

# NEW YORK STATE THRUWAY AUTHORITY

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

**MOHAWK SECTION — Subdivision 3 (CANASTOTA - ONEIDA)**  
From Station 835+60 to Station 837+80, and Station 842+00 to Station 850+32, a length of 0.20 mile in the City of Oneida, County of Madison

**MOHAWK SECTION — Subdivision 4 (ONEIDA - VERONA STATION)**  
From Station 850+32 to Station 857+98.24, Station 857+76.08 to Station 871+09 and Station 872+84.5 to Station 877+12, a length of 0.44 mile in the City of Oneida, County of Madison

**AND FOR CONSTRUCTING PORTIONS**  
From Station 877+12 to Station 909+50, Station 953+90 to Station 955+05, Station 1012+00 to Station 1038+00, Station 1046+45 to Station 1048+70 and Station 1056+47.85 to Station 1096+75, a length of 1.91 miles; and Access Roads at Verona Station Interchange, a length of 2.45 miles; all in the Town of Verona, County of Oneida

**AND FOR RECONSTRUCTING A PORTION OF**  
**ONEIDA, NORTH - SOUTH ARTERY**  
From Station BB 42+70 Feeder Ave. to Station ART 37+48 City Line, a length of 0.57 mile and Access Roads 0.29 mile, in the City of Oneida, County of Madison

**AND FOR RECONSTRUCTING A PORTION OF THE**  
**ONEIDA - SOUTH BAY, PART 1, S.H. 1110**  
Between Station ART 37+48 and ART 53+16, a length of 0.30 mile in the City of Oneida (Low Tax District) County of Madison

**and ONEIDA - VERONA, S.H. 5558**  
Between Station A144+00 and Station A248+00, a length of 1.96 miles in the Town of Verona, County of Oneida

**and VERONA - ROME, S.H. 5521**  
Between Station 248+00 and Station 300+00, a length of 0.98 mile in the Town of Verona, County of Oneida

**A TOTAL LENGTH OF 3.24 MILES**  
**A TOTAL COMBINED LENGTH OF 9.10 MILES**

**MADISON AND ONEIDA COUNTIES**

118 SHEETS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		MADISON & ONEIDA	118	118
THE NEW YORK STATE THRUWAY					
MOHAWK SECTION, SUBDIVISION 3 & 4					
CANASTOTA - ONEIDA; ONEIDA - VERONA STATION					
ONEIDA NORTH - SOUTH ARTERY					
ONEIDA - SOUTH BAY Pt. 1 S.H. 1110					
ONEIDA - VERONA S.H. 5558					
VERONA - ROME S.H. 5521					
VERONA STATION INTERCHANGE					

**TYPE OF CONSTRUCTION**  
Reinf. Cem. Concrete Pavement 7.51 Miles  
Asphalt Concrete, Type 1A, Opt. 0.70 Mile  
Top Course Graded Gravel 0.03 Mile  
(Bit. Double Surface Treatment)  
Miscellaneous Work 0.86 Mile  
Including

- Highway Grade Separation, Verona Interchange Sta. 1074+90, I-Beam (ALPHA), 4 Spans, 37' 6", 57' 9", 64' 9" and 43' 0"
- Highway Grade Separation, Williams St. Sta. 842+55 I-Beam (ALPHA), 4 Spans, 2 @ 39' 3" and 2 @ 59' 9"
- Highway Grade Separation, Sta. 1055+48, I-Beam (ALPHA), 4 Spans, 2 @ 44' 10" and 2 @ 67' 3"
- Railroad Grade Separation, Sta. 1031+15.5, I-Beam (ALPHA), 3 Spans, 64' 0", 108' 0" and 110' 0"

**STANDARD STRUCTURE SHEETS**  
39-9, 40-101R, 43-32R, 46-4, 49-65, 49-7, 49-42, 50-1R, 50-34, 51-3, 51-11R, 51-11W, 51-20, 51-21, 51-27, 51-33R, 51-40, 52-2C, 52-2W, 52-12R, 52-17A, 52-17B, 52-17C, 52-17D, 52-41, 52-43

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.

STATE OF NEW YORK  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF CONSTRUCTION

Approved Sept 30 1952  
E.W. WENDELL  
Deputy Chief Engineer

Approved Sept 30 1952  
E.T. GAWRTHIS  
Deputy Chief Engineer

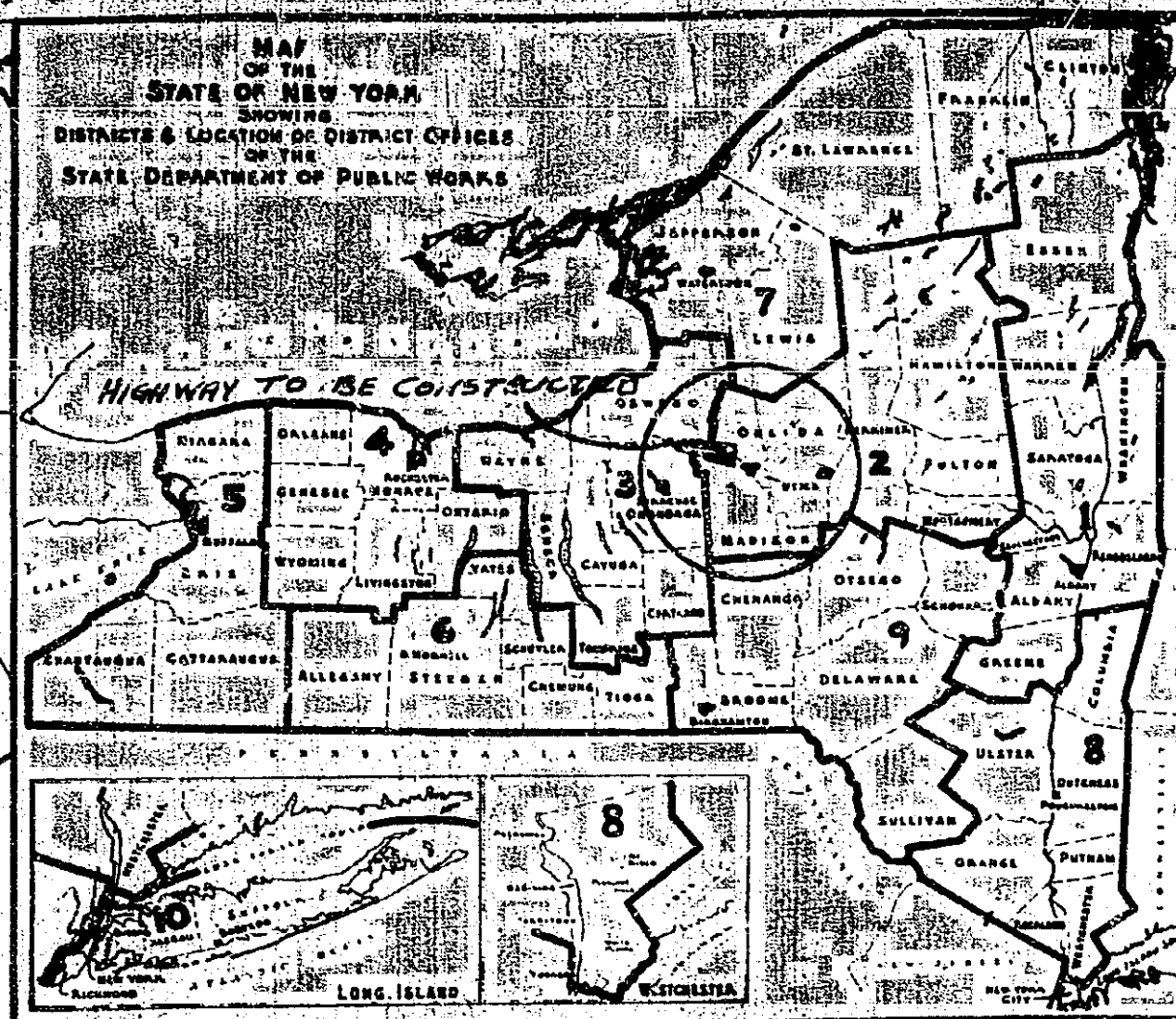
Approved Sept 30 1952  
J.B. Mc MORRIS  
Chief Engineer


APPROVED C.H. Lang 7 1952  
NEW YORK STATE THRUWAY AUTHORITY  
B. D. TALLAMY, Chairman  
By C.H. LANG.  
C.H. Lang  
DEPUTY CHIEF ENGINEER

MADE BY TRACED BY CHECKED BY  
PLAN R.P. Jakubowski Barton J.I. Owyer  
PROFILE

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
DATE Sept 15, 1952 Ray H. Hutton  
ENGINEER, DISTRICT NO. 2







# NEW YORK STATE THRUWAY AUTHORITY

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

### MOHAWK SECTION—Subdivision 3 (CANASTOTA - ONEIDA)

From Station 835+60 to Station 937+80, and Station 842+00 to Station 830+32, a length of 0.20 mile in the City of Oneida,  
County of Madison

### MOHAWK SECTION—Subdivision 4 (ONEIDA - VERONA STATION)

From Station 950+32 to Station 937+98.24, Station 859+76.08 to Station 871+09 and Station 872+84.5 to Station 877+12,  
a length of 0.44 mile in the City of Oneida, County of Madison

A TOTAL LENGTH OF 0.64 MILE

CONTRACT No. M.Y.C. 52-15

### AND FOR CONSTRUCTING PORTIONS

From Station 877+12 to Station 909+50, Station 953+90 to Station 955+05, Station 1012+00 to Station 1038+00, Station  
1046+45 to Station 1040+70 and Station 1056+47.85 to Station 1096+75, a length of 1.91 miles; and Access Roads at  
Verona Station Interchange, a length of 2.45 miles; all in the Town of Verona, County of Oneida

A TOTAL LENGTH OF 4.36 MILES

CONTRACT No. M.Y. 52-14

### AND FOR CONSTRUCTING A PORTION OF

### ONEIDA, NORTH - SOUTH ARTERY

From Station 88 42+70 Feeder Ave. to Station ART 37+48 City Line, a length of 0.57 mile and Access Roads 0.29 mile, in the  
City of Oneida, County of Madison

A TOTAL LENGTH OF 0.86 MILE

CONTRACT No. S.Y.C. 52-27

### AND FOR RECONSTRUCTING A PORTION OF THE

### ONEIDA - SOUTH BAY, PART 1, S. H. 1110

Between Station ART 37+48 and ART 53+16, a length of 0.30 mile in the City of Oneida (Low Tax District) County of Madison

### and ONEIDA - VERONA, S.H. 5558

Between Station A144+00 and Station A248+09, a length of 1.26 miles in the Town of Verona, County of Oneida

### and VERONA - ROME, S.H. 5521

Between Station 280+00 and Station 300+00, a length of 0.98 mile in the Town of Verona, County of Oneida

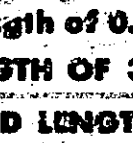
A TOTAL LENGTH OF 3.24 MILES

CONTRACT No. R.C. 52-108

A TOTAL COMBINED LENGTH OF 9.10 MILES

## MADISON AND ONEIDA COUNTIES

118 SHEETS



FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	LOCAL COUNTY	SUB-SECTION	SHEET NO.	TOTAL SHEETS
			MADISON & ONEIDA		1	1
	N.Y.		THE NEW YORK STATE THRUWAY CONANK SECTION, SUBDIVISION 2 & 3 CANASTOTA - ONEIDA - ONEIDA - VERONA STATION			
			ONEIDA NORTH - SOUTH ARTERY			
			ONEIDA - SOUTH BAY P.E. 1 S.H. 1110			
			ONEIDA - VERONA S.H. 5588			
			VERONA - ROME S.H. 5921			
			VERONA STATION INTERCHANGING			

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.

STATE OF NEW YORK  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF CONSTRUCTION

Approved Sept. 30 1952

E.W. WENDELL  
Deputy Chief Engineer

Approved Sept 30 1952

E.T. GAWKINS  
Deputy Chief Engineer

Approved Sept 30 1952

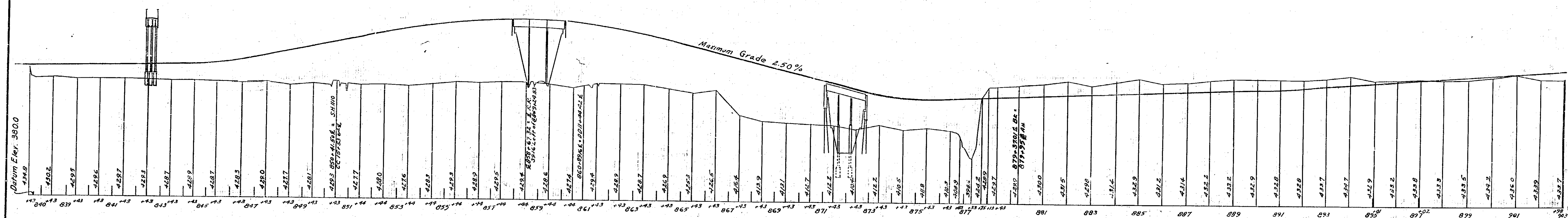
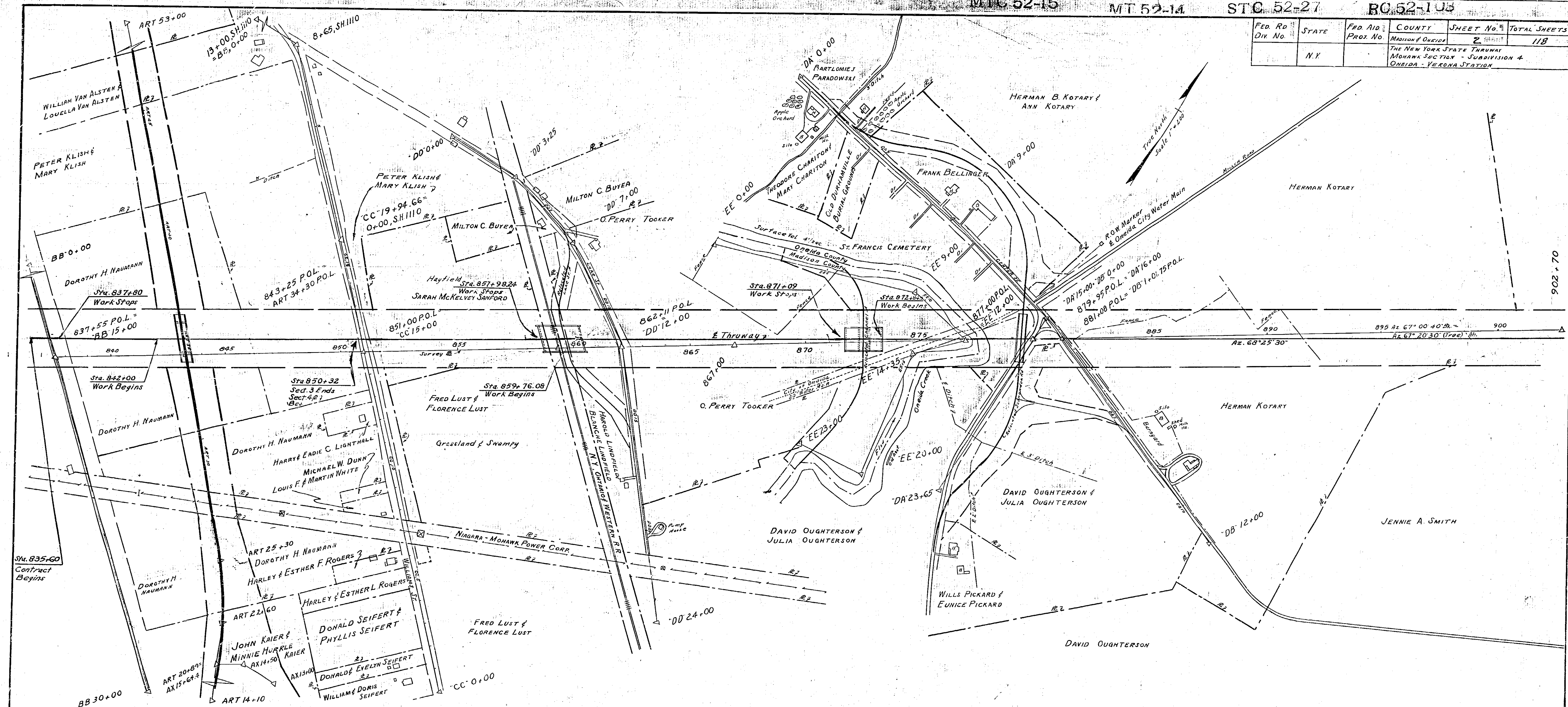
J.B. Mc MORRIS  
Chief Engineer

APPROVED C. H. Lang 7-1952  
NEW YORK STATE THRUWAY AUTHORITY  
B. D. TALLANTY, Chairman.  
By C. H. LANG,  
C. H. Lang  
DEPUTY CHIEF ENGINEER

PREPARED PURSUANT TO THE HIGHWAY LAW AS RECOMMENDED BY  
Sept. 15, 1952  
 DATE Law Kitchum  
 ENGINEER, DISTRICT NO. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO. <sup>OF</sup>	TOTAL SHEETS
			MADISON & ONONDAGA	2 <sup>OF</sup> 18	118
	N.Y.		THE NEW YORK STATE THRUWAY MONROE SECTION JURISDICTION 4 MONROE - VERONA STATION		



PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:

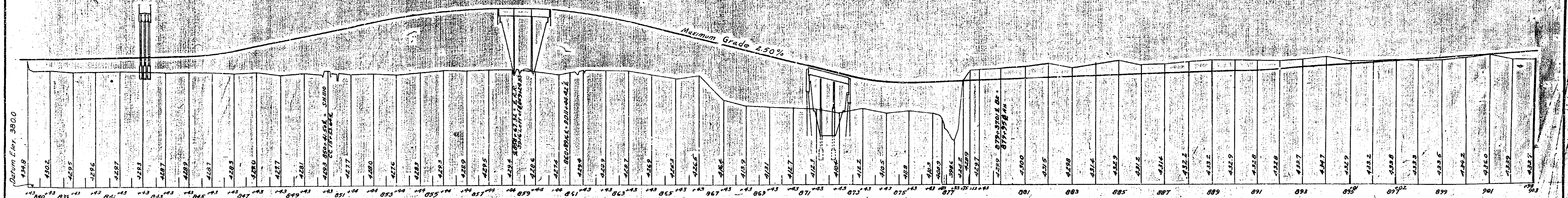
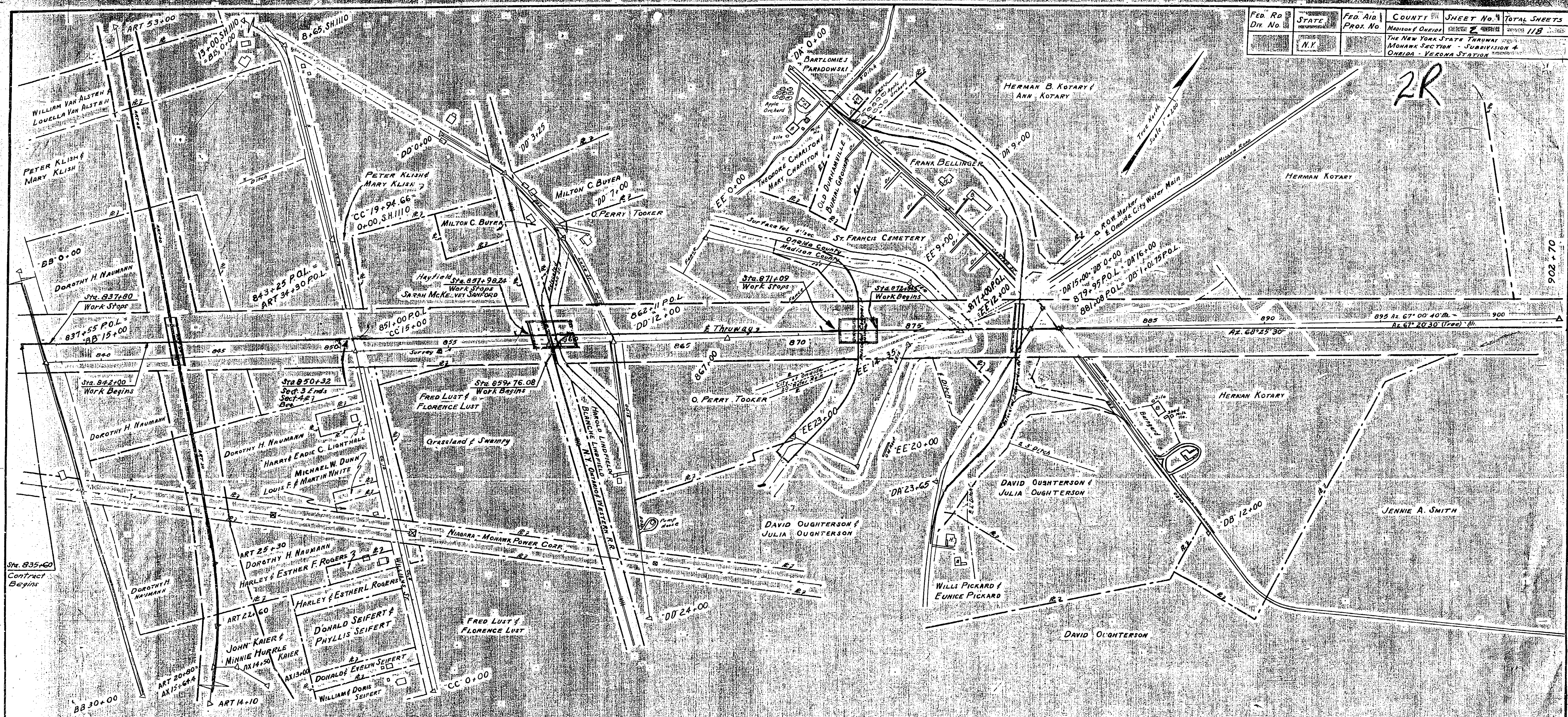
Sept. 15, 1952

DATE \_\_\_\_\_

Larry Kitchum  
ENGINEER, DIST. NO. 2

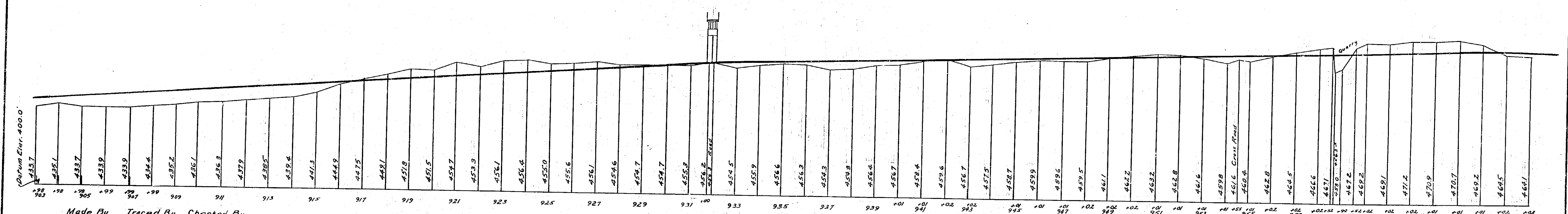
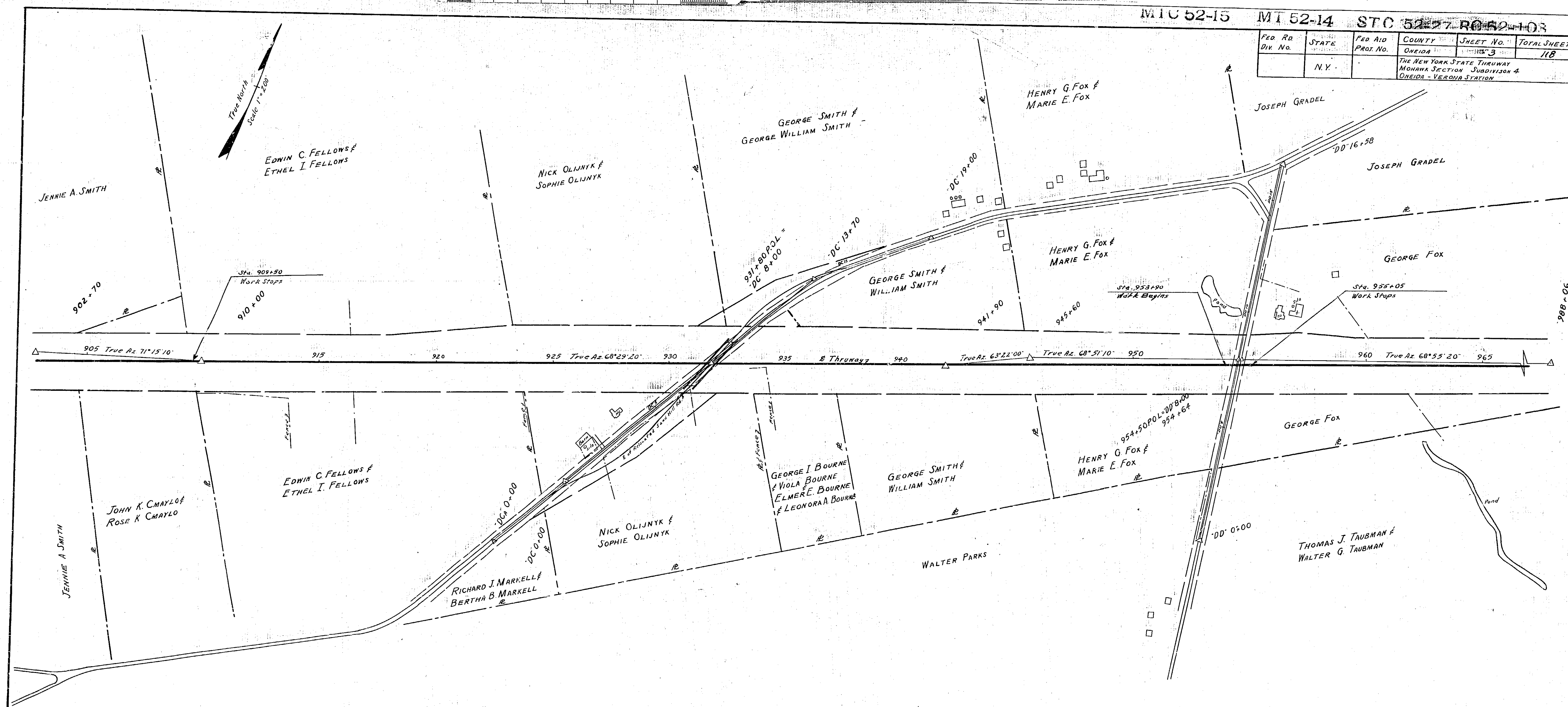


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FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		ONEIDA	3	118
THE NEW YORK STATE THRUWAY MOHAWK SECTION SUBDIVISION 4 ONEIDA - VERONA STATION					



Made By Traced By Checked By  
PLAN B.M. Evans E.F. Trad J.J. Dryer  
PROFILE B.M. Evans E.F. Trad J.J. Dryer

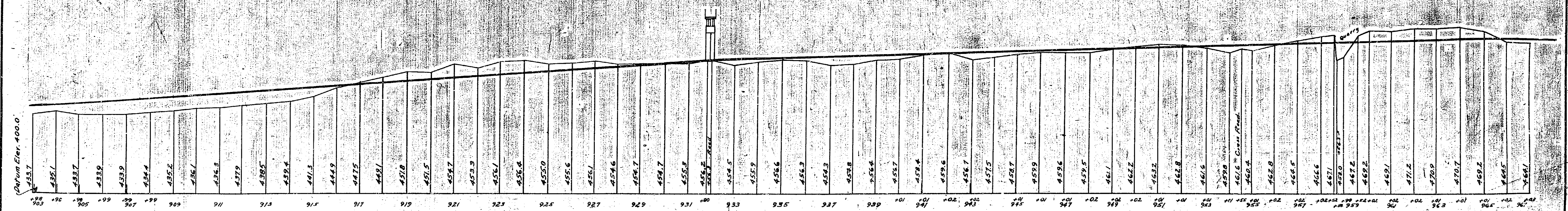
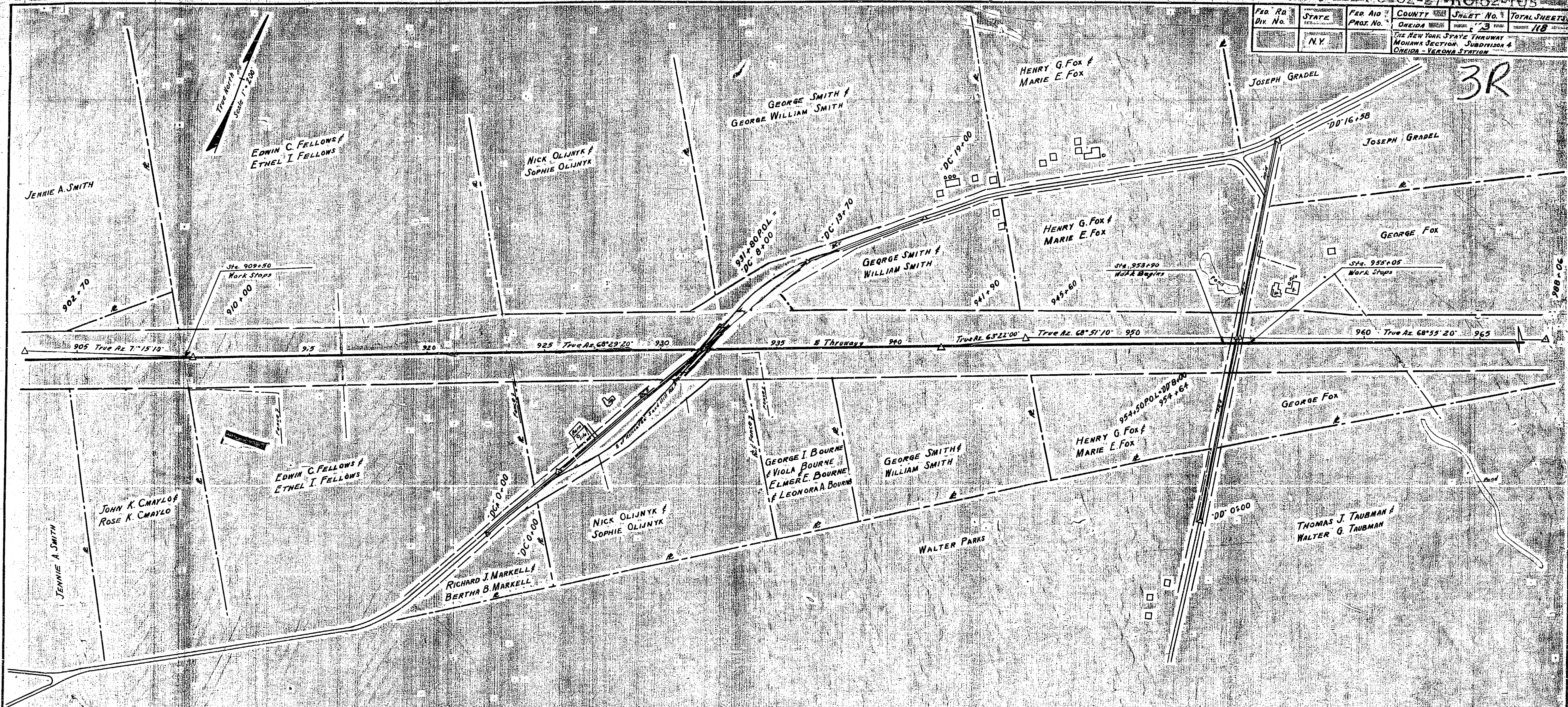
PROFILES SCALES  
Horizontal 1"=200' Vertical 1"=20'

PREPARED PURSUANT TO THE HIGHWAY LAW RECOMMENDED BY:

Sept 15, 1952  
DATE  
Loy Vittum  
ENGINEER, DIST No. 2



3R

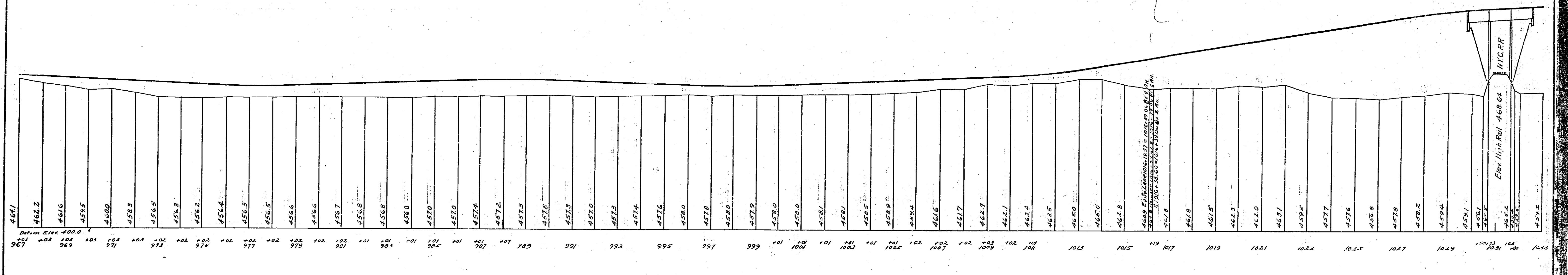
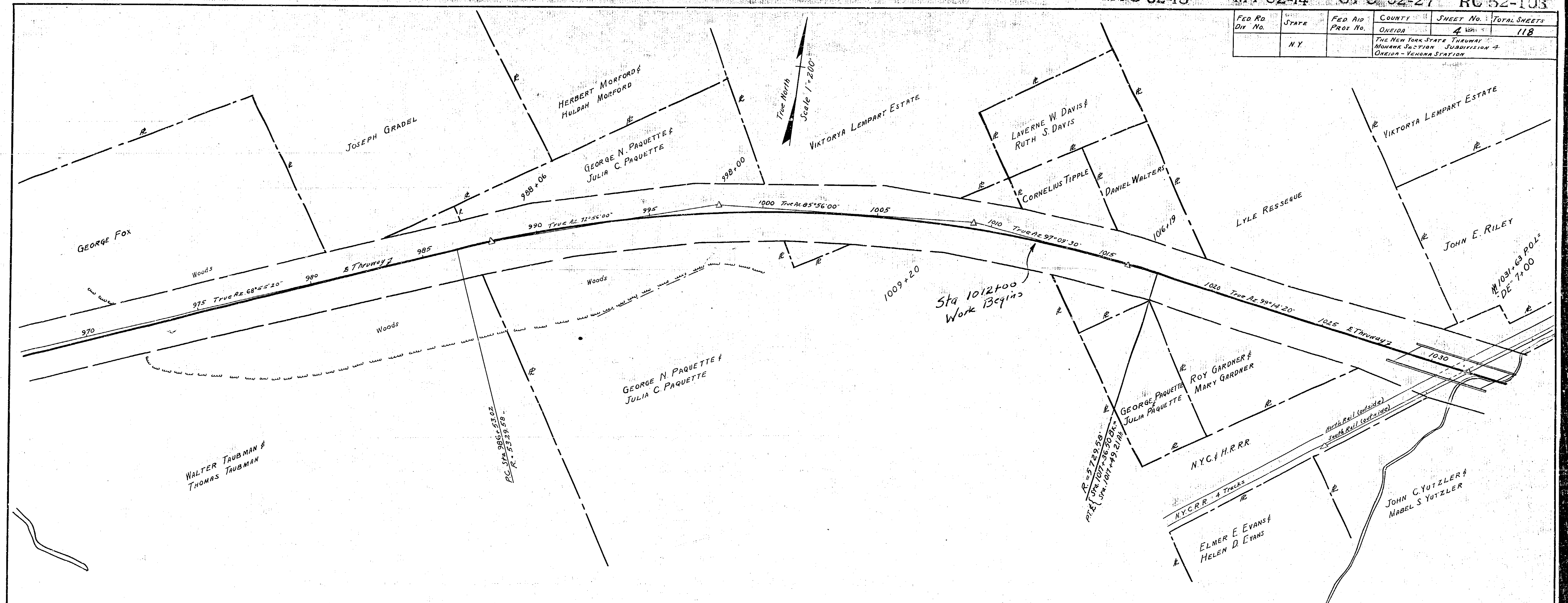


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 PLAN B.M. Evans E.F. Fred J.J. Dryer  
 PROFILE B.M. Evans E.F. Fred J.J. Dryer

PREPARED PURSUANT TO THE HIGHWAY LAW RECOMMENDED BY  
 Sept. 15, 1952  
 DATE *Loy Witham*  
 ENGINEER, DIST. No. 2



FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		ONEIDA	4	118
THE NEW YORK STATE THRUWAY MORRIS JUNCTION SUBDIVISION 4 ONEIDA - VERONA STATION					



PROFILE SCALES  
Horizontal 1" = 200' Vertical 1" = 20'

MADE BY Traced By CHECKED BY  
PLAN B.M. Evans E.F. Trid J.J. Dwyer  
PROFILE B.M. Evans E.F. Trid J.J. Dwyer

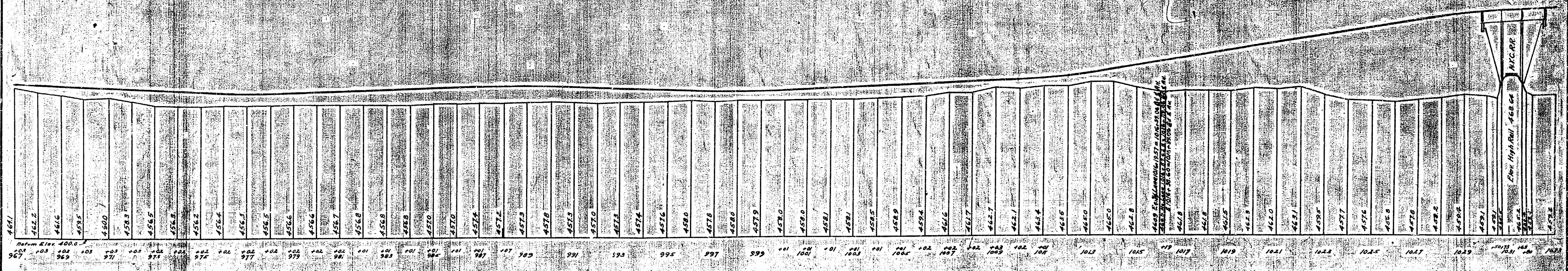
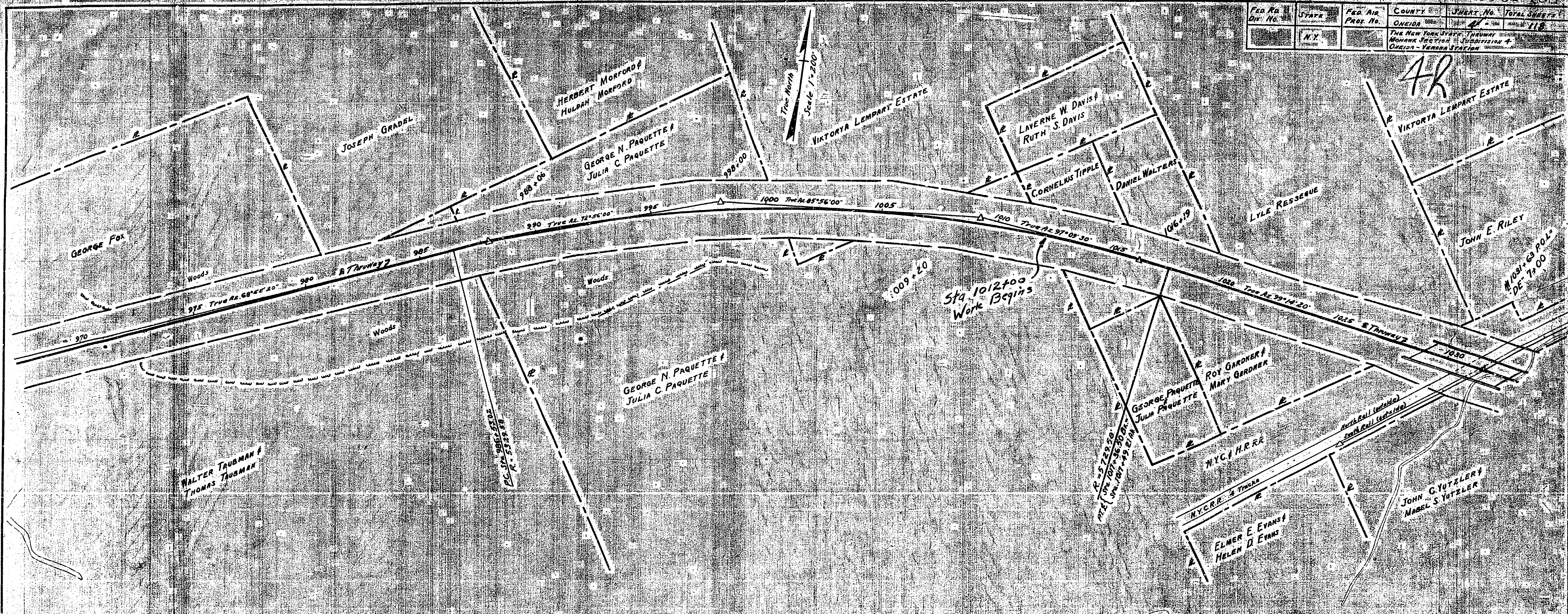
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

Sept 15, 1952  
DATE *Lowy*  
ENGINEER, DIST. No. 2



FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		ONEIDA	41	118

The New York State Thruway  
MORRIS SECTION - SUBDIVISION 4  
ORANGE - VERONA STATION



PROFILE SCALES  
Horizontal 1"=200' Vertical 1"=20'

MADE BY: B.M. Evans  
TRACED BY: E.F. Tied  
CHECKED BY: J.J. Dwyer

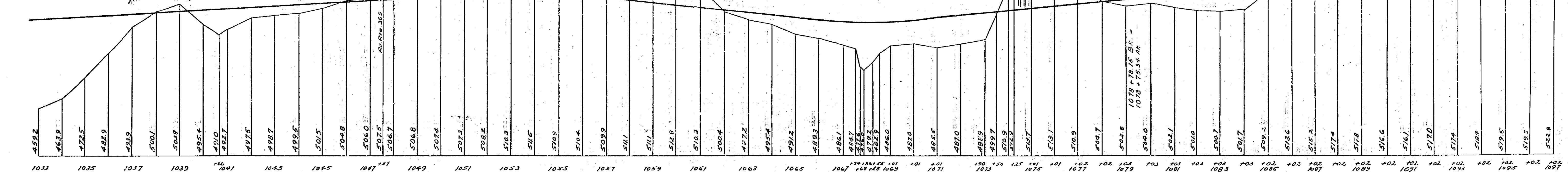
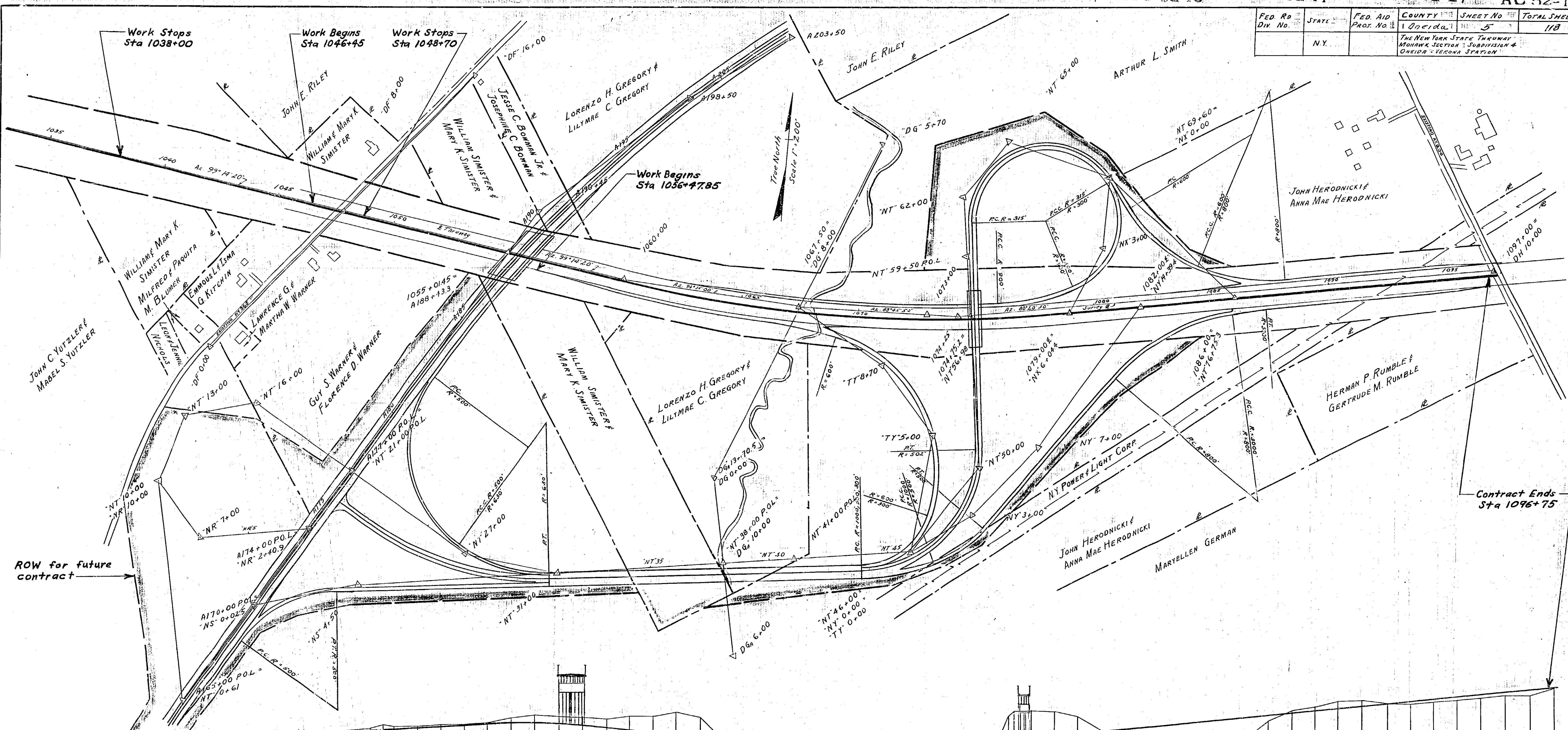
PLAN: B.M. Evans, E.F. Tied, J.J. Dwyer  
PROFILE: B.M. Evans, E.F. Tied, J.J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:

Sept 15, 1952  
DATE: *Loy Williams*  
ENGINEER, DIST. NO. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		Oneida	5	118
THE NEW YORK STATE THRUWAY MOHAWK SECTION - SUBDIVISION 4 ONEIDA - VERONA STATION					



PROFILE SCALES  
Horizontal 1"=200' Vertical 1"=20'

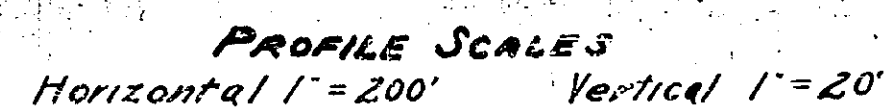
MADE BY  
PLAN Colangelo  
PROFILE Colangelo

TRACED BY  
Trad

CHECKED BY  
Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:  
DATE Sept. 15, 1952  
ENGINEER, DIST. NO. 2





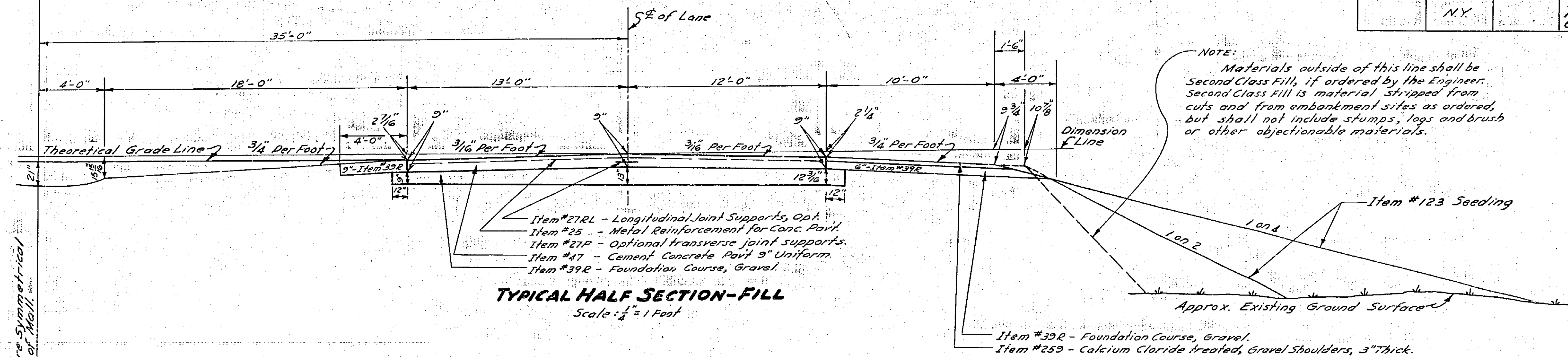
DATE \_\_\_\_\_

Larry Kitchum  
ENGINEER, DIST. NO. 2

PLAN	<u>Colanagto</u>	<u>Trad</u>	<u>Dwyer</u>
PROFILE	<u>Colanagto</u>	<u>Trad</u>	<u>Dwyer</u>



FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		MADISON & ONEIDA	6	118
THE NEW YORK STATE THRUWAY MOHAWK SECTION, SUBDIVISION 3 & 4 ONEIDA-VERONA STA., CANASTOTA-ONEIDA					

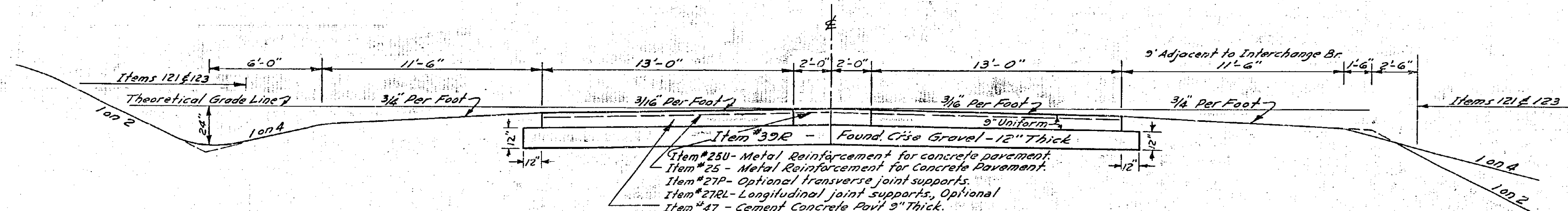
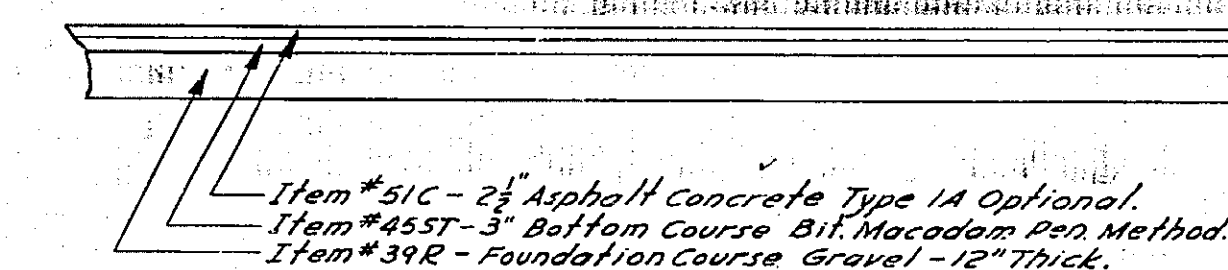
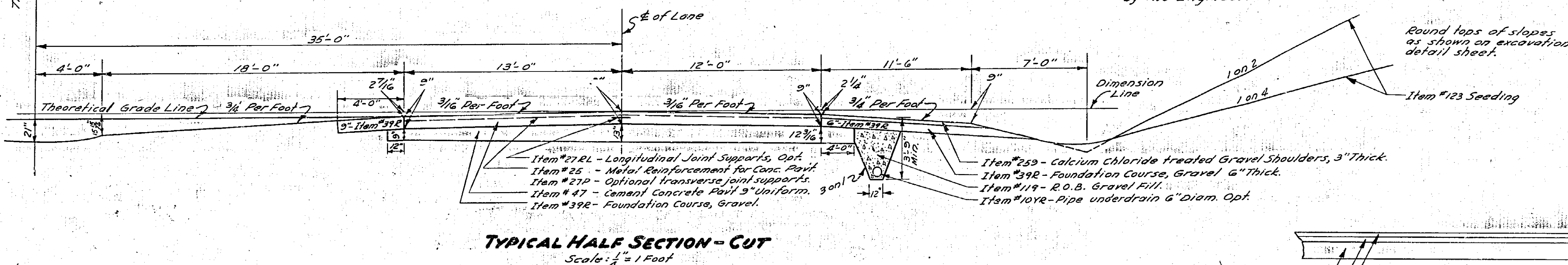
**CONSTRUCTION NOTE:**

No work will be performed between the boundaries of Williams St, State Route 46, Station 850+50 until the Oneida North-South Artery is completed and opened to traffic.

No work will be performed at the Town Rd, Sta. 254+50 until the structure and approaches on the Sand Hill Rd are completed and opened to traffic.

No work will be performed at the existing State Route 365, Station 1047+55 until the structure carrying the Relocated Route over the Thruway, and its approaches is completed and opened to traffic.

No work will be performed at Feeder Avenue, Station 836+80 until the Oneida North-South Artery is completed and opened to traffic.

**NOTES:****ITEM NO. 7 - TRIMMING ROAD SECTION**

Measurement and payment for thruway road section, the quantity to be paid for will be the number of linear feet measured along center line of the Thruway.

**ITEM NO. 1 - CLEARING AND GRUBBING**

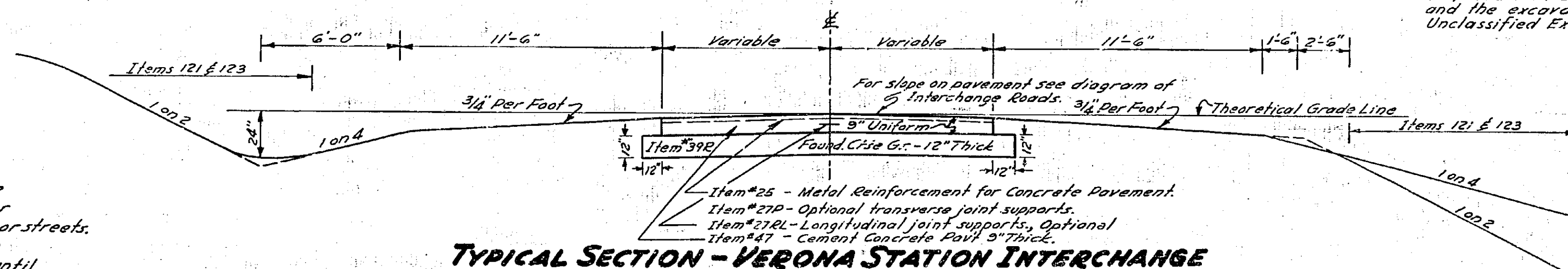
Only such trees and shrubs designated by the Engineer shall be removed under this Item.

**MAINTENANCE AND PROTECTION OF TRAFFIC**

For the duration of this contract traffic shall be maintained and protected in accordance with Item #76, at all Town, County and State Roads and all City and Village Streets and which cross the Thruway. Traffic will be maintained and protected of all drainage structures under construction along any of these above mentioned roads or streets.

In the City of Oneida traffic will be maintained on the existing Williams St, State Route 46 and Feeder Avenue until completion of the construction of the new arterial street.

Signs will be erected in accordance with Standard Structure Sheet 52-43.

**WEED DRAIN NOTE:**

At 100' intervals or at such intervals as the Engineer may direct, lateral trenches or weed holes, four feet in width shall be opened up through the shoulders to the ditches, to effectively drain the subgrade before the pavement is constructed. These shall be filled with Item #39R, Foundation Course Gravel and the excavation will be paid for under Item #28, Unclassified Excavation.

Made by Traced by Checked by  
PLAN R.R. Jakubowski Barton J.J. Sawyer  
PROFILE

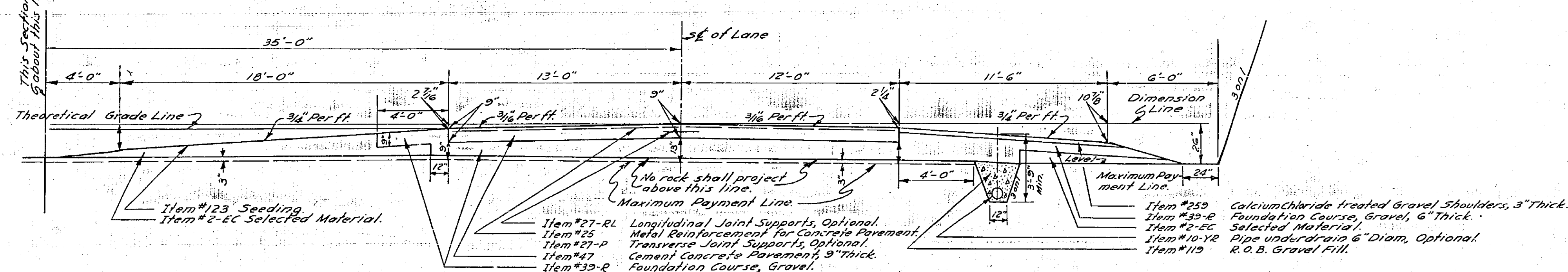
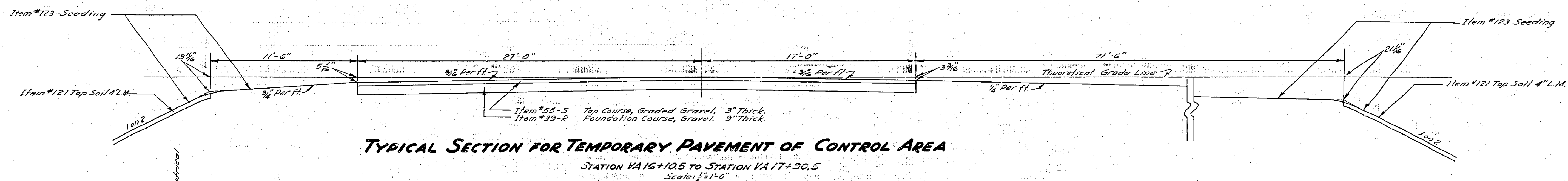
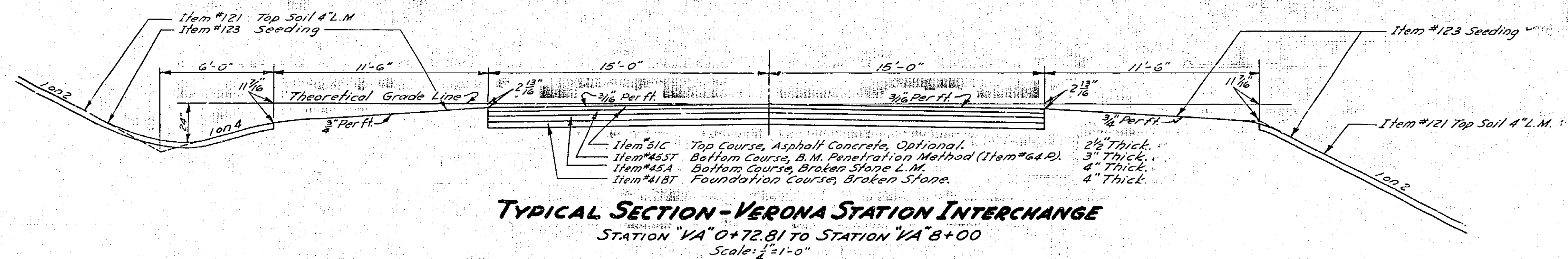
PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

Sept. 15, 1952  
Date

Law, H. H. H. H.  
Engineer, District No. 2.



FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		MADISON & ONEIDA	7	118
THE NEW YORK STATE THRUWAY MOHAWK SECTION, SUBDIVISION 3 & 4 CANASTOTA - ONEIDA & ONEIDA-VERONA STA.					



NOTE: 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.

NOTE: Any excavation below "maximum payment line" in rock and underneath pavement shall be backfilled with gravel at the Contractor's expense.

Made by Traced by Checked by  
PLAN R.P. Jakubowski H. Barton J.J. Dwyer  
PROFILE \_\_\_\_\_

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY  
Sept. 15, 1952  
Date *Ray Kitchum*  
ENGINEER, DISTRICT No. 2



COUNTY	SHEET NO.	TOTAL SHEETS
Madison & Oneida	8	118
N.Y. STATE THRUWAY-MOHAWK SECT. SUB-DIV. 3+4		
Canastota-Oneida, Oneida-Verona Station		

Item 28 - UNCLASSIFIED EXCAVATION

Bal.	Station	to Station	Stripping C.Y.	2nd Class Fill C.Y.	Topsoil Excav. C.Y.	*Available Excavation C.Y.	**Total Embankment C.Y.	Net Borrow C.Y.	Stripping to be Wasted C.Y.	Benching C.Y.	REMARKS
SUBDIVISION 3, MADISON COUNTY											
1	842+00	- 850+32	161	137	0	910	24602	27402	0	0	
	SUBDIV. TOTAL		161	137	0	910	24602	27402	0	0	
SUBDIVISION 4, MADISON COUNTY											
2	850+32	- 870+43	3193	2714	0	0	141824	144757	0	0	
3	870+43	- 877+02	618	525	0	0	19056	0	0	0	Haul 11275 C.Y. from Bal. #4. Haul 7066 C.Y. from Bal. #3A.
	SUBDIV. TOTAL		3811	3239	0	0	160880	144757	0	0	Haul 21914 C.Y. from Bal. #3A.
SUBDIVISION 4, ONEIDA COUNTY											
3A	877+12	- 890+00	2685	193	0	37452	7367	0	2463	305	
4	890+00	- 908+99	3898	726	0	22449	9682	0	3063	0	Haul 7066 C.Y. to Bal. #2. Haul 21914 C.Y. to Bal. #3.
5	908+99	- 928+98	0	0	0	0	55	0	0	0	Haul 11275 C.Y. to Bal. #2. Haul 63 C.Y. to Bal. #5.
6	928+98	- 948+97	0	0	0	0	0	0	0	0	Haul 63 C.Y. from Bal. #4.
7	948+97	- 968+97	0	0	0	0	0	0	0	0	
8	968+97	- 988+96	0	0	0	0	0	0	0	0	
9	988+96	- 1008+92	0	0	0	0	0	0	0	0	
10	1008+92	- 1028+00	0	0	0	0	10056	11564	0	0	
11	1028+00	- 1048+00	1677	1425	0	0	36646	40214	0	0	
12	1048+00	- 1067+86	120	0	0	1760	3407	2196	120	0	
13	1067+86	- 1087+02	388	0	0	5565	9554	4224	388	0	Haul 1324 C.Y. from Bal. #14.
14	1087+02	- 1098+80	255	0	0	2480	1005	0	255	0	Haul 1324 C.Y. to Bal. #13.
	SUBDIV. TOTAL		9023	2344	0	69706	77752	56200	6289	305	
VERONA STATION INTERCHANGE, ONEIDA COUNTY											
1	VA 0+84	- VA 20+86	2680	0	0	32543	34011	7301	2680	0	
2	VA 20+86	- VA 40+75	1847	0	0	5119	35482	16782	1847	0	
3	VA 40+75	- VA 54+71	1410	0	0	5099	45343	47160	1410	0	Haul 10672 C.Y. from Bal. #8. Haul 7722 C.Y. from Bal. #7.
4	VB 0+44	- VB 6+87	397	0	0	363	2924	3007	397	0	Haul 624 C.Y. from Bal. #6.
5	VC 2+23	- VC 12+11	633	0	0	1592	6526	5949	633	0	
6	VD 2+58	- VD 17+16	1112	0	0	6978	5525	0	1112	0	Haul 624 C.Y. to Bal. #2.
7	VE 1+27	- VE 9+42	725	0	0	9804	1810	0	725	0	Haul 7722 C.Y. to Bal. #2.
8	VF 2+58	- VF 10+85	788	0	0	10672	0	0	788	0	Haul 10672 C.Y. to Bal. #2.
	INTERCHANGE TOTAL		9592	0	0	72170	131621	80199	9592	0	

\* Does not include stripping or topsoil excavation.  
 \*\* Includes replacement for stripping under embankment and for topsoil under embankment.  
 \*\*\* Includes stripping from cut and stripping under embankment to be used as second class fill or wasted. Does not include topsoil.

EARTHWORK SUMMARY	C.Y.
Usable Road Excavation	142786
Borrow	310558
Stripping	22587
Intersections	1900
Drainage Structures	6501
Fill for City of Oneida Water Line	2000
Fill old stream channel of Oneida Cr. 1100	
Drainage Ditch - N.Y.C. R.R.	695
For Estimate	498127
TOTAL CONTRACT EXCAVATION	537000

Item 2EC - SELECTED BORROW

For Approach Embankments of N.Y.C. R.R. Structure	C.Y.
For Estimate	1929
TOTAL	2100

Item 5 - TRENCH, CULVERT & BRIDGE EXCAVATION

For Drainage Structures Pipe Underdrain	C.Y.
For Estimate	2548
TOTAL	738

Item 259 - CALCIUM CHLORIDE TREATED SHOULDERS

Station	to	Station
835+80	--	837+80
842+00	--	857+88.24
859+76.08	--	871+08
872+80.75	--	898+50
953+90	--	955+05
1012+00	--	1029+95.19
1032+86.55	--	1038+00
1046+45	--	1048+70
1056+47.85	--	1066+75

Item 10YR - PIPE UNDERDRAIN, 6" DIAM., OPT.  
 Station to Station Side L.F.  
 877+50 - 903+00 Rt. 2492  
 Total 2492  
 For Estimate 108  
 TOTAL 2600  
 This is all in Subdivision #4, Oneida County.

Item 33D - BEAM TYPE GUIDE RAILING, OPT.

Station	to	Station	Side	Length L.F.
857+05	-	858+05	Rt.	100
857+23	-	857+73	Lt.	50
859+70	-	860+70	Lt.	100
860+00	-	860+50	Rt.	50
869+97	-	870+97	Rt.	100
870+47	-	870+97	Lt.	50
872+97	-	873+47	Rt.	50
872+97	-	873+97	Lt.	100
1028+20	-	1029+20	Rt.	100
1029+80	-	1030+30	Lt.	50
1032+47	-	1032+97	Rt.	50
1033+65	-	1034+65	Lt.	100
Culv. - Sta 1068+14	-	100' Lt. & 100' Rt.		200
VA 18+50	-	100' Lt. & 100' Rt.		200
VA 35+01	-	VA 36+01	Rt.	100
VA 38+12	-	VA 39+12	Rt.	100
VA 35+51	-	VA 36+51	Lt.	100
VA 38+12	-	VA 39+12	Lt.	100
				1700 L.F.
				160
				TOTAL 1860 L.F.

No.	Station	Side	Elev.	Description	Offset
85	( 836+92 )	Lt.	432.24	24" Elm	152' Lt.)
	( 8813+22 )	Rt.			19' Rt.)
86	844+80	Rt.	430.22	30" Oak	210' Rt.
87	CC 10+16	Rt.	428.92	20" Elm	69' Rt.
88	861+70	Lt.	427.67	10" Twin Basswood	125' Lt.
89	874+62	Lt.	411.62	48" Elm	175' Lt.
90	879+18	Rt.	433.13	36" Willow	135' Rt.
91	895+05	Rt.	434.01	Maier's B.M. #51	240' Rt.
1	916+35	Rt.	445.73	Nail & Washer in W. root of 24" Elm on fence line.	200' Rt.
2	934+00	Lt.	456.28	Nail & Washer in root of 40" Elm.	175' Lt.
3	955+25	Lt.	459.18	Nail & Washer in root of 24" Maple.	225' Lt.
4	969+40	Lt.	459.51	Nail & Washer in root of 15" Ash.	300' Lt.
5	979+50	Lt.	458.60	Nail & Washer in root of 12" Hemlock.	300' Lt.
6	992+00	Rt.	460.37	Nail & Washer in root of 16" Elm on fence line.	350' Rt.
7	1003+00	Rt.	460.38	ditto	180' Rt.
8	1016+50	Rt.	461.00	Nail & Washer in root of 12" soft Maple.	170' Rt.
9	DE 12+60	Lt.	467.25	Chiseled square on N.W. corner of signal tower on N.Y.C. R.R.	63' Lt.
10	1046+00	Rt.	510.04	Nail & Washer in root of 24" Maple.	300' Rt.
11	1060+00	Rt.	517.40	Chiseled square on large boulder along side of fence line.	275' Rt.
12	1075+80	Lt.	514.43	Nail & Washer in root of 16" Maple on fence line.	300' Lt.
13	1095+00	Lt.	521.01	Nail & Washer in root of 32" Maple on west side of Route 234.	450' Lt.
14	1110+00	Rt.	526.70	Nail & Washer in root of 18" Elm.	500' Rt.

MADE BY TRACED BY CHECKED BY  
 R.D. Jones K. L. J. J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
 Sept. 15, 1952  
 DATE  
 ENGINEER DISTRICT NO. 2















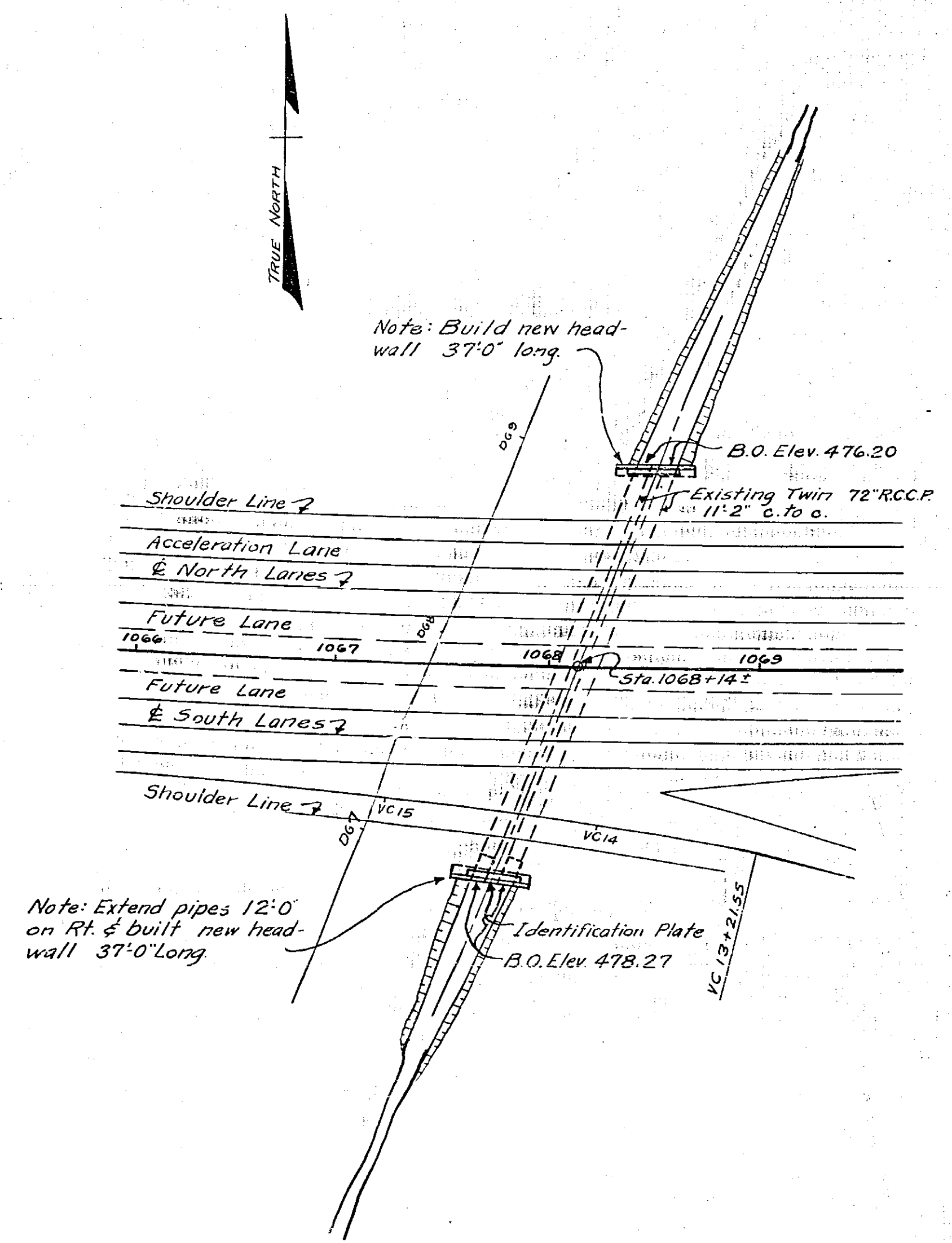
COUNTY	SHEET No.	TOTAL SHEETS
ONEIDA	10	118
N.Y. STATE THRUWAY-MOHAWK SECTION SUB-DIV. No. 4		
VERONA STATION INTERCHANGE		

### ESTIMATE OF QUANTITIES

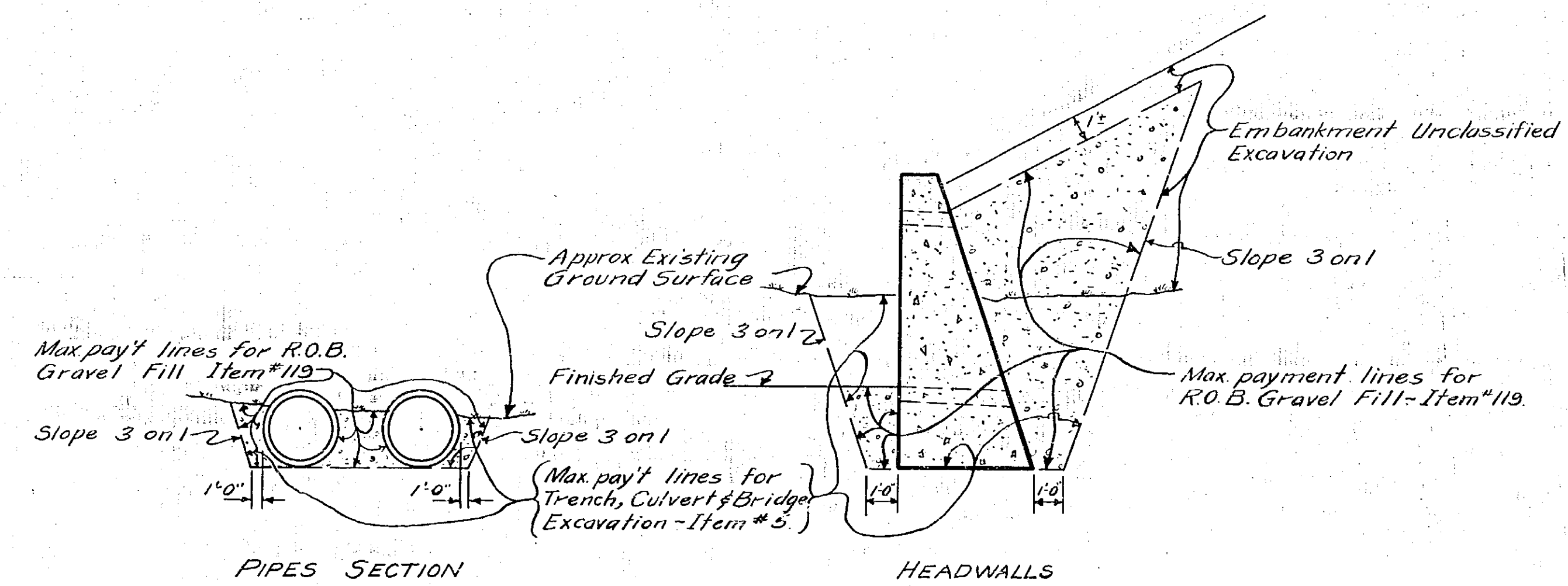
No.	Item	Unit	Neat
5	Trench, Culvert & Bridge Excavation	C.Y.	136
144	Reinforced Concrete Culvert Pipe-72" diam	Lin. Ft.	24
20	Class 1 Concrete	C.Y.	90
28	Bar Reinforcement for Structures	Lbs.	769
82	Cofferdams	S.F.	200
119	R.O.B. Gravel Fill	C.Y.	195

### BAR LIST

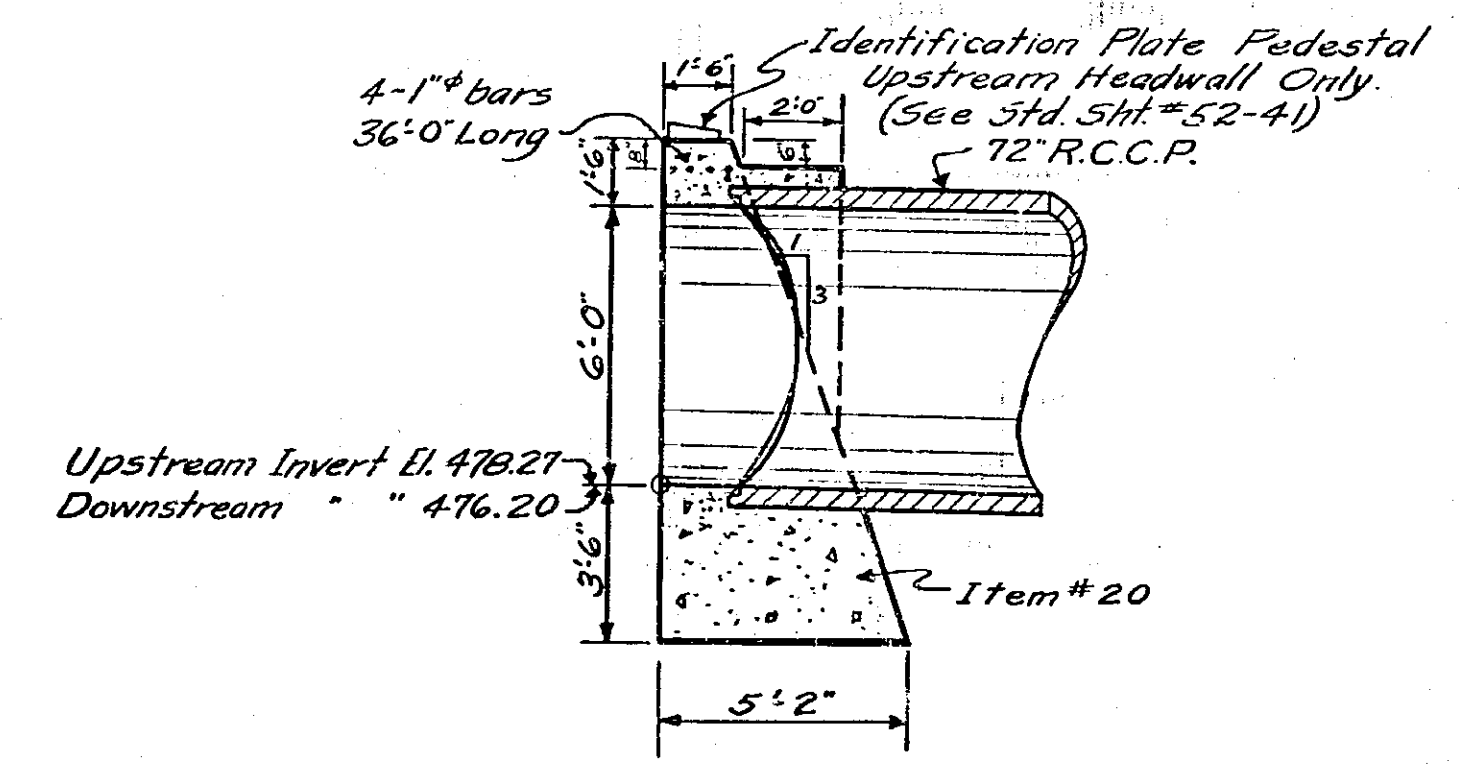
Mark	Size	No.	Length	Location & Description
	1"	8	36'-0"	Horizontal bars in top of headwalls.



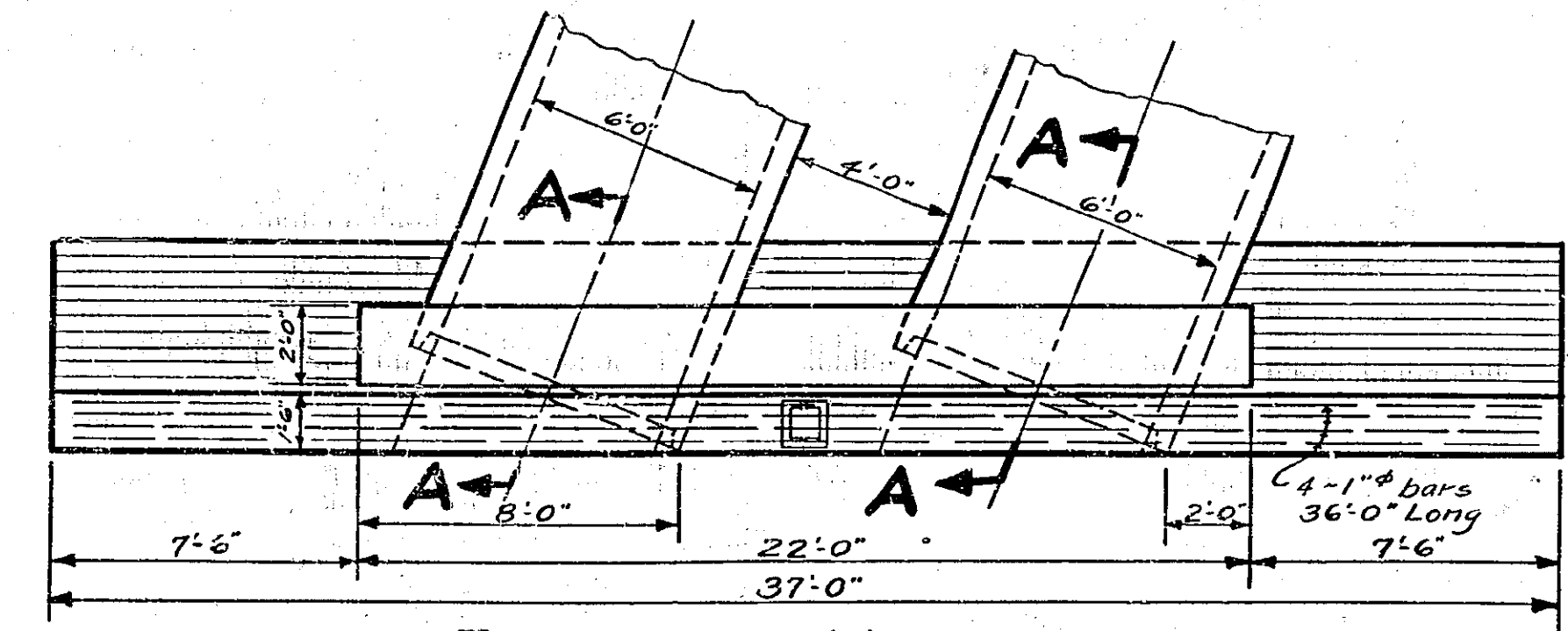
**PLAN**  
Scale: 1" = 50'



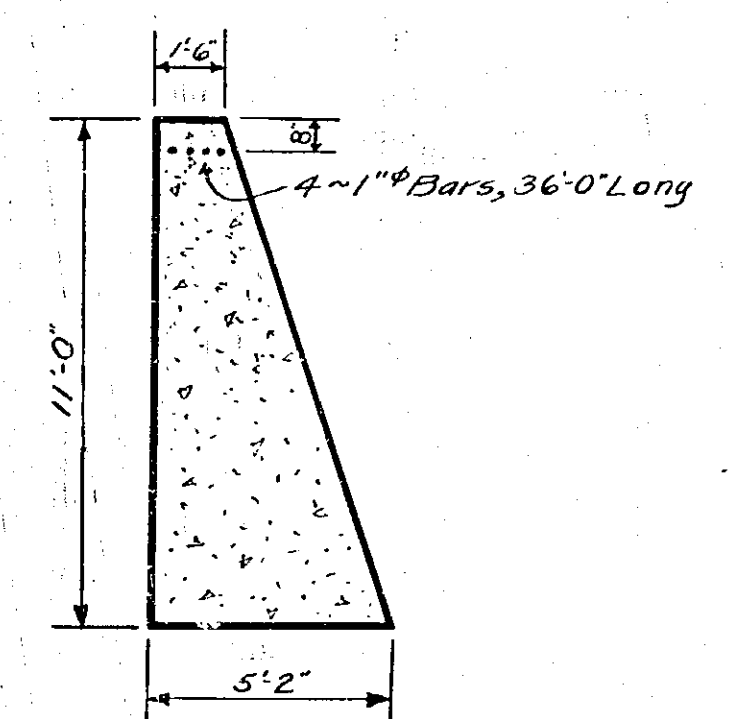
**MAXIMUM PAYMENT LINES FOR ITEMS NOS. 5 & 119**  
No Scale



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



**PLAN OF HEADWALL**  
Scale: 1/4" = 1'-0"



**TYPICAL HEADWALL SECTION**  
Scale: 1/4" = 1'-0"

**TWIN 72" R.C.C.P. EXTENSION WITH HEADWALLS ~ STA. 1068+14±**

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

Sept. 15, 1952  
DATE

*Ray Ketchum*  
ENGINEER DISTRICT No. 2

Made By J.E. Burdick  
Checked By F.P. Zarwinski  
Traced By F.P. Zarwinski  
Tracing Chkd By J.E. Burdick



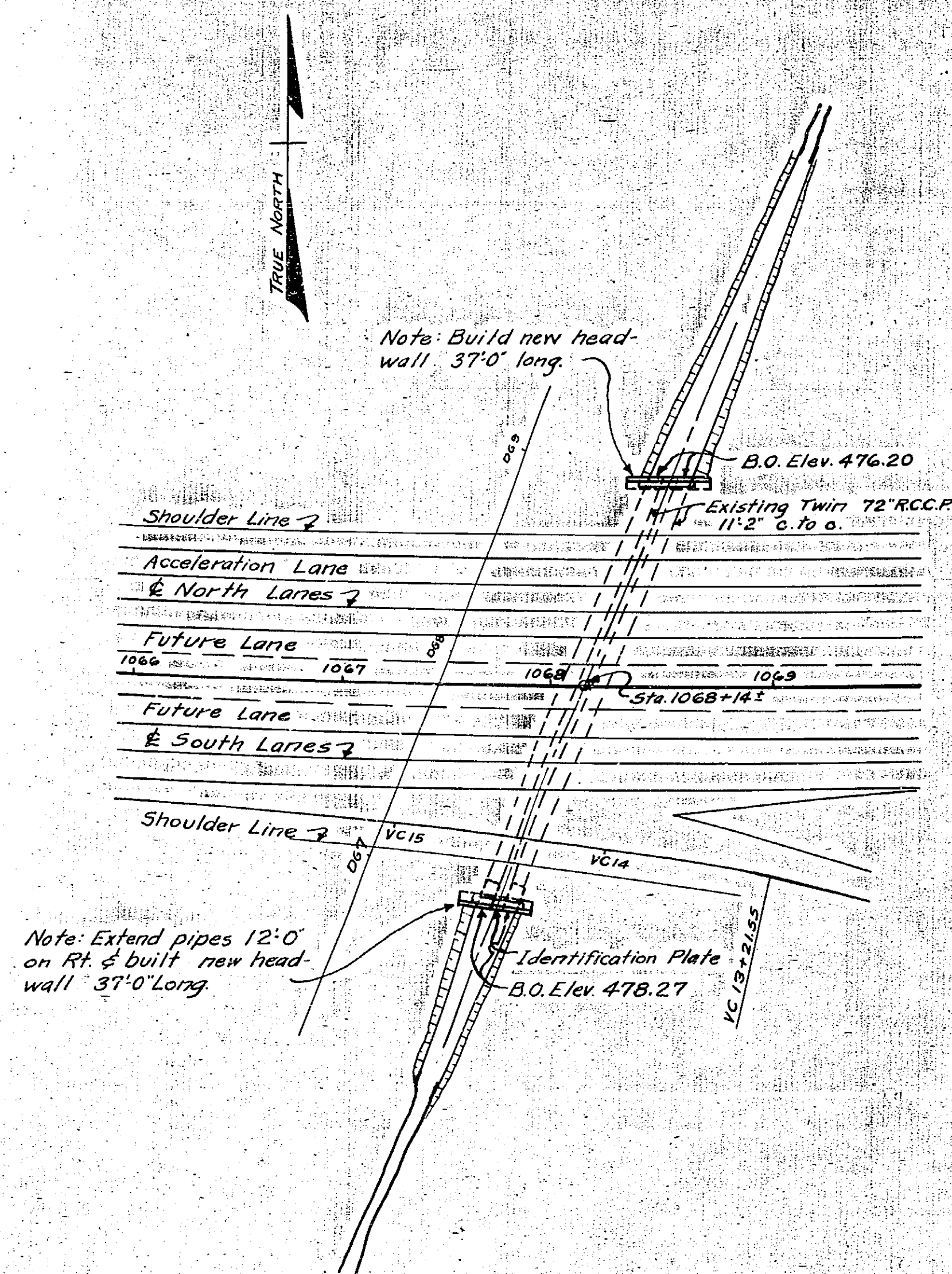
### ESTIMATE OF QUANTITIES

No.	Item	Unit	Neet
5	Trench, Culvert & Bridge Excavation	C.Y.	4.5
144	Reinforced Concrete Culvert Pipe-72" diam. Lin. Ft.	Lin. Ft.	24
20	Class 1 Concrete	C.Y.	2.98
28	Bar Reinforcement for Structures	Lbs.	769
82	Cofferdams	S.F.	200
119	R.O.B. Gravel Fill	C.Y.	18.4

### BAR LIST

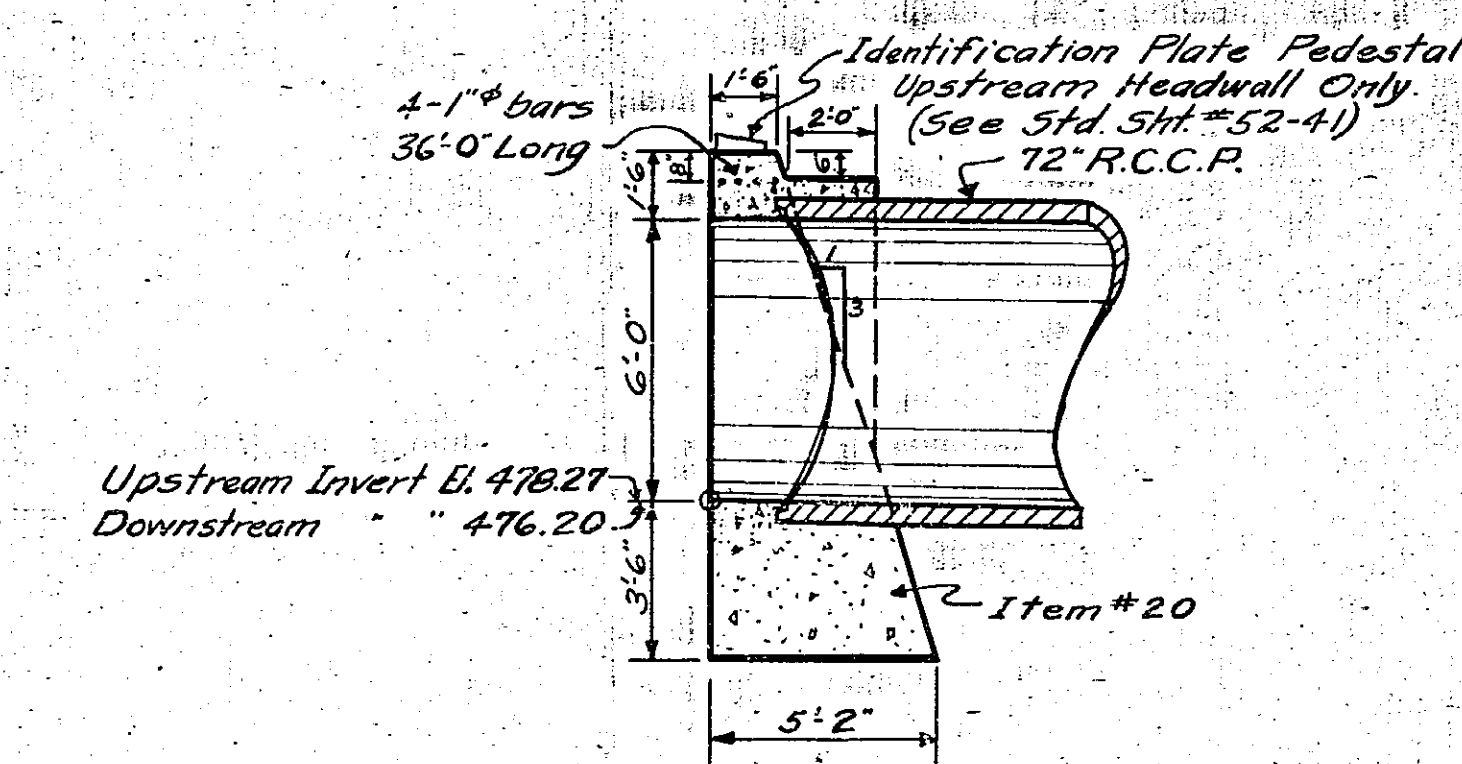
Mark	Size	No.	Length	Location & Description
1"	8	36'-0"		Horizontal bars in top of headwalls.

10R



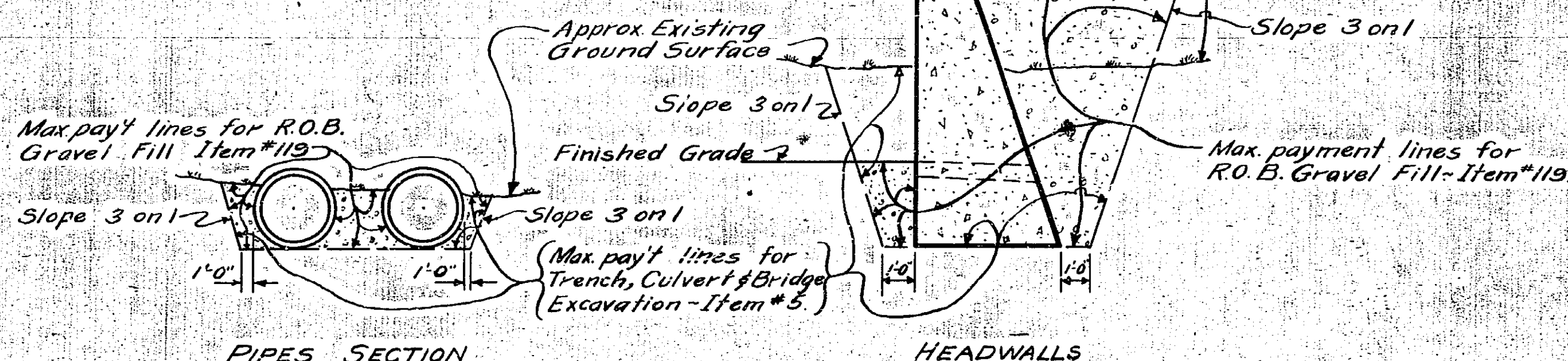
### PLAN

Scale: 1" = 50'



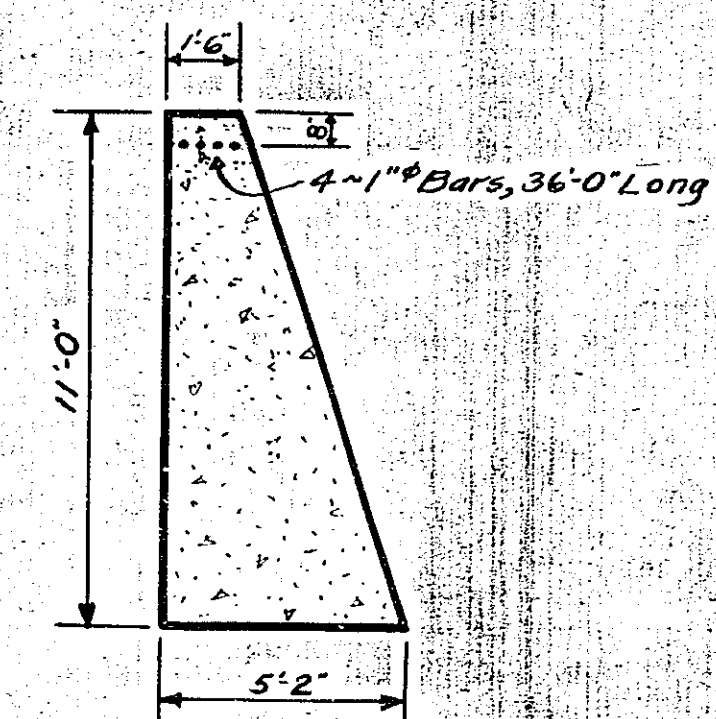
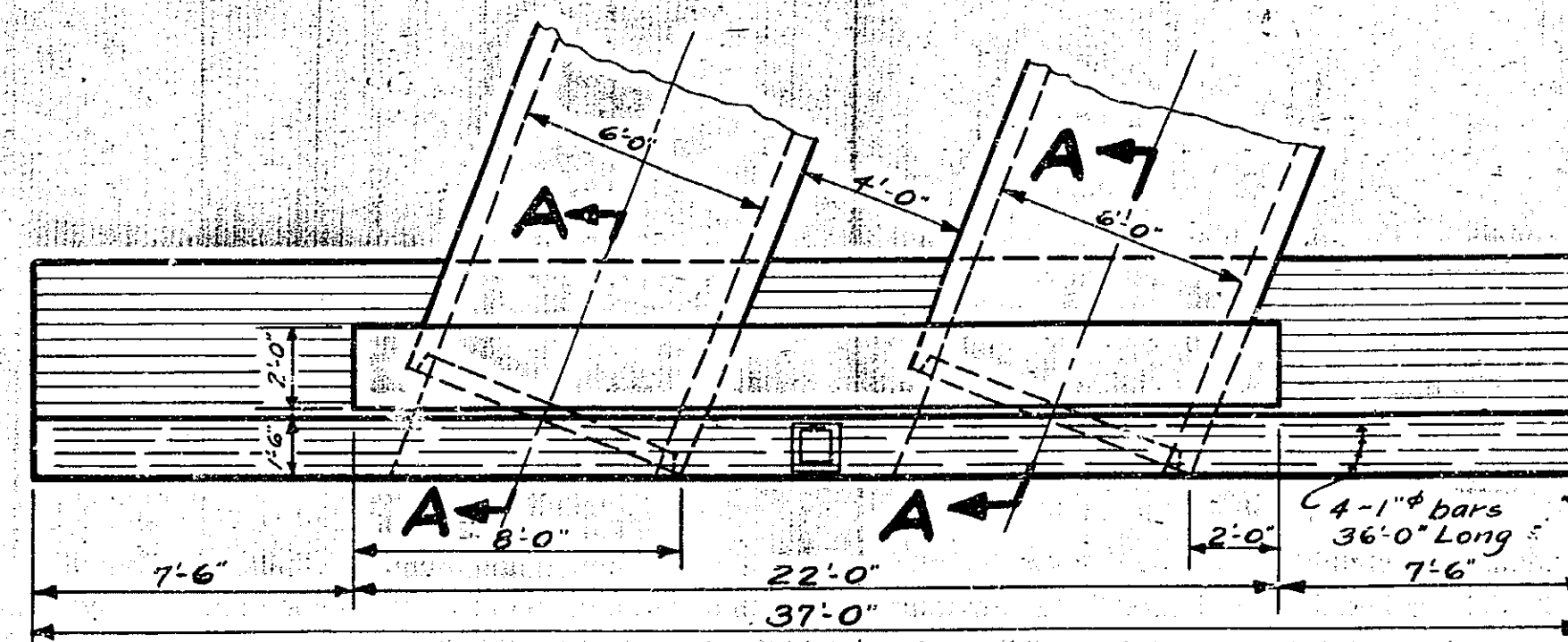
### SECTION A-A

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



### MAXIMUM PAYMENT LINES FOR ITEMS NOS. 5 & 119

No Scale



### TWIN 72" R.C.C.P. EXTENSION WITH HEADWALLS ~ STA. 1068+14±

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

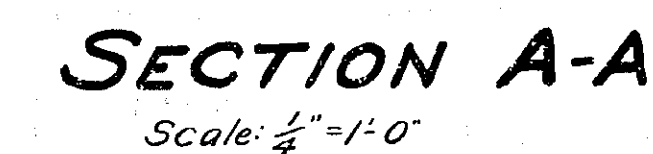
Sept. 15, 1952  
DATE

Rory H. H.  
ENGINEER DISTRICT No. 2

Made By J.E. Burdick  
Checked By F.P. Zarnicki  
Traced By F.P. Zarnicki  
Tracing Chkd By J.E. Burdick



Mark	Size	No.	Length	Location & Description
	1"φ	8	36'-0"	Horizontal bars in top of headwalls.



Ray Kitchin  
ENGINEER DISTRICT NO. 2

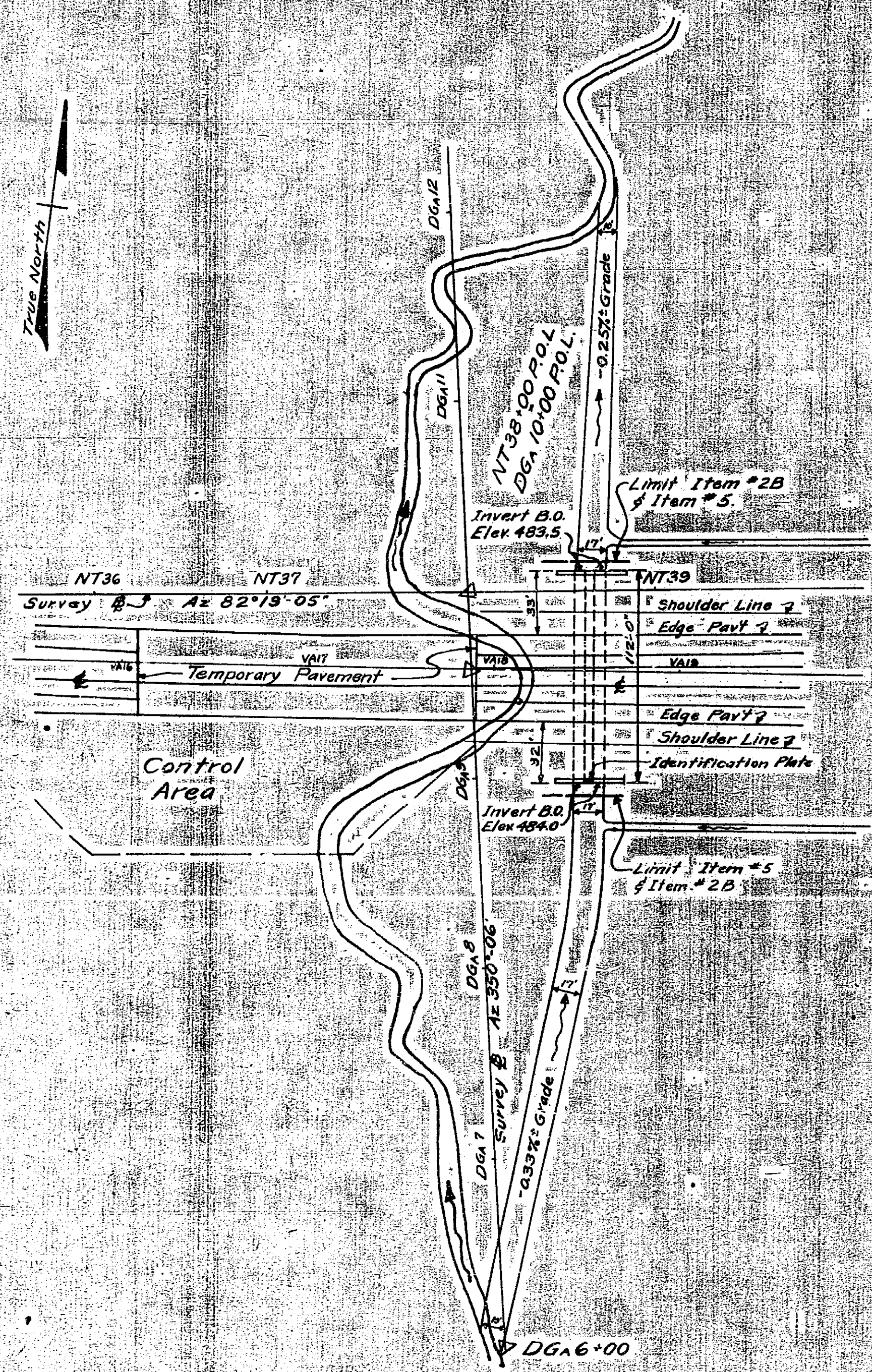
Made By	J.E. Burdick
Checked By	F.P. Zatwarnicki
Traced By	F.P. Zatwarnicki
Tracing Chkd By	J.E. Burdick



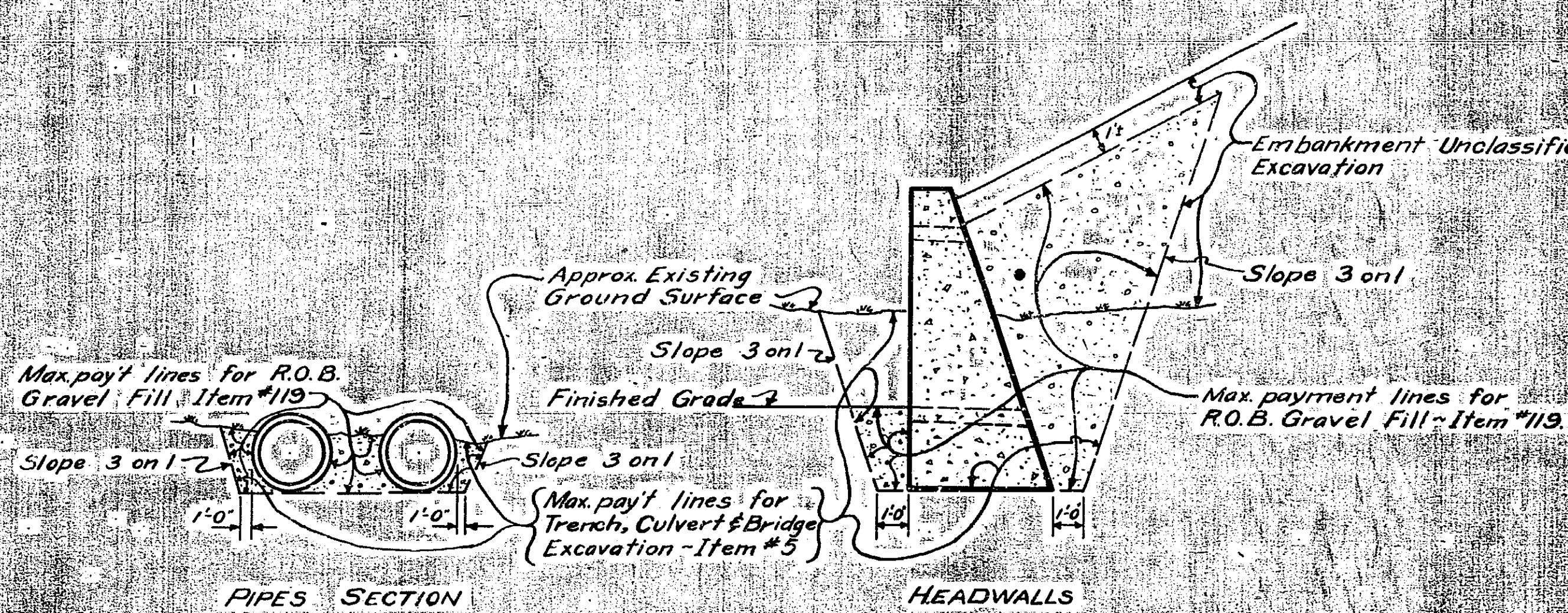
COUNTY	SHEET No.	TOTAL SHEETS
ONEIDA	11	118
NEW STATE THRUWAY - MOHAWK SECTION - SUB-DIV. No. 4		
VERONA STATION INTERCHANGE		

ESTIMATE OF QUANTITIES			
No.	Item	Unit	Neat
5	Trench, Culvert & Bridge Excavation	C.Y.	366.7
14H	Reinforced Concrete Culvert Pipe 72" diam.	Lin. Ft.	224
20	Class 1 Concrete	C.Y.	82.6
28	Bar Reinforcement for Structures	Lbs.	769
119	R.O.B. Gravel Fill	C.Y.	333.9

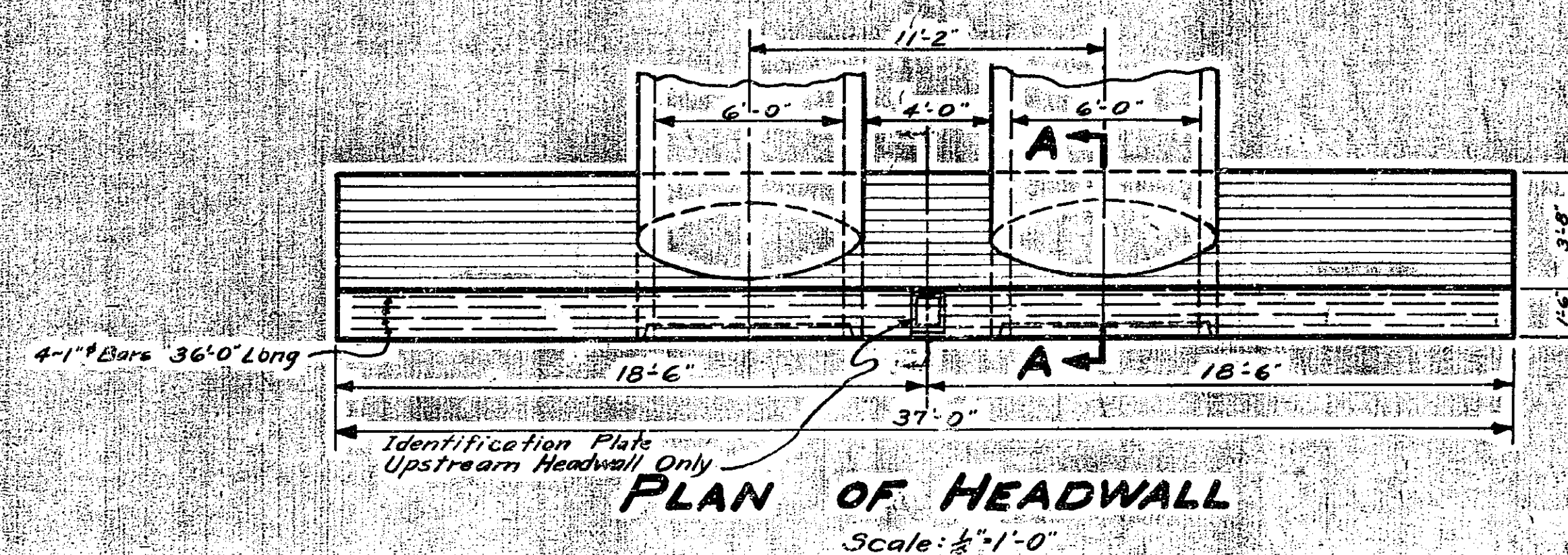
BAR LIST			
Mark	Size	No.	Location & Description
11R	8	36-0	Horizontal bars in top of headwalls.



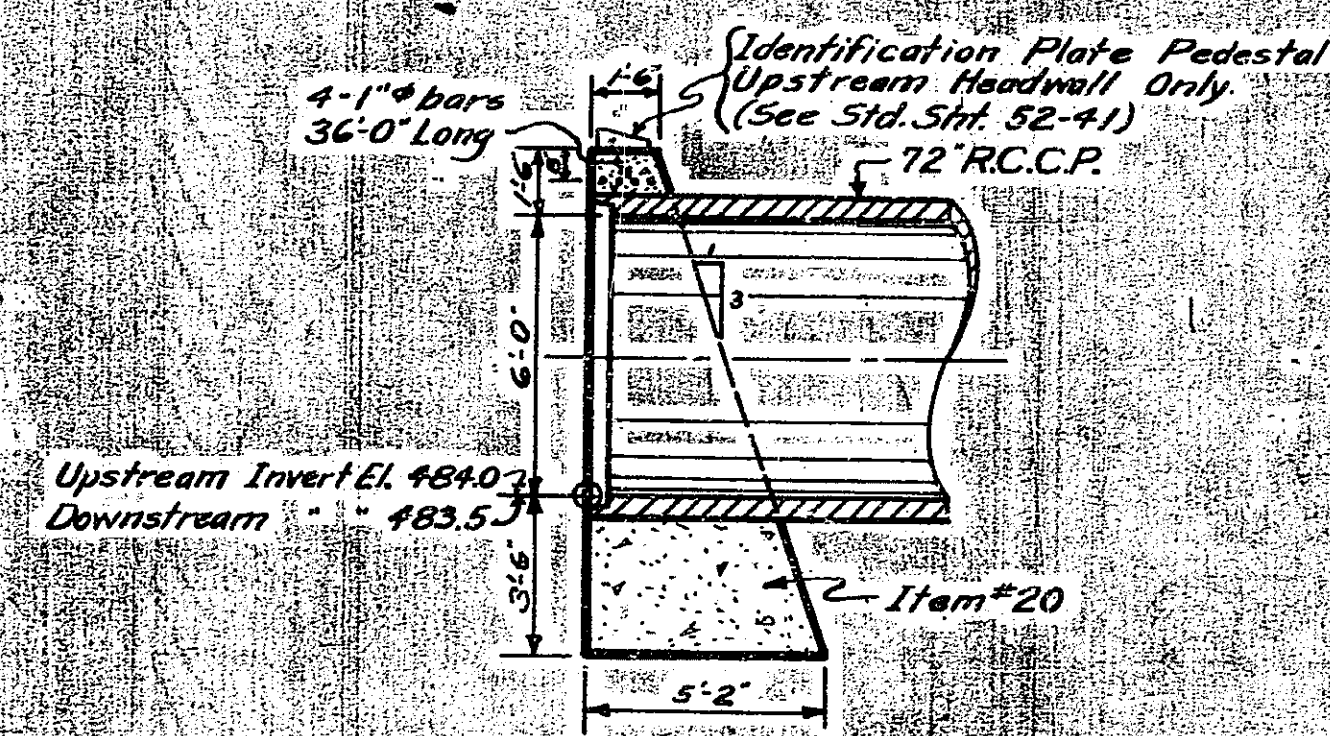
PLAN  
Scale: 1"=50'



MAXIMUM PAYMENT LINES FOR ITEMS NOS. 5 & 119  
No Scale



PLAN OF HEADWALL  
Scale: 1/2"=1'-0"



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

TWIN 72" R.C.C.P. CULVERT WITH HEADWALLS  
STA. VA 18+50

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
DATE Sept. 15, 1952  
ENGINEER DISTRICT No. 2

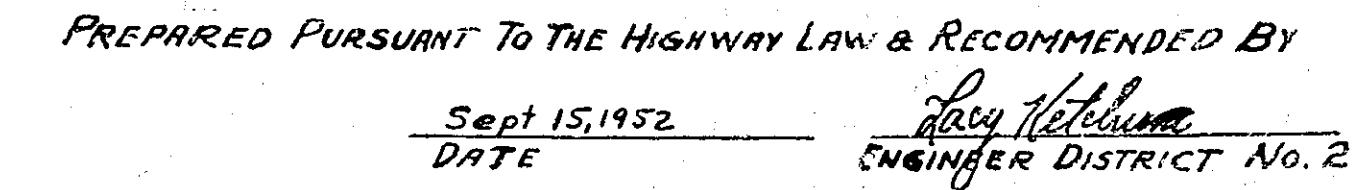
Made By J.E. Burdick  
Checked By F.P. Zlatwarnicki  
Traced By F.P. Zlatwarnicki  
Tracing Chkd By J.E. Burdick







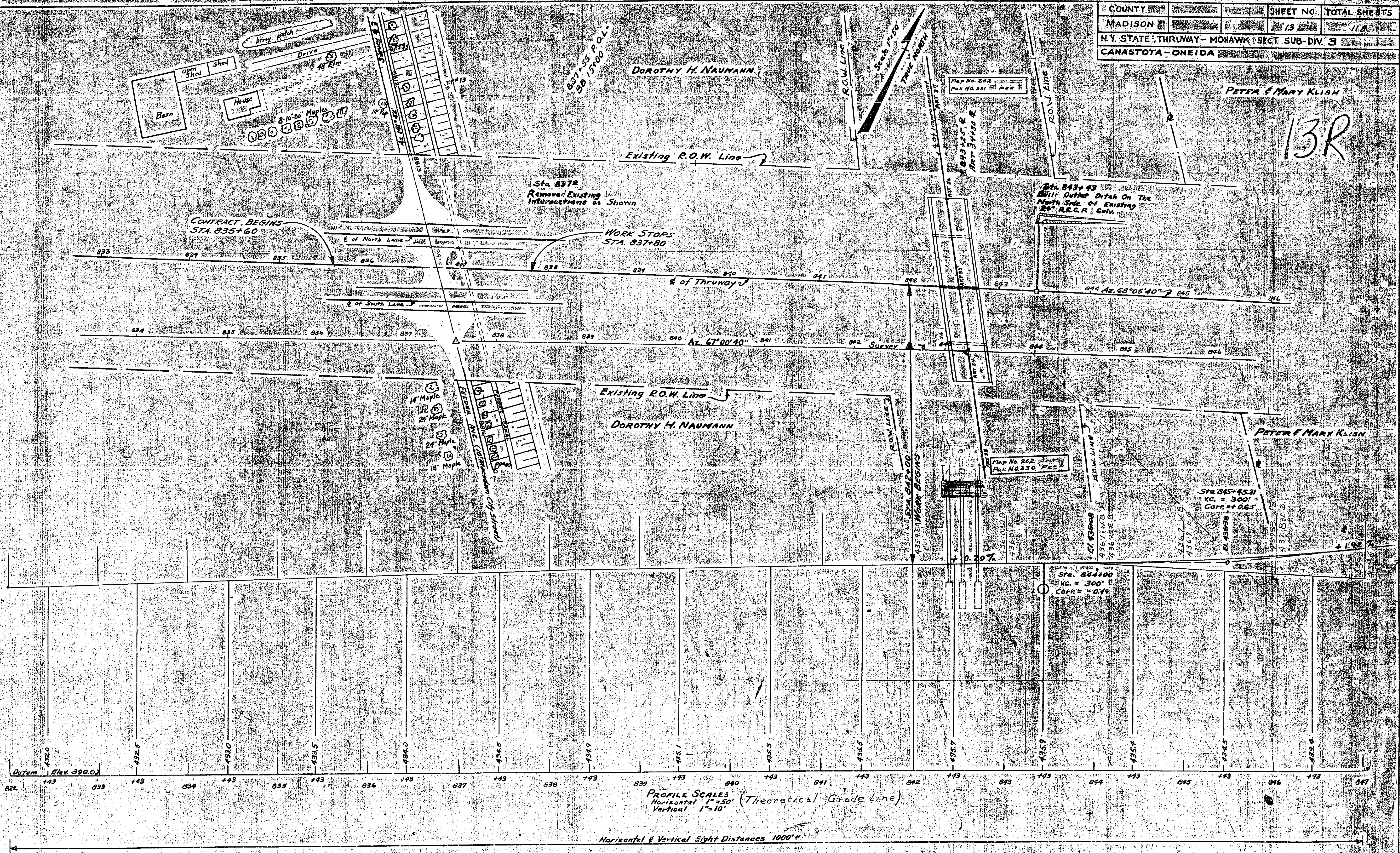
PETER & MARY KLISH





COUNTY	MADISON	SHEET NO.	13	TOTAL SHEETS	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 3					
CANASTOTA - ONEIDA					

13R



MADE BY  
PLAN B.M. Evans  
PROFILE R.M. Evans

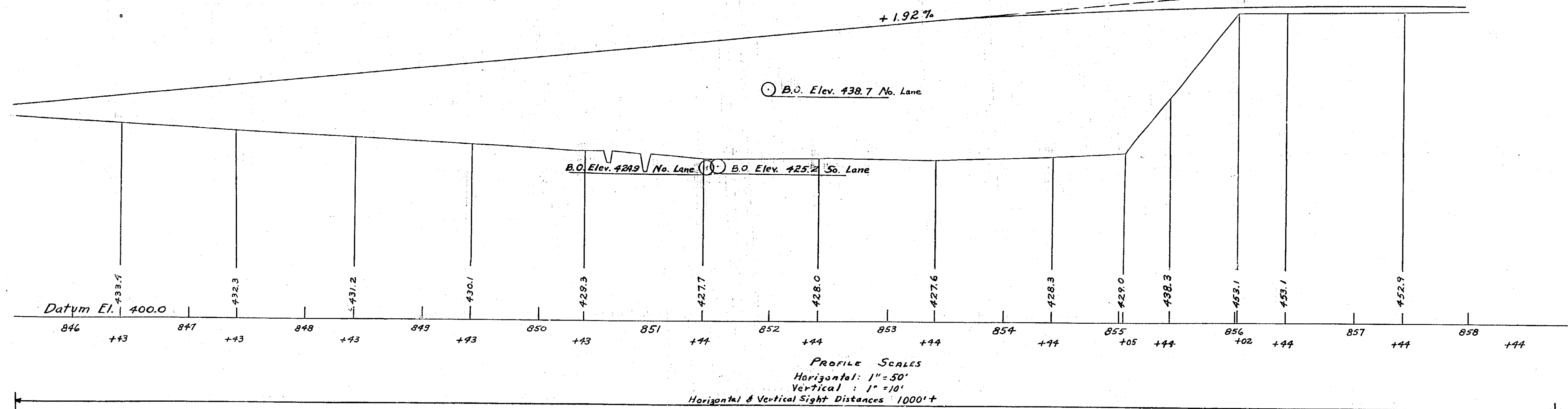
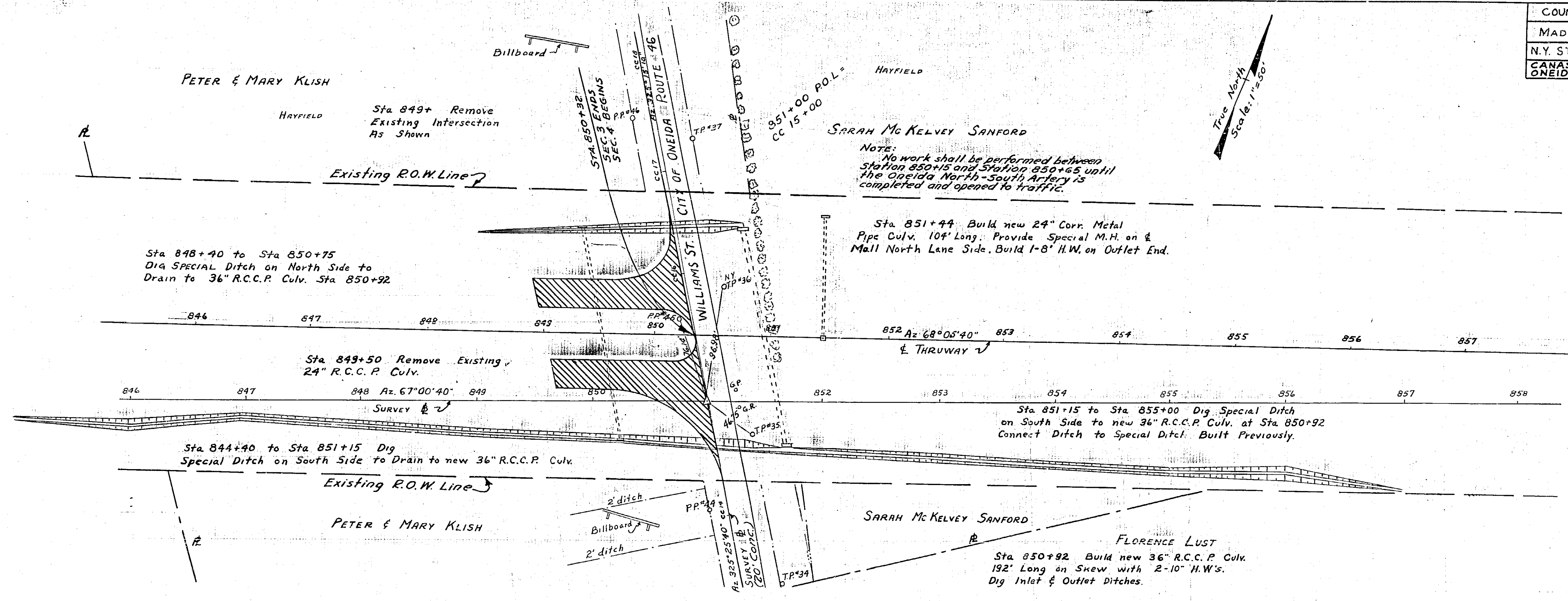
TRACED BY  
Scrib  
Scrib

CHECKED BY  
J.J. Dwyer  
J.J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
DATE Sept 15, 1952  
ENGINEER DISTRICT NO. 2



COUNTY	SHEET NO.	TOTAL SHEETS
MADISON	14	118
N.Y. STATE THRUWAY-MOHAWK SECT. SUB-DIV. 3 & 4		
CANASTOTA-ONEIDA		
ONEIDA-VERONA STATION		



MADE BY TRACED BY CHECKED BY  
 PLAN B.M. Evans S.M. J.J. Dwyer  
 PROFILE B.M. Evans S.M. J.J. Dwyer

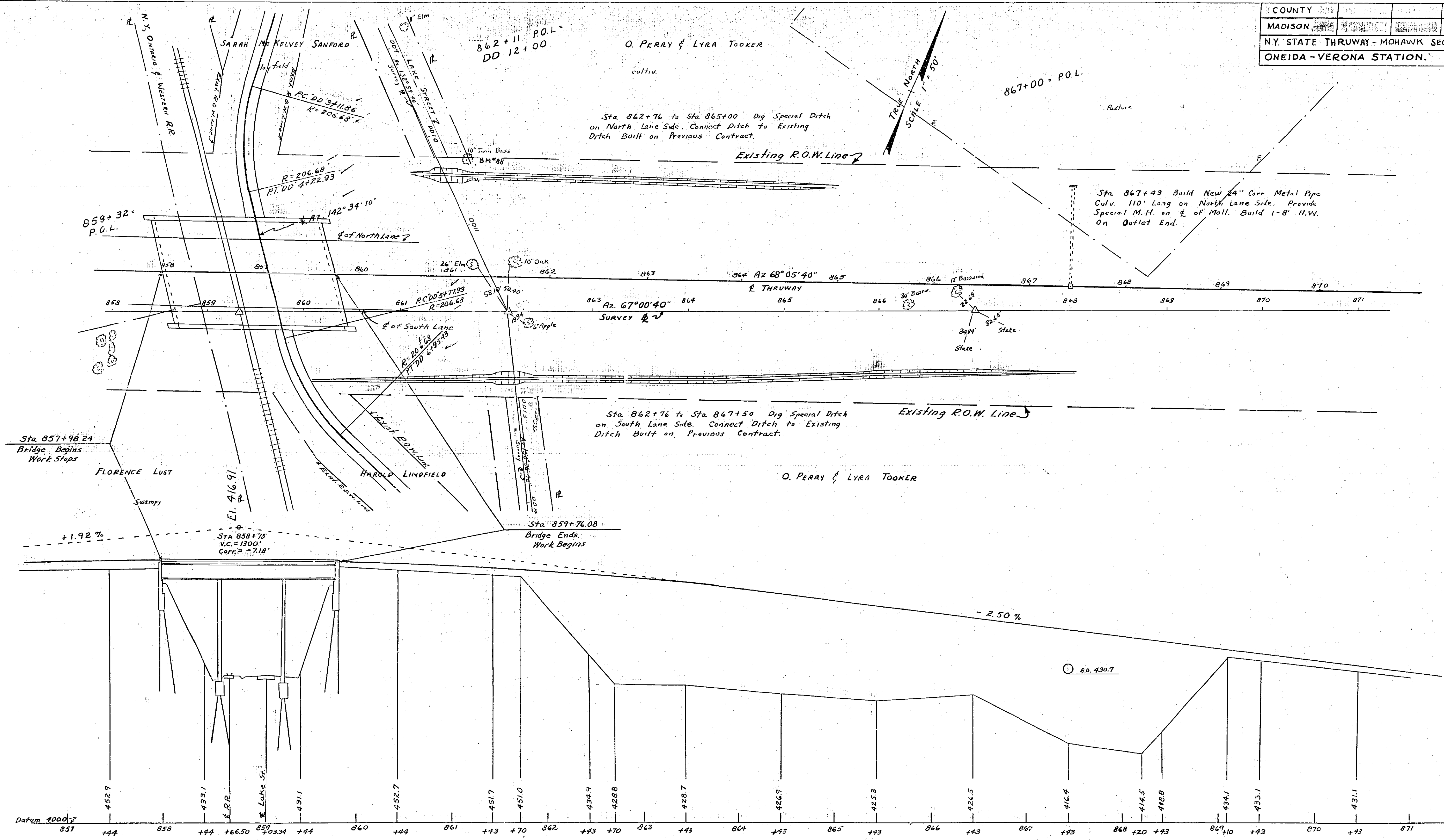
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
 Sept. 15, 1952  
 DATE Racy H. H. H. H.  
 ENGINEER DISTRICT NO. 2







COUNTY	SHEET NO.	TOTAL SHEETS
MADISON	15	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 4		
ONEIDA-VERONA STATION.		



PROFILE SCALES  
Horizontal: 1" = 50'  
Vertical: 1" = 10'

Horizontal & Vertical Sight Distances 1000' +

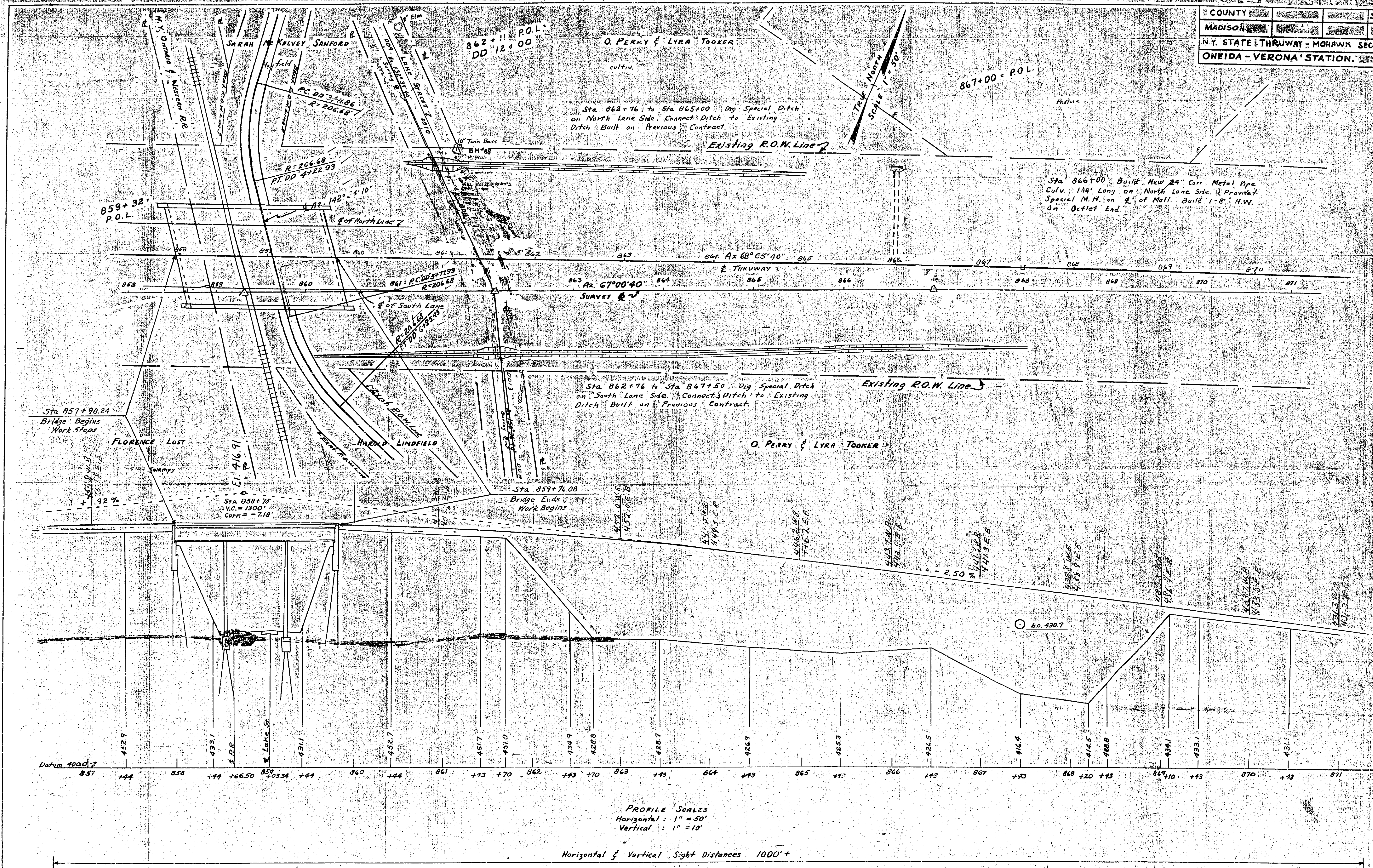
MADE BY TRACED BY CHECKED BY  
PLAN R.M. Evans J.J. Dwyer  
PROFILE R.M. Evans J.J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
DATE Sept. 15, 1952  
ENGINEER DISTRICT NO. 2



COUNTY	SHEET NO.	TOTAL SHEETS
MADISON	15	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 4		
ONEIDA - VERONA STATION		

15R

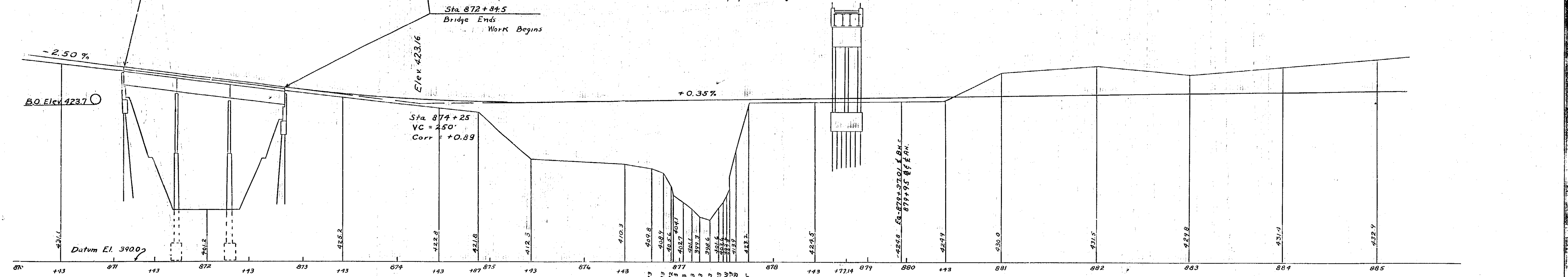
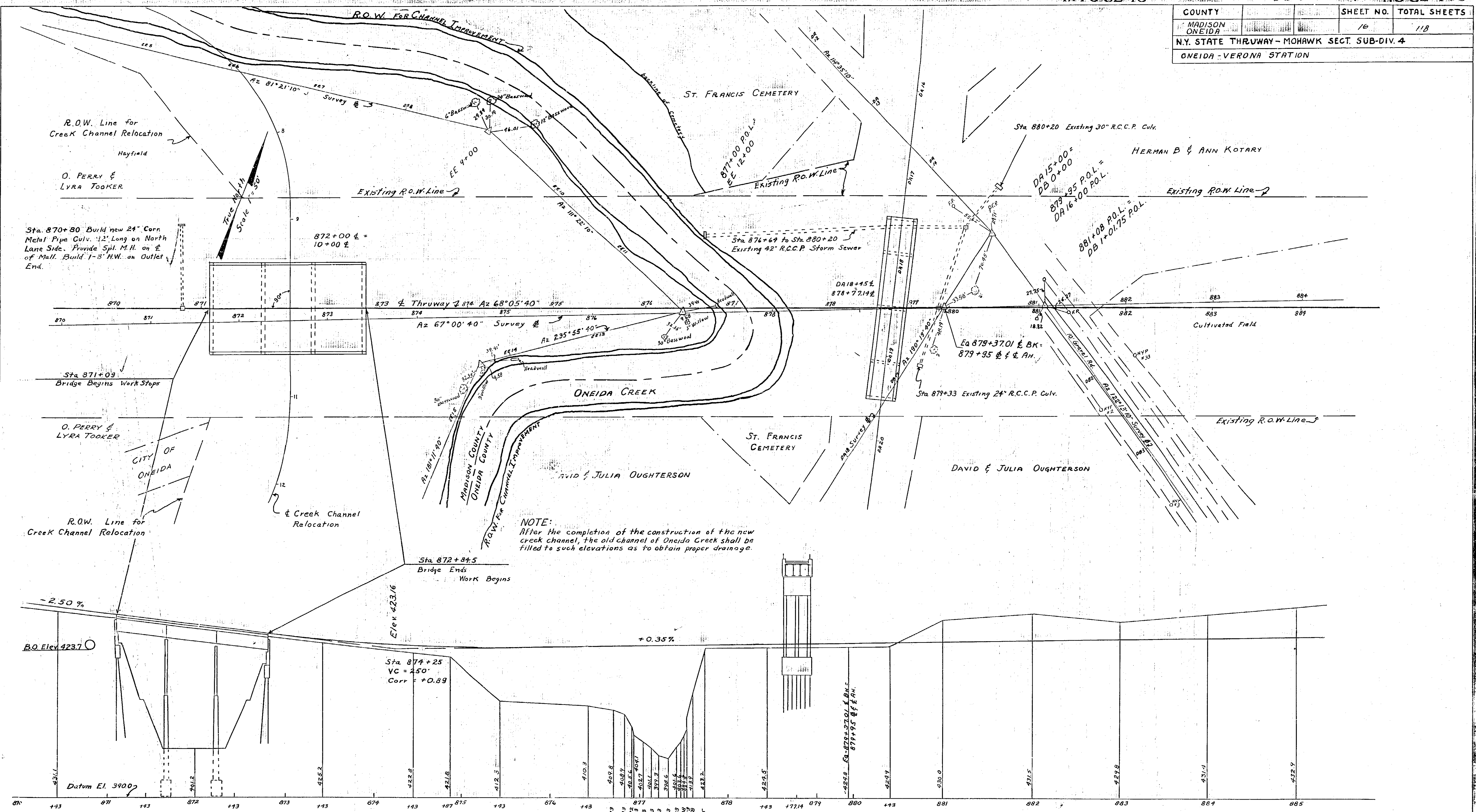


MADE BY TRACED BY CHECKED BY  
PLAN. R.M. Evans J.S. Dwyer  
PROFILE R.M. Evans J.S. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
Sept. 15, 1952  
DATE  
ENGINEER DISTRICT NO. 2



COUNTY	SHEET NO.	TOTAL SHEETS
MADISON ONEIDA	16	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 4		
ONEIDA - VERONA STATION		

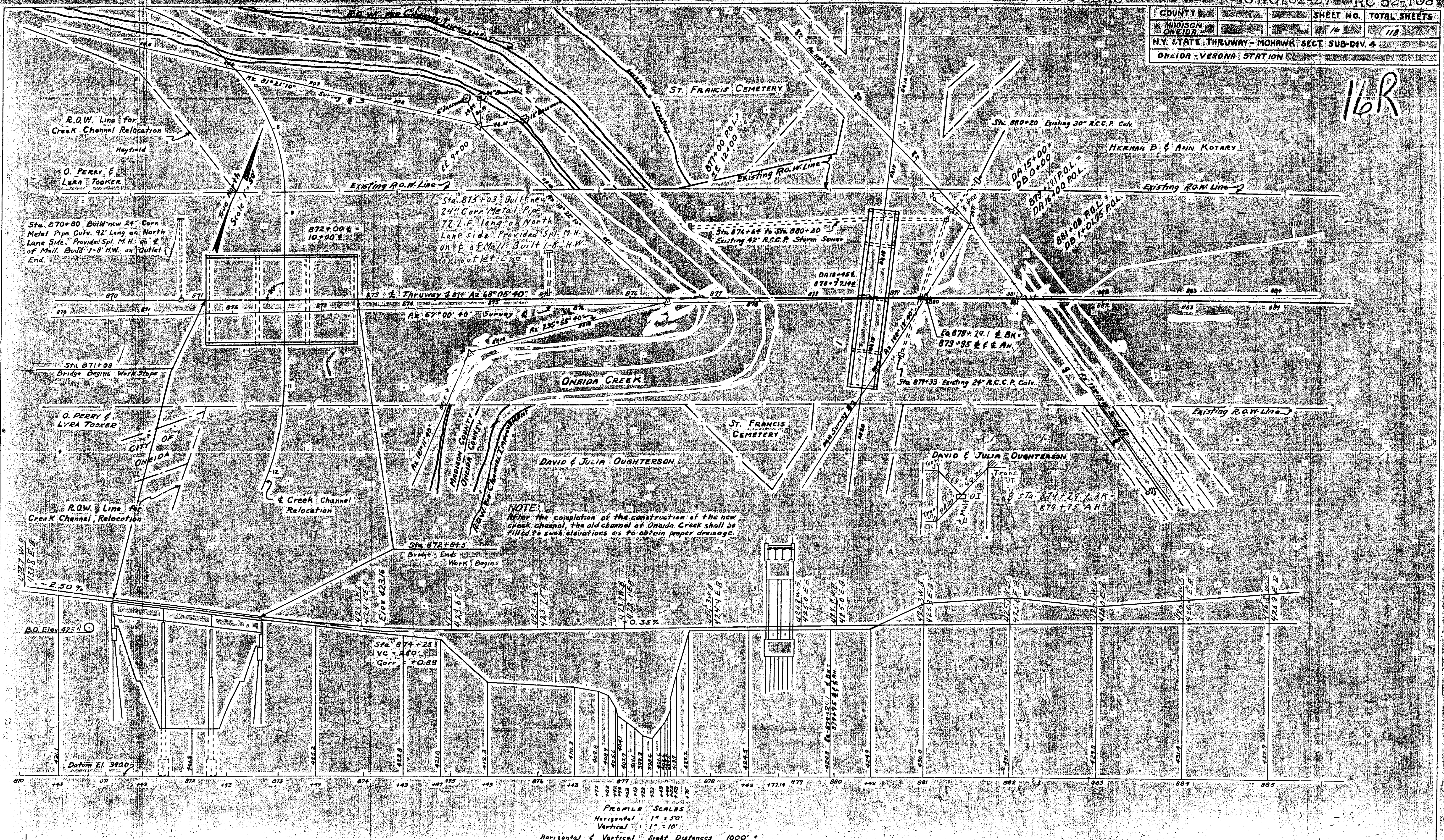


PROFILE SCALES  
Horizontal : 1" = 50'  
Vertical : 1" = 10'  
Horizontal & Vertical Sight Distances 1000' +



COUNTY	SHEET NO.	TOTAL SHEETS
MADISON ONEIDA	16	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 4		
ONEIDA - VERONA STATION		

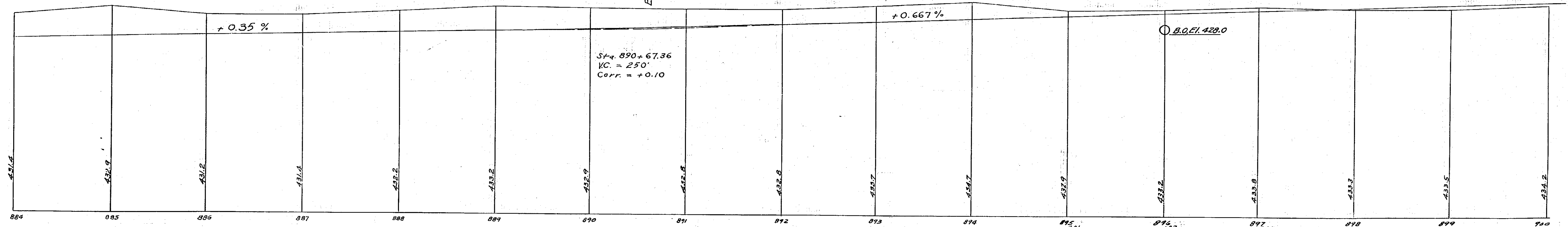
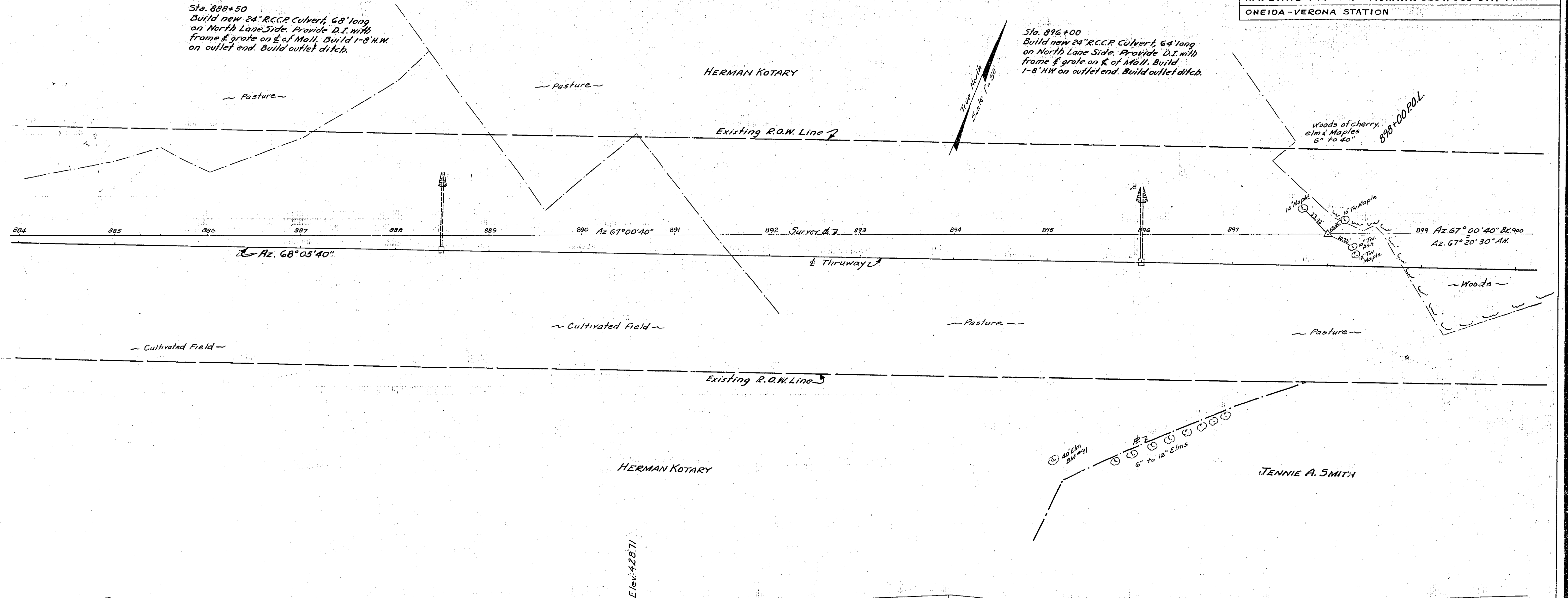
16R





Sta. 888+50  
Build new 24" R.C.P. Culvert, 68' long  
on North Lane Side. Provide D.I. with  
frame & grate on E of Mall. Build 1-8" H.W.  
on outlet end. Build outlet ditch.

Sta. 896+00  
Build new 24" R.C.C.P. Culvert, 64' long  
on North Lane Side. Provide D.I. with  
frame & grate on E of Mall. Build  
1-8" HW on outlet end. Build outlet ditch.



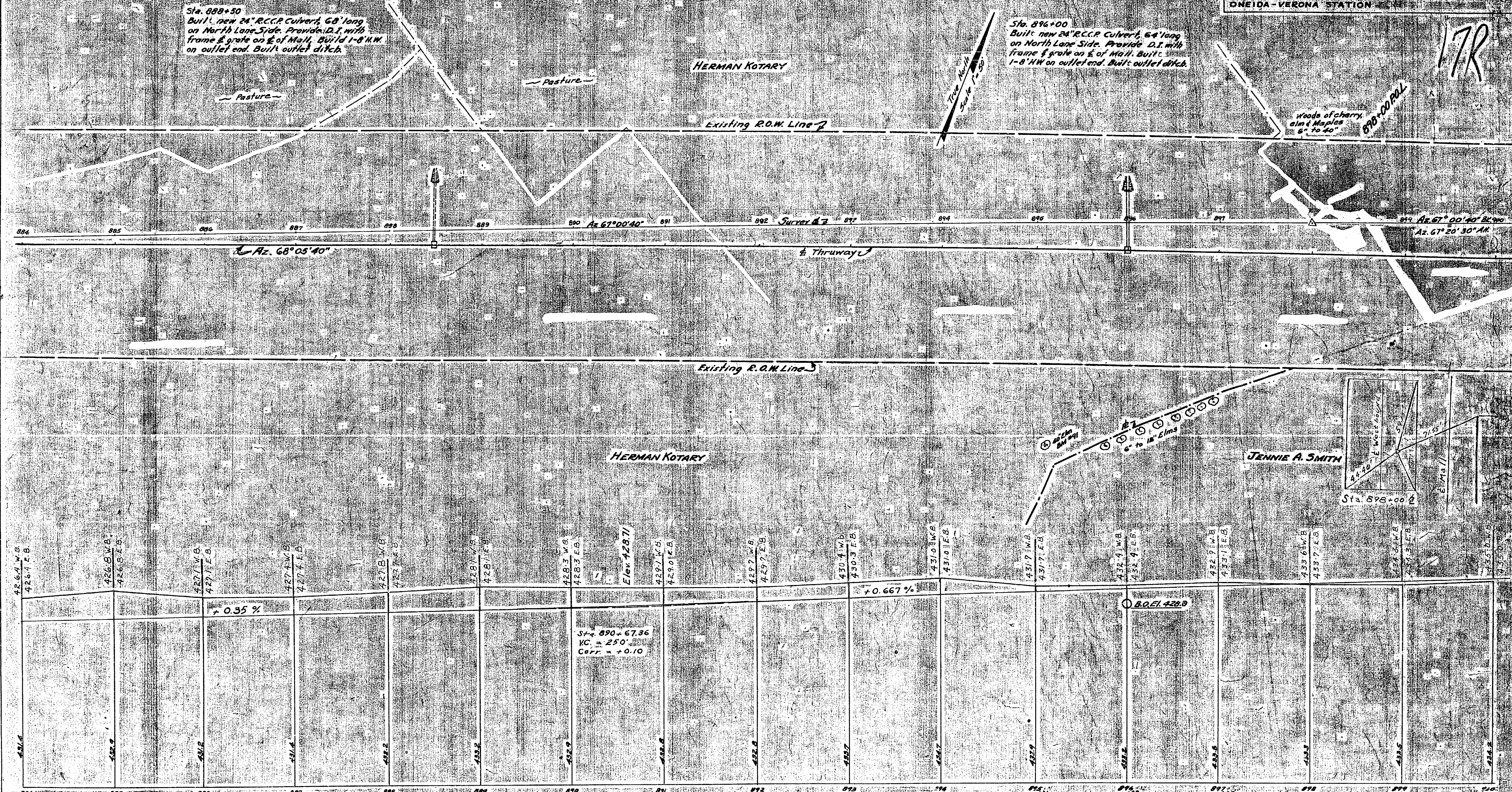
— PROFILE SCALES —  
HORIZONTAL 1"=50' — VERTICAL 1"=10'

### HORIZONTAL & VERTICAL SIGHT DISTANCE 1000'

	MADE BY	TRACED BY	CHECKED BY
PLAN	<u>Farrington &amp; Evans</u>	<u>Angerosa</u>	<u>Dwyer</u>
PROFILE	<u>Farrington &amp; Evans</u>	<u>Angerosa</u>	<u>Dwyer</u>

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:  
Sept. 15, 1952 Ray J. Schuman  
 DATE ENGINEER, DIST. NO. 2



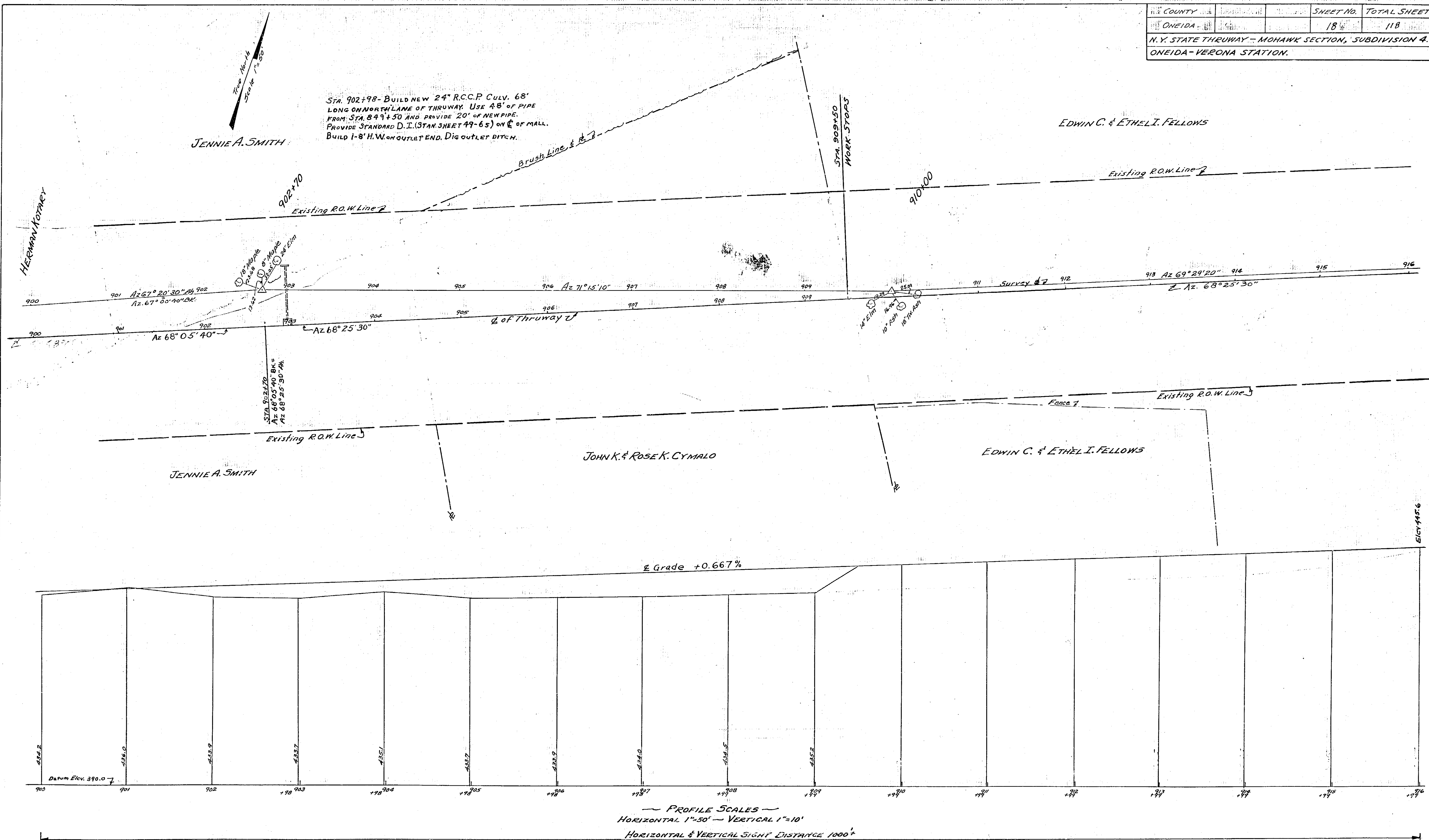


MADE BY: Parrington & Angers  
PLAN: Angers  
PROFILE: Angers  
TRACED BY: Angers  
CHECKED BY: Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:  
DATE: Sept. 15, 1952  
ENGINEER: Angers



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	18	118
N.Y. STATE THRUWAY - MOHAWK SECTION, SUBDIVISION 4.		
ONEIDA-VERONA STATION.		



MADE BY: Ferrington TRACED BY: Angers CHECKED BY: Dwyer  
 PLAN: Ferrington Angers Dwyer  
 PROFILE: Ferrington Angers Dwyer

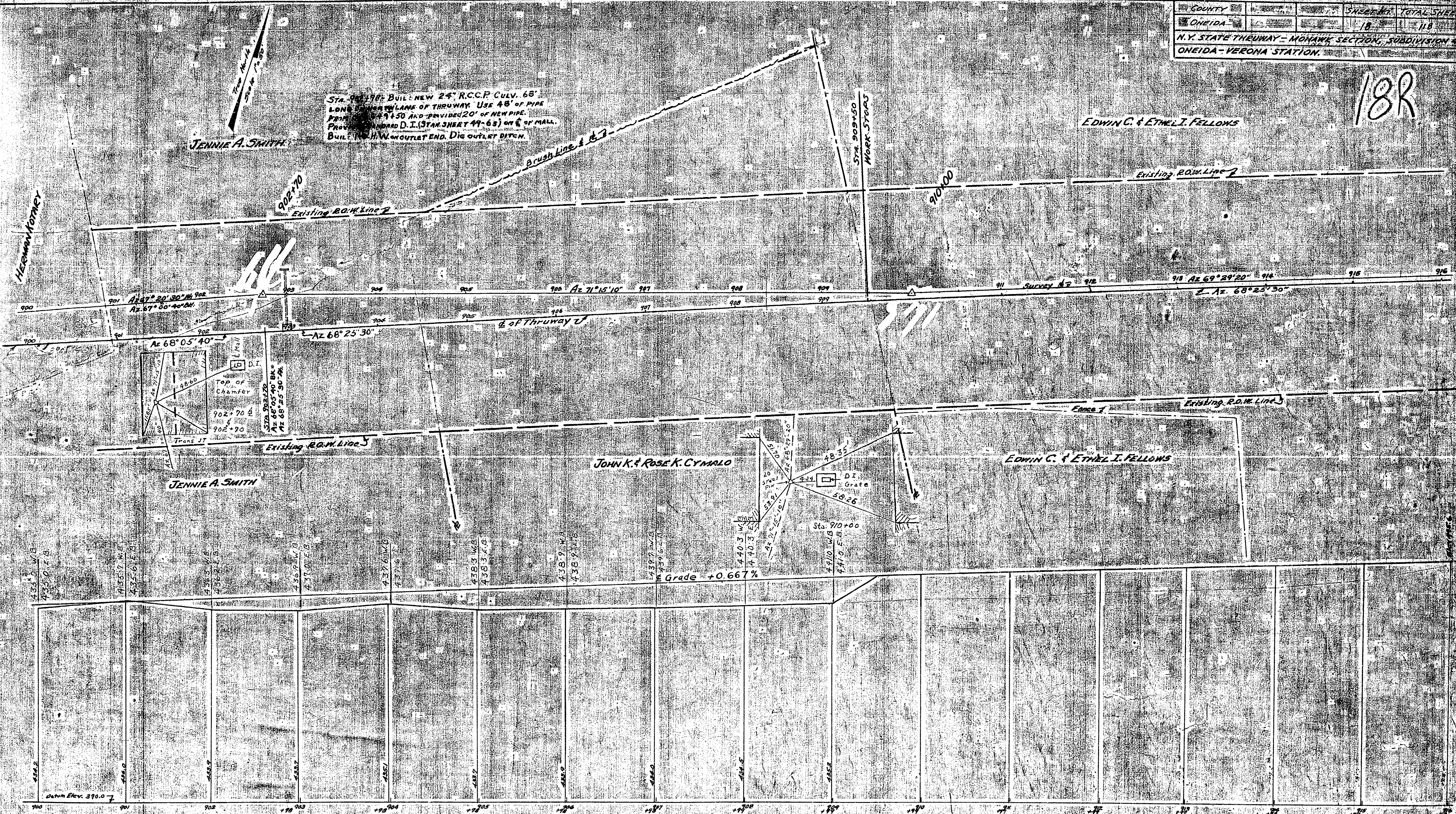
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:  
 DATE: Sept. 15, 1952 ENGINEER, DIST. 162



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	18	110

N.Y. STATE THRUWAY - MOHAWK SECTION, SUBDIVISION 4  
ONEIDA-VERONA STATION.

18R



— PROFILE SCALES —  
HORIZONTAL 1"=50' — VERTICAL 1"=10'  
HORIZONTAL & VERTICAL SIGHT DISTANCE 1000'

MADE BY: Farrington TRACED BY: Angers CHECKED BY: Weyer  
PLAN  
PROFILE

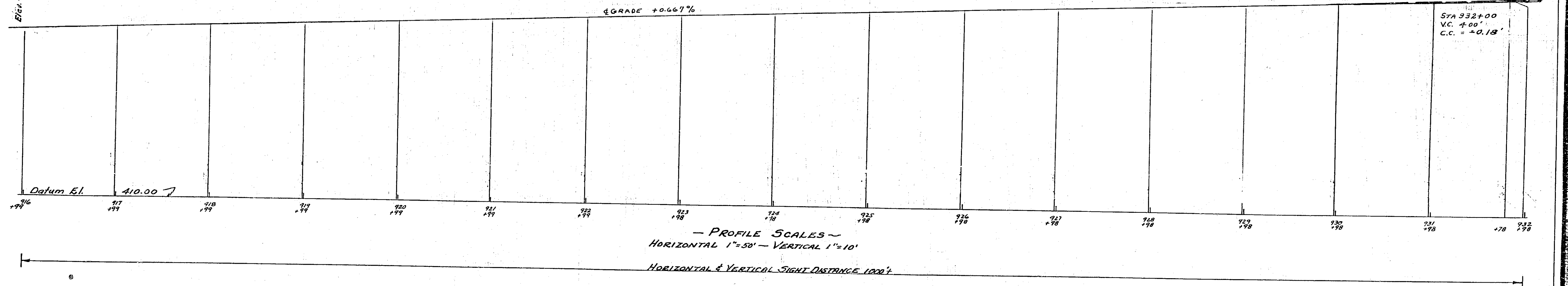
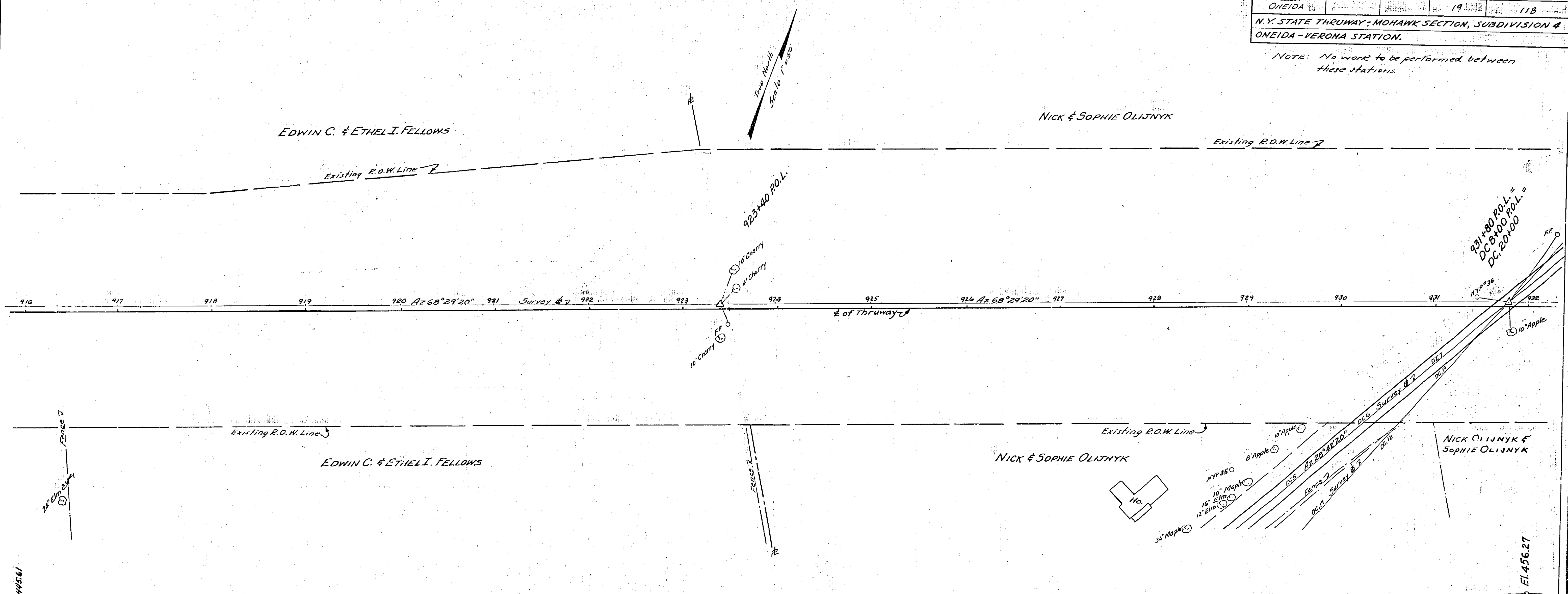
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:  
DATE: Sept 15, 1952 ENGINEER, DIST. NO. 2



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	19	118

N.Y. STATE THRUWAY - MOHAWK SECTION, SUBDIVISION 4  
ONEIDA - VERONA STATION.

NOTE: No work to be performed between these stations.



— PROFILE SCALES —  
HORIZONTAL 1"=50' — VERTICAL 1"=10'  
HORIZONTAL & VERTICAL SIGHT DISTANCE 1000'

MADE BY  
PLAN Ferguson  
PROFILE Ferguson  
TRACED BY  
Brazner  
CHECKED BY  
Dwyer  
Price

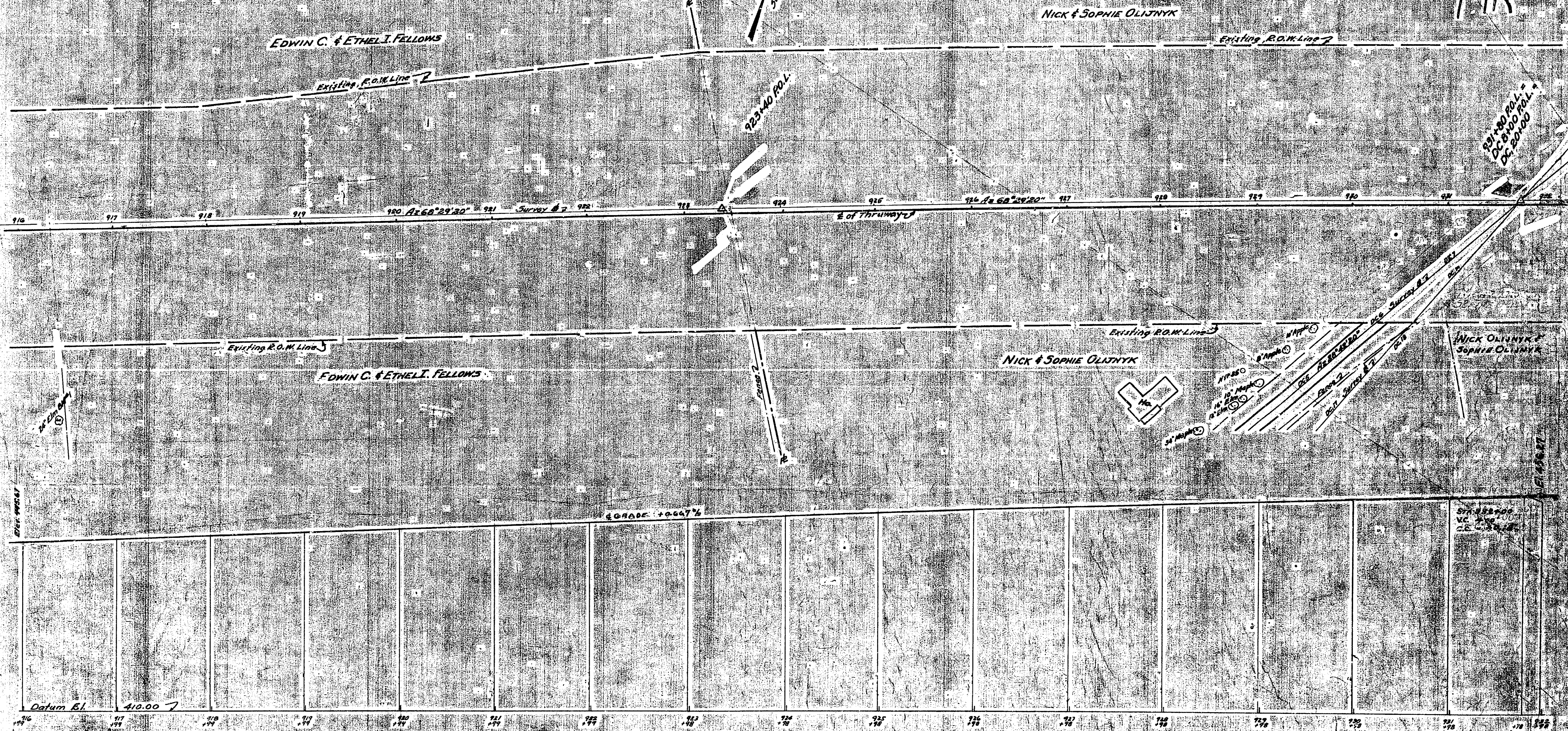
PREPARED PURSUANT TO THE HIGHWAY LAWS & RECOMMENDED BY:  
DATE Sept. 15, 1952  
ENGINEER DIST. 162



COUNTY	TOWNSHIP	RANGE	SHEET NO.	TOTAL SHEETS
ONEIDA			198	199
N.Y. STATE THRUWAY - MOHAWK SECTION, SUBDIVISION				
ONEIDA - VERONA STATION				

NOTE: No work to be performed between these stations.

198



MADE BY: Tracy CHECKED BY: Byer  
 PLAN: Tracy Byer  
 PROFILE: Tracy Byer

PREPARED PURSUANT TO THE HIGHWAY LAWS & RECOMMENDED BY:  
 DATE: Sept. 15, 1952 ENGINEER: Chas. H. B.



MTC 52-15

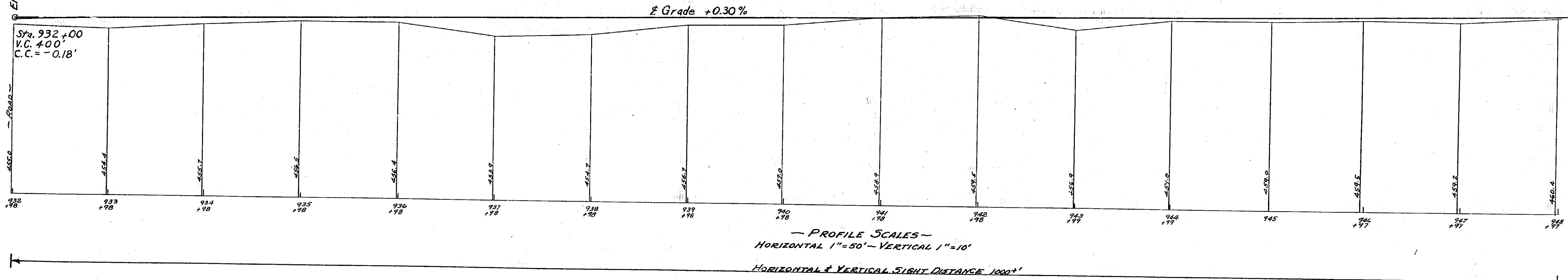
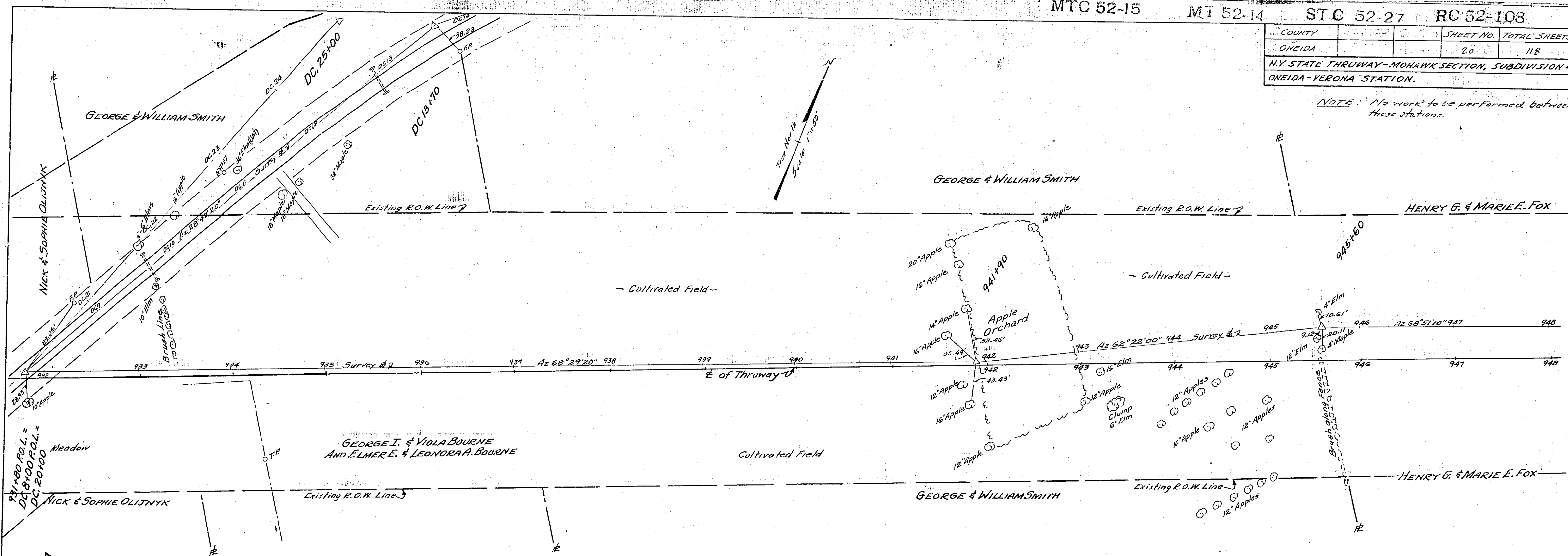
MT 52-14

STC 52-27

RC 52-108

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	20	118
N.Y. STATE THRUWAY-MOHAWK SECTION, SUBDIVISION 4. ONEIDA-VERONA STATION.		

NOTE: No work to be performed between these stations.



MADE BY: Fertington TRACED BY: Anderson CHECKED BY: Dwyer  
PLAN Fertington Anderson Dwyer  
PROFILE Fertington Anderson Dwyer

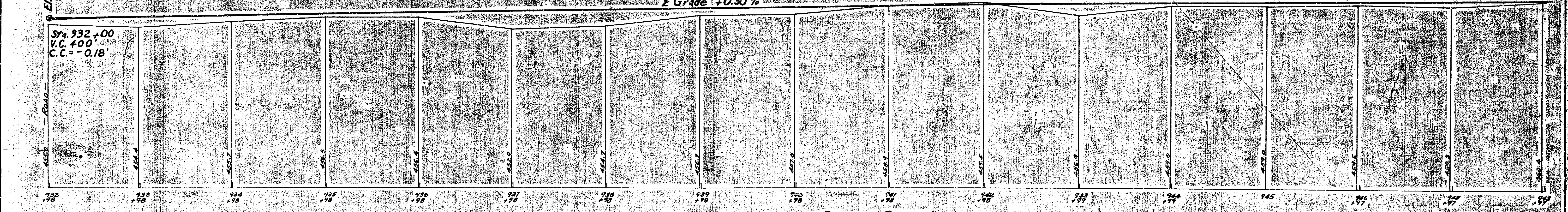
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:  
JUL 15, 1952  
DATE Wm. McElhiney  
ENGINEER, DIST. NO. 2



COUNTY	TOWNSHIP	SECTION	SUBDIVISION	TOTAL SHEETS
ONEIDA	14	27	118	
N.Y. STATE THRUWAY - MONROE SECTION, SUBDIVISION 4				
ONEIDA - VERONA STATION				

NOTE: No work to be performed between these stations.

202

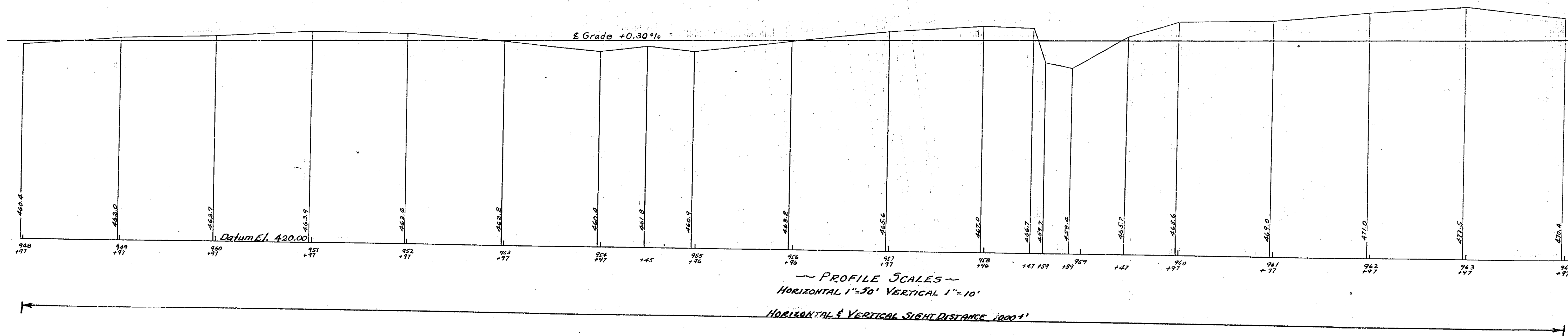
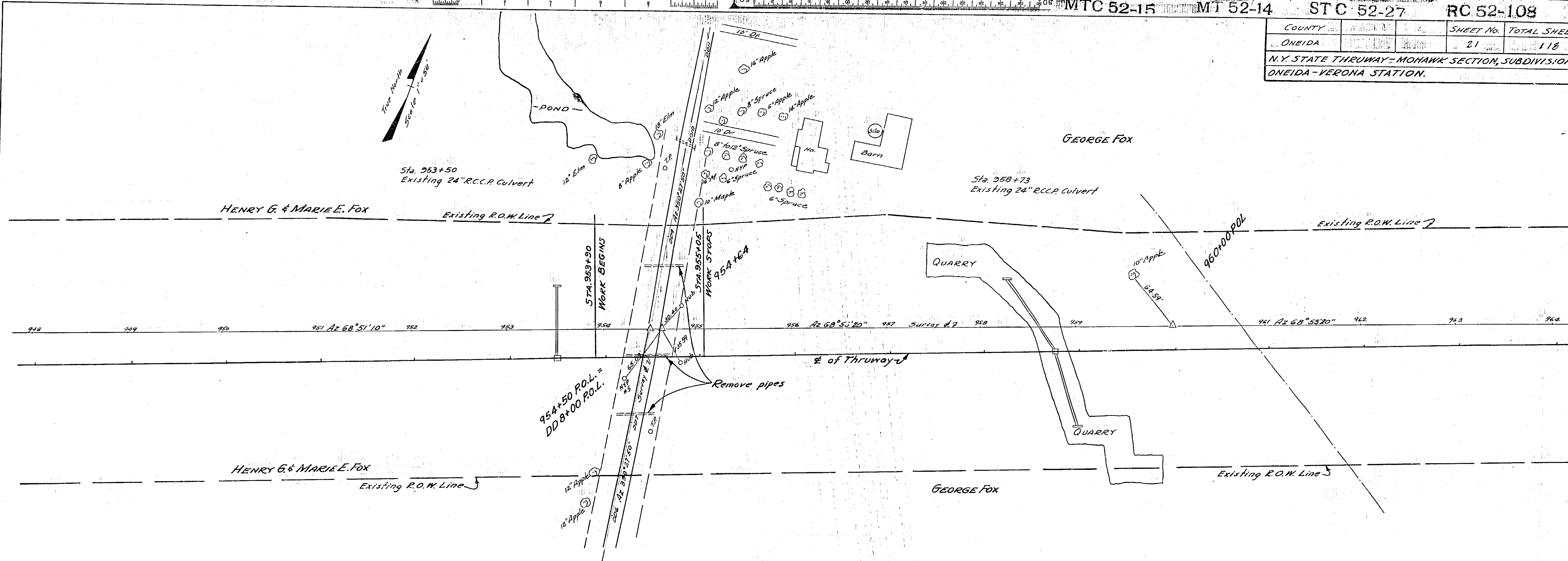


— PROFILE SCALES —  
HORIZONTAL 1"=50' - VERTICAL 1"=10'  
HORIZONTAL & VERTICAL SIGHT DISTANCE 1000'

MADE BY: TRACED BY: CHECKED BY:  
PLAN Burroughs Myers Dwyer  
PROFILE Burroughs Myers Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:  
DATE Sept 15, 1952 9041 N. 1000  
ENGINEER, DIST. NO. 2





	MADE BY:	TRACED BY:	CHECKED BY:
PLAN	<u>Farrington</u>	<u>Angerosa</u>	<u>Dwyer</u>
PROFILE	<u>Farrington</u>	<u>Angerosa</u>	<u>Dwyer</u>

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:  
Sept. 15, 1952 RALPH NELSON  
 DATE: ENGINEER, DIST. NO 2

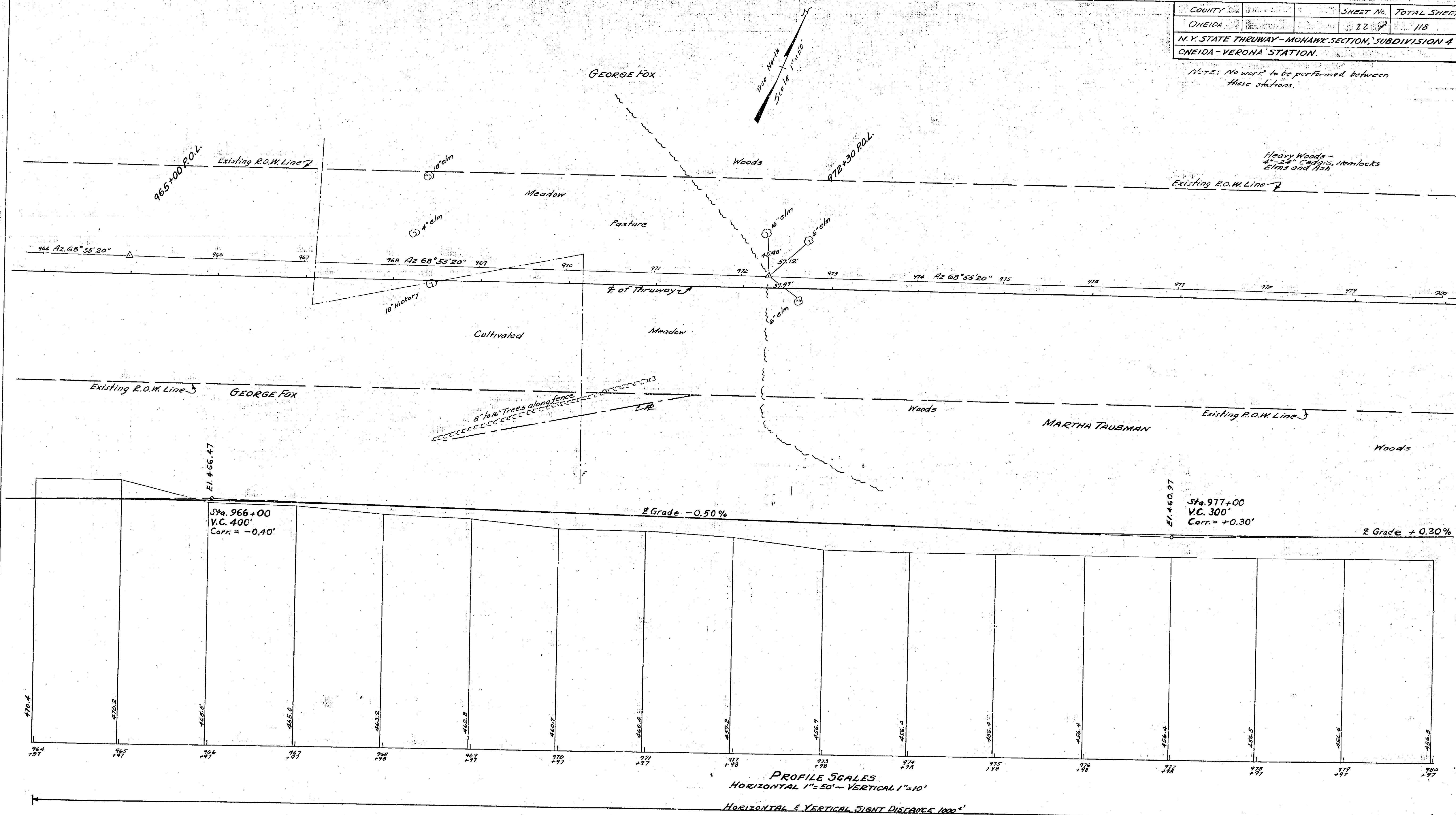






COUNTY	SHEET No.	TOTAL SHEETS
ONEIDA	22	118
N.Y. STATE THRUWAY - MOHAWK SECTION, SUBDIVISION 4		
ONEIDA - VERONA STATION		

NOTE: No work to be performed between these stations.



MADE BY: Borington TRACED BY: Angerose CHECKED BY: Vwyer  
 PROFILE Forman Angerose Pwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:  
 DATE Sept. 15, 1952 Law Ketchum  
 ENGINEER, DIST. NO. 2

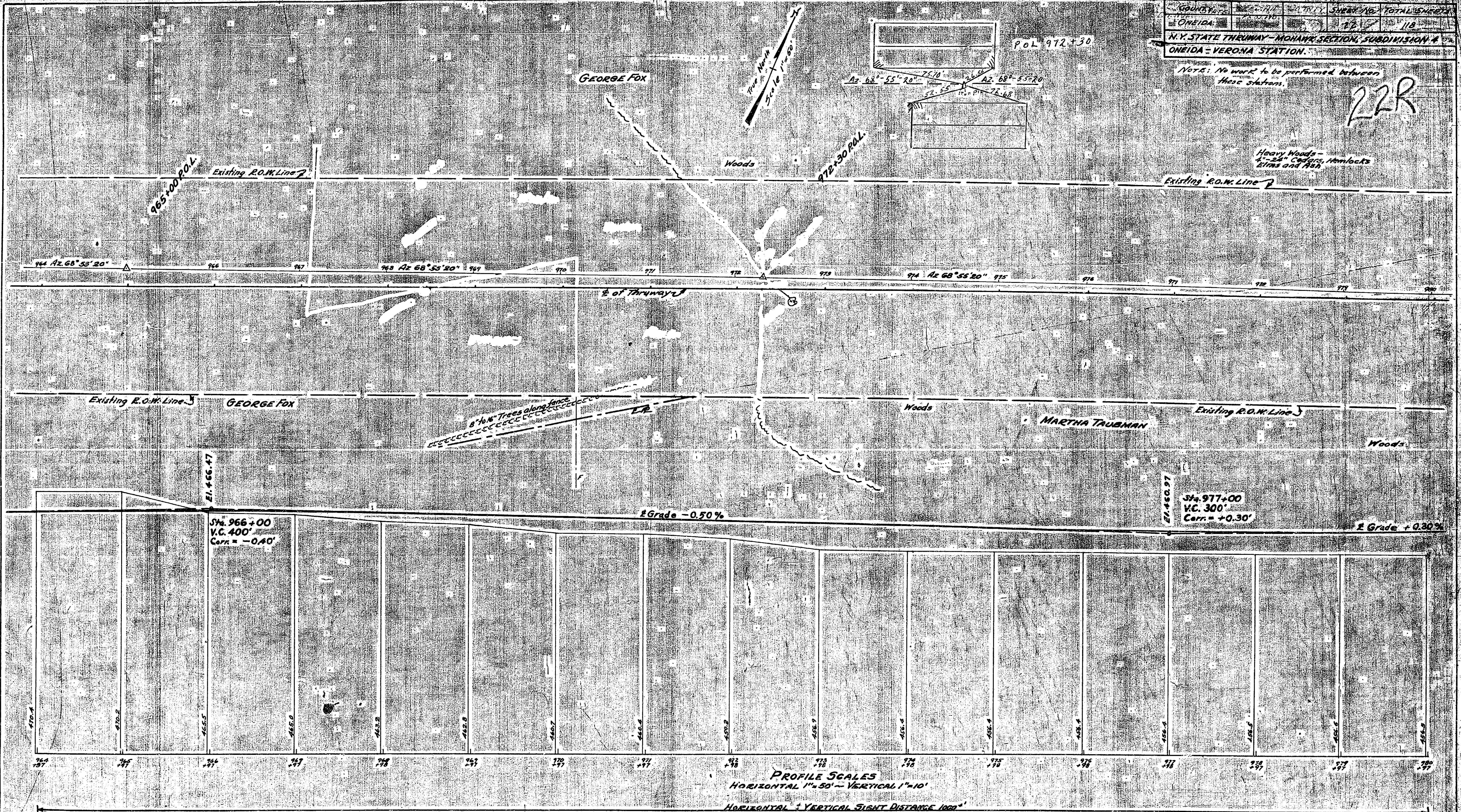


COUNTY	SECTION	SHEET NO.	TOTAL SHEETS
ONEIDA	110	110	110

N.Y. STATE THRUWAY - MOHAWK SECTION, SUBDIVISION A  
ONEIDA - VERONA STATION.

NOTE: No work to be performed between these stations.

22R



MADE BY: Forrest    TRACED BY: Forrest    CHECKED BY: W. J. C.  
 PLAN Forrest    PROFILE Forrest

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:  
 DATE Sept. 15, 1952    ENGINEER, DIST. No. 2 Lawrence



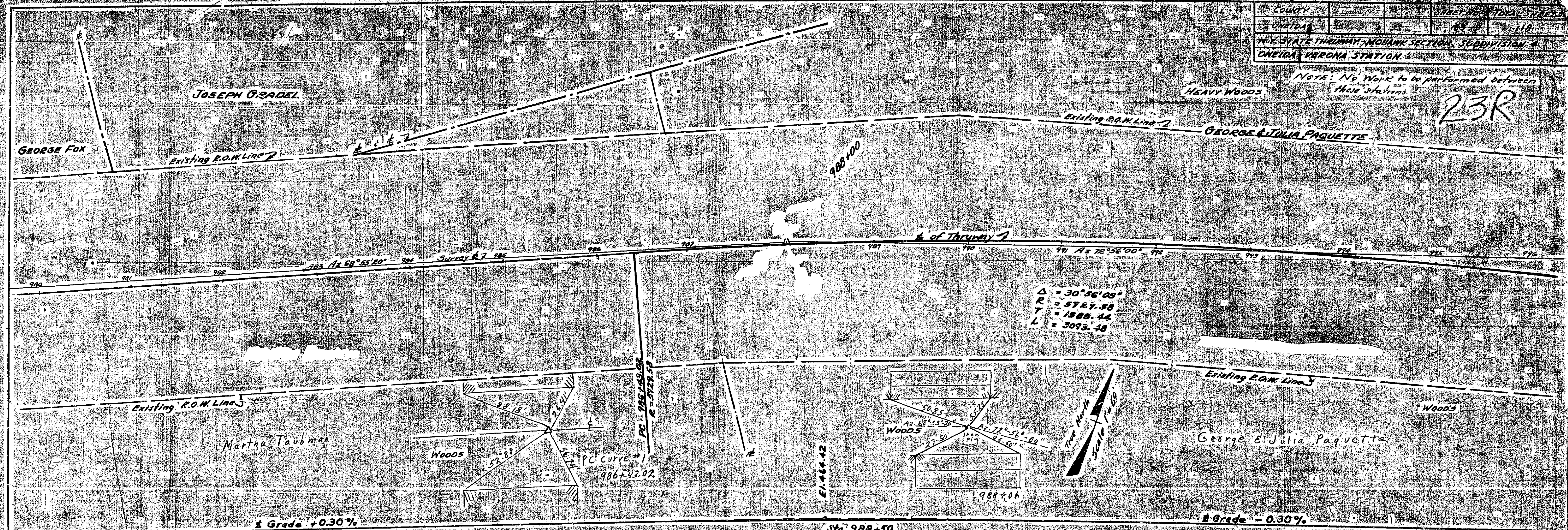




COUNTY	TOWNSHIP	SHEET NO.	TOTAL SHEETS
ONEIDA	1	63	110
N.Y. STATE THRUWAY - MOHAWK SECTION, SUBDIVISION 4			
ONEIDA-VERONA STATION.			

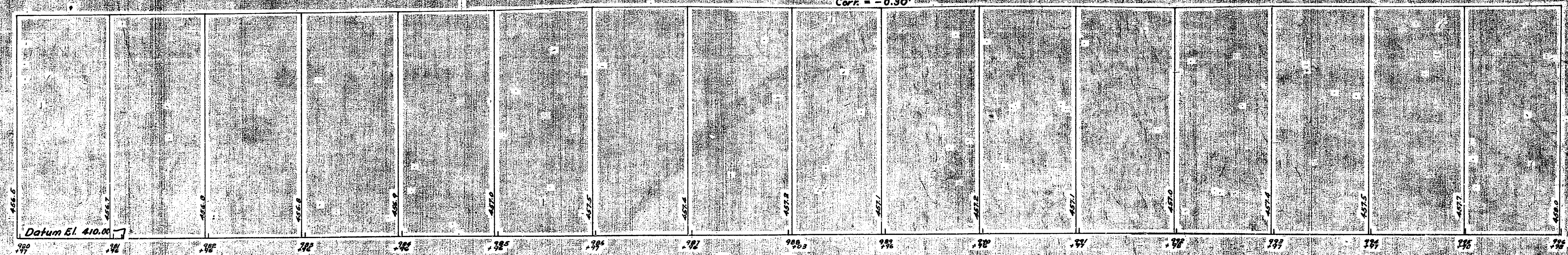
NOTE: No Work to be performed between these stations.

23R



$\Delta = 30^\circ 56' 05''$   
 $R = 5727.58$   
 $T = 1585.44$   
 $L = 3093.48$

Sta. 988+50  
 V.C. 400'  
 Corr. = -0.30'



~ PROFILE SCALES ~  
 HORIZONTAL 1"=50' - VERTICAL 1"=10'  
 HORIZONTAL & VERTICAL SIGHT DISTANCE 1000'

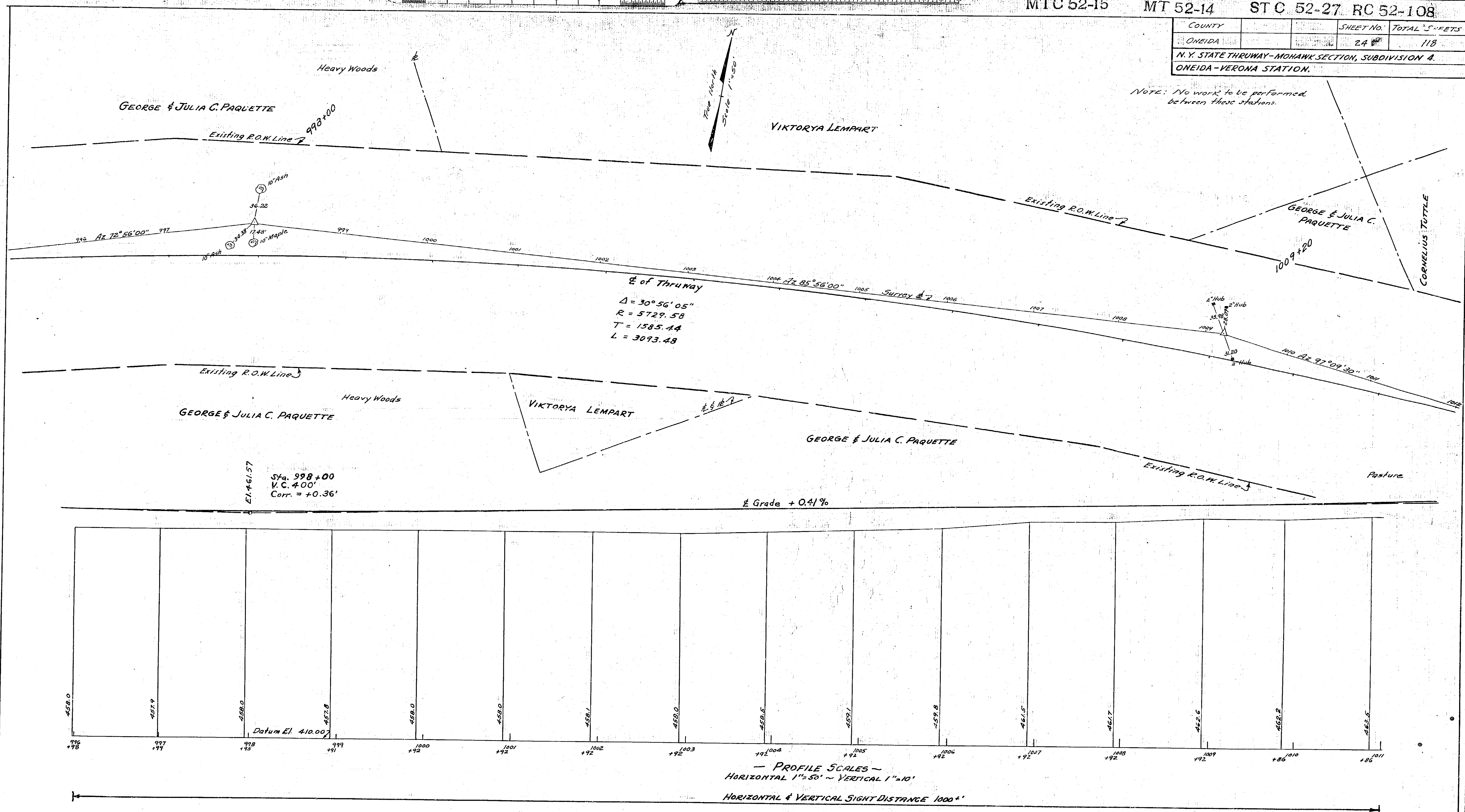
MADE BY: TRACED BY: CHECKED BY:  
 PLAN Harrington Angersa Payer  
 PROFILE Harrington Angersa Payer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:  
 DATE: Sept. 15, 1952  
 ENGINEER, DIST. NO. 2



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	24	118
N.Y. STATE THRUWAY - MOHAWK SECTION, SUBDIVISION 4.		
ONEIDA - VERONA STATION.		

NOTE: No work to be performed between these stations.



MADE BY: TRACED BY: CHECKED BY:

PLAN: Engelstein Angerona Dwyer

PROFILE: Engelstein Angerona Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:

DATE: Sept. 15, 1952 Ray H. H. H.

ENGINEER, DIST. NO. 2



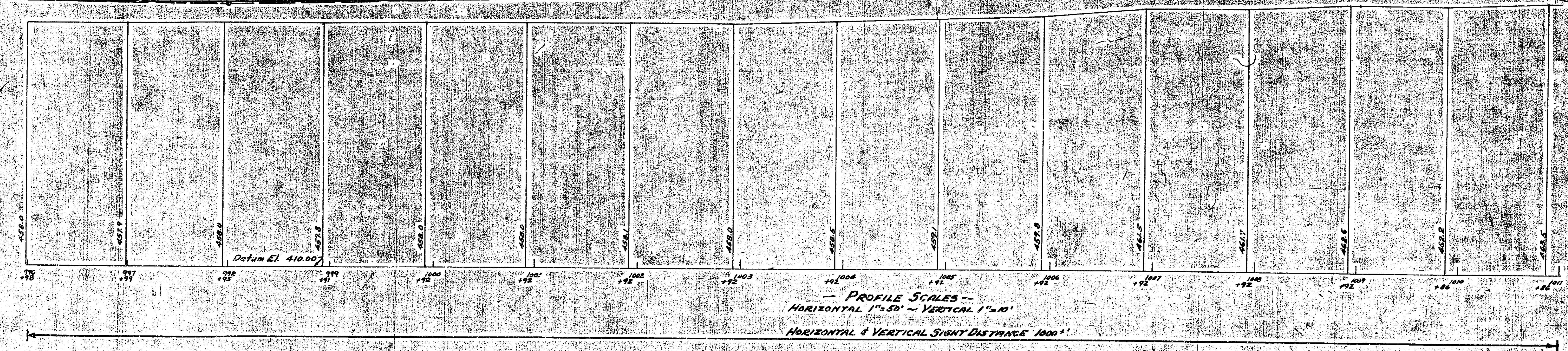
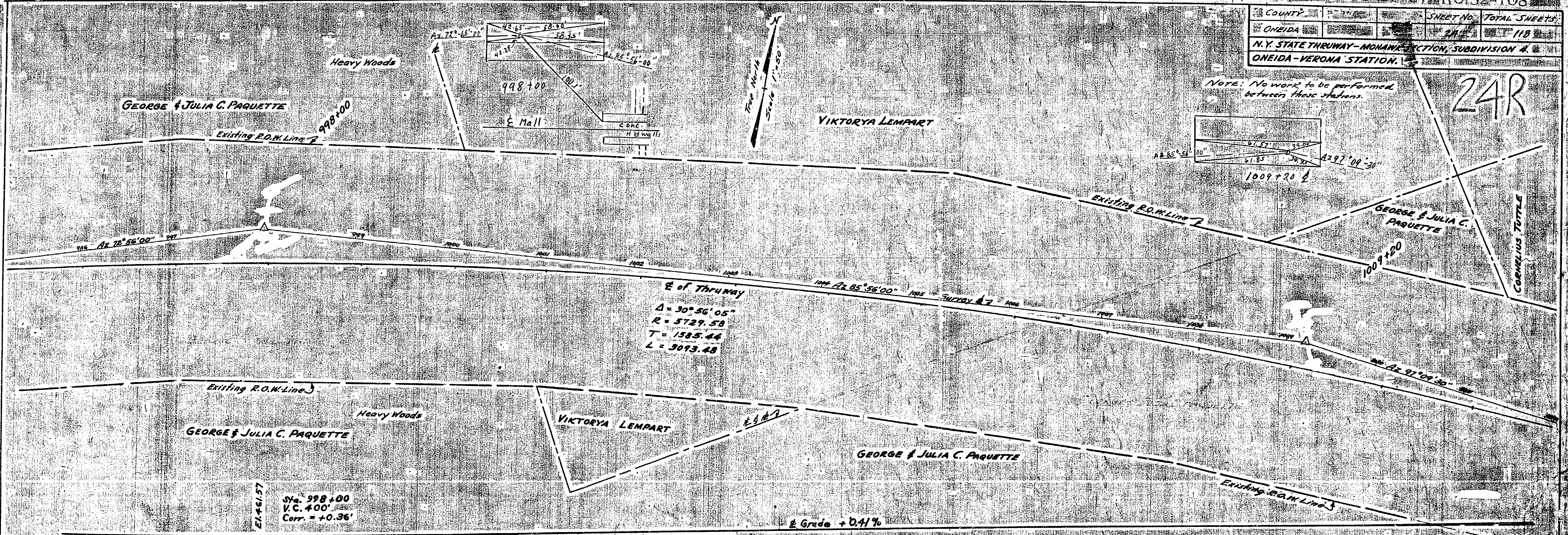
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	24R	118

N.Y. STATE THRUWAY - MONAKA SECTION, SUBDIVISION 4.

ONEIDA-VERONA STATION.

NOTE: No work to be performed between these stations.

24R

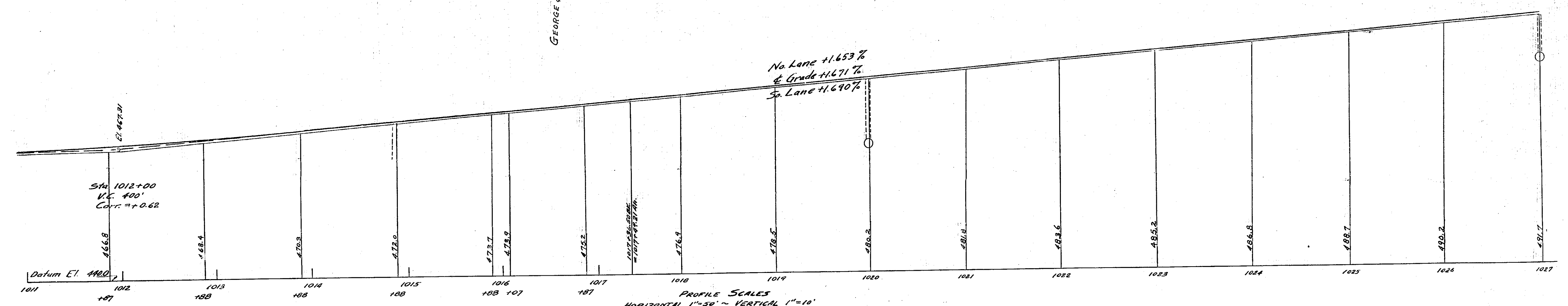
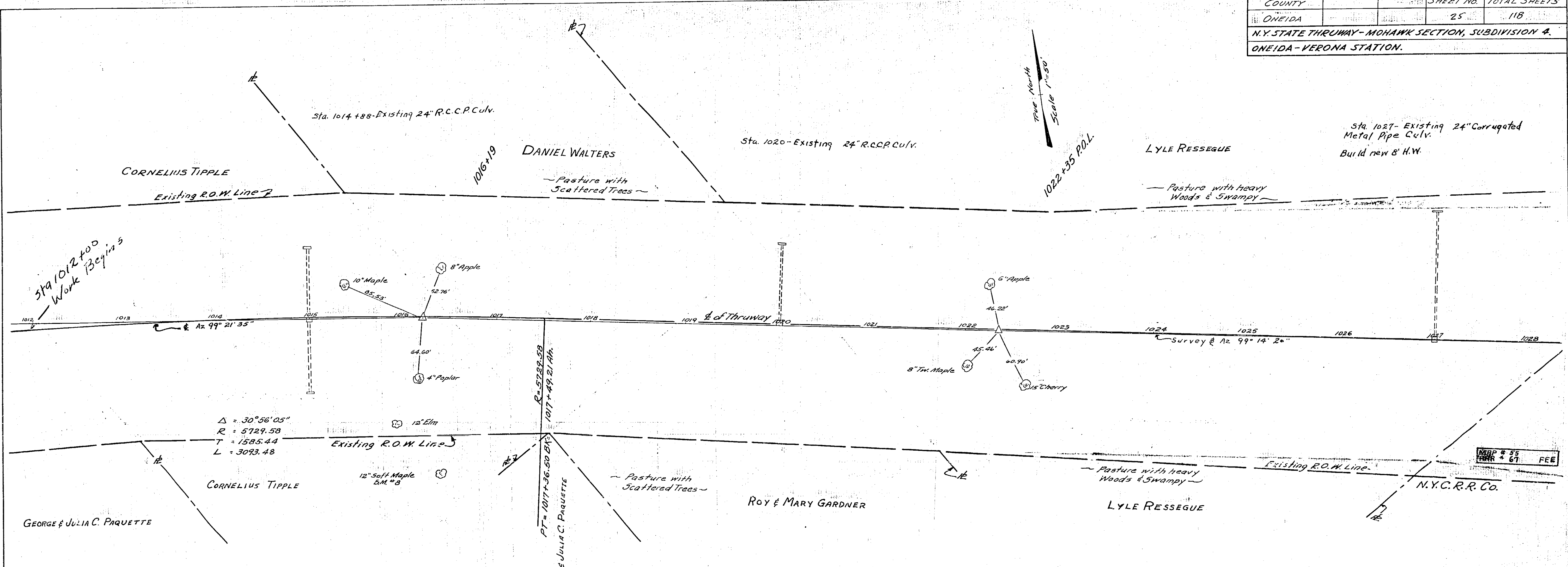


MADE BY: TRACED BY: CHECKED BY:  
 PLAN: [Signature] [Signature] [Signature]  
 PROFILE: [Signature] [Signature] [Signature]

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:  
 DATE: Sept. 15, 1952  
 ENGINEER, DIST. NO. 2



COUNTY	SHEET No.	TOTAL SHEETS
ONEIDA	25	118
N.Y. STATE THRUWAY - MOHAWK SECTION, SUBDIVISION 4. ONEIDA - VERONA STATION.		



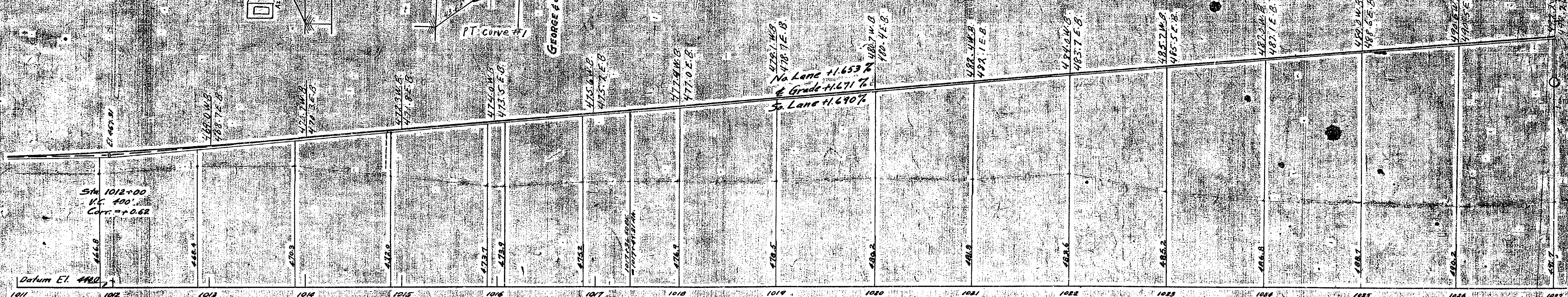
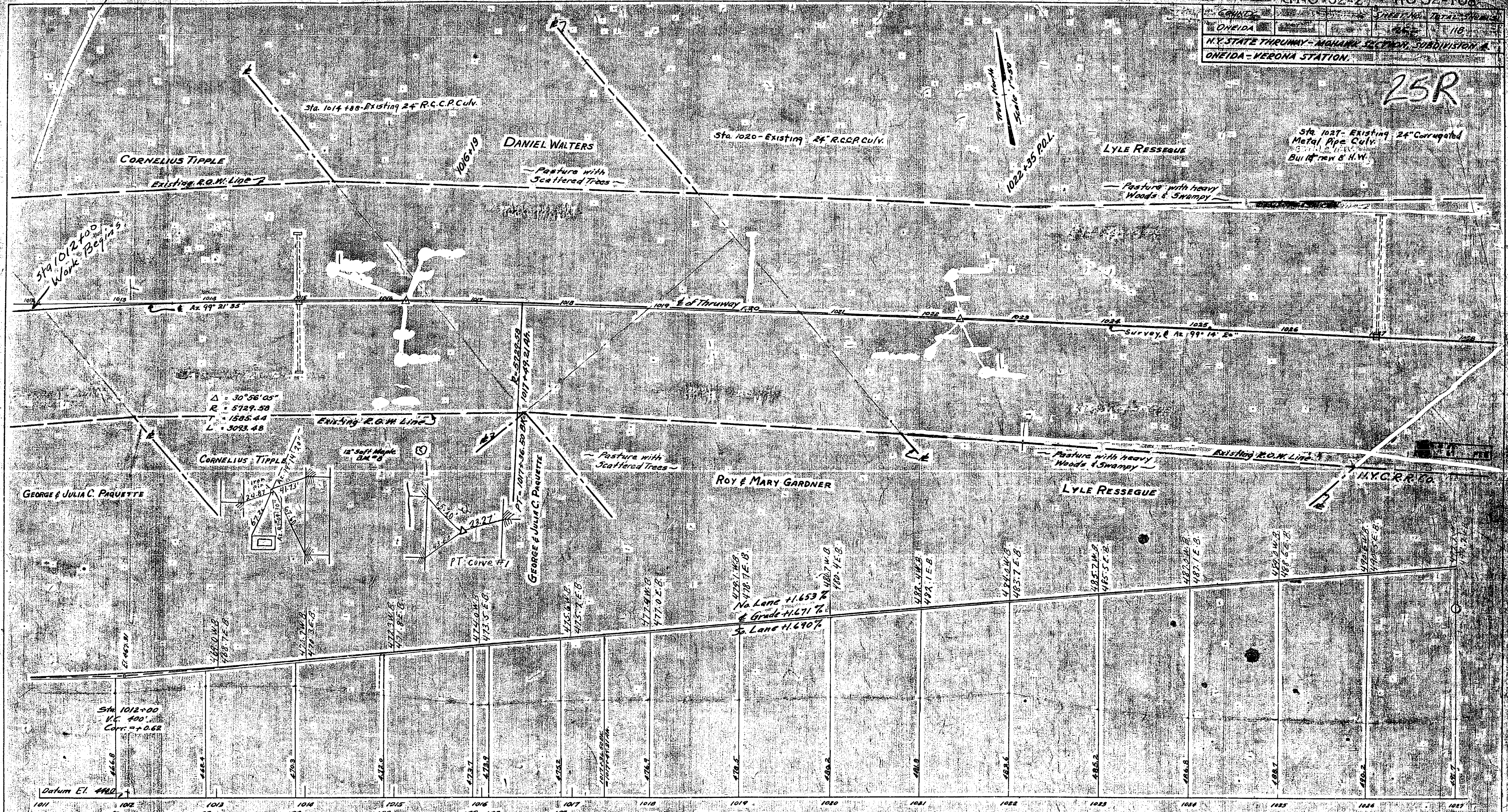
MADE BY: TRACED BY: CHECKED BY:  
 PLAN Farrington Angerosa Dwyer  
 PROFILE Farrington Angerosa Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:  
 DATE 10/15/1955  
 ENGINEER, DIST. NO. 2



COUNTY	TOWNSHIP	SECTION	TOTAL ACRES
ONEIDA			110
N.Y. STATE THRUWAY - MOHAWK SECTION, SUBDIVISION A			
ONEIDA - VERONA STATION			

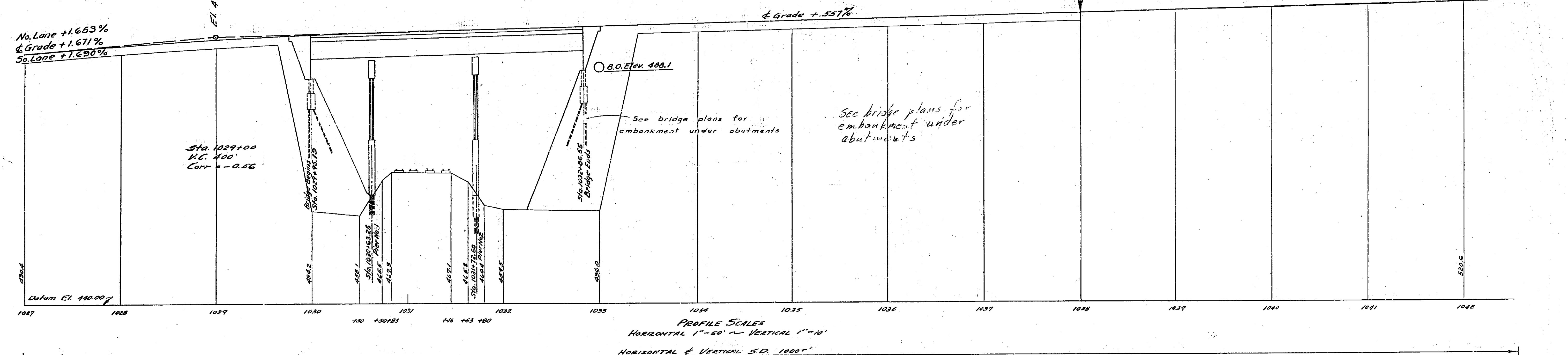
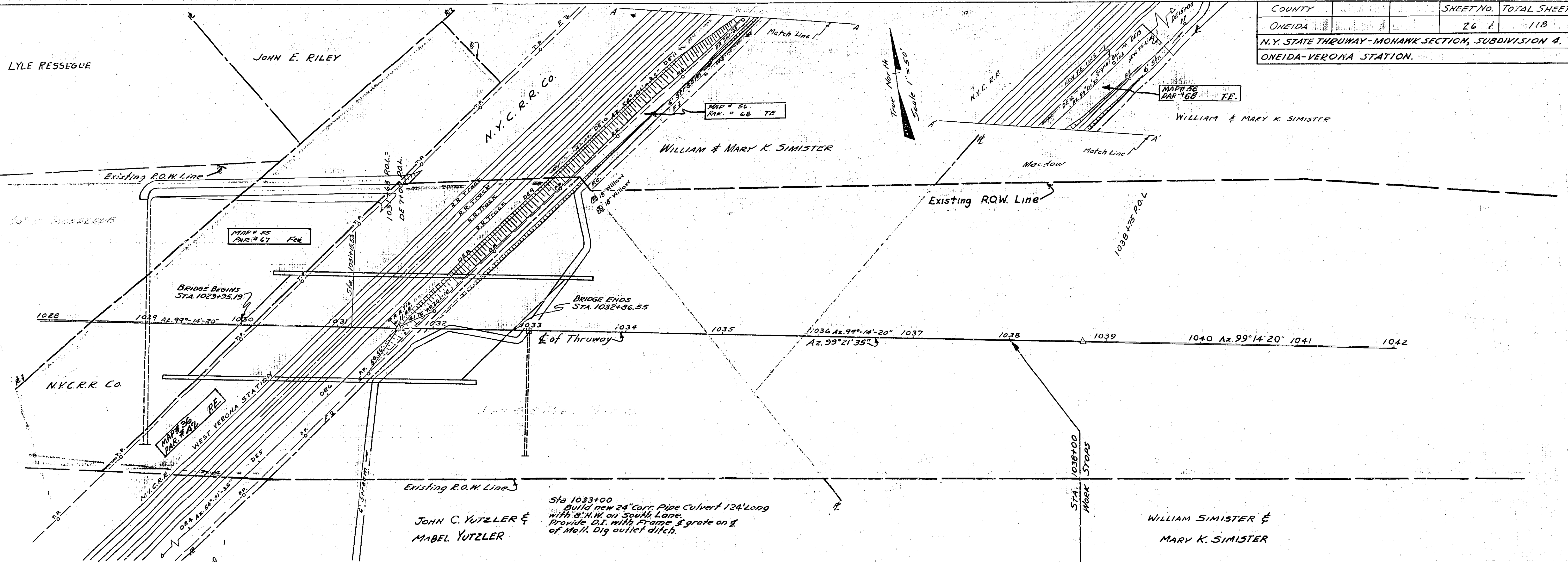
25R





COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			26	118

N.Y. STATE THRUWAY - MOHAWK SECTION, SUBDIVISION 4.  
ONEIDA-VERONA STATION.



	MADE BY	STRANDED BY	CHECKED BY
PLAN	Farrington	Trad	Dwyer
PROFILE	Farrington	Trad	Dwyer

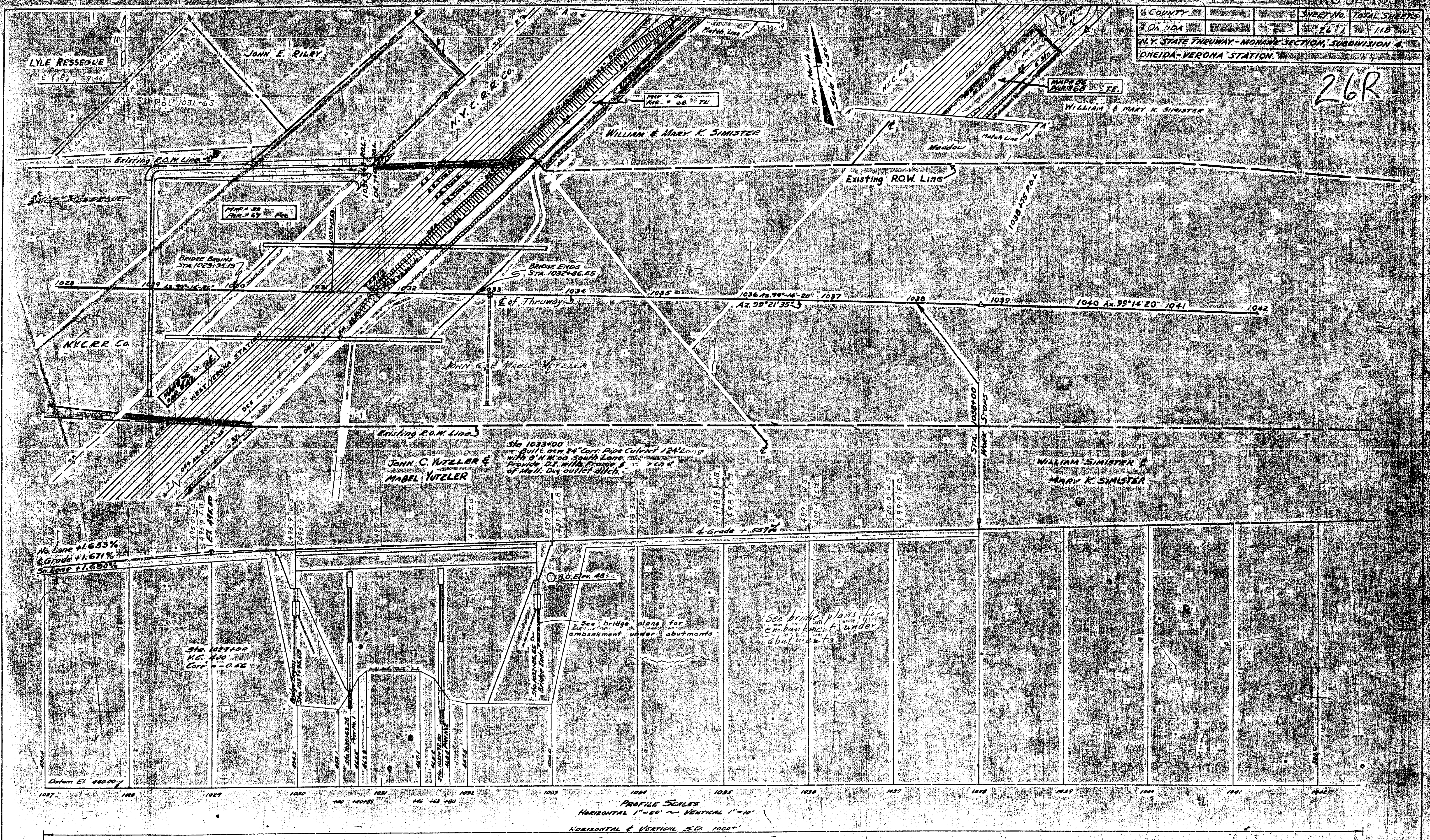
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:

<u>Sept. 15, 1952</u> DATE	<u>Larry C. Johnson</u> ENGINEER, DIST. NO. 2
-------------------------------	--



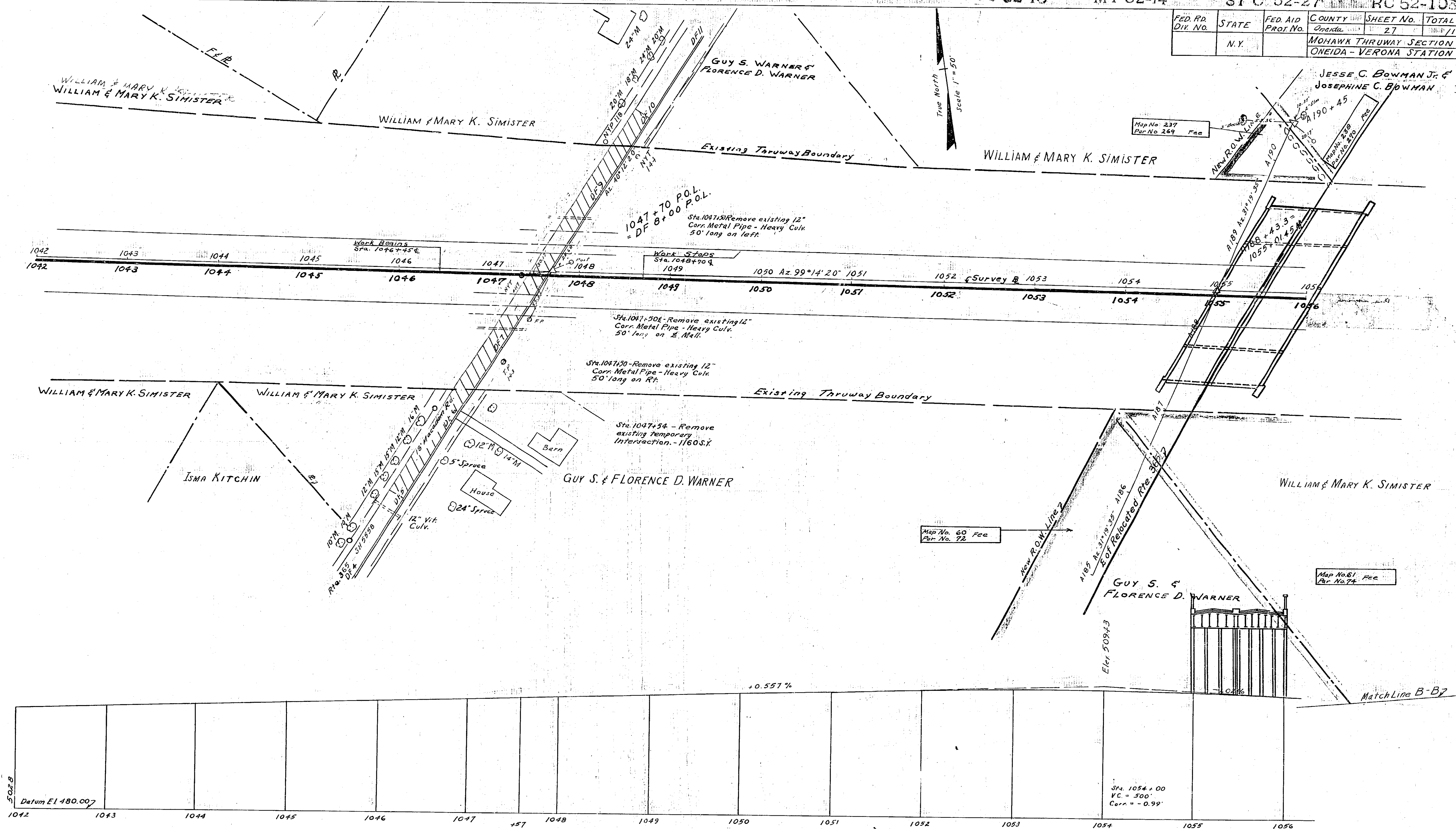
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	267	118
N.Y. STATE THRUWAY - MONARK SECTION, SUBDIVISION 4		
ONEIDA-VERONA STATION.		

26R





FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		Oneida	27	118
MOHAWK THRUWAY SECTION 4					
ONEIDA - VERONA STATION					



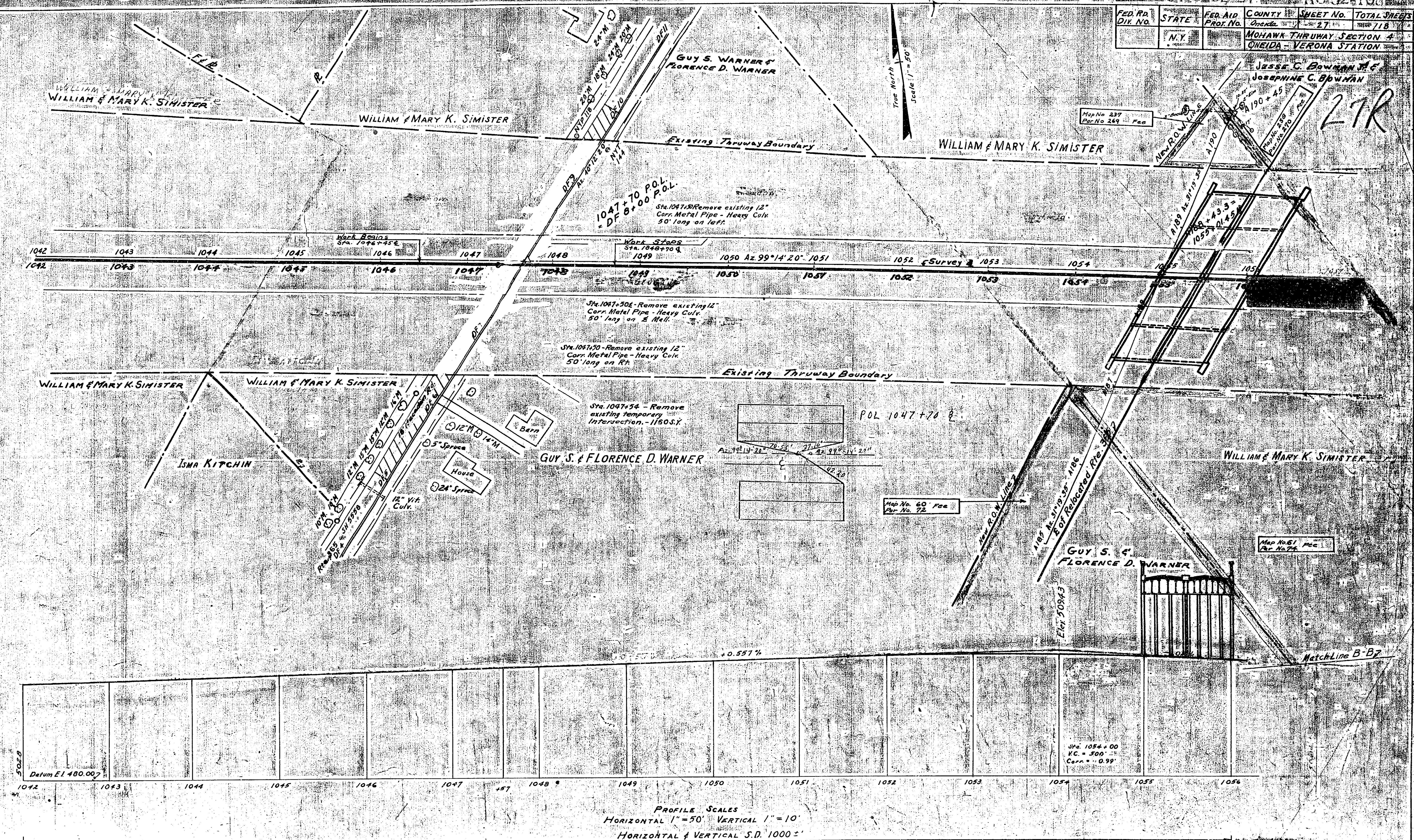
PROFILE SCALES  
HORIZONTAL 1"=50' VERTICAL 1"=10'  
HORIZONTAL & VERTICAL S.D. 1000 ±'

MADE BY: TRACED BY: CHECKED BY:  
PLAN J.J. Coughlin E.F. Tied J.J. Poyer  
PROFILE J.J. Coughlin E.F. Tied J.J. Poyer

PREPARED PURSUANT TO THE HIGHWAY LAWS & RECOMMENDED BY:  
DATE Sept. 15, 1952  
ENGINEER, DIST. No. 2



FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		Oneida	27	718
MOHAWK THRUWAY SECTION 4 ONEIDA - VERONA STATION					



PROFILE SCALES  
HORIZONTAL 1" = 50' VERTICAL 1" = 10'  
HORIZONTAL & VERTICAL S.D. 1000 ±

MADE BY: TRACED BY: CHECKED BY:  
PLAN J.J. Colangelo E.F. Trud J.J. Poyer  
PROFILES J.J. Colangelo E.F. Trud J.J. Poyer

PREPARED PURSUANT TO THE HIGHWAY LAWS & RECOMMENDED BY:  
DATE Sept. 15, 1952  
ENGINEER, DIST. No. 2



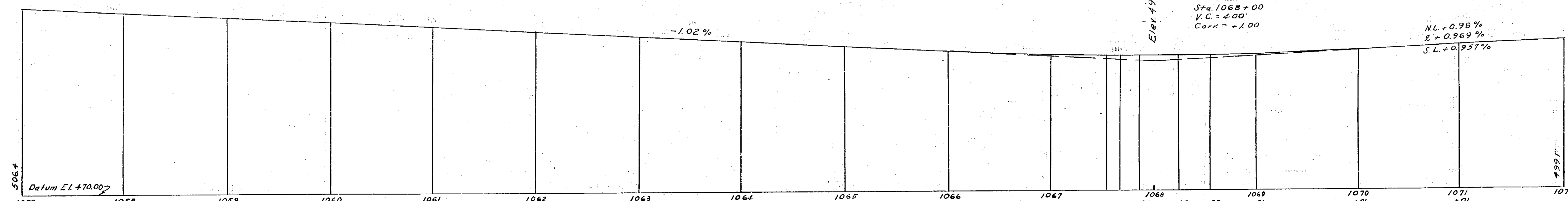
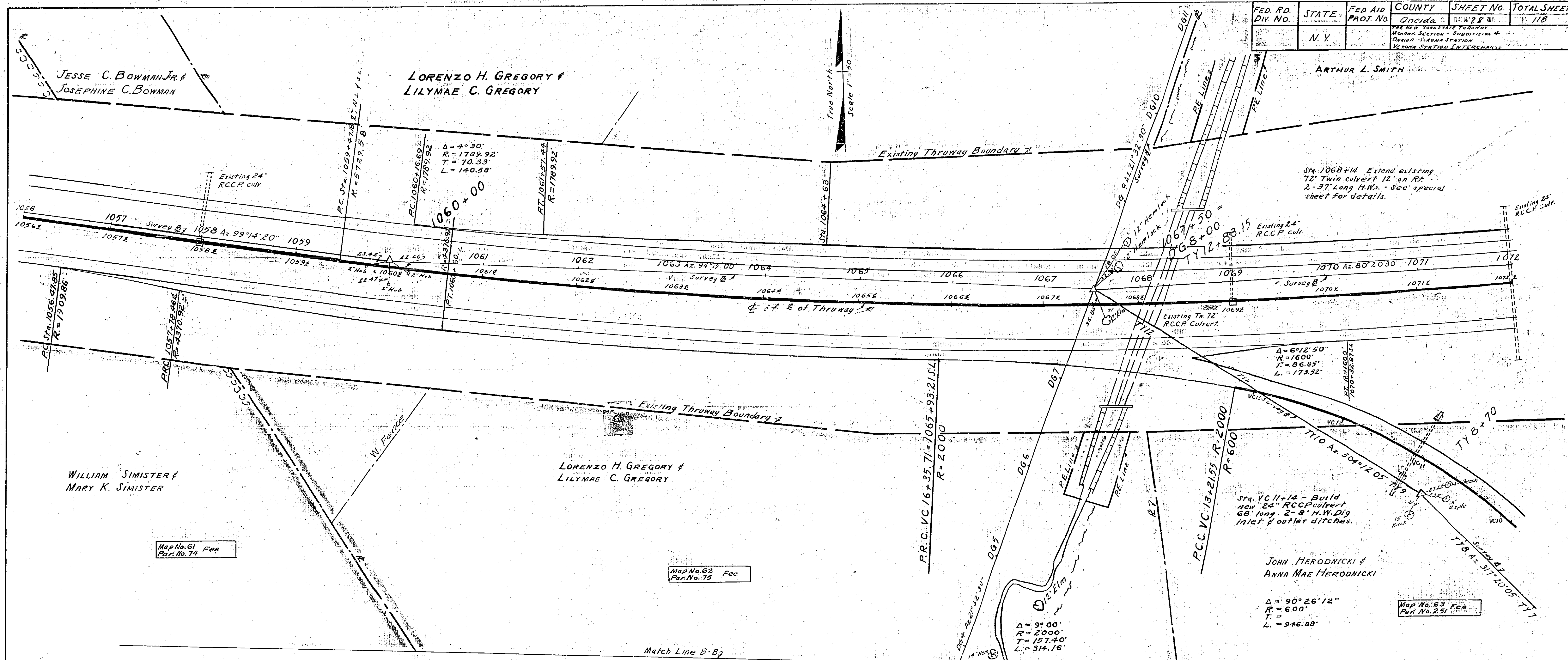
MTC 52-15

MT 52-14

ST C 52-27

RC 52-103

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N. Y.		Oncida	28	118



PROFILE SCALES  
HORIZONTAL 1" = 50' VERTICAL 1" = 10'  
HORIZONTAL & VERTICAL S.D. 1000'

PREPARED PURSUANT TO THE HIGHWAY LAWS &amp; RECOMMENDED BY:

Sept. 15, 1952  
DATE

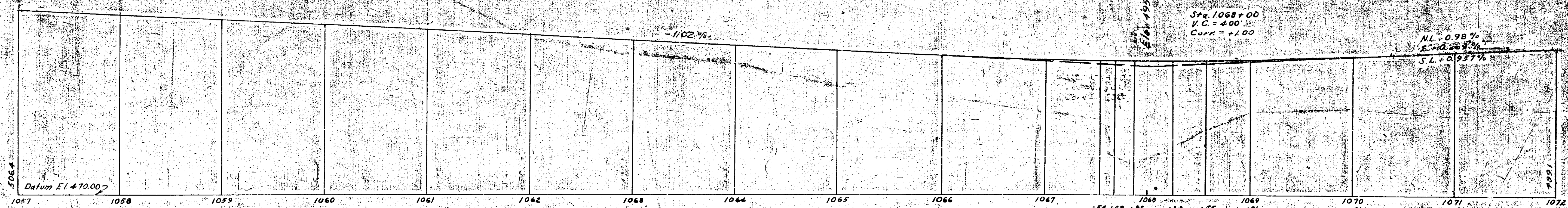
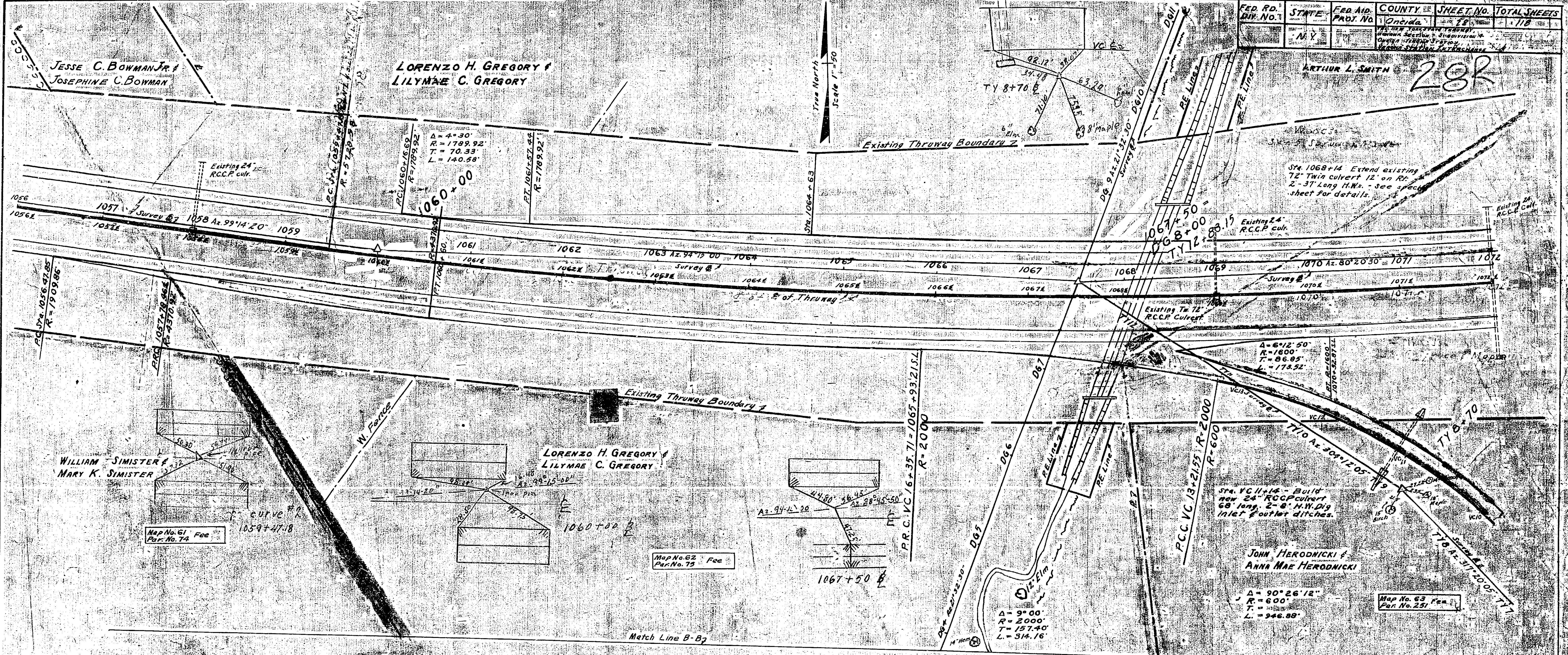
ENGINEER, DIST. NO. 2

MADE BY: TRACED BY: CHECKED BY:

PLAN S. J. Colangelo E. F. Trud J. J. Dwyer  
PROFILE S. J. Colangelo E. F. Trud J. J. Dwyer



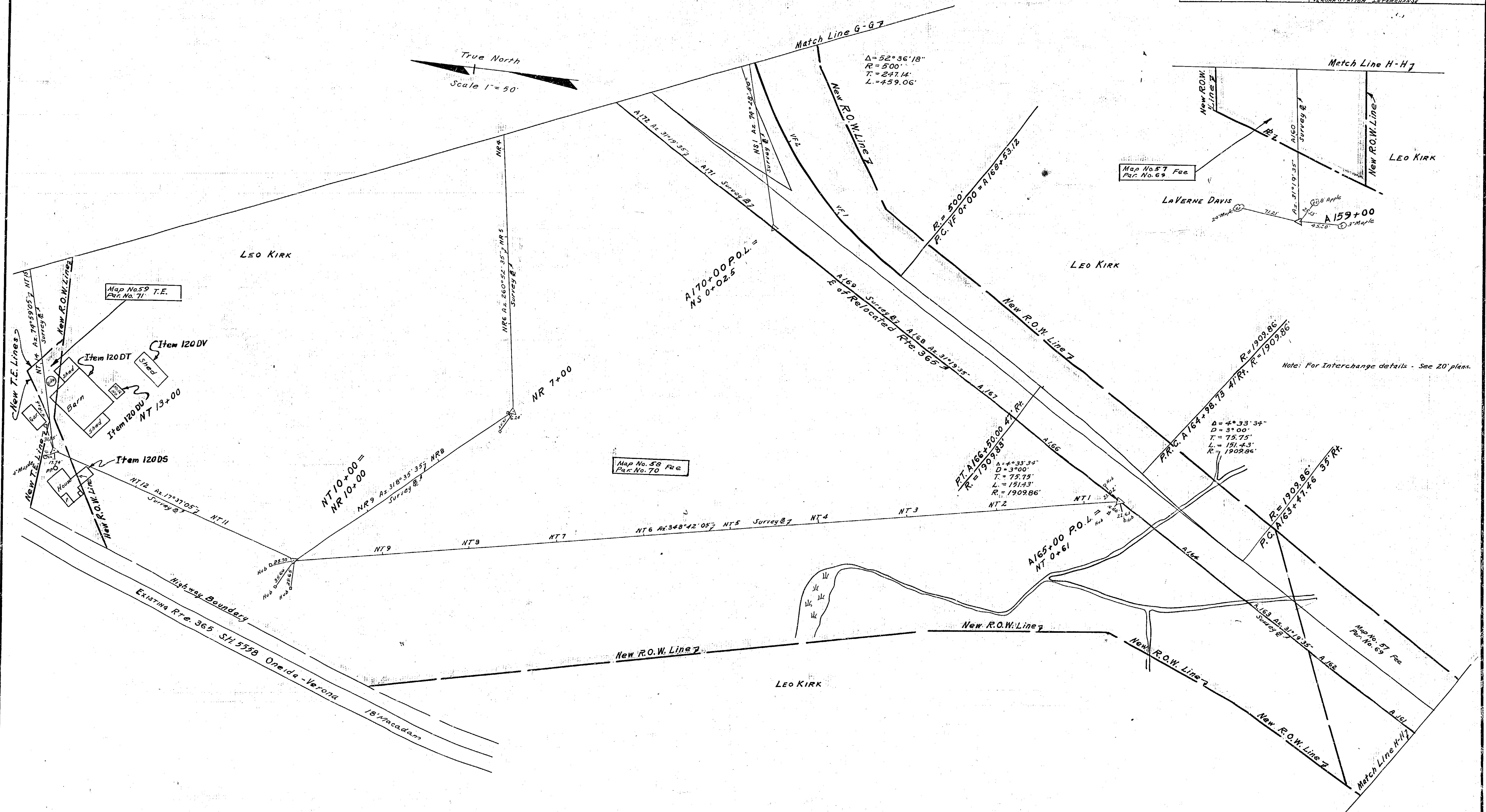
FED. RD. DIST. NO.	STATE	FED. AID. PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	NY		Ontario	28	118



PROFILE SCALES  
HORIZONTAL 1" = 50' VERTICAL 1" = 10'  
HORIZONTAL & VERTICAL S.D. 1000'



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N. Y.		Onondaga	294	118
THE NEW YORK STATE THRUWAY MORRIS SECTION - SUBDIVISION 4 ONONDAGA - VERONA STATION VERONA - SUBDIVISION 5					



	MADE BY	TRACED BY	CHECKED BY
PLAN	<u>S. J. Gokongco</u>	<u>E. F. Trad</u>	<u>S. J. Pwyer</u>
PROFILE			

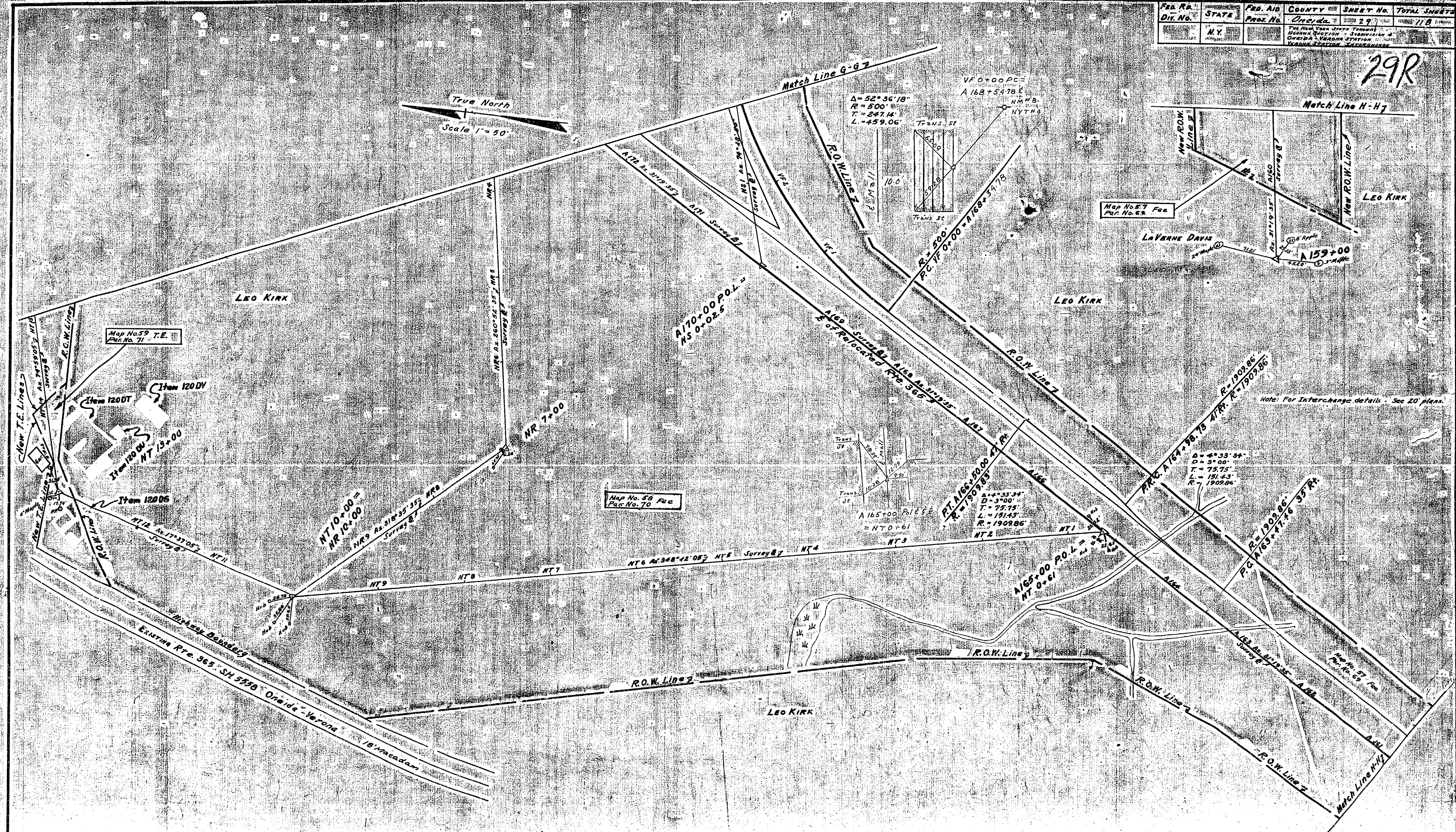
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:

Sept. 15, 1952 Larry Kitchum  
DATE ENGINEER, DIST. NO. 2



FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET No.	TOTAL SHEETS
29	N.Y.		Oneida	29	118

29R



MADE BY: J.J. Cotroneo  
 TRACED BY: E.F. Tread  
 CHECKED BY: J.J. Pwyer

PLAN  
 PROFILE

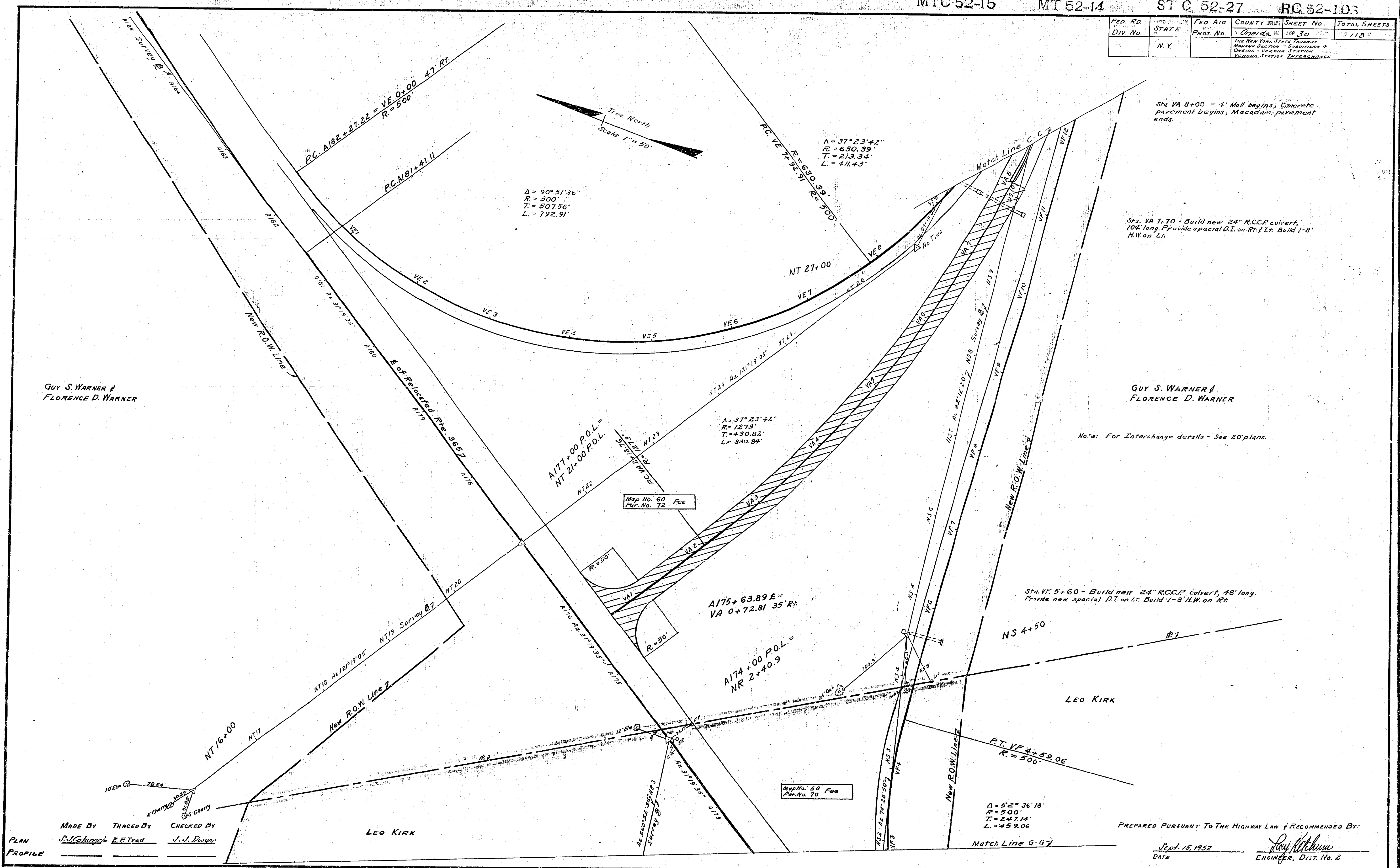
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:

DATE: Sept. 15, 1952  
 ENGINEER: L. J. Kitchum, DIST. No. 2



FED. RD. DIV. No.	STATE	FED. AID PROJ. No.	COUNTY	SHEET No.	TOTAL SHEETS
	N.Y.		Oneida	30	118

THE NEW YORK STATE THRUWAY  
HONDEN SECTION - SUPERVISION &  
ONEIDA - VERONA STATION  
VERONA STATION INTERCHANGE



GUY S. WARNER &  
FLORENCE D. WARNER

GUY S. WARNER &  
FLORENCE D. WARNER

Note: For Interchange details - See 20' plans.

Sra. VF 5+60 - Build new 24\"/>

LEO KIRK

LEO KIRK

MADE BY  
PLAN  
PROFILE  
TRACED BY  
J. J. Dwyer  
CHECKED BY  
J. J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:  
DATE  
Sept. 15, 1952  
ENGINEER, DIST. No. 2







MT 52-15

MT 52-14

STC 52-27

RC 52-100

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		Oneida	31	118
THE NEW YORK STATE THRUWAY MONROE SECTION - SUBDIVISION 4 Oneida - Verona Station VERONA STATION INTERCHANGE					

Match Line B-B 7

Match Line D-D 7

GUY S. WARNER &  
FLORENCE D. WARNER

WILLIAM SIMISTER &  
MARY K. SIMISTER

LORENZO H. GREGORY &  
LILY MAE C. GREGORY

JOHN HERODNICKI &  
ANNA MAE HERODNICKI

Map No. 60 Fee  
Per No. 72

Map No. 61 Fee  
Per No. 74

Map No. 62 Fee  
Per No. 75

Map No. 63 Fee  
Per No. 257

Map No. 64 PE  
Per No. 252

Map No. 60 Fee  
Per No. 73

Map No. 64 PE  
Per No. 252

Map No. 65 PE  
Per No. 253

Note: For Interchange details - See 20' plans.

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:

Sept. 15, 1952  
DATE

Ray Kitchum  
ENGINEER, DIST. NO. 2

MADE BY TRACED BY CHECKED BY

PLAN E.J. Colagrosso E.F. Tread J.J. Dwyer  
PROFILE

R=1273 RT. VA 10+43.60 = 29' Left  
R=630.39 VF 12+04.34 29' Right  
VF 13+68.24

Sta. VA 18+50 - Build new twin 72" RCCP culvert,  
0+skew, 112' long, 2 special 37' long H.W. Provide  
inlet & outlet channels. (See special sheet for details.)

Sta. VA 18+50 to Sta. VA 22+00 - Dig new drainage  
ditch on Lt. 340' long.  
Sta. VA 18+50 to Sta. VA 22+00 - Dig new drainage  
ditch on Rt. 340' long.

GUY S. WARNER &  
FLORENCE D. WARNER



Match Line B-B

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		Orleans	31	118
THE NEW YORK STATE THRUWAY HARRIS SECTION - SUBDIVISION 4 Orleans - Varona Station VARONA STATION INTERCHANGE					

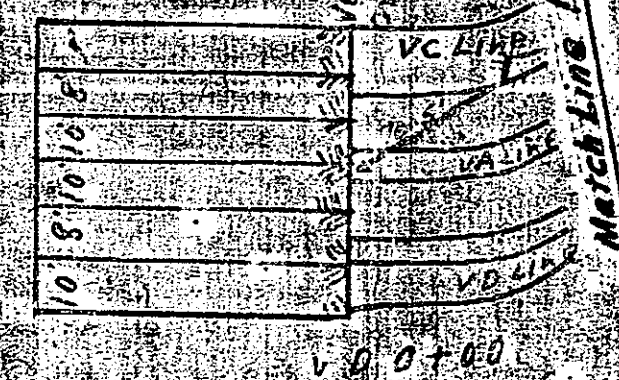
31R

Match Line D-D

Map No. 64 - RE  
For No. 252

JOHN HERODNICKI &  
ANNA MAE HERODNICKI

Map No. 63 - Fee  
For No. 251



Sta. VA18+50 - Built new twin 72" RCCP culvert, 0° skew, 112' long, 2 special 1' 31" long H.W. Provide inlet & outlet channels. (See special sheet for details.)

NT 38+00 P.O.L. =  
D.G. 10+00 P.O.L.

Sta. VA1860 to Sta. VA22+00 - D. new drainage ditch on Rt. 340' long.  
Sta. VA1860 to Sta. VA22+00 - D. new drainage ditch on Rt. 340' long.

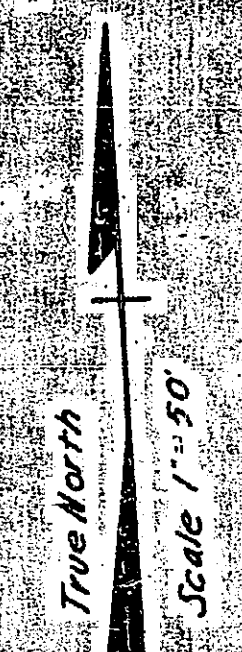
Map No. 65 - RE  
For No. 253

Note: For Interchange details - See 20' plans.

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:

Sept. 15, 1952  
DATE

Lowell  
ENGINEER, DIST. NO. 2



LORENZO H. GREGORY &  
LILY MAE C. GREGORY

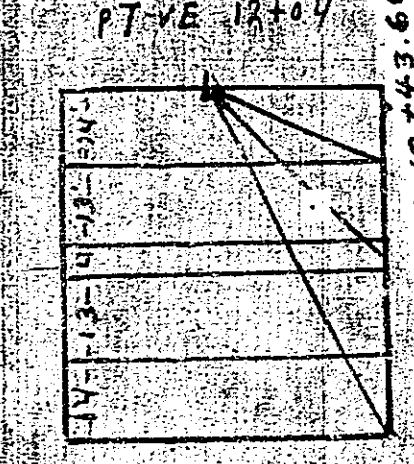
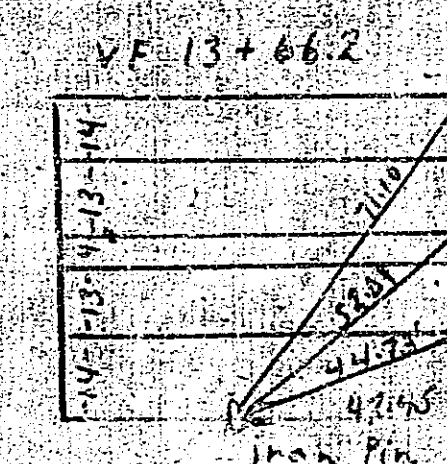
Map No. 62 - Fee  
For No. 75

Map No. 61 - Fee  
For No. 74

WILLIAM SIMISTER &  
MARY K. SIMISTER

GUY S. WARNER &  
FLORENCE D. WARNER

Map No. 60 - Fee  
For No. 72



GUY S. WARNER &  
FLORENCE D. WARNER

PLAN  
MADE BY  
S. J. Colangelo  
TRACED BY  
F. F. Tread  
CHECKED BY  
J. J. Dwyer

PROFILE



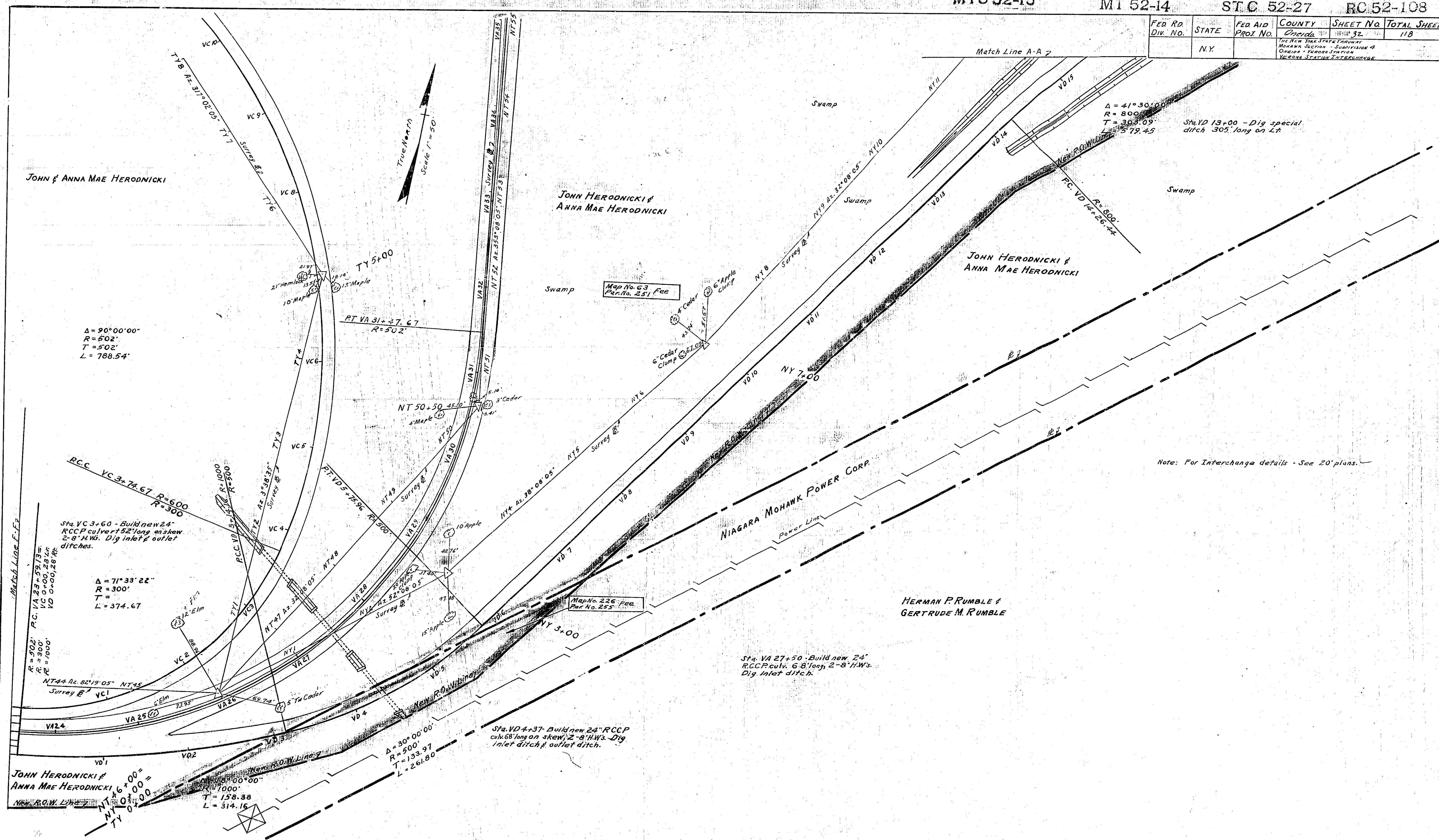
MT 52-15

MT 52-14

STC 52-27

RC 52-108

FED RD. Div. No.	STATE	FED AID Proj. No.	COUNTY	SHEET No.	TOTAL SHEETS
	N.Y.		Oneida	32	118
THE NEW YORK STATE THRUWAY MOHAWK SECTION - JUNCTION 4 ONEIDA - HERONA STATION HERONA STATION INTERCHANGE					



Note: For Interchange details - See 20' plans.

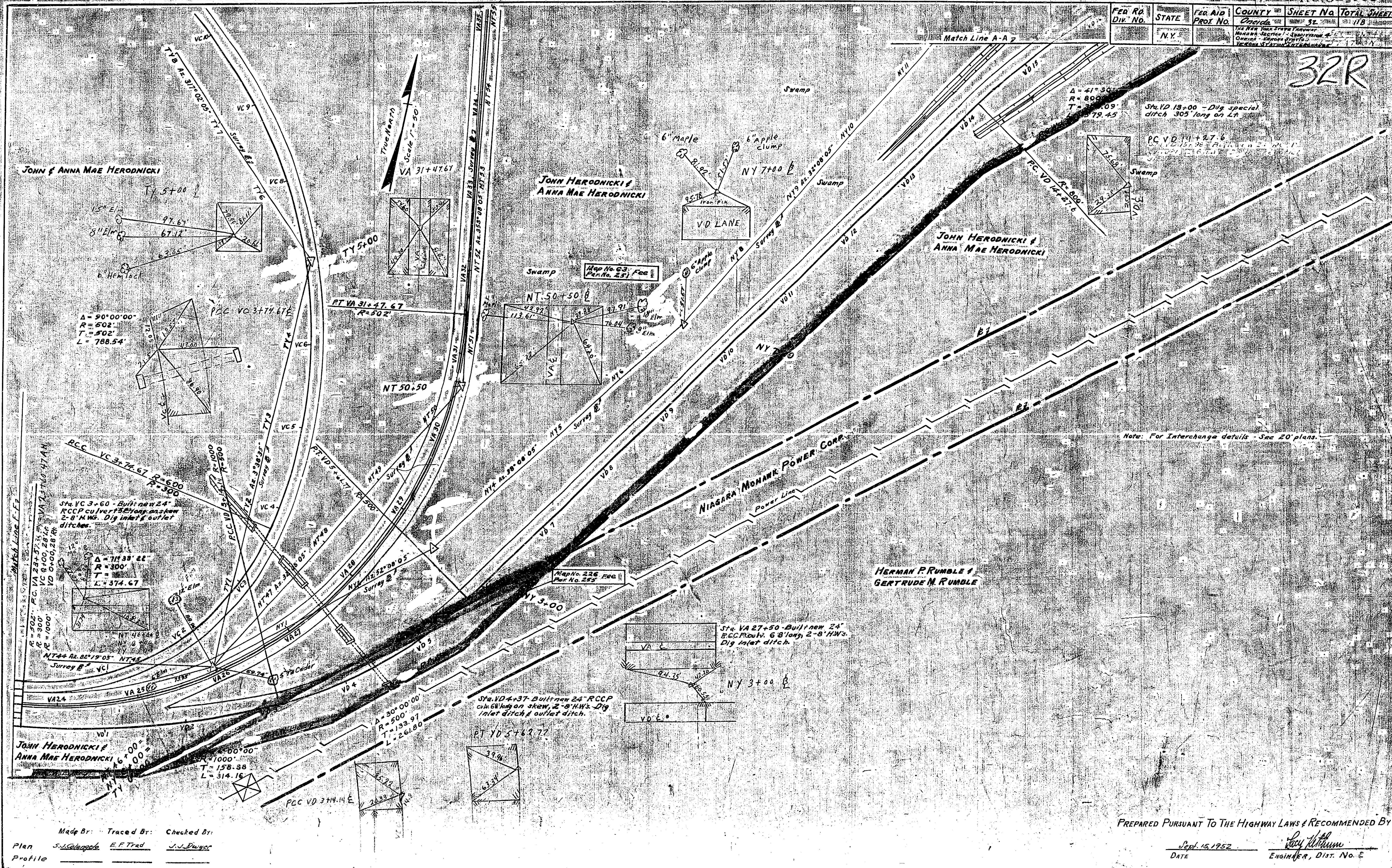
Made By: Traced By: Checked By:  
Plan S.J. Gallagher E.F. Trad J.J. Dwyer  
Profile

PREPARED PURSUANT TO THE HIGHWAY LAWS & RECOMMENDED BY:  
DATE Sept. 15, 1952  
ENGINEER, Dist. No. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY <i>Orinda</i>	SHEET NO. <i>32</i>	TOTAL SHEETS <i>317</i>
	<i>N.Y.</i>		THE NEW YORK THRUWAY MONROE SECTION - SPOFFORD, N.Y. ONEIDA - KAPOKA BRIDGE		

32R



PREPARED PURSUANT TO THE HIGHWAY LAWS & RECOMMENDED BY

Sept. 15, 1952  
DATE

Lacy Kitchum  
ENGINEER, DIST. No. 2



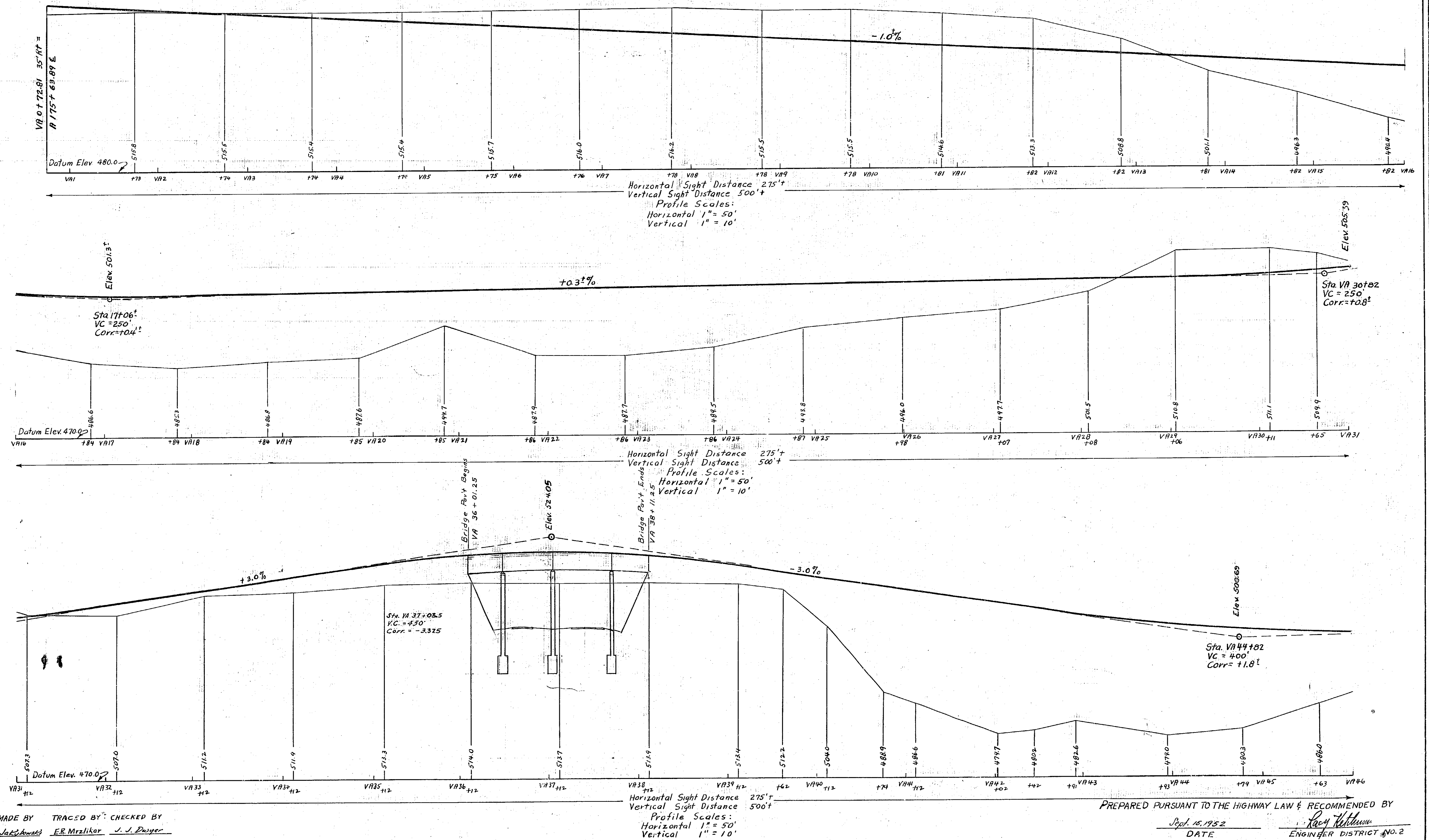
MTC 52-15

MT 52-14

SIC 52-27

RC 52-108

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	33	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 4		
VERONA STATION INTERCHANGE		



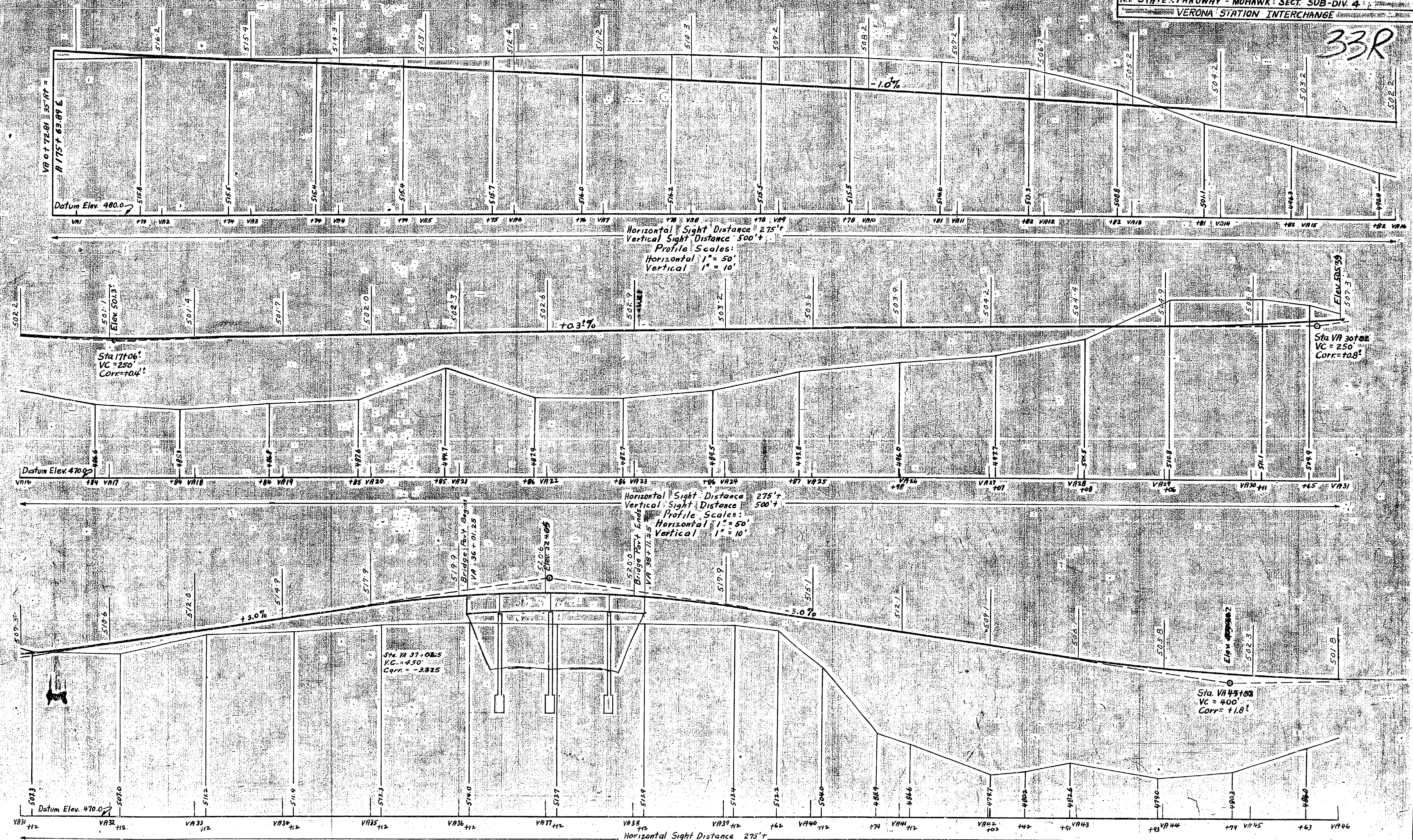
MADE BY: TRACED BY: CHECKED BY:  
 Profile R.P. Jankowski E.R. Mrzlikar J.J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
 DATE: 10/15/52  
 ENGINEER DISTRICT NO. 2



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	33	118
NY STATE THRUWAY - MOHAWK SECT. SUB-DIV. 4		
VERONA STATION INTERCHANGE		

33R

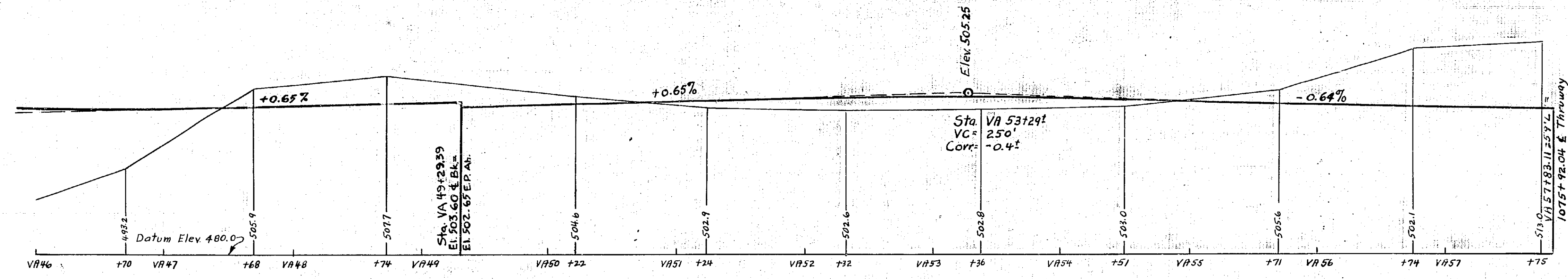


MADE BY TRACED BY CHECKED BY  
 Profile R.P. [illegible] E.R. Mirzlikov J. J. Dwyer

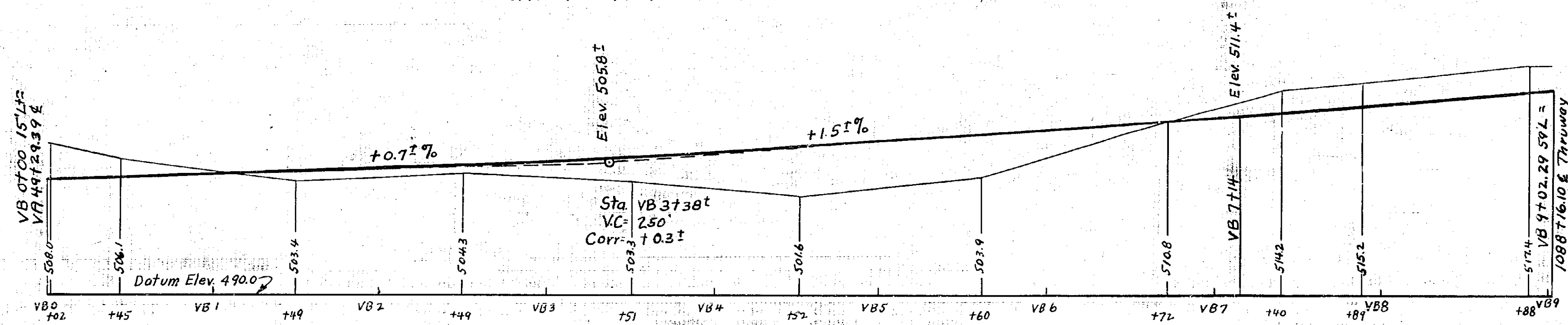
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
 DATE 8/15/1952  
 ENGINEER DISTRICT NO. 2



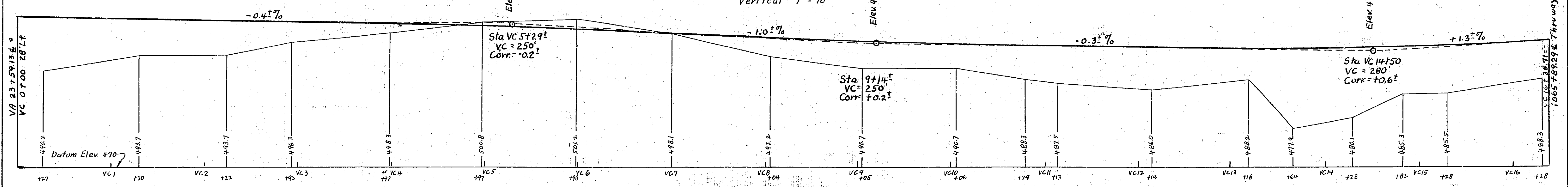
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	34	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 4		
VERONA STATION INTERCHANGE		



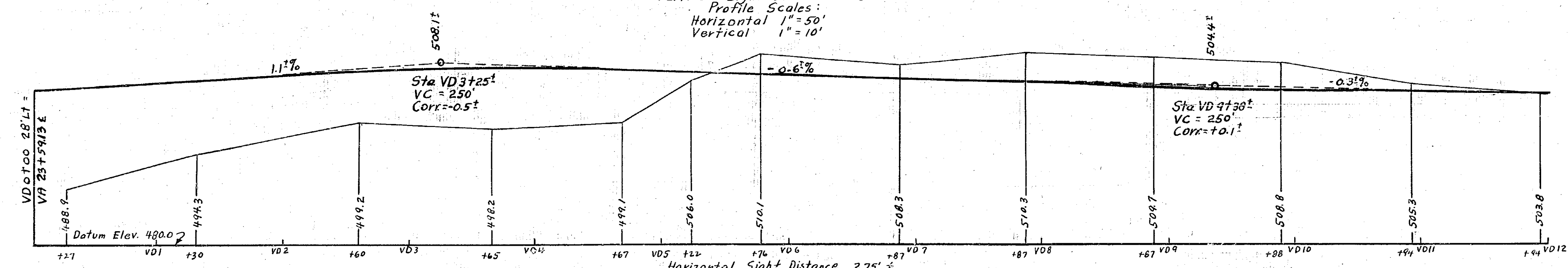
Horizontal Sight Distance 275'±  
Vertical Sight Distance 500'±  
Profile Scales:  
Horizontal 1" = 50'  
Vertical 1" = 10'



Horizontal Sight Distance 275'±  
Vertical Sight Distance 500'±  
Profile Scales:  
Horizontal 1" = 50'  
Vertical 1" = 10'



Horizontal Sight Distance 275'±  
Vertical Sight Distance 500'±  
Profile Scales:  
Horizontal 1" = 50'  
Vertical 1" = 10'



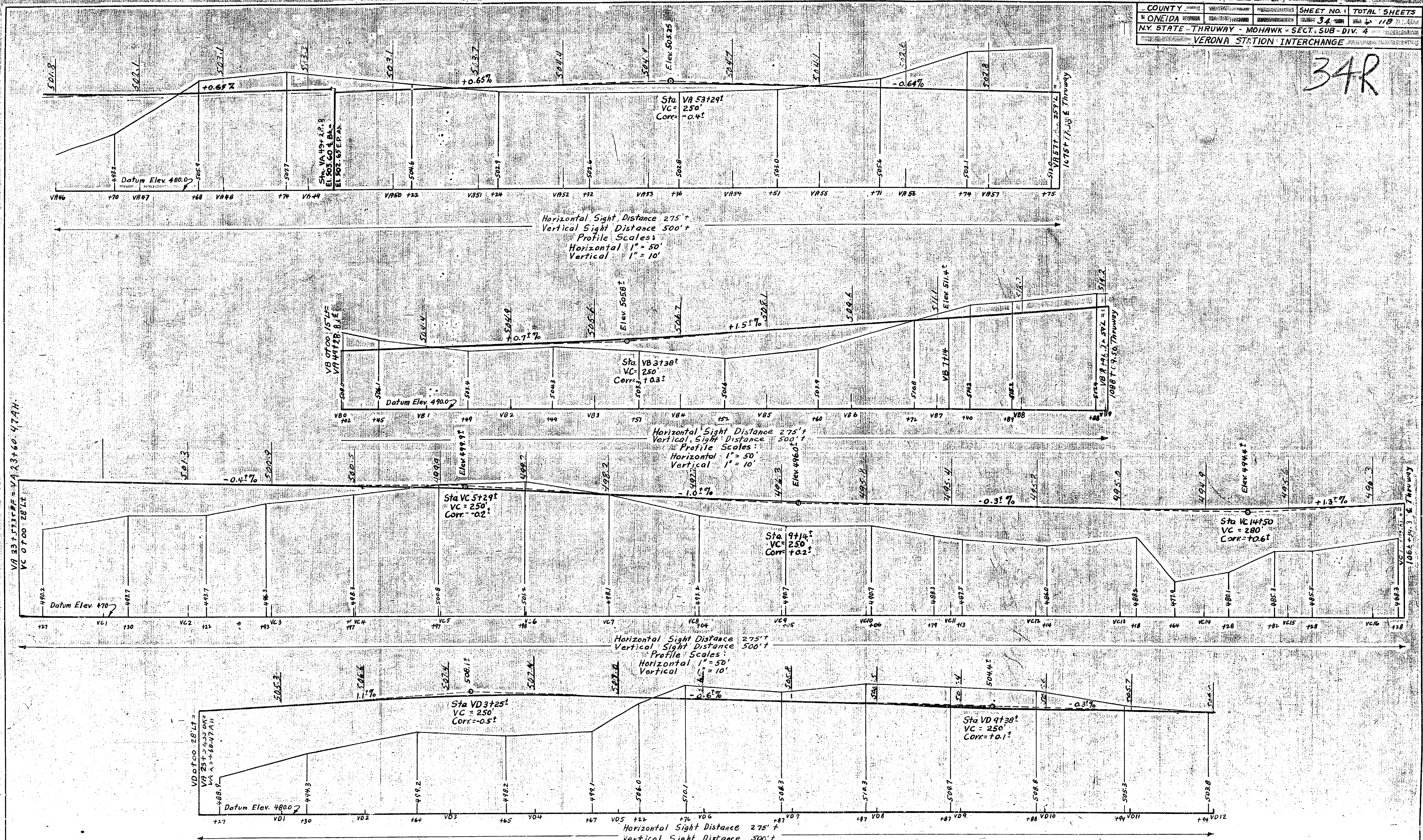
Horizontal Sight Distance 275'±  
Vertical Sight Distance 500'±  
Profile Scales:  
Horizontal 1" = 50'  
Vertical 1" = 10'

MADE BY TRACED BY CHECKED BY  
Profile R.P. [Signature] E.R. [Signature] J.J. [Signature]

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
DATE 10/15/52  
ENGINEER DISTRICT NO. 2



34R





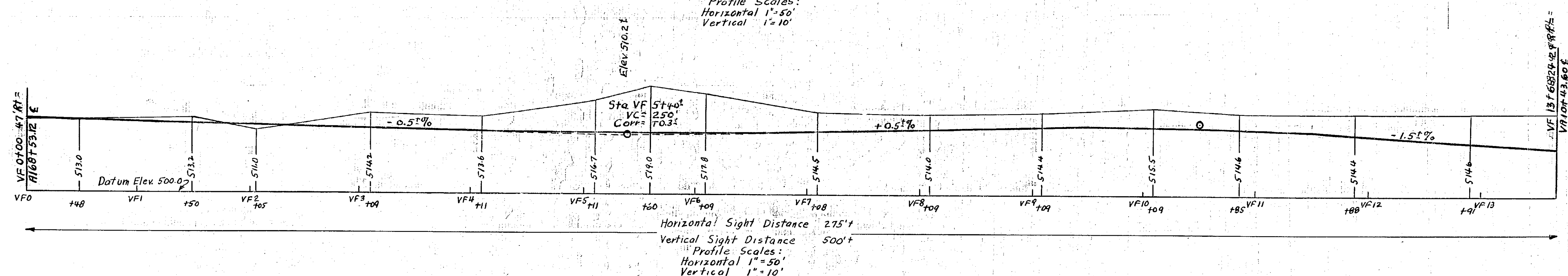
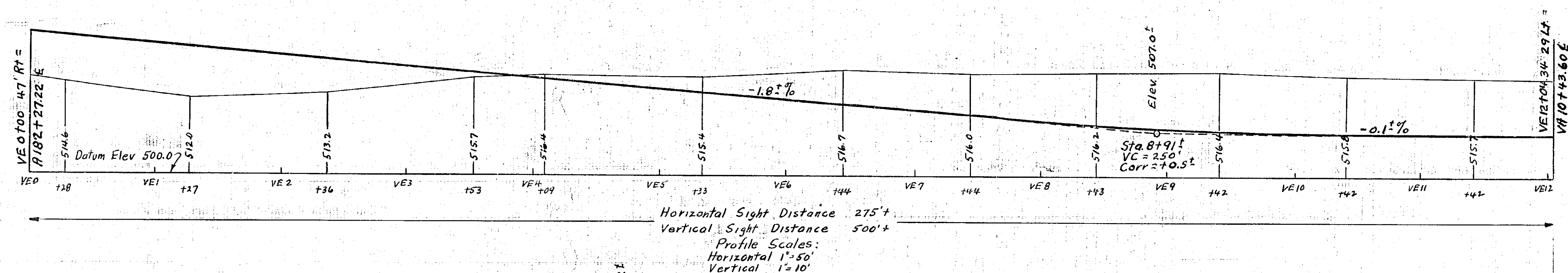
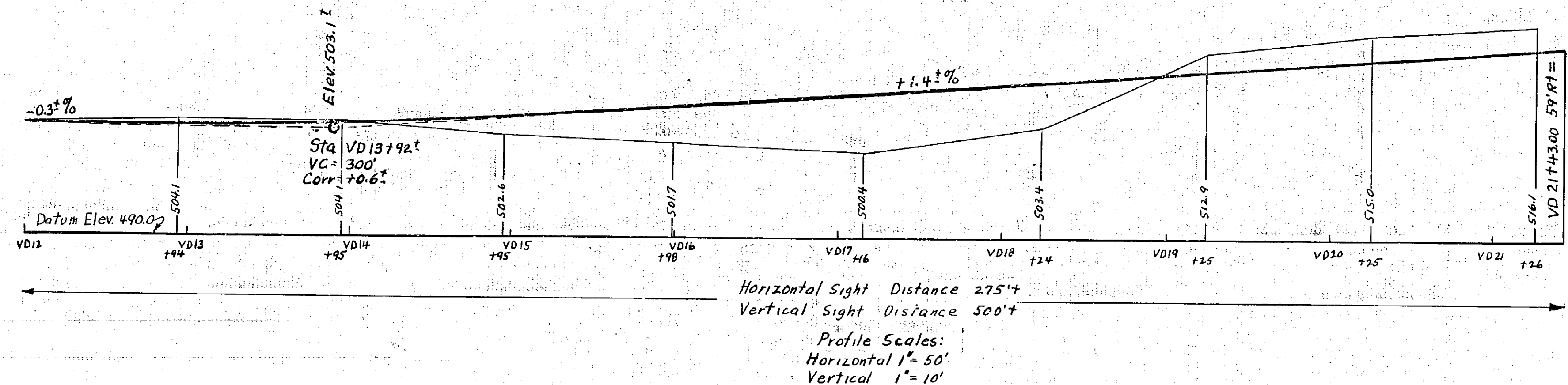
MTC 52-15

MT 52-14

ST C 52-27

RC 52-108

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	33	118
NY STATE THRUWAY - MOHAWK SECT. SUB-DIV. 4		
VERONA STATION INTERCHANGE		



MADE BY TRACED BY CHECKED BY  
 Profile R. R. Bennett E. R. Mrzlikar J. J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

Sept. 15, 1952  
 DATE

Larry Ketchum  
 ENGINEER DISTRICT NO. 2



MT 52-15

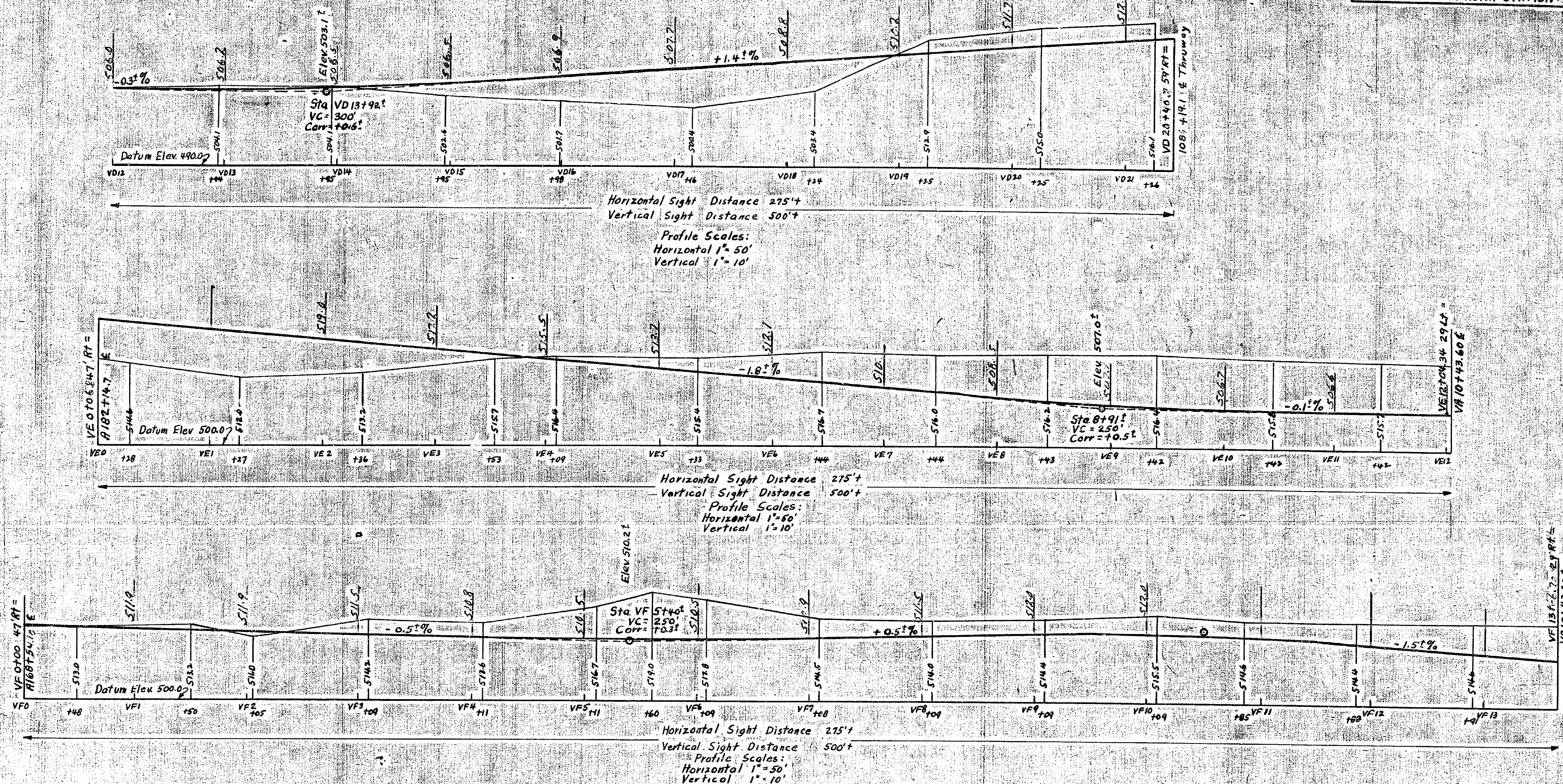
MT 52-14

ST C 52-27

RC 52-103

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	383	118
NY STATE THRUWAY - MOHAWK - SECT. 4 SUB-DIV. 4		
VERONA STATION INTERCHANGE		

35R



MADE BY TRACED BY CHECKED BY  
 Profile ER MacGowan ER MacGowan J. J. Payer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

Sept 15, 1952  
 DATE

L. J. Kitchum  
 ENGINEER DISTRICT NO. 2



Checked By:



LORENZO H. GREGORY  
LILYMAE C. GREGORY

ARTHUR L. SMITH

36K

Sta. VA 42+55 - Built new 24" R.C.C.F.  
Bulvert 192' long on skew, 2-8'  
H.W.s. - Due in left ditch.

Sta. VA 42+00 - Dig new stream channel on lot 310' long

Woods

ARTHUR L. SMITH NT-59450 PBL 3

Sta. 1073 + 45 to 1075 + 25 - Built new 24" R.C.P. storm sewer on Lt., 180' long - Drain to West - curve pipe to miss Bridge Abutment piles, if necessary. 2-8 H.W. Werd road ditch into inlet.

JOHN & ANNA MAE HERODNICK

Made By: Traced By:

Checked By

Map No. 63 Fee  
Per. No. 25; Fee

PLAN	<u>S.J. Colangelo</u>	<u>E.F. Trad</u>	<u>J. J. Dwyer</u>
PROFILE	<u>S.J. Colangelo</u>	<u>E.F. Trad</u>	<u>J. J. Dwyer</u>

PREPARED PURSUANT TO THE HIGHWAY LAWS & RECOMMENDED BY

Sept. 15, 1952  
DATE

*Larry Kitchin*  
ENGINEER, Dist. No. 1



MTC 52-15

MT 52-14

STC 52-27

R052-103

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		Oneida	371	118

THE NEW YORK STATE THRUWAY

MEMPHIS SECTION - SUBDIVISION A

ONEIDA - VERONA STATION

VERONA STATION INTERCHANGE

Note: For Interchange Details: See 20' plans.

JOHN HERODNICKI &  
ANNA MAE HERODNICKITrue North  
Scale 1" = 50'

NIAGARA-MOHAWK POWER CORP.

Swamp

114+00 P.O.L.

Contract Ends - Sta. 1096+75

HERMAN P. RUMBLE &  
GERTRUDE M. RUMBLE

NIAGARA-MOHAWK POWER CORP.

Map No. 63 - Fee  
Par. No. 254 $\Delta = 26^{\circ}52'53"$   
 $R = 800'$   
 $T = 191.19'$   
 $L = 375.34'$ MT 76+75.3  
1086+00 P.O.L.PC R=1600  
1084+30.84 E $\Delta = 7^{\circ}01'18"$   
 $R = 1600'$   
 $T = 98.16'$   
 $L = 136.08'$ 

New R.O.W. Line

V25

V26

V27

V28

V29

V30

V31

V32

V33

V34

V35

V36

V37

V38

V39

V40

V41

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V340







MTC 52-15

MT 52-14

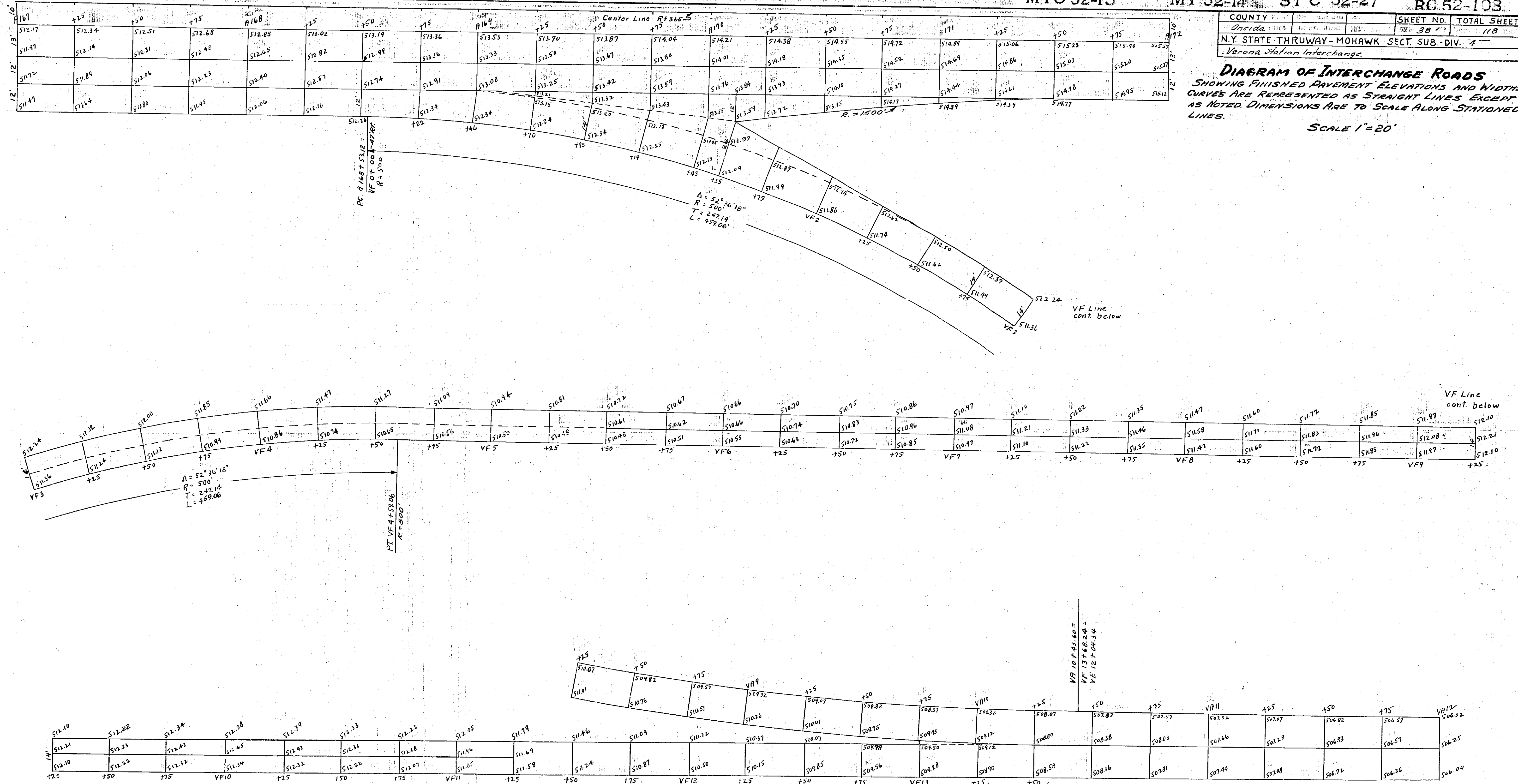
STC 52-27

RC 52-103

COUNTY	SHEET NO.	TOTAL SHEETS
Onondaga	38	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 4		
Verona Station Interchange		

**DIAGRAM OF INTERCHANGE ROADS**  
SHOWING FINISHED PAVEMENT ELEVATIONS AND WIDTHS.  
CURVES ARE REPRESENTED AS STRAIGHT LINES EXCEPT  
AS NOTED. DIMENSIONS ARE TO SCALE ALONG STATIONED  
LINES.

SCALE 1"=20'



MADE BY TRACED BY CHECKED BY  
J. Colangelo E. Mrzlikar J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW &amp; RECOMMENDED BY

Sept. 15, 1952  
DATERay Williams  
ENGINEER, DISTRICT NO. 2

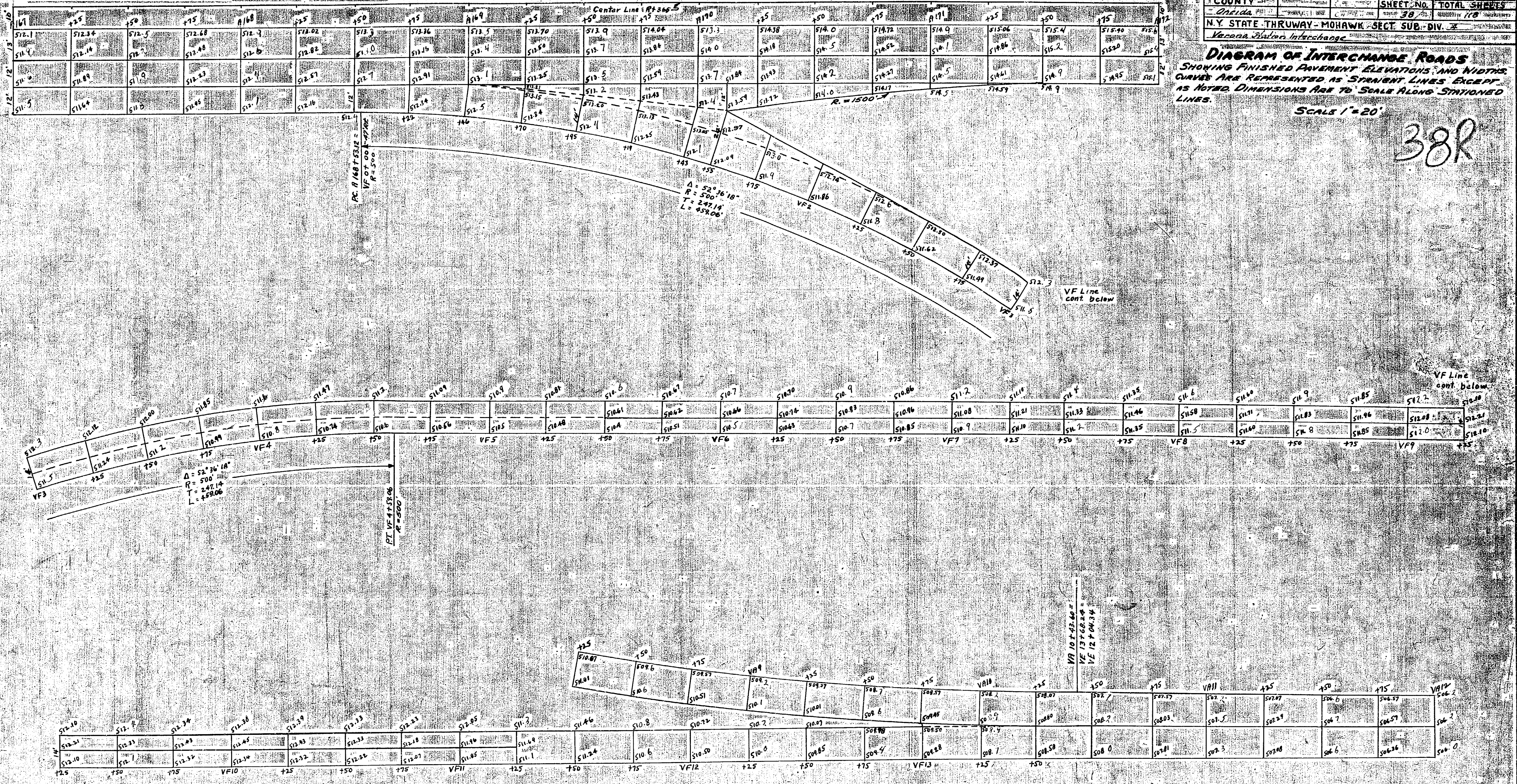


COUNTY	SHEET NO.	TOTAL SHEETS
Oneida	38	110
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 2		
Verona Station Interchange		

**DIAGRAM OF INTERCHANGE ROADS**  
SHOWING FINISHED PAVEMENT ELEVATIONS AND WIDTHS.  
CURVES ARE REPRESENTED AS STRAIGHT LINES EXCEPT  
AS NOTED. DIMENSIONS ARE TO SCALE ALONG STATIONED  
LINES.

SCALE 1" = 20'

38R



MADE BY  
J. Colangelo

TRACED BY  
F. Mrzlikar

CHECKED BY  
J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

Sept. 15, 1952  
DATE

Robert Williams  
ENGINEER, DISTRICT NO. 2



MTC 52-15

MI 52-14

STC 52-27

RC 52-108

COUNTY	SHEET NO.	TOTAL SHEETS
Oneida	39	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 4		
Verona Station Interchange		

**DIAGRAM OF INTERCHANGE ROADS**  
 SHOWING FINISHED PAVEMENT ELEVATIONS AND WIDTHS.  
 CURVES ARE REPRESENTED AS STRAIGHT LINES EXCEPT  
 AS NOTED. DIMENSIONS ARE TO SCALE ALONG STATIONED  
 LINES.

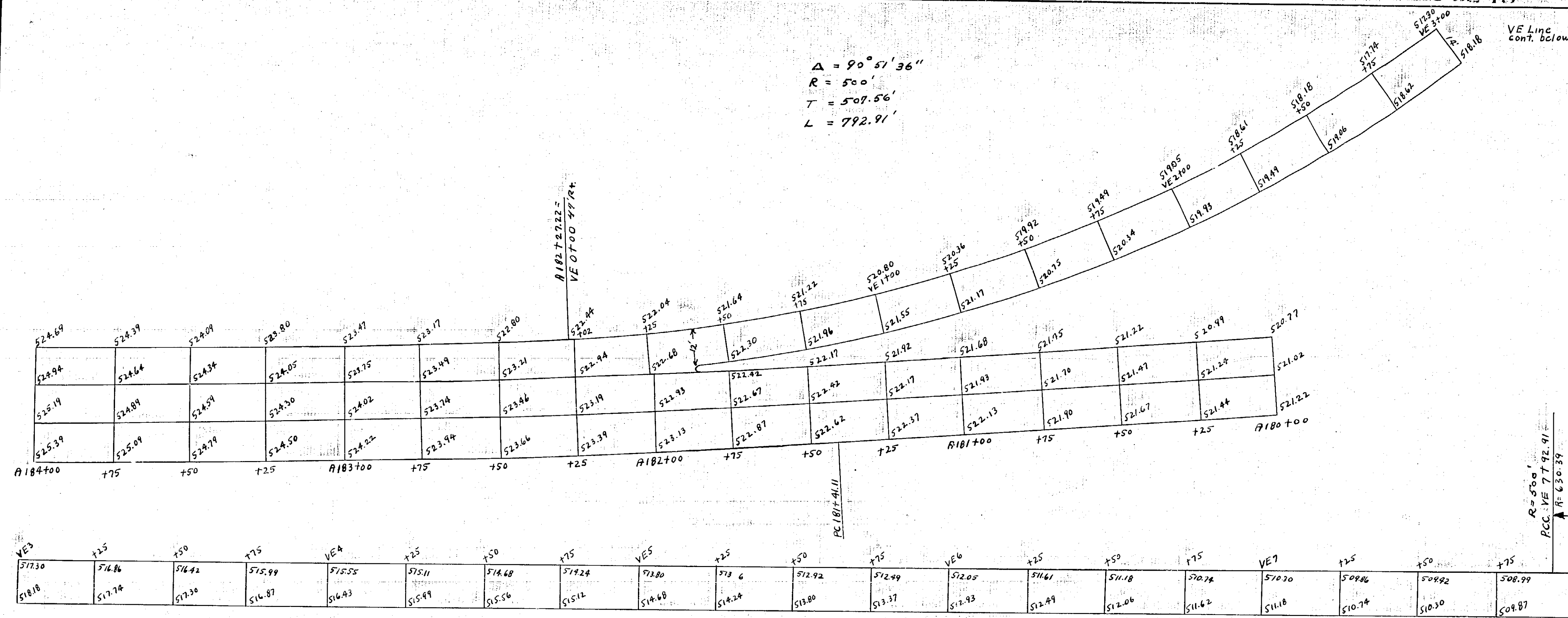
SCALE: 1" = 20'

$$\Delta = 90^{\circ} 51' 36''$$

$$R = 500'$$

$$T = 507.56'$$

$$L = 792.91'$$

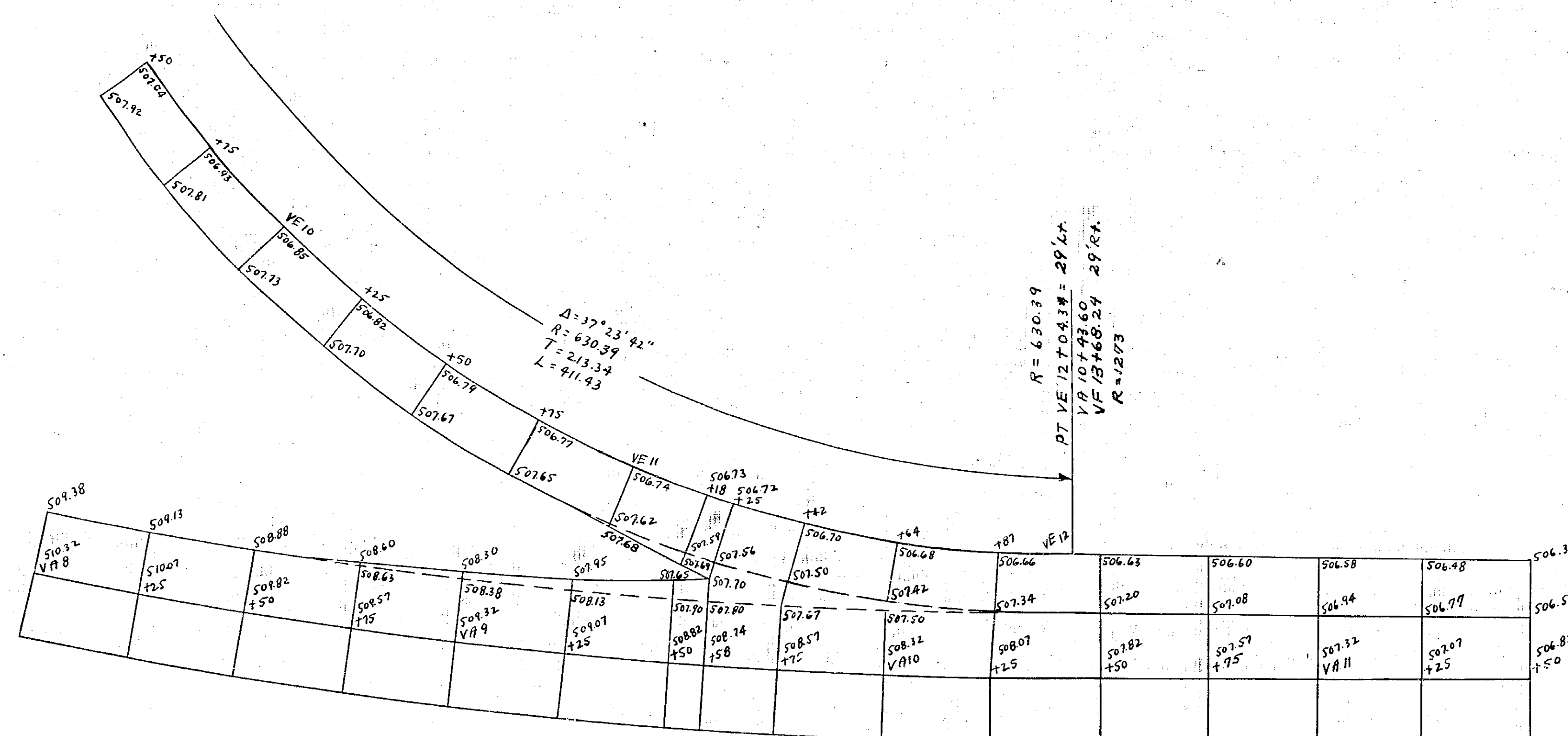


$$\Delta = 37^{\circ} 23' 42''$$

$$R = 630.39'$$

$$T = 213.34'$$

$$L = 411.43'$$

VE Line  
cont. below

MADE BY TRACED BY CHECKED BY  
 J. Colangelo E. Mrzlikay J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW &amp; RECOMMENDED BY

 Sept. 15, 1952  
 DATE

 Ray Hethum  
 ENGINEER DISTRICT NO. 2

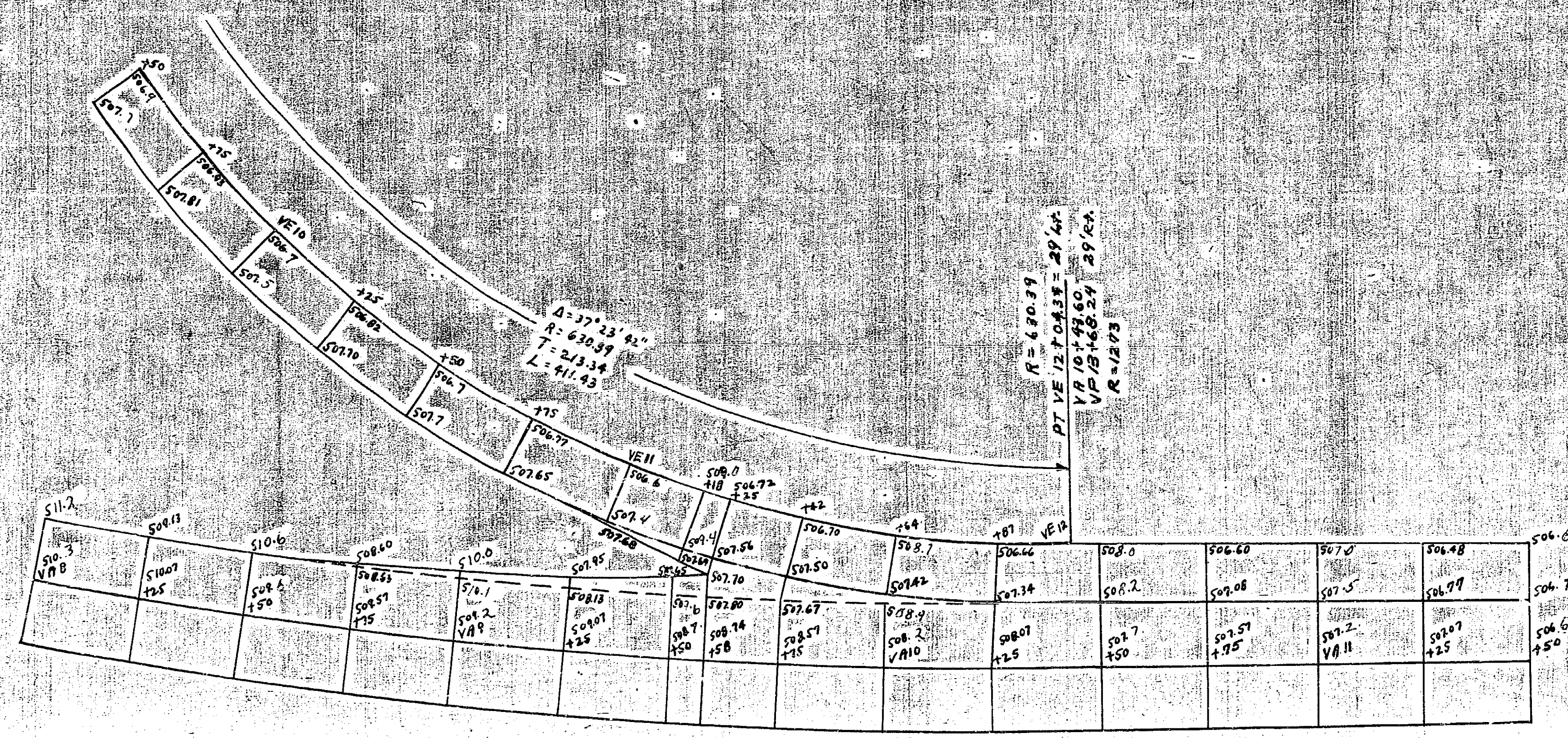
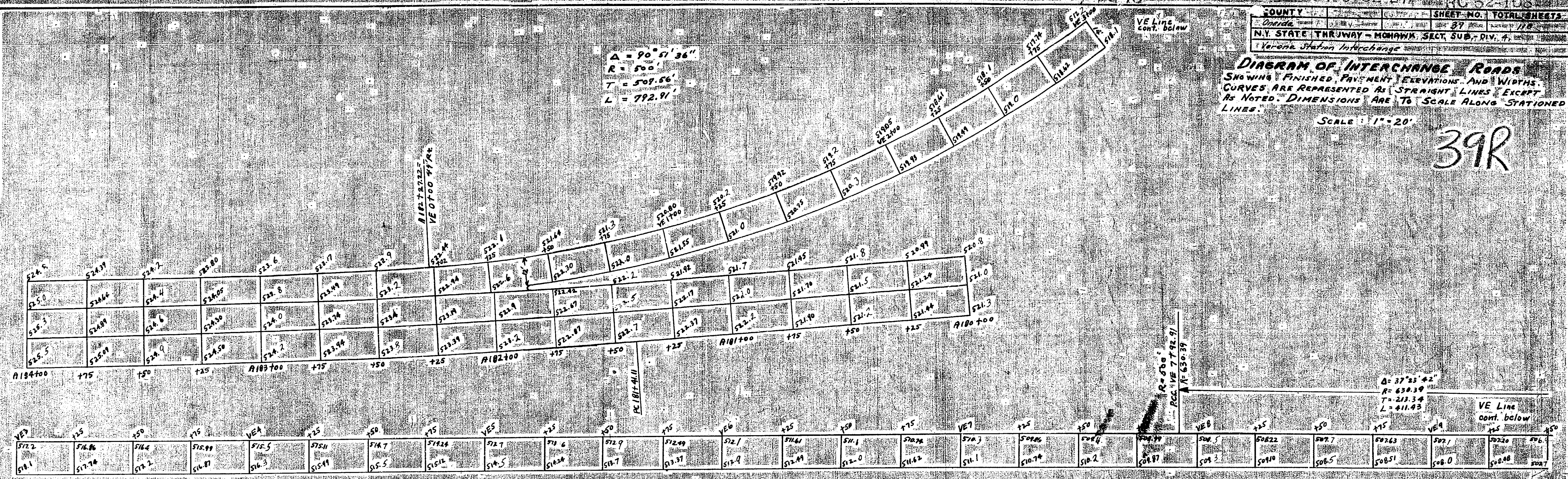


COUNTY	SHEET NO.	TOTAL SHEETS
Oneida	37	114
N.Y. STATE THRUWAY - MOHAWK, SECT. SUB. DIV. 4.		
Verona Station Interchange		

**DIAGRAM OF INTERCHANGE ROADS**  
SHOWING FINISHED PAVEMENT ELEVATIONS AND WIDTHS.  
CURVES ARE REPRESENTED AS STRAIGHT LINES EXCEPT  
AS NOTED. DIMENSIONS ARE TO SCALE ALONG STATIONED  
LINES.

SCALE : 1" = 20'

39R



PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

MADE BY                      TRACED BY                      CHECKED BY  
J. Colangelo                      E. Mrzlikar                      J. Dwyer

Sept. 15 1952  
DATE

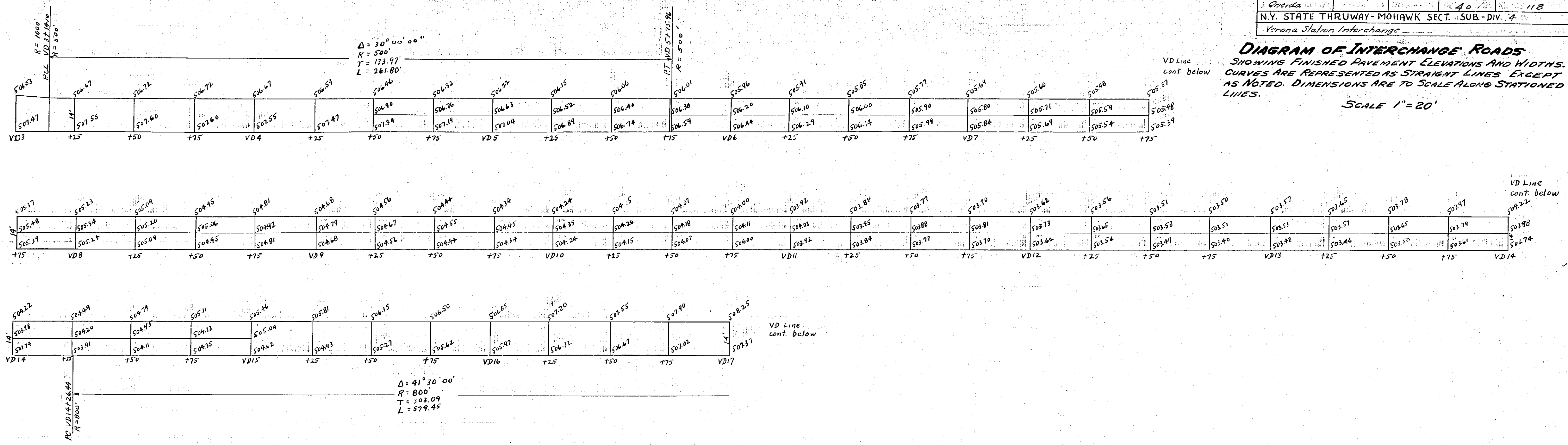
*Ray Peterson*  
ENGINEER DISTRICT NO. 2.



COUNTY	SHEET NO.	TOTAL SHEETS
Orinda	40	118
N.Y. STATE THRUWAY-MOHAWK SECT. SUB-DIV. 4		
Verona Station Interchange		

**DIAGRAM OF INTERCHANGE ROADS**  
SHOWING FINISHED PAVEMENT ELEVATIONS AND WIDTHS.  
CURVES ARE REPRESENTED AS STRAIGHT LINES EXCEPT AS NOTED. DIMENSIONS ARE TO SCALE ALONG STATIONED LINES.

SCALE 1" = 20'



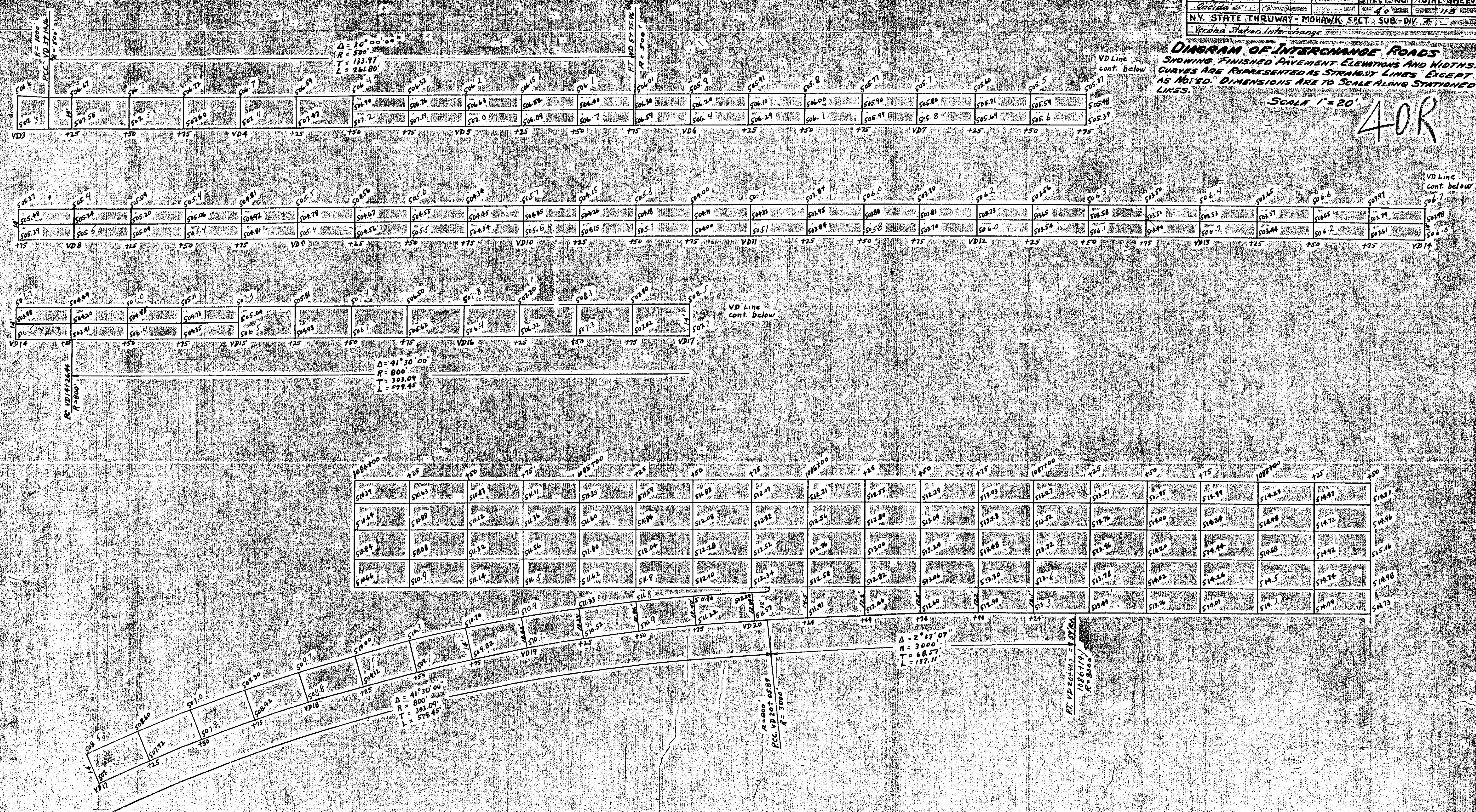


COUNTY	SHEET NO.	TOTAL SHEETS
Queens	40	118
N.Y. STATE THRUWAY - MOHAWK SECT., SUB-DIV. 3, Virginia Station Interchange		

**DIAGRAM OF INTERCHANGE ROADS**  
SHOWING FINISHED PAVEMENT ELEVATIONS AND WIDTHS.  
CURVES ARE REPRESENTED AS STRAIGHT LINES EXCEPT  
AS NOTED. DIMENSIONS ARE TO SCALE ALONG STATIONED  
LINES.

SCALE 1" = 20'

40K

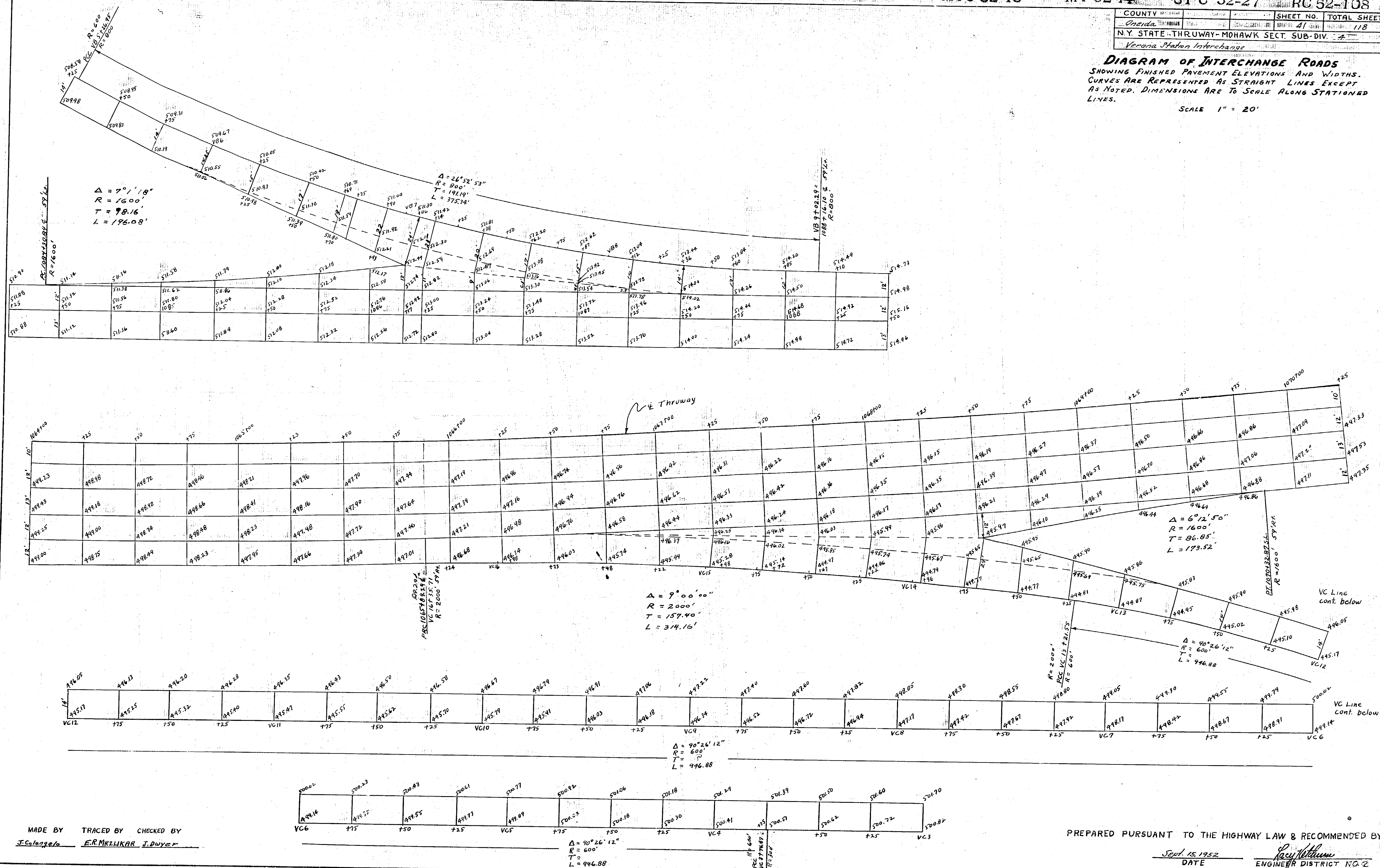




COUNTY	SHEET NO.	TOTAL SHEETS
Onondaga	41	118
N.Y. STATE THRUWAY-MOHAWK SECT. SUB-DIV. 4		
Verona Station Interchange		

**DIAGRAM OF INTERCHANGE ROADS**  
 SHOWING FINISHED PAVEMENT ELEVATIONS AND WIDTHS.  
 CURVES ARE REPRESENTED AS STRAIGHT LINES EXCEPT  
 AS NOTED. DIMENSIONS ARE TO SCALE ALONG STATIONED  
 LINES.

SCALE 1" = 20'



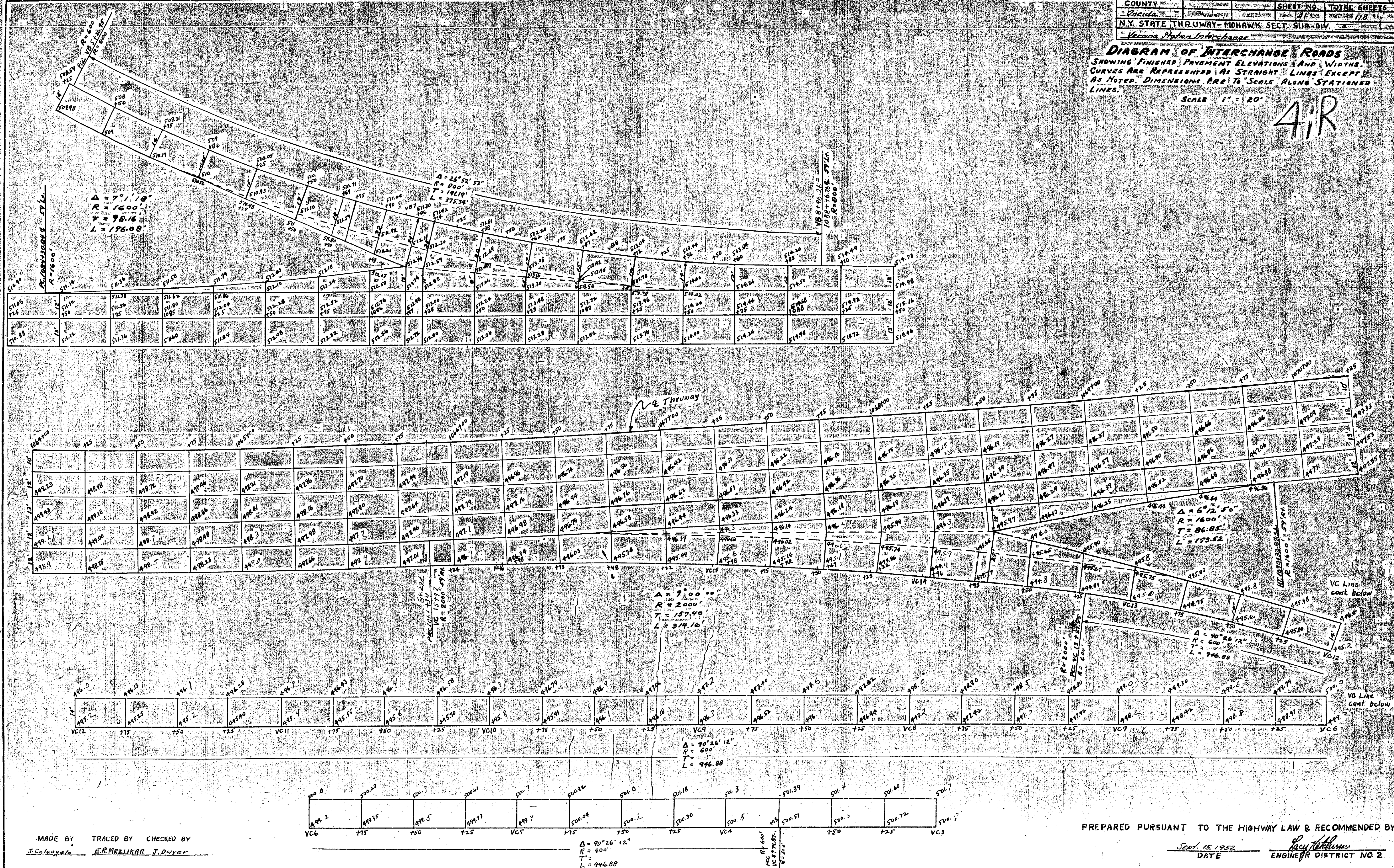


COUNTY	SHEET NO.	TOTAL SHEETS
Albany	41	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 2		
Virginia Station Interchange		

**DIAGRAM OF INTERCHANGE ROADS**  
SHOWING FINISHED PAVEMENT ELEVATIONS AND WIDTHS.  
CURVES ARE REPRESENTED AS STRAIGHT LINES EXCEPT  
AS NOTED. DIMENSIONS ARE TO SCALE ALONG STATIONED  
LINES.

SCALE 1" = 20'

41R



MADE BY TRACED BY CHECKED BY  
J. C. Longoria E. R. MIZUKAWA J. Dwyer

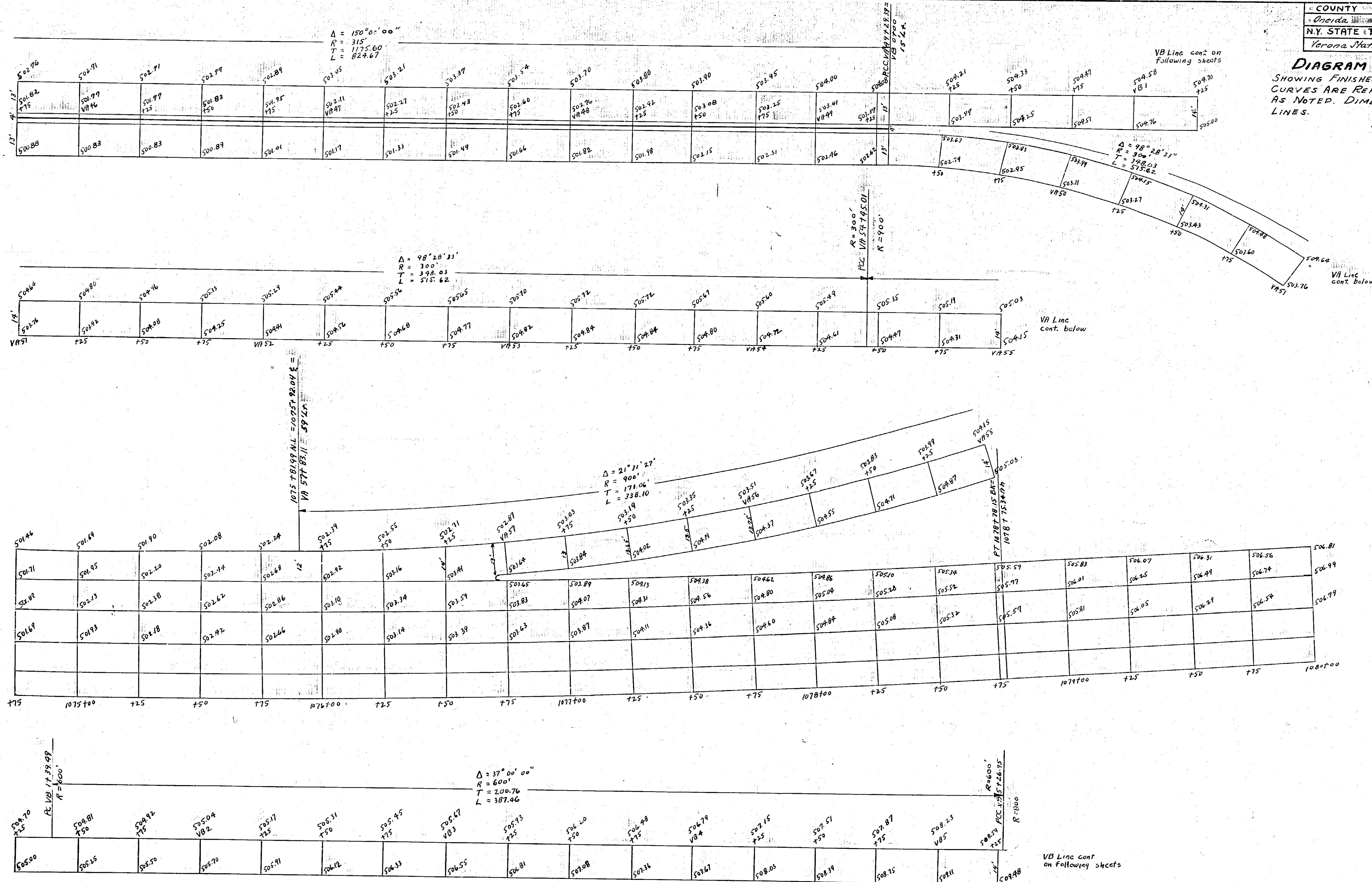
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
DATE 12/15/1952  
ENGINEER DISTRICT NO. 2



COUNTY	SHEET NO.	TOTAL SHEETS
Oneida	42	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 4		
Verona Station Interchange		

**DIAGRAM OF INTERCHANGE ROADS**  
 SHOWING FINISHED PAVEMENT ELEVATIONS AND WIDTHS.  
 CURVES ARE REPRESENTED AS STRAIGHT LINES EXCEPT  
 AS NOTED. DIMENSIONS ARE TO SCALE ALONG STATIONED  
 LINES.

SCALE: 1" = 20'



MADE BY TRACED BY CHECKED BY  
 J. Solariello E.R. MRZUKAR J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

Sept. 15, 1952  
 DATE

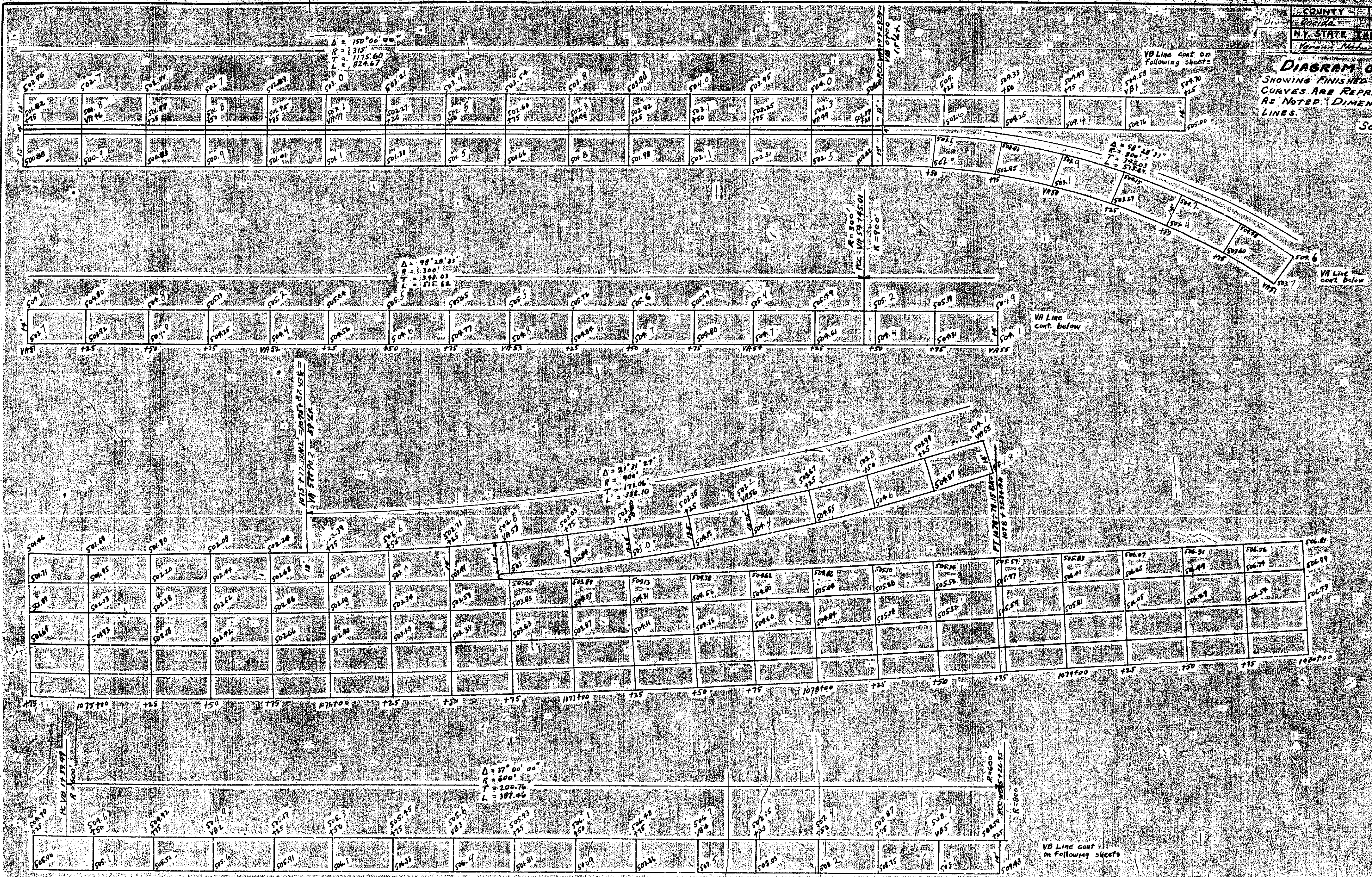
Ray K. Johnson  
 ENGINEER DISTRICT NO. 2



COUNTY	Albany	SHEET NO.	108
DATE	12-15-1952	BY	J. M. [Signature]
N.Y. STATE THRUWAY AUTHORITY			
Verona Station Interchange			

**DIAGRAM OF INTERCHANGE ROADS**  
SHOWING FINISHED PAVEMENT ELEVATIONS AND WIDTHS.  
CURVES ARE REPRESENTED AS STRAIGHT LINES EXCEPT AS NOTED. DIMENSIONS ARE TO SCALE ALONG STATIONED LINES.  
SCALE: 1" = 20'

42R



MADE BY TRACED BY CHECKED BY  
J. Seagala E.R. MARZLUFF J. Dwyer

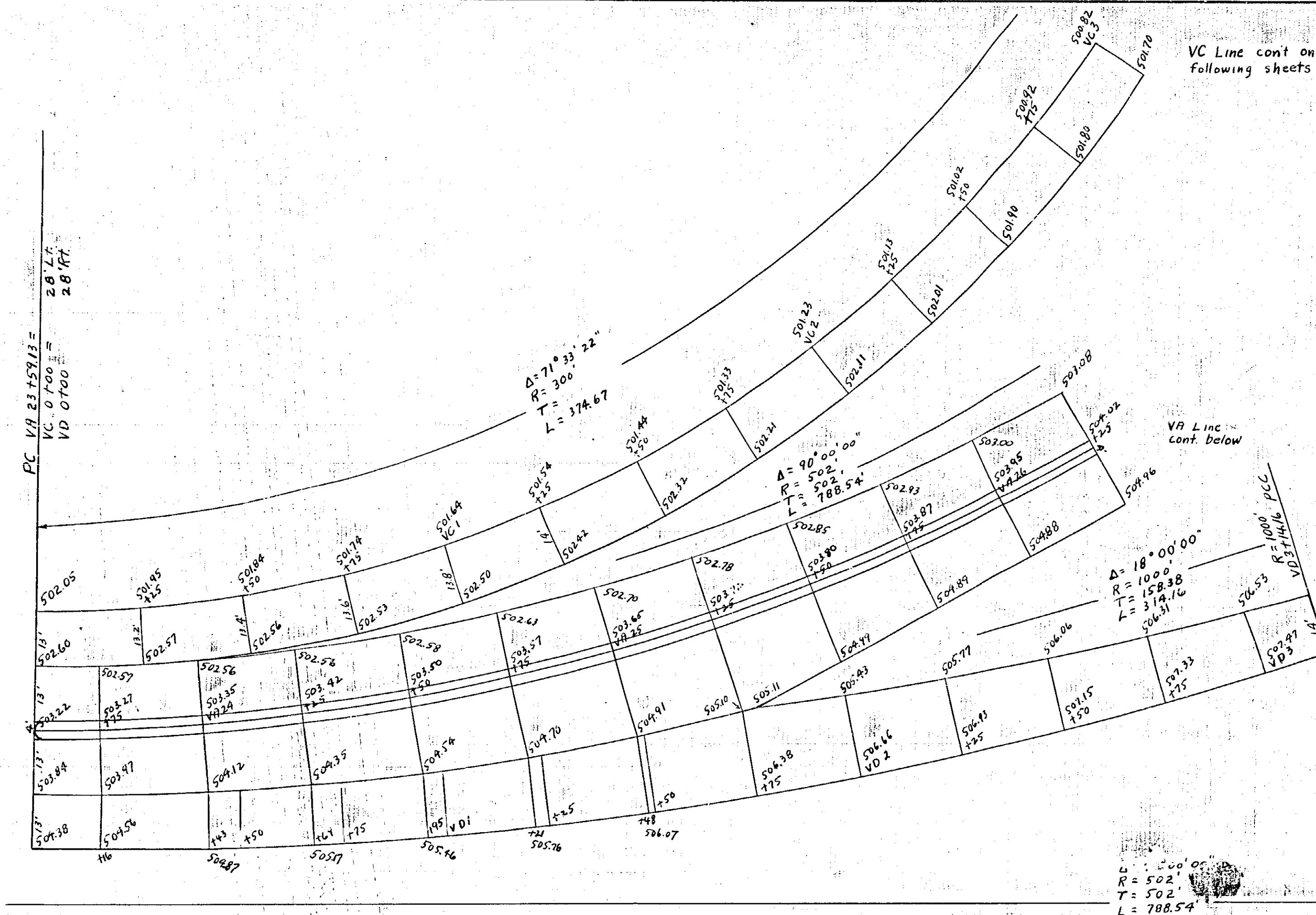
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
DATE 12-15-1952  
ENGINEER DISTRICT NO. 2



COUNTY	SHEET NO.	TOTAL SHEETS
Oneida	43	118
N.Y. STATE THRUWAY-MOHAWK SECT. SUB-DIV. 4		
Verona Station Interchange		

**DIAGRAM OF INTERCHANGE ROADS**  
SHOWING FINISHED PAVEMENT ELEVATIONS AND WIDTHS.  
CURVES ARE REPRESENTED AS STRAIGHT LINES EXCEPT  
AS NOTED. DIMENSIONS ARE TO SCALE ALONG STATIONED  
LINES.

SCALE: 1" = 20'



503.08	503.15	503.23	503.30	503.38	503.45	503.53	503.60	503.68	503.75	503.83	503.90	503.98	504.05	504.17	504.34	504.59	504.91	505.36	505.65	506.33	506.98	507.13	508.55	509.33	510.17	510.96
504.96	505.03	505.11	505.18	505.26	505.33	505.41	505.48	505.56	505.63	505.71	505.78	505.86	505.93	506.05	506.22	506.47	506.69	507.00	507.35	507.77	508.13	508.75	509.33	509.95	510.60	511.25
510.96	511.71	512.46	513.21	513.96	514.71	515.46	516.21	516.96	517.67	518.33	518.87	519.34	519.72	520.02	520.24	520.37	520.42	520.40	520.29	520.10	519.81	519.45	519.01	518.48	517.90	517.23
511.25	511.90	512.57	513.24	513.98	514.71	515.46	516.21	516.96	517.67	518.33	518.87	519.34	519.72	520.02	520.24	520.37	520.42	520.40	520.29	520.10	519.81	519.45	519.01	518.48	517.90	517.23
517.23	516.61	515.94	515.28	514.67	514.04	513.39	512.74	512.10	511.47	510.77	510.04	509.34	508.59	507.84	507.10	506.40	505.80	505.12	504.72	504.27	503.88	503.54	503.26	503.03	502.86	502.76
517.16	516.42	515.67	515.08	514.49	513.86	513.26	512.61	511.90	511.15	510.35	509.50	508.40	507.15	506.90	506.16	505.48	504.86	504.29	503.78	503.33	502.94	502.60	502.32	502.09	501.92	501.82
517.16	516.42	515.67	515.08	514.49	513.86	513.26	512.61	511.90	511.15	510.35	509.50	508.40	507.15	506.90	506.16	505.48	504.86	504.29	503.78	503.33	502.94	502.60	502.32	502.09	501.92	501.82

MADE BY TRACED BY CHECKED BY  
J. C. Rogers E. R. Mirzakar J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

DATE

ENGINEER, DISTRICT NO. 2



COUNTY	Orinda	SHEET NO.	43R	TOTAL SHEETS	178
N.Y. STATE THRUWAY-MOHAWK SECT. SUB-DIV. 4					
Varona Station Interchange					

**DIAGRAM OF INTERCHANGE ROADS**  
SHOWING FINISHED PAVEMENT ELEVATIONS AND WIDTHS.  
CURVES ARE REPRESENTED AS STRAIGHT LINES EXCEPT AS NOTED. DIMENSIONS ARE TO SCALE ALONG STATIONED LINES.

SCALE: 1" = 20'

43R



MADE BY TRACED BY CHECKED BY  
J. Colangelo E. R. MAZURK J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
DATE Sept 15, 1958 Ray Williams  
ENGINEER, DISTRICT NO. 2

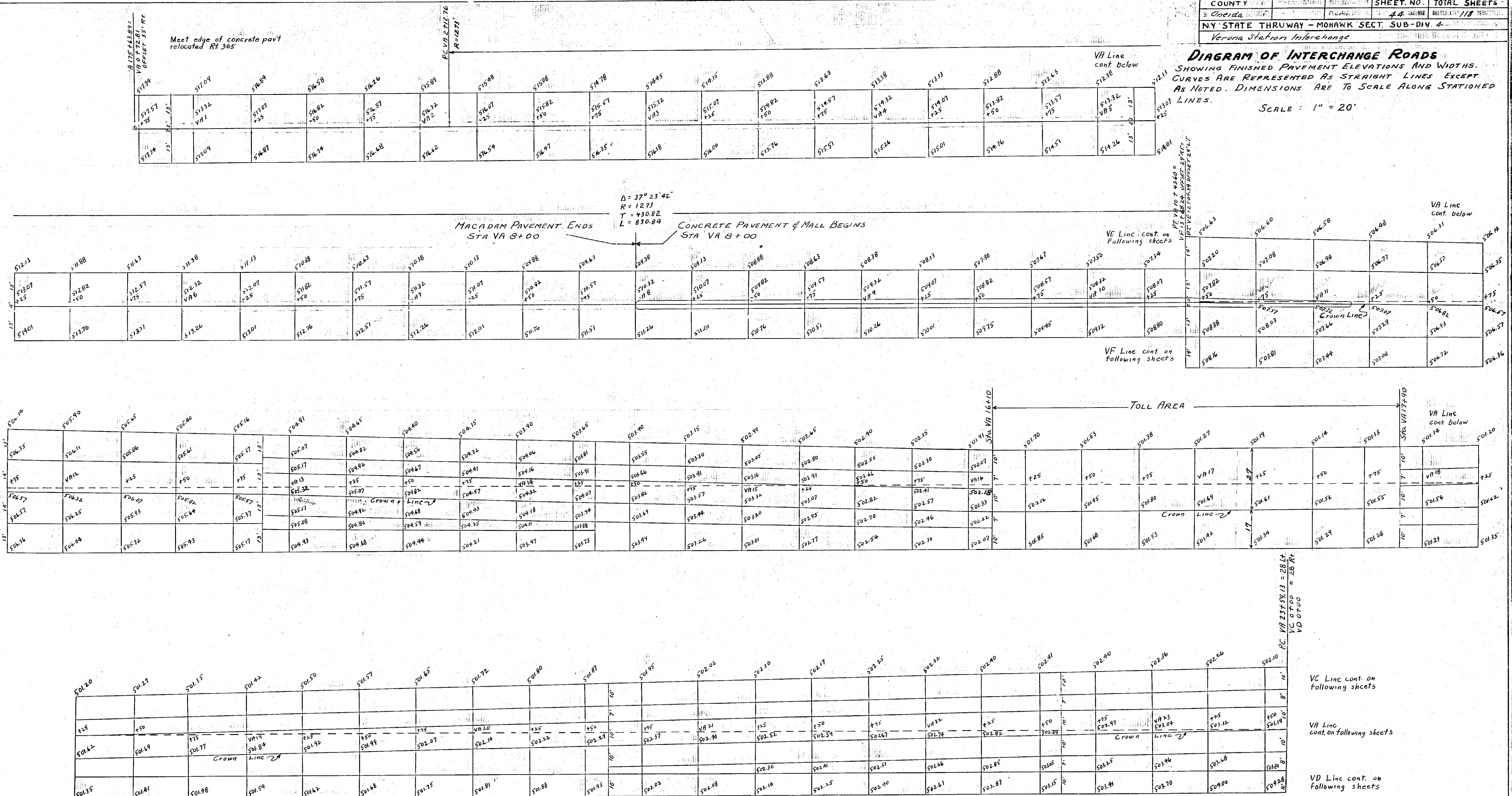


COUNTY	SECTION	SHEET NO.	TOTAL SHEETS
Orinda		44	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 4			
Verona Station Interchange			

### DIAGRAM OF INTERCHANGE ROADS

SHOWING FINISHED PAVEMENT ELEVATIONS AND WIDTHS.  
CURVES ARE REPRESENTED AS STRAIGHT LINES EXCEPT  
AS NOTED. DIMENSIONS ARE TO SCALE ALONG STATIONED  
LINES.

SCALE : 1" = 20'





# **DIAGRAM OF INTERCHANGE ROADS** SHOWING FINISHED PAVEMENT ELEVATIONS AND WIDTHS. CURVES ARE REPRESENTED AS STRAIGHT LINES EXCEPT AS NOTED. DIMENSIONS ARE TO SCALE ALONG STATIONED LINES.

SCALE 1" = 20'

44R

Meet edge of concrete pav't relocated Rt 365

512.57	512.56	512.55	512.54	512.53	512.52	512.51	512.50	512.49	512.48	512.47	512.46	512.45	512.44	512.43	512.42	512.41	512.40	512.39	512.38	512.37	512.36	512.35	512.34	512.33	512.32	512.31	512.30	512.29	512.28	512.27	512.26	512.25	512.24	512.23	512.22	512.21	512.20	512.19	512.18	512.17	512.16	512.15	512.14	512.13	512.12	512.11	512.10	512.09	512.08	512.07	512.06	512.05	512.04	512.03	512.02	512.01	512.00	511.99	511.98	511.97	511.96	511.95	511.94	511.93	511.92	511.91	511.90	511.89	511.88	511.87	511.86	511.85	511.84	511.83	511.82	511.81	511.80	511.79	511.78	511.77	511.76	511.75	511.74	511.73	511.72	511.71	511.70	511.69	511.68	511.67	511.66	511.65	511.64	511.63	511.62	511.61	511.60	511.59	511.58	511.57	511.56	511.55	511.54	511.53	511.52	511.51	511.50	511.49	511.48	511.47	511.46	511.45	511.44	511.43	511.42	511.41	511.40	511.39	511.38	511.37	511.36	511.35	511.34	511.33	511.32	511.31	511.30	511.29	511.28	511.27	511.26	511.25	511.24	511.23	511.22	511.21	511.20	511.19	511.18	511.17	511.16	511.15	511.14	511.13	511.12	511.11	511.10	511.09	511.08	511.07	511.06	511.05	511.04	511.03	511.02	511.01	511.00	510.99	510.98	510.97	510.96	510.95	510.94	510.93	510.92	510.91	510.90	510.89	510.88	510.87	510.86	510.85	510.84	510.83	510.82	510.81	510.80	510.79	510.78	510.77	510.76	510.75	510.74	510.73	510.72	510.71	510.70	510.69	510.68	510.67	510.66	510.65	510.64	510.63	510.62	510.61	510.60	510.59	510.58	510.57	510.56	510.55	510.54	510.53	510.52	510.51	510.50	510.49	510.48	510.47	510.46	510.45	510.44	510.43	510.42	510.41	510.40	510.39	510.38	510.37	510.36	510.35	510.34	510.33	510.32	510.31	510.30	510.29	510.28	510.27	510.26	510.25	510.24	510.23	510.22	510.21	510.20	510.19	510.18	510.17	510.16	510.15	510.14	510.13	510.12	510.11	510.10	510.09	510.08	510.07	510.06	510.05	510.04	510.03	510.02	510.01	510.00	509.99	509.98	509.97	509.96	509.95	509.94	509.93	509.92	509.91	509.90	509.89	509.88	509.87	509.86	509.85	509.84	509.83	509.82	509.81	509.80	509.79	509.78	509.77	509.76	509.75	509.74	509.73	509.72	509.71	509.70	509.69	509.68	509.67	509.66	509.65	509.64	509.63	509.62	509.61	509.60	509.59	509.58	509.57	509.56	509.55	509.54	509.53	509.52	509.51	509.50	509.49	509.48	509.47	509.46	509.45	509.44	509.43	509.42	509.41	509.40	509.39	509.38	509.37	509.36	509.35	509.34	509.33	509.32	509.31	509.30	509.29	509.28	509.27	509.26	509.25	509.24	509.23	509.22	509.21	509.20	509.19	509.18	509.17	509.16	509.15	509.14	509.13	509.12	509.11	509.10	509.09	509.08	509.07	509.06	509.05	509.04	509.03	509.02	509.01	509.00	508.99	508.98	508.97	508.96	508.95	508.94	508.93	508.92	508.91	508.90	508.89	508.88	508.87	508.86	508.85	508.84	508.83	508.82	508.81	508.80	508.79	508.78	508.77	508.76	508.75	508.74	508.73	508.72	508.71	508.70	508.69	508.68	508.67	508.66	508.65	508.64	508.63	508.62	508.61	508.60	508.59	508.58	508.57	508.56	508.55	508.54	508.53	508.52	508.51	508.50	508.49	508.48	508.47	508.46	508.45	508.44	508.43	508.42	508.41	508.40	508.39	508.38	508.37	508.36	508.35	508.34	508.33	508.32	508.31	508.30	508.29	508.28	508.27	508.26	508.25	508.24	508.23	508.22	508.21	508.20	508.19	508.18	508.17	508.16	508.15	508.14	508.13	508.12	508.11	508.10	508.09	508.08	508.07	508.06	508.05	508.04	508.03	508.02	508.01	508.00	507.99	507.98	507.97	507.96	507.95	507.94	507.93	507.92	507.91	507.90	507.89	507.88	507.87	507.86	507.85	507.84	507.83	507.82	507.81	507.80	507.79	507.78	507.77	507.76	507.75	507.74	507.73	507.72	507.71	507.70	507.69	507.68	507.67	507.66	507.65	507.64	507.63	507.62	507.61	507.60	507.59	507.58	507.57	507.56	507.55	507.54	507.53	507.52	507.51	507.50	507.49	507.48	507.47	507.46	507.45	507.44	507.43	507.42	507.41	507.40	507.39	507.38	507.37	507.36	507.35	507.34	507.33	507.32	507.31	507.30	507.29	507.28	507.27	507.26	507.25	507.24	507.23	507.22	507.21	507.20	507.19	507.18	507.17	507.16	507.15	507.14	507.13	507.12	507.11	507.10	507.09	507.08	507.07	507.06	507.05	507.04	507.03	507.02	507.01	507.00	506.99	506.98	506.97	506.96	506.95	506.94	506.93	506.92	506.91	506.90	506.89	506.88	506.87	506.86	506.85	506.84	506.83	506.82	506.81	506.80	506.79	506.78	506.77	506.76	506.75	506.74	506.73	506.72	506.71	506.70	506.69	506.68	506.67	506.66	506.65	506.64	506.63	506.62	506.61	506.60	506.59	506.58	506.57	506.56	506.55	506.54	506.53	506.52	506.51	506.50	506.49	506.48	506.47	506.46	506.45	506.44	506.43	506.42	506.41	506.40	506.39	506.38	506.37	506.36	506.35	506.34	506.33	506.32	506.31	506.30	506.29	506.28	506.27	506.26	506.25	506.24	506.23	506.22	506.21	506.20	506.19	506.18	506.17	506.16	506.15	506.14	506.13	506.12	506.11	506.10	506.09	506.08	506.07	506.06	506.05	506.04	506.03	506.02	506.01	506.00	505.99	505.98	505.97	505.96	505.95	505.94	505.93	505.92	505.91	505.90	505.89	505.88	505.87	505.86	505.85	505.84	505.83	505.82	505.81	505.80	505.79	505.78	505.77	505.76	505.75	505.74	505.73	505.72	505.71	505.70	505.69	505.68	505.67	505.66	505.65	505.64	505.63	505.62	505.61	505.60	505.59	505.58	505.57	505.56	505.55	505.54	505.53	505.52	505.51	505.50	505.49	505.48	505.47	505.46	505.45	505.44	505.43	505.42	505.41	505.40	505.39	505.38	505.37	505.36	505.35	505.34	505.33	505.32	505.31	505.30	505.29	505.28	505.27	505.26	505.25	505.24	505.23	505.22	505.21	505.20	505.19	505.18	505.17	505.16	505.15	505.14	505.13	505.12	505.11	505.10	505.09	505.08	505.07	505.06	505.05	505.04	505.03	505.02	505.01	505.00	504.99	504.98	504.97	504.96	504.95	504.94	504.93	504.92	504.91	504.90	504.89	504.88	504.87	504.86	504.85	504.84	504.83	504.82	504.81	504.80	504.79	504.78	504.77	504.76	504.75	504.74	504.73	504.72	504.71	504.70	504.69	504.68	504.67	504.66	504.65	504.64	504.63	504.62	504.61	504.60	504.59	504.58	504.57	504.56	504.55	504.54	504.53	504.52	504.51	504.50	504.49	504.48	504.47	504.46	504.45	504.44	504.43	504.42	504.41	504.40	504.39	504.38	504.37	504.36	504.35	504.34	504.33	504.32	504.31	504.30	504.29	504.28	504.27	504.26	504.25	504.24	504.23	504.22	504.21	504.20	504.19	504.18	504.17	504.16	504.15	504.14	504.13	504.12	504.11	504.10	504.09	504.08	504.07	504.06	504.05	504.04	504.03	504.02	504.01	504.00	503.99	503.98	503.97	503.96	503.95	503.94	503.93	503.92	503.91	503.90	503.89	503.88	503.87	503.86	503.85	503.84	503.83	503.82	503.81	503.80	503.79	503.78	503.77	503.76	503.75	503.74	503.73	503.72	503.71	503.70	503.69	503.68	503.67	503.66	503.65	503.64	503.63	503.62	503.61	503.60	503.59	503.58	503.57	503.56	503.55	503.54	503.53	503.52	503.51	503.50	503.49	503.48	503.47	503.46	503.45	503.44	503.43	503.42	503.41	503.40	503.39	503.38	503.37	503.36	503.35	503.34	503.33	503.32	503.31	503.30	503.29	503.28	503.27	503.26	503.25	503.24	503.23	503.22	503.21	503.20	503.19	503.18	503.17	503.16	503.15	503.14	503.13	503.12	503.11	503.10	503.09	503.08	503.07	503.06	503.05	503.04	503.03	503.02	503.01	503.00	502.99	502.98	502.97	502.96	502.95	502.94	502.93	502.92	502.91	502.90	502.89	502.88	502.87	502.86	502.85	502.84	502.83	502.82	502.81	502.80	502.79	502.78	502.77	502.76	502.75	502.74	502.73	502.72	502.71	502.70	502.69	502.68	502.67	502.66	502.65	502.64	502.63	502.62	502.61	502.60	502.59	502.58	502.57	502.56	502.55	502.54	502.53	502.52	502.51	502.50	502.49	502.48	502.47	502.46	502.45	502.44	502.43	502.42	502.41	502.40	502.39	502.38	502.37	502.36	502.35	502.34	502.33	502.32	502.31	502.30	502.29	502.28	502.27	502.26	502.25	502.24	502.23	502.22	502.21	502.20	502.19	502.18	502.17	502.16	502.15	502.14	502.13	502.12	502.11	502.10	502.09	502.08	502.07	502.06	502.05	502.04	502.03	502.02	502.01	502.00	501.99	501.98	501.97	501.96	501.95	501.94	501.93	501.92	501.91	501.90	501.89	501.88	501.87	501.86	501.85	501.84	501.83	501.82	501.81	501.80	501.79	501.78	501.77	501.76	501.75	501.74	501.73	501.72	501.71	5







# SCHEDULE C

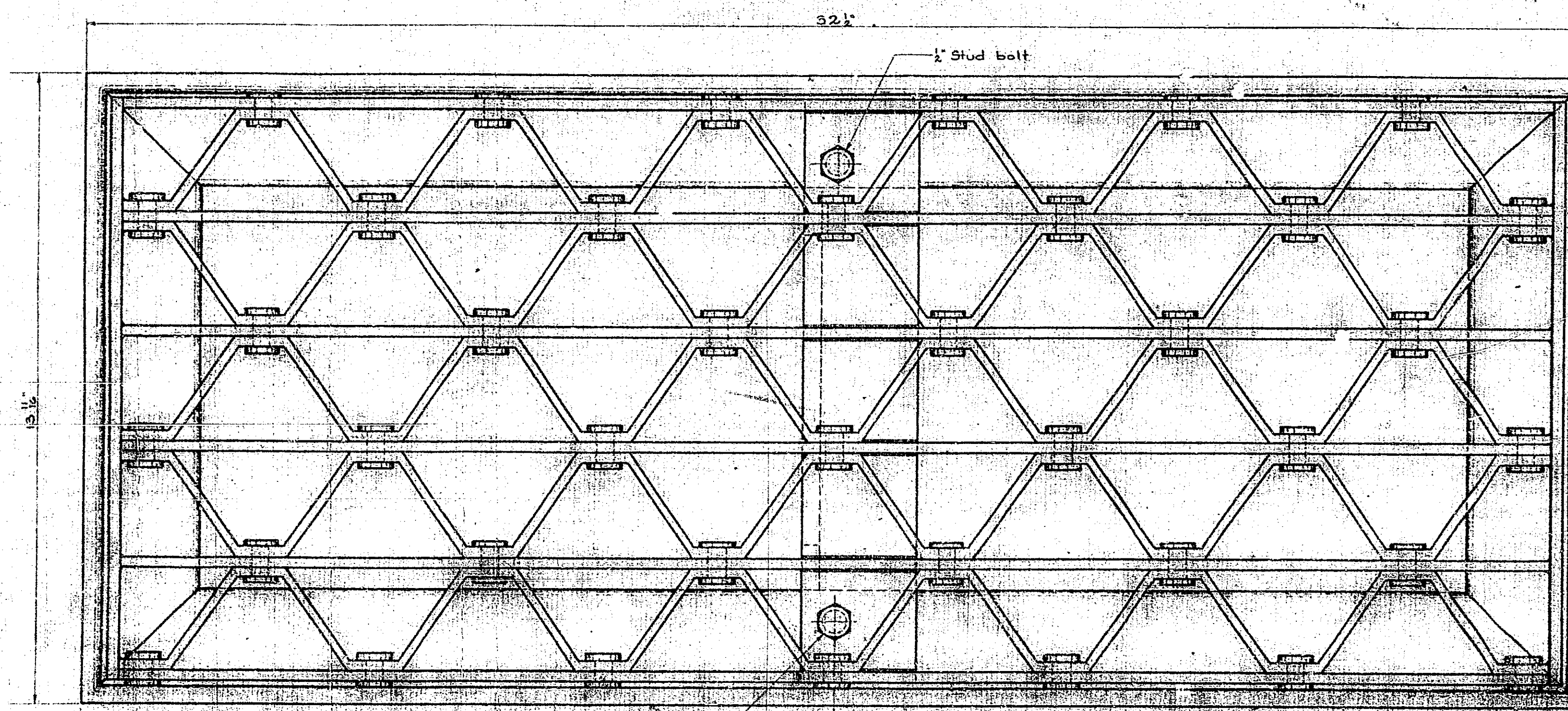
## DETAIL SPECIFICATIONS FOR PLANTS

[illegible][illegible]

MADE BY \_\_\_\_\_ TRACED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_

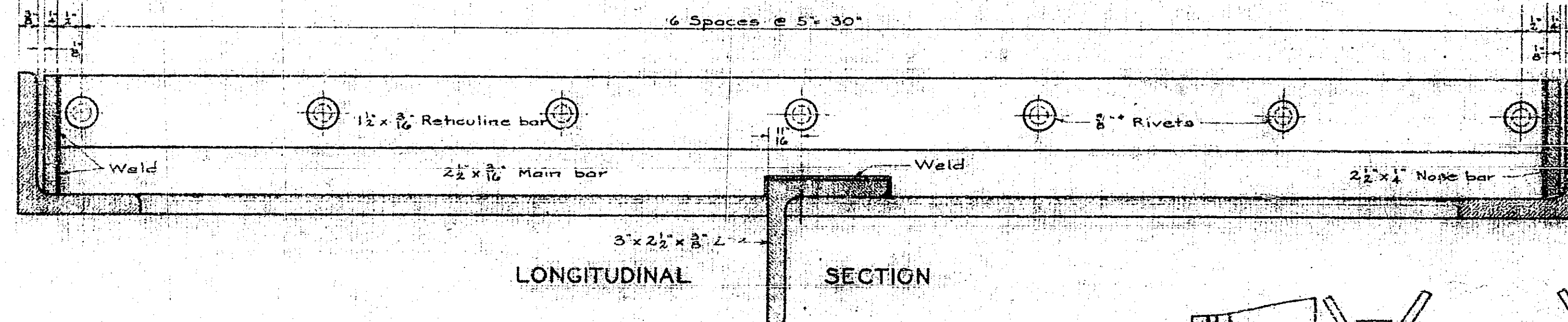


FED. RD. DIV. NO.	STATE	FED. RD. PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	NY		ONEIDA	47	118
THE NEW YORK STATE THRUWAY MONAKA SECTION - SUBDIVISIONS 3 & 4 CANASTOTA - ONEIDA & ONEIDA - VERONA STATION					



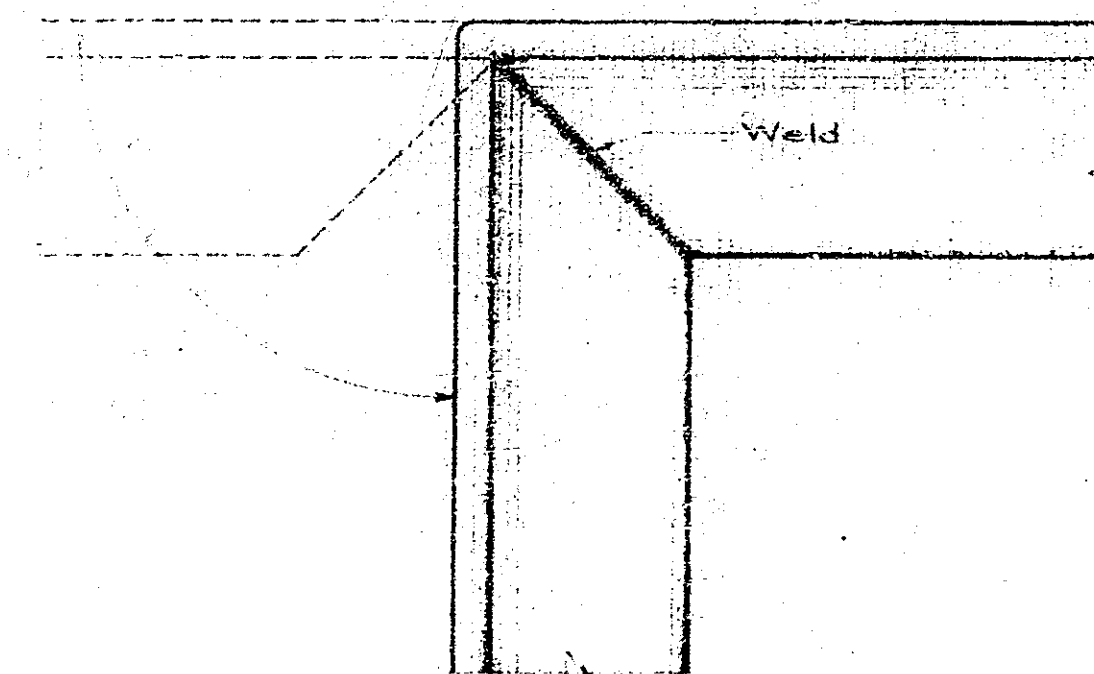
PLAN

6 Spaces @ 5' = 30'



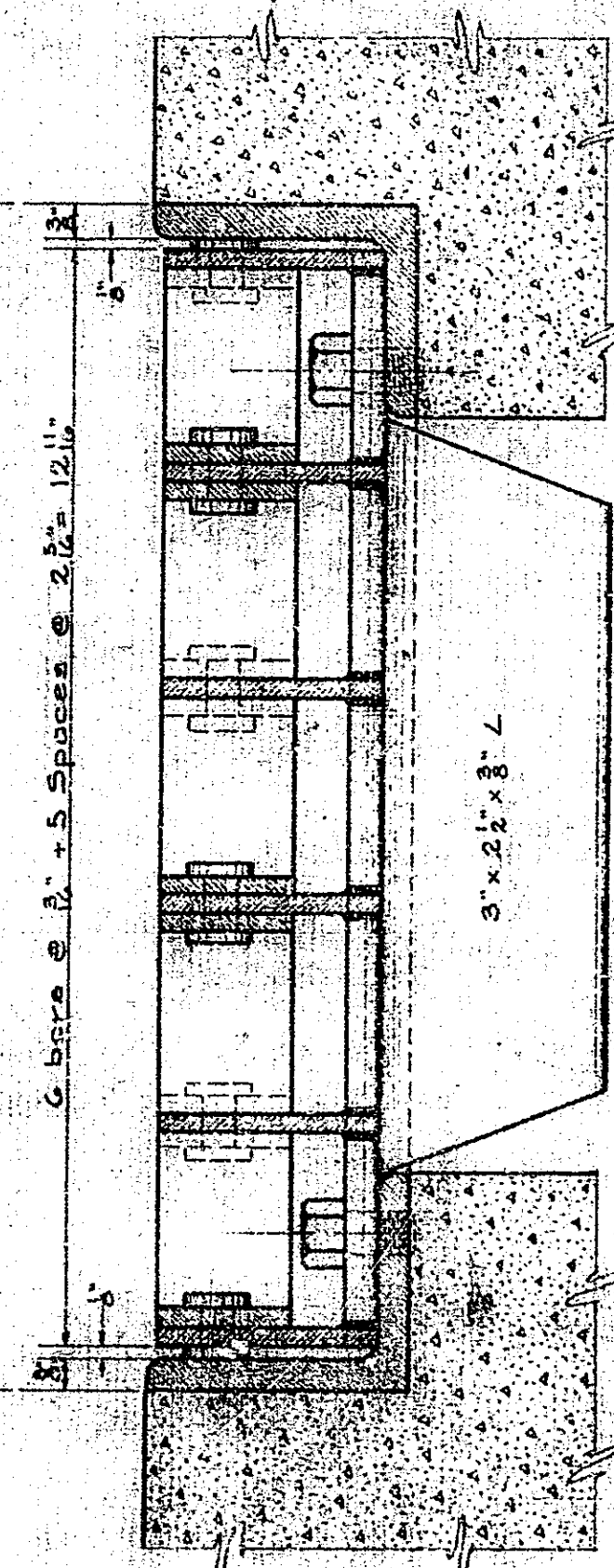
LONGITUDINAL SECTION

FRAME &amp; GRATE TYPE A

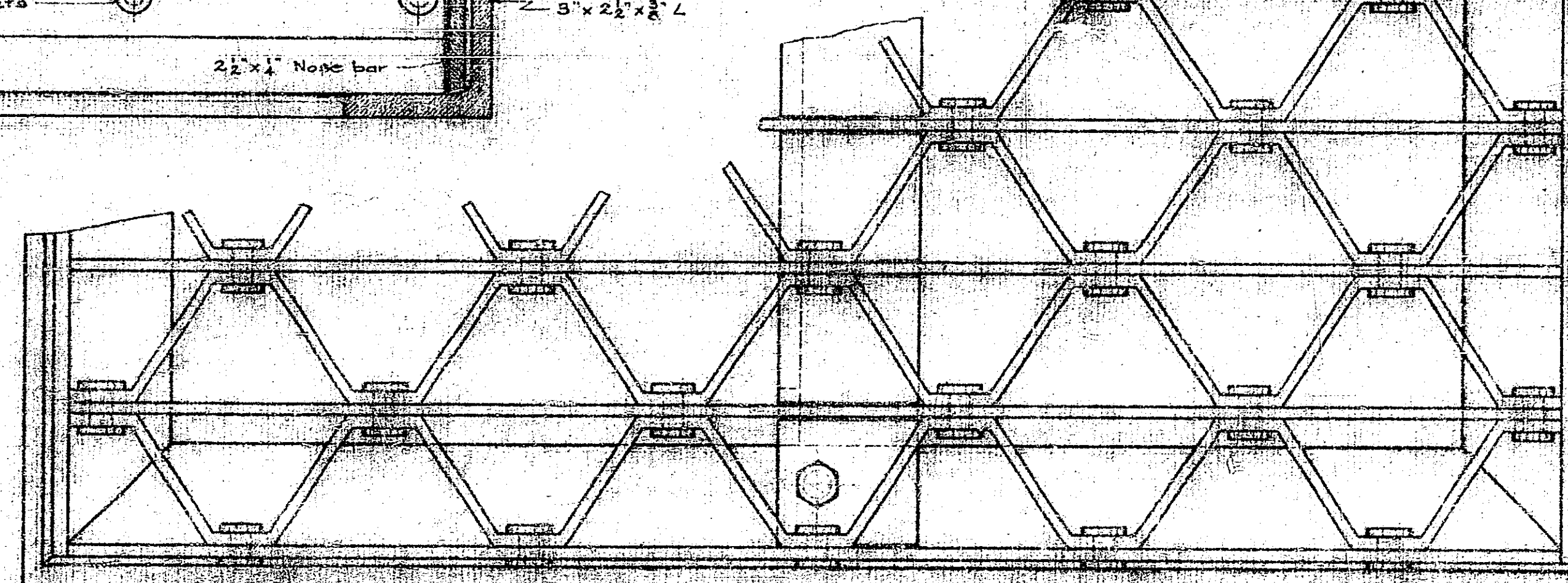


3 Corners of frame formed as above  
1 Corner of frame weld both legs of angles.

FRAME DETAIL

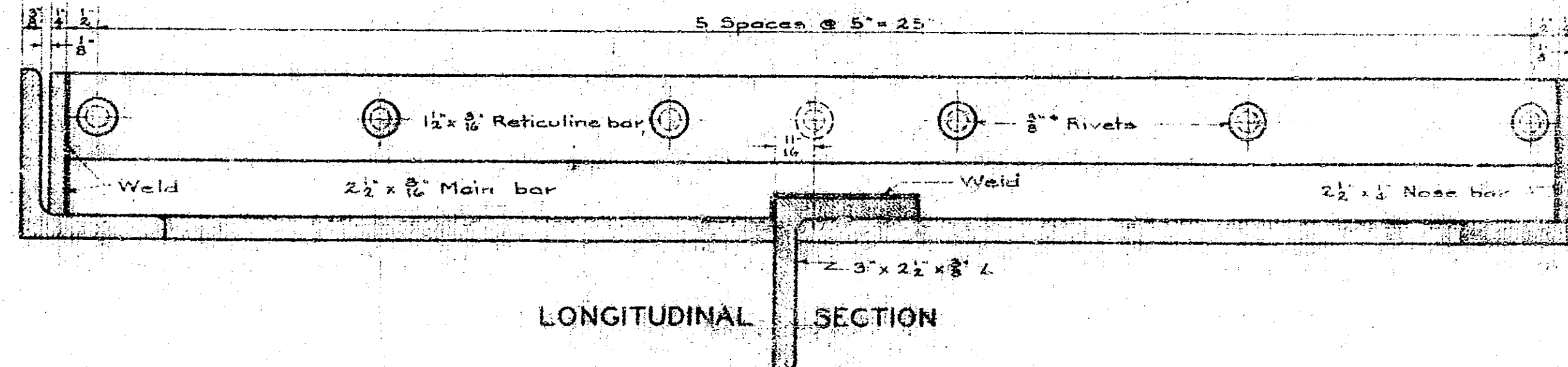


CROSS SECTION



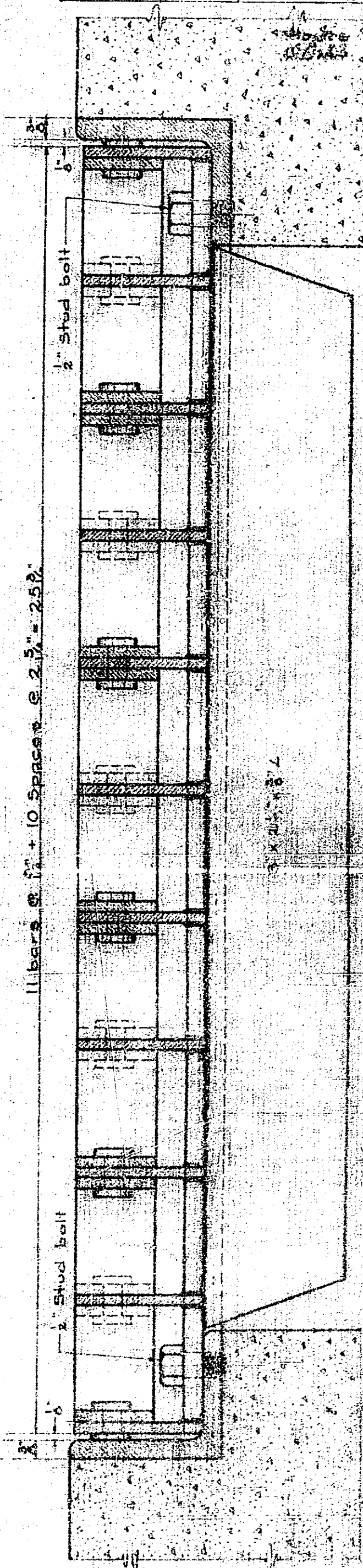
PLAN

5 Spaces @ 5' = 25'



LONGITUDINAL SECTION

FRAME &amp; GRATE TYPE B



CROSS SECTION

NOTE:

Grating ground to all flats.  
Welds on inside of frame and  
outside of grating ground smooth.  
Frame and grating shall be hot  
dip galvanized.

GRATING DETAILS

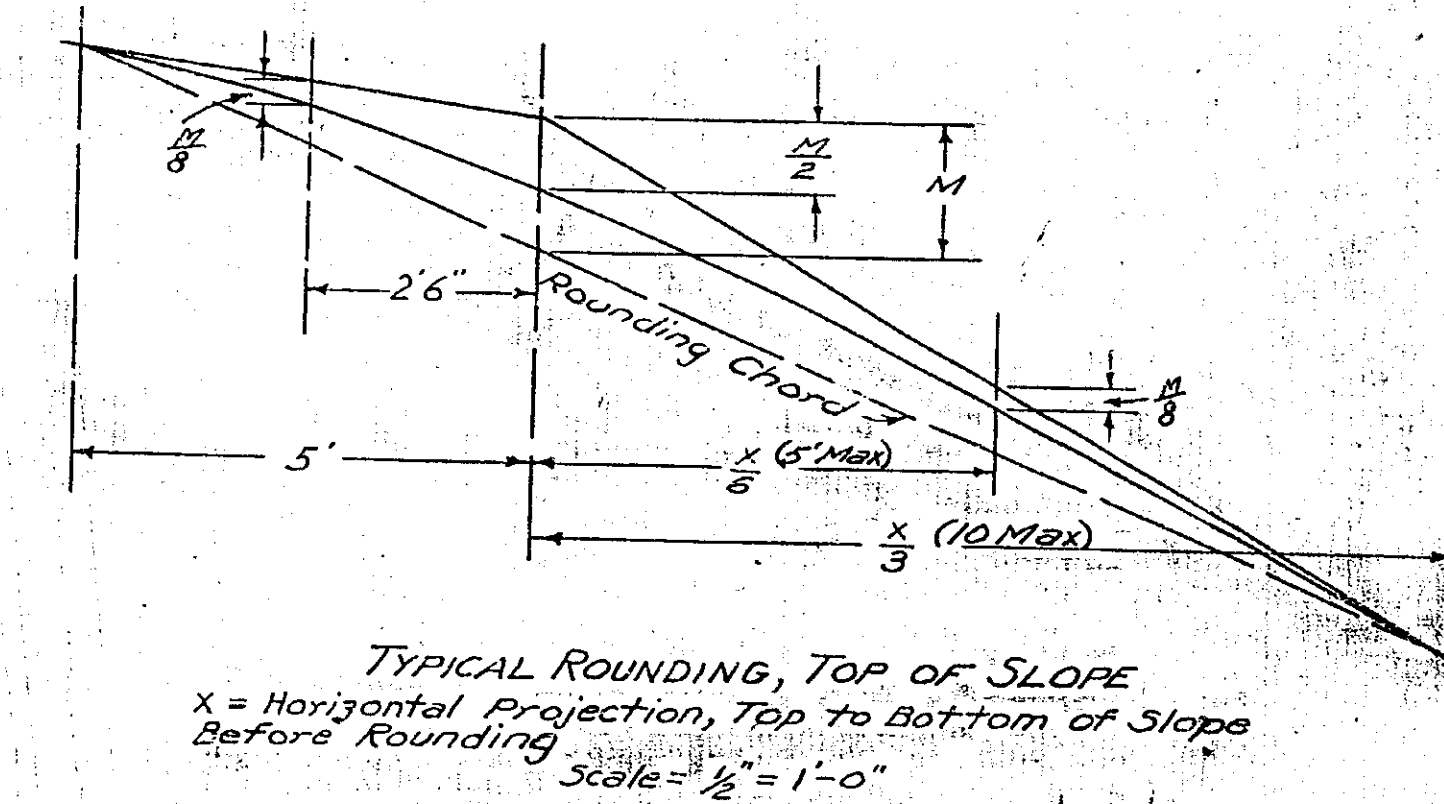
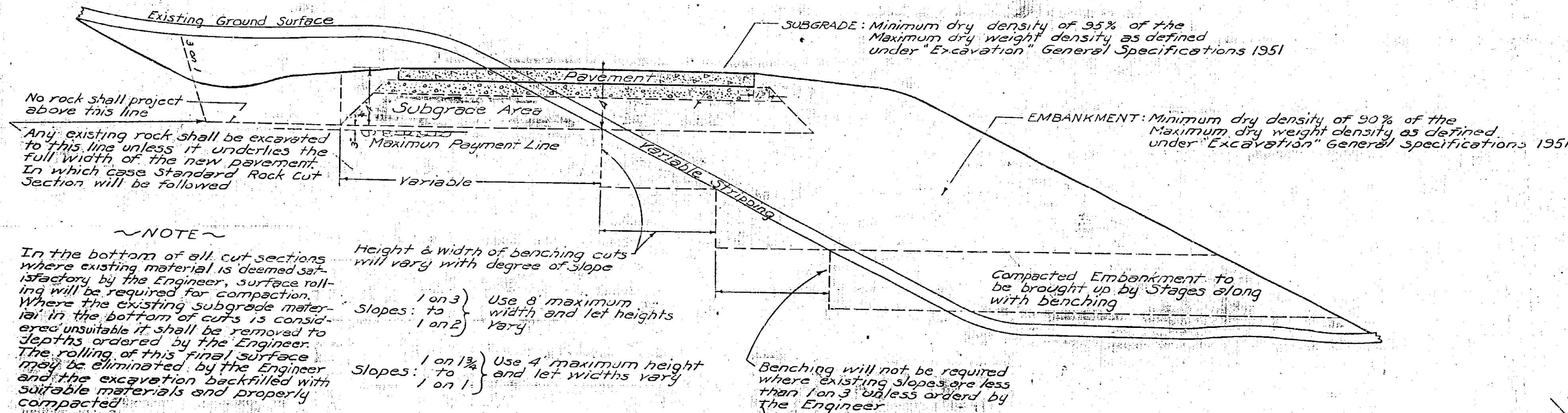
SCALE: ONE HALF FULL SIZE

DESIGNED BY *Reinhardt*  
CHECKED BY *Gisser*  
DETAILED BY *Reinhardt*  
TRACING CHECKED BY *Gisser*

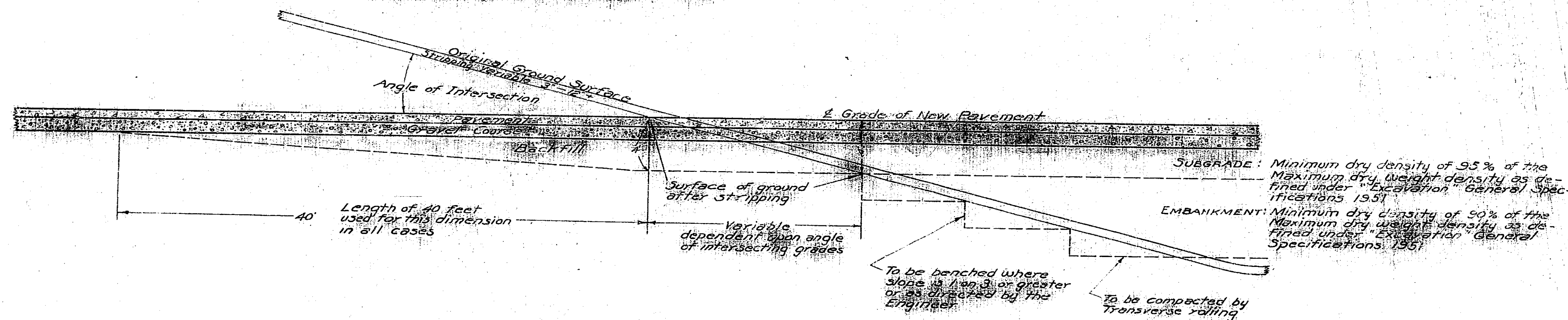
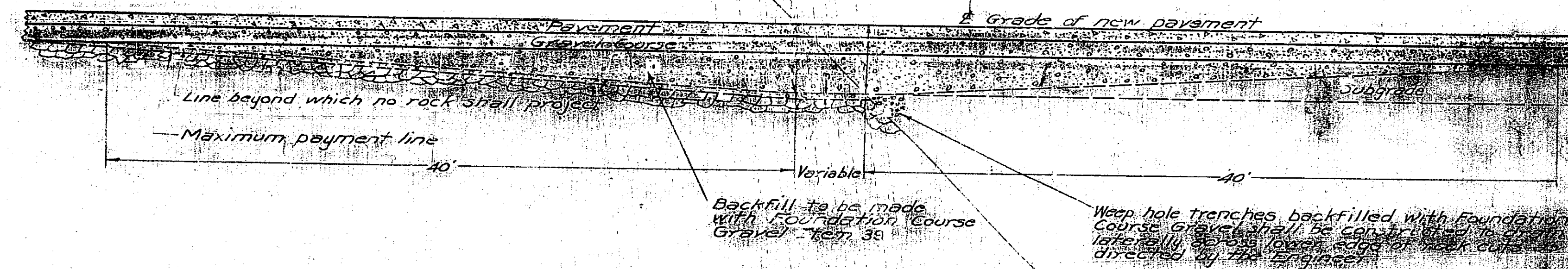


# EXCAVATION DETAILS

TRANSVERSE SECTION



LONGITUDINAL TRANSITION  
Longitudinal transition into or out of rock cut



Made by Traced by Checked by  
Bureau of  
Soils Mechanics E. H. Dickard J. S. Hadala

Prepared Pursuant To The Highway Law & Recommended By  
Date  
DIST. No. 12



Larry Ketchum  
Engineer, District No. 2



COUNTY	SHEET NO.	TOTAL SHEETS
MADISON	50	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 3		
ONEIDA, NORTH SOUTH ARTERY & ONEIDA - SOUTH BAY, PT. I, S.H. 1116		

Item 2-B - UNCLASSIFIED EXCAVATION

From	C.Y.
Usable Excavation	1399
Borrow	104401
Top Soil	448
Stripping	3854
For Drainage Structures	465
Driveways	5
Net Total	110572
For Estimate	11428
TOTAL	122000

From	C.Y.
Usable Excavation	72
Borrow	49383
Top Soil	0
Stripping	1741
For Drainage Structures	80
Net Total	51246
For Estimate	5254
TOTAL	56500

TOTAL CONTRACT	178500
Oneida City Arterial	122000
Oneida - South Bay Pt. I	56500
TOTAL CONTRACT	178500

Item 5 - TRENCH, BRIDGE & CULVERT EXCAVATION

From	C.Y.
Pipe Underdrain	30
For Drainage Structures	563
Net Total	593
For Estimate	57
TOTAL	650

From	C.Y.
Pipe Underdrain	30
For Drainage Structures	100
Net Total	130
For Estimate	20
TOTAL	150

TOTAL CONTRACT	800
Oneida City Arterial	650
Oneida - South Bay Pt. I	150
TOTAL CONTRACT	800

Item 10YR - PIPE UNDERDRAIN, 6" Diam., Opt.

From	L.F.
ONEIDA CITY ARTERIAL	100
ONEIDA - SOUTH BAY Pt. I	100
TOTAL CONTRACT	200
Oneida City Arterial	100
Oneida - South Bay Pt. I	100
TOTAL CONTRACT	200

Item 33D - BEAM TYPE GUIDE RAILING, OPTIONAL

Station to	Station	Side	L.F.
"ART" 33+00	"ART" 34+00	L	100
"ART" 33+00	"ART" 34+00	R	100
"ART" 36+01	"ART" 37+01	L	100
"ART" 36+01	"ART" 37+01	R	100
Total			400
For Estimate			10
Oneida - South Bay Pt. I			0
TOTAL CONTRACT			410

EARTHWORK SUMMARY - ITEM 2B - Cu. Yds.

Station	Station	Stripping	Top Soil	Excavation	Embankment	Stripping To Be Wasted	Borrow	Remarks
"BB" 42+00	"ART" 14+04	347	0	1098	1982	347	11187	
"ART" 14+04	"ART" 34+33	1915	448	226	59885	1915	68762	
"ART" 35+87	"ART" 37+48	353	0	10	16730	353	18239	No Excess - No Overhaul
"AX" 0+00	"AX" 15+48	1239	0	77	11858	1239	13562	
Totals		3854	448	1399	90535	3854	102750	
Borrow for Intersections					1.15(1040 + 396)		1651	
						Borrow	104401	

Station	Station	Stripping	Top Soil	Excavation	Embankment	Stripping To Be Wasted	Borrow	Remarks
"ART" 37+48	"ART" 53+30	1741	0	72	42607	1741	48928	No Excess - No Overhaul
Total		1741	0	72	42607	1741	48928	
Borrow for Intersections					1.15 x 396		455	
						Borrow	49383	

Oneida City Arterial	3854	448	1399	90535	3854	104401
Oneida - South Bay Part I	1741	0	72	42607	1741	48928
TOTAL CONTRACT	5595	448	1471	133142	5595	153784

TABLE OF LENGTHS

Station	Station	L.F.	Remarks
"BB" 42+70	"BB" 41+00	170.00	Asphalt Pavement
"ART" 8+94.46	"ART" 15+00	605.54	Asphalt Pavement
"ART" 15+00	"ART" 33+91	1891.00	Concrete Pavement
"ART" 33+91	"ART" 36+10	219.00	Bridge (Concrete Pavement)
"ART" 36+10	"ART" 37+48	138.00	City Line (Concrete Pavement)
"AX" 0+00	"AX" 12+00	1200.00	Concrete Pavement
"AX" 12+00	"AX" 15+36	336.00	Asphalt Pavement

Total Length including Br. 4559.54 L.F. = 0.864 Miles  
 Bridge - 219.00 L.F.  
 Net Total Length 4340.54 L.F. = 0.822 Miles  
 This is all in the City of Oneida (High Tax District).

ONEIDA - SOUTH BAY, PART I, S.H. 1110			
"ART" 37+48	-	"ART" 48+00	1052.00
"ART" 48+00	-	"ART" 53+16	516.00
Total Length			1568.00 L.F. = 0.297 Miles
This is all in the Town of Oneida, City of Oneida (Low Tax District).			

TOTAL LENGTH OF CONTRACT	
CITY OF ONEIDA (High Tax District)	4559.54 L.F. = 0.864 Miles
TOWN & CITY OF ONEIDA (Low Tax District)	1568.00 L.F. = 0.297 Miles
Total Contract Length	6127.54 L.F. = 1.161 Miles
Total Contract Length - Bridge	219.00 L.F.
NET CONTRACT LENGTH	5908.54 L.F. = 1.119 Miles

No.	Station	BENCH MARKS	Description	Offset
85	836+92	L	432.24	24' Elm
86	844+80	R	430.22	30' Oak
87	850+16	R	428.92	20' Elm

Existing Structure	Station	New Structure
	ART 10+00 to ART 14+50	Dig special ditch on Rt.
	ART 11+60	Extend existing 36" storm sewer on Lt. to Sta. ART 14+50 Lt. with 292' of 36" R.C.C.P.
8" Tile Drain	ART 11+67	Dig special ditch on Rt. to drain existing ditch. Remove existing 8" tile pipe.
	ART 14+50	Build new 24" R.C.C.P. culvert 60' long, 2-8' H.W's.
	ART 23+70	Build new 36" R.C.C.P. culvert 80' long on skew with 2-10' H.W's. Dig Inlet & Outlet ditches.
	ART 22+00 to ART 27+00	Dig special ditch on right.
	ART 50+75	Build new 48" R.C.C.P. culvert 80' long, 2-12' H.W's. Dig Inlet & Outlet ditches if necessary.
CCA 24+40 to CCA 25+40		Build new 18" R.C.C.P. culvert 100' long in ditch line Lt. with 2-5' H.W's.
AX 0+12		Build new 18" R.C.C.P. culvert 96' long on skew with 2-5' H.W's.
AX 2+00 to AX 5+00		Dig special ditch on Lt.
AX 3+14		Build new 30" R.C.C.P. culvert 52' long on skew with 2-8' H.W's. Dig Outlet ditch 170' long.

MADE BY TRACED BY CHECKED BY  
 B. P. Jakubowski R. K. Reil Dwyer & Jakubowski

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
 Sept 15, 1952  
 DATE *Ray K. Kellum*  
 ENGINEER DISTRICT NO. 2



COUNTY	SHEET NO.	TOTAL SHEETS
MADISON	50	118
N.Y. STATE THRUWAY - MONAWK SECT. SUB-DIV. 3		
ONEIDA NORTH SOUTH ARTERIAL		
ONEIDA - SOUTH BAY PT. I, S.H. 1110		

50R

## Item 2-B - UNCLASSIFIED EXCAVATION

## ONEIDA CITY ARTERIAL

From	C.Y.
Usable Excavation	1399
Borrow	104401
Top Soil	448
Stripping	3854
For Drainage Structures	485
Driveways	5
Net Total	110572
For Estimate	11428
TOTAL	122000

## ONEIDA-SOUTH BAY Pt. I

From	C.Y.
Usable Excavation	72
Borrow	49383
Top Soil	0
Stripping	1741
For Drainage Structures	50
Net Total	51246
For Estimate	5254
TOTAL	56500

## TOTAL CONTRACT

Oneida City Arterial	122000
Oneida-South Bay Pt. I	56500
TOTAL CONTRACT	178500

## Item 5 - TRENCH, BRIDGE &amp; CULVERT EXCAVATION

## ONEIDA CITY ARTERIAL

From	C.Y.
Pipe Underdrain	30
For Drainage Structures	593
Net Total	593
For Estimate	57
TOTAL	650

## ONEIDA - SOUTH BAY Pt. I

From	C.Y.
Pipe Underdrain	30
For Drainage Structures	100
Net Total	130
For Estimate	20
TOTAL	150

## TOTAL CONTRACT

Oneida City Arterial	650
Oneida - South Bay Pt. I	150
TOTAL CONTRACT	800

## Item 10YR - PIPE UNDERDRAIN, 6" Diam., Opt.

## ONEIDA CITY ARTERIAL

For Estimate	100 L.F.
ONEIDA - SOUTH BAY Pt. I	100 L.F.

## TOTAL CONTRACT

Oneida City Arterial	NONE
Oneida - South Bay Pt. I	NONE
TOTAL CONTRACT	NONE

## Item 330 - BEAM TYPE GUIDE RAILING, OPTIONAL

Station to Station	Side	L.F.
"ART" 34+00 - "ART" 34+00	L	10
"ART" 34+00 - "ART" 34+00	R	10
"ART" 37+00 - "ART" 37+00	L	10
"ART" 37+00 - "ART" 37+00	R	10
Total		40
For Estimate		40
Oneida - South Bay Pt. I		40

## TOTAL CONTRACT

116 L.F.

## EARTHWORK SUMMARY - ITEM 2B - Cu. Yds.

## ONEIDA CITY ARTERIAL

Station	Station	Stripping	Top Soil	Usable Excavation	Total Embankment	Stripping To Be Wasted	Borrow	Remarks
1	"BB" 42+00 - "ART" 42+00	347	0	1098	1662	347	1187	
2	"ART" 44+04 - "ART" 34+33	1915	448	226	59985	1915	88762	No Excess - No Overhaul
3	"ART" 35+87 - "ART" 37+48	353	0	0	18730	353	19239	
4	"AX" 0+00 - "AX" 15+48	1239	0	77	11858	1239	13562	
	Totals	3854	448	1399	90535	3854	102750	

Borrow for Intersections 1.15(1040 + 398) = 1551

Borrow 104401

## ONEIDA - SOUTH BAY PART I

Station	Station	Stripping	Top Soil	Usable Excavation	Total Embankment	Stripping To Be Wasted	Borrow	Remarks
5	"ART" 37+48 - "ART" 53+30	1741	0	72	42607	1741	48928	No Excess - No Overhaul
	Total	1741	0	72	42607	1741	48928	

Borrow for Intersections 1.15 x 398 = 455

Borrow 49383

## TOTAL CONTRACT

Oneida City Arterial	3854	448	1399	90535	3854	104401
Oneida - South Bay Part I	1741	0	72	42607	1741	49383
TOTAL CONTRACT	5595	448	1471	133142	5595	153784

## TABLE OF LENGTHS

Station	Station	L.F.	Remarks
ONEIDA CITY ARTERIAL			
"BB" 42+70 - "BB" 41+00		170.00	Asphalt Pavement
"ART" 8+04.46 - "ART" 15+00		605.54	Asphalt Pavement
"ART" 15+00 - "ART" 33+91		1891.00	Concrete Pavement
"ART" 33+91 - "ART" 36+10		219.00	Bridge (Concrete Pavement)
"ART" 36+10 - "ART" 37+48		138.00	City Line (Concrete Pavement)
"AX" 0+00 - "AX" 12+00		1200.00	Concrete Pavement
"AX" 12+00 - "AX" 15+36		336.00	Asphalt Pavement

Total Length including Br. 4550.54 L.F. = 0.864 Miles

Bridge - 219.00 L.F.

Net Total Length 4340.54 L.F. = 0.822 Miles

This is all in the City of Oneida (High Tax District).

## ONEIDA - SOUTH BAY, PART I, S.H. 1110

"ART" 37+48 - "ART" 48+00	1052.00	Concrete Pavement
"ART" 48+00 - "ART" 53+18	516.00	Asphalt Pavement

Total Length 1568.00 L.F. = 0.297 Miles

This is all in the Town of Oneida, City of Oneida (Low Tax District).

## TOTAL LENGTH OF CONTRACT

CITY OF ONEIDA (High Tax District)	4550.54 L.F. = 0.864 Miles
TOWN & CITY OF ONEIDA (Low Tax District)	1568.00 L.F. = 0.297 Miles
Total Contract Length	6127.54 L.F. = 1.161 Miles
Total Contract Length - Bridge	219.00 L.F.
NET CONTRACT LENGTH	3908.54 L.F. = 1.119 Miles

## BENCH MARKS

No.	Station	Side	Elevation	Description	Offset
65	"BB" 836+92	L	432.24	24" Elm	152' Lt.
66	"BB" 844+80	R	430.22	30" Oak	210' Rt.
67	"CC" 10+16	R	428.92	20" Elm	69' Rt.

ITEM 2B  
UNCLASSIFIED EXCAVATION  
FROM RC 52-108 PORTION - 435,024 CY.  
FROM STC 52-27 PORTION - 116,392 CY.  
TOTAL = 551,416 CY.

ITEM 5  
TRENCH, CULV. AND BR. EXCAV.  
FROM RC 52-108 PORTION - 1965.3 CY.  
FROM STC 52-27 PORTION - 443.1 CY.  
TOTAL = 2408.4 CY.

MADE BY TRACED BY CHECKED BY  
R. F. H. (S. H. 1110) R. K. R. Dwyer (S. H. 1110)

PREPARED PURSUANT TO THE HIGHWAY LAW &amp; RECOMMENDED BY

Sept 15, 1950  
DATE

Ray H. H. H.  
ENGINEER DISTRICT NO. 2

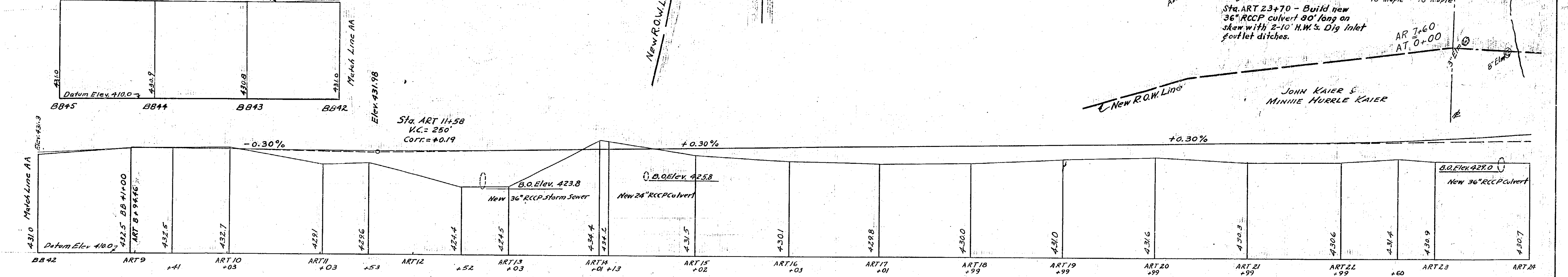
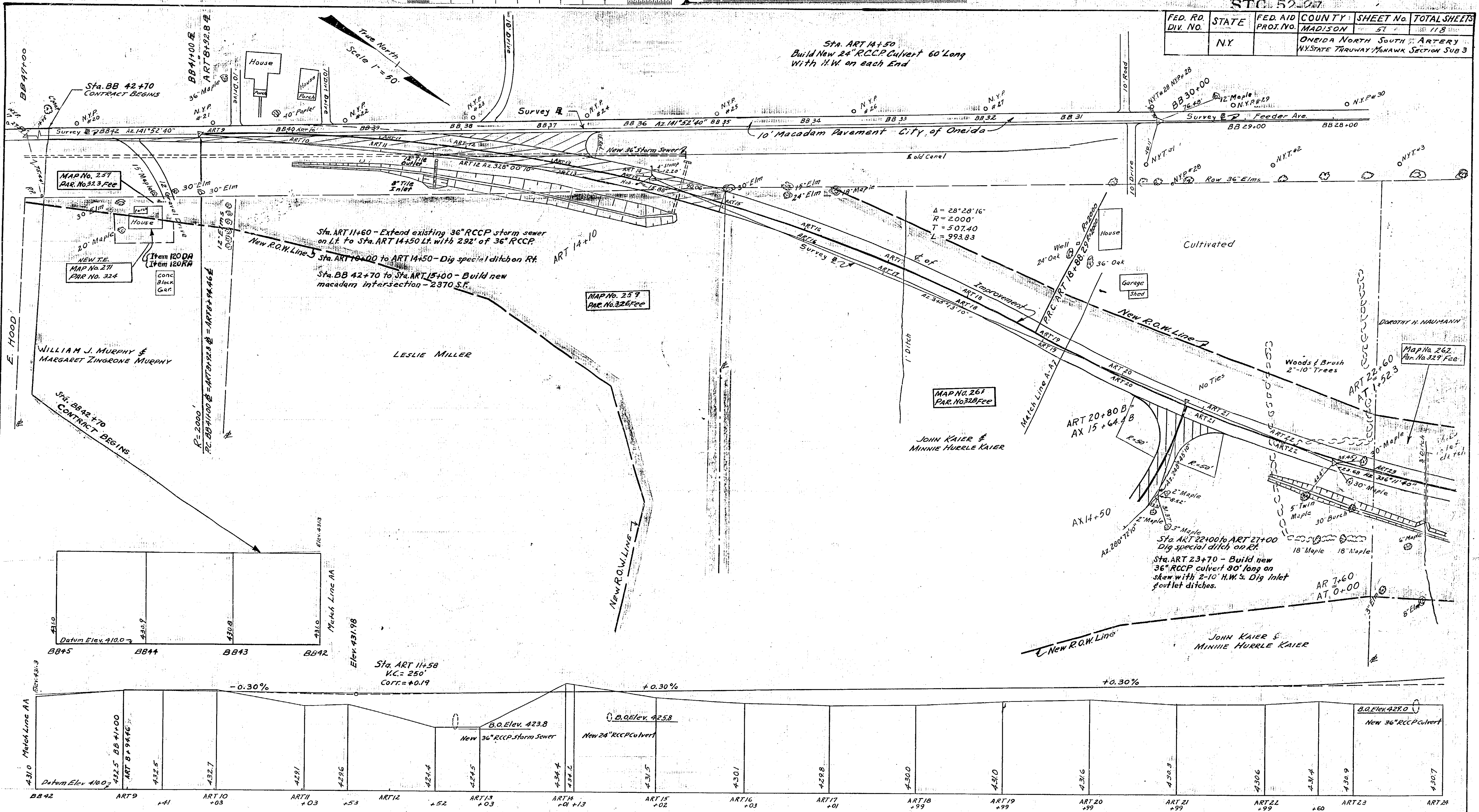


STC 52-07

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET No.	TOTAL SHEETS
	N.Y.		MADISON	57	118
ONEIDA NORTH SOUTH ARTERY N.Y. STATE THRUWAY MAHAWK SECTION SUB 3					

Sta. ART 14+50  
Build New 24" RCCP Culvert 60' Long  
With H.W. on each End

10' Macadam Pavement City of Oneida



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

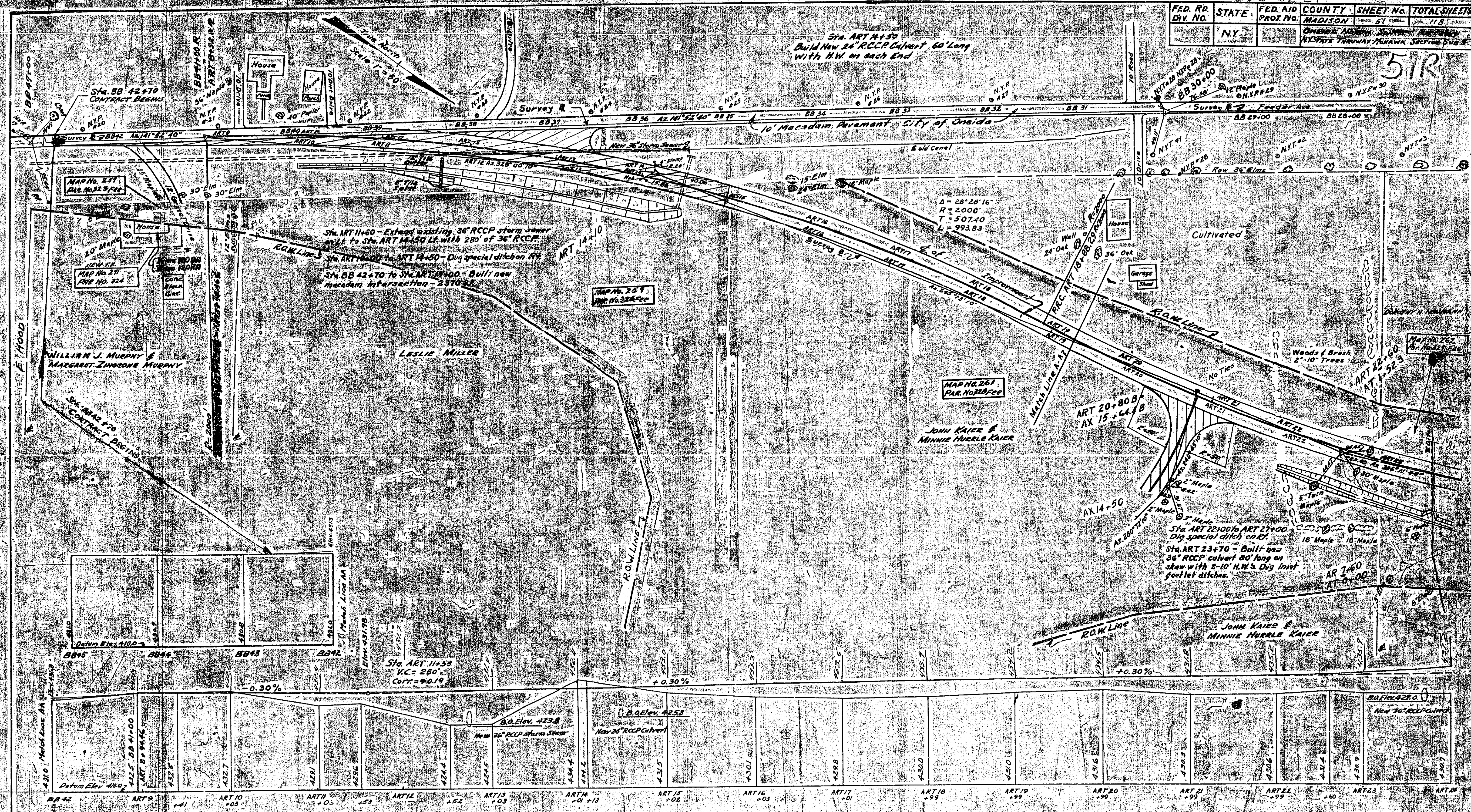
HORIZONTAL & VERTICAL SIGHT DISTANCE 1000'

MADE BY: TRACED BY: CHECKED BY:  
PLAN Wagner Trad Dwyer  
PROFILE Wagner Trad Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAWS & RECOMMENDED BY:  
DATE Sept 15, 1952. Ray W. H. H. H.  
ENGINEER DIST. No. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET No.	TOTAL SHEETS
	N.Y.		MADISON	51R	113



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

HORIZONTAL & VERTICAL SIGHT DISTANCE 1000'

MADE BY: TRACED BY: CHECKED BY:  
PLAN Wagoner Tread Dwyer  
PROFILE Wagoner Tread Dwyer

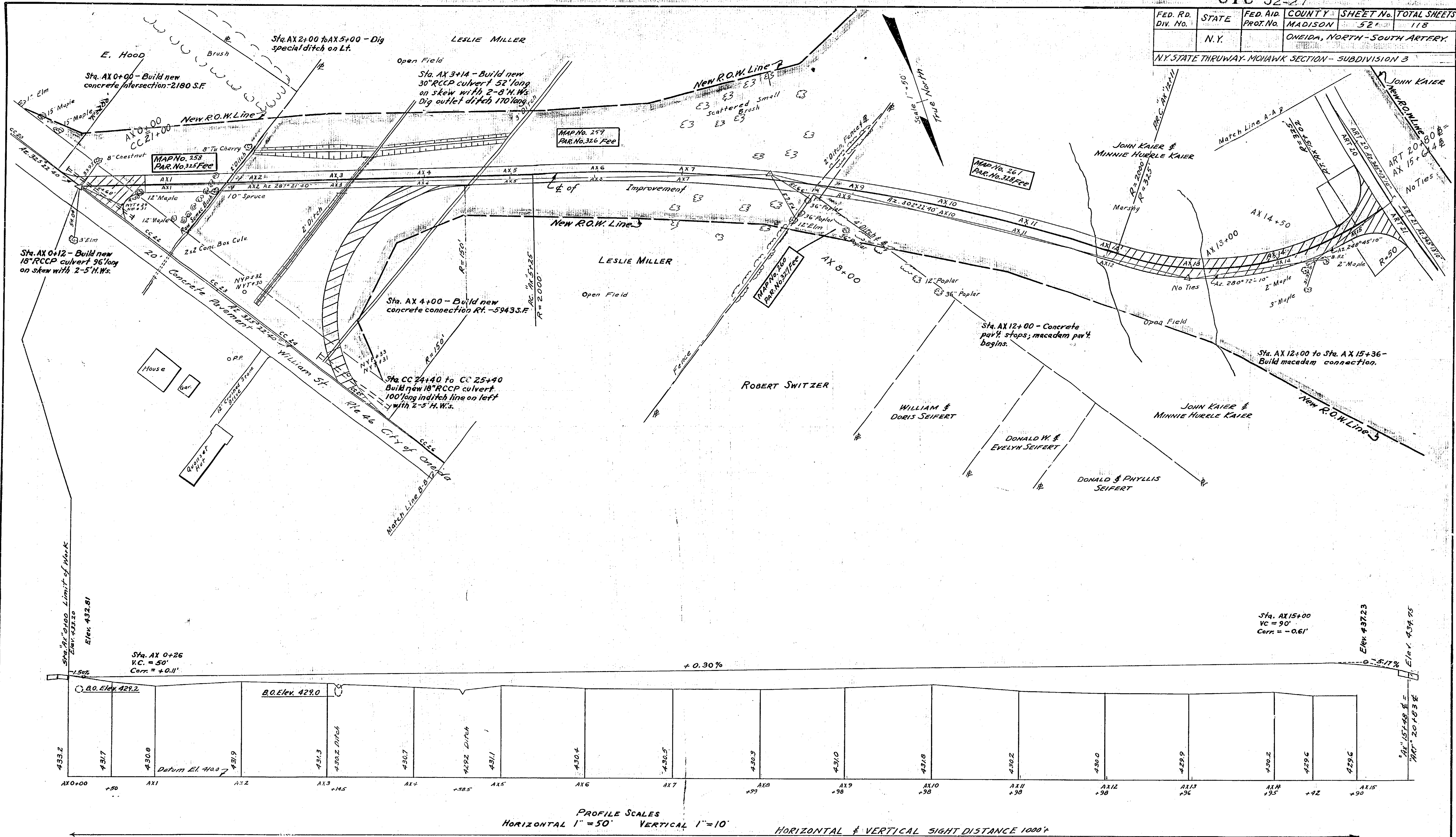
PREPARED PURSUANT TO THE HIGHWAY LAWS RECOMMENDED BY:  
Sept. 15, 1952  
DATE  
Ray Williams  
ENGINEER DIST. No. 2



STC 52-27

FED. RD. DIV. No.	STATE	FED. AID PROJ. No.	COUNTY	SHEET No.	TOTAL SHEETS
	N.Y.		MADISON	52	118
ONEIDA, NORTH-SOUTH ARTERY.					

N.Y. STATE THRUWAY, MOHAWK SECTION - SUBDIVISION 3



MADE BY: TRACED BY: CHECKED BY:

PLAN R. Wagner E. E. Tied J. Dwyer

PROFILE R. Wagner E. E. Tied J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAWS &amp; RECOMMENDED BY:

Sept. 15, 1952

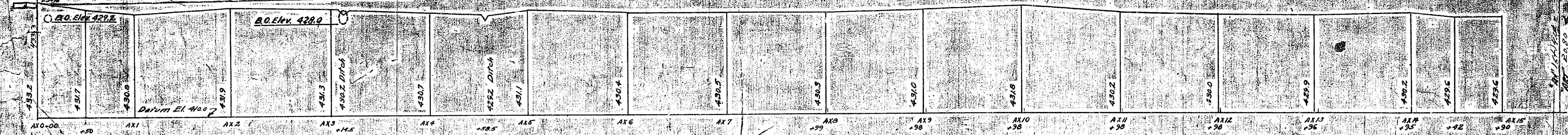
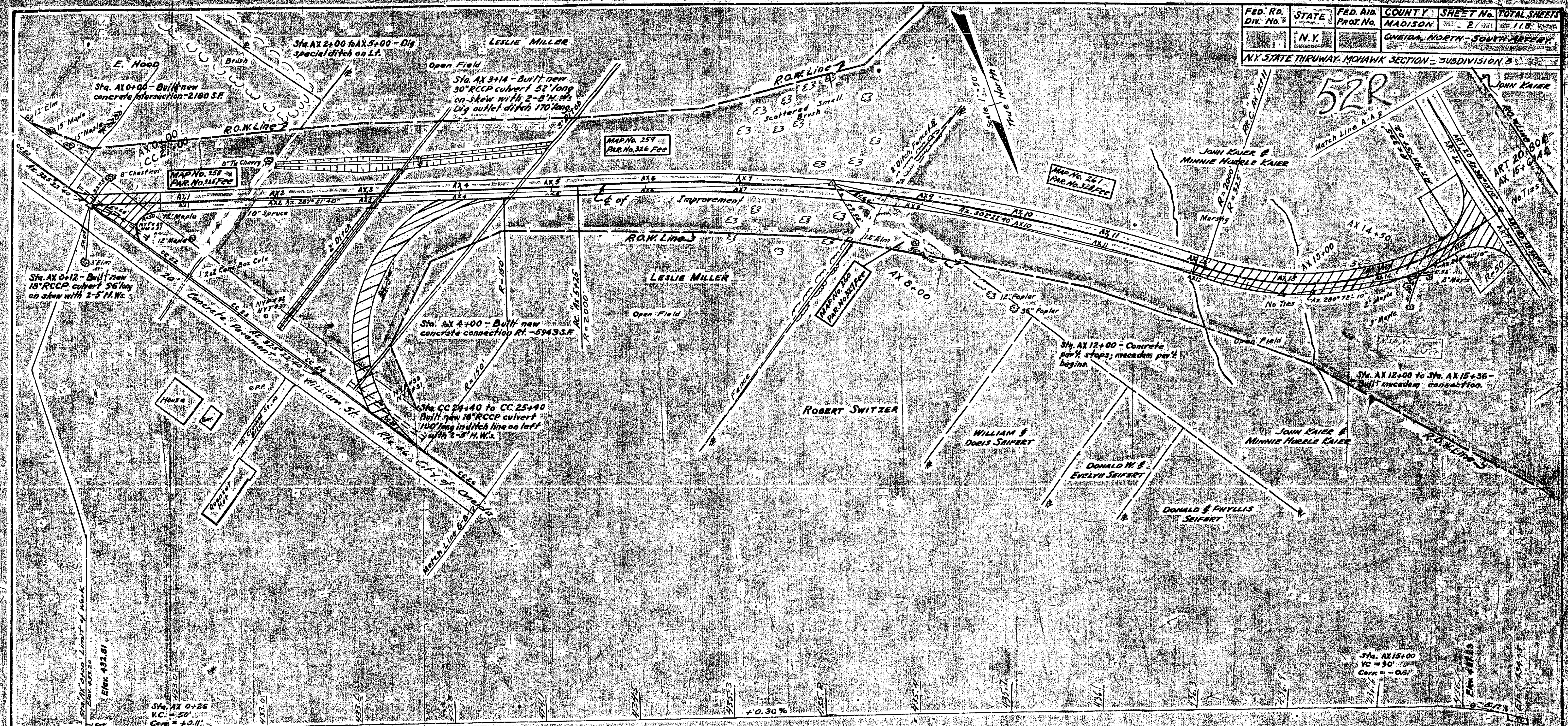
DATE

Ray K. Kuhn

ENGINEER DIST. No. 2.



FED. RD. DIV. No.	STATE	FED. AID PROT. No.	COUNTY	SHEET No.	TOTAL SHEETS
	N.Y.		MADISON	21/42	118
ONEIDA, NORTH-SOUTH ARTERIAL					
N.Y. STATE THRUWAY, MOHAWK SECTION - SUBDIVISION 3					



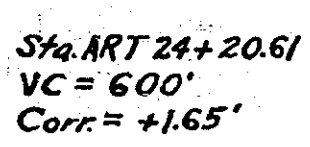
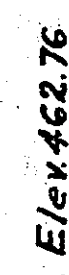
PROFILE SCALES  
HORIZONTAL 1" = 50' VERTICAL 1" = 10'  
HORIZONTAL & VERTICAL SIGHT DISTANCE 1000'

MADE BY: TRACED BY: CHECKED BY:  
PLAN R. WAGNER E. DODD J. DIXON  
PROFILE R. WAGNER E. DODD J. DIXON

PREPARED PURSUANT TO THE HIGHWAY LAWS & RECOMMENDED BY:  
DATE Sept. 15, 1952  
ENGINEER DIST. No. 2



N.Y STATE THRUWAY- MOHAWK SECTION- SUBDIVISION 3



HORIZONTAL & VERTICAL SIGHT DISTANCE 1000'

PLAN	<u>Colangelo</u>	<u>Trad</u>	<u>Dwyer</u>
PROFILE	<u>Colangelo</u>	<u>Trad</u>	<u>Dwyer</u>

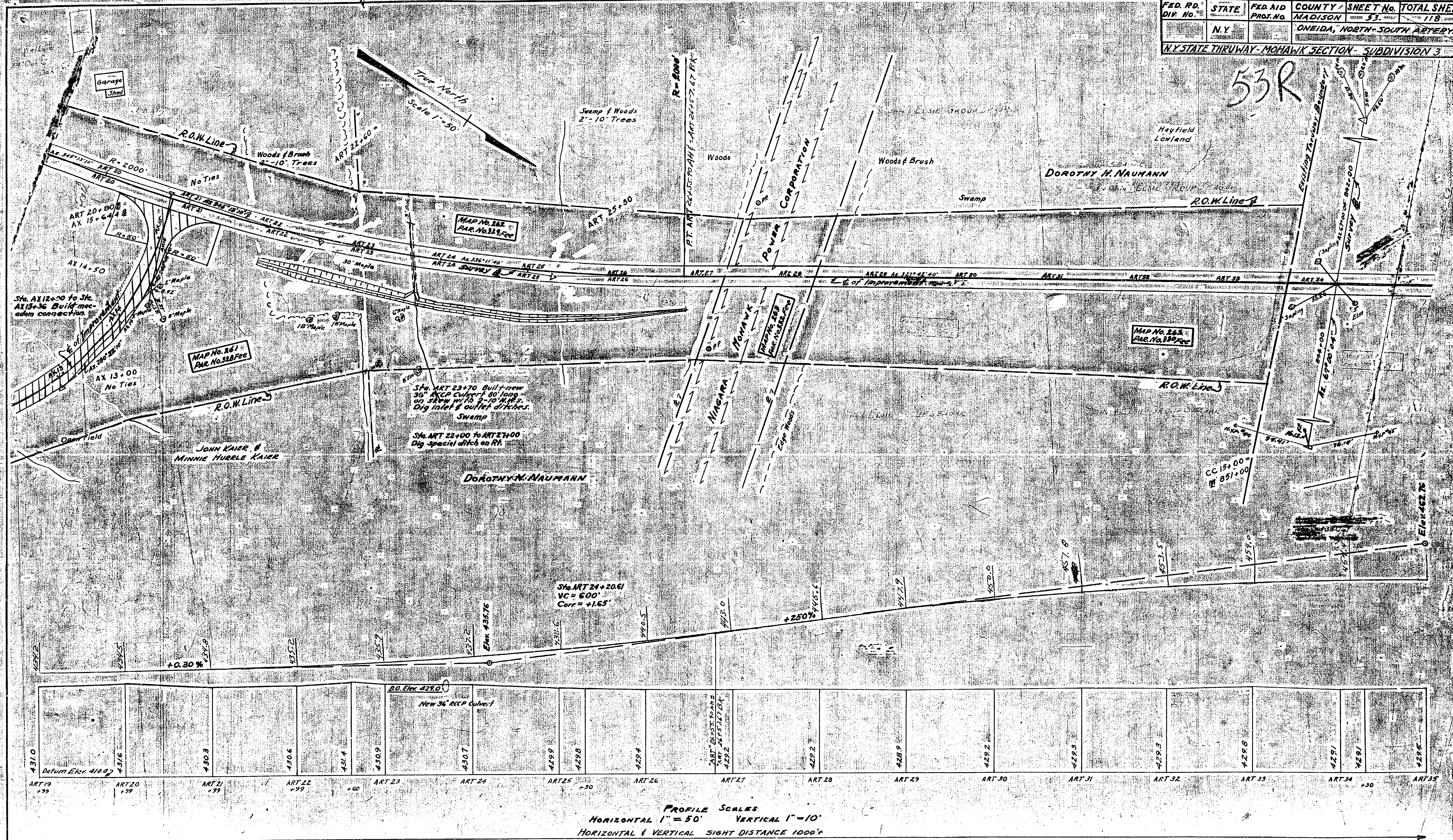
PREPARED PURSUANT TO THE HIGHWAY LAWS & RECOMMENDED BY:

Sept. 15, 1952  
DATE

Larry Kitchum  
ENGINEER, DIST. NO. 2



53R



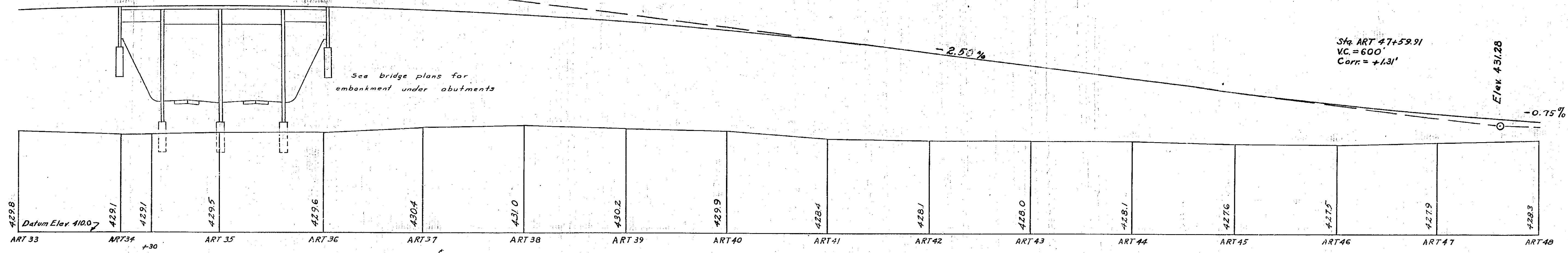
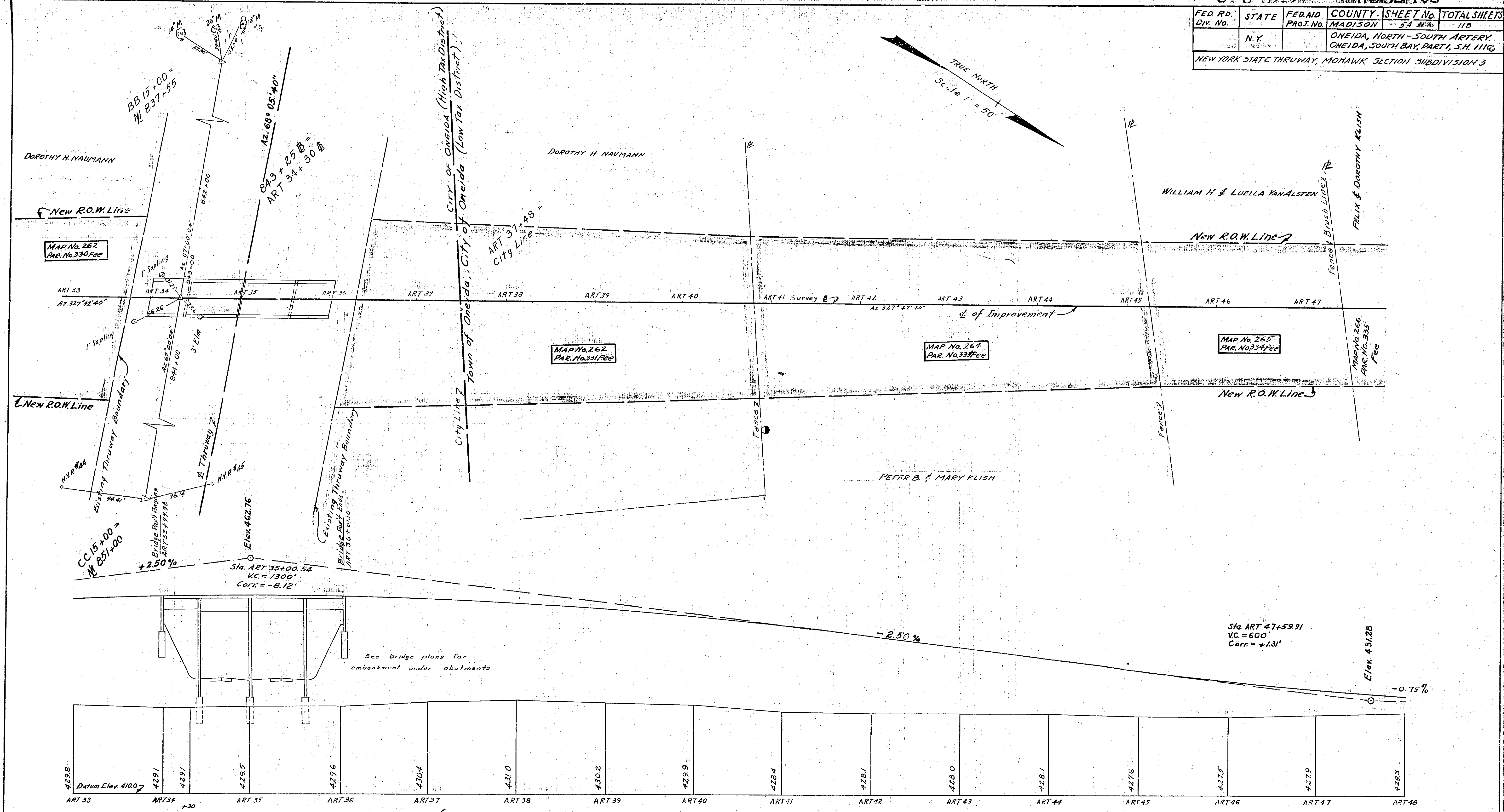
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 HORIZONTAL & VERTICAL SIGHT DISTANCE 1000'

MADE BY: Traced By: Checked By:  
 PLAN Colangelo Traded Dwyer  
 PROFILE Colangelo Traded Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAWS & RECOMMENDED BY:  
 Sept 15, 1952  
 DATE ENGINEER, DIST. NO. 2



FED. RD. DIV. No.	STATE	FED. AID PROJ. No.	COUNTY	SHEET No.	TOTAL SHEETS
	N.Y.		MADISON	54	110
ONEIDA, NORTH-SOUTH ARTERY, ONEIDA, SOUTH BAY, PART 1, S.H. 1110					
NEW YORK STATE THRUWAY, MOHAWK SECTION SUBDIVISION 3					

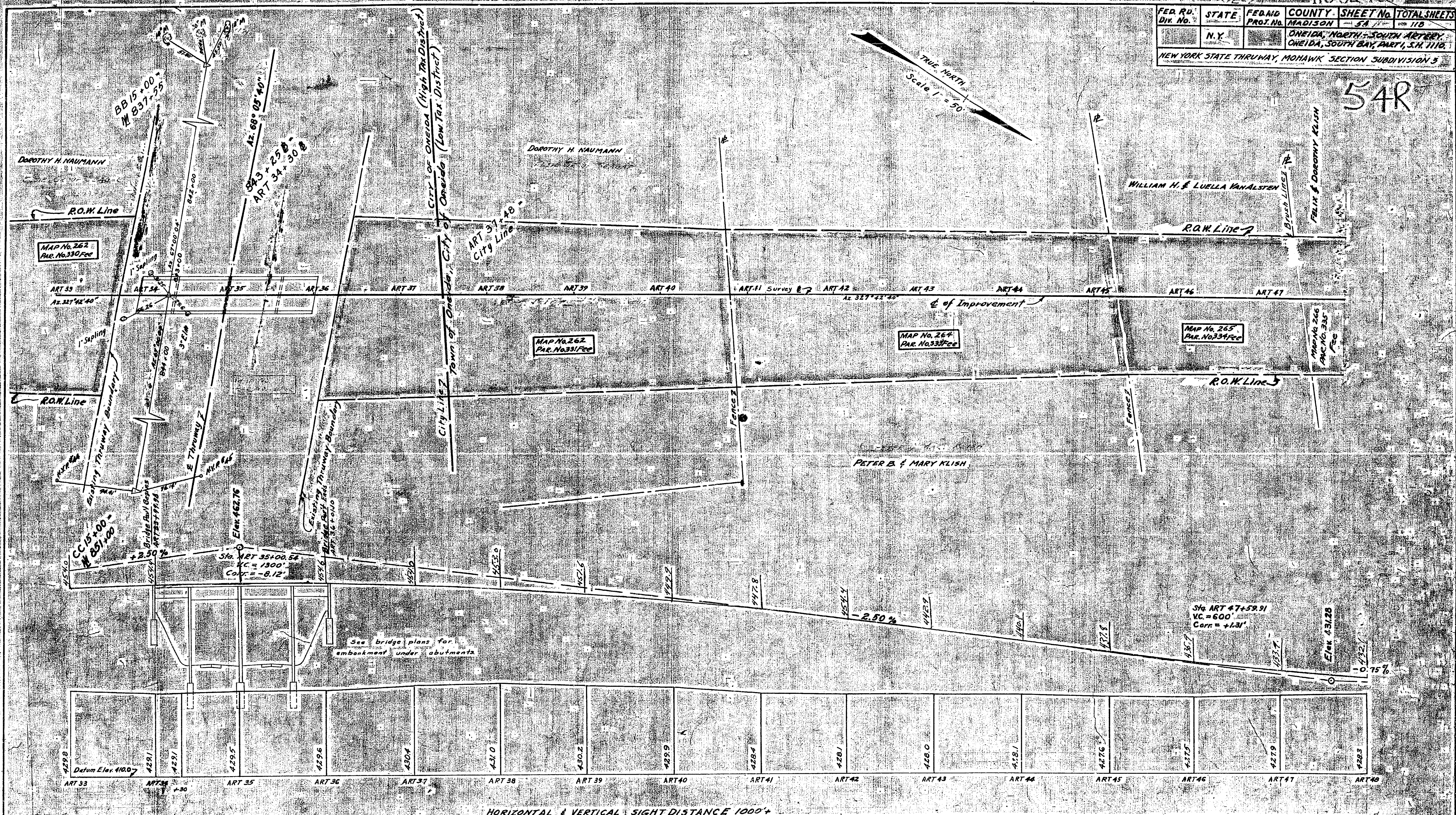


MADE BY: TRACED BY: CHECKED BY:  
 PLAN R. W. J. R. E. T. R. J. D. W. Y. C.  
 PROFILE R. W. J. R. E. T. R. J. D. W. Y. C.

PREPARED PURSUANT TO THE HIGHWAY LAWS & RECOMMENDED BY:  
 DATE: Sept 15, 1952  
 ENGINEER, DIST. NO. 2



54R



HORIZONTAL & VERTICAL SIGHT DISTANCE 1000'

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

MADE BY: TRACED BY: CHECKED BY:

PLAN R. W. J. R. E. T. R. O. D. J. D. W. Y. C. E.

PROFILE R. W. J. R. E. T. R. O. D. J. D. W. Y. C. E.

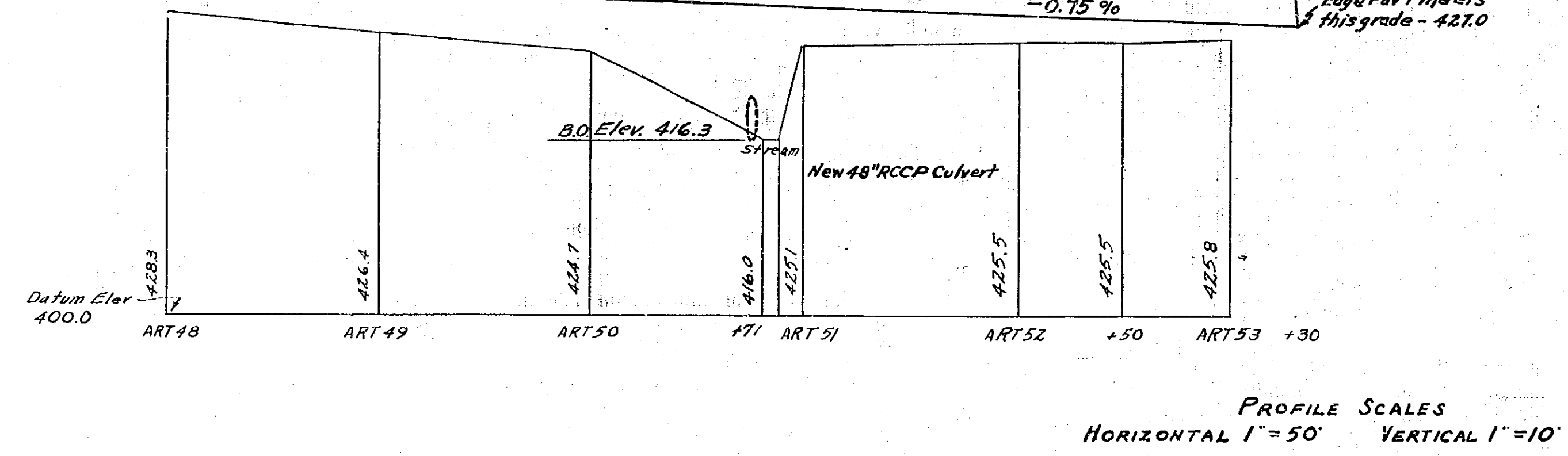
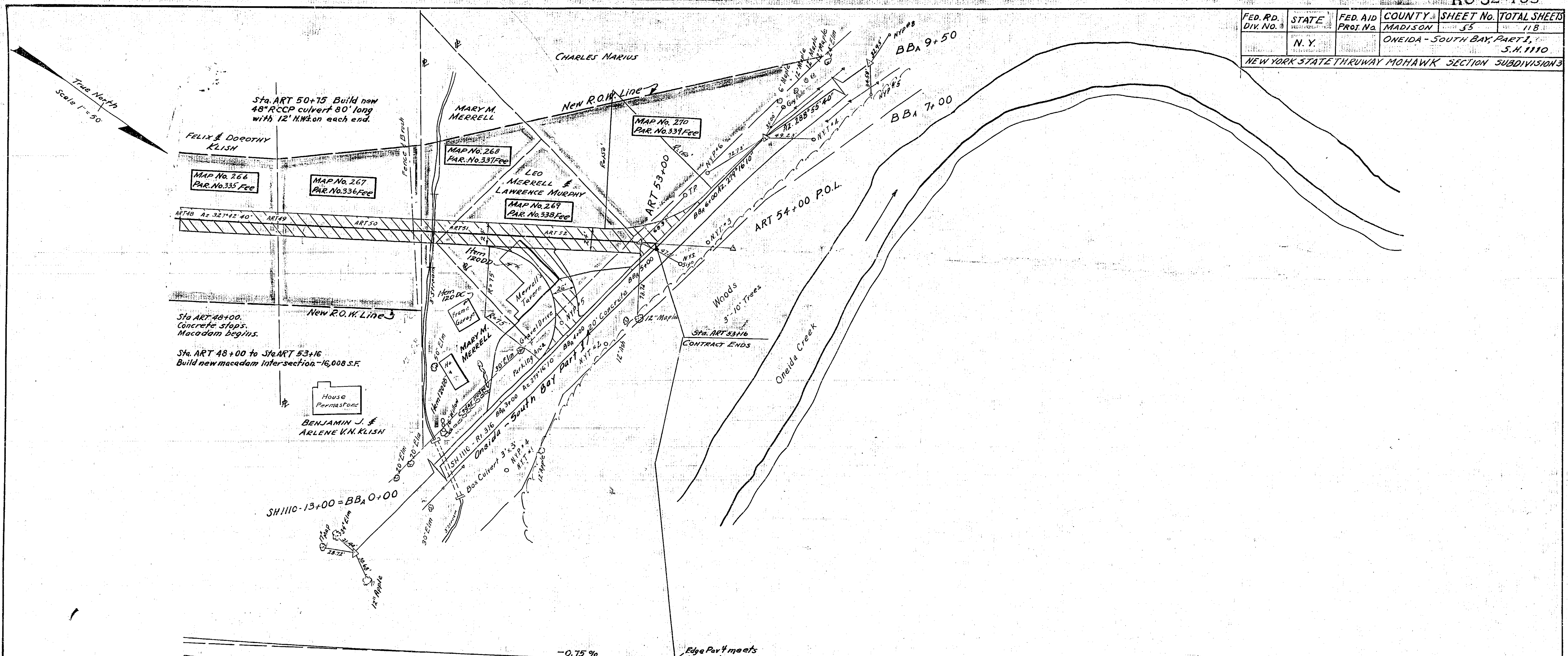
PREPARED PURSUANT TO THE HIGHWAY LAWS & RECOMMENDED BY:

DATE: Sept 15, 1952

ENGINEER, DIST. NO. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET No.	TOTAL SHEETS
	N. Y.		MADISON	55	118
ONEIDA - SOUTH BAY, PART 1, S.H. 1110					
NEW YORK STATE THRUWAY MOHAWK SECTION SUBDIVISION 3					



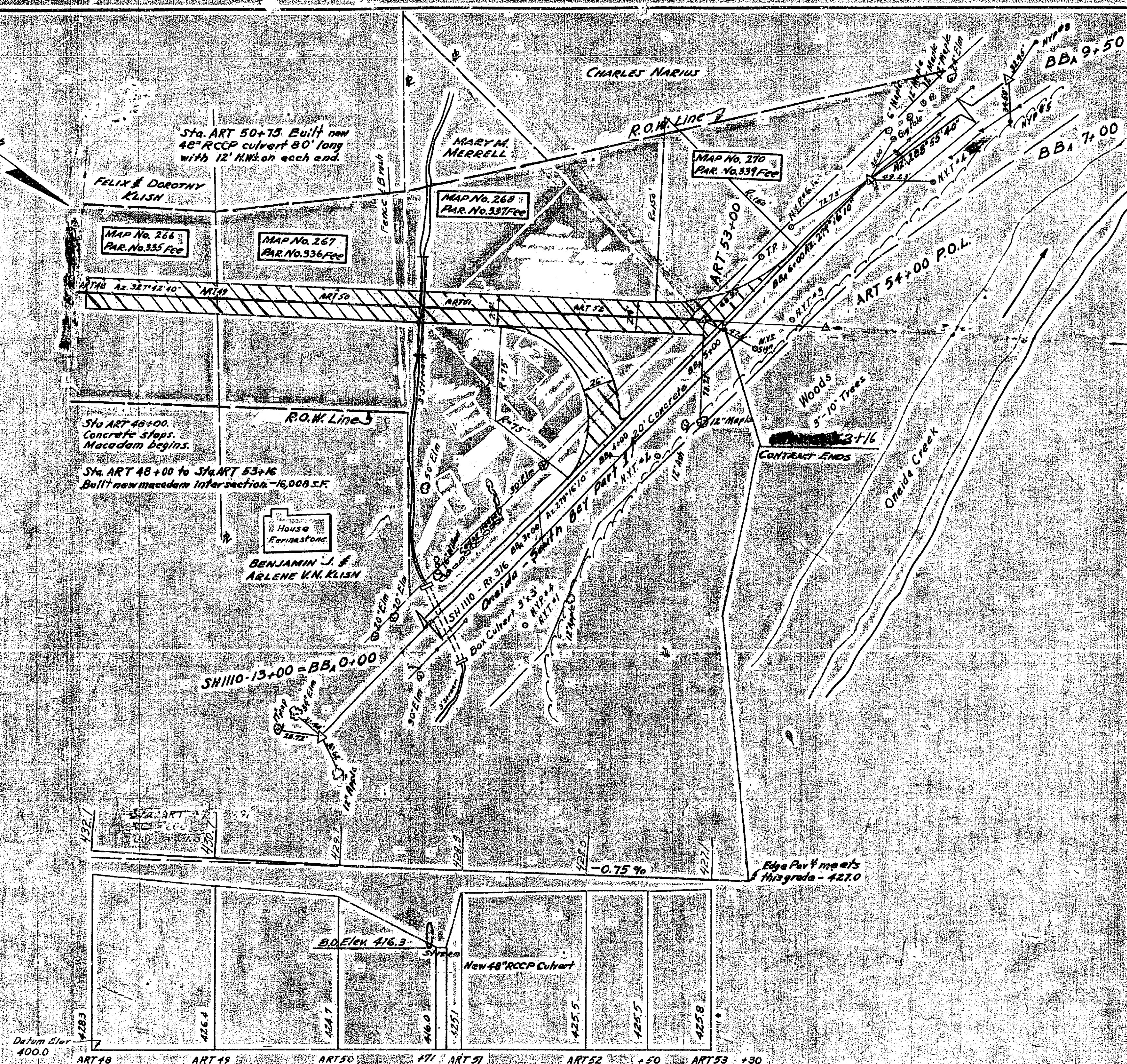
MADE BY: TRACED BY: CHECKED BY:  
PLAN Warner Trud Dwyer  
PROFILE Warner Trud Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAWS & RECOMMENDED BY:  
Sept. 15, 1952  
DATE Lowenthal  
ENGINEER, DIST. No. 2



FED. RD. DIV. NO.	STATE NEW YORK	FED. AID PROJ. NO.	COUNTY MADISON	SHEET No. 55	TOTAL SHEETS 118
	N. Y.		ONEIDA - SOUTH BAY, PART 2,	S. H. 1110	
NEW YORK STATE THRUWAY MOHAWK SECTION SUBDIVISION 3					

55R



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

MADE BY: TRACED BY: CHECKED BY:

PLAN Wagner Tracy Dwyer  
PROFILE Wagner Tracy Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:

Sept. 15, 1952  
DATE Raymond  
ENGINEER, DIST. NO. 2



SCHEDULE A

LOCATION AND QUANTITY OF PAYMENT ITEMS

STATION TO STATION	SECTION	QUANTITY 8 UNIT	REMARKS
ONEIDA, NORTH - SOUTH ARTERY			
AX 0+00 - AX 15+36	L.R. 123	2.37 Acres	Item 123
From edge of pavement to limits of area disturbed by construction.			
BB 41+00 - BB 42+70	L.R. 123	0.08 Acres	
ART 8+94 - ART 33+50	L.R. 123	4.74 Acres	
ART 36+50 - ART 37+48	L.R. 123	0.32 Acres	
ONEIDA - SOUTH BAY Pt. S.H. 1110			
ART 37+48 - ART 53+16	L.R. 123	3.25 Acres	
From BRIDGE PLANS			
ART 33+50 - ART 34+00	L.R. 121	110 C.Y.	Item 121
See Bridge Plans.			
ART 36+01 - ART 36+50	L.R. 121	110 C.Y.	
ART 33+50 - ART 34+00	L.R. 123B	0.15 Acres	Item 123B
See Bridge Plans.			
ART 36+01 - ART 36+50	L.R. 123B	0.15 Acres	
ART 33+50 - ART 34+00	L.R. 124	238 S.Y.	Item 124
See Bridge Plans.			
ART 36+01 - ART 36+50	L.R. 124	237 S.Y.	
ONEIDA, NORTH - SOUTH ARTERY			
Total 121	220 C.Y.	Neat	
	240 C.Y.	Rounded	
Total 123	7.51 Acres	Neat	
	8.50 Acres	Rounded	
Total 123B	0.30 Acres	Neat	
	0.40 Acres	Rounded	
Total 124	475 S.Y.	Neat	
	500 S.Y.	Rounded	
ONEIDA - SOUTH BAY Pt. S.H. 1110			
Total 123	3.25 Acres	Neat	
	4.00 Acres	Rounded	

SCHEDULE B

DETAIL SPECIFICATIONS TO ACCOMPANY PUBLIC WORKS SPECIFICATIONS

ITEM NO.	PAR. NO.	DESCRIPTION
121		TOPSOIL PLACED FROM STOCKPILES. a. Areas - See Schedule A. c.1 Subgrade scarified as directed by Engineer. 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) Mulch - M-59, Hay or M-60, Straw c.3 Rate of Seeding - 50 lbs. pure live seed per acre. Rate of Fertilizer - 500 lbs. per acre on all Topsoiled Areas. 700 lbs. per acre on all other areas seeded. Remove all stone over 2" in diameter before seeding. c.4 Rate of Mulch - 2 to 3 Tons per Acre.
123B		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.

SCHEDULE C

DETAIL SPECIFICATIONS FOR PLANTS

ITEM & SUBITEM	QUAN.	GENUS & SPECIES	ABBR.	COMMON NAME	SIZE	SPECIFICATIONS & REMARKS	SPACING
----------------	-------	-----------------	-------	-------------	------	--------------------------	---------

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				56	118

ROADSIDE DEVELOPMENT SHEET

ONEIDA, NORTH - SOUTH ARTERY  
ONEIDA - SOUTH BAY Pt. S.H. 1110

SCHEDULE D

DETAIL SPECIFICATIONS FOR SEEDS

A - MIN. % PURITY B - MIN. % GERMINATION		C - POUNDS PURE LIVE SEED PER ACRE		
NAME	VARIETY	A	B	C
Creeping Red Fescue (Festuca rubra)	Commercial	95	75	25
Redtop (Agrostis alba)	Commercial	90	85	10
Perennial Ryegrass (Lolium perenne)	Commercial	95	75	10
Wild White Clover (Trifolium hybridum var.)	Kent Wild, N.Y. Wild, N. Zealand Wild (Max. 25% Hard Seed)	95	95	3
Alsike Clover (Trifolium hybridum)	Commercial (Max. 25% Hard Seed)	95	85	2
Total pounds pure live seed per acre				50

SUMMARY

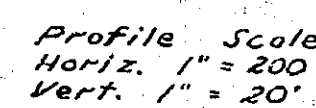
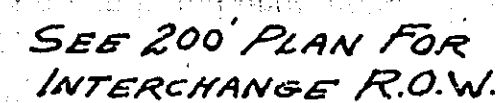
ITEM	TOTAL QUANTITY ROUNDED	NAME OF ITEM
121	240 C.Y.	TOPSOIL PLACED FROM STOCKPILES
123	12.50 Acres	SEEDING
123B	0.40 Acres	SEEDING ON PREPARED AREAS
124	500 S.Y.	SODDING

MADE BY  
CHECKED BY

PREPARED PURSUANT TO THE  
HIGHWAY LAW AND RECOMMENDED BY  
Sept. 15, 1952



FED. RD. DIV. NO.	STATE	FED AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		ONEIDA	57	119



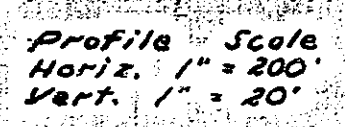
PLAN	<u>W.B. QUINN</u>	<u>C.F. CRANDALL</u>	<u>J. DWYER</u>
PROFILE	<u>W.B. QUINN</u>	<u>C.F. CRANDALL</u>	<u>J. DWYER</u>

Sept. 15, 1952  
DATE

ENGINEER DISTRICT NO. 1



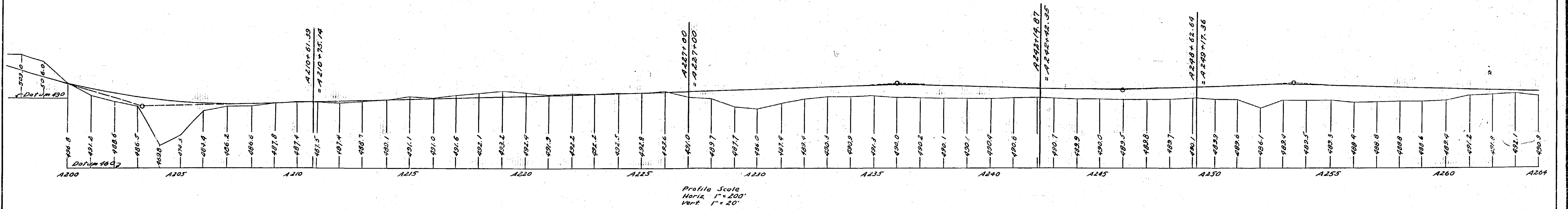
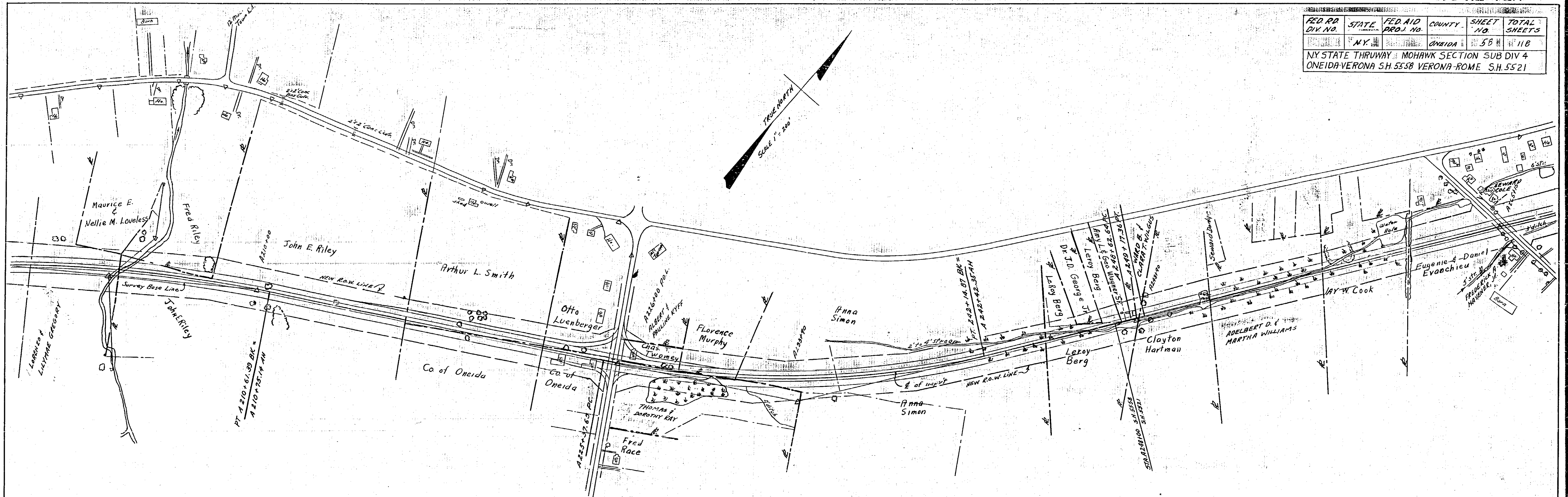
57R



Lacy Hetchum  
ENGINEER DISTRICT NO. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	NY		ONEIDA	56	118
NY STATE THRUWAY, MOHAWK SECTION SUB DIV 4					
ONEIDA-VERONA SH. 5538 VERONA-ROME SH. 5521					



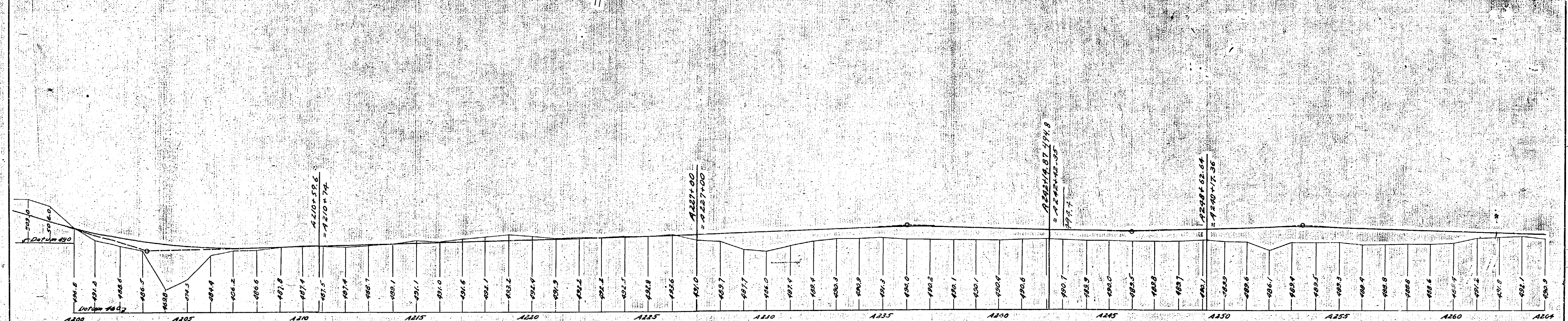
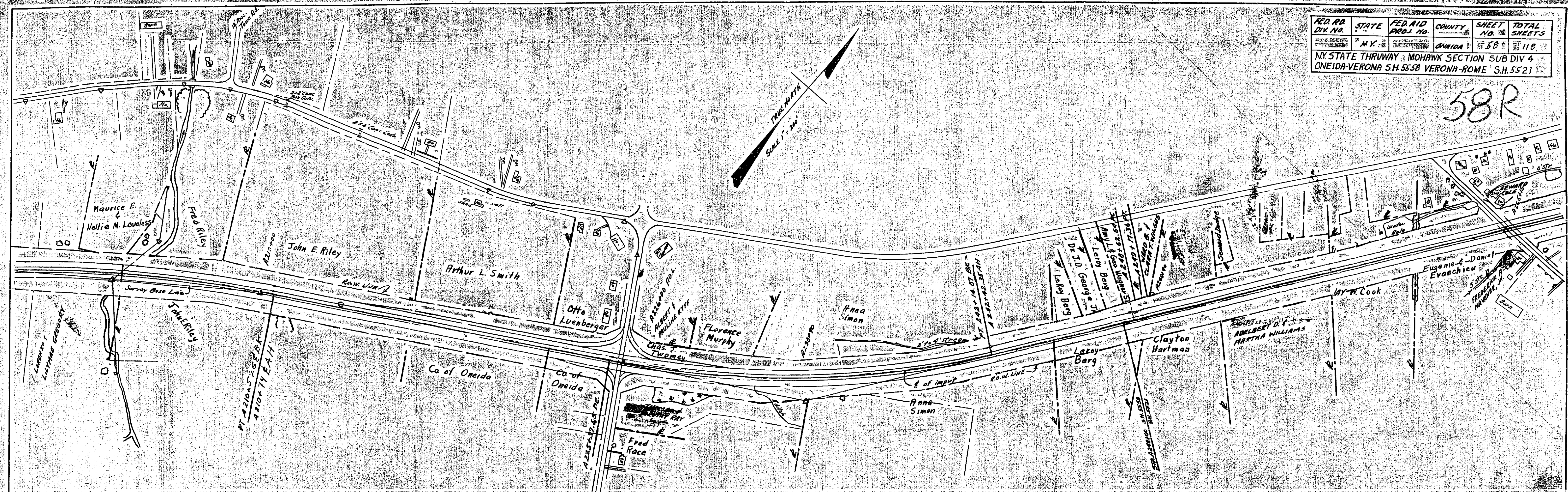
MADE BY TRACED BY CHECKED BY  
 PLAN W.B. QUINN C.E. CARROLL J. DWYER  
 PROFILE W.B. QUINN C.E. CARROLL J. DWYER

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
 SEPT. 15, 1952  
 DATE *Ray Kitchum*  
 ENGINEER DISTRICT NO. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		ONEIDA	58	118
NY STATE THRUWAY, MOHAWK SECTION SUB DIV 4					
ONEIDA-VERONA S.H. 5558 VERONA-ROME S.H. 5521					

58R



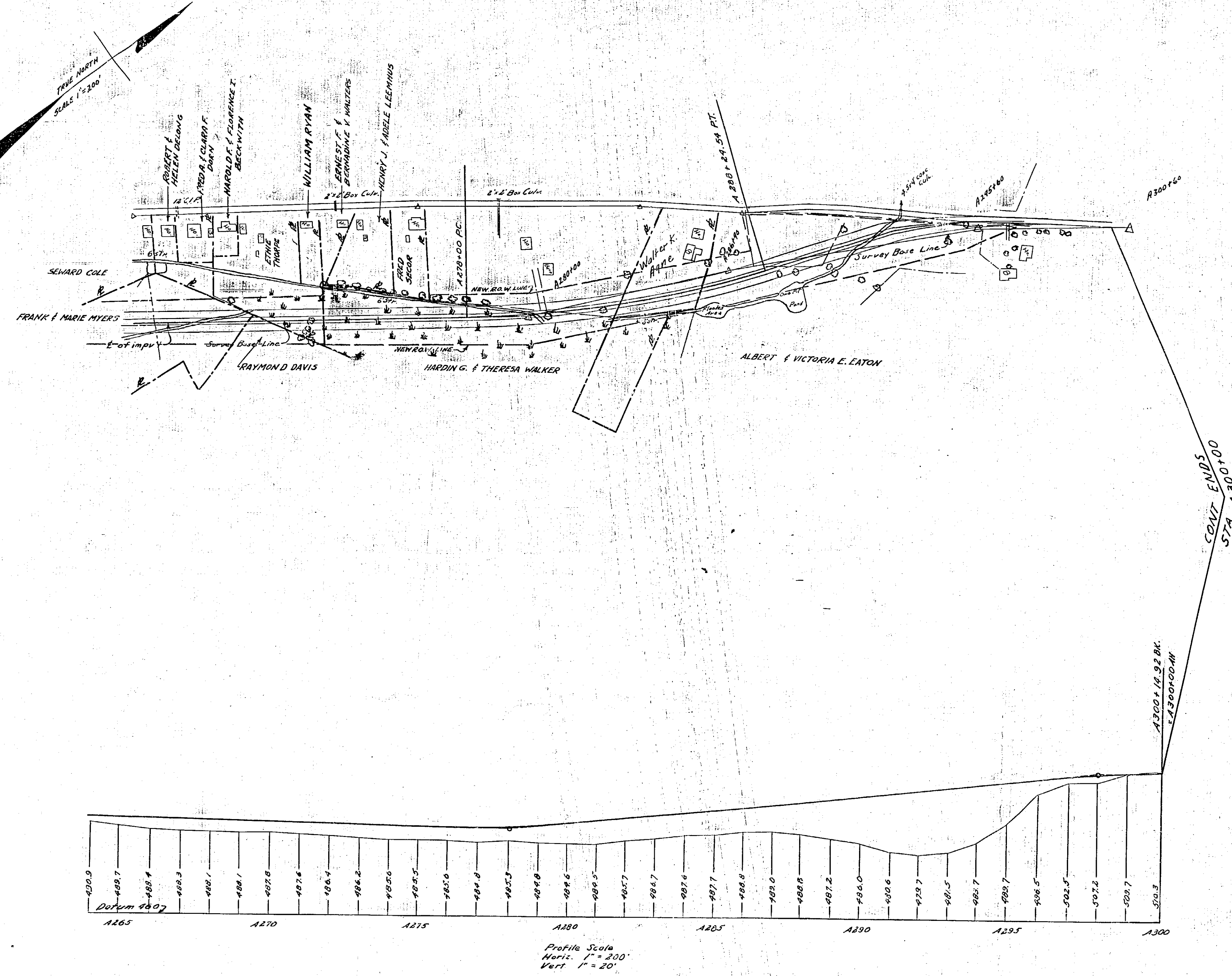
Profile Scale  
Horiz. 1" = 200'  
Vert. 1" = 20'

MADE BY TRACED BY CHECKED BY  
PLAN W.B. QUINN C.E. CARROLL J. DWYER  
PROFILE W.B. QUINN C.E. CARROLL J. DWYER

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
SEPT. 15, 1952  
DATE *Ray Kitham*  
ENGINEER DISTRICT NO. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	NY		ONEIDA	59	118
NY STATE THRUWAY, MOHAWK SECTION SUB DIV 4					
ONEIDA-VERONA S.H. 5558 VERONA-ROME S.H. 5521					



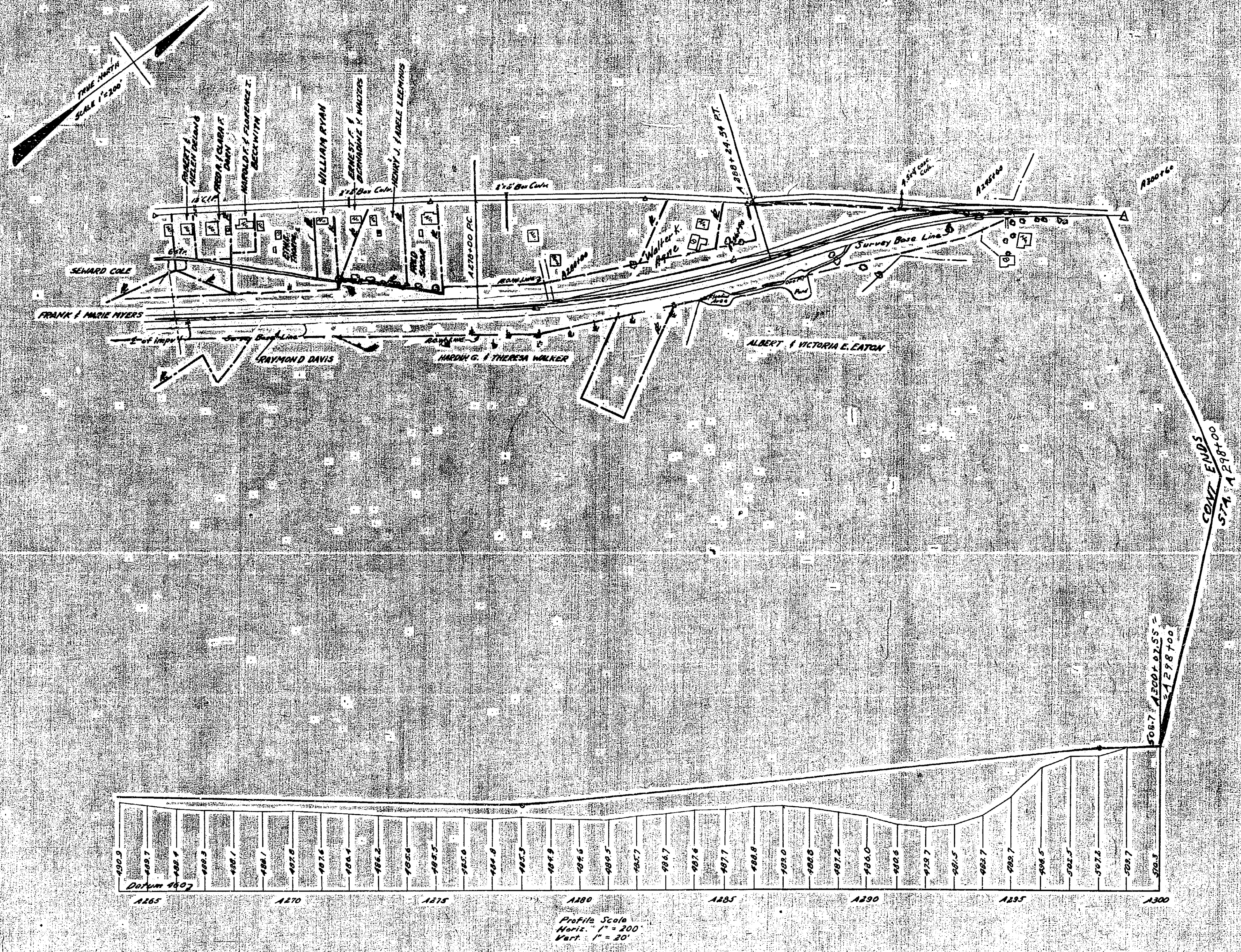
MADE BY TRACED BY CHECKED BY  
 PLAN W.S. QUINN C.E. CRANDALL J. DWYER  
 PROFILE W.S. QUINN C.E. CRANDALL J. DWYER

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
 DATE SEPT. 15, 1952 Ray Williams  
 ENGINEER DISTRICT NO. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
1	NY		ONEIDA	59	118
NY STATE THRUWAY & MOHAWK SECTION SUB DIV 4					
ONEIDA-VERONA S.H. 5558 VERONA-ROME S.H. 5521					

59R



MADE BY TRACED BY CHECKED BY  
PLAN W.B. QUINN G.E. CRANWELL J. Dwyer  
PROFILE W.B. QUINN G.E. CRANWELL J. Dwyer

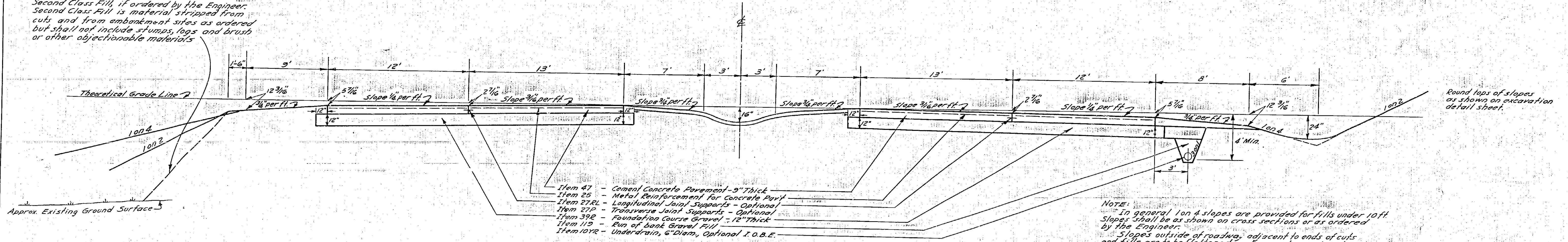
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
DATE SEPT 15, 1952  
ENGINEER DISTRICT NO. 2



FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		ONEIDA	60	118

NY STATE THRUWAY-NONAWK SECT. - SUBDIV. 4  
VERONA - ROME S.H. 5521  
ONEIDA - VERONA S.H. 5558.

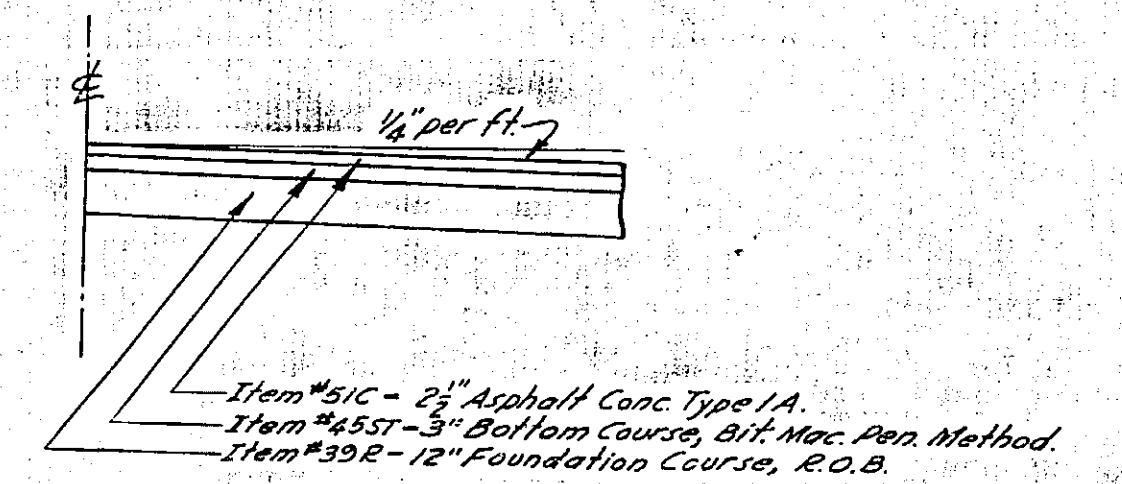
NOTE: Materials outside of this line shall be Second Class Fill, if ordered by the Engineer. Second Class Fill is material stripped from cuts and from embankment sites as ordered but shall not include stumps, logs and brush or other objectionable materials.



TYPICAL SECTION - VERONA-ROME, S.H. 5521. ONEIDA-VERONA, S.H. 5558.  
Scale:  $\frac{1}{4}$ " = 1 Foot.

NOTE: In general 1 on 4 slopes are provided for fills under 10 ft. Slopes shall be as shown on cross sections or as ordered by the Engineer. Slopes outside of roadway, adjacent to ends of cuts and fills are to be flattened and warped as ordered by the Engineer.

WEED DRAIN NOTE: At 100' intervals or at such intervals as the Engineer may direct, lateral trenches or weed holes, four feet in width shall be opened up through the shoulders of 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 #2B, Unclassified Excavation.



BIT. MACADAM INTERSECTION  
Scale:  $\frac{1}{2}$ " = 1 Foot.

#### MAINTENANCE AND PROTECTION OF TRAFFIC

The contractor shall maintain and protect traffic for the duration of the contract between the following stations:  
Station A 144+00 to Station A 149+00 ±  
Station A 291+00 ± to Station A 300+00  
During grading and paving operations for the remainder of this route traffic will use the existing road.  
Signs will be erected in accordance with Standard Structure Sheet 52-43.

Made by Traced by Checked by  
PLAN REK:Keweenaw H. Barton J.J. Dwyer  
PROFILE \_\_\_\_\_

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY  
September 15, 1952 Louy Kithum  
Date Engineer, District No. 2.



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	261	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 4		
ONEIDA-VERONA, S.H. 5558 & VERONA-ROME, S.H. 5521		

DRAINAGE STRUCTURES

Present Structure	Station	New Structure
2' x 2' Box Culv.	A 148+00	Build new 24" Diam. R.C.C.P. Culvert - 48' long, Rt., 52' long, Lt. with Special M.H. in Mall, 8' Headwalls.
	E 23+55	Remove old concrete culvert. Build new 24" Diam. R.C.C.P. Culvert - 48' long, 8' Headwalls.
	A158+00	Build new 24" Diam. R.C.C.P. Culvert - 60' Rt. and 84' Lt. with Special M.H. in Mall, 8' Headwalls.
	A164+00	Build new 42" Diam. R.C.C.P. Culvert - 60' long, Rt., 72' Lt. with Special M.H. in Mall, 11' Headwalls.
	A 165+00 to A 171+00	Dig new ditch on right side of road. (Drain Interchange)
	A174+50	Build new Drop Inlet in Mall, Drain Lt. with 24" R.C.C.P. - 52' long, 8' Headwalls.
	A180+00	Build Drop Inlet in Mall, Drain Lt. with 24" Diam. R.C.C.P. - 72' long, 8' Headwall.
	A188+00	Build 24" Diam. R.C.C.P. Culvert - 160' long, 8' Headwall.
	A194+00	Build Drop Inlet in Mall, Drain Rt. with 24" R.C.C.P. - 56' long, 8' Headwall.
	A201+50	Build Drop Inlet in Mall, Drain Lt. with 24" Diam. R.C.C.P. - 52' long, 8' Headwall.
	A204+40	Build 10' x 7' Conc. Box Culvert at 28 degree skew. (See Spec. Plan.)
	A206+50	Build Drop Inlet in Mall, Drain Lt. with 24" Diam. R.C.C.P. - 52' long, 8' Headwall. Provide outlet on Lt.
	A213+00	Build Drop Inlet in Mall, Drain Lt. with 24" Diam. R.C.C.P. - 44' long, 8' Headwall.
	A221+00	Build Drop Inlet in Mall, Drain Lt. with 24" Diam. R.C.C.P. - 56' long, 8' Headwall.
	A228+99	Build Drop Inlet in Mall, Drain Rt. with 24" Diam. R.C.C.P. - 56' long, 8' Headwall.
4.5 x 4' Conc. Box Culv.	A231+00	Build new 36" R.C.C.P. Culvert - 64' long on Lt. and 72' on Rt. with Spec. M.H. in Mall, 10' Headwalls. Provide Inlet and Outlet ditches.
	A246+00	Build new 24" R.C.C.P. Culvert - 48' long on Rt. and 48' on Lt. with Spec. M.H. in Mall, 8' Headwalls.
	A246+00 to A259+00	Provide ditch on Rt. side of Road - 102'.
	A259+00	Build new 24" R.C.C.P. Culvert - 56' long on Rt. and 52' long Lt. with Special M.H. in Mall, 8' Headwalls.
	A265+00	Build Drop Inlet in Mall, Drain Rt. with 24" Diam. R.C.C.P. - 48' long, 8' Headwall. Provide Outlet Ditch.
	A265+00 to A270+00	Provide ditch on Rt.
	A272+00	Build new 24" R.C.C.P. Culvert - 48' long on Rt. and 52' long on Lt. with Spec. M.H. in Mall, 8' Headwalls.
	A276+00 to A278+00	Provide ditch on Left Side of Road.
	A278+00	Build new 24" R.C.C.P. Culvert - 56' long on Rt. and 48' long on Lt., 8' Headwalls.
	A286+00	Build Drop Inlet in Mall, Drain Lt. with 24" R.C.C.P. - 48' long, 8' Headwall.
	A278+00 to A293+00	Provide Inlet Ditch for new culvert at Station 293±.
	A293+30	Remove existing 4.5' x 4' Conc. Box Culvert. Build new 66" Diam. Spec. R.C.C.P. Culvert on 22 deg. skew, 180' long, 2 Spec. Headwalls, 24' long each.

TABLE of LENGTHS				
Station to	Station	PORTION #1 - S.H. 5558 L.F.	REMARKS	
A 144+00	- A 158+18.97	1418.97	Town of Verona, Oneida - Verona S.H. 5558	
A 158+23.32	- A 187+44	2920.68	" " " " " "	
A 187+44	- A 189+72	228.00	Bridge " " " "	
A 189+72	- A 210+61.39	2089.39	Town of Verona, " " " "	
A 210+75.14	- A 227+00	1624.86	" " " " " "	
Total Length		8281.90	L.F. = 1.568 Miles	
Bridge		-228.00	" = 0.043 "	
TOTAL ROAD LENGTH		8053.90	L.F. = 1.525 Miles	
PORTION #2 - S.H. 5558				
A 227+00	- A 242+14.87	1514.87	Town of Verona, Oneida - Verona S.H. 5558	
A 242+42.35	- A 248+00	557.65	" " " " " "	
Total Length		2072.52	L.F. = 0.393 Miles	
PORTION #2 - S.H. 5521				
A 248+00	- A 300+00	5200.00	Town of Verona, Verona - Rome S.H. 5521	
Total Length		5200.00	L.F. = 0.985 Miles	
TOTAL CONTRACT LENGTH				
Portion #1	- Oneida - Verona S.H. 5558	8281.90	L.F. = 1.568 Miles	
Portion #2	- " " " " "	2072.52	" = 0.393 "	
Portion #2	- Verona - Rome " 5521	5200.00	" = 0.985 "	
TOTAL CONTRACT LENGTH		15554.42	L.F. = 2.946 Miles	
Bridge		-228.00	" = 0.043 "	
TOTAL ROAD LENGTH, ONLY		15326.42	L.F. = 2.903 Miles	

MADE BY TRACED BY CHECKED BY  
R.P. Jakubowski K. Koil Dwyer Zawadz

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
September 15, 1952  
DATE  
Ray W. W. W.  
ENGINEER DISTRICT No. 2







COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	62	118
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 4		
ONEIDA-VERONA, S.H. 5558 & 5521		

**SUMMARY**  
Item 2B - UNCLASSIFIED EXCAVATION

PORTION #1 - STATION A 144+00 to STATION A 227+00

From	C.Y.
Usable Excavation	18932
Borrow	140228
Intersections	411
For Drainage Structures	2358
Top Soil	8769
Stripping	6189
Total	176885
For Estimate	18115
TOTAL	195000

PORTION #2 - STATION A 227+00 to STATION A 300+00

Usable Excavation	440
Borrow	165400
Intersections	532
Driveways	150
For Drainage Structures	625
Stripping	32227
Total	199374
For Estimate	20626
TOTAL	220000

TOTALS - PORTION #1 and PORTION #2

Portion #1	195000
Portion #2	220000
TOTAL CONTRACT	415000

Item 2EC - SELECTED BORROW

Station to Station	C.Y.
A 227+00 - A 234+00	9185
A 245+00 - A 261+00	16630
A 268+00 - A 281+00	16443
A 281+00 - A 284+00	4113
For water holes, creeks, etc.	4649
Total	51000
For Estimate	4000
TOTAL	55000

Item 5 - TRENCH, CULVERT & BRIDGE EXCAVATION

PORTION #1 - STATION A 144+00 to STATION A 227+00

From	C.Y.
Pipe Underdrain	178
For Drainage Structures	1110
Total	1288
For Estimate	212
TOTAL	1500

PORTION #2 - STATION A 227+00 to STATION A 300+00

Pipe Underdrain	270
For Drainage Structures	588
Total	858
For Estimate	182
TOTAL	950

TOTALS - PORTION #1 and PORTION #2

Portion #1	1500
Portion #2	950
TOTAL CONTRACT	2450

Item 2B - UNCLASSIFIED EXCAVATION - C.Y.

PORTION #1 - STATION A 144+00 to STATION A 227+00

Bal.	Station to Station	Stripping	2nd Class Fill	Top Soil	Avail. Excav.	Tot. Emb.	Stripping to be Wasted	Net Borrow	Remarks
1	A 144+00 - A 161+00	1252	1064	1504	550	24070	0	27144	
2	A 161+00 - A 181+00	800	680	3235	363	38000	0	43355	
3	A 181+00 - A 201+00	251	213	4130	8470	56129	0	56270	
4	A 201+00 - A 221+00	2877	2445	0	7537	17894	0	11811	
5a	A 221+00 - A 227+00	1009	867	0	2013	534	0	0	Haul 1399 C.Y. from Bal. #5a.
	From Intersections	0	0	0	411	1780	0	1646	Haul 1329 C.Y. to Bal. #4.
	Totals	6189	5260	8869	19344	138416	0	140228	

PORTION #2 - STATION A 227+00 to STATION A 300+00

5b	A 227+00 - A 241+00	6876	4322	0	30	30952	1706	26400	
6	A 241+00 - A 261+00	10108	4016	0	19	38079	5490	27142	
7	A 261+00 - A 281+00	11013	2139	0	0	29580	8553	17574	
8	A 281+00 - A 300+00	4430	3766	0	391	83326	0	91330	
	From Intersections	0	0	0	532	3021	0	2954	
	Totals	32227	14243	0	972	184958	15749	165400	

TOTALS - PORTION #1 and PORTION #2

Portion #1	6189	5260	8869	19344	138416	0	140228
Portion #2	32227	14243	0	972	184958	15749	165400
TOTAL CONTRACT	38416	19503	8869	20316	323374	15749	305628

Item 10YR - PIPE UNDERDRAIN 6" DIAM., OPTIONAL

PORTION #1 - STATION A 144+00 to STATION A 227+00

For Estimate	400 L.F.
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PORTION #2 - STATION A 227+00 to STATION A 300+00

For Estimate	1600 L.F.
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TOTALS - PORTION #1 and PORTION #2

Portion #1	400 L.F.
Portion #2	1600 L.F.
TOTAL CONTRACT	2000 L.F.

Item 33D - BEAM TYPE GUIDE RAILING, OPTIONAL

PORTION #1 - STATION A 144+00 to STATION A 227+00

Station to Station	Side	L.F.
A 186+44 - A 187+44	L&R	200
A 189+72 - A 190+72	L&R	200
Total		400
For Estimate		110
TOTAL		410

No Guide Railing for PORTION #2.

Item 34C - GUIDE POSTS, OPTIONAL

PORTION #1 - STATION A 144+00 to STATION A 227+00

Station to Station	Side	Amount
A 145+50	Left, Intersection	4
A 150+50	Left & Right	22
A 225+84	Left & Right	12
For Drainage Structures		32
Station Markers		17
A 183+55 - A 183+44	Left & Right	24
A 190+72 - A 193+80	Left & Right	24
A 203+00 - A 205+50	Left & Right	16
Total		151
For Estimate		9
TOTAL		160

PORTION #2 - STATION A 227+00 to STATION A 300+00

A 265+26	Left & Right	10
A 289+00	Left	20
For Drainage Structures		22
Station Markers		15
A 281+50 - A 295+50	Right	56
A 290+50 - A 296+50	Left	24
Total		147
For Estimate		3
TOTAL		150

TOTALS - PORTION #1 and PORTION #2

Portion #1	160
Portion #2	150
TOTAL CONTRACT	310

BENCH MARKS

No.	Station	Side	Elev.	Description	
A 14	A 150+30	Right	514.60	Nail & Washer in 20" Maple	- 60' Right.
A 15	A 158+25	Left	508.59	Nail in root of 30" Elm	- 160' Left.
A 16	A 165+84	Left	508.69	Nail & Nut in 40" Maple	- 275' Left.
A 17	A 174+95	Left	514.91	" " " " 30" Elm	- 175' Left.
A 18	A 185+10	Right	516.58	" " " " 15" Apple	- 245' Right.
A 19	A 201+00	Left	500.54	" " " " 30" Elm	- 400' Left.
A 20	A 207+25	Right	488.68	" " " " 30" Maple	- 160' Right.
A 21	A 215+50	Right	492.42	" " " " 14" Hickory	- 230' Right.
A 22	A 228+15	Left	490.10	" " " " 24" Elm	- 15' Left.
A 23	A 241+55	Right	494.50	" " " " 72" Maple	- 325' Right.
A 24	A 249+00	Right	491.39	" " " " 20" Maple	- 195' Right.
A 25	A 259+15	Right	493.72	" " " " 18" Maple	- 160' Right.
A 26	A 266+10	Left	489.64	" " " " 30" Maple	- 110' Left.
A 27	A 272+90	Left	488.08	" " " " 18" Ash	- 140' Left.
A 28	A 283+00	Right	487.02	" " " " 20" Elm	- 260' Right.
A 29	A 291+25	Right	483.98	" " " " 30" Elm	- 115' Right.
A 30	A 299+10	Right	510.99	" " " " 30" Maple	- 13' Right.

MADE BY TRACED BY CHECKED BY  
R.P. Jakubowski K. Keil Dwyer & Zawadzki

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
September 15, 1952  
DATE  
Ray W. Johnson  
ENGINEER DISTRICT No. 2



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	11	11
N.Y. STATE THRUWAY MOHAWK SECT. SUB-DIV. 2		
ONEIDA VERONA A.S. 4855 & VERONA HOME S.D. 5821		

Item 28 - UNCLASSIFIED EXCAVATION

PORTION #1 - STATION A 194+00 to STATION A 227+00

From	C.Y.
Unble Excavation	18932
Borrow	140226
Intersections	411
For Drainage Structures	2568
Top Soil	8769
Stripping	6189
Total	179025
For Estimate	18115
TOTAL	186000

PORTION #2 - STATION A 227+00 to STATION A 300+00

From	C.Y.
Unble Excavation	440
Borrow	165400
Intersections	592
Drainage	150
For Drainage Structures	825
Stripping	6227
Total	169374
For Estimate	169226
TOTAL	182000

TOTALS - PORTION #1 and PORTION #2

Portion #1	186000
Portion #2	182000
TOTAL CONTRACT	368000

Item 28C - SELECTED BORROW

Station to Station	C.Y.
A 227+00 - A 234+00	9186
A 234+00 - A 281+00	16630
A 281+00 - A 287+00	16443
A 287+00 - A 294+00	4449
For water holes, creeks, etc.	4449
Total	61000
For Estimate	40000
TOTAL	65000

Item 5 - TRENCH, CULVERT & BRIDGE EXCAVATION

PORTION #1 - STATION A 194+00 to STATION A 227+00

From	C.Y.
Pipe Underdrain	178
For Drainage Structures	1110
Total	1288
For Estimate	212
TOTAL	1500

PORTION #2 - STATION A 227+00 to STATION A 300+00

From	C.Y.
Pipe Underdrain	270
For Drainage Structures	596
Total	866
For Estimate	82
TOTAL	950

TOTALS - PORTION #1 and PORTION #2

Portion #1	1500
Portion #2	950
TOTAL CONTRACT	2450

Item 28 - UNCLASSIFIED EXCAVATION - C.Y.

PORTION #1 - STATION A 194+00 to STATION A 227+00

Station to Station	Stripping	2nd Glass Fill	Top Soil	Avail. Excav.	Tot. Emb.	Stripping to be Wasted	Mpt. Borrow	Remarks
1 A 194+00 - A 191+00	1282	1004	1504	550	24070	0	27144	
2 A 191+00 - A 181+00	900	680	3235	363	38900	0	43385	
3 A 181+00 - A 201+00	281	213	4130	8470	58129	0	58270	
4 A 201+00 - A 221+00	2877	2445	0	7887	17894	0	11811	Haul 1399 C.Y. from Bal. #5a.
5a A 221+00 - A 227+00	1009	857	0	2013	534	0	0	Haul 1399 C.Y. to Bal. #4.
From Intersections	0	0	0	411	1780	0	1646	
Totals	6189	5200	8869	19344	138416	0	140226	

PORTION #2 - STATION A 227+00 to STATION A 300+00

Station to Station	Stripping	2nd Glass Fill	Top Soil	Avail. Excav.	Tot. Emb.	Stripping to be Wasted	Mpt. Borrow	Remarks
5b A 227+00 - A 241+00	6876	4922	0	30	30852	1706	23400	
6 A 241+00 - A 261+00	10108	4016	0	19	38079	5490	27142	
7 A 261+00 - A 281+00	11013	2139	0	0	29580	8553	17574	
8 A 281+00 - A 300+00	4430	3766	0	391	83326	0	91330	
From Intersections	0	0	0	532	3021	0	2954	
Totals	32227	14243	0	672	184958	15749	165400	

TOTALS - PORTION #1 and PORTION #2

Portion #1	6189	5200	8869	19344	138416	0	140226
Portion #2	32227	14243	0	672	184958	15749	165400
TOTAL CONTRACT	38416	19443	8869	20316	323374	15749	305626

Item 10YR - PIPE UNDERDRAIN 6" DIAM., OPTIONAL

PORTION #1 - STATION A 194+00 to STATION A 227+00

For Estimate 900 L.F.

PORTION #2 - STATION A 227+00 to STATION A 300+00

For Estimate 600 L.F.

TOTALS - PORTION #1 and PORTION #2

Portion #1	900 L.F.
Portion #2	600 L.F.
TOTAL CONTRACT	1500 L.F.

Item 33D - BEAM TYPE GUIDE RAILING, OPTIONAL

PORTION #1 - STATION A 194+00 to STATION A 227+00

Station to Station Side L.F.

A 194+00 - A 187+57	L&R	206
A 187+57 - A 190+61	L&R	1703
A 190+61 - A 194+10	RT	105
TOTAL		2004

For Estimate 412

TOTAL 412

No Guide Railing for PORTION #2.

Item 34C - GUIDE POSTS, OPTIONAL

PORTION #1 - STATION A 194+00 to STATION A 227+00

Station to Station	Side	Amount
A 194+00	Left, Intersection	4
A 190+80	Left & Right	22
A 225+84	Left & Right	12
For Drainage Structures		32
Station Markers		17
A 183+55 - A 188+44	Left & Right	24
A 190+72 - A 193+60	Left & Right	24
A 203+00 - A 205+50	Left & Right	16
Total		151
For Estimate		9
TOTAL		160

PORTION #2 - STATION A 227+00 to STATION A 300+00

Station to Station	Side	Amount
A 265+26	Left & Right	10
A 289+00	Left	20
For Drainage Structures		22
Station Markers		15
A 281+50 - A 295+50	Right	56
A 290+50 - A 296+50	Left	24
Total		147
For Estimate		3
TOTAL		150

TOTALS - PORTION #1 and PORTION #2

Portion #1	160
Portion #2	150
TOTAL CONTRACT	310

ITEM 10YR

PIPE UNDERDRAIN 6" DIAM.

STATION	STATION	SIDE	IN. FEET
INTERSECTION	225+70	LT.	180
CULV.	225+100	"	27
CULV.	225+100	"	27
TOTAL			234 C.F.

ITEM 33C

GUIDE POSTS, OPT.

STATION	STATION	SIDE	No. Posts
145+50	INTERSECTION	LT.	2
150+50	"	LT.	5
183+75	185+75	LT.	9
184+23	186+23	RT.	9
191+13	194+13	RT.	12
195+86	195+81	LT.	12
202+50	204+50	RT.	9
204+50	206+50	LT.	9
225+85	INTERSECTION	RT.	2
265+50	"	RT.	4
281+50	284+75	RT.	6
291+50	294+25	LT.	6
ART 314+5	ART 444+55	RT.	71
ART 314+5	ART 444+55	LT.	71
STATION MARKERS			30
CULVERTS			21
TOTAL			353

BENCH MARKS

No.	Station	Side	Elev.	Description	
A 14	A 150+30	Right	514.60	Nail & Washer in 20" Maple	- 60' Right.
A 15	A 150+25	Left	505.50	Nail in foot of 30" Elm	- 180' Left.
A 16	A 165+84	Left	508.60	Nail & Nut in 40" Maple	- 275' Left.
A 17	A 174+95	Left	514.91	" " " 30" Elm	- 178' Left.
A 18	A 185+10	Right	516.58	" " " 15" Apple	- 245' Right.
A 19	A 201+00	Left	500.54	" " " 30" Elm	- 100' Left.
A 20	A 207+25	Right	406.36	" " " 30" Maple	- 180' Right.
A 21	A 215+50	Right	492.42	" " " 14" Hickory	- 230' Right.
A 22	A 228+15	Left	490.10	" " " 28" Elm	- 15' Left.
A 23	A 241+55	Right	504.50	" " " 72" Maple	- 325' Right.
A 24	A 249+00	Right	491.39	" " " 20" Maple	- 135' Right.
A 25	A 259+15	Right	493.72	" " " 18" Maple	- 160' Right.
A 26	A 265+10	Left	489.64	" " " 30" Maple	- 110' Left.
A 27	A 272+90	Left	488.08	" " " 18" Ash	- 140' Left.
A 28	A 283+00	Right	487.02	" " " 20" Elm	- 200' Right.
A 29	A 291+25	Right	483.08	" " " 30" Elm	- 115' Right.
A 30	A 299+10	Right	510.90	" " " 30" Maple	- 18' Right.

ITEM 28

UNCLASSIFIED EXCAVATION

Road Excavation (as per earthwork sheets) 54,612

Borrow 54,612 C.Y.

INTERSECTION 225+00 LT. 450

OUTLET DITCH 185+00 RT. 450

INLET DITCH 204+40 RT. 450

2 FIRE HOLE (Chapman) 525

" " (Evanchiew) 200

" " (Williams) 191

TOTAL 435,024 C.Y.

ITEM 5

TRENCH, CULVERT AND BRIDGE EXCAVATION

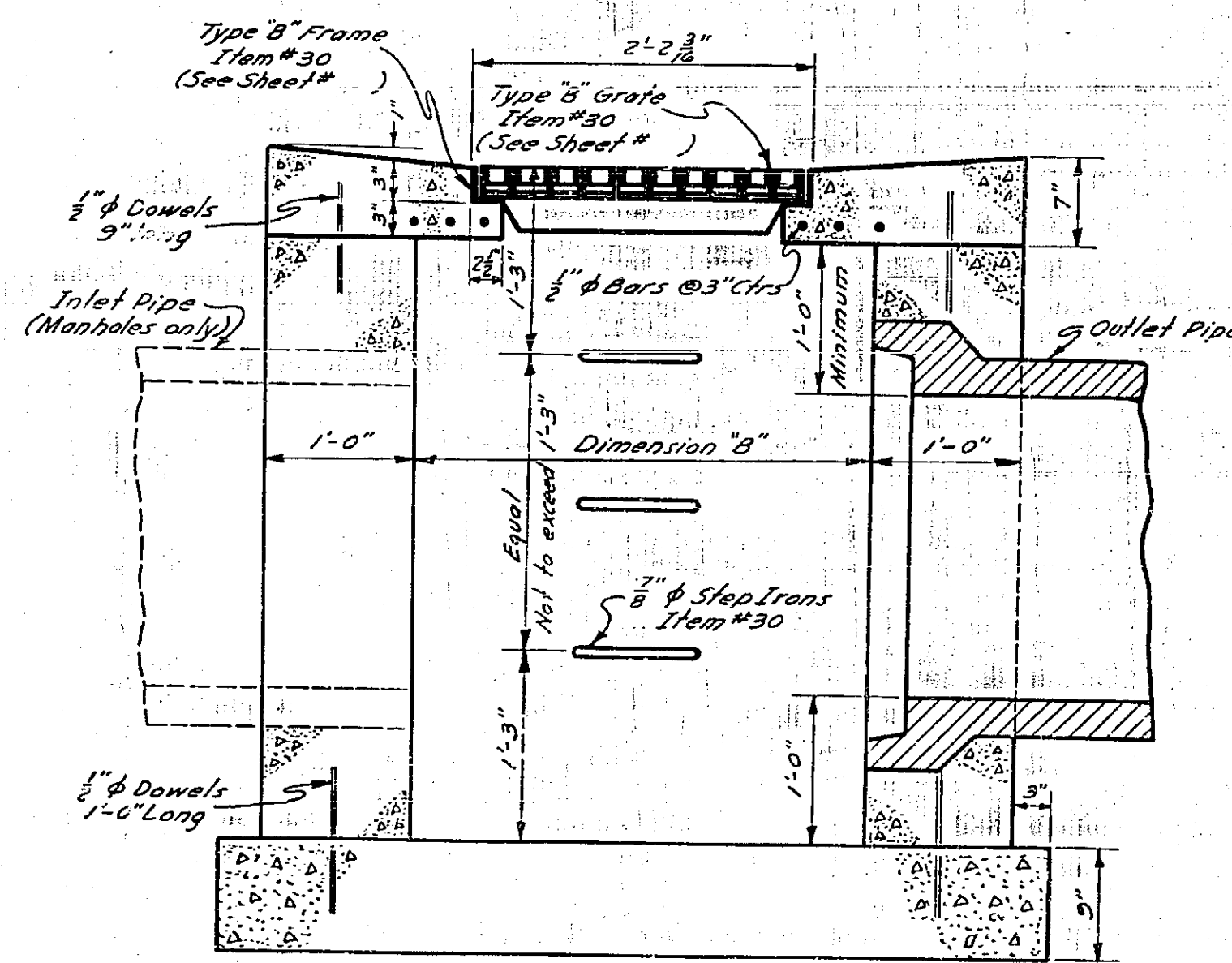
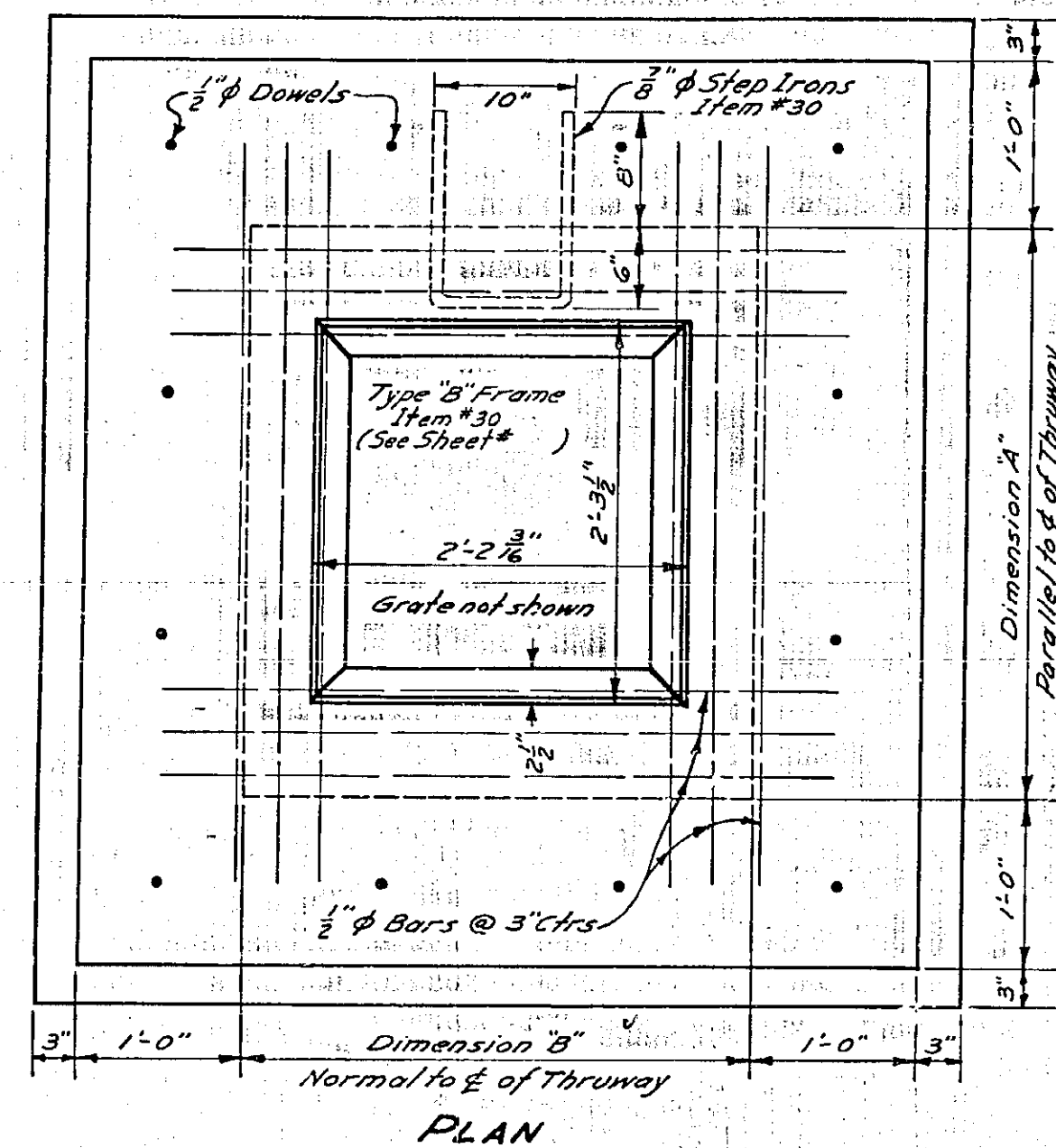
FROM DRAINAGE STRUCTURES 1547

FROM ITEM 10YR (PIPE UNDERDRAIN) 234

TOTAL 1781



FED. ROAD DIST. No.	STATE	FED. AID PROJ. No.	COUNTY	SHEET No.	TOTAL SHEETS
	N.Y.		ONEIDA	63	118
			N.Y. STATE THRUWAY-MOHAWK SECT.-SUBDIV. 4 ONEIDA-VERONA, S.H. 5532. VERONA-ROME, S.H. 5521.		



SECTIONAL ELEVATION  
DETAILS OF SPECIAL MANHOLE  
& DROP INLETS  
Scale: 1" = 1 Foot.

SPECIAL MANHOLE TABLE			
STATION	DIMENSION "A"	DIMENSION "B"	BAR REINFORCEMENT FOR STRUCTURES ITEM 28
148+00 Mail	3'-5"	4'-0"	10- $\frac{3}{8}$ " $\phi$ Bars 4'-5" Long 6- " " " 5'-0" " 14- " " Dowels 0'-9" " 14- " " " 1'-0" "
156+00 Mail	"	"	" "
227+00± Mail	"	"	" "
246+00 Mail	"	"	" "
259+00 Mail	"	"	" "
272+00 Mail	"	"	" "
278+00 Mail	"	"	" "
231+00 Mail	4'-9"	4'-0"	10- $\frac{1}{2}$ " $\phi$ Bars 5'-3" Long 12- " " " 5'-0" " 16- " " " 0'-9" " 16- " " " 1'-0" "
164+00 Mail	5'-3"	4'-0"	10- $\frac{1}{2}$ " $\phi$ Bars 6'-3" Long 16- " " " 5'-0" " 18- " " " 0'-9" " 18- " " " 1'-0" "

DROP INLET TABLE			
STATION	DIMENSION "A"	DIMENSION "B"	BAR REINFORCEMENT FOR STRUCTURES ITEM 28
174+50 Mail	3'-0"	3'-5"	6-#4 Bars 4'-0" Long 6-" " " 4'-5" " 12-" " Dowels 0'-5" " 12-" " " 1'-0" "
180+00 Mail	"	"	" "
191+00 Mail	"	"	" "
201+50± Mail	"	"	" "
206+50 Mail	"	"	" "
213+00 Mail	"	"	" "
221+00 Mail	"	"	" "
265+00 Mail	"	"	" "
286+00 Mail	"	"	" "

PLAN PP Jakubowski Made by Barton Traced by J.J. Dwyer  
 PROFILE \_\_\_\_\_

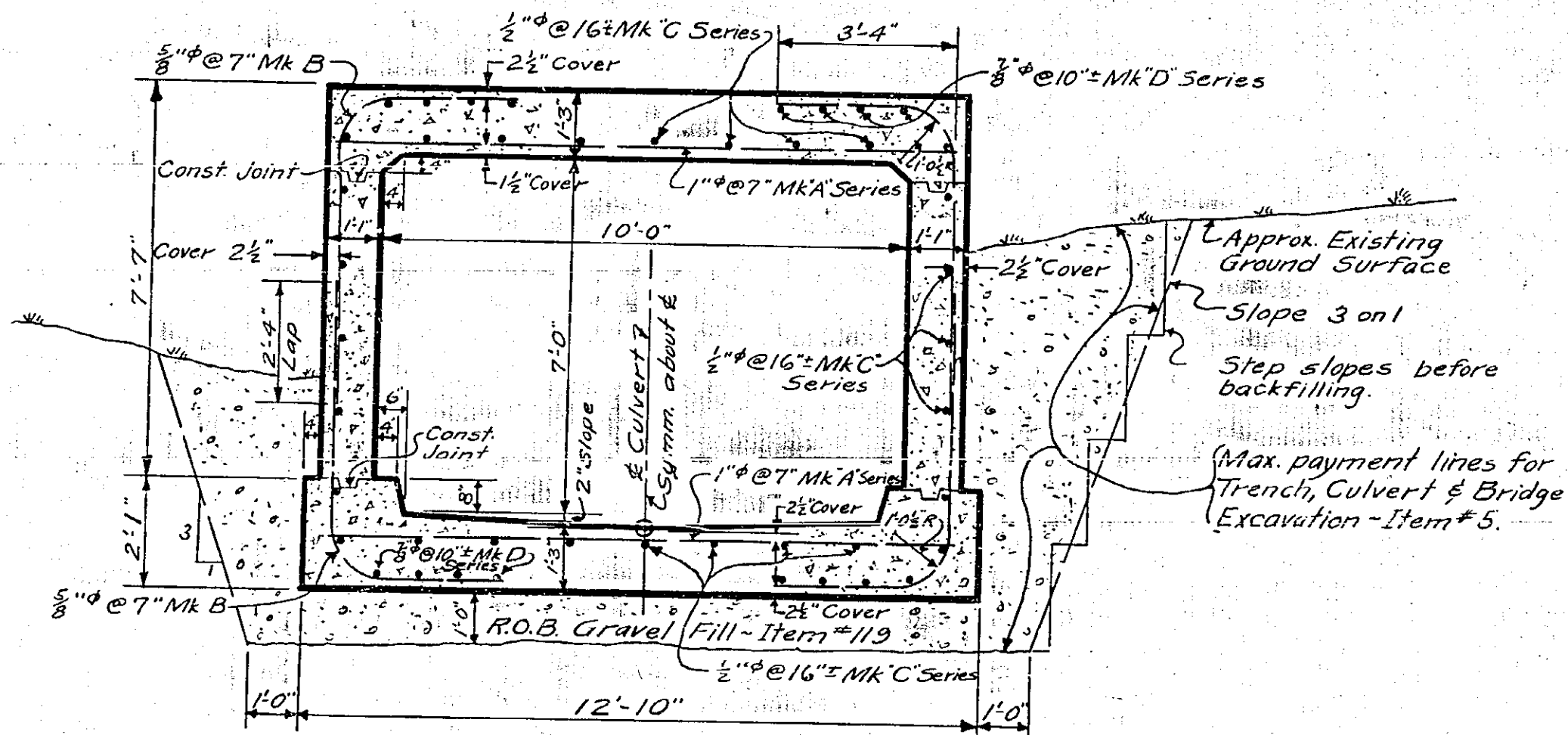
PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY

September 15, 1952  
Date

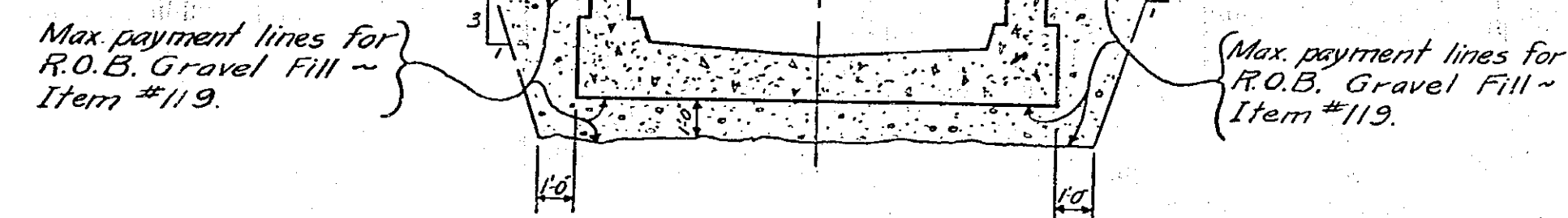
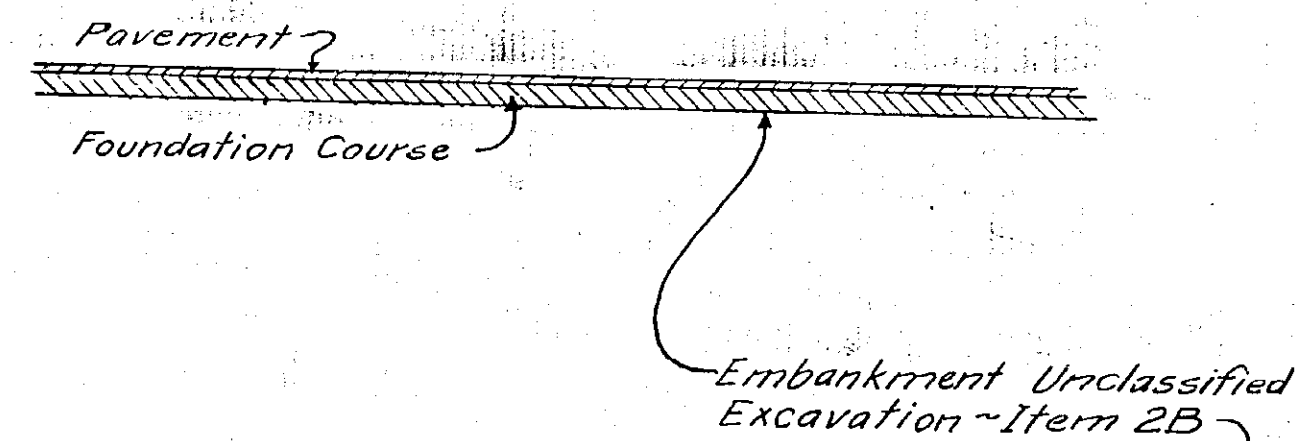
Larry Kitchum  
Engineer, District No. 2.



FED. RD. Div. No.	STATE	FED. AID Proj. No.	SHEET No.	TOTAL SHEETS
	N.Y.		64	118
Oneida - Verona S.H. 5558			Oneida Co.	
Verona - Rome S.H. 5521				

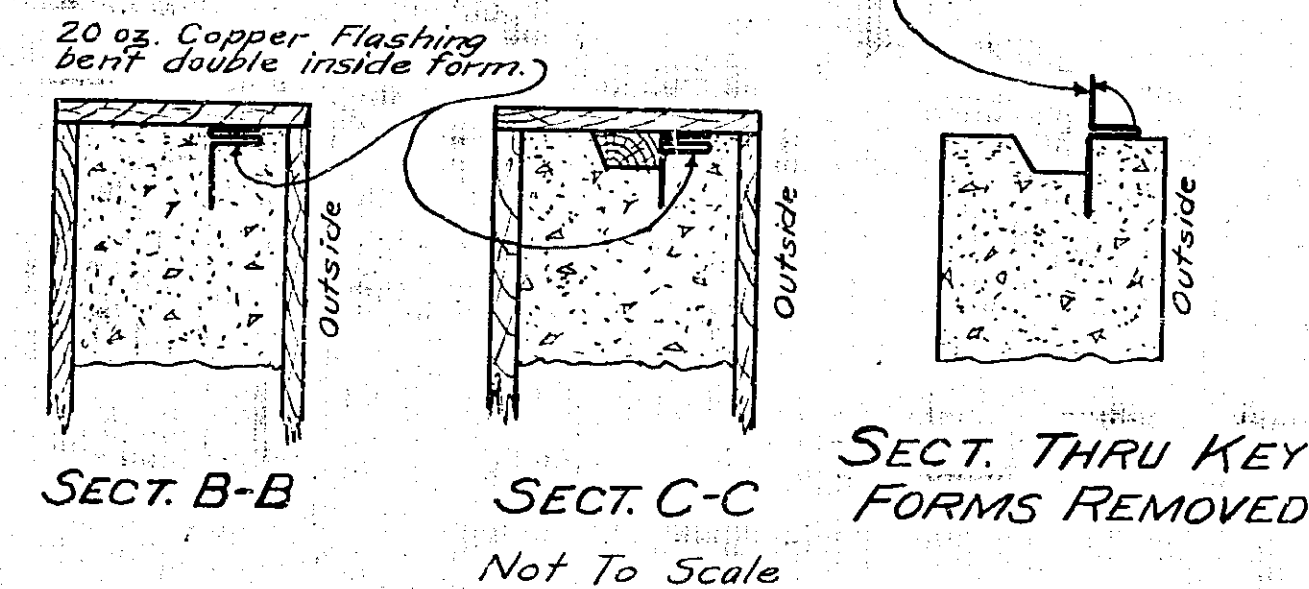


**TRANSVERSE SECTION THRU BARREL**  
Scale:  $\frac{3}{8}$ " = 1'-0"

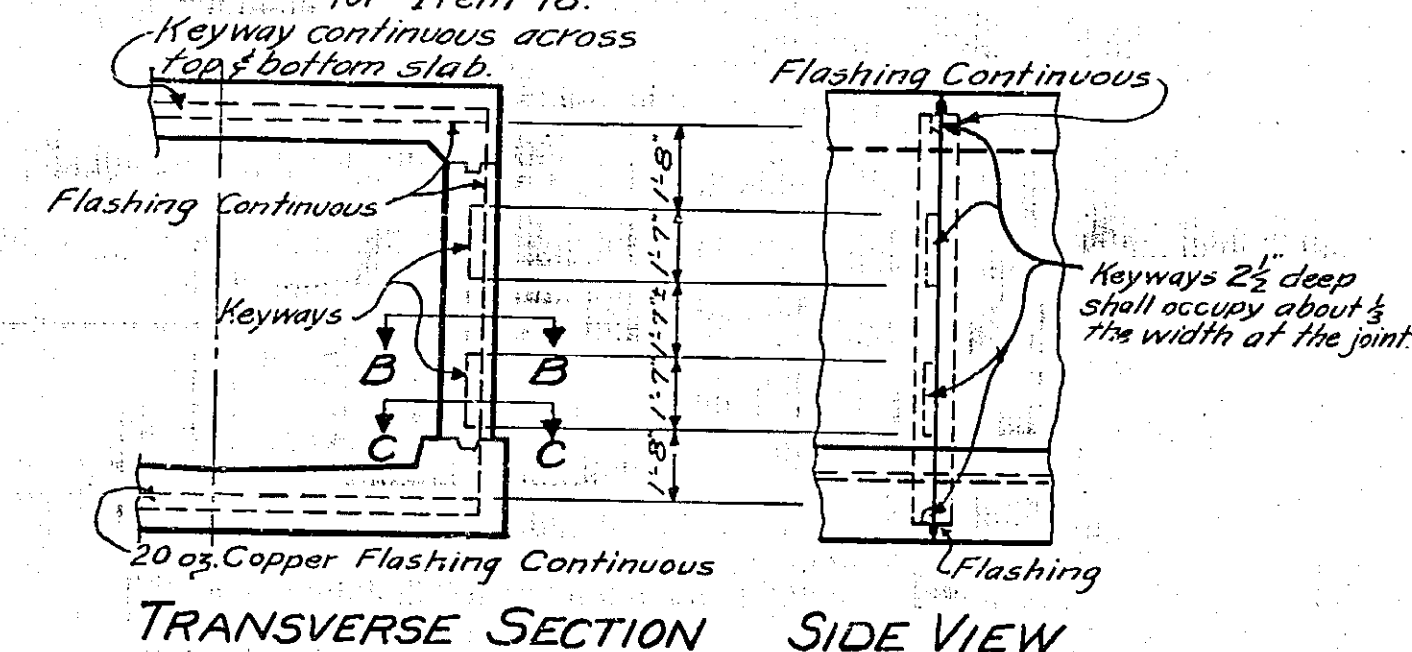


**MAXIMUM PAYMENT LINES - R.O.B. GRAVEL FILL**  
**ITEM #119**  
No Scale

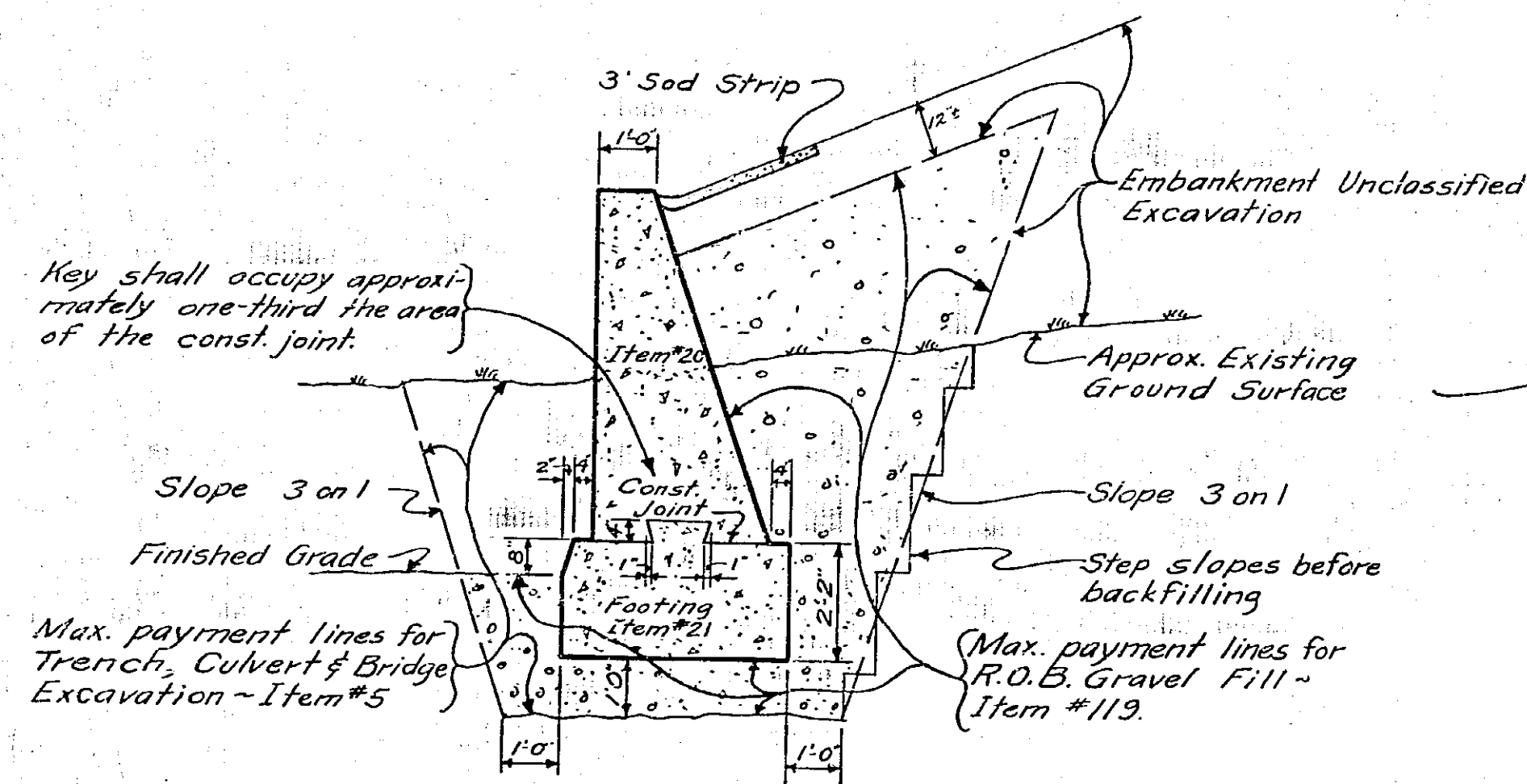
Copper Flashing bent back after form is removed. Flashing shall be embedded at least 3" into concrete at all points.



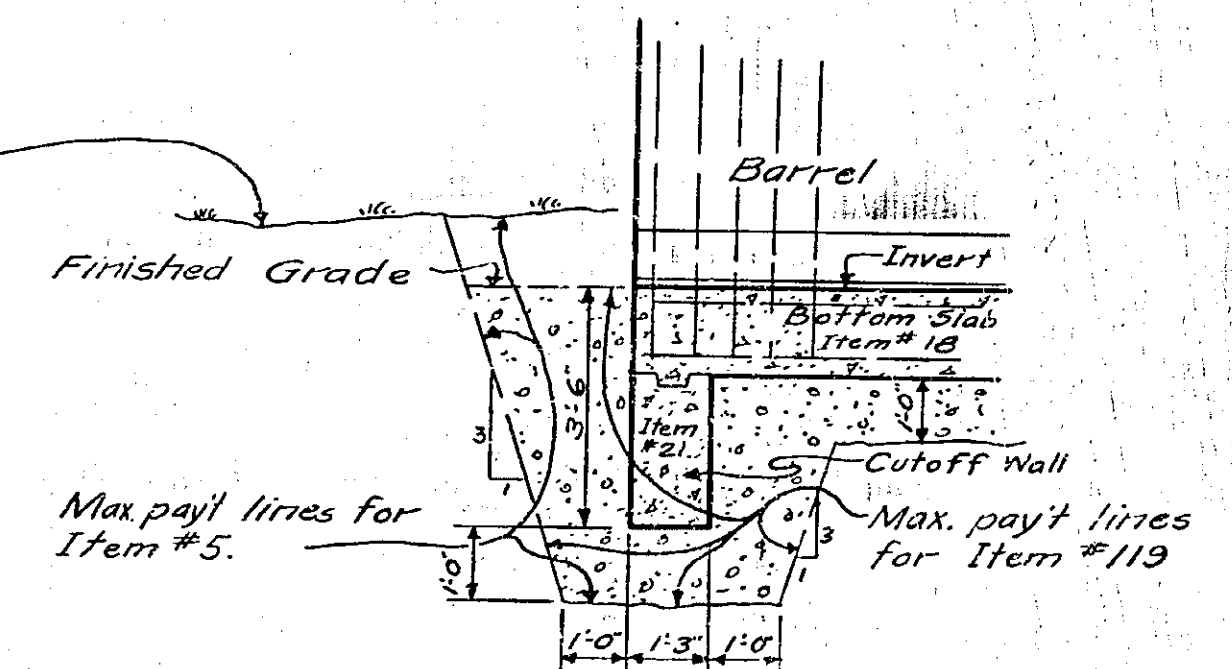
Note: Payment for furnishing and placing Copper Joints shall be included in the price bid for Item 18.



**COPPER JOINT - DETAIL OF FLASHING**  
Not To Scale



**TYPICAL SECTION THRU WINGWALL**  
Scale:  $\frac{3}{8}$ " = 1'-0"



**CUTOFF WALL**  
Scale:  $\frac{3}{8}$ " = 1'-0"

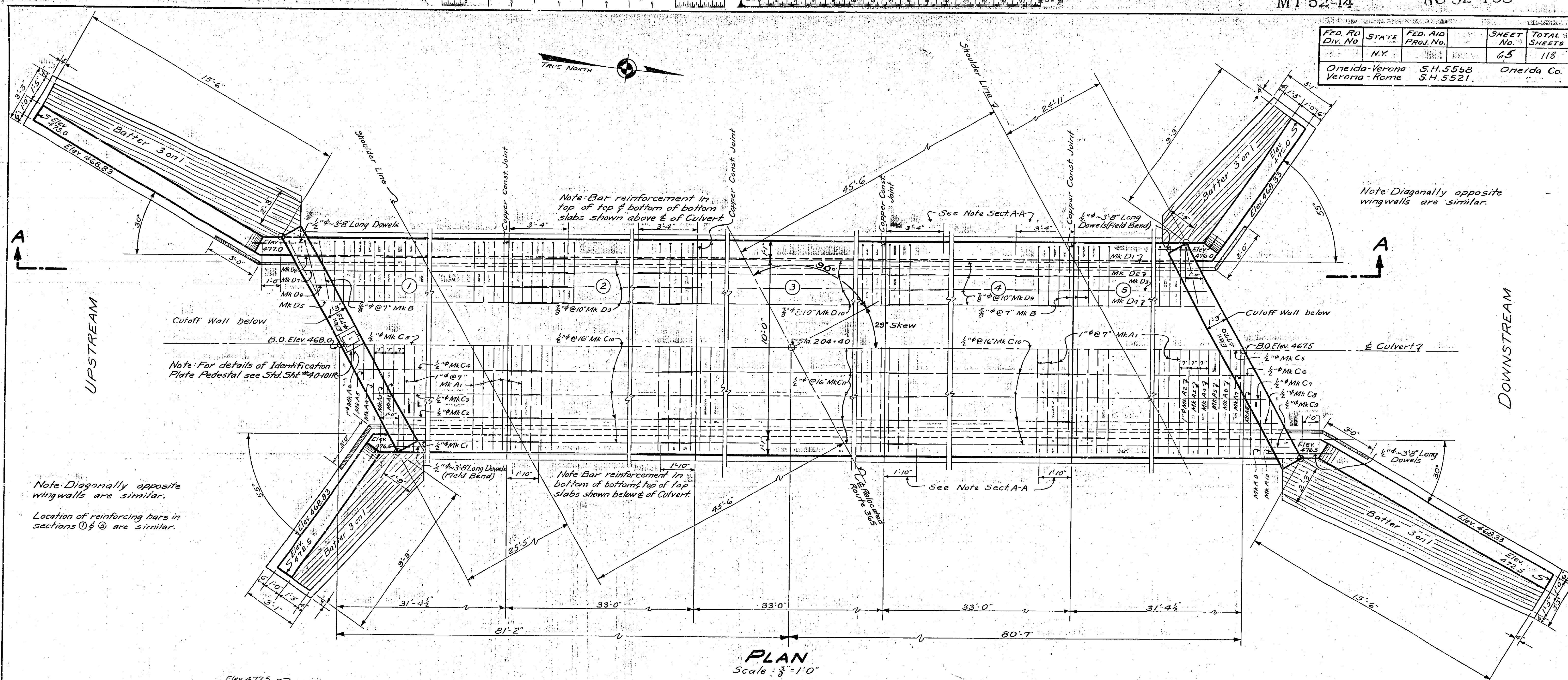
**CULV. No. 3 S.H. 5558**  
SHEET 3 OF 3  
**10'x7' CONCRETE BOX CULVERT**  
**STA. 204+40**

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
September 15, 1952  
DATE  
E. J. Burdick  
ENGINEER DISTRICT No. 2

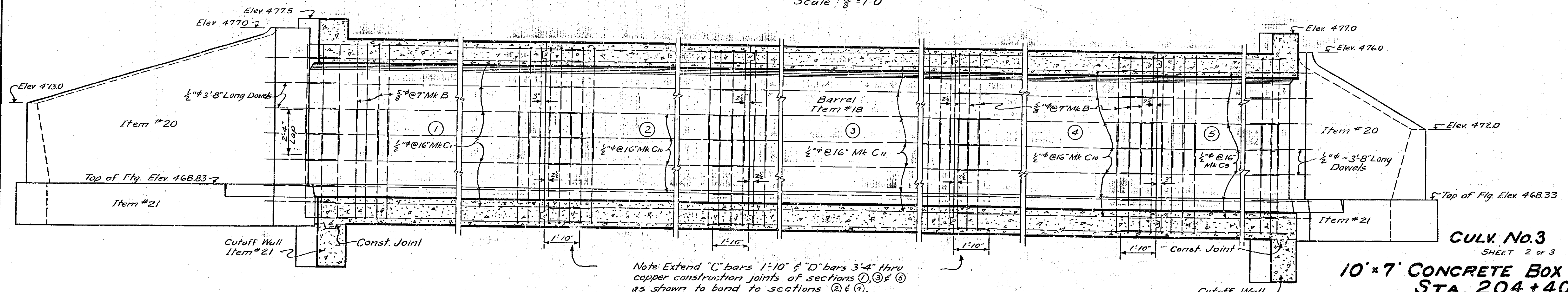
Made By J.E. Burdick  
Checked By F.P. Zafarnicki  
Traced By R.N.T. 1000  
Tracing Chkd By F.P. Zafarnicki  
J.E. Burdick



FED. RD. Div. No.	STATE	FED. AID PROJ. No.	SHEET No.	TOTAL SHEETS
Oneida-Verona	N.Y.	S.H. 5558	65	118
Verona-Rome		S.H. 5521		Oneida Co.



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



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

CULV. No. 3 S.H. 5558  
SHEET 2 OF 3  
**10' x 7' CONCRETE BOX CULVERT**  
**STA. 204+40**  
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
September 15, 1952  
DATE  
Ray W. H. H. H.  
ENGINEER DISTRICT No. 2

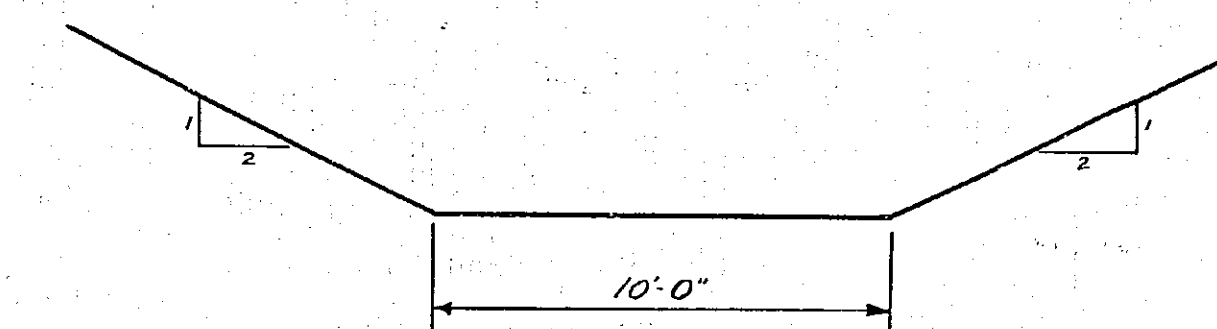
Made By F.Zatwarnicki  
Checked By J.E. Burdick  
Traced By F.Zatwarnicki  
Tracing Chkd By J.E. Burdick



## BAR LIST

Mark	Size	No.	Length	Location & Description
A1	1"φ	534	11'-8"	Transverse bars, top & bot. slabs - Sections 1, 3, 4 & 5.
A2	"	4	11'-0"	" " " " " " " " " " " "
A3	"	4	10'-0"	" " " " " " " " " " " "
A4	"	4	9'-0"	" " " " " " " " " " " "
A5	"	4	7'-3"	" " " " " " " " " " " "
A6	"	4	6'-3"	" " " " " " " " " " " "
A7	"	4	5'-3"	" " " " " " " " " " " "
A8	"	4	4'-3"	" " " " " " " " " " " "
A9	"	4	3'-3"	" " " " " " " " " " " "
A10	1"φ	4	2'-8"	" " " " " " " " " " " "
B	5/8"	1104	8'-8"	Bent bars in four corners of barrel.
C1	1/2"	14	29'-10"	Longit. bars, sidewalls - Section 1 & 5.
C2	"	4	30'-7"	" " " " " " " " " " " "
C3	"	4	31'-5"	" " " " " " " " " " " "
C4	"	4	32'-2"	" " " " " " " " " " " "
C5	"	4	33'-0"	" " " " " " " " " " " "
C6	"	4	33'-10"	" " " " " " " " " " " "
C7	"	4	34'-6"	" " " " " " " " " " " "
C8	"	4	35'-3"	" " " " " " " " " " " "
C9	"	14	35'-4"	Longit. bars, sidewalls - Sections 1 & 5.
C10	"	56	32'-6"	Longit. bars, bot. of top of bot. slabs & sidewall - Sect. 2 & 4.
C11	1/2"	28	36'-8"	" " " " " " " " " " " "
D1	1/2"	4	31'-9"	Longit. bars, top of top & bot. of bot. slabs - Sect. 1 & 5.
D2	"	4	32'-2"	" " " " " " " " " " " "
D3	"	4	32'-8"	" " " " " " " " " " " "
D4	"	4	33'-1"	" " " " " " " " " " " "
D5	"	4	35'-10"	" " " " " " " " " " " "
D6	"	4	36'-4"	" " " " " " " " " " " "
D7	"	4	36'-10"	" " " " " " " " " " " "
D8	"	4	37'-4"	" " " " " " " " " " " "
D9	1"	32	32'-6"	" " " " " " " " " " " "
D10	1"	16	39'-8"	" " " " " " " " " " " "
D11	1/2"	28	3'-8"	Dowels - Barrel to wingwalls (7 to ea. w.w.)

Note: The lengths of the C & D Series bars are predicated upon the assumption that sections 1, 3, & 5 will be built first.



PROPOSED CHANNEL IMPROVEMENT  
TYPICAL SECTION

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

FED. RD. DIV. No.	STATE	FED. AID PROJ. No.	SHEET No.	TOTAL SHEETS
	N.Y.		66	118
Orleida-Verona		S.H. 5558	Orleida Co.	
Verona-Rome		S.H. 5521		

## ESTIMATE OF QUANTITIES

No.	Item	Unit	Neat
5	Trench Culvert & Bridge Excavation	C.Y.	640
15-2	Portland Cement - Type 2	Bbl.	470
15-N	Natural Cement - Type N	Bbl.	68
18	Class 1A Concrete for Structures	C.Y.	295
20	Class 1 Concrete	C.Y.	25
21	Class 2 Concrete	C.Y.	20
28	Bar Reinforcement for Structures	Lb.	36,190
80	Dry Rip-Rap (for Estimate)	C.Y.	80
82	Cofferdam	S.F.	625
119	Run-of-Bank Gravel Fill	C.Y.	325
124	Sodding	S.Y.	27

## CONCRETE QUANTITIES

Item No. 18:		
Barrel ~ 1.81 C.Y./ft. + Parapets	=	294.1 cy.
Total Item No. 18 =		294.1 cy.
Item No. 20:		
Northeast & Southwest Wingwalls ~ 7.95 cy. ea.	=	15.90 cy.
Northwest & Southeast " ~ 4.28 " "	=	8.56 "
Total Item No. 20 =		24.46 cy.
Item No. 21:		
Cut-off Walls ~ 2@1.45 cy.	=	2.90 cy.
Northeast & Southwest Wingwall Figs. ~ 5.18 cy. ea.	=	10.36 "
Northwest & Southeast " " ~ 3.03 " "	=	6.06 "
Total Item No. 21 =		19.32 cy.

## GENERAL NOTES

After the concrete is cured and the surface is clean & dry, the Contractor shall apply a water-proofing oil treatment, as specified in M-41W, to the outer surfaces of the barrel, to the parapets & to both faces & top of wingwalls. Payment included under price bid for Item #18.

CULV. No. 3 S.H. 5558

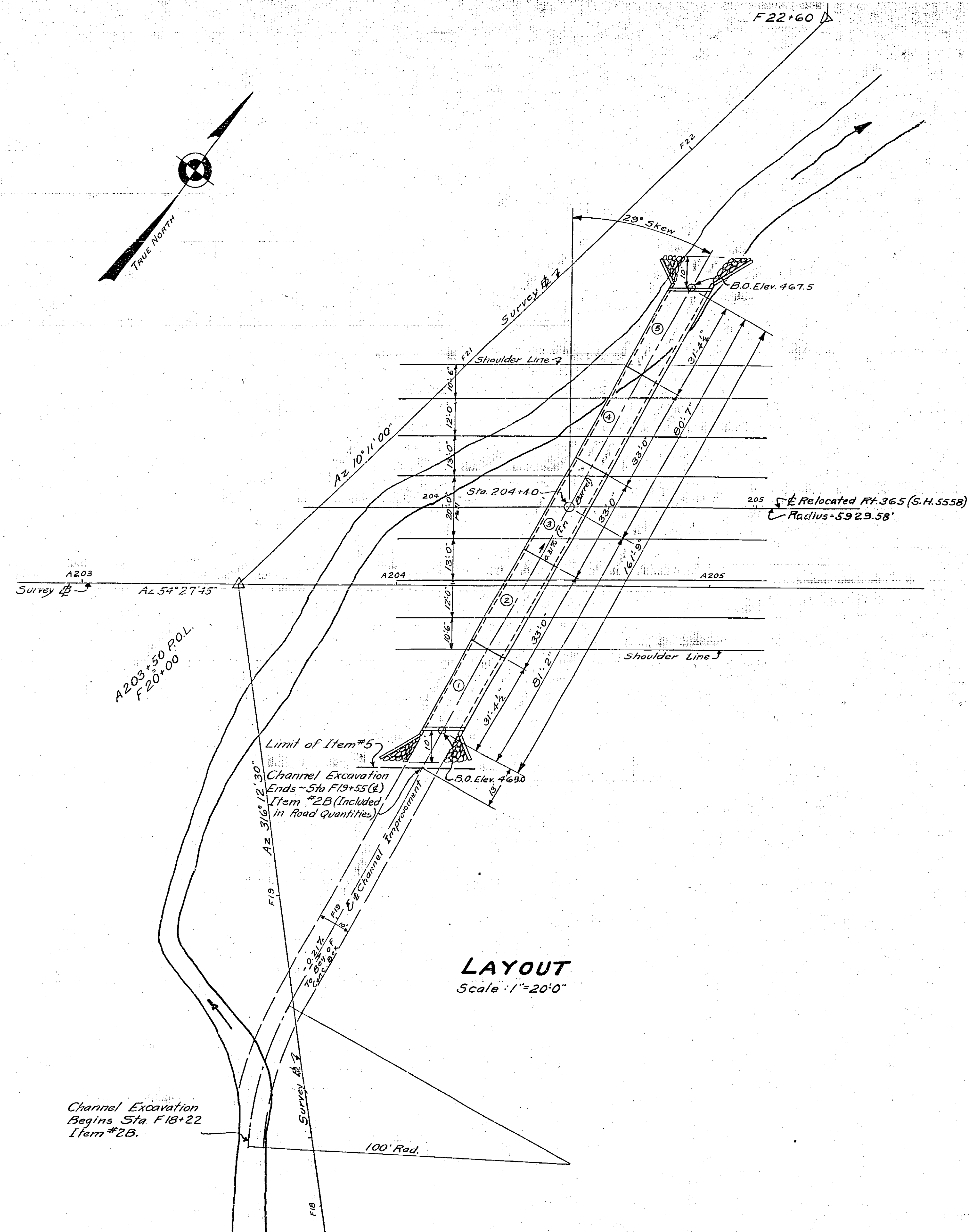
SHEET 1 OF 3

10'x7' CONCRETE BOX CULVERT  
STA. 204+40

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

September 15, 1952  
DATE

Lawrence  
ENGINEER DISTRICT No. 2



Made By J.E. Burdick  
Checked By R.N. Throop, F.P. Zatzwornicki  
Traced By F.P. Zatzwornicki  
Tracing Chkd By J.E. Burdick



66R

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
N.Y.			66	118
Oneida - Verona S.H. 5558			Oneida Co.	
Verona - Rome S.H. 5521				

### ESTIMATE OF QUANTITIES

No.	Item	Unit	Neat
5	Trench Culvert & Bridge Excavation	C.Y.	576.7
15-2	Portland Cement - Type 2	Bbl.	363.3
18-N	Natural Cement - Type N	Bbl.	69.5
18	Class 1A Concrete for Structures	C.Y.	294.1
20	Class 1 Concrete	C.Y.	24.5
21	Class 2 Concrete	C.Y.	19.2
28	Bar Reinforcement for Structures	Lb.	35,596
80	Dry Rip-Rap (for Estimate)	C.Y.	30.3
82	Cofferdam	S.F.	630
119	Run-of-Bank Gravel Fill	C.Y.	30.5
124	Sodding	S.Y.	NONE

### CONCRETE QUANTITIES

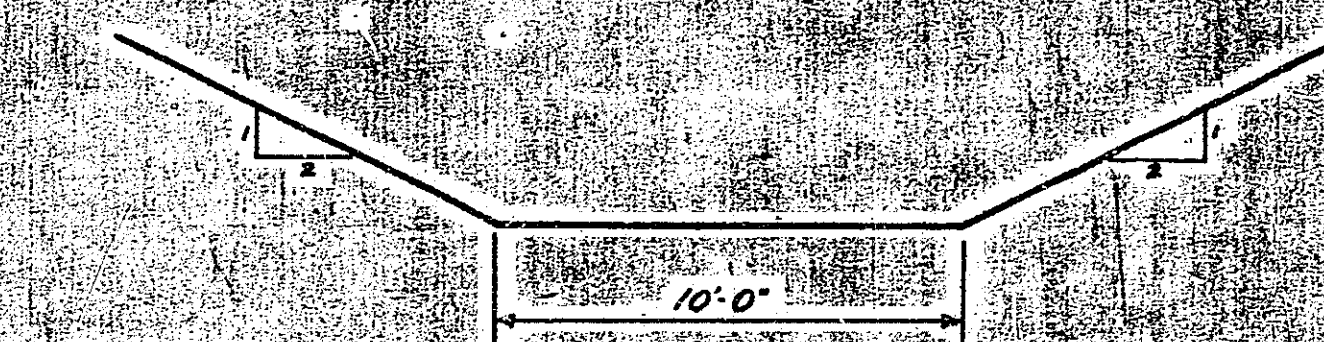
Item No. 18:		
Barrel - 1.81 C.Y./ft. + Parapets		294.1 c.y.
Total Item No. 18 =		294.1 c.y.
Item No. 20:		
Northeast & Southwest Wingwalls - 7.85 c.y. ea.		15.90 c.y.
Northwest & Southeast " - 4.28 "		8.56 "
Total Item No. 20 =		24.46 c.y.
Item No. 21:		
Cut-off Walls - 28.145 c.y.		28.145 c.y.
Northeast & Southwest Wingwall Figs. - 5.18 c.y. ea.		10.36 "
Northwest & Southeast " - 3.02 "		6.04 "
Total Item No. 21 =		19.32 c.y.

### GENERAL NOTES

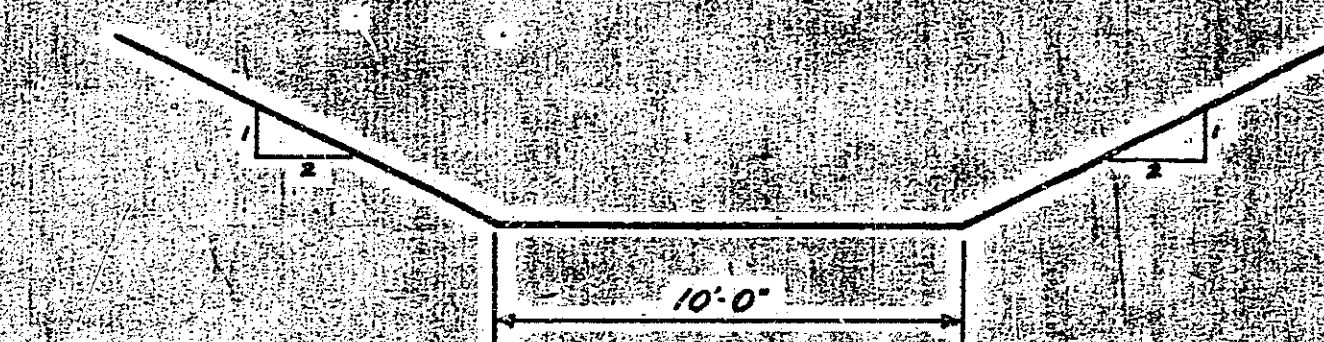
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Note: The lengths of the C & D Series bars are predicated upon the assumption that sections 1, 3 & 5 will be built first.

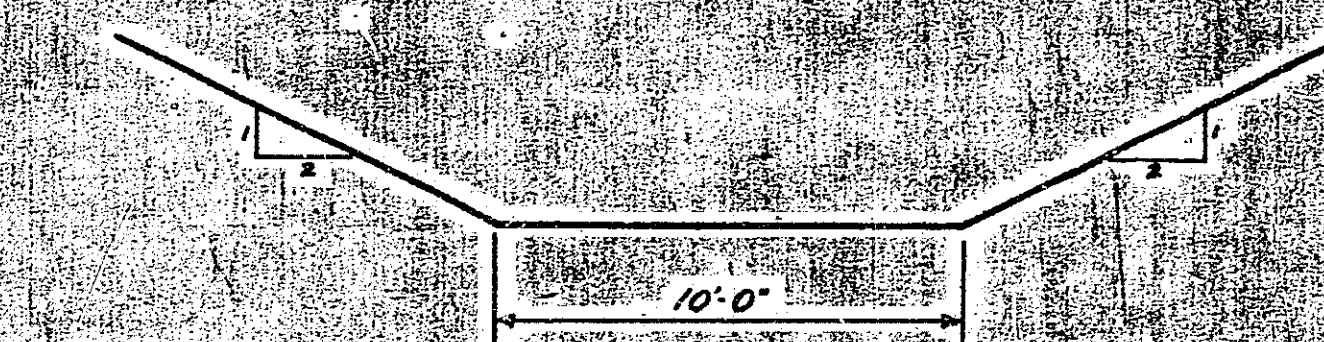
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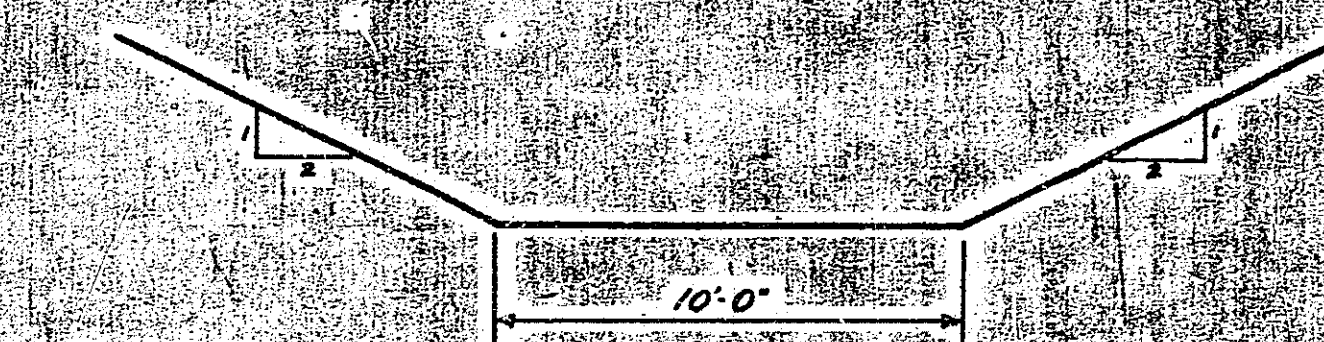
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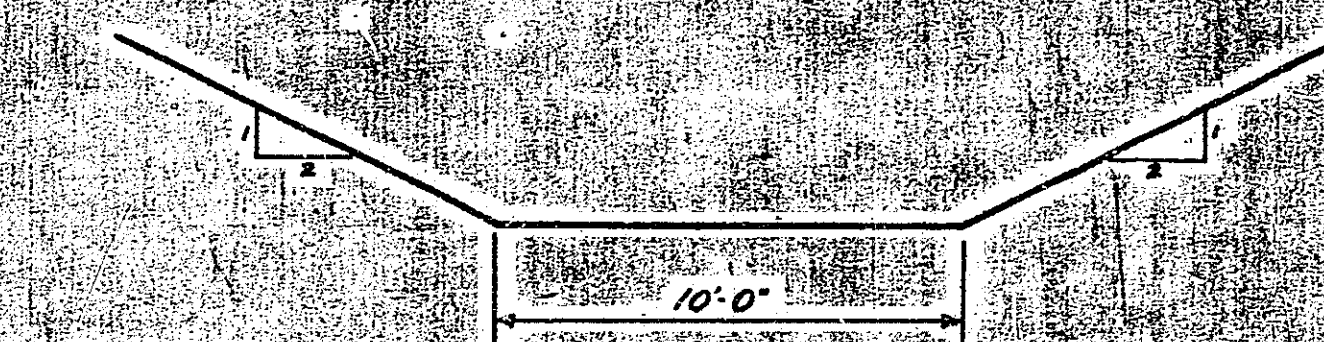
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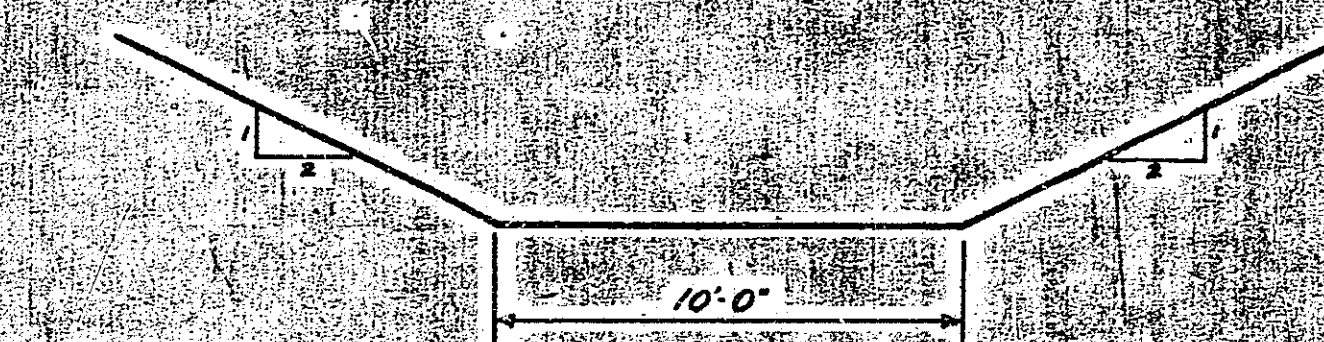
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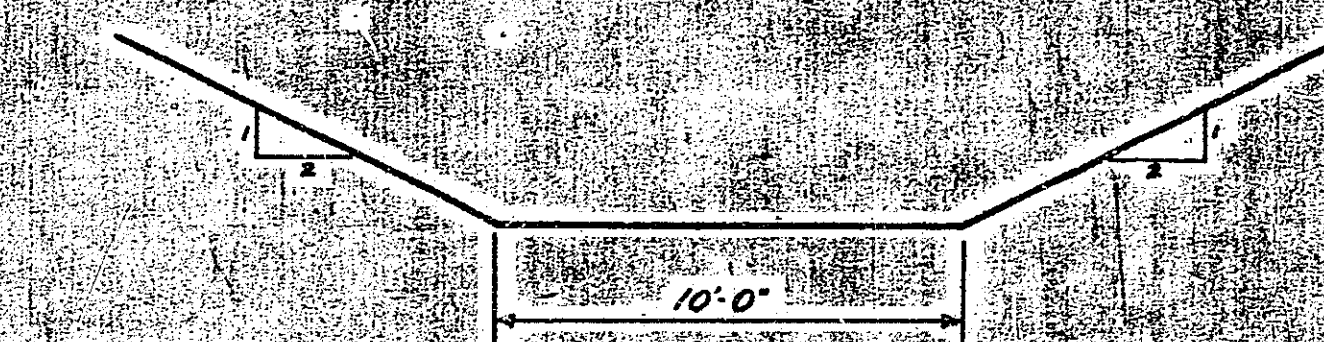
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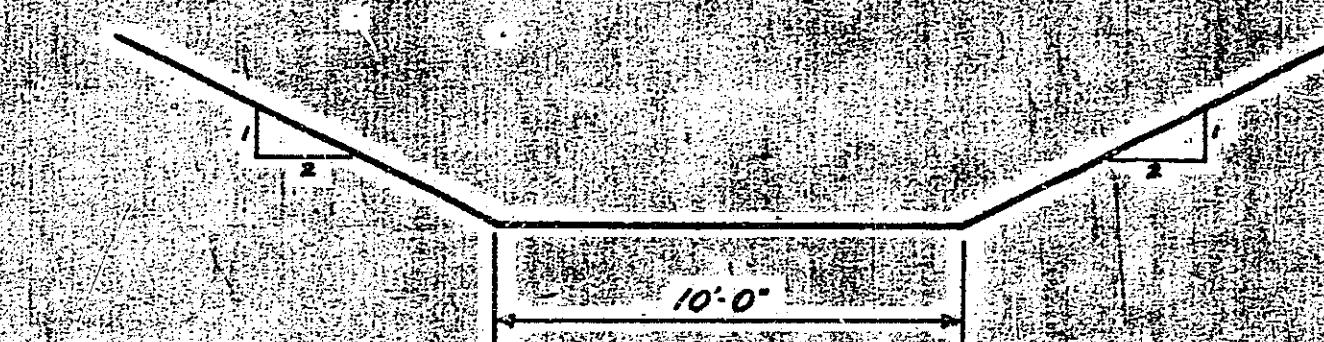
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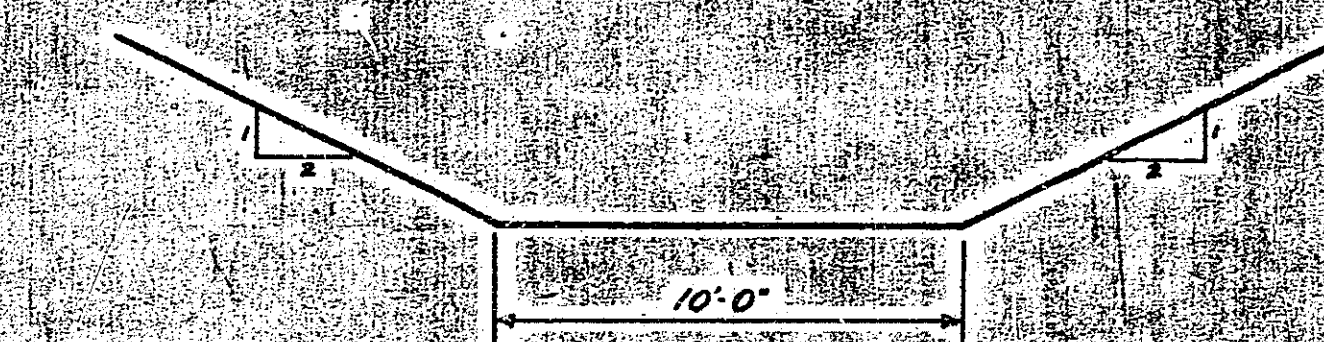
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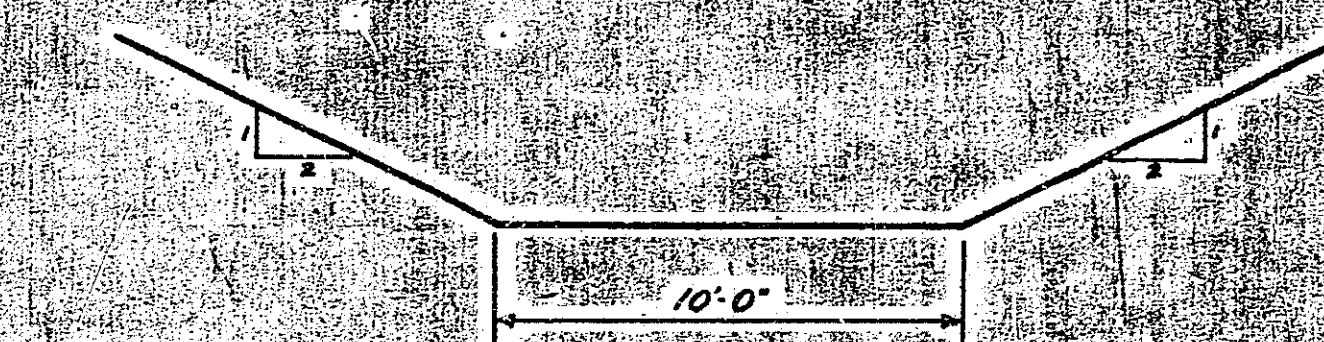
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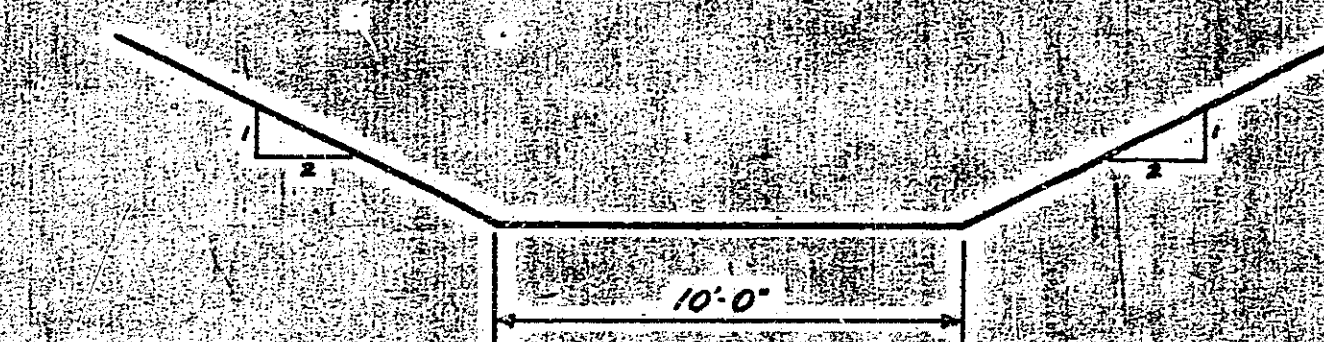
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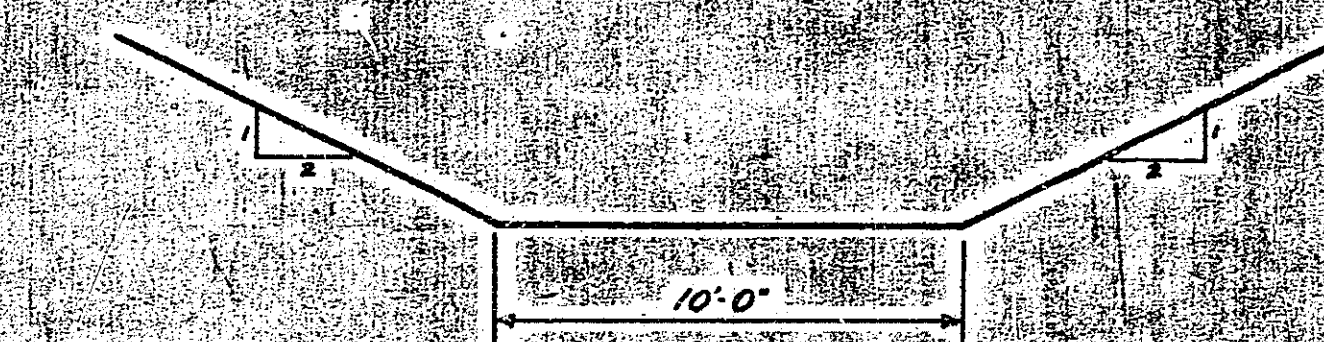
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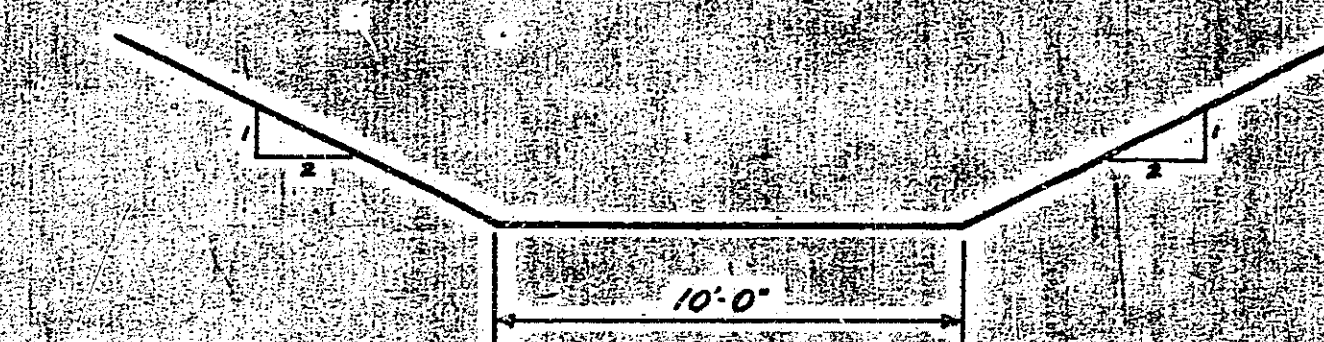
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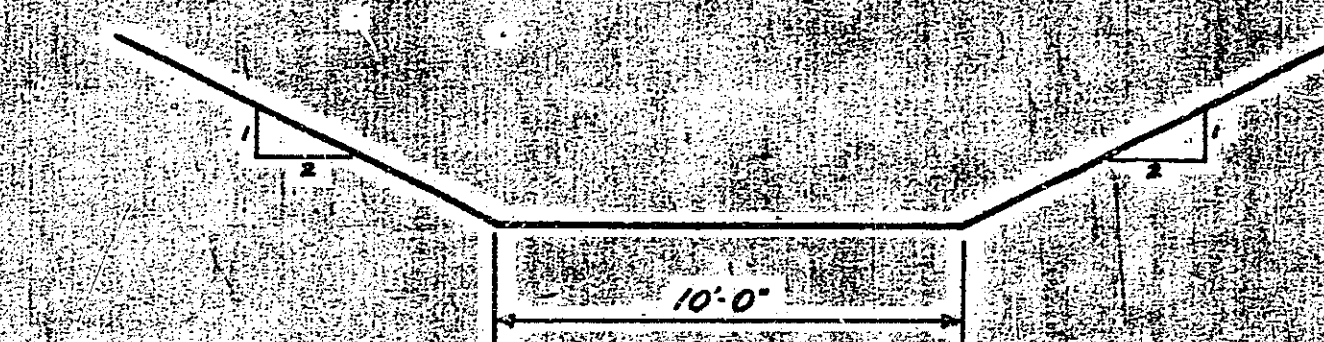
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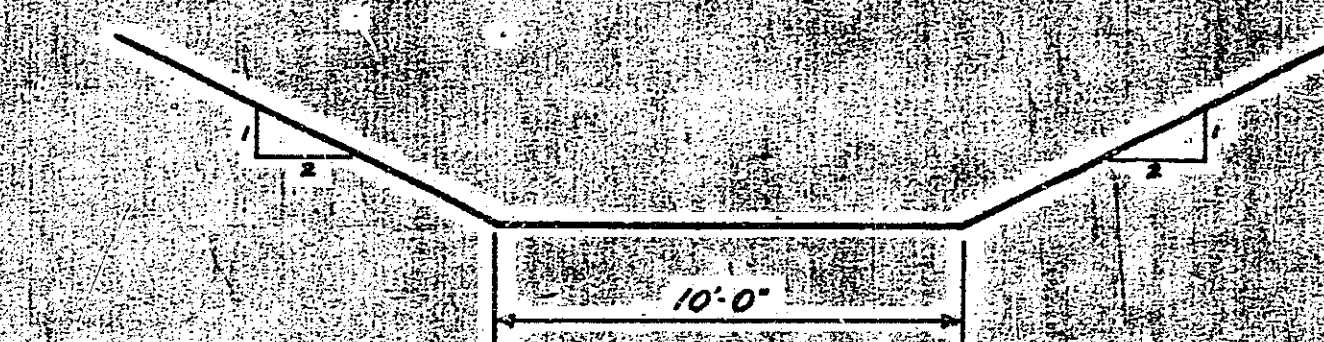
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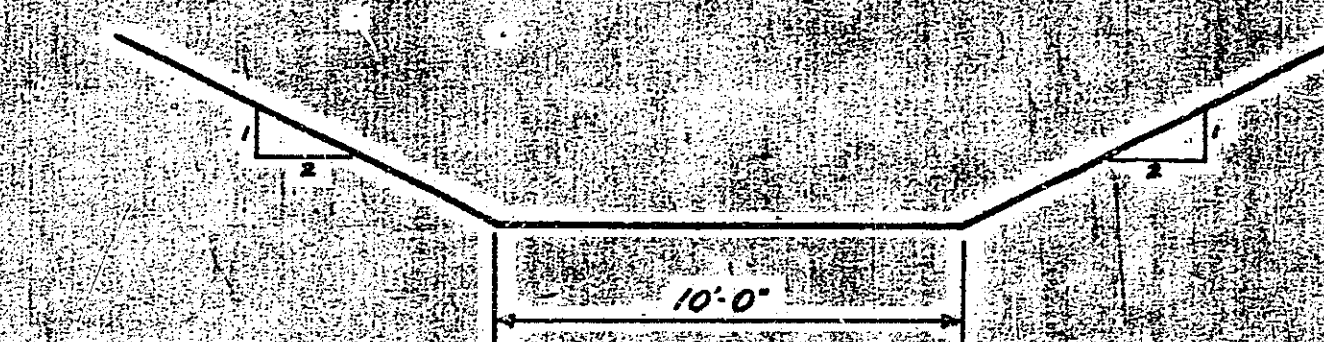
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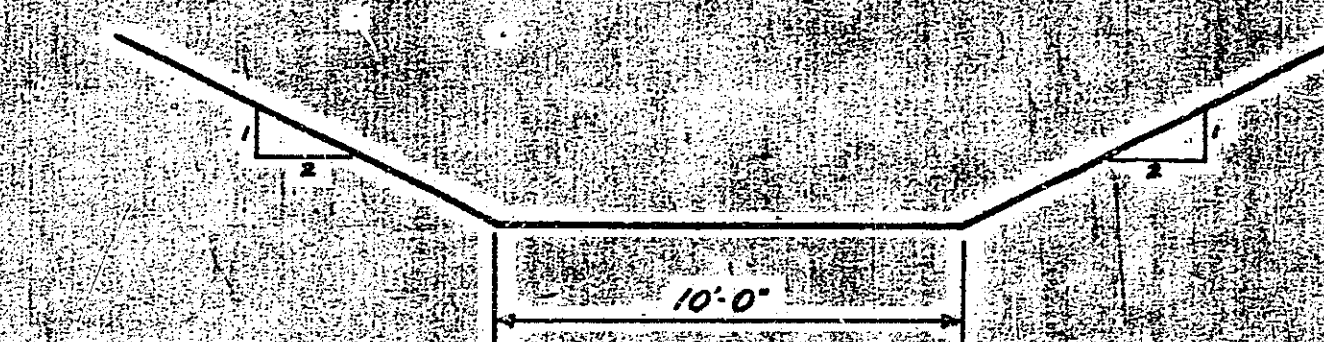
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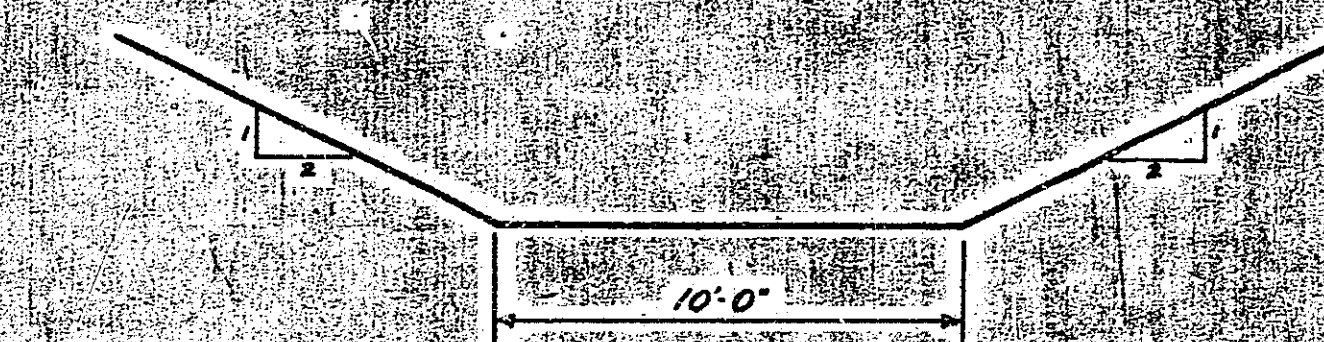
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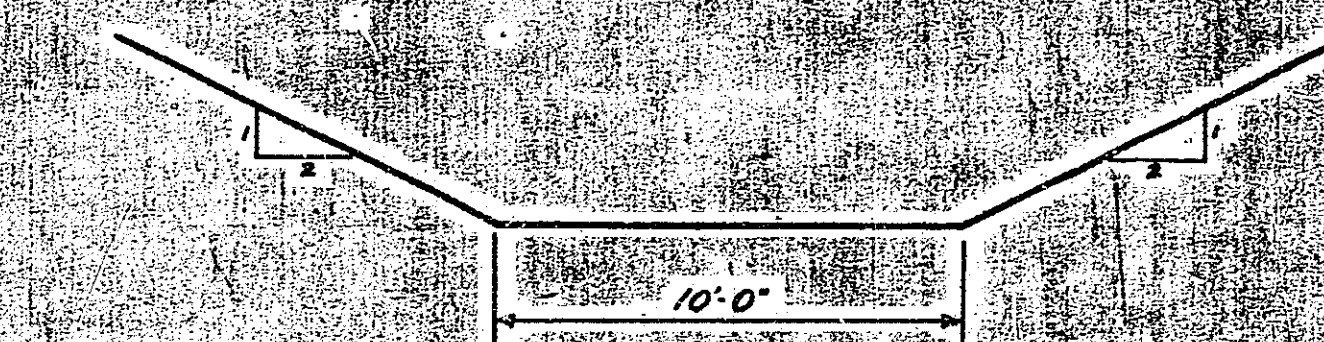
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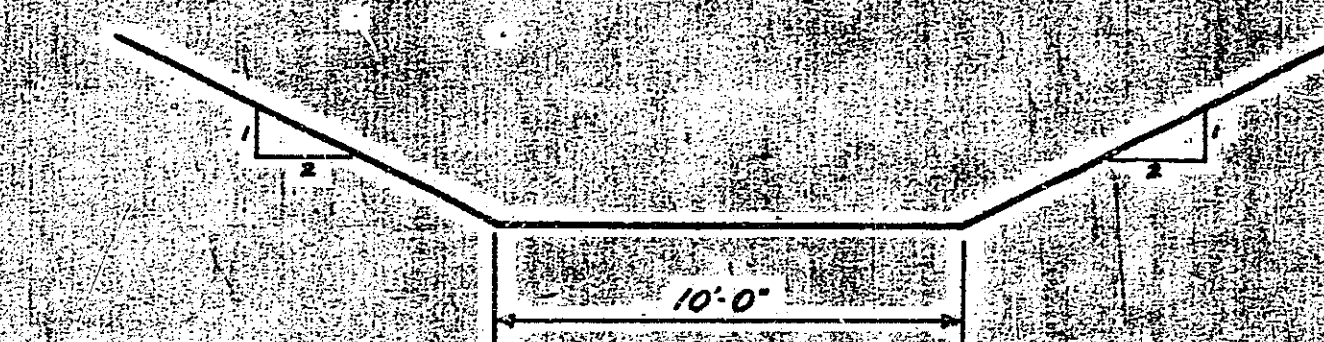
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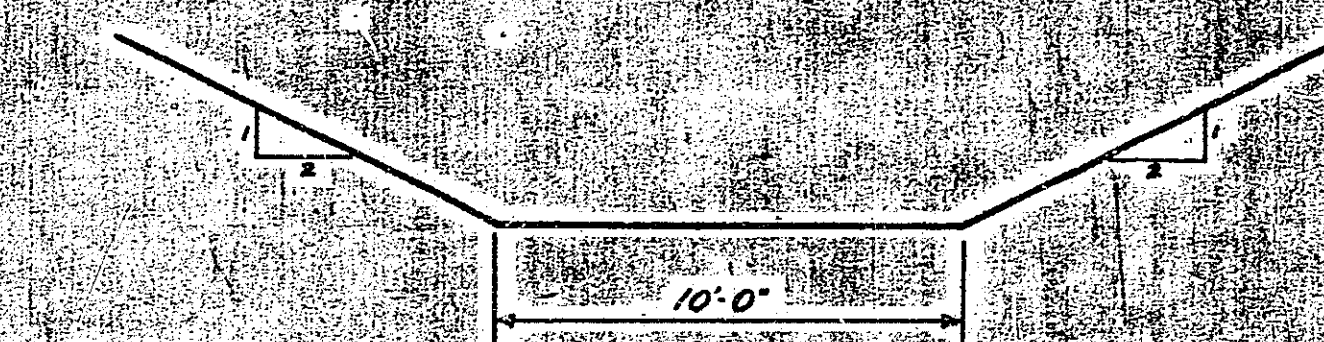
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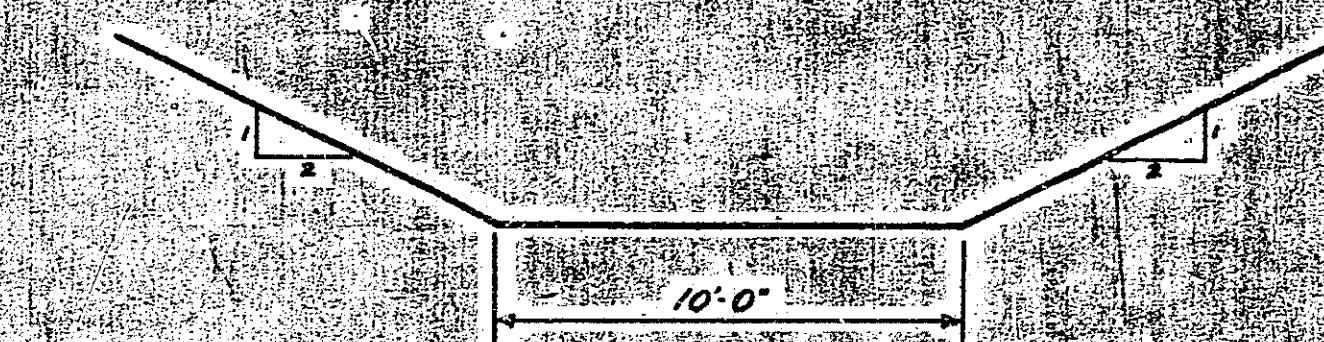
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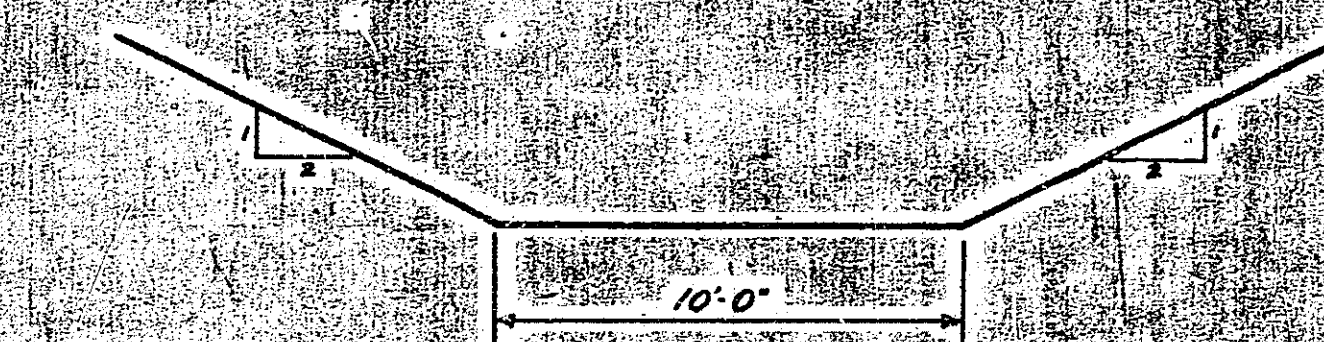
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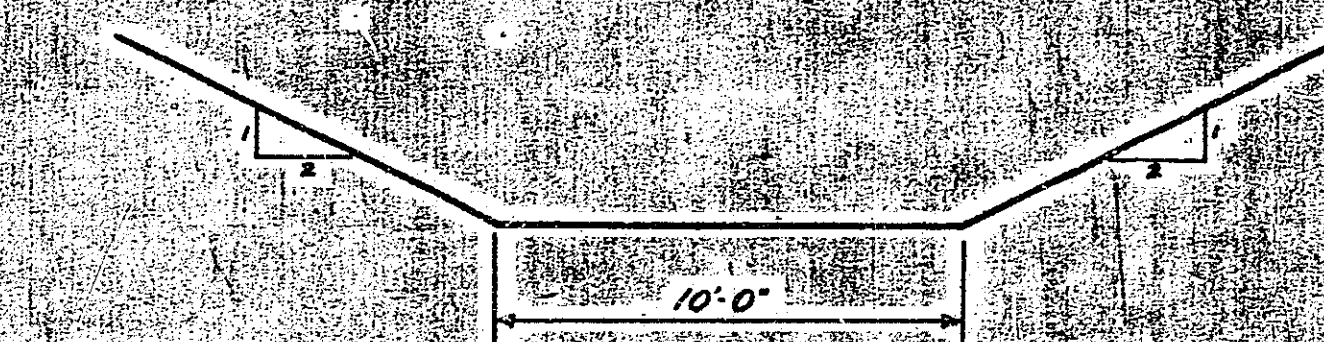
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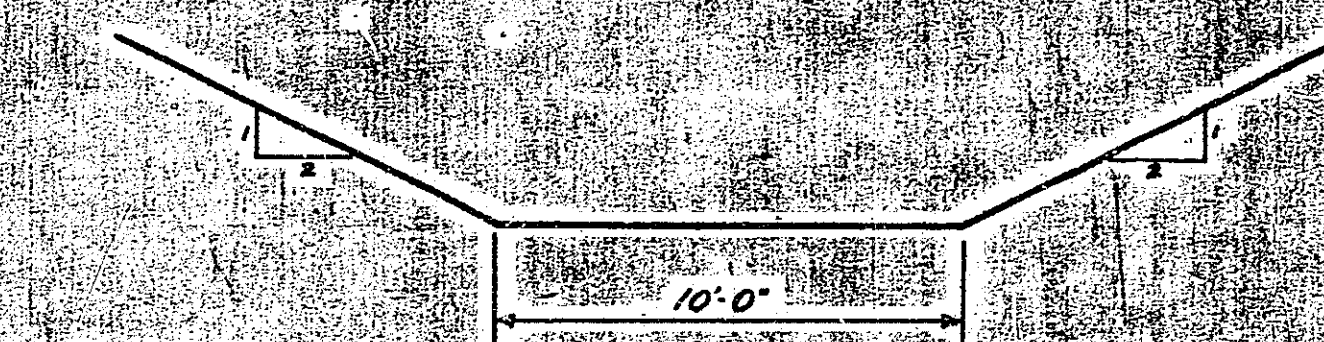
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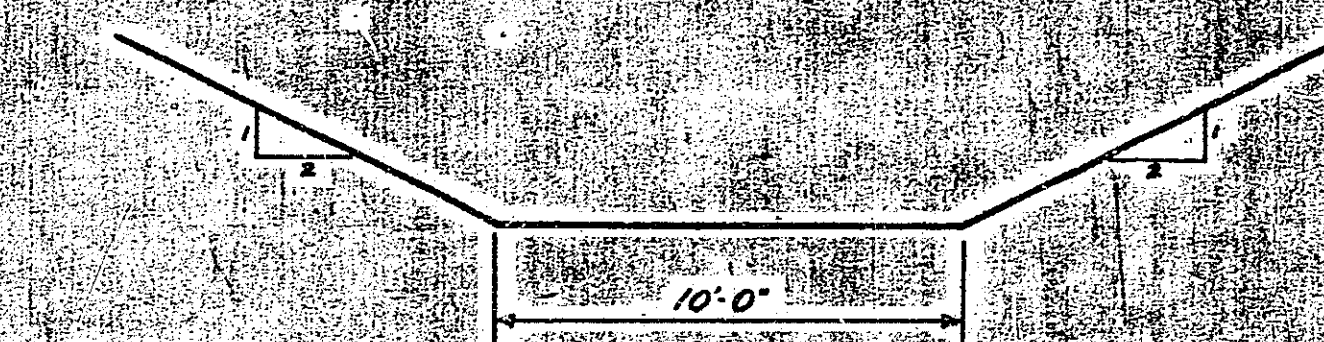
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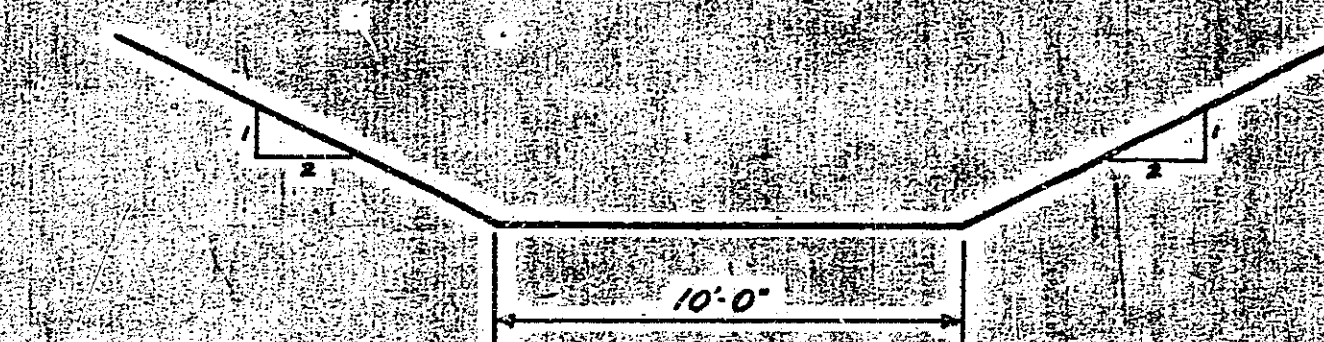
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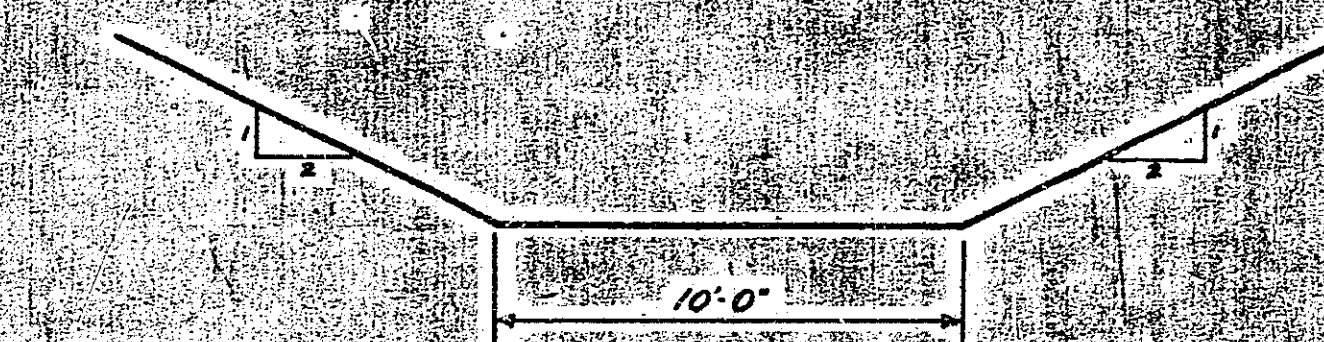
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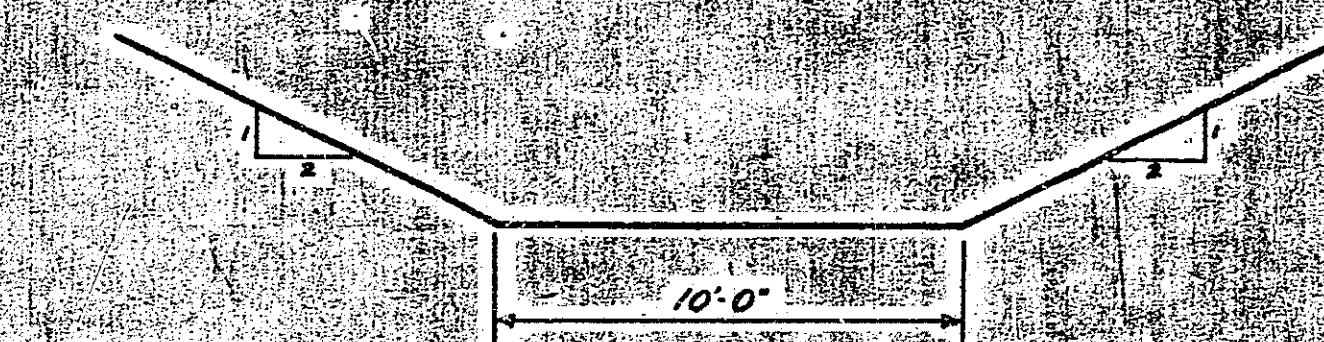
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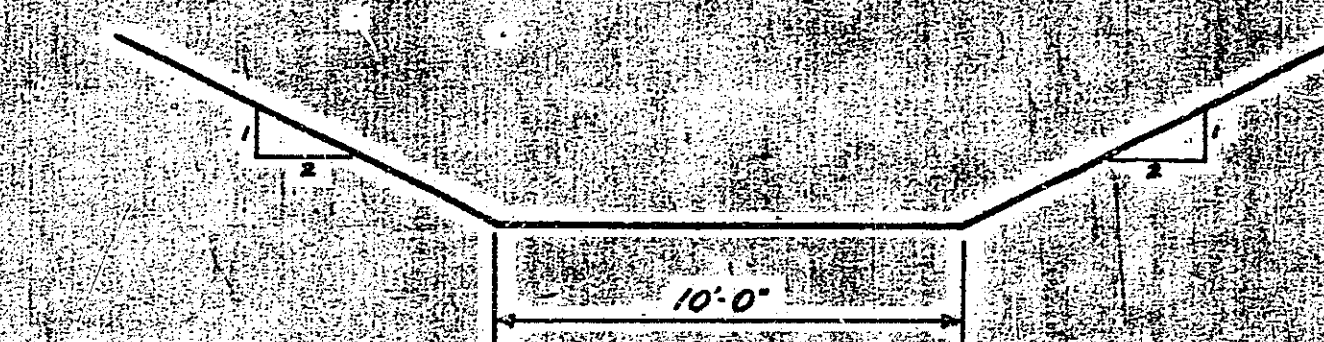
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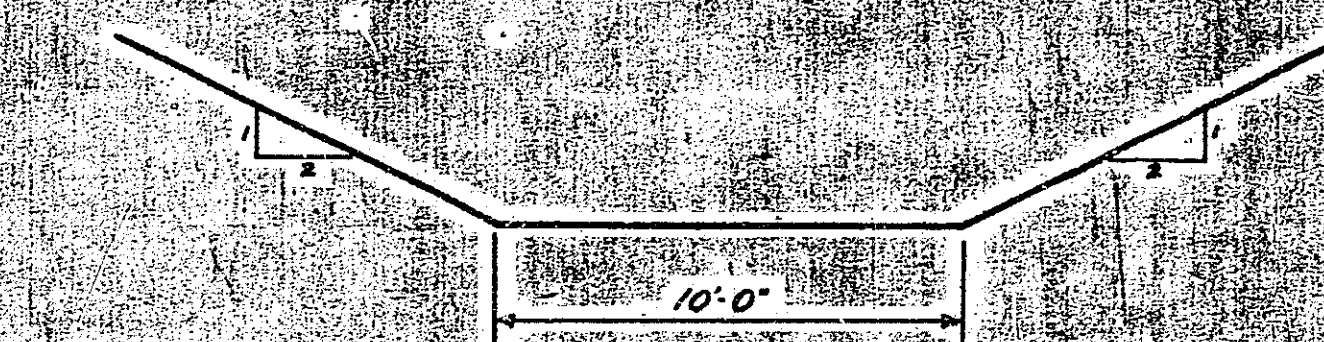
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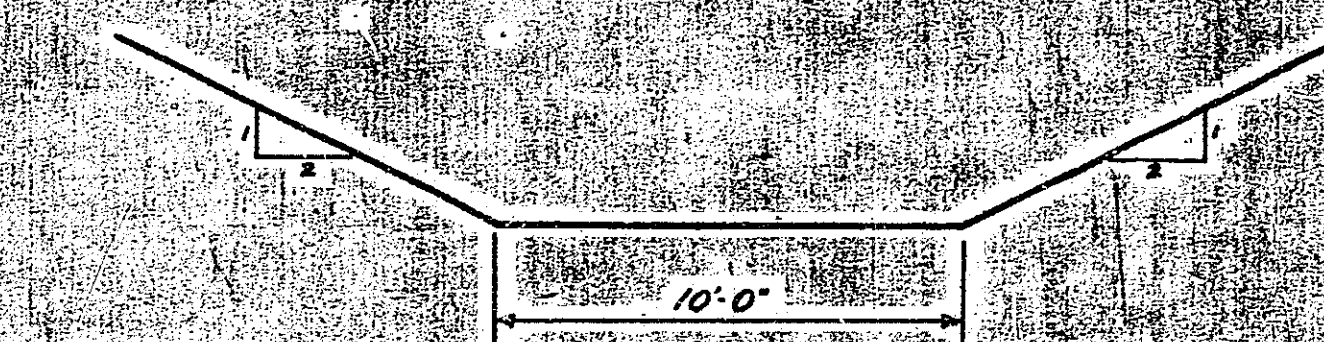
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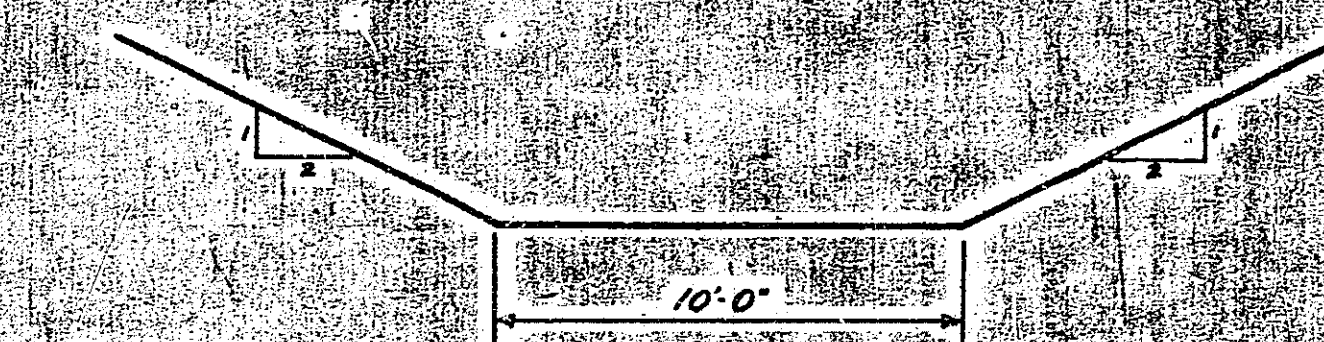
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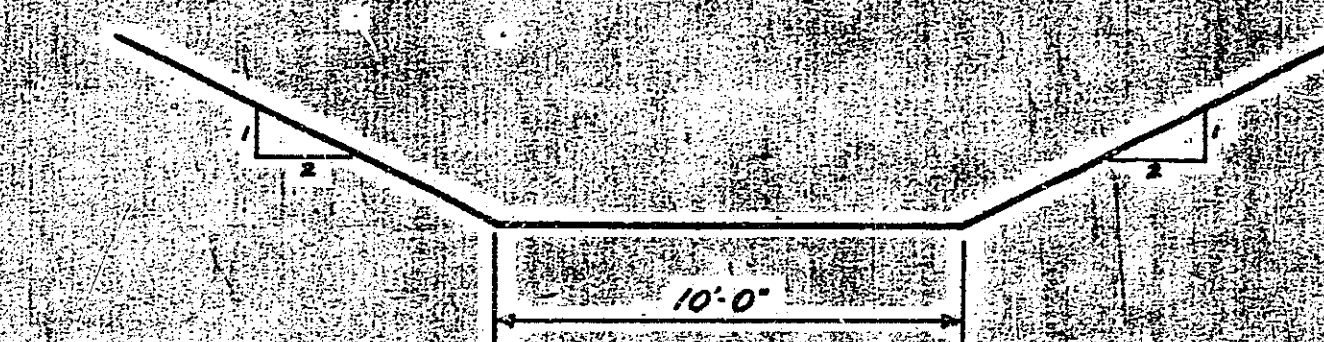
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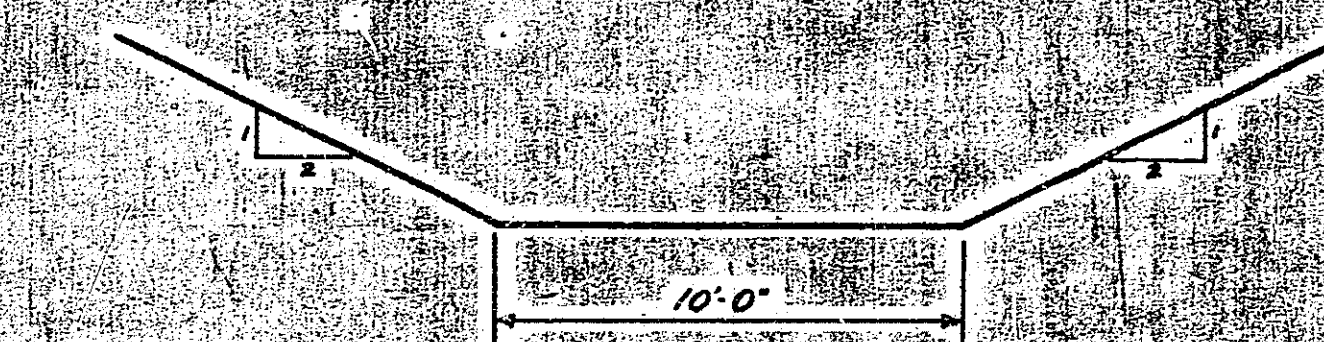
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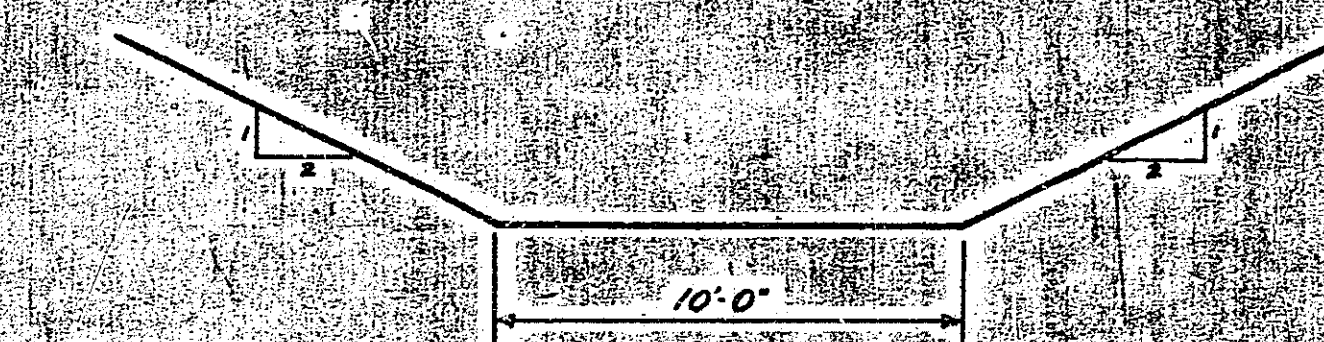
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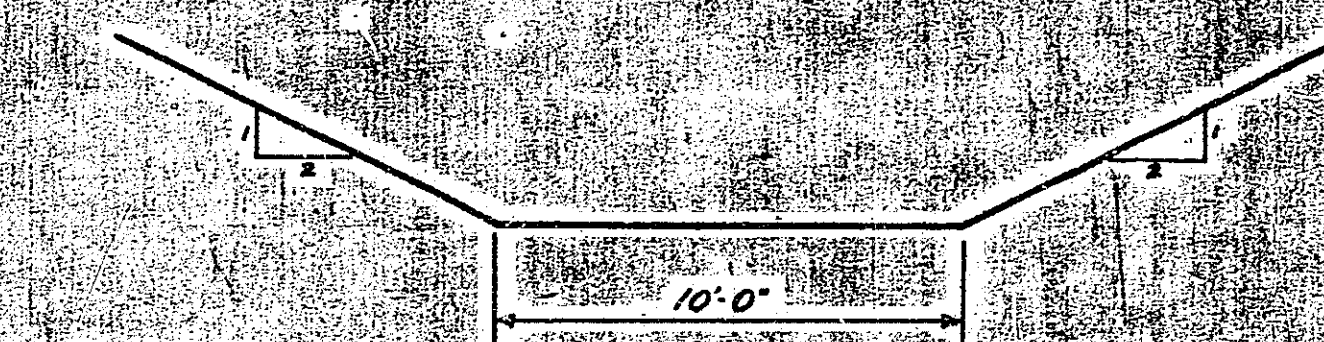
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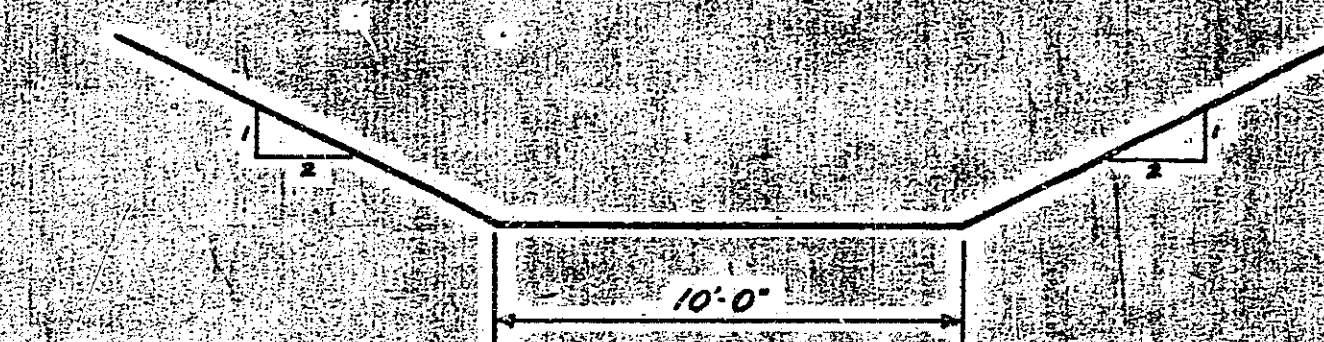
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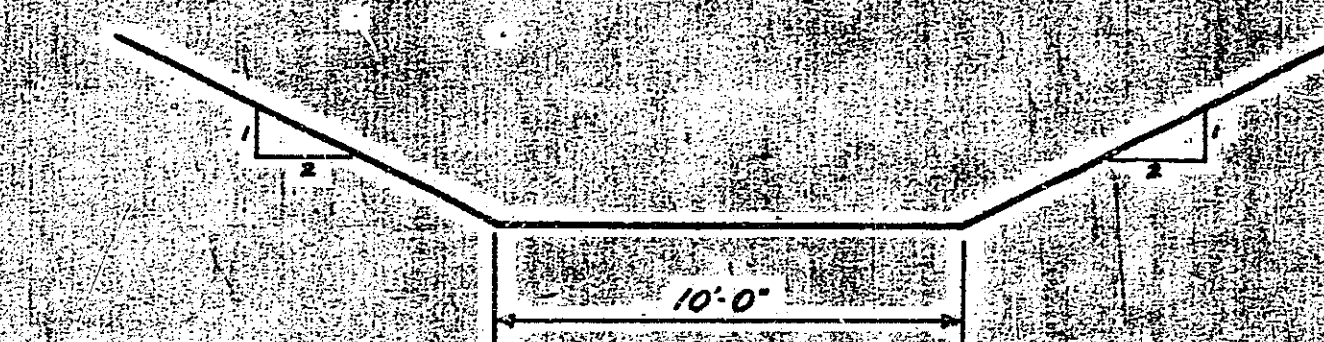
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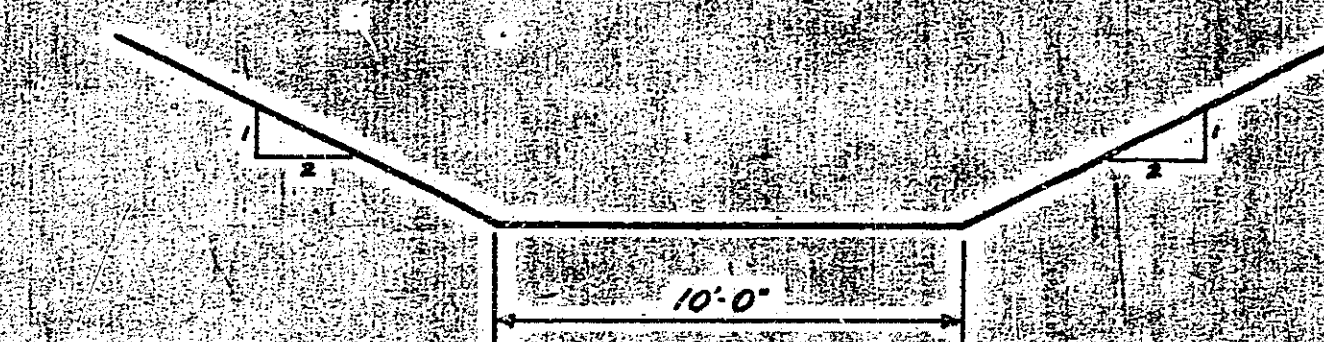
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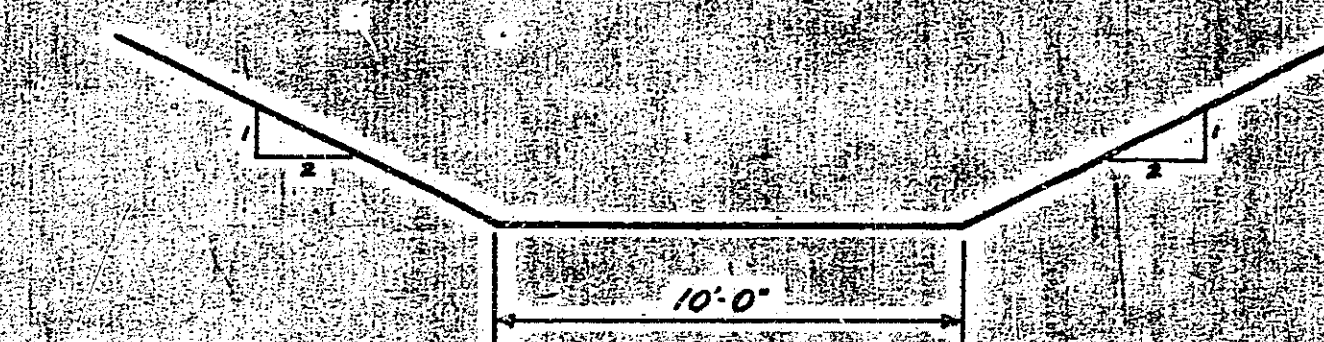
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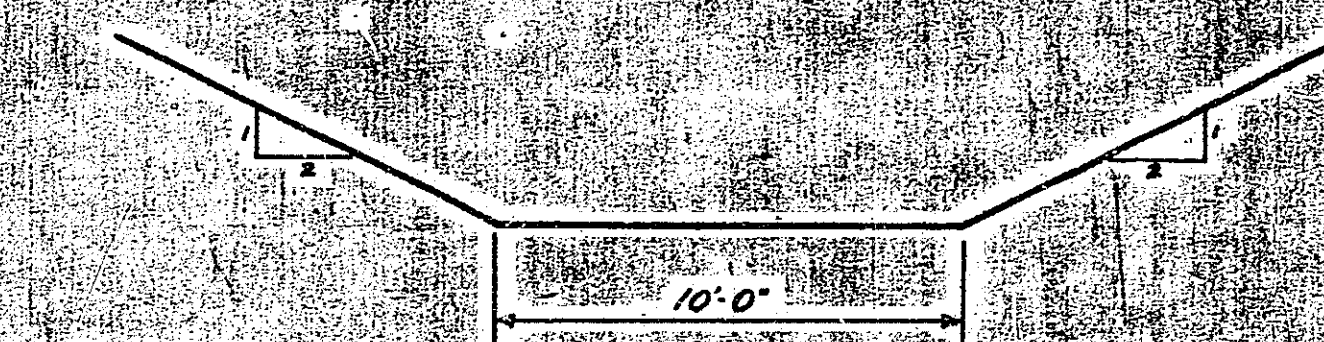
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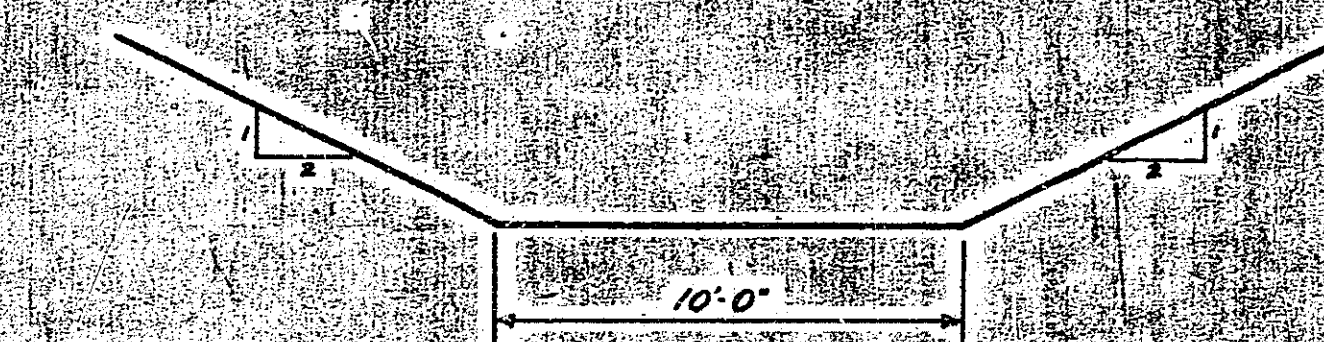
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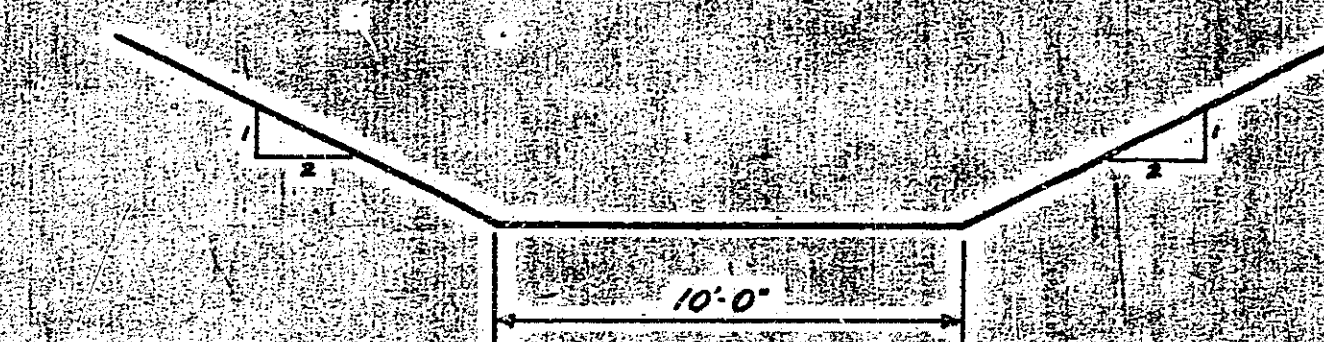
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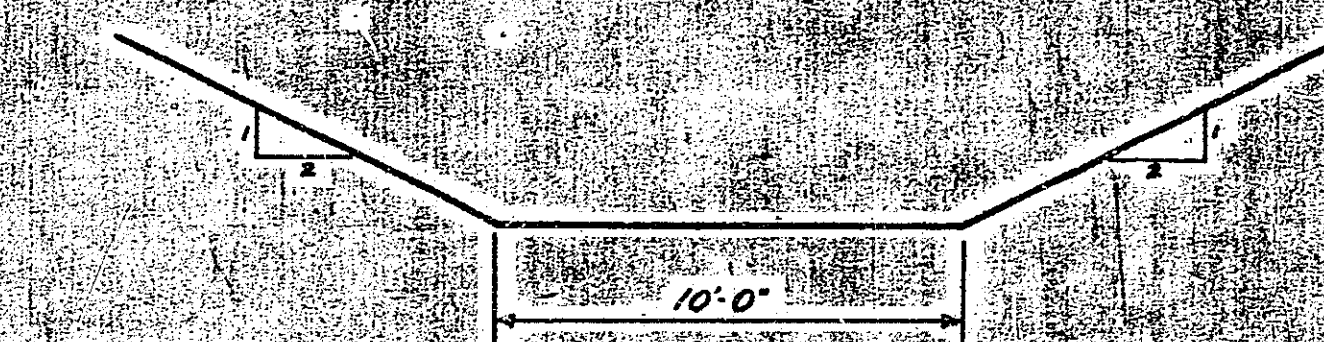
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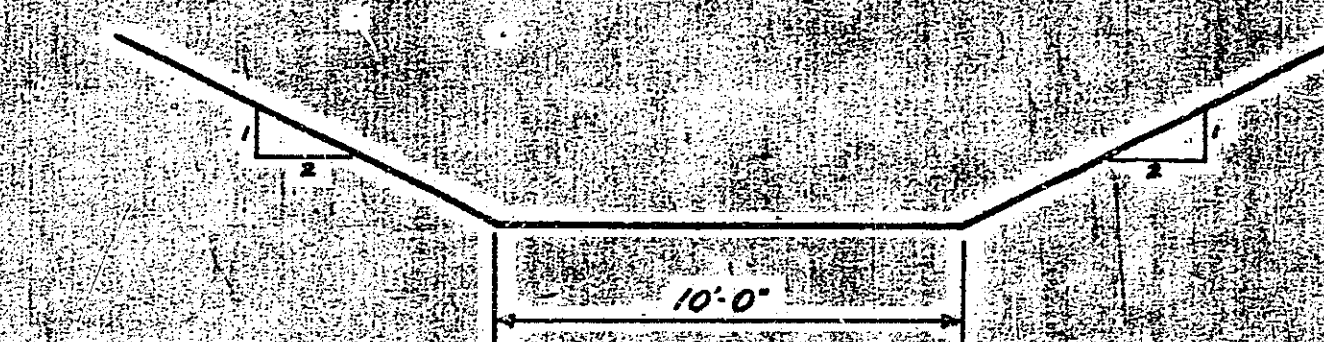
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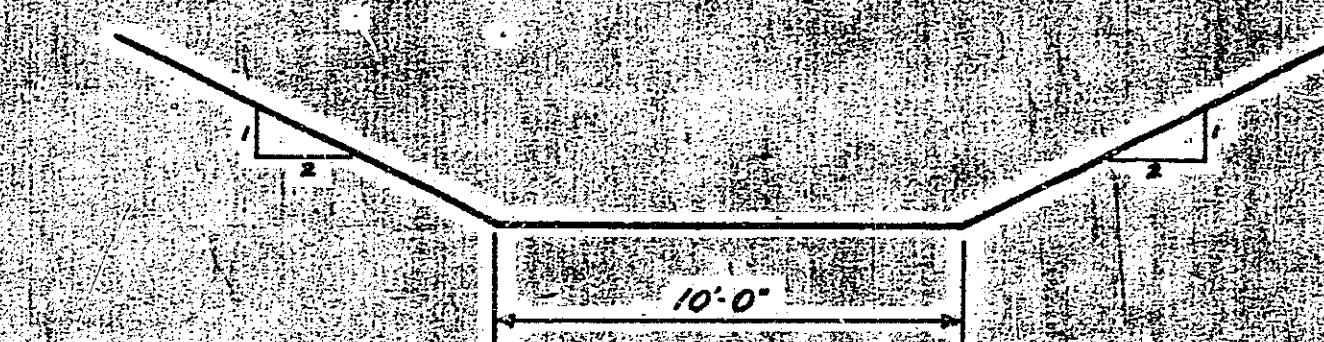
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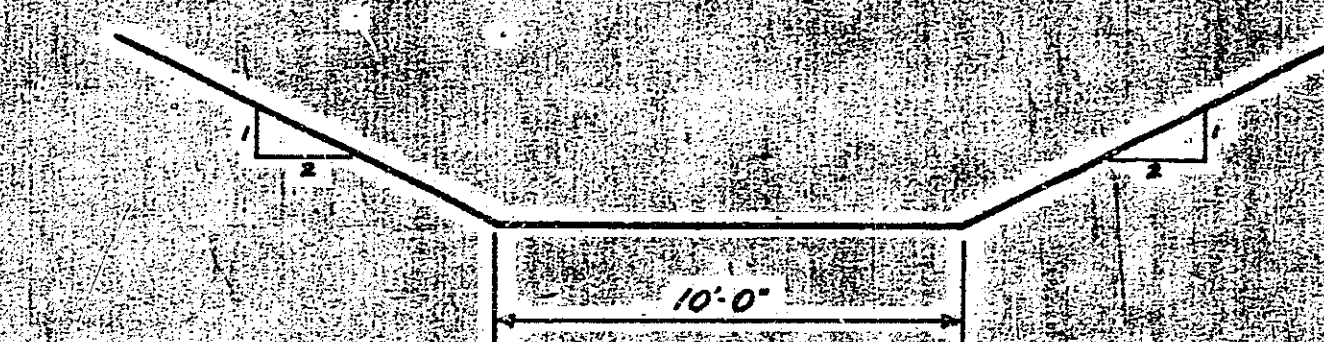
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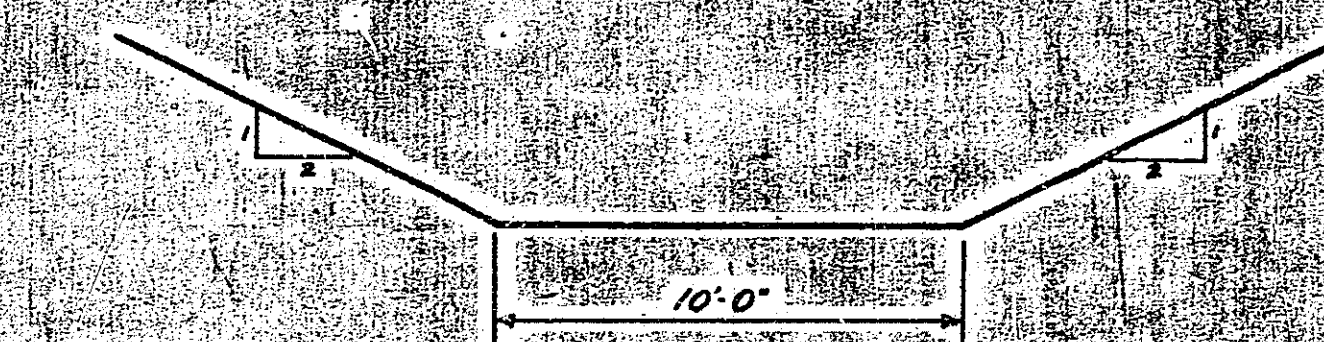
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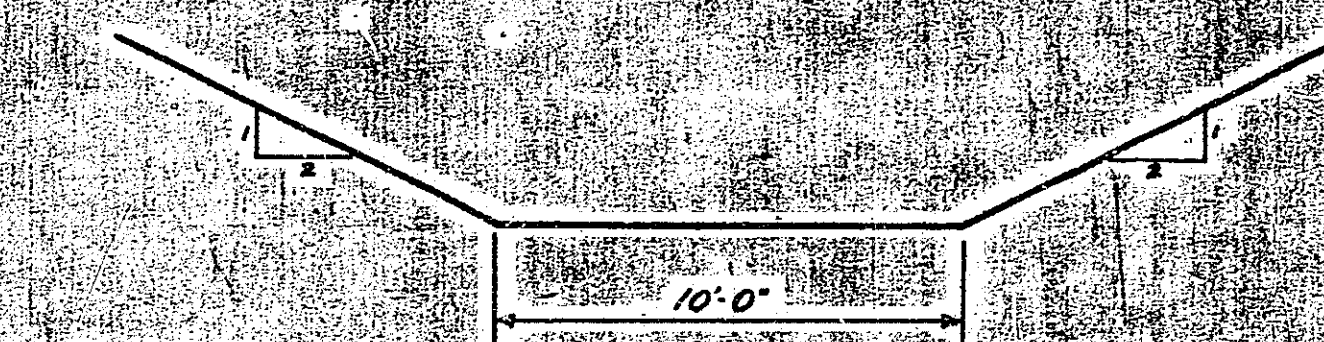
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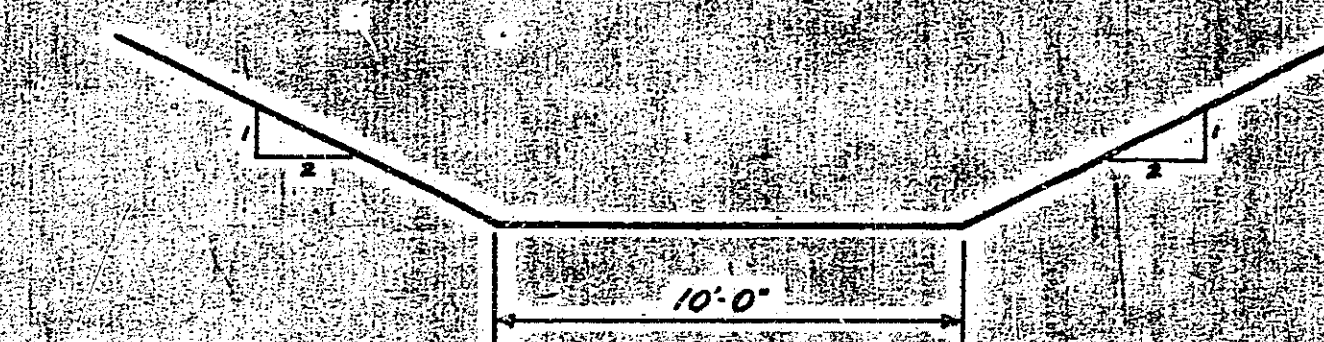
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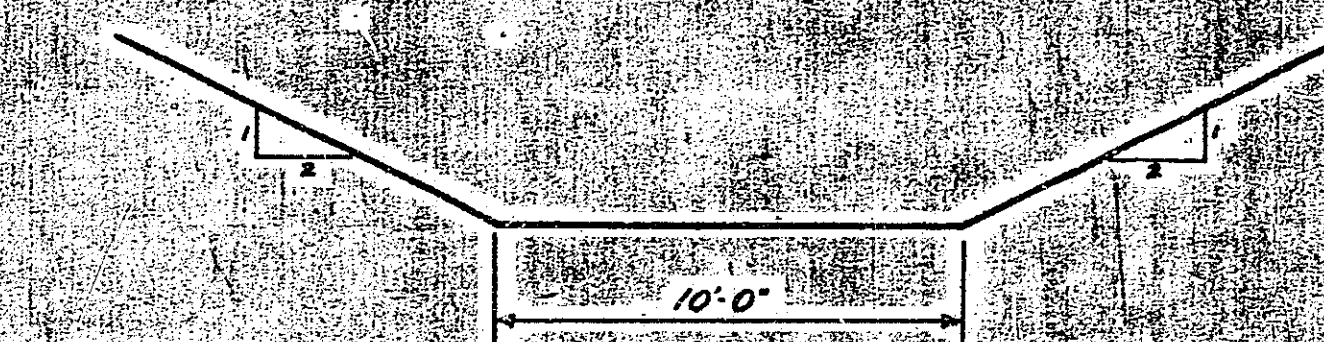
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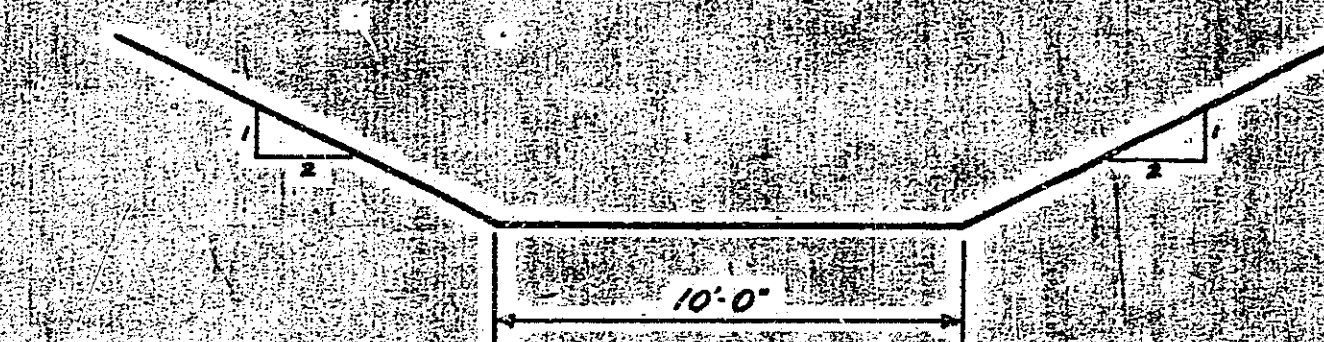
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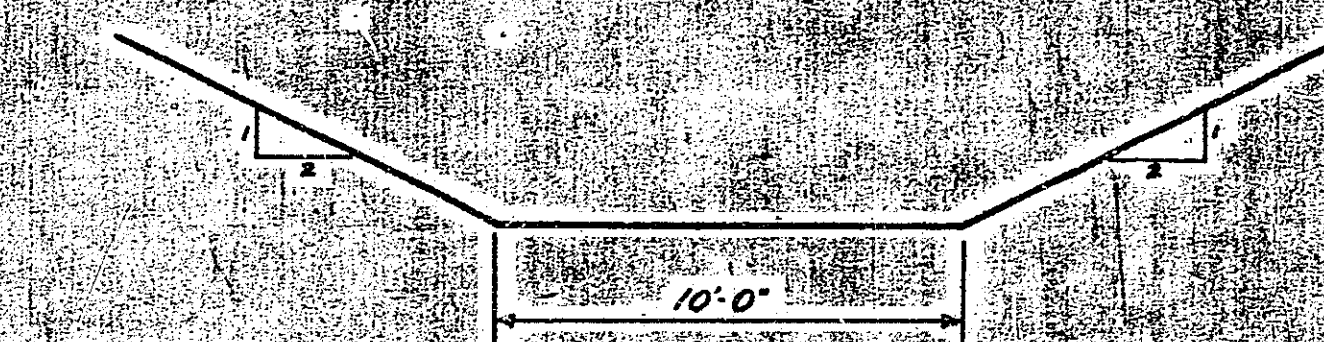
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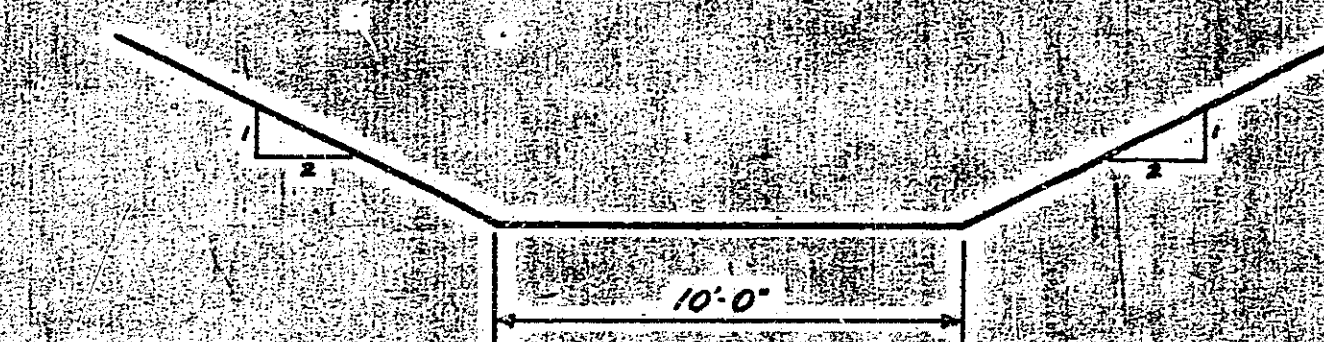
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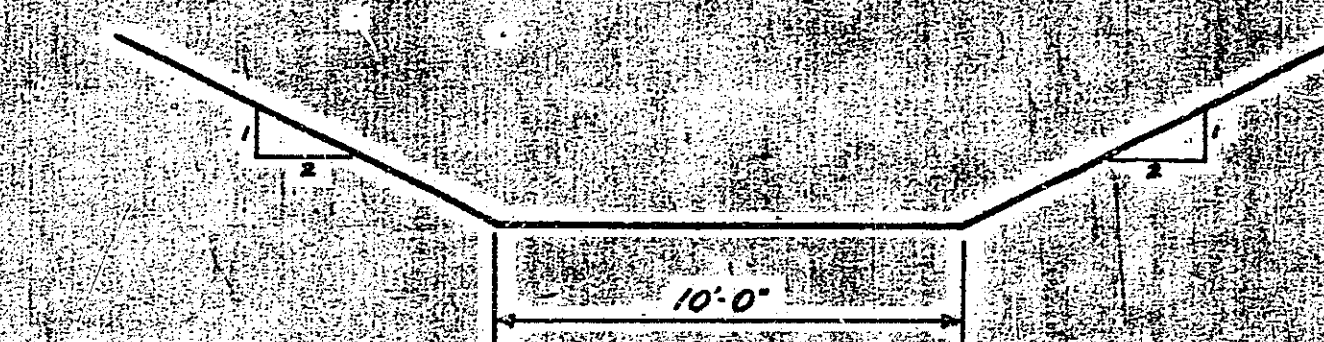
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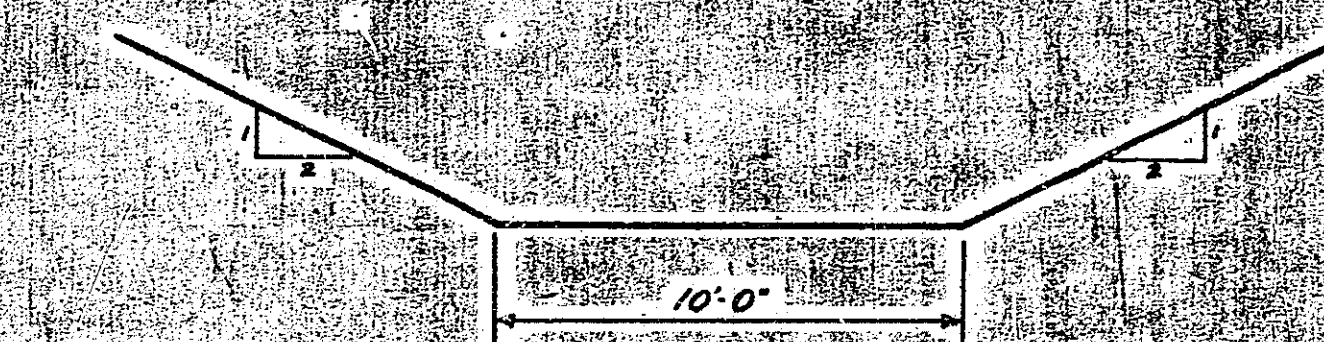
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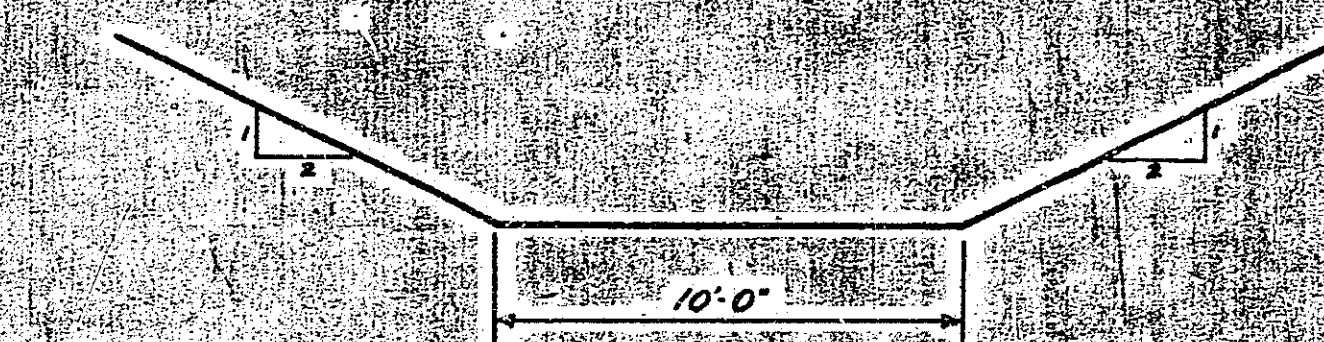
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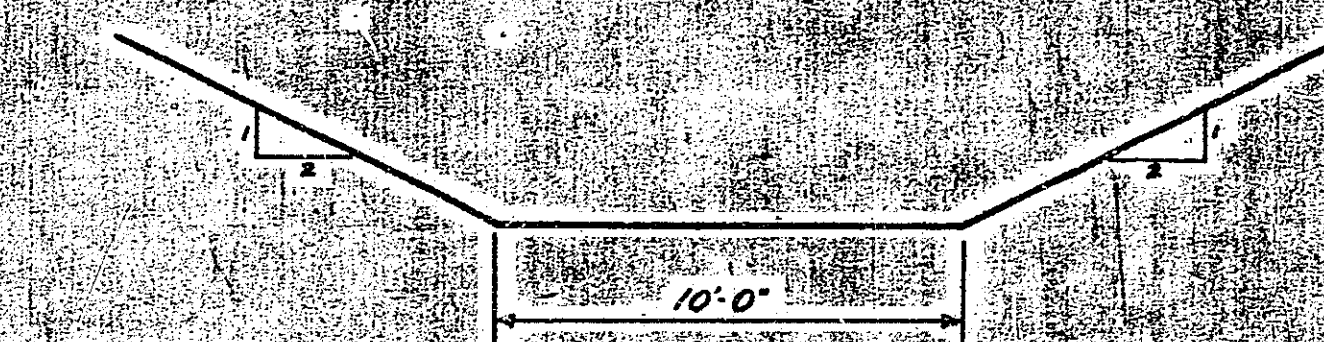
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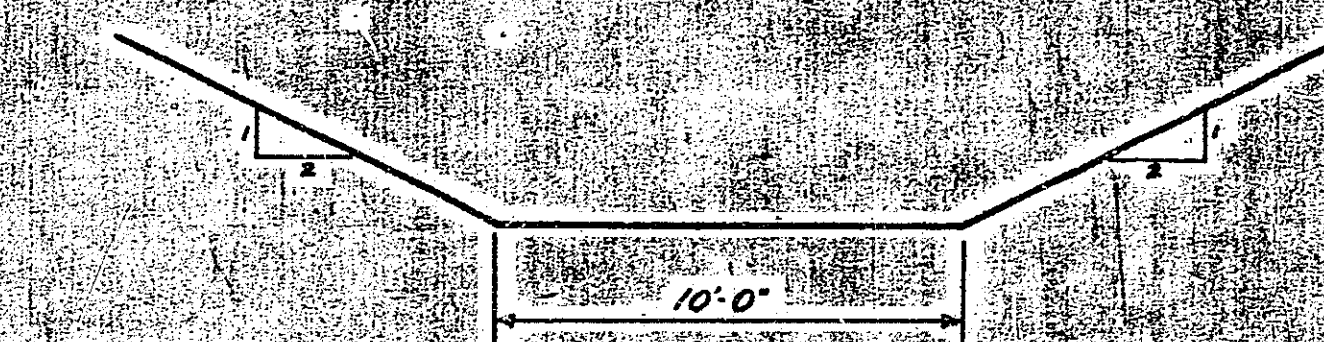
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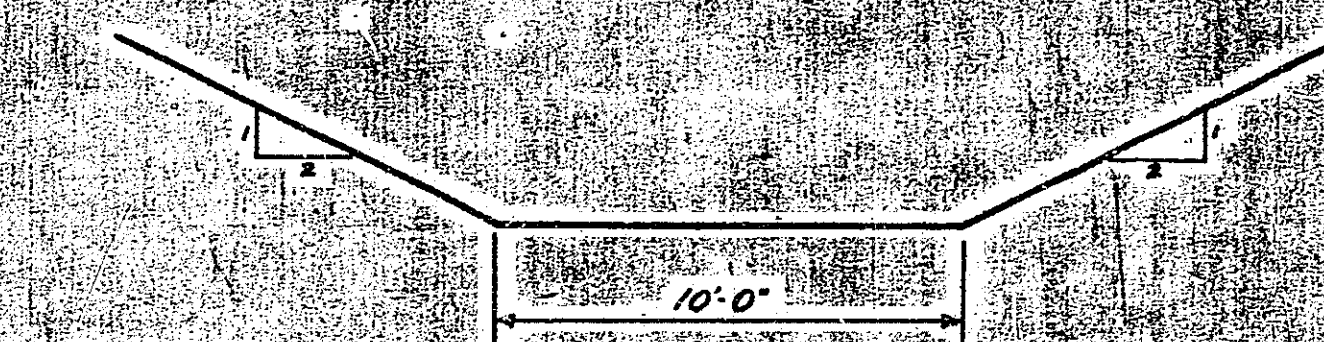
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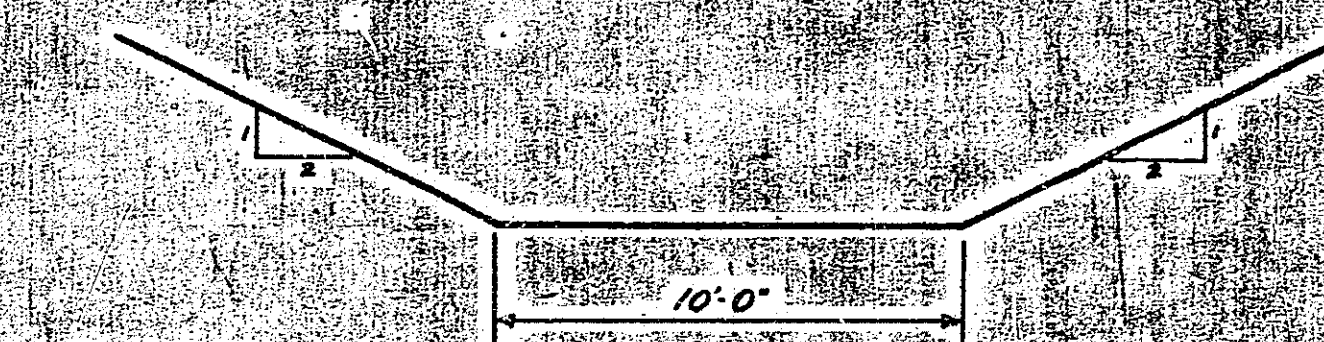
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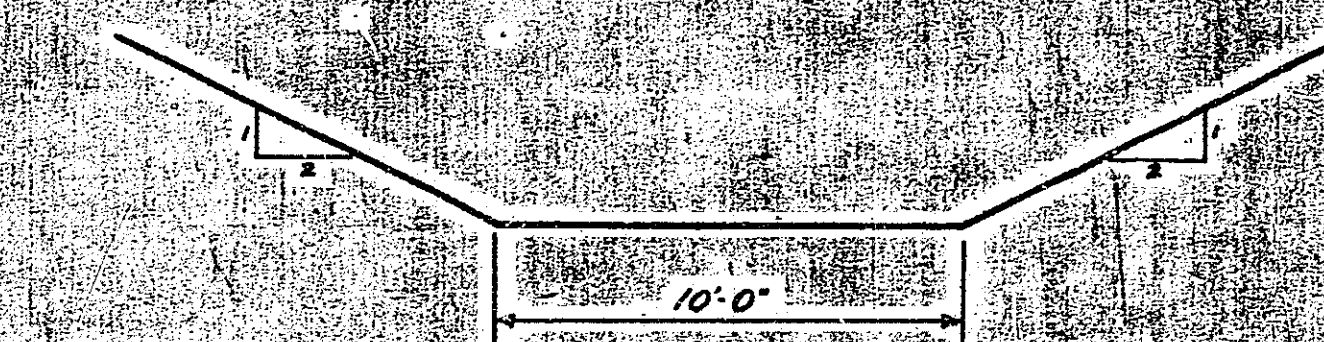
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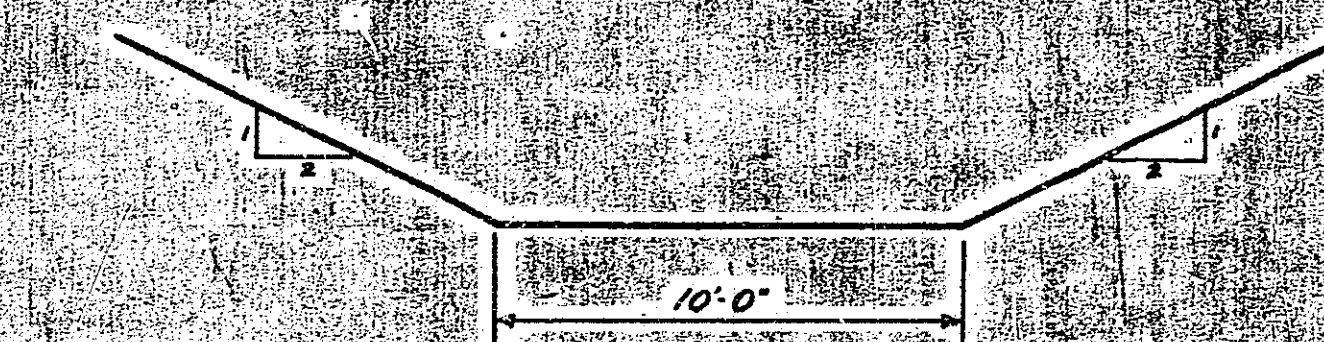
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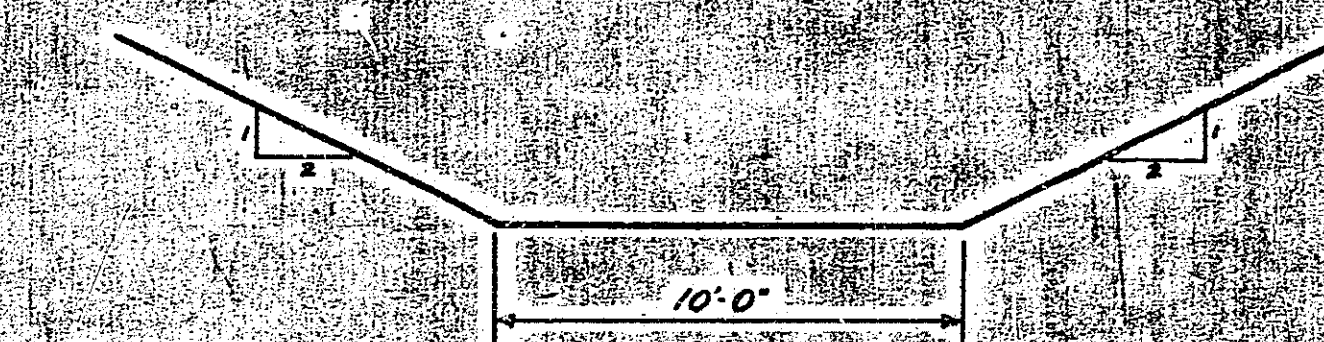
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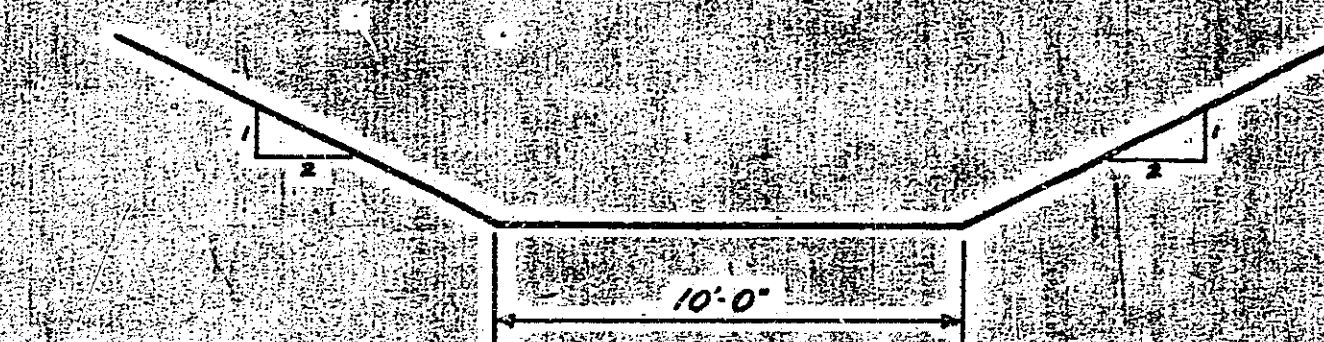
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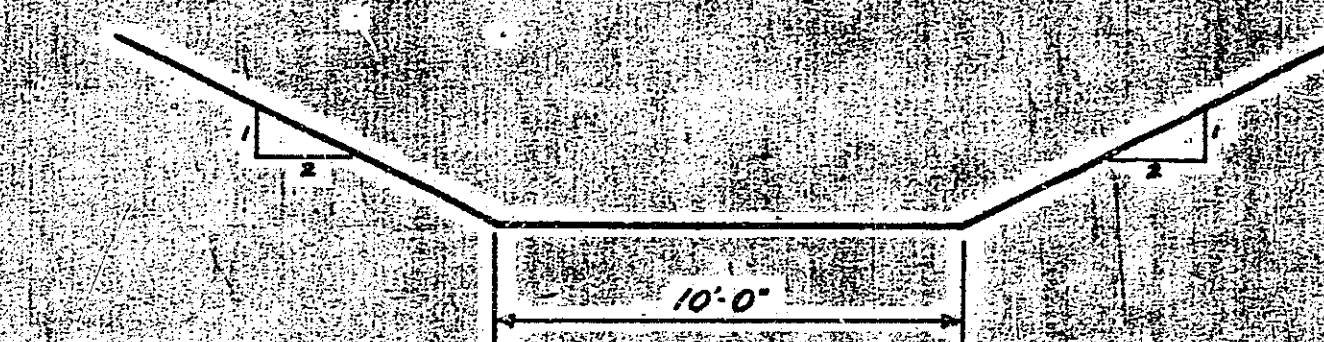
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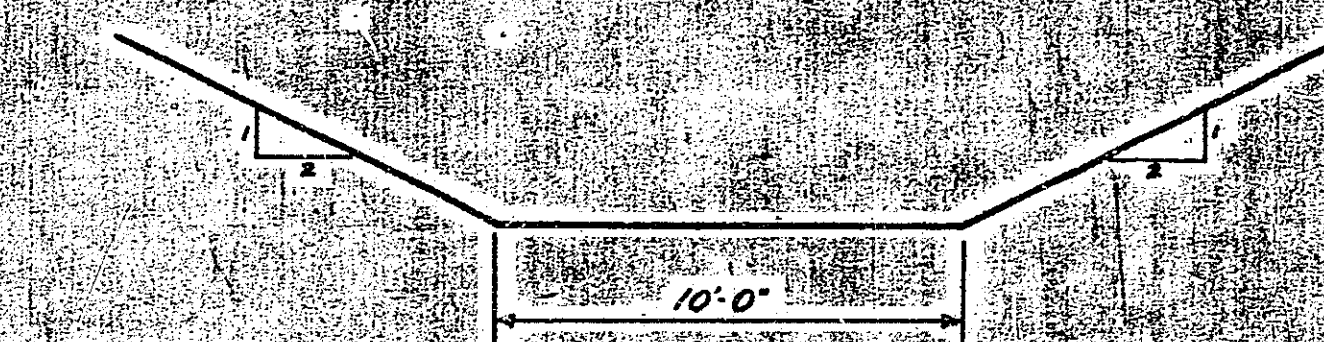
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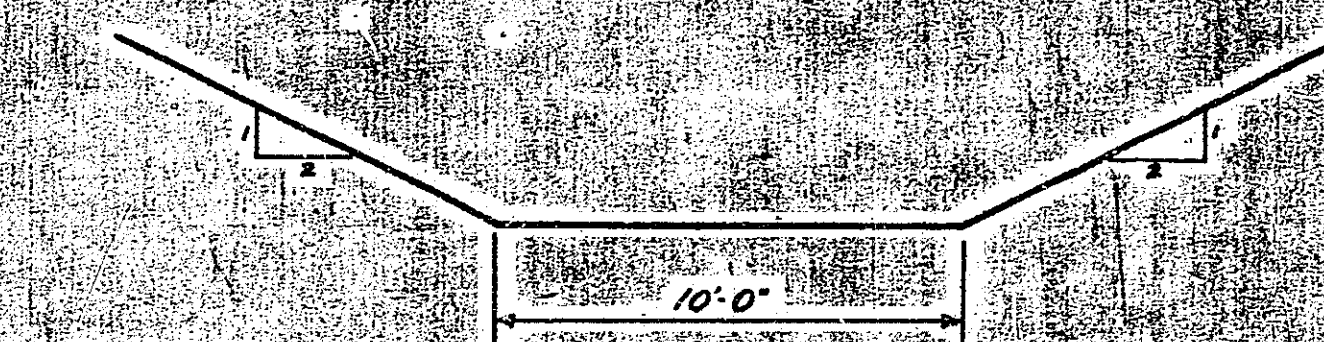
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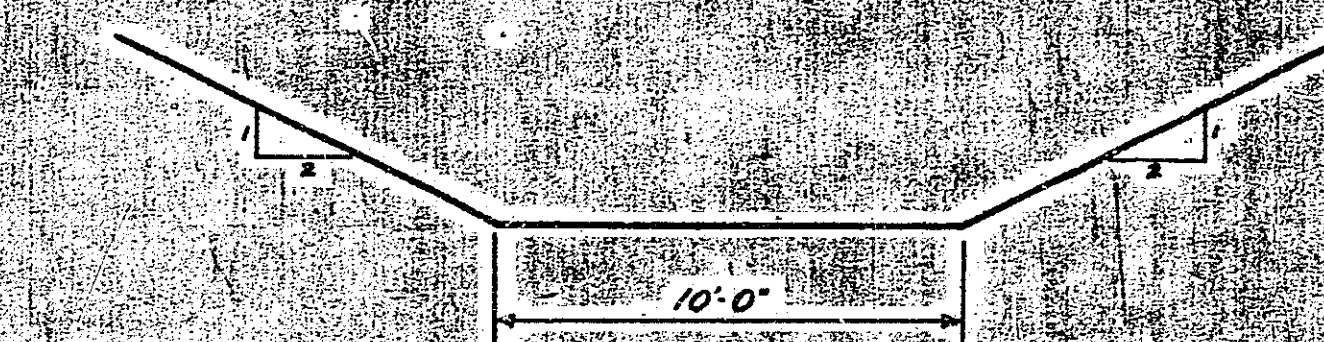
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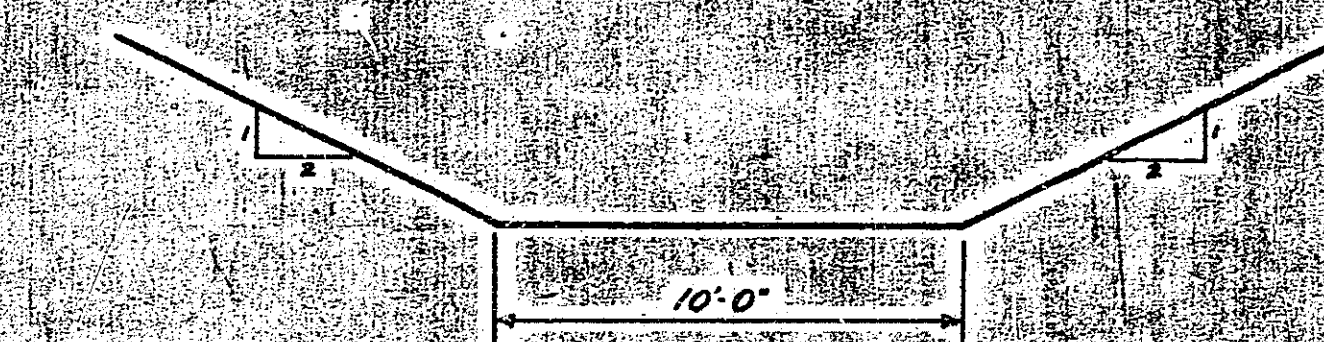
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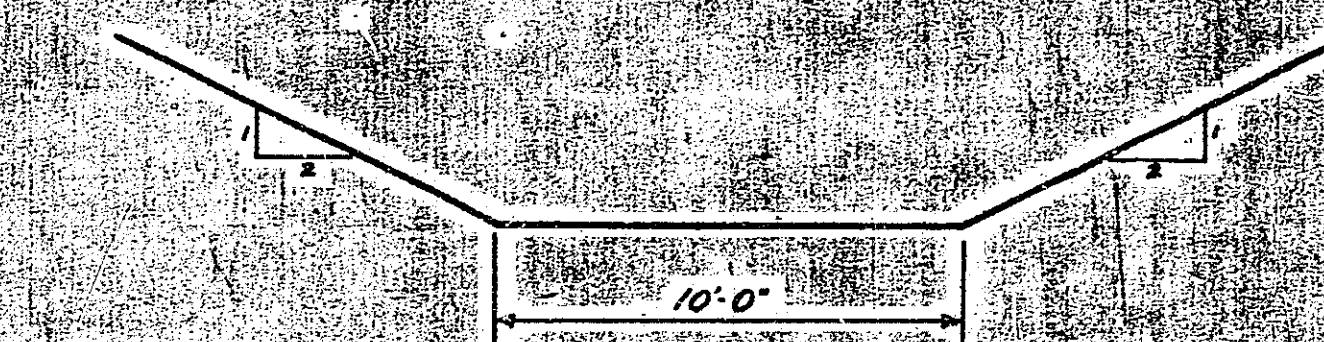
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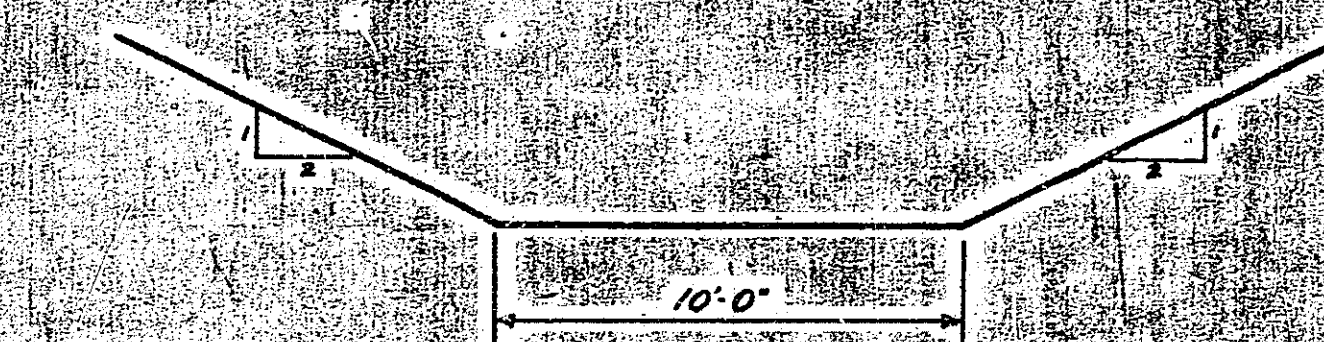
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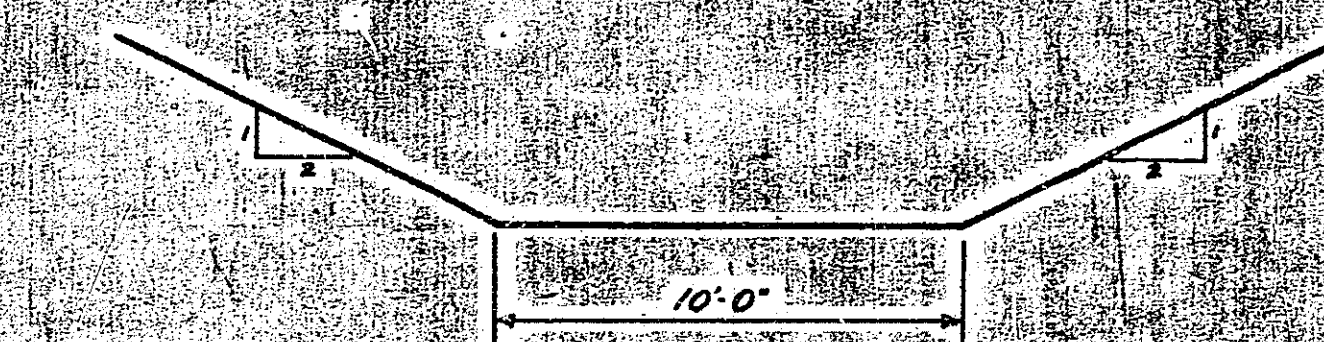
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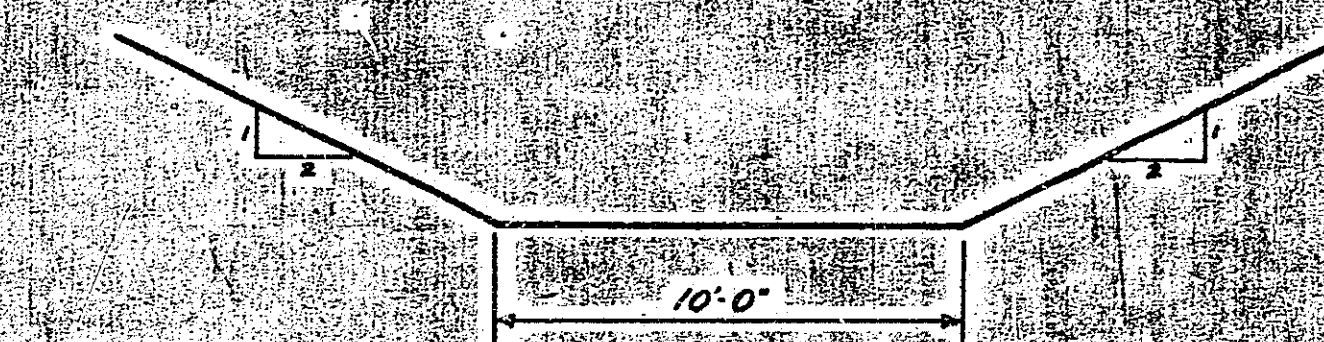
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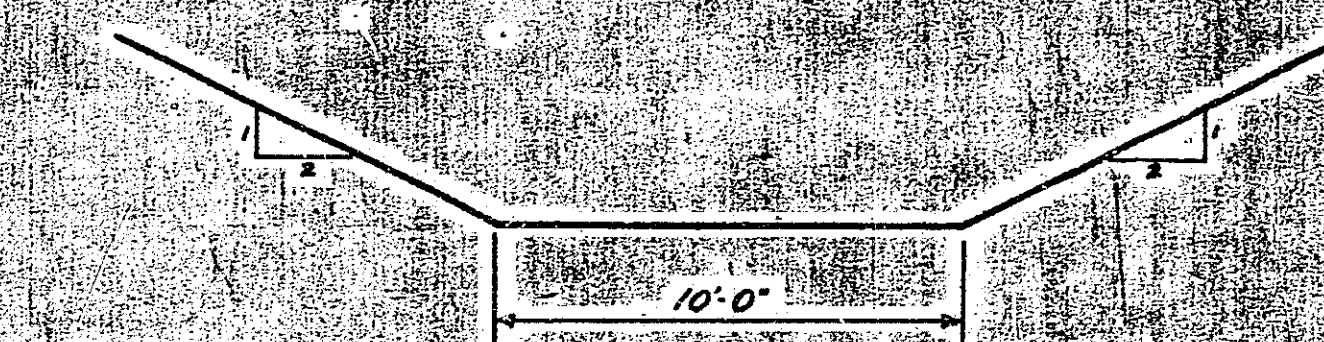
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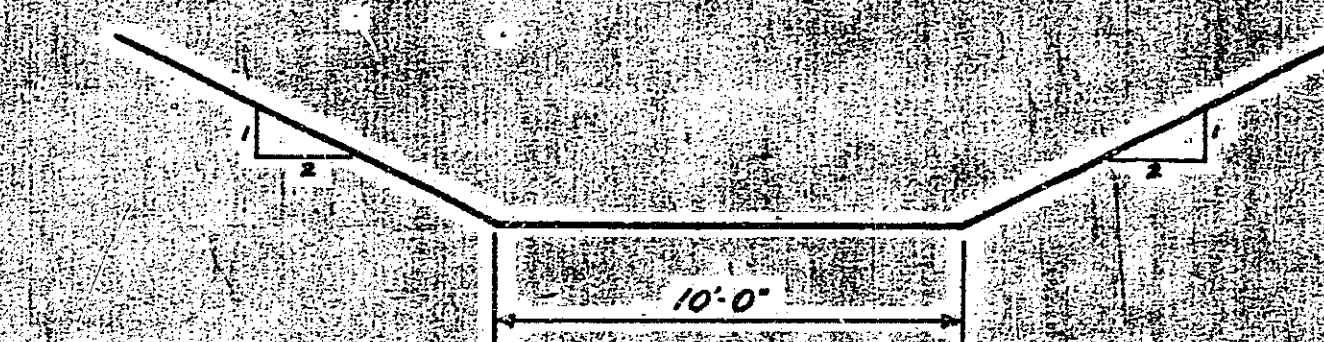
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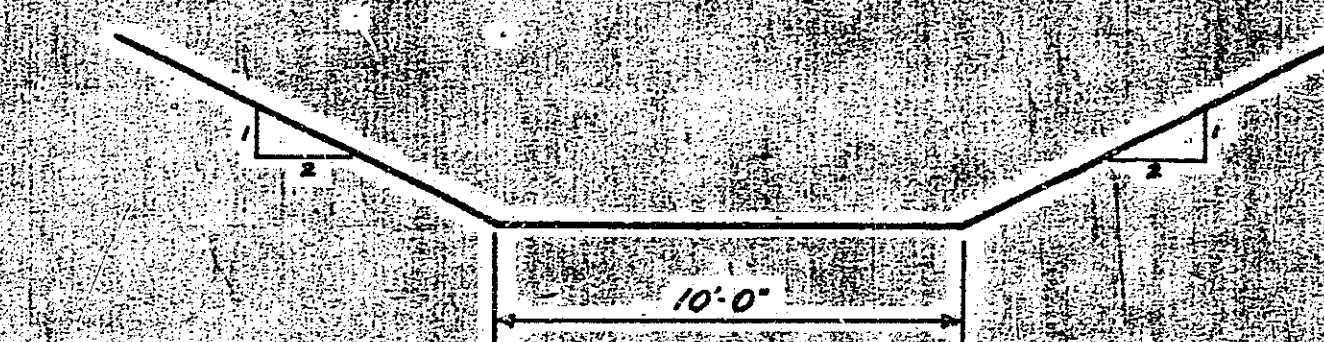
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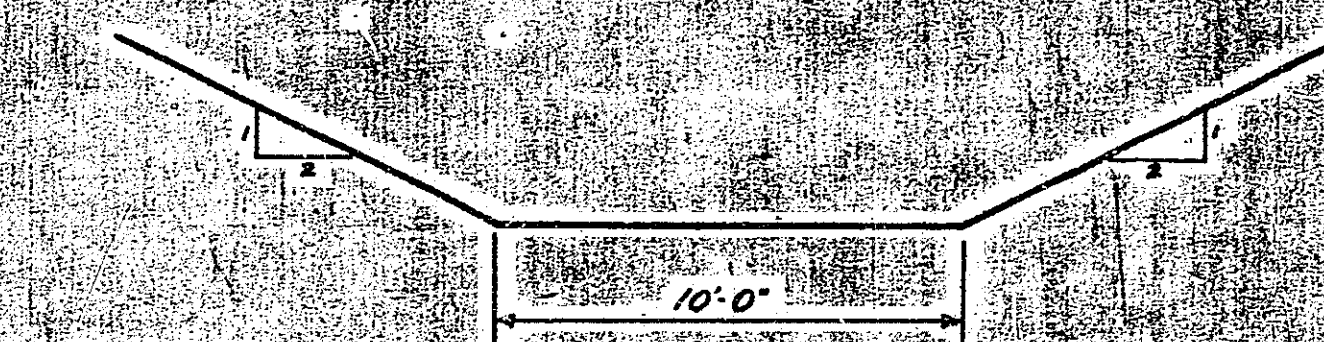
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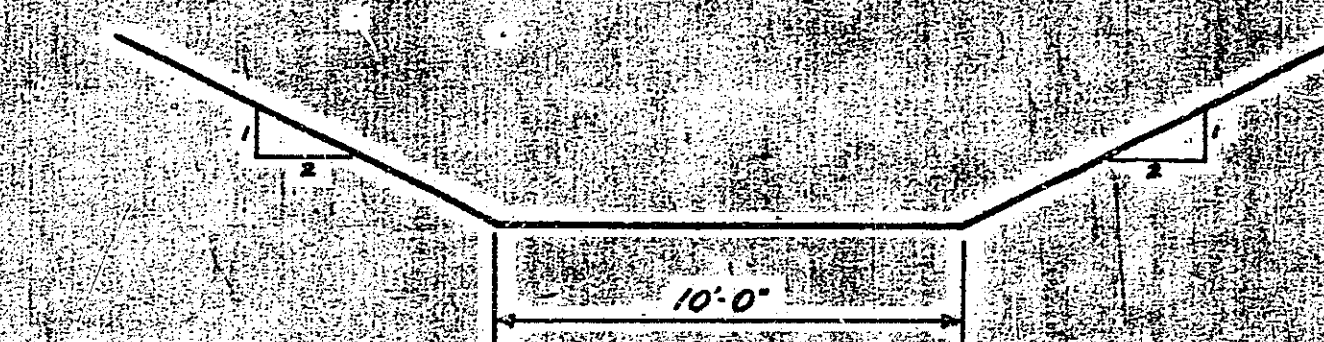
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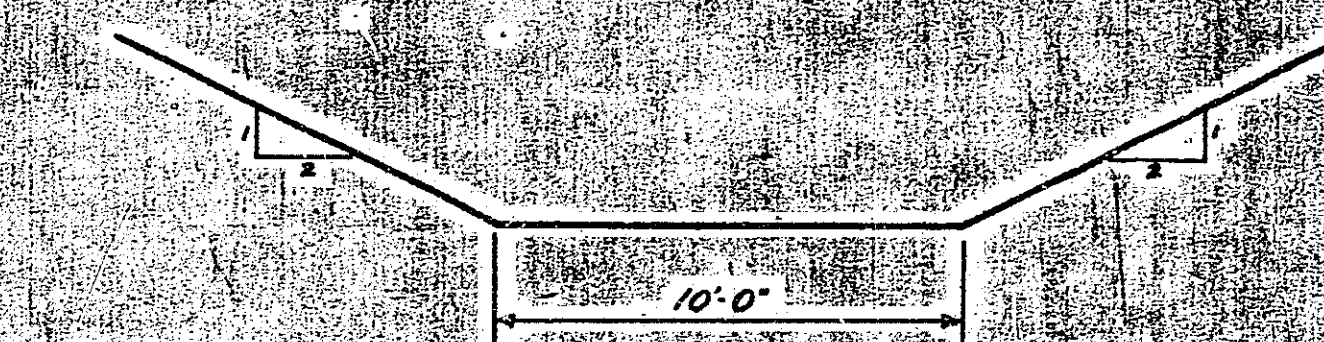
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### PROPOSE



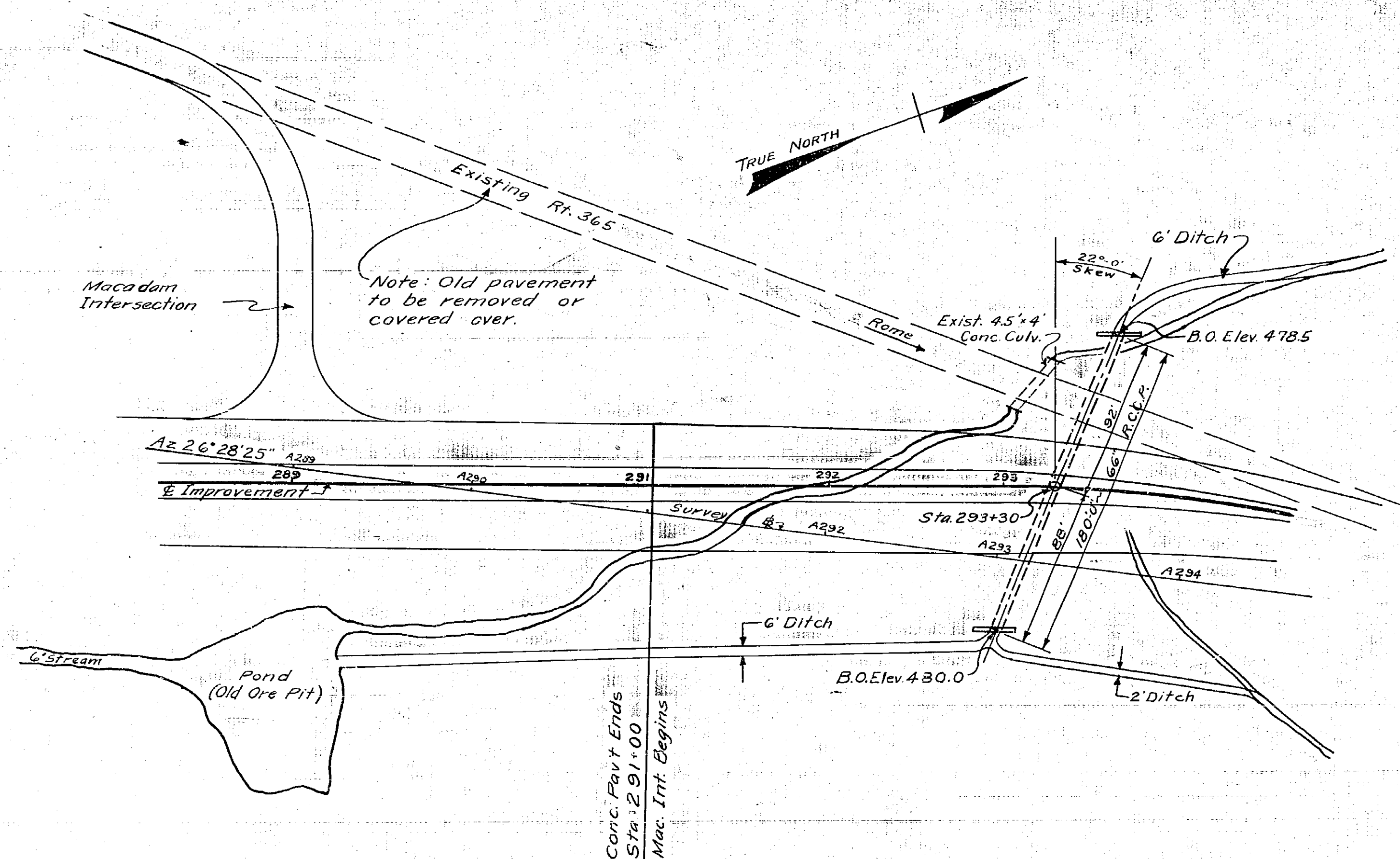
FED. RD. Div. No.	STATE	FED. AID Proj. No.	SHEET No.	TOTAL SHEETS
	N.Y.		67	118
ONEIDA-VERONA S.H. 5558		ONEIDA Co.		
VERONA-ROME S.H. 5521		ONEIDA Co.		

## ESTIMATE OF QUANTITIES

No.	Item	Unit	Neat
5	Trench, Culvert & Bridge Excavation	C.Y.	378
14	Reinforced Concrete Culvert Pipe-66" diam.	Lin. Ft.	180
20	Class 1 Concrete	C.Y.	56
28	Bar Reinforcement for Structures	Lbs.	470
119	R.O.B. Gravel Fill	C.Y.	265

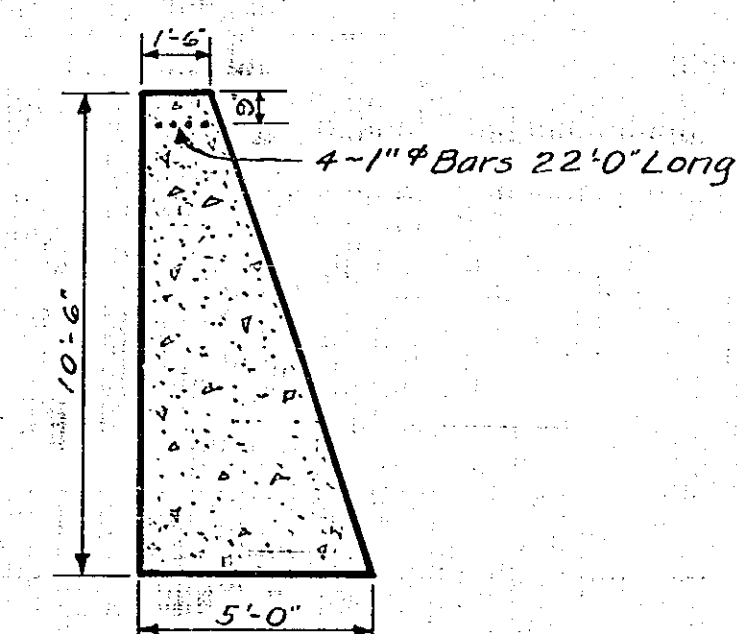
## BAR LIST

Mark	Size	No.	Length	Location & Description
	1"	8	22'-0"	Horizontal bars in top of headwalls.



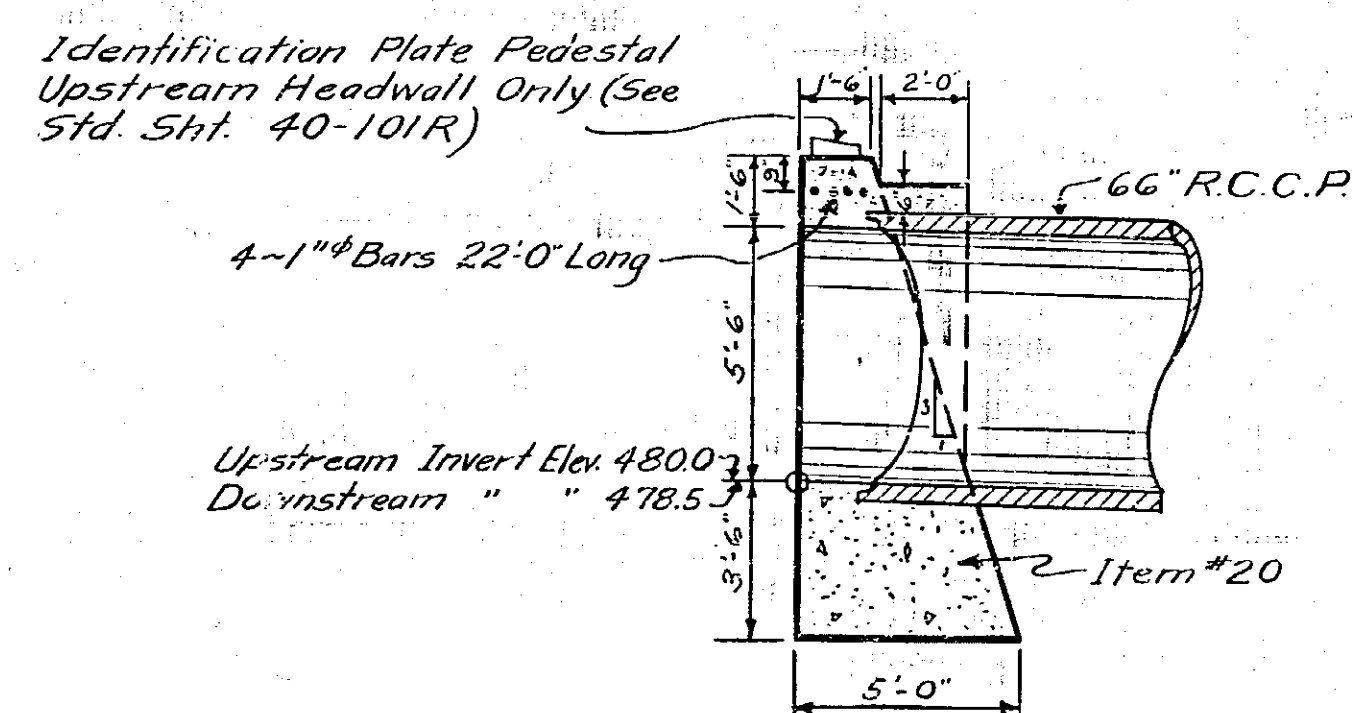
## PLAN

Scale: 1" = 50'



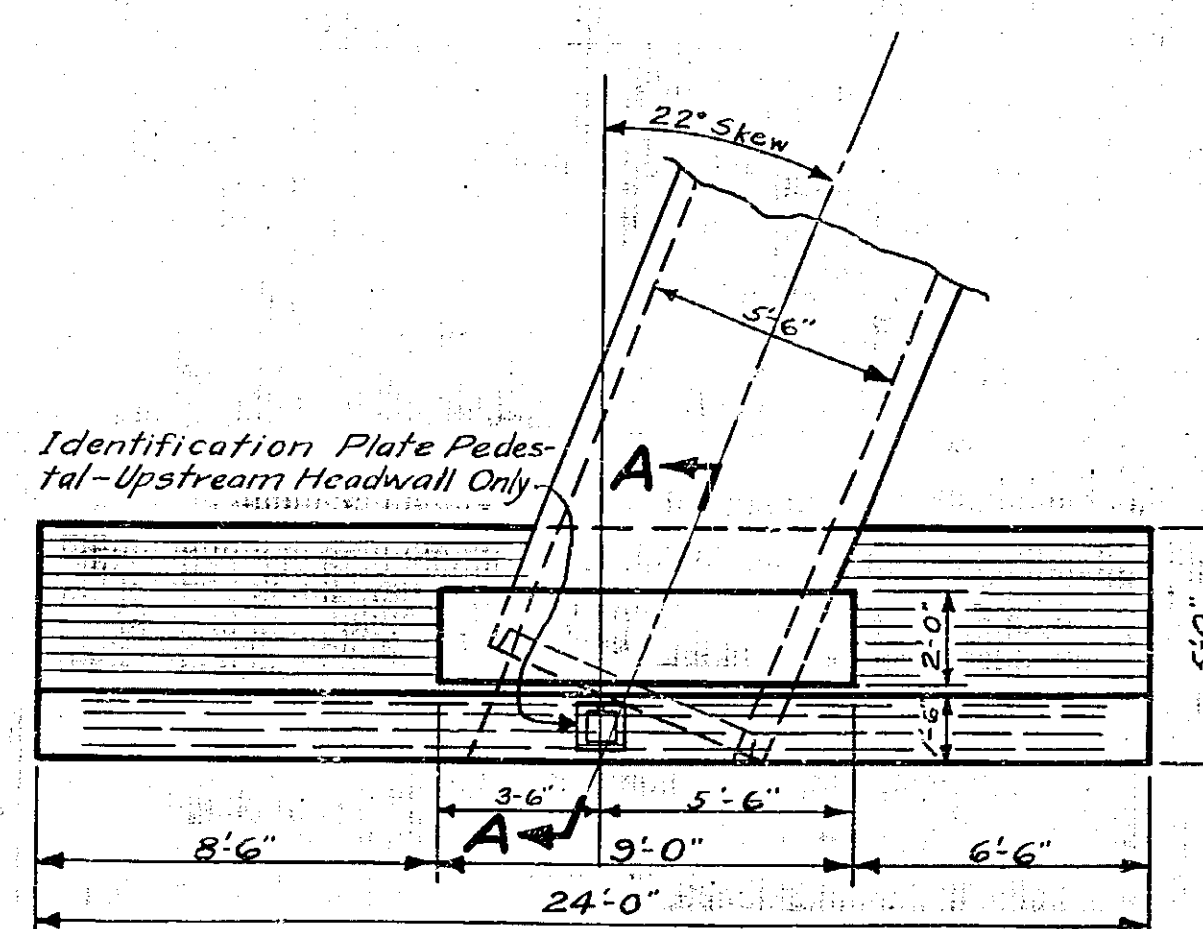
## TYPICAL HEADWALL SECTION

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



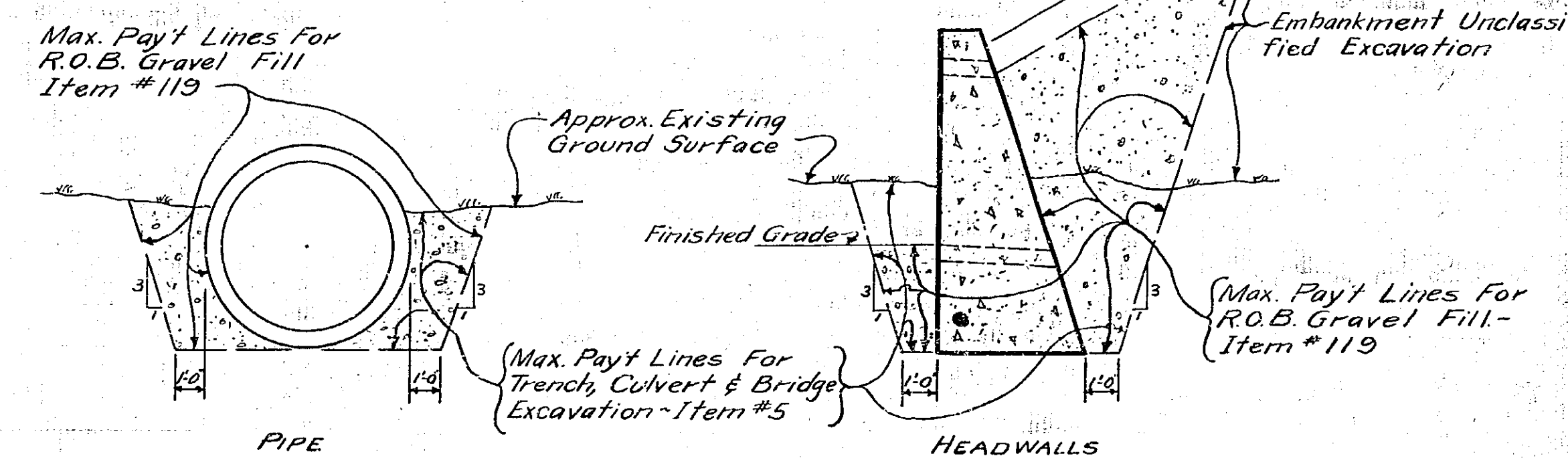
## SECTION A-A

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



## PLAN OF HEADWALLS

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



## MAXIMUM PAYMENT LINES FOR ITEMS NOS. 5 &amp; 119

No Scale

66" R.C.C.P. CULVERT WITH HEADWALLS  
STA. 293+30 CULV. No. 1

PREPARED PURSUANT TO THE HIGHWAY LAW &amp; RECOMMENDED BY

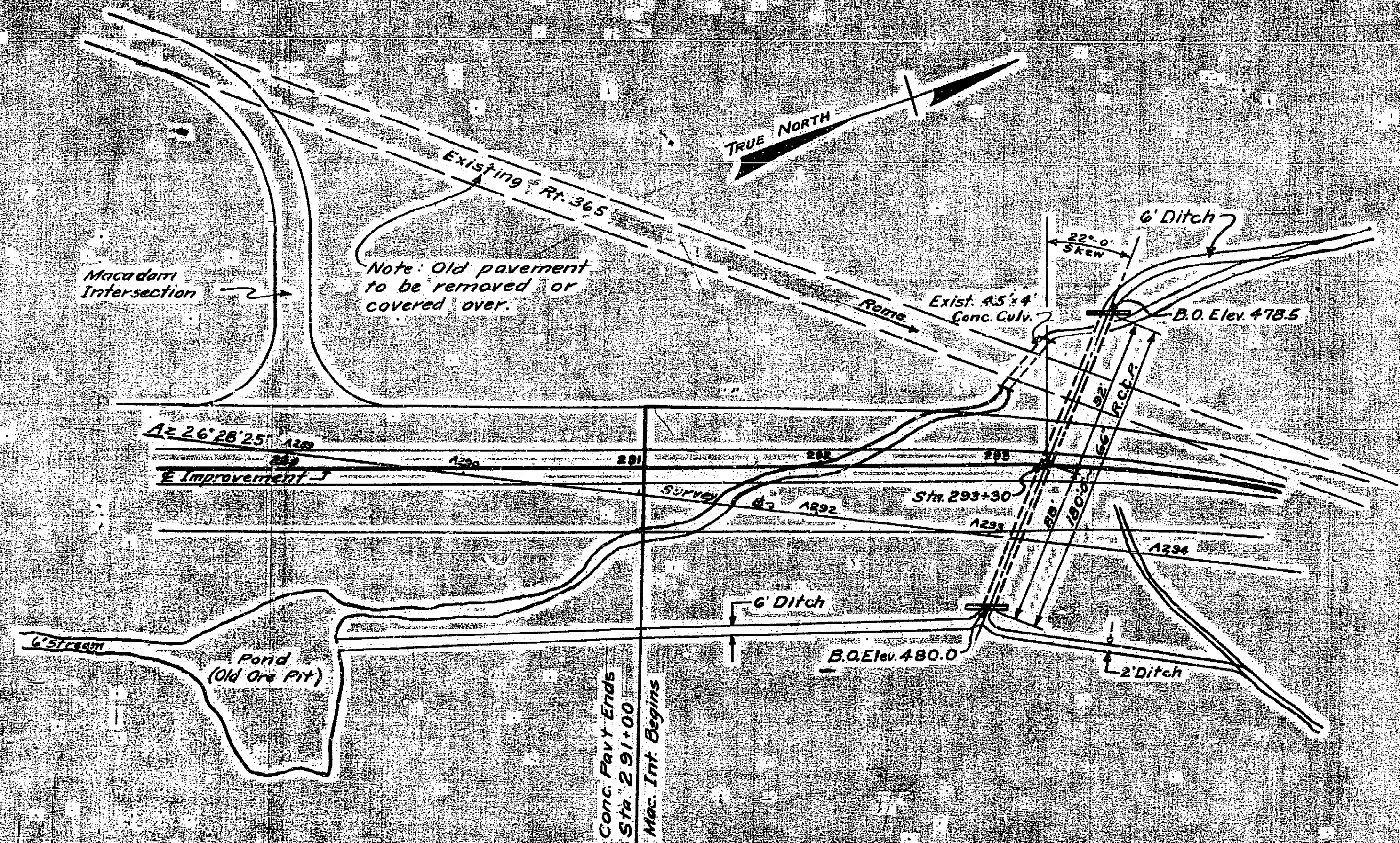
September 15, 1952  
DATERoy W. Hutton  
ENGINEER DISTRICT No. 2

Made By J.E. Burdick  
Checked By F.P. Zarnicki  
Traced By F.P. Zarnicki  
Tracing Chkd By J.E. Burdick

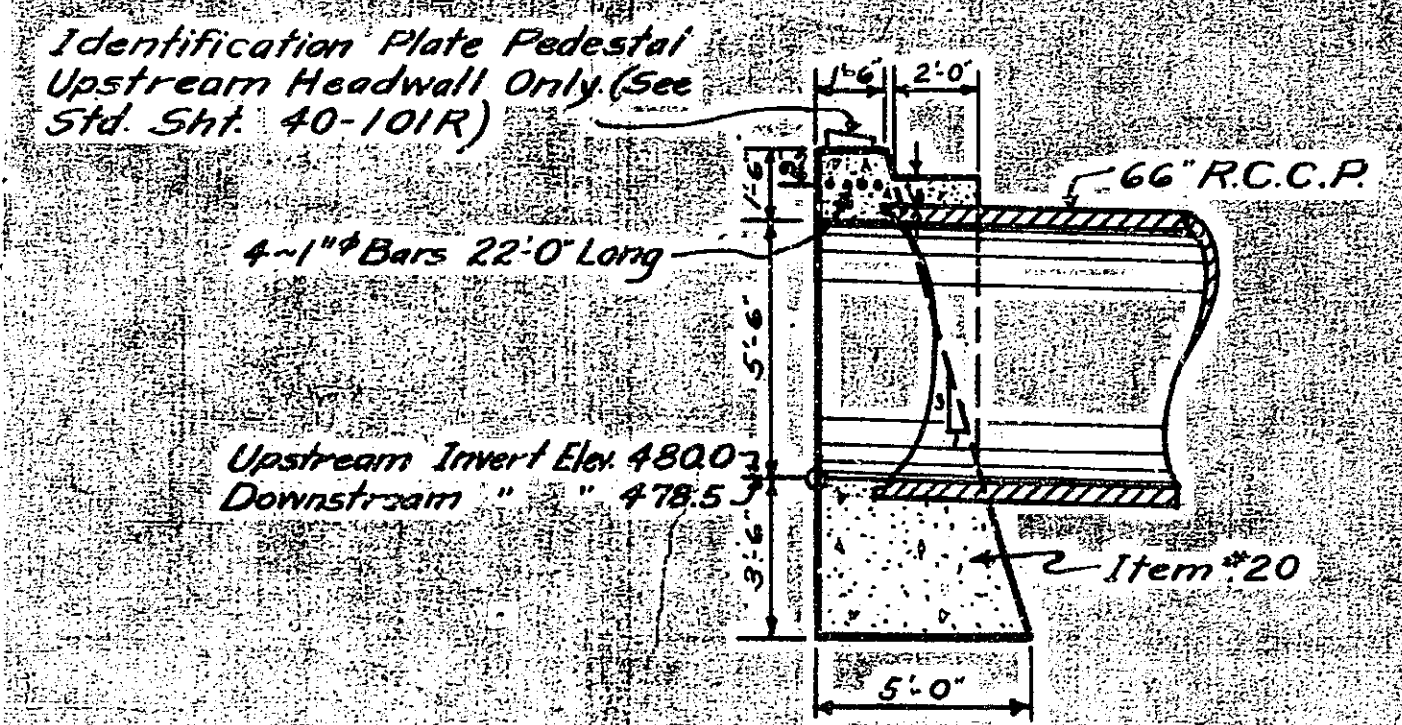


67R

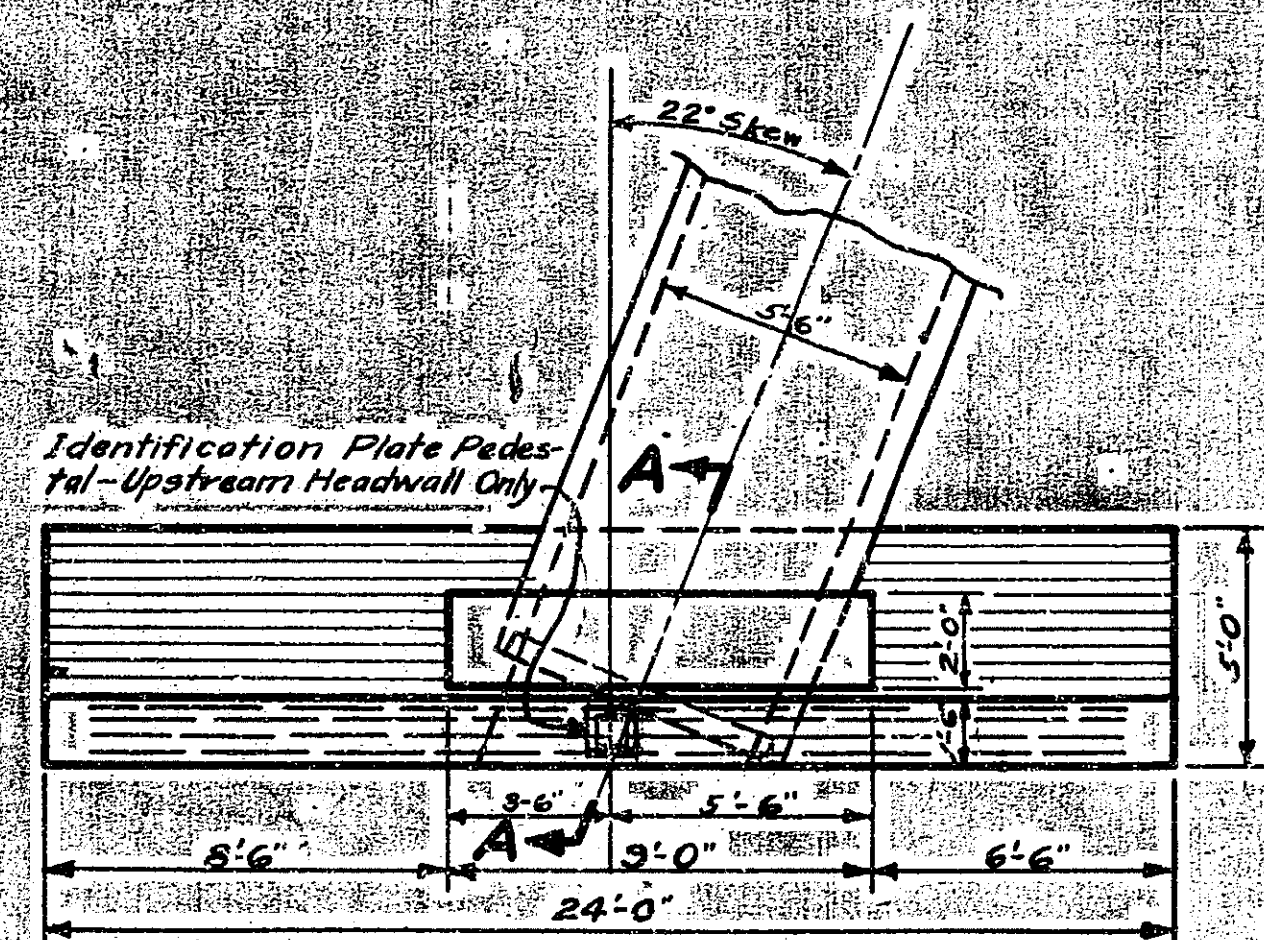
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
ONEIDA-VERONA	SH. 5558	ONEIDA Co.	167	118
VERONA-ROME	SH. 5521	ONEIDA Co.		



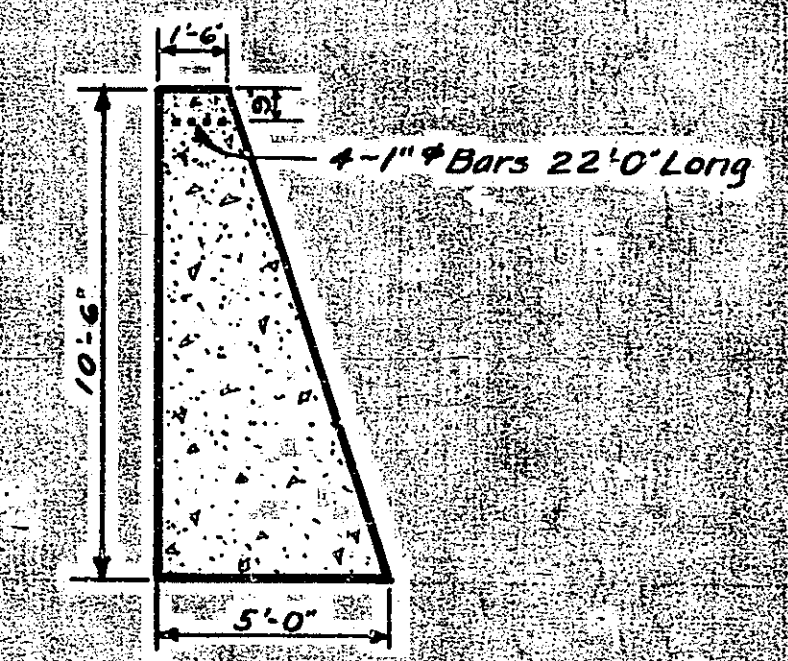
**PLAN**  
Scale: 1"=50'



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



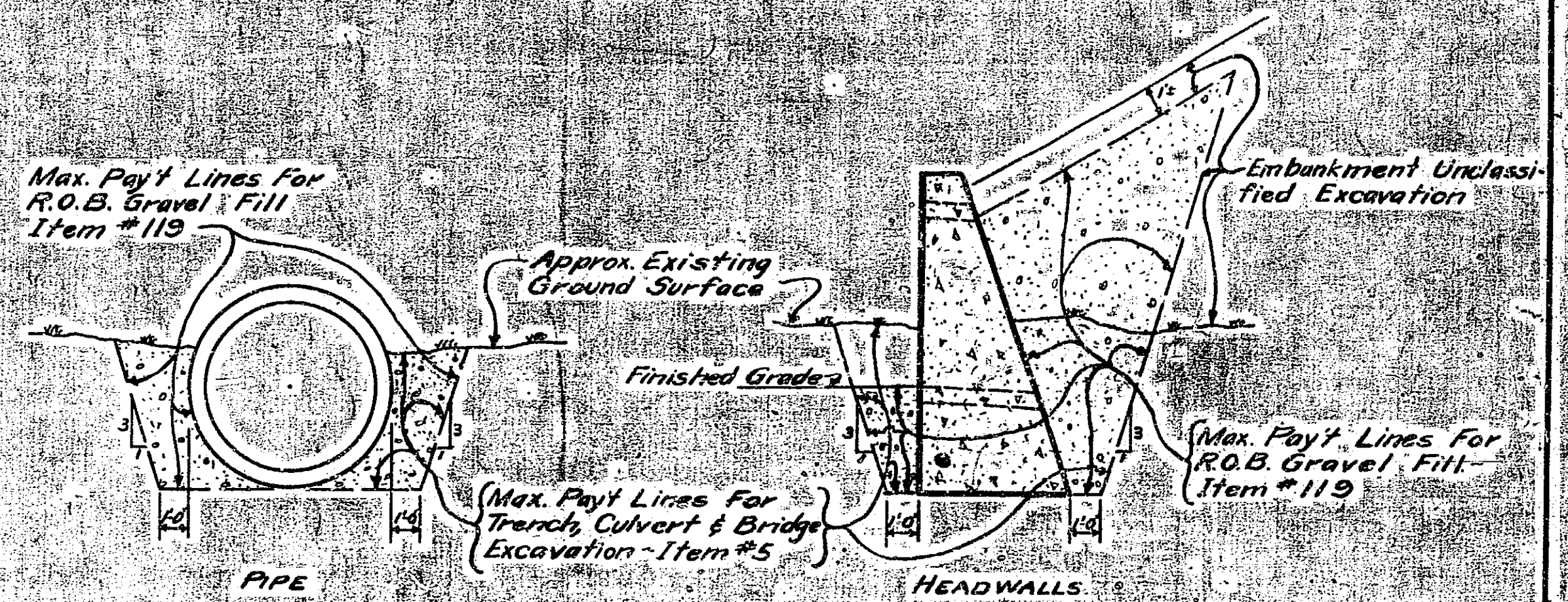
**PLAN OF HEADWALLS**  
Scale: 1/4"=1'-0"



**TYPICAL HEADWALL SECTION**  
Scale: 1/4"=1'-0"

ESTIMATE OF QUANTITIES				
No.	Item	Unit	Neat	
5	Trench, Culvert & Bridge Excavation	C.Y.	372.5	
14	Reinforced Concrete Culvert Pipe-66diam.	Lin. Ft.	176	
20	Class 1 Concrete	C.Y.	55.8	
28	Bar Reinforcement for Structures	Lbs.	476	
119	R.O.B. Gravel Fill	C.Y.	210.5	
152	Pitland Cement Type 2	Bbl's	62	
15N	Natural Cement Type N	Bbl's	98	

BAR LIST				
Mat.	Size	No.	Length	Location & Description
REBAR	1"	8	22'-0"	Horizontal bars in top of headwalls.



**MAXIMUM PAYMENT LINES FOR ITEMS NOS. 5 & 119**  
No Scale

**66" R.C.C.P. CULVERT WITH HEADWALLS**  
**STA. 293+30 CULV. No. 1**

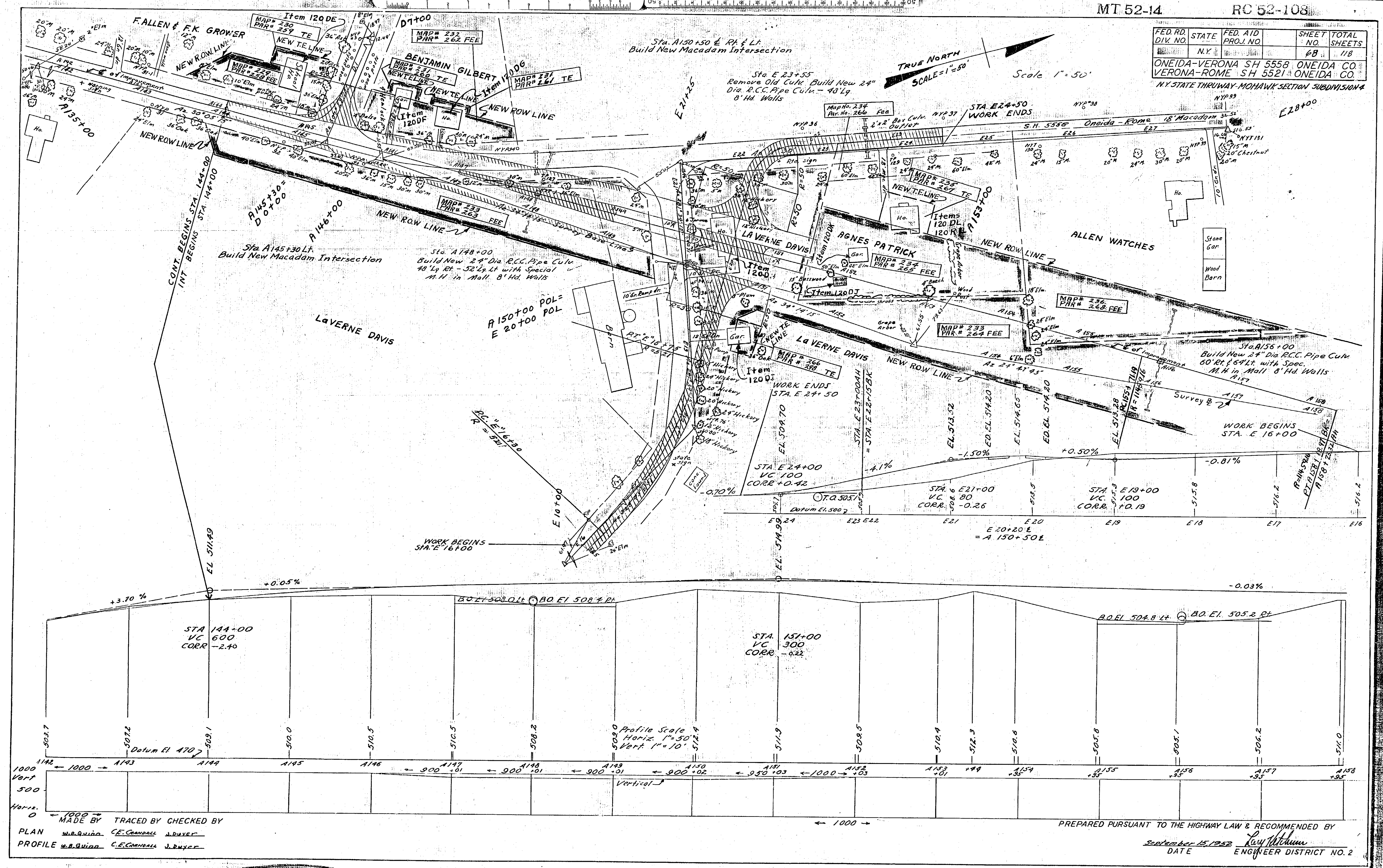
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
September 15, 1958  
DATE  
ENGINEER DISTRICT No. 2

Made By: J.E. Burdick  
Checked By: F.P. Zarnicki  
Traced By: F.P. Zarnicki  
Tracing Chkd By: J.E. Burdick



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		68	118

ONEIDA-VERONA SH 5558 ONEIDA CO.  
VERONA-ROME SH 5521 ONEIDA CO.  
N.Y. STATE THRUWAY-MOHAWK SECTION SUBDIVISION 4



MADE BY TRACED BY CHECKED BY  
PLAN W.B. Quinn C.E. Campbell J. Dwyer  
PROFILE W.B. Quinn C.E. Campbell J. Dwyer

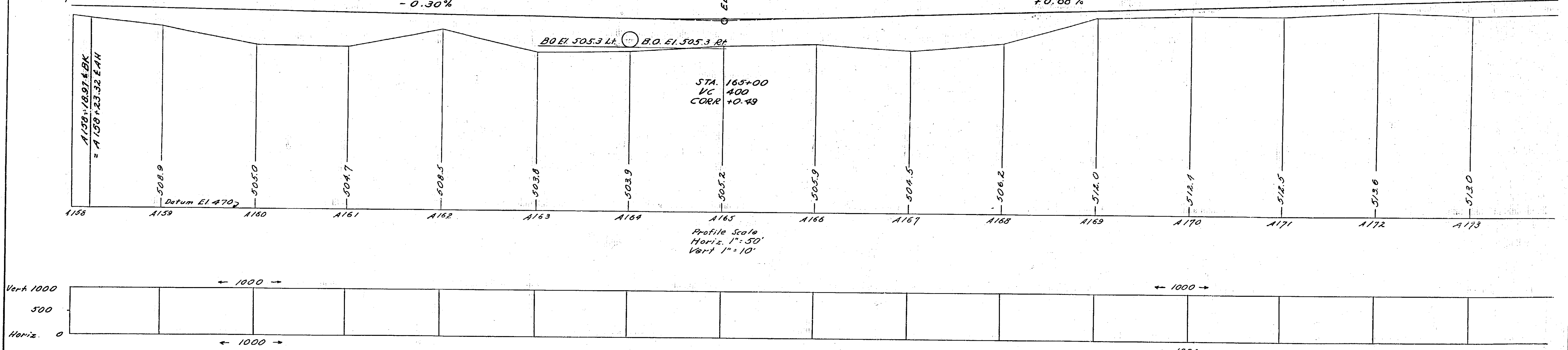
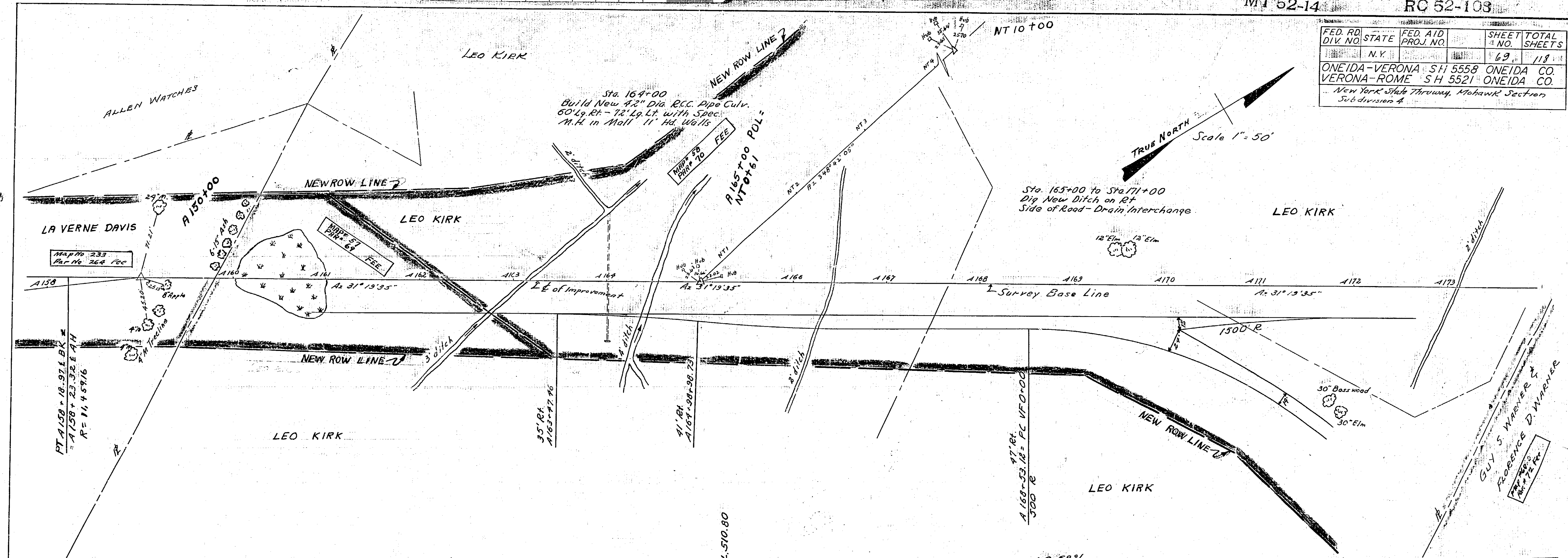
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
DATE September 15, 1962  
ENGINEER DISTRICT NO. 2







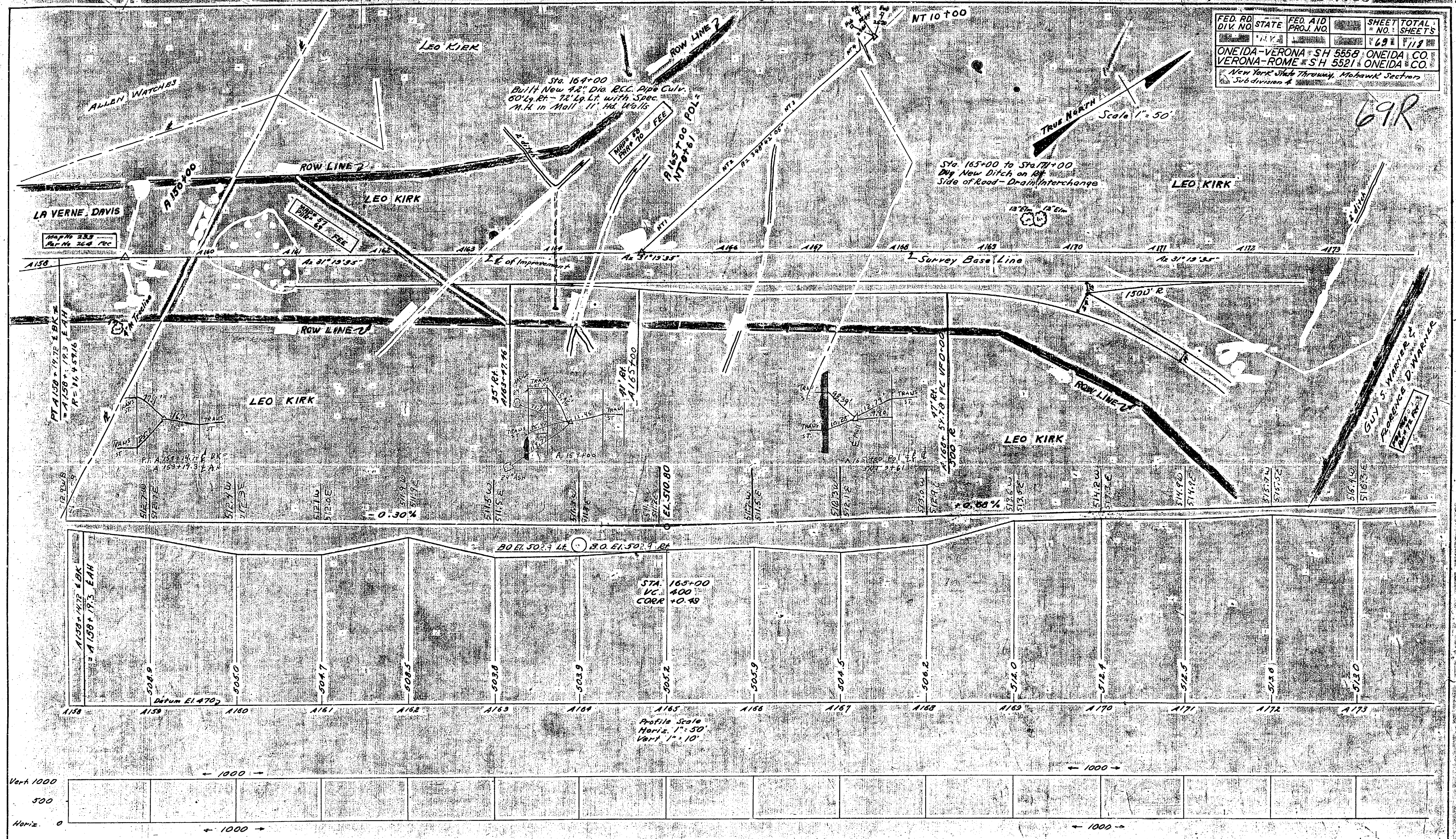
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		69	118
ONEIDA-VERONA SH 5558 ONEIDA CO. VERONA-ROME SH 5521 ONEIDA CO. New York State Thruway, Mohawk Section Subdivision 4				





FED. RD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET " NO.	TOTAL SHEETS
	NY		69	118
ONEIDA-VERONA S H 555B ONEIDA CO				
VERONA-ROME S H 552I ONEIDA CO				
New York State Thruway, Mohawk Section Subdivision 4				

69R



MADE BY      TRACED BY      CHECKED BY

PLAN      H.B. Quinn      C.F. Cronwall      J.J. Poyer

PROFILE      H.B. Quinn      C.F. Cronwall      J.J. Poyer

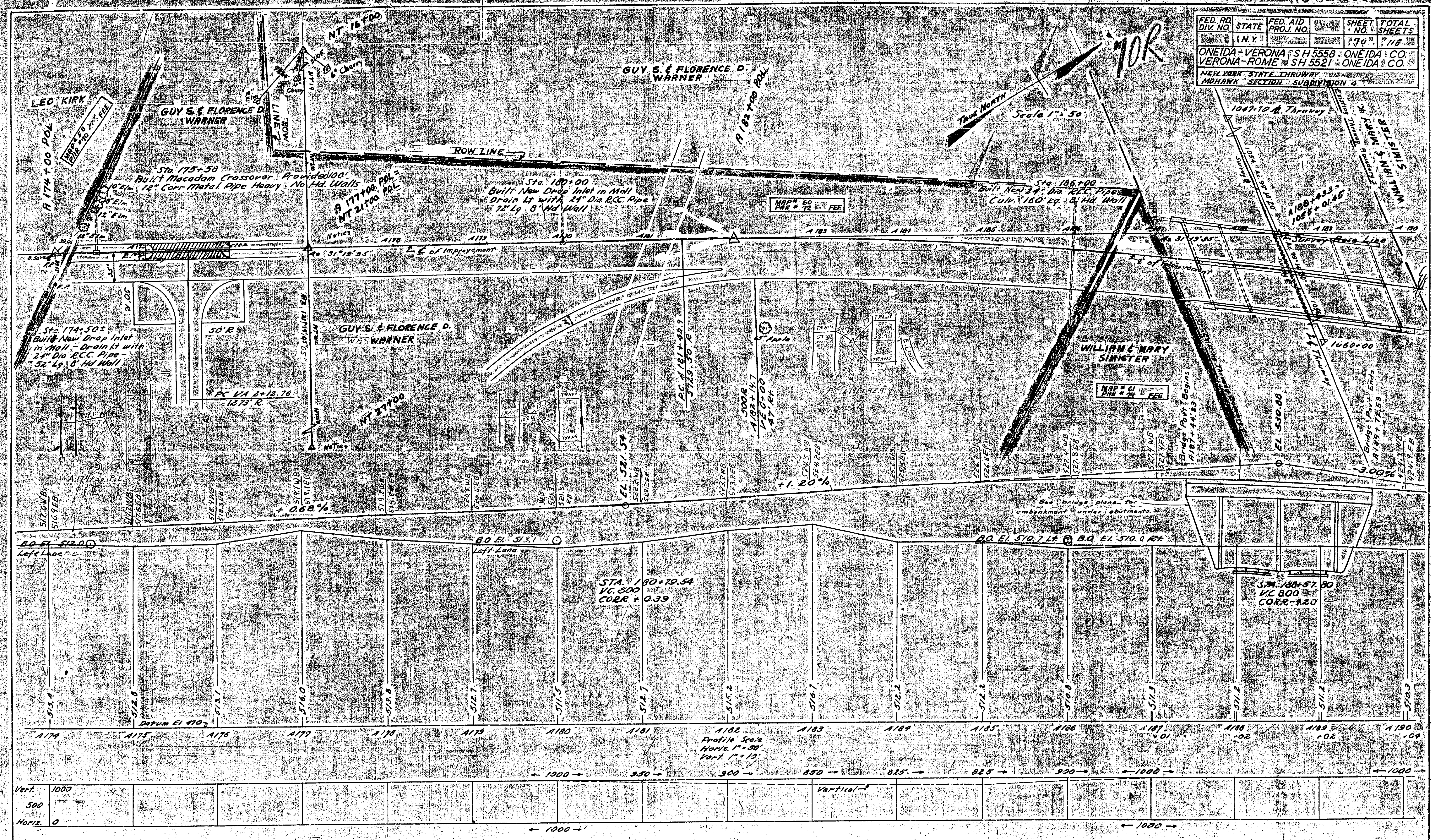
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
September 15, 1957 Ray Kitchum  
 DATE ENGINEER DISTRICT NO. 2







FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		79	118
ONEIDA-VERONA SH 555B ONEIDA CO.				
VERONA-ROME SH 5521 ONEIDA CO.				
NEW YORK STATE THRUWAY				
MOHAWK SECTION SUBDIVISION 4				



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PLAN W.B. Quinn C.F. Campbell J. Sawyer

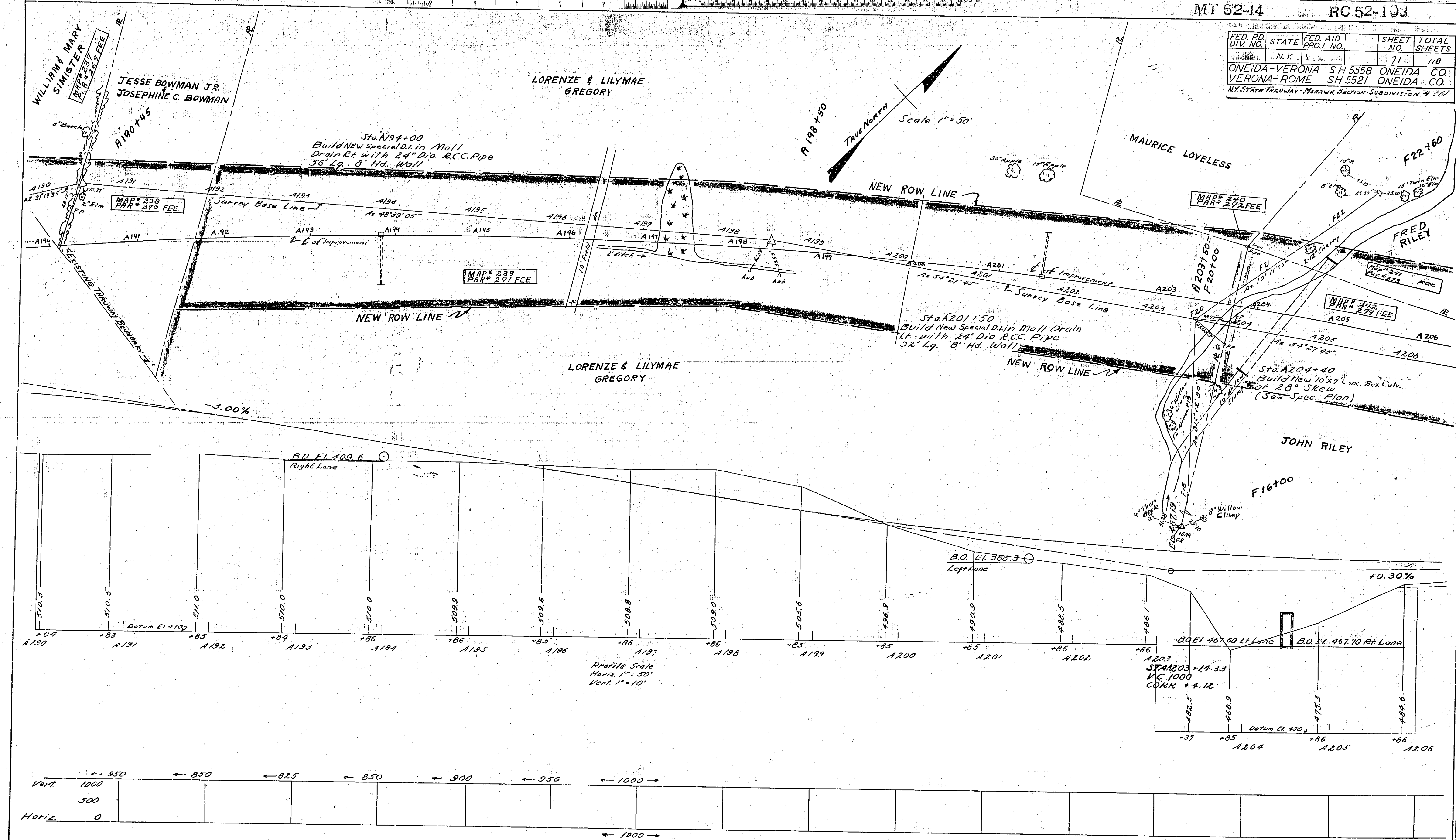
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PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

DATE Sept. 15, 1982 Lay Williams ENGINEER DISTRICT NO. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
111	N.Y.		71	118
ONEIDA-VERONA SH 5558 ONEIDA CO.				
VERONA-ROME SH 5521 ONEIDA CO.				
N.Y. STATE THRUWAY - MAHAUK SECTION - SUBDIVISION 4				

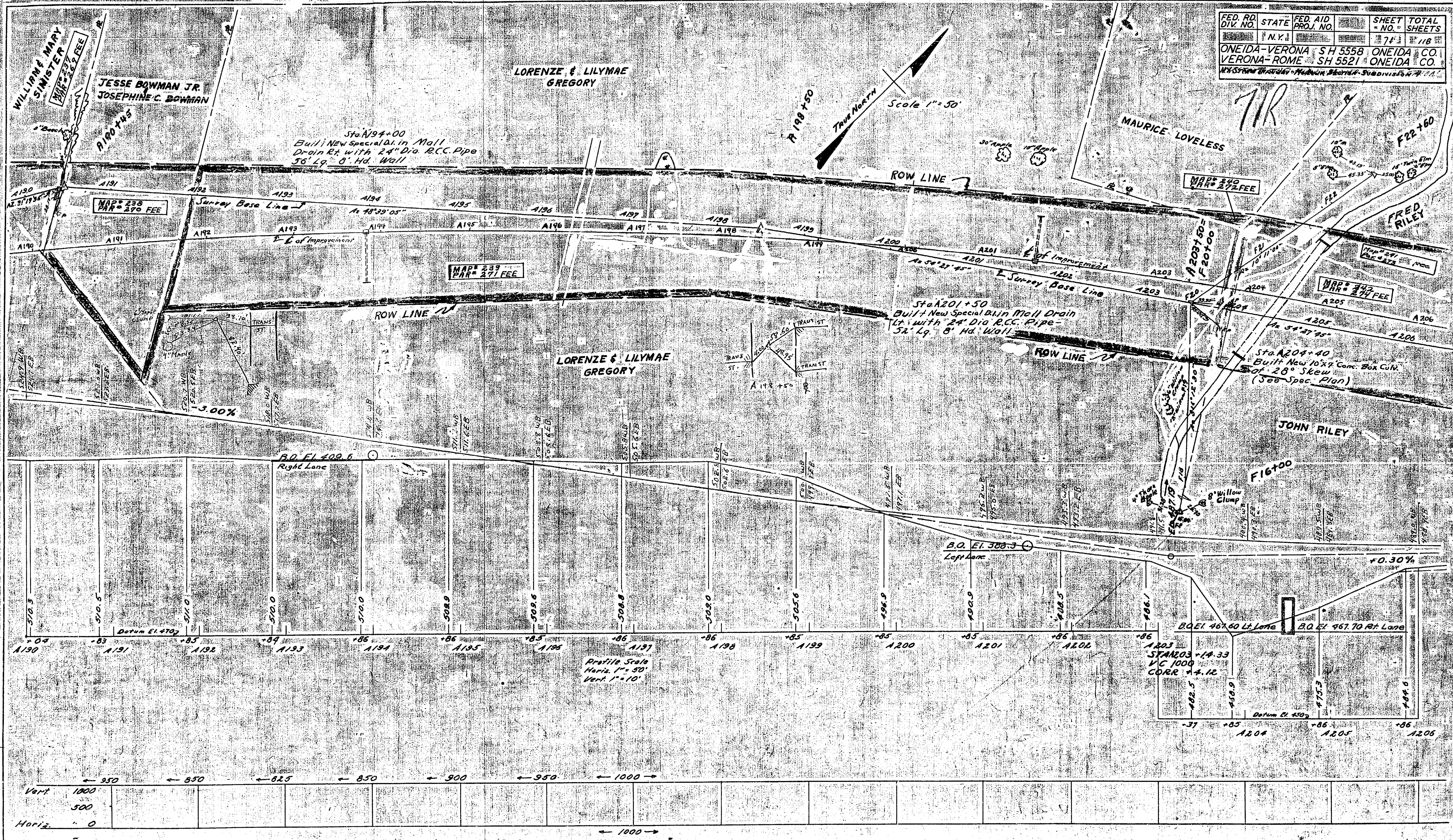


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PROFILE W.B. Quinn C.F. Cannell J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
DATE September 25 1952  
ENGINEER DISTRICT NO. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		71	118
ONEIDA-VERONA SH 5558			ONEIDA CO.	
VERONA-ROME SH 5521			ONEIDA CO.	

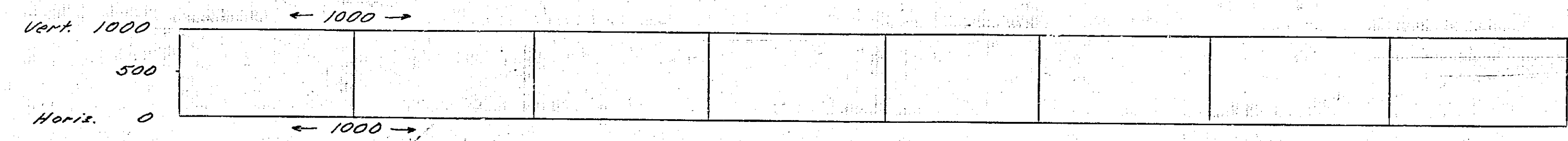
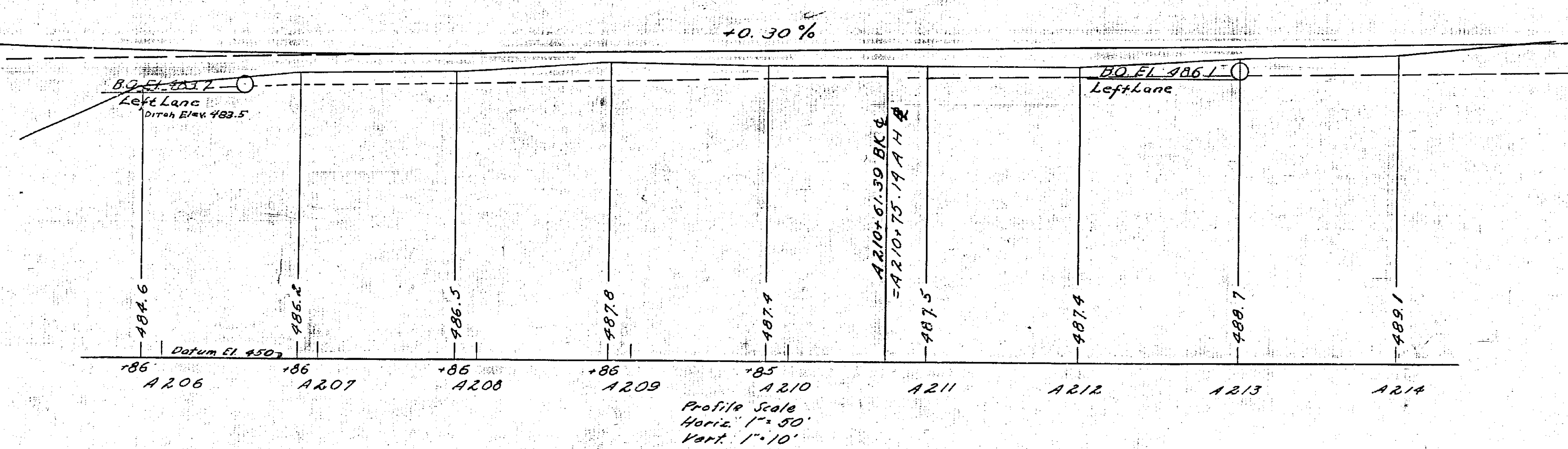
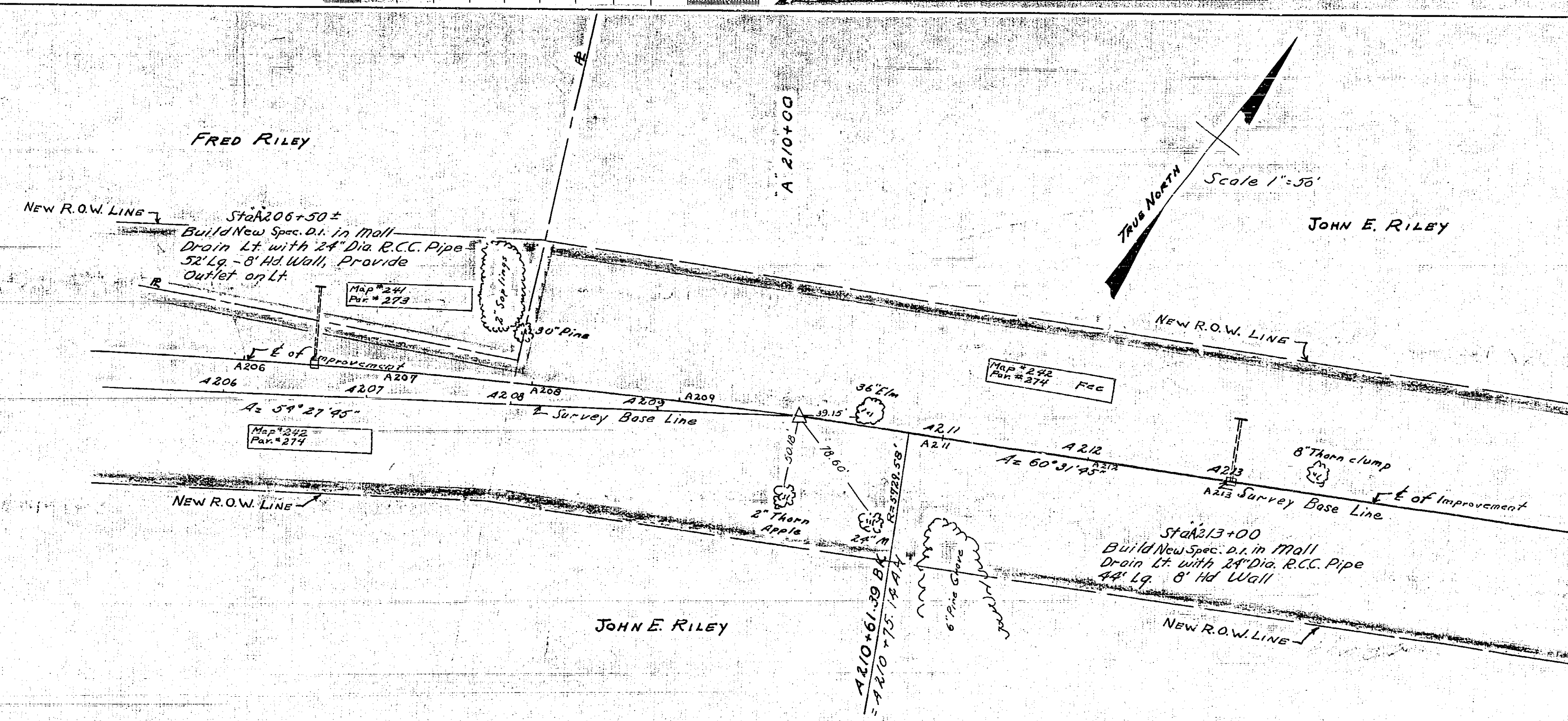


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PROFILE W.B. QUINN C.E. CAMPBELL J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
September 15, 1932  
DATE  
L. K. Ketchum  
ENGINEER DISTRICT NO. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		72	118
ONEIDA-VERONA SH 5558 ONEIDA CO.				
VERONA-ROME SH 5521 ONEIDA CO.				
N.Y. STATE THRUWAY MOHAWK SECTION SUBDIVISION 4				



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 PROFILE W.B. Quinn C.E. Connolly J. Dwyer

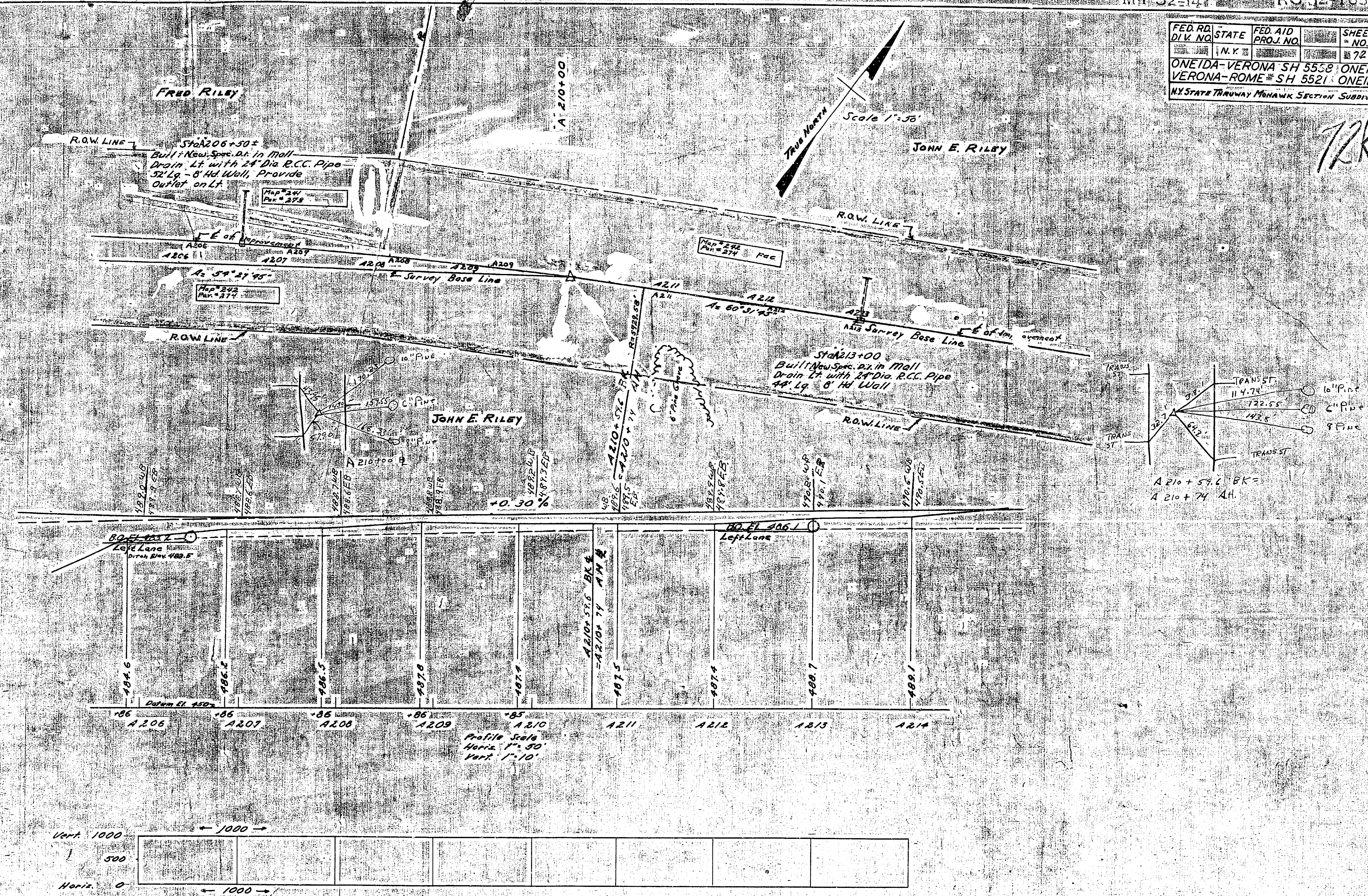
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

September 15 1952  
 DATE *Ray Williams*  
 ENGINEER DISTRICT NO. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		72	118
ONEIDA-VERONA SH 5558 ONEIDA CO.				
VERONA-ROME SH 5521 ONEIDA CO.				
NY STATE THRUWAY MONAKW SECTION SUBDIVISION 4				

72R

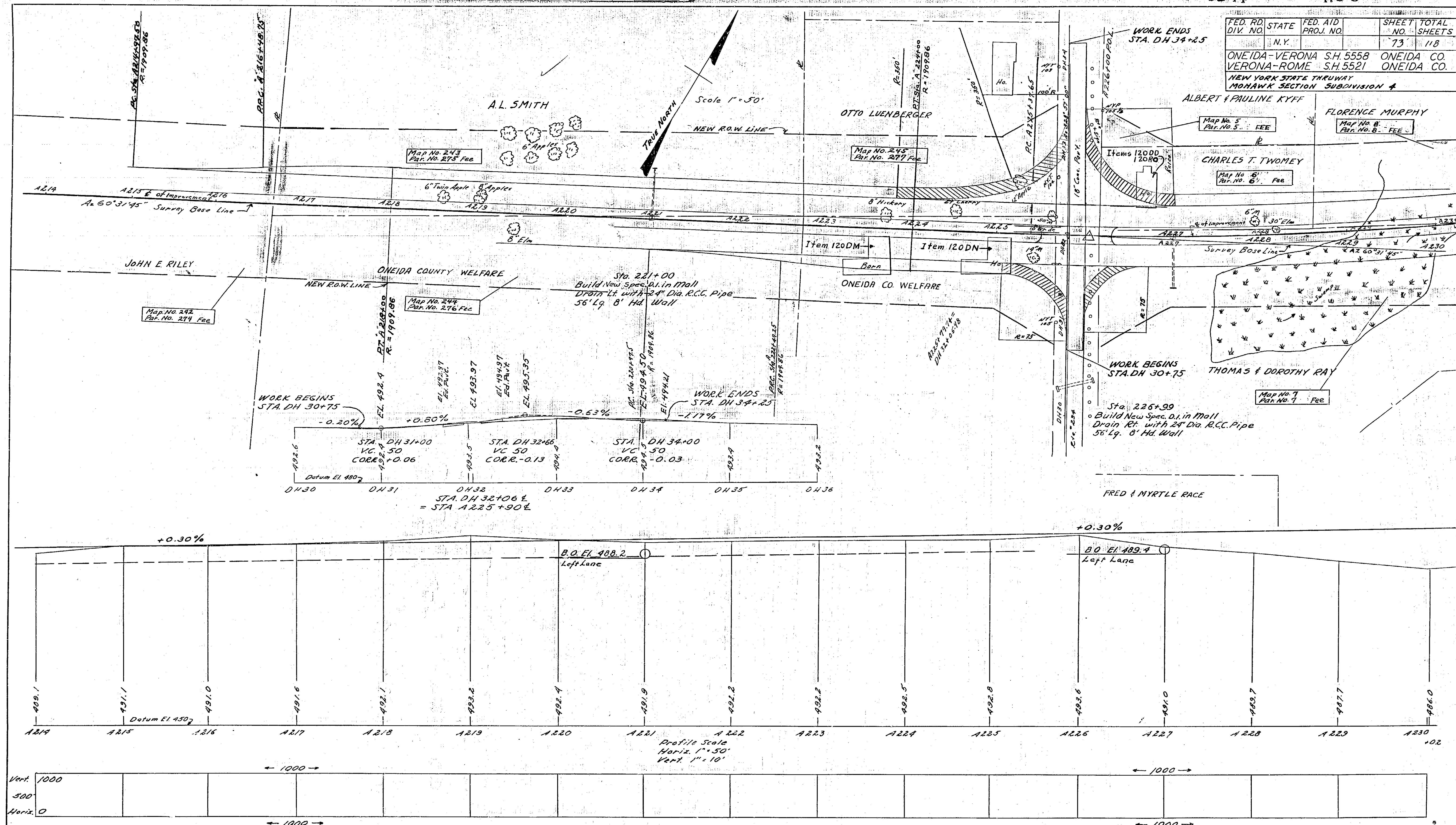


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 PROFILE W.B. QUINN C.E. CAMPBELL J. Dwyer

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 September 15 1952  
 DATE *Larry Witham*  
 ENGINEER DISTRICT NO. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEET
	N.Y.		73	118
ONEIDA-VERONA		S.H.5558	ONEIDA CO.	
VERONA-ROME		S.H.5521	ONEIDA CO.	
NEW YORK STATE THRUWAY				
MOHAWK SECTION SUBDIVISION 4				



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PLAN	<u>W.B. QUINN</u>	<u>C.E. CRANDALL</u>	<u>J. DWYER</u>
PROFILE	<u>W.B. QUINN</u>	<u>C.E. CRANDALL</u>	<u>J. DWYER</u>

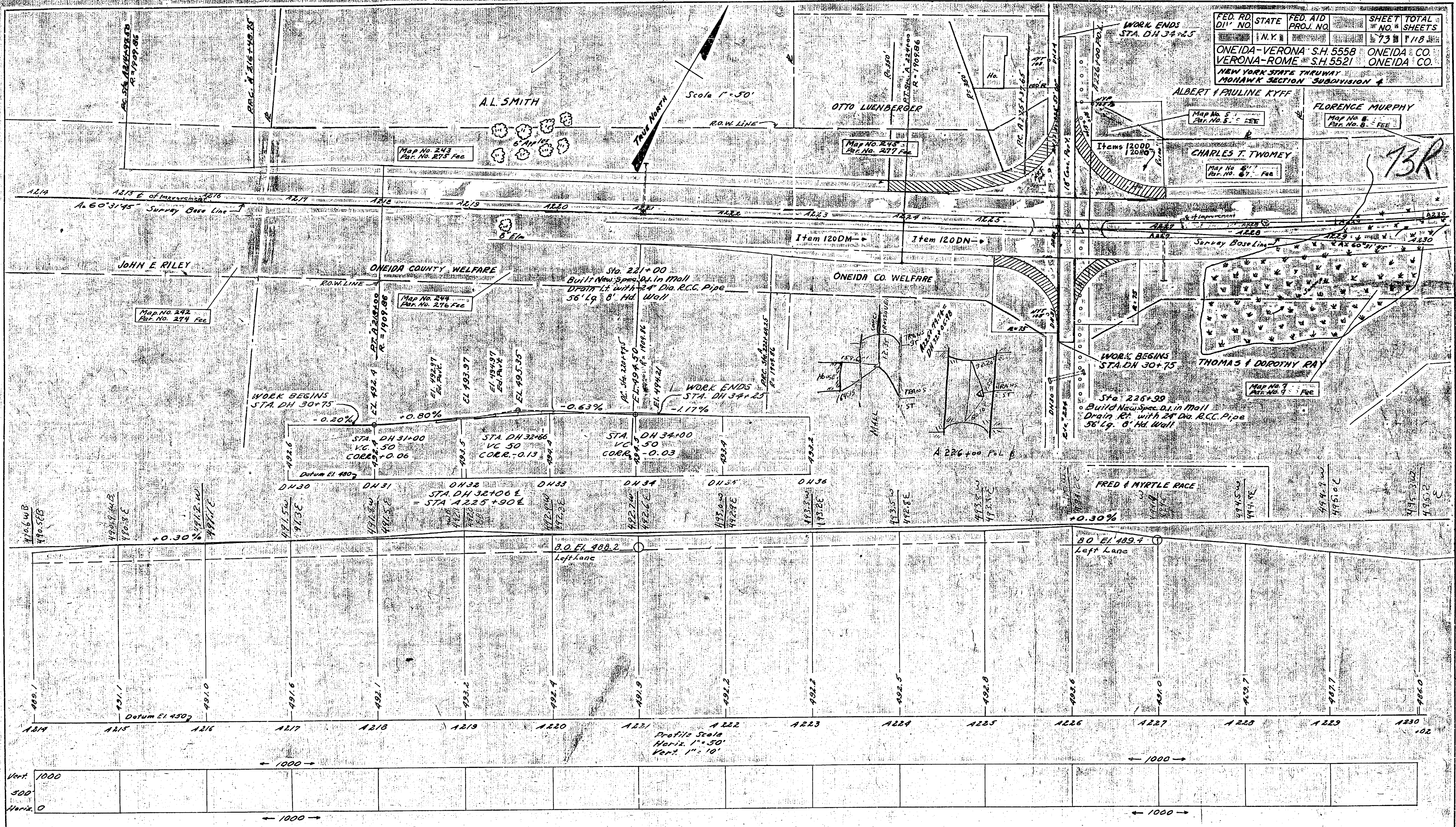
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

Sept. 15, 1952  
DATE

Lacy Kethum  
ENGINEER DISTRICT NO. 2



FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		73	118
ONEIDA-VERONA S.H. 5558			ONEIDA CO.	
VERONA-ROME S.H. 5521			ONEIDA CO.	
NEW YORK STATE THRUWAY				
MOHAWK SECTION SUBDIVISION 4				

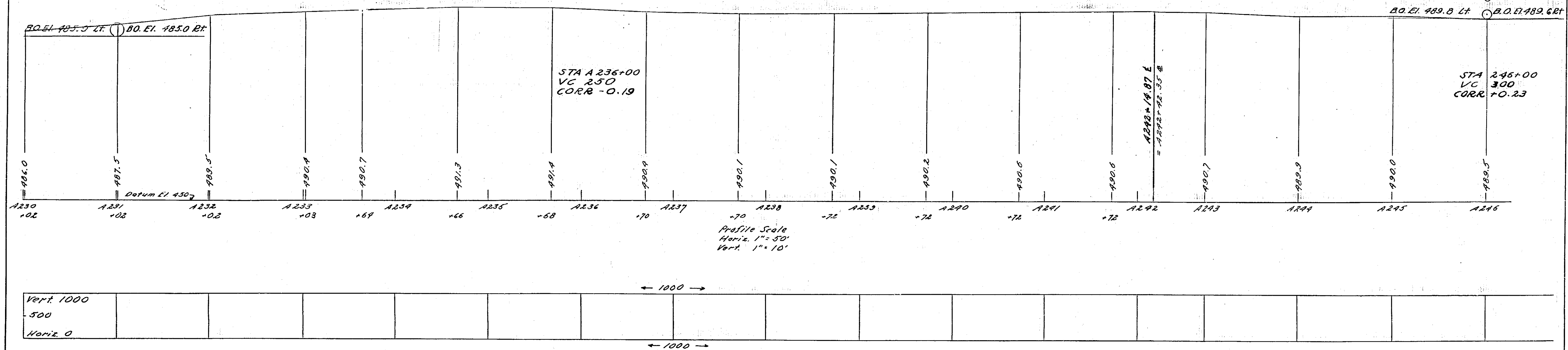
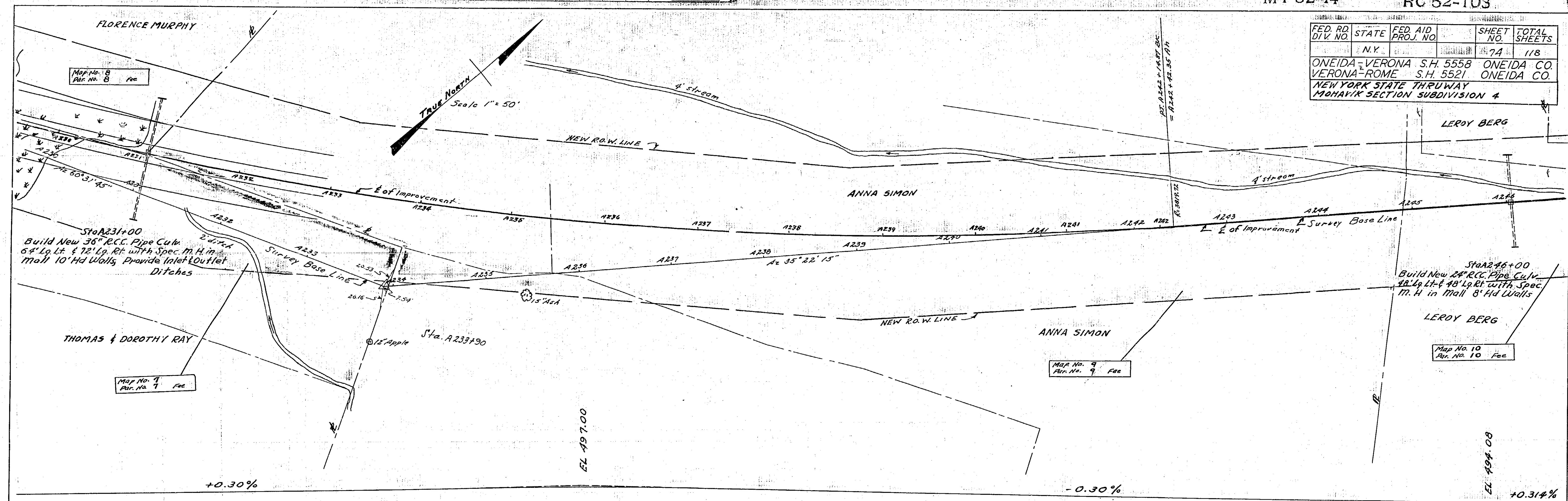


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PROFILE W.B. QUINN C.E. CRANDALL J. DWYER

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Sept. 15, 1932  
DATE  
Lacy Ketchum  
ENGINEER DISTRICT NO. 2



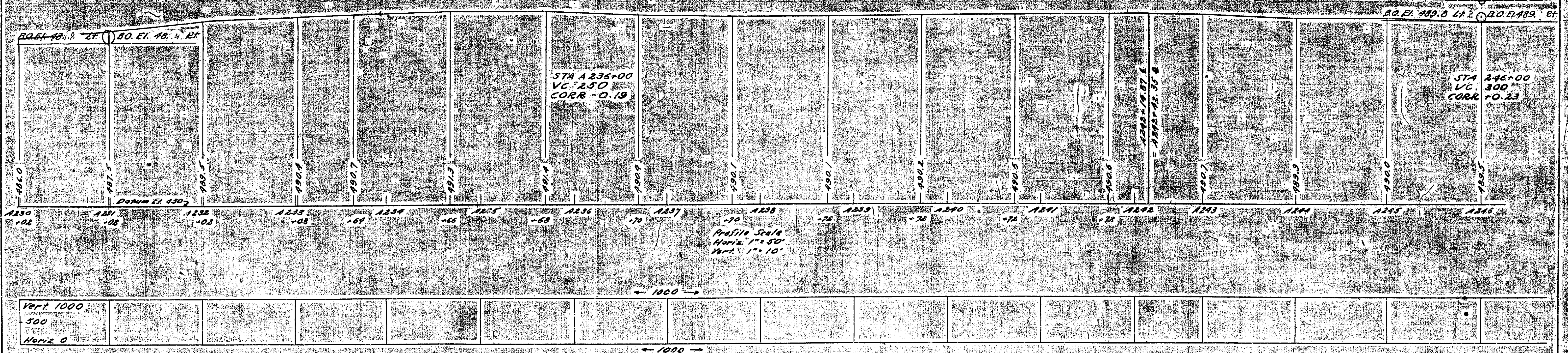
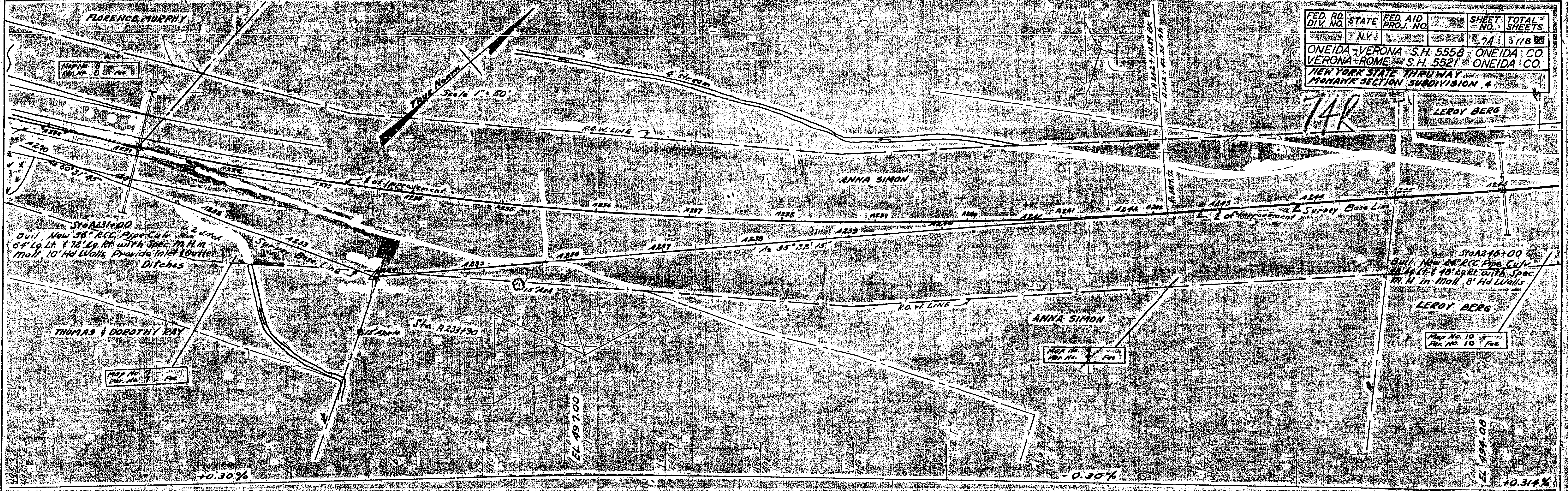
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	N.Y.		74	118
ONEIDA-VERONA S.H. 5558 ONEIDA CO.				
VERONA-ROME S.H. 5521 ONEIDA CO.				
NEW YORK STATE THRUWAY				
MOHAWK SECTION SUBDIVISION 4				





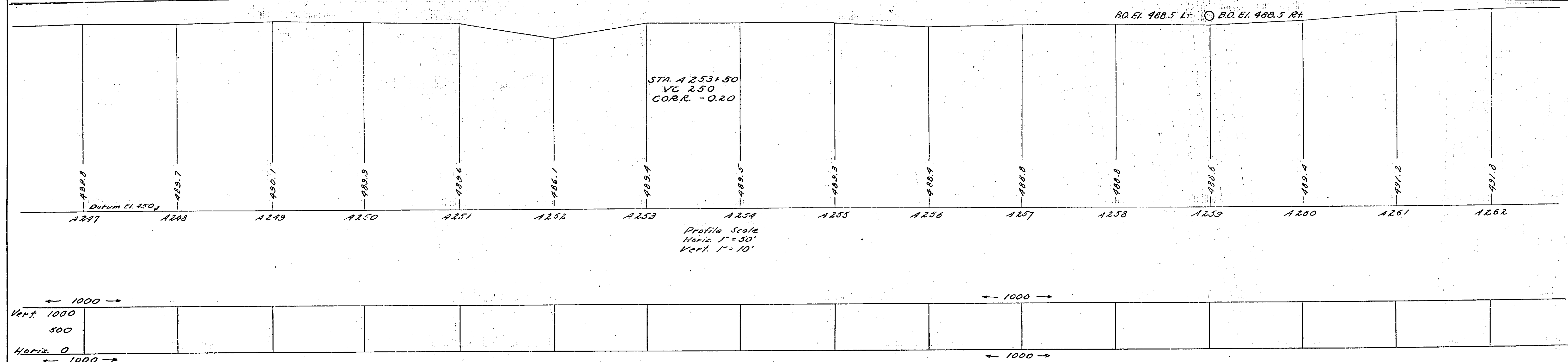
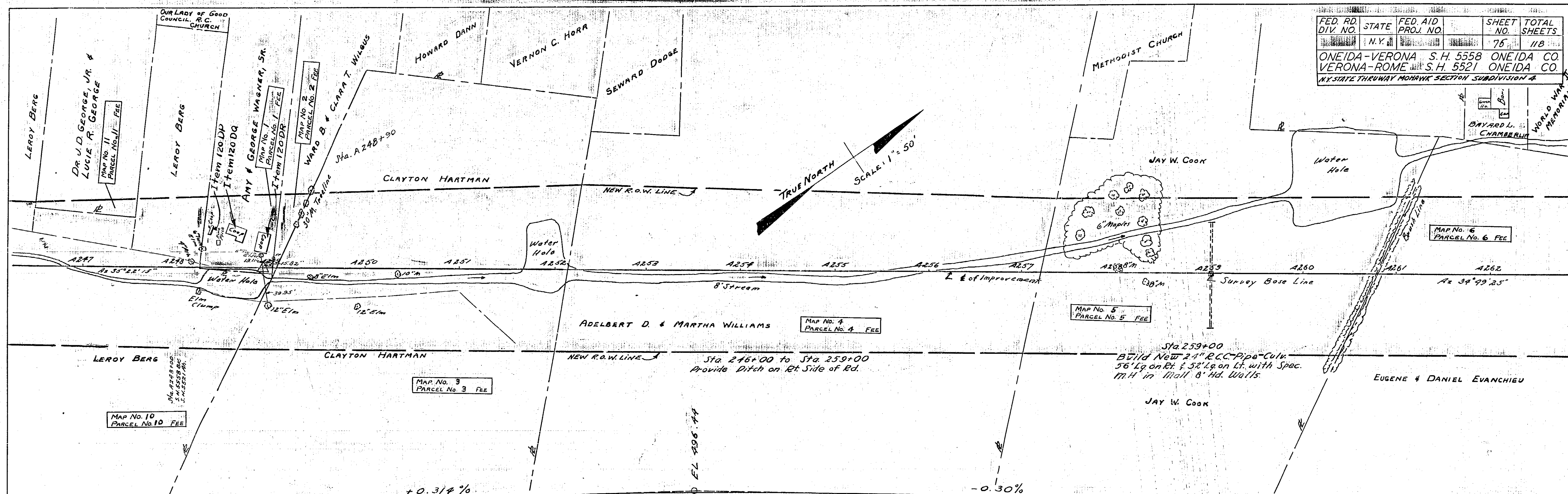
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		74	118
ONEIDA-VERONA S.H. 5558 ONEIDA CO.				
VERONA-ROME S.H. 5521 ONEIDA CO.				
NEW YORK STATE THRUWAY				
MORRIS SECTION SUBDIVISION 4				

74R





FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		75	118
ONEIDA-VERONA S.H. 5558 ONEIDA CO.				
VERONA-ROME S.H. 5521 ONEIDA CO.				
NY STATE THRUWAY MOHAWK SECTION SUBDIVISION 4				



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 PROFILE W.B. Quinn C.E. CRANDALL J.J. DWYER

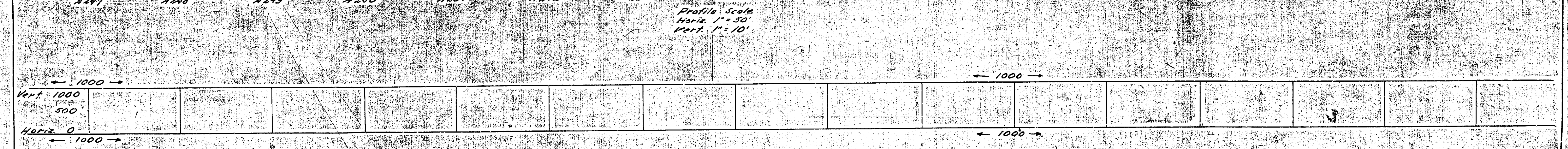
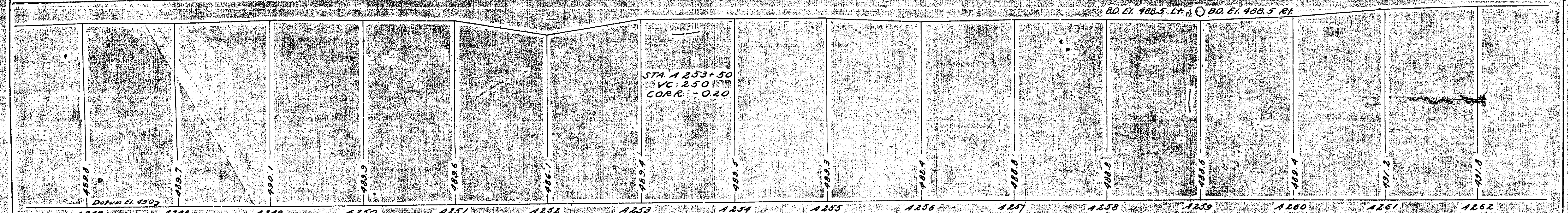
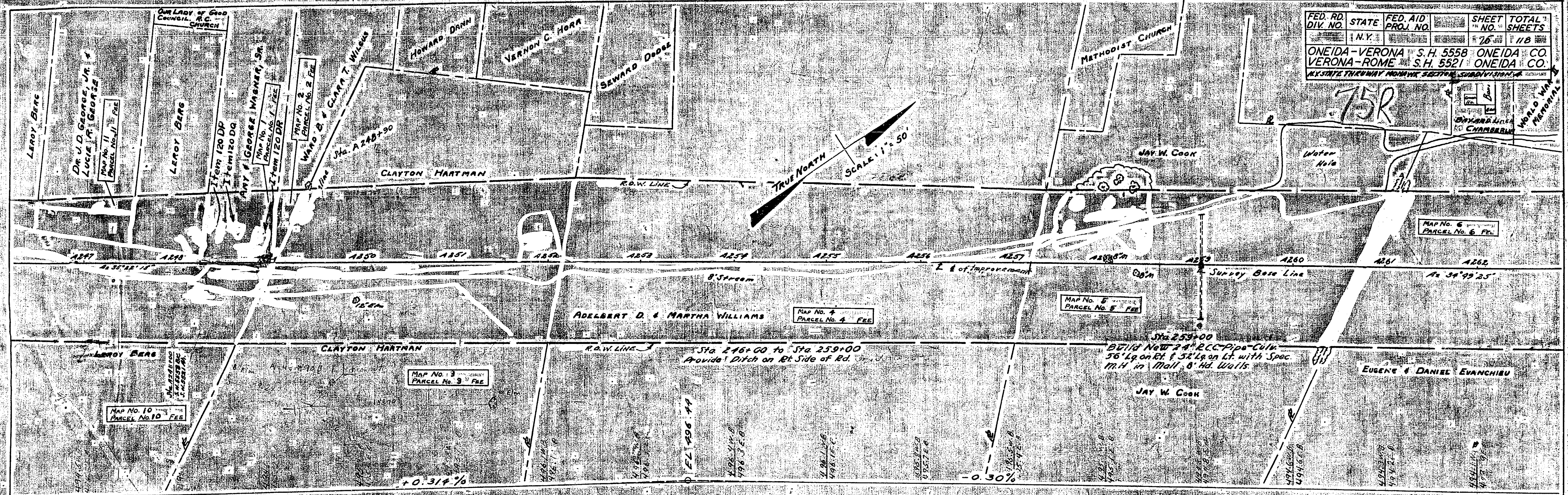
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September 15, 1952  
 DATE

ENGINEER DISTRICT NO. 2



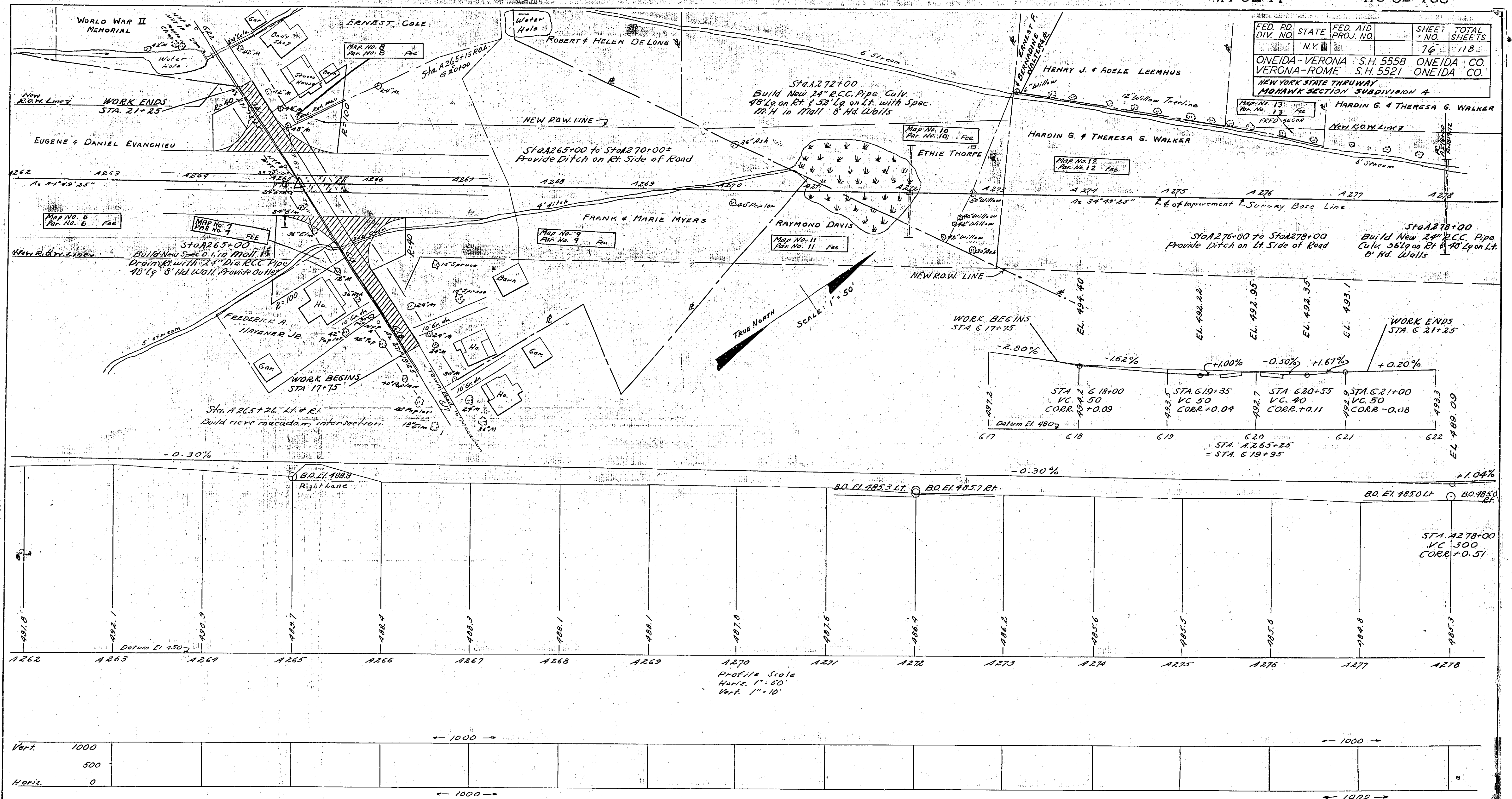
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	N.Y.		75R	118
ONEIDA-VERONA S.H. 5558		ONEIDA CO.		
VERONA-ROME S.H. 5521		ONEIDA CO.		



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PROFILE W.B. Quinn C.E. CRANDALL J.J. Dwyer

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DATE September 15, 1952  
ENGINEER DISTRICT NO. 2





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 PROFILE H.B. Quinn C.F. Randall J.J. Dwyer

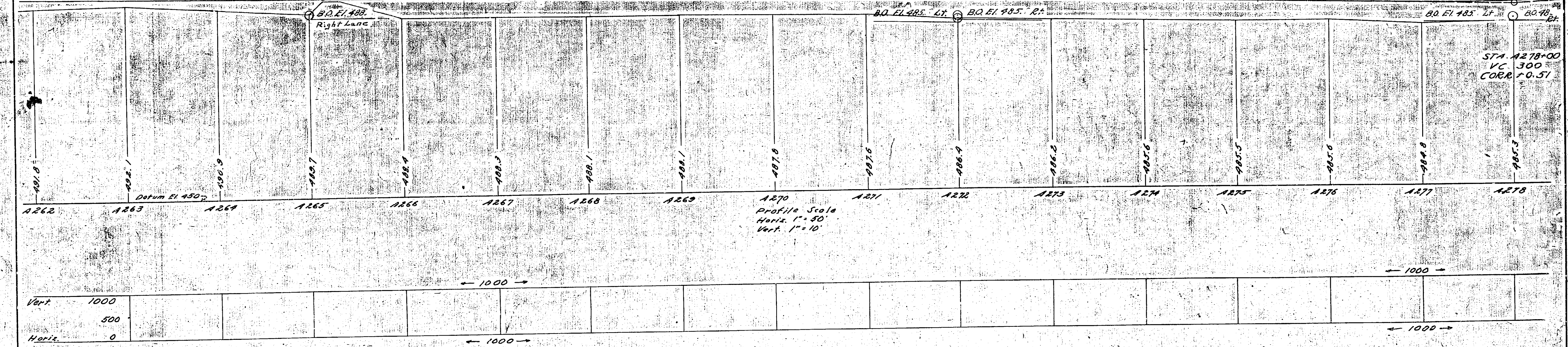
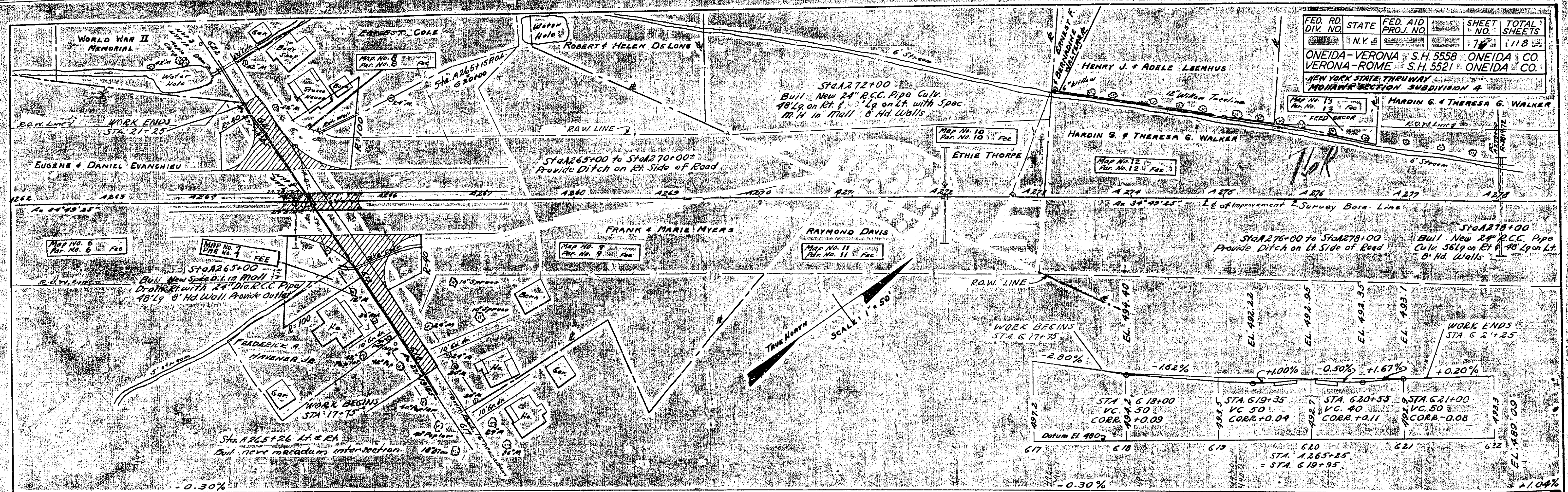
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September 15, 1952  
 DATE

Law H. H. H.  
 ENGINEER DISTRICT



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		74	118
ONEIDA-VERONA		S.H. 5558	ONEIDA	CO.
VERONA-ROME		S.H. 5521	ONEIDA	CO.
NEW YORK STATE THRUWAY				
MONTAIGNE SECTION SUBDIVISION 4				



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PROFILE H.B. Quinn C.F. Cranball J.J. Dwyer

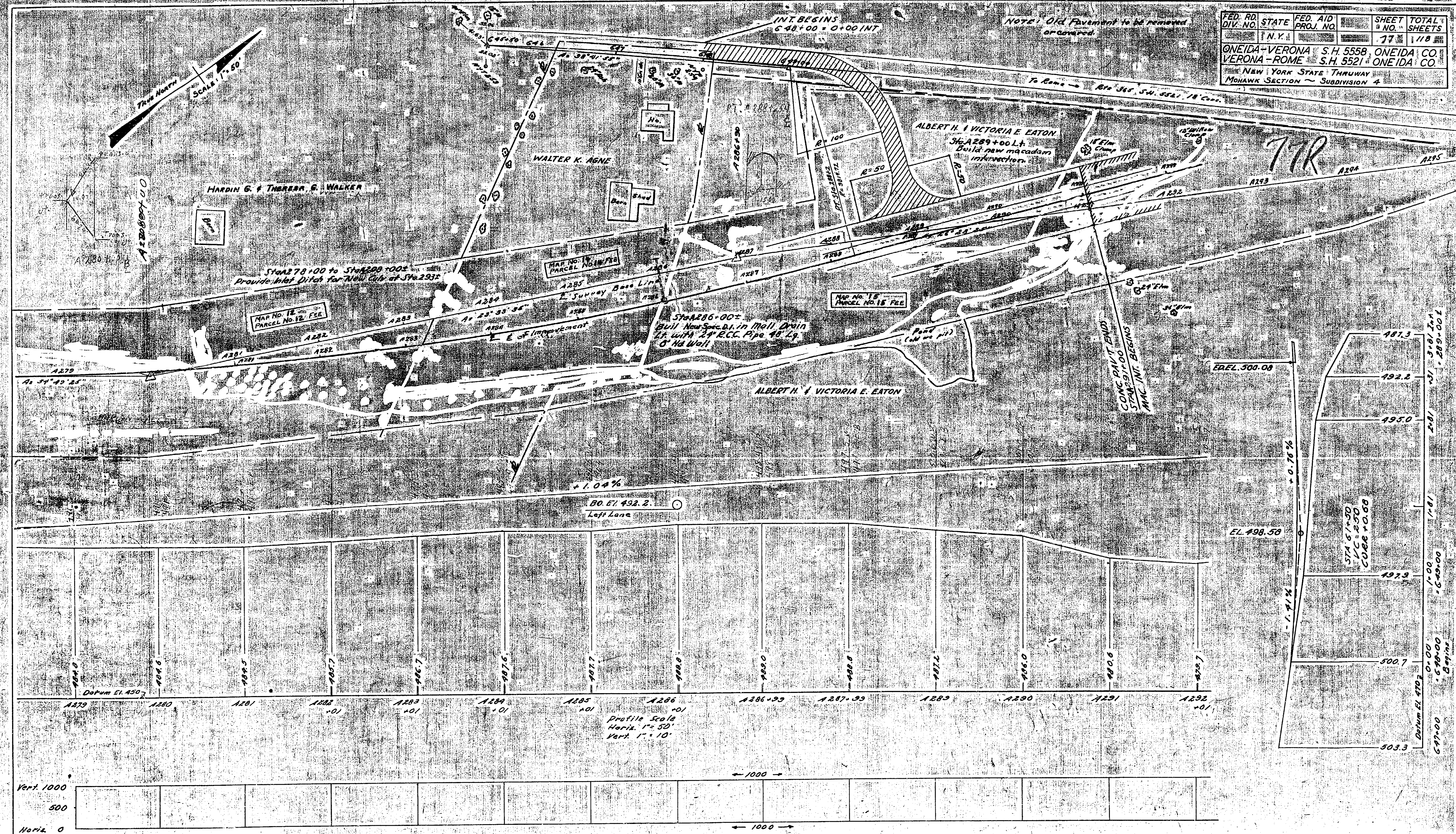
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
DATE September 15, 1952  
ENGINEER DISTRICT NO. 2



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FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
	N.Y.		77	118
ONEIDA-VERONA		S.H. 5558	ONEIDA CO.	
VERONA-ROME		S.H. 5521	ONEIDA CO.	
NEW YORK STATE THRUWAY				
MOHAWK SECTION ~ SUBDIVISION 4				

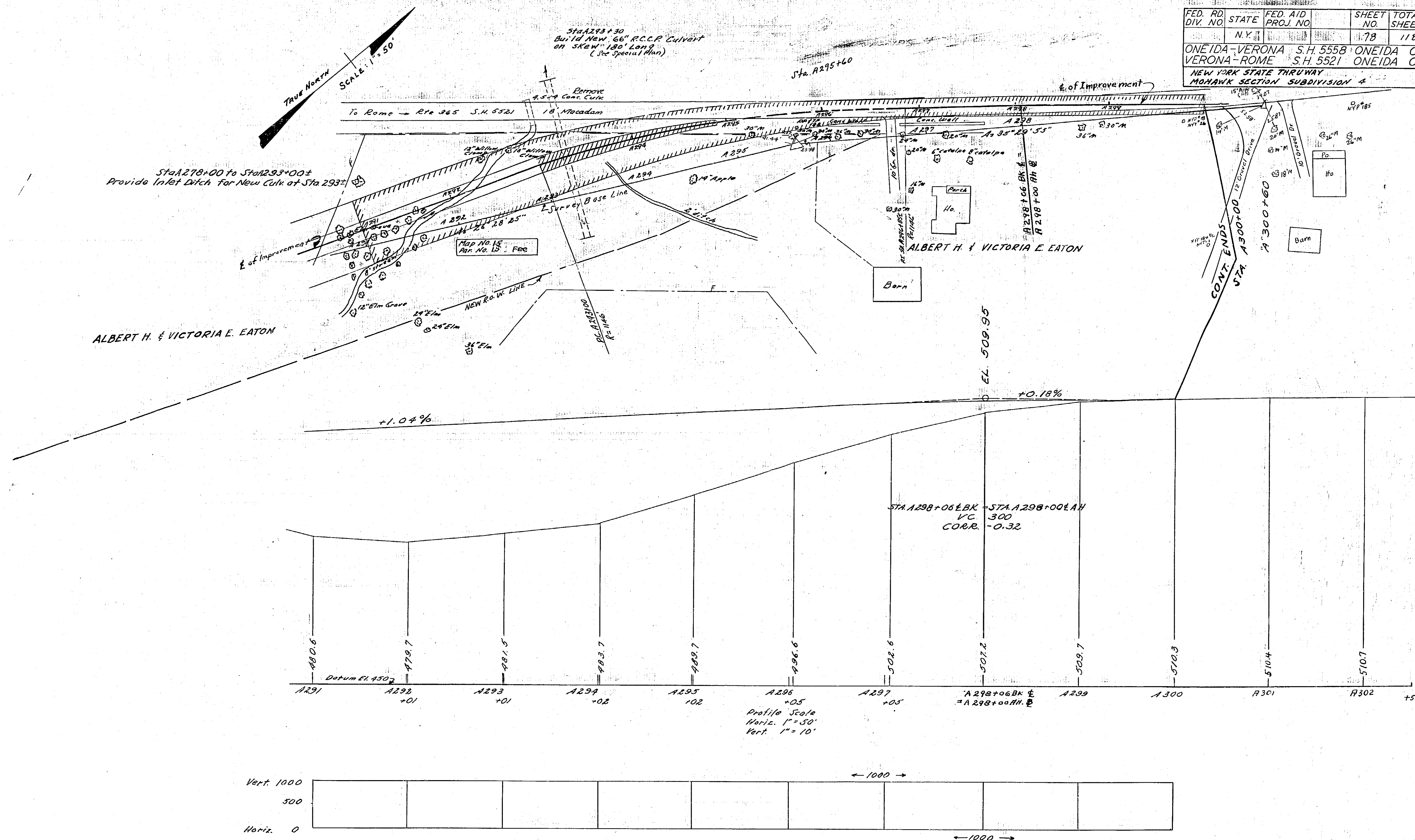


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PROFILE M.B. Quinn C.E. Connolly J.J. Dwyer

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September 15, 1952  
DATE  
Loy L. Latham  
ENGINEER DISTRICT NO. 2



ONEIDA-VERONA	S.H. 5558	ONEIDA	CO
VERONA-ROME	S.H. 5521	ONEIDA	CO
NEW YORK STATE THRUWAY			
MOHAWK SECTION SUBDIVISION 4			



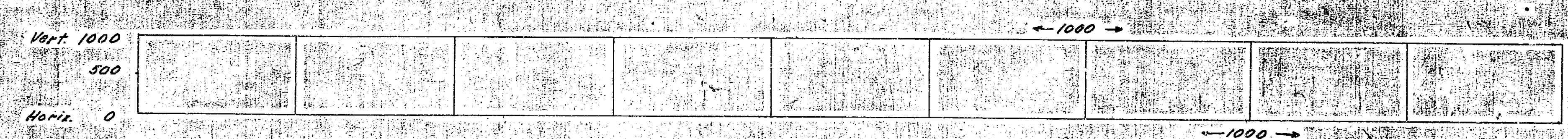
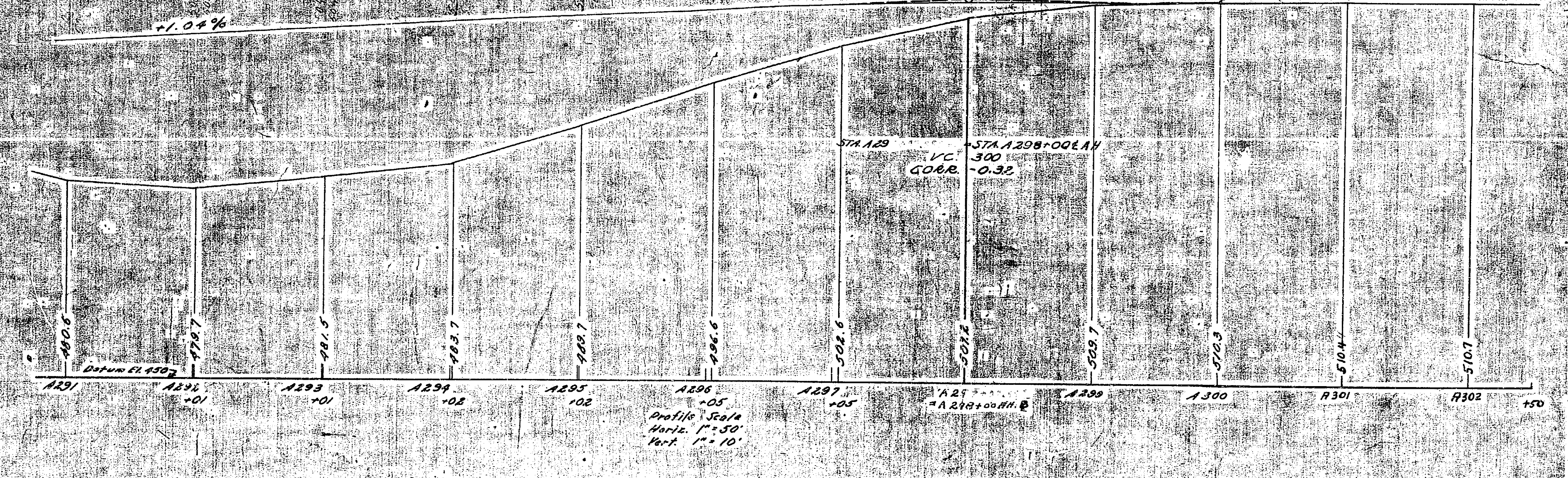
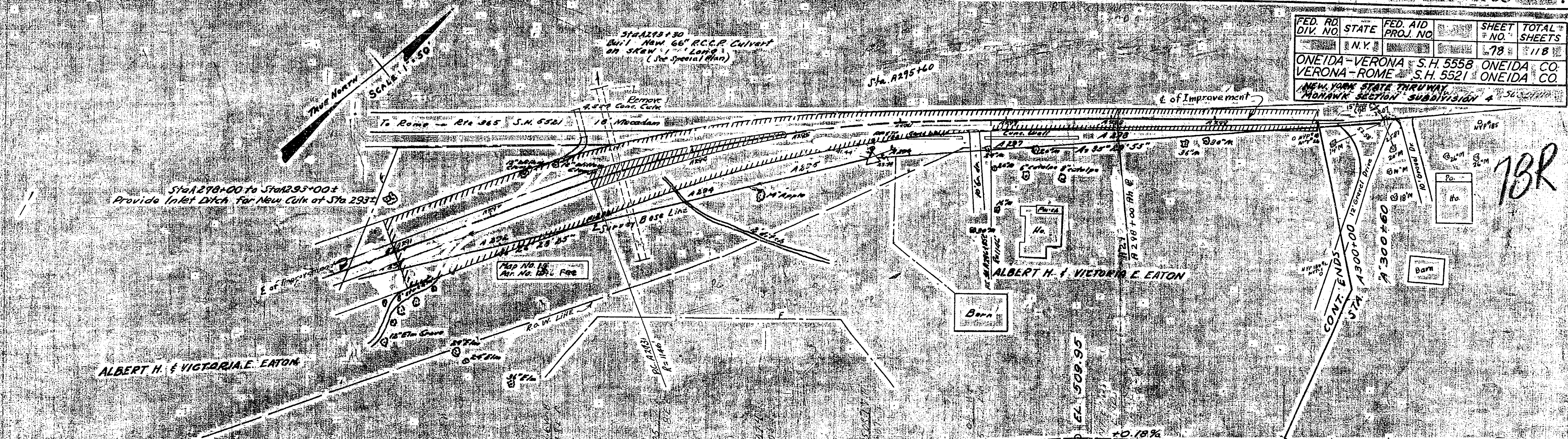
PLAN	<u>W.B. Quinn</u>	<u>C.E. Randall</u>	<u>J. J. Dwyer</u>
PROFILE	<u>W.B. Quinn</u>	<u>C.E. Randall</u>	<u>J. J. Dwyer</u>

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

September 15, 1952 Larry K. H. H. H.  
DATE ENGINEER DISTRICT NO. 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
118	N.Y.		78	118
ONEIDA-VERONA S.H. 5558 ONEIDA CO.				
VERONA-ROME S.H. 5521 ONEIDA CO.				
NEW YORK STATE THRUWAY				
ADHAWK SECTION SUBDIVISION 4				



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PROFILE H.B. RUTHER C.E. CORNELL J.J. Dwyer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY  
DATE September 15, 1952  
ENGINEER DISTRICT NO. 2



# SCHEDULE A

LOCATION AND QUANTITY OF PAYMENT ITEMS

STATION TO STATION	SIDE	ITEM	QUANTITY & UNIT	REMARKS
S.H. 5558				
144+00 - 186+90	L&R	123	7.39 Acres	Item 123
144+00 - 187+44	Mail	123	11.78 Acres	From edge of pavement to limits of area disturbed by construction.
189+72 - 227+00	Mail	123	1.71 Acres	
190+30 - 227+00	L&R	123	6.53 Acres	Item 124
204+40	L&R	124	27 S.Y.	Sod around culvert wingwalls. See plans.
S.H. 5558 & 5521				
227+00 - 300+00	Mail	123	16.00 Acres	
From Bridge Plans				
186+90 - 187+44	L&R	121	83 C.Y.	Item 121
189+72 - 190+30	L&R	121	84 C.Y.	See Bridge Plans.
186+90 - 187+44	L&R	123B	0.12 Acres	Item 123B
189+72 - 190+30	L&R	123B	0.42 Acres	See Bridge Plans.
186+90 - 187+44	L&R	124	180 S.Y.	Item 124
189+72 - 190+30	L&R	124	180 S.Y.	See Bridge Plans.
Total		123	17.41 Acres	Neat
			19.00 Acres	Rounded
Total		124	27 S.Y.	Neat
			30 S.Y.	Rounded
Total		121	167 C.Y.	Neat
			190 C.Y.	Rounded
Total		123	16.00 Acres	Neat
			18.00 Acres	Rounded
Total		123B	0.24 Acres	Neat
			0.30 Acres	Rounded
Total		124	360 S.Y.	Neat
			380 S.Y.	Rounded

# SCHEDULE B

DETAIL SPECIFICATIONS TO ACCOMPANY PUBLIC WORKS SPECIFICATIONS

ITEM NO.	PAR. NO.	DESCRIPTION
121		TOPSOIL PLACED FROM STOCKPILES
a.		Areas - See Schedule A.
c.1		Subgrade scarified as directed by Engineer.
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)
		Mulch - M-59, Hay or M-60, Straw
c.3		Rate of Seeding - 50 lbs. pure live seed per acre.
		Rate of fertilizer - 500 lbs. per acre in all topsoiled areas.
		- 700 lbs. per acre on all other areas seeded.
		Remove all stone over 2" in diameter before seeding.
c.4		Rate of Mulch - 2 to 3 tons per acre.
123B		SEEDING 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.

# SCHEDULE C

DETAIL SPECIFICATIONS FOR PLANTS

ITEM & SUBITEM	QUAN.	GENUS & SPECIES	ABBR.	COMMON NAME	SIZE	SPECIFICATIONS & REMARKS	SPACING
----------------	-------	-----------------	-------	-------------	------	--------------------------	---------

MT 52-14

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	NY			79	118

## ROADSIDE DEVELOPMENT SHEET

ONEIDA - VERONA S.H. 5558  
VERONA - ROME S.H. 5521

## SCHEDULE D

DETAIL SPECIFICATIONS FOR SEEDS

A - MIN. % PURITY  
B - MIN. % GERMINATION  
C - POUNDS PURE LIVE SEED PER ACRE

NAME	VARIETY	A	B	C
Creeping Red Fescue (Festuca rubra)	Commercial	95	75	25
Redtop (Agrostis alba)	Commercial	90	85	10
Perennial Ryegrass (Lolium perenne)	Commercial	95	75	10
Wild White Clover (Trifolium hybridum var.)	Kent Wild, N.Y. Wild, N. Zealand Wild (Max. 25% Hard Seed)	95	95	3
Aisike Clover (Trifolium hybridum)	Commercial (Max. 25% Hard Seed)	95	85	2
Total pounds pure live seed per acre				50

## SUMMARY

ITEM	TOTAL QUANTITY ROUNDED	NAME OF ITEM
121	190 C.Y.	TOPSOIL PLACED FROM STOCKPILES
123	37 Acres	SEEDING
123B	0.30 Acres	SEEDING ON PREPARED AREAS
124	410 S.Y.	SODDING

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HIGHWAY LAW AND RECOMMENDED BY

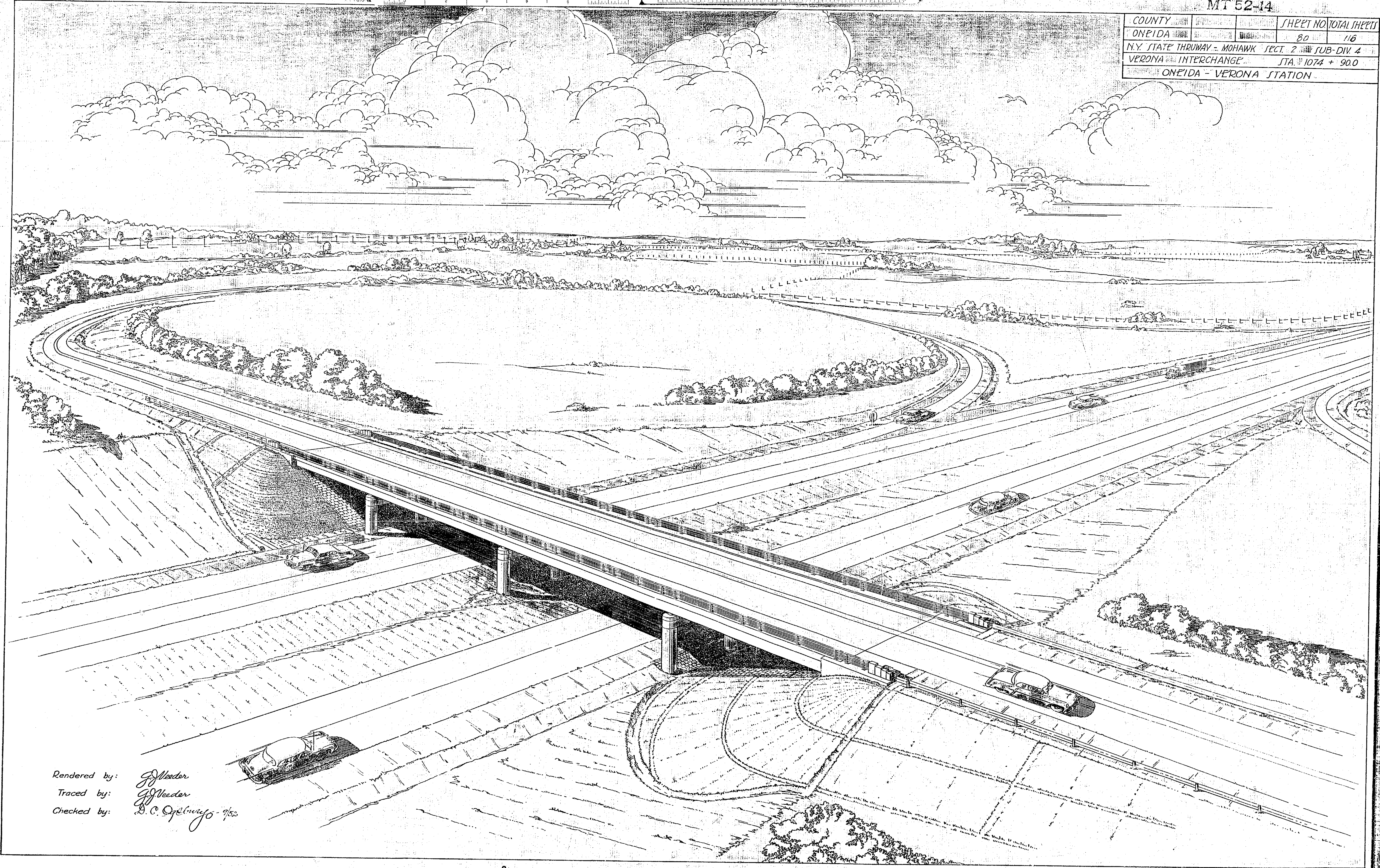
Law  
ENGINEER, DISTRICT NO. 2

September 15, 1952



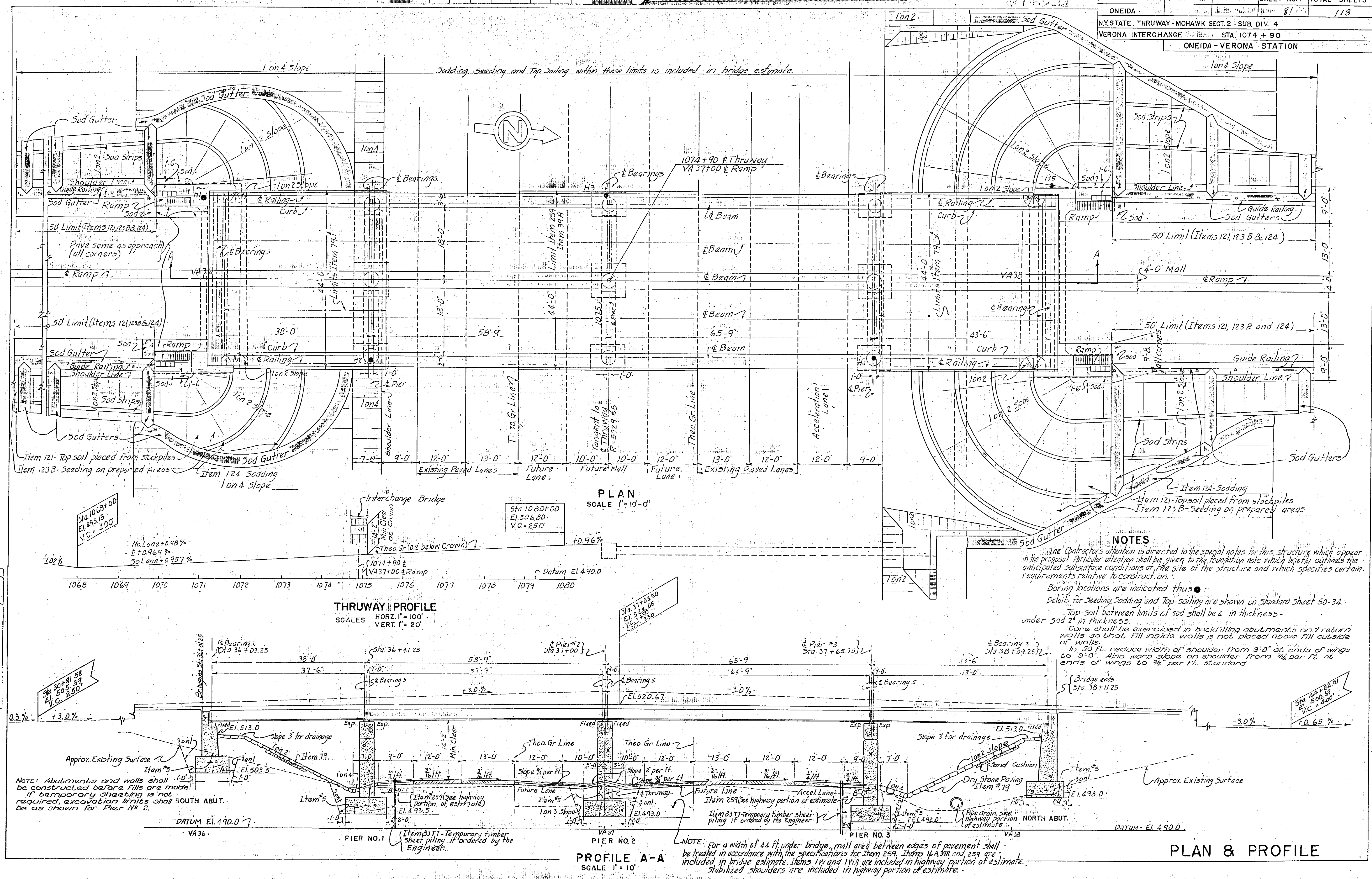
MT 52-14

COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	80	116
N.Y. STATE THRUWAY - MOHAWK SECT. 2 SUB-DIV. 4		
VERONA INTERCHANGE STA. 1074 + 90.0		
ONEIDA - VERONA STATION		



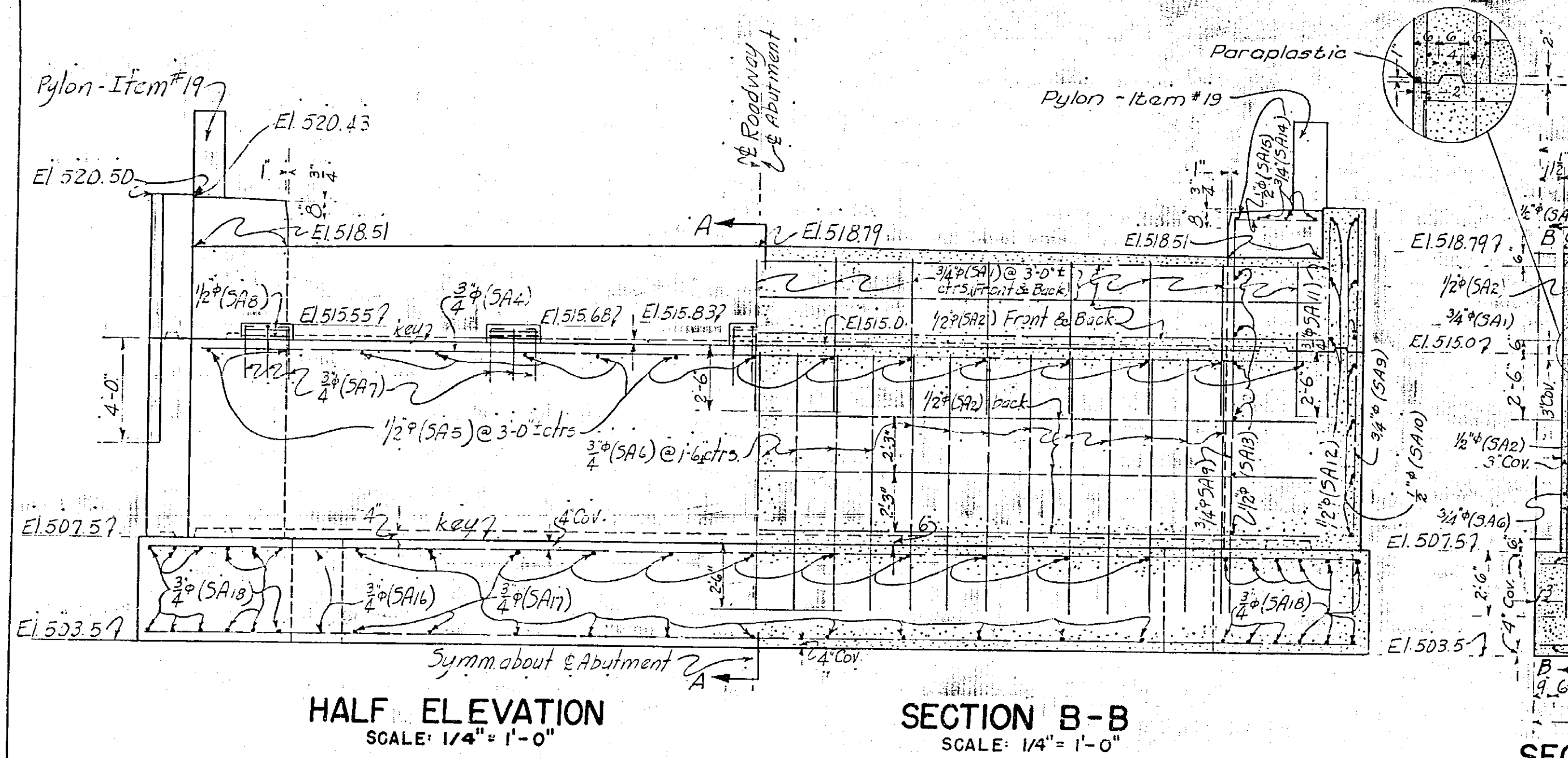
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 Traced by: *G. J. Weeder*  
 Checked by: *D. C. Ogelsby - 7/52*



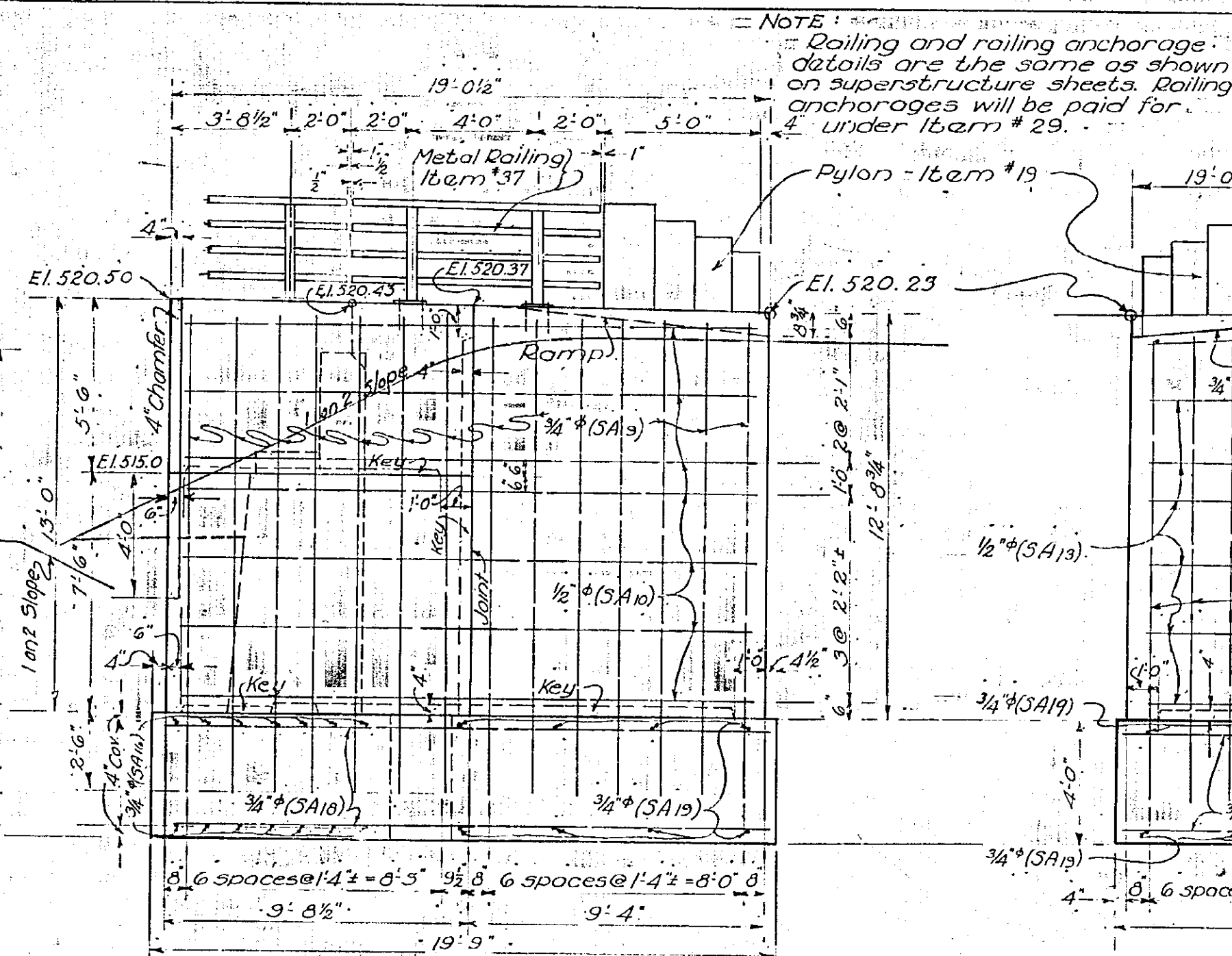


IN CHARGE OF: D.C. Quinn, P.E.  
DESIGNED BY: J.A. Peck  
DRAWN BY: J.A. Peck  
CHECKED BY: J.A. Peck

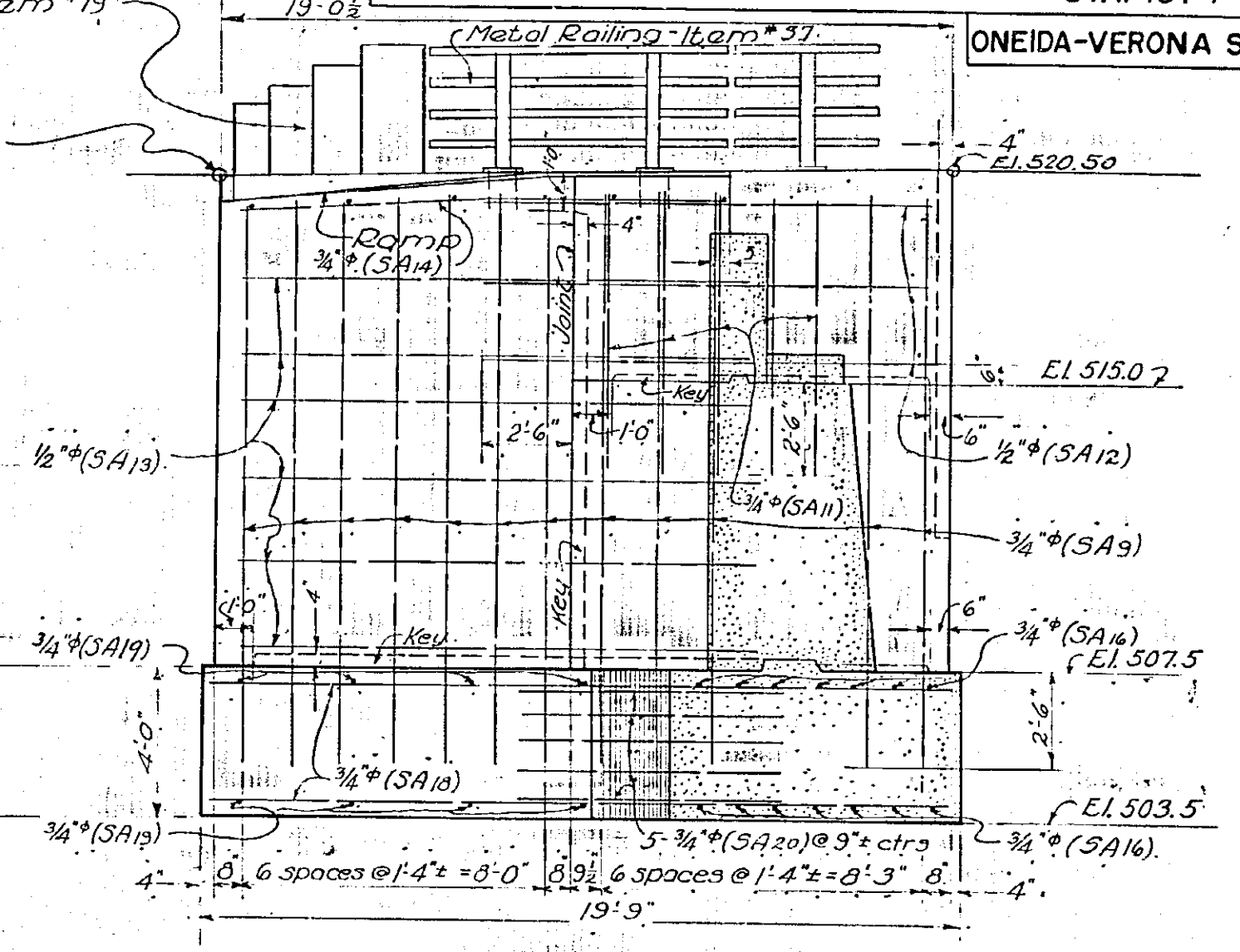




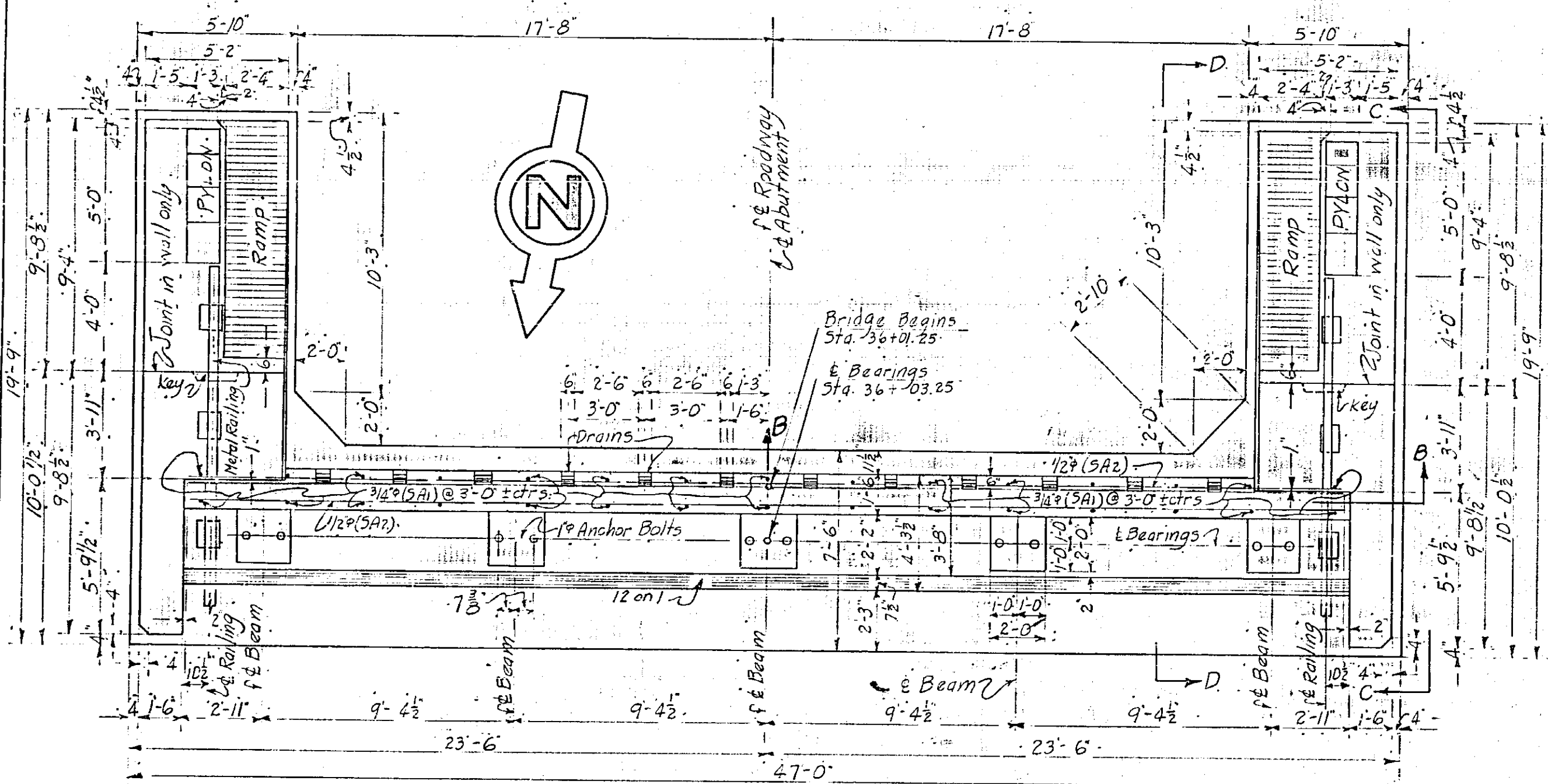
**SECTION A-A**  
SCALE: 1/4" = 1'-0"



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



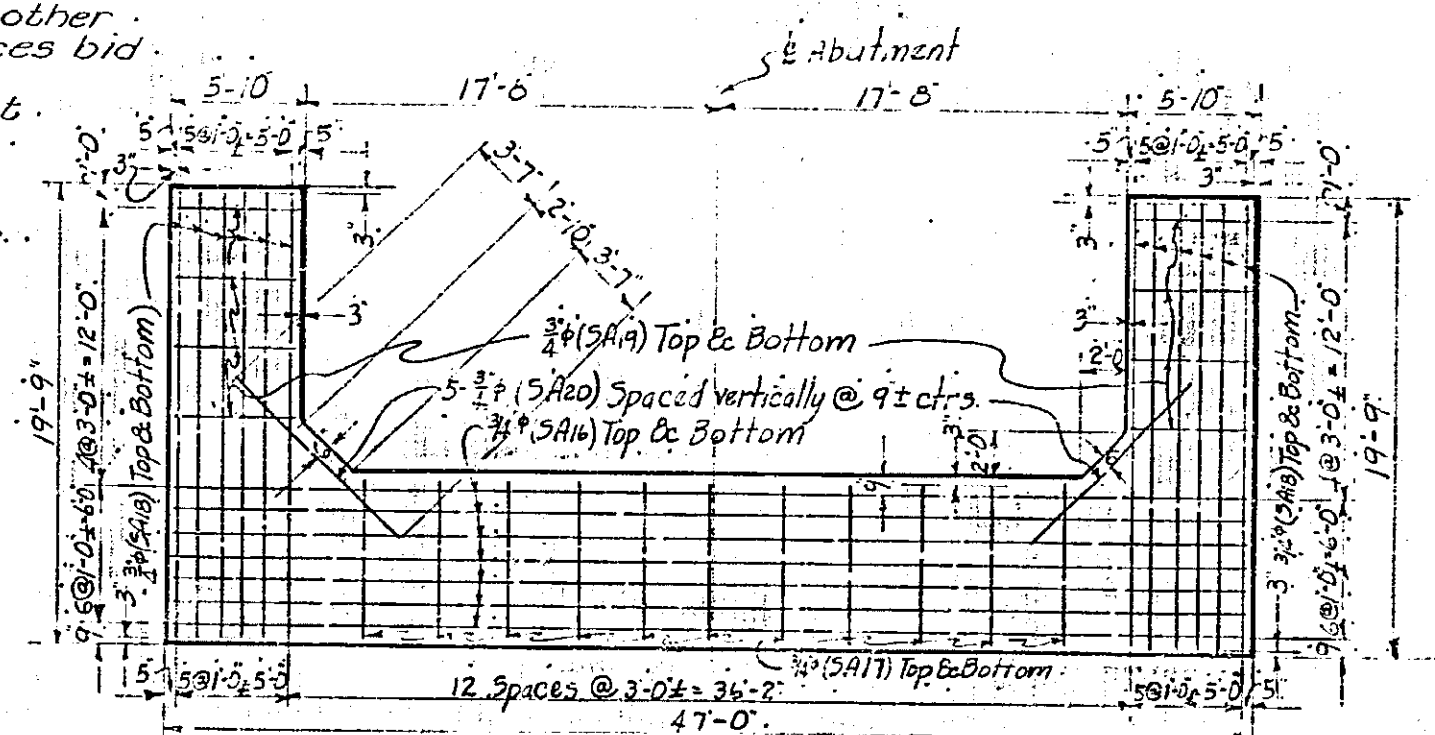
ELEVATION D-D  
SCALE: 1/4" = 1' - 0"



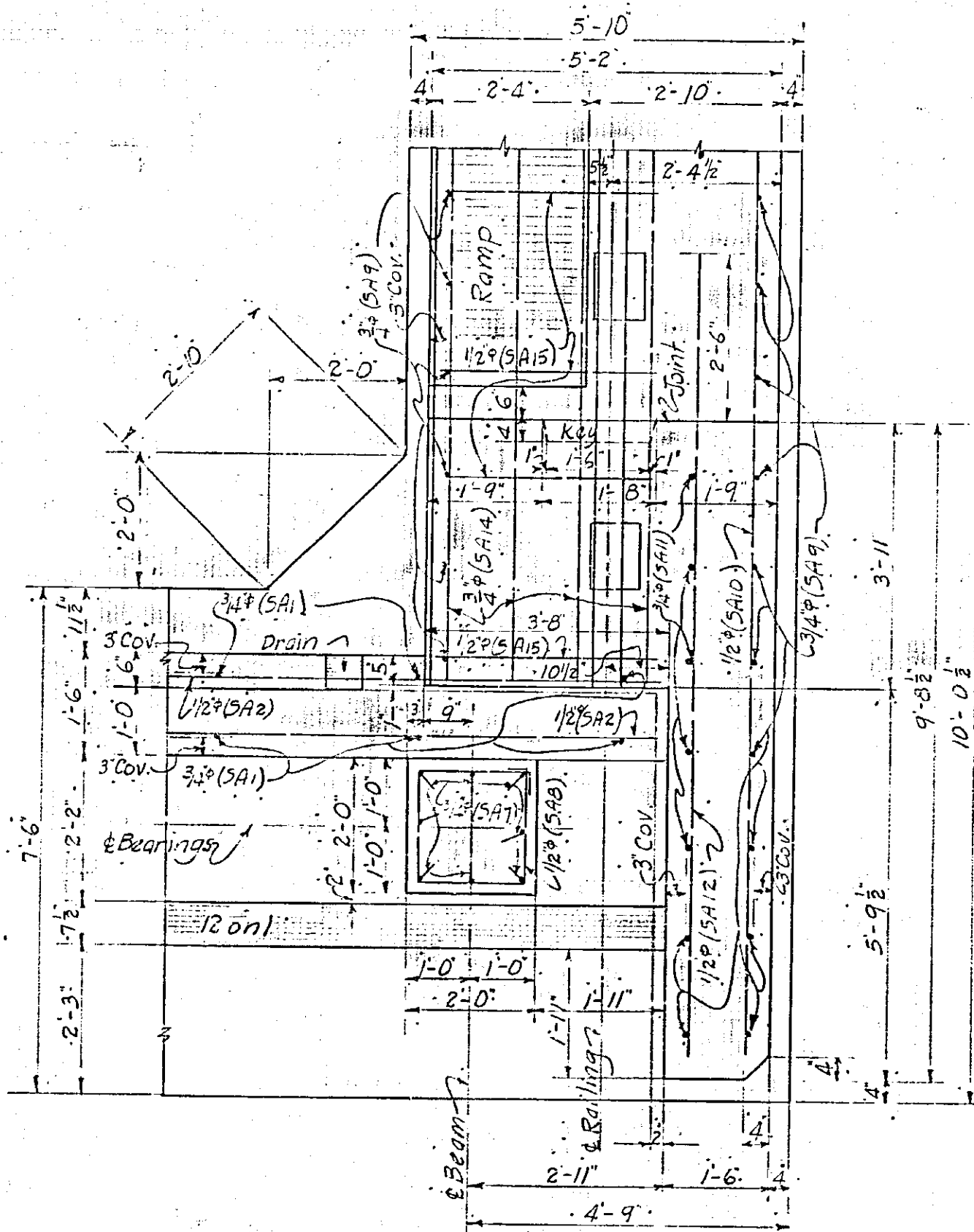
**PLAN**  
SCALE: 1/4" = 1'-0"

Substructure Notes:  
Concrete in abutments and wingwalls shall be Item #20.  
Concrete in piers shall be Item #19.  
Anchor bolts shall be furnished and placed under Item #29.  
The cost required to furnish and place parapets, pre-moulded,  
Joint material, bituminous material (Item #18) or other  
miscellaneous material shall be included in the prices bid  
for the various items affected.  
Bars in bridge seat, shall be placed carefully so that  
interference with setting of anchor bolts will not  
occur.  
Maximum estimated foundation pressure under  
abutment footings does not exceed 2 Tons per sq.  
ft. (Dead and Live loads only).

NOTE:- Abutment and return wall footings shall be cast as a unit without construction joints.



47-0  
FOUNDATION PLAN  
SCALE: 1/8" = 1'-0"



**CORNER DETAIL**  
SCALE: 1/2"=1'-0"

BAR LIST CONTINUED (BOTH ABUTMENTS)			
NORTH ABUTMENT			
MARK	SIZE	LENGTH	DESCRIPTION
NA 23	1/2" φ	12	5'-0" Horiz. bars in pylon. (Same as S. Abut.)
NA 24	3/8" φ	8	5'-3" Vert. bars in pylon.
NA 25	3/8" φ	8	4'-9" Vert. bars in pylon.
NA 26	3/8" φ	8	4'-3" Vert. bars in pylon.
NA 27	3/8" φ	4	3'-10" Vert. bars in pylon.

B.A.R. LIST ( BOTH ABUTMENTS )				
SOUTH ABUTMENT				
MARK	SIZE	NO	LENGTH	DESCRIPTION
SA1.	3/4" x .	30	6'-9"	Vert. bars in backwall.
SA2.	1/2" x .	7	43'-0"	Horiz. bars in backwall and rear of abutment
SA4.	3/4" x .	4	43'-0"	Horiz. bars in bridge seat.
SA5.	1/2" x .	12	3'	Trans. bars in bridge seat.
SA6.	3/4" x .	23	3'-10"	Vert. bars in back of abutment.
SA7.	3/4" x .	10	7'-2"	

SA7	3/4" #	40	7'-6"	Vert. bars in pedestals.
SA8	1/2" #	10	7'-4"	Tie bars in pedestals.
SA9	3/4" #	52	15'-0"	Vert. bars in wingwall.
SA10	1/2" #	14	15'-6"	Horiz. bars in wingwall.
SA11	3/4" #	10	7'-8"	Vert. bars in wingwall.
SA12	1/2" #	6	12'-0"	Horiz. bars in wingwall.
SA13	1/2" #	12	13'-6"	Horiz. bars in wingwall.
SA14	3/4" #	8	13'-0"	Horiz. bars in sidewalk.
SA15	1/2" #	12	13'-6"	Tie bars in sidewalk.
SA16	3/4" #	14	48'-6"	Long. bars in footing. (Top and bottom).
SA17	3/4" #	22	7'-0"	Tie bars in footing. (Top and bottom).
SA18	3/4" #	24	10'-3"	Long. bars in footing. (Top and bottom).
SA19	3/4" #	16	15'-4"	Tie bars in footing. (Top and bottom).
SA20	3/4" #	10	10'-0"	Bars in inside corners of footing.
SA23	1/2" #	12	5'-0"	Long. bars in pylons. (Same as N Abut).
SA24	3/8" #	8	3'-3"	Vert. bars in pylons. " " " "
SA25	3/8" #	8	4'-9"	Vert. bars in pylons. " " " "
SA26	3/8" #	8	4'-3"	Vert. bars in pylons. " " " "
SA27	3/8" #	4	3'-10"	Vert. bars in pylons. " " " "

NORTH			ABUTMENT	
MARK	SIZE	No.	LENGTH	DESCRIPTION
NA 1	3/4" #	30	5'-9"	Vert. bars in backwall
NA 2	1/2" #	11	43'-0"	Horiz. bars in backwall and rear of abutment.
NA 4	3/4" #	4	43'-0"	Horiz. bars in bridge seat
NA 5	1/2" #	15	3'-4"	Tie bars in bridge seat
NA 6	3/4" #	18	12'-10"	Vert. bars in back of abutment.
NA 7	3/4" #	17	8'-0"	Vert. bars in back of abutment.
NA 8	3/4" #	23	6'-6"	Vert. bars in abutment and wingwall.
NA 9	3/4" #	40	2'-6"	Vert. bars in pedestals.
Diagram same as 3A.				
NA 10	1/2" #	10	7'-4"	Tie bars in pedestals.
Diagram same as 3A.				
NA 11	3/4" #	52	18'-0"	Vert. bars in wingwall.
NA 12	3/4" #	10	7'-8"	Vert. bars in wingwall.
NA 13	1/2" #	18	19'-0"	Horiz. bars in wingwall.
NA 14	1/2" #	6	12'-6"	Horiz. bars in wingwall.
NA 15	1/2" #	16	13'-6"	Horiz. bars in wingwall.
NA 16	3/4" #	8	12'-9"	Horiz. bars in sidewalk.
NA 17	1/2" #	12	3'-6"	Tie bars in sidewalk.
NA 18	3/4" #	18	46'-6"	Long bars in footing (Top and bottom)
NA 19	3/4" #	22	9'-0"	Tie bars in footing (Top and bottom)
NA 20	3/4" #	24	21'-0"	Long bars in footing (Top and bottom)
NA 21	3/4" #	16	5'-8"	Tie bars in footing (Top and bottom)
NA 22	3/4" #	10	10'-0"	Bars in inside corners of footing.

SOUTH ABUTMENT

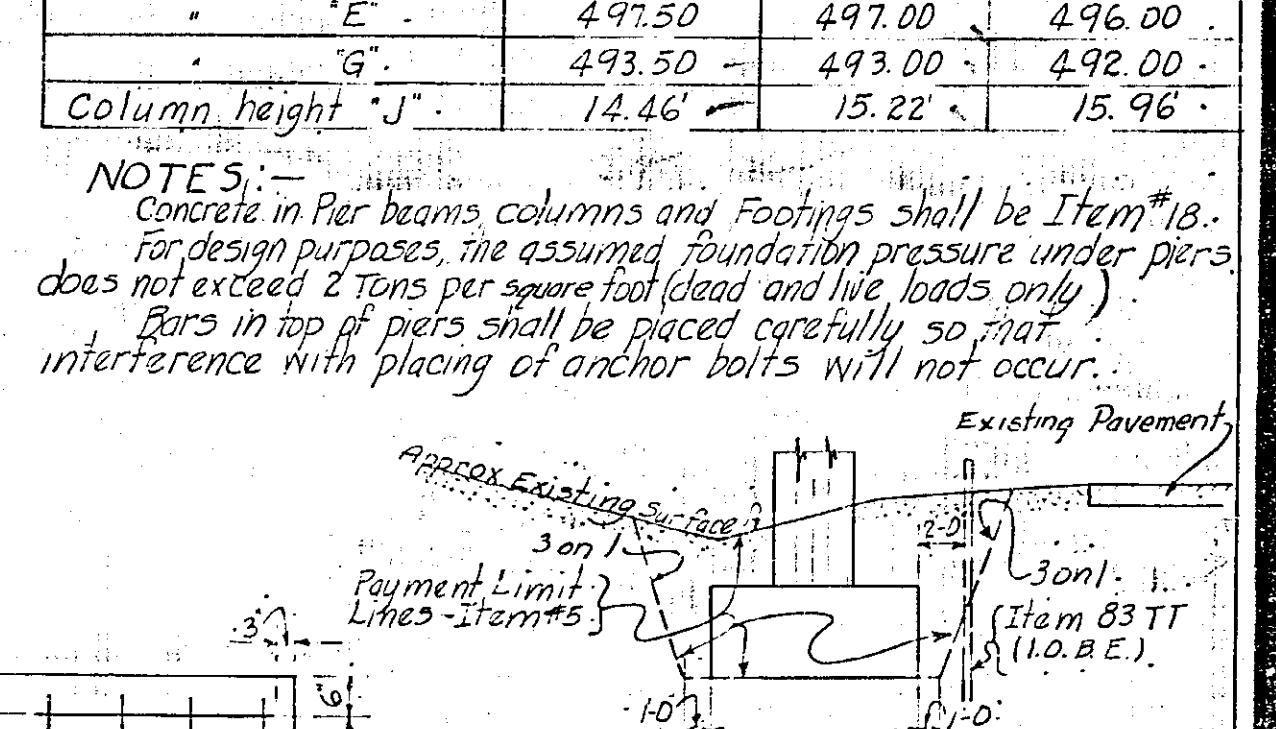
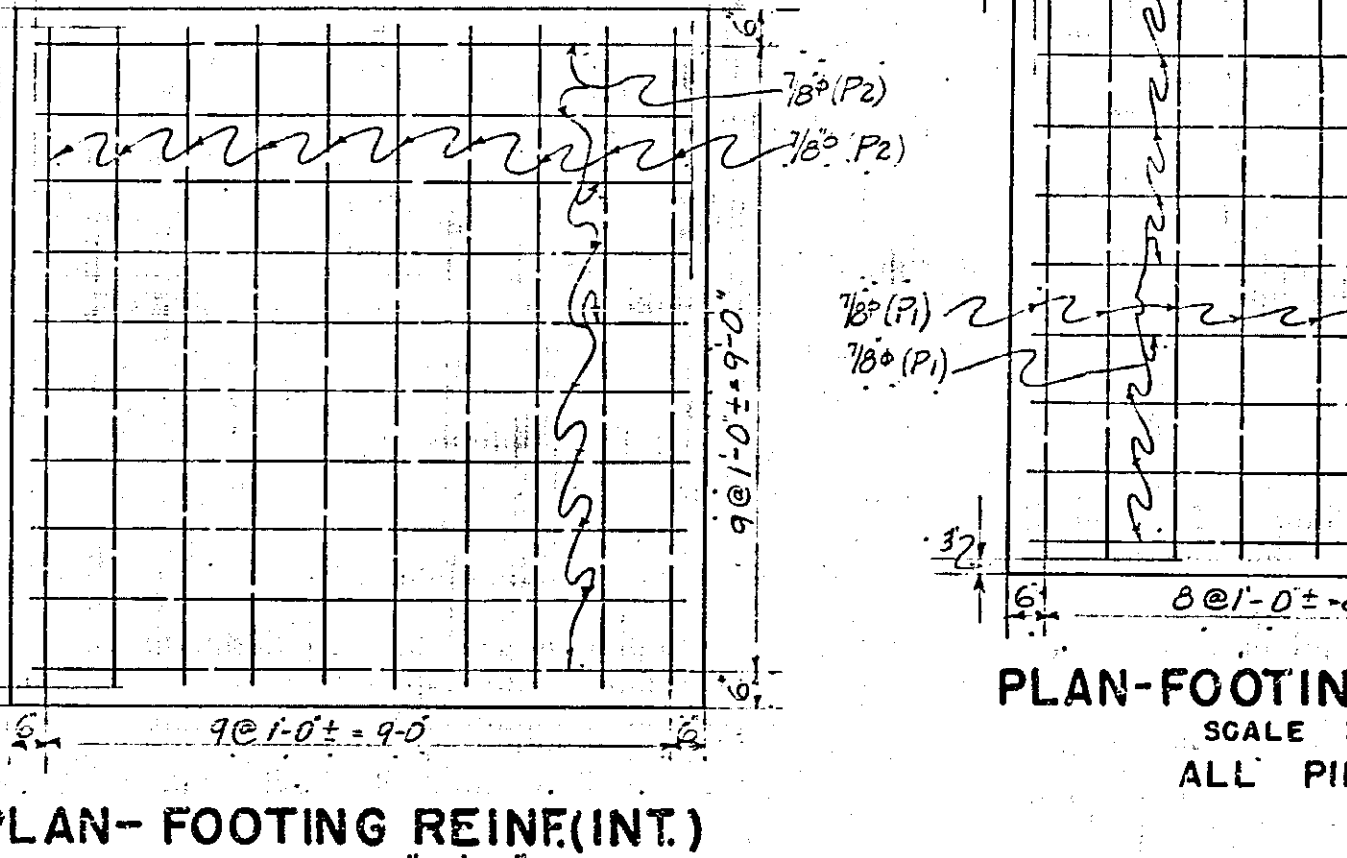
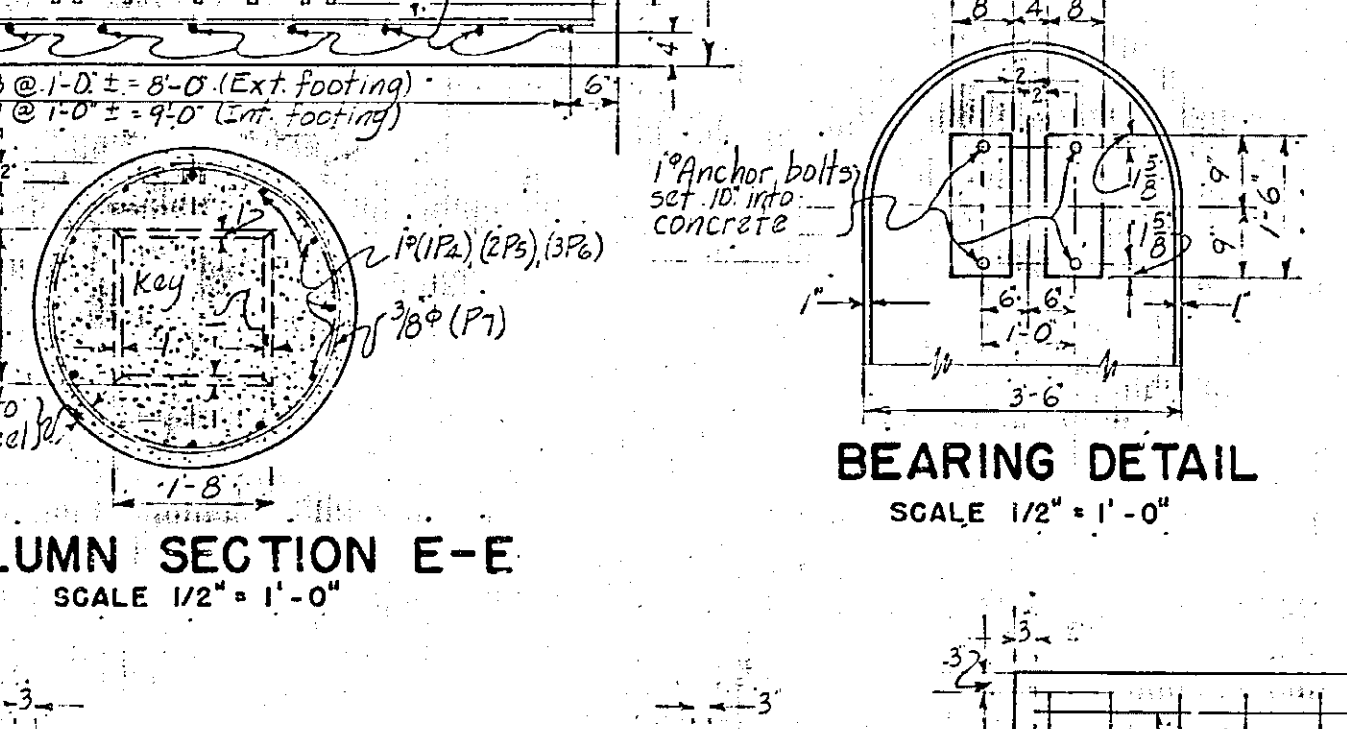
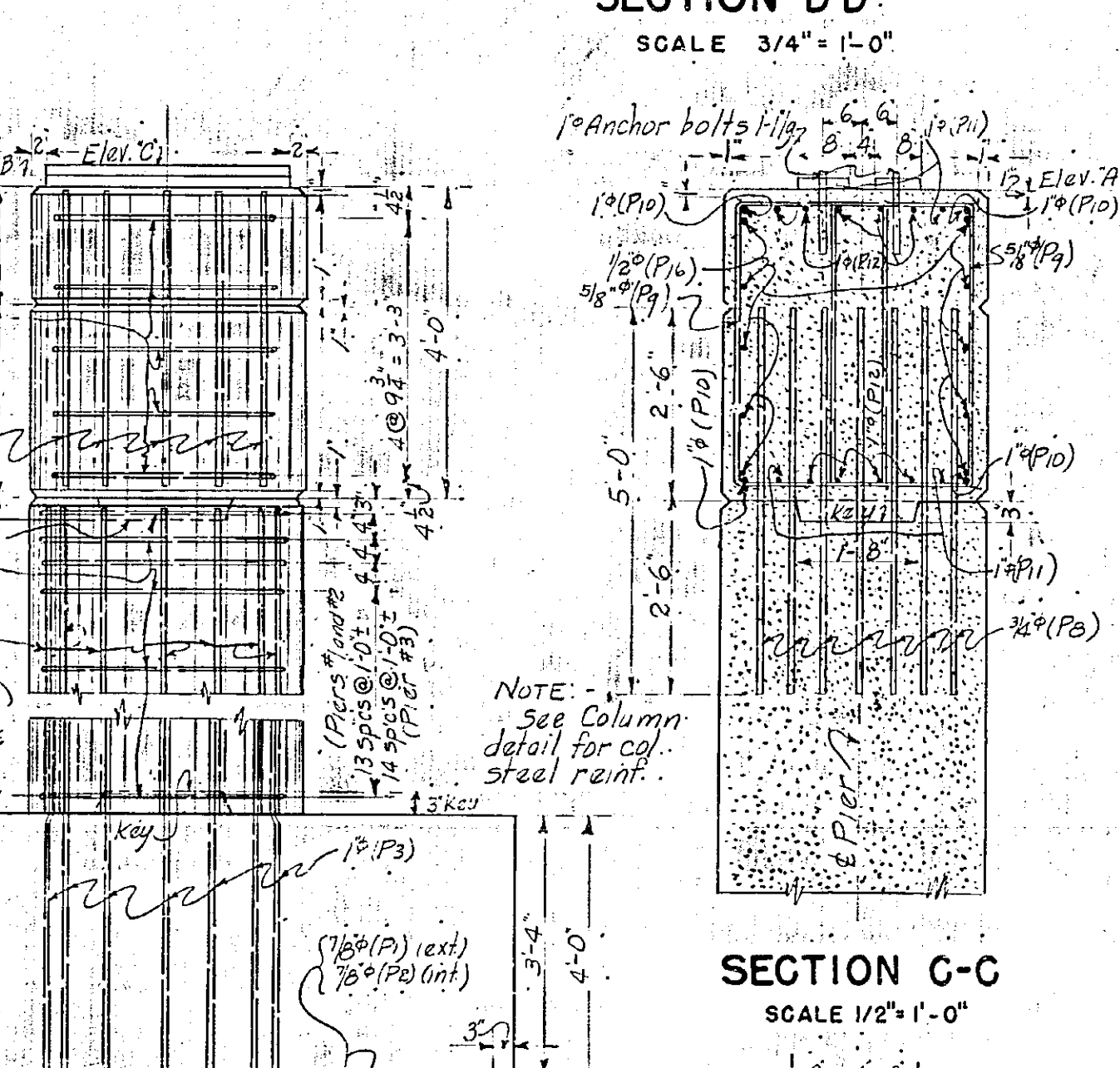
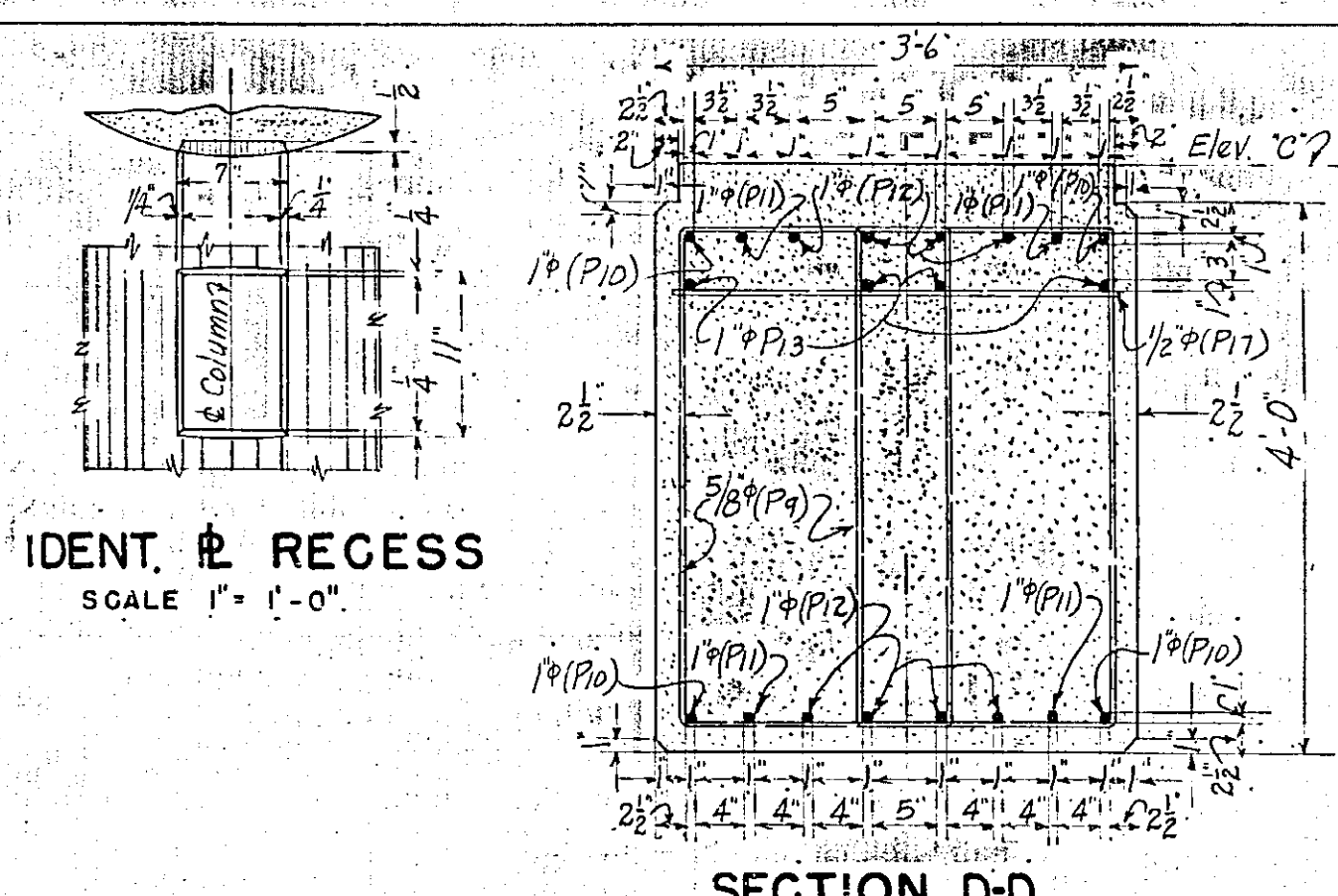
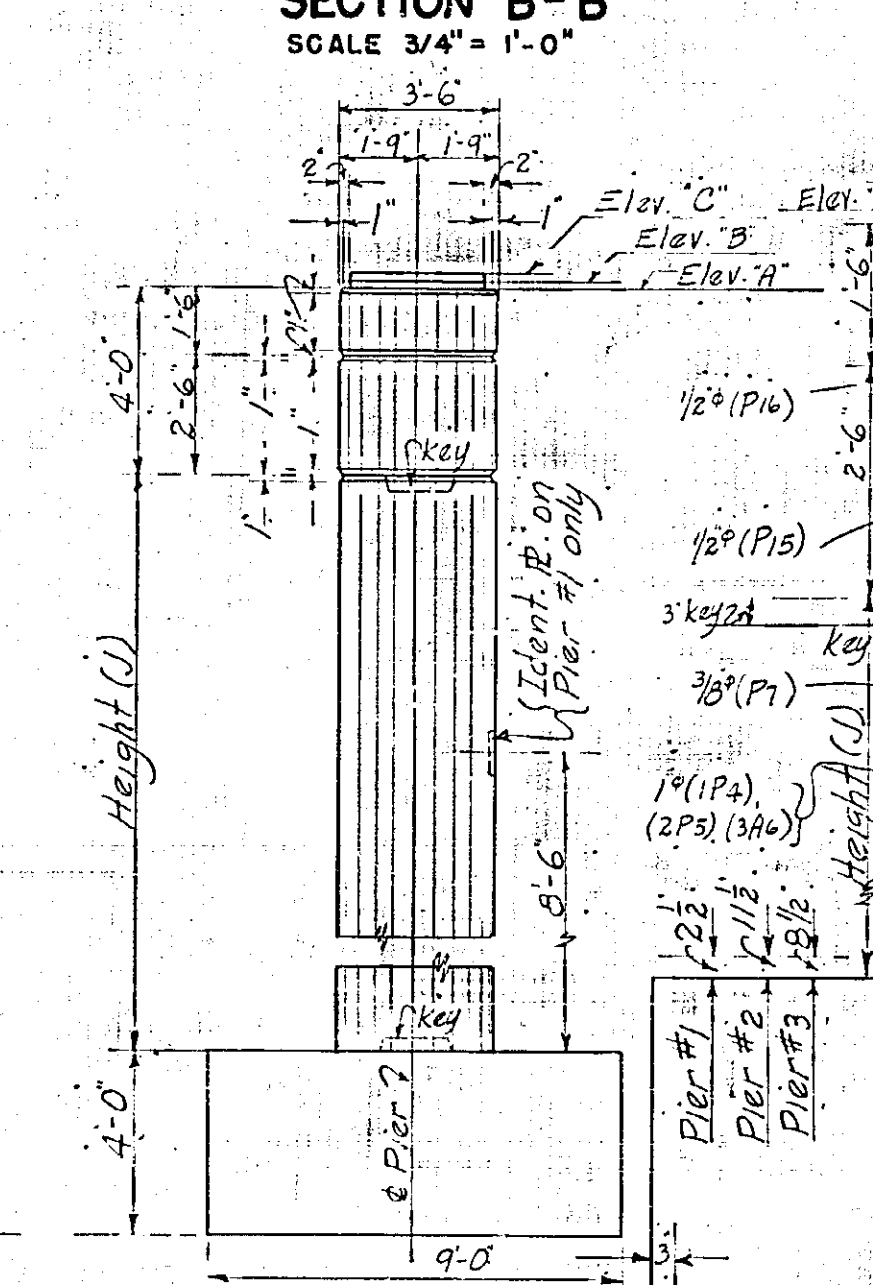
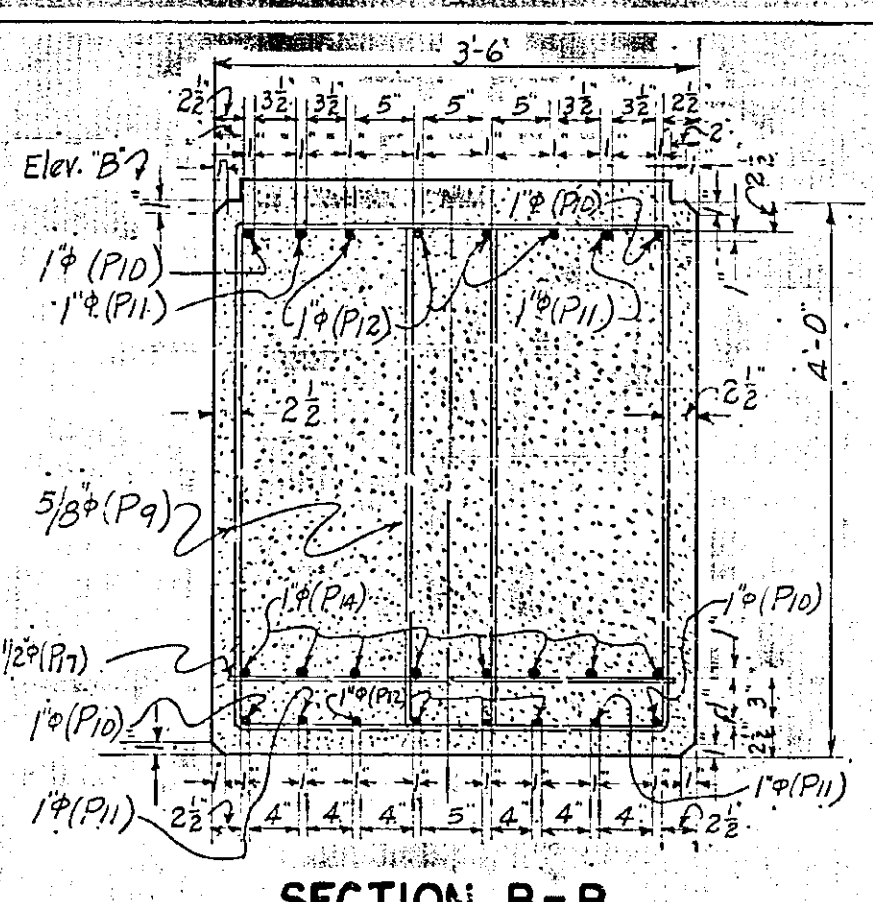
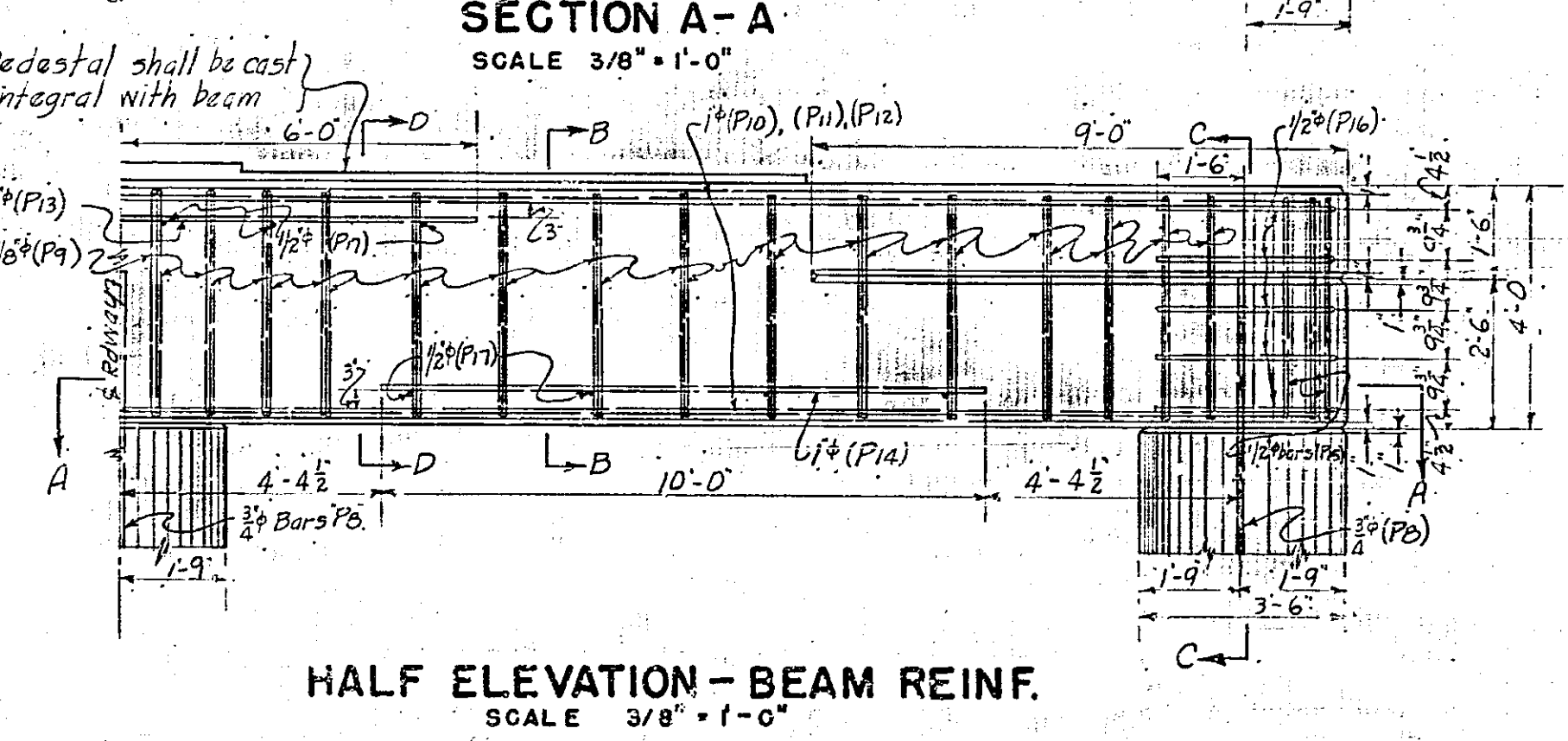
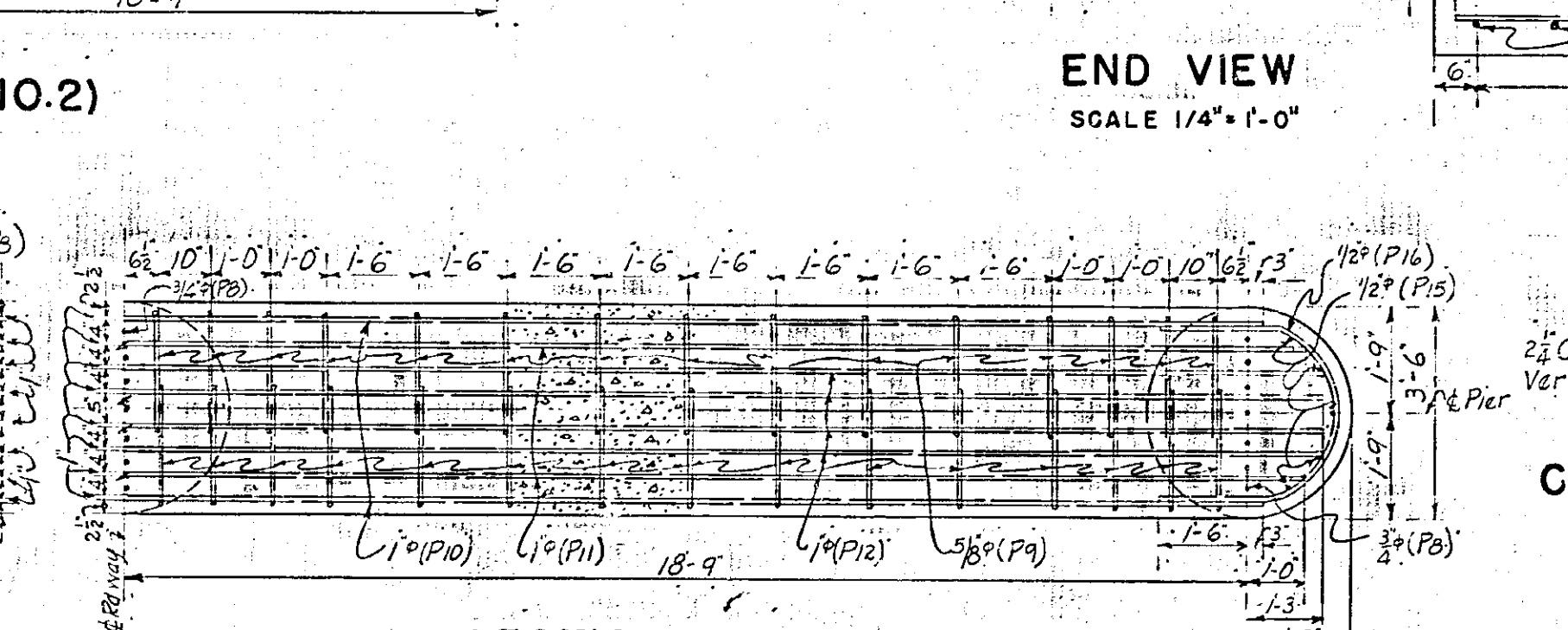
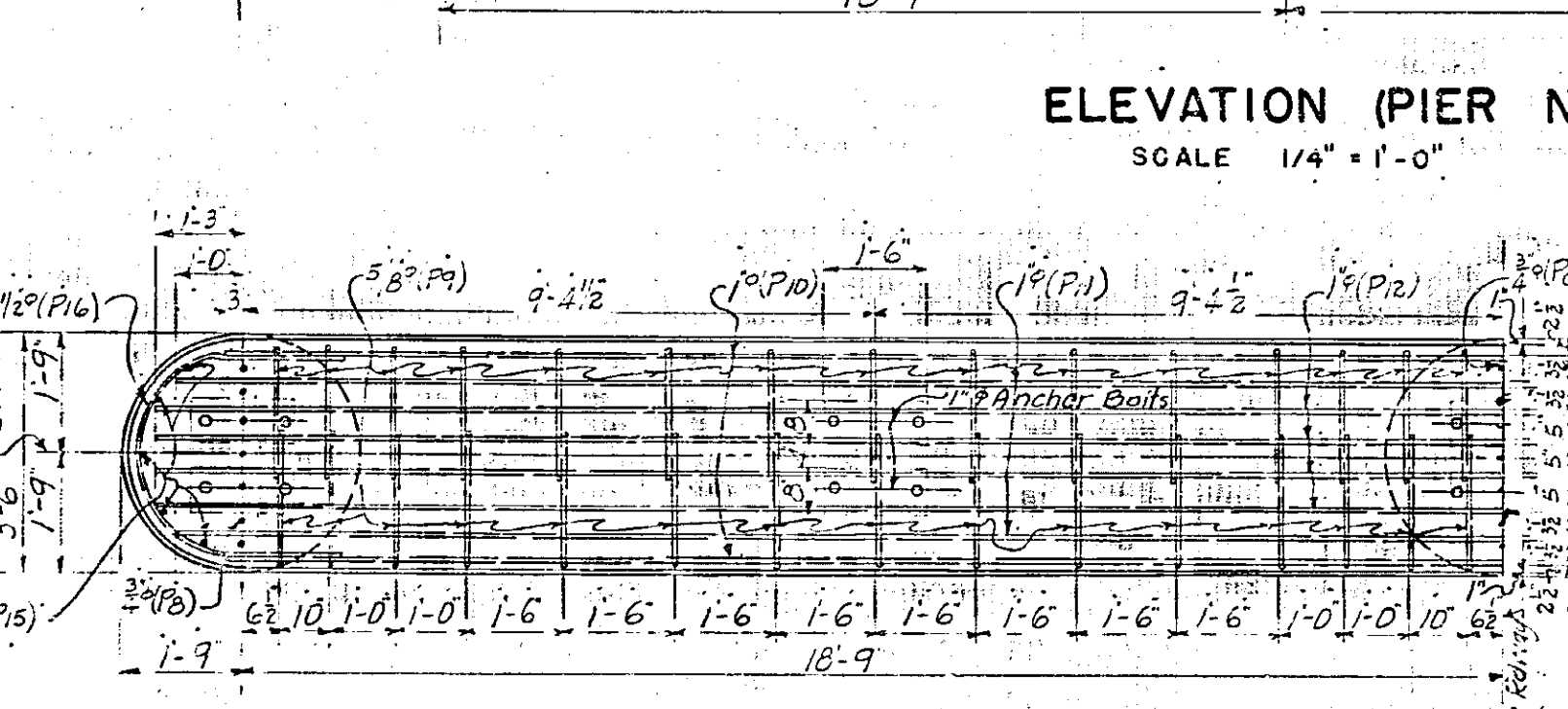
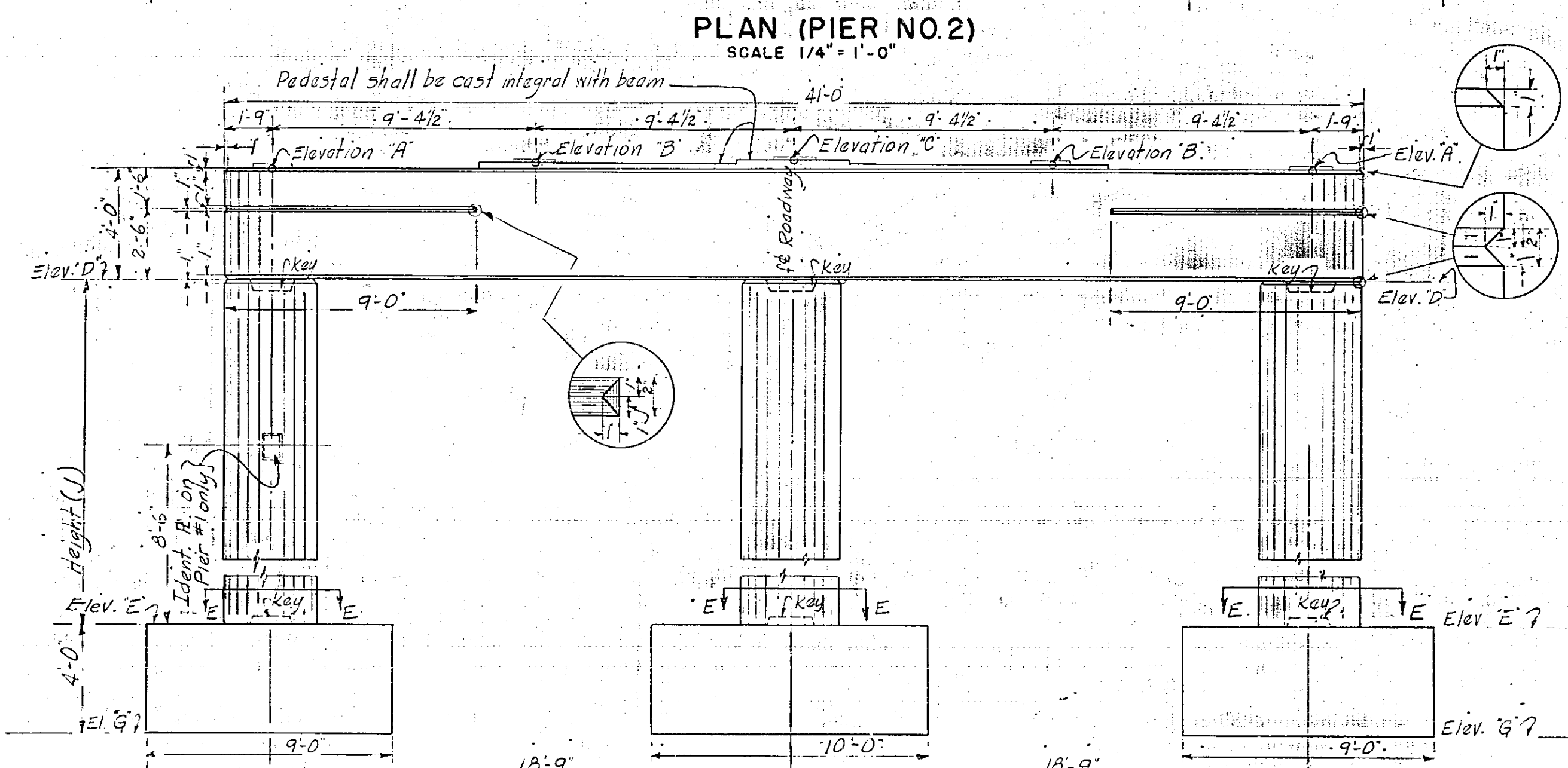
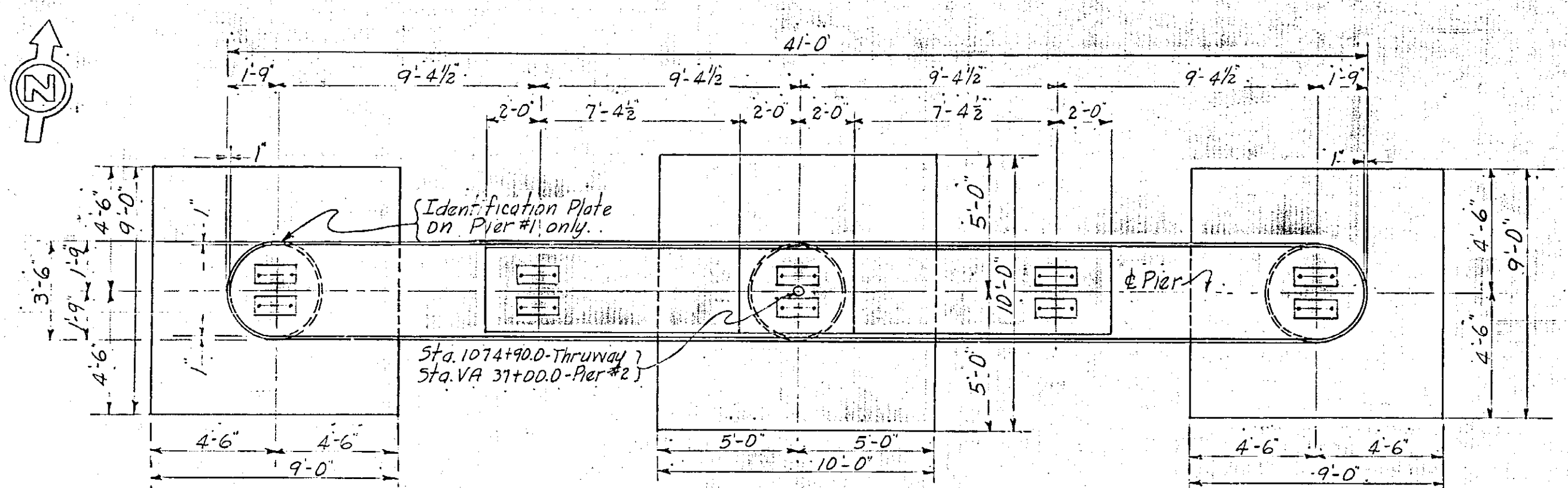
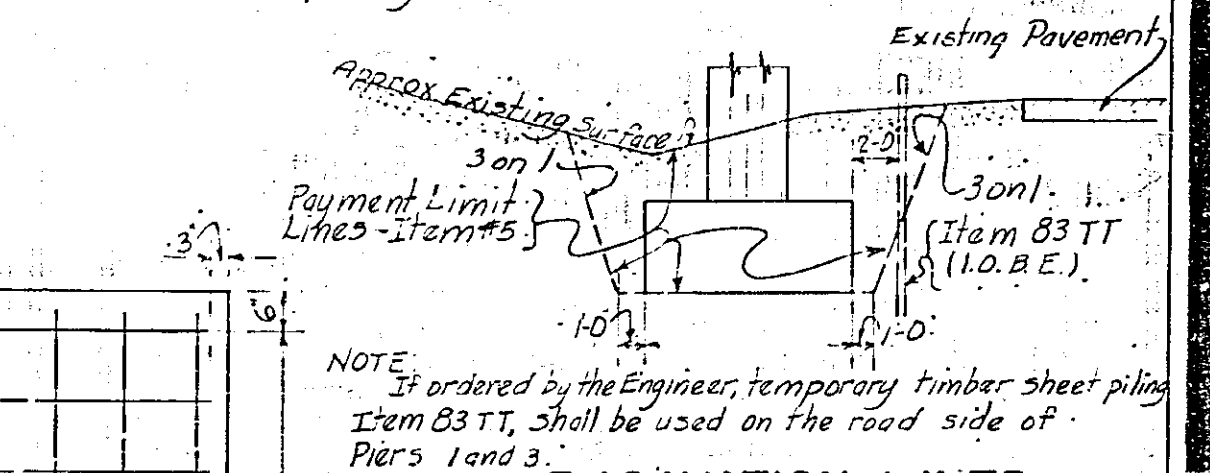


COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	83	118
N.Y. STATE THRUWAY - MOHAWK SECT. 2 - SUB-DIV. 4		
VERONA INTERCHANGE STA. 1074 + 90		
ONEIDA - VERONA STATION		

MARK	SIZE	NO.	LENGTH	DESCRIPTION
P1	7/8"	108	8'-6"	Hor. bars in footing (Exterior)
P2	7/8"	60	9'-6"	" " " (Interior)
P3	1"	108	6'-6"	Vert. dowels in columns (Base)
P4	1"	36	14'-4"	Vert. bars in columns (Pier #1)
P5	1"	36	15'-1"	" " " (Pier #2)
P6	1"	36	15'-10"	" " " (Pier #3)
P7	3/8"	156	10'-7"	Tie bars in columns
P8	3/16"	63	5'-8"	Vert. dowels in columns (top)
P9	5/8"	180	12'-1"	Stirrups in beams
P10	1"	12	38'-0"	Hor. bars in beams (top & bot)
P11	1"	12	39'-6"	Hor. bars in beams (top & bot)
P12	1"	24	40'-0"	" " " (Top only)
P13	1"	12	12'-0"	" " " (Bottom only)
P14	1"	48	10'-0"	Vert. bars in beam nose
P15	1/2"	30	3'-9"	" " " "
P16	1/2"	30	7'-9"	Hairpin bars in beam nose
P17	1/2"	42	3'-5"	Support bars in beam

TABLE OF DIMENSIONS			
	PIER 1	PIER 2	PIER 3
Center Pier Station	36 + 41.25	37 + 00.0	37 + 65.75
Elevation "A"	515.96	516.22	515.96
"B"	516.09	516.35	516.09
"C"	516.24	516.50	516.24
"D"	511.96	512.22	511.96
"E"	497.50	497.00	496.00
"G"	493.50	493.00	492.00
Column height "J"	14.46	15.22	15.96

NOTE: Concrete in Pier beams, columns and Footings shall be Item #18. For design purposes, the assumed foundation pressure under piers does not exceed 2 tons per square foot (dead and live loads only). Bars in top of piers shall be placed carefully so that interference with placing of anchor bolts will not occur.



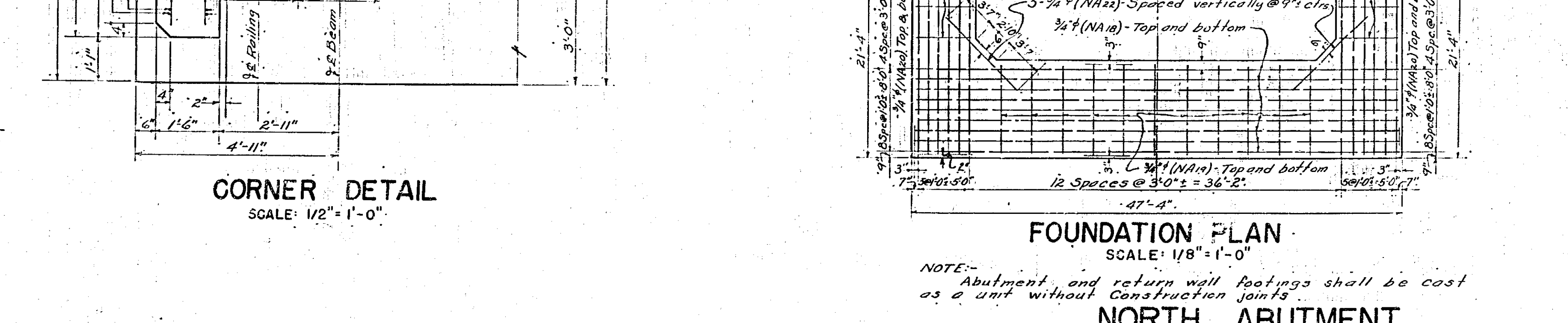
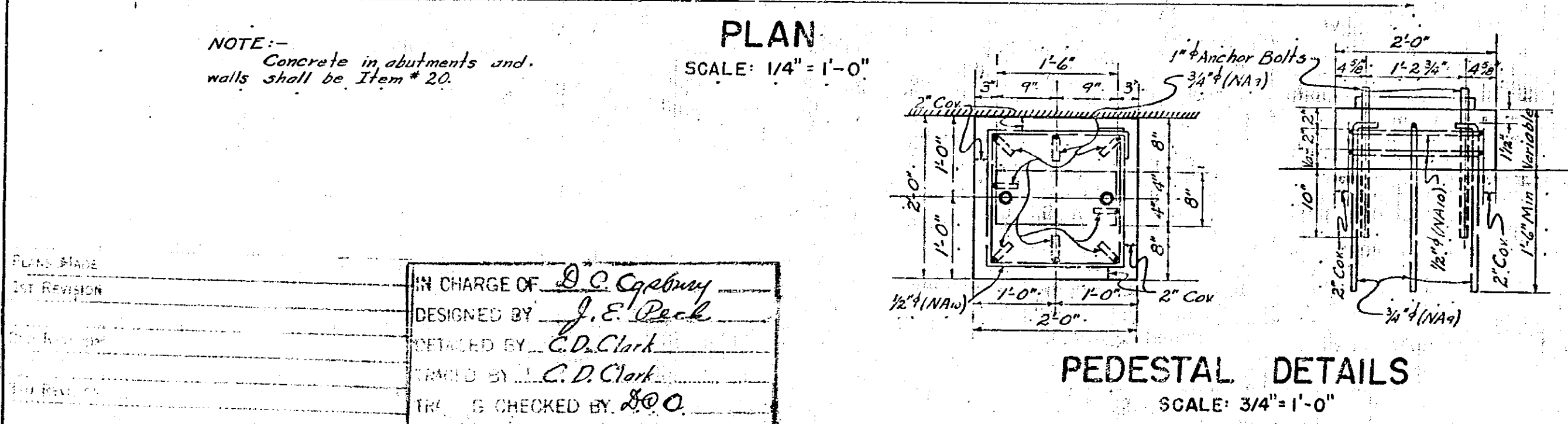
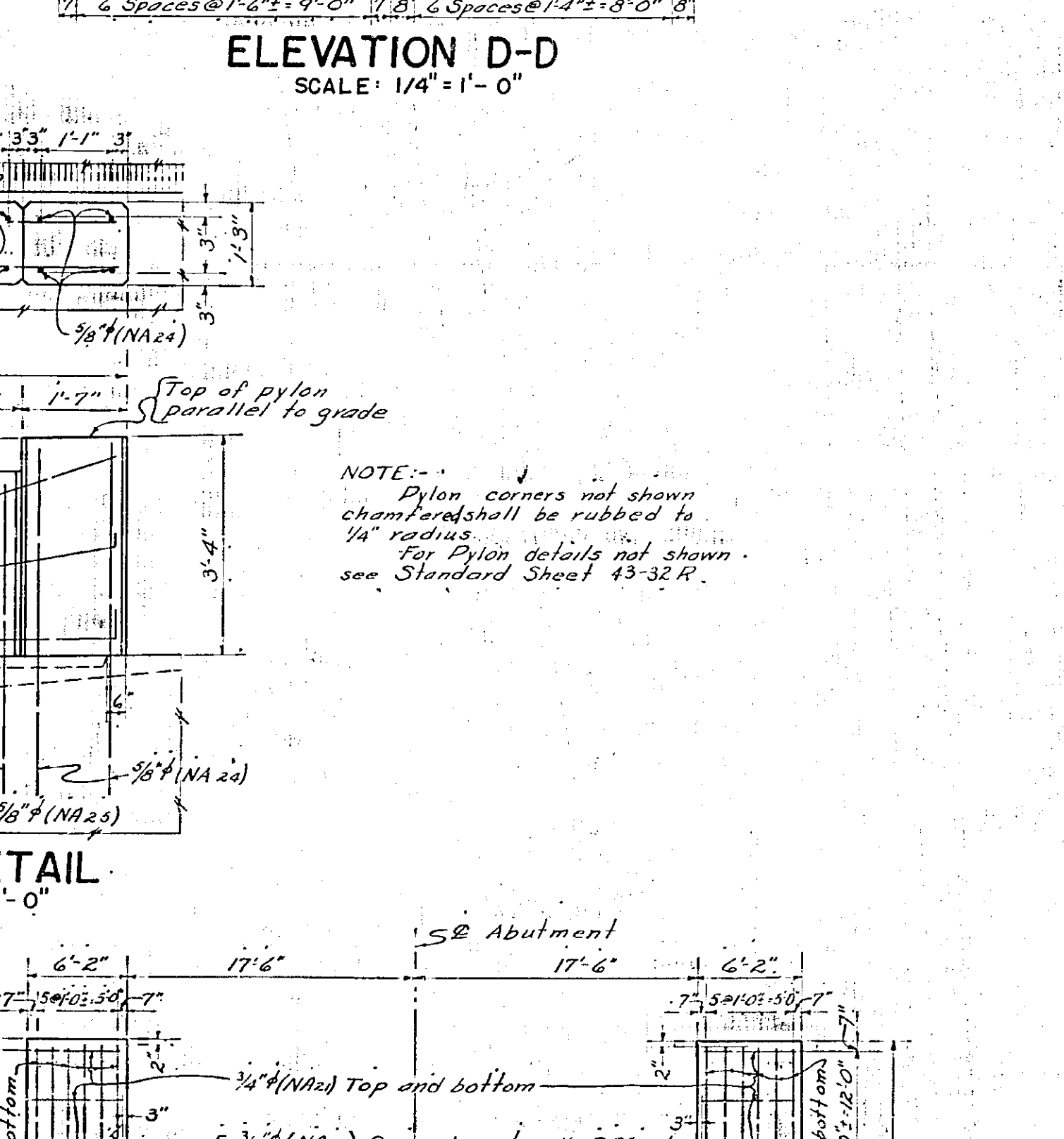
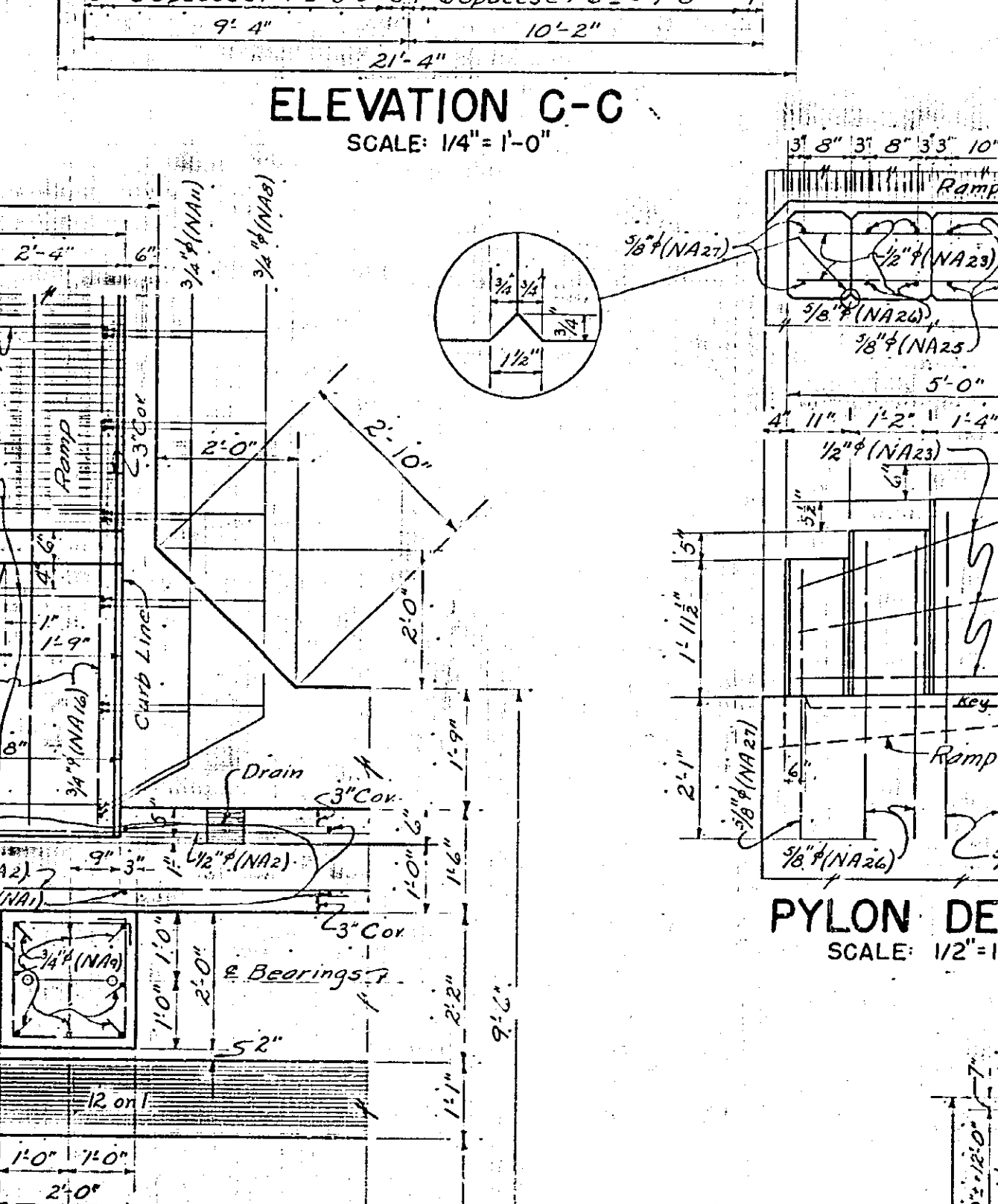
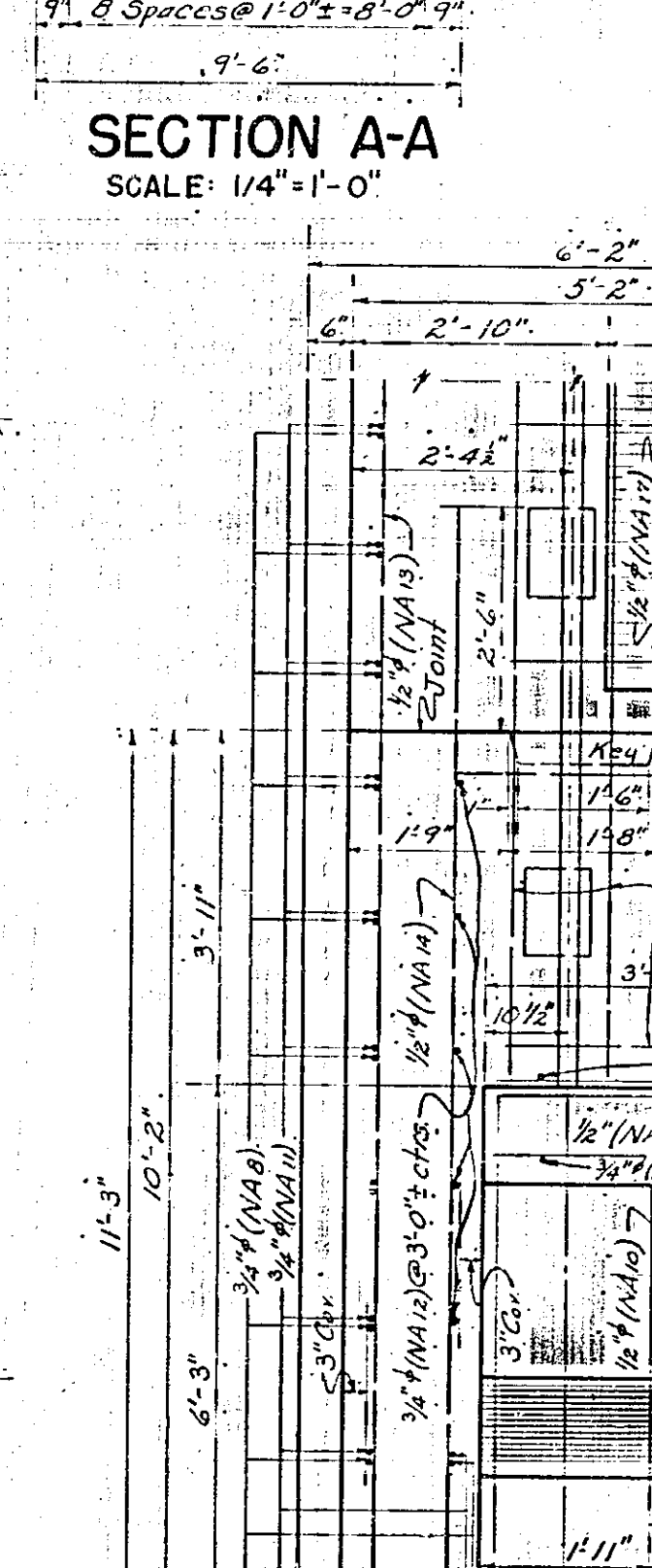
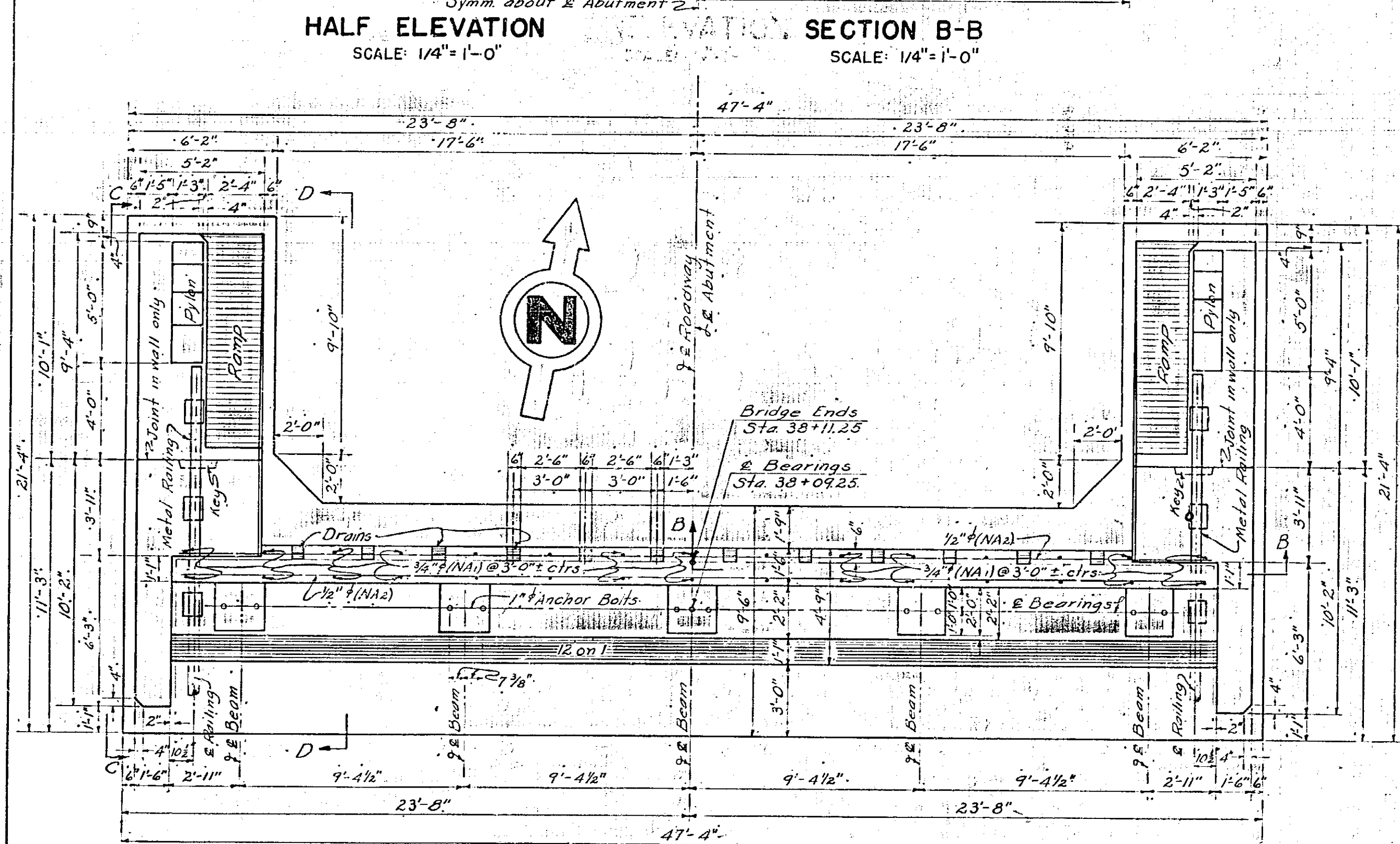
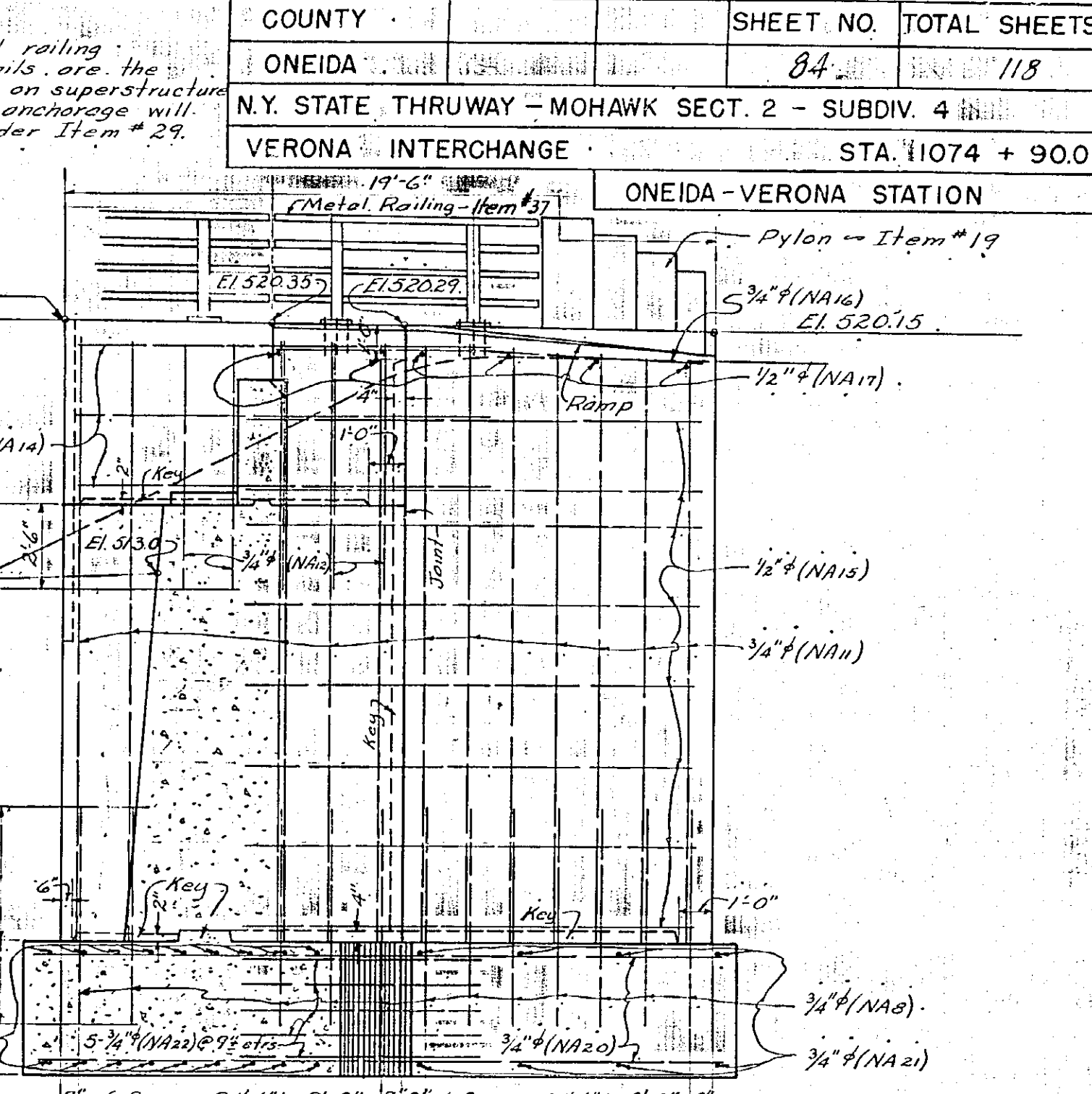
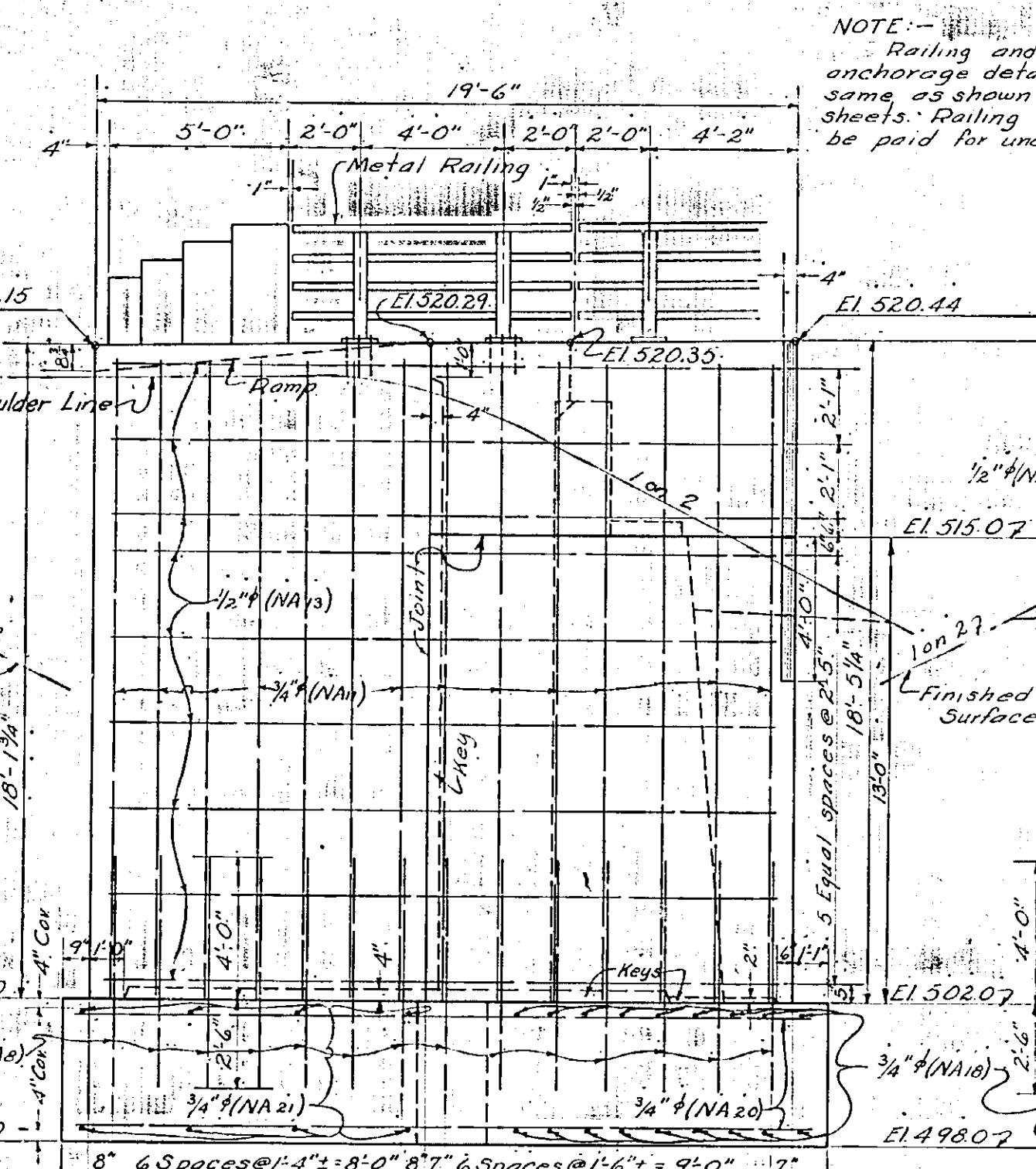
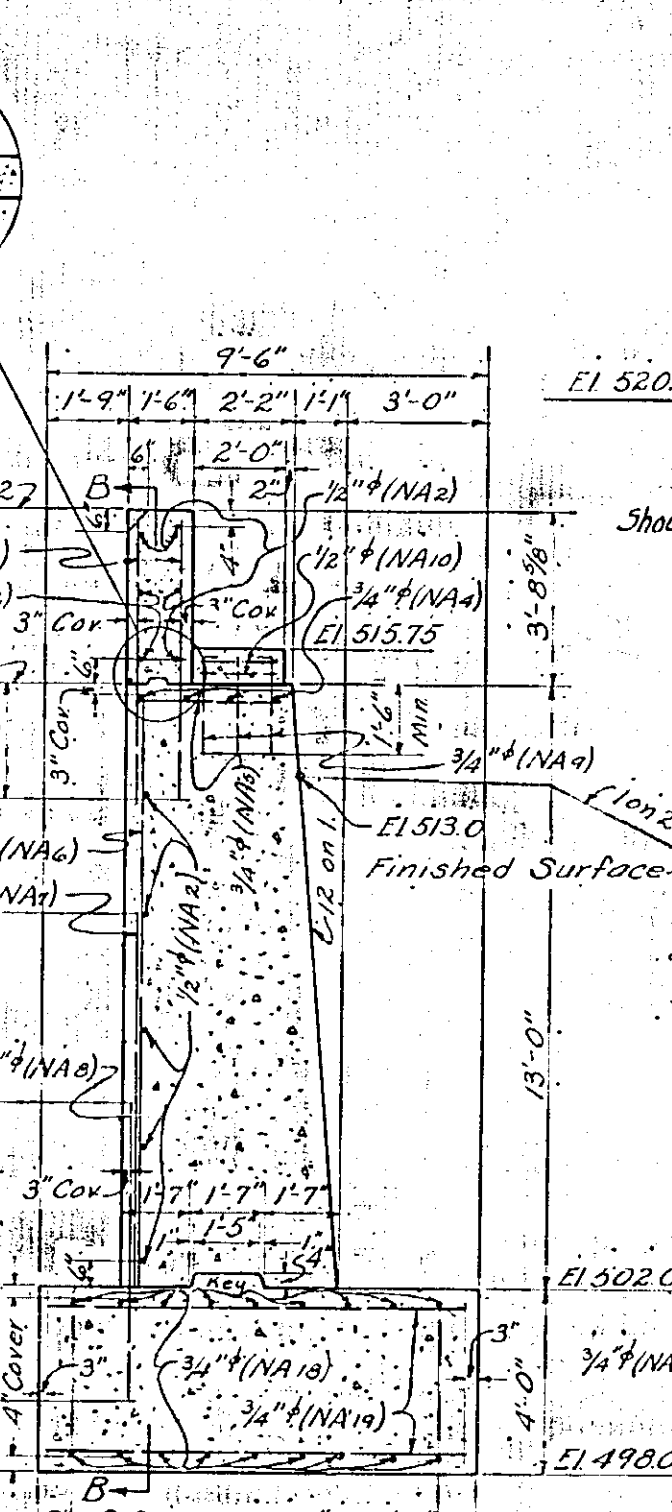
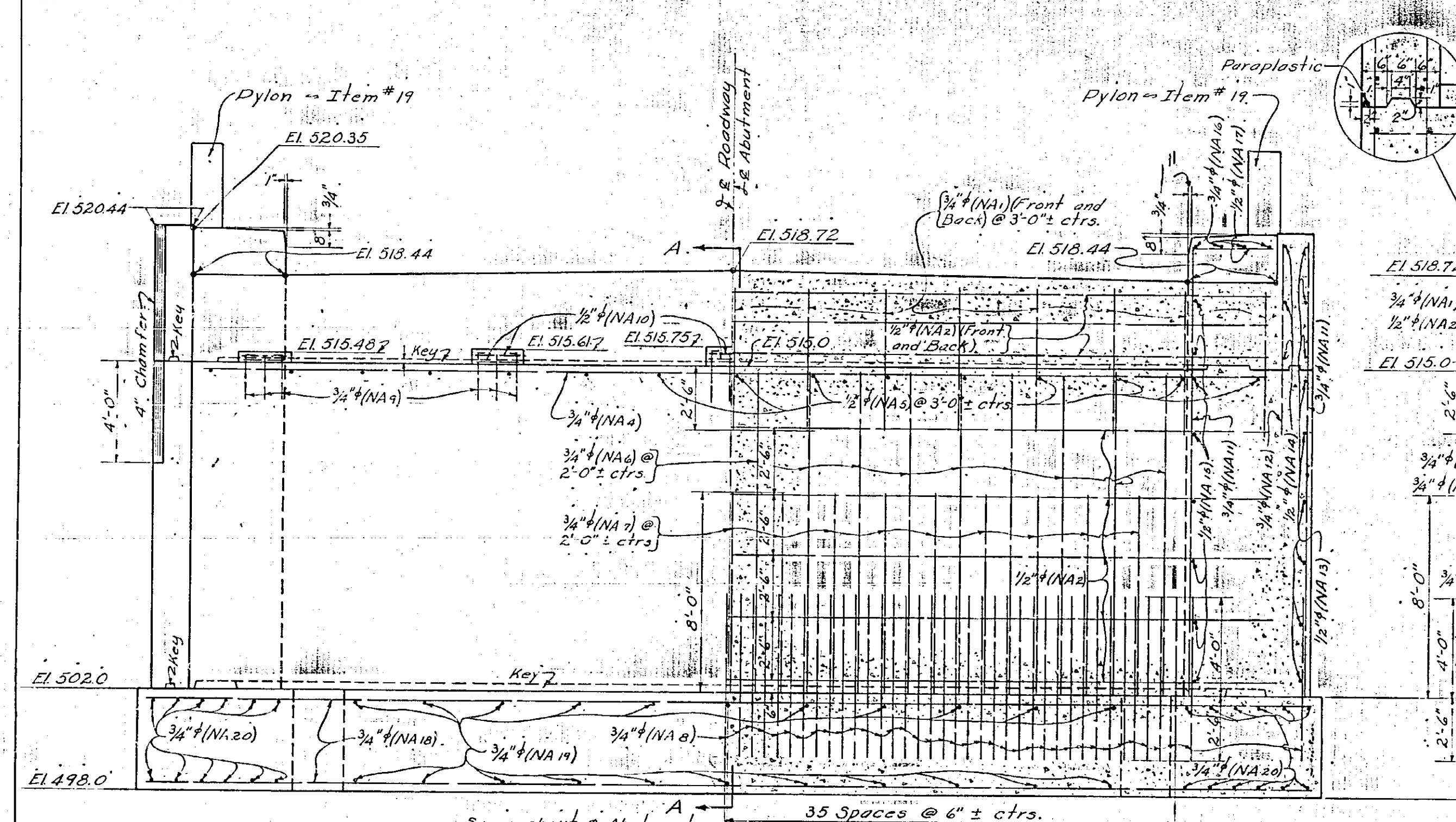
DESIGNED BY *J. E. Beck*  
CHECKED BY *J. E. Beck*  
DATE *9/52*

TRACING CHECKED BY *J. E. Beck*



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	84	118
N.Y. STATE THRUWAY - MOHAWK SECT. 2 - SUBDIV. 4		
VERONA INTERCHANGE		STA. 11074 + 90.0
ONEIDA-VERONA STATION		

NOTE: - Railing and railing anchorage details are the same as shown on superstructure sheets. Railing anchorage will be paid for under Item # 29.



NOTE: - Concrete in abutments and walls shall be Item # 20.

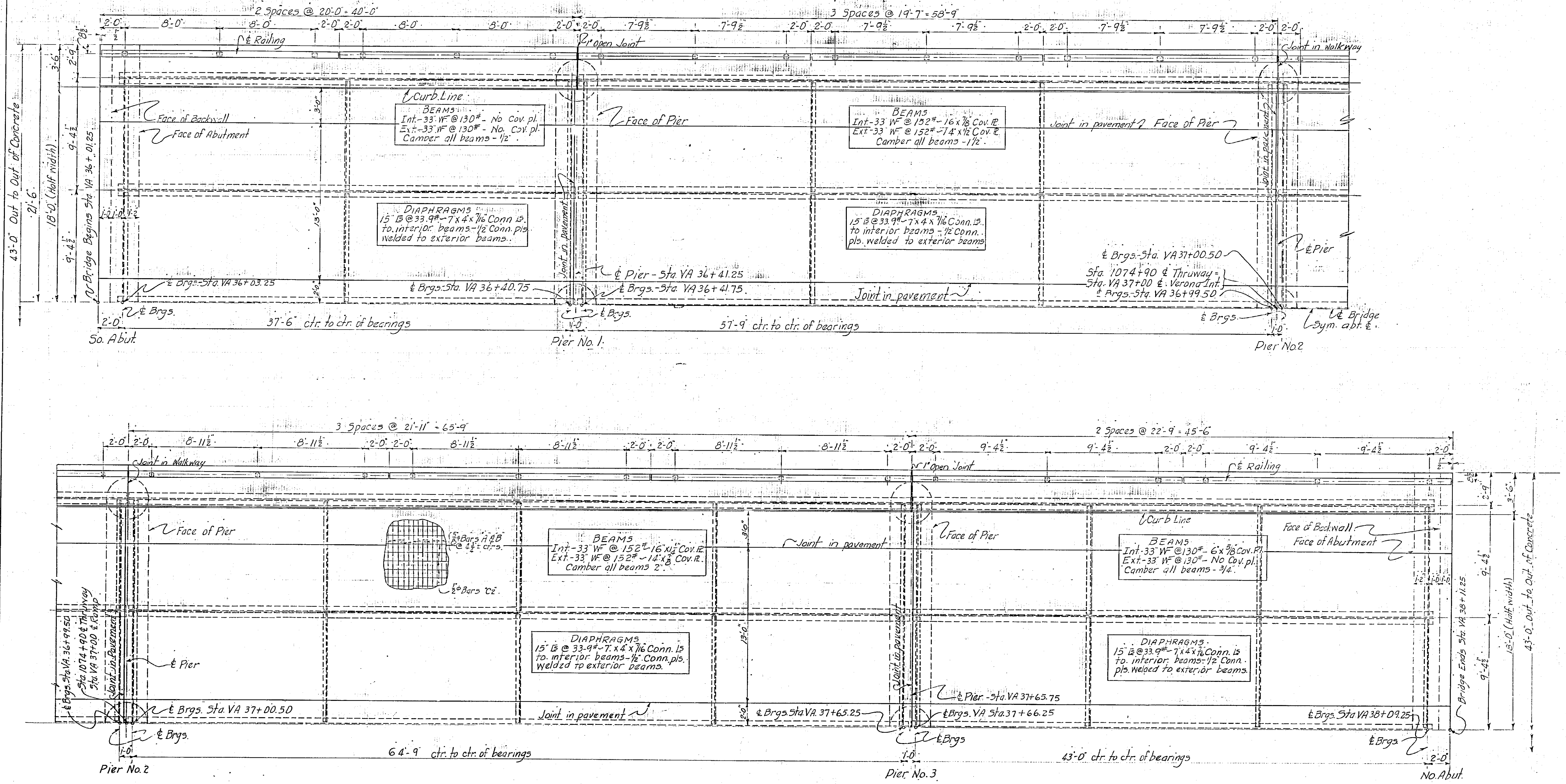
NOTE: - Pylon corners not shown chamfered shall be rubbed to 1/4" radius. For Pylon details not shown see Standard Sheet 43-32 R.

NOTE: - Abutment and return wall footings shall be cast as one unit without construction joints.

IN CHARGE OF D.C. Capway  
DESIGNED BY J.E. Beck  
CHECKED BY C.D. Clark  
TRK. G. CHECKED BY 800



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	65	118
N.Y. STATE THRUWAY - MOHAWK SECTION 2 - SUB. DIV. 4		
VERONA INTERCHANGE		
STA. 1074+90		
ONEIDA - VERONA STATION		



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

DESIGNED BY	IN CHARGE OF
DETAILED BY	
TRACING CHECKED BY	

SUPERSTRUCTURE



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	86	118
N.Y. STATE THRUWAY - MOHAWK SECTION 2 - SUB DIV. 4		
VERONA INTERCHANGE		STA. 1074 + 90
ONEIDA - VERONA STATION		

## SUPERSTRUCTURE NOTES -

Construction joints other than those shown on the plans will not be permitted without written permission of the Engineer.

The cost required to furnish and install joint material, including caulking compound, elastic cement, pre-moulded bituminous joint material, bituminous material (Item #10B), copper flashing, and other miscellaneous items shall be included in the prices bid for the various items of the contract.

Reinforcing bars may be spliced in places approved by the Deputy Chief Engineer. Bars so spliced shall be lapped 40 diameters.

Shop paint shall be red lead and oil. First field coat shall be battle ship gray. Second field coat shall be Gray Green.

Railing will be paid for under Item #37.

Anchor bolts will be paid for under Item #29.

Field connections shall be 7/8" turned bolts, ribbed bolts or equal.

Shop connections shall be 7/8" rivets, unless otherwise noted.

Holes for rivets and ribbed bolts shall be 15/16".

Approved nut locks shall be used on all turned and ribbed bolts.

All welding shall be electric arc and shall conform to the American Welding Society specifications for Highway and Railway Bridges, 1947.

## LOW-HYDROGEN TYPE ELECTRODE

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. E 4233-48T requirements for classification E 6015 or E 6016.

## WATER

Immediately before placing pavement concrete, the concrete surface or surfaces upon which it is to be placed shall be thoroughly wetted down continuously for one hour, if the air temperature is above 50°F. Cost shall be included in unit prices bid for various concrete pavement items in the contract.

## WATERPROOFING

After the concrete is cured the Contractor shall apply waterproofing oil treatment of M-15 or M-16W (as directed) to all exposed faces except the underside of slabs. Where a pavement or sidewalk is to be placed on top of a slab, two applications of waterproofing oil treatment shall be made to top of slab. The second application shall be made not less than two days prior to the placing of the pavement or sidewalk (See specifications for Item #10B).

## DESIGN &amp; LOADING

This structure has been designed in accordance with A.A.S.H.O. specifications except that the loading has been modified for the use of H-20-S16 trucks spaced 30 feet apart in each traffic lane.

## MATERIAL &amp; FABRICATION

Specifications of New York State Dept. of Public Works, Jan. 2, 1951 and current modifications shall apply.

## CONSTRUCTION PROCEDURE - RAILING

- Set railing anchor bolts by template and pour concrete slab.
- Place lower nuts on anchor bolts (at top).
- Place waterproofing treatment on bridge slab.
- Place roadway pavement.
- Place railing with base plates on lower nuts.
- Turn up nuts under railing base plates and bring railing to proper line and grade, correcting for possible unequal, excessive or insufficient deflections of supporting beams.
- Place upper nuts on anchor bolts and tighten down on plates.
- Pour curbs and sidewalks, carefully spacing and vibrating concrete at posts.

## RAILING NOTES

Dimensions for tubing are outside dimensions.

All railings shall be fabricated and erected so that posts are truly vertical and rails are parallel to each other and to top of fascia.

The underside of railing post bases shall receive a shop coat of red lead and oil and two field coats of approved paint.

After nuts on railing anchor bolts have been placed and tightened to the satisfaction of the Engineer, bolts shall be cut off flush with top surfaces of nuts.

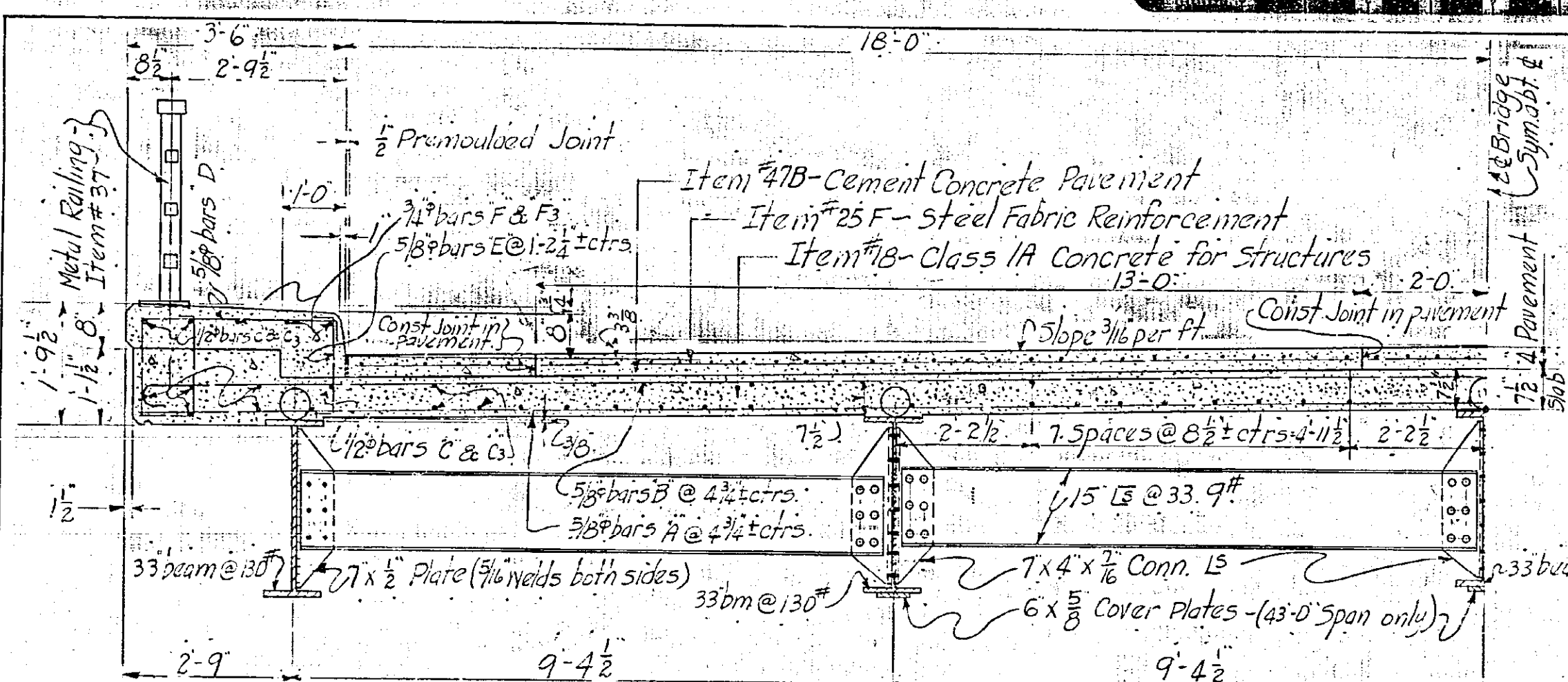
## BEARING NOTES

Expansion bearing details have been prepared using a 1/2" bronze plate as the medium upon which the bearing is to move. If the Contractor elects he may substitute expansion bearings using the alternate details shown on another sheet. These alternate bearings must comply in all respects with specifications for Item #29. Bronze plates or deposited bronze, whichever used, will be paid for under Item #29. Anchor bolts for all bearings shall be set not less than 10 into concrete. All welds shall be 3/16" fillet welds.

## PARAPLASTIC NOTE

Where paraplasic is called for, the material shall be product of Servicised Products, 6051 North St. Chicago, 35 111, or approved equal. The Manufacturer's recommendation regarding size and type of sealing strip for each joint and his instructions on installation shall be followed.

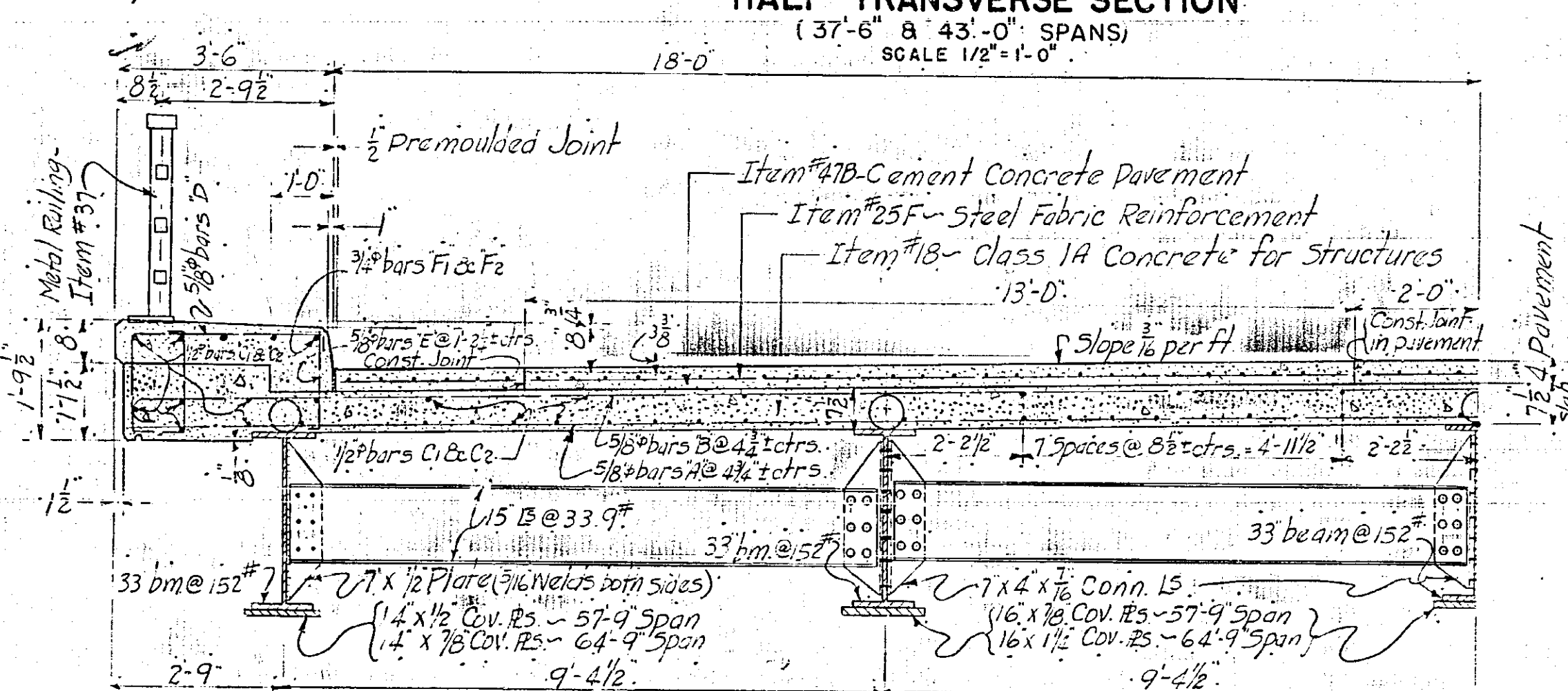
## SUPERSTRUCTURE



HALF TRANSVERSE SECTION

(37'-6" x 43'-0" SPANS)

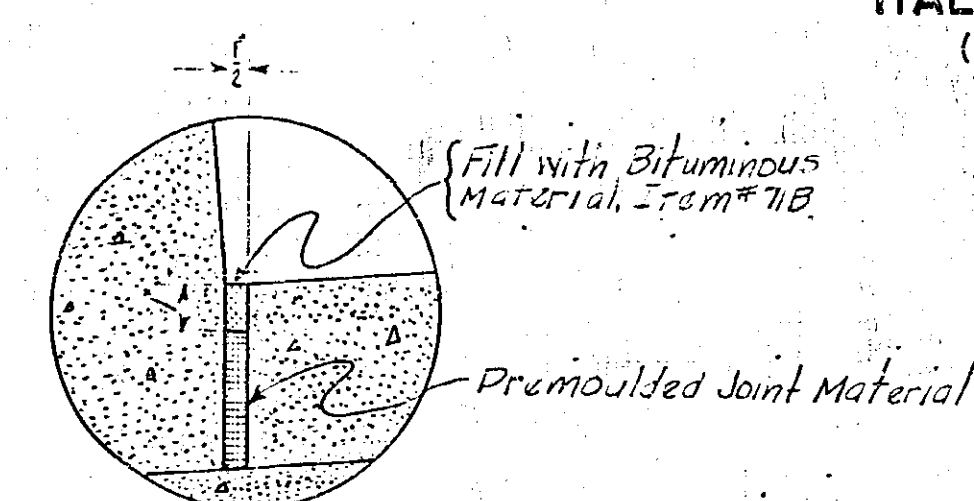
SCALE 1/2" = 1'-0"



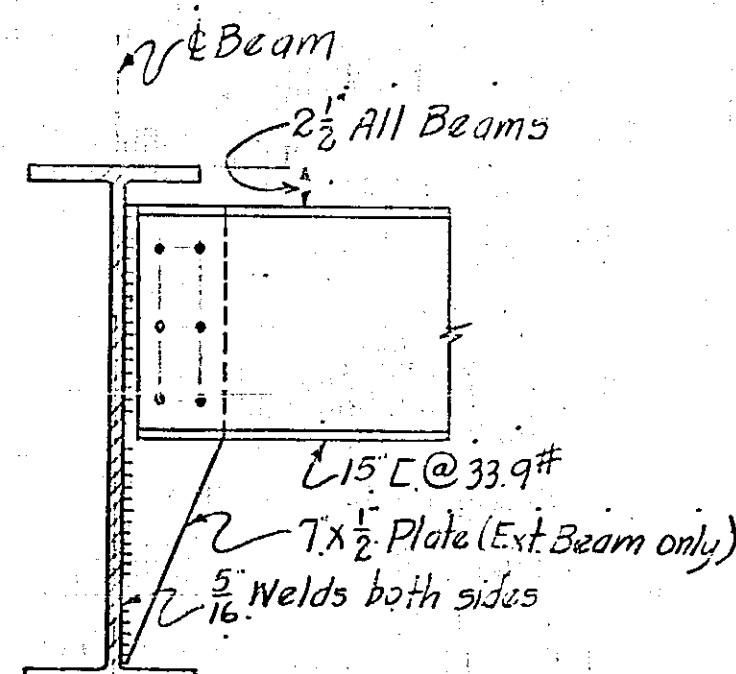
HALF TRANSVERSE SECTION

(57'-9" x 64'-9" SPANS)

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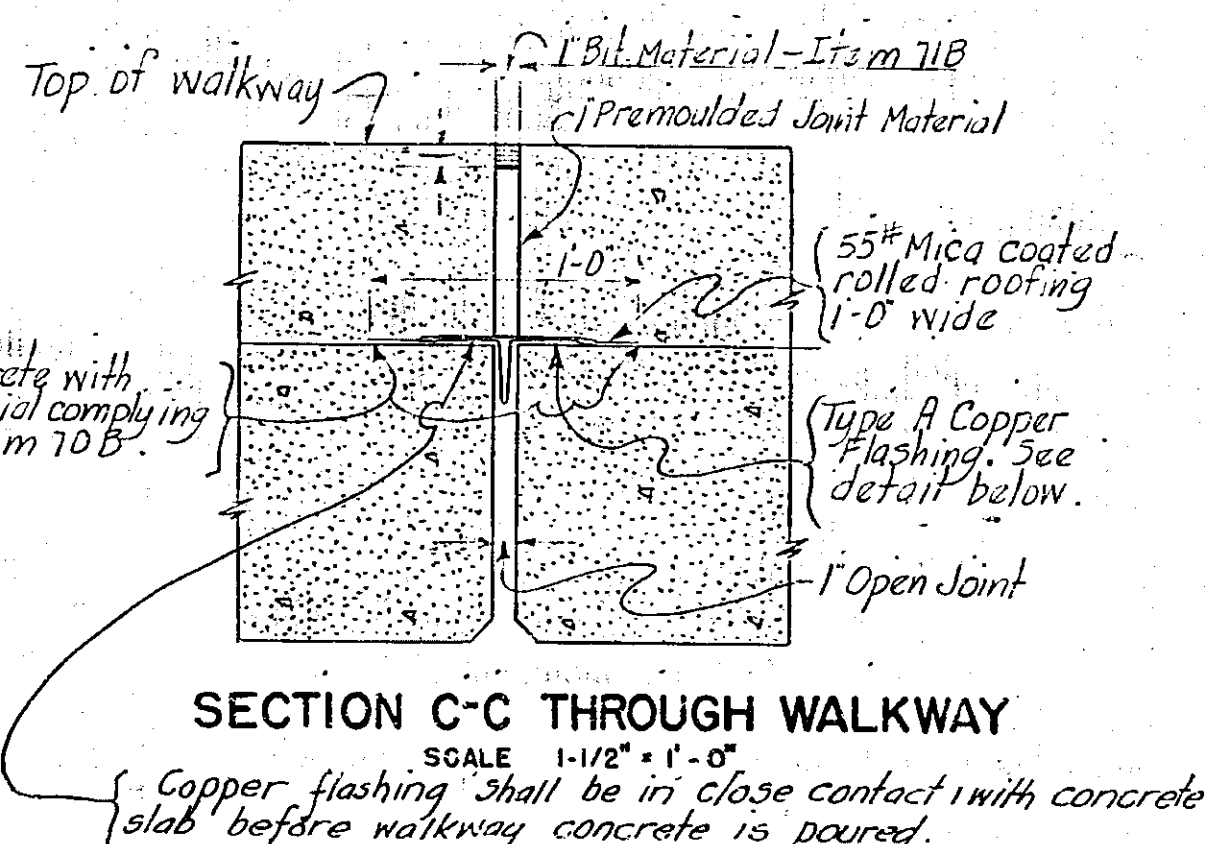


DETAIL AT GUTTER



DETAIL OF DIAPHRAGM AT BEARINGS

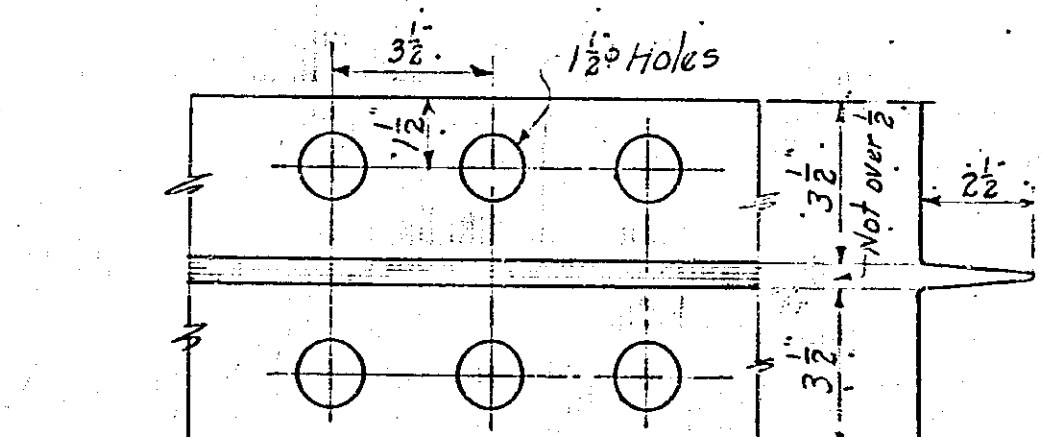
SCALE 3/4" = 1'-0"



SECTION C-C THROUGH WALKWAY

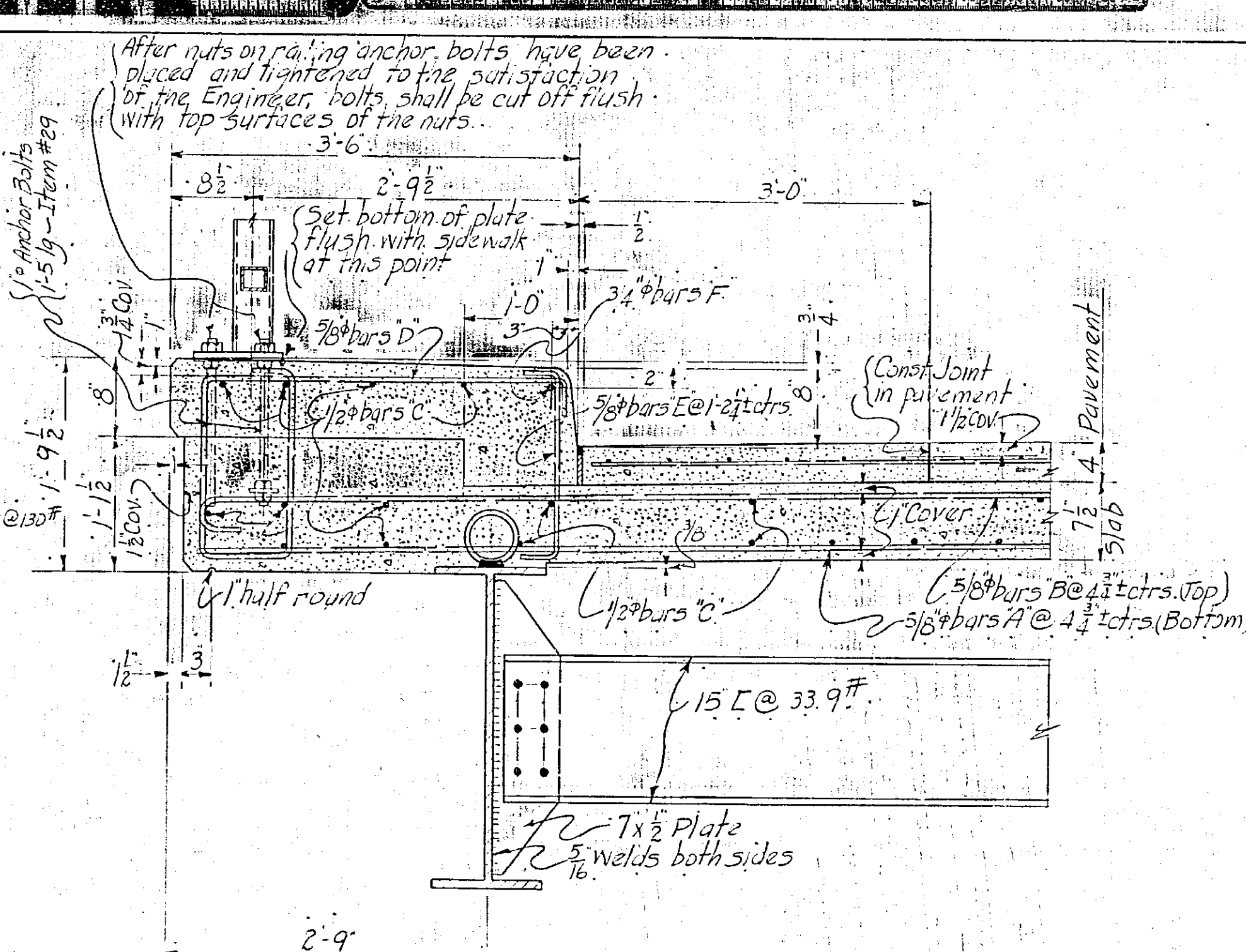
SCALE 1-1/2" = 1'-0"

Copper flashing shall be in close contact with concrete slab before walkway concrete is poured.



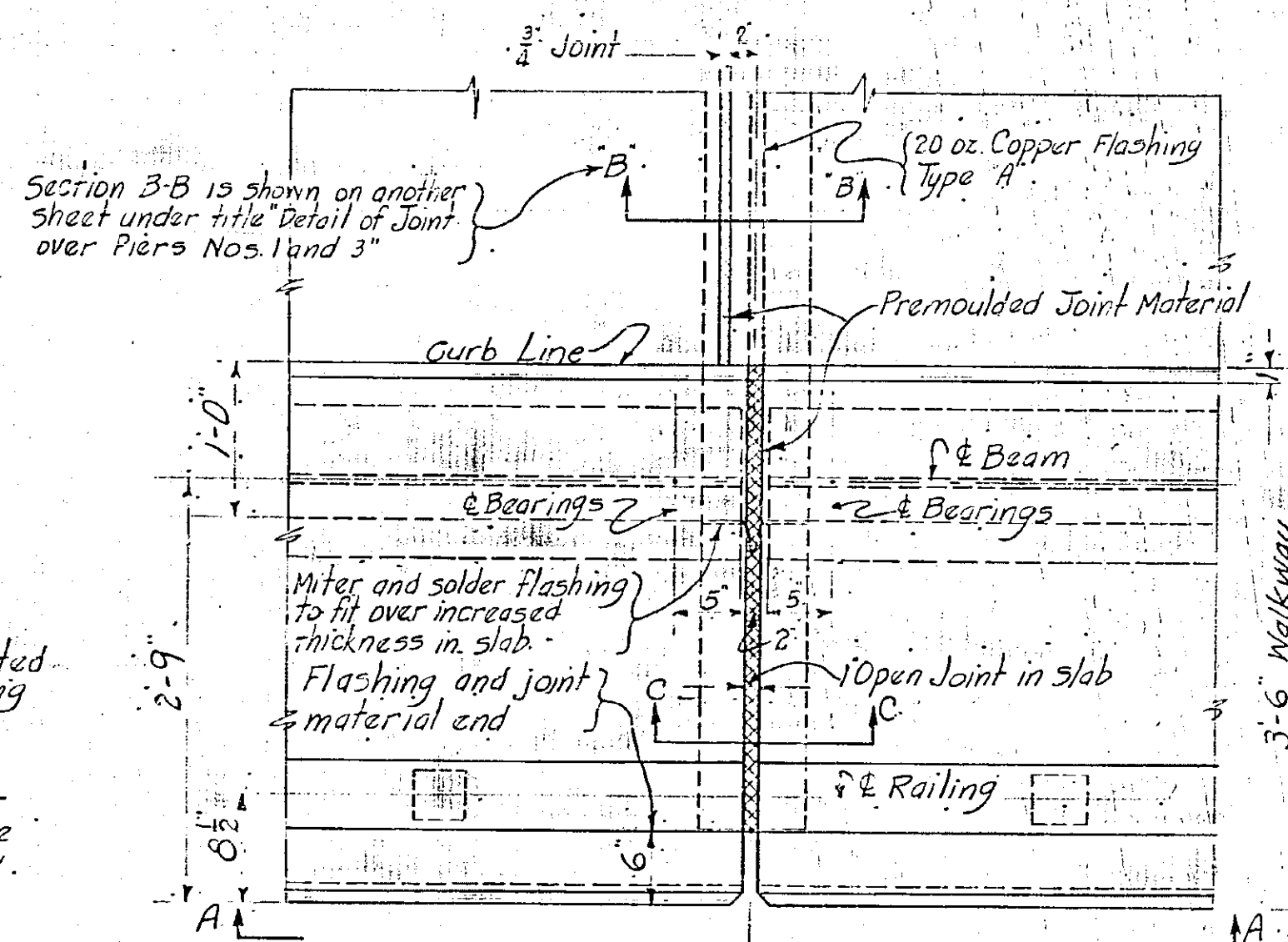
20 oz. COPPER FLASHING - TYPE "A"

SCALE 3/4" = 1'-0"



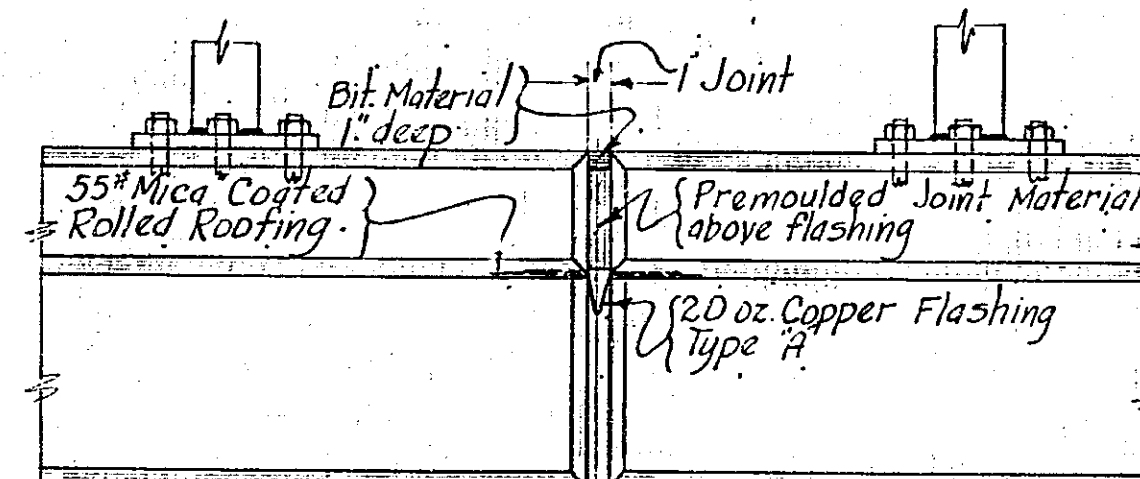
FASCIA DETAIL (APPROACH SPANS)

SCALE 1" = 1'-0"



PLAN OF JOINTS OVER PIERS NO. 1 &amp; 3

SCALE 1" = 1'-0"



ELEVATION A-A

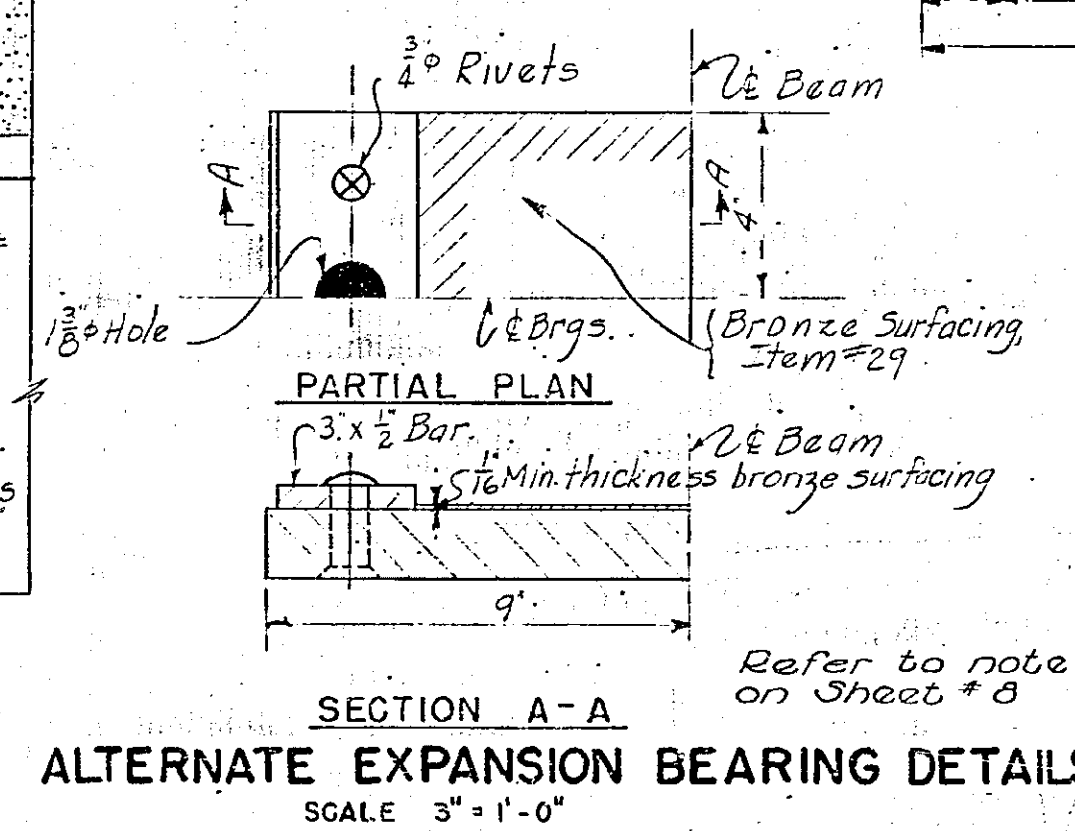
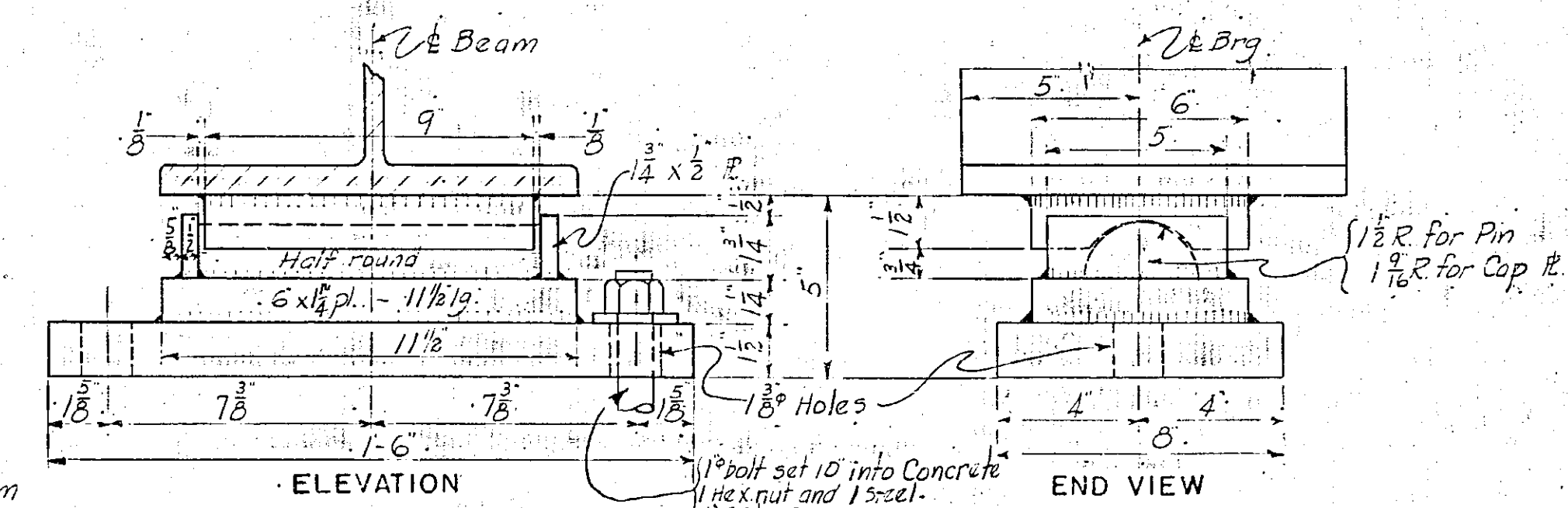
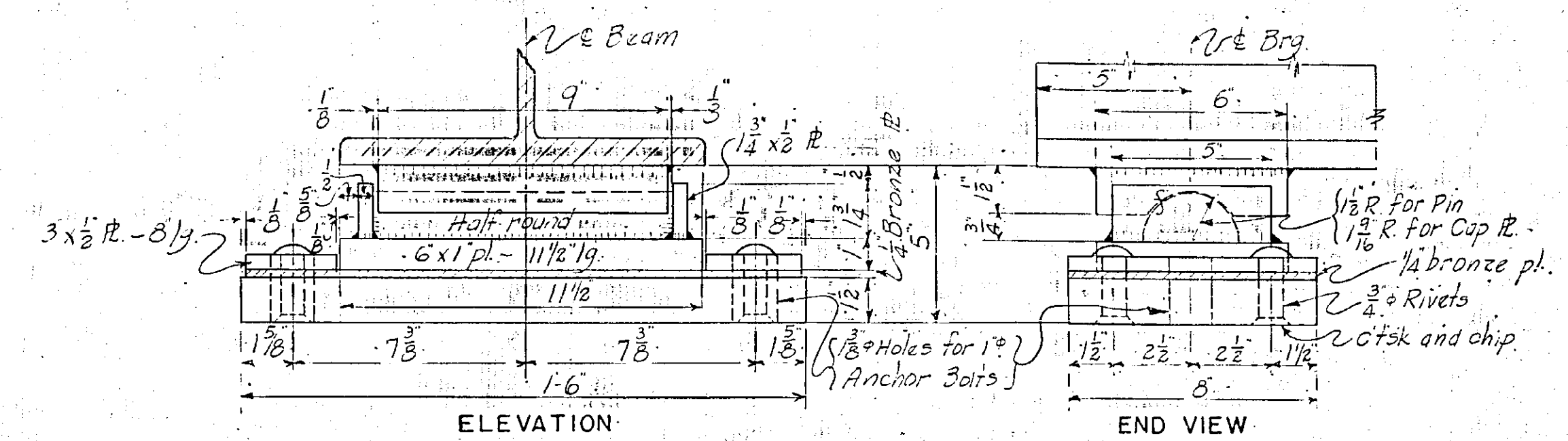
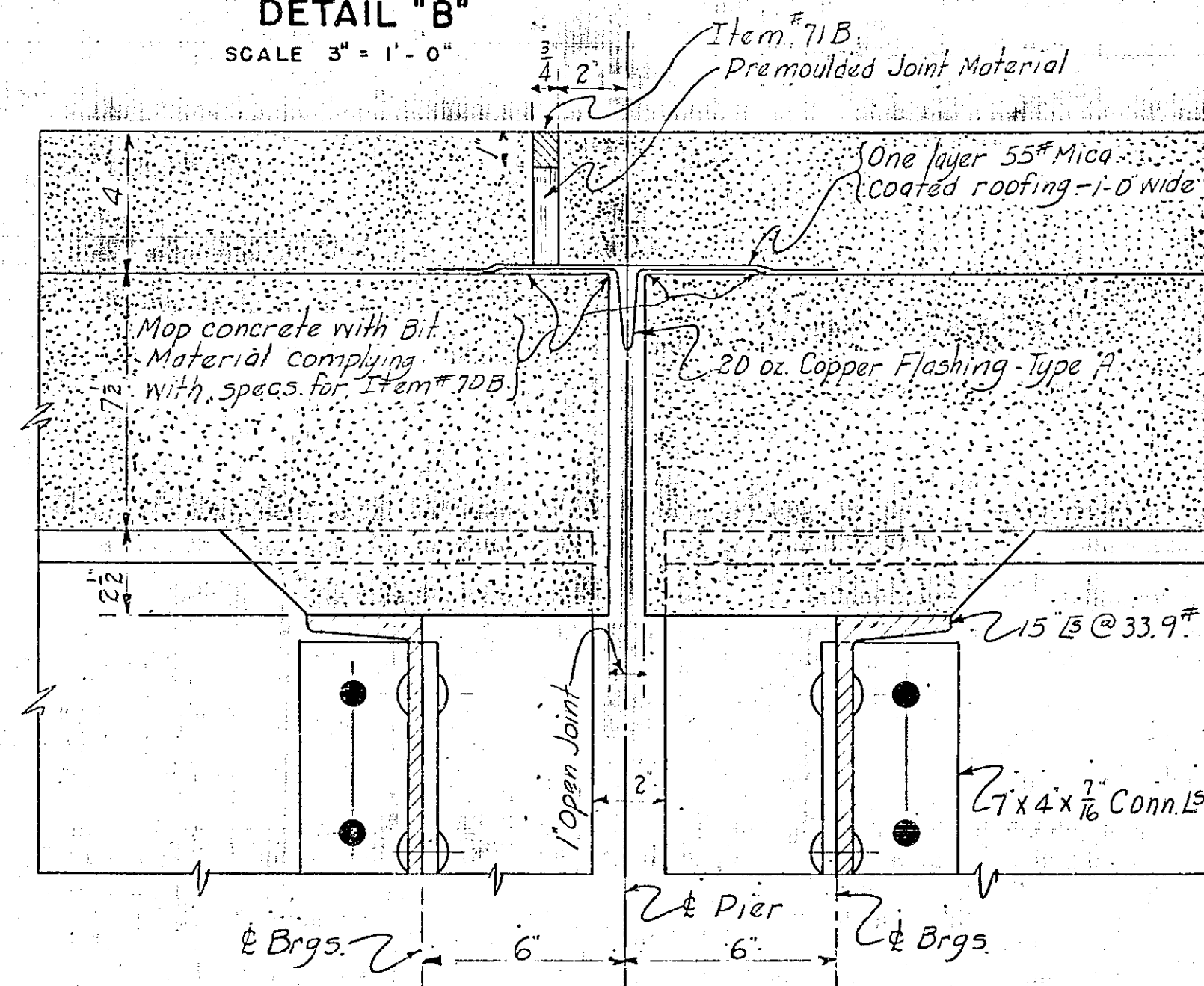
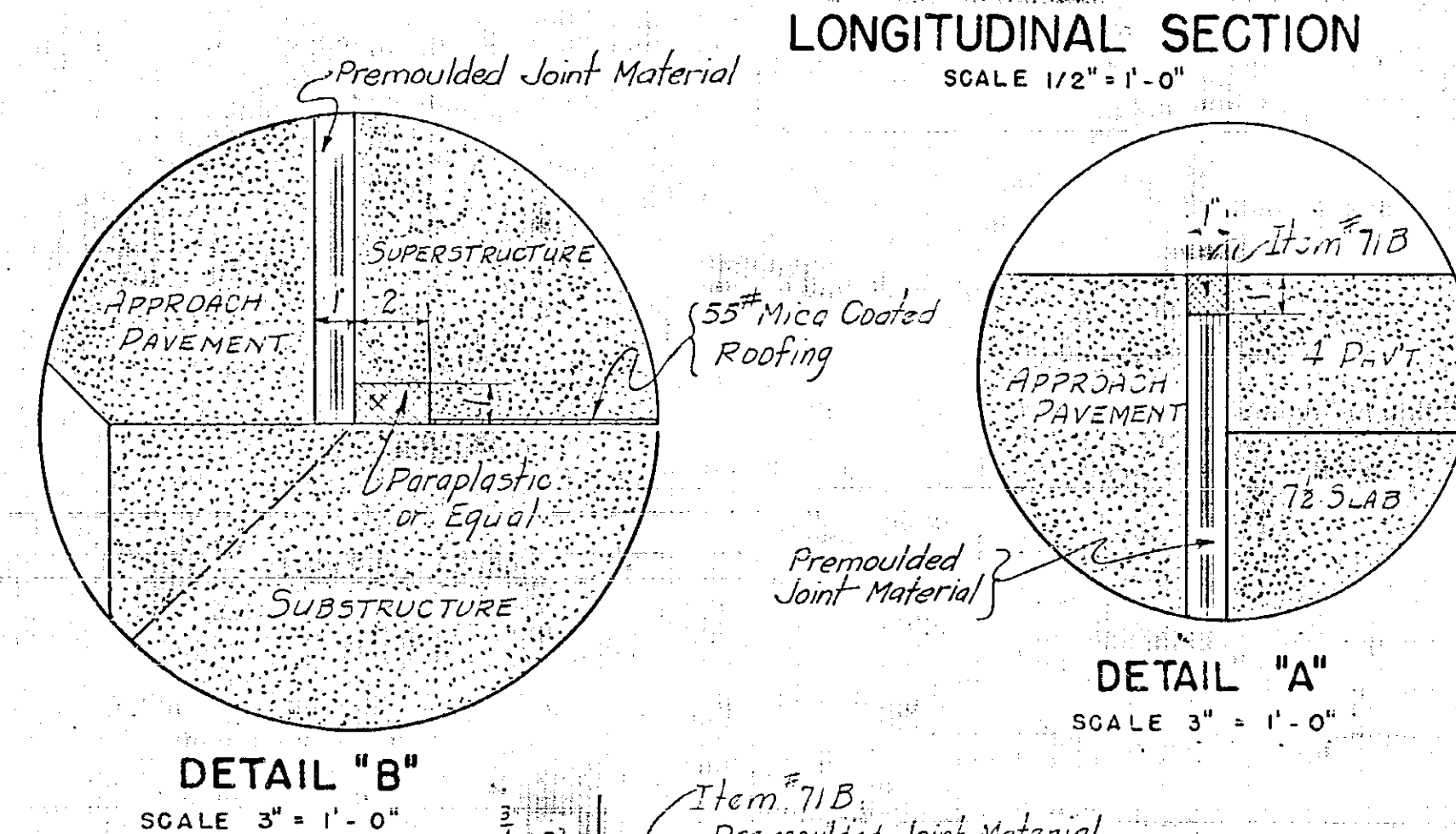
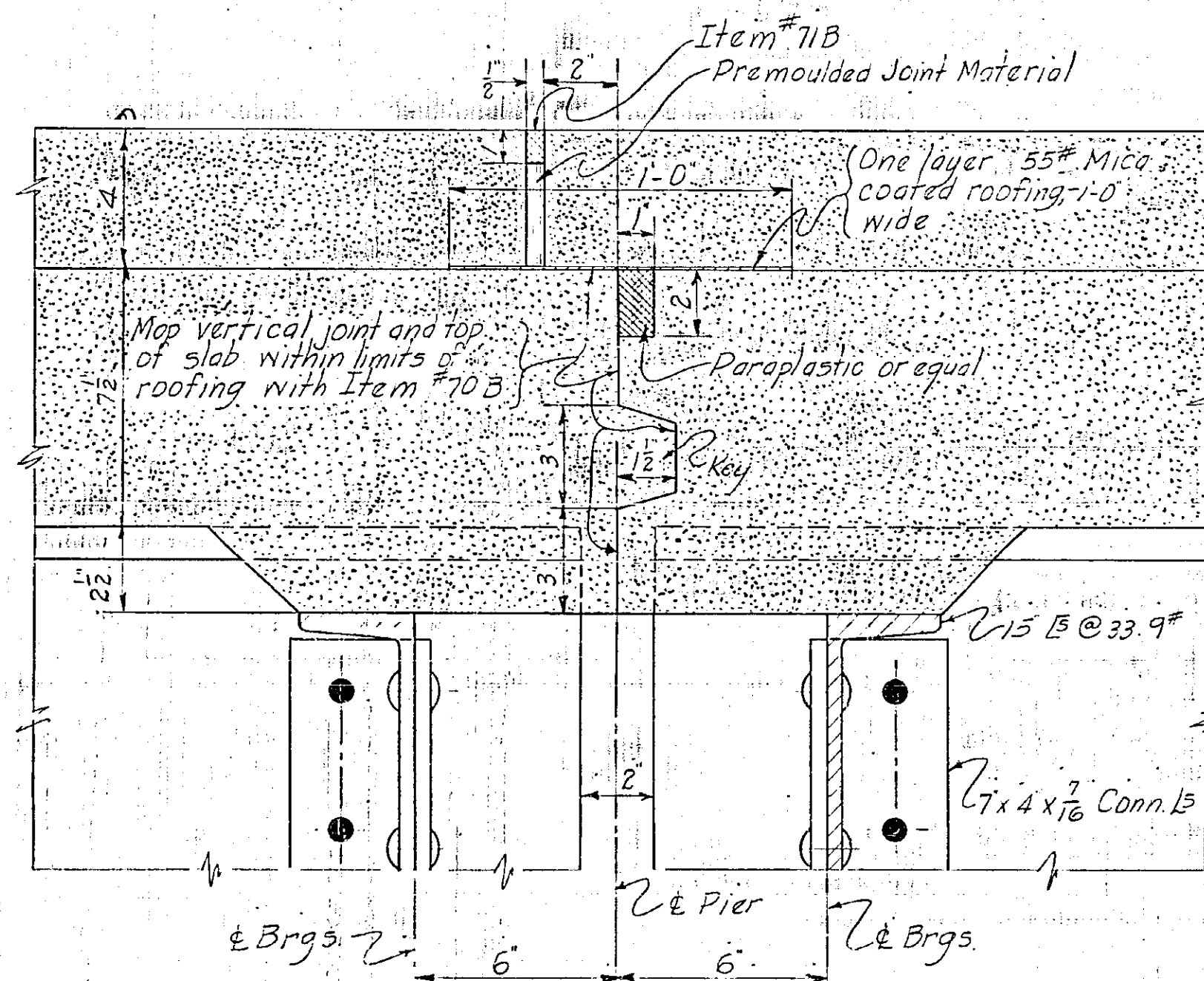
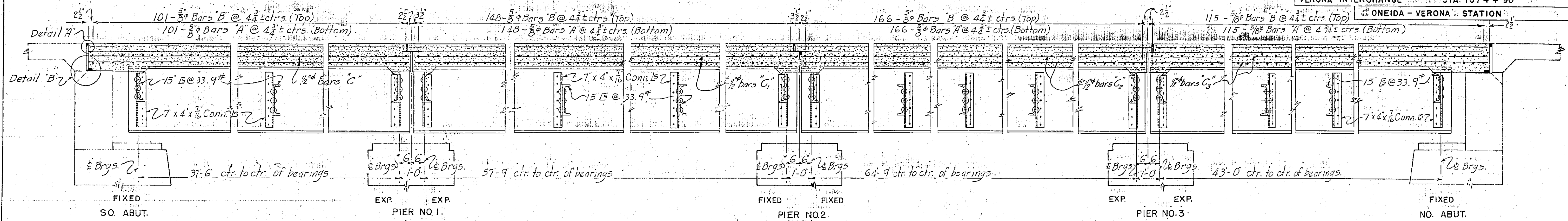
SCALE 1" = 1'-0"

PLANS MADE	1st. REVISED
2nd. REVISED	3rd. REVISED

IN CHARGE OF	A. C. Gentry
DESIGNED BY	A. C. Gentry
TRACED BY	A. C. Gentry
CHECKED BY	A. C. Gentry



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	87	118
NEW YORK STATE THRUWAY - MOHAWK SECT. 2 - SUB. DIV. 4		
VERONA INTERCHANGE STA. 1074 + 90		
ONEIDA - VERONA STATION		



Bearing notes are shown on another sheet.

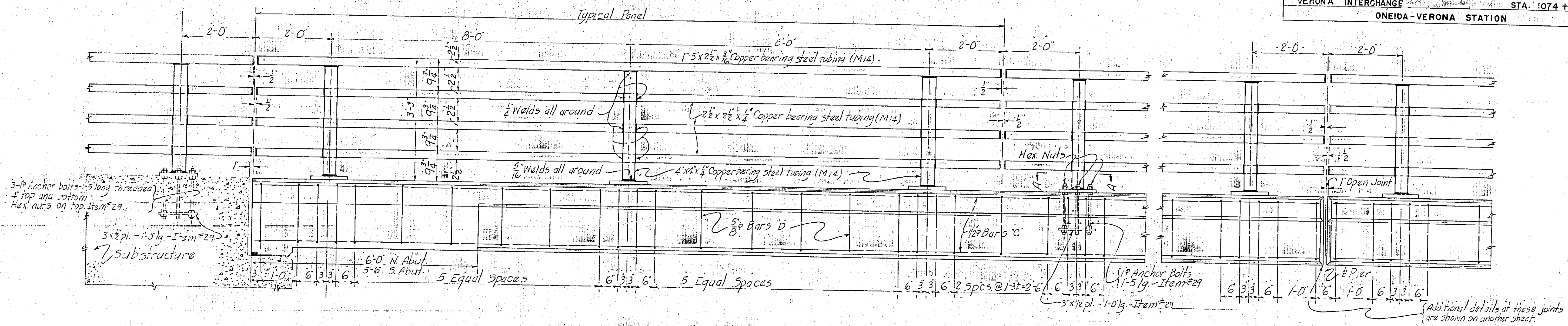
1.1	RE
2.1	RE
3.1	RE

IN CHARGE OF: D.C. Sperry, 1/52  
DESIGNED BY: Sperry  
DETAILED BY: Sperry  
TRACED BY: Sperry  
TRACING CHECKED BY: D.C. Sperry

SUPERSTRUCTURE



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	88	118
N.Y. STATE THRUWAY - MOHAWK SECTION 2- SUB DIV. 4		
VERONA INTERCHANGE		
ONEIDA-VERONA STATION		
STA. 1074 + 90		

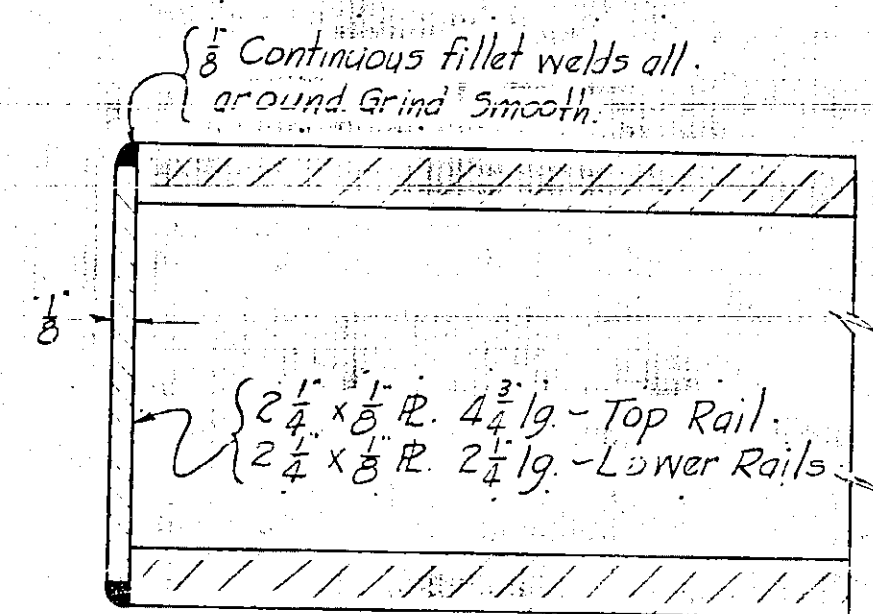


**TYPICAL RAILING PANEL DETAIL**  
SCALE 3/4" = 1' - 0"

SCALE 3/4" = 1' - 0'

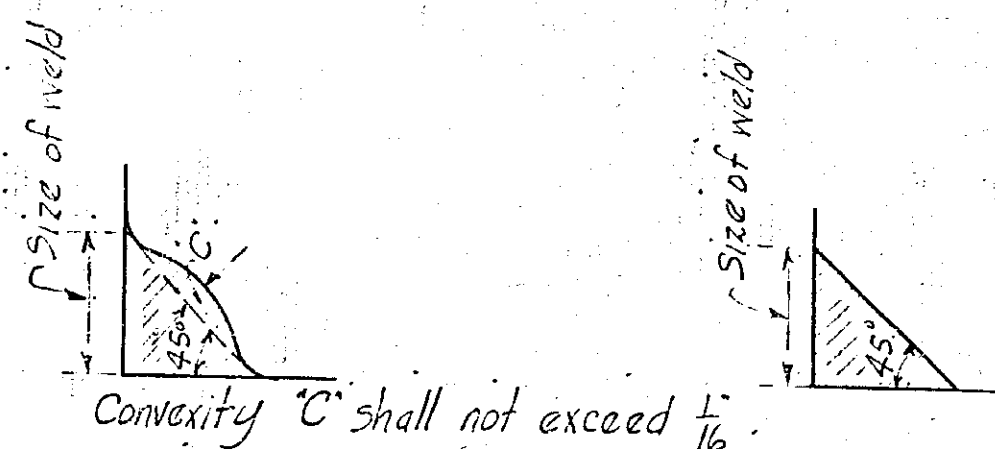
DETAIL OVER PIERS NO'S. 1 & 3

SCALE  $3/4" = 1'-0"$

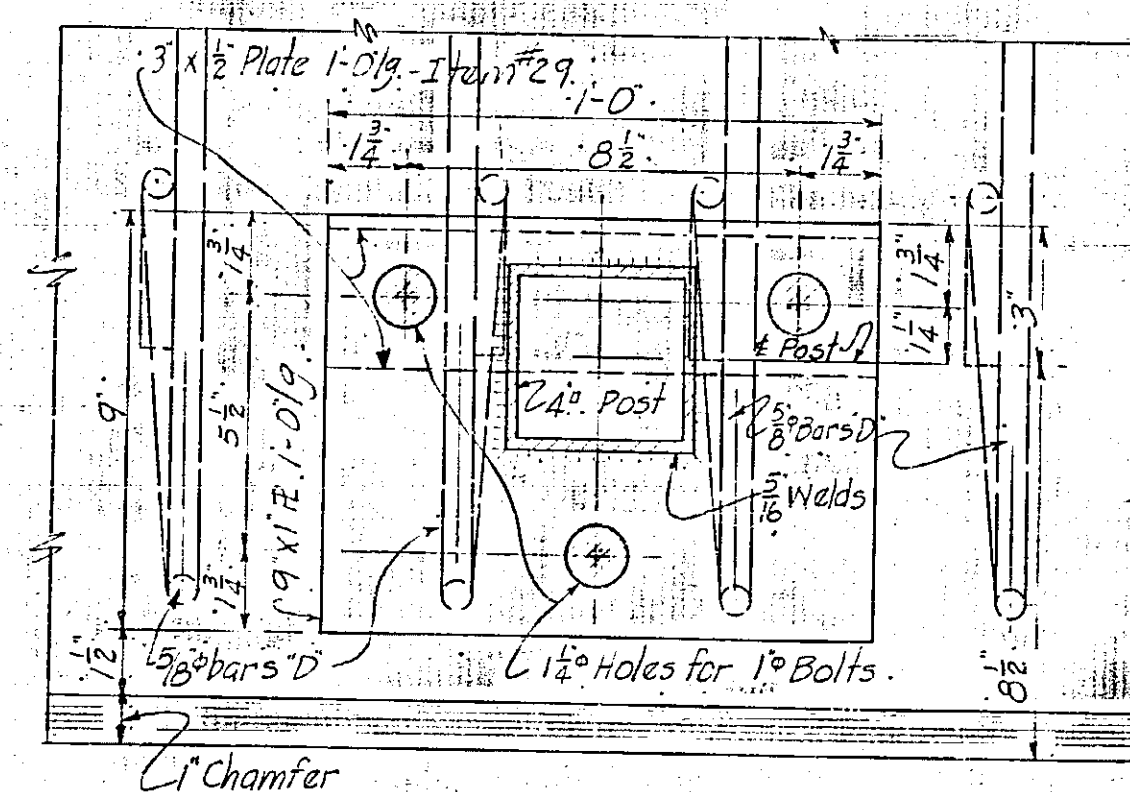


DETAIL AT ENDS OF RAILS  
FULL SIZE

**FULL SIZE**

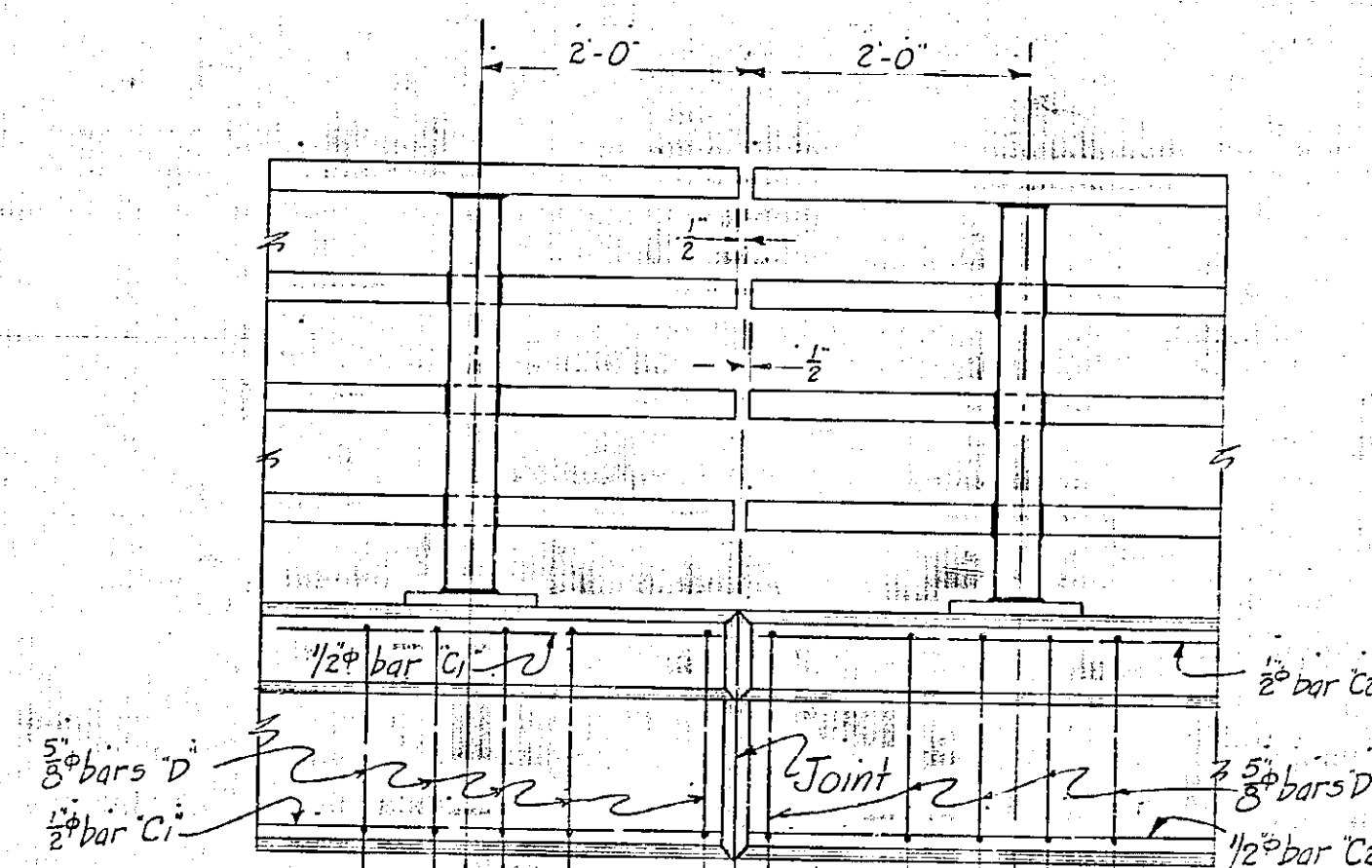


## ACCEPTABLE WELDS



SECTION A-A

SCALE 3" = 1'-0"



DETAIL OVER PIER NO. 2

SCALE 3/4" = 1' - 0"

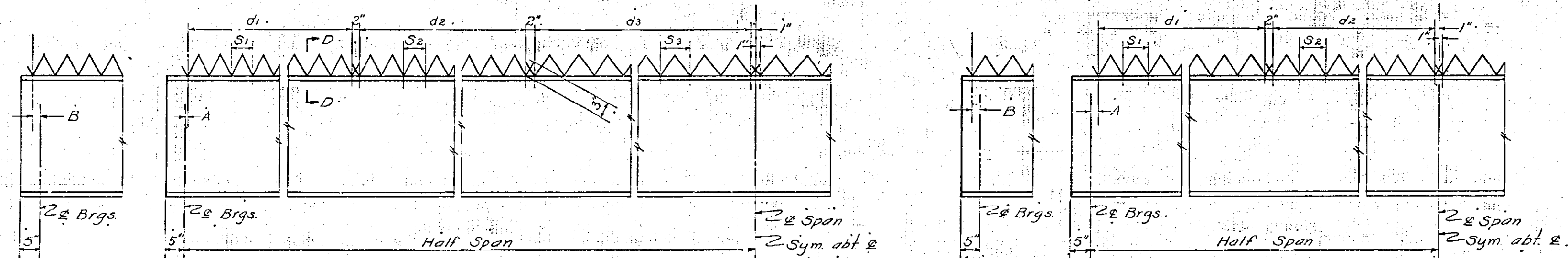
RAILING NOTES ARE SHOWN ON ANOTHER SHEET.

P. M. H. 1  
 1st Edition  
 2nd Edition  
 3rd Edition

IN CHARGE OF *A. C. Gentry Jr.*  
DESIGNED BY *Hoppe*  
DETAILED BY *J. Trachak*  
TRACED BY *J. Trachak*  
TRACING CHECKED BY *A. C. Gentry Jr.*

# SUPERSTRUCTURE



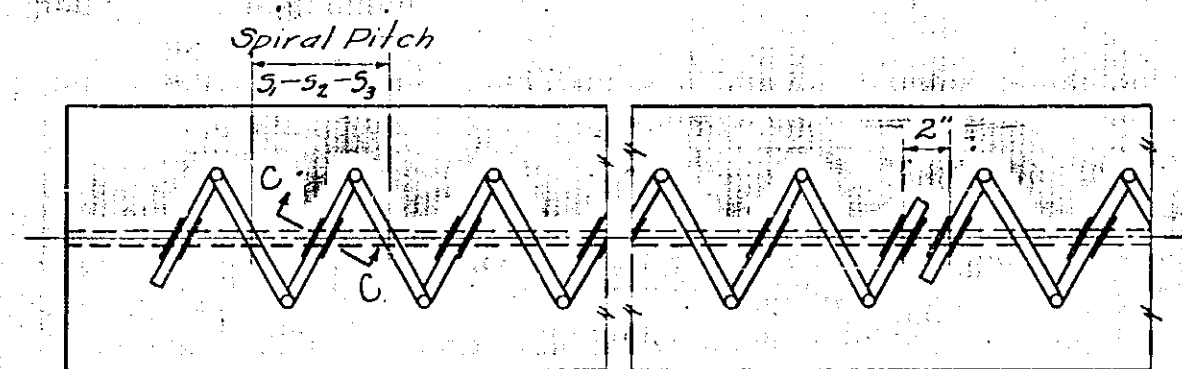


TYPICAL BEAM - SPIRALS SHOWN  
(64'-9" & 57'-9" SPANS)  
SCALE: 1/2" = 1'-0"

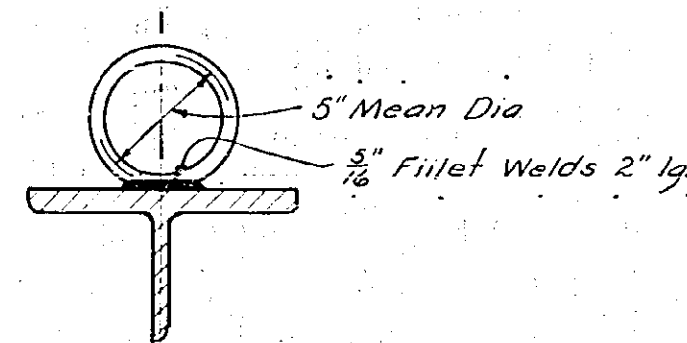
TYPICAL BEAM - SPIRALS SHOWN  
(43'-0" & 37'-6" SPANS).  
SCALE: 1/2" = 1'-0".

# TABLE FOR SPIRALS

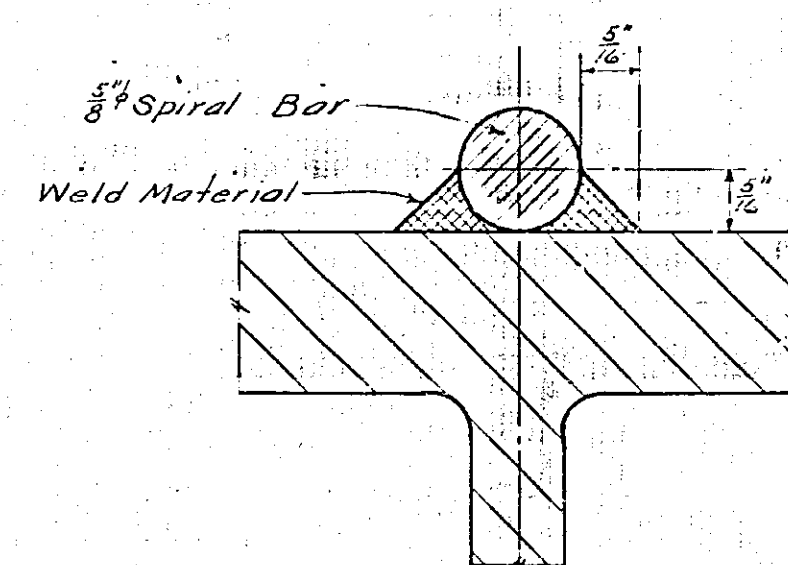
BEAMS	MARK	$S_1$	$d_1$	$S_2$	$d_2$	$S_3$	$d_3$	BEAMS	MARK	$S_1$	$d_1$	$S_2$	$d_2$
INTERIOR 64"-9"	B 2	6"	11'-0"	6"	11'-0"	8"	10'-0"	INTERIOR 43"-0"	A 3	7"	10'-6"	7"	10'-6"
EXTERIOR 64"-9"	B 4½	8"	10'-8"	8"	10'-8"	12"	11'-0"	EXTERIOR 43"-0"	A 2	11"	10'-1"	11"	11'-0"
INTERIOR 57"-9"	A 8½	6"	10'-6"	6"	10'-6"	9"	6'-9"	INTERIOR 37"-6"	B 2	8"	9'-4"	8"	9'-4"
EXTERIOR 57"-9"	A 5½	9"	10'-6"	9"	10'-6"	14"	7'-0"	EXTERIOR 37"-6"	A 1	13"	8'-8"	13"	9'-0"



PARTIAL PLAN OF SPIRALS  
SCALE: 1 1/2" = 1' - 0"

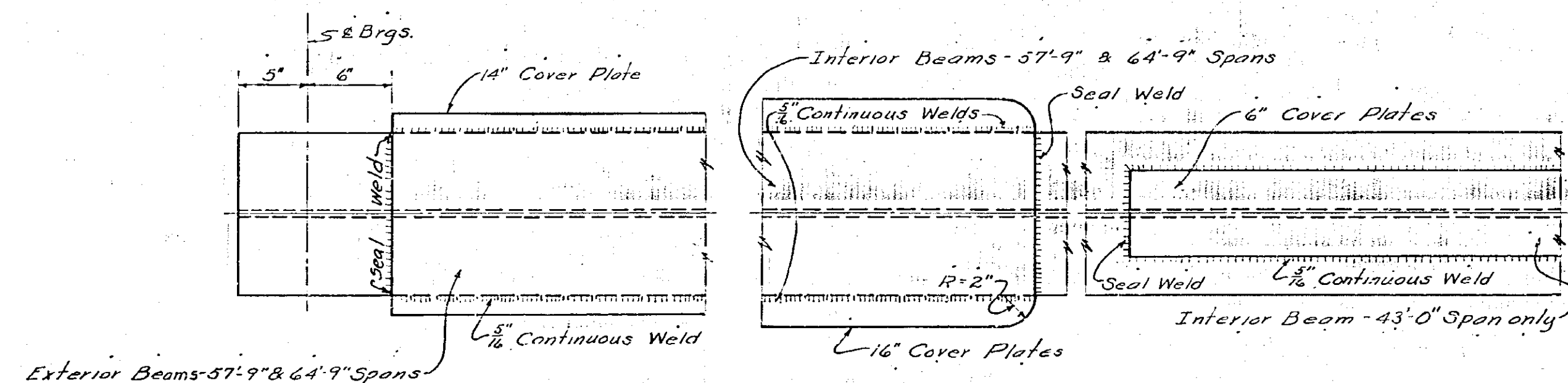


SECTION D-D  
SCALE: 1 1/2" = 1'-0"



**SECTION C - C**  
SCALE: FULL SCALE

COVER PLATE TABLE			
BLAM.	NO.	SIZE.	LENGTH
INTERIOR. 64'-9".	3.	16" x 14".	50'-0". Sym. about 2.
EXTERIOR. 64'-9".	2.	14" x 8".	63'-9". Full. length
INTERIOR. 57'-9".	3.	16" x 8".	41'-0". Sym. about 2.
EXTERIOR. 57'-9".	2.	14" x 12".	56'-9". Full. length
INTERIOR. 43'-0".	3.	6" x 8".	23'-0". Sym. about 2.
EXTERIOR. 43'-0".	Cover plates not required.		
INTERIOR & 37'-6".	Cover plates not required.		



COVER PLATE DETAILS  
SCALE: 1 1/2" = 1'-0"

SUPERSTRUCTURE BAR LIST				
MAR.	SIZE	NO.	LENGTH	DESCRIPTION
A.	$\frac{3}{8}$ " $\phi$	530.	42'-6"	Tran bars in slab (Bottom).
B.	$\frac{3}{8}$ " $\phi$	530.	43'-9"	Tran. bars in slab. (Top):
C.	$\frac{1}{2}$ " $\phi$	71.	39'-8"	Long. bars in slab and fascia.
C1.	$\frac{1}{2}$ " $\phi$	142.	30'-0"	Long. bars in slab and fascia-Lap 18"
C2.	$\frac{1}{2}$ " $\phi$	142.	33'-6"	Long bars in slab and fascia-Lap 18"
C3.	$\frac{1}{2}$ " $\phi$	71.	45'-2"	Long bars in slab end fascia.
D.	$\frac{3}{8}$ " $\phi$	428.	7'-8"	Tran. tie bar in sidewalk
E.	$\frac{3}{8}$ " $\phi$	352.	2'-3"	Bent bars in curbs.
F.	$\frac{3}{4}$ " $\phi$	2.	39'-8"	Curb bars - 37'-6" Span
F1.	$\frac{3}{4}$ " $\phi$	4.	30'-6"	Curb bars - 57'-9" Span-Lap 2'-6"
F2.	$\frac{3}{4}$ " $\phi$	4.	34'-0"	Curb bars - 64'-9" Span "
F3.	$\frac{3}{4}$ " $\phi$	2.	45'-2"	Curb bars - 43'-0" Span

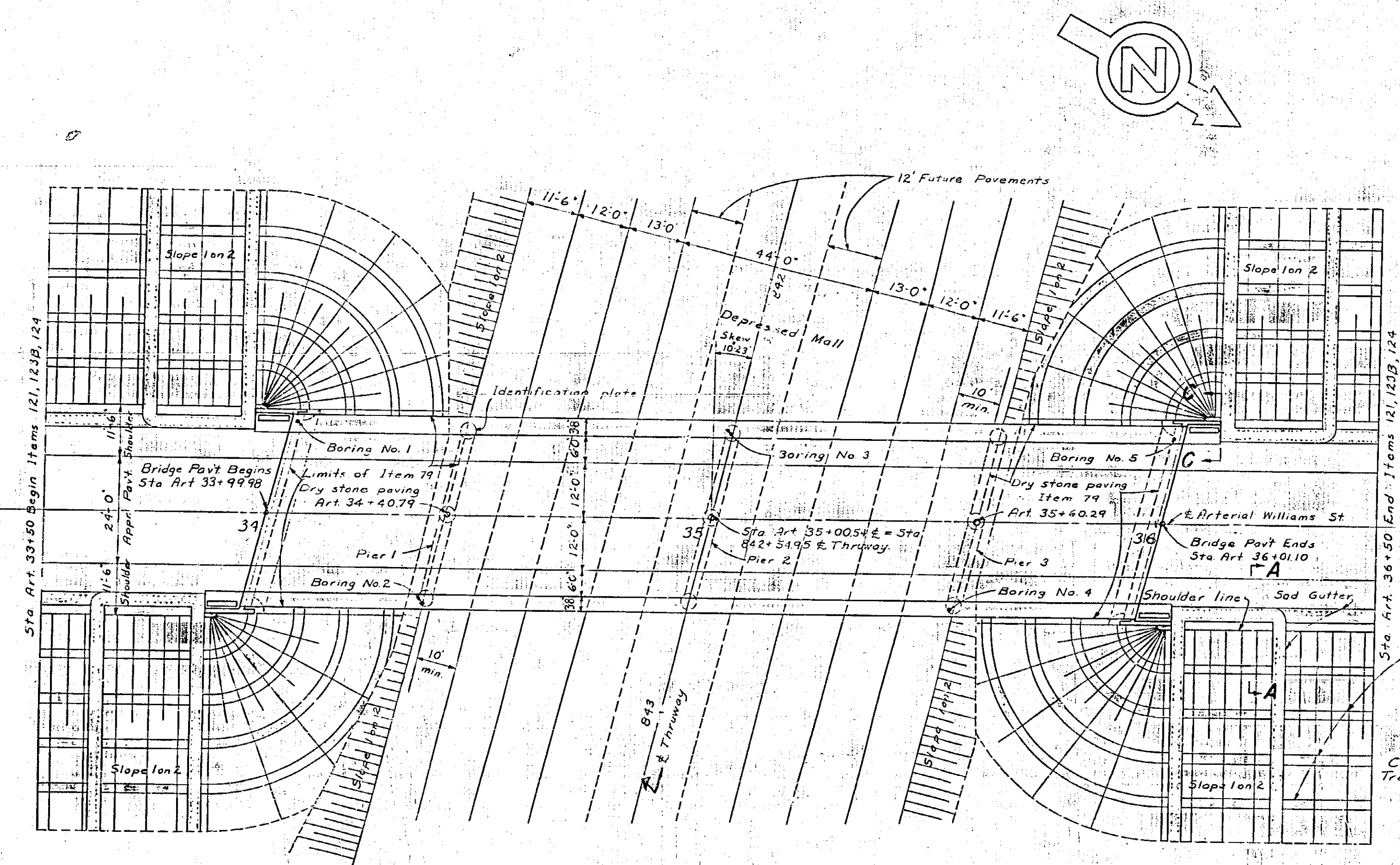
TOTAL ESTIMATE			
NO	ITEM	UNIT	NEAT. ROUND
5-N	Trench, Culvert & Bridge Excavation	C.Y.	795. 880.
15-2	Portland Cement - Type 2	Bbl	1374. 1490.
15-2A	Portland Cement - Type 2A	Bbl	138. 170.
15-N	Natural Cement - Type N	Bbl	196. 210.
16A	Furnishing & Applying Calcium Chloride	Ton	2. 28.5.
18	Class I-A Concrete For Structures.	C.Y.	499. 530.
19	Class I-A Concrete in Railings.	C.Y.	4. 4.
20	Class I concrete.	C.Y.	494. 540.
25F	Steel Lark Reinforcement.	C.Y.	640. 880.
28	Bar Reinforcement For Structures.	Lb.	95,610. 102,000.
28A	Spiral Bar Shear Connectors.	Lb.	2541. 2600.
29	Structural Steel.	Lb.	210,000. 215,000.
37	Metel Railing	L.F.	452. 460.
37R	Foundation Course ROB Gravel.	C.Y.	335. 45.
49B	Cement Concrete Pavement	C.Y.	93. 96.
79	Dry Stone Paving.	S.F.	422. 460.
83TT	Temporary Timber Sheet Piling.	S.F.	360. 500.
121	Topsoil Placed from Stockpiles.	C.Y.	116. 125.
123B	Seeding on Prepared Areas.	Acre.	0.18. 0.25.
124	Sodding.	S.Y.	328. 350.
259	Calcium Chloride Treated Gravel Shoulders	C.Y.	18. 25.

# SUPERSTRUCTURE

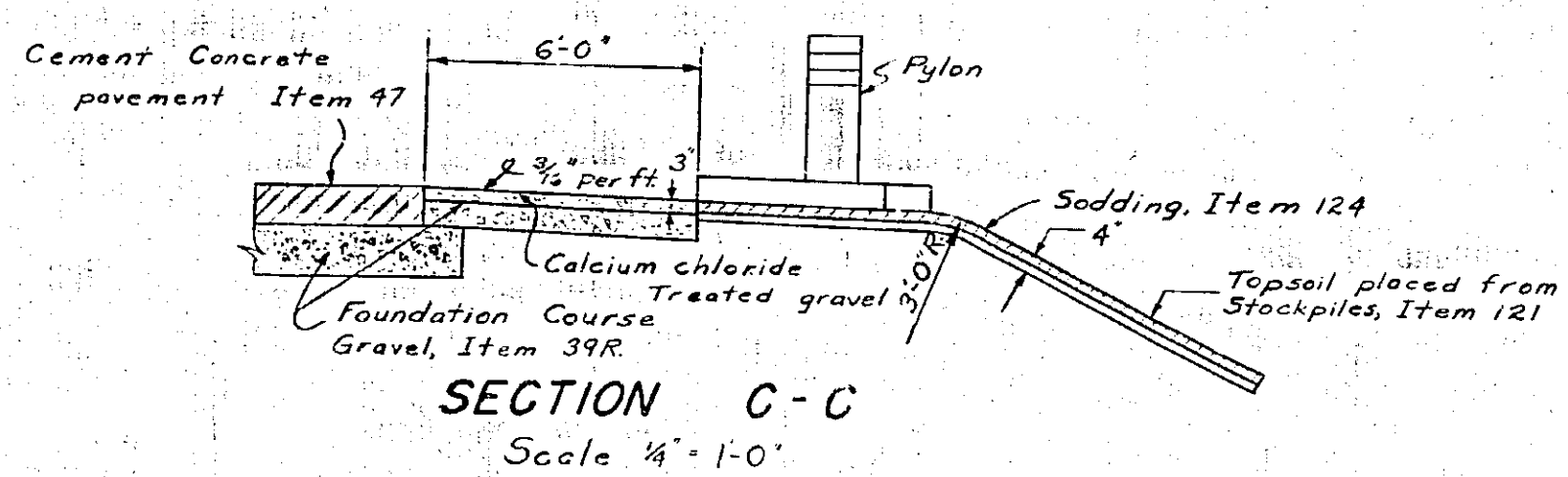
PLANS MADE	IN CHARGE OF <i>J.C. Osburn 7/51</i>
FOR TELEVISION	DESIGNED BY <i>H. Griffith</i>
	DETAILED BY <i>J. Grapshak</i>
ON BEHALF OF	TRACED BY <i>IRAL D. CLARK</i>
FOR RECORD	TRACING CHECKED BY <i>J.C. Osburn</i>



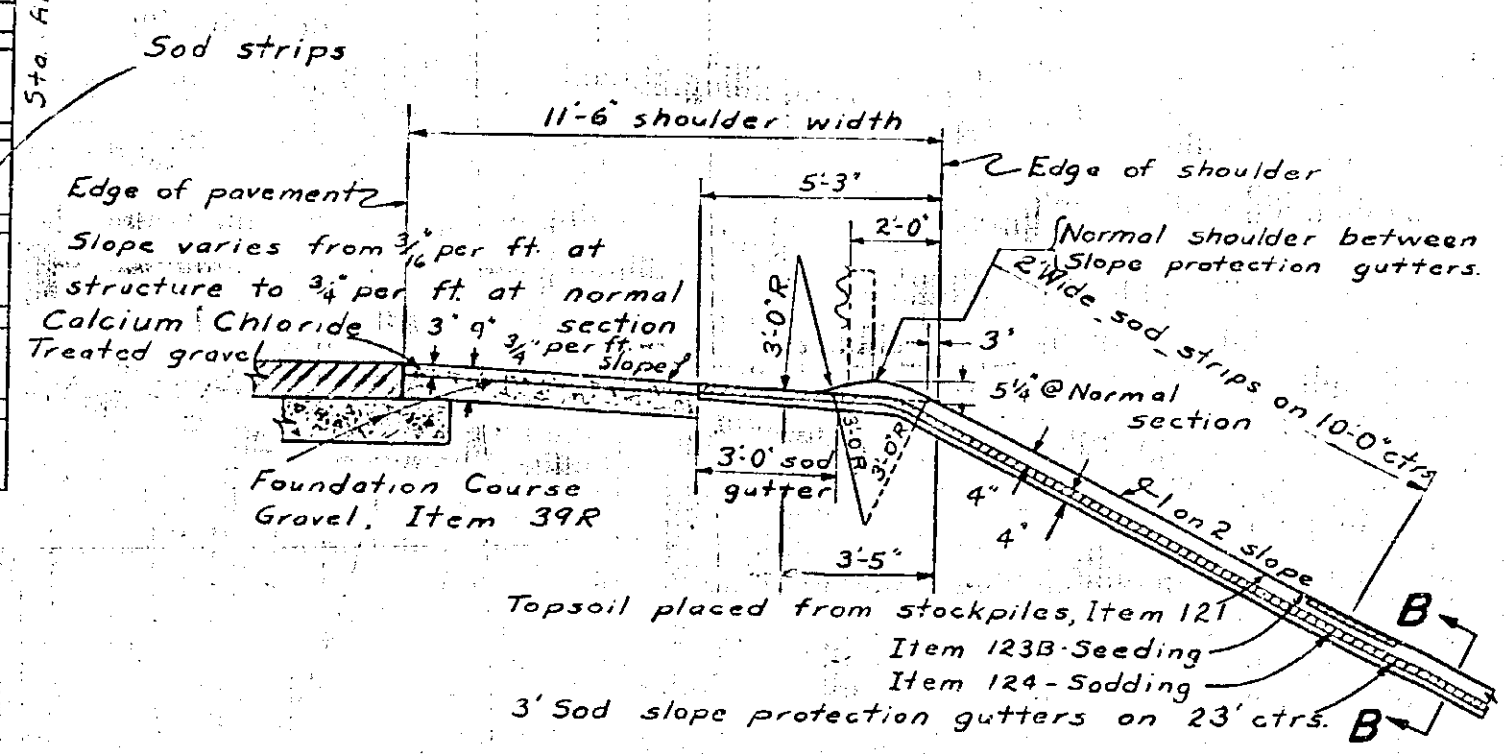
COUNTY	SHEET NO.	TOTAL SHEETS
MADISON	90	118
N.Y. STATE THRUWAY-MOHAWK SEC. SUB. DIV. NO.3		
CANASTOTA-ONEIDA WILLIAMS ST. BRIDGE STA. 842+55		



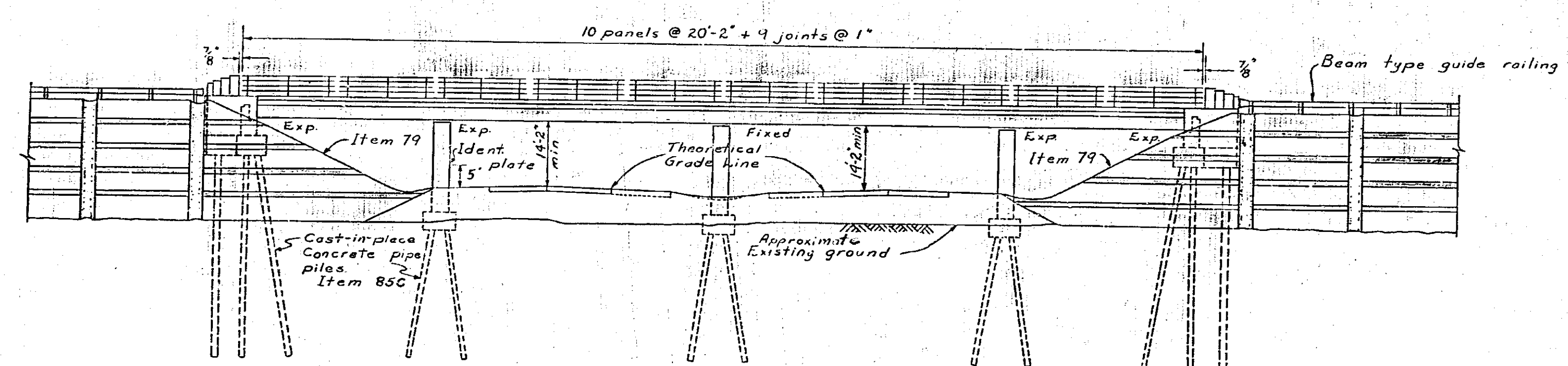
PLAN  
Scale 1" = 20'-0"



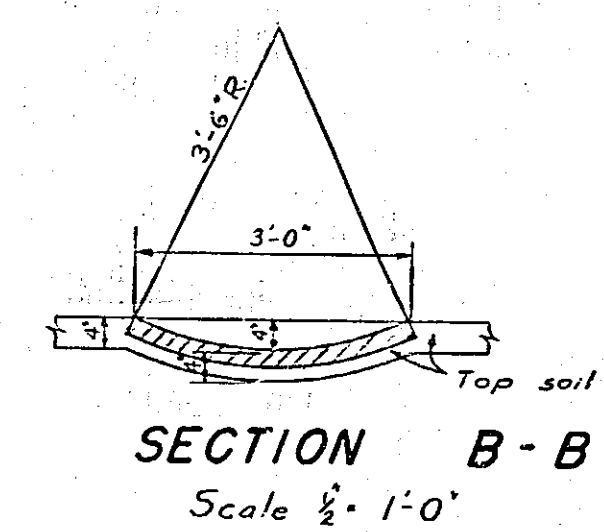
Note: - Gravel shoulder Item 39R, top 3' treated with calcium chloride. Item 259 shall be used between stations 33+50+36+50.



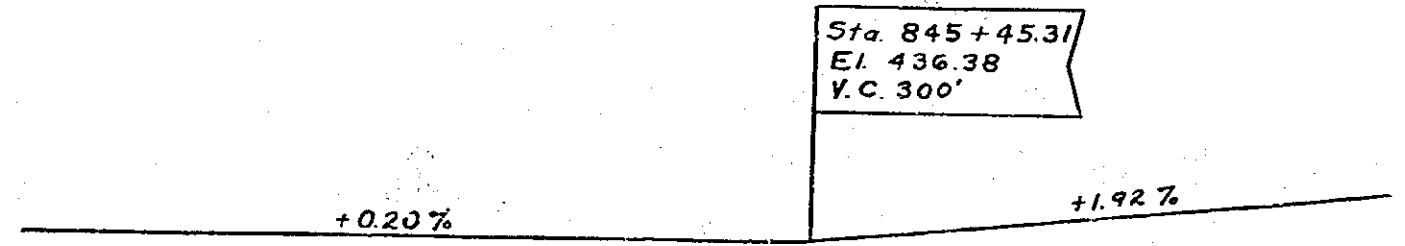
SECTION A-A  
Scale 1/4" = 1'-0"



ELEVATION  
Scale 1" = 20'-0"



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



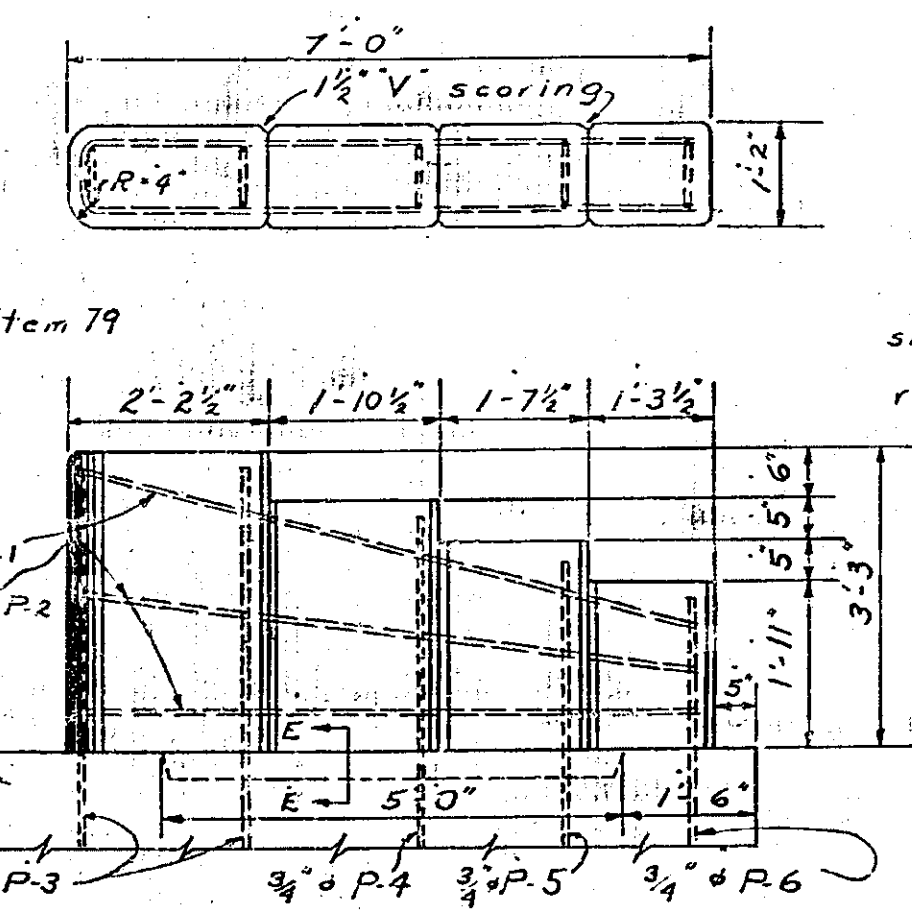
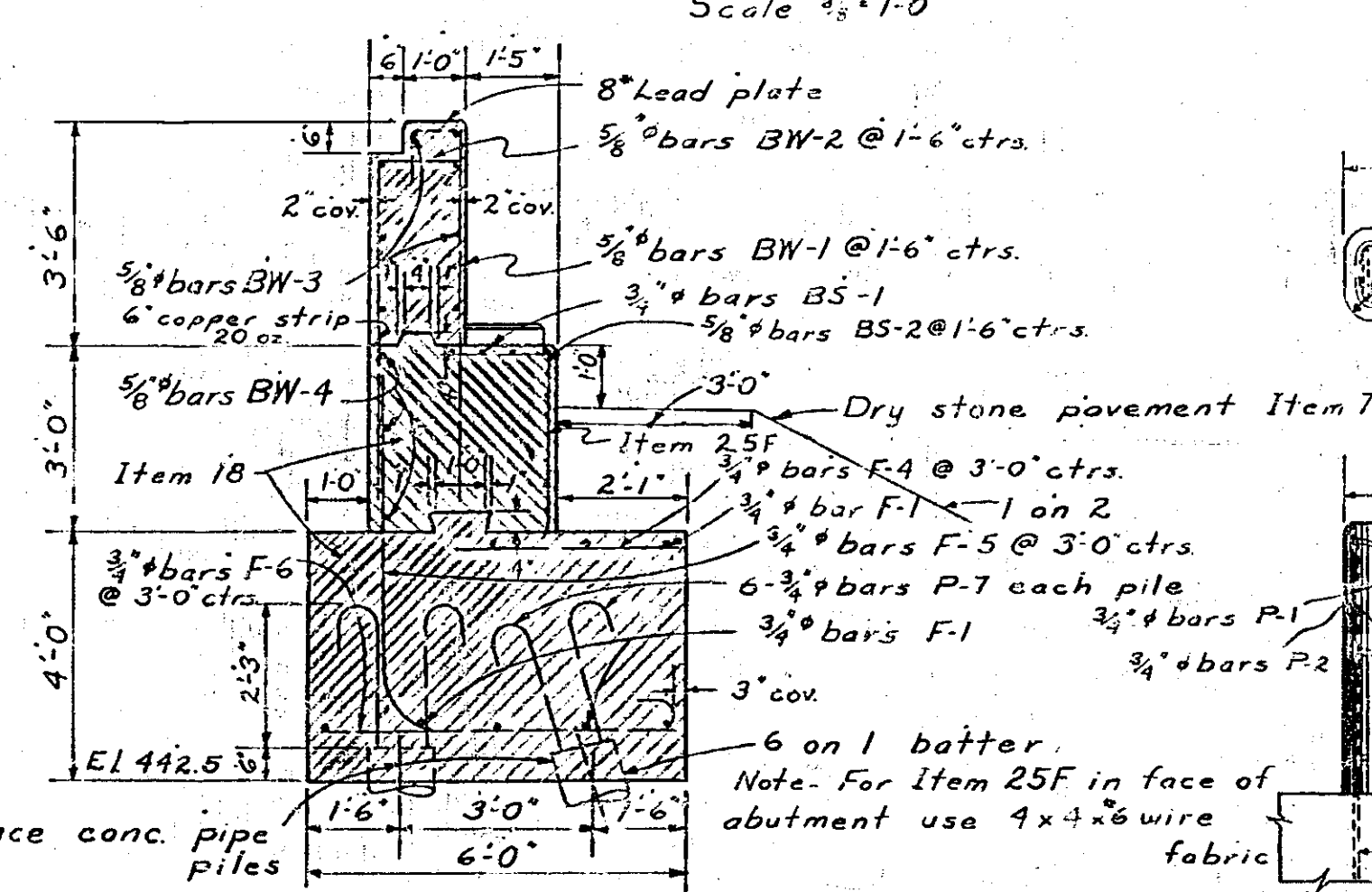
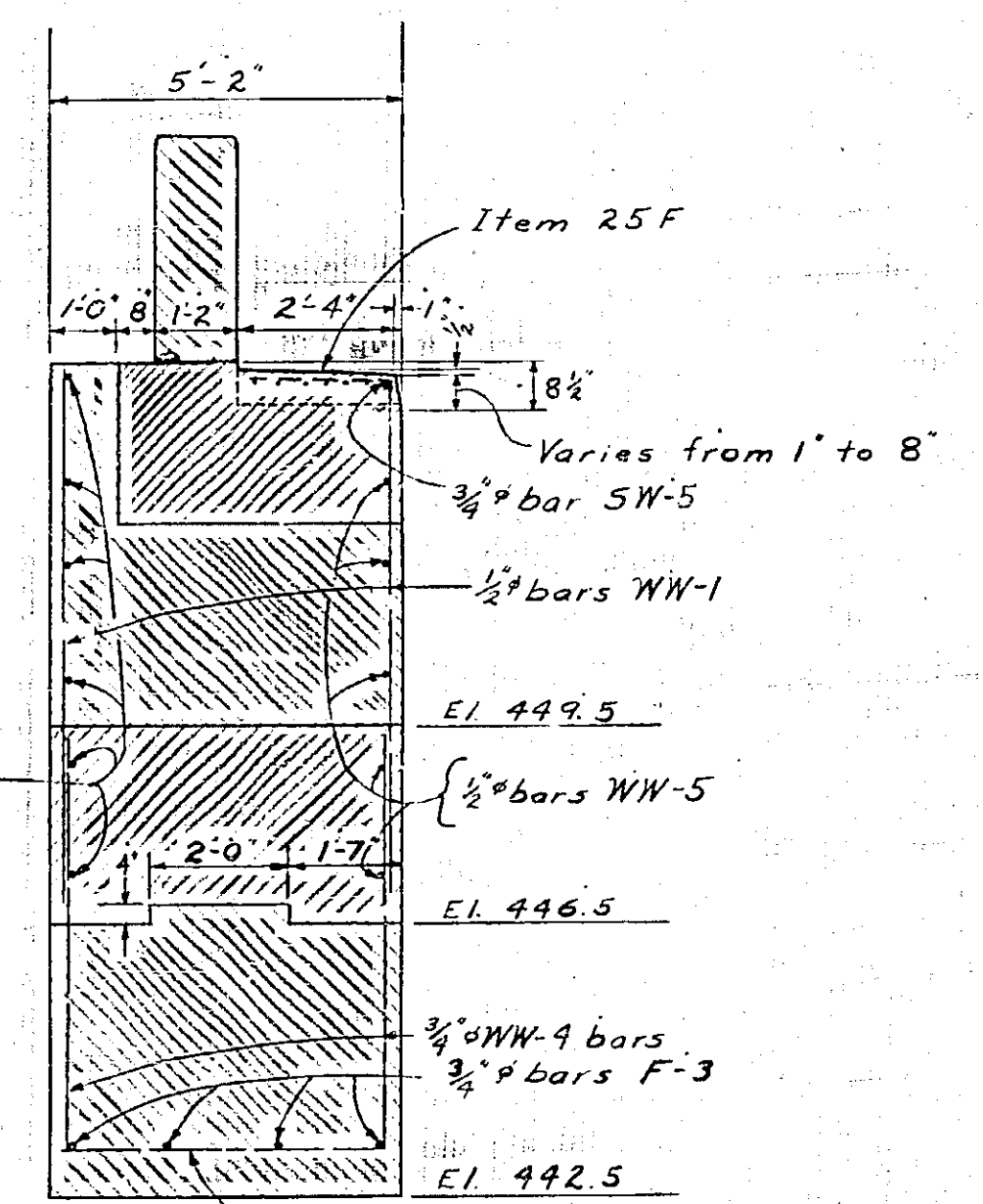
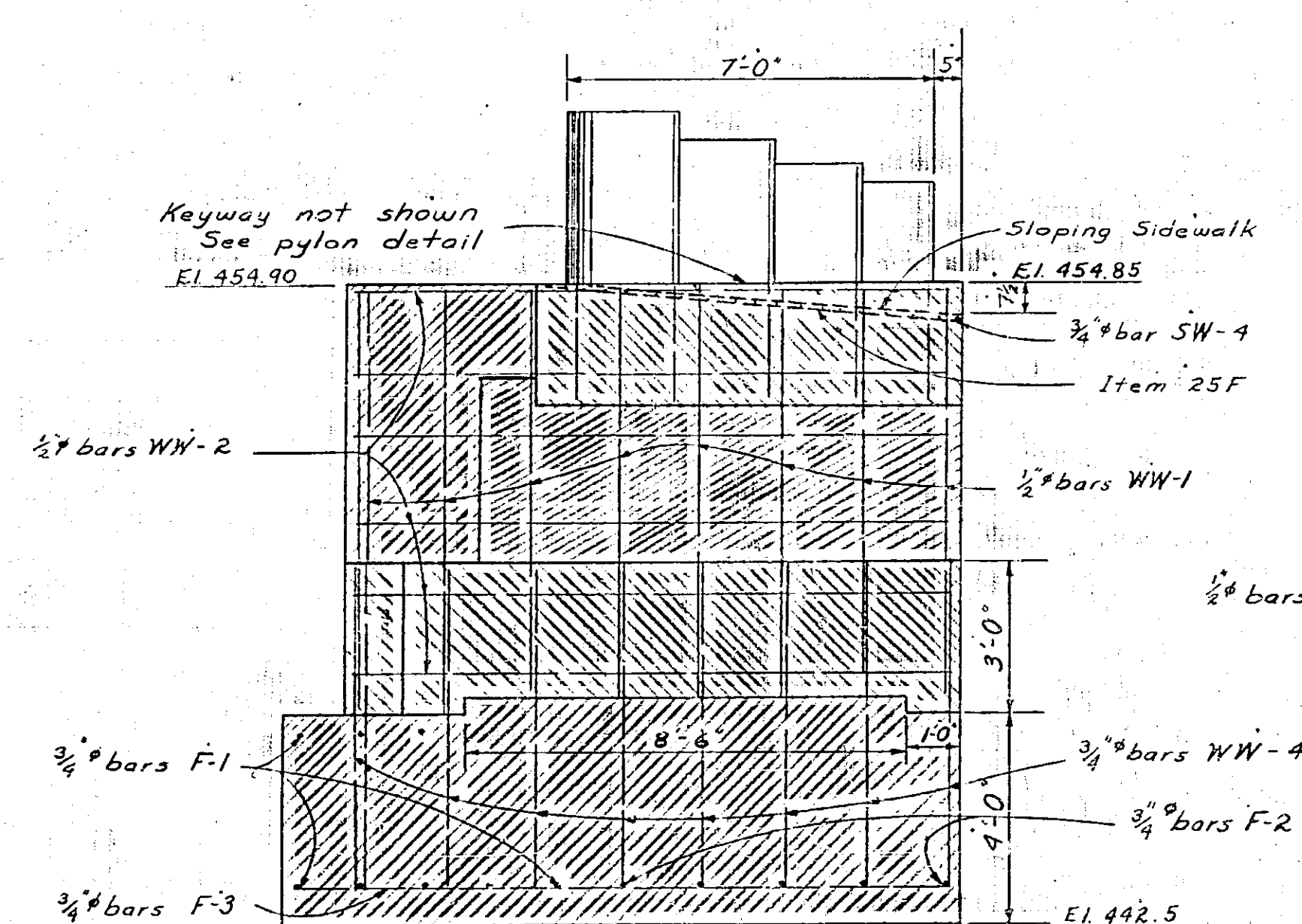
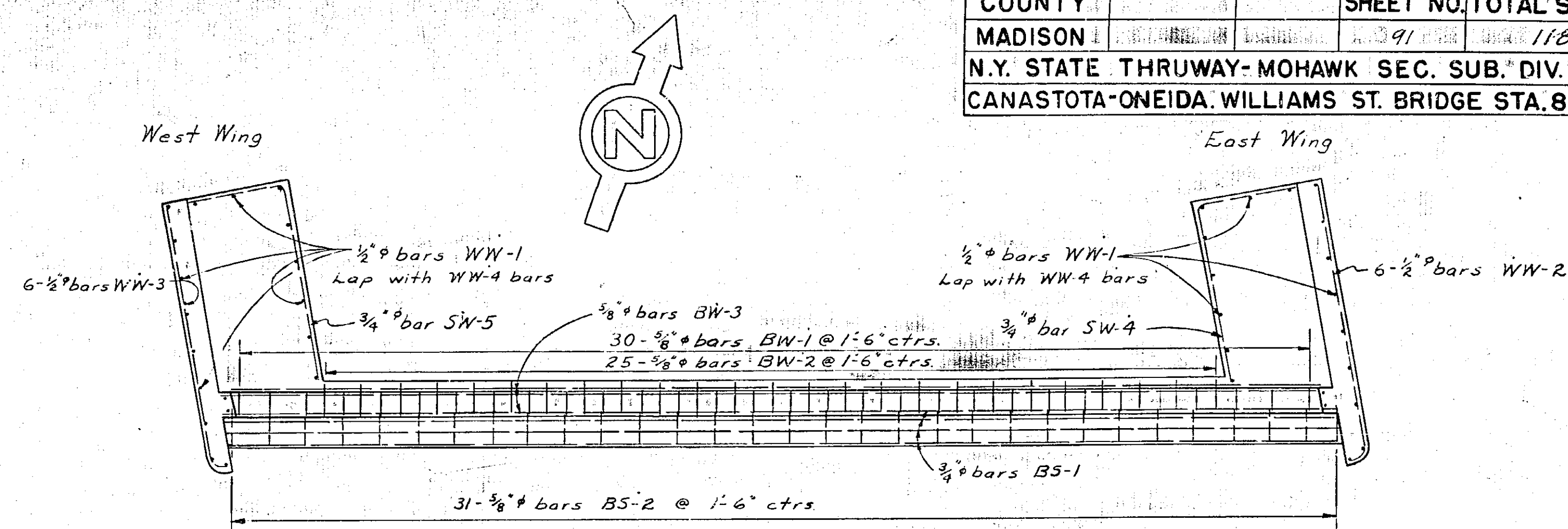
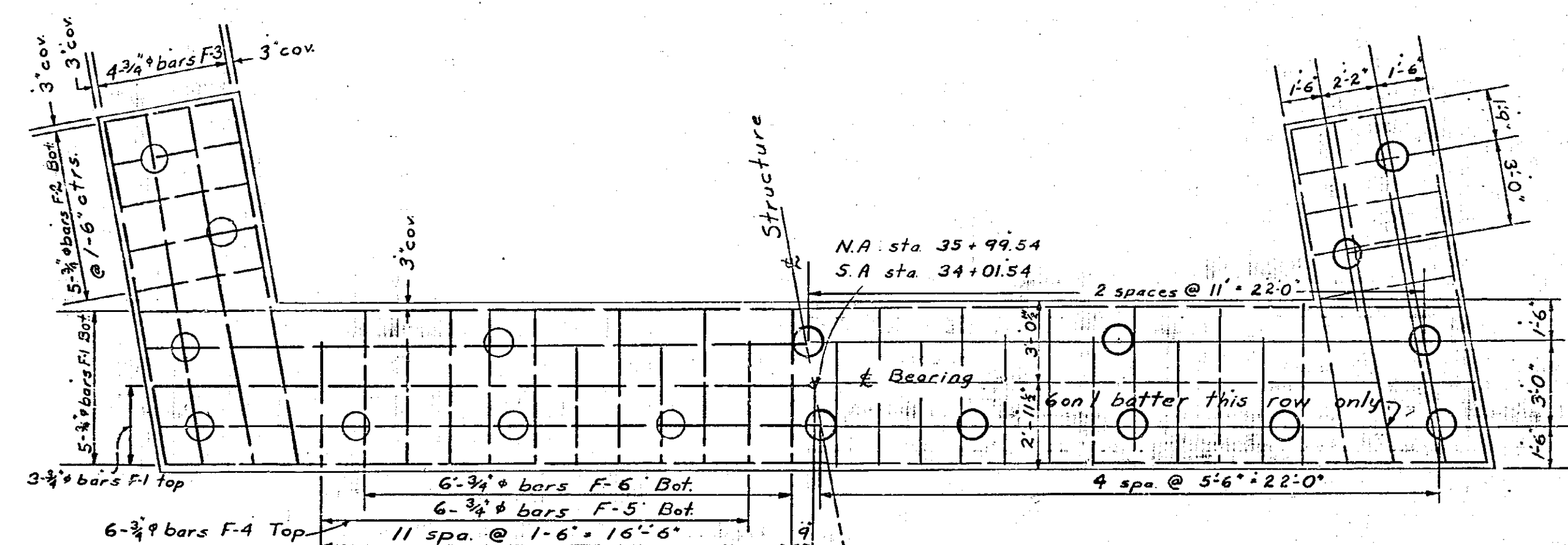
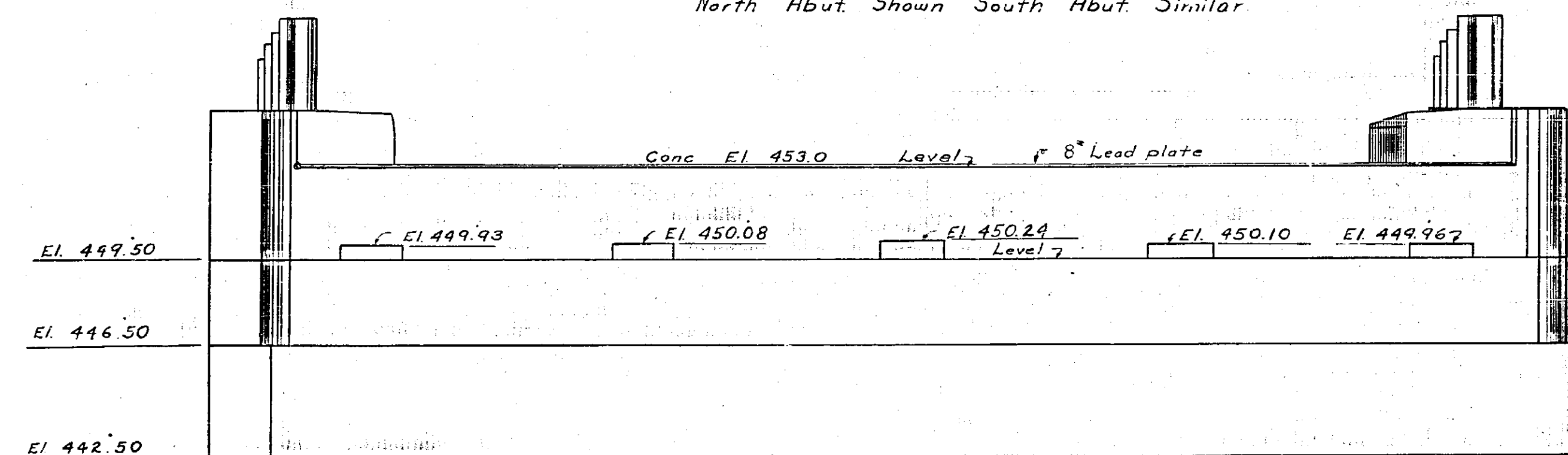
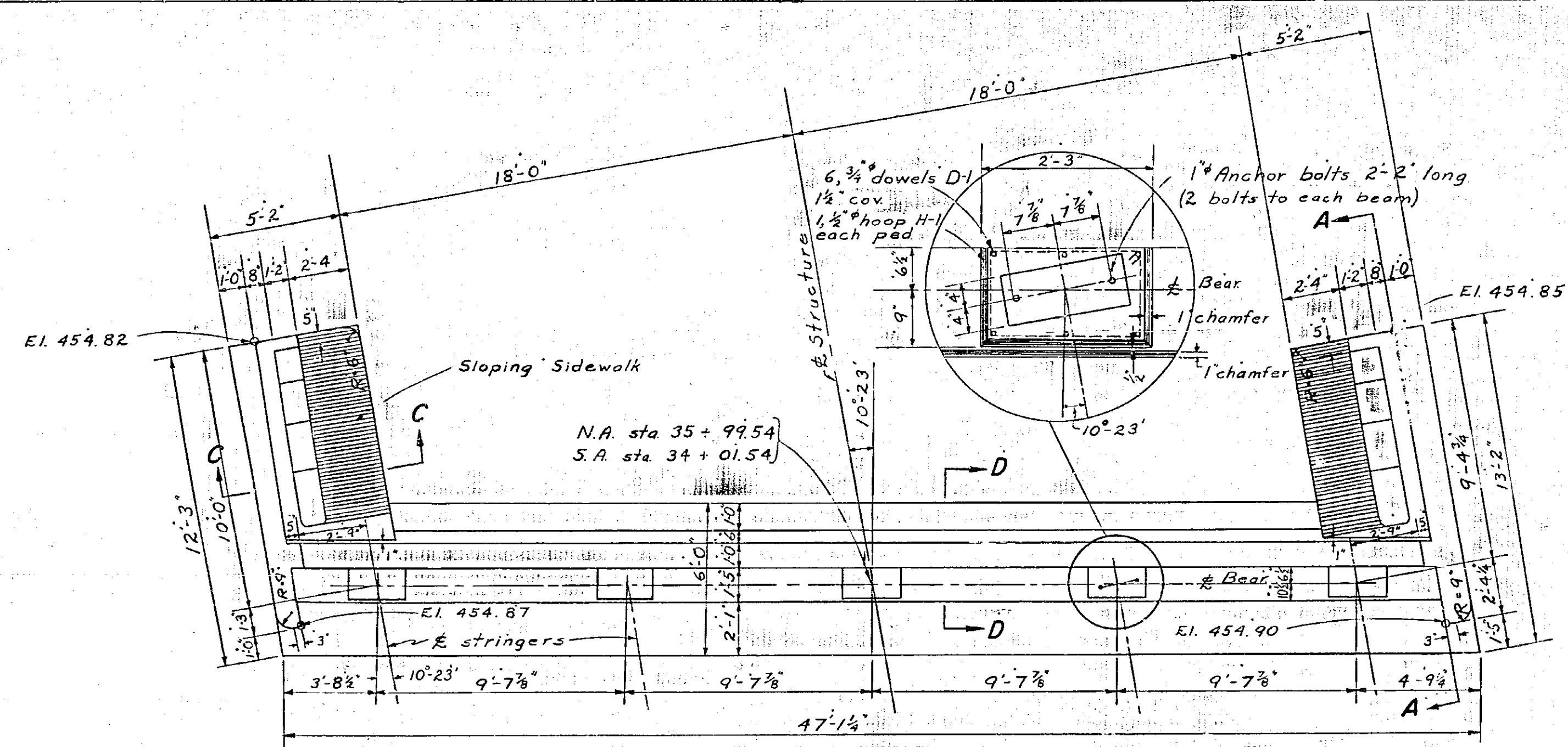
THRUWAY PROFILE

No.	Item	Unit	Quantity	Round
5	Trench, Culvert & Bridge Excavation	CY	110	120
15-2	Portland Cement Type 2	Bbl	1068	1120
15-2A	Portland Cement Type 2A	Bbl	158	170
15N	Natural Cement Type N	Bbl	153	160
18	Class 1A Concrete for Structures	CY	730	750
25F	Steel Fabric Reinforcement	S.Y.	840	900
28	Bar Reinforcement for Structures	Lb.	116,300	119,000
28B	Spiral Bar Shear for Connectors	Lb.	3,370	3,500
29	Structural Steel	Lb.	175,000	180,000
37	Metal Railing	L.F.	405	410
47B	Cement Concrete Pavement	CY	90	100
79	Dry Stone Paving	S.Y.	405	440
85C	Cast-in-Place Concrete Piles	L.F.	3,780	4,300
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.
121	Topsoil Placed from Stockpiles	CY	220	240
123B	Seeding on Prepared Areas	Acres	.3	.4
124	Sodding	S.Y.	475	500

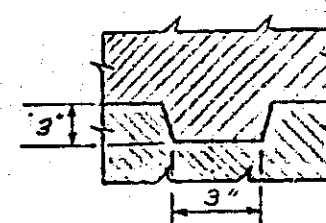
PLANS MADE	Sept. 30, 1952
1ST REVISION	
2ND REVISION	
3RD REVISION	
IN CHARGE OF	S. Gisser
DESIGNED BY	John O. Neil
DETAILED BY	ALFRED E. KRUG
TRAINED BY	Douglas H. Smith
TRAILING CHECKED BY	John J. Moran



COUNTY	SHEET NO.	TOTAL SHEETS
MADISON	91	118
N.Y. STATE THRUWAY-MOHAWK SEC. SUB. DIV. NO.3		
CANASTOTA-ONEIDA WILLIAMS ST. BRIDGE STA. 842+55		



All exposed pylon edges not shown as chamfered shall be rounded 1/4" after forms are removed



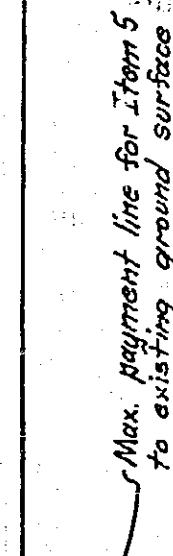
PLANS MADE	Sept 30, 1952
1ST REVISION	
2ND REVISION	
3RD REVISION	

IN CHARGE OF S. Gisser  
DESIGNED BY J. J. Schell  
DETAILED BY J. J. Schell  
TRACED BY Raymond H. Smith  
TRACING CHECKED BY James J. Wynn

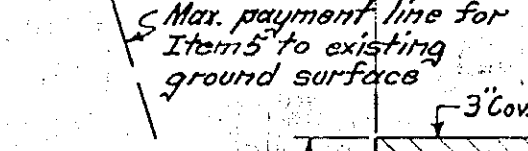
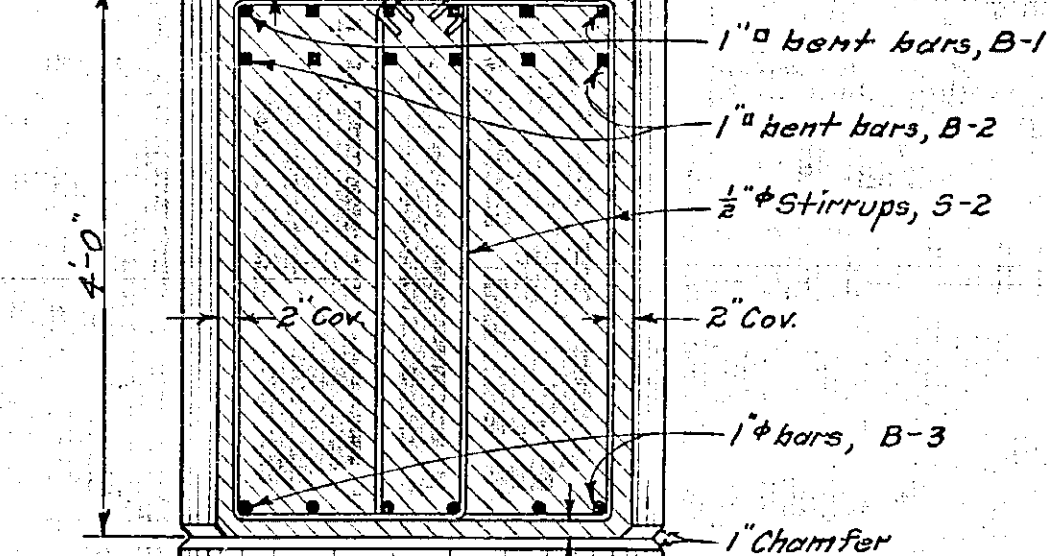
For design purposes the assumed load per pile does not exceed 30 tons.

ABUTMENTS

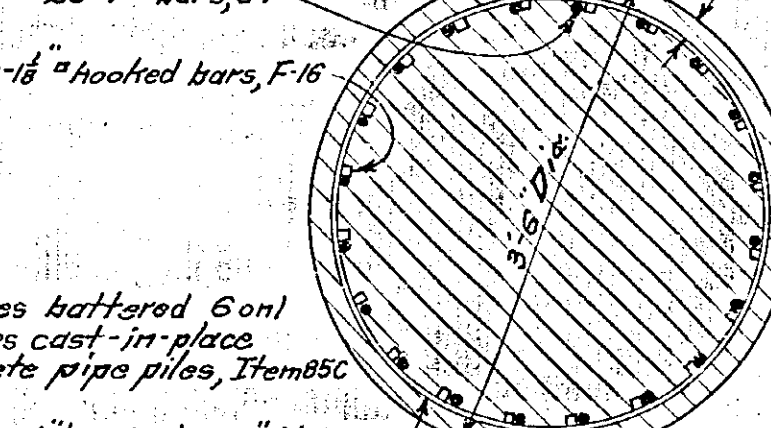




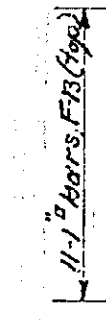
the 1990s, the number of people in the world who are illiterate has increased from 1.2 billion to 1.5 billion. The number of illiterate people in the world is projected to reach 1.7 billion by the year 2015. The number of illiterate people in the world is projected to reach 1.7 billion by the year 2015.



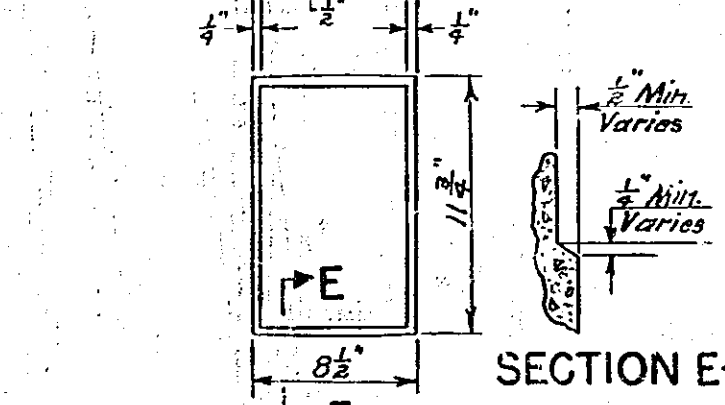
000000



Scale:  $\frac{3}{4} = 1:0"$



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



DETAIL OF RECESS FOR

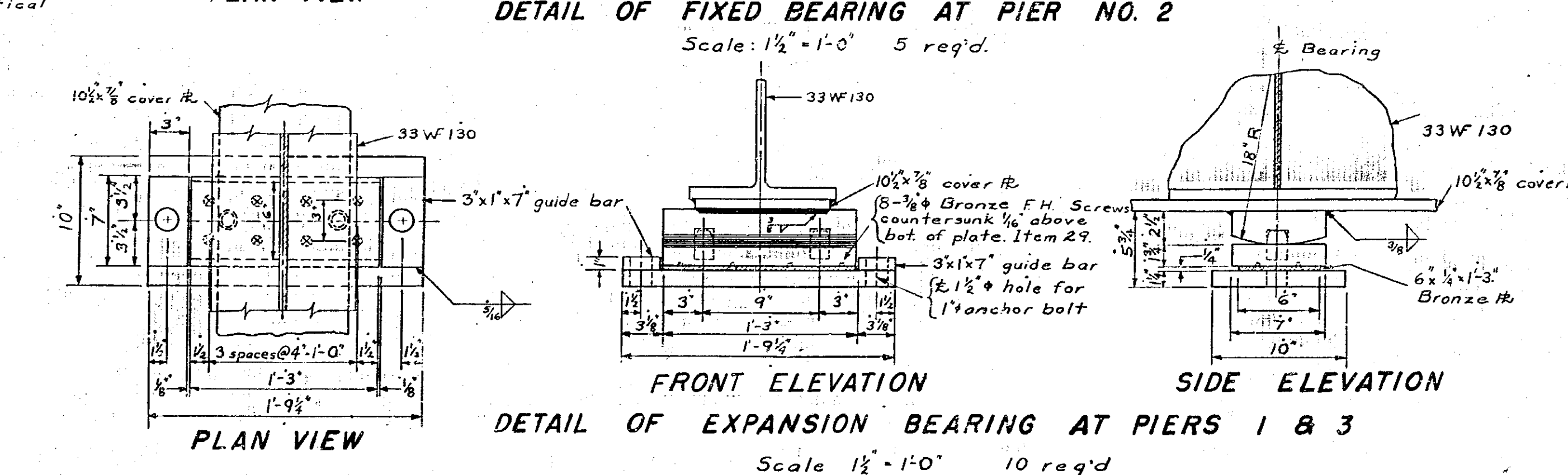
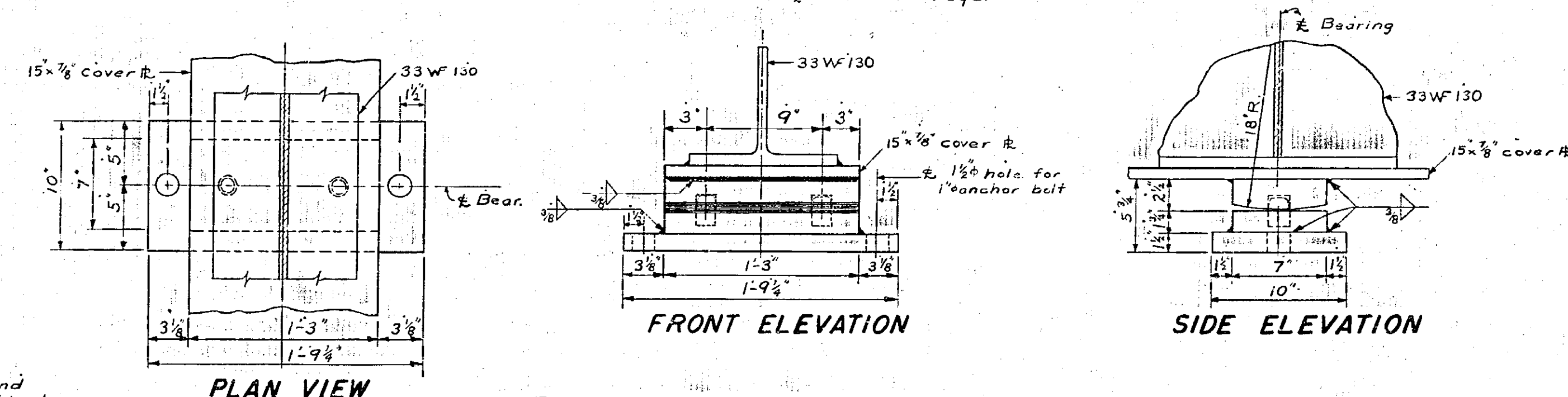
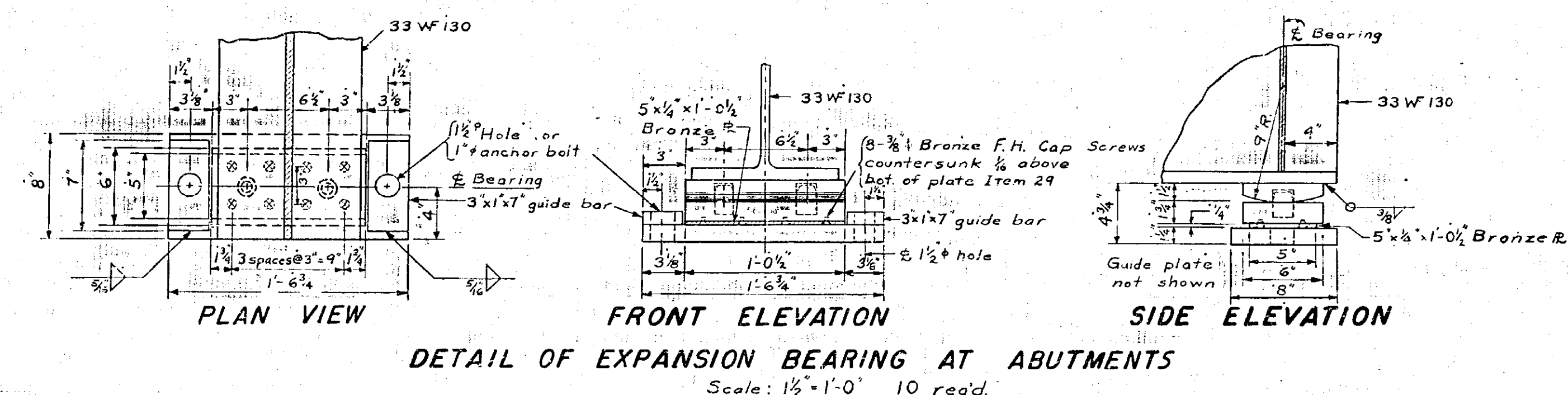
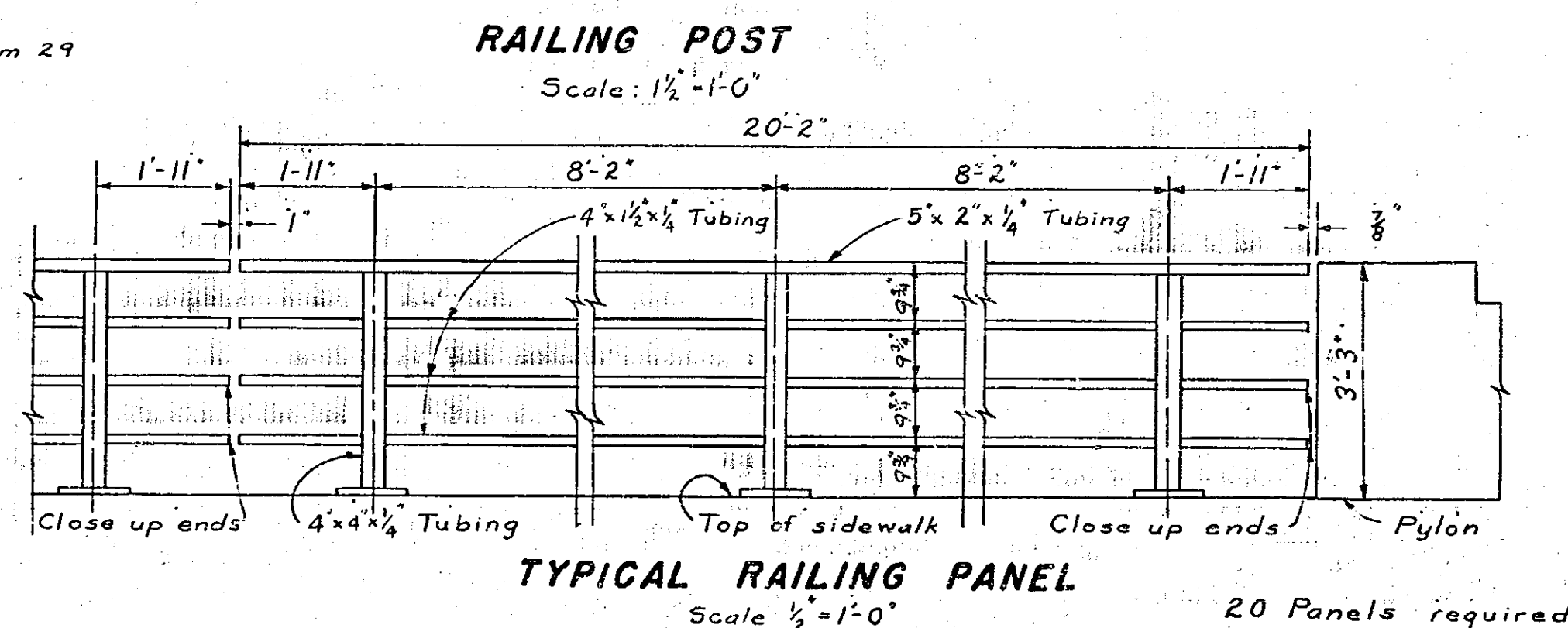
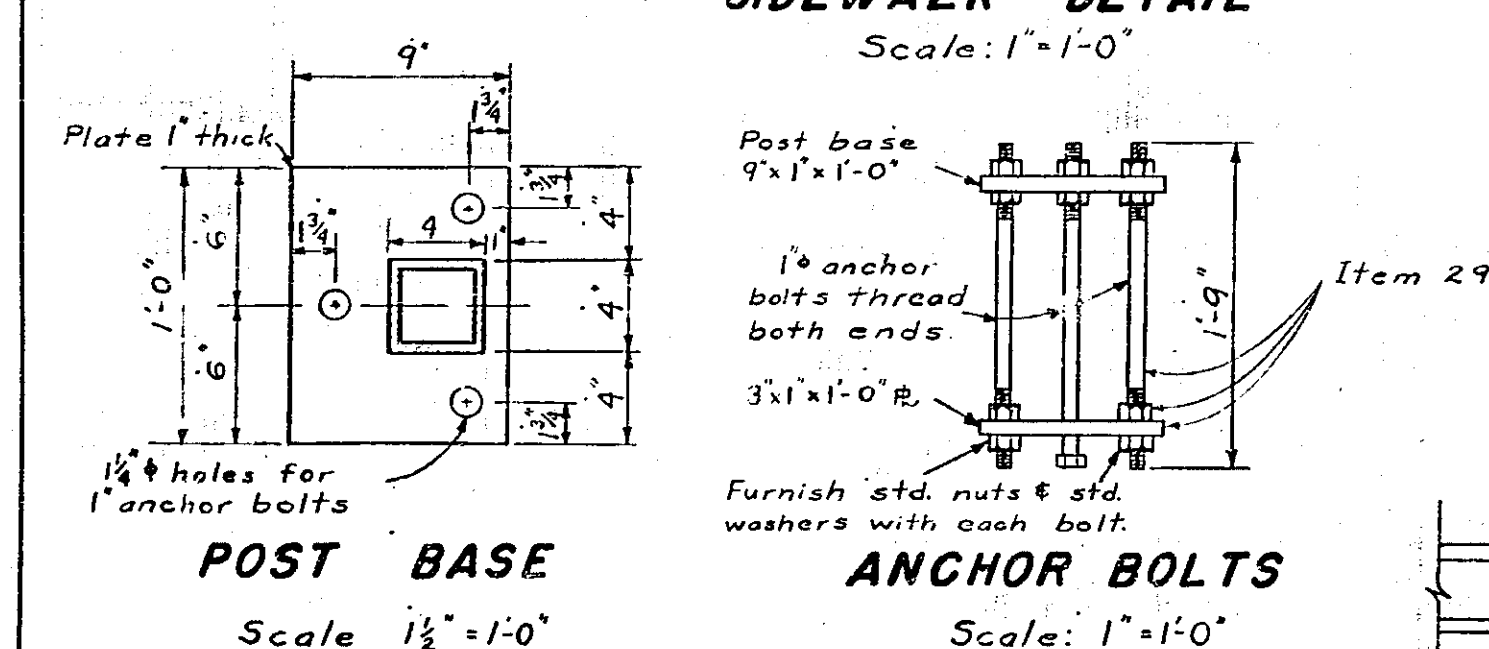
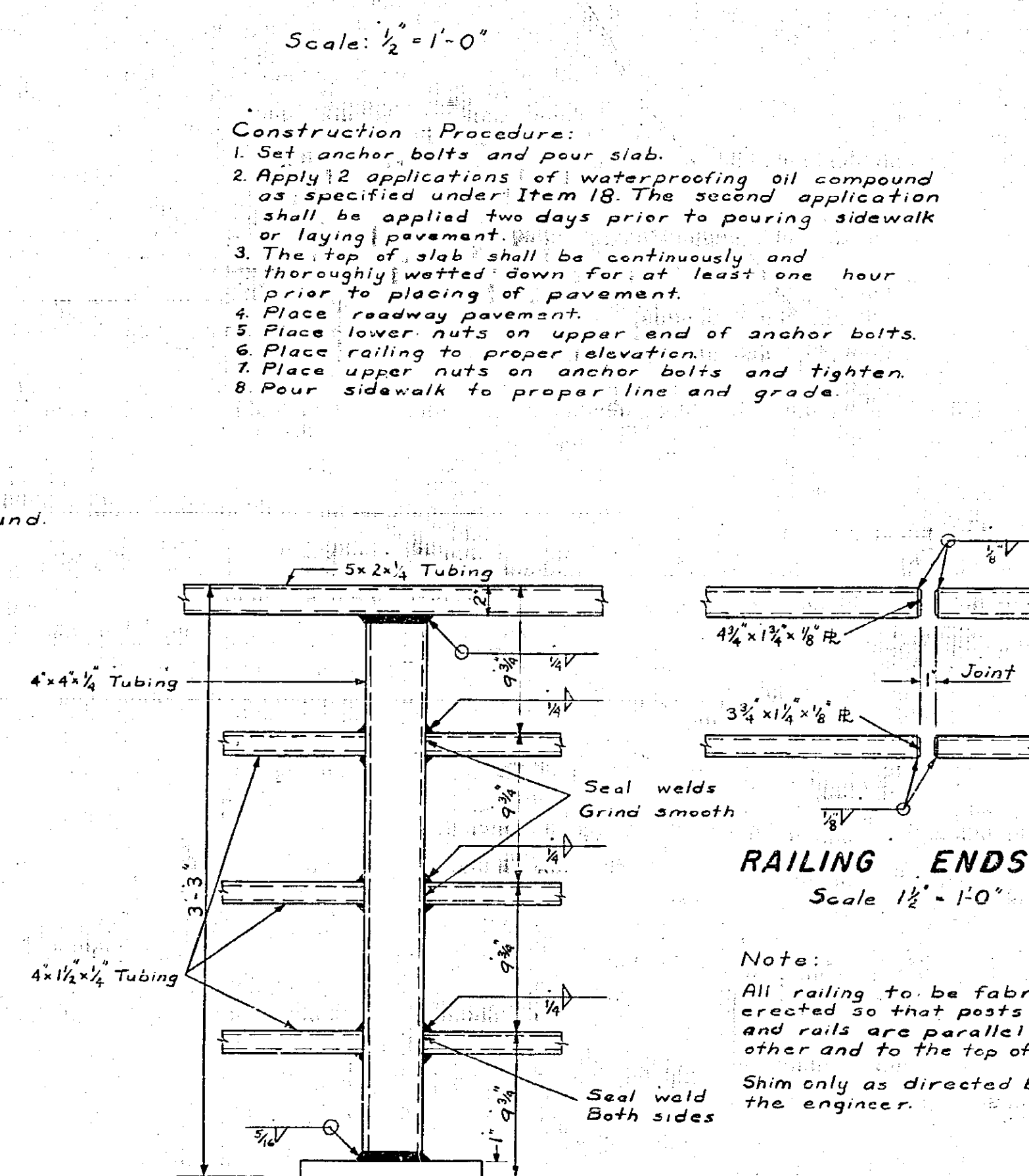
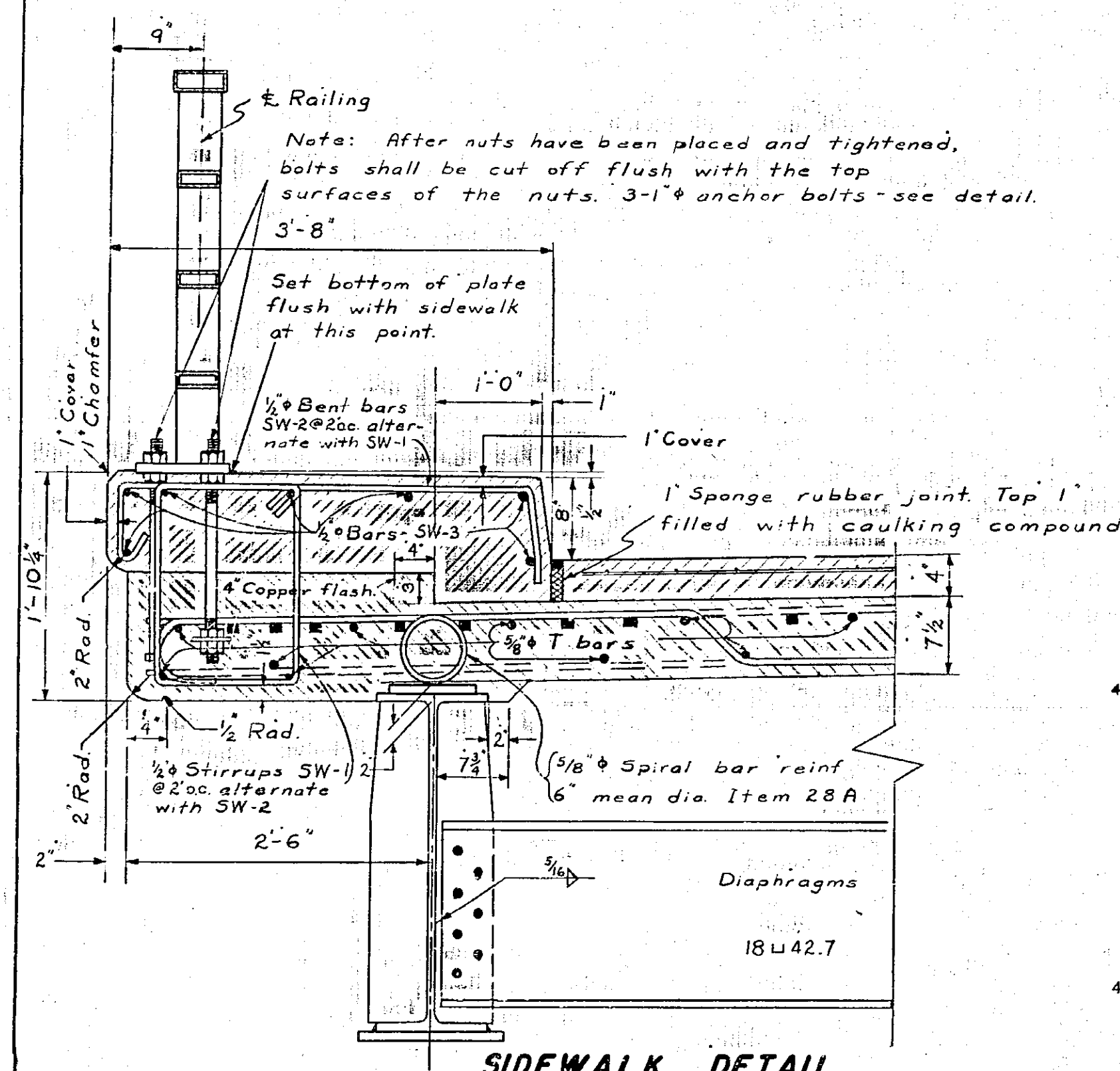
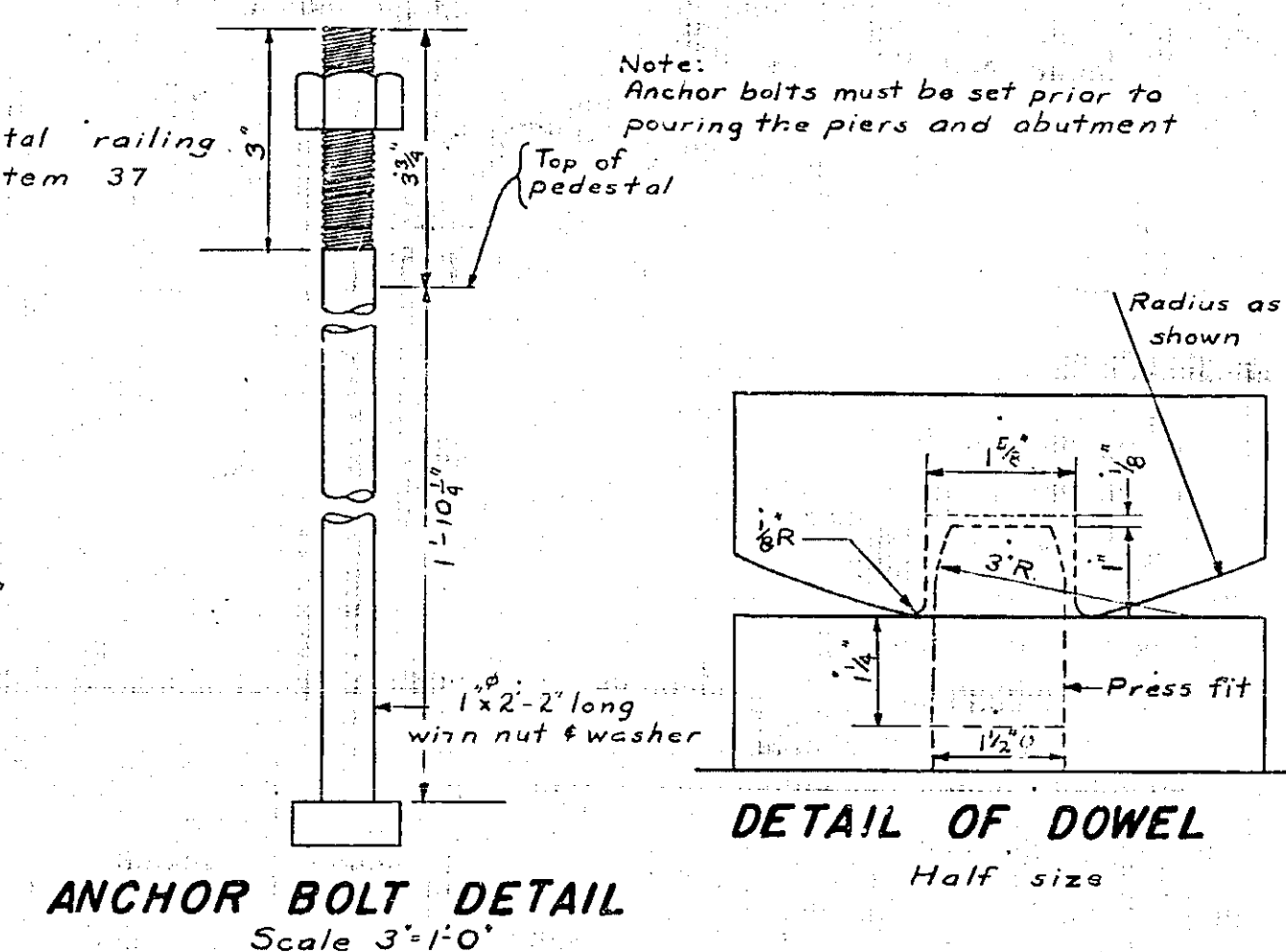
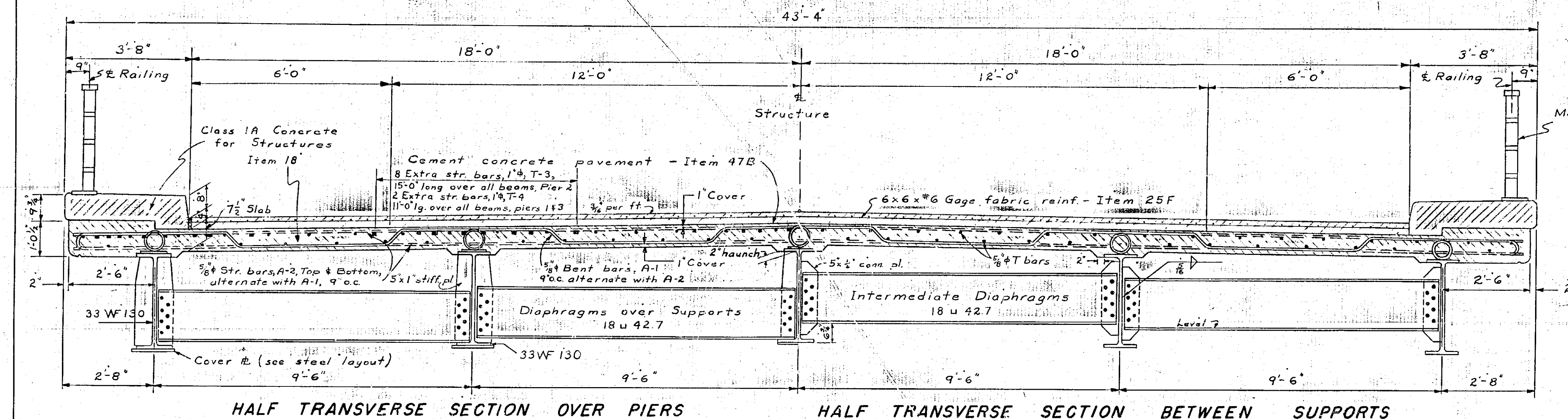


Scale:  $\frac{8}{8} = 1-0$

IN CHARGE OF S. Gisser  
DESIGNED BY J. J. O'Neil  
DETAILED BY ALFRED E. KRUG  
TRACED BY Det. Leonard  
TRACING CHECKED BY John J. Maran

PIERS





PLANS MADE Sept. 30, 1952

1ST REVISION

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2ND REVISION

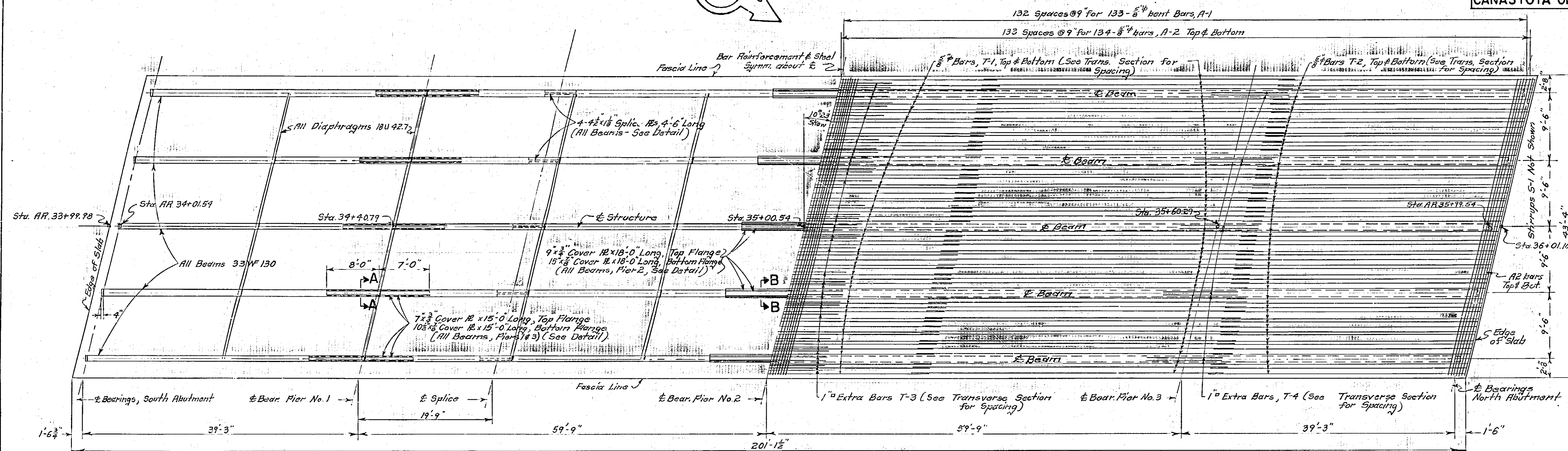
© 2000 Blackwell Science Ltd *Journal of Internal Medicine* 247: 105–112

IN CHARGE OF S. Gisser  
DESIGNED BY J. J. O'Neil  
DETAILED BY ALFRED E. KRUG  
TRACED BY Douglas H. Smith  
TRACING CHECKED BY John J. Moore

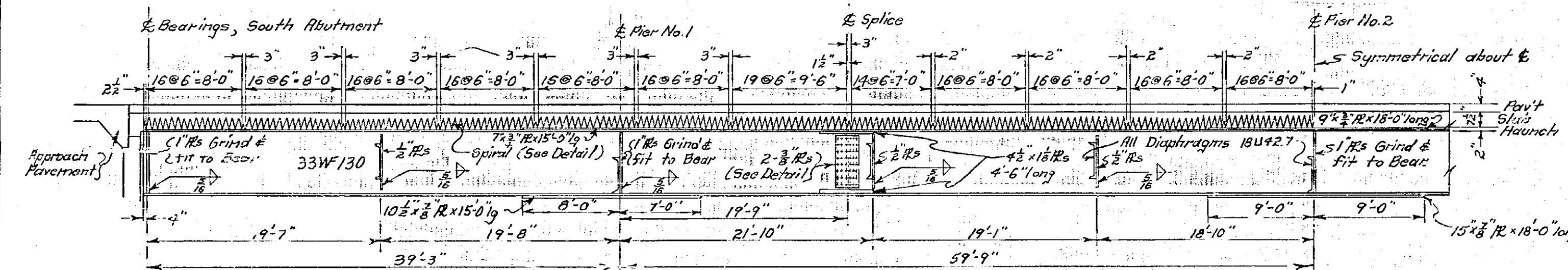
## SUPERSTRUCTURE DETAILS



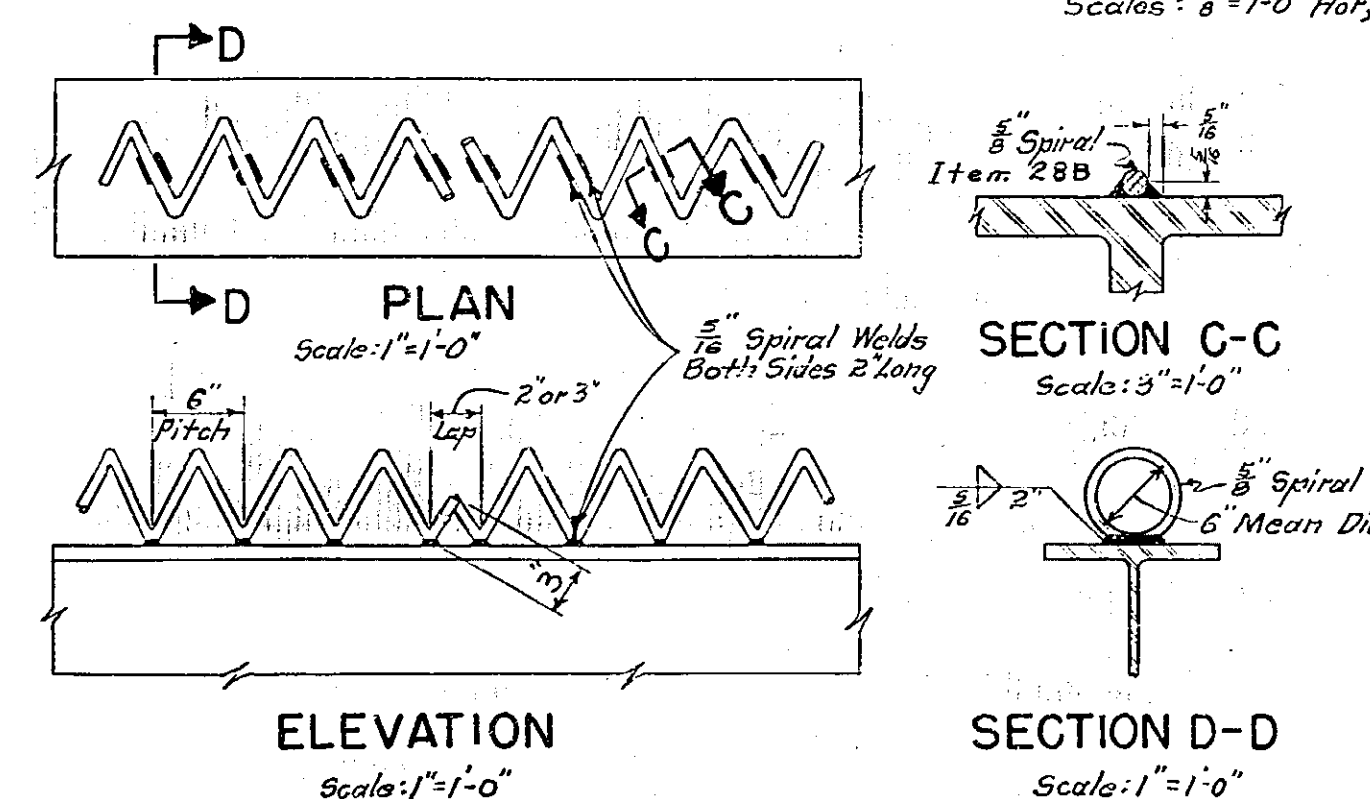
COUNTY	SHEET NO.	TOTAL SHEETS
MADISON	94	118
N.Y. STATE THRUWAY - MOHAWK SEC. SUB. DIV. NO. 3		
CANASTOTA-ONEIDA WILLIAMS ST. BRIDGE STA. 842+55		



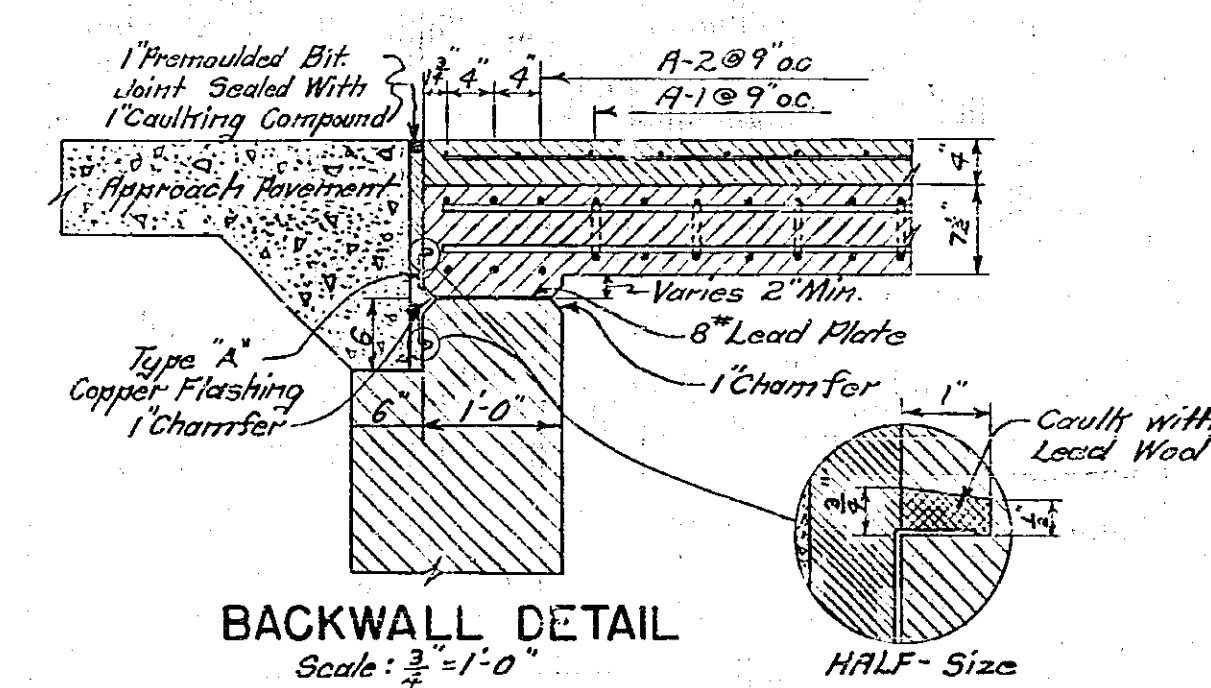
BAR REINFORCEMENT &amp; STEEL LAYOUT

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

LONGITUDINAL SECTION

Scale:  $\frac{1}{8}$ " = 1'-0" Hor.;  $\frac{1}{4}$ " = 1'-0" Vert.

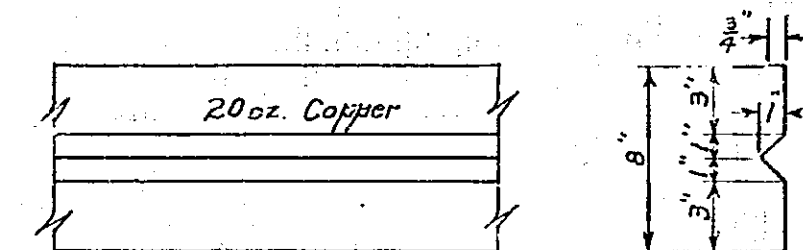
SPIRAL BAR REINFORCEMENT DETAILS



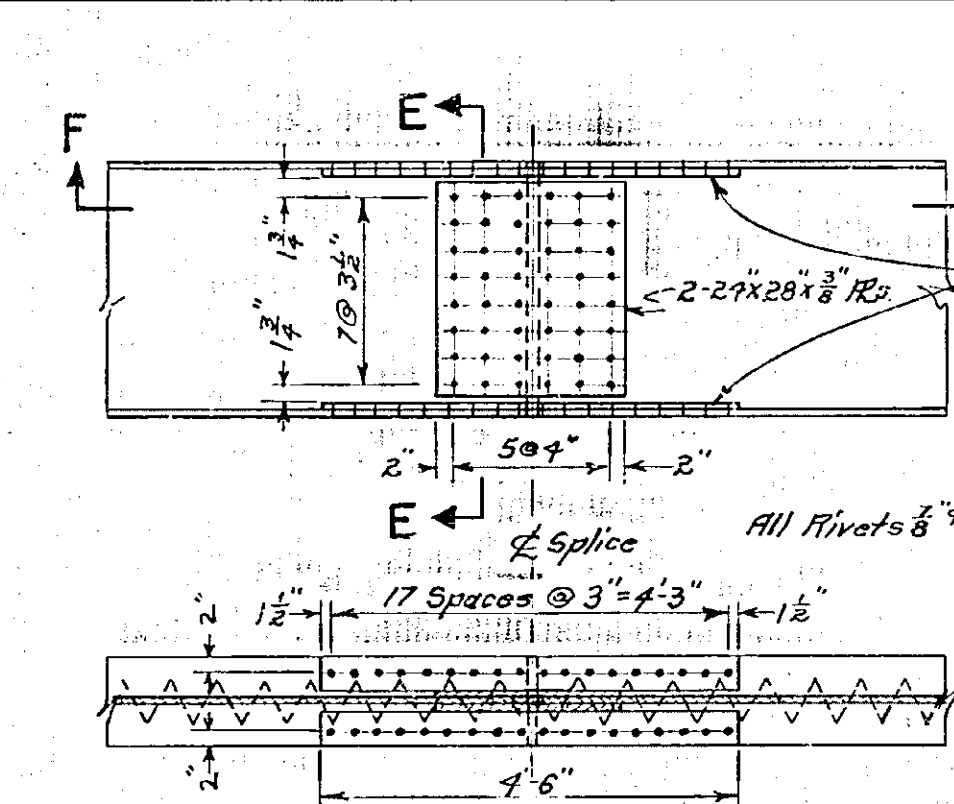
BACKWALL DETAIL

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

HALF-Size



TYPE A COPPER FLASHING

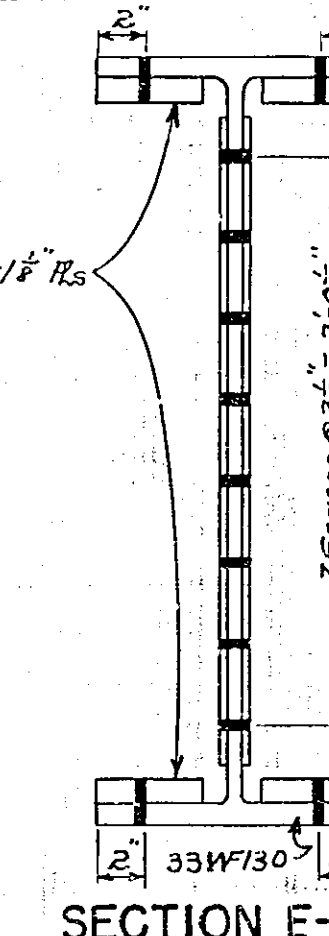
Scale:  $\frac{1}{2}$ " = 1'-0"

SECTION F-F

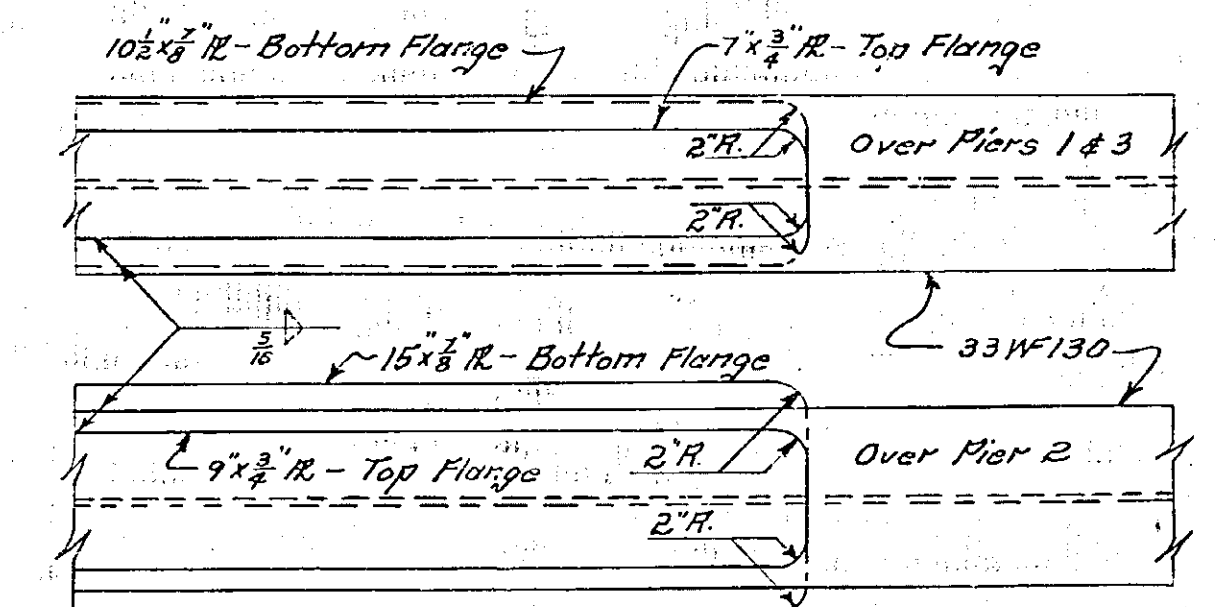
Scale:  $\frac{1}{8}$ " = 1'-0"

SPlice DETAIL

Scale: as noted



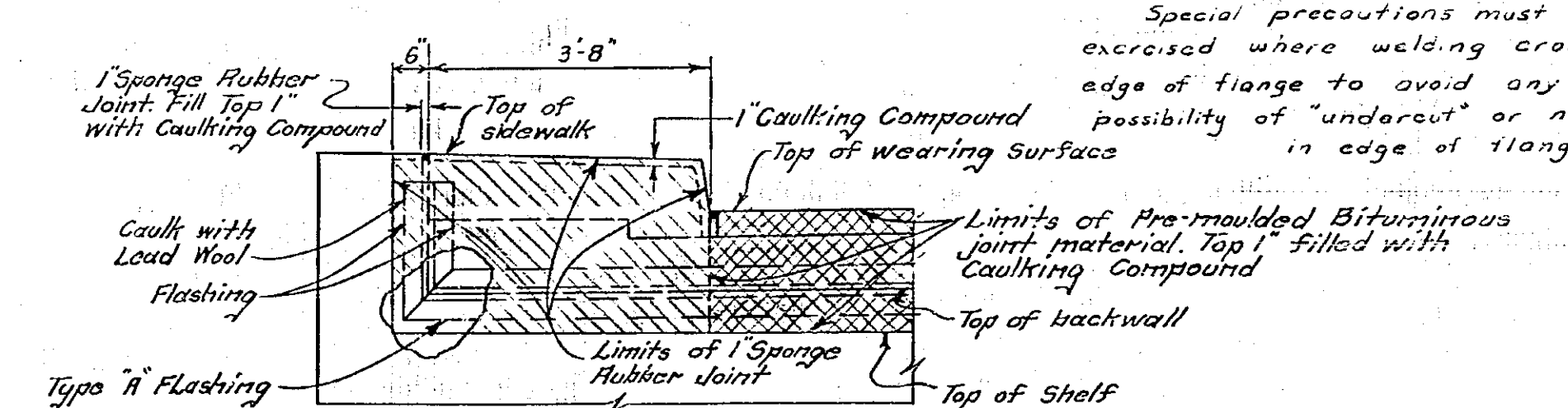
SECTION E-E

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

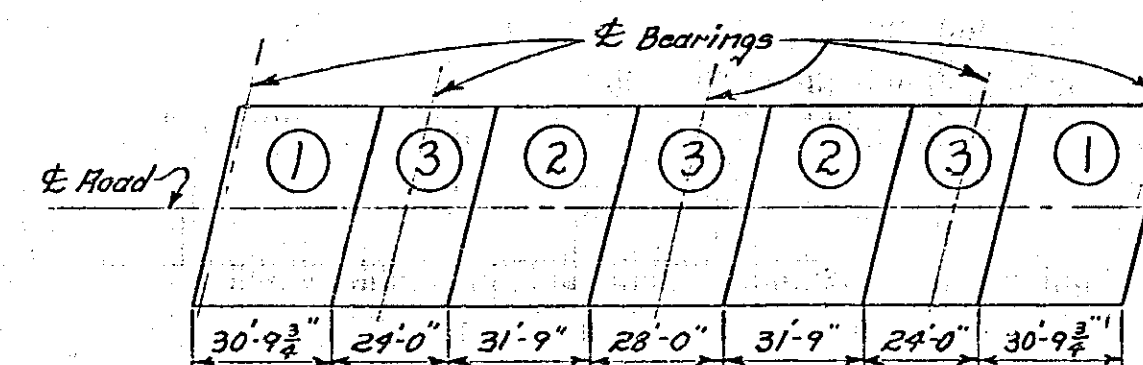
DETAILS AT ENDS OF COVER PLATES

Scale: 1" = 1'-0"

Special precautions must be exercised where welding crosses edge of flange to avoid any possibility of "undercut" or nicks in edge of flange.



DETAIL OF FLASHING - END OF SLAB

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

POURING DIAGRAM FOR SLAB

Note: Units shall be poured in numbered sequence but units of the same number need not be poured simultaneously.

SUPERSTRUCTURE

PLANNED	MADE	Sept. 30, 1952
1ST REVISION		
2ND REVISION		
3RD REVISION		

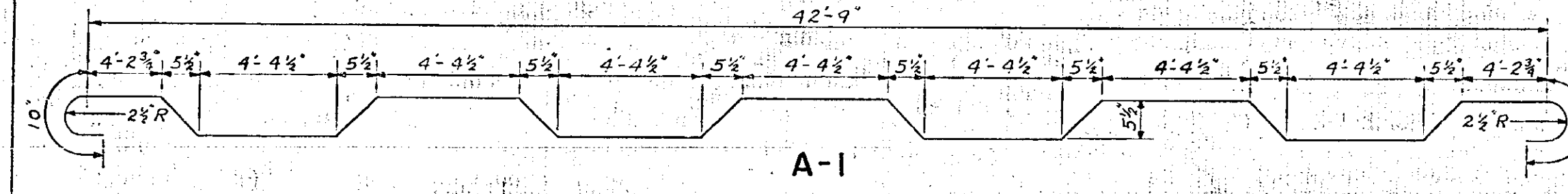
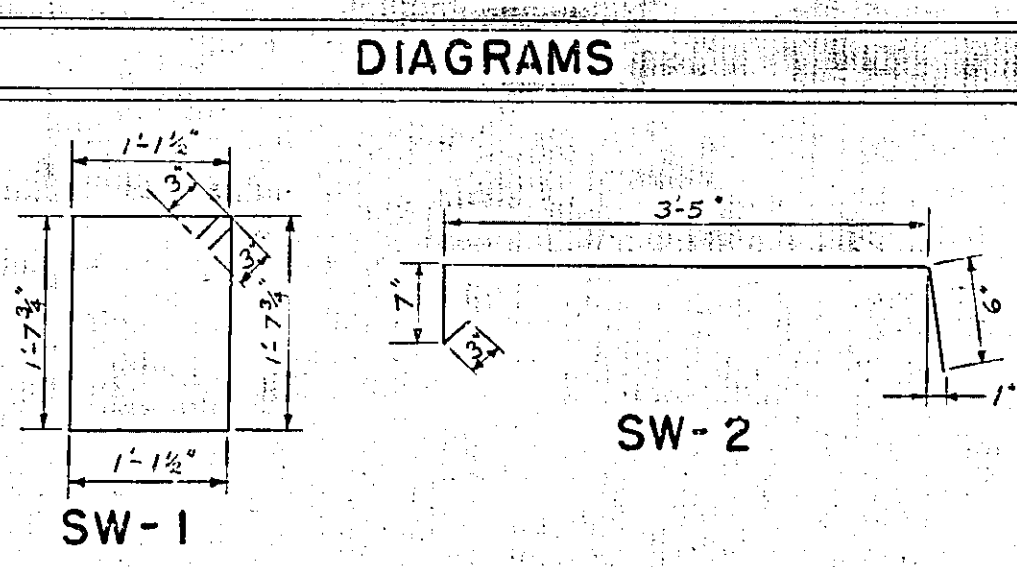
IN CHARGE OF: S. GISSER  
DESIGNED BY: J. H. KILPATRICK  
DETAILED BY: ALFRED E. KEUG  
TRACED BY: J. H. KILPATRICK  
TRACING CHECKED BY: J. H. KILPATRICK



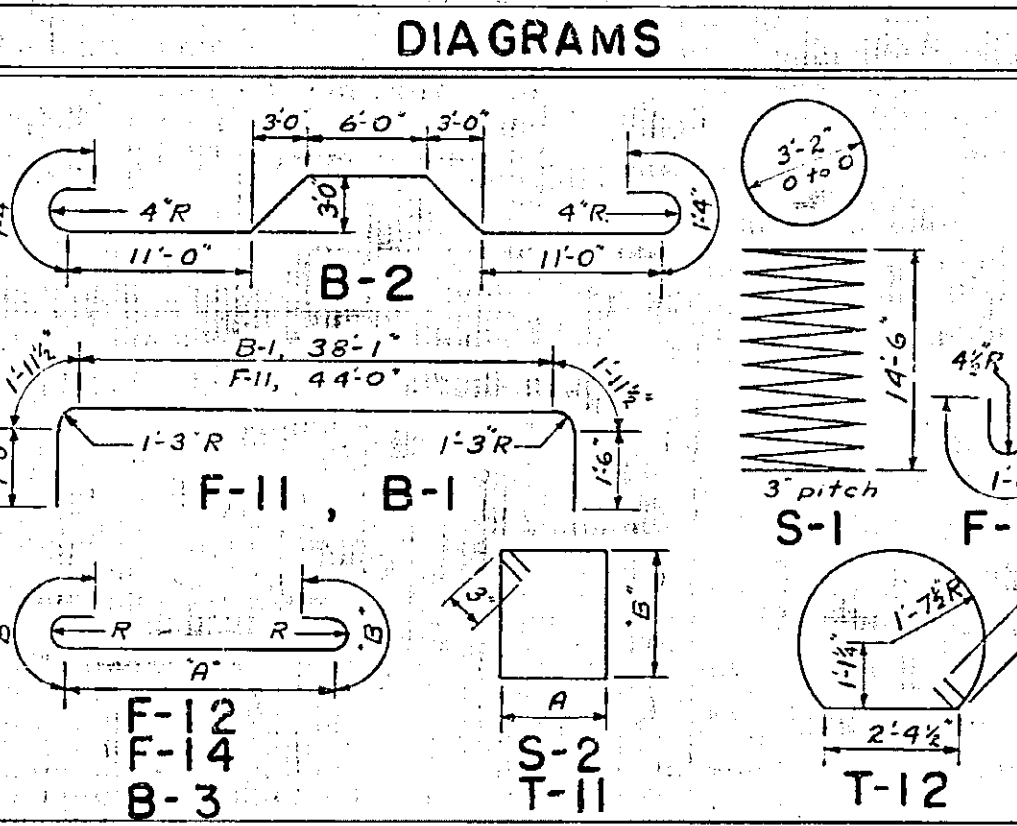
COUNTY		SHEET NO.	TOTAL SHEETS
MADISON		95	118
N.Y. STATE THRUWAY MOHAWK SEC. SUB. DIV. NO. 3			
CANASTOTA-ONEIDA WILLIAMS ST. BRIDGE STA. 842+55			

BAR LIST WILLIAMS ST.

SUPERSTRUCTURE					
MARK	SIZE	LENGTH	NO.	A	DESCRIPTION
A-1	5/8"	45'-9"	266		Bent transverse in slab.
A-2	"	43'-4"	542		Straight trans in slab (Top & Bot)
T-1	"	45'-0"	174		Long in slab (Top & Bottom, Lapped)
T-2	"	37'-0"	116		"
T-3	1"	15'-0"	40		Long in slab (Extra bars, Pier 2)
T-4	"	11'-0"	20		" ( " " Pier 1 & 3)
SW-1	1/2"	5'-9"	202		Bent in sidewalk (Stirrups)
SW-2	"	5'-0"	200		Bent in sidewalk
SW-3	"	4'-3"	70		St. Long in sidewalk (Lapped)



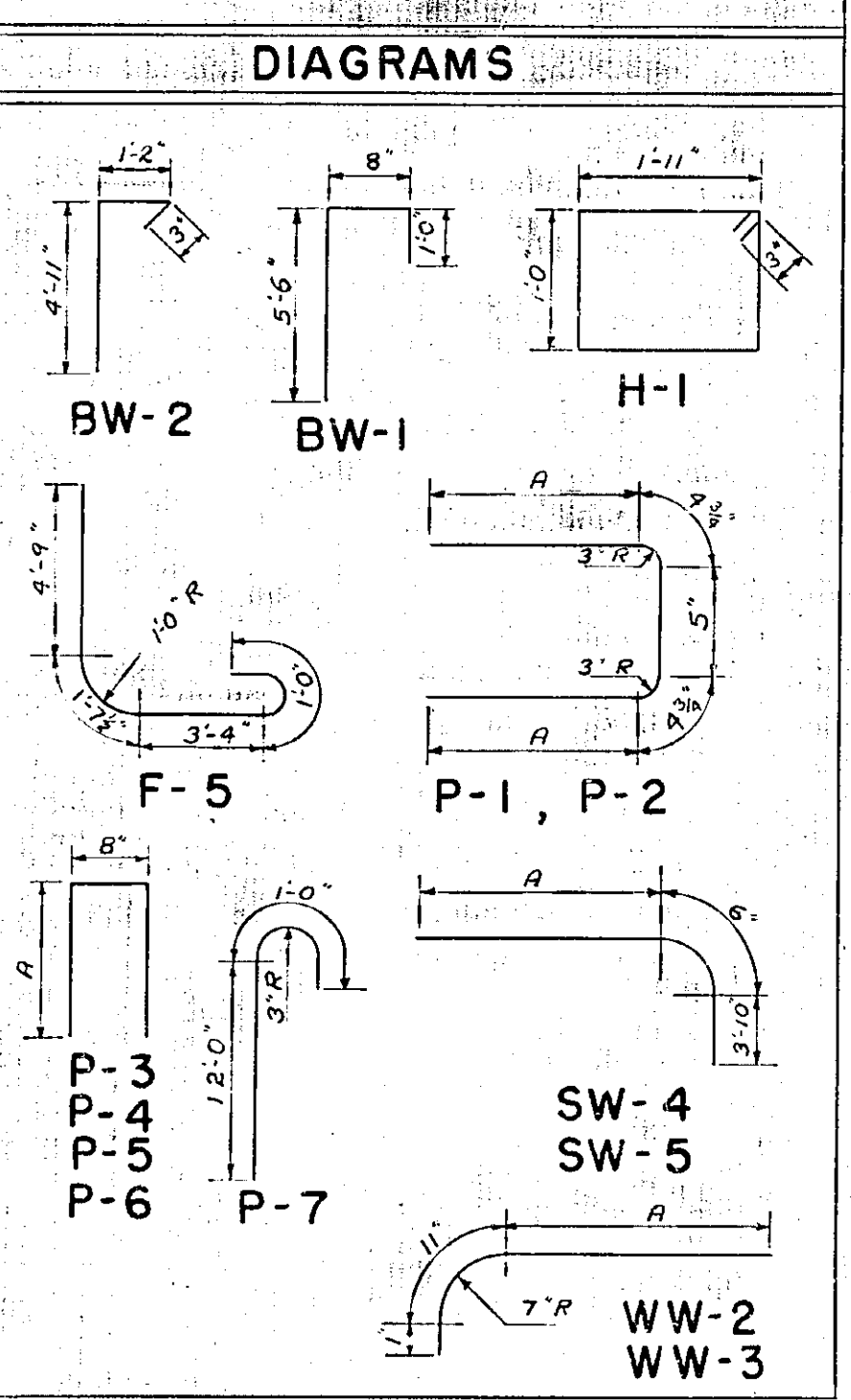
PIER 1					
F-11	1"	50'-11"	7		Bent full length bar, bottom footing
F-12	"	16'-0"	12	13'-4"	Bent bar, bottom center footing
F-13	"	4'-6"	11		Long Str. bar, top footing
F-14	3/4"	8'-0"	24	6'-0"	Hooked bar, bottom footing (Transv.)
F-15	"	6'-6"	24		Str. bar, top footing (Transv.)
F-16	1 1/8"	9'-5"	60		Hooked bar, footing to col.
C-1	1"	18'-0"	60		Str. bar, column
S-1	1/2"	598'-2 1/2"	3		Spiral column
S-2	"	11'-2"	40	1'-8 1/2"	Stirrup beam
B-1	1"	45'-0"	6		Bent bar, top beam
B-2	"	39'-0"	6		Bent hooked bar, center beam
B-3	1"	42'-3"	6	39'-7"	Hooked bar, bottom beam
T-11	1/2"	7'-3"	6	1'-3"	Tie, interior pedestals
T-12	"	10'-4"	4		Tie, exterior pedestals
D-1	3/4"	2'-0"	34		Dowels, all pedestals
P-7	"	13'-0"	144		Bars in piles



PIER 2					
Same bars as Pier 1					
PIER 3					
Same bars as Pier 1					

NORTH ABUTMENT					
BS-1	3/4"	45'-0"	4		Long Br. Seat Bars
BS-2	5/8"	1'-9"	31		Trans. Br. Seat Bars
BW-1	"	7'-0"	30		Vert. bent bars in Backwall
BW-2	"	6'-3"	25		"
BW-3	"	43'-6"	8		Hor. Str. bars in Backwall
BW-4	"	45'-0"	3		Hor. Str. bars in Stem
F-1	3/4"	4'-6"	8		Long Str. bars in footing
F-2	"	4'-8"	10		Trans. bars in Wing footing
F-3	"	12'-4"	8		Long bars in Wing footing (Bars in pairs by 4' from 11'-10" to 12'-10")
F-4	"	4'-0"	12		Trans. bars in top footing
F-5	"	10'-8"	12		Trans. bent bars footing to stem
F-6	"	5'-6"	12		Trans. str. bars in footing
H-1	1/2"	6'-1"	5		Hoops in pedestals
P-1	3/4"	14'-8"	2	6'-9"	Long bent bars in piers
P-2	"	14'-2"	4	6'-6"	"
P-3	"	10'-0"	4	4'-9"	Vert. bent bars in piers
P-4	"	9'-0"	2	4'-3"	"
P-5	"	8'-2"	2	3'-10"	"
P-6	"	7'-4"	2	3'-5"	"
P-7	"	13'-0"	108		Hooked pile bars
SW-4	"	11'-4"	1	7'-0"	Bent bar in abut. sidewalk
SW-5	"	12'-4"	1	8'-0"	"
D-1	3/4"	2'-0"	30		Dowels in pedestals
WW-1	1/2"	11'-6"	38		Vert. bars in Wings
WW-2	"	11'-9"	6	10'-9"	Hor. bars in face of Wings
WW-3	"	11'-3"	6	10'-3"	"
WW-4	3/4"	6'-0"	34		Vert. bars in Wings
WW-5	1/2"	8'-0"	10		Hor. str. bars inside face of Wings

SOUTH ABUTMENT					
Same bars as North Abutment					



General Notes

Design - Specifications A.R.S.H.O. 1949, Loading - H-20-S16, Truck Train (Modified), Material and Fabrication - State of New York - Public Work Specifications of Jan. 2, 1951, and current modification.

All structural steel, including welds, steel casting, bronze bearings, anchor bolts, nuts and washers will be paid for under Item 29.

The beams shown are of continuous design. The splices are field splices and shall be reamed & assembled in the shop. The detail of these splices and the procedure to be followed in erection shall be submitted to the Deputy Chief Engineer (Bridges) for his approval before any fabrication is started. Beams shall be erected with their convex surfaces upmost. Rivets & open holes 1/2" except as noted.

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

Metal railing including bases will be paid for under Item 37. The anchor bolts, nuts and washers will be paid for under Item 29.

All tubing shall be shop welded into a finished railing and all posts shall be vertical. All welding & the railing shall be ground smooth.

One identification plate will be furnished free of cost to the Contractor to be installed where shown on the plans. The plate shall be installed on the column, before the concrete is cast, in accordance with instructions furnished by the Department. The cost of installing shall be included in the unit price bid for Item 18.

All copper flashing shall consist of 20 oz. copper.

The cost of furnishing and placing copper flashing, lead plates, sponge rubber, lead wool, caulking compound or any other joint material shall be included in the unit price bid for concrete.

The anchor bolts for the bridge bearings and railing post shall be installed and held securely in place before casting the concrete.

The thickness of pavement and the height of the curb shall be adjusted slightly, as directed by the Engineer, in the field, in order to compensate for possible variations between theoretical and actual cambers and to insure a uniform roadway grade. In no case shall a thickness of pavement used, be less than 4".

All concrete surfaces, including bridge seats, backwalls and backs of abutments, except footings, shall receive a waterproofing oil treatment in accordance with the specification for M41W of the Detail Specifications, Materials of Construction.

Sponge rubber used on this contract shall conform to the requirements of the A.S.T.M. specifications, Designation D 544.

Before driving piles for the abutments the fill shall be made and consolidated to the elevation of the bottom of the footings. The maximum size of stone in the fill within 5' of piles shall not exceed 3".

Piles shall be closed end cast in place pipe piles Item 85C.

For design purposes the assumed load per pile does not exceed 30 tons.

The estimated length of each pile is 45 feet in abutments and 30 feet in piers.

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 at the site of the structure and which specifies certain requirements relative to construction.

Cement used in all concrete items for this structure shall be a mixture of type 2 and type N, except that the cement for pavement item 47B shall be type 2A.

Approved crushed gravel may be used coarse aggregate for all concrete items.

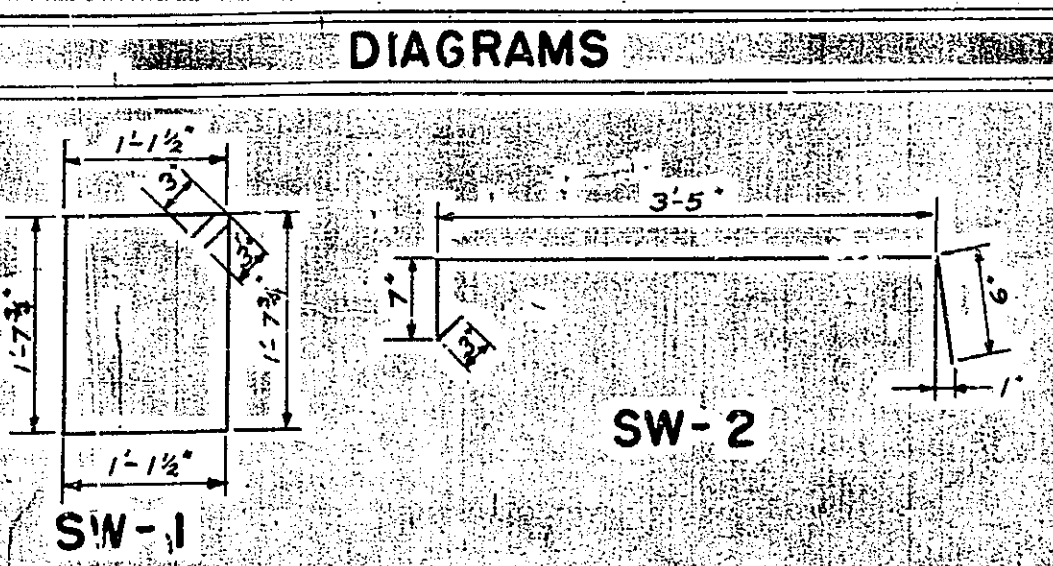
PLANS MADE	Sept. 30, 1952
1ST REVISION	
2ND REVISION	
3RD REVISION	

IN CHARGE OF	S. Gisser
DESIGNED BY	J. J. Chell
DETAILS BY	ALFRED EKRUG
INATED BY	Douglas H. Smith
TRACING CHECKED BY	John J. Moore

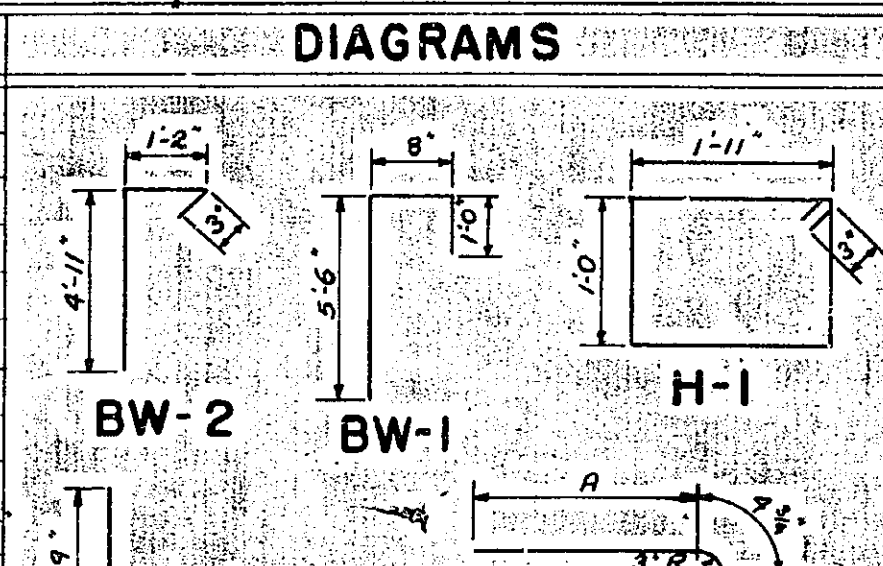


BAR LIST WILLIAMS ST.

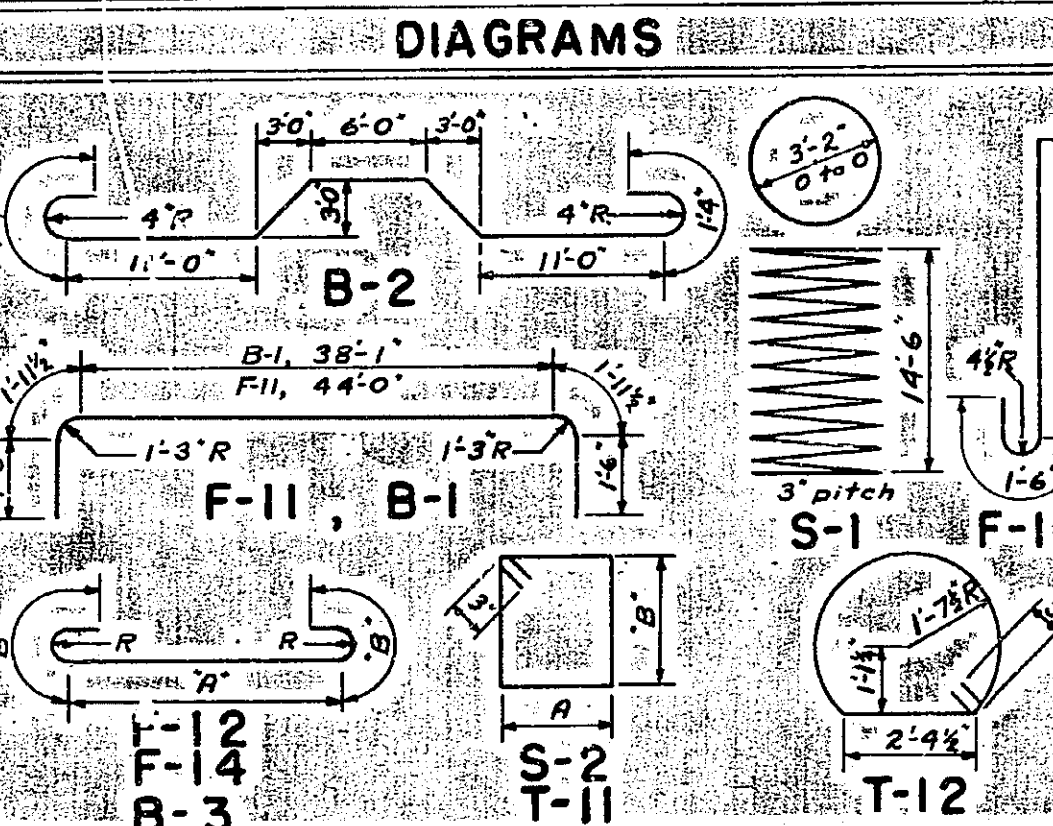
MARK	SIZE	LENGTH	No.	DESCRIPTION
A-1	3/4"	45'-0"	266	Bent transverse in slab
A-2	3/4"	43'-4"	542	Streight trans in slab (Top & Bot)
T-1	1"	45'-0"	174	Long in slab (Top & Bottom, Lapped)
T-2	1"	37'-0"	116	Long in slab (Extra bars, Pier 2)
T-3	1"	15'-0"	40	Long in slab (Extra bars, Pier 1)
T-4	1"	11'-0"	20	Long in slab (Extra bars, Pier 3)
SW-1	3/4"	12'-0"	202	Bent in sidewalk (Stirrups)
SW-2	3/4"	12'-0"	200	Bent in sidewalk
SW-3	3/4"	42'-3"	70	St. Long in sidewalk (Lapped)



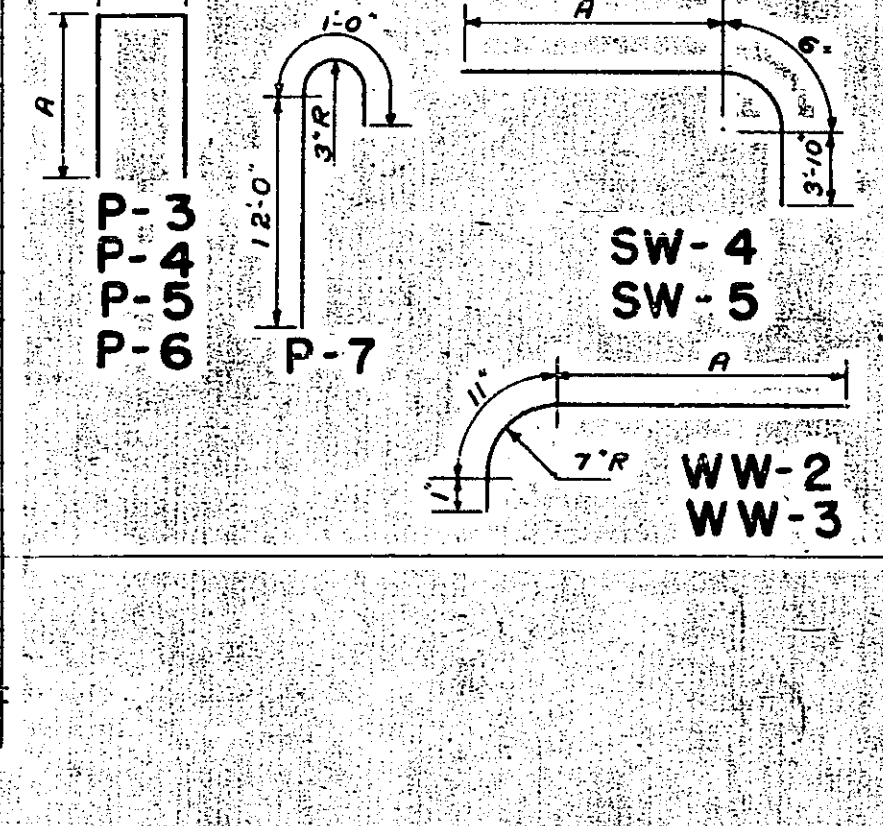
MARK	SIZE	LENGTH	No.	DESCRIPTION
BS-1	3/4"	45'-0"	8	Long Br. Seat Bars
BS-2	3/4"	11'-9"	62	Trans. Br. Seat Bars
BW-1	1"	7'-2"	10	Vert. bent bars in Backwall
BW-2	1"	6'-4"	50	Trans. bent bars in Backwall
BW-3	1"	43'-6"	16	Hor. Str. bars in Backwall
BW-4	1"	43'-0"	6	Hor. Str. bars in Stem
F-1	3/4"	46'-6"	16	Long Str. bars in footing
F-2	1"	4'-8"	28	Trans. bars in Wing footing
F-3	1"	12'-4"	16	Long bars in Wing footing
F-4	1"	4'-0"	24	Trans. bars in top footing
F-5	1"	10'-8"	24	Trans. bent bars footing to stem
F-6	1"	5'-6"	24	Trans. str. bars in footing
H-1	1/2"	6'-4"	10	Hoops in pedestals
P-1	3/4"	14'-11"	6-9	Long bent bars in piers
P-2	1"	14'-5"	8	Vert. bent bars in piers
P-3	1"	10'-2"	8	Vert. bent bars in piers
P-4	1"	8'-4"	4	Hooked pile bars
P-5	1"	12'-4"	2	Bent bar in abut. sidewalk
P-6	1"	12'-4"	2	Dowels in pedestals
D-1	3/4"	2'-0"	10	Dowels in pedestals
WW-1	1/2"	11'-6"	76	Vert. bars in Wings
WW-2	1/2"	11'-9"	10-9	Hor. bars in face of Wings
WW-3	1/2"	11'-3"	12	Vert. bars in Wings
WW-4	3/4"	6'-0"	65	Hor. str. bars inside face of Wings
WW-5	1/2"	8'-0"	20	Hor. str. bars inside face of Wings



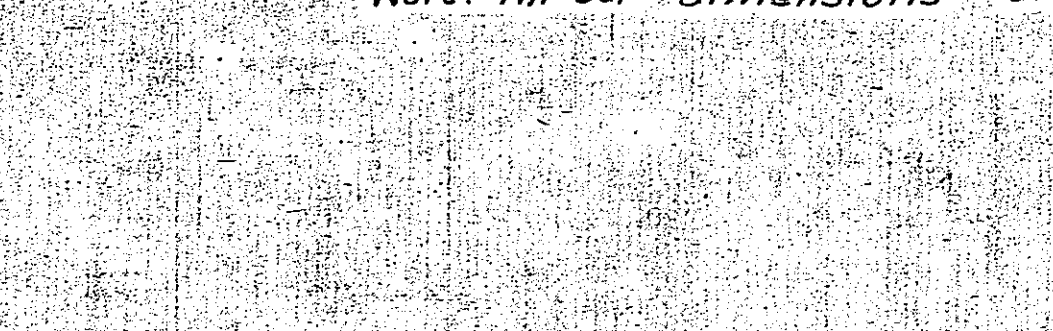
MARK	SIZE	LENGTH	No.	DESCRIPTION
F-11	1 1/2"	51'-0"	21	Bent full length bar, bottom footing
F-12	1"	16'-3"	96	Bent bar, bottom center footing
F-13	1"	46'-6"	33	Long Str. bar, top footing
F-14	3/4"	41'-0"	72	Hooked bar, bottom footing (Transv.)
F-15	3/4"	6'-6"	72	Str. bar, top footing (Transv.)
F-16	1 1/2"	9'-6"	18	Hooked bar, footing to col.
C-1	1"	18'-0"	80	Str. bar, column
S-1	1"	598'-2 1/2"	71	Spiral column
S-2	1"	11'-5"	10	Stirrup, beam
B-1	1 1/4"	45'-1"	12	Bent bar, top beam
B-2	1"	39'-2"	18	Bent hooked bar, center beam
B-3	1"	42'-5"	18	Hooked bar, bottom beam
T-11	1/2"	7'-6"	81	Tie, interior pedestals
T-12	1/2"	10'-6"	42	Tie, exterior pedestals
D-1	3/4"	2'-0"	102	Dowels, all pedestals
P-7	1"	12'-11"	12	Bars in piles



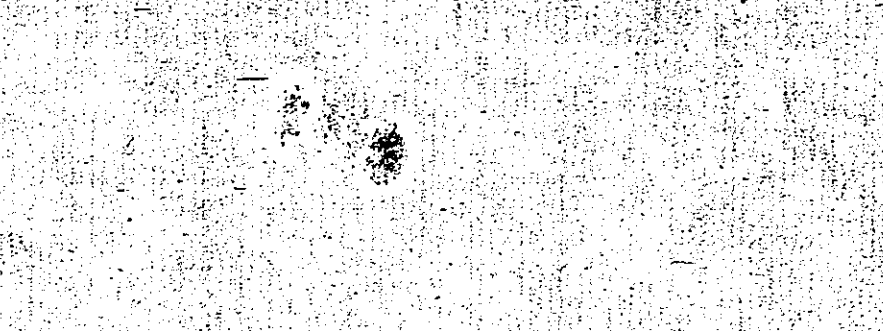
MARK	SIZE	LENGTH	No.	DESCRIPTION
BS-1	3/4"	45'-0"	8	Long Br. Seat Bars
BS-2	3/4"	11'-9"	62	Trans. Br. Seat Bars
BW-1	1"	7'-2"	10	Vert. bent bars in Backwall
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BW-3	1"	43'-6"	16	Hor. Str. bars in Backwall
BW-4	1"	43'-0"	6	Hor. Str. bars in Stem
F-1	3/4"	46'-6"	16	Long Str. bars in footing
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F-5	1"	10'-8"	24	Trans. bent bars footing to stem
F-6	1"	5'-6"	24	Trans. str. bars in footing
H-1	1/2"	6'-4"	10	Hoops in pedestals
P-1	3/4"	14'-11"	6-9	Long bent bars in piers
P-2	1"	14'-5"	8	Vert. bent bars in piers
P-3	1"	10'-2"	8	Vert. bent bars in piers
P-4	1"	8'-4"	4	Hooked pile bars
P-5	1"	12'-4"	2	Bent bar in abut. sidewalk
P-6	1"	12'-4"	2	Dowels in pedestals
D-1	3/4"	2'-0"	10	Dowels in pedestals
WW-1	1/2"	11'-6"	76	Vert. bars in Wings
WW-2	1/2"	11'-9"	10-9	Hor. bars in face of Wings
WW-3	1/2"	11'-3"	12	Vert. bars in Wings
WW-4	3/4"	6'-0"	65	Hor. str. bars inside face of Wings
WW-5	1/2"	8'-0"	20	Hor. str. bars inside face of Wings



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P-1	3/4"	14'-11"	6-9	Long bent bars in piers
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P-3	1"	10'-2"	8	Vert. bent bars in piers
P-4	1"	8'-4"	4	Hooked pile bars
P-5	1"	12'-4"	2	Bent bar in abut. sidewalk
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WW-1	1/2"	11'-6"	76	Vert. bars in Wings
WW-2	1/2"	11'-9"	10-9	Hor. bars in face of Wings
WW-3	1/2"	11'-3"	12	Vert. bars in Wings
WW-4	3/4"	6'-0"	65	Hor. str. bars inside face of Wings
WW-5	1/2"	8'-0"	20	Hor. str. bars inside face of Wings



Note: All bar dimensions are out to out of bars.

General Notes

Design - Specifications AASHTO 1949, Loading - H-20-S16, Truck Train (Modified), Material and Fabrication - State of New York - Public Work Specifications of Jan. 8, 1951 and current modification.

All structural steel, including welds, steel casting, bronze bearings, anchor bolts, nuts and washers will be paid for under Item 29.

The beams shall be of continuous design. The splices of these beams shall be in the center of the span. The details of these splices and the procedure to be followed in erection shall be submitted to the Deputy Chief Engineer (Bridges) for his approval before any fabrication is started. Beams shall be erected with their convex surfaces uppermost. Rivets 1/2" open holes except as noted.

All concrete, except for pavement shall be class 1A Concrete for structural item 18. Concrete in bridge pavement shall be Cement Concrete Pavement Item 47B.

Metal railing including bases will be paid for under Item 37. The anchor bolts, nuts and washers will be paid for under Item 29.

All tubing shall be shop welded into a finished railing and all posts shall be vertical. All welding on the railing shall be ground smooth.

One identification plate will be furnished free of cost to the Contractor to be installed where shown on the plans. The plate shall be installed on the column, before the concrete is cast, in accordance with instructions furnished by the Department. The cost of installing shall be included in the unit price bid for Item 18.

All upper flashing shall consist of 20 mil copper flashing, lead plates, sponge rubber, lead wool, caulking compound or any other joint material shall be included in the unit price bid for concrete.

The anchor bolts for the bridge bearings and railing post shall be installed and held securely in place before casting the concrete.

The thickness of pavement and the height of the curbs shall be adjusted slightly, as directed by the Engineer in the field, in order to compensate for possible variations between theoretical and actual cambers and to insure a uniform roadway grade. In no case shall a thickness of pavement used, be less than 4".

All concrete surfaces, including bridge seats, backwalls and backs of abutments, except footings, shall receive a waterproofing oil treatment in accordance with the specification for M41W of the Detail Specifications, Materials of Construction.

Sponge rubber used on this contract shall conform to the requirements of the A.S.T.M. specifications, Designation D 544.

Before driving piles for the abutments the fill shall be made and consolidated to the elevation of the bottom of the footings. The maximum size of stone in the fill within 5' of piles shall not exceed 3".

Piles shall be closed end cast in place pipe piles Item 85C.

For design purposes the assumed load per pile does not exceed 30 tons.

The estimated length of each pile is 45 feet in abutments and 30 feet in piers.

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 at the site of the structure and which specifies certain requirements relative to construction.

Cement used in all concrete items for this structure shall be a mixture of type 2 and type N, except that the cement for pavement item 47B shall be type 2A.

Approved crushed gravel may be used coarse aggregate for all concrete items.

95R

PLANS MADE - Sept. 30, 1952

1ST REVISION

2ND REVISION

3RD REVISION

IN CHARGE OF S. Gisser

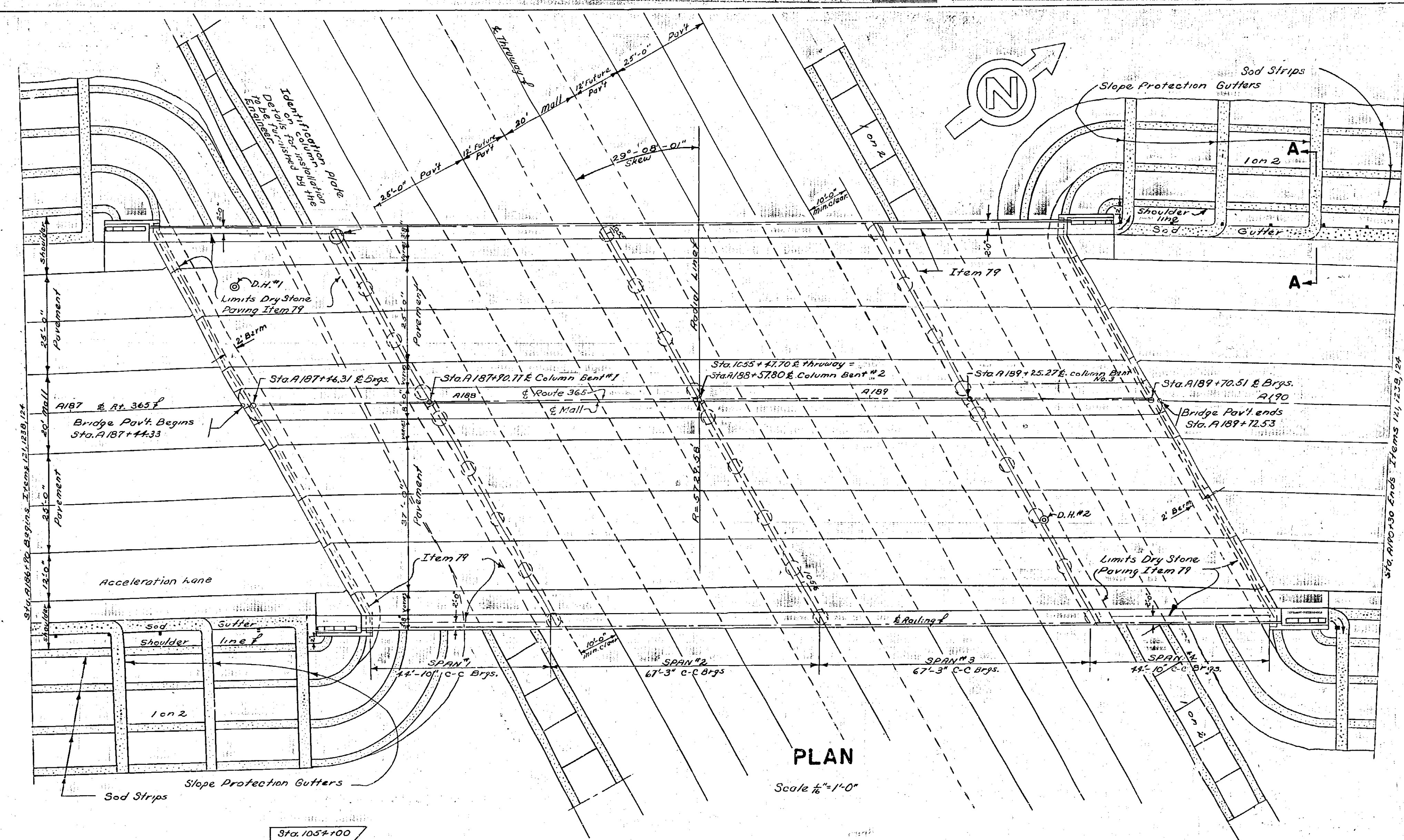
DESIGNED BY J. H. Hall

DRAWN BY R. E. KRUS

TRACED BY Douglas H. Smith

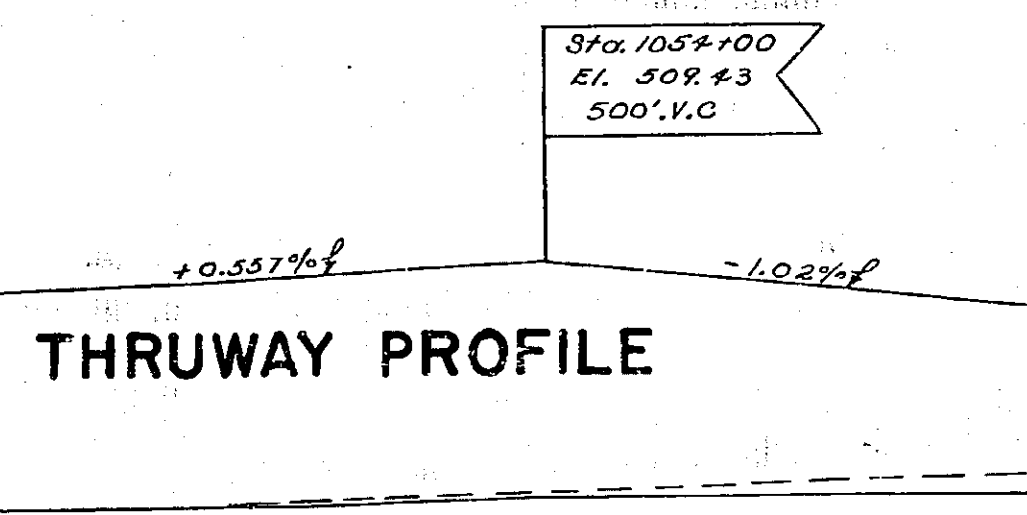
JOHN J. MORE



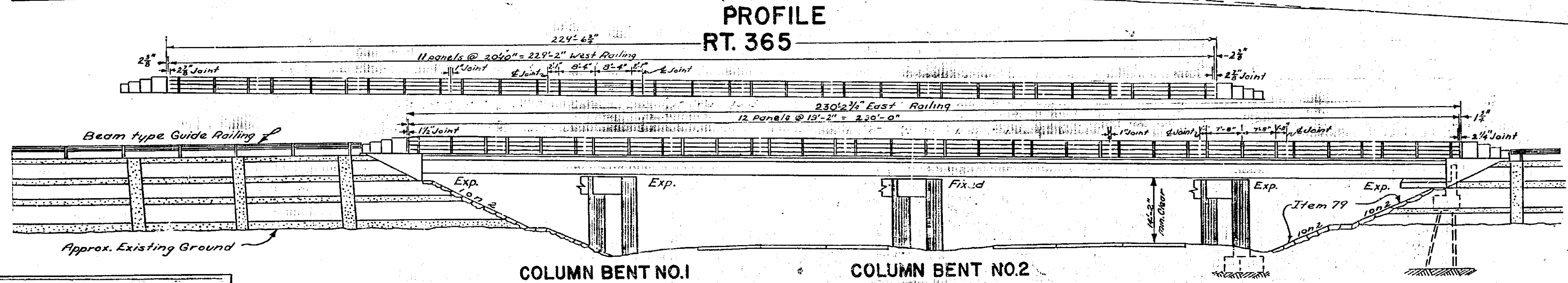


PLAN

Scale 1/4" = 1'-0"

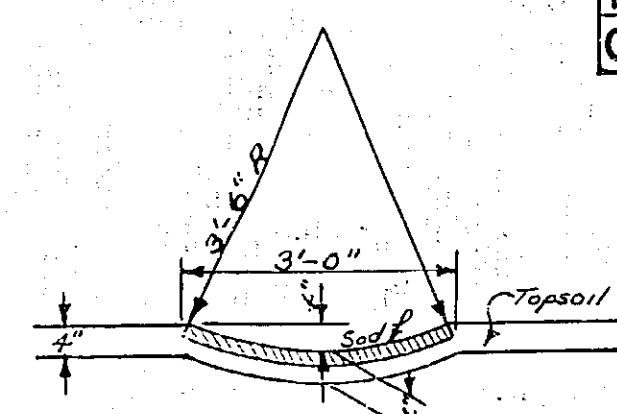


THRUWAY PROFILE



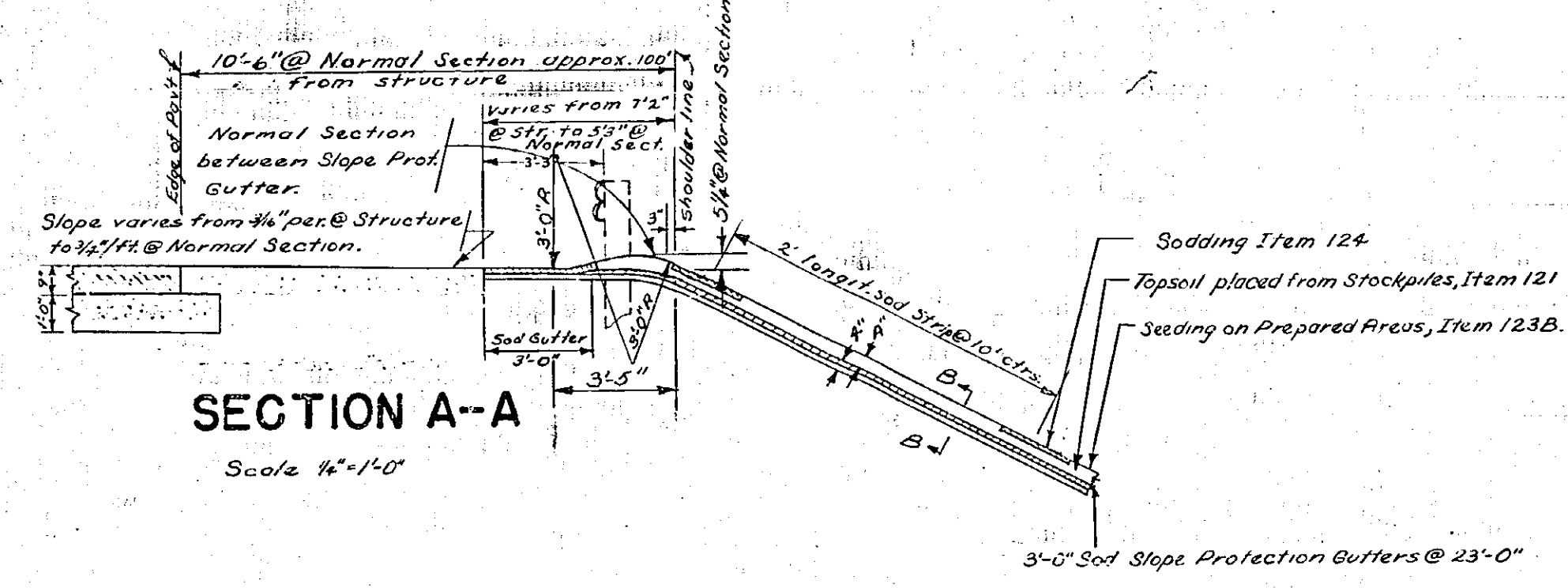
ELEVATION

Scale 1/4" = 1'-0"



SECTION B-B

Scale 1/2" = 1'-0"



SECTION A-A

Scale 1/4" = 1'-0"

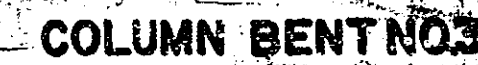
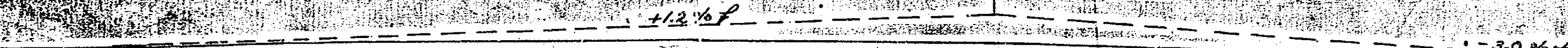
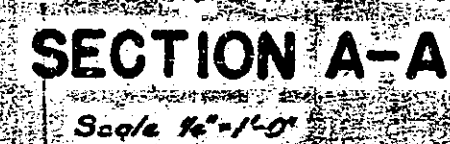
ESTIMATE OF QUANTITIES

NO.	ITEM	UNIT	NET	ROUND
5	Trench, cul., and Bridge Excav.	C.Y.	1052	1100
15-2A	Portland Cement Type 2A	861	413	440
15-2	Portland Cement Type 2	861	2250	2320
15-N	Natural Cement Type N	861	320	330
18	Class 1A Conc. for Structures (12.3% Approx.)	C.Y.	1507	1570
25F	Steel Fabric Reinforcement	S.Y.	2407	2500
28	Bar Reinforcement for Structures	L.B.	264570	280000
28B	Spiral Bar Shear Connectors	L.B.	9664	9700
29	Structural Steel	L.B.	510000	526000
37	Metal Railing	L.F.	440	480
47B	Cement Conc. Pavement (1.1% 3% Approx.)	C.Y.	236	260
79	Dry Stone Paving	S.Y.	955	1050
85	Steel Bearing Piles	L.F.	1368	1450
87	Furnishing Equip. for Driving Piles	L.S.	Nec.	Nec.
121	Topsoil Placed from Stockpiles	C.Y.	167	180
123B	Seeding on Prepared Areas	Acre	0.24	0.30
124	Sodding	S.Y.	360	380

Note:  
This plan and profile represents the structure and approaches after completion of all work required to achieve such ultimate result. It is to be noted that various items shown are not part of the contract for the construction of the bridge and its supports. 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 specifies certain requirements relative to construction.  
Cement in Item 47B shall be Type 2A

PLANS MADE	Sept. 30, 1952
1st REVISION	
2nd REVISION	
3rd REVISION	
IN CHARGE OF	S. J. Powell
DESIGNED BY	R. J. Ryan
DRAWN BY	Donald L. Chapman
WACING CHECKED BY	R. J. Ryan





See Substructure notes for  
embankment under Abutment

**Note:** This plan and profile represents the structure and anticipated order of completion of all work required to achieve such ultimate result. It is to be noted that various items shown are not part of the contract for the Construction of the structure and its supports.

The Contractors attention is directed to the special notes for this structure which appear in the Specifications under the particular heading to be given to the Foundation Note, which briefly outline the anticipated subsurface conditions at the site.

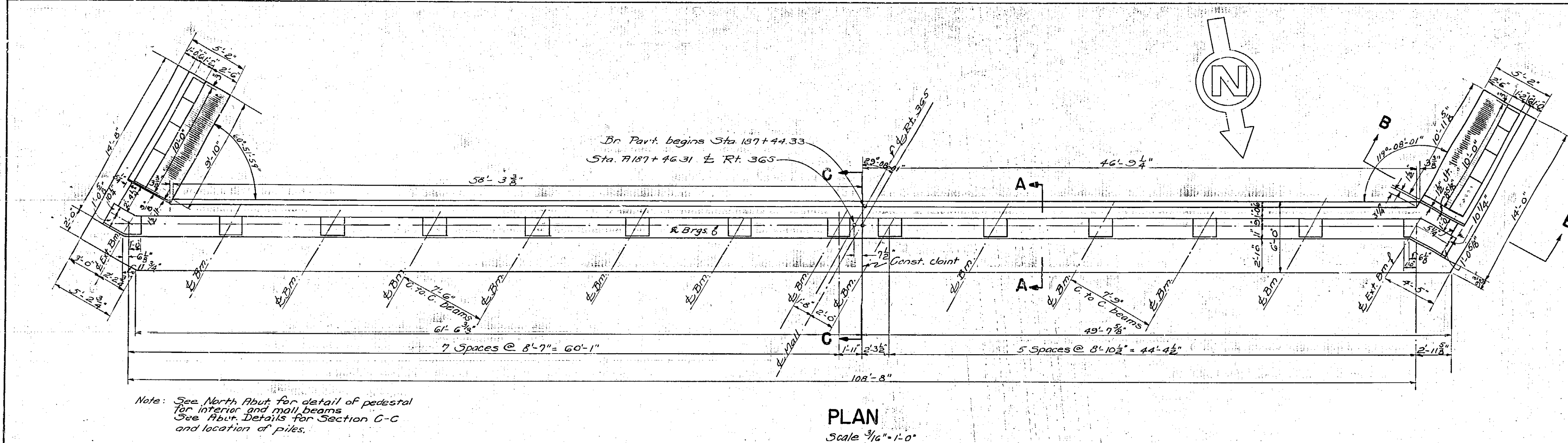
The structure and its supports certain requirements relative to construction.

(Cement in Item 478 shall be Type 2A

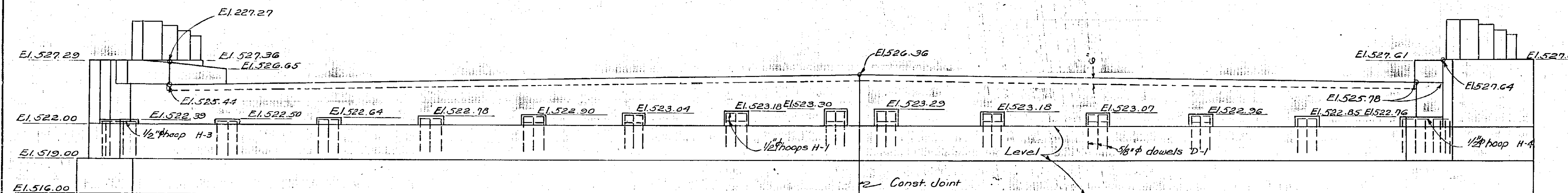
# LAYOUT



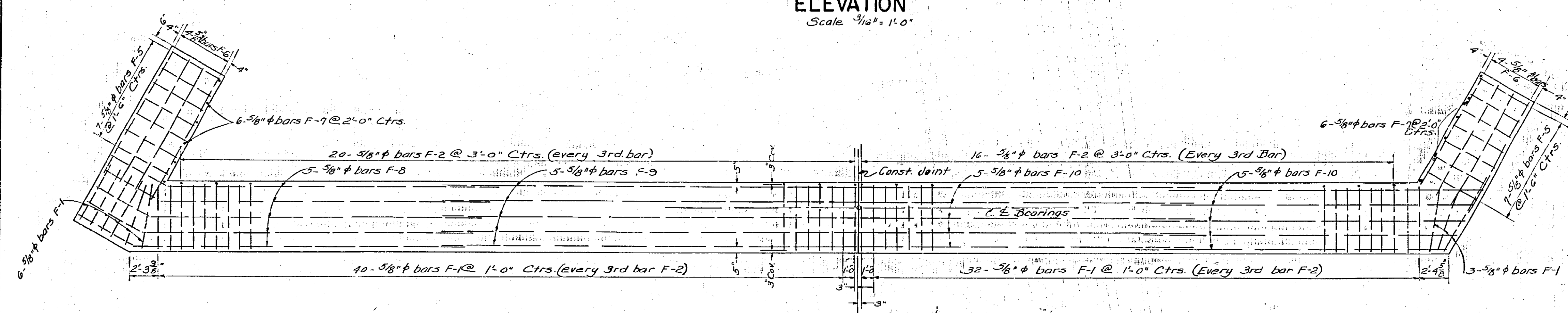
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	97	118
N.Y.STATE THRUWAY - MOHAWK SECT. SUB-DIV. NO.4		
ONEIDA-VERONA STA. RT.365 BRIDGE STA. 1055 + 48		



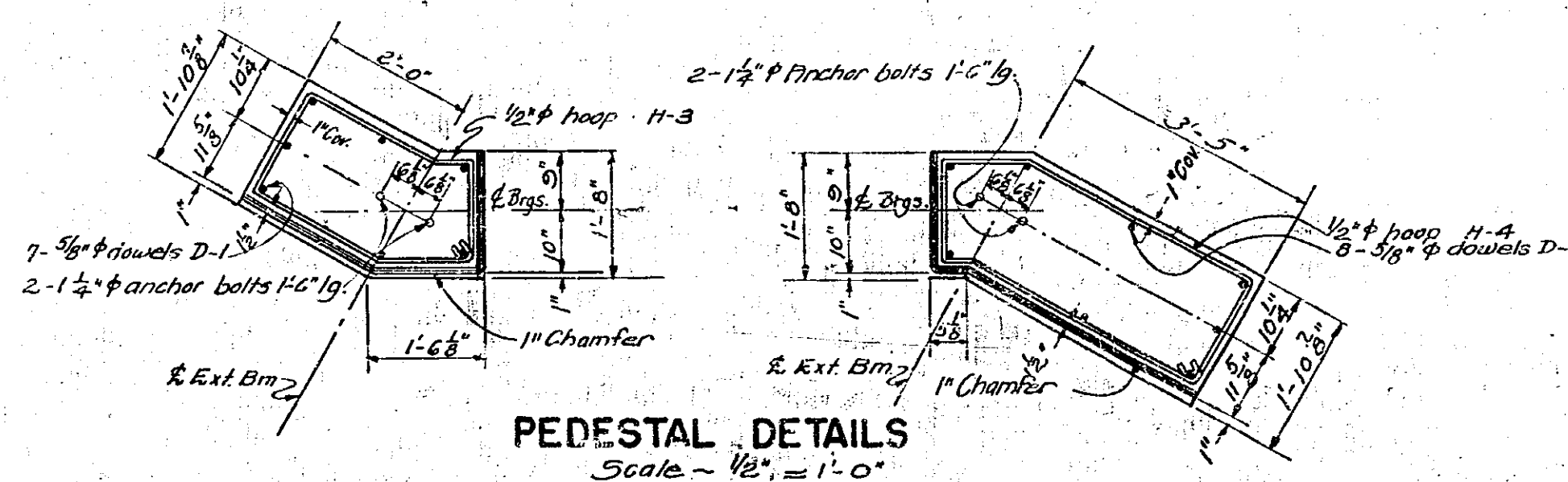
PLAN  
Scale  $\frac{3}{16}" = 1'-0"$



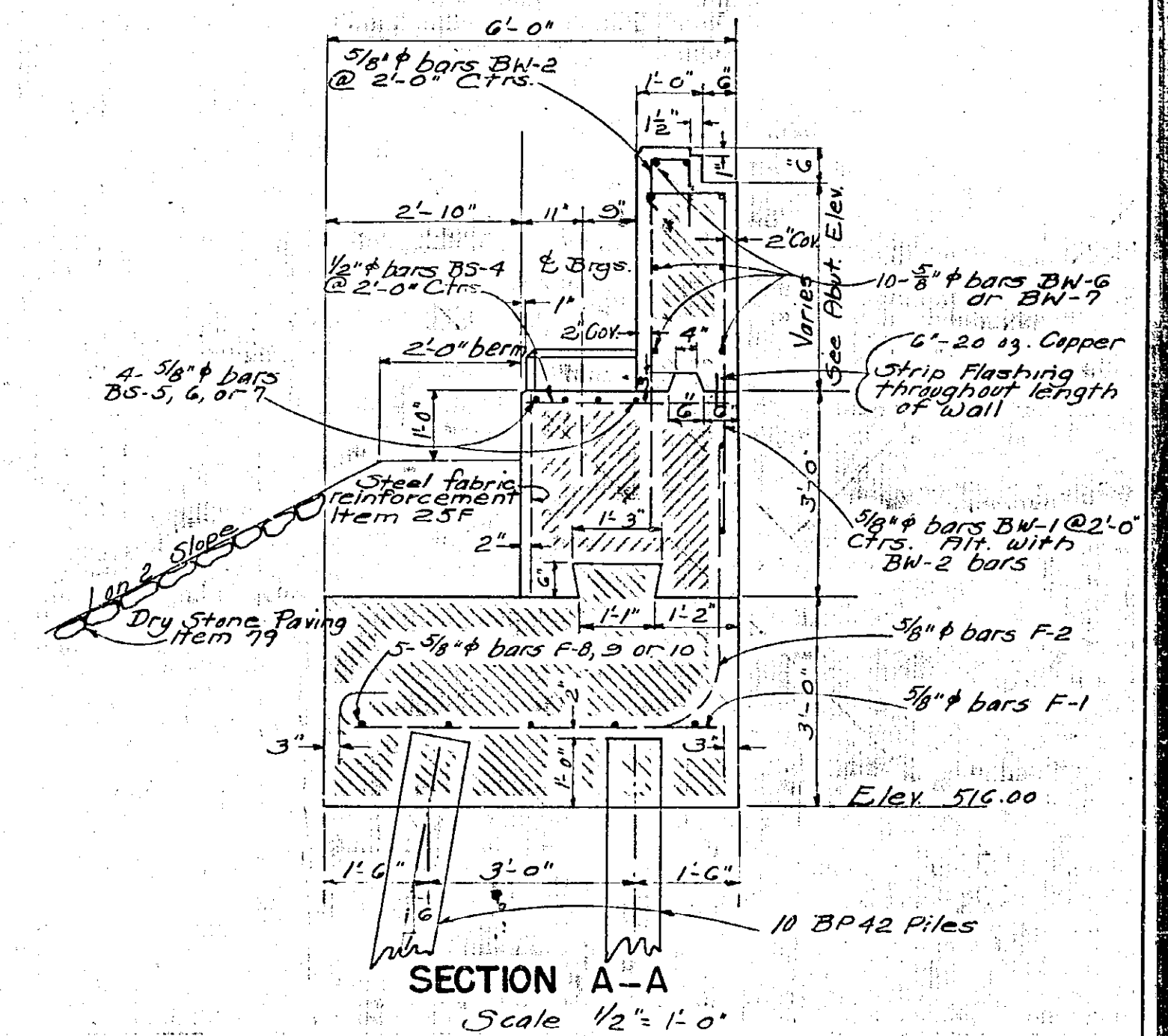
**ELEVATION**  
Scale  $\frac{3}{16}'' = 1'-0''$



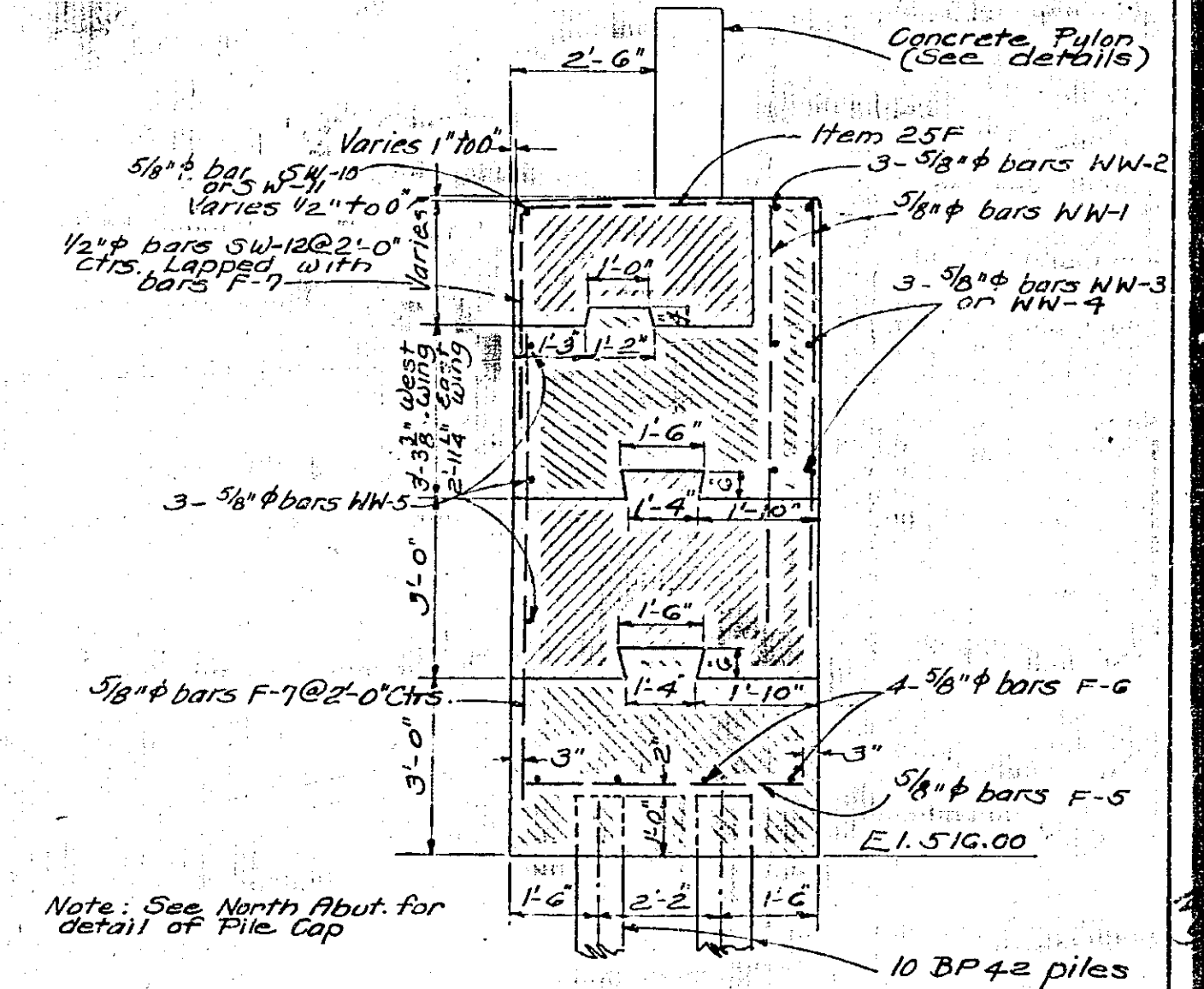
FOOTING BAR LAYOUT



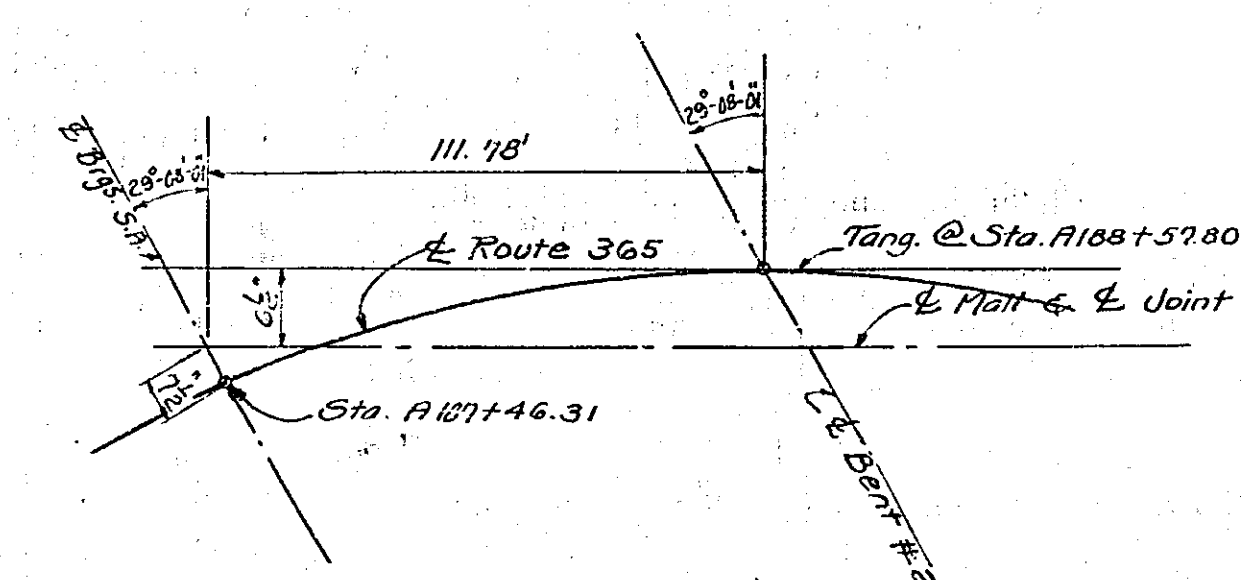
**PEDESTAL DETAILS**  
Scale ~ 1/2" = 1'-0"



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



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



**ABUTMENT LOCATION**  
*Not to Scale*

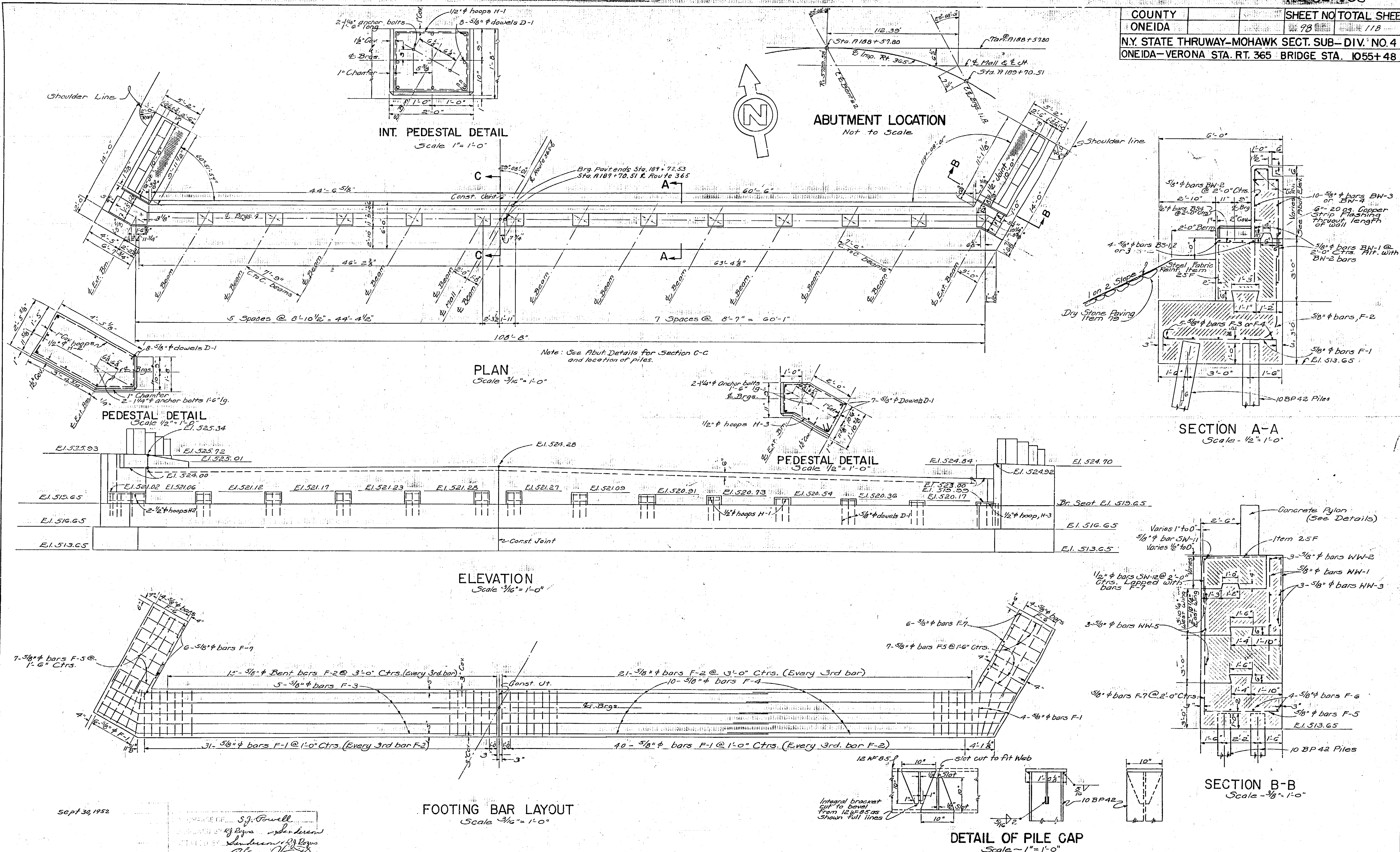
SOUTH ABUTMENT

Sept. 30, 1952

ORDER OF S. J. Powell  
 ISSUED BY R. J. Rogers & Sandram  
 DATED BY J. M. Hughes ✓ R. J. Rogers  
 TRADED BY W. A. Lane Smith  
 TRADING CHECKED BY R. J. Rogers

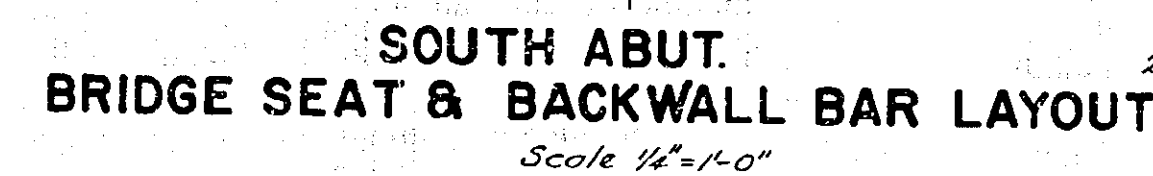
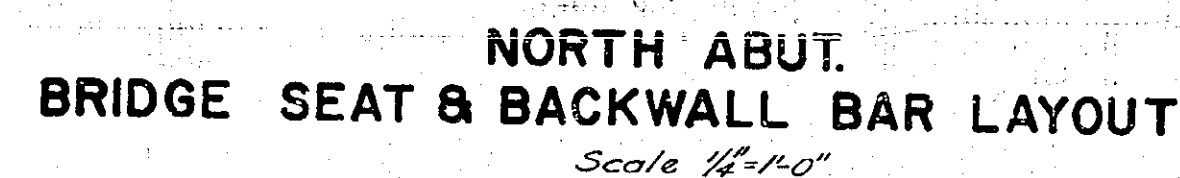


COUNTY	SHEET NO	TOTAL SHEETS
ONEIDA	98	118
N.Y. STATE THRUWAY-MOHAWK SECT. SUB-DIV. NO. 4		
ONEIDA-VERONA STA. RT. 365 BRIDGE STA. 1055+48		



NORTH ABUTMENT





Substructure Notes on

Maximum payment lines for Item 5 shall be as shown in the details.

All concrete in abutments and bents shall be Class 1A Concrete for structures, Item 1B.

Cement used in Item 1B shall be a mixture of Type 2 and Type 1.

The anchor bolts for the bridge bearings and railing posts shall be set prior to the pouring of the concrete.

Dry stone paving shown on the layout sheet will be paid for under Item 29.

Steel bearing piles used in the abutments and wingwalls will be paid for under Item 85.

The estimated lengths of piles are shown in the details. For design purposes the assumed load per pile does not exceed 25 tons.

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 the outermost piles shall be so selected as to contain no stones having a dimension greater than 3 inches.

The footings of the piers shall be placed on a rock foundation from which all loose or disintegrated rock has been removed. The width & length of the footings shall be as indicated by the neat lines on the plans and excavation in rock outside of these lines shall be replaced with Class 1A concrete at the contractor's expense. In the event that rock acceptable to the Engineer is found at elevations lower than the elevations of the footings shown on the plans, the intervening space under the footings shall be filled with Class 1A concrete for structures Item 1B and paid for at the unit price bid for this item.

For design purposes the assumed foundation pressure for the footings of the Column bents does not exceed 10 tons per sq. ft.

Identification plate shall be installed where indicated on the plans (See Specifications). The instructions for installing the plate will be furnished by the Engineer.

Waterproofing oil treatment, as specified in item 1B, shall be applied to the bridge seats, back-walls and backs of abutments and wingwalls.

As spiral reinforcement for the columns of the piers shall be furnished in one complete unit for each column. All shall be made in the shop either by butt welding or by a lap of 1 1/2 turns of spiral bar. Payment will be made under Item 28. The cost of spiral welds, extra turns and spacers shall be included in the unit price bid for Item 28.

PL NO. 10A-1      Sept 30 1952

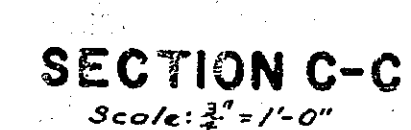
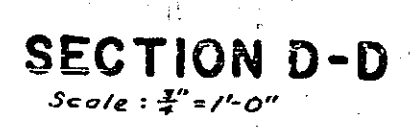
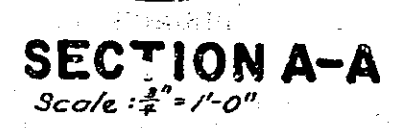
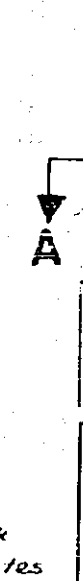
1ST REVISION

2ND REVISION

3RD REVISION

IN CHARGE OF S. J. Powell PP-1051  
DESIGNED BY R. J. Rogers, Sanderson  
DETAILED BY Sanderson, R. J. Rogers  
TRACED BY Verable L. Gargary PP-1051  
TRACING CHECKED BY M. Spaulding PP-1051

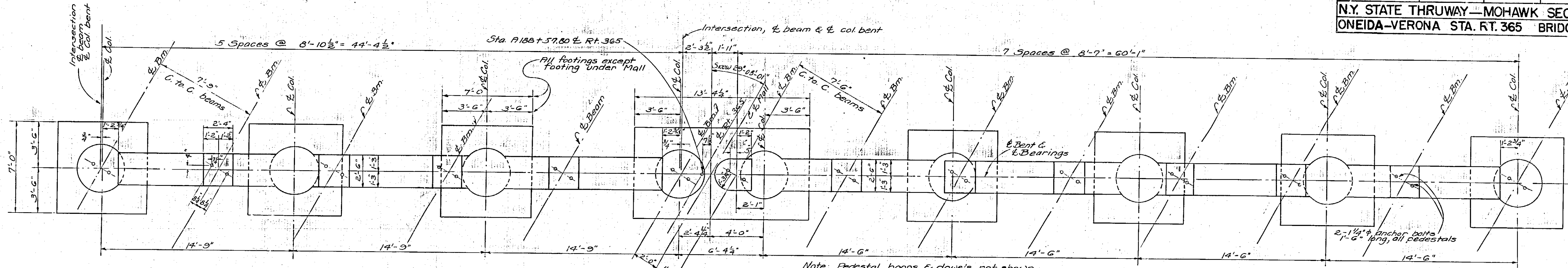




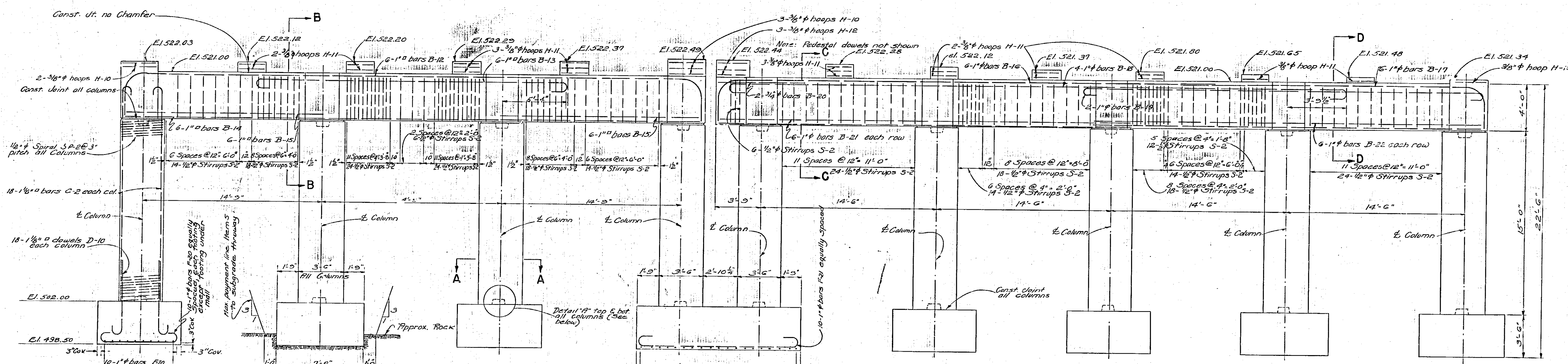
IN CHARGE OF S. J. Powell  
DESIGNED BY M. J. Powell - Herbert  
DETAILED BY J. M. Hughes - R. J. Rogers  
TRACED BY Gerald L. Gagnay  
TRACING CHECKED BY R. J. Rogers



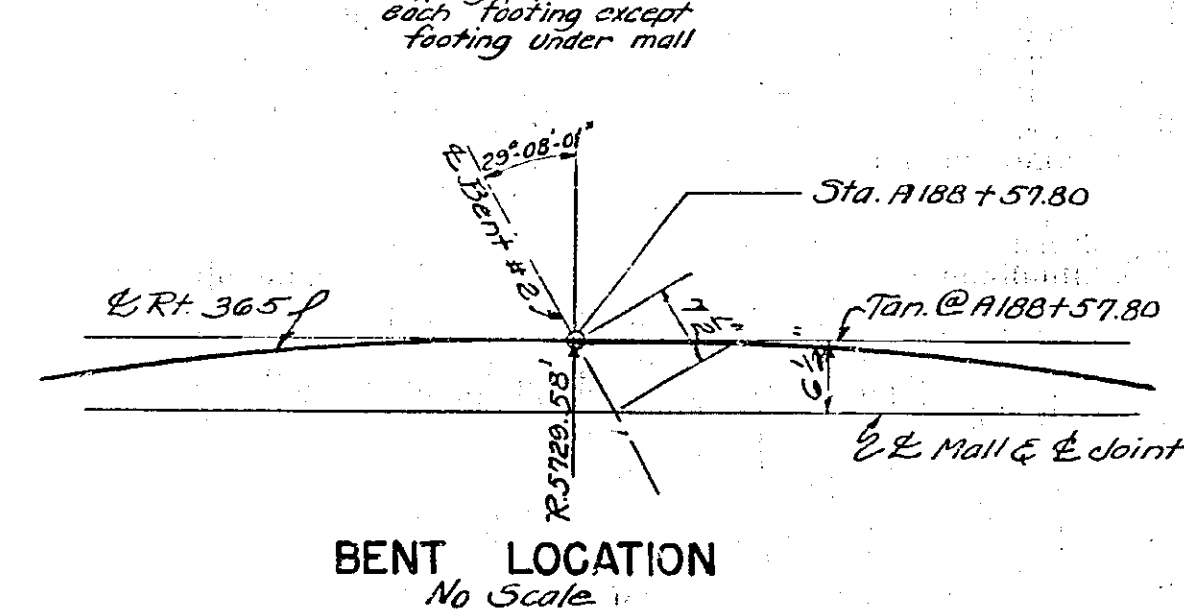
COUNTY	SHEET NO	TOTAL SHEETS
ONEIDA	101	118
N.Y. STATE THRUWAY—MOHAWK SECT. SUB-DIV. NO. 4		
ONEIDA-VERONA STA. RT. 365 BRIDGE STA. 1055+48		



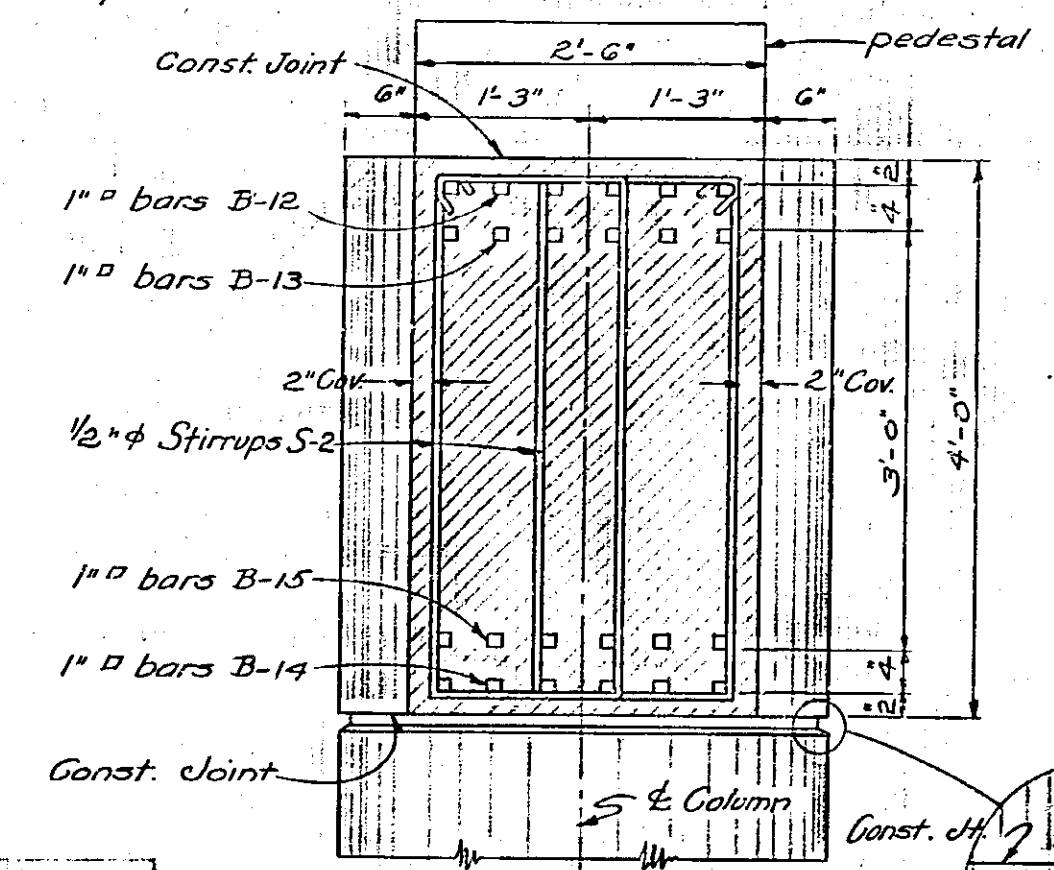
PLAN  
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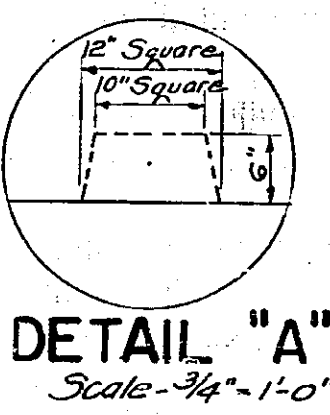
ELEVATION  
Scale - 1/4" = 1'-0"



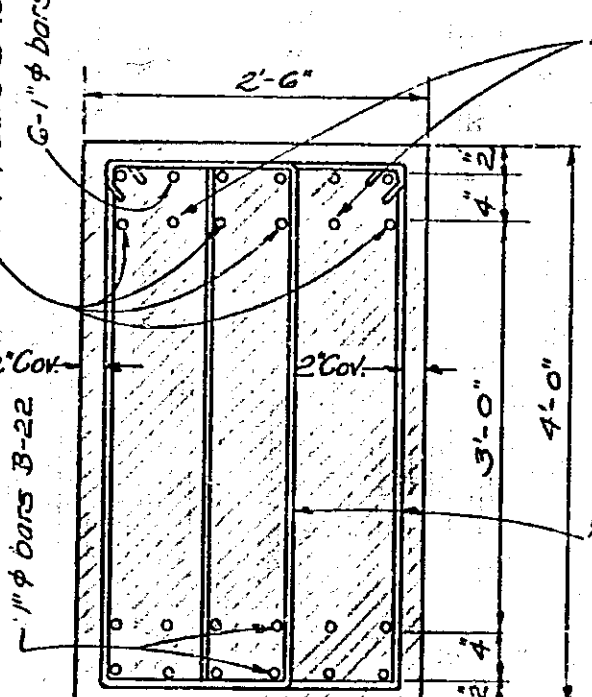
BENT LOCATION  
No Scale



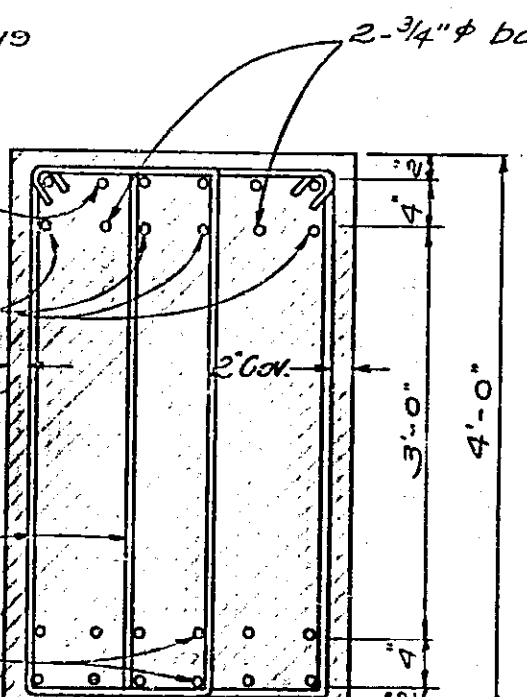
SECTION B-B  
Scale - 3/4" = 1'-0"



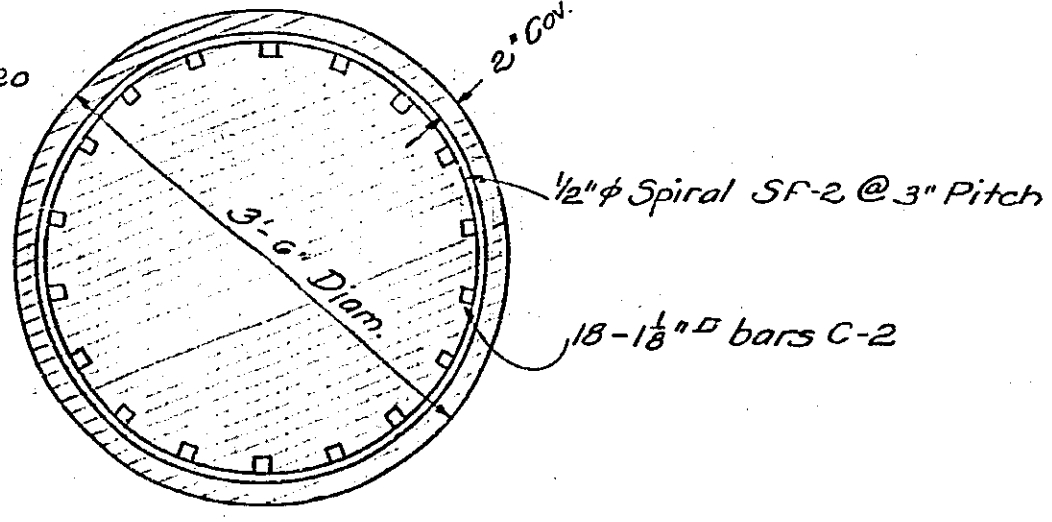
DETAIL "A"  
Scale - 3/4" = 1'-0"



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



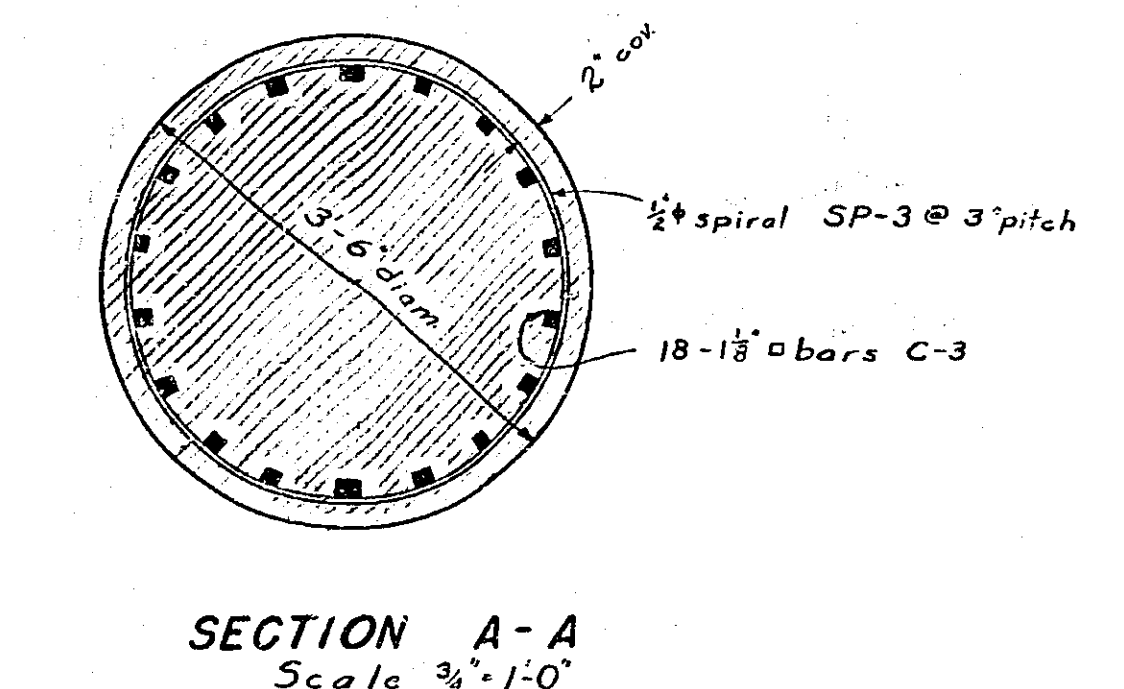
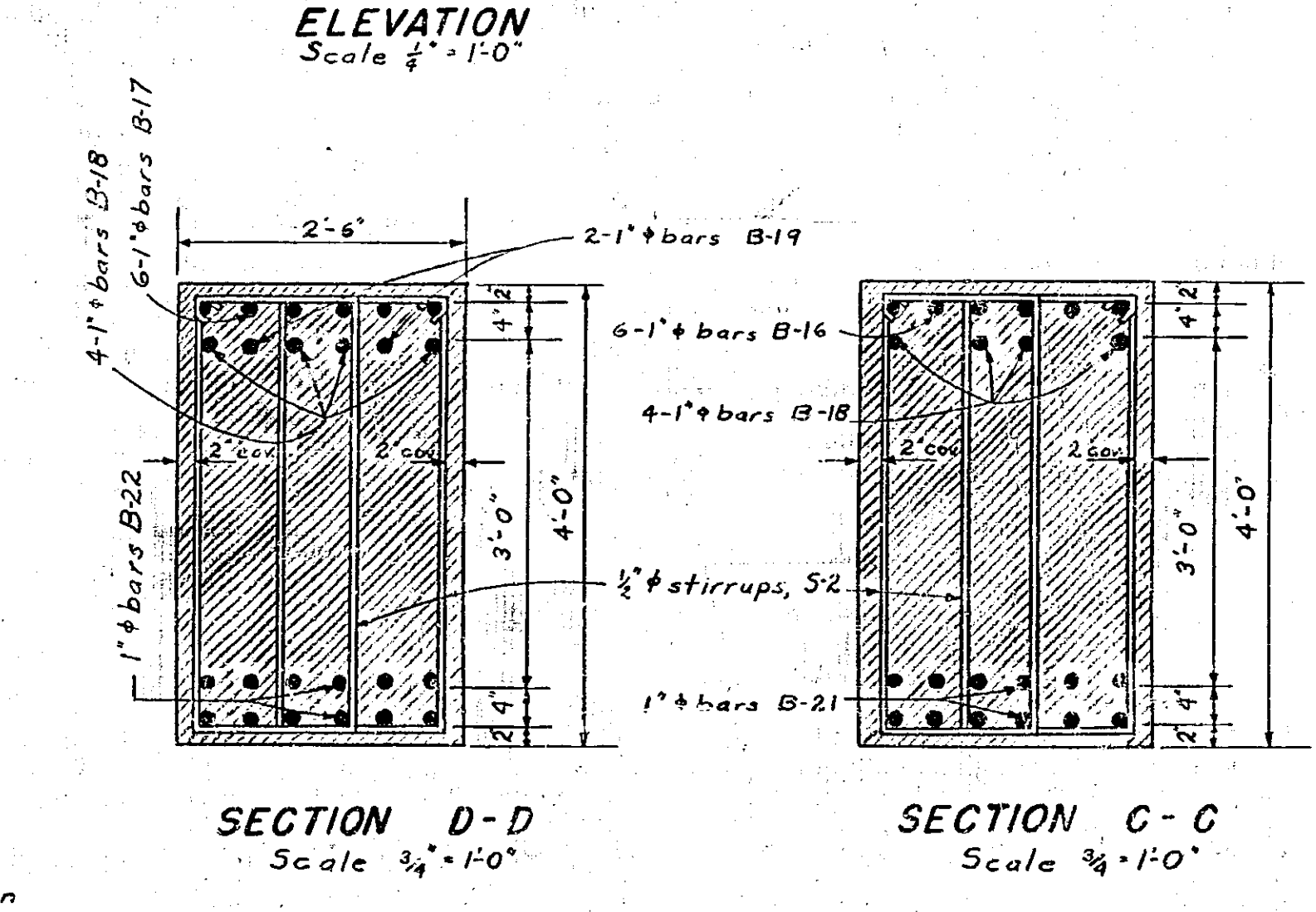
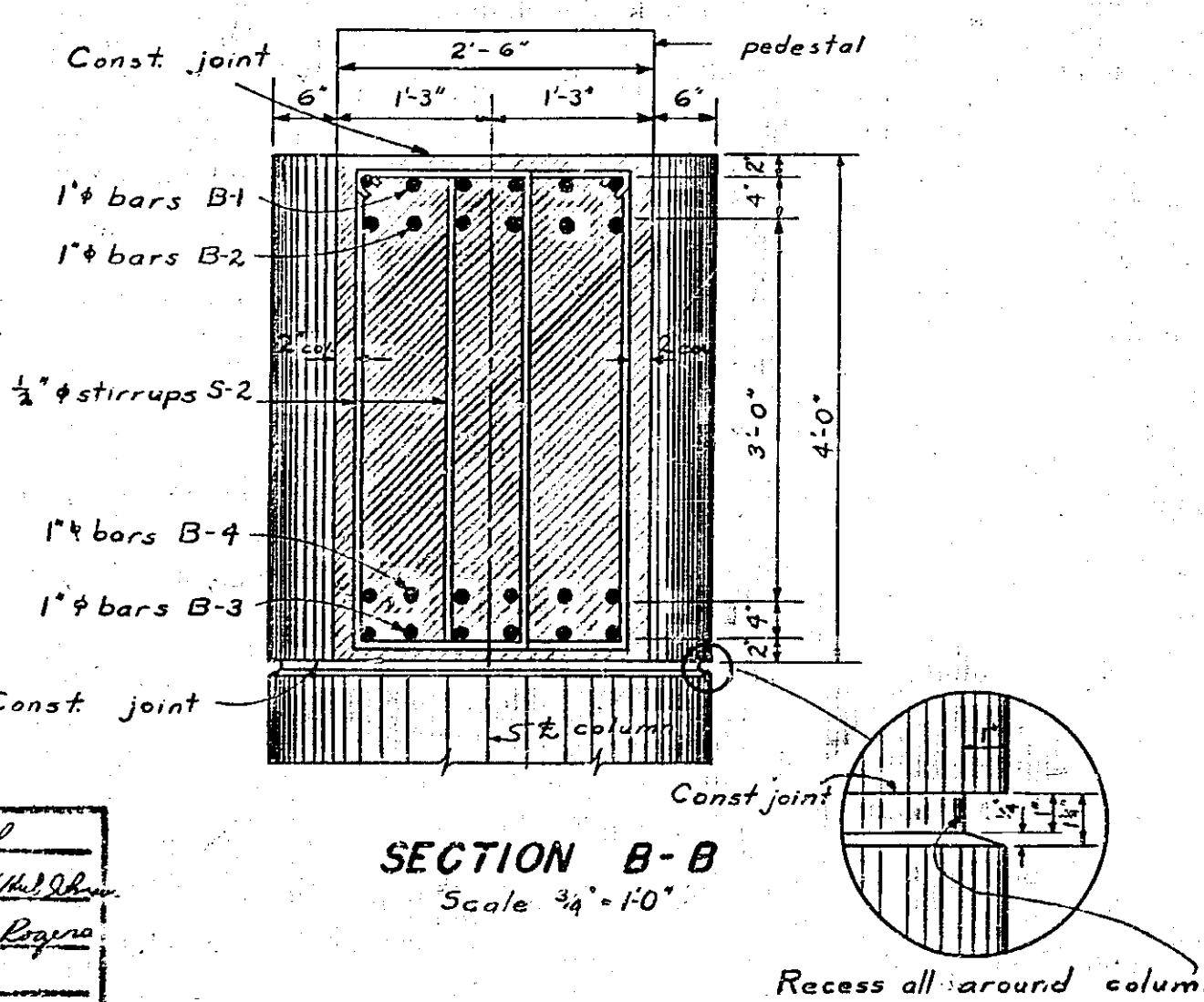
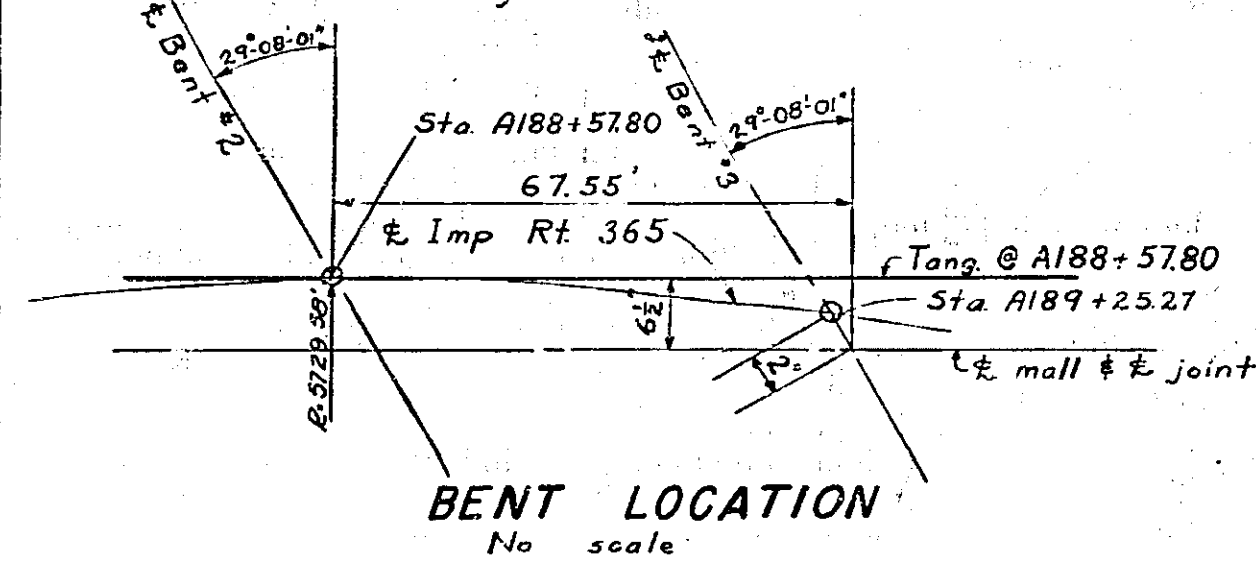
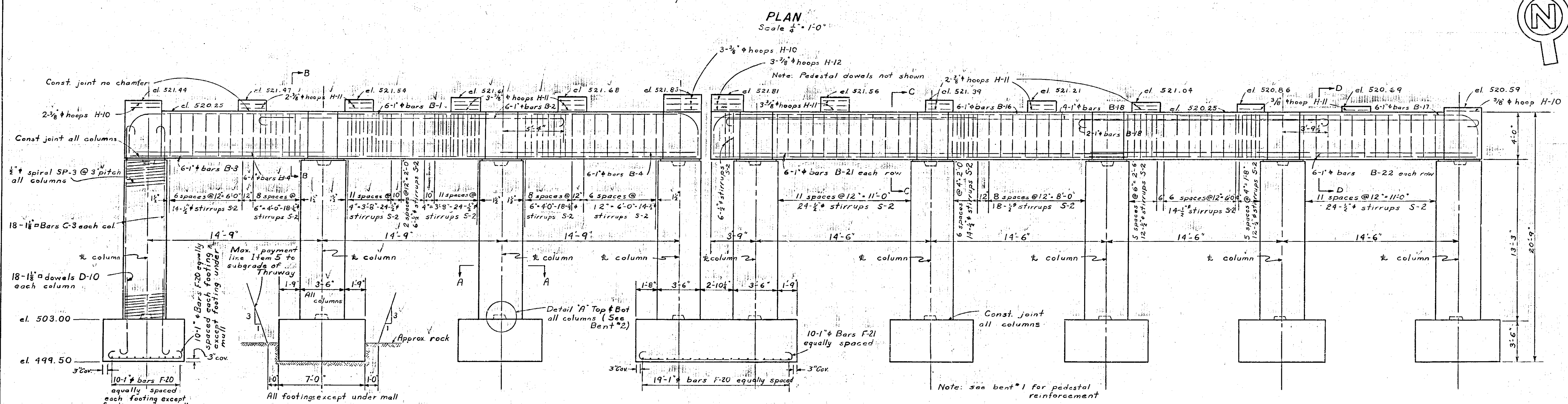
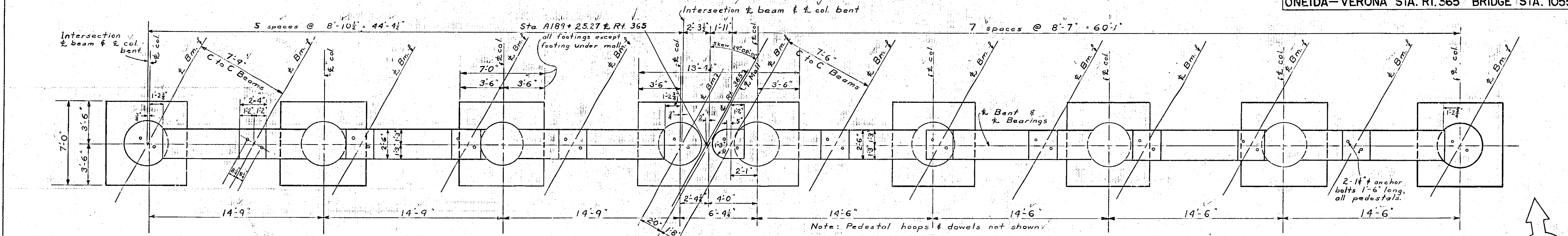
SECTION C-C  
Scale - 3/4" = 1'-0"



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



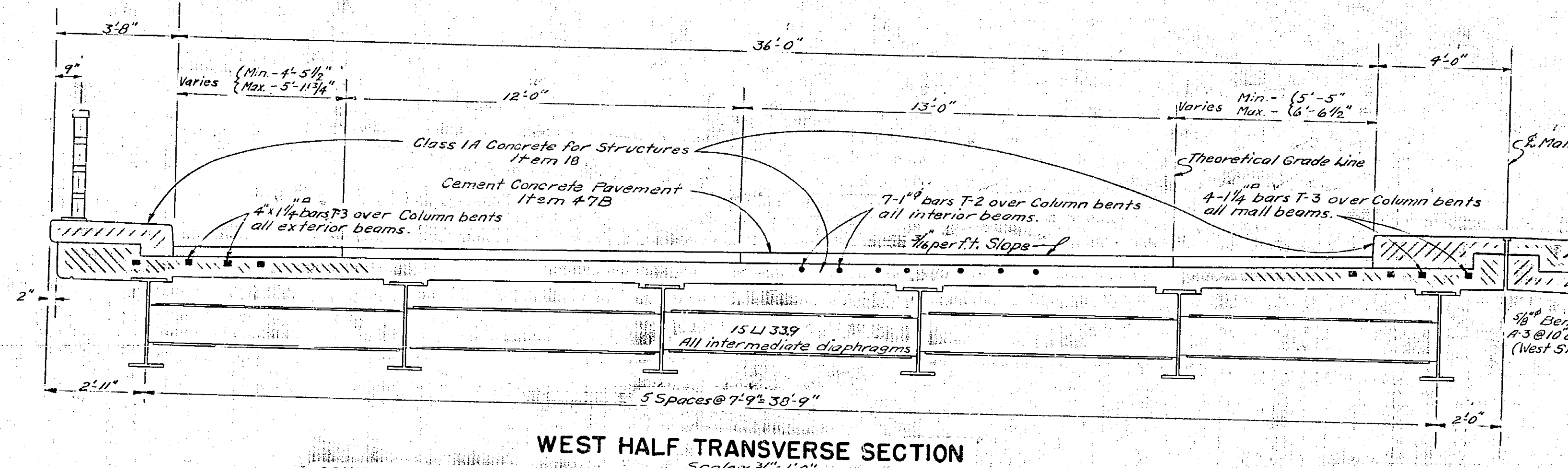
COUNTY	SHEET TOTAL SHEETS
ONEIDA	102 118
N.Y. STATE THRUWAY-MOHAWK SECT. SUB-DIV. NO. 4	
ONEIDA-VERONA STA. RT. 365 BRIDGE STA. 1055+48	



PLANS MADE	Sept. 30, 1952
1st REVISION	
2nd REVISION	
3rd REVISION	
IN CHARGE OF: S. J. Powell	
DESIGNED BY: S. J. Powell	
DETAILED BY: R. J. Rogers	
TRACED BY: Douglas H. Smith	
TRACING CHECKED BY: R. J. Rogers	



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	103	118
N.Y. STATE THRUWAY—MOHAWK SECT. SUB-DIV. NO. 4		
ONEIDA—VERONA STA. RT. 365 BRIDGE STA. 1055+48		

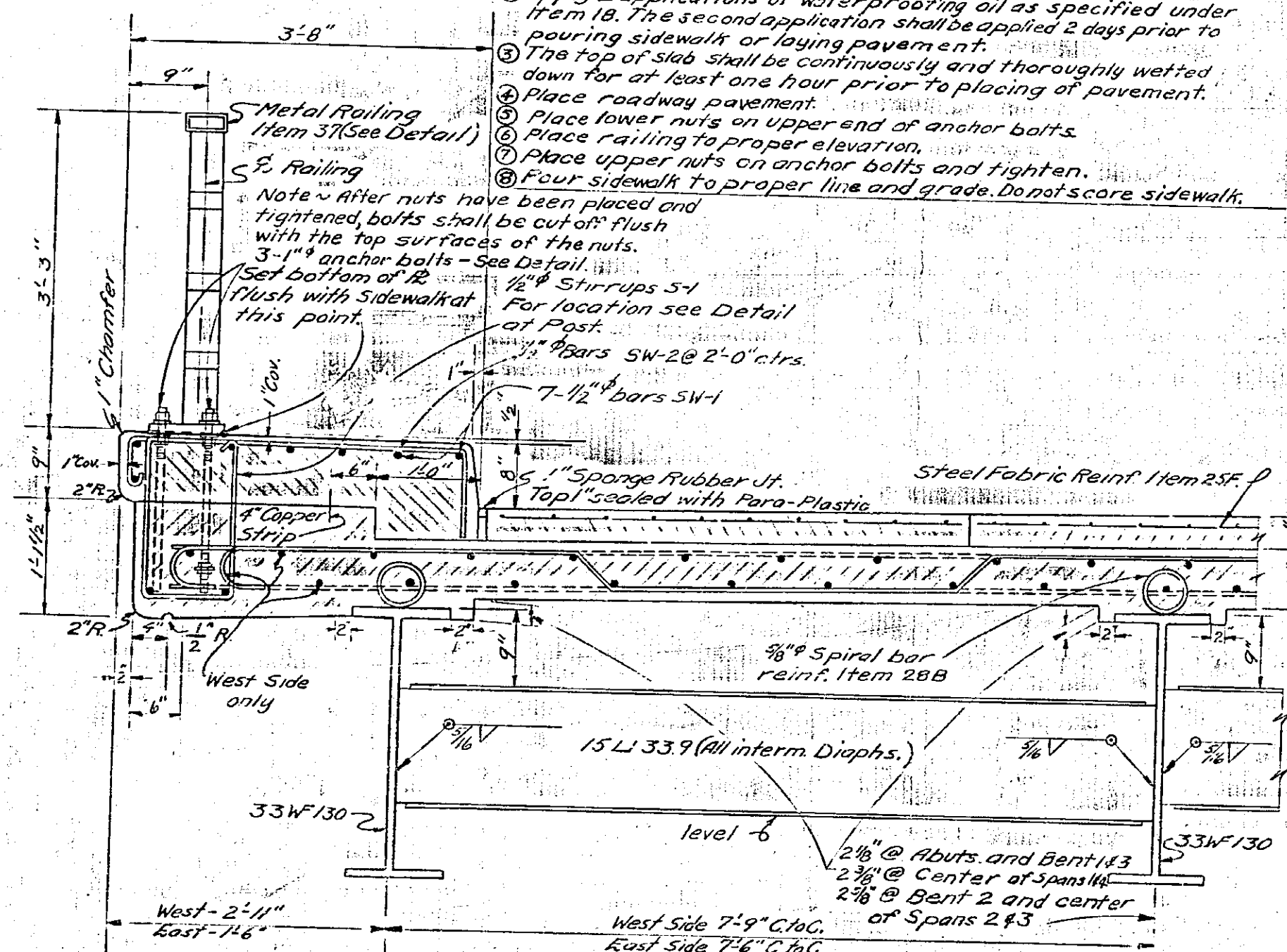


WEST HALF TRANSVERSE SECTION

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

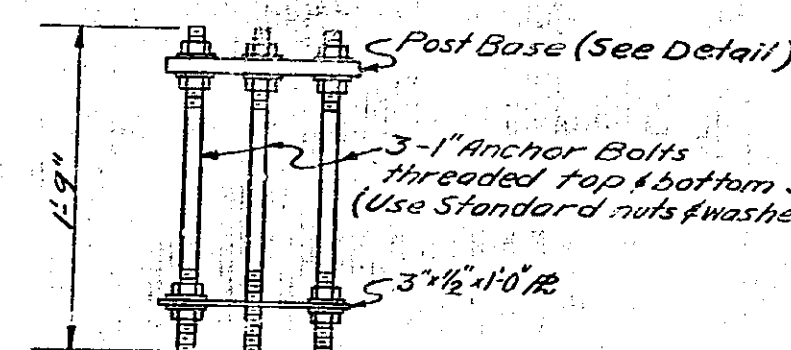
## CONSTRUCTION PROCEDURE

- Set anchor bolts and pour slab according to pouring diagram for slab.
- Apply 2 applications of waterproofing oil as specified under Item 1B. The second application shall be applied 2 days prior to pouring sidewalk or laying pavement.
- The top of slab shall be continuously and thoroughly wetted down for at least one hour prior to placing of pavement.
- Place roadway pavement.
- Place lower nuts on upper end of anchor bolts.
- Place railing to proper elevation.
- Place upper nuts on anchor bolts and tighten.
- Four sidewalk to proper line and grade. Do not score sidewalk.



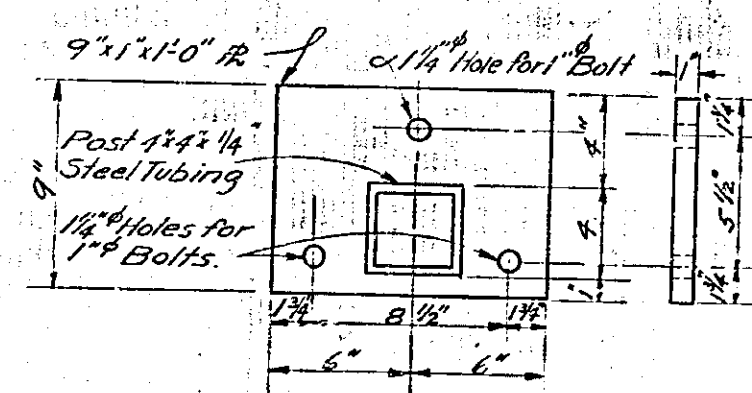
TRANSVERSE SECTION - FASCIA DETAIL

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



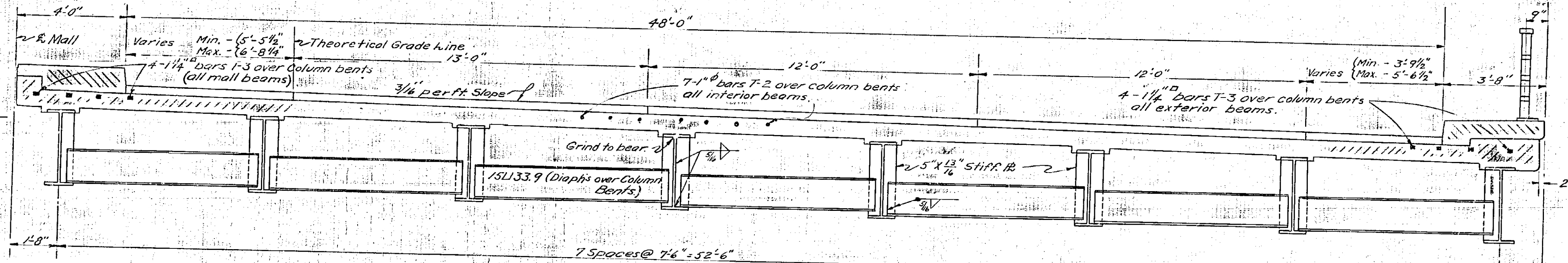
ANCHOR BOLT DETAIL

Scale ~ 1" = 1'-0"



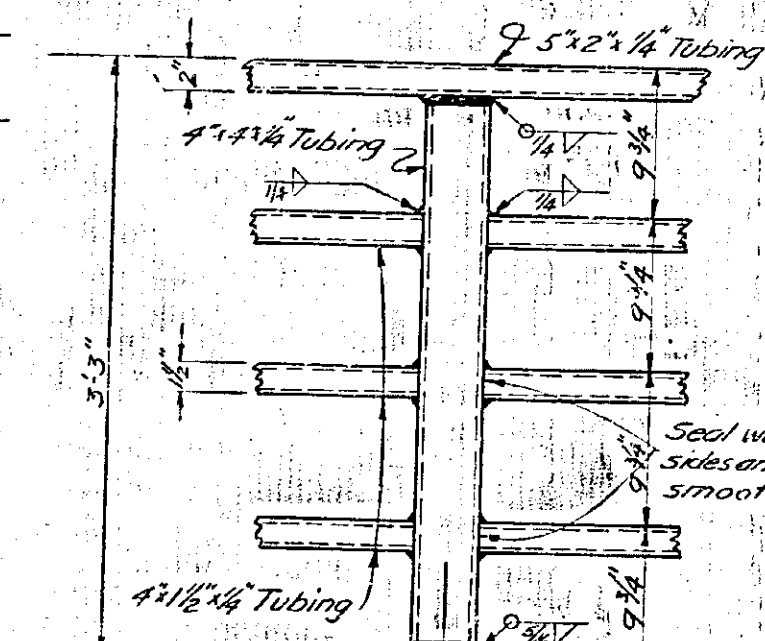
POST BASE DETAIL

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



EAST HALF TRANSVERSE SECTION

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

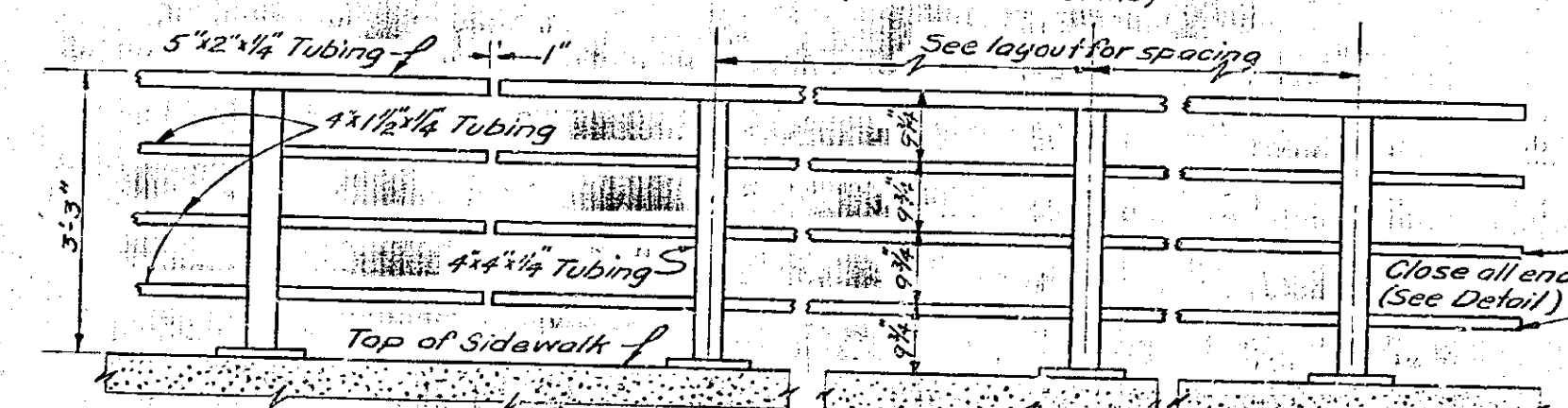


DETAIL AT POST

Scale ~ 1" = 1'-0"

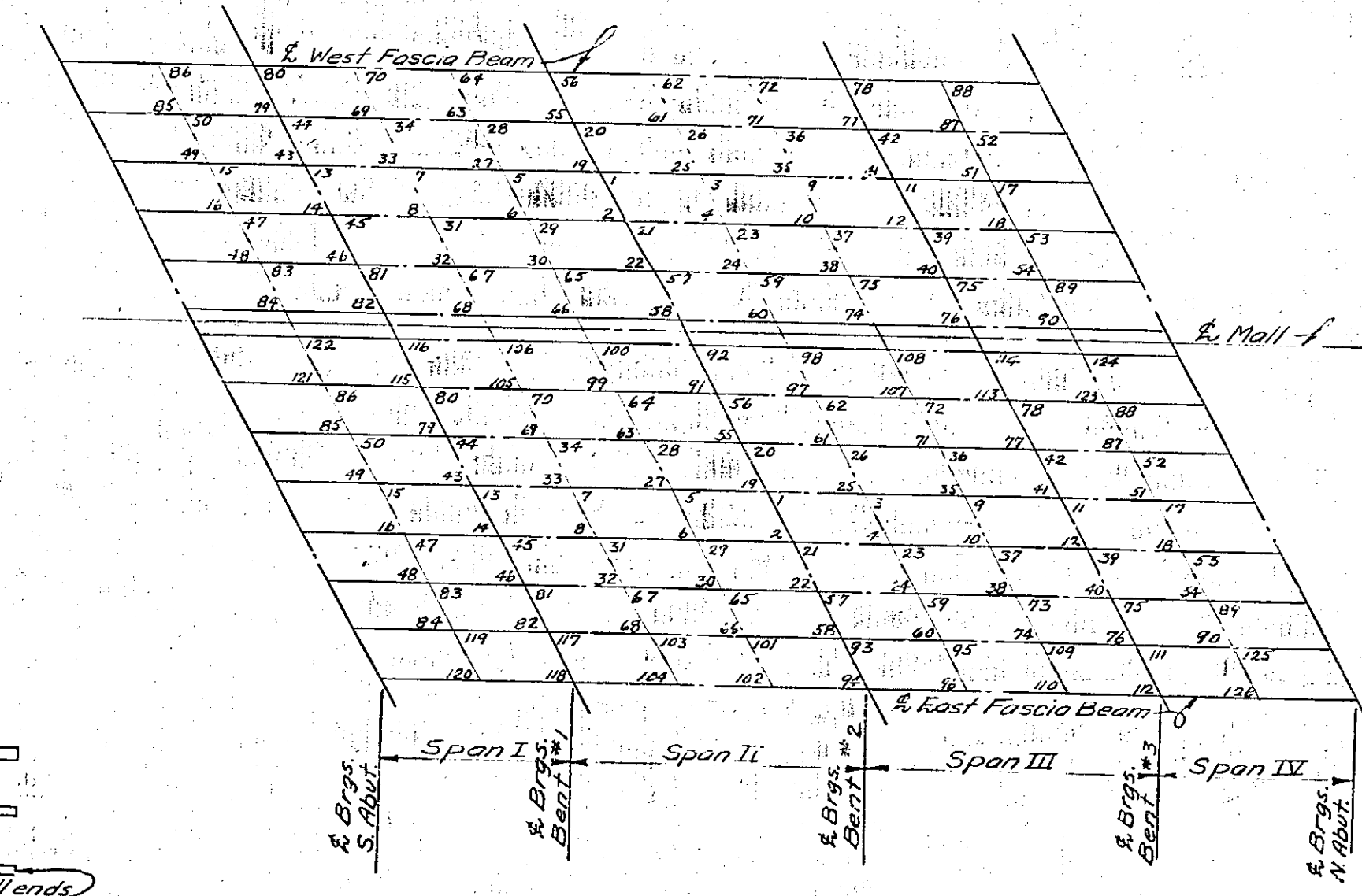
DETAIL AT END OF RAILS

Not to Scale



TYPICAL SECTION

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



DIAPHRAGM WELDING SEQUENCE

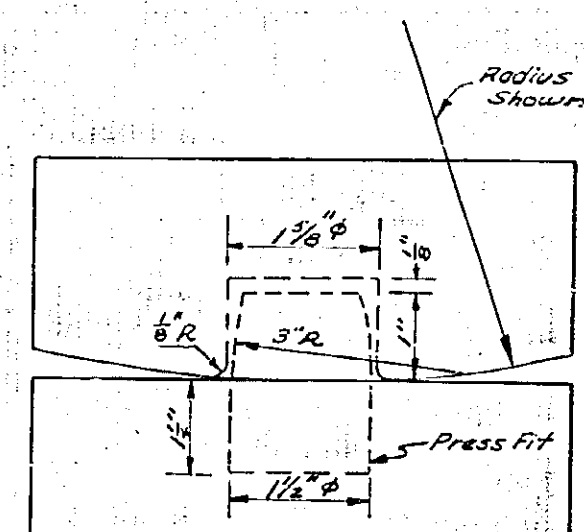
~ Not to Scale ~

NOTE: Diaphragms shall be completely welded to beams for each span before any concrete is poured in Superstructure. In welding the diaphragms to the beams, the following sequence shall control. Welding shall start at or close to the intersection of the center lines (longitudinal and Transverse) and proceed from this common center towards the abutments. Complete welding diaphragms for the interior beams and then proceed in same order with remaining beams. See layout above for required welding sequence.

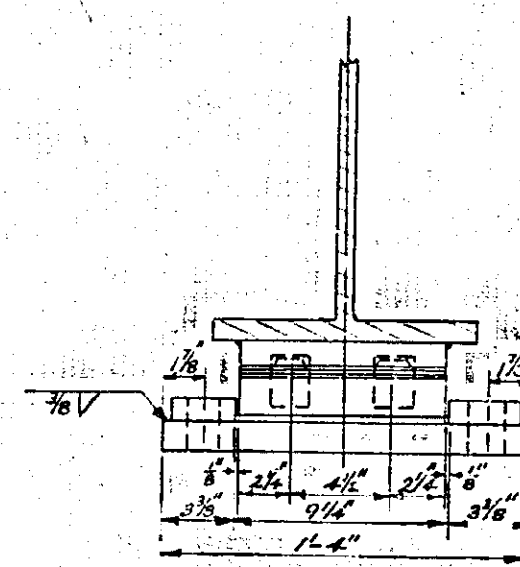
PL W. MADE	Sept. 30, 1952
1ST REVISION	
2ND REVISION	
3RD REVISION	
IN CHARGE OF	J. J. Powell
DESIGNED BY	W. J. Powell
DETAILED BY	W. J. Powell
TRACED BY	John C. Thomas
TRACING CHECKED BY	R. J. Rogers



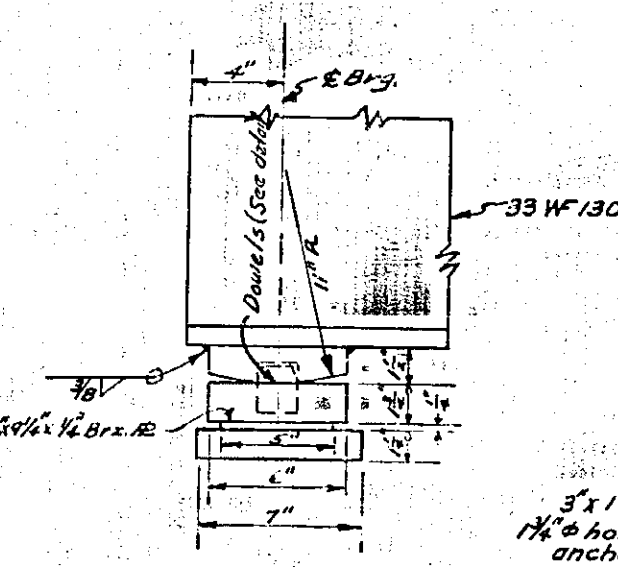
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	104	118
N.Y. STATE THRUWAY-MOHAWK SECTION SUB-DIV. NO. 4		
ONEIDA-VERONA STA. RT. 365 BRIDGE STA. 1055+48		



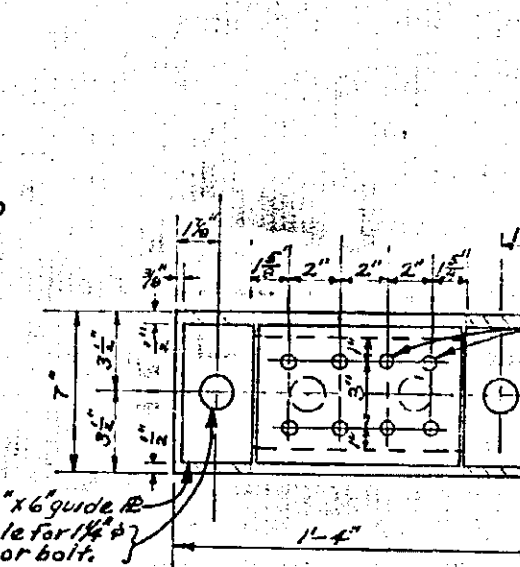
**DOWEL NEST DETAIL**  
Half Size



**FRONT ELEV.**  
**ABUTMENT EXPANSION BEARINGS**

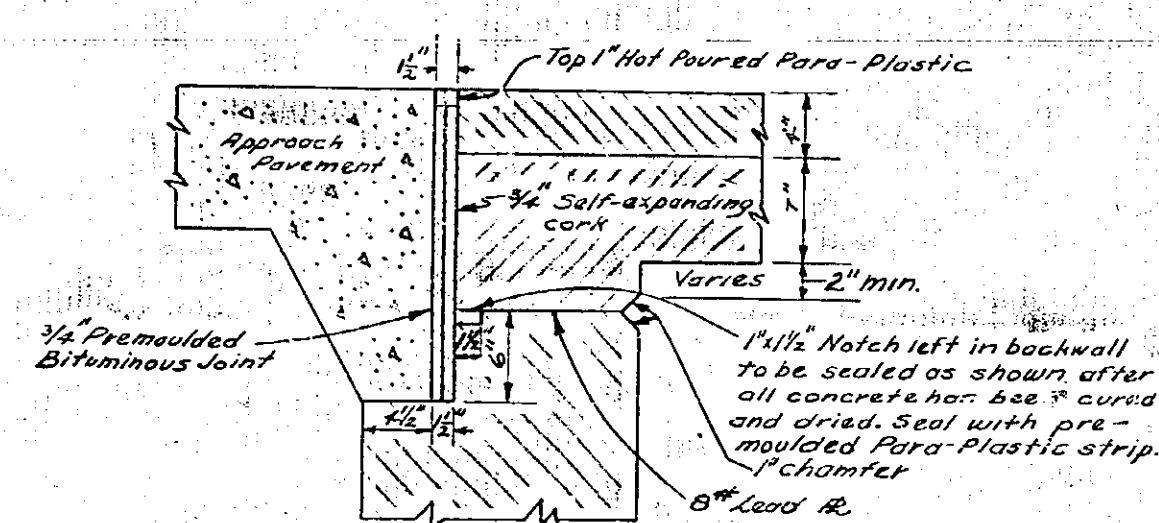


**SIDE ELEV.**

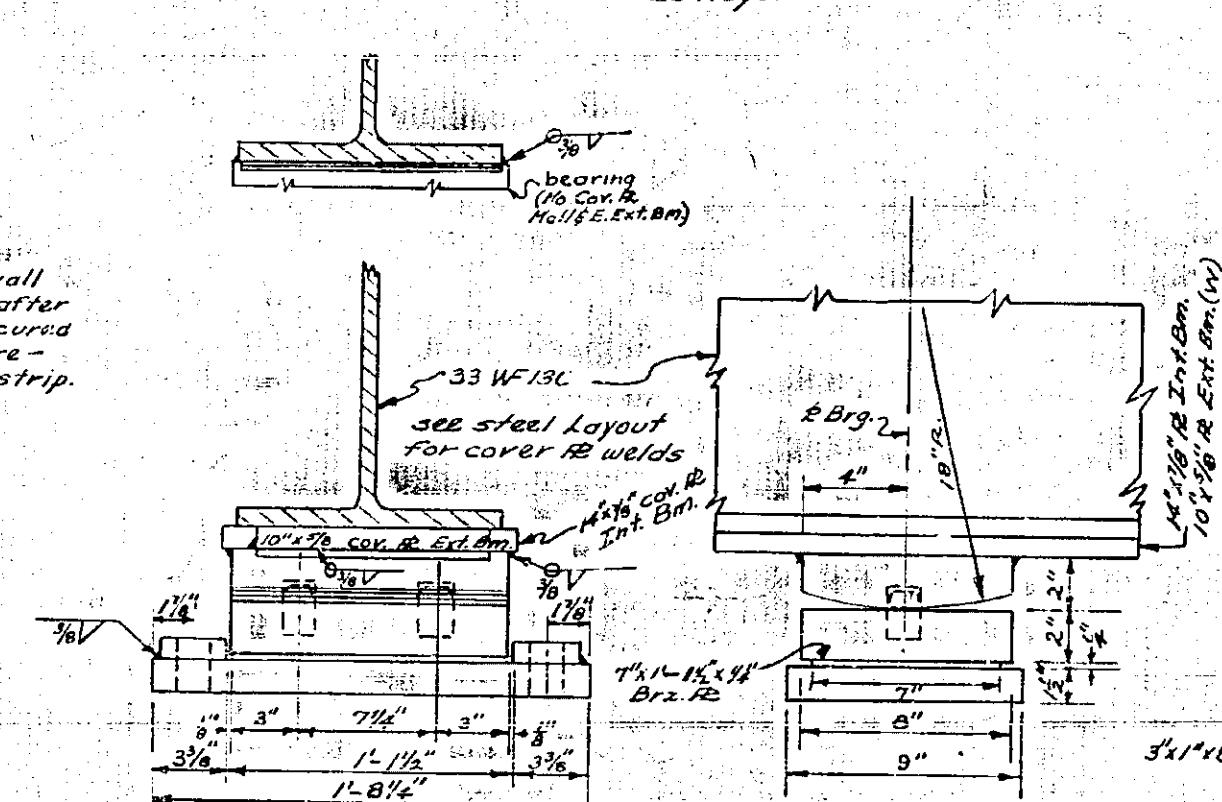


**PLAN VIEW**

Scale - 1/4" = 1'-0"  
28 Required

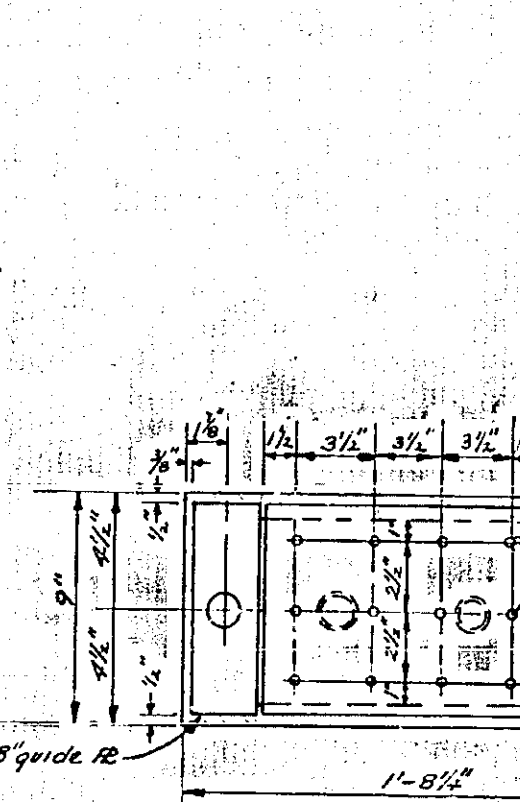


**NORMAL BACKWALL SECTION**  
Scale - 1" = 1'-0"



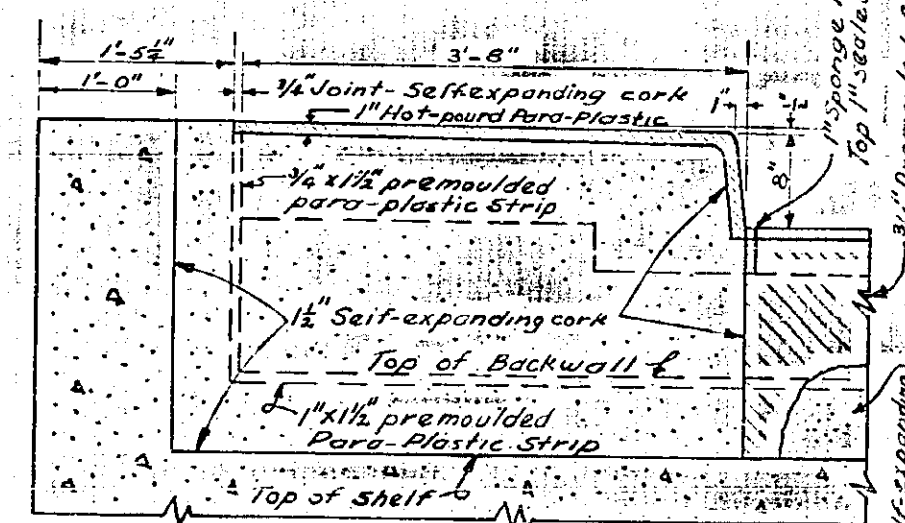
**FRONT ELEV.**

**SIDE ELEV.**

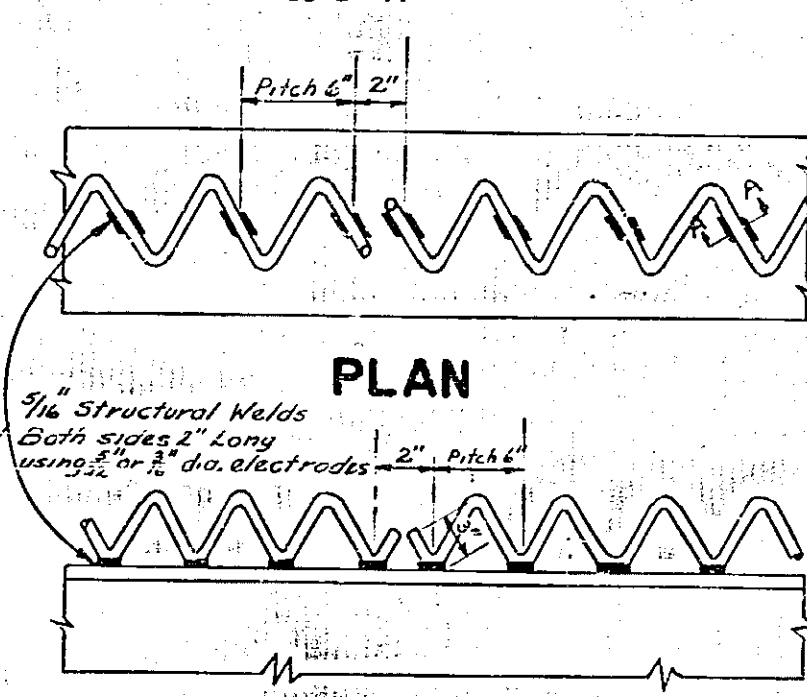


**PLAN VIEW**

**EXPANSION BEARINGS AT BENTS 1 & 3**  
Scale - 1/4" = 1'-0"  
28 Required



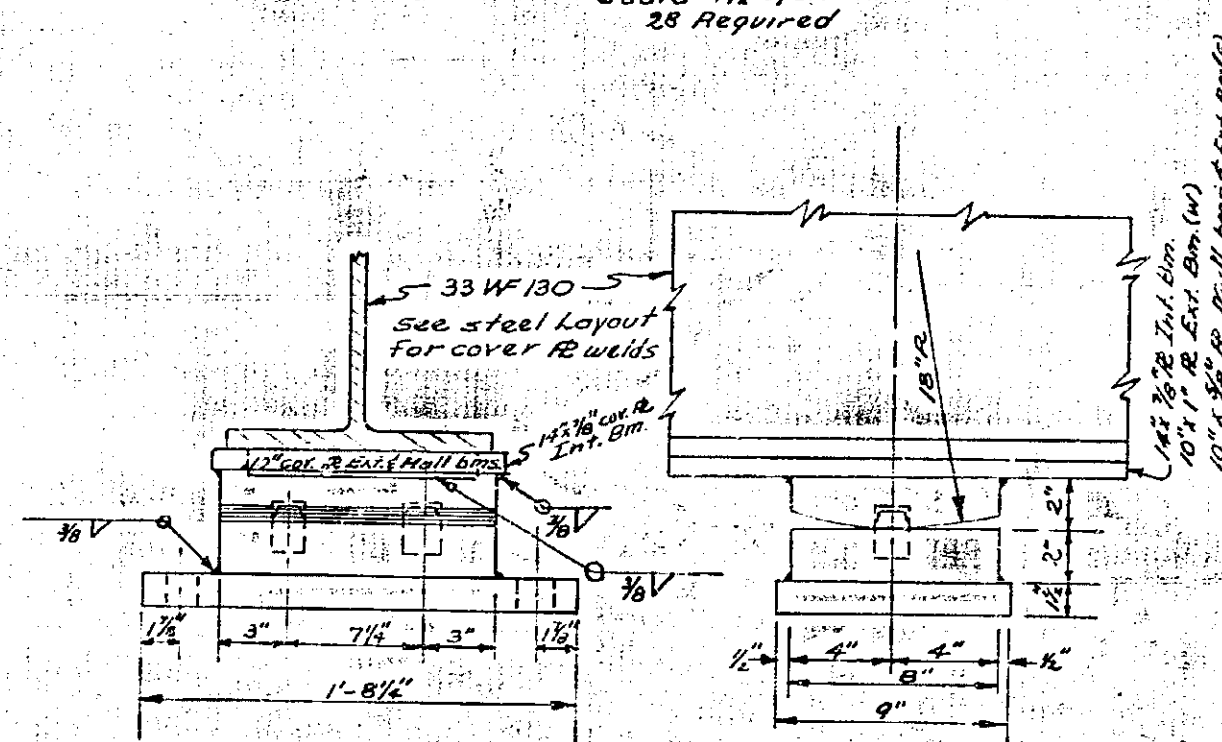
**BACK OF ABUTMENT DETAIL**  
Scale - 3/4" = 1'-0"



**PLAN**

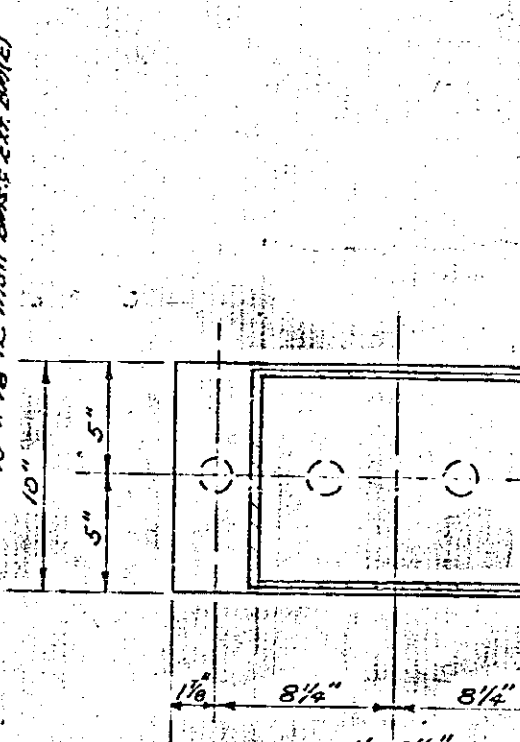
**ELEVATION**

**SECTION A-A**



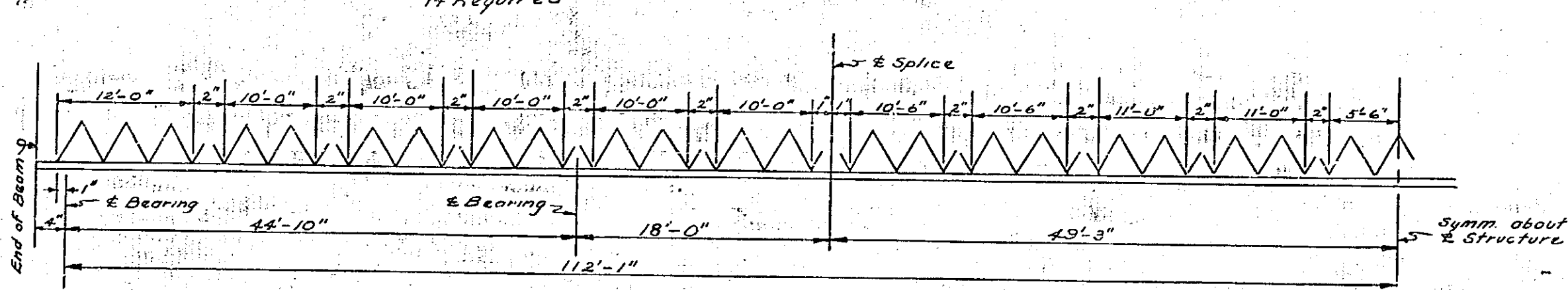
**FRONT ELEV.**

**SIDE ELEV.**



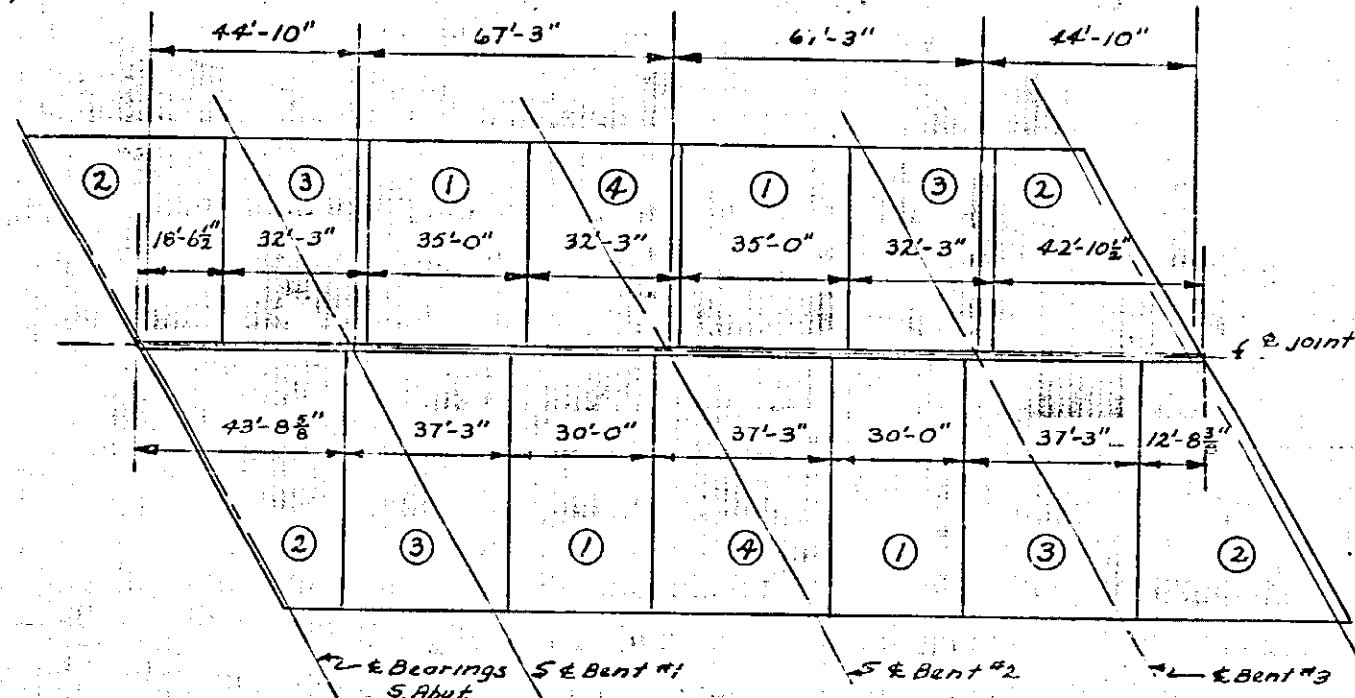
**PLAN ELEV.**

**FIXED BEARINGS AT BENT 2**  
Scale - 1/4" = 1'-0"  
14 Required



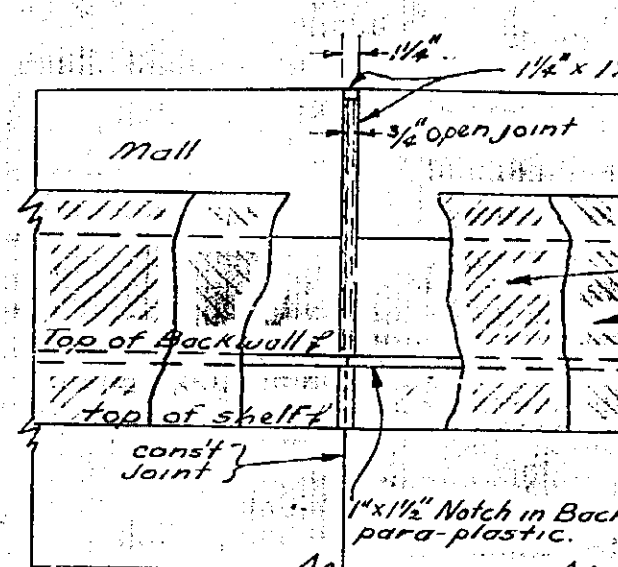
**SPIRAL DETAILS**  
(Not to Scale)

6" pitch throughout entire length of spiral, all beams  
it required



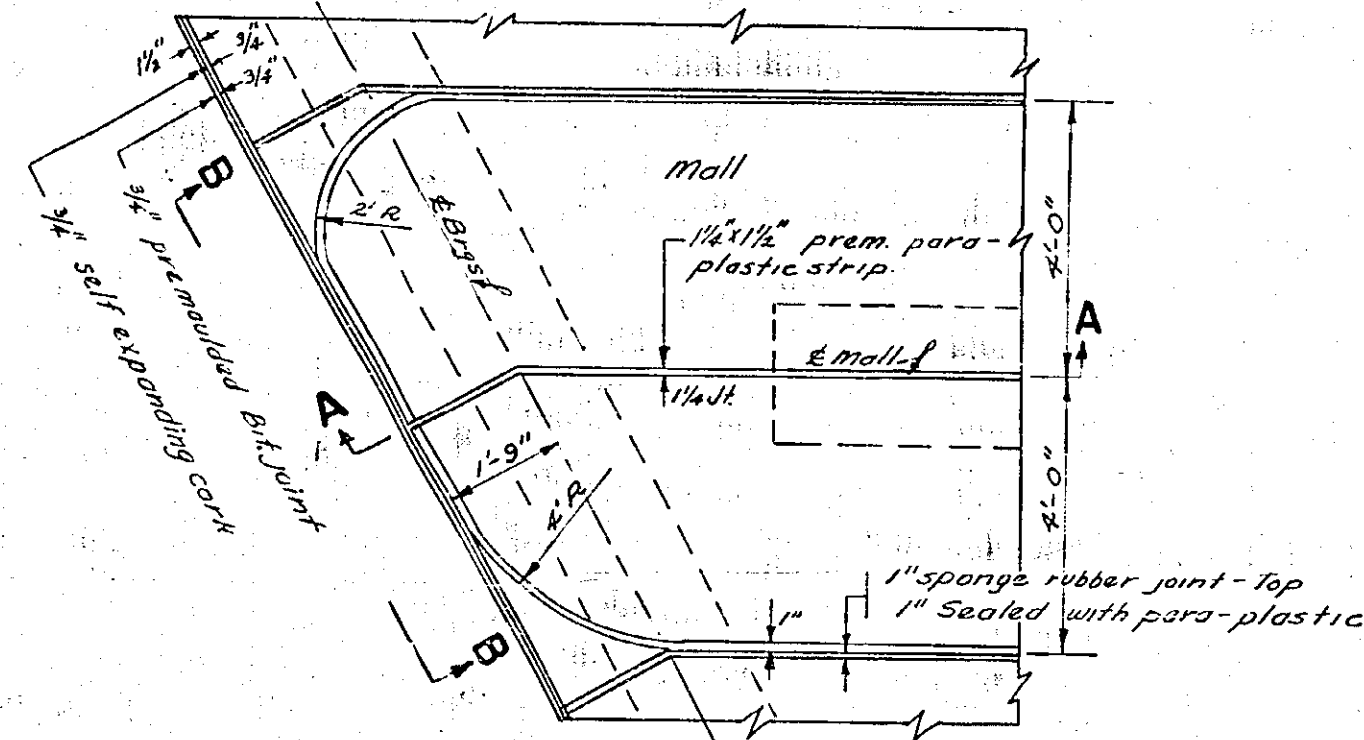
**POURING DIAGRAM FOR SLAB**

Note: Units shall be poured in numbered sequence but  
units of the same number need not be poured simultaneously.



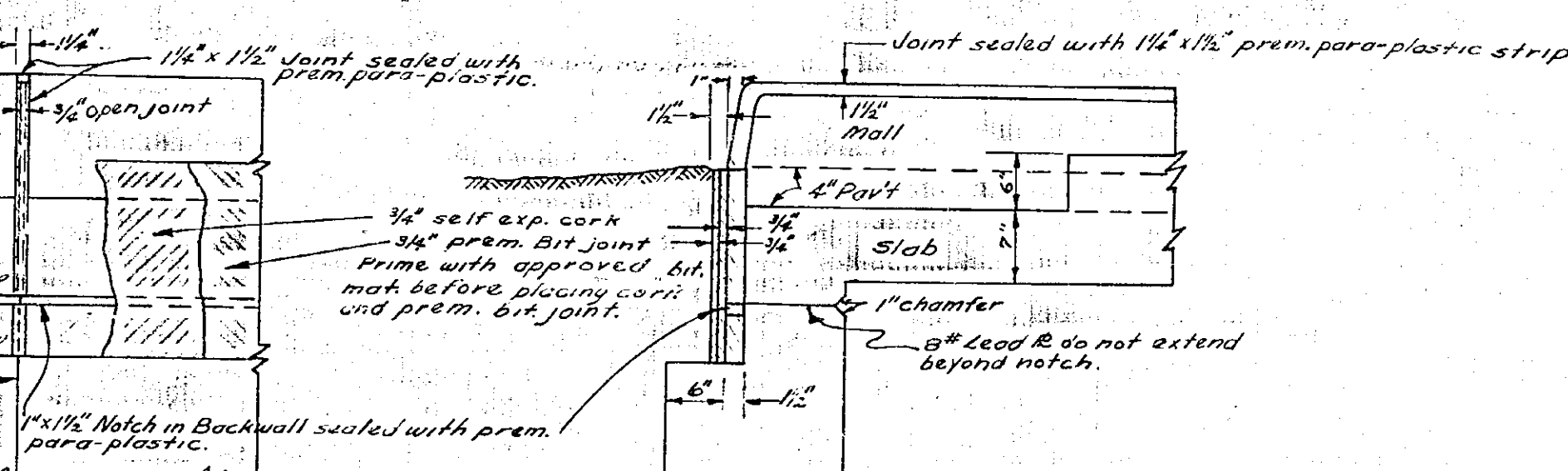
**VIEW B-B**

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



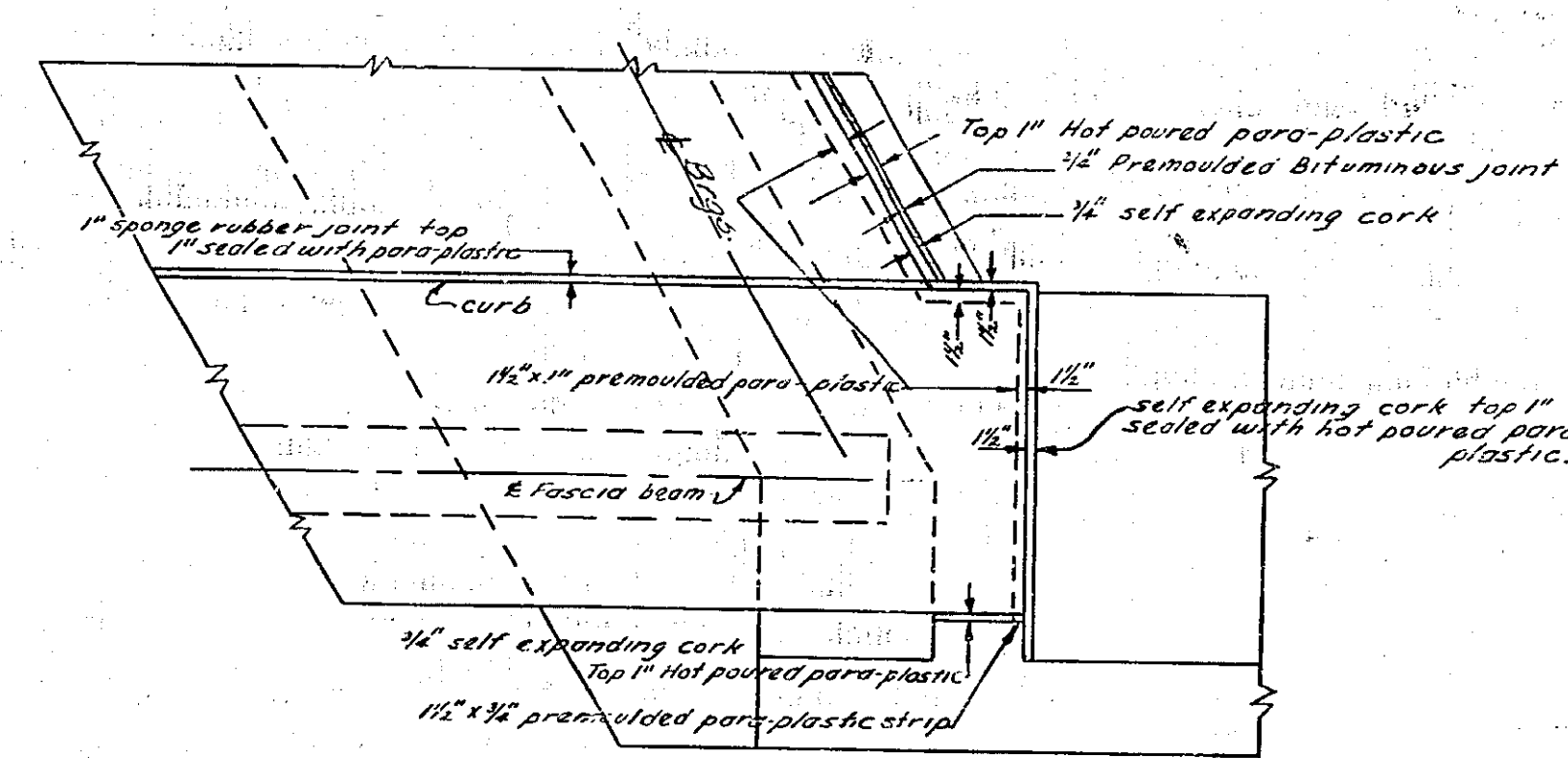
**PLAN END OF MALL**

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



**SECTION A-A**

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



**PLAN N.E. CORNER**

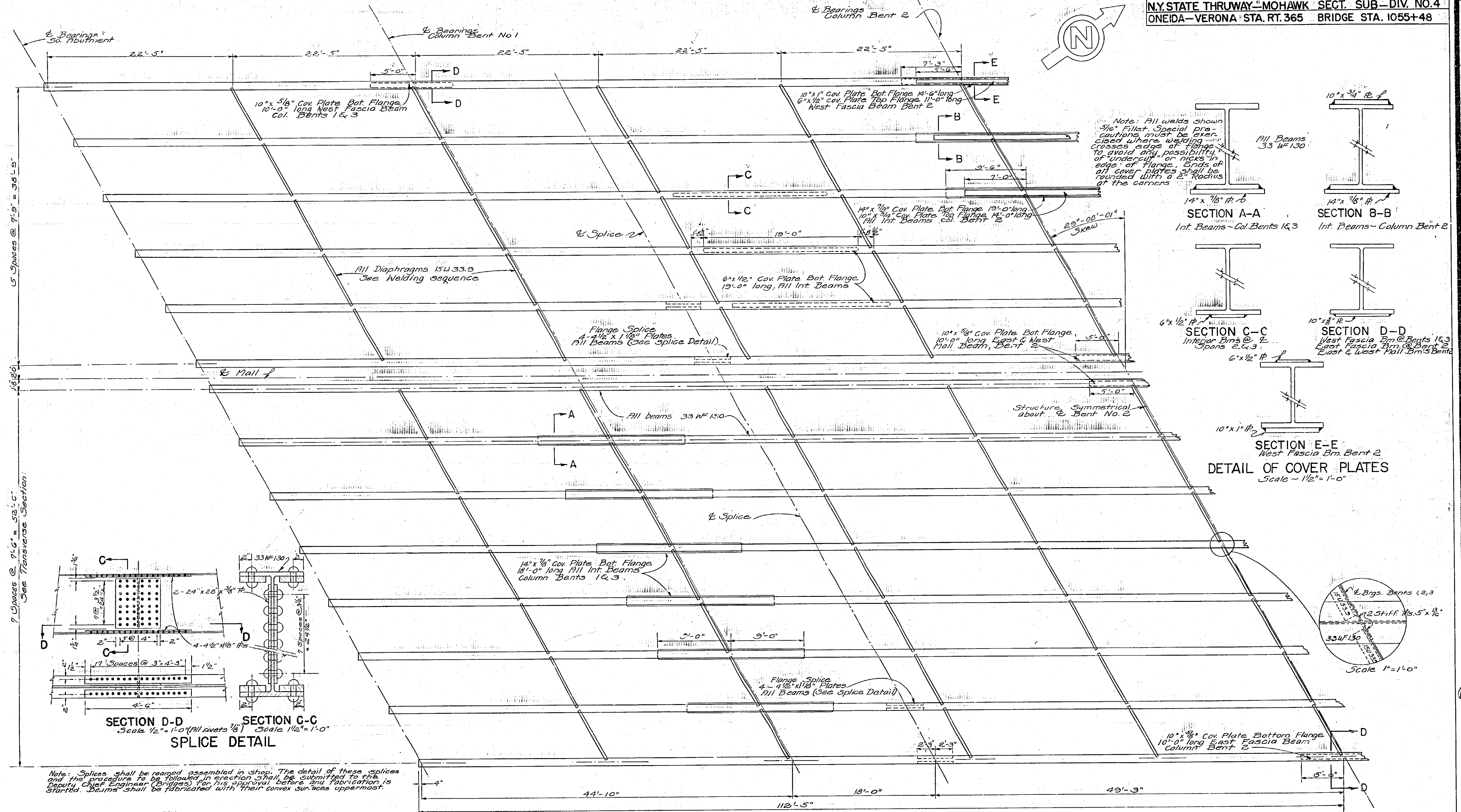
Scale - 3/4" = 1'-0"  
Other corners similar

PLANS MADE	Sept. 30, 1952
1ST REVISION	
2ND REVISION	
3RD REVISION	

IN CHARGE OF... *J. J. Powell*  
DESIGNED BY... *J. J. Powell*  
DETAILED BY... *J. J. Powell*  
TRACED BY... *J. J. Powell*  
TRACING CHECKED BY... *J. J. Powell*



COUNTY	SHEET NO. TOTAL SHEETS
ONEIDA	105 118
N.Y. STATE THRUWAY—MOHAWK SECT. SUB-DIV. NO. 4	
ONEIDA—VERONA STA. RT. 365 BRIDGE STA. 1055+48	



Note: All welds shown 5/16" fillet. Special precautions must be exercised where welding crosses edge of flange to avoid any possibility of undercut or nicks in edge of flange. Ends of all cover plates shall be rounded with a 2" radius at the corners.

SECTION A-A  
Int. Beams - Col. Bents 1 & 3

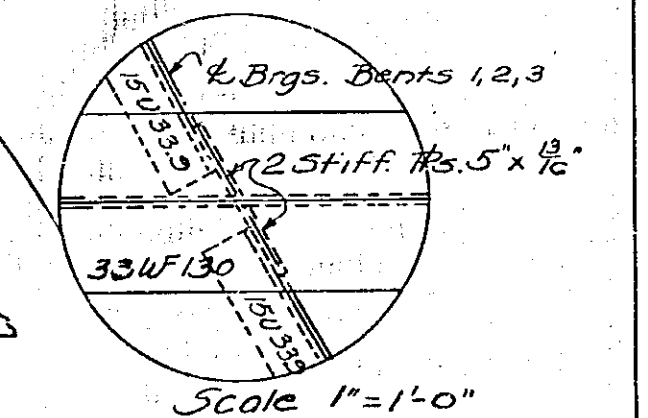
SECTION B-B  
Int. Beams - Column Bent 2

SECTION C-C  
Interior Bms @ Bent 2

SECTION D-D  
West Fascia Bm @ Bent 1 & 3  
East Fascia Bm @ Bent 2  
East & West Main Bms Bent 2

SECTION E-E  
West Fascia Bm Bent 2  
DETAIL OF COVER PLATES  
Scale - 1/2" = 1'-0"

SECTION D-D  
Scale 1/2" = 1'-0" (All rivets 7/8")  
SECTION C-C  
Scale 1/2" = 1'-0"  
SPICE DETAIL



Note: Splices shall be reamed, assembled in shop. The detail of these splices and the procedure to be followed in section 3 shall be submitted to the Deputy Chief Engineer (Bridges) for his approval before any fabrication is started. Beams shall be fabricated with their convex surfaces uppermost.

PLAN OF STEEL LAYOUT  
Scale - 3/16" = 1'-0"

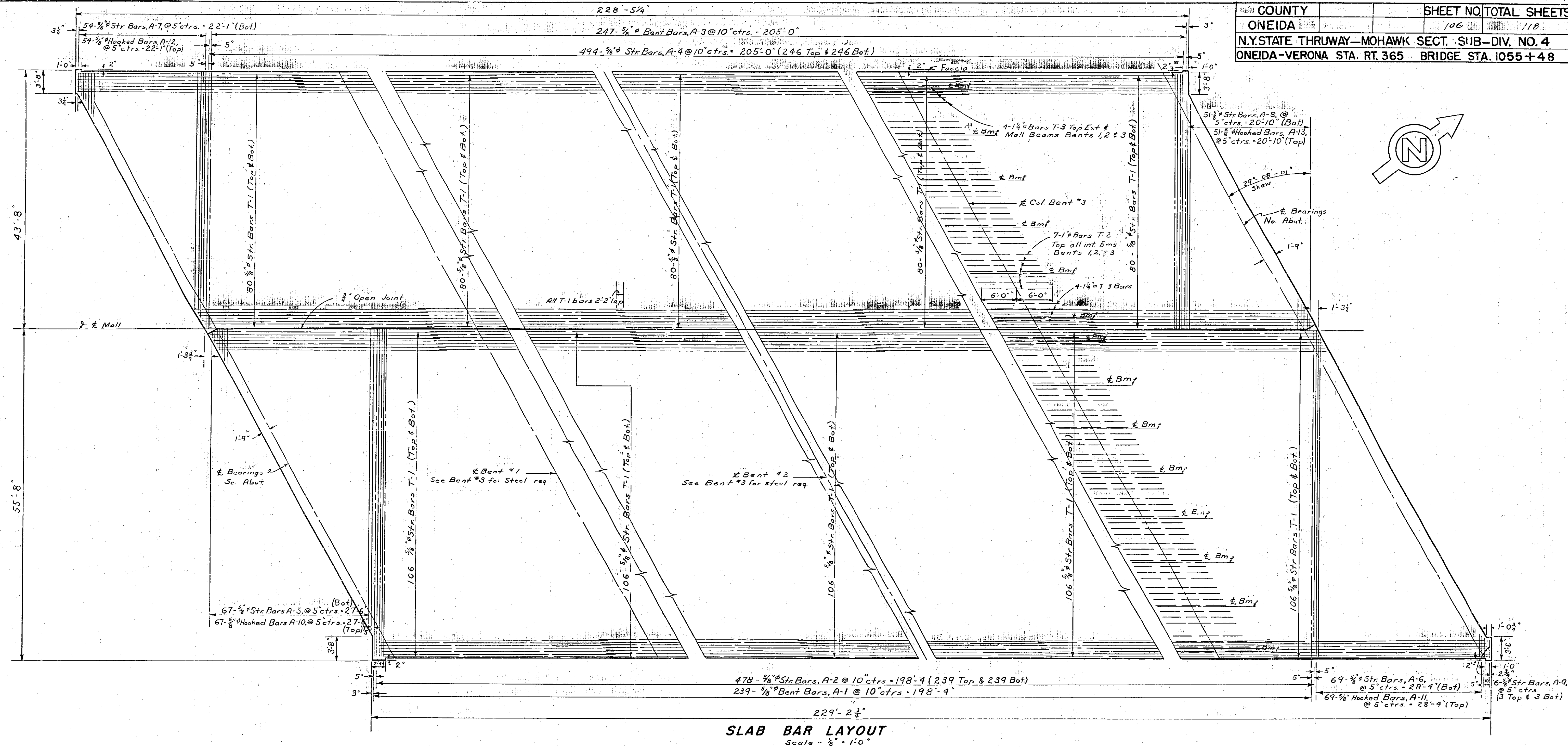
STEEL LAYOUT

DESIGNED BY	S. J. Powell
DESIGNED BY	J. M. Gough
DETAILED BY	J. M. Gough
TRACED BY	A. Smith
TRACING CHECKED BY	R. J. Rogers

SEPT. 30, 1952



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	106	118
N.Y. STATE THRUWAY—MOHAWK SECT. SUB-DIV. NO. 4		
ONEIDA-VERONA STA. RT. 365 BRIDGE STA. 1055+48		



PLANS MADE	Sept 30, 1952
1ST REVISION	
2ND REVISION	
3RD REVISION	

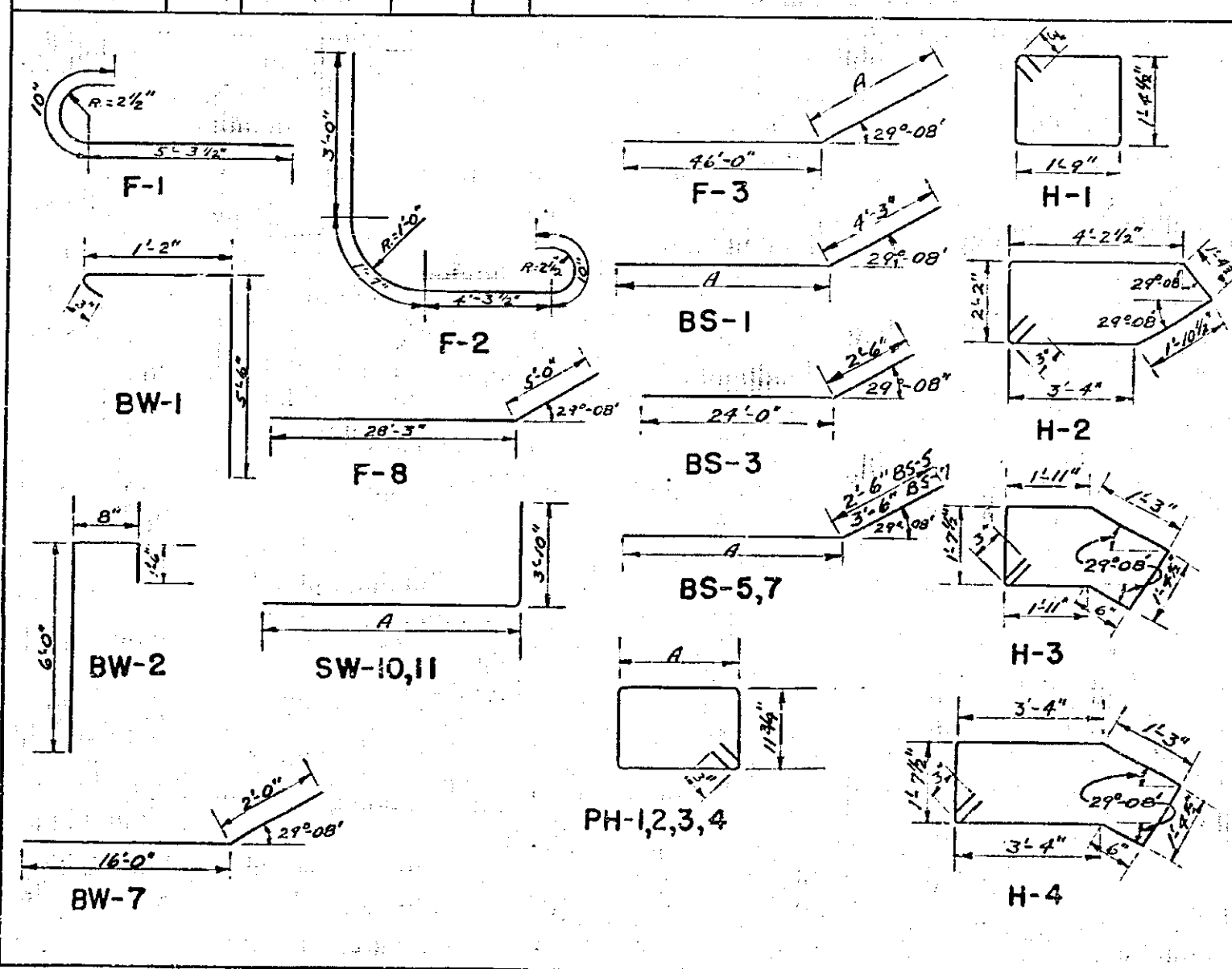
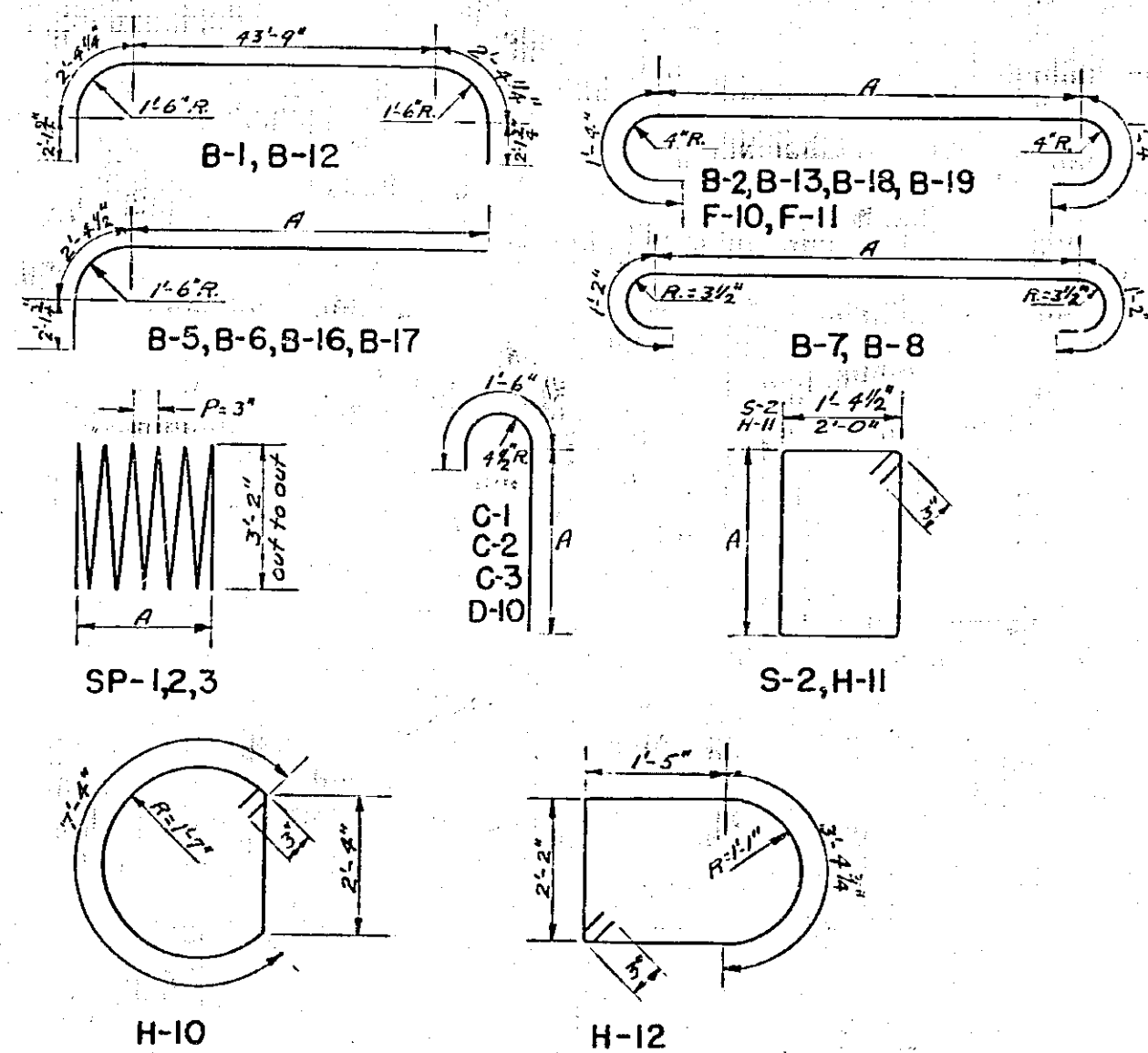
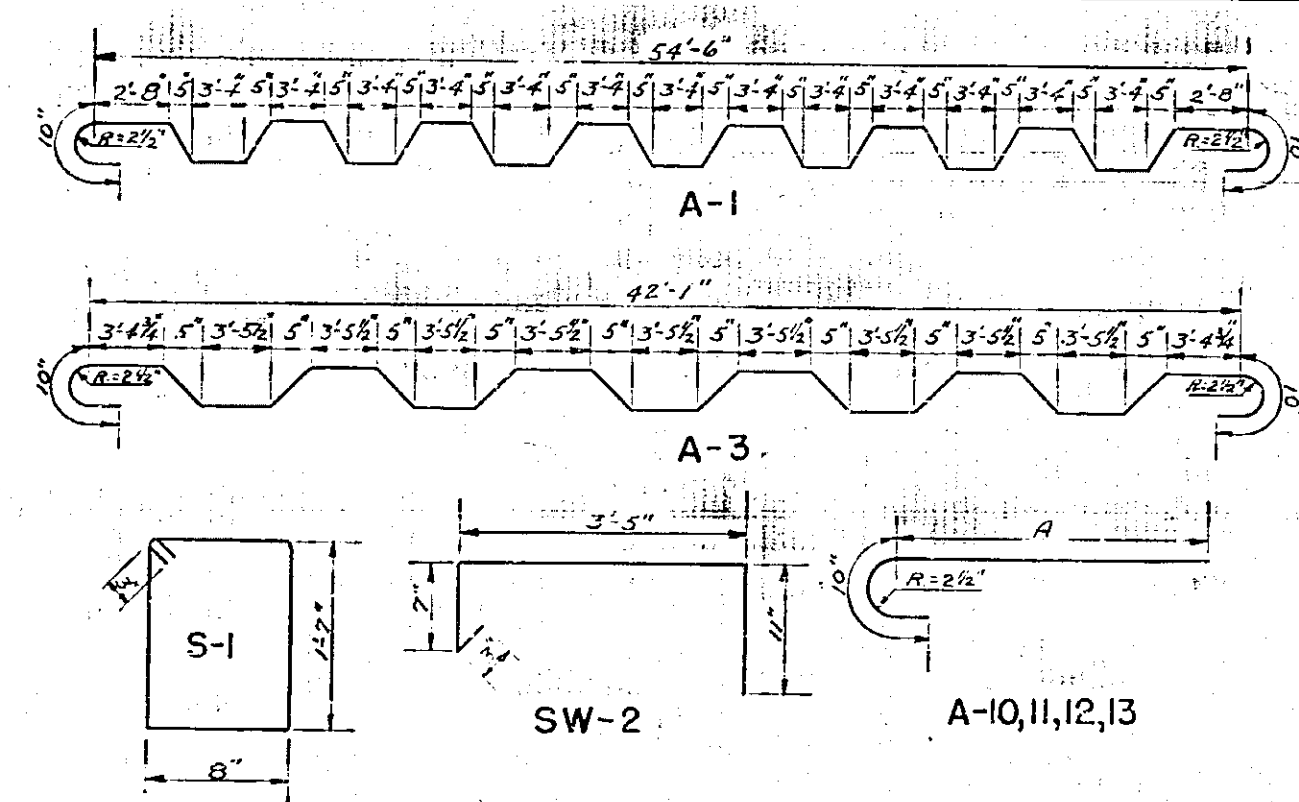
IN CHARGE OF J. J. Cowell  
 DESIGNED BY Charles H. Hinkle / R. J. Ryan  
 DETAIL BY Robert H. Smith  
 TRACED BY Douglas H. Smith  
 TRACING CHECKED BY R. J. Ryan

BAR LAYOUT



BAR LIST

SUPERSTRUCTURE					COLUMN BENTS					ABUTMENTS				
MARK	SIZE	LENGTH	NO.	DESCRIPTION	MARK	SIZE	LENGTH	NO.	DESCRIPTION	MARK	SIZE	LENGTH	NO.	DESCRIPTION
A-1	3/8"	57'-11"	239	Transverse Bent Bars (East Side)	B-1	1"	52'-9"	12	Bent Bars in top of beam, west side bent #1	F-1	3/8"	6'-1/2"	162	Trans. Bent Bars in footings.
A-2	3/8"	55'-3"	478	Transverse Str. Bars, Top & Bot. Slab (East Side)	B-2	1"	27'-5"	12	Hooked " " " " " " " " " "	F-2	3/8"	9'-8 1/2"	72	Trans. Bent Bars in footings.
A-3	3/8"	45'-0"	247	Transverse Bent Bars (West Side)	B-3	1"	46'-8"	12	Str. " " bot " " " " " " " " "	F-3	3/8"	50'-10"	5	Long bent Bars in footing (N.A.)
A-4	3/8"	43'-3"	494	Transverse Str. Bars, Top & Bot. Slab (West Side)	B-4	1"	16'-0"	24	" " " " " " " " " " " " " "	F-4	3/8"	3'-0"	10	" varies by 7" from 3'-8" to 6'-0"
A-5	3/8"	26'-5"	67	Transverse Str. Bars (S.E. Corner) Varies by 9" from 1'-8" to 51'-2"	B-5	3/4"	4'-3"	6	Bent Bars in top of beam east side bent #1	F-5	3/8"	4'-8"	28	Long str. Bars in footing (N.A.)
A-6	3/8"	29'-1"	69	Transverse Str. Bars, Bot. Slab (N.E. Corner)	B-6	3/8"	27'-10"	6	" " " " " " " " " " " " " "	F-6	3/8"	11'-6"	16	Trans. " " " wing footings.
A-7	3/8"	22'-0 1/2"	54	Transverse Str. Bars, Bot. Slab (S.W. Corner)	B-7	3/8"	51'-10"	4	Hooked " " " " " " " " " " " " " "	F-7	3/8"	7'-10"	24	Long " " " " " "
A-8	3/8"	20'-5"	51	Transverse Str. Bars Bot. Slab (N.W. Corner)	B-8	3/8"	22'-6"	2	" " " " " " " " " " " " " "	F-8	3/8"	33'-3"	5	Vert. " " " " " "
A-9	3/8"	3'-2"	6	Transverse Str. Bars, Top & Bot. Slab (N.E. Corner)	B-9	1/8"	21'-10"	2	Str. " " " " " " " " " " " " " "	F-9	3/8"	35'-0"	5	Long bent " " footings (S.A.)
A-10	3/8"	27'-0 1/2"	67	Transverse Hooked Bars, Top Slab (S.E. Corner) #1	B-10	3/8"	3'-1"	12	" " " bot " " " " " " " " " "	F-10	3/8"	27'-0"	10	" " " " " " " "
A-11	3/8"	29'-8 1/2"	69	Transverse Hooked Bars, Top Slab (N.E. Corner)	B-11	3/8"	32'-0"	12	" " " " " " " " " " " " " "	BS-1	3/8"	50'-1 1/2"	4	Bent Bars in bridge seat (N.A.)
A-12	3/8"	23'-6"	54	Transverse Hooked Bars, Top Slab (S.W. Corner) #1	B-12	1/8"	52'-9"	6	Bent Bars in top of beam west side bent #2	BS-2	3/8"	40'-0"	4	" varies by 7" from 43'-0" to 46'-9"
A-13	3/8"	27'-0 1/2"	67	Transverse Hooked Bars, Top Slab (N.W. Corner)	B-13	1/8"	27'-5"	6	Hooked " " " " " " " " " " " " " "	BS-3	3/8"	26'-6"	4	Str. Bars in bridge seat (N.A.)
T-1	3/8"	47'-3"	930	Long Str. Bars @ Bents.	B-14	1/8"	46'-8"	6	Str. " " bot " " " " " " " " " "	BS-4	3/8"	2'-10"	118	Bent " " " " " "
T-2	1"	12'-0"	210	Long Str. Bars @ Bents.	B-15	1/8"	16'-0"	12	" " " " " " " " " " " " " "	BS-5	3/8"	34'-9"	4	Str. " " " seats "
T-3	1/4"	12'-0"	48	Hoops in Fascia.	B-16	1"	44'-3"	12	Bent Bars in top of beam east side bent #2	BS-6	3/8"	32'-3"	4	Long bent Bars in bridge seat (S.A.)
S-1	1/2"	4'-9"	138	Long Str. Bars in S.W. & Mall.	B-17	1"	27'-10"	12	Hooked " " " " " " " " " " " " " "	BS-7	3/8"	50'-1 1/2"	4	" varies by 7" from 46'-0" to 47'-9"
SW-1	1/2"	47'-3"	100	Transverse Bent Bars in S.W.	B-18	1"	52'-2"	8	Str. Bars in top of beam east side bent #1	BW-1	3/8"	6'-10"	108	Bent Bars in backwalls.
SW-2	1/2"	5'-0"	230		B-19	1"	3'-0"	4	" " " bot " " " " " " " " " "	BW-2	3/8"	8'-0"	118	" " " " " " " "
					B-20	3/4"	7'-0"	2	Hooked Vert. Bars in columns, bent #1	BW-3	3/8"	4'-10"	10	Str. Bars in backwall and breastwall (N.A.)
					B-21	1"	3'-1"	24	" " " " " " " " " " " " " "	BW-4	3/8"	32'-3"	20	" " " " " " " "
					B-22	1"	32'-0"	24	" " " " " " " " " " " " " "	BW-5	3/8"	4'-0"	12	Str. " " backwalls. (Top & Face)
					C-1	1 1/8"	21'-6"	162	" " " " " " " " " " " " " "	BW-6	3/8"	4'-0"	12	" " " " and breast walls. (S.A.)
					C-2	1 1/8"	18'-9"	173	Hooked Dowels in footings.	BW-7	3/8"	4'-7 1/2"	20	Bent " " " " " "
					C-3	1 1/8"	17'-0"	162	Vert. Dowels in pedestals.	BW-8	3/8"	4'-9"	1	Str. " " " " " "
					D-10	1 1/8"	8'-0"	486	Hooked Bars in footings.	PH-1	3/8"	8'-2"	16	Hoops in pylons.
					D-11	1 1/8"	3'-1"	345	" " " " " " " " " " " " " "	PH-2	3/8"	7'-9 1/2"	12	" " " " " "
					F-20	1"	8'-6"	477	Hoops in pedestals.	PH-3	3/8"	7'-1 1/2"	12	" " " " " "
					F-21	1"	14'-10"	30	Hoops in interior pedestals.	PH-4	3/8"	6'-1 1/2"	12	" " " " " "
					H-10	3/8"	10'-1"	18	Hoops in west exterior pedestal (N.A.)	SW-10	3/8"	13'-9"	2	" " " " " "
					H-11	3/8"	8'-7"	63	" " east " pedestals	SW-11	3/8"	14'-6"	2	Bent Bars in W sidewalk (N.A.) and E sidewalk (S.A.)
					H-12	3/8"	8'-9 3/4"	9	Hoops in west " pedestal (S.A.)	SW-12	3/8"	5'-6"	32	" " " E. " " " W " "
					S-2	1/2"	10'-6"	116	Vertical Bars in sidewalks.	D-1	3/8"	3'-0"	222	Dowels in pedestals.
					SP-1	1/2"	72'-5"	9	Dowels in interior pedestals.	H-1	1/2"	6'-6"	41	Hoops in interior pedestals.
					SP-2	1/2"	62'-0"	5	Hoops in west exterior pedestal (N.A.)	H-2	1/2"	13'-2"	2	" " east " pedestals
					SP-3	1/2"	55'-1"	9	Hoops in west " pedestal (S.A.)	H-3	1/2"	8'-10"	2	Hoops in west exterior pedestal (N.A.)
										H-4	1/2"	11'-6"	1	" " east " pedestals
										P-1	3/4"	5'-8"	16	Hoops in west " pedestal (S.A.)
										P-2	3/4"	5'-2"	8	Vertical Bars in pylons.
										P-3	3/4"	4'-9"	8	" " " " " "
										P-4	3/4"	4'-3"	8	" " " " " "
										WW-1	3/8"	7'-0"	49	" " " " " "
										WW-2	3/8"	5'-0"	12	Vertical Bars in wingwalls.
										WW-3	3/8"	13'-8"	9	Str. " " " " " "
										WW-4	3/8"	14'-4"	3	" " " " " "
										WW-5	3/8"	11'-0"	12	Str. Bars in west wingwall (S.A.)
														Str. Bars in wingwalls.



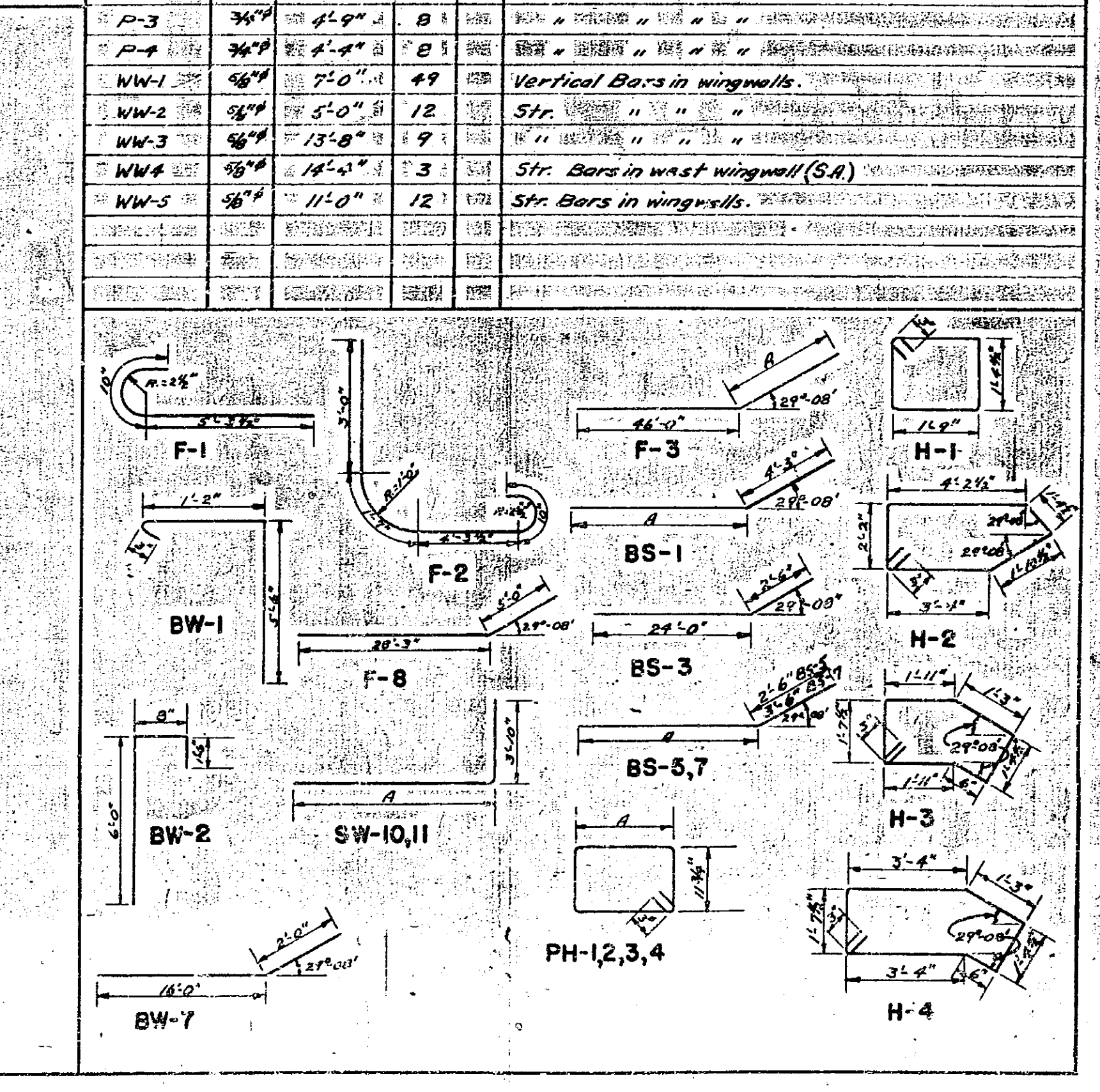
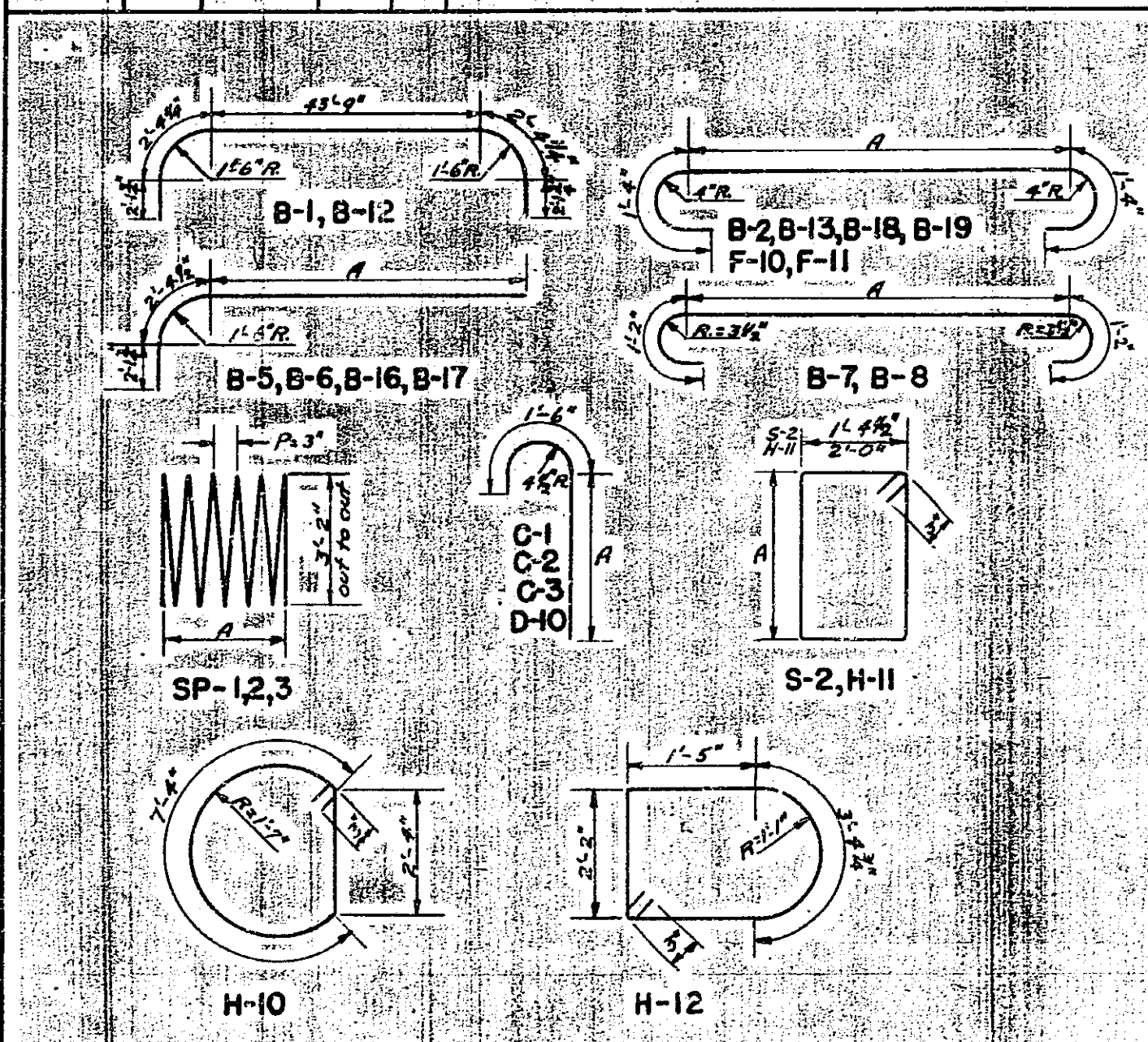
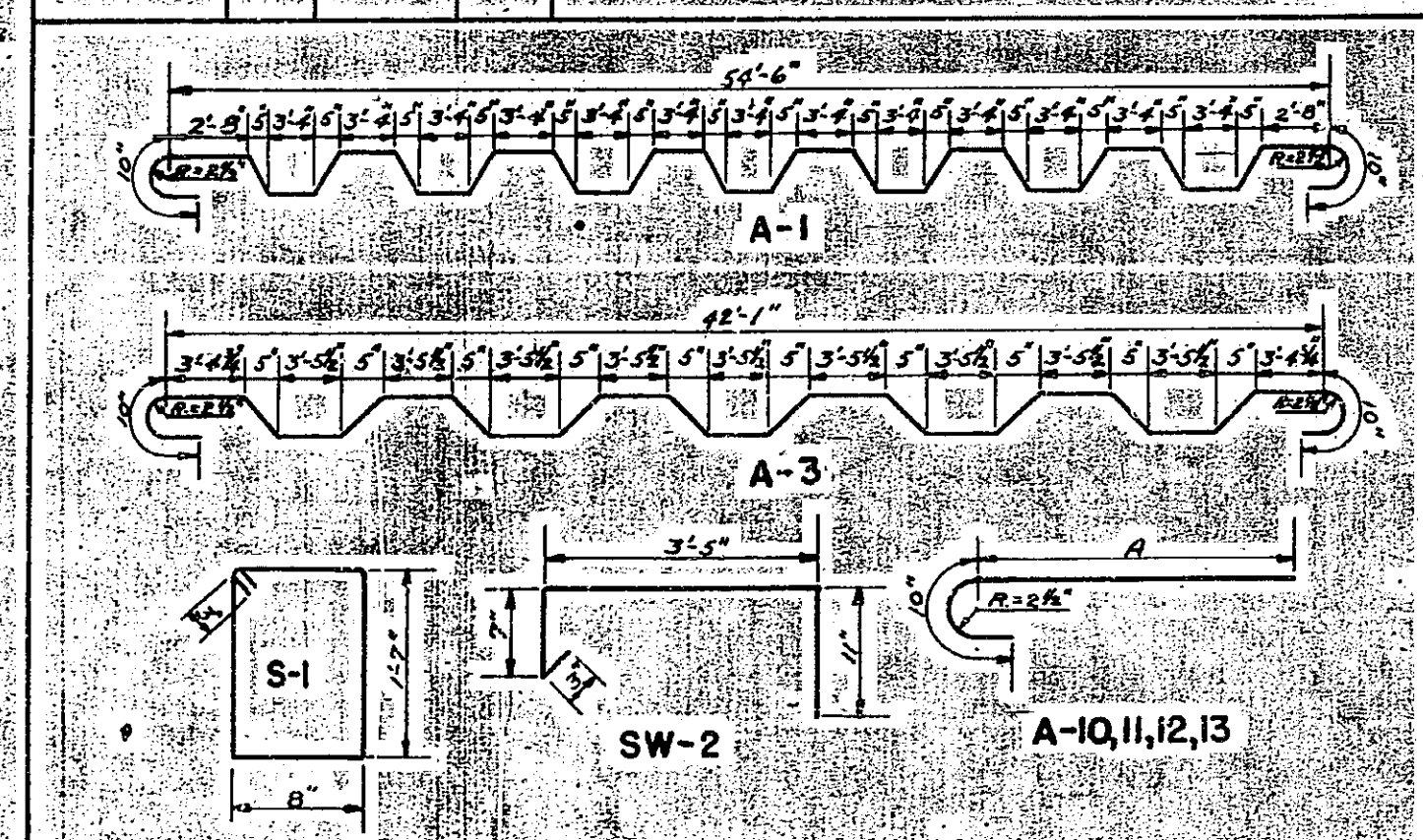
PLANS MADE Sept 30, 1952  
1ST REVISION  
2ND REVISION  
3RD REVISION  
IN CHARGE OF J.P. Russell  
DESIGNED BY John A. Thierman  
DETAILED BY John A. Thierman  
TRACED BY John A. Thierman  
TRACING CHECKED BY John A. Thierman



107R

BAR LIST

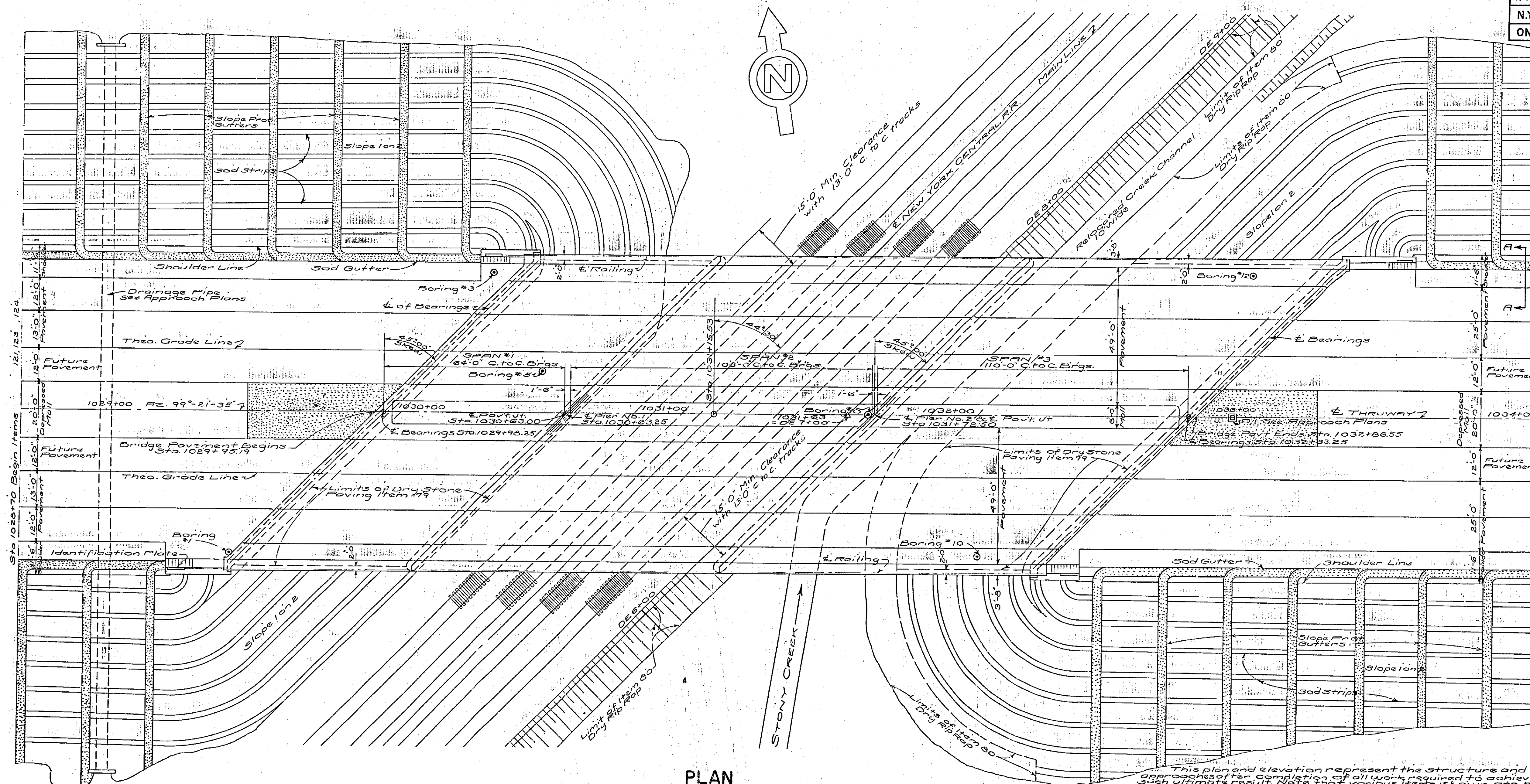
SUPERSTRUCTURE					COLUMN & BENTS					ABUTMENTS				
MARK	SIZE	LENGTH	NO.	DESCRIPTION	MARK	SIZE	LENGTH	NO.	DESCRIPTION	MARK	SIZE	LENGTH	NO.	DESCRIPTION
A-1	1/2"	3'-5"	239	Transverse Bent Bars (East Side)	B-1	1/2"	52'-9"	12	Bent Bars in top of beam, west side bent #1	F-1	1/2"	6'-1"	162	Trans. Bars in footings.
A-2	1/2"	55'-3"	478	Transverse Str. Bars, Top & Bot. Slab (East Side)	B-2	1/2"	27'-5"	12	Hooked " " " " " " " " " " " "	F-2	1/2"	9'-8"	72	Trans. Bent Bars in footings.
A-3	1/2"	45'-4"	247	Transverse Bent Bars, (West Side)	B-3	1/2"	46'-8"	12	Str. " " " " " " " " " " " "	F-3	1/2"	50'-10"	6	Long bent Bars in footing (N.A.)
A-4	1/2"	43'-3"	499	Transverse Str. Bars, Top & Bot. Slab (West Side)	B-4	1/2"	16'-0"	24	Str. " " " " " " " " " " " "	F-4	1/2"	34'-0"	110	Long str. Bars in footing (N.A.)
A-5	1/2"	26'-5"	67	Transverse Str. Bars (S.E. Corner) Varies by 9" from 1'-8" to 50'-2"	B-5	1/2"	44'-3"	6	Bent Bars in top of beam east side bent #1	F-5	1/2"	4'-8"	20	Trans. " " " " wing footing.
A-6	1/2"	28'-1"	69	Transverse Str. Bars, Bot. Slab (N.E. Corner) Varies by 9" from 3'-7" to 54'-7"	B-6	1/2"	27'-10"	6	Str. " " " " " " " " " " " "	F-6	1/2"	11'-6"	16	Long " " " " " " " " " " " "
A-7	1/2"	23'-10 1/2"	54	Transverse Str. Bars, Bot. Slab (S.W. Corner) Varies by 9" from 1'-6" to 39'-2"	B-7	1/2"	57'-1"	4	Hooked " " " " " " " " " " " "	F-7	1/2"	24'-0"	24	Vert. " " " " " " " " " " " "
A-8	1/2"	20'-5"	51	Transverse Str. Bars Bot. Slab (N.W. Corner) Varies by 9" from 1'-6" to 39'-2"	B-8	1/2"	22'-7"	2	Str. " " " " " " " " " " " "	F-8	1/2"	33'-3"	5	Long bent " " " " footings (S.A.)
A-9	1/2"	3'-2"	6	Transverse Str. Bars, Top & Bot. Slab (N.E. Corner)	B-9	1/2"	21'-10"	2	Str. " " " " " " " " " " " "	F-9	1/2"	35'-0"	5	" " str. " " " " " " " " " " " "
A-10	1/2"	23'-5"	67	Transverse Hooked Bars, Top Slab (S.E. Corner) Varies by 9" from 1'-5 1/2" to 50'-11 1/2"	B-10	1/2"	34'-1"	12	Str. " " " " " " " " " " " "	F-10	1/2"	27'-0"	10	Bent Bars in bridge seat (N.A.)
A-11	1/2"	29'-8"	69	Transverse Hooked Bars, Top Slab (N.E. Corner) Varies by 9" from 3'-4 1/2" to 54'-4 1/2"	B-11	1/2"	32'-0"	12	Bent Bars in top of beam west side bent #2	BS-1	1/2"	50'-1 1/2"	4	Str. Bars in bridge seat (N.A.)
A-12	1/2"	23'-5 1/2"	54	Transverse Hooked Bars, Top Slab (S.W. Corner) Varies by 9" from 2'-9 1/2" to 42'-6 1/2"	B-12	1/2"	52'-7"	6	Hooked " " " " " " " " " " " "	BS-3	1/2"	24'-6"	4	Str. " " " " " " " " " " " "
A-13	1/2"	28'-0 1/2"	51	Transverse Hooked Bars, Top Slab (N.W. Corner) Varies by 9" from 1'-5 1/2" to 38'-11 1/2"	B-13	1/2"	46'-8"	6	Str. " " " " " " " " " " " "	BS-4	1/2"	24'-0"	118	Str. " " " " " " " " " " " "
T-1	1/2"	47'-5"	130	Long Str. Bars, Top & Bot. Slab	B-14	1/2"	16'-0"	12	Str. Bars in top of beam east side bent #2	BS-5	1/2"	34'-9"	4	Long bent Bars in bridge seat (S.A.)
T-2	1/2"	12'-0"	210	Long Str. Bars @ Bent's	B-15	1/2"	34'-3"	12	Hooked " " " " " " " " " " " "	BS-6	1/2"	32'-10"	4	Long bent Bars in bridge seat (S.A.)
T-3	1/2"	12'-0"	48	Long Str. Bars @ Bent's	B-16	1/2"	44'-3"	12	Str. " " " " " " " " " " " "	BS-7	1/2"	50'-1 1/2"	4	Bent Bars in backwalls.
S-1	1/2"	5'-0"	138	Hoops in Fostia	B-17	1/2"	27'-10"	12	Hooked " " " " " " " " " " " "	BW-1	1/2"	7'-0"	108	Str. Bars in backwalls.
SW-1	1/2"	47'-3"	100	Long Str. Bars in S.W. Wall	B-18	1/2"	52'-2"	8	Str. Bars in top of beam west side bent #3	BW-2	1/2"	8'-2"	118	Str. Bars in backwall and breastwall (N.A.)
SW-2	1/2"	5'-2"	230	Transverse Bent Bars in S.W.	B-19	1/2"	35'-0"	4	Str. " " " " " " " " " " " "	BW-3	1/2"	44'-10"	10	Str. " " " " " " " " " " " "
					C-1	18"	21'-6"	162	Hooked Vert. Bars in columns, bent #1	BW-4	1/2"	32'-3"	20	Str. " " " " " " " " " " " "
					C-2	18"	18'-9"	162	Str. " " " " " " " " " " " "	BW-5	1/2"	4'-0"	12	Str. " " " " " " " " " " " "
					C-3	18"	17'-0"	162	Hooked " " " " " " " " " " " "	BW-6	1/2"	4'-7'-6"	20	Str. " " " " " " " " " " " "
					D-10	18"	8'-0"	486	Hooked Dowels in footings.	BW-7	1/2"	18'-0"	10	Bent " " " " " " " " " " " "
					D-11	1/2"	3'-1"	345	Vert. Dowels in pedestals.	BW-8	1/2"	4'-9"	8	Str. " " " " " " " " " " " "
					F-20	1/2"	8'-6"	477	Hooked Bars in footings.	PH-1	3/8"	8'-5"	16	Hoops in pylons.
					F-21	1/2"	14'-10"	30	Str. " " " " " " " " " " " "	PH-2	3/8"	8'-1"	12	Str. " " " " " " " " " " " "
					H-10	3/8"	10'-10"	18	Str. " " " " " " " " " " " "	PH-3	3/8"	7'-5"	12	Str. " " " " " " " " " " " "
					H-11	3/8"	8'-10"	63	Hoops in pedestals.	SW-1	1/2"	13'-10"	2	Bent Bars in W. Sidewalk (N.A.) and E. Sidewalk (S.A.)
					H-12	3/8"	8'-11"	9	Str. " " " " " " " " " " " "	SW-2	1/2"	14'-7"	2	Str. " " " " " " " " " " " "
					S-2	1/2"	10'-9"	716	Stirrups in beams.	SW-11	1/2"	3'-6"	32	Vertical Bars in sidewalks.
					SP-2	1/2"	72'-5"	9	Spiral in columns, bent #1	SW-12	1/2"	3'-0"	222	Dowels in pedestals.
					SP-3	1/2"	53'-1"	9	Str. " " " " " " " " " " " "	H-1	1/2"	6'-9"	41	Hoops in interior pedestals.



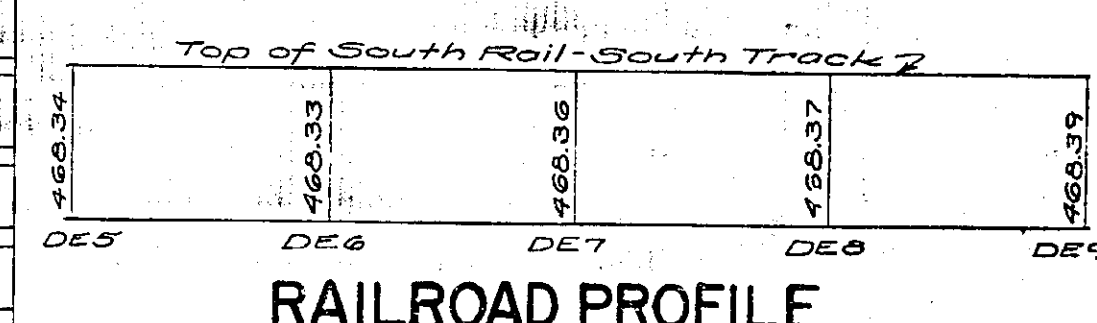
PLANS MADE Sept 30 1952  
1ST REVISION  
2ND REVISION  
3RD REVISION  
IN CHARGE OF J. J. Powell  
DESIGNED BY Jackson C. Kline  
TRACED BY Jackson C. Kline  
TRACING CHECKED BY John M. Slaughter



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	108	118
N.Y. STATE THRUWAY - MOHAWK SECTION SUB-DIV. 4		
ONEIDA-VERONA STA. - BRIDGE OVER N.Y.C.R.R. STA. 1031+15.53		

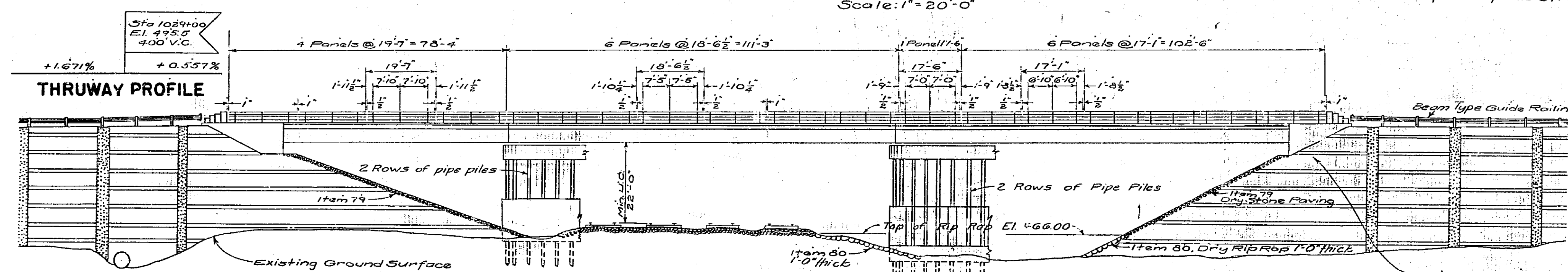


PLAN  
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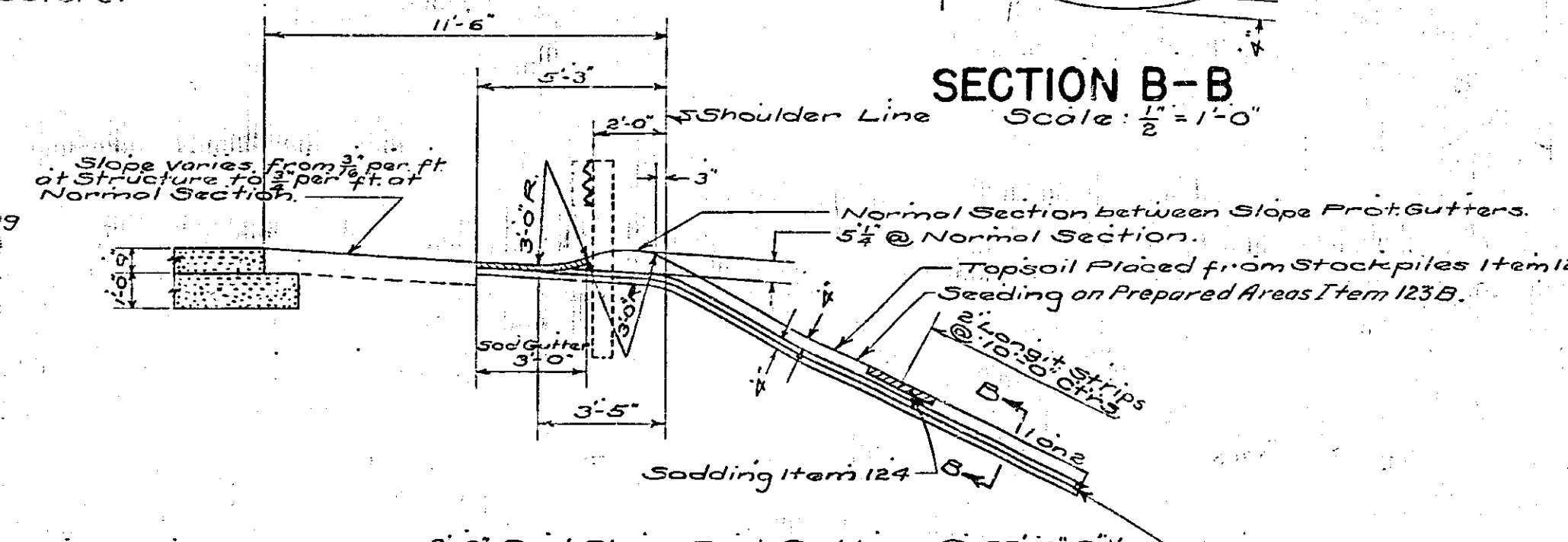
RAILROAD PROFILE

ESTIMATE OF QUANTITIES				
NO	ITEM	UNIT	NET	ROUND
5	Trench, Culvert & Bridge Excav.	C.Y.	630	700
152	Portland Cement Type 2	Bbl.	3930	4050
15N	Natural Cement Type N	Bbl.	570	570
18	Class 1A Conc. for Structures	C.Y.	1740	1850
20	Class 1 Concrete	C.Y.	730	770
25F	Steel Fabric Reinforcement	S.Y.	3590	3600
28	Bar Reinf. for Structures	Lb.	28600	30000
28B	Spiral Bar Shear Connectors	Lb.	7500	7800
29	Structural Steel	Lb.	135200	140000
37	Metal Railing	L.F.	626	630
47B	Cement Concrete Pavement	C.Y.	353	370
79	Dry Stone Paving	S.Y.	1840	2000
80	Dry Rip Rap	C.Y.	510	550
85C3	Cast-in-Place Concrete Piles	L.F.	7932	7500
85	Steel Bearing Piles	L.F.	5699	6100
87	Furn. Equip. for Driving Piles	L.S.	Nec.	Nec.
121	Topsoil Placed from Stockpiles	C.Y.	740	850
123B	Seeding on Prepared Areas	Acre	1.15	1.30
124	Sodding	S.Y.	1810	2000
500	Railroad Protection	L.S.	Nec.	Nec.
152A	Portland Cement Type 2A	Bbl.	618	660

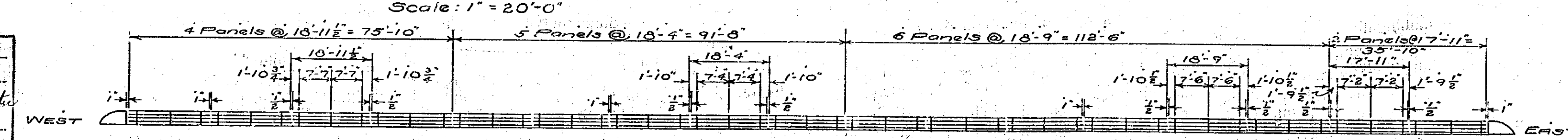


THRUWAY PROFILE

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



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



RAILING-NORTH SIDE  
Scale: 1" = 20'-0"

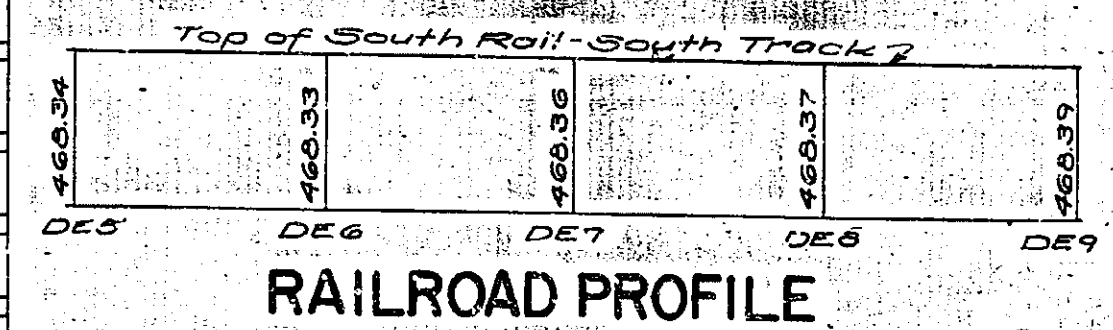
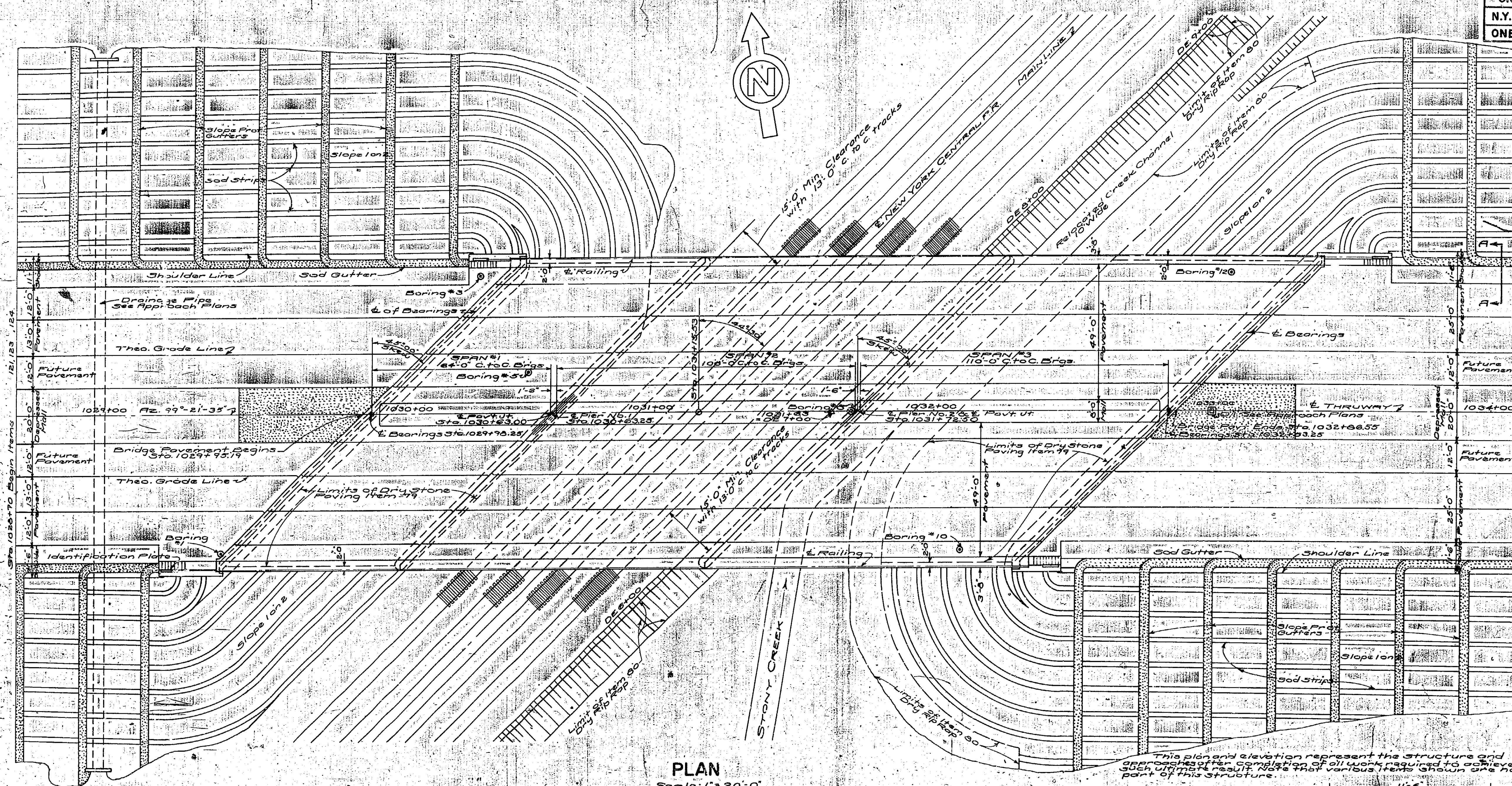
SECTION A-A  
Scale: 1/2" = 1'-0"

LAYOUT

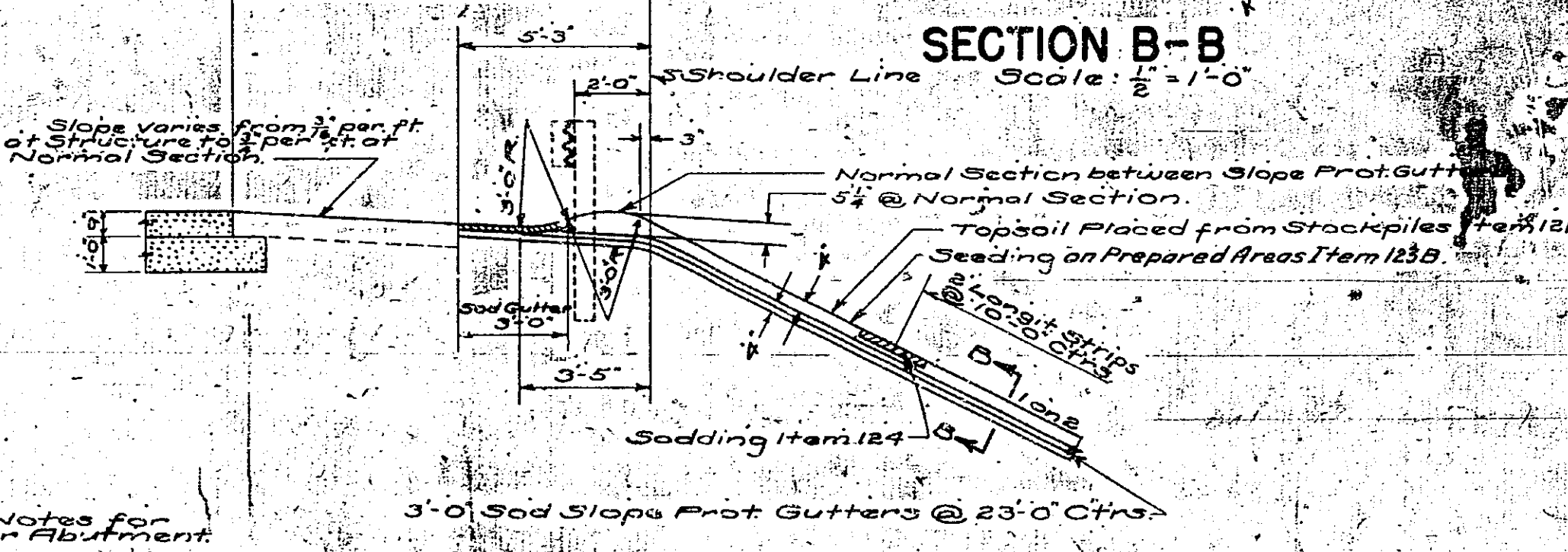
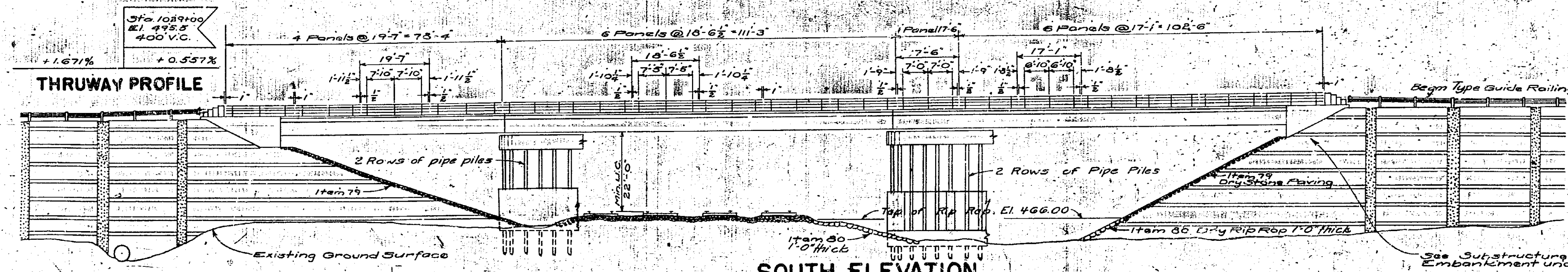
PLANS MADE	Sept. 30, 1952
1ST REVISION	
2ND REVISION	
3RD REVISION	

IN CHARGE OF *V. J. Brown*  
 DESIGNED BY *C. B. Brown*  
 DETAILED BY *H. M. Brown*  
 TRACED BY *R. W. Brown*  
 TRACING CHECKED BY *C. B. Brown*

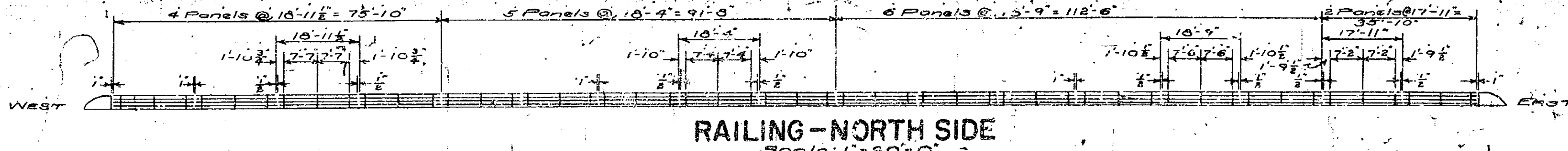




ESTIMATE OF QUANTITIES				
NO	ITEM	UNIT	NET	ROUND
5	Trench, Culvert & Bridge Excav.	C.Y.	42.5	
152	Portland Cement Type 2	Bbl.	37.2	
15N	Natural Cement Type N	Bbl.	16.5	
18	Class I A-Conc. for Structures	C.Y.	14.4	
20	Class I Concrete	C.Y.	13.2	
25F	Steel Fabric Reinforcement	S.Y.	17.7	
28	Bar Reinf. for Structures	Lb.	1,744	
28B	Spiral Bar Shear Connectors	Lb.	657	
29	Structural Steel	Lb.	1,541	
37	Metal Railing	L.F.	251	
47B	Cement Concrete Pavement	C.Y.	25.2	
79	Dry Stone Paving	S.Y.	199.6	
80	Dry Rip Rap	C.Y.	22.4	
85C3	Cast-in-Place Concrete Piles	L.F.	179.3	
85	Steel Boring Piles	L.F.	20.2	
87	Furn. Equip. for Driving Piles	L.S.	50%	
121	Topsoil Placed from Stockpiles	C.Y.	5.1	
123B	Seeding on Prepared Areas	S.Y.	7.8	
124	Sodding	S.Y.	6.9	
500	Railroad Protection	L.S.	186%	
152A	Portland Cement Type 2A	Bbl.	52.0	



DESIGNED BY *L. B. B...*  
 DETAILED BY *L. B. B...*  
 TRACED BY *R. W. W...*  
 TRACING CHECKED BY *A. S. S...*

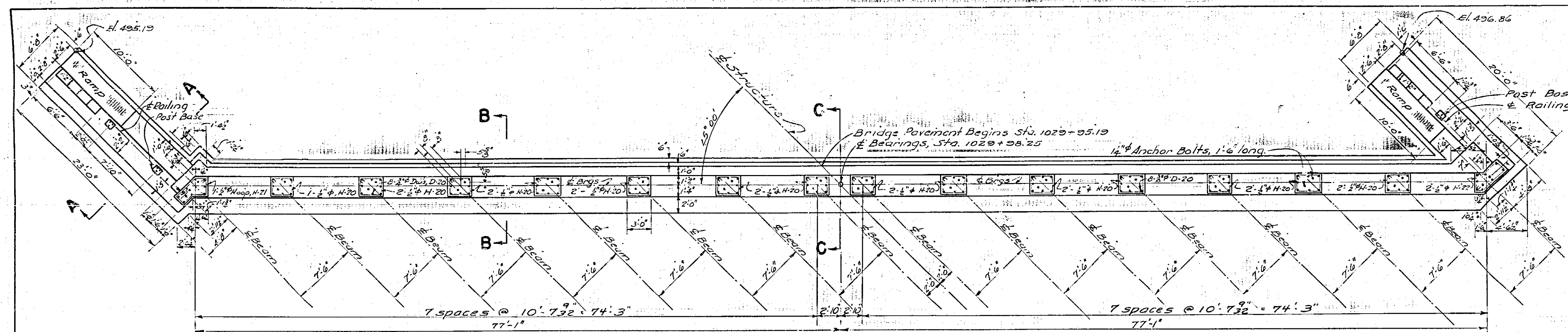




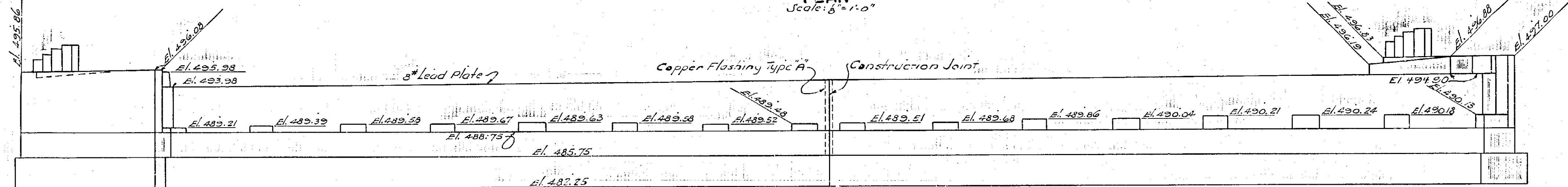
COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			109	118

N.Y. STATE THRUWAY - MOHAWK SECTION SUB-DIV. 4

ONEIDA-VERONA STA. - BRIDGE OVER N.Y.C.R.R. STA. 1031+15.53

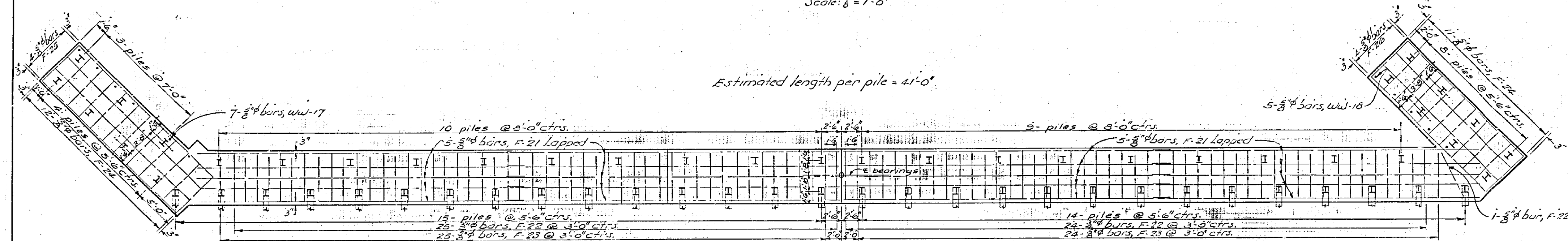


PLAN  
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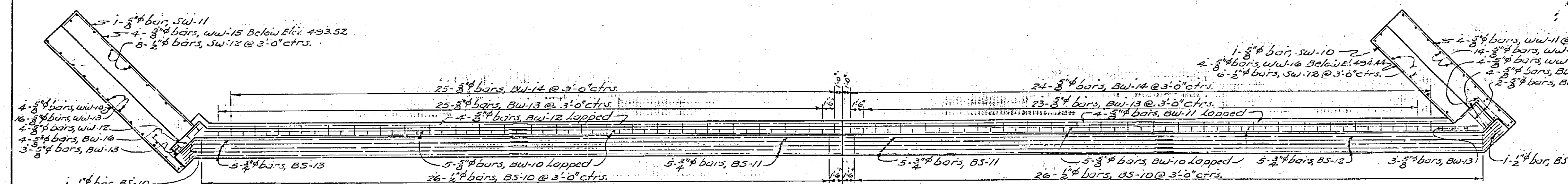


**ELEVATION**  
Scale: 6" = 1'-0"

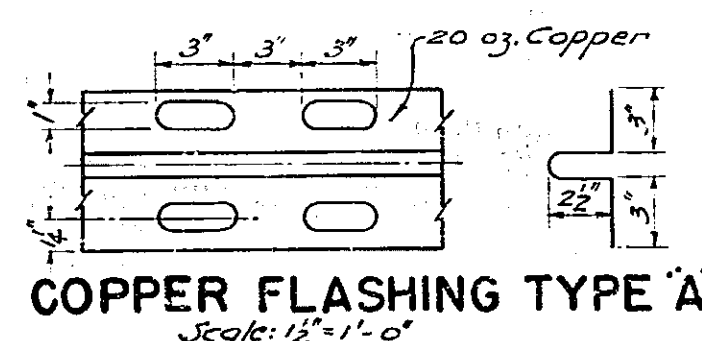
NOTE: Piles not shown



### PILE & FOOTING BAR PLAN



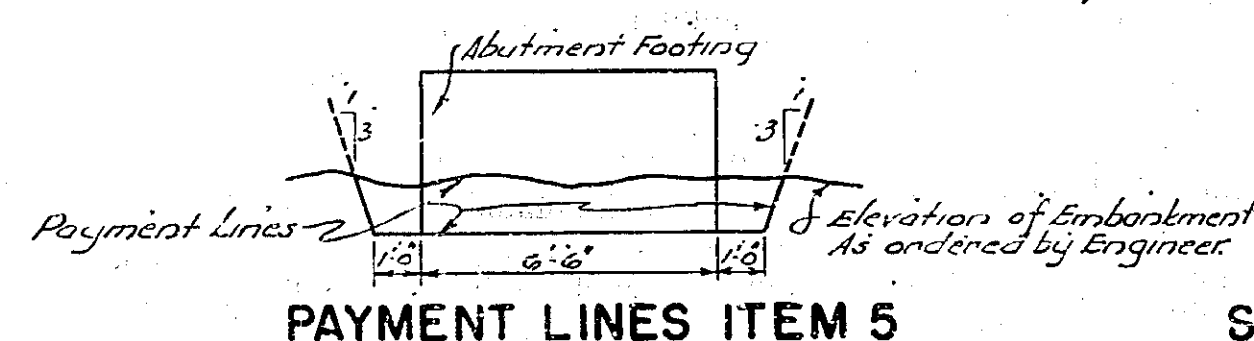
## BACKWALL BAR LAYOUT



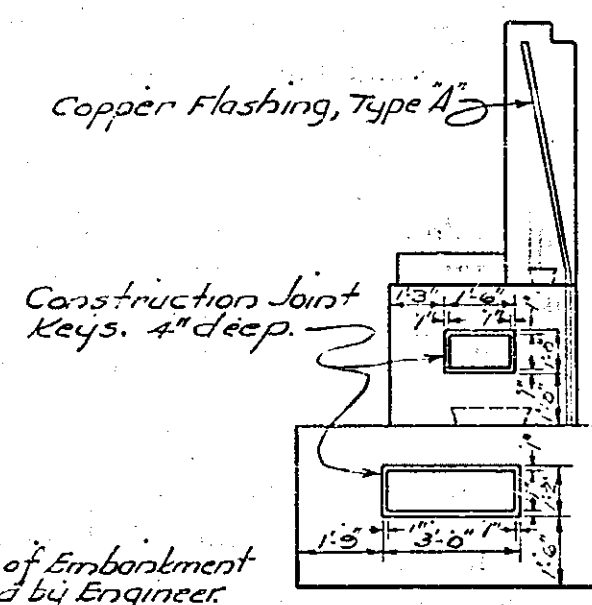
COPPER FLASHING TYPE 'A'  
Scale: 1/2" = 1' - 0"

Sept. 30, 1952

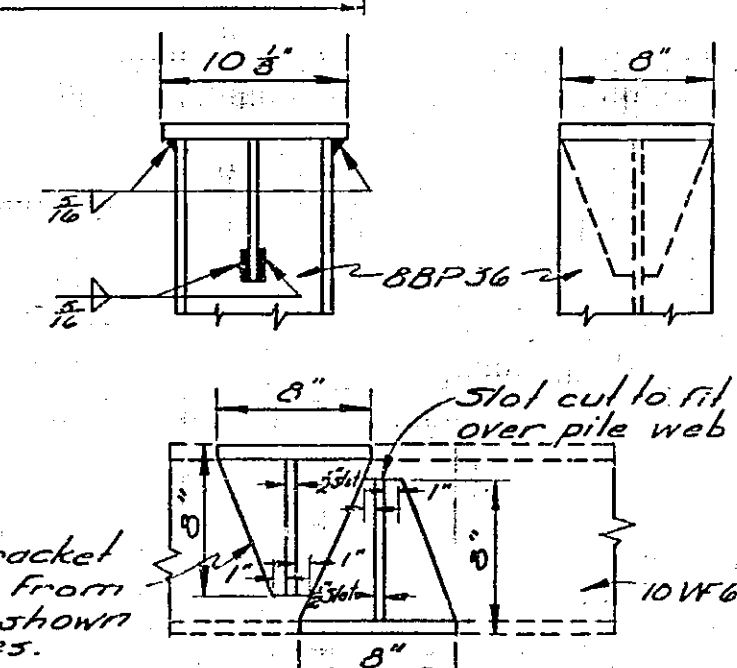
V. S. Burne  
Michael J. Sheehan Jr.  
Michael J. Sheehan Jr.  
Geo. T. Sidman  
C. A. Scholtes



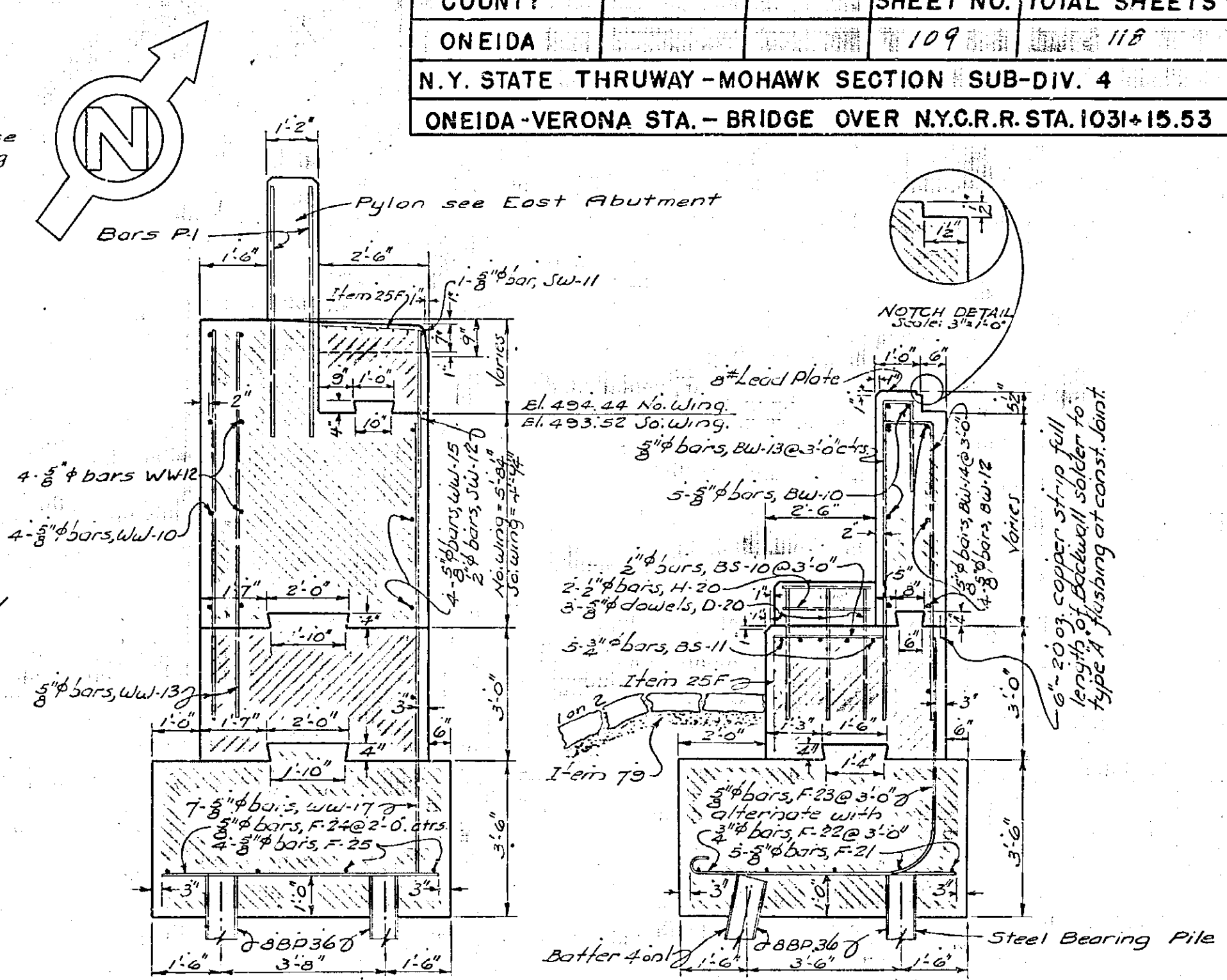
PAYMENT LINES ITEM 5



SECTION C-C

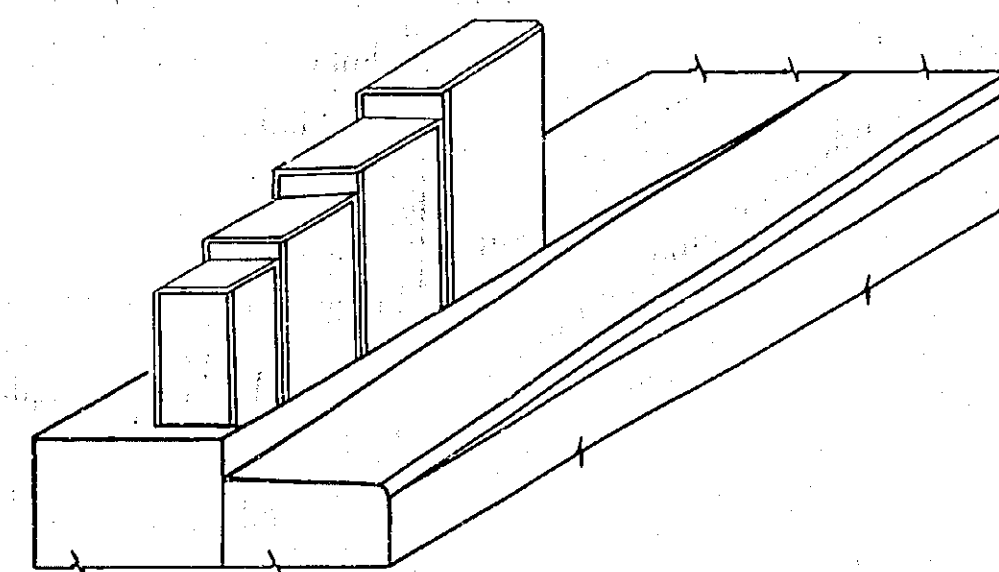


### DETAIL OF PILE CAP



SECTION A-A

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



ISOMETRIC VIEW OF WINGWALL  
Scale: 3"=1'-0"

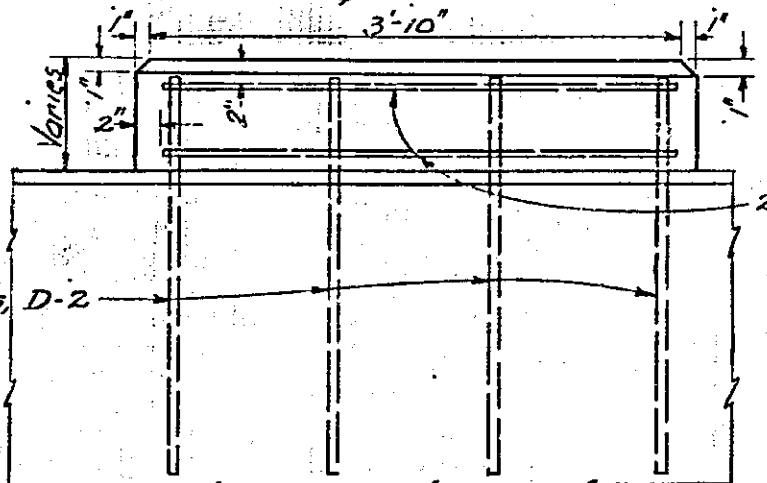
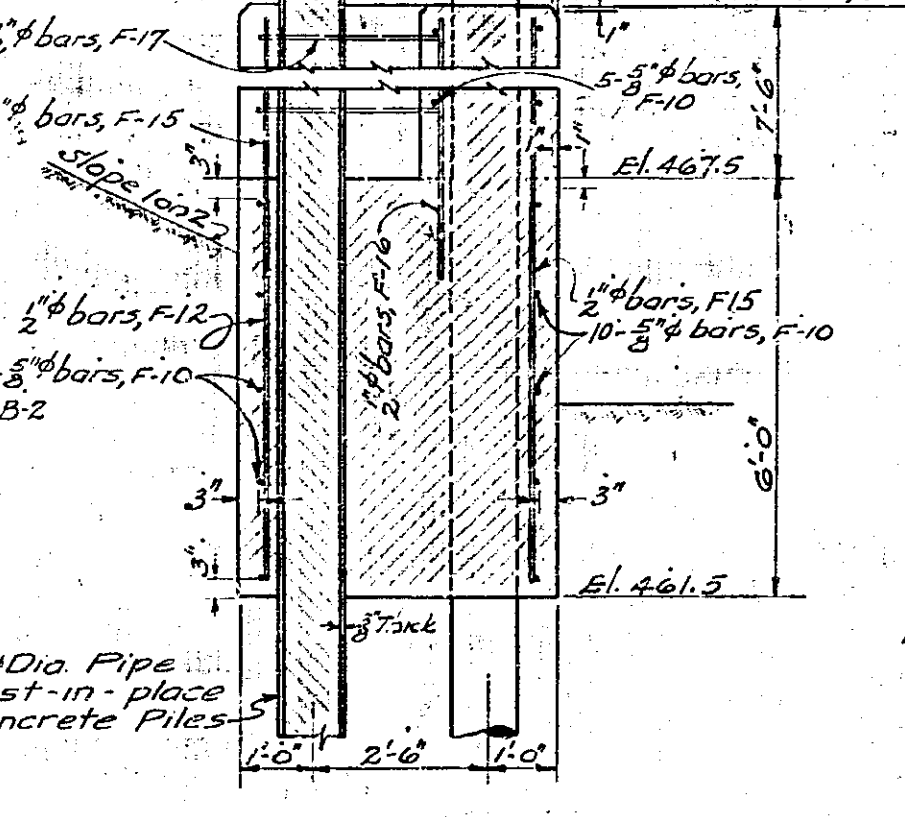
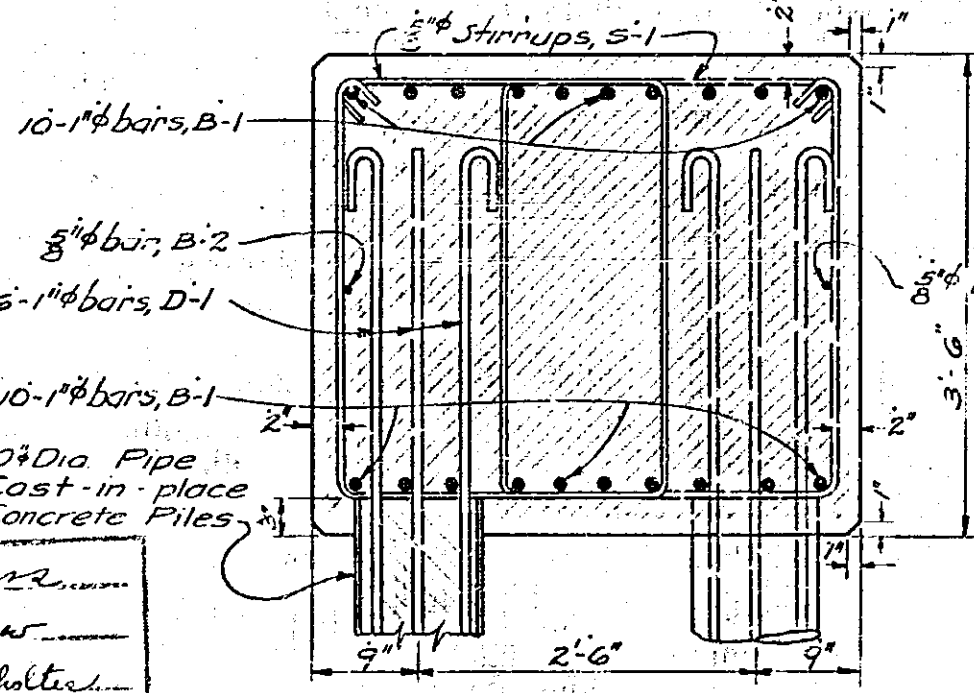
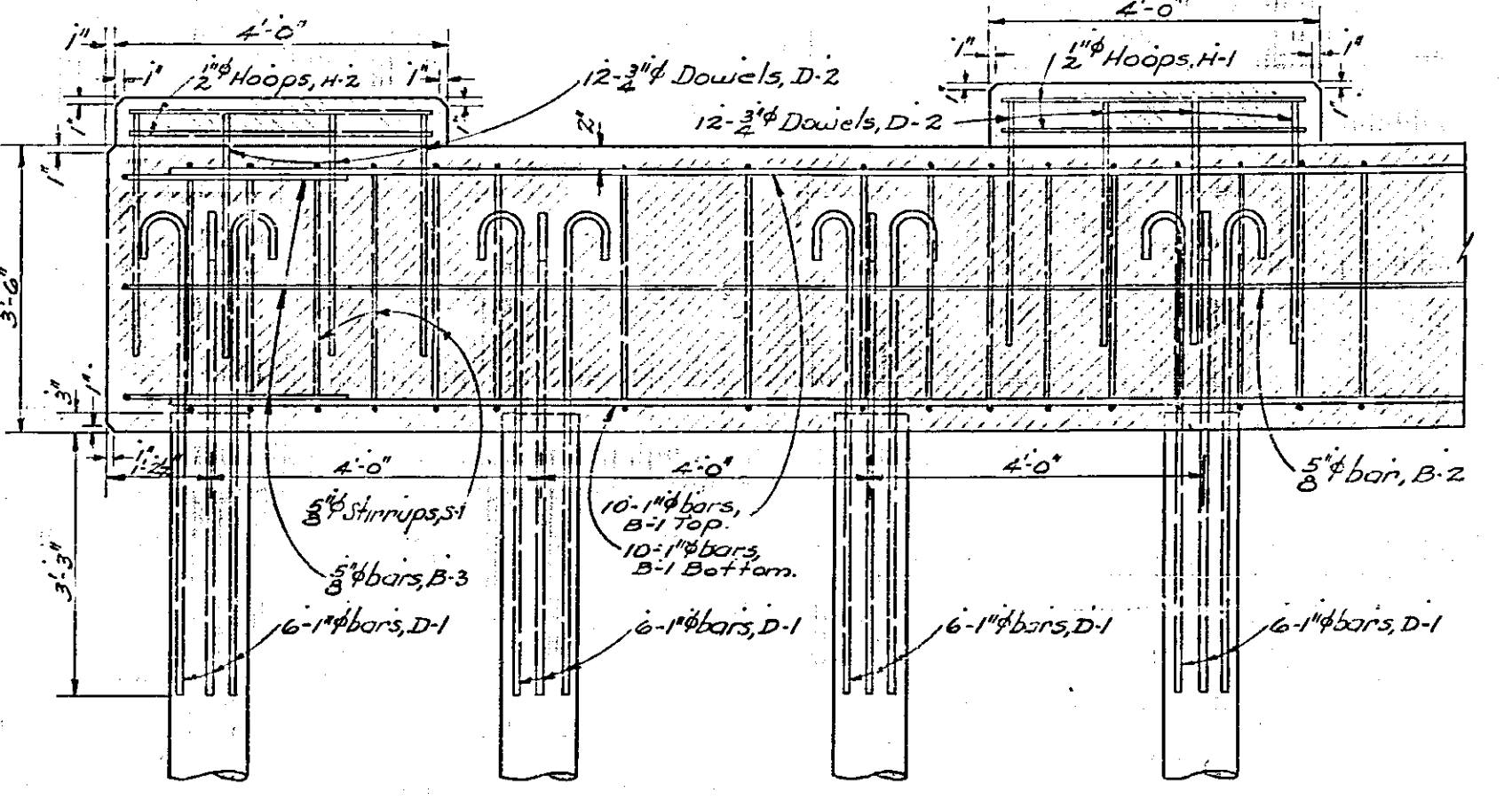
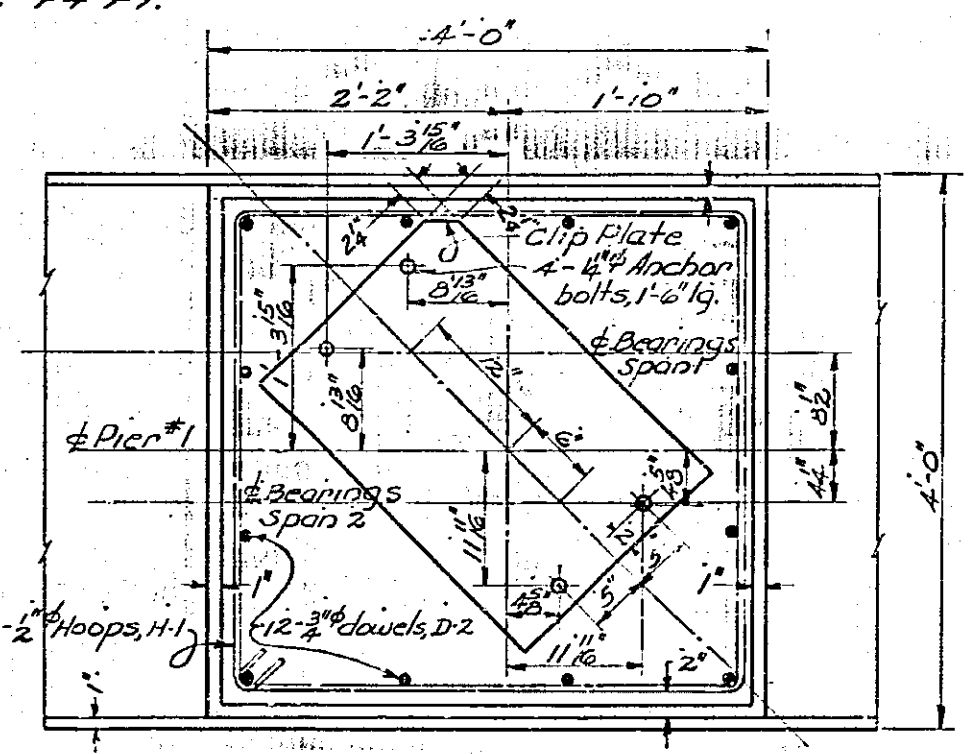
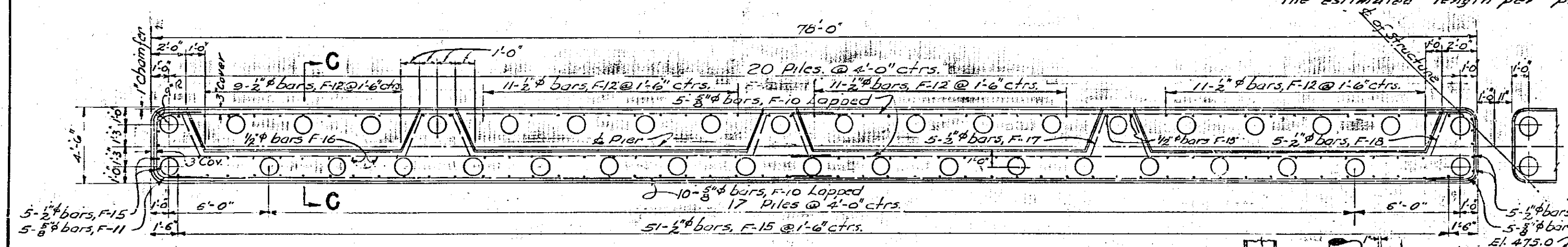
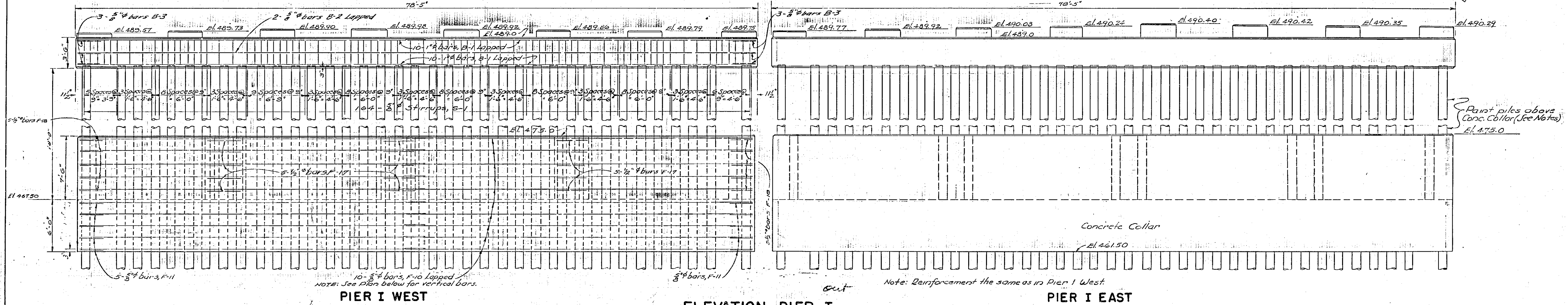
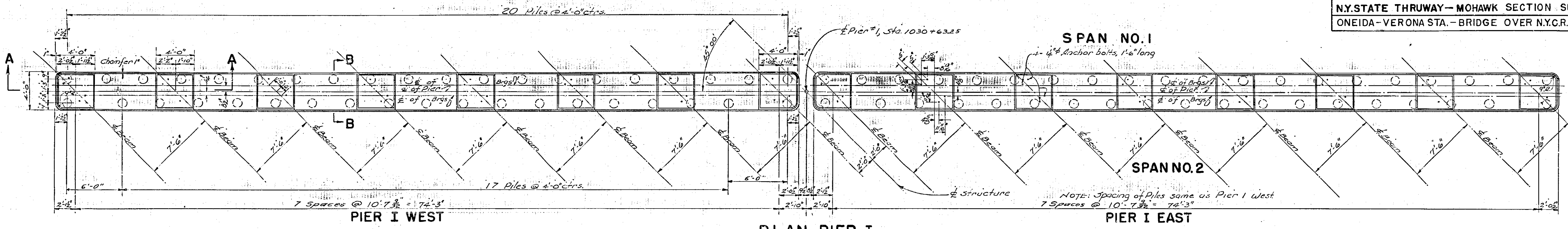
Notes:-

1. Maximum payment lines for item 53 shall be as shown in the details.
2. Concrete in the abutments and wingwalls (except pylons) shall be Class I Concrete Item 20.
3. Concrete in the abutment pylons and in the piers shall be Class IA Concrete for Structures Item 18.
4. The reinforcement at the top of the piers shall be so placed that it will not be damaged when the piles are driven and shall be for the entire shaft.
5. For all concrete piles used in the piers shall be 10" diameter pipe piles and will be paid for under Item 45C5. The exposed surface of the piles shall be painted three coats of paint in accordance with "M-18. Paints and Paintings" in Part II of the specifications. The estimated lengths per pile are shown in the details. For design purposes the assumed load per pile does not exceed 30 tons.
6. Steel bearing piles used in the abutments and wingwalls will be paid for under Item 45. The estimated lengths per pile are shown in the details. For design purposes the assumed load per pile does not exceed 30 tons. The piles shall be driven thru the fill into the existing ground. The driving shall be done after the fill material at the site is placed and compacted to the elevation of the bottom of footing. The fill material at the site and for a distance of 5 feet outside of the abutment piles shall be so selected as to contain no stones having a dimension greater than 3 inches. Payment will be made under Unclassified Excavation.
7. Dry stone paving shown on the layout sheet will be paid for under Item 73.
8. Waterproofing all treatment as specified for structural concrete shall be applied to the bridge seats, front and back of abutments and back of abutments and wingwalls above the footings, in addition to the areas noted in the specifications.
9. Cement used in all concrete items for this structure shall be a mixture of Type 2 and Type K, except that cement used for Item 47B shall be Type 2A.
10. The Contractors attention is directed to the special provisions for this structure which are shown on the plans. Particular attention should be given to the foundation note which briefly outlines the anticipated subsurface conditions at the site of the structure and specifies certain requirements relative to construction.
11. An identification plate shall be installed where indicated on the plans (See Specifications).
12. The instructions for installing the plate will be furnished by the Engineer.
13. Approved crushed gravel may be used as coarse aggregate for all concrete items.

WEST ABUTMENT



COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	110	118
N.Y. STATE THRUWAY - MOHAWK SECTION SUB-DIV. 4		
ONEIDA-VERONA STA. - BRIDGE OVER N.Y.C.R.R. STA. 1031+15.53		



NOTE: Piles and Reinforcement are the same in collar of Pier 1 East.

IN CHARGE OF V. J. Barrows  
DESIGNED BY C. J. Barrows  
DETAILED BY M. J. Barrows  
TRACED BY C. J. Barrows  
TRACING CHECKED BY C. J. Barrows

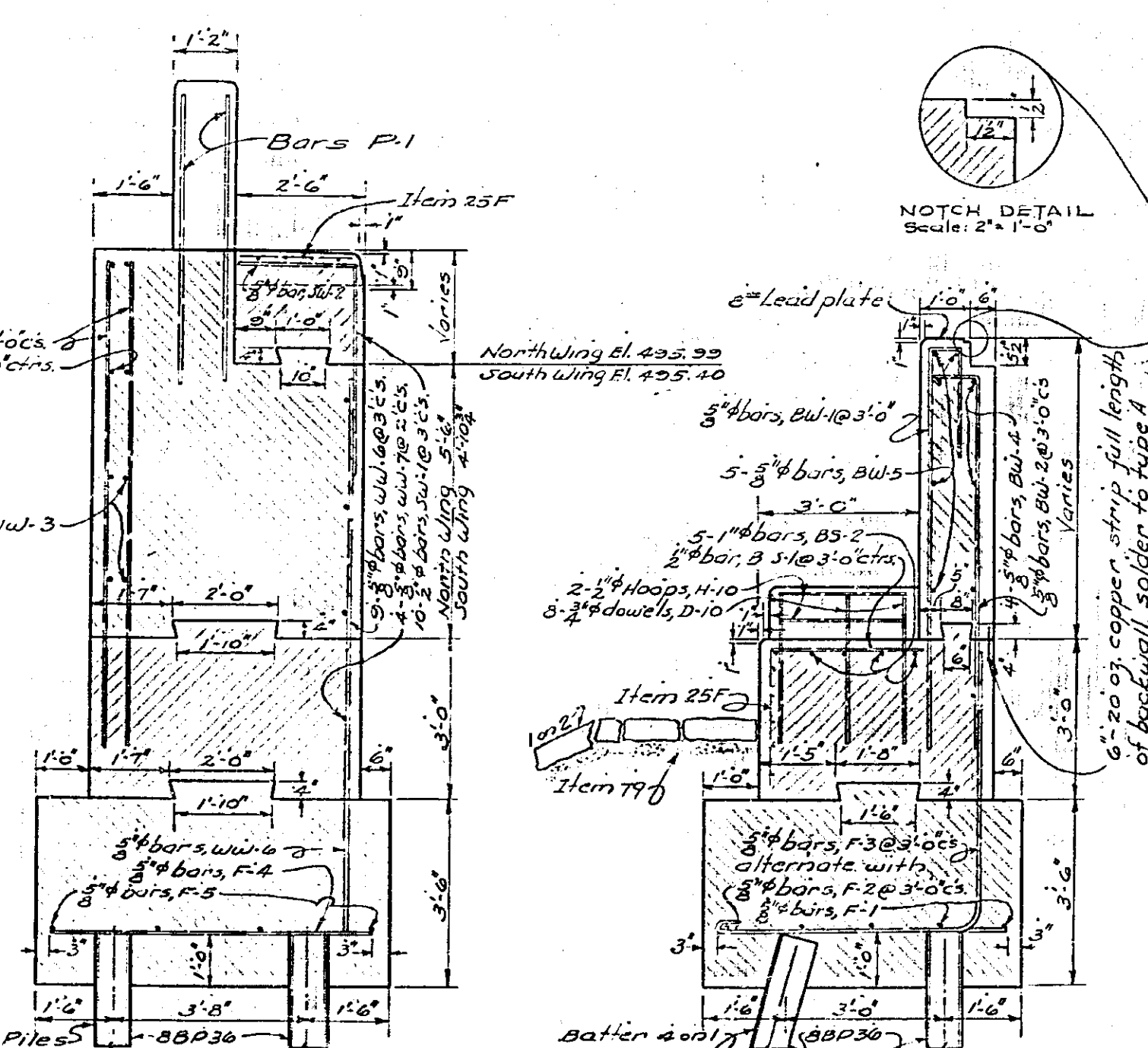
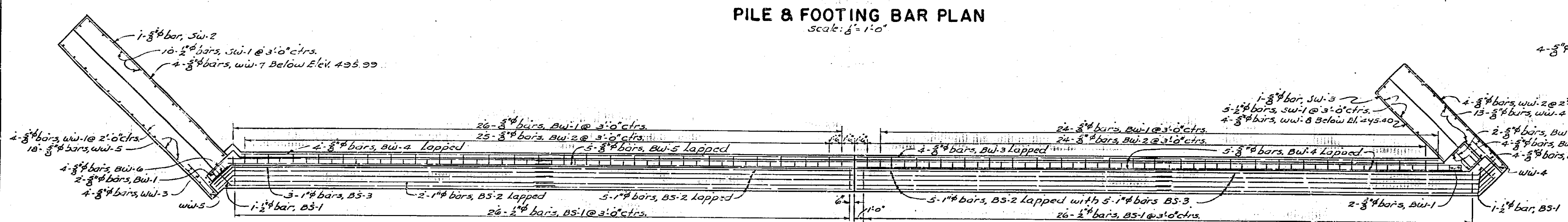
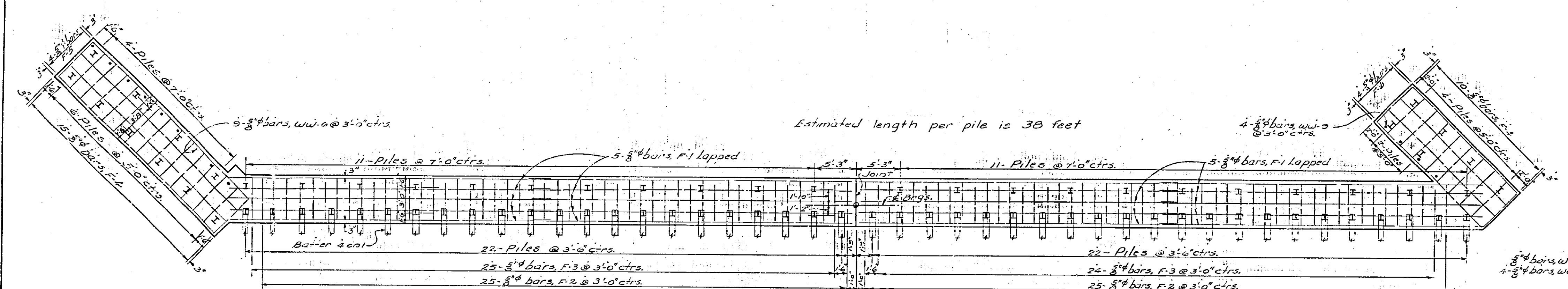
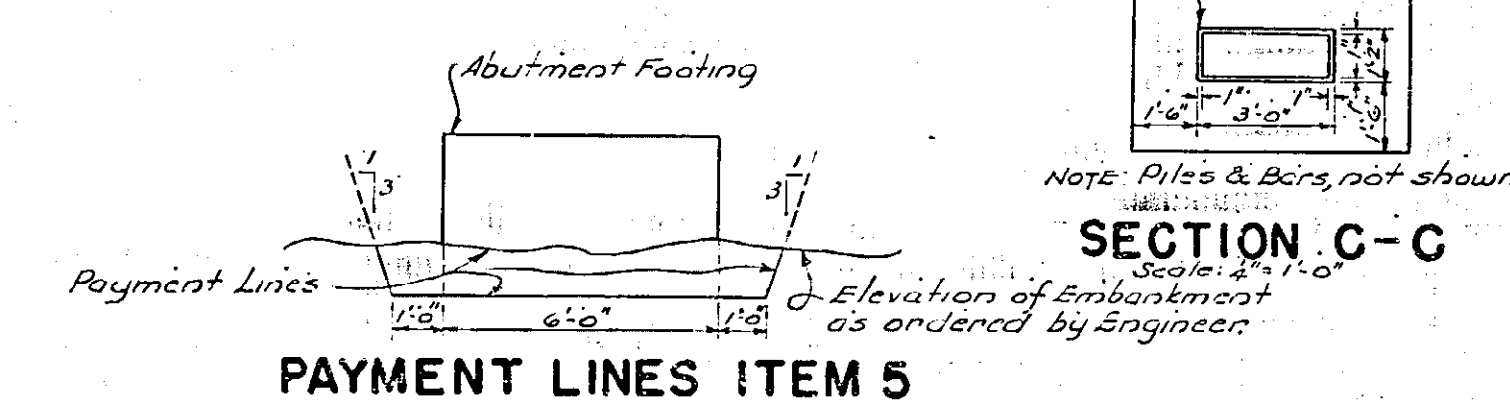
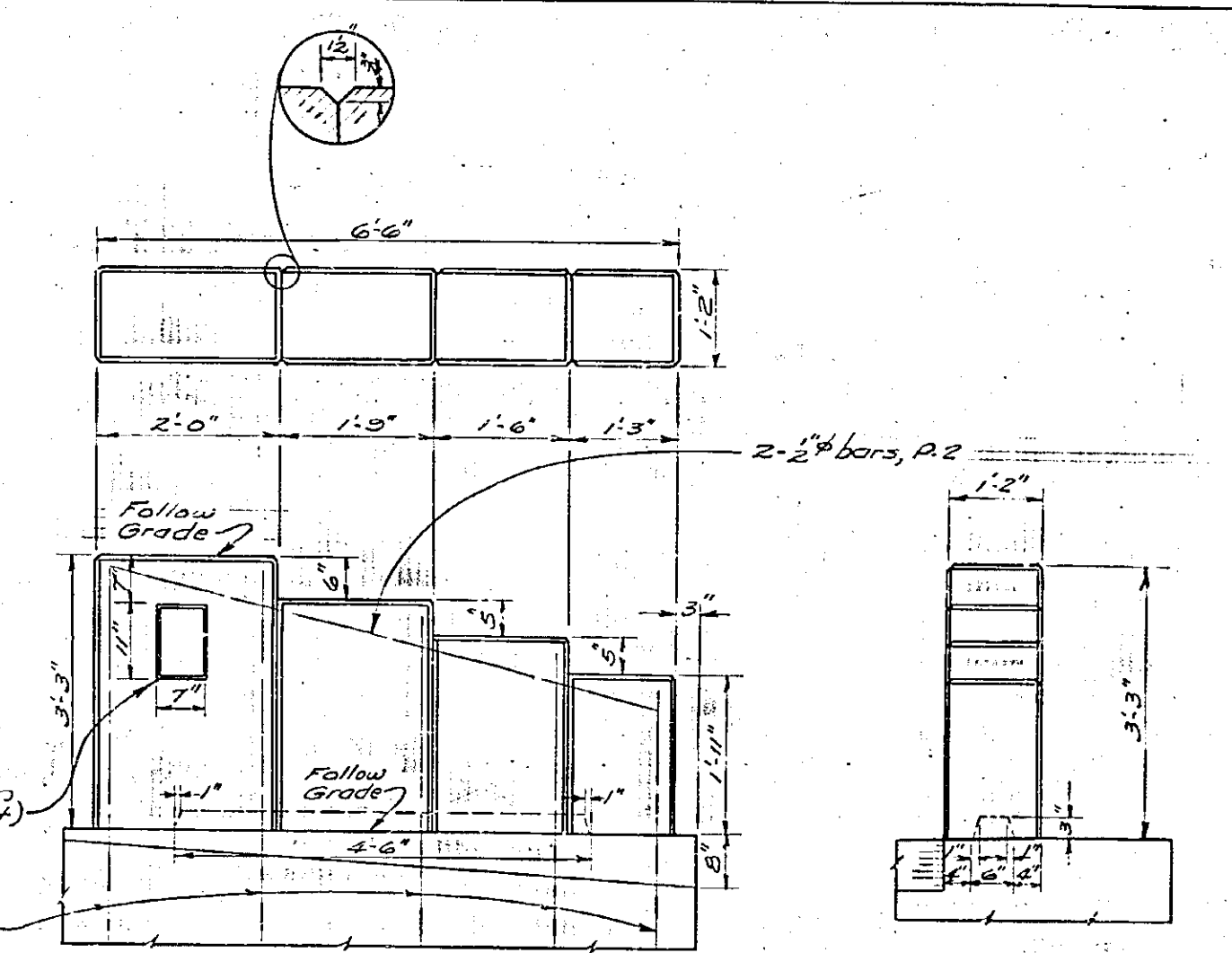
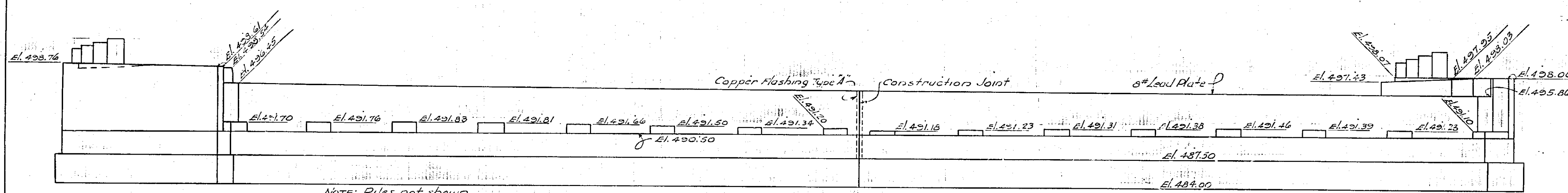
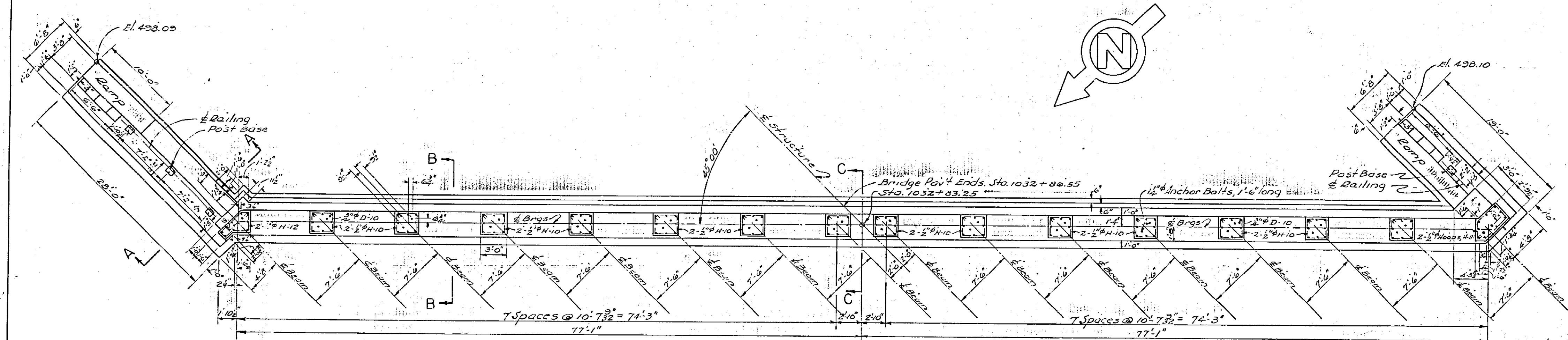
NOTE: See Pier 2 for payment lines for items.







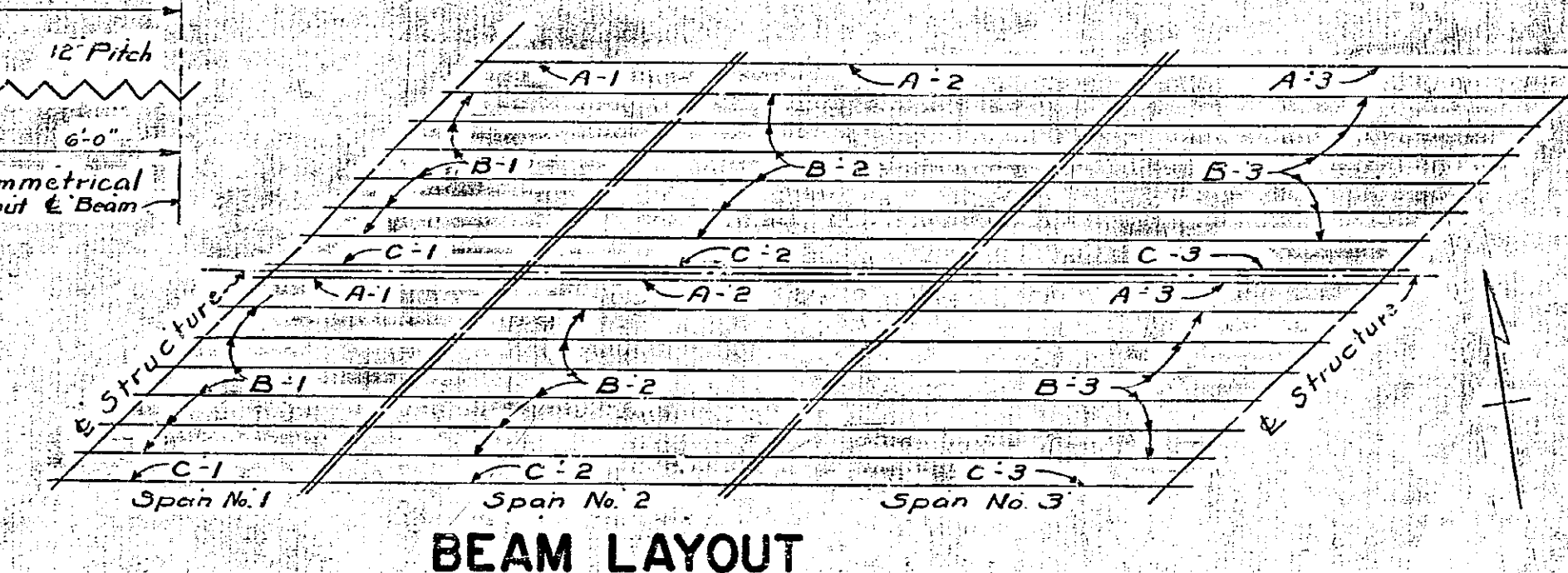
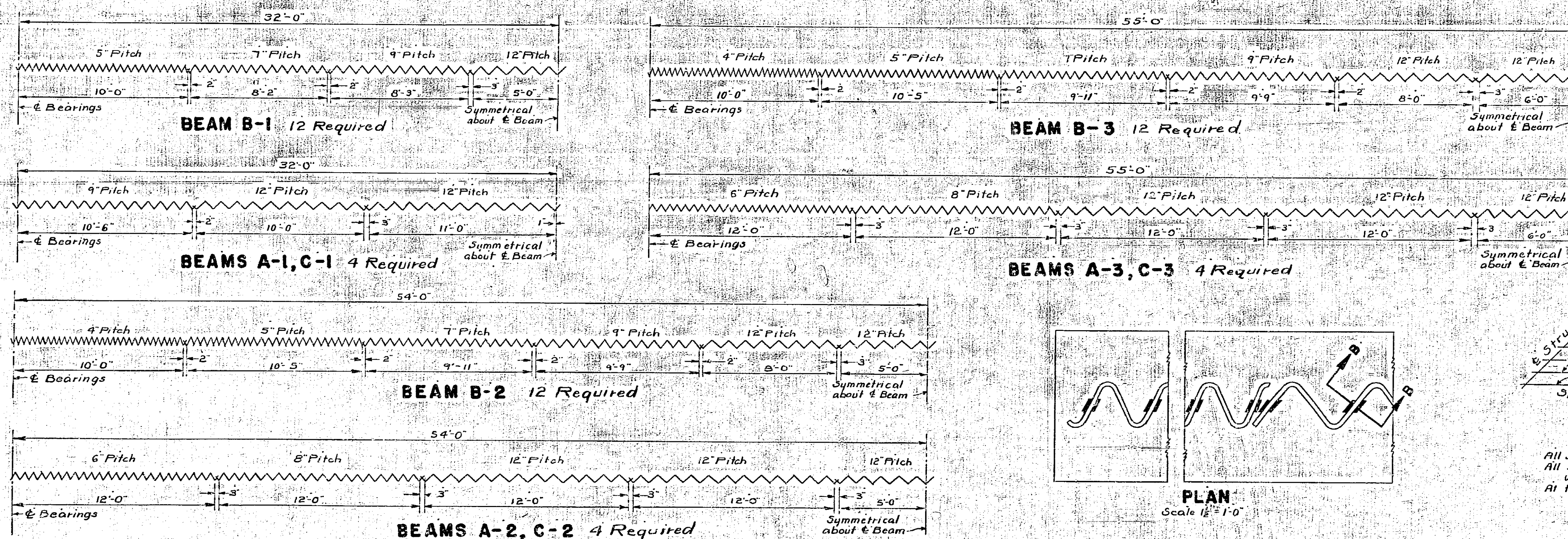
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	112	118
N. Y. STATE THRUWAY—MOHAWK SECTION SUB-DIV. 4		
ONEIDA-VERONA STA.-BRIDGE OVER N.Y.C.R.R. STA. 1031+15.53		



PLANS MADE	Sept. 30, 1952
1ST REVISION	
2ND REVISION	
3RD REVISION	
IN CHARGE OF	V. J. Rourke
DESIGNED BY	Michael Sheldon Jr.
DETAILED BY	Michael Sheldon Jr.
THROWN BY	Geo. L. L. L.
TRACING CHECKED BY	C. A. Kottler

EAST ABUTMENT



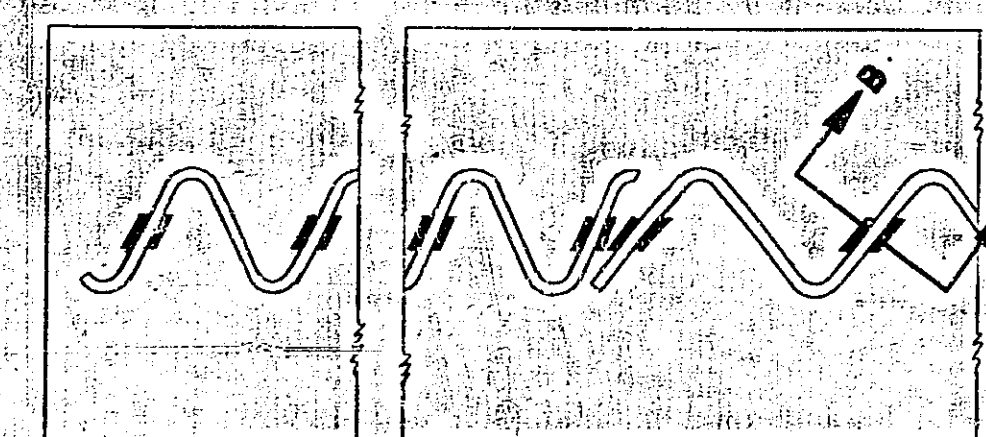


Spiral Notes

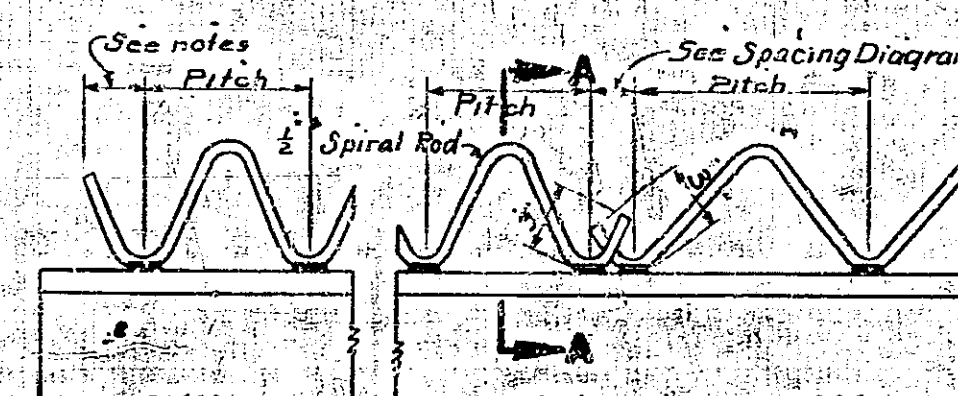
All Spirals shall be  $\frac{1}{8}$ " plain bars with mean diameter of 5"

All Spirals shall have two structural welds at each point of contact with beam, one weld each side of bar.

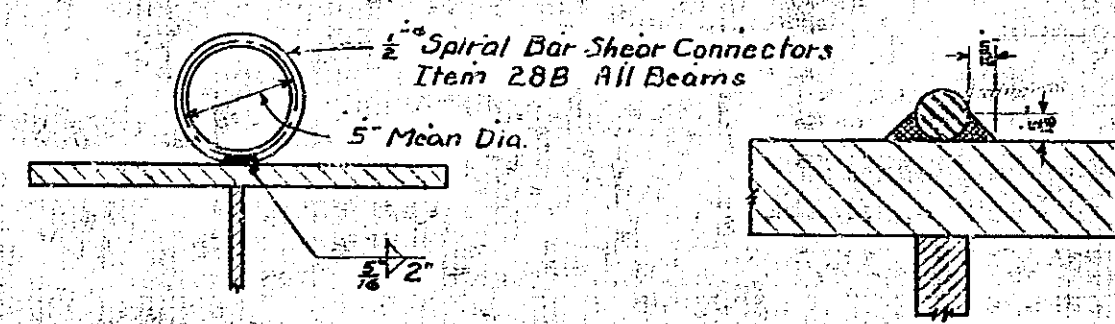
At the end of the beam the spiral shall project about one-third of the pitch beyond the end weld.  $\frac{1}{8}$ " or  $\frac{3}{16}$ " diameter electrodes shall be used in welding the spiral bar shear connectors.



**PLAN**  
Scale 1/4" = 1'-0"



**ELEVATION**  
Scale 1" = 10'



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

**SECTION E-E**  
Scale:  $\frac{1}{2}'' = 1'$

## SPIRAL BAR SHEAR CONNECTORS

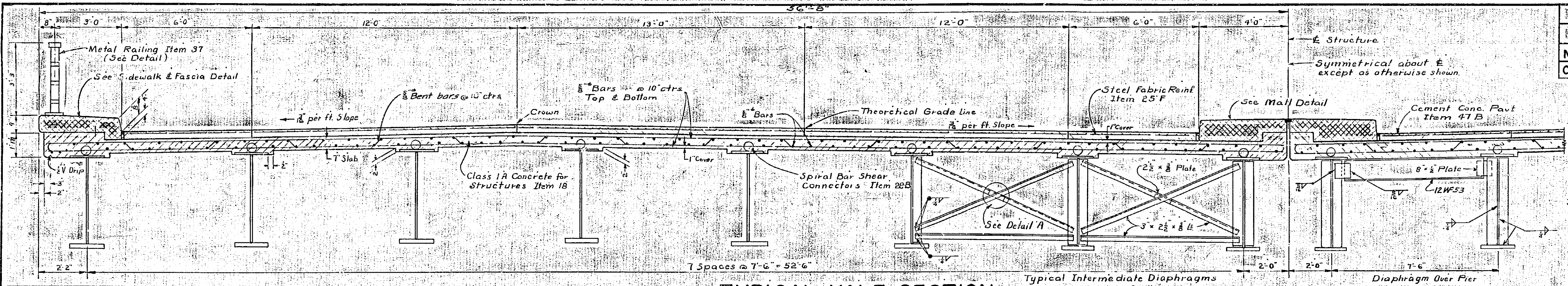
PLANS MADE *Sept. 30, 1952*  
1ST REVISION  
  
2ND REVISION  
  
3RD REVISION

IN CHARGE OF V. J. Burns  
DESIGNED BY C. Bartholomew  
DETAILED BY F. Zimmerman & S. Holte  
TRACED BY C. Kozmierczak  
TRACING CHECKED BY C. S. Holte

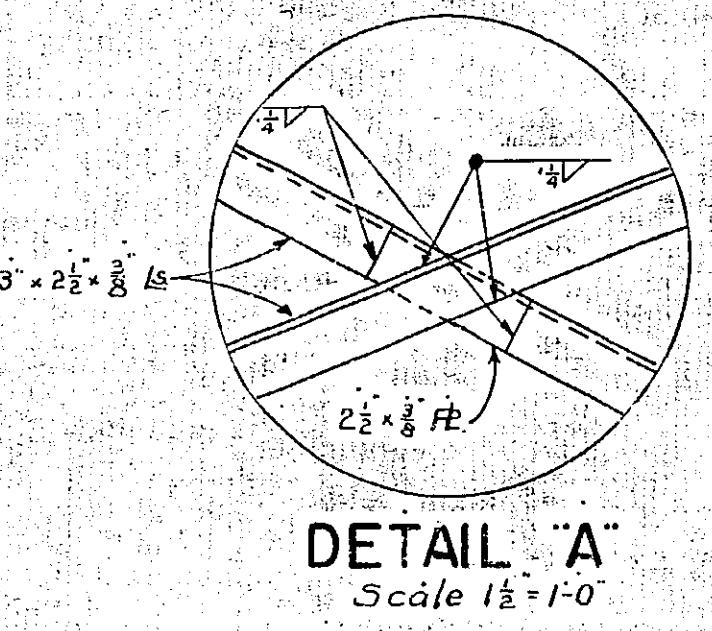
# SUPERSTRUCTURE



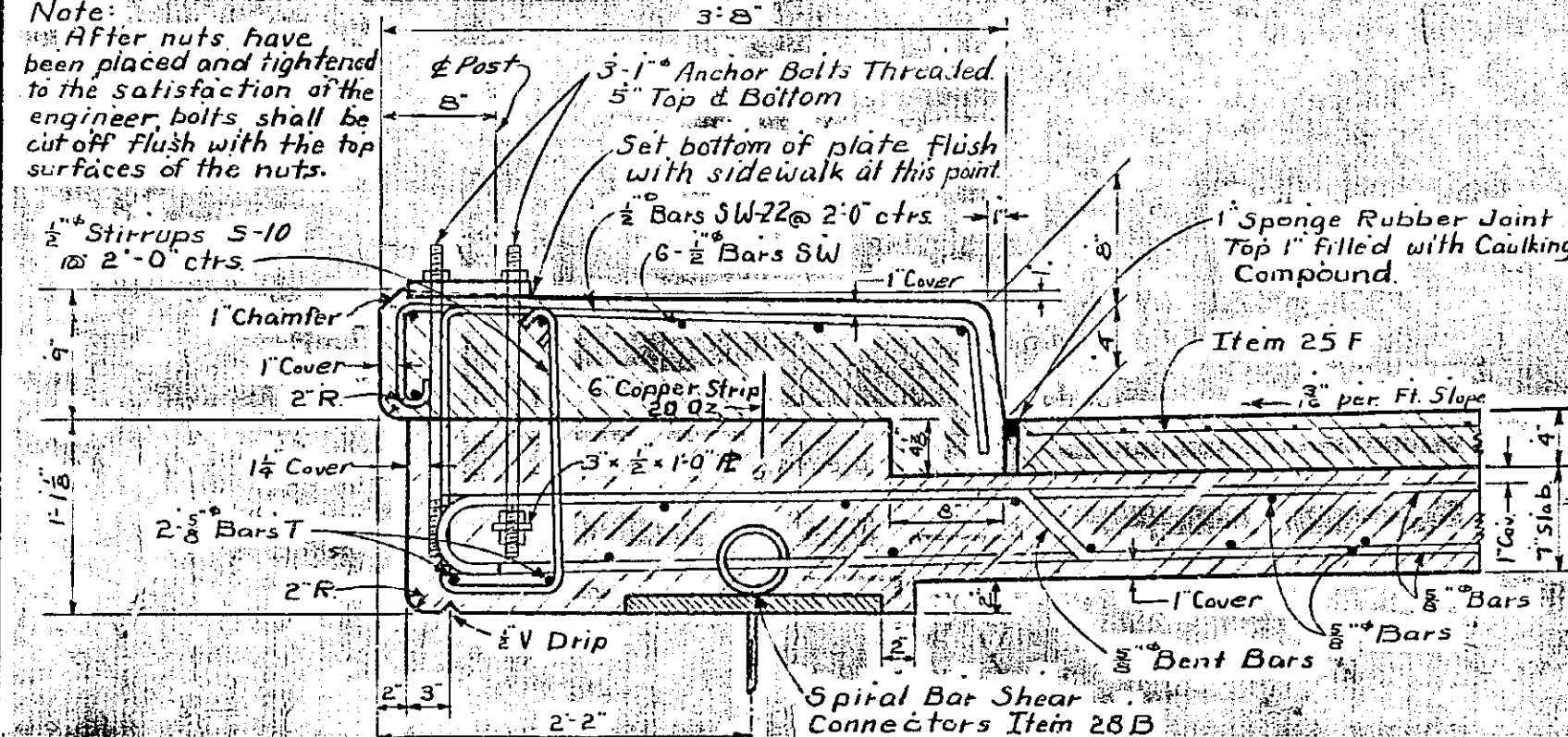
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	174	118
N.Y. STATE THRUWAY—MOHAWY SECTION—SUB-DIV. 4		
ONEIDA-VERONA STA.—BRIDGE OVER N.Y.C.R.R. STA. 1031+15.53		



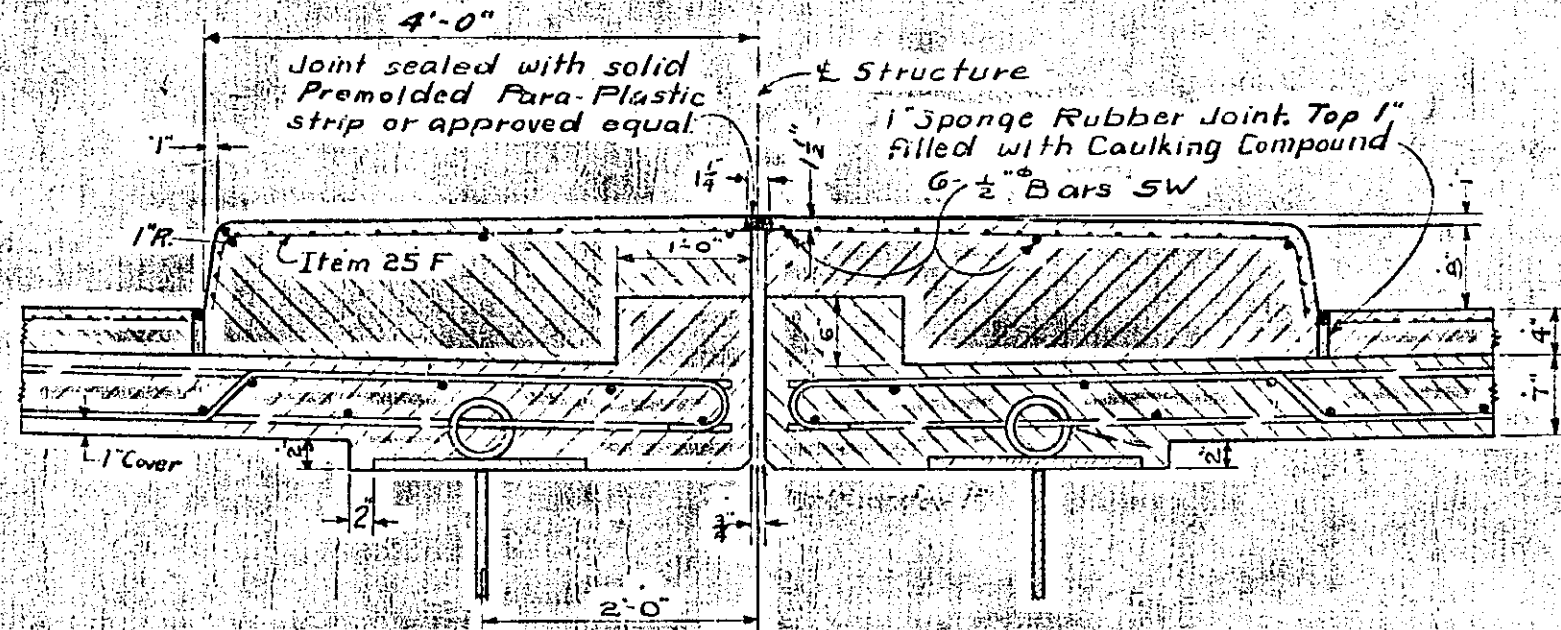
TYPICAL HALF SECTION  
Scale 1/2"=1'-0"



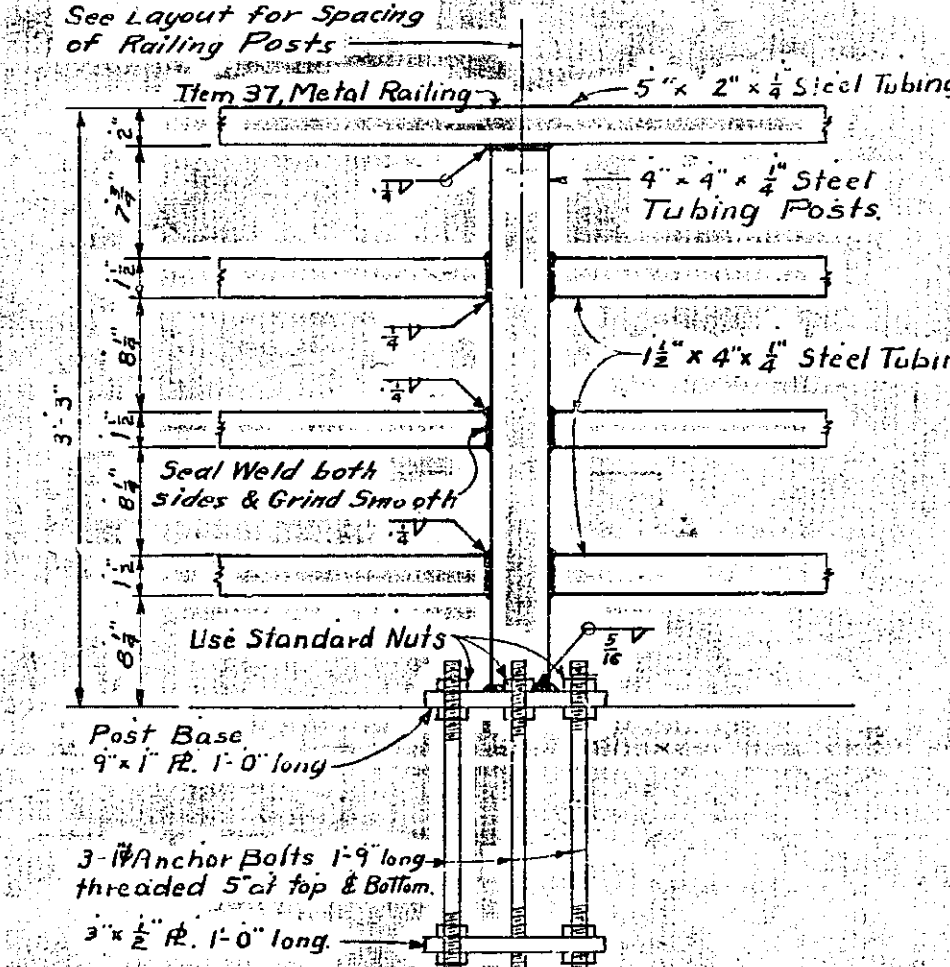
DETAIL 'A'  
Scale 1 1/2"=1'-0"



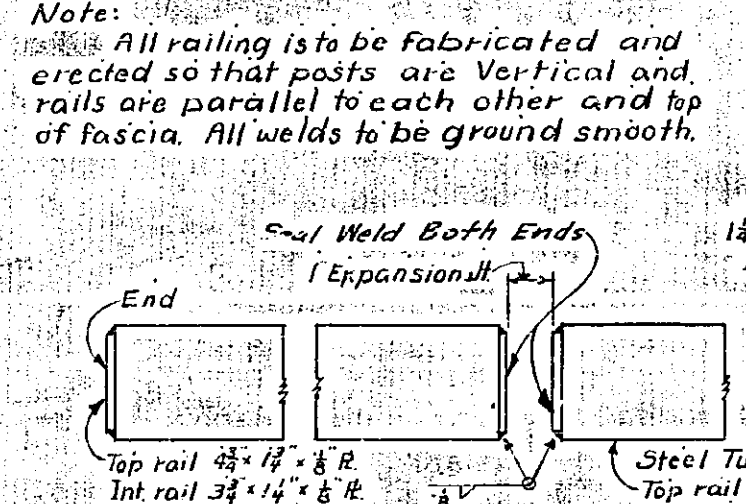
SIDEWALK AND FASCIA DETAIL  
Scale 1"=1'-0"



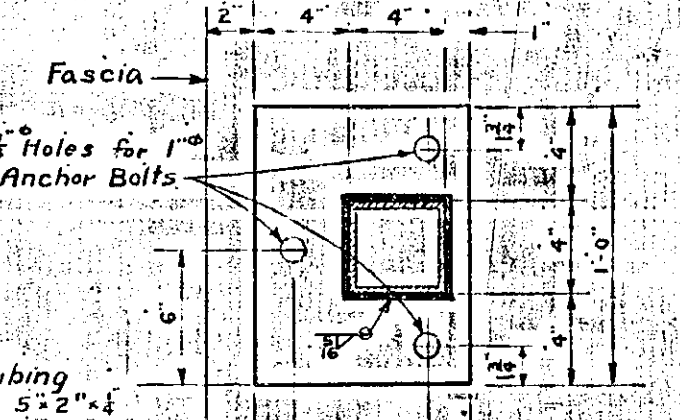
MALL DETAIL  
Scale 1/2"=1'-0"



ELEVATION  
Scale 1"=1'-0"

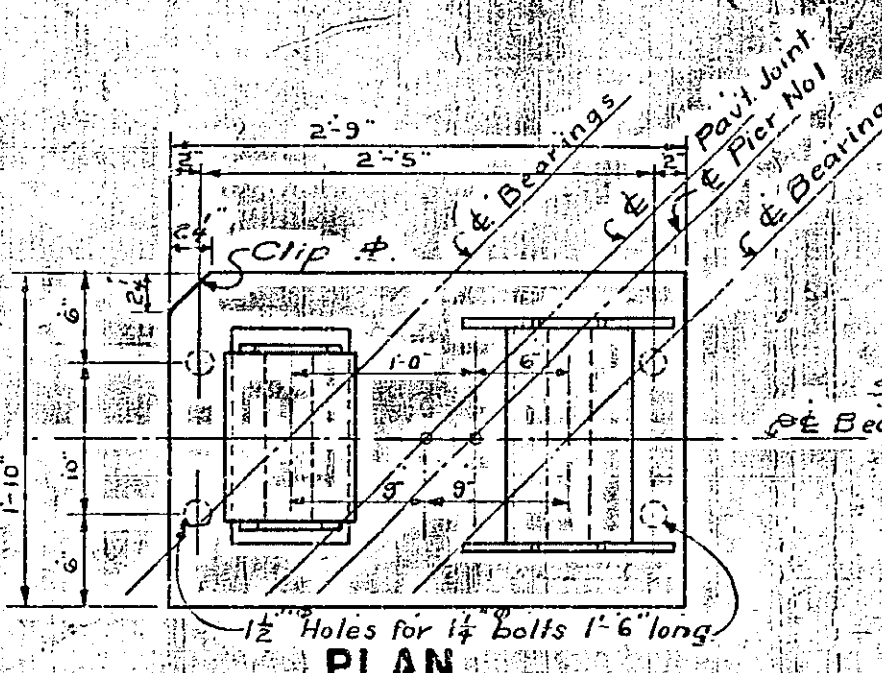


ENDS OF RAILING  
Scale 3"=1'-0"

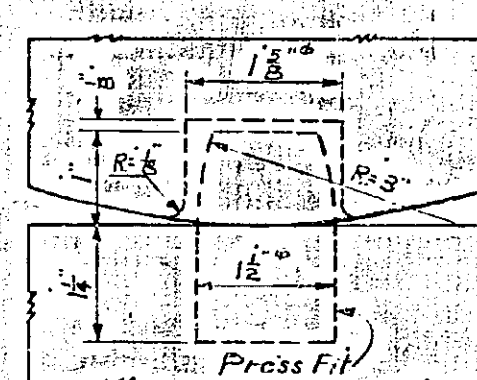


POST BASE  
Scale 1 1/2"=1'-0"

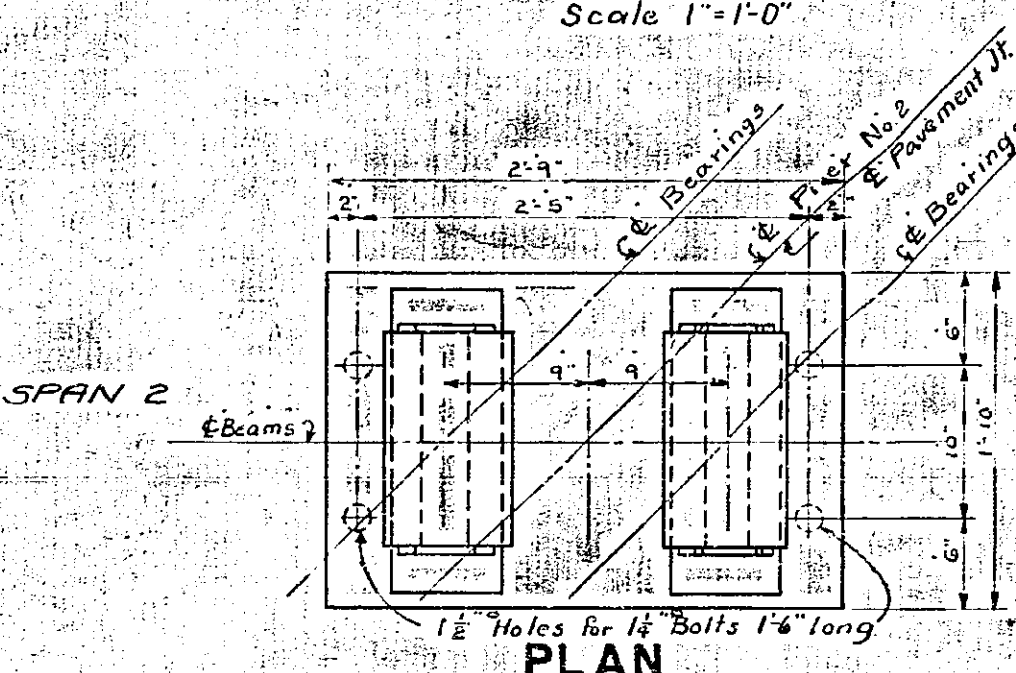
- Construction Procedure**
- Set anchor bolts and pour slab.
  - Apply two coats of waterproofing to the top of slab as specified under Item 18. The second coat shall be applied two days before the pavement or sidewalk is poured.
  - The top of slab shall be continuously and thoroughly wetted down as directed by the Engineer for at least one hour immediately prior to the placing of the Roadway Pavement. Cost included in price bid for Item 18.
  - Pour roadway pavement.
  - Place lower nuts on upper end of anchor bolts.
  - Place railing base plate on lower nuts and turn up nuts to bring bottom of plates to sidewalk level.
  - Place upper nuts on anchor bolts, tighten down on plates.
  - Pour sidewalk to proper line and grade.
  - Do not score safety walks or malle.



PLAN

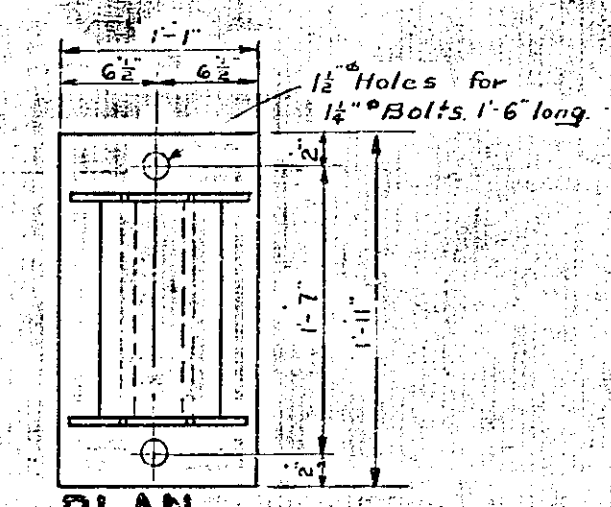


DOWEL DETAIL  
Scale 1/2"=1'-0"

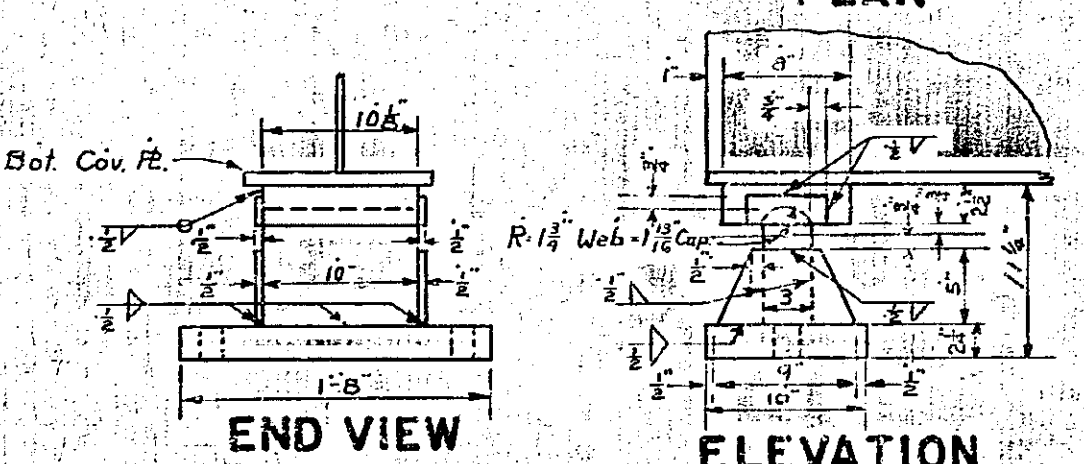


PLAN

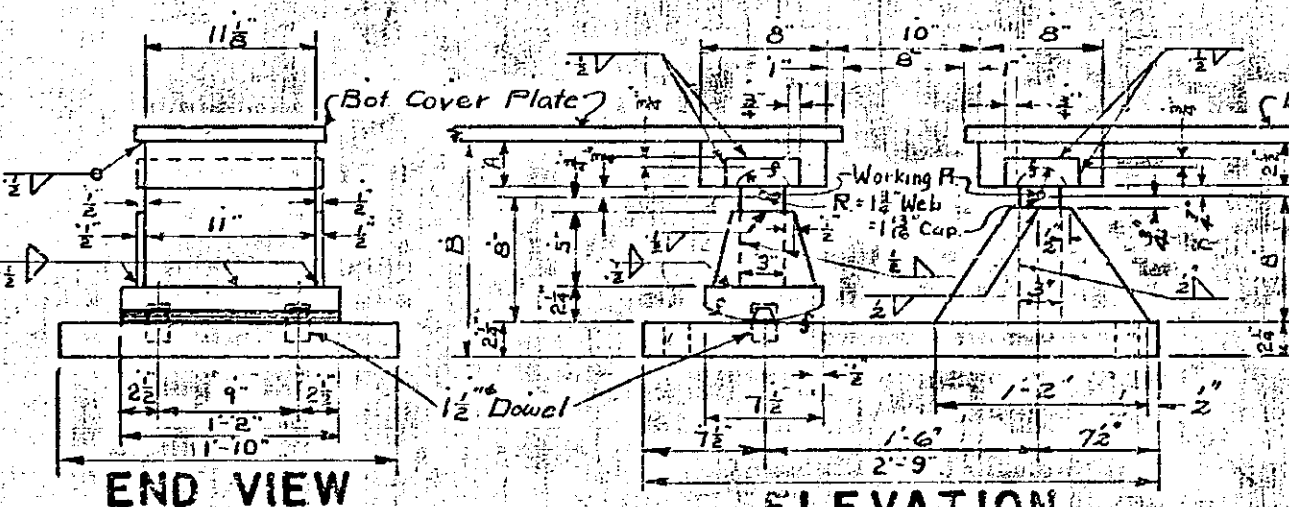
SPAN 3



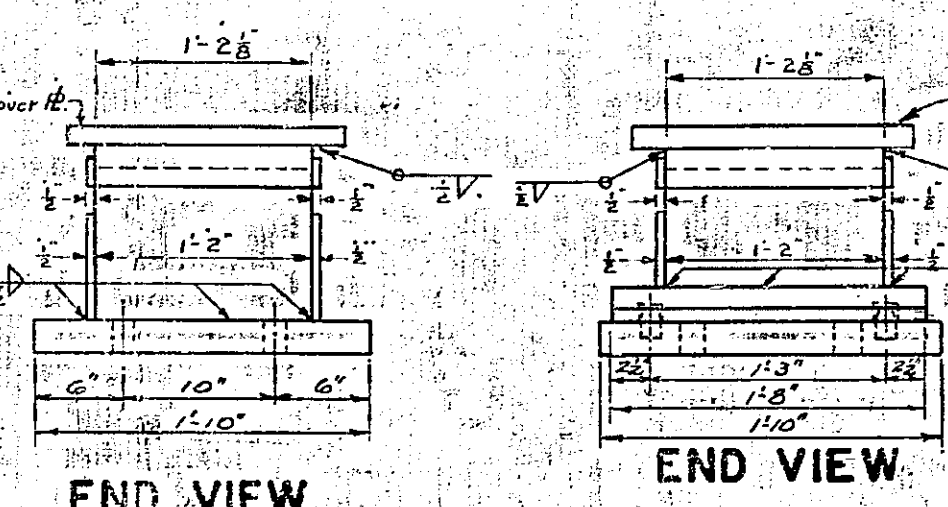
PLAN



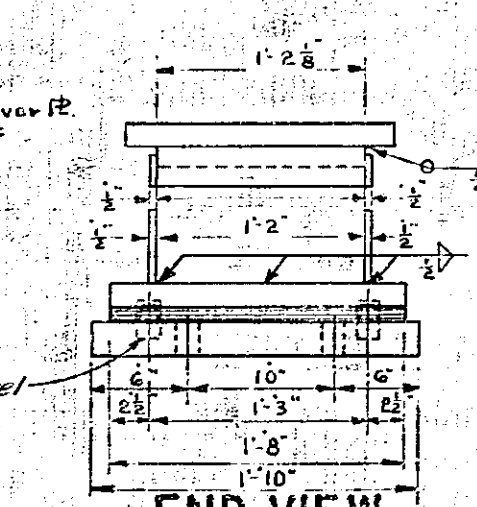
BEARING NO. 1  
West Abutment Fixed  
Scale 1"=1'-0"



BEARINGS NO. 2, 3, & 4  
Pier No. 1 Expansion & Fixed  
Scale 1"=1'-0"



BEARINGS NO. 5 & 6  
Pier No. 2 Expansion  
Scale 1"=1'-0"



BEARING NO. 7  
East Abutment Fixed  
Scale 1"=1'-0"

BEARING TABLE			
EXPANSION		FIXED	
Bearing Number	Number Required	Bearing Number	Number Required
2	4	1	16
3	12	4	16
5	16	7	16
6	16		



BEARING LAYOUT

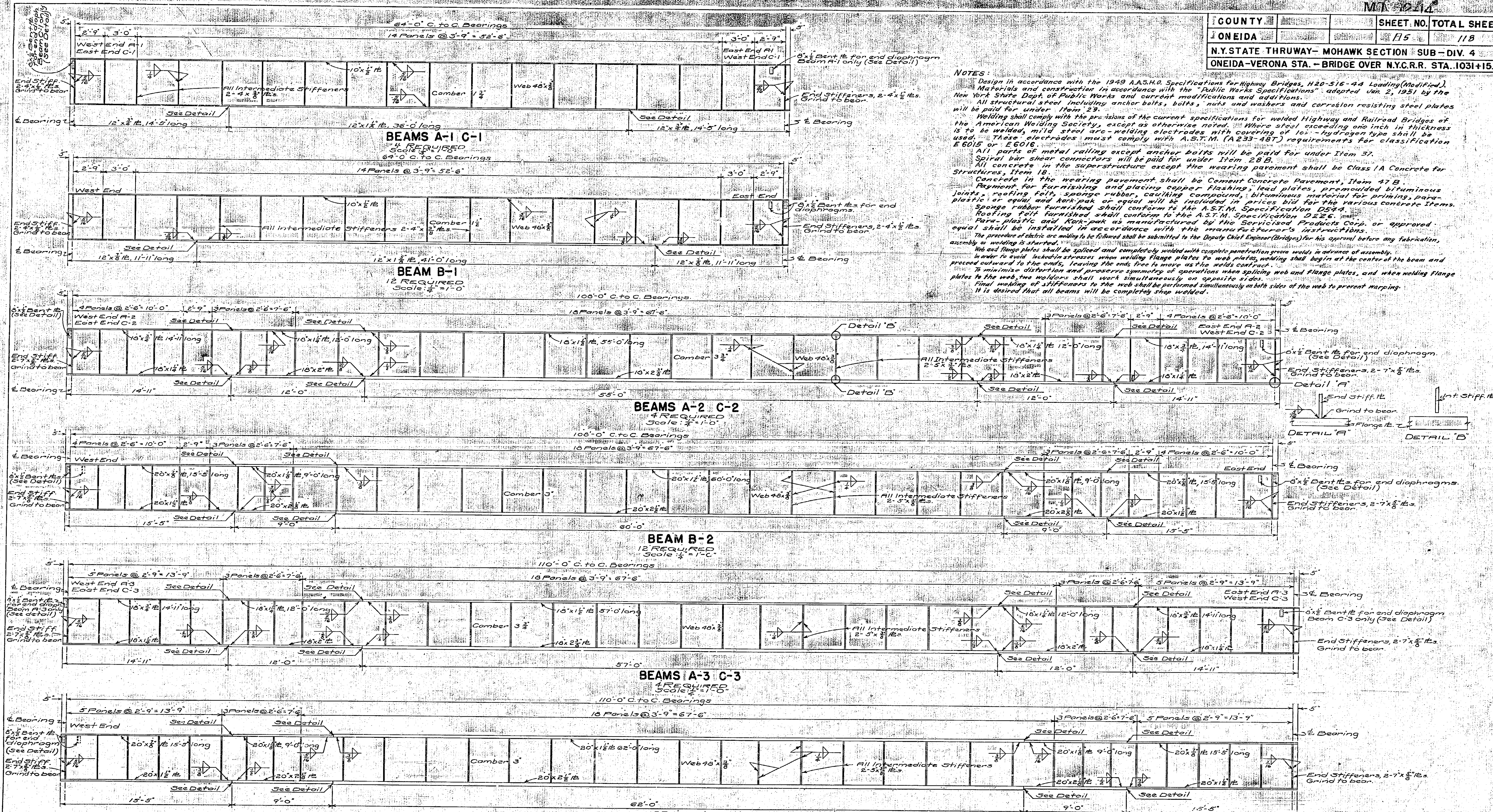
LAST MADE	Sept. 30, 1952
1ST REVISION	
2ND REVISION	
3RD REVISION	
IN CHARGE OF	V. V. Barnes
DESIGNED BY	C. B. Bantelme
DETAILED BY	L. M. ...
TRACED BY	C. K. ...
TRACING CHECKED BY	C. A. ...



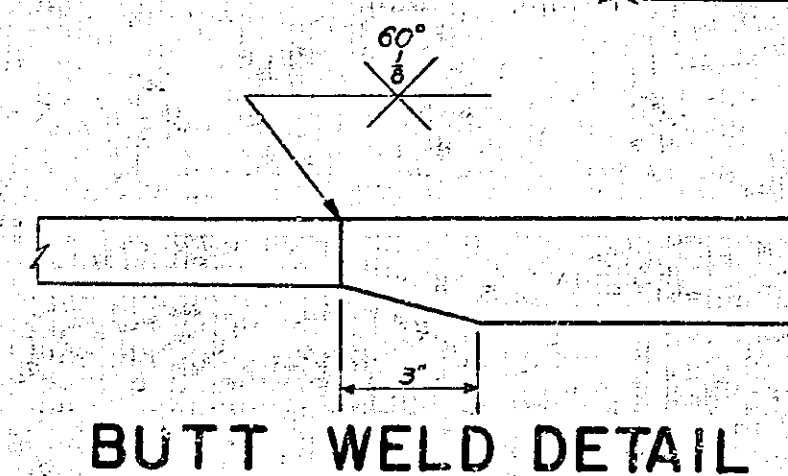
COUNTY	SHEET NO.	TOTAL SHEETS
ONEIDA	115	118
N.Y. STATE THRUWAY - MOHAWK SECTION SUB-DIV. 4		
ONEIDA-VERONA STA. - BRIDGE OVER N.Y.C.R.R. STA. 1031+15.53		

**NOTES:**

Design in accordance with the 1949 A.A.S.H.O. Specifications for Highway Bridges, H20-44 Loading (Modified).  
 Materials and construction in accordance with the "Public Works Specifications" adopted Jan. 2, 1951 by the New York State Dept. of Public Works and current modifications and additions.  
 All structural steel including anchor bolts, bolts, nuts and washers and corrosion resisting steel plates will be paid for under Item 31.  
 Welding shall comply with the provisions of the current specifications for welded Highway and Railroad Bridges of the American Welding Society, except as otherwise noted. Where steel exceeding one inch in thickness is to be welded, mild steel arc-welding electrodes with covering of 101 - hydrogen type shall be used. These electrodes must comply with A.S.T.M. (A233-48T) requirements for classification E6015 or E6016.  
 All parts of metal railing except anchor bolts will be paid for under Item 37.  
 Spiral bar shear connectors will be paid for under Item 28B.  
 All concrete in the superstructure except the wearing pavement shall be Class I/A Concrete for Structures, Item 18.  
 Concrete in the wearing pavement shall be Cement Concrete Pavement, Item 47B.  
 Payment for furnishing and placing copper flashing, lead plates, premoulded bituminous joints, roofing felt, sponge rubber, caulking compound, bituminous material for priming, para-plastic or equal and kark-pak or equal will be included in prices bid for the various concrete items.  
 Sponge rubber furnished shall conform to the A.S.T.M. Specification D2225.  
 Para-plastic and kark-pak as manufactured by the Serviced Products Corp. or approved equal shall be installed in accordance with the manufacturer's instructions.  
 The procedure of electric arc welding to be followed shall be submitted to the Deputy Chief Engineer (Bridges) for his approval before any fabrication, assembly or welding is started.  
 Web and flange plates shall be spliced and completely welded with complete penetration groove welds in advance of assembly.  
 Welder to avoid locking in stresses when welding flange plates to web plates, welding shall begin at the center of the beam and proceed outward to the ends, leaving the ends free to move as the welds contract.  
 To minimize distortion and preserve symmetry of operations when splicing web and flange plates, and when welding flange plates to the web, two welders shall work simultaneously on opposite sides of the web to prevent warping.  
 Final making of stiffeners to the web shall be performed simultaneously on both sides of the web to prevent warping.  
 It is desired that all beams will be completely shop welded.



ELEVATIONS OF BEAMS



SUPERSTRUCTURE

PLANS MADE Sept. 30, 1952  
 1ST REVISION

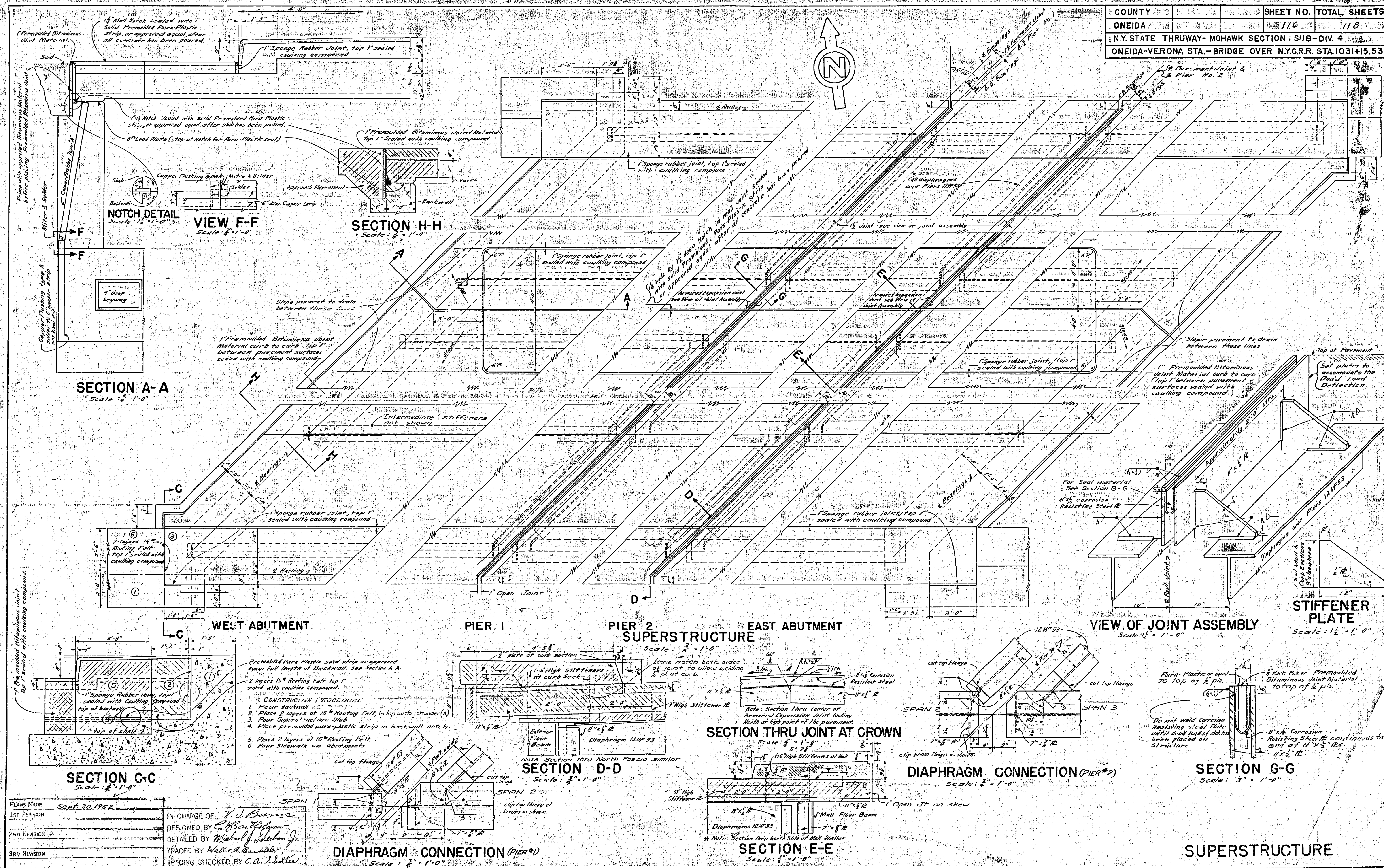
2ND REVISION

3RD REVISION

IN CHARGE OF *W. J. B. [Signature]*  
 DESIGNED BY *E. [Signature]*  
 DETAILED BY *F. [Signature]*  
 TRACED BY *R. J. Walters*  
 TRACING CHECKED BY *C. A. [Signature]*

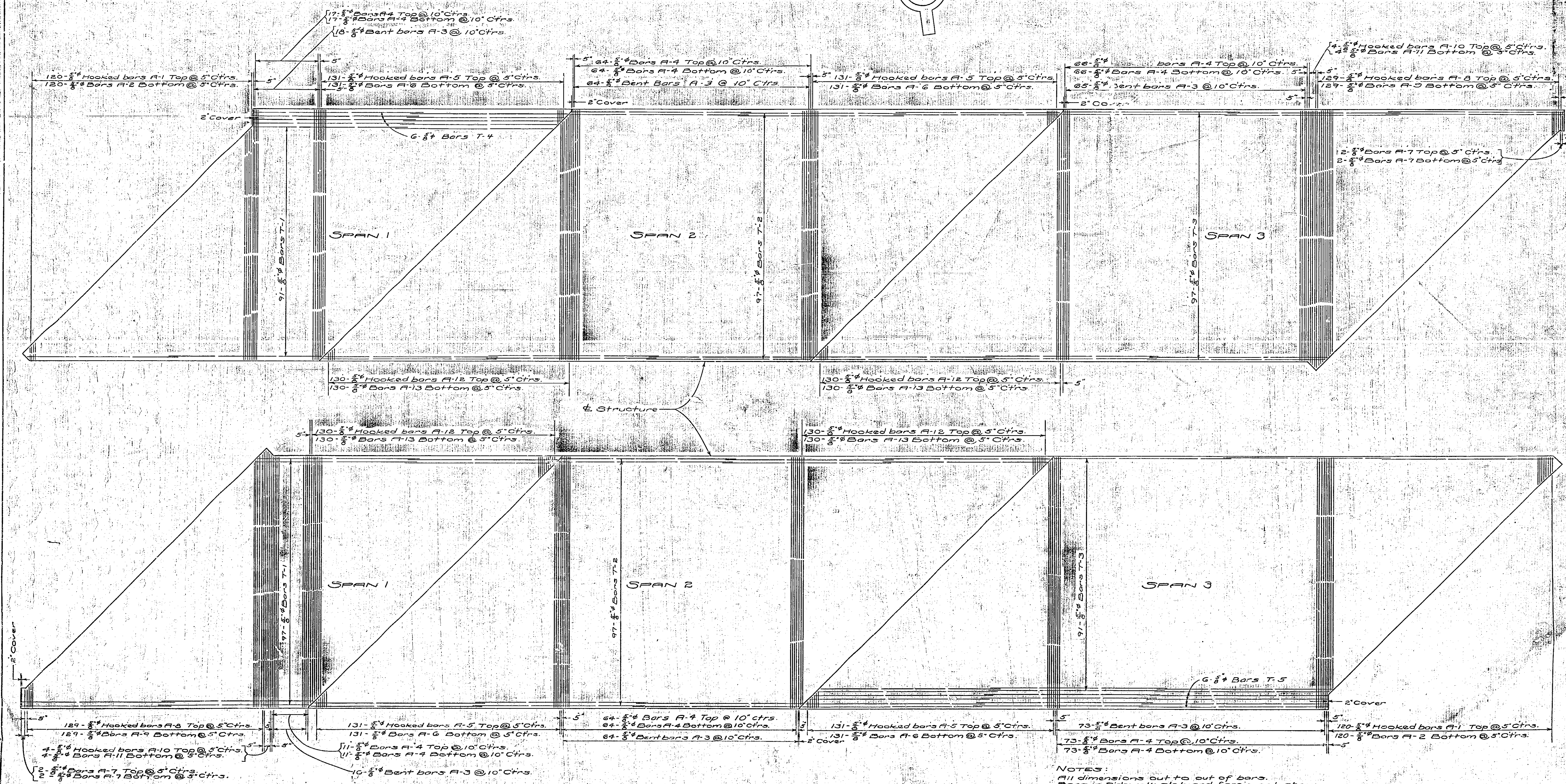


COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		116	118
N.Y. STATE THRUWAY- MOHAWK SECTION : SJB-DIV. 4			
ONEIDA-VERONA STA.-BRIDGE OVER N.Y.C.R.R. STA.1031+15.53			





COUNTY		SHEET NO.	TOTAL SHEETS
ONEIDA		107	118
N.Y. STATE THRUWAY - MOHAWK SECTION, SUB-DIV. 4			
ONEIDA-VERONA STA. - BRIDGE OVER N.Y.C.R.R. STA. 1031+15.53			



SLAB BAR PLAN  
Scale:  $\frac{3}{32} = 1'-0"$

NOTES:  
All dimensions out to out of bars.  
Bars in sidewalk slabs and fascia not shown.  
Cut bars when necessary to avoid interference  
with joint stiffener plates.

PLANS MADE	Sept. 30, 1952
1ST REVISION	
2ND REVISION	
3RD REVISION	
IN CHARGE OF	<i>H. Burns</i>
DESIGNED BY	<i>C. J. Bentley</i>
DETAILED BY	<i>H. Burns</i>
TRACED BY	<i>R. Walters</i>
TRACING CHECKED BY	<i>C. A. S. Hall</i>



WEST ABUTMENT

EAST ABUTMENT

MARK	SIZE	LENGTH	No.	A	B	DESCRIPTION	MARK	SIZE	LENGTH	No.	A	B	DESCRIPTION
F-21	3/8"	39'-6"	20			Str. Long Bars in Footing	F-1	3/8"	39'-2"	20			Str. Bars longitudinal in Footing
F-22	3/8"	6'-9"	50			Hooked Bars Trans. in Footing	F-2	"	5'-1 1/2"	50			Hooked " transverse " "
F-23	3/8"	10'-11"	49	4'-3 1/2"		Bent " " " " "	F-3	"	10'-5 1/2"	49	3'-9 1/2"		Bent " " " " "
F-24	"	6'-2"	23			Transverse Bars Both Wings	F-4	"	5'-2"	25			Transverse Bars in both Wings
F-25	"	22'-6"	4			Longitudinal " South Wing	F-5	"	27'-6"	4			Longitudinal " " North Wing
F-26	"	19'-6"	4			" " " North "	F-6	"	18'-6"	4			" " " South "
BW-10	3/8"	39'-0"	20			Longitudinal Str. Bars in Backwall	BW-1	3/8"	10'-4"	54	0'-8"	7'-9"	Vertical Hairpin Bar in Backwall
BW-11	"	37'-0"	8			" " " " " "	BW-2	"	8'-6"	49	7'-4"		" " " " " "
BW-12	"	38'-9"	8			" " " " " "	BW-3	"	37'-0"	8			Longitudinal Str. " " " "
BW-13	"	10'-3"	54	0'-8"	7'-8"	Vertical Hairpin " " " "	BW-4	"	38'-6"	18			" " " " " "
BW-14	"	6'-0"	49	7'-5"		" " " " " "	BW-5	"	39'-6"	10			" " " " " "
BW-15	"	13'-1"	2	3'-2"	8'-0"	Longitudinal Str. " South Corner	BW-6	"	2'-6"	8			" " " " " "
BW-16	"	4'-0"	4			" " " " " North "	BW-7	"	11'-10"	2	2'-8"	7'-3"	Vertical Hairpin " " " "
BW-17	"	2'-0"	4			" " " " " " "	BS-1	1/2"	3'-0"	54			Transverse Straight Bars in Bridge Seat
BS-10	3/4"	2'-6"	54			Transverse Str. Bars in Br. Seat	BS-2	1"	39'-3"	12	40'-8"	3'-0"	Longitudinal " " " " "
BS-11	3/4"	39'-7"	16			Longitudinal " " " " "	BS-3	"	43'-8"	8			Bent " " " " "
BS-12	"	42'-7"	5	39'-7"	3'-0"	" " Bent " " " " "	SW-1	5/8"	4'-6"	13			Str. Vertical Bars in Sidewalks Both Wings
BS-13	"	42'-8"	5	40'-2"	2'-0"	" " " " " " "	SW-2		26'-8"	1	29'-1"		Bent Bar in Sidewalk North Wing
							SW-3	"	13'-9"	1	11'-9"		" " " South "
SW-10	3/8"	19'-4"	1	13'-4"		Bent Bar in Sidewalk North Wing	WW-1	3/8"	25'-6"	4			Str. Horizontal Bars North Wing
SW-11	"	21'-2"	1	19'-3"		" " " South "	WW-2	"	17'-6"	4			" " " South "
SW-12	3/8"	4'-6"	14			Str. Vertical Bars in sidewalk both Wings	WW-3	"	5'-0"	8			" " Both Wings
							WW-4	"	9'-6"	13			" Vertical " South Wing
							WW-5	"	10'-2"	18			" " North "
WW-10	3/8"	21'-6"	4			Longit. Str. Bars South Wing	WW-6	"	10'-10"	9			" Horizontal " South "
WW-11	"	18'-6"	4			" " " North "	WW-7	"	24'-0"	4			" " South "
WW-12	"	2'-6"	8			" " Both Wings	WW-8	"	18'-0"	4			" Vertical Str. Bars " "
WW-13	"	9'-3"	16			Vertical " " South Wing	WW-9	"	10'-2"	4			
WW-14	"	10'-3"	14			" " North "	H-10	1/2"	10'-6"	28	2'-6"		Interior Pedestal Hoops
WW-15	"	19'-3"	4			Longit. " " South "	H-11	"	12'-1"	2			Exterior " " South Wing
WW-16	"	13'-3"	4			" " North "	H-12	"	11'-3"	2			" " North "
WW-17	"	10'-3"	2			Vertical " " South "							
WW-18	"	11'-2"	5			" " North "	D-10	3/4"	3'-0"	128			Dowels in all Pedestals
H-20	1/2"	9'-6"	27	2'-0"		Interior Pedestal Hoops							
H-21	"	10'-10"	1			Exterior " " South							
H-22	"	10'-10"	2			" " North							
D-20	3/4"	3'-0"	128			Dowels in Pedestals							

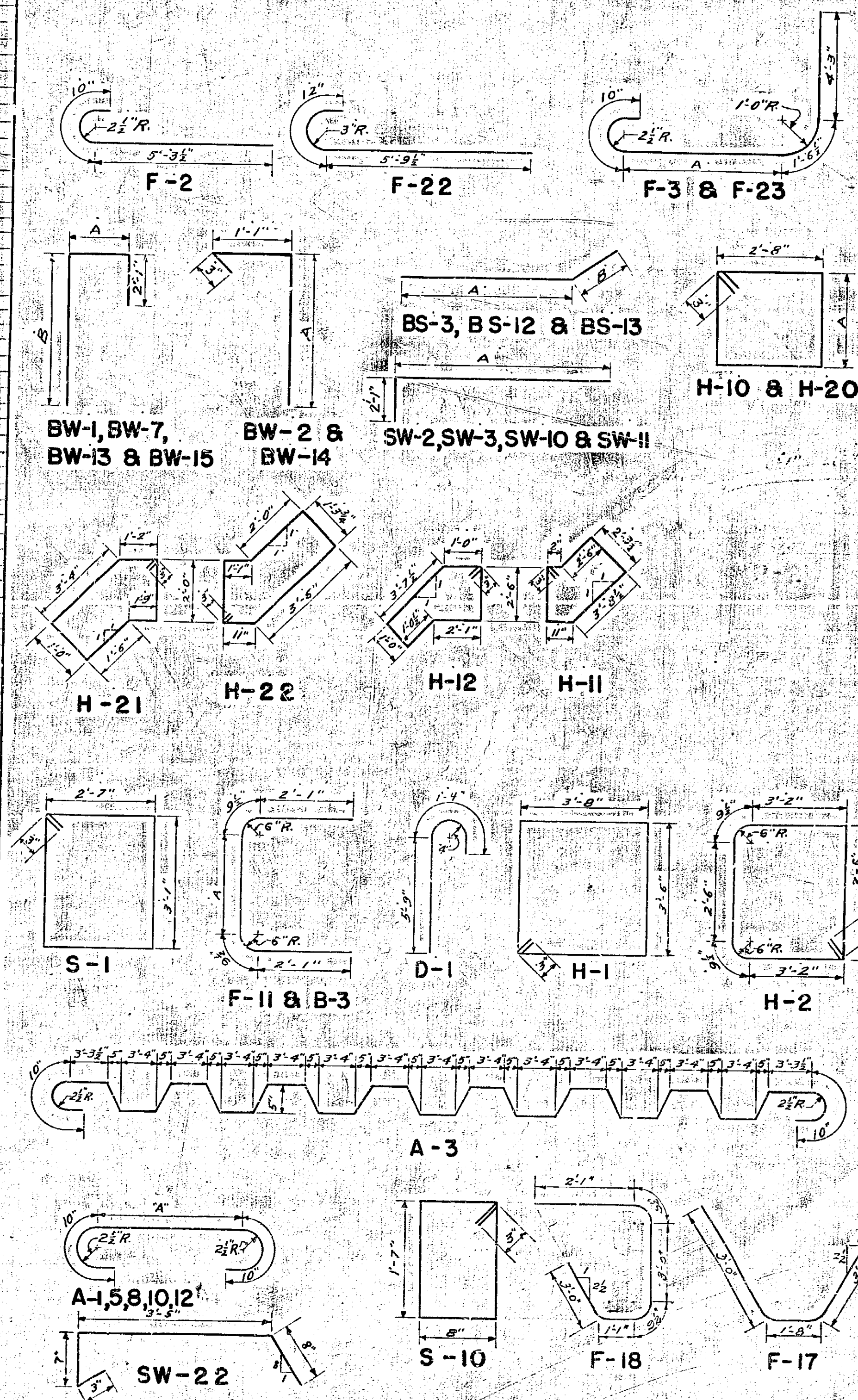
SUPERSTRUCTURE

A-1	3/8"	Av. 28'-9 1/2"	240	2 sets A Varies by 5" from 2'-4" to 5'-11"	Trans. Hooked in top of Slab Span 1 & 3
A-2	"	Av. 27'-5 1/2"	240	2 sets " " " 2'-9" to 5'-4"	" Str. " bottom of Slab Span 1 & 3
A-3	"	Av. 28'-2"	234	" " " " " "	" Bent " all spans
A-4	"	Av. 35'-1"	590	" " " " " "	" Str. top & bottom of slab, all spans
A-5	"	Av. 30'-0"	524	4 sets A Varies by 5" from 1'-3" to 5'-5"	Hooked in top of Slab all spans
A-6	"	Av. 28'-9"	524	4 sets " " " 1'-8" to 5'-10"	Str. in bottom " "
A-7	"	4'-2"	8	" " " " " "	" top & bottom " span 1 & 3
A-8	"	Av. 32'-1"	258	2 sets A Varies by 5" from 3'-9" to 5'-1"	Hooked in top " " 1 & 3
A-9	"	Av. 30'-10"	258	2 sets " " " 4'-2" to 5'-6"	Str. in bottom " " 1 & 3
A-10	"	Av. 38'-2 1/2"	8	2 sets A " " " 5'-0" to 5'-2"	Hooked in top " " 1 & 3
A-11	"	Av. 35'-11 1/2"	8	2 sets " " " " " "	Str. " bottom " " 1 & 3
A-12	"	Av. 29'-6 1/2"	520	4 sets A " " " 1'-2" to 5'-4"	Hooked " top " all spans
A-13	"	Av. 28'-5 1/2"	520	4 sets " " " 1'-7" to 3'-5 1/2"	Str. " bottom " " "

PIERS

S-1	3/8"	11'-6"	155			Stirrups in Cap Pier 1 & 2							
B-1	1"	40'-1"	160			Horizontal Str. Bars in Cap Piers 1 & 2							
B-2	3/8"	40'-1"	16			" " " " " 1 & 2							
B-3	"	6'-1"	24	2'-6"		" Bent " " " 1 & 2							
F-10	3/8"	39'-4"	60			Horizontal Str. Bars in Collar, Pier 1							
F-11	"	8'-2"	38	3'-0"		" Bent " " " Piers 1 & 2							
F-12	3/8"	5'-6"	126			Vertical Str. " " " " 1 & 2							Longitudinal str. in Slab Span 1
F-13	"	6'-6"	42			" " " " " " 2							" " " " " 2
F-14	3/8"	38'-11"	100			Horizontal " " " " Pier 2							" " " " " 3
F-15	3/8"	13'-0"	138			Vertical " " " " " 2							" " " " North Side Span
F-16	"	8'-9"	82			" " " " " " 1							" " " " South " "
D-1	1"	7'-1"	1008			Dowels in top of Piles, Piers 1 & 2							
D-2	3/8"	3'-0"	384			" Pedestals " " 1 & 2							Longitudinal str. in Sidewalk North Side Span 1
F-17	3/8"	7'-8"	73			Horizontal bent in collar " 1 & 2							Transverse bent in Sidewalk
F-18	"	10'-5"	52			" " " " " 1 & 2							Longit Str. in South Sidewalk & Mall Span 1
H-1	3/8"	14'-6"	48			Hoops interior Pedestals, Piers 1 & 2							" " Sidewalks and " 2
H-2	"	14'-11"	16			" Exterior " " " 1 & 2							" " North Sidewalk & " 3
F-19	3/8"	17'-6"	68			Vertical in collar Pier 2							" " " South " Span 3
F-20	"	18'-0"	68			" " " " " 2							
F-21	"	12'-3"	39			" " " " " 2							
F-22	"	14'-3"	39			" " " " " 2							Stirrups in Sidewalks, all spans

## DIAGRAMS



NOTE:- All dimensions are out to out of bars.

## BAR LIST