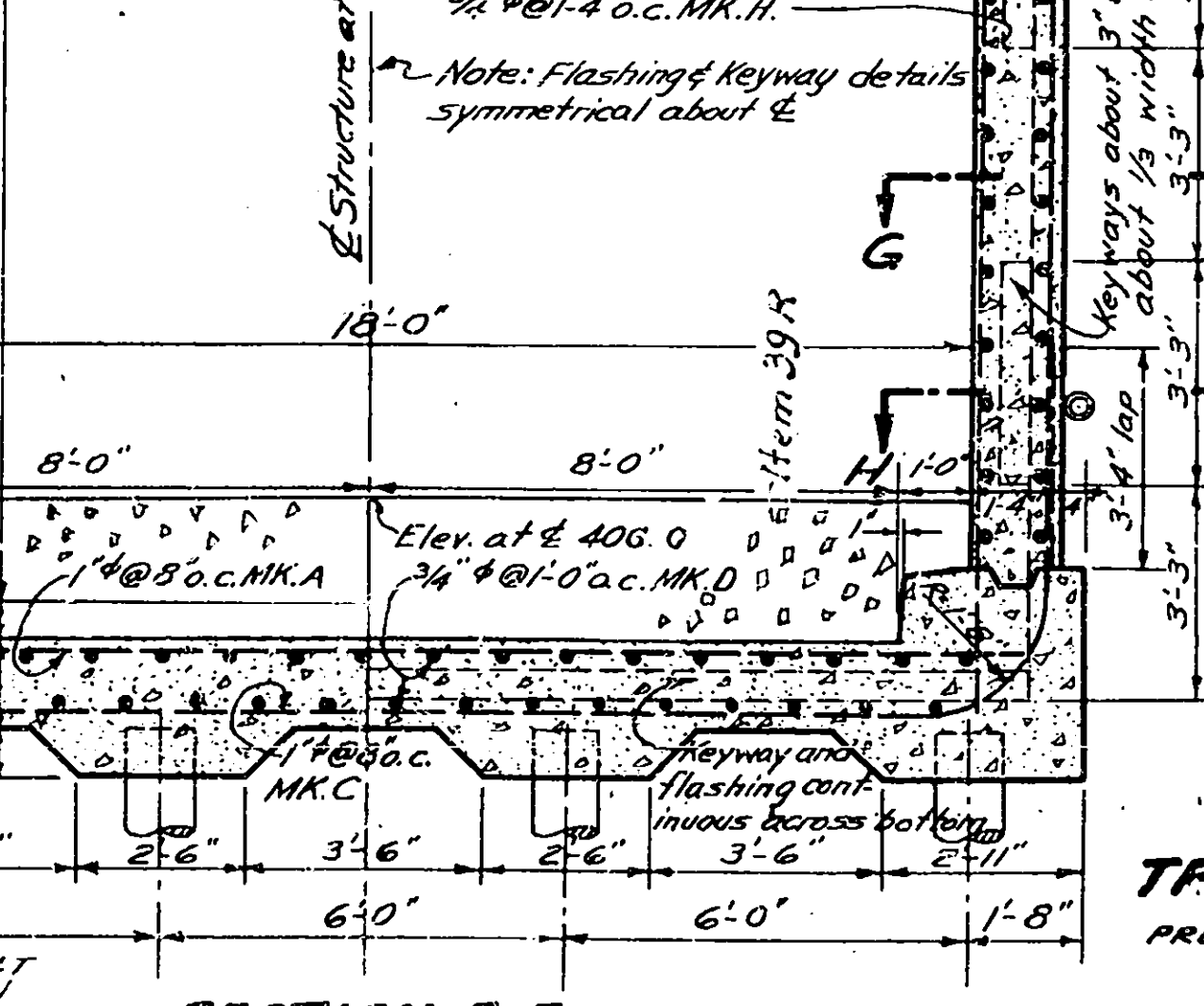
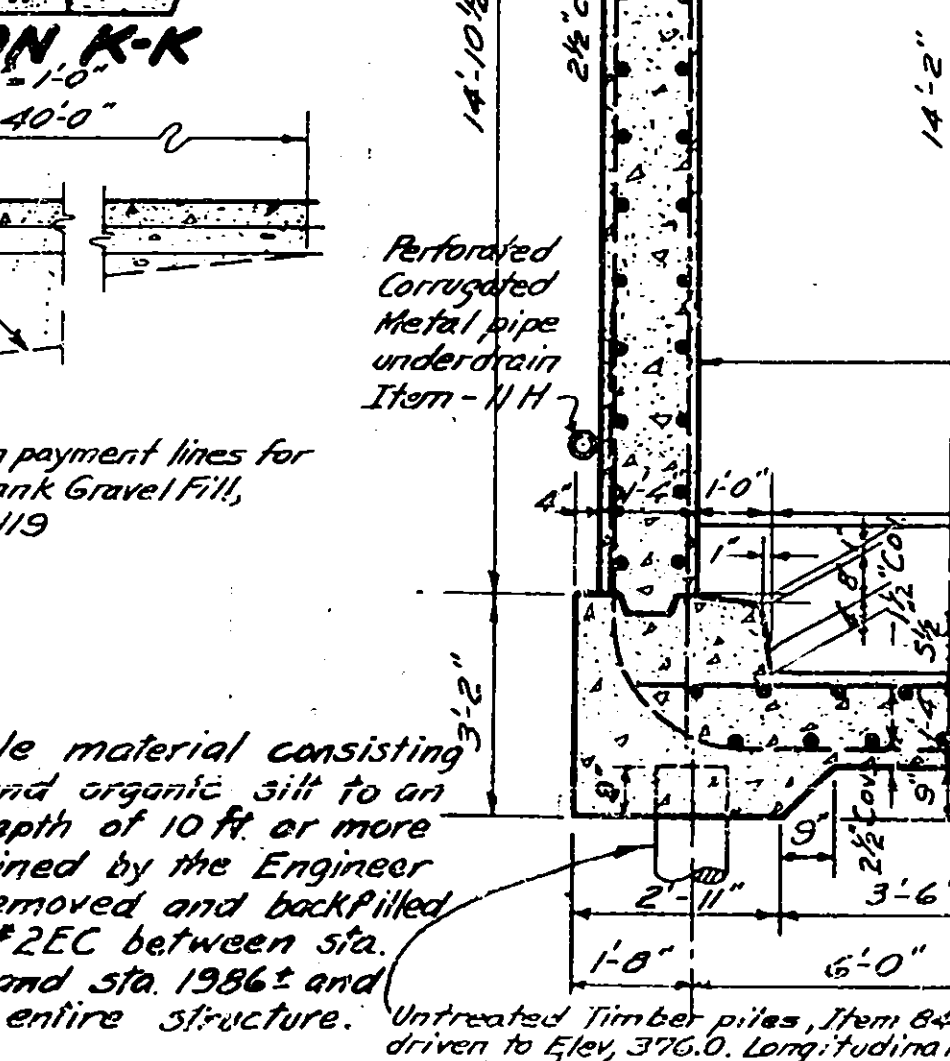
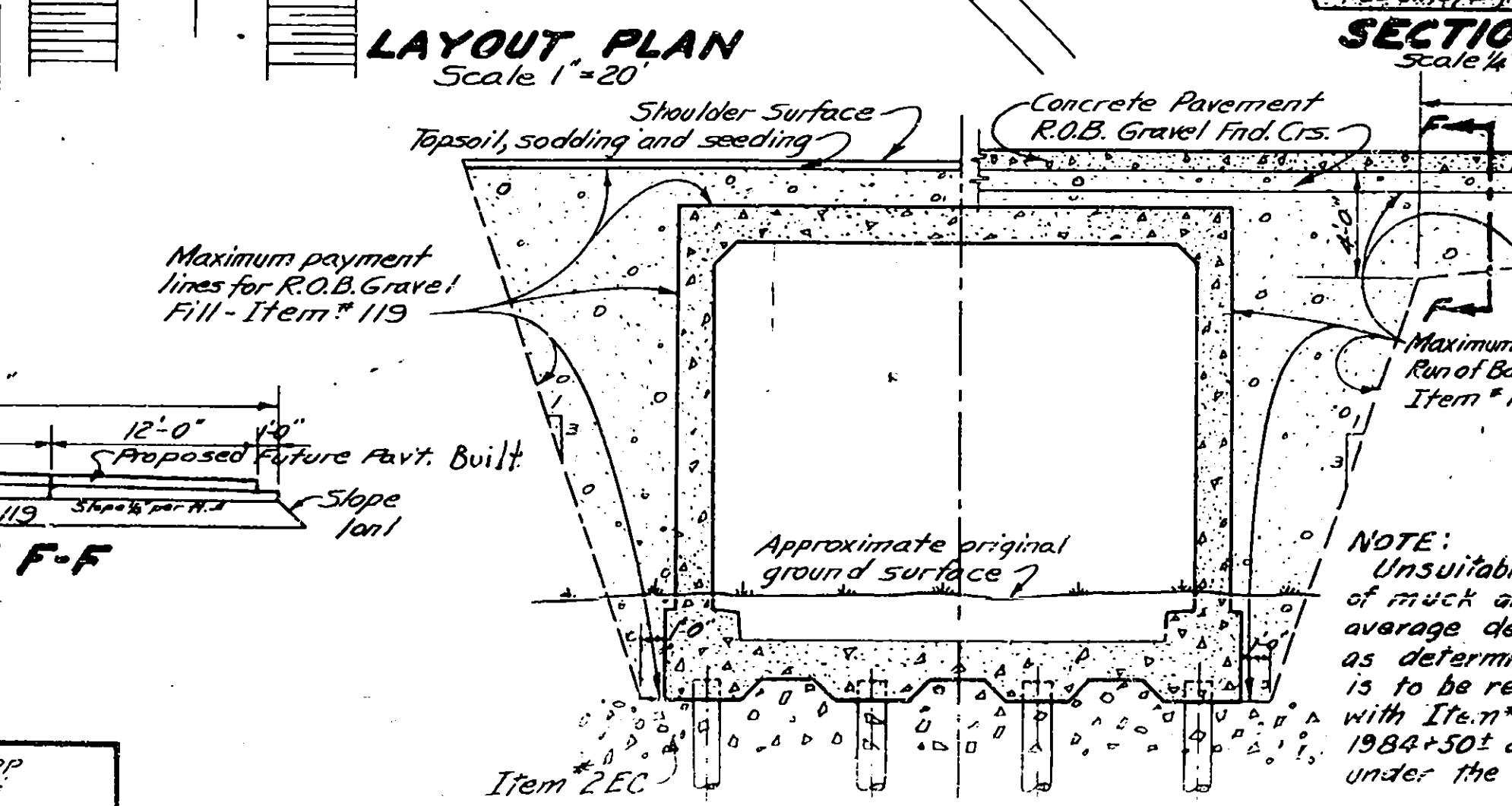
NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

UNDERPASS QUANTITIES			
Item	Description	Unit	Final
5	Trench, Culvert and Bridge Excavation	C.Y.	980.6
11H	Perforated Corrugated Met. Pipe Underdrain (6" Dia.)	L.F.	360.0
15-2	Portland Cement Type 2	Bbl.	899.2
15-N	Natural Cement Type N	Bbl.	114.0
18	Class 1A Concrete for Structures	C.Y.	68492
25	Steel Fabric Reinforcement	S.Y.	None Used
28	Bar Reinforcement for Structures	Lbs.	82388
478B	Cement Conc. Pavement	C.Y.	None Used
84T	Untreated Timber Piles	L.F.	8550.5
87	Furnishing Equipment for Driving Piles	L.S.	12.5%
84TU	Untreated Timber Test Piles	L.F.	80.0
119	Run of Bank Gravel Fill	C.Y.	958.8
121	Topsoil Placed from Stockpiles	C.Y.	13.5
123	Seeding on Prepared Areas	Ac.	0.02
124	Sodding	S.Y.	58.9
200	Air Entraining Agent	Gals.	None Used



UNDERPASS CONCRETE QUANTITIES			
ITEM No. 18			
North End Section			
Roof + Headwall + Guide Post Pocket		47.57cy.	
Side walls 2 @ 27.28 c.y.		54.56	
Bottom Slab + Cut-off Wall		70.79	
South End Section			
Same as North End Section plus 0.01c.y. for identification plate pedestal		172.93cy.	
Middle Section			
Roof		42.58cy.	
Sidewalls 2 @ 25.03 c.y.		50.06	
Bottom Slab		63.35	
South Wingwalls			
Footings 2 @ 23.76		47.52cy.	
Stems 2 @ 25.08		50.16	
North Wingwalls			
Footings 2 @ 19.56		39.12cy.	
Stems 2 @ 21.12		43.44	
Total Item #18		682.02cy.	

TABLE OF STRUT SPACING		
Pipe Diameter (inches)	Strut Size (inches)	Strut Spacing (feet)
84"	4x4"	4.0'
	4x6"	5.5'



Drawn by
Checked by
Traced by
Tracing Ckd. by

Ronald N. Throop
F. P. Zetwornick
F. G. Raymond
M. J. P. P. P.

NOTE: Unsuitable material consisting of muck and organic silt to an average depth of 10 ft. or more as determined by the Engineer is to be removed and backfilled with Item #2EC between Sta. 1984+50 and Sta. 1986+00 and under the entire structure.

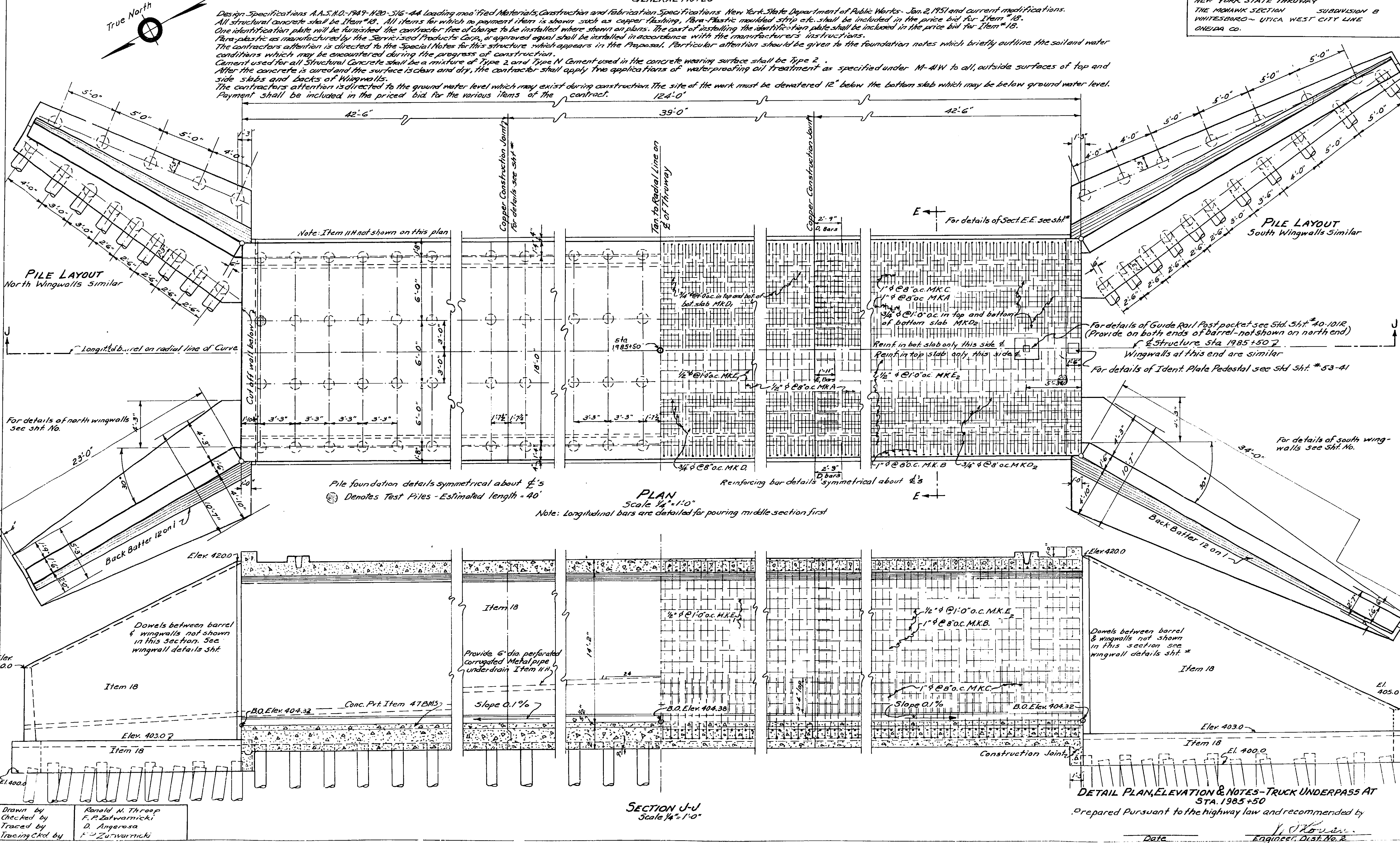
Untreated Timber piles, Item 84T driven to Elev. 376.0. Longitudinal spacing 3'-3" o.c. for design purposes. The add per pile does not exceed 15 ft.

DATE
ENGINEER DISTRICT NO. 2

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		23	125
NEW YORK STATE THRUWAY THE MONARK SECTION SUBDIVISION B WHITESBORO - UTICA WEST CITY LINE ONEIDA CO.				

GENERAL NOTES

Design Specifications A.A.S.H.O.-1949-1950-516-44 Loading modified Materials, Construction and Fabrication Specifications New York State Department of Public Works Jan. 2, 1951 and current modifications.
All structural concrete shall be Item #18. All items for which no payment item is shown such as copper flashing, Para-Plastic moulded strip etc. shall be included in the price bid for Item #18.
One identification plate will be furnished the contractor free of charge to be installed where shown on plans. The cost of installing the identification plate shall be included in the price bid for Item #18.
Para-plastic as manufactured by the Servitized Products Corp. or approved equal shall be installed in accordance with the manufacturers instructions.
The contractors attention is directed to the Special Notes for this structure which appears in the Proposal. Particular attention should be given to the foundation notes which briefly outline the soil and water conditions which may be encountered during the progress of construction.
Cement used for all Structural Concrete shall be a mixture of Type 2 and Type N Cement used in the concrete wearing surface shall be Type 2.
After the concrete is cured and the surface is clean and dry, the contractor shall apply two applications of water-proofing oil treatment as specified under M-41W to all outside surfaces of top and side slabs and backs of wingwalls.
The contractors attention is directed to the ground water level which may exist during construction. The site of the work must be dewatered 12" below the bottom slab which may be below ground water level.
Payment shall be included in the priced bid for the various items of the contract.



Drawn by
Checked by
Traced by
Tracing Ckd by

Ronald M. Throop
F. P. Zatzwornicki
D. Angerona
F. P. Zatzwornicki

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

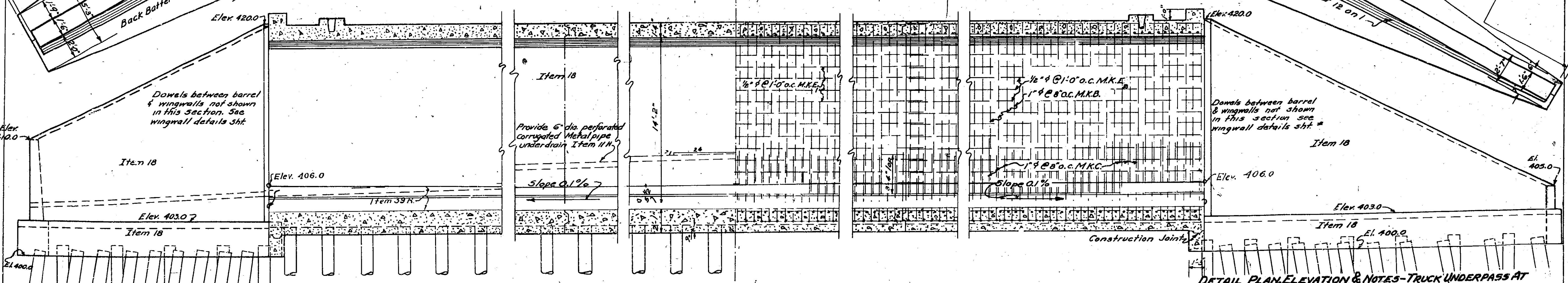
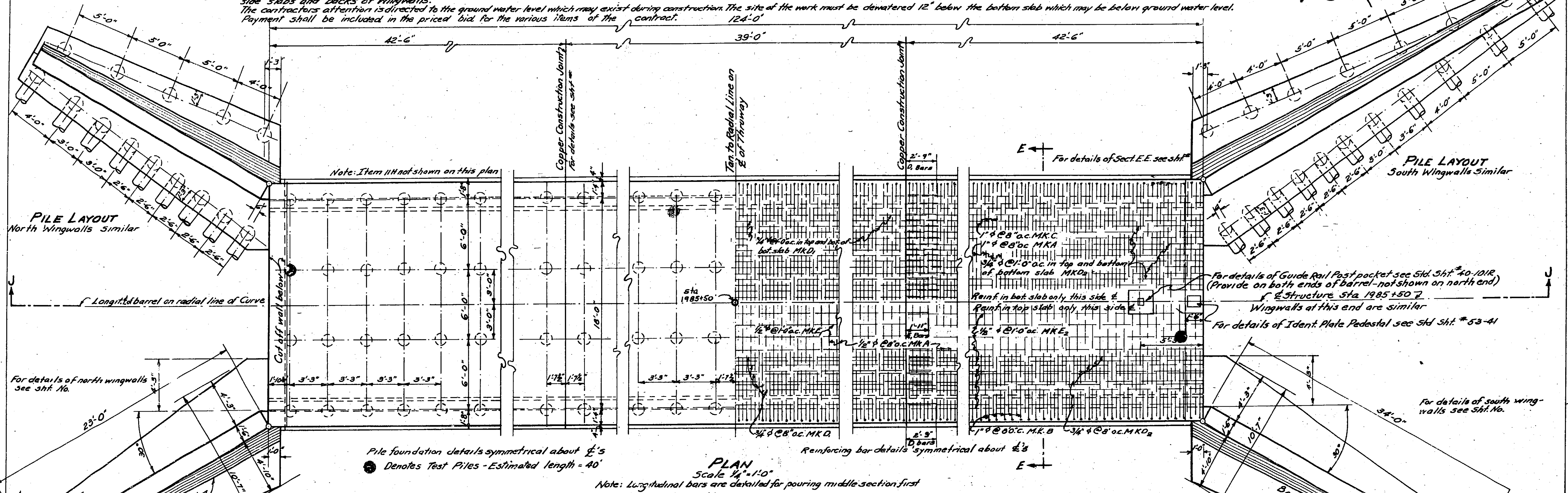
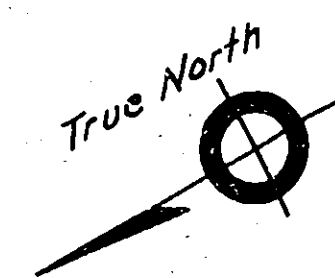
DETAIL PLAN, ELEVATION & NOTES - TRUCK UNDERPASS AT
STA. 1985+50
Prepared Pursuant to the highway law and recommended by
J. J. Throop
Engineer, Dist. No. 2

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		23	125

NEW YORK STATE THRUWAY
THE MOMARK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

GENERAL NOTES

Design Specifications A.A.S.H.O. 1949-1956-57-44 Loading modified Materials, Construction and Fabrication Specifications New York State Department of Public Works Jan. 2, 1951 and current modifications.
All structural concrete shall be Item #18. All items for which no payment item is shown such as copper flashing, Para-Plastic moulded strip etc. shall be included in the price bid for Item #18.
One identification plate will be furnished the contractor free of charge to be installed where shown on plans. The cost of installing the identification plate shall be included in the price bid for Item #18.
Para-plastic as manufactured by the Servisised Products Corp., or approved equal shall be installed in accordance with the manufacturers instructions.
The contractors attention is directed to the Special Notes for this structure which appears in the Proposal. Particular attention should be given to the foundation notes which briefly outline the soil and water conditions which may be encountered during the progress of construction.
Cement used for all Structural Concrete shall be a mixture of Type 2 and Type N Cement used in the concrete wearing surface shall be Type 2.
After the concrete is cured and the surface is clean and dry, the contractor shall apply two applications of waterproofing oil treatment as specified under M-41W to all outside surfaces of top and side slabs and backs of wingwalls.
The contractors attention is directed to the ground water level which may exist during construction. The site of the work must be dewatered 12" below the bottom slab which may be below ground water level.
Payment shall be included in the price bid for the various items of the contract.



Drawn by
Checked by
Traced by
Tracing checked by

Ronald M. Throop
F. R. Zarwinski
D. Angeleso
F. R. Zarwinski

DETAIL PLAN, ELEVATION & NOTES - TRUCK UNDERPASS AT
STA. 1985+50
Prepared Pursuant to the highway law and recommended by

Date: Engineer's Dist. No. 2

BAR LIST-BARREL

Mark	Size	No.	Length	Location and Description
A	1"φ	368	20'-2"	Trans. bars bot top slab and top bot slab.
B	1"φ	374	13'-6"	Vert. bars in sidewalls and top slab.
C	1"φ	187	30'-0"	Trans. bars in bottom of bottom slab.
D ₁	3/4"φ	51	44'-6"	Longit. bars in top and bot slab (middle section)
D ₂	3/4"φ	102	42'-0"	" " " " " (end sections)
E ₁	1/2"φ	71	43'-0"	Longit. bars in bot of top slab and sidewalls mid sect.
E ₂	1/2"φ	142	42'-0"	" " " " " " end sects.
F	1/2"φ	6	5'-4"	Guide rail post pocket hoops.
G	3/4"φ	8	1'-10"	Guide rail post pocket vertical corner bars.
H	3/4"φ	187	16'-9"	Vert. bars in inside face of sidewalls.

Note: Location & size of dowels between barrel & wingwalls are shown on wingwall details & are included in wingwall bar lists.

BAR LIST FOR ONE SOUTH WINGWALL

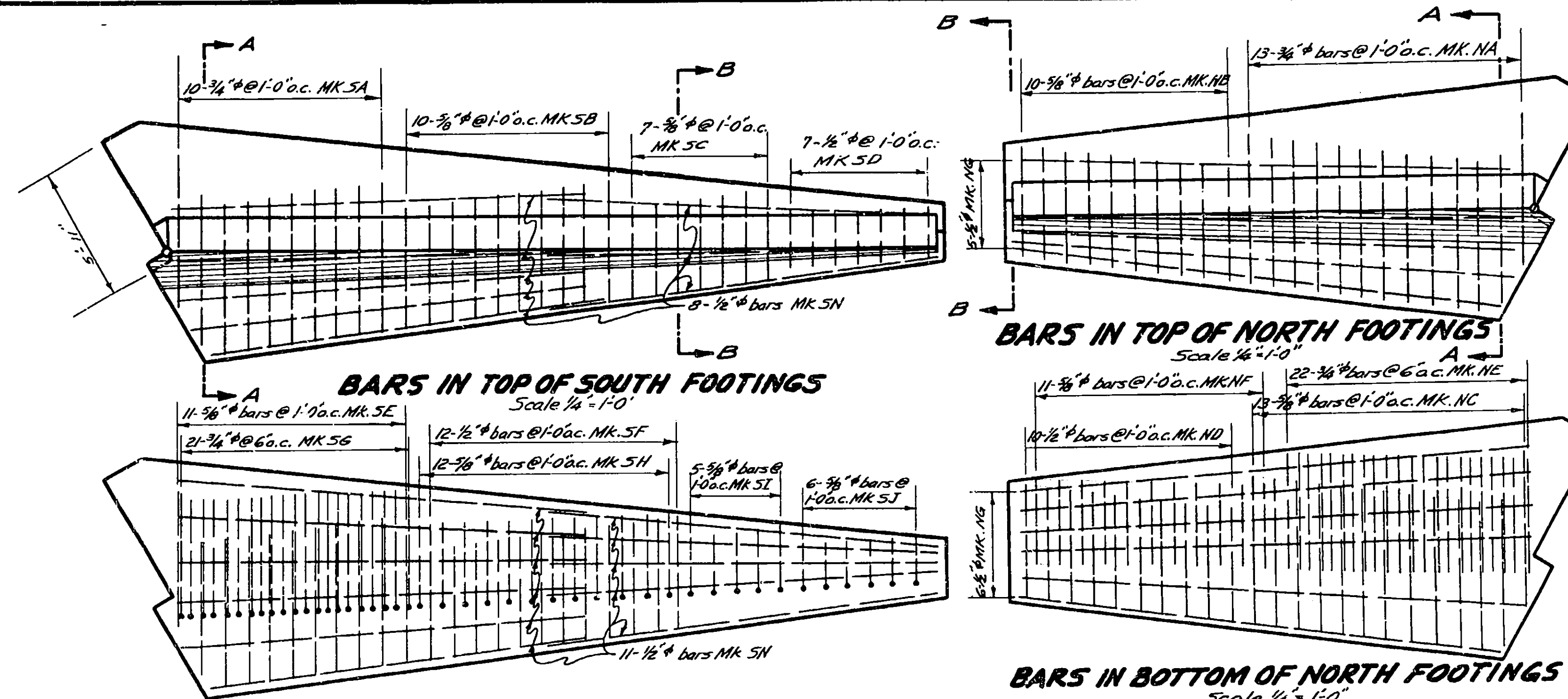
Mark	Size	No.	Length	Location and Description
SA	3/4"φ	10	6'-8"	Transverse bars in top of footing
SB	3/4"φ	10	5'-3"	" " " " " "
SC	3/4"φ	7	4'-0"	" " " " " "
SD	1/2"φ	7	2'-3"	" " " " " "
SE	3/4"φ	11	6'-7"	Transverse bars in bottom of footing
SF	1/2"φ	12	5'-0"	" " " " " "
SG	3/4"φ	21	12'-0"	Footing bars bent into stem to lap vert. bars by 40 dia.
SH	3/4"φ	12	10'-4"	" " " " " "
SI	3/4"φ	5	10'-5"	" " " " " "
SJ	3/4"φ	6	6'-11"	" " " " " "
SK	3/4"φ	11	10'-3"	Vert. bars - back face of stem lap to alt. MK SG
SL	3/4"φ	6	8'-0"	" " " " " " MK SH
SM	3/4"φ	6	5'-0"	" " " " " " MK SH
SN	1/2"φ	53	18'-2"	Horiz. bars in front and back faces of stem, top bot. fly.
SO	3/4"φ	22	6'-0"	Horiz. dowels - barrel to wingwall - both faces.
SP	1/2"φ	7	12'-9"	Vert. bars in front face of stem
SQ	1/2"φ	7	8'-0"	" " " " " "
SR	1/2"φ	17	6'-3"	" dowels " " " " "
SS	1/2"φ	3	8'-4"	" " " " " "
ST	1/2"φ	3	4'-4"	" " " " " "

BAR LIST FOR ONE NORTH WINGWALL

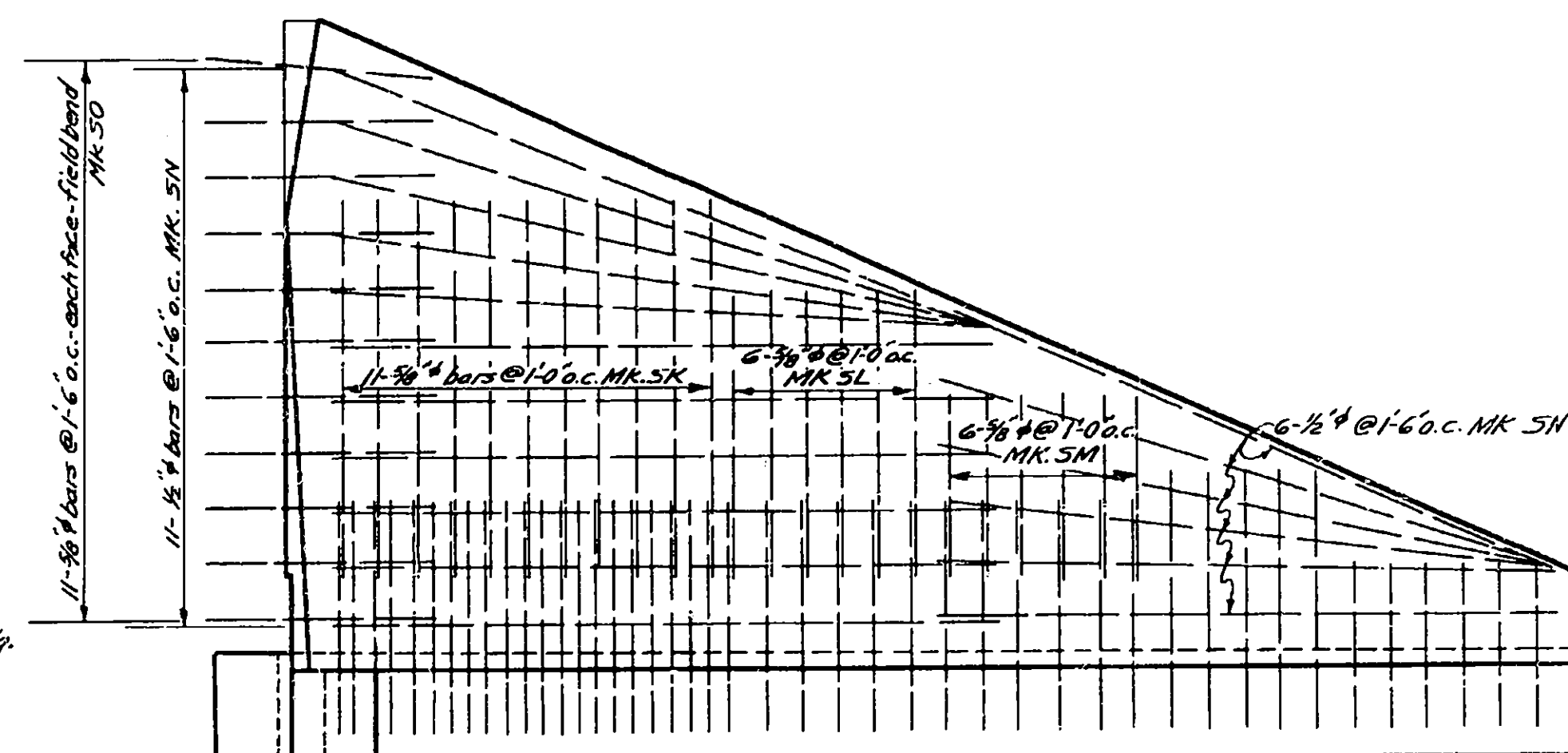
Mark	Size	No.	Length	Location and Description
NA	3/4"φ	13	6'-6"	Transverse bars in top of footing.
NB	3/4"φ	10	5'-0"	" " " " " "
NC	3/4"φ	13	6'-6"	" " " " " "
ND	1/2"φ	10	5'-0"	" " " " " "
NE	3/4"φ	22	12'-0"	Ftg. bars bent into stem to lap vert. Same as MK SG.
NF	3/4"φ	11	10'-4"	" " " " " " " SH
NG	1/2"φ	33	22'-6"	Horiz. bars in faces of stem, top and bot. of ftg.
NH	3/4"φ	11	11'-6"	Vert. bars in back face of stem lap to alt. MK. NE
NI	3/4"φ	5	9'-6"	" " " " " " MK. NF
NJ	3/4"φ	6	6'-6"	" " " " " " MK. NF
NK	3/4"φ	22	6'-0"	Dowels barrel to wingwall - both faces
NL	1/2"φ	15	6'-3"	Vert. dowels in front face of stem.
NM	1/2"φ	6	12'-0"	Vert. rods in front face - lap to NL.
NN	1/2"φ	5	9'-0"	" " " " " " NL.
NO	1/2"φ	4	6'-0"	" " " " " " NL.

Drawn By Ronald M. Throop
 Checked By F. P. Zolwarrnicki
 Traced By P. G. Raymond
 Tracing Ckd. By F. P. Zolwarrnicki

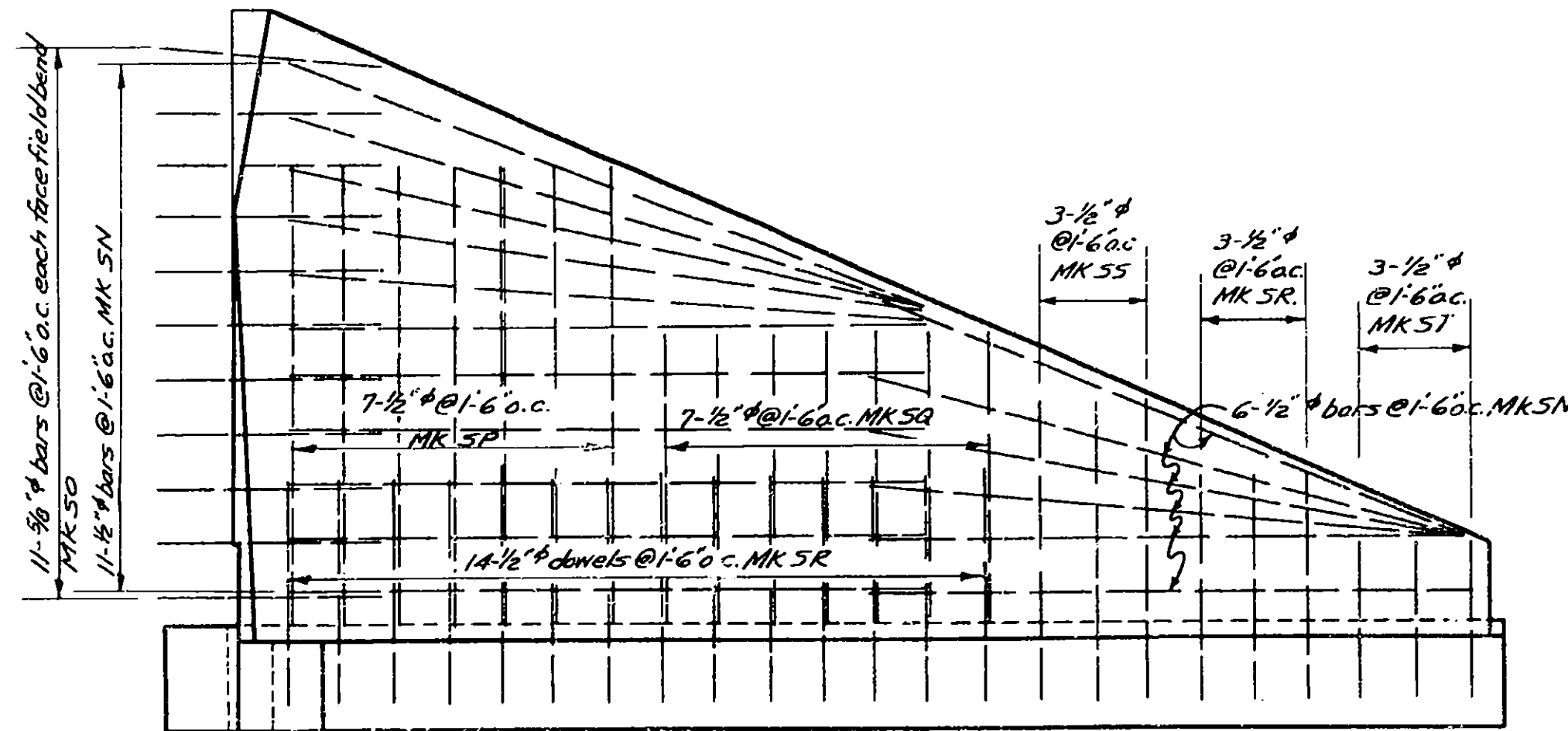
Note: Reinforcing bar laps where indicated are 40 diameters.



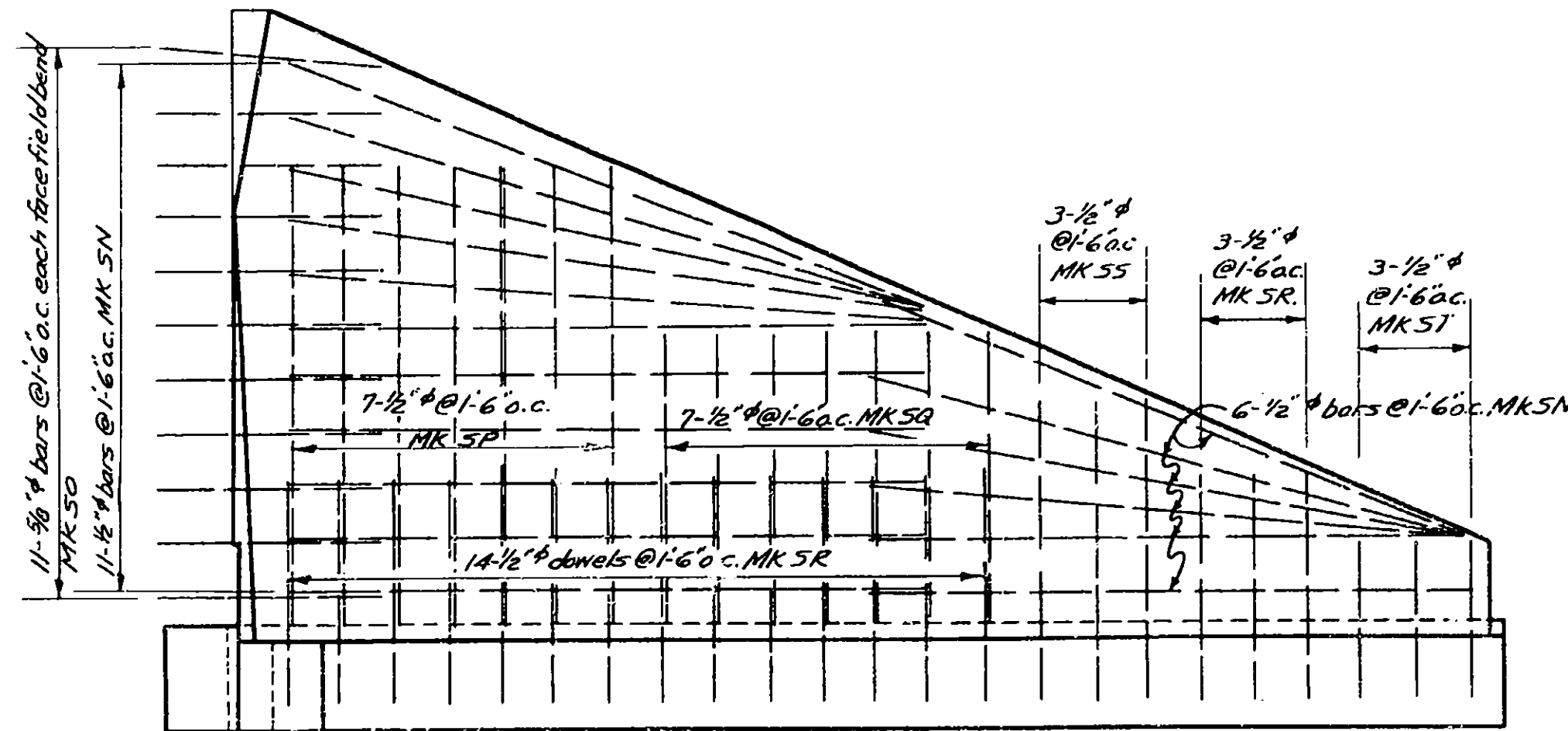
BAR LIST FOR ONE SOUTH WINGWALL
 Scale 1/4" = 1'-0"



BAR LIST FOR ONE NORTH WINGWALL
 Scale 1/4" = 1'-0"

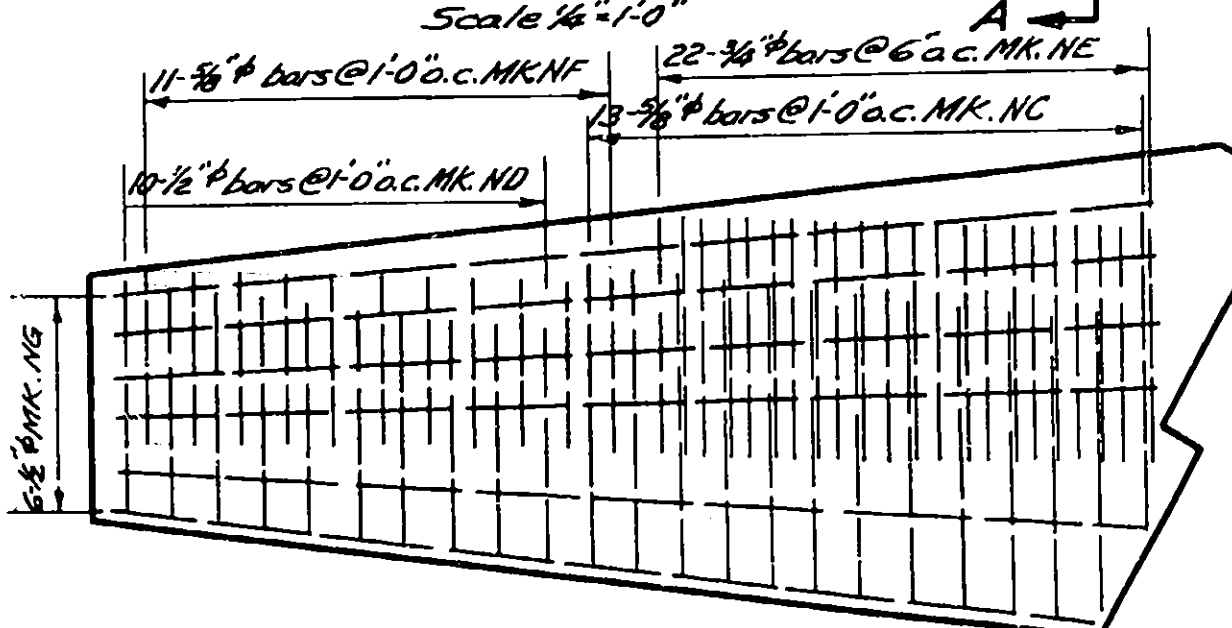


BAR LIST FOR ONE NORTH WINGWALL
 Scale 1/4" = 1'-0"

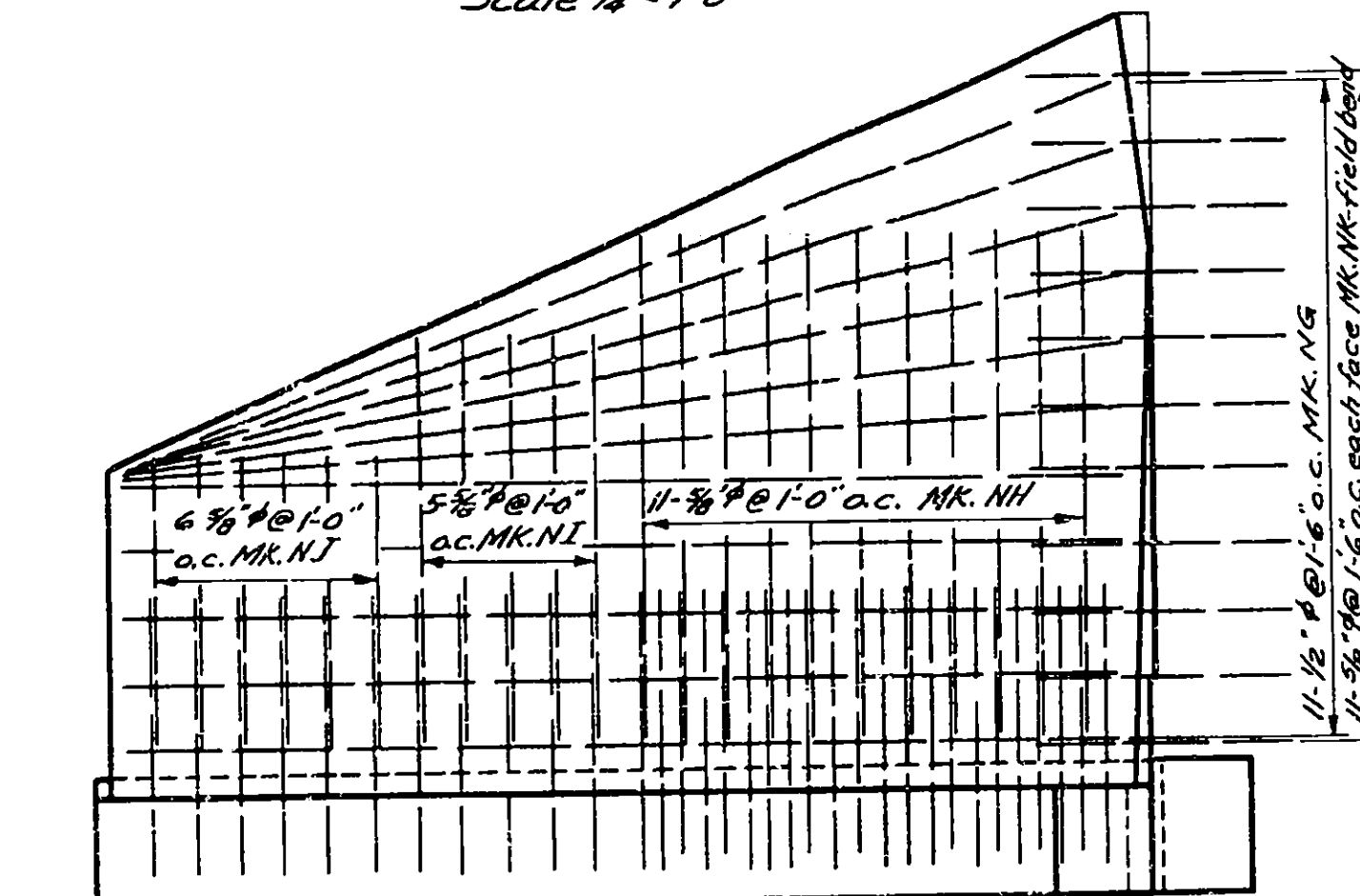


BAR LIST FOR ONE NORTH WINGWALL
 Scale 1/4" = 1'-0"

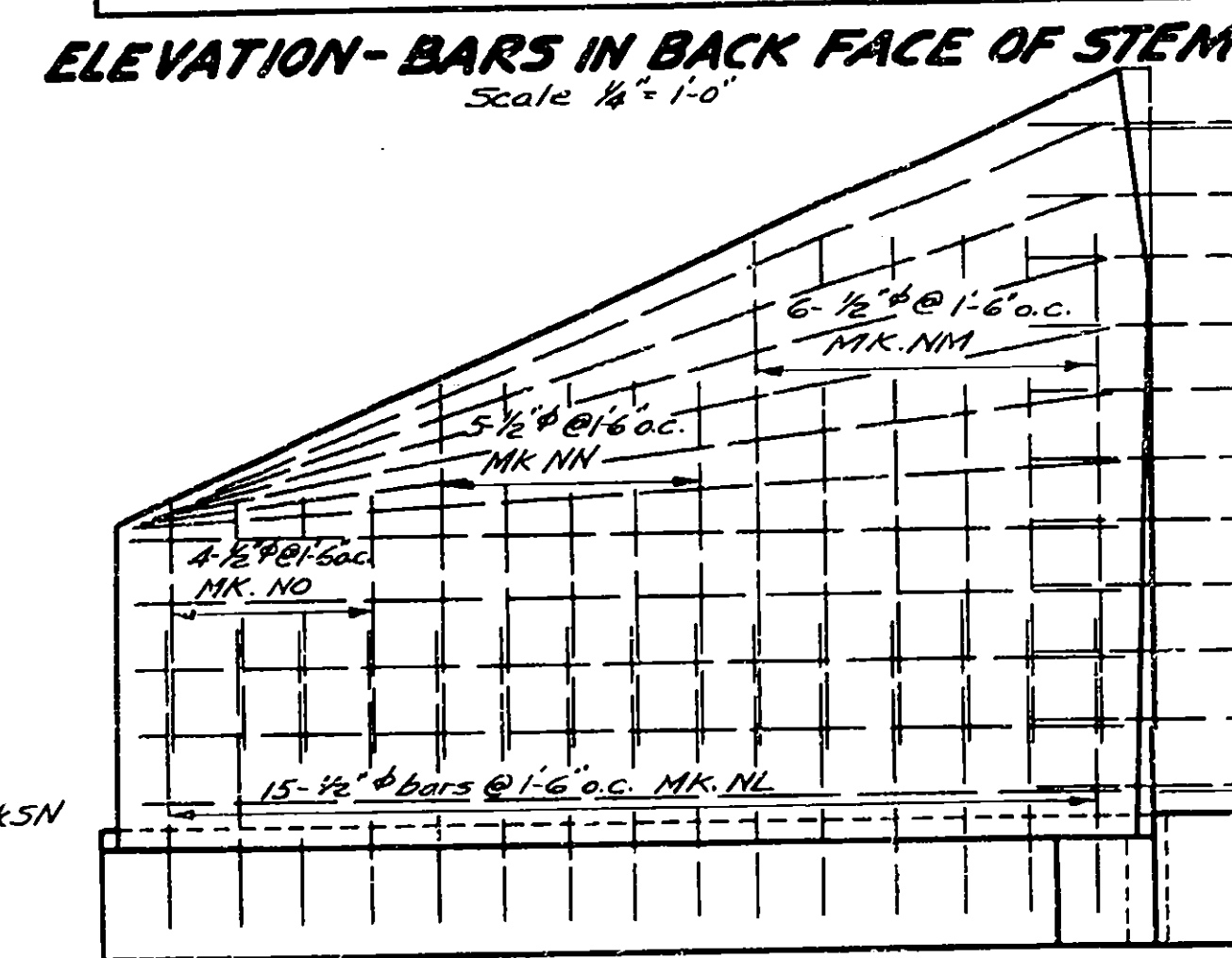
BAR LIST FOR ONE SOUTH WINGWALL



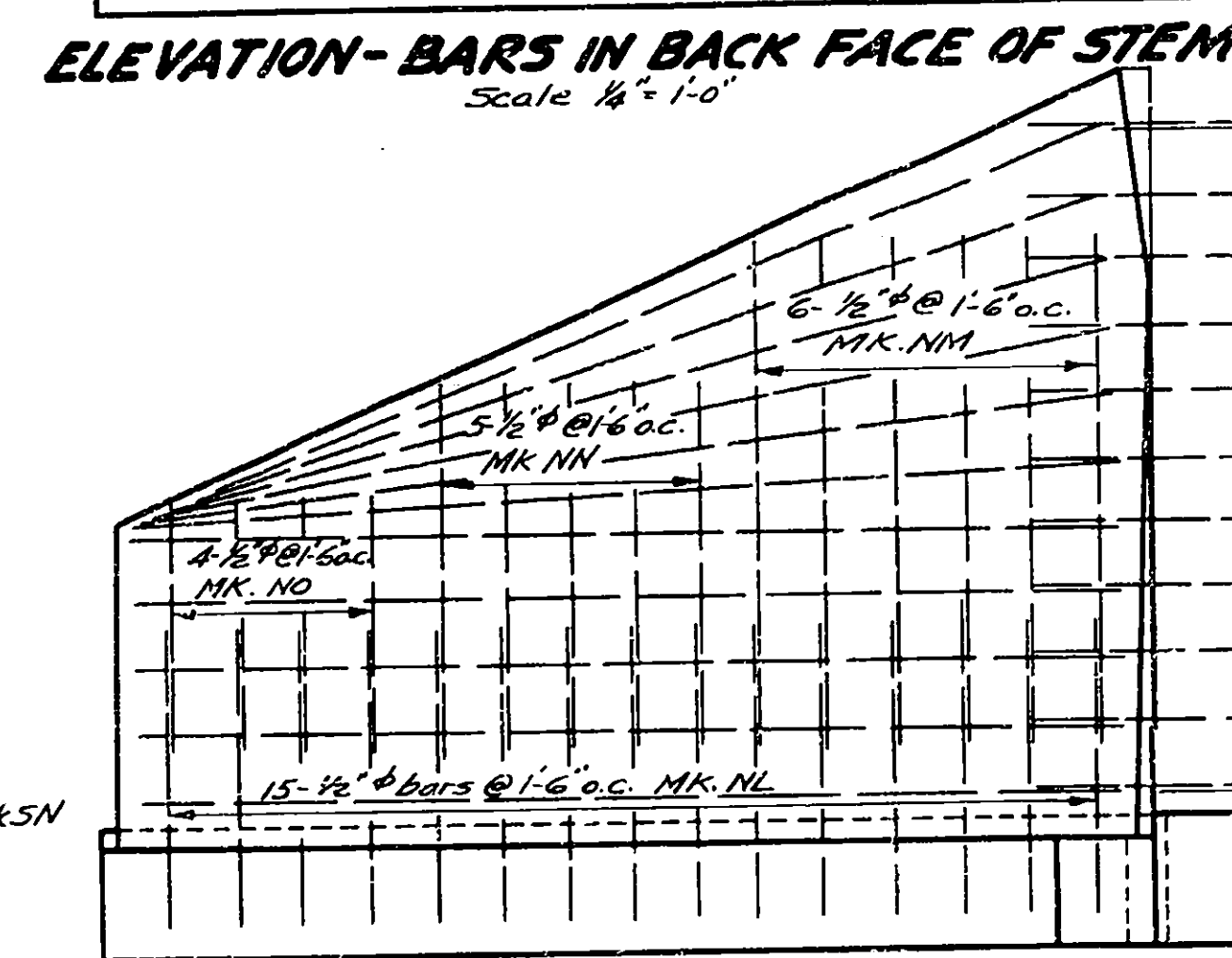
BAR LIST FOR ONE SOUTH WINGWALL
 Scale 1/4" = 1'-0"



BAR LIST FOR ONE SOUTH WINGWALL
 Scale 1/4" = 1'-0"



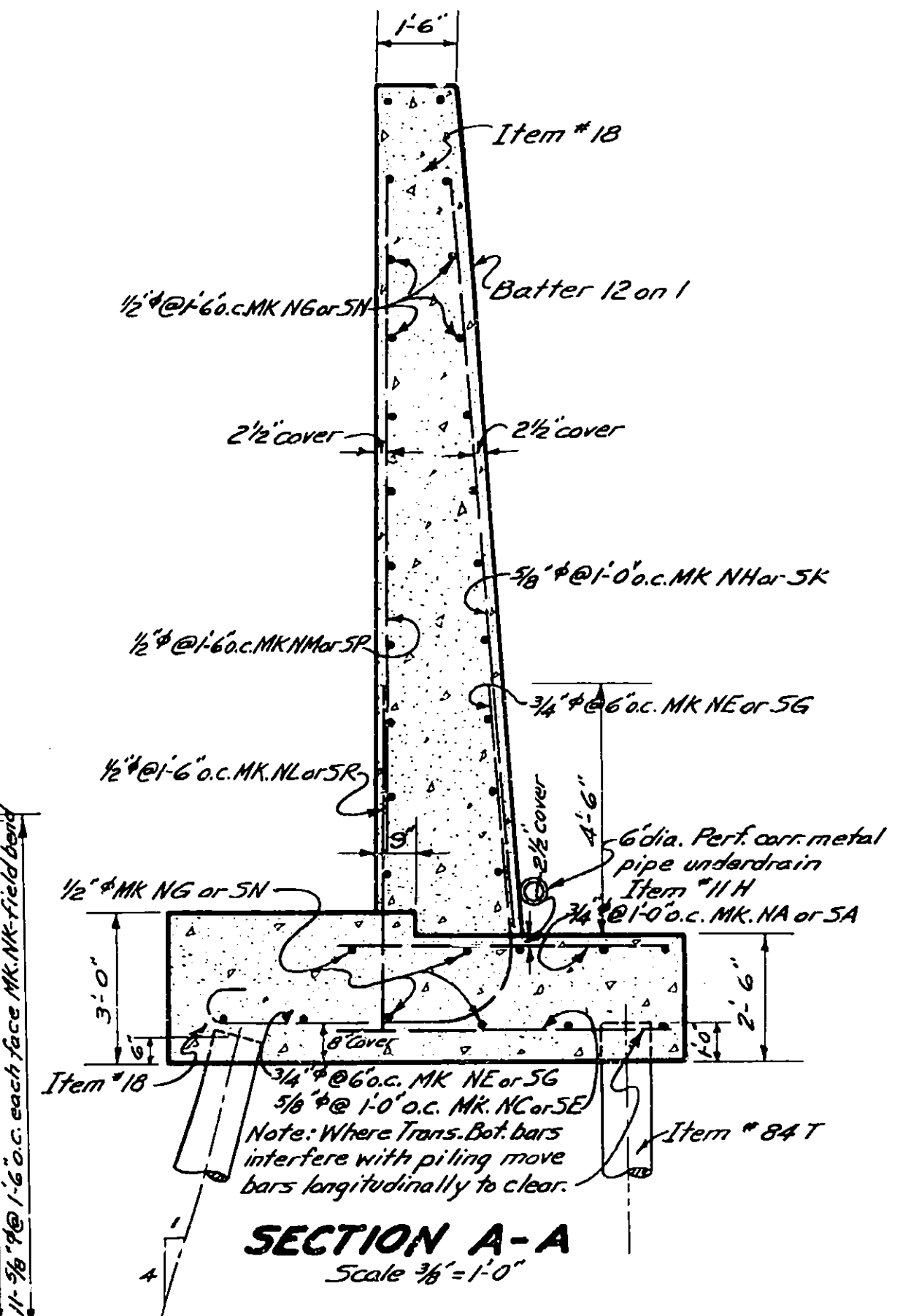
BAR LIST FOR ONE NORTH WINGWALL
 Scale 1/4" = 1'-0"



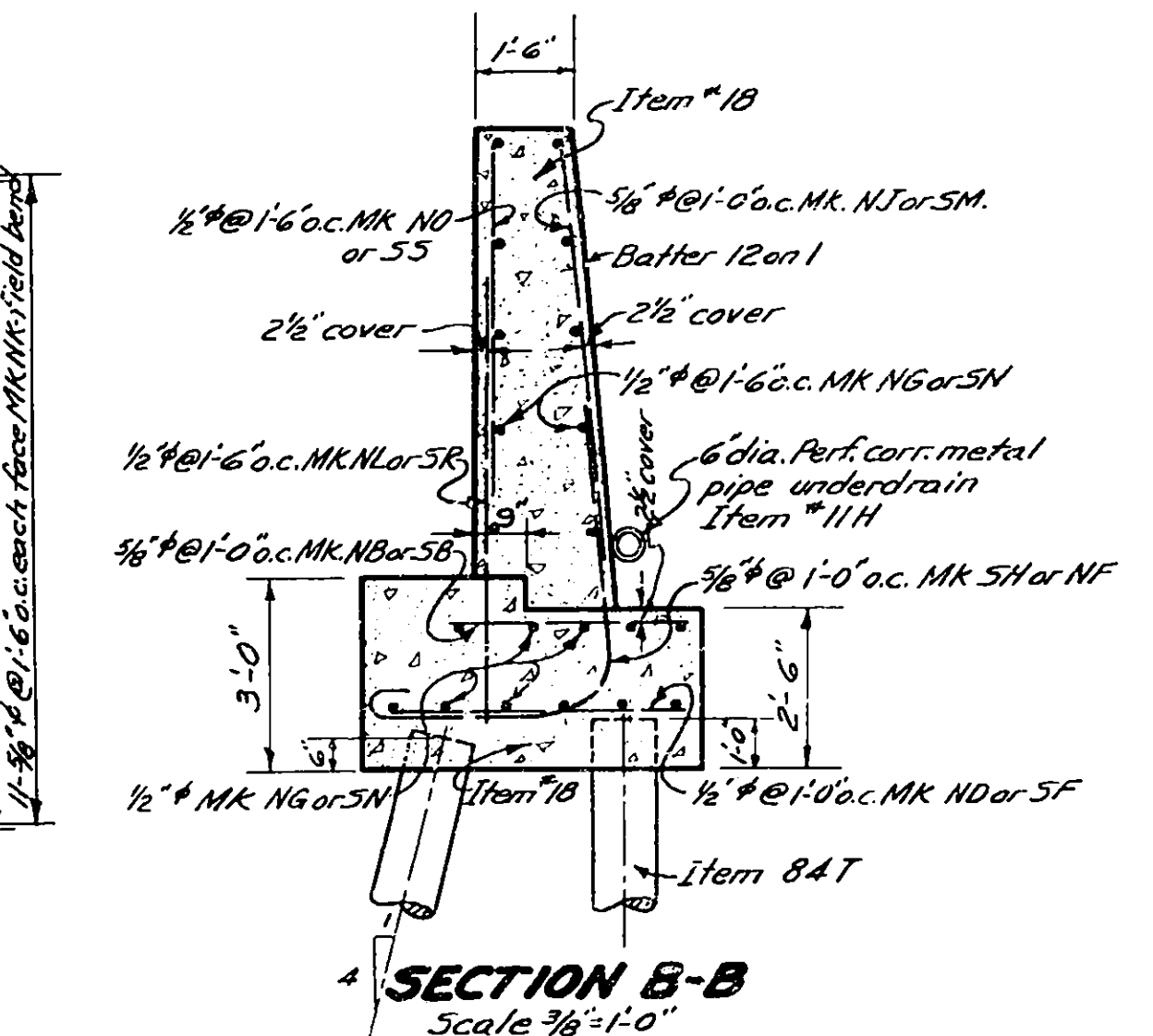
BAR LIST FOR ONE NORTH WINGWALL
 Scale 1/4" = 1'-0"

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
			24	125

NEW YORK STATE THRUWAY
 THE MOHAWK SECTION SUBDIVISION B
 WHITESBORO - UTICA WEST CITY LINE
 ONEIDA CO.



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



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

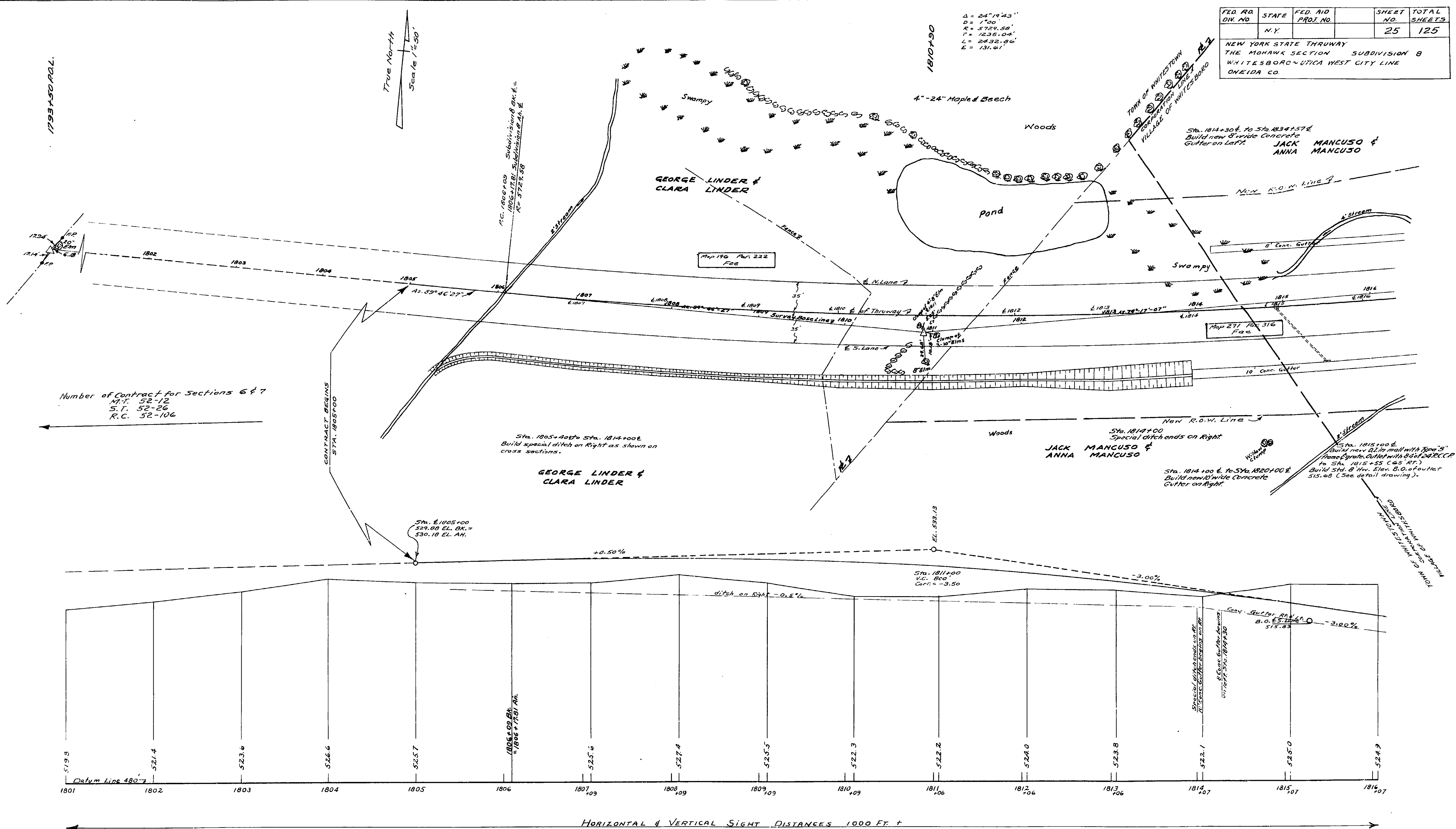
WINGWALL DETAILS AND BAR LIST TRUCK UNDERPASS STA. 1985+50

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

DATE _____ ENGINEER DISTRICT NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		25	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITEBORO-UTICA WEST CITY LINE
ONEIDA CO.



MADE BY
PLAN *E.J. Connelly*
PROFILE *E.J. Connelly*

TRACED BY
E.J. Zabara
E.J. Zabara

CHECKED BY
R.P. Subowski
R.P. Subowski

PROFILE SCALES
HORIZONTAL - 1"=50'
VERTICAL - 1"=10'

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY:
[Signature]
ENGINEER DISTRICT NO. 2

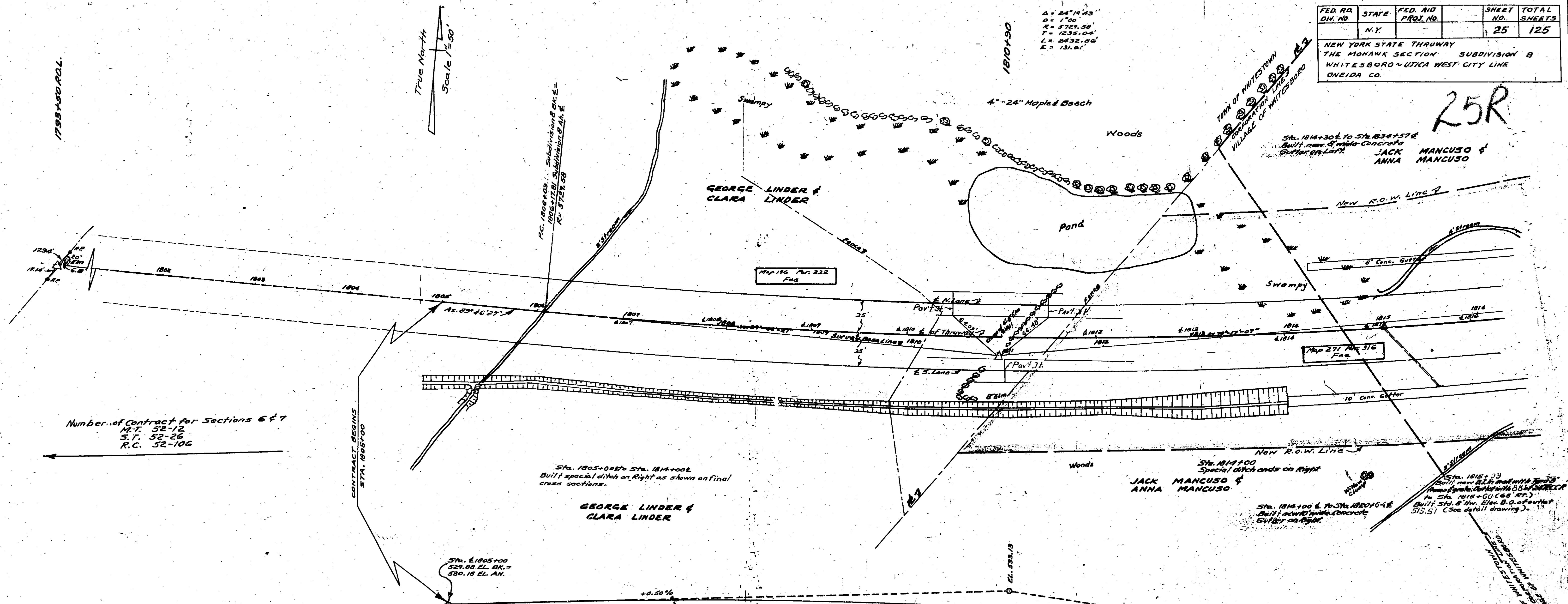
DATE _____

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	N.Y.		25	125

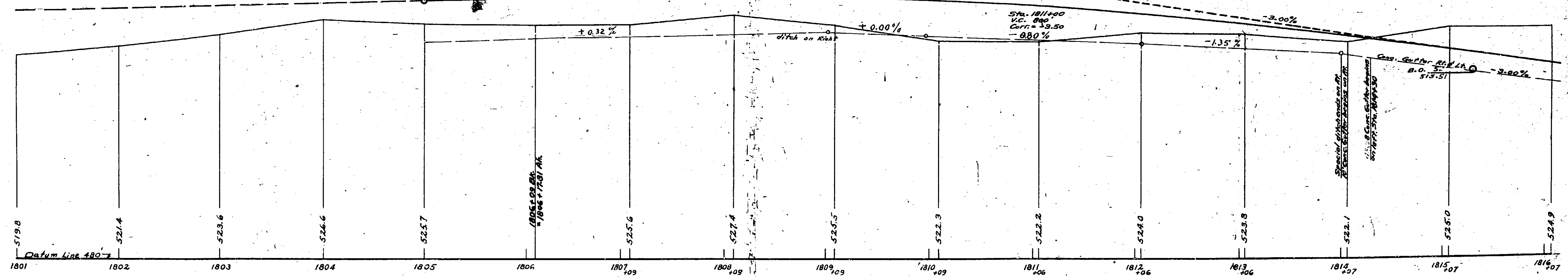
NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

25R

$\Delta = 24^\circ 14' 43''$
 $D = 1700'$
 $R = 5729.58'$
 $T = 1235.04'$
 $L = 2432.66'$
 $E = 131.61'$



Number of Contract for Sections 6 & 7
M.T. 52-12
S.T. 52-26
R.C. 52-106



HORIZONTAL & VERTICAL SIGHT DISTANCES 1000 FT. +

PROFILE SCALES
HORIZONTAL - 1" = 50'
VERTICAL - 1" = 10'

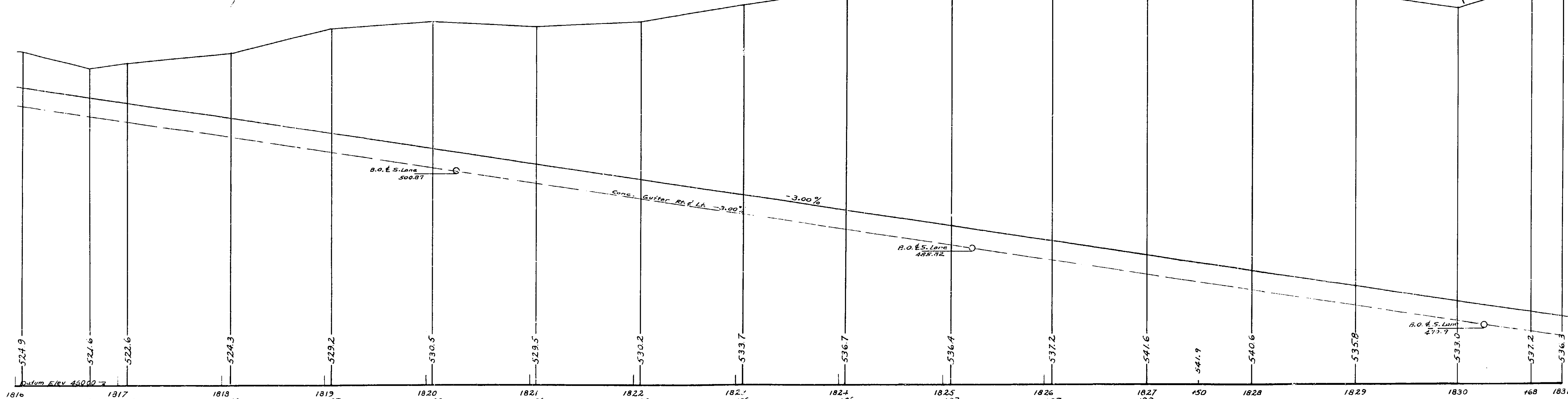
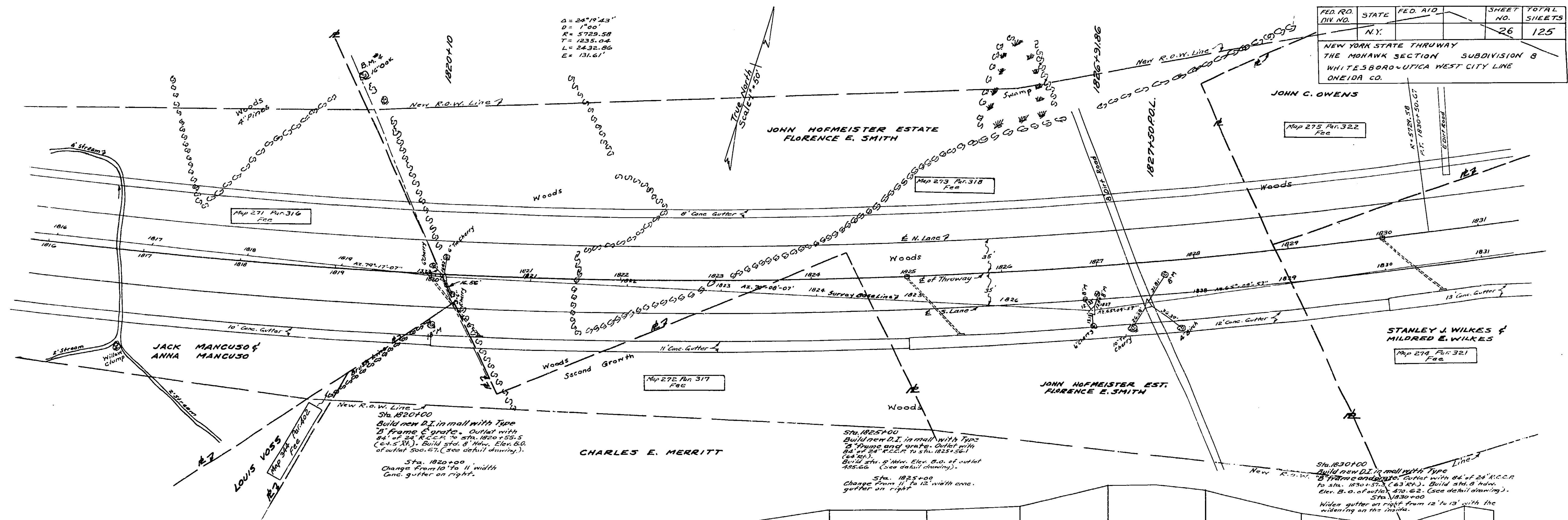
MADE BY
PLAN R.T. Dwyer
PROFILE R.T. Dwyer

TRACED BY
F.J. Zabara

CHECKED BY
R.A. Jakubowski
R.T. Kubowski

PREPARED IN ACCORDANCE TO THE HIGHWAY LAW AND RECOMMENDED BY
N. Honan
ENGINEER DISTRICT NO. 2
DATE _____

FED. RD. DIV. NO.	STATE	FED. AID	SHEET NO.	TOTAL SHEETS
	N.Y.		26	125
NEW YORK STATE THRUWAY THE MOHAWK SECTION SUBDIVISION 8 WHITEBORO-UTICA WEST CITY LINE ONEIDA CO.				



HORIZONTAL & VERTICAL SIGHT DISTANCES 1000 FT. +

PROFILE SCALES
HORIZONTAL - 1" = 50'
VERTICAL - 1" = 10'

MADE BY
PLAN L. Piren
PROFILE L. Piren

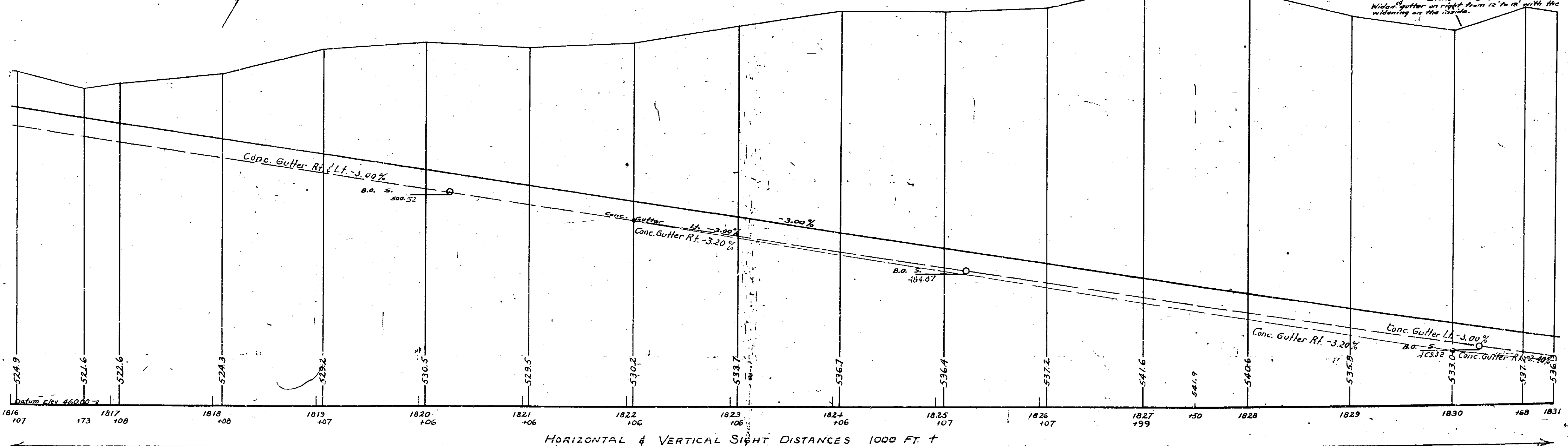
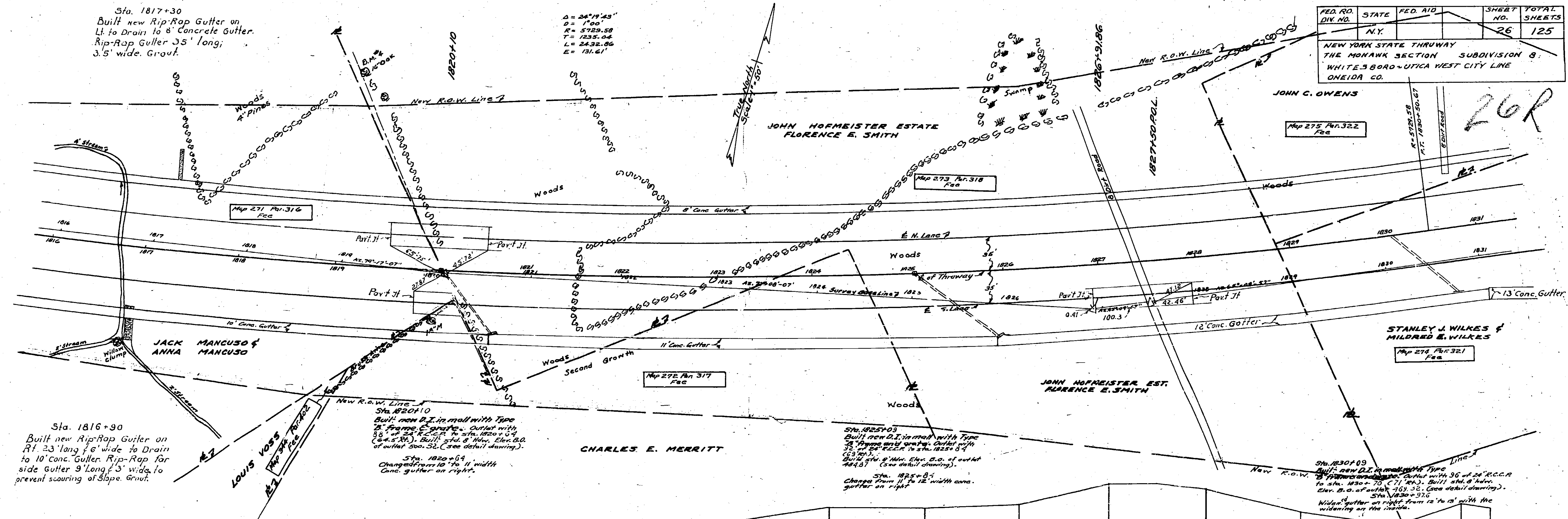
TRACED BY
E. J. Raborg

CHECKED BY
R. J. Raborg

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY:
DATE
ENGINEER DISTRICT NO. 2

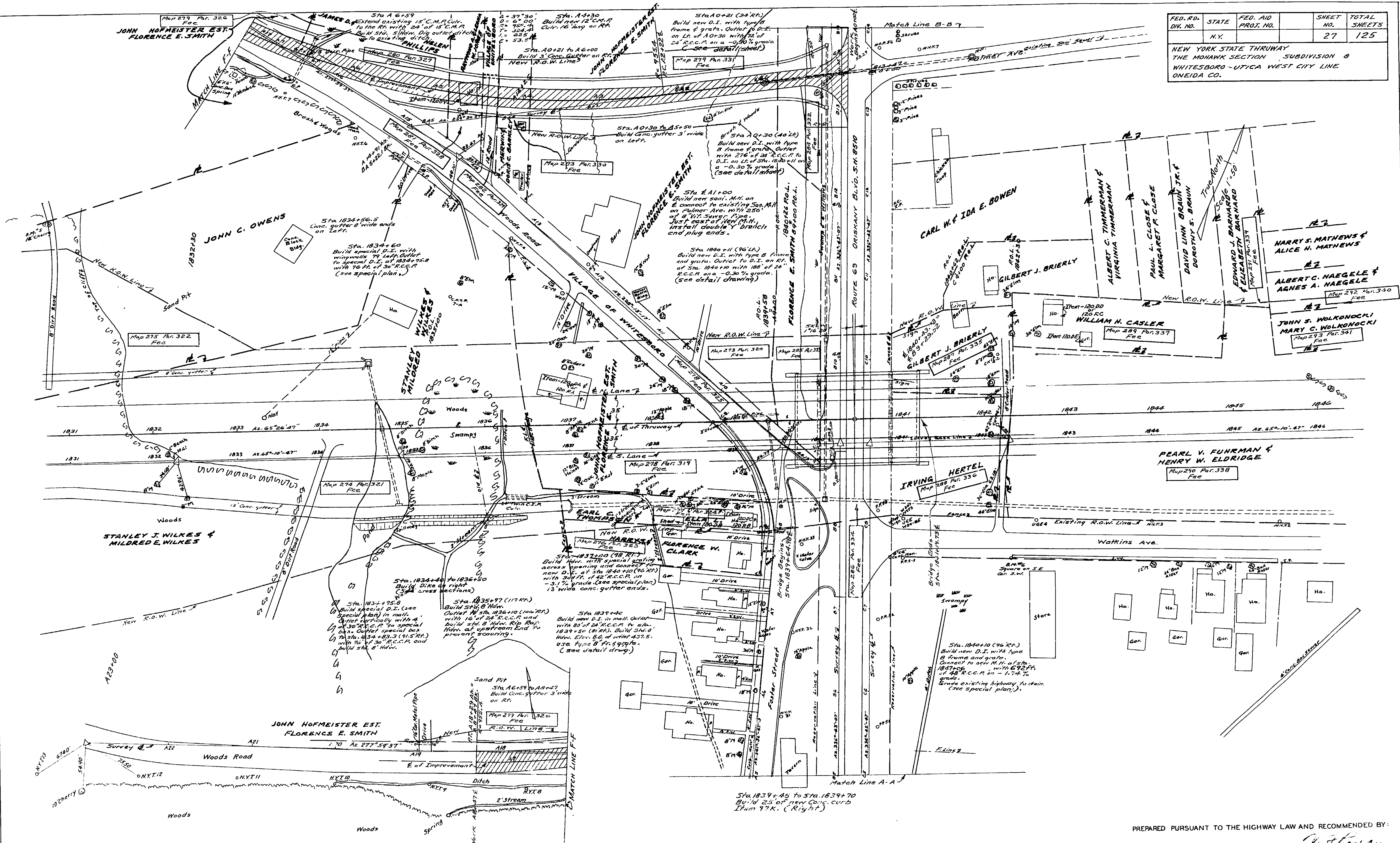
FED. RD. DIV. NO.	STATE	FED. AID	SHEET NO.	TOTAL SHEETS
	N.Y.		26	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITEBORO-WEST CITY LINE
ONEIDA CO.



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		27	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION, SUBDIVISION 8
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.



MADE BY
PLAN
E. J. D. D. D. D.

TRACED BY
E. J. D. D. D. D.

CHECKED BY
R. J. D. D. D. D.

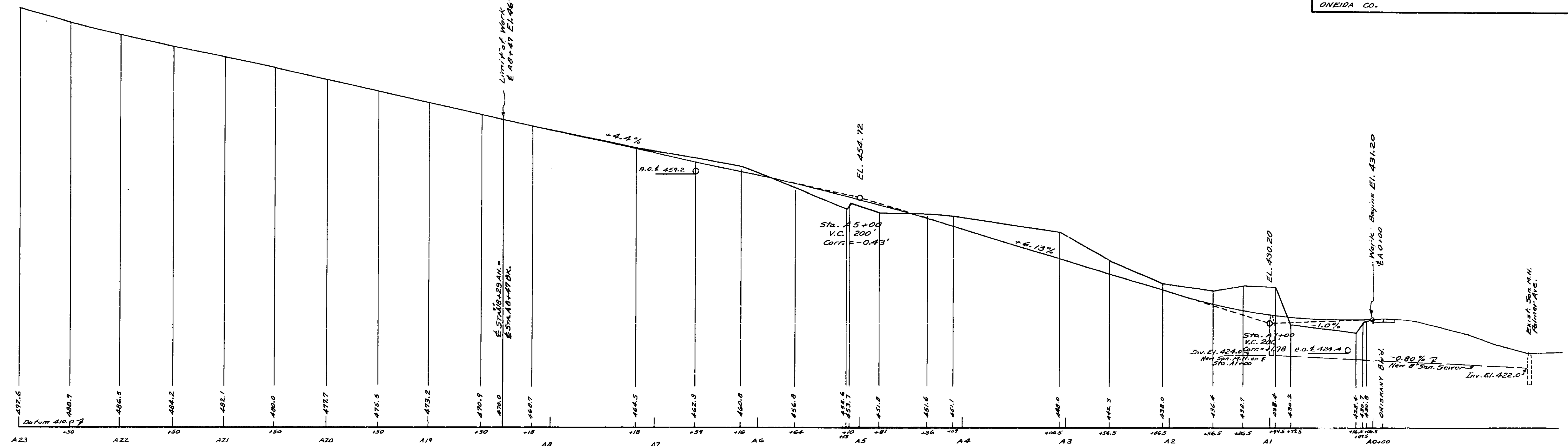
PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY:
DATE
ENGINEER DISTRICT NO. 2

27R

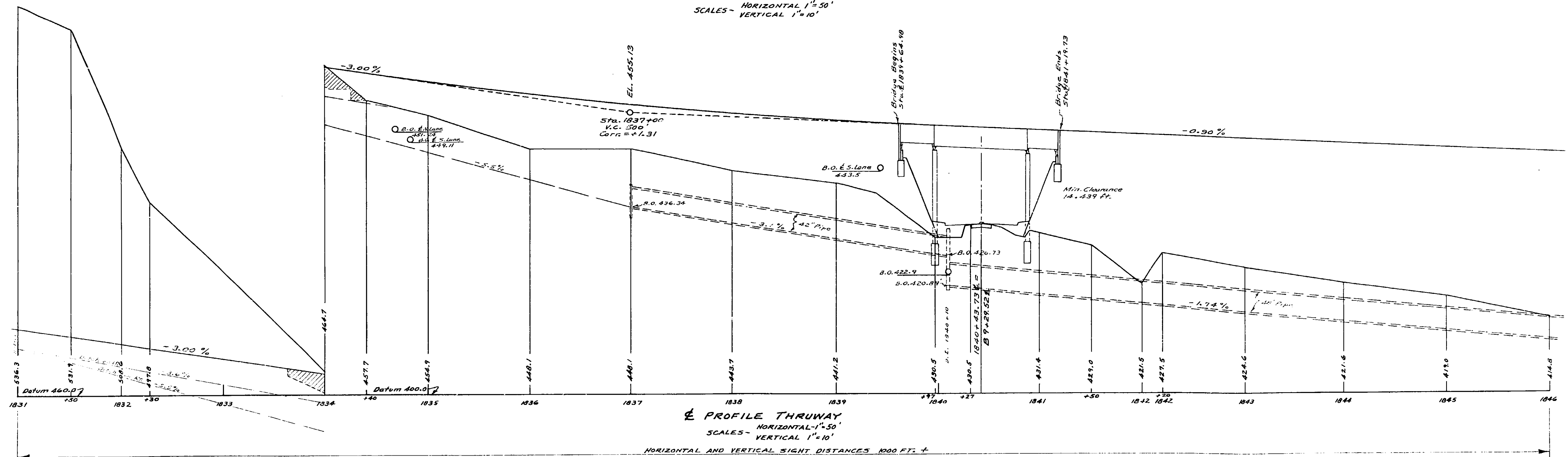
W. H. Loran
ENGINEER DISTRICT NO.2

	MADE BY	TRACED BY	CHECKED BY
PLAN	<u>A. J. Donnelly</u>	<u>E. J. Zabara</u>	<u>R. P. Jakubowski</u>

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.



& PROFILE OF WOODS ROAD
 SCALES - HORIZONTAL 1" = 50'
 VERTICAL 1" = 10'



& PROFILE THRUWAY
 SCALES- HORIZONTAL-1"=50'
 VERTICAL 1"=10'

HORIZONTAL AND VERTICAL SIGHT DISTANCES 1000 FT. +

MADE BY F.J. Donnelly TRACED BY P.G. Raymond CHECKED BY F.E. White

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

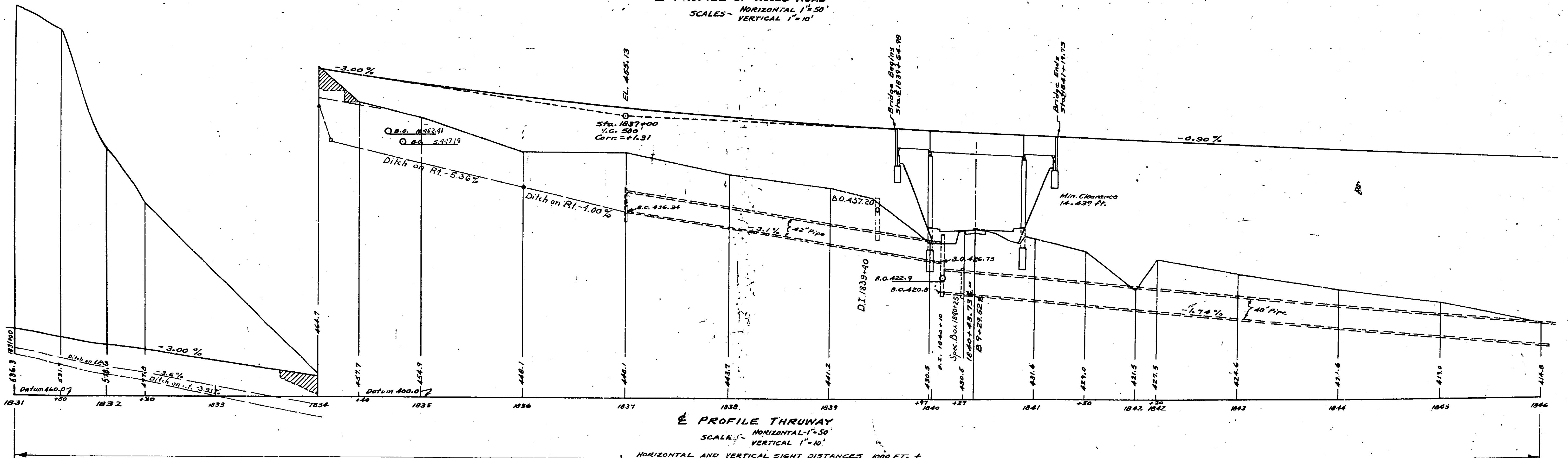
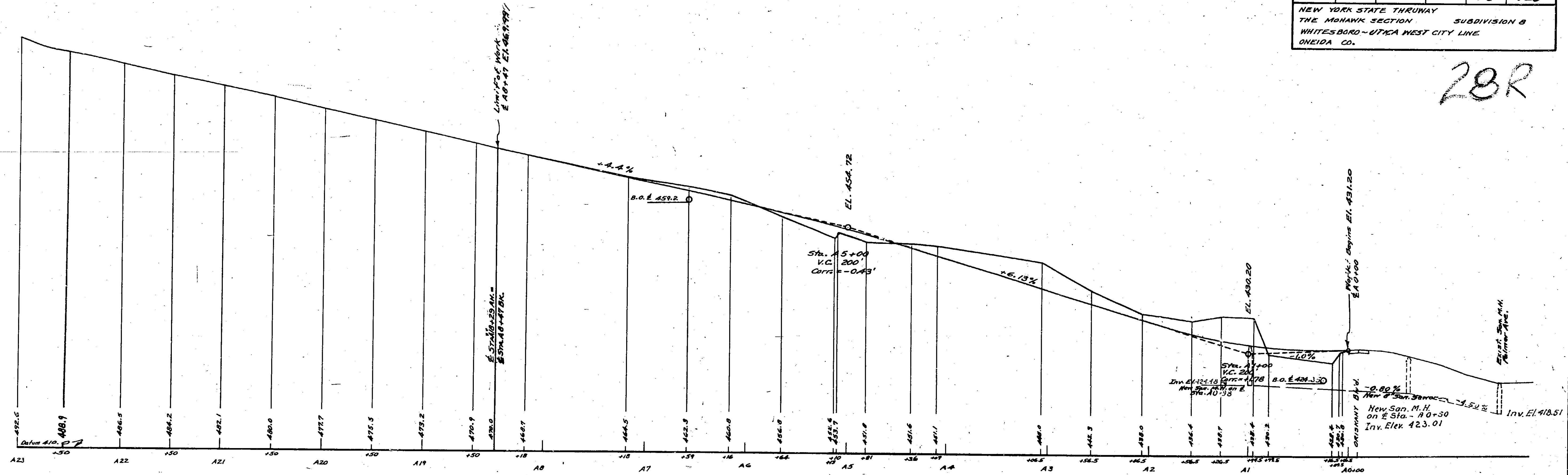
DATE _____

ENGINEER DISTRICT No. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		28	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

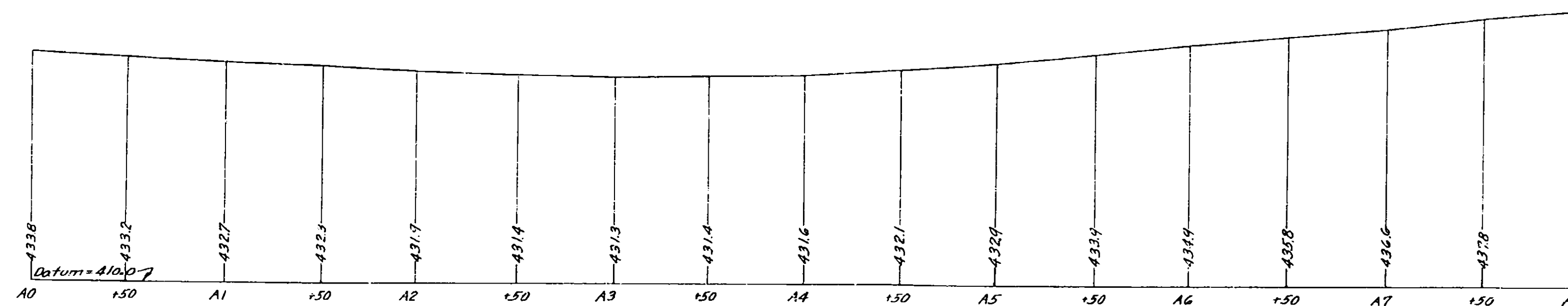
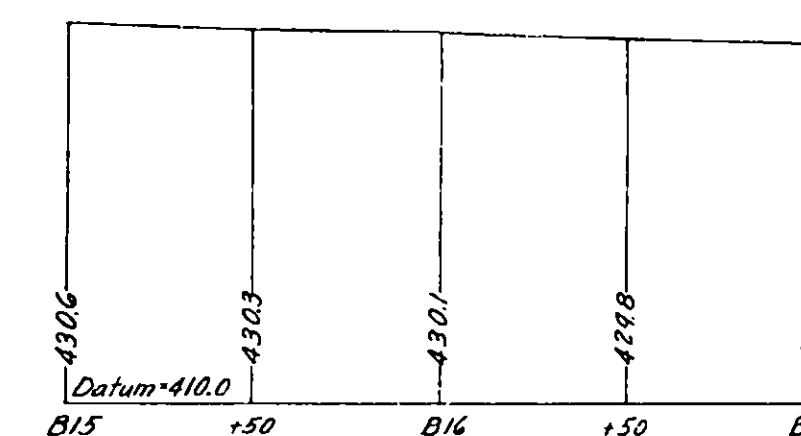
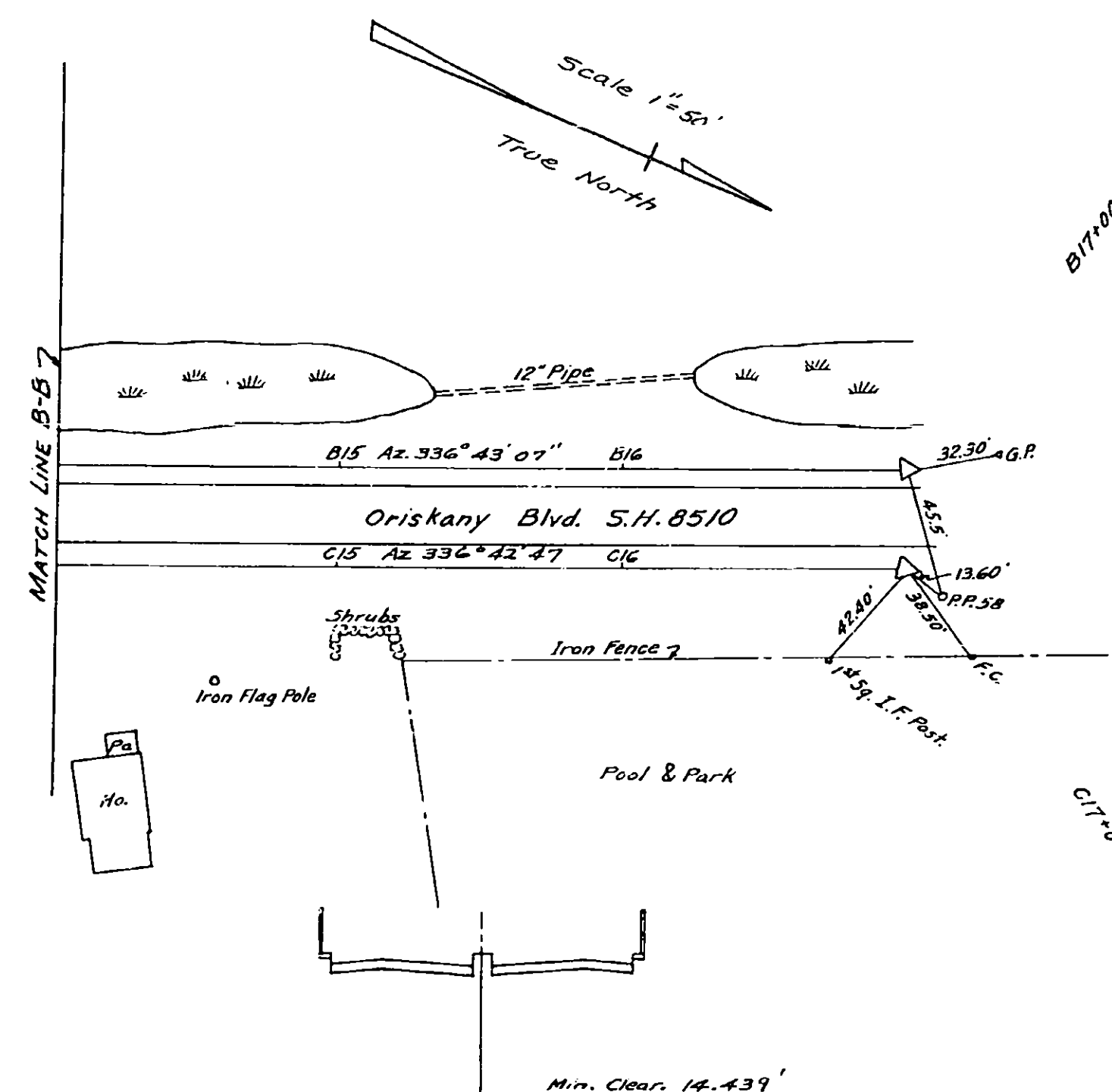
28R



MADE BY PROFILE F.J. Donnelly
TRACED BY P. Raymond
CHECKED BY E.E. White

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
DATE: 11/10/40
ENGINEER DISTRICT No. 2

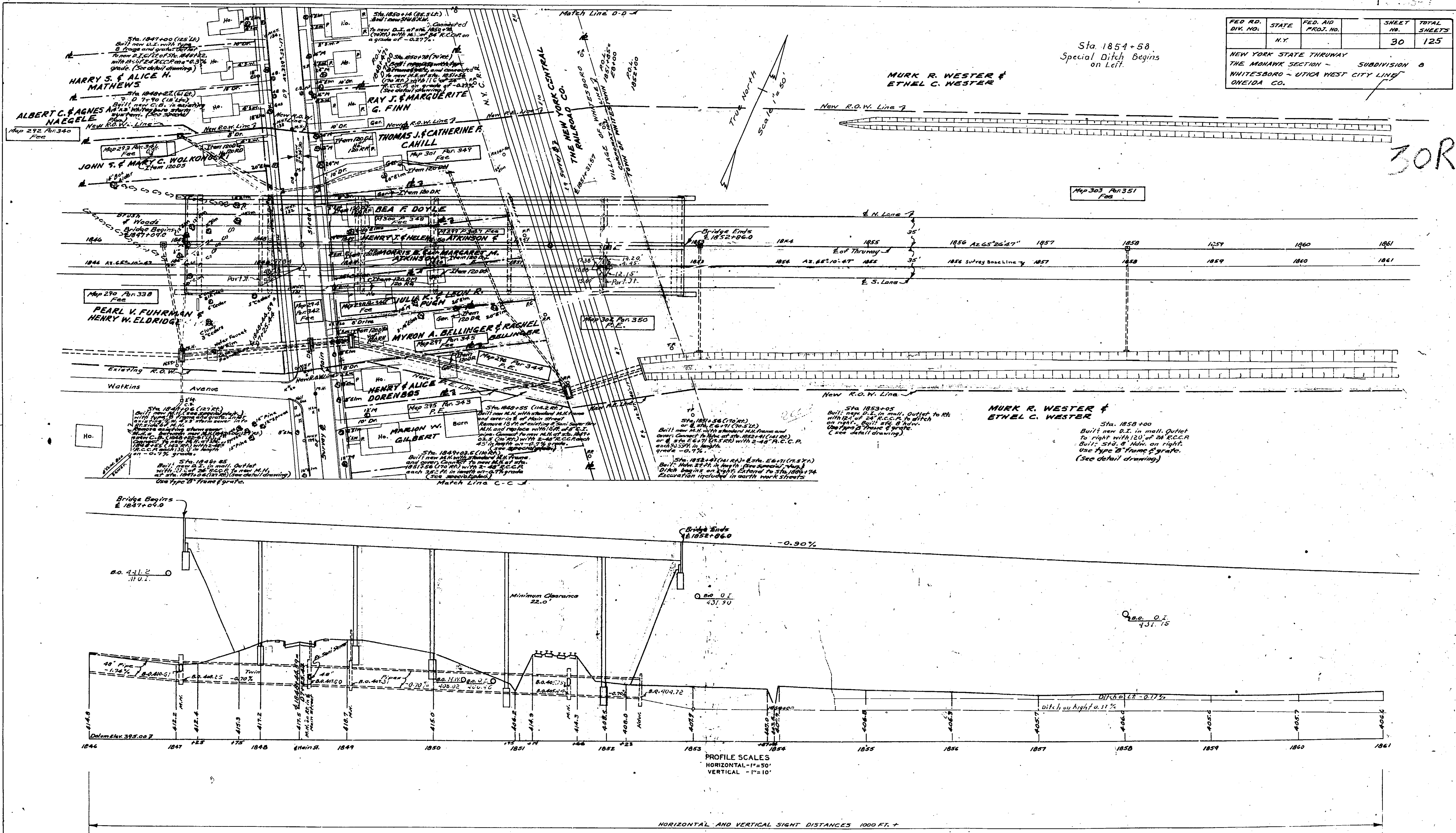
NEW YORK STATE THRUWAY
THE MOHAWK SECTION - SUBDIVISION B
WHITESBORO ~ UTICA WEST CITY LINE
ONEIDA CO.



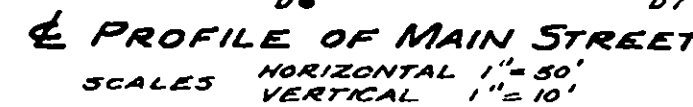
Profile Scales
Horizontal 1"=50'
Vertical 1"=10'

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

ENGINEER DISTRICT NO.



NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITEBORO - UTICA WEST CITY LINE
ONEIDA CO.

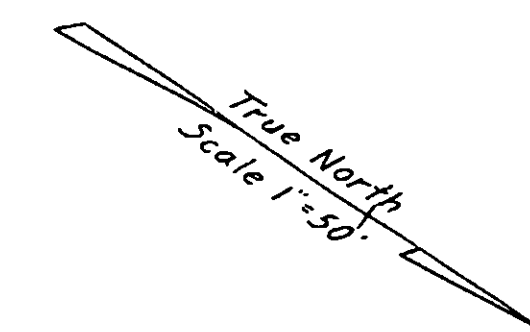


P. J. FILE F. J. Donnelly P. G. Raymond R. P. Jakubowski

DATE _____

ENGINEER DISTRICT No. 2

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO ~ UTICA WEST CITY LINE
ONEIDA CO.



ENGINEER DISTRICT NO.

	MADE BY	TRACED BY	CHECKED BY
PLAN	<u>F. J. Donnelly</u>	<u>F. E. White</u>	<u>R. J. Kubonick</u>
PROFILE	_____	_____	_____

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		33	125
NEW YORK STATE THRUWAY THE MOHAWK SECTION SUBDIVISION 8 WHITESBORO-UTICA WEST CITY LINE ONEIDA CO.				

MURK R. WESTER &
ETHEL C. WESTER

New R.O.W. Line

Map No. 303 Ar. No. 351
Fee

E of N. Lane

E S. Lane

New R.O.W. Line

Sta. 1863+50
Build new D.I. in mall.
Outlet to right with 16" of
24" R.C.C.P.
Build std. 8" Man. on right.
(See detail drawing.)
Use type B "Frame & grate."

Sta. 1869+00
Build new D.I. in mall. Outlet
to right with 16" of 24" R.C.C.P.
Use type B "Frame & grate."
Build std. 8" Man. on right.
(See detail drawing.)
MURK R. WESTER &
ETHEL C. WESTER

Sta. 1874+50
Build new D.I. in mall.
Outlet to right with 16" of
24" R.C.C.P.
Build std. 8" Man. on right.
(See detail drawing.)
Use type B "Frame & grate."

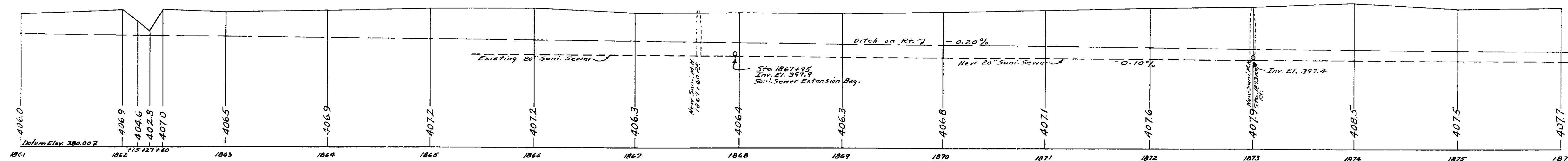
B.M. 17
15.74 West root
16.21

-0.90%

B.O. E.S. Lane
411.5

B.O. E.S. Lane
410.2

B.O. E.S. Lane
413.0



PROFILE-SCALES
HORIZONTAL - 1"=50'
VERTICAL - 1"=10'

HORIZONTAL & VERTICAL SIGHT DISTANCES 1000 FT.

MADE BY
PLAN F.J. Donnelly
PROFILE G.H. Armstrong

TRACED BY
F.J. Zabawa
C.C. Reese

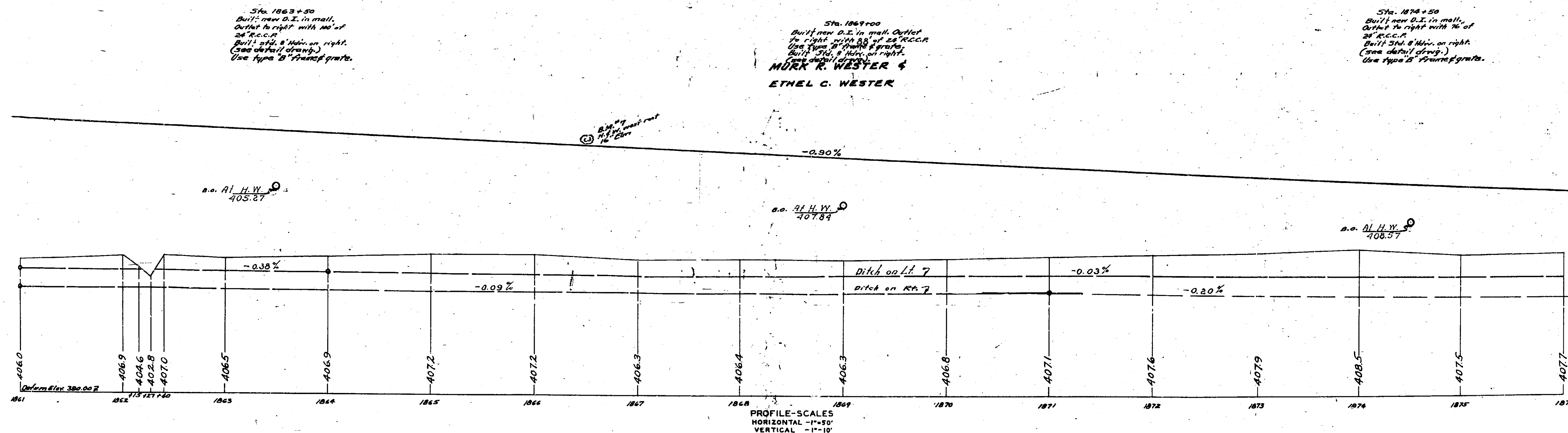
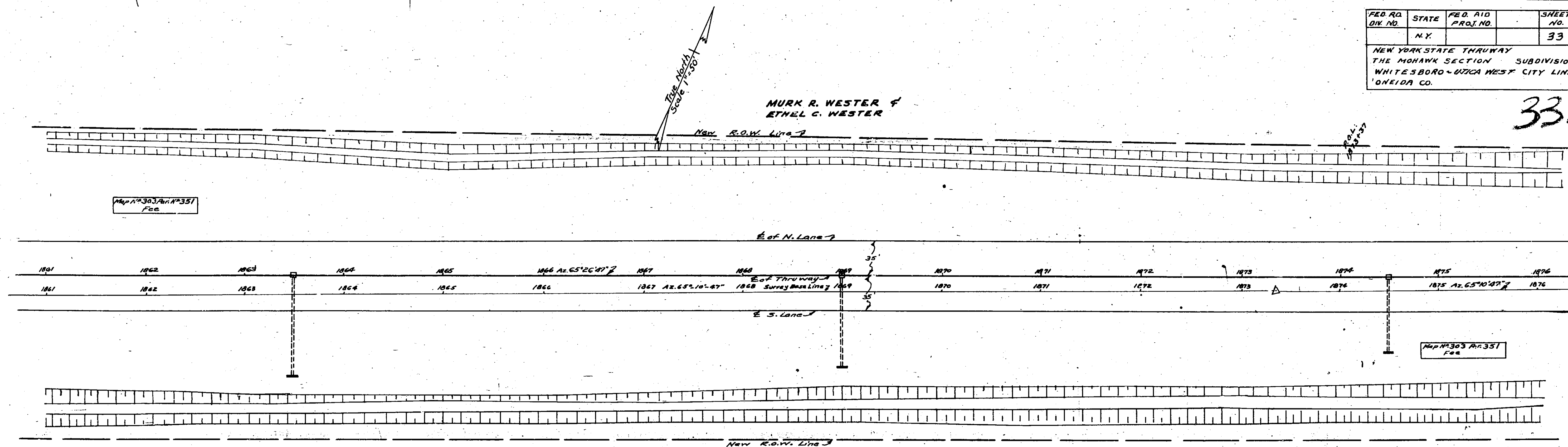
CHECKED BY
R.P. Dabrowski
R.P. Dabrowski

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
DATE
ENGINEER DISTRICT NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		33	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITE 580 RD - UTICA WEST CITY LINE
ONEIDA CO.

33R



HORIZONTAL & VERTICAL SIGHT DISTANCES 1000 FT. +

MADE BY
PLAN E.J. Donnelly
PROFILE G.A. Armstrong

TRACED BY
E.J. Zekava
G.E. Reed

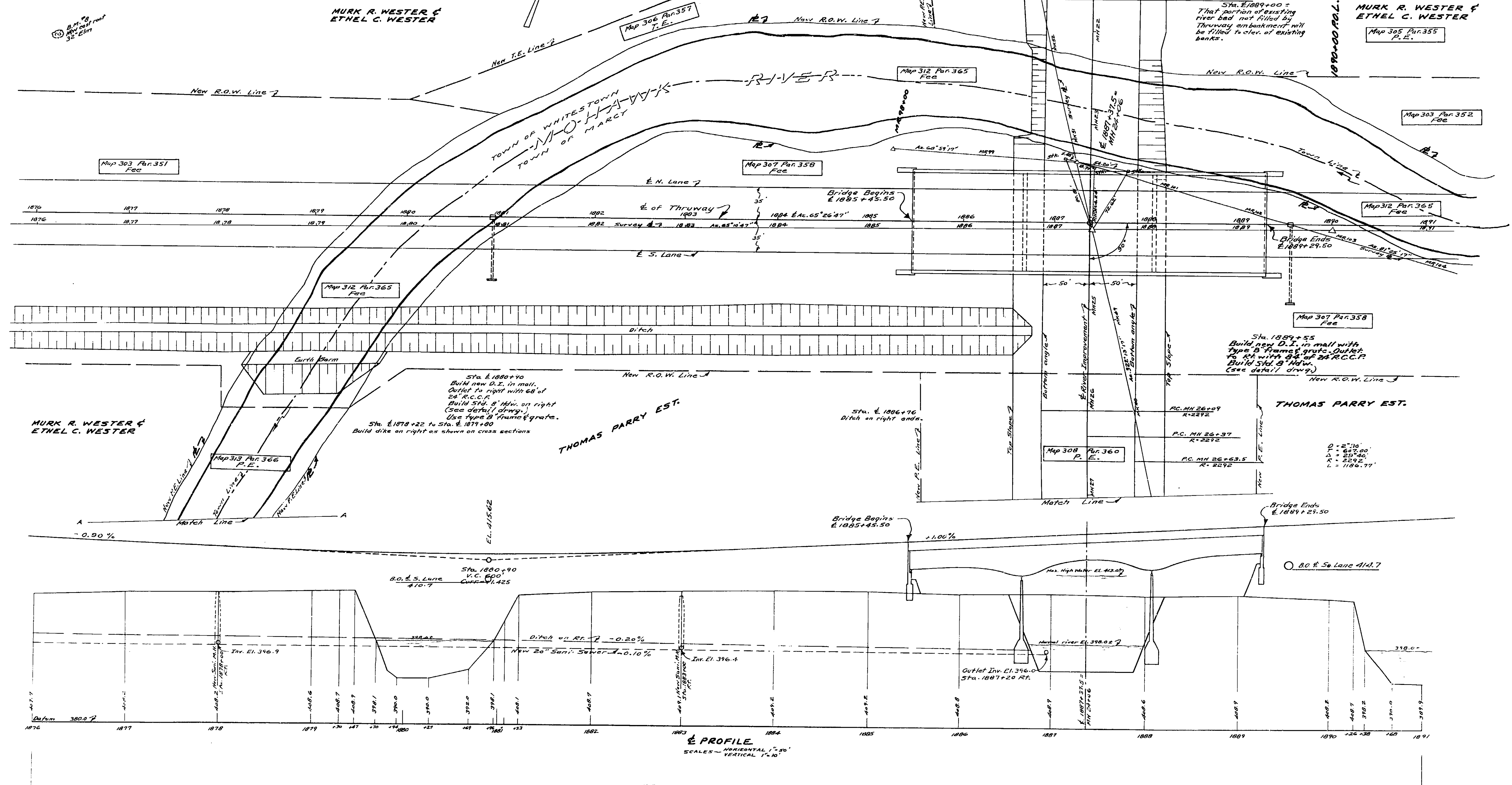
CHECKED BY
E.J. Zekava
G.E. Reed

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

DATE

ENGINEER DISTRICT NO. 2

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WES. CITY LINE
ONEIDA CO.

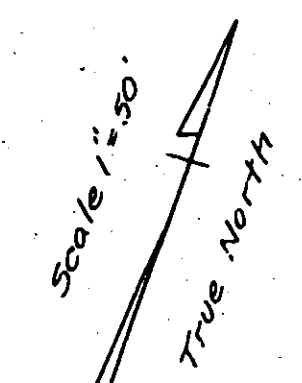


PLAN	<u>F.J. Donnelly</u>	<u>P.G. Raymond</u>	<u>R.P. Jakobowski</u>
PROFILE	<u>F.J. Donnelly</u>	<u>P.G. Raymond</u>	<u>R.P. Jakobowski</u>

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

_____ W. H. Houan
DATE ENGINEER DISTRICT NO. 2

MK 50-28 P.O.L.
 MK 100-00 P.O.L.
 1887-410 P.O.L.
 MK 50-20 P.O.L.

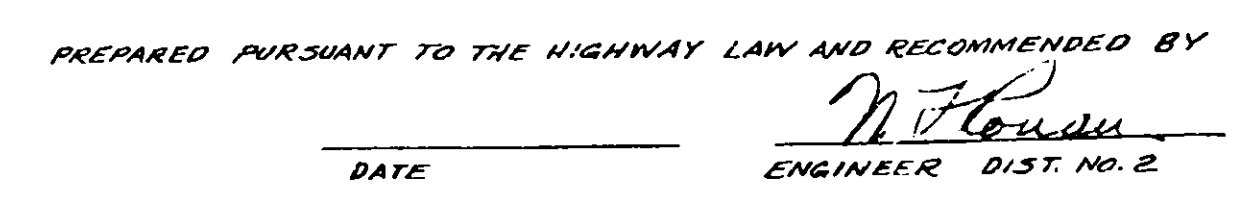


PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

W. Flouan
ENGINEER DISTRICT NO. 2

DATE _____

THE PEOPLE OF THE STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

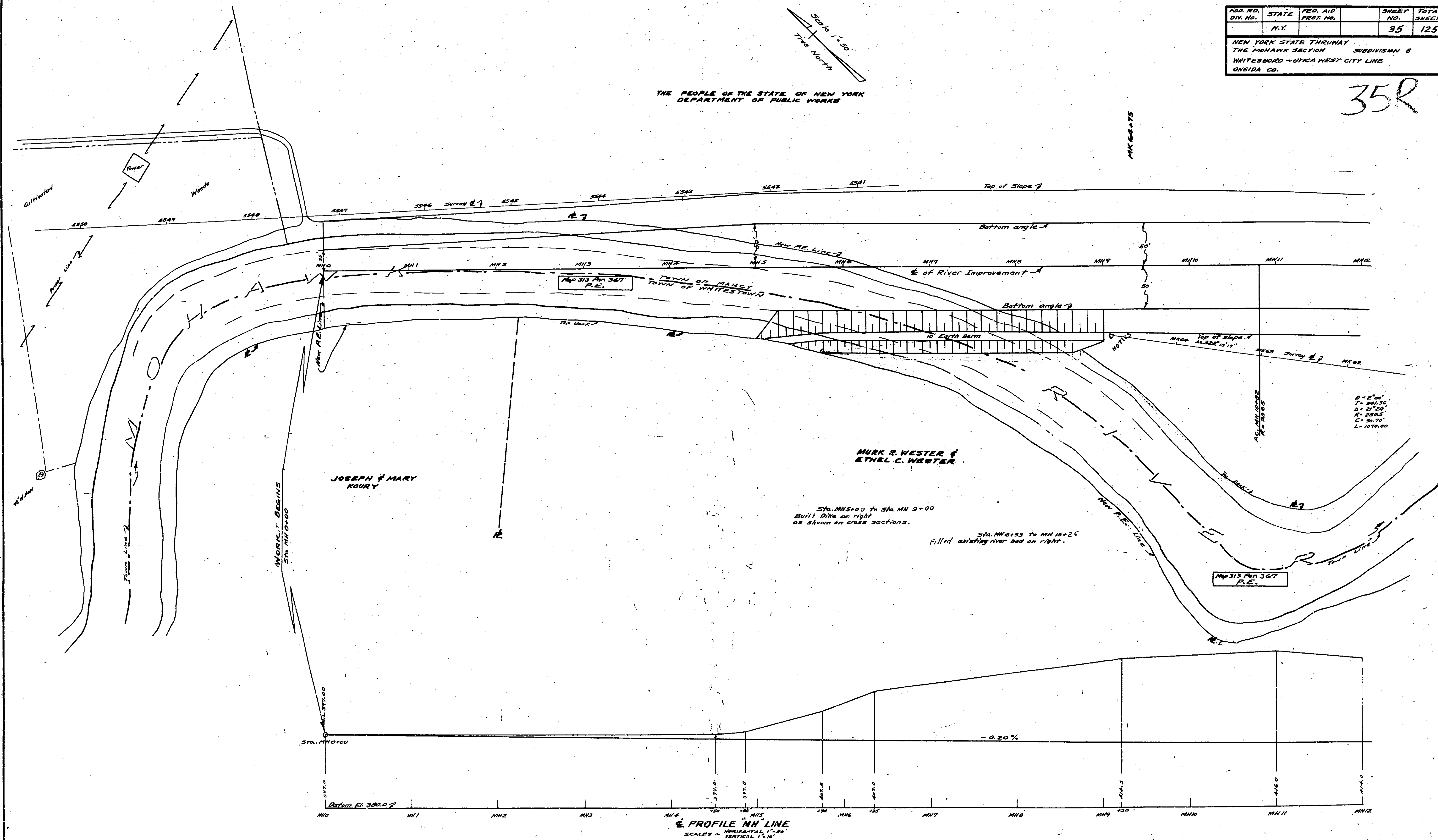


FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		35	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

35R

THE PEOPLE OF THE STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS



MADE BY
PLAN E.J. Connelly
PROFILE E.J. Connelly

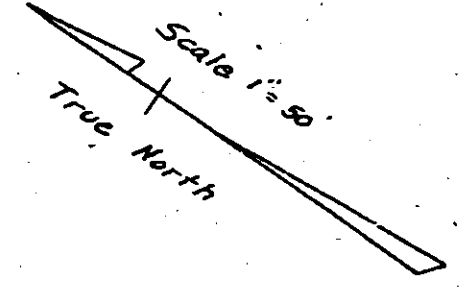
TRACED BY
P.G. Raymond

CHECKED BY
R.P. Johnson
P.A. Johnson

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
DATE
ENGINEER DIST. NO. 2

THE PEOPLE OF THE STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

Sta. 14+69 - Sta. 15+79
Built Berm on Lt. as shown
on Cross Sections.



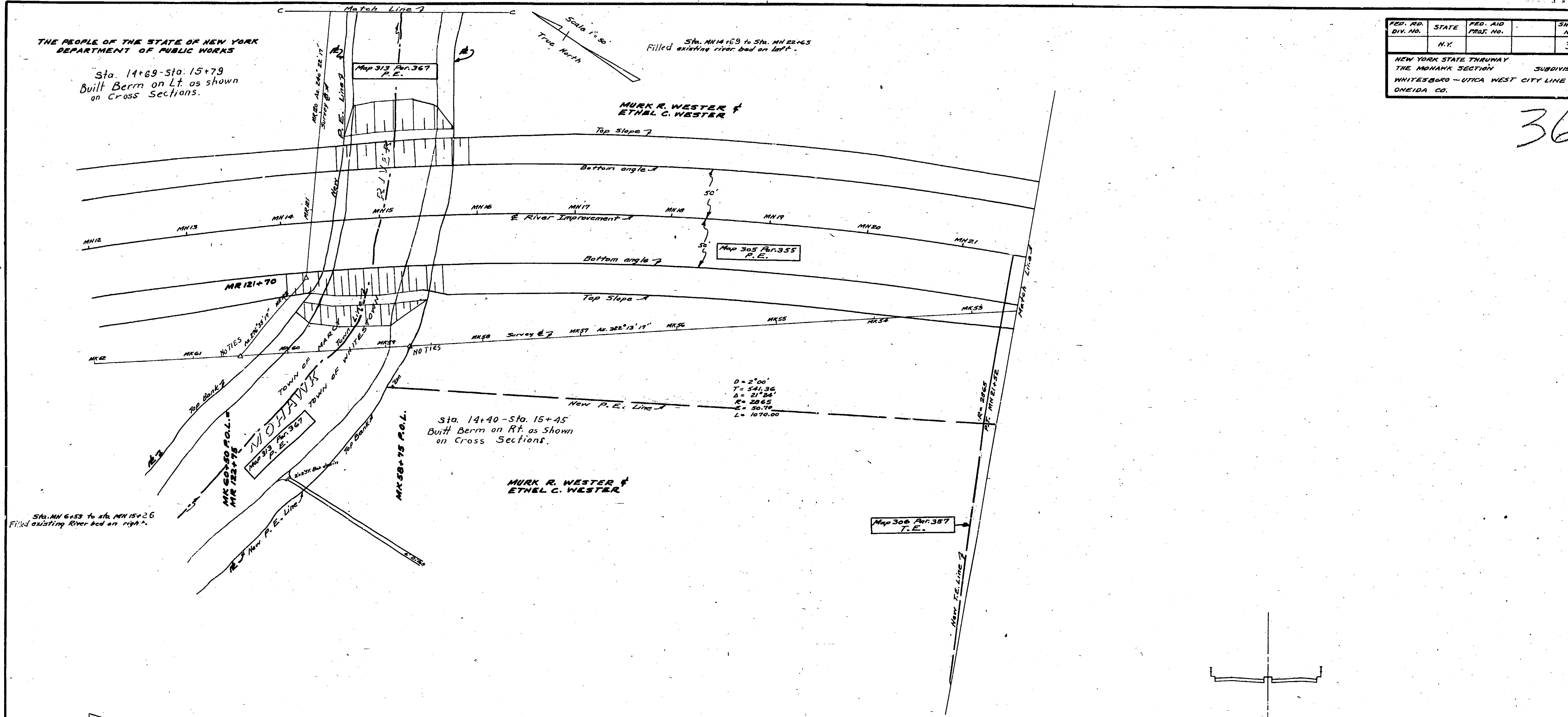
Sta. MN 14+69 to Sta. MN 22+65
Filled existing river bed on left.

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		36	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

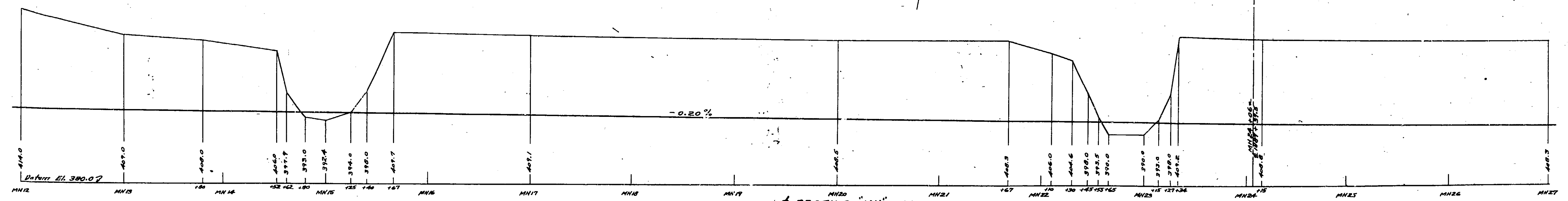
SUBDIVISION B

36R



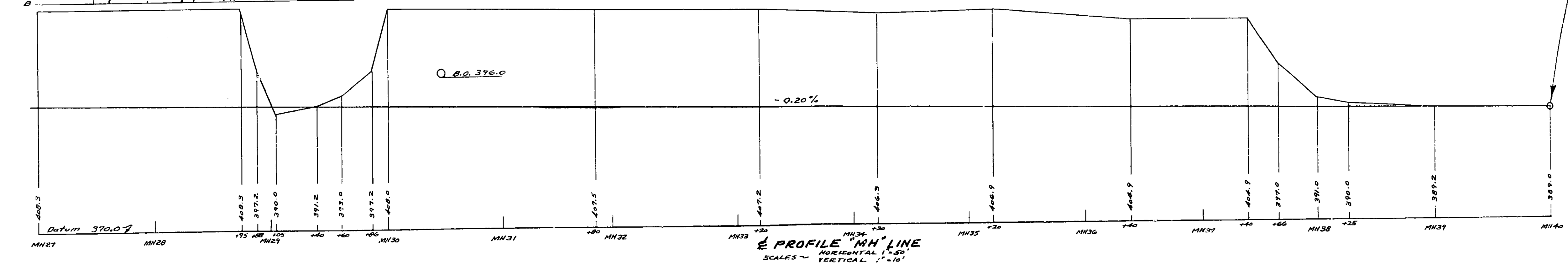
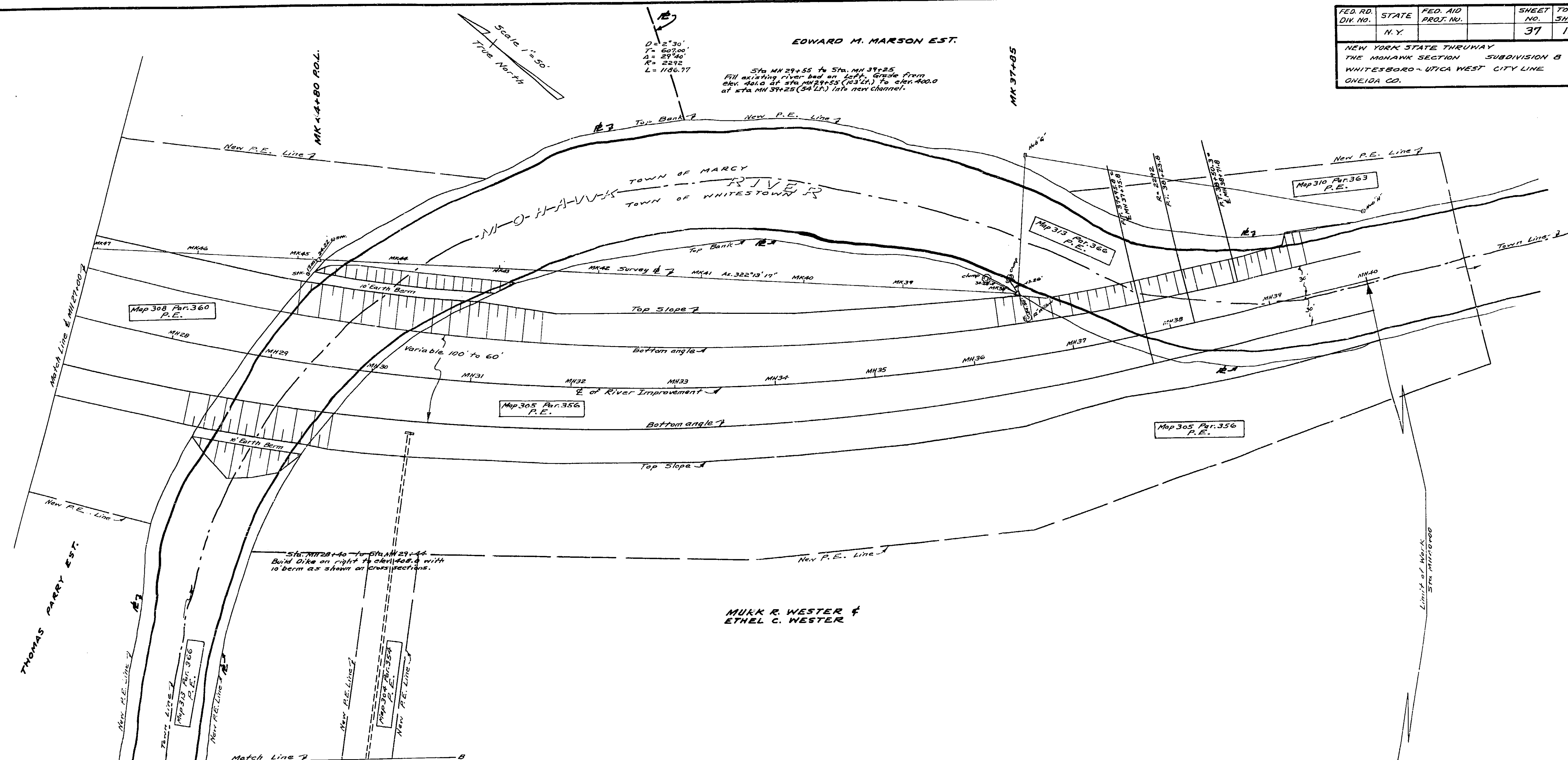
Sta. MN 6+53 to Sta. MN 15+26
Filled existing River bed on right.

Sta. 14+40 - Sta. 15+45
Built Berm on Rt. as shown
on Cross Sections.



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N. Y.		37	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.



MADE BY
PLAN: F.J. Dannelly
PROFILE: F.J. Dannelly

CHECKED BY
P.G. Raymond
P.G. Raymond

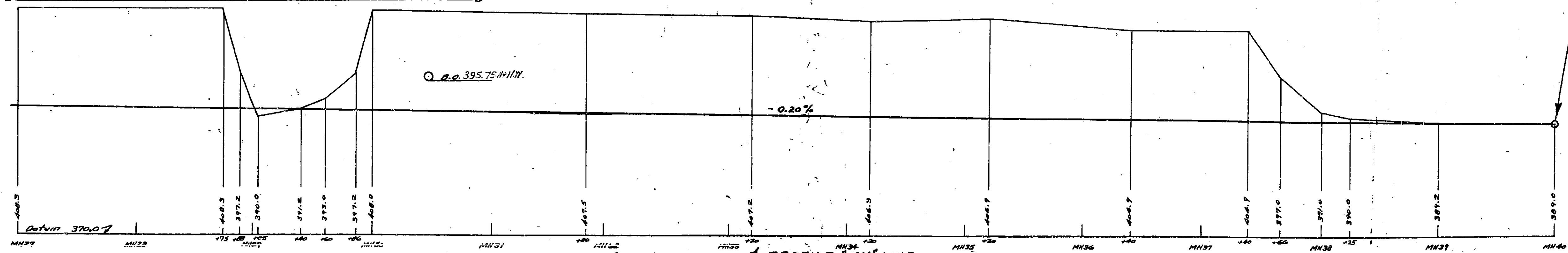
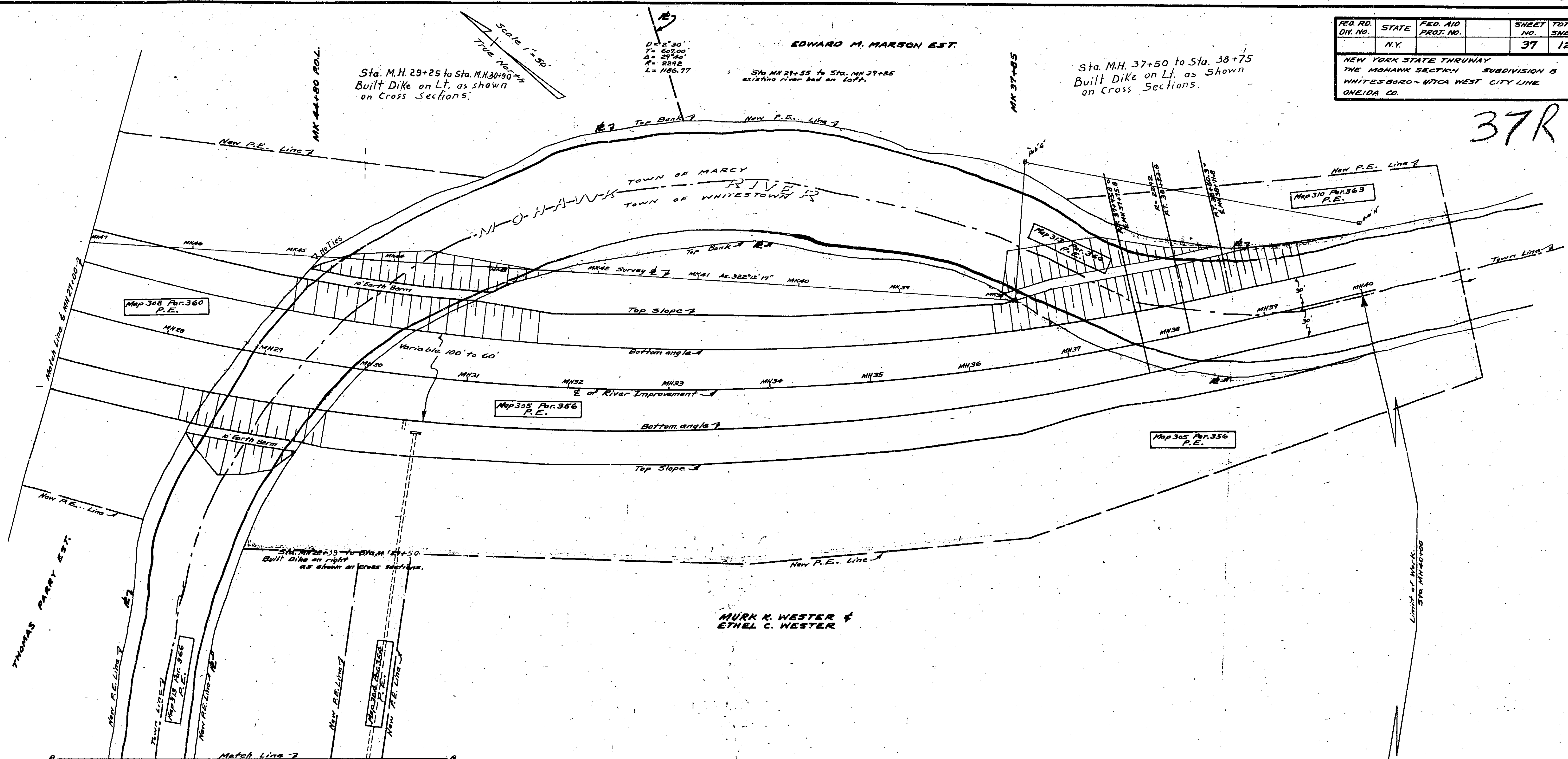
CHECKED BY
R.P. J. Dannelly
R.P. J. Dannelly

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
DATE: _____
N. J. Howard
ENGINEER DISTRICT NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		37	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

37R



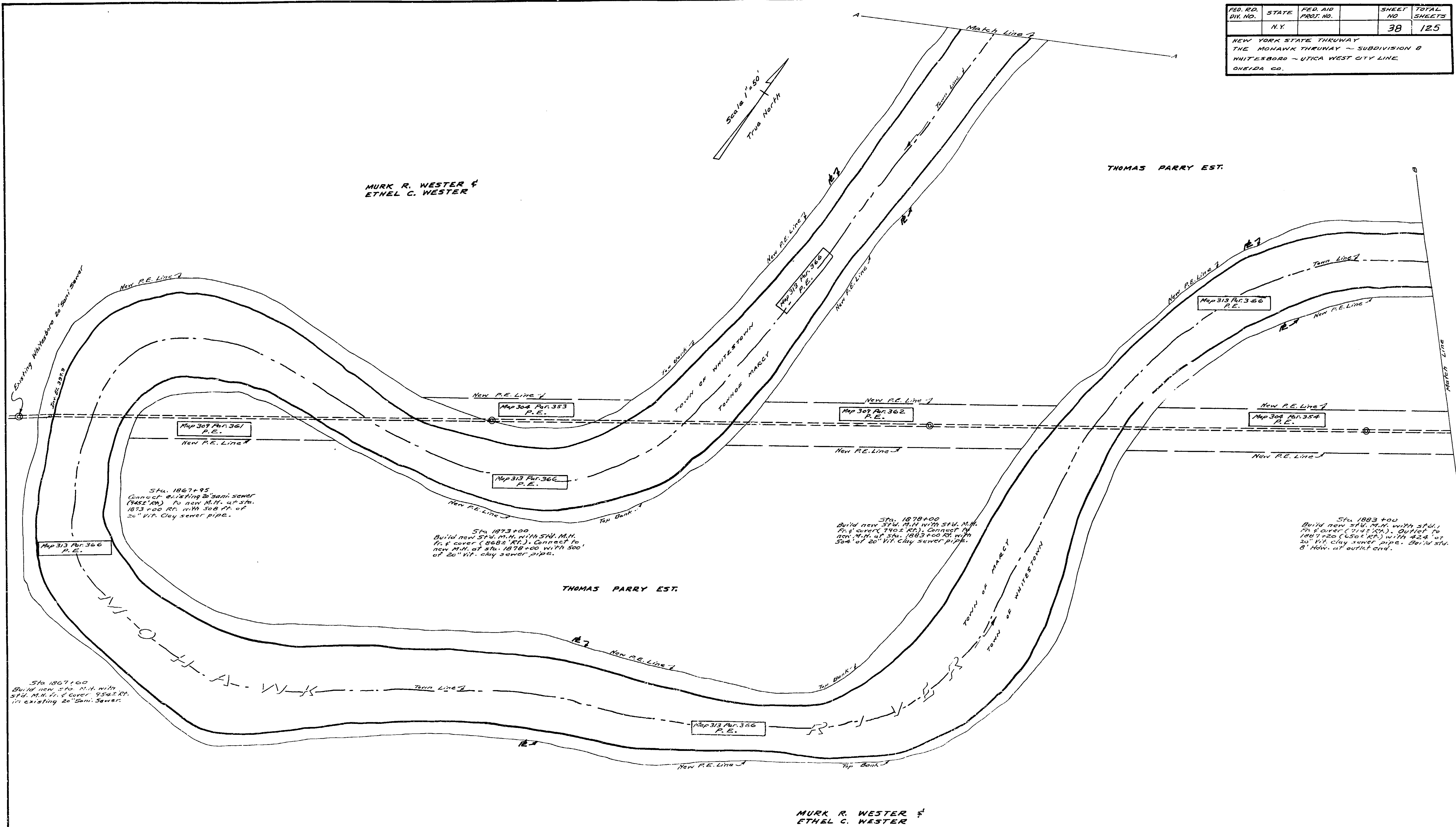
PROFILE "M.H." LINE
SCALE - HORIZONTAL 1" = 50'
VERTICAL 1" = 10'

MADE BY
PLAN E.L. DUNN
PROFILE E.L. DUNN
CHECKED BY
P.C. BRYANT
E.L. DUNN
CHECKED BY
R.F. JENKINS
S.J. JENKINS

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
DATE
N. J. JENKINS
ENGINEER DISTRICT NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		38	125

NEW YORK STATE THRUWAY
THE MOHAWK THRUWAY - SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE.
ONEIDA CO.



MADE BY
PLAN F.J. Donnelly

TRACED BY
R.G. Raymond

CHECKED BY
R.F. Jankowski

PROFILE _____

MURK R. WESTER &
ETHEL C. WESTER

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

DATE _____

N. Thomas
ENGINEER DISTRICT NO. 2

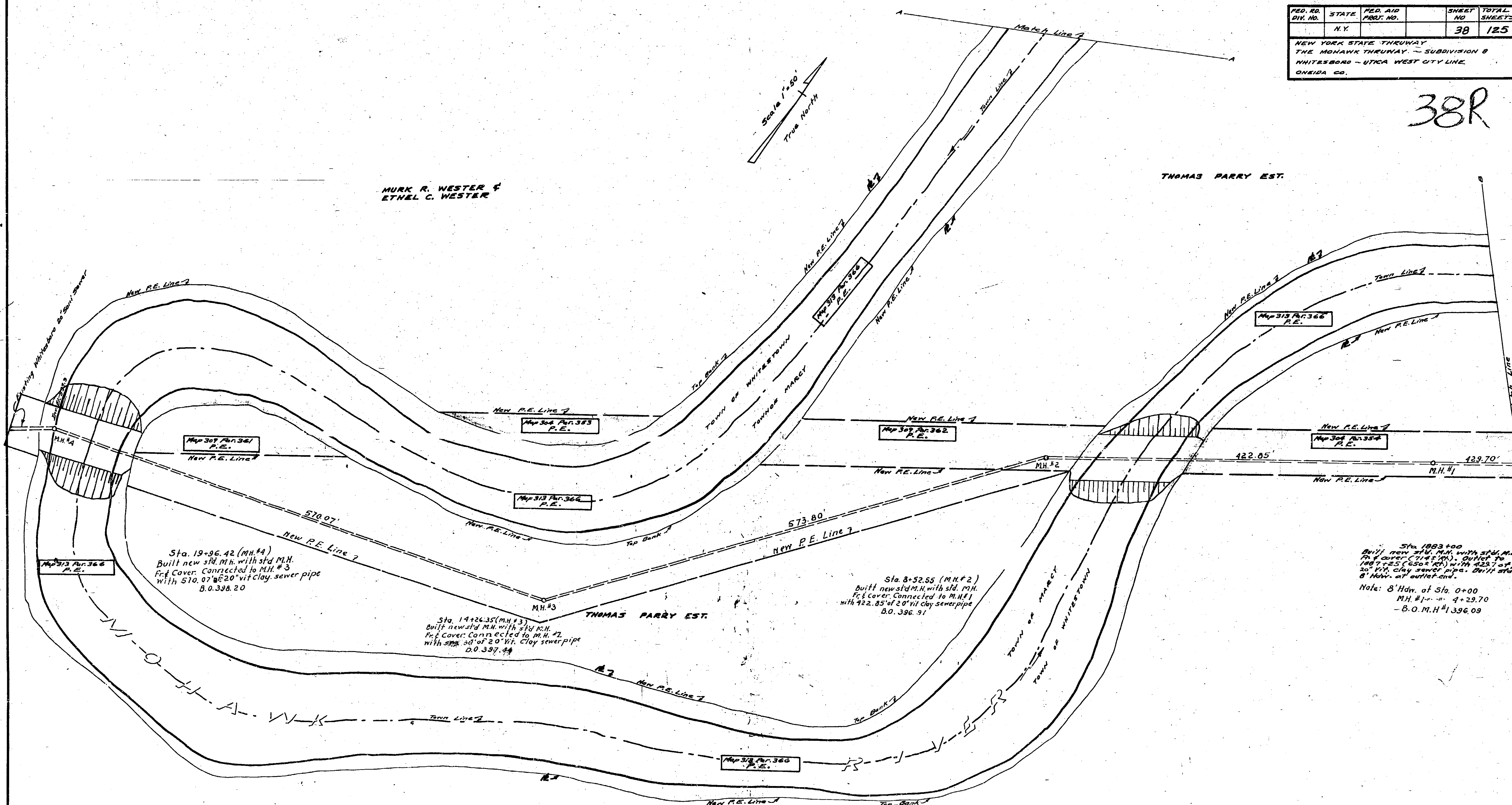
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		38	125

NEW YORK STATE THRUWAY
THE MOHAWK THRUWAY - SUBDIVISION 8
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

38R

MURK R. WESTER &
ETHEL C. WESTER

THOMAS PARRY EST.



Sta. 19+96.42 (M.H. #4)
Built new std. M.H. with std. M.H.
Fr. & Cover. Connected to M.H. #3
with 510.07' of 20" vit. clay sewer pipe
B.O. 398.20

Sta. 14+26.35 (M.H. #3)
Built new std. M.H. with std. M.H.
Fr. & Cover. Connected to M.H. #2
with 338.34' of 20" vit. clay sewer pipe
B.O. 397.44

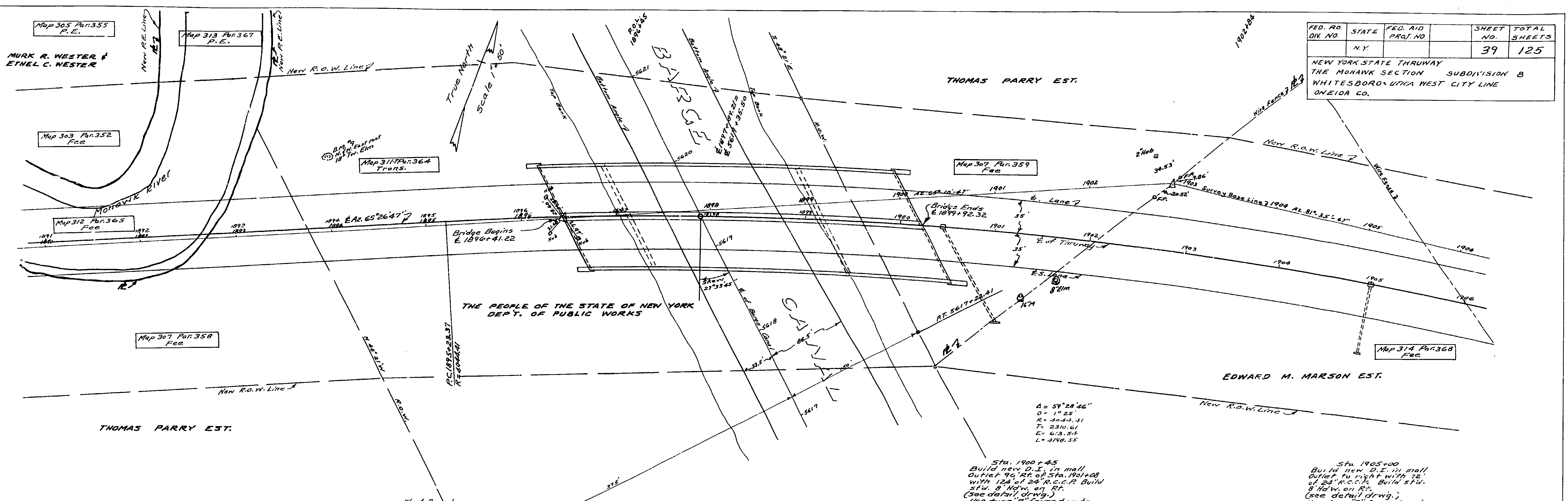
Sta. 8+52.55 (M.H. #2)
Built new std. M.H. with std. M.H.
Fr. & Cover. Connected to M.H. #1
with 422.85' of 20" vit. clay sewer pipe
B.O. 396.91

Sta. 1883+00
Built new std. M.H. with std. M.H.
Fr. & Cover (714' M.H.). Outlet to
1887+25 (650' R.H.) with 423.7' of
20" vit. clay sewer pipe. Built std.
8' Hdw. at outlet end.
Note: 8' Hdw. at Sta. 0+00
M.H. #1 - 4+29.70
- B.O. M.H. #1 396.09

MURK R. WESTER &
ETHEL C. WESTER

MADE BY
PLAN F.J. Donnelly
PROFILE
TRACED BY
R.G. Raymond
CHECKED BY
R.P. Jakubowski

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
DATE
N. Housh
ENGINEER DISTRICT NO. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		39	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO-UTICA WEST CITY LINE
ONEIDA CO.

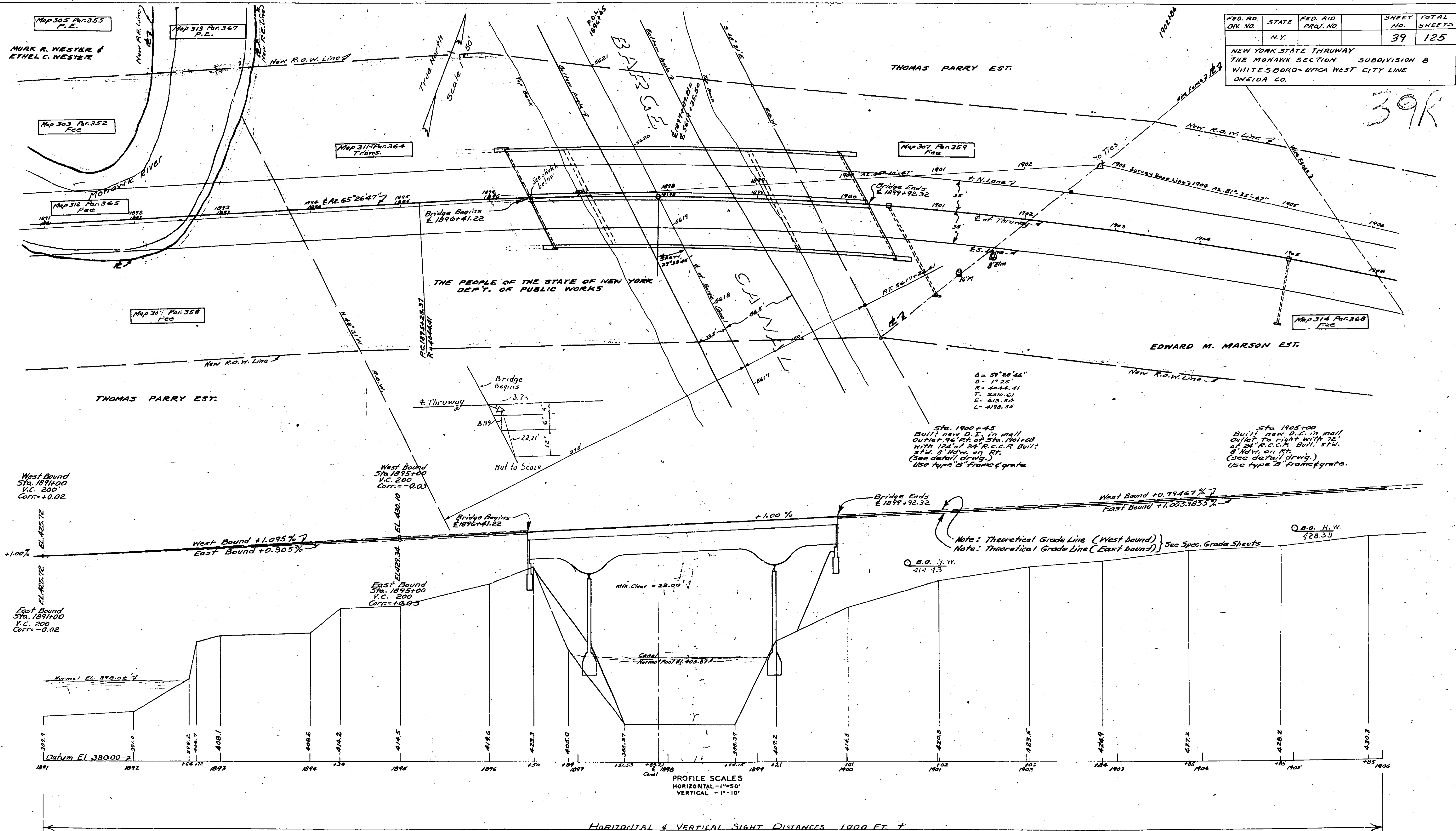
MADE BY
PLAN E. J. Renshaw
PROFILE G. H. Armstrong

TRACED BY
E. J. Renshaw
G. H. Armstrong

CHECKED BY
A. J. J. J. J.
A. J. J. J. J.

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
V. J. J. J.
ENGINEER DISTRICT NO. 2

DATE _____



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		39	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO-UTICA WEST CITY LINE
ONEIDA CO.

39R

MADE BY
PLAN
PROFILE

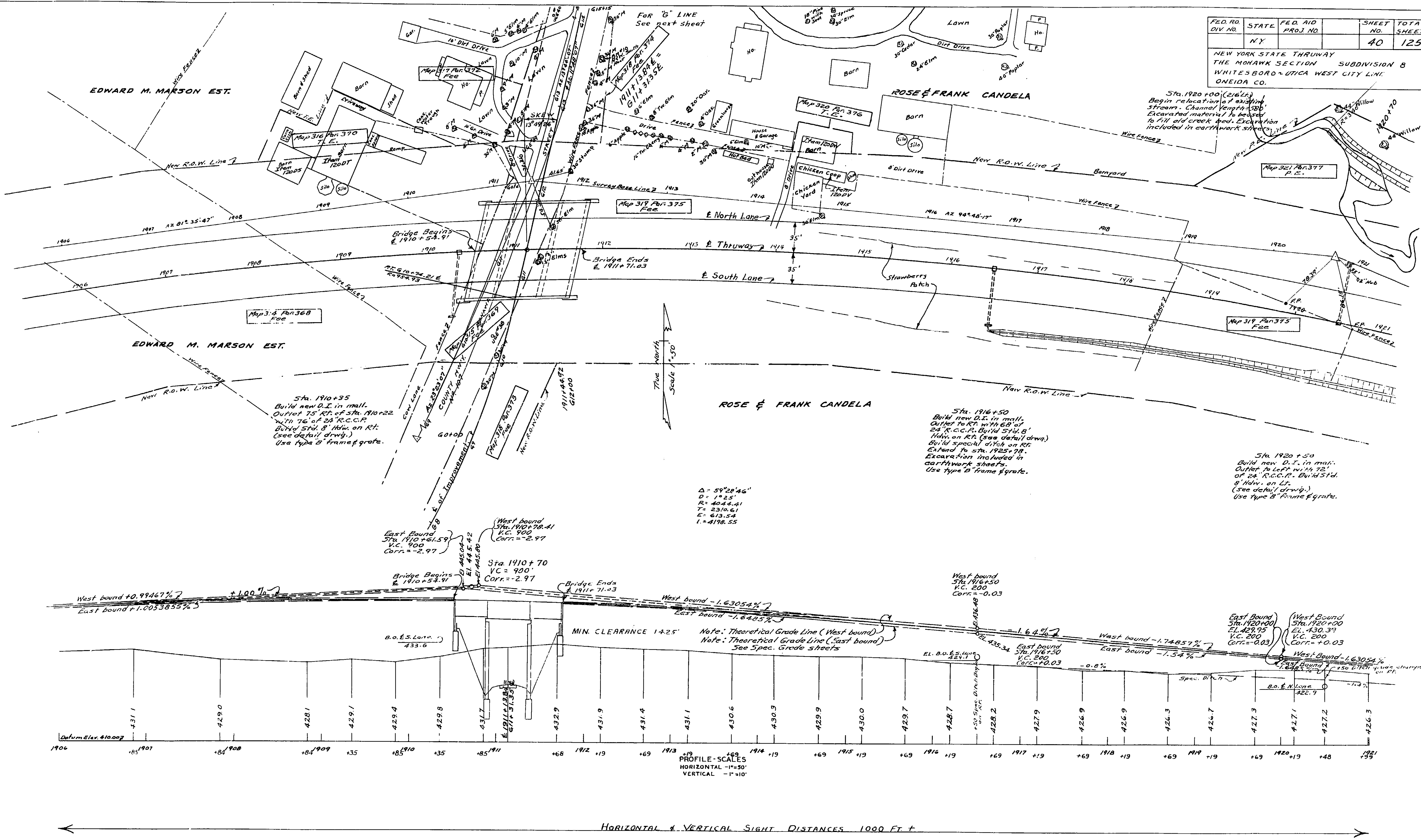
TRACED BY
E. J. K. K. K.

CHECKED BY
R. J. K. K. K.

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
DATE
ENGINEER DISTRICT NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		40	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO-UTICA WEST CITY LINE
ONEIDA CO.



MADE BY
PLAN E. J. Denny
PROFILE E. J. Denny

TRACED BY
E. J. Denny

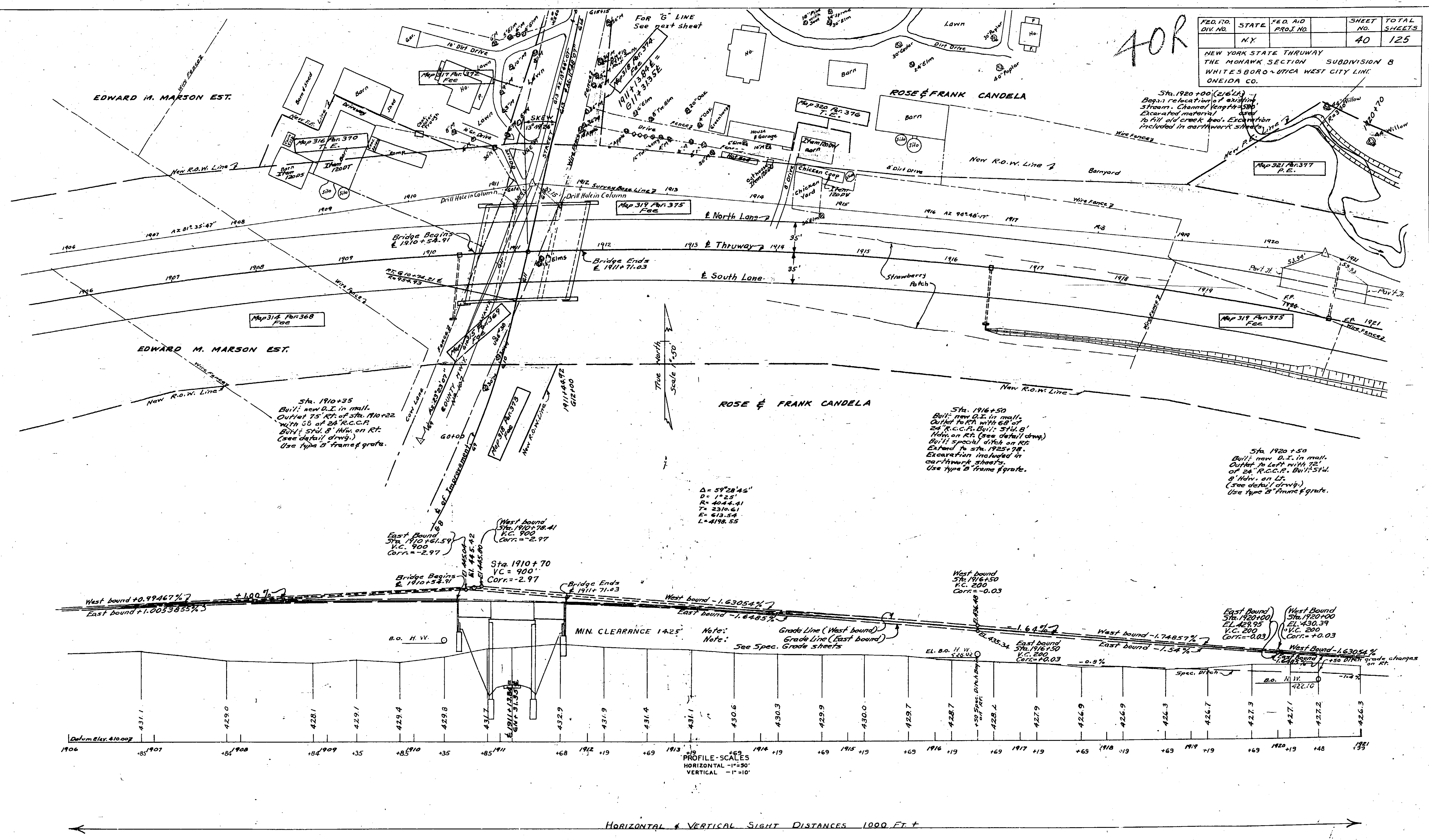
CHECKED BY
R. E. Denny

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY:
DATE
ENGINEER DISTRICT NO. 2

40R

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		40	125

NEW YORK STATE THURWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO-UTICA WEST CITY LINE
ONEIDA CO.



MADE BY
PLAN E.J. Dannelly
PROFILE G.M. Amittang

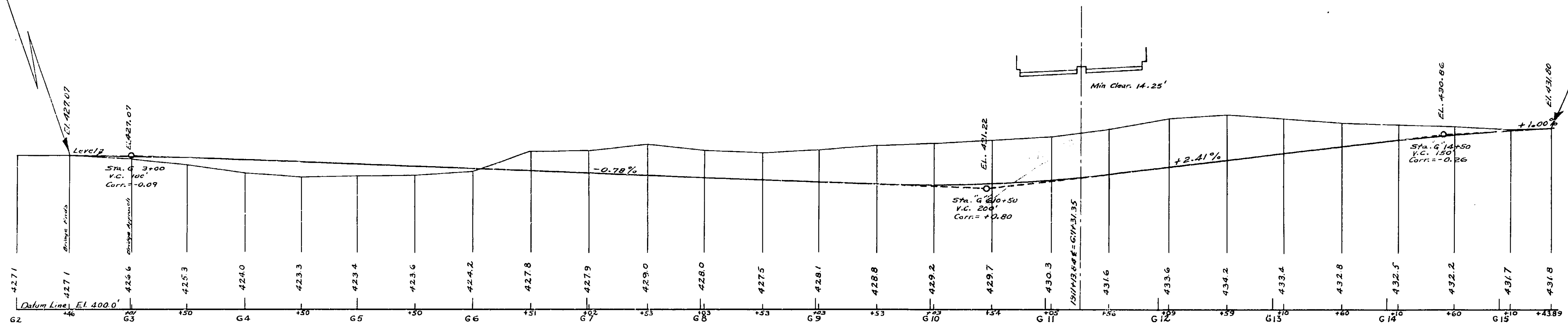
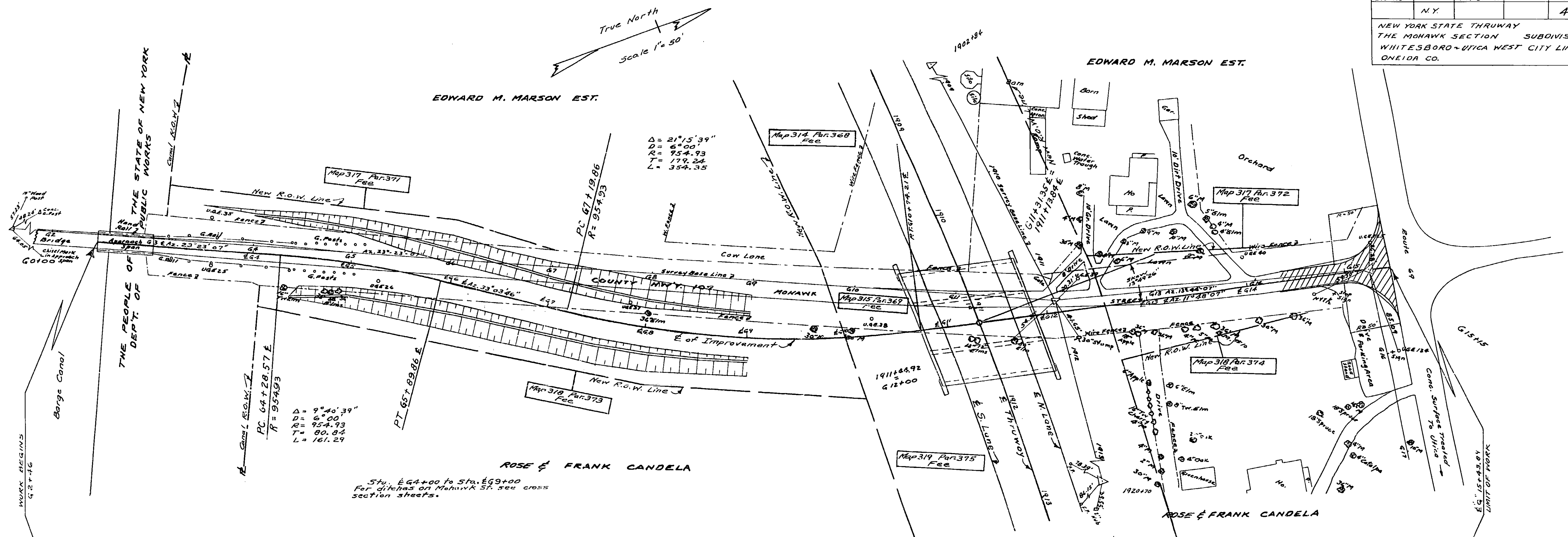
TRACED BY
E.J. Zakeve

CHECKED BY
R.C. Grubowski

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY:
DATE
ENGINEER DISTRICT NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		41	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO-VIICA WEST CITY LINE
ONEIDA CO.



PROFILE SCALES
HORIZONTAL 1"=50'
VERTICAL 1"=10'

MADE BY
PLAN F.J. Donnelly
PROFILE F.J. Donnelly

TRACED BY
E.J. Zabawa
G.C. Biele

CHECKED BY
R.J. Lubowski
A.A. Lubowski

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

DATE

ENGINEER DISTRICT NO. 2

EDWARD M. MARSON EST

Sta. 65+40
Built new 24" C.M. F.
Culv. 30.0' Long on Lt.

$\Delta = 21^{\circ} 15' 39''$
 $D = 6^{\circ} 00'$
 $R = 954.93$
 $T = 179.24$
 $L = 354.35$

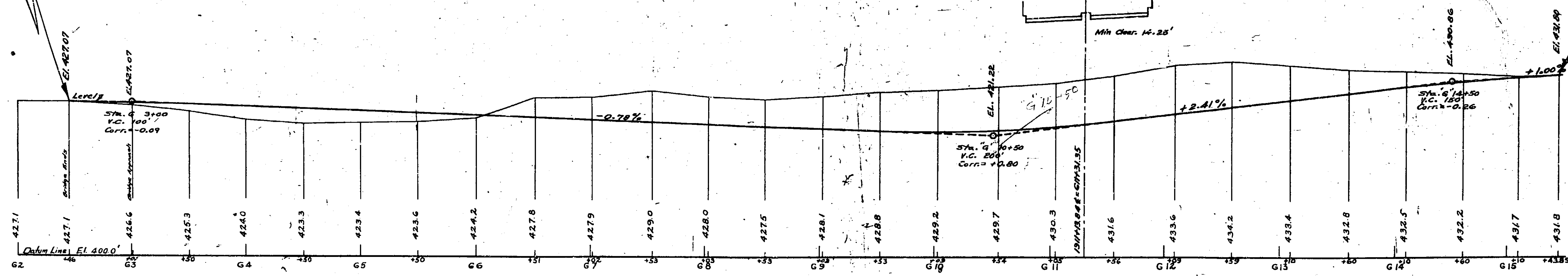
EDWARD M. MARSON EST.

Sta. 6 13+80
Built new 18" C.M.
Culv. 24' long on L

ROSE & FRANK CANDELA

Sta. E64+00 to Sta. E69+00
For ditches on Mohawk St. see cross
section sheets.

Sta. G 7+20
Built new 24" C.M.P.
Culv. 30.0' Long on Rt.



PROFILE	SCALES
HORIZONTAL	1" = 50'
VERTICAL	1" = 10'

	MADE BY	TRACED BY	CHECKED BY
PLAN	<u>F.J. Donnelly</u>	<u>F.J. Zabawa</u>	<u>R.P. Jakubowski</u>
PROFILE	<u>F.J. Donnelly</u>	<u>G.C. Packer</u>	<u>R.P. Jakubowski</u>

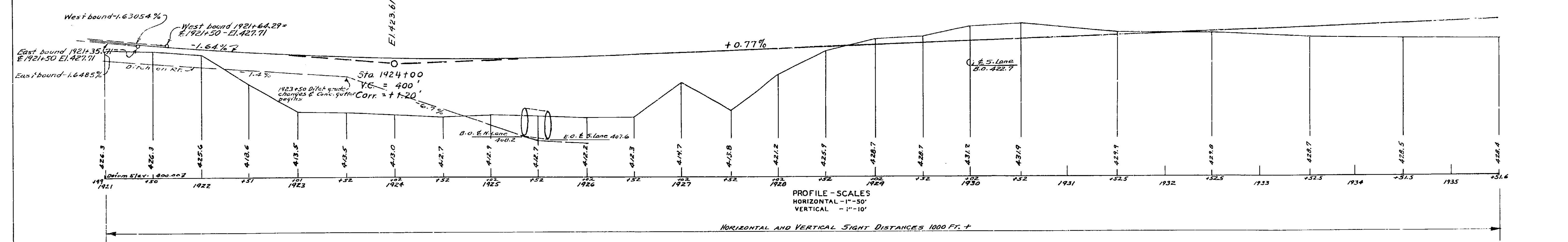
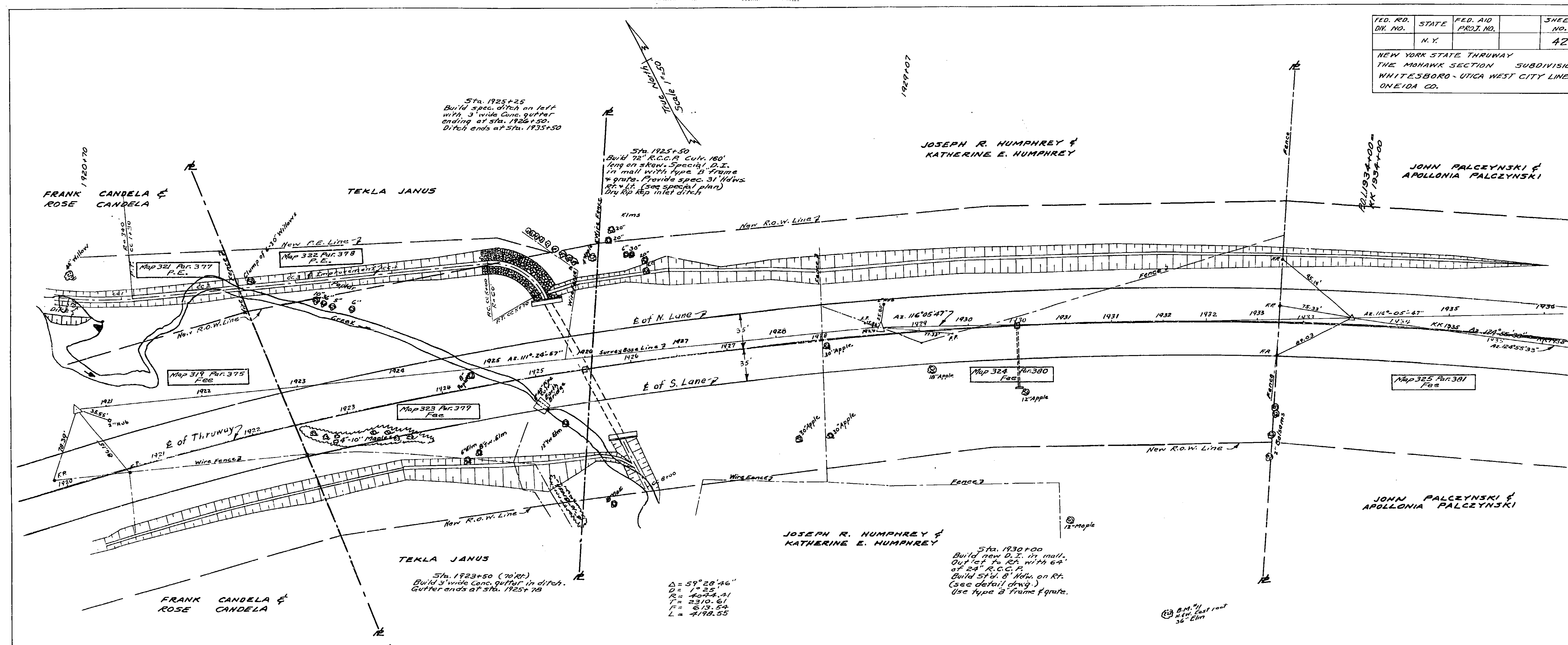
PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY:

DATE _____

N. H. Housen
ENGINEER DISTRICT NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		42	125

NEW YORK STATE THRUWAY
THE MONAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.



MADE BY
PLAN J. J. Zebarski
PROFILE J. J. Zebarski

TRACED BY
E. J. Zebarski

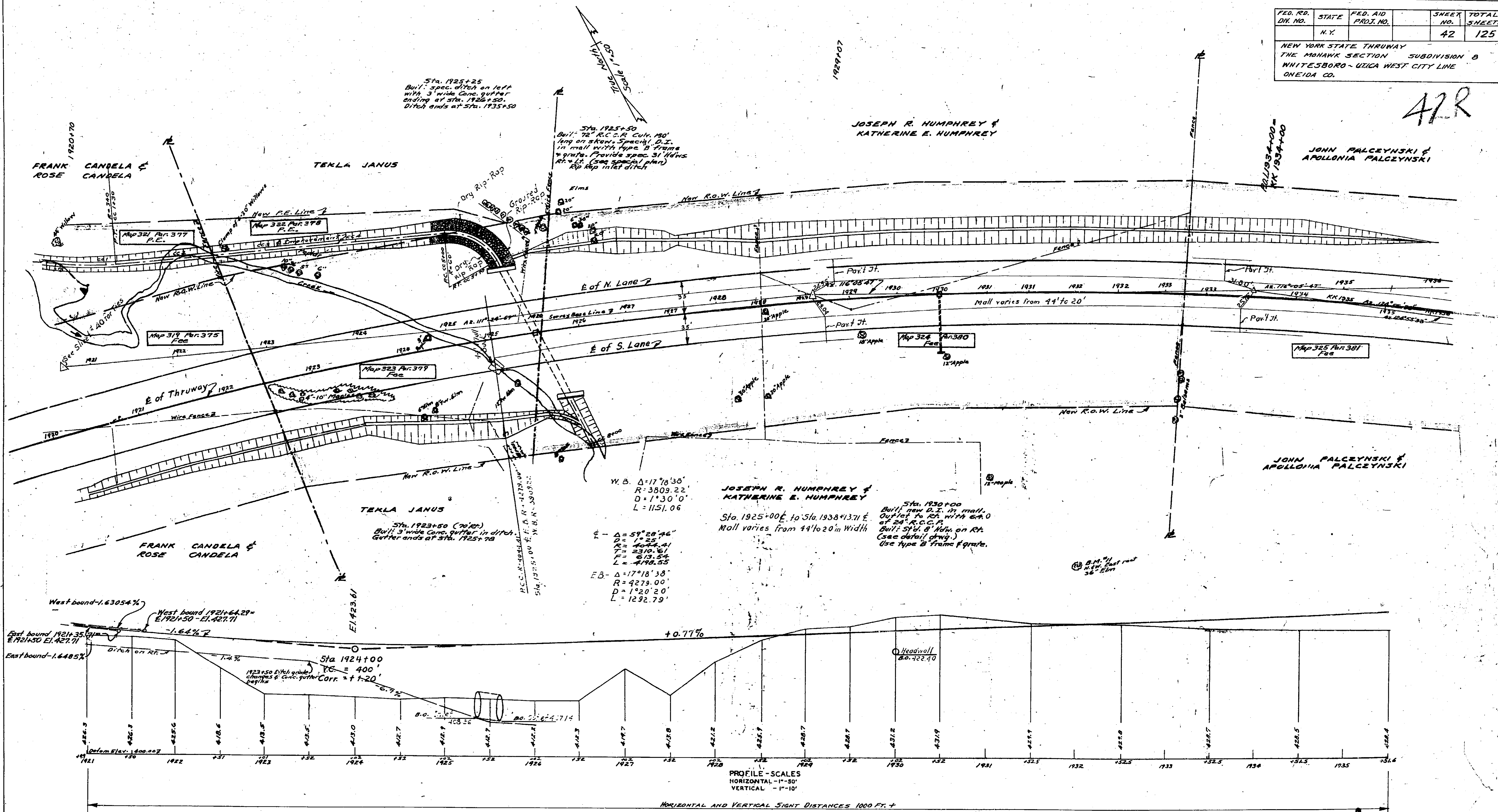
CHECKED BY
R. P. Jakubowski

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY:
DATE
ENGINEER DISTRICT NO 2

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		42	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

47R



MADE BY
PLAN G.S. Arnsperg
PROFILE G.S. Arnsperg

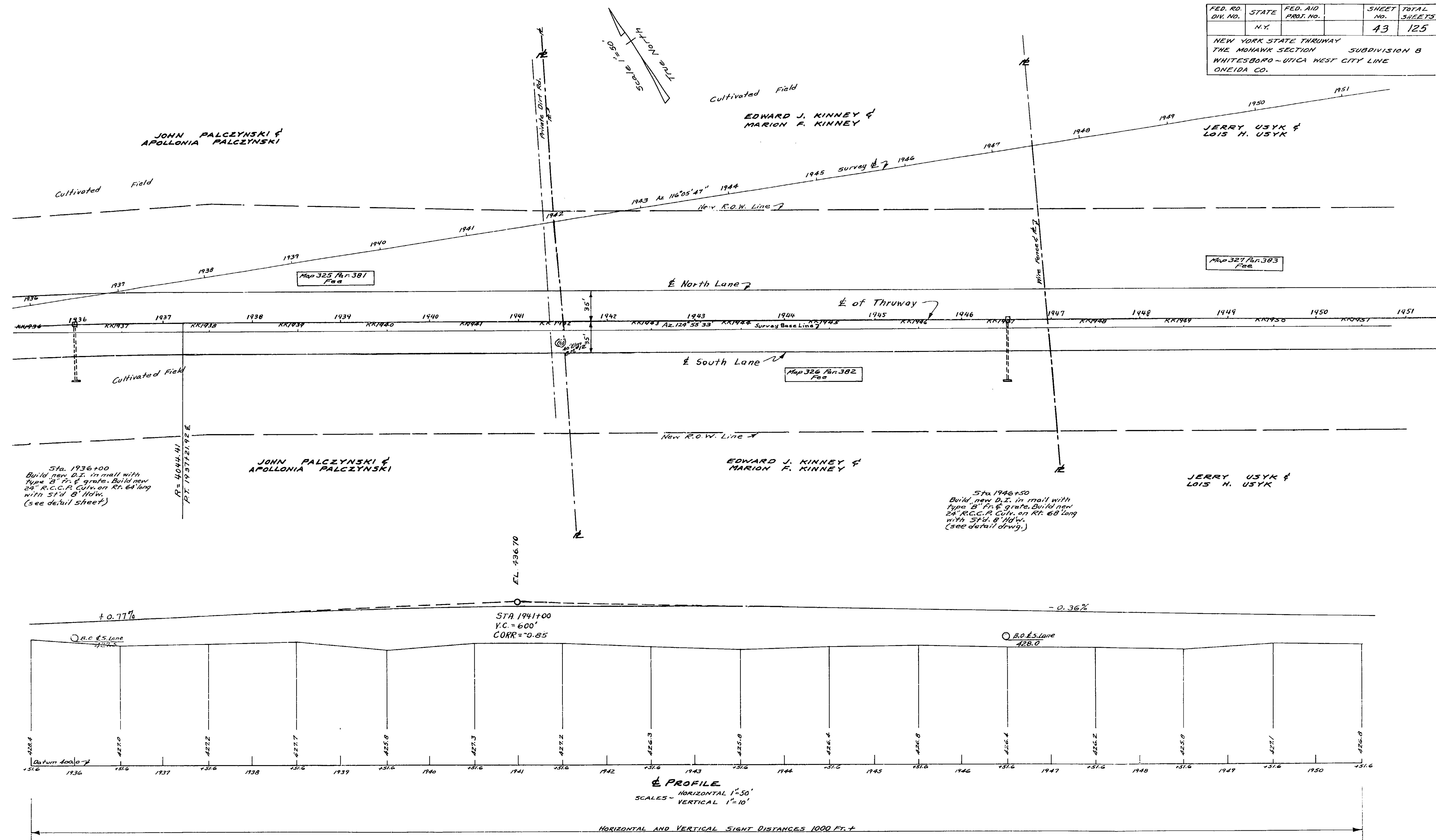
TRACED BY
E. J. Zekava

CHECKED BY
R. P. Janowski

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY:
DATE
ENGINEER DISTRICT NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		43	125

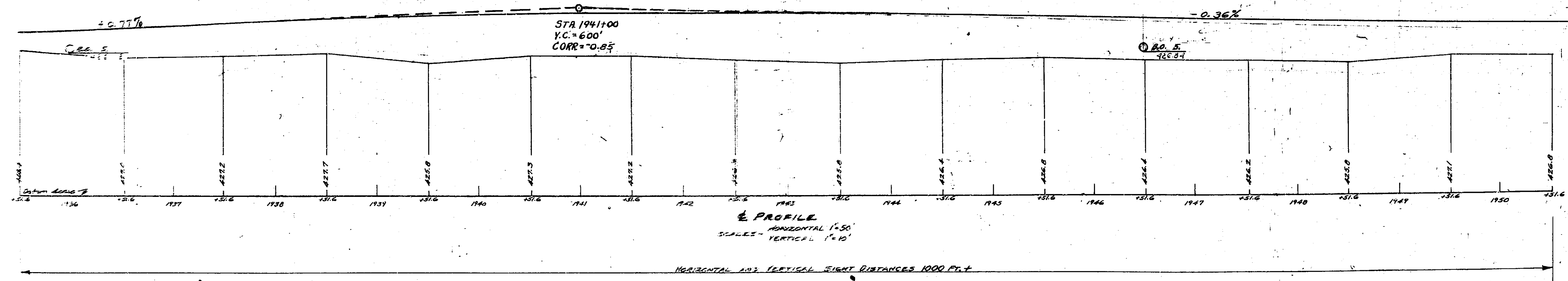
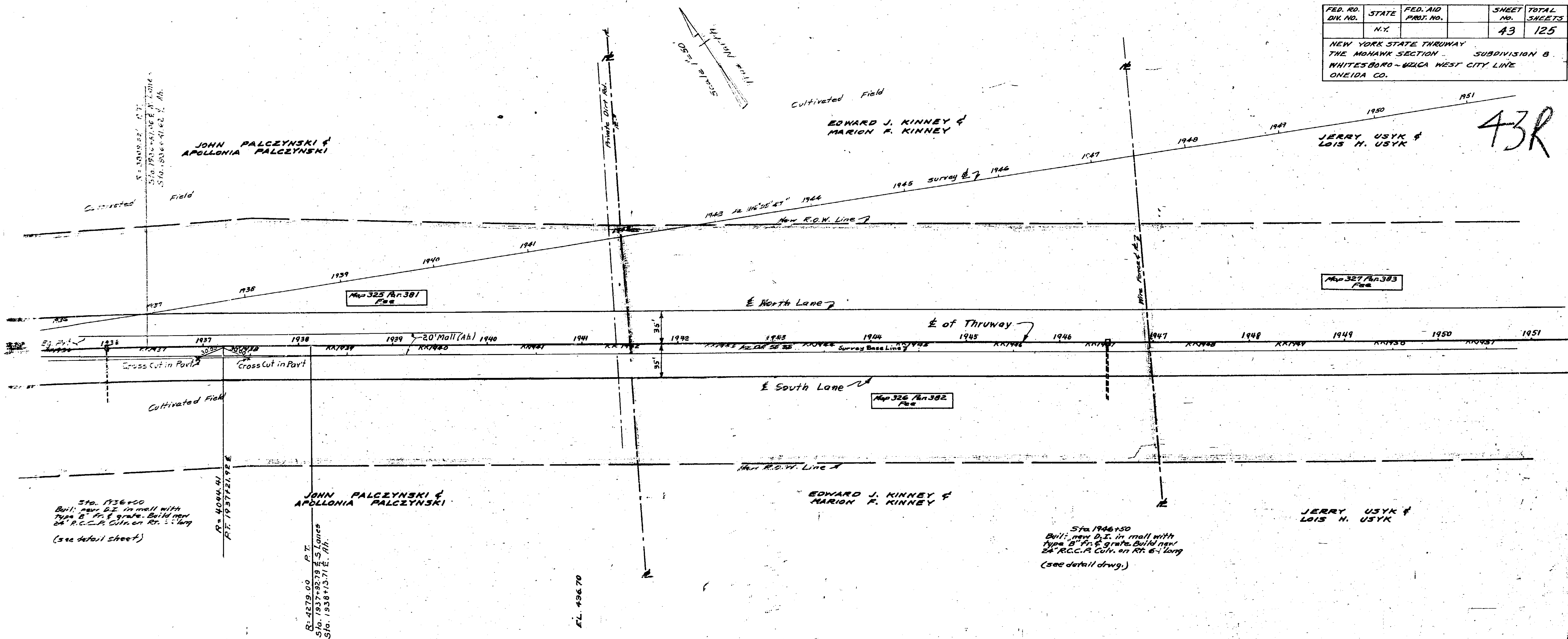
NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		43	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO - ALICA WEST CITY LINE
ONEIDA CO.

43R

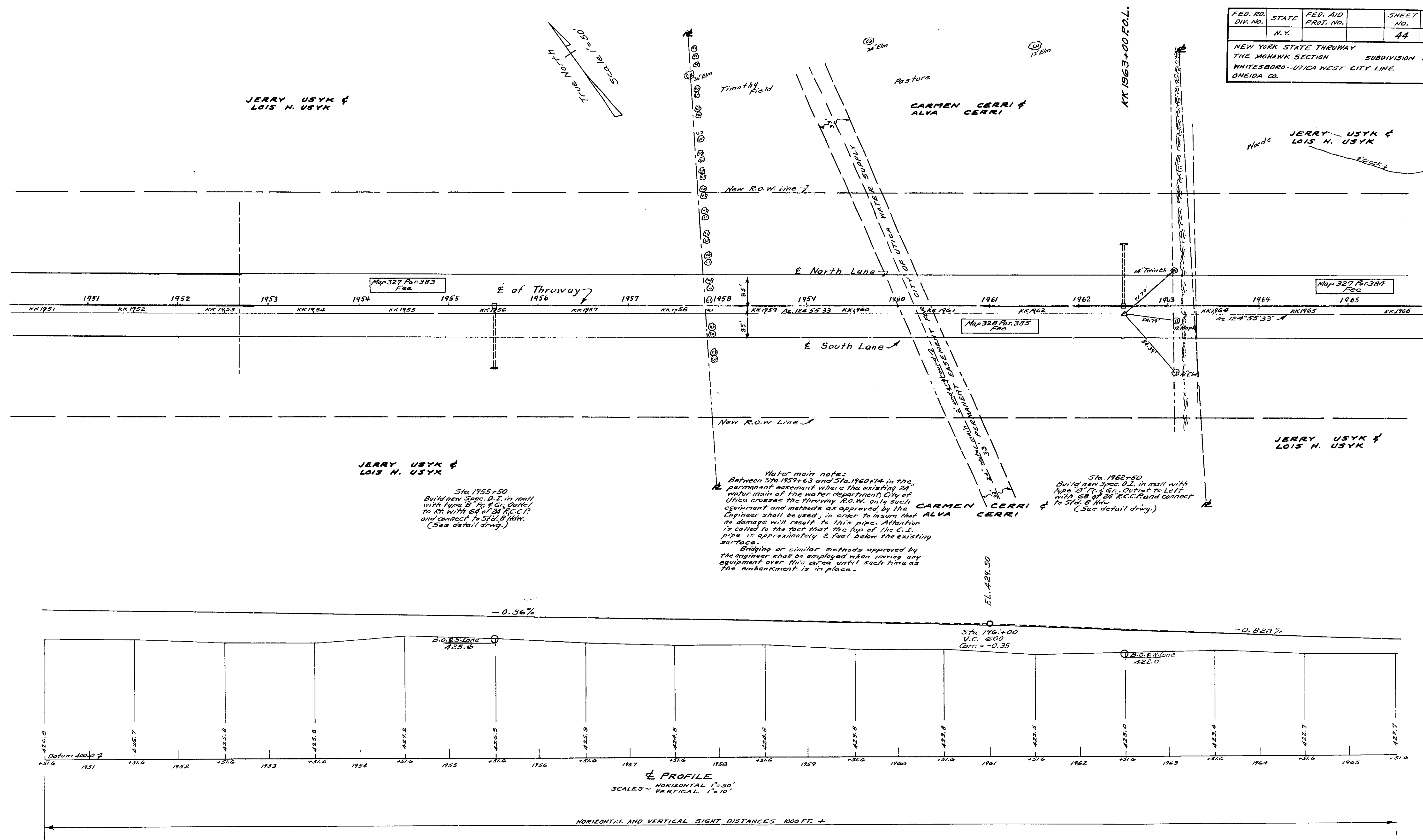


MADE BY
PLAN
CHECKED BY
APPROVED BY

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY:
DATE
ENGINEER DISTRICT NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		44	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO--UTICA WEST CITY LINE
ONEIDA CO.



MADE BY
PLAN E.J. Donnelly
PROFILE E.J. Donnelly

TRACED BY
P.G. Raymond

CHECKED BY
R.P. Jakubowski

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

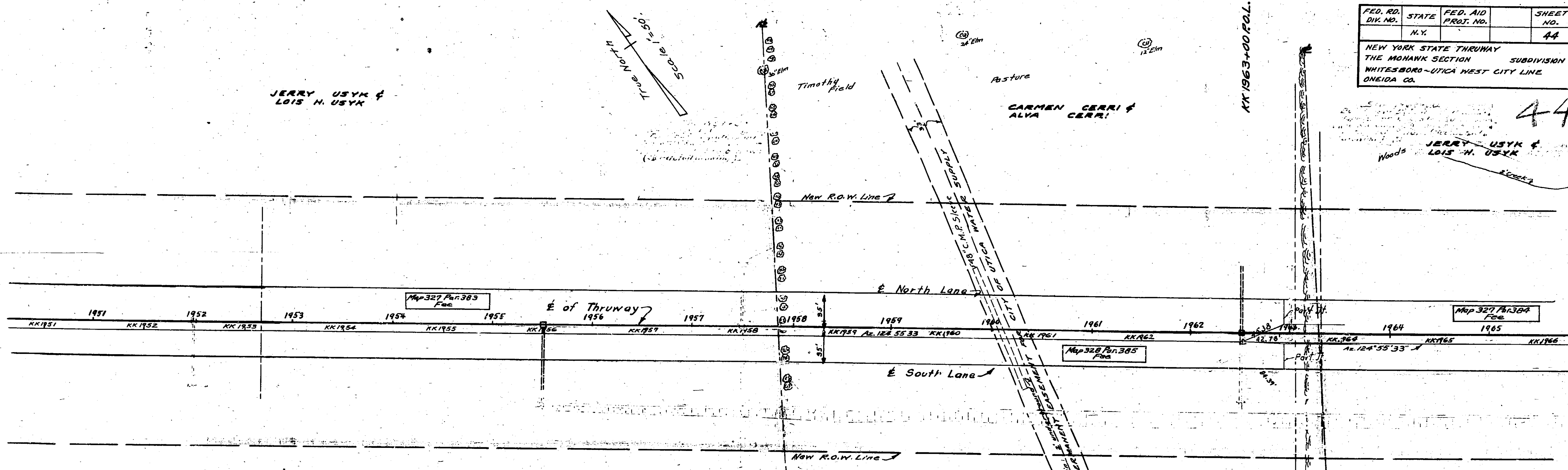
DATE

ENGINEER DISTRICT NO. 2

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		44	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO-UTICA WEST CITY LINE
ONEIDA CO.

44R



JERRY USYK & LOIS H. USYK

Sta. 1955+50
Built new Spec. D.I. in wall with type B Fr. & Gr. Outlet to Rt. with 60' of 24" R.C.C.P.
(See detail drwg.)

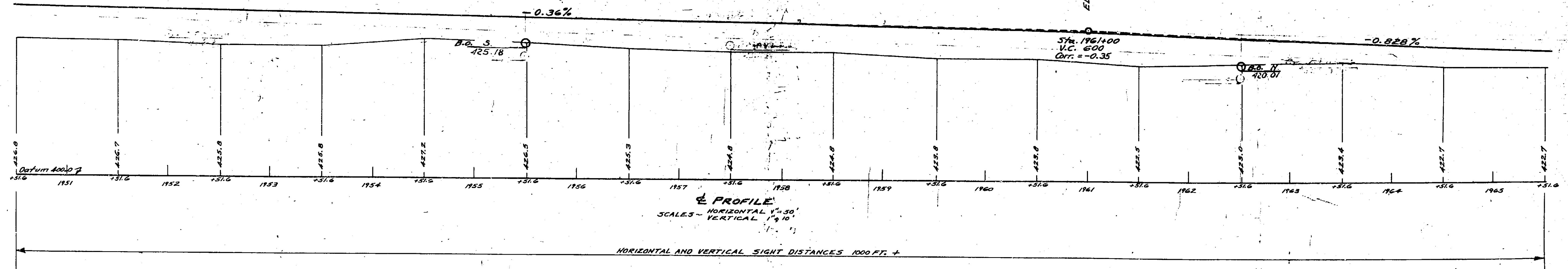
Sta. 1960+08
Built 48" C.M. P. Sleeve for Water Main 130' Long

Water main note:
Between Sta. 1959+63 and Sta. 1960+14 in the permanent easement where the existing 24" water main of the water department City of Utica crosses the thruway R.O.W. only such equipment and methods as approved by the Engineer was used, in order to insure that ALVA no damage would result to this pipe. Attention is called to the fact that the top of the C.I. pipe is approximately 2 feet below the existing surface.
Bridging or similar methods approved by the engineer were employed when moving any equipment over this area until such time as the embankment is in place.

CARMEN CERRI & ALVA CERRI

Sta. 1962+80
Built new Spec. D.I. in wall with type B Fr. & Gr. Outlet to Left with 60' of 24" R.C.C.P.
(See detail drwg.)

JERRY USYK & LOIS H. USYK



MADE BY
PLAN E.I. Donnelly
PROFILE S.I. Donnelly

TRACED BY
P.G. Raymond

CHECKED BY
R.R. Jakubowski
R.A. Jakubowski

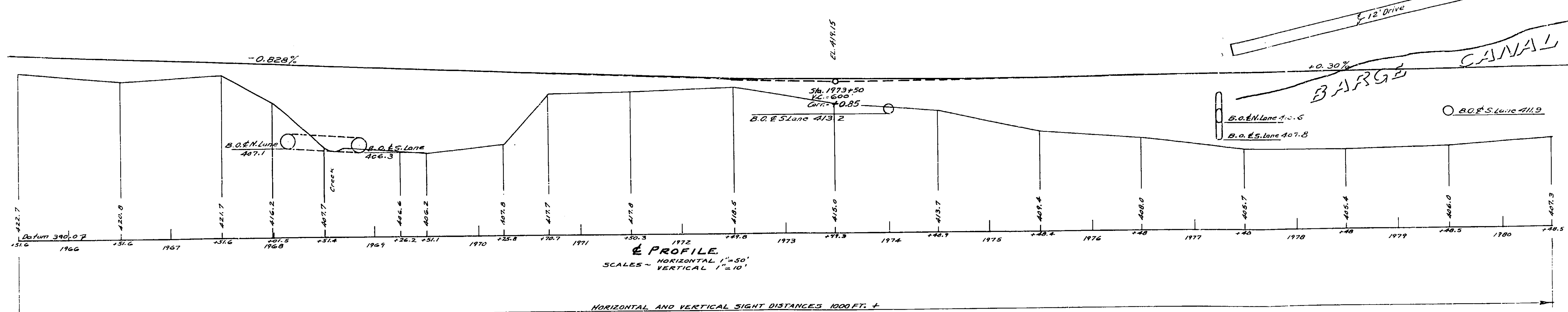
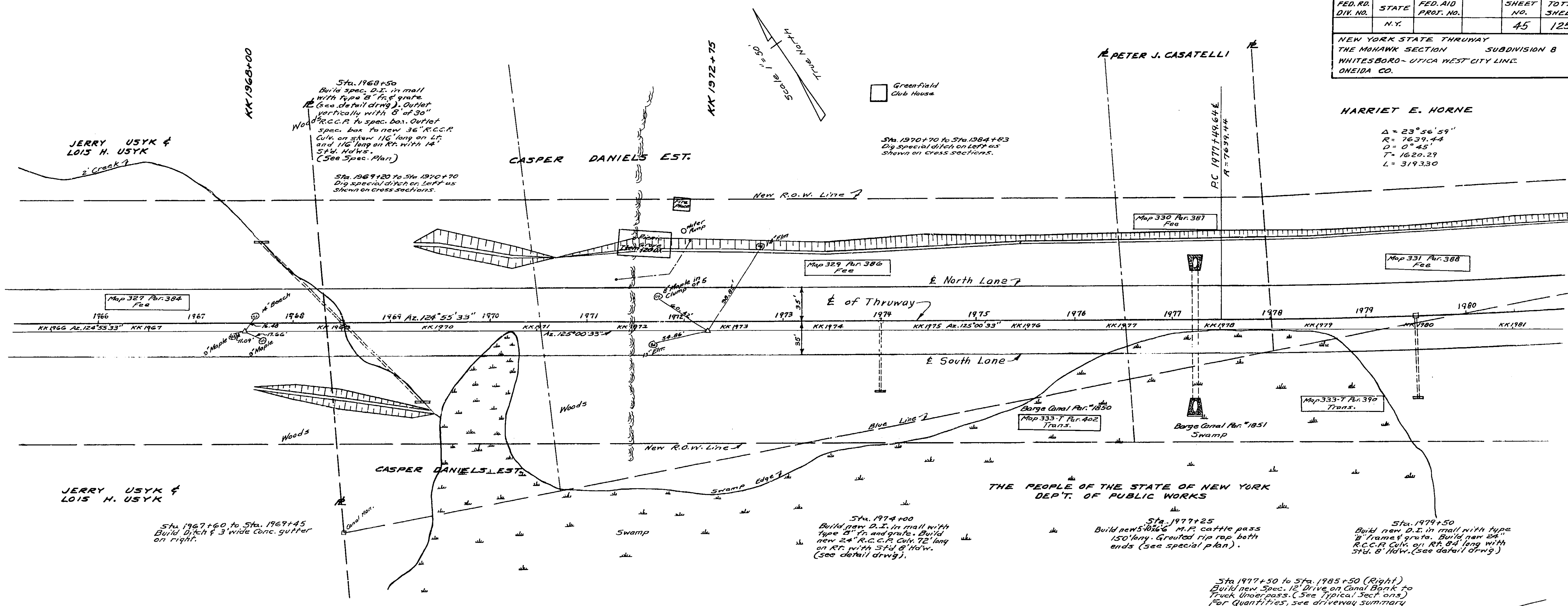
PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
N. How
ENGINEER DISTRICT No. 2

DATE

FED. RD. DIV. NO.	STATE	FED. AID PROT. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		45	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

HARRIET E. HORNE
 $\Delta = 23^{\circ}56'59''$
 $R = 7639.44$
 $D = 0^{\circ}45'$
 $T = 1620.29$
 $L = 319.330$



MADE BY: E.J. Donnelly
TRACED BY: R.G. Raymond
CHECKED BY: R.P. Jakubowski
PLAN: E.J. Donnelly
PROFILE: E.J. Donnelly

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
DATE: _____
ENGINEER DISTRICT NO. 2

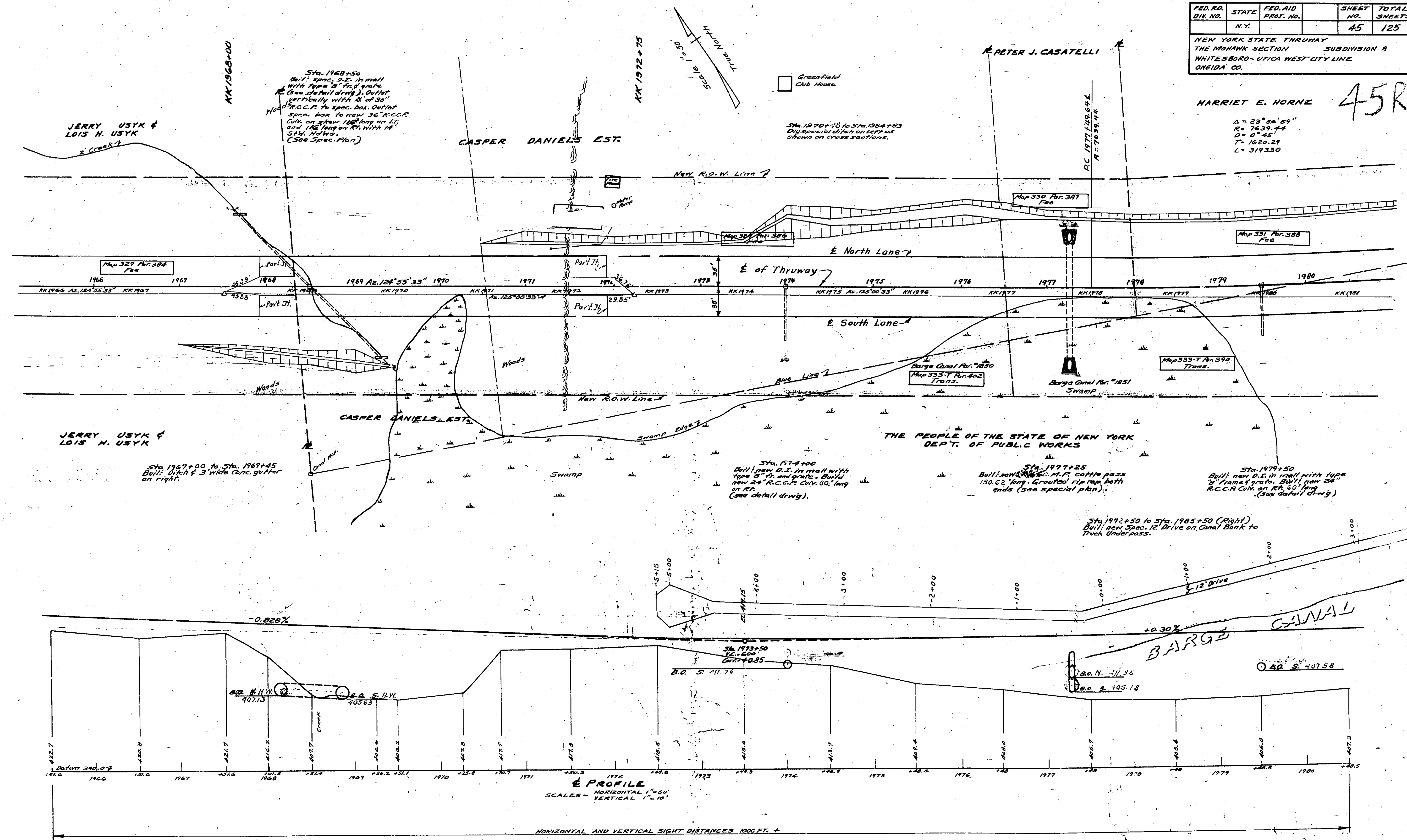
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		45	125

NEW YORK STATE THRUWAY
THE MONAWK SECTION SUBDIVISION B
WHITEBORO-UTICA WEST CITY LINE
ONEIDA CO.

HARRIET E. HORNE

45R

$\Delta = 23^{\circ}56'59''$
 $R = 7639.44$
 $D = 0^{\circ}45'$
 $T = 1620.29$
 $L = 3193.30$



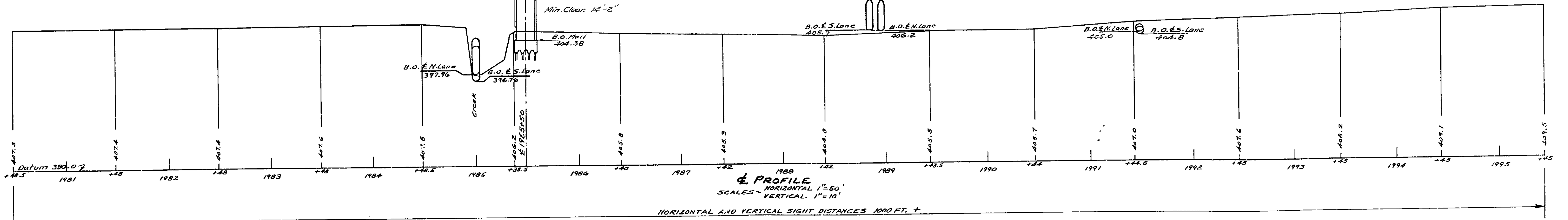
MADE BY
PLAN E.J. Donnelly
PROFILE E.J. Donnelly

TRACED BY
R.G. Raymond

CHECKED BY
R.P. Jakubowski

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
DATE
ENGINEER DISTRICT NO. 2

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO~UTICA WEST CITY LINE
ONEIDA CO.



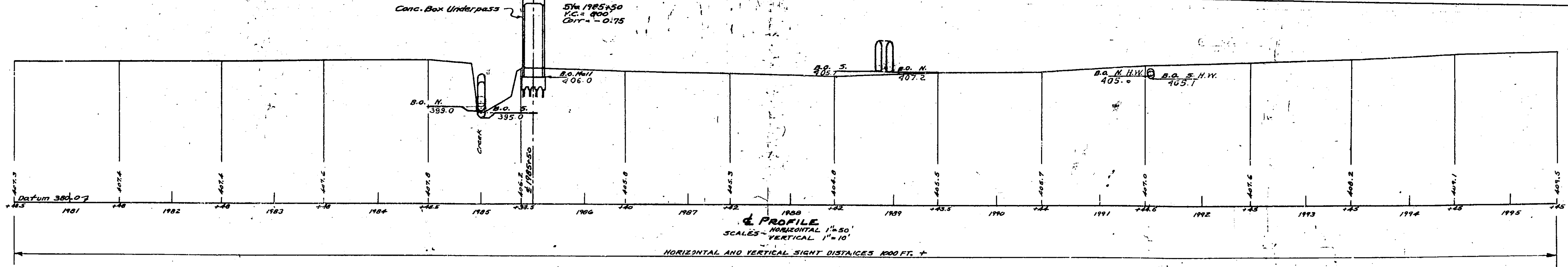
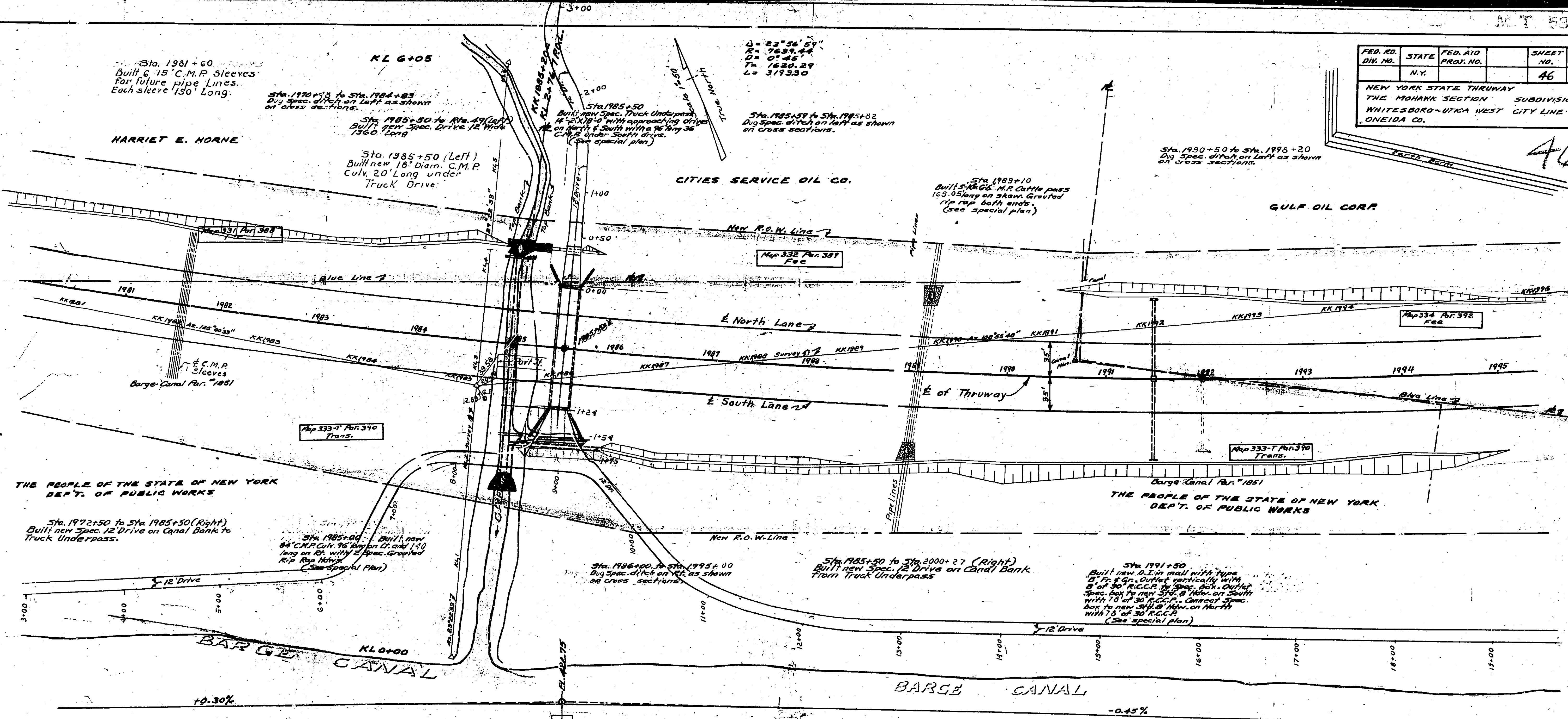
DATE ENGINEER DISTRICT NO. 2

MADE BY	TRACED BY	CHECKED BY
PLAN <u>F.J. Donnelly</u>	<u>P.G. Raymond</u>	<u>R.P. Jakubowski</u>
PROFILE <u>F.J. Donnelly</u>	<u>P.G. Raymond</u>	<u>R.P. Jakubowski</u>

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		46	125

NEW YORK STATE THRUWAY
THE MONARK SECTION SUBDIVISION B
WHITESBORO-UTKA WEST CITY LINE
ONEIDA CO.

46R



MADE BY
PLAN F.J. Donnelly
PROFILE F.J. Donnelly

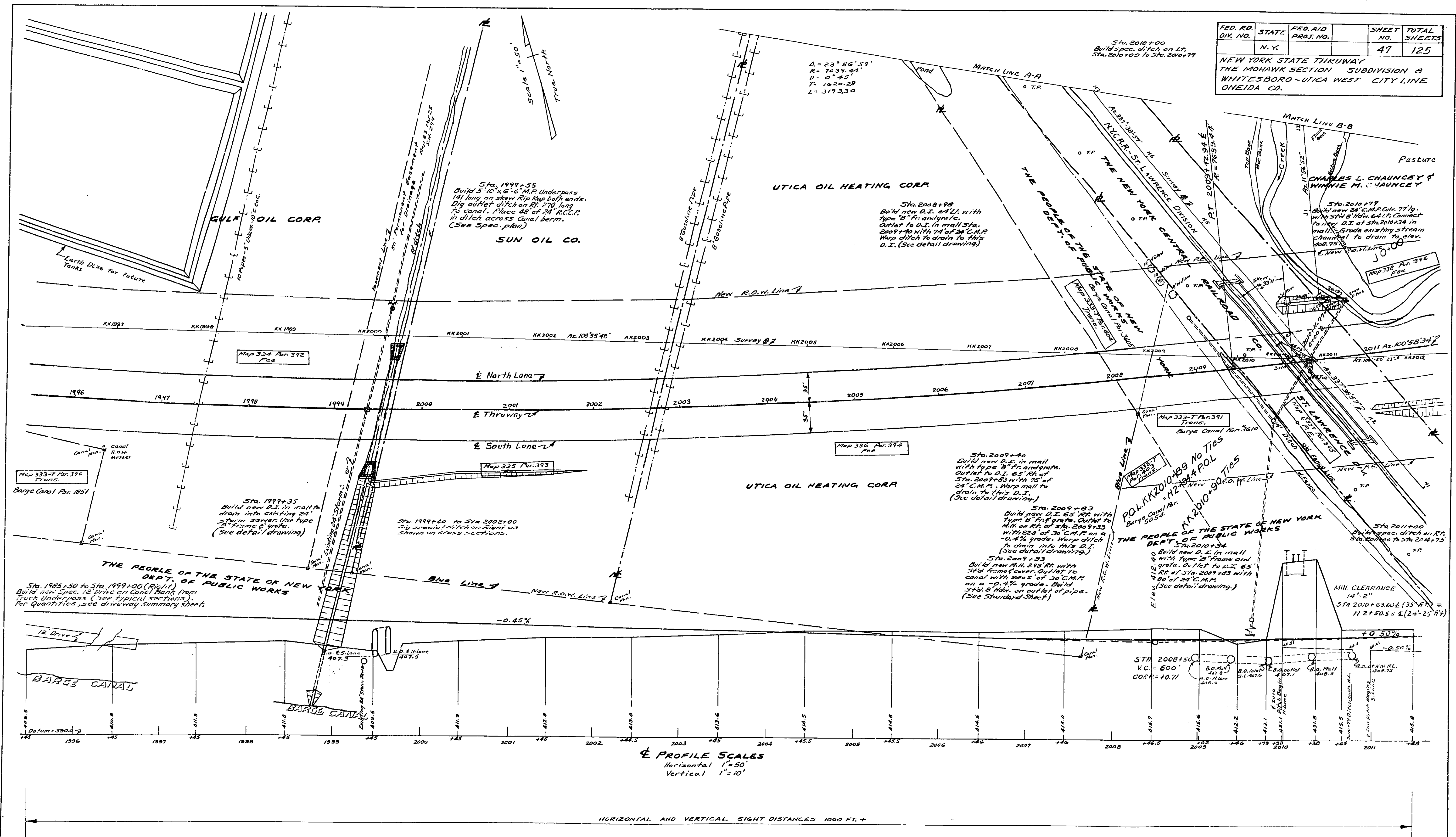
TRACED BY
R.G. Raymond

CHECKED BY
R.P. Jakubowski

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
DATE _____
ENGINEER DISTRICT No. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
N. Y.	N. Y.		47	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO-UTICA WEST CITY LINE
ONEIDA CO.



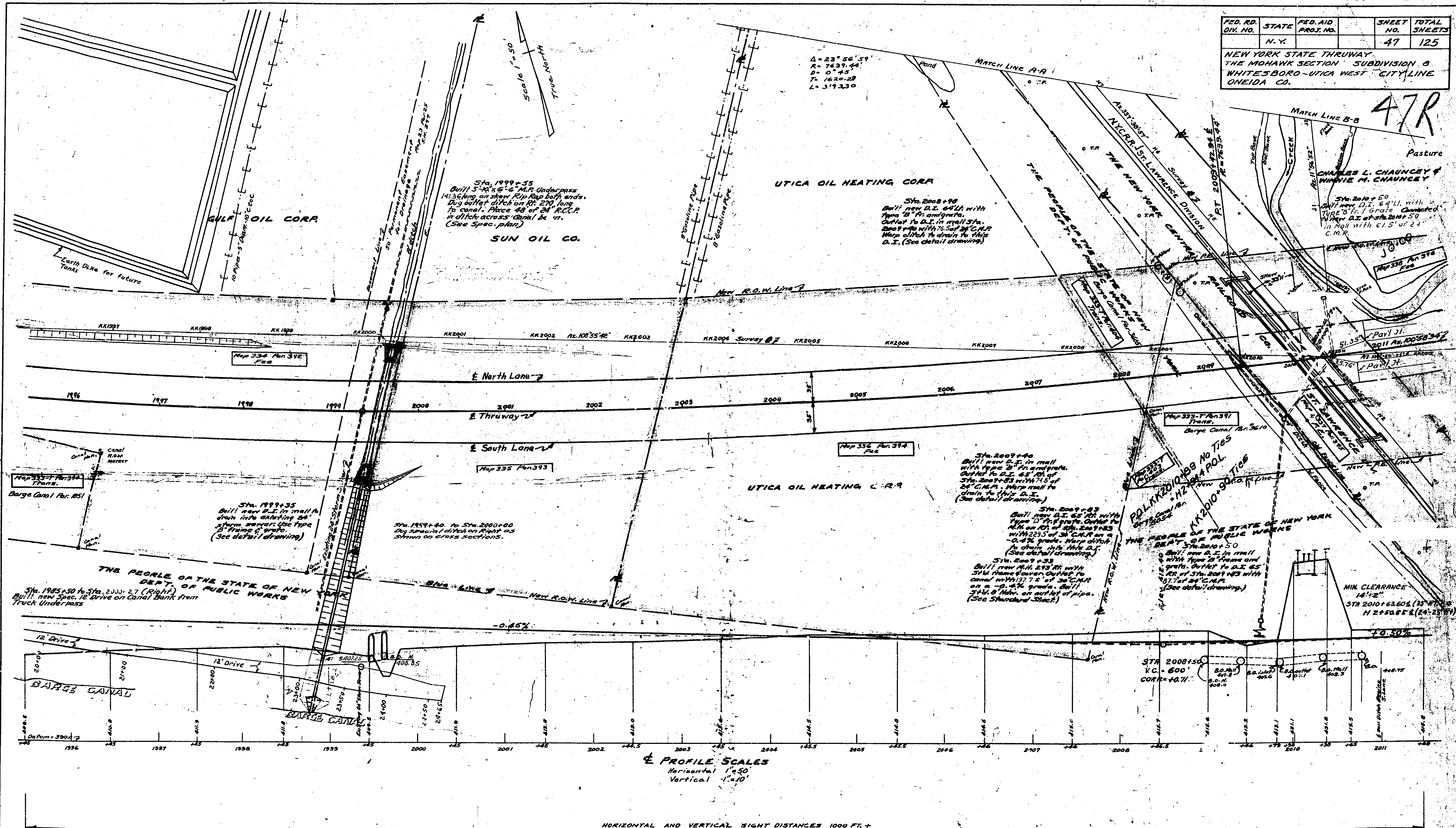
MADE BY TRACED BY CHECKED BY
PLAN F.L. Doreilly F.L. Doreilly R.R. Schuchman
PROFILE F.L. Doreilly R.R. Schuchman R.R. Schuchman

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY
DATE 10/1/55 ENGINEER DISTRICT NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N. Y.		47	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO-UTICA WEST CITY LINE
ONEIDA CO.

47R



MADE BY TRACED BY CHECKED BY
PLAN F.L. Donnelly F.L. Donnelly R.R. Jakubowski
PROFILE F.L. Donnelly R.R. Jakubowski

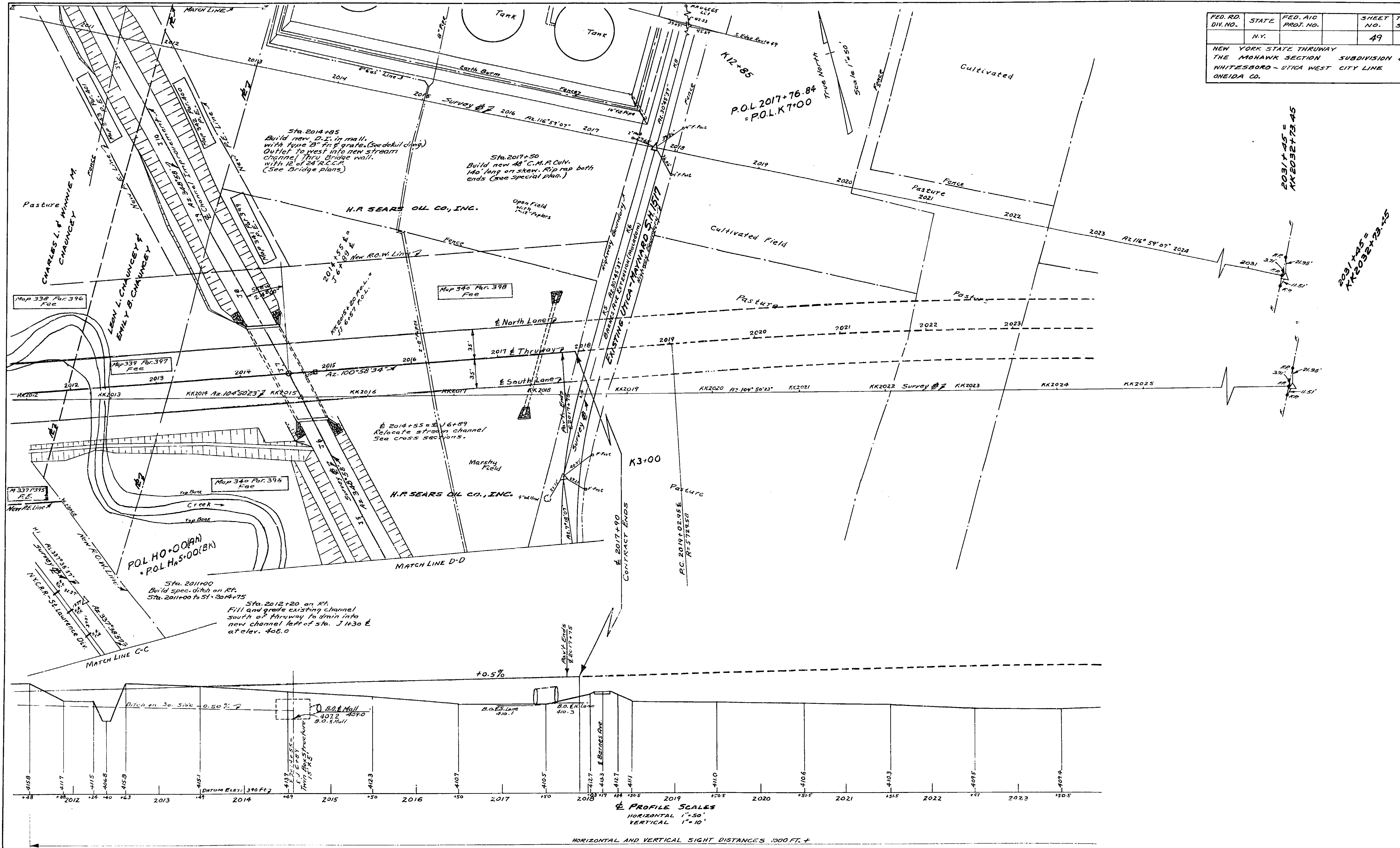
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

DATE

ENGINEER DISTRICT NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		49	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 8
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.



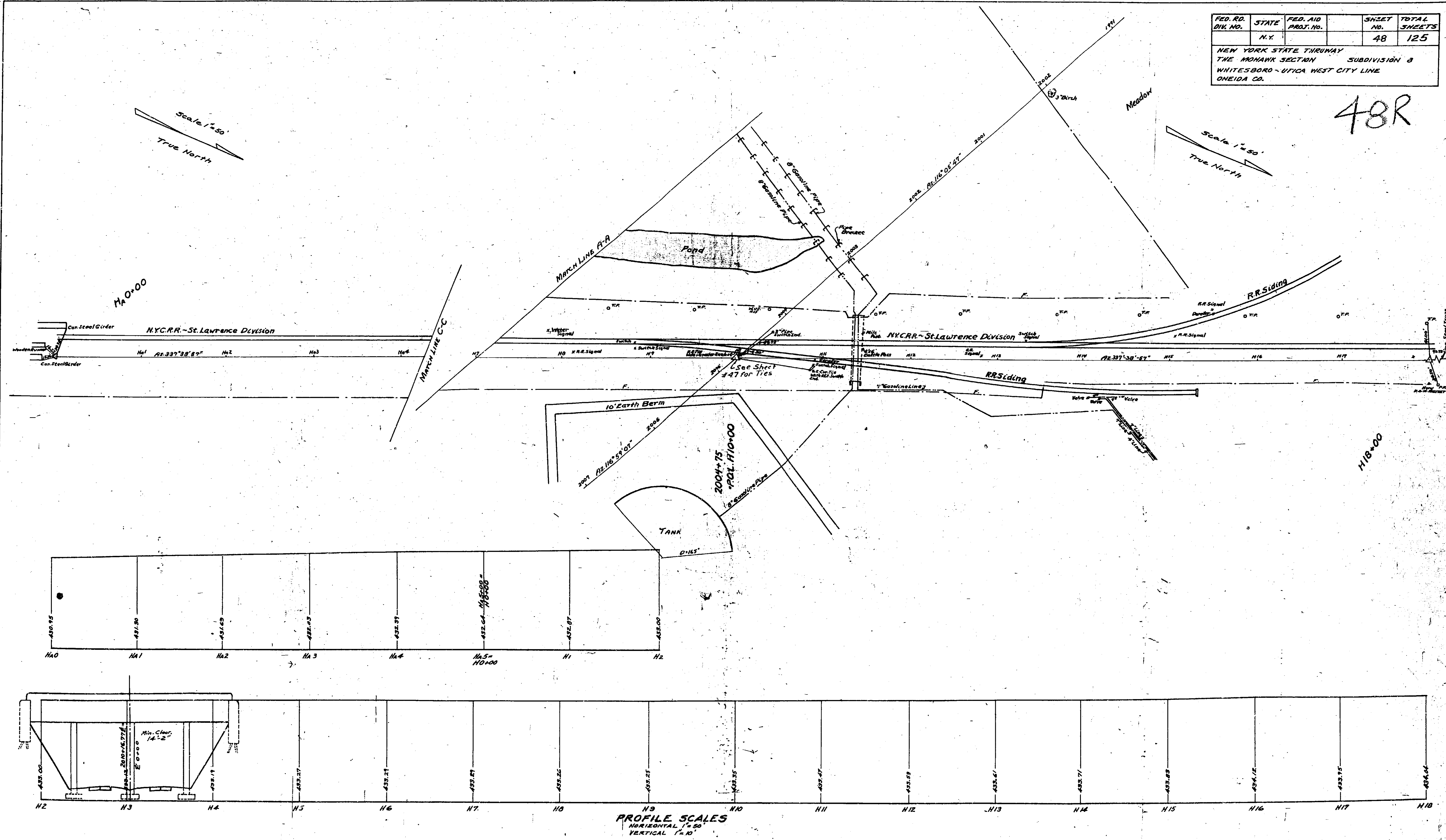
MADE BY TRACED BY CHECKED BY
PLAN F.J. Donnelly F.J. Donnelly R.R. Lubanski
PROFILE F.J. Donnelly F.J. Donnelly R.R. Lubanski

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY
DATE 10/1/58 ENGINEER DISTRICT NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		48	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION 3
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

48R



MADE BY TRACED BY CHECKED BY
PLAN E.J. Donnelly E.J. Donnelly R.R. Sawinski
PROFILE E.J. Donnelly R.G. Raymond R.R. Sawinski

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
DATE ENGINEER DISTRICT NO. 2

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		48	125

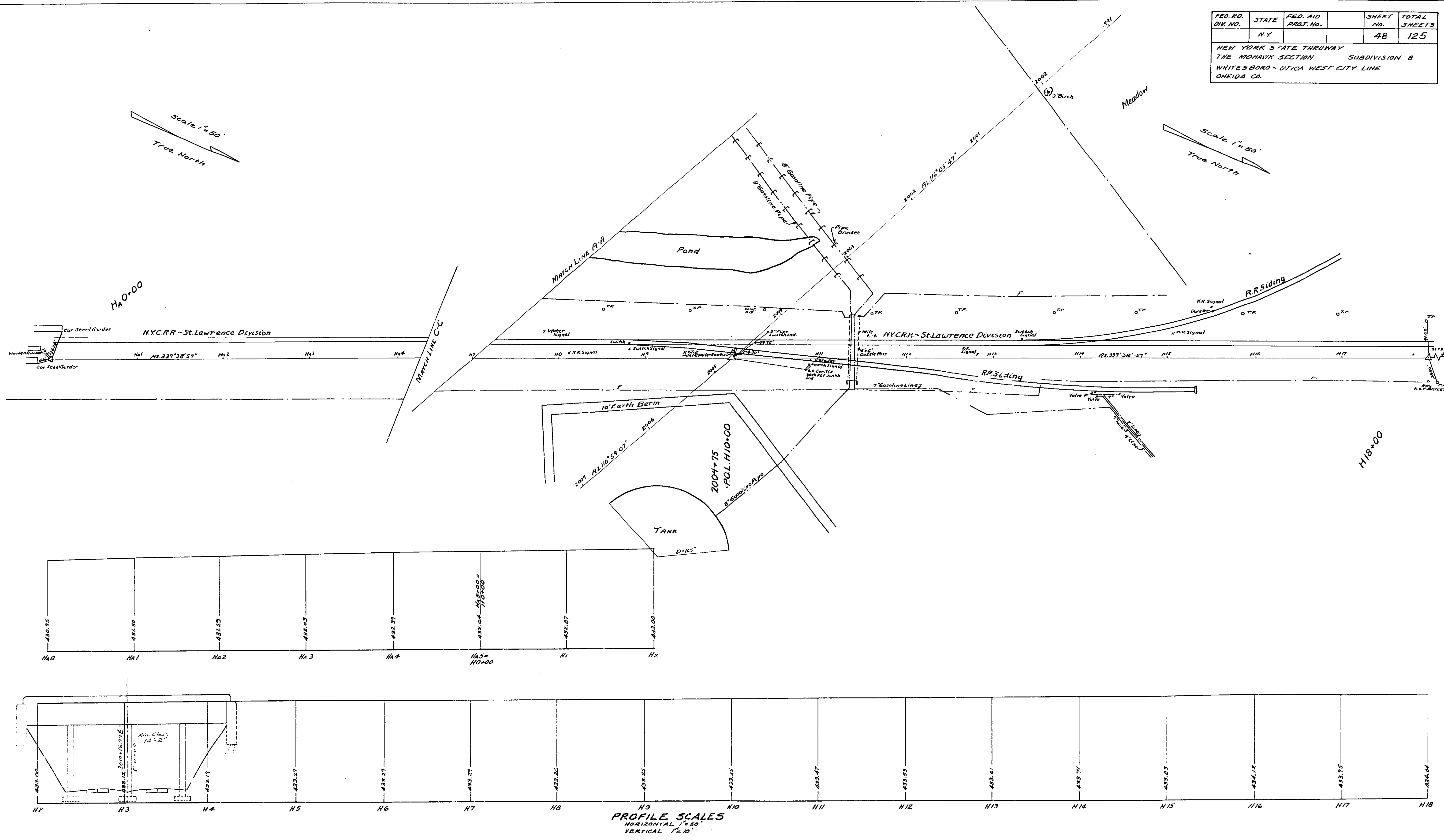
NEW YORK STATE THRUWAY

THE MOHAWK SECTION

WHITESBORO - UTICA WEST CITY LINE

ONEIDA CO.

SUBDIVISION B



MADE BY

TRACED BY

CHECKED BY

PLAN

PROFILE

F.J. Donnelly

F.J. Donnelly

R.G. Raymond

R.B. Jakubowski

R.B. Jakubowski

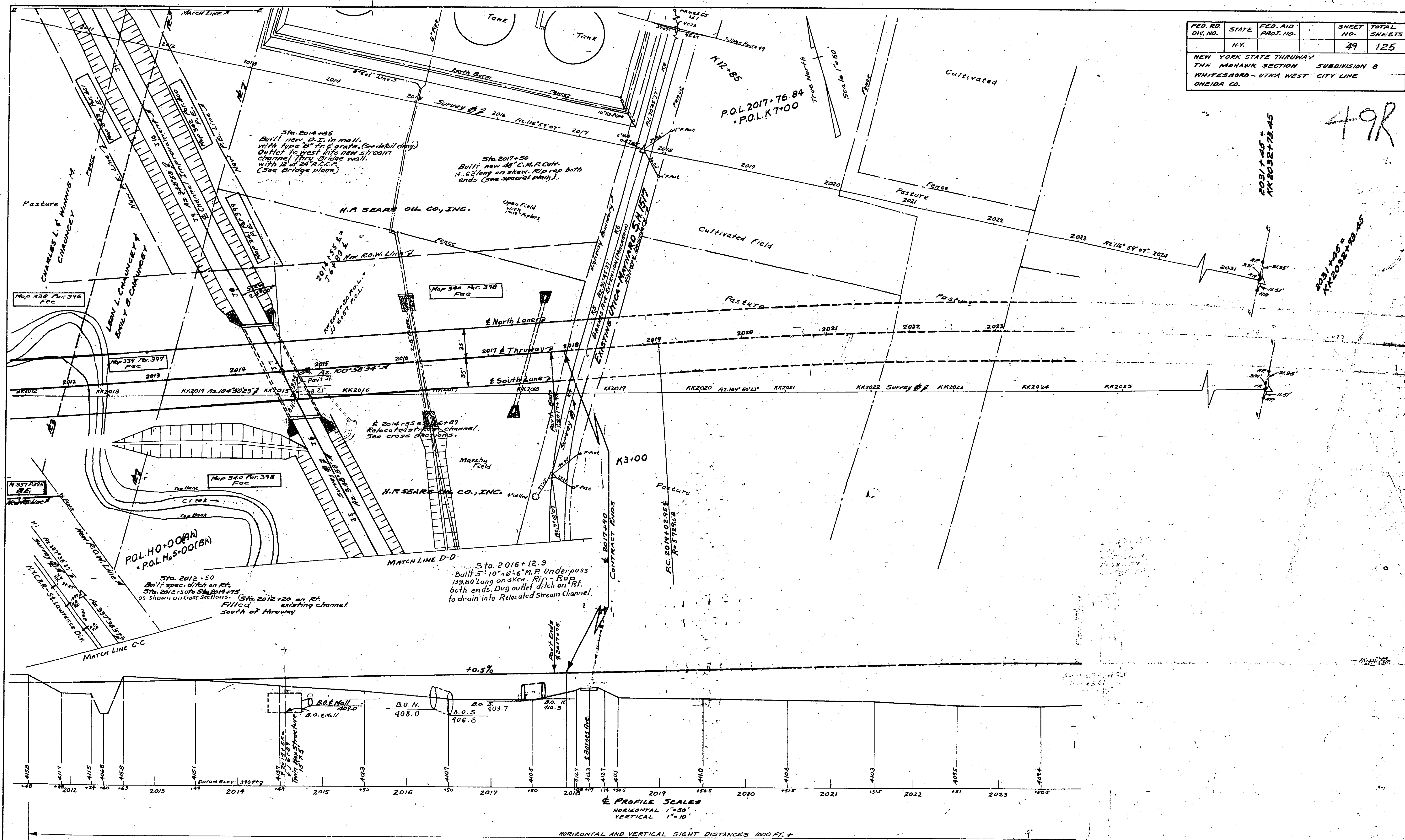
PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

DATE

ENGINEER DISTRICT NO. 2

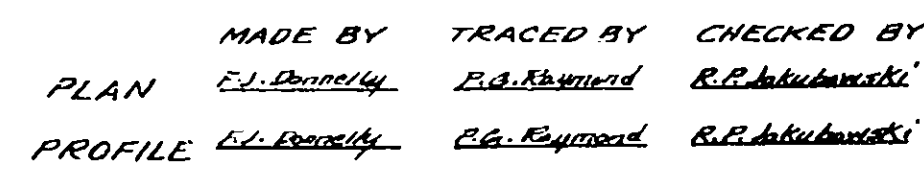
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		49	125

NEW YORK STATE THRUWAY
THE MOHAWK SECTION SUBDIVISION B
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.



MADE BY: PLAN F.J. Donnelly, PROFILE F.J. Donnelly
 TRACED BY: F.J. Donnelly
 CHECKED BY: E. J. Dubachowski, E. J. Dubachowski, E. J. Dubachowski

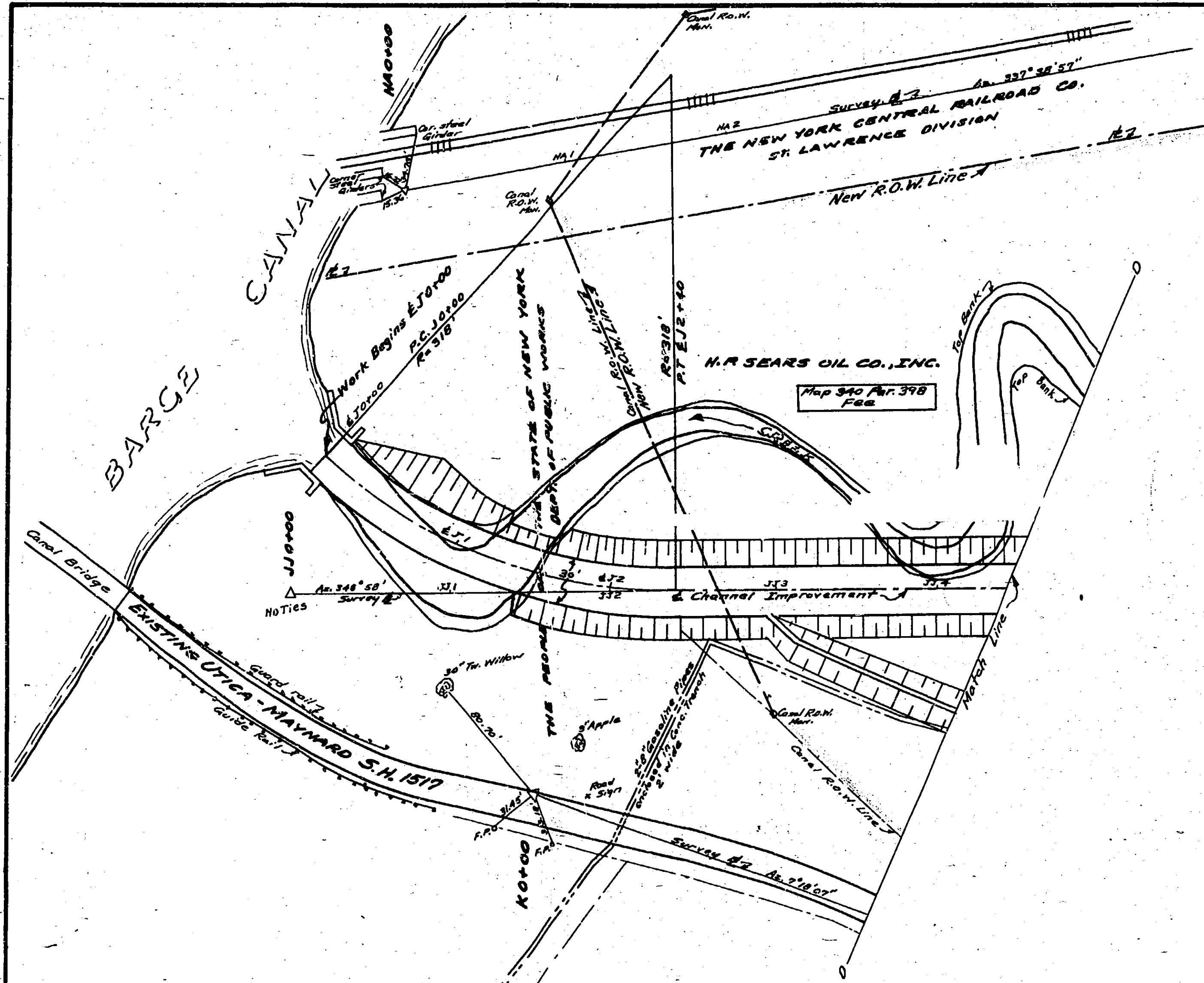
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY
 DATE: 1/1/55
 ENGINEER DISTRICT NO. 2



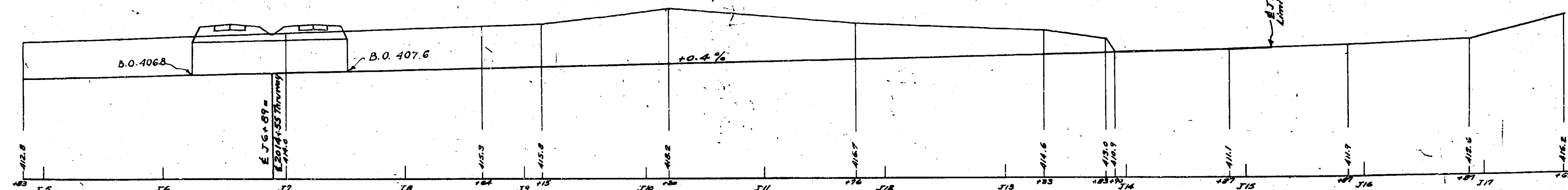
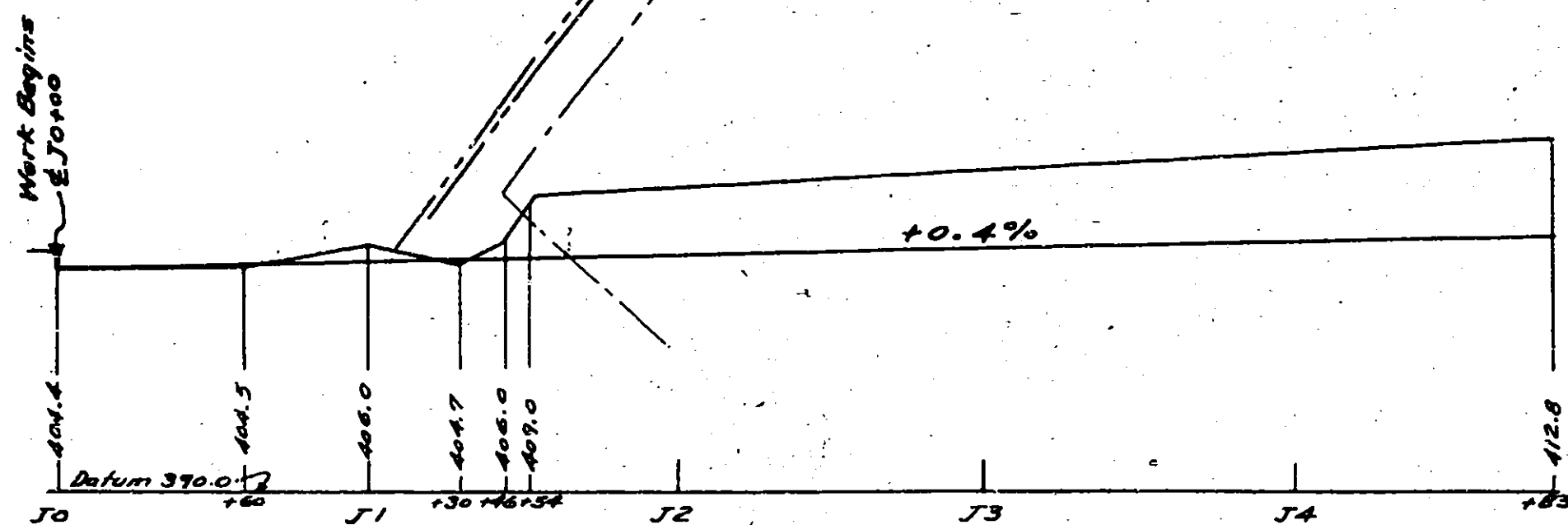
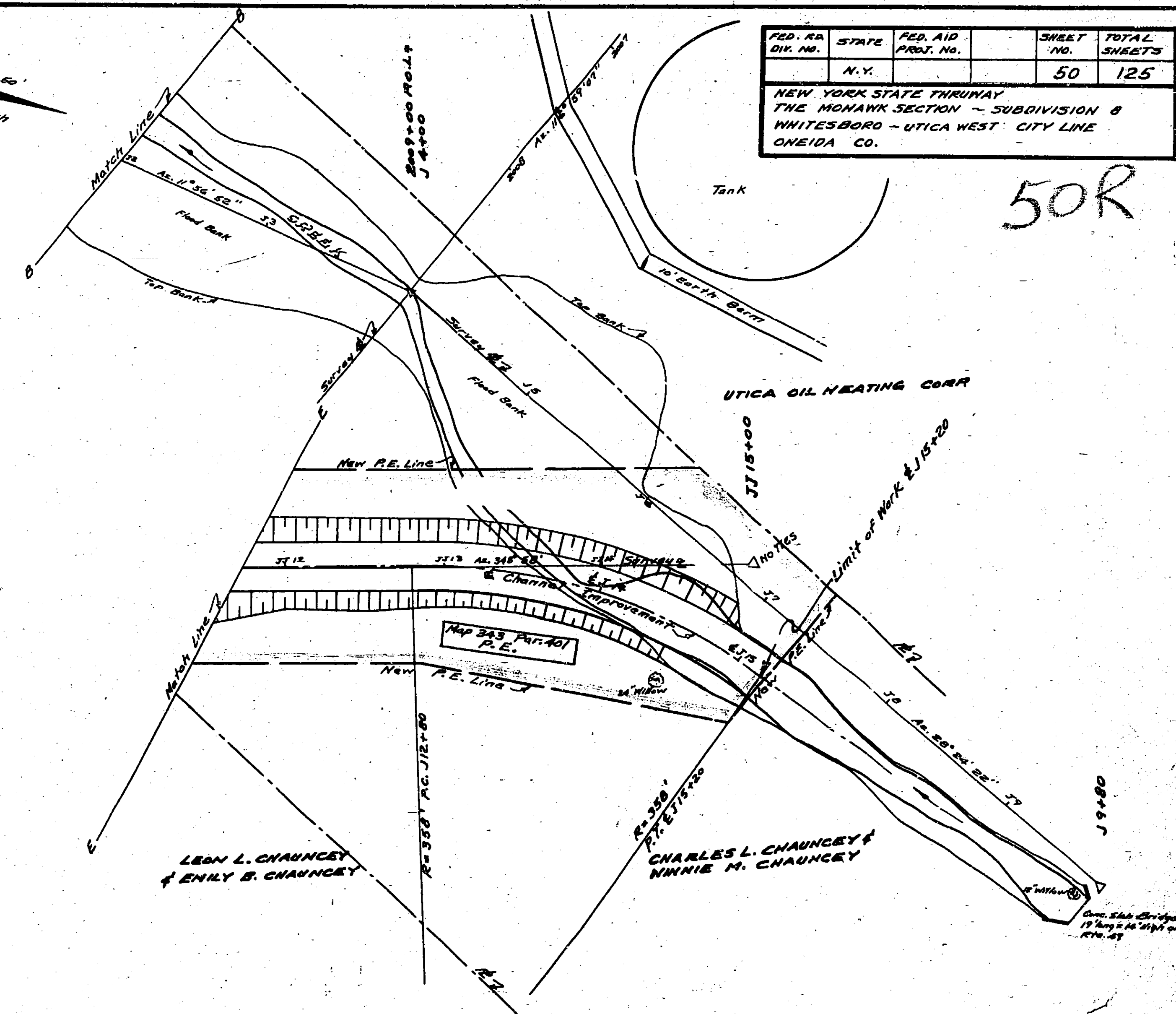
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		50	125

NEW YORK STATE THRUWAY
THE MONARK SECTION - SUBDIVISION 8
WHITESBORO - UTICA WEST CITY LINE
ONEIDA CO.

50R



Relocate stream channel
See cross sections.



PROFILE OF CREEK CHANNEL RELOCATION

SCALES - HORIZONTAL 1" = 50 FT.
VERTICAL 1" = 10 FT.

MADE BY
PLAN
PROFILE

TRACED BY
C.E. BROWN
C.E. BROWN

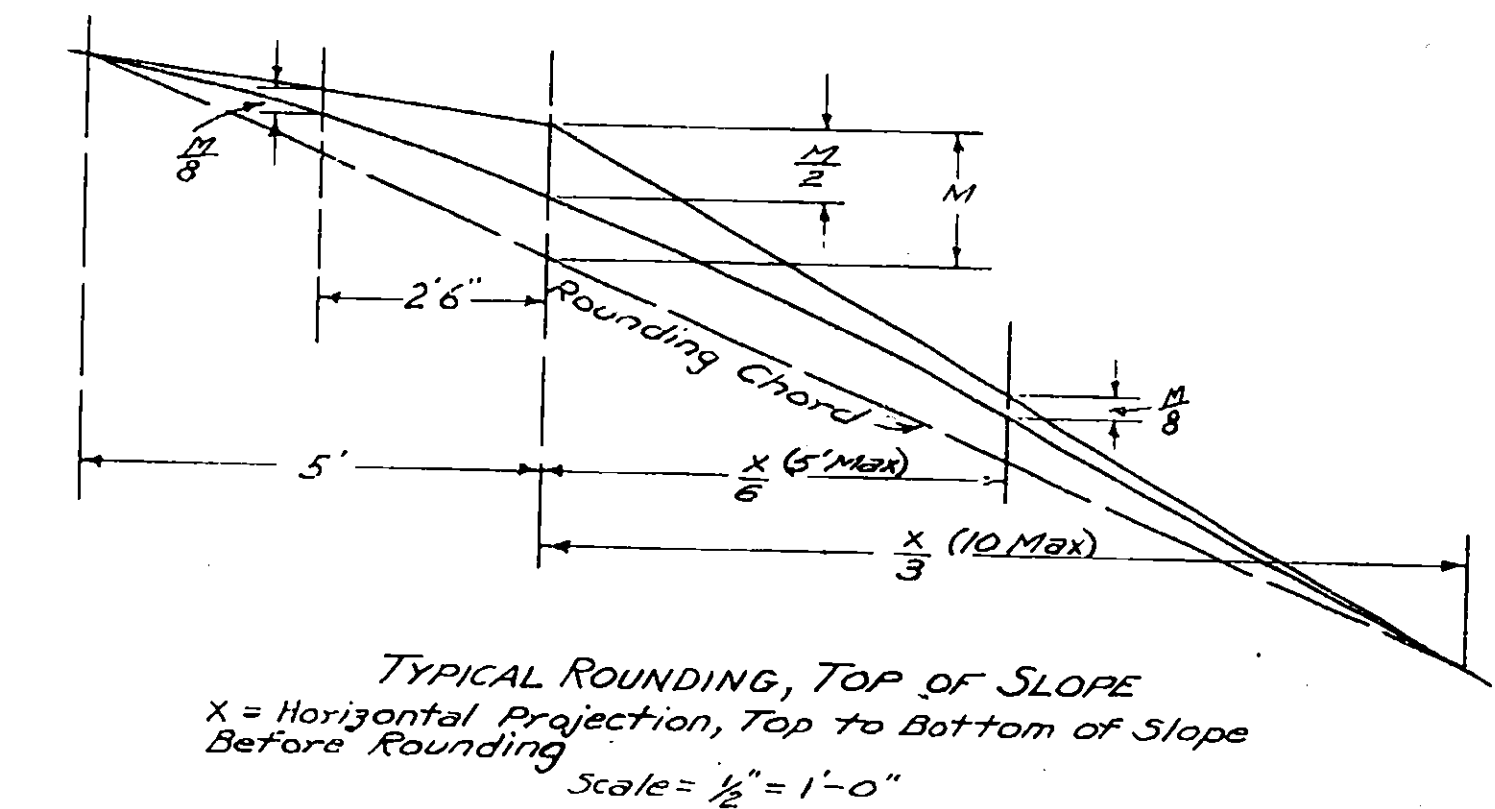
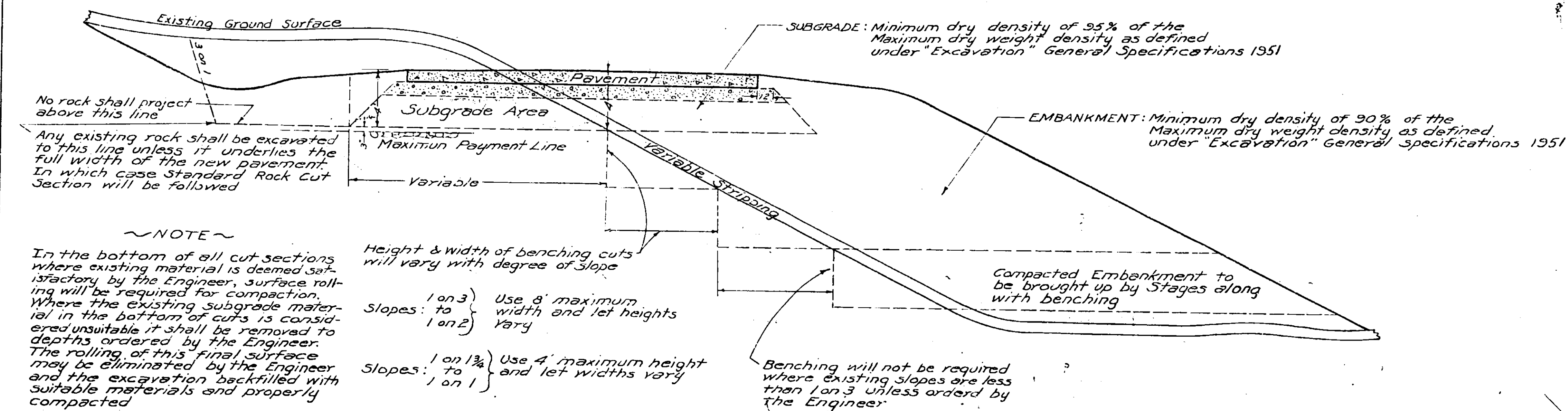
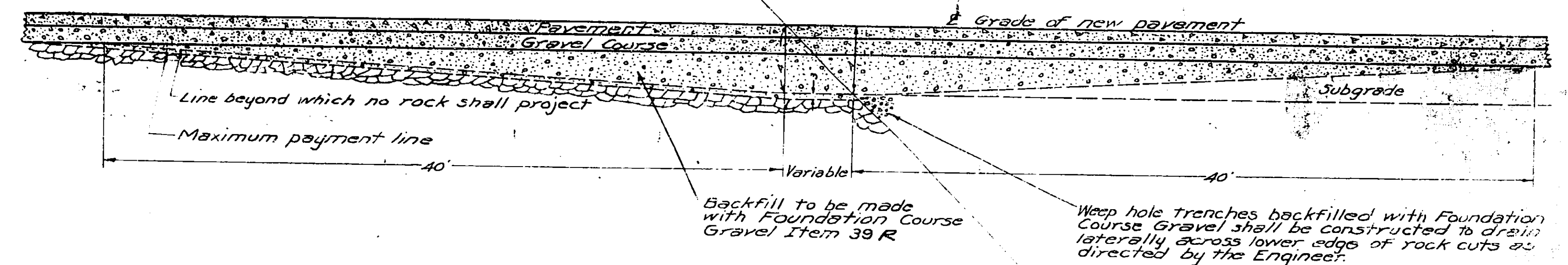
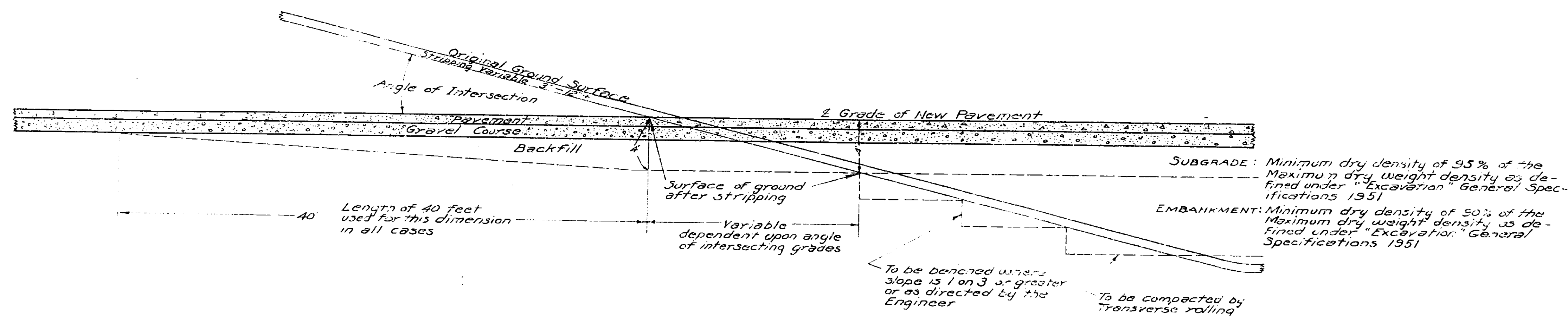
CHECKED BY
R.E. BROWN
R.E. BROWN

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
DATE
ENGINEER DISTRICT NO. 2

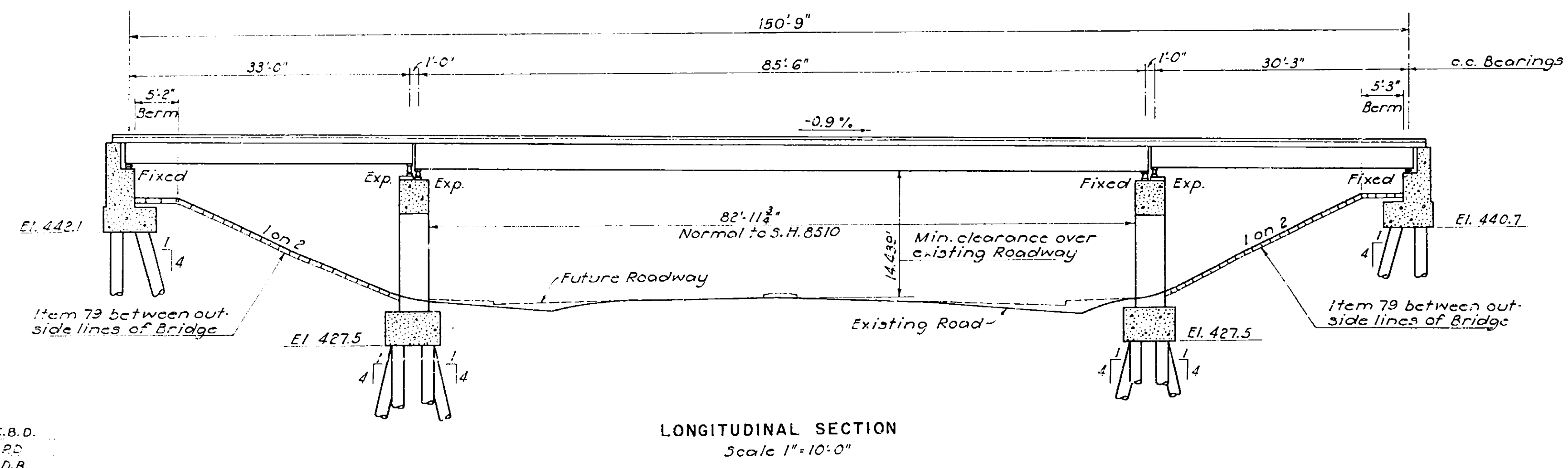
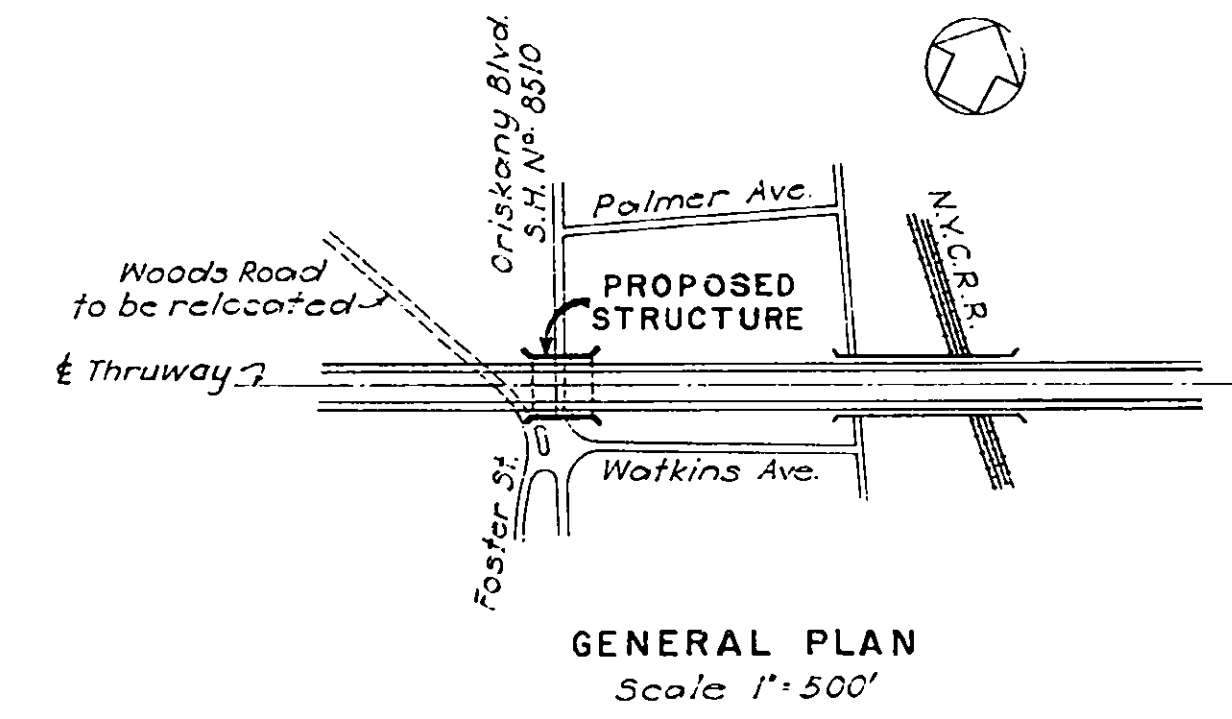
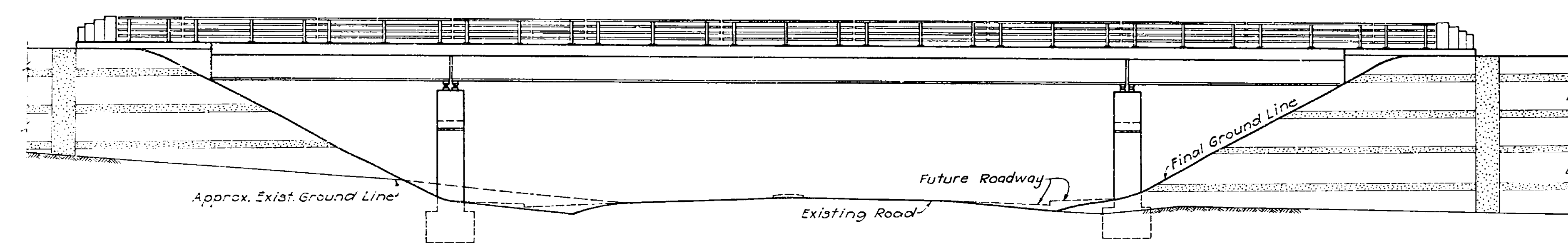
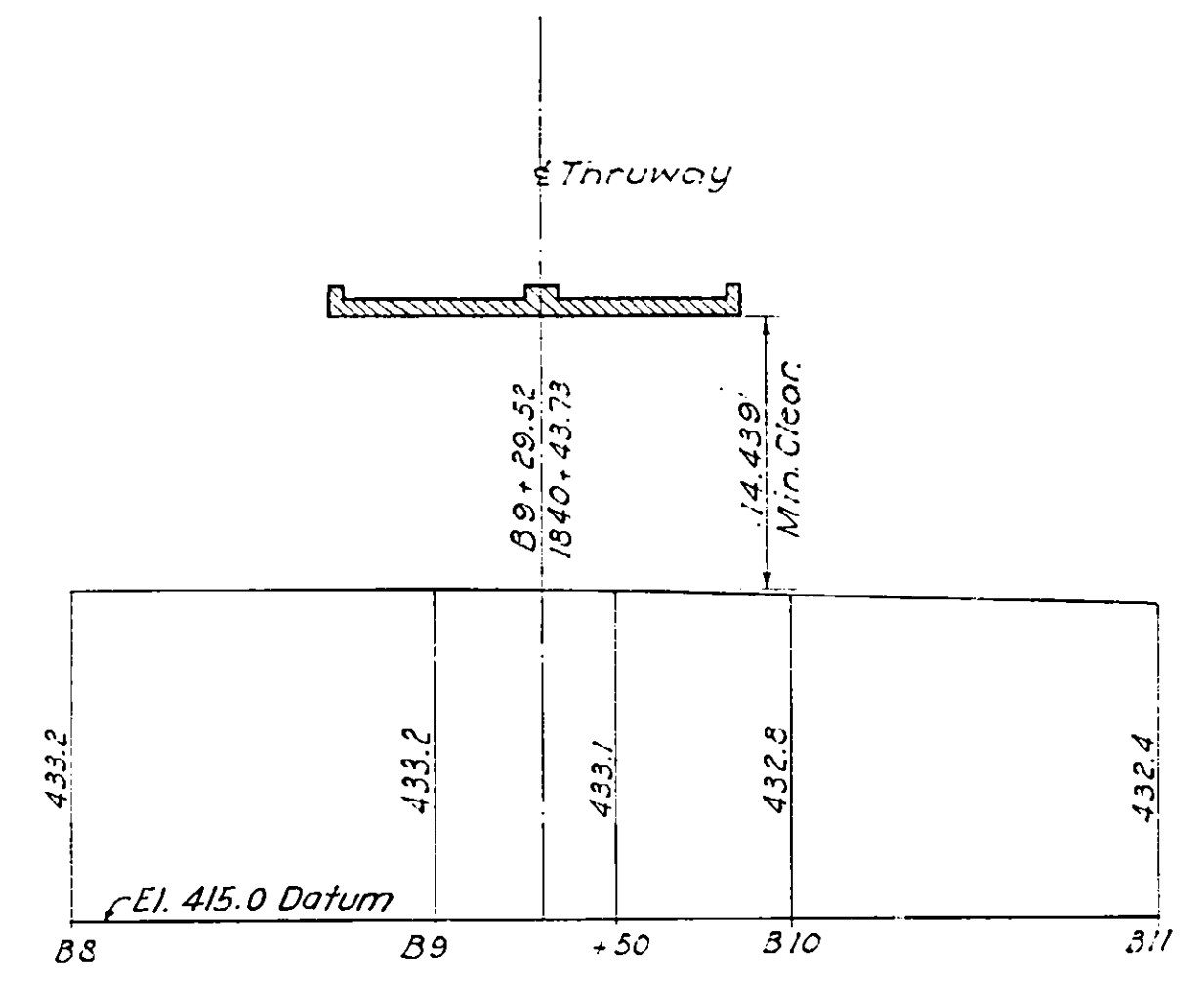
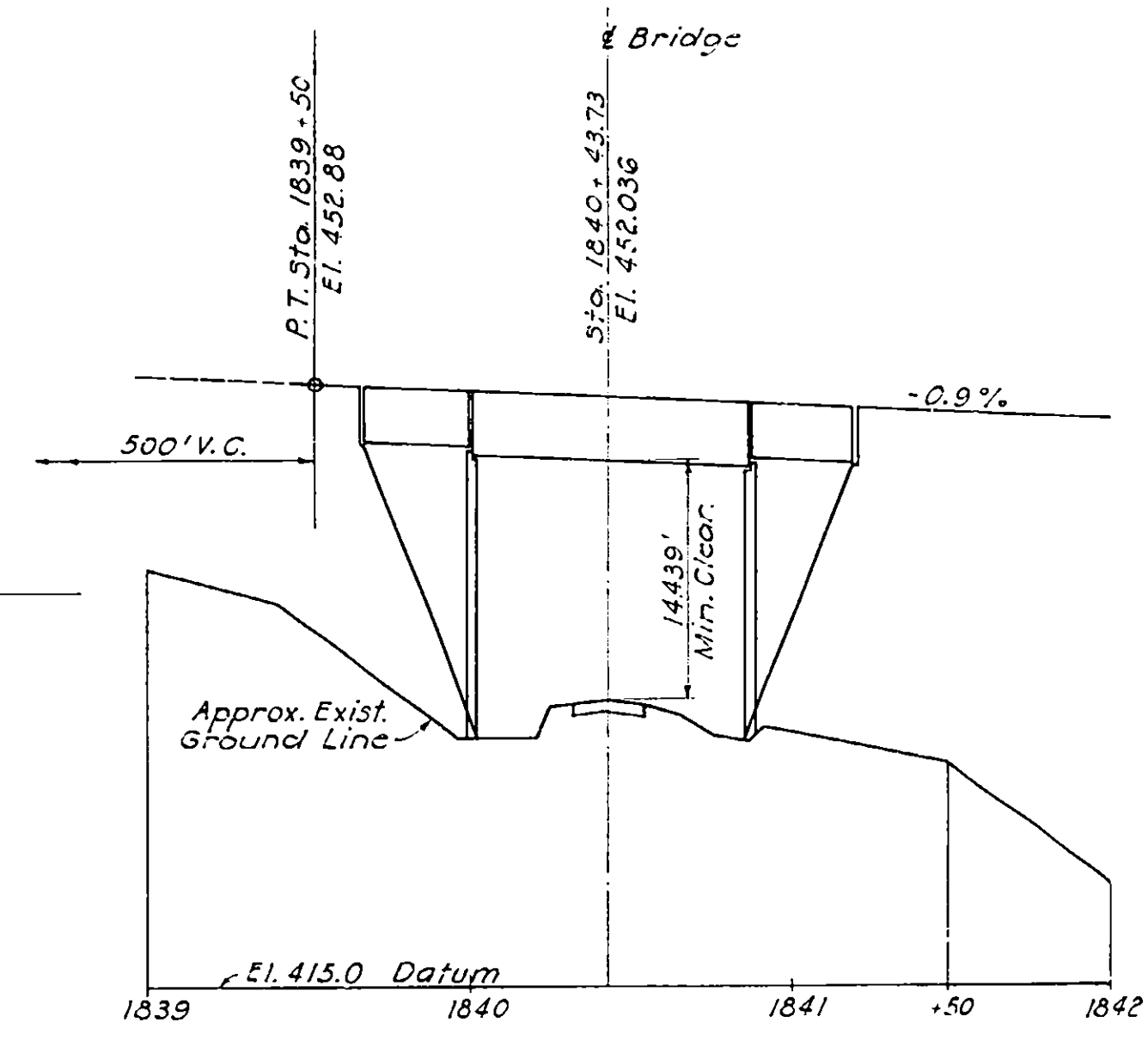
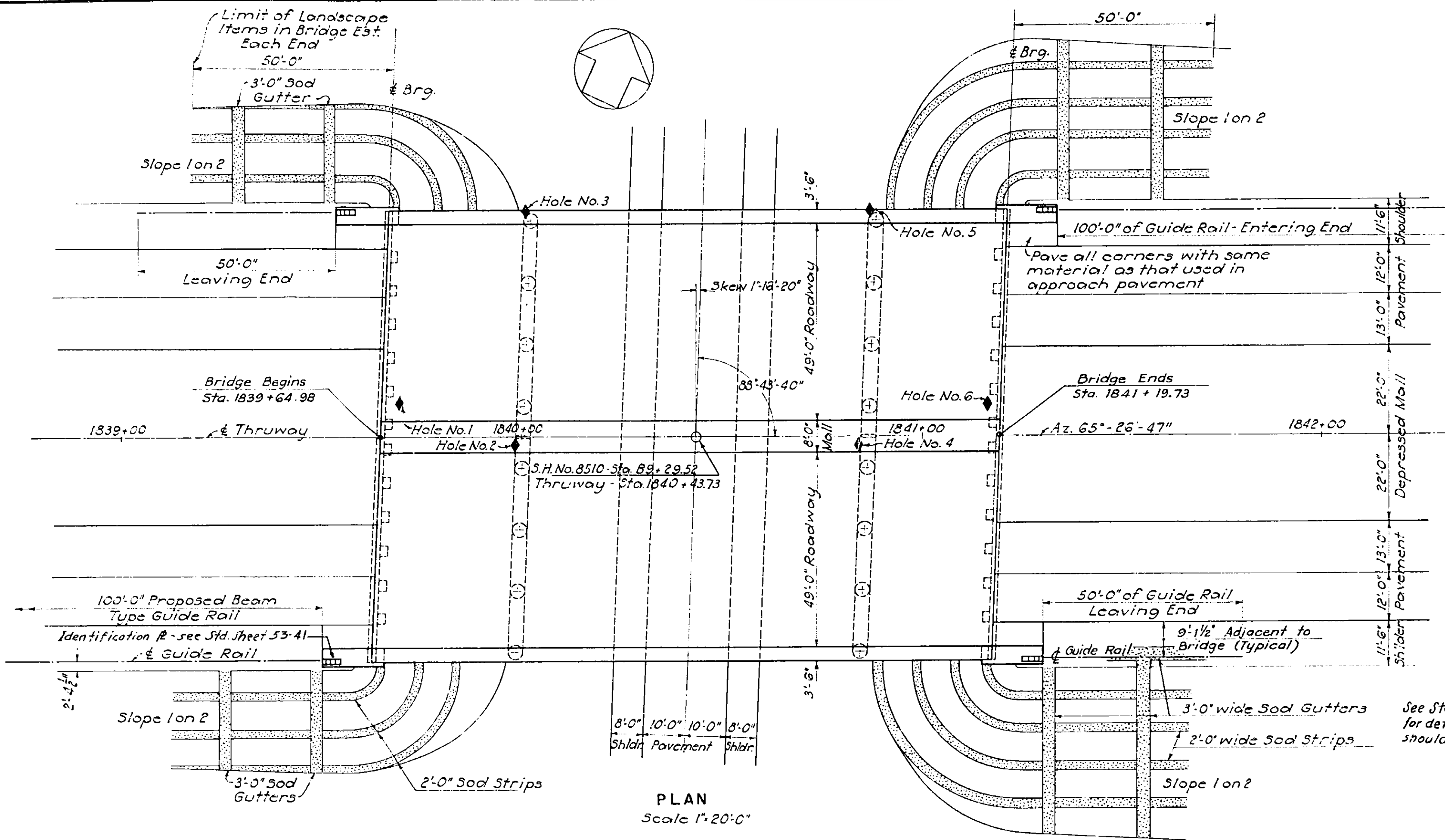
EXCAVATION DETAILS

FED. RD. DIV. NO.	State	FED. AID PROJ. NO.	Sheet No.	Total Sheets
	N.Y.		51	125
NEW YORK STATE THRUWAY THE MAHAWK SECTION WHITESBORO-UTICA WEST TOW LINE ONEIDA CO.				

TRANSVERSE SECTION

LONGITUDINAL TRANSITION
Longitudinal transition into or out of rock cutLONGITUDINAL TRANSITION
To be used where the angle between the grade of the proposed new pavement and the line of slope of the existing intersected ground surface is 3° or more

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			



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

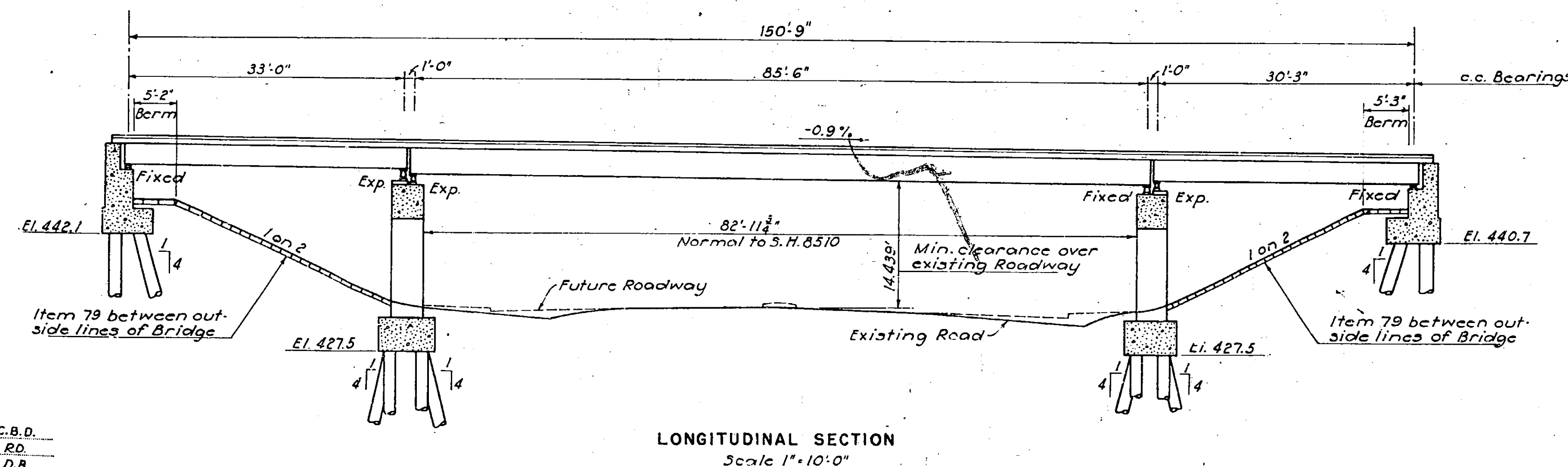
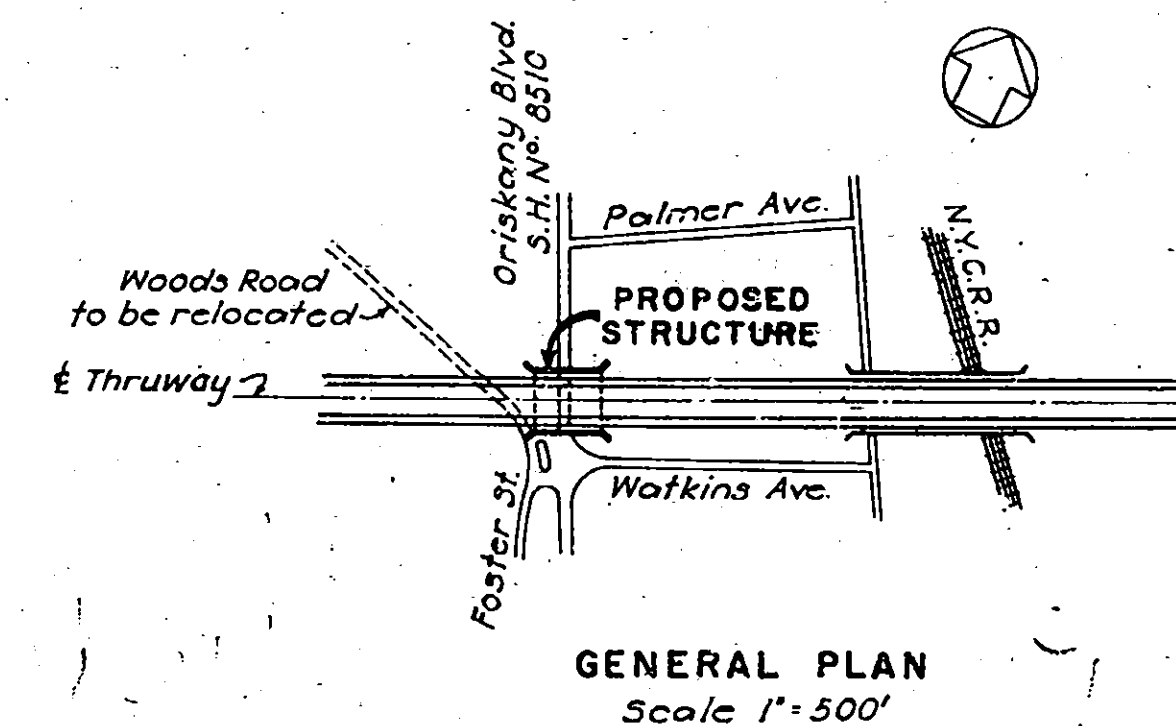
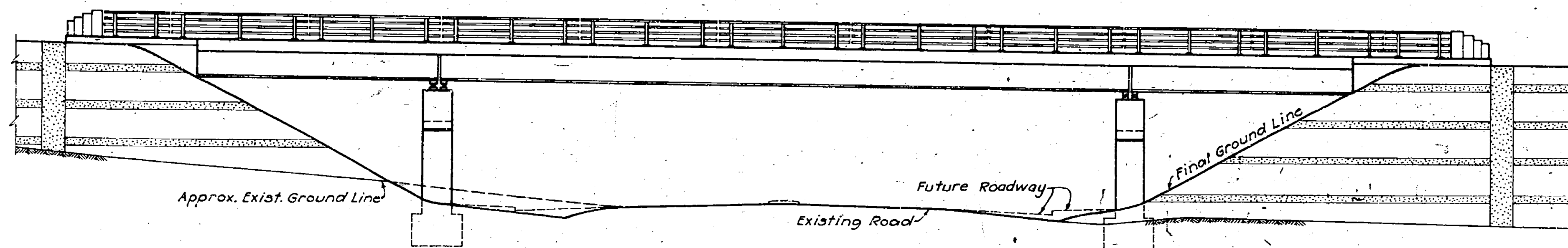
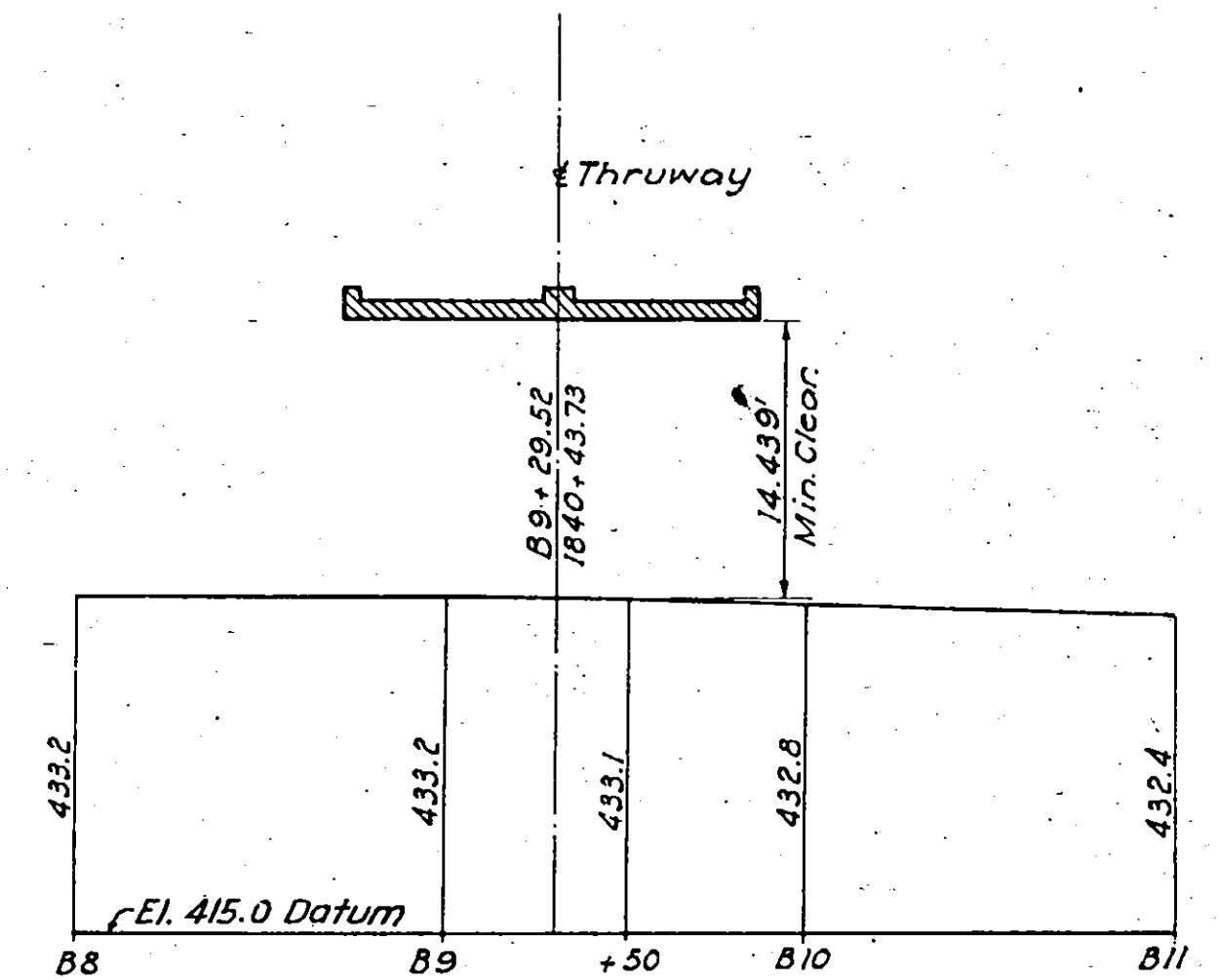
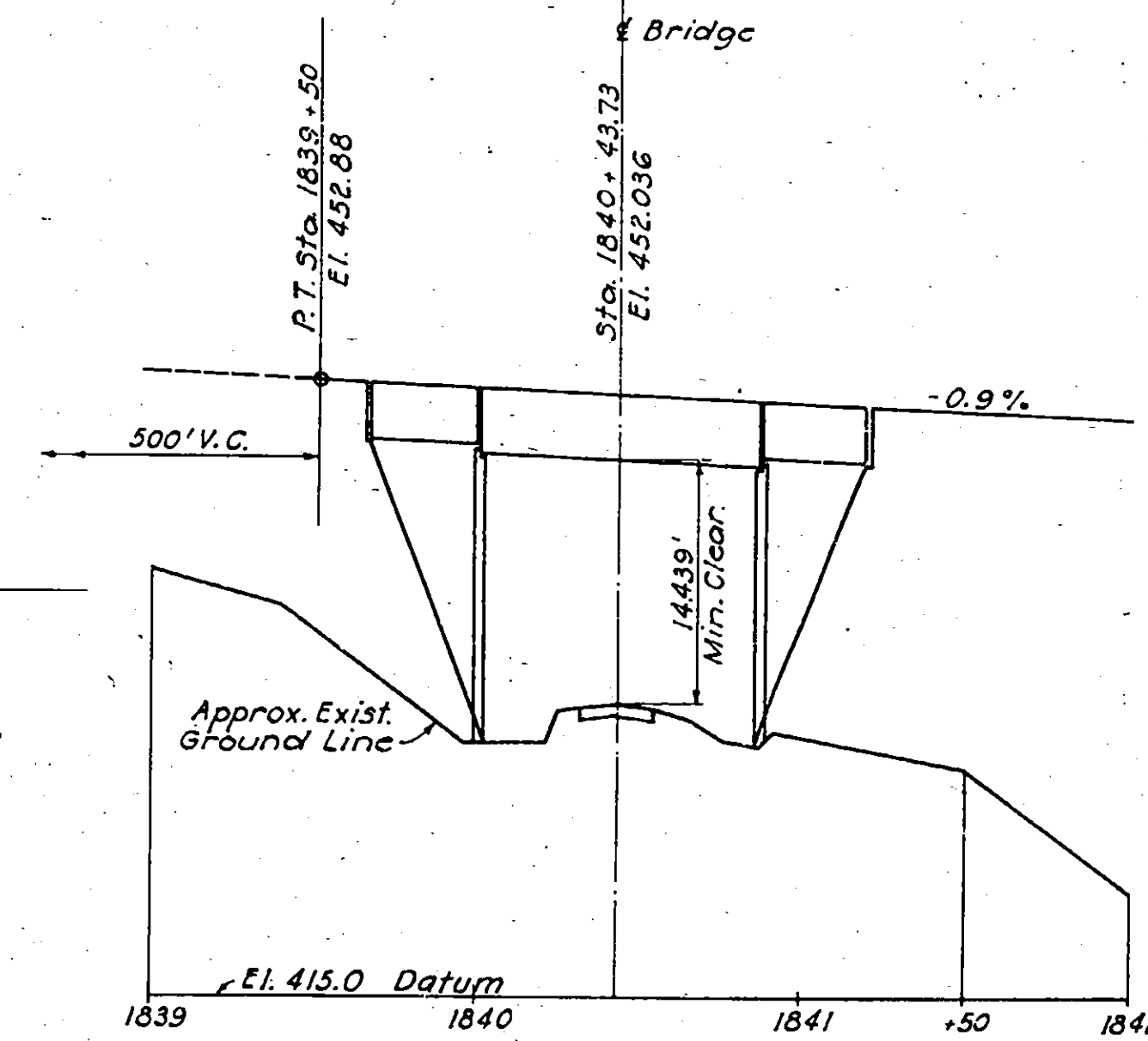
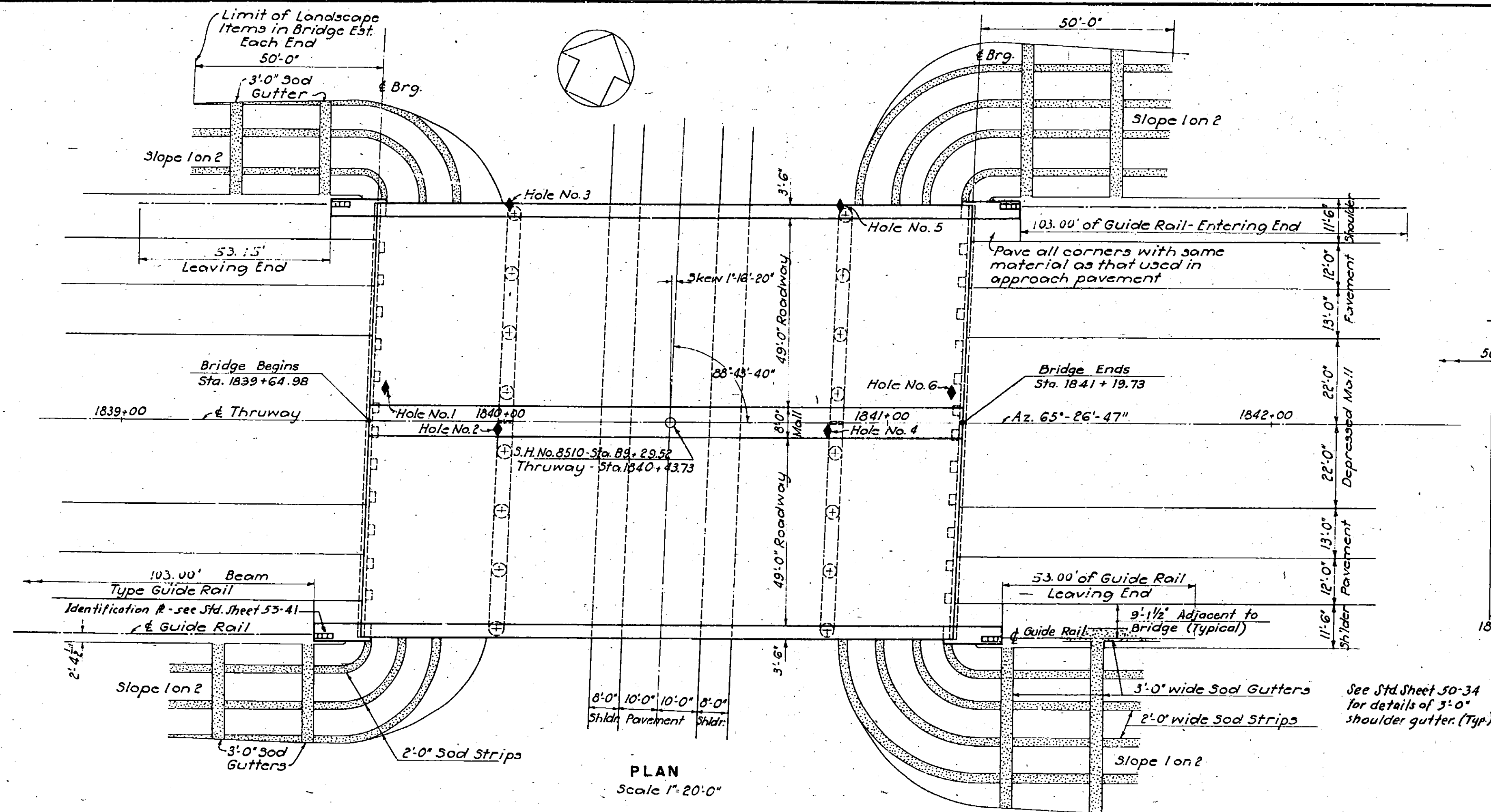


PREPARED AND RECOMMENDED:
D.B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155
DATE Mar. 16, 1953

DEPARTMENT OF PUBLIC WORKS	
RECOMMENDED	
N.F. ROHAN ASST. DISTRICT ENGINEER	March 24, 1953 DATE
APPROVED	
E.T. GAWKINS DEPUTY CHIEF ENGINEER	DATE
E.W. WENDELL DEPUTY CHIEF ENGINEER	DATE
J.S. MACHORRAN CHIEF ENGINEER	DATE
APPROVED _____ 1952	
NEW YORK STATE THRUWAY AUTHORITY	
B. D. TALLAMY, CHAIRMAN BY C. H. LANG	
DEPUTY CHIEF ENGINEER	
GENERAL PLAN ELEVATION, SECTION AND PROFILES	
DRAWING NO. 5210 - A1 of 11	SCALE As Noted
DATE Mar. 16, 1953	

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			

52R



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

PREPARED AND RECOMMENDED: 10 B Steinman MAY 16, 1953
D. B. STEINMAN, CONSULTING ENGINEER DATE
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 133

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED

N.F. Ronan March 29, 1953
N.F. RONAN DATE
Asst. District Engineer

APPROVED

E.T. GAWKINS
DEPUTY CHIEF ENGINEER

E.W. WENDELL
DEPUTY CHIEF ENGINEER

J. B. MACMORRAN
CHIEF ENGINEER

APPROVED _____ 1952

NEW YORK STATE THRUWAY AUTHORITY

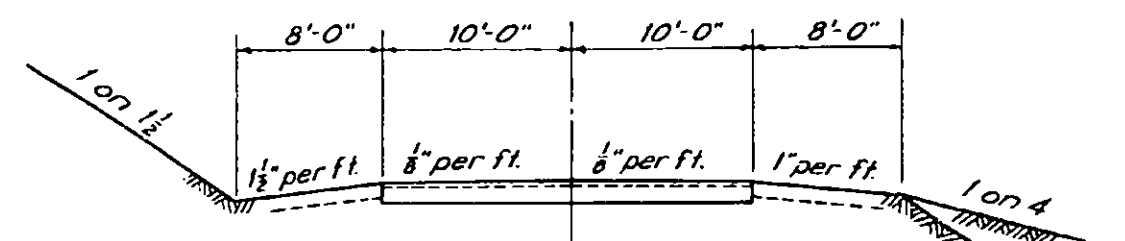
B. D. TALLAMY, CHAIRMAN
BY C.H. LANG

DEPUTY CHIEF ENGINEER

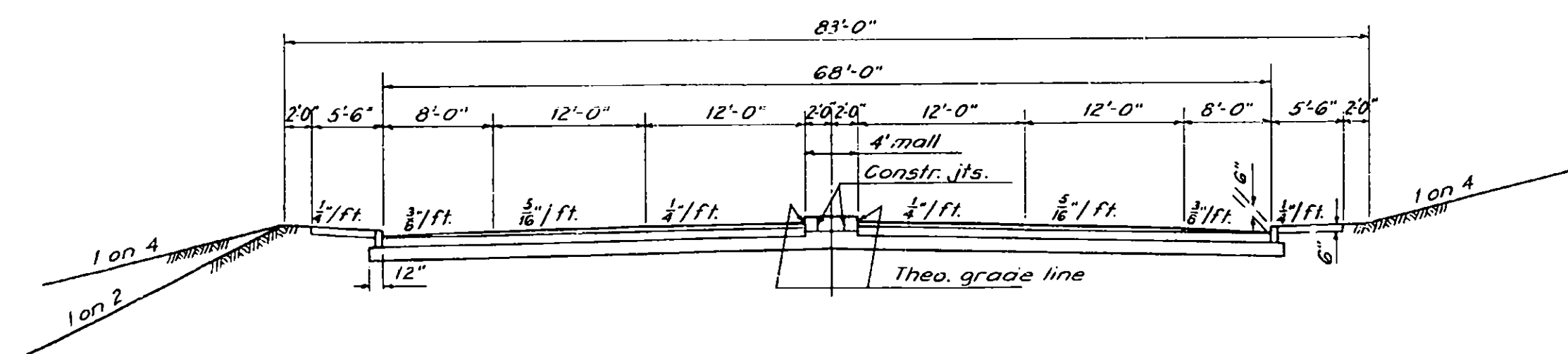
GENERAL PLAN

ELEVATION, SECTION AND PROFILES

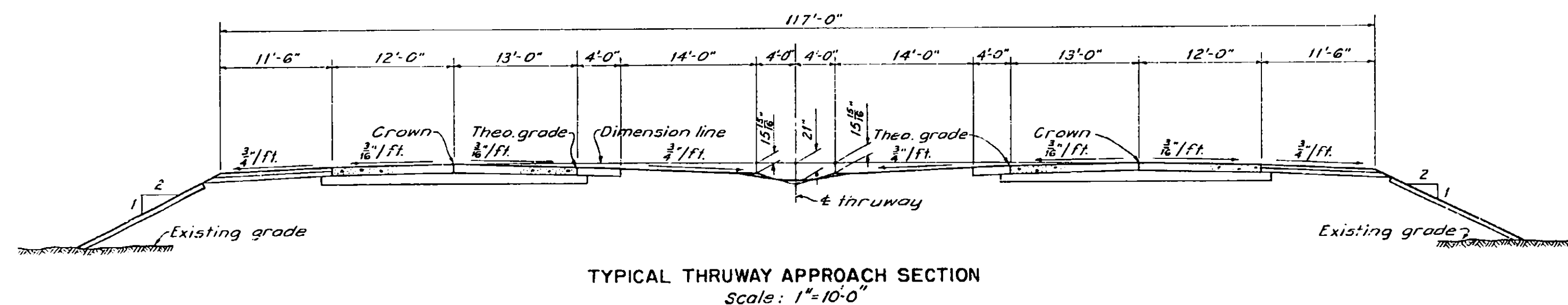
DRAWING NO. 5210 - A1 of 11	SCALE As Noted.	DATE Mar. 16, 1953
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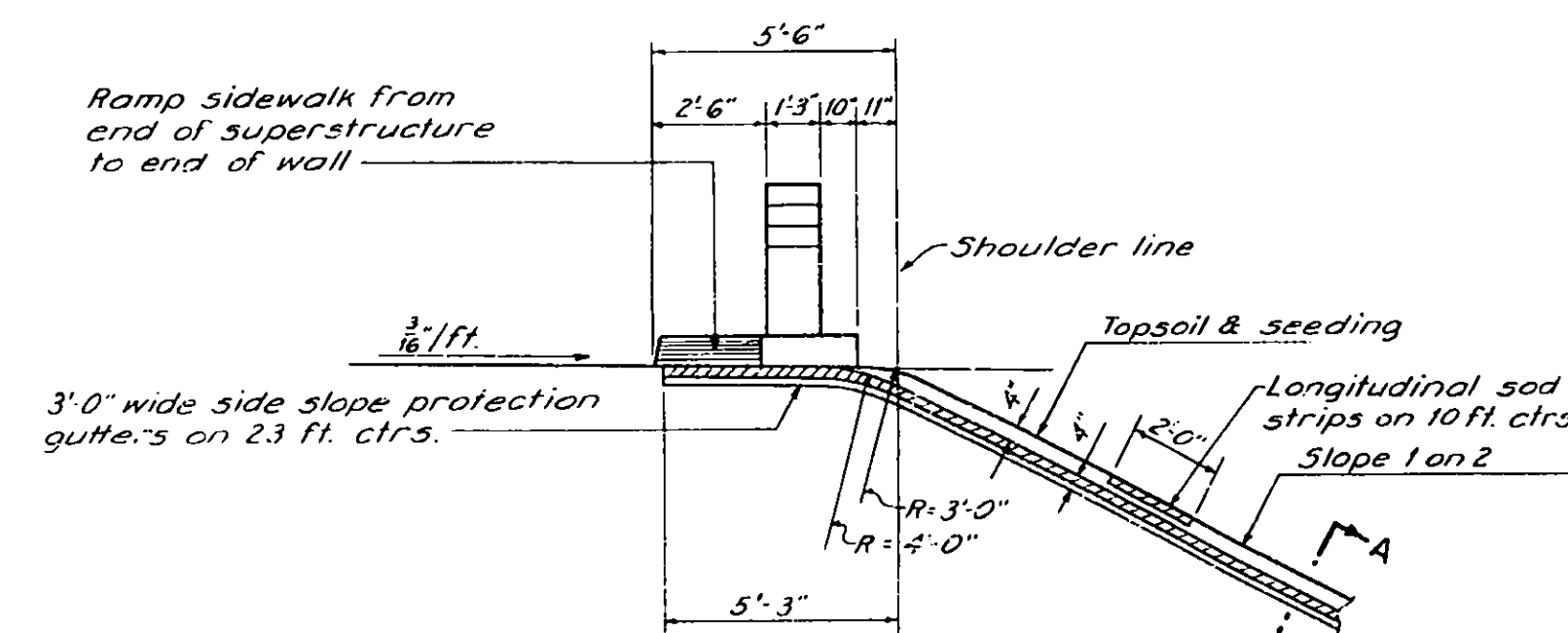
TYPICAL SECTION OF EXISTING AND PROPOSED S.H. N° 8510
Scale: 1" = 10'-0"



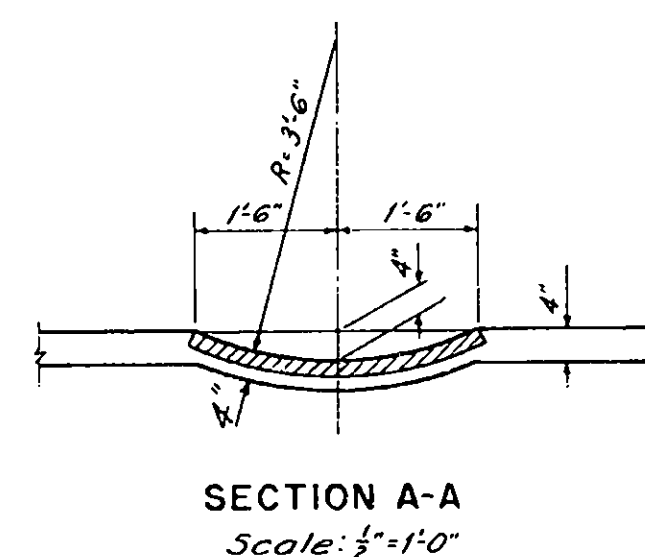
PROPOSED TYPICAL SECTION OF FUTURE S.H. NO 8510
Scale: 1" = 10'-0"



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



TYPICAL SECTION THRU GUTTER
AT END OF WALL
Scale: $\frac{1}{4}" = 1'-0"$



SECTION A-A
Scale: $\frac{1}{2}" = 1'-0"$

ESTIMATE OF QUANTITIES						
Item No.	Description	Unit	Substructure	Superstructure	Total	Total Rounded
5	Trench, culvert and bridge excavation	C.Y.	299	—	299	300
15-2	Portland cement Type 2	Bbl.	1185	98'	2164	2210
15 N	Natural cement Type N	Bbl.	169	140	309	315
18	Class 1A concrete for structures	C.Y.	368	502	870	890
19	Class 1A concrete for railings	C.Y.	2.6	—	2.6	3
20	Class I concrete	C.Y.	388	—	388	400
* 25 F	Steel fabric reinforcement	S.Y.	—	1685	1685	1700
28	Bar reinforcement for structures	Lb.	114, 825	124, 280	239, 105	240, 000
28 B	Spiral bar shear connectors	Lb.	—	3693	3693	3,700
29	Structural steel	Lb.	—	601, 800	601, 800	617, 000
37	Metal railing	L.F.	—	339	339	345
47 BMS	Cement concrete pavement	C.Y.	—	187	187	190
79	Dry stone paving	S.Y.	892	—	892	900
85 C	Cast-in-place concrete piles	L.F.	3460	—	3460	3700
87	Furnishing equipment for driving piles	L.S.	Nec.	Nec.	Nec.	Nec.
121	Top soil placed from stockpiles	C.Y.	125	—	125	130
123 B	Seeding on Prepared Areas.	Acre	0.18	—	0.18	0.5
124	Sodding	S.Y.	350	—	350	400
200	Air-Entraining Agent (Darex A.E.A. or Equal)	Gal.	—	57	57	60

*Steel Fabric Reinforcement shall be furnished in flat sheets.

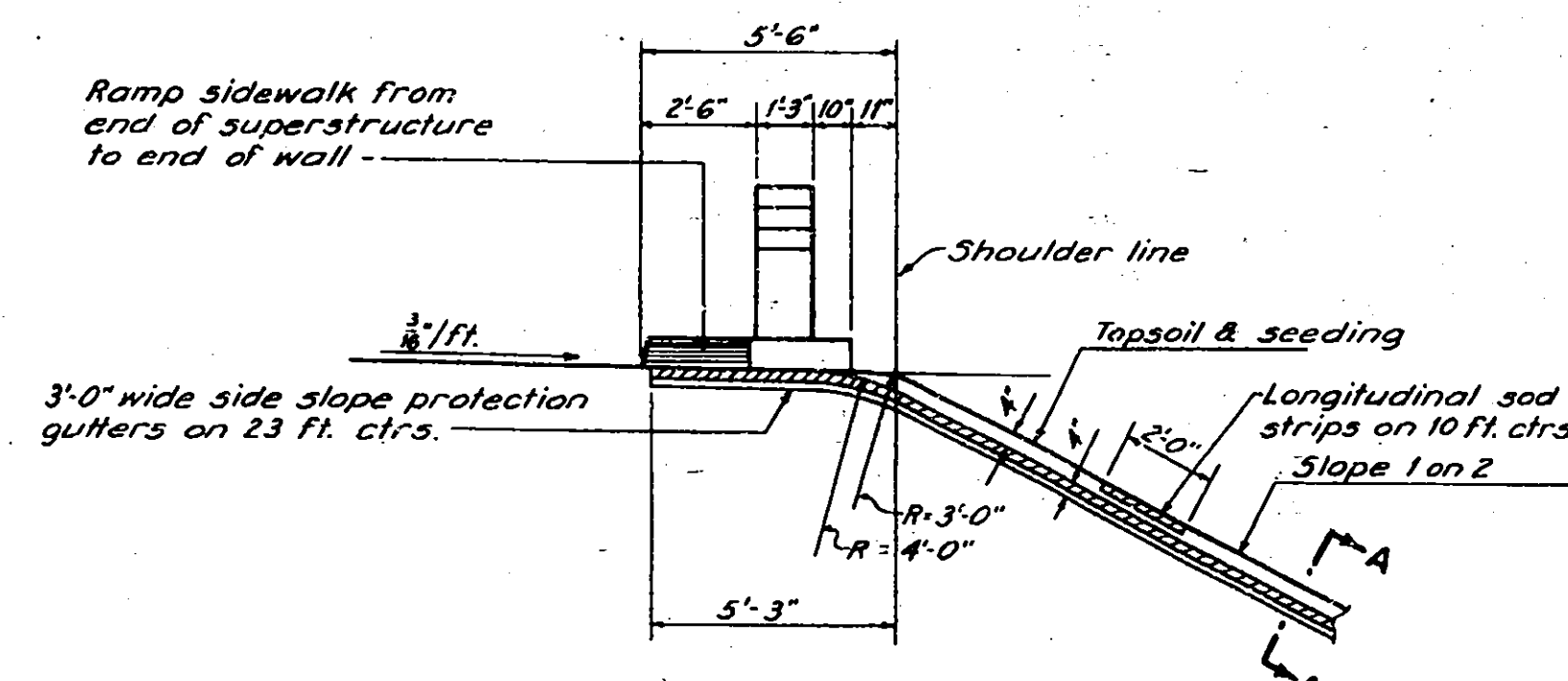
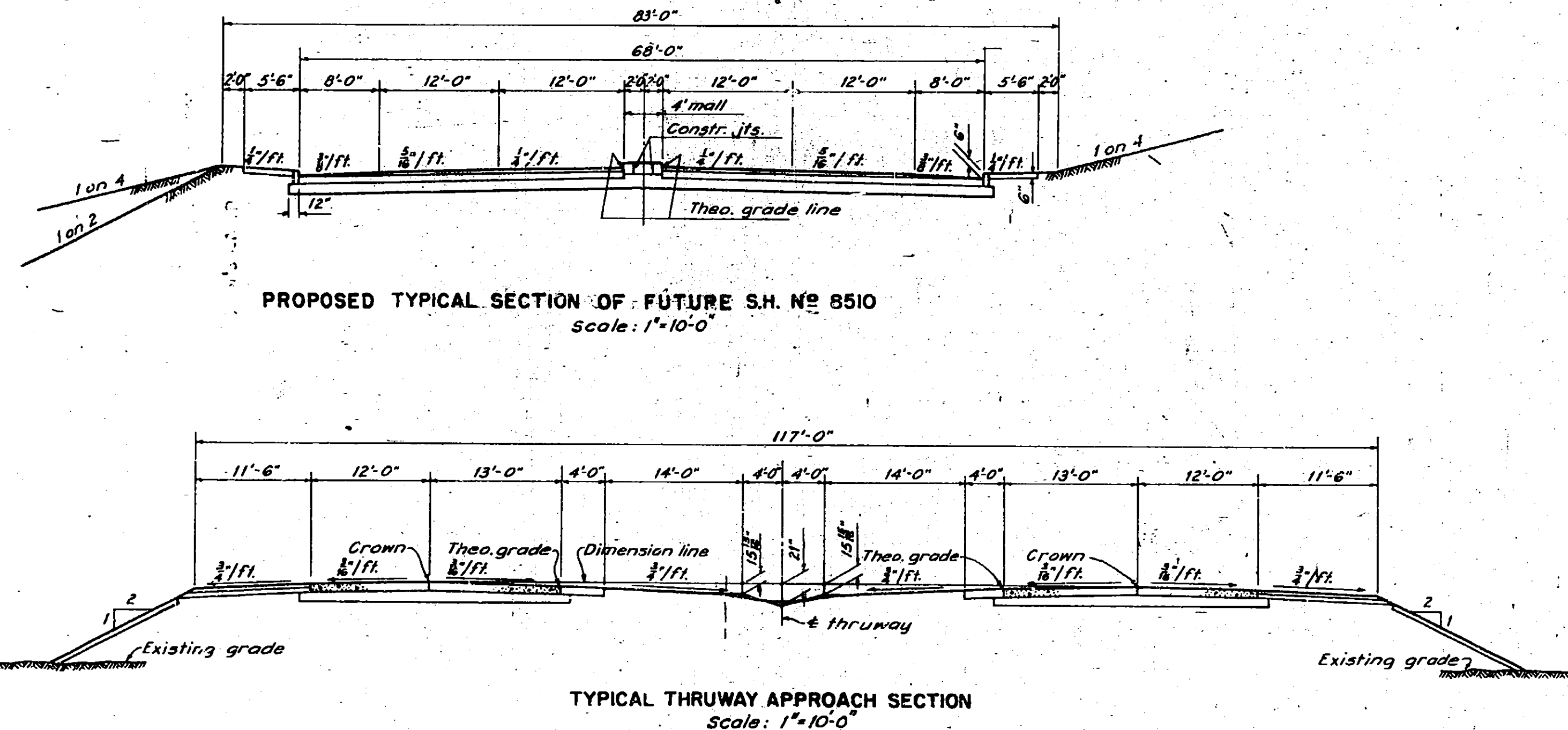
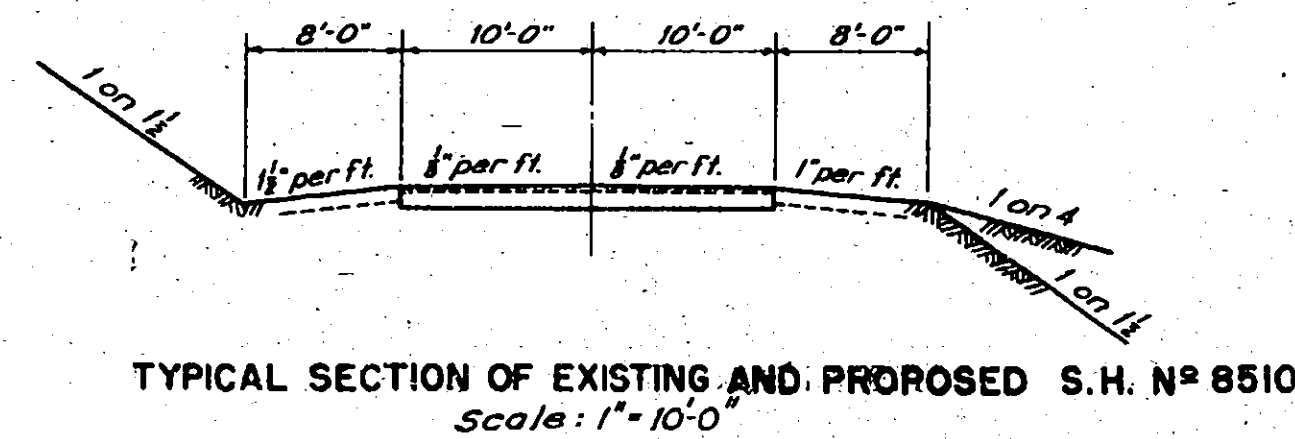
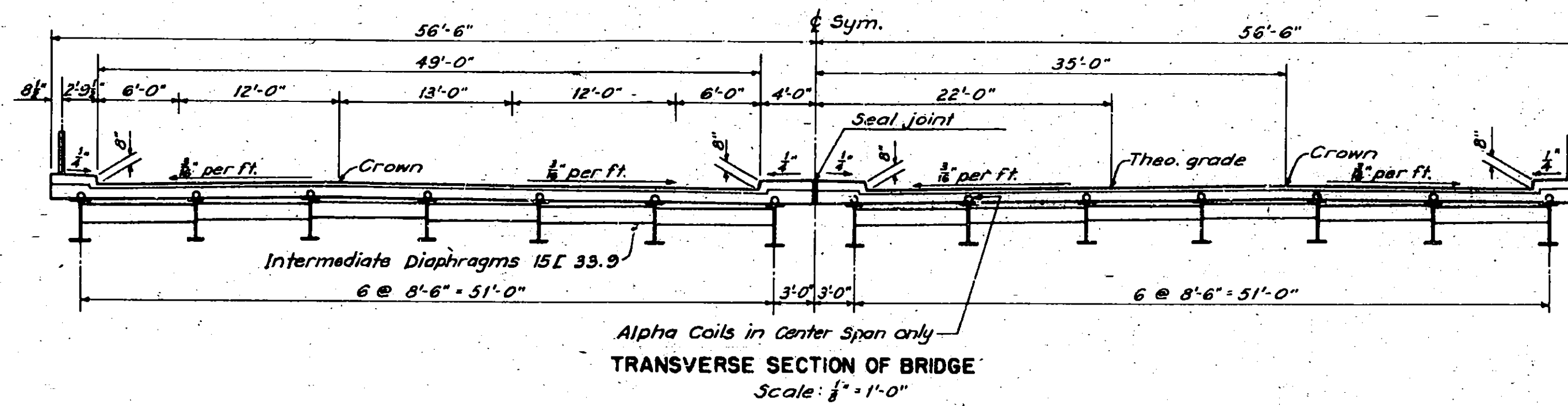
GENERAL NOTES

Design Specifications - A.A.S.H.O. 1949 - Loading H 20 - S16-44, Modified.
Material and Fabrication - Specifications of New York State Department of Public Works dated January 2, 1931, 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. (A233-42T) requirements for Classification E 6015 or E 6016.
Field connections shall be made with turned bolts, rivet bolts or approved equal.
Spaced Rubber must 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-molded 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 of pavement. A waterproofing oil treatment as specified in M41-S shall be applied to top of pavement.
The Engineer'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, and sealing and bedding will be paid for under items 1W and 1WA of the highest portion of this contract.
For design purposes, the assumed load per pile does not exceed 35 tons.

TYPICAL SECTIONS ESTIMATE OF QUANTITIES

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



TYPICAL SECTION THRU GUTTER
AT END OF WALL
Scale: $\frac{1}{4}'' = 1'-0''$

SECTION A-A
Scale: $\frac{1}{4}'' = 1'-0''$

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		

53R

QUANTITIES			
Item No.	Description	Unit	Final
5	Trench, culvert and bridge excavation	C.Y.	375.1
15-2	Portland cement Type 2	Bbl.	1,968.4
15 N	Natural cement Type N	Bbl.	278.5
18	Class 1A concrete for structures	C.Y.	870.25
19	Class 1A concrete for railings	C.Y.	2.54
20	Class 1 concrete	C.Y.	385.84
* 25F	Steel fabric reinforcement	S.Y.	1,682.
28	Bar reinforcement for structures	Lb.	240,039.
28-B	Spiral bar shear connectors	Lb.	3,611
29	Structural steel	Lb.	599,686
37	Metal railing	L.F.	339.25
47BMS	Cement concrete pavement	C.Y.	205.75
79	Dry stone paving	S.Y.	808.7
85 C	Cast-in-place concrete piles	L.F.	3,316.0
87	Furnishing equipment for driving piles	L.S.	12.5%
121	Top soil placed from stockpiles	C.Y.	243.9
123 B	Seeding on Prepared Areas	Acre	0.42
124	Sodding	S.Y.	373.0
15-2	Portland cement, ASTM Type 1	Bbl.	153.6
200	Air Entraining Agent (Dex-A.E.A. or Equal)	Gal.	6-4

*Steel Fabric Reinforcement shall be furnished in flat sheets.

GENERAL NOTES

Design Specifications - A.A.S.H.O. 1949 - Loading H 20-316-44, 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 M-41-W shall be applied to all exposed surfaces of concrete except the underside of slab and top of pavement. A waterproofing oil treatment as specified in M-41-S shall be 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.

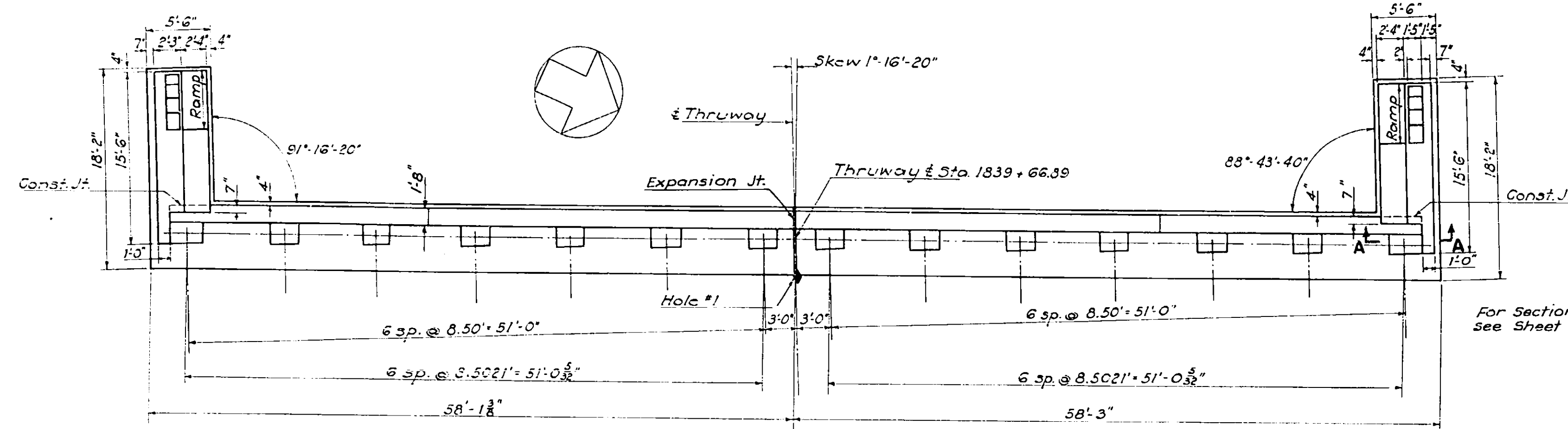
No construction joints other than those shown on the plans will be permitted without the written permission of the Deputy Chief Engineer (Bridges).

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.

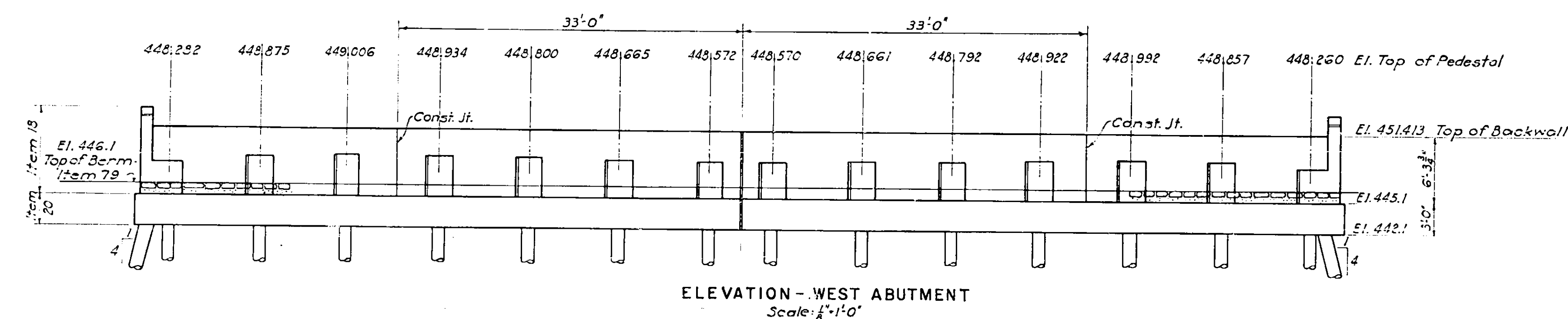
For design purposes, the assumed load per pile does not exceed 35 tons.

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	54	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER S.H. 8510		

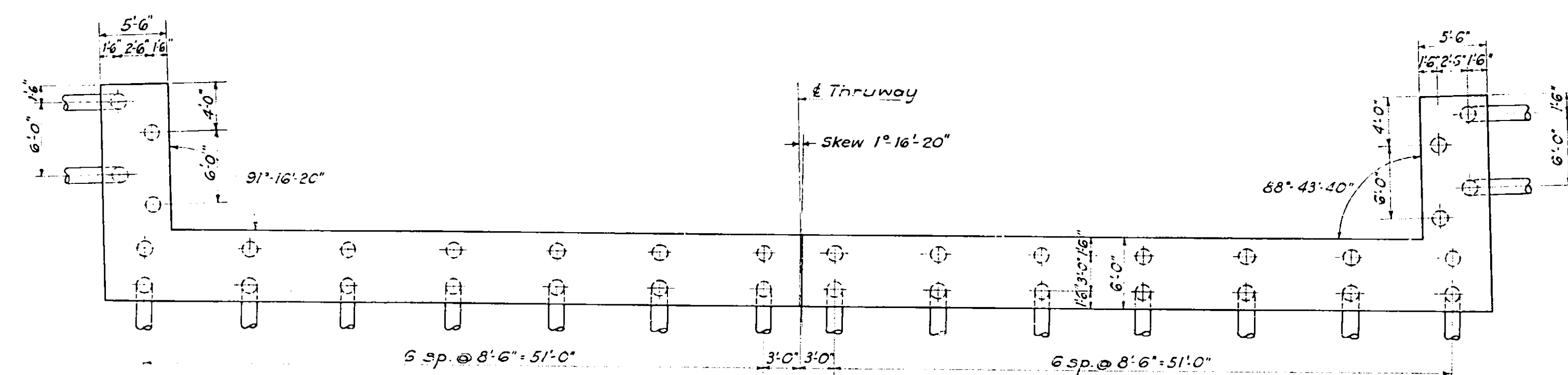
Notes:
 For Anchor Bolts, see Sheet A 6.
 For Pile Details & Schedule, see Sheet A 5.
 For Abutment and Wall Details, see Sheet A 4.
 For Bar Reinforcement & Schedule, see Sheet A 9.



PLAN
Scale $\frac{1}{8}'' = 1'-0''$



ELEVATION - WEST ABUTMENT
Scale $\frac{1}{8}'' = 1'-0''$

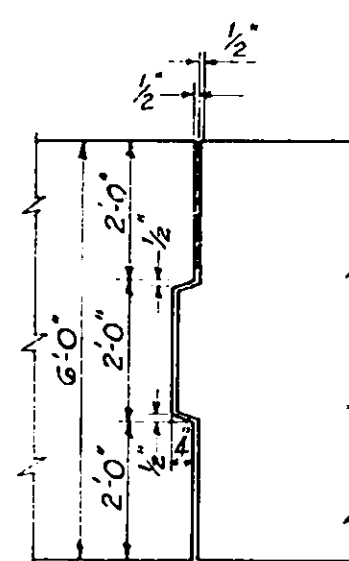


PILE PLAN
Scale $\frac{1}{8}'' = 1'-0''$

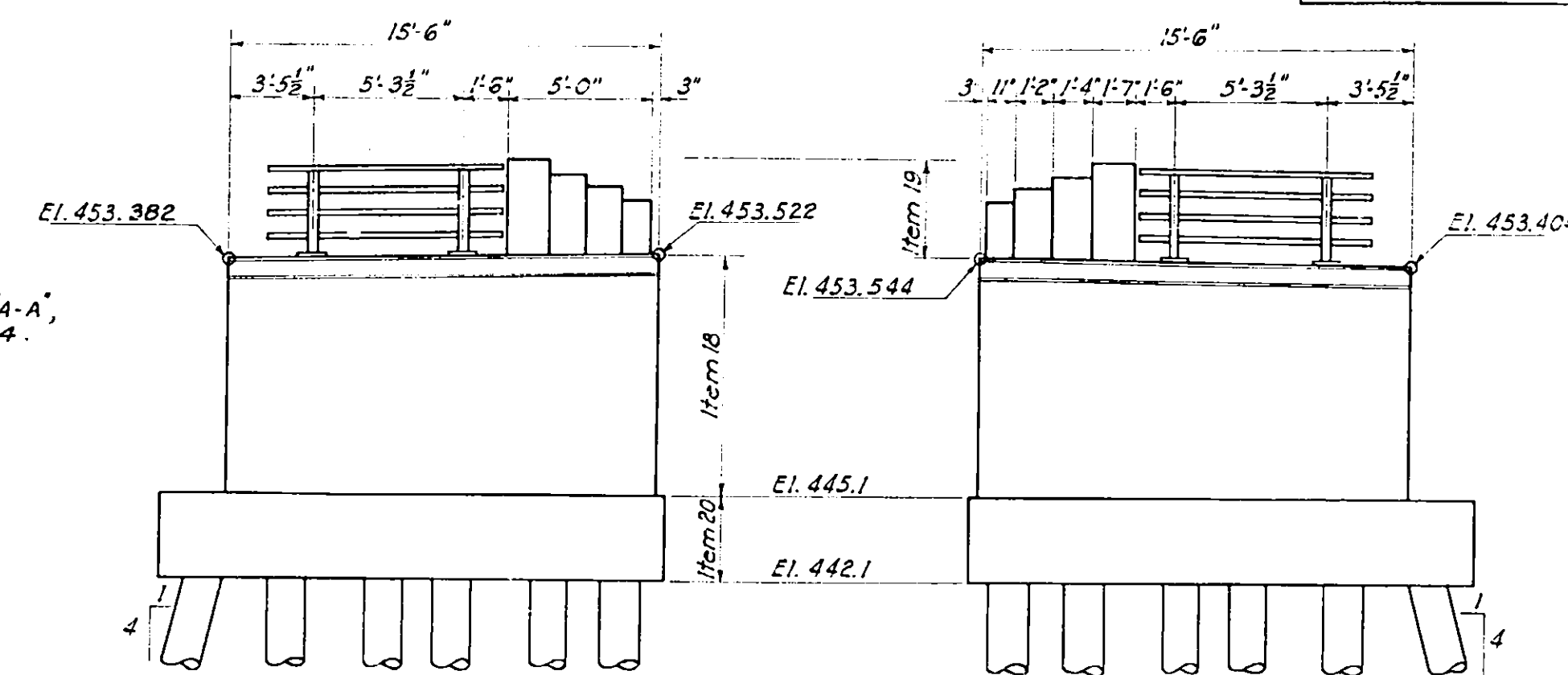
Subgrade of Roadway
 Fill to these upper limits shall be placed and consolidated in a manner and for a period of time satisfactory to the Deputy Chief Engineer, Bridges, Grade Separations and Structures - before piles are driven.

Max. size of stone in this area to be 3".

EMBANKMENT DETAILS AT ABUTMENTS
Scale $\frac{1}{8}'' = 1'-0''$



DETAIL OF EXPANSION JOINT FOR FOOTING
Scale: $\frac{3}{8}'' = 1'-0''$



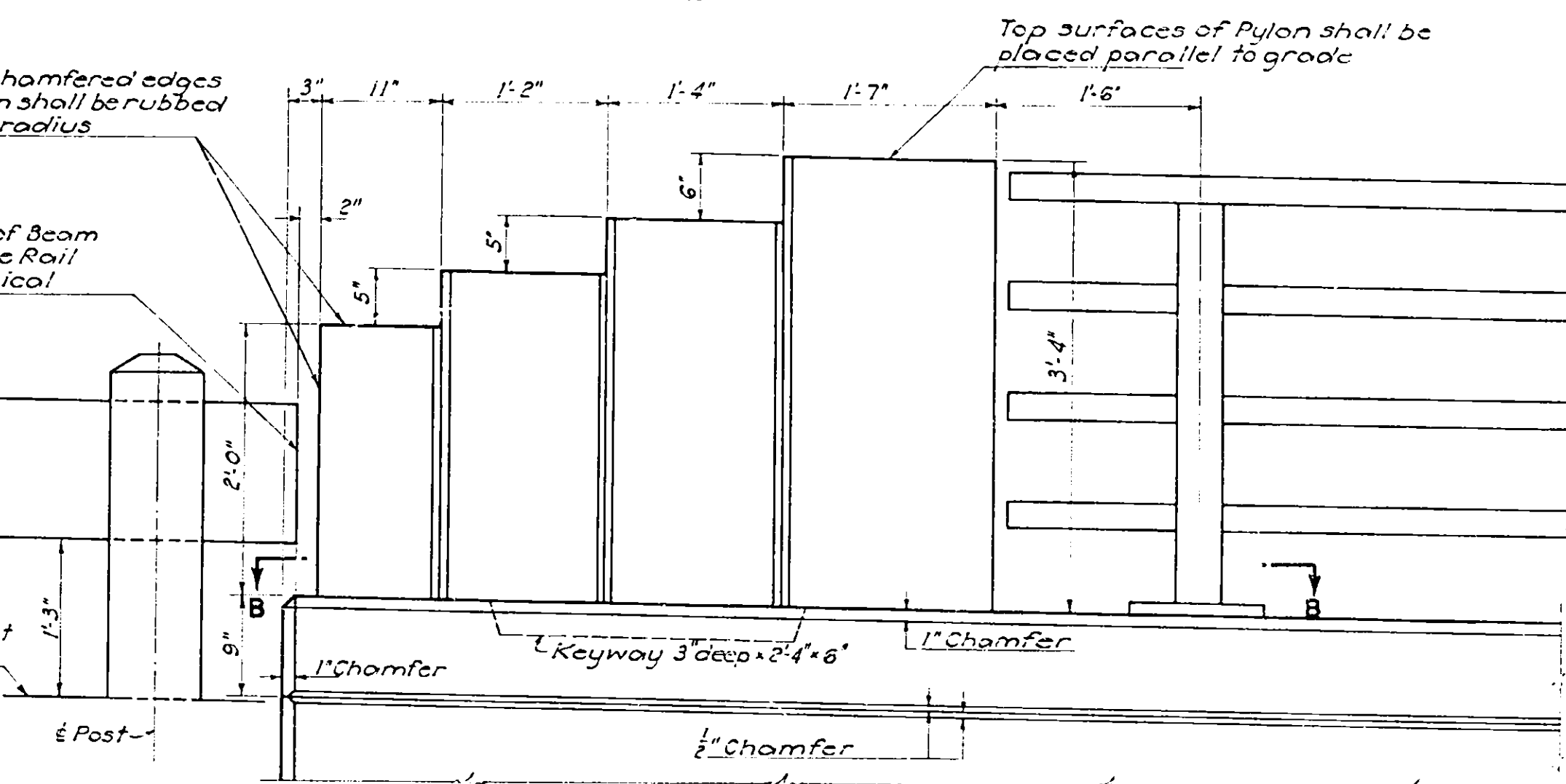
SIDE ELEVATION - NORTH WING
Scale $\frac{3}{8}'' = 1'-0''$

SIDE ELEVATION - SOUTH WING
Scale $\frac{3}{8}'' = 1'-0''$

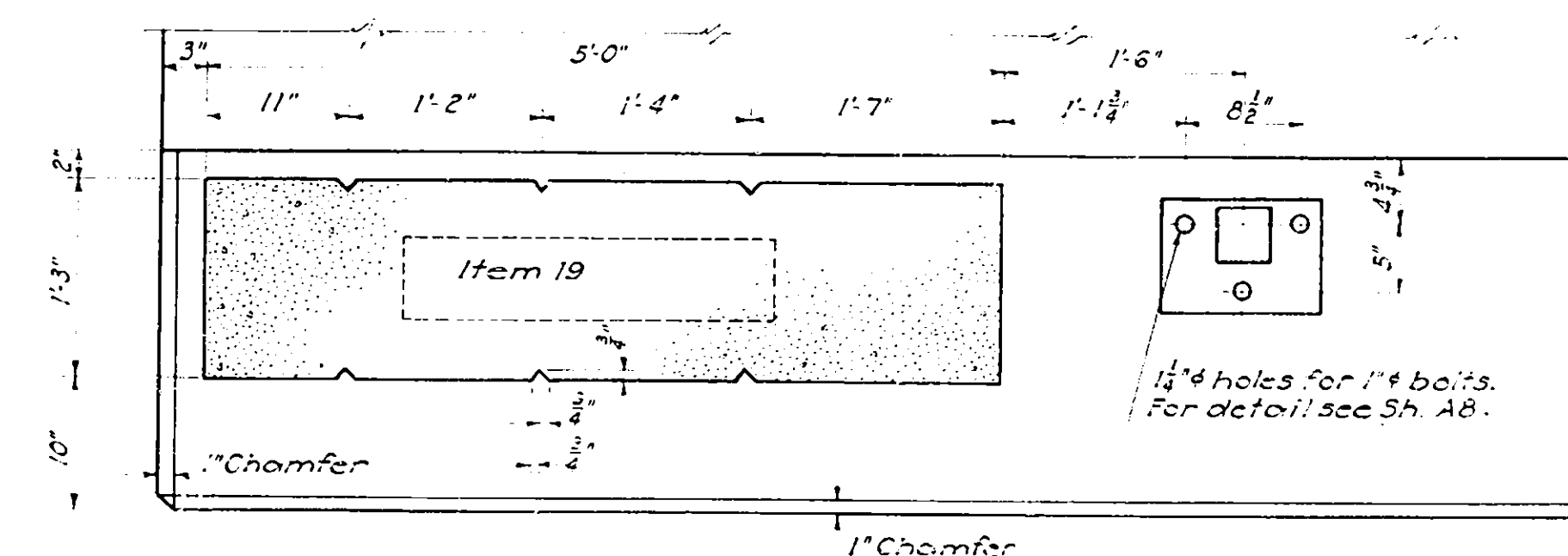
All unchamfered edges of Pylon shall be rubbeded to a $\frac{1}{4}''$ radius.

This end of Beam Type Guide Rail to be vertical!

Top of shoulder at far side of Post



ELEVATION OF PYLON
Scale $\frac{1}{4}'' = 1'-0''$



SECTION B-B
Scale $\frac{1}{4}'' = 1'-0''$

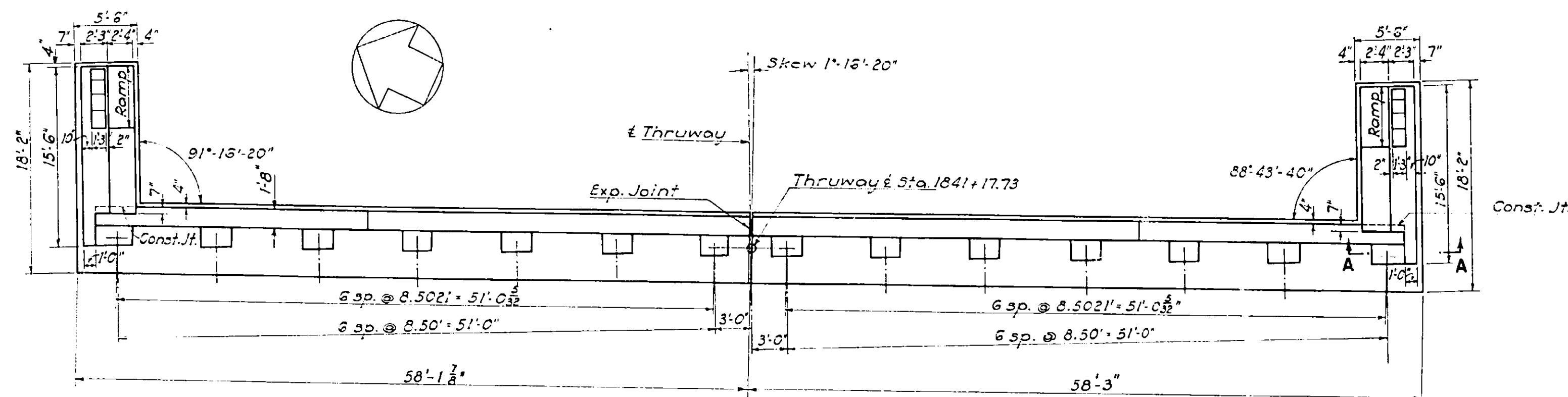
Drawn by C.B.D.
 Traced by R.D.
 Checked by C.B.
 T.R. M. Roopman
 Engineer in Charge

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

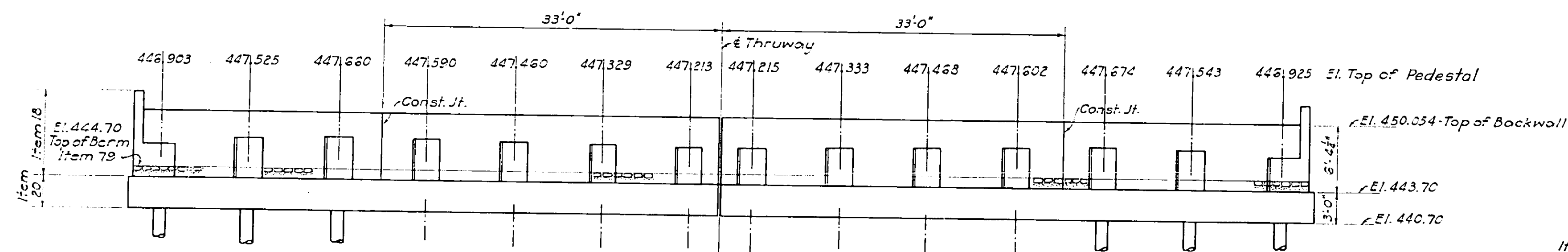
WEST ABUTMENT

DRAWING NO. 5210-A3 of 11
 SCALE As Noted
 DATE Mar. 16, 1953

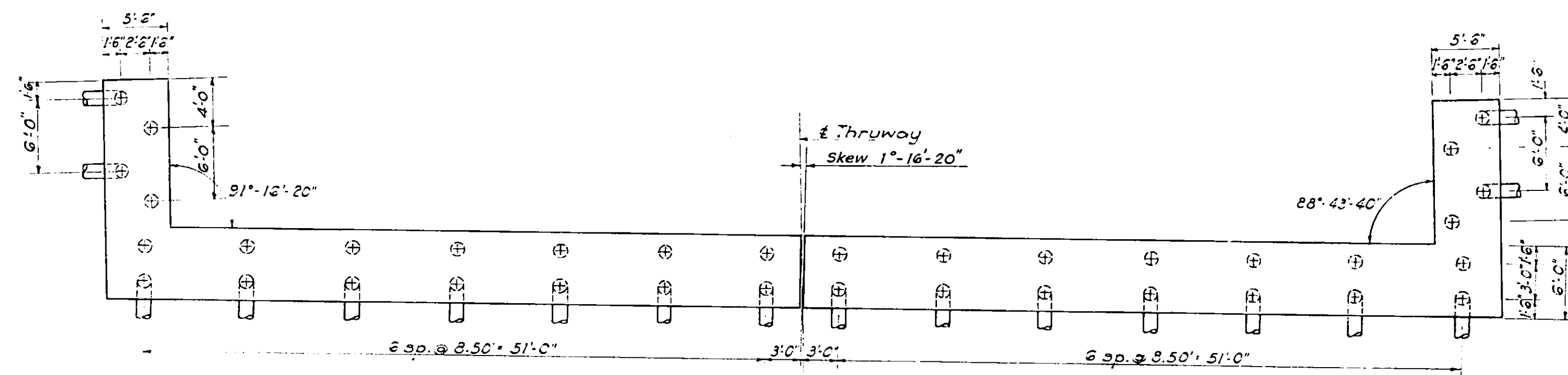
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	55	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE - BRIDGE OVER S.H. No 8510		



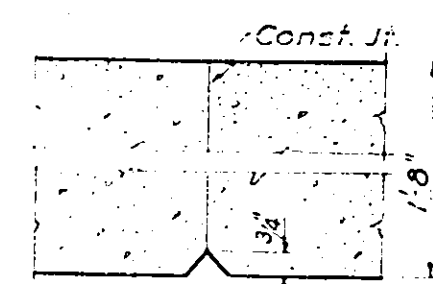
EAST ABUTMENT PLAN



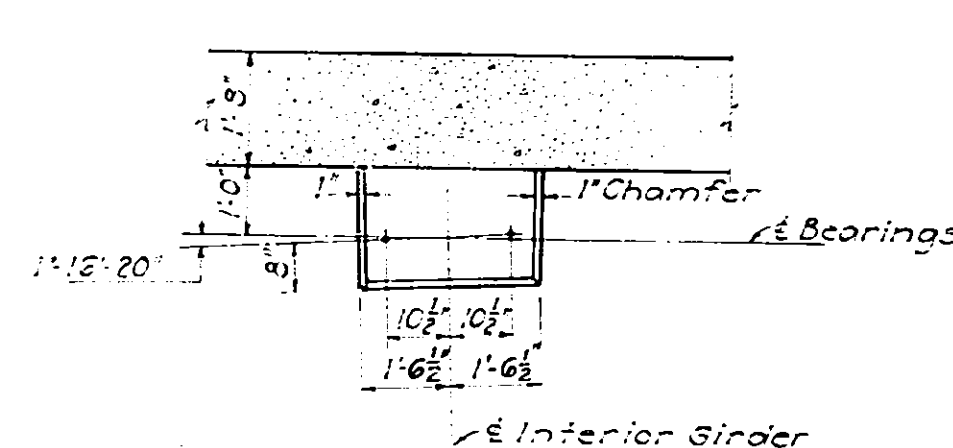
FRONT ELEVATION - EAST ABUTMENT



FOOTING PLAN

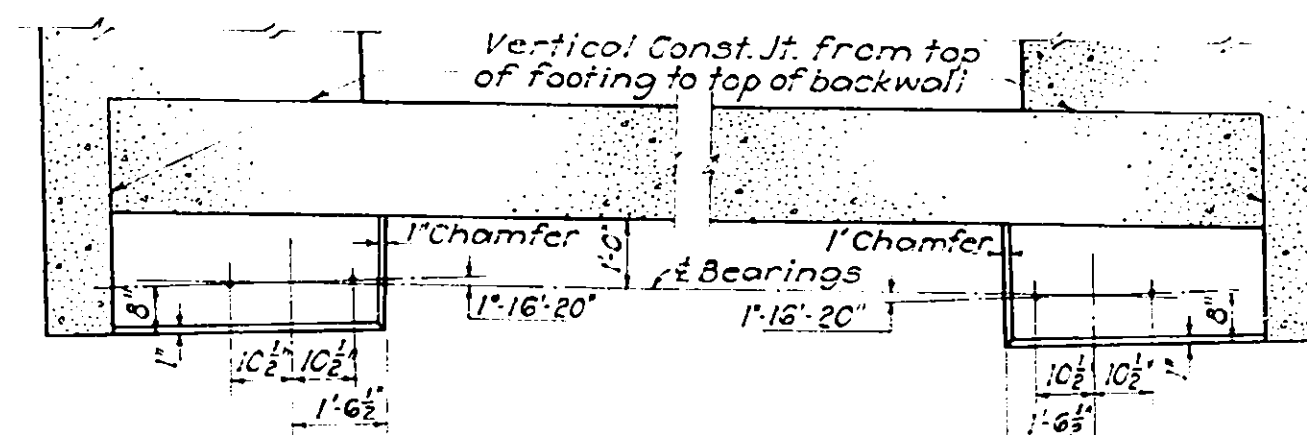
TYPICAL CONSTRUCTION JOINT
IN BACKWALL

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



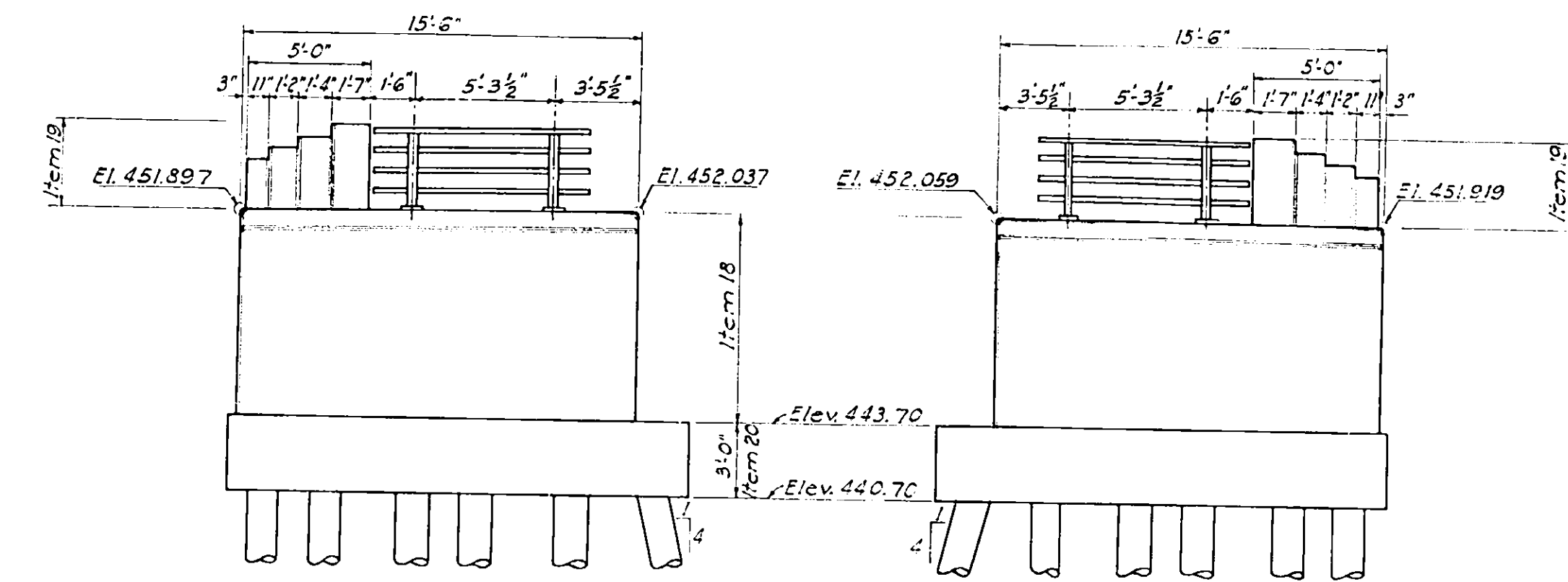
PLAN-TYPICAL INTERIOR PEDESTAL

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



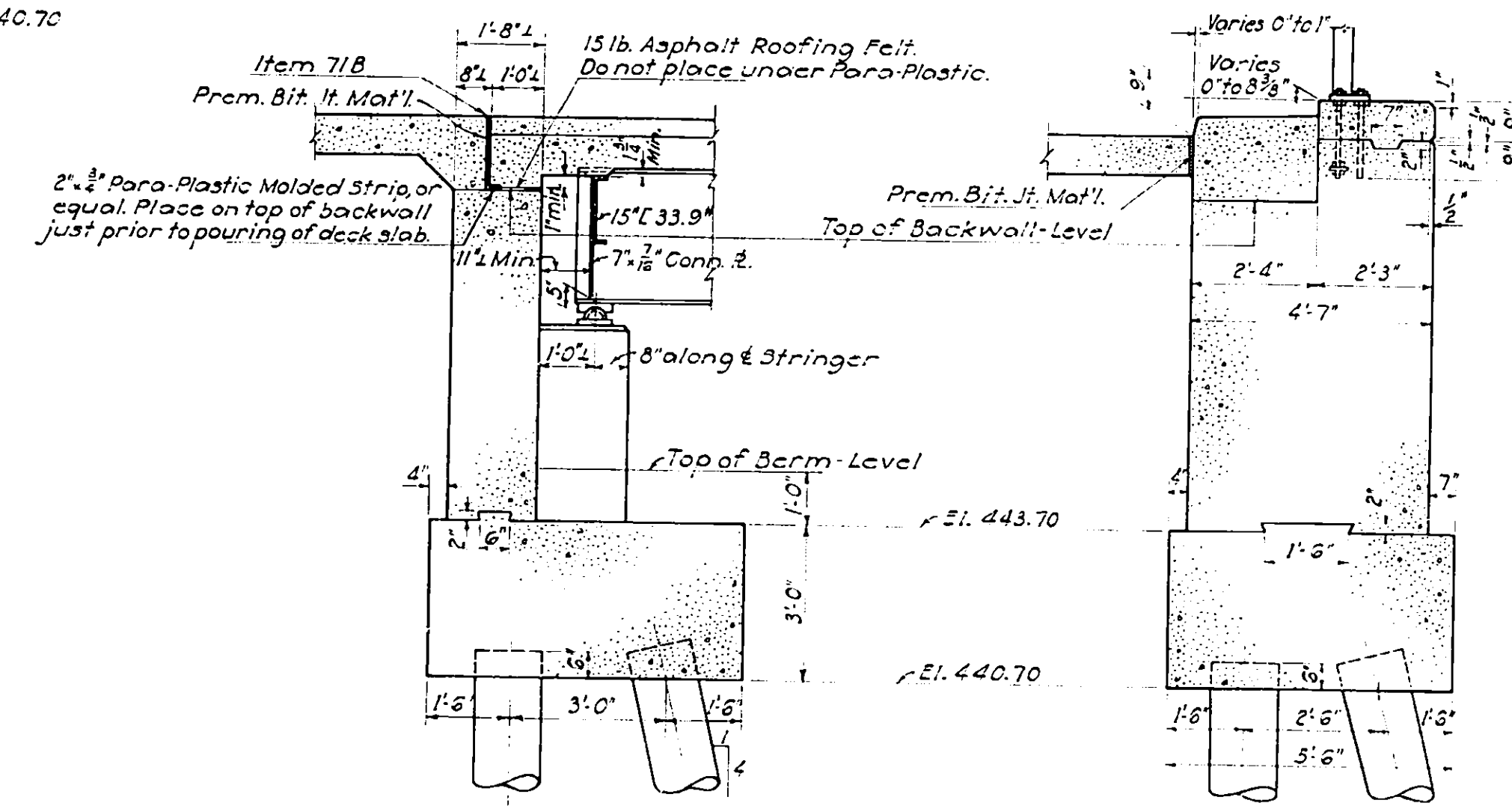
PLAN-TYPICAL EXTERIOR PEDESTAL

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



SIDE ELEVATION - NORTH WING

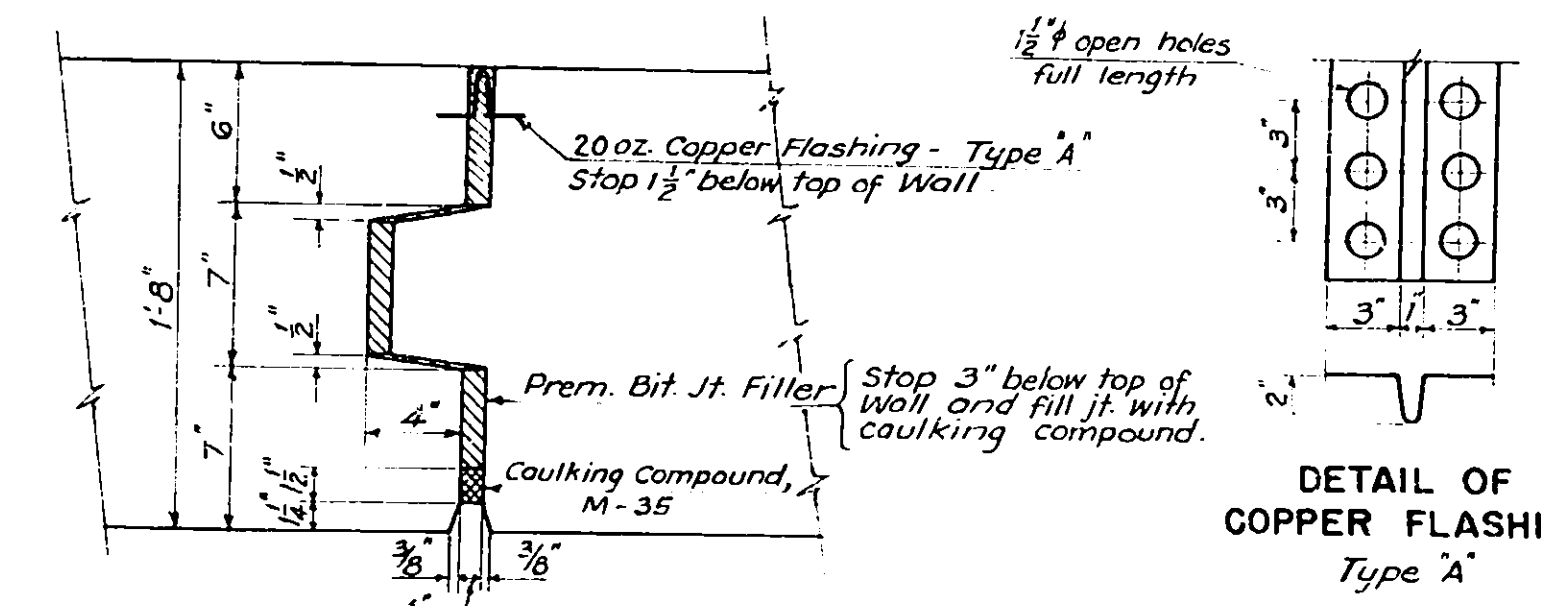
SIDE ELEVATION - SOUTH WING



TYPICAL ABUTMENT SECTION

TYPICAL WALL SECTION

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

DETAIL OF EXPANSION JOINT
FOR BACK WALL

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

DETAIL OF
COPPER FLASHING
Type A

Note:
For Anchor Bolts, see Sheet A 6.
For Pile Details & Schedule, see Sheet A 5.
For Pylon Details see Sheet A 3.
For Detail of Footing Expansion Joint, see Sheet A 3.
For Bar Reinforcement & Schedule, see Sheet A 9.

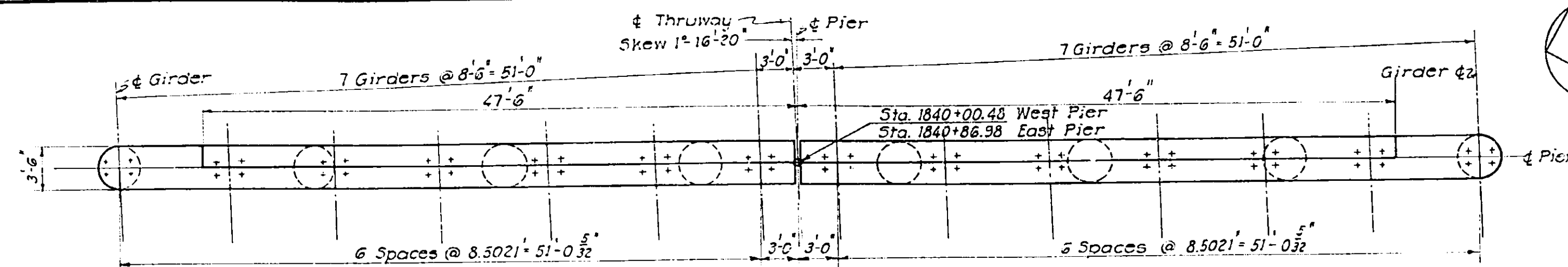
Drawn by E.P.W.
Traced by R.C.
Checked by D.B.
R.M. Boynton
Engineer in Charge

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

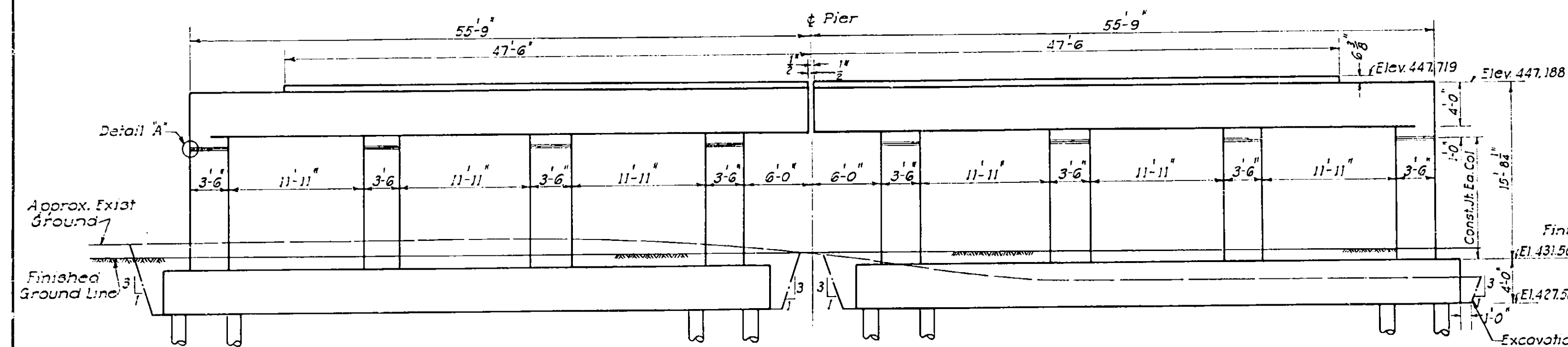
EAST ABUTMENT

DRAWING NO. 5210 - A 4 of 11
SCALE: 1/2" = 1'-0" (As Noted)
DATE: Mar. 16, 1953

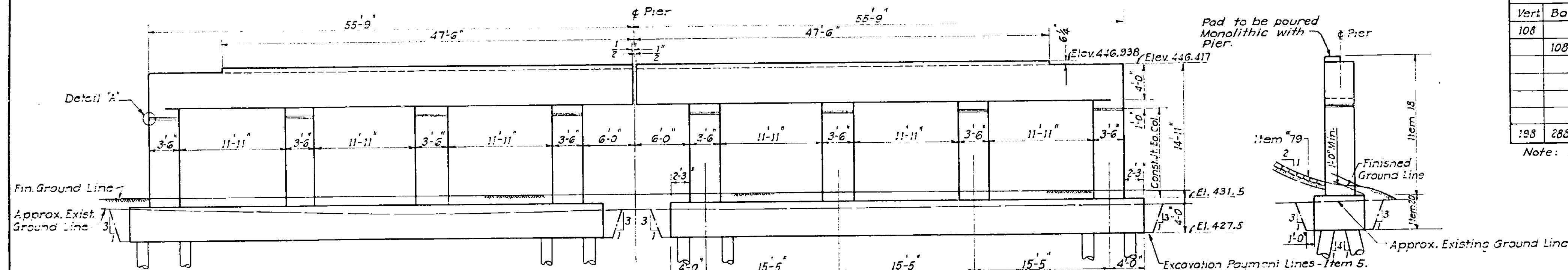
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	56	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER S.H. NO. 8510		



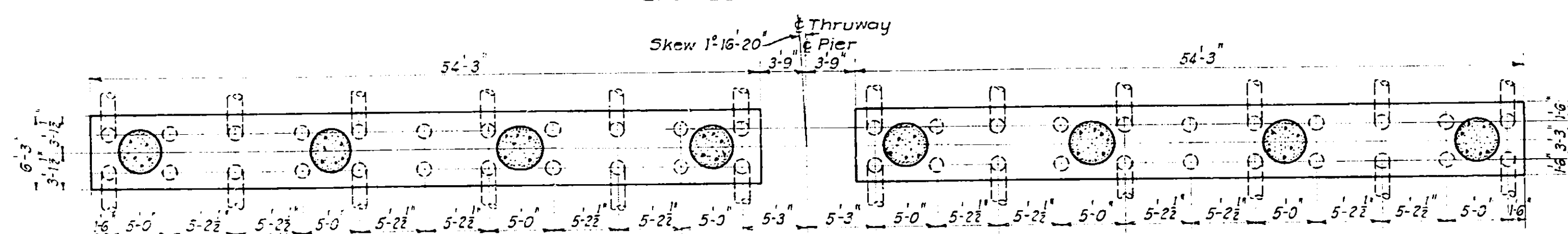
PLAN - WEST PIER



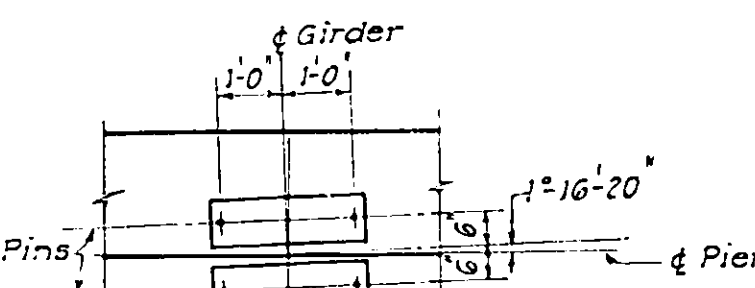
EAST ELEVATION - WEST PIER



EAST ELEVATION - EAST PIER



FOOTING PIER - EAST OR WEST PIER



Note: Anchor bolts shall be accurately set by use of a template.
Anchor bolts 1 1/2 x 24. See Sh. A6

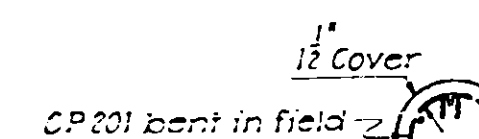
PIER BEARING LOCATION

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

PILE SCHEDULE

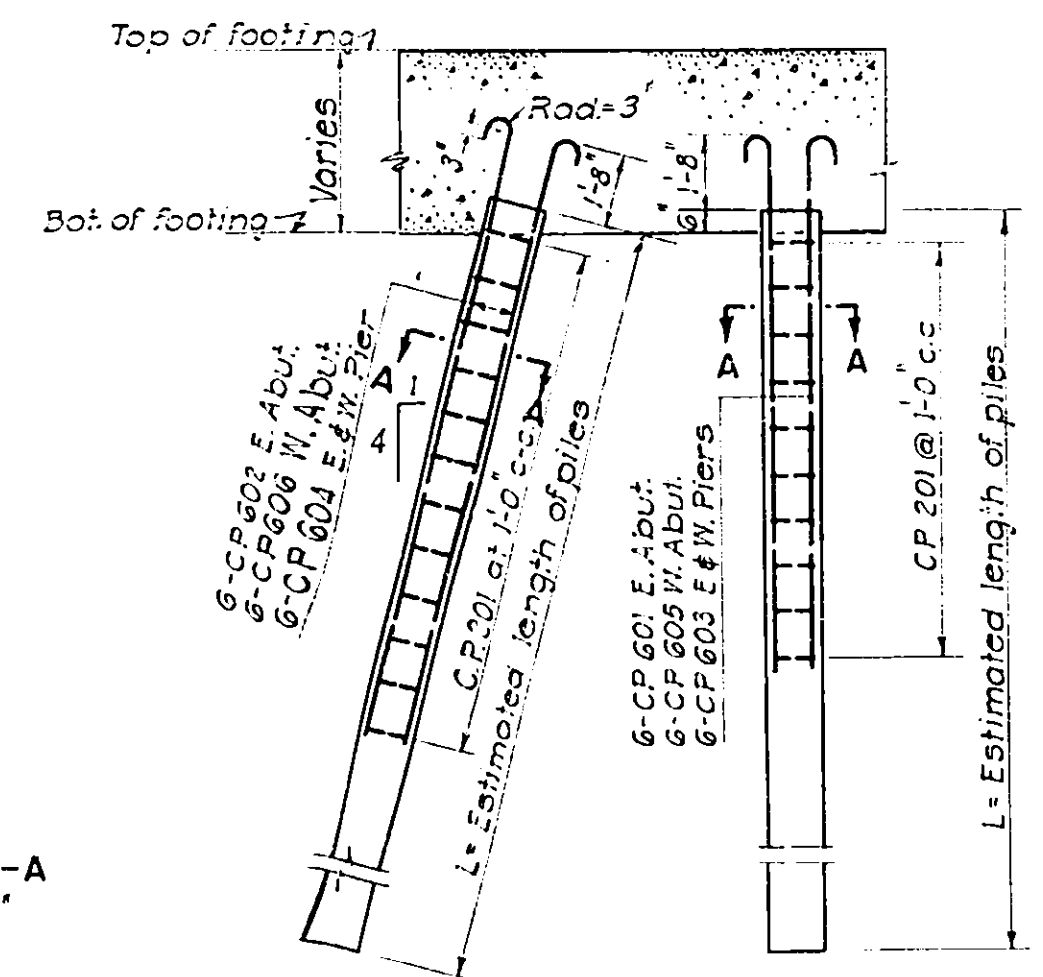
Location	Type	No.	Estimated Length		Total Length
			El. of Top	Av. El. Bot.	
East Abutment	Vert	18	441.20	410.20	31.0' 558
East Pier	Bot	18	441.20	410.20	32.0' 576
West Pier	Vert	20	428.00	412.00	16.0' 320
West Abutment	Bot	24	428.00	412.00	16.0' 384
West Pier	Vert	20	428.00	412.00	16.0' 320
West Abutment	Bot	24	428.00	412.00	16.0' 384
West Pier	Vert	18	442.60	417.60	25.0' 450
West Abutment	Bot	18	442.60	417.60	26.0' 468
Cast-in Place Concrete Piles			Total		3460

Item 85C



SECTION A-A

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



CAST IN PLACE CONCRETE PILE DETAIL

Note: Reinforcing cages shall be fabricated before being placed. Approved metal spacers shall be attached to hoops as necessary to insure that the minimum required clear distance to the shell will be maintained while concrete is being poured.

BAR REINFORCEMENT (PILES) ITEM 28

East Abut.	East Pier	West Pier	West Abut.	Mark	Type	Size	'A'	Length	No. Reqd.	Weight
108	108	120	144	CP601	1	#6	11'-9"	12'-10"	108	2082
				CP602	1	#6	17'-5"	18'-6"	108	3001
				CP603	1	#6	11'-5"	12'-6"	240	4506
				CP604	1	#6	11'-5"	12'-6"	288	5407
				CP605	1	#6	11'-5"	12'-6"	108	2028
				CP606	1	#6	14'-5"	15'-6"	108	2514
198	288	200	240	CP201	2	#2	2'-10"	17'-0"	1780	842
Total										20,330

Note: Prefix all Bar Marks with the letter "A".

Note:
For Bar Reinforcement & Schedule,
see Sheet A10.

DETAIL "A"

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

TYPICAL KEY AT CONSTRUCTION JOINT

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

Drawn by D.B.
Traced by S.C.
Checked by N.A.H.

R. M. Boynton
Engineer in Charge

PREPARED AND RECOMMENDED:

D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155

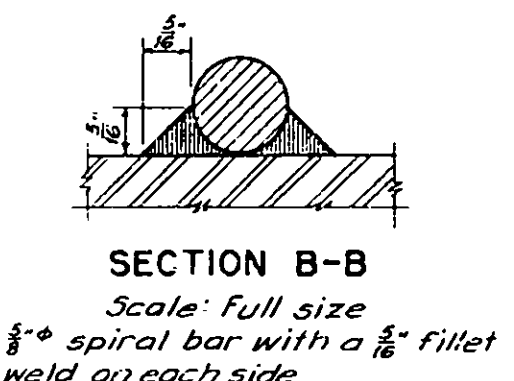
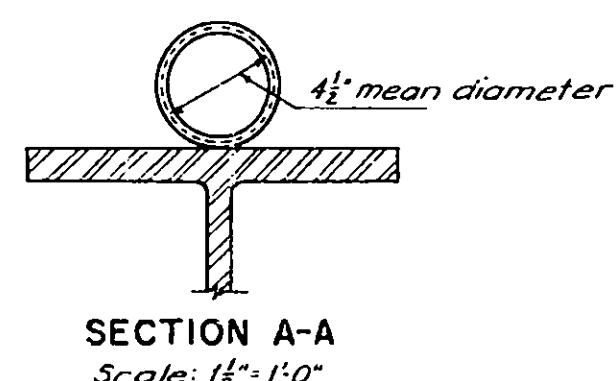
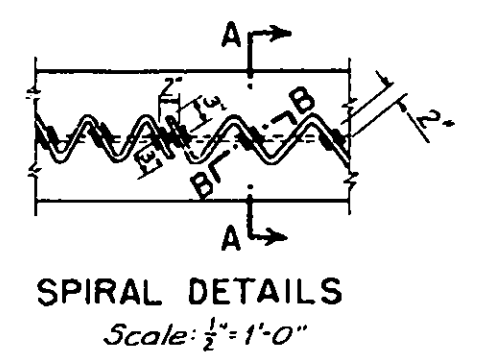
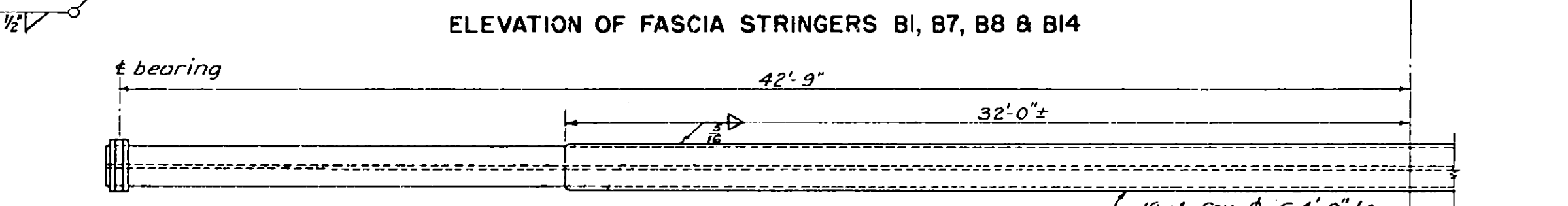
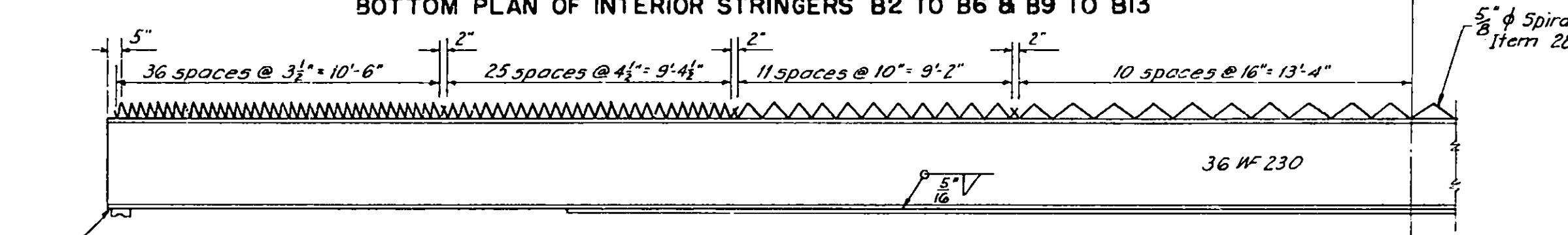
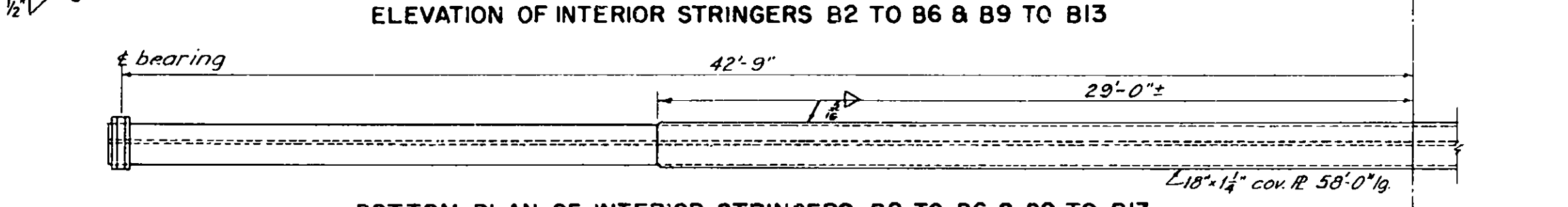
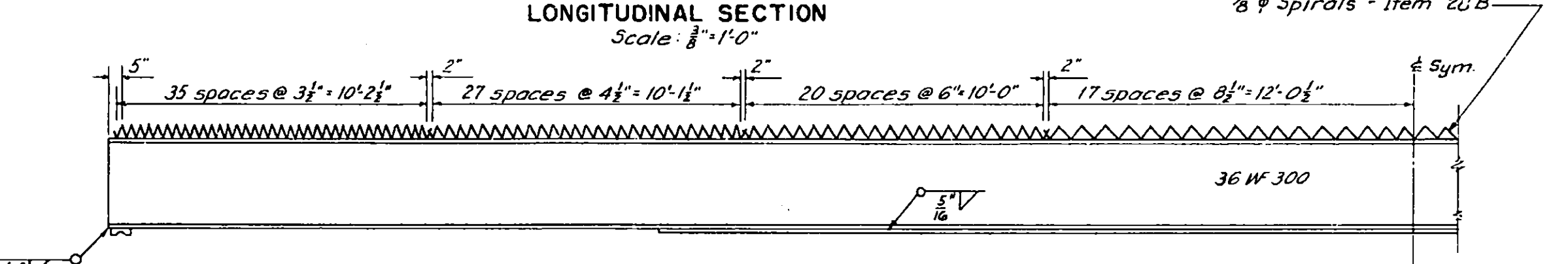
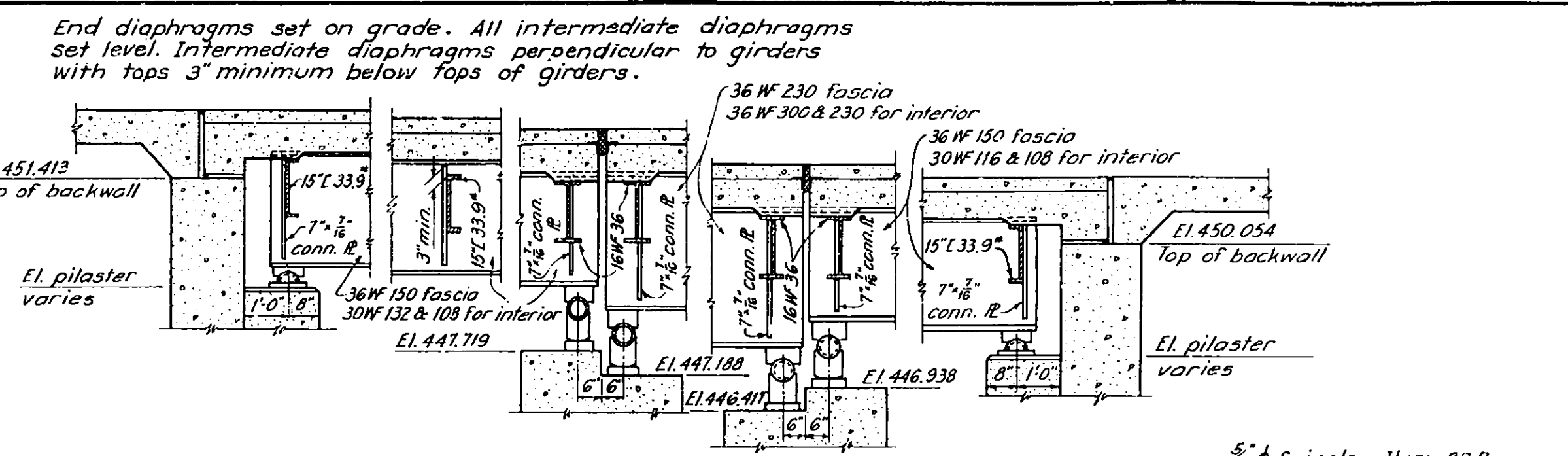
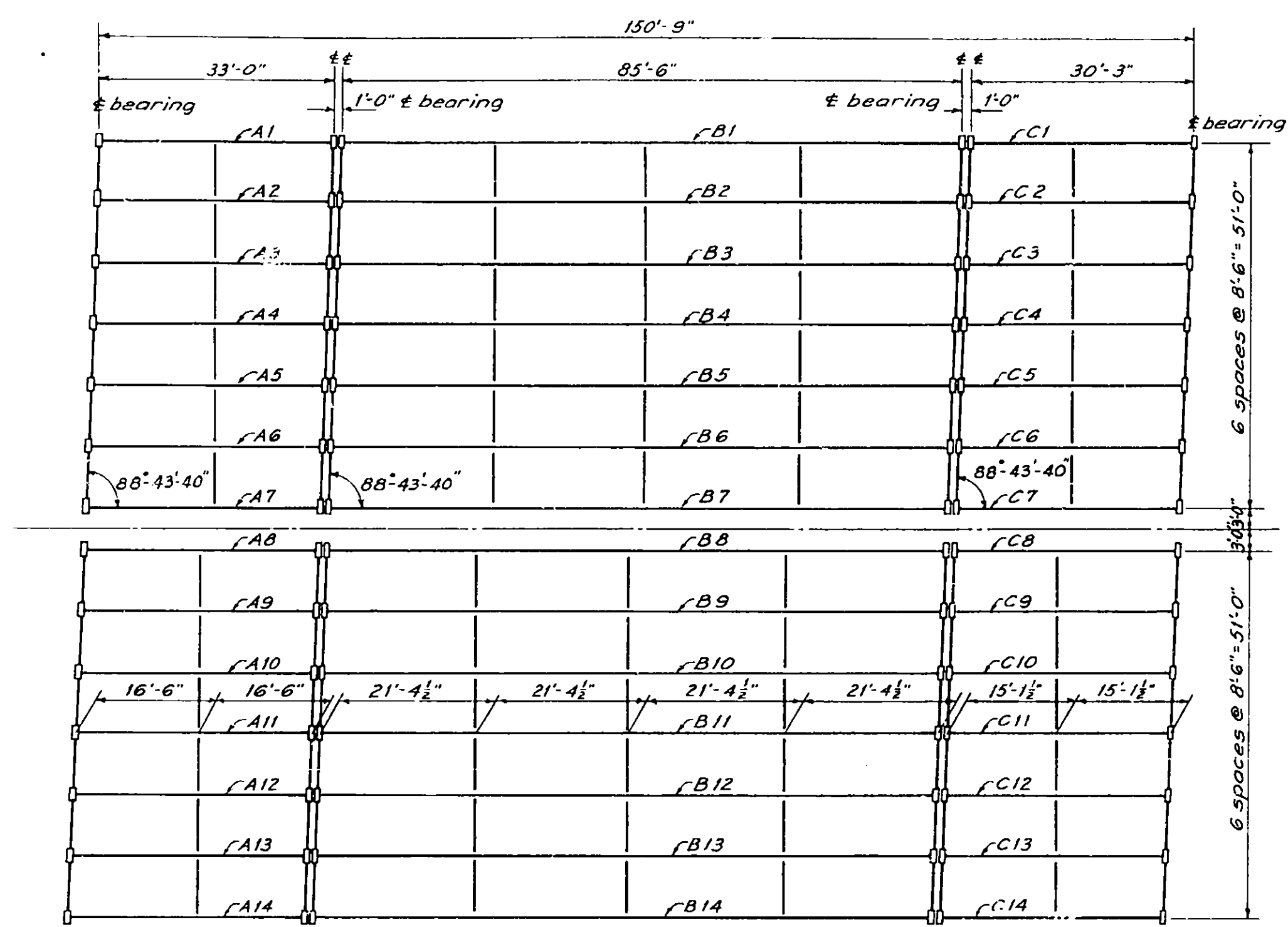
Mar. 16, 1953

DATE

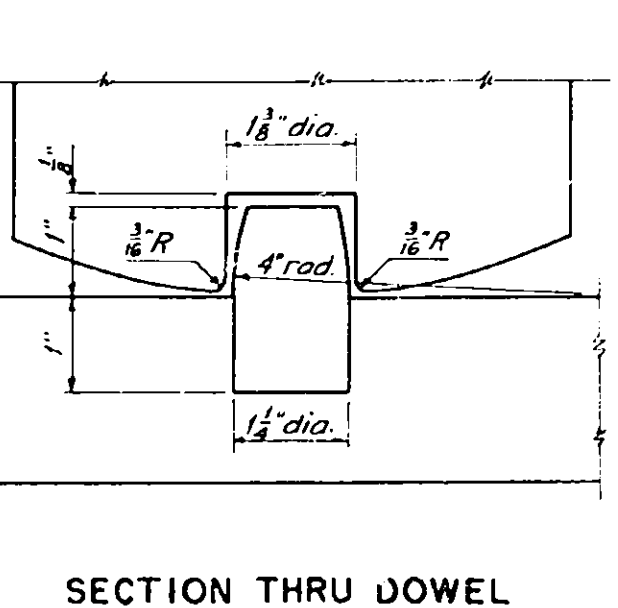
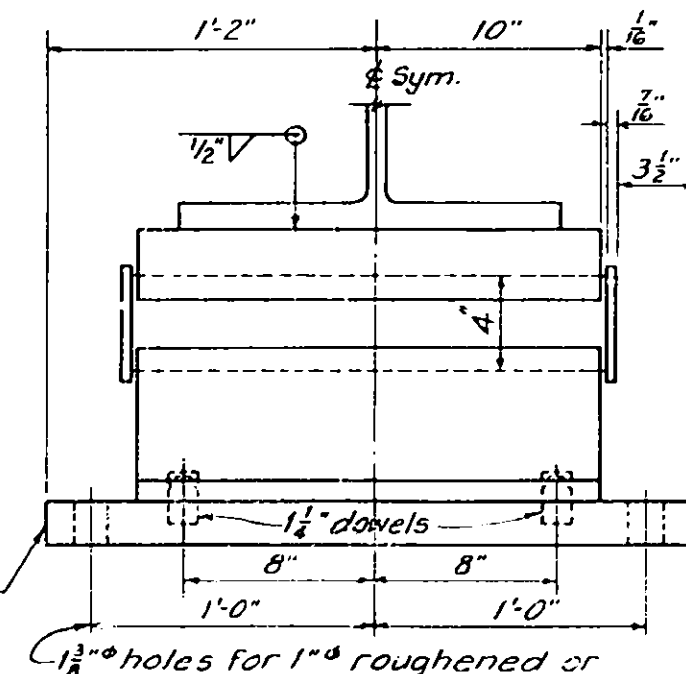
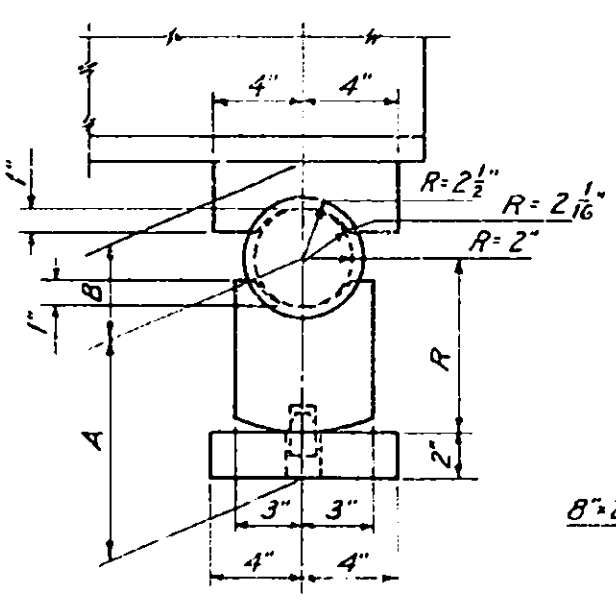
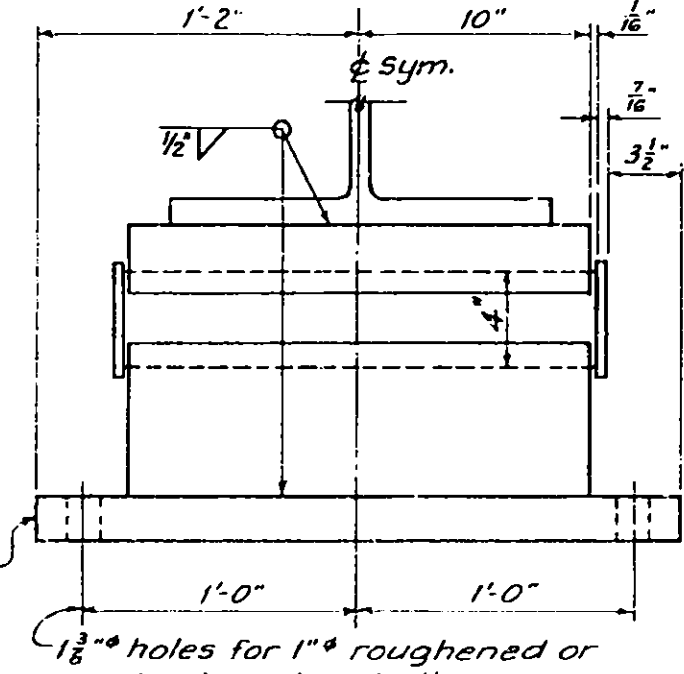
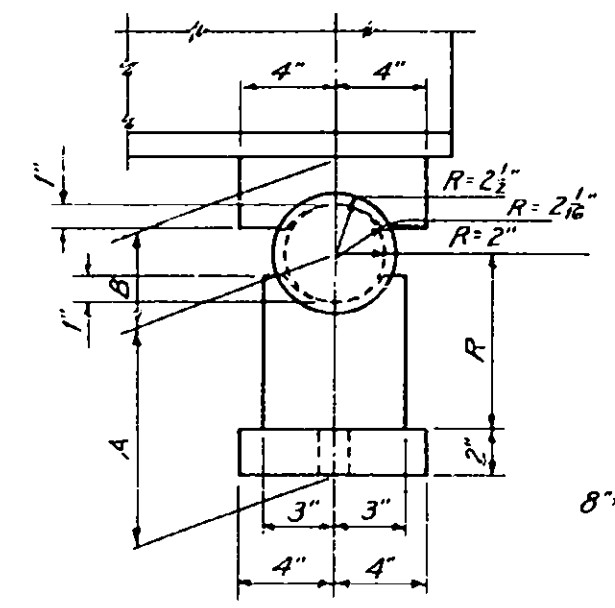
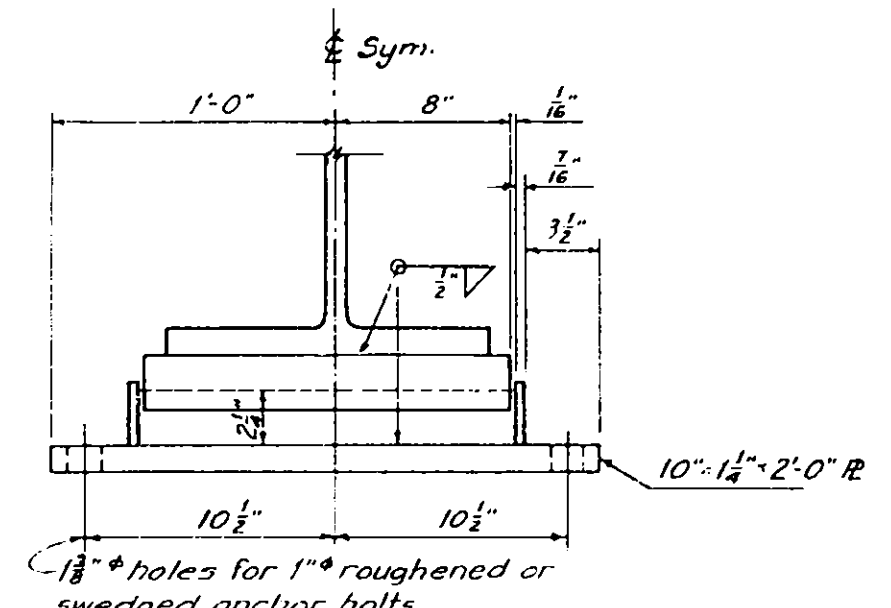
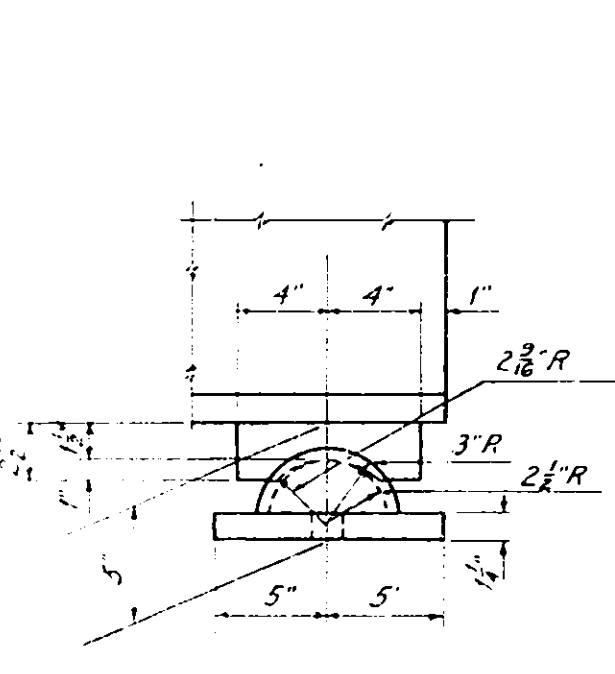
PIERS
PILE DETAILS AND SCHEDULE

DRAWING NO. 5210 - A5 of 11
SCALE 1/2" = 1'-0"
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.



BEAM-BEARING SCHEDULE			
Bearing - West End		Beam	
Type	Mark	Size	Type
FA	A1	36W150	EA
"	A2	30W132	"
"	A3	"	"
"	A4	"	"
"	A5	"	"
"	A6	"	"
"	A7	30W108	"
"	A8	"	"
"	A9	30W132	"
"	A10	"	"
"	A11	"	"
"	A12	"	"
"	A13	"	"
"	A14	36W150	"
EA	B1	36W230	FB
"	B2	36W300	"
"	B3	"	"
"	B4	"	"
"	B5	"	"
"	B6	"	"
"	B7	36W230	"
"	B8	"	"
"	B9	36W300	"
"	B10	"	"
"	B11	"	"
"	B12	"	"
"	B13	"	"
"	B14	36W230	"
EA	C1	36W150	FA
"	C2	30W116	"
"	C3	"	"
"	C4	"	"
"	C5	"	"
"	C6	"	"
"	C7	30W108	"
"	C8	"	"
"	C9	30W116	"
"	C10	"	"
"	C11	"	"
"	C12	"	"
"	C13	"	"
"	C14	36W150	"

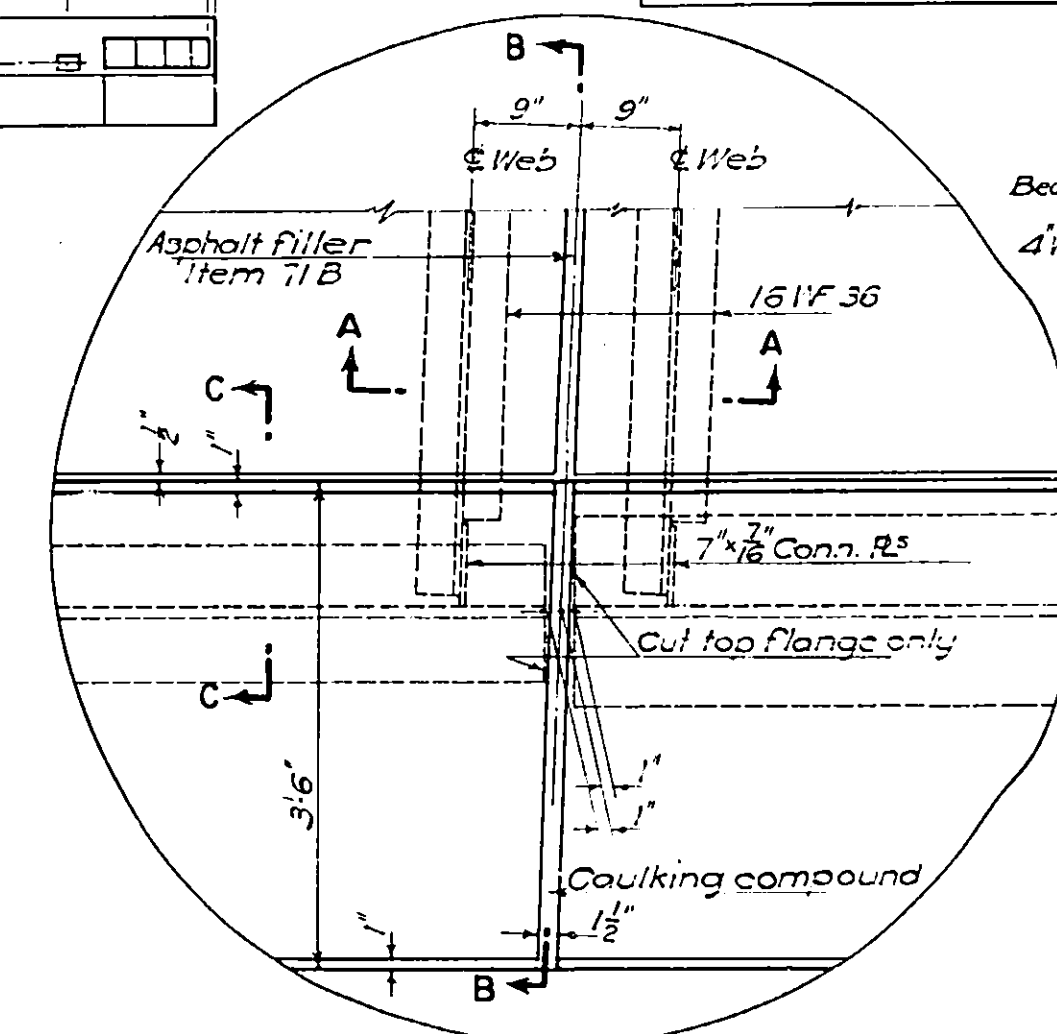
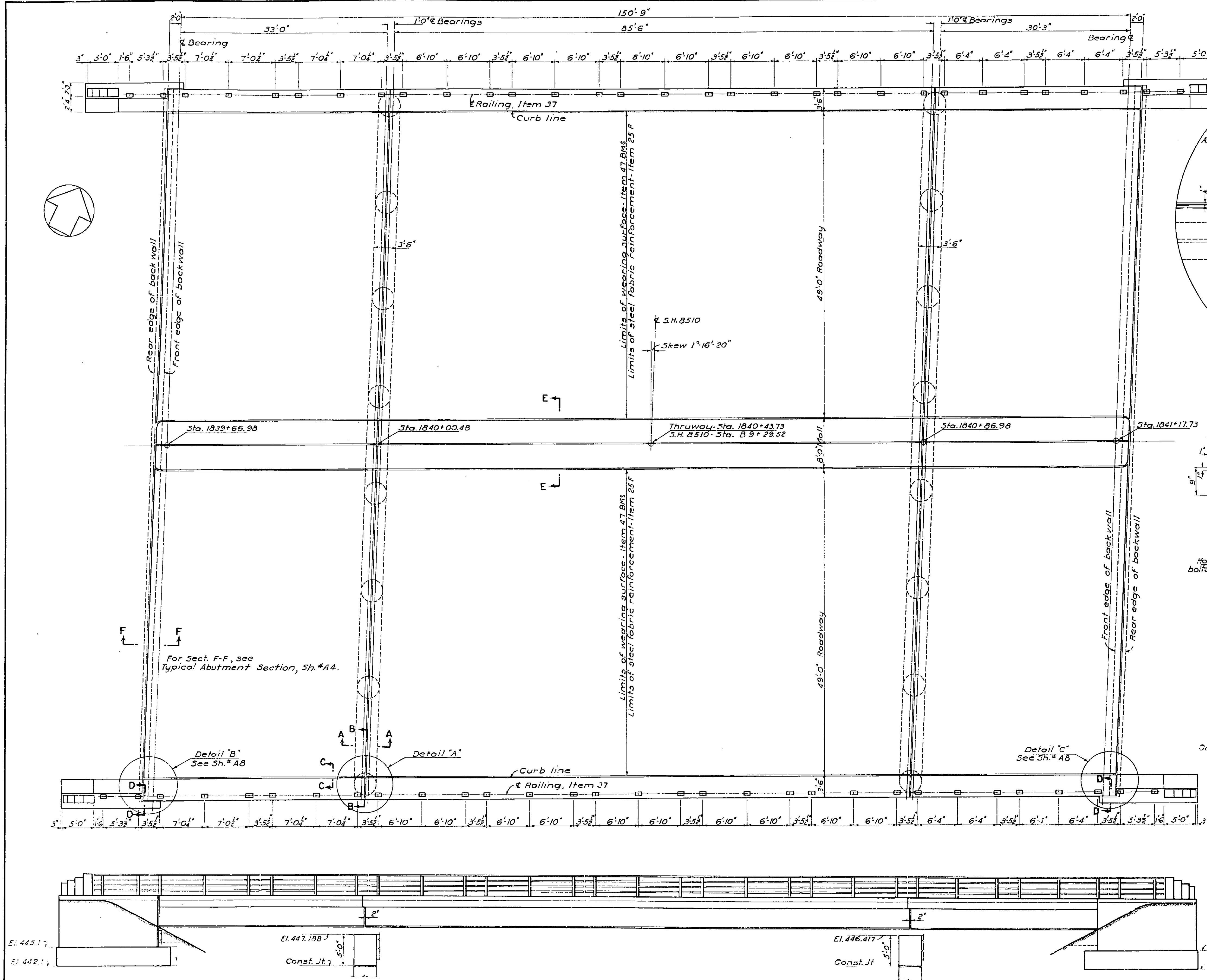
Drawn by O.C.I.
Traced by G.I.
Checked by D.B. & P.
R. M. Boynton
Engineer in Charge

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

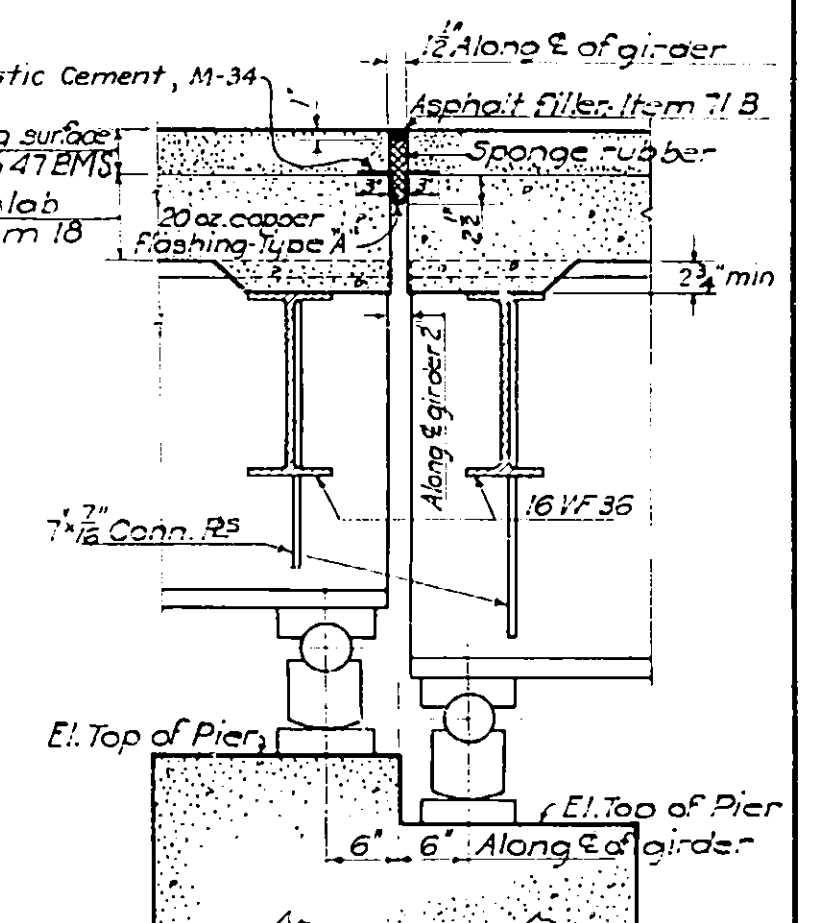
PREPARED AND RECOMMENDED:
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155
DATE: Mar. 16, 1953

FRAMING PLAN STEEL AND BEARING DETAILS		
DRAWING NO. 5210 - A6 of 11	SCALE As noted	DATE Mar. 16, 1953

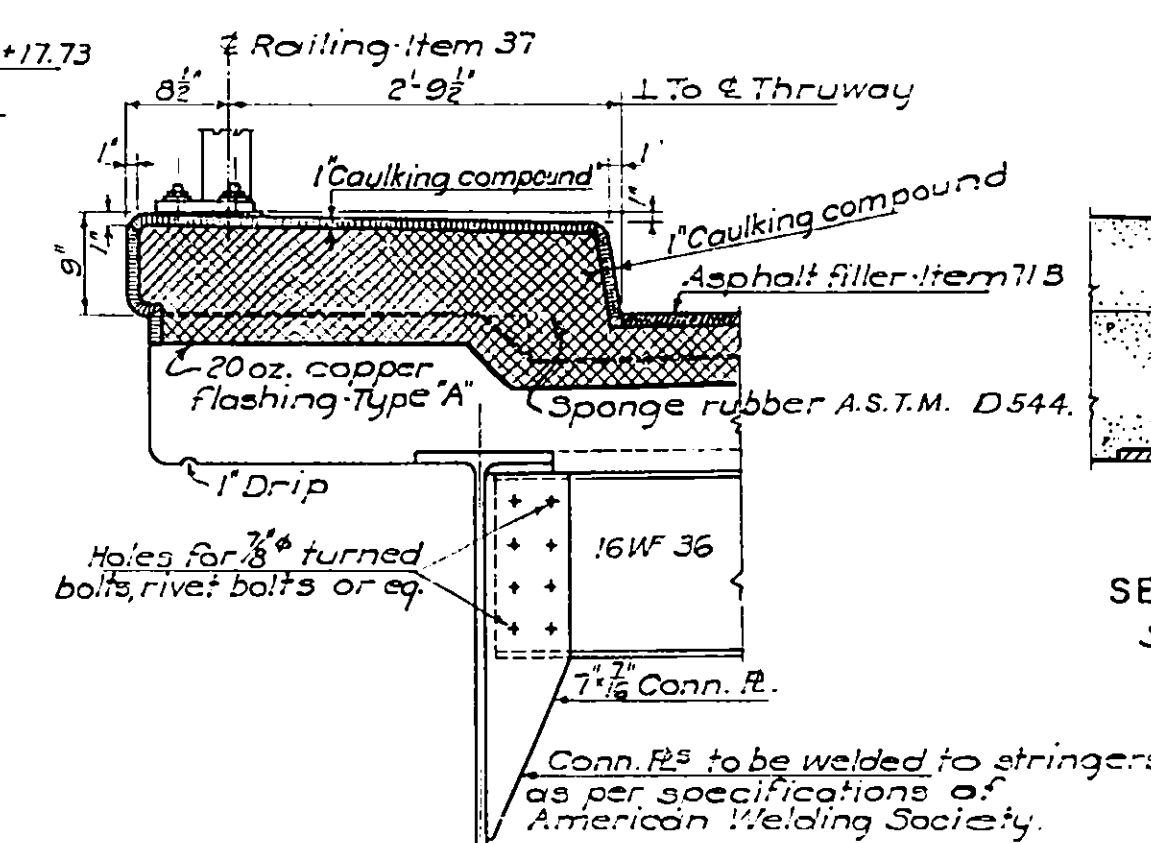
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	58	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE - BRIDGE OVER S.H. 8510		



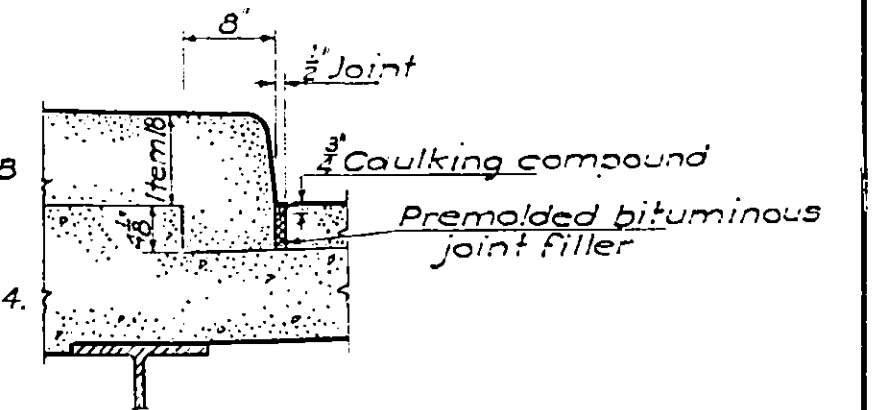
DETAIL "A"
Scale: $\frac{3}{4}$ " = 1'-0"



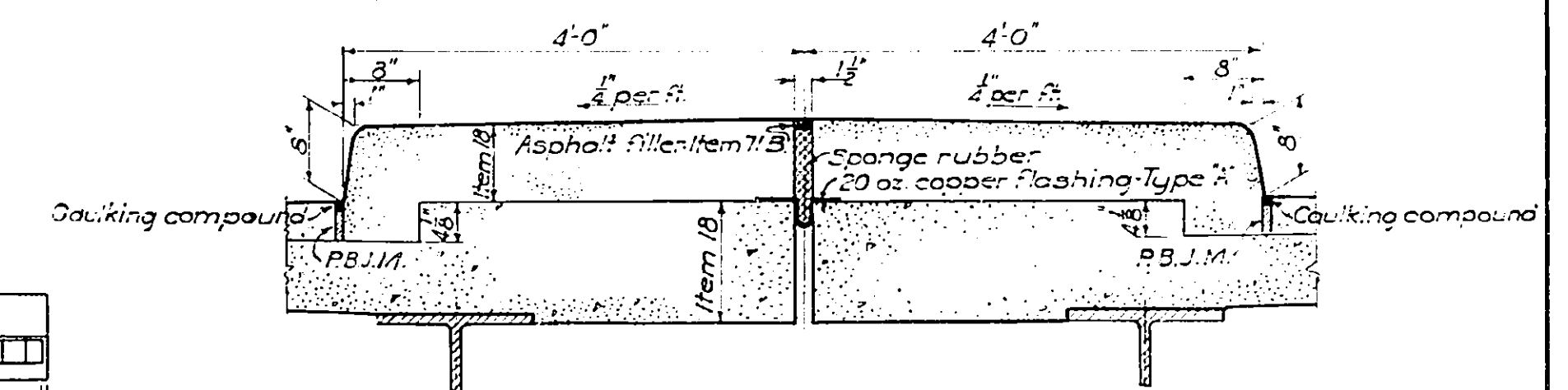
SECTION A-A
Scale: $\frac{3}{4}$ " = 1'-0"



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



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



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

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

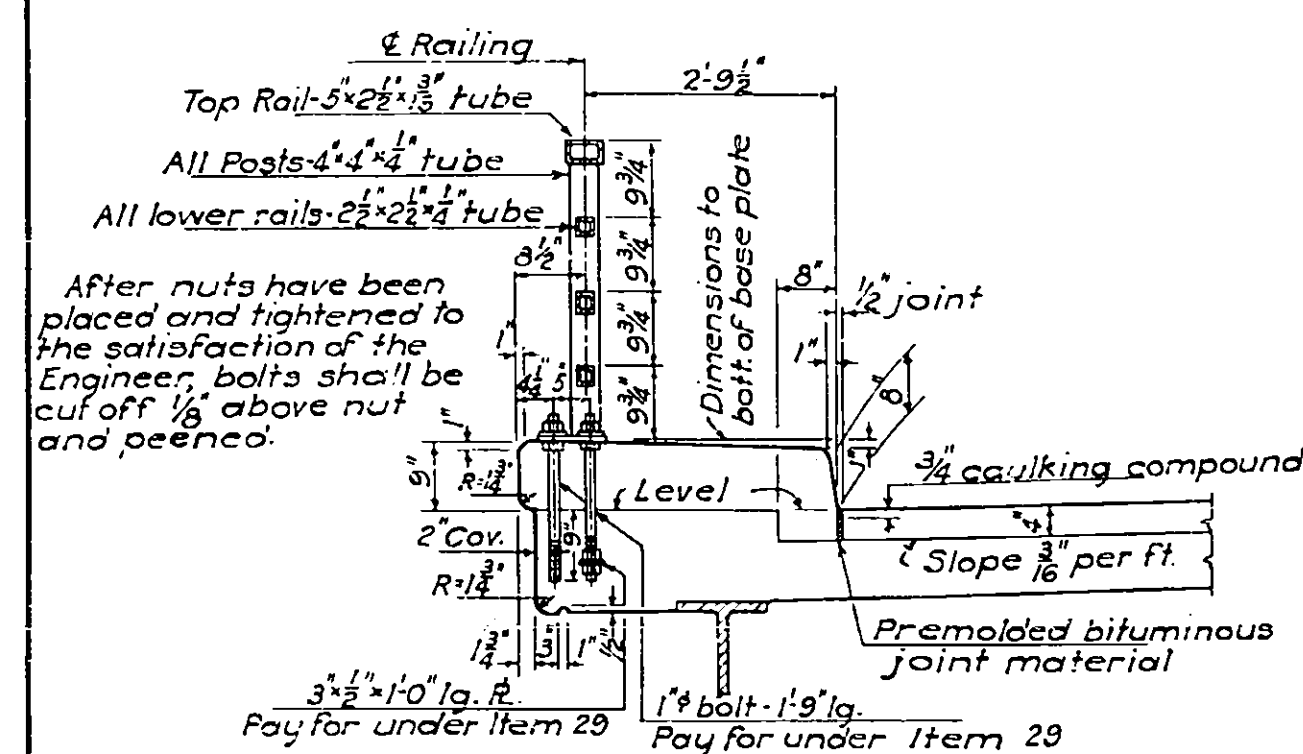
Notes:
For Bar Reinforcement and Schedule, see Sheet A-1.
For Railing Details, see Sheet A-3.

PLAN AND PART ELEVATION
DECK DETAILS

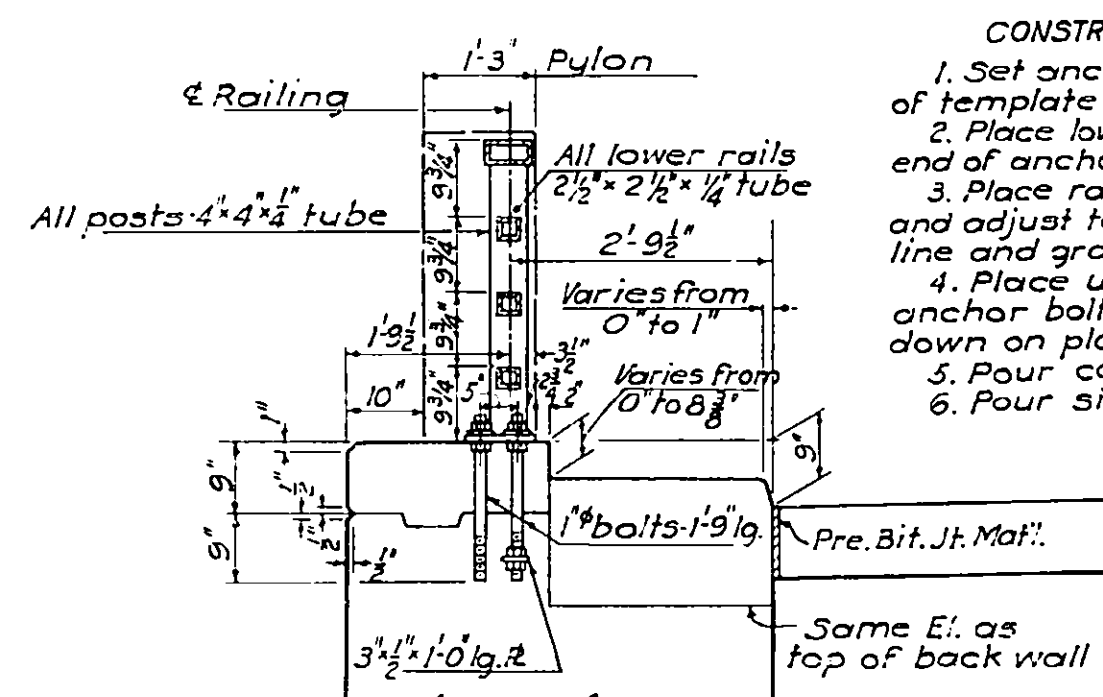
Drawn by P.C.B.
Traced by J.Y.
Checked by F.C.
R. M. Boynton
Engineer in Charge

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

DRAWING NO. 5210 - A7 of 11
SCALE $\frac{3}{4}$ " = 1'-0" & as noted
DATE Mar 16, 1953

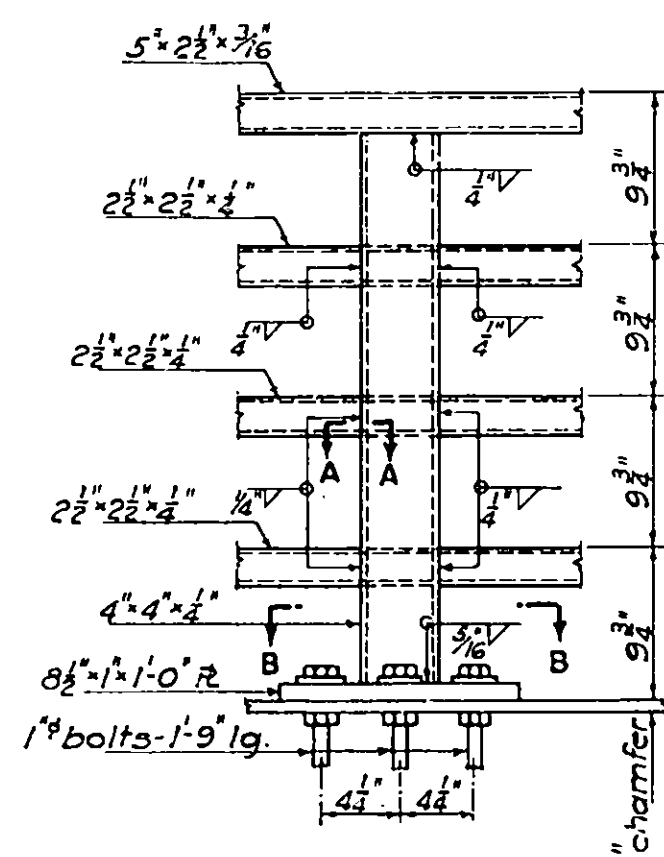


PARTIAL TRANSVERSE SECTION
THRU SUPERSTRUCTURE
Scale: $\frac{1}{2}'' = 1'-0''$



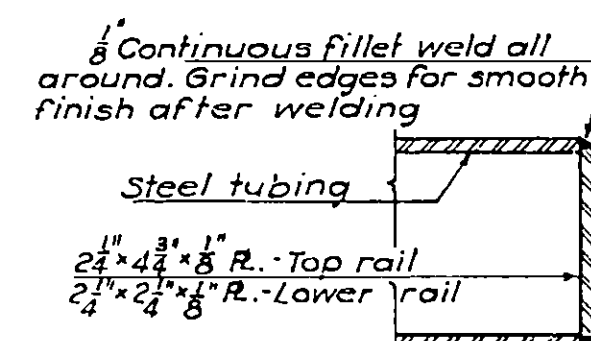
PARTIAL TRANSVERSE SECTION
THRU SUBSTRUCTURE
Scale: $\frac{1}{2}'' = 1'-0''$

- 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.

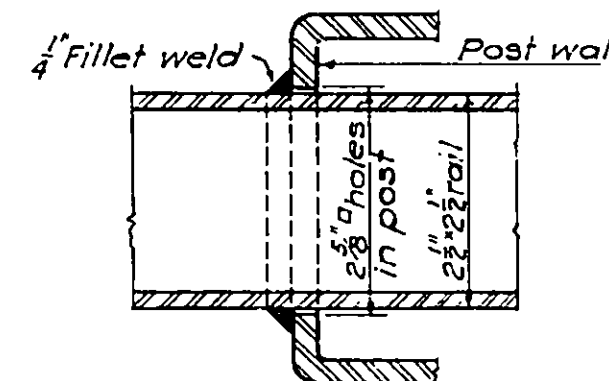


PARTIAL ELEVATION
Not to scale

Note: All railing posts are to be set truly vertical.



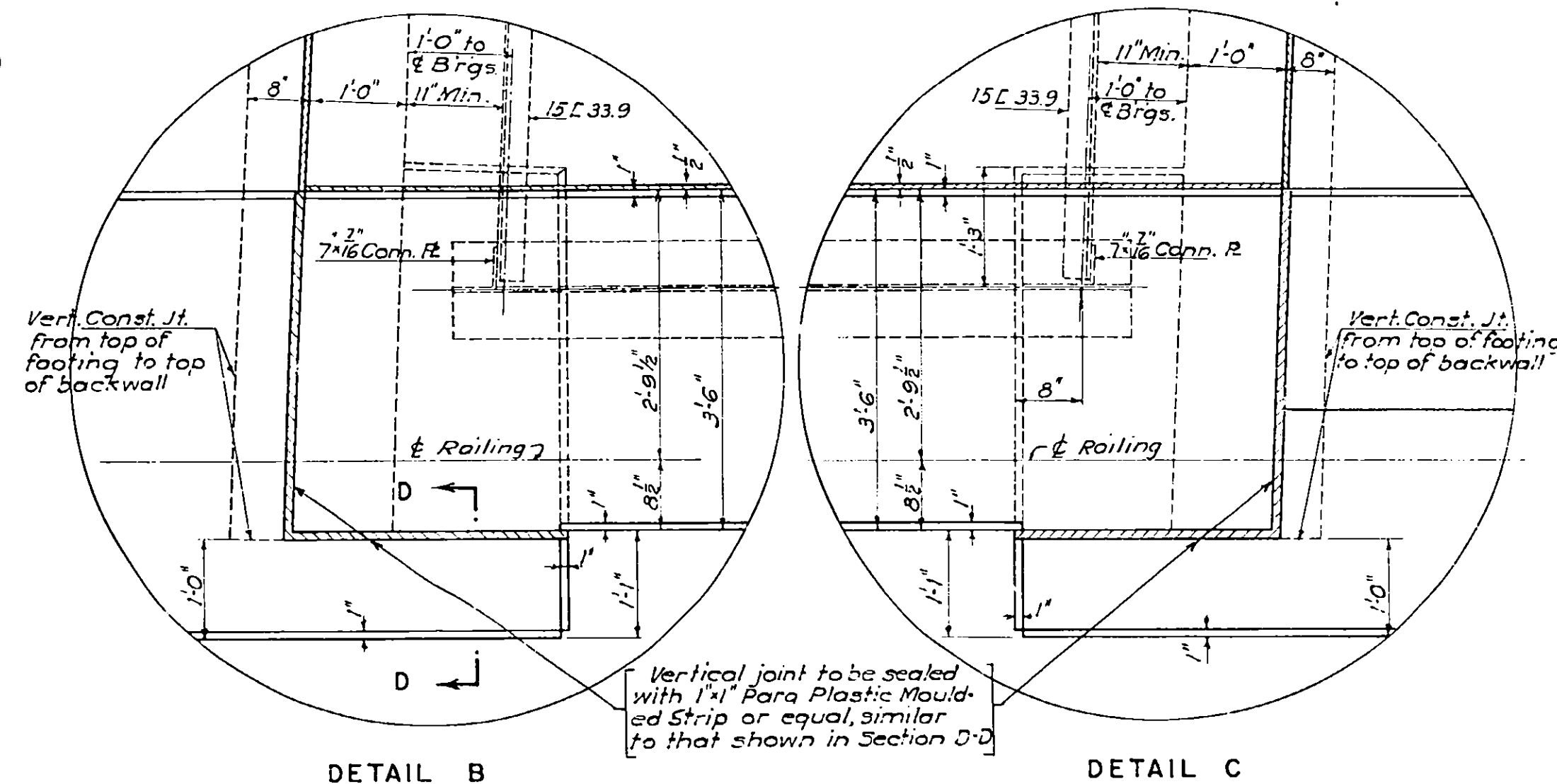
SECTION AT END
OF RAILS



SECTION A-A
Scale: $6'' = 1'-0''$

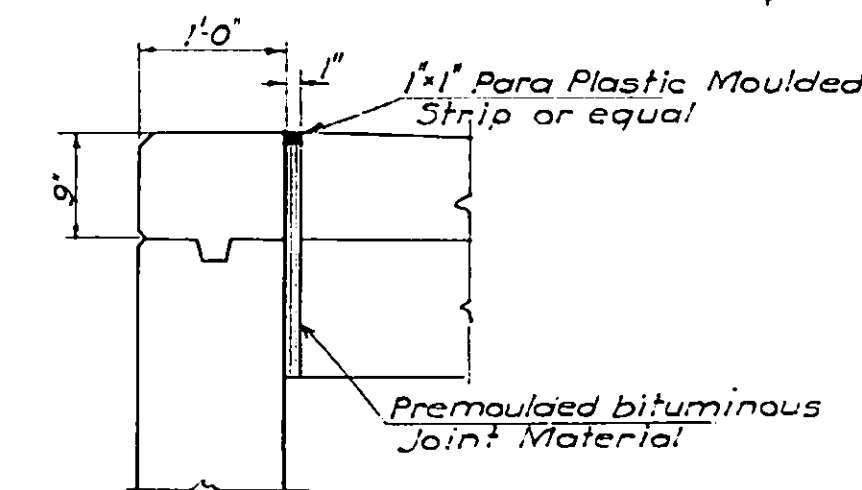
SPECIAL NOTES FOR RAILING

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 28. All welds on railing shall be ground smooth.

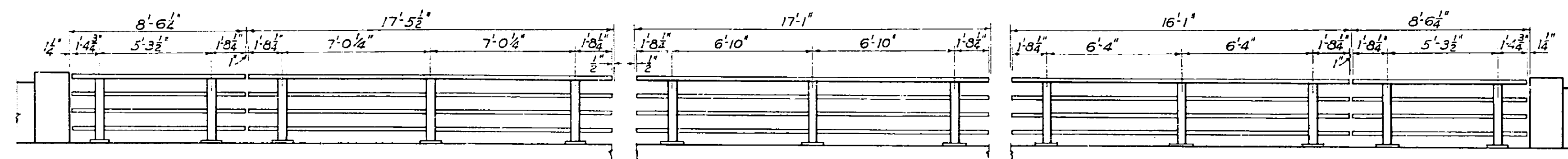


DETAIL B

DETAIL C



SECTION D-D



2 PANELS

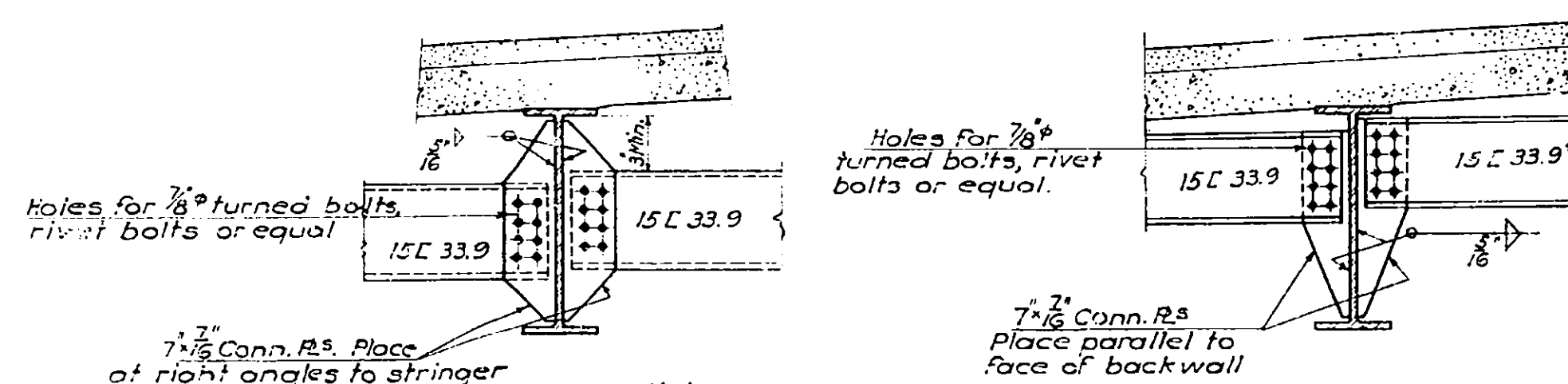
4 PANELS

10 PANELS

4 PANELS

2 PANELS

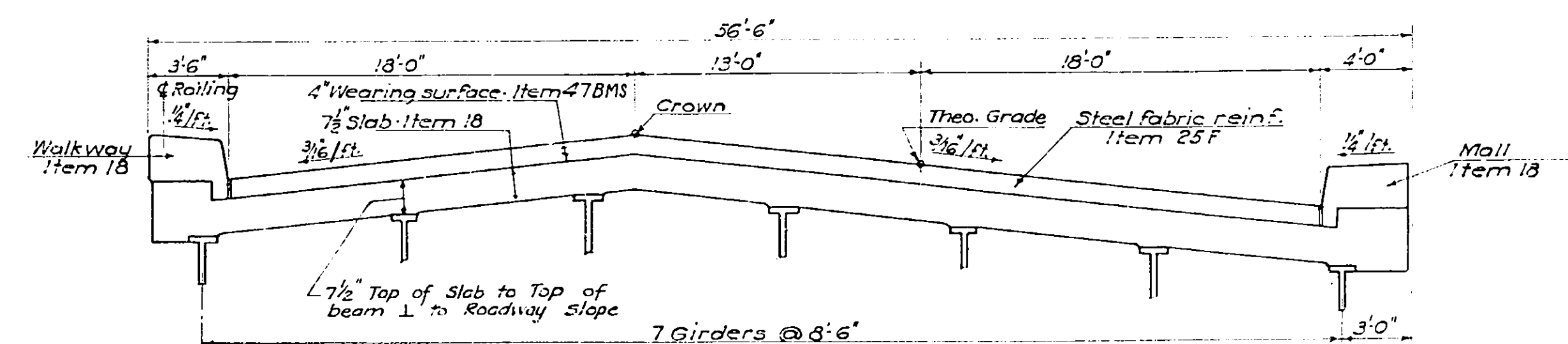
TYPICAL RAILING PANELS
Scale: $\frac{1}{4}'' = 1'-0''$



INTERMEDIATE CHANNEL
DIAPHRAGM CONNECTION

END CHANNEL
DIAPHRAGM CONNECTION

Scale: $\frac{1}{2}'' = 1'-0''$



SCHEMATIC VIEW
HALF TYPICAL CROSS SECTION

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

PREPARED AND RECOMMENDED:

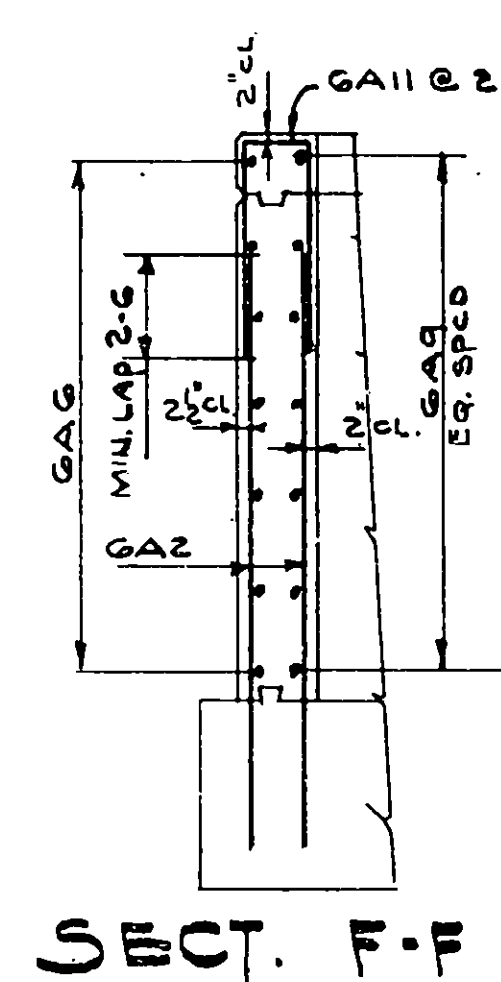
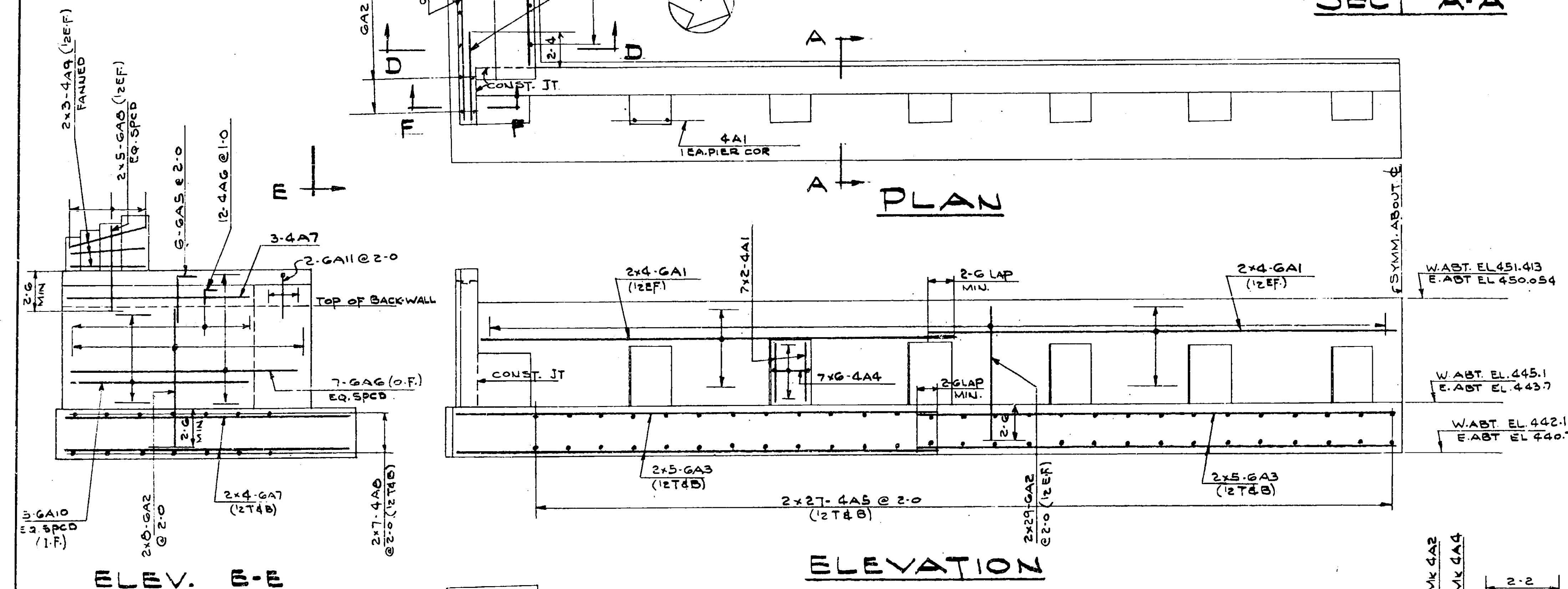
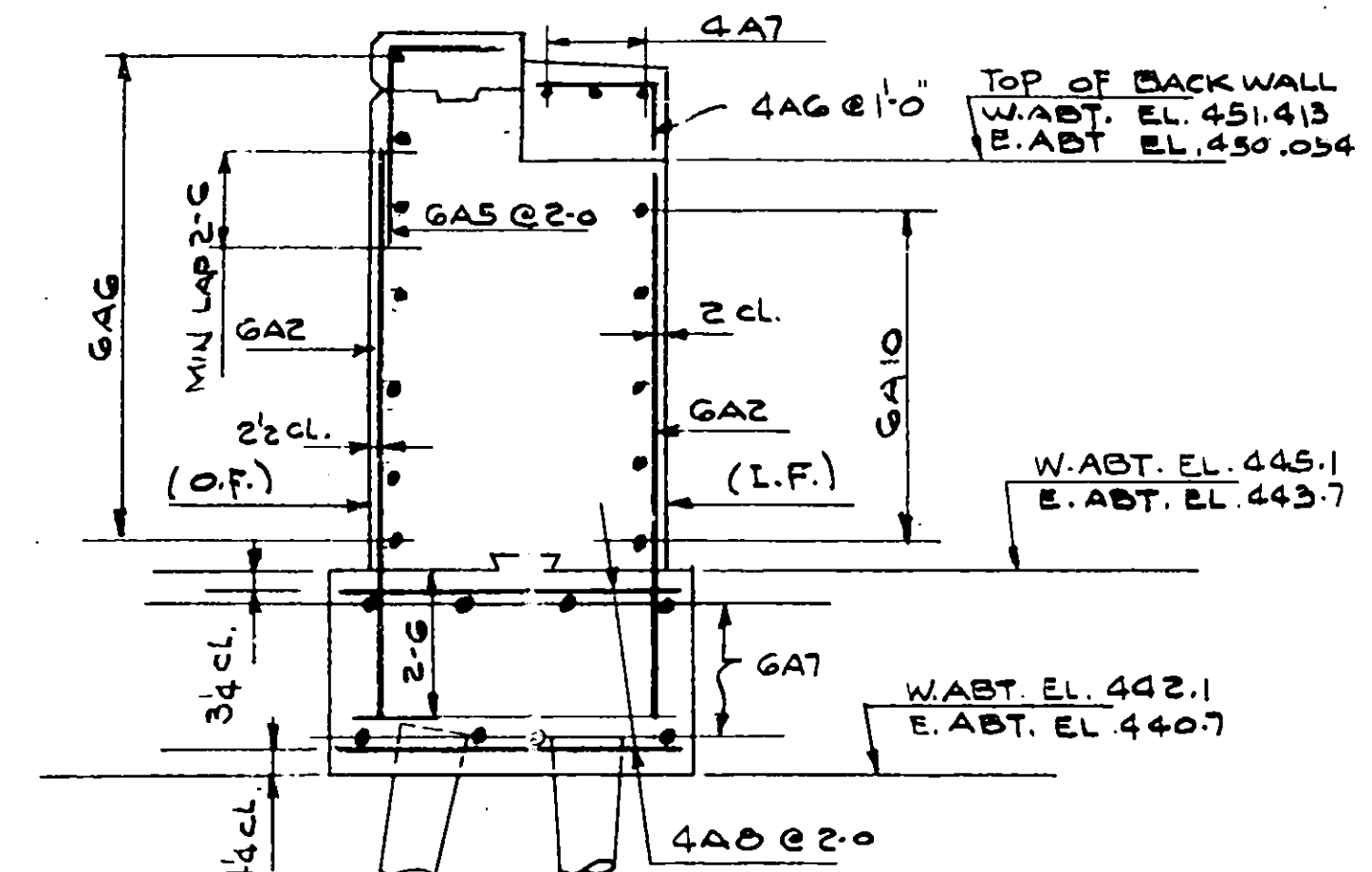
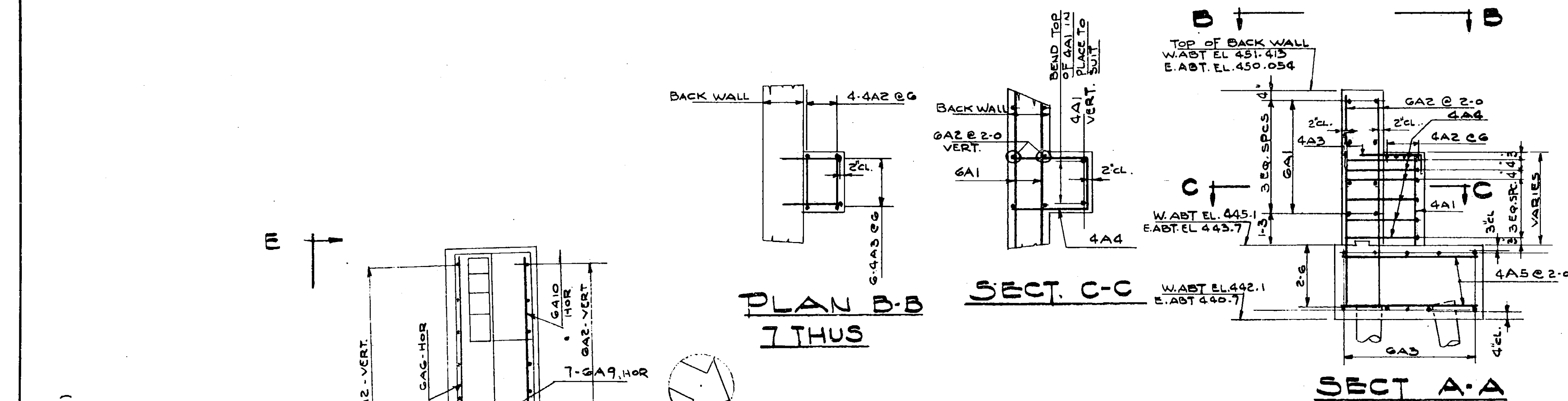
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155

Mar. 16, 1953

RAILING AND DETAILS

DRAWING NO. 5210 - AB of 11
SCALE As Noted
DATE Mar. 16, 1953

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	60	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE - BRIDGE OVER S.H. 8510		



REINFORCING SCHEDULE									
TOTAL	EAST	WEST	MARK	SIZE	LENGTH	REMARKS			
64	32	32	GA1	#6	28-9	STR.			
296	148	148	2		0-7				
80	40	40	3		30-0	STR.			
24	12	12	5		6-0	SEE DETAIL			
28	14	14	6		15-0	STR.			
32	16	16	7		17-9				
40	20	20	8		5-8				
28	14	14	9		5-6				
20	10	10	10		11-9	STR.			
8	4	4	GA11	#6	8-9	SEE DETAIL			
56	28	28	4A1	#4	4-0	STR.			
112	56	56	2		3-2	SEE DETAIL			
168	84	84	3		3-9	SEE DETAIL			
168	84	84	4		8-2	SEE DETAIL			
216	108	108	5		5-6	STR.			
48	24	24	6		2-9	SEE DETAIL			
12	6	6	7		11-9	STR.			
56	28	28	4A2	#4	5-0	STR.			
24	12	12	4A3	#4	4-9	STR.			

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

SUMMARY OF WEIGHTS		
TOTAL QUANTITY LISTED		
SIZE	LENGTH	WEIGHT
#6	8599'	12,916 #
#4	4436'	2,963 #
TOTAL (ITEM 20)		15,879 #

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

BAR BEND DETAILS
ALL DIMENSIONS OUT TO OUT

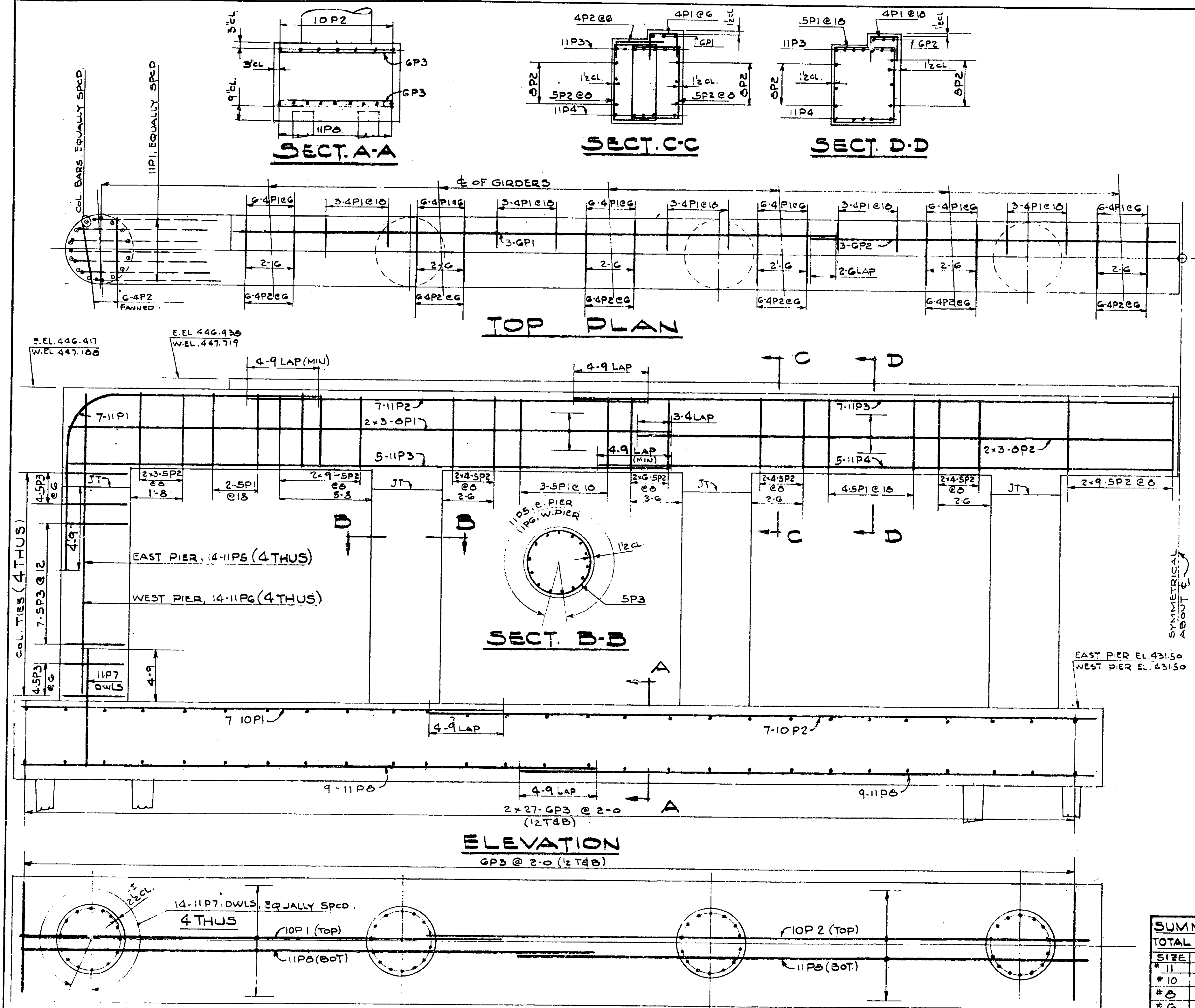
FOOTING PLAN EAST & WEST ABUTMENT SOUTH HALF OF WEST ABUTMENT SHOWN

PREPARED AND RECOMMENDED:
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 135
DATE
Mar. 16, 1953

ABUTMENTS BAR REINFORCEMENT & SCHEDULE		
DRAWING NO. 5210 - A3 of 11	SCALE None	DATE Mar. 16, 1953

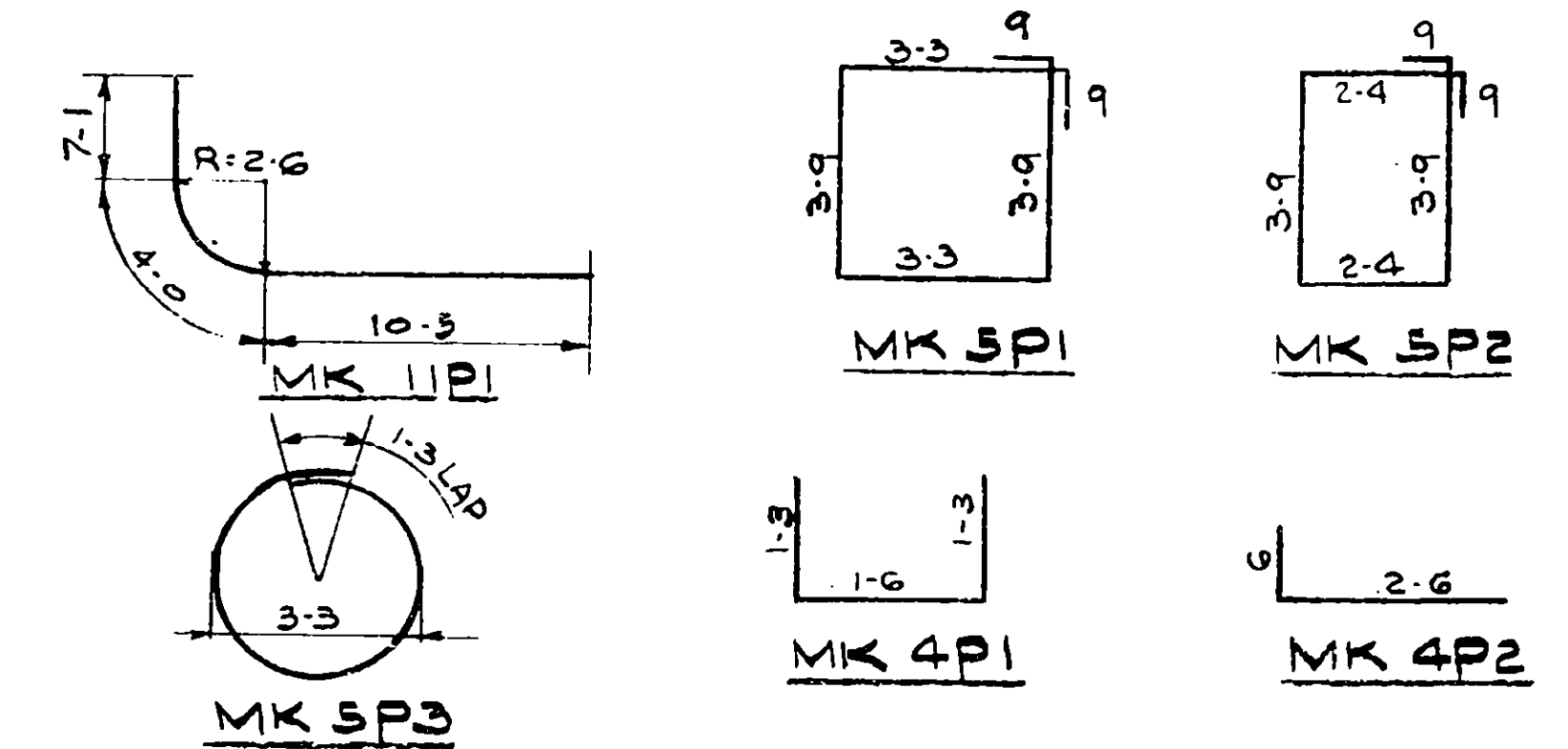
Drawn by M.R.
Traced by I.Q.
Checked by I.Q.
R. W. Bonten
Engineer in Charge

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		61	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE- BRIDGE OVER S.H. 8510			



REINFORCING SCHEDULE						
TOTAL	EAST PIER	WEST PIER	MARKS	SIZE	LENGTH	REMARKS
28	14	14	11P1	#11	21-6	SEE DETAIL
28	14	14	2		20-0	STR
48	24	24	3		32-0	
20	10	10	4		30-0	
112	112	-	5		14-9	
112	-	112	6		15-6	
224	112	112	7		8-0	
72	36	36	11P8	#11	29-4	
28	14	14	10P1	#10	25-0	
28	14	14	10P2	#10	33-0	STR
24	12	12	8P1	#8	30-0	STR
24	12	12	8P2	#8	28-9	STR
12	6	6	6P1	#6	30-0	STR
12	6	6	6P2	#6	19-6	STR
216	108	108	6P3	#6	5-9	STR
36	18	18	5P1	#5	15-6	SEE DETAIL
312	156	156	5P2	#5	13-8	SEE DETAIL
240	120	120	5P3	#5	11-6	SEE DETAIL
204	102	102	4P1	#4	4-0	SEE DETAIL
168	84	84	4P2	#4	3-0	SEE DETAIL

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



SUMMARY OF WEIGHTS		
SIZE	LENGTH	WEIGHT
#11	10,590'	56,265
#10	1,624'	6,988
#8	1,410'	3,765
#6	1,836'	2,758
#5	7,582'	7,908
#4	1,320'	882
TOTAL (ITEM 28)		78,566

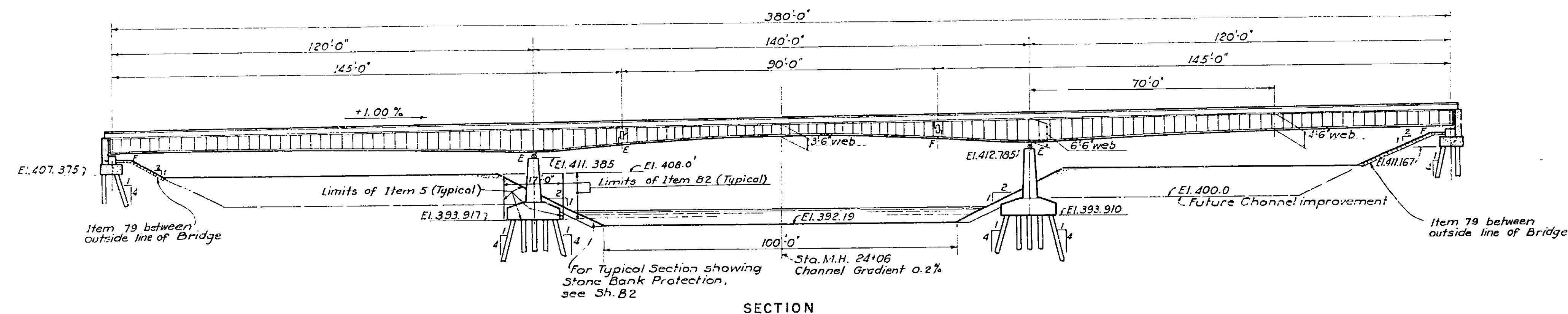
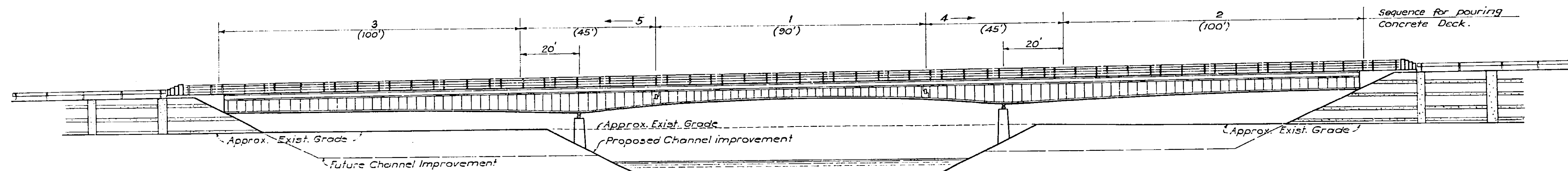
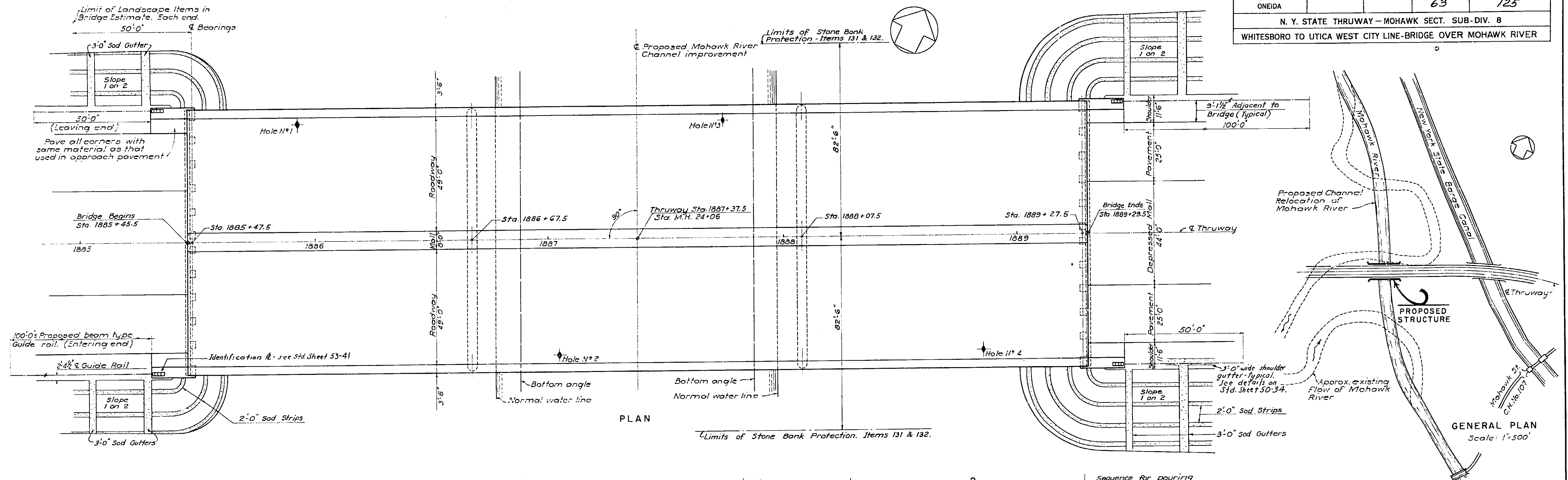
BAR SIZES	OLD	NEW
1/4"	(2)	(2)
3/8"	(3)	(3)
1/2"	(4)	(4)
5/8"	(5)	(5)
3/4"	(6)	(6)
7/8"	(7)	(7)
1"	(8)	(8)
1 1/8"	(9)	(9)
1 1/4"	(10)	(10)
1 1/2"	(11)	(11)

Drawn by M.P.
Traced by
Checked by E.C.
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

PIERS BAR REINFORCEMENT AND SCHEDULE		
DRAWING NO. 5210 - A:10 of 11	SCALE None	DATE Mar. 16, 1953

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		63	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER MOHAWK RIVER			



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

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

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED

N. Fronan

N. FRONAN
ASST. DISTRICT ENGINEER

March 24, 1953
DATE

APPROVED

E.T. GAWKINS
DEPUTY CHIEF ENGINEER

E. W. WENDELL
DEPUTY CHIEF ENGINEER

J. B. MACMORRAN
CHIEF ENGINEER

DATE

APPROVED _____ 1953

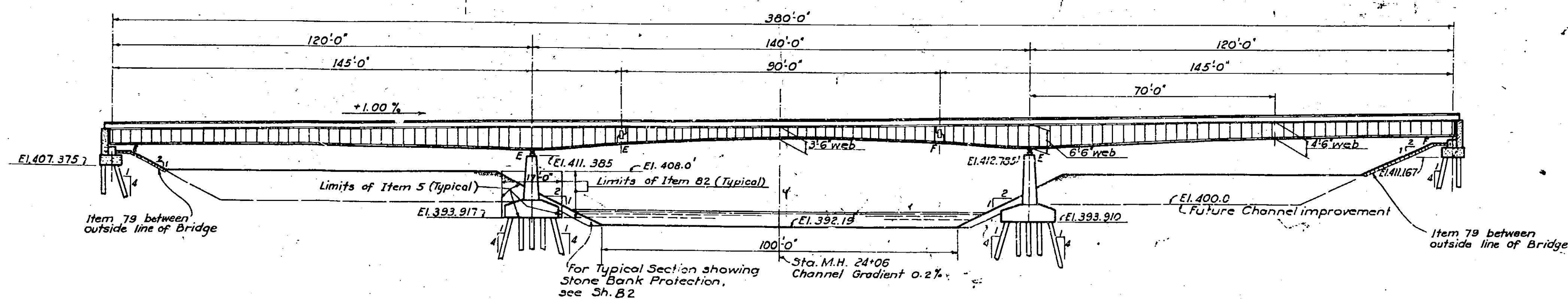
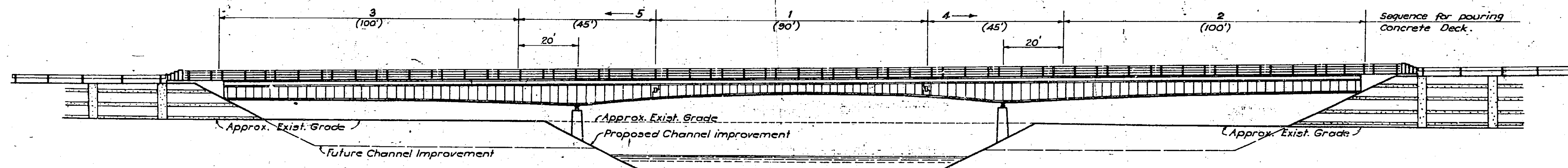
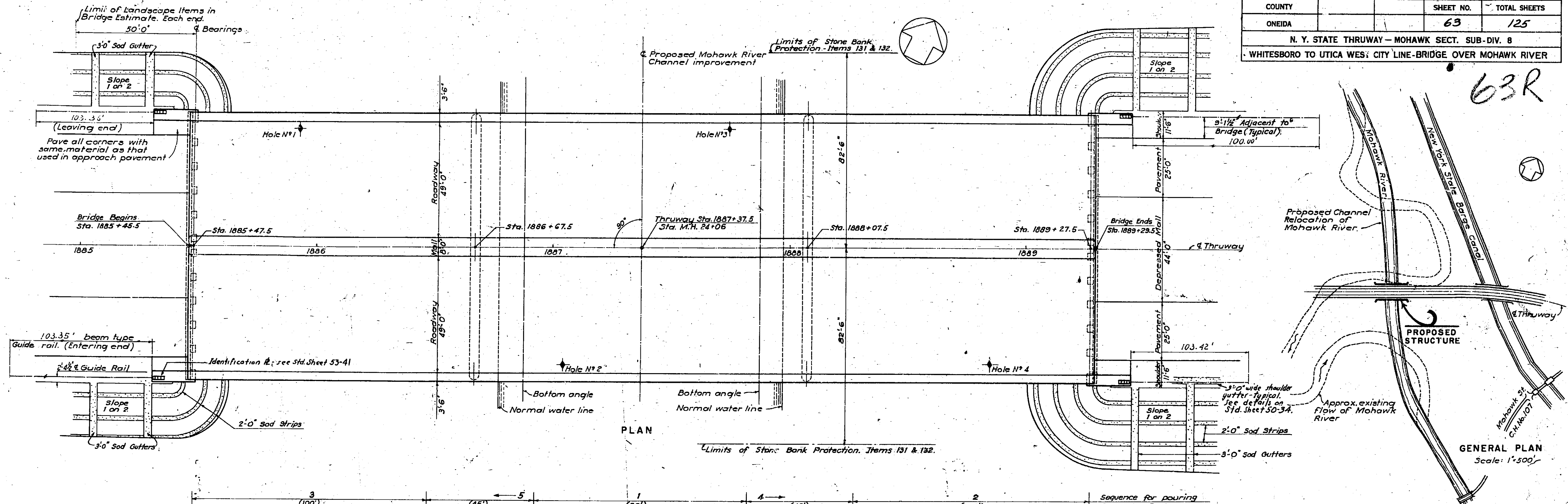
NEW YORK STATE THRUWAY AUTHORITY
B. D. TALLAMY, CHAIRMAN
BY C.H. LANG

DEPUTY CHIEF ENGINEER

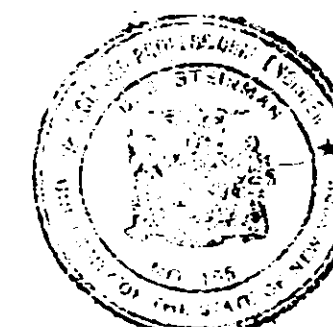
GENERAL PLAN
ELEVATION & SECTION

DRAWING NO.	SCALE	DATE
5210 - B1 of 15	1"=20'-0" as noted	Mar. 16, 1953

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		63	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER MOHAWK RIVER			



Drawn by C.B.D.
Traced by J/V
Checked by D.B.
R.W. Boynton
Engineer in Charge



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

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED

N. J. Konan
N. J. KONAN
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 _____ 1953

NEW YORK STATE THRUWAY AUTHORITY

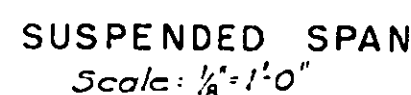
B. D. TALLAMY, CHAIRMAN
BY C. H. LANG

DEPUTY CHIEF ENGINEER

GENERAL PLAN
ELEVATION & SECTION

DRAWING NO. 5210 - B1 of 13	SCALE 1"=20'-0" as Noted	DATE Mar. 16, 1953
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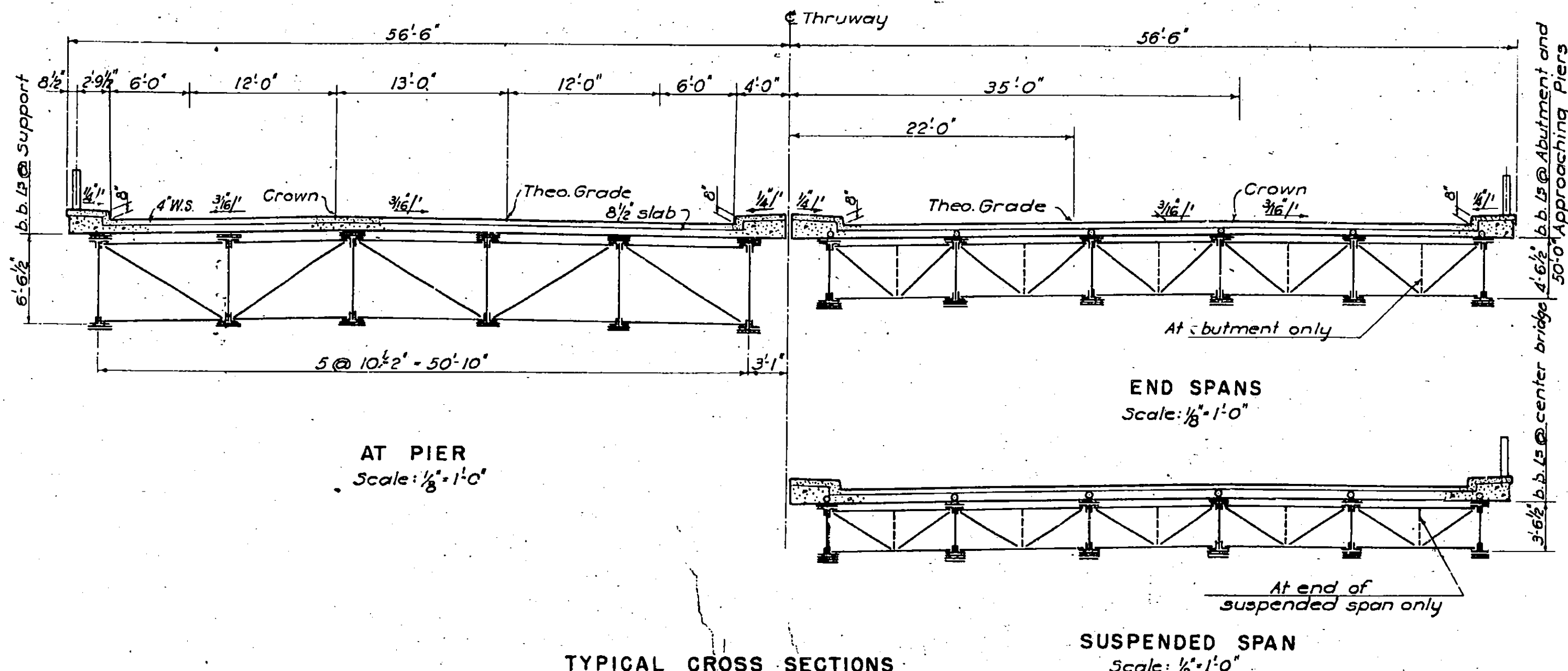
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER MOHAWK RIVER



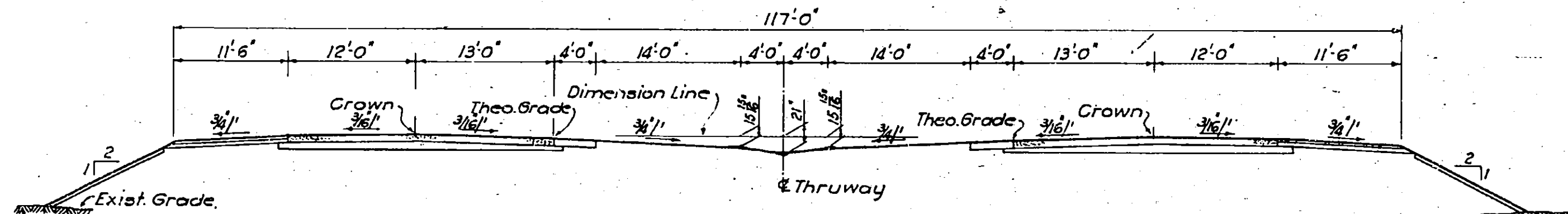
DRAWING NO.	SCALE	DATE
5210 - B2 of 15	As Noted	Mar. 16, 1955

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	64	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER MOHAWK RIVER		

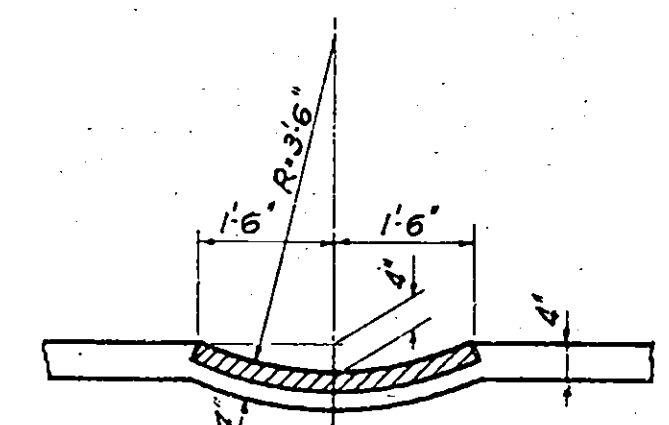
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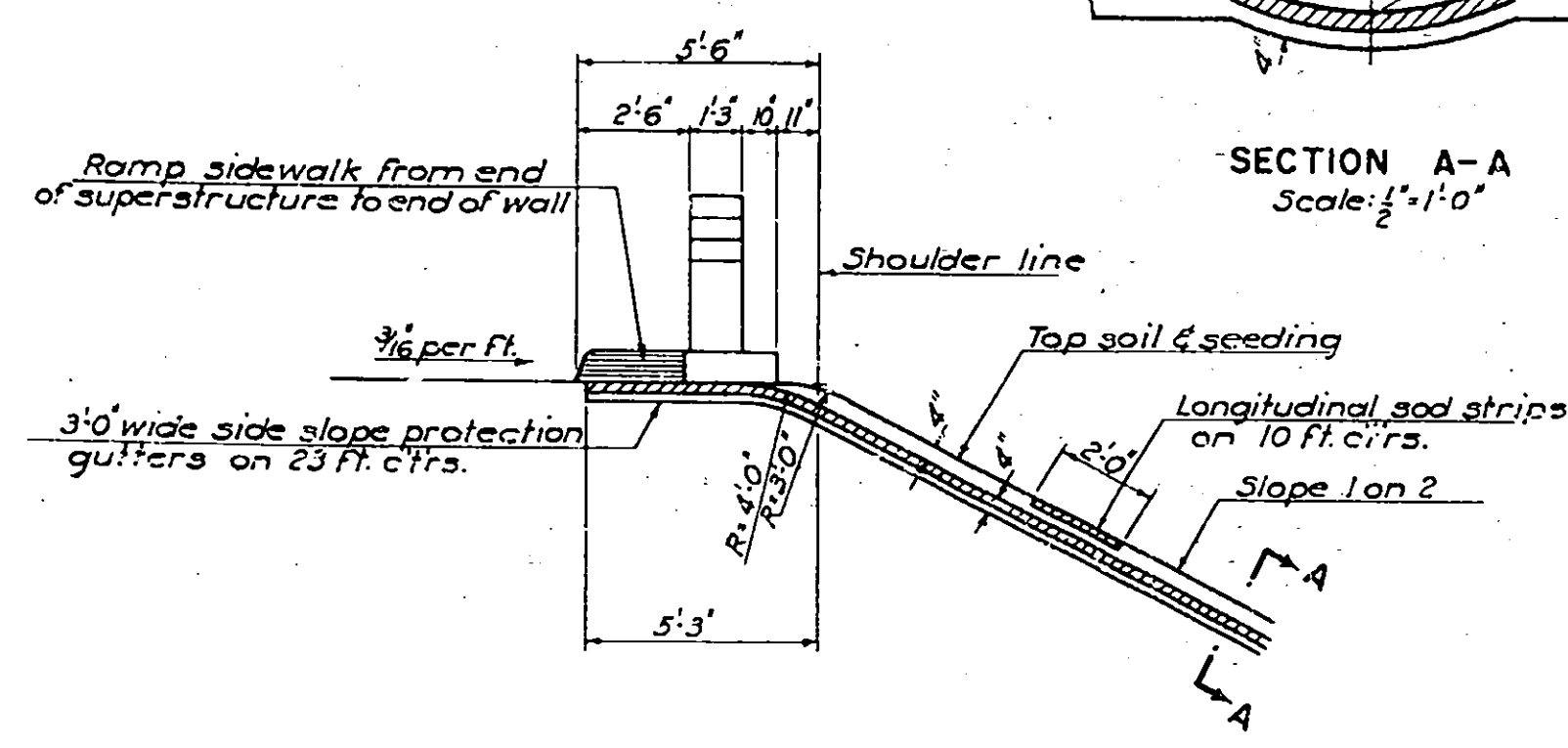
TYPICAL CROSS SECTIONS



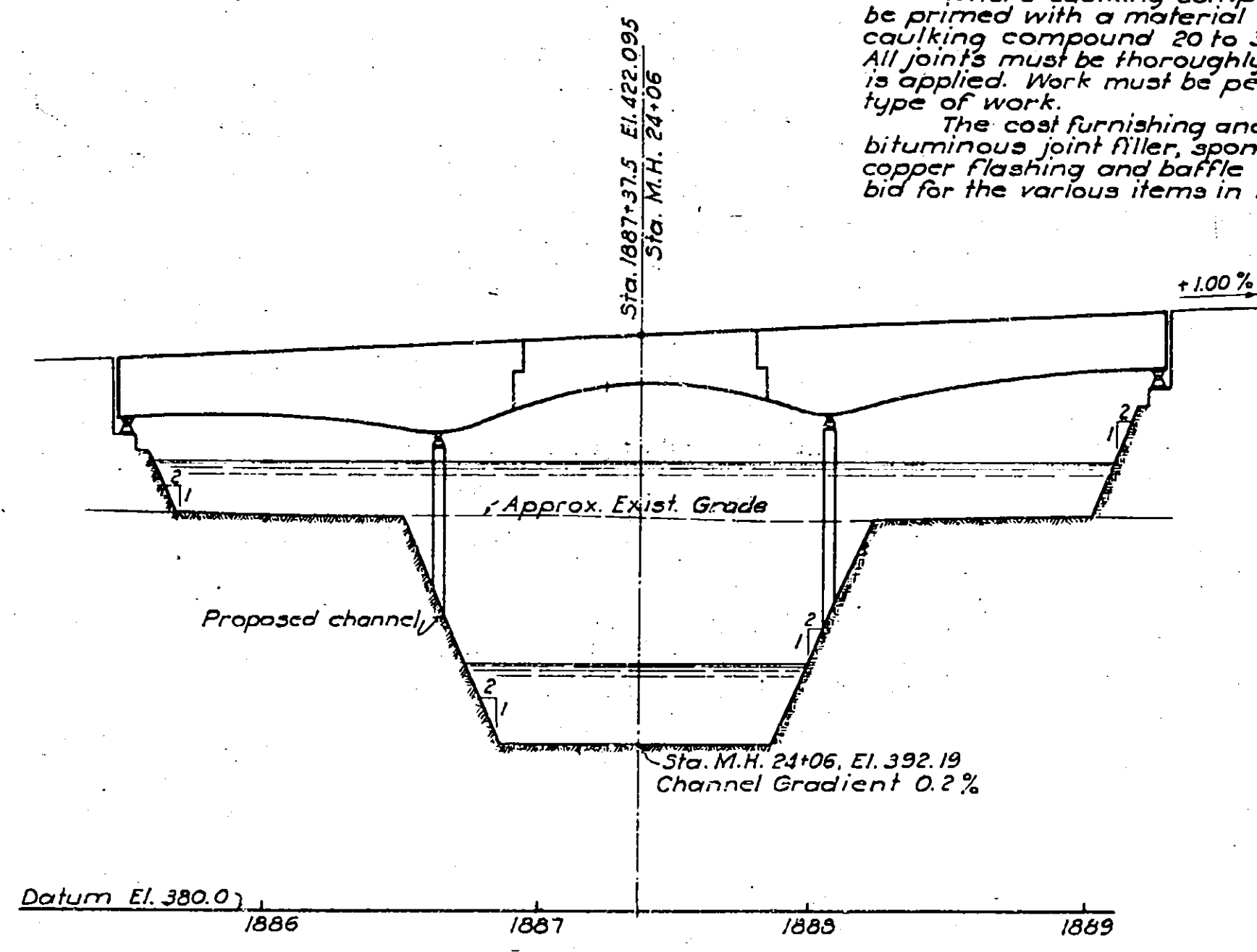
TYPICAL THRUWAY APPROACH SECTION



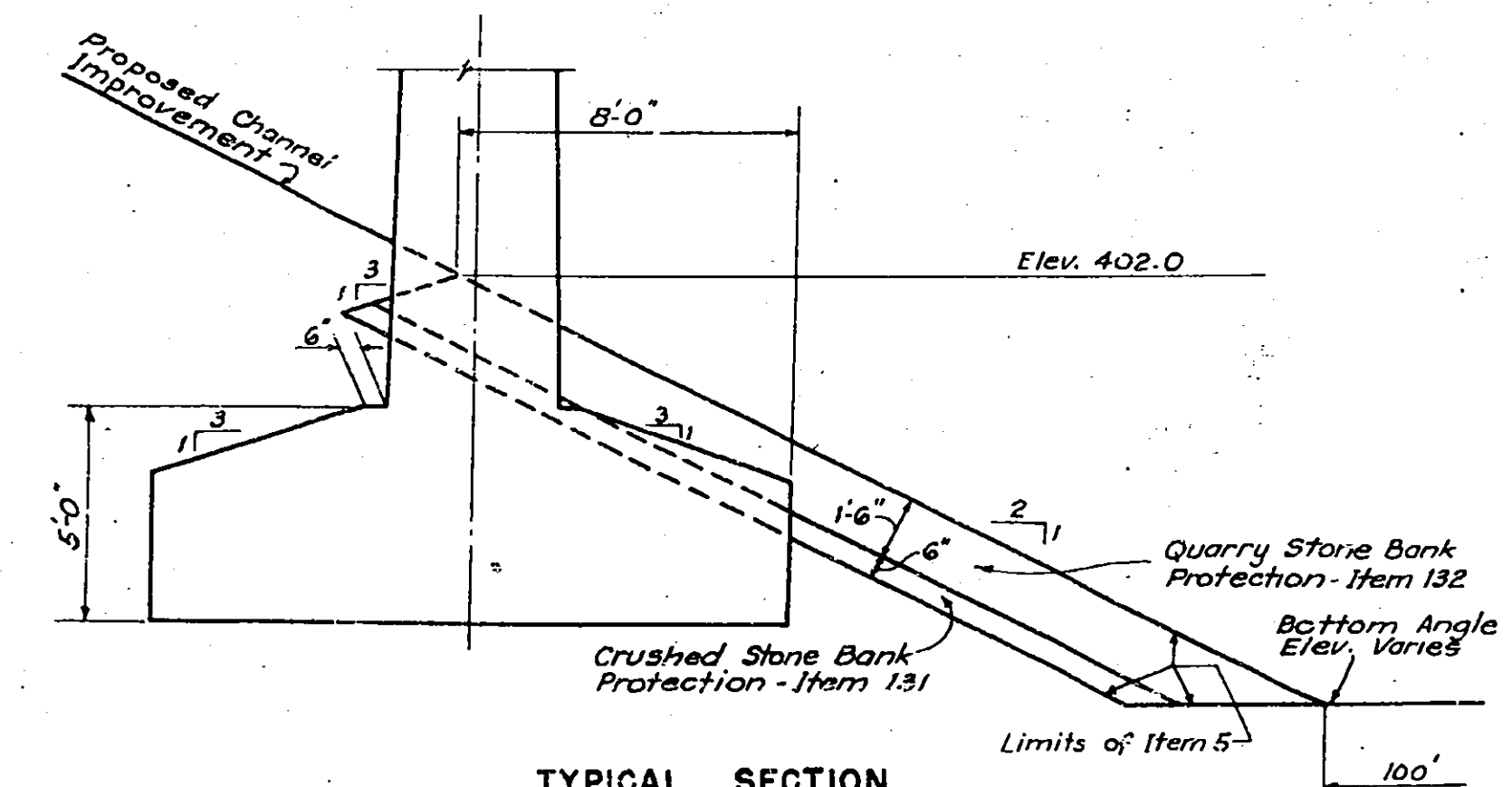
SECTION A-A



TYPICAL SECTION THRU GUTTER AT END OF WALL



PROFILE OF THRUWAY



TYPICAL SECTION Showing Stone Bank Protection for Canal Banks

* Steel Fabric Reinforcement shall be furnished in flat sheets

QUANTITIES			
Item No.	Description	Unit	Final
5	Trench, Culvert and Bridge Excavation	C.Y.	3,774.3
15-2	Portland Cement, Type 2	bbbl.	3,597.3
15 N	Natural Cement, Type N	bbbl.	612.9
18	Class I A Concrete for Structures	C.Y.	2,019.62
19	Class I A Concrete for Railings	C.Y.	2.54
20	Class I Concrete	C.Y.	791.92
* 25 F	Steel Fabric Reinforcement	S.Y.	4,155.
28	Bar Reinforcement for Structures	Lbs.	395,563.
28B	Spiral Bar Shear Connectors	Lbs.	11,411.
29	Structural Steel	Lbs.	2,943,384.
37	Metal Railing	L.F.	807.48
47MS	Cement Concrete Pavement	C.Y.	483.20
79	Dry Stone Paving	S.Y.	464.5
82	Cofferdams	S.F.	1,600.0
84T	Untreated Timber Piles	L.F.	5,475.0
84TU	Untreated Timber Test Piles	L.F.	320.0
85C	Cast-in-Place Concrete Piles	L.F.	4,619.5
87	Furnishing Equipment for Driving Piles.	L.S.	12.5%
121	Top Soil Placed from Stockpiles	C.Y.	104.5
123B	Seeding on Prepared Areas	Acre	0.18
124	Sodding	S.Y.	173.2
131	Crushed Stone Bank Protection	C.Y.	81.4
132	Quarry Stone Bank Protection	C.Y.	352.9
15-2	Portland Cement ASTM Type 1	bbbl.	987.3
119	R.O.B. Gravel Fill	C.Y.	169.9
200	Air Entraining Agent (Darax A.E.A. or Equal)	Gal.	15.1

GENERAL NOTES

Design Specifications - A.A.S.H.O. 1949 - Loading H 20-S16-44, 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. (A233-48T) requirements for Classification E 6015 or E 6016.
Sponge Rubber shall meet the requirements of the Standard Specifications for Prefabricated 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 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 of pavement. A waterproofing oil treatment as specified in M41-S shall be 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 of the site of the structures 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 11W and 11WA of the highway portion of this contract.
For design purposes, the assumed load per pile does not exceed 20 tons for timber piles or 35 tons for cast-in-place concrete piles.

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

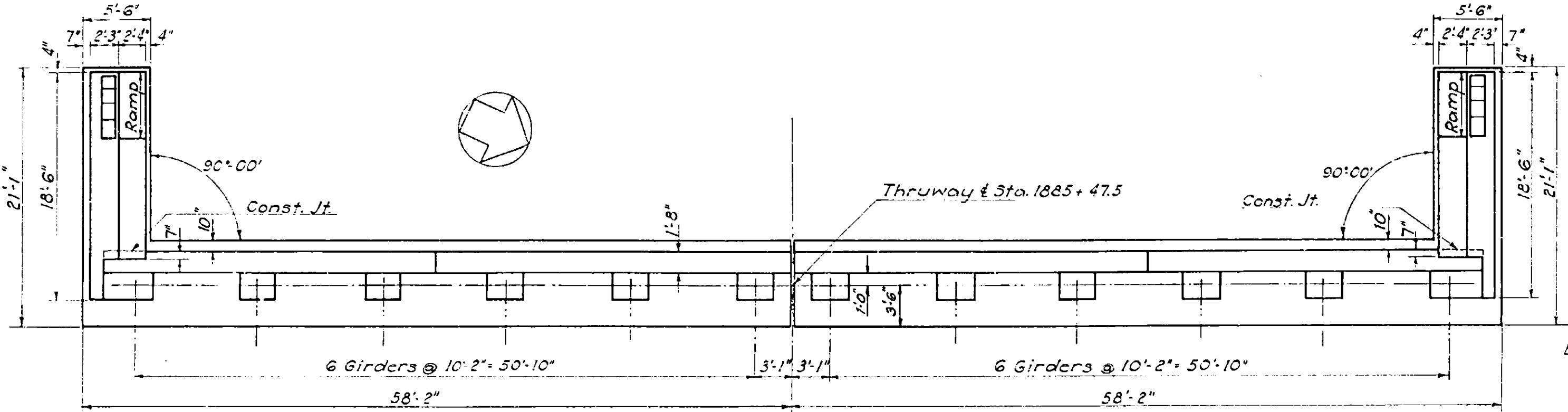
PREPARED AND RECOMMENDED:
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 135
DATE
Mar. 16, 1953

TYPICAL SECTIONS AND PROFILE ESTIMATE OF QUANTITIES

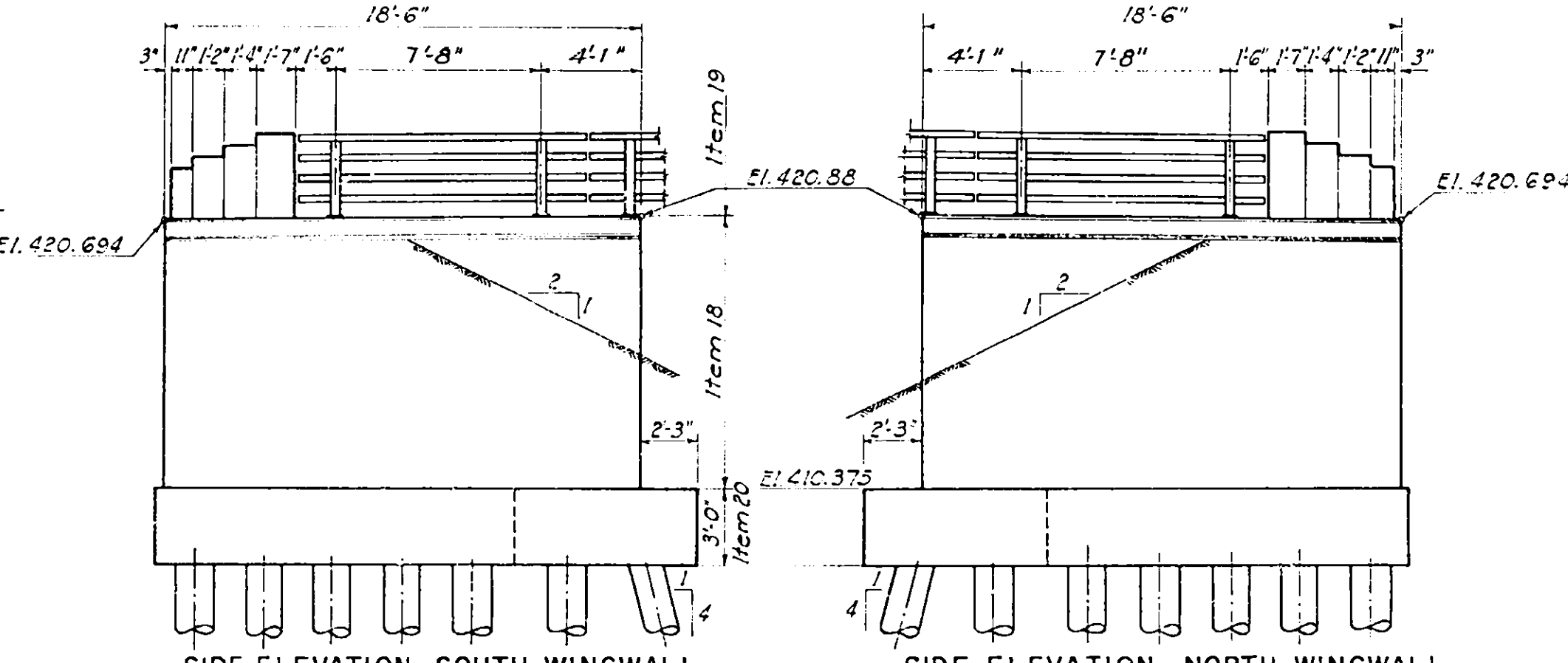
DRAWING NO.	SCALE	DATE
5210 - 82 OF 15	As Noted	Mar. 16, 1953

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		65	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER MOHAWK RIVER			

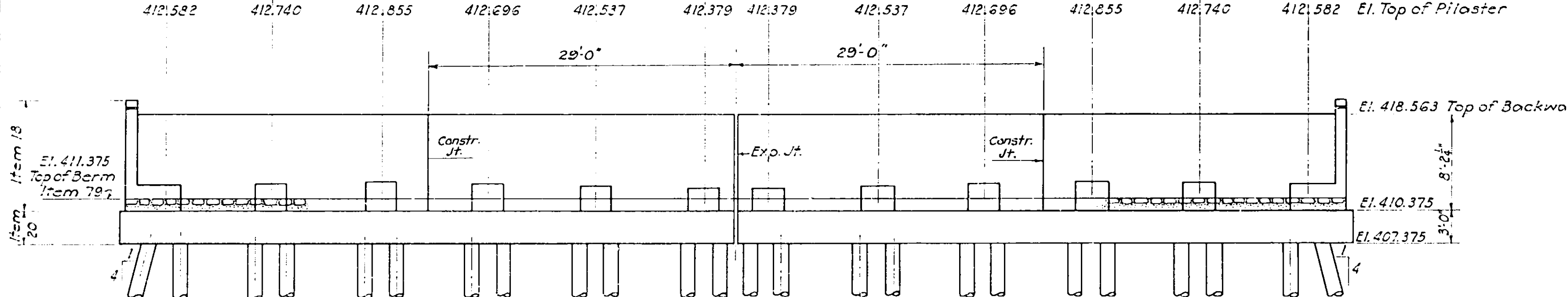
Notes:
For Pile Details & Schedule, see Sheet 85.
For Abutment & Wall Details, see Sheet 84.
For Bar Reinforcement & Schedule, see Sheet 812.



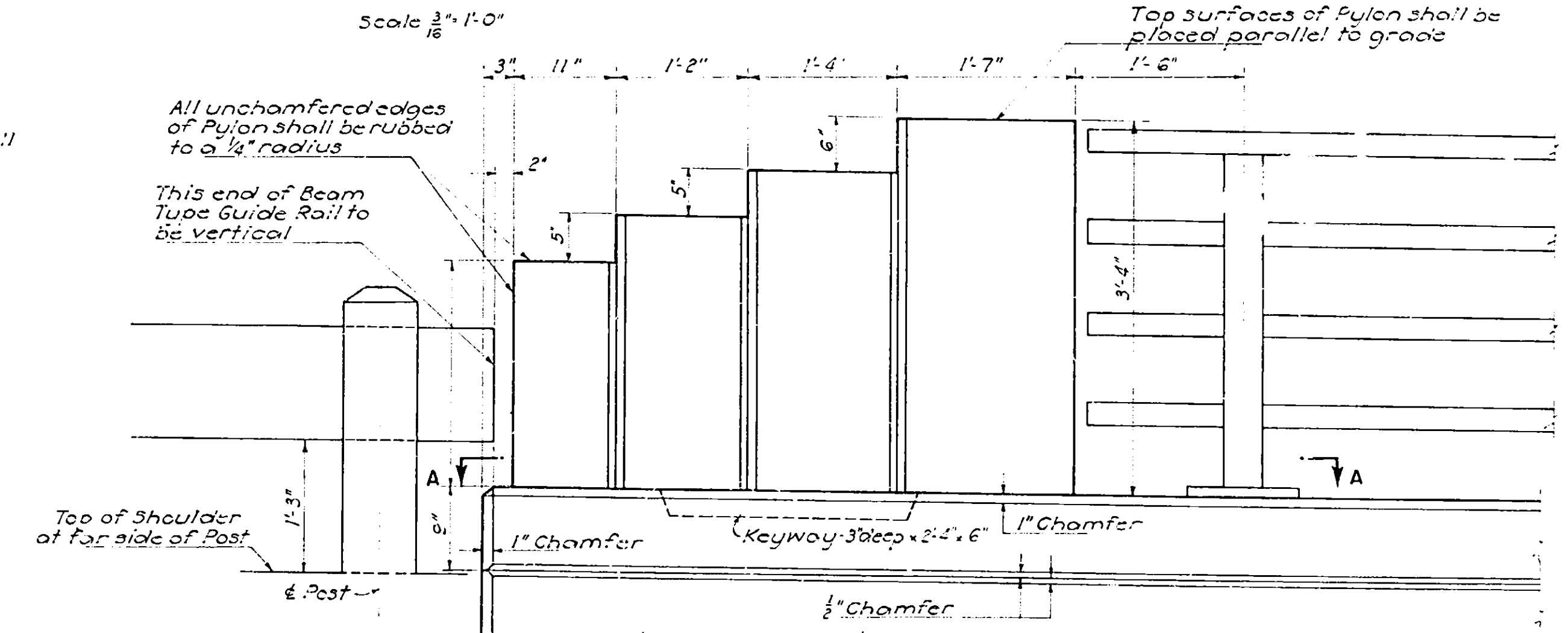
PLAN
Scale 1/8" = 1'-0"



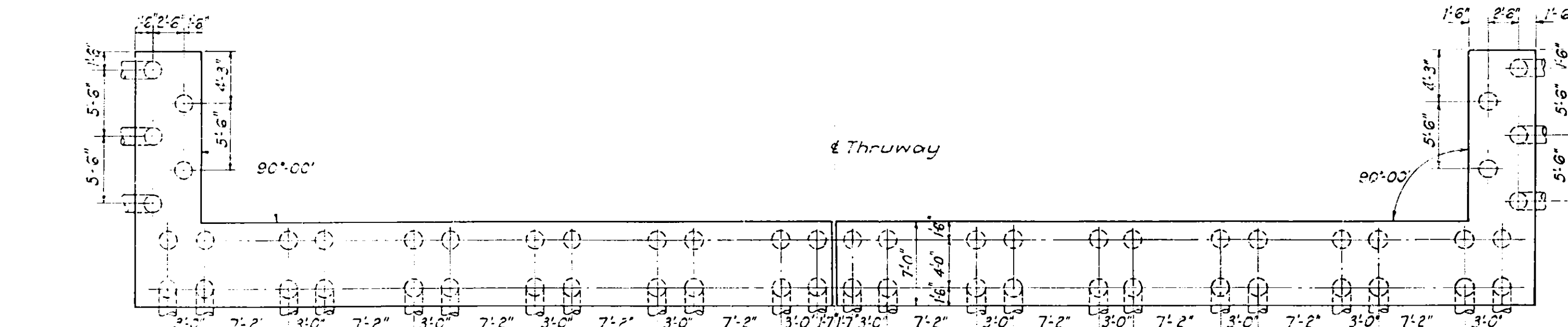
SIDE ELEVATION-SOUTH WINGWALL
SIDE ELEVATION-NORTH WINGWALL
Scale 3/16" = 1'-0"



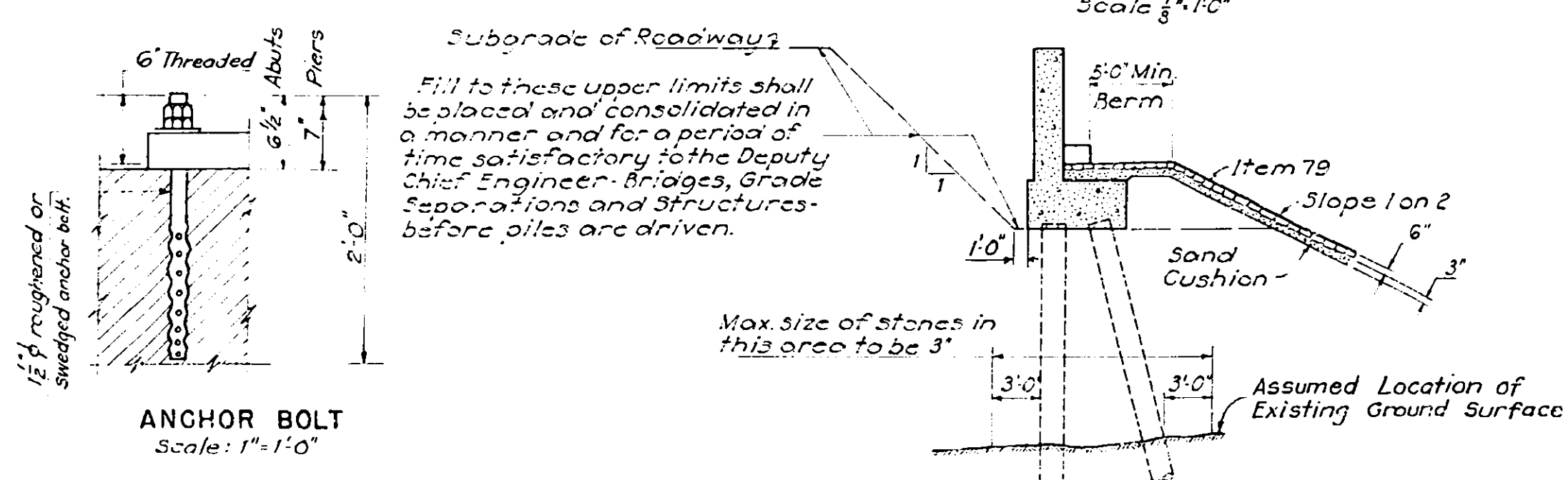
ELEVATION-WEST ABUTMENT
Scale 1/8" = 1'-0"



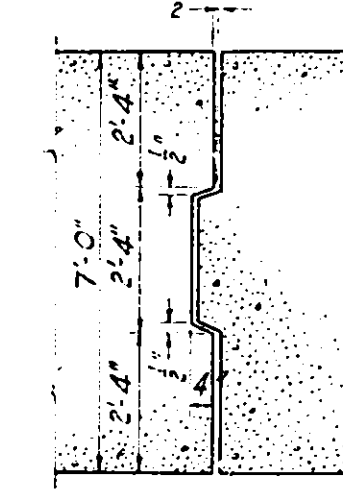
ELEVATION OF PYLON
Scale 1/8" = 1'-0"



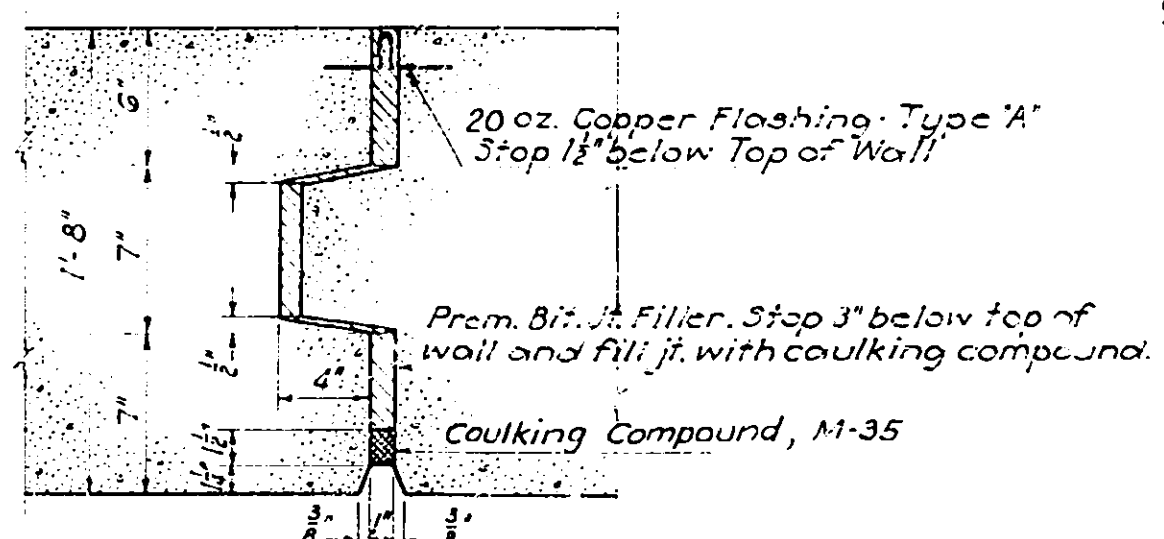
PILE PLAN
Scale 1/8" = 1'-0"



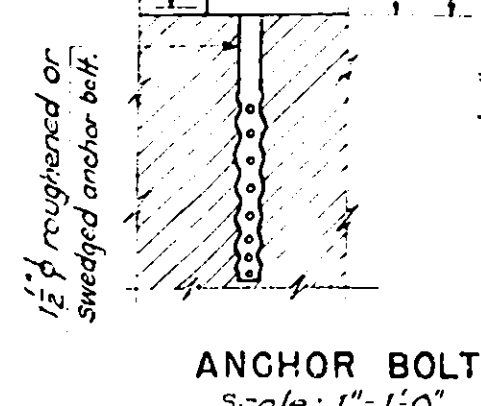
EMBANKMENT DETAILS AT ABUTMENTS
Scale 1/8" = 1'-0"



DETAIL OF EXPANSION JOINT
FOR FOOTING
Scale 1/8" = 1'-0"



DETAIL OF EXPANSION JOINT
FOR BACKWALL
Scale 1/8" = 1'-0"



ANCHOR BOLT
Scale 1/8" = 1'-0"

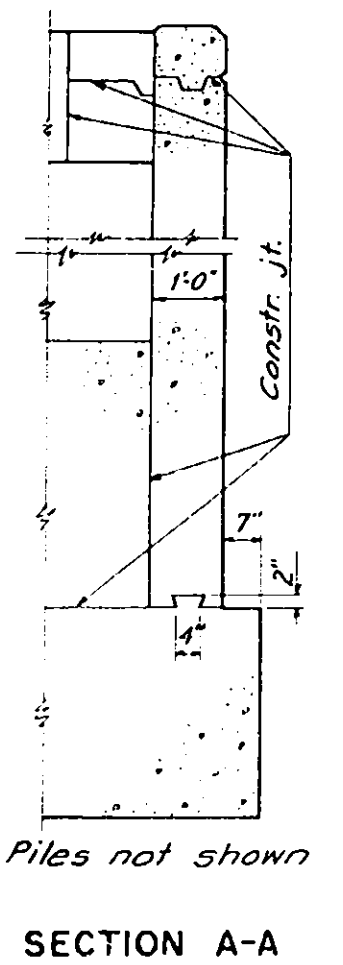
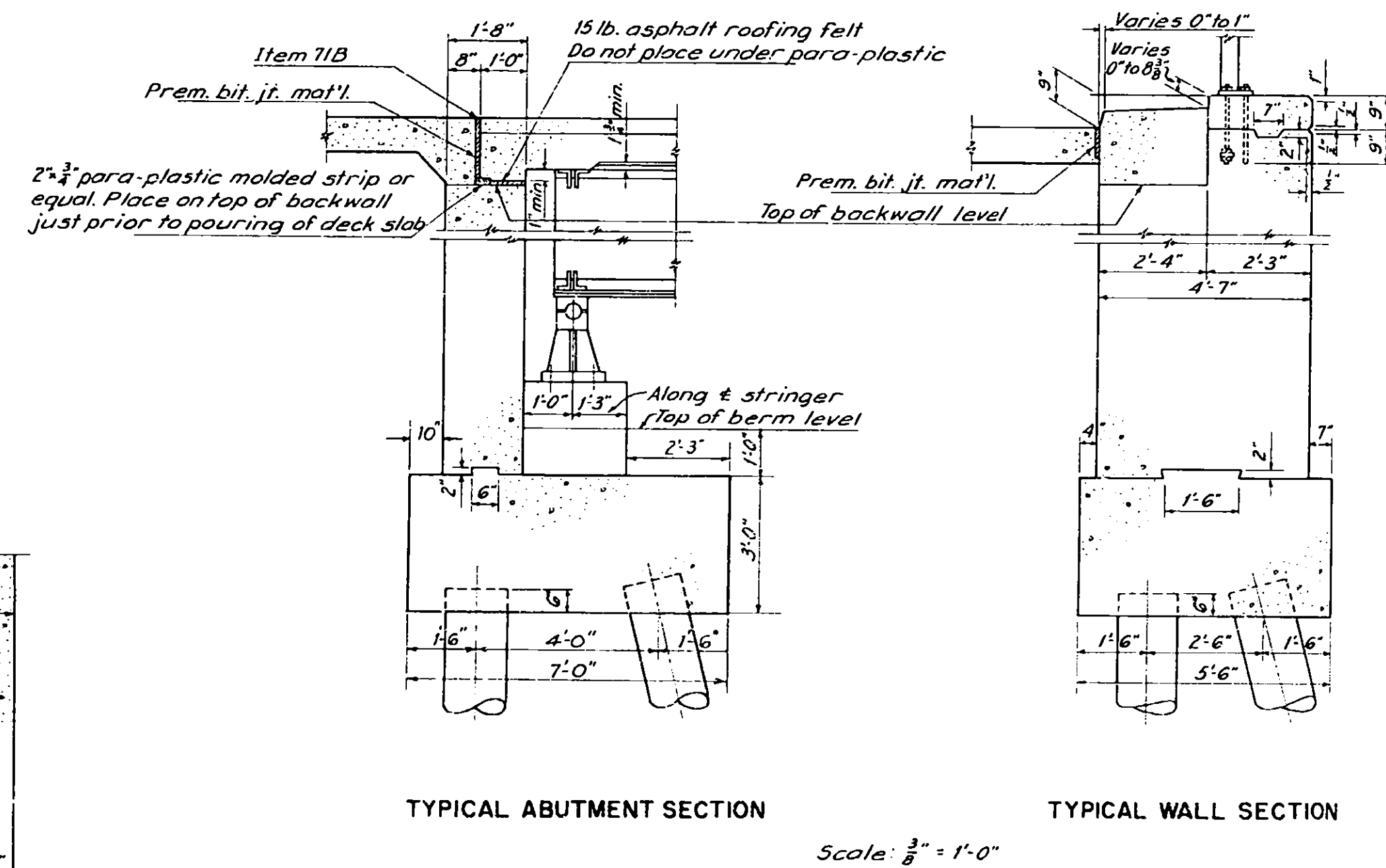
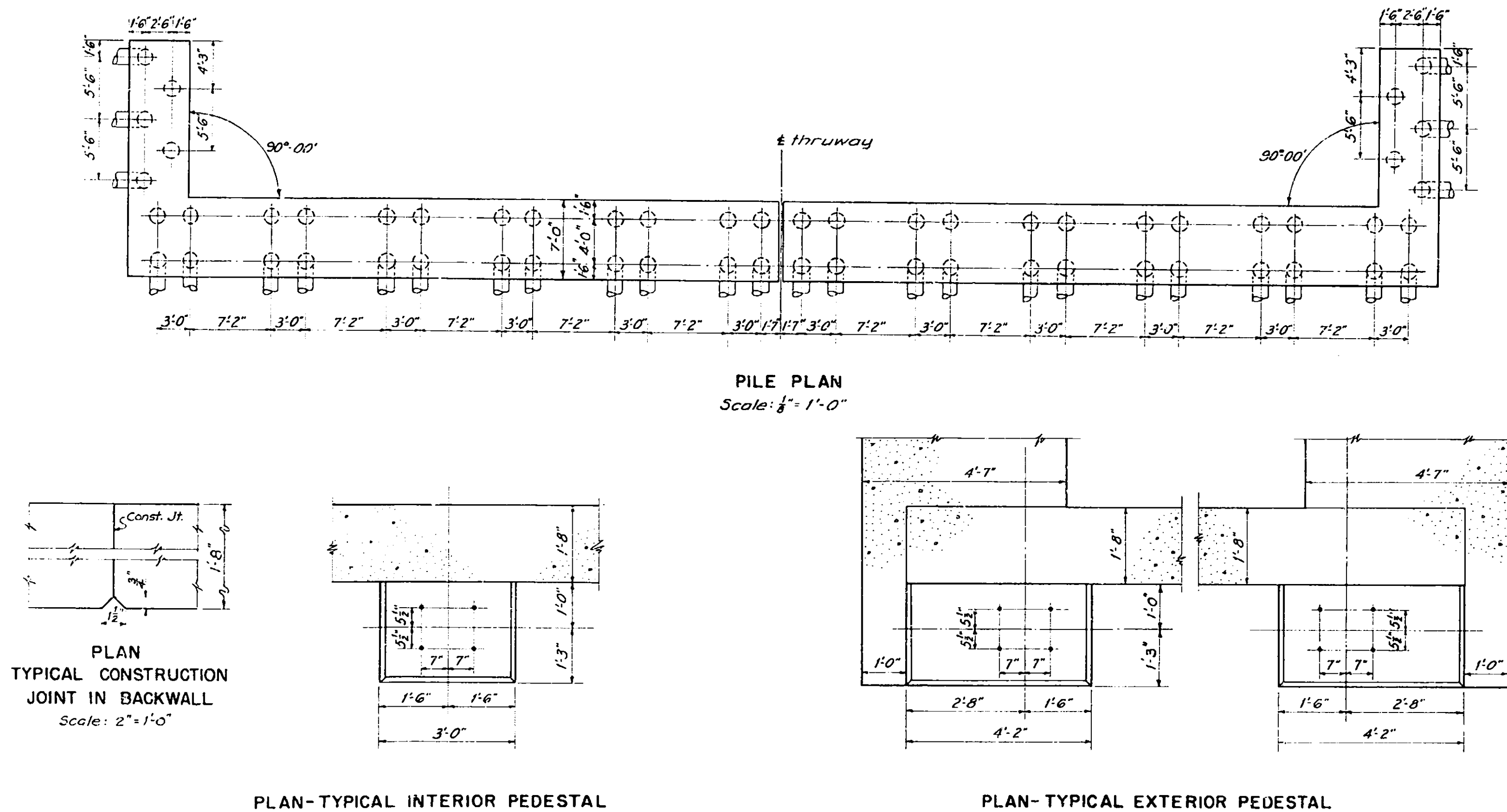
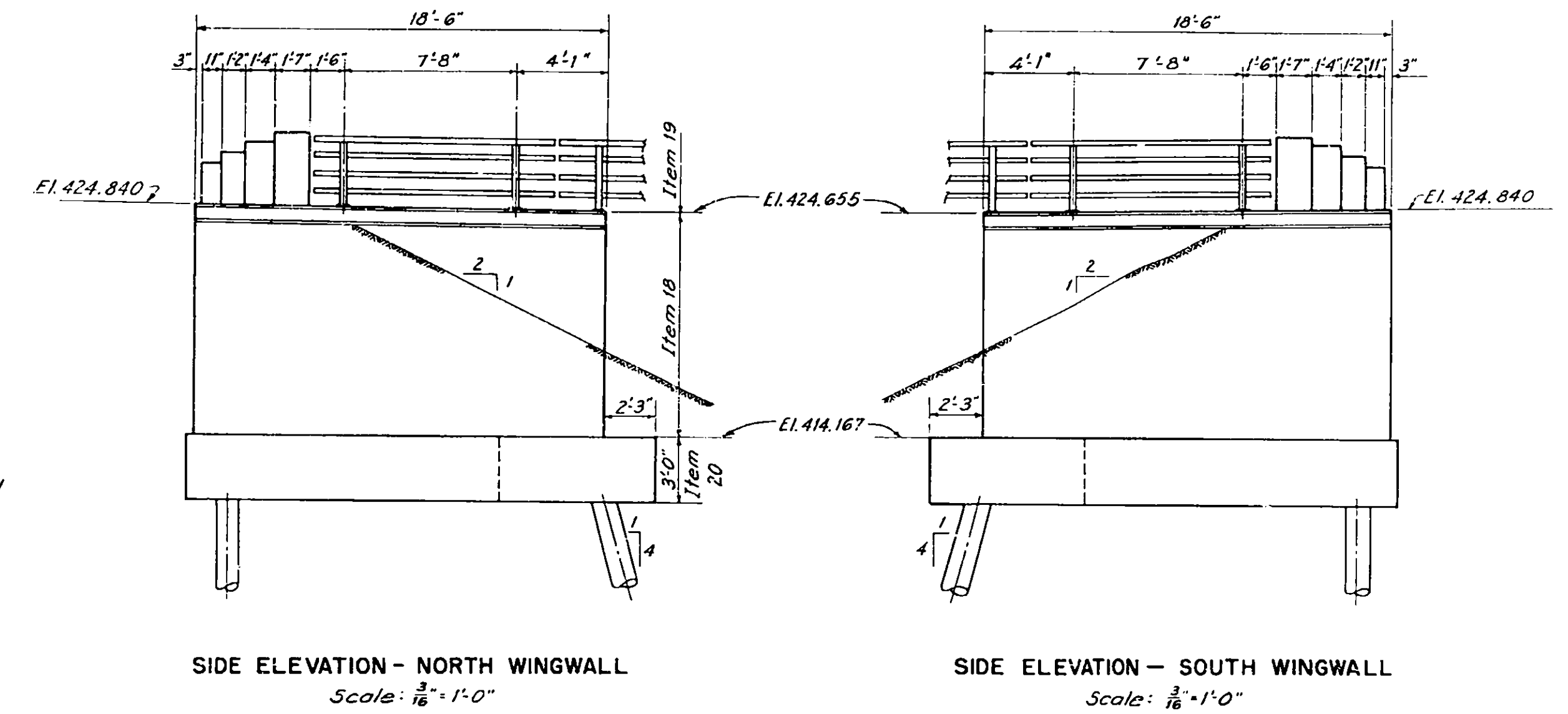
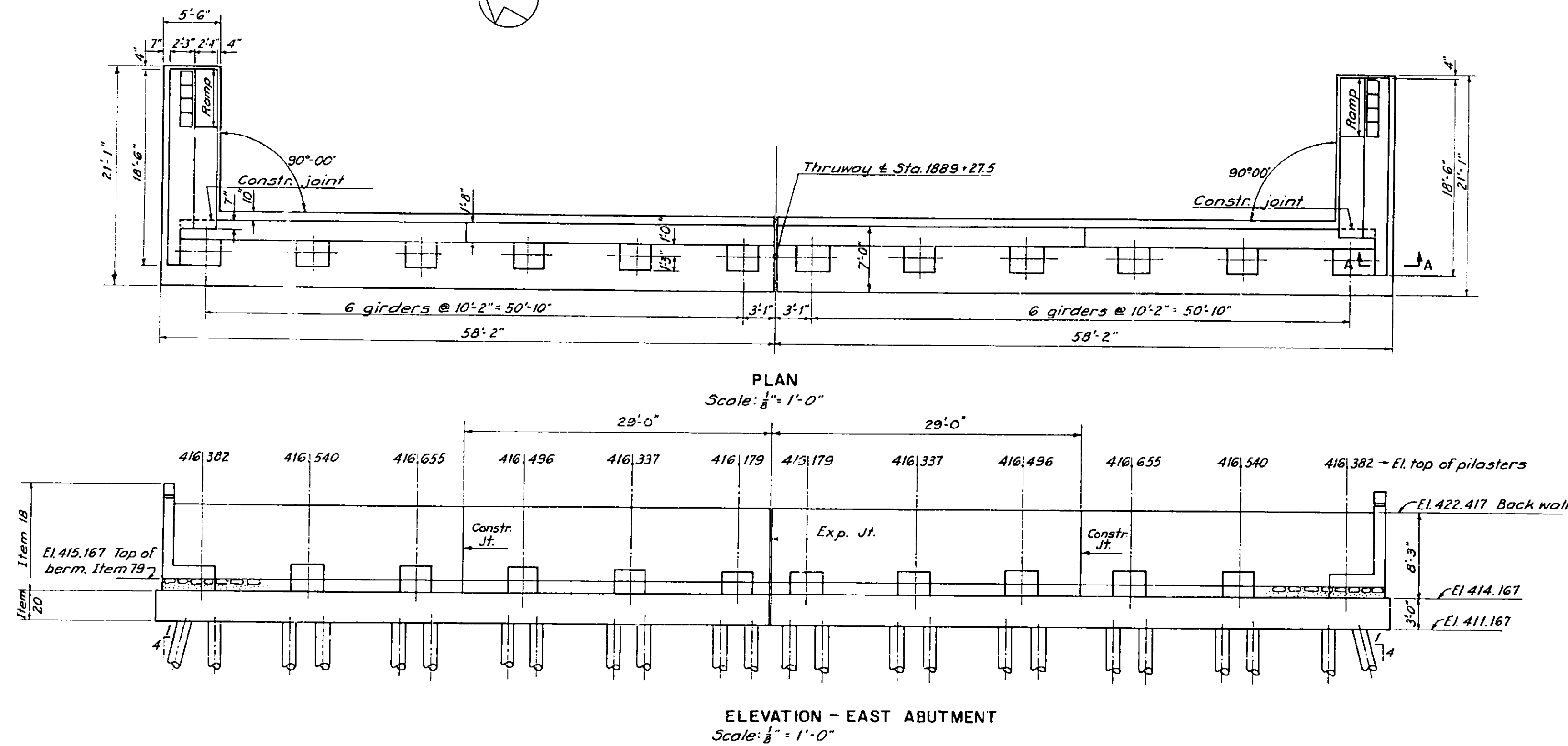
Drawn by C.B.C.
Traced by R.D.
Checked by D.B.
R.M. Boynton
Engineer in Charge

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

WEST ABUTMENT		
DRAWING NO.	SCALE	DATE
5210-23 of 15	As Shown	Mar. 16, 1953

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		66	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER MOHAWK RIVER			

NOTES:
 For Anchor Bolt Details, see Sheet B3.
 For Pile Details & Schedule, see Sheet B5.
 For Pylon Details, see Sheet B3.
 For Expansion Joint Details, see Sheet B3.
 For Bar Reinforcement & Schedule, see Sheet B12.



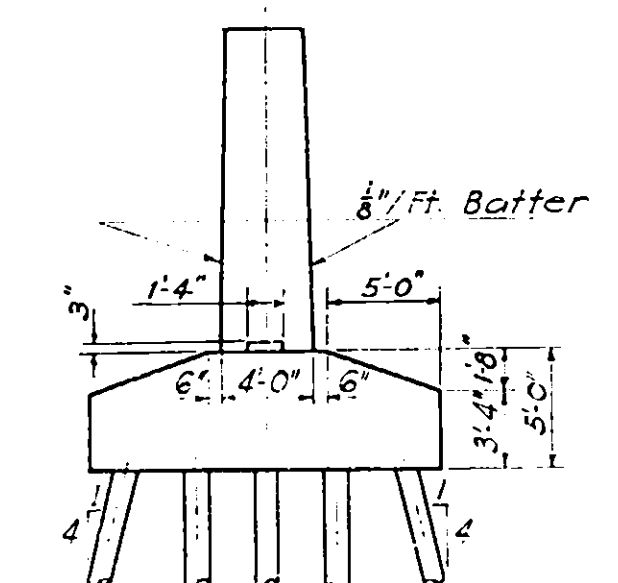
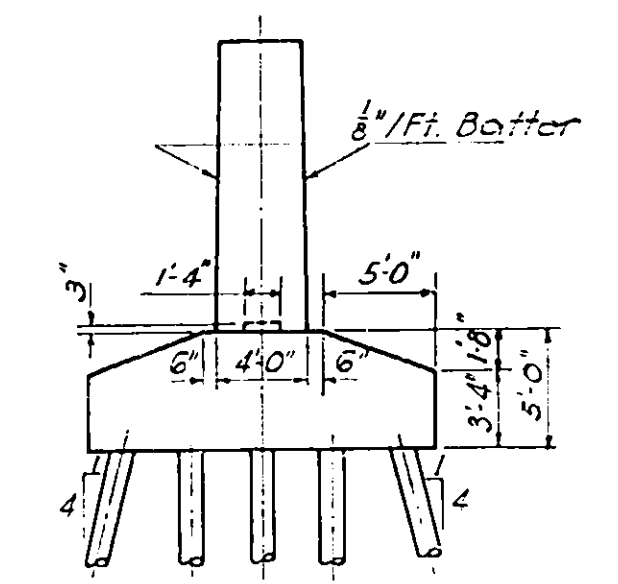
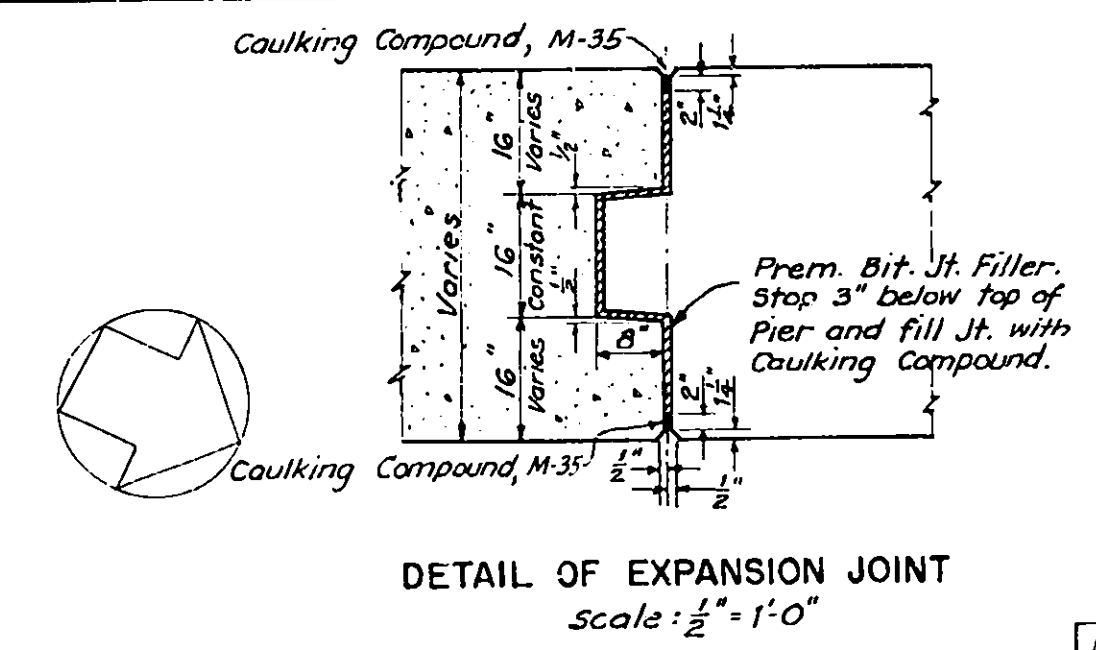
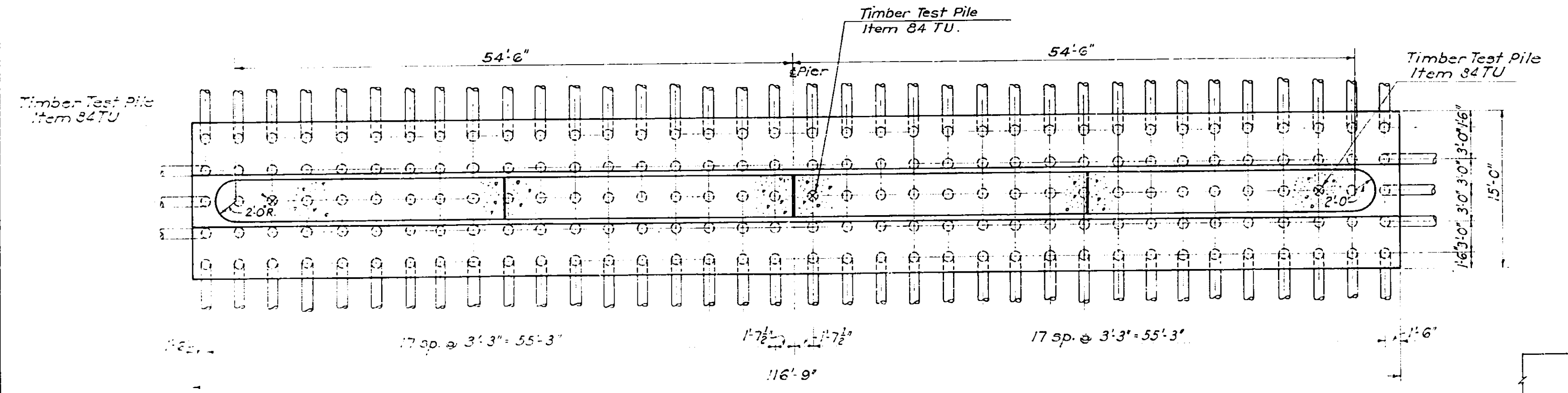
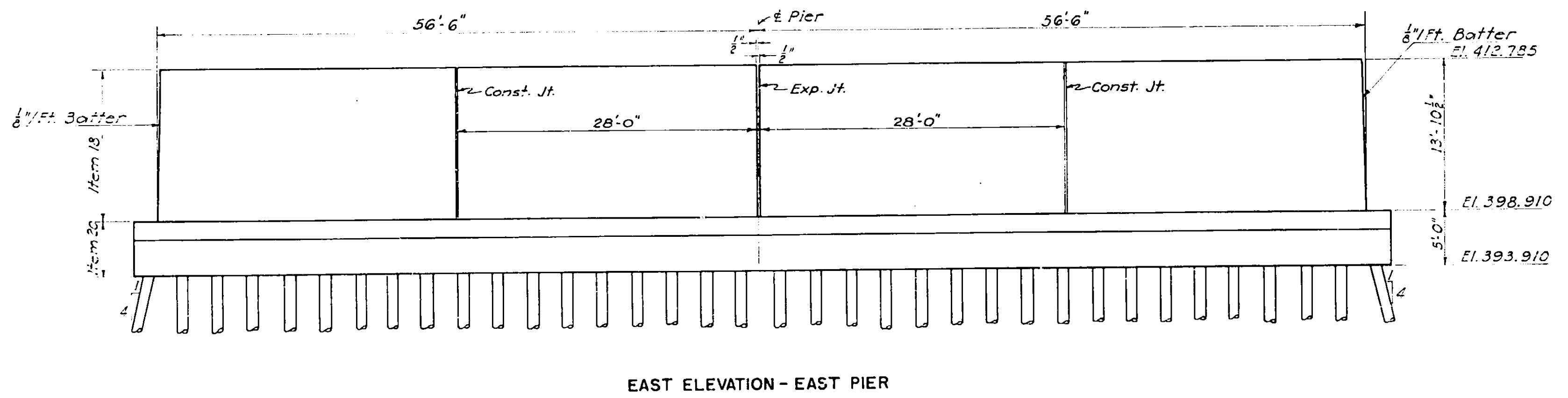
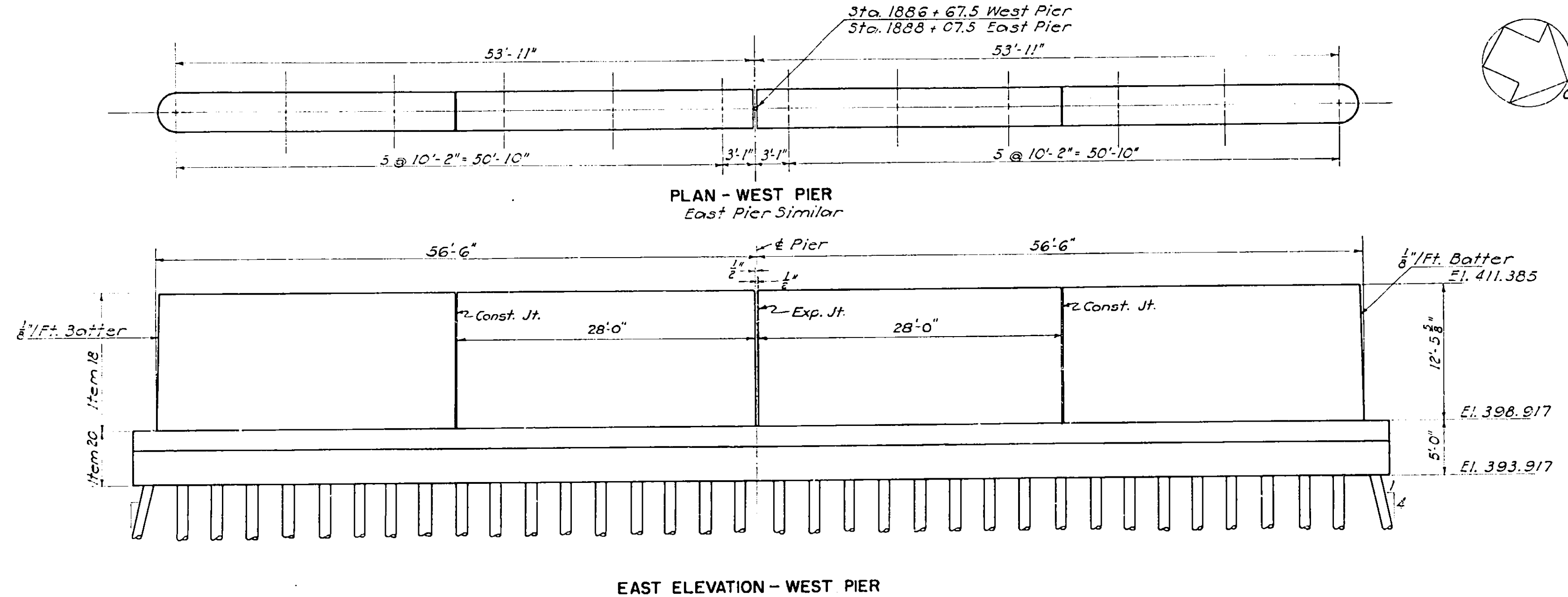
Drawn by D.S.
 Traced by D.S.
 Checked by D.S.
 R.M. Boynton
 Engineer in Charge

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

EAST ABUTMENT

DRAWING NO.	SCALE	DATE
5210 - B4 of 15	As Noted	Mar. 16, 1953

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	67	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE- BR. OVER MOHAWK RIVER		



PILE SCHEDULE

Location	Type	No.	El. Top	Av. El. Bot.	Av. Length	Total Length
East Abutment	Vert.	28	411.667	365.7	46.0	1288'
West Abutment	Vert.	30	411.667	365.7	47.0	1410'
East Pier	Vert.	28	407.875	359.9	48.0	1344'
West Pier	Vert.	30	407.875	359.9	49.0	1470'
Total						5512'
East Pier	Timber	99	394.41	369.4	25.0	2475'
West Pier	Timber	78	394.41	369.4	26.0	2028'
East Pier	Timber	101	394.417	373.4	21.0	2079'
West Pier	Timber	78	394.417	373.4	22.0	1716'
Total						8298'
East Pier	Timber	3	394.41	-	40.0'	120'
West Pier	Timber	3	394.417	-	40.0'	120'
Total						240'

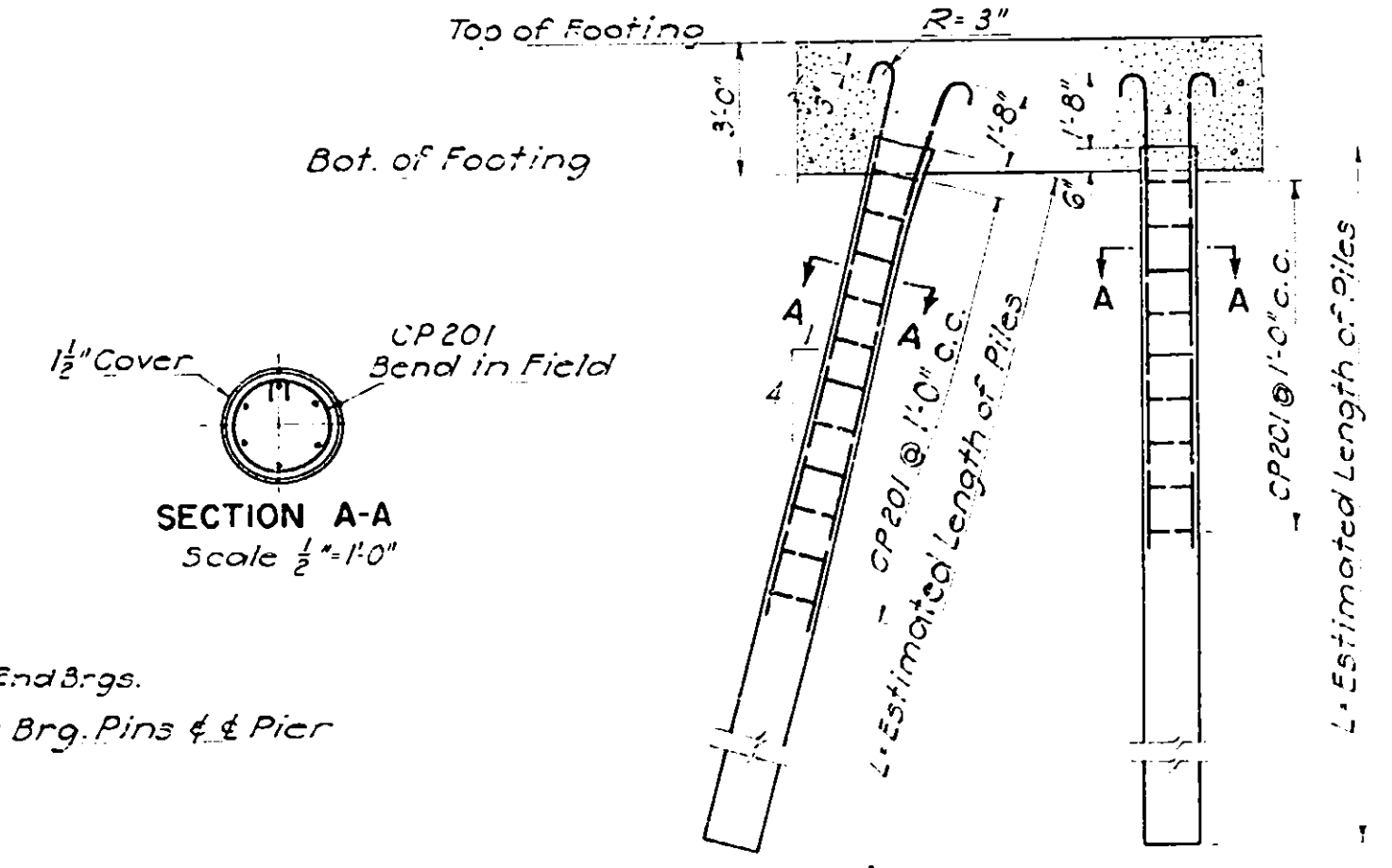
BAR REINFORCEMENT (PILES) ITEM 28

Diagram illustrating the bar reinforcement for two types of piles:

- TYPE 1:** A U-shaped pile with a length of A' , a radius of $R=3'$, and a reinforcement of $1/4" \times 1/2"$.
- TYPE 2:** A circular pile with a diameter of $13"$ and a reinforcement of $1/4" \times 1/2"$.

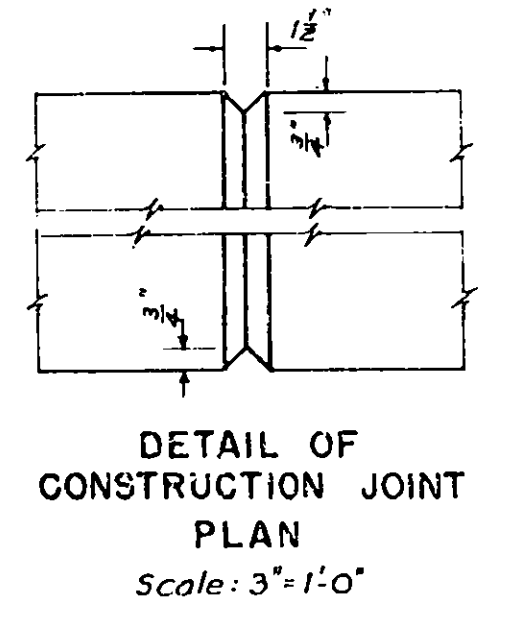
Note: Bars CP201 shall be bent in field.

East Abut.	West Abut.	Mark	Type	Size	"A"	Length	No. Req'd	Weight
Vert. Bot.	Vert. Bot.							
168		CP601	1	*6	16'-9"	17'-10"	168	4500
	180	CP602	1	*6	24'-11"	26'-0"	180	7029
	168	CP603	1	*6	17'-5"	18'-6"	168	4268
	180	CP604	1	*6	25'-11"	27'-0"	180	7300
420	690	CP201	2	*2	—	2'-10"	2278	1078
Total								24,574"



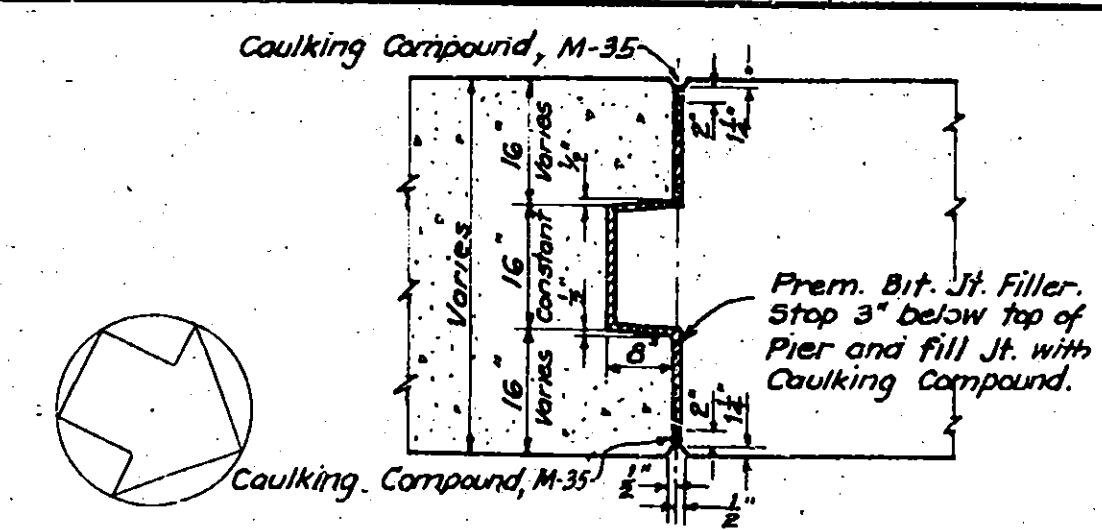
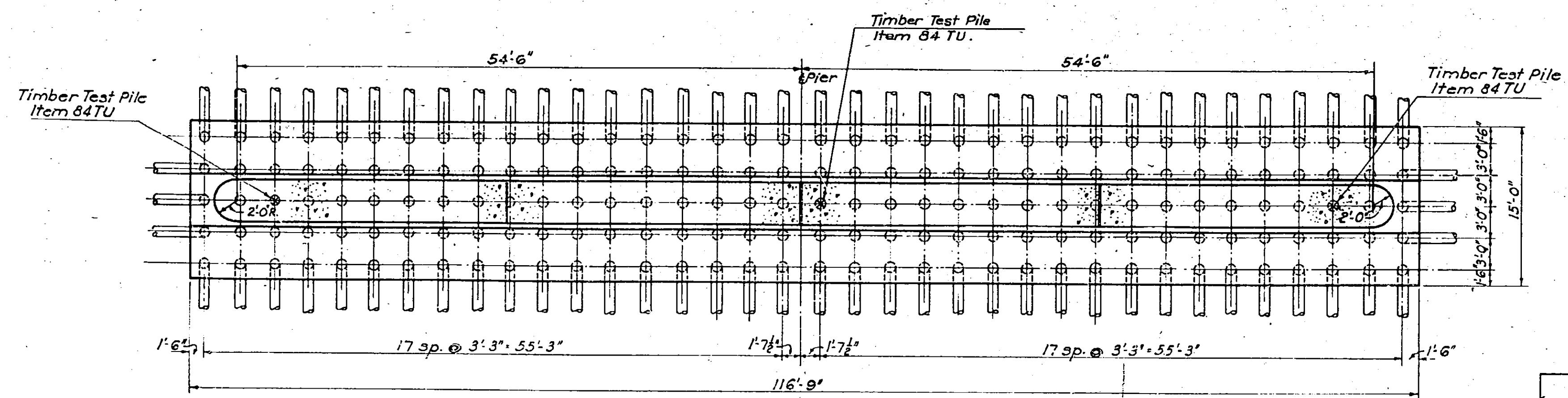
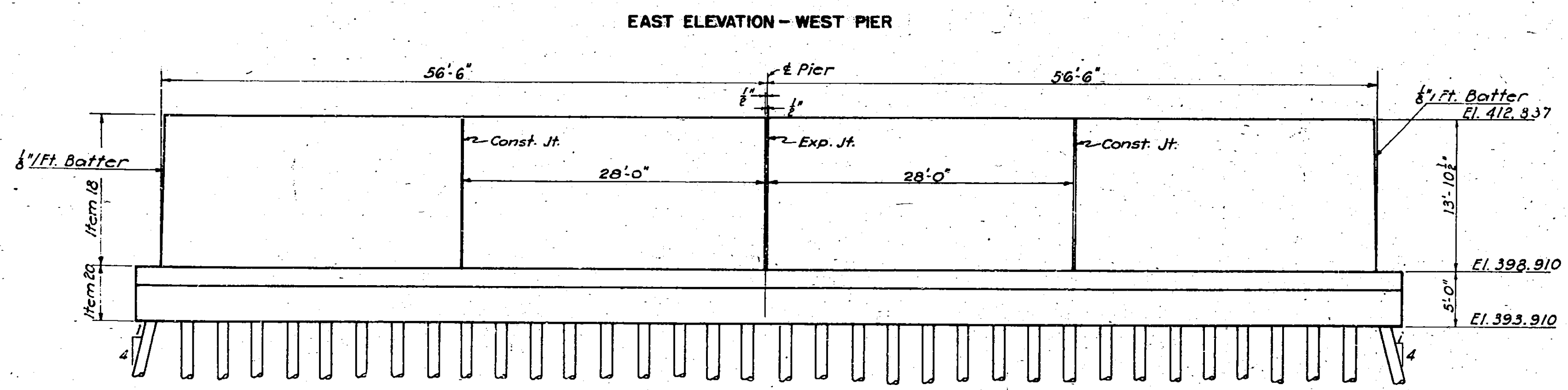
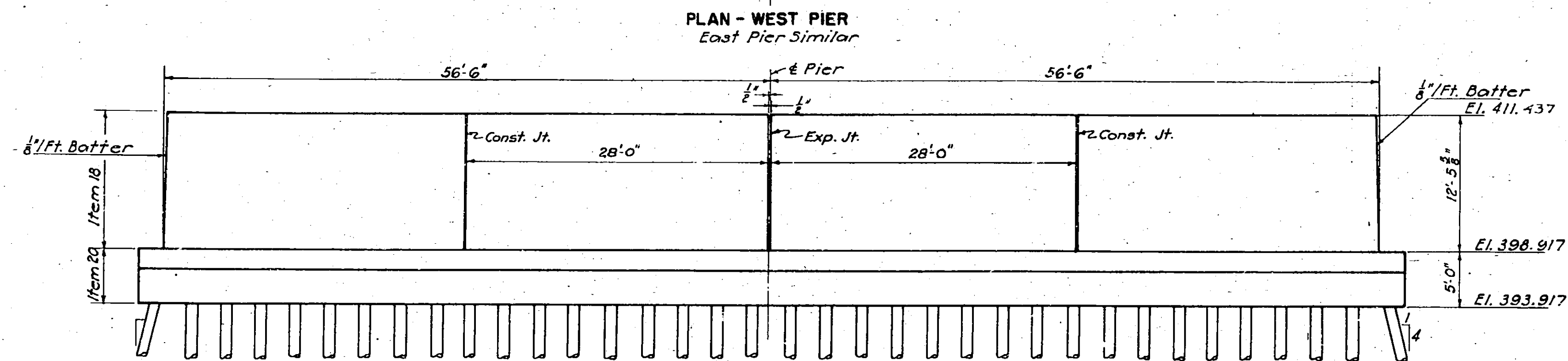
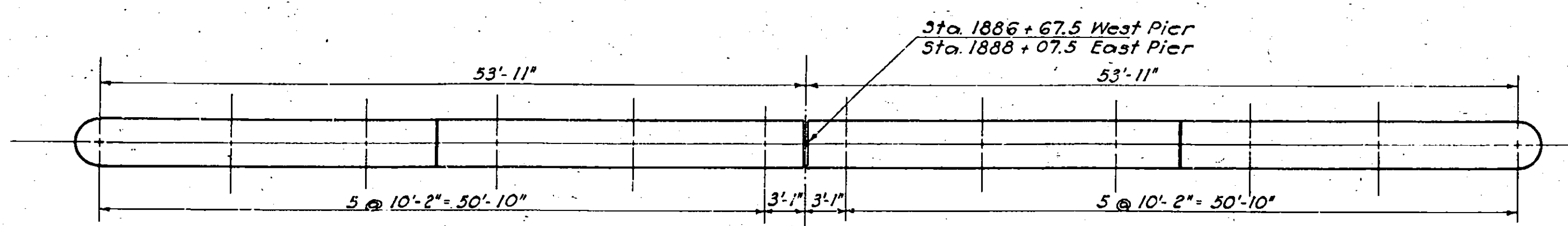
CAST IN PLACE CONCRETE PILE DETAILS
Scale: 1/2" = 1'-0"

NOTE - Reinforcing cages shall be fabricated before being placed. Approved metal spacers shall be attached to hoops as necessary to insure that the minimum required clear distance to the shell will be maintained while concrete is being poured.

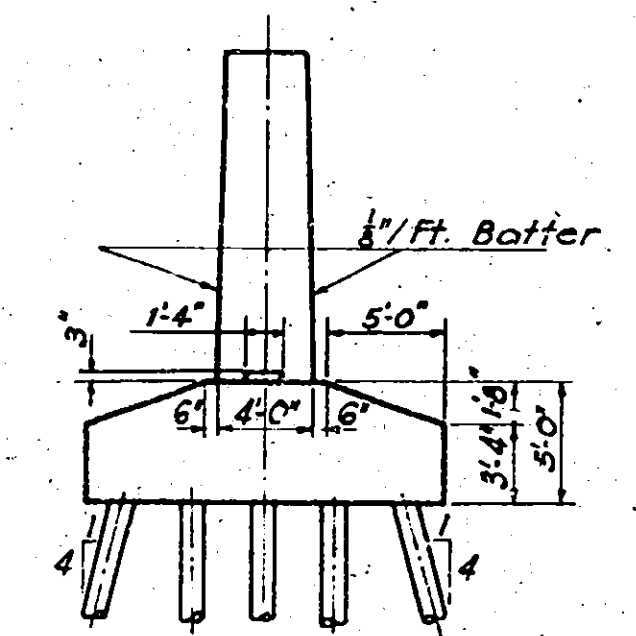
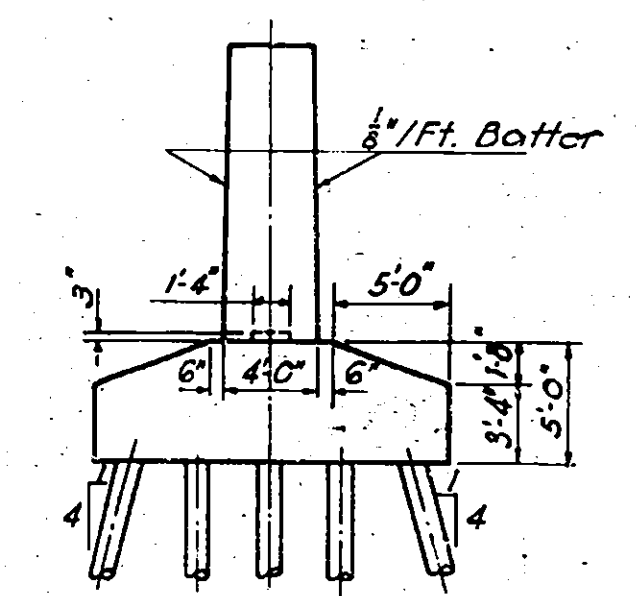


COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	67	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE - BR. OVER MOHAWK RIVER		

67R



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



PILE SCHEDULE

Location	Type	No.	El. Top	Av. El. Bot.	Av. Length	Total Length
East Abutment	Vert.	28	411.667	365.7	46.0	1288'
West Abutment	Bot.	30	411.667	365.7	47.0	1410'
West Abutment	Vert.	28	407.875	359.9	48.0	1344'
West Abutment	Bot.	30	407.875	359.9	49.0	1470'
Total 5512'						
East Pier	Vert.	99	394.41	369.4	25.0	2475'
West Pier	Bot.	78	394.41	369.4	26.0	2028'
West Pier	Vert.	101	394.417	373.4	21.0	2079'
West Pier	Bot.	78	394.417	373.4	22.0	1716'
Total 8298'						
East Pier		3	394.41	-	40.0'	120'
West Pier		3	394.417	-	40.0'	120'
Total 240'						

Cast in Place Concrete Piles - Item 85C

Timber Piles Item 84T

Timber Test Piles Item 84TU

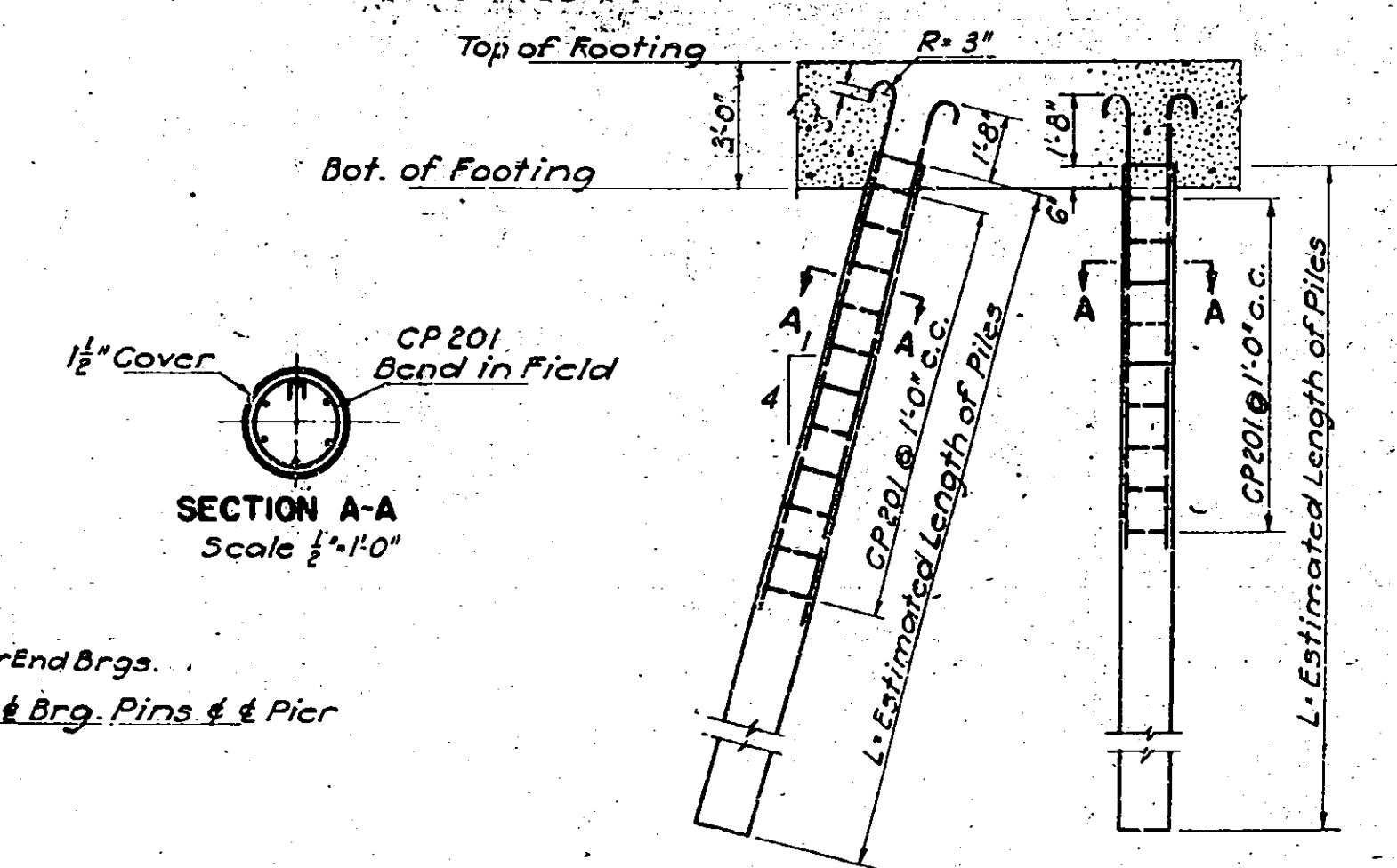
BAR REINFORCEMENT (PILES) ITEM 28

Diagram illustrating the bar reinforcement for piles, showing two types:

- TYPE 1:** A straight bar with a hook. The length is labeled "Length A". The hook is labeled "R=3\"/>

East Abut.		West Abut.		Mark	Type	Size	"A"	Length	No. Req'd	Weight
Vert.	Bot.	Vert.	Bot.							
168				CP601	1	*6	16'-9"	17'-10"	168	4500
	180			CP602	1	*6	24'-11"	26'-0"	180	7029
		168		CP603	1	*6	17'-5"	18'-6"	168	4668
		180		CP604	1	*6	25'-11"	27'-0"	180	7500
420	690	448	720	CP601	2	*2	-	2'-10"	2278	1078
Total										24,574'

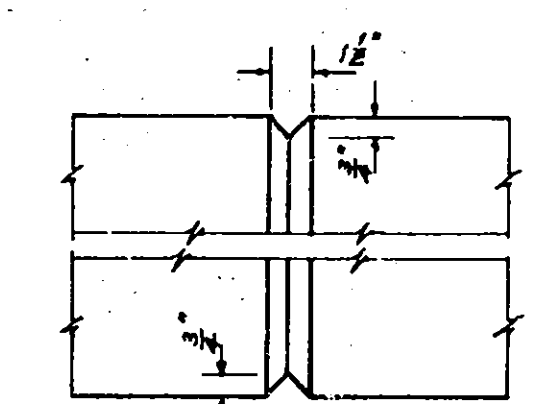
Note: Prefix all bar marks for this bridge 'B'.



CAST IN PLACE CONCRETE PILE DETAILS
Scale: 1/2" = 1'-0"

NOTE - Reinforcing cages shall be fabricated before being placed. Approved metal spacers shall be attached to hoops as necessary to insure that the minimum required clear distance to the shell will be maintained while concrete is being poured.

PIER BEARING LOCATION
Scale: 3/8" = 1'-0"



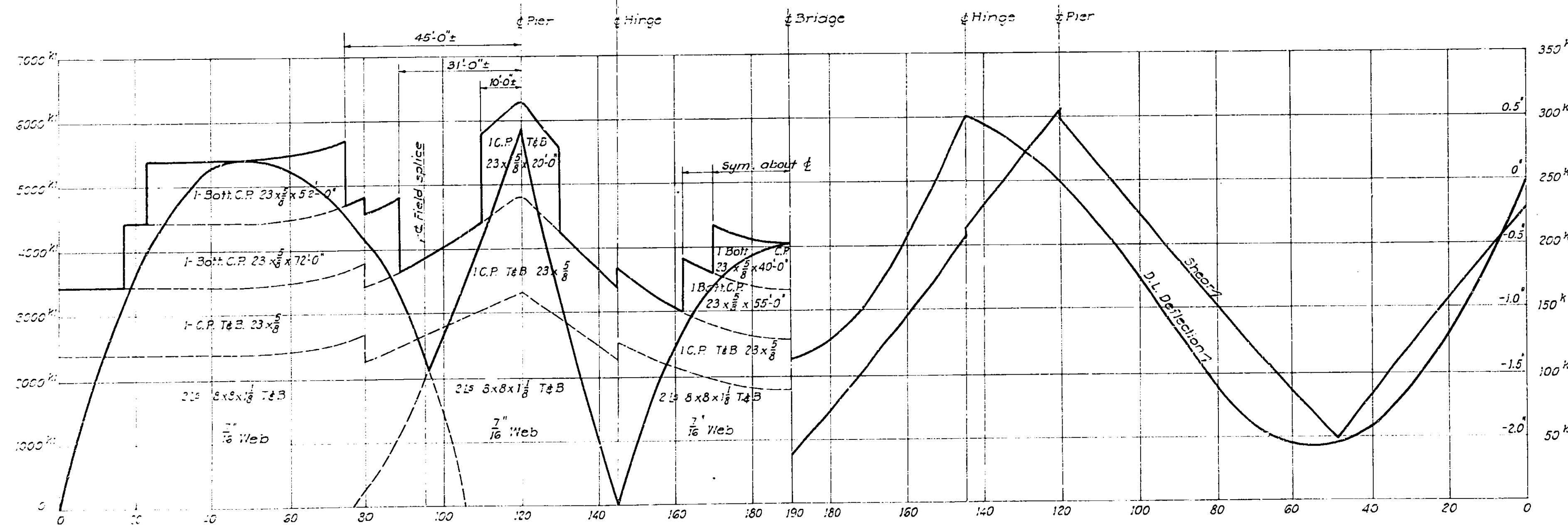
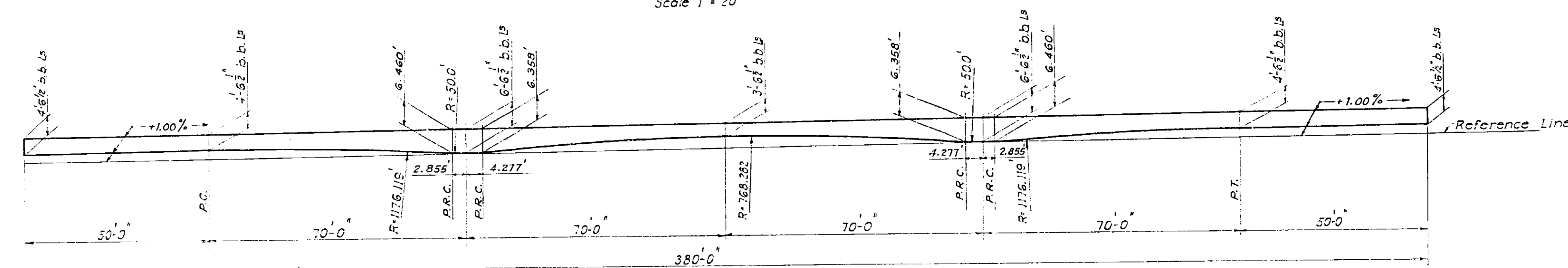
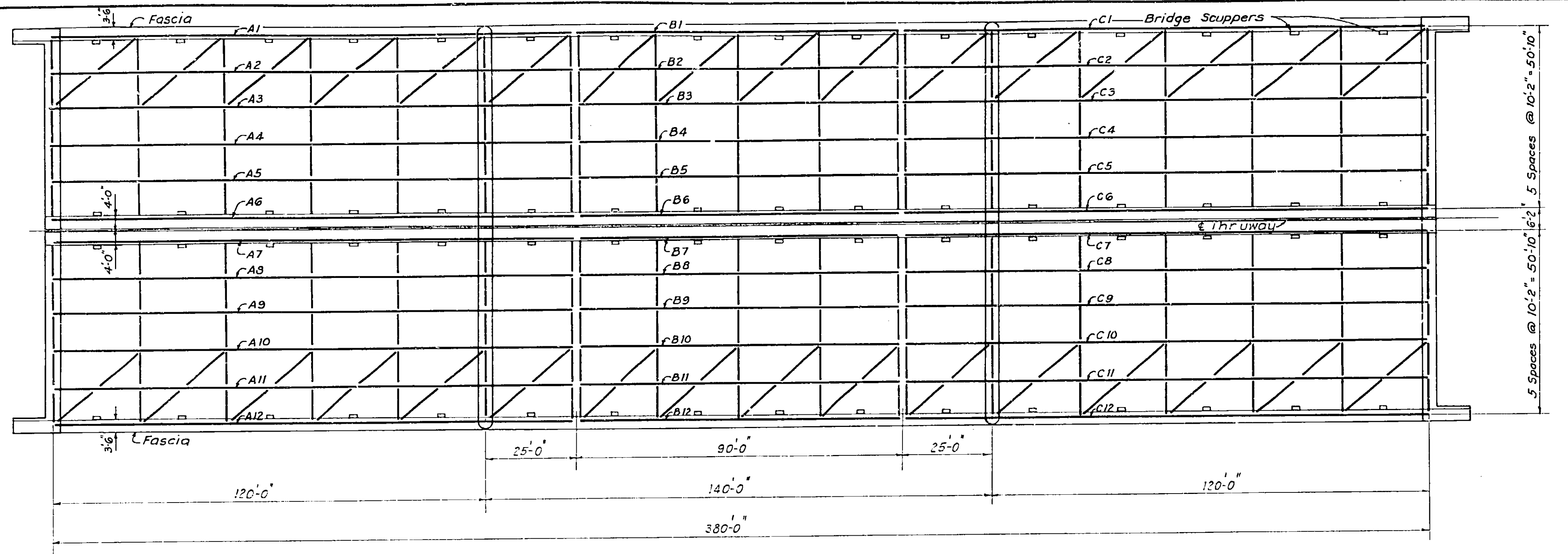
DETAIL OF CONSTRUCTION JOINT
Scale: 3/8" = 1'-0"

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

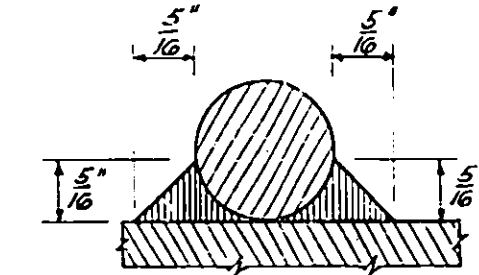
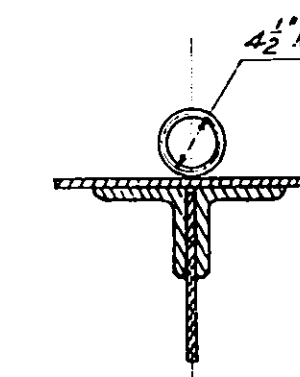
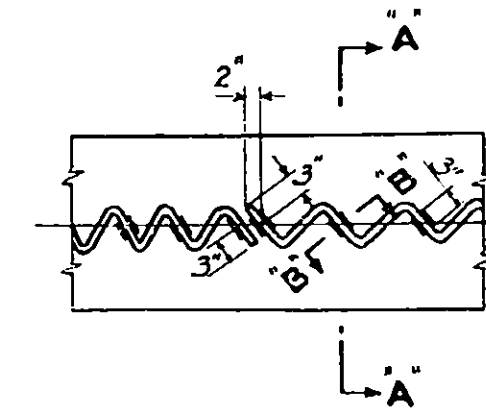
Note: For Bar Reinforcement & Schedule, see Sheet B13.

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

PIERS PILE DETAILS AND SCHEDULE		
DRAWING NO.	SCALE	DATE
5210 - 85 of 15	1/8" = 1'-0" As Noted	Mar. 16, 1953

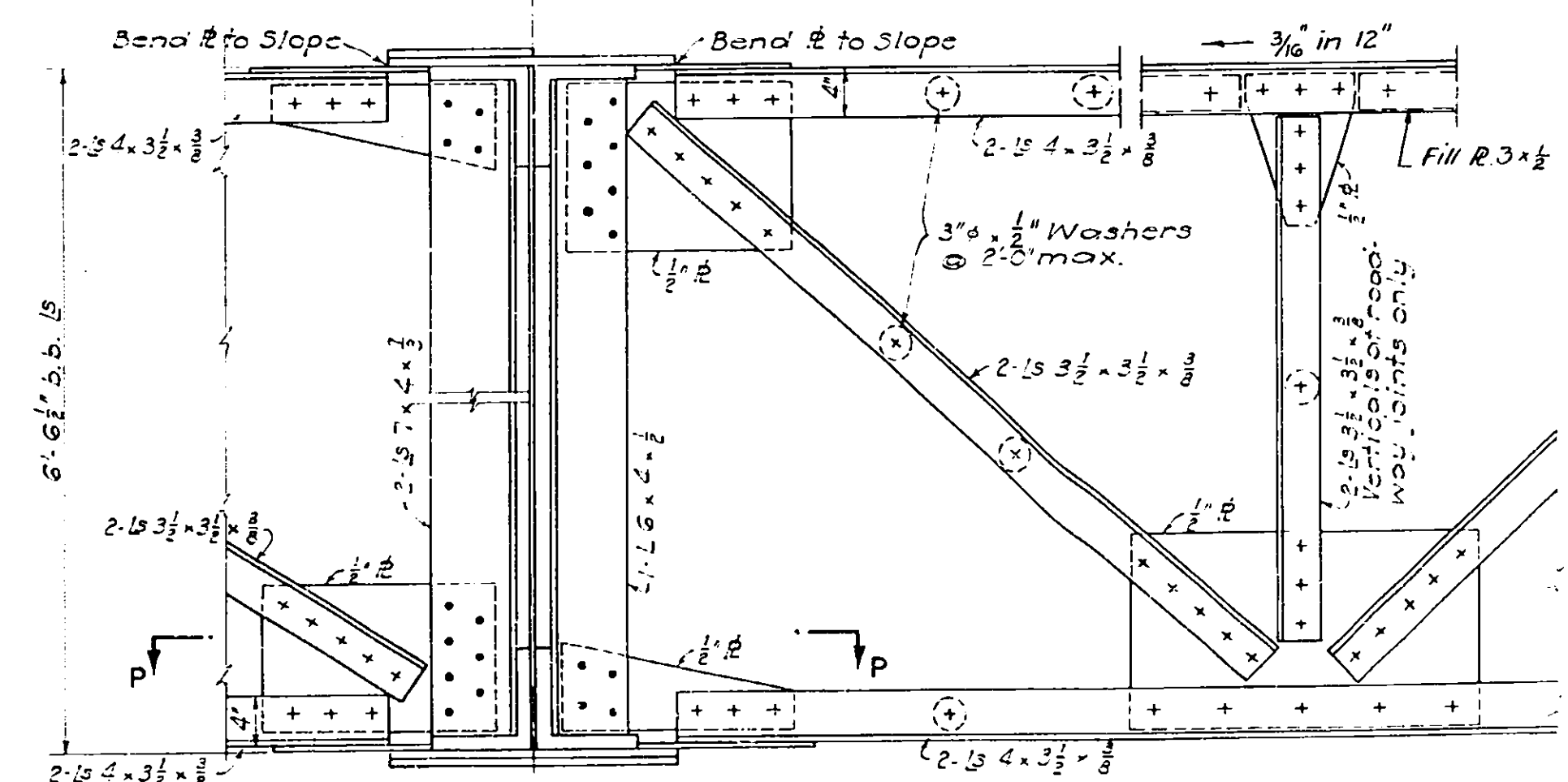
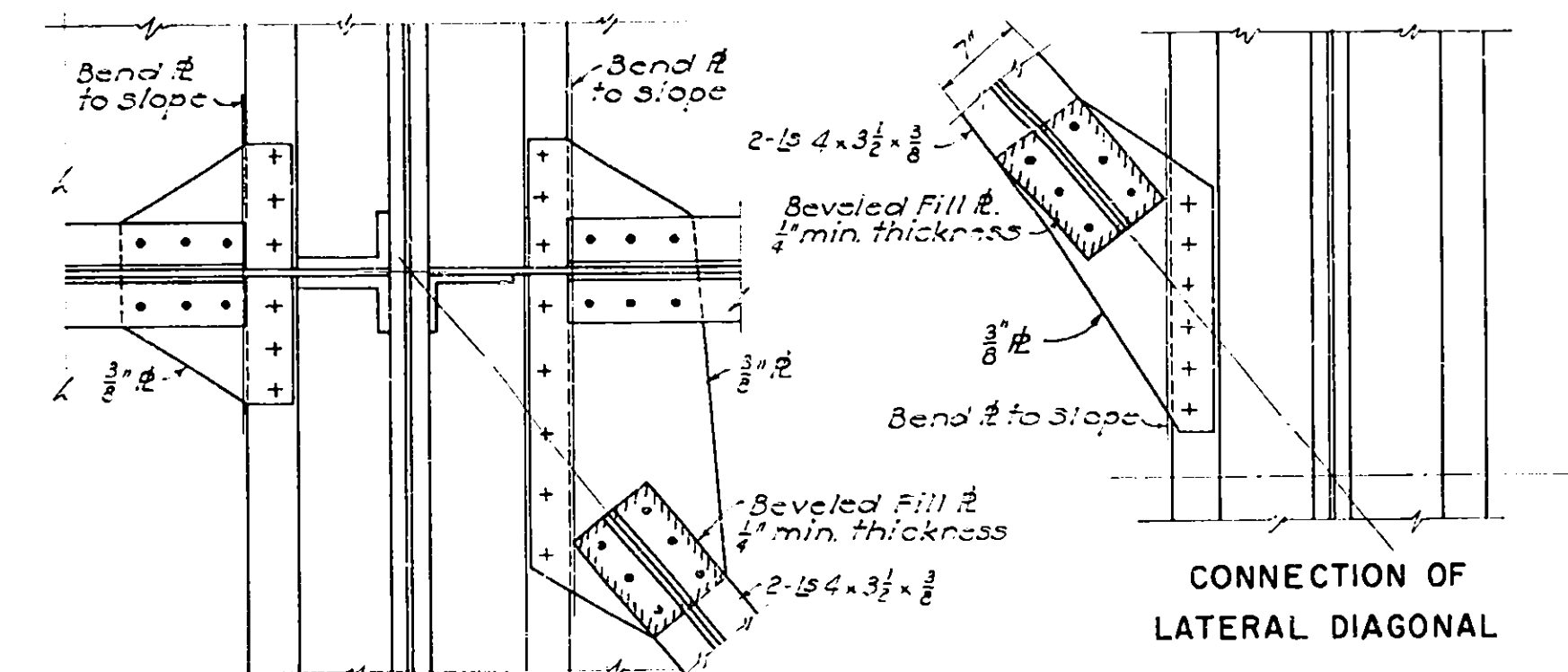


Drawn by O.C.I. & J.S.P.
Traced by S.A.C.
Checked by S.A.C.
R. J. Baylton
Engineer in Charge



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 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.



FRAMING PLAN STRESS SHEET & CROSS FRAME DETAILS

PREPARED AND RECOMMENDED:

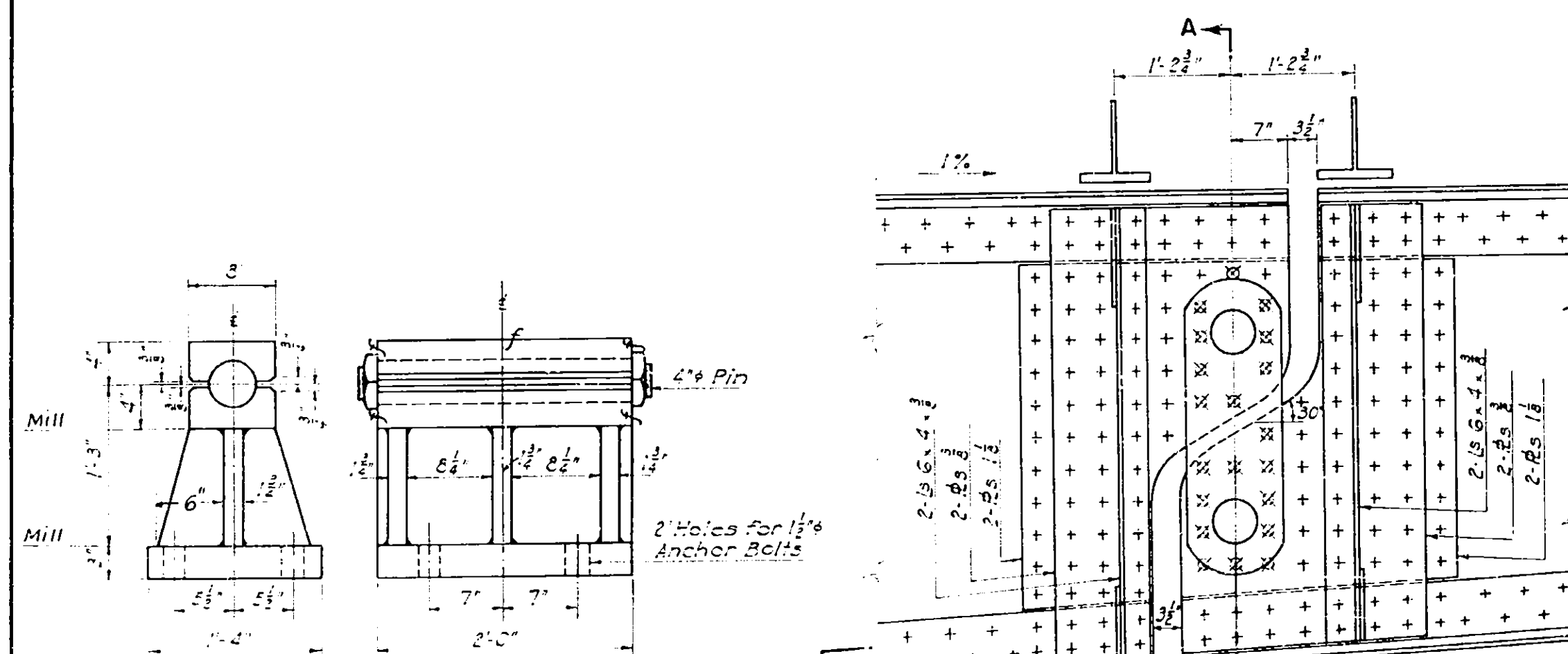
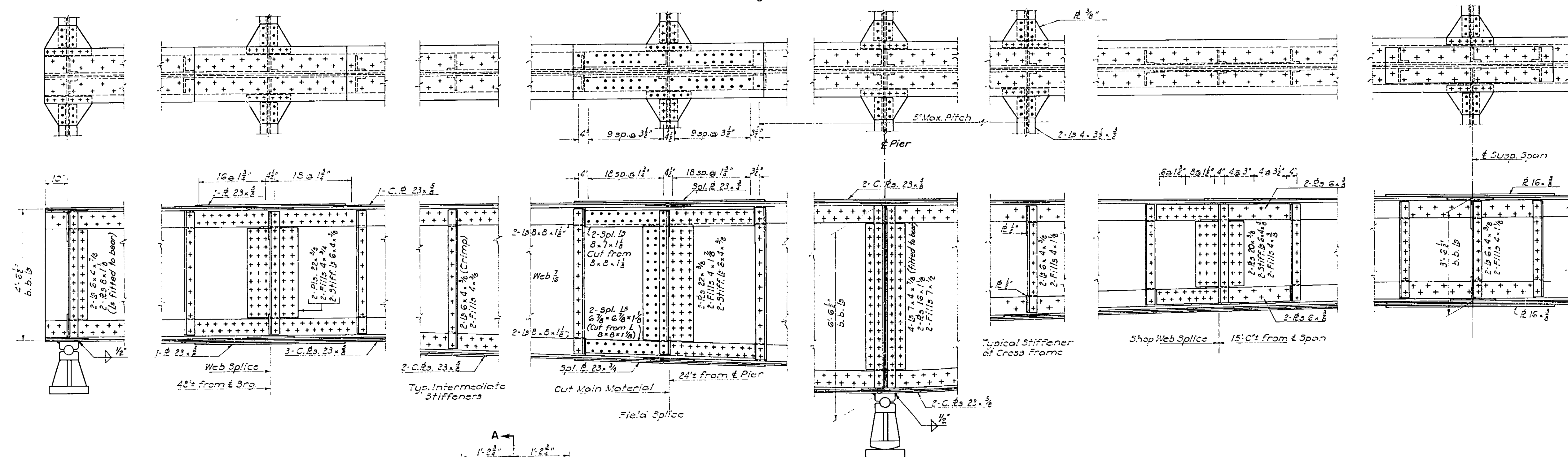
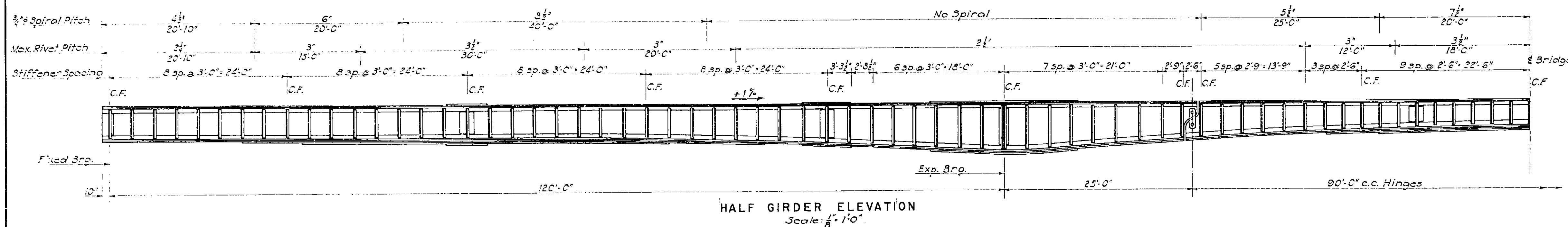
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155

DATE
Mar. 16, 1953

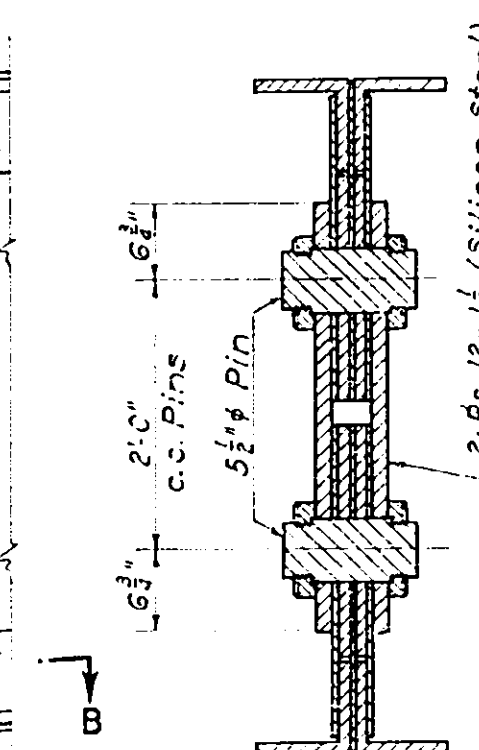
DRAWING NO. 5210 - B 6 of 15
SCALE As Noted
DATE Mar. 16, 1953

COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			69	125
N. Y. STATE THRUWAY -- MOHAWK SECT. SUB-DIV. 8				
WHITESBORO TO UTICA WEST CITY LINE- BRIDGE OVER MOHAWK RIVER				

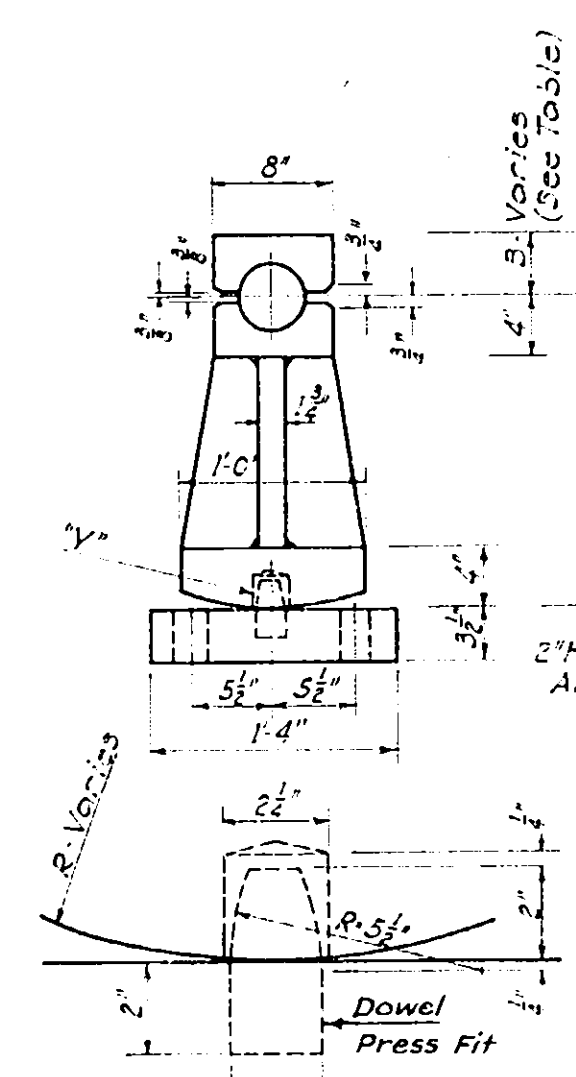
Notes:
Rivets $7/8"$ unless noted. Open holes $1 1/2"$.
All fillet welds on bearings $1/2"$.
For details of cross frames and lateral see Sheet B6
For expansion joint details see Sheet B6
For bearing anchor bolt see Sheet B3
For spiral details see Sheet B6
Spiral bar shear connectors Item 23B; all other
metal work Item 29



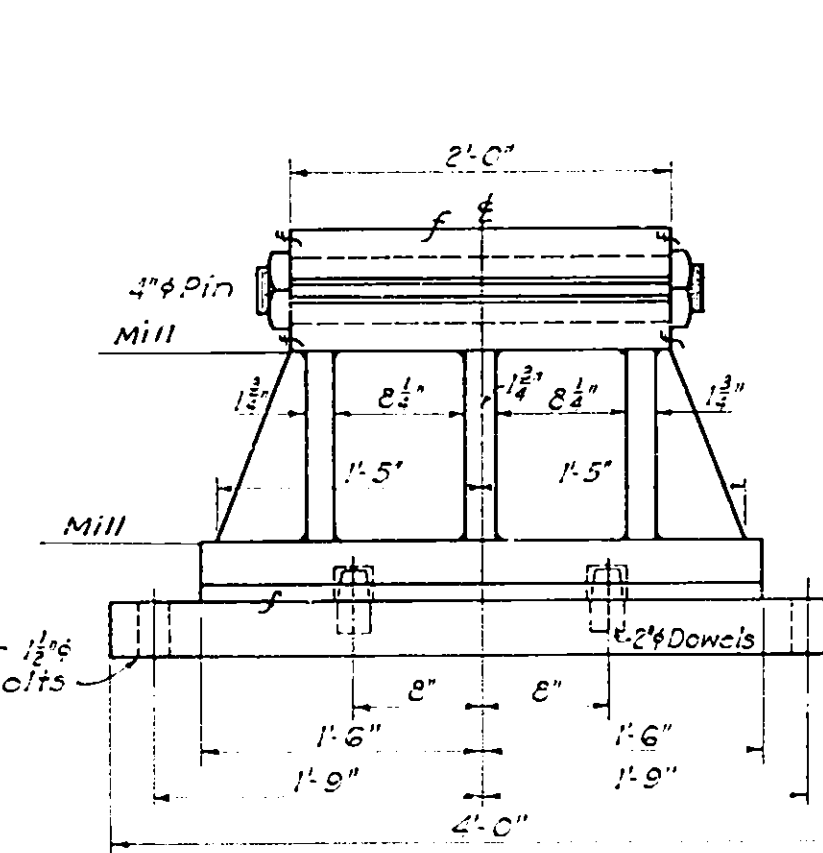
FIXED BEARING
Scale: 1"=1'-0"



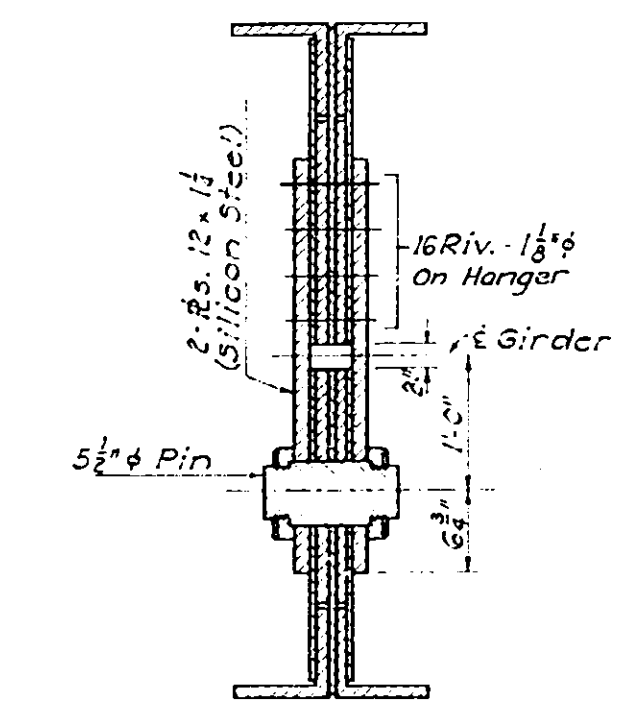
SECTION A-A



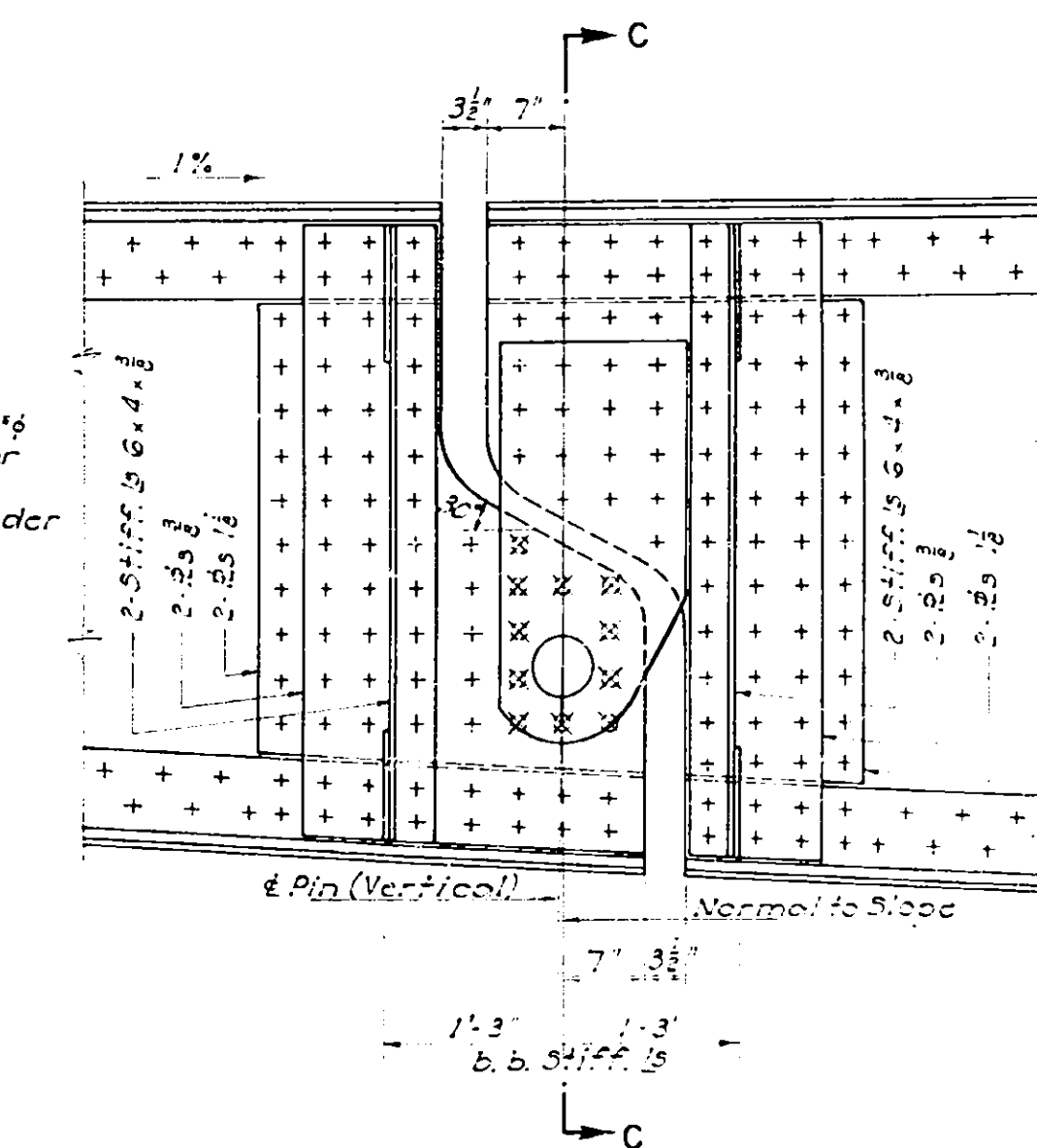
DETAIL "Y"
Scale: $\frac{1}{4}" = 1'-0"$



EXPANSION BEARING
Scale: 1" = 1'-0"



SECTION C-C



HANGER—FIXED END
Scale: $\frac{3}{4}" = 1'-0"$

Drawn by N.H.
Traced by P.C.
Checked by K.H.C.
R.M. Boynton
Engineer in Charge

Finish bearing surfaces:
clearance $\frac{1}{32}$ " each side

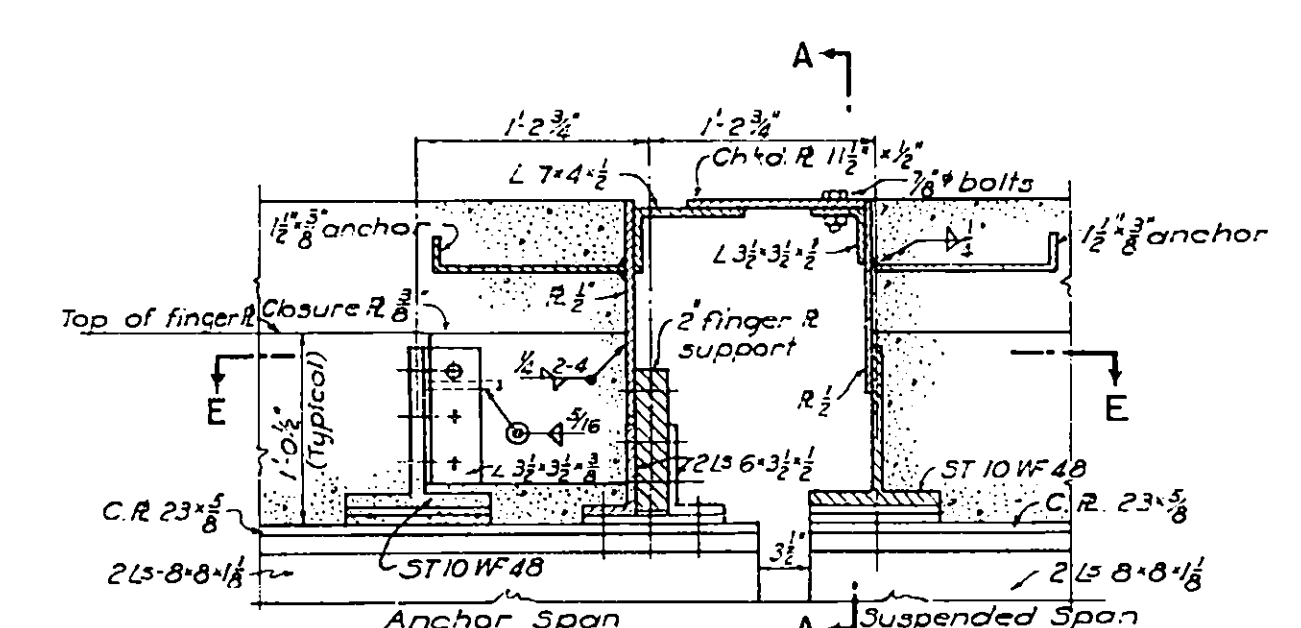
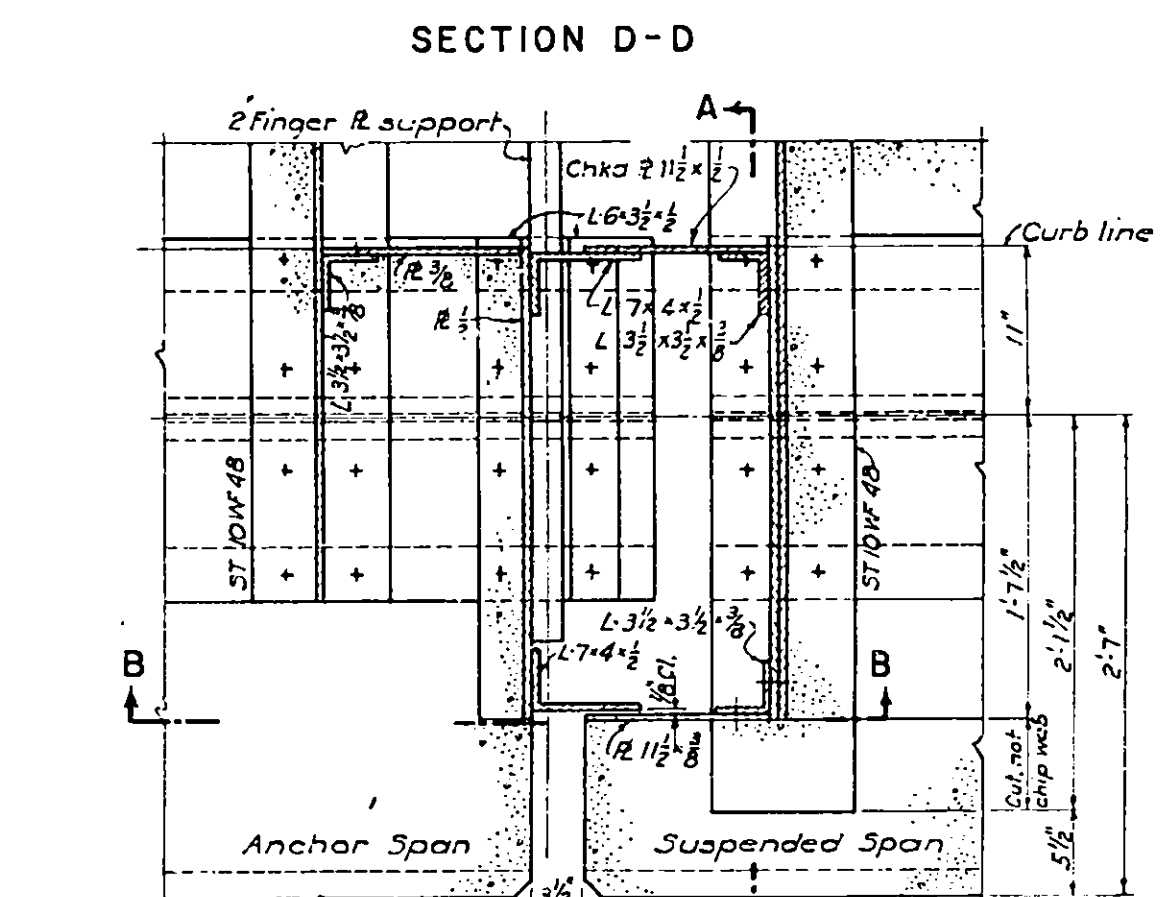
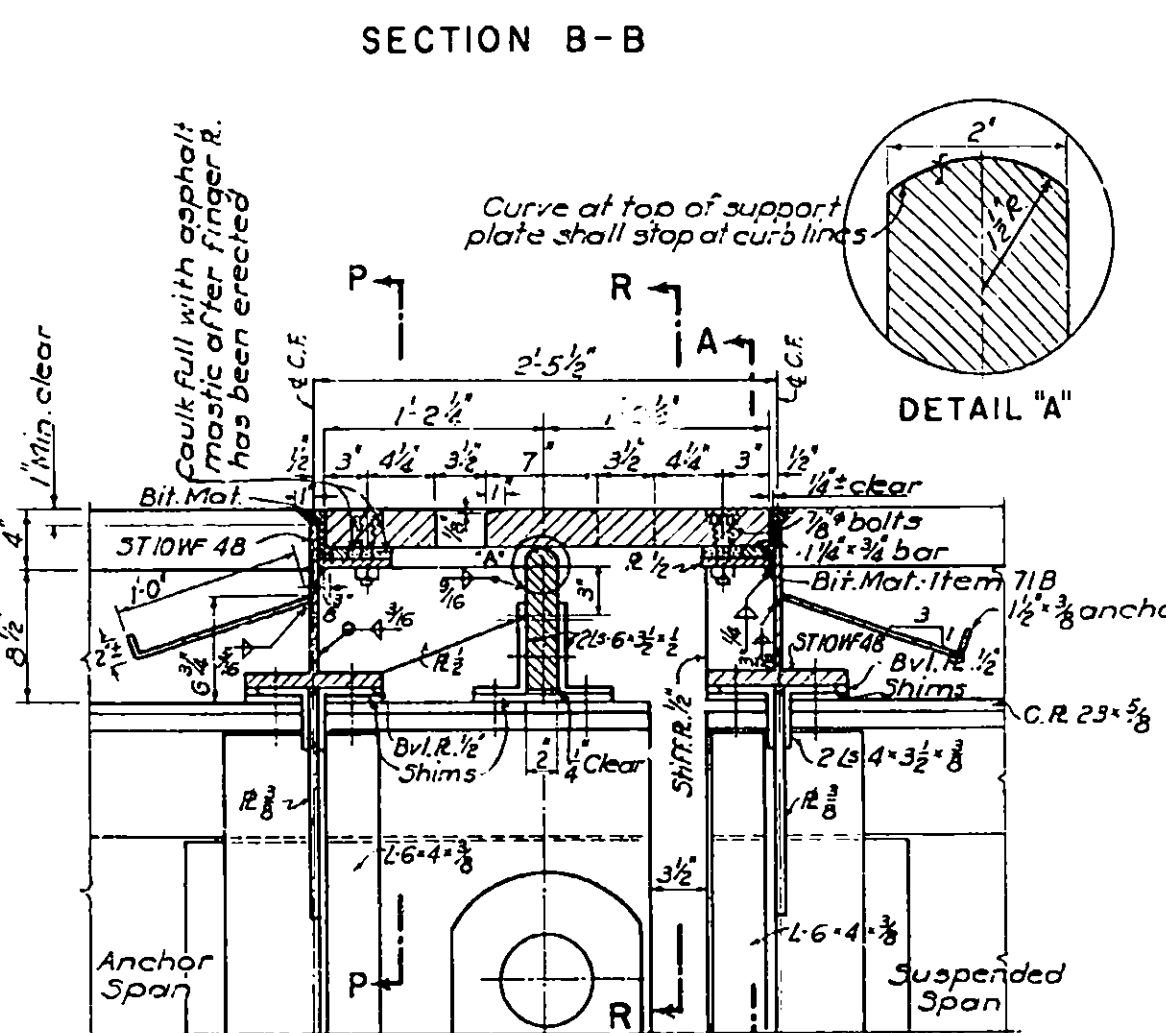
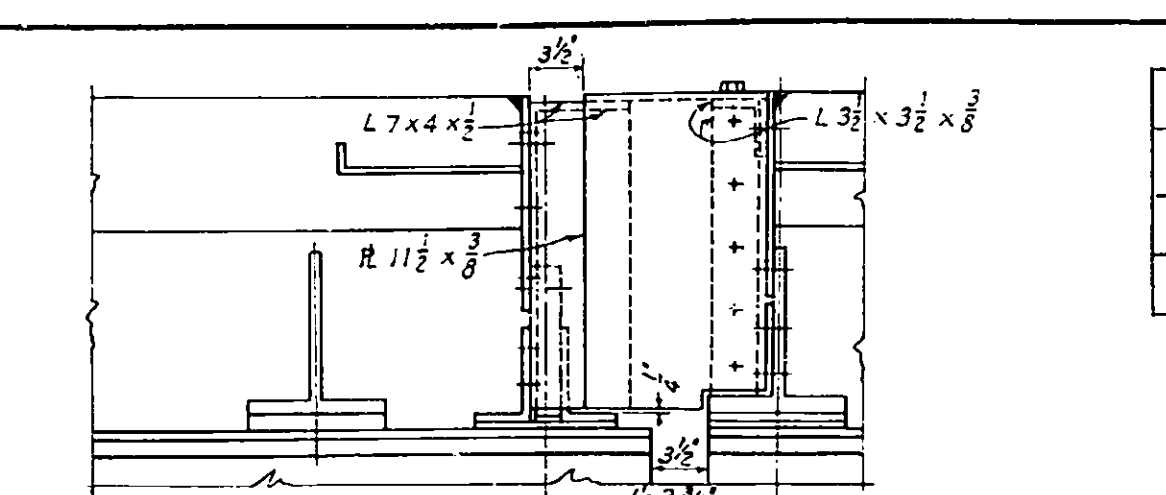
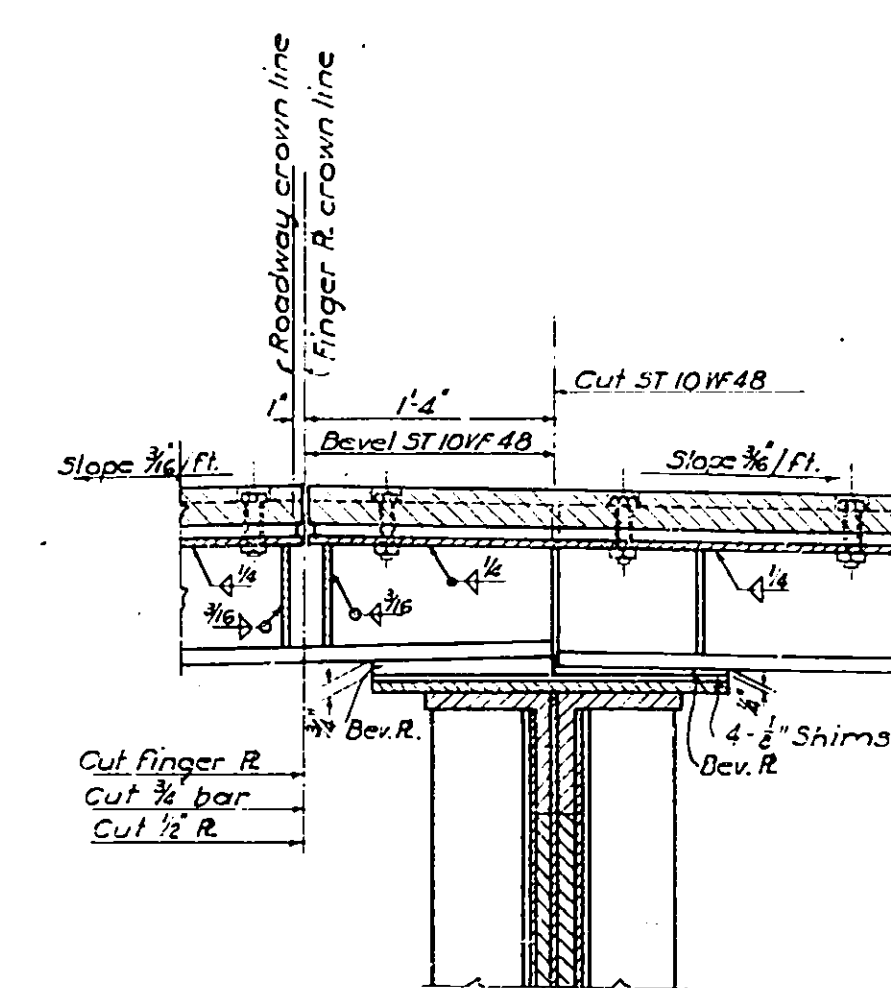
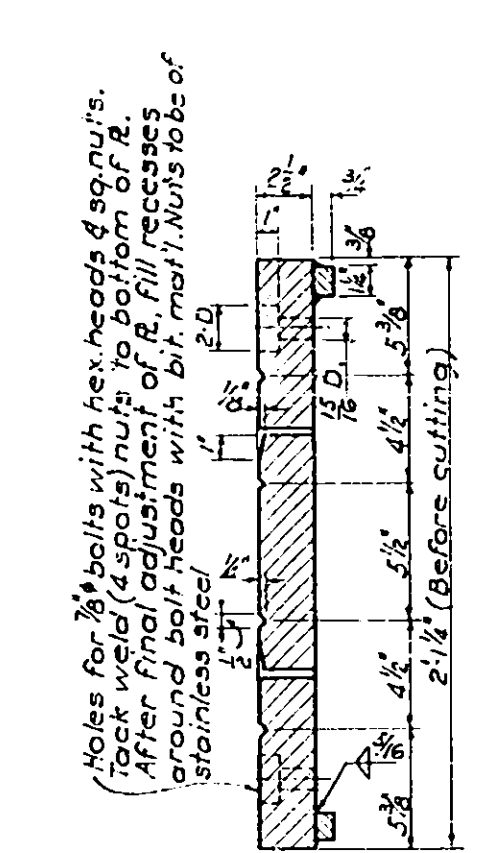
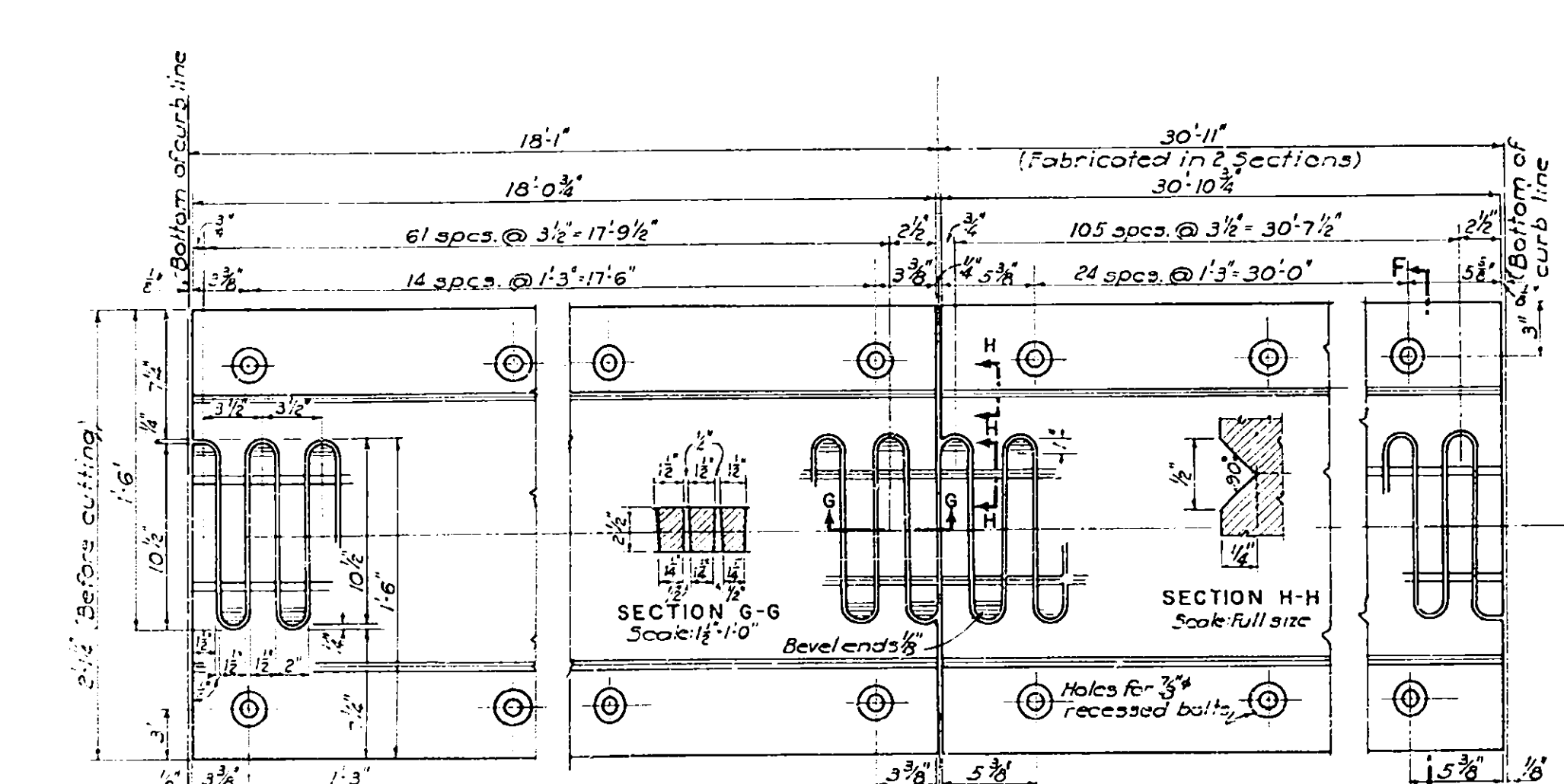
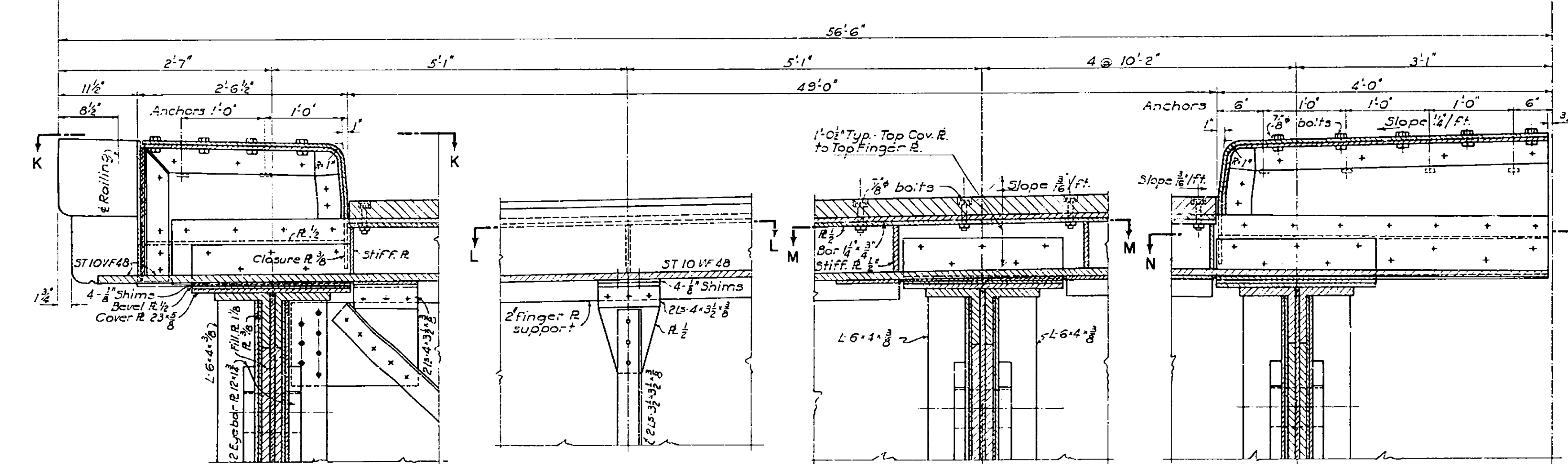
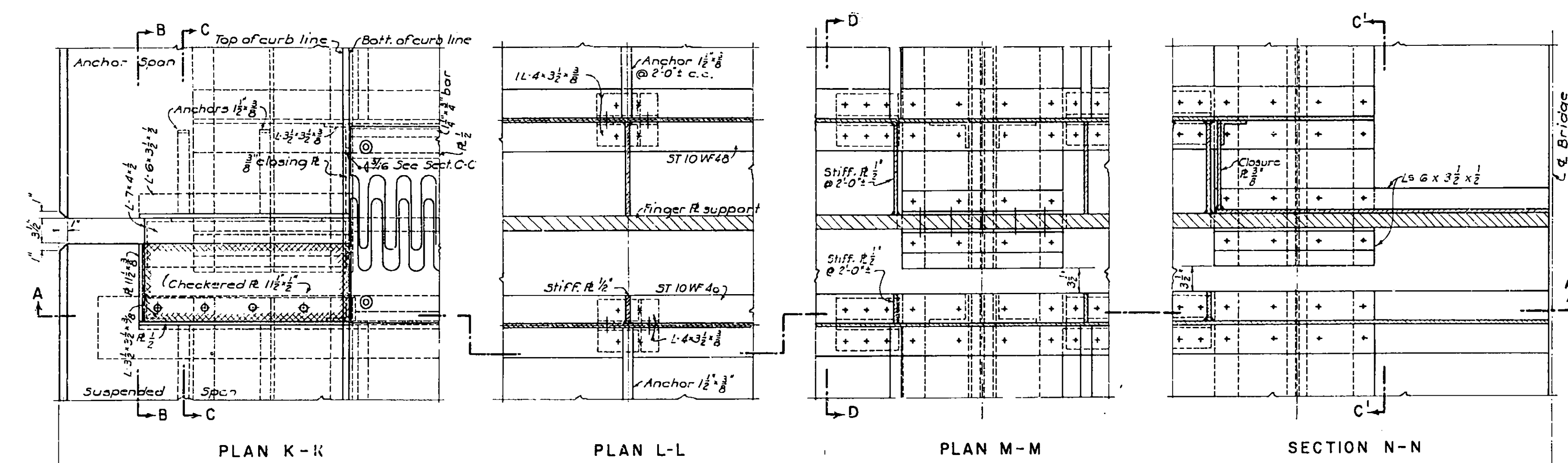
SECTION B-E

Girder No.				"3"	"2"
A ₁	A ₂	B ₁	B ₁₂	4 $\frac{1}{2}$ "	1'-5 $\frac{1}{2}$ "
A ₂	A ₁	B ₂	B ₁₁	4 $\frac{13}{32}$ "	1'-7 $\frac{1}{2}$ "
A ₃	A ₁₀	B ₃	B ₁₀	5 $\frac{23}{32}$ "	1'-7 $\frac{1}{2}$ "
A ₄	A ₉	B ₄	B ₉	5 $\frac{7}{8}$ "	1'-5 $\frac{1}{2}$ "
A ₅	A ₈	B ₅	B ₈	5 $\frac{3}{32}$ "	1'-3 $\frac{1}{2}$ "
A ₆	A ₇	B ₆	B ₇	4 $\frac{1}{16}$ "	1'-3 $\frac{1}{2}$ "

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

GIRDER DETAILS & BEARINGS		
DRAWING NO. 5210 - B7 of 15	SCALE 1/4" = 1'-0"	DATE Mar. 16, 1953

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	70	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER MOHAWK RIVER		



NOTES

Steel Protection under and adjacent to Finger Joints.

All steel surfaces under finger joints and sidewalk apron plates within the limits of the adjacent stiffener angles shall receive a coating not less than $\frac{1}{16}$ thick (six gallons per 100 sq. ft.) of an approved asphalt mastic applied by spraying, ironing or other satisfactory means. The outer flange leg and edge of each stiffener angle facing the finger joints shall be included in the area to be coated. The top exposed areas of girders and the tops of angle legs and beam flanges as well as other areas noted on the plans which form undrainable pockets shall receive additional mastic protection which shall be sloped to drain. Edges of plates, angles and beams shall be reinforced with an inorganic non-rustable fabric applied in an approved manner. The inside of hanger plates and the areas of webs which will be covered by the hangers shall be coated at the time steel is erected. Other areas shall be covered before finger and apron plates are placed. Mastic shall be applied over the shop coat of red lead and oil. Mastic shall be equal to Gilsonite Insul-Mastic No. 4010 as manufactured by the Insul-Mastic Corporation of America, Pittsburgh, Pa. Mastic shall be applied in accordance with the manufacturer's specifications by competent workmen. Mastic covered areas on showing surfaces of exterior girders shall be painted one coat of sealer and two coats of paint in accordance with the specifications. Sealer coat shall be equal in quality to that produced by the manufacturers of the Asphalt Mastic. All costs required to furnish and place Mastic material, fabric reinforcement, and sealer coat shall be included in the price bid for Item #29.

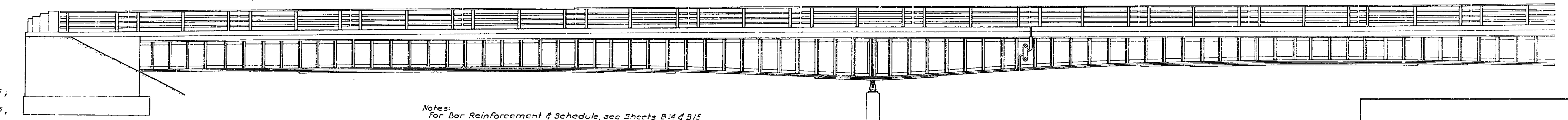
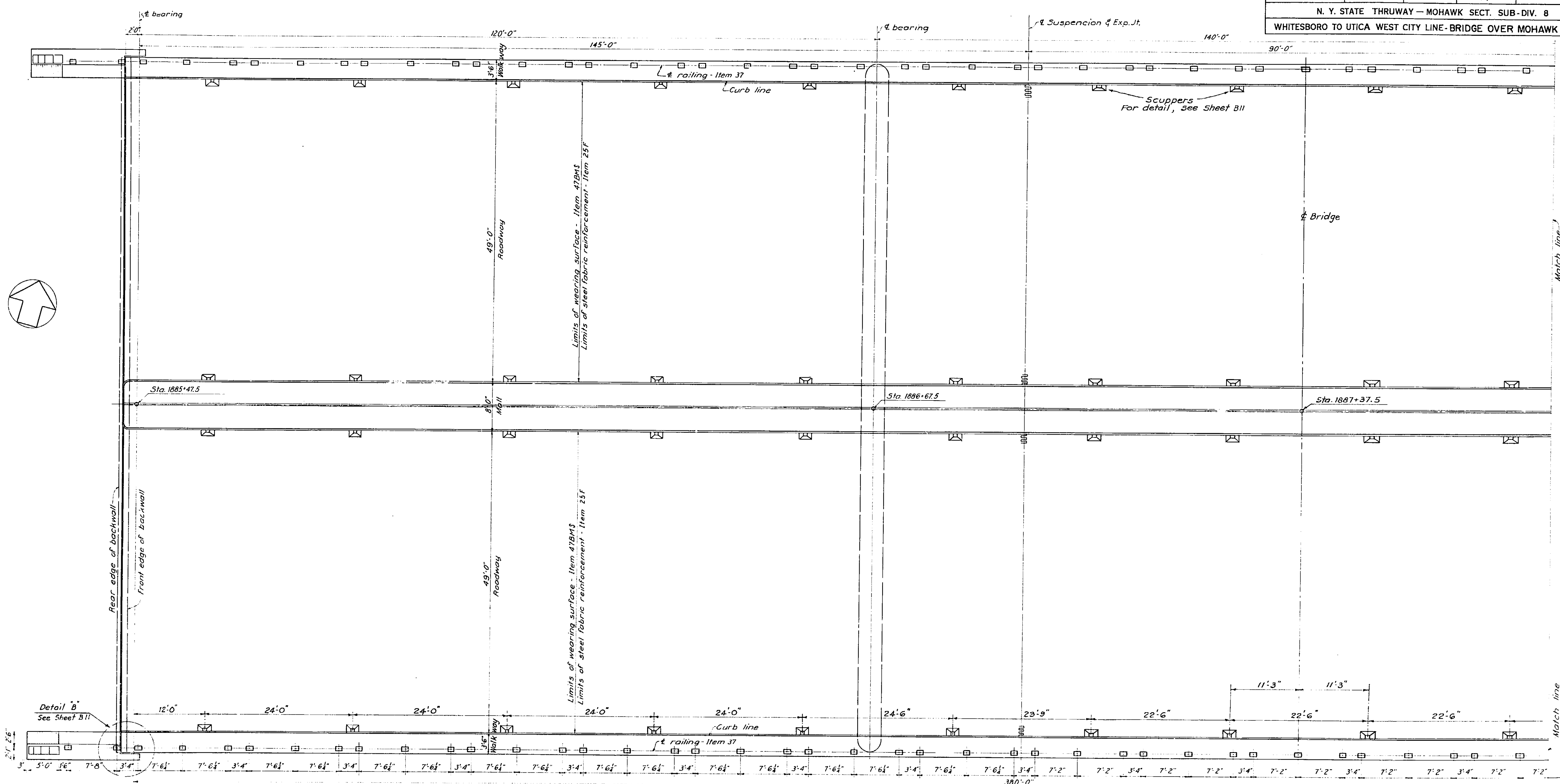
Drawn by J.S.P.
Traced by J.S.P.
Checked by J.S.P.
R.M. Boynton
Engineer in Charge

PREPARED AND RECOMMENDED:
D.B. Steirman
D. B. STEIRMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155

DATE
Mar. 16, 1953

EXPANSION JOINT DETAILS		
DRAWING NO.	SCALE	DATE
5210-33 of 35	1/4" = 1'-0" as noted	Mar. 16, 1953

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	71	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER MOHAWK RIVER		



El. 410.375
El. 407.375
Drawn by P.C.B. & D.C.
Traced by G.C.
Checked by D.B.
R.M. Boynton
Engineer in Charge

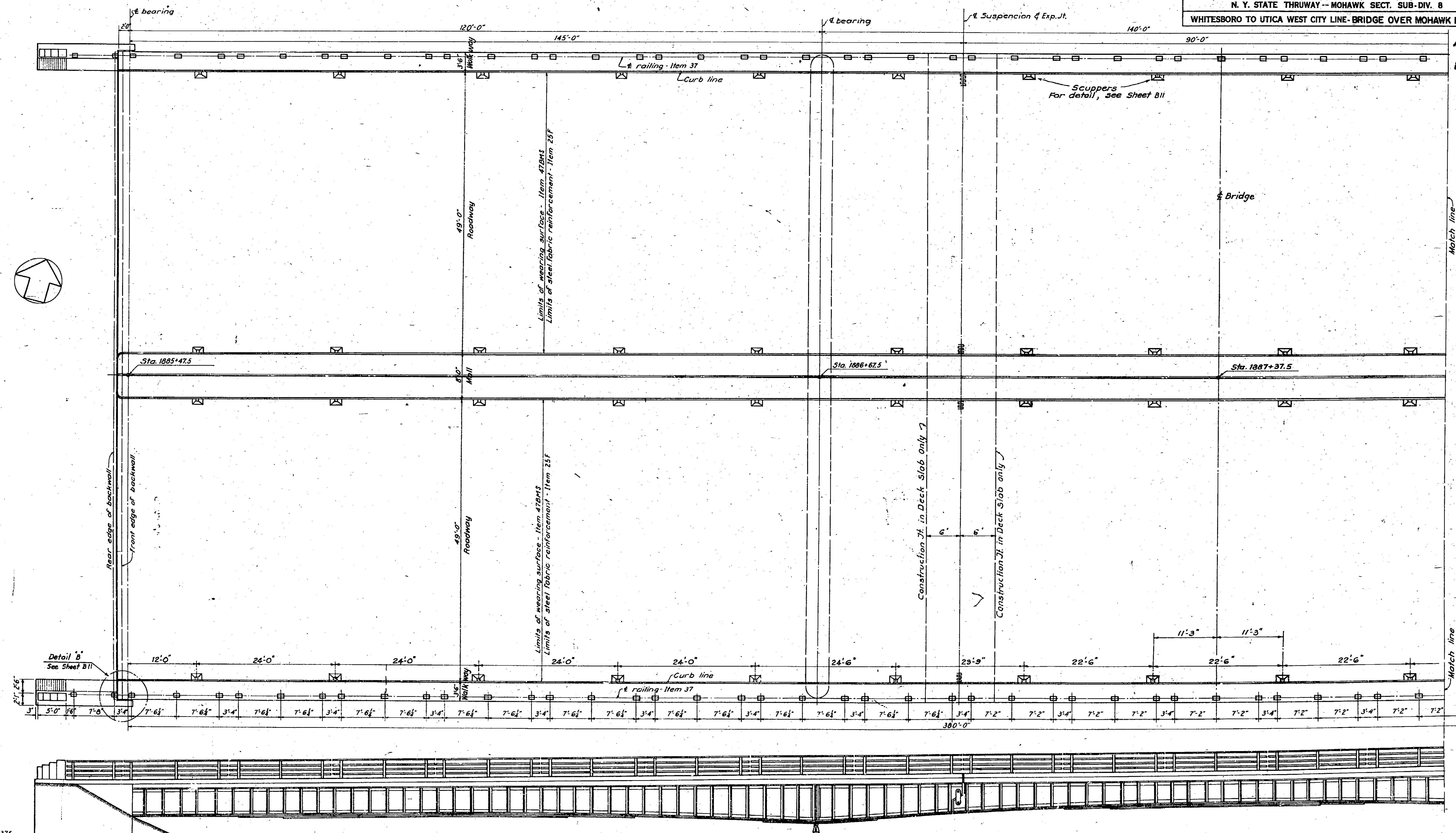
Notes:
For Bar Reinforcement & Schedule, see Sheets B14 & B15
For Railing Details, see Sheet B11
For Expansion Joint Details, see Sheet B8

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

PLAN & PART ELEVATION		
DRAWING NO. 5210-83 of 15	SCALE 1" = 1'-0" & as noted	DATE Mar. 16, 1953

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	71	125
N. Y. STATE THRUWAY -- MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE - BRIDGE OVER MOHAWK RIVER		

71R



El. 410.375
El. 407.375
Drawn by P.C.B. & D.S.
Traced by C.C.
Checked by D.B.
R.M. Boynton
Engineer in Charge

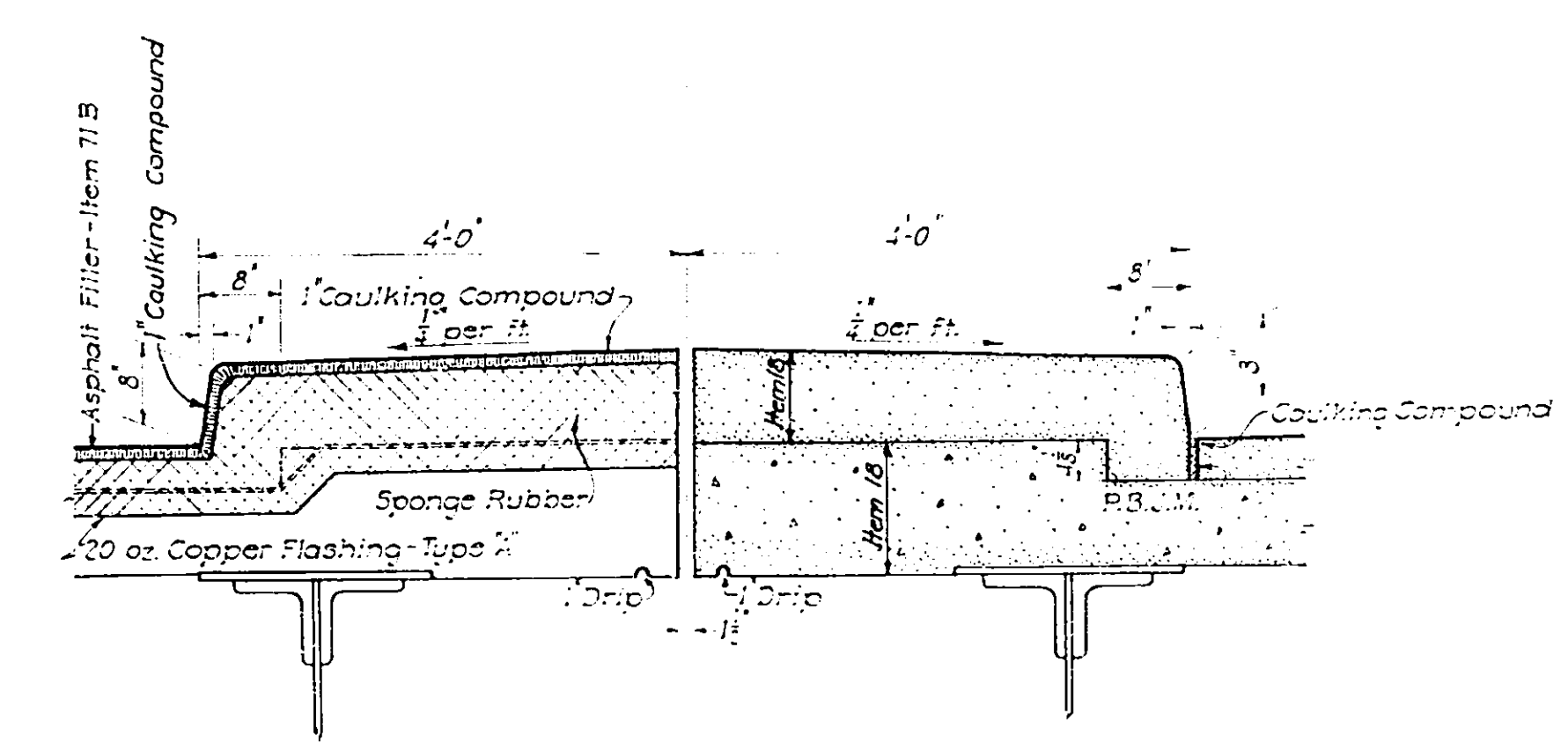
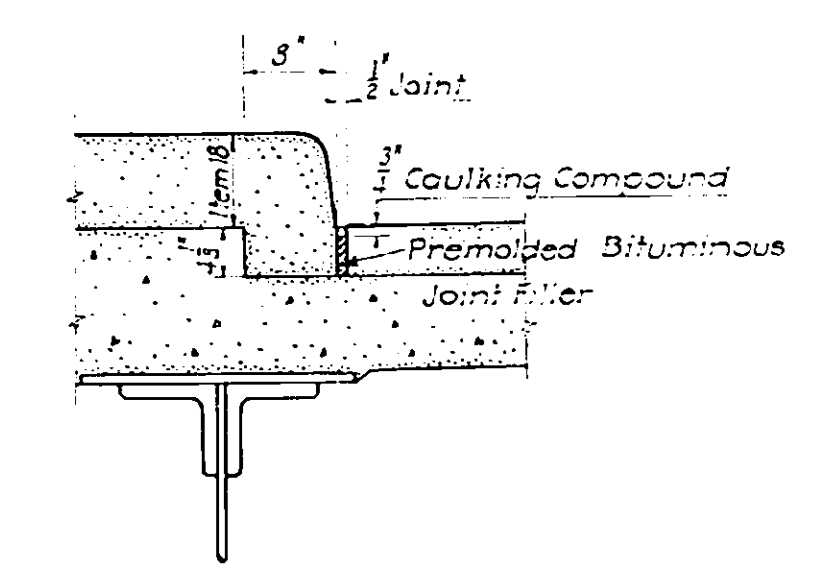
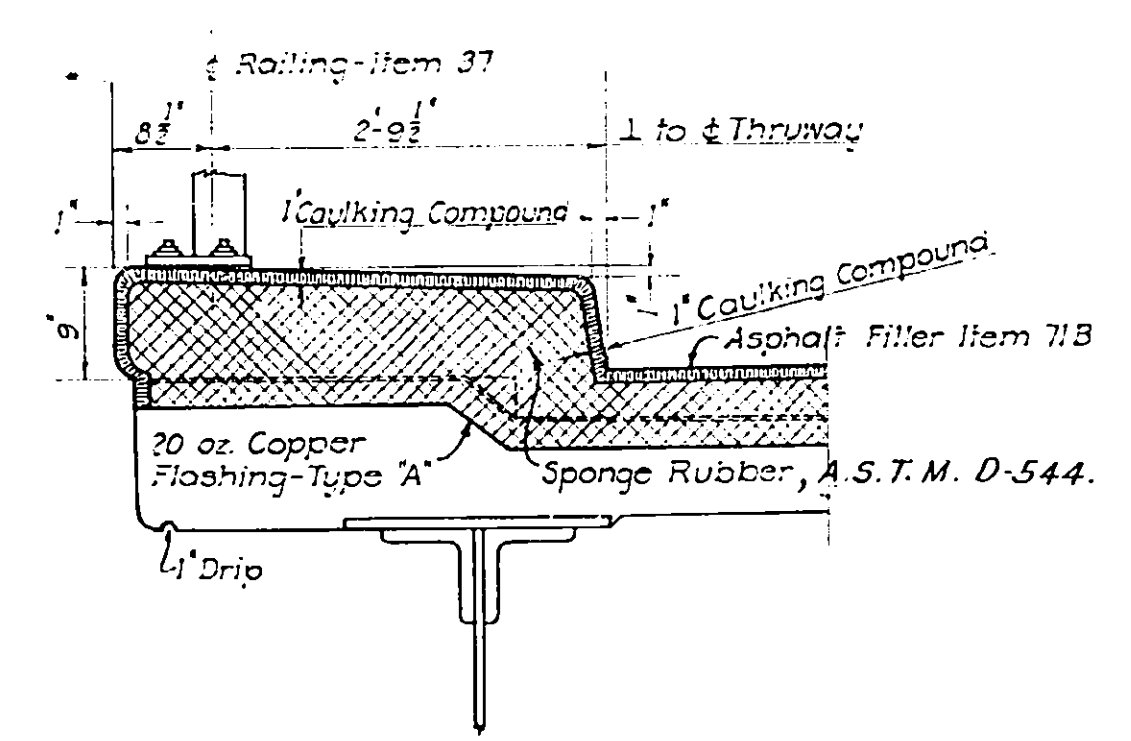
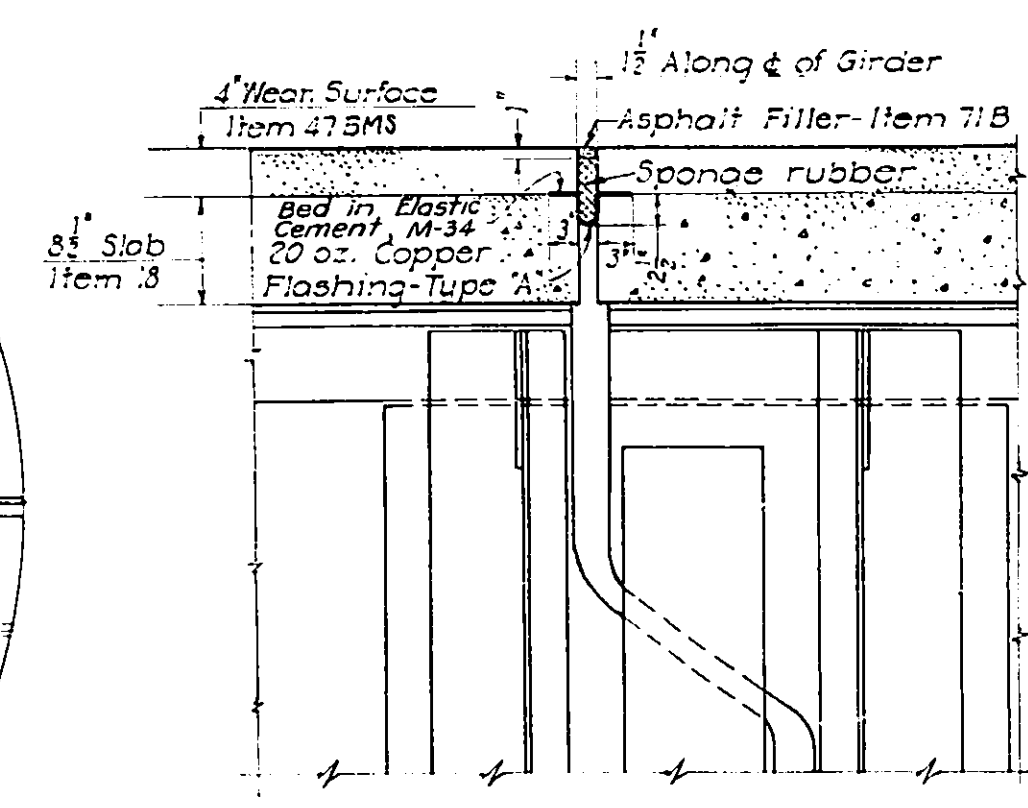
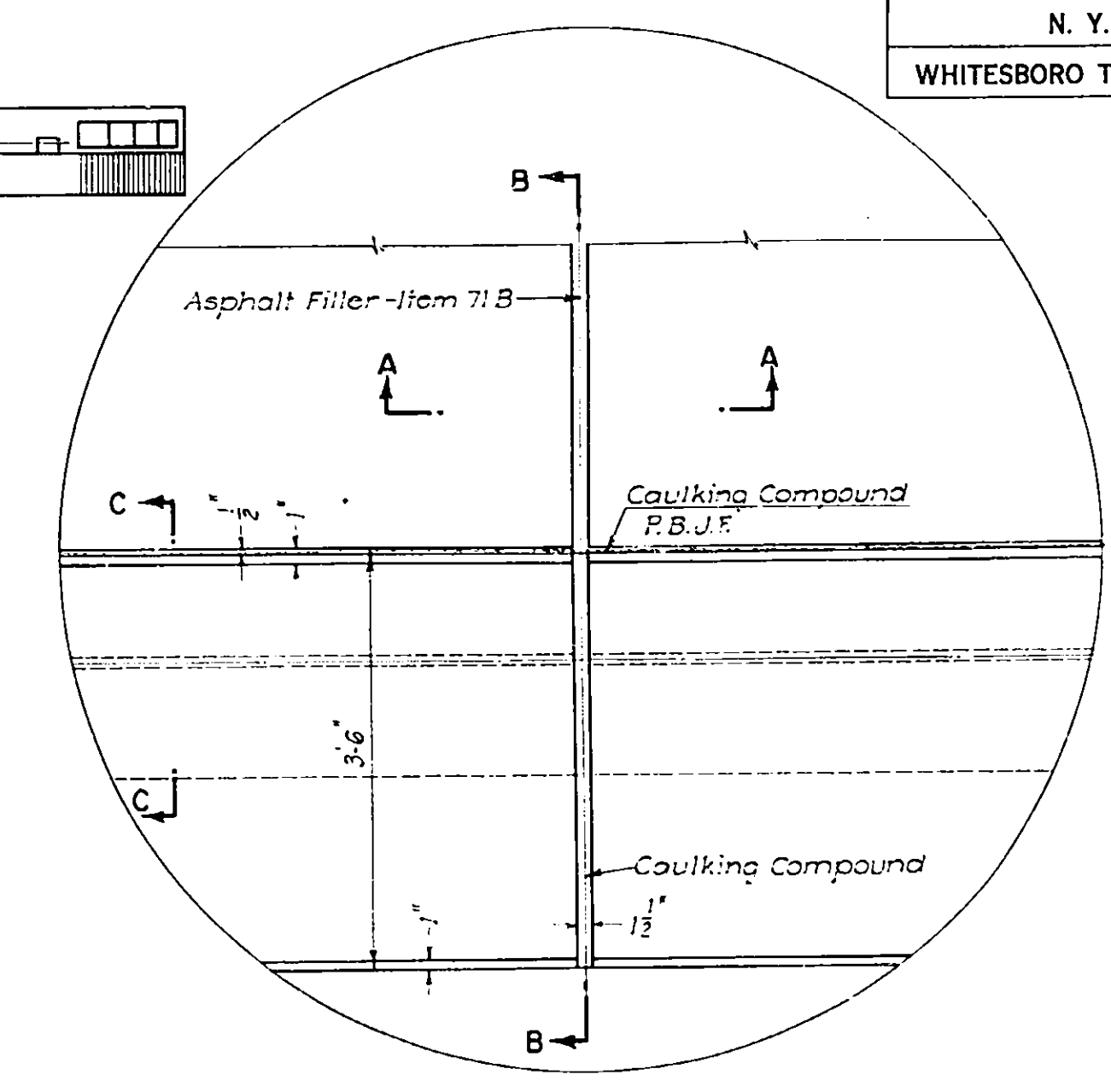
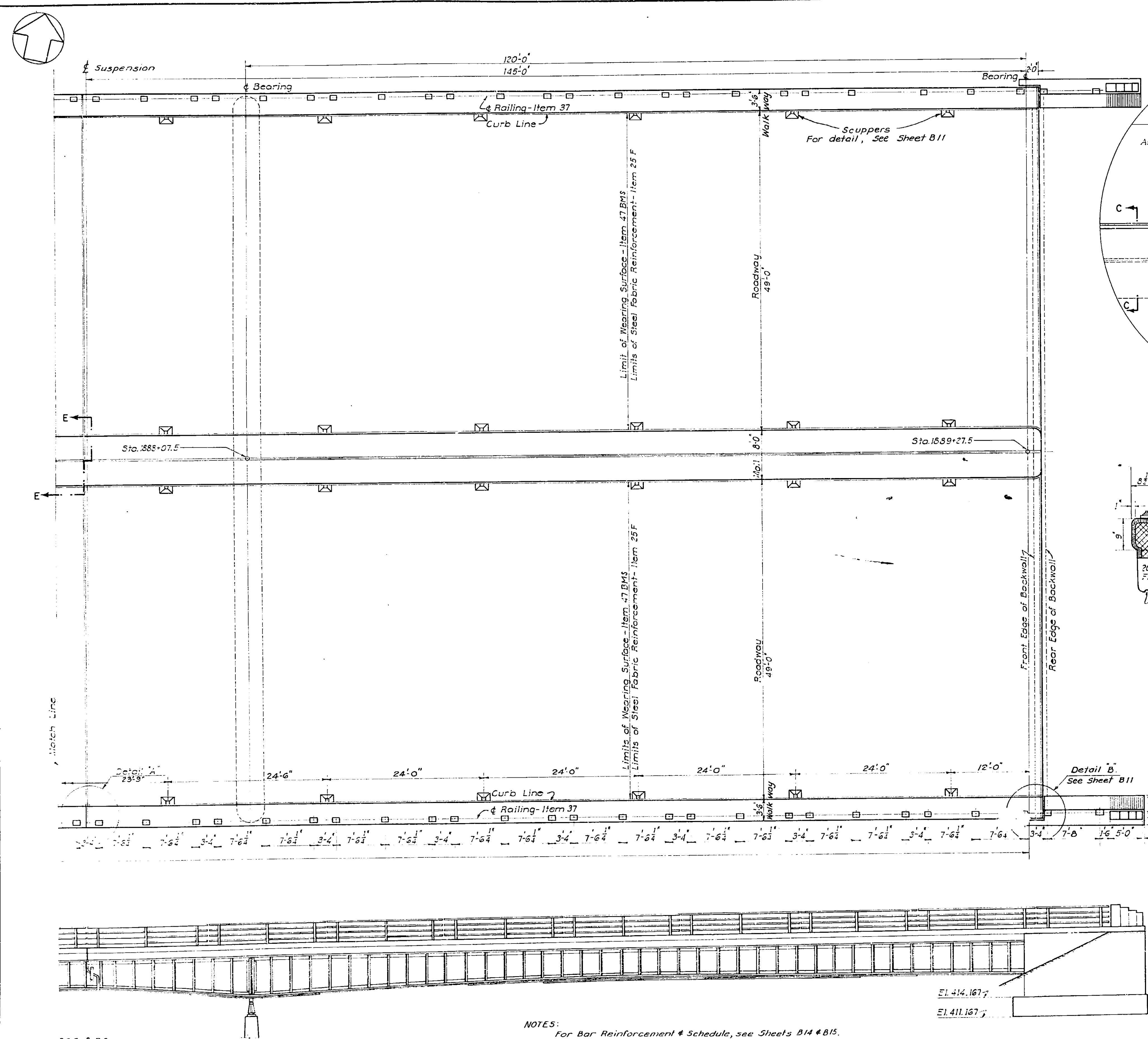
Notes:
For Bar Reinforcement & Schedule, see Sheets B14 & B15
For Railing Details, see Sheet B11
For Expansion Joint Details, see Sheet B8

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

PLAN & PART ELEVATION

DRAWING NO.	SCALE	DATE
5210 - B9 of 15	1" = 1'-0" & as noted	Mar. 16, 1953

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	72	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER MOHAWK RIVER		



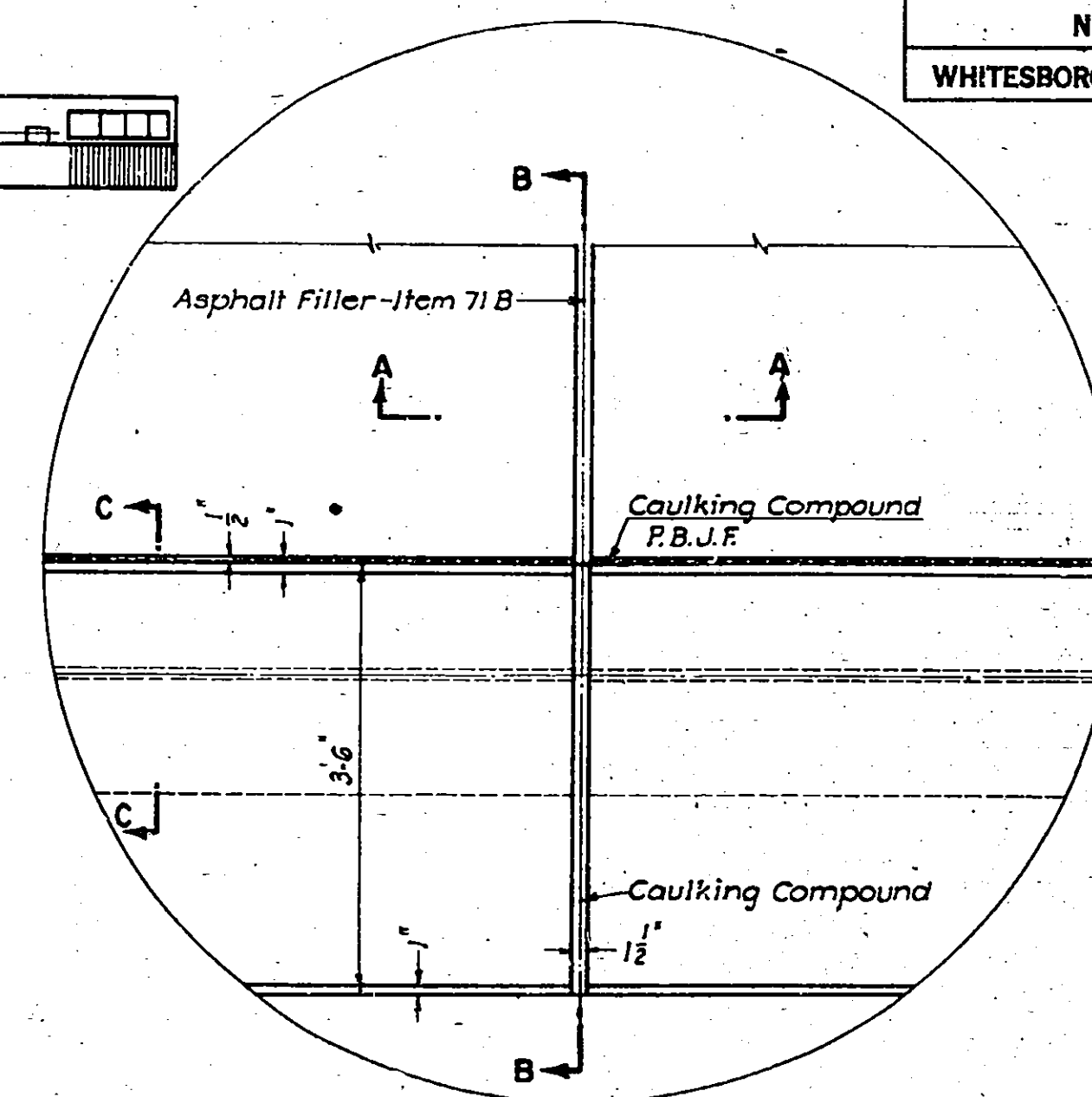
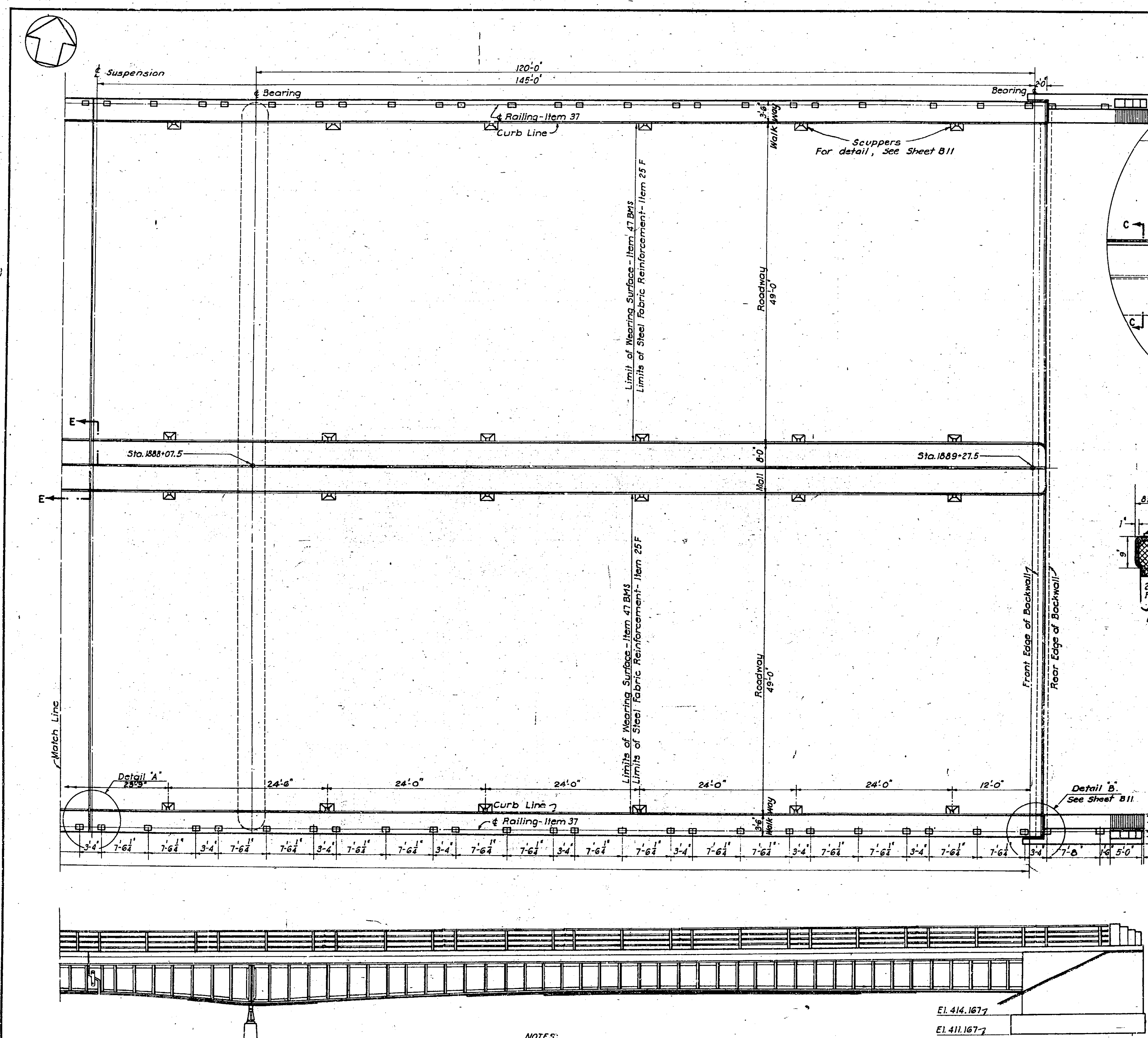
Drawn by P.C.B. & D.S.
Traced by S.A.C.
Checked by D.B.
R. M. Bogdan
Engineer in Charge

NOTES:
For Bar Reinforcement & Schedule, see Sheets B14 & B15.
For Railing Details, see Sheet B11.

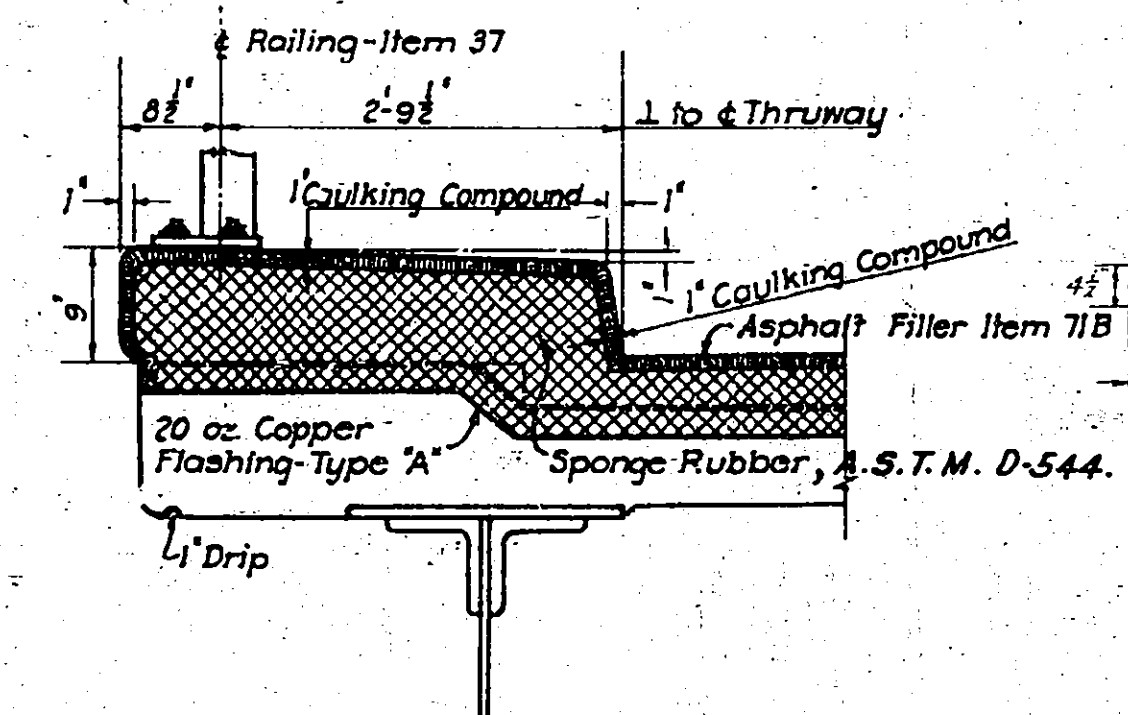
PREPARED AND RECOMMENDED:
D. B. STEINMAN
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155
DATE: Mar 16, 1953

PLAN & PART ELEVATION DECK DETAILS		
DRAWING NO. 5210 - B10-F 15	SCALE 3/4" = 1'-0" & As noted	DATE Mar 16, 1953

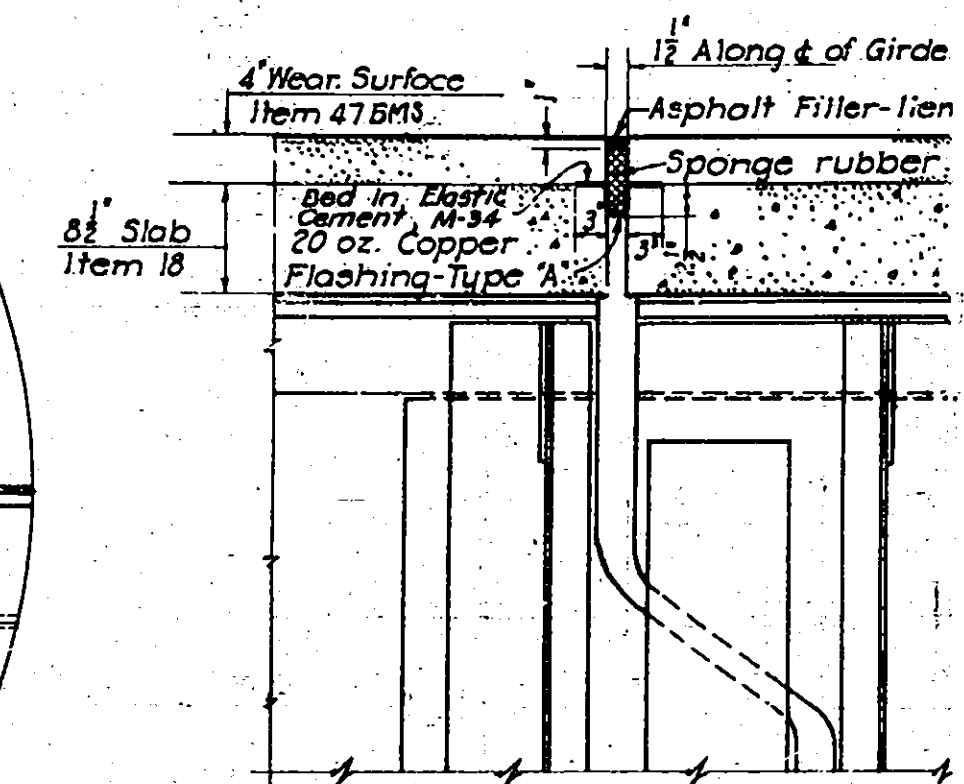
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	72	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER MOHAWK RIVER		



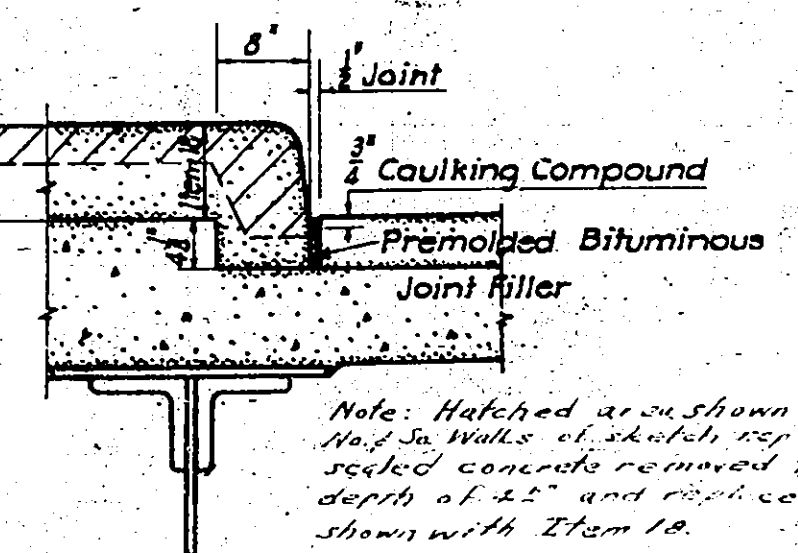
DETAIL "A"
Scale: $\frac{3}{4}$ "=1'-0"



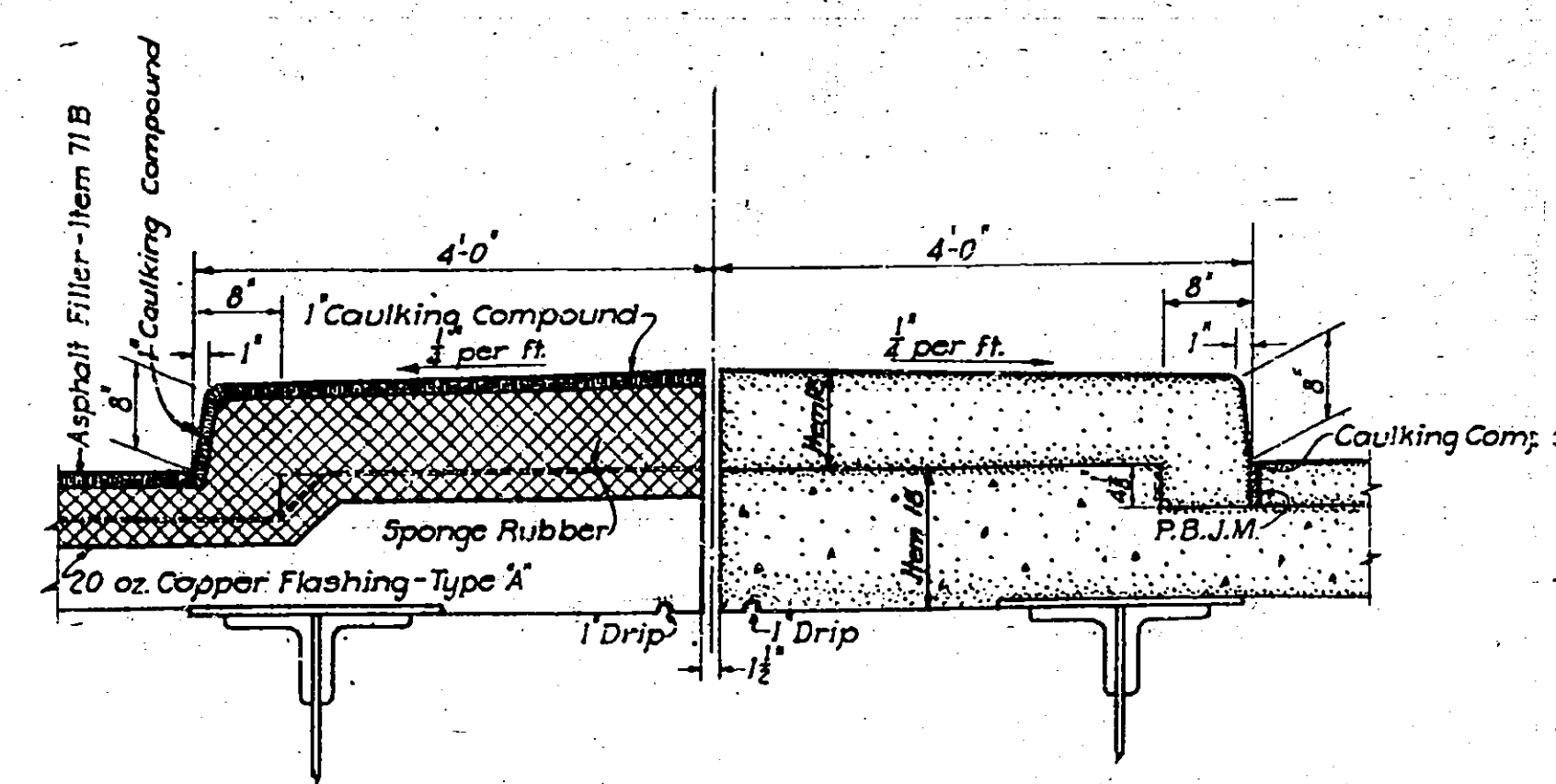
SECTION B-B
Scale: $\frac{3}{4}$ "=1'-0"



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



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



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

Drawn by P.C.B. & D.S.
Traced by S.A.C.
Checked by D.S.
R.M. Royster
Engineer in Charge

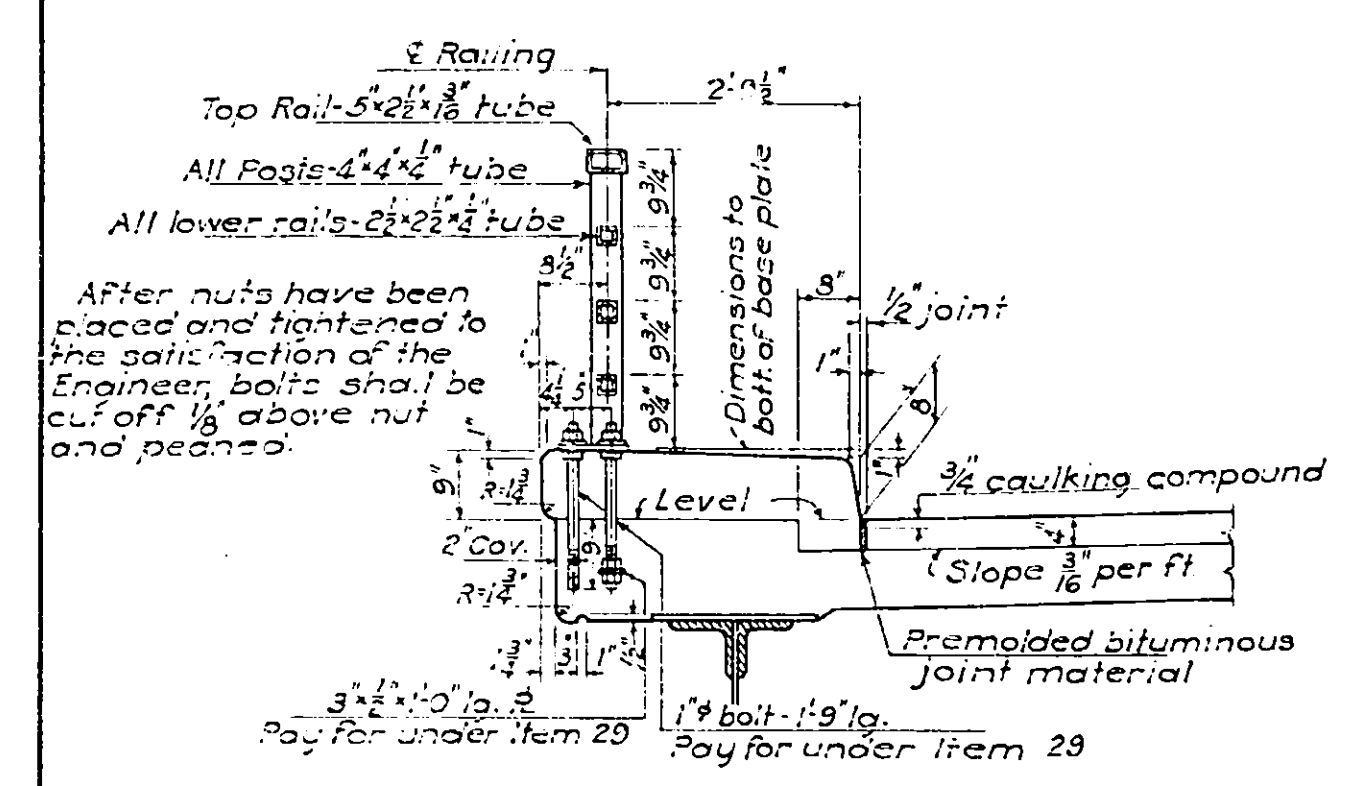
NOTES:
For Bar Reinforcement & Schedule, see Sheets B14 & B15.
For Railing Details, see Sheet B11.

El. 414.1677
El. 411.1677

PREPARED AND RECOMMENDED:
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 152
DATE: Mar. 16, 1953

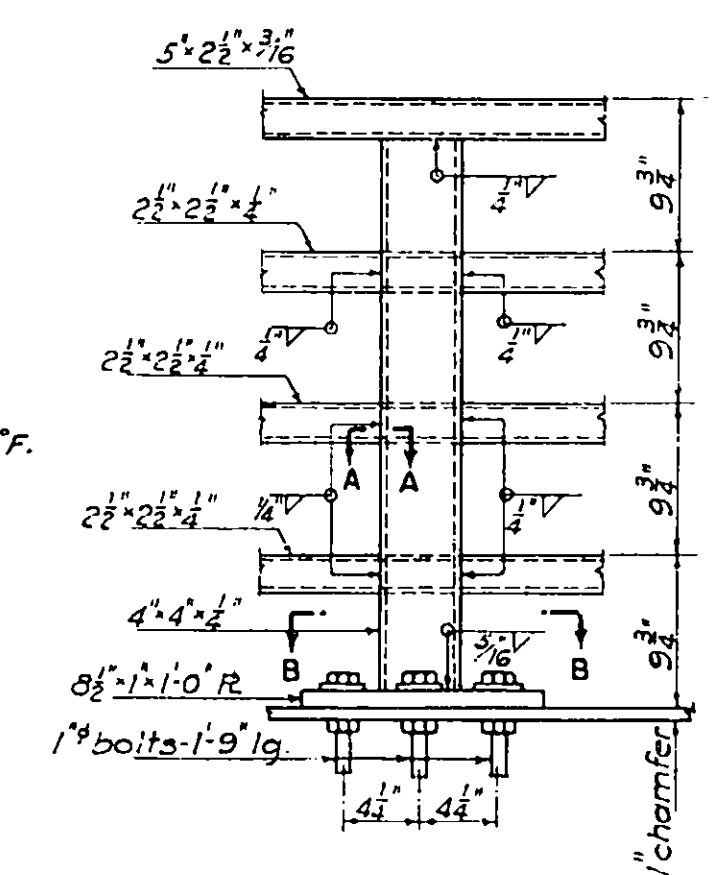
PLAN & PART ELEVATION DECK DETAILS		
DRAWING NO. 5210 - B10 of 15	SCALE $\frac{1}{4}$ "=1'-0" & As noted	DATE Mar. 16, 1953

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		73	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER MOHAWK RIVER			

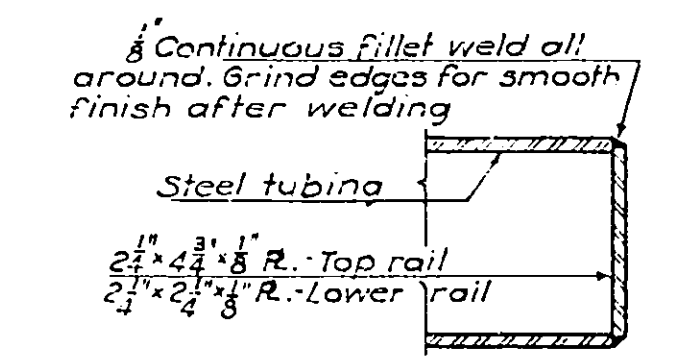


PARTIAL TRANSVERSE SECTION THRU SUPERSTRUCTURE
Scale: 1/2"=1'-0"

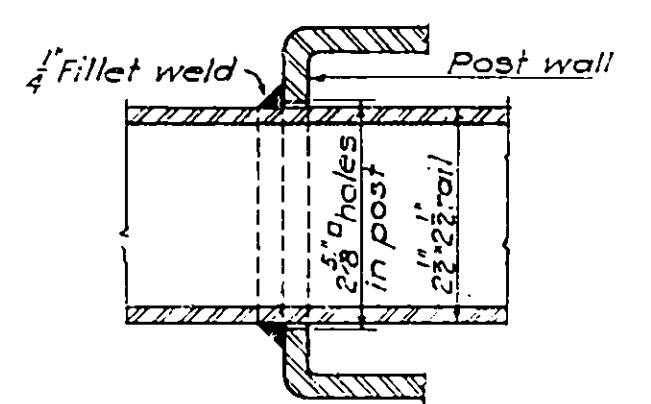
- CONSTRUCTION PROCEDURE**
1. Set anchor bolts by means of template and pour slab.
 2. Apply two (2) applications of Waterproofing Oil Compound M-41W as specified under Item 18. The second application shall be applied two days before pouring the sidewalk or pavement surface. Cost shall be included in 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.



PARTIAL ELEVATION
Not to scale



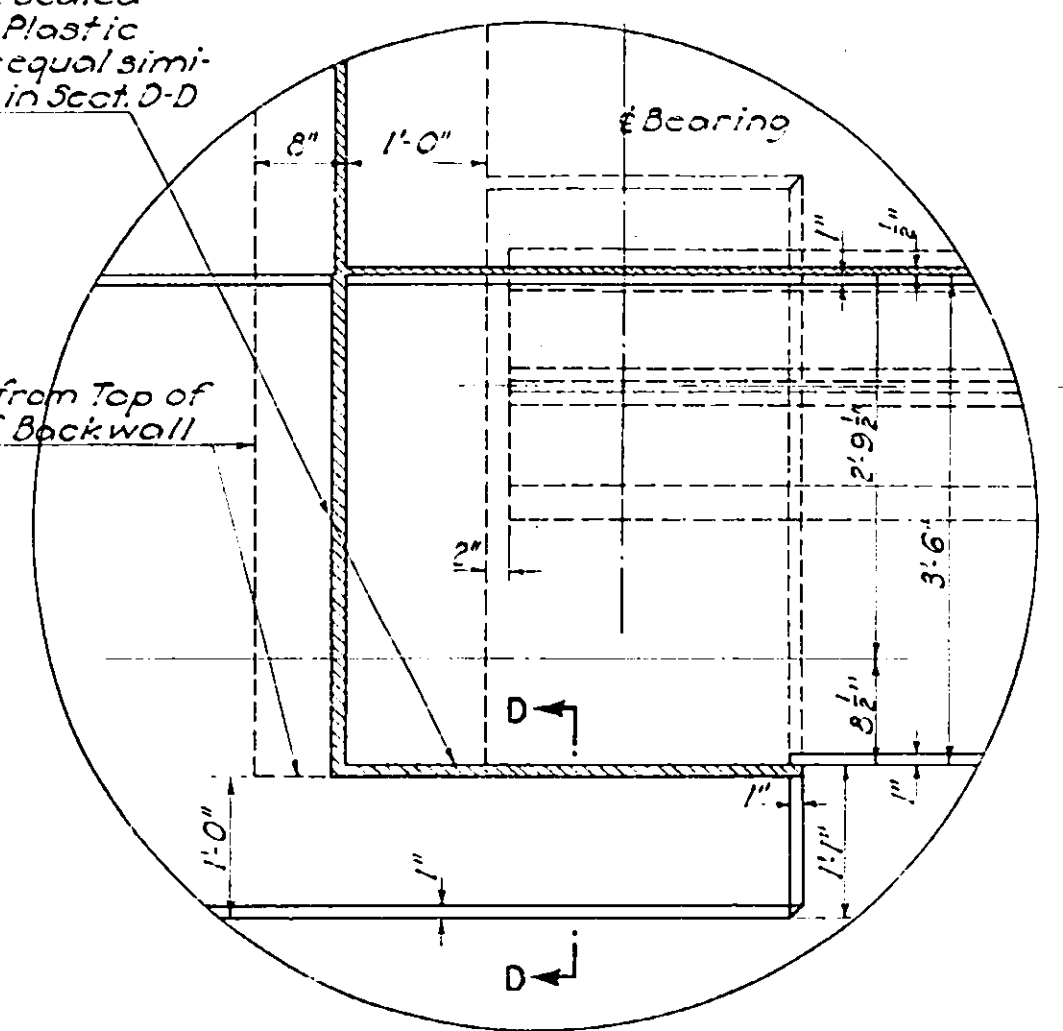
SECTION AT END OF RAILS



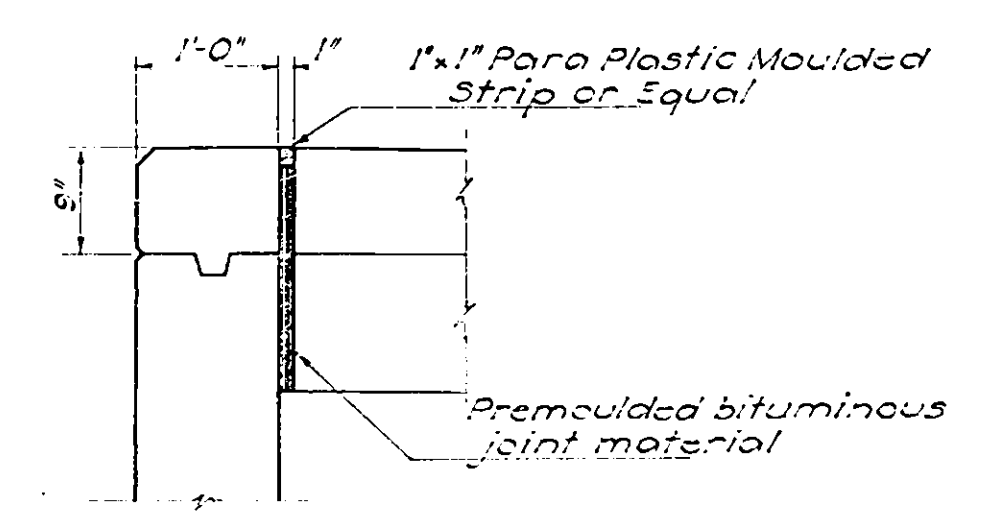
SECTION A-A
Scale: 6"=1'-0"

Vert. Joint to be sealed with 1"x1" Para Plastic Moulded Strip or equal similar to that shown in Sect. D-D

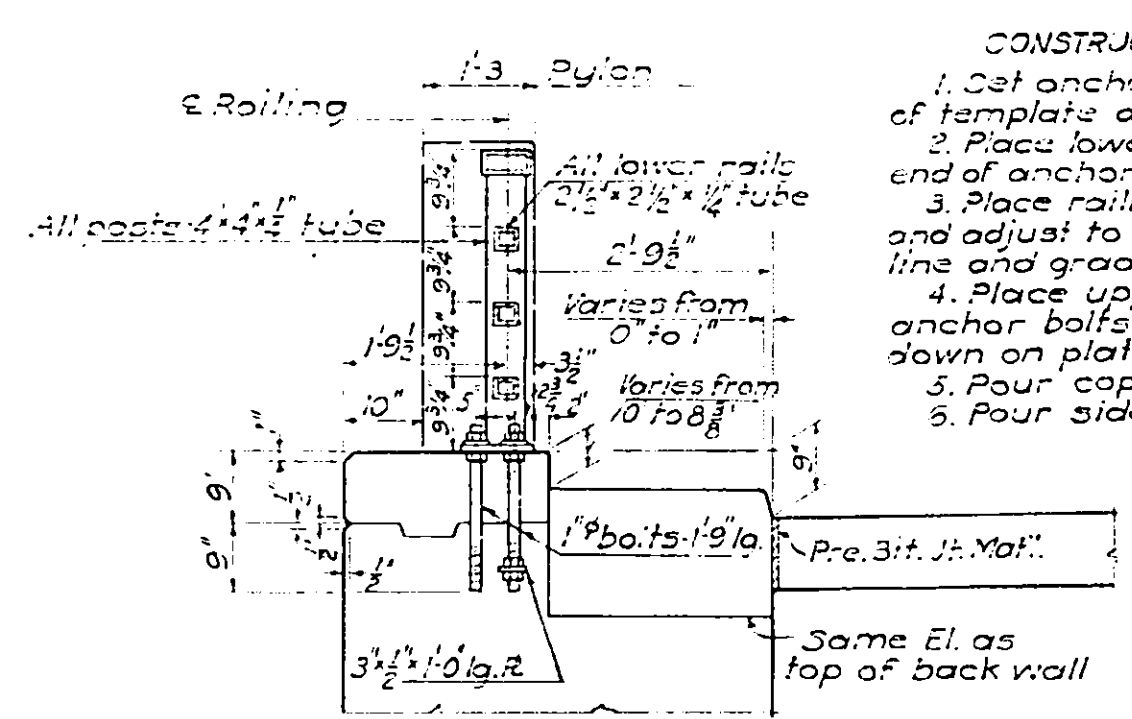
Vert. Const. Jt. from Top of Footing to Top of Back wall



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

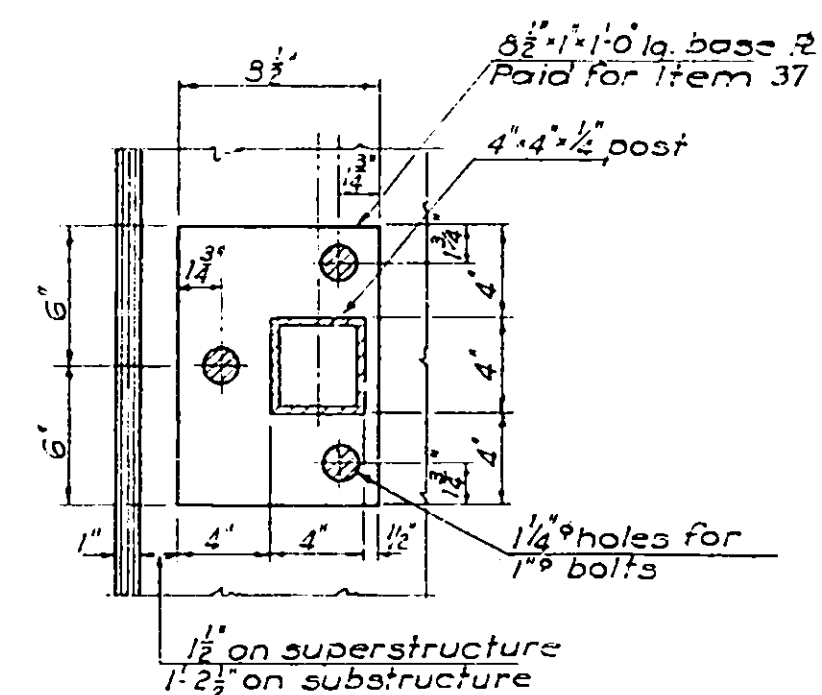


SECTION D-D
Scale: 3/4"=1'-0"



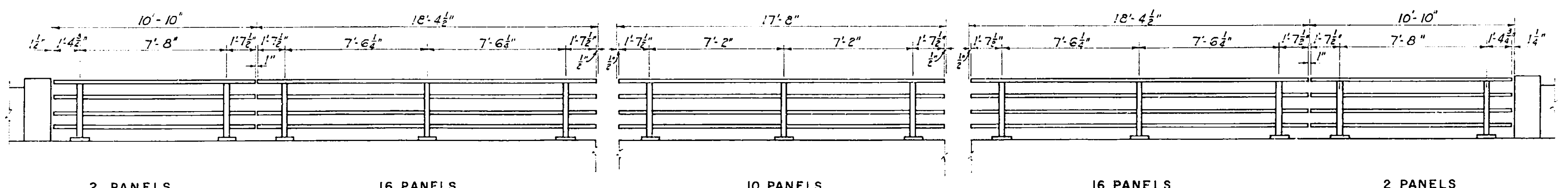
PARTIAL TRANSVERSE SECTION THRU SUBSTRUCTURE
Scale: 1/2"=1'-0"

- CONSTRUCTION PROCEDURE**
1. Set anchor bolts by means of template and pour wall.
 2. Place lower nuts on upper end of anchor bolts.
 3. Place railing on lower nuts and adjust to bring railing to line and grade.
 4. Place upper nuts on anchor bolts and tighten down on plates.
 5. Pour coping.
 6. Pour sidewalk.

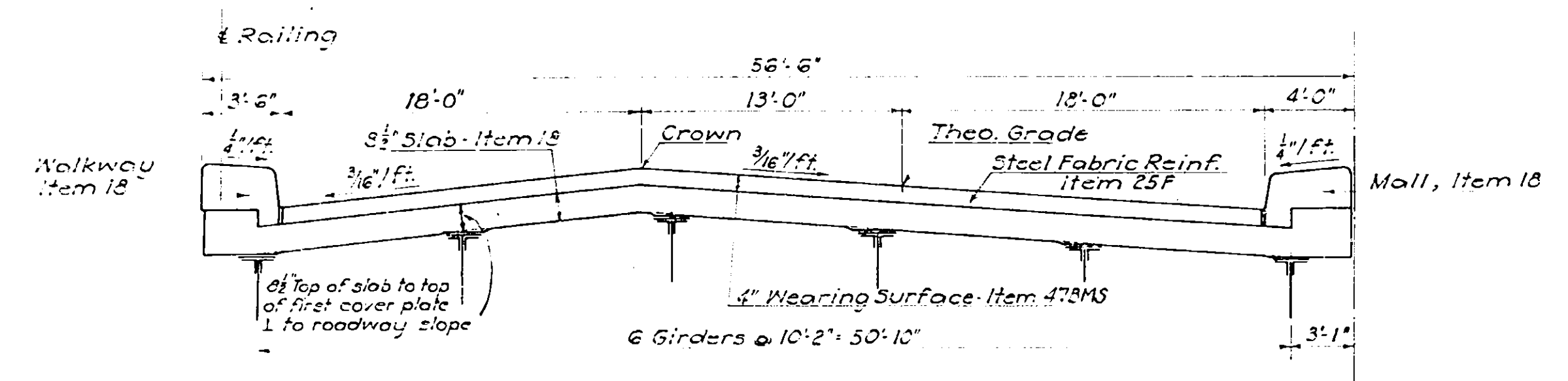


SECTION B-B
Scale: 1 1/2"=1'-0"

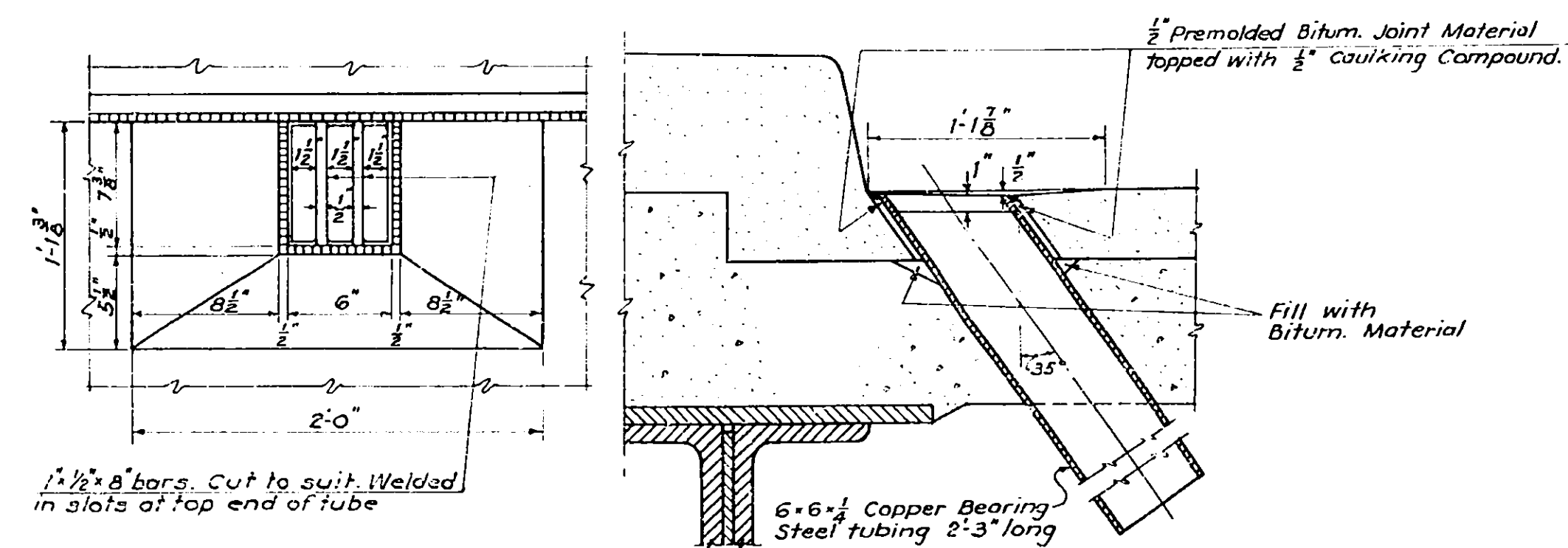
- SPECIAL NOTES FOR RAILING**
- All railings are to be fabricated and erected so that rails are parallel to each other and to the top of fascia, and posts are truly vertical.
- Dimensions for tubing are outside dimensions. Shop or field welding may be used in the fabrication and the erection of the railing.
- 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 20.
- All welds on railing shall be ground smooth.



TYPICAL RAILING PANELS
Scale: 1/4"=1'-0"



SCHEMATIC VIEW
HALF TYPICAL CROSS SECTION



SCUPPER DETAILS
Scale: 1 1/2"=1'-0"

Drawn by D.S.
Traced by R.D.
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
DATE

RAILING AND DETAILS		
DRAWING NO. 5210 - B11 of 15	SCALE As Noted	DATE Mar. 16, 1953

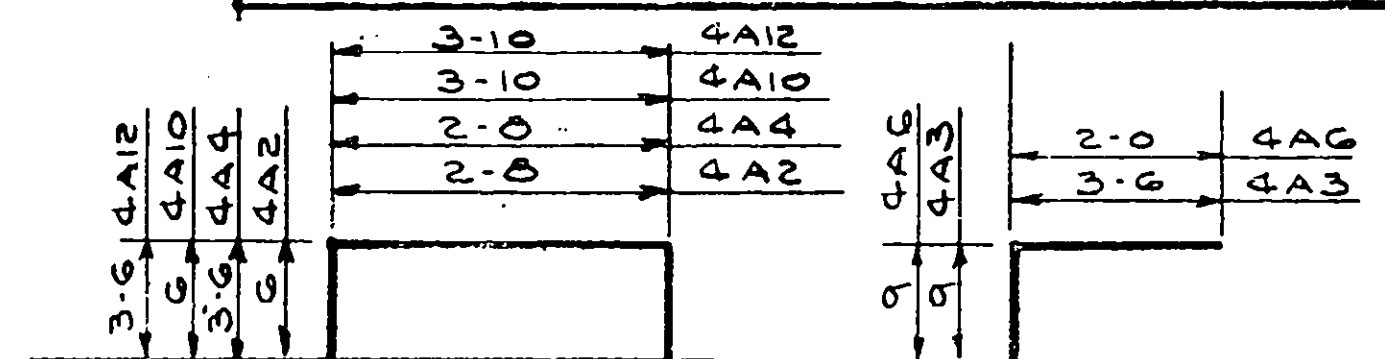
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	74	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER MOHAWK RIVER		

REINFORCING SCHEDULE

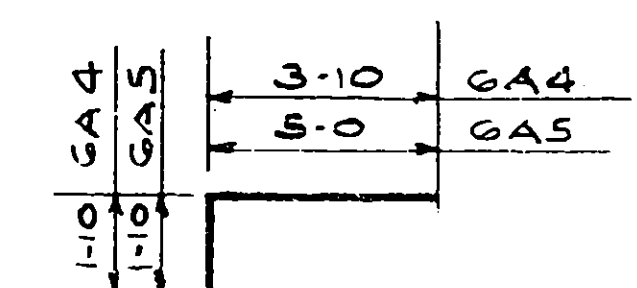
TOTAL	EAST ABT	WEST ABT	MARK	SIZE	LENGTH	REMARKS
48	24	24	4A1	#4	2-4	STR.
100	50	50	2		3-0	SEE DET.
152	76	76	3		4-3	"
100	50	50	4		9-0	SEE DET.
208	104	104	5		5-6	STR.
60	30	30	6		2-9	SEE DET.
12	6	6	7		14-0	STR.
56	28	28	8		5-0	"
24	12	12	9		4-9	"
20	10	10	10		4-10	SEE DET.
20	10	10	4A12	#4	10-10	SEE DET.
96	48	48	GA1	#6	29-6	STR.
156	78	78	2		9-0	"
80	40	40	3		30-3	STR.
16	8	8	4		5-0	SEE DET.
16	8	8	5		6-10	SEE DET.
36	18	18	6		10-0	STR.
32	16	16	7		20-0	"
40	20	20	8		5-0	"
36	18	18	9		6-0	"
28	14	14	10		14-0	STR.
6	3	3	11		10-7	SEE DET.
156	78	78	12		5-0	STR.
312	156	156	13		5-0	STR.
6	3	3	GA14	#6	0-3	SEE DET.

NOTE: PREFIX ALL BAR MARKS FOR THIS BRIDGE "B".

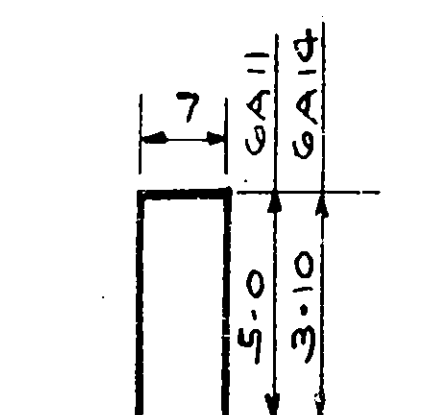
BAR SIZES	OLD (INCHES)	NEW (MM)
ROUND 1/4	(2)	
ROUND 3/8	(3)	
ROUND 1/2	(4)	
ROUND 5/8	(5)	
ROUND 3/4	(6)	
ROUND 7/8	(7)	
ROUND 1	(8)	
SQUARE 1	(9)	
SQUARE 1 1/8	(10)	
SQUARE 1 1/4	(11)	

MARKS 4A2-4A4-4A10
& 4A14

MARKS 4A3 & 4A6



MARKS GA5 & GA4

MARKS GA11
& GA14

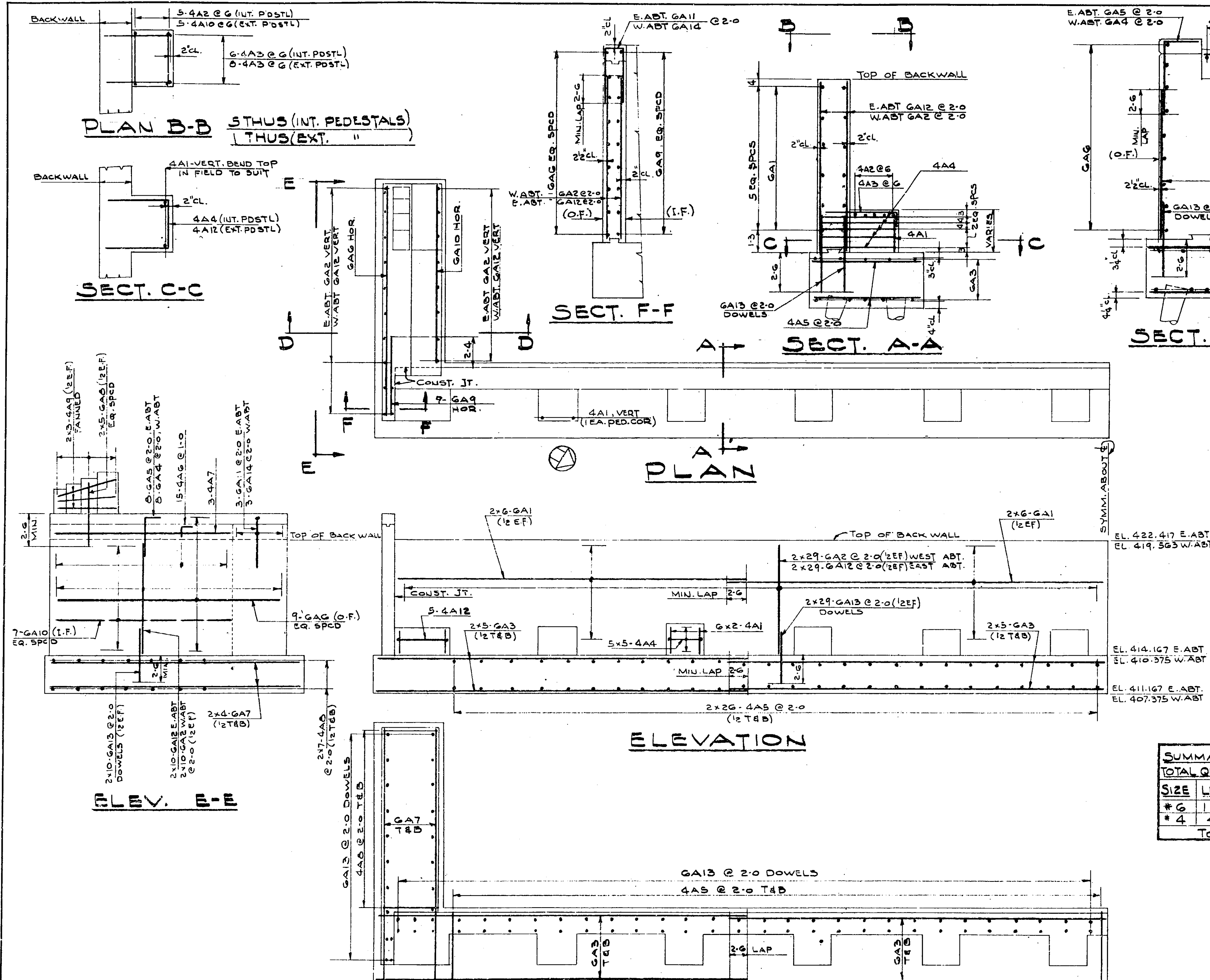
BAR BEND DETAILS

ALL DIMENSIONS OUT TO OUT

SIZE	LENGTH	WEIGHT
#6	11,901	17,875
#4	4,277	2,857
TOTAL		20,732

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

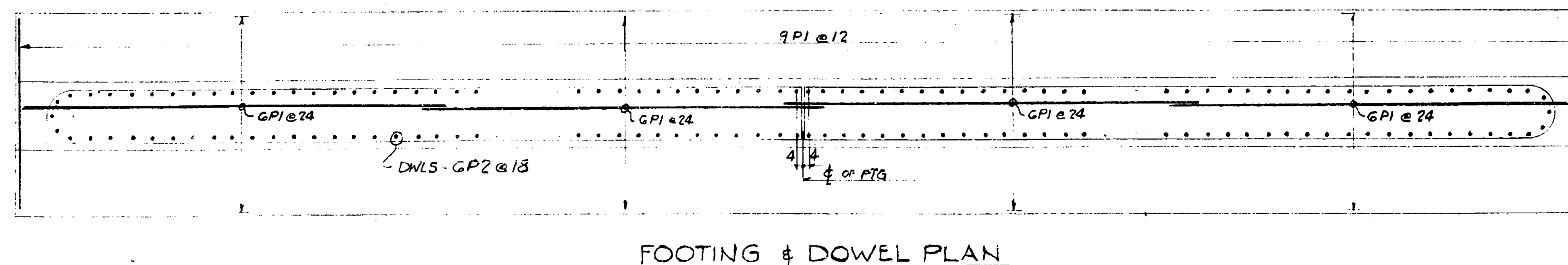
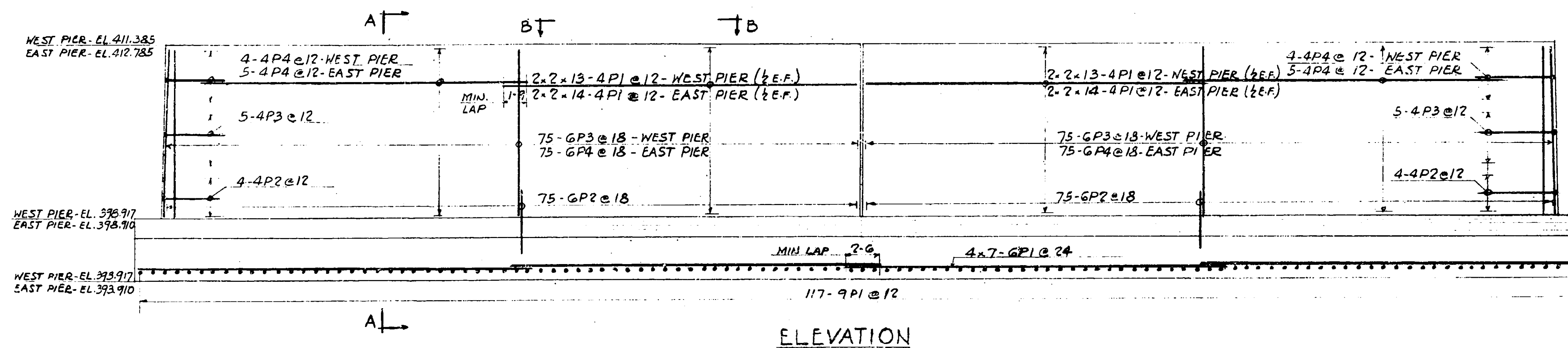
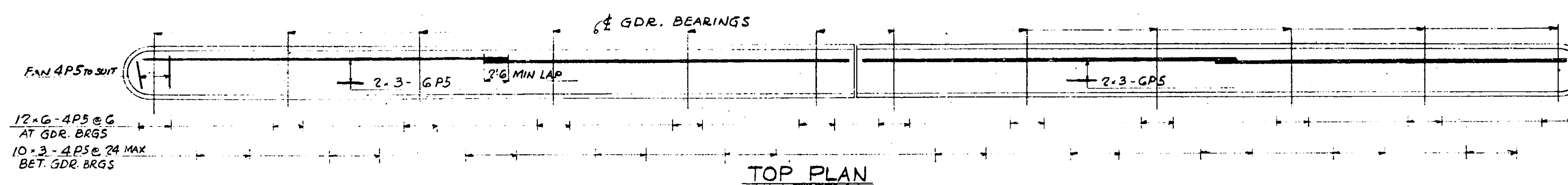
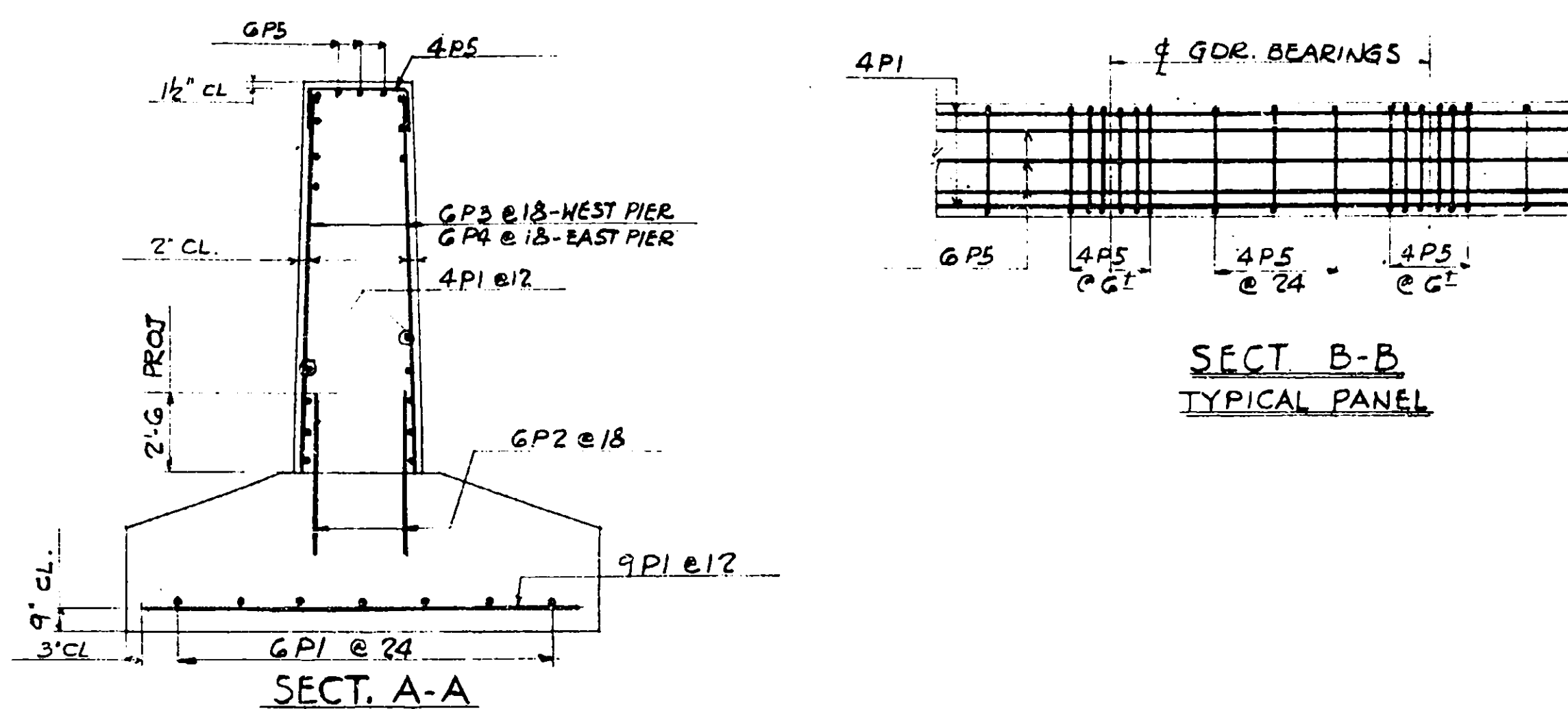
ABUTMENTS BAR REINFORCEMENT AND SCHEDULE		
DRAWING NO. 5210 - B12 OF 15	SCALE None	DATE Mar. 16, 1953



FOOTING & DOWEL PLAN
 EAST & WEST ABUTMENT
 SOUTH HALF - WEST ABUT. SHOWN

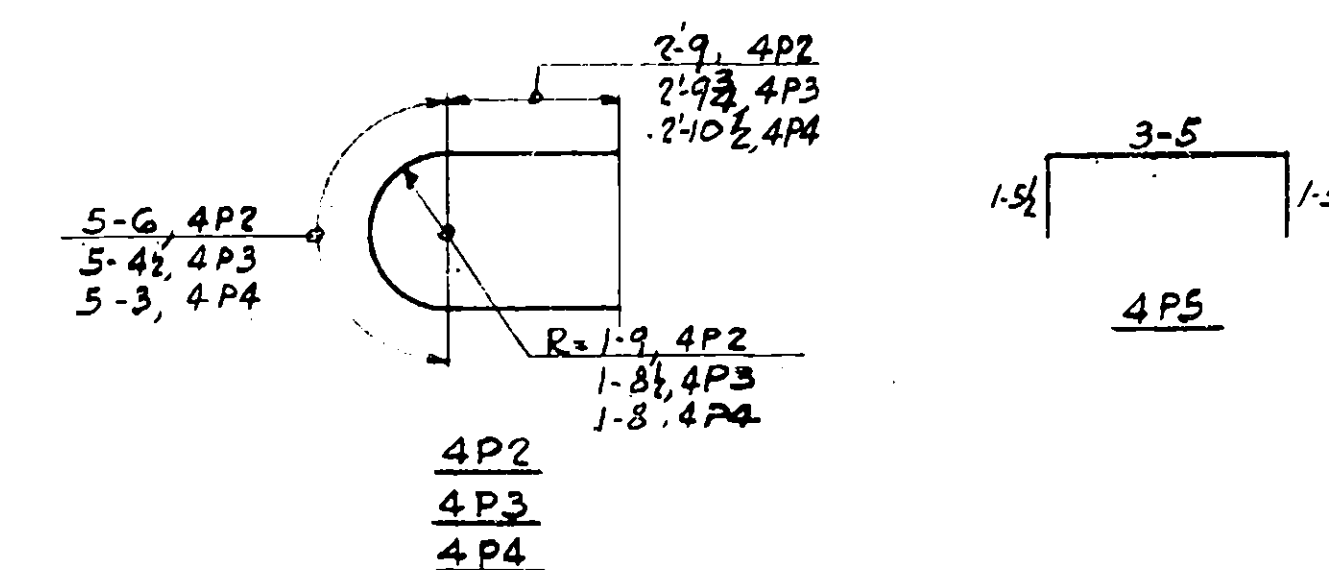
Drawn by M.R.
 Traced by J.G.
 Checked by J.G.
 R. M. Bagerton
 Engineer in Charge

COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			75	125
N. Y. STATE THRUWAY -- MOHAWK SECT. SUB-DIV. B				
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER MOHAWK RIVER				



REINFORCING SCHEDULE						
TOTAL	WEST PIER	EAST PIER	MARK	SIZE	LENGTH	REMARKS
234	117	117	9 P1	*9	14-6	STR
56	28	28	GP1	*6	31-0	STR
308	154	154	GP2	↑	5-0	STR
154	154	—	GP3		12-3	STR
154	—	154	GP4	↓	13-8	STR
24	12	12	GP5	*6	29-0	STR
216	104	112	4P1	*4	27-6	STR
16	8	8	4P2	↑	11-0	SEE DET.
20	10	10	4P3	↓	11-0	↑
18	8	10	4P4	↓	11-0	↓
204	102	102	4P5	*4	6-4	SEE DET

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



BAR BEND DETAILS
All dimensions o.t.o.

SUMMARY OF WEIGHTS		
TOTAL QUANTITY LISTED		
SIZE	LENGTH	WEIGHT
* 9	3393	11,536
* 6	7964	11,962
* 4	7820	5,228
TOTAL (ITEM 28)		28,726

BAR SIZE	
OLD (1934-1951)	NEW (1952-1953)
ROUND $\frac{1}{4}$	(2)
ROUND $\frac{3}{8}$	(3)
ROUND $\frac{1}{2}$	(4)
ROUND $\frac{5}{8}$	(5)
ROUND $\frac{3}{4}$	(6)
ROUND $\frac{7}{8}$	(7)
ROUND 1	(8)
SQUARE 1	(9)
SQUARE $1\frac{1}{8}$	(10)
SQUARE $1\frac{1}{4}$	(11)

Drawn by I.G.
Traced by
Checked by E.C.
R. M. Boynton
Engineer in Charge

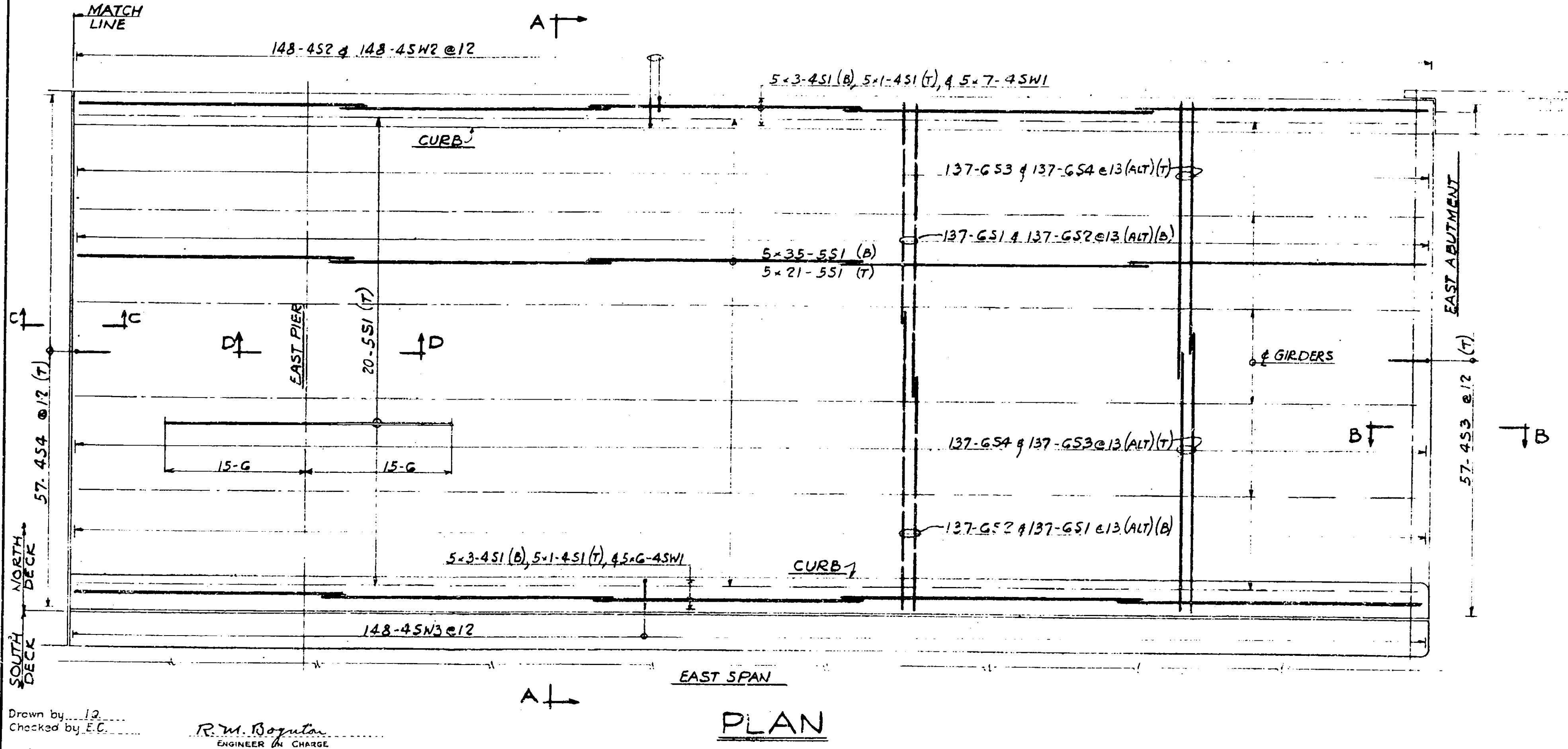
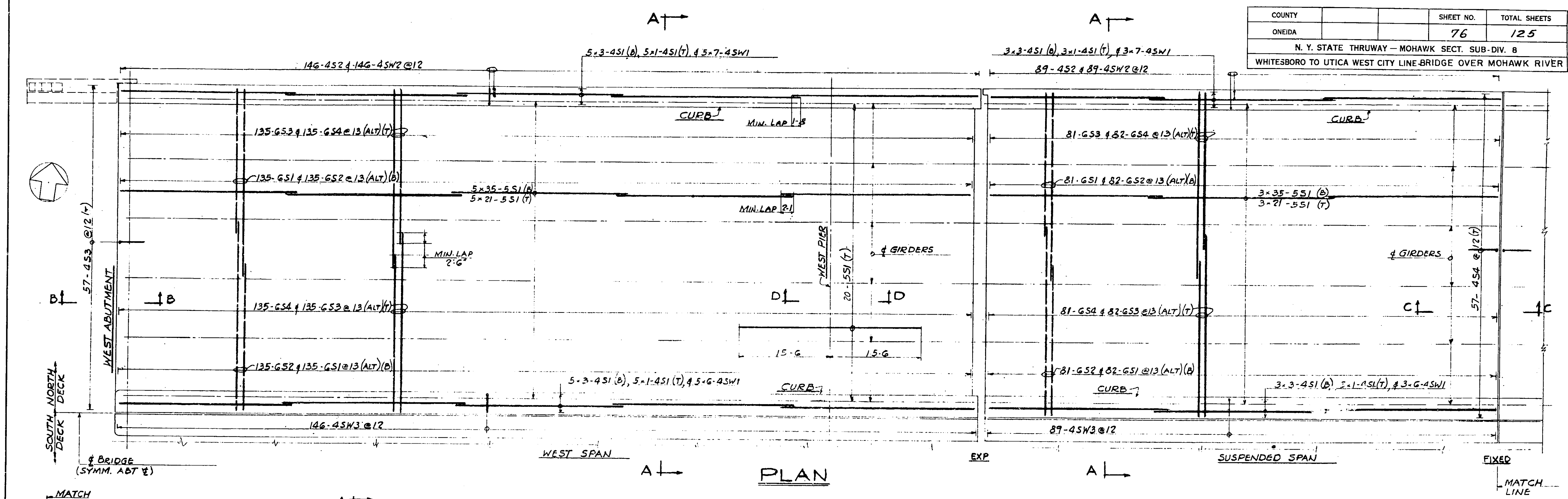
EAST & WEST PIERS

PREPARED AND RECOMMENDED: D. B. Steinman Mar. 16,
D. B. STEINMAN, CONSULTING ENGINEER DATE
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 135

PIERS
BAR REINFORCEMENT AND SCHEDULE

DRAWING NO.	SCALE	DATE
5210 - B 13 c 15	None	Mar. 16, 1953

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		76	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE BRIDGE OVER MOHAWK RIVER			



NOTES
FOR REINFORCING SCHEDULE SEE SH. B 15
FOR SECTIONS A-A, B-B, C-C, D-D SEE SH. B 15

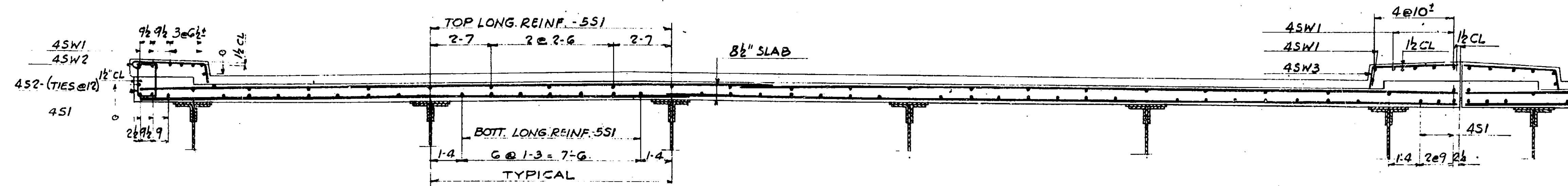
OLD (INCHES)	NEW (MILLIMETERS)
1/4	②
3/8	③
1/2	④
5/8	⑤
3/4	⑥
7/8	⑦
1	⑧
1 1/8	⑨
1 1/4	⑩
1 1/2	⑪

Drawn by 12
Checked by E.C.
R. M. Bogdan
ENGINEER IN CHARGE

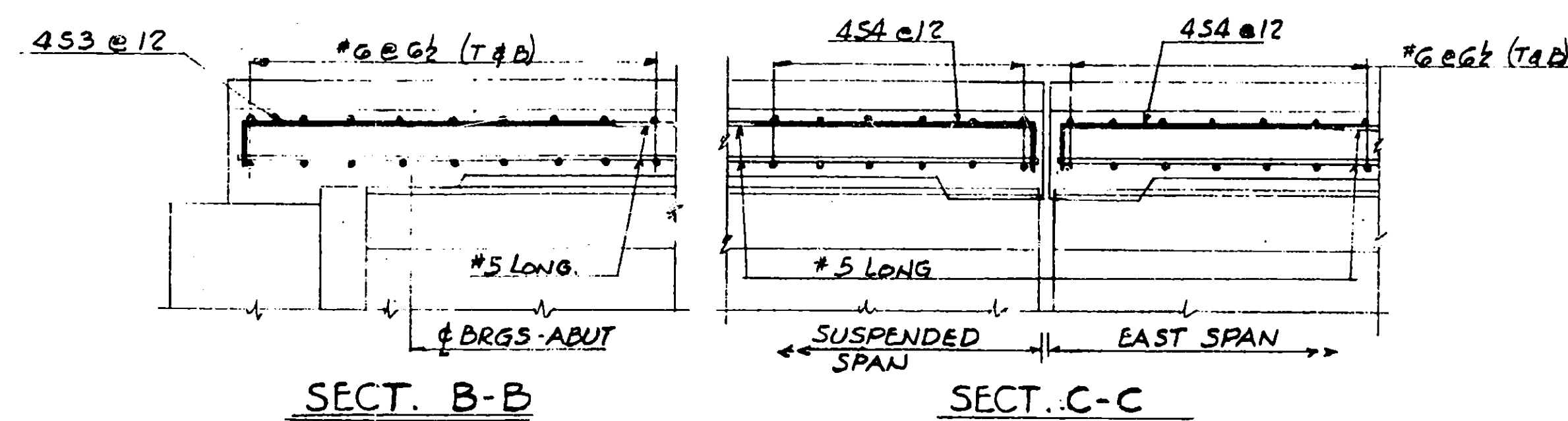
PREPARED AND RECOMMENDED:
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 135
DATE Mar. 16, 1953

DECK BAR REINFORCEMENT		
DRAWING NO.	SCALE	DATE
5210 - B 14 of 15	None	Mar. 16, 1953

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	77	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER MOHAWK RIVER		

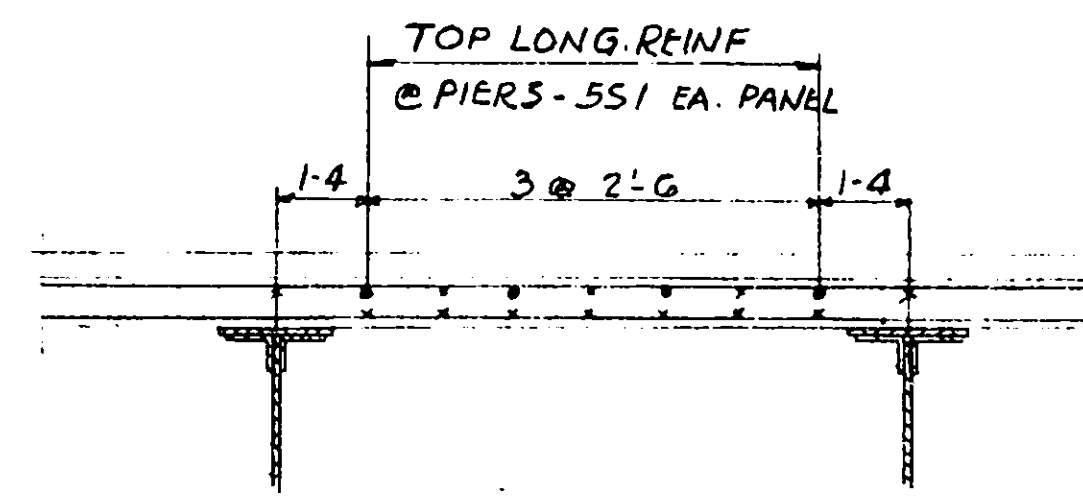


SECT. A-A



SECT. B-B

SECT. C-C



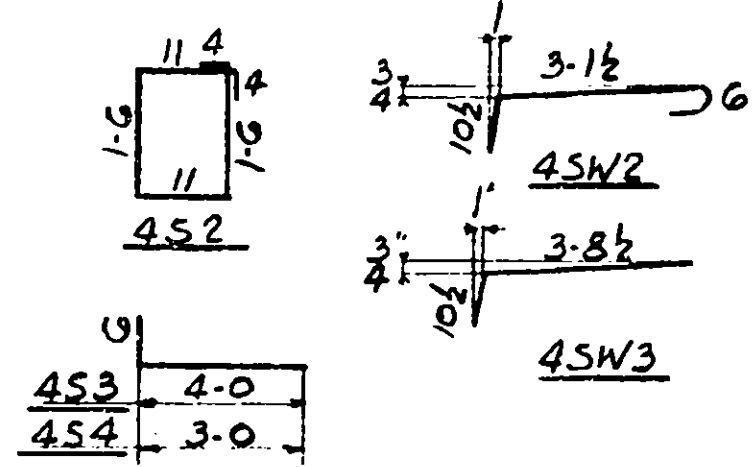
SECT. D-D

REINFORCING SCHEDULE

TOTAL	WEST SPAN NORTH DECK	WEST SPAN SOUTH DECK	SUSP. SPAN NORTH DECK	SUSP. SPAN SOUTH DECK	EAST SPAN NORTH DECK	EAST SPAN SOUTH DECK	MARK	SIZE	LENGTH	REMARKS
1,414	270	270	163	163	274	274	6S1	#6	26'-0"	STR.
1,414	270	270	163	163	274	274	6S2	#6	34'-0"	STR.
1,414	270	270	163	163	274	274	6S3	#6	27'-0"	STR.
1,414	270	270	163	163	274	274	6S4	#6	32'-0"	STR.
1,536	300	300	168	168	300	300	5S1	#5	31'-0"	STR.
208	40	40	24	24	40	40	4S1	#4	31'-0"	STR.
766	146	146	89	89	148	148	4S2	#4	5'-6"	SEE DETAIL
228	57	57	-	-	57	57	4S3	#4	4'-6"	SEE DETAIL
228	-	-	57	57	57	57	4S4	#4	3'-6"	SEE DETAIL
338	65	65	39	39	65	65	4SW1	#4	31'-0"	STR.
766	146	146	89	89	148	148	4SW2	#4	4'-6"	SEE DETAIL
766	146	146	89	89	148	148	4SW3	#4	4'-7"	SEE DETAIL

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

SUMMARY OF WEIGHTS		
TOTAL QUANTITY LISTED		
SIZE	LENGTH	WEIGHT
#6	166,852	250,612
#5	47,616	49,663
#4	29,921	19,987
TOTAL (ITEM 28)		320,262



OLD SIZE (INCHES)	NEW SIZE (INCHES)
1/4	3/8
3/8	1/2
1/2	5/8
5/8	3/4
3/4	7/8
7/8	1
1	1 1/8
1 1/8	1 1/4
1 1/4	1 1/2

NOTES

FOR PLANS & LOCATION OF SECTIONS, SEE SH. B 14

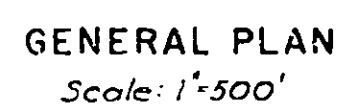
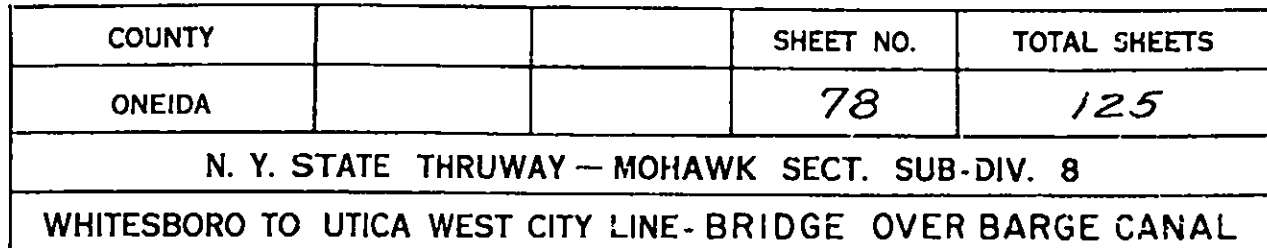
BAR BEND DETAILS

Drawn by J.G.
Traced by
Checked by E.C.
R.M. Dayton
Engineer in Charge

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

Mar. 16, 1953

DECK BAR REINFORCEMENT AND SCHEDULE		
DRAWING NO.	SCALE	DATE
5210 - 315 of 15	None	Mar. 16, 1953



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

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED

N. F. Ronan
N. F. RONAN
ASST. DISTRICT ENGINEER

March 29, 1953
DATE

APPROVED

E. T. GAWKINS
DEPUTY CHIEF ENGINEER

DATE

E. W. WENDELL
DEPUTY CHIEF ENGINEER

DATE

J. B. MACMORRAN
CHIEF ENGINEER

DATE

APPROVED _____ 1953

NEW YORK STATE THRUWAY AUTHORITY

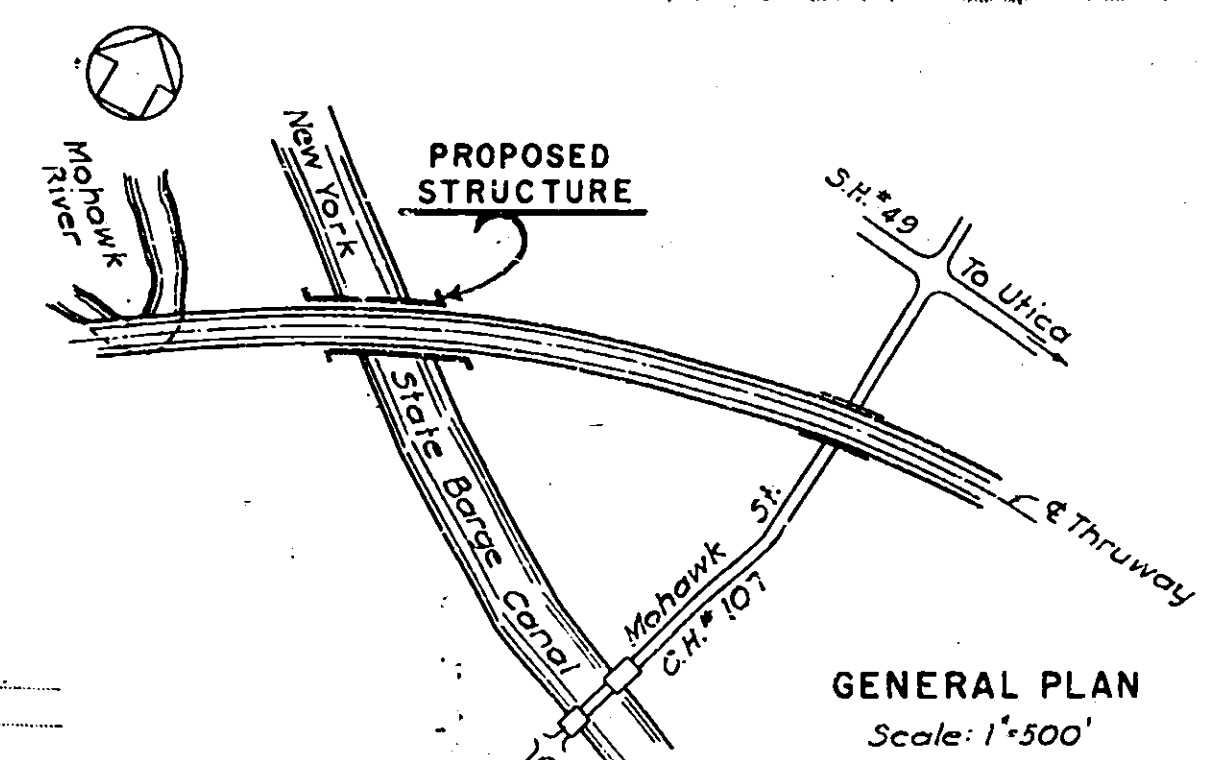
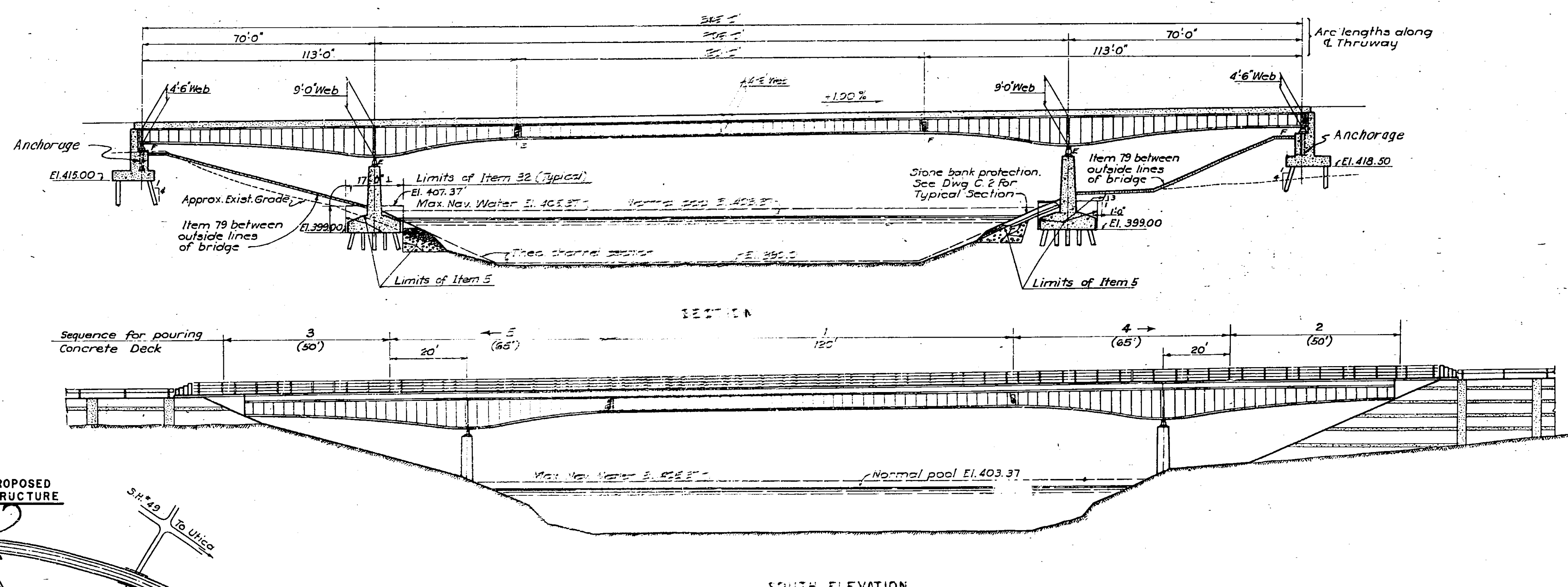
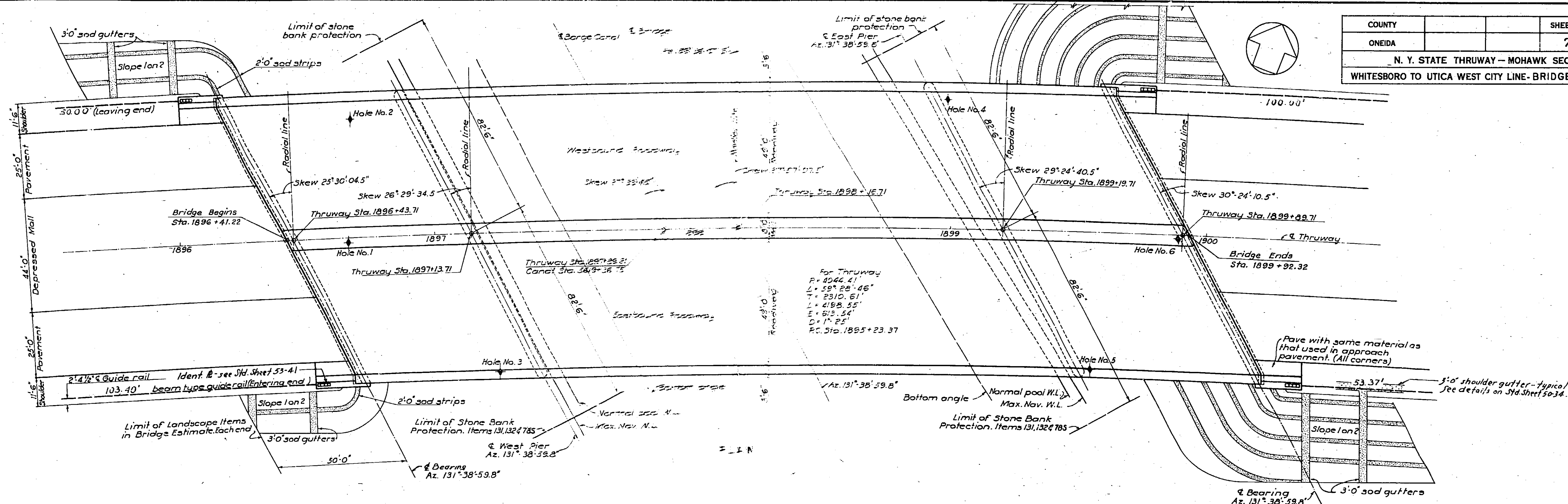
B. D. TALLAMY, CHAIRMAN
BY C. H. LANG

DEPUTY CHIEF ENGINEER

GENERAL PLAN ELEVATION AND SECTION		
DRAWING NO.	SCALE	DATE
5210 - C of 16	1"=20'-0" as noted	Mar. 16, 1953

COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			78	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8				
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER BARGE CANAL				

78R



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



PREPARED AND RECOMMENDED: D. B. Steinman Mar. 16, 19
D. B. STEINMAN, CONSULTING ENGINEER DATE
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 135

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED

N. J. Froman
N. FROMAN
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

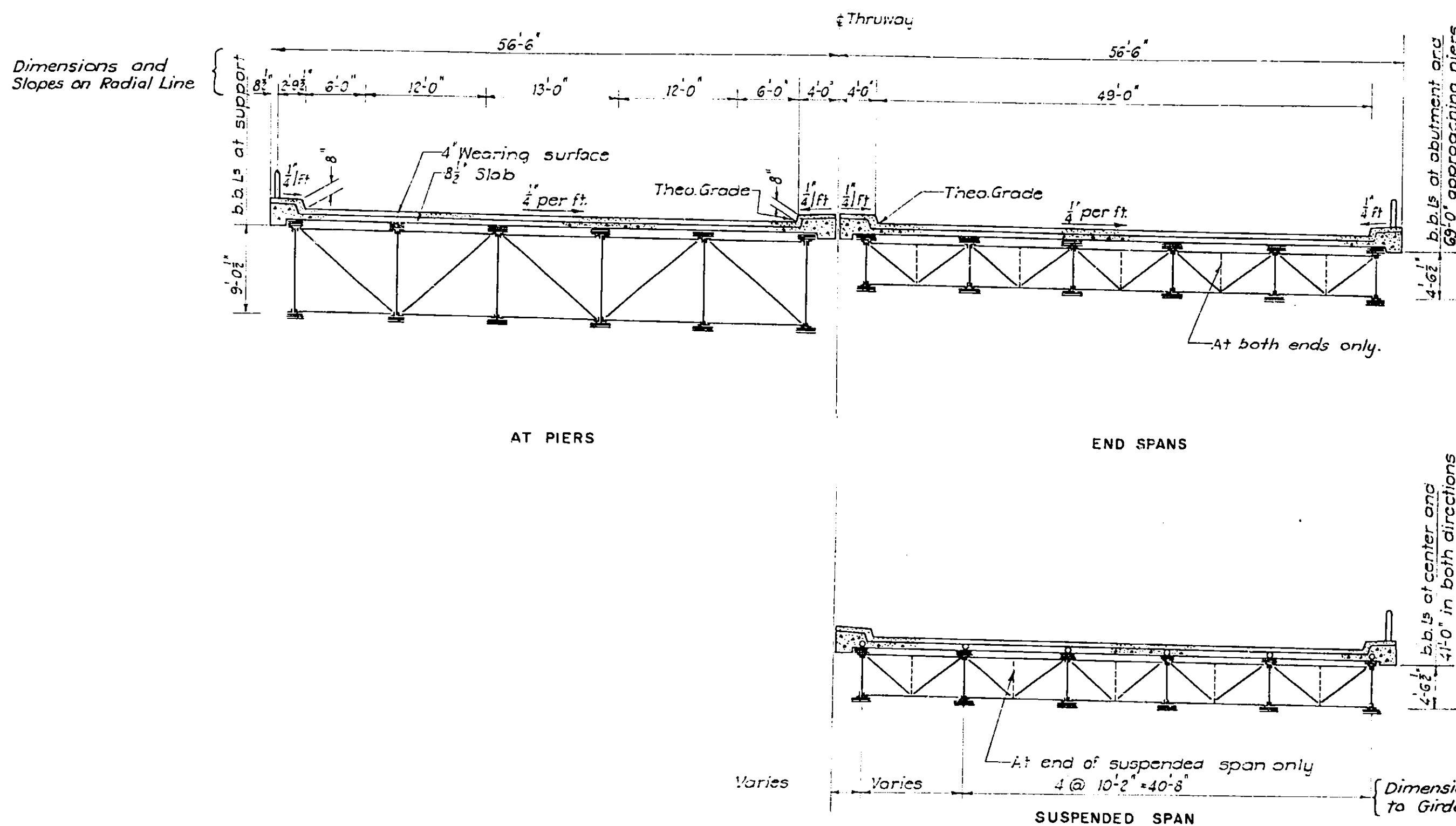
APPROVED _____ 1953

NEW YORK STATE THRUWAY AUTHORITY

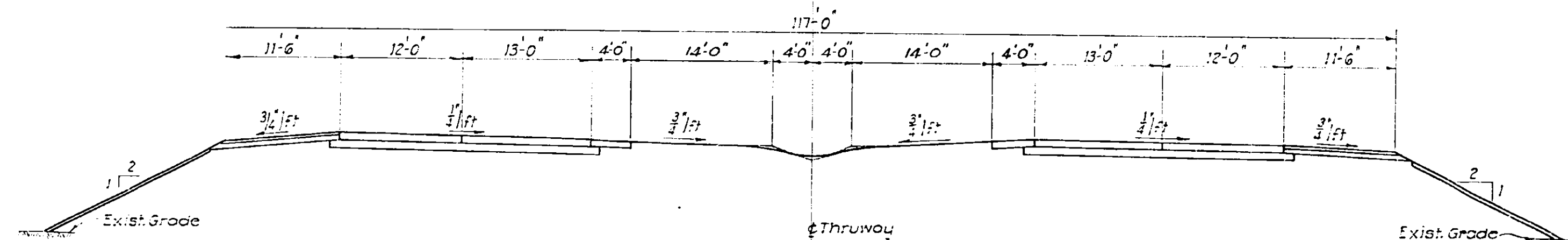
B. D. TALLAMY, CHAIRMAN
BY C. H. LANG

DEPUTY CHIEF ENGINEER

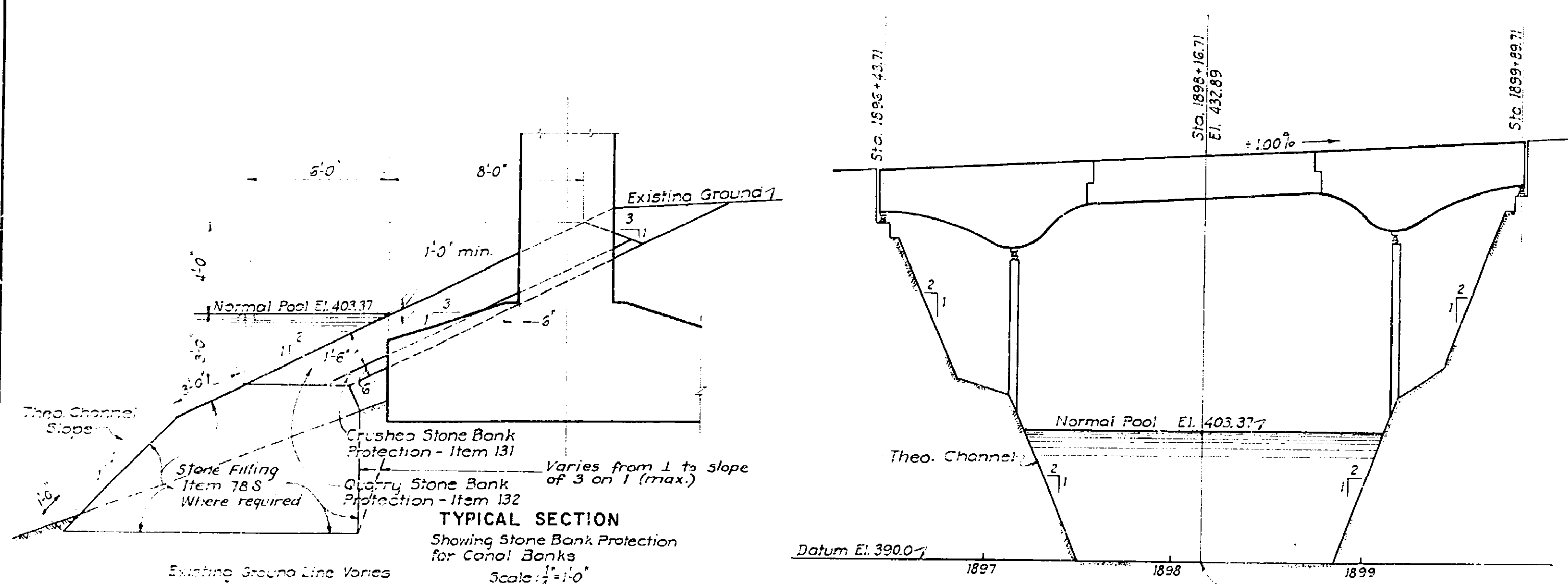
GENERAL PLAN		
ELEVATION AND SECTION		
DRAWING NO.	SCALE	DATE
5210 - Cl of 16	1"=20'-0" as noted	Mar. 16, 1953



TYPICAL CROSS SECTIONS
Scale: 1"=10'-0"



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



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. (A233--48T) requirements for Classification E 6015 or E 6016.

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, premoulded 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 of pavement. A waterproofing oil treatment as specified in M41-S shall be 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 structures 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).

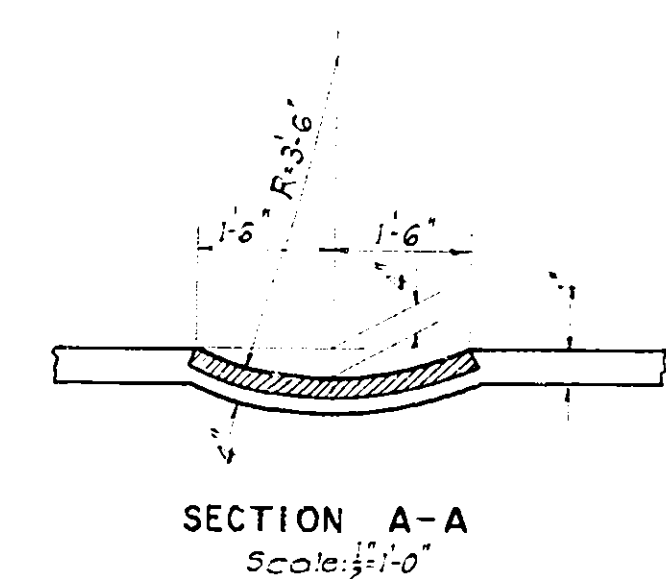
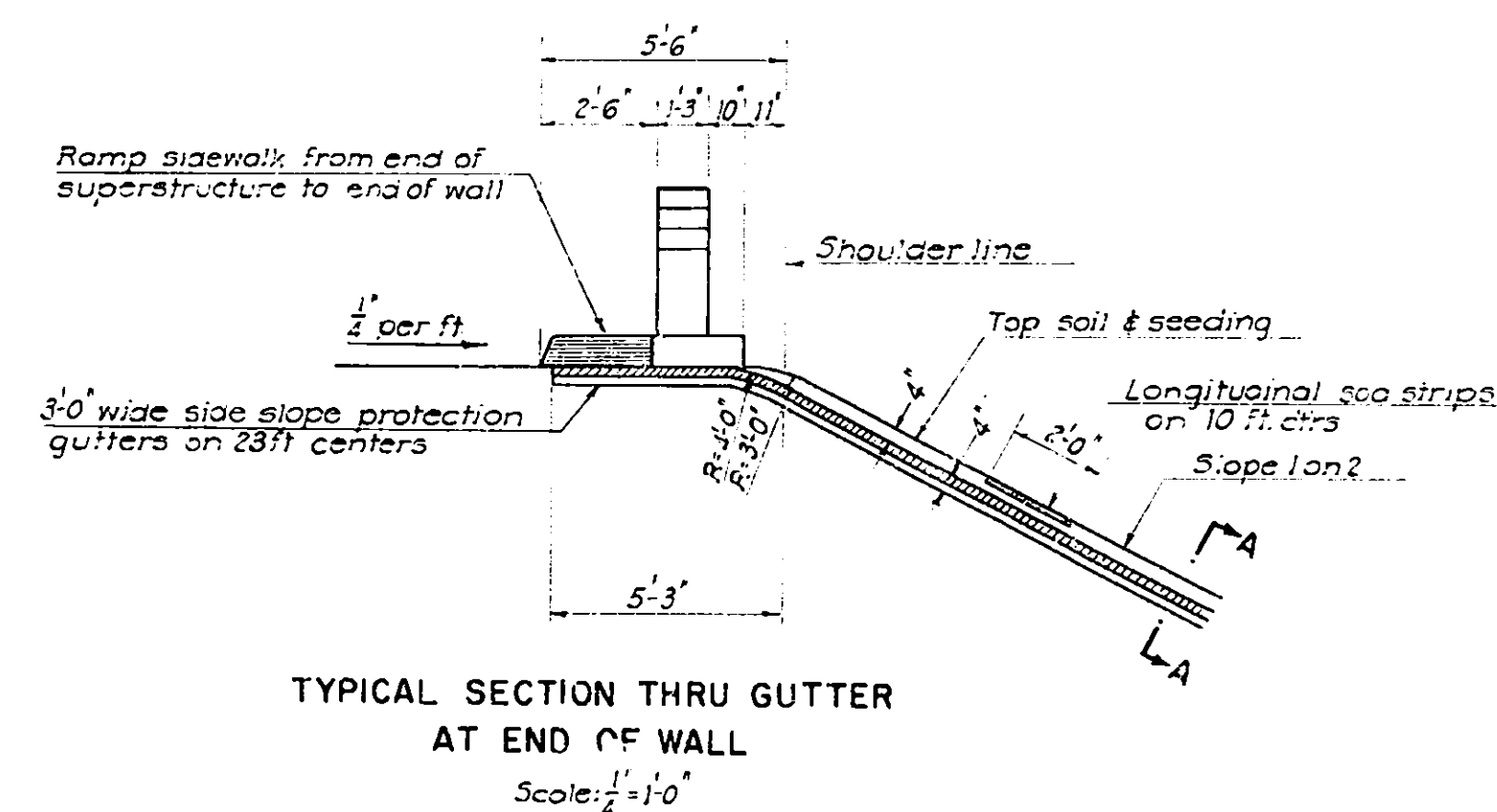
The cost of furnishing and placing water used for wetting down the top of slab, seeding and seeding will be paid for under Items 1W and 1WA of the highway portion of this contract.

For design purposes, the assumed load per pile does not exceed 20 tons for timber piles or 35 tons for cast-in-place concrete piles.

* Steel Fabric Reinforcement shall be furnished in flat sheets.

ESTIMATE OF QUANTITIES

Item No	Description	Unit	Substruct.	Superstruct.	Total Meas.	Total Rounded
5	Trench, Culvert and Bridge Excavation	C.Y.	24.58		24.58	25.00
15-2	Portland Cement, Type 2	bbl.	308.4	2381	5465	5570
15-N	Natural Cement, Type N	bbl.	441	340	781	795
18	Class 1A Concrete for Structures	C.Y.	1074	1253	2324	2370
19	Class 1A Concrete for Railings	C.Y.	2.8		2.8	3
20	Class 1 Concrete	C.Y.	1003		1003	1030
* 25-F	Steel Fabric Reinforcement	S.Y.		3517	3517	4000
28	Bar Reinforcement for Structures	Lbs.	74,618	344,228	418,846	419,000
28-B	Spiral Bar Shear Connectors	Lbs.		6,600	6,600	6700
29	Structural Steel	Lbs.		3,833,000	3,833,000	3,945,000
37	Metal Railing	L.Ft.		744	744	750
47-BMS	Cement Concrete Pavement	C.Y.		424	424	435
78-5	Stone Filling	C.Y.	851		851	936
79	Dry Stone Paving	S.Y.	1966		1966	2000
82	Cofferdams	S.Ft.	5110		5110	5200
84-T	Untreated Timber Piles	L.Ft.	16984		16984	17500
84-TU	Untreated Timber Test Piles	L.Ft.	300		300	300
85-C	Cast in Place Concrete Piles	L.Ft.	5206		5206	5500
87	Furnishing Equipment for Driving Piles	L.S.	Nec.		Nec.	Nec.
121	Top Soil Placed from Stockpiles	C.Y.	120		120	125
123-B	Seeding on Prepared Areas	Acre	0.2		0.2	0.5
124	Seeding	S.Y.	310		310	400
131	Crushed Stone Bank Protection	C.Y.	36		36	40
132	Quarry Stone Bank Protection	C.Y.	202		202	225
200	Air Entraining Agent (Darex A.E.A. or Equal)	Gal.		128	128	135



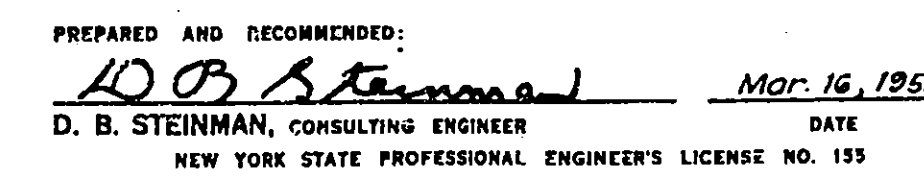
TYPICAL SECTIONS AND PROFILE ESTIMATE OF QUANTITIES

DRAWING NO.	SCALE	DATE
5210 - C2 of 16	As Noted	Mar. 16, 1953

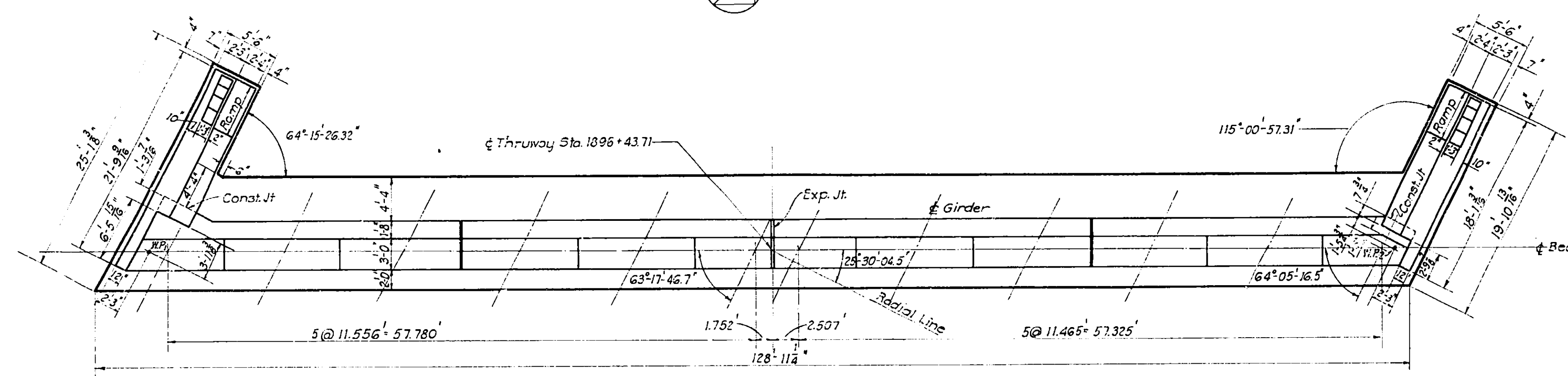
Drawn by O.C.I.
Traced by S.A.C.
Checked by S.G.
R. M. Boynton
Engineer in Charge

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

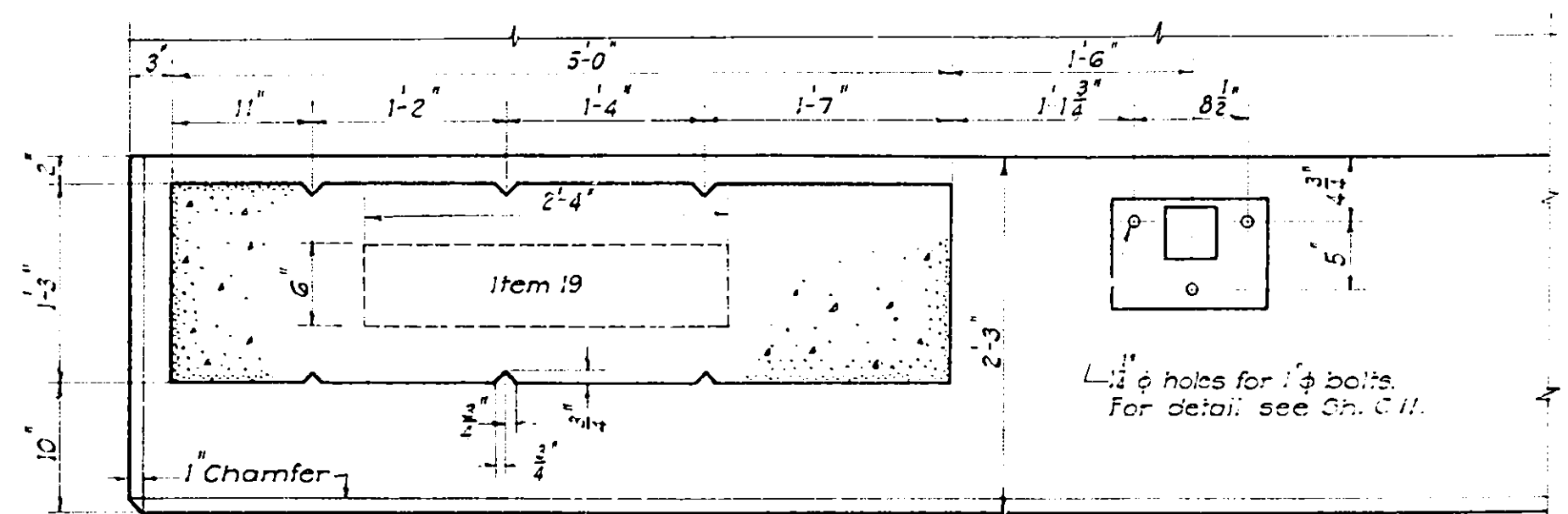
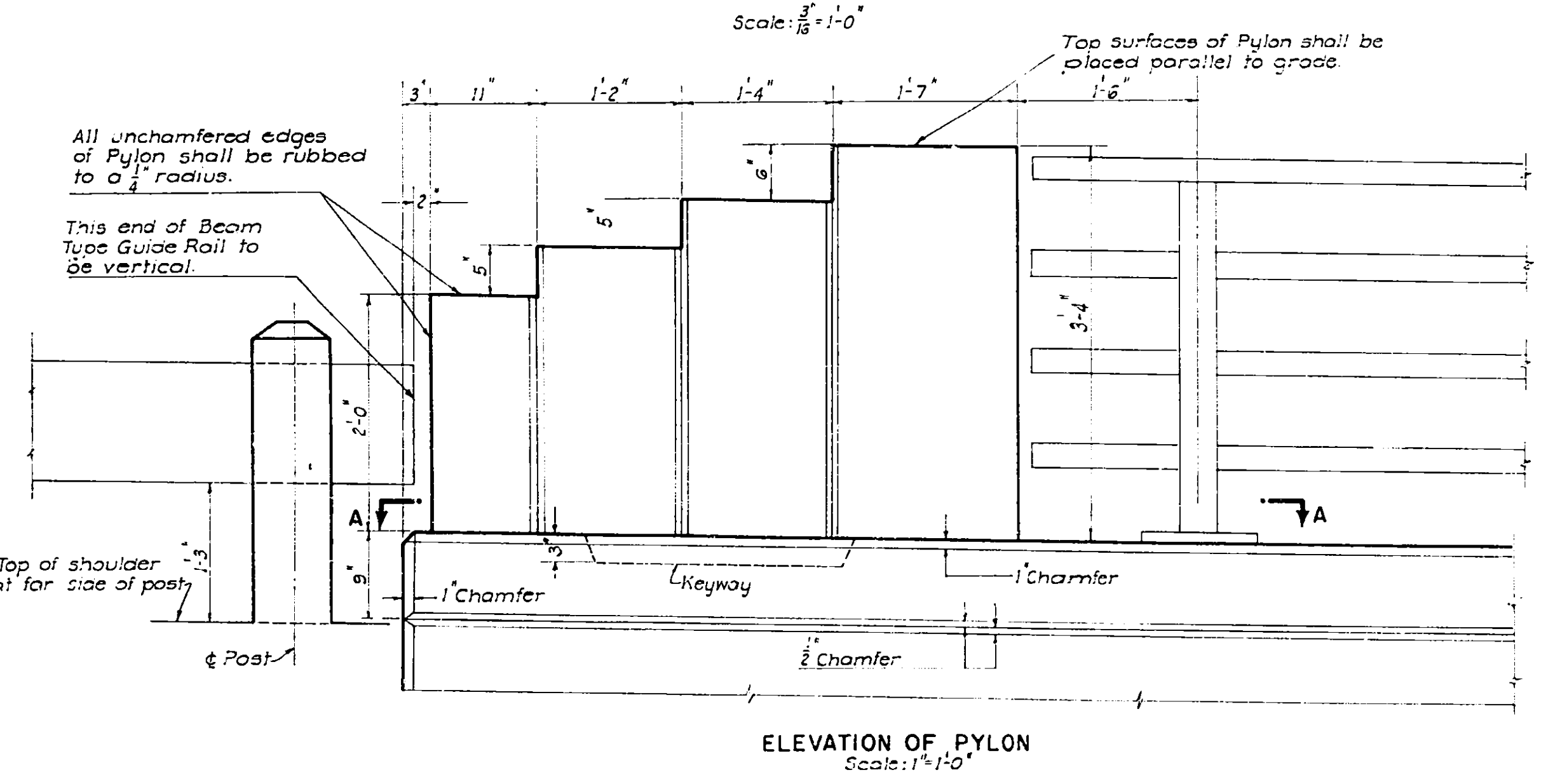
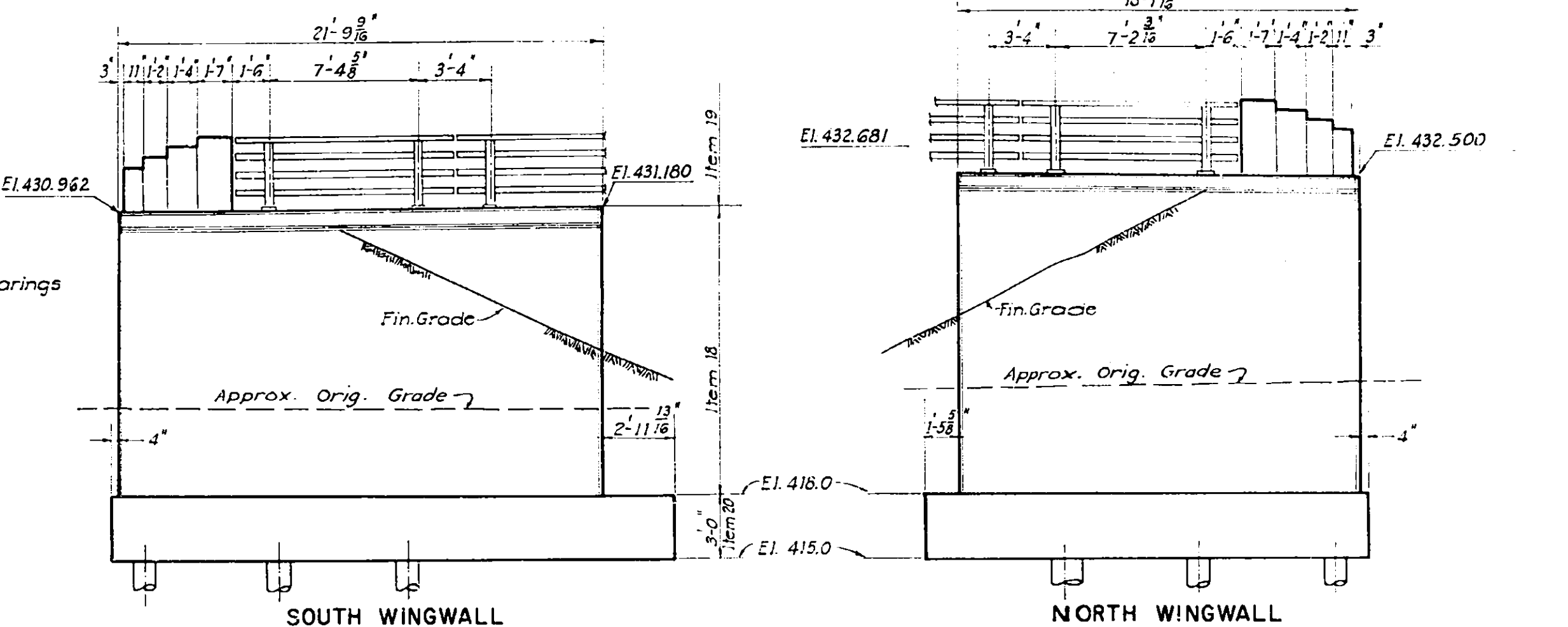
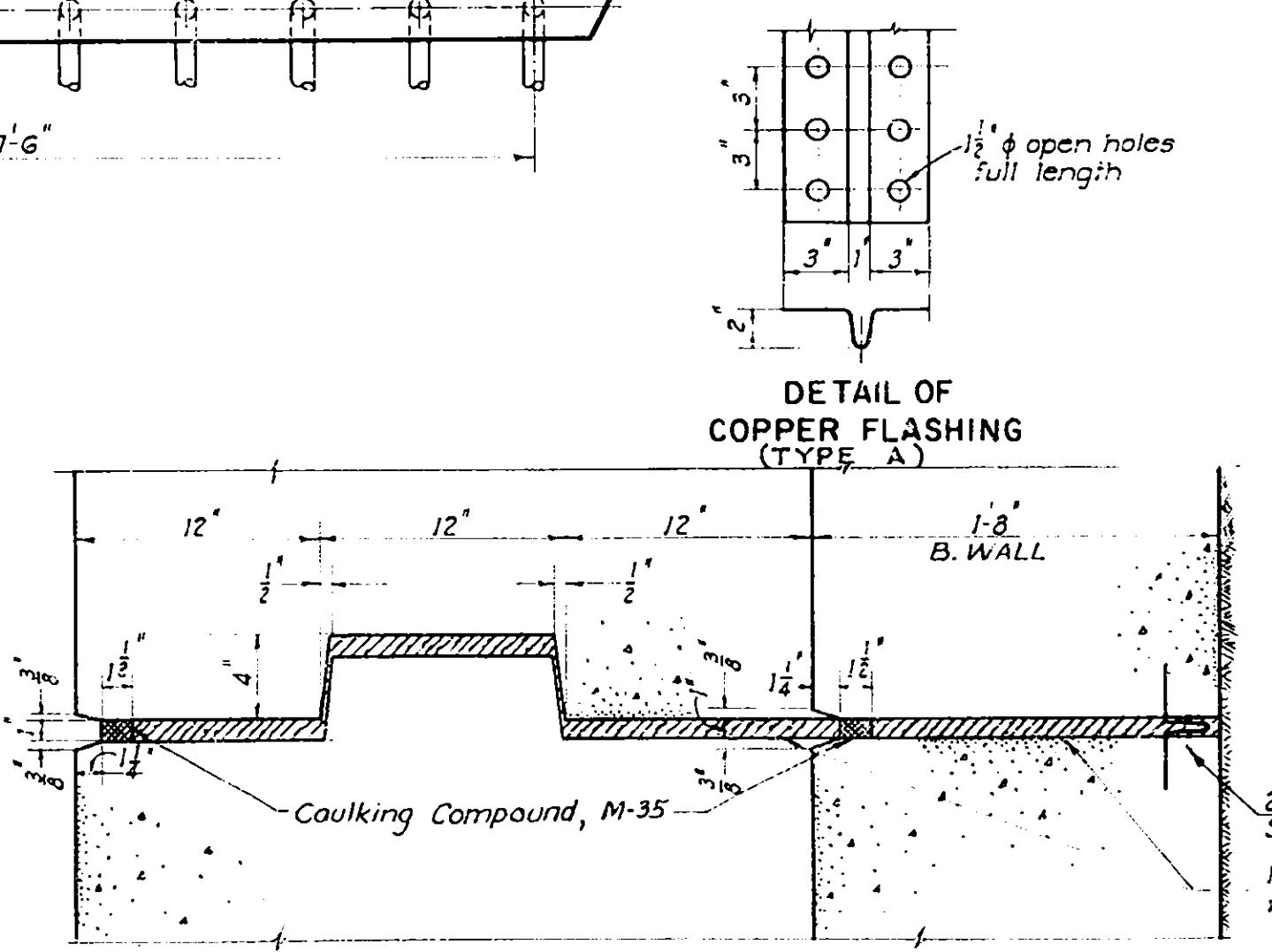
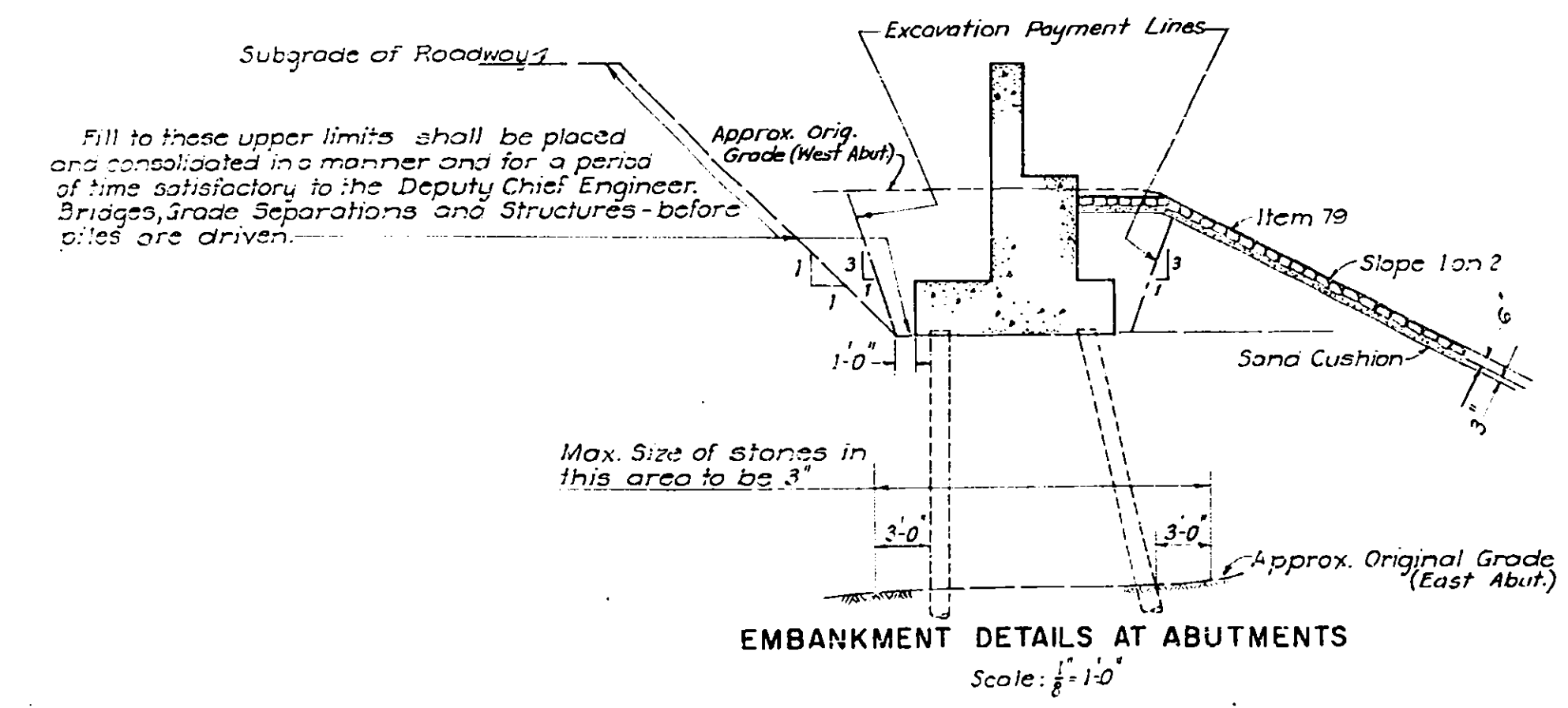
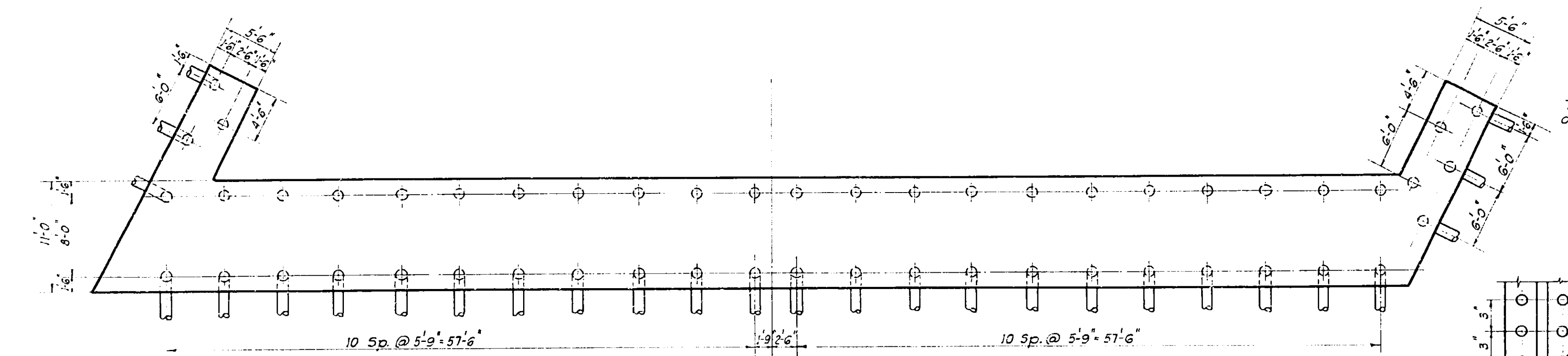
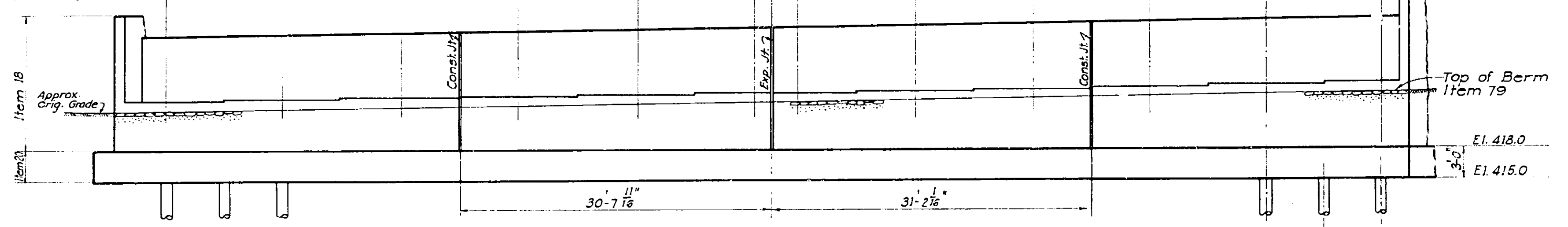
79R



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	80	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER BARGE CANAL		



	429.060	429.225	429.391	429.558	429.725	429.892	429.823	429.954	430.121	430.288	430.455	430.623
El. Top of Backwall	429.060	429.225	429.391	429.558	429.725	429.892	429.823	429.954	430.121	430.288	430.455	430.623
El. Top of Bridge Seat	423.060	423.225	423.391	423.558	423.725	423.892	423.823	423.954	424.121	424.288	424.455	424.623



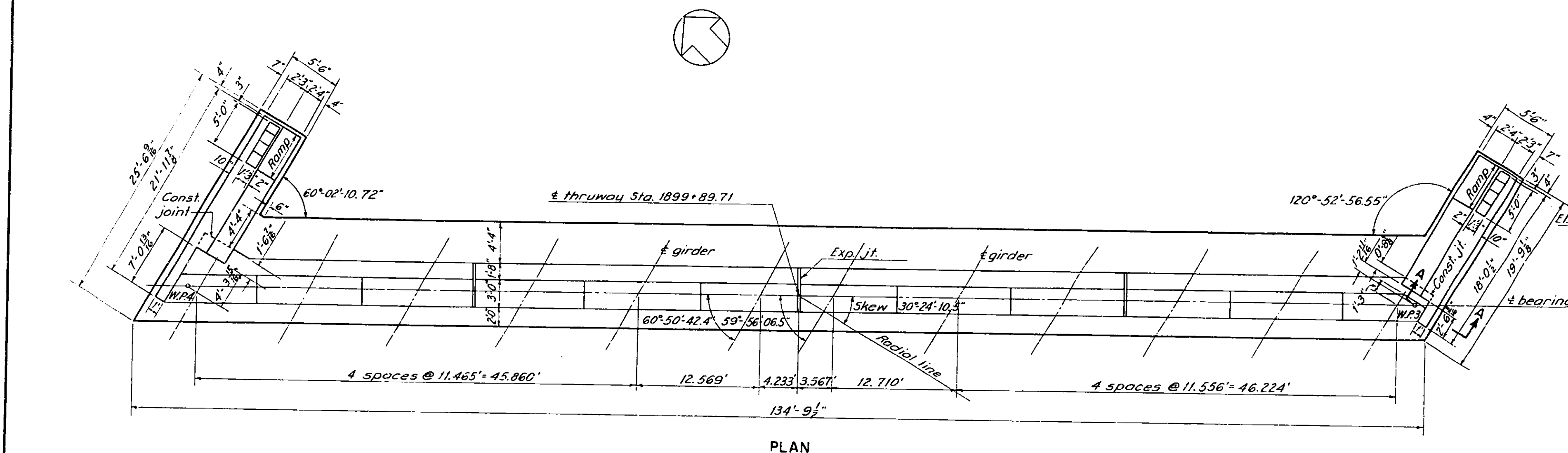
Notes:
Steps in Bridge Seat to be located midway between Girder Brg. points.
For anchor Bolt details see Sheet C11.
For abutment & wall details, see Sheet C4.
For pile details & schedule, see Sheet C5.
For bar reinforcement & schedule, see Sheet C12.

Drawn by S.G.
Traced by S.A.C.
Checked by R.A.
R. M. Boynton
Engineer in Charge

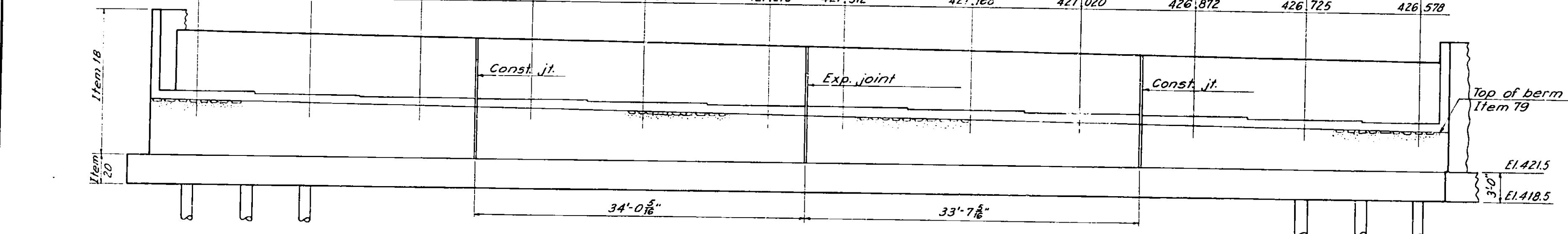
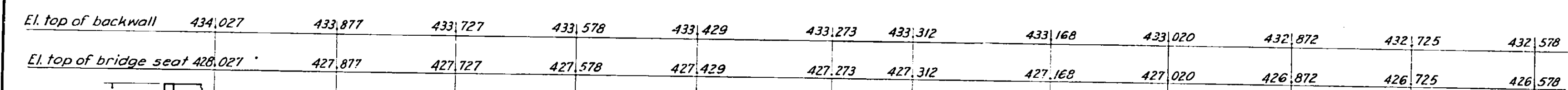
PREPARED AND RECOMMENDED:
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155
DATE Mar. 16, 1953

WEST ABUTMENT		
DRAWING NO.	SCALE	DATE
5210 - C 3 of 16	As Shown	Mar. 16, 1953

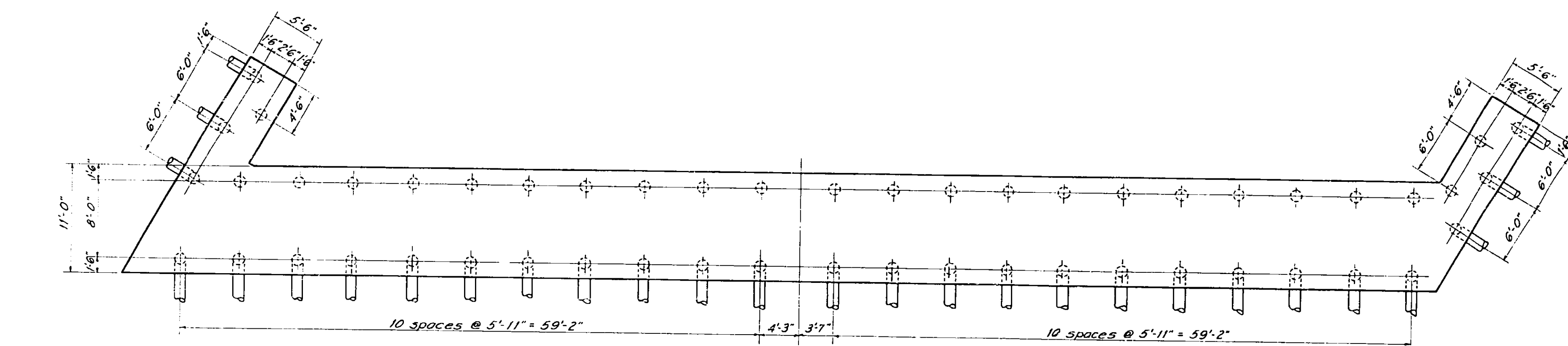
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER BARGE CANAL



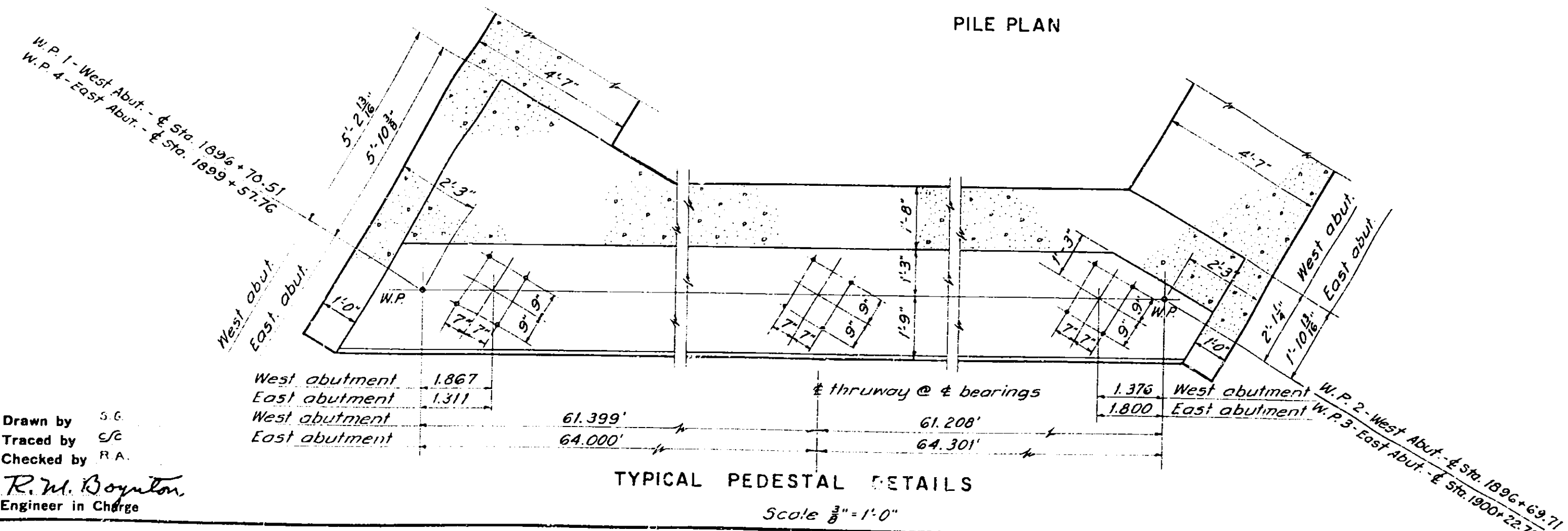
PLAN



FRONT ELEVATION

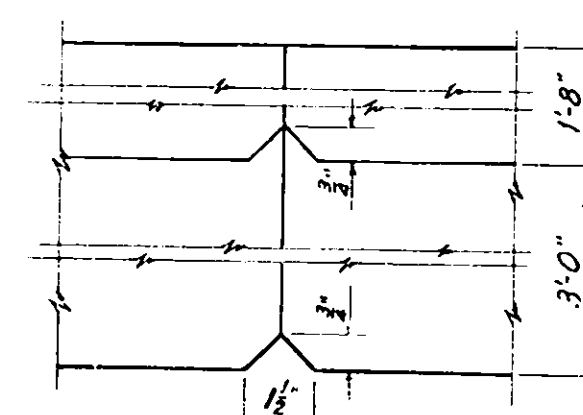


PILE PLAN



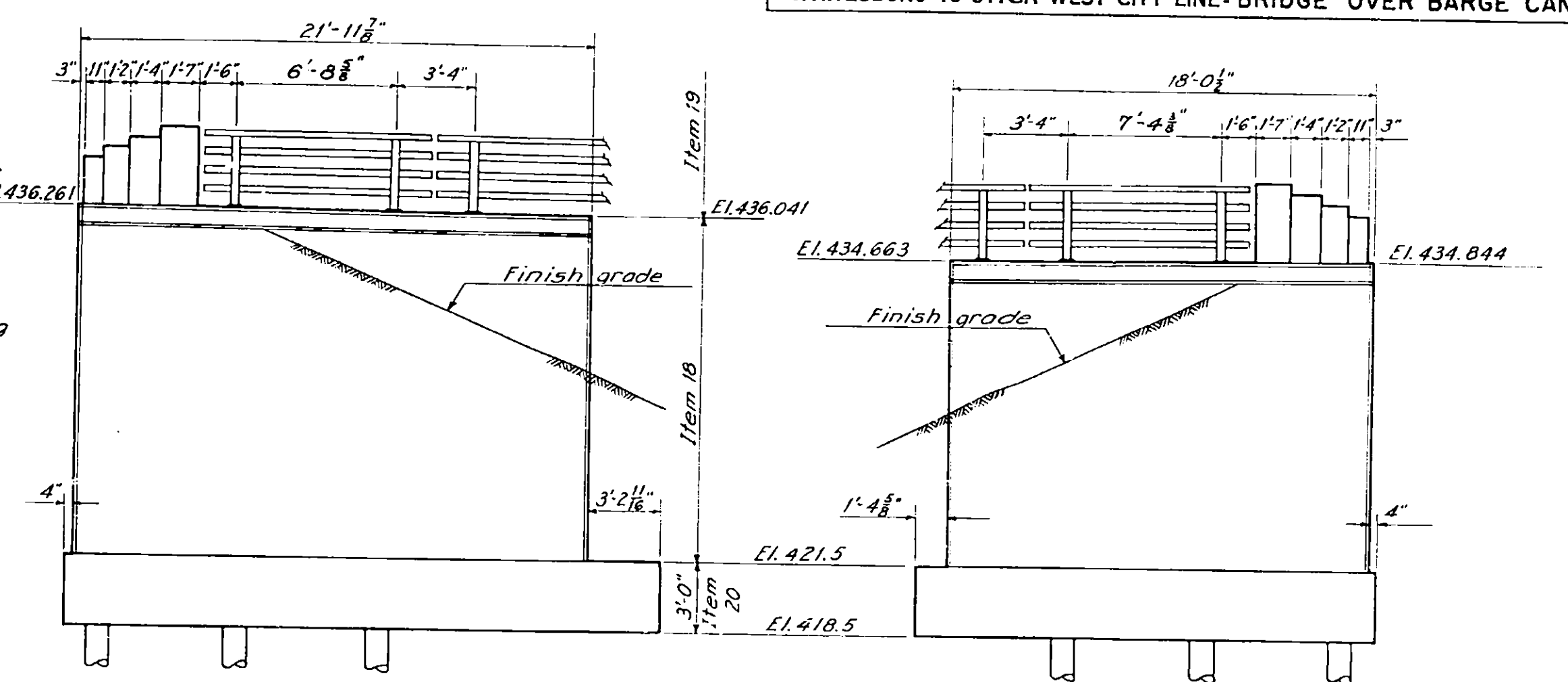
TYPICAL PEDESTAL DETAILS

Scale $\frac{3}{8}" = 1'-0"$



TYPICAL CONSTRUCTION
JOINT IN ABUTMENT

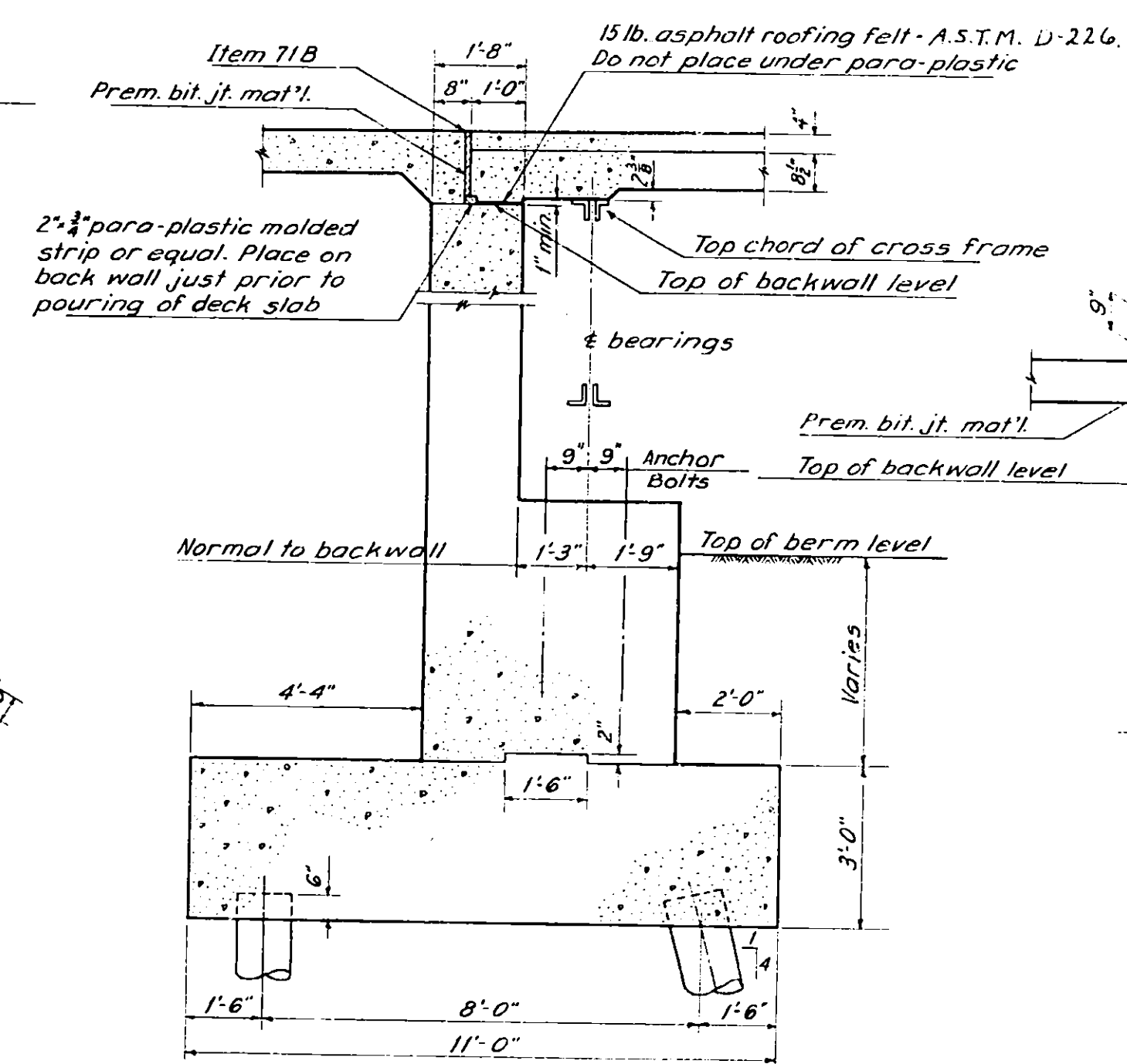
Scale 3" = 1'-0"



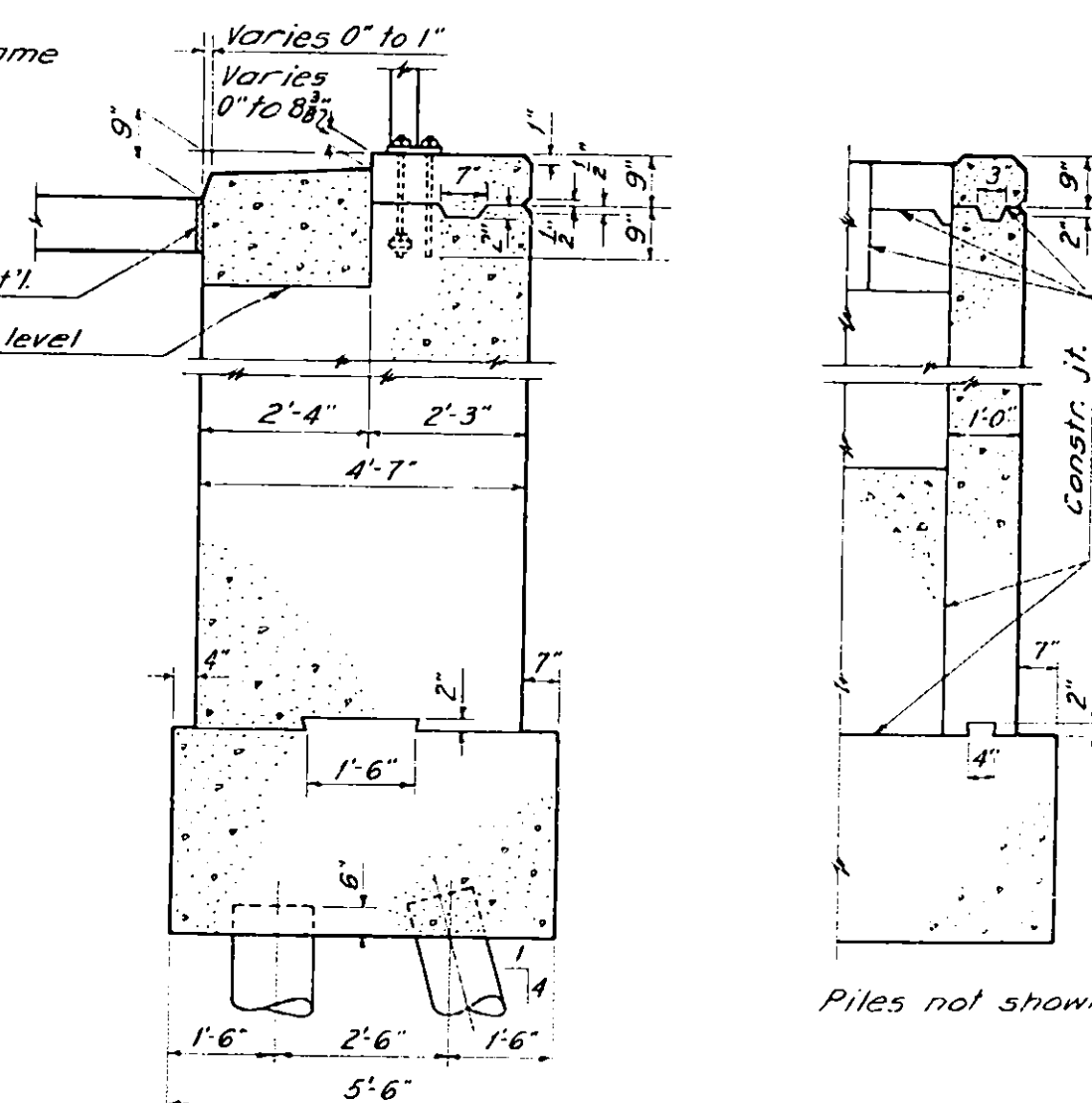
NORTH WINGWALL

SOUTH WINGWALL

Scale $\frac{3}{16}" = 1'-0"$



TYPICAL ABUTMENT SECTION



TYPICAL WALL SECTION

Scale $\frac{3}{8}'' = 1'-0''$

SECTION A-A.

NOTES:

Steps in bridge seat to be located
midway between girder bearing points.
For anchor bolt details see Sheet
No. C 11.
For pile details & schedule, see Sheet C5.
For pylon details, see Sheet C3.
For expansion joint details, see Sheet C3
For embankment details, see Sheet C3.
For bar reinforcement & schedule, see
Sheet C 13

EAST ABUTMENT

PREPARED AND RECOMMENDED:
D. B. Steinman
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL

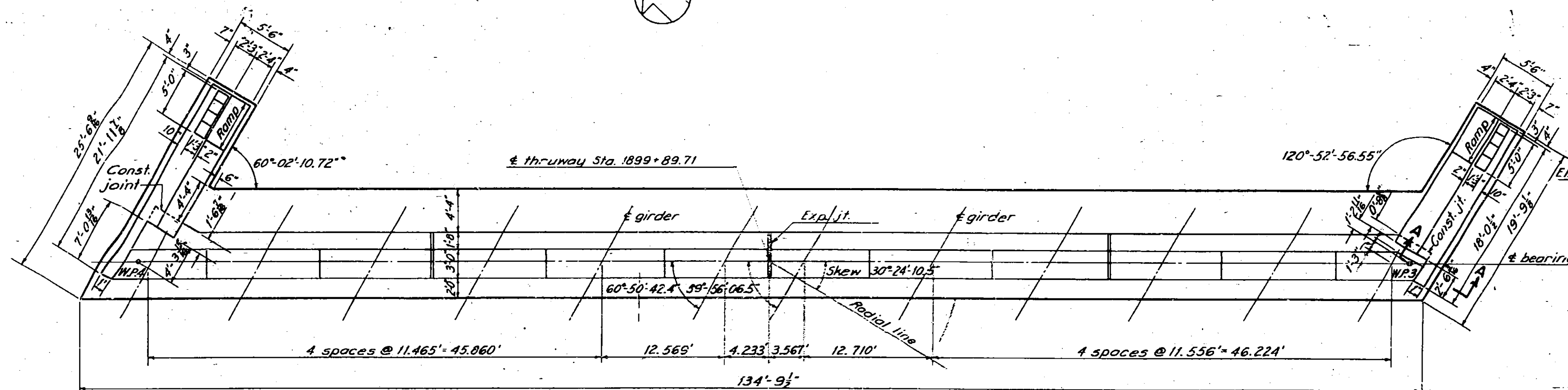
Mar. 16, 1953

DRAWING NO.
5210 -- C4 of 10

SCALE
As noted

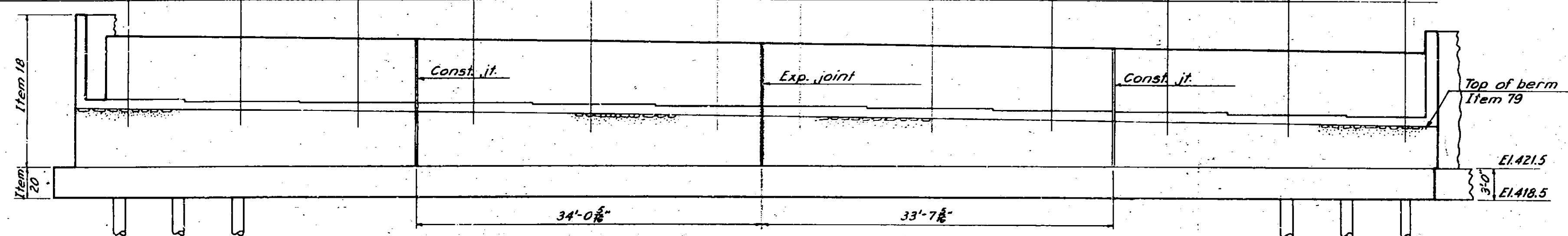
DATE
Mar. 16, 1953

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	81	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE - BRIDGE OVER BARGE CANAL		

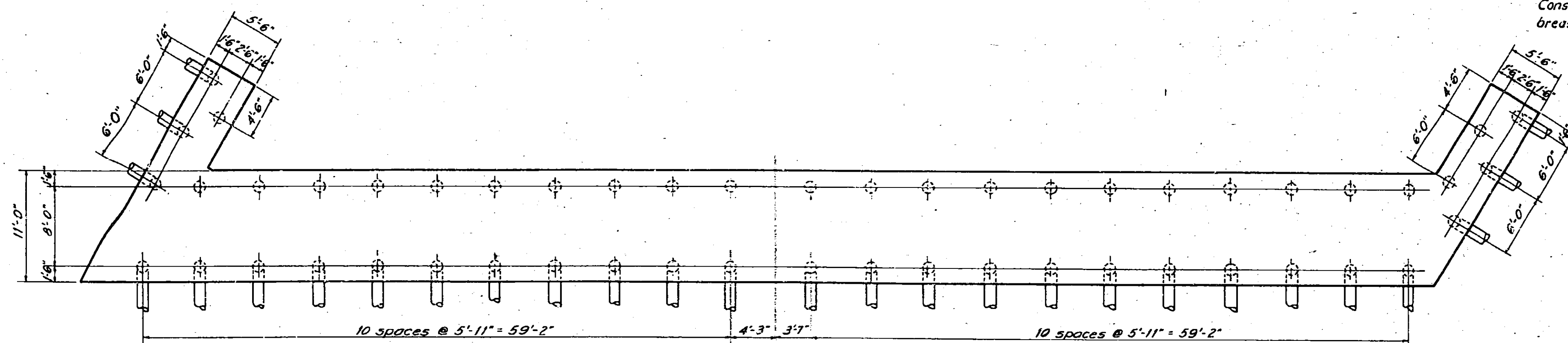


PLAN

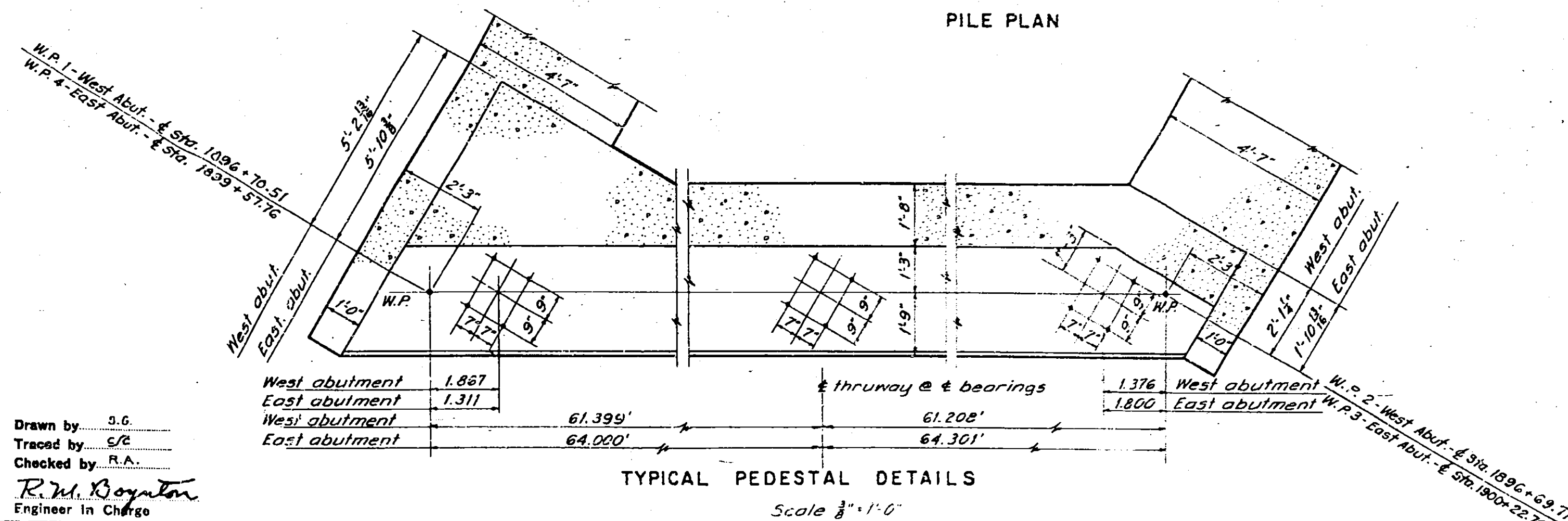
El. top of backwall	434.027	433.877	433.727	433.578	433.429	433.273	433.312	433.168	433.020	432.872	432.725	432.578
El. top of bridge seat	428.027	427.877	427.727	427.578	427.429	427.273	427.312	427.168	427.020	426.872	426.725	426.578



FRONT ELEVATION

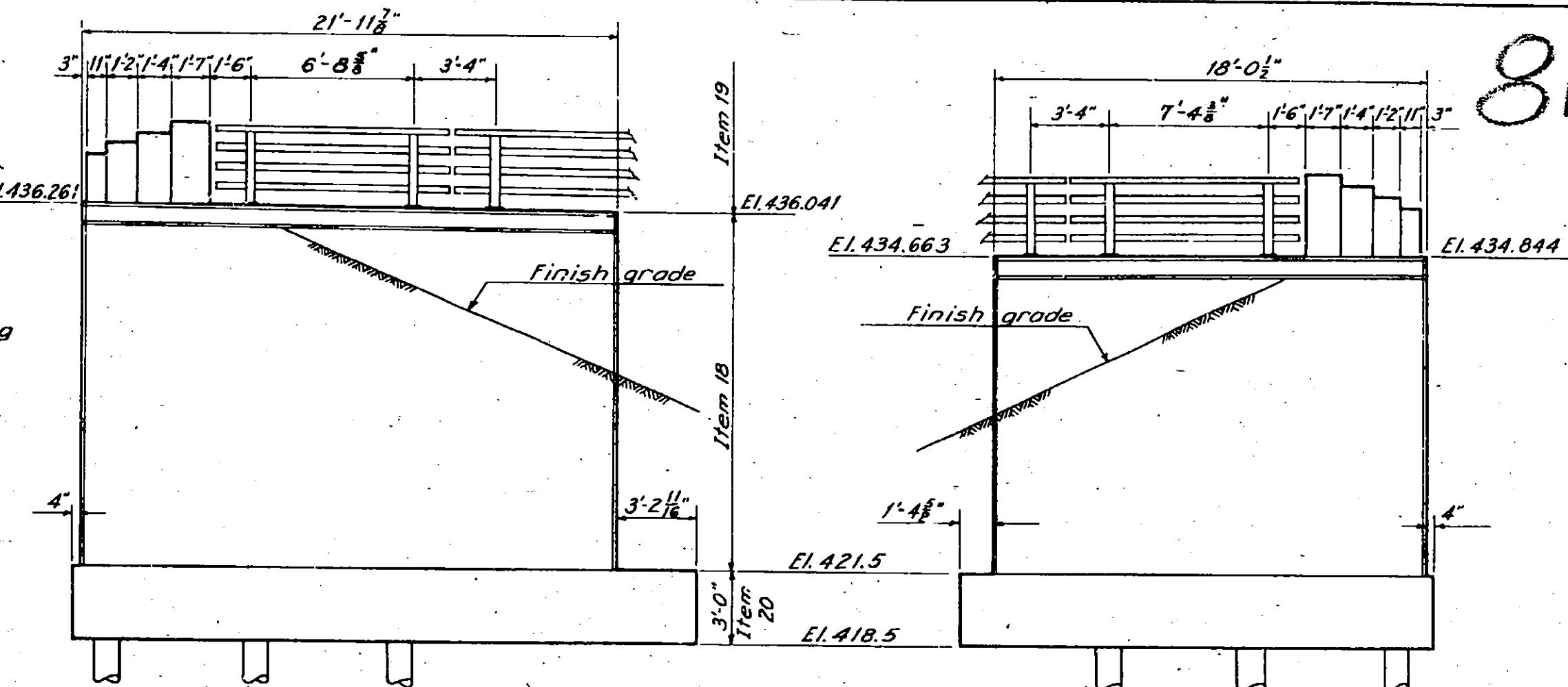


PILE PLAN



TYPICAL PEDESTAL DETAILS

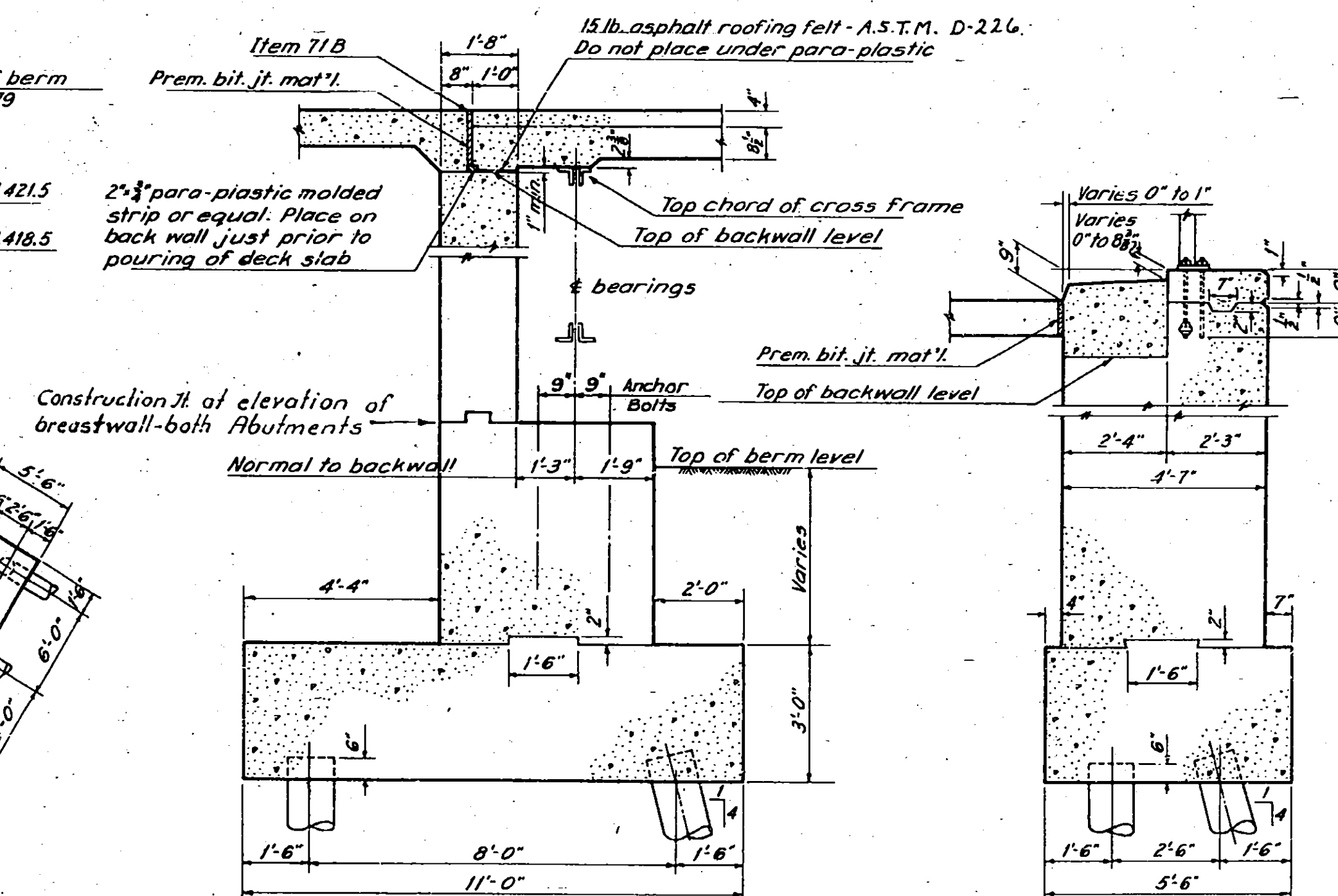
Scale 3/8" = 1'-0"



NORTH WINGWALL

SOUTH WINGWALL

Scale 3/8" = 1'-0"



TYPICAL ABUTMENT SECTION

TYPICAL WALL SECTION

SECTION A-A

Scale 3/8" = 1'-0"

NOTES:

- Steps in bridge seat to be located midway between girder bearing points. For anchor bolt details see Sheet No. C-11.
- For pile details & schedule, see Sheet C5.
- For pylon details, see Sheet C3.
- For expansion joint details, see Sheet C3.
- For embankment details, see Sheet C3.
- For bar reinforcement & schedule, see Sheet C13.

EAST ABUTMENT

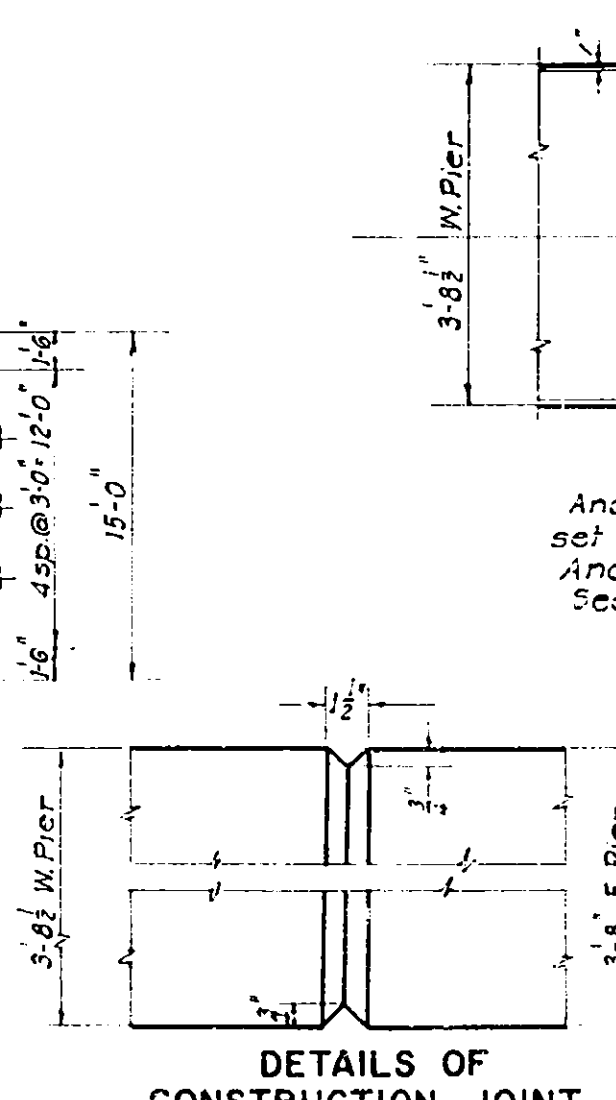
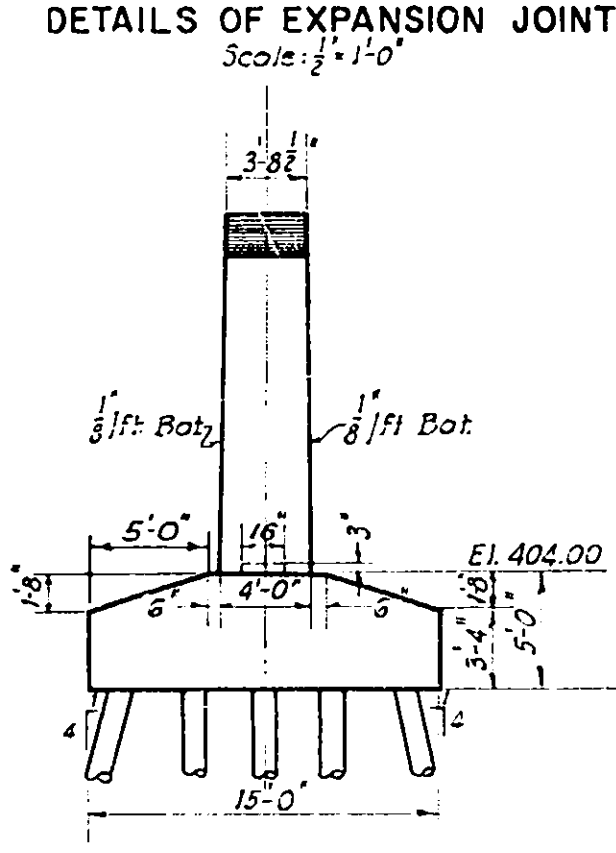
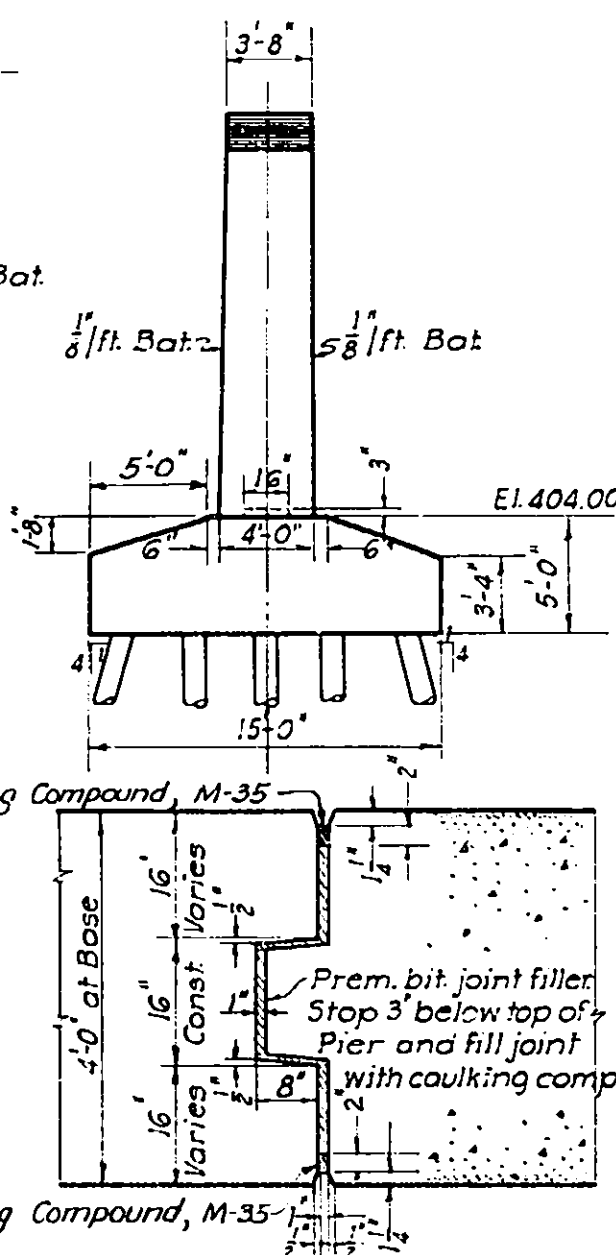
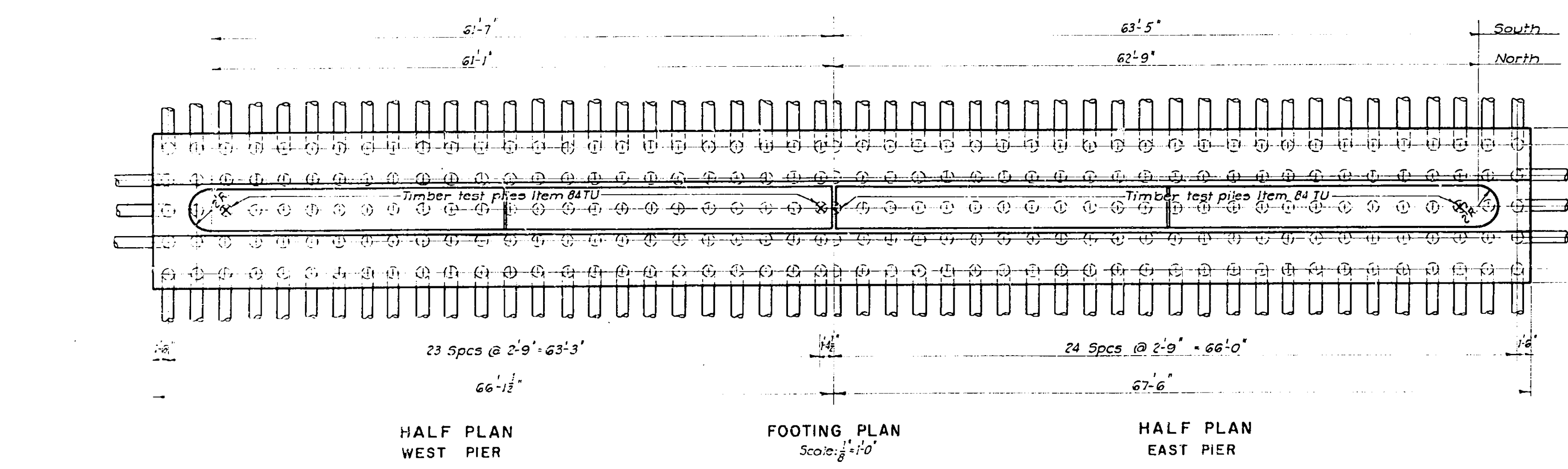
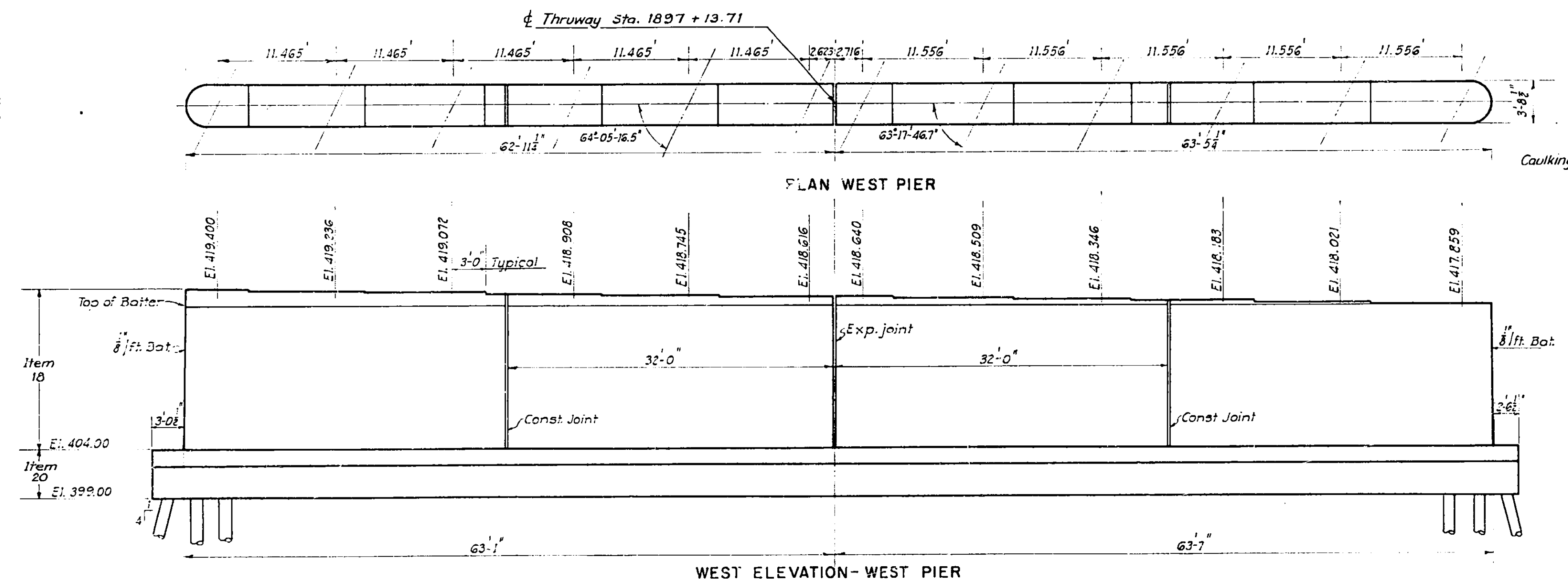
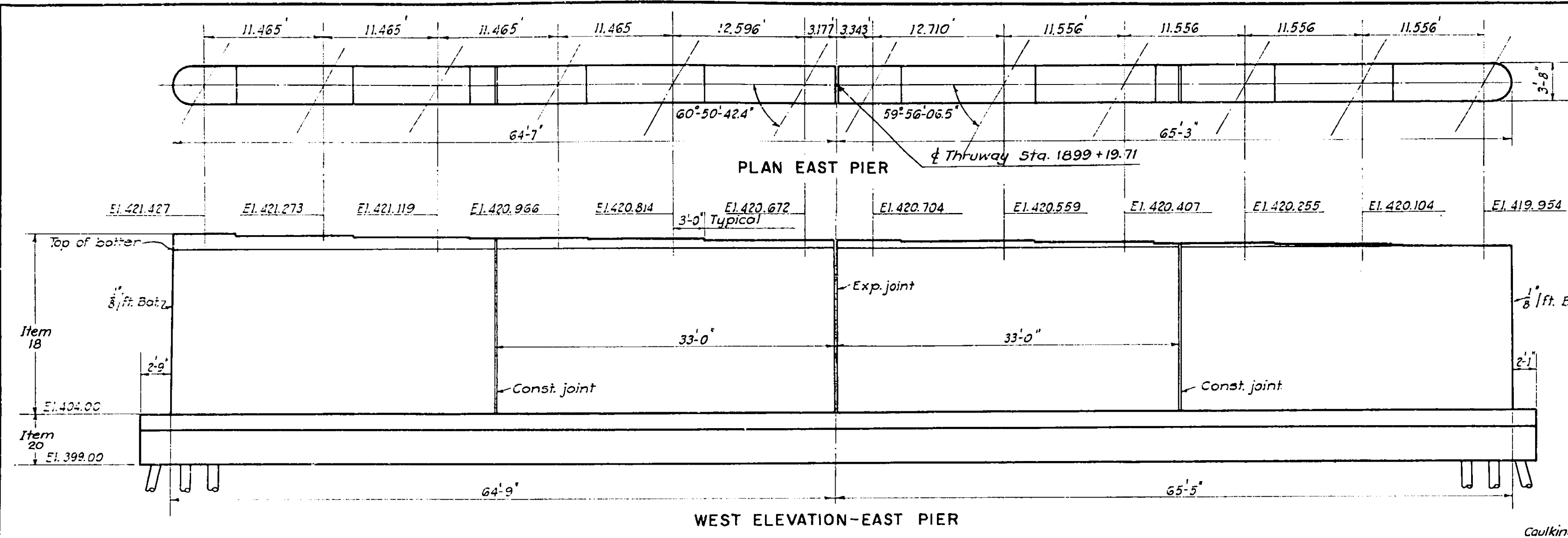
PREPARED AND RECOMMENDED:

D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 135

Mar. 16, 1953

DRAWING NO.	SCALE	DATE
5210 - C-4 of 16	As Noted	Mar. 16, 1953

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		82	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER BARGE CANAL			



PILE SCHEDULE

Location	Type	No.	El. Top	Av. El. Bot.	Av. Length	Total Length
East Abutment	Vert	24	419	364	55'	1320
West Abutment	Vert	24	415.5	372	43.5'	1044
East Pier	Vert	138	399.5'	362'	37.5'	5175.0
West Pier	Vert	138	399.5'	367'	32.5'	4387.5
East Pier	Vert	3	399.5'		50.0'	150.0'
West Pier	Vert	3	399.5'		50.0'	150.0'
Total						300.0 Ft.

Cast in Place Concrete Piles, Item 85 C

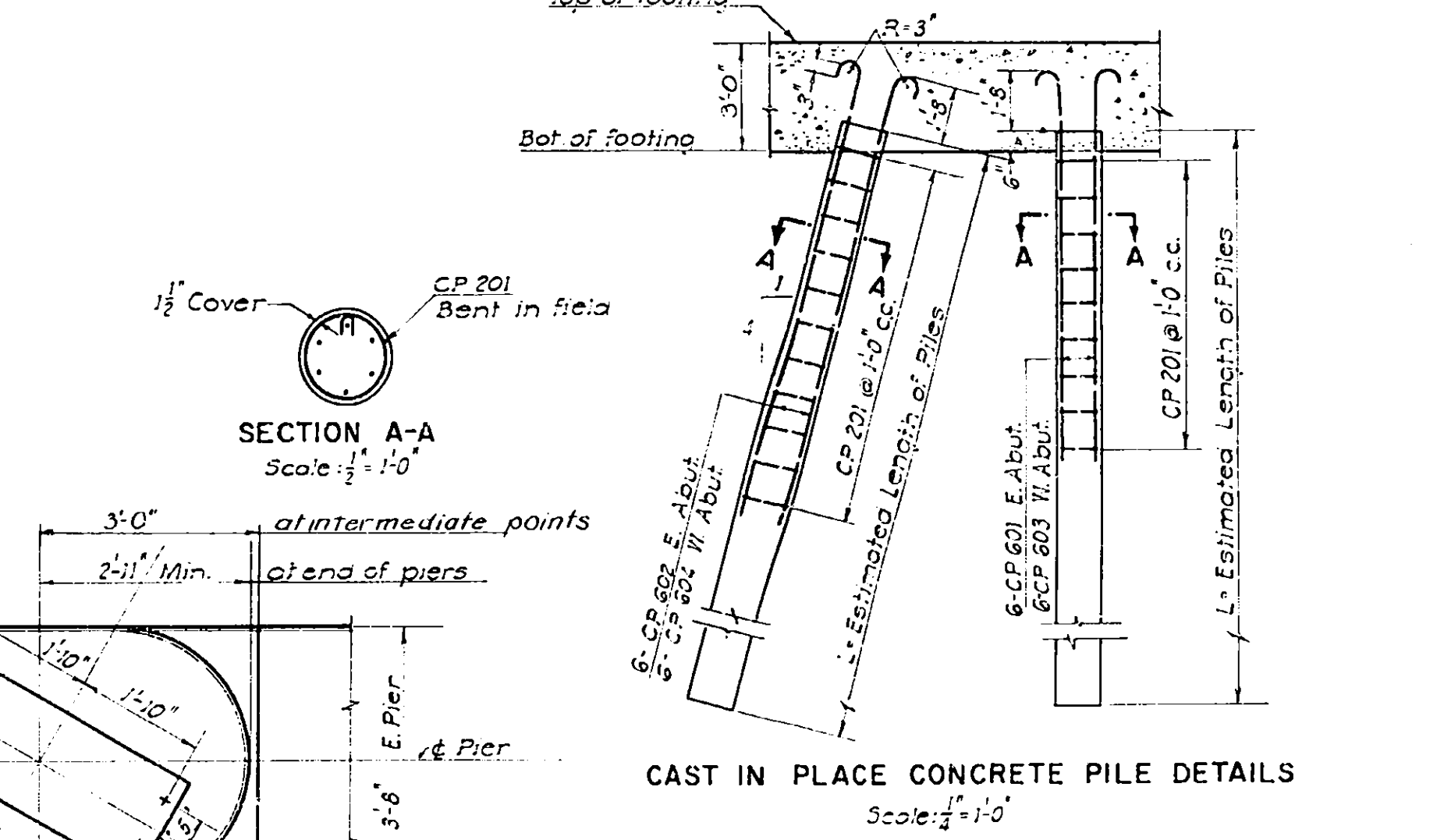
Timber Piles Item 84 T

Timber Test Piles Item 84 TU

BAR REINFORCEMENT (PILES) ITEM 28

Location	Type	Mark	Type	Size	Length	No. Req'd	Weight
East Abutment	Vert	CP 601	1	6	19'-9"	144	4,505.9
West Abutment	Vert	CP 602	1	6	29'-8"	168	7,759.3
East Pier	Vert	CP 603	1	6	15'-11"	144	3,676.8
West Pier	Vert	CP 604	1	6	23'-11"	168	6,308.4
East Pier	Vert	CP 201	2	2	2'-10"	2168	1,025.7
West Pier	Vert	CP 201	2	2	2'-10"	2168	1,025.7
Total							23,276.1 lbs

Note: Prefix all bar Marks with the letter 'C'



Note: Reinforcing cages shall be fabricated before being placed. Approved metal spacers shall be attached to hoops as necessary to insure that the minimum required clear distance to the shell will be maintained while concrete is being poured.

For bar reinforcement schedule, see Sheet C 14

Drawn by S.G.
Traced by S.A.C.
Checked by R.A.A.
R. M. Boynton
Engineer in Charge

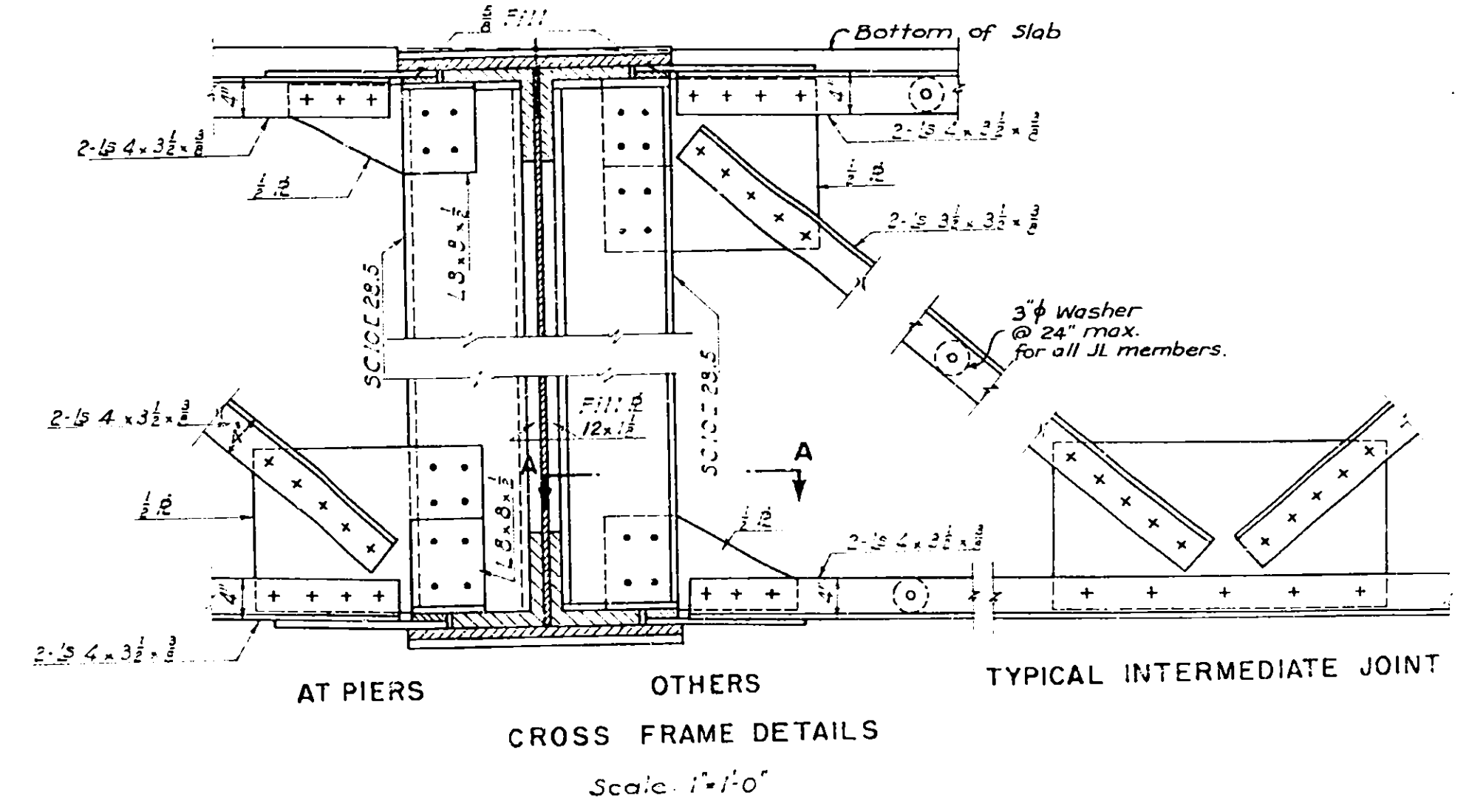
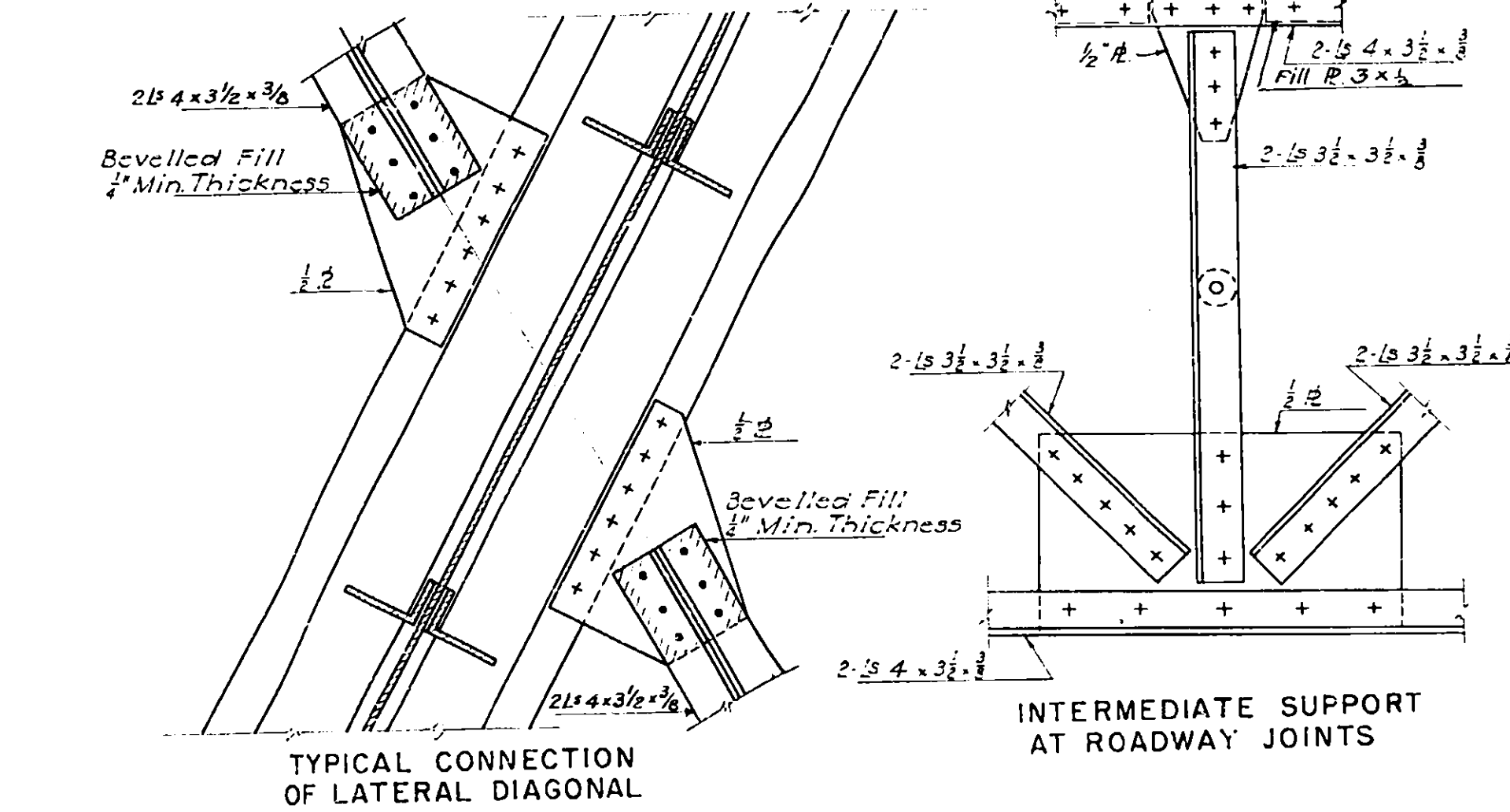
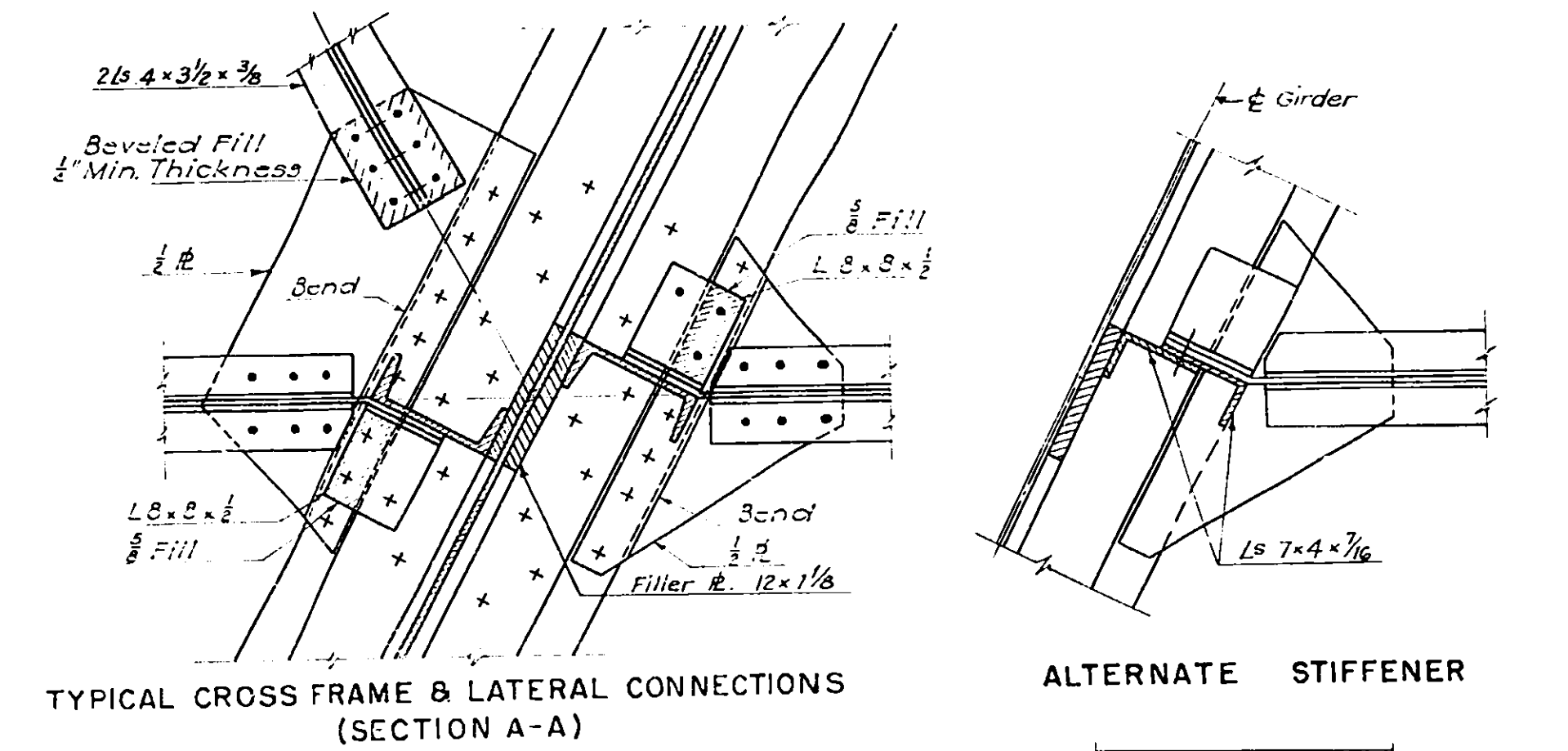
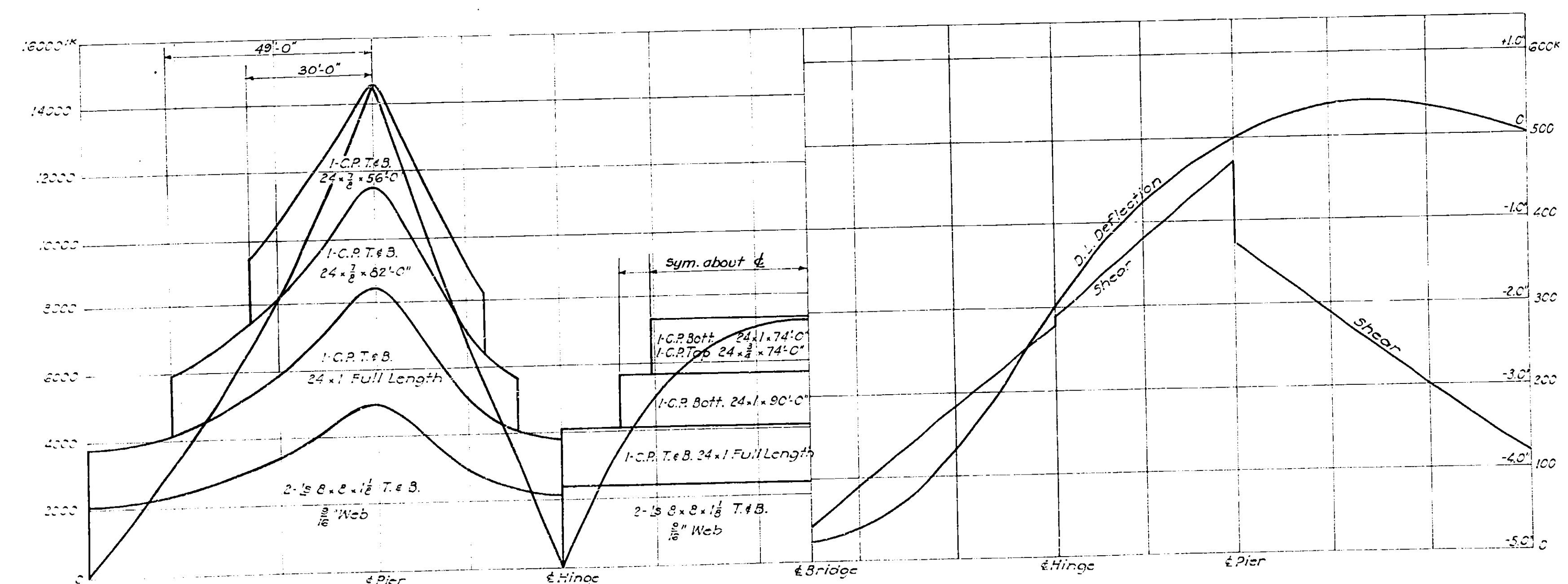
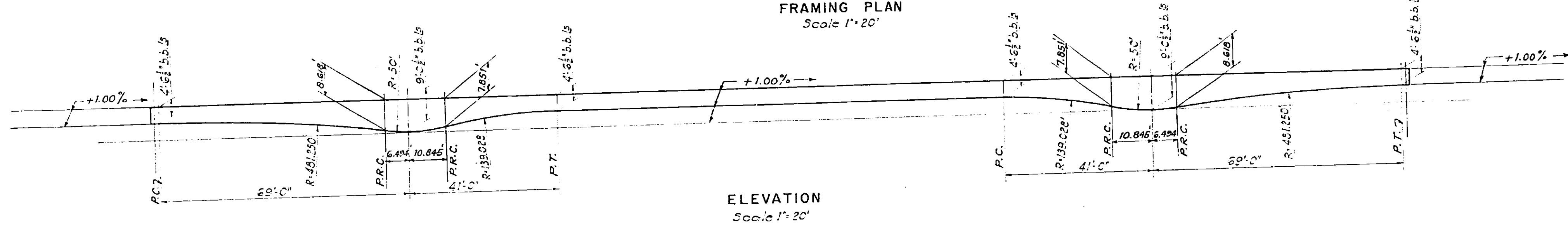
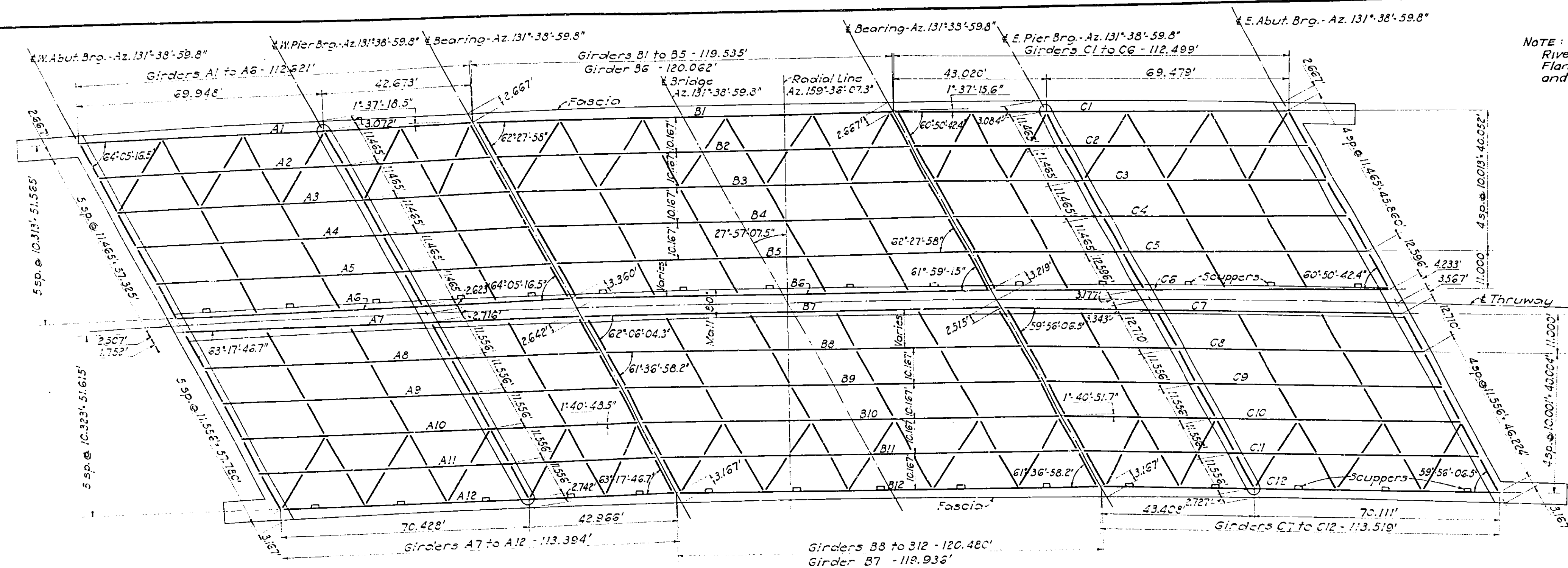
Note: Use only one test pile at center of pier and one at each end, as shown.

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

PIERS PILE DETAILS AND SCHEDULE		
DRAWING NO. 5210 - C5 of 16	SCALE As Noted	DATE Mar. 16, 1953

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	83	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER BARGE CANAL		

NOTE:
Rivets 1" on Girder Web and
Flange Angles, 1/2" for lateral
and cross frame connections.



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

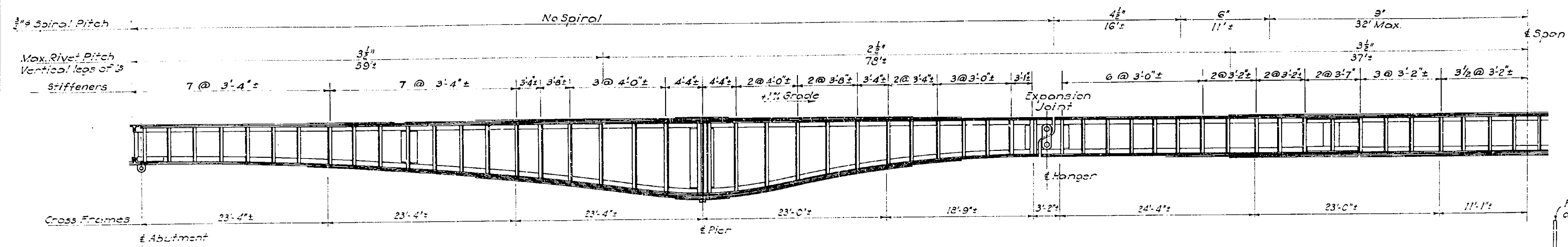
BENDING & RESISTING MOMENTS
Scale: Hor. 1"=20'
Vert. 1"=2500'

SHEAR & D.L. DEFLECTION
Scale: Hor. 1"=20'
Vert. 1"=100'
" 1"=1"

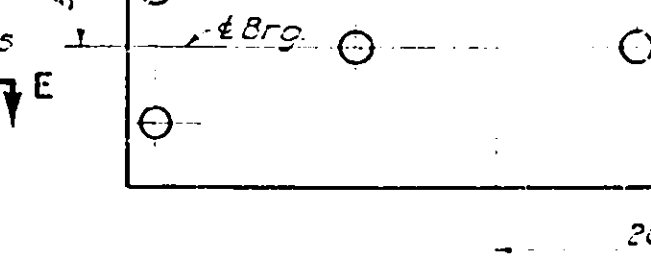
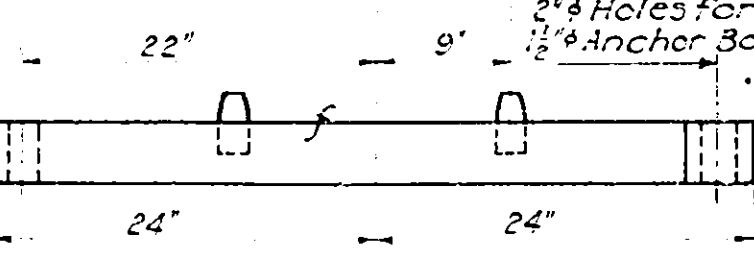
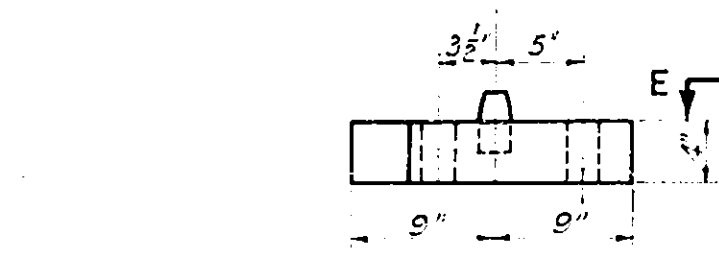
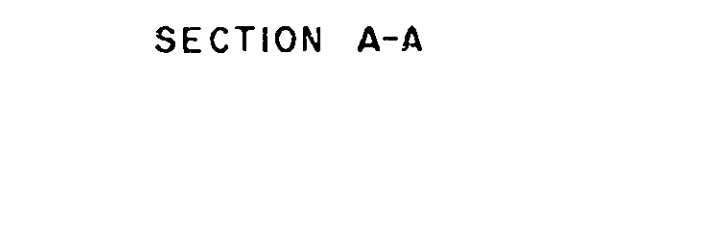
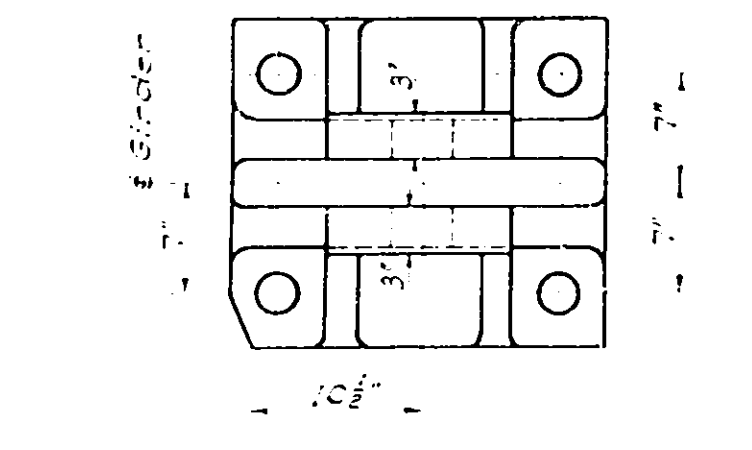
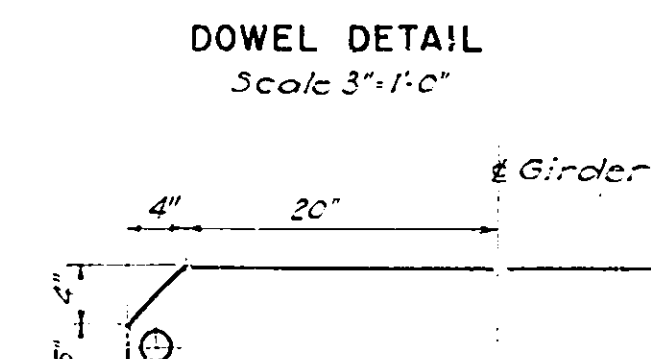
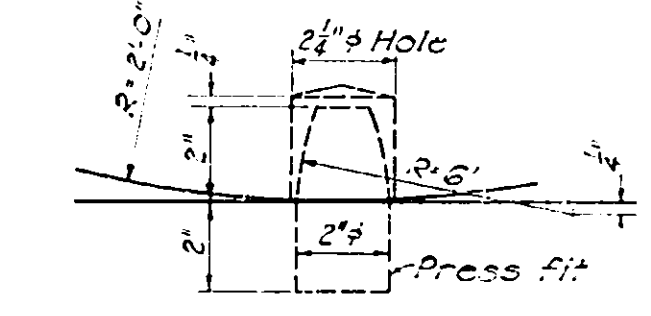
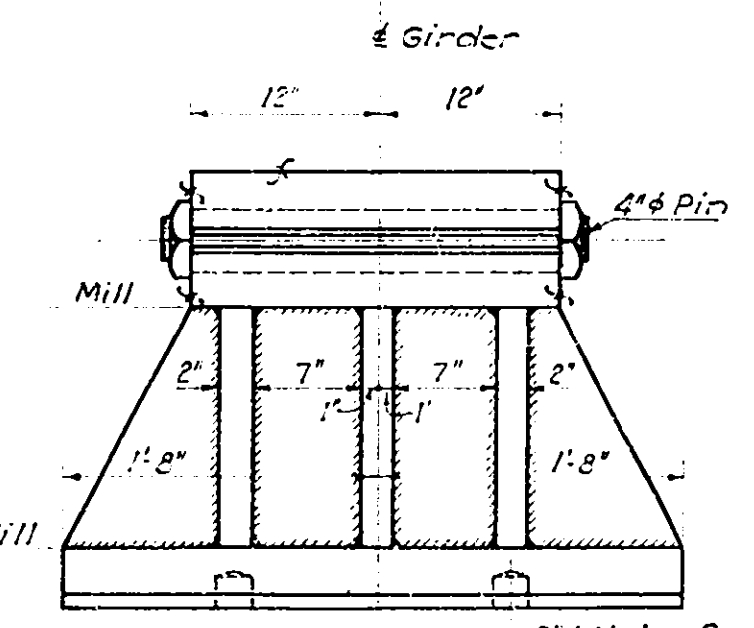
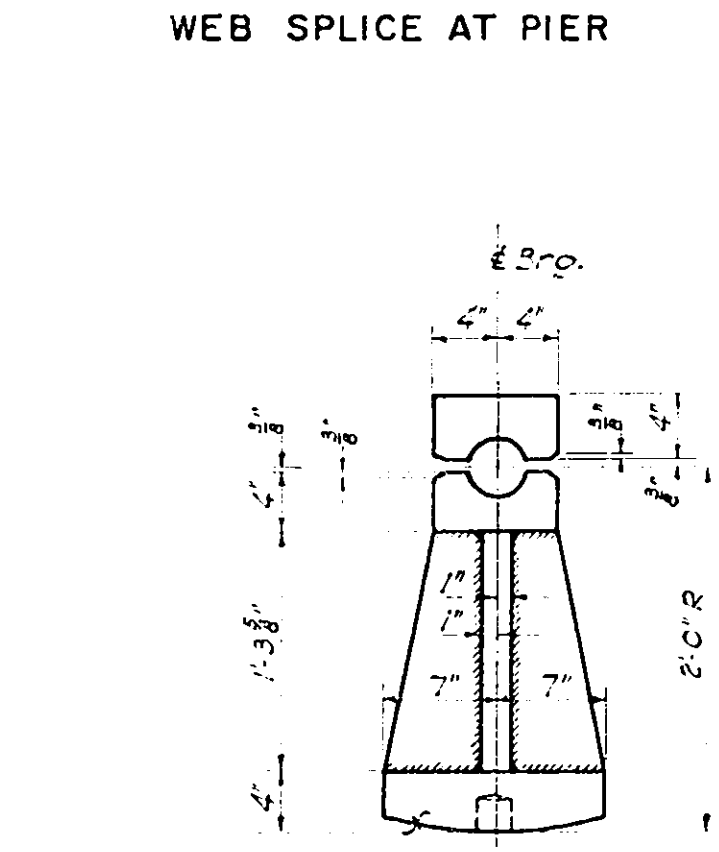
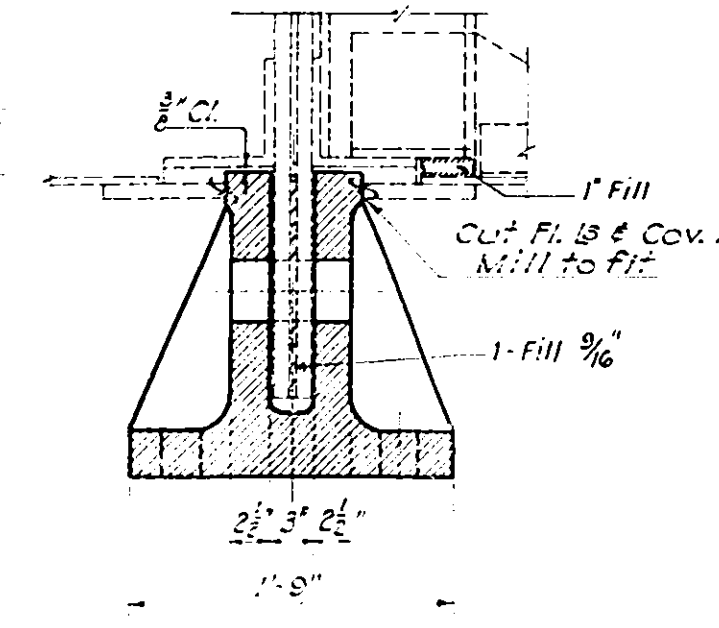
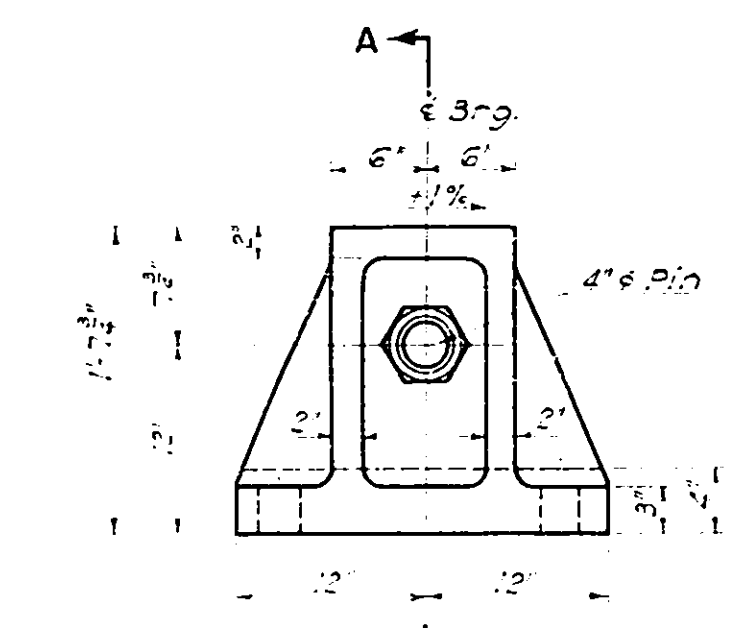
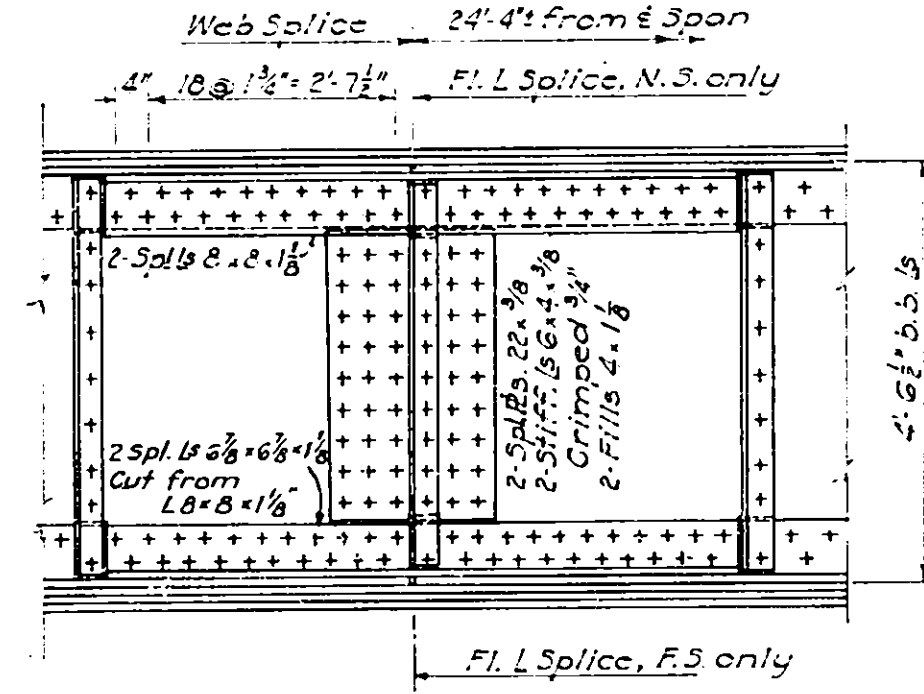
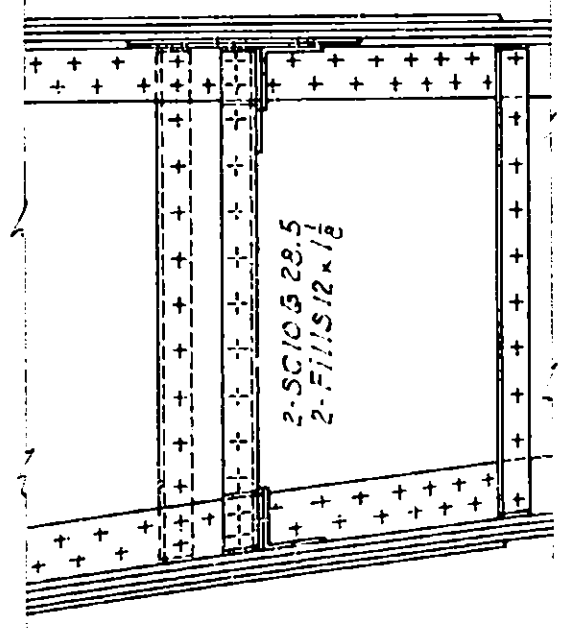
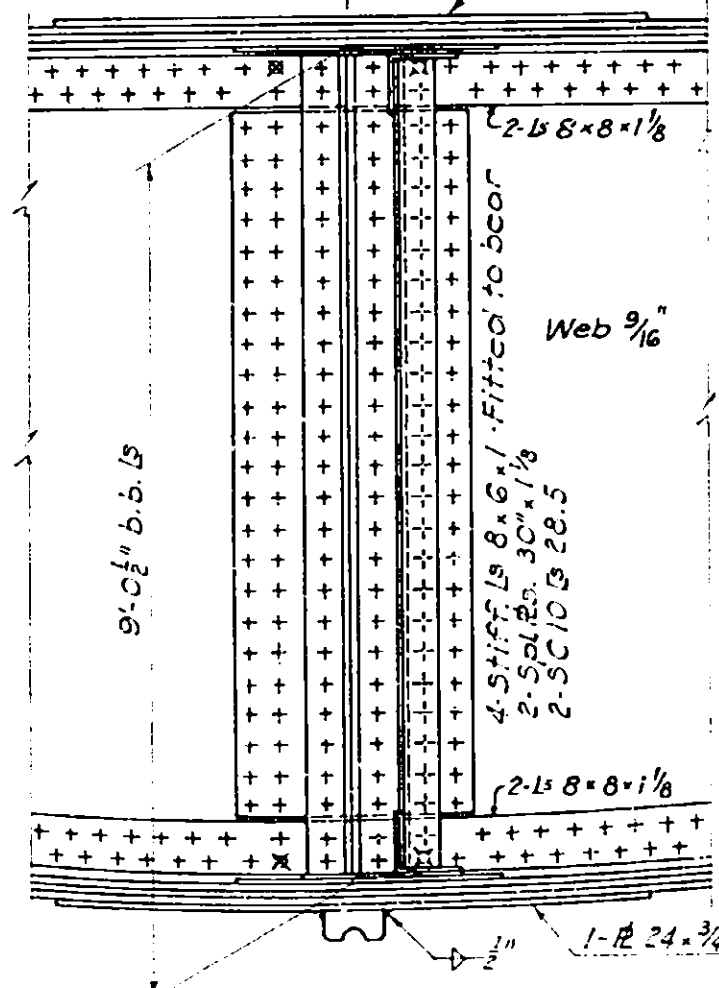
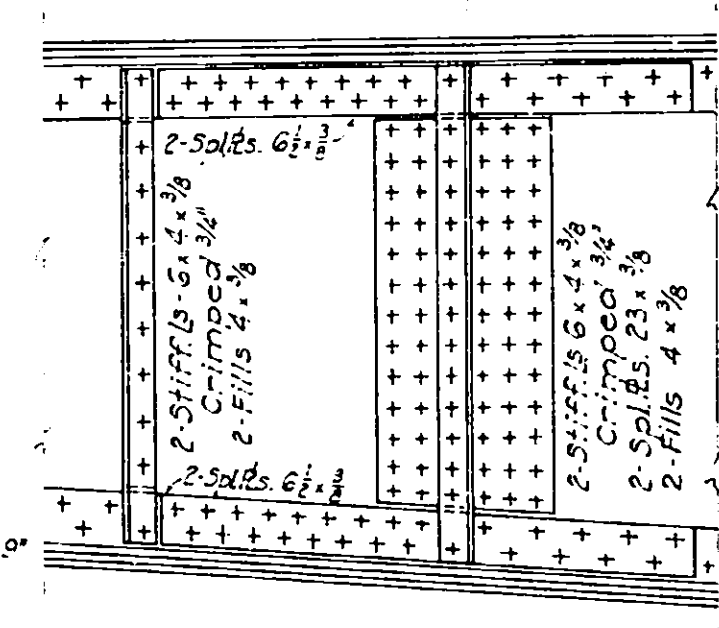
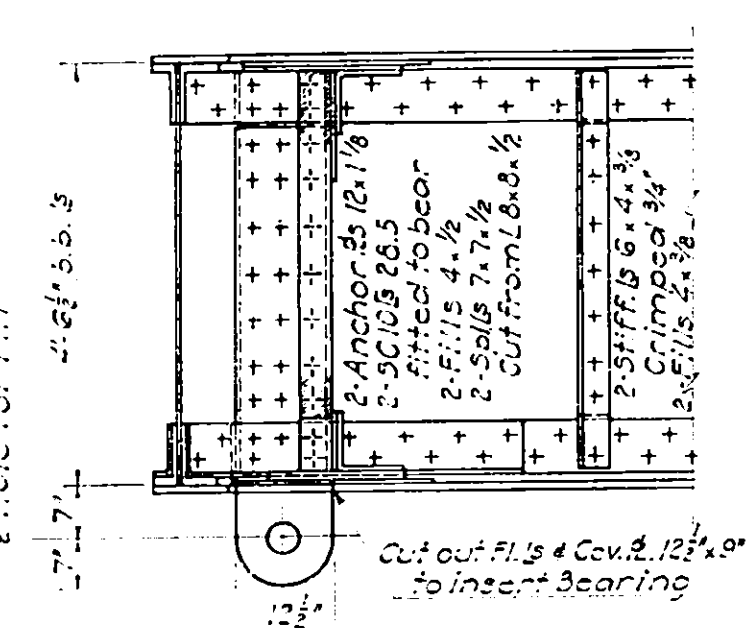
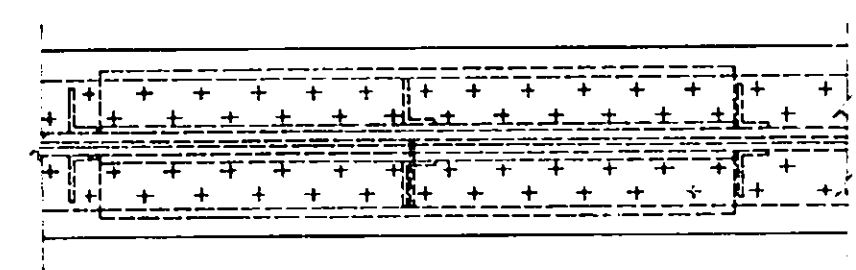
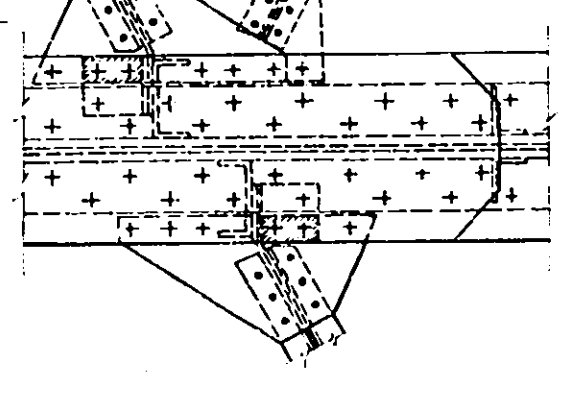
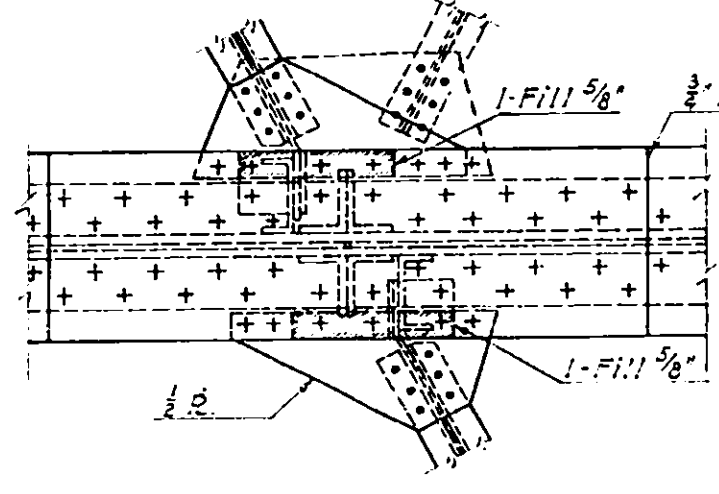
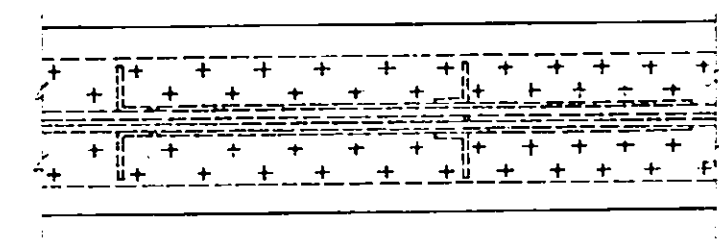
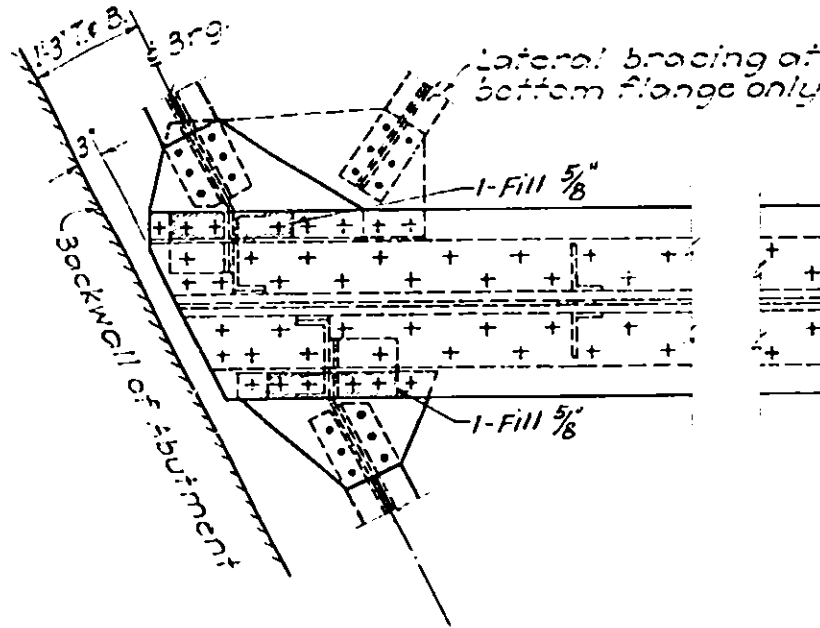
PREPARED AND RECOMMENDED:
D.B. Steinman
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155
DATE
Mar 16, 1953

FRAMING PLAN & STRESS SHEET CROSS FRAME DETAILS		
DRAWING NO.	SCALE	DATE
5210 - C 6 of 16	As Noted	Mar 16, 1953

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	84	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER BARGE CANAL		



HALF ELEVATION OF GIRDER
(Other half similar except hanger)
Scale 1/2" = 1'-0"

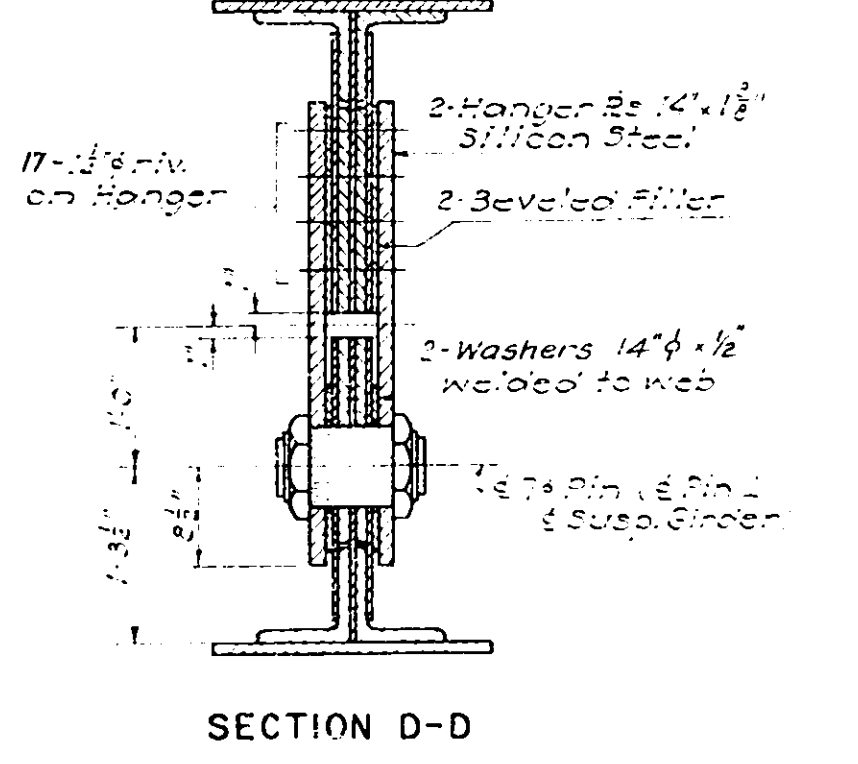
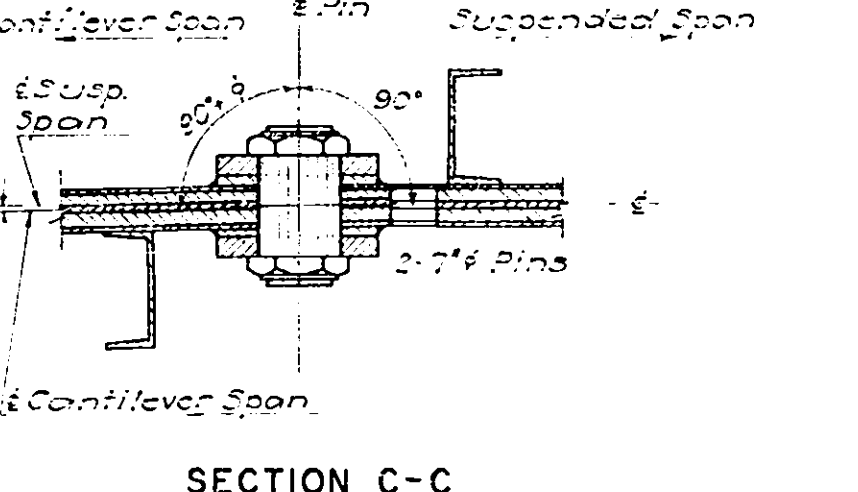
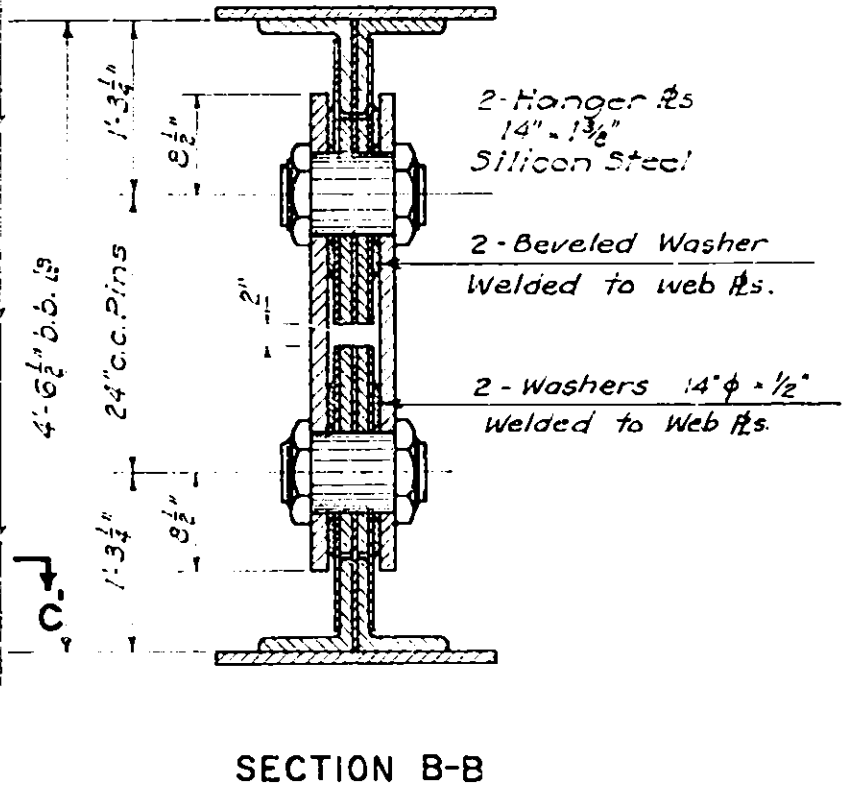
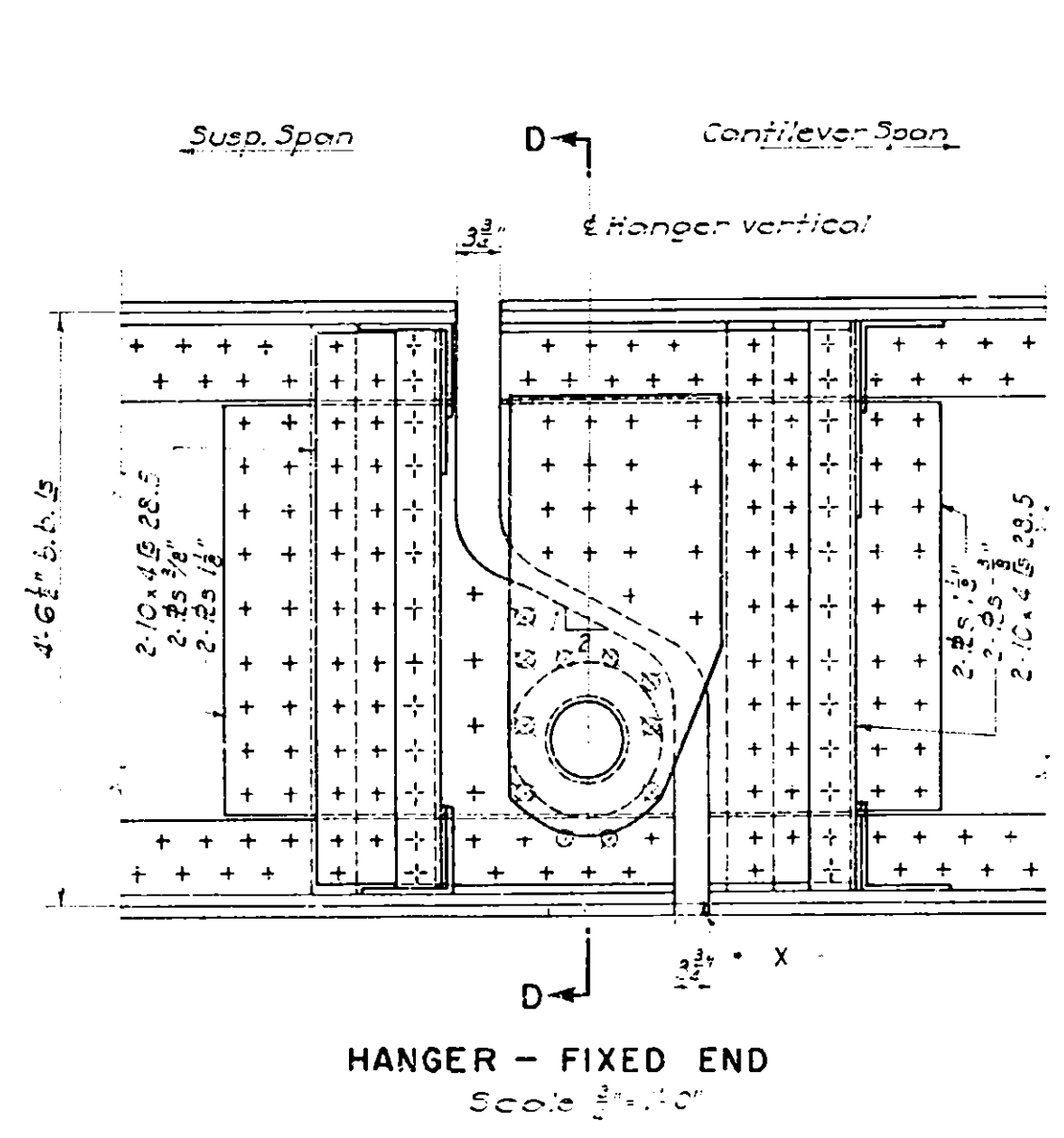
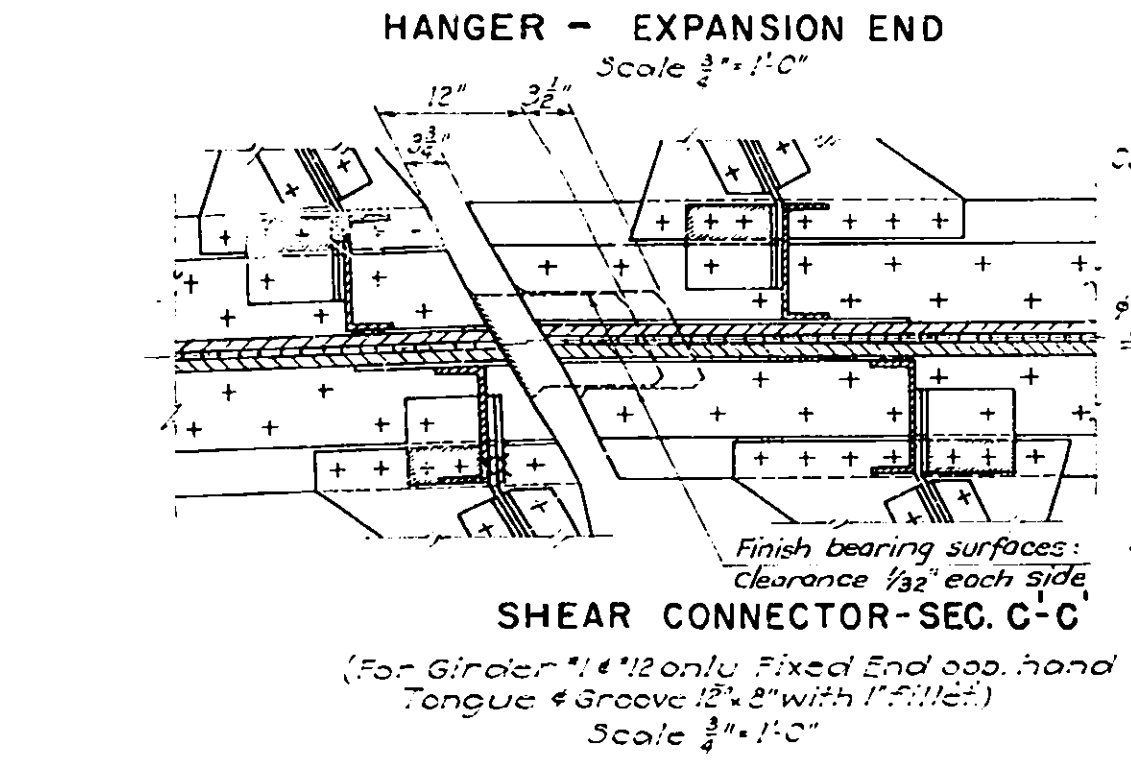
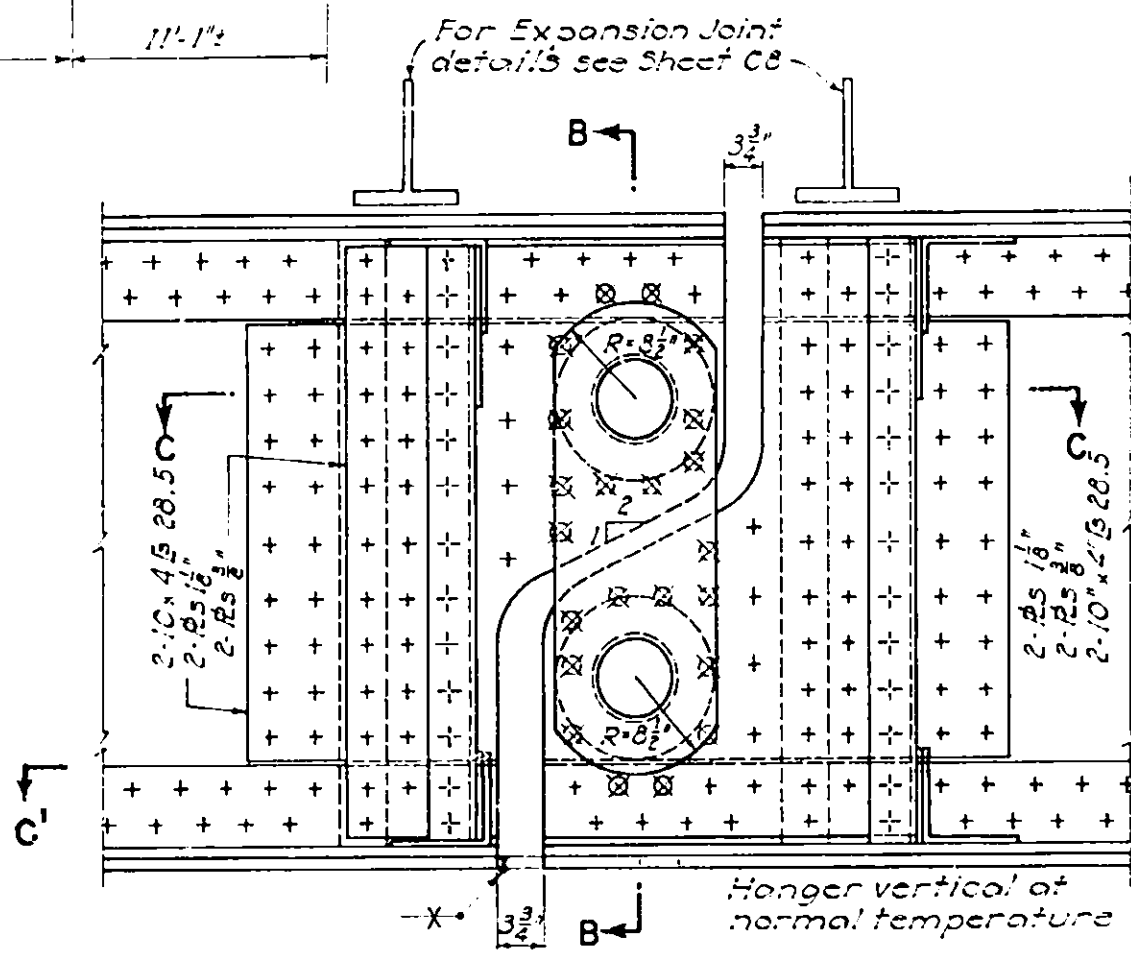


Drawn by HYL
Traced by DC
Checked by KHC
R. M. Boynton
Engineer in Charge

FIXED END BEARING
Cast Steel
Scale 1/2" = 1'-0"

EXPANSION BEARING - WELDED
Scale 1/2" = 1'-0"

PLAN E-E
Scale 1/2" = 1'-0"

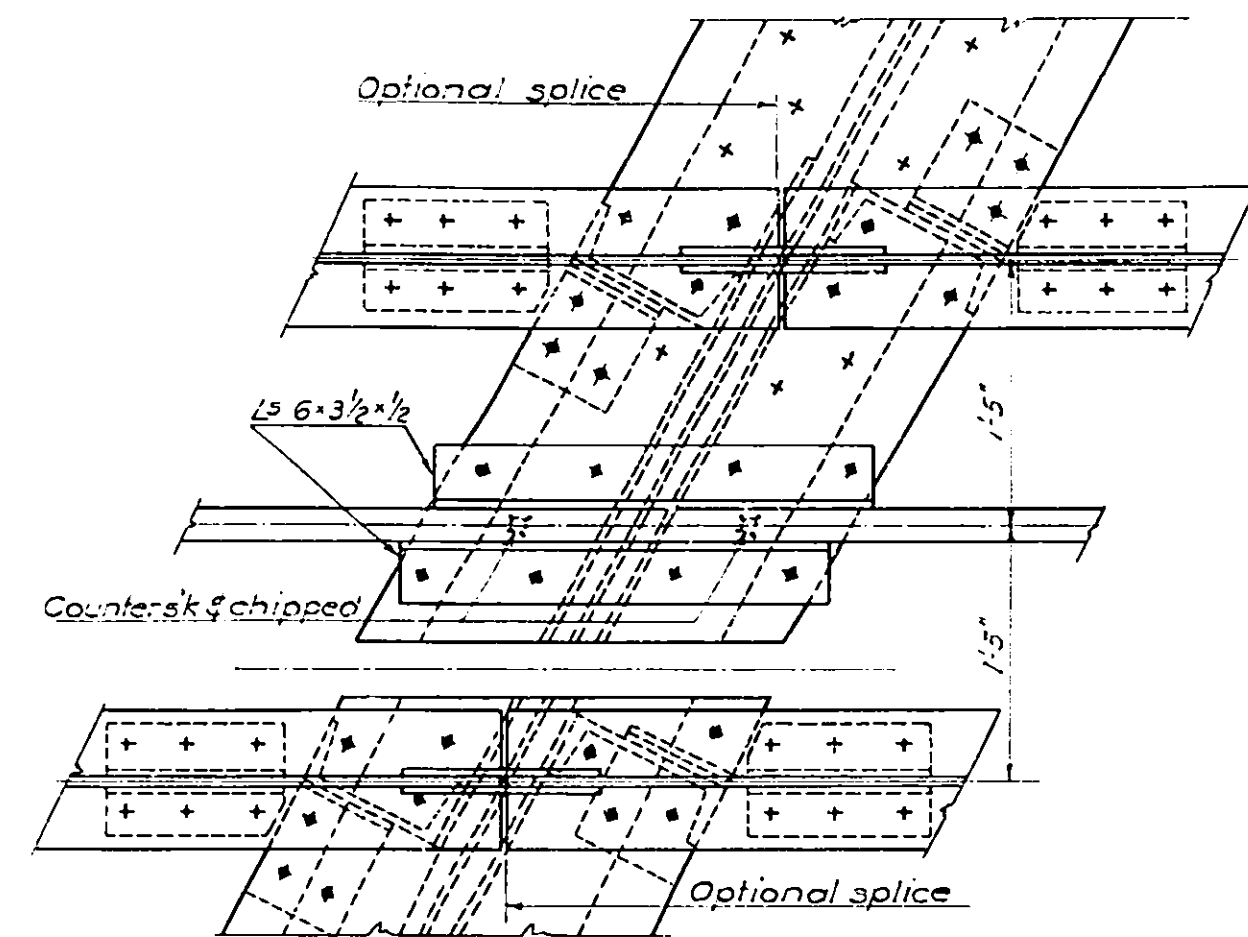


GIRDER DETAILS & BEARINGS

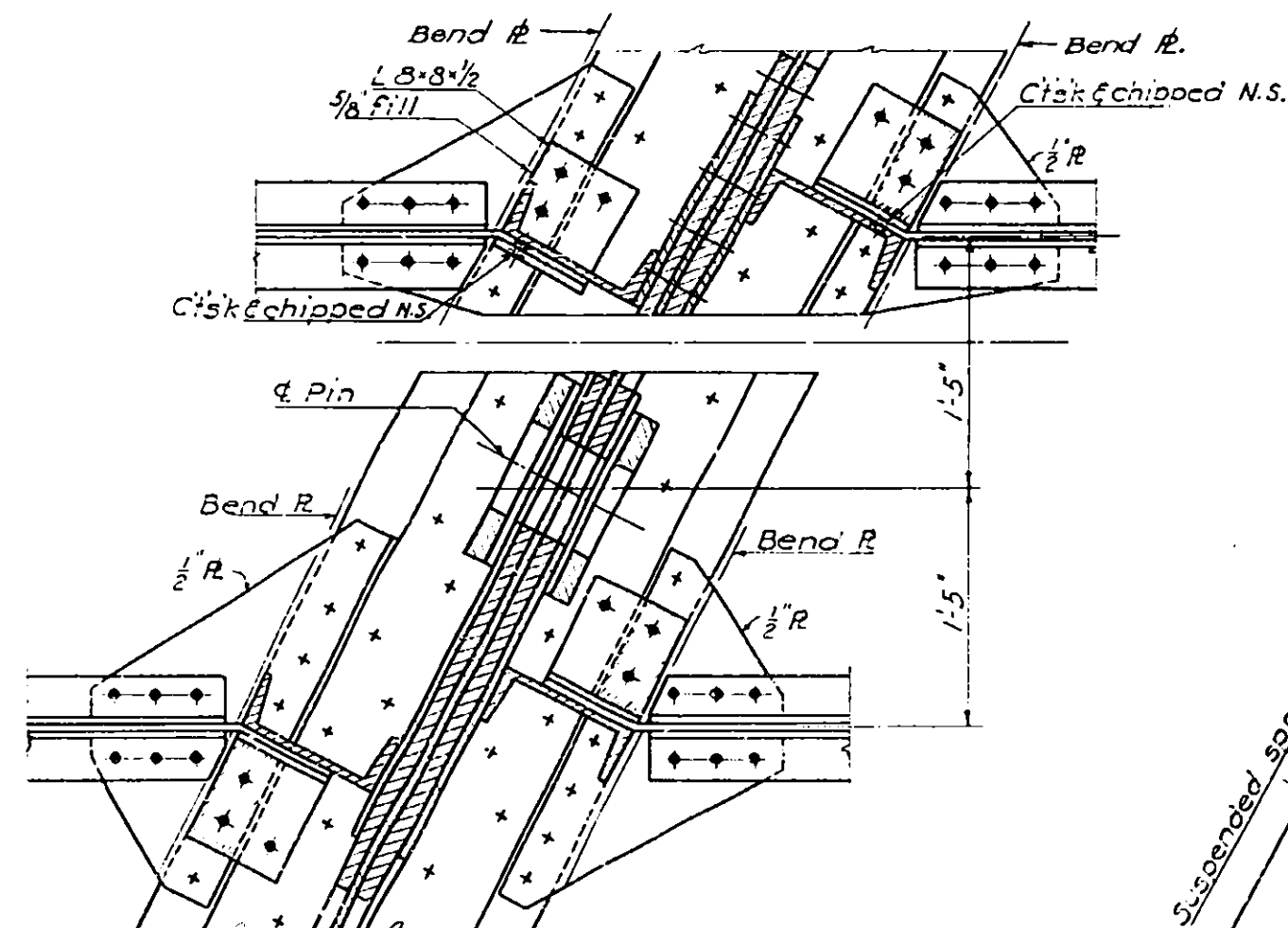
PREPARED AND RECOMMENDED:
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155
DATE: Mar. 16, 1953

DRAWING NO.	SCALE	DATE
5210 - C-7 of 16	1/2" = 1'-0"	Mar. 16, 1953

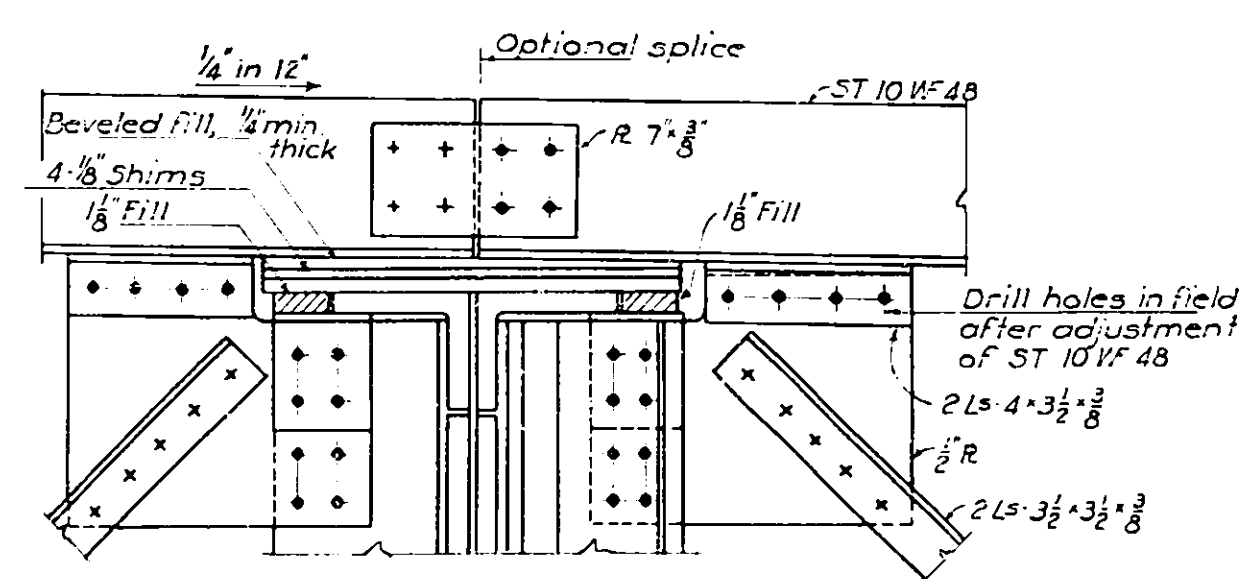
COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			85	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. B				
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER BARGE CANAL				



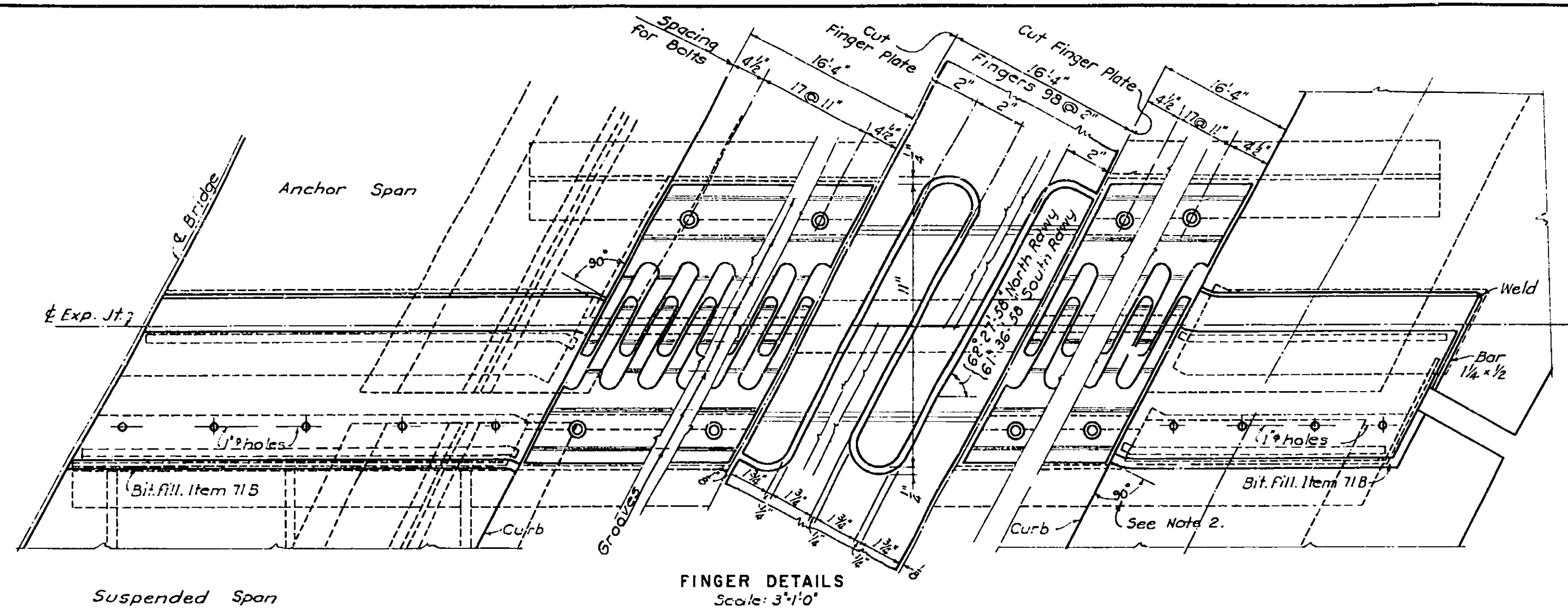
SECTIONAL PLAN AT TOP OF SUSPENSION POINTS
(SECTION B-B)



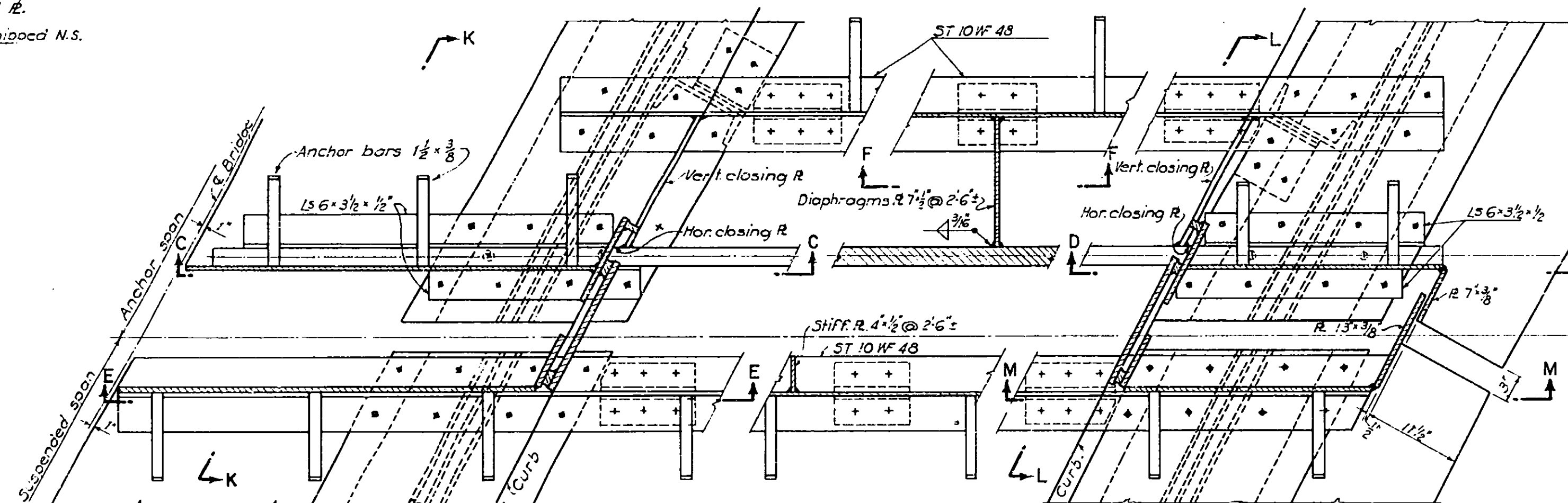
SECTIONAL PLAN AT BOTTOM OF SUSPENSION POINTS



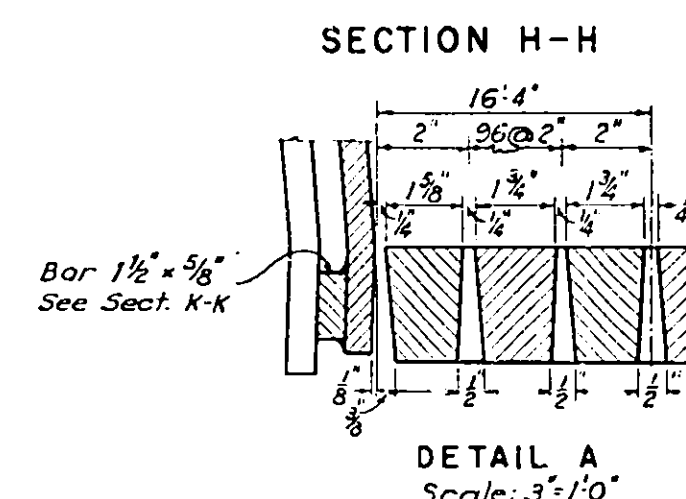
CROSS FRAME DETAILS AT EXPANSION JOINT



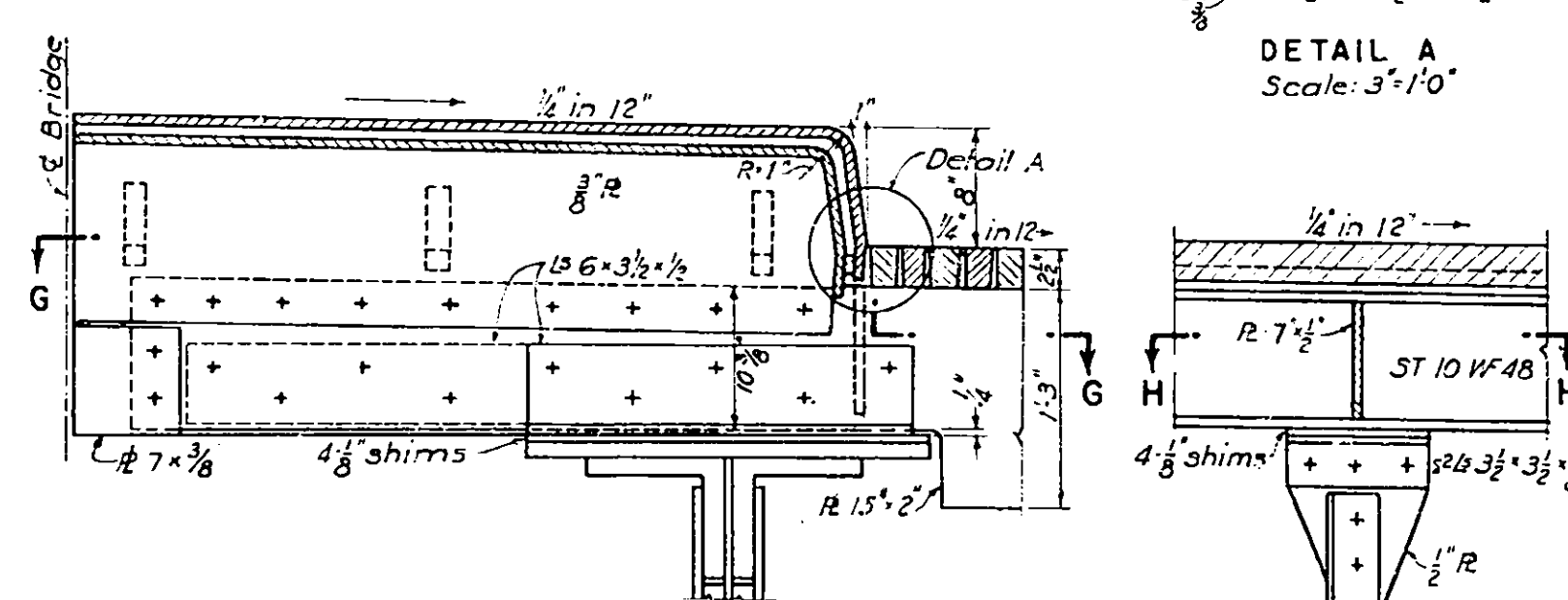
PLAN OF EXPANSION JOINT



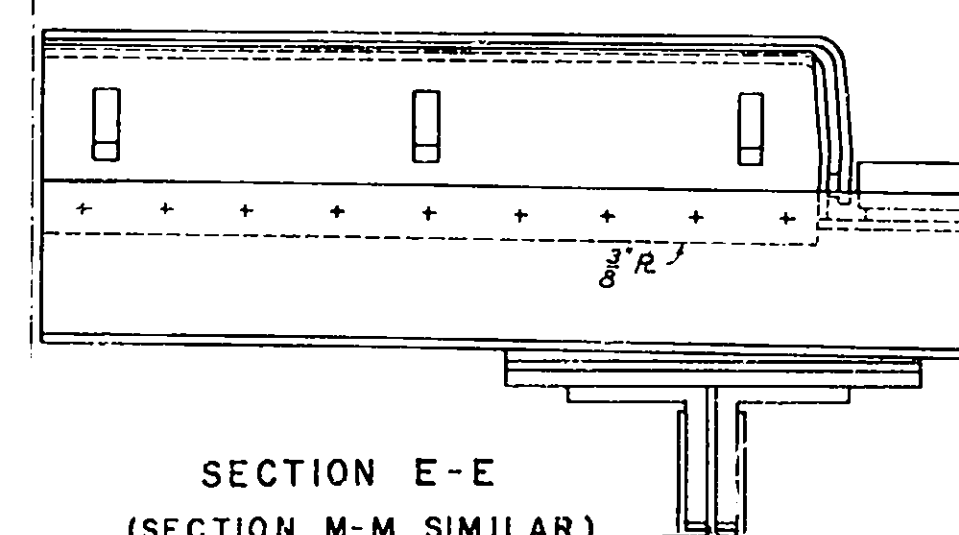
SECTION G-G



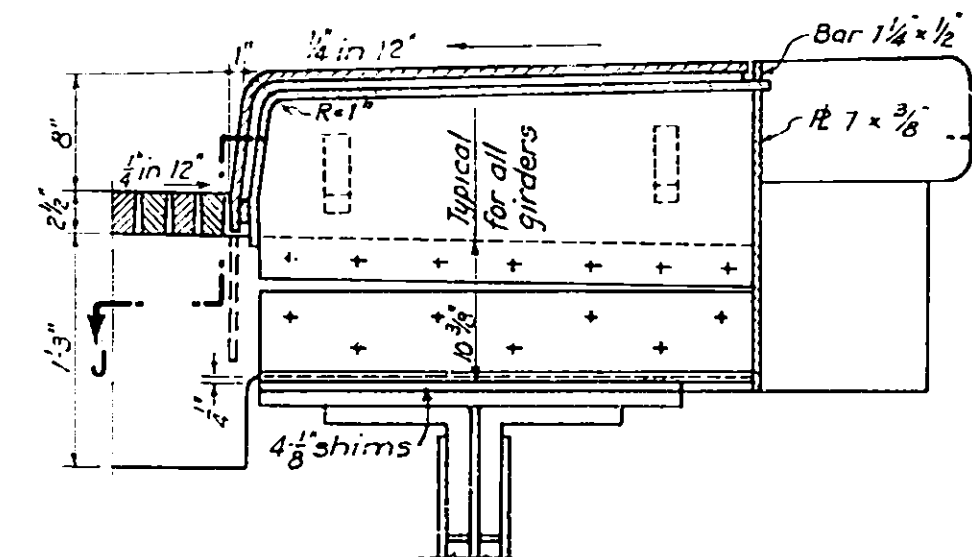
SECTION H-H



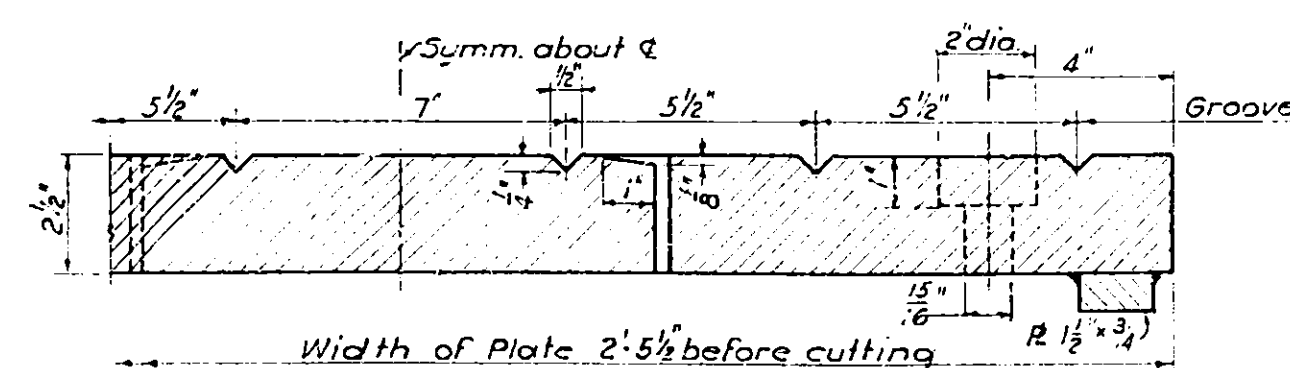
SECTION - C-C



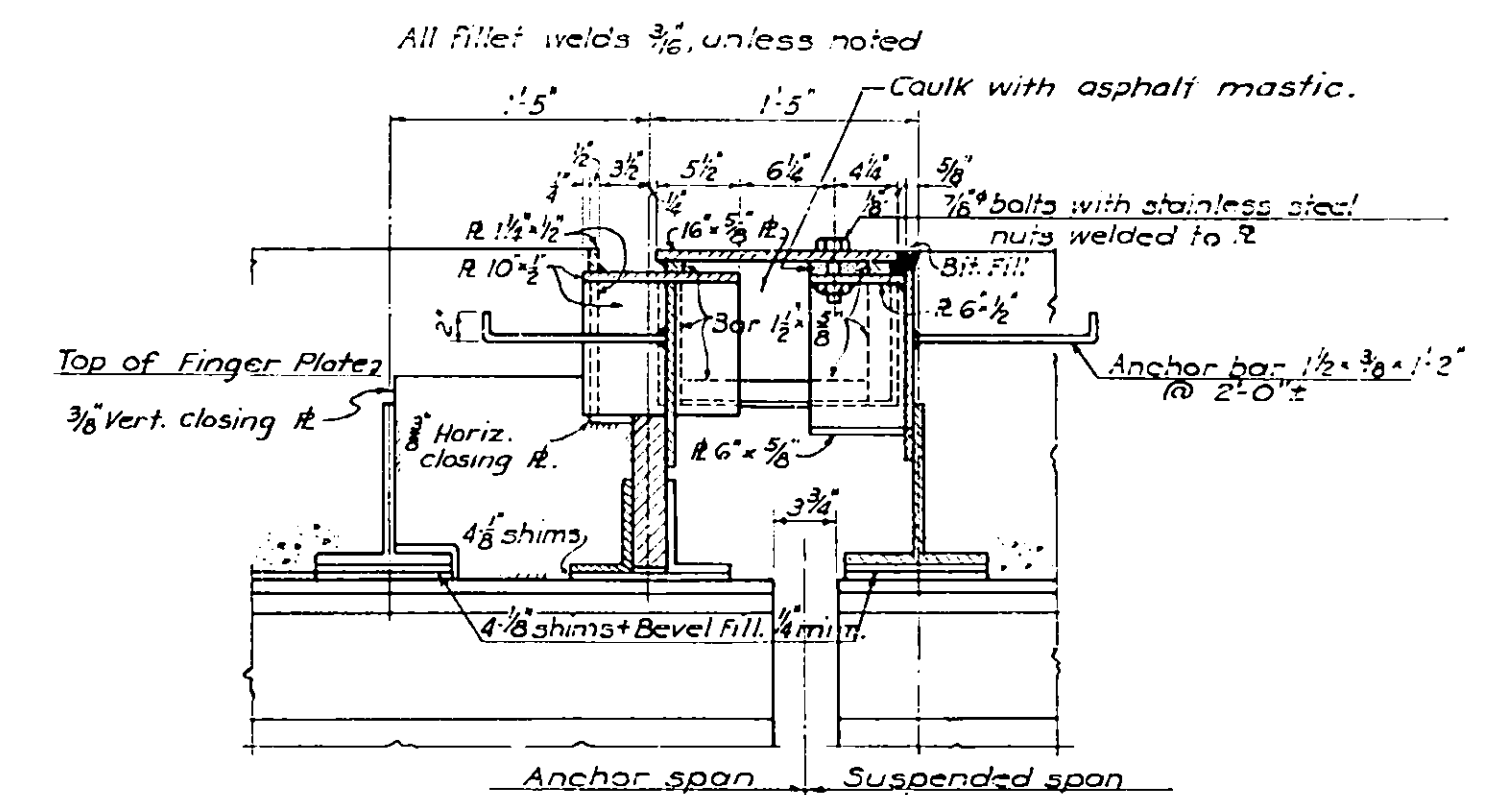
SECTION E-E
(SECTION M-M SIMILAR)



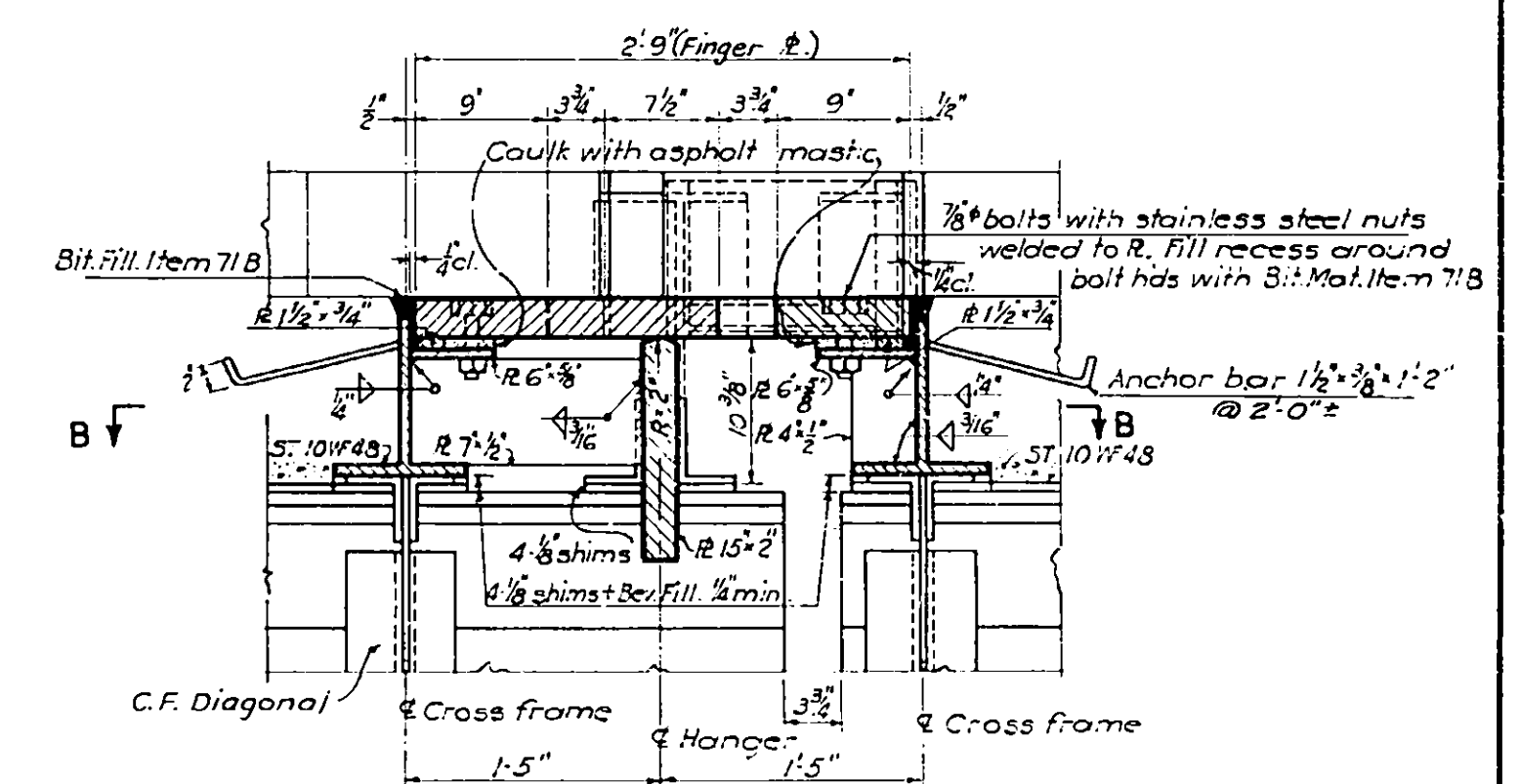
SECTION D-D



FINGER PLATE DETAILS
Scale: 3"=1'-0"



SECTION K-K



SECTION L-L

NOTES

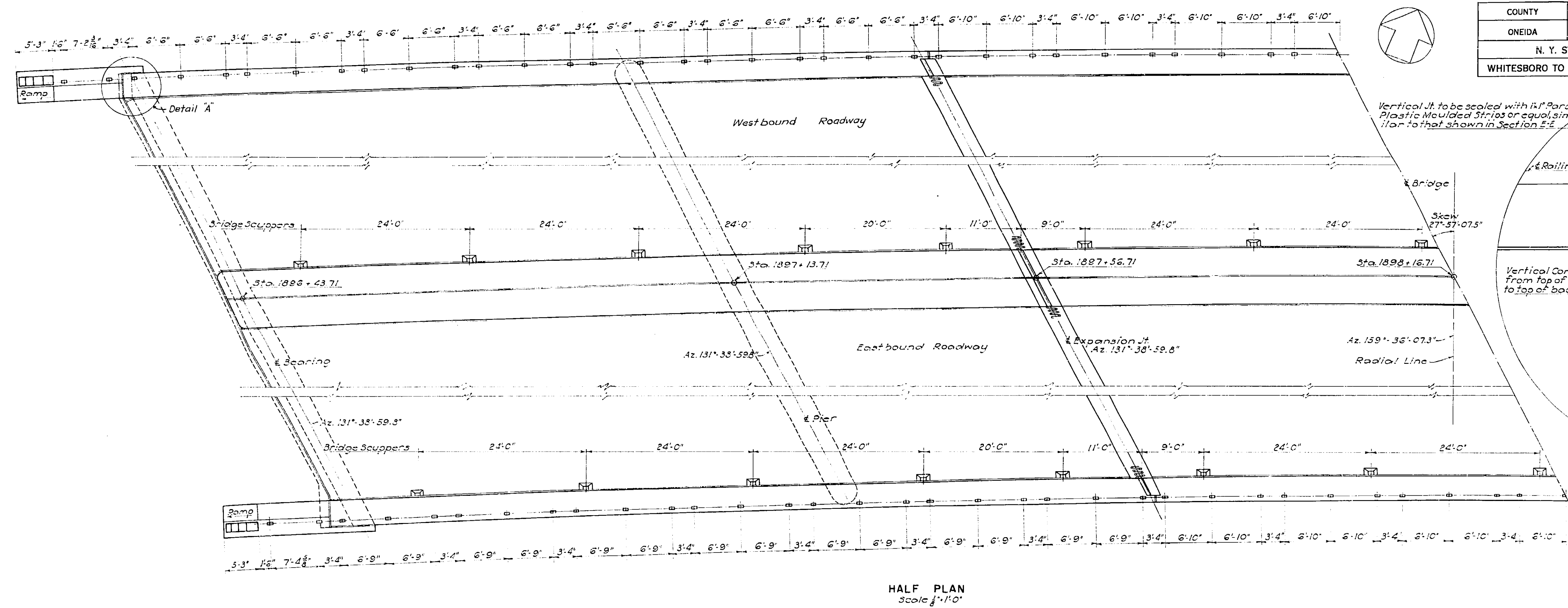
1. Steel Protection under and adjacent to Finger Joints
- All steel surfaces under finger joints and sidewalk apron plates within the limits of the adjacent stiffener angles shall receive a coating not less than 16 mils thick (100 sq. ft.) of an approved asphalt mastic applied by spraying, trowelling or other satisfactory means. The outstanding leg and edge of each stiffener angle facing the finger joints shall be included in the area to be coated. The top exposed areas of girders and the tops of angle legs and beam flanges as well as other areas noted on the plans which form a drainage plane shall receive a coating which shall be sloped to drain. Edges of plates, angles and beams shall be reinforced with an inorganic non-rustable fabric applied in an approved manner. The inside of hanger plates and the areas of webs which will be covered by the hangers shall be coated at the time steel is erected. Other areas shall be covered before fingers and apron plates are placed. Mastic shall be applied over the shop coat of red lead and oil. Mastic shall be equal to Gilsonite Insul-Mastic No. 400 as manufactured by the Insul-Mastic Corporation of America, Pittsburgh, Pa. Mastic shall be applied in accordance with the manufacturer's specifications by competent workmen. Mastic is covered by a shop coat of red lead and oil. Girders shall receive one coat of sealer and two coats of paint in accordance with the specifications. Sealer coat shall be equal in quality to that produced by the manufacturers of the Asphalt Mastic. All coats required to furnish and place Mastic material, fabric reinforcement, and sealer coat shall be included in the price bid for Item # 29.
2. Cut and bend all plates and bars at curbs normal to gutter.

EXPANSION JOINT DETAILS

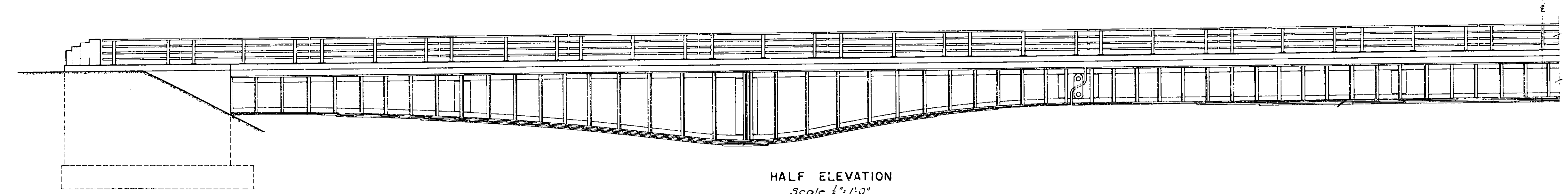
DRAWING NO. 5210 - C B of 16	SCALE 1/4" = 1'-0" as Noted	DATE Mar. 16, 1953
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Drawn by A.W.
Traced by C.
Checked by K.H.C.
R. W. Boynton
Engineer in Charge

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

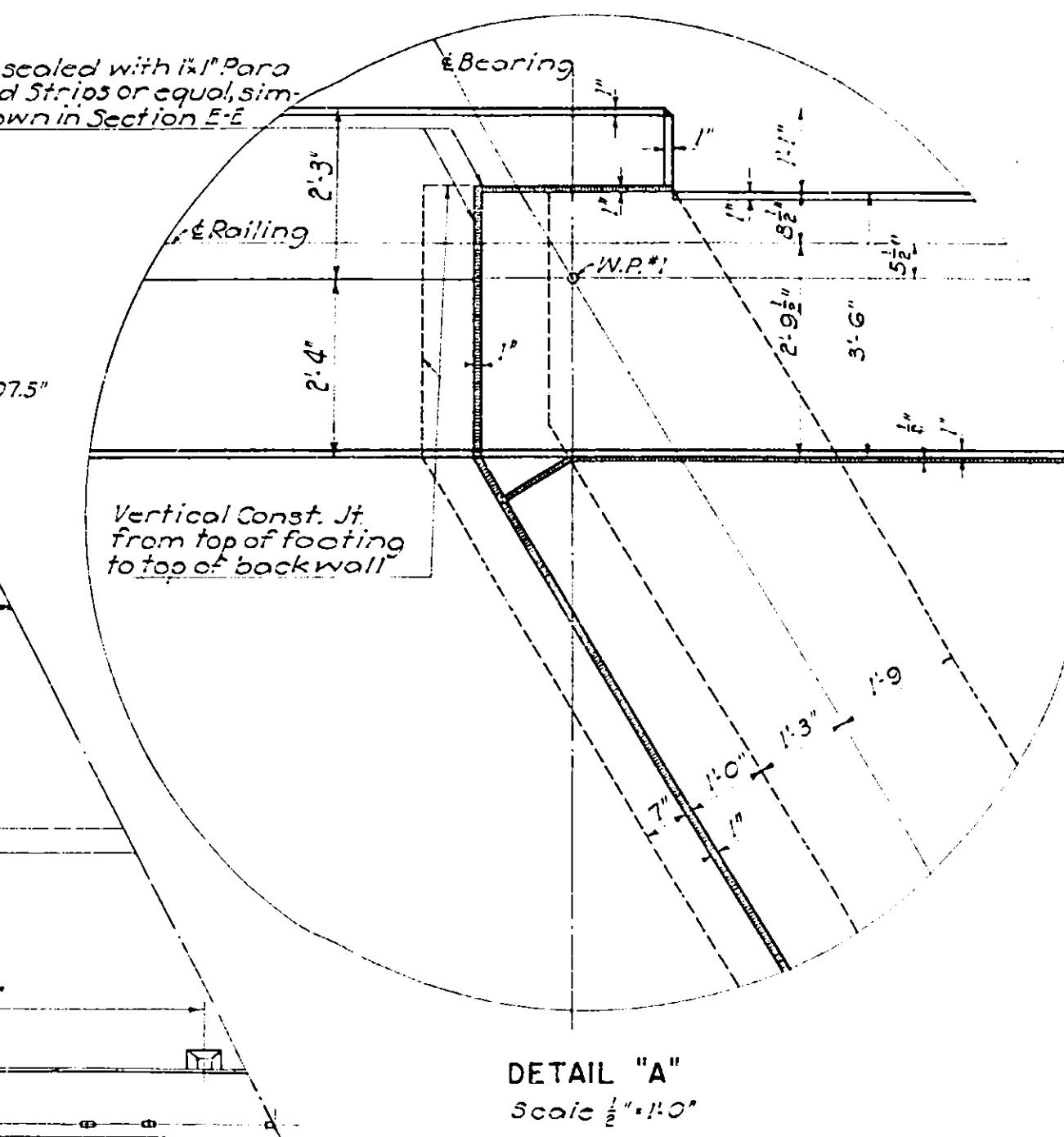


HALF PLAN
Scale 1/8" = 1'-0"

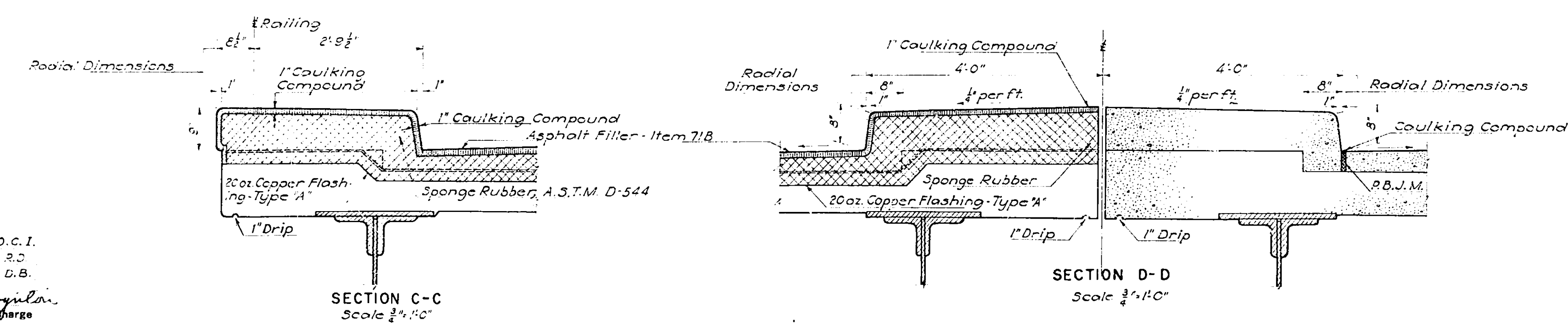


HALF ELEVATION
Scale 1/8" = 1'-0"

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		86	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER BARGE CANAL			



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



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

SECTION D-D
Scale 3/4" = 1'-0"

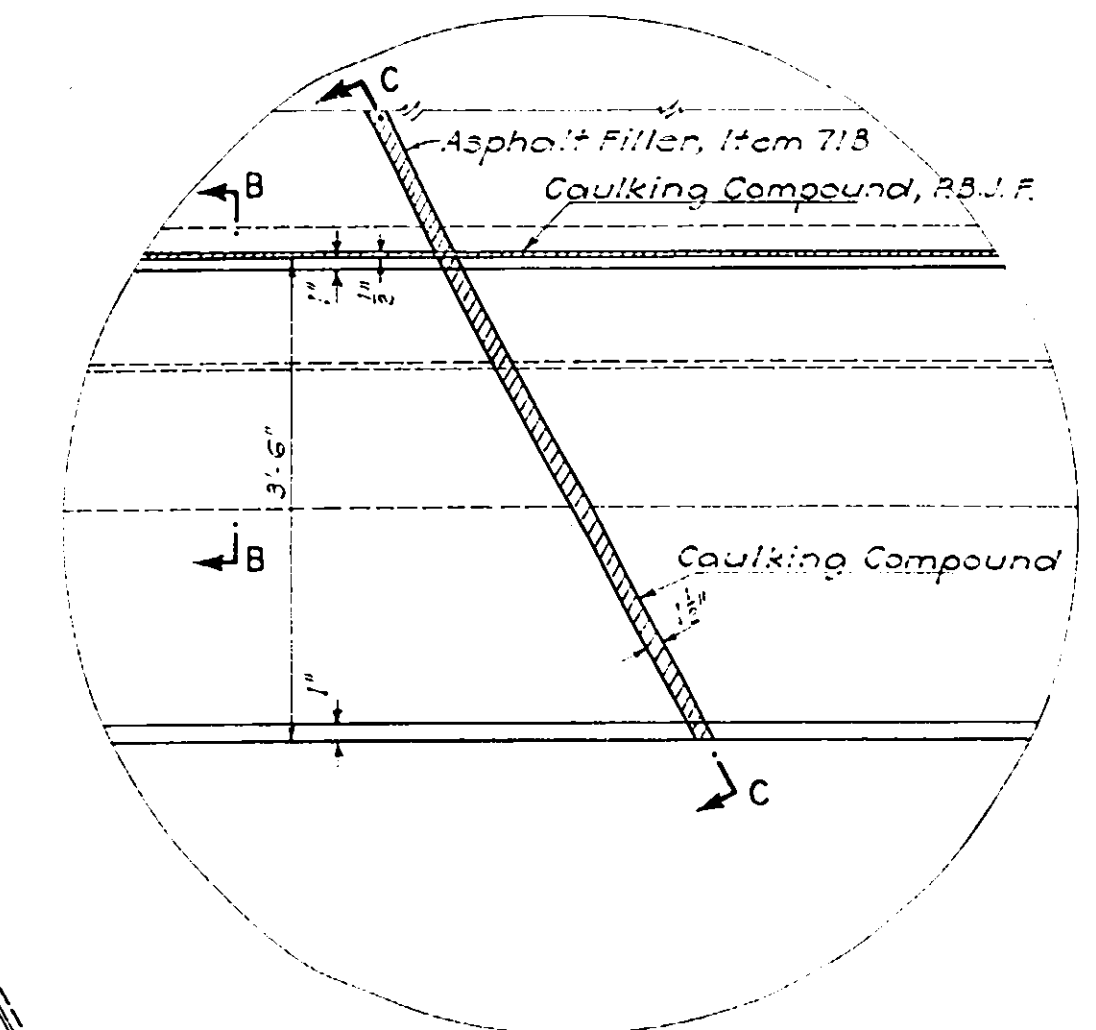
Note:
For Scupper details see Sheet C-10.
For Bar Reinforcement & Schedule, see Sheet C-15 & C-16.
For Railing Details, see Sheet C-11.

Drawn by O.C.I.
Traced by R.D.
Checked by D.B.
R. M. Boylan
Engineer in Charge

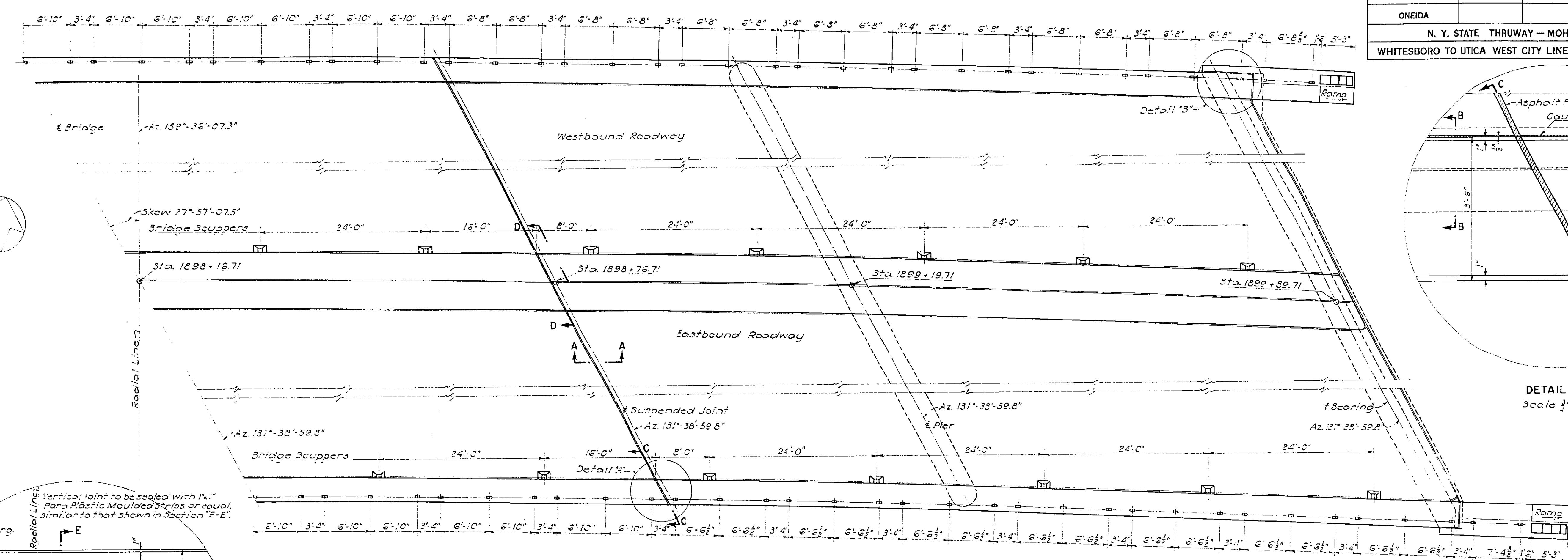
PREPARED AND RECOMMENDED:
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155
DATE Mar. 16, 1953

CONCRETE DECK WEST HALF		
DRAWING NO. 5210 - C9 of 16	SCALE As Noted	DATE Mar. 16, 1953

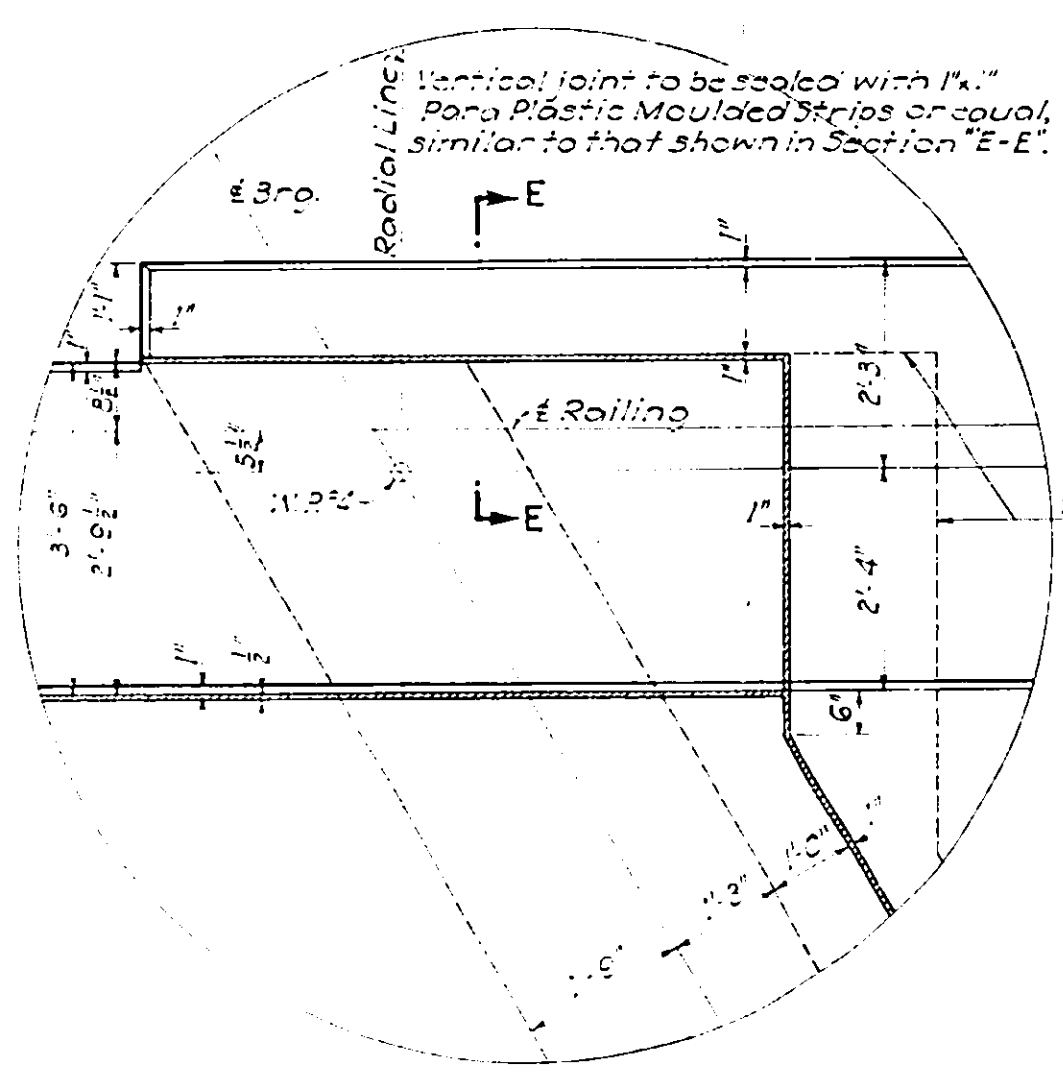
COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			87	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8				
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER BARGE CANAL				



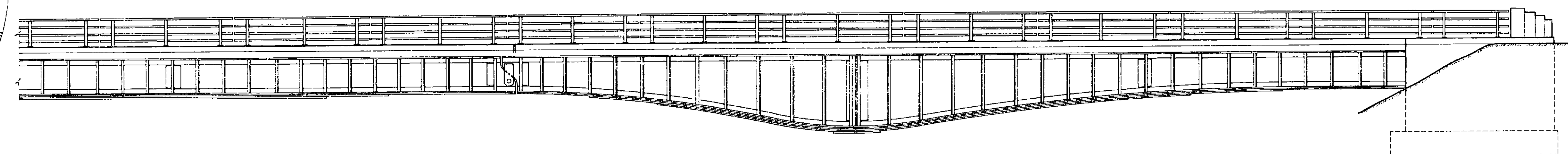
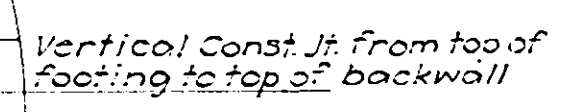
DETAIL "A"
Scale $\frac{3}{4}" = 1'-0"$



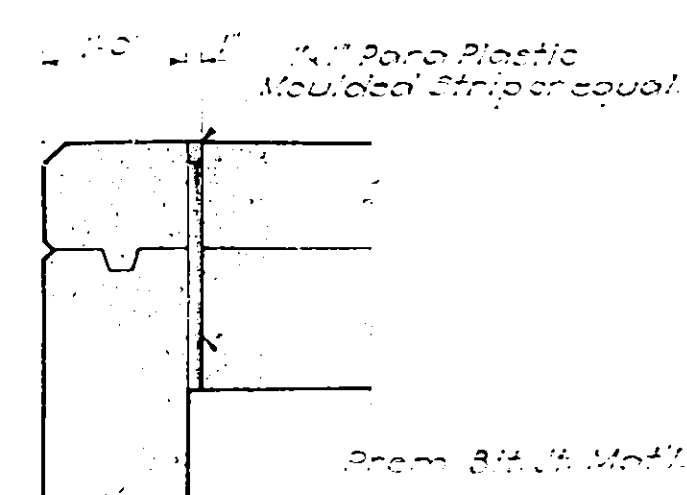
HALF PLAN
Scale $\frac{1}{8}" = 1'-0"$



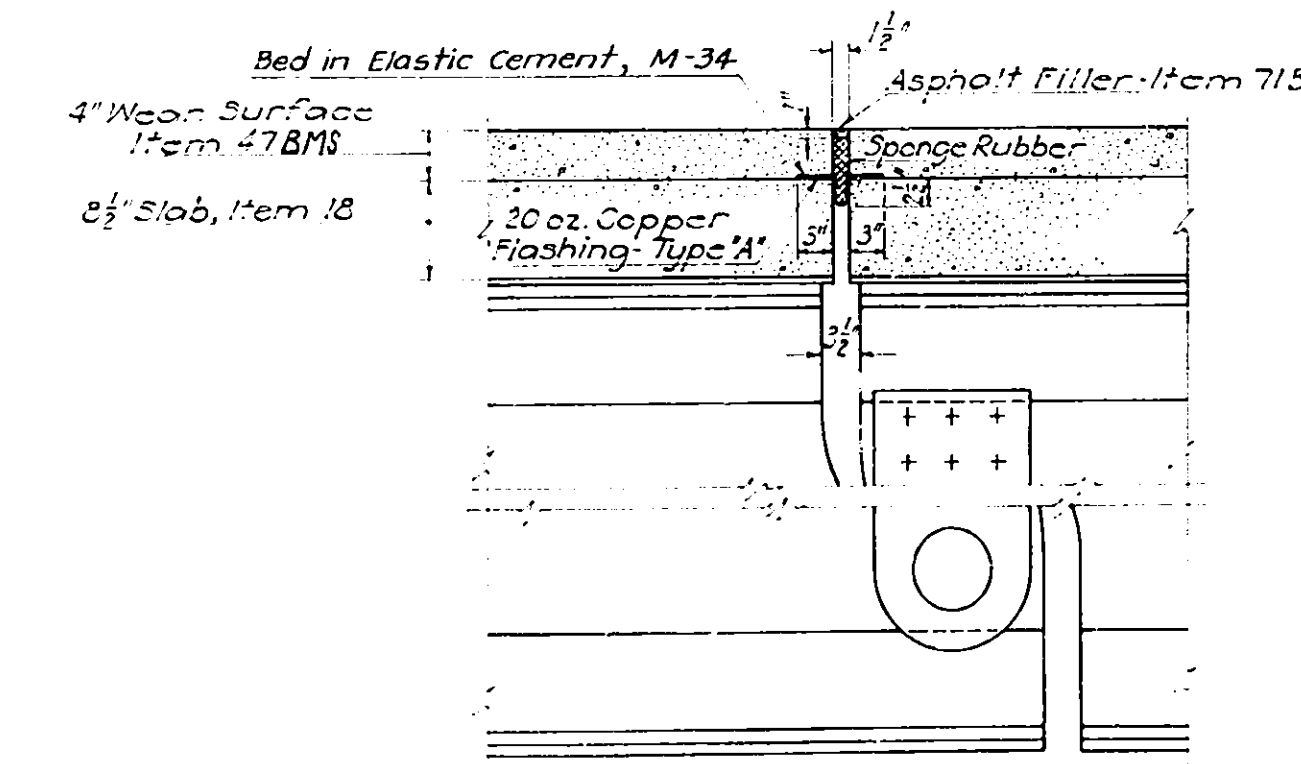
DETAIL "B"
Scale 1/2" = 1'-0"



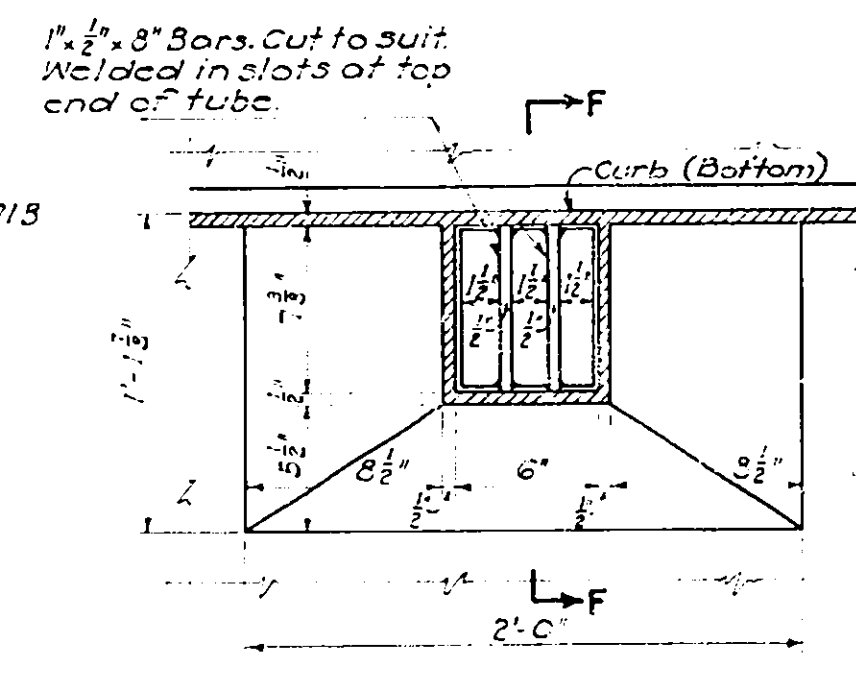
HALF ELEVATION
Scale $\frac{1}{8}" = 1'-0"$



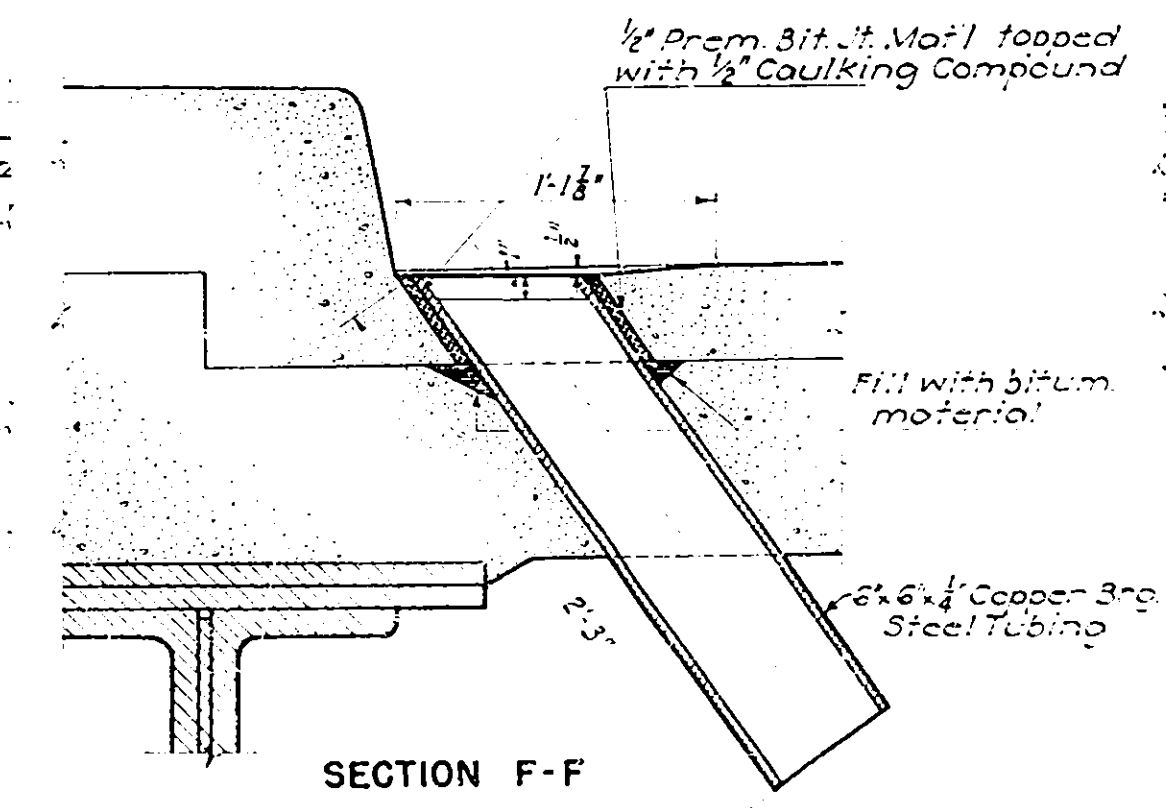
SECTION E-E
Scale: 3/16" = 1'-0"



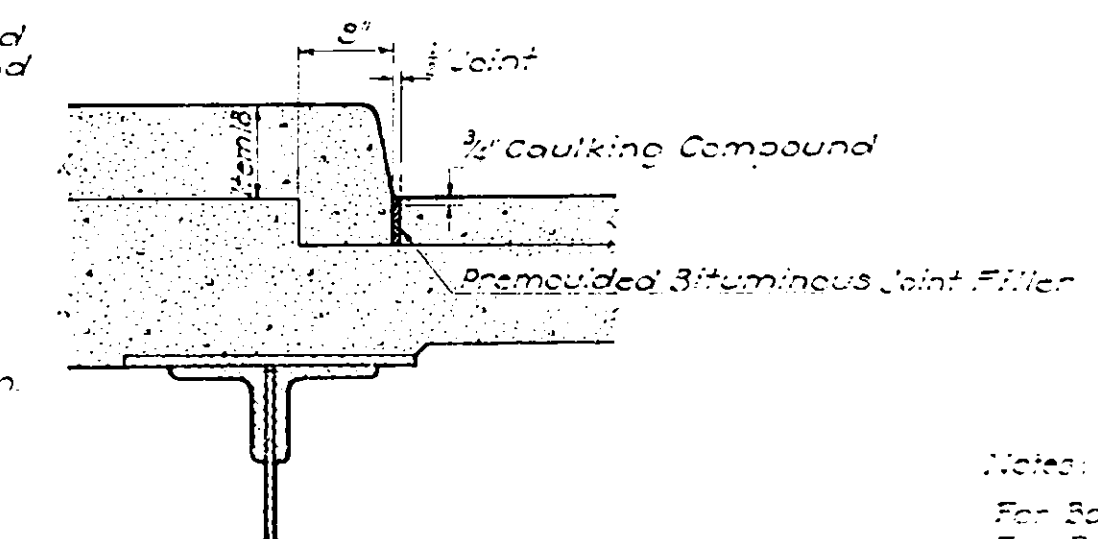
SECTION A-A
Scale $\frac{3}{4}" = 1'-0"$



PLAN



SECTION F-F'



SECTION B-B
Scale $\frac{3}{4}'' = 1'-0''$

Notes:
For Bar Reinforcement & Schedule, see Sheet C-15 & C-16
For Railing Details, see Sheet C-11.
For Sections C-C & D-D, see Sheet C-9.

CONCRETE DECK
EAST HALF

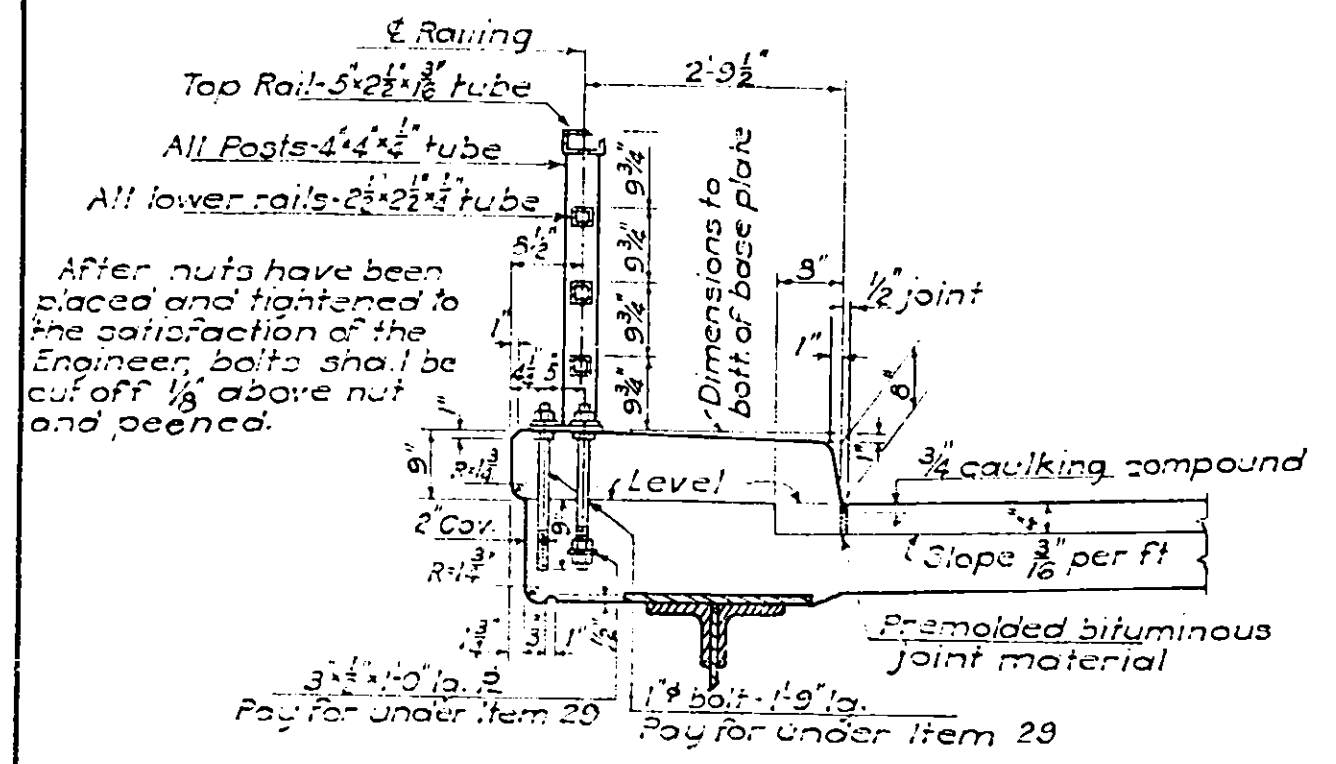
Drawn by
Traced by
Checked by
R. M. Boynton
Engineer in Charge

SCUPPER DETAILS
Scale $1\frac{1}{2}'' = 1'-0''$

PREPARED AND RECOMMENDED:
D. B. Steinman Mar. 16, 1953
D. B. STEINMAN, CONSULTING ENGINEER DATE
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 135

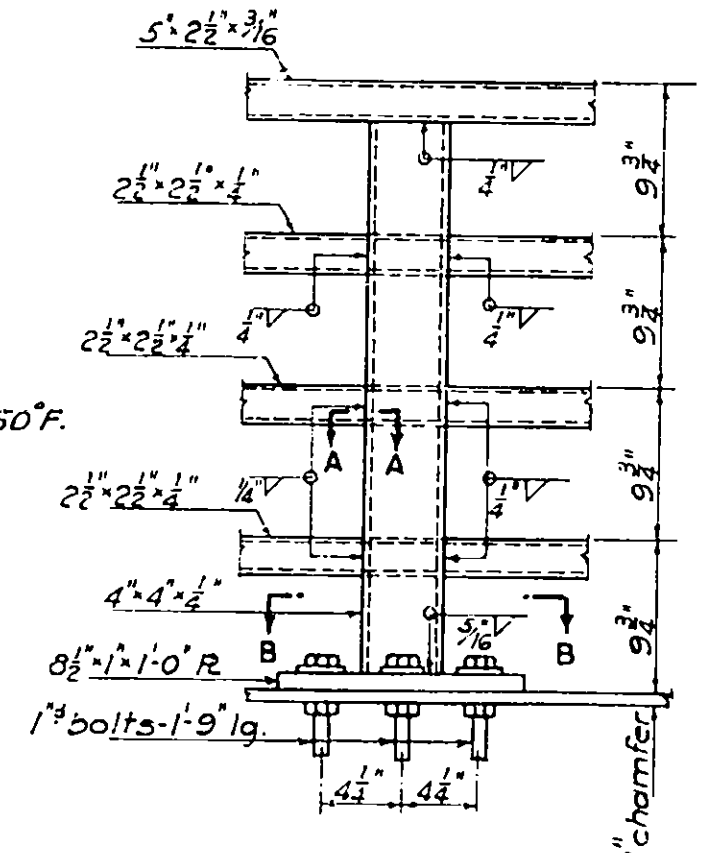
DRAWING NO. 5210 - C 10 of 16	SCALE As Noted	DATE Mar 16, 1953
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COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	88	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER BARGE CANAL		



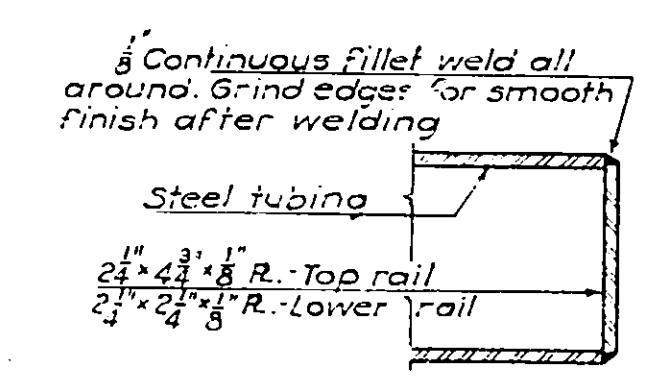
PARTIAL TRANSVERSE SECTION
THRU SUPERSTRUCTURE
Scale: 1/2" = 1'-0"

- 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.
 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.

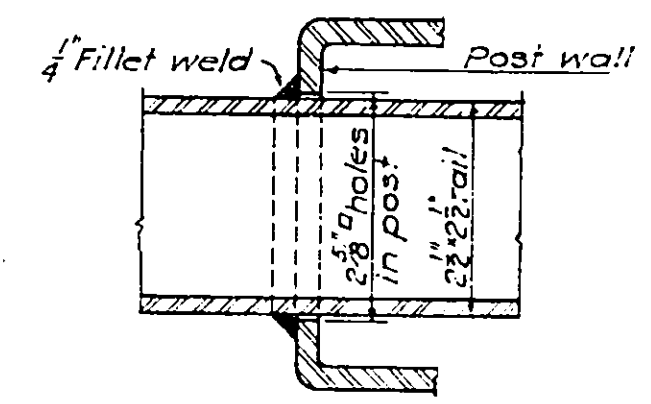


PARTIAL ELEVATION
Not to scale

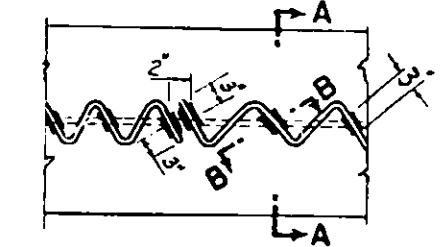
Note: All railing posts are to be set truly vertical.



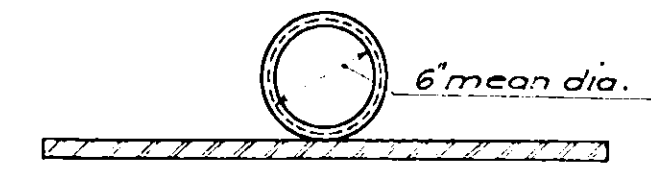
SECTION AT END
OF RAILS



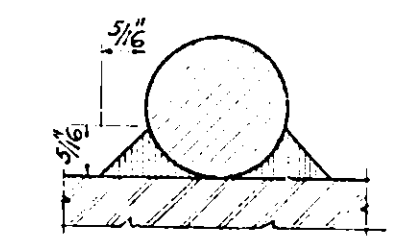
SECTION A-A
Scale: 6" = 1'-0"



SPIRAL DETAILS
Scale: 1/2" = 1'-0"



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

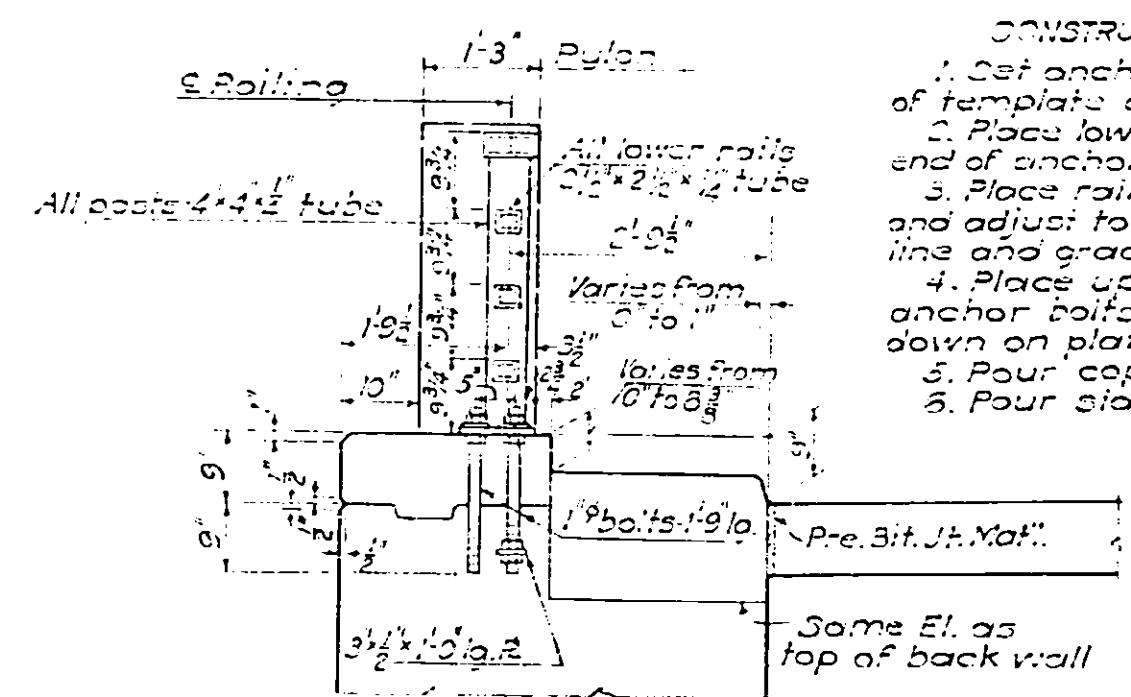


SECTION B-B
Scale: Full Size
3/8" spiral bar with a 3/8" fillet weld on each side, 3" long.

SPECIAL NOTES FOR SPIRALS

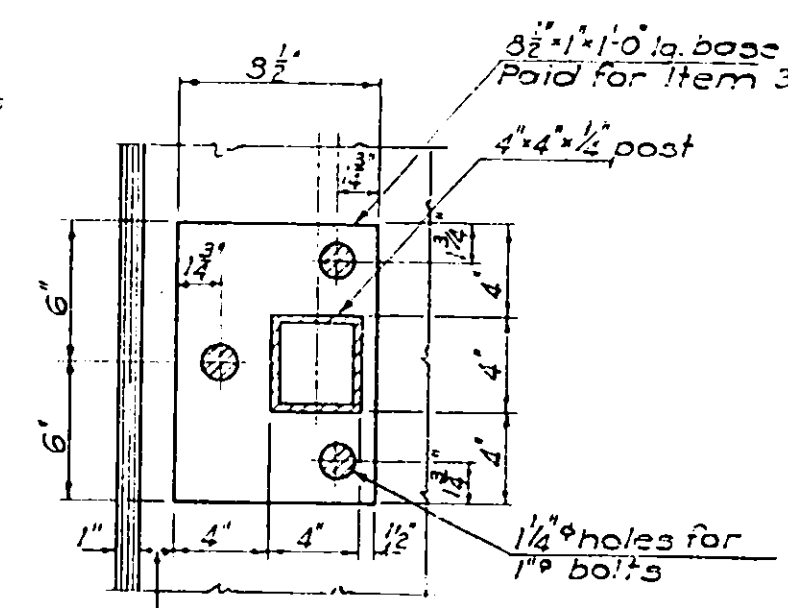
The Contractor's and Engineer's attention is called to the possibility of interference between the reinforcing steel in the slab and the beam spirals. To avoid this interference the bar spacings may be varied 1" with the understanding that the required area of steel will be placed in each 5' ft. Even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



PARTIAL TRANSVERSE SECTION
THRU SUBSTRUCTURE
Scale: 1/2" = 1'-0"

- CONSTRUCTION PROCEDURE**
1. Set anchor bolts by means of template and pour wall.
 2. Place lower nuts on upper end of anchor bolts.
 3. Place railing on lower nuts and adjust to bring railing to line and grade.
 4. Place upper nuts on anchor bolts and tighten down on plates.
 5. Pour coping.
 6. Pour sidewalk.



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

SPECIAL NOTES FOR RAILING

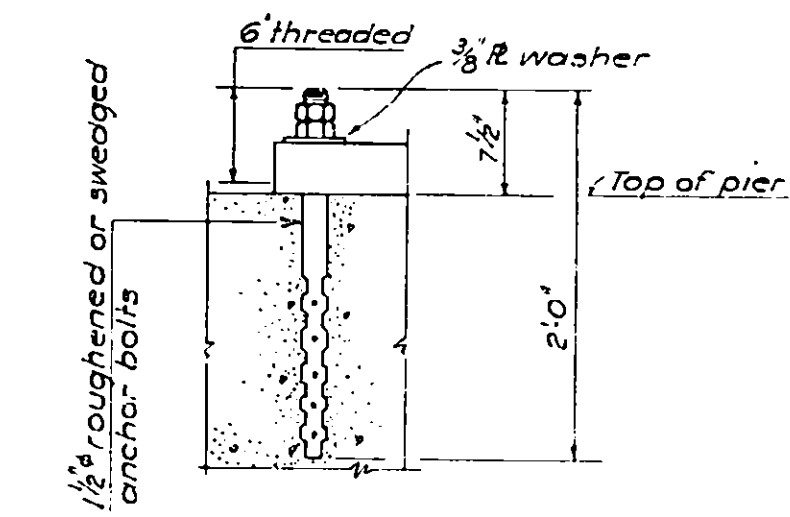
All railings are to be fabricated and erected so that rails are parallel to each other and to the top of fascia, and posts are truly vertical.

Dimensions for tubing and outside dimensions. Shop or field welding may be used in the fabrication and the erection of the railing.

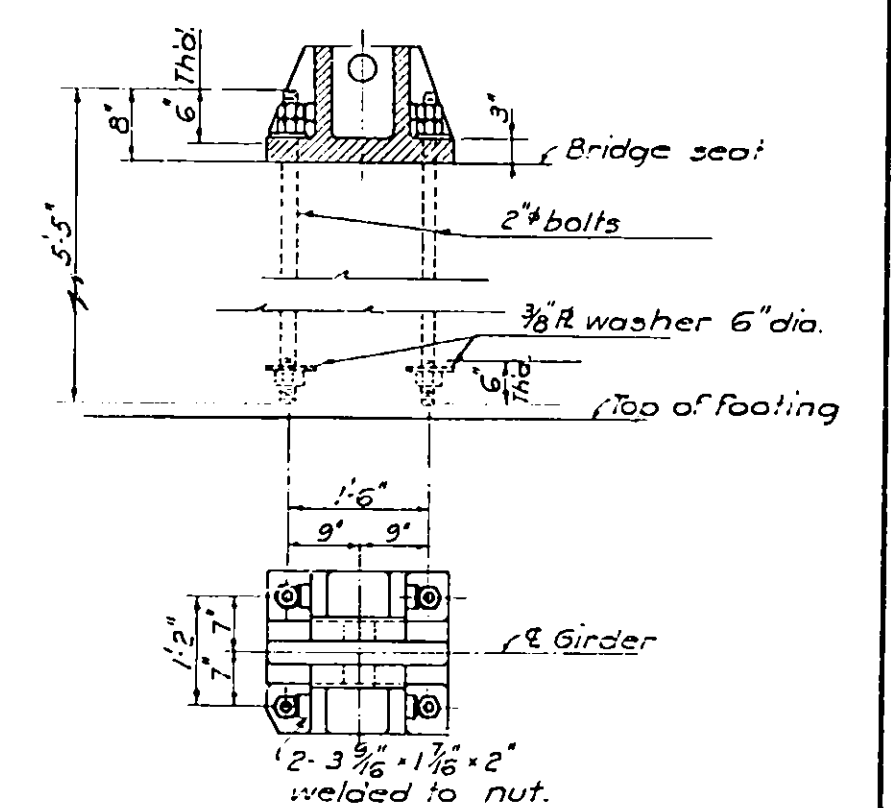
Since the finished railings must meet all requirements of fit, alignment, grade and verticality of posts to the full satisfaction of the Engineer, it is suggested that complete field measurements be made before any shop fabrication work is performed.

Tubular rails and posts, also base plates, paid for under Item 37. Anchor bolts, nuts and washers, paid for under Item 20.

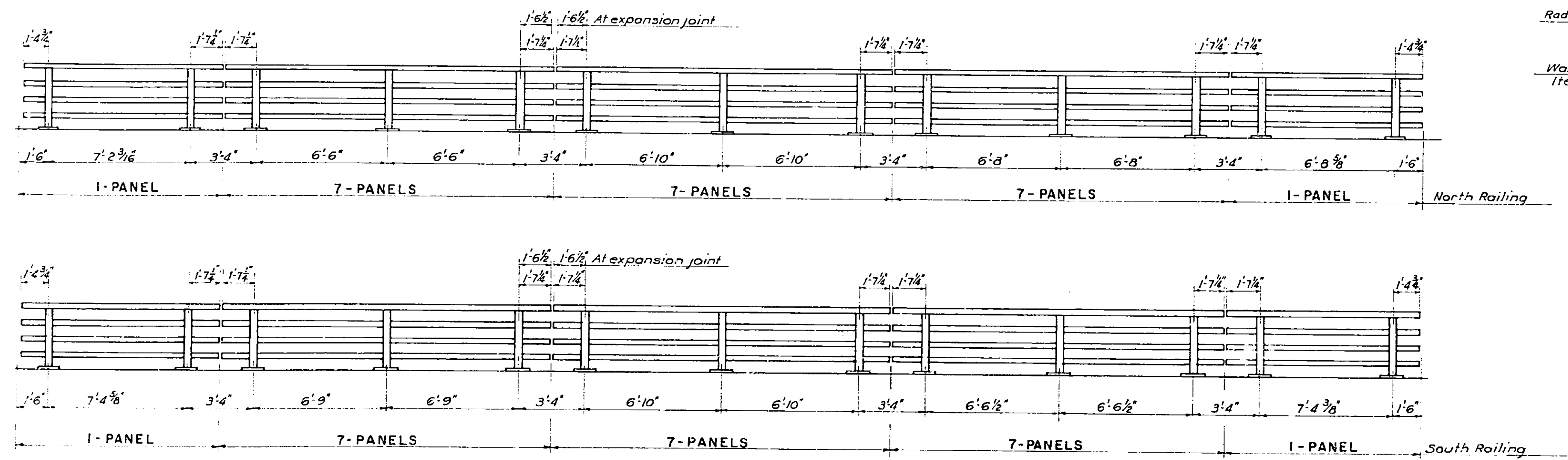
All welds on railing shall be ground smooth.



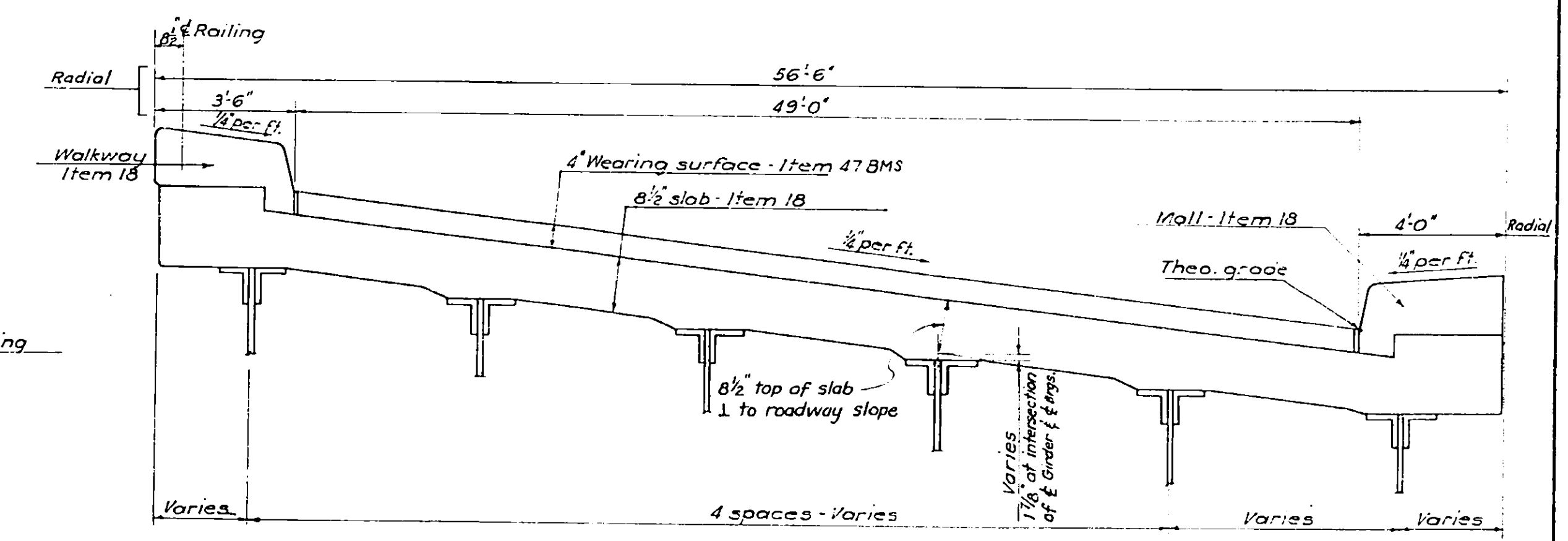
ANCHOR BOLT AT PIER
Scale: 1 1/2" = 1'-0"



ANCHOR BOLTS AT ABUTMENT
Scale: 1 1/2" = 1'-0"



TYPICAL RAILING PANELS
Scale: 1/2" = 1'-0"



SCHEMATIC VIEW
HALF TYPICAL CROSS SECTION

Drawn by R.A.
Traced by S.G.
Checked by S.G.
R.M. Bogutan
Engineer in Charge

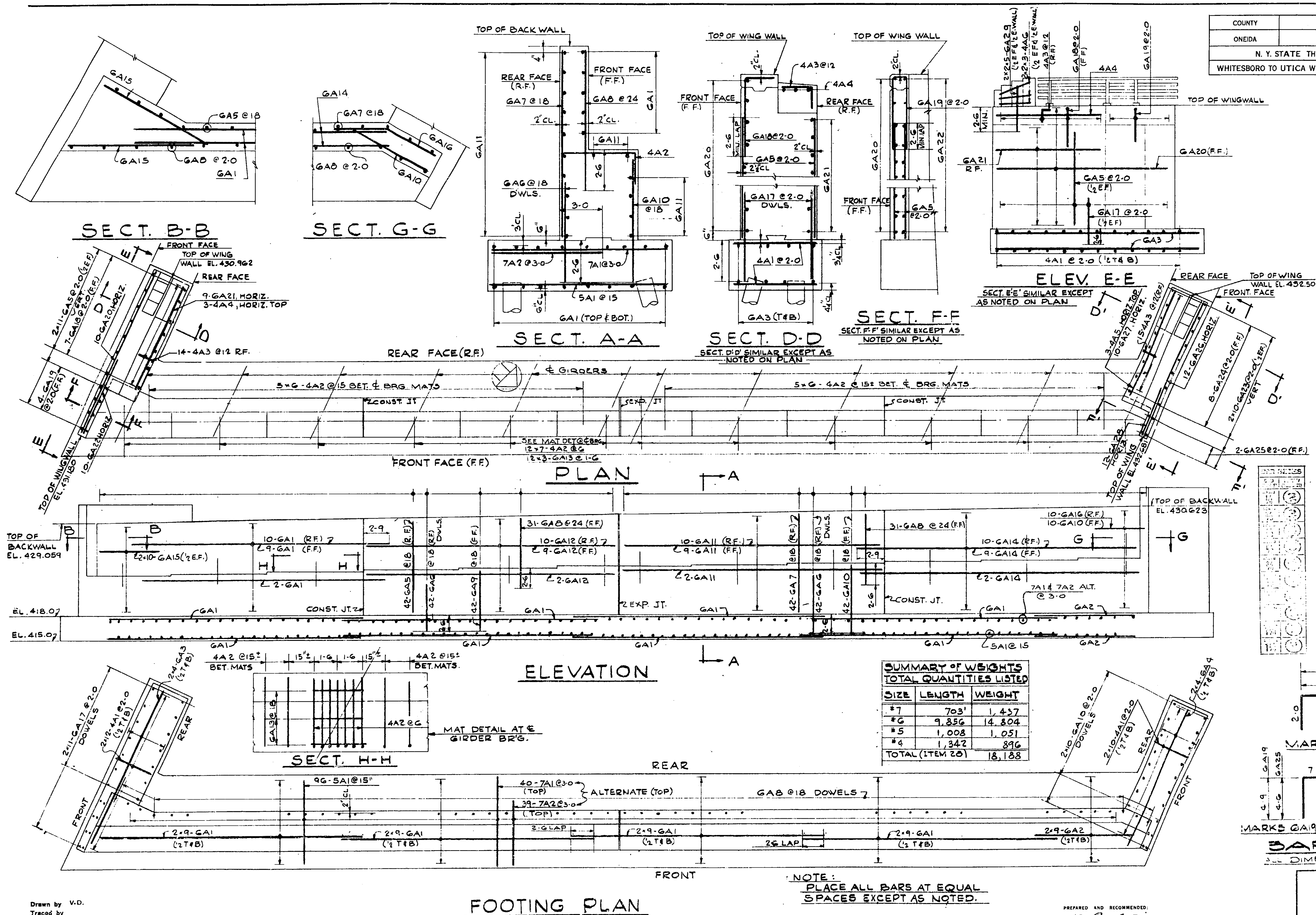
PREPARED AND RECOMMENDED
D.B. STEINMAN
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155
DATE
Mar. 16, 1953

RAILING AND DETAILS		
DRAWING NO.	SCALE	DATE
5210 - C11 of 1	As Noted	Mc 16, 1953

REINFORCING SCHEDULE

NO.	MARK	SIZE	LENGTH	REMARKS
40	7A1	#7	10-6	STR.
39	7A2	#7	7-3	↑
93	GA1	#6	30-0	
18	GA2		11-3	
8	GA3		22-0	
8	GA4		19-0	
64	GA5		10-9	
84	GA6		6-0	
42	GA7		10-6	
62	GA8		8-6	
42	GA9		4-9	
72	GA10		5-6	
21	GA11		31-0	
21	GA12		30-3	
36	GA13		3-3	
21	GA14		31-6	↓
20	GA15		7-9	STR.
10	GA16		6-0	SEE DET.
22	GA17		5-3	STR.
7	GA18		6-8	SEE DET.
4	GA19		10-1	SEE DET.
10	GA20		21-6	STR.
9	GA21		13-0	STR.
10	GA22		10-0	STR.
20	GA23		12-6	STR.
8	GA24		6-5	SEE DET.
2	GA25		9-7	SEE DET.
12	GA26		17-9	STR.
10	GA27		14-0	STR.
12	GA28 #6		6-6	STR.
20	GA29 #6		5-8	STR.

NOTE:- PREFIX ALL BAR MARKS' CW"



Drawn by V.D.
Traced by
Checked by I.Q.
R. M. Boynton
Engineer in Charge

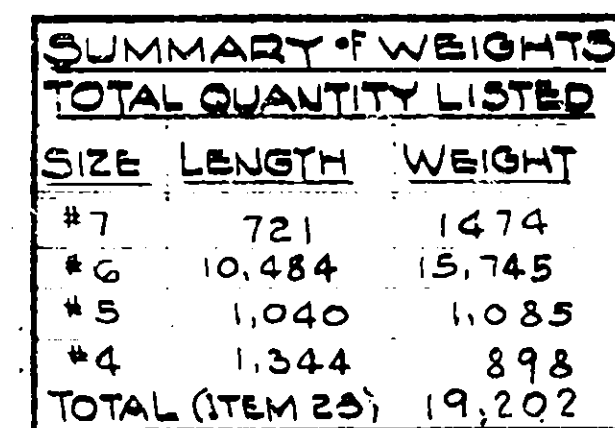
PREPARED AND RECOMMENDED: 10 B Steinman Mar. 16, 1953
D. B. STEINMAN, CONSULTING ENGINEER DATE
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 153


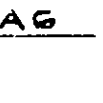
WEST ABUTMENT
BAR REINFORCEMENT & SCHEDULE

DRAWING NO. 5210 - C12 of 16	SCALE None	DATE Mar. 16, 1953
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REINFORCING SCHEDULE				
TOTAL	MARK	SIZE	LENGTH	REMARKS
41	7A1	#7	10-6	STR
40	7A2	#7	7-3	STR
72	6A1	#6	30-0	STR
10	2		17-3	
22	3		12-3	
12	4		21-6	
8	5		22-0	
8	6		19-9	
42	7		11-6	
97	8		6-0	
43	9		8-0	
66	10		8-6	
64	11		10-11	
43	12		7-3	STR
10	13		6-0	SEE DET.
20	14		7-9	STR
21	15		29-6	
21	16		33-9	
21	17		33-3	
21	18		32-0	
12	19		11-0	
10	20		13-0	STR
15	21		6-9	SEE DET.
6	22		10-3	SEE DET.
42	23		5-3	STR
20	24		5-8	STR
9	26		14-6	STR
11	27		17-6	
36	28		3-3	
10	6A29	#6	5-6	STR
99	5A1	#5	10-6	STR
44	4A1	#4	5-0	STR
144	2		6-3	SEE DET.
13	3		2-11	SEE DET.
3	4		14-9	STR
12	5		4-9	STR
15	6		2-9	SEE DET.
3	4A7	#4	14-6	STR


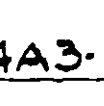
NOTE: PREFIX ALL BAR MARKS "CE"



MARKS 4A2-4A3-4A6

MARK GA21

MARK GA22

MARK GA13

BAR BENDS

ALL DIMENSIONS OUT TO OUT

NOTE:-
PLACE ALL BARS AT EQUAL
SPACES EXCEPT AS NOTED.

Drawn by M.R.
Traced by
Checked by I.Q.
R. W. Boynton
Engineer in Charge

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

<p align="center">EAST ABUTMENT BAR REINFORCEMENT & SCHEDULE</p>		
<p>DRAWING NO. 5210 - C 13 of 16</p>	<p>SCALE <i>None</i></p>	<p>DATE <i>Mar. 16, 1953</i></p>

TOTAL	WEST PIER	EAST PIER	MARK	SIZE	LENGTH	REMARKS
294	145	149	4P1	#9	14'-6"	STR.
28	—	28	GP1	#6	35'-6"	STR.
28	28	—	GP2	↑	25'-0"	↑
352	174	178	GP3		5'-9"	
87	87	—	GP4		14'-6"	
89	—	89	GP5		16'-6"	
87	87	—	GP6		13'-8"	
89	—	89	GP7		15'-9"	
6	6	—	GP8		31'-6"	
6	—	6	GP9		32'-6"	
6	6	—	GP10		35'-9"	
6	—	6	GP11		34'-6"	↓
72	36	36	GP12	#6	4'-6"	STR.
60	60	—	4P1	#4	31'-6"	STR.
68	—	68	4P2	↑	32'-6"	STR.
62	62	—	4P3		31'-0"	STR.
70	—	70	4P4		31'-9"	STR.
22	11	11	4P5		11'-0"	SEE DETAIL
22	10	12	4P6		11'-0"	
22	10	12	4P7	↑	11'-0"	
252	126	126	4P8	#4	6'-4"	SEE DETAIL

$$\begin{array}{r} 5:6, 4P5 \\ 5:4, 4P6 \\ 5:3, 4P7 \end{array}$$

$$\begin{array}{r} 2:9, 4P5 \\ 2:9\frac{1}{2}, 4P6 \\ 2:10\frac{1}{2}, 4P7 \end{array}$$

$$\begin{array}{r} 1:5\frac{1}{2} \quad \overline{3:5} \quad 1:5\frac{1}{2} \\ \underline{4P8} \end{array}$$

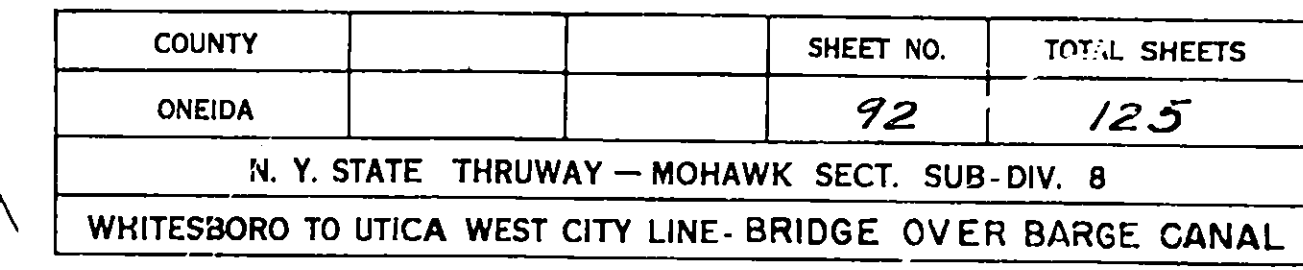
$$\begin{array}{r} 4P5 \\ 4P6 \\ 4P7 \end{array}$$

PANT SIZES	
W	L (IN)
30	(2)
32	(3)
34	(4)
36	(5)
38	(6)
40	(7)
42	(8)
44	(9)
46	(10)
48	(11)

DRAWING NO. 5210 - C14 of 16	SCALE None	DATE Mar. 16, 1953
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Drawn by A.L.
Traced by
Checked by I.Q.
R. M. Boynton
Engineer in Charge

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



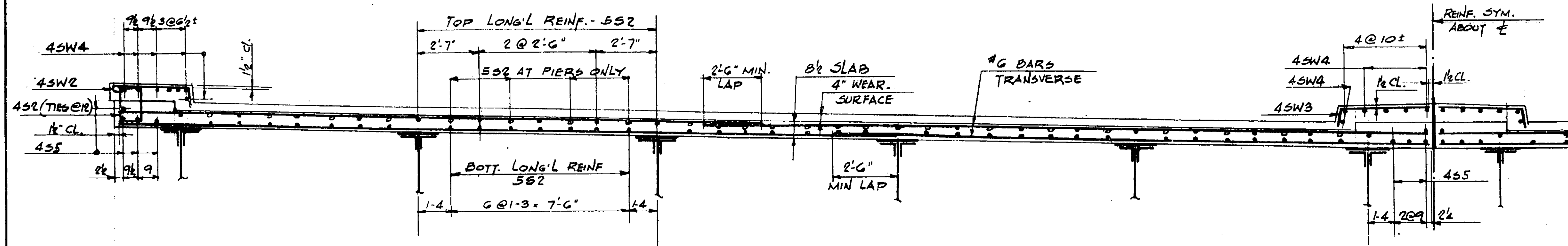
FOR REINFORCING SCHEDULE SEE SH.C16
FOR SECTIONS A-A, B-B, C-C, SEE SH.C16
SPACING OF BARS IS APPROXIMATE. FAN
AS REQD. TO SUIT SKEW

CAR SIZES	
OLD (CUBIC IN.)	NEW (CUBIC IN.)
ROUND 1/4	(2)
ROUND 3/8	(3)
ROUND 1/2	(4)
ROUND 5/8	(5)
ROUND 3/4	(6)
ROUND 7/8	(7)
ROUND 1	(8)
SQUARE 1	(9)
SQUARE 1 1/8	(10)
SQUARE 1 1/4	(11)

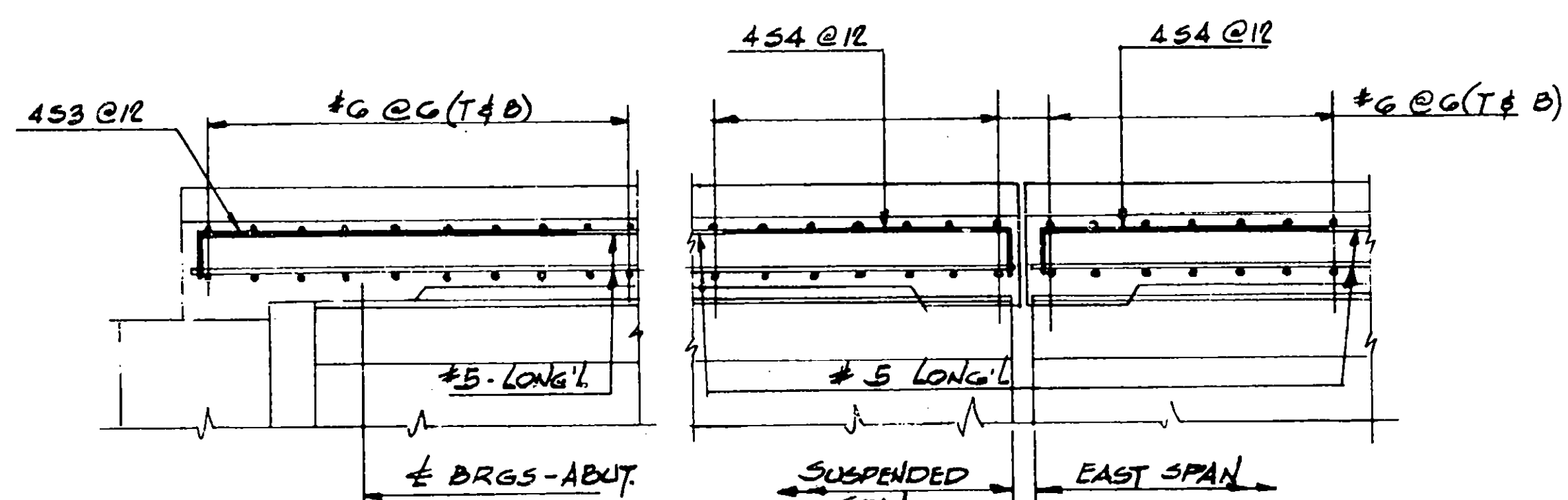
PREPARED AND RECOMMENDED:
D. B. Steinman Mar. 16, 1953
D. B. STEINMAN, CONSULTING ENGINEER DATE
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO 155

DECK
BAR REINFORCEMENT

DRAWING NO	SCALE	DATE
5210 - C 15 of 16	None	Mar. 16, 1953



SECTION A-A
TYPICAL
EXCEPT AS NOTED ON PLAN
Scale 3/8" = 1'-0"



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

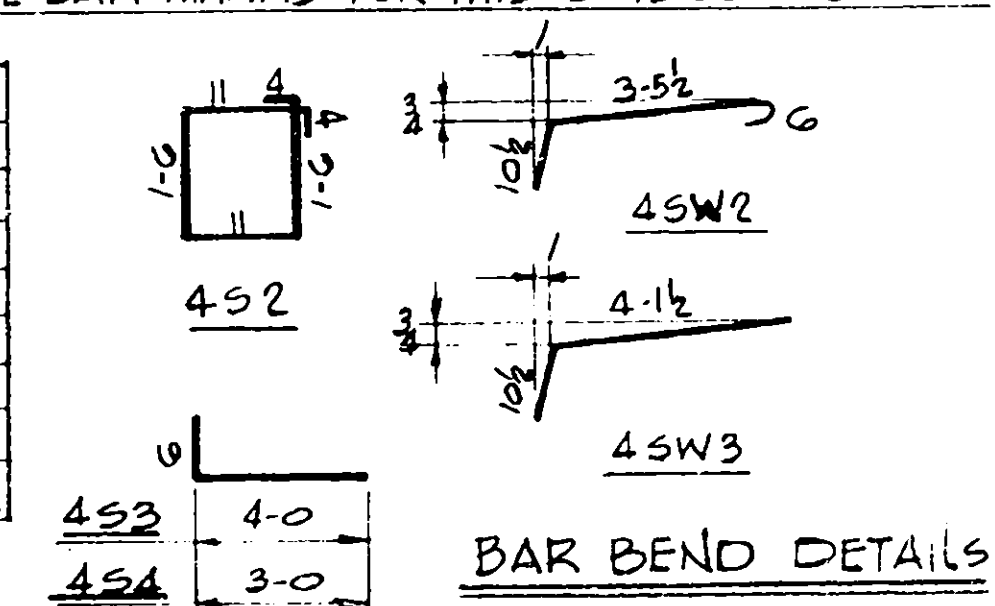
SECTION C-C
Scale 3/8" = 1'-0"

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	93	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE - BRIDGE OVER BARGE CANAL		

REINFORCING SCHEDULE										
TOTAL	WEST SPAN		SUSP. SPAN		EAST SPAN		MARK	SIZE	LENGTH	REMARKS
	NORTH DECK	SOUTH DECK	NORTH DECK	SOUTH DECK	NORTH DECK	SOUTH DECK				
456	228	228	—	—	—	—	GS1	#6	30-0	STR.
1392	228	228	236	236	232	232	GS2	↑	36-0	STR.
456	228	228	—	—	—	—	GS3		28-6	STR.
1392	228	228	236	236	232	232	GS4		37-6	STR.
472	—	—	236	236	—	—	GS5		31-0	STR.
464	—	—	—	—	232	232	GS6		32-0	STR.
472	—	—	236	236	—	—	GS7	↓	29-6	STR.
464	—	—	—	—	232	232	GS8	#6	30-6	STR.
448	—	—	—	—	224	224	5S1	#5	30-6	STR.
528	244	244	—	—	20	20	5S2	#5	30-0	STR.
448	—	—	224	224	—	—	5S3	#5	31-0	STR.
64	—	—	—	—	32	32	4S1	#4	30-6	STR.
696	114	114	118	118	116	116	4S2	#4	5-6	SEE DETAIL
258	63	63	—	—	66	66	4S3	#4	4-6	SEE DETAIL
260	—	—	65	65	65	65	4S4	#4	3-6	SEE DETAIL
64	32	32	—	—	—	—	4S5	#4	30-0	STR.
64	—	—	32	32	—	—	4S6	#4	31-0	STR.
104	—	—	—	—	52	52	4SW1	#4	30-6	STR.
696	114	114	118	118	116	116	4SW2	#4	4-10	SEE DETAIL
696	114	114	118	118	116	116	4SW3	#4	5-0	SEE DETAIL
104	52	52	—	—	—	—	4SW4	#4	30-0	STR.
104	—	—	52	52	—	—	4SW5	#4	31-0	STR.
NOTE: PREFIX ALL BAR MARKS FOR THIS BRIDGE "C"										

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

SUMMARY OF WEIGHTS		
TOTAL QUANTITY LISTED		
SIZE	LENGTH	WEIGHT
#6	186,544	280.189
#5	43,392	45.258
#4	28,115	18.781
TOTAL ITEM 28	344,228	



NOTES:

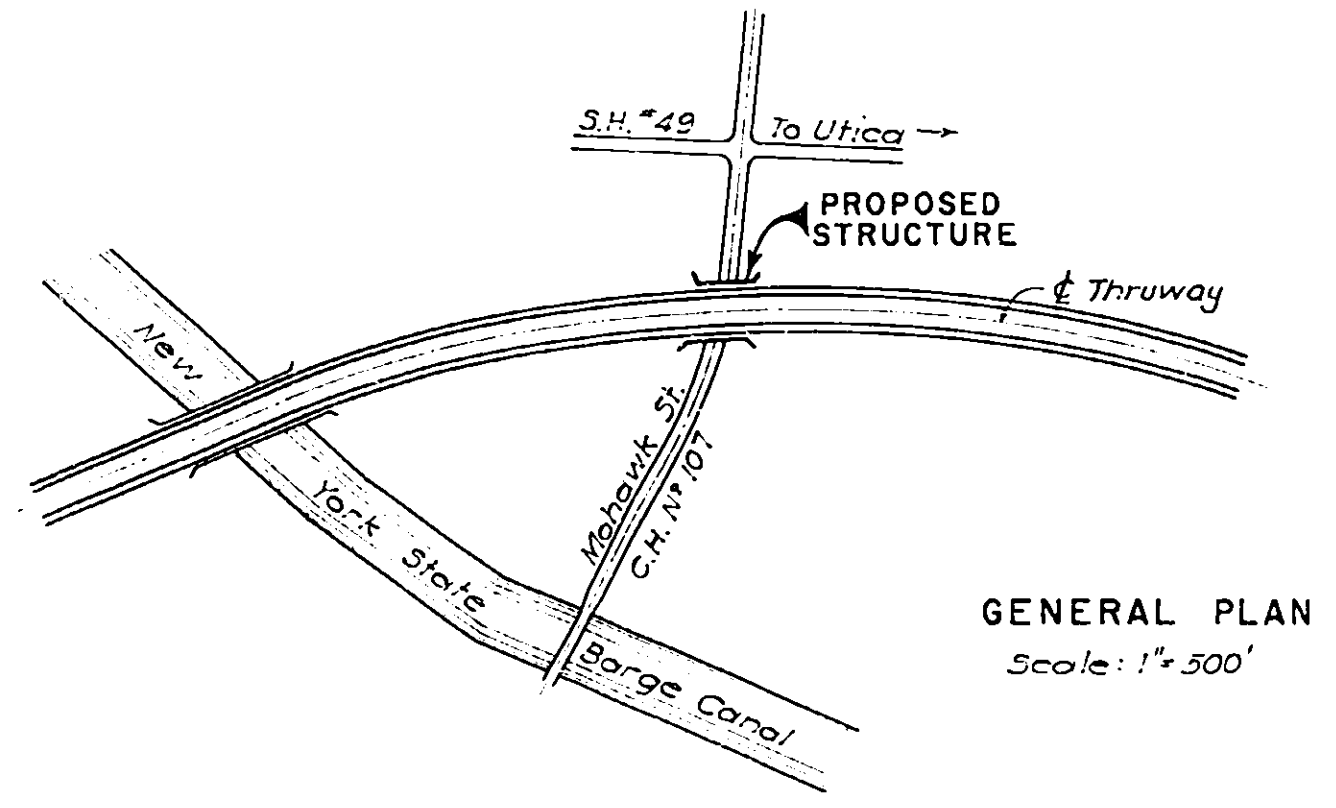
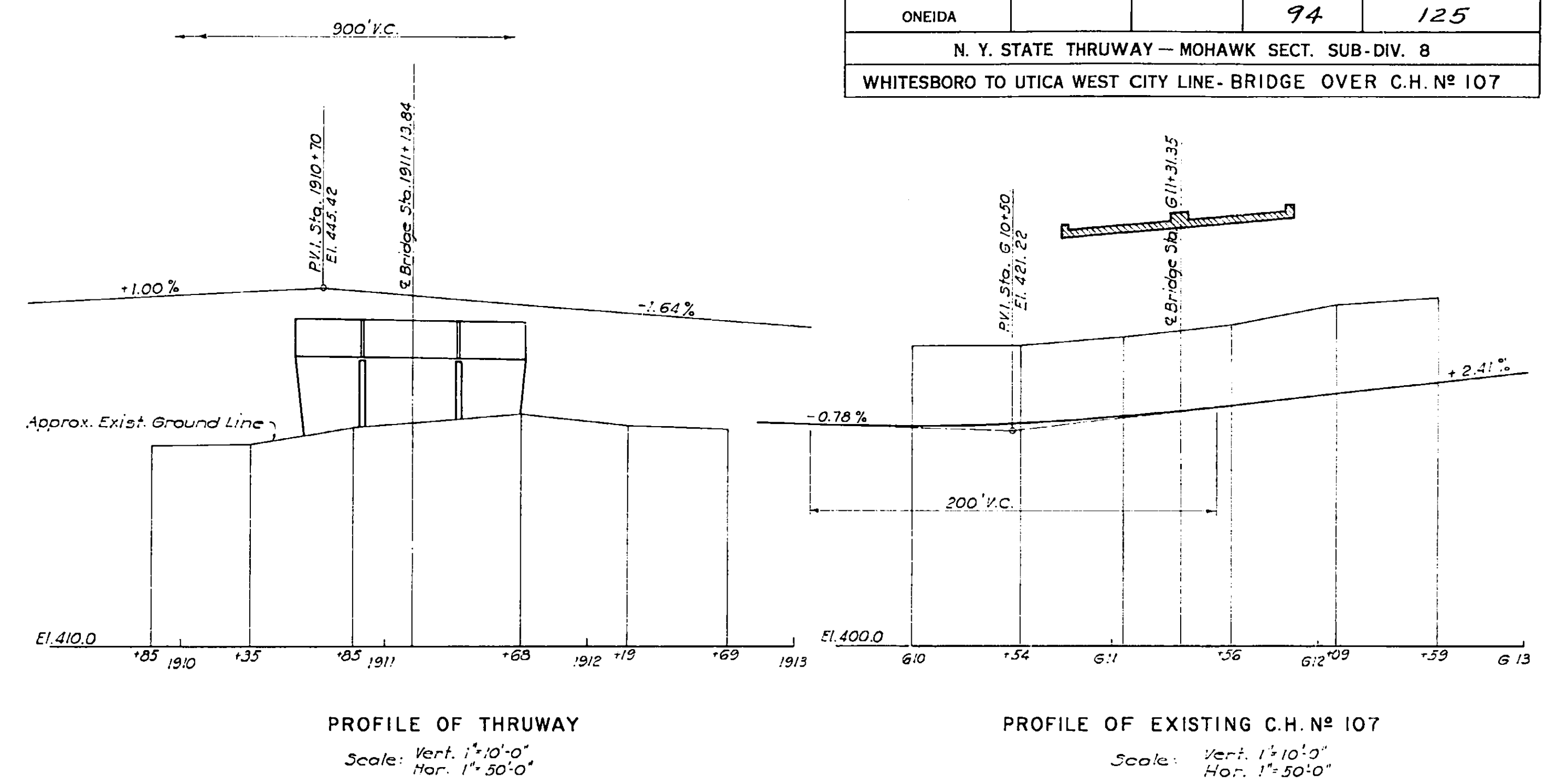
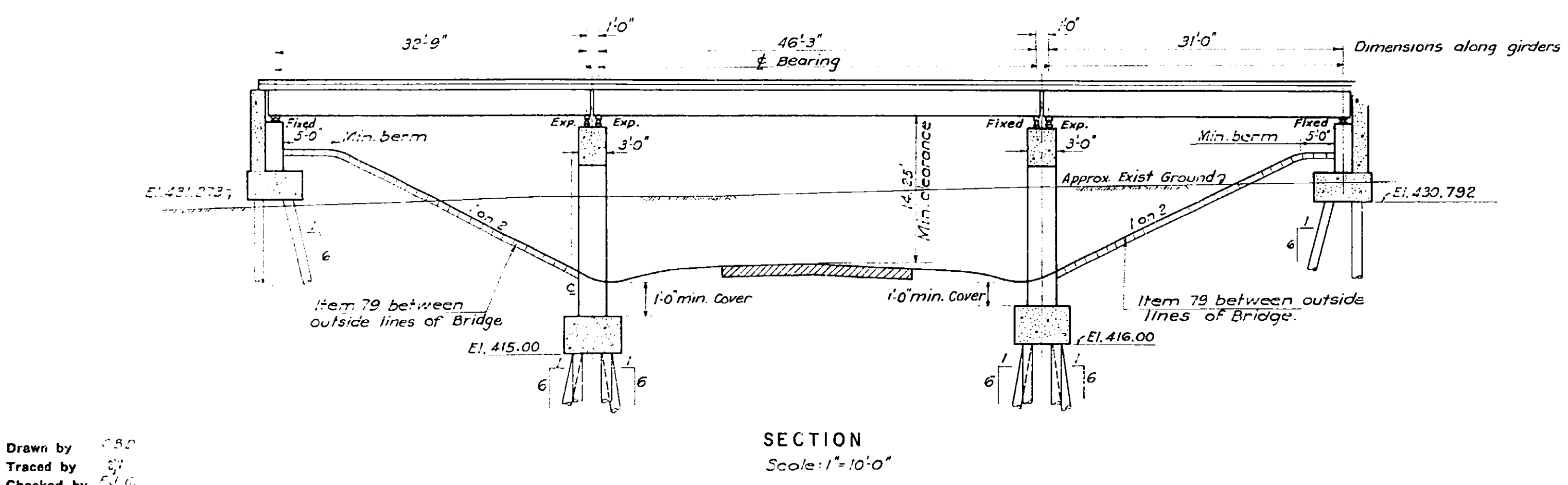
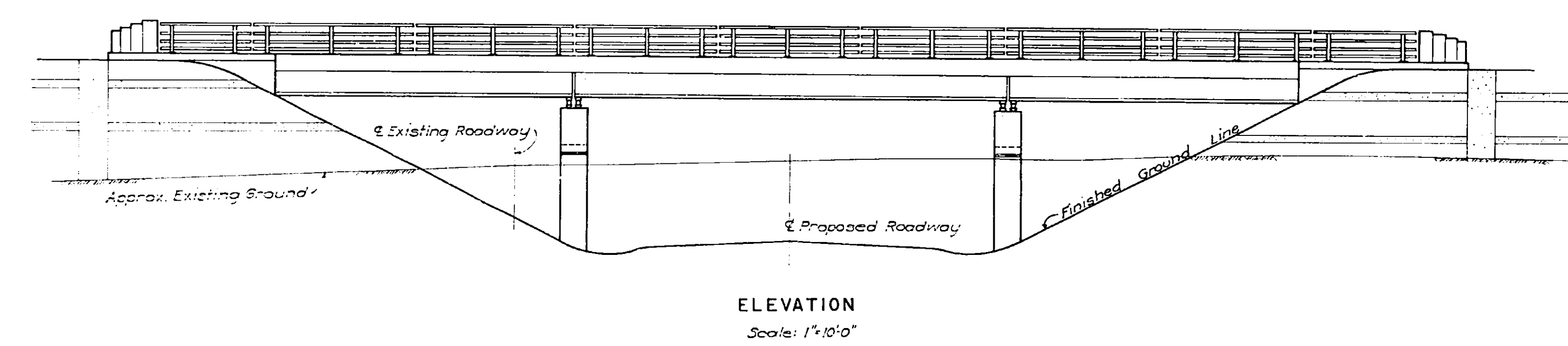
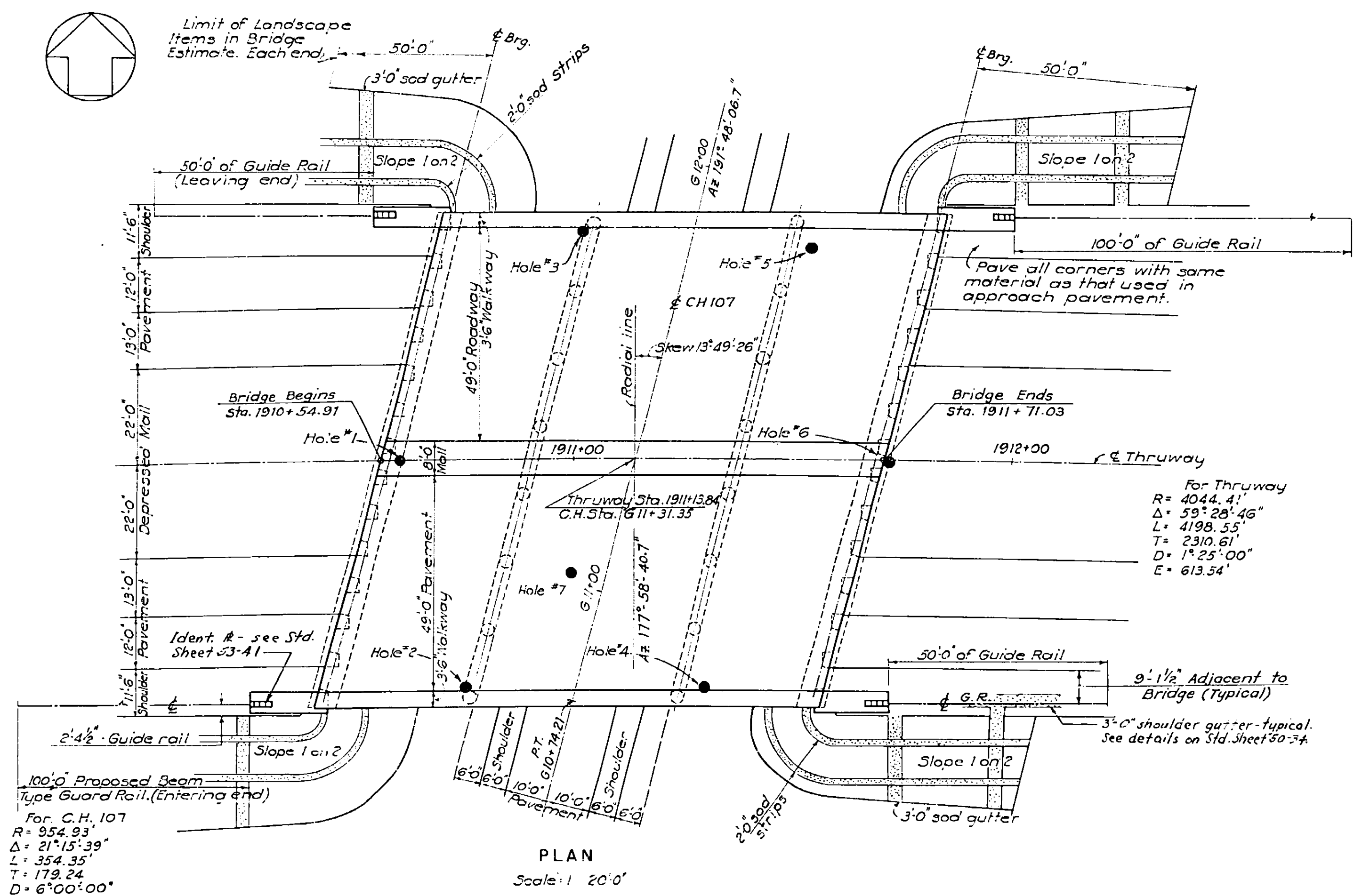
FOR PLANS & LOCATION OF SECTIONS,
SEE SH.C15.

Drawn by E.C.
Traced by
Checked by I.Q.
T.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

DECK BAR REINFORCEMENT & SCHEDULE

DRAWING NO. 5210 - C-16 of 16
SCALE None
DATE Mar. 16, 1953



COUNTY	ONEIDA	SHEET NO.	94	TOTAL SHEETS	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8					
WHITESBORO TO UTICA WEST CITY LINE - BRIDGE OVER C.H. No. 107					

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED

N. J. Roman
N. J. ROMAN
ASST. DISTRICT ENGINEER

March 24, 1953
D.A.E.

APPROVED

E.T. GAWKINS
DEPUTY CHIEF ENGINEER

E.W. WENDELL
DEPUTY CHIEF ENGINEER

J.B. MACMORRAN
CHIEF ENGINEER

APPROVED 1952

NEW YORK STATE THRUWAY AUTHORITY

B.D. TALLAMY, CHAIRMAN
BY C.H. LANG

DEPUTY CHIEF ENGINEER

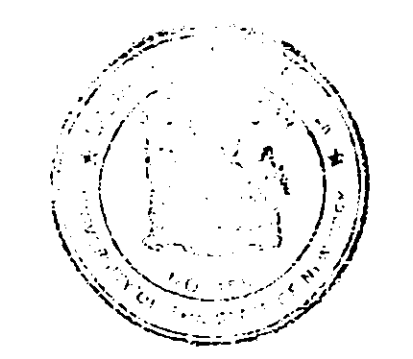
GENERAL PLAN
ELEVATION, SECTION AND PROFILE

DRAWING NO. 5210 - 21 of 11

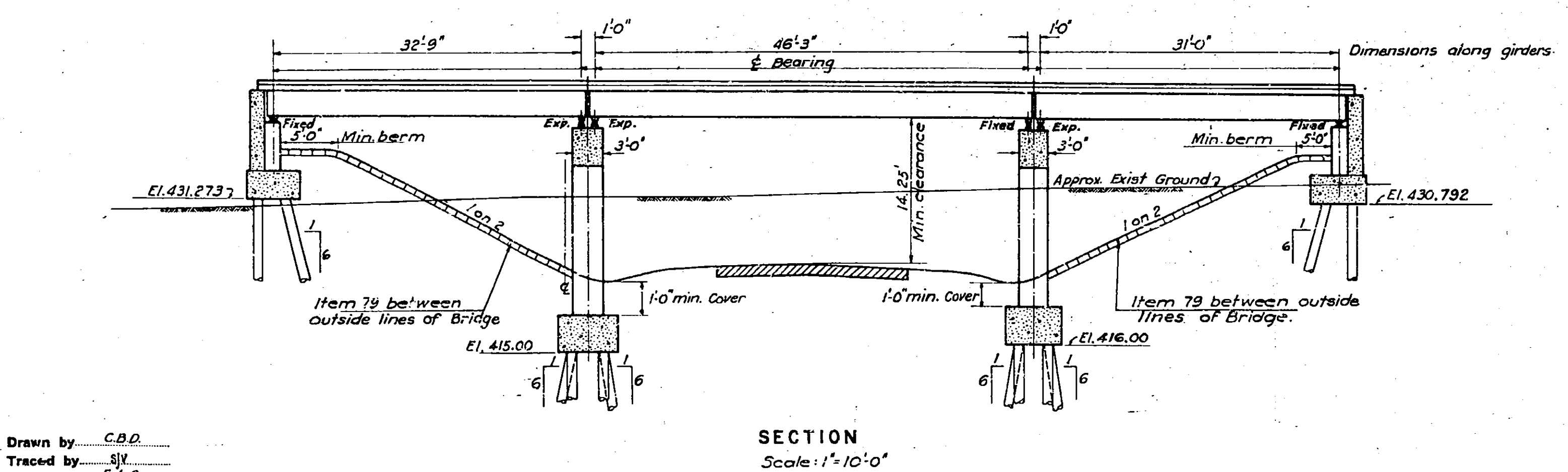
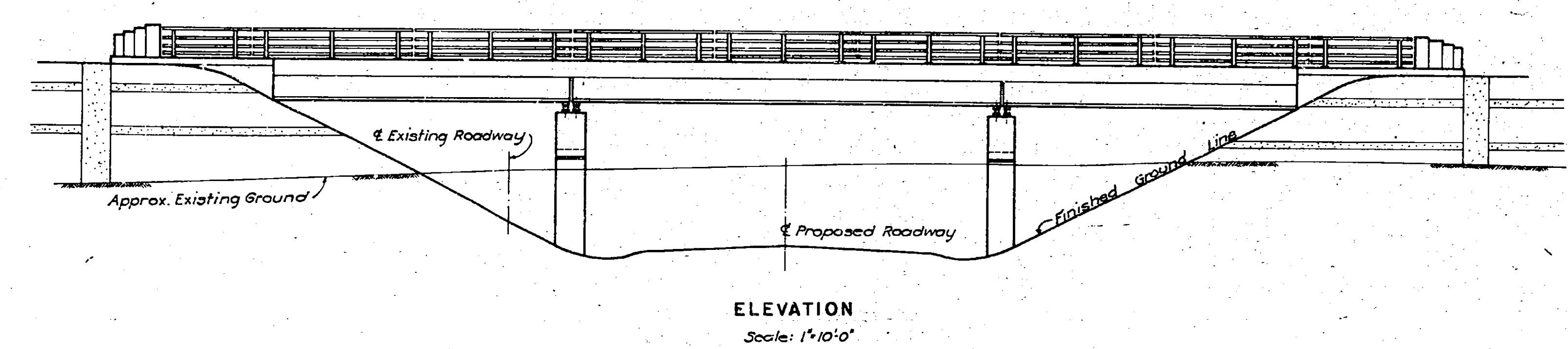
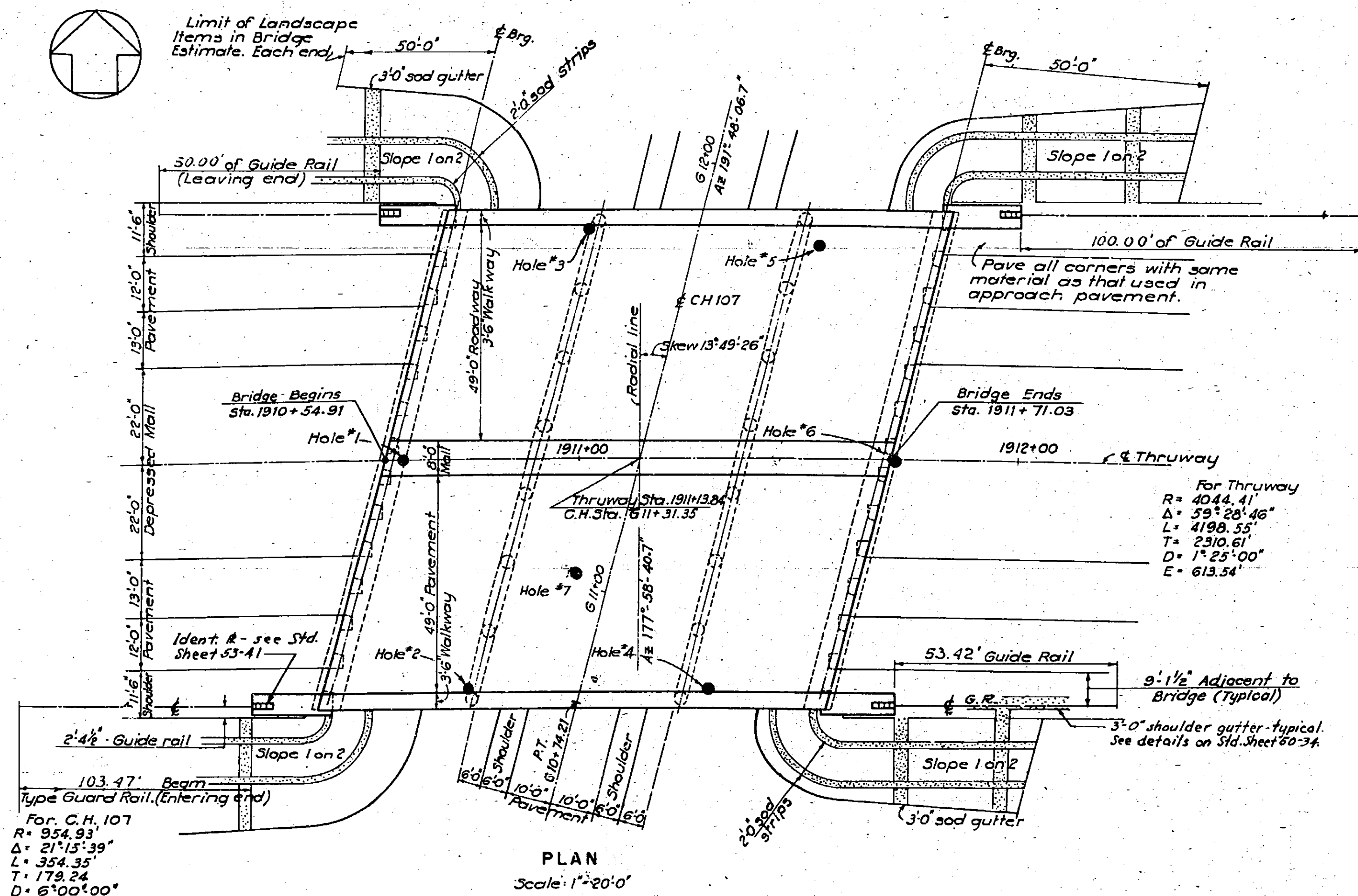
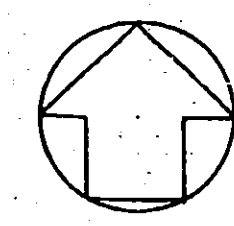
SCALE As Noted

DATE Mar. 16, 1953

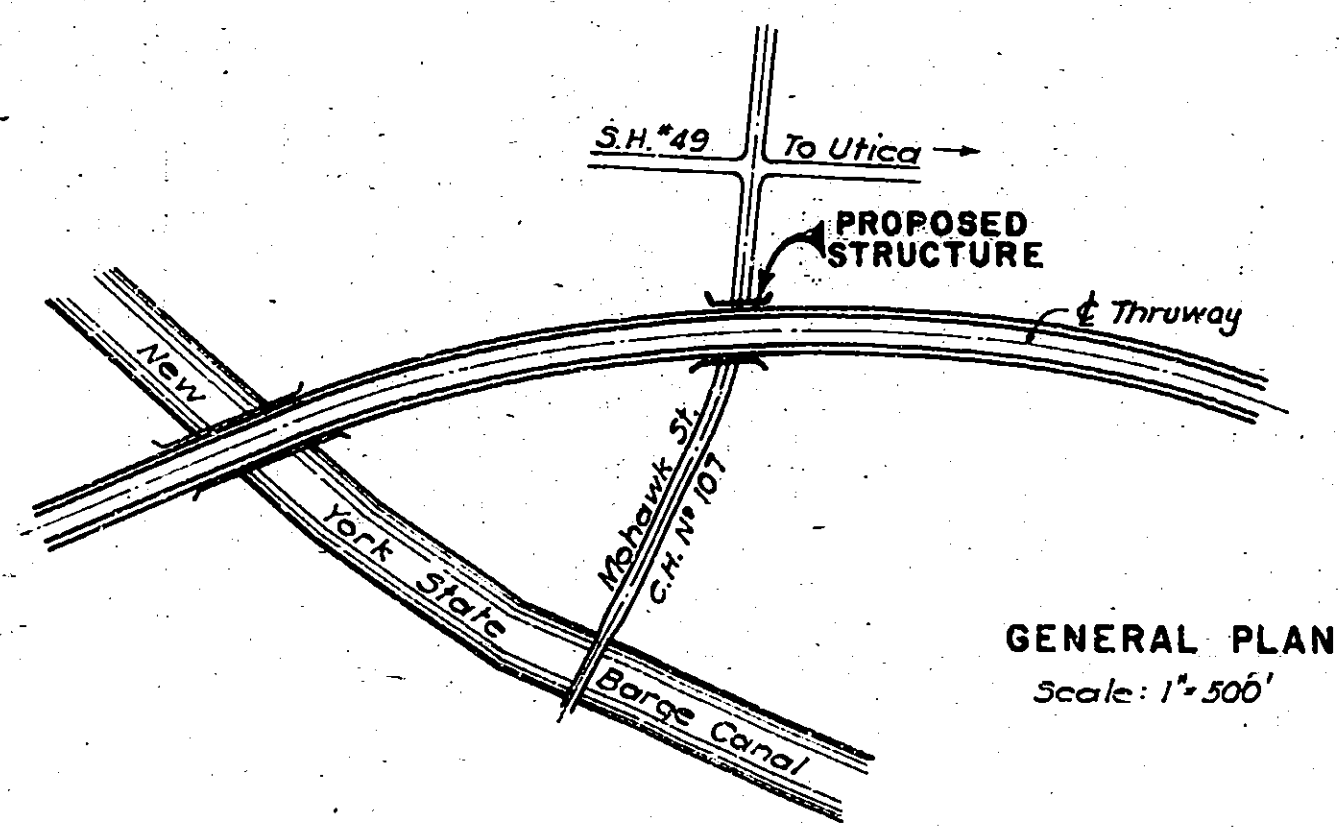
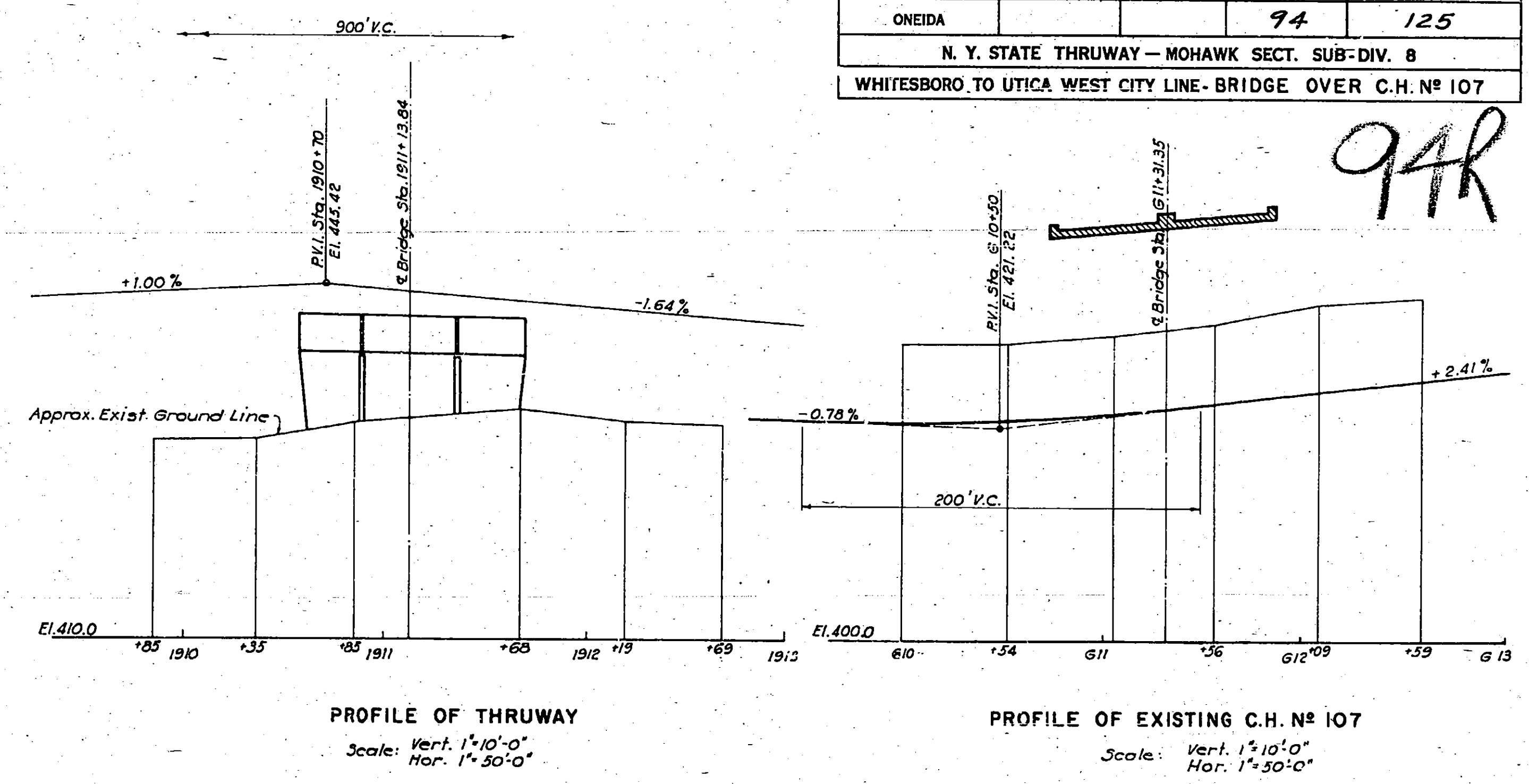
Drawn by C.S.D.
Traced by C.S.D.
Checked by R.J.C.
R.M. Boylan
Engineer in Charge



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



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



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	94	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE - BRIDGE OVER C.H. N° 107		

94R

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED

N.F. Roman
N.F. ROMAN
ASS'T. DISTRICT EN.

March 24, 1953
DATE

APPROVED

KINS
TY 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

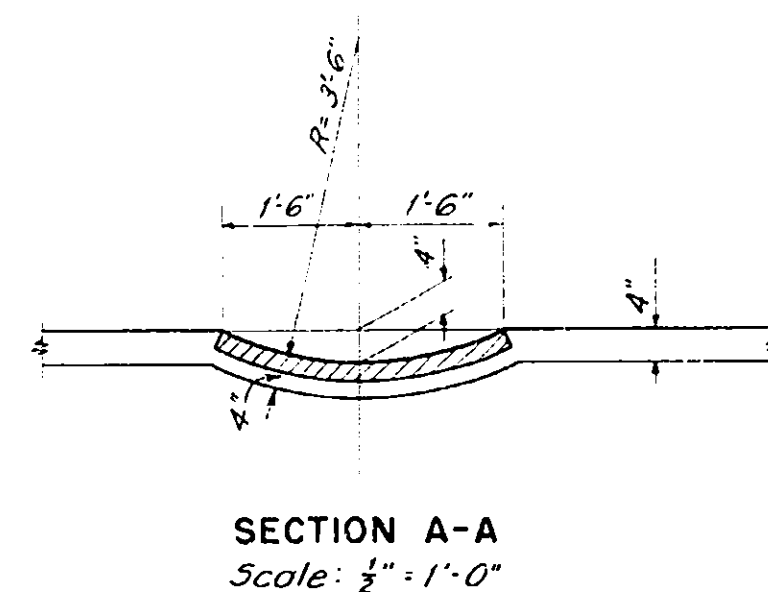
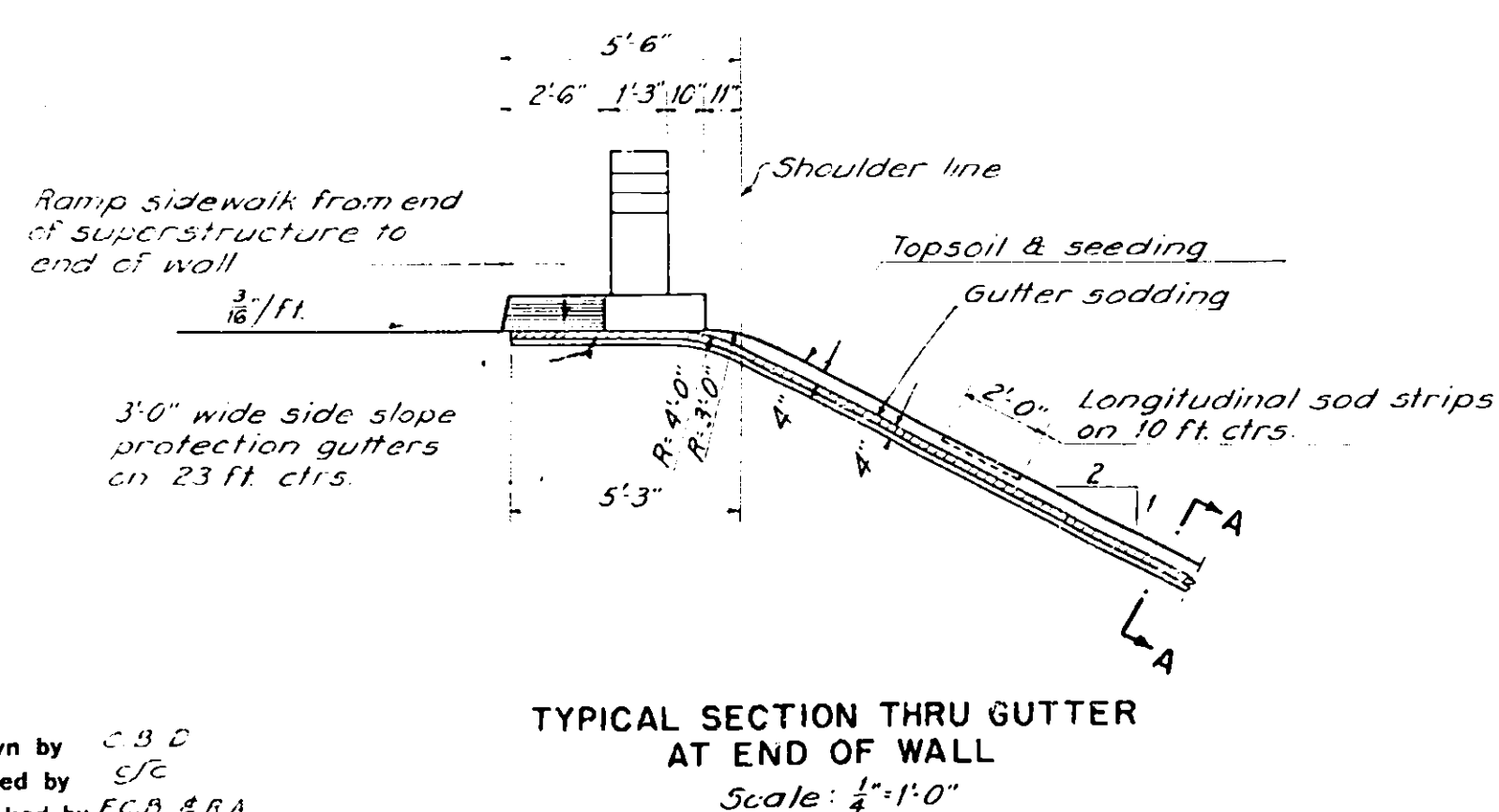
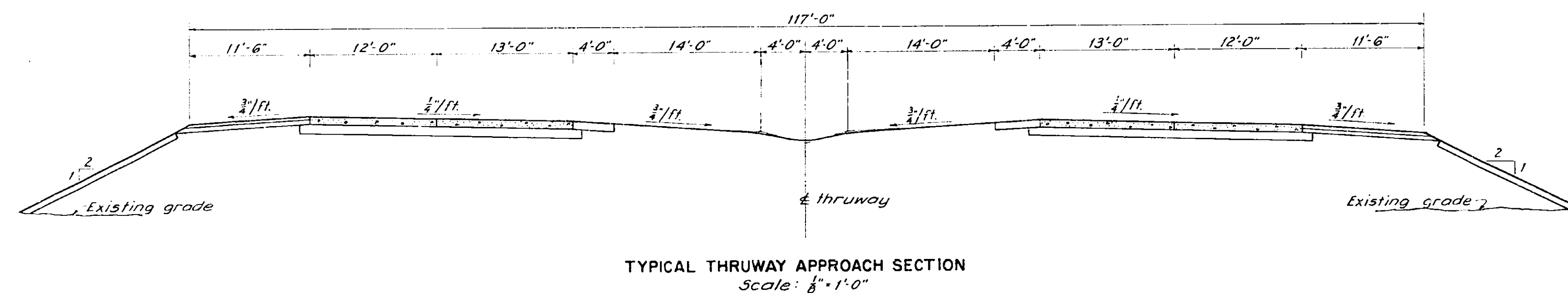
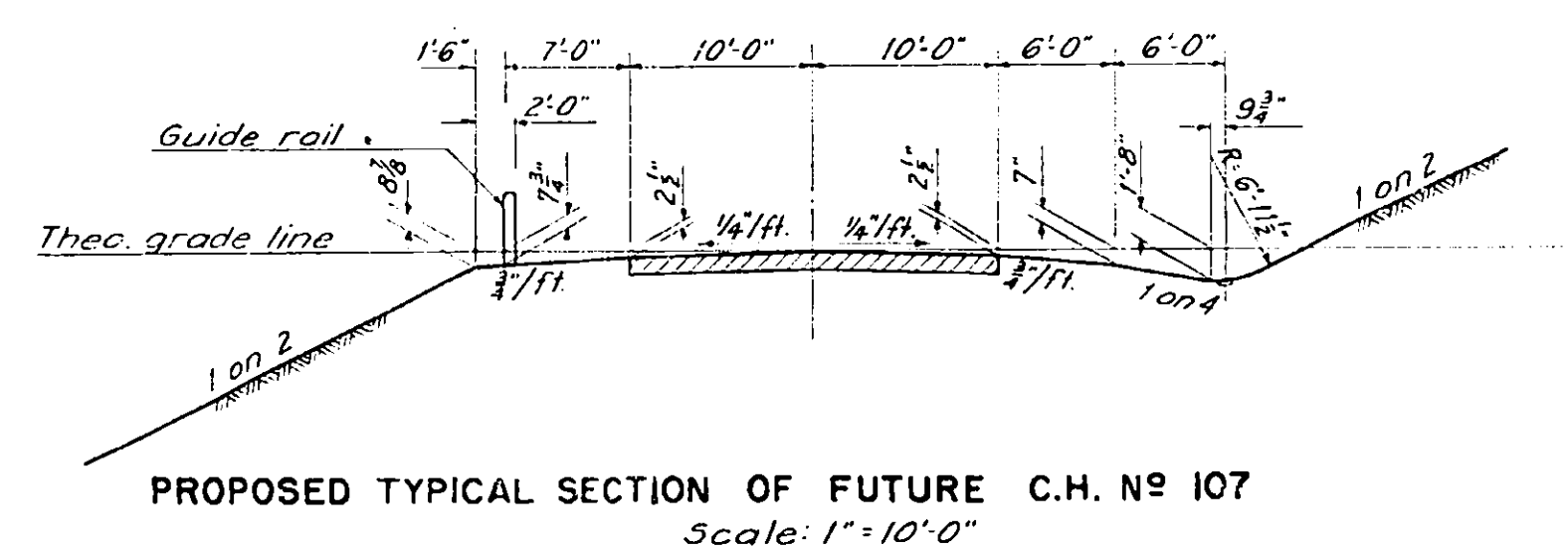
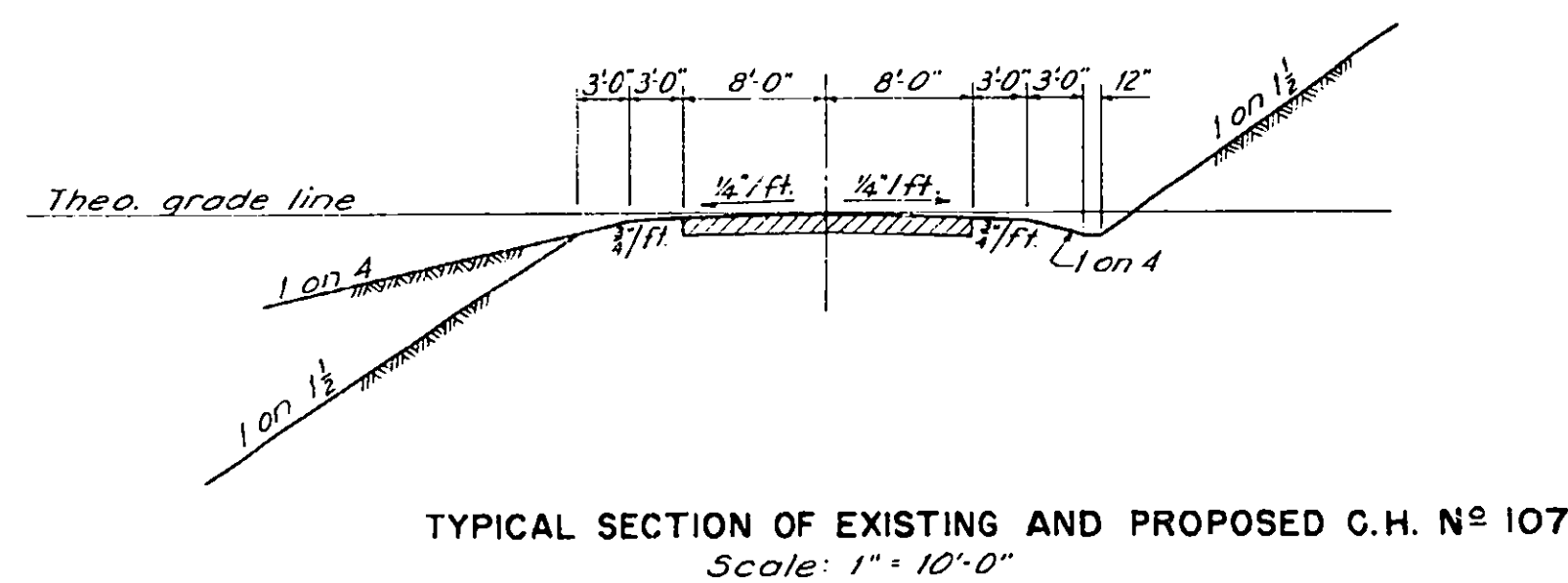
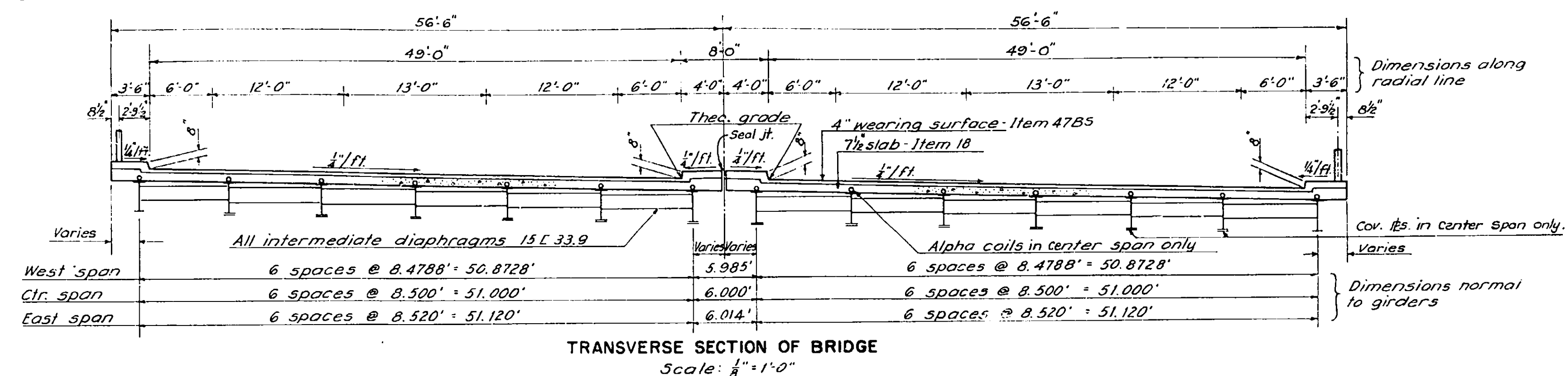
DEPUTY CHIEF ENGINEER

GENERAL PLAN
ELEVATION, SECTION AND PROFILE

DRAWING NO.	SCALE	DATE
5210 - D1 of 11	As Noted	Mar. 16, 1953



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			95	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8				
WHITESBORO TO UTICA WEST CITY LINE- BRIDGE OVER C.H. 107				

ESTIMATE OF QUANTITIES						
Item No	Description	Unit	Substructure	Superstructure	Total	Total Rounded
5	Trench, culvert & bridge excavation	C.Y.	836		836	900
15-2	Portland cement Type 2	Bbl.	1,677	729	2,406	2,460
15N	Natural cement Type N	Bbl.	240	104	344	350
18	Class 1A Concrete for structures	C.Y.	380	372	752	770
19	Class 1A Concrete for railings	C.Y.	2.6		2.6	3
20	Class 1 concrete	C.Y.	394		394	402
* 25 F	Steel fabric reinforcement	S.Y.		1258	1258	1,300
28	Bar reinforcement for structures	Lb.	164,014	96,728	260,812	261,000
28 B	Spiral bar shear connectors	Lb.		2,216	2,216	2,300
29	Structural steel	Lt.		279,550	279,550	281,200
37	Metal railing	L.F.		273	273	275
47BMS	Cement concrete pavement	C.Y.		140	140	150
79	Dry stone paving	S.Y.	864		864	900
85 c	Cast in place concrete piles	L.F.	15,080		15,080	15,500
87	Furnishing equipment for driving piles	L.S.	Nec.		Nec.	Nec.
121	Topsoil placed from stockpiles	C.Y.	102		102	105
123 B	Seeding on Prepared Areas	Acre	0.11		0.11	0.5
124	Sodding	S.Y.	168		168	200
200	Air Entraining Agent (Darex A.E.A. or Equal)	Gal.		42	42	50

GENERAL NOTES

Design Specifications - A.A.S.H.O. 1949-Loading H20-S16-44, Modified. Material and Fabrication - Specifications of New York State Department of Public Works dated January 2, 1951, and current modifications and amendments.

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. (A233-48T) requirements for classification E6015 or E6016.

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 D544.

Where caulking compound is to be used the sides of all joints shall be primed with the 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, premoulded 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 water-proofing oil treatment as specified in M41-W shall be applied to all exposed surfaces of concrete except the underside of slab and top of pavement. A water-proofing oil treatment as specified in M41-S shall be 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 (Structures).

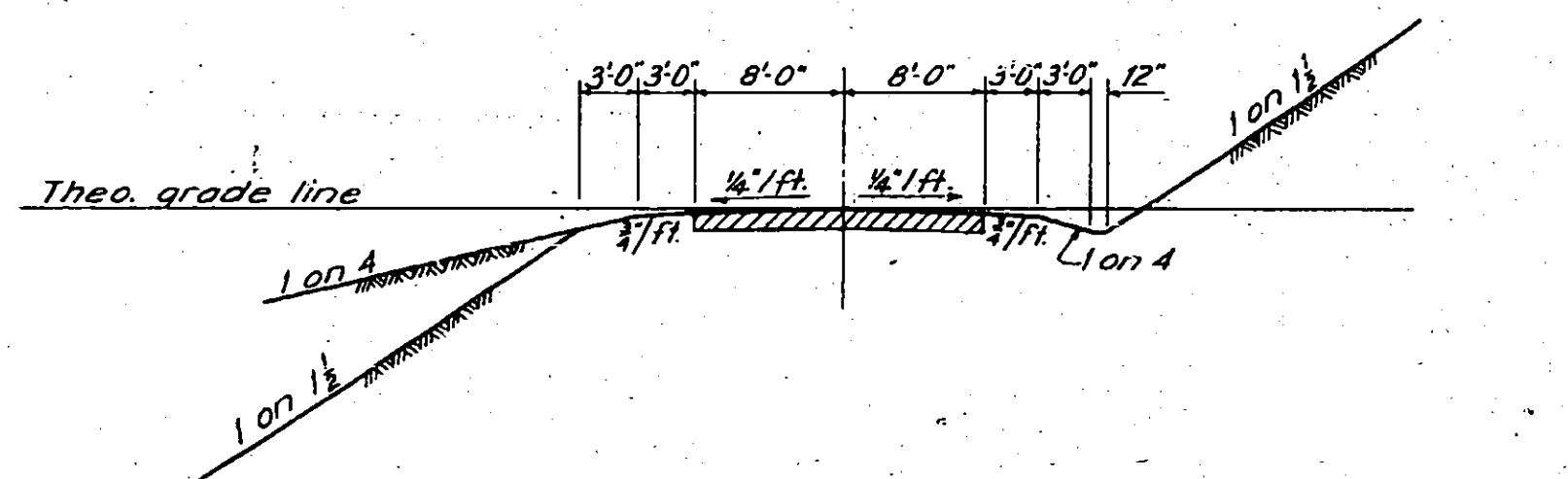
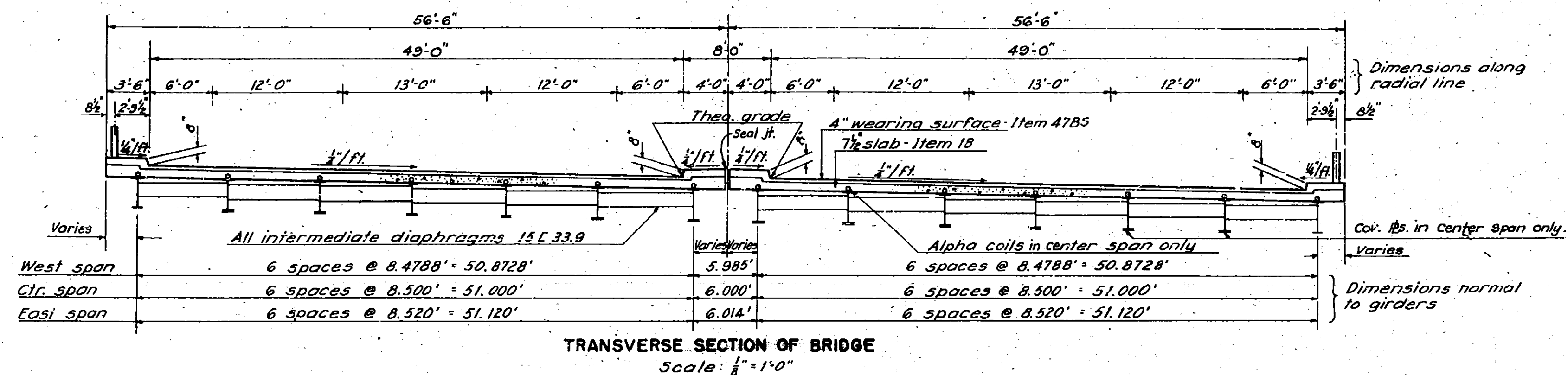
The cost of furnishing and placing water used for wetting down the top of slab, sealing and sealing will be paid for under items 1W and 1W4 of the highway portion of this contract.

In design purposes, the assumed load per ft. does not exceed 35 tons.

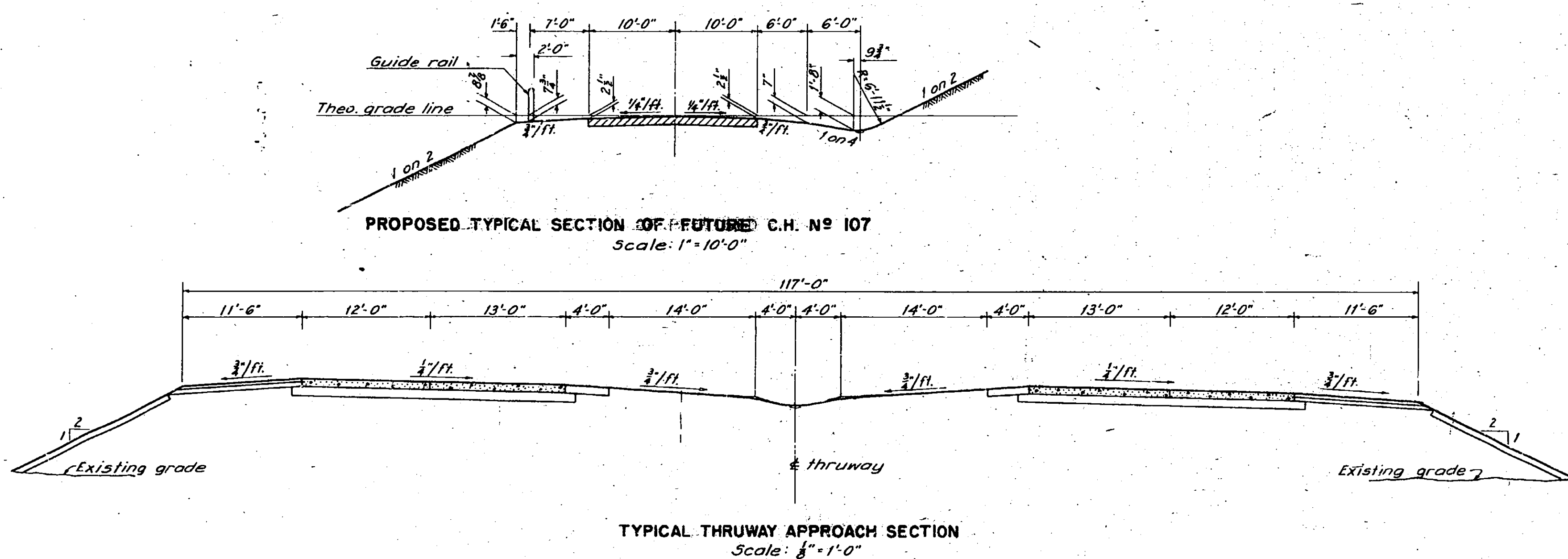
TYPICAL SECTIONS
ESTIMATE OF QUANTITIES

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

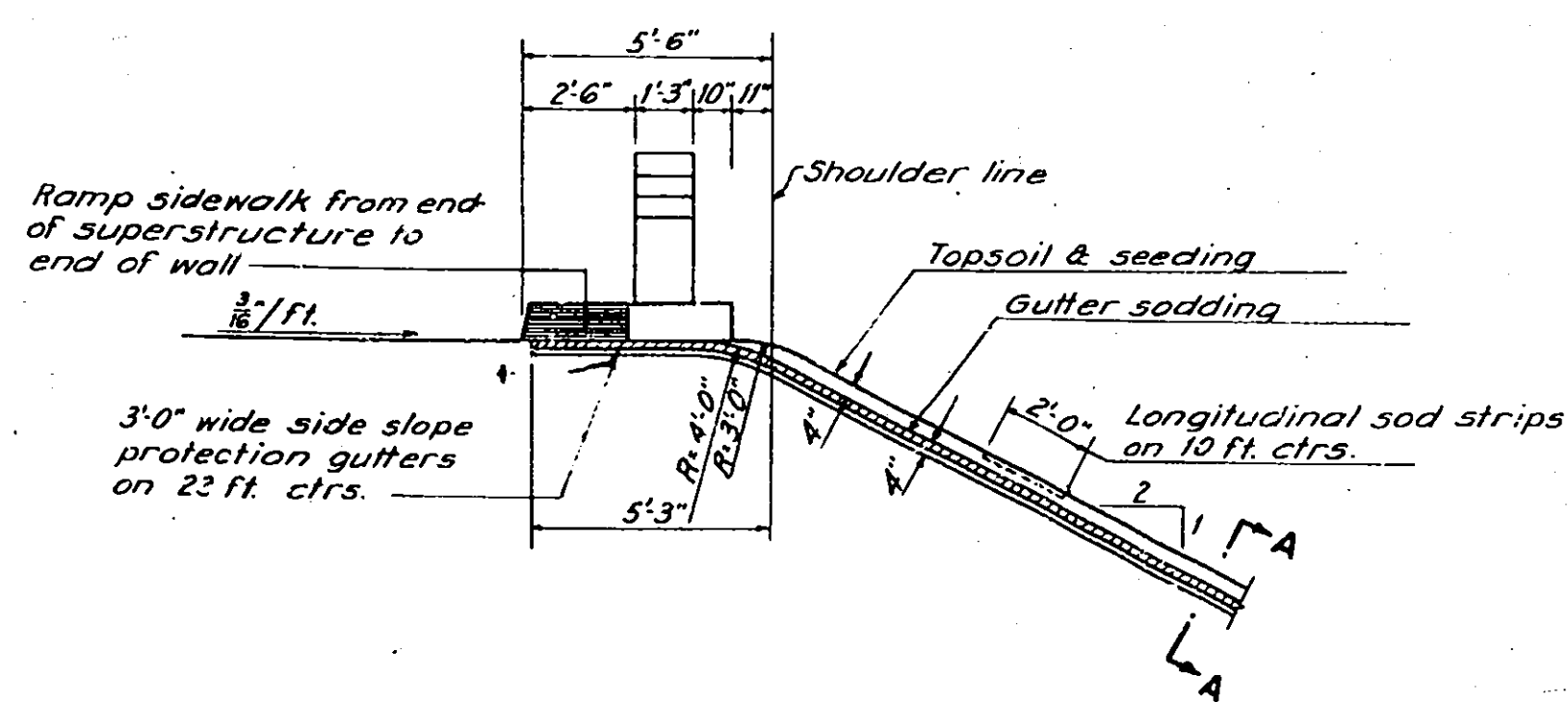
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Traced by J.C.
Checked by F.C.B. & R.A.
R. M. Bogutoni
Engineer in Charge



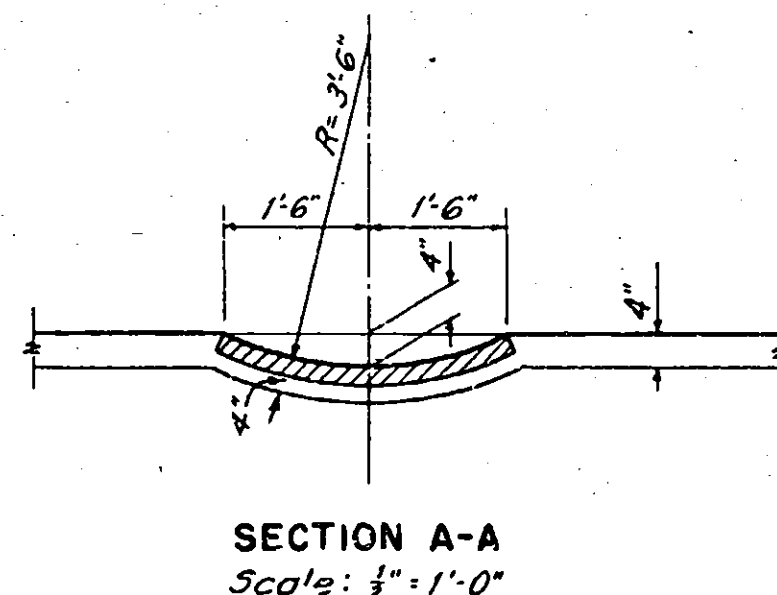
TYPICAL SECTION OF EXISTING AND PROPOSED C.H. No 107
Scale: 1" = 10'-0"



TYPICAL THRUWAY APPROACH SECTION
Scale: 1/8" = 1'-0"



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



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

95K

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	75	125

N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8
WHITESBORO TO UTICA WEST CITY LINE - BRIDGE OVER C.H. 107

QUANTITIES			
Item No	Description	Unit	Final
5	Trench, culvert & bridge excavation	C.Y.	888.4
15-2	Portland cement Type 2	Bbl.	2,208.8
15-N	Natural cement Type N	Bbl.	294.5
18	Class 1A Concrete for structures	C.Y.	761.00
19	Class 1A Concrete for railings	C.Y.	2.54
20	Class 1 concrete	C.Y.	394.33
* 25 F	Steel fabric reinforcement	S.Y.	1,262.
28	Bar reinforcement for structures	Lb.	260,718
28 B	Spiral bar shear connectors	Lb.	2,111
29	Structural steel	Lb.	281,918.
37	Metal railing	L.F.	272.40
47BMS	Cement concrete pavement	C.Y.	146.08
79	Dry stone paving	S.Y.	881.8
85 C	Cast in place concrete piles	L.F.	13,185.4
87	Furnishing equipment for driving piles	L.S.	12.5%
121	Topsoil placed from stockpiles	C.Y.	128.7
123 B	Seeding on Prepared Areas	Acres	0.22
124	Sodding	S.Y.	150.0
200	Air Entraining Agent (Darex A.E.A. or Equal)	Gal.	4.6

GENERAL NOTES

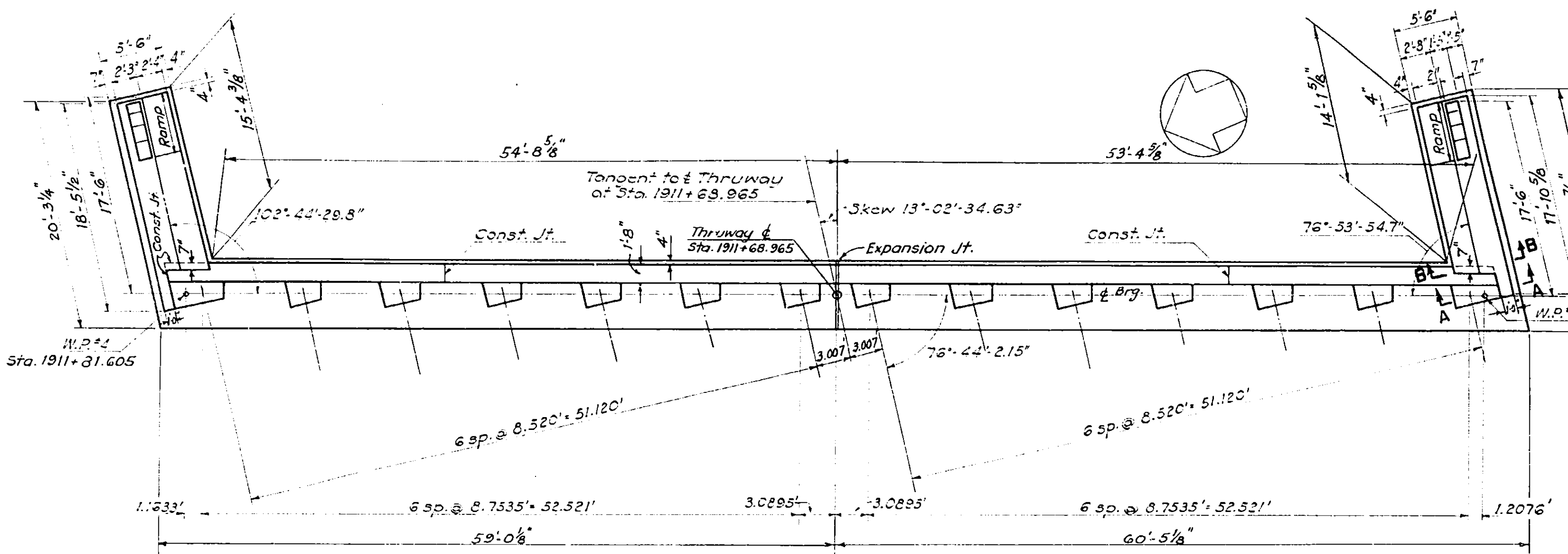
Design Specifications - A.A.S.H.O. 1949- Loading H20-44, Modified.
Material and Fabrication - Specifications of New York State Department of Public Works dated January 2, 1951, and current modifications and additions.
Where steel exceeding one inch in thickness is to be welded, mild steel arc-welding electrodes with covering of low-hydrogen type shall be used. These electrodes must comply with A.S.T.M. (A233-4RT) requirements for Classification E6015 or E6016.
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 D544.
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-molded 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 of pavement. A waterproofing oil treatment as specified in M41-S shall be 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.

Drawn by C.B.D.
Traced by S.C.
Checked by F.C.B. & R.A.
R.M. Boppan
Engineer in Charge

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

TYPICAL SECTIONS ESTIMATE OF QUANTITIES

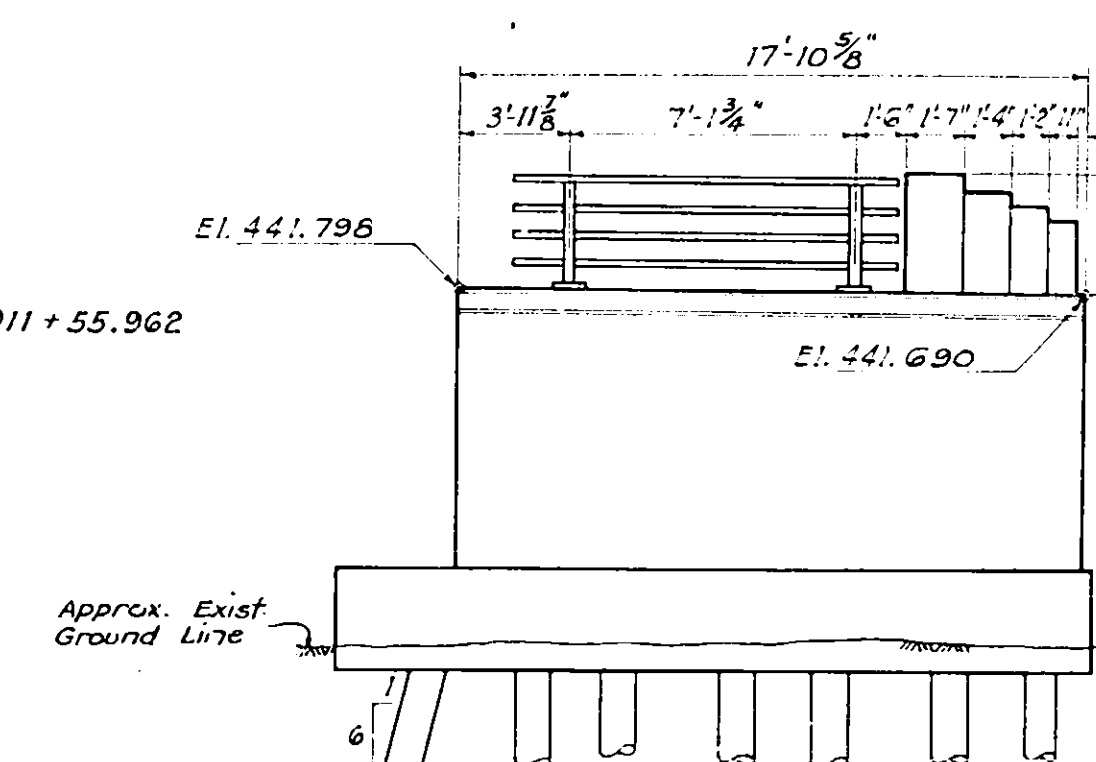
DRAWING NO.	SCALE	DATE
5210 - D2 of 11	As shown	Mar. 16, 1953



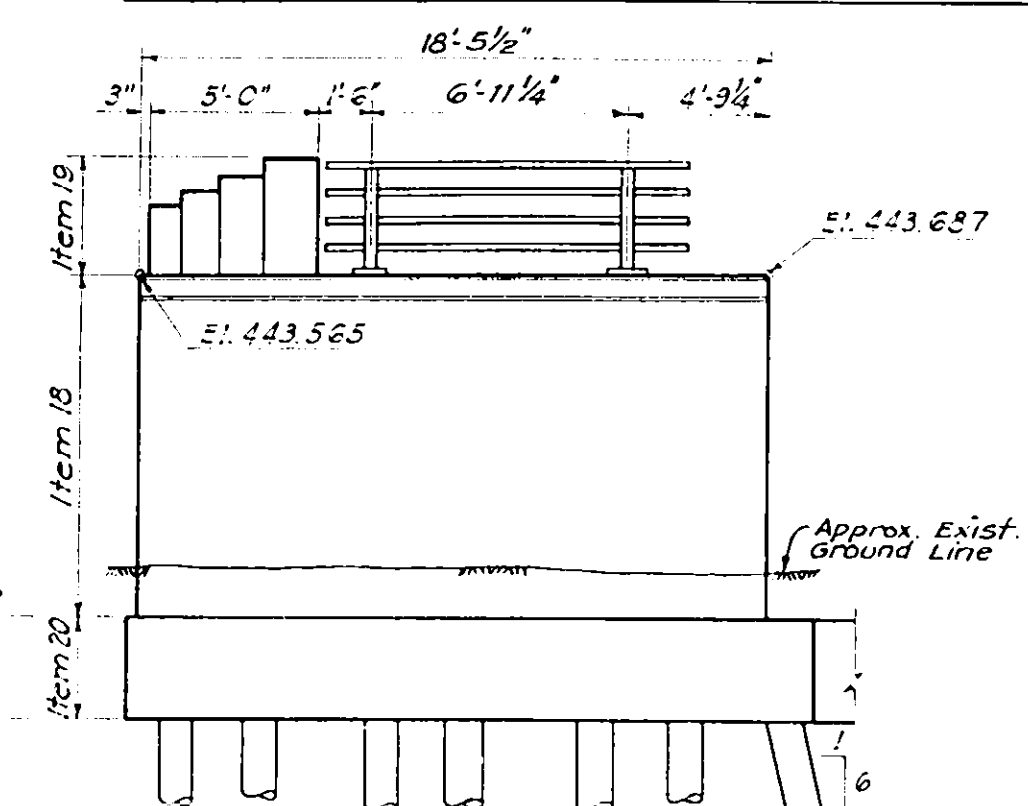
PLAN

NOTE:
For Anchor Bolts, see Sheet D6
For Pile Details and Schedule, see Sheet D5
For Pylon Details, see Sheet D3
For Detail of Footing Expansion Joint, see Sheet D3
For Bar Reinforcement and Schedule, see Sheet D9

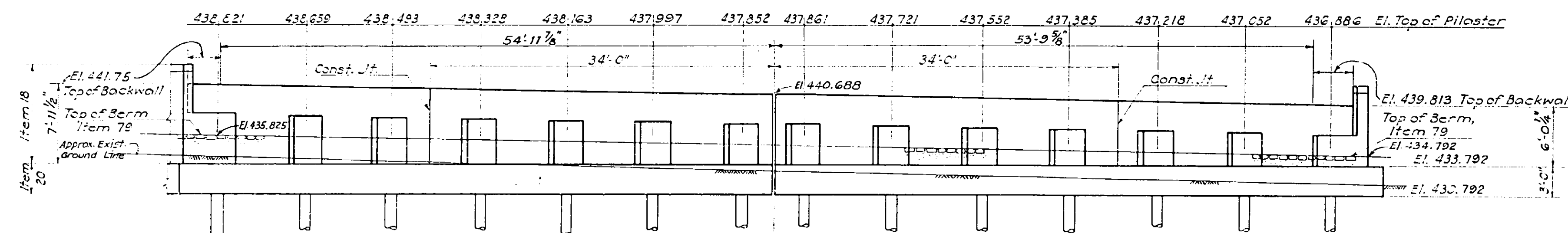
COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		97	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE - BRIDGE OVER C.H. 107			



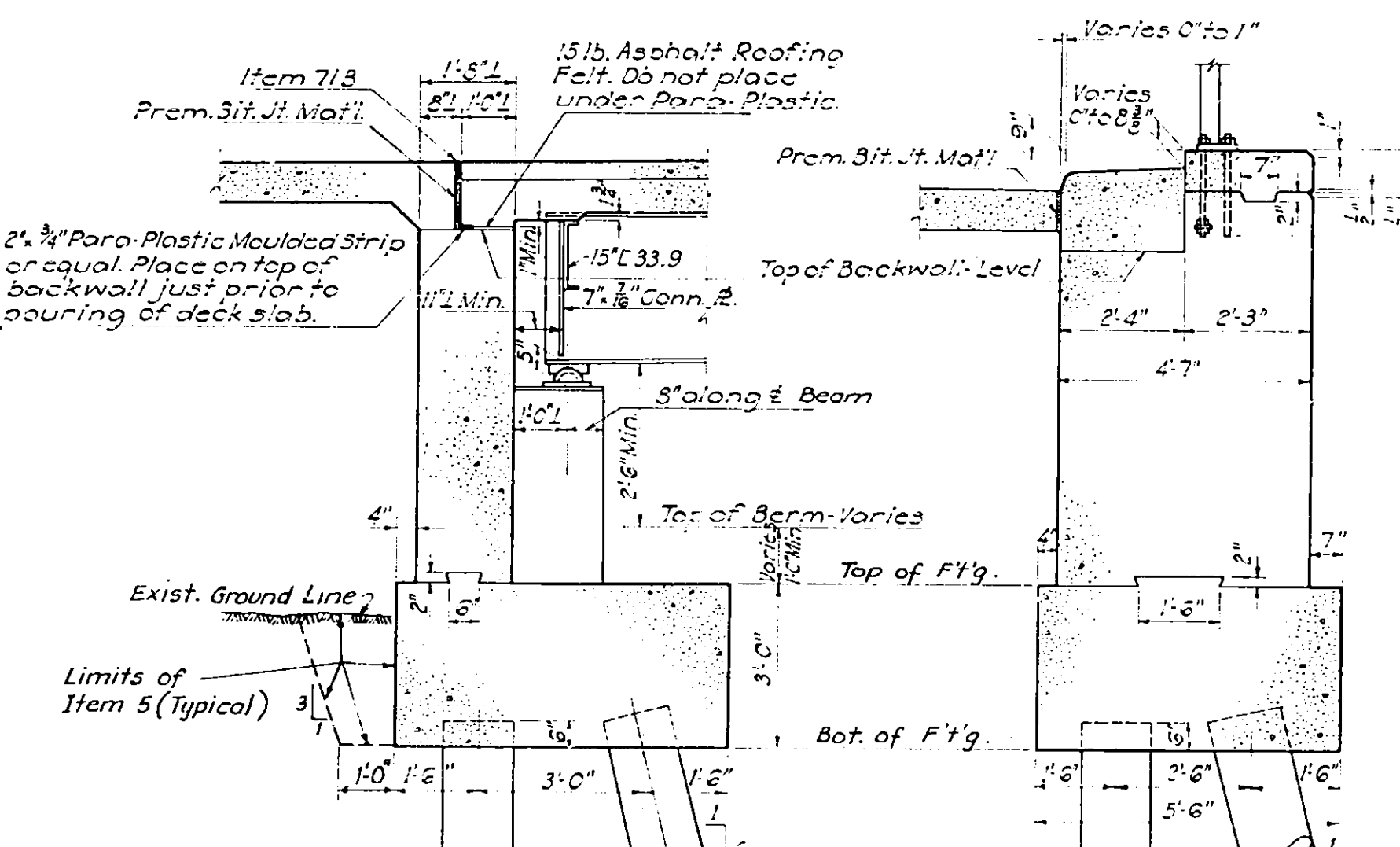
ELEVATION - SOUTH WING
Scale 3/16" = 1'-0"



ELEVATION - NORTH WING
Scale 3/16" = 1'-0"



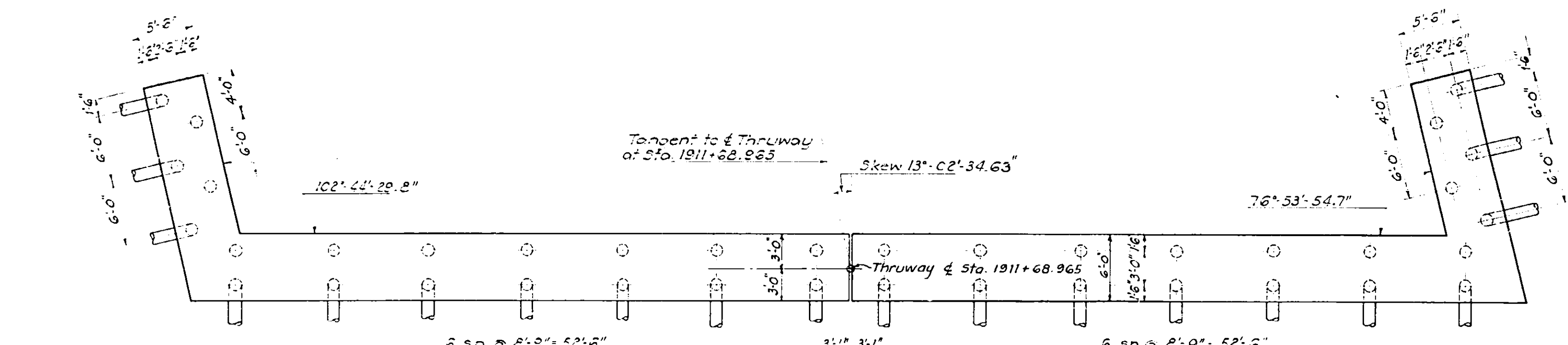
ELEVATION



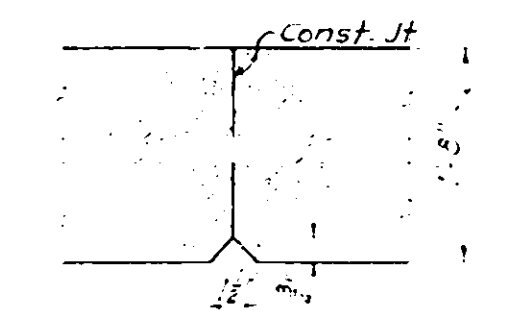
TYPICAL ABUTMENT SECTION

TYPICAL WALL SECTION

SECTION A-A

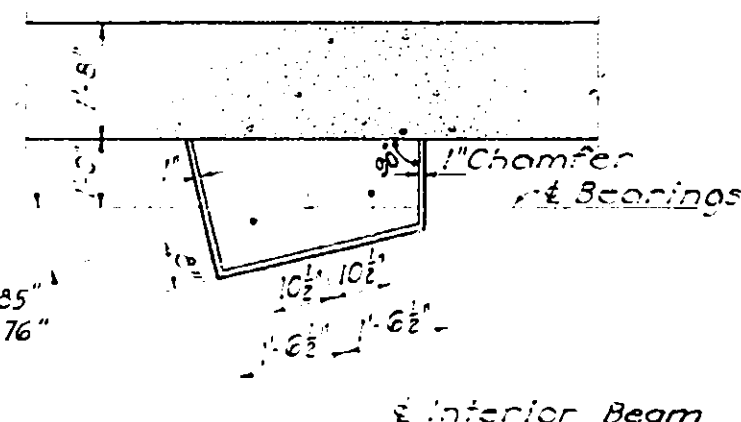


PILE PLAN



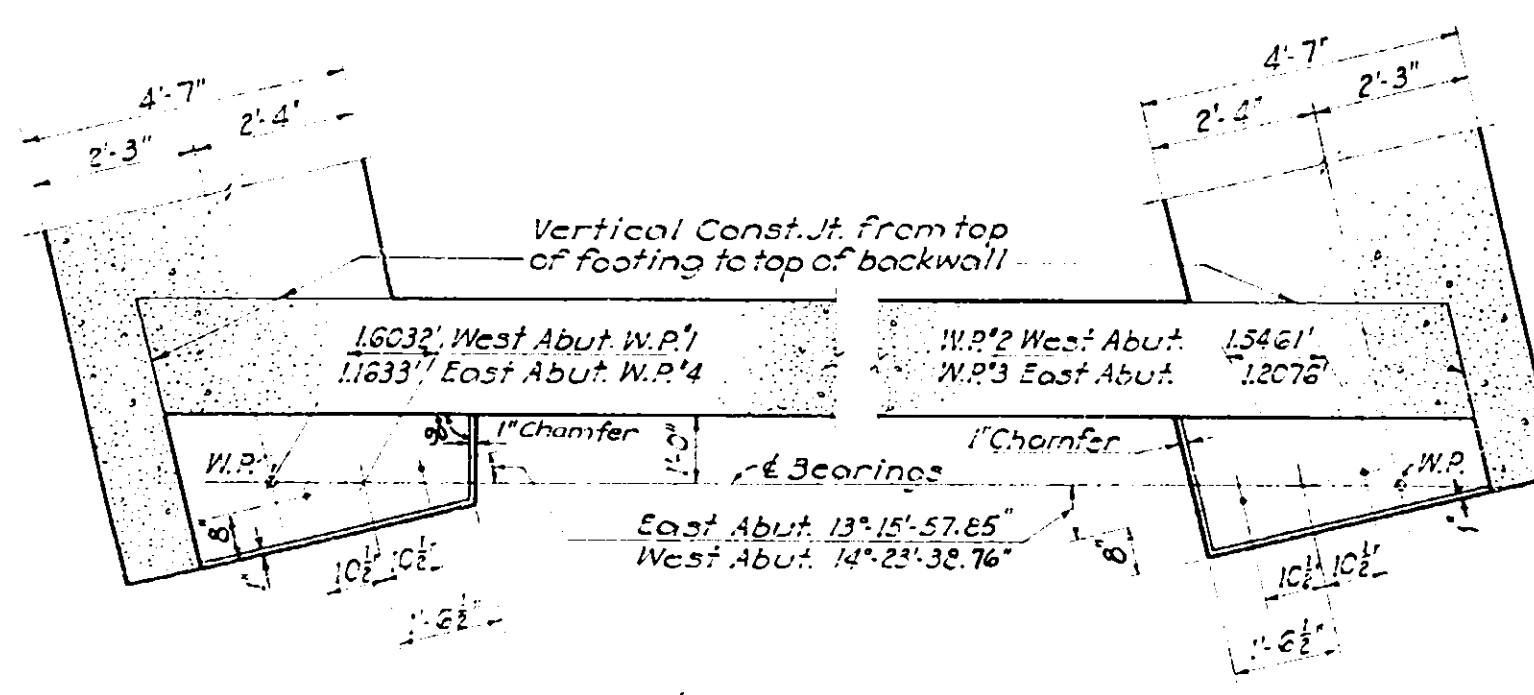
TYPICAL CONSTRUCTION-JOINT IN BACKWALL

Scale 3/16" = 1'-0"



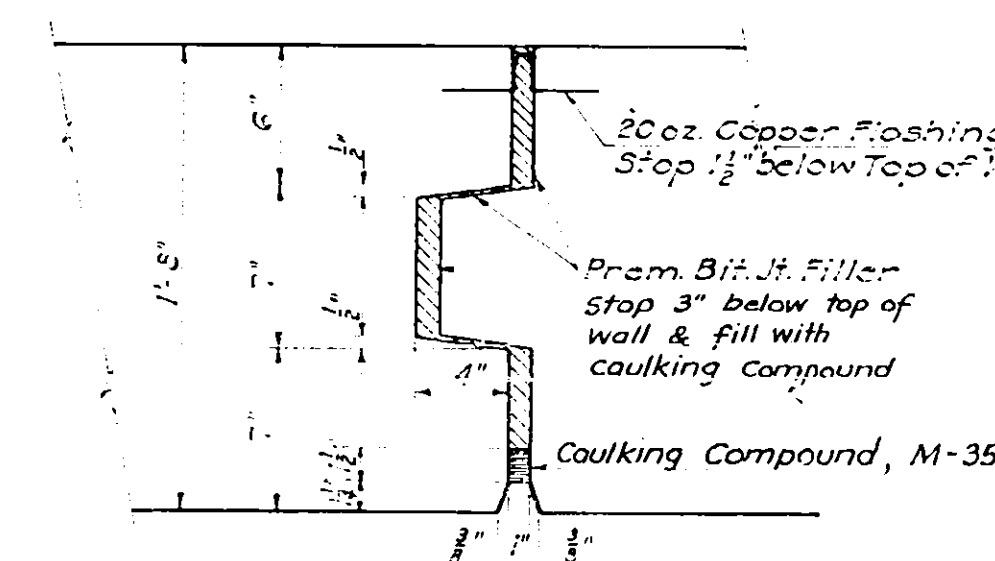
PLAN - TYPICAL INTERIOR PEDESTAL

Scale 3/16" = 1'-0"



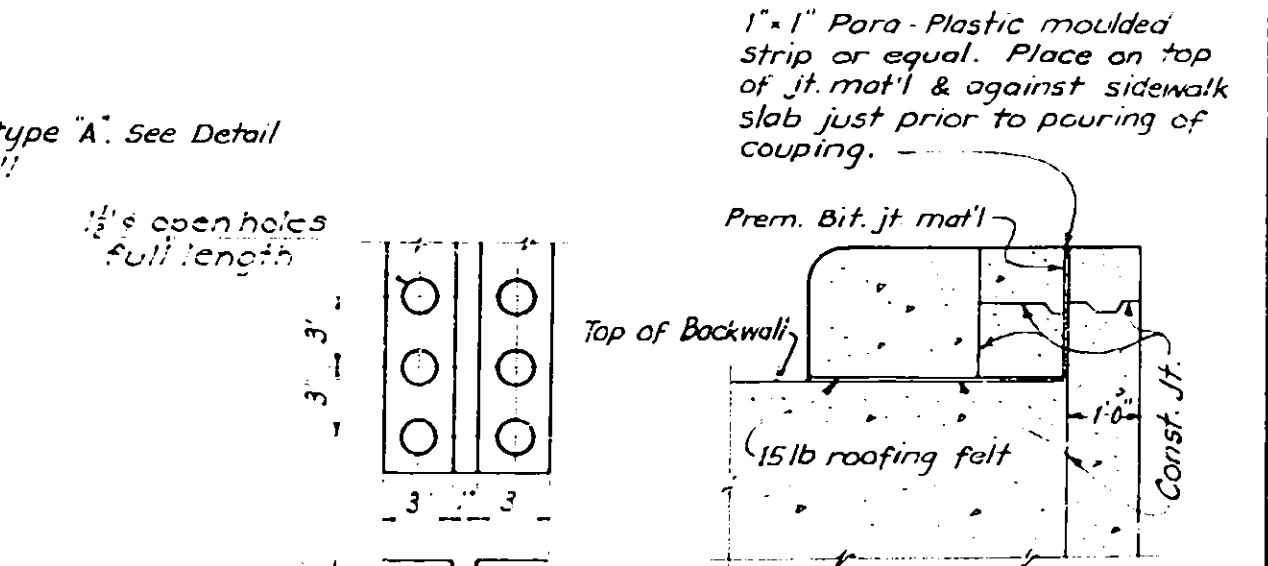
PLAN - TYPICAL EXTERIOR PEDESTAL

Scale 3/16" = 1'-0"



DETAIL OF EXPANSION JOINT FOR BACKWALL

Scale 1 1/2" = 1'-0"



DETAIL OF COPPER FLASHING (Type A)

Scale 1 1/2" = 1'-0"

PART SECTION B-B

Scale 3/16" = 1'-0"

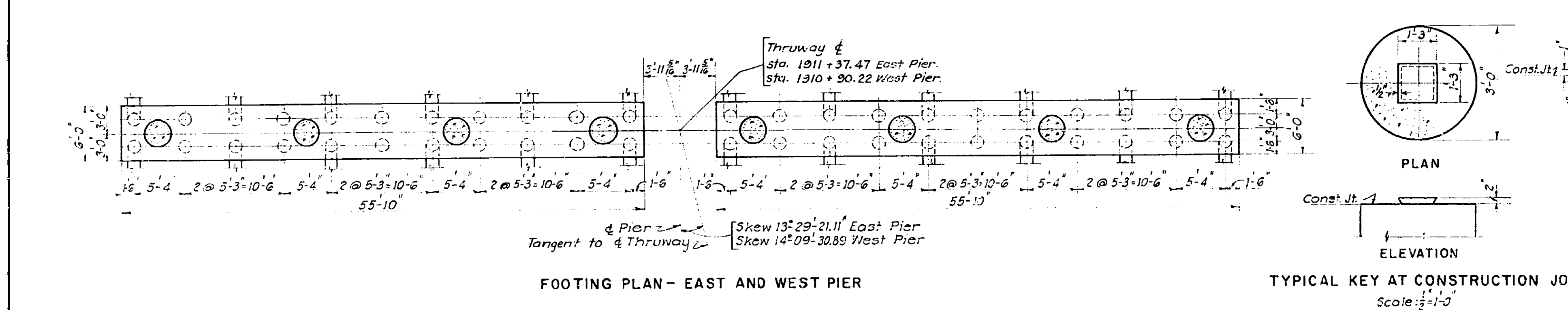
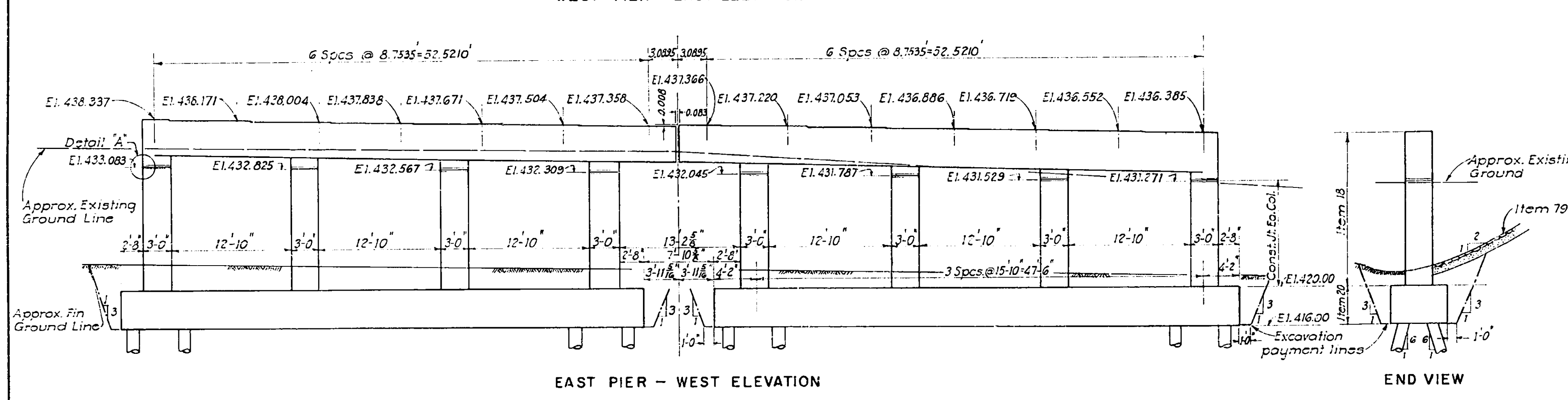
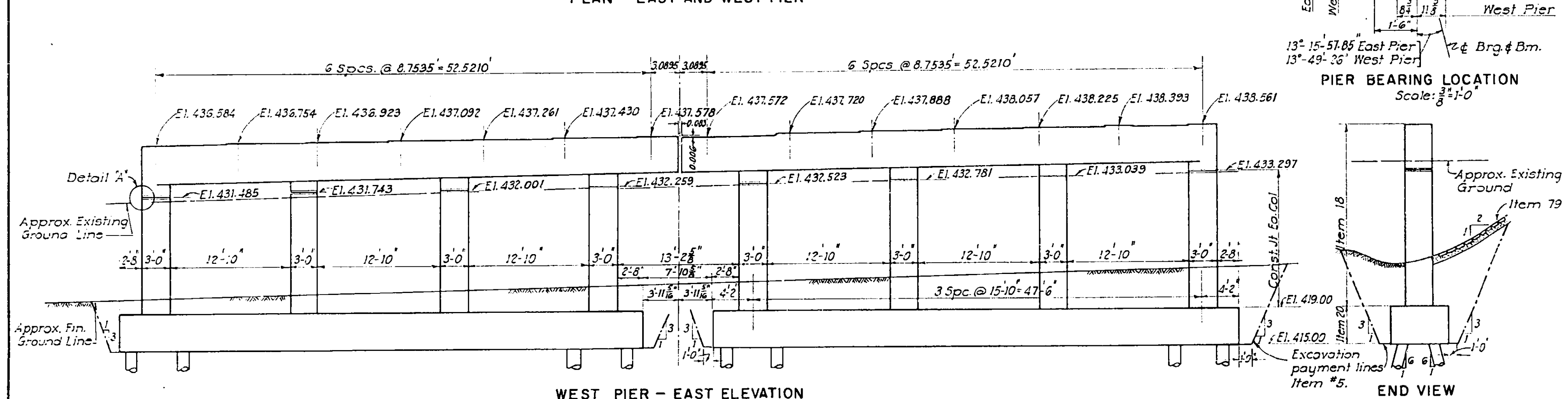
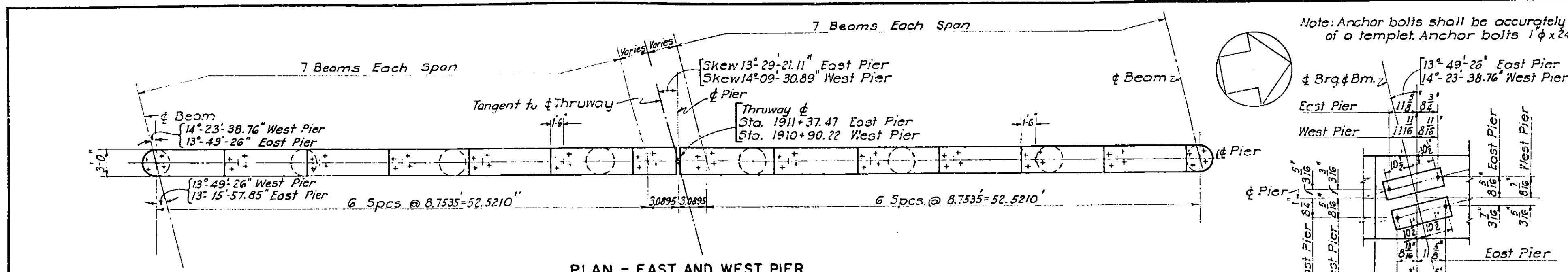
Drawn by P.C.B.
Traced by R.C.
Checked by F.J.C.
R. M. Boynton
Engineer in Charge

PREPARED AND RECOMMENDED:
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 135
DATE Mar. 16, 1953

EAST ABUTMENT

DRAWING NO.	SCALE	DATE
5210 - D4 of 11	3/16" = 1'-0"	Mar. 16, 1953

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	98	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER C.H. 107		

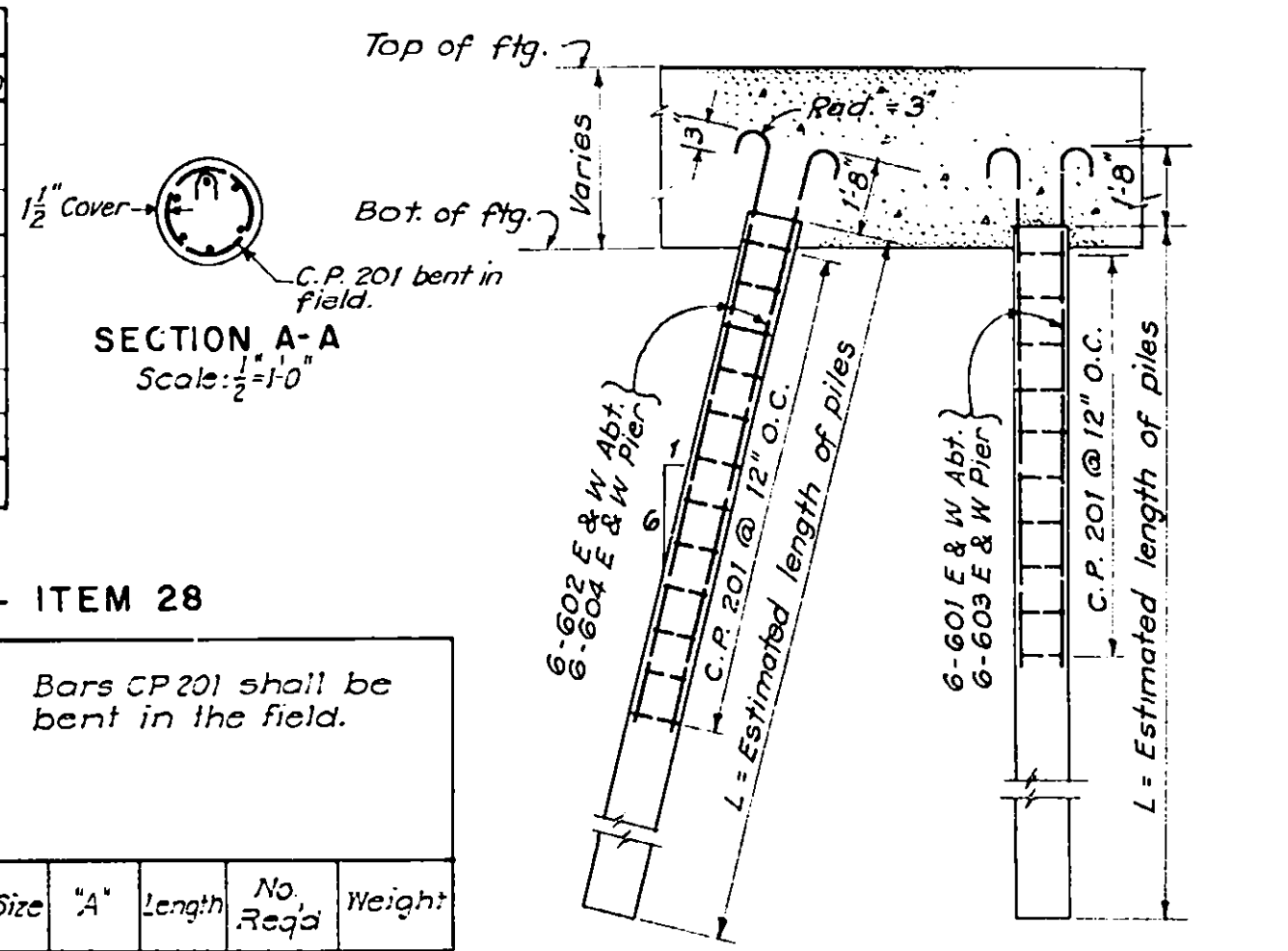


PILE SCHEDULE

Location	Type	No.	El. of Top	Av. El. Bot.	Av. Length	Tot. Length
East Abutment	Vert.	18	431.3	331.3	100.0	1,800
East Abutment	Bot.	20	431.3	332.7	100.0	2,000
East Pier	Vert.	20	416.5	331.5	85.0	1,700
East Pier	Bot.	24	416.5	332.7	85.0	2,040
West Pier	Vert.	20	415.5	330.5	85.0	1,700
West Pier	Bot.	24	415.5	331.7	85.0	2,040
West Abutment	Vert.	18	431.8	331.8	100.0	1,800
West Abutment	Bot.	20	431.8	333.2	100.0	2,000
Cast-in-place concrete piles Item 85C.						Total 15,080

BAR REINFORCEMENT (PILES) - ITEM 28

East Abut.	East Pier	West Pier	West Abut.	Mark	Type	Size	"A"	Length	No. Reqd.	Weight
Vert. Bat.	Vert. Bat.	Vert. Bat.	Vert. Bat.							
108				108	601	1	34'-9"	35'-10"	216	11,626
	120			120	602	1	51'-5"	52'-6"	240	16,925
		120			603	1	29'-9"	30'-10"	240	11,115
			144	144	604	1	43'-11"	45'-0"	288	19,466
612	1,020	580	1,056	612	1,020	CP201	2	3'-6"	6,536	3,820
Note: For bar Reinforcement & Schedule see Sheet D10.										Total 64,952

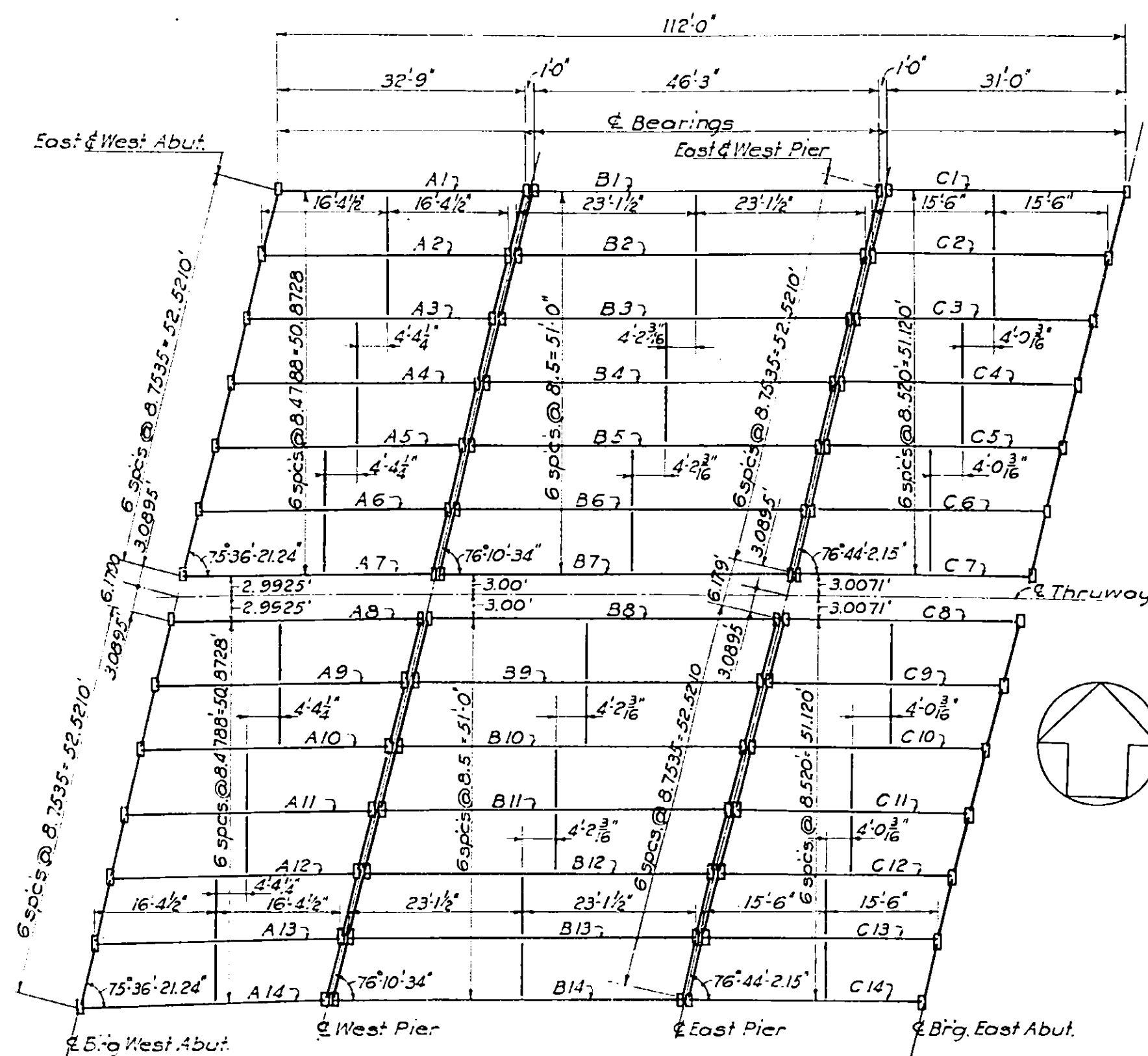


CAST IN PLACE CONCRETE PILE DETAILS
Scale: 1/4\"/>

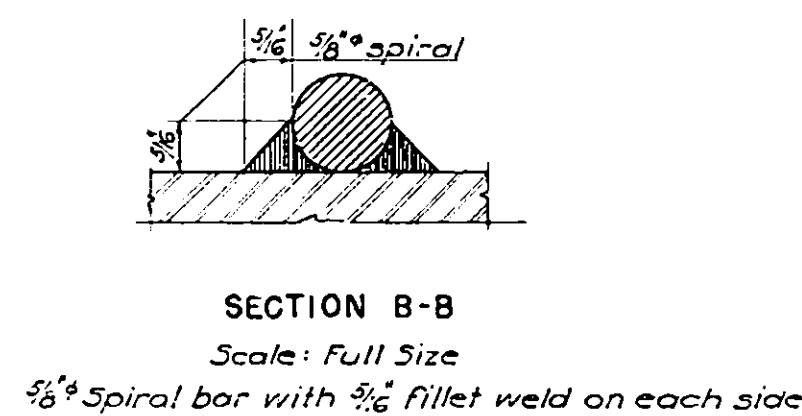
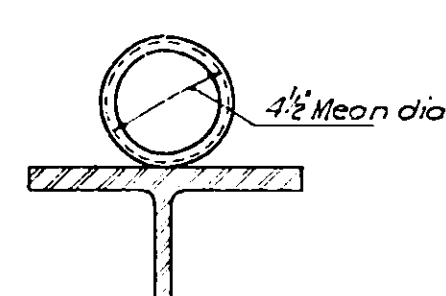
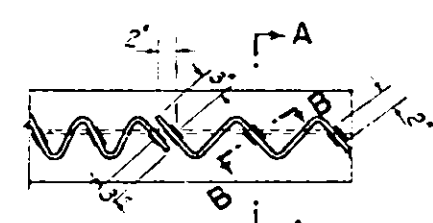
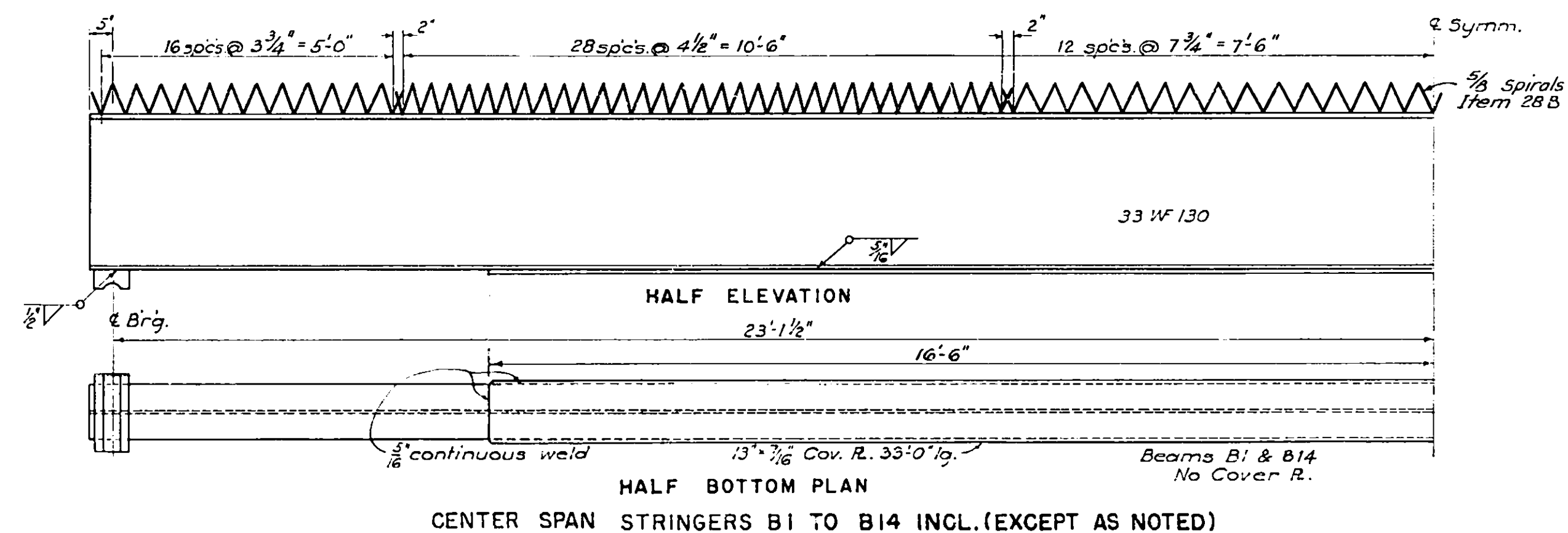
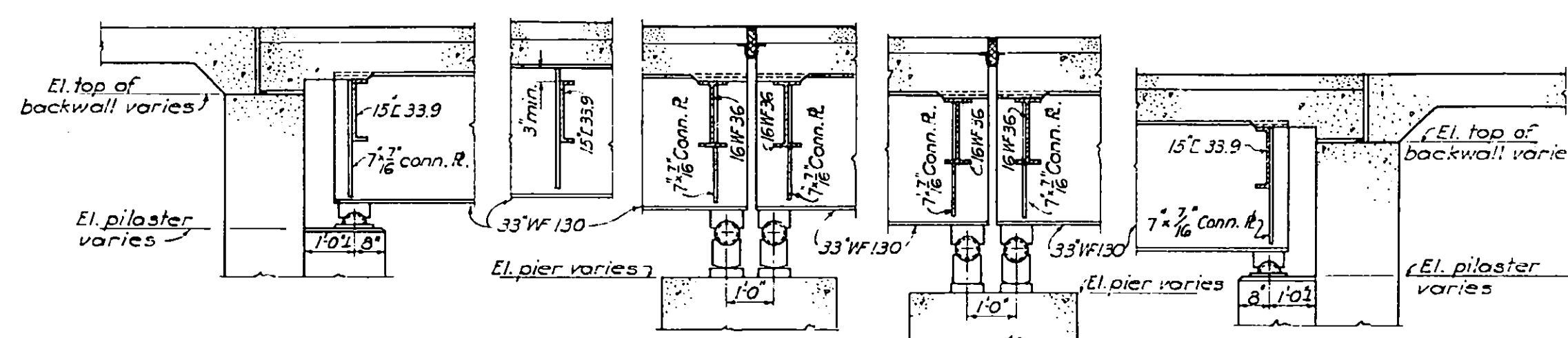
Drawn by C.O.I.
Traced by S.A.C.
Checked by J.F.
R.M. Brynson
Engineer in Charge

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

PIERS PILE DETAILS AND SCHEDULE		
DRAWING NO. 5210 - D5 of 11	SCALE $\frac{1"}{8} = 1'-0"$ & As Noted	DATE Nov 16, 1953



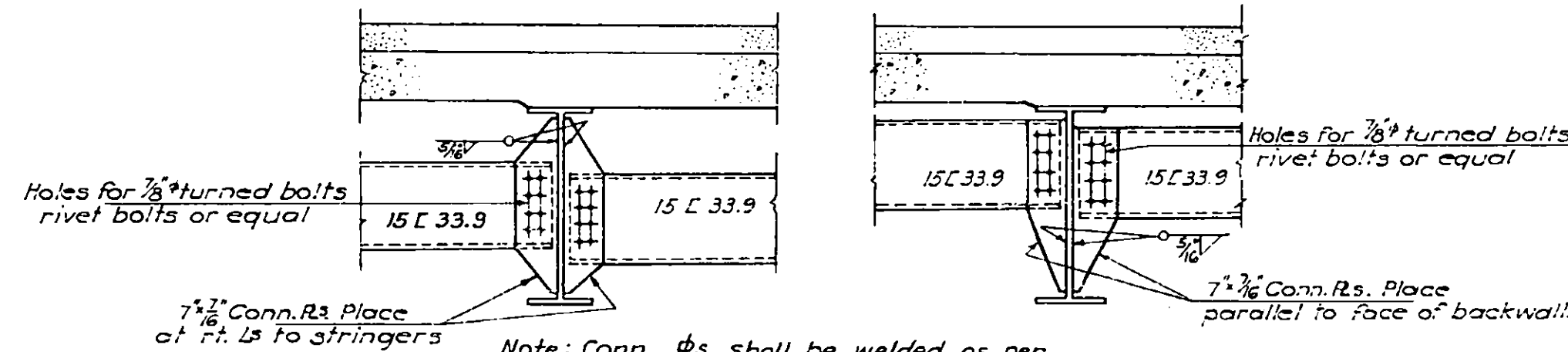
End diaphragms set on grade. All intermediate diaphragms set level. Intermediate diaphragms perpendicular to girders with tops 3" minimum below top of girders.



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 bar spacing may be varied 1" with the understanding that the required area of steel will be placed in each 3' ft. Even then some bars may have to be threaded thru one or more spirals.

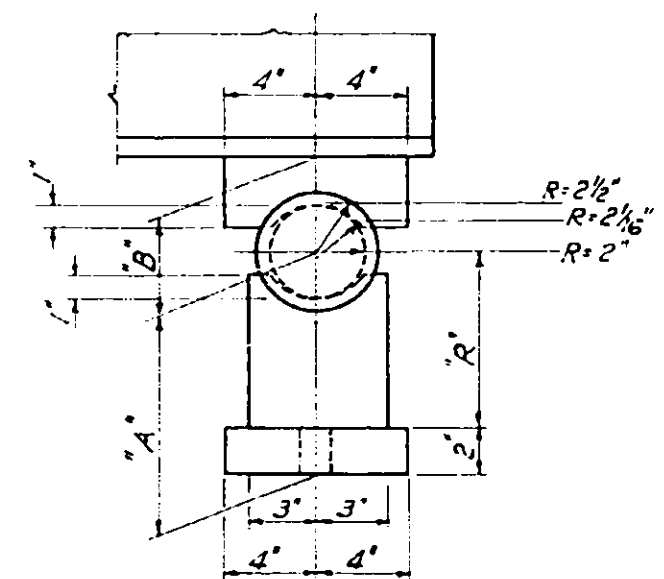
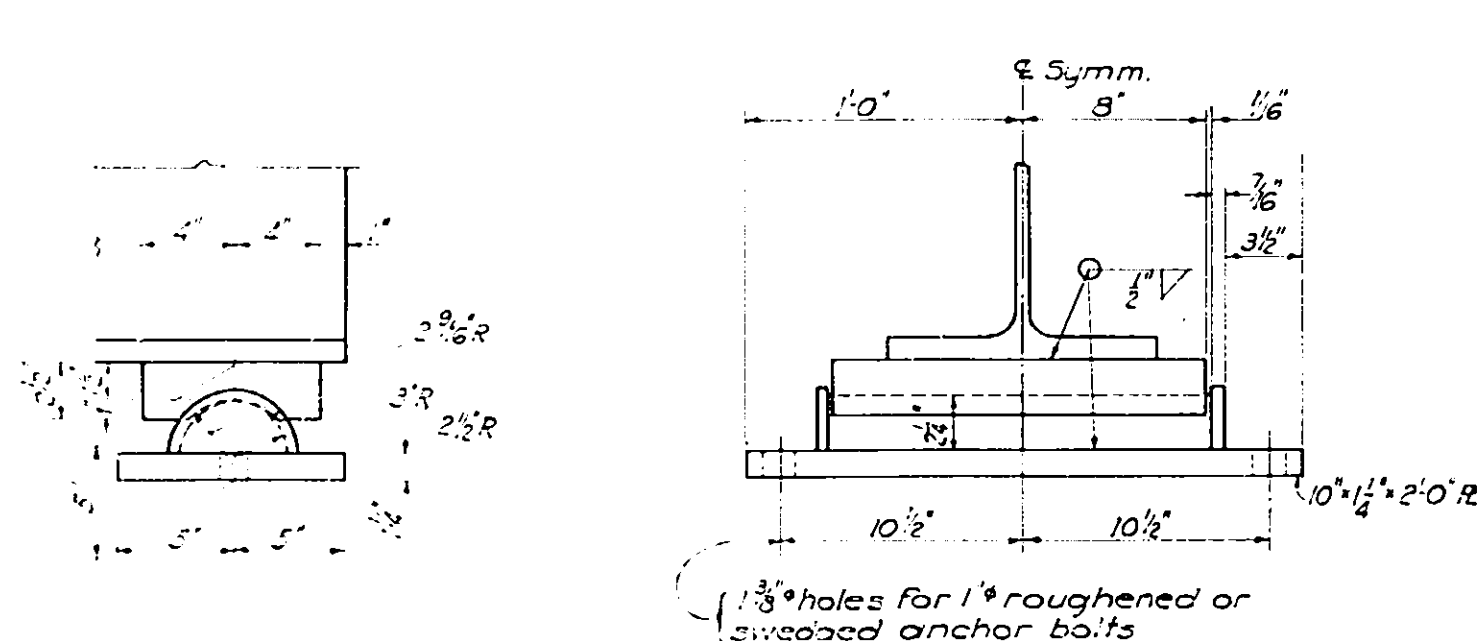
All spirals shall be placed symmetrically about the $\frac{1}{2}$ of span on each stringer with the pitches of each section of spirals decreasing progressively from the $\frac{1}{2}$ of span to the ends of the stringer.



INTERMEDIATE CHANNEL DIAPHRAGM CONNECTION

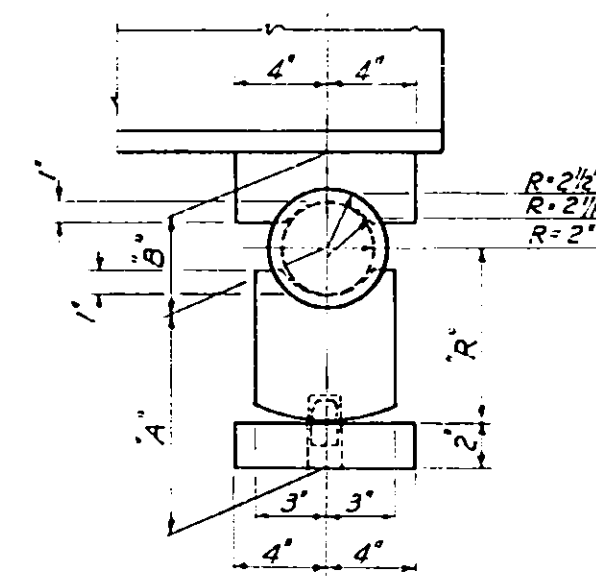
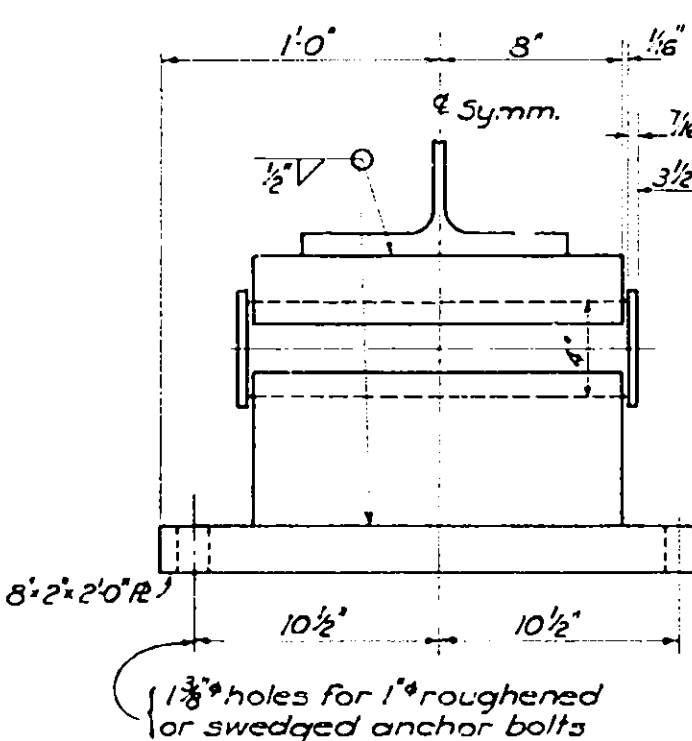
END CHANNEL DIAPHRAGM CONNECTION

Scale: $\frac{1}{2}'' = 1'-0''$



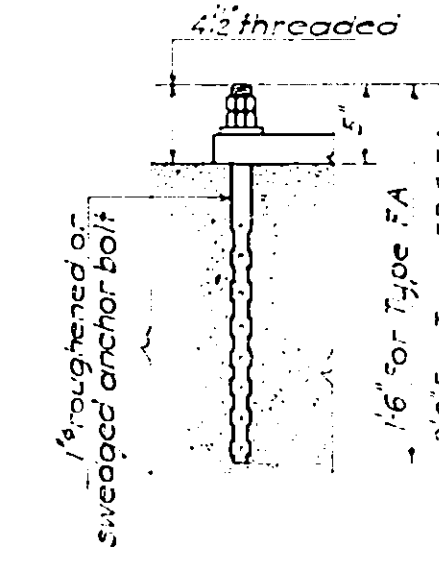
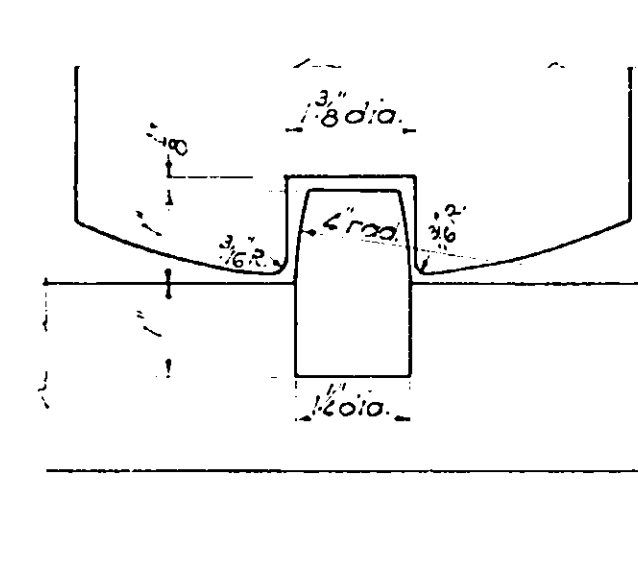
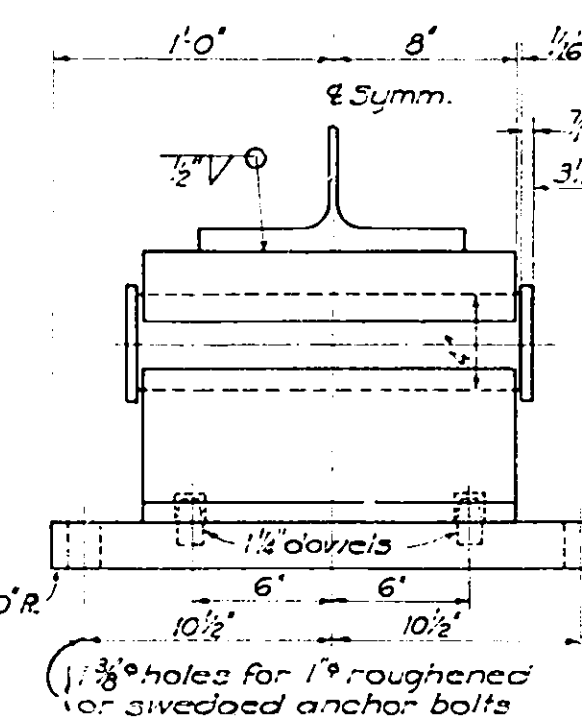
FIXED BEARING-TYPE FB

Scale: $\frac{1}{2}'' = 1'-0''$



EXPANSION BEARING-TYPE EA

Scale: $\frac{1}{2}'' = 1'-0''$



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	99	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER C.H. 107		

BEAM-BEARING SCHEDULE

BEARING - WEST END	BEAM	BEARING - EAST END
Type	Size	Type
FA	A1	EA
FA	A2	EA
FA	A3	EA
FA	A4	EA
FA	A5	EA
FA	A6	EA
FA	A7	EA
FA	A8	EA
FA	A9	EA
FA	A10	EA
FA	A11	EA
FA	A12	EA
FA	A13	EA
FA	A14	EA
EA	B1	EA
EA	B2	EA
EA	B3	EA
EA	B4	EA
EA	B5	EA
EA	B6	EA
EA	B7	EA
EA	B8	EA
EA	B9	EA
EA	B10	EA
EA	B11	EA
EA	B12	EA
EA	B13	EA
EA	B14	EA
EA	C1	EA
EA	C2	EA
EA	C3	EA
EA	C4	EA
EA	C5	EA
EA	C6	EA
EA	C7	EA
EA	C8	EA
EA	C9	EA
EA	C10	EA
EA	C11	EA
EA	C12	EA
EA	C13	EA
EA	C14	EA

NOTE: All Structural Steel, Bearing and Anchor Bolts Item 29

Drawn by GCI
Traced by J.F.
Checked by J.F.
R.M. Boynton
Engineer in Charge

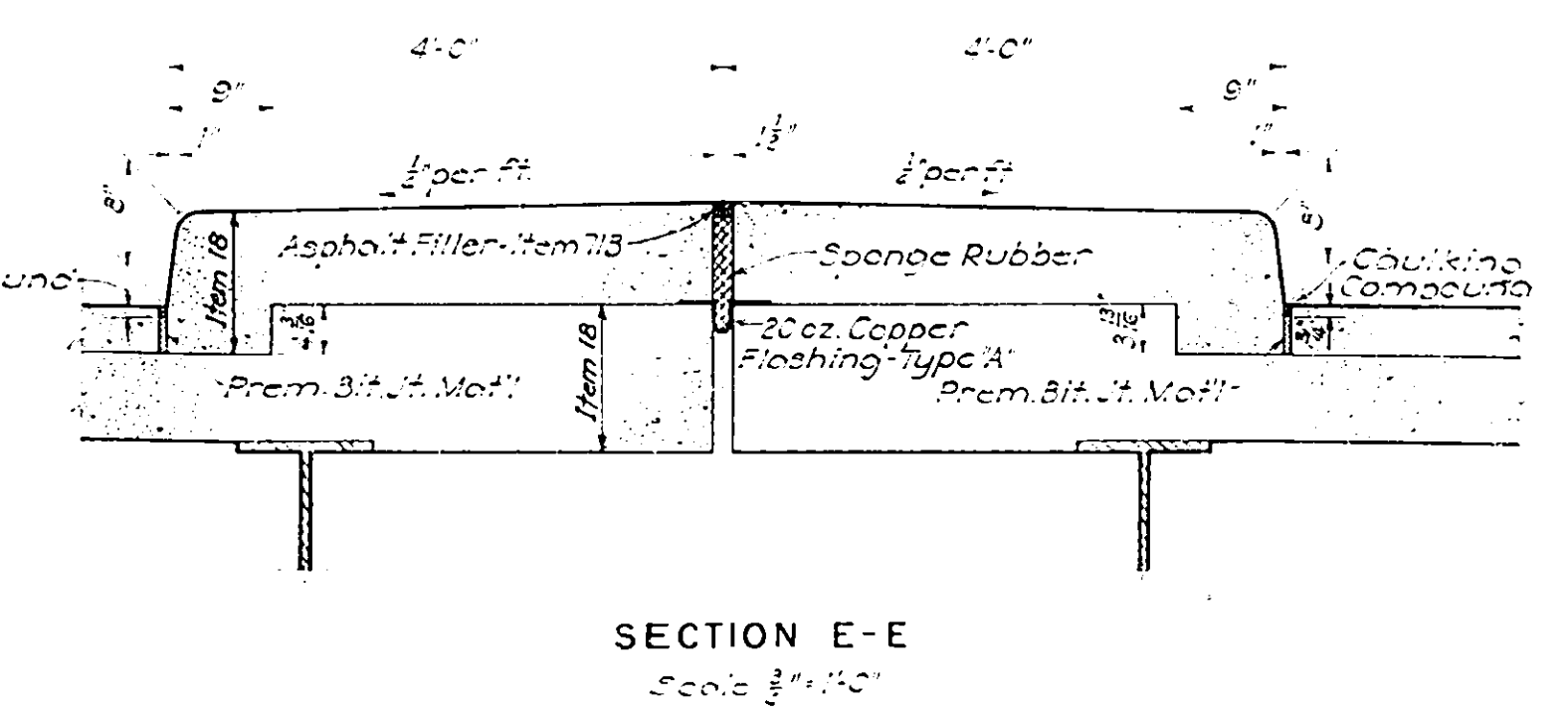
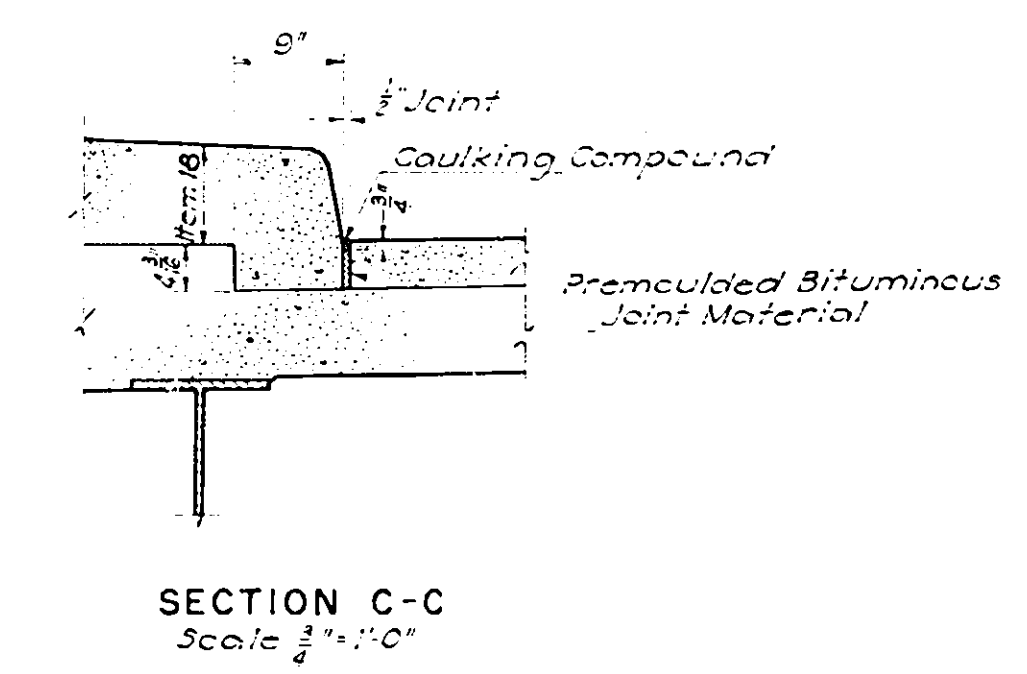
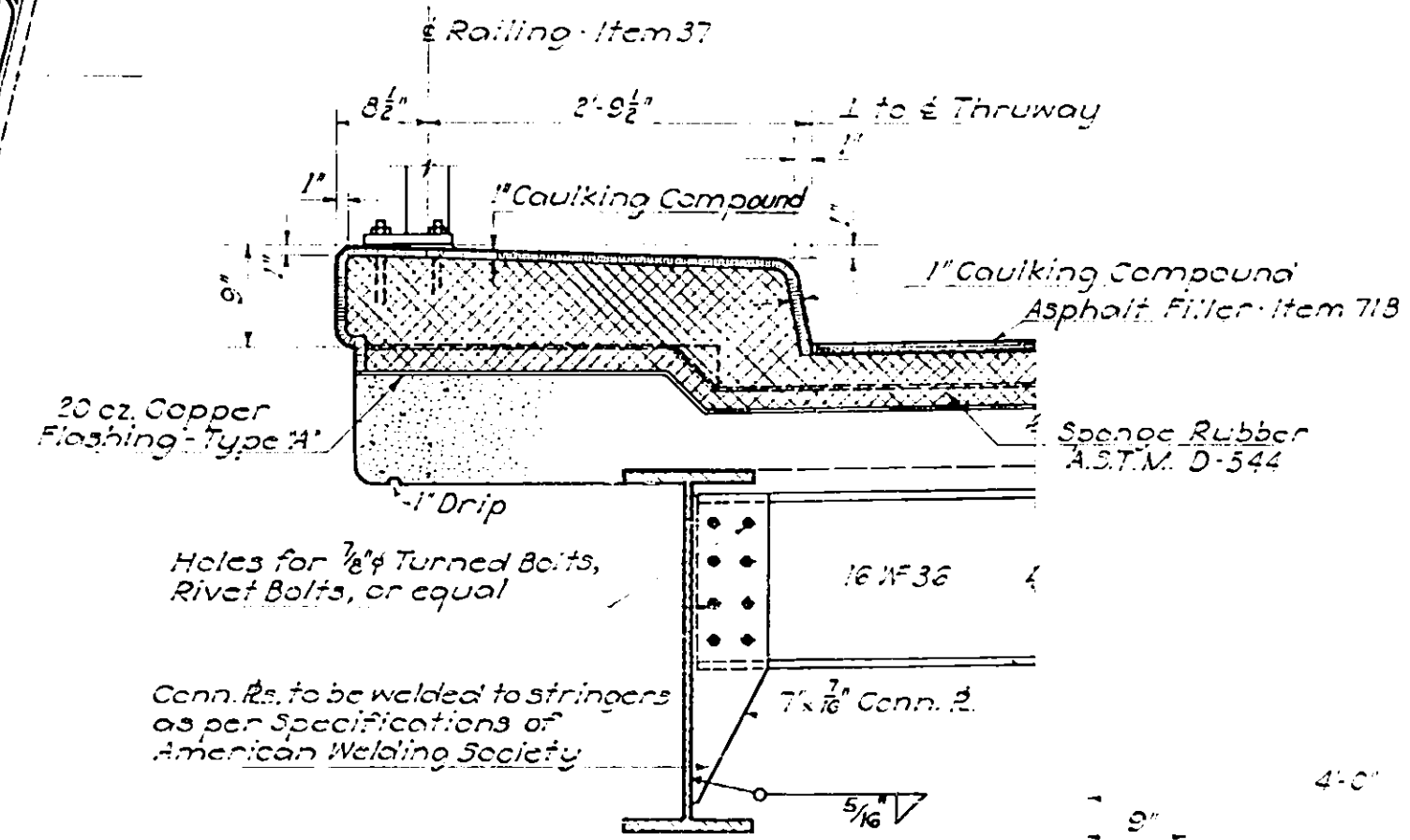
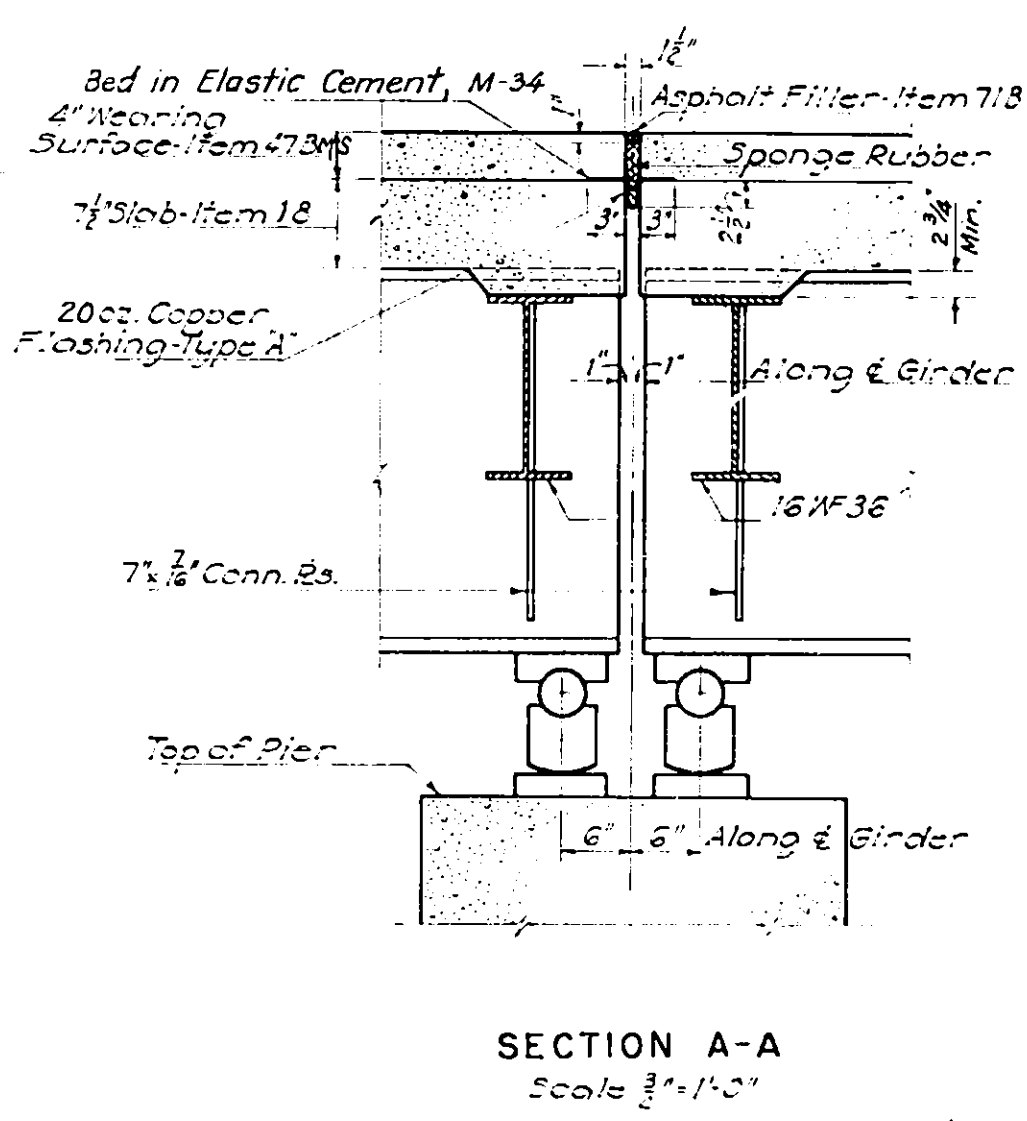
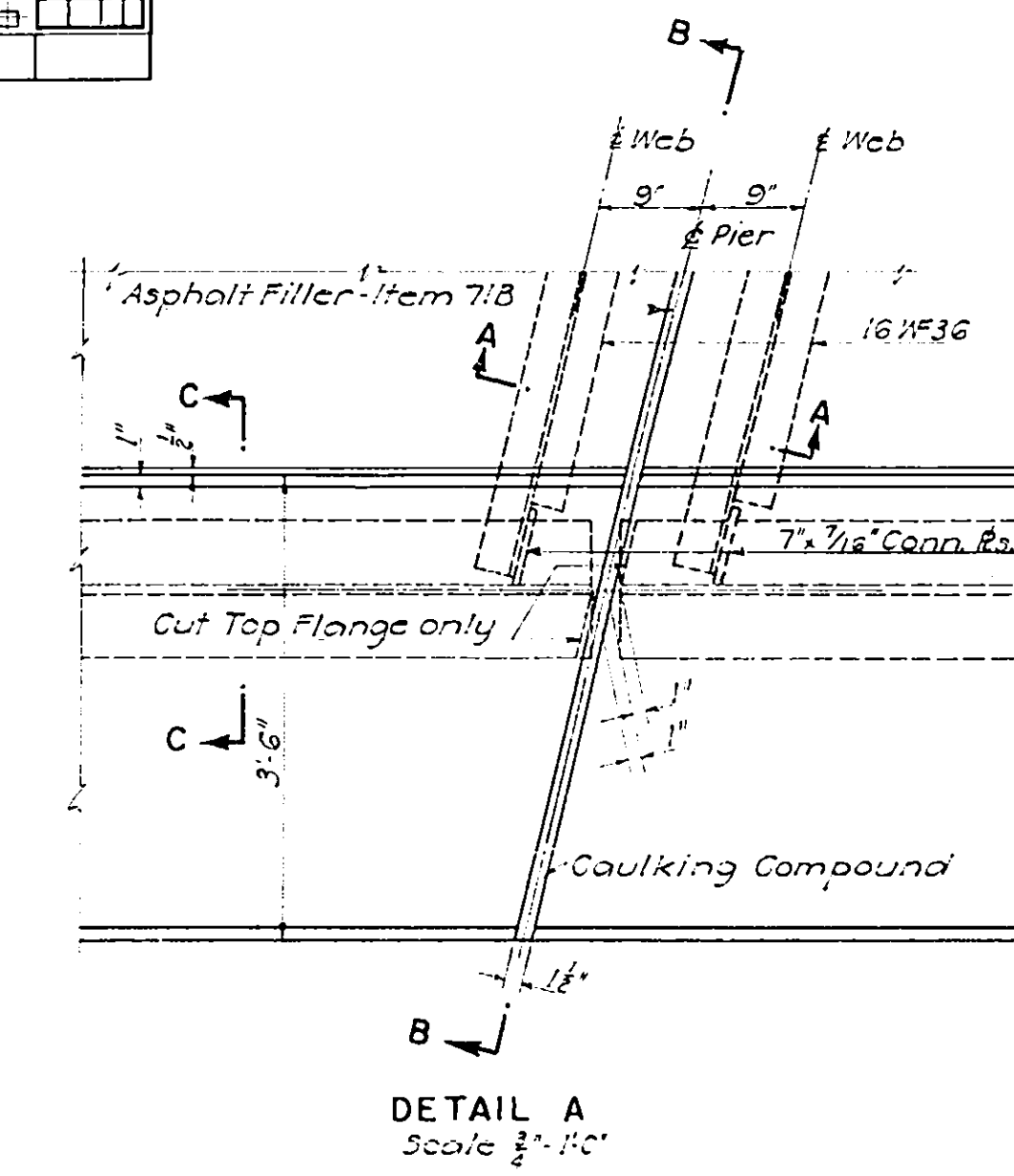
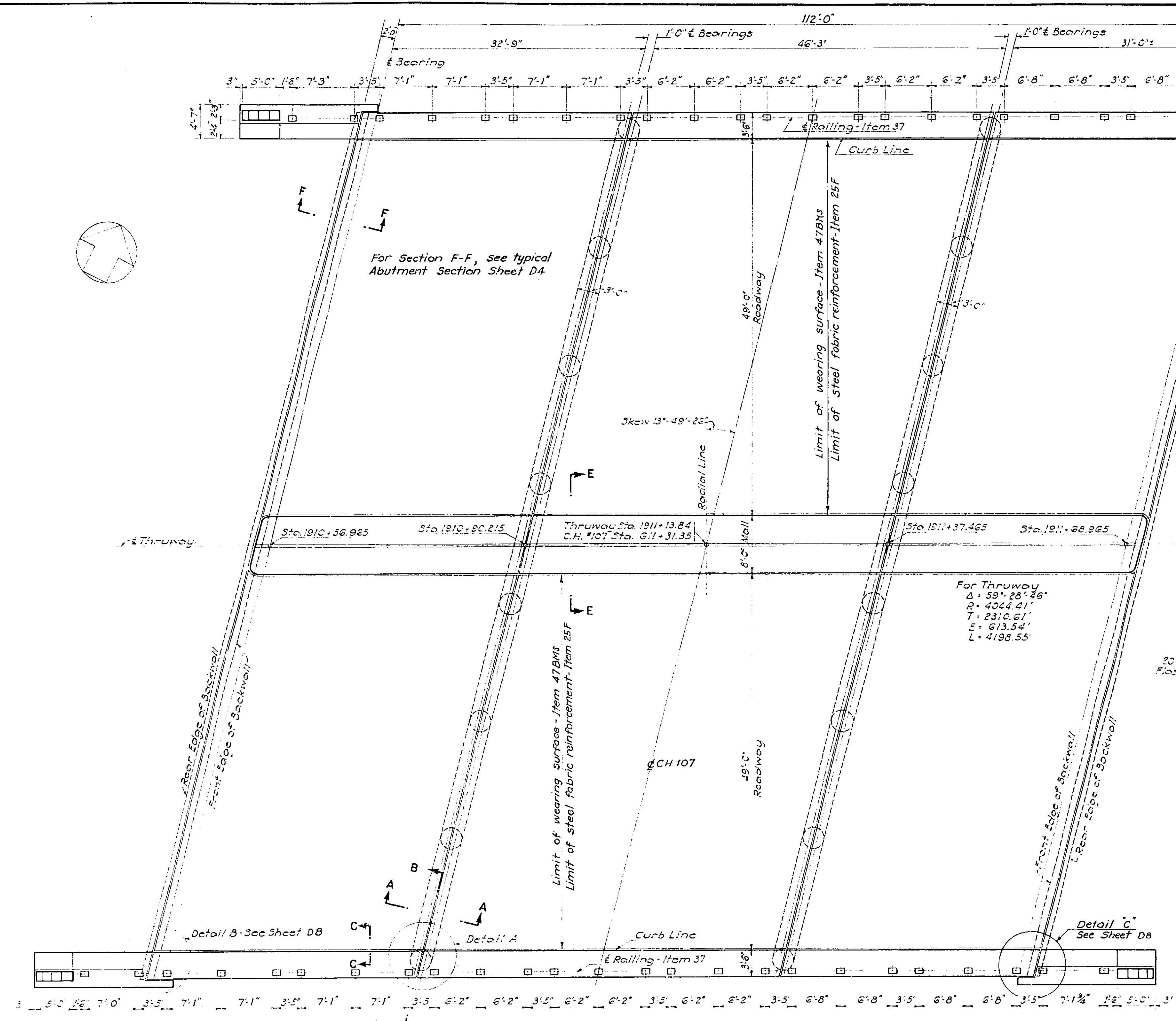
PREPARED AND RECOMMENDED:
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155

DATE
Mar. 16, 1953

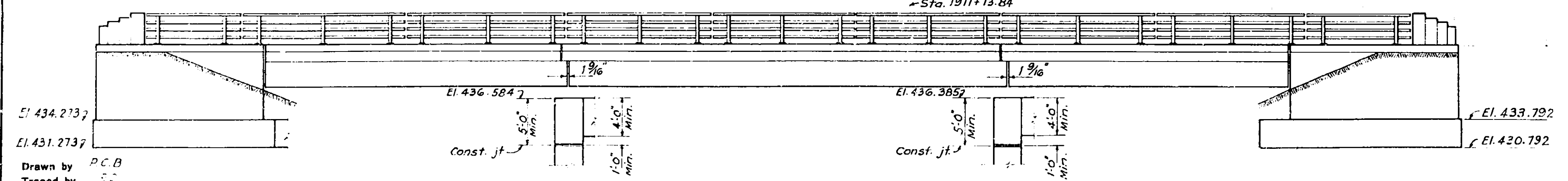
FRAMING PLAN STEEL AND BEARING DETAILS

DRAWING NO.	SCALE	DATE
5210-DE of 11	As Noted	Mar. 16, 1953

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		100	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE - BRIDGE OVER C. H. 107			



PLAN														
442,276	442,283	442,289	442,296	442,303	442,310	442,317	442,324	442,331	442,338	442,345	442,352	442,359	442,366	442,373
Sta. 1911+13.84														
443,600	443,607	443,614	443,621	443,628	443,635	443,642	443,649	443,656	443,663	443,670	443,677	443,684	443,691	443,698



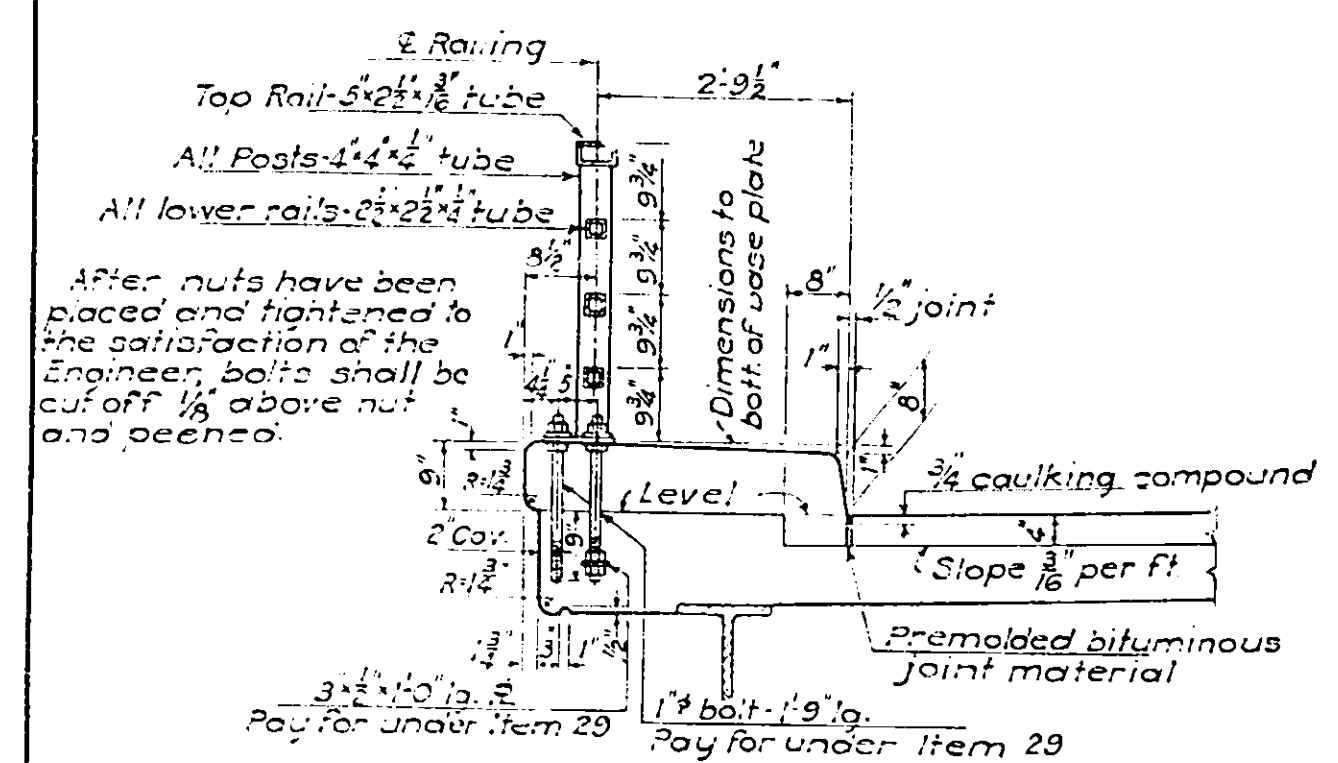
Drawn by P.C.B.
Traced by J.F.
Checked by J.F.
R.M. Boynton
Engineer in Charge

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

PLAN AND PART ELEVATION DECK DETAILS		
DRAWING NO.	SCALE	DATE
5210 - D7 of 11	1/4" = 1'-0"	Mar. 16, 1953

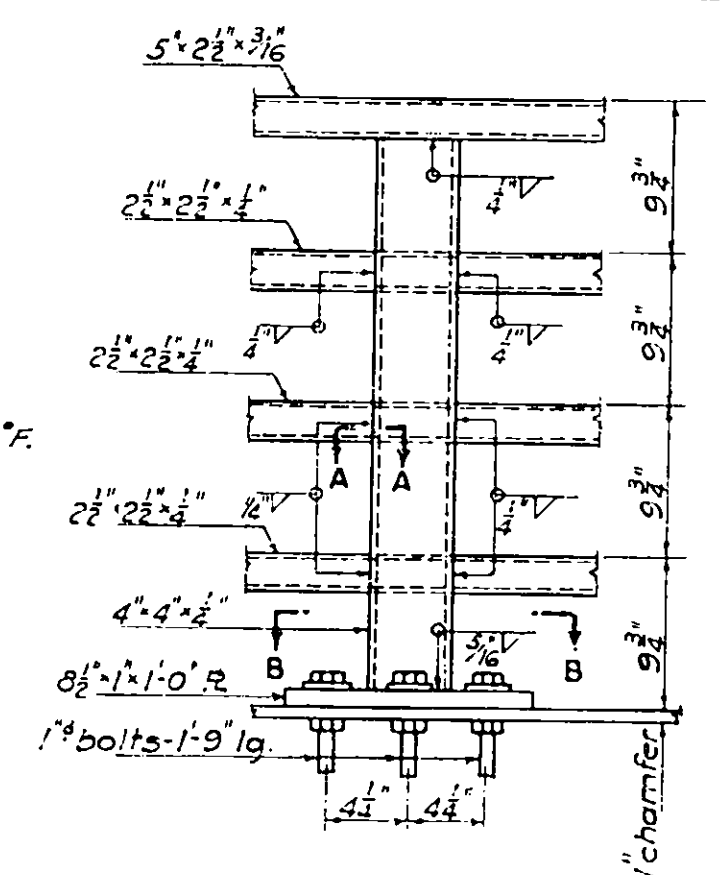
NOTES:
For Bar Reinforcement and Schedule, see Sheet D11
For Railing Details, see Sheet D8

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		101	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER C.H. 107			



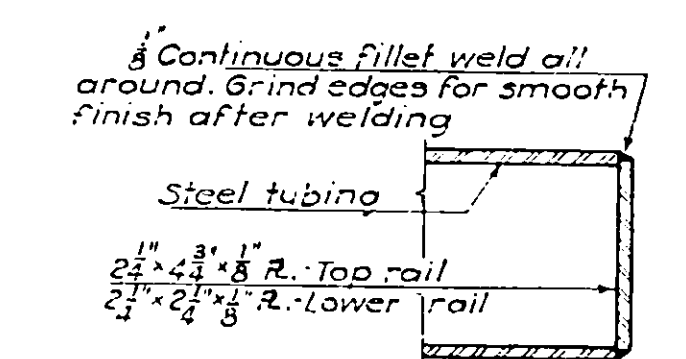
PARTIAL TRANSVERSE SECTION
THRU SUPERSTRUCTURE
Scale: 1/2" = 1'-0"

- 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 16. The second application shall be applied two days before pouring the sidewalk or pavement surface. Cost shall be included in price bid for Item 16.
 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.

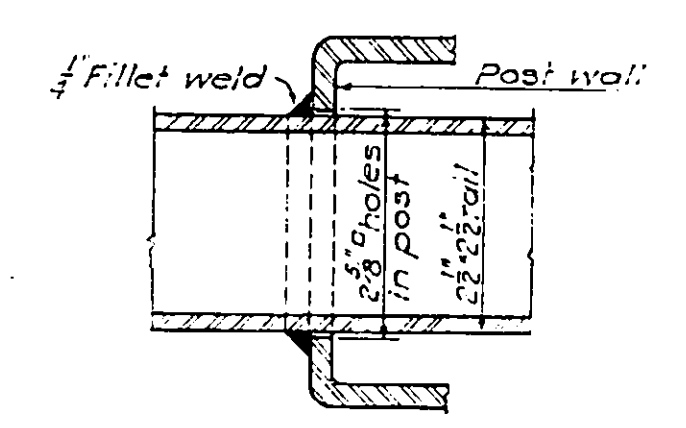


PARTIAL ELEVATION
Not to scale

Note: All railing posts are to be set truly vertical.



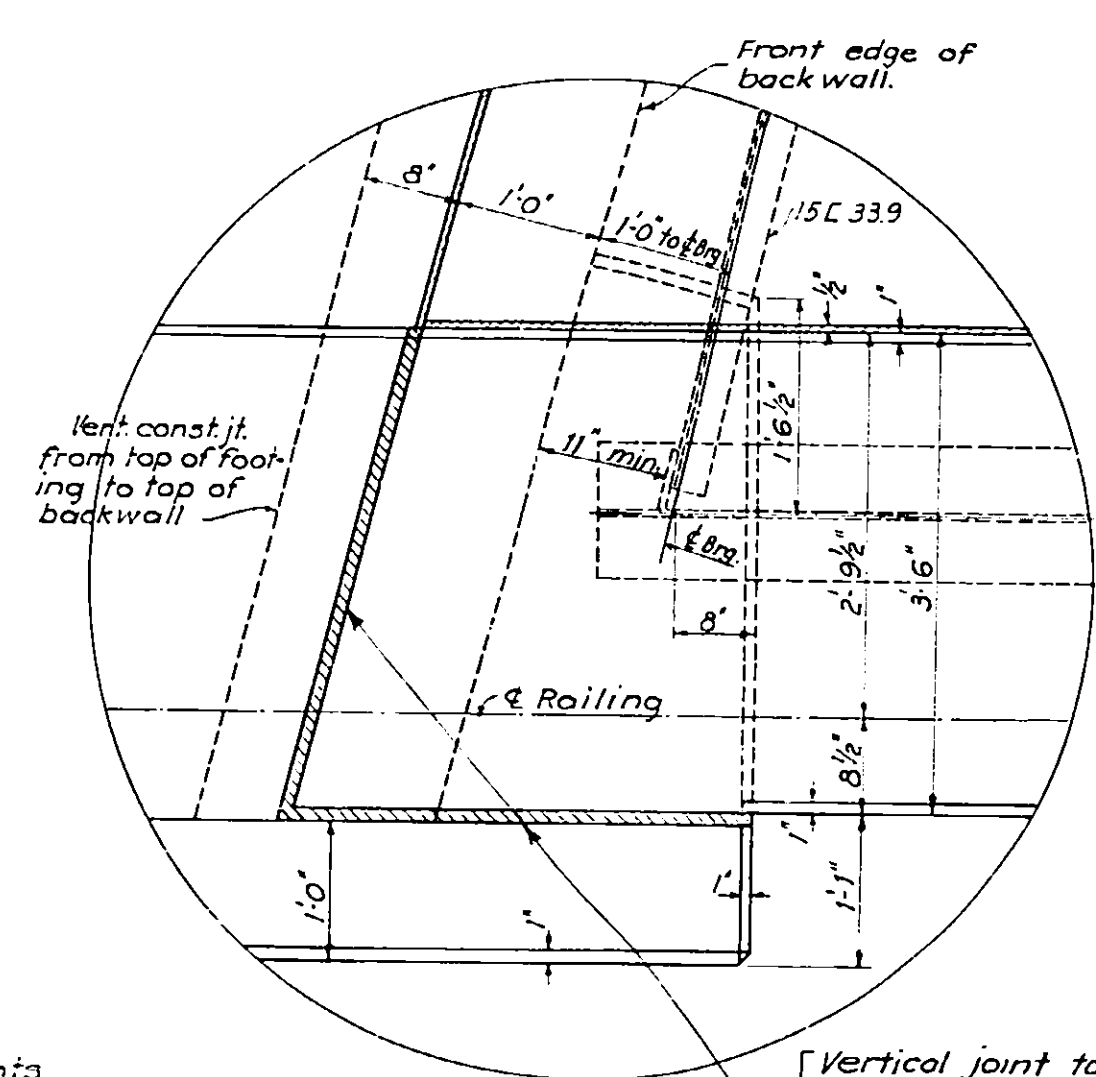
SECTION AT END
OF RAILS
Full Size



SECTION A-A
Half Full Size

SPECIAL NOTES FOR RAILING

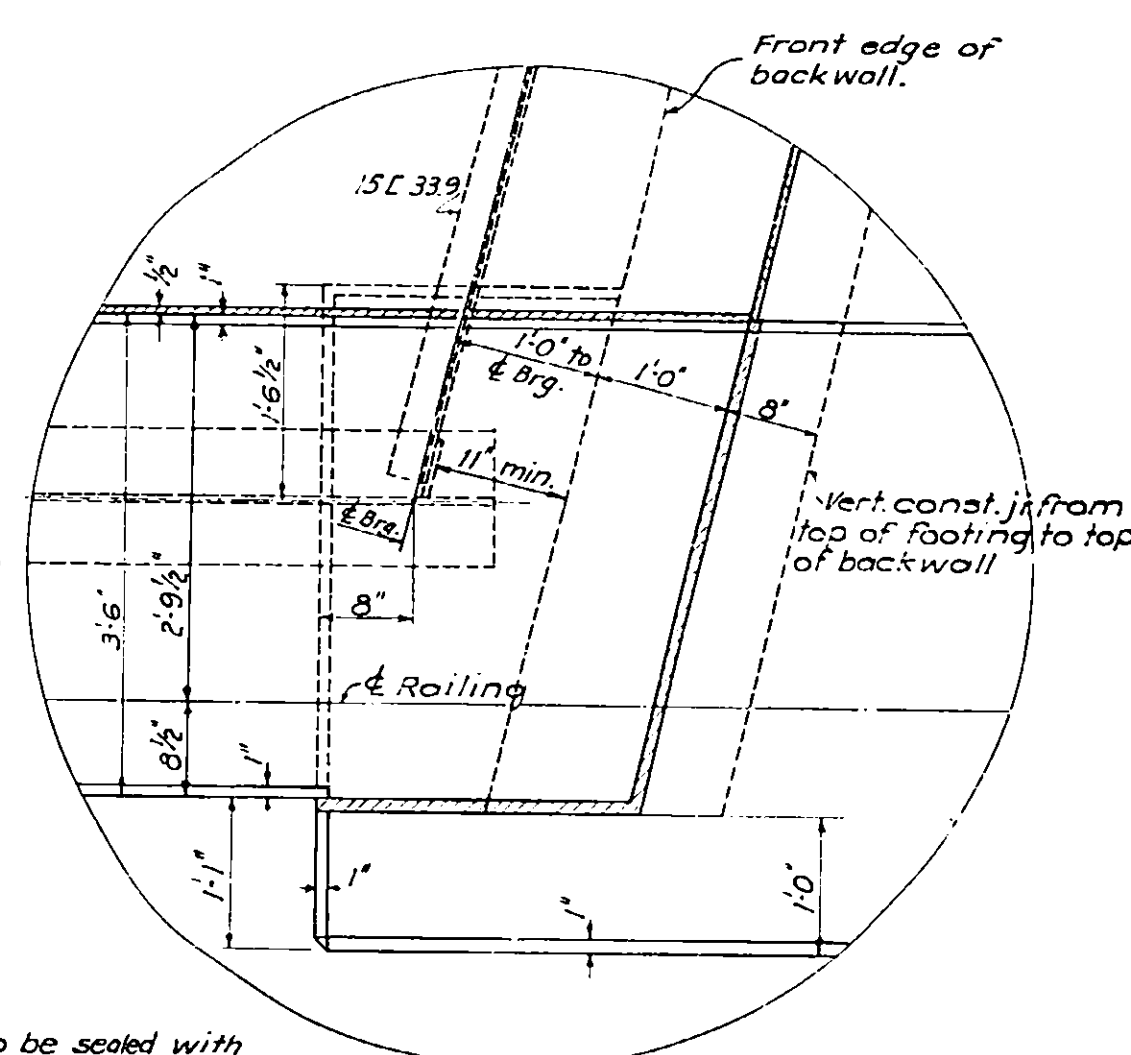
All railings are to be fabricated and erected so that rails are parallel to each other and to the top of fascia, and posts are truly vertical. Dimensions for tubing are outside dimensions. Shop or field welding may be used in the fabrication and the erection of the railing. Since the finished railings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



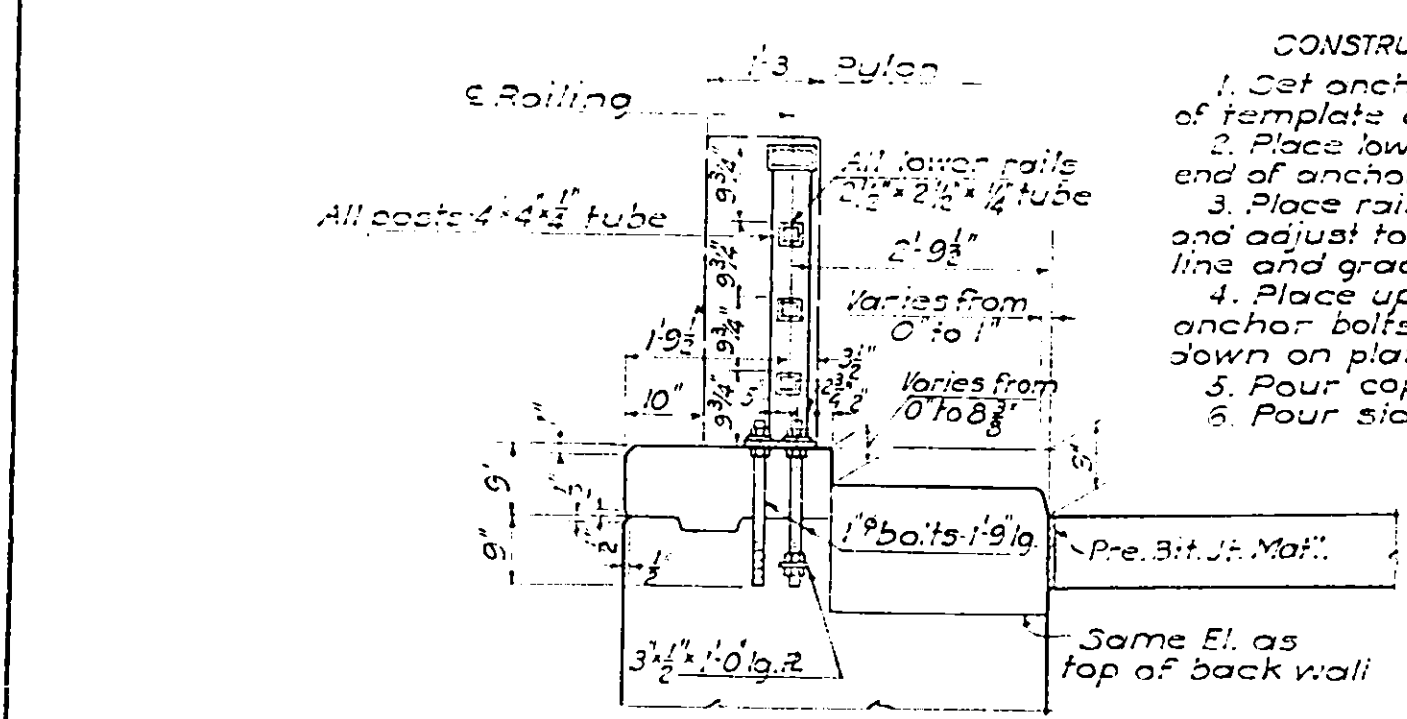
DETAIL B

Vertical joint to be sealed with 1" x 1" Para Plastic Moulded Strip or equal, similar to that shown in Section.

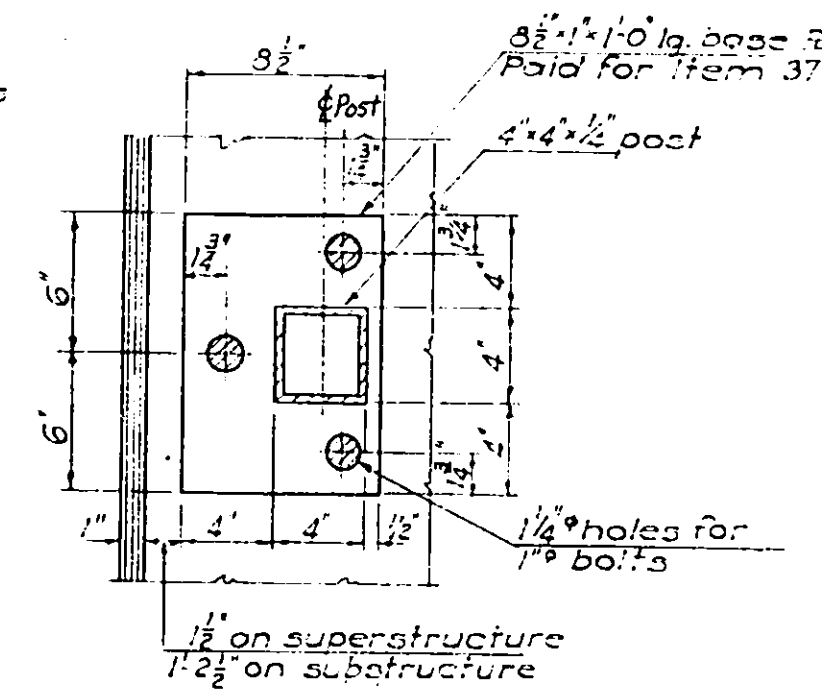
Scale: 3/4" = 1'-0"



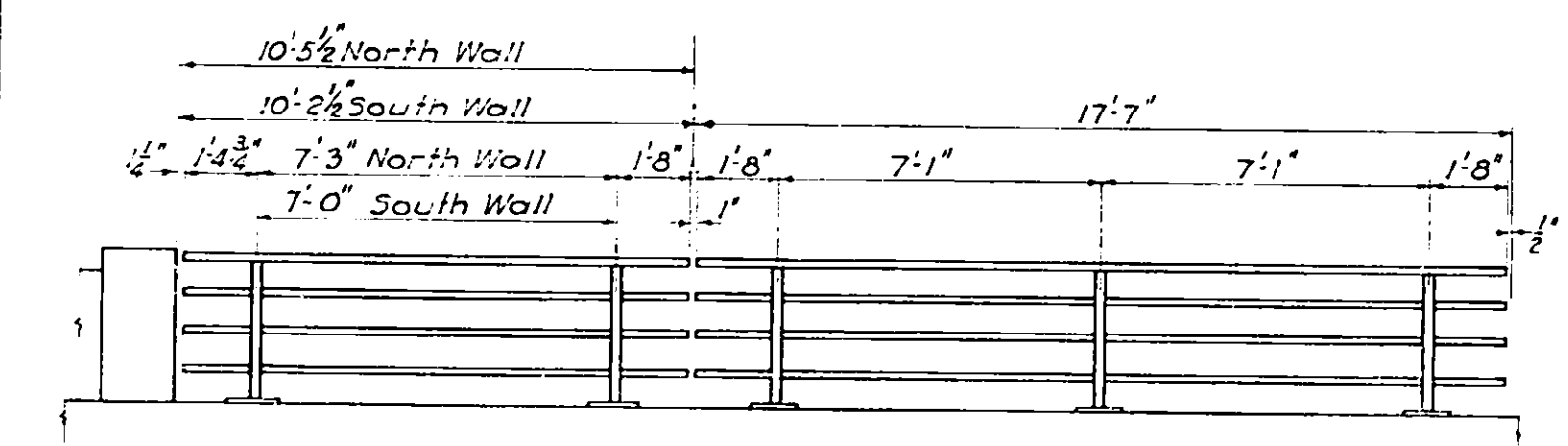
DETAIL C



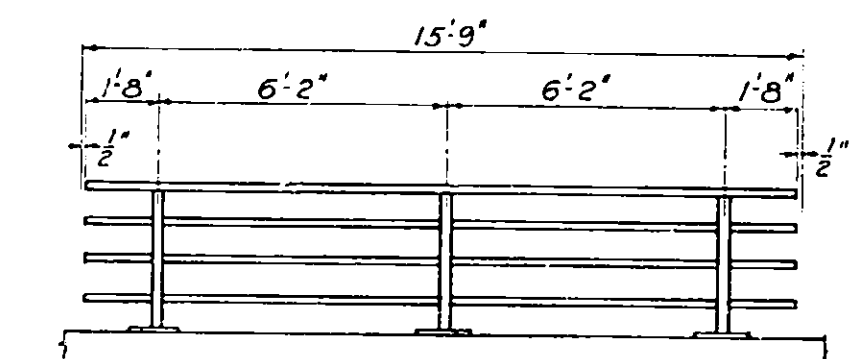
PARTIAL TRANSVERSE SECTION
THRU SUBSTRUCTURE
Scale: 1/2" = 1'-0"



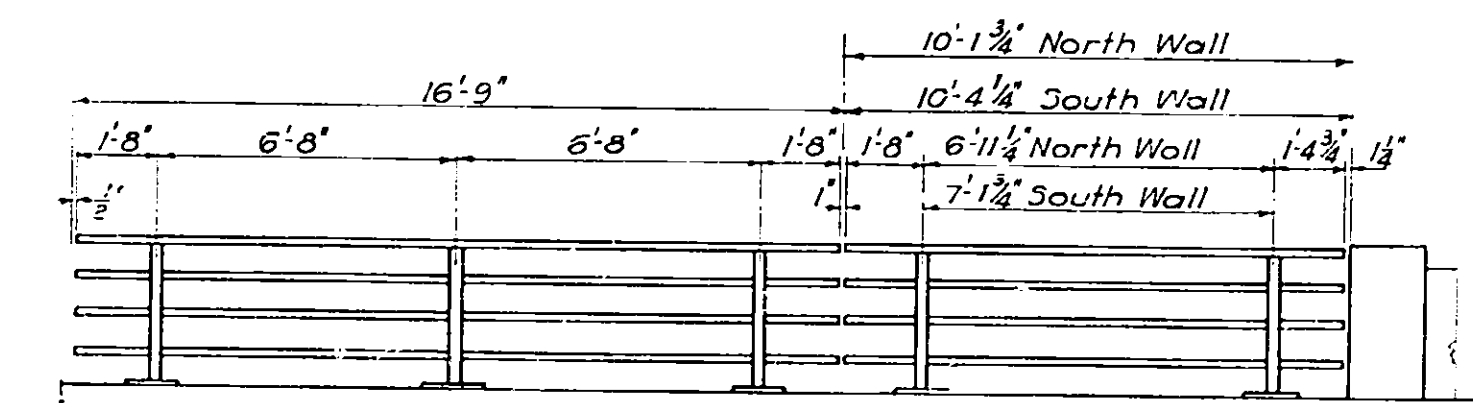
SECTION B-B
Scale: 1/2" = 1'-0"



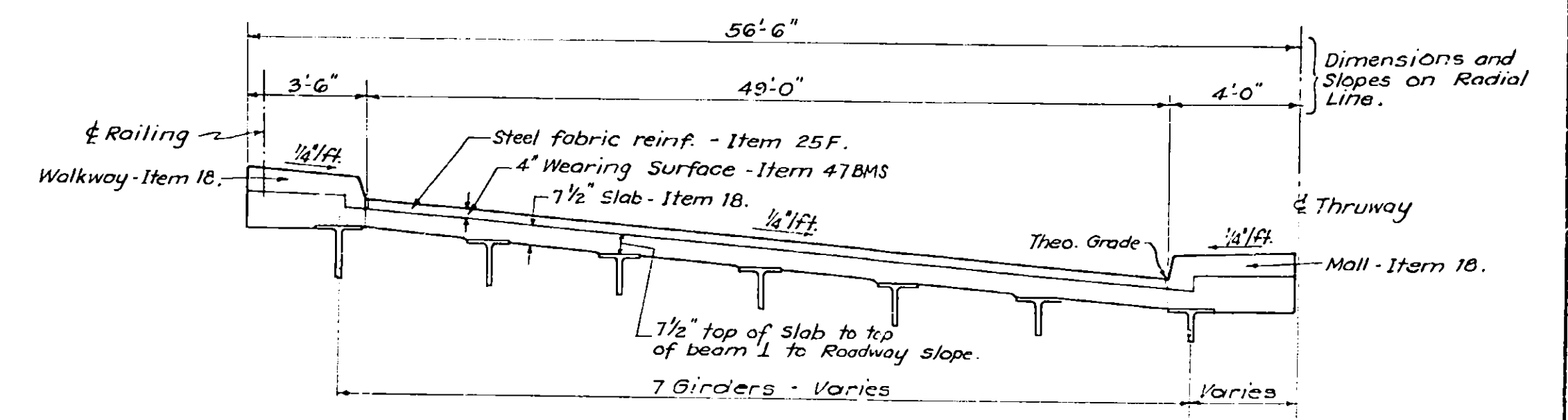
1 PANEL - NORTH WALL
1 PANEL - SOUTH WALL
4 PANELS



6 PANELS
TYPICAL RAILING PANELS
Scale: 1/4" = 1'-0"



4 PANELS
1 PANEL - NORTH WALL
1 PANEL - SOUTH WALL



SCHEMATIC VIEW
HALF TYPICAL CROSS SECTION

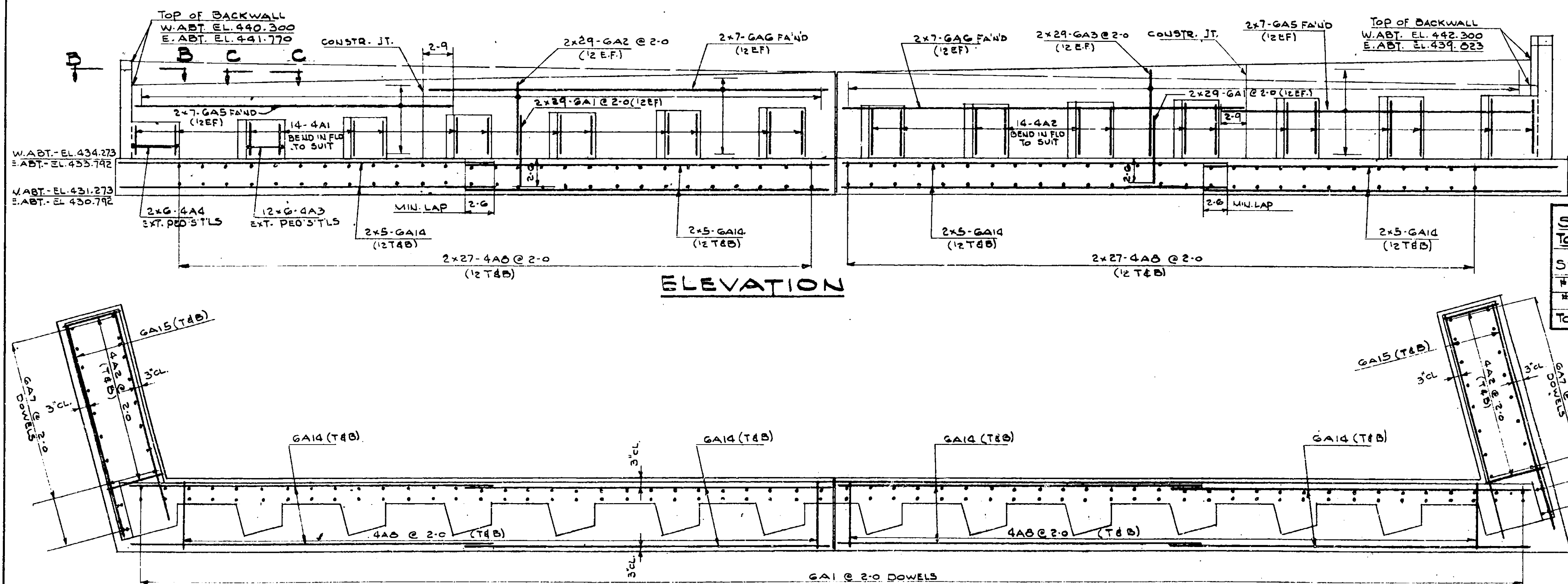
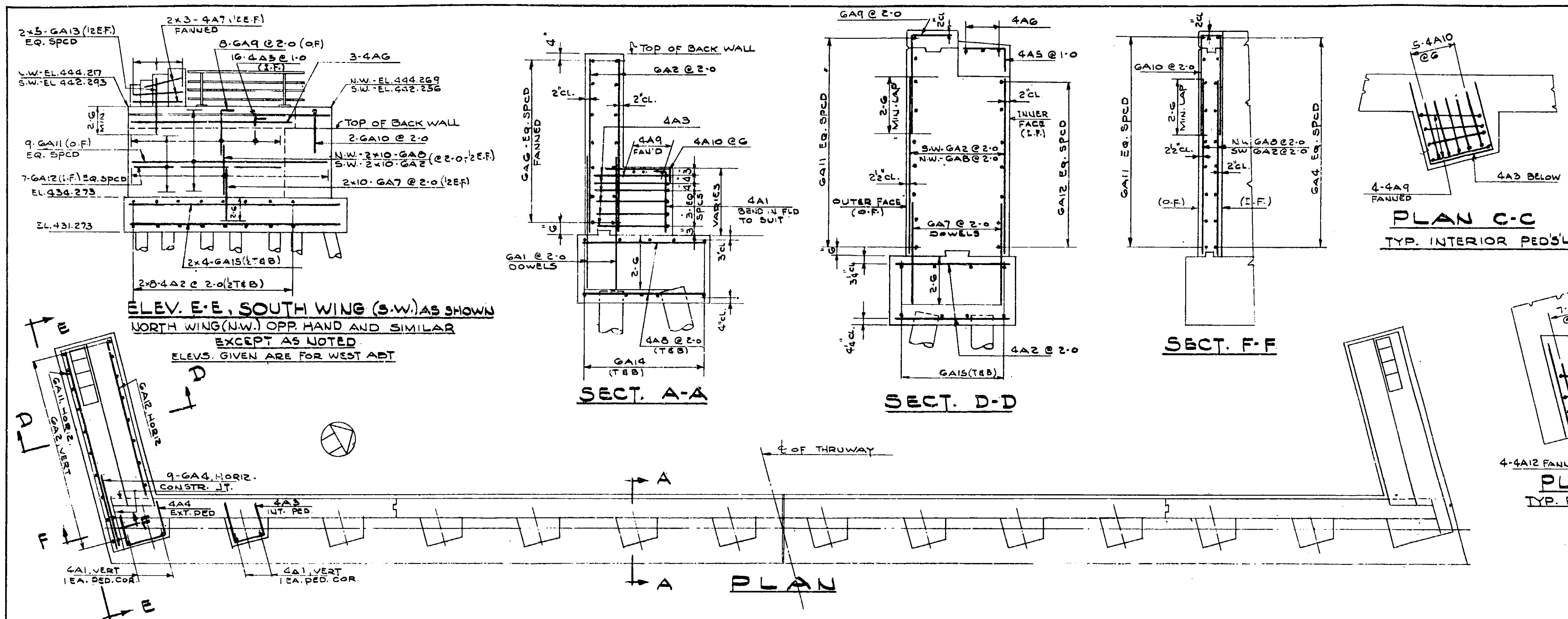
Drawn by D.S.
Traced by J.V.
Checked by F.C.C.
R.W. Boynton
Engineer in Charge

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

RAILING & DETAILS

DRAWING NO.	SCALE	DATE
5210 - DB of 11	As Noted	Mar. 16, 1953

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	102	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER C.H. 107		



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

SIZE	LENGTH	WEIGHT
#6	11,958	17,961
#4	4,687	3,131
TOTAL (ITEM 28)		21,092

TOTAL	EAST ABT	WEST ABT	MARK	SIZE	LENGTH	REMARKS
232	116	116	GA1	#6	6-0	STR.
156	78	78	2		3-9	
116	58	58	3		6-9	
36	18	18	4		6-6	
56	28	28	5		26-9	
56	28	28	6		33-6	
80	40	40	7		5-0	
40	20	20	8		7-9	STR.
32	16	16	9		6-5	SEE DET.
8	4	4	10		9-9	SEE DET.
36	18	18	11		17-6	STR.
28	14	14	12		15-0	
40	20	20	13		5-0	
80	40	40	14		30-0	
32	16	16	GA15	#6	19-0	STR.
20	14	14	4A1	#4	4-0	STR.
112	56	56	12		5-0	STR.
144	72	72	3		8-4	SEE DET.
24	12	12	4		9-8	SEE DET.
64	32	32	5		2-9	SEE DET.
12	6	6	6		15-0	STR.
24	12	12	7		4-9	STR.
216	108	108	8		5-6	STR.
96	48	48	9		3-10	SEE DET.
148	74	74	10		3-3	
16	8	8	4A12	#4	4-9	SEE DET.

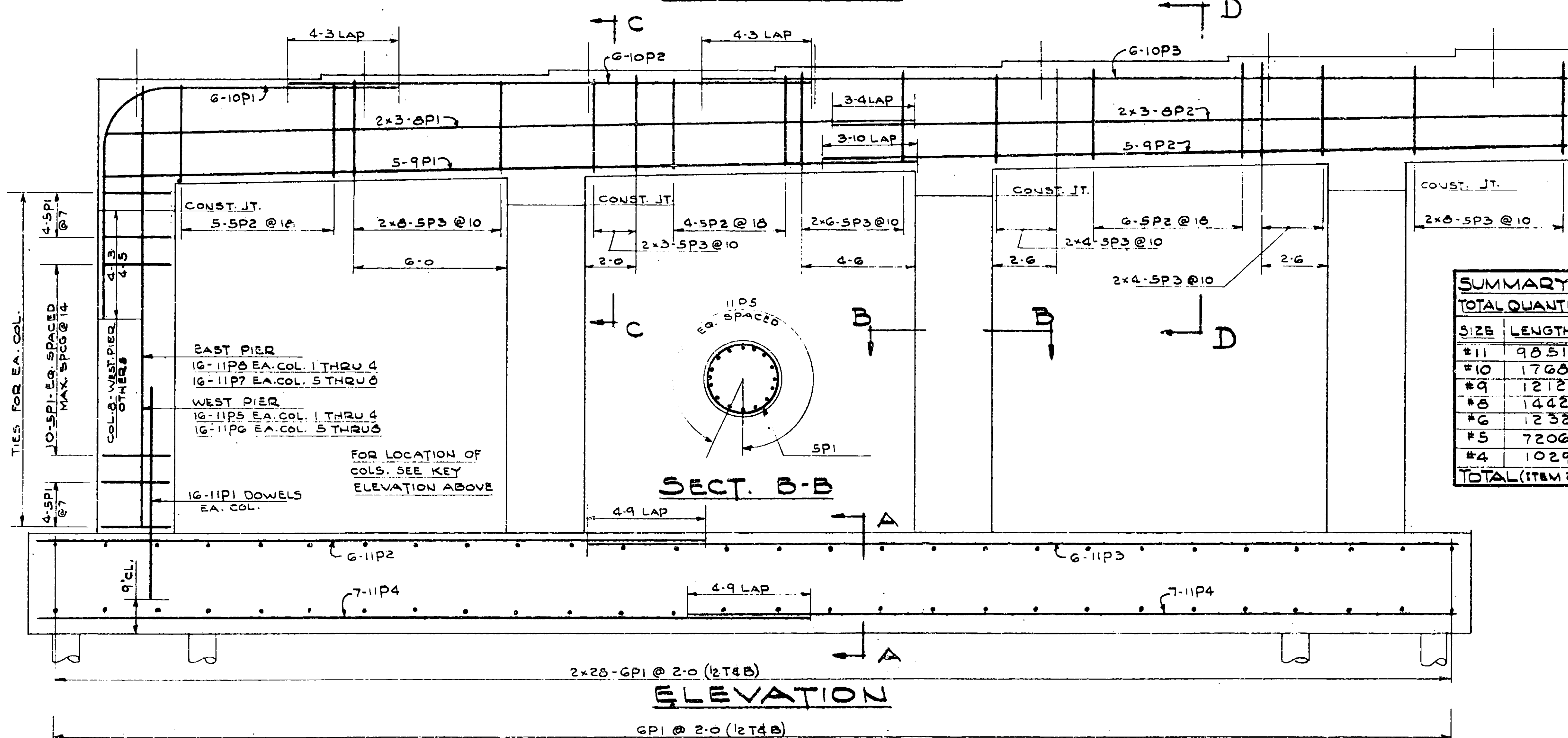
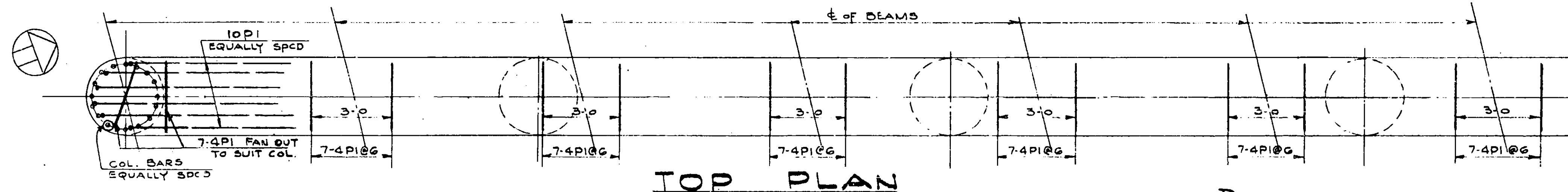
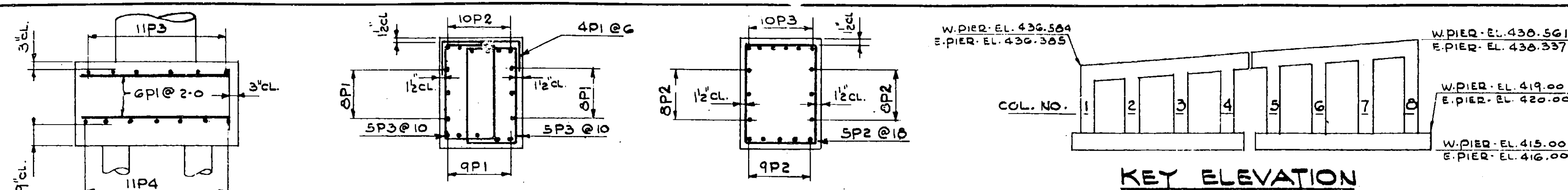
NOTE: PREFIX ALL BAR MARKS FOR THIS BRIDGE "D"

Drawn by M.R.
Traced by J.Q.
Checked by J.Q.
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

ABUTMENTS		
BAR REINFORCEMENT AND SCHEDULE		
DRAWING NO. 5210 - D9 of 11	SCALE None	DATE Mar. 16, 1953

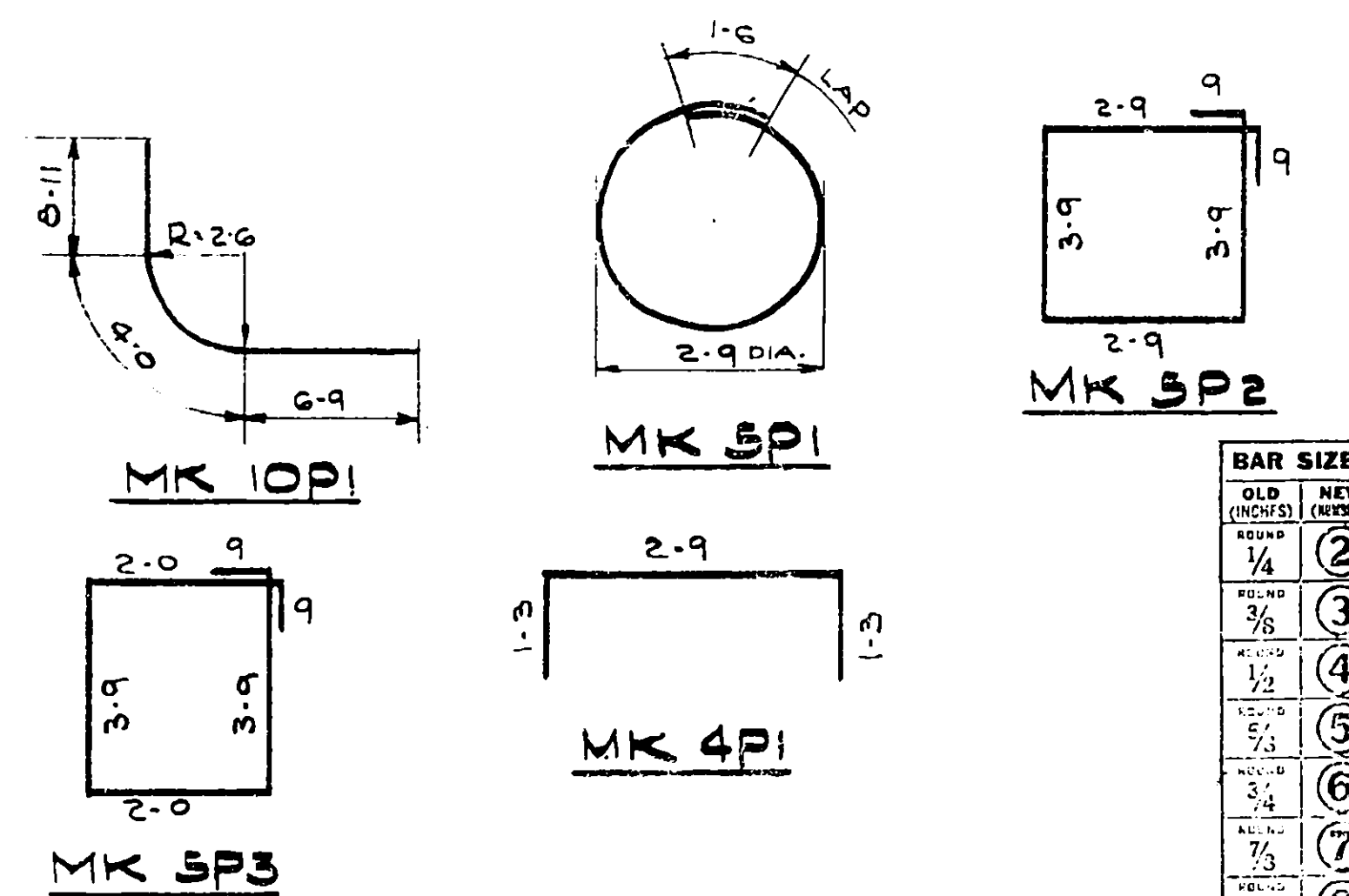
COUNTY	SHEET NO.	TOTAL SHEETS
CHENOA	103	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE BRIDGE OVER C.H. 107		



SUMMARY OF WEIGHTS		
TOTAL QUANTITY LISTED		
SIZE	LENGTH	WEIGHT
#11	98.51	52.338
#10	17.68	7.608
#9	12.12	4.121
#8	14.42	3.850
#6	12.32	1.850
#5	72.06	7.516
#4	102.9	6.87
TOTAL (ITEM 28)		77.970

REINFORCING SCHEDULE						
TOTAL	EAST PIER	WEST PIER	MARK	SIZE	LENGTH	REMARKS
256	128	128	11P1	#11	9-0	STR.
24	12	12	2	#11	26-0	
24	12	12	3	#11	34-0	
56	28	28	4	#11	30-0	
64		64	5	#11	17-3	
64		64	6	#11	18-5	
64	64		7	#11	17-2	
64	64		11P8	#11	16-2	STR.
24	12	12	10P1	#10	19-8	SEE DET.
24	12	12	10P2	#10	20-0	STR.
24	12	12	10P3	#10	34-0	STR.
20	10	10	9P1	#9	31-7	STR.
20	10	10	9P2	#9	29-0	STR.
24	12	12	8P1	#8	31-6	STR.
24	12	12	8P2	#8	28-7	STR.
224	112	112	6P1	#6	5-6	STR.
288	144	144	5P1	#5	10-1	SEE DET.
60	30	30	5P2	#5	14-6	SEE DET.
264	132	132	5P3	#5	13-0	SEE DET.
196	98	98	4P1	#4	5-3	SEE DET.

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



BAR BEND DETAILS
ALL DIMENSIONS OUT TO OUT

BAR SIZES	
OLD (INCHES)	NEW (INCHES)
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

FOOTING & DOWEL PLAN
EAST & WEST PIERS
SOUTH HALF OF WEST PIER SHOWN

Drawn by M.R.
Traced by E.C.
R.M. Bogut
Engineer in Charge

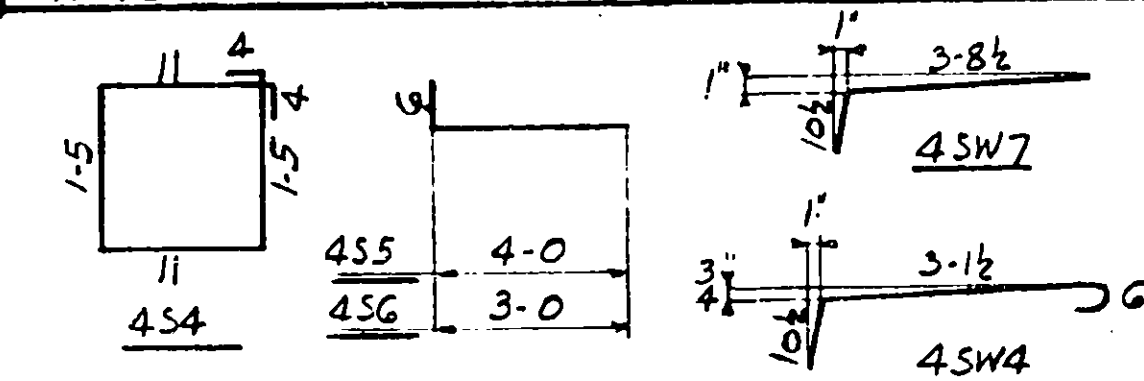
PREPARED AND RECOMMENDED:
D.B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 133
Mar. 16, 1953

PIERS BAR REINFORCEMENT AND SCHEDULE		
DRAWING NO. 5210-D 10 of 11	SCALE None	DATE Mar. 16, 1953

REINFORCING SCHEDULE						
TOTAL	NORTH DECK	SOUTH DECK	MARK	SIZE	LENGTH	REMARKS
804	402	402	651	#6	30-3	STR
402	201	201	652	#6	25-0	STR
402	201	201	653	#6	35-6	STR
134	67	67	551	#5	34-9	STR
268	134	134	552	#5	25-0	STR
134	67	67	553	#5	33-0	STR
16	8	8	451	#4	34-9	STR
32	16	16	452	↑	24-3	STR
16	8	8	453	↓	33-0	STR
236	118	118	454	↓	5-4	SEE DETAIL
228	114	114	455	↓	4-6	SEE DETAIL
456	228	228	456	#4	3-6	SEE DETAIL
22	11	11	45W1	#4	34-9	STR
52	26	26	45W2	↑	24-3	STR
22	11	11	45W3	↓	33-0	STR
236	118	118	45W4	↓	4-6	SEE DETAIL
4	2	2	45W5	↓	33-9	STR
4	2	2	45W6	↓	32-0	STR
236	118	118	45W7	#4	4-7	SEE DETAIL

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

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



BAR BEND DETAILS
ALL DIMENSIONS O. TO O.

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

SUMMARY OF WEIGHTS		
TOTAL QUANTITY LISTED		
SIZE	LENGTH	WEIGHT
* 6	48,642'	73.060
* 5	15,779'	16.457
* 4	10,899'	7.281
TOTAL (ITEM 28)		96.798

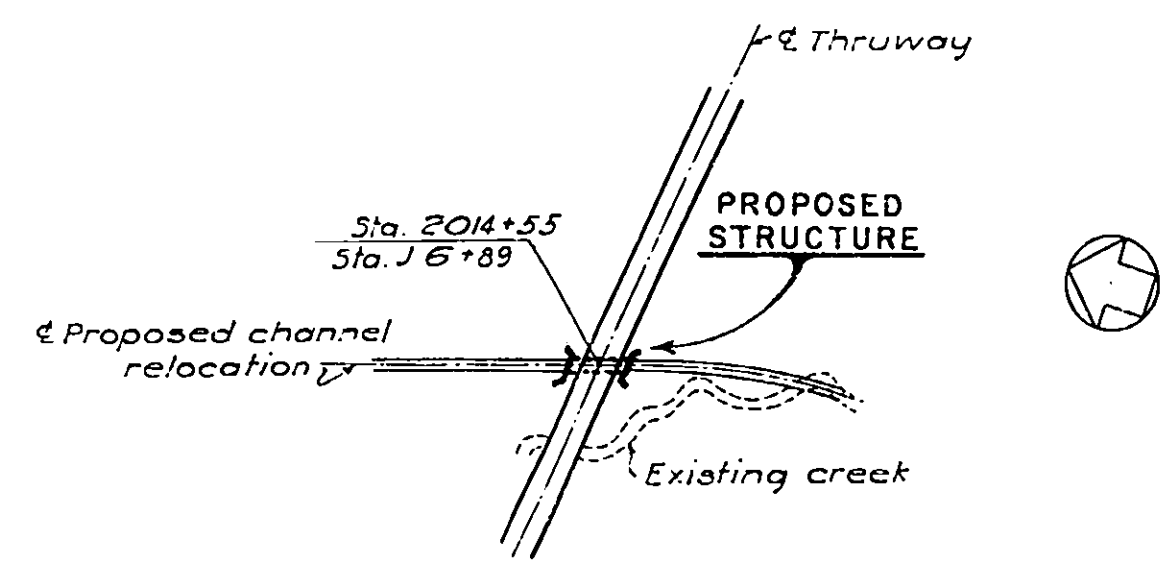
DECK
BAR REINFORCEMENT AND SCHEDULE

DRAWING NO.	SCALE	DATE
5210 - D 11 of 11	None	Mar. 16, 1953

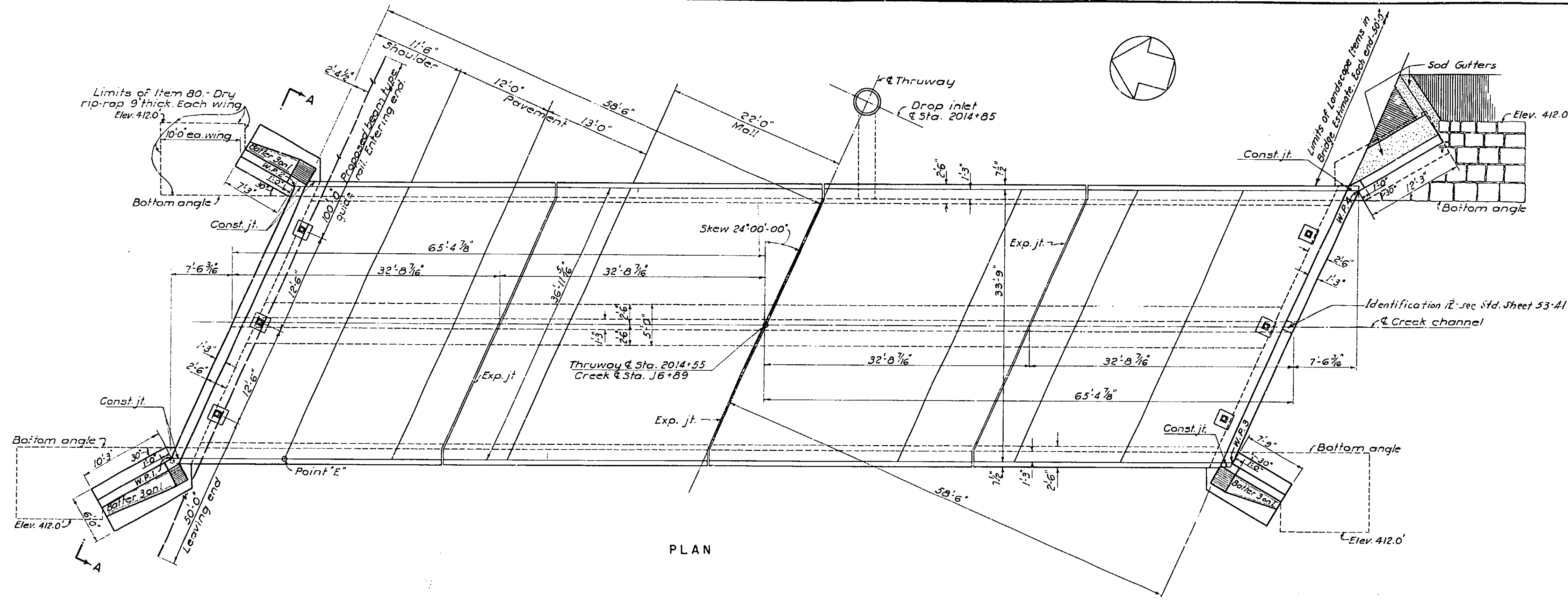
Drawn by I. Q.
Traced by
Checked by S. C.
R. M. Boynton
Engineer in Charge

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

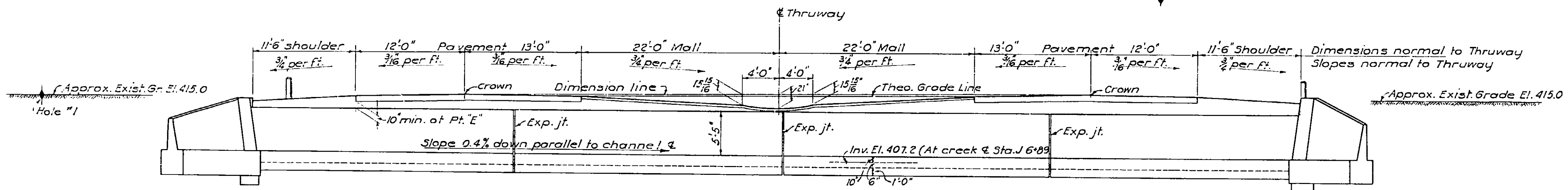
COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		105	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER STREAM NR S.H. 1517			



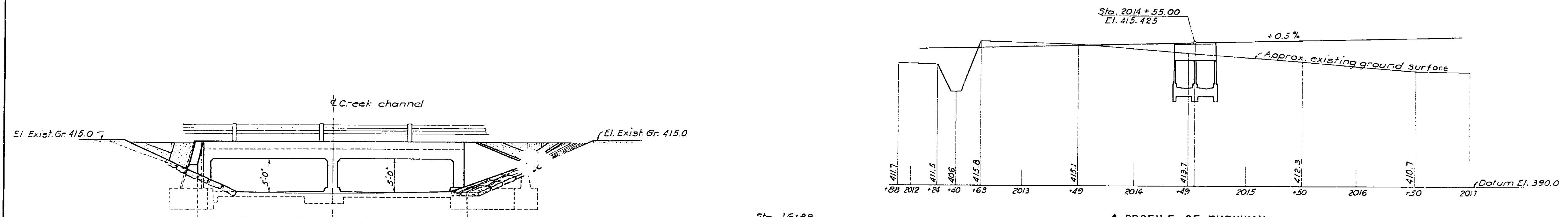
GENERAL PLAN
Scale: 1" = 500'



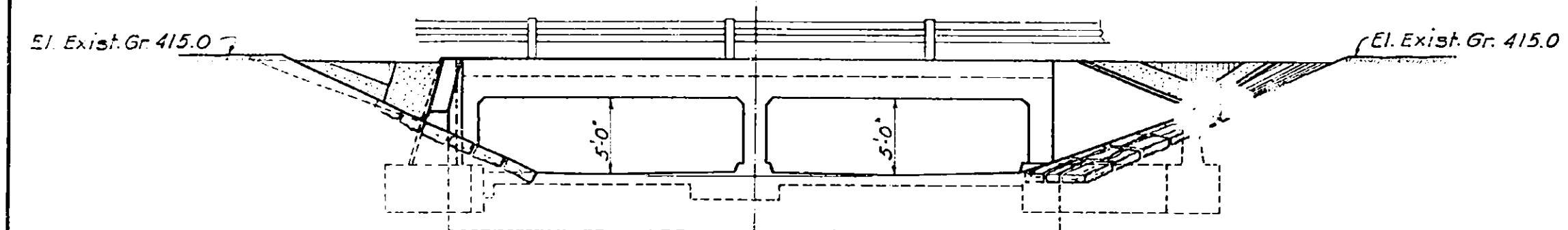
PLAN



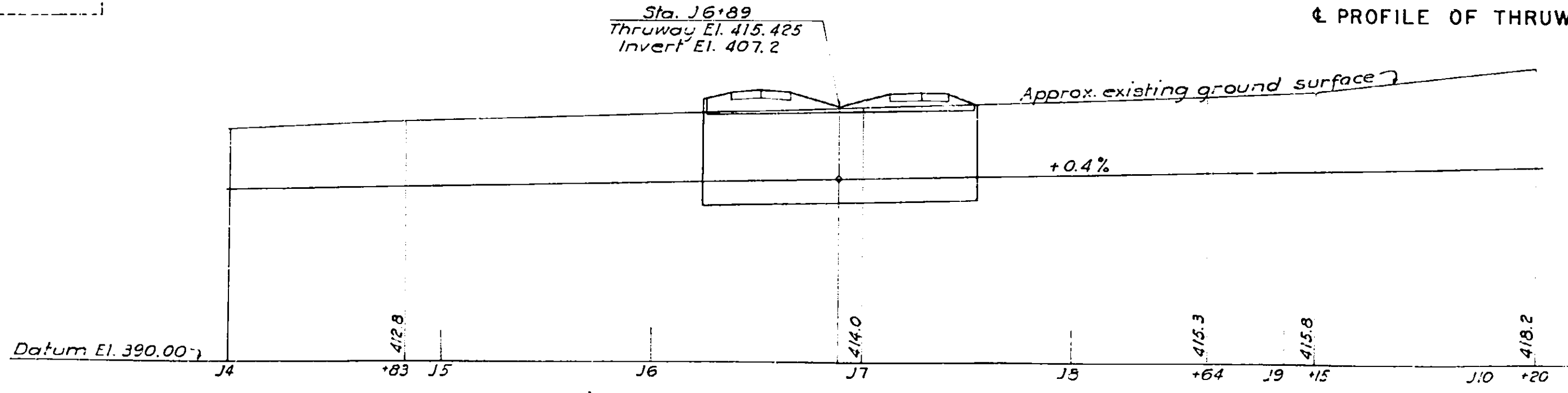
WEST ELEVATION



4 PROFILE OF THRUWAY




ELEVATION A-A



4 PROFILE OF CREEK CHANNEL RELOCATION

Drawn by C.S.E.
Traced by S.M.
Checked by E.C.M.
R. M. Bogutson
Engineer in Charge



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

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED

N. F. Ronan March 24, 1953
N. F. RONAN DATE
ASST. DISTRICT ENGINEER

APPROVED

E.T. GAWKINS
DEPUTY CHIEF ENGINEER

E. W. WENDELL DEPUTY CHIEF ENGINEER	DATE
--	------

J. B. MACMORRAN
CHIEF ENGINEER

APPROVED _____ 1953

NEW YORK STATE THRUWAY AUTHORITY

B. D. TALLAMY, CHAIRMAN
BY C.H. LANG

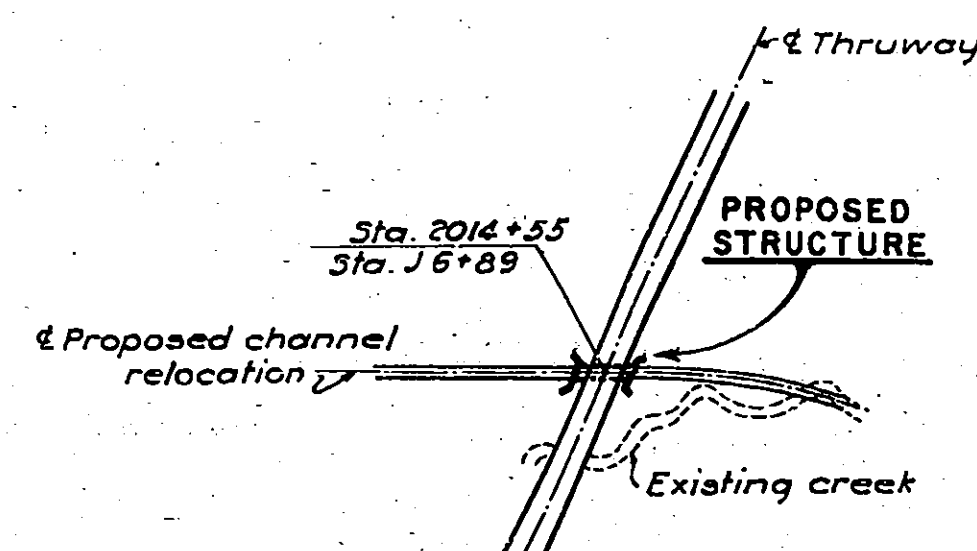
DEPUTY CHIEF ENGINEER

GENERAL PLAN ELEVATIONS AND PROFILES

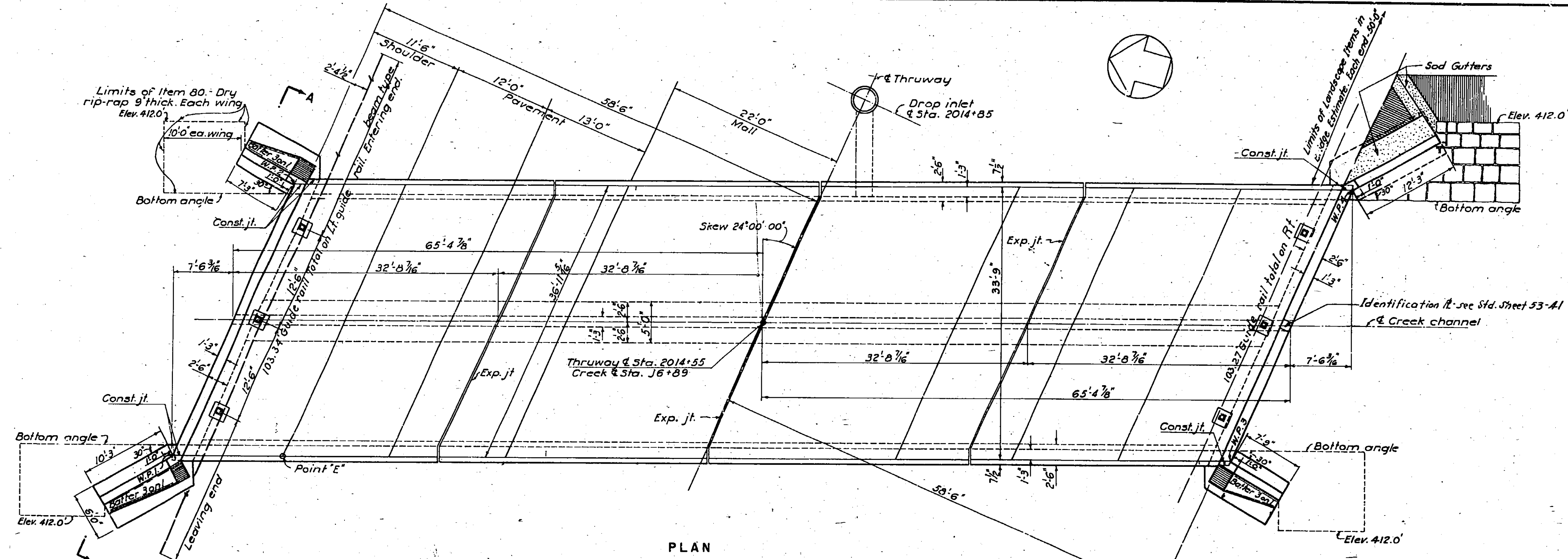
DRAWING NO.	SCALE	DATE
5210 - E of L	$\frac{1}{8}'' = 1' 0''$ as noted	Mar. 16, 1953

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	105	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER STREAM NR. S.H. 1517		

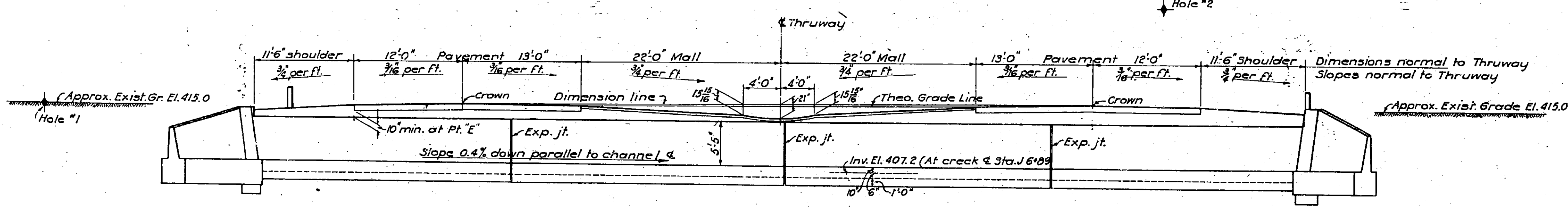
105R



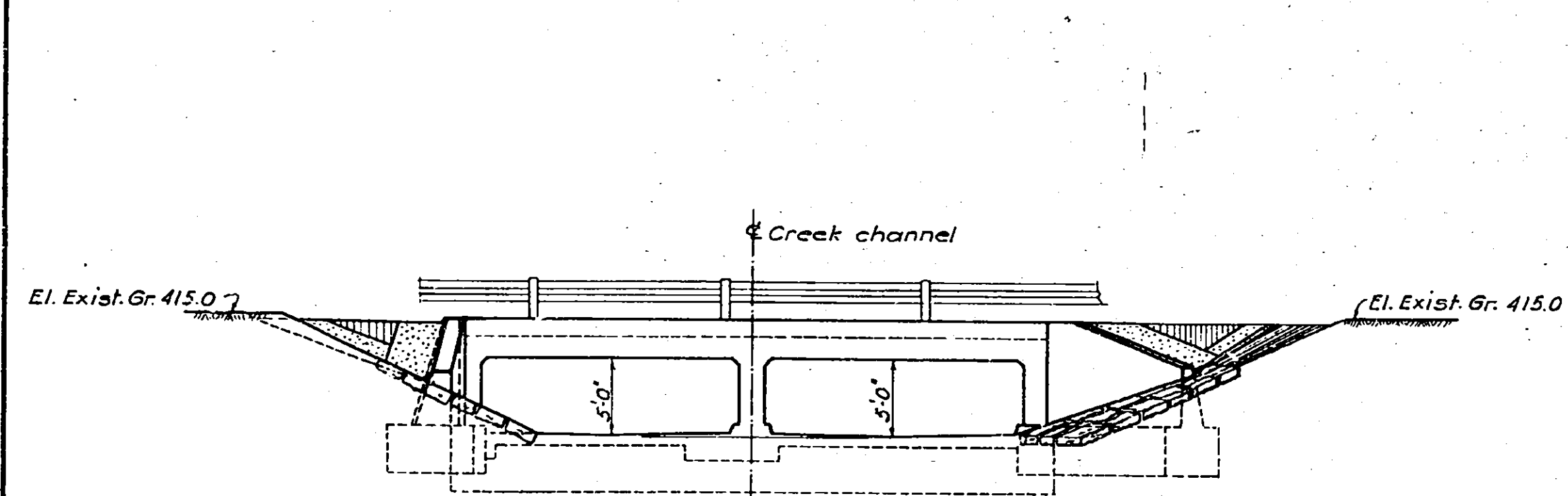
GENERAL PLAN
Scale: 1"=500'



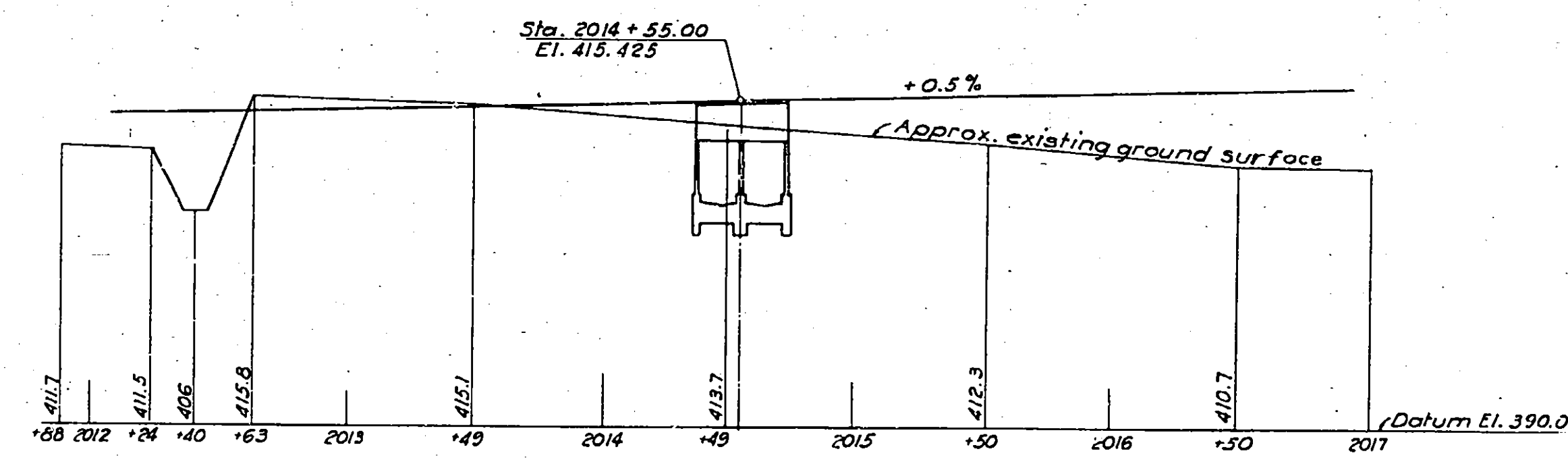
PLAN



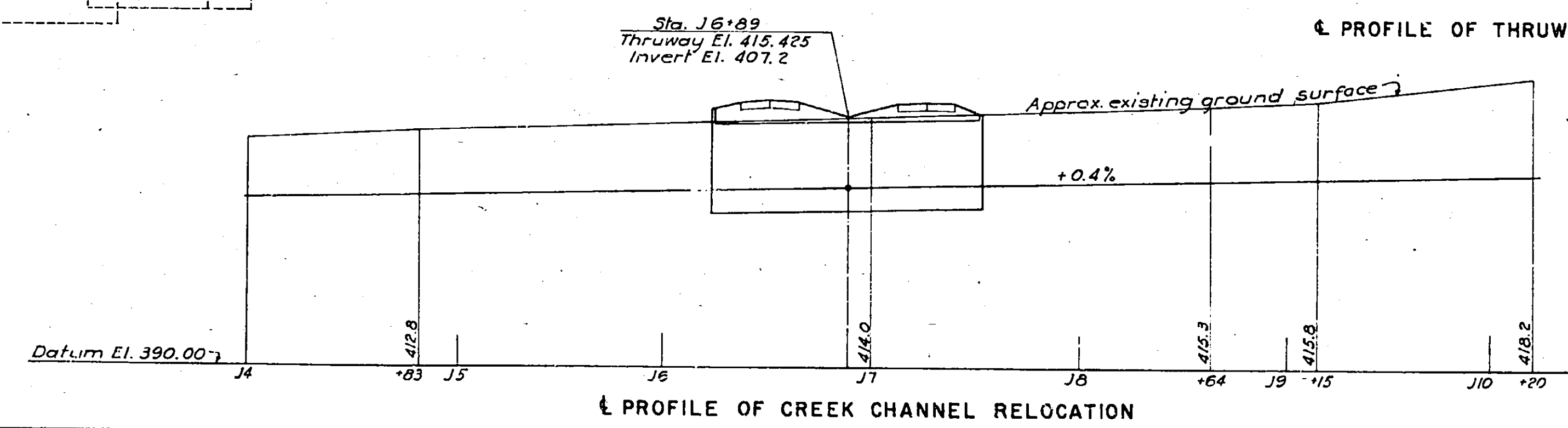
WEST ELEVATION



ELEVATION A-A



PROFILE OF THRUWAY



PROFILE OF CREEK CHANNEL RELOCATION

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED

N. J. Roman March 24, 1953
NEFRMAN
ASST. DISTRICT ENGINEER DATE

APPROVED

E. T. GAWKINS
DEPUTY CHIEF ENGINEER DATE

E. W. WENDELL
DEPUTY CHIEF ENGINEER DATE

J. B. MACMORRAN
CHIEF ENGINEER DATE

APPROVED 1953

NEW YORK STATE THRUWAY AUTHORITY

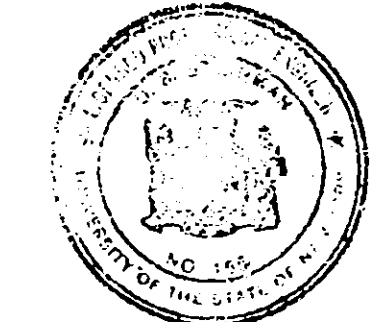
B. D. TALLAMY, CHAIRMAN
BY C. H. LANG

DEPUTY CHIEF ENGINEER

GENERAL PLAN
ELEVATIONS AND PROFILES

DRAWING NO.	SCALE	DATE
5210 - E1 of 4	1"=10' as noted	Mar. 16, 1953

Drawn by: C.B.D.
Traced by: E.C.H.
Checked by: E.C.H.
R. M. Boylan
Engineer in Charge



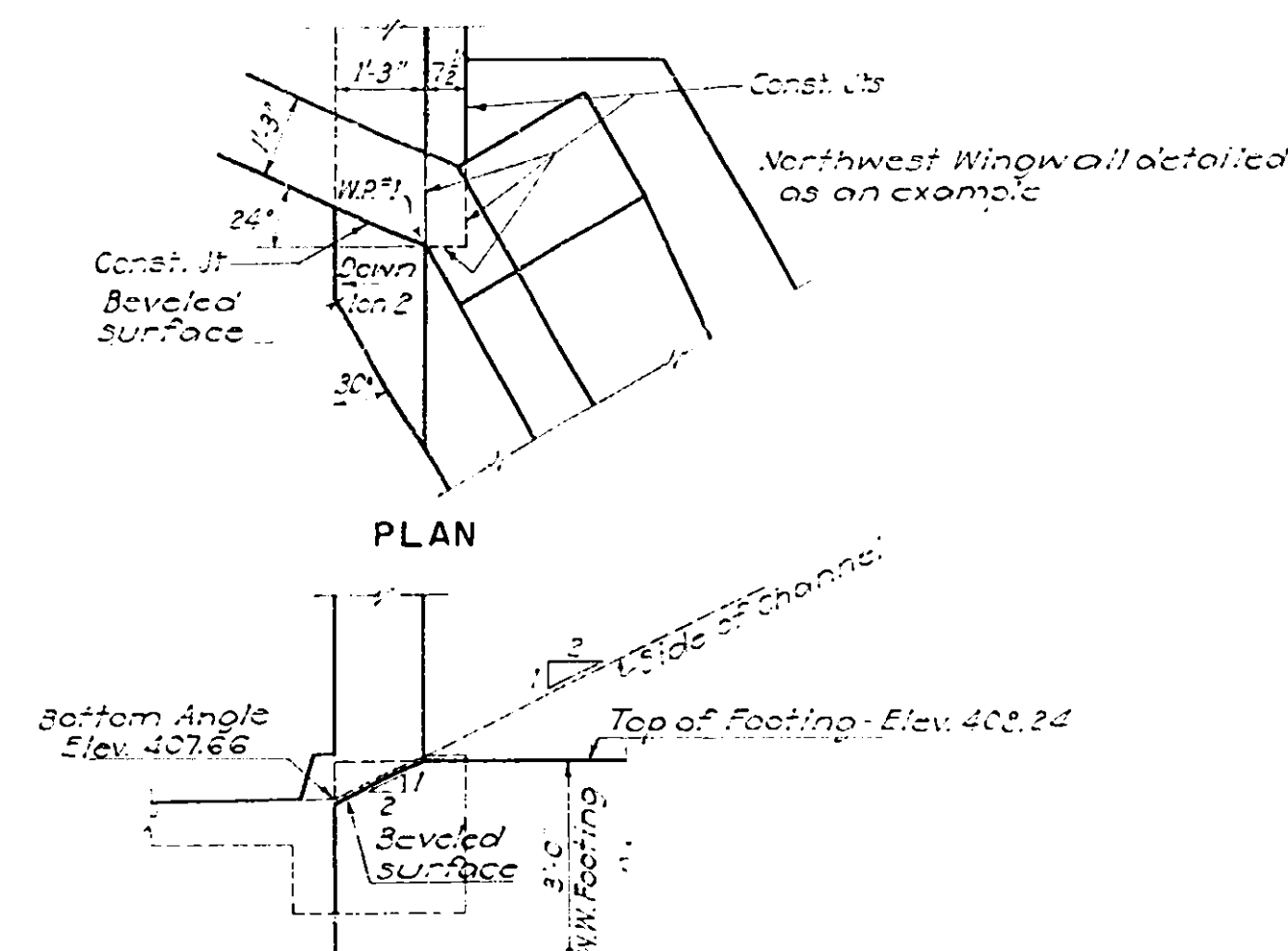
PREPARED AND RECOMMENDED:
D. B. Steinman Mar. 16, 1953
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155

PILE SCHEDULE

ESTIMATE OF QUANTITIES				
Item No	Description	Unit	Tot. Net	Tot. Rounded
5	Trench, Culvert and Bridge Excavation	C.Y.	387	400
15-2	Portland Cement Type 2	Bbl.	740	755
15 N	Natural Cement Type N	Bbl.	106	108
18	Class 1A Concrete for Structures	C. Y.	484	494
20	Class 1 Concrete	C. Y.	47	48
25	Bar Reinforcement for Structures	lb	45,185	46,000
30	Dry Rip-Rap	C.Y.	25	28
34 T	Untreated Timber Piles	L.F.	7285	8070
34 TU	Treated Timber Test Piles	L.F.	198	198
37	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.
121	Topsoil Placed from Stockpiles	C.Y.	13	14
123B	Seeding on Prepared Areas	Acres	5.02	0.5
124	Sodding	S.Y.	80	100

ESTIMATE OF QUANTITIES				
Item No	Description	Unit	Tot. Net	Tot. Rounded
5	Trench, Culvert and Bridge Excavation	C.Y.	387	400
15-2	Portland Cement Type 2	Bbl.	740	755
15 N	Natural Cement Type N	Bbl.	106	108
18	Class 1A Concrete for Structures	C. Y.	484	494
20	Class 1 Concrete	C. Y.	47	48
25	Bar Reinforcement for Structures	lb	45,185	46,000
30	Dry Rip-Rap	C.Y.	25	28
34 T	Untreated Timber Piles	L.F.	7285	8070
34 TU	Treated Timber Test Piles	L.F.	198	198
37	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.
121	Topsoil Placed from Stockpiles	C.Y.	13	14
123B	Seeding on Prepared Areas	Acres	5.02	0.5
124	Sodding	S.Y.	80	100

For Bar Reinforcement and Schedule see Sheet E4.



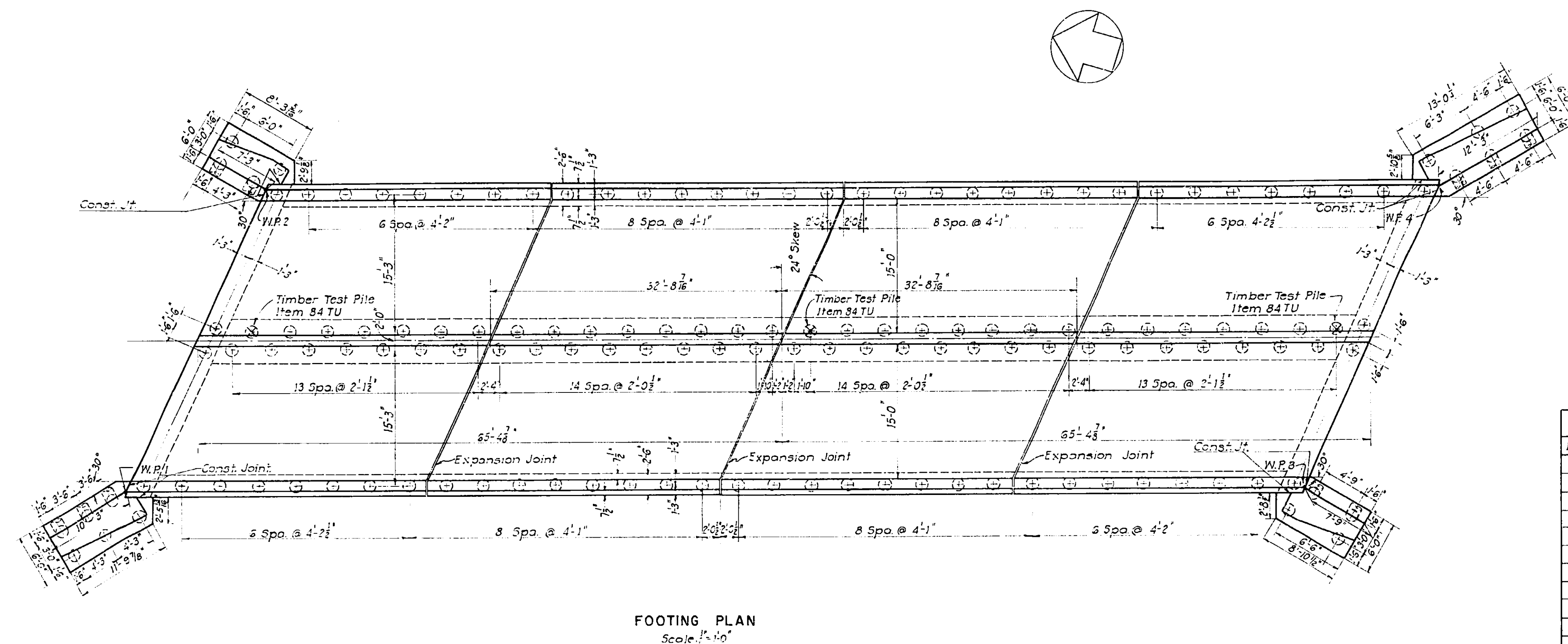
DETAIL OF BEVEL
IN WINGWALL FOOTINGS

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

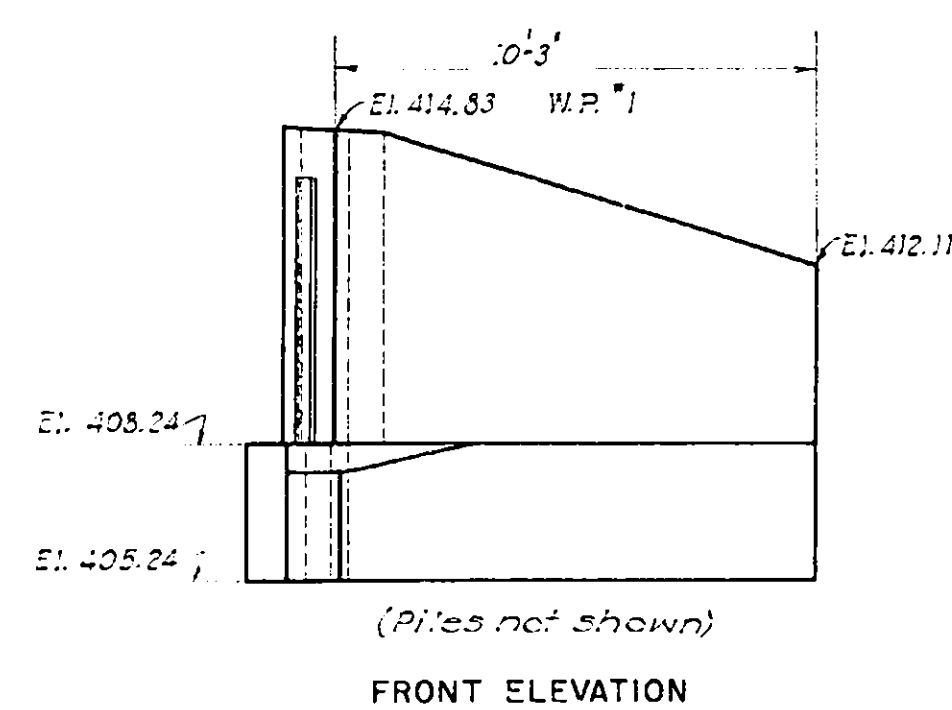
FOOTING PLAN AND WINGWALLS
ESTIMATE OF QUANTITIES

DRAWING NO. 5210 - EC of 4	SCALE 1" = 10' & As Noted	DATE Mar. 16, 1955
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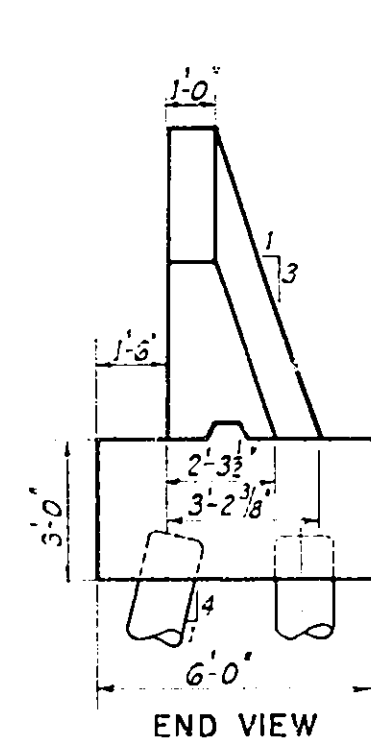
Drawn by DR
Traced by CAC
Checked by ECW
R. M. Boynton
Engineer in Charge



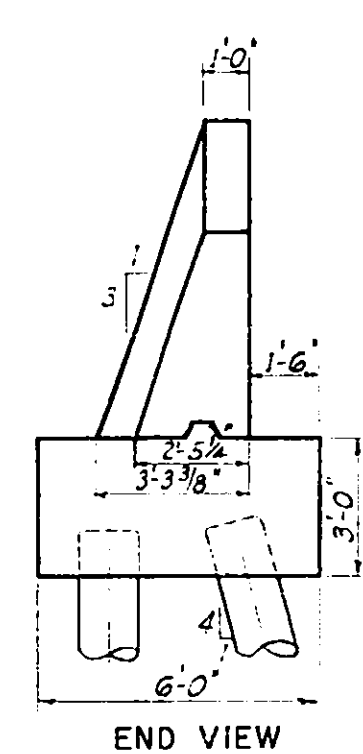
FOOTING PLAN
Scale: $\frac{1}{4}'' = 1'-0''$



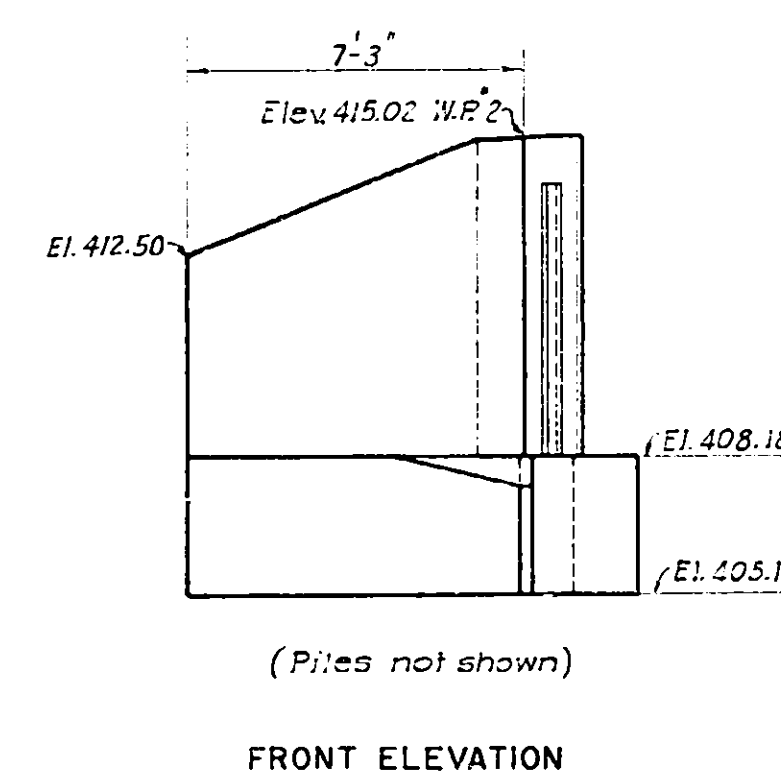
NORTHWEST WINGWALL



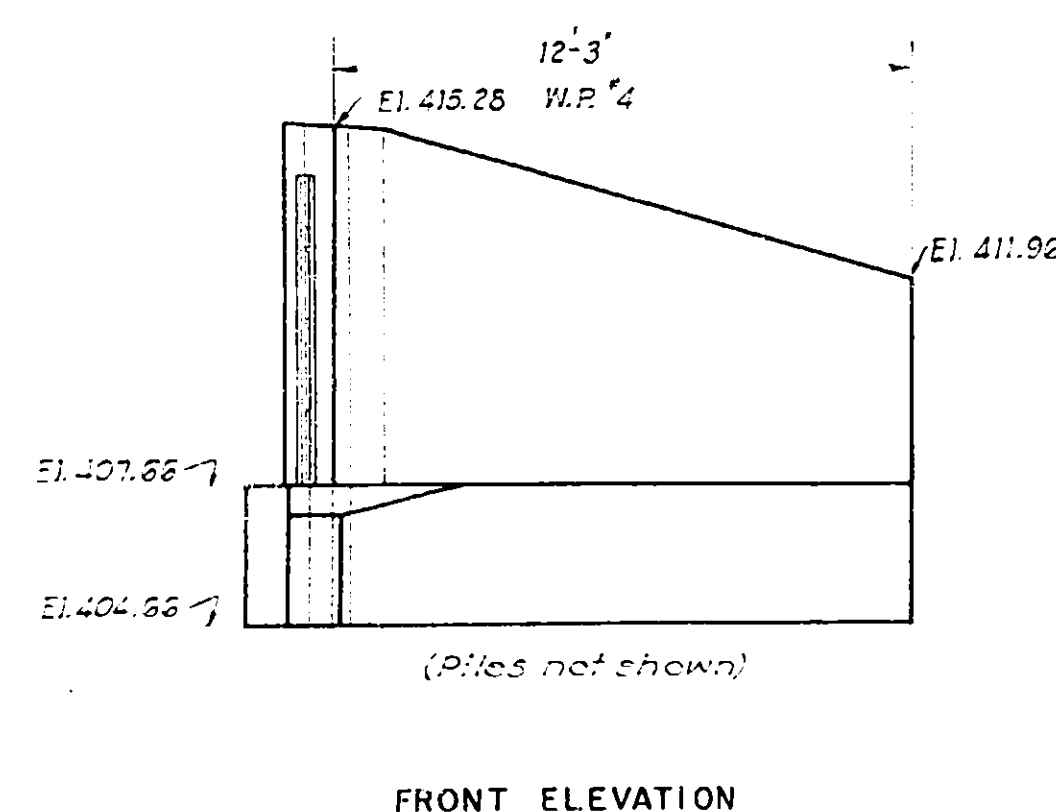
END VIEW



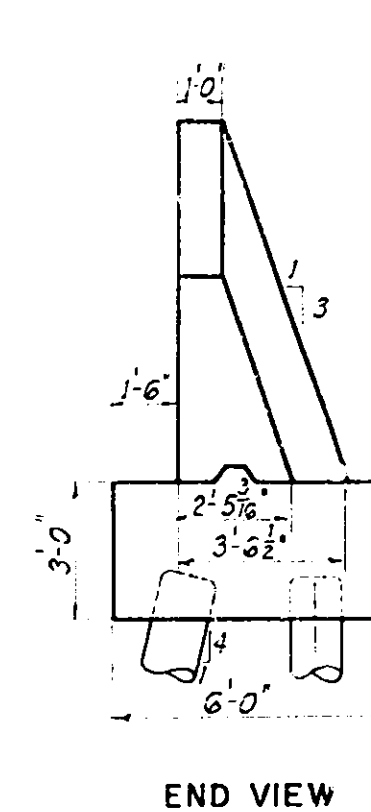
END VIEW



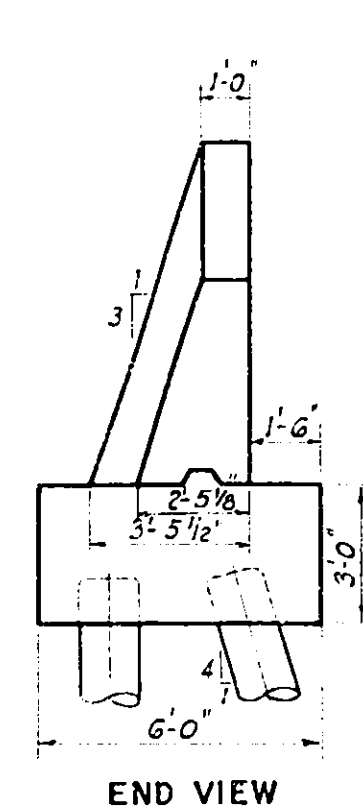
FRONT ELEVATION



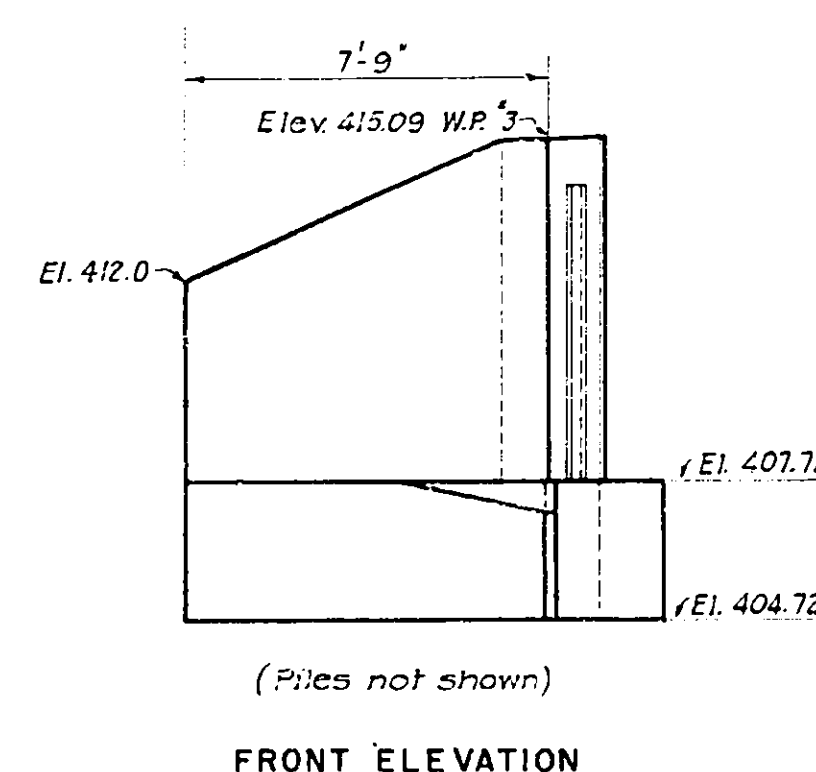
FRONT ELEVATION



END VIEW



END VIEW



FRONT ELEVATION

SOUTHWEST WINGWALL

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		106	125
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER STREAM NR SH1517			

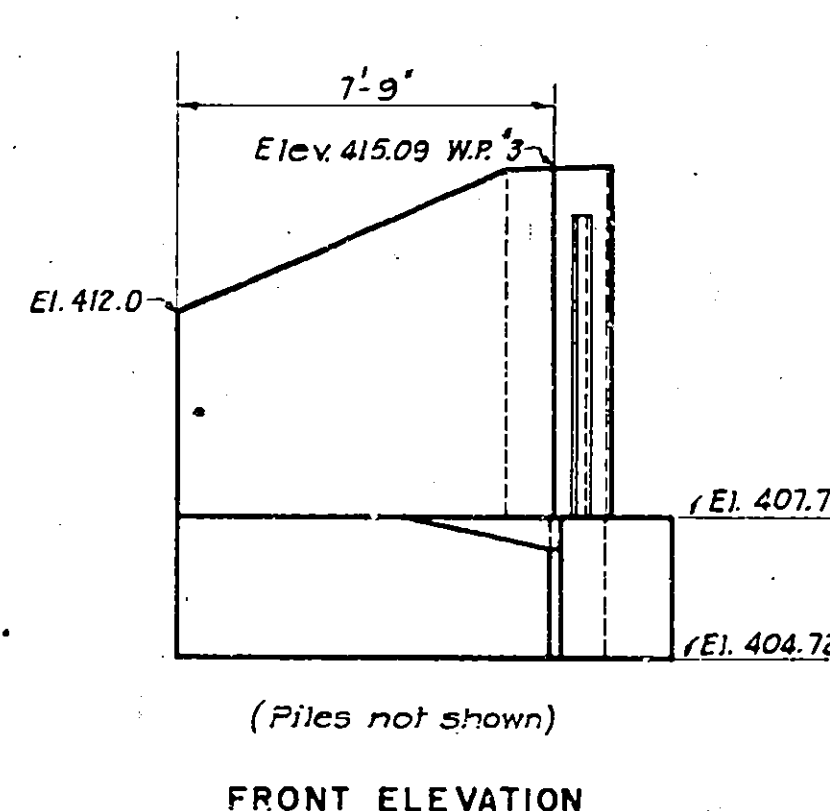
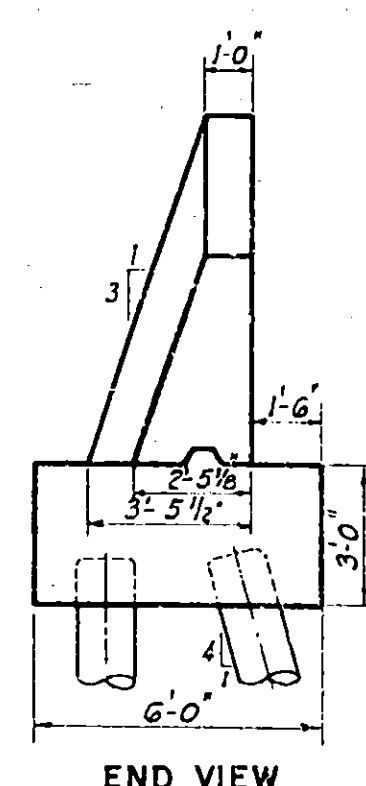
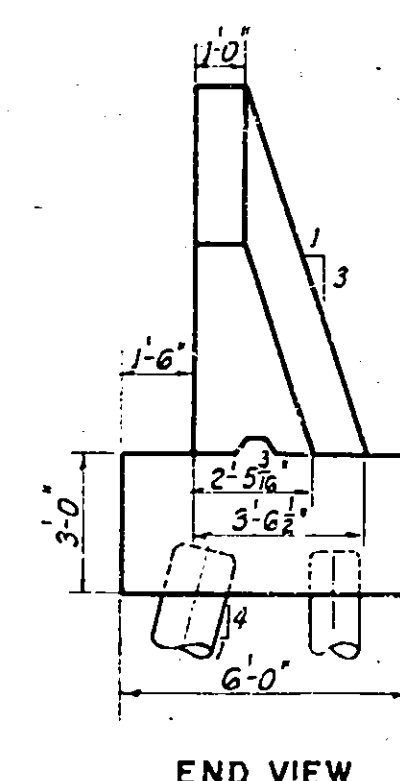
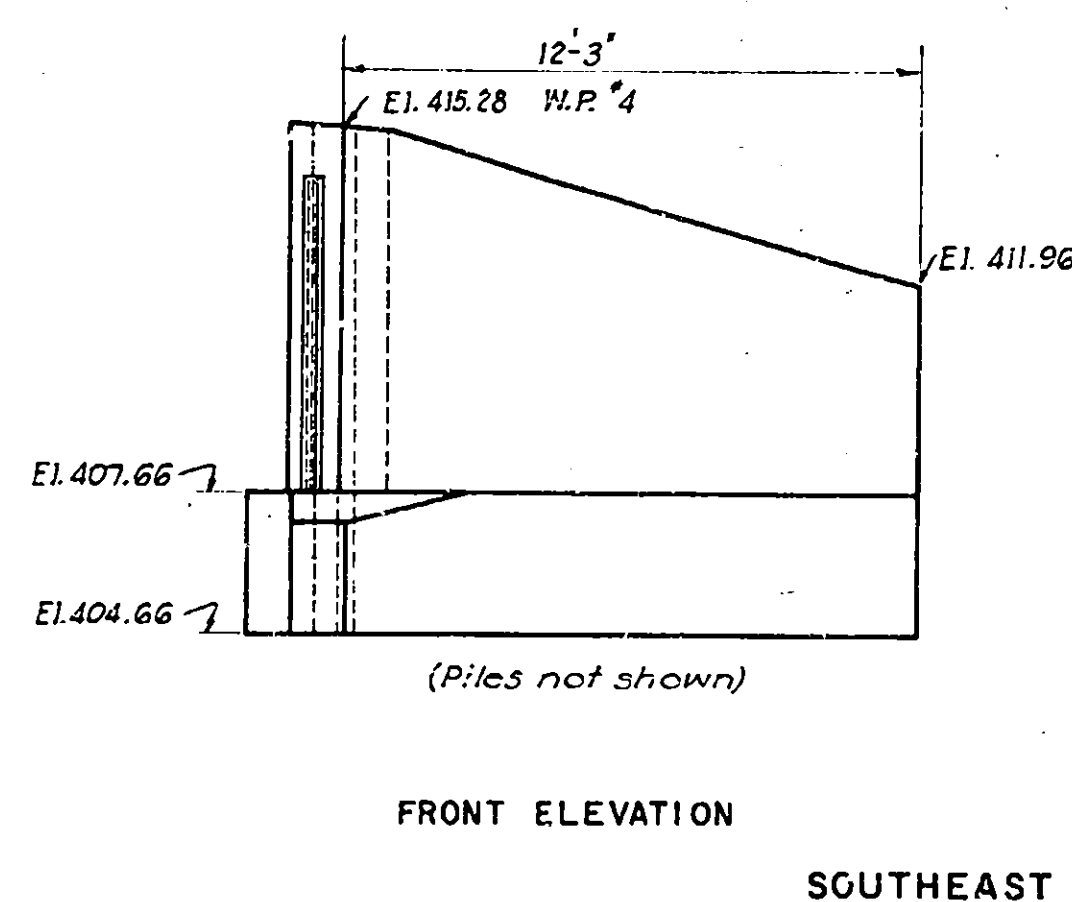
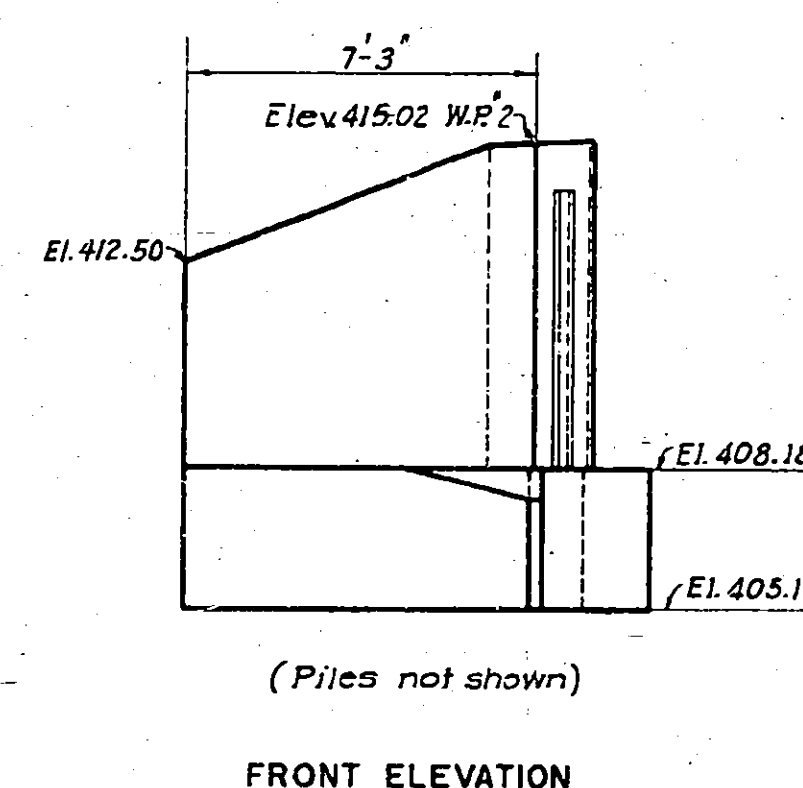
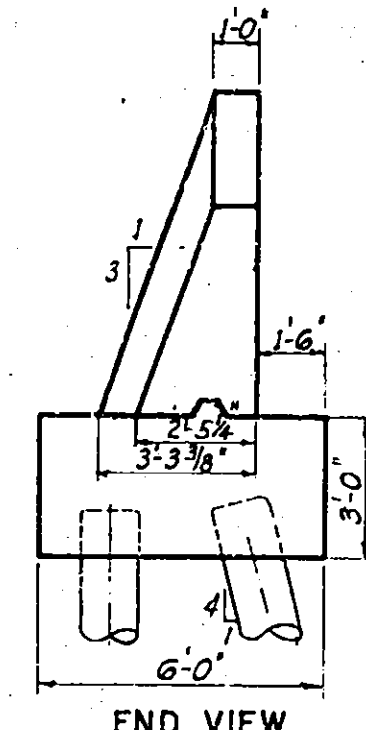
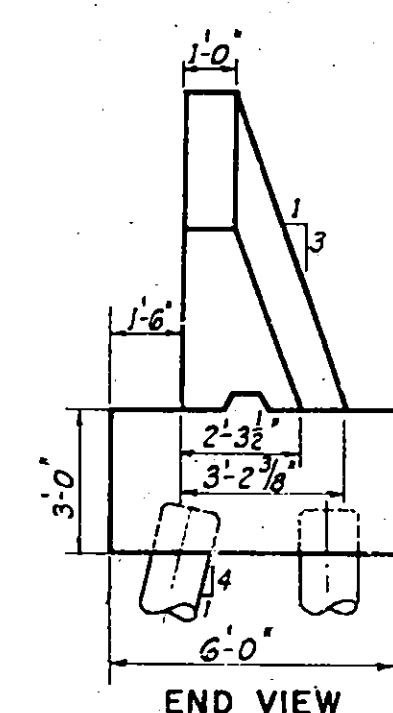
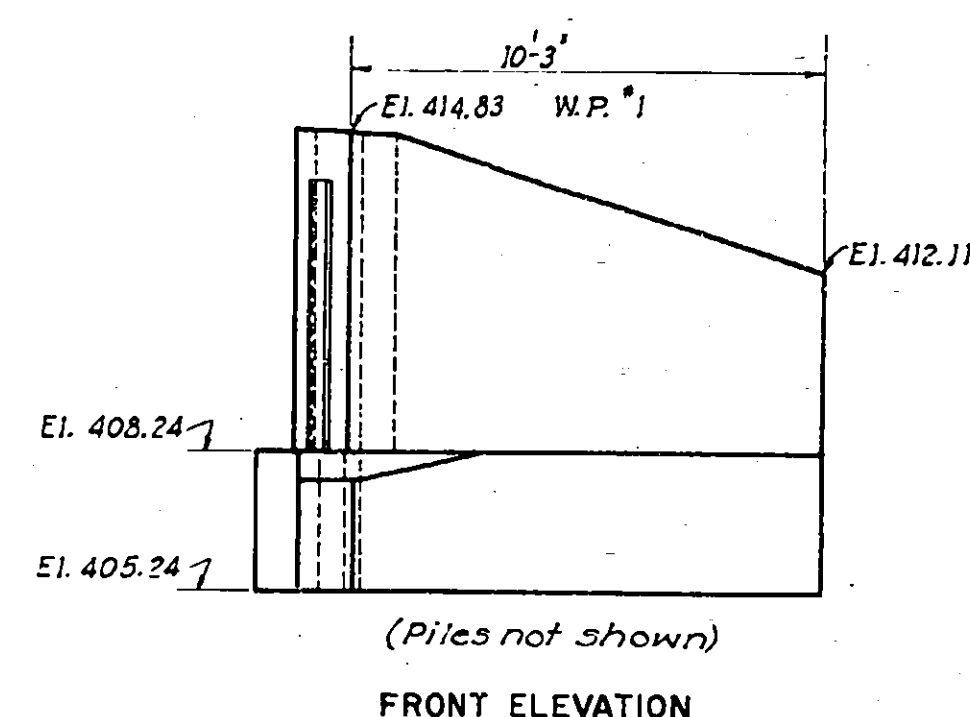
PILE SCHEDULE

Location	Type	No.	Estimated Length			
			Av. El. Top	Av. El. Bot	Av. Length	Total Lgth
Barrel	Vert.	125	406.70	353.70	53.00	6625
Wing Wall	Vert.	10	405.95	353.95	52.00	520
Wing Wall	Bot.	10	405.95	353.95	54.00	540
Total						7685
Barrel	Vert.	3	406.70	—	66.00	198
Total						198

QUANTITIES

Item No.	Description	Unit	Final
5	Trench, Culvert and Bridge Excavation	C.Y.	1548.2
15-2	Portland Cement Type 2	Bbl.	766.6
15-N	Natural Cement Type N	Bbl.	35.5
18	Class 1A Concrete for Structures	C.Y.	489.07
20	Class 1 Concrete	C.Y.	46.09
28	Bar Reinforcement for Structures	Lb.	45137
80	Dry Rip-Rap	C.Y.	20.79
84 T	Untreated Timber Piles	Lf.	6125.0
84 TU	Untreated Timber Test Piles	Lf.	459.0
87	Furnishing Equipment for Driving Piles	L.S.	12.5%
121	Topsoil Placed from Stockpiles	C.Y.	None Used
123B	Seeding on Prepared Areas	Acre	None Used
124	Sodding	S.Y.	None Used

FOOTING PLAN Scale 1/8" = 1'-0"

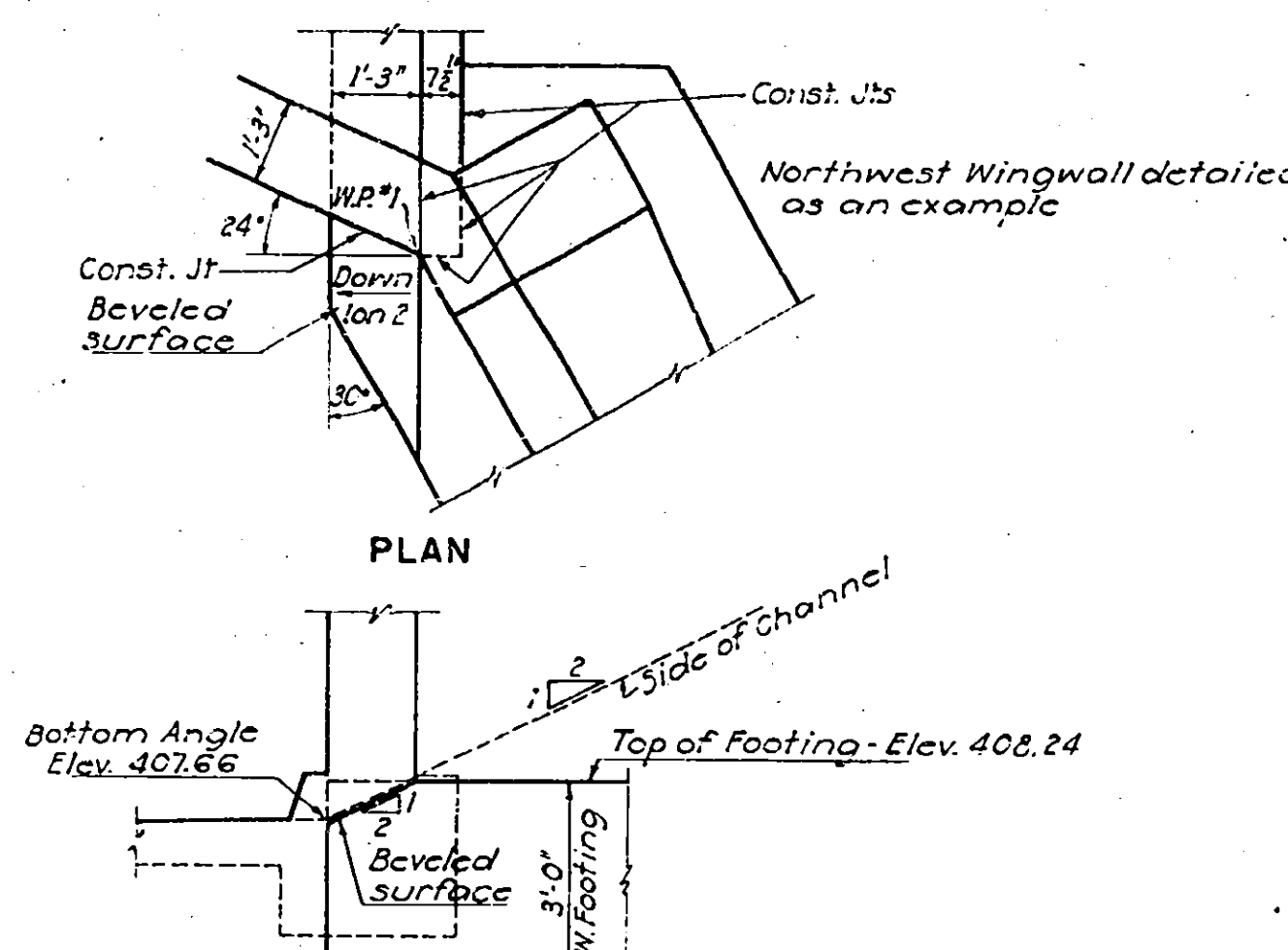


Notes:

For General Notes see Sheet E-3

Provide a keyway between culvert barrel and wingwalls, as continued 1'-0" from top of parapet. No key between culvert barrel and wingwall footing.

For Bar Reinforcement and Schedule see Sheet E-4



DETAIL OF BEVEL IN WINGWALL FOOTINGS Scale 3/8" = 1'-0"

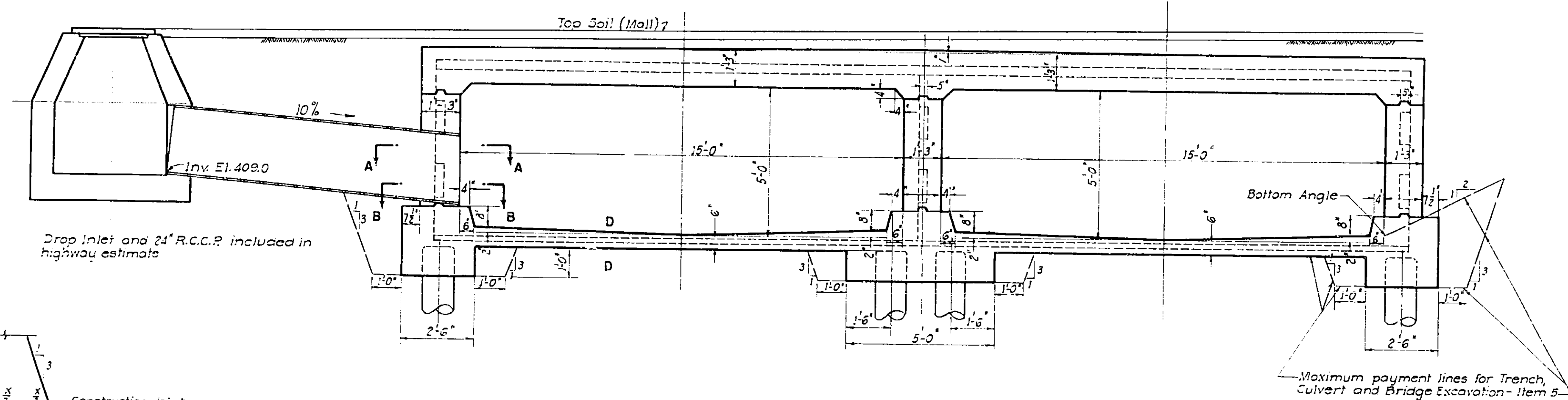
PREPARED AND RECOMMENDED:
D. B. STEINMAN, CONSULTING ENGINEER
NEW YORK STATE PROFESSIONAL ENGINEER'S LICENSE NO. 155
DATE: Mar. 16, 1953

FOOTING PLAN AND WINGWALLS ESTIMATE OF QUANTITIES

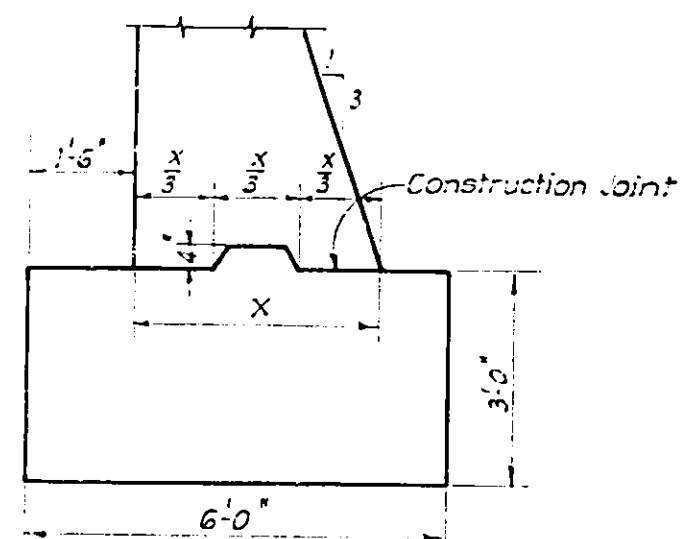
DRAWING NO.	SCALE	DATE
5210 - E2 of 4	1/8" = 1'-0" & As Noted	Mar. 16, 1953

Drawn by: J.S.
Traced by: S.A.C.
Checked by: E.C.W.
R. M. Boynton
Engineer in Charge

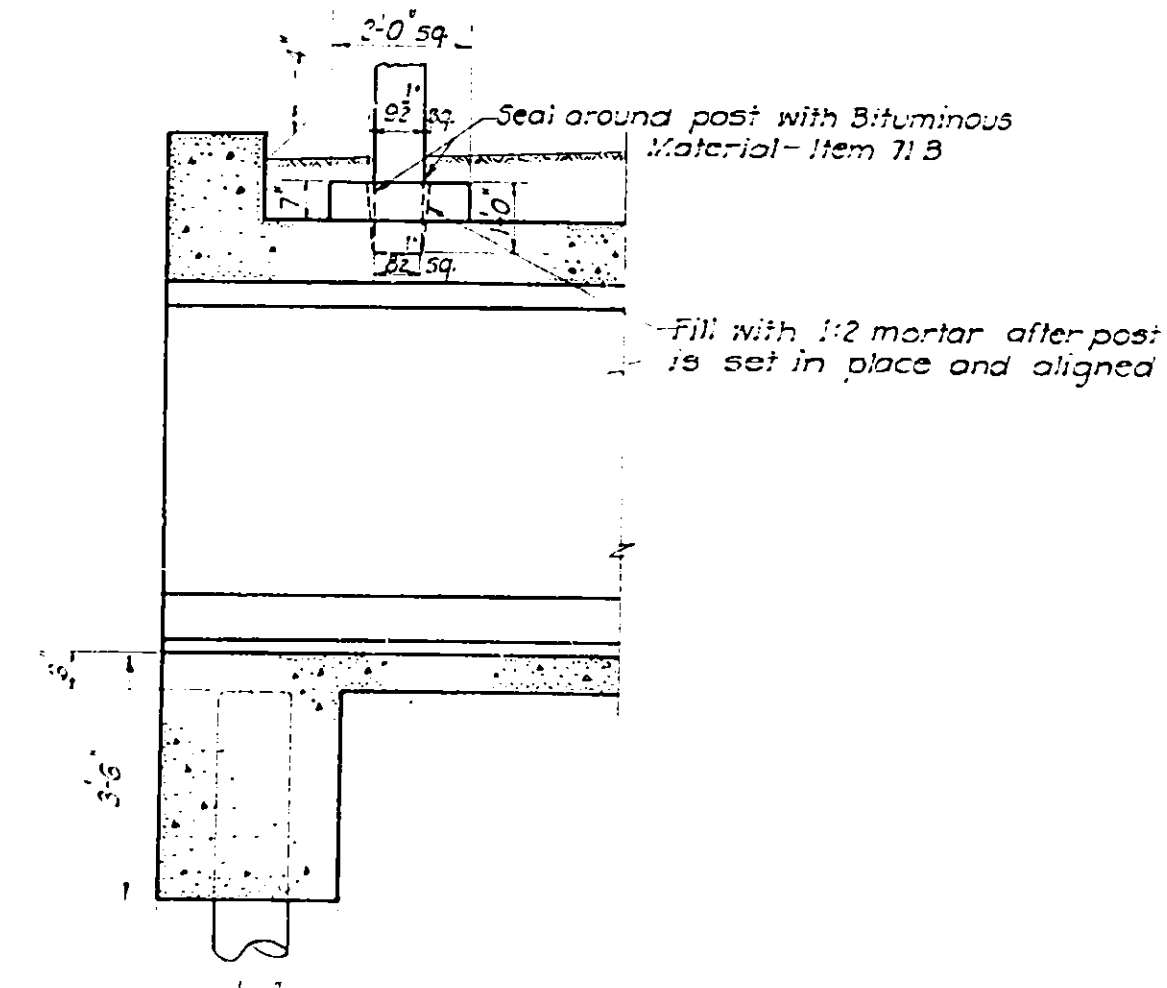
COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		107	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER STREAM NR SH1517			



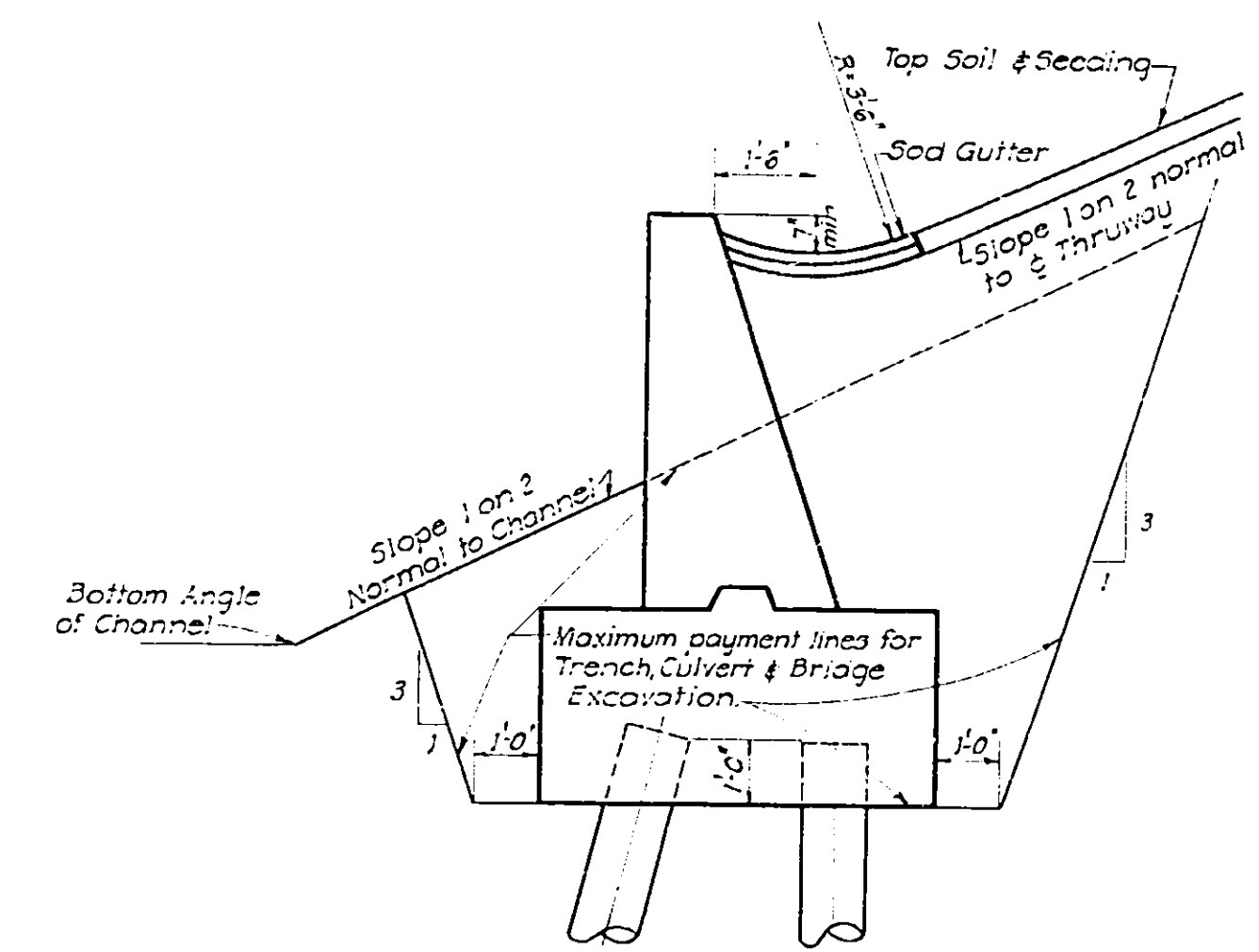
TYPICAL CROSS SECTION OF CULVERT
Scale: 3/8" = 1'-0"



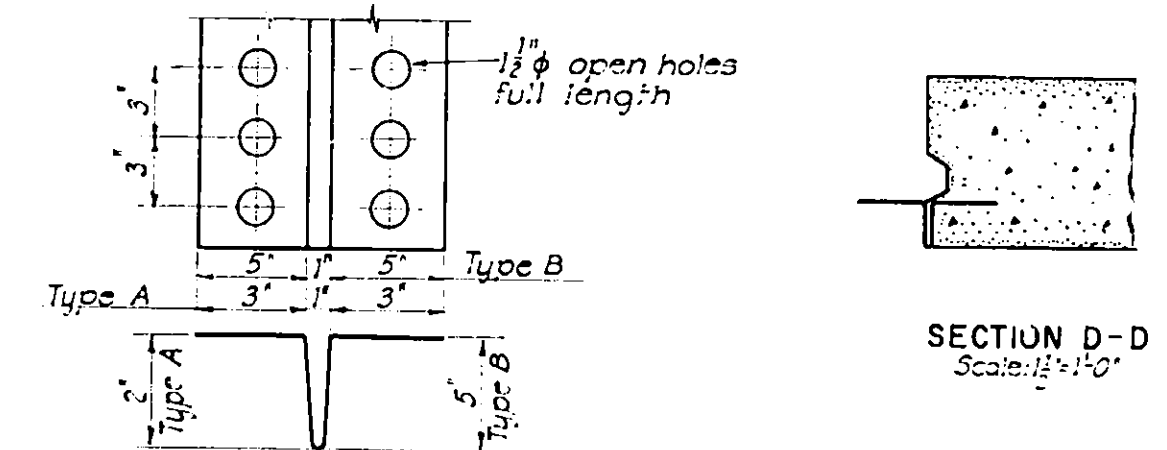
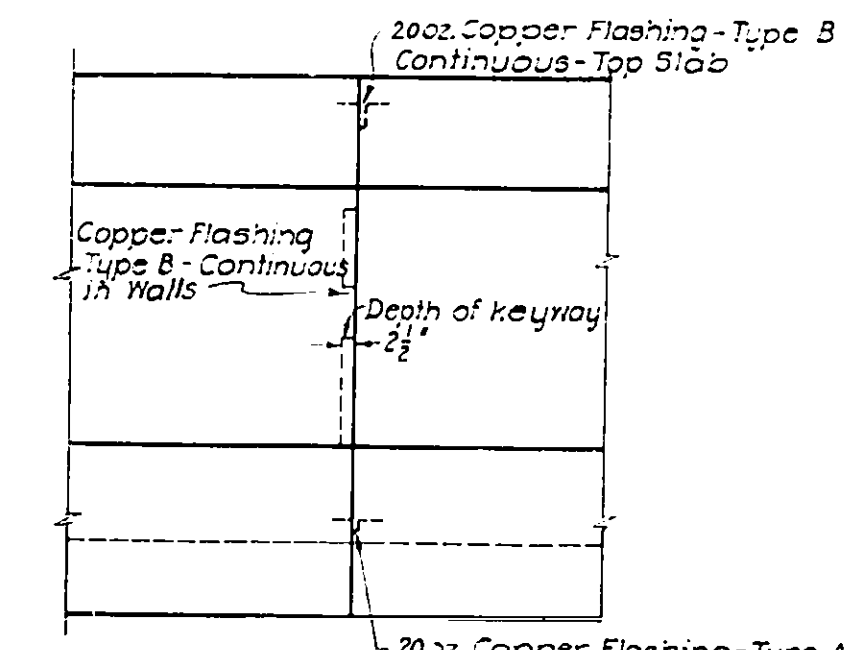
TYPICAL DETAILS - WINGWALL FOOTING
Scale: 3/8" = 1'-0"
(Prices not shown)



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



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



DETAIL OF COPPER FLASHING
TYPICAL EXPANSION JOINT DETAILS

Design Specifications - A.A.S.H.O. 1948 - Loading H-20-S16 44, Modified Material and Fabrication - Specifications of New York State Department of Public Works dated January 2, 1951, and current modifications and additions. Wingwall and Wingwall Footings, Item 20. All other concrete Item 18. Payment for Joint Material and Bit Material Item 71.5 shall be included in the unit price bid for Concrete for Structures.

Payment for forms required under bottom slab of culvert and sheathing along cut-off wall trenches shall be included in the prices bid for the various concrete items.

The 24" R.C.C. pipe will be paid for under Item 14A of the Highway Estimate. The extra cost of form work, etc. of culvert barrel for pipe, shall be included in the price bid for Item 18.

All exposed edges of concrete and exposed joints shall be chamfered one inch.

The bottom of the bottom slab of the box culvert must be formed and the sides of the cut-off walls sheathed.

A waterproofing oil treatment as specified in M-11-W shall be applied to all exposed surfaces of concrete except the underside of top slab.

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 seeding and sodding will be paid for under Items 11W and 11W2 of the highway portion of this contract. For design purposes, the assumed load per pile does not exceed 20 tons.

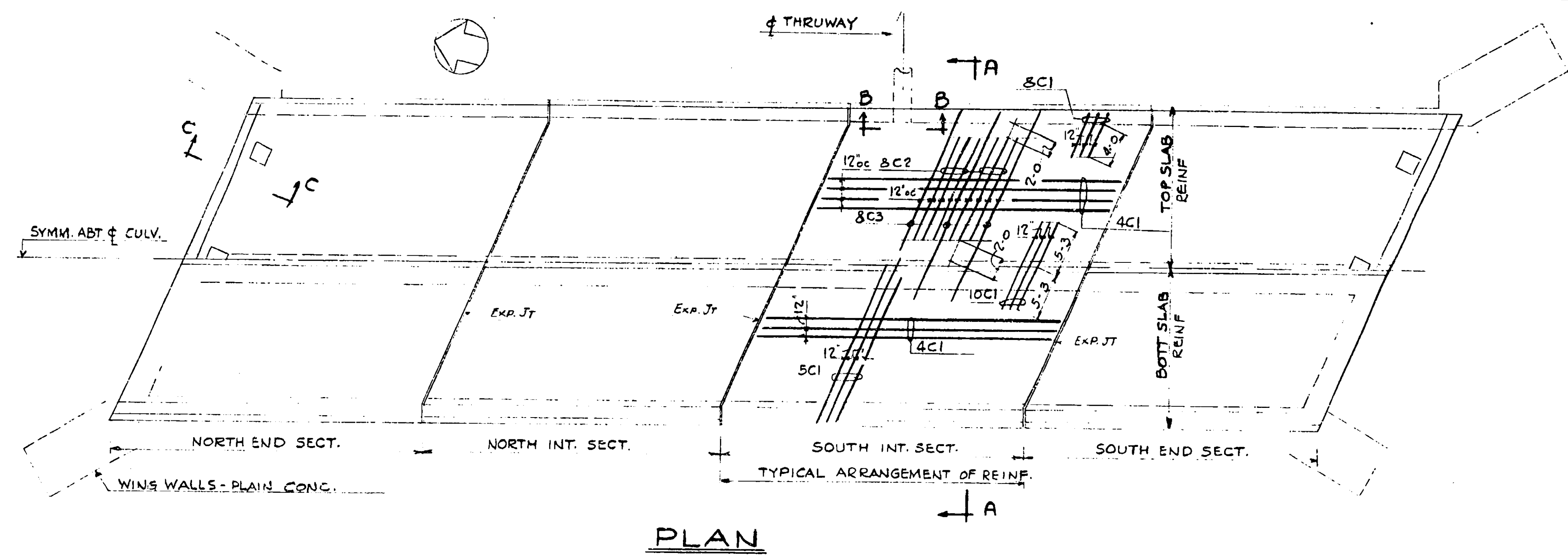
The cost of maintaining the excavations free from water, ice and snow during construction shall be included in the price bid for Item 5.

Drawn by DC
Traced by SAC
Checked by ESW
R. M. Royster
Engineer in Charge

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

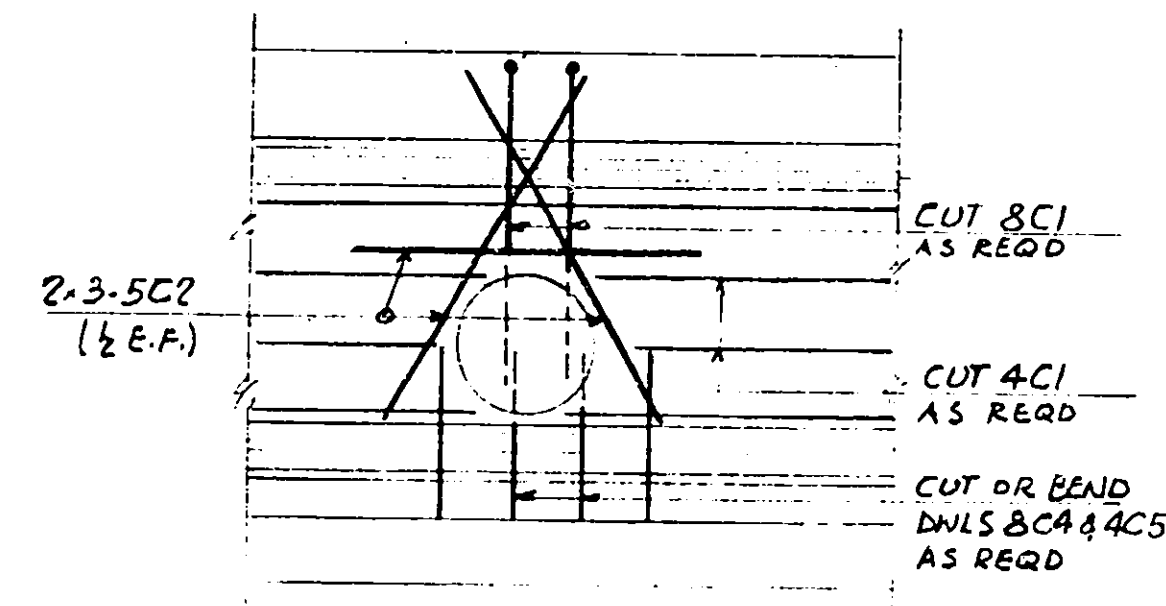
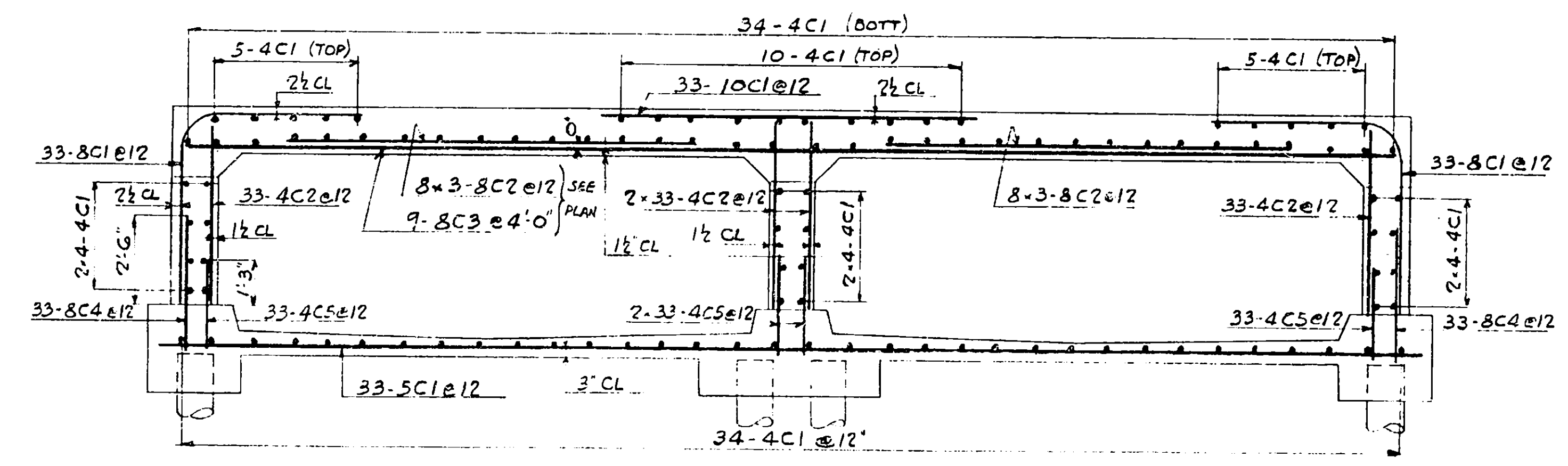
TYPICAL CROSS SECTION DETAILS		
DRAWING NO.	SCALE	DATE
5210 - E3 of 4	As Noted	Mar. 16, 1953

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	108	125
N. Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-BRIDGE OVER STREAM NR. SH. 1517		

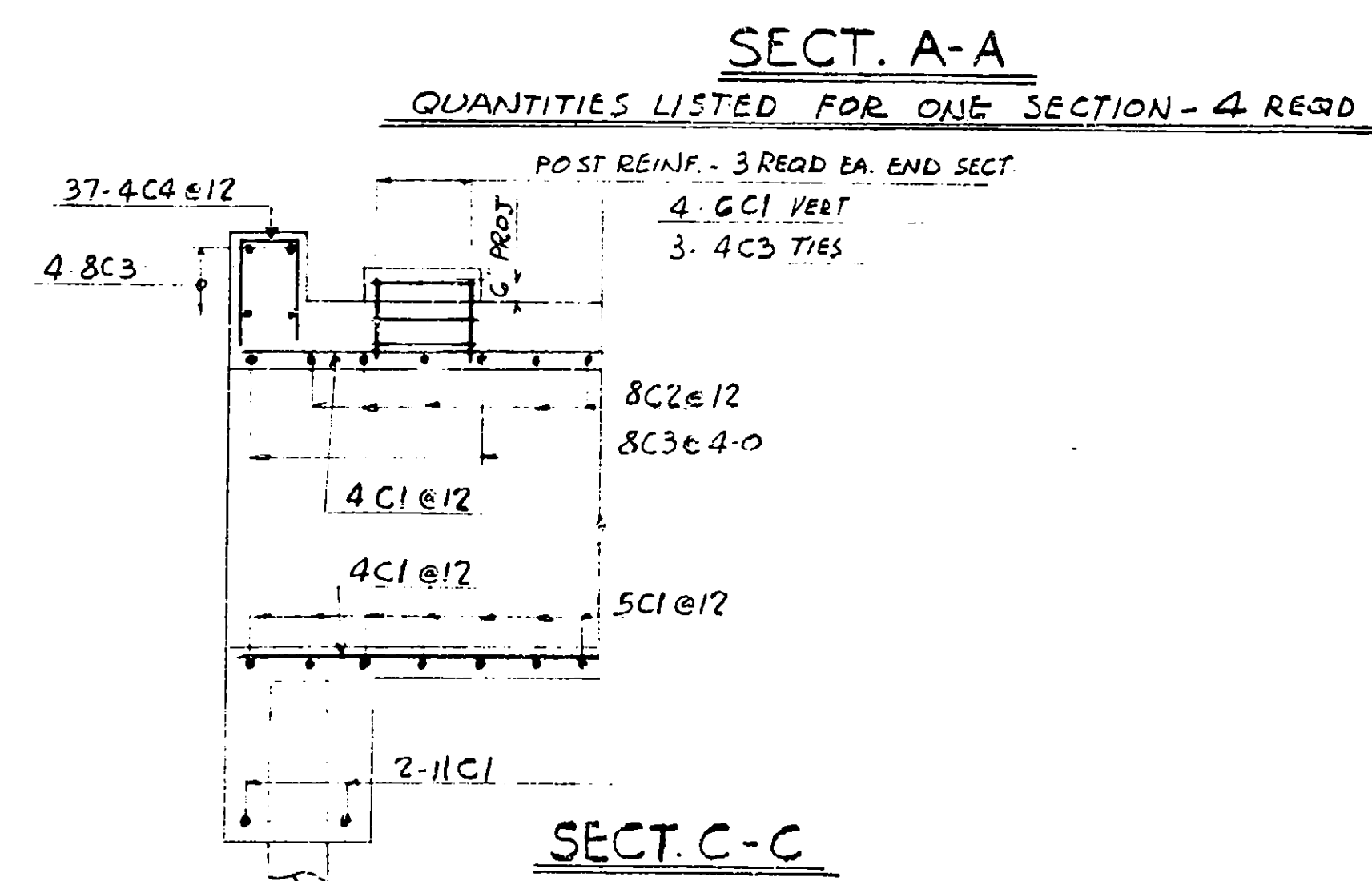


REINFORCING SCHEDULE							
TOTAL	NORTH END SECT.	NORTH INT SECT.	SOUTH INT SECT.	SOUTH END SECT.	MARK SIZE	LENGTH	REMARKS
4	2	-	-	2	11 C1 #11	3'-9"	STR.
132	33	33	33	33	10 C1 #10	10'-6"	STR.
264	66	66	66	66	8 C1 #8	10'-0"	BENT-SEE DET
192	48	48	48	48	8 C2 #8	12'-6"	STR.
44	13	9	9	13	8 C3 #8	36'-6"	STR.
264	66	66	66	66	8 C4 #8	3'-9"	STR.
24	12	-	-	12	6 C1 #6	1'-6"	STR.
132	33	33	33	33	5 C1 #5	37'-9"	STR.
6	-	-	6	-	5 C2 #5	5'-6"	STR.
448	112	112	112	112	4 C1 #4	32'-3"	STR.
528	132	132	132	132	4 C2 #4	5'-3"	STR.
18	9	-	-	9	4 C3 #4	5'-4"	BENT-SEE DET
74	37	-	-	37	4 C4 #4	6'-0"	BENT-SEE DET
528	132	132	132	132	4 C5 #4	2'-6"	STR.

NOTE: - PREFIX ALL BARS FOR THIS CULVERT "E"



SUMMARY OF WEIGHTS TOTAL QUANTITY LISTED		
SIZE	LENGTH	WEIGHT
#11	151	802
#10	1,386	5,964
#8	7,636	20,388
#6	36	54
#5	5,016	5,232
#4	19,080	12,745
TOTAL (ITEM 28)	45,185	



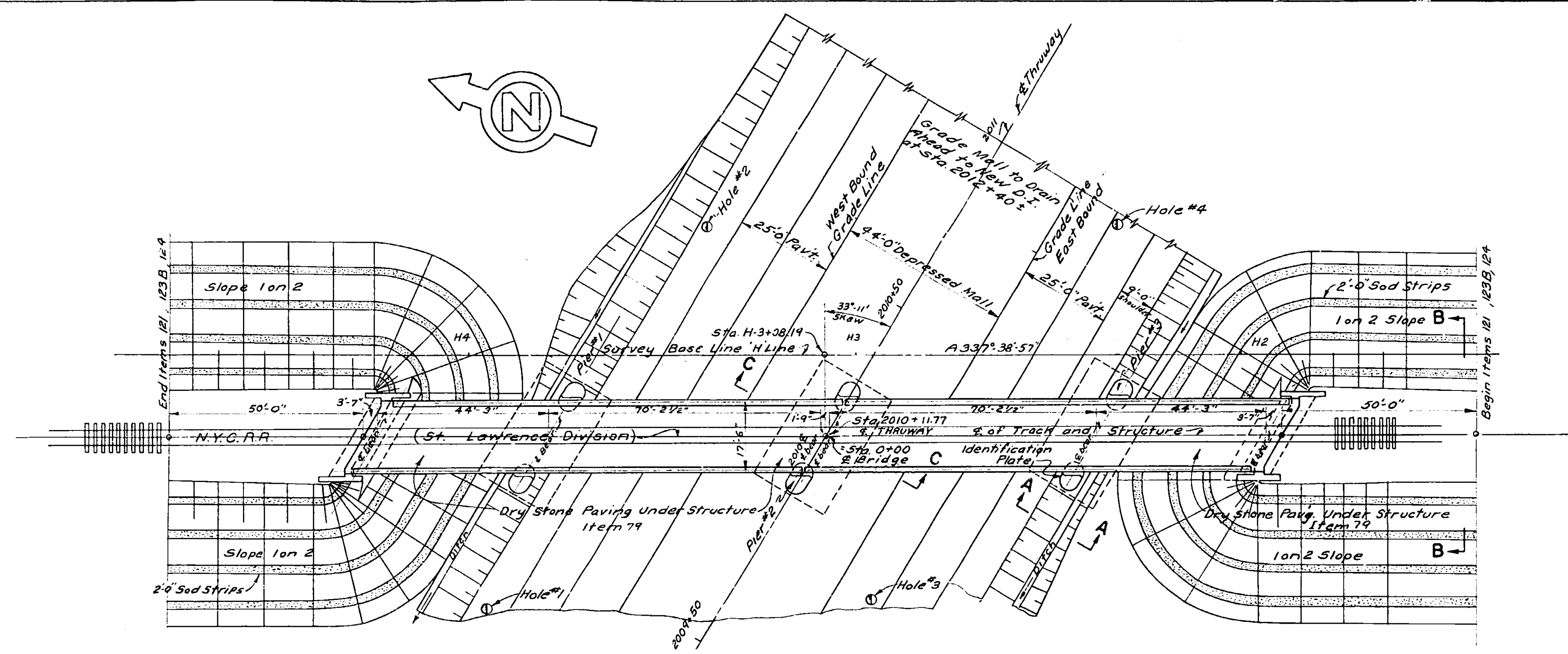
Drawn by I.Q.
Traced by
Checked by M.R.
R. H. Boynton
Engineer in Charge

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

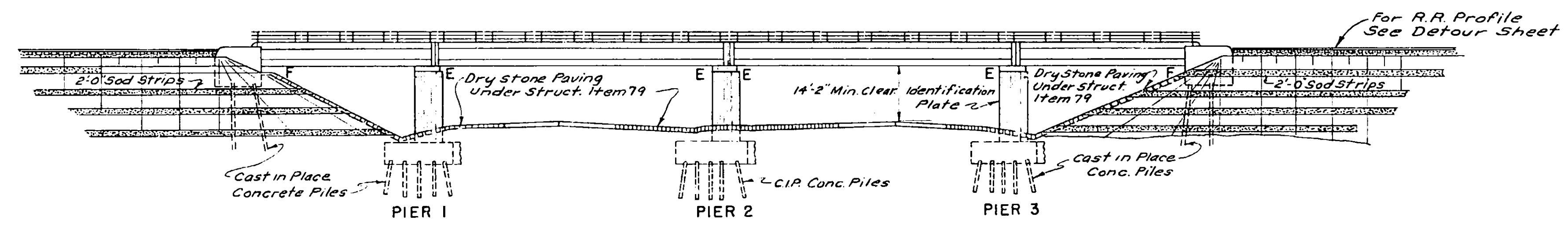
BAR REINFORCEMENT & SCHEDULE

DRAWING NO.	SCALE	DATE
5210 - E 4 of 4	None	Mar. 16, 1953

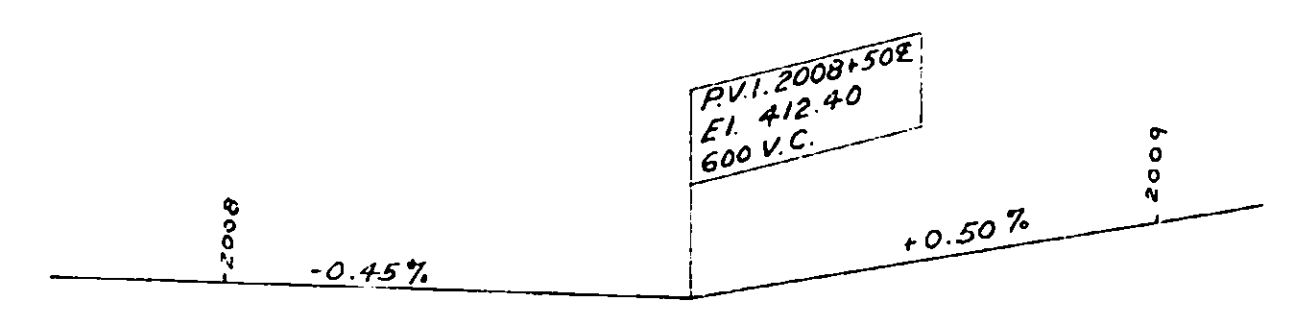
COUNTY	ONEIDA	SHEET NO.	109	TOTAL SHEETS	125
N.Y. STATE THRUWAY - MOHAWK SECTION SUB-DIV. 8					
WHITESBORO TO UTICA WEST CITY LINE-N.Y.C.R.R.-STA.2010+11.77					



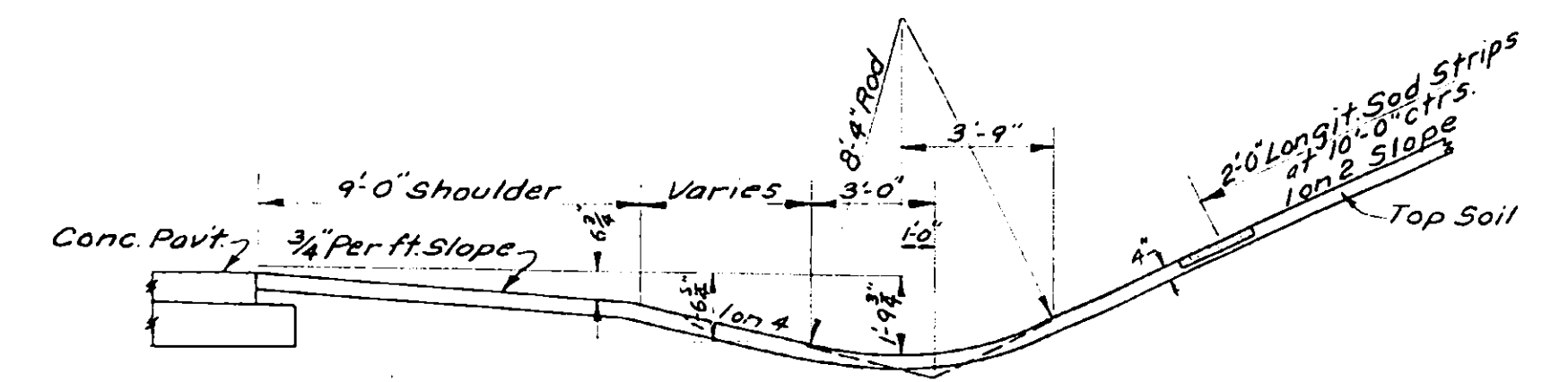
PLAN
Scale 1"=20'-0"



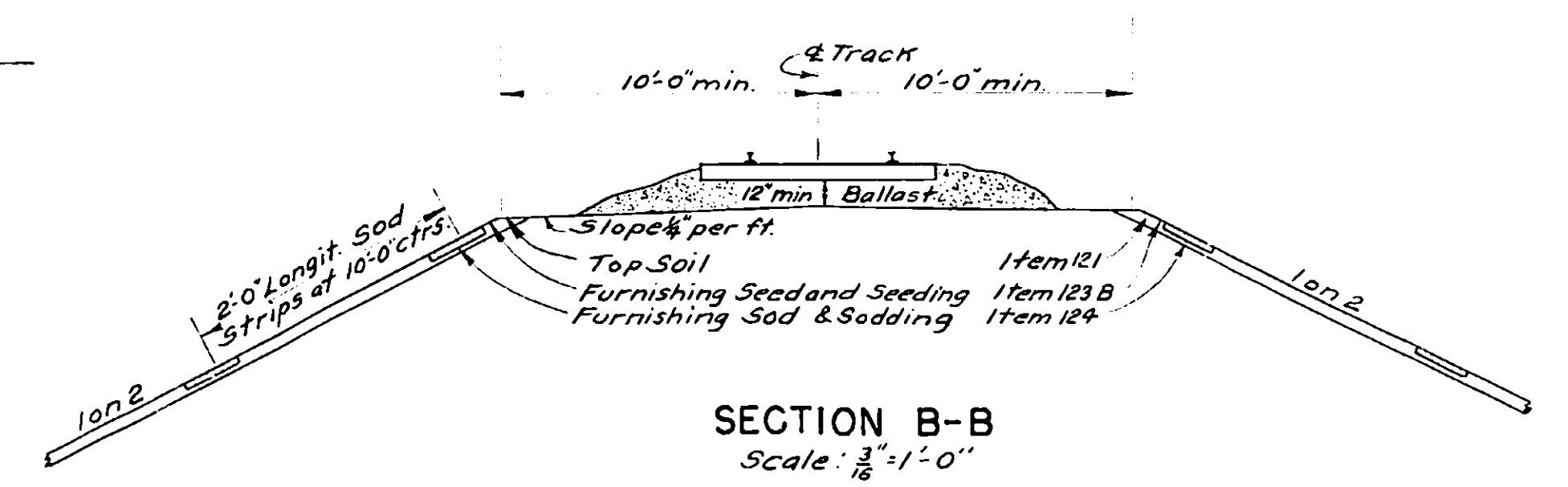
ELEVATION
Scale 1"=20'-0"



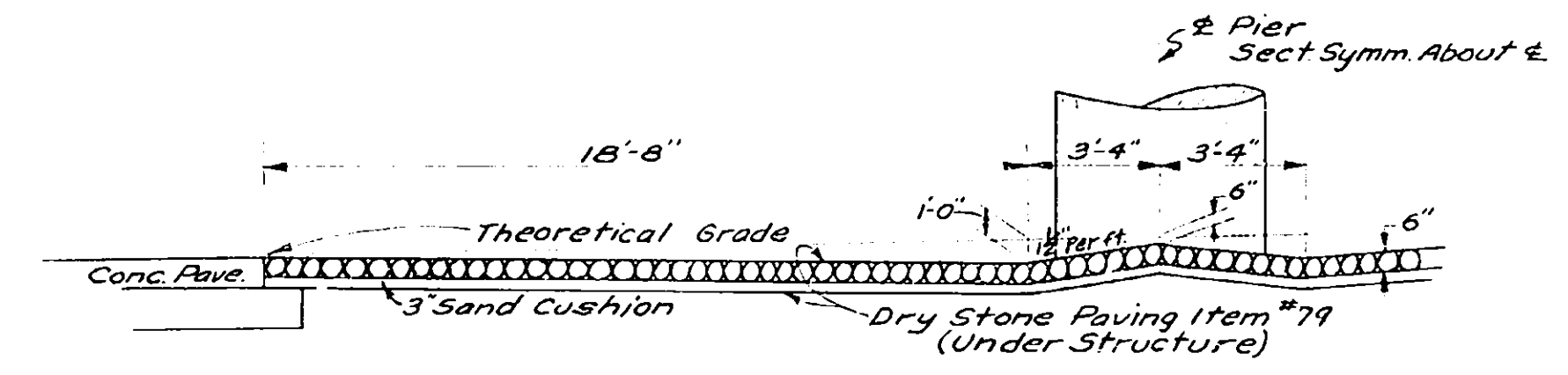
THRUWAY PROFILE



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



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



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

TABLE OF QUANTITIES				
NO.	ITEM	UNIT	NET	ROUND
2 BS	Unclassified Excavation	C.Y.	50,300	51,000
5	Trench, Culvert and Bridge Excav.	C.Y.	1390	1400
11-H	Perf. Corr. Met. Pipe Underdrains, 6" dia.	L.F.	70	80
15-2	Portland Cement, Type 2	Bbl.	1671	1810
15-N	Natural Cement, Type N	Bbl.	240	260
18	Class 1A Conc. for Structures	C.Y.	198	210
20	Class 1 Concrete	C.Y.	764	800
25-F	Steel Fabric Reinforcement	S.Y.	250	270
28	Bar Reinforcement for Structures	Lb.	77,770	78,000
29	Structural Steel	Lb.	444,600	453,000
62	Membrane Waterproofing	S.Y.	500	530
63	Prot. Course for Membr. Waterproofing	S.Y.	340	370
79	Dry Stone Paving	S.Y.	370	400
37A	Metal Railing	L.F.	465	470
85C	Cast-in-Place Conc. Piles	L.F.	7595	8000
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.
119	Run of Bank Gravel Fill	C.Y.	100	110
121	Topsoil placed from Stockpiles	C.Y.	175	200
123B	Seeding on prepared Areas	Acres	.27	.30
124	Sodding	S.Y.	300	330
500	R.R. Protection	L.S.	Nec.	Nec.

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.

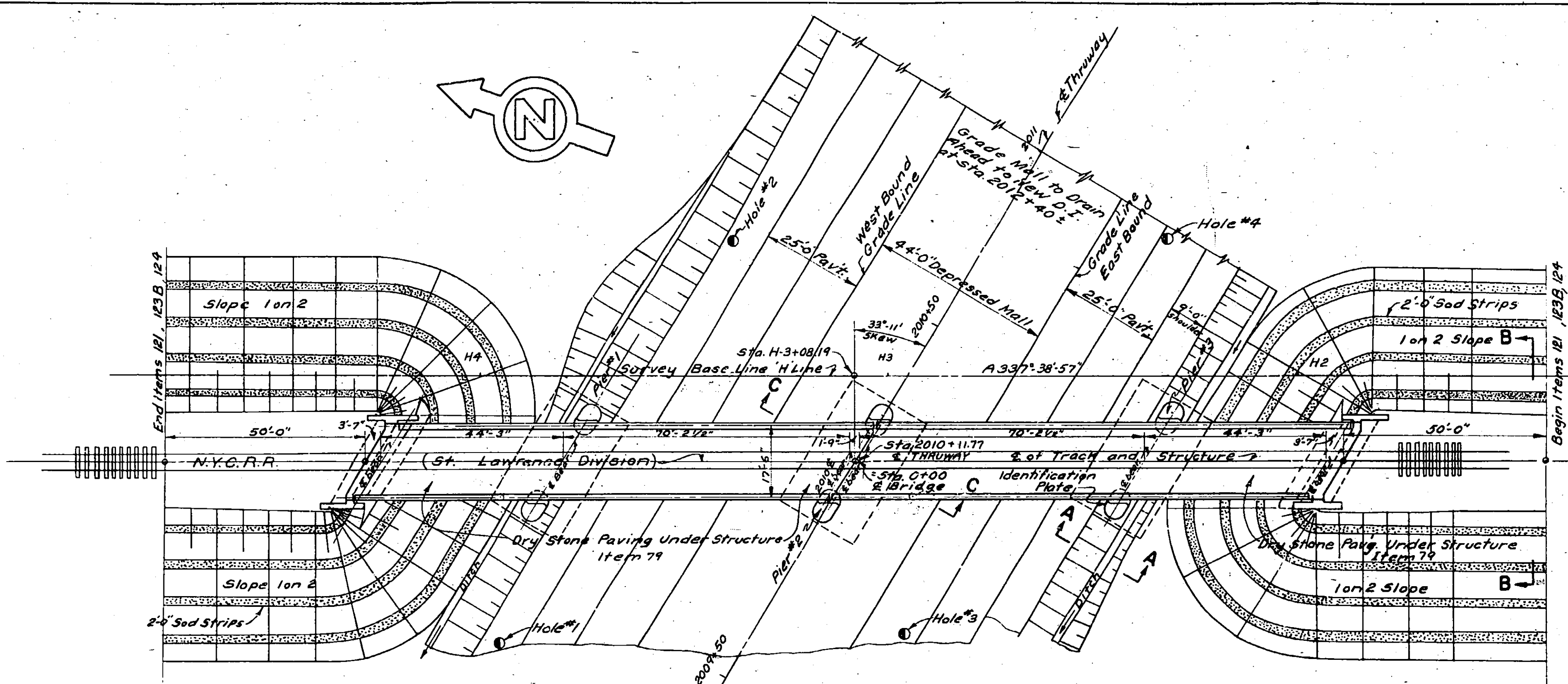
The cement for all concrete items shall be a mixture of Type 2 & Type N.

Approved crushed gravel may be used for coarse aggregate in all concrete items.

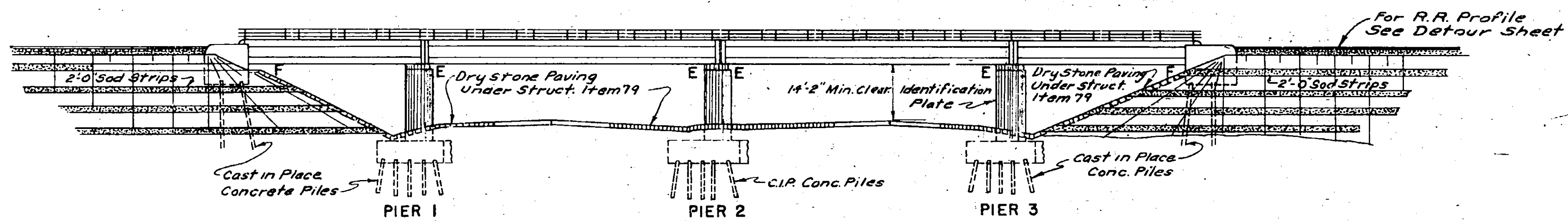
W.D. Smith
J. P. Pilon
J. J. Wilson
James B. Patsky, Newburgh
J. J. Wilson

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		109	125
N.Y. STATE THRUWAY - MOHAWK SECTION SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE-N.Y.C.R.R.-STA.2010+11.77			

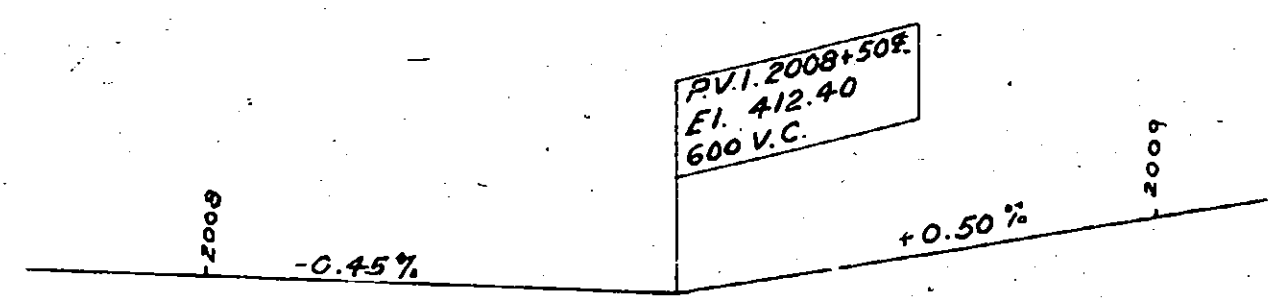
109R



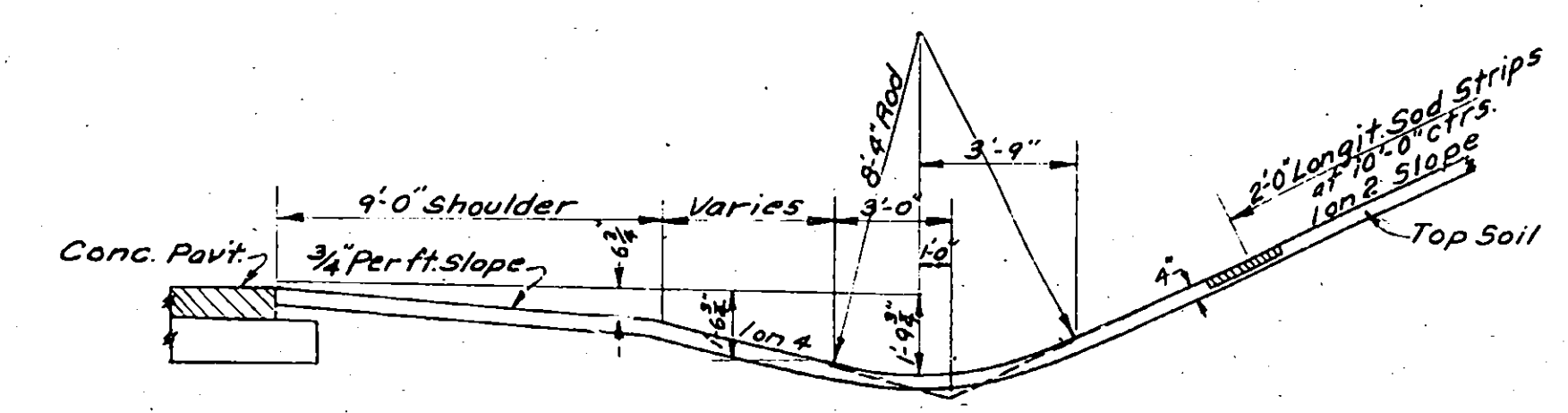
PLAN
Scale 1"=20'-0"



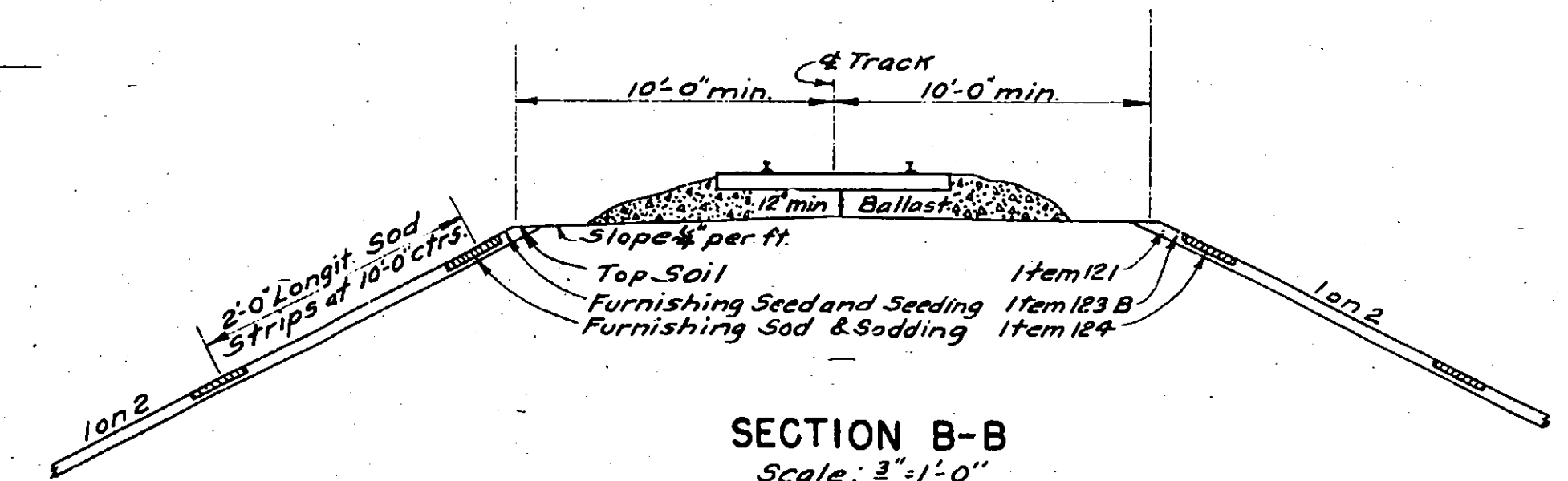
ELEVATION
Scale 1"=20'-0"



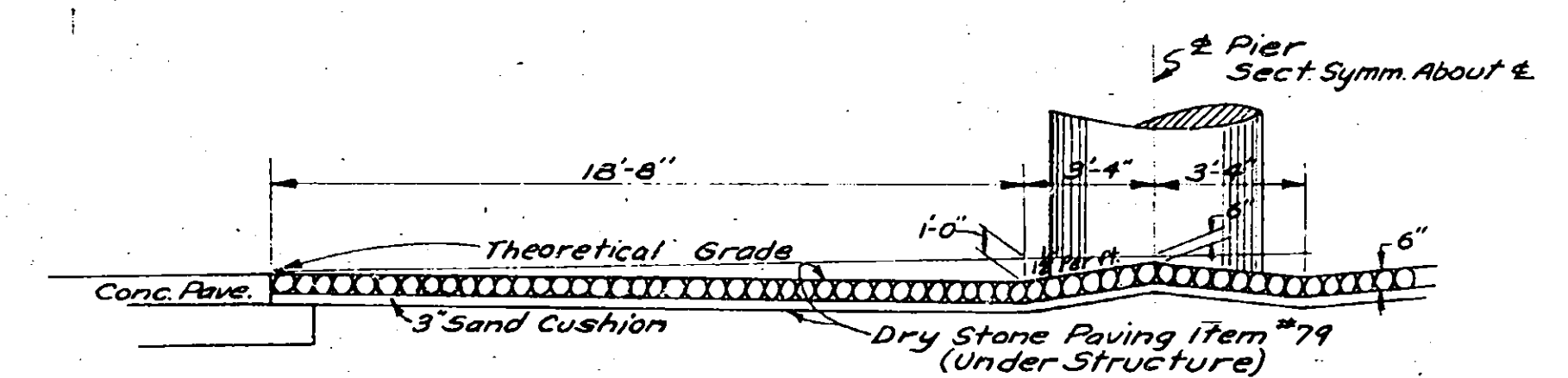
THRUWAY PROFILE



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



SECTION B-B
Scale 1/2"=1'-0"



SECTION C-C
Scale 1/2"=1'-0"

TABLE OF QUANTITIES			
NO.	ITEM	UNIT	Final
285	Unclassified Excavation	C.Y.	31,658
5	Trench, Culvert and Bridge Excav.	C.Y.	1,345.6
11-H	Port. Conc. Met. Pipe Underdrains, 6" dia.	L.F.	80.0
15-P	Portland Cement, Type 2	Bbl.	1,433.4
15-N	Natural Cement, Type N	Bbl.	183.5
19	Class 1A Conc. for Structures	C.Y.	198.0-1
20	Class 1 Concrete	C.Y.	728.07
25F	Steel Fabric Reinforcement	S.Y.	239.
28	Bar Reinforcement for Structures	Lb.	77,653.
29	Structural Steel	Lb.	441,143
62	Membrane Waterproofing	S.Y.	523.5
63	Prot. Course for Memb. Waterproofing	S.Y.	338.0
79	Dry Stone Paving	S.Y.	149.4
37A	Metal Railing	L.F.	464.20
85C	Cast-in-Place Conc. Piles	L.F.	5,569.6
87	Furnishing Equipment for Driving Piles	L.S.	12.3%
119	Run of Bank Gravel Fill	C.Y.	107.4
121	Topsoil place 1 from stockpiles	C.Y.	90.4
123B	Seeding on prepared Areas	Acres	0.16
124	Sodding	S.Y.	63.9
500	R.R. Protection	L.S.	40.0%
109R	Pipe Underdrain, (Ylt) 6" Diam.	L.F.	85.0

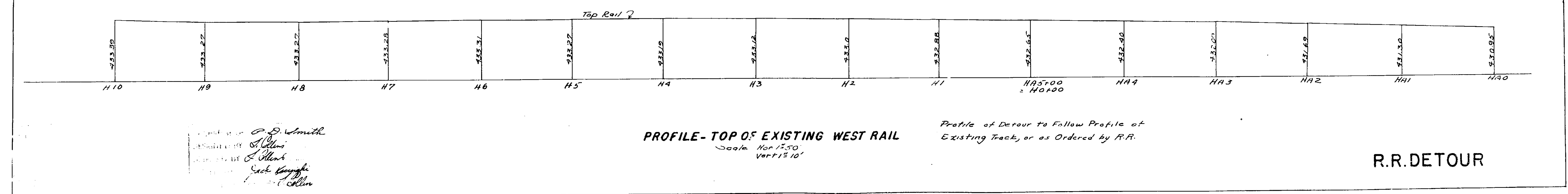
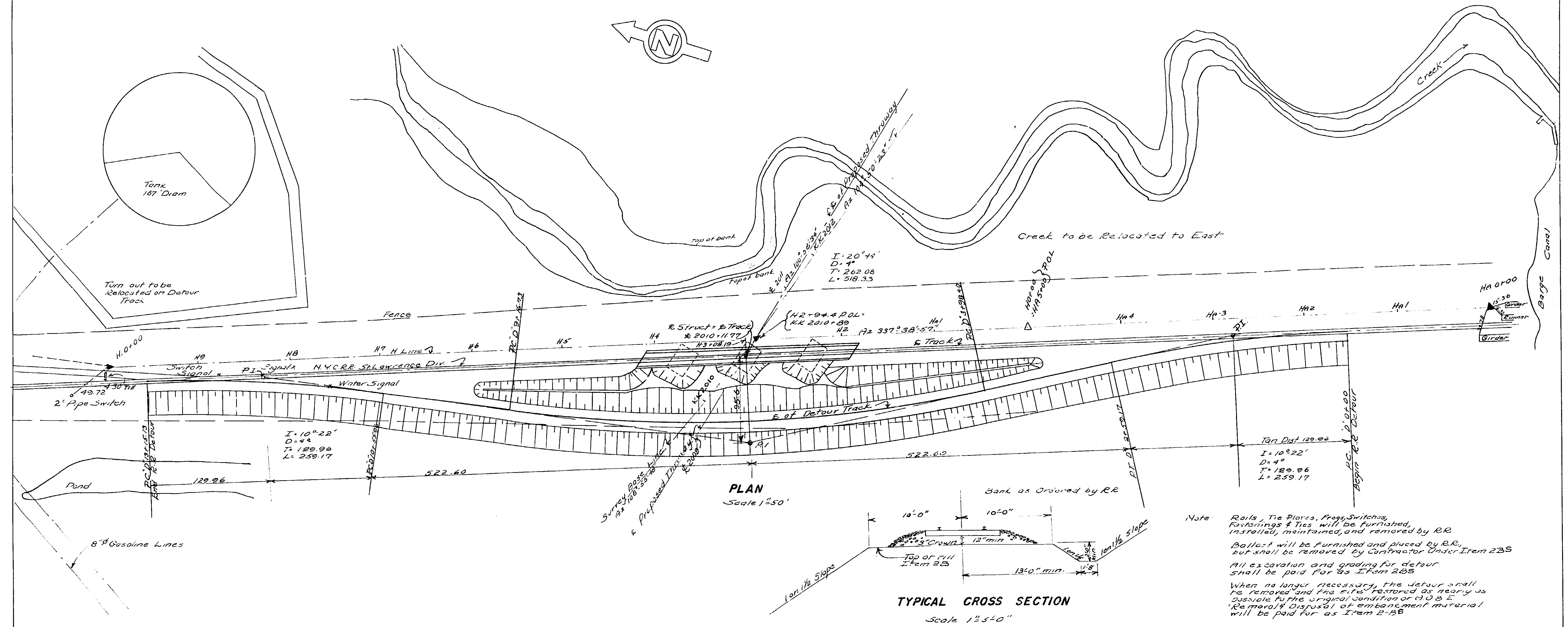
The Contractors attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the foundation note which briefly outlines the anticipated subsurface conditions at the site of the structure and which specifies certain requirements relative to construction.

The cement for all concrete items shall be a mixture of Type 2 & Type N.

Approved crushed gravel may be used for coarse aggregate in all concrete items.

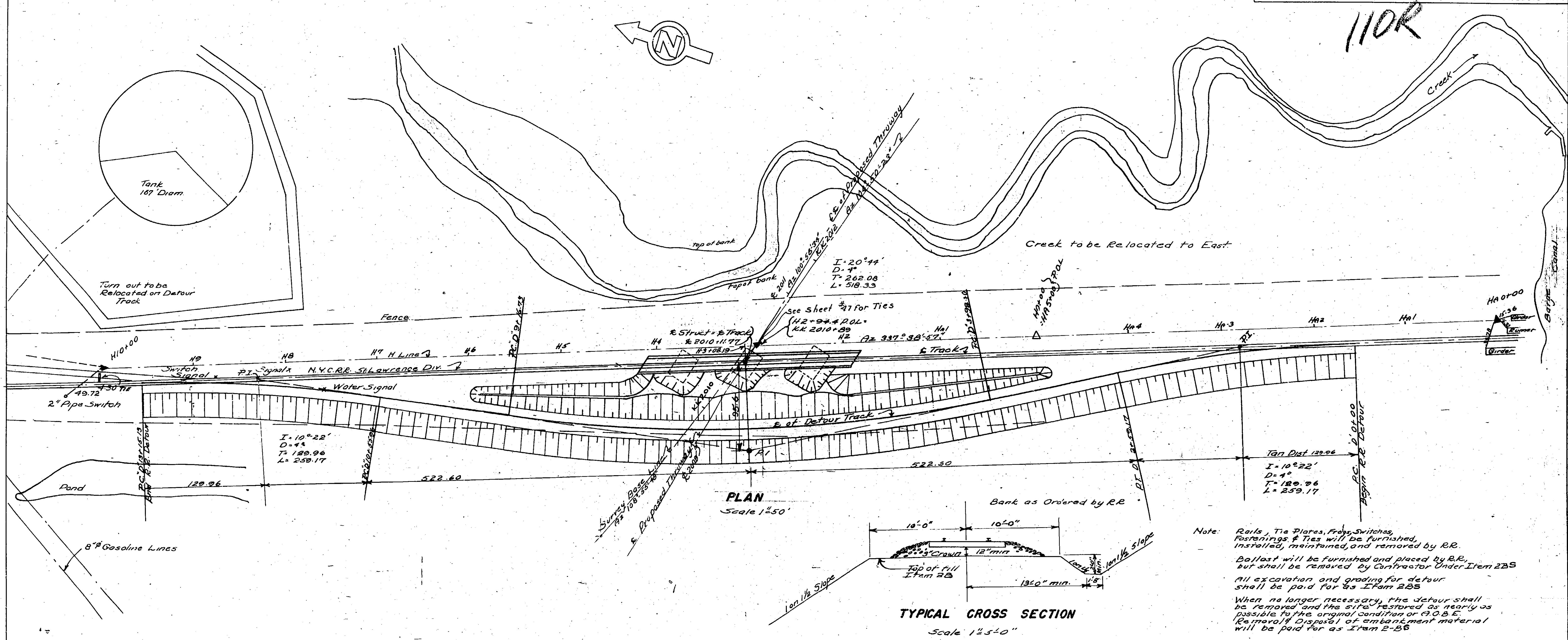
A. B. Smith
J. J. Jones
J. J. Jones
James G. G. G. G. G.
J. J. Jones

COUNTY		SHEET NO	TOTAL SHEETS
ONEIDA		110	125
N.Y. STATE THRUWAY - MOHAWK SECTION			SUB-DIV. 8
WHITESBORO TO UTICA WEST CITY LINE - N.Y.C.R.R. - STA. 2010+11.77			

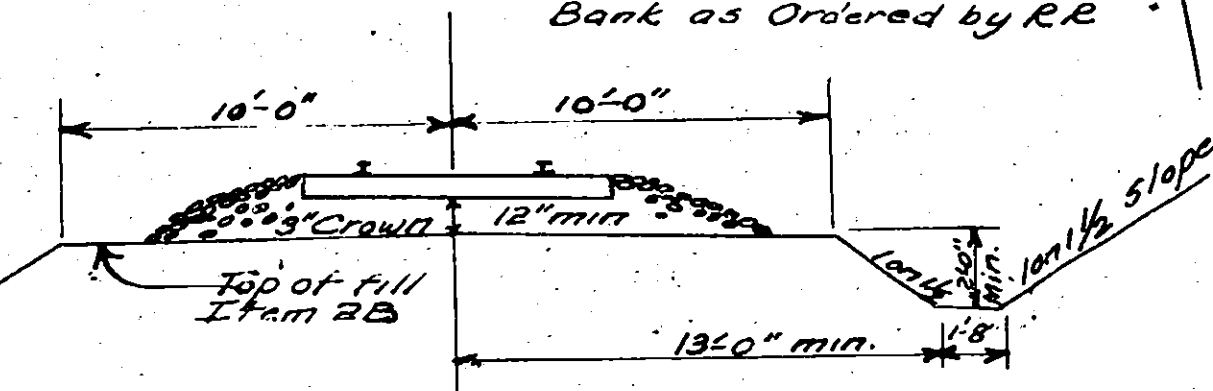


R.R. DETOUR

COUNTY	SHEET NO	TOTAL SHEETS
ONEIDA	110	125
N.Y. STATE THRUWAY - MOHAWK SECTION SUB-DIV. 8		
WHITESBORO TO UTICA WEST CITY LINE-N.Y.C.R.R.-STA 2010+11.77		

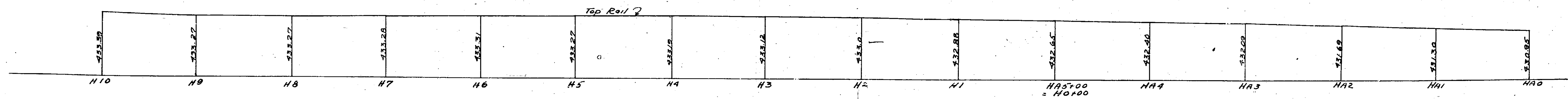


PLAN
Scale 1"=50'



TYPICAL CROSS SECTION
Scale 1"=5'-0"

Note: Rails, Tie Plates, Frog Switches, Fastenings & Ties will be furnished, installed, maintained, and removed by R.R.
Ballast will be furnished and placed by R.R., but shall be removed by Contractor Under Item 2B5.
All excavation and grading for detour shall be paid for as Item 2B5.
When no longer necessary, the detour shall be removed and the site restored as nearly as possible to the original condition or C.O.B.E. (Remove & Dispose) of embankment material will be paid for as Item 2-B5.



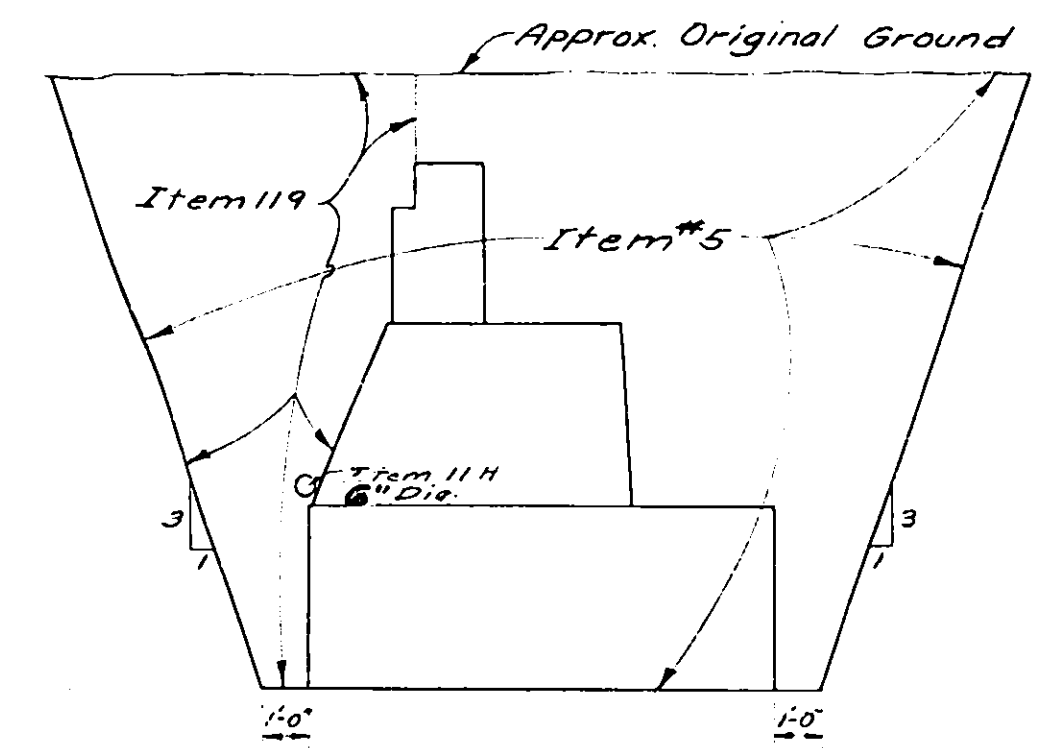
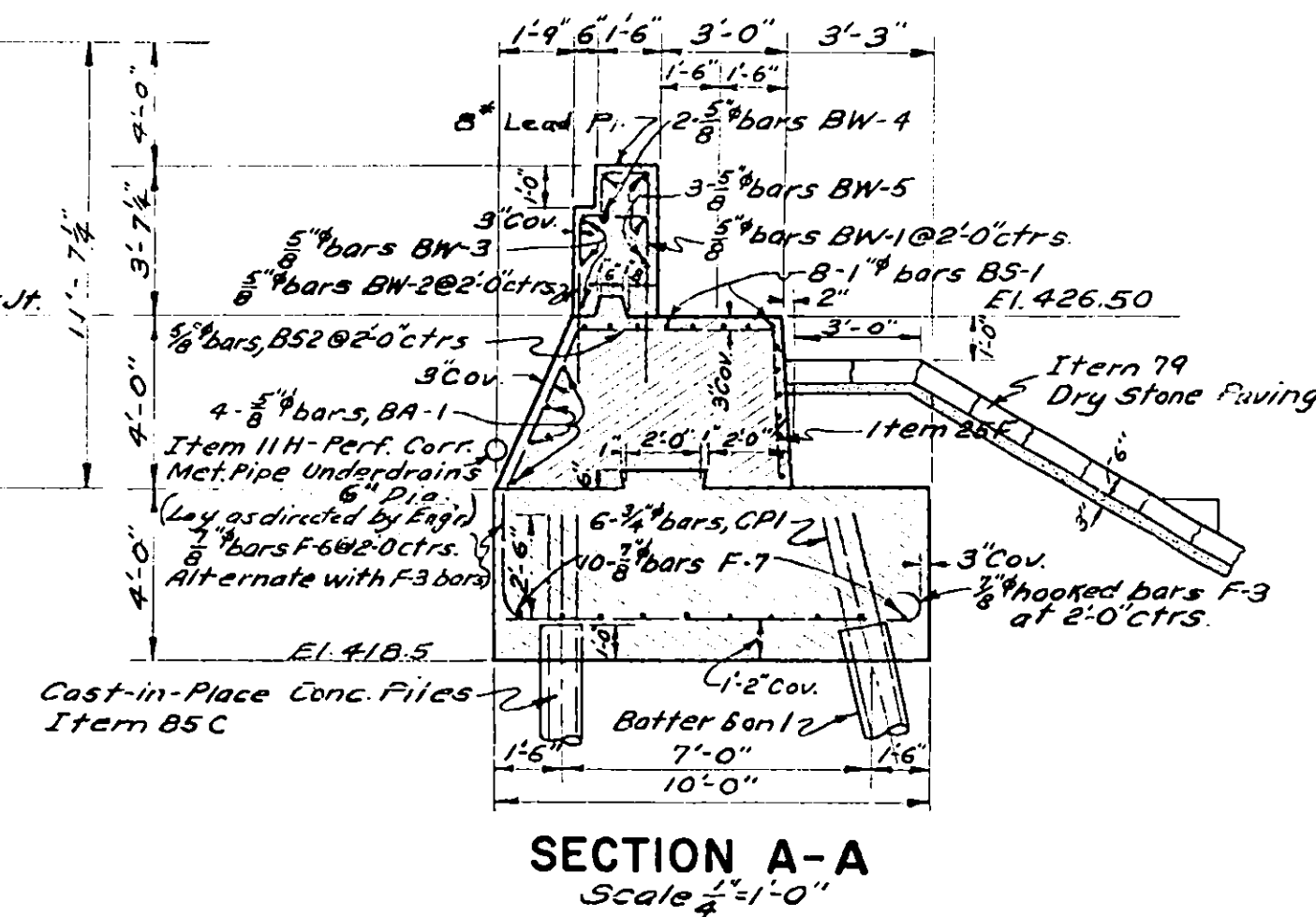
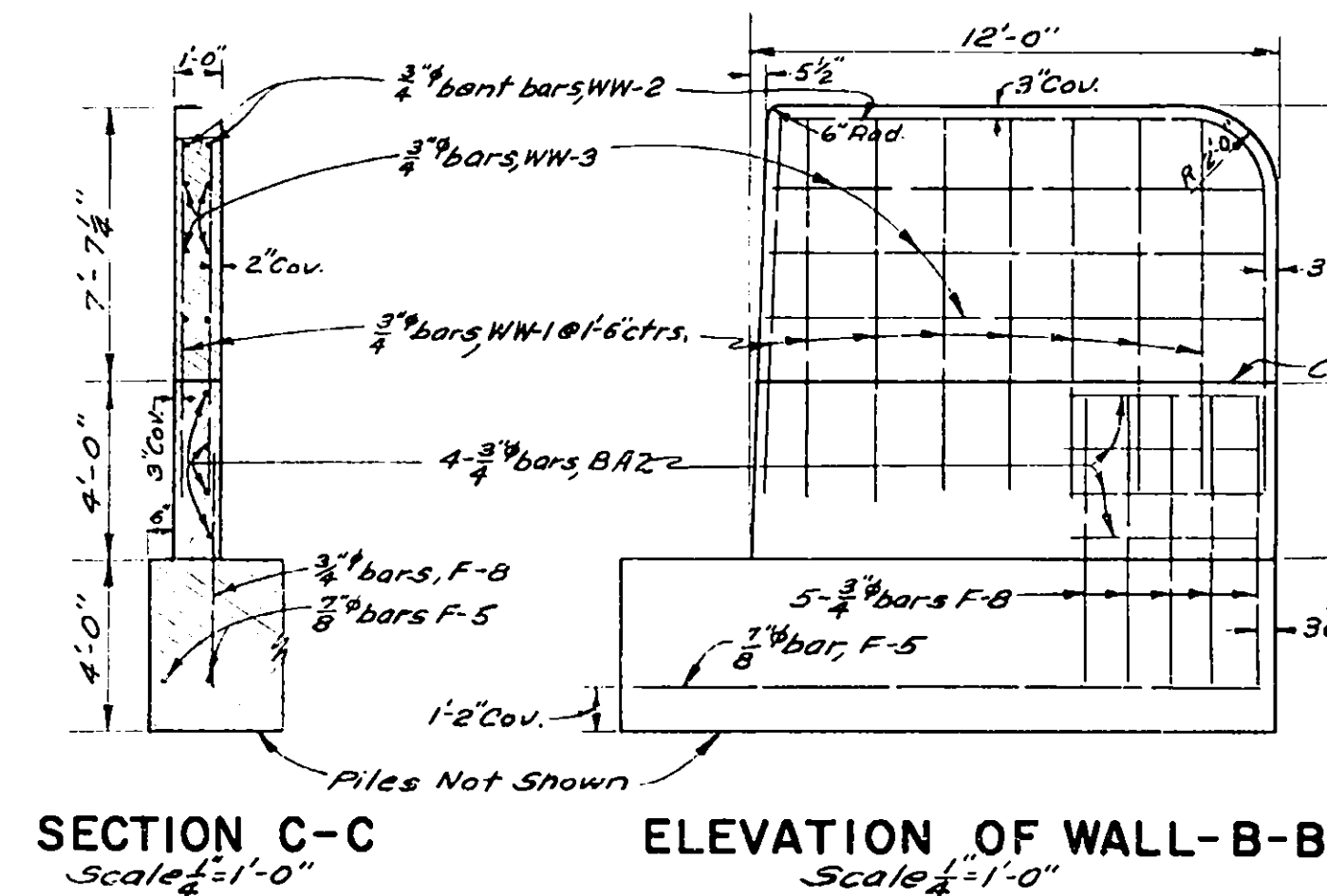
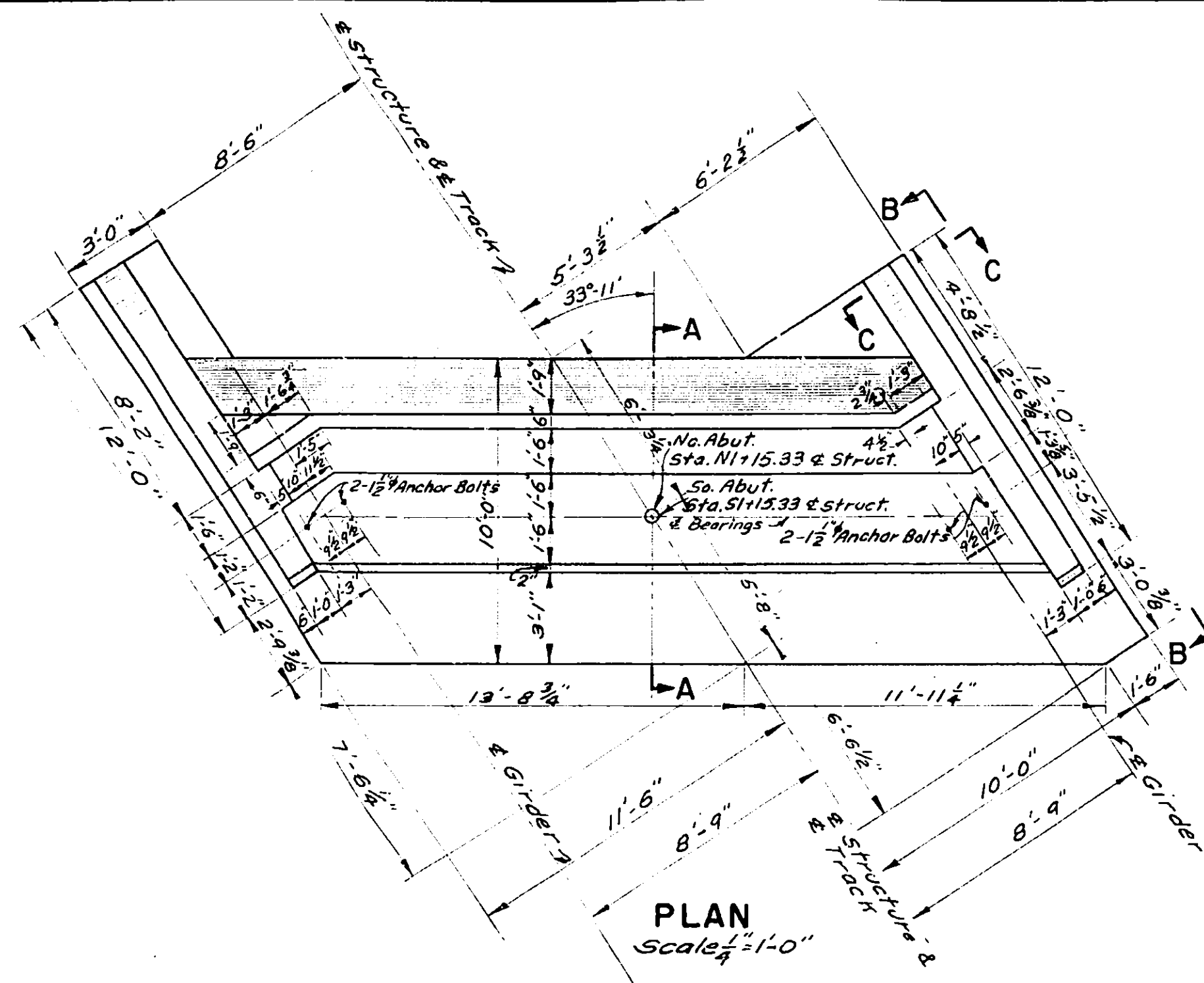
PROFILE-TOP OF EXISTING WEST RAIL
Scale Hor 1"=50'
Vert 1"=10'

Profile of Detour to Follow Profile of Existing Track, or as Ordered by R.R.

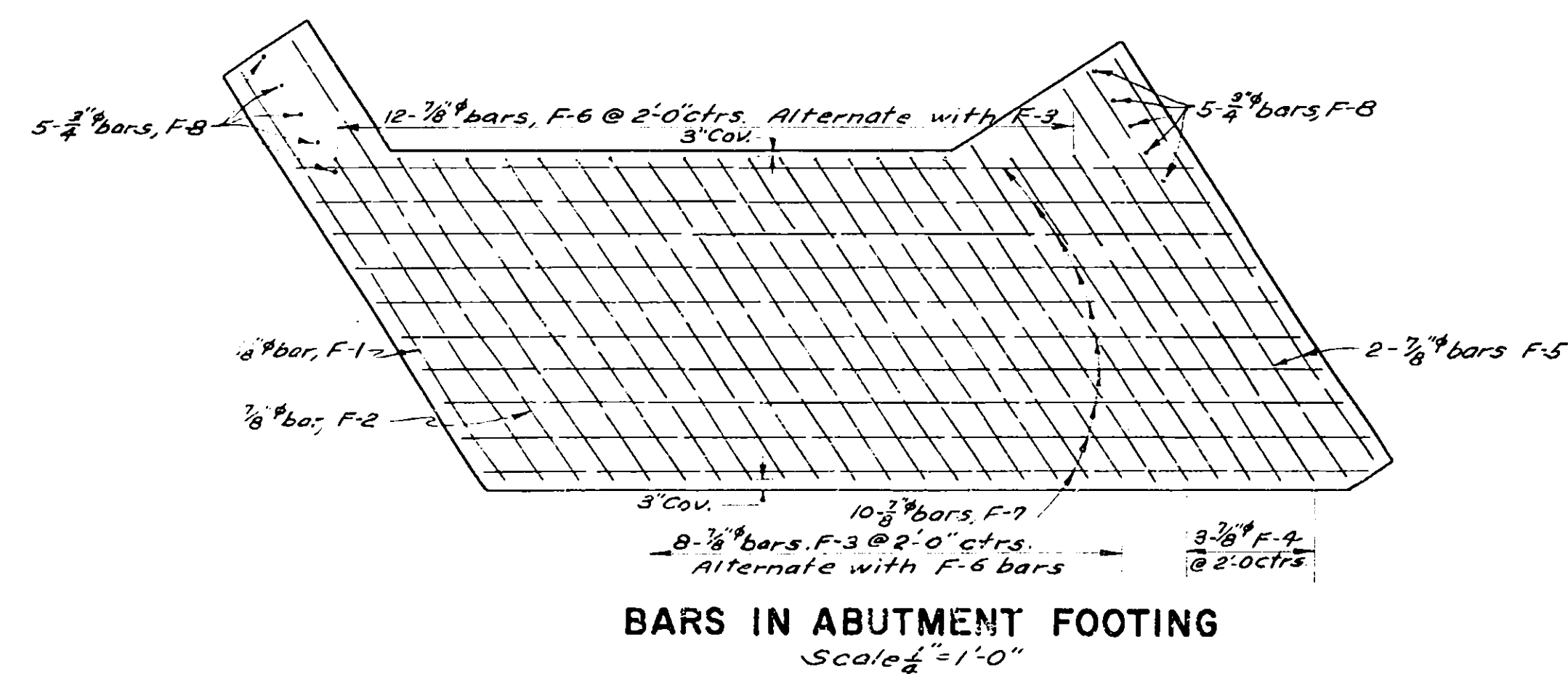
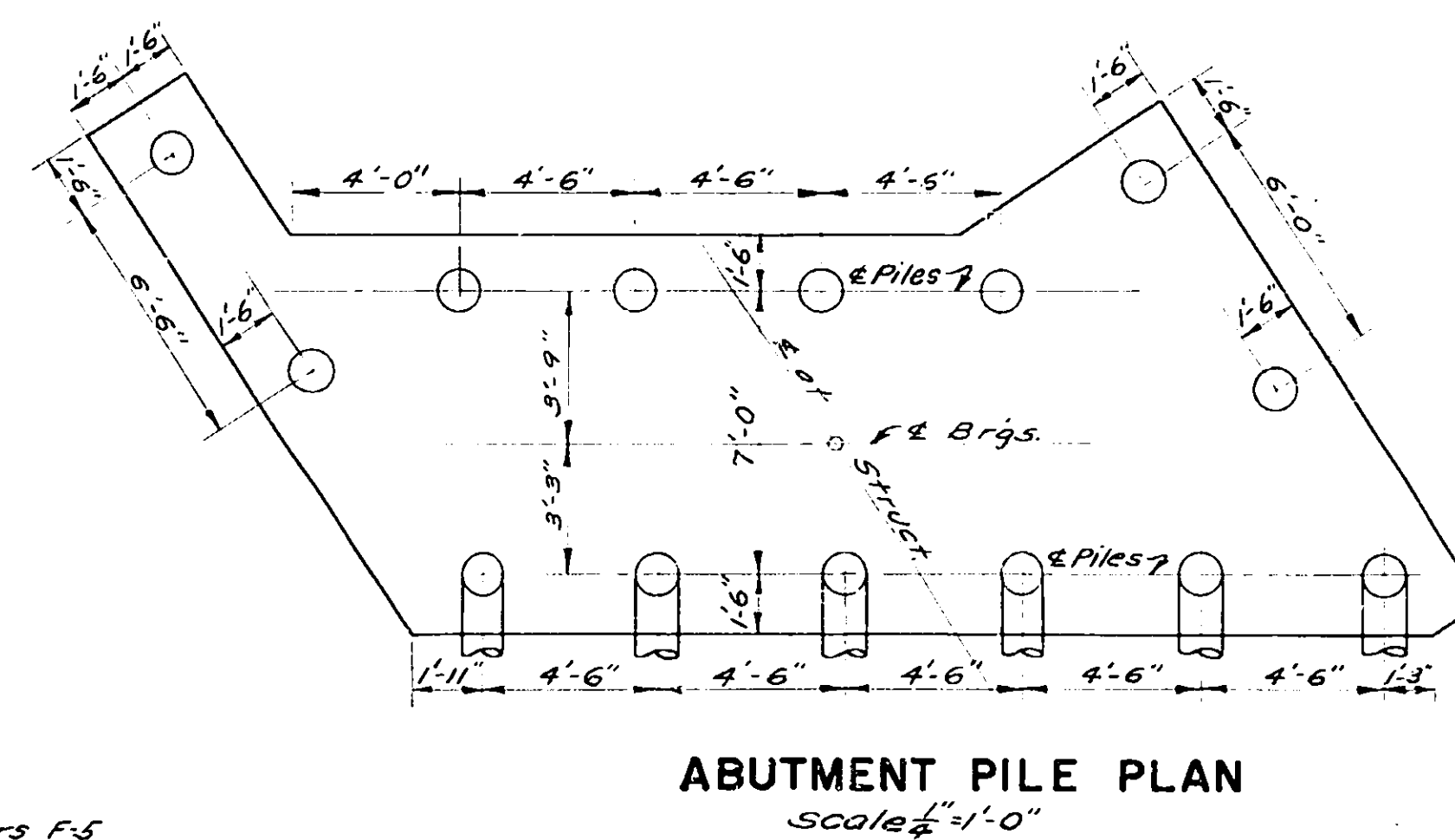
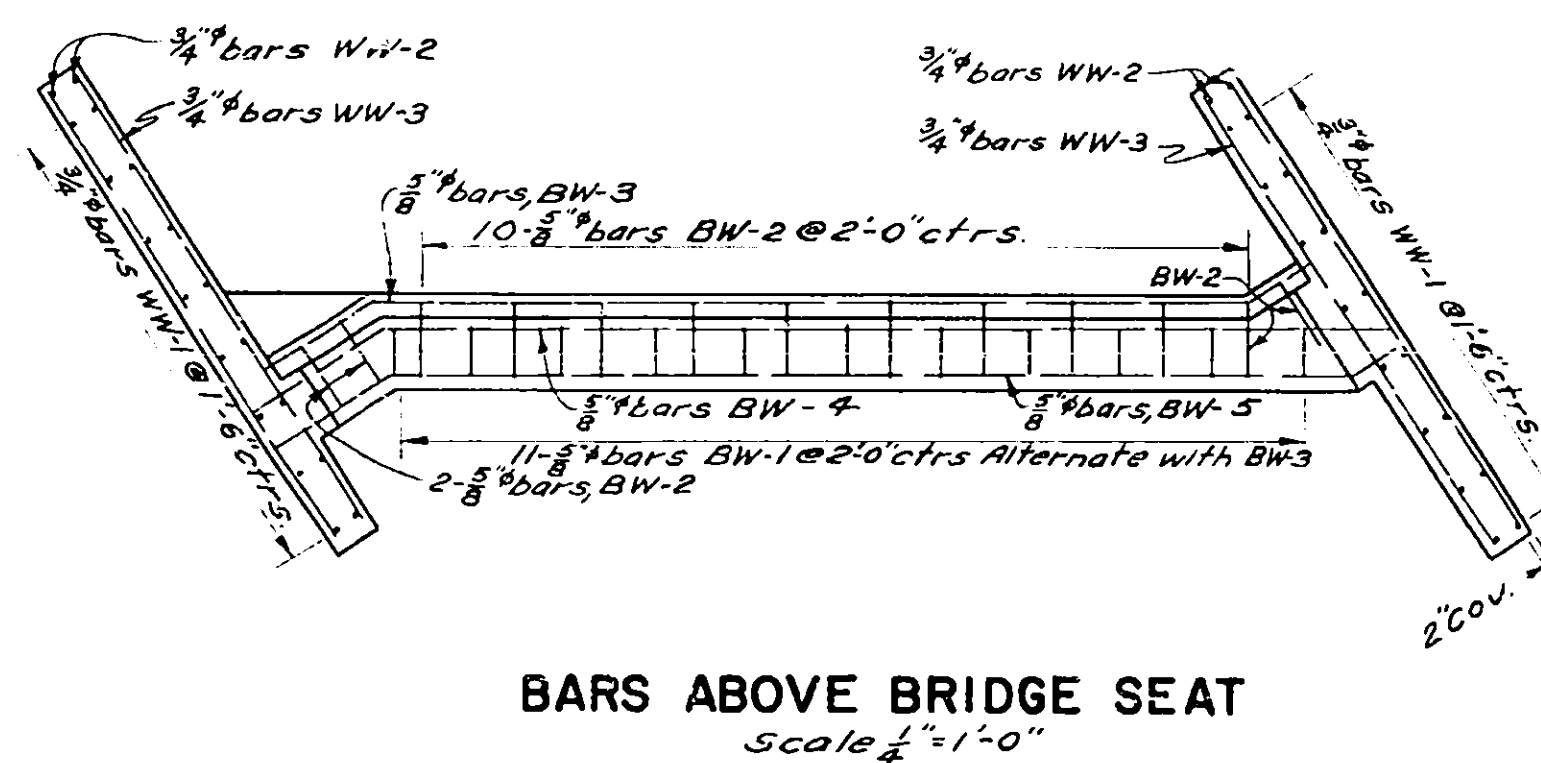
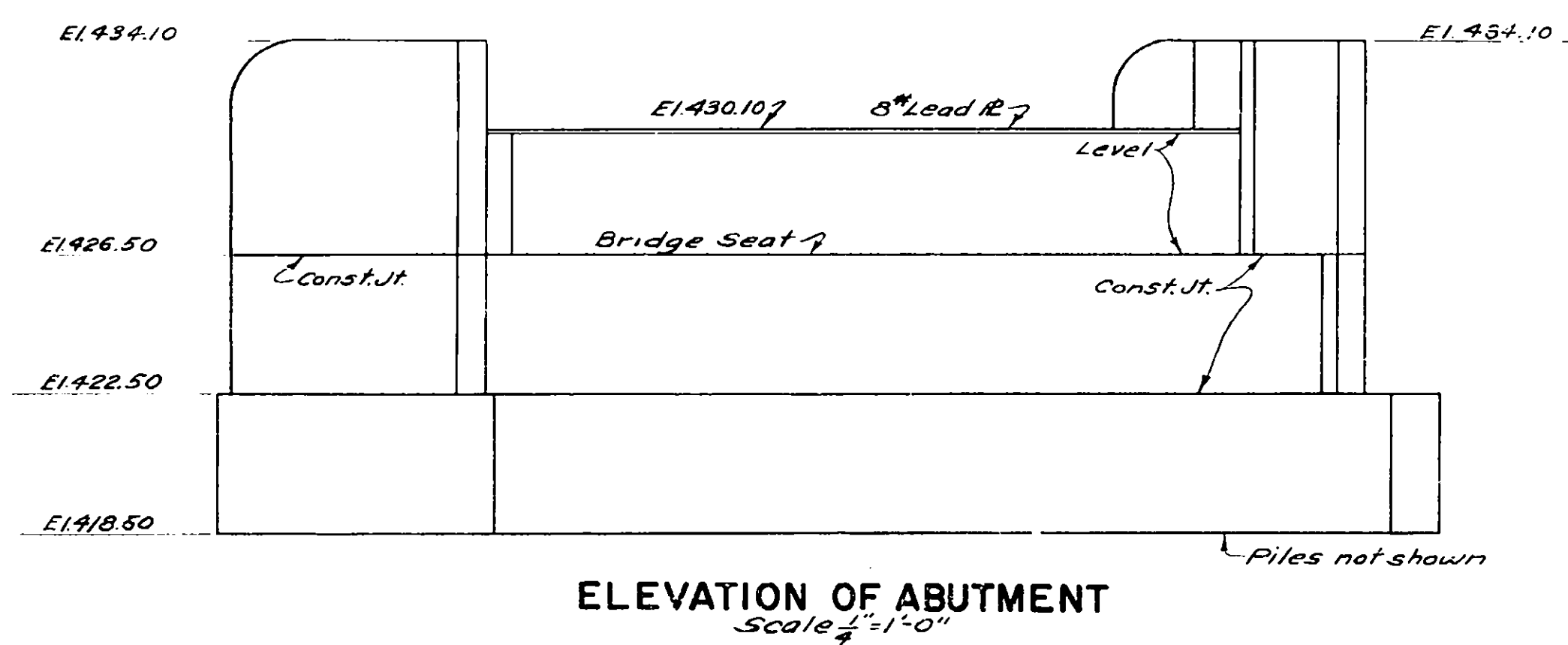
IN CHARGE OF *C. P. Smith*
DESIGNED BY *A. Allen*
DETAILED BY *A. Allen*
TRAFFIC BY *Jack. Vaughn*

R.R. DETOUR

COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			///	125
N.Y.STATE THRUWAY-MOHAWK SECTION SUB-DIV.8				
WHITESBORO TO UTICA WEST CITY LINE-N.Y.C.R.R.-STA.2010+11.77				



MAX. PAYMENT LINES - ITEM NO.5
ITEM NO.119



NOTES

All concrete in Abutments and Piers shall be Class I Conc., Item 20.
Cast-in-Place Concrete Piles shall be paid for under
Item 85C.
For design purposes the load per pile does not exceed
35 ton.
The estimated length of pile under the piers is 55 feet.
The estimated length of pile under the abutments
is 65 feet.
Payment lines for excavation shall be as indicated
on the plans.

Waterproofing oil treatment shall be applied to the backs of the substrations as well as the large cant and perimetric and other areas as indicated in the specifications, the cost to be included in the unit price bid for the concrete items.

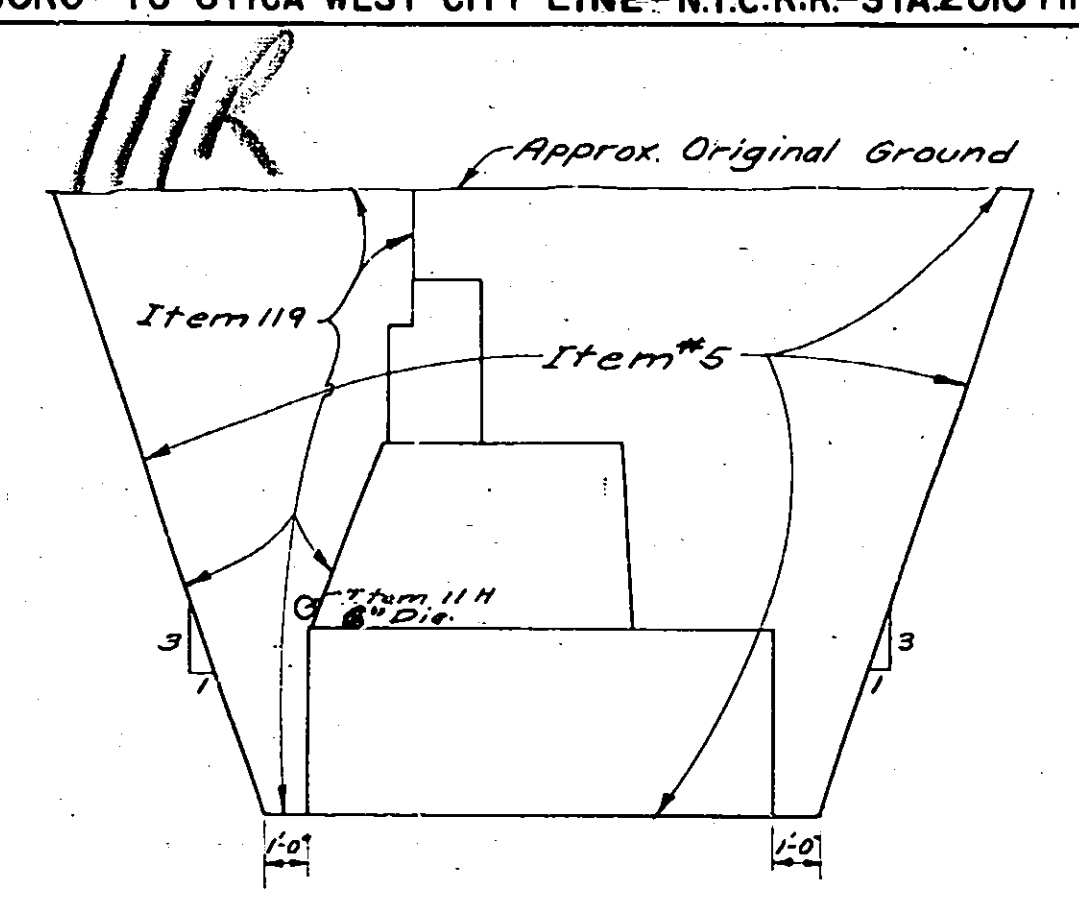
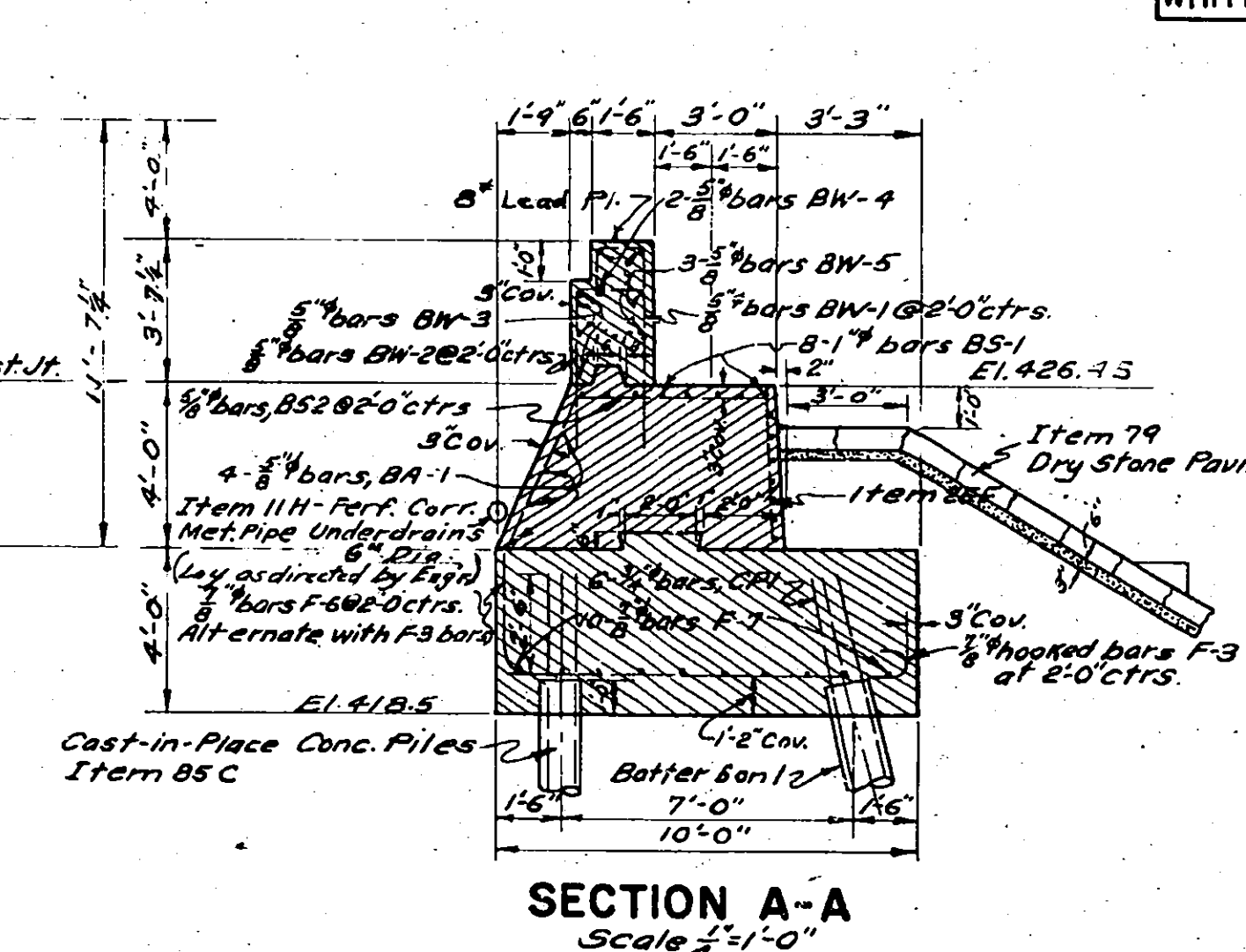
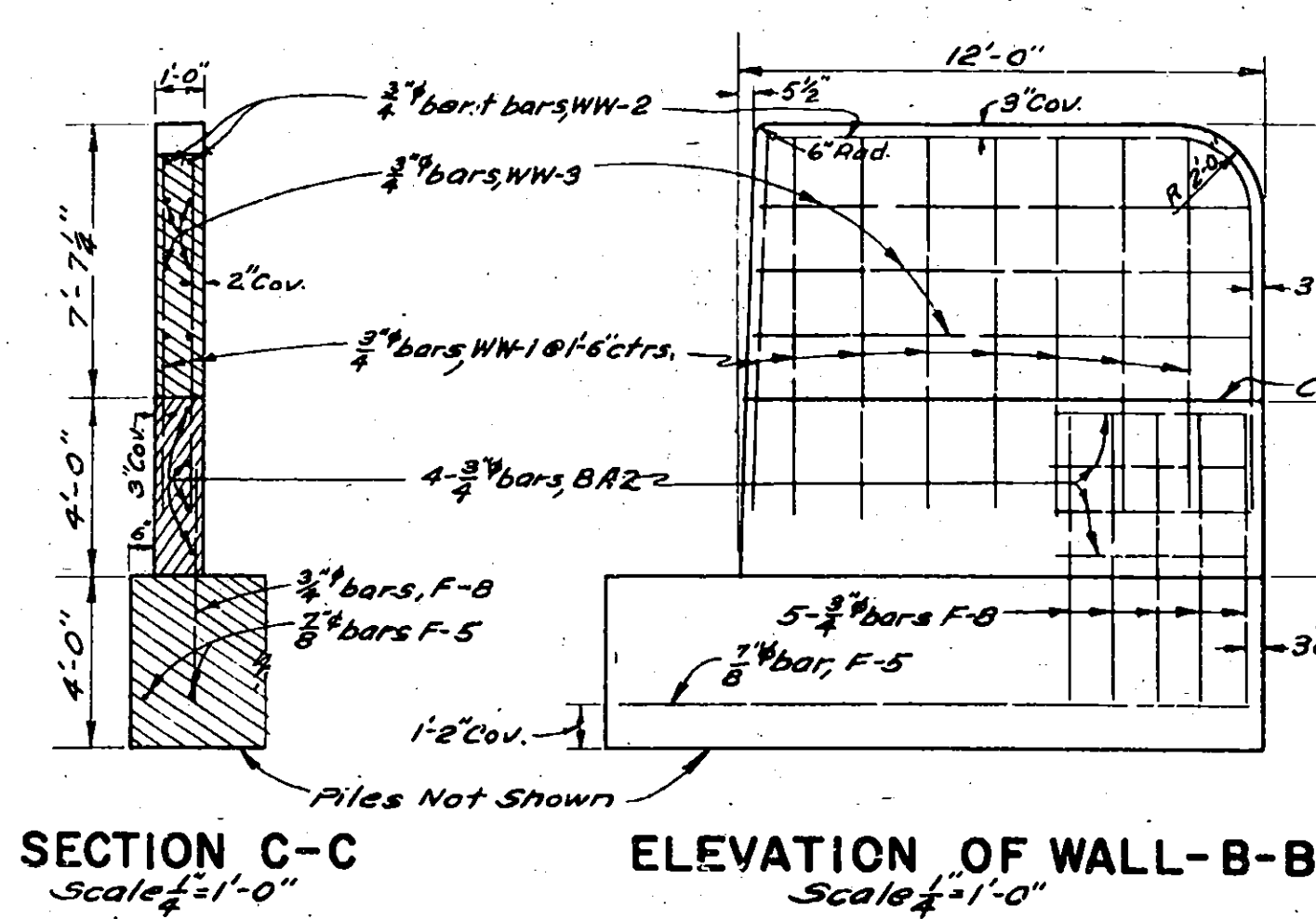
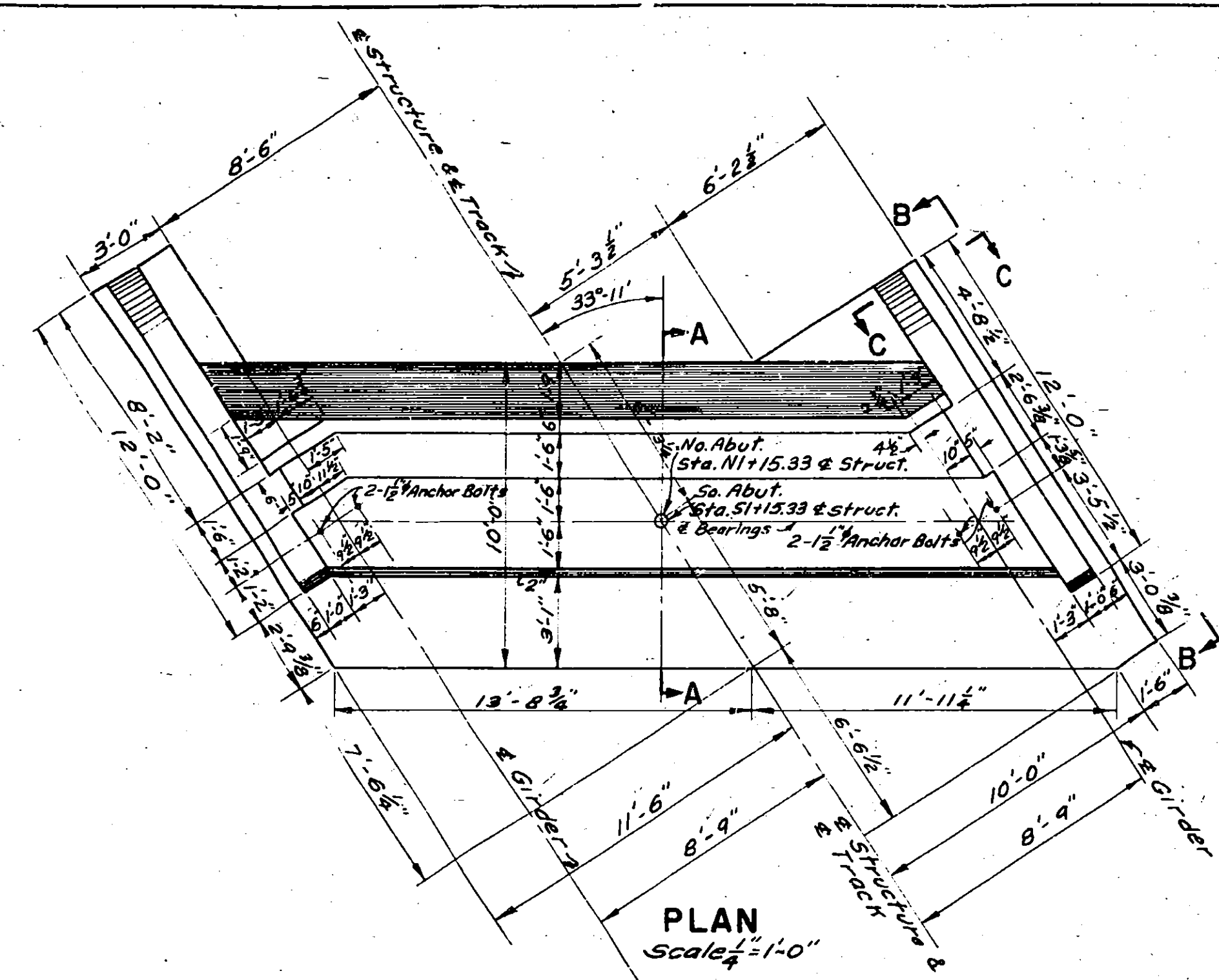
One identification plate will be furnished to the contractor to be installed where shown on the plans. The identification plate shall be installed before concrete is poured in accordance with the instructions furnished by the department.

The cost of installing the identification plate shall be included in the unit price bid for Item 20.

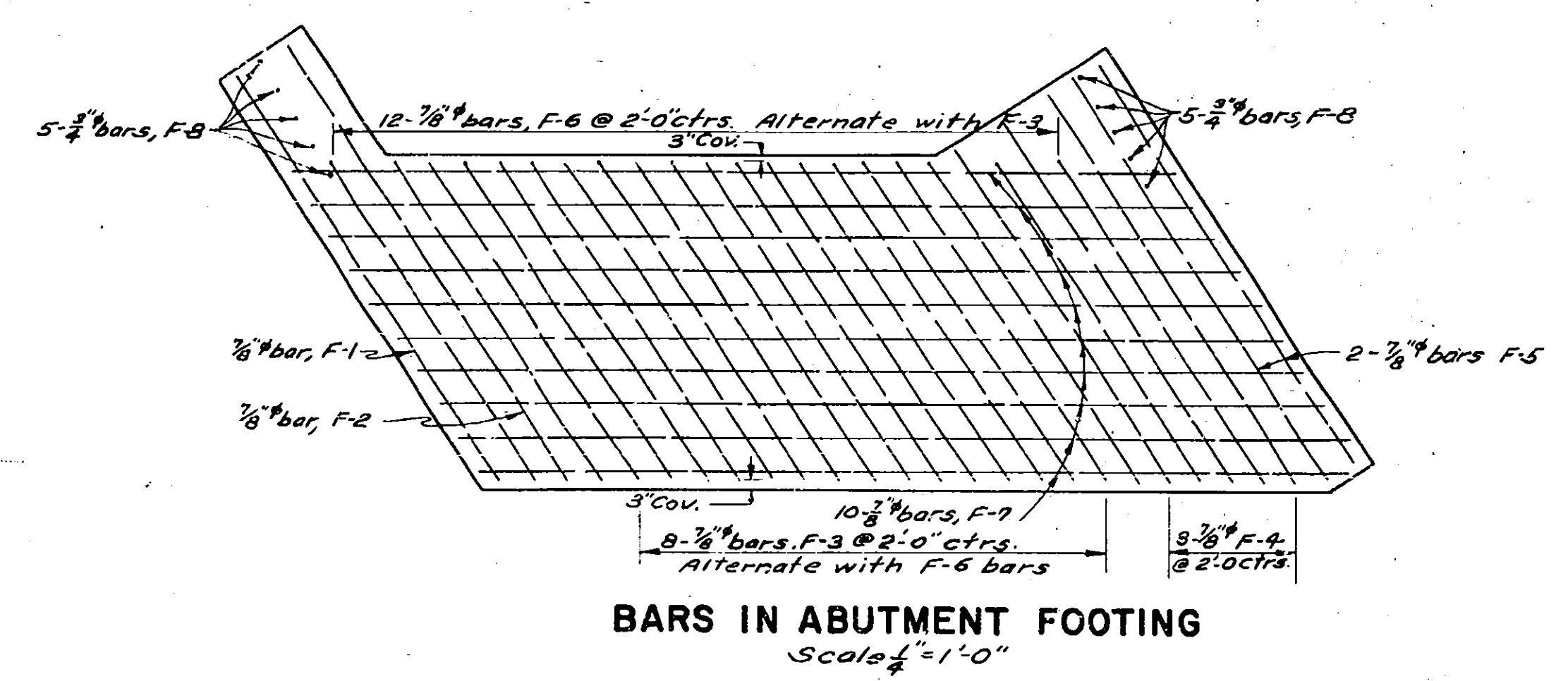
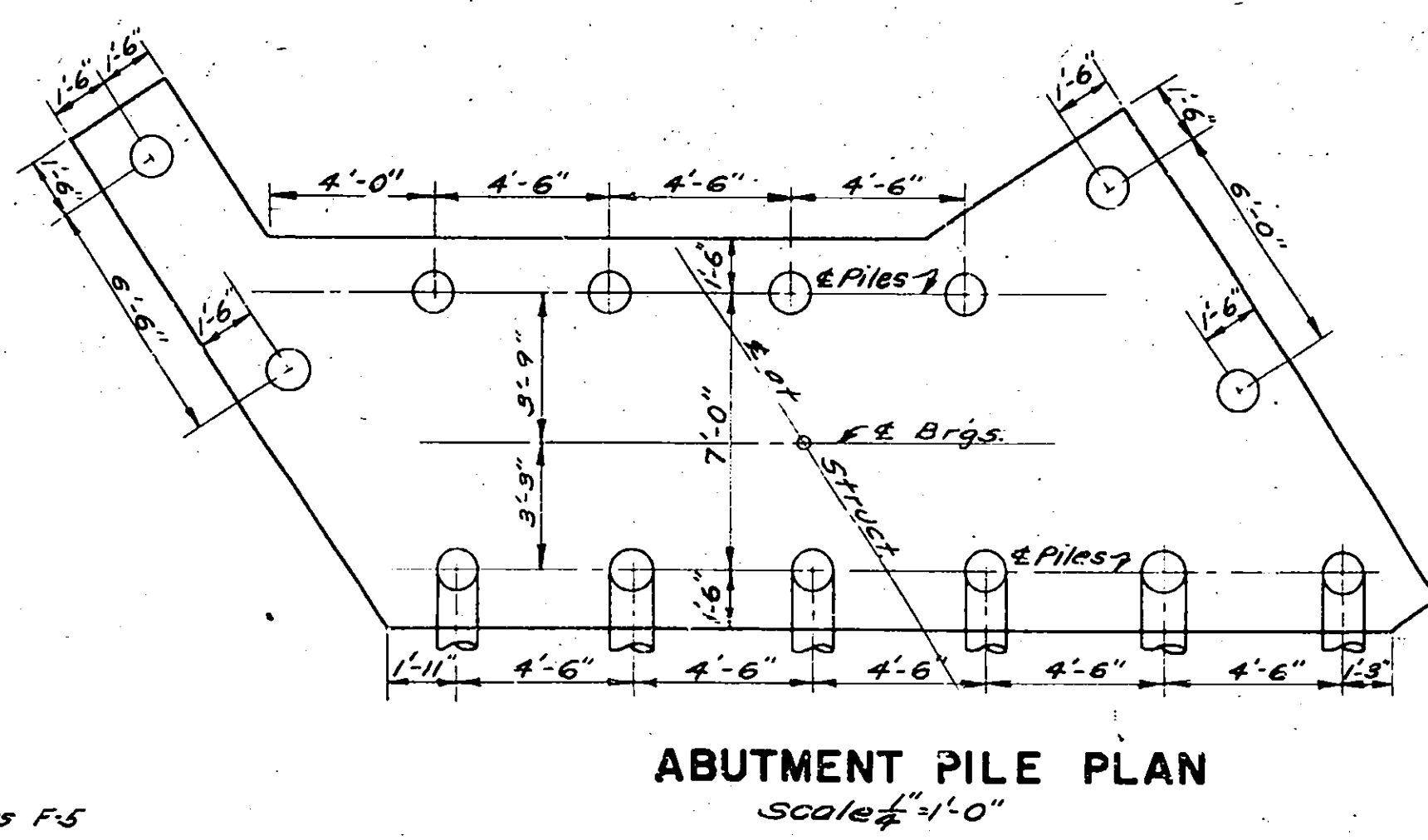
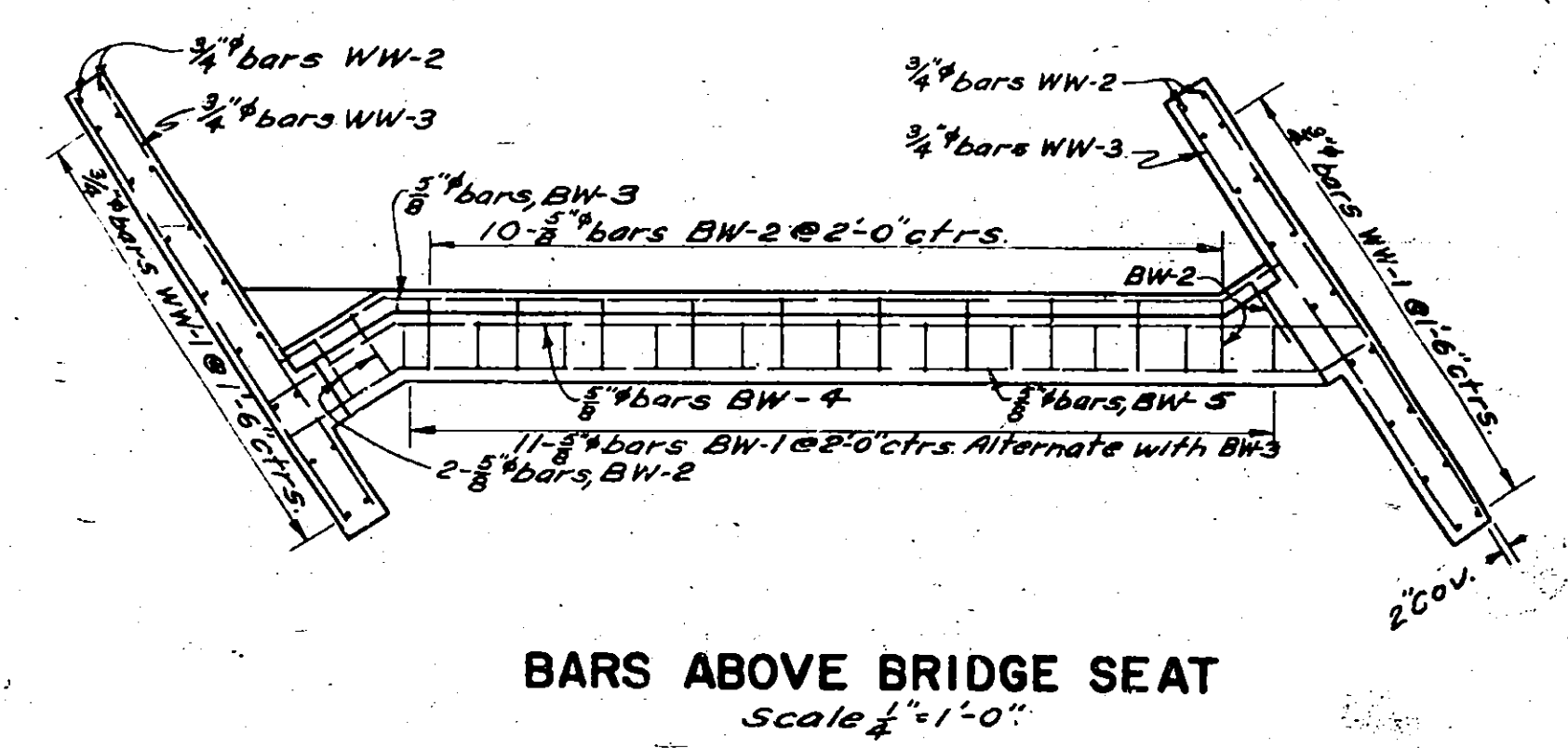
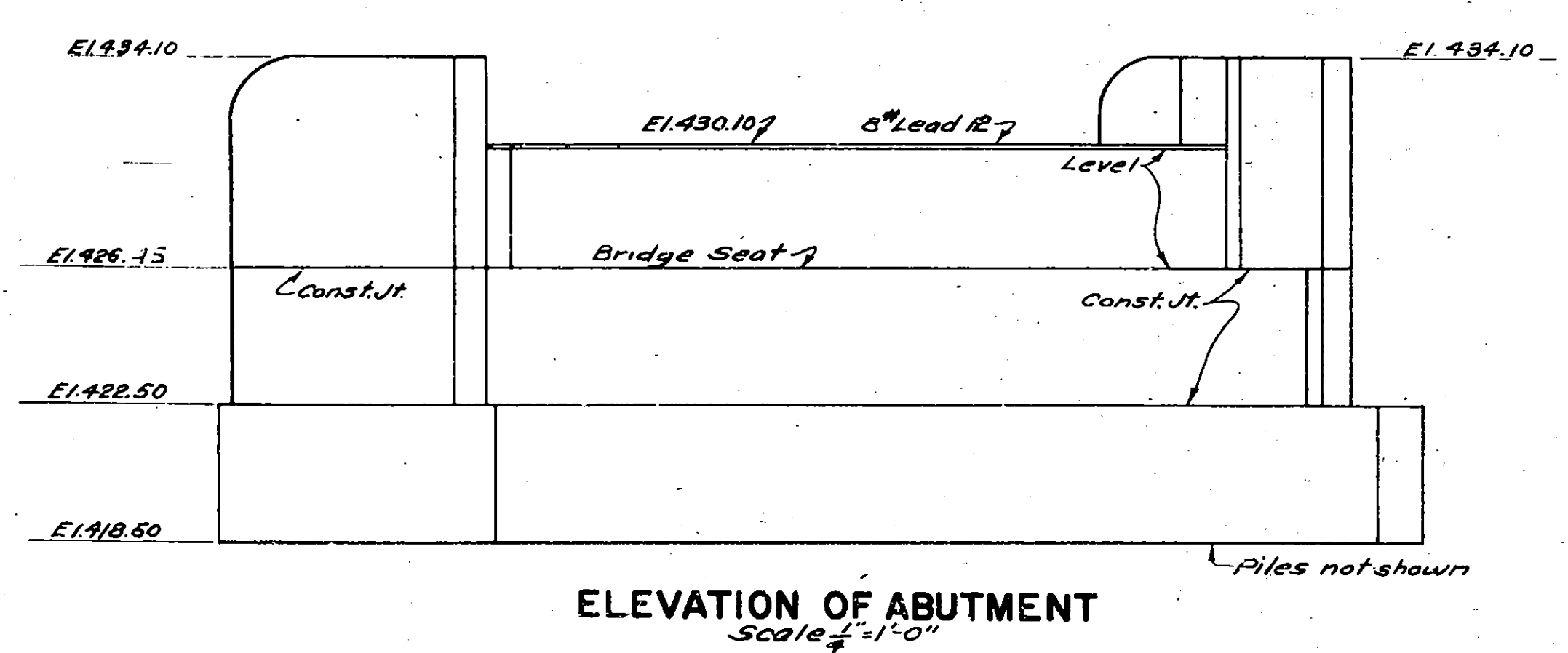
The contractor's attention is directed to the necessity of recognizing the elevation of ground water so that a full analysis of his work will be full knowledge of water being present. Any cost involved in keeping the site free from water shall be included in the price bid for Items Trench, Culvert, and Bridge Excavation.

G. D. Smith
Lockport - Lockport
J. B. Smith
James Patrick Handbury
G. D. Smith

ABUTMENTS



MAX. PAYMENT LINES - ITEM NO.5
ITEM NO.119



NOTES

All concrete in Abutments and Piers shall be Class I Conc., Item 20.
Cast-in-Place Concrete Piles shall be paid for under Item 85C.
For design purposes the load per pile does not exceed 35 ton.
The estimated length of pile under the piers is 55 feet.
The estimated length of pile under the abutments is 65 feet.
Payment lines for excavation shall be as indicated on the plans.

Waterproofing oil treatment shall be applied to the backs of the abutments as well as to bridge seats, backwalls, and other areas as indicated in the specifications; the cost to be included in the unit price bid for the concrete items.

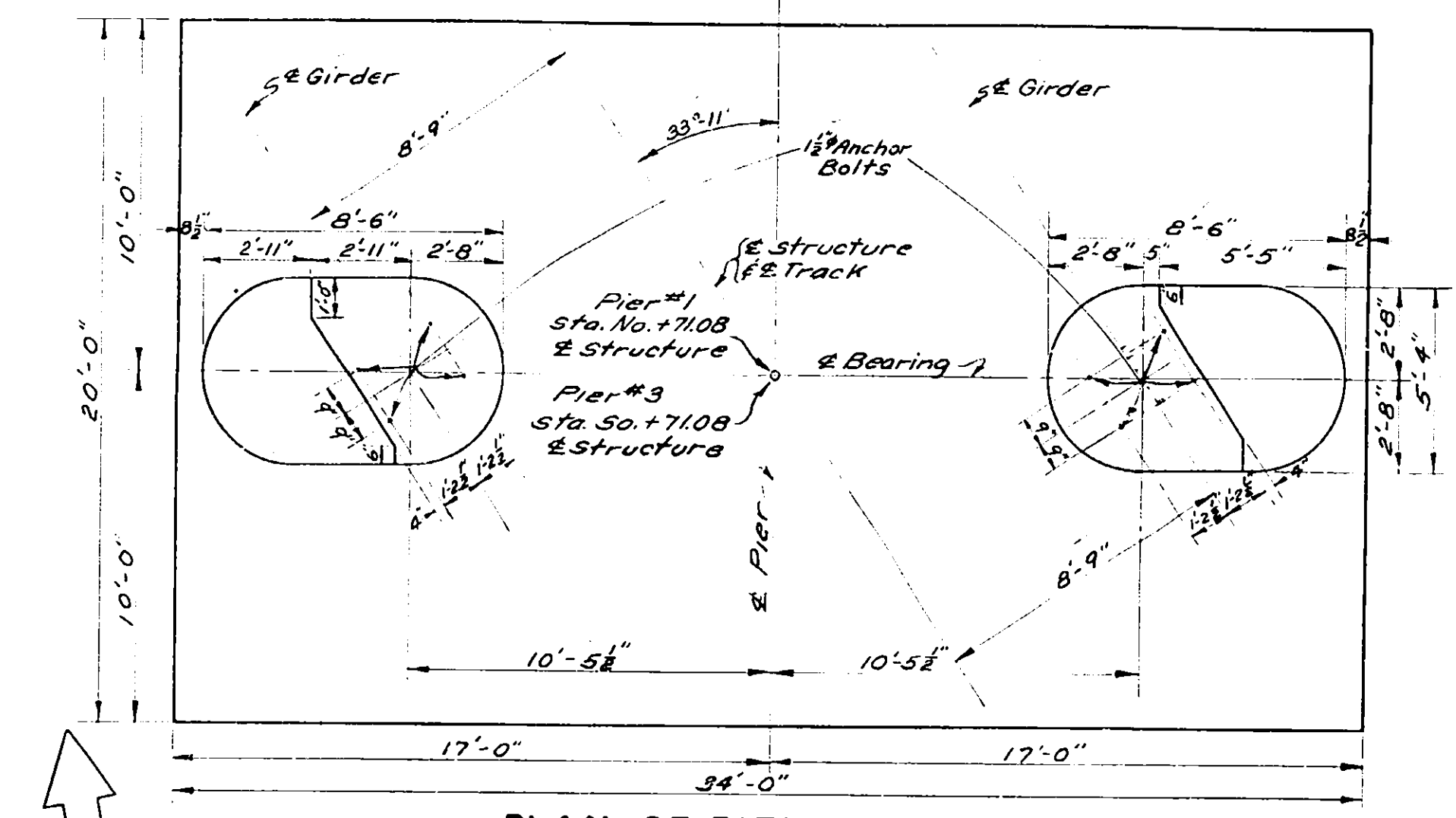
One identification plate will be furnished to the Contractor to be installed where shown on the plans. The plate shall be installed before the concrete is poured in accordance with the instructions furnished by the department.

The cost of installing the identification plate shall be included in the unit price bid for Item 20.

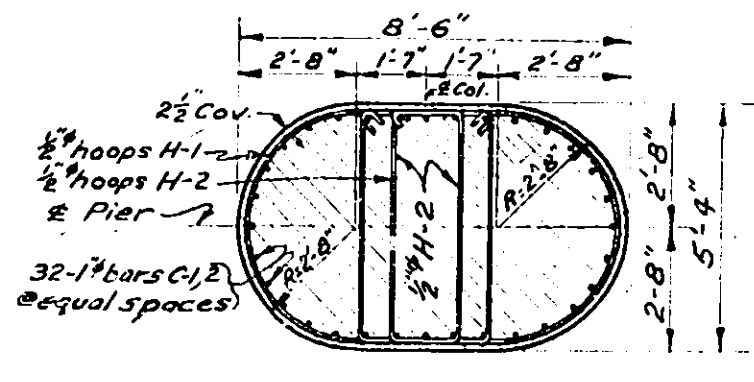
The Contractor's attention is directed to the necessity of recognizing the elevation of ground water so that he will progress his work with full knowledge of water being present. Any costs involved in keeping the site free from water shall be included in the price bid for Items, Trench, Culvert, and Bridge Excavation.

C. D. Smith
Collector & Looker
J. G. Gullie
James Patrick Haverbury
C. D. Smith

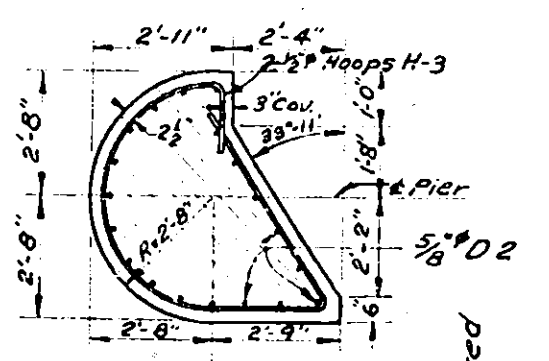
COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		112	125
N.Y.STATE THRUWAY- MOHAWK SECTION		SUB-DIV.8	
WHITESBORO TO UTICA WEST CITY LINE-N.Y.C.R.R.STA.2010+11.77			



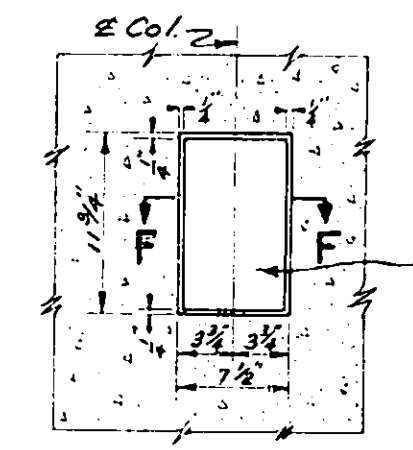
PLAN OF PIERS NO. 183
Scale 1/4" = 1'-0"



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

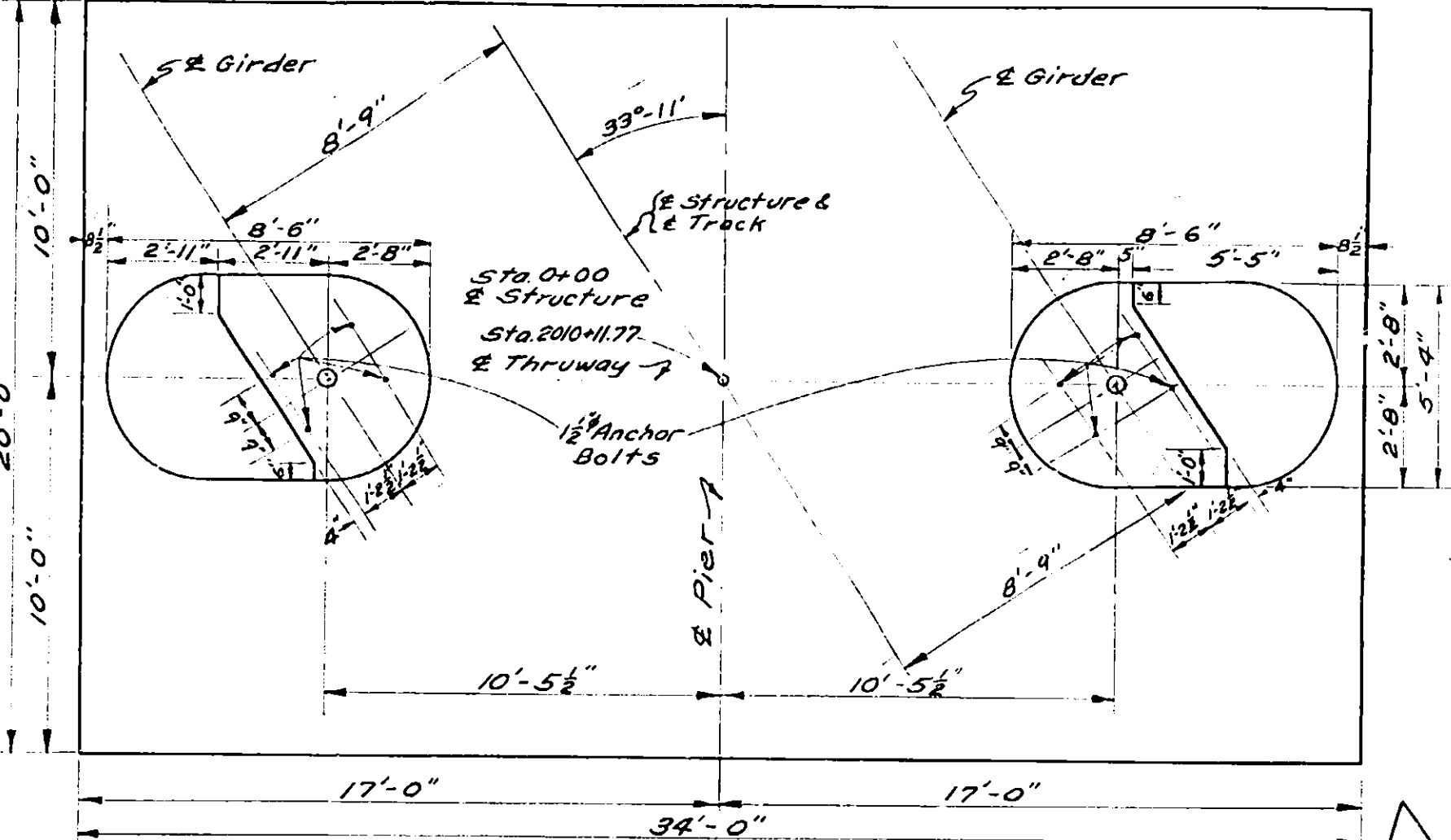


SECTION E-E
Scale 1/4" = 1'-0"

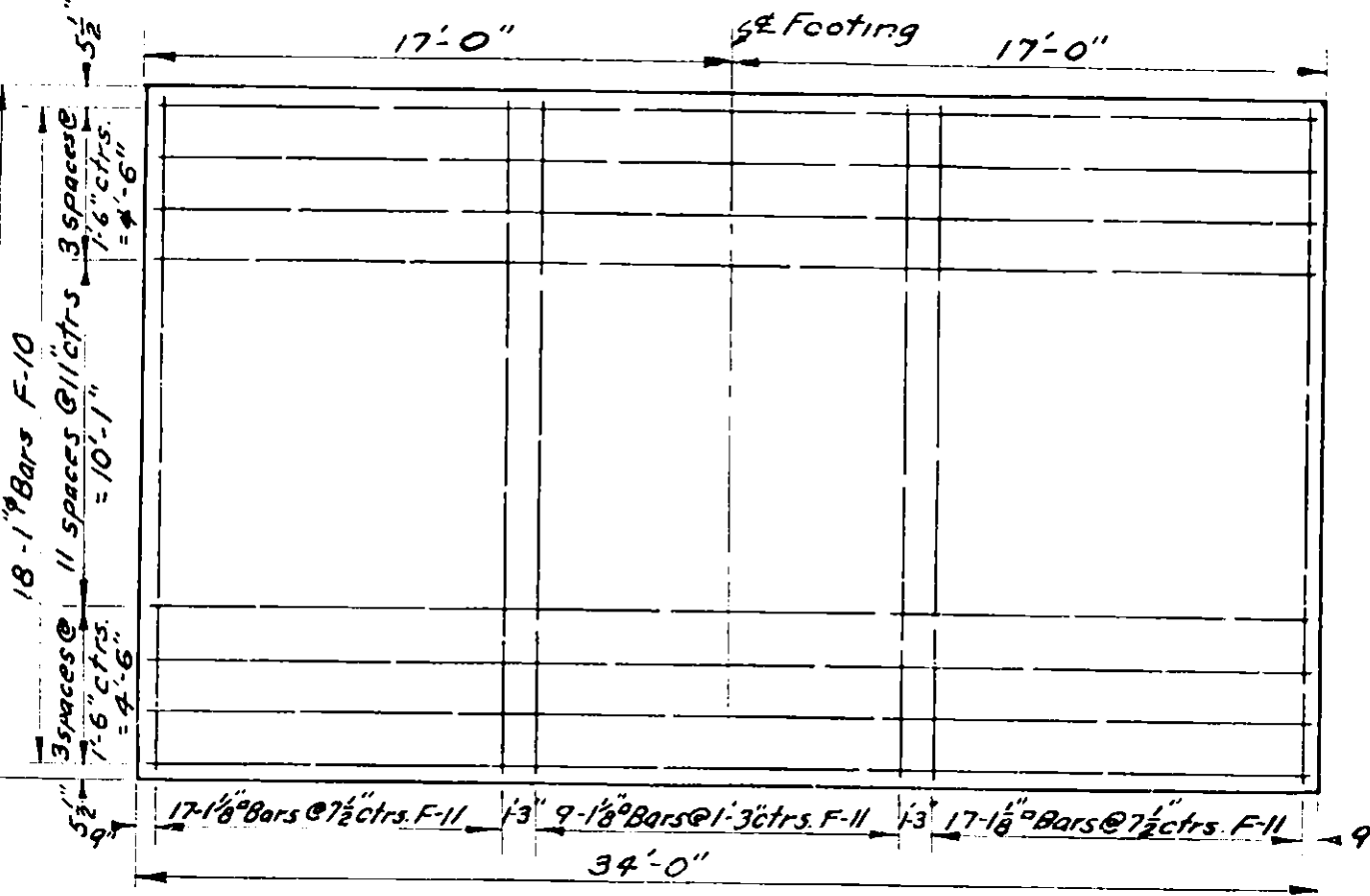


FRONT VIEW

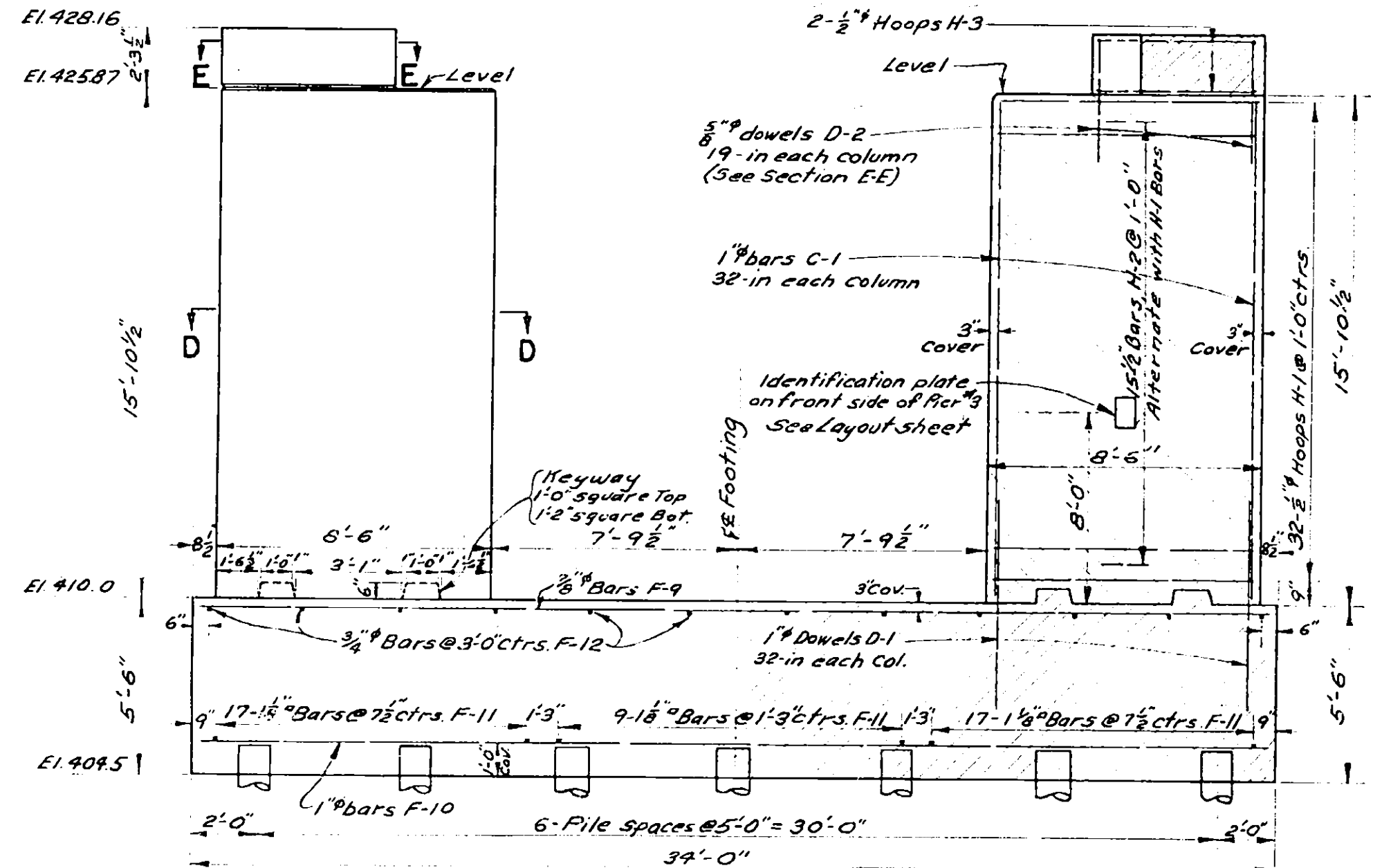
SECTION F-F
IDENTIFICATION PL. RECESS
Scale 1" = 1'-0"



PLAN OF PIER NO. 2
Scale 1/4" = 1'-0"



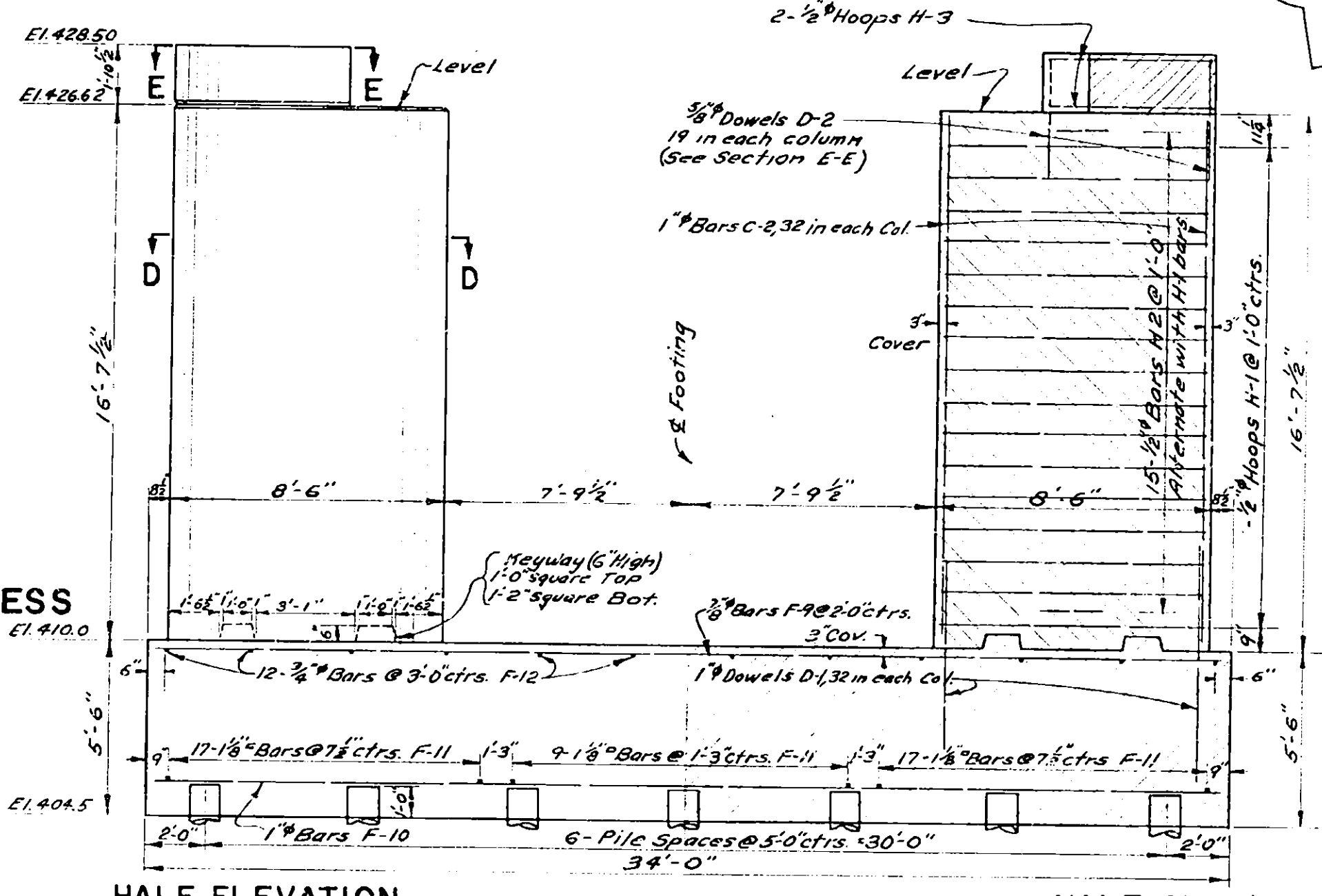
BOTTOM



HALF ELEVATION

PIERS NO. 183
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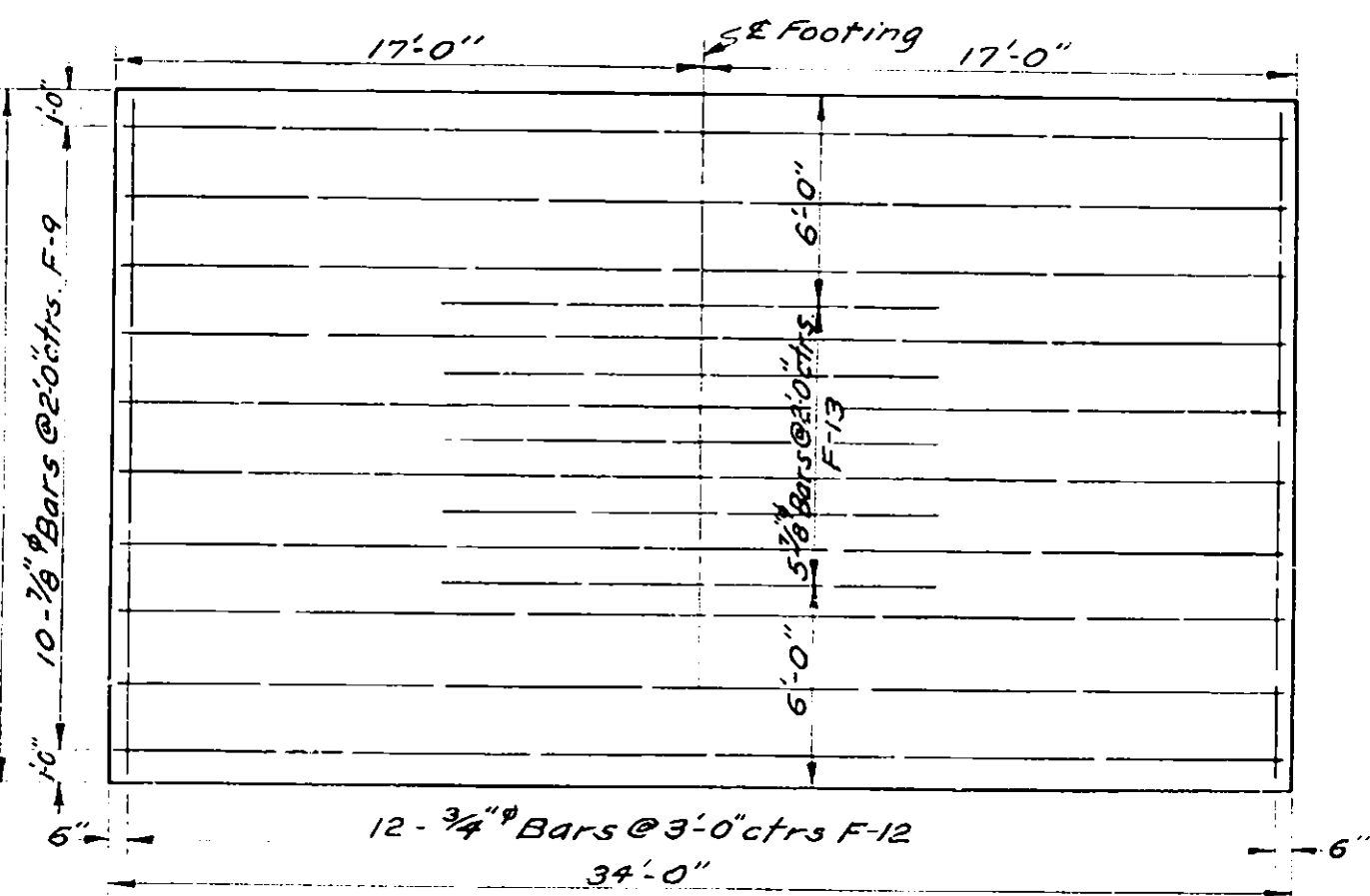
HALF SECTION



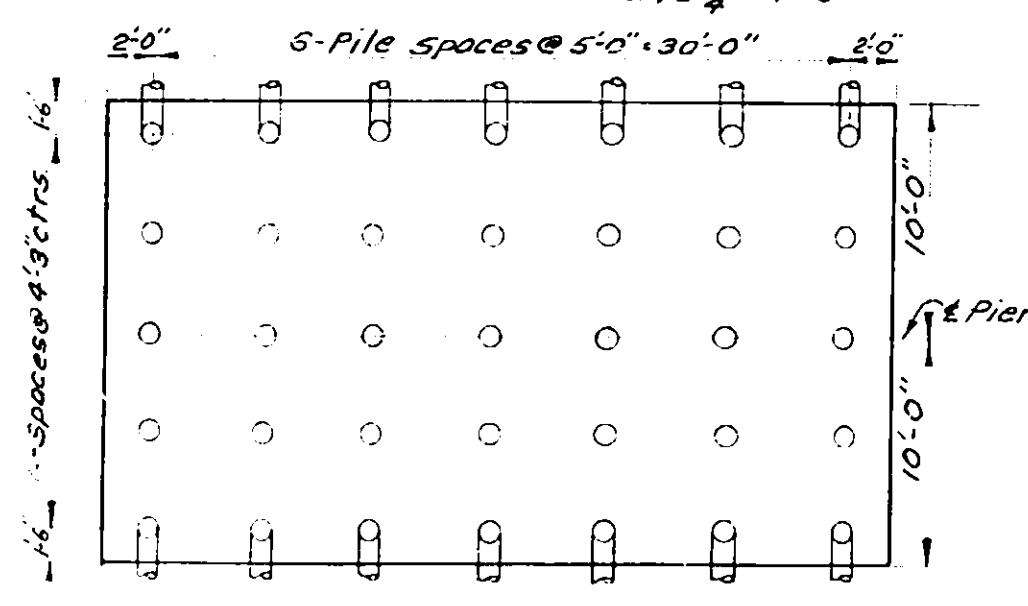
HALF ELEVATION

PIER NO. 2
Scale 1/4" = 1'-0"

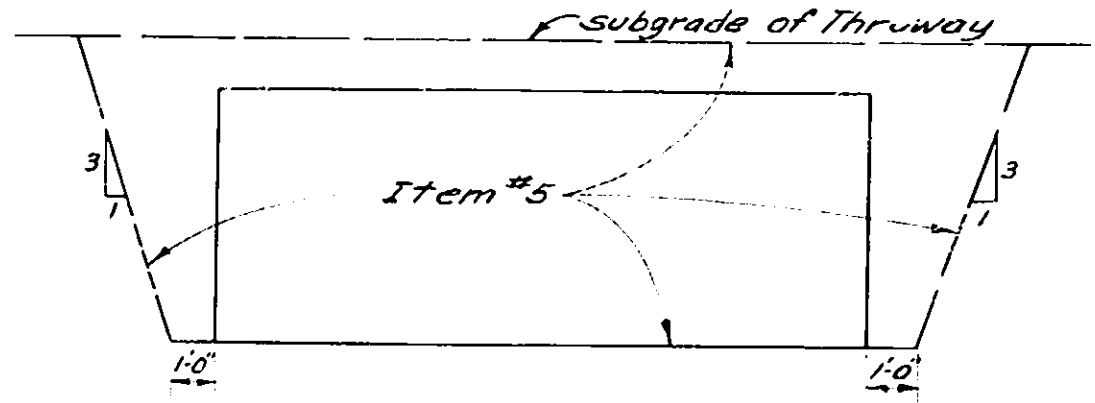
HALF SECTION



FOOTING BAR LAYOUT FOR PIERS
Scale 3/16" = 1'-0"



PIER-PILE PLAN (All Piers)
Scale 1/2" = 1'-0"

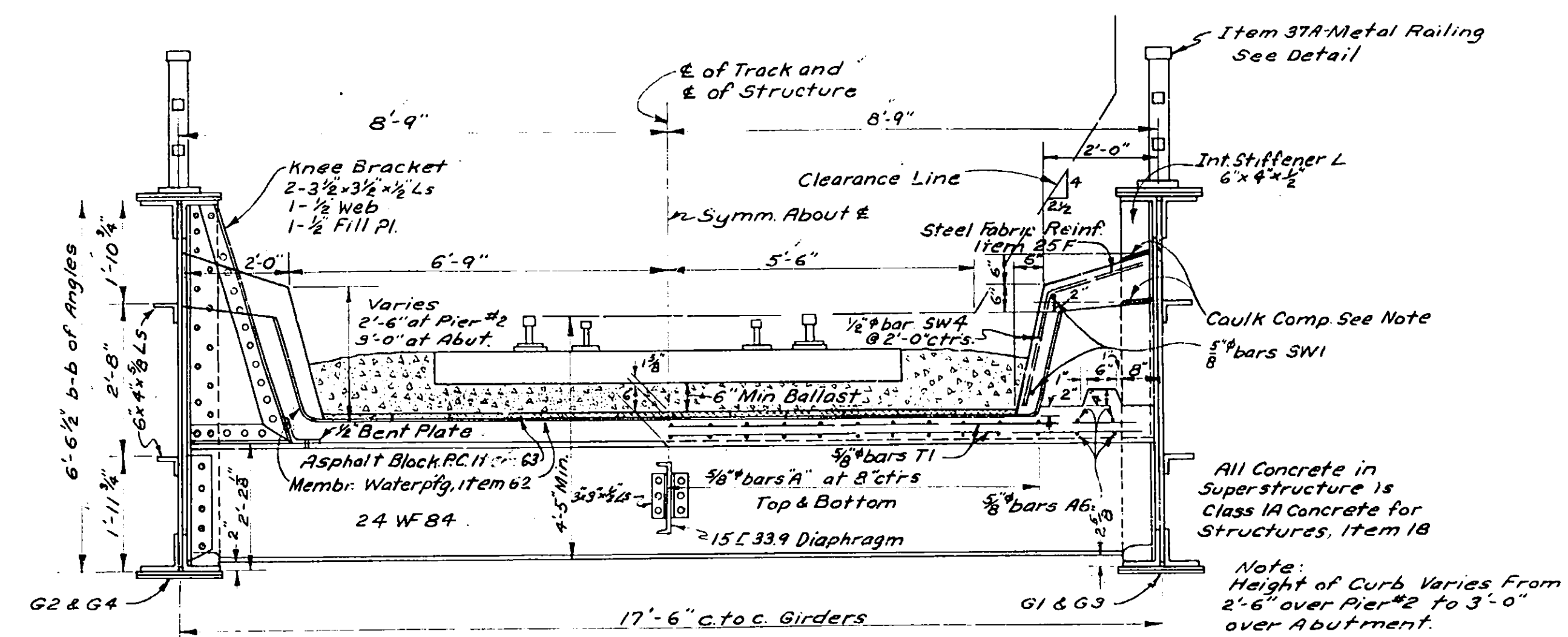


MAX. PAYMENT LINES - ITEM NO. 5

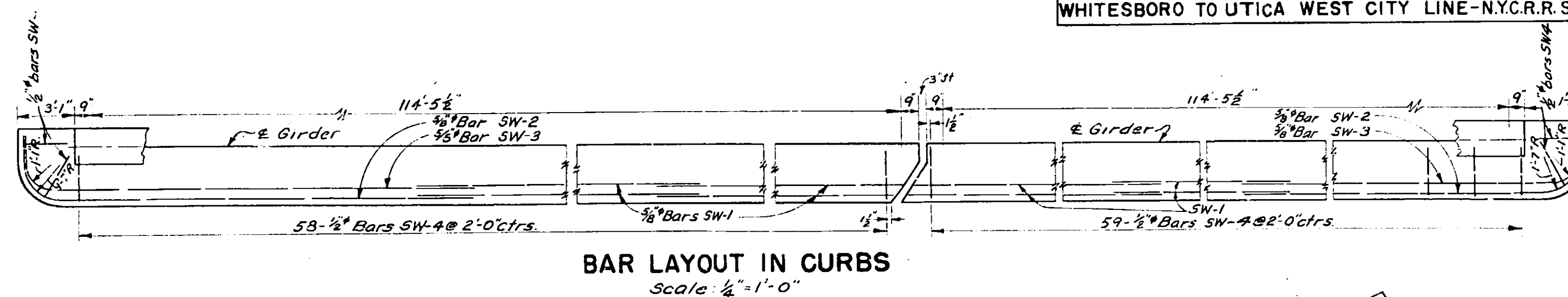
F.D. Smith
Collins & Leaker
J. Gull
James Patrick Harschberg
P.D. Smith

PIERS

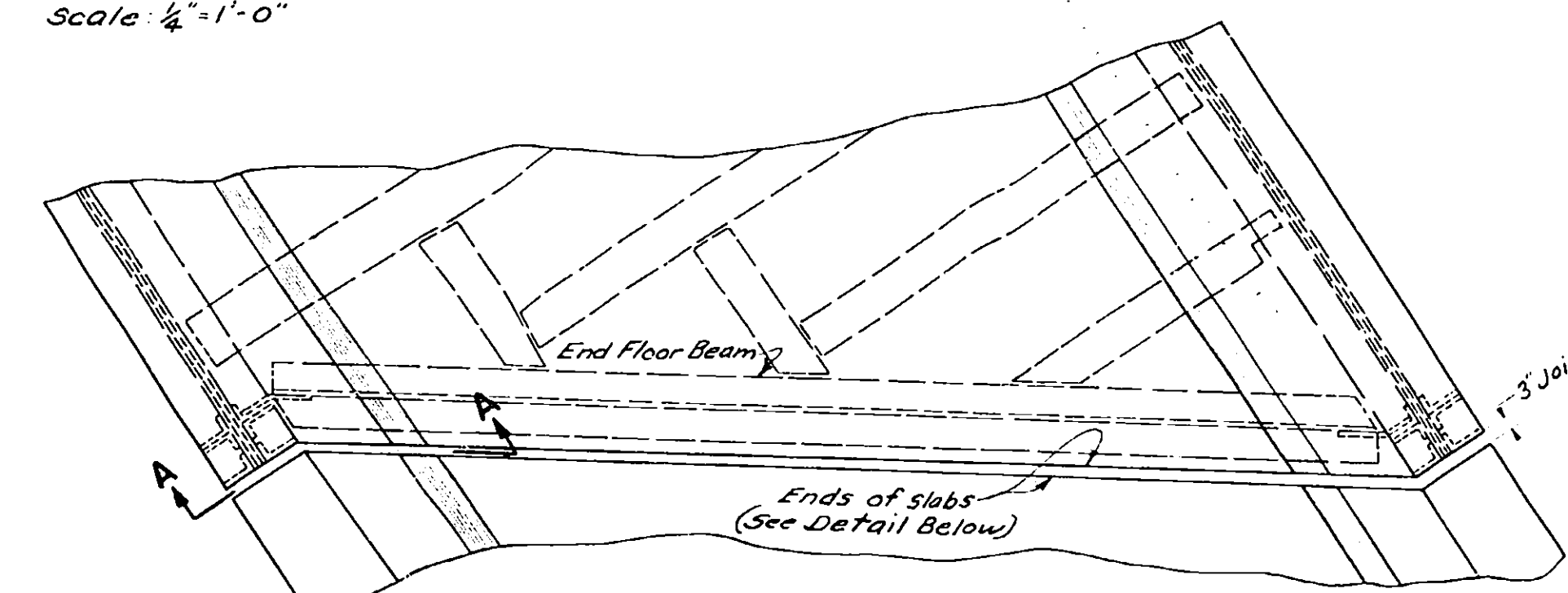
COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		113	125
N.Y. STATE THRUWAY - MOHAWK SECTION SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE - N.Y.C.R.R. STA. 2010+11.77			



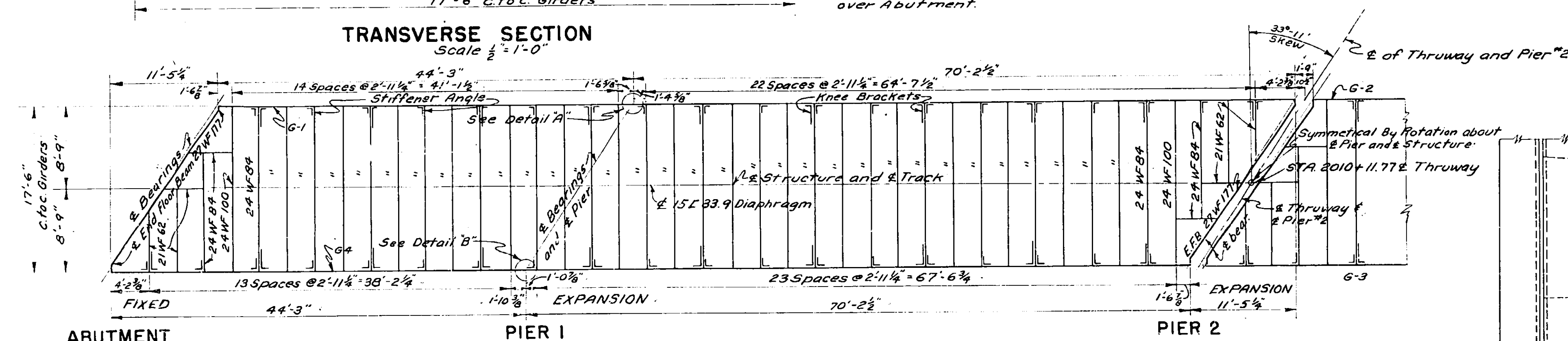
TRANSVERSE SECTION
Scale $\frac{1}{2}" = 1'-0"$



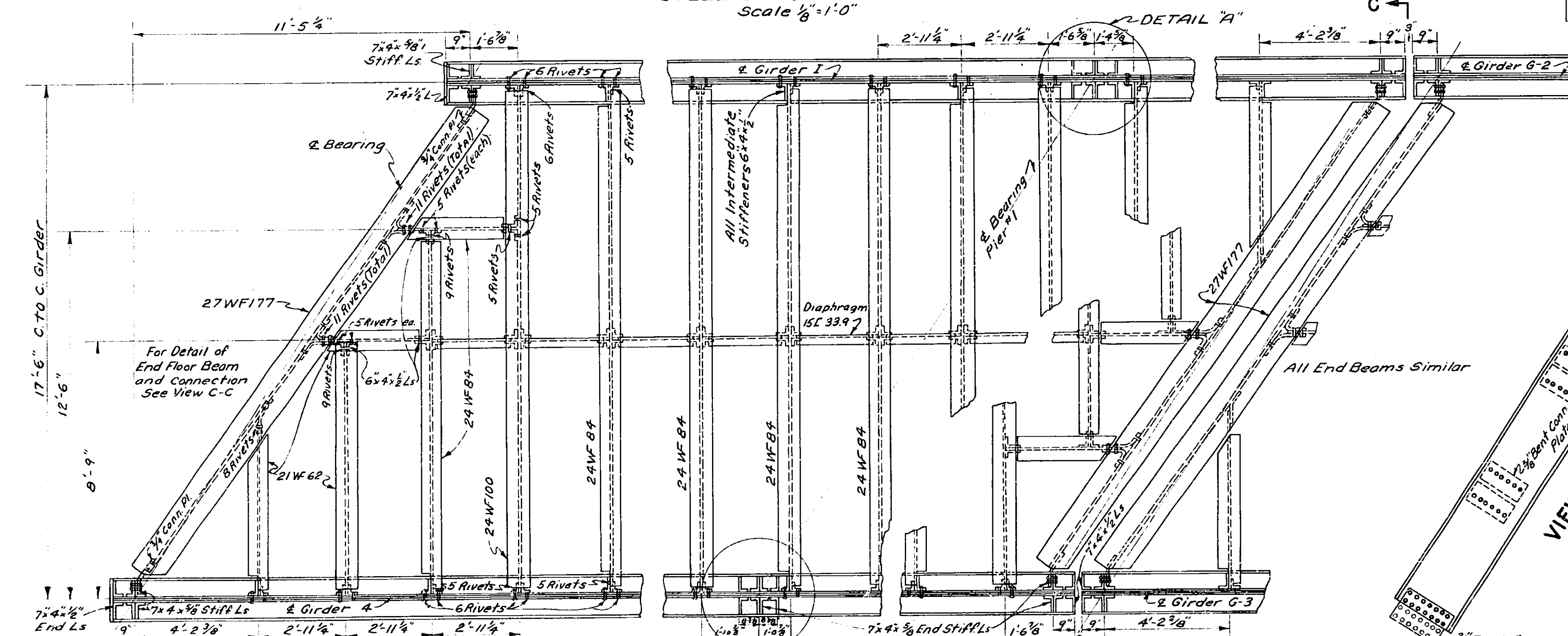
BAR LAYOUT IN CURBS
Scale: $\frac{1}{4}" = 1' - 0"$



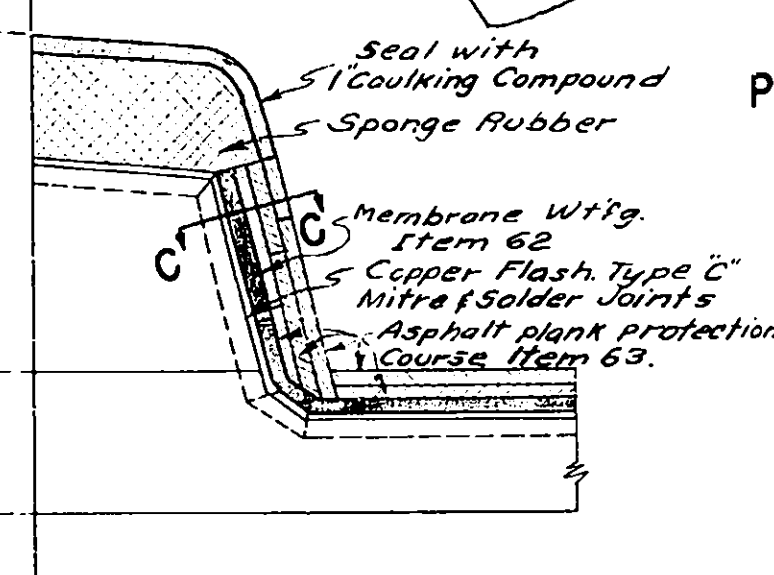
PLAN AT EXPANSION JOINT AT PIER 2
Scale: $\frac{3}{8}'' = 1'-0''$



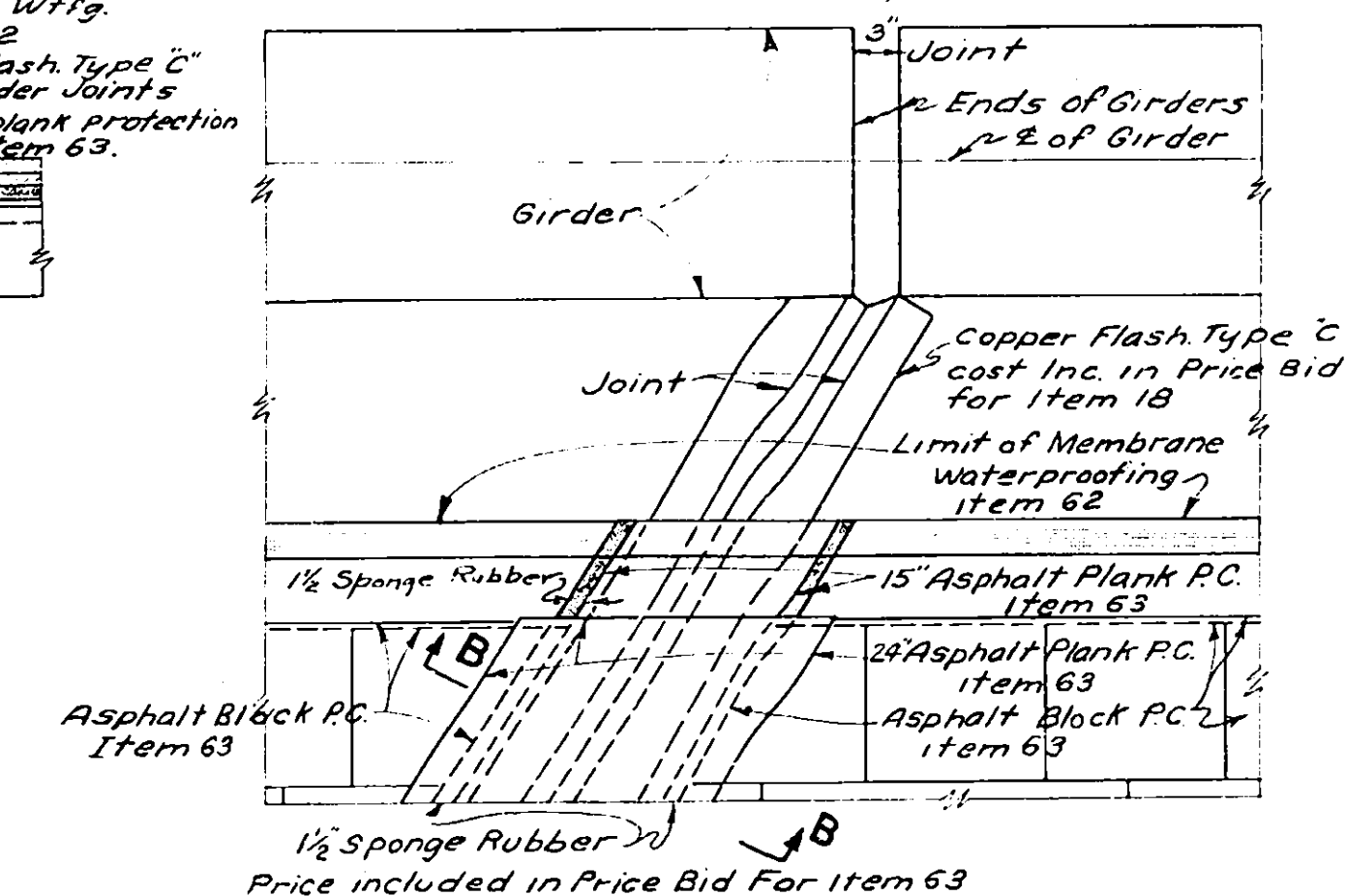
STEEL LAYOUT PLAN
Scale $\frac{1}{8}" = 1'-0"$



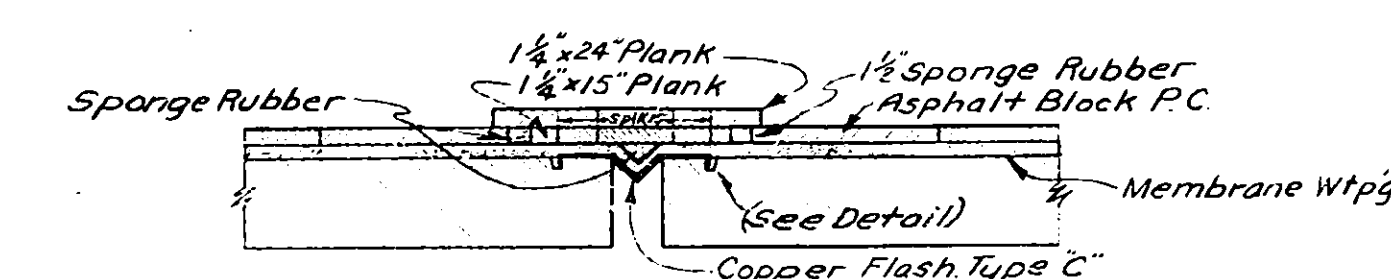
LAYOUT - FLOOR BEAM CONNECTIONS
Scale: $\frac{3}{8}'' = 1'-0''$



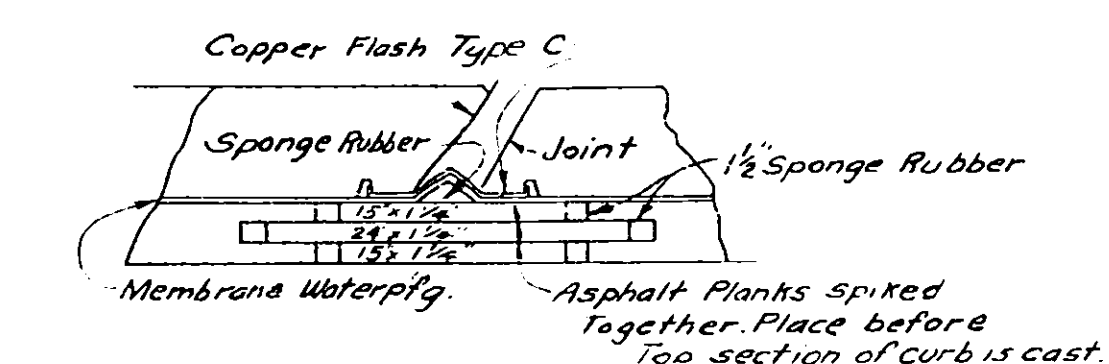
SECTION A-A
Scale 1"=1'-0"



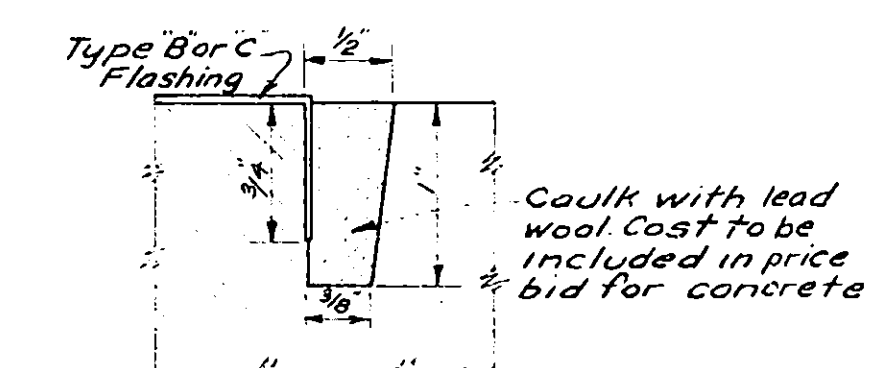
DETAIL OF EXPANSION JOINT
Scale: 1" = 1' - 0"



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



SECTION C-C

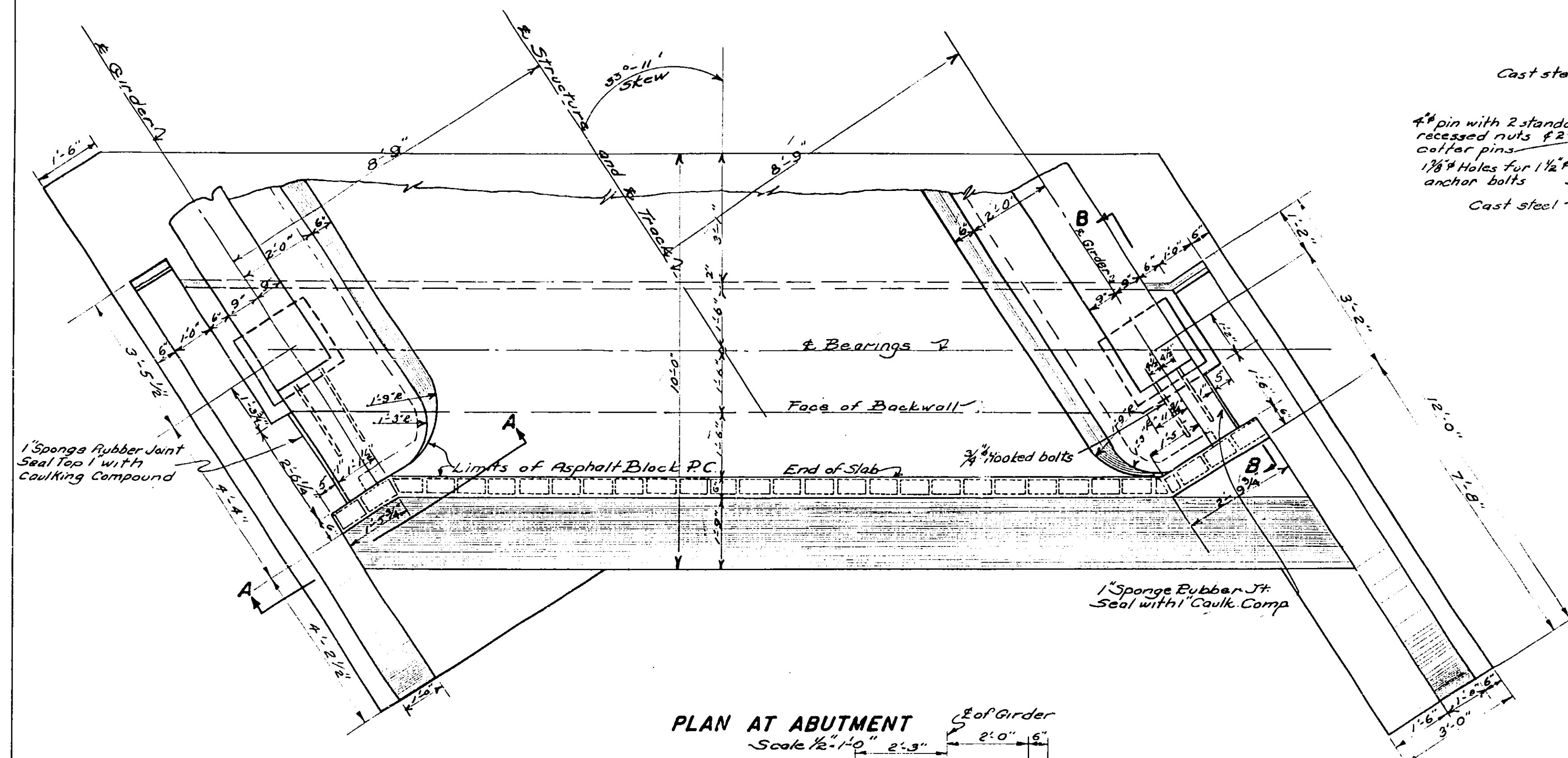


NOTCH FOR COPPER FLASHING
FULL SIZE

SUPERSTRUCTURE

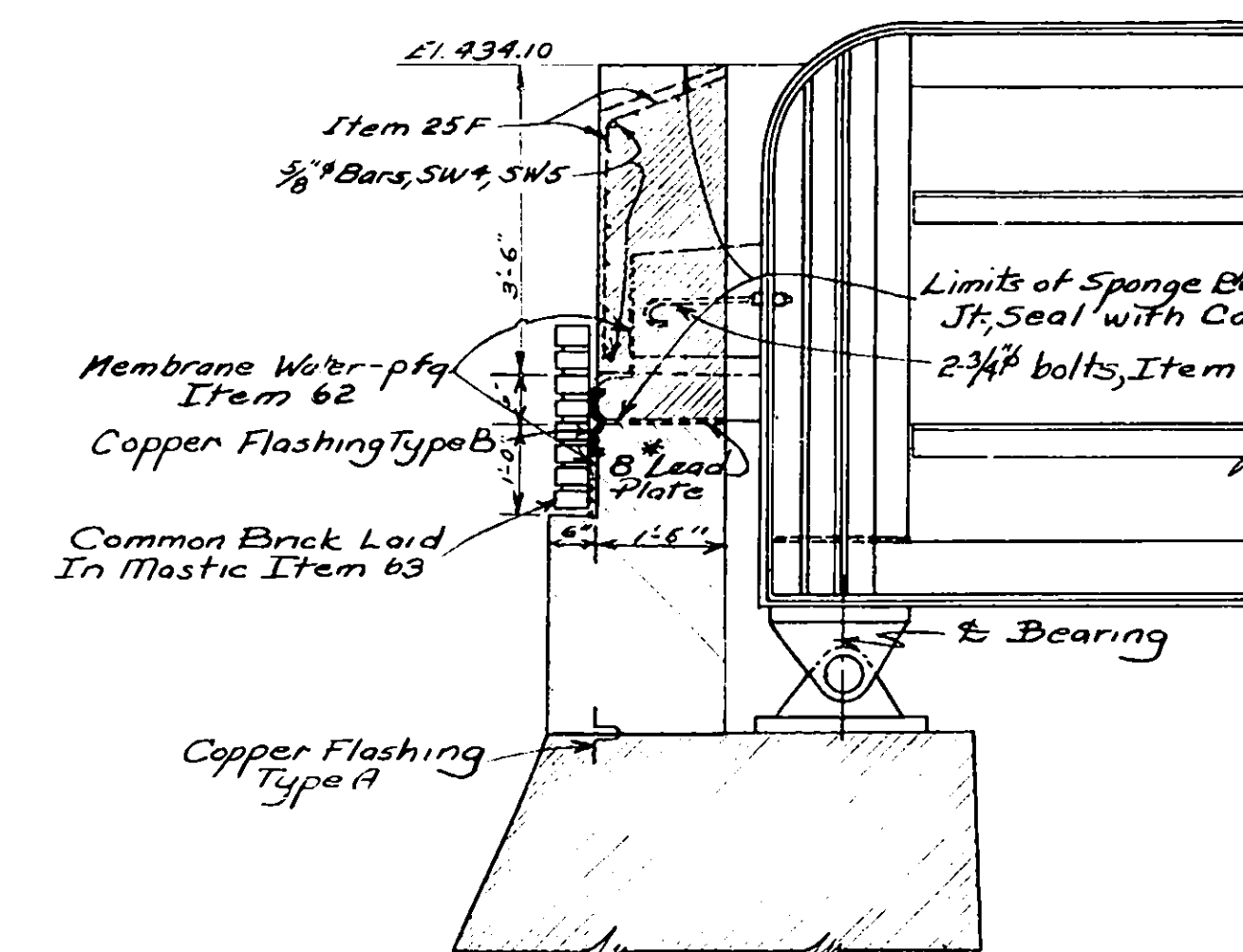
F. D. Smith
 Collins Looker
 J. Guille
 James P. Mangum
 S. Collins

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		115	125
N.Y.STATE THRUWAY-MOHAWK SECTION SUB-DIV.8			
WHITESBORO TO UTICA WEST CITY LINE-N.Y.C.R.-STA.2010+11.77			



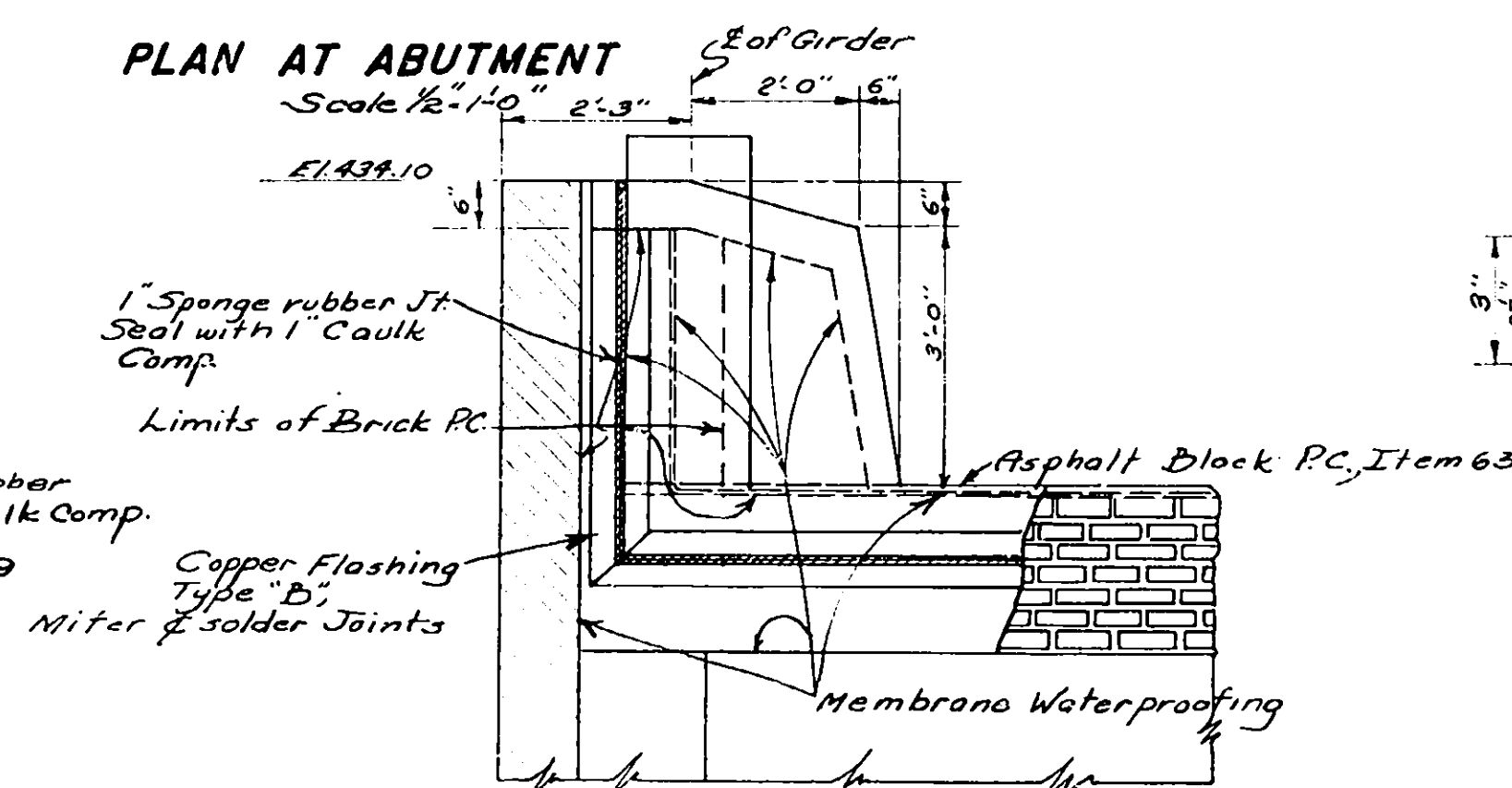
PLAN AT ABUTMENT

Scale $\frac{1}{2}'' = 1'-0''$ 2'-



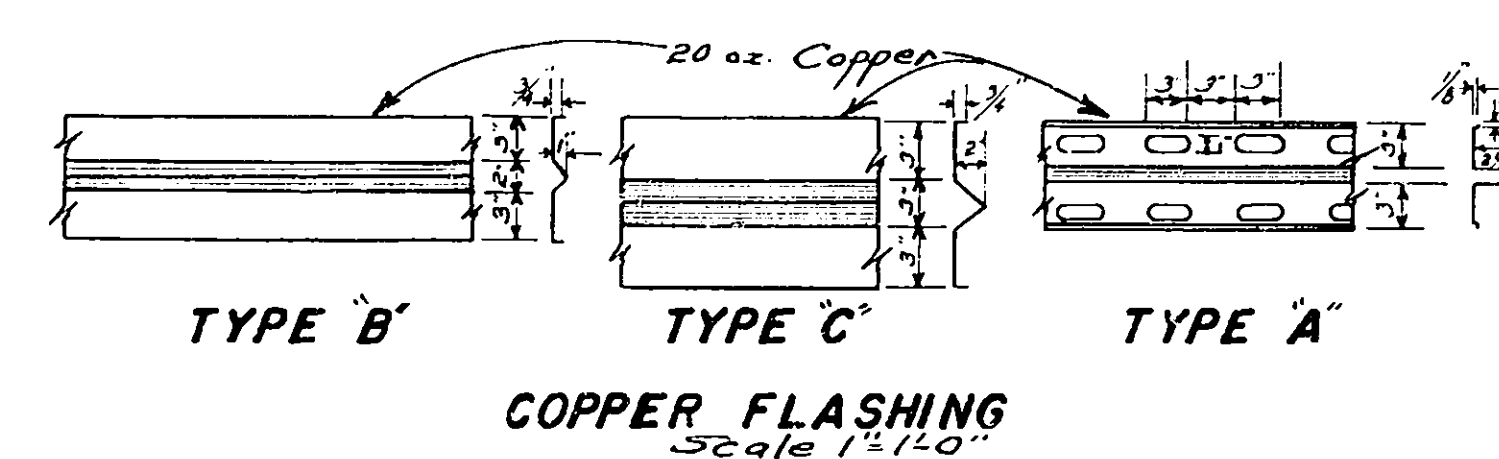
SECTION B-B
Scale $\frac{1}{2}'' = 1'-0''$

Scale $\frac{1}{2}'' = 1'-0''$



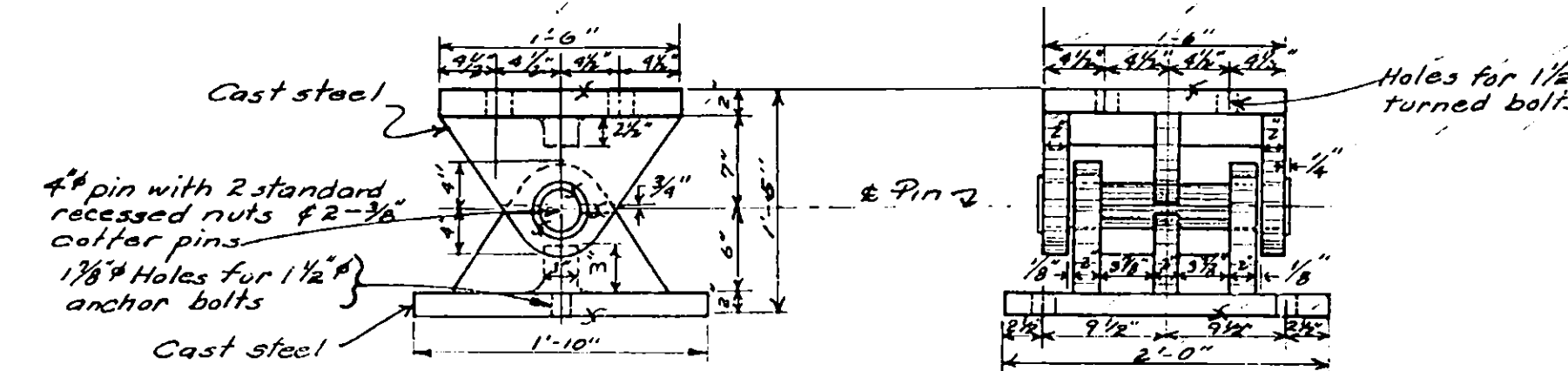
SECTION A-A

Scale $\frac{1}{2}'' = 1'-0''$



COPPER FLASHING
Scale 1"=1'-0"

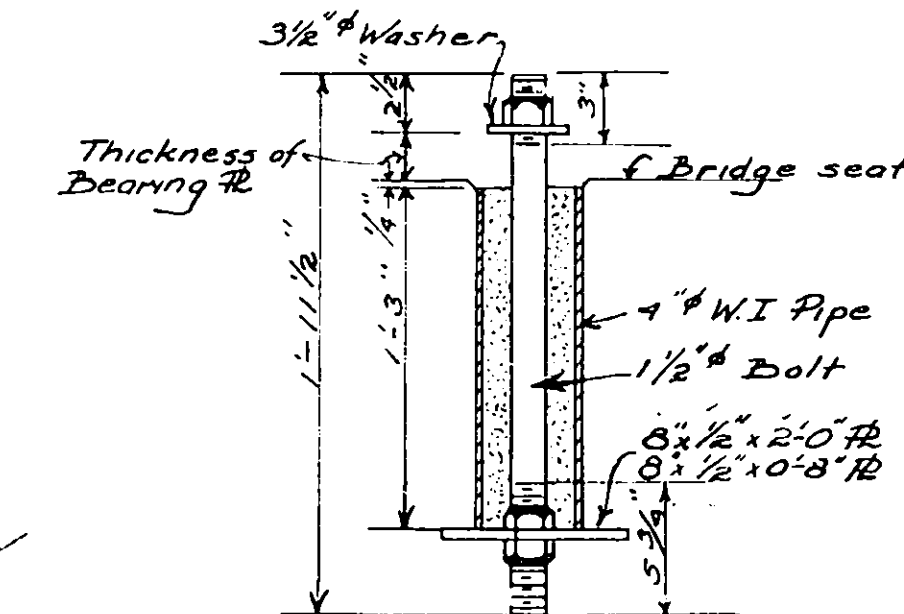
ER FLASHING
Scale 1"=1'-0"



FIXED BEARINGS AT ABUT.

Scale - 1" = 1'-0"

4 Required

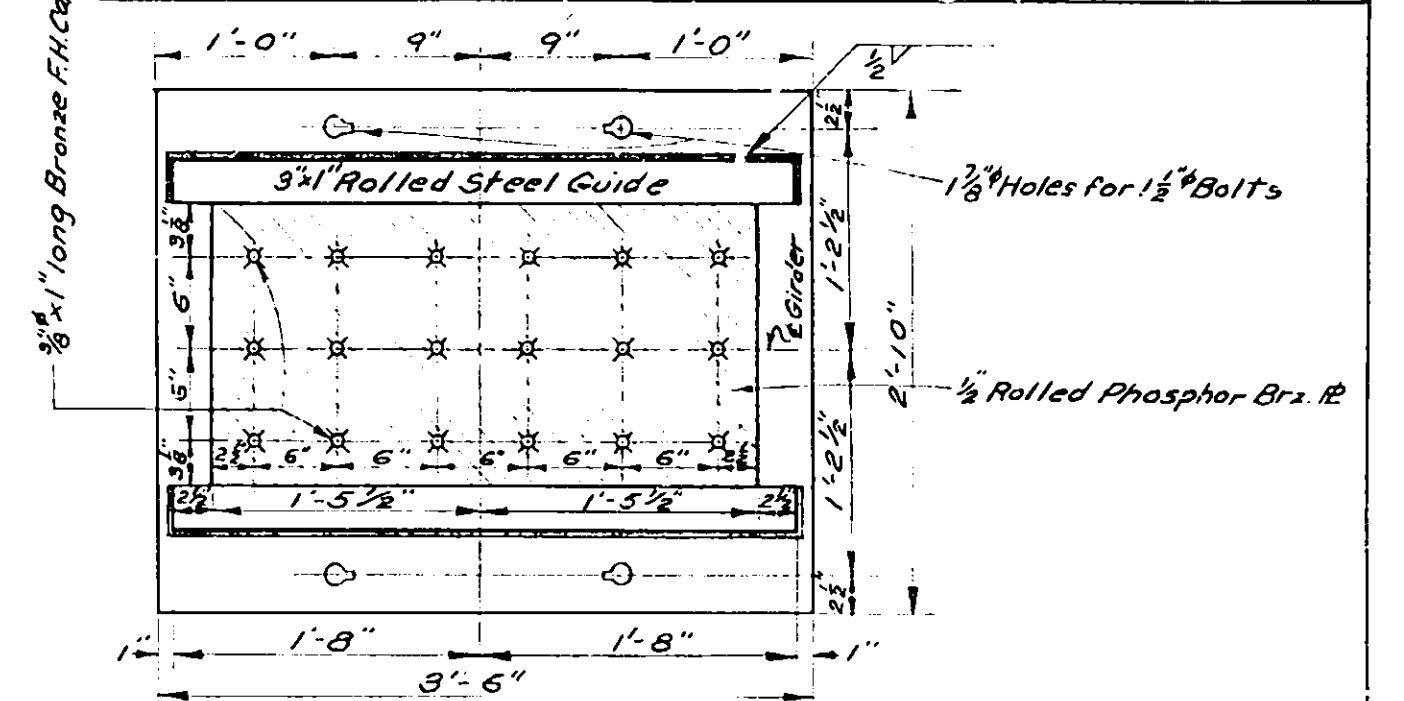


NOTE

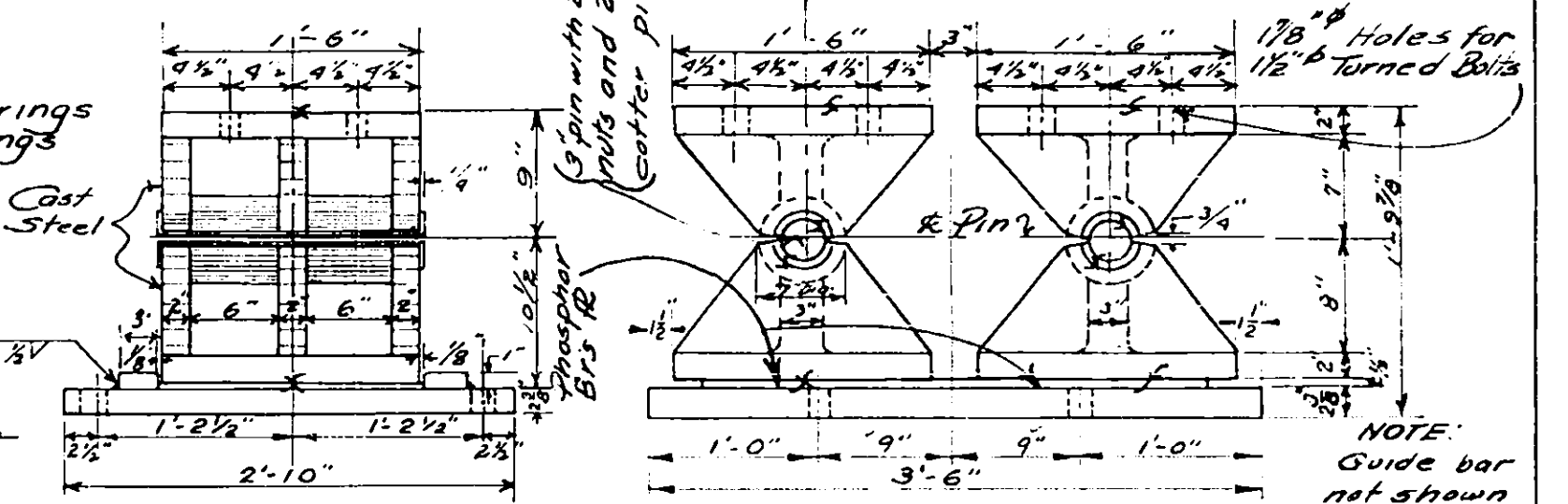
Fill W.I. Pipe with sand to within 1" of top. Fill top 1" with Item 61 until such time as bearing is to be placed. Then remove Item 61 and sand. Place bearing shoe and fill pipe with 1:2 cement grout and seal with Item 61. Payment to be included in unit price bid for Item 29.

ANCHOR BOLT DETAIL

Scale $1\frac{1}{2}'' = 1'-0''$



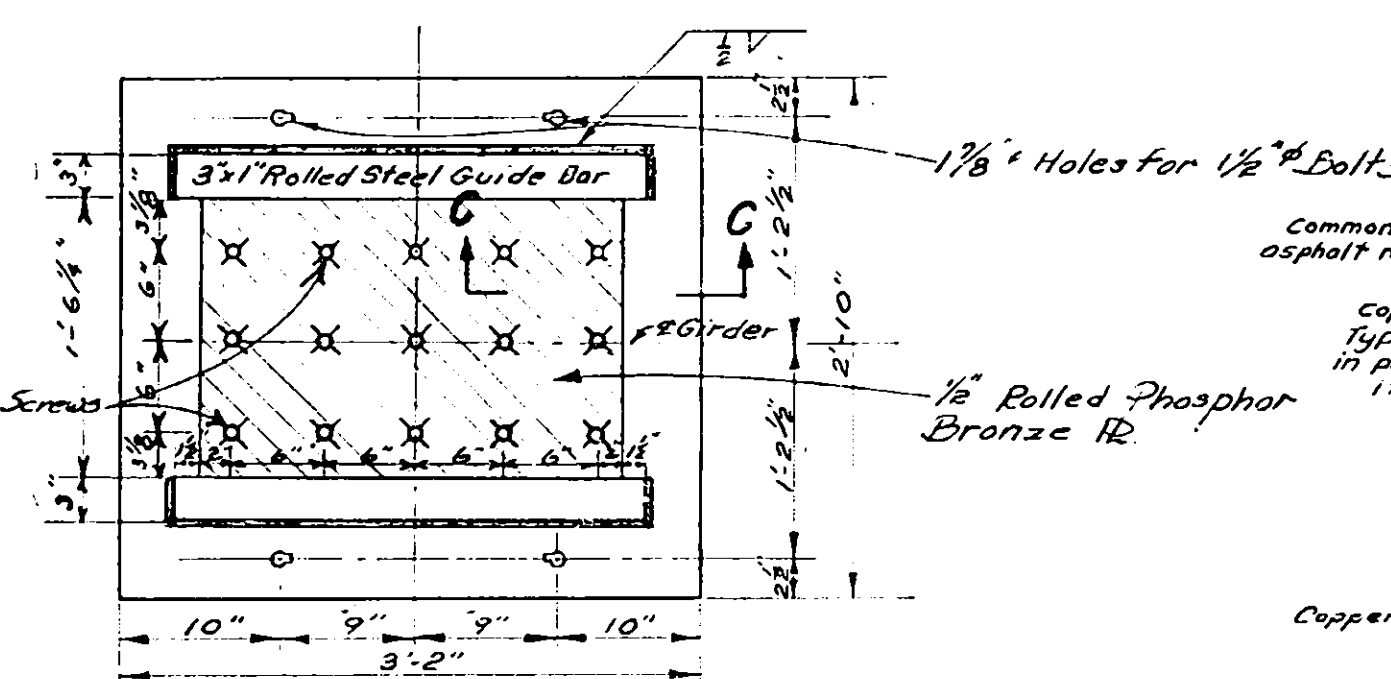
BEARING PLATE



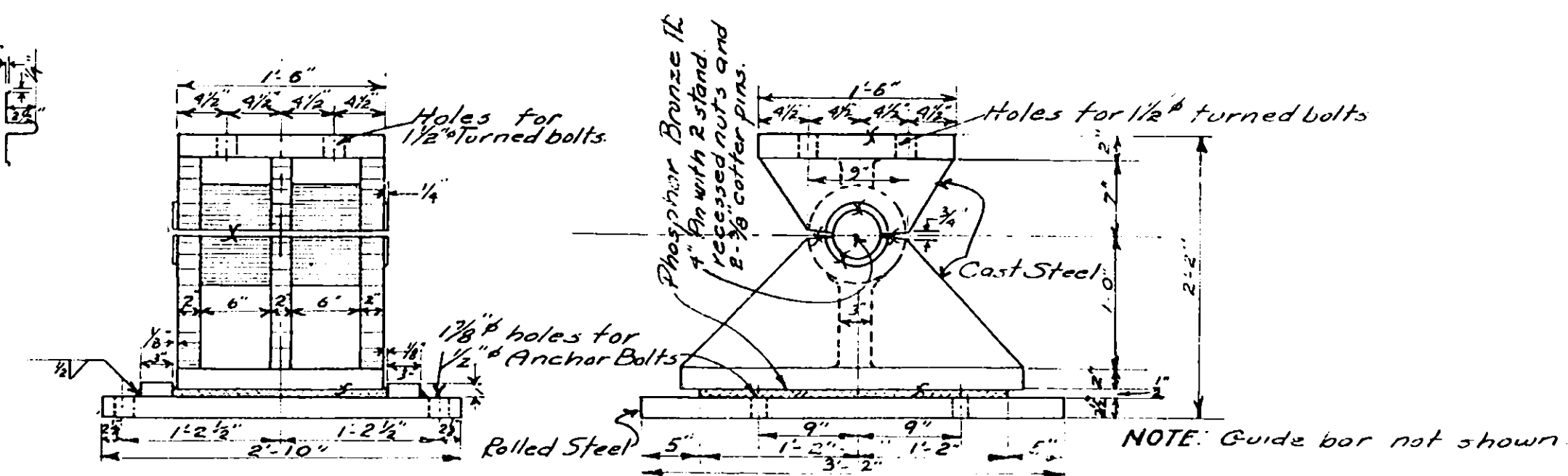
EXPANSION BEARING PIER-2

Scale 1"=10'
2 Required

z required



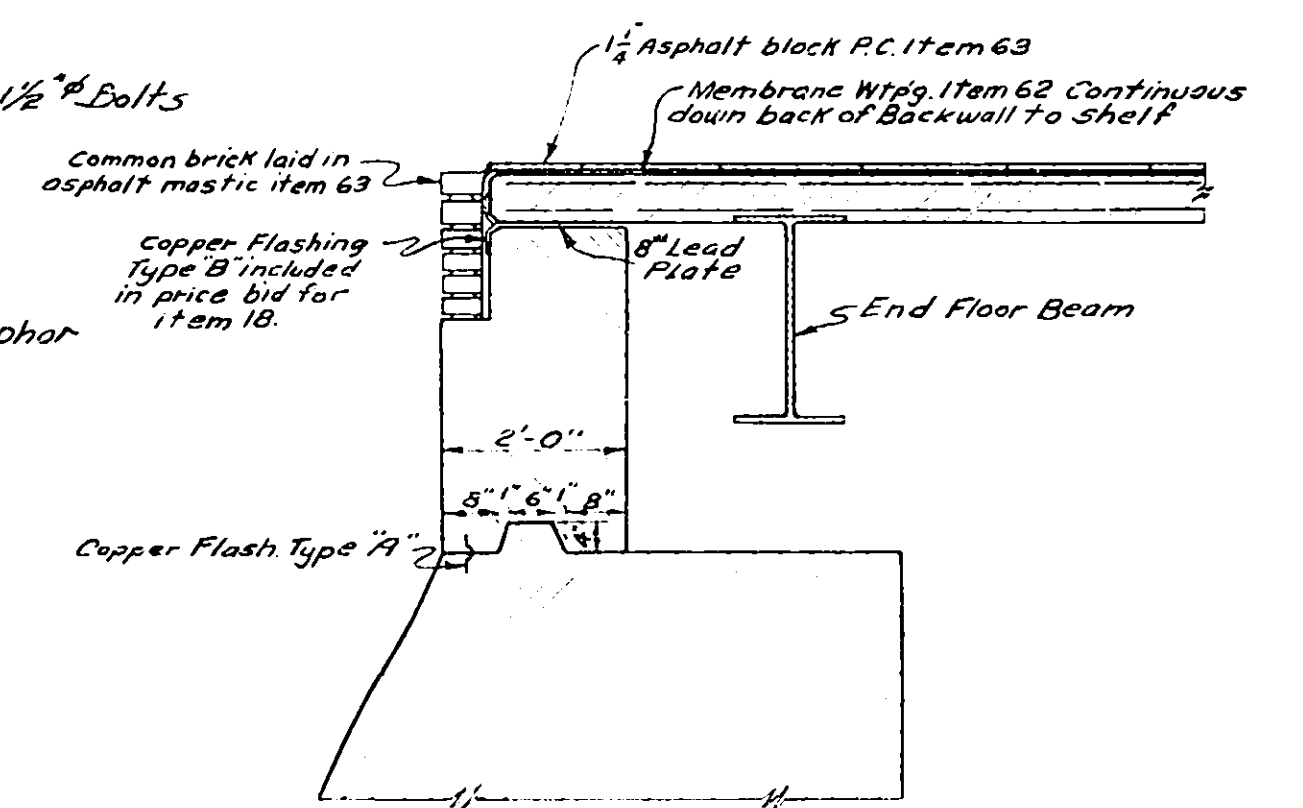
BEARING PLATE



EXPANSION BEARING AT PIERS 1 & 3

Scale ~ 1" = 10'

4 Required



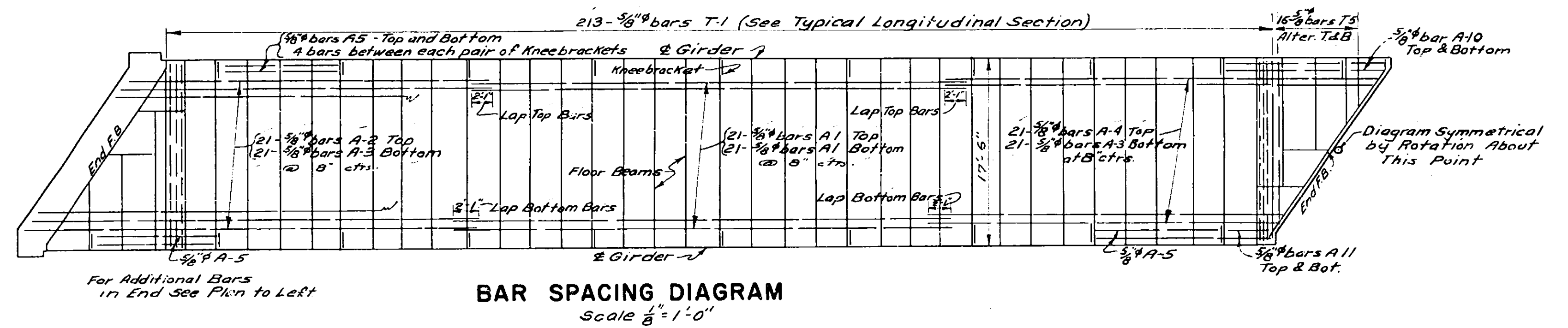
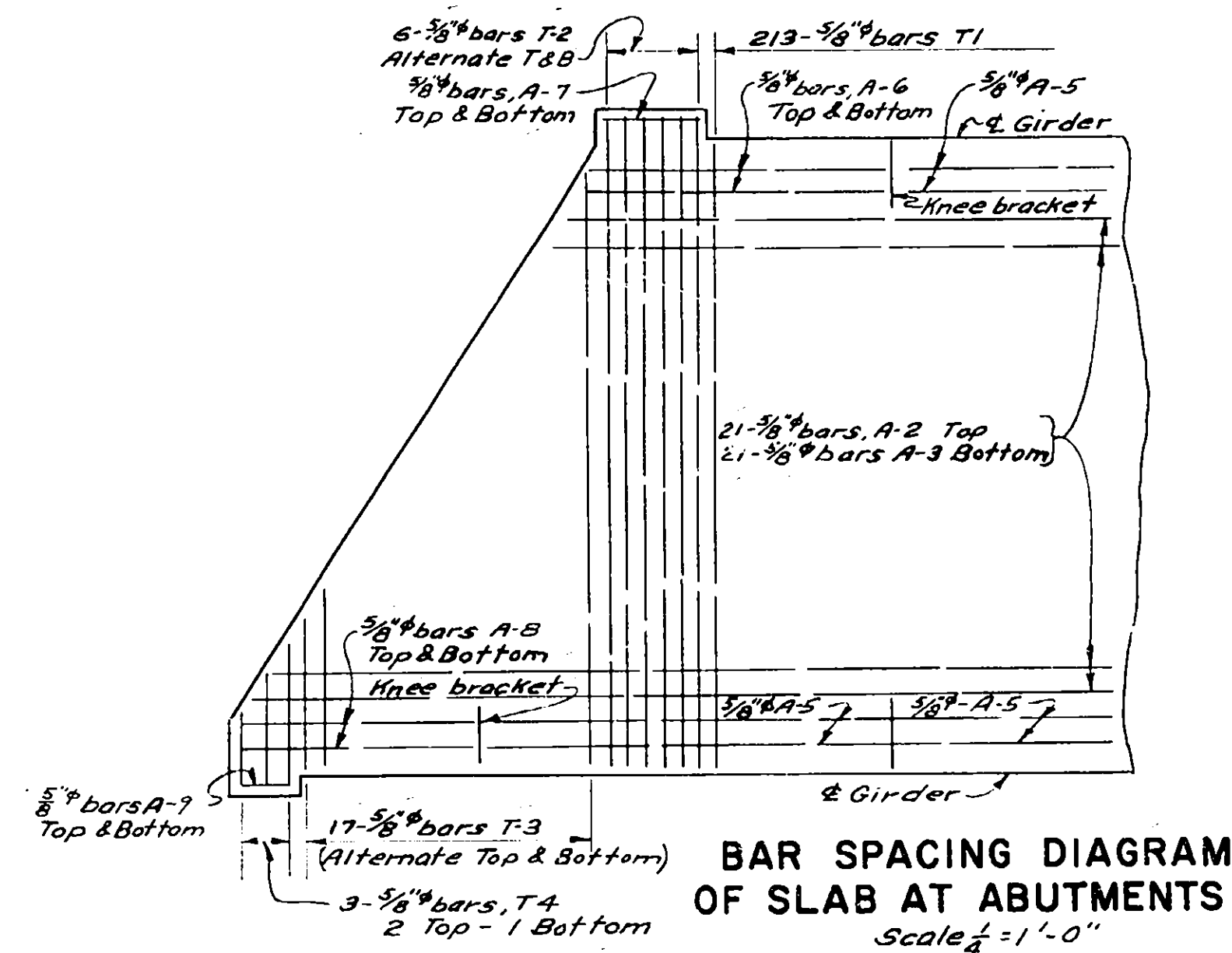
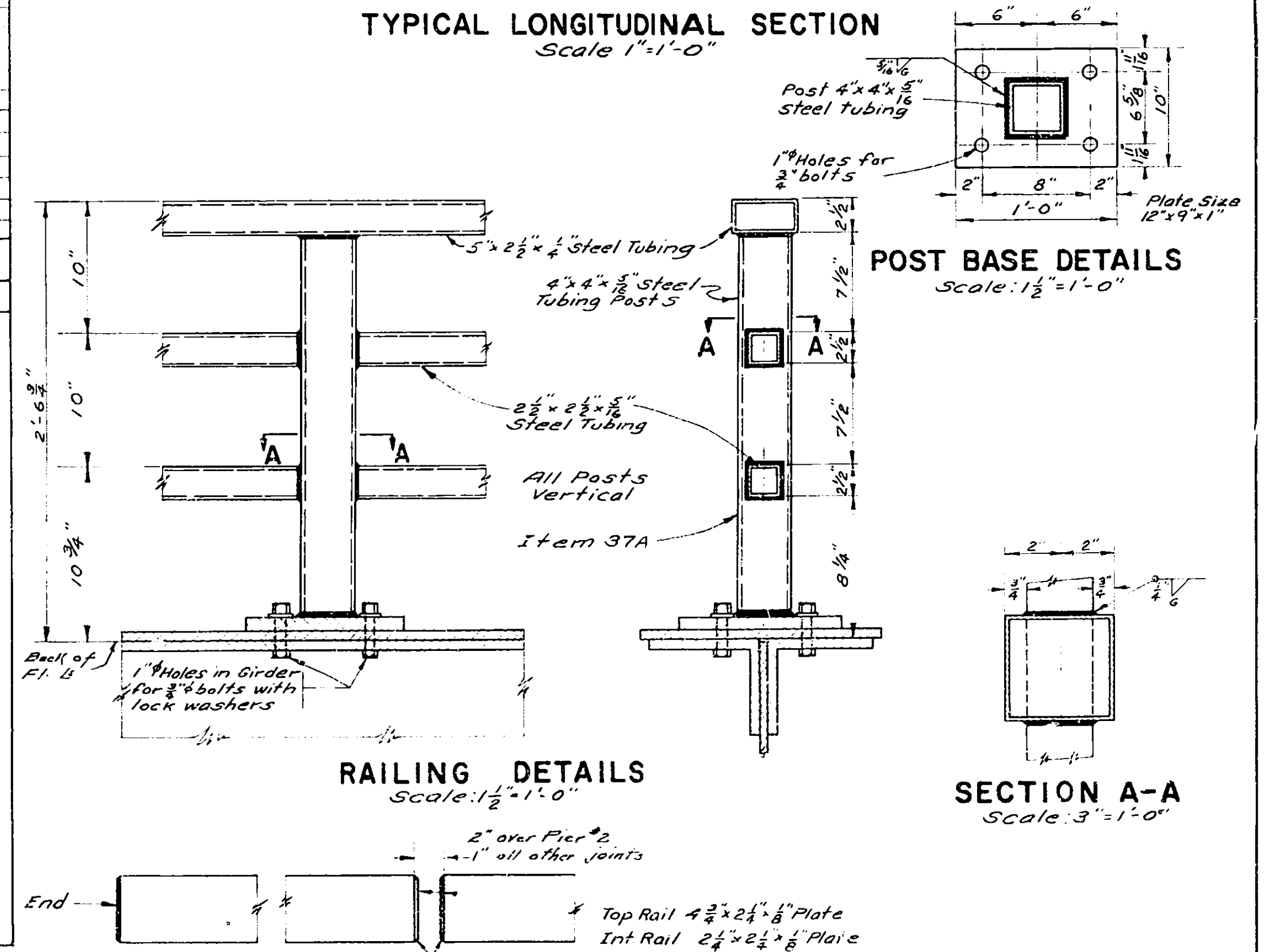
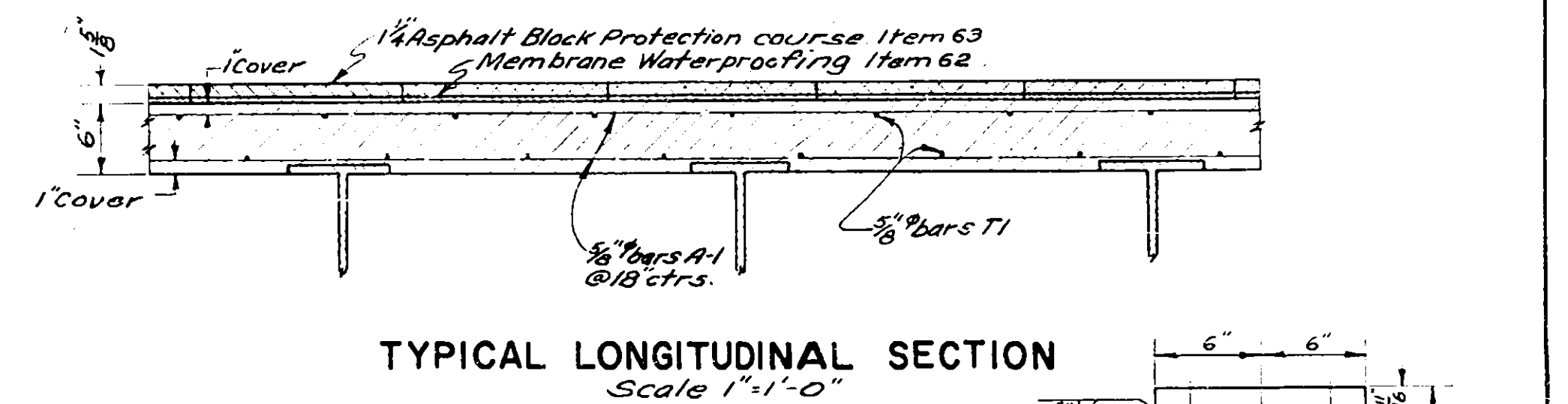
PART SECTION THRU ABUTMENT

Scale $\frac{1}{2}'' = 1'-0''$

P. D. Smith
Collins Locker
J. G. Smith
J. Kicinski
P. D. Smith

SUPERSTRUCTURE

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		116	125
N.Y.STATE THRUWAY - MOHAWK SECTION SUB-DIV. 8			
WHITESBORO TO UTICA WEST CITY LINE-N.Y.C.R.R.-STA.2010+11.77			

[illegible]

Dimensions are out to out of bars

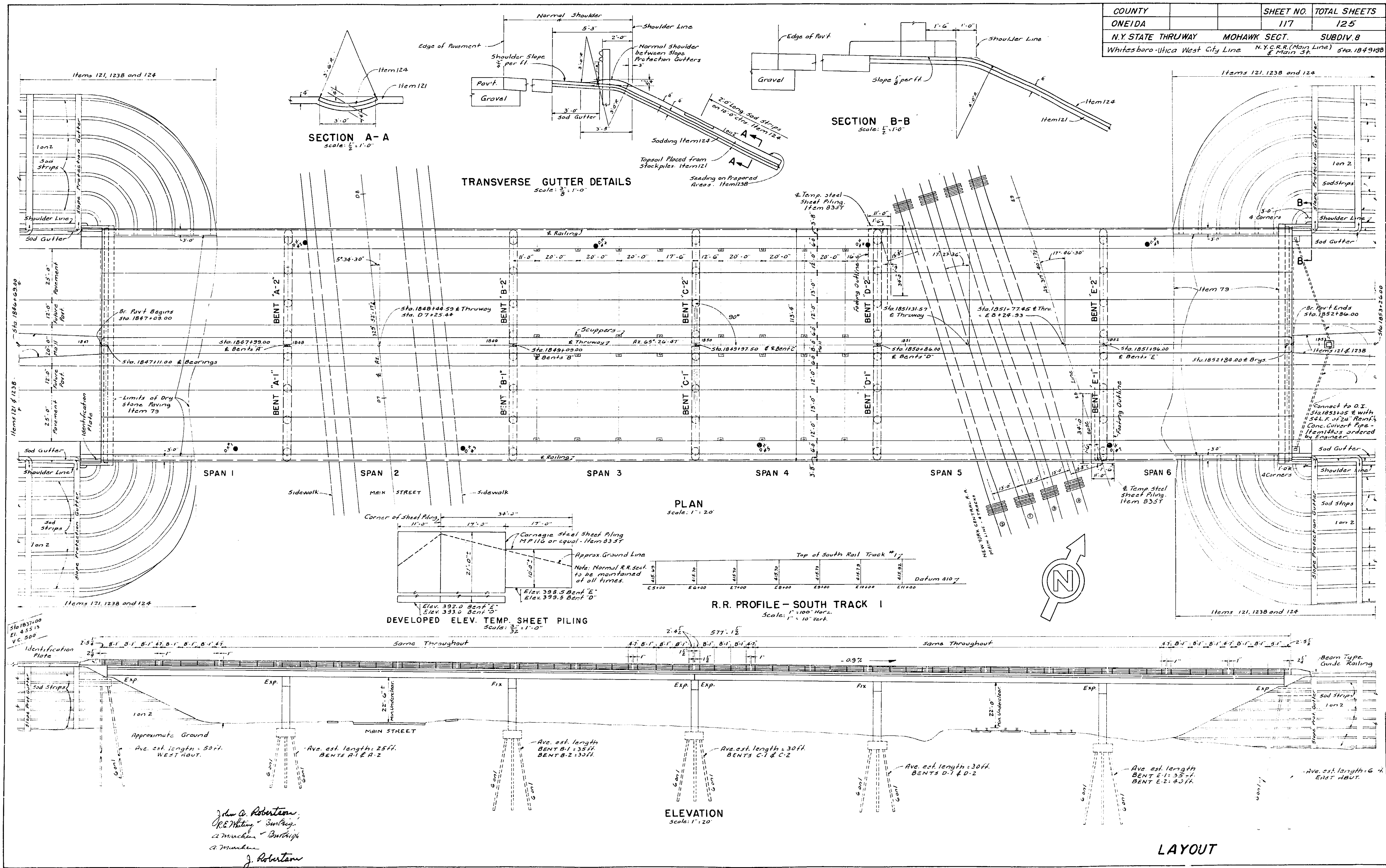
Steel Tubing
Top Rail $5" \times 2\frac{1}{2}" \times \frac{1}{4}"$
Int. Rail $2\frac{1}{2}" \times 2\frac{1}{2}" \times \frac{5}{16}"$

METHOD OF CLOSING
ENDS OF RAILING
Scale: 3" = 1'-0"

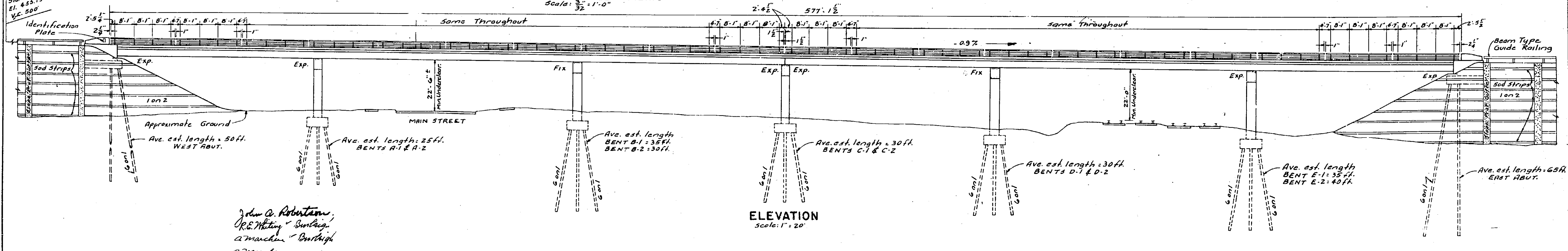
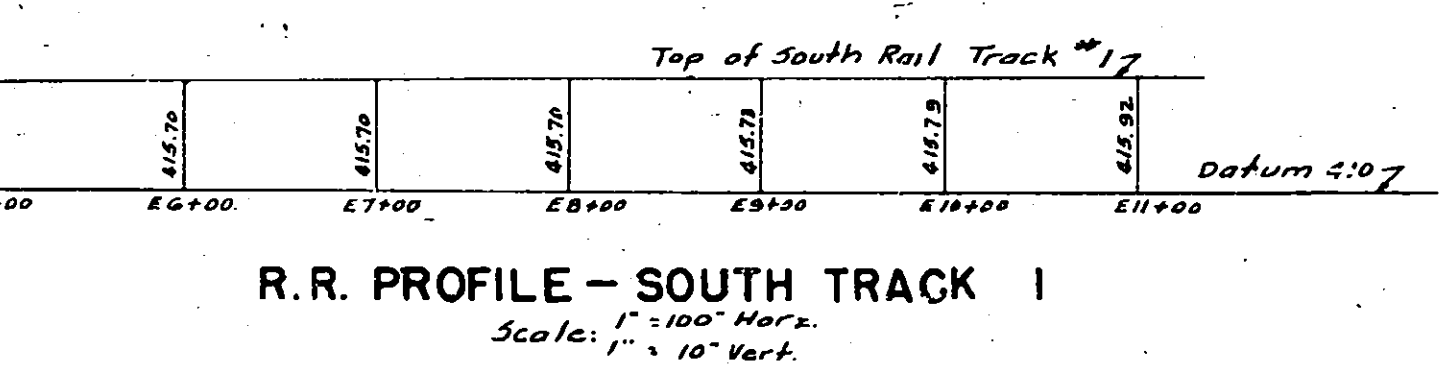
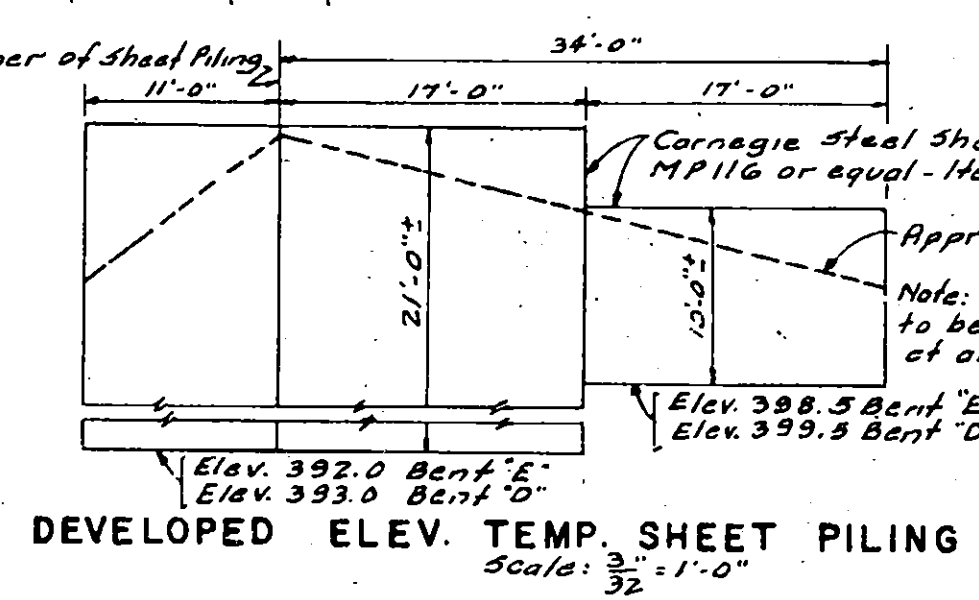
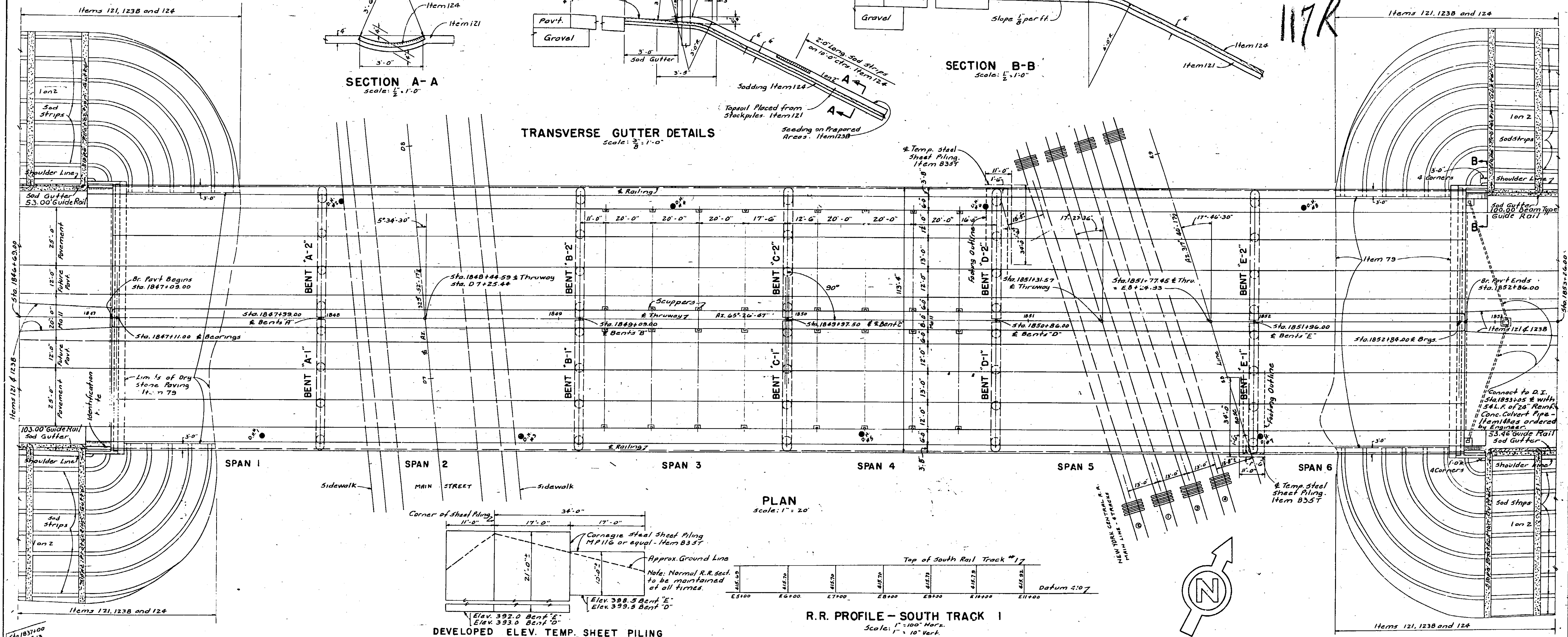
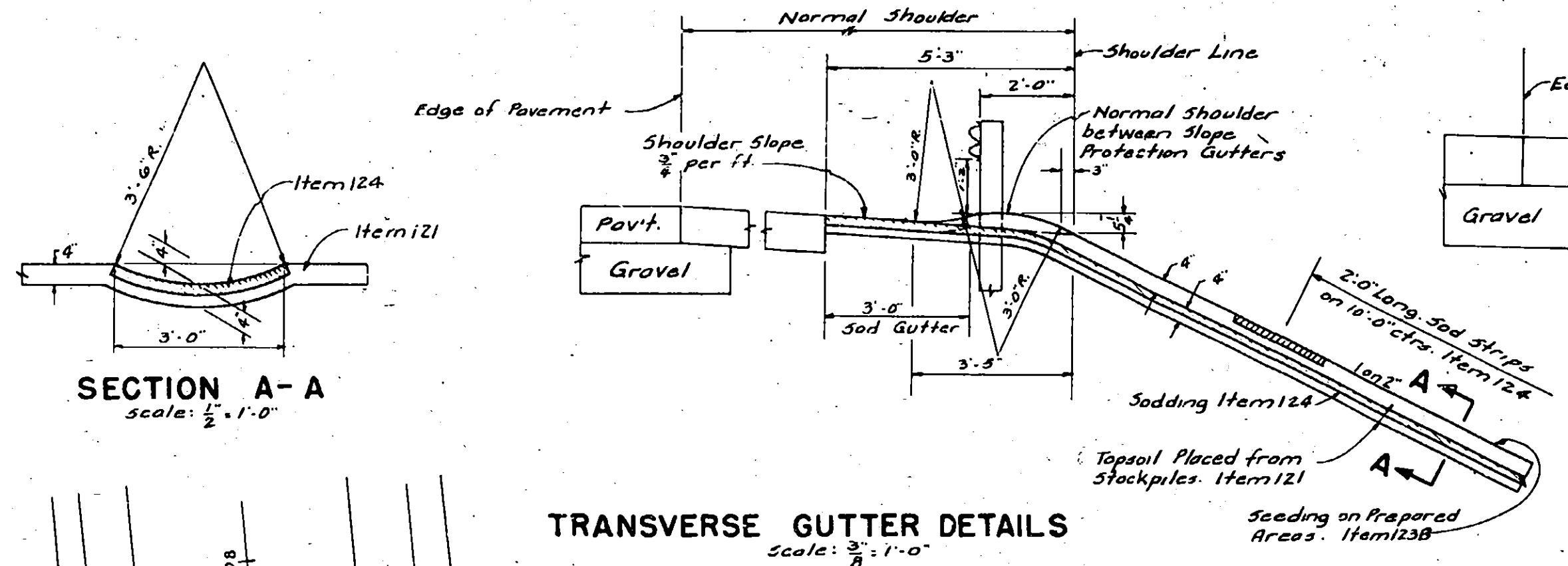
BAR REINFORCEMENT

P. D. Smith
Lessor
J. G. Gault
James P. Harabury
P. D. Smith

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		117	125
N.Y. STATE THRUWAY		MOHAWK SECT.	SUBDIV. 8
Whitesboro-Utica West City Line		N.Y.C.R.R. (Main Line) & Main St.	Sta. 184.9+13B



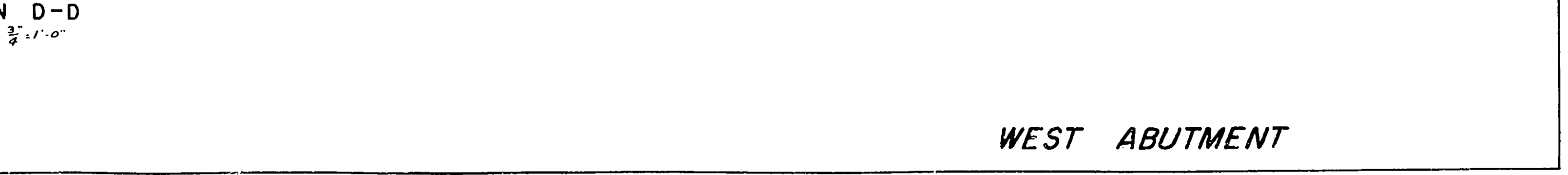
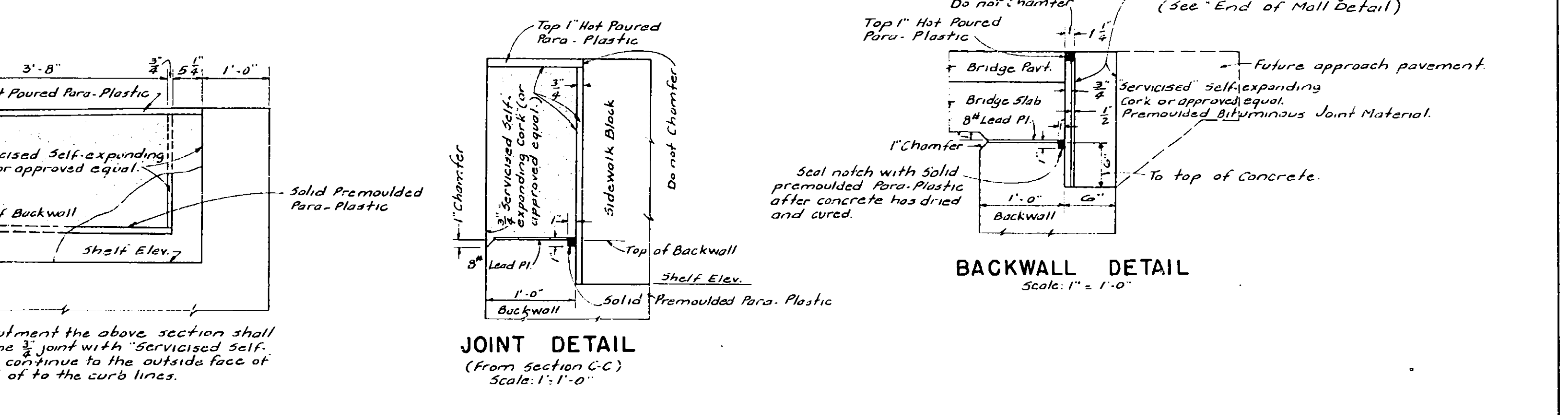
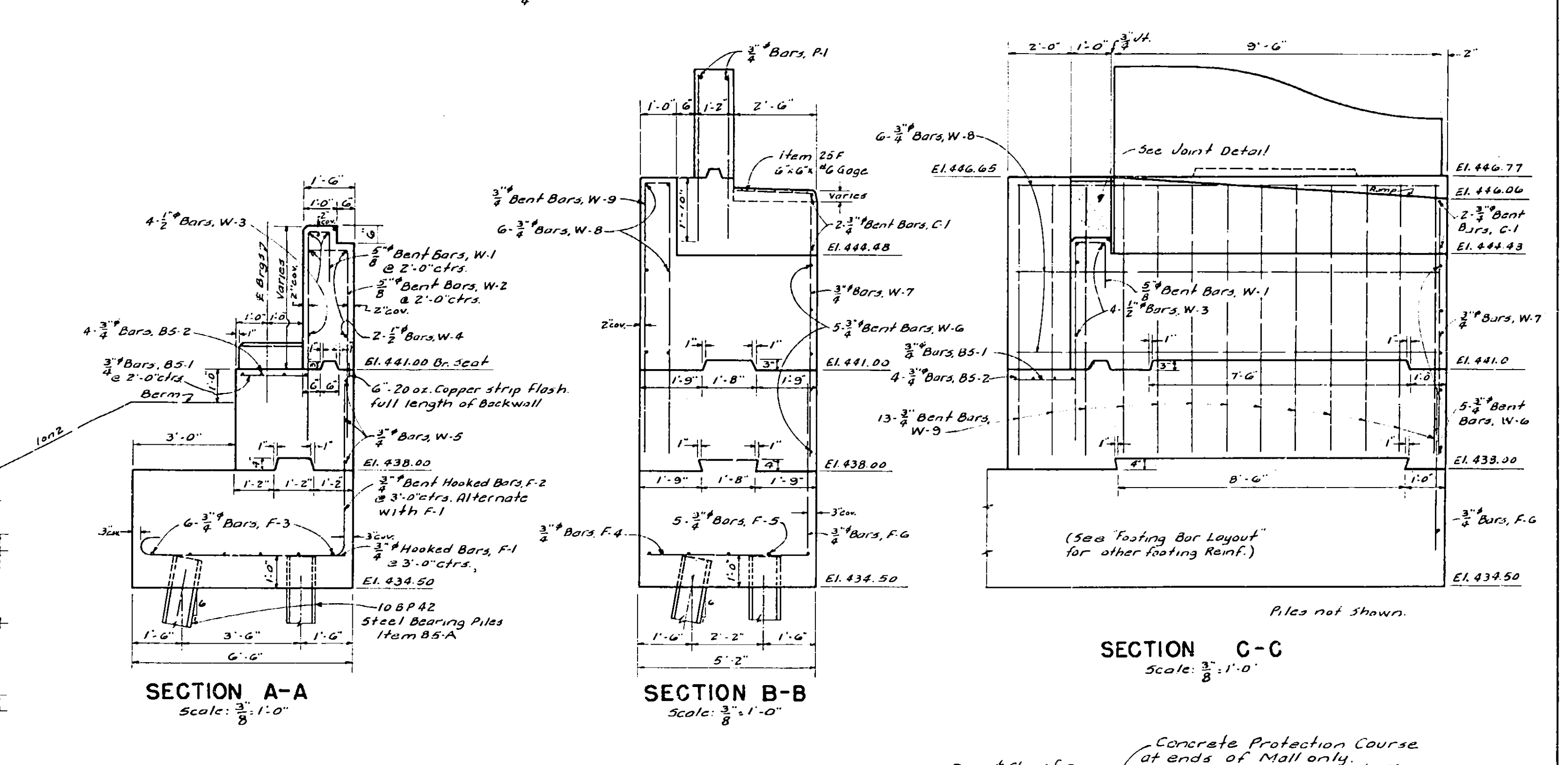
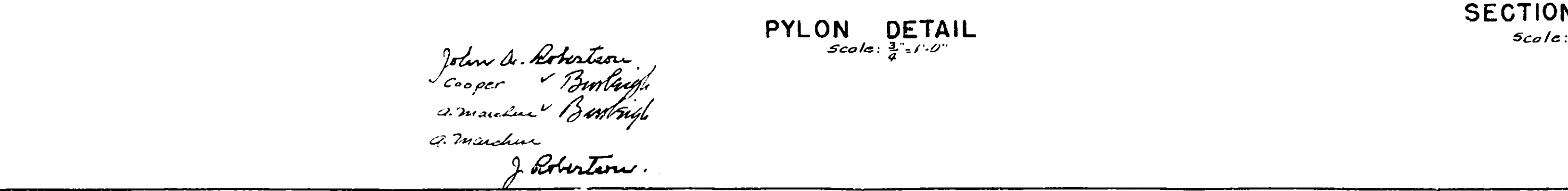
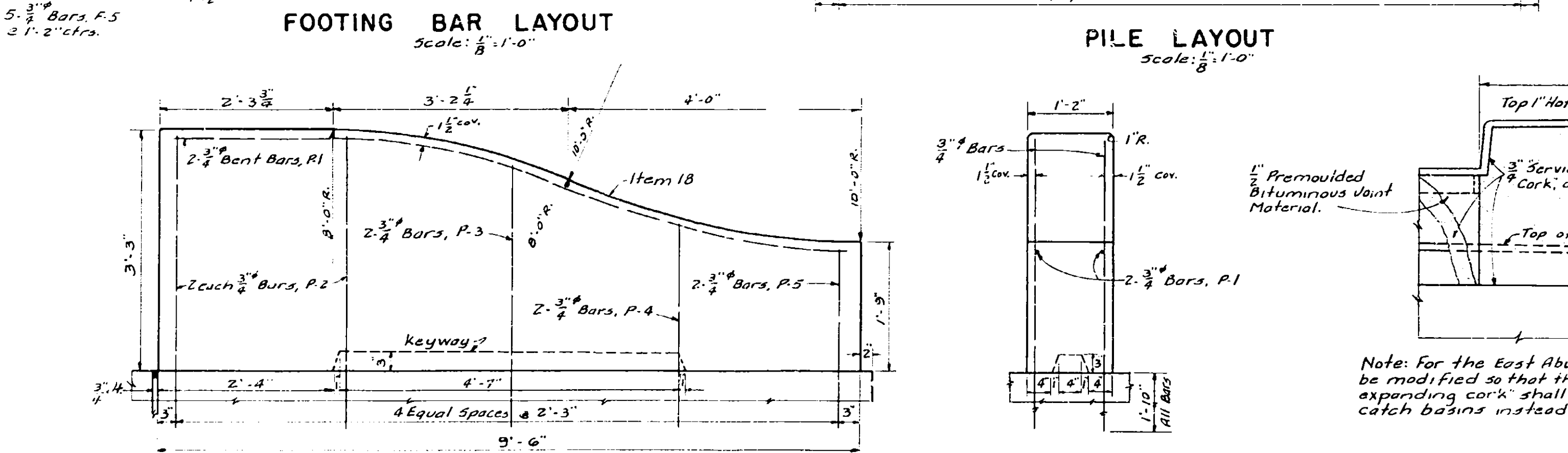
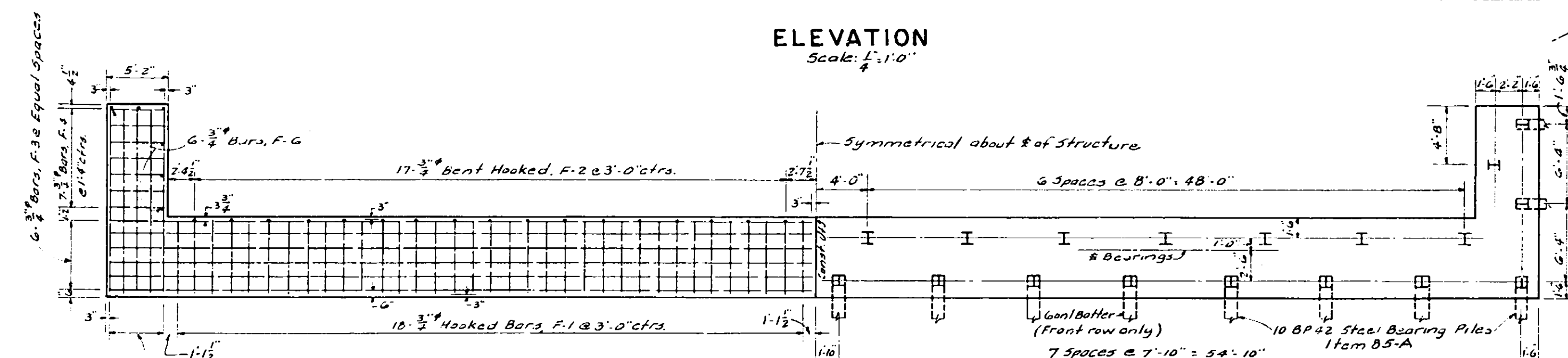
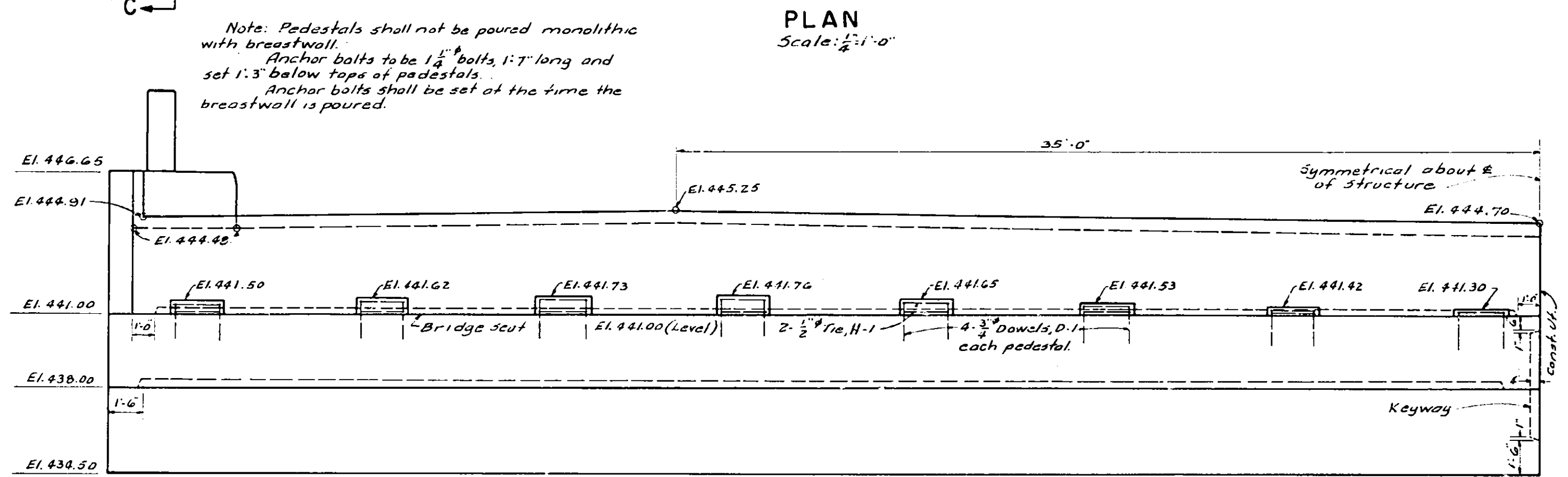
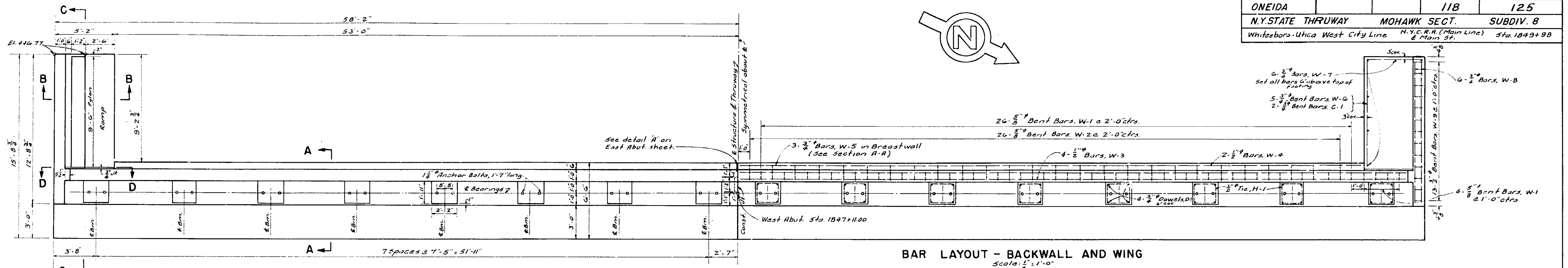
COUNTY	ONEIDA	SHEET NO.	117	TOTAL SHEETS	125
N.Y. STATE THRUWAY	MOHAWK SECT.	SUBDIV. 8			
Whitesboro-Utica West City Line	N.Y.C.R.R. (Main Line)	Main St.	Sta. 1849+00		



John A. Robertson
P.E. M. S. E. S. E.
A. Marchant
A. Marchant
J. Robertson

LAYOUT

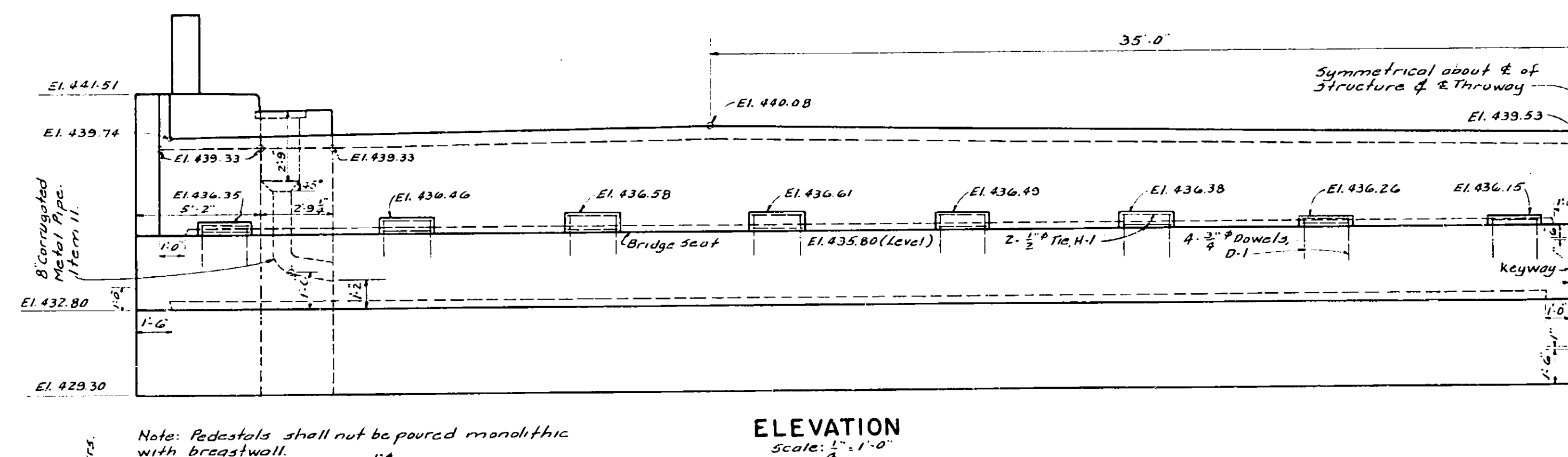
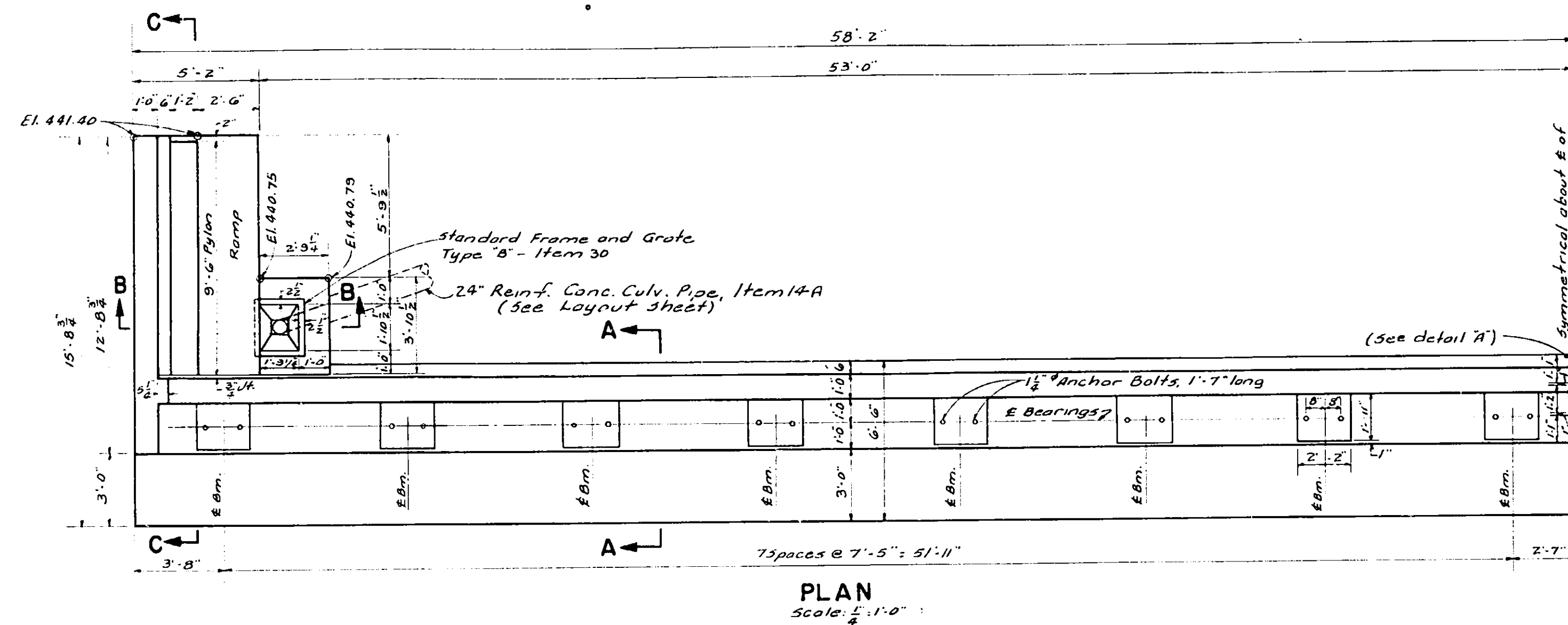
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	118	125
N.Y. STATE THRUWAY MOHAWK SECT. SUBDIV. B		
Whitesboro-Utica West City Line N.Y.C.R.R. (Main Line) & Main St. Sta. 1849+98		



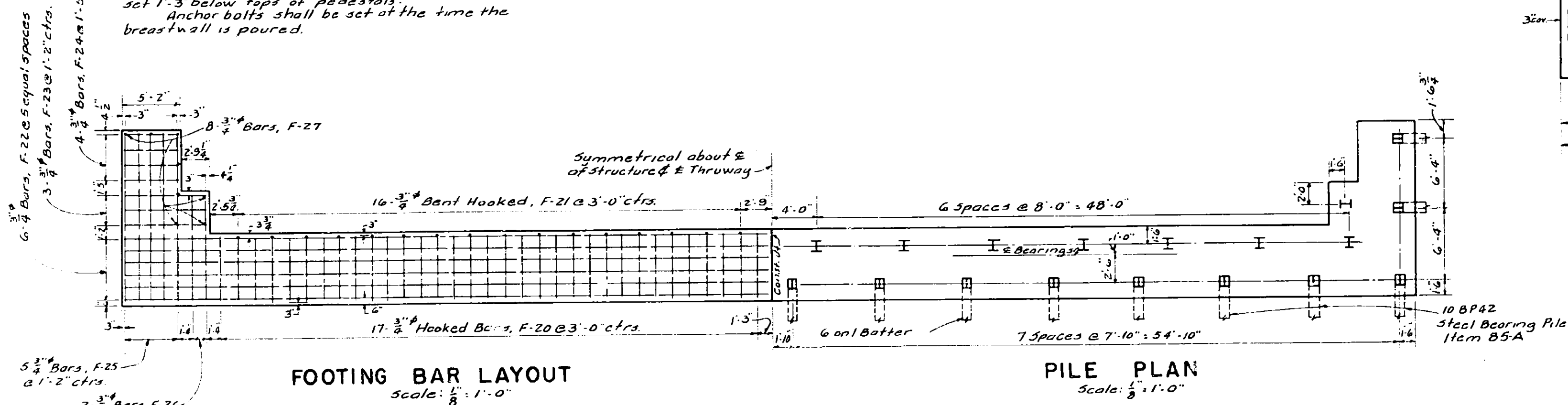
John A. Robertson
Cooper
2. Machine
2. Machine
J. Robertson

WEST ABUTMENT

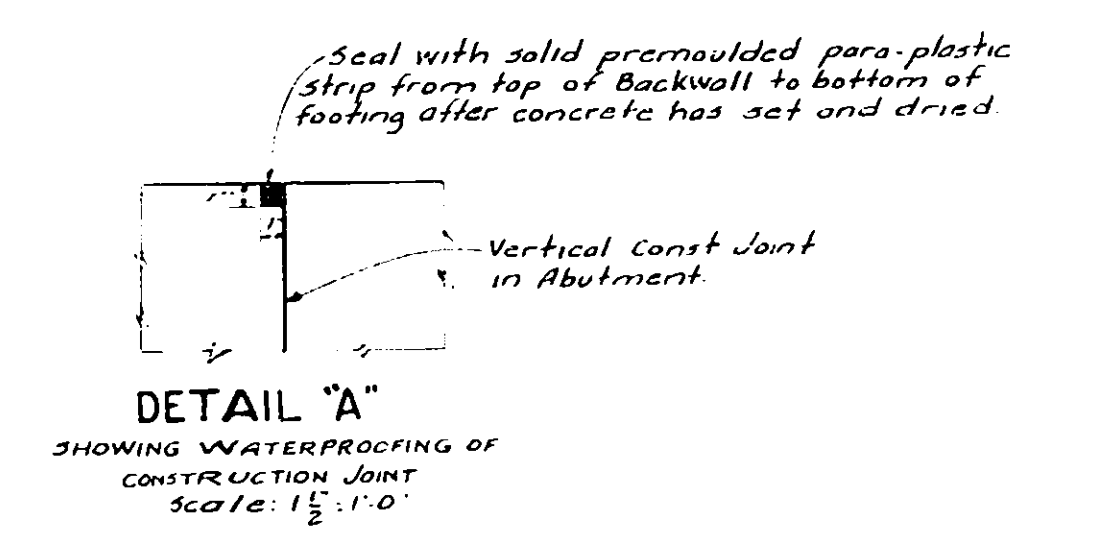
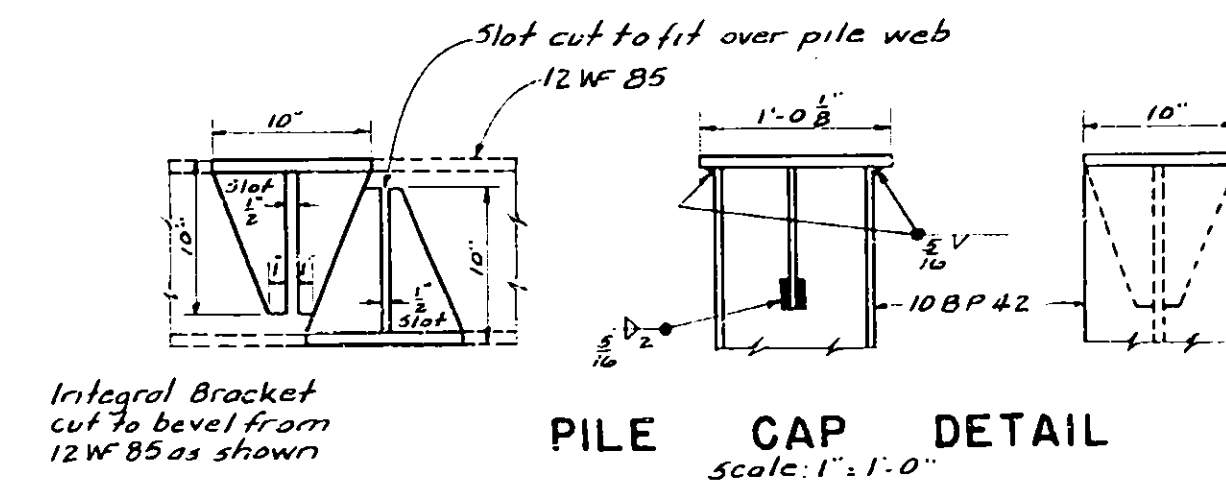
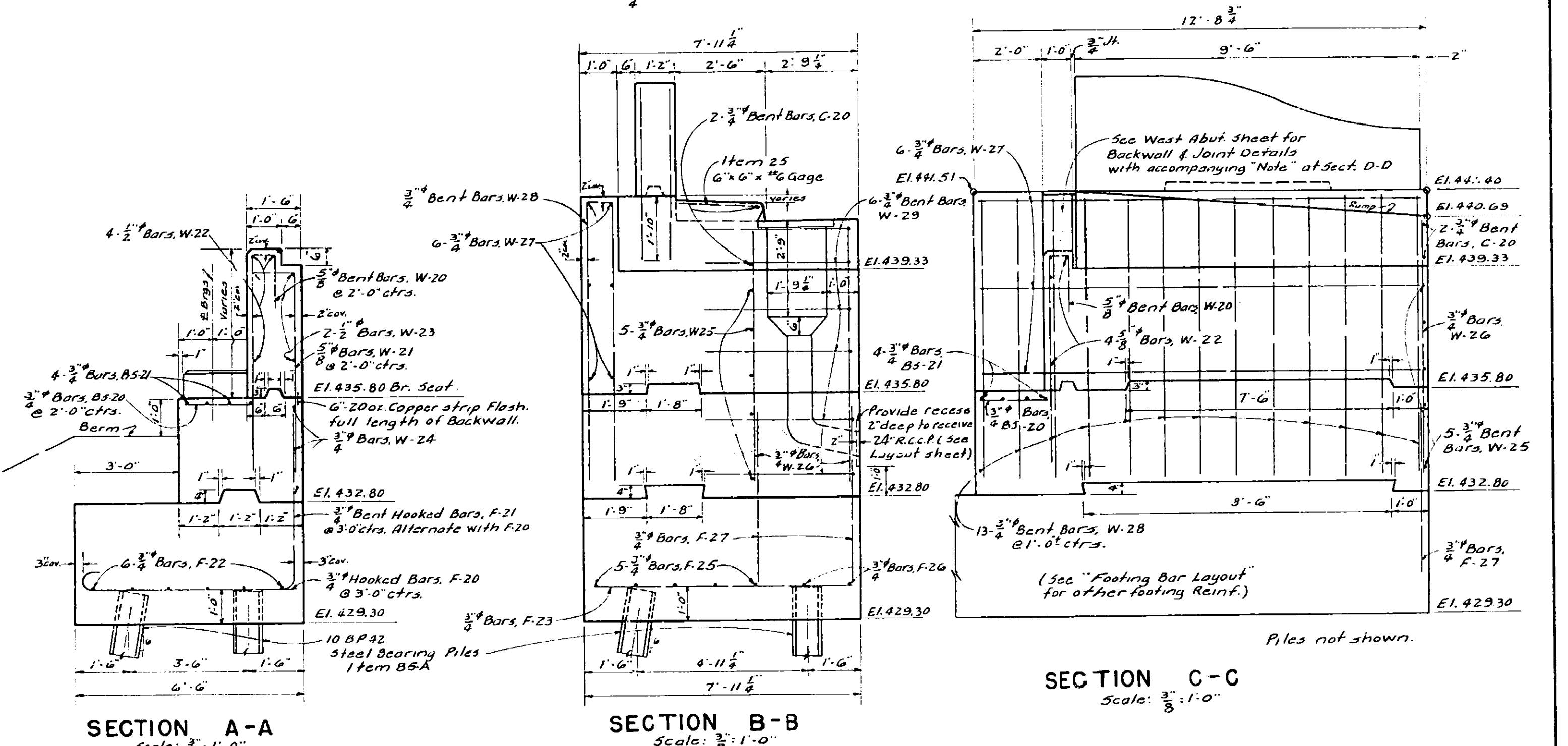
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	119	125
N.Y. STATE THRUWAY	MOHAWK SECT.	SUBDIV. 8
Whitesboro-Utica West City Line	N.Y.C.R.R. (Main Line) & Main St.	Sta. 1849+98



Note: Pedestals shall not be poured monolithic with breastwall.
Anchor Bolts to be 1" dia., 1' long and set 1' below top of pedestals.
Anchor bolts shall be set at the time the breastwall is poured.



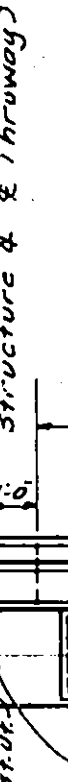
BAR LAYOUT - BACKWALL AND WING
Scale: 1/4" = 1'-0"



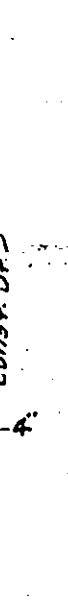
John A. Robertson
Cooper
A. Muehle
A. Muehle
A. Muehle

EAST ABUTMENT

1192

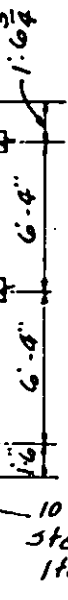


Scale: $\frac{1}{4}$ " = 1'-0"



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

5. $\frac{3}{4}$ " Bar @ 1'-2"
6. $\frac{3}{4}$ " Bar, F-22 @ 5 equal spaces
3. $\frac{5}{8}$ " Bar, F-22 @ 1'-2" cts.



Scale: $\frac{1}{8}'' : 1'-0''$

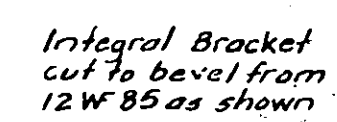
Scale: $\frac{1}{8}'' = 1'-0''$



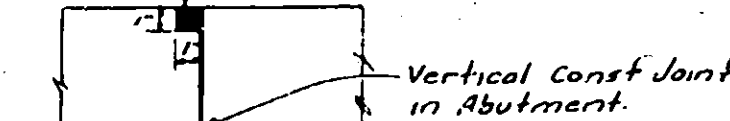
Scale: $\frac{3}{8}'' = 1'-0''$

Scale: $\frac{3}{8}": 1'-0"$

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



Scale: 1" = 1'-0"

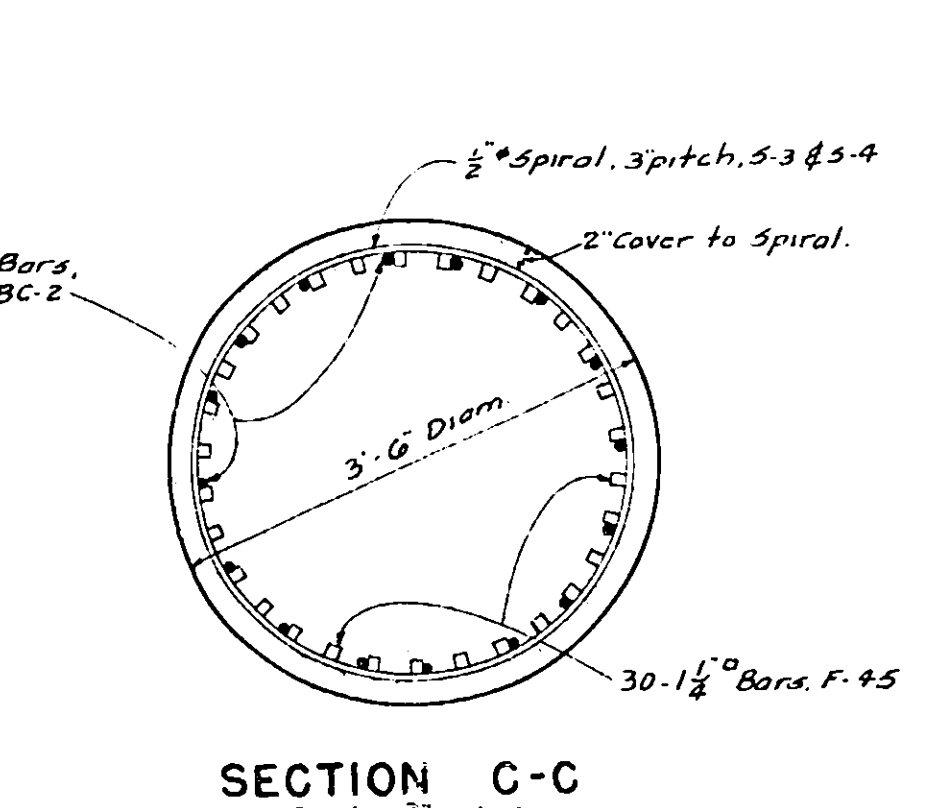
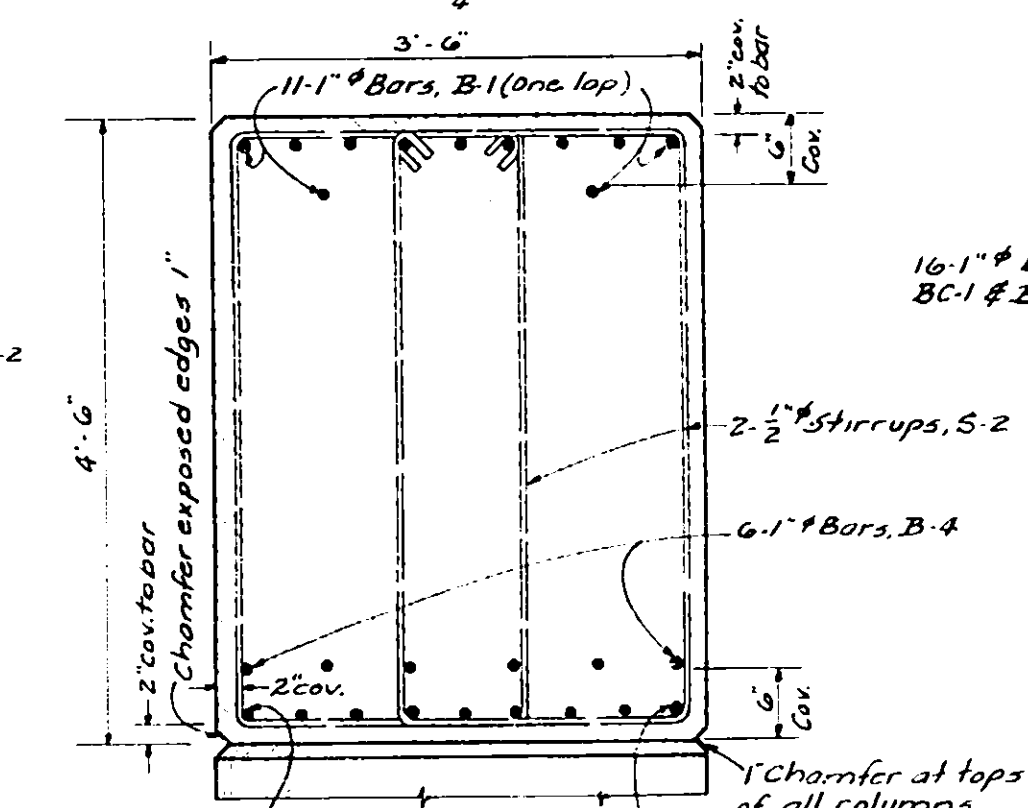
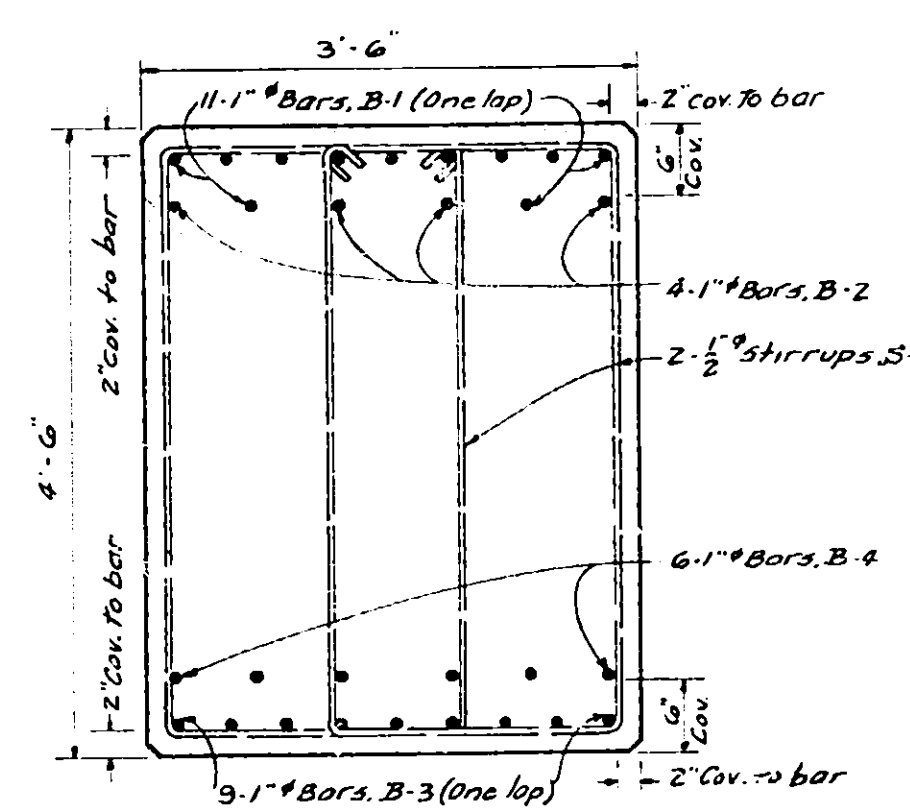
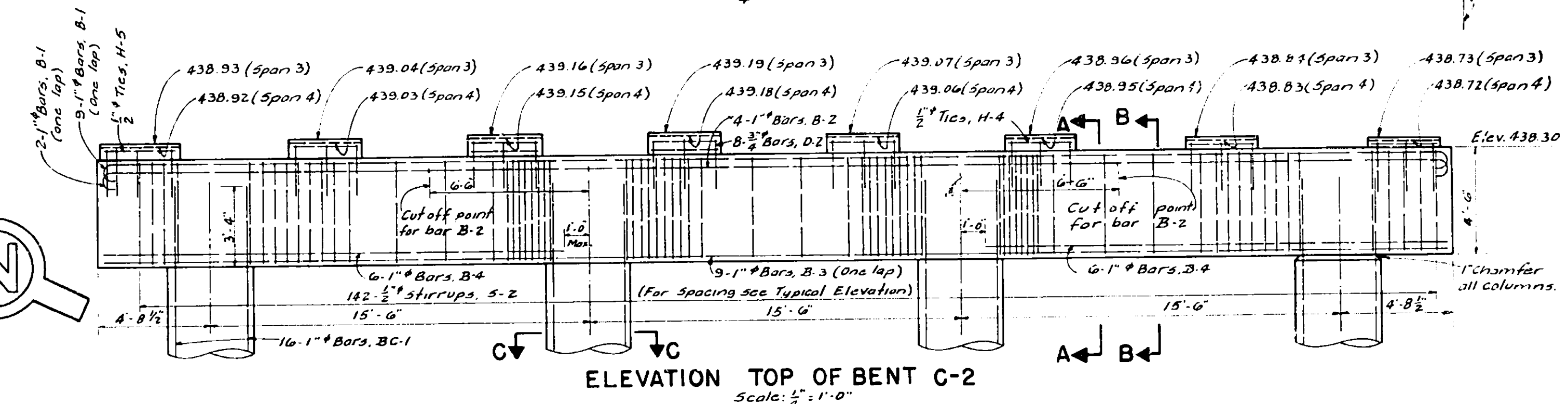
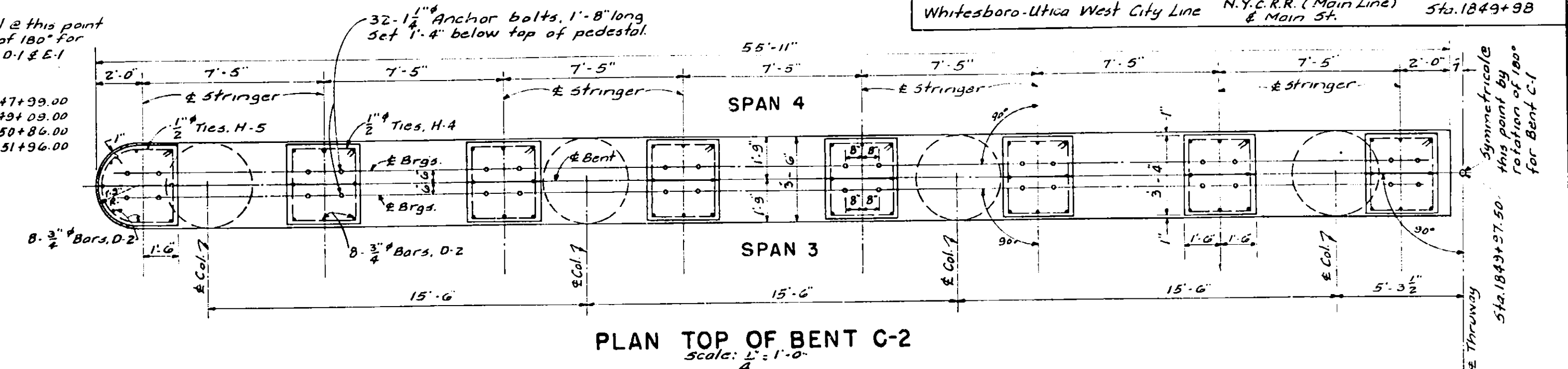
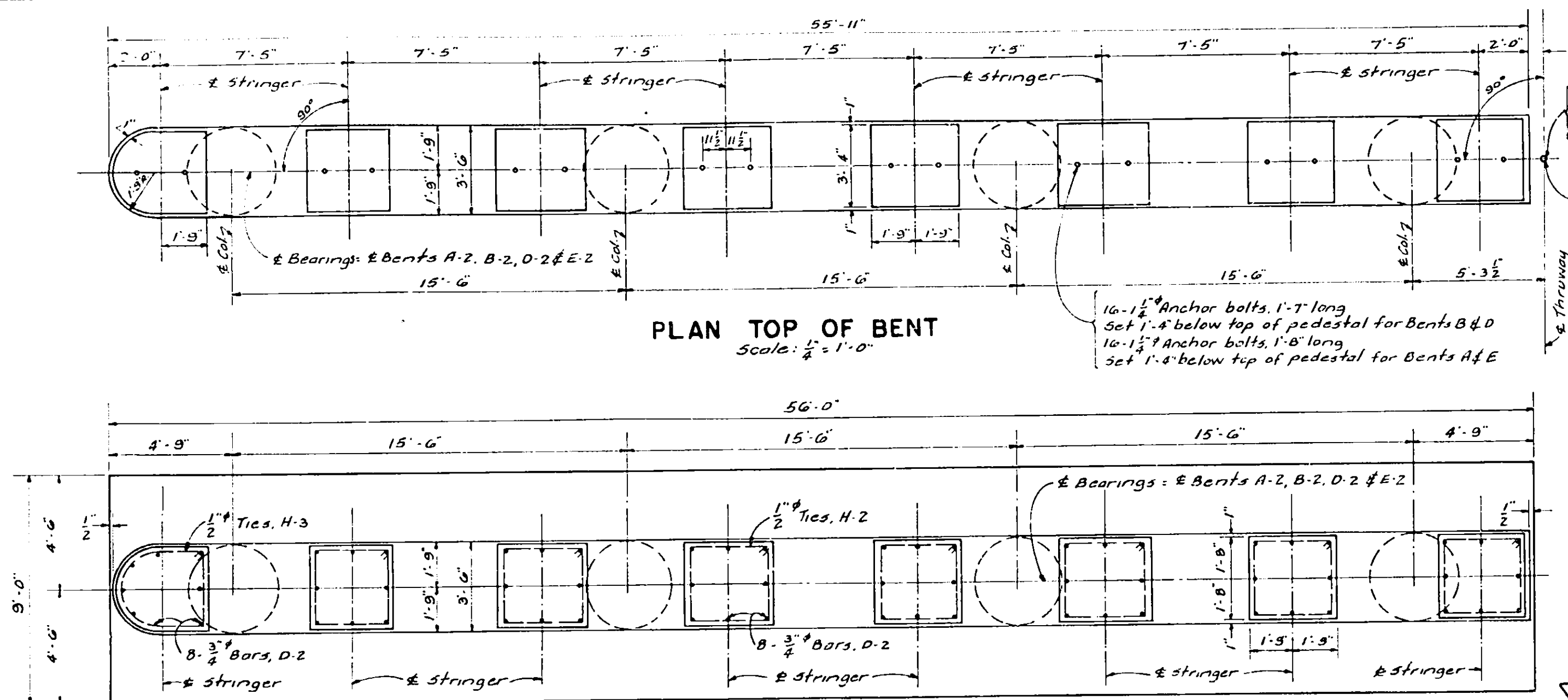


HOWING WATERPROOFING OF

Linné & Burdick

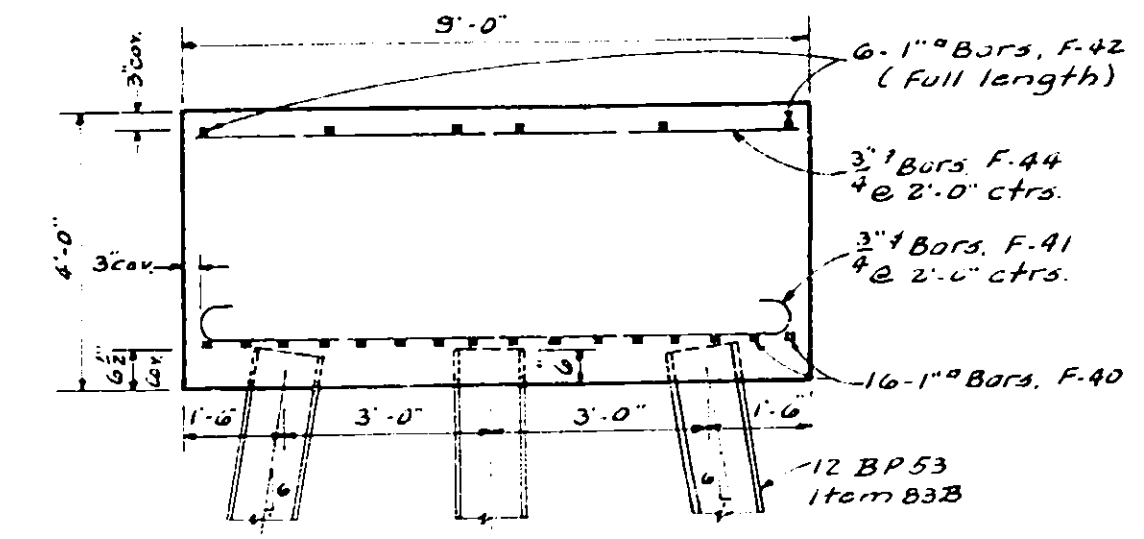
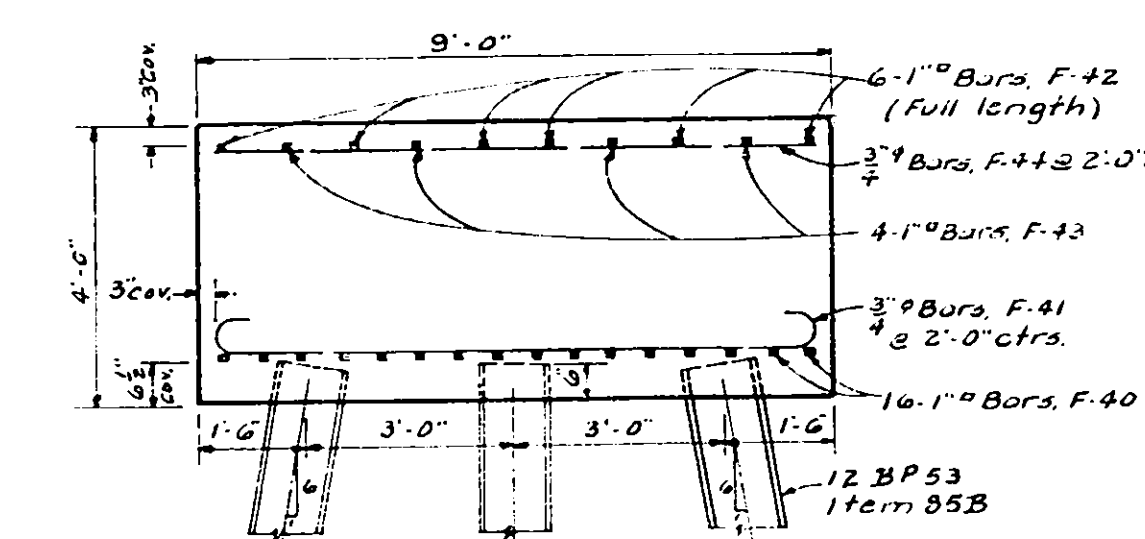
4

COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		120	125
N.Y. STATE THRUWAY MOHAWK SECT.			SUBDIV. 8
Whitesboro-Utica West City Line		N.Y.C.R.R. (Main Line) & Main St.	Sta. 184+98



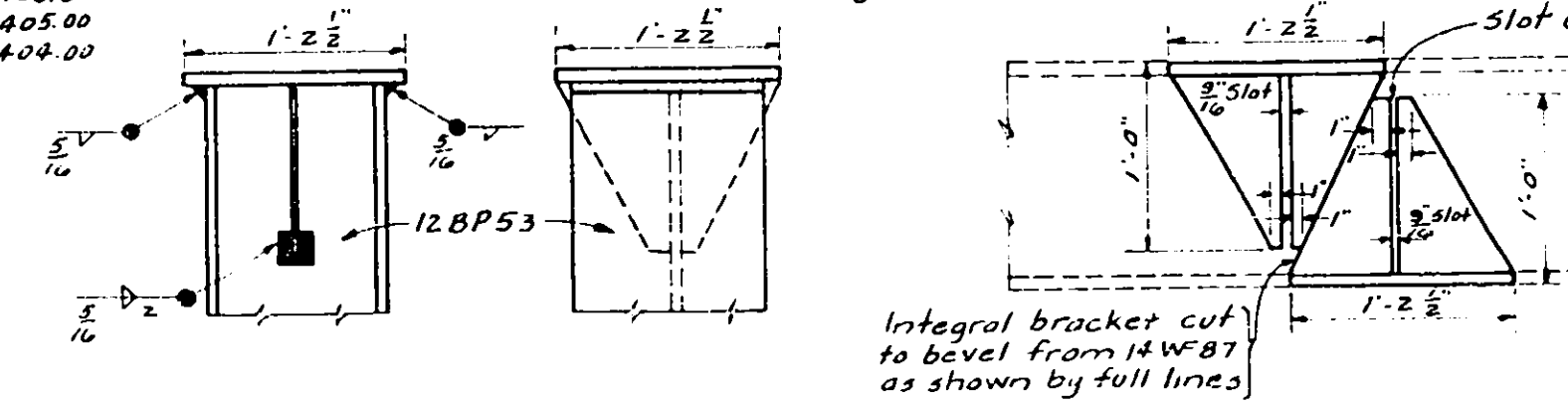
SECTION A-A
Scale: $\frac{3}{4}'' = 1'-0''$

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

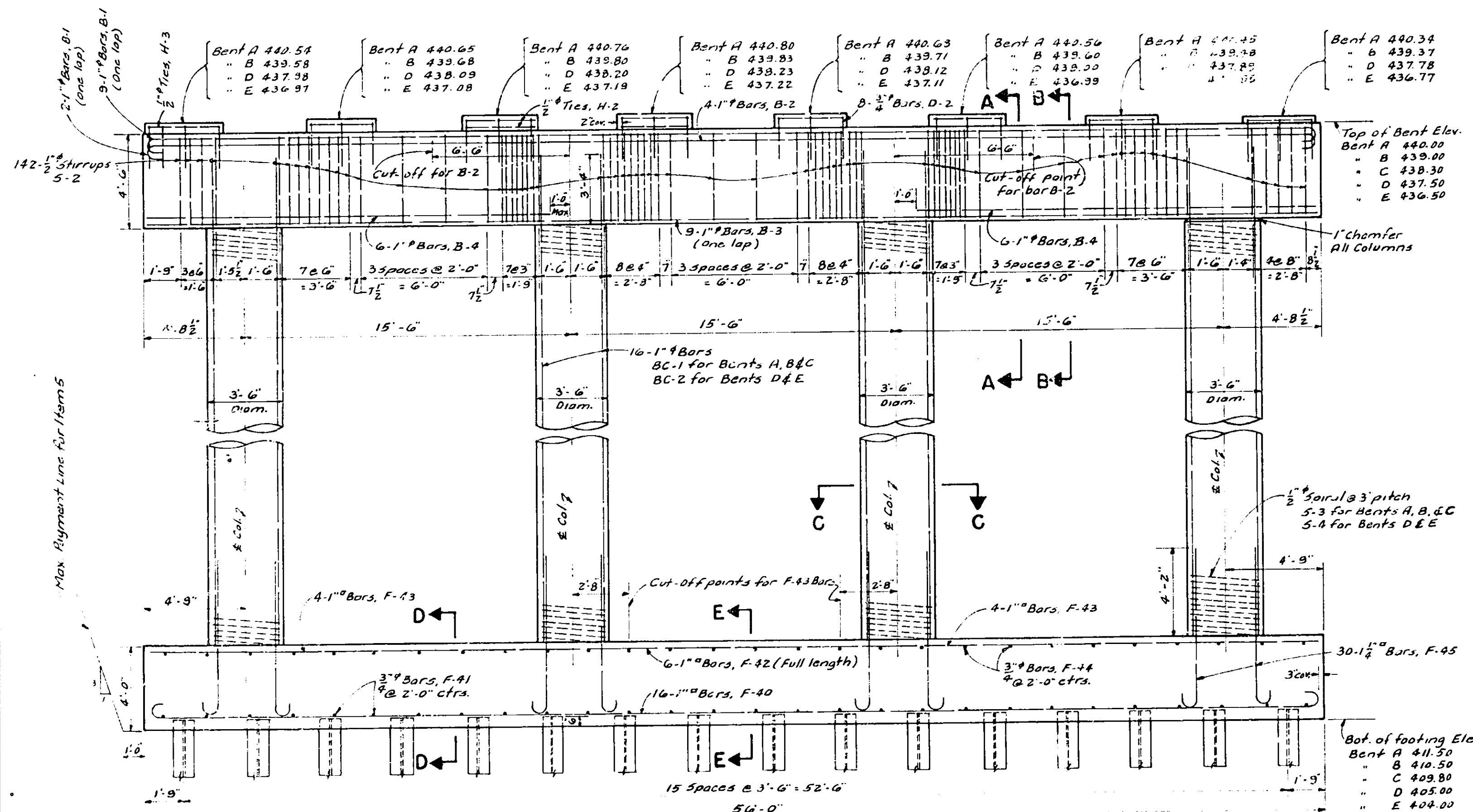


SECTION D-
Scale: $\frac{3}{8}'' = 1'-0''$

SECTION E-E
Scale: $\frac{3''}{8} = 1'-0''$



DETAILS OF PILE CAP
Scale: 1" = 1'-0"



ELEVATION
Scale: $\frac{1}{4}$ " = 1'-0"

Note - All concrete in Feet
All other concrete

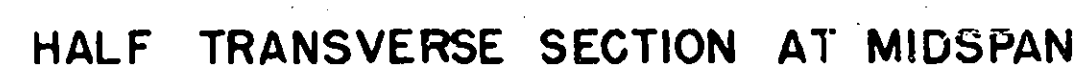
TYPICAL BENT EXCEPT FOR TOP OF BENT C-2 AS NOTED

John A. Robertson
R. C. Whiting - Burling!
Cooper - Burling!
C. Maclean
Burling!

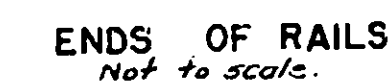
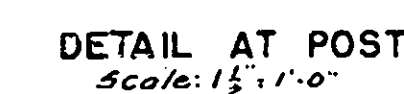
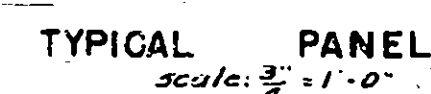
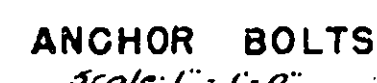
BENTS

NOTE~ Units shall be poured in the numbered sequence shown, but units of the same number need not be poured simultaneously.

This sequence is not necessary for pouring Item 47B. The same sequence shall be followed in pouring the three remaining Sections of the superstructure slab.



- PART TRANSVERSE SECTION AT MIDSPAN



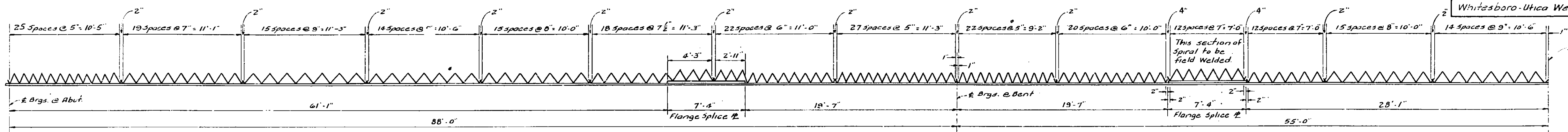
Note: All railing shall be fabricated and erected so that posts are vertical and rails parallel to each other.

RAILING DETAILS

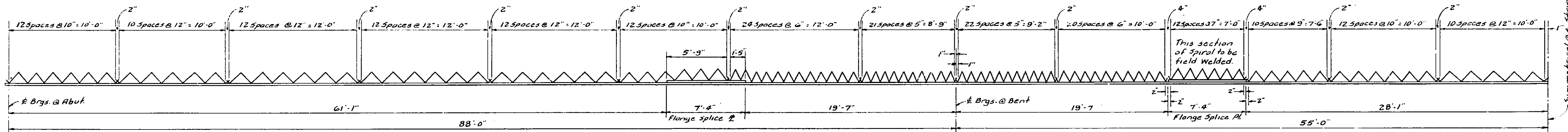
Item 37

SUPERSTRUCTURE

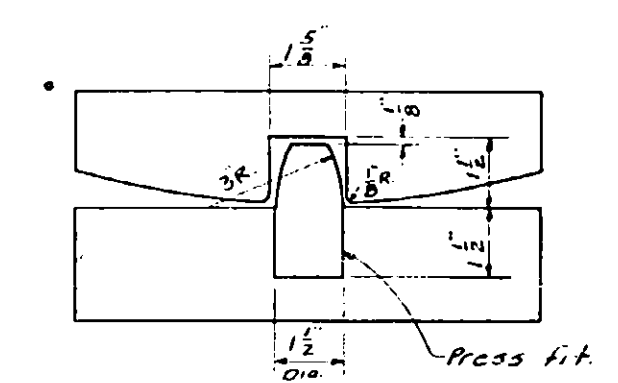
COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA	.	122	125
N.Y. STATE THRUWAY		MOHAWK SECT.	SUBDIV. 8
Whitesboro-Utica West City Line		N.Y. R.R. (Main Line) & Main St.	Sta. 18+50+98



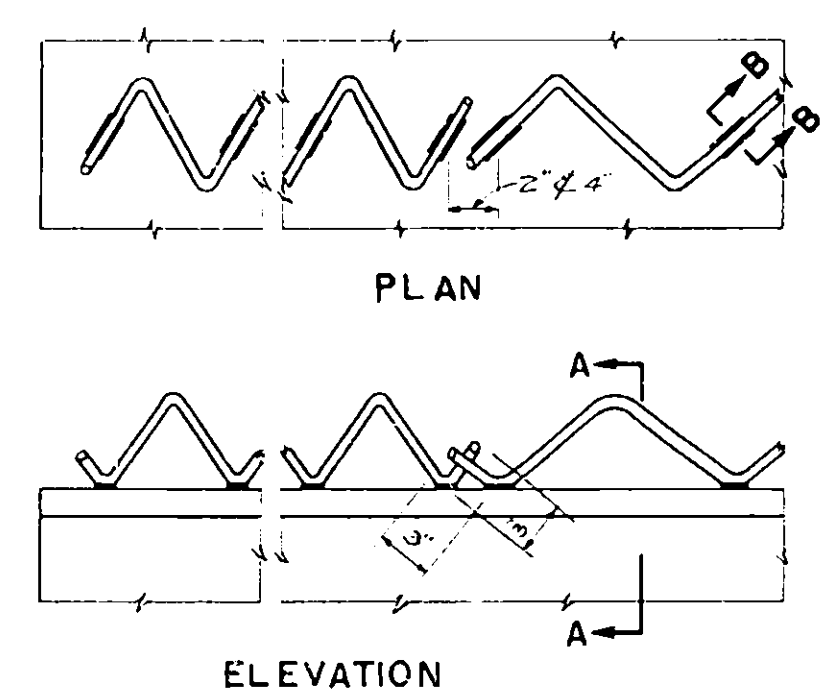
SPIRAL SPACING INTERIOR STRINGER "A"
Not to scale



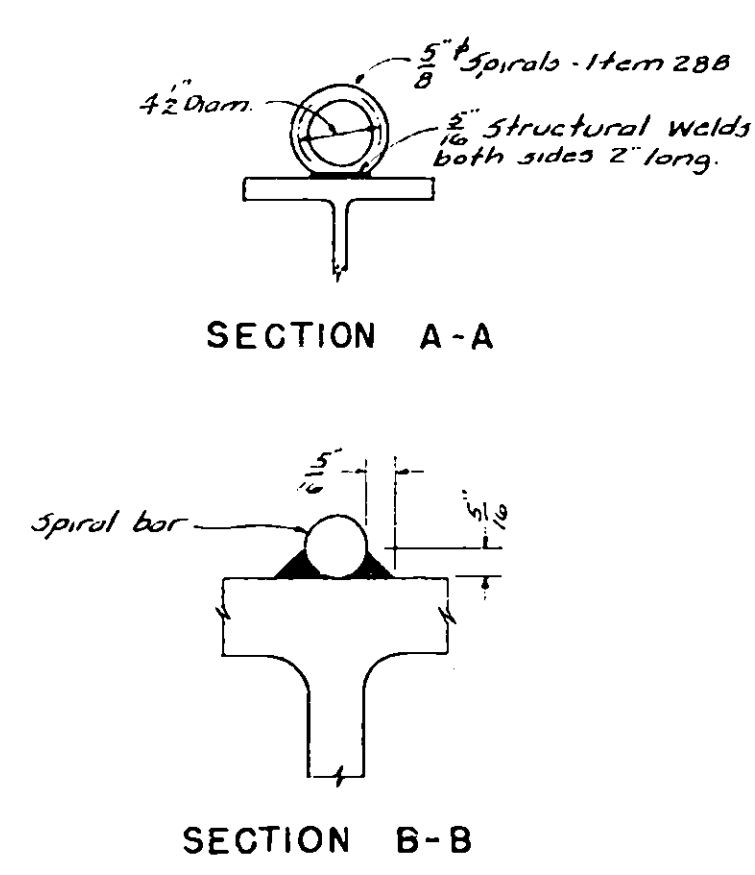
SPIRAL SPACING EXTERIOR STRINGER "B" AND MALL STRINGER "C"
Not to scale.



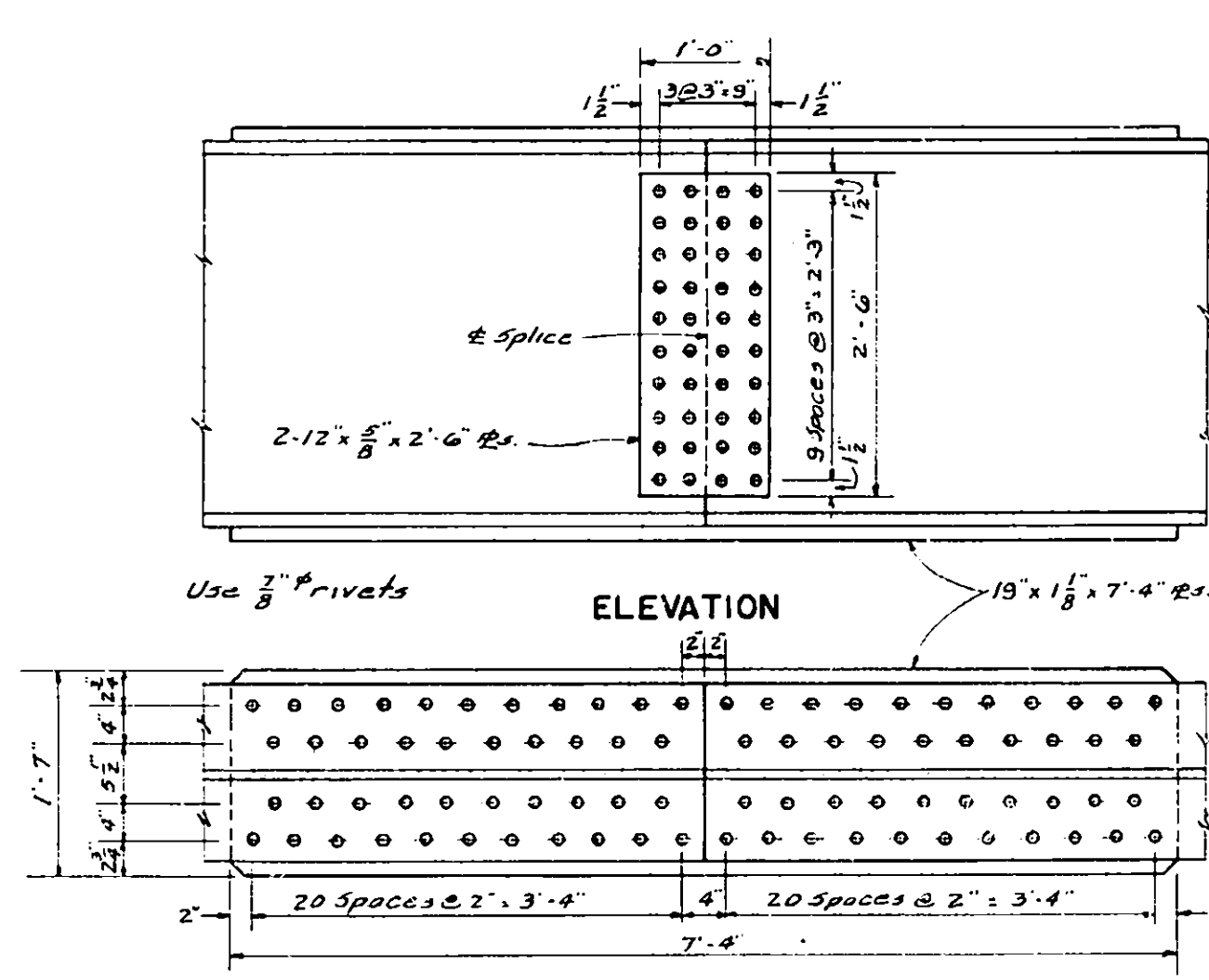
DOWEL DETAIL
Scale: 3" = 1'-0"



SPIRAL DETAIL
Not to Scale.

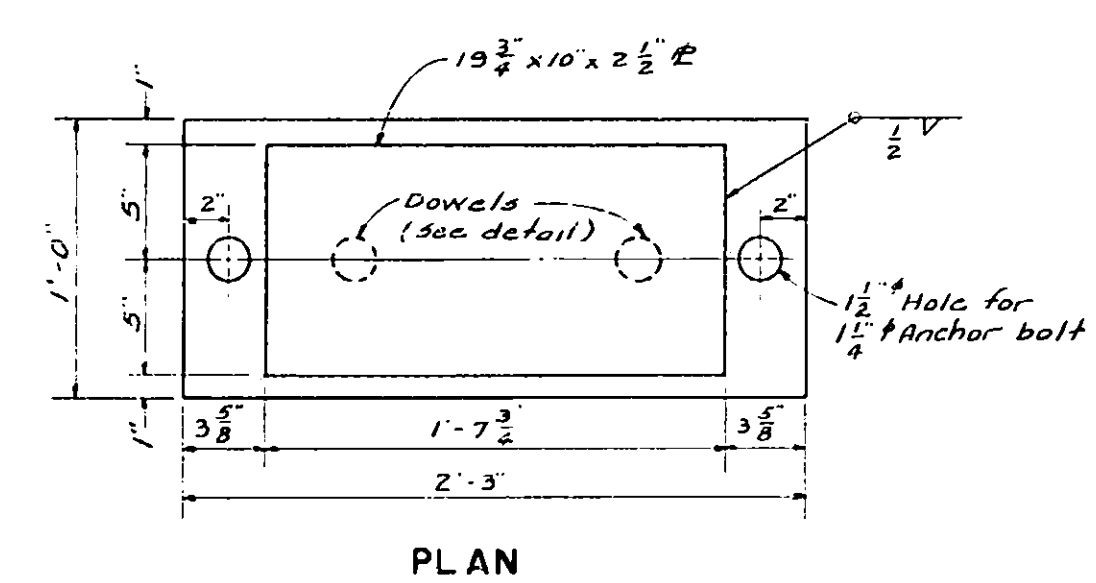


SECTION B-B

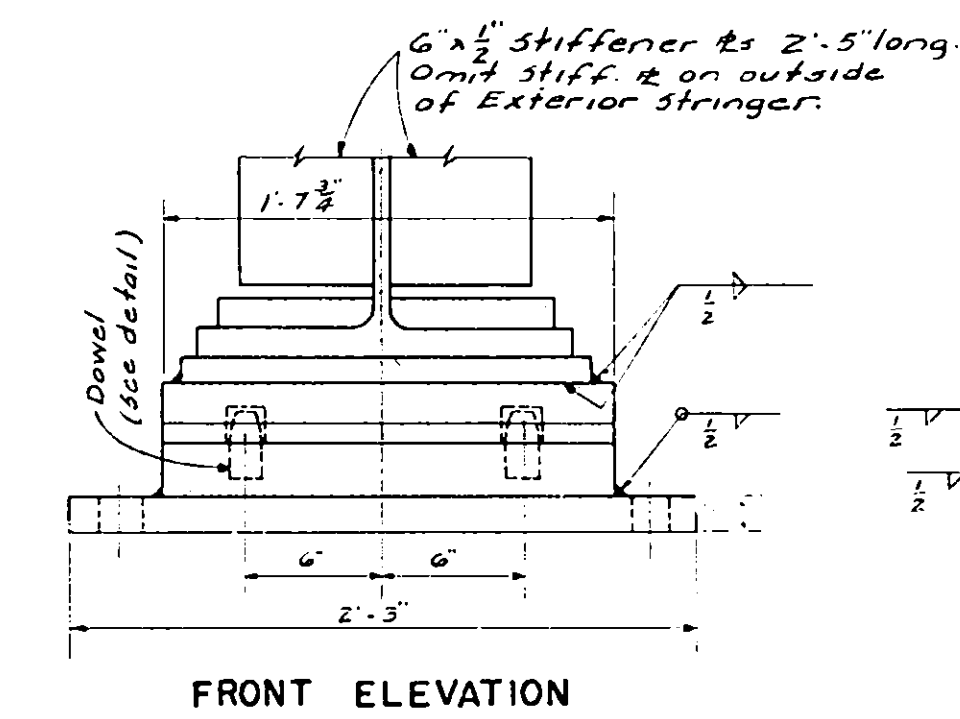


PLAN - BOTTOM FLANGE
SPRICE DETAIL

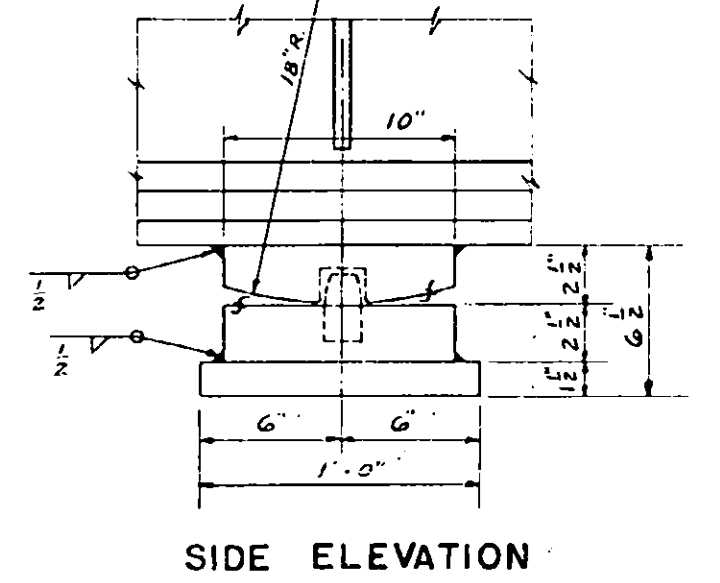
SPLICE DETAIL
scale: $\frac{3"}{1'-0"}$



PLAN

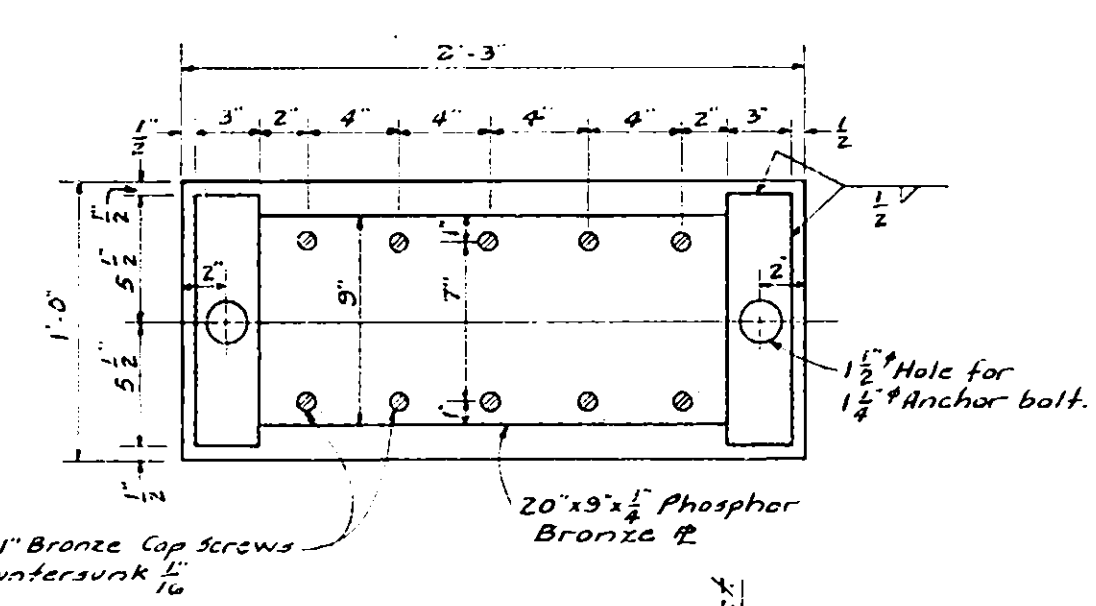


FRONT ELEVATION

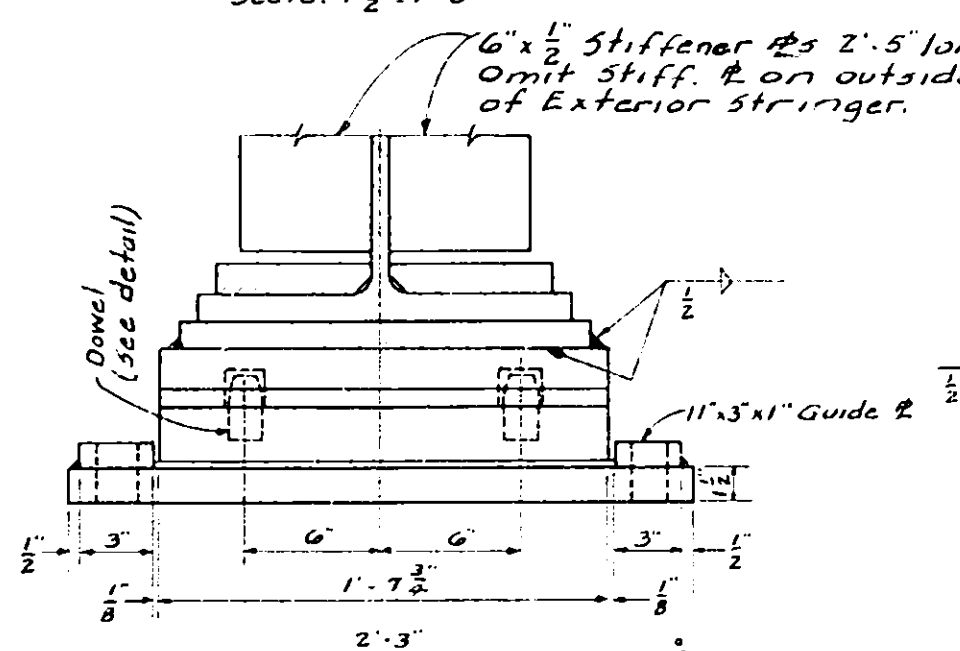


SIDE ELEVATION

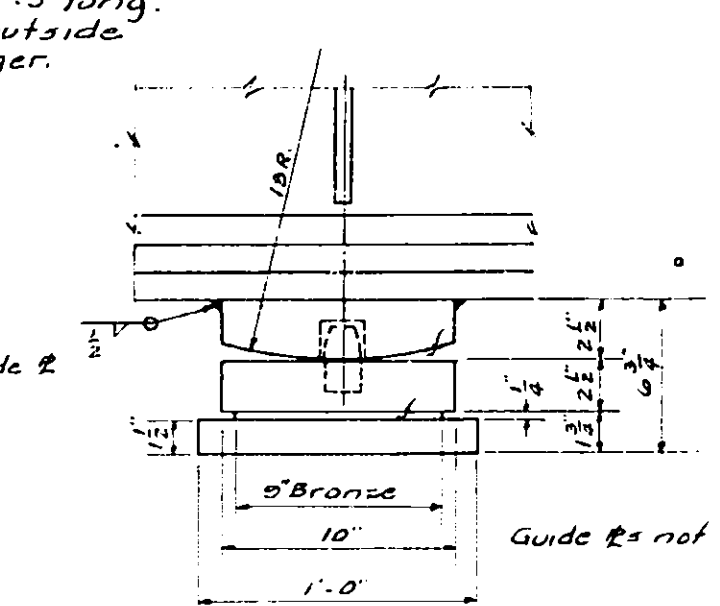
FIXED BEARINGS AT BENTS "B" AND "D"



PLAN

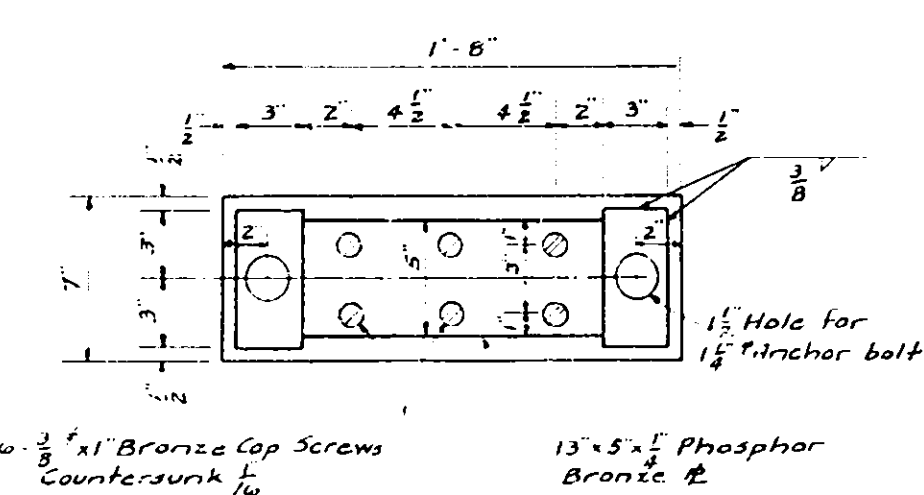


FRONT ELEVATION

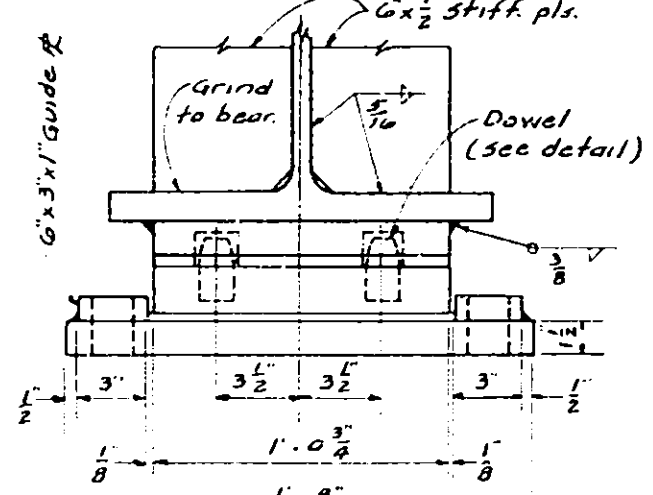


SIDE ELEVATION

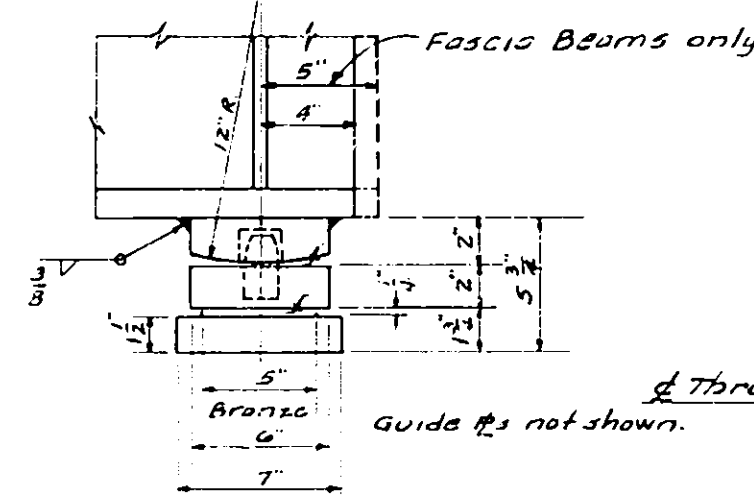
EXPANSION BEARINGS AT BENTS "A" AND "E"



PLAN

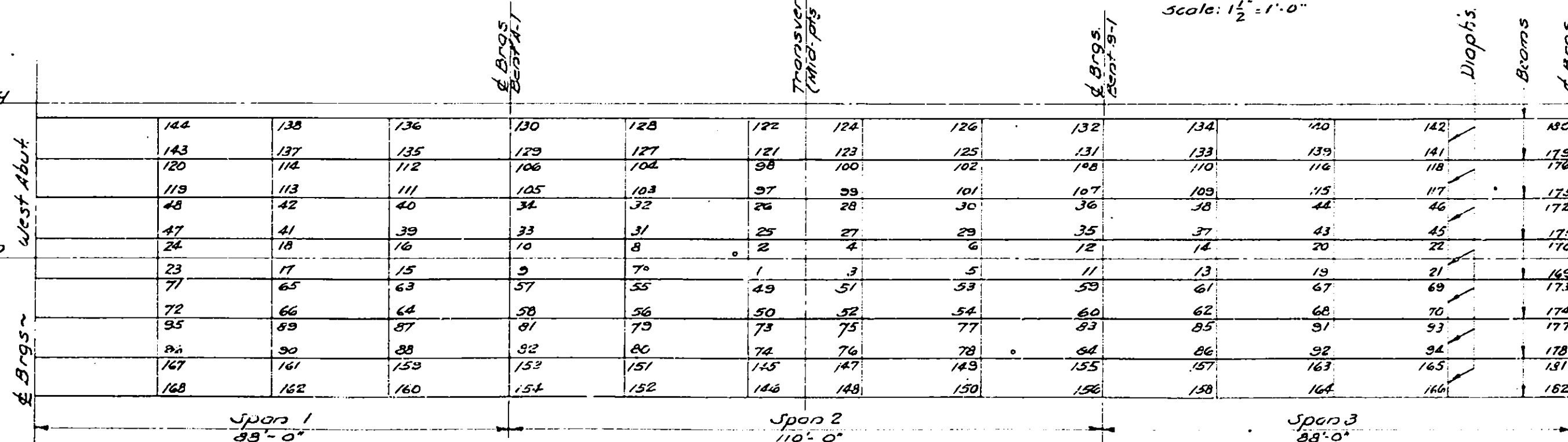


FRONT ELEVATION



SIDE ELEVATION

EXPANSION BEARINGS AT ABUTMENTS AND AT BENT "C"
scale: 1/2" = 1'-0"



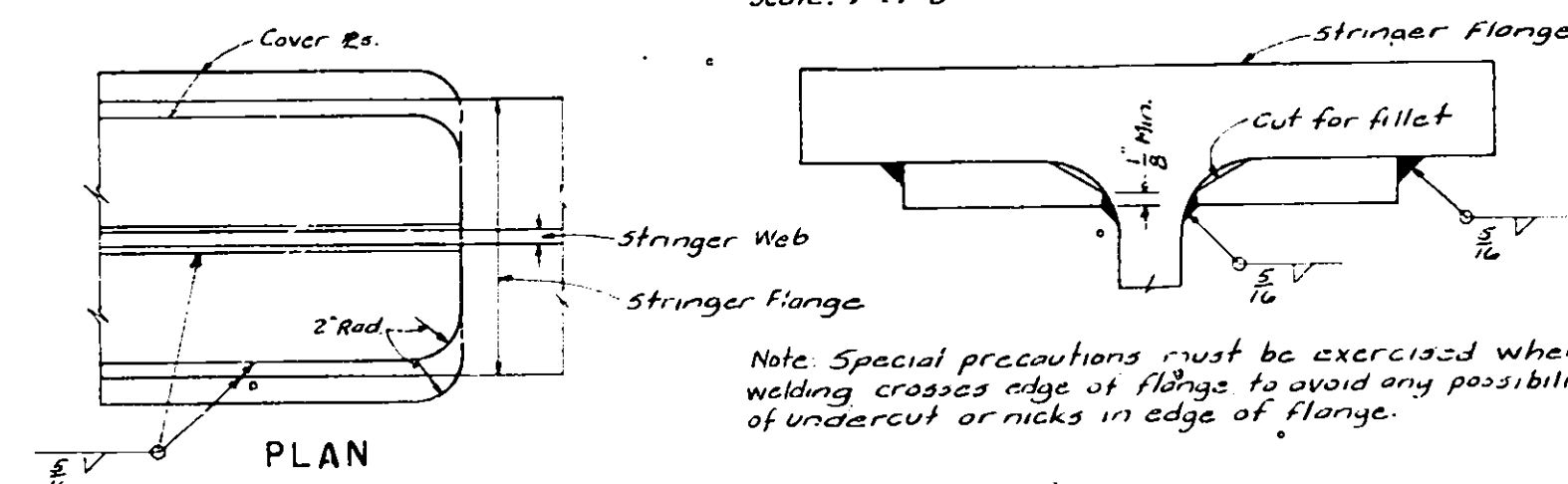
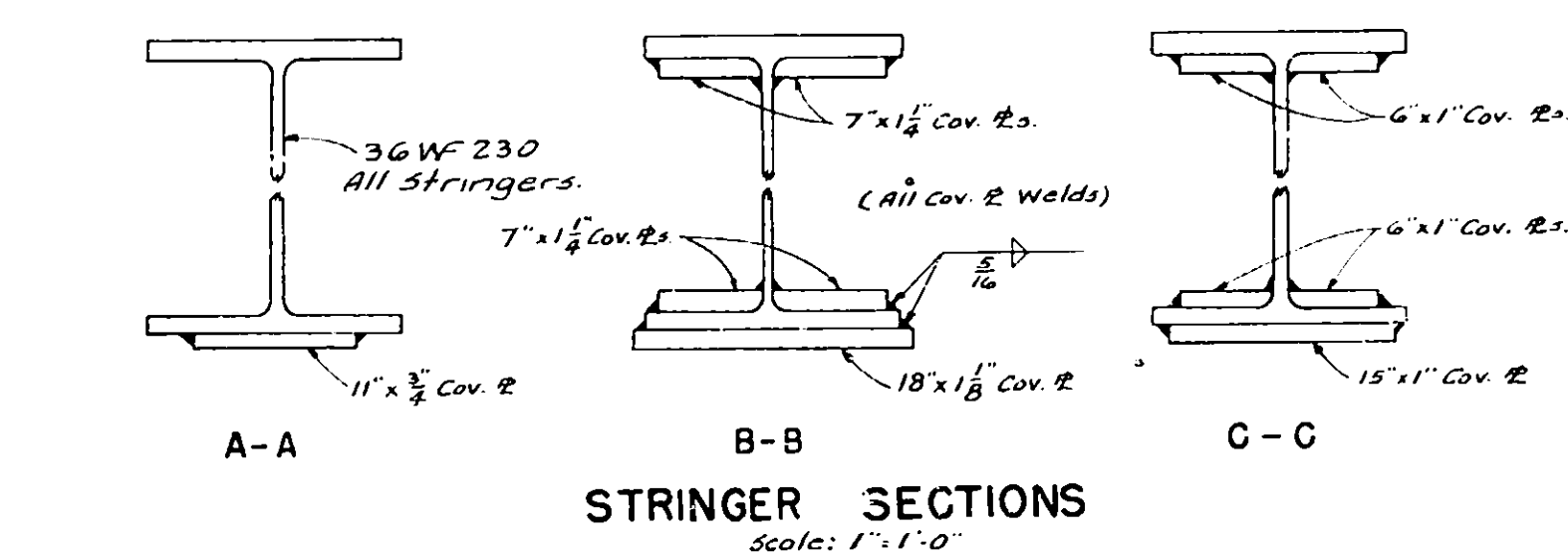
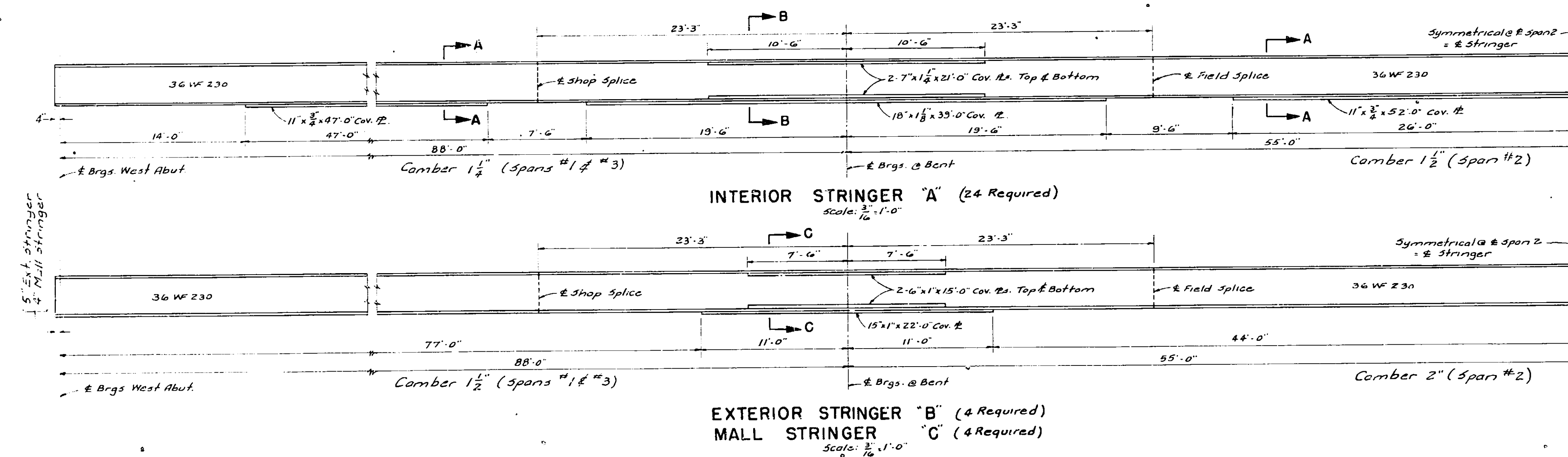
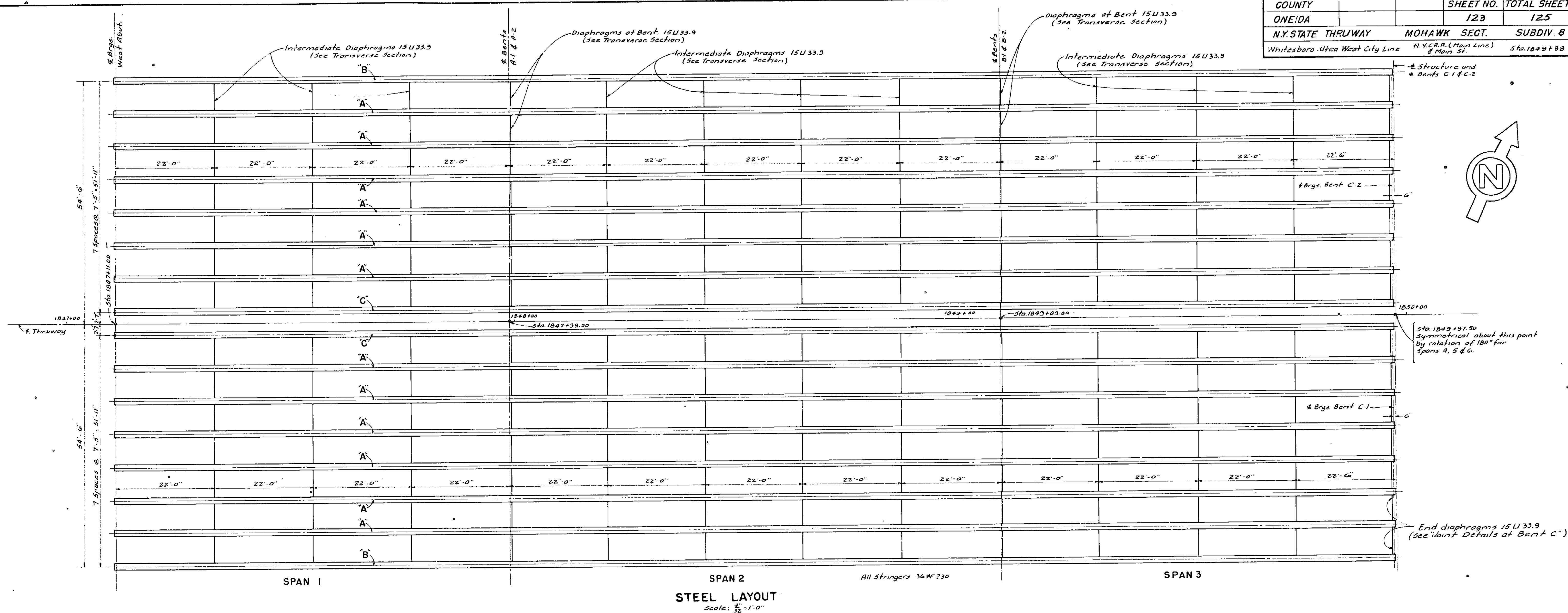
WELDING DIAGRAM FOR DIAPHRAGMS & BEAMS
(One Section Shown)

Note:

- In welding the diaphragms to the trusses the following sequence shall control for each of the four sections. Welding shall start at or close to the intersection of center line (longitudinal and transverse), and proceed from this common center towards abutments or piers. Complete welding diaphragms for the interior bays and then proceed in the same order with remaining bays.
- No Superstructure concrete is to be poured until the welding is complete.
- See Typical schedule for required welding sequence.

John W. Robertson
Whiting & Burlingh
Cooper & Burlingh
G. Marchess
J. Robertson.

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	123	125
N.Y. STATE THRUWAY		MOHAWK SECT. SUBDIV. 8
Whitesboro, Ulster West City Line		N.Y.C.R.R. (Main Line) & Main St. Sta. 1849+98



SUPERSTRUCTURE - STEEL

John A. Robertson
Whiting
Cooper
a. Marchant
J. Robertson

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	124	125
N.Y. STATE THRUWAY		MOHAWK SECT. SUBDIV. 8
Whitesboro-Utica West City Line		N.Y.C.R.R. (Main Line) & Main St. Sta. 1849+98

BAR LIST

WEST ABUTMENT

MARK	SIZE	LGTH.	NO.	DESCRIPTION
F-1	3/4"	6'-9"	34	Transv. hooked in Abutment Footing.
F-2	3/4"	11'-8"	34	Bent, hooked in Abutment Footing to Breastwall.
F-3	3/4"	57'-8"	12	Long, str. in Abutment Footing.
F-4	3/4"	4'-8"	14	Transv. str. in Wing Footings. (Each wing)
F-5	3/4"	16'-3"	10	Long, str. in Wing Footings. (Each wing)
F-6	3/4"	5'-0"	12	Vert. str. in Wing Footings. (Each wing)
W-1	5/8"	8'-5"	60	Vert. bent in Backwall.
W-2	5/8"	6'-11"	52	Vert. bent in Backwall.
W-3	1/2"	50'-2"	8	Long, str. in Backwall.
W-4	1/2"	52'-6"	4	Long, str. in Backwall. (Rear face)
W-5	3/4"	52'-6"	6	Long, str. in rear face of Abutment Breastwall.
W-6	3/4"	13'-10"	10	Hor. bent in Wing. (Each wing)
W-7	3/4"	7'-4"	12	Vert. str. in Wing. (Each wing)
W-8	3/4"	12'-3"	12	Long, str. in Wingwall. (Each)
W-9	3/4"	16'-6"	26	Vert. bent in Wingwall. (Each)
B-1	3/4"	2'-0"	58	Transv. str. in Bridge Seat.
B-2	3/4"	57'-0"	8	Long, str. in Bridge Seat.
C-1	3/4"	12'-10"	4	Hor. bent in Sidewalk Block. (Each)
D-1	3/4"	1'-4"	64	Dowels in Pedestals.
H-1	1/2"	7'-5"	30	Ties in Pedestals.
P-1	3/4"	9'-5"	4	Bent bars in top face of Pylon. (Each Pylon)
P-2	3/4"	4'-11 1/2"	8	Vert. str. in Pylon. (Each Pylon)
P-3	3/4"	4'-7"	4	Vert. str. in Pylon. (Each Pylon)
P-4	3/4"	3'-9"	4	Vert. str. in Pylon. (Each Pylon)
P-5	3/4"	3'-5 1/2"	4	Vert. str. in Pylon. (Each Pylon)

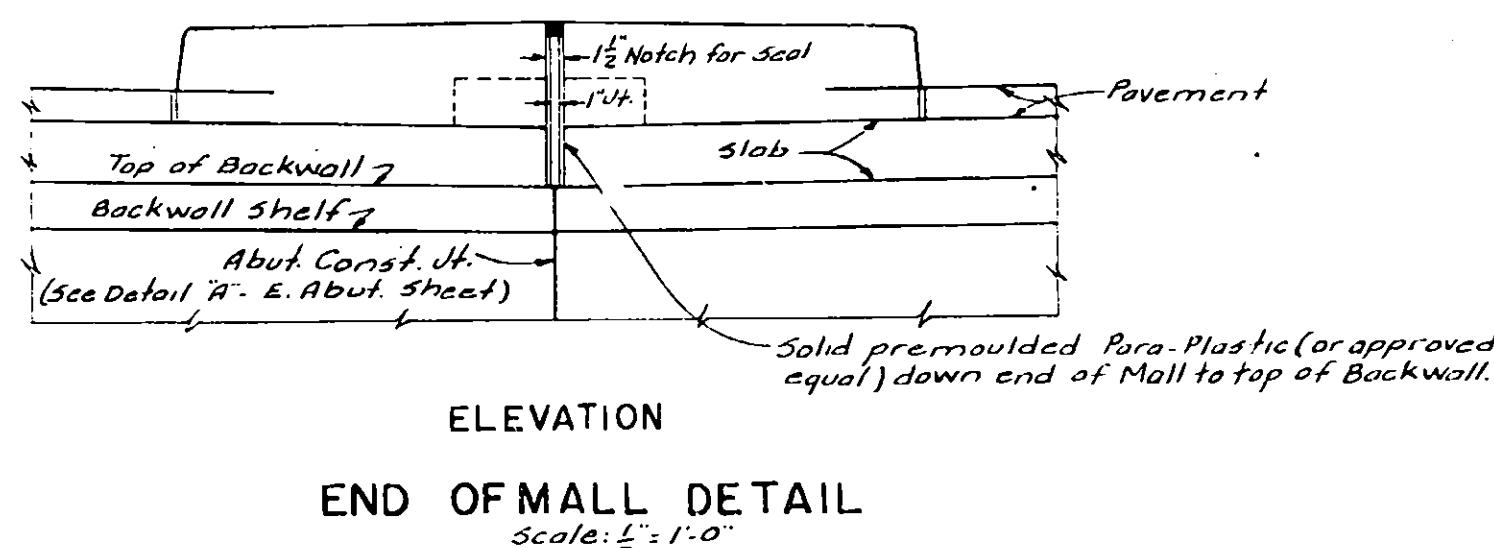
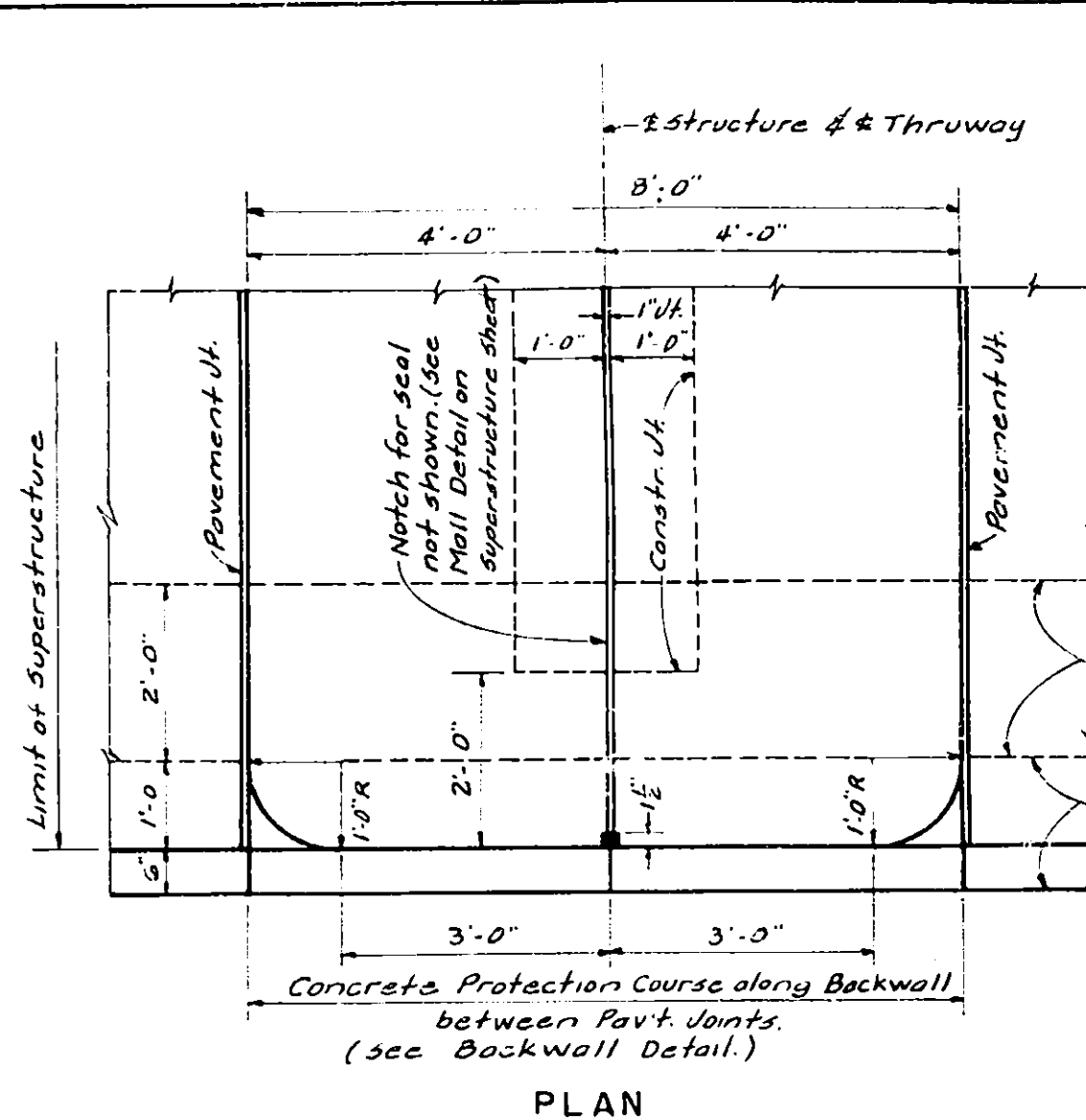
MARK	SIZE	LGTH.	NO.	DESCRIPTION
F-20	3/4"	6'-9"	34	Transv. hooked in Abutment Footing.
F-21	3/4"	11'-8"	32	Bent, hooked in Abutment Footing to Breastwall.
F-22	3/4"	57'-8"	12	Long, str. in Abutment Footing.
F-23	3/4"	7'-5"	6	Transv. str. in Wing Footings. (Each wing)
F-24	3/4"	6'-8"	8	Transv. str. in Wing Footings. (Each wing)
F-25	3/4"	15'-3"	10	Long, str. in Wing Footings. (Each wing)
F-26	3/4"	9'-5"	4	Long, str. in Wing Footings. (Each wing)
F-27	3/4"	5'-0"	16	Vert. str. in Wing and Catch Basin Footings. (Each wing)
W-20	5/8"	8'-5"	62	Vert. bent in Backwall.
W-21	5/8"	6'-11"	50	Vert. bent in Backwall.
W-22	1/2"	56'-2"	8	Long, str. in Backwall.
W-23	1/2"	49'-8"	4	Long, str. in Backwall. (Rear face)
W-24	3/4"	49'-8"	6	Long, str. in rear face of Abutment Breastwall.
W-25	3/4"	13'-10"	10	Hor. bent in Wing. (Each wing)
W-26	3/4"	7'-2"	16	Vert. str. in Wing and Catch Basin. (Each)
W-27	3/4"	12'-3"	12	Long, str. in Wingwall. (Each wing)
W-28	3/4"	16'-6"	26	Vert. bent in Wingwall. (Each wing)
W-29	3/4"	13'-2"	12	Hor. bent in Catch Basin and Support. (Each)
B-20	3/4"	2'-0"	58	Transv. str. in Bridge Seat.
B-21	3/4"	57'-0"	8	Long, str. in Bridge Seat.
C-20	3/4"	12'-10"	4	Hor. bent in Sidewalk Block. (Each)
D-1	3/4"	1'-4"	64	Dowels in Pedestals.
H-1	1/2"	7'-5"	30	Ties in Pedestals.
P-1	3/4"	9'-5"	4	Bent bars in top face of Pylon. (Each Pylon)
P-2	3/4"	4'-11 1/2"	8	Vert. str. in Pylon. (Each Pylon)
P-3	3/4"	4'-7"	4	Vert. str. in Pylon. (Each Pylon)
P-4	3/4"	3'-9"	4	Vert. str. in Pylon. (Each Pylon)
P-5	3/4"	3'-5 1/2"	4	Vert. str. in Pylon. (Each Pylon)

MARK	SIZE	LGTH.	NO.	DESCRIPTION
F-40	1"	57'-6"	160	Hooked in bottom of Footing.
F-41	3/4"	10'-0"	280	Hooked in bottom of Footing.
F-42	1"	55'-6"	60	Str. in top of Footing.
F-43	1"	22'-8"	80	Str. in top of Footing.
F-44	3/4"	8'-6"	280	Str. in top of Footing.
F-45	1 1/4"	8'-10"	1200	Hooked in Footing and columns.
B-1	1"	23'-4"	384	Str. in Columns and Beam for Bents "A", "B" and "C"
B-2	1"	27'-4"	256	Str. in Columns and Beam for Bents "D" and "E"
B-3	1"	30'-6"	220	Hooked in top of Beam.
B-4	1"	28'-6"	40	Str. in top of Beam.
B-5	1"	29'-6"	180	Str. in bottom of Beam.
B-6	1"	19'-0"	120	Str. in bottom of Beam.
D-1	3/4"	2'-0"	640	Dowels in Pedestals.
H-1	1/2"	12'-11"	72	Ties in Pedestals - Bents "A", "B", "D", and "E"
H-2	1/2"	11'-11"	8	Ties in Pedestals - Bent "C"
H-3	1/2"	11'-11"	18	Ties in Pedestals - Bent "C"
H-4	1/2"	11'-5"	2	Ties in Pedestals - Bent "C"
S-1	1/2"	12'-11"	1420	Stirrups in Columns - Bents "A", "B", and "C"
S-2	1/2"	8'-15'-0"	24	Stirrups in Columns - Bents "D" and "E"
S-3	1/2"	3'-2"	16	Stirrups in Columns - Bents "D" and "E"

MARK	SIZE	LGTH.	NO.	DESCRIPTION
A-1	5/8"	59'-2"	1384	Transv. bent in Slab
A-2	5/8"	56'-11 1/2"	2768	Transv. str. top and bottom of Slab.
A-3	1"	44'-0"	576	Long, str. top of Slab of Bents.
A-4	1"	31'-0"	144	Long, str. top of Slab of Bents.
T-1	5/8"	45'-9"	1872	Long, str. top and bottom of Slab. (Slopes)
SW-1	1/2"	4'-9"	712	Transv. bent in Sidewalk.
SW-2	1/2"	4'-9"	240	Long, str. in Sidewalk and Mall. (Slopes)
S-1	1/2"	4'-10"	320	Stirrups in Columns - Bent "D"

All dimensions are out to out of bars.

NOTES, ESTIMATE - BAR LIST



SUPERSTRUCTURE NOTES

Design Specifications - A.A.S.H.O. 1949 - 1954 - 44 Loading Modified Materials, Construction, and Fabrication Specifications New York State Dept. of Public Works, Jan. 2, 1951 and Current modifications. All structural steel, including beam bearings and anchor bolts, anchor bolts and anchor bolts plates for metal railing, nuts and washers will be paid for under Item 29.

Metal Railing, including posts and base plate will be paid for under Item 37. All tubing shall be shop-welded into finished railing. Spiral Bar Shear Connectors will be paid for under Item 28B.

Cement used for all concrete in this structure shall be a mixture of Type 2 and Type N.

With the exception of the bridge pavement, all concrete in the superstructure shall be Class 1A Concrete for Structures, Item 13.

The bridge pavement shall be Cement Concrete Pavement Item 47BMs. The thickness of the concrete pavement may be varied slightly as directed by the Engineer in the field in order to follow closely the roadway grade.

Approved crushed gravel may be used as coarse aggregate for all concrete items.

Welding shall comply with provisions of the current Specifications for "Welded Highway and Railroad Bridges" of the American Welding Society.

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 E6015 or E6016.

The cost of furnishing and placing copper flashing, sponge rubber, caulking compound, Para-Plastic, pre-molded bituminous joint lead plates or any other joint material shall be included in the unit price bid for the various concrete items.

Sponge rubber furnished shall conform to the A.S.T.M. Specifications D594.

Para-Plastic, as manufactured by the Serviced Products Corp., or approved equal, shall be installed in accordance with the manufacturer's instructions.

Mail and safety walks shall not be scored.

One identification plate will be furnished free of charge to the Contractor, to be installed where shown on the plans. The plate shall be installed before the concrete is poured in accordance with the instructions furnished by the Department. The cost of installing the identification plate shall be included in the unit price bid for Item 18.

SUBSTRUCTURE NOTES

For design purposes the assumed load per pile for the abutments does not exceed 30 tons and for the bents does not exceed 45 tons.

The average estimated length of piles for the West Abutment is 50 feet and for the East Abutment 65 feet and for the bents varies from 25 feet to 40 feet.

Piles for the abutments shall be driven through the fill into the existing ground to a satisfactory bearing. The driving shall be done after the fill material at the site is placed and compacted to the elevations of the bottoms of the footings. The fill material at the pile site and for a distance of 5 feet outside of the outermost piles shall be so selected as to contain no stones having a dimension greater than 3 inches.

All concrete in the abutments, with the exception of the pylon, shall be Class 1 Concrete, Item 20.

Concrete in the bent footings shall be Class 1 Concrete, Item 20. Concrete in the columns, beams and pedestals of the bents and in the abutment pylons shall be Class 1A concrete for structures, Item 13.

Anchor bolts in the abutments and bents may be set prior to the pouring of the concrete. If holes are drilled for anchor bolts the reinforcement in abutment bridge seats and in the tops of beams shall be so placed as not to be damaged by the drilling.

Dry Stone Paving will be paid for under Item 79.

All exposed edges of concrete shall be chamfered 1" unless otherwise noted.

Waterproofing oil treatment as required under Item 18, shall, in addition, be applied to bridge seats, backwalls, and back of abutments and wings.

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 subsurface conditions of the site of the structure and which specifies certain requirements relative to construction.

The Contractor's attention is directed to the necessity of recognizing the elevation of ground water so that he will progress his work with full knowledge of water being present.

Any costs involved in keeping the site free from water shall be included in the price bid for Item 5, Trench, Culvert and Bridge Excavation.

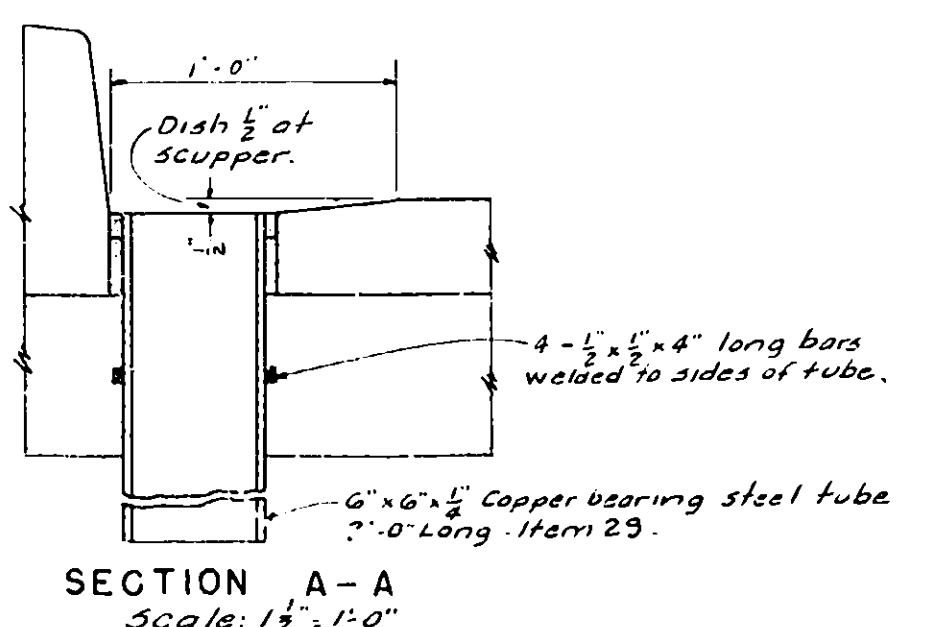
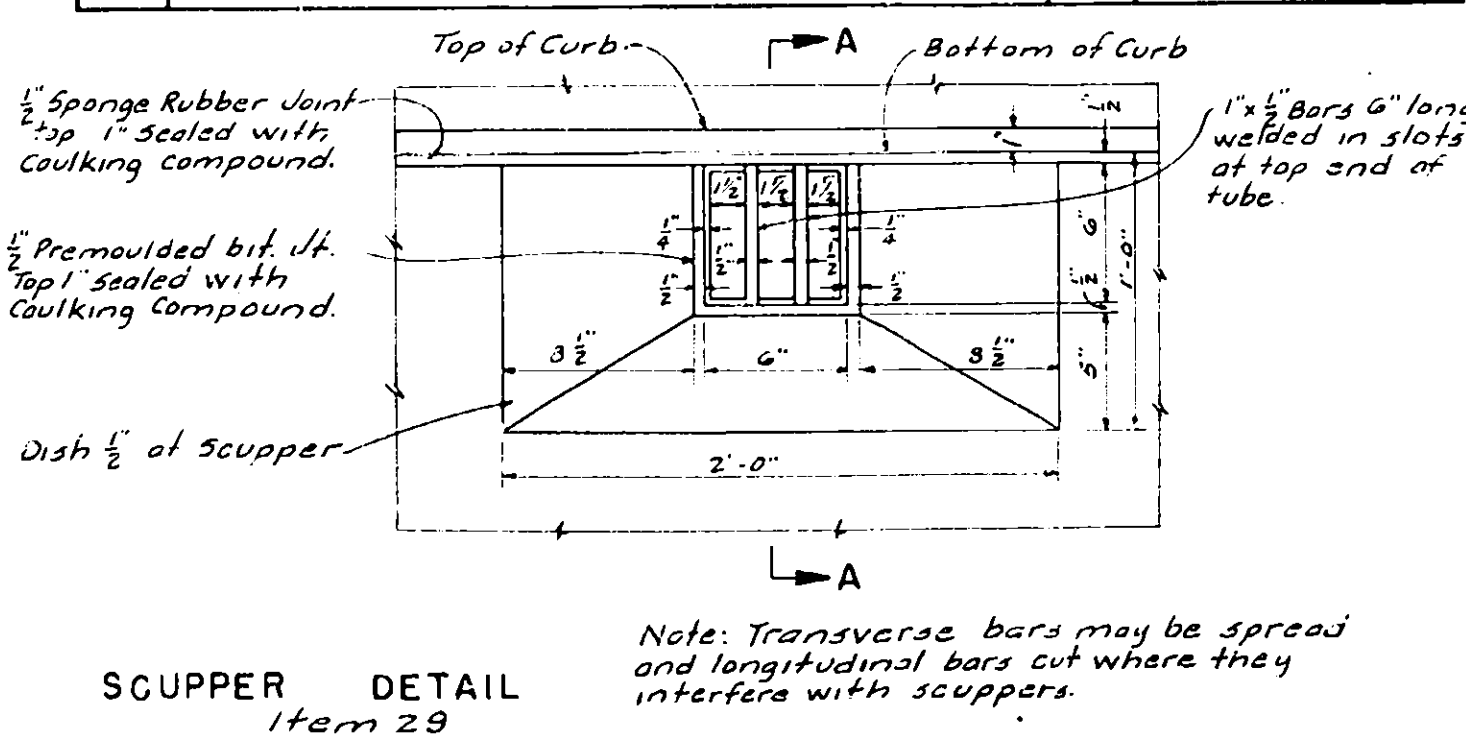
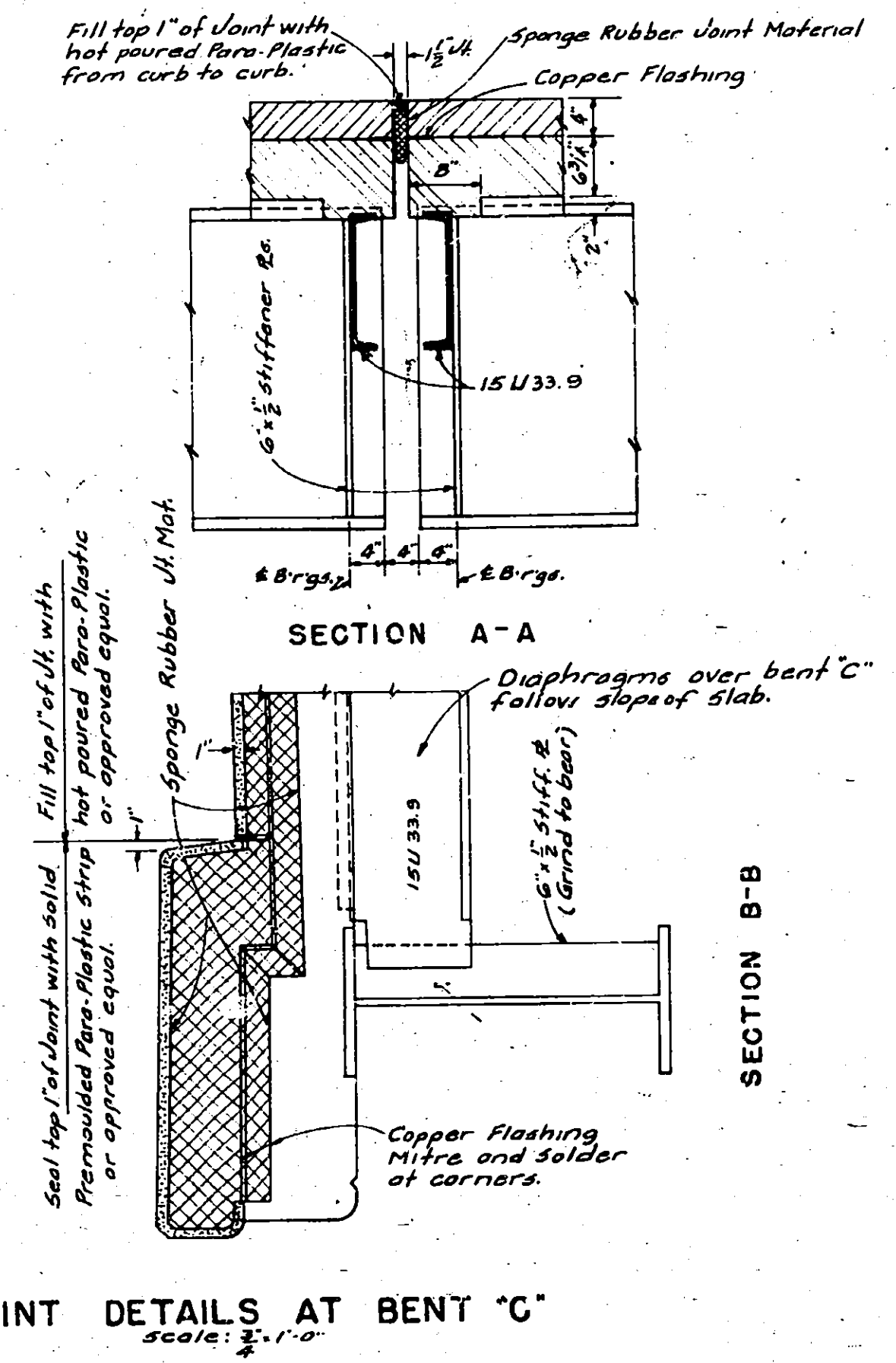
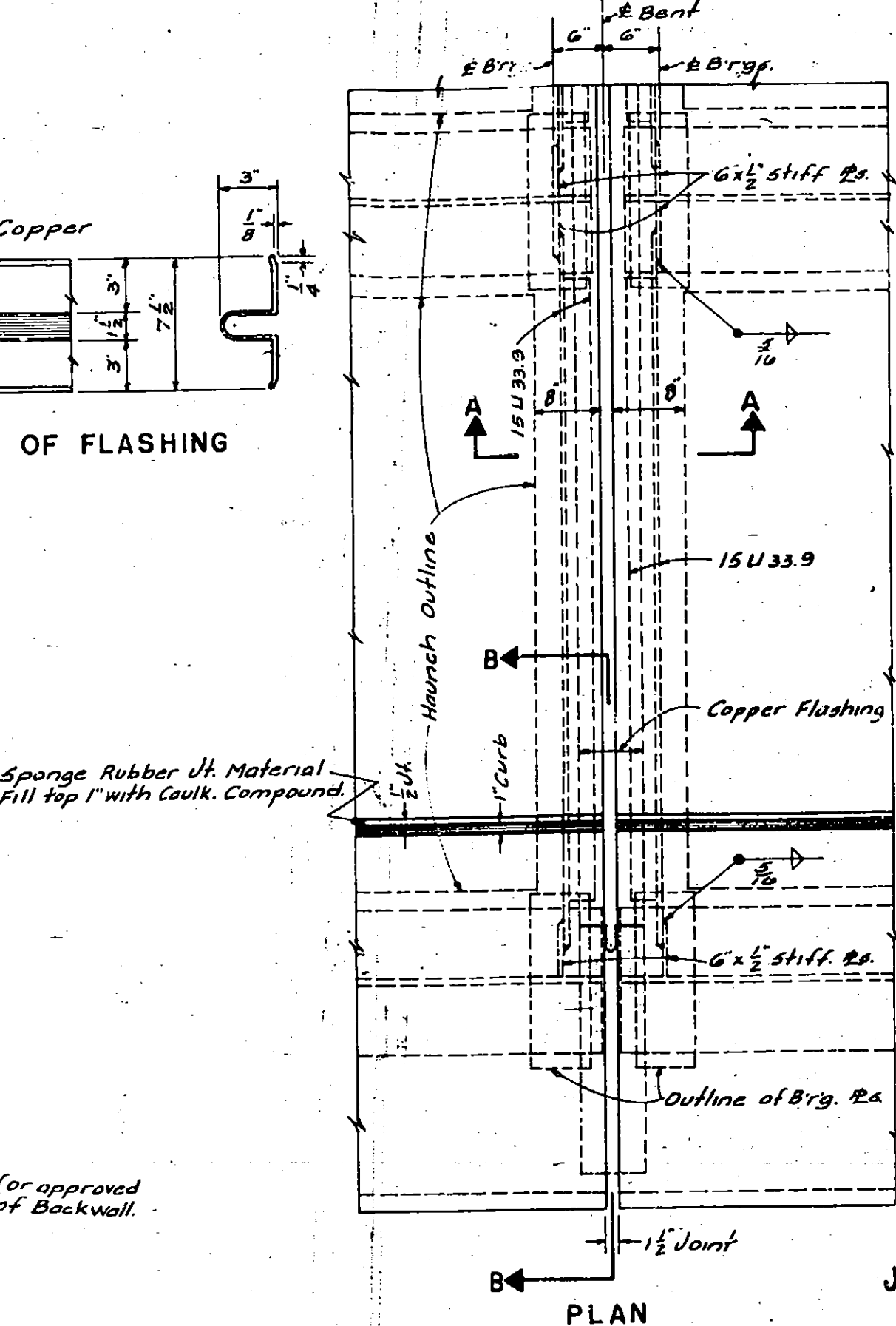
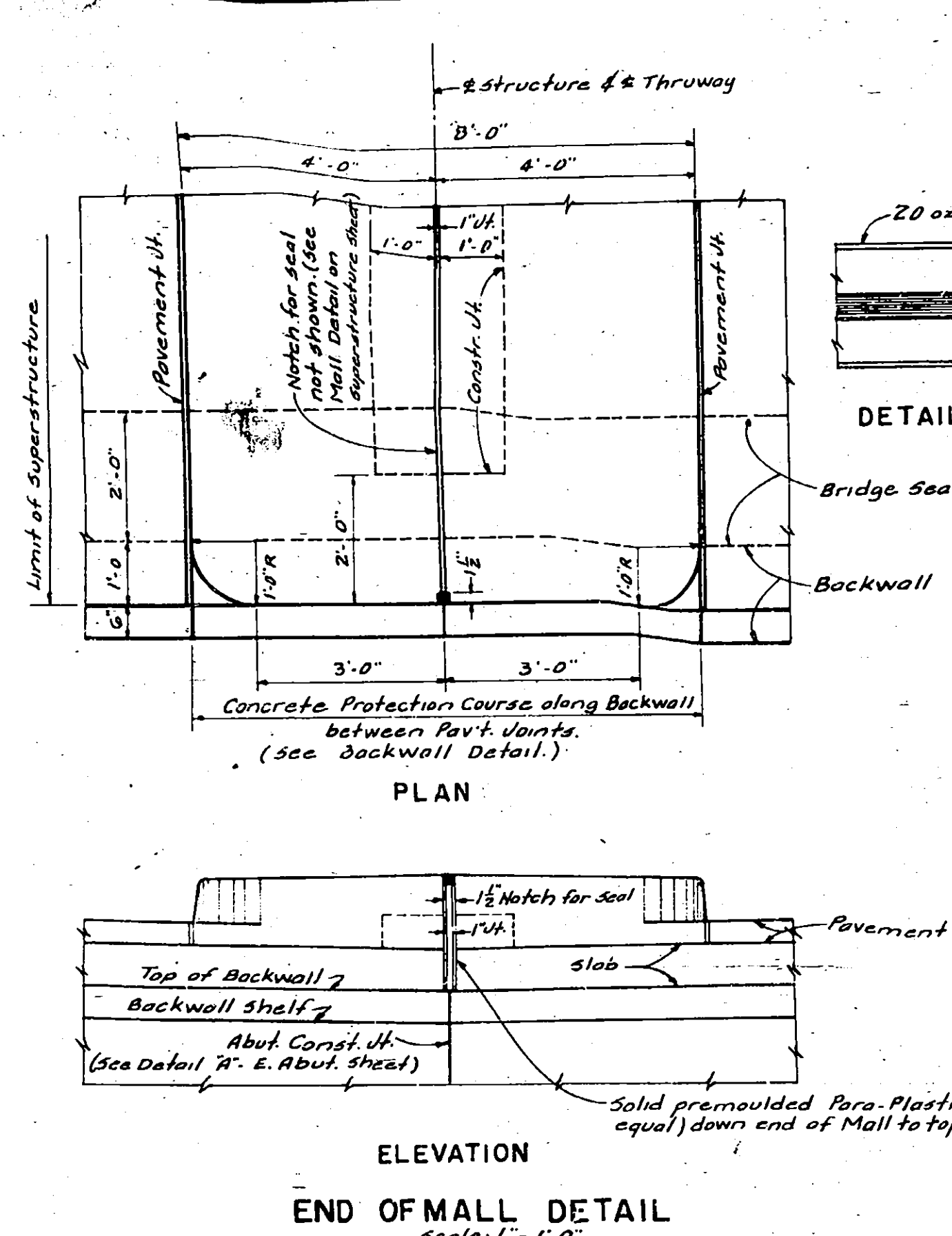


TABLE OF QUANTITIES

NO.	ITEM	UNIT	NET	ROUND
5	Trench, Culvert and Bridge Excavation.	C.Y.	1783	1800
11	Corrugated Metal Pipe - 8" Diam.	L.F.	12	16
14A	Reinforced Concrete Culvert Pipe - 24" Diam.	L.F.	108	112
15-2	Portland Cement, Type 2.	Bbl.	6391	6480
15N	Natural Cement, Type N.	Bbl.	908	920
18	Class 1A Concrete for Structure (1:2:3 1/2 approx.)	C.Y.	2461	2500
20	Class 1 Concrete (1:2:4 approx.)	C.Y.	1182	1200
25F	Steel Fabric Reinforcement.	S.Y.	6866	7000
28B	Bar Reinforcement for Structures.	Lb.	706482	707,000
28-8	Spiral Bar Shear Connectors.	Lb.	22,203	22,500
29	Structural Steel.	Lb.	2,843,000	2,920,000
37	Metal Railing.	L.F.	1153.5	1160
47BMs	Cement Concrete Pavement (1:1 1/2:3 1/2 approx.)	C.Y.	698	700
79	Dry Stone Paving.	S.Y.	1210	1250
835T	Temporary Steel Sheet Piling.	S.F.	1516	1550
85-A	Steel Bearing Piles - 10 BP42	L.F.	4140	4600
85B	Steel Bearing Piles - 12 BP53	L.F.	15880	15500
87	Furnishing Equip. for Driving Piles.	L.S.	Nec.	Nec.
121	Topsoil Placed from Stockpiles.	C.Y.	376	410
123B	Seeding on Prepared Areas.	Acre	0.45	0.5
124	Sodding.	S.Y.	640	700
500	Railroad Protection.	L.S.	Nec.	Nec.
30	Miscellaneous Metals.	Lb.	340	350
200	Air Entraining Agent (Dorex AEA or equal)	Gal.	24	25



John A. Robertson
Supt. Eng. & Architect
Cooper & Maclean - Buffalo
A. Maclean
J. Robertson



SUPERSTRUCTURE NOTES

Design Specifications A.A.S.H.O. 1943, H-20, 116-44 Loading Modified. Materials, Construction and Fabrication Specifications New York State Dept. of Public Works, Jan. 2, 1951 and current modifications.

All structural steel, including beam bearings and anchor bolts, anchor bolts and anchor bolts plates for metal railing, nuts and washers will be paid for under item 29.

Metal Railing, including posts and base plate will be paid for under item 37. All tubing shall be shop-welded into finished railing.

Special Bar Shear Connectors will be paid for under item 28B.

Cement used for all concrete in this structure shall be a mixture of Type 2 and Type N.

With the exception of the bridge pavement, all concrete in the superstructure shall be Class 1A Concrete for Structures, Item 18.

The bridge pavement shall be Cement Concrete Pavement, Item 478M. The thickness of the concrete pavement may be varied slightly as directed by the Engineer in the field in order to follow closely the roadway grade.

Approved crushed gravel may be used as coarse aggregate for all concrete items.

Welding shall comply with provisions of the current Specifications for "Welded Highway and Railroad Bridges" of the American Welding Society.

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 E6015 or E6016.

The cost of furnishing and placing copper flashing, sponge rubber, caulking compound, Para-Plastic, pre-molded bituminous joint, lead plates or any other joint material shall be included in the unit price bid for the various concrete items.

Sponge rubber furnished shall conform to the A.S.T.M. Specifications D-544.

Para-Plastic as manufactured by the Serviced Products Corp., or approved equal, shall be installed in accordance with the manufacturer's instructions.

Mail and safety walks shall not be scored.

One identification plate will be furnished free of charge to the Contractor, to be installed where shown on the plans. The plate shall be installed before the concrete is poured in accordance with the instructions furnished by the Department. The cost of installing the identification plate shall be included in the unit price bid for item 18.

SUBSTRUCTURE NOTES

For design purposes the assumed load per pile for the abutments does not exceed 30 tons and for the bents does not exceed 45 tons.

The average estimated length of piles for the West Abutment is 50 feet and for the East Abutment 65 feet and for the bents varies from 25 feet to 40 feet.

Piles for the abutments shall be driven through the fill into the existing ground to a satisfactory bearing. The driving shall be done after the fill material at the site is placed and compacted to the elevations of the bottoms of the footings. The fill material of the pile site and for a distance of 5 feet outside of the outermost piles shall be so selected as to contain no stones having a dimension greater than 3 inches.

All concrete in the abutments, with the exception of the piers, shall be Class 1 Concrete, Item 20.

Concrete in the bent footings, shall be Class 1 Concrete, Item 20.

Concrete in the columns, beams and pedestals of the bents and in the abutment piers shall be Class 1A concrete for Structures, Item 18.

Anchor bolts in the abutments and bents may be set prior to the pouring of the concrete. If holes are drilled for anchor bolts the reinforcement in abutment bridge seats and in the tops of beams shall be so placed as not to be damaged by the drilling.

Dry Stone Paving will be paid for under item 79.

All exposed edges of concrete shall be chamfered 1" unless otherwise noted.

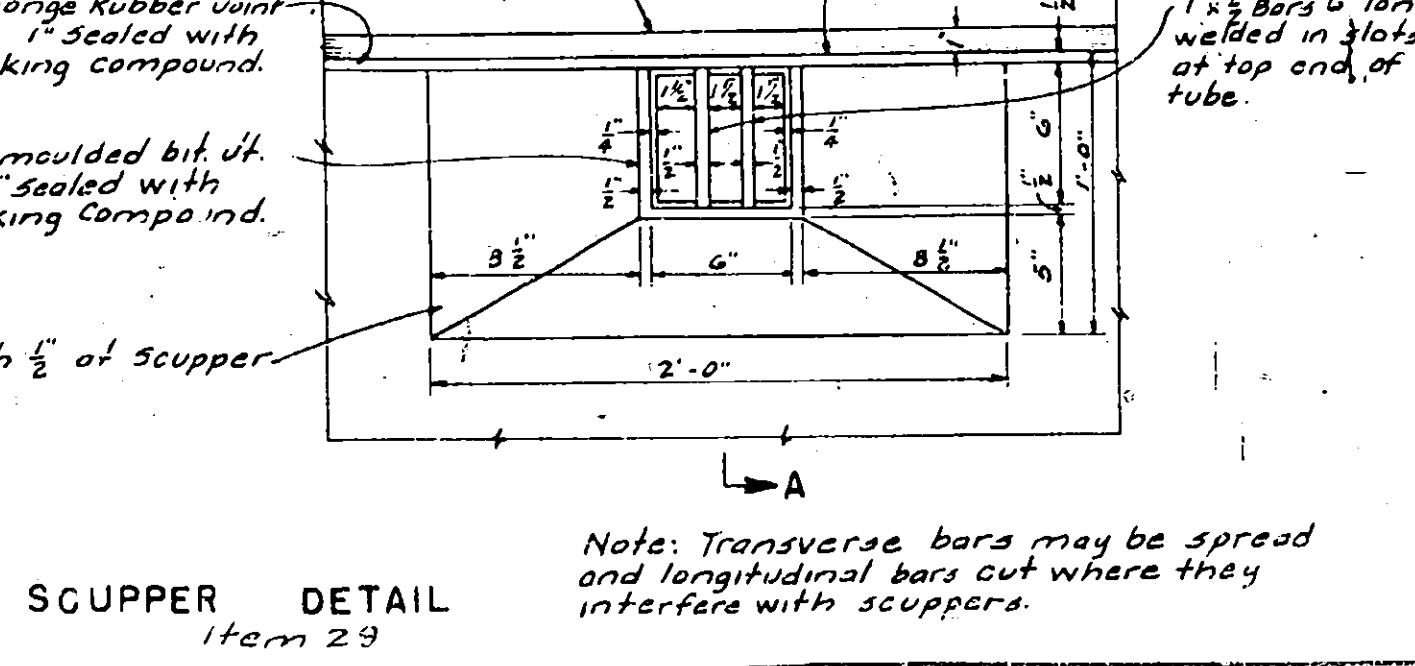
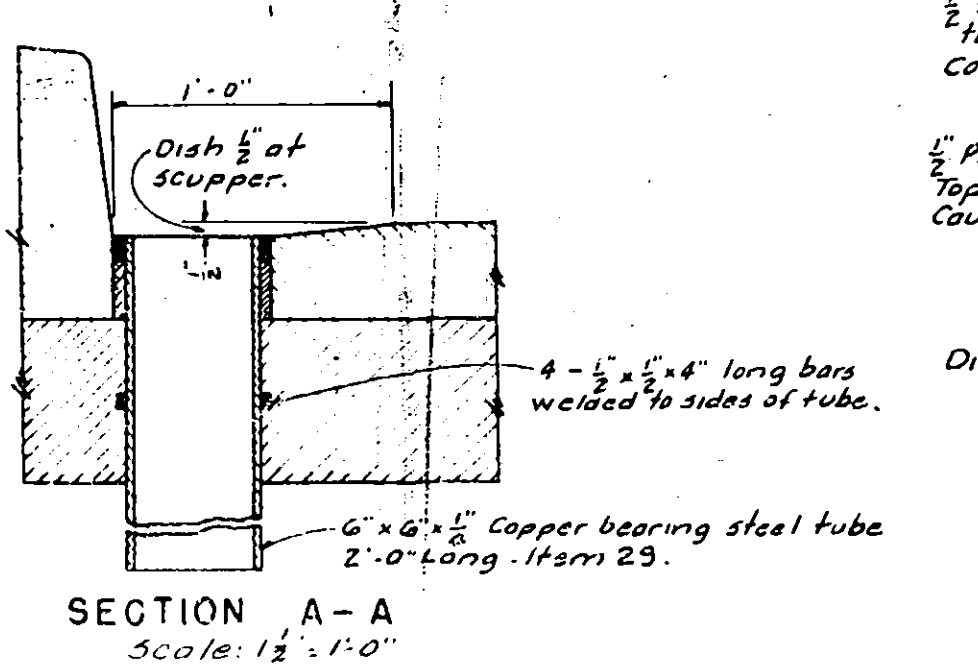
Waterproofing oil treatment, as required under item 18, shall, in addition, be applied to bridge seats, backwalls, and back of abutments and wings.

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 notes which briefly outline the anticipated subsurface conditions of the site of the structure and which specify certain requirements relative to construction.

The Contractor's attention is directed to the necessity of recognizing the elevation of ground water so that he will progress his work with full knowledge of water being present.

Any costs involved in keeping the site free from water shall be included in the price bid for item 5, Trench, Culvert and Bridge Excavation.

TABLE OF QUANTITIES				
NO.	ITEM	UNIT	Final	
5	Trench, Culvert and Bridge Excavation.	C.Y.	2,007.7	
11	Corrugated Metal Pipe - 8" diam.	L.F.	10.0	
14A	Reinforced Concrete Culvert Pipe - 24" diam.	L.F.	105.9	
15-2	Portland Cement, Type 2.	Bbl.	4,880.8	
15-2	Portland Cement, Type ASTM 1.	Bbl.	842.6	
15N	Natural Cement, Type N.	Bbl.	768.0	
18	Class 1A Concrete for Structures (1:2:3 1/2 approx.)	C.Y.	2,455.96	
20	Class 1 Concrete (1:2:4 approx.)	C.Y.	1,177.91	
25F	Steel Fabric Reinforcement.	S.Y.	6,369	
28B	Bar Reinforcement for Structures.	Lb.	706,894	
28A	Spiral Bar Shear Connectors.	Lb.	21,836	
29	Structural Steel.	Lb.	2,810,523	
37	Metal Railing	L.F.	1,153.60	
478MS	Cement Concrete Pavement (1:1 1/2:3 1/2 approx.)	C.Y.	685.46	
79	Dry Stone Paving.	S.Y.	1,208.9	
83-9T	Temporary Steel Sheet Piling.	S.F.	1,520.0	
85-A	Steel Bearing Piles - 10 BP 42.	L.F.	4,140.0	
85B	Steel Bearing Piles - 12 BP 53.	L.F.	7,910.0	
87	Furnishing Equip for Driving Piles.	L.S.	12.5	
121	Topsoil Placed from Stockpiles.	C.Y.	379.4	
123-B	Seeding on Prepared Areas.	Acres	0.66	
124	Sodding.	S.Y.	407.2	
500	Railroad Protection.	L.S.	600.0	
30	Miscellaneous Metals.	Lb.	304.	
200	Air Entraining Agent (Darex AEA or equal)	Gal.	21.4	
85N	Spl. & Weld. Steel Bearing Piles 12 BP 53	Ea.	387	



BAR LIST

WEST ABUTMENT

MARK	SIZE	LGTH.	NO.	DESCRIPTION
F-1	3/4"	6'-9"	34	Transv. hooked in Abutment Footing.
F-2	3/4"	11'-8"	34	Bent, hooked in Abutment - Footing to Breastwall.
F-3	3/4"	57'-8"	12	Long, str. in Abutment Footing.
F-4	3/4"	4'-8"	18	Transv. str. in Wing Footings (Each wing)
F-5	3/4"	18'-3"	10	Long, str. in Wing Footings (Each wing)
F-6	3/4"	5'-0"	12	Vert. str. in Wing Footings (Each wing)
W-1	5/8"	8'-5"	60	Vert. bent in Backwall.
W-2	5/8"	6'-11"	52	Vert. bent in Backwall.
W-3	1/2"	56'-2"	8	Long, str. in Backwall.
W-4	1/2"	52'-6"	4	Long, str. in Backwall (Rear face).
W-5	3/4"	52'-6"	4	Long, str. in rear face of Abutment Breastwall.
W-6	3/4"	13'-10"	10	Hor. bent in Wing (Each wing)
W-7	3/4"	7'-4"	12	Vert. str. in Wing (Each wing)
W-8	3/4"	12'-3"	12	Long, str. in Wingwall (Each)
W-9	3/4"	16'-6"	28	Vert. bent in Wingwall (Each)
BS-1	3/4"	2'-0"	56	Transv. str. in Bridge Seat.
BS-2	3/4"	57'-0"	8	Long, str. in Bridge seat.
C-1	3/4"	12'-10"	4	Hor. bent in Sidewalk Block (Each)
D-1	3/4"	1'-4"	64	Dowels in Pedestals.
H-1	1/2"	7'-5"	30	Ties in Pedestals.
P-1	3/4"	9'-5"	4	Bent bars in top face of Pylons (Each Pylon)
P-2	3/4"	4'-11 1/2"	8	Vert. str. in Pylon (Each Pylon)
P-3	3/4"	4'-7"	4	Vert. str. in Pylon (Each Pylon)
P-4	3/4"	3'-9"	4	Vert. str. in Pylon (Each Pylon)
P-5	3/4"	3'-5 1/2"	4	Vert. str. in Pylon (Each Pylon)

EAST ABUTMENT

F-20	3/4"	6'-9"	34	Transv. hooked in Abutment Footing.
F-21	3/4"	11'-8"	34	Bent, hooked in Abutment - Footing to Breastwall.
F-22	3/4"	57'-8"	12	Long, str. in Abutment Footing.
F-23	3/4"	7'-5"	6	Transv. str. in Wing Footings (Each wing)
F-24	3/4"	4'-8"	8	Transv. str. in Wing Footings (Each wing)
F-25	3/4"	15'-3"	10	Long, str. in Wing Footings (Each wing)
F-26	3/4"	9'-5"	4	Long, str. in Wing Footings (Each wing)
F-27	3/4"	5'-0"	16	Vert. str. in Wing and Catch Basin Footings (Each wing)
W-20	5/8"	8'-5"	62	Vert. bent in Backwall.
W-21	5/8"	6'-11"	50	Vert. bent in Backwall.
W-22	1/2"	56'-2"	8	Long, str. in Backwall.
W-23	1/2"	49'-8"	4	Long, str. in Backwall (Rear face).
W-24	3/4"	49'-8"	4	Long, str. in rear face of Abutment Breastwall.
W-25	3/4"	13'-10"	10	Hor. bent in Wing (Each wing)
W-26	3/4"	7'-2"	12	Vert. str. in Wing and Catch Basin (Each)
W-27	3/4"	12'-3"	12	Long, str. in Wingwall (Each wing)
W-28	3/4"	16'-6"	28	Vert. bent in Wingwall (Each wing)
W-29	3/4"	13'-2"	12	Hor. bent in Catch Basin and Support (Each)
BS-20	3/4"	2'-0"	56	Transv. str. in Bridge Seat.
BS-21	3/4"	57'-0"	8	Long, str. in Bridge seat.
C-20	3/4"	12'-10"	4	Hor. bent in sidewalk Block (Each)
D-1	3/4"	1'-4"	64	Dowels in Pedestals.
H-1	1/2"	7'-5"	30	Ties in Pedestals.
P-1	3/4"	9'-5"	4	Bent bars in top face of Pylon (Each Pylon)
P-2	3/4"	4'-11 1/2"	8	Vert. str. in Pylon (Each Pylon)
P-3	3/4"	4'-7"	4	Vert. str. in Pylon (Each Pylon)
P-4	3/4"	3'-9"	4	Vert. str. in Pylon (Each Pylon)
P-5	3/4"	3'-5 1/2"	4	Vert. str. in Pylon (Each Pylon)

BENTS

B-1	1"	37'-0"	160	Hooked in bottom of Footing.
B-2	3/4"	10'-0"	280	Hooked in bottom of Footing.
B-3	1"	33'-0"	60	str. in top of Footing.
B-4	1"	22'-8"	80	str. in top of Footing.
B-5	3/4"	8'-0"	280	str. in top of Footing.
B-6	1 1/4"	8'-10"	1200	Hooked in Footing and Columns.
BC-1	1 1/4"	23'-4"	384	str. in Columns and Beam for Bents "A", "B" and "C"
BC-2	1 1/4"	27'-4"	256	str. in Columns and Beam for Bents "D" and "E"
B-1	1"	30'-6"	220	Hooked in top of Beam.
B-2	1"	28'-0"	40	str. in top of Beam.
B-3	1"	25'-6"	180	str. in bottom of Beam.
B-4	1"	19'-0"	120	str. in bottom of Beam.
D-2	3/4"	2'-0"	640	Dowels in Pedestals.
H-2	1/2"	12'-11"	72	Ties in Pedestals - Bents "A", "B", "D", and "E"
H-3	1/2"	11'-11"	8	Ties in Pedestals - Bents "A", "B", "D", and "E"
H-4	1/2"	11'-11"	18	Ties in Pedestals - Bent "C"
H-5	1/2"	11'-6"	2	Ties in Pedestals - Bent "C"
S-2	1/2"	12'-11"	1420	Stirrups in Beam.
S-3	1/2"	815'-0"	24	Stirrups in Columns - Bents "A", "B", and "C"
S-4	1/2"	972'-0"	16	Stirrups in Columns - Bents "D" and "E"

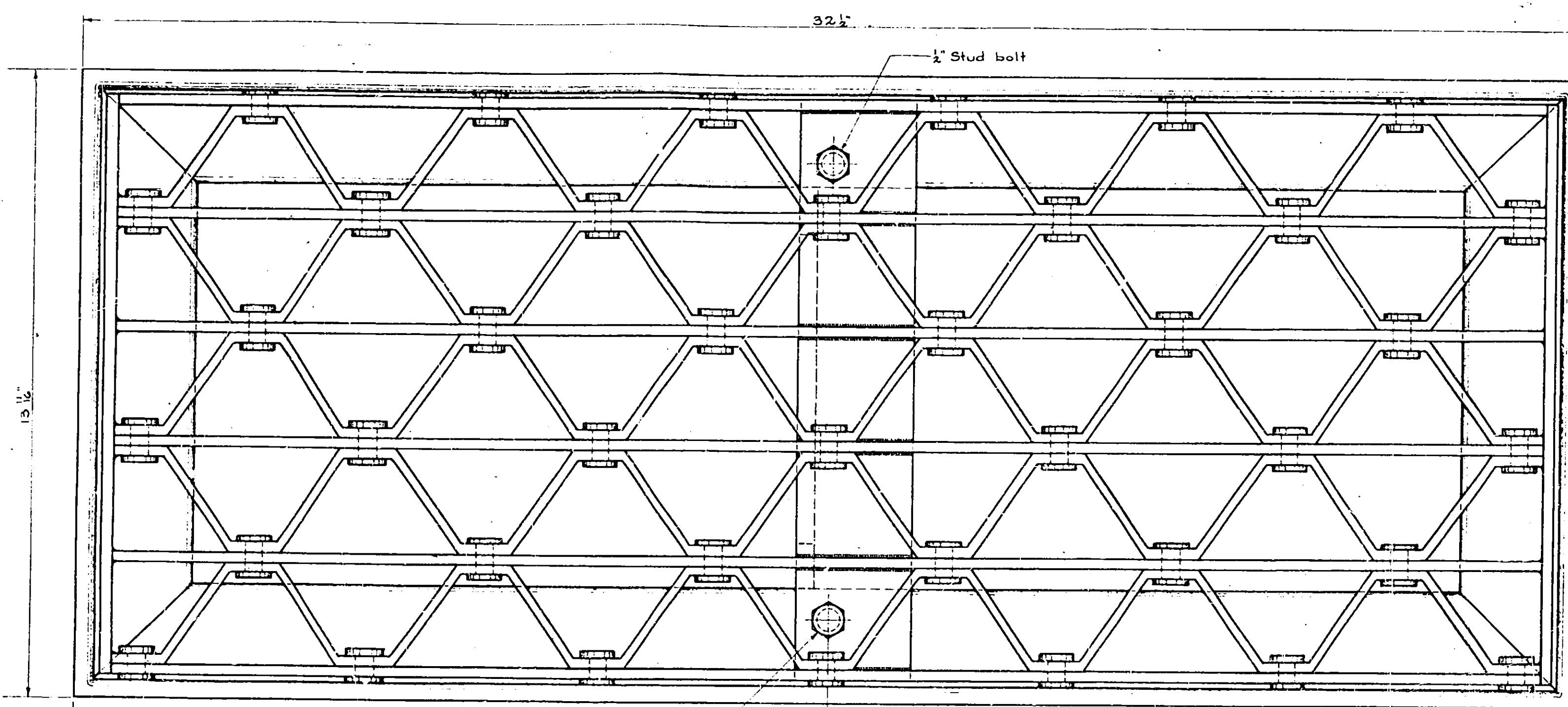
SUPERSTRUCTURE

A-1	5/8"	59'-2"	1384	Transv. bent in Slab
A-2	5/8"	50'-1 1/2"	2768	Transv. str. top and bottom of Slab
A-3	1"	64'-0"	876	Long, str. top of Slab at Bents.
A-4	1"	31'-0"	144	Long, str. top of Slab at Bents.
T-1	3/4"	49'-9"	1872	Long, str. top and bottom of Slab (5 laps)
SW-1	1/2"	4'-5"	772	Transv. bent in Sidewalk.
SW-2	1/2"	49'-5"	240	Long, str. in Sidewalk and Mall (5 laps)
S-1	1/2"	4'-10"	320	Stirrups (2 at each railing post).

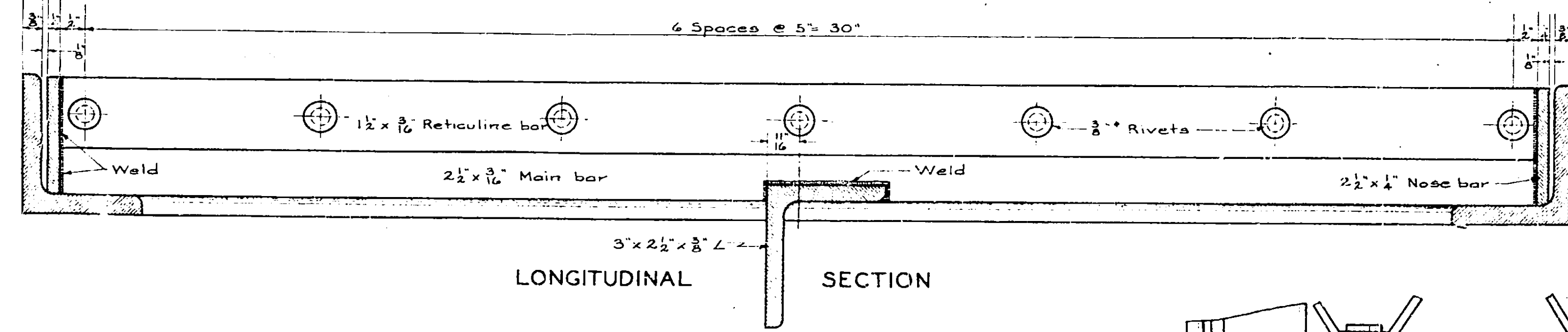
All dimensions are out to out of bars.

NOTES, ESTIMATE - BAR LIST

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	125	125
N.Y. STATE THRUWAY MOHAWK SECT. SUBDIV. 8		
Whitesboro - Utica West City Line N.Y.C.R.R. (Main Line) Sta. 1849+98 & Main St.		

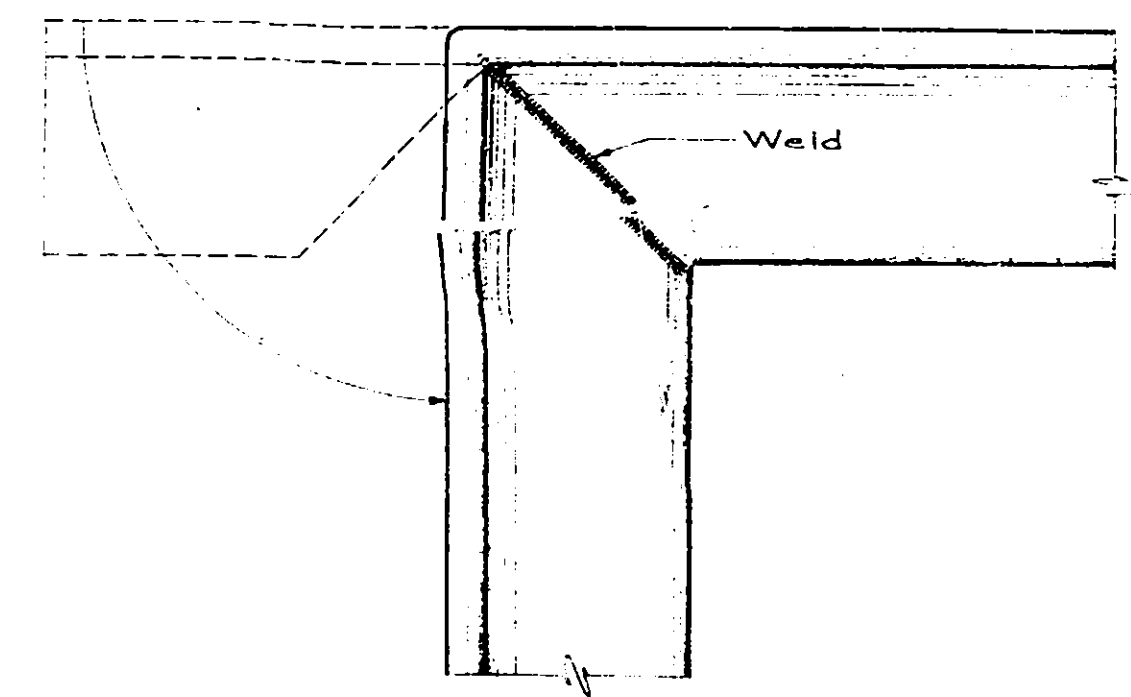


PLAN

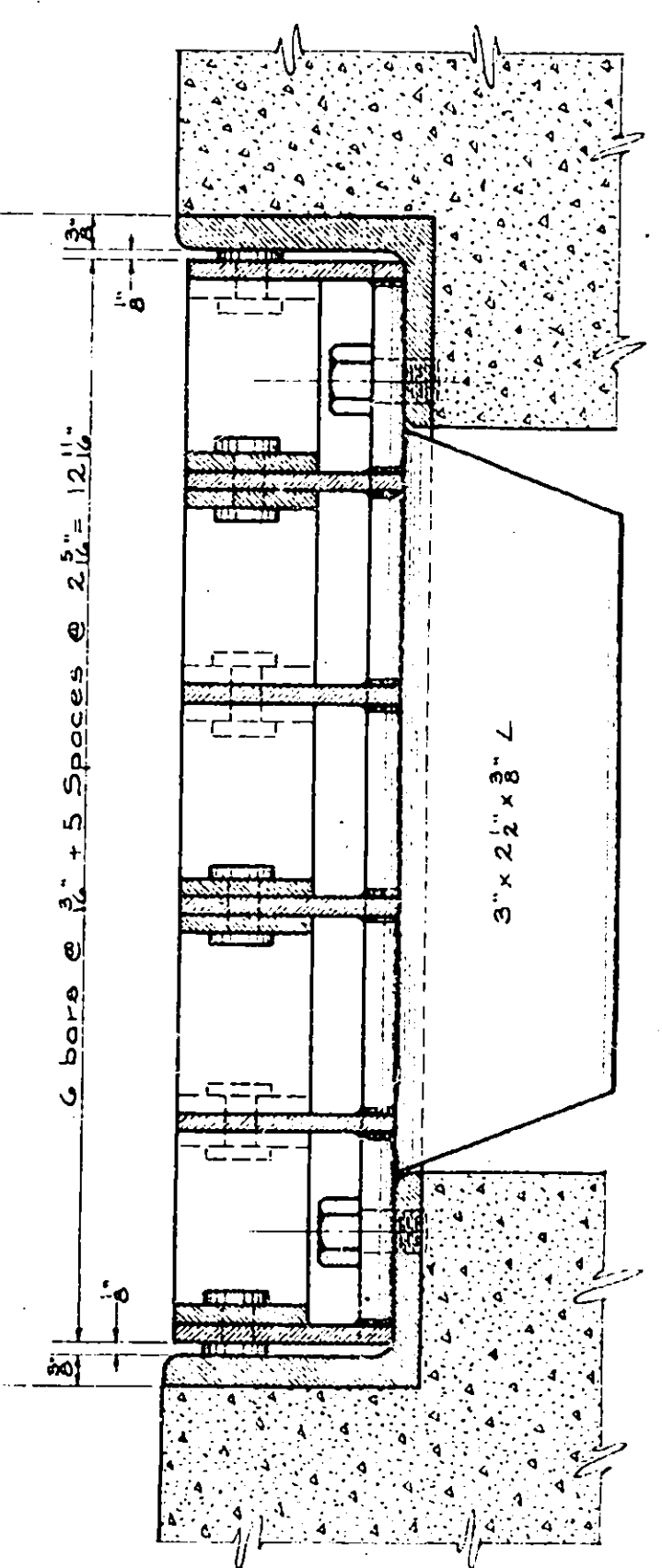


LONGITUDINAL SECTION

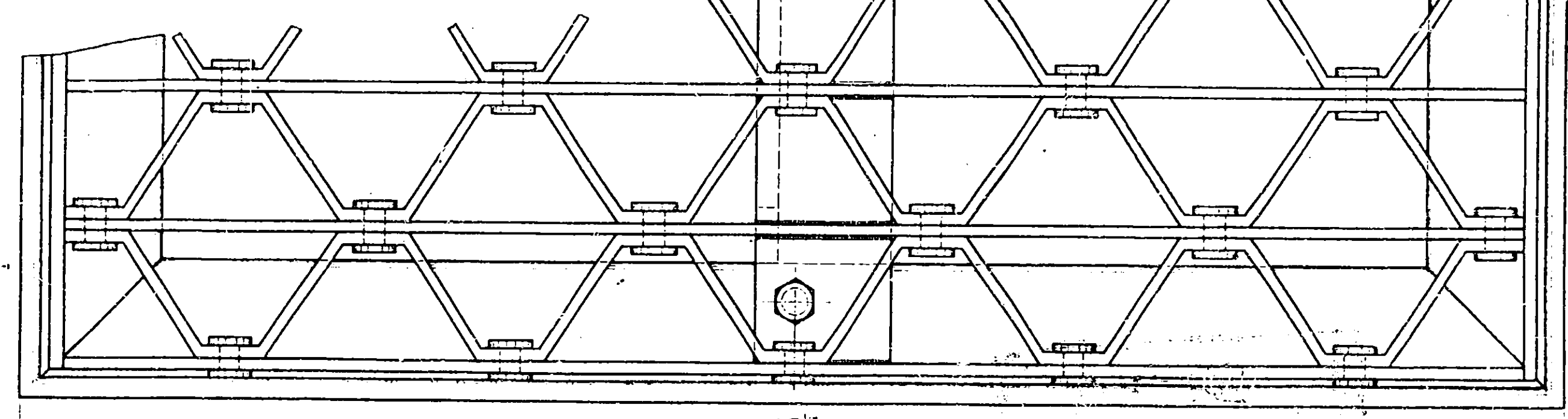
FRAME & GRATE TYPE A



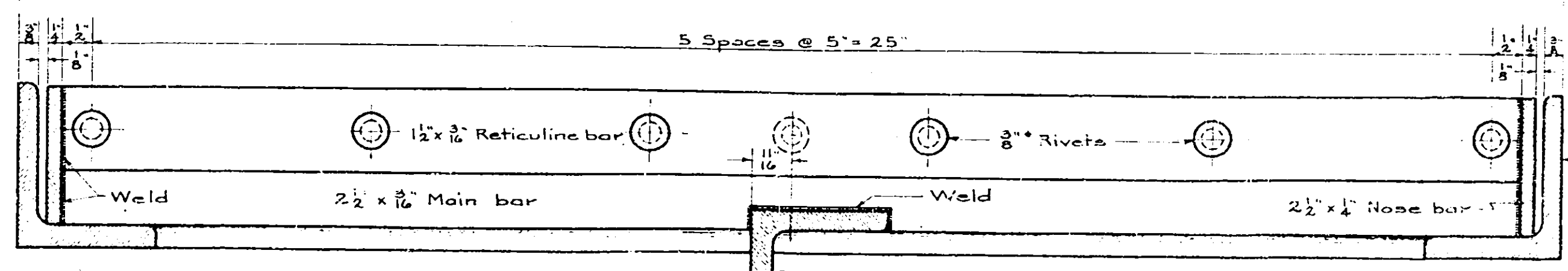
FRAME DETAIL



CROSS SECTION

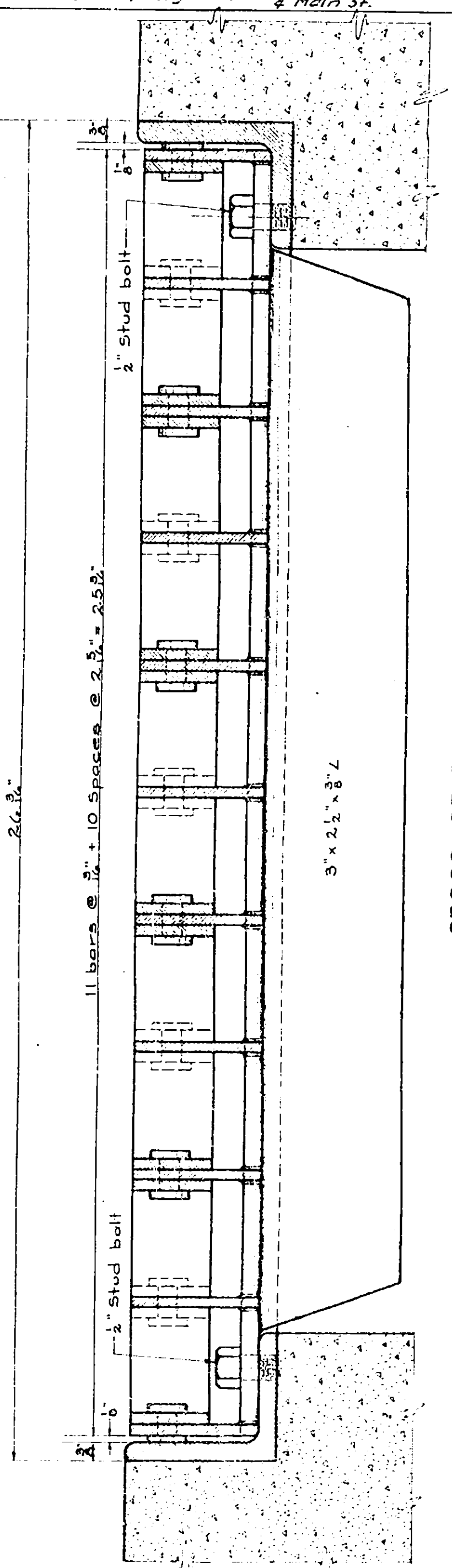


PLAN



LONGITUDINAL SECTION

FRAME & GRATE TYPE B



CROSS SECTION

NOTE -
Grating ground to fit fillets.
Welds on inside of frame and
outside of grating ground smooth.
Frame and grating shall be hot
dip galvanized.

DESIGNED BY *Reimbert*
CHECKED BY *Gisser*
DETAILED BY *Reimbert*
TRACED BY *J. C. Quinn*
TRACING CHECKED BY *Gisser*

GRATING DETAILS
SCALE - ONE-HALF FULL SIZE

Nov 22, 1938
[Signature]
Civil Engineer