

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
DIVISION OF CONSTRUCTION

PLANS FOR CONSTRUCTING PORTIONS OF THE
ONTARIO THRUWAY

From Station A 2307+70 approximately 0.05 mile east of Buckley Road easterly to Station 2360+80;
a length of 1.04 miles in the Town of Salina

CONTRACT No. O.T. 46-2

MOHAWK THRUWAY

From Station 2377+00 to Station 2416+50, Station 2418+50 to Station 2446+00, Station 2448+50
to Station 2504+42; a length of 1.27 miles in the Town of Salina, 1.06 miles in the Town of DeWitt,
a total length of 2.33 miles

CONTRACT No. M.T. 46-1

TOTAL LENGTH OF CONTRACT, 3.37 MILES

22 Sheets

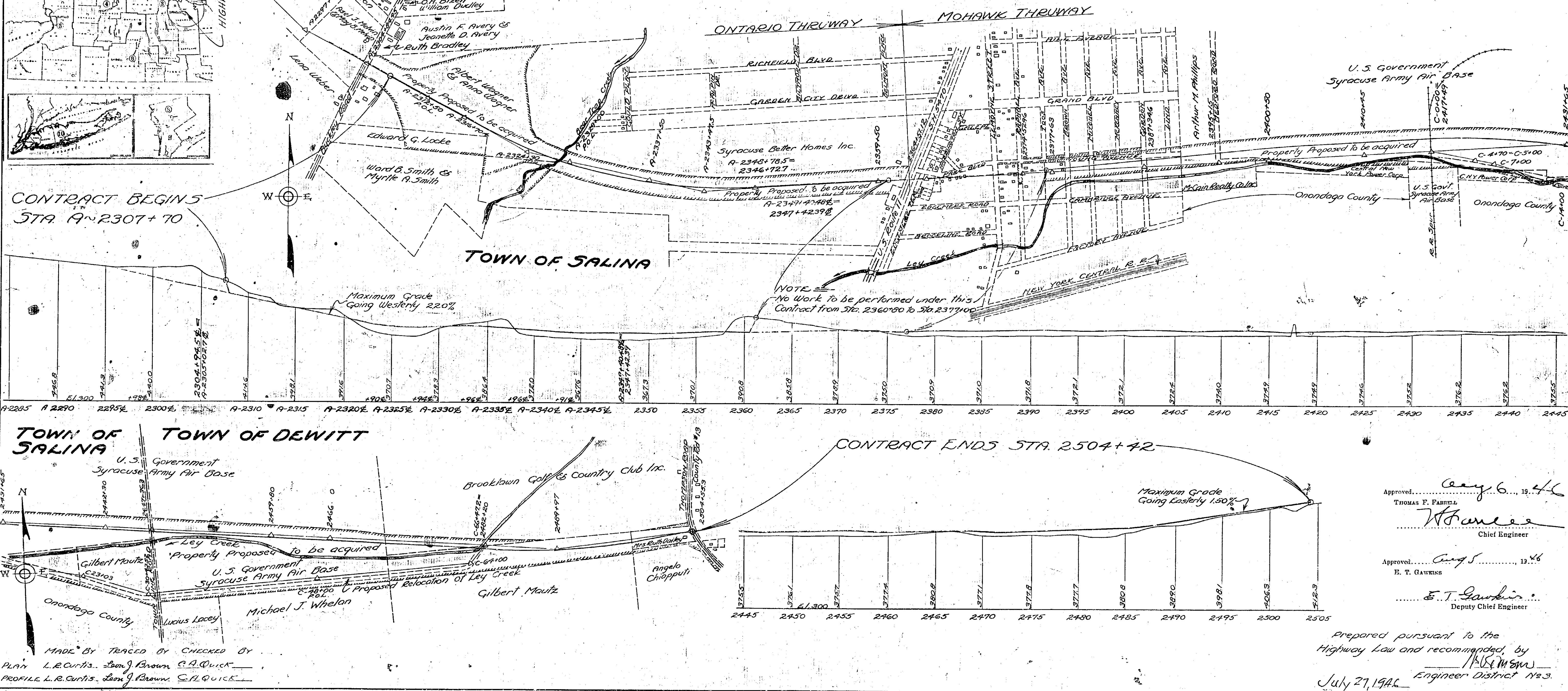
ONONDAGA COUNTY

STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
N.Y.	1946	1	22

ONTARIO THRUWAY STA. 2307+70 TO 2360+80
MOHAWK THRUWAY STA. 2377+00 TO 2504+42

TYPE OF CONSTRUCTION
FOUNDATION COURSE, RUN OF BANK GRAVEL
3.32 MILES
GRADING 0.05 MILE
BRIDGE-STATION "A" 2327+25, ONTARIO THRUWAY
TWIN BOX, SPANS 2 @ 13.9'
BRIDGE-STATION 2481+74, MOHAWK THRUWAY
CONCRETE SLAB, SPAN 41.57'
STANDARD STRUCTURE SHEETS
41-6, 46-4, 46-7, 44-27, 45-33, 44-24BR, 44-32RBR

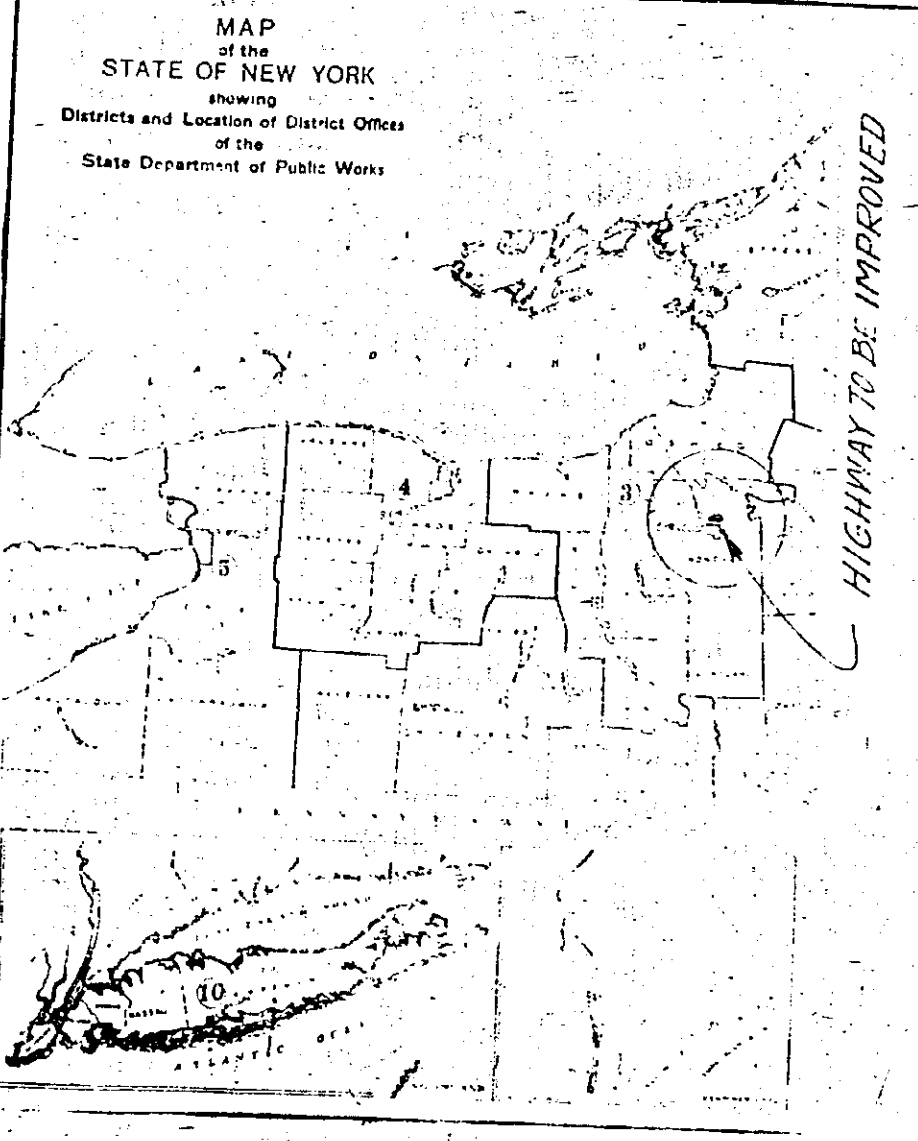
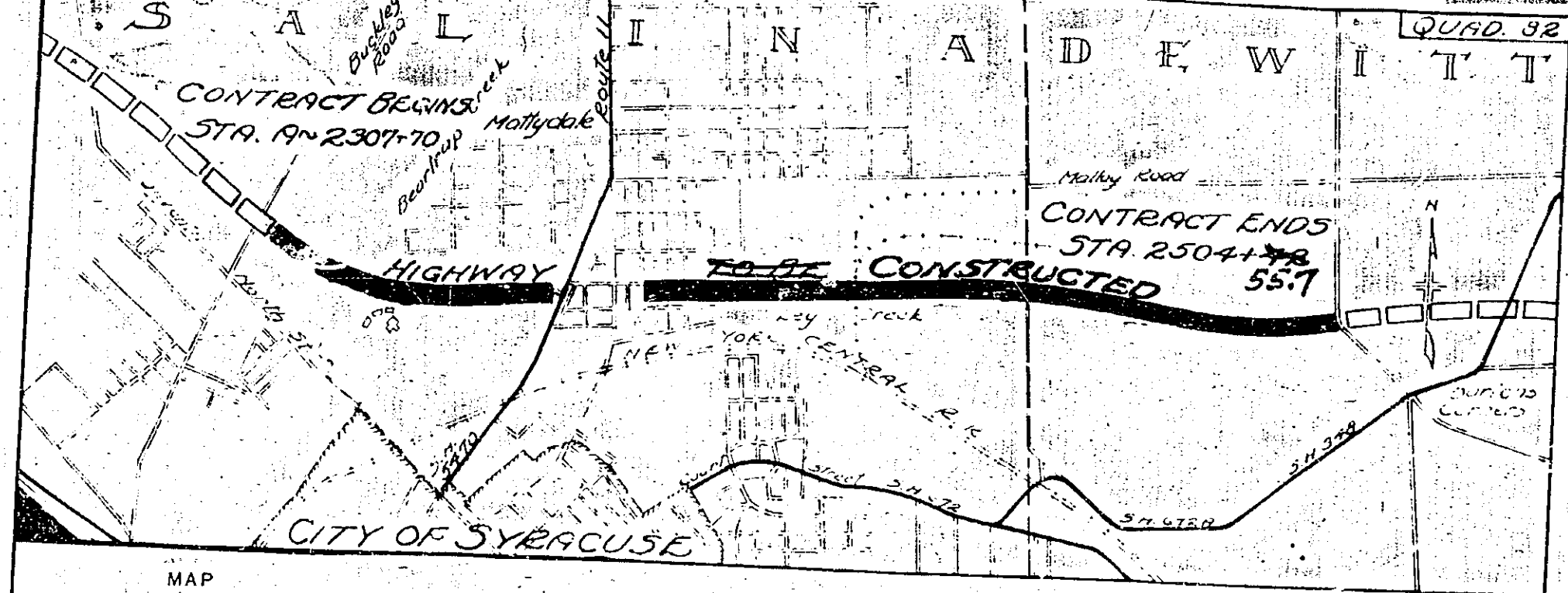
All work contemplated under this contract to be covered
by and in conformity with the specifications adopted
January 2, 1942, except as modified on these plans
and in the Itemized Proposal.



Approved: Aug 6, 1946
THOMAS F. FARRELL
Chief Engineer

Approved: Aug 5, 1946
E. T. GAWKINS
Deputy Chief Engineer

Prepared pursuant to the
Highway Law and recommended by
M. S. W. W. W.
Engineer District No. 3
July 27, 1946



STATE OF NEW YORK
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PLANS FOR CONSTRUCTING PORTIONS OF THE
ONTARIO THRUWAY

From Station A 2307+70 approximately 0.05 mile east of Buckley Road easterly to Station 2360+80 a length of 1.04 miles in the Town of Salina

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MOHAWK THRUWAY

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TOTAL LENGTH OF CONTRACT, 3.37 MILES

22 Sheets

ONONDAGA COUNTY

STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
NY		1	22

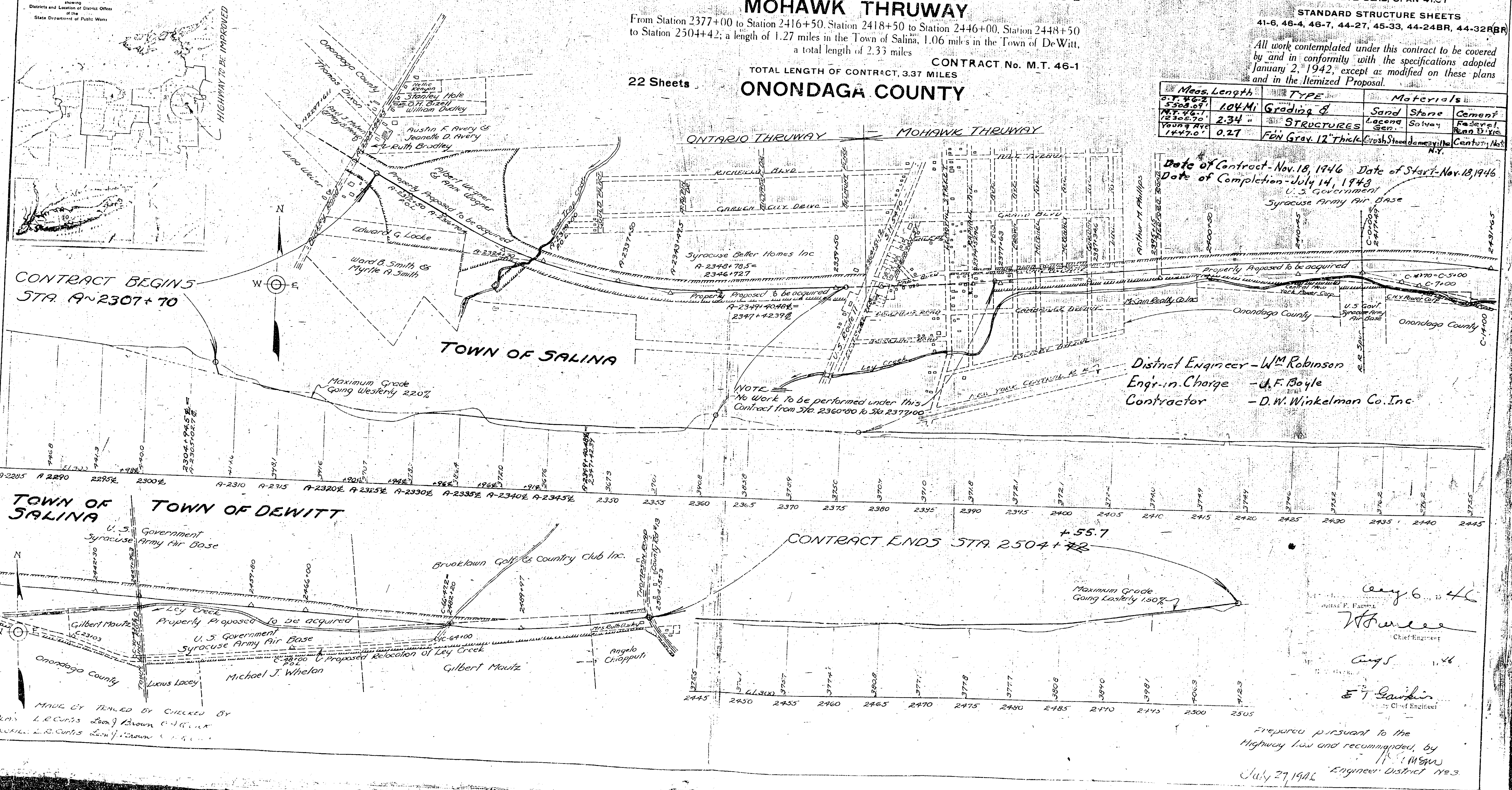
TYPE OF CONSTRUCTION
FOUNDATION COURSE, RUN OF BANK GRAVEL
GRADING 0.05 MILE
BRIDGE - STATION "A" 2327+25, ONTARIO THRUWAY
TWIN BOX, SPANS 2@13.9'
BRIDGE - STATION 2481+74, MOHAWK THRUWAY
CONCRETE SLAB, SPAN 41.5'

STANDARD STRUCTURE SHEETS
41-6, 46-4, 46-7, 44-27, 45-33, 44-24BR, 44-32BR

All work contemplated under this contract to be covered by and in conformity with the specifications adopted January 2, 1942, except as modified on these plans and in the itemized Proposal.

Meas. Length	TYPE	Materials
0.1462	1.04 Mi Grading &	Sand Stone Cement
1.2700	STRUCTURES	Logans Solway Federal Penn Dike
0.27	FOR GRV. 12" THICK	Crush Stone Jamesville Centurys No. 3

Date of Contract - Nov. 18, 1946 Date of Start - Nov. 18, 1946
Date of Completion - July 14, 1948
U.S. Government
Syracuse Army Air Base



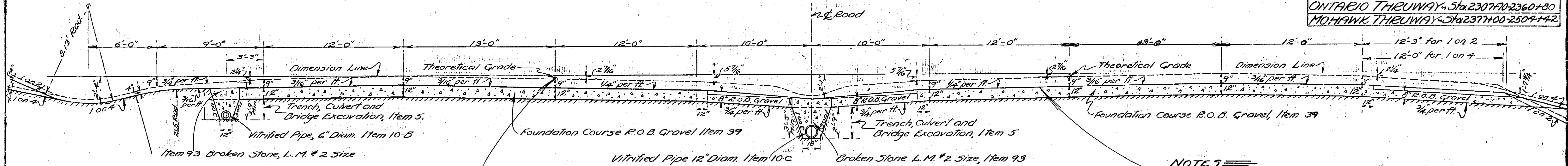
Distict Engineer - W.M. Robinson
Engin. in Charge - J.F. Boyle
Contractor - D.W. Winkelman Co. Inc.

Chief Engineer
Chief Engineer

Engineer District No. 3
July 27, 1946

STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
ONTARIO	1946	2	22

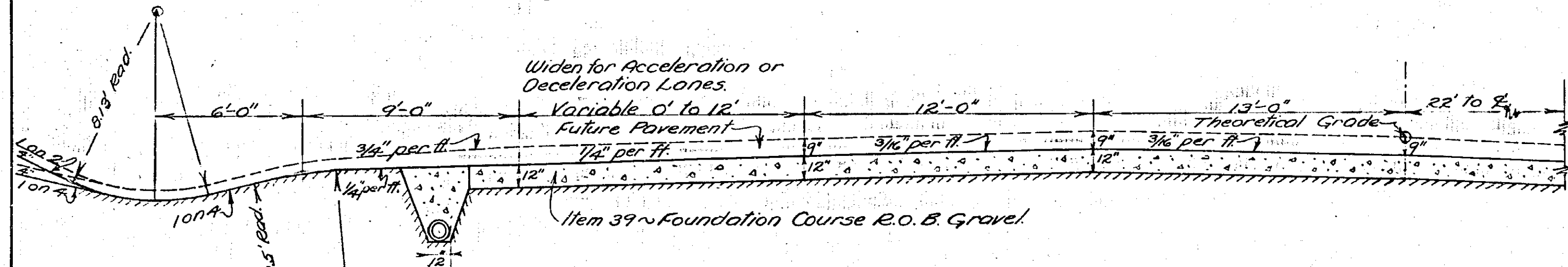
ONTARIO THRUWAY STA. 2307+00 TO 2360+80
MOHAWK THRUWAY STA. 2377+00 TO 2504+42



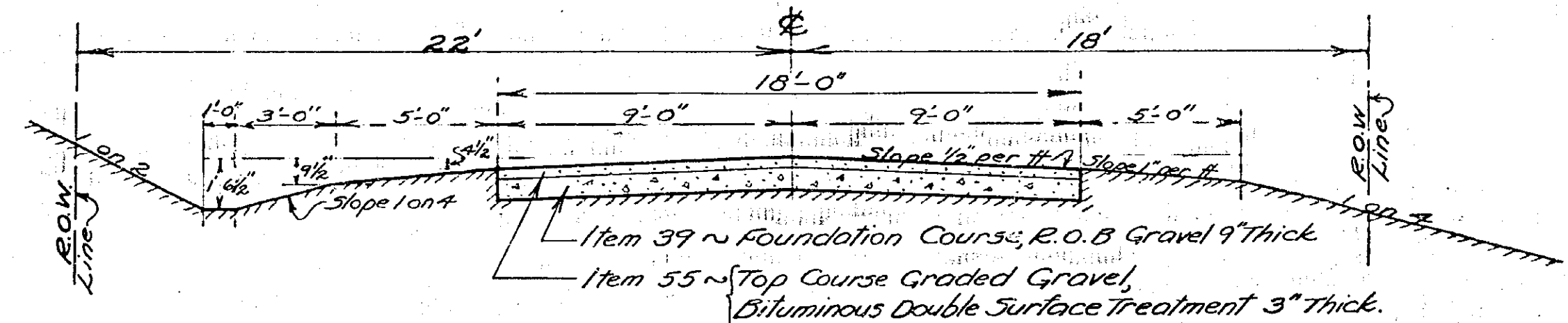
NOTE
The Grade as shown on plans, Scale 1"=50'-0"
is the Theoretical Grade of the completed
Highway as designated on these Typical Sections.

TYPICAL SECTION FOR 3 LANE PAVEMENT EACH SIDE OF MALL Scale 1/4"=1'-0"

NOTES
Solid Line is the upper limit of work under this Contract.
The Foundation Course, Item 39 and Tile Underdrains
are to be placed under this Contract.
The 9" Concrete Pavement indicated by dash lines
is to be placed under a future Contract.



TYPICAL SECTION FOR ACCELERATION OR DECELERATION LANES Scale 1/4"=1'-0"



TYPICAL SECTION ~ YOUNG AVENUE Scale 1/4"=1'-0" STA. 2373+00 TO STA. 2387+47

STATION	NO.	DESCRIPTION	ELEVATION
A-2304+08	269	Left ~ 48' Elm	436.34
2310+42	270	Right ~ 30' Oak	411.77
2324+00	271	190' Lt. Top Bolt, 3 Leg. Steel Tower	378.29
2329+00	272	40' Lt. Bolt S.E. Leg. of "	376.21
2337+03	273	Right ~ Nail in 48' Stump	391.50
2345+00	274	58' Left ~ N&W Root of 8" Willow	367.71
2344+70	275	90' " ~ 24" Willow	371.32
2360+90	276	30' " ~ N&W, 12" Locust	391.52
2372+00	278	80' " ~ N&W, Tel. Pole	380.20
2377+40	279	110' " ~ N&W in Tel. Pole	374.34
2386+60	280	175' " ~ N&W in 12" Ash	373.09
2399+00	281	250' " ~ Spike in 6" Elm	375.61
2406+20	282	250' " ~ Spike in root 30' Elm	376.42
2416+30	283	150' " ~ Spike in Tel. Pole	377.07
2427+20	284	100' " ~ Spike in 10' Ash	375.58
2436+30	285	70' Rt. ~ Spike in Root 18' Elm	378.04
2447+50	286	100' " ~ S.W. Cor. Manhole	380.42
2453+85	287	30' " ~ 4" Elm	377.11
2466+25	288	106' " ~ 4" Elm	378.93
2476+40	289	90' " ~ New, Root 36" Willow	379.00
2487+00	290	100' Lt. ~ New, Root 24" Cherry	387.12
2497+80	291	70' Lt. ~ New, Root 24" Elm	403.32
2504+25	292	10' Lt. ~ N&W, Root 36" Maple	412.60
18		on Thompson Road Survey	

STATION	STRUCTURE	CAST IRON PIPE SPEC. REC. PIPE	MISC. 180#	6" VIT. 12" VIT. 18"
A-2308+00	4ft. of 24" Optional Pipe Type C Frame & Grate	4	195	
A-2308+00	300 ft. of 24" " "	300		
A-2311+00	72 ft. " 24" " " 2 Type C Frames & Grates	72	390	
A-2311+00	468 ft. 24" " " " 3 Type C Frames & Grates	468	585	
A-2315+70	144 ft. 24" " " " " 3 Type C Frames & Grates	144		
A-2315+70	380 ft. 30" " " " " " 3 Type C Frames & Grates	380		
A-2319+52	1 Type C Frame & Grate		195	
A-2319+52	148 ft. 30" Optional Pipe	148		
A-2321+00	76 ft. 24" " " " 1 Type C Frame & Grate	76	195	
A-2326+57	96 ft. 24" " " " " 1 " " " " "	96	195	
A-2338+50	140 ft. 30" " " " " " 1 " " " " "	140	195	
A-2344+40	140 ft. 30" " " " " " 1 " " " " "	140	195	
A-2351+75	144 ft. 30" " " " " " 1 " " " " "	144	195	
2374+08 (Young Ave)	32 ft. 15" Concrete or 16" Cast Iron Pipe	32		
2376+65 (Young Ave)	32 ft. 15" " " 16" " " " "	32		
2379+60 (Young Ave)	32 ft. 15" " " 16" " " " "	32		
2381+65 (Young Ave)	32 ft. 15" " " 16" " " " "	32		
2383+24 (Young Ave)	32 ft. 15" " " 16" " " " "	32		
2385+00 (Young Ave)	36 ft. 15" " " 16" " " " "	36		
2387+30 (Young Ave)	36 ft. 15" " " 16" " " " "	36		
2379+50	152 ft. 30" Optional Pipe	152		
2385+00	136 ft. 30" " " 1 Type C Frame & Grate	136	195	
2390+50	160 ft. 30" " " " 1 Type C Frame & Grate	160		
2396+50	152 ft. 30" " " 1 Type C Frame & Grate	152	195	
2407+00	132 ft. 30" " " " 1 " " " " "	132	195	
2427+00	128 ft. 30" " " " 1 " " " " "	128	195	
2437+50	128 ft. 30" " " " 1 " " " " "	128	195	
2459+50	132 ft. 30" " " " 1 " " " " "	132	195	
2472+00	128 ft. 30" " " " 1 " " " " "	128	195	
2477+00	140 ft. 24" " " " 1 " " " " "	140	195	
2482+13	16 ft. 24" " " " 1 " " " " "	16	195	
2489+00	68 ft. 24" " " " 1 " " " " "	68	195	
2496+50	72 ft. 24" " " " 1 " " " " "	72	195	
TOTALS		264	1456	2200

STATION TO STATION	LIN. FT. 6" VIT. RIGHT	LIN. FT. 6" VIT. LEFT	LIN. FT. 12" VIT. CENTER
A-2309+00 ~ A-2311+90	290		
A-2312+50 ~ A-2313+50	100		
A-2315+00 ~ A-2320+50	550		
A-2329+44 ~ A-2337+96	852		
2358+00 ~ 2360+00	200		
2493+50 ~ 2502+00	850		
A-2309+00 ~ A-2313+00		400	
A-2315+00 ~ A-2321+00		600	
A-2330+94 ~ A-2338+46		752	
2358+00 ~ 2360+00		200	
2459+50 ~ 2463+50		900	
2484+50 ~ 2490+00		550	
2493+00 ~ 2501+50		850	
A-2308+00 ~ A-2316+10			810
A-2317+30 ~ A-2327+10			980
A-2327+40 ~ A-2349+40			2200
2347+42 ~ 2360+00			1258
2377+00 ~ 2416+50			3950
2418+50 ~ 2446+00			2750
2448+50 ~ 2481+50			3300
2482+14 ~ 2502+00			1986
TOTAL LIN. FT.	2542	4252	17234

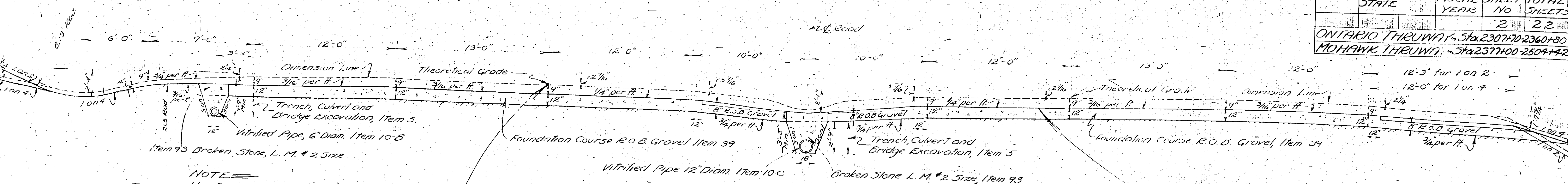
STATION TO STATION	CUT IN CU. YDS.	FILL IN CU. YDS.	BAL.	BORROW CU. YDS.
A-2307+00 ~ A-2327+44	35179	30577	115	
A-2327+44 ~ A-2343+56	20984	18187	115	
A-2343+56 ~ 2350+25	0	27719		30492
2350+25 ~ 2360+80	19922	17248	115	
2377+00 ~ 2396+50	0	48202		53023
2396+50 ~ 2416+50	0	36417		40058
2418+50 ~ 2430+00	0	17674		19441
2430+30 ~ 2446+00	109	16702		18280
2448+50 ~ 2463+00	81	20143		22088
2463+00 ~ 2480+00	3004	20787		20324
2480+80 ~ 2497+00	1823	16883		17028
2497+00 ~ 2504+42	2656	6770		5200
TOTALS	83758	277309		225934
Removal & Replacement Unsuitable Material				980
A-2324+50 ~ A-2328+50	1340			1694
A-2338+50 ~ 2356+00	26190			28809
2377+00 ~ 2482+00	38710			42581
TOTALS	66440			73084

EARTHWORK SUMMARY

From Earthwork Sheets	83758
" (Borrow)	225934
Unsuitable Material Removal	66440
" (Borrow)	73084
Remove and Replace Top Soil	9600
Gear Trap Creek Channel	1420
Ley Creek	79617
From Drainage Sheets	446
Young Avenue	2400
TOTAL	542699
Estimate ~ Unclassified Excavation	590,000
" Trench Culvert & Bridge Excav.	10,600

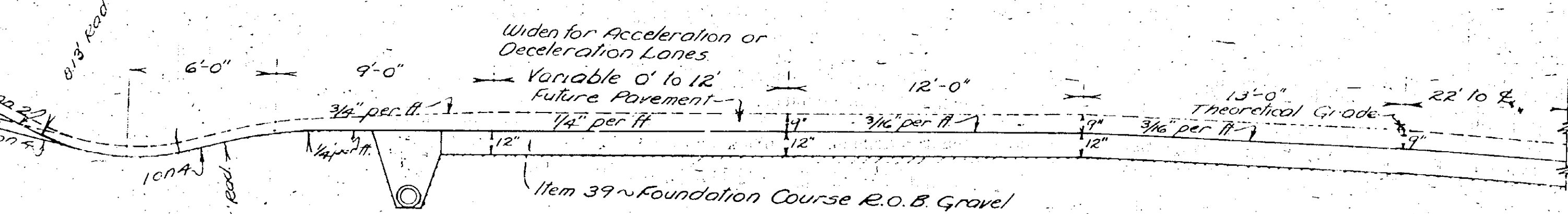
Prepared pursuant to the
Highway Law and recommended by
Engineer District No 3
July 27, 1946

MADE BY TRACED BY CHECKED BY
C.G. Smith, L.S. Brown, R.M. Richter

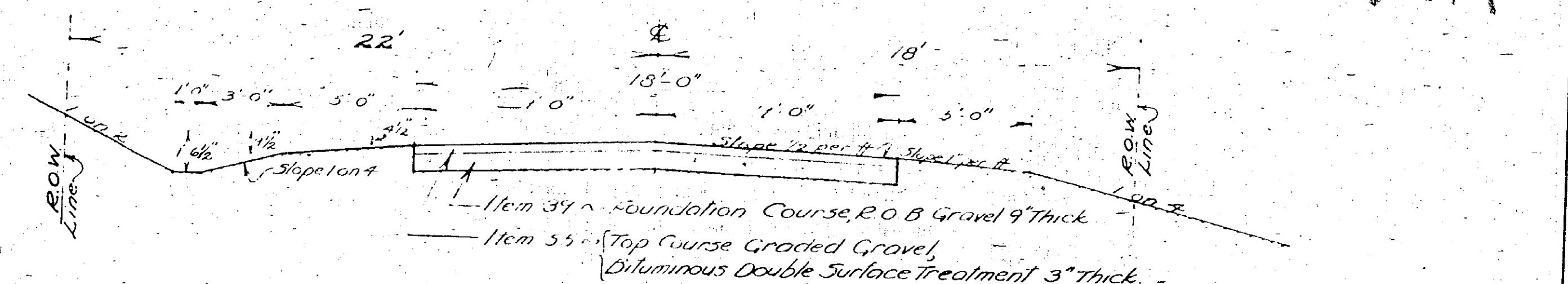


NOTES
Solid Line is the upper limit of work under this Contract.
The Foundation Course, Item 39 and Tile Underdrains
are to be placed under this Contract.
The 4" Concrete Pavement indicated by dash lines
is to be placed under a future Contract.

2R



TYPICAL SECTION
FOR ACCELERATION OR DECELERATION LANES
Scale $\frac{1}{4}'' = 1'-0''$



TYPICAL SECTION ~ YOUNG AVENUE
Scale $\frac{1}{4}" = 1'-0"$
STA 2373+00 TO STA 2387+47

BENCH MARKS			
STATION	NO	DESCRIPTION	ELEVATION
A 230+	08	Left ~ 48" Elm	436.34
2310	42	Right ~ 30" Oak	411.77
2324	00	190' Lt. Top Bolt, 3 Leg. Steel Tower	378.29
2329	10	40' Lt. Bolt 5 E Leg of "	376.21
2337	03	Right ~ Nail in 48" Slump	391.50
2345	00	50' Left ~ N & W Root of 8" Willow	367.71
2334	70	275' 90' ~ 24" Willow	371.32
2360	90	276' 30' ~ N & W, 12" Locust	391.52
2372	00	278' 80' ~ N & W Tel. Pole	380.20
2377	40	279' 110' ~ N & W in Tel. Pole	374.34
2386	60	280' 175' ~ N & W in 12' Ash	373.09
2399	00	281' 230' ~ Spike in 6' Elm	375.61
2406	20	282' 250' ~ Spike in root 30' Elm	376.42
2416	30	283' 150' ~ Spike in Tel. Pole	377.07
2427	20	284' 100' ~ Spike in 10' Ash	375.58
2436	30	285' 70' LT ~ Spike in Root 18' Elm	378.04
2447	50	286' 103' ~ 5 W Cor Manhole	380.42
2453	85	287' 30' ~ 8" Elm	377.11
2466	125	288' 90' ~ 4" Elm	378.93
2476	40	289' 90' ~ New Root 36" Willow	379.00
2487	100	290' 100' LT ~ New Root 24" Cherry	387.12
2497	180	291' 70' LT ~ New Root 24" Elm	403.32
2504	125	292' 10' LT ~ N & W Root 36" Maple	412.60
	18	in Thompson Road Survey	

MATERIALS FOR CULVERTS					
STATION	STRUCTURE	CAST IRON PIPE SPEC. R.C. PIPE			MIS. 180"
		LINEAL FEET 18" 24" 30"			
			%		G' STEEL LBS.
A 2307+92	24" of 24" Optional Pipe Type C Frame & Grate				
A 2307+92	360 ft. of 24" " "				195
A 2310+00	72 ft. " 24" " "				
A 2311+00	468 ft. 24" " "				390
A 2315+70	144 ft. 24" " "				
A 2315+70	360 ft. 30" " "				585
A 2319+52	1 Type C Frame & Grate				
A 2321+00	144 ft. 30" Optional Pipe				195
A 2321+00	76 ft. 24" " "				195
A 2326+57	36 ft. 24" " "				195
A 2338+49	140 ft. 30" " "				140 195
A 2344+73	140 ft. 30" " "				140 195
A 2351+95	144 ft. 30" " "				144 195
2374+08 (Young Ave)	32 ft. 15" Concrete Frame Cast Iron Pipe				32
2376+00 (Young Ave)	32 ft. 15" " " 16" " " "				32
2376+10 (Young Ave)	32 ft. 15" " " 16" " " "				32
2379+06 (Young Ave)	32 ft. 15" " " 16" " " "				32
2381+53 (Young Ave)	32 ft. 15" " " 16" " " "				32
2383+24 (Young Ave)	32 ft. 15" " " 16" " " "				32
2384+95 (Young Ave)	36 ft. 15" " " 16" " " "				36
2387+20 (Young Ave)	36 ft. 15" " " 16" " " "				36
2379+50	152 ft. 30" Optional Pipe				
2380+00	136 ft. 30" " "				152
2390+47	160 ft. 30" " "				136 195
2396+56	152 ft. 30" " "				160
2407+00	132 ft. 30" " "				152 195
2427+40	128 ft. 30" " "				132 195
2437+53	128 ft. 30" " "				128 195
2439+45	132 ft. 30" " "				128 195
2471+83	128 ft. 30" " "				132 195
2477+03	140 ft. 24" " "				128 195
2482+15	16 ft. 24" " "				140 195
2485+96	68 ft. 24" " "				16 195
2495+96	72 ft. 24" " "				68 195
					72 195
TOTALS		264	1456	8200	
		1440 2186 4636 5			

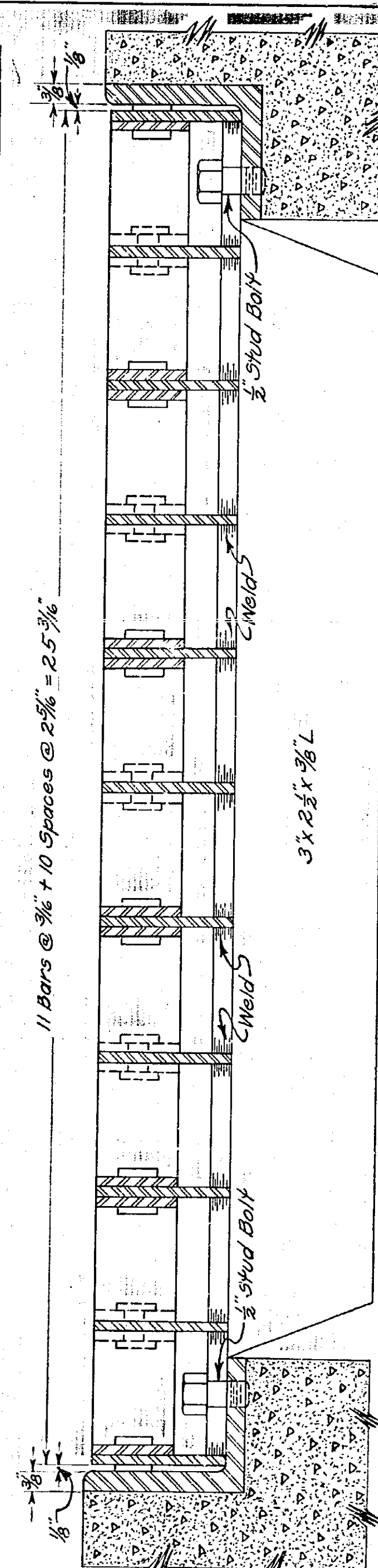
TILE DRAINS			
STATION TO STATION	LIN FT 6" VIT. RIGHT	LIN FT 6" VIT. LEFT	LIN FT 12" VIT. CENTER
A-2309+00 ~ A-2311+00	200		
A-2312+50 ~ A-2313+50	100		
A-2315+00 ~ A-2320+80	580		
A-2322+44 ~ A-2327+96	552		
2335+00 ~ 2366+00	200		
2493+50 ~ 2502+00	950		
A-2309+00 ~ A-2313+00		400	
A-2315+00 ~ A-2324+00		600	824
A-2330+00 ~ A-2338+44		700	824
2359+00 ~ 2366+00		200	
2459+50 ~ 2469+50		900 ✓	
2404+50 ~ 2490+00		550 ✓	
2493+02 ~ 2501+50		950	848
A-2308+00 ~ A-2310+96			848
A-2317+30 ~ A-2322+40			956
A-2327+38 ~ A-2344+76			1700
2347+40 ~ 2366+00			1258
2377+00 ~ 2416+50			3950
2410+50 ~ 2446+00			2450
2448+50 ~ 2491+50			3900
2482+44 ~ 2502+00			1986
TOTAL LIN FT	2842	4252	17234
A-2312+48 ~ A-2313+58	110		
A-2329+20 ~ A-2337+98	878		
2493+46 ~ 2495+98	252		
2494+06 ~ 2502+00	594		
A-2315+46 ~ A-2320+98		552	
A-2326+46 ~ A-2327+03			57
A-2310+95 ~ A-2315+69			474
A-2315+72 ~ A-2320+94			522
A-2320+97 ~ A-2326+43			546
A-2344+78 ~ 2351+92			912
2351+96 ~ 2357+00			504
2376+93 ~ 2384+94			801
2384+98 ~ 2396+56			1158
2396+60 ~ 2407+07			1047
2407+09 ~ 2416+39			930
2418+50 ~ 2427+50			900
2427+53 ~ 2437+67			1014
2437+71 ~ 2446+02			831
2448+50 ~ 2459+63			1113
2459+67 ~ 2472+12			1245
2472+16 ~ 2477+18			501
2477+21 ~ 2481+50			429
2482+17 ~ 2489+10			693
2489+14 ~ 2496+10			696
2496+14 ~ 2502+02			88

EARTHWORK				
STATION TO STATION	CUT IN CU YDS	FILL IN CU. YDS	BAL.	BORROW CU. YDS
A-2307+70 ~ A-2327+64	35179	30577	115	
A-2327+64 ~ A-2343+56	20984	18187	115	
A-2343+56 ~ 2350+25	0	27719		30492
2350+25 ~ 2360+80	19922	17248	115	
2377+00 ~ 2396+50	0	48202		53023
2396+50 ~ 2416+50	0	36471		40058
2418+50 ~ 2430+00	0	17674		19441
2430+30 ~ 2446+00	109	16702		18230
2448+50 ~ 2463+00	81	20143		22088
2463+00 ~ 2480+00	3004	20787		20324
2480+80 ~ 2497+00	1823	16883		17028
2497+00 ~ 2504+42	2656	6770		5200
TOTAL 5	83758	277309	-	225934
Removal & Replacement Unsuitable Material				
A-2324+50 ~ A-2328+50	1340			1694
A-2338+50 ~ 2356+00	2619			28809
2377+00 ~ 2482+00	38710			42581
TOTAL 5	66440			73084

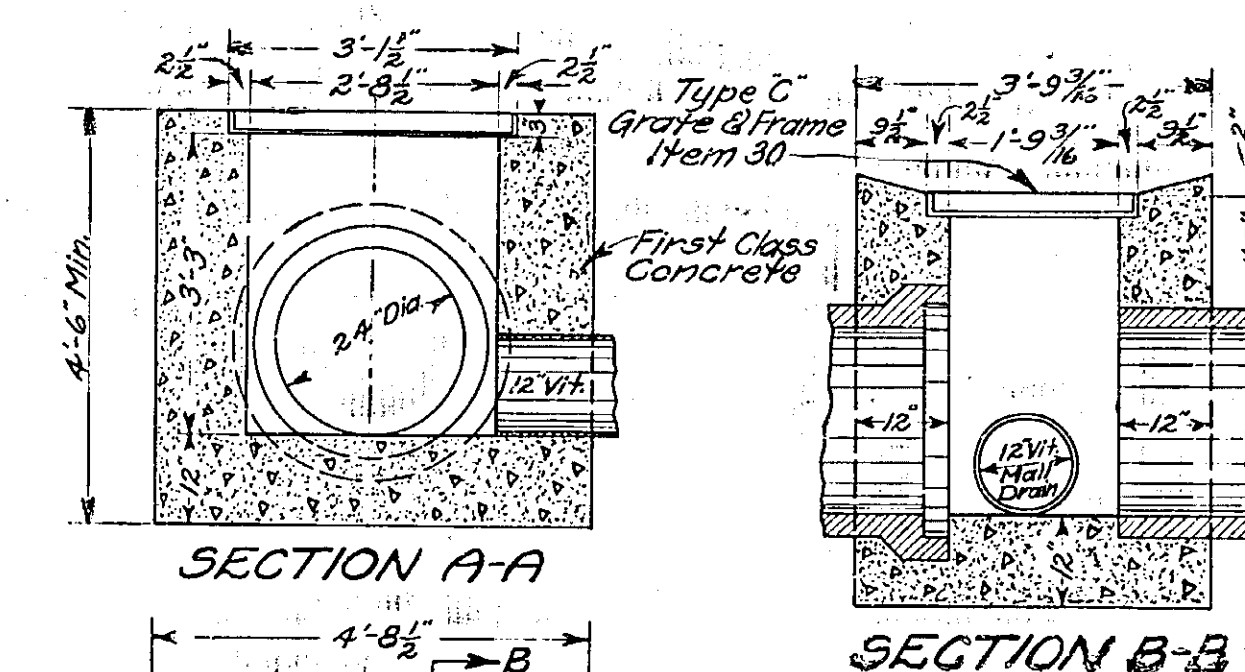
ESTIMATES	66440	73084
EARTHWORK SUMMARY		
From Earthwork Sheets	83758	
" " (Borrow)	225734	
Unsuitable Material Removal	66440	
" " (Borrow)	73084	
Remove and Replace Top Soil	9600	
Beor Trap Creek Channel	1420	
Ley Creek "	79617	
From Drainage Sheets	446	
Young Avenue	2400	
	TOTAL	542699
Estimate ~ Unclassified Excavation	570,000	5389943
" Trench Culvert & Bridge Excav.	10,400	1080725

Prepared pursuant to the
Highway Law and recommended by
Engineer District No 3

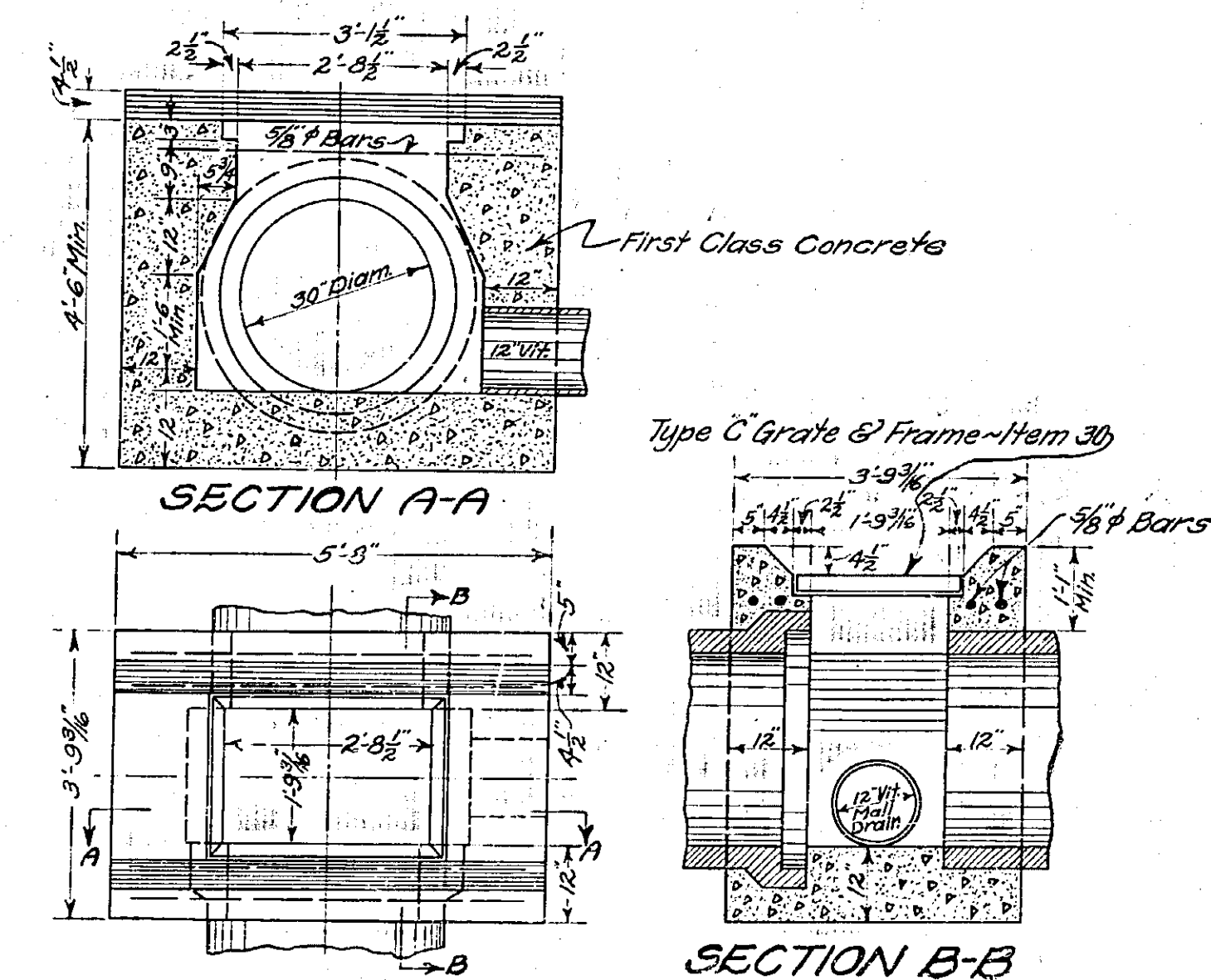
4084 2534 1698



CROSS SECTION

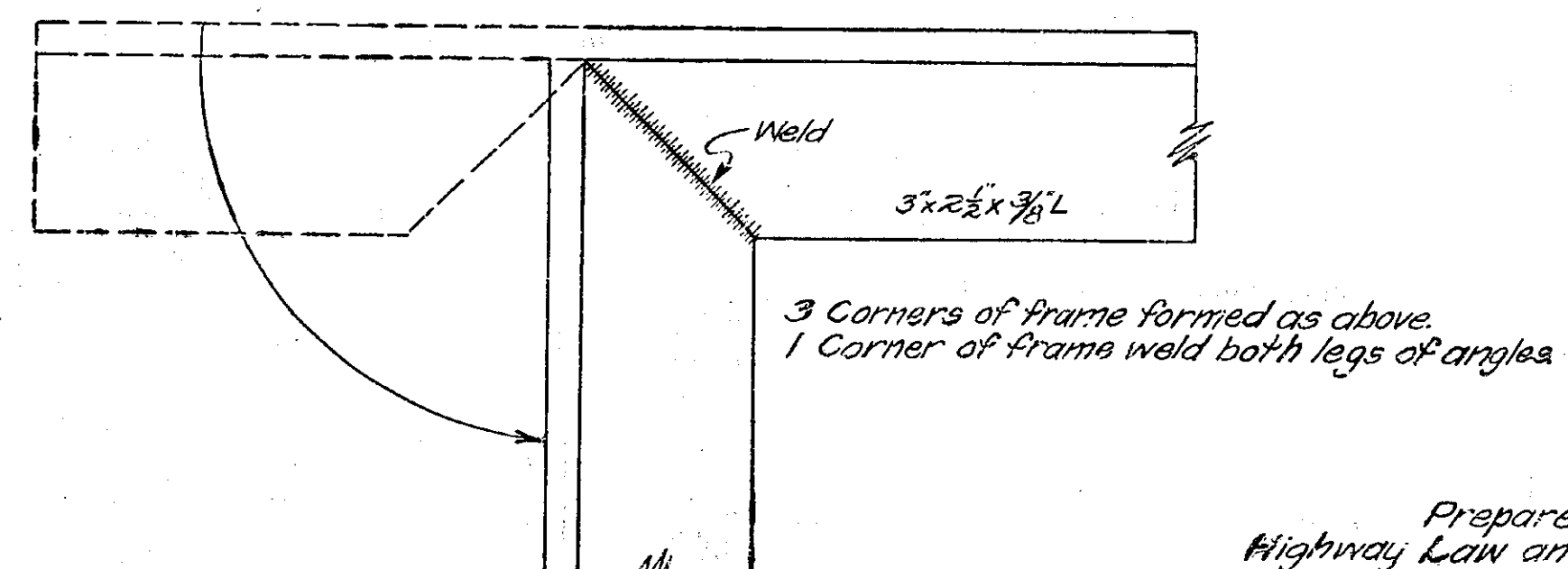


PLAN
DROP INLET FOR 24" DIAM. PIPE
Scale ~ $\frac{1}{4}'' = 1'-0''$



PLAN
DROP INLET FOR 30" DIAM. PIPE
Scale ~ $\frac{1}{2}$ " = 1'-0"

NOTE:-
Grating ground to fit fillets.
Welds on inside of frame and
outside of grating ground smooth.
Frame and Grating shall be
hot dipped galvanized.

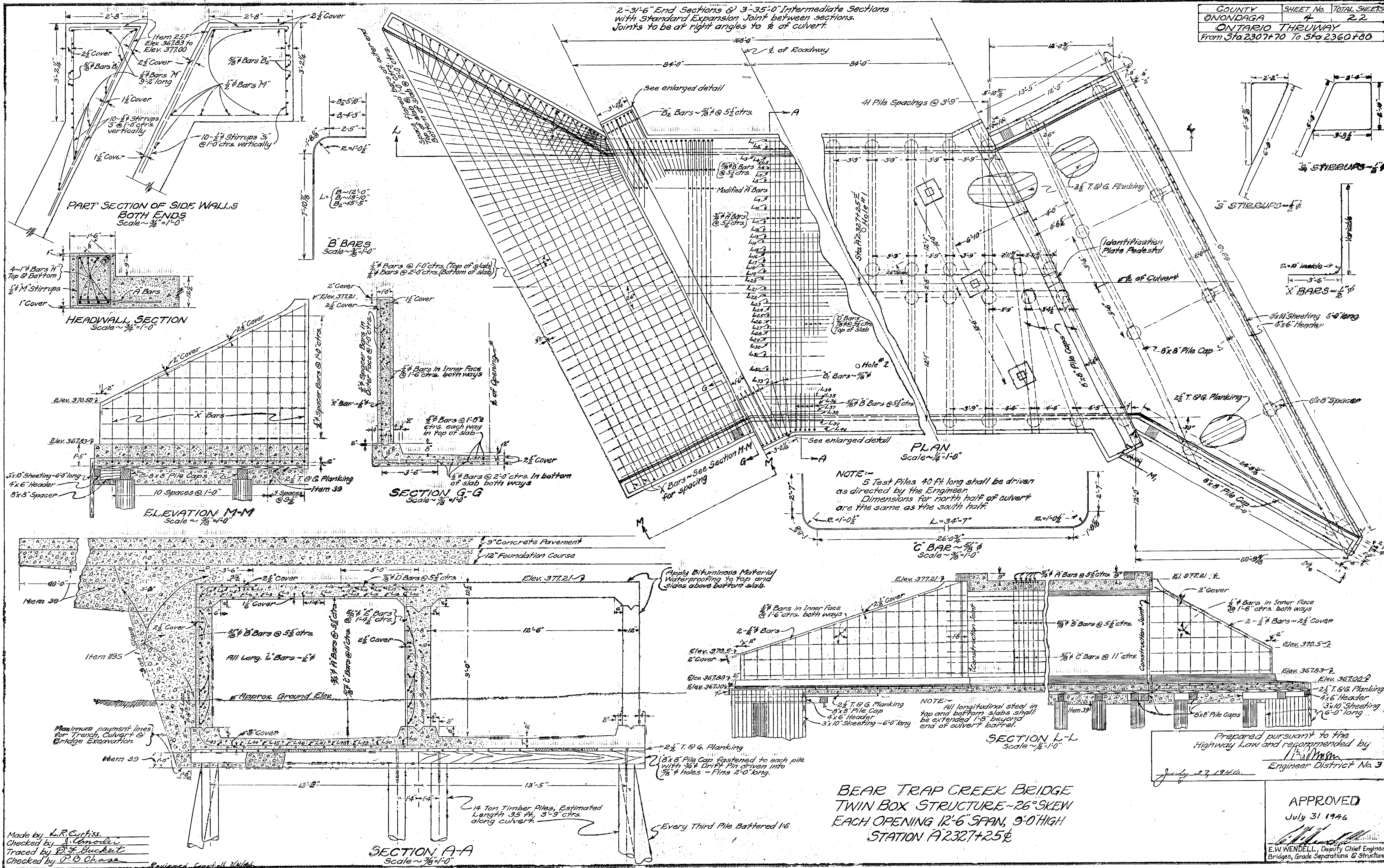


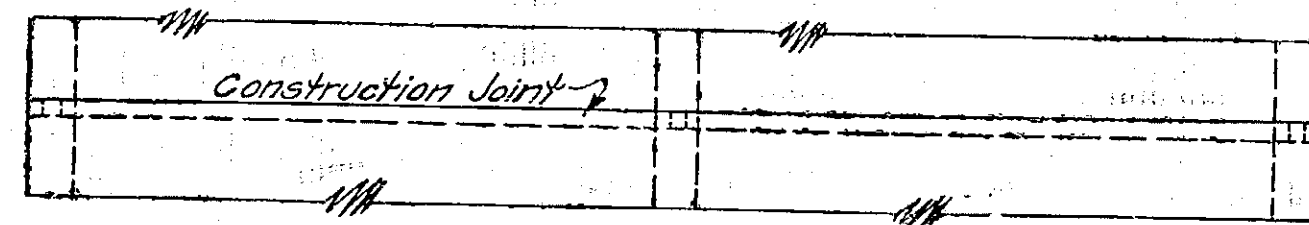
FRAME DETAIL

Prepared pursuant to the
Highway Law and recommended by
M. R. Moran
Engineer District No. 3

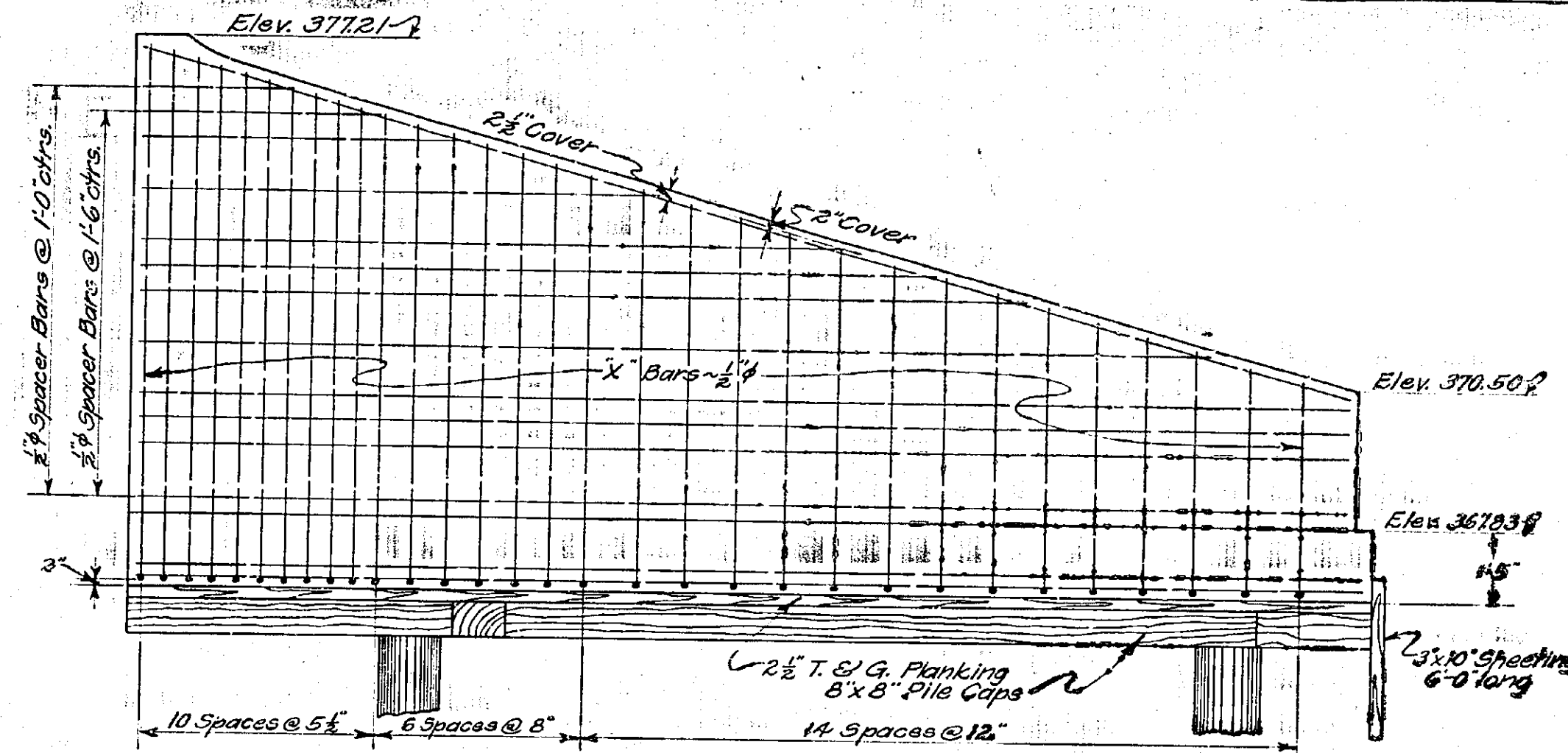
January 27, 1946

Made by P.B. Chase Checked by J. R. Kim Traced by D. F. Guckert Checked by P.B. Chase

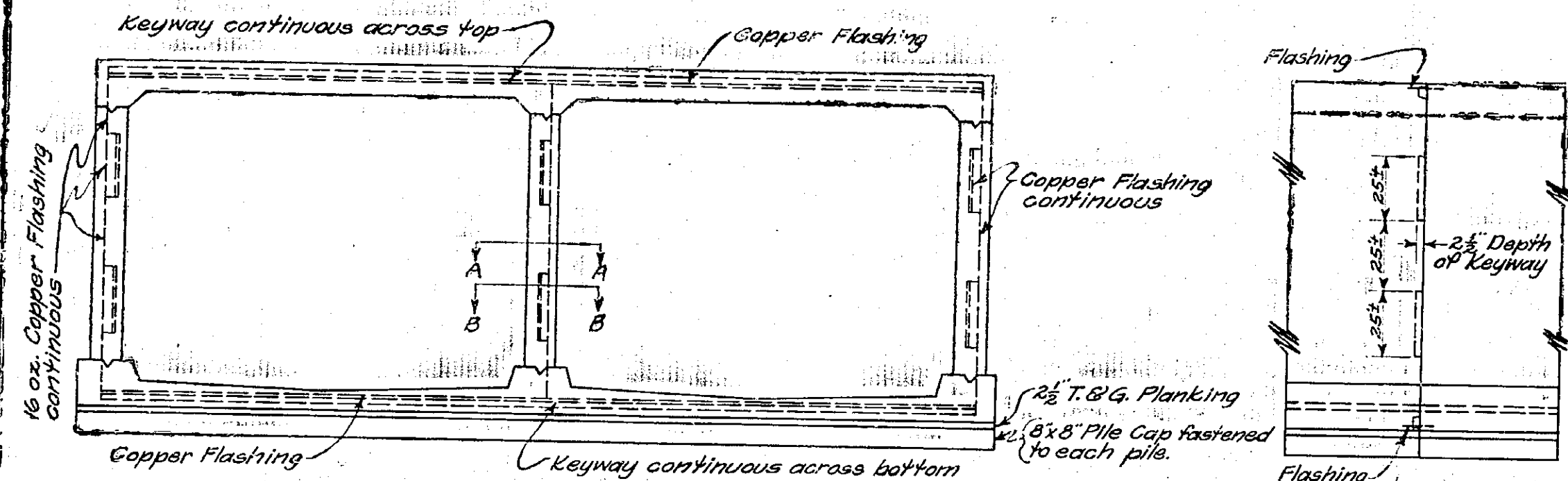




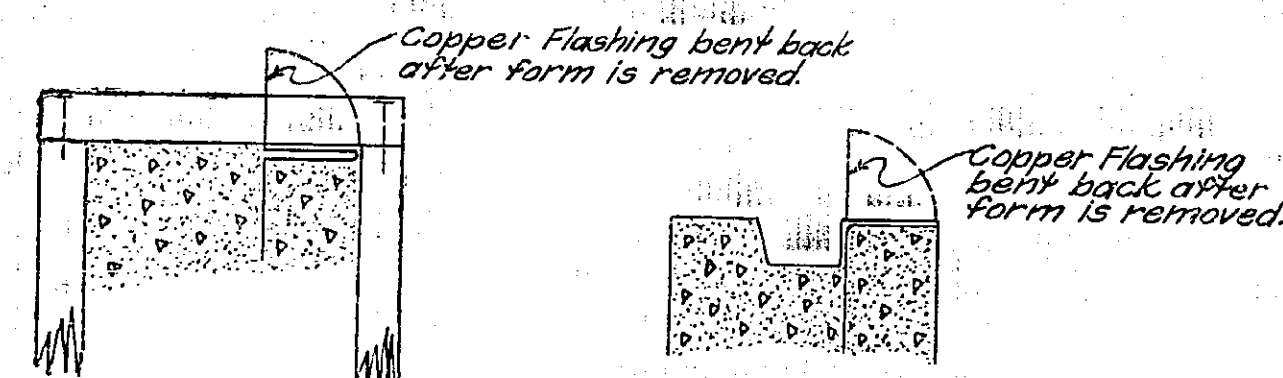
TOP VIEW



SECTION M-M
Scale = 1/8" = 1'-0"

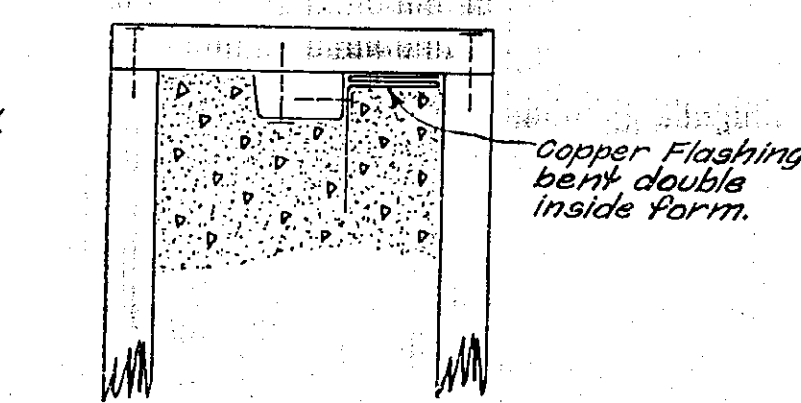


DETAILS FOR EXPANSION JOINTS
Scale = 1/4" = 1'-0"

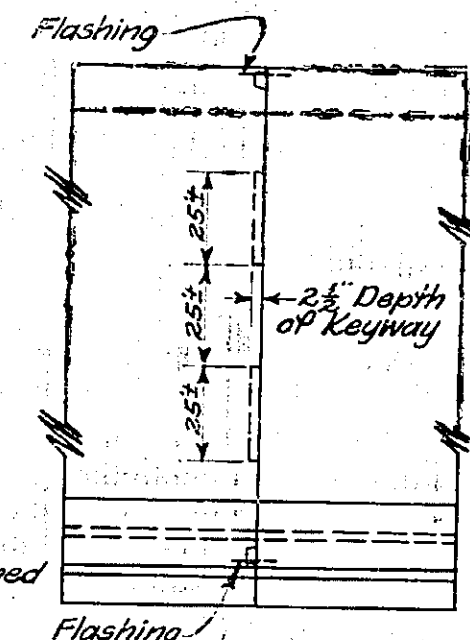


SECTION A-A
Scale = 1/2" = 1'-0"

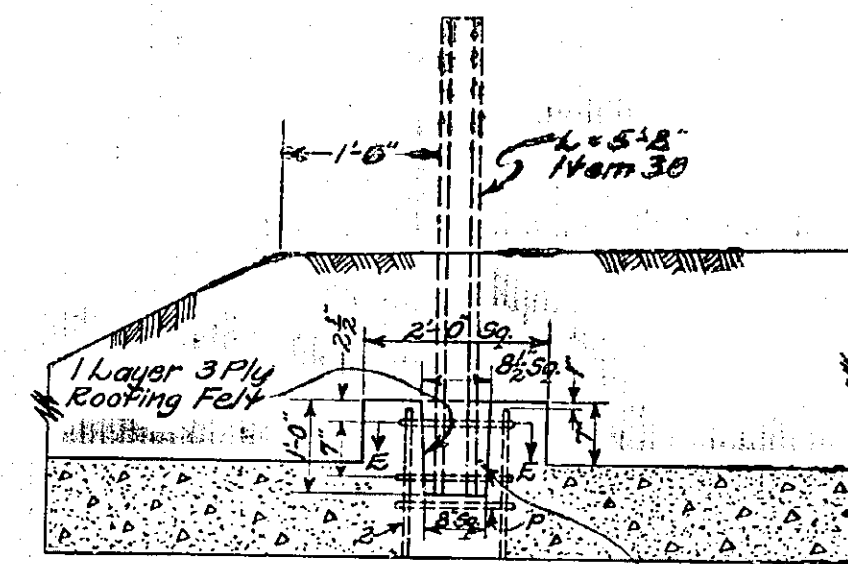
VERTICAL WALL
FORMS REMOVED



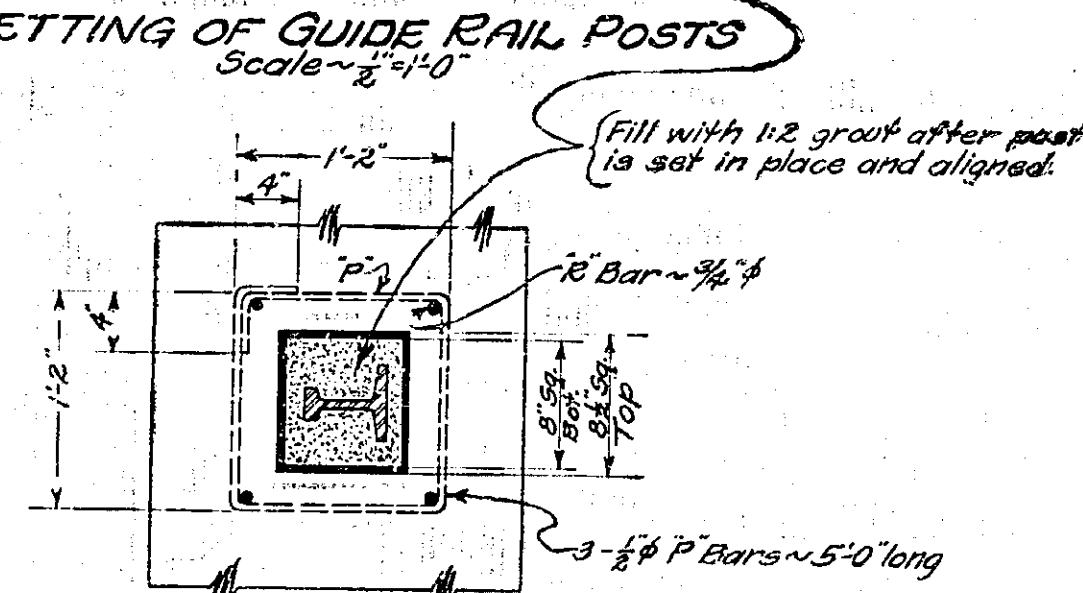
SECTION OF VERTICAL
WALL SHOWING FORMS
SECTION B-B
Scale = 1/2" = 1'-0"



SIDE ELEVATION



SETTING OF GUIDE RAIL POSTS
Scale = 1/2" = 1'-0"

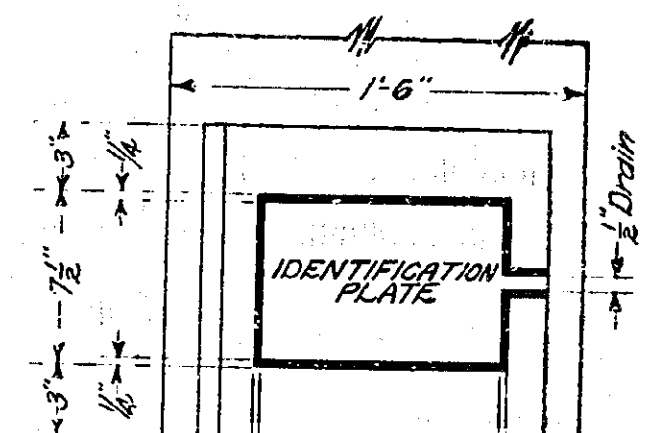


SECTION E-E
Scale = 1" = 1'-0"

ITEM No.	ITEM	UNIT	AMOUNT
4CS	Unclassified Excavation (Channel)	C.Y.	1420
5	Trench, Culvert & Bridge Excavation	C.Y.	1200
15	Portland Cement	Bbl.	912
15D	Natural Cement	Bbl.	154
18VS	Concrete for Structures	C.Y.	532
25F	Steel Fabric Reinforcement for Structures	S.Y.	35
28	Bar Reinforcement for Structures	Lbs.	44820
30	Miscellaneous Iron & Steel	Lbs.	481
39	Foundation Course ~ Run of Bank Gravel	C.Y.	682
61	Bituminous Material Waterproofing	Gal.	337
82	Copper Dams, Pumping, Bailing & Draining	L.S.	Nec.
83A	Timber Sheet Piles	M.F.B.M.	2.0
84BS	Untreated Timber Test Piles	L.F.	200
84T	Untreated Timber Piles	L.F.	6825
87S	Furnishing Equipment for Driving Piles	L.S.	Nec.
107	Timber & Lumber	M.F.B.M.	24
119S	Run of Bank Gravel Backfill	C.Y.	850

NOTES ~
All concrete shall be Item 18VS, Concrete for Structures, 1:2:3 1/2 Mix.
Backfill shall be deposited on both sides of the culvert to approximately the same elevation at the same time.
All exposed edges of concrete and exposed joints shall be chamfered one inch.
Roofing felt in post recesses shall be cut to fit.
Payment for joint material, 3 ply roofing felt and 16 oz. copper flashing shall be included in the price bid for Item 18VS.

MARK	SIZE	SPACING	No.	LENGTH	LOCATION
A1	3/4"	5"	334	28'-3"	Bottom of Top Slab
A2	3/4"	5"	334	28'-3"	End Sections
A3	3/4"	5"	334	28'-3"	Bottom of Top Slab
A4	3/4"	5"	334	28'-3"	End Sections
A5	3/4"	5"	334	28'-3"	Bottom of Top Slab
A6	3/4"	5"	334	28'-3"	End Sections
A7	3/4"	5"	334	28'-3"	Bottom of Top Slab
A8	3/4"	5"	334	28'-3"	End Sections
A9	3/4"	5"	334	28'-3"	Bottom of Top Slab
A10	3/4"	5"	334	28'-3"	End Sections
A11	3/4"	5"	334	28'-3"	Bottom of Top Slab
A12	3/4"	5"	334	28'-3"	End Sections
A13	3/4"	5"	334	28'-3"	Bottom of Top Slab
A14	3/4"	5"	334	28'-3"	End Sections
A15	3/4"	5"	334	28'-3"	Bottom of Top Slab
A16	3/4"	5"	334	28'-3"	End Sections
A17	3/4"	5"	334	28'-3"	Bottom of Top Slab
A18	3/4"	5"	334	28'-3"	End Sections
A19	3/4"	5"	334	28'-3"	Bottom of Top Slab
A20	3/4"	5"	334	28'-3"	End Sections
A21	3/4"	5"	334	28'-3"	Bottom of Top Slab
A22	3/4"	5"	334	28'-3"	End Sections
A23	3/4"	5"	334	28'-3"	Bottom of Top Slab
A24	3/4"	5"	334	28'-3"	End Sections
A25	3/4"	5"	334	28'-3"	Bottom of Top Slab
A26	3/4"	5"	334	28'-3"	End Sections
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A28	3/4"	5"	334	28'-3"	End Sections
A29	3/4"	5"	334	28'-3"	Bottom of Top Slab
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A31	3/4"	5"	334	28'-3"	Bottom of Top Slab
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A45	3/4"	5"	334	28'-3"	Bottom of Top Slab
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A80	3/4"	5"	334	28'-3"	End Sections
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A84	3/4"	5"	334	28'-3"	End Sections
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A88	3/4"	5"	334	28'-3"	End Sections
A89	3/4"	5"	334	28'-3"	Bottom of Top Slab
A90	3/4"	5"	334	28'-3"	End Sections
A91	3/4"	5"	334	28'-3"	Bottom of Top Slab
A92	3/4"	5"	334	28'-3"	End Sections
A93	3/4"	5"	334	28'-3"	Bottom of Top Slab
A94	3/4"	5"	334	28'-3"	End Sections
A95	3/4"	5"	334	28'-3"	Bottom of Top Slab
A96	3/4"	5"	334	28'-3"	End Sections
A97	3/4"	5"	334	28'-3"	Bottom of Top Slab
A98	3/4"	5"	334	28'-3"	End Sections
A99	3/4"	5"	334	28'-3"	Bottom of Top Slab
A100	3/4"	5"	334	28'-3"	End Sections



DETAILS OF IDENTIFICATION PLATE
Scale = 1/2" = 1'-0"

SETTING OF IDENTIFICATION PLATE
PEDESTAL ON HEADWALL
Scale = 1/2" = 1'-0"

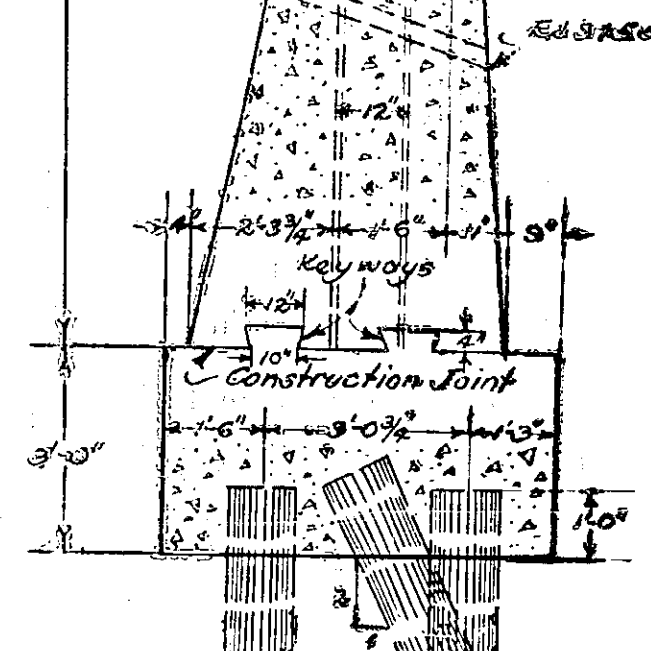
Prepared pursuant to the
Highway Law and recommended by
J. R. Mison
July 27, 1946
Engineer District No. 3

APPROVED
July 31, 1946
E. W. WENDELL, Deputy Chief Engineer
Bridges, Grade Separations & Structures

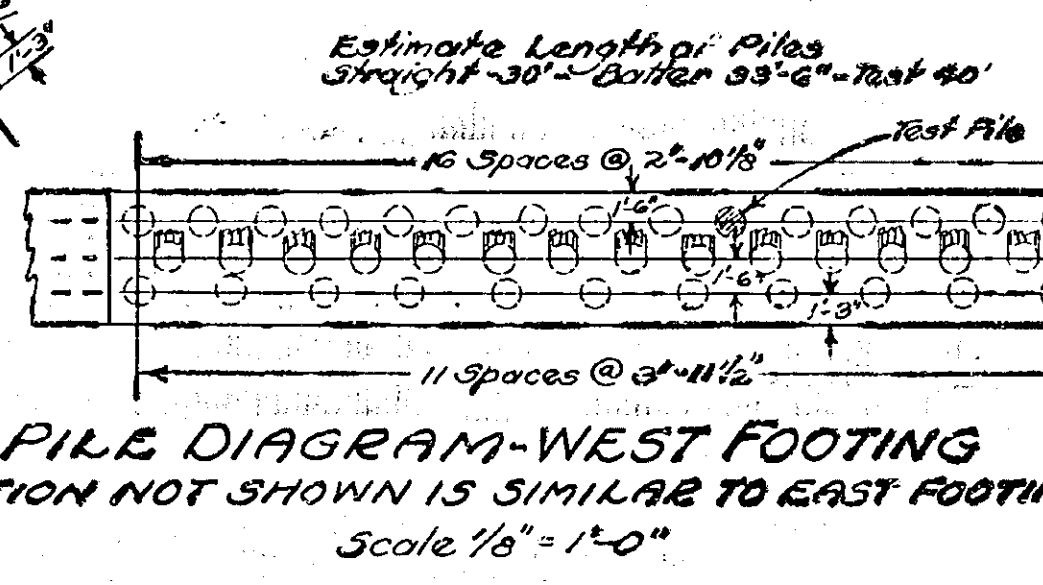
BEAR TRAP CREEK BRIDGE
TWIN BOX STRUCTURE ~ 26° SKEW
EACH OPENING 12'-6" SPAN, 9'-0" HIGH
STATION 2327+25

Made by L. R. Curtiss
checked by A. Amodeo
Traced by B. F. Buckner
checked by W. B. Chase

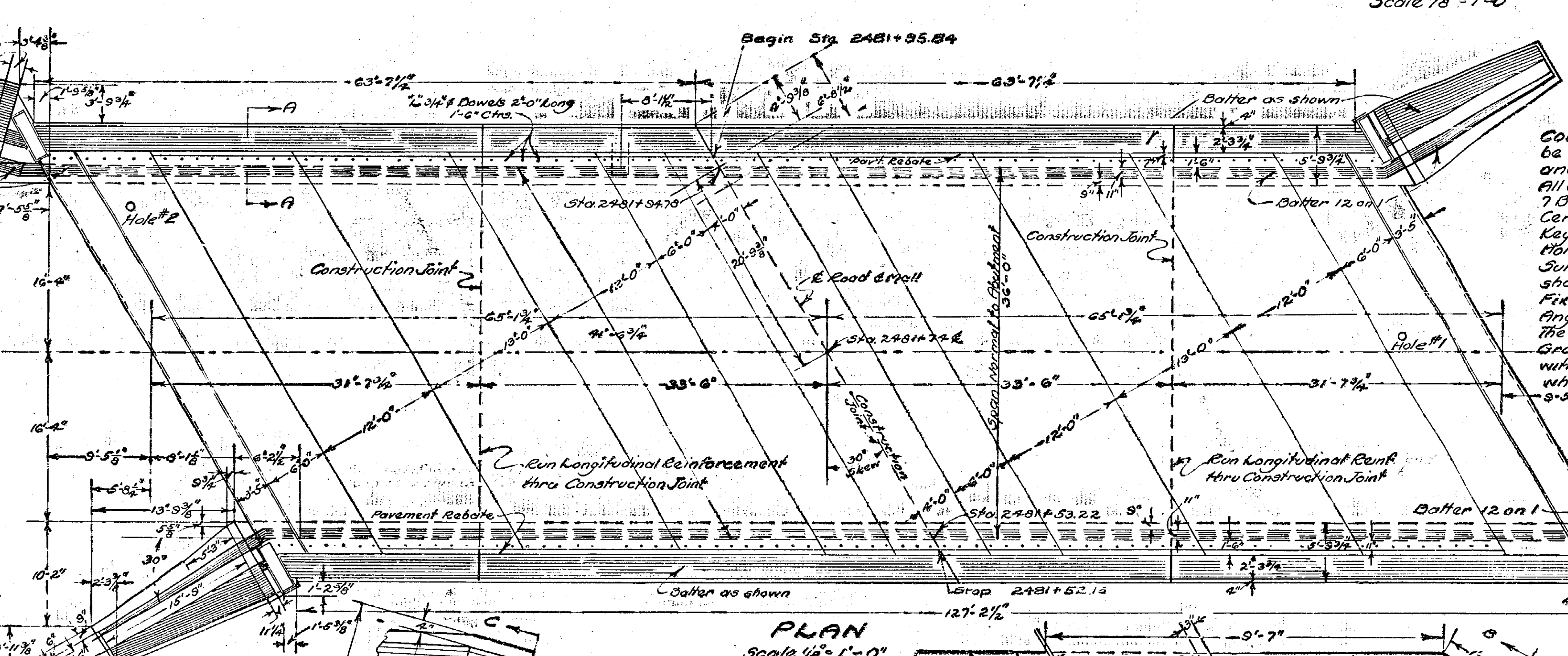
Reviewed Campbell 2/2/46



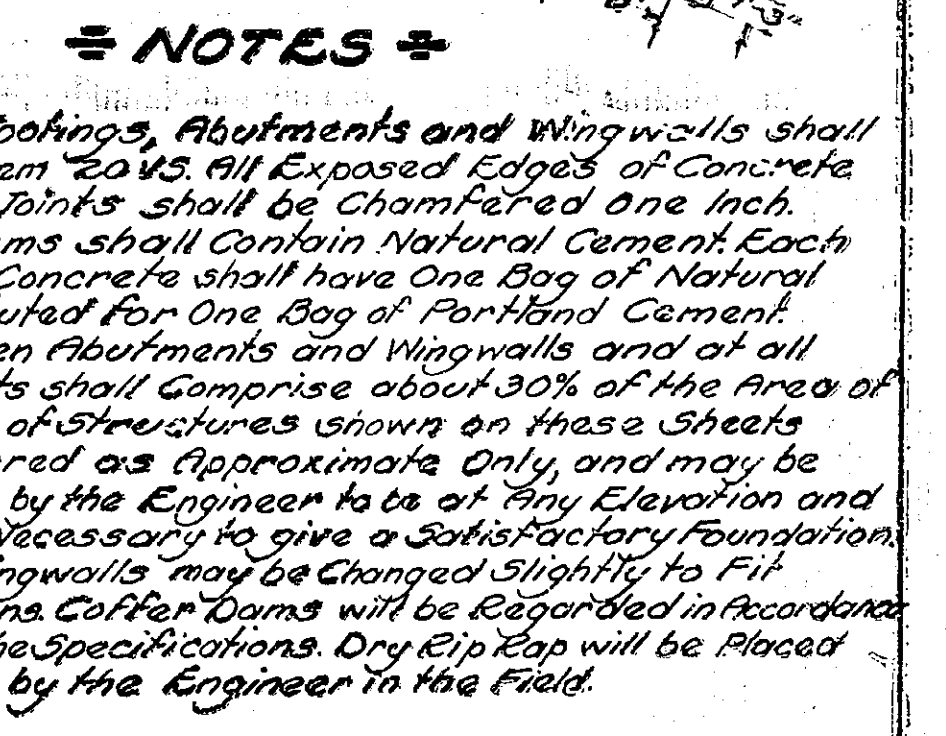
ELEVATION OF EAST ABUTMENT & WINGS
Scale 1/8" = 1'-0"



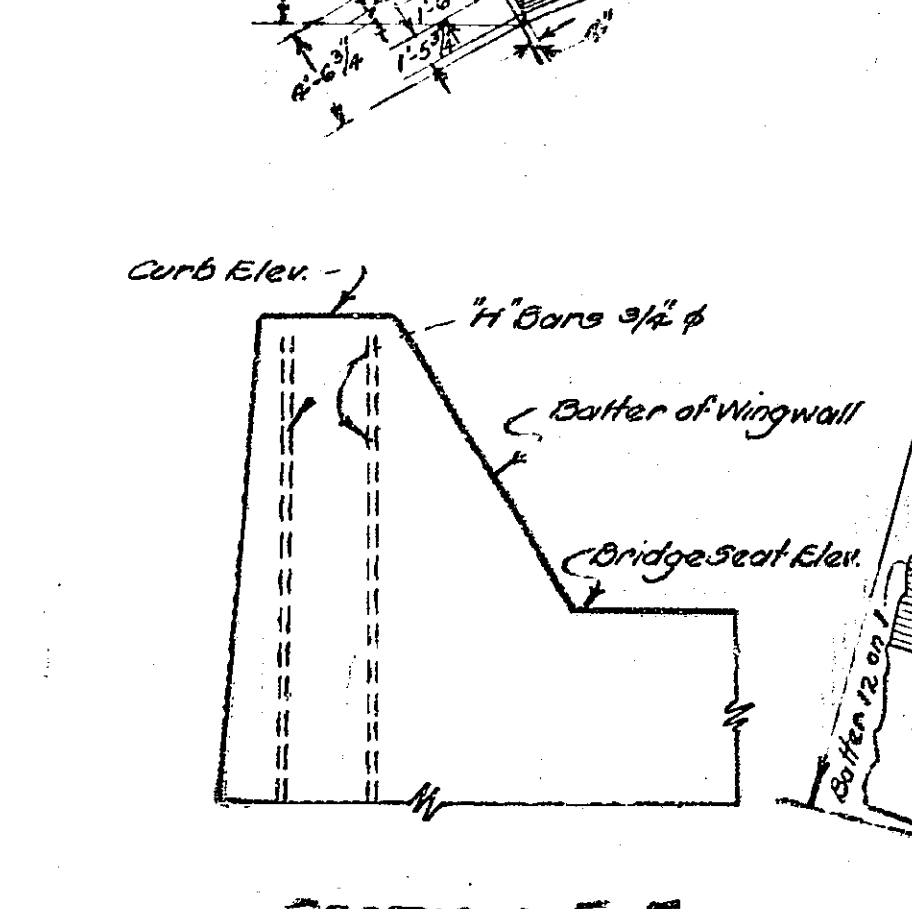
WINGWALK KEYWAY
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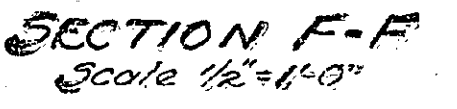
PLAN
Scale 1/8" = 1'-0"



DETAIL OF SOUTHWEST
ABUTMENT CORNER
Scale $\frac{1}{2}" = 1'-0"$



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

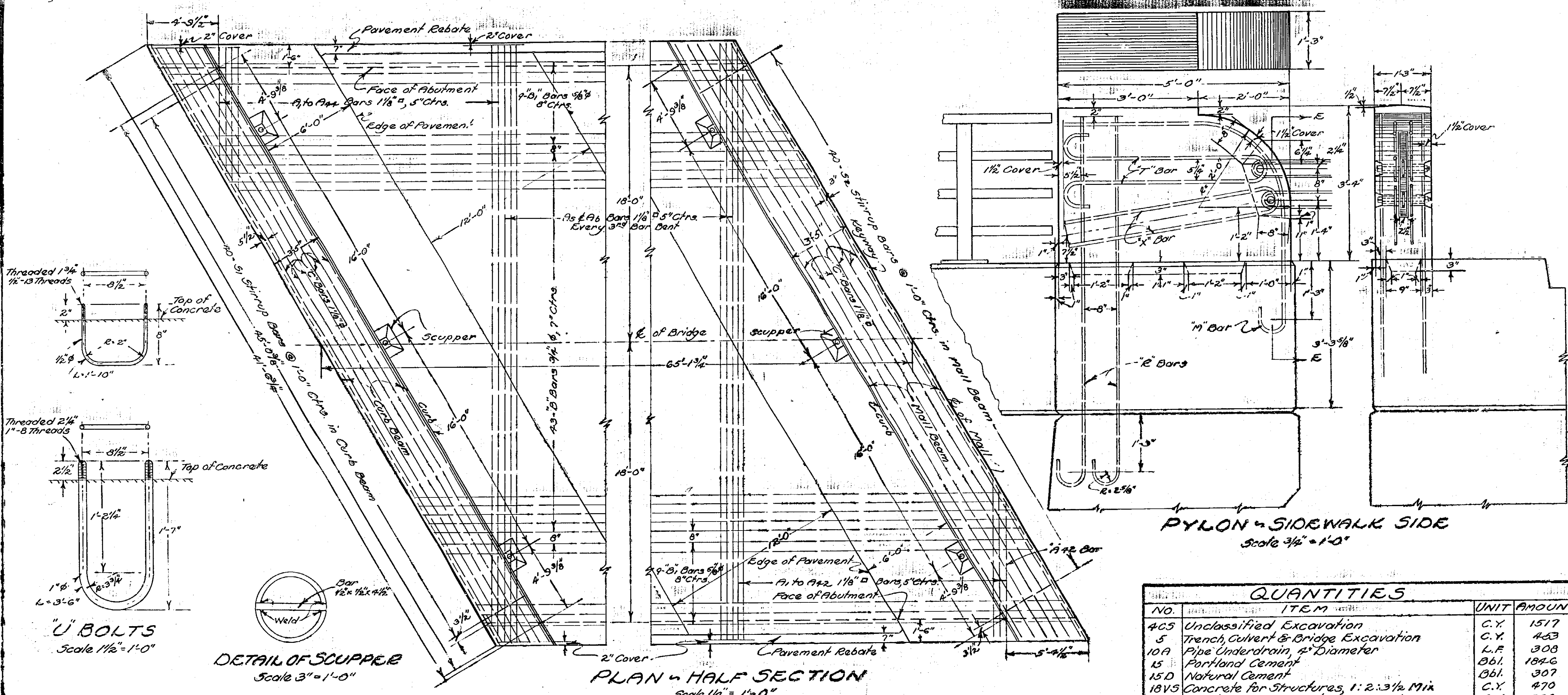


DETAIL OF NORTHEAST ABUTMENT CORNER
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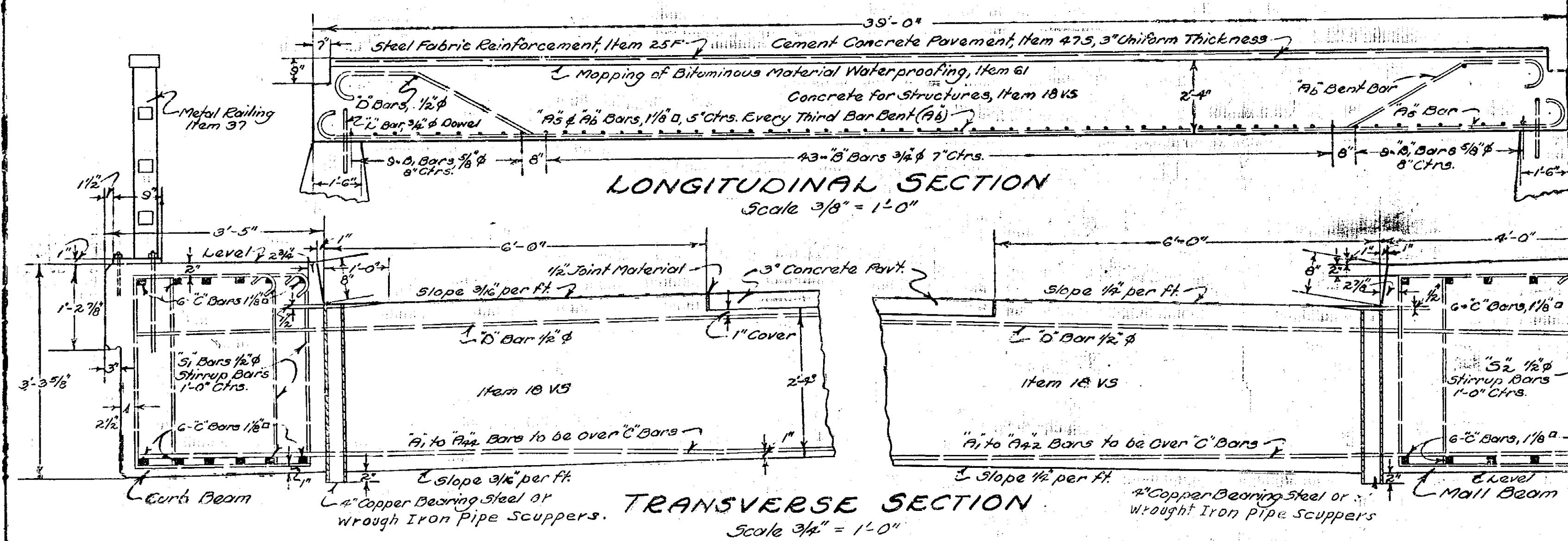
LEY CREEK BRIDGE
CONCRETE SLAB
36' SPAN - 30° SKEW
STA. 2481+74 E
SUBSTRUCTURE DETAILS

W. WENDELL, DEPUTY CHIEF ENGINEER

Made By OTB Chase Checked By J. Amodei Traced By John A. Lewis Checked By L.R. Curtiss
 Reviewed Carroll 7/1/11



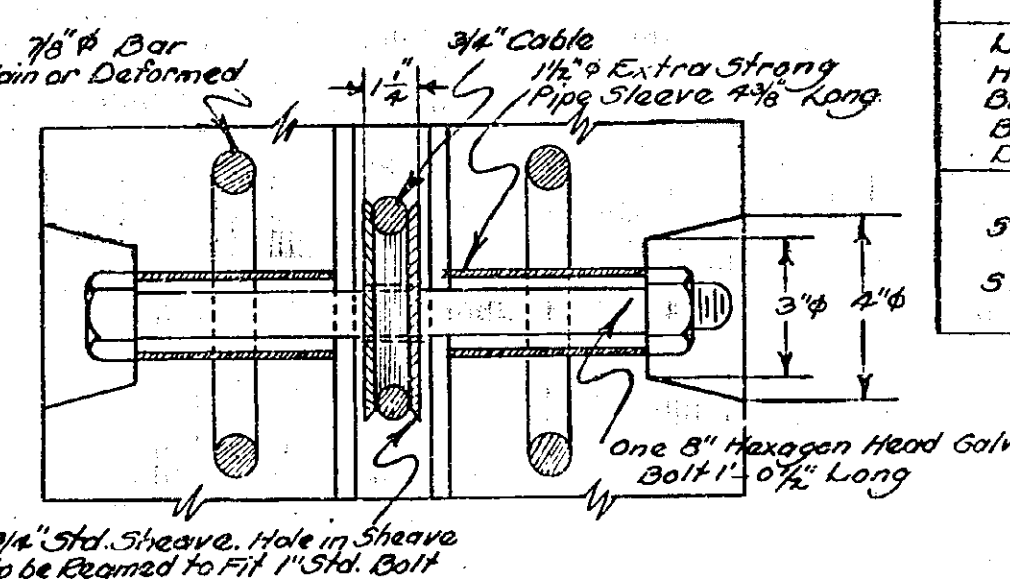
NO.	ITEM	UNIT	AMOUNT
405	Unclassified Excavation	C.Y.	1517
5	Trench, Culvert & Bridge Excavation	C.Y.	463
10A	Pipe Underdrain, 4" Diameter	L.F.	308
15	Portland Cement	Bbl.	184.6
15D	Natural Cement	Bbl.	307
18VS	Concrete for Structures, 1:2:3 1/2 Mix	C.Y.	470
20VS	First Class Concrete, 1:2:4 Mix	C.Y.	738
24S	Screened Gravel	C.Y.	89
25F	Steel Fabric Reinforcement	S.Y.	360
28	Bar Reinforcement for Structures	Lb.	7702.0
31	Pile Shoes	Each	332
37	Metal Railing	L.F.	851.1
47S	Cement Concrete Pavement, 1:1 3/4:3 1/2 Mix	C.Y.	30
61	Bituminous Material Waterproofing	Gal.	160
82	Coffin Dams, Pumping, Bailing & Draining	L.S.	Necessary
84-85	Untreated Timber Test Piles	L.F.	200
84T	Untreated Timber Piles	L.F.	1053
87S	Furnishing Equipment for Driving Piles	L.S.	Necessary
119S	Run of Bank Gravel Back Fill	C.Y.	230



NOTES

Reinforcing Bars may be Spliced Approved by the Engineer. Bars so Spliced shall be Lapped 45 Diameters. Dimensions for Bending Reinforcing Bars are Measured Out to Out of Bar. For Railing Details see Standard Steel No. 44-32R (B) Metal Railing, Posts, U-Bolts and other Finishings shall be Included in the Price Bid for Item 37. Payment for 4" Pipe Scuppers will be Included in the Price Bid for Various Items of the Contract. Sheaves, Sleeves and Bolts shall be Paid for under Item 33. All Exposed Edges of Concrete and Exposed Joints shall be Chamfered one inch. The Cost of Furnishing & Installing Joint Material & 3 Ply Roofing Felt & Item 71B shall be Included in Unit Price Bid for Item 18 VS. Conc. in Slab, Safety Walks, Mail & Curb Beams & Pylons shall be 1:2:3 1/2 Mix. Item 18 VS. Fill Concrete Items shall Contain Natural Cement. Each 72 Bag Batch of Conc. shall have one Bag of Natural Substituted for one Bag of Portland Cement. No Construction Joints other than those shown on the Plans shall be Permitted without Written Orders of the Engineer. Safety Walks & Slabs shall be Poured together, allowing no time for Initial Set to take place between Pours. Forms are to be Cambered 1/2" for each foot of span in addition to the Necessary amount to allow for Deflection & Settlement of Forms. The Amount of Deflection & Settlement shall be determined in the Field. Designed Under A.P.S.H.O. Standard Specifications for Highway Bridges for 1924, H-20-S16 Loading.

MARK	SIZE	NO.	LENGTH	DESCRIPTION
A0	1/2"	68	40'-8"	Longitudinal Bent Bar in Slab 2'-1" inside radius 3'-7 1/2" inside
A5	1/2"	134	40'-8"	Longitudinal Hook Bar in Slab 3'-7 1/2" inside
A1	1/2"	4	38'-2 1/2"	Longitudinal Straight Bar at Corners of Slabs
A2	1/2"	4	37'-6"	
A3	1/2"	4	36'-9"	
A4	1/2"	4	36'-1"	
A5	1/2"	4	35'-4"	
A6	1/2"	4	34'-7"	
A7	1/2"	4	33'-11"	
A8	1/2"	4	33'-2"	
A9	1/2"	4	32'-5"	
A10	1/2"	4	31'-9"	
A11	1/2"	4	31'-0"	
A12	1/2"	4	30'-3"	
A13	1/2"	4	28'-7"	
A14	1/2"	4	28'-10"	
A15	1/2"	4	28'-1"	
A16	1/2"	4	27'-5"	
A17	1/2"	4	26'-8"	
A18	1/2"	4	25'-11"	
A19	1/2"	4	25'-3"	
A20	1/2"	4	24'-6"	
A21	1/2"	4	23'-9"	
A22	1/2"	4	23'-1"	
A23	1/2"	4	22'-4"	
A24	1/2"	4	21'-7"	
A25	1/2"	4	20'-11"	
A26	1/2"	4	20'-2"	
A27	1/2"	4	19'-5"	
A28	1/2"	4	18'-9"	
A29	1/2"	4	18'-0"	
A30	1/2"	4	17'-3"	
A31	1/2"	4	16'-7"	
A32	1/2"	4	15'-10"	
A33	1/2"	4	15'-1"	
A34	1/2"	4	14'-5"	
A35	1/2"	4	13'-8"	
A36	1/2"	4	12'-11"	
A37	1/2"	4	12'-3"	
A38	1/2"	4	11'-6"	
A39	1/2"	4	10'-9"	
A40	1/2"	4	10'-1"	
A41	1/2"	4	9'-3"	
A42	1/2"	4	8'-8"	
A43	1/2"	4	7'-11"	
A44	1/2"	4	7'-2"	
C	1/2"	48	44'-8"	Longitudinal Bars in Top & Bottom of Curb and Mail Beams
M	7/8"	8	3'-3"	Bent Bars in Ends of Pylons
E	7/8"	16	8'-9"	Vertical Bars in Pylons
T	7/8"	8	10'-7"	Horizontal Bars in Pylons
X	7/8"	8	9'-5 1/2"	Bars in Pylon
L	3/4"	172	2'-0"	Dowels in Top of Abutments
D	3/4"	25	5'-8"	Dowels in Top of Abutments at Wing Corners
B	3/4"	72	33'-4 1/2"	Transverse Bars in Outside Sections of Slab
O	3/4"	172	33'-7 1/2"	Transverse Bars in Inside Section of Slab
D	1/2"	8	33'-2"	Transverse Bars at Top of Slab
S1	1/2"	160	11'-1"	Stirrups in Curb Beam
S2	1/2"	160	12'-4"	Stirrups in Mail Beam



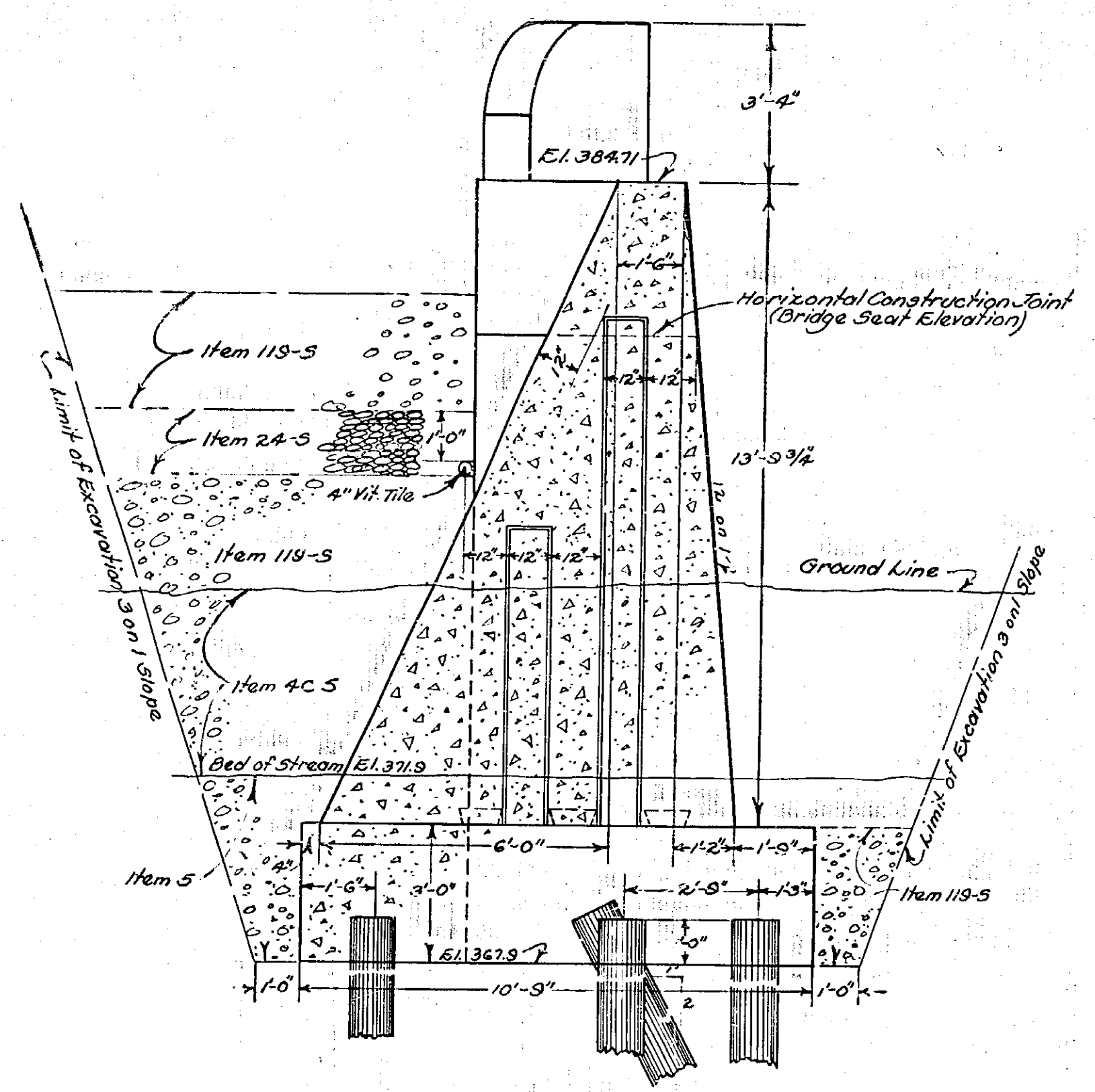
Prepared pursuant to the Highway Law and recommended by
Engineer District No. 3
July 27, 1946

KEY CREEK BRIDGE
CONCRETE SLAB
36' SPAN - 30° SKEW
STA. 2481+74 E
SUPERSTRUCTURE DETAILS

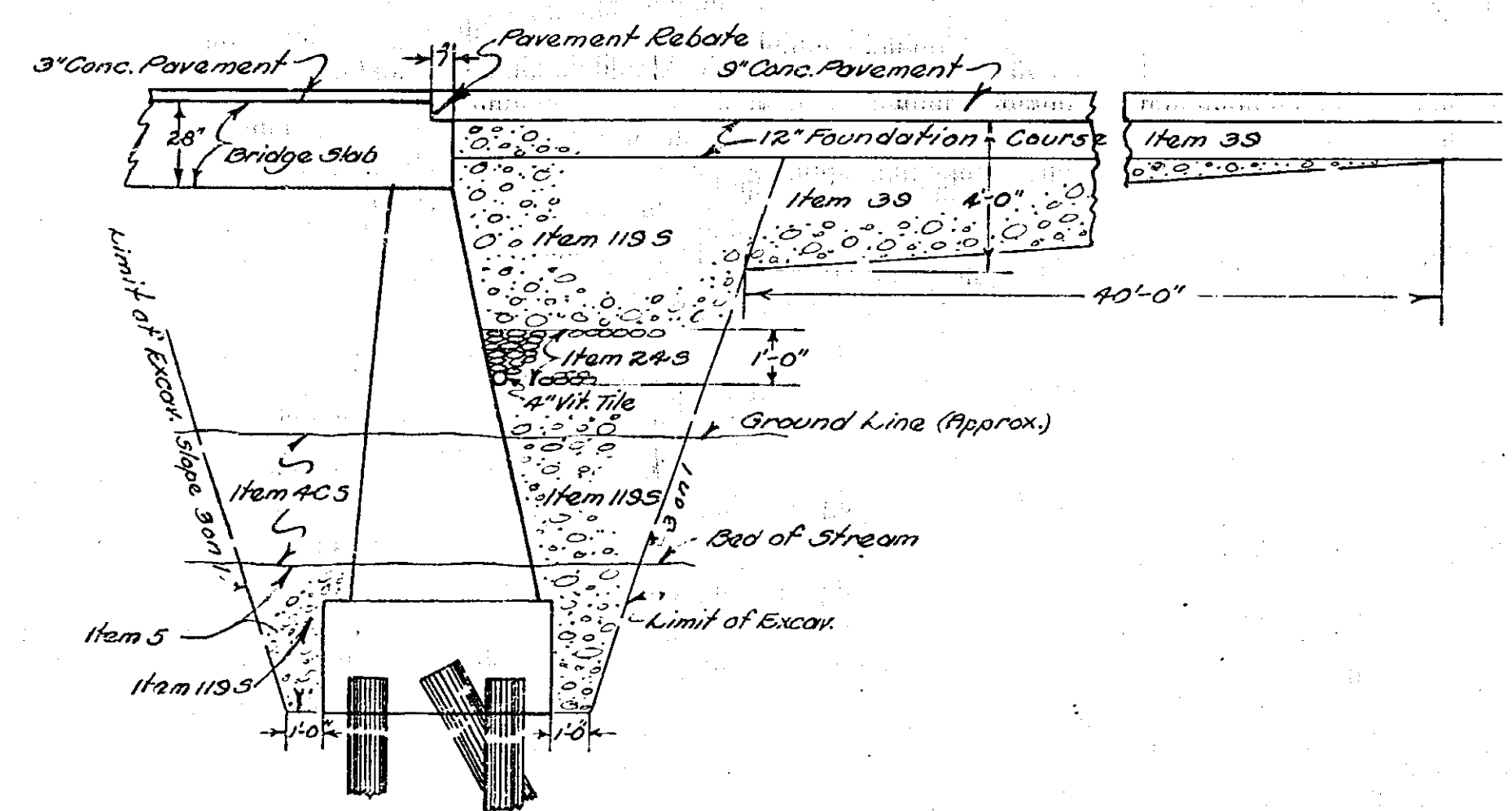
APPROVED
JUL 27 1946
L. W. WENDELL, DEPUTY CHIEF ENGINEER
City, Cr. & Structures and Structures

Made By Checked By Traced By Checked By
R.D. Chase J. Condon J. Mulgrew L.R. Curtis
Reviewed Campbell, W.H.

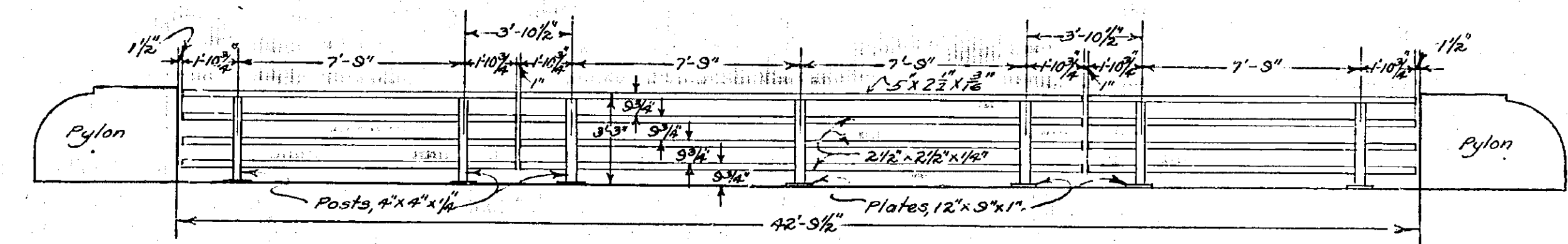
COUNTY	SHEET NO	TOTAL SHEETS
ONONDAGA	8	22
MOHAWK THRUWAY		
From Sta. 2377+00 To Sta. 2504+42		



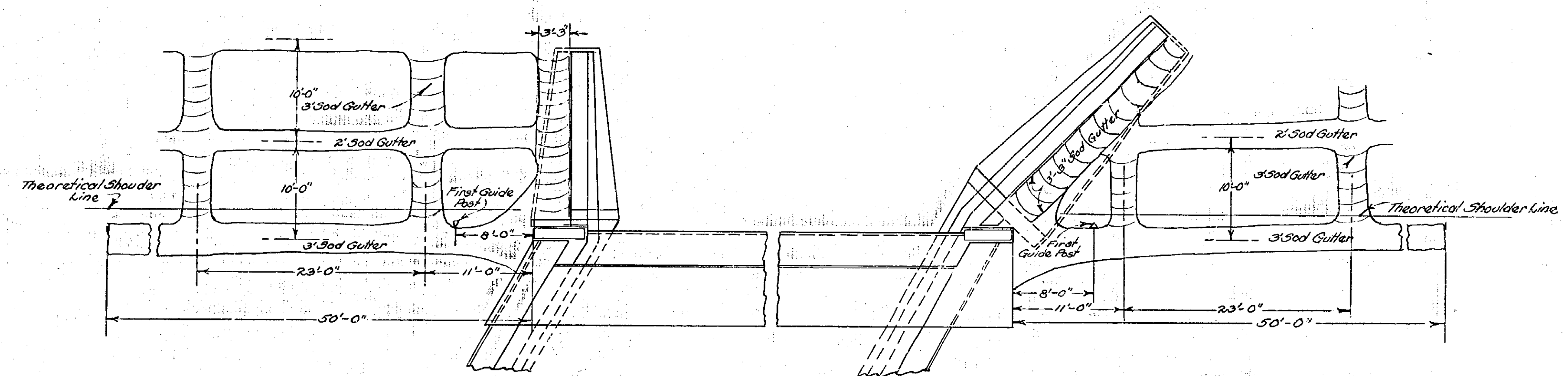
SECTION B-B
Scale 3/8" = 1'-0"



ABUTMENT BACKFILL
Scale 1/4" = 1'-0"

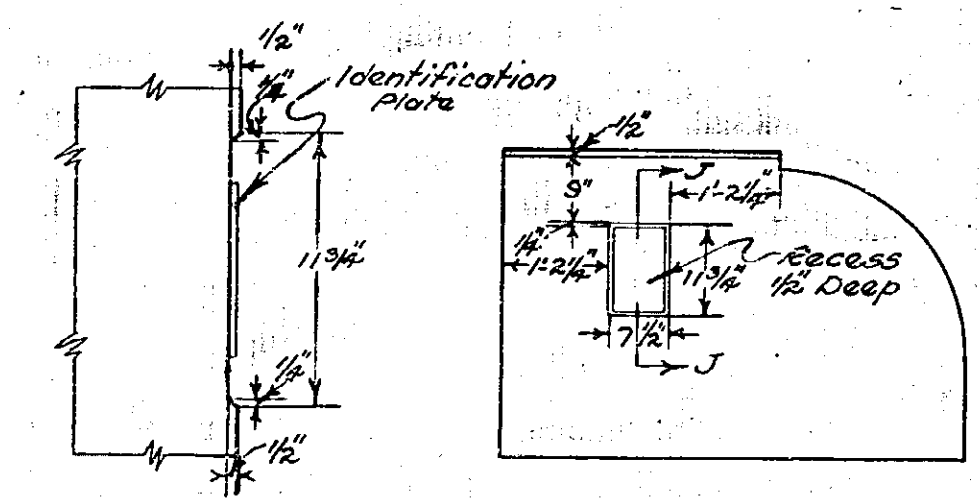


METAL RAILING
Scale 1/4" = 1'-0"



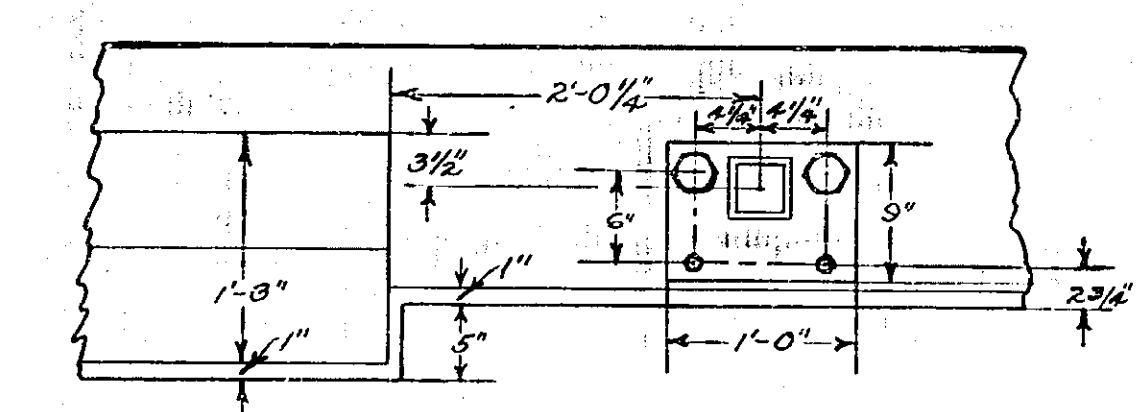
SOD GUTTER DETAIL - NORTH SIDE
SOUTH SIDE SIMILAR
Scale 1/8" = 1'-0"

NOTE: Top Soil, Sodding and Seeding are not included in this Contract.



SECTION J-J
Scale 1 1/2" = 1'-0"

NOTE: Identification Plate to be placed on the inside of the first right hand Pylon when facing the direction that the Highway Stations increase.



PYLON & RAILING DETAIL
Scale 1" = 1'-0"

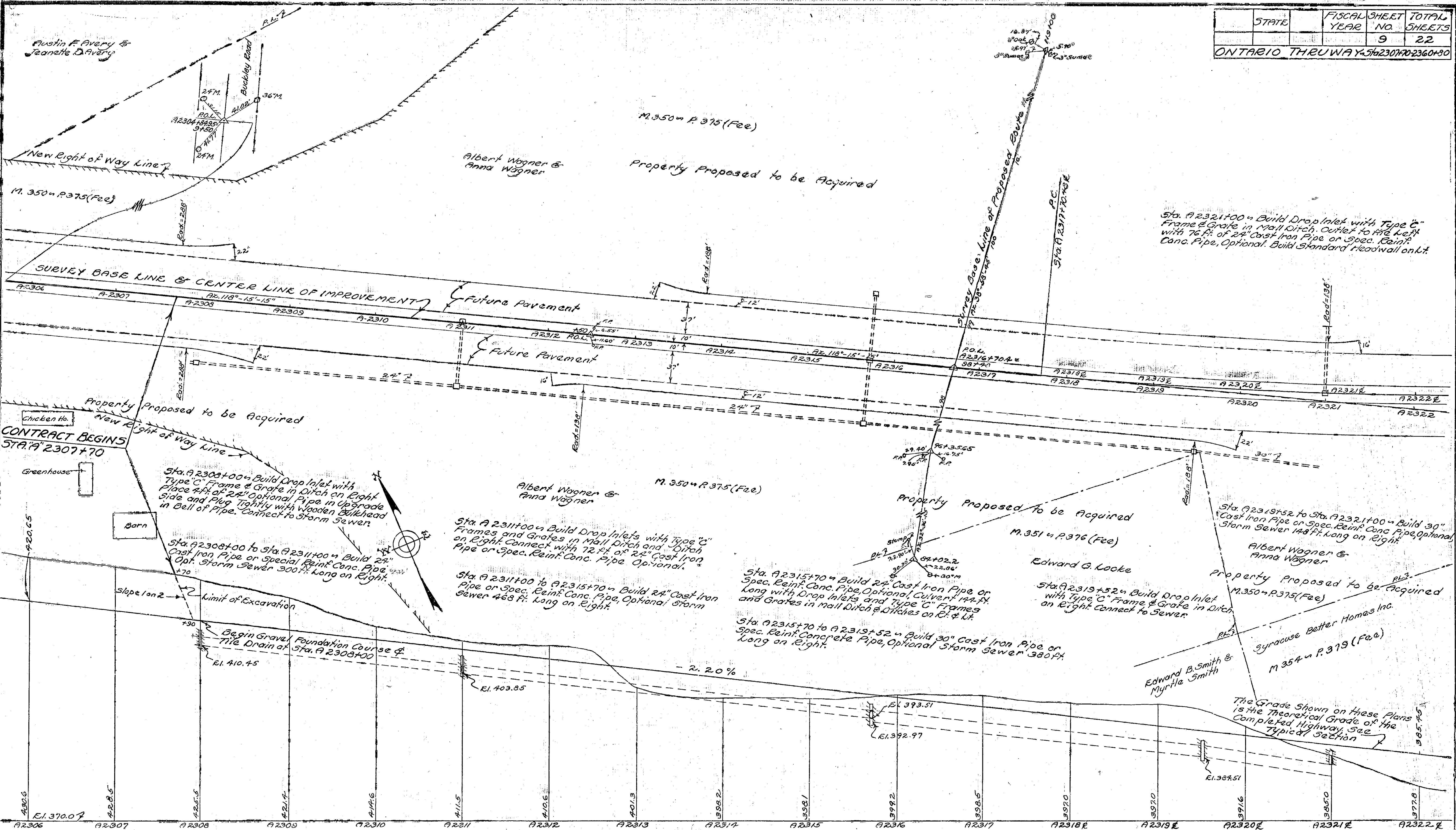
Prepared pursuant to the Highway Law and recommended by
JULY 27, 1946
Engineer District No. 3

LEY CREEK BRIDGE
CONCRETE SLAB
36' SPAN - 30° SKEW
STA. 2481+74 &
MISCELLANEOUS DETAILS

APPROVED
JUL 31 1946
W. WENDELL, DEPUTY CHIEF ENGINEER
Bridges, Grade Separations and Structures

Made By Checked By Traced By Checked By
P.D. Chase J. Conner J. A. Quinn L.R. Curtiss
Reviewed Campbell 7/31/46

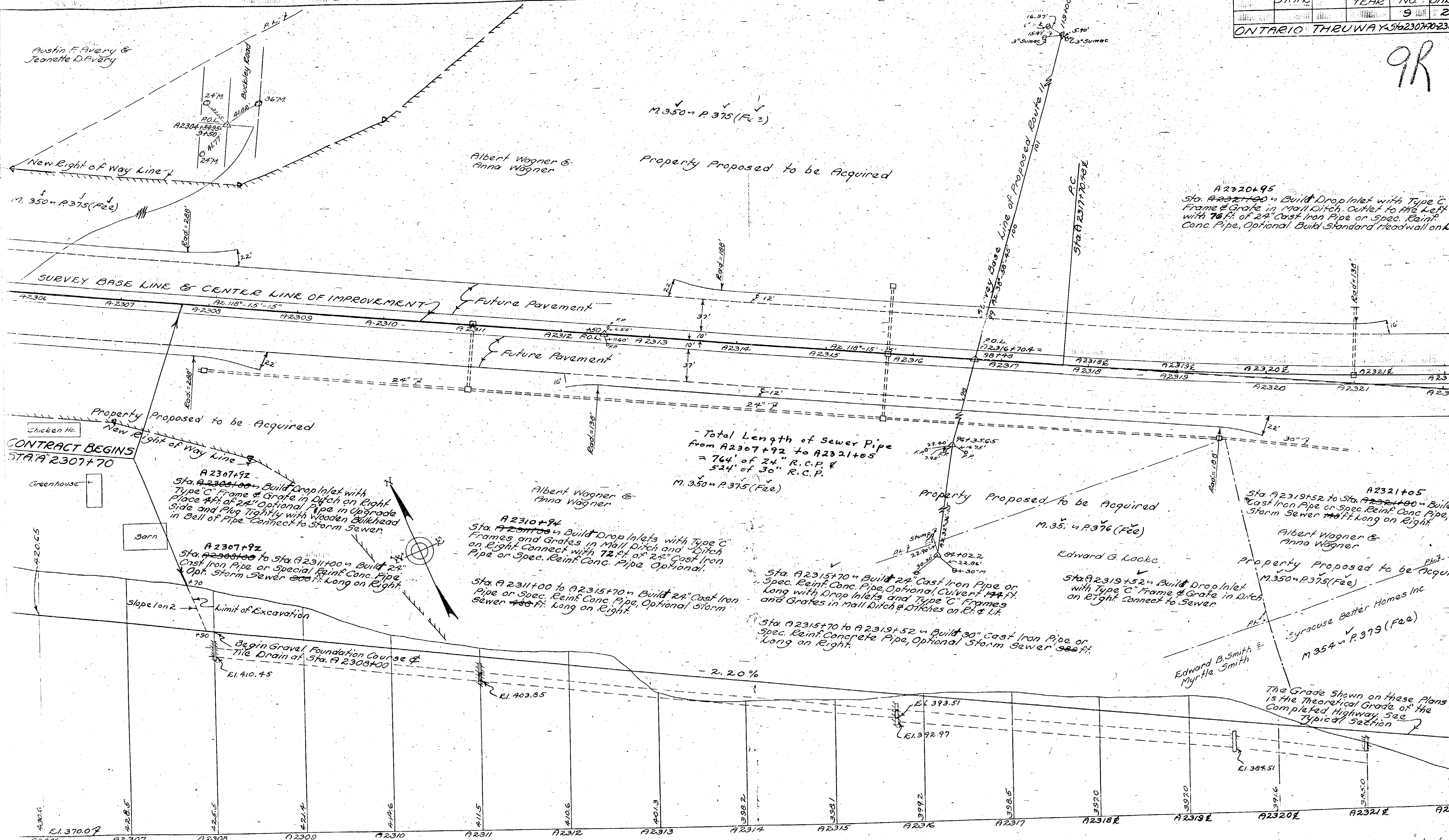
STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		9	22
ONTARIO THRUWAY 5th 2307+70-2360+80			



Mode By Traced By Checked By
PLAN M.H. John D. Jones J.F. Schauder
PROFILE M.H. John D. Jones J.F. Schauder

Prepared pursuant to the
Highway Law and recommended by
M.V. Duggan
Engineer District No. 3
July 27, 1946

9R

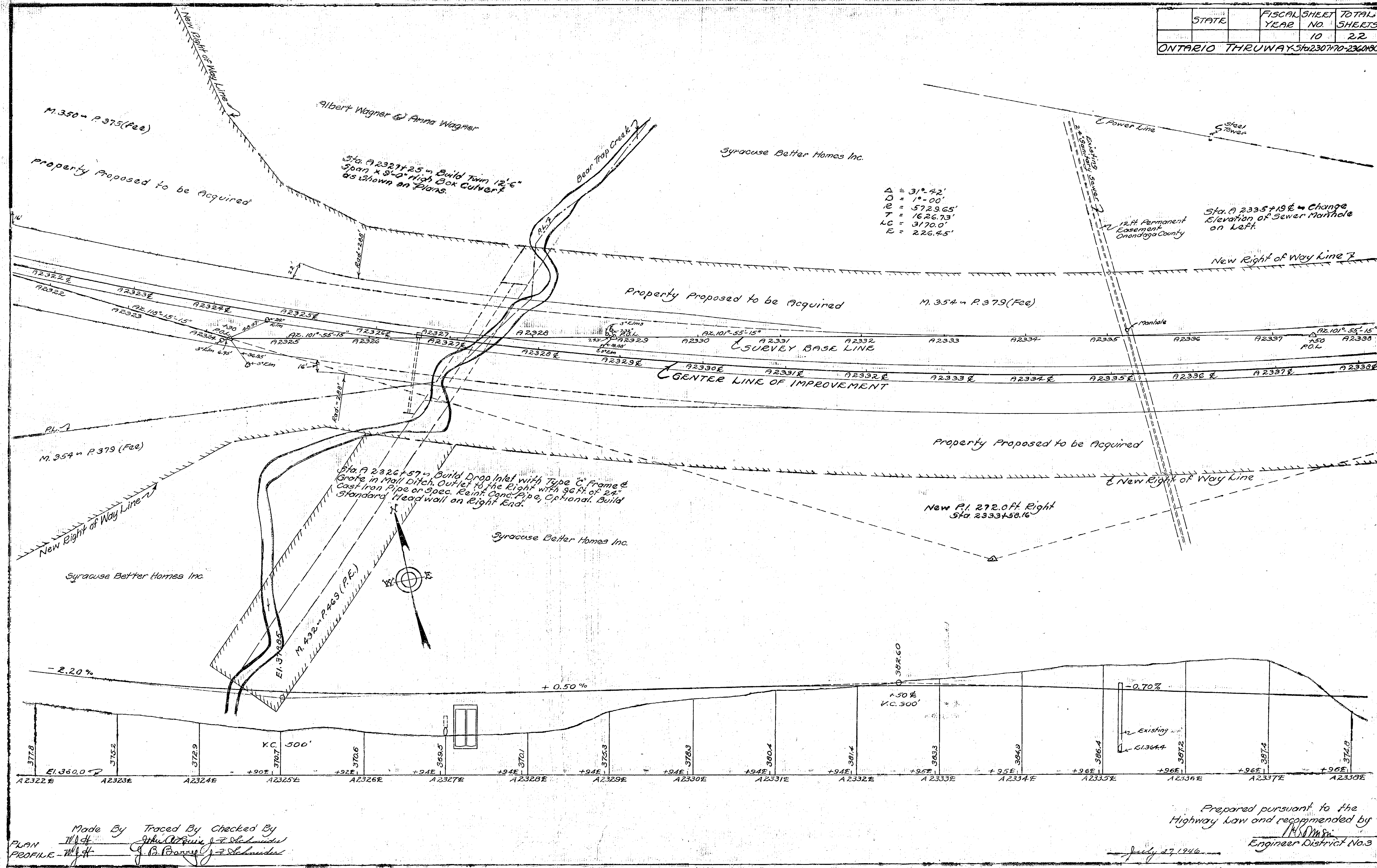


Prepared pursuant to the
Highway Law and recommended
by the
Engineer District No. 1

Made By Traced By Checked By
J. H. Smith J. H. Smith J. H. Smith
J. H. Smith J. H. Smith J. H. Smith

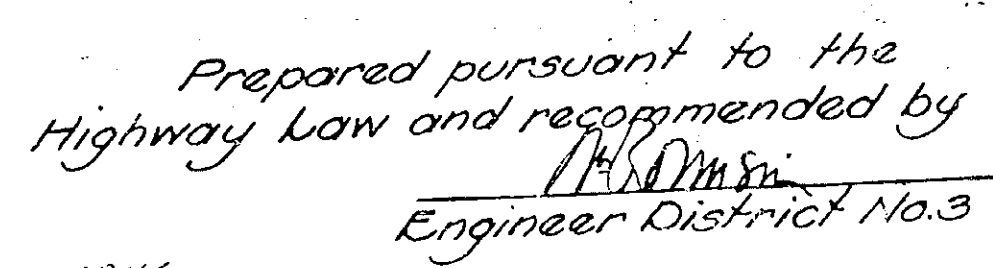
July 27, 1946

STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
ONTARIO	THRUWAY-56230770-236080	10	22



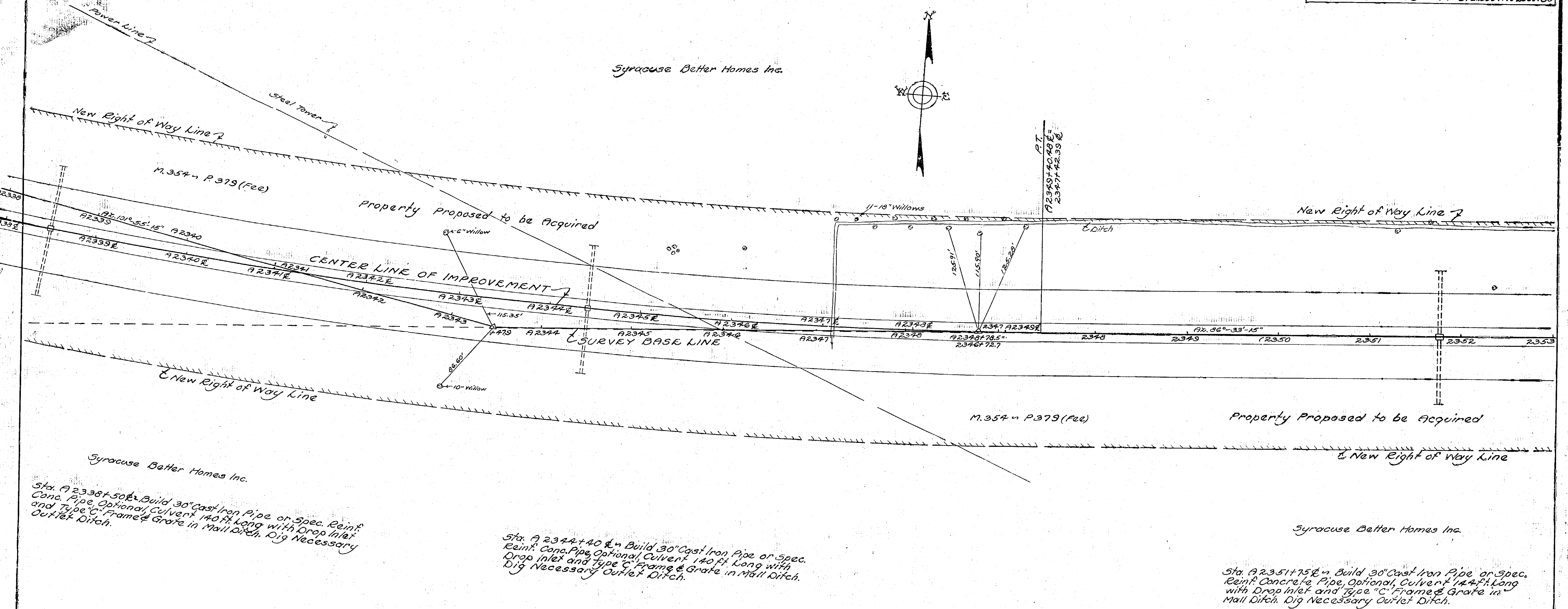
Made By Traced By Checked By
 PLAN J. B. Barry J. F. Schneider
 PROFILE J. B. Barry J. F. Schneider

10R



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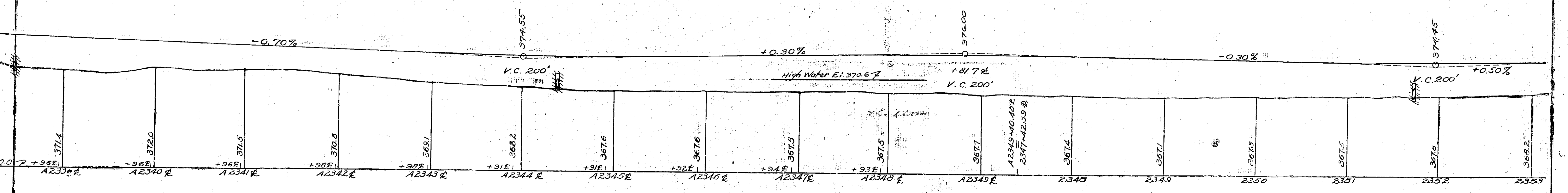
STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
ONTARIO	THRUWAY	51a	2307-2360
		11	22



Sta. A 2338+50.6 Build 30" Cast Iron Pipe or Spec. Reinf. Conc. Pipe, Optional Culvert 140 ft. Long with Drop Inlet and Type "C" Frame & Grate in Mail Ditch. Dig Necessary Outlet Ditch.

Sta. A 2344+40.6 Build 30" Cast Iron Pipe or Spec. Reinf. Conc. Pipe, Optional Culvert 140 ft. Long with Drop Inlet and Type "C" Frame & Grate in Mail Ditch. Dig Necessary Outlet Ditch.

Sta. A 2351+75.6 Build 30" Cast Iron Pipe or Spec. Reinf. Conc. Pipe, Optional Culvert 144 ft. Long with Drop Inlet and Type "C" Frame & Grate in Mail Ditch. Dig Necessary Outlet Ditch.



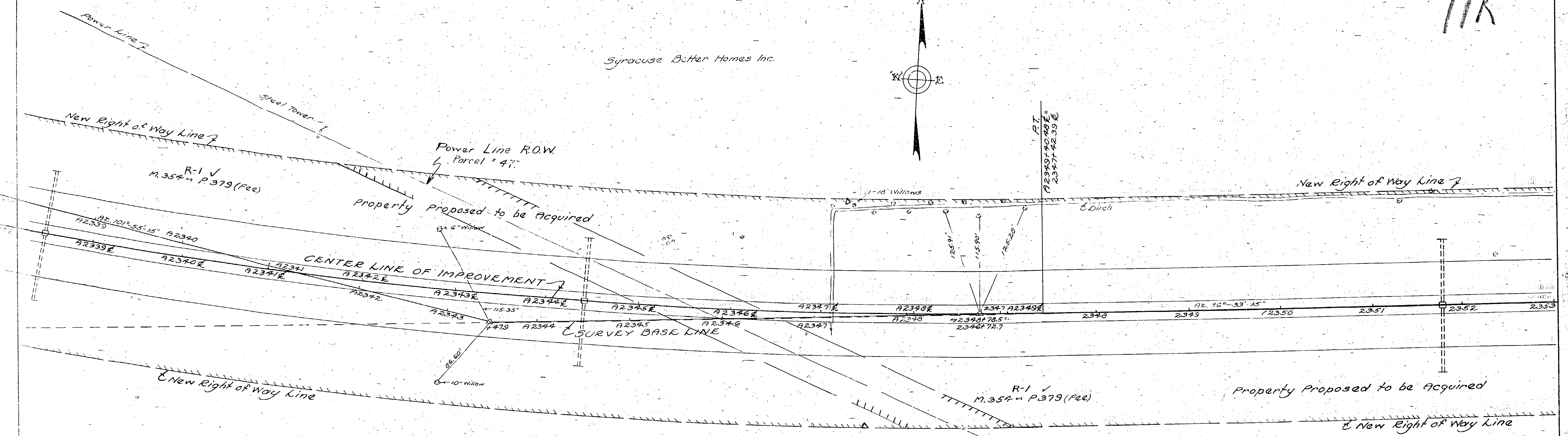
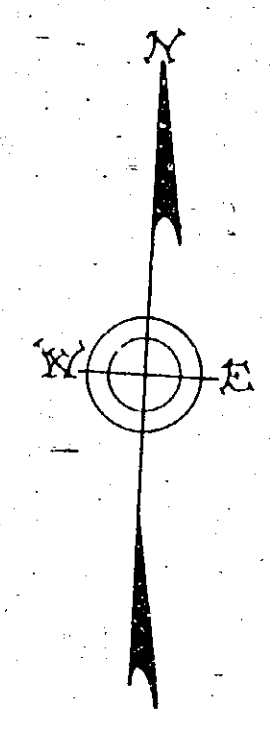
Made By Traced By Checked By
 PLAN *[Signature]*
 PROFILE *[Signature]*

Prepared pursuant to the
 Highway Law and recommended by
[Signature]
 Engineer District No. 3
 July 27, 1946

STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
ONTARIO	THRUWAY	511	22
230770-236080			

11R

Syracuse Better Homes Inc.



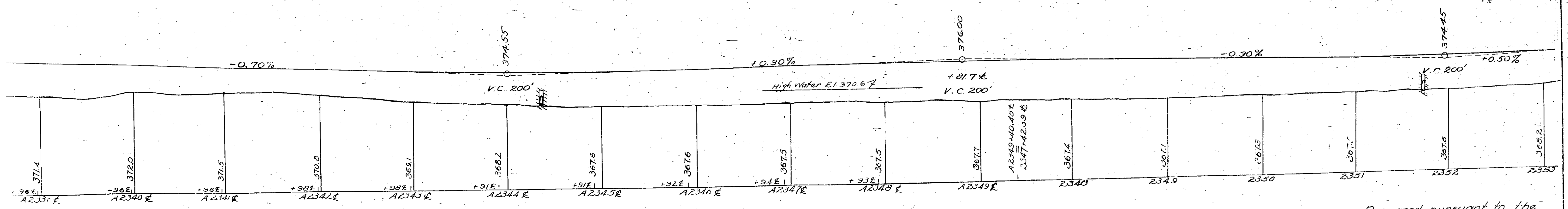
Syracuse Better Homes Inc.

Sta. A 2338+50 ⁴⁹ Build 30" Cast Iron Pipe or Spec. Reinf. Conc. Pipe, Optional Culvert 140 ft Long with Drop Inlet and Type 'C' Frame & Grate in Mail Ditch. Dig Necessary Outlet Ditch.

Sta. A 2344+40 ⁷⁷ Build 30" Cast Iron Pipe or Spec. Reinf. Conc. Pipe, Optional Culvert 140 ft Long with Drop Inlet and Type 'C' Frame & Grate in Mail Ditch. Dig Necessary Outlet Ditch.

Syracuse Better Homes Inc.

Sta. A 2351+45 ⁹⁵ Build 30" Cast Iron Pipe or Spec. Reinf. Conc. Pipe, Optional Culvert 140 ft Long with Drop Inlet and Type 'C' Frame & Grate in Mail Ditch. Dig Necessary Outlet Ditch.

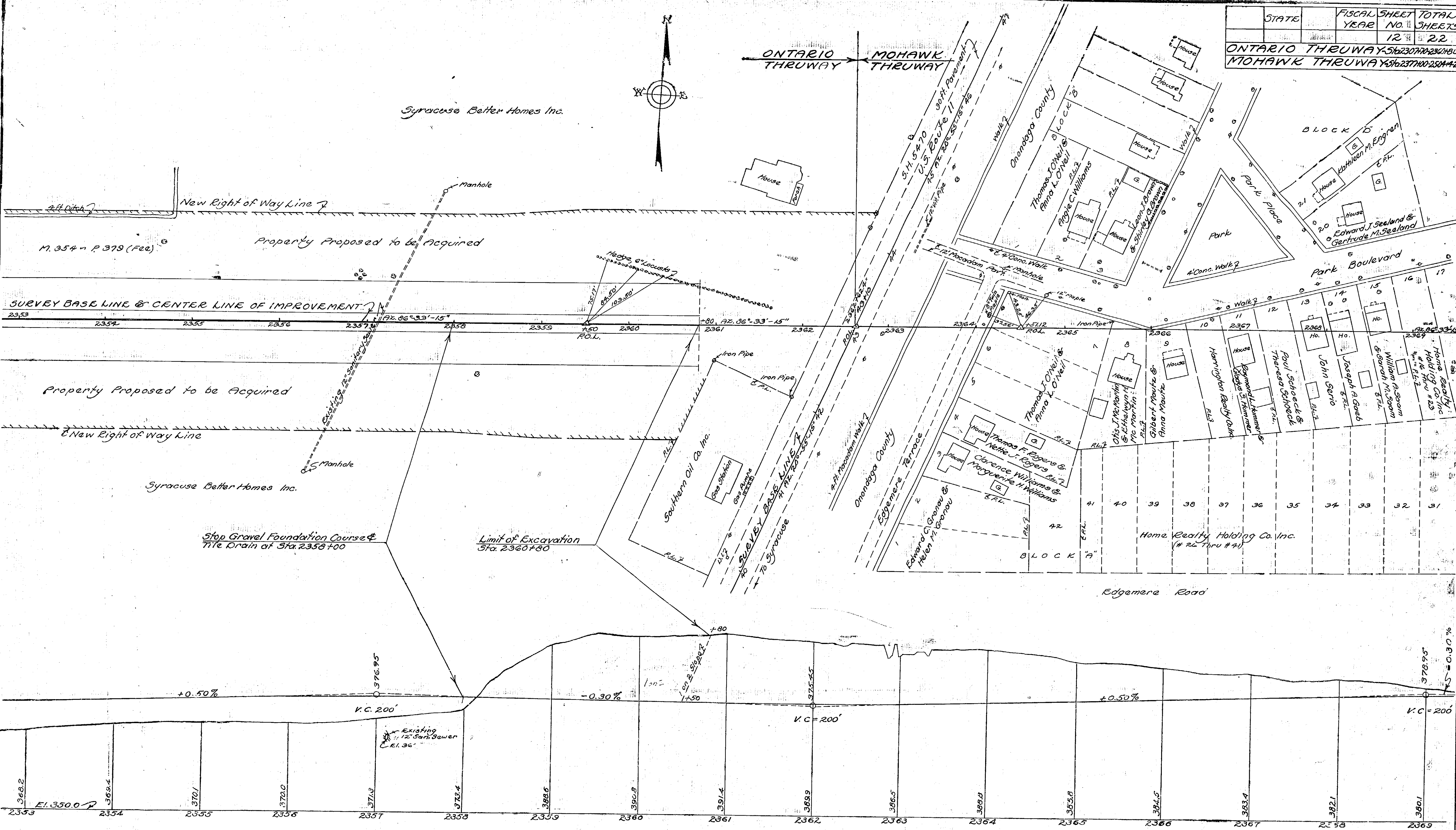


Drawn By Traced By Checked By
J. L. Barry J. L. Barry J. L. Barry

Prepared pursuant to the
Highway Law and recommended by
Engineer District No. 3

July 27, 1940

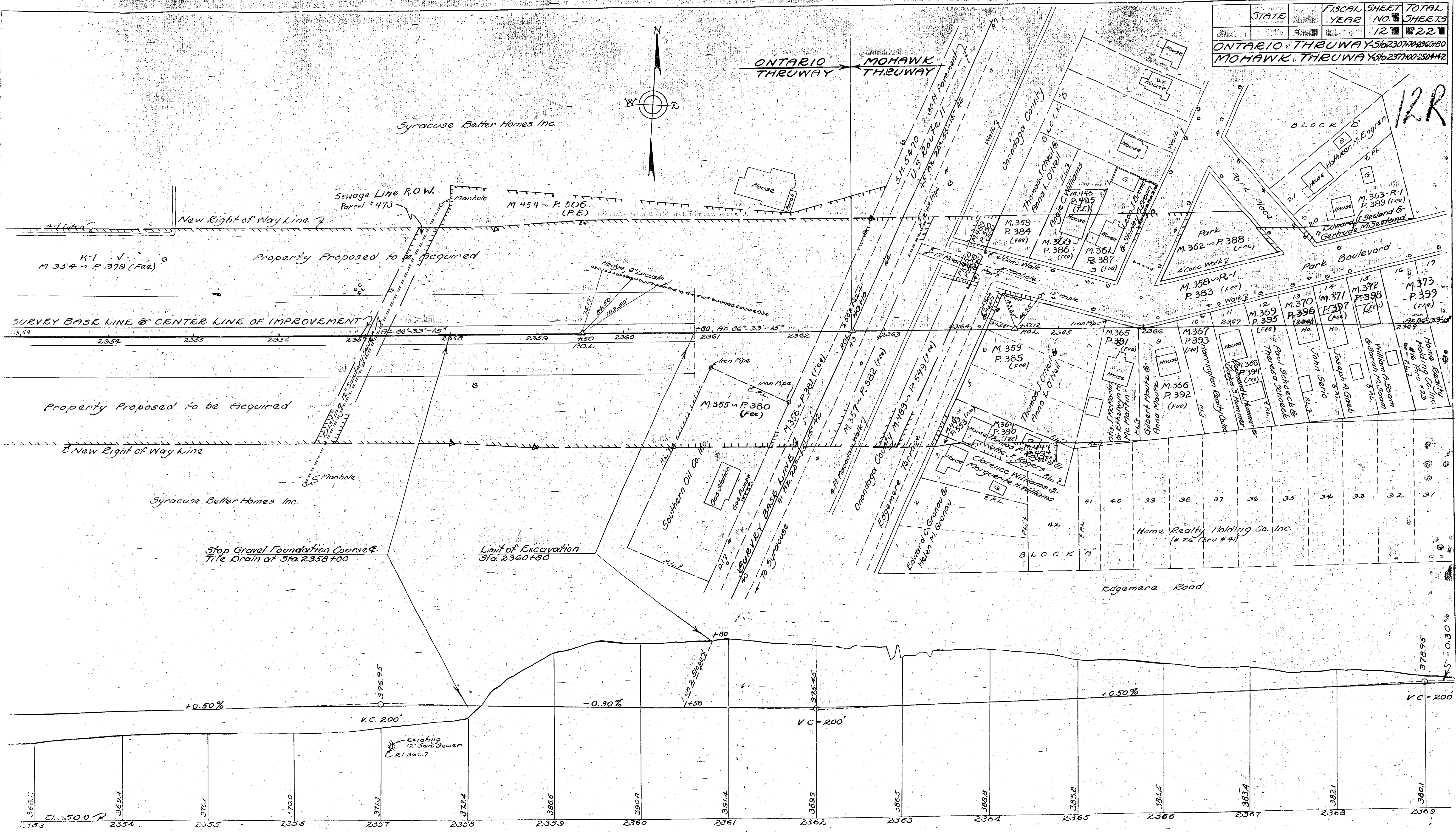
	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
			12	22
ONTARIO THRUWAYS				
MOHAWK THRUWAYS				



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 PLAN *W.H.*
 PROFILE *W.H.*
 Prepared pursuant to the Highway Law and recommended by
 Engineer District No. 3
 July 27, 1946

STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
NY	1946	12	22

ONTARIO THRUWAY Sta. 2307+00 to 2369+00
MOHAWK THRUWAY Sta. 2371+00 to 2384+42

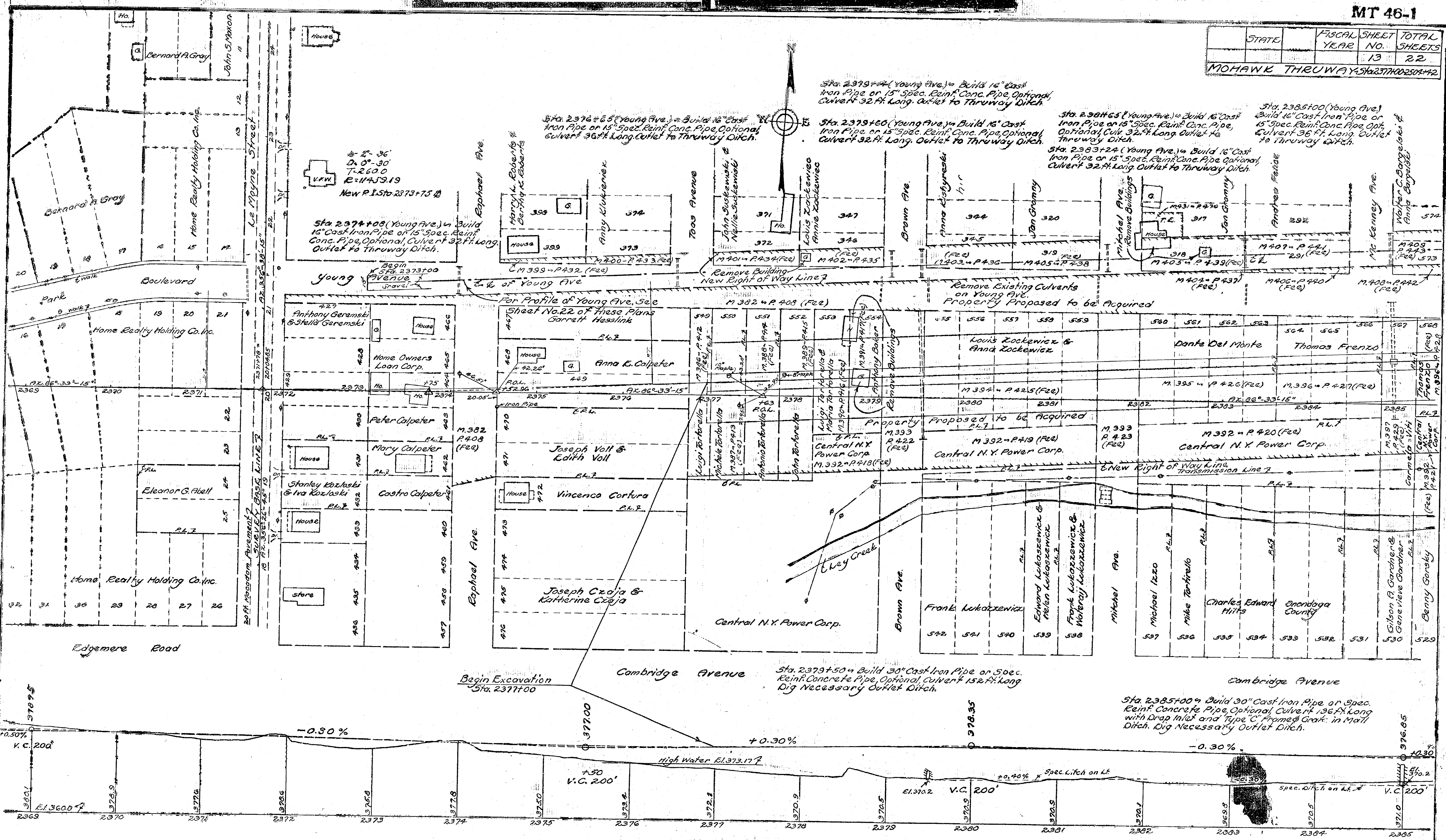


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FILE 11/1/46

Prepared pursuant to the
Highway Law and recommended by
Engineer District No. 3
July 27, 1946

STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		13	22

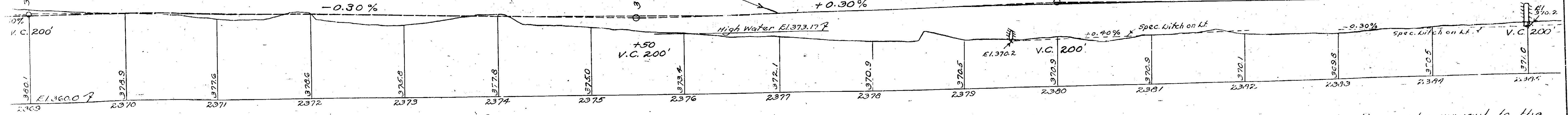
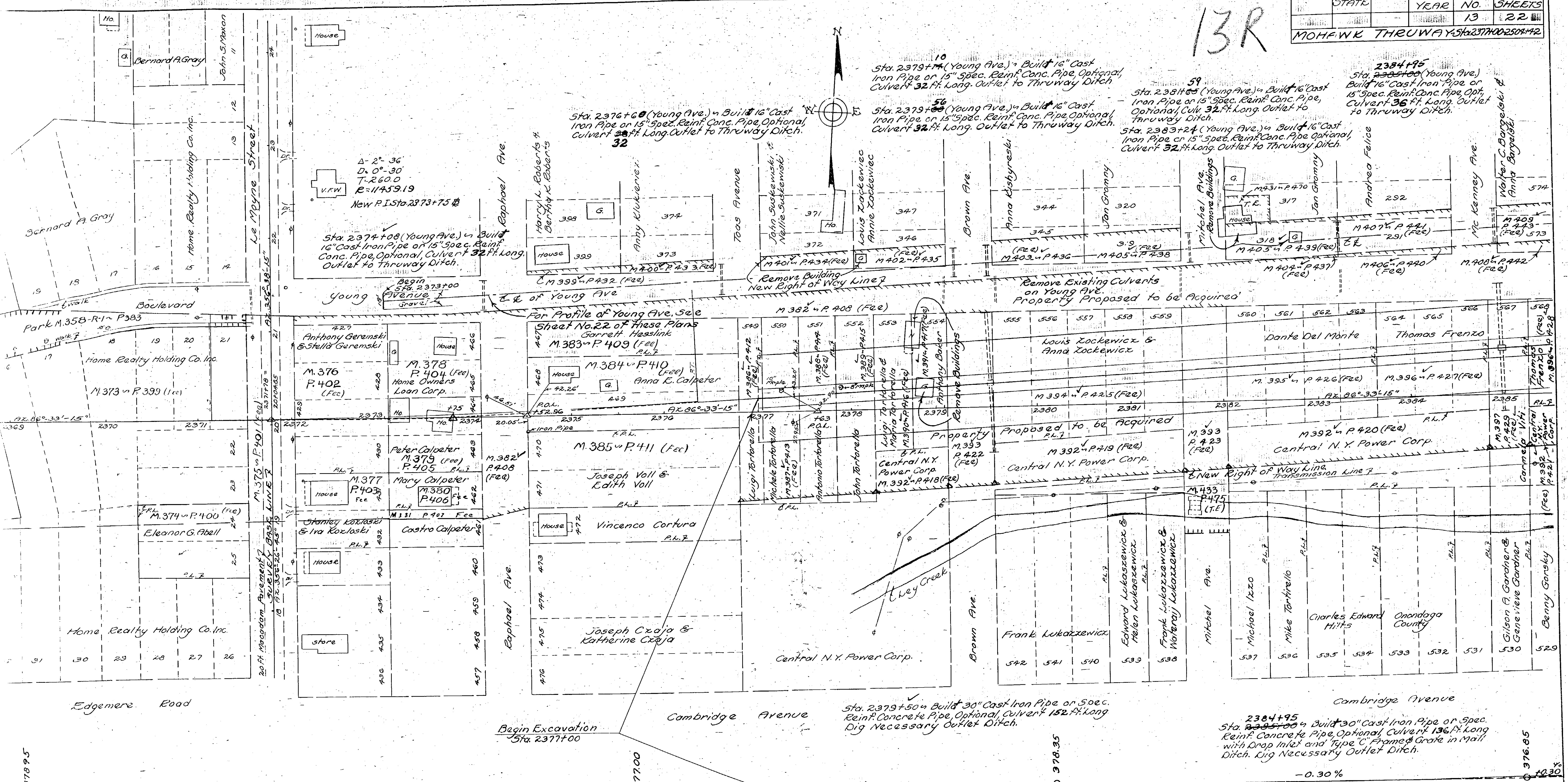
MOHAWK THRUWAY STA 2371+00 TO 2384+42



Made By Troced By Checked By John A. Quinn, J. F. Schneider
 PLAN 11/14 PROFILE 11/14
 Prepared pursuant to the Highway Law and recommended by Engineer District No. 3
 July 27, 1946

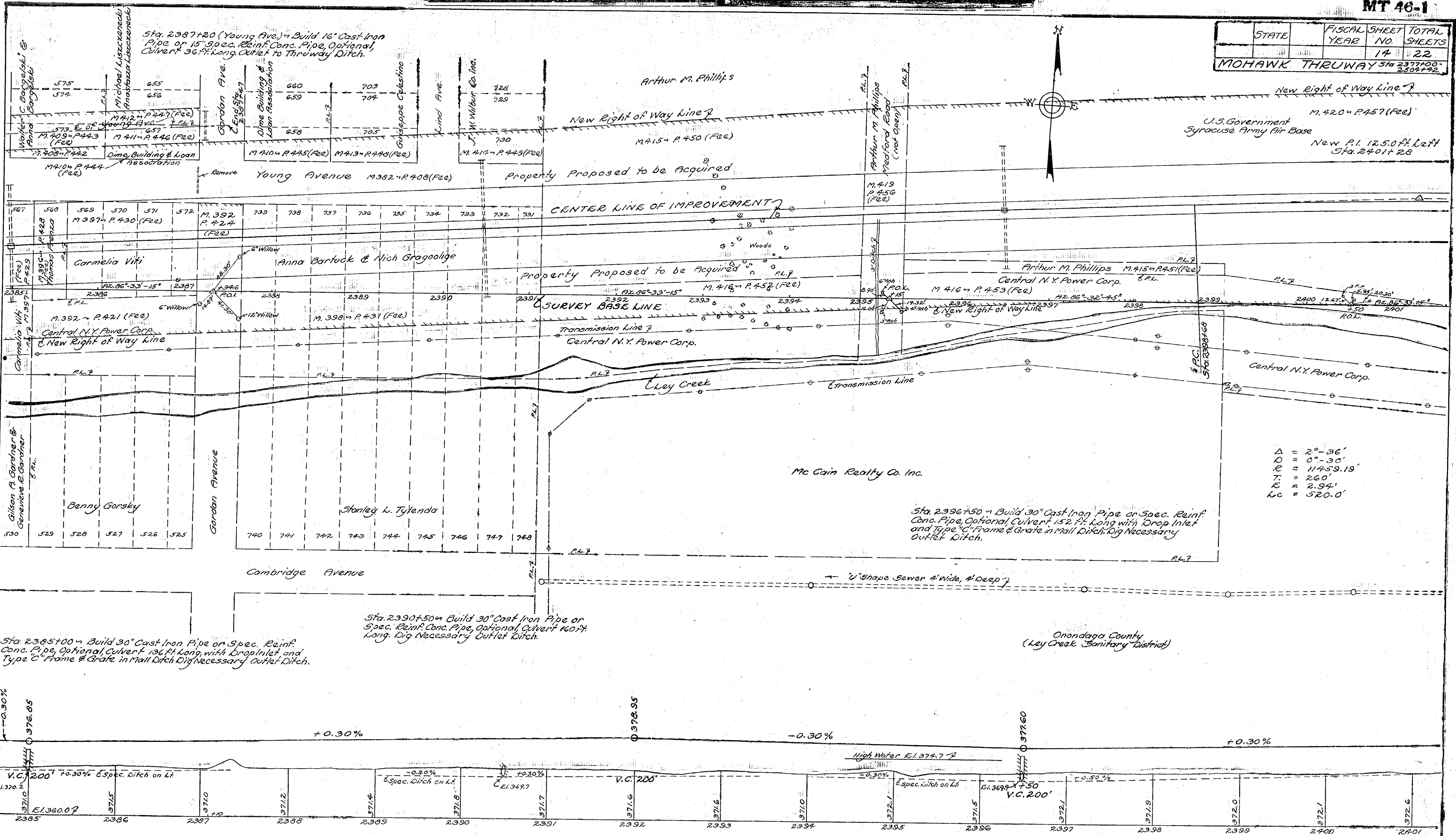
STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MOHAWK	1940	13	22

13R



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 J. J. [Signature] [Signature] [Signature]
 Engineer District No. 3

STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MOHAWK THRUWAY	14	22	22



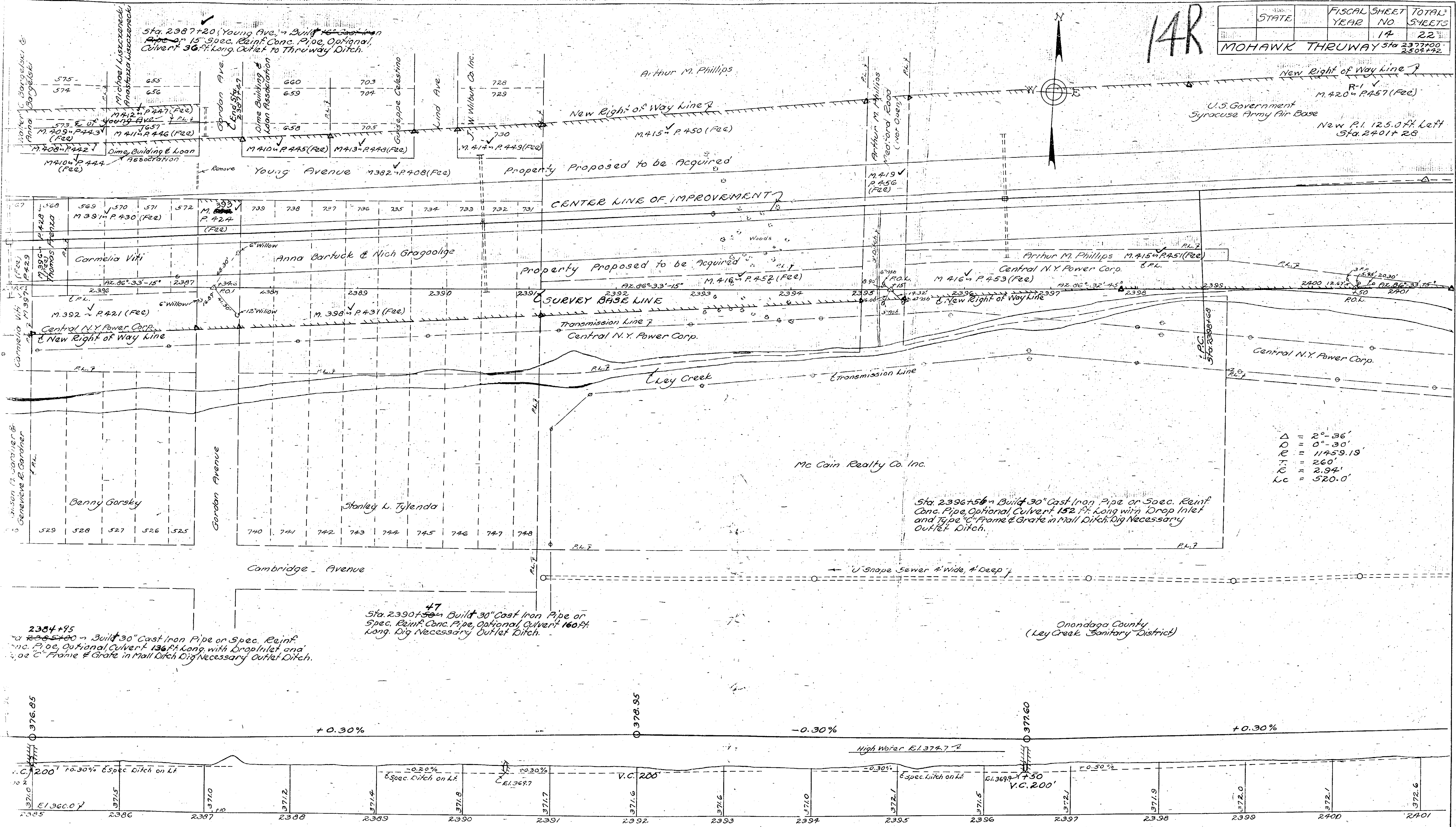
$\Delta = 2^{\circ}-36'$
 $DD = 0^{\circ}-30'$
 $R = 11459.18'$
 $T = 260'$
 $E = 2.94'$
 $LC = 570.0'$

Made By Traced By Checked By
 PLAN *[Signature]*
 PROFILE *[Signature]*

Prepared pursuant to the Highway Law and recommended by
[Signature]
 Engineer District No. 3

July 27, 1946

STATE	FISCAL YEAR	SHEET NO	TOTAL SHEETS
MOHAWK THRUWAY	14	22	22



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FILE 11/4

July 27, 1949

Prepared pursuant to the Highway Law and recommended by

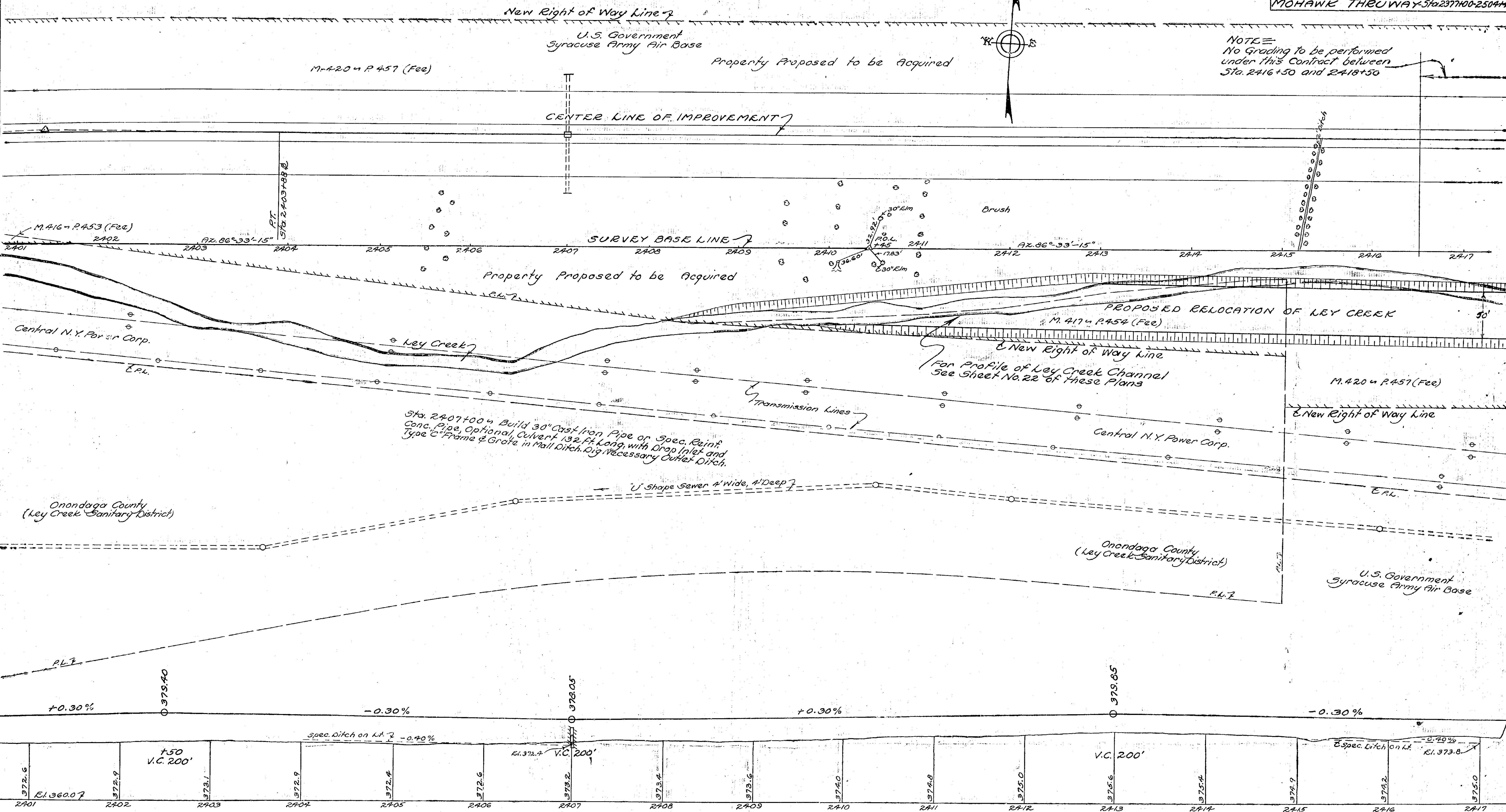
Engineer District No. 3

New P.I. 1250 Ft Left
Sta. 2401+28

MT 46-1

STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		15	22
MOHAWK THRUWAY-54237700-250442			

NOTE:
No Grading to be performed
under this Contract between
Sta. 2416+50 and 2418+50



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PLAN W.H. J. A. Schaefer
PROFILE W.H. J. A. Schaefer

Prepared pursuant to the
Highway Law and recommended by
Engineer District No. 3

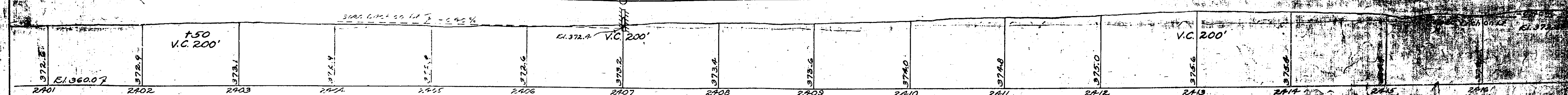
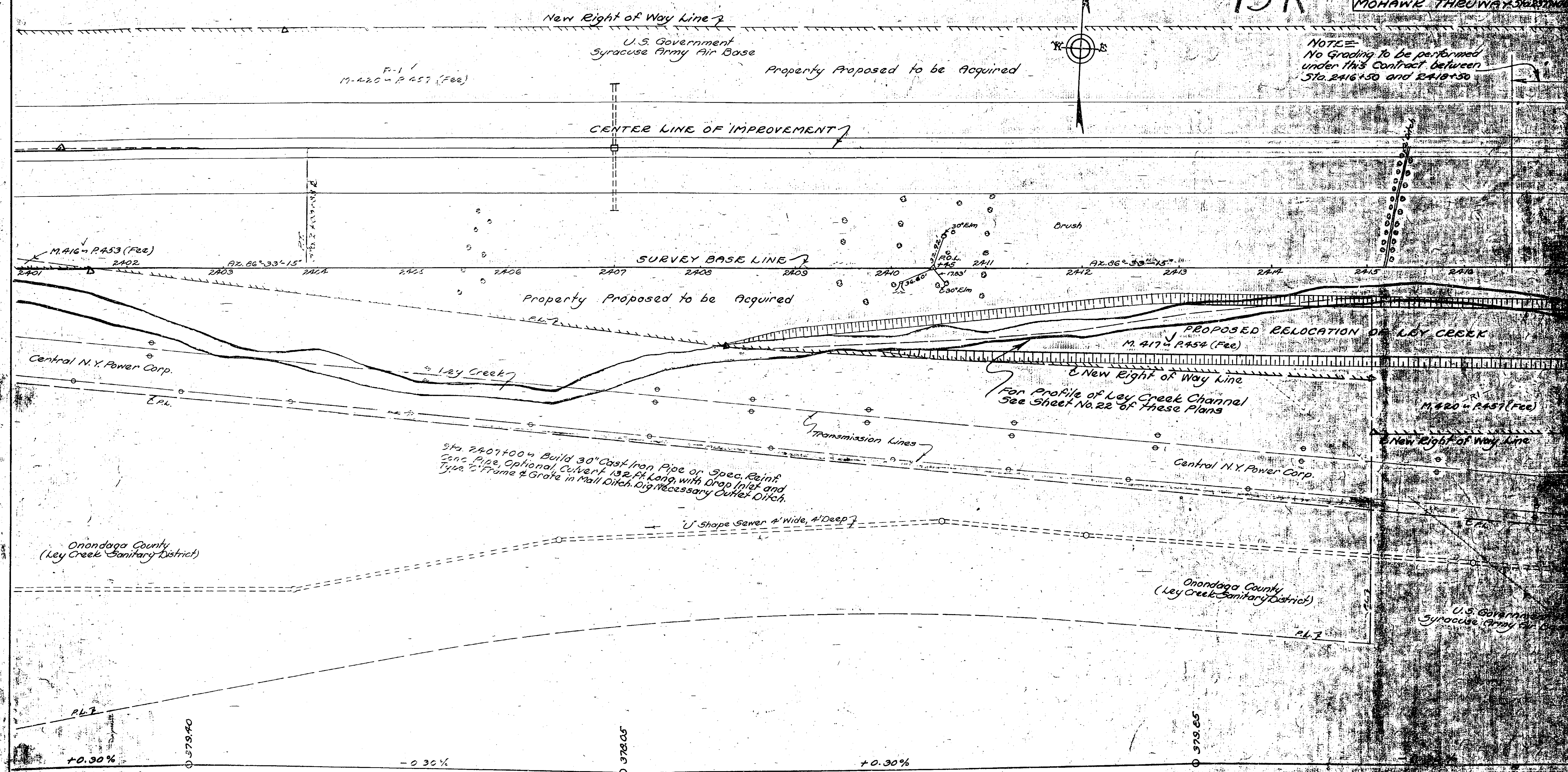
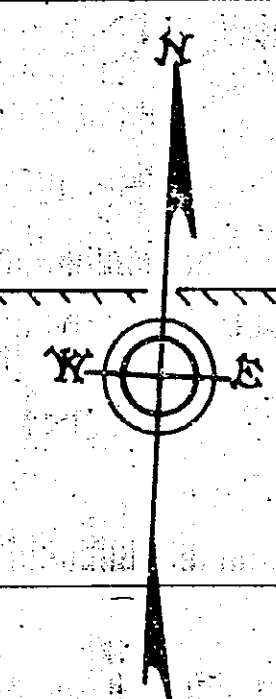
July 27, 1946

New P.I. 125.0 FT Left
Sta. 2401+28

15R

STATE	FISCAL YEAR	SHEET NO.
MOHAWK	15	15

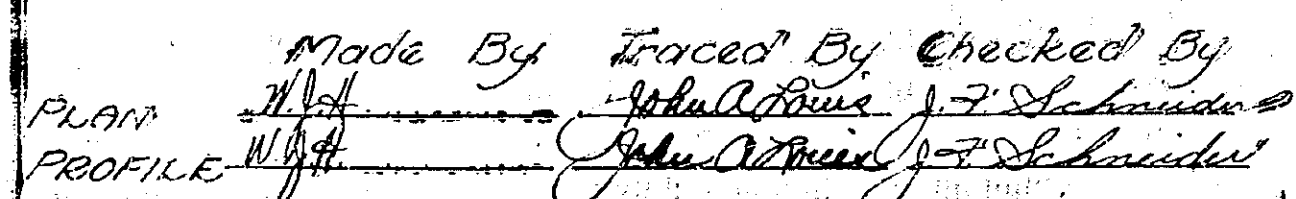
NOTE:
No Grading to be performed
under this Contract between
Sta. 2416+50 and 2418+50



Made By Traced By Checked By
PLAN W.H.
PROFILE W.H.

Prepared pursuant to
Highway Law and recommendation
of the
Engineer
July 17, 1915

U.S. Government
Syracuse Army Air Base



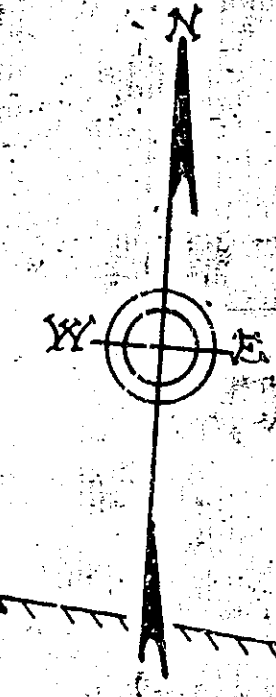
Prepared pursuant to the
Highway Law and recommended by
M. J. [Signature]
Engineer District No. 3

July 27, 1946

STATE	FISCAL YEAR	SHEET NO.
NEW YORK	1932	16

MOHAWK TRAILWAY

16R



New P.I. 1250 FT. Left
Sta. 2423+06

U.S. Government
Syracuse Army Air Base

New Right of Way Line
NOTE: No Grading to be performed under this Contract between Sta. 2416+50 and 2418+50

Property Proposed to be Acquired

R-1 V
1.420 P 457 (Fee)

New Right of Way Line

M.442 P.491 (Fee)

CENTER LINE OF IMPROVEMENT

SURVEY BASE LINE

SURVEY BASE LINE
C-1
C-2

Excavate between
Pile as directed
by the Engineer

PROPOSED
RELOCATION OF KEY CREEK

$\Delta = 9^{\circ}01'45''$ $E = 178'$
 $D = 1^{\circ}00'$ $LC = 902.42$
 $R = 5729.65'$
 $C = 452.4$

Sta. 2427+50 - Build 30" Cast Iron Pipe on Spec. Reinf.
Conc. Pipe, Optional Culvert 128 ft. long, with Drop Inlet and
Type "C" Frame & Grate in Manhole Ditch, Big Necessary Outlet Ditch.

Property Proposed to be Acquired

Property Proposed to be Acquired

New Right of Way Line

Central N.Y. Power Corp.

Transmission Lines

U.S. Government
Syracuse Army Air Base

U.S. Government
Syracuse Army Air Base

M.420 P.457 (Fee)

Onondaga County

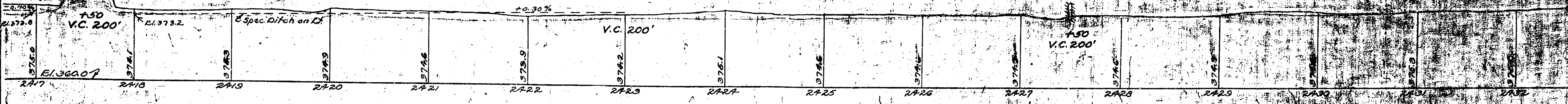
Onondaga County

-0.30%

+0.30%

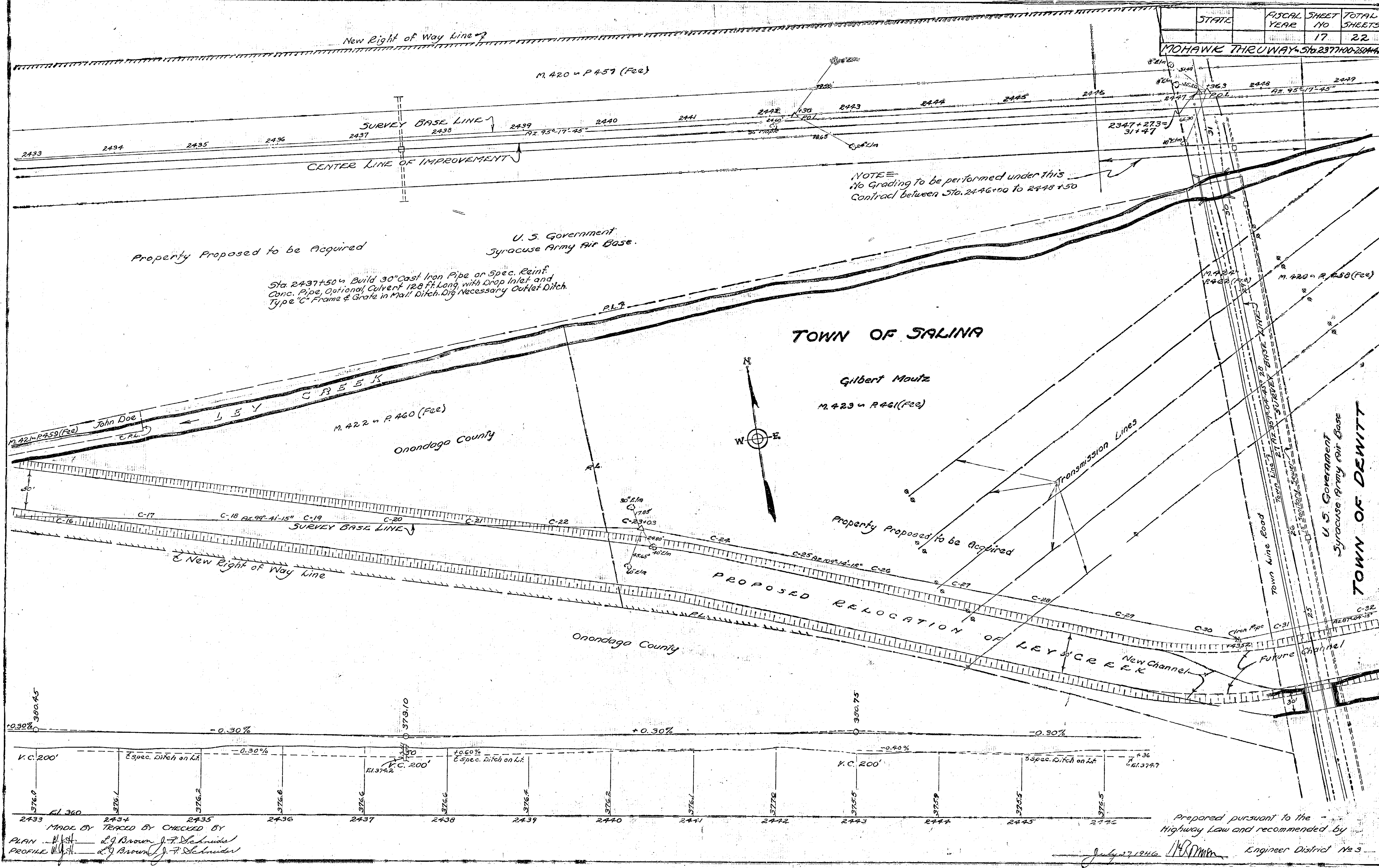
-0.30%

+0.30%



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PLAN W.H. John P. Brown J.F. Schaeffer
PROFILE W.H. John P. Brown J.F. Schaeffer

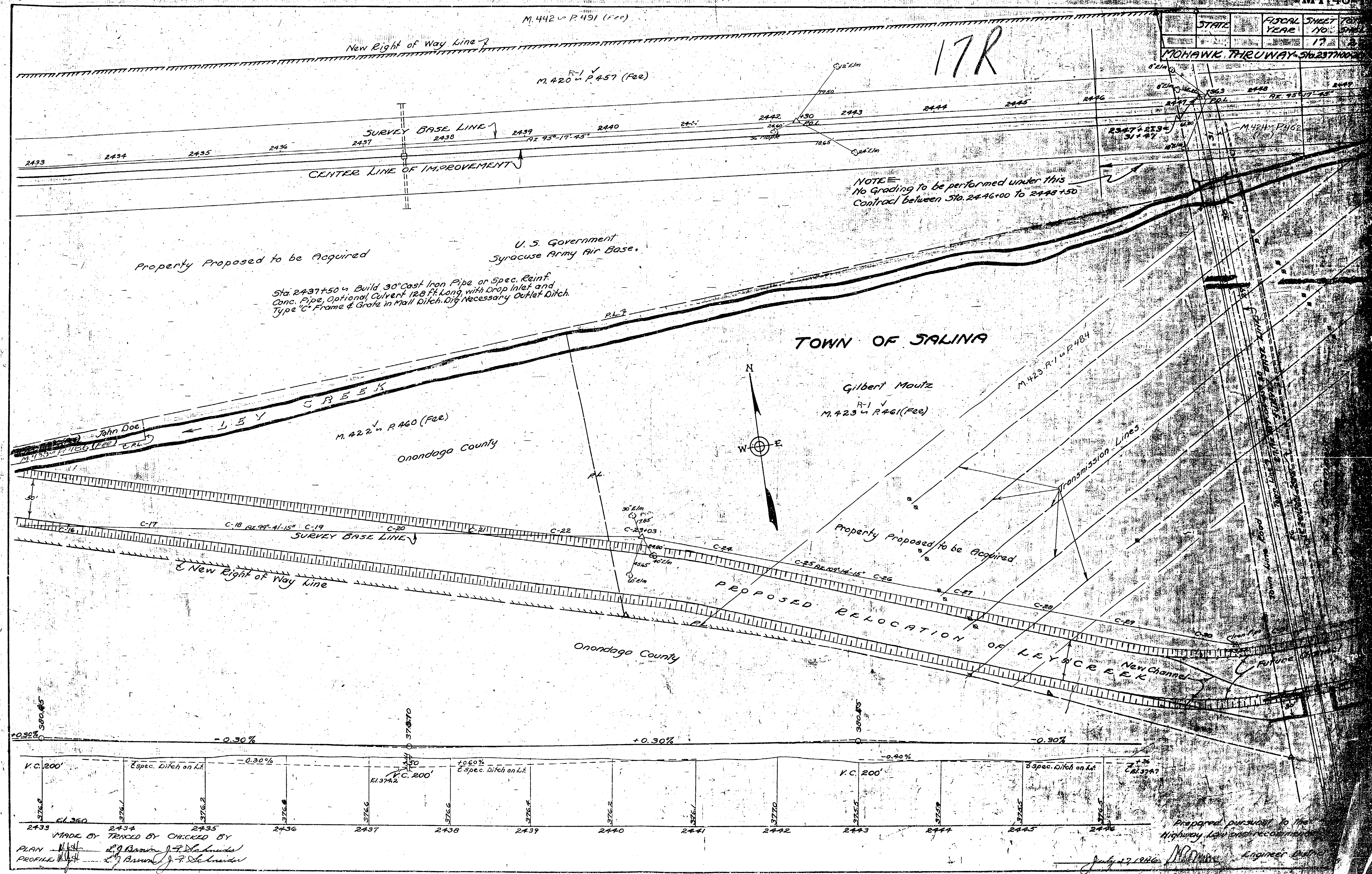
Prepared pursuant to
Highway Law and amendments
July 27, 1932
Engineer



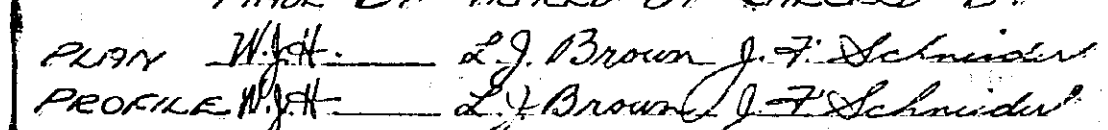
STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
NY	1926	17	20

MOHAWK THRUWAY-56.23710002

17R

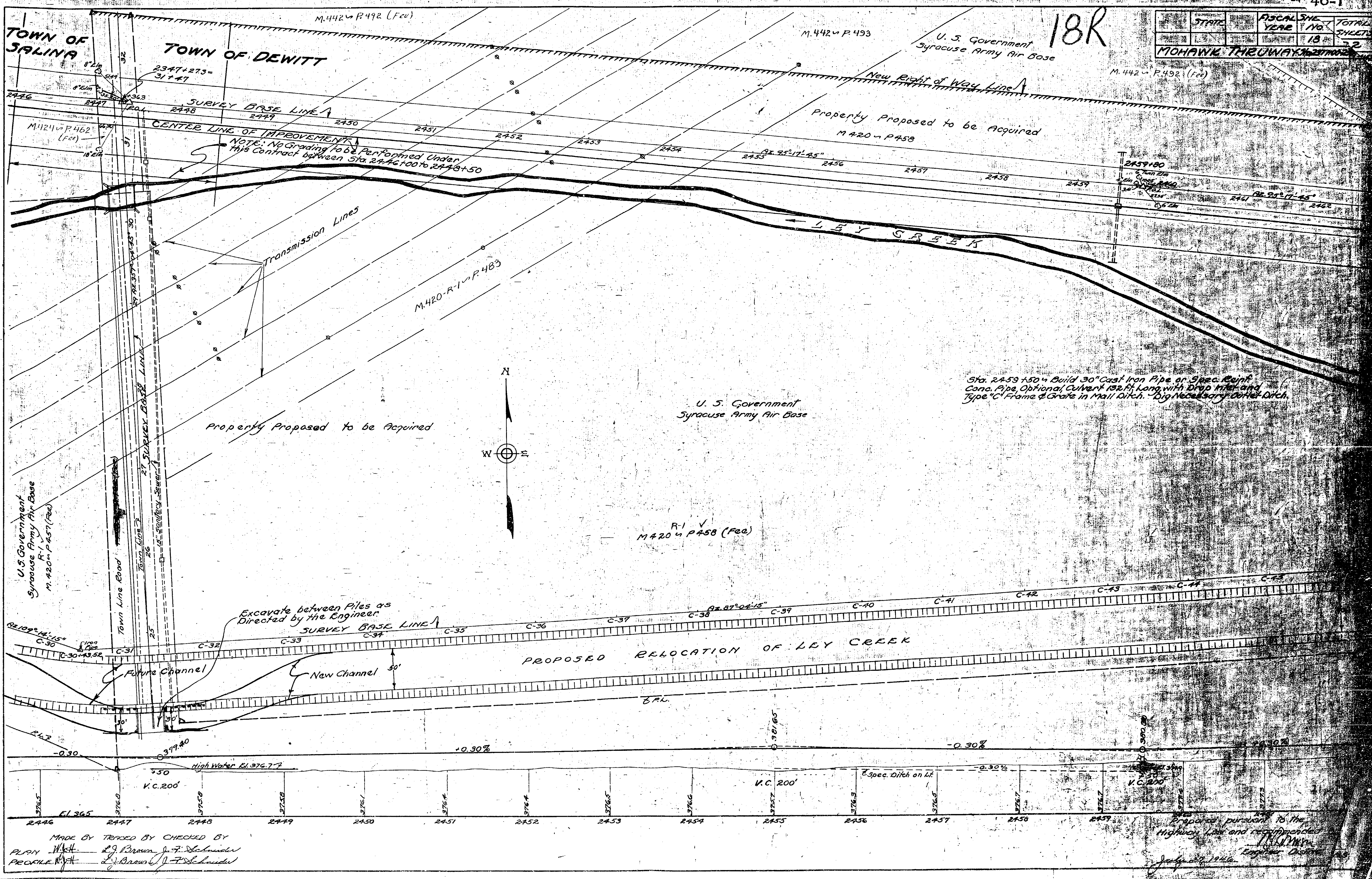


MOHAWK	THRUWAY	514-237-7100-2504-A2
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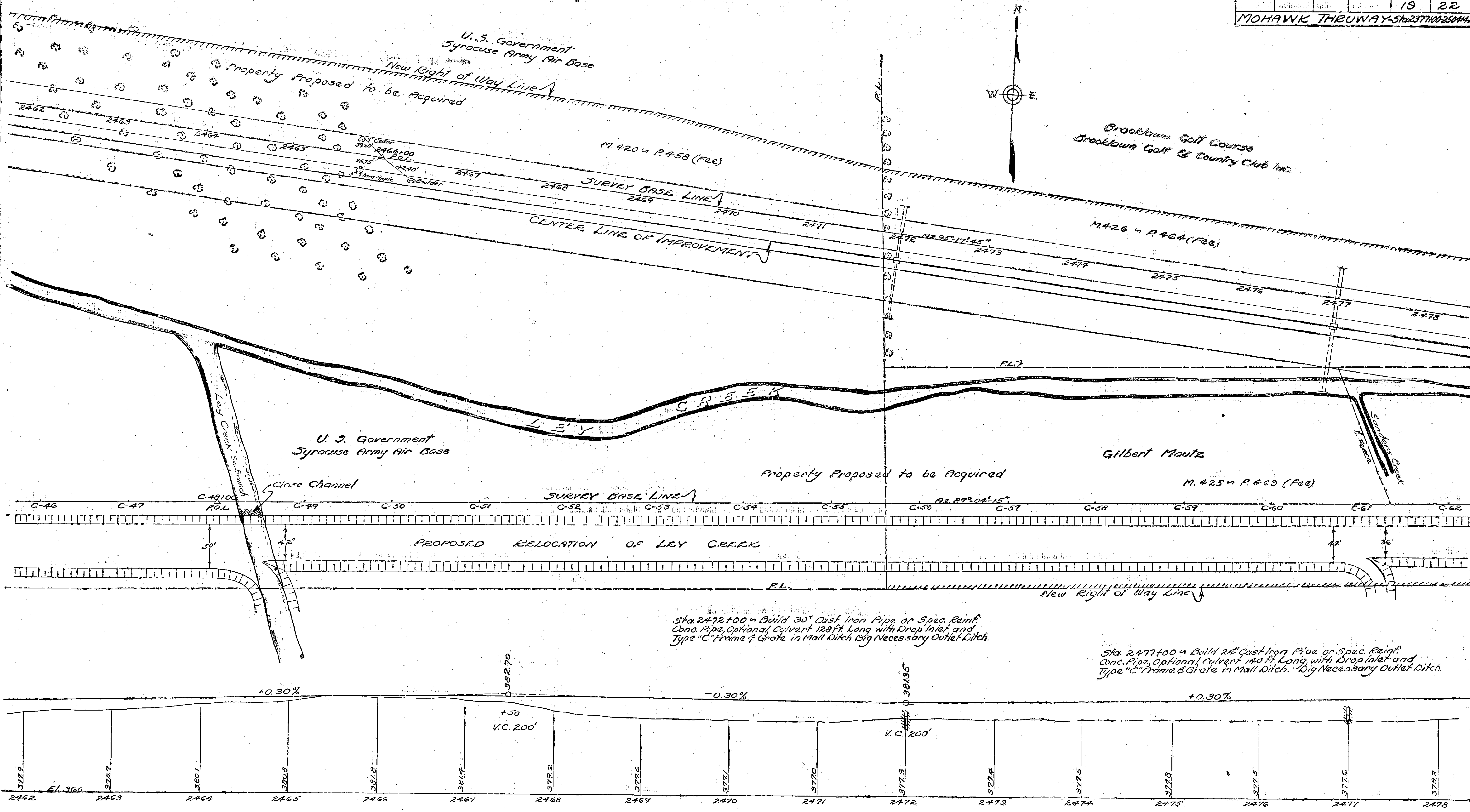


STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
NY	1946	18	2

18R



STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		19	22
MOHAWK THRUWAY-561237700250442			

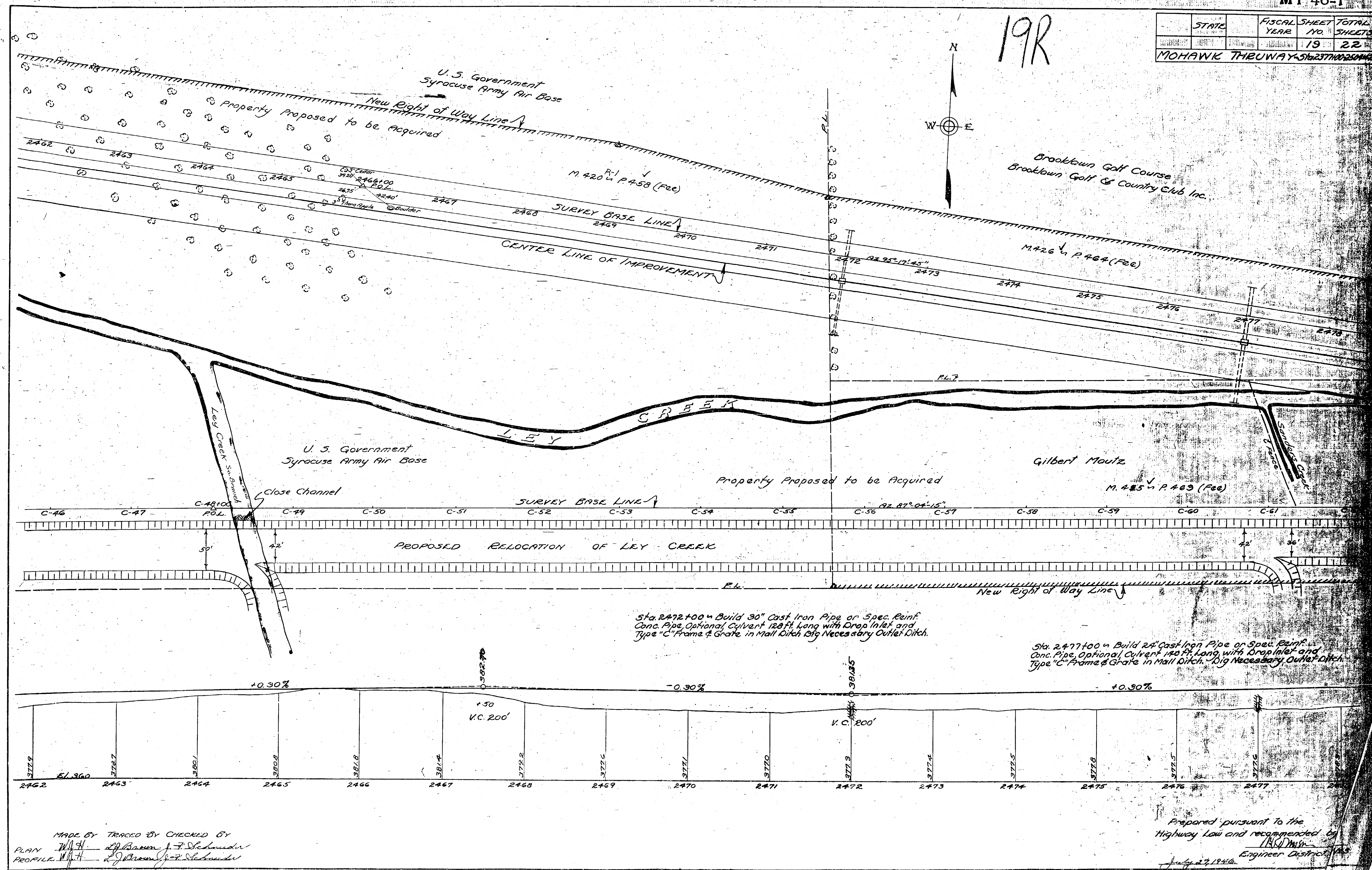
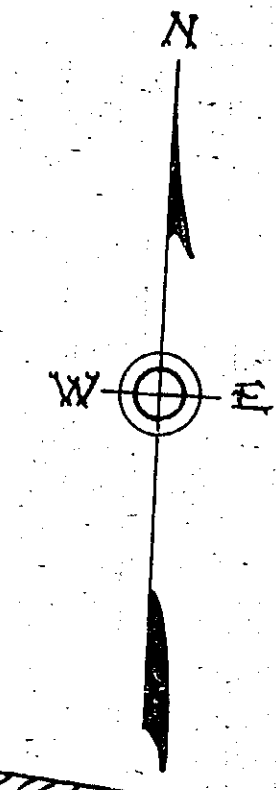


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 PLAN W.H. J. F. Schneider
 PROFILE W.H. J. F. Schneider

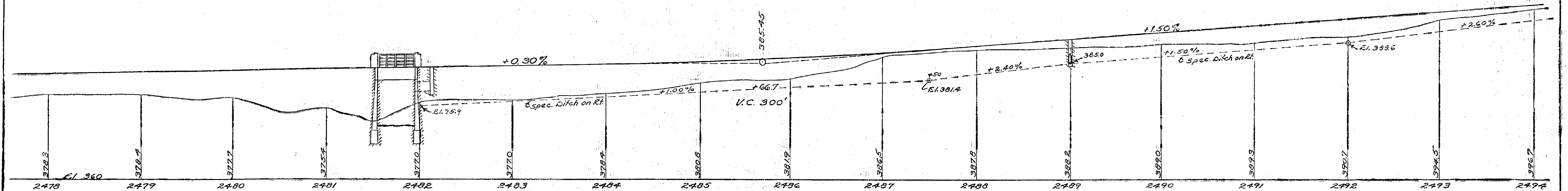
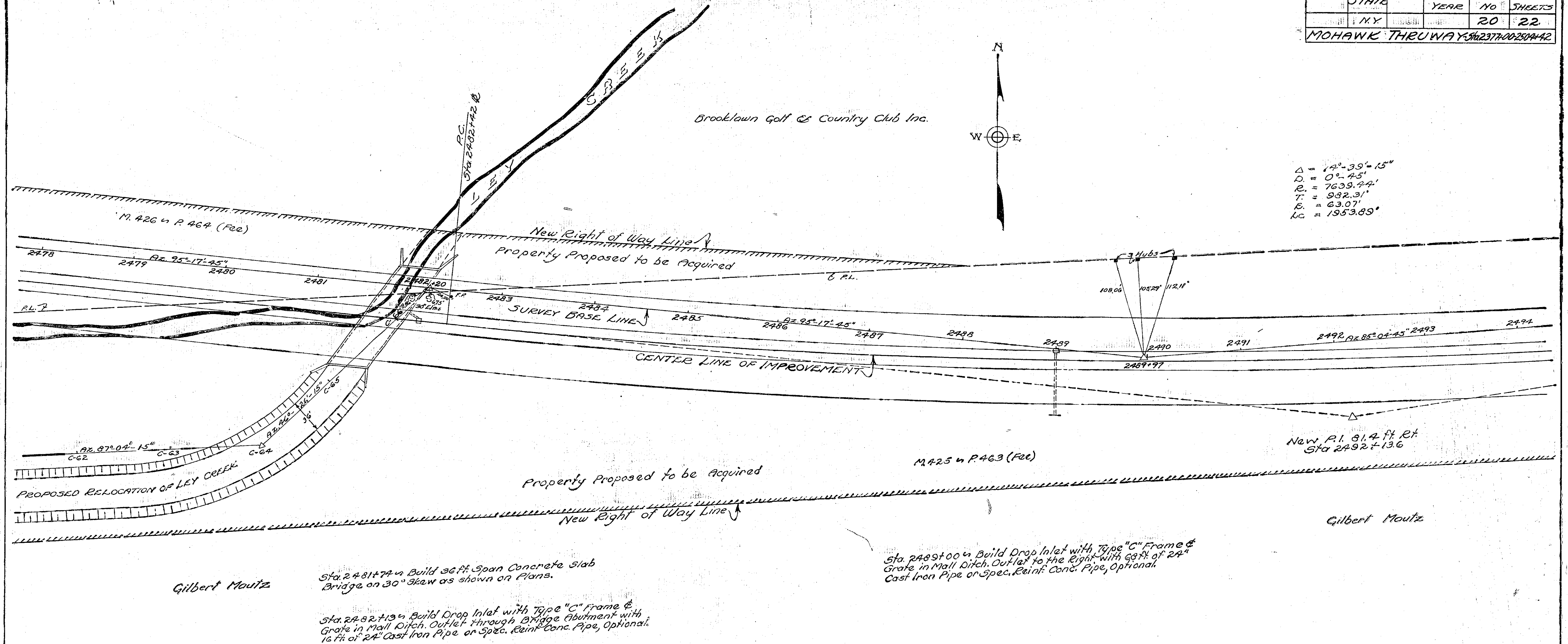
Prepared pursuant to the
 Highway Law and recommended by
 P.S.D. Mautz
 Engineer District No. 3
 July 27, 1946

STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		19	22
MOHAWK THRUWAY-STA 237+00 TO 250+00			

19R



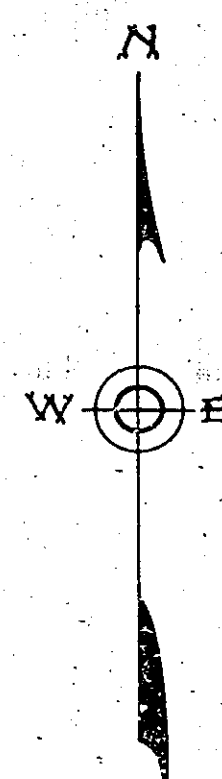
STATE	FISCAL YEAR	SHEET NO	TOTAL SHEETS
N.Y.		20	22
MOHAWK THRUWAY STA 237+00 TO 250+42			



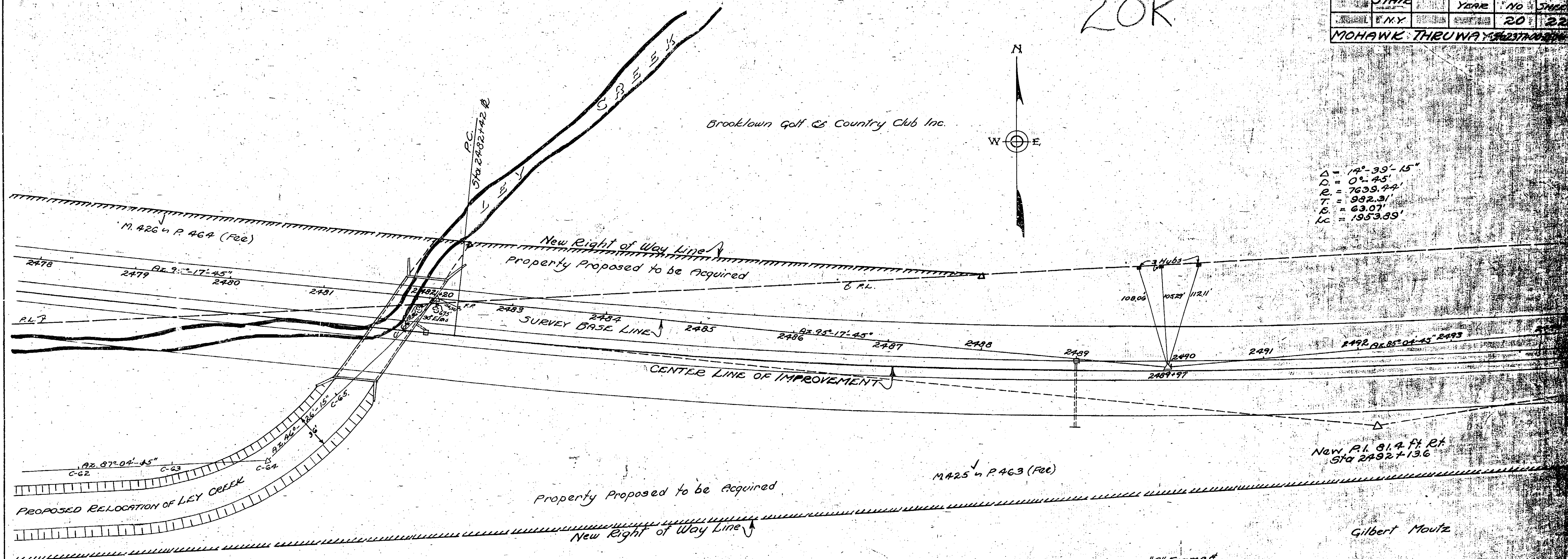
MADE BY TRACED BY CHECKED BY
 PLAN *W.H.* *L.J. Brown* *J.F. Schneider*
 PROFILE *W.H.* *L.J. Brown* *J.F. Schneider*

Prepared pursuant to the
 Highway Law and recommended by
W.H.
 Engineer District No. 3
 July 27, 1946.

Brooklawn Golf & Country Club Inc.



$\Delta = 14^{\circ}-39'-15''$
 $\alpha = 0^{\circ}-45'$
 $\rho = 7639.44'$
 $T = 982.31'$
 $E = 63.07'$
 $LC = 1953.89'$



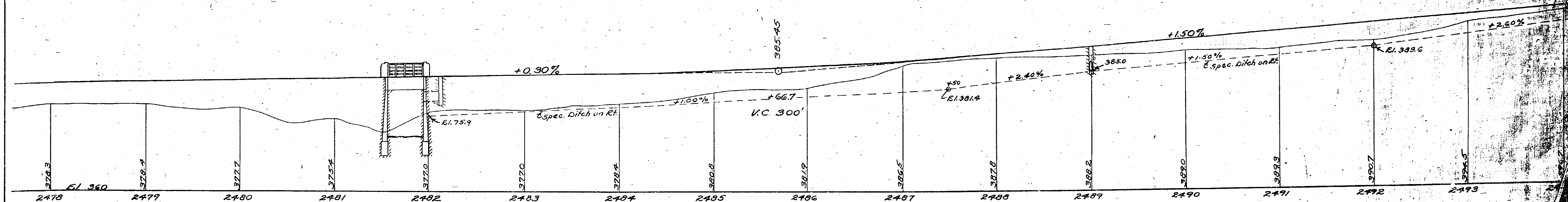
Gilbert Mautz

Sta. 2481+74.4 Build 36 ft. Span Concrete Slab
Bridge on 30° Skew as shown on Plans.

+15
Sta. 24.92 ~~12.5~~ Build Drop Inlet with Type "C" Frame &
Grate in main ditch. Outlet through bridge abutment with
16" of 24" Cast Iron Pipe or Spec. Reinf. Conc. Pipe, optional.

2488+96
Sta. 2488+00 ~ Build Drop Inlet with Type "C" Framed &
Grate in Mall Ditch. Outlet to the Right with 68% of 24"
Cast Iron Pipe or Spec. Rein. Conc. Pipe, Optional.

Gilbert Mautz



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PLAN W.H. L.J. Brown J.F. Schneider
PROFILE W.H. L.J. Brown J.F. Schneider

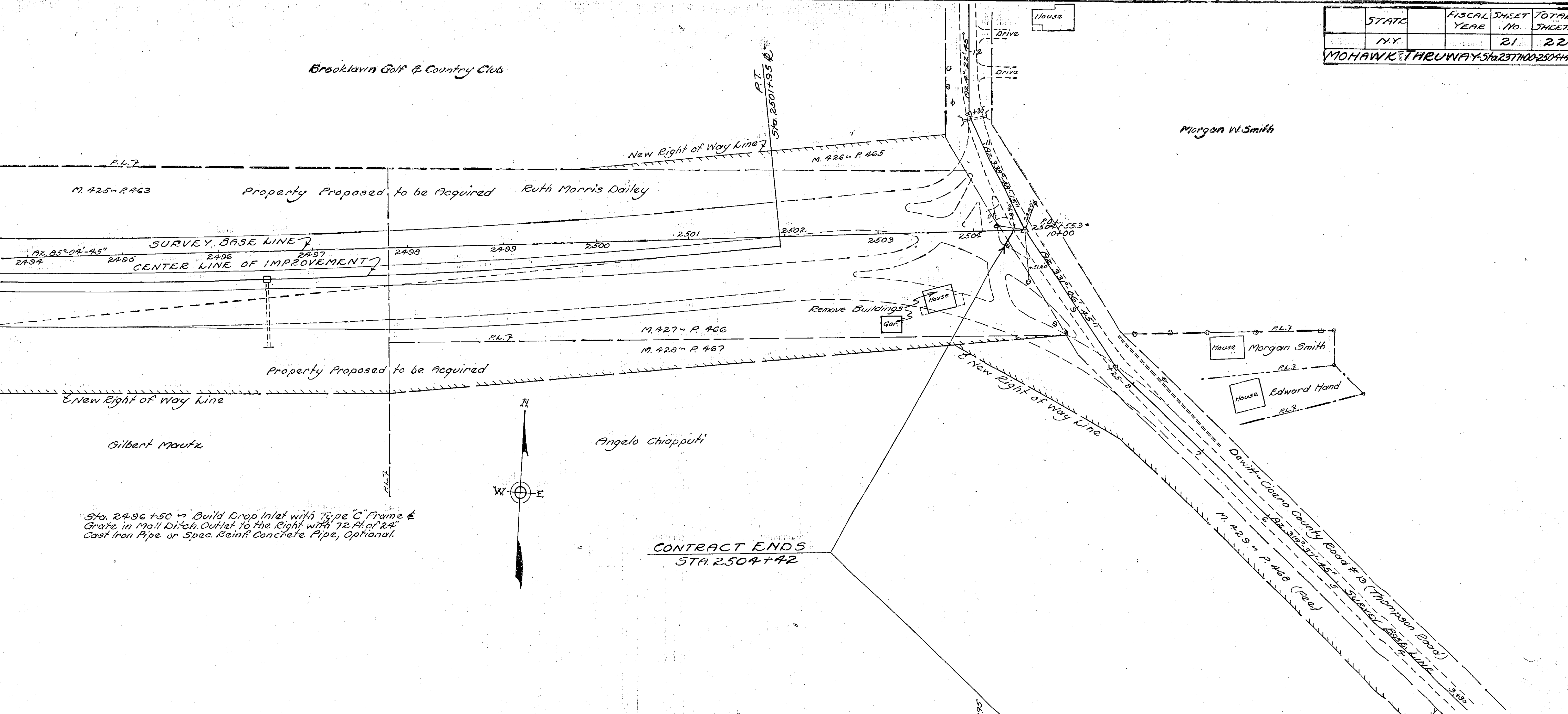
Prepared pursuant to the
Highway Law and recommended
by W. S. Dineen
Engineer Dist.
July 27, 1946

STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
N.Y.		21	22

MOHAWK THRUWAY STA 237+00 TO 250+44.2

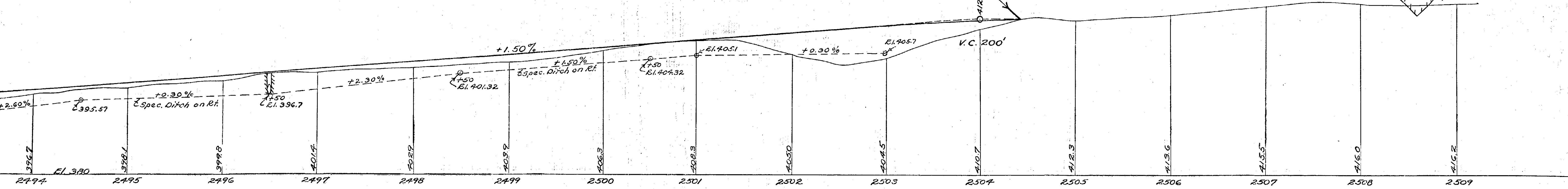
Brooklawn Golf & Country Club

Morgan W. Smith



Sta. 2496+50 ~ Build Drop Inlet with Type "C" Frame & Grate in Mail Ditch. Outlet to the Right with 72" of 24" Cast Iron Pipe or Spec. Reinforced Concrete Pipe, Optional.

CONTRACT ENDS
STA. 2504+42

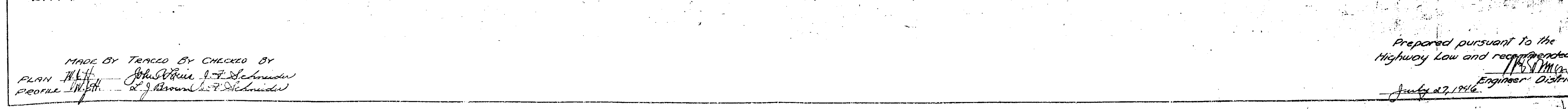
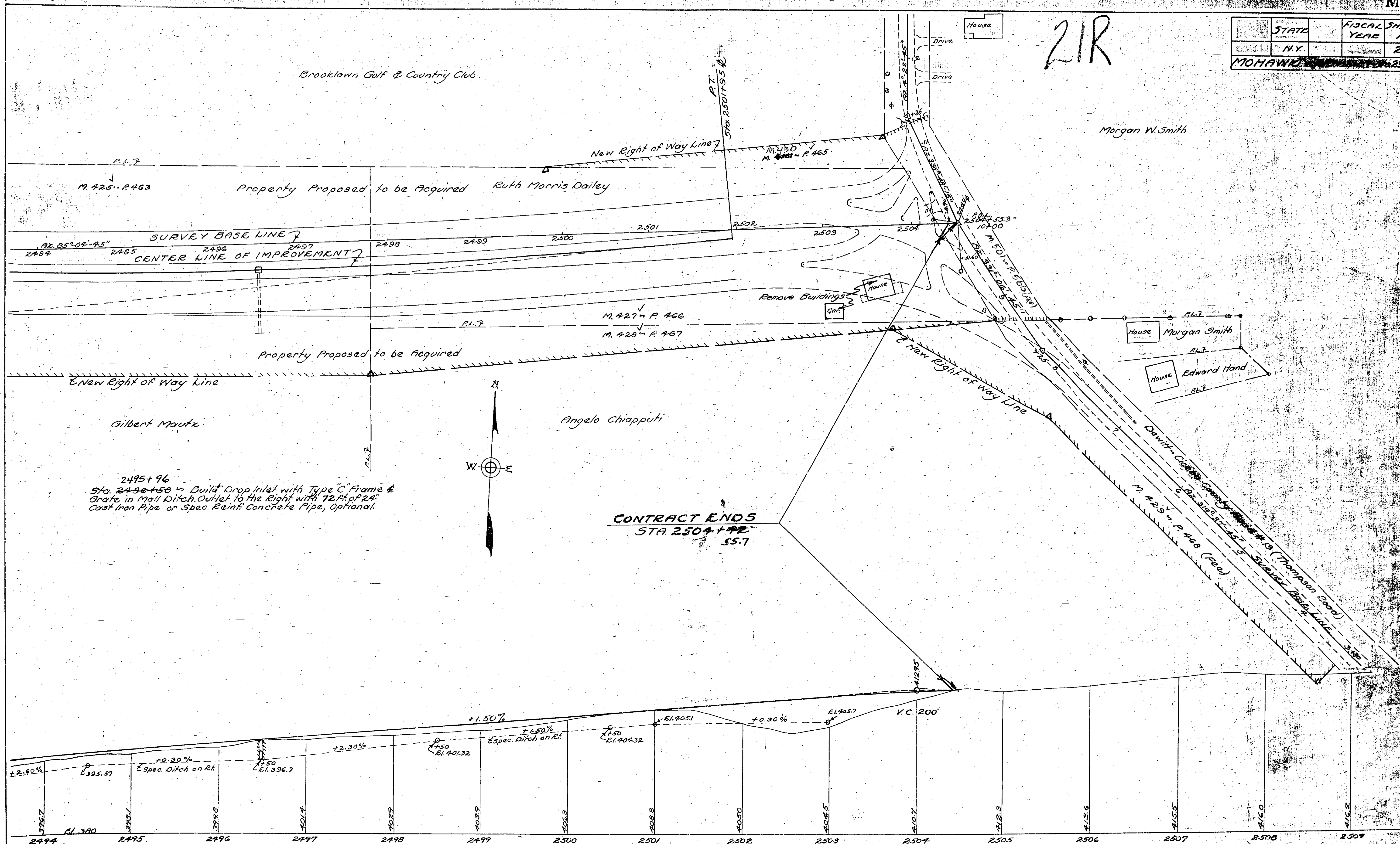


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 PLAN *[Signature]*
 PROFILE *[Signature]*

Prepared pursuant to the
 Highway Law and recommended by
[Signature]
 Engineer District No. 9
 July 27, 1946

STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
NY		21	22
MOHAWK			

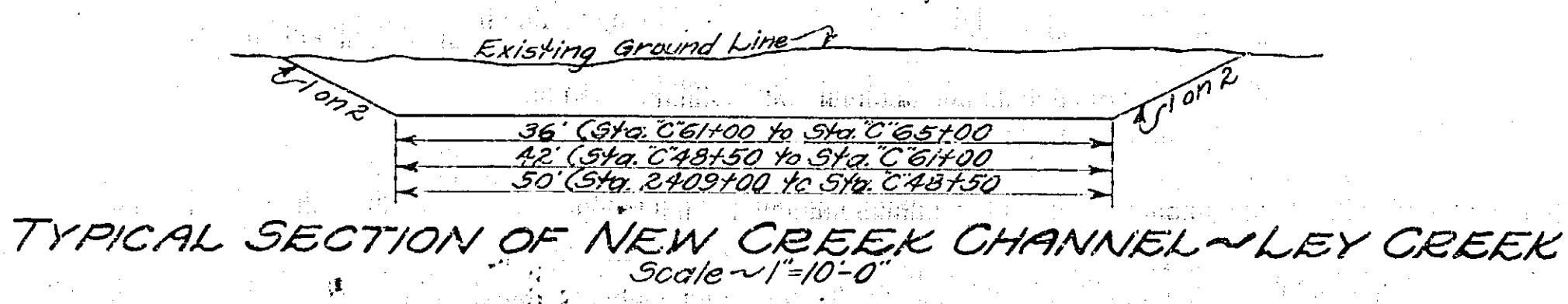
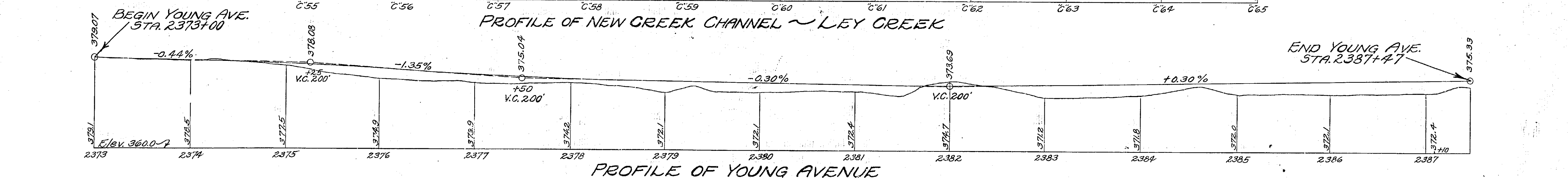
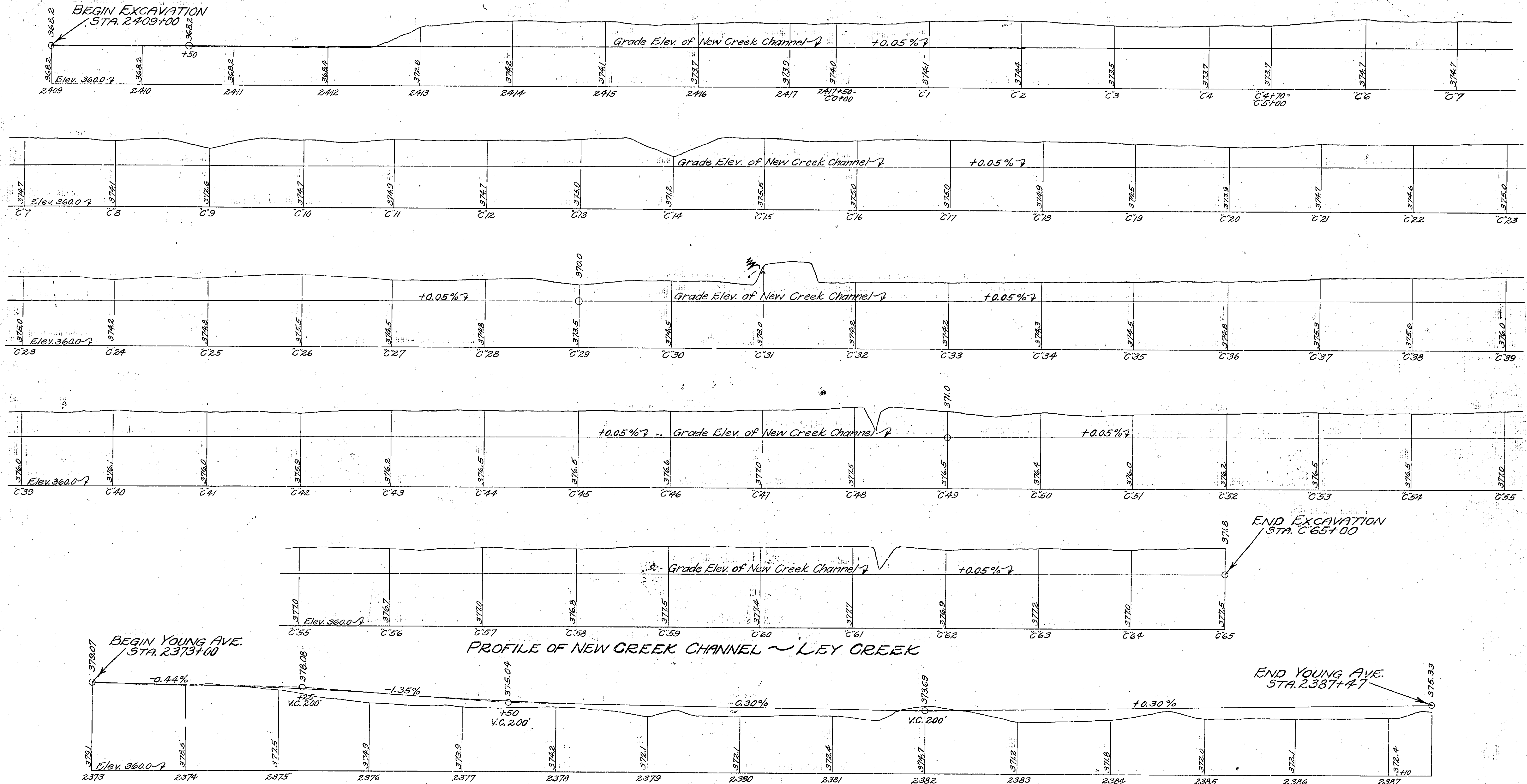
21R



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 PLAN *W.H.H.* *John W. H. J. F. Schneider*
 PROFILE *W.H.H.* *W. J. Brown J. F. Schneider*

Prepared pursuant to the
 Highway Law and recommended by
W.H.H.
 Engineer District 1
 July 27, 1946

STATE	FISCAL YEAR	SHEET No.	TOTAL SHEETS
		22	22
MOHAWK THRUWAY Sta. 237+00-250+42			



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J.F. Boyle D.F. Buckert R.M. Richter

Prepared pursuant to the
Highway Law and recommended by
Engineer District No. 3
July 27, 1946