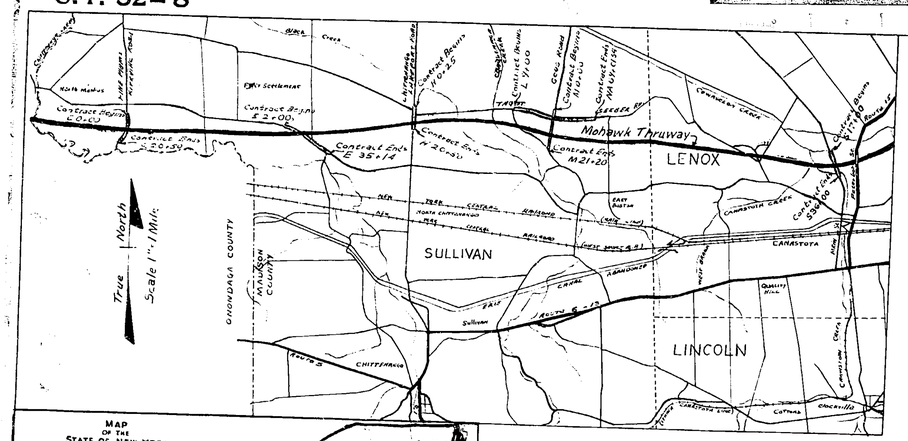
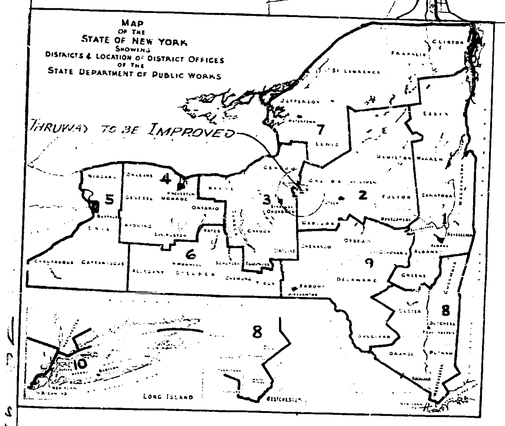
S.T. 52-8





STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
DIVISION OF CONSTRUCTION

PLANS FOR CONSTRUCTING A PORTION OF THE

NEW YORK STATE THRUWAY

THE MOHAWK SECTION - (Subdivision 1 and 2)

GRADE SEPARATIONS WITH THE

PINE PLAINS - KIRKVILLE ROAD; FYLER SETTLEMENT ROAD; CHITTENANGO - LAKEPORT ROAD; GEES ROAD; NORTH MAIN STREET, CANASTOTA

A length of 1.79 miles in the Town of Sullivan, 0.36 mile in the Village of Canastota, Town of Lenox, a total length of 2.15 miles

AND THE RELOCATION OF THE

TAG STREET - SEEBER ROAD (Town Road)

A length of 1.34 miles in the Town of Sullivan

A TOTAL COMBINED LENGTH OF 3.49 MILES

SHEETS

CONTRACT S.T. 52-8

MADISON COUNTY

S.T. 52-8

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		Madison	1	67

TYPE OF CONSTRUCTION
Asphalt Concrete Pavement, Type 1A, Opt. 2.15 Miles
Foundation Course Gravel 1.34 Miles
Including
Pine Plains-Kirkville Rd. Bridge-Sta. 64+36
5 Span I-Beam, 1 @ 51'-8½", 2 @ 39'-3½", and 2 @ 61'-2½"
Fyler Settlement Rd. Bridge-Sta. 200+26
2 I-Beam Spans @ 43'-6", and 2 I-Beam (alpha) Spans @ 89'-4"
Chittenango-Lakeport Rd. Bridge Sta. 278+18.43
2 I-Beam Spans @ 36'-6", and 2 I-Beam (alpha) Spans @ 85'-5"
Gees Road Bridge-Sta. 378+60
2 I-Beam Spans @ 36'-0", and 3 I-Beam (alpha) Spans @ 54'-0"
North Main Street, Canastota Sta. 388+82
2 I-Beam Spans @ 36'-1½", and 2 I-Beam (alpha) Spans @ 38'-10"

STANDARD STRUCTURE SHEETS
39-9, 47-2, 47-2C, 47-12, 49-6S, 49-7, 49-43, 50-1R, 50-10, 50-34, 51-33R, 52-41

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

NEW YORK STATE DEPARTMENT OF PUBLIC WORKS
DIVISION OF CONSTRUCTION
Approved ..... 19....
J. B. McMORRAN
Chief Engineer
Approved Feb. 29 1952
E. T. GAWKINS
E T Gawkins
Deputy Chief Engineer

APPROVED Feb. 29 1952
NEW YORK STATE THRUWAY AUTHORITY
B. D. TALLAMY, Chairman
By: C. H. LANG
DEPUTY CHIEF ENGINEER

RECOMMENDED FOR APPROVAL DATE .....
DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Approved ..... 19....
E. W. WENDELL
Deputy Chief Engineer

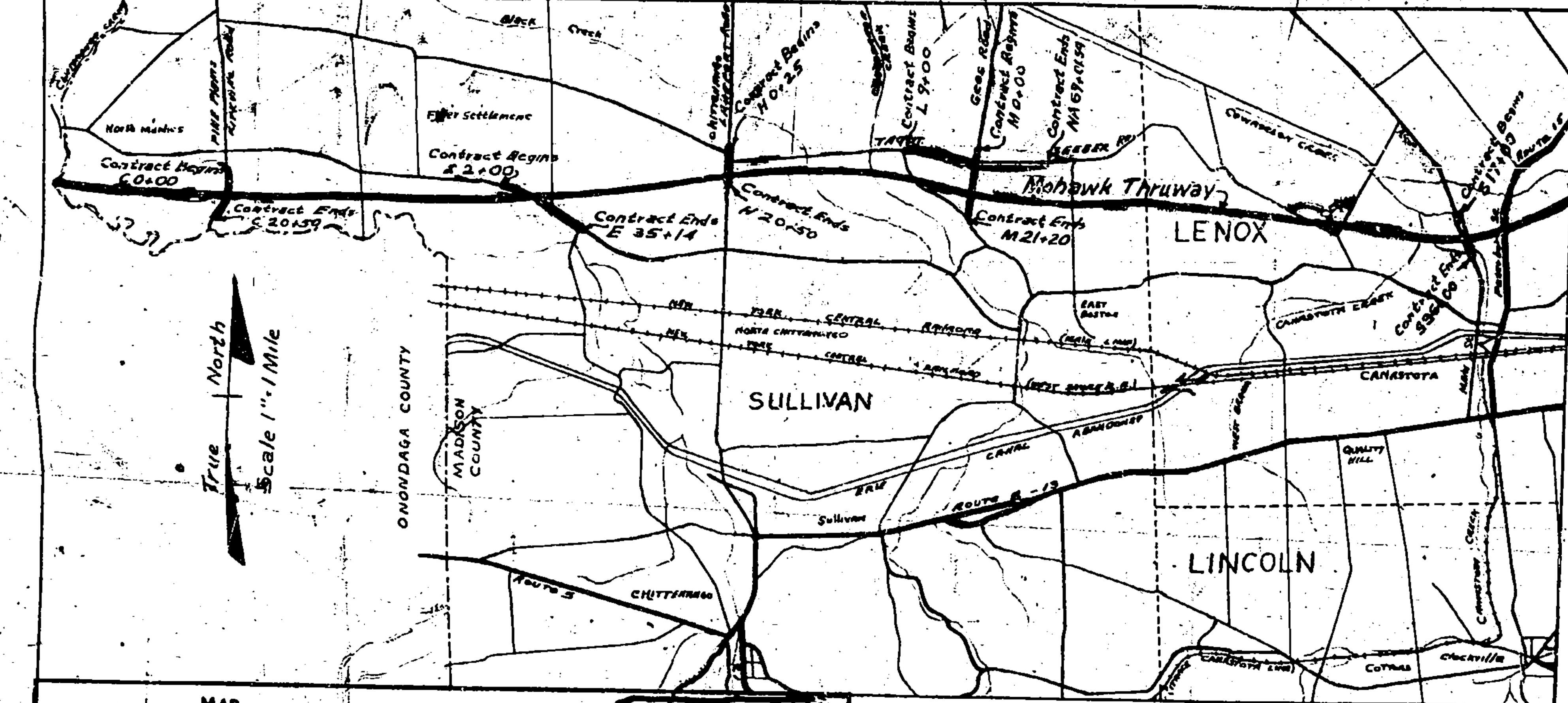
PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY
Lacy Ketchum
ENGINEER DISTRICT No. 2
DATE

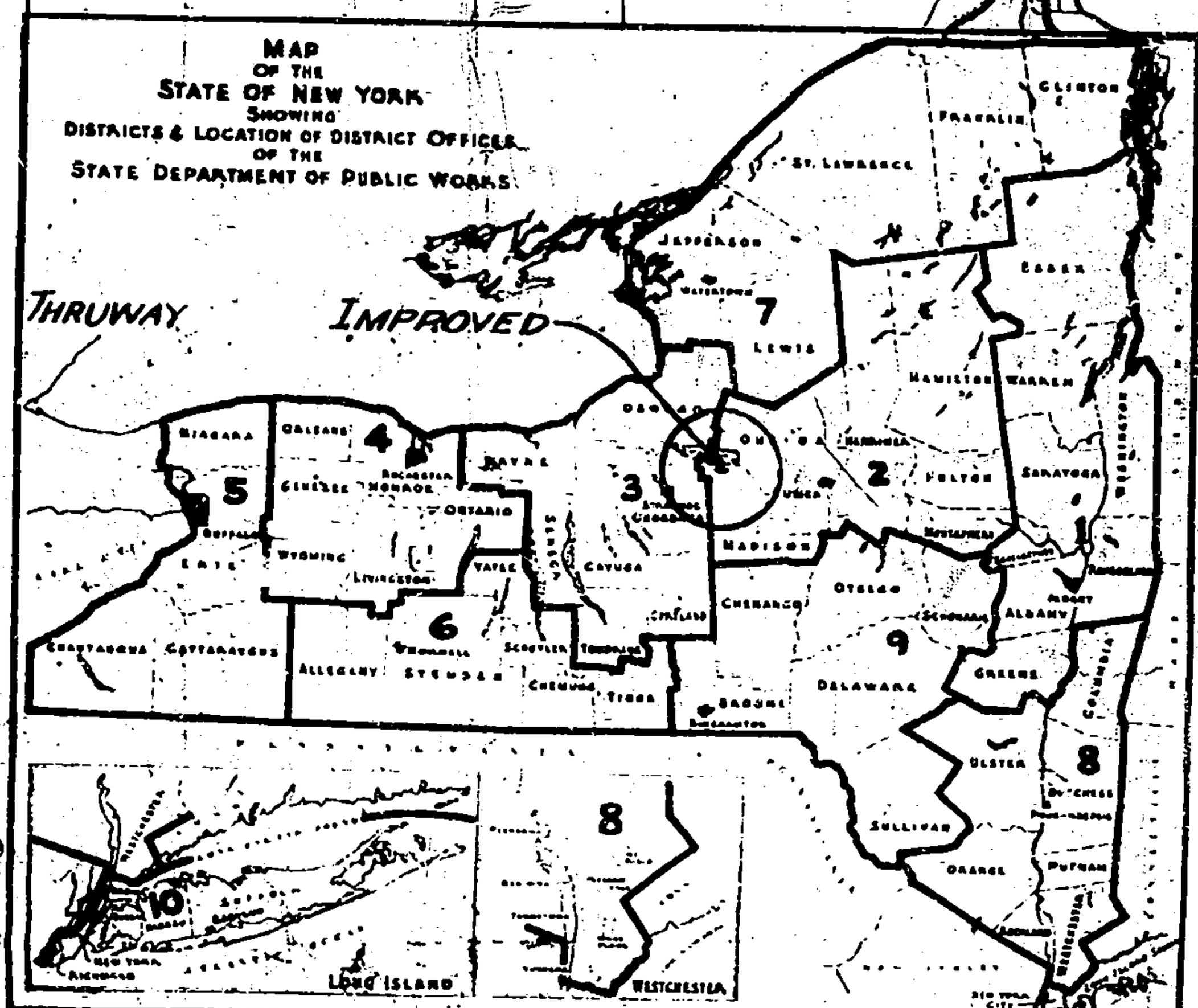
APPROVED DATE .....
DIVISION ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

	MADE BY	TRACED BY	CHECKED BY
PLAN		D. Lewis	Colangelo
PROFILE			

S.T. 52-8

S.T. 52-8





Fed. Rd. Div. No.	State	Fed. Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	1	67

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
DIVISION OF CONSTRUCTION

PLANS FOR CONSTRUCTING A PORTION OF THE

NEW YORK STATE THRUWAY

THE MOHAWK SECTION - (Subdivision 1 and 2)

GRADE SEPARATIONS WITH THE

PINE PLAINS - KIRKVILLE ROAD; FYLER SETTLEMENT ROAD; CHITTENANGO - LAKEPORT ROAD; GEES ROAD; NORTH MAIN STREET, CANASTOTA

A length of 1.79 miles in the Town of Sullivan, 0.36 mile in the Village of Canastota, Town of Lenox, a total length of 2.15 miles

AND THE RELOCATION OF THE

TAG STREET - SEEBER ROAD (Town Road)

A length of 1.34 miles in the Town of Sullivan

A TOTAL COMBINED LENGTH OF 3.49 MILES

SHEETS

CONTRACT S.T. 52-8

MADISON COUNTY

CONTRACTOR: BRUNALLI CONSTRUCTION CO., INC.
SOUTHINGTON, CONN.

ENGINEER-IN-CHARGE: L.A. COMIS

DATE OF LETTING	MARCH 19, 1952
DATE OF CONTRACT	APRIL 3, 1952
CONTRACT DATE OF COMPLETION	AUGUST 1, 1953
CONTRACT EXTENDED	DECEMBER 1, 1953
CONSTRUCTION STARTED	JUNE 5, 1952
CONTRACT COMPLETED	NOVEMBER 19, 1953
CONTRACT ACCEPTED	NOVEMBER 20, 1953

TYPE OF CONSTRUCTION

Asphalt Concrete Pavement, Type 1A, Opt. 2.15 Miles
Foundation Course Gravel 1.34 Miles
Including
Pine Plains-Kirkville Rd. Bridge-Sta. 64+36
5 Span I-Beam, 1 @ 51'-8¾", 2 @ 39'-3¾", and 2 @ 61'-2½"
Fyler Settlement Rd. Bridge-Sta. 200+06
2 I-Beam Spans @ 43'-6", and 2 I-Beam (alpha) Spans @ 89'-4"
Chittenango-Lakeport Rd. Bridge-Sta. 278+18.43
2 I-Beam Spans @ 36'-6", and 2 I-Beam (alpha) Spans @ 85'-5"
Gees Road Bridge-Sta. 378+60
2 I-Beam Spans @ 36'-0", and 3 I-Beam (alpha) Spans @ 54'-0"
North Main Street, Canastota, Sta. 588+82
2 I-Beam Spans @ 36'-1½", and 2 I-Beam (alpha) Spans @ 58'-10"

STANDARD STRUCTURE SHEETS

39-9, 47-2, 47-2C, 47-12, 49-65, 49-7, 49-43, 50-1R, 50-10, 50-34, 51-33R, 52-41

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

SOURCE OF MATERIALS

CONCRETE - ONEIDA CONC. PROD., CANASTOTA, N.Y.
ASPH. FILLER
EXPAN. JOINT MAT.
COPPER FLASHING
WATERPROOFING OIL — THOMPSON MATERIALS
ASPH. CONC. - EASTERN ROCK PROD. - ORISKANY FALLS, N.Y.
BIT. MAT. - BARRETT - SYRACUSE, N.Y.
SAND - EASTERN ROCK PROD., BOONVILLE, N.Y.
STONE - SOLVAY PROCESS, SYRACUSE, N.Y.
PORTLAND CEMENT - LONE STAR
NATURAL CEMENT - CENTURY CEMENT CO.
STRUCTURAL STEEL - PINE BROOK IRON WORKS, SCRANTON, PA.
METAL RAILING - "
SPIRAL BAR SHEAR CONNECTORS - "
PAINT - SUNDURE PAINT CO.
BAR REINF. - TRUSCON
STEEL FABRIC REINF. - TRUSCON
CAST-IN-PLACE CONC. PILES - ARMCO
STEEL BEARING PILES - BETHLEHEM STEEL CO.
CABLE GUIDE RAILING - "
CONC. PIPE - UNIVERSAL CONC. PIPE CO.
CORR. MET. PIPE - U.S. FABRICATORS
GUIDE RAIL PAINT - GLIDDEN CO.
SEED - G.L.F.
CALC. CHLOR. - SOLVAY PROCESS, SYRACUSE, N.Y.
MANHOLE FR. & COVER - UTICA ST. EN. & BOILER WORKS
GUARD RAIL END SETS - ACME STEEL CO.

	MADE BY	TRACED BY	CHECKED BY
PLAN		D. Lewis	Colangelo
PROFILE			

NEW YORK STATE DEPARTMENT OF PUBLIC WORKS
DIVISION OF CONSTRUCTION
Approved .... 19....
J. B. McMORRAN
.... Chief Engineer
Approved Feb. 29, 1952
E. T. GAWKINS
E T Gawkins
Deputy Chief Engineer

APPROVED Feb. 29 1952
NEW YORK STATE THRUWAY AUTHORITY
B.D. TALLAMY, Chairman
By: C. H. LANG
C. H. Lang
DEPUTY CHIEF ENGINEER

RECOMMENDED FOR APPROVAL DATE ______
DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Approved FEB 29 1952, 19....
E.W. WENDELL
Deputy Chief Engineer

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:
Lacy Ketchum
ENGINEER DISTRICT No. 2
DATE

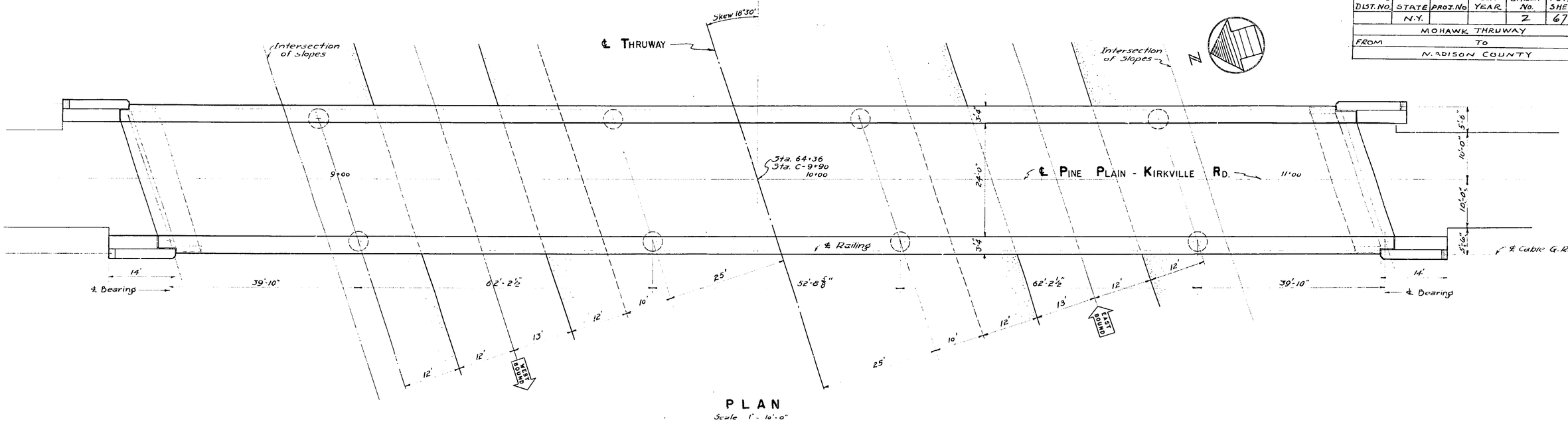
APPROVED DATE ______
DIVISION ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

FED. AID DIST. NO.	STATE	FED. AID PROJ. No	FISCAL YEAR	SHEET No.	TOTAL SHEETS
	N.Y.			2	67

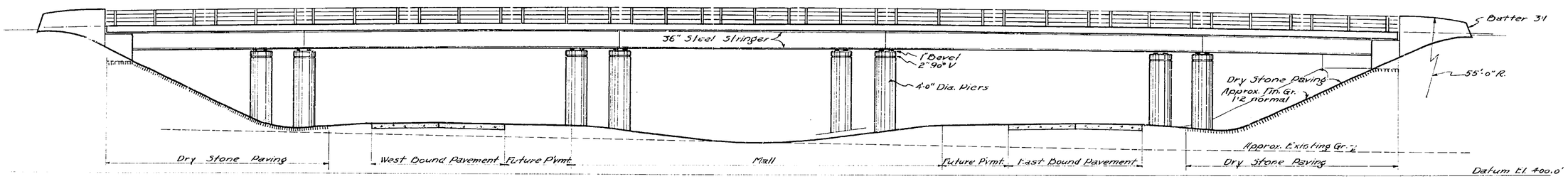
MOHAWK THRUWAY

FROM To

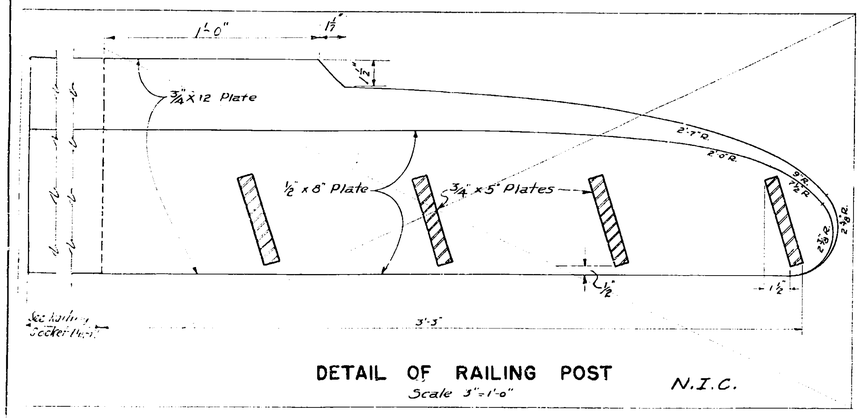
N. ADISON COUNTY



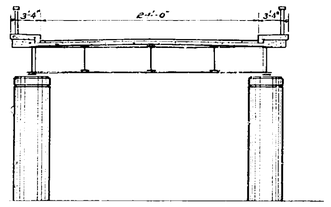
PLAN
Scale 1"-10'-0"



WEST ELEVATION
(East Elevation Similar, Opposite Hand)
Scale 1"-10'-0"



DETAIL OF RAILING POST
Scale 3"-1'-0"
N.I.C.



SECTION
Scale ⅛"-1'-0"

Note:
The Contractor's attention is directed to the special notes for this structure which appears 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.

MADE BY

TRACED BY W. BERARD

CHECKED BY

MOHAWK THRUWAY
UNDER
PINE PLAIN - KIRKVILLE RD.

MADISON CO. STA. 64 + 36

ARCHITECTURAL PLAN ELEVATION AND DETAILS

SCALE-AS INDICATED

24:1

S. T. 5248

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			3	67

MOHAWK THRUWAY

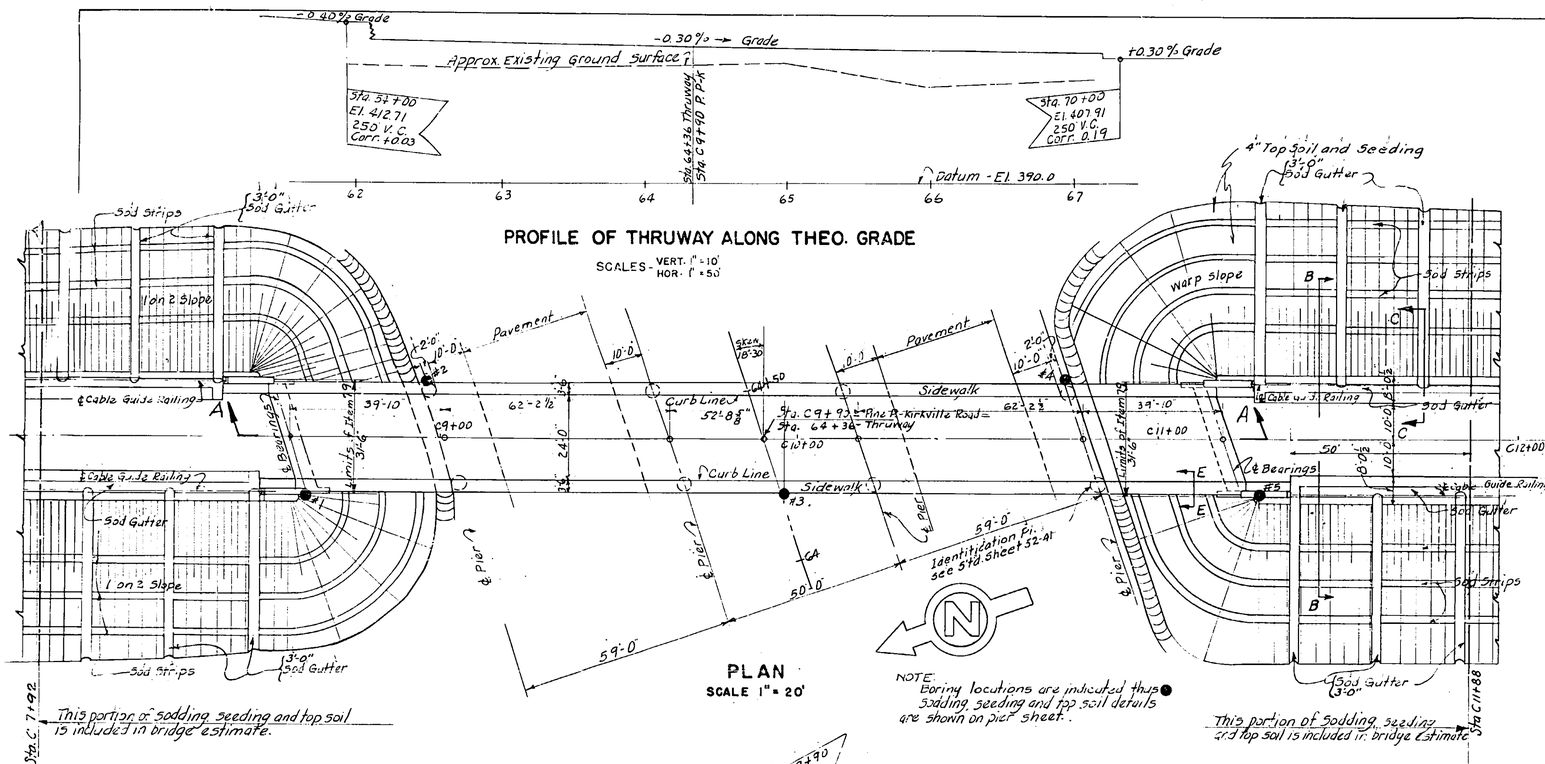
FROM

TO

MADISON COUNTY

PROFILE OF THRUWAY ALONG THEO. GRADE

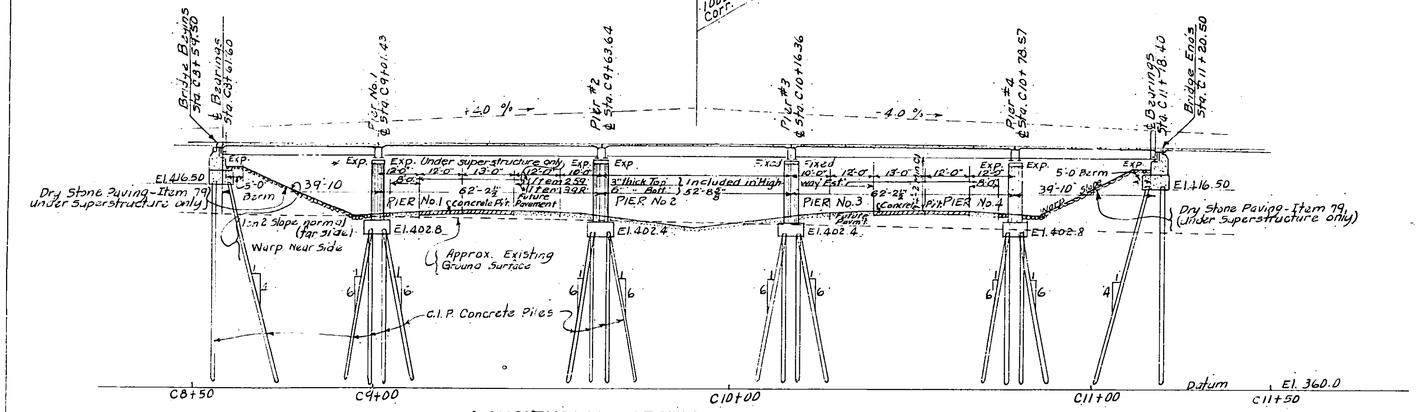
SCALES - VERT. 1" = 10'
HOR. 1" = 50'



PLAN

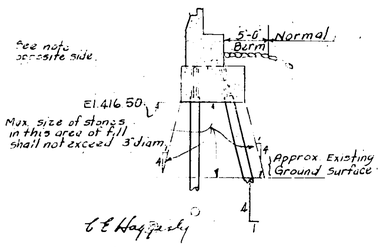
SCALE 1" = 20'

NOTE
Boring locations are indicated thus ●
Sodding, seeding and top soil details are shown on pier sheet.

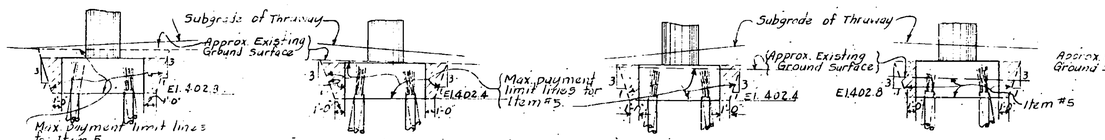


LONGITUDINAL SECTION A-A

SCALE 1" = 20'

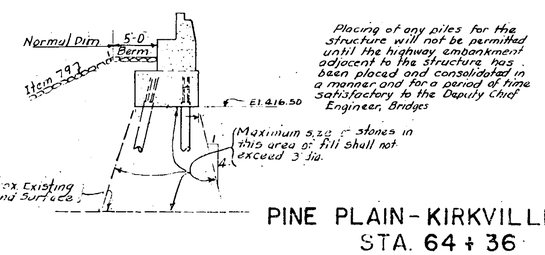


T. E. Hagerty
ECC. 5/48



PAYMENT LIMIT LINES FOR ITEMS 5

ALL DIMENSIONS AND SLOPES TAKEN NORMAL TO STRUCTURES



Placing of any piles for the structure will not be permitted until the highway embankment adjacent to the structure has been placed and consolidated in a manner and for a period of time satisfactory to the Deputy Chief Engineer, Bridges

PINE PLAIN - KIRKVILLE ROAD
STA. 64 + 36
PLAN & PROFILE

TOTAL ESTIMATE OF QUANTITIES

SUBSTRUCTURE & SUPERSTRUCTURE

NO.	ITEM	UNIT	NEAT	ROUNDED
5	Trench, Culvert and Bridge Excavation	Cu. Yds.	334	380
15-2	Portland Cement - Type 2	Bbls.	1080	1152
15-N	Natural Cement - Type N	Bbls.	155	166
18	Class 1A Concrete for Structures (1:2:3½ Approx.)	Cu. Yds.	385	406
20	Class 1 Concrete (1:2:4 Approx.)	Cu. Yds.	224	236
25F	Steel Fabric Reinforcement	Sq. Yds.	335	350
28	Bar Reinforcement for Structures	Lbs.	80920	85000
29	Structural Steel	Lbs.	268900	271000
37	Metal Railing	Lin. Ft.	511	515
77B	Cement Concrete Pavement	Cu. Yds.	65	70
19	Class 1A Concrete for Railings (1:2:3½ Approx.)	Cu. Yds.	12	13
79	Dry Stone Paving	Sq. Yds.	321	340
85C	Cast-in-Place Concrete Piles	Lin. Ft.	3320	3600
87	Furnishing Equipment for Driving Piles	L. S.	Nec.	Nec.
121	Top Soil Placed from Stockpiles	Cu. Yds.	267	290
123B	Seeding on Prepared Areas	Acre	0.38	0.50
124	Sodding	Sq. Yd.	596	650

Concrete in abutments shall be Item #20
Concrete in piers including footings, shall be Item #18.
Concrete in pylons shall be Item #19.
Payment for furnishing and placing anchor bolts and nuts will be made under Item #29.
Bridge seat areas directly under ends of beams shall be bush hammered for perfect bearing if directed by the Engineer in the field.
Estimated length of cast-in-place concrete piles shall be as follows -
Piers - 40'
Abutment - 50

BAR LIST

(SUBSTRUCTURE ONLY)

MARK	SIZE	NO.	LENGTH	DESCRIPTION
5A	3/4" ℄	18	8'-3"	Vertical Bars in front of backwall
5A1	3/4" ℄	18	8'-9"	Vertical Bars in rear of backwall (Bend in field)
5B	1" ℄	6	30'-0"	Longit. Bars in backwall (Cut to length if necessary)
5C	3/4" ℄	10	30'-0"	Longit. Bars in Bridge Seat (Cut to length if necessary)
5D	1" ℄	18	4'-0"	Transverse bars in bridge seat.
5E	3/4" ℄	40	8'-3"	Vertical bars in walls in front of Pylon
5F	1" ℄	24	12'-5"	Ties in walls
5G	3/4" ℄	40	5'-10"	Vertical bars in Pylons (Bend, top over in field & cut to length)
5H	1" ℄	24	13'-6"	Longit. bars in Pylons
5J	3/4" ℄	68	10'-0"	Vertical bars in Wingwalls
5K	1" ℄	8	17'-8"	Longit. Bars in Wingwalls
5L	1" ℄	8	19'-4"	Longit. Bars in Wingwalls
5M	1" ℄	8	20'-0"	Longit. bars in wingwalls
5N	1" ℄	8	15'-9"	Longit. bars in Wingwalls
5P	7/8" ℄	16	7'-6"	Bars in Pylons
5S	3/4" ℄	28	32'-0"	Bars in Abutment Footings
5T	1" ℄	28	6'-6"	Bars in Abutment Footings
5U	3/4" ℄	24	20'-0"	Bars in Wingwall Footings
5V	3/4" ℄	8	18'-0"	Bars in Wingwall Footings
5W	3/4" ℄	8	16'-0"	Bars in Wingwall Footings
5X	1" ℄	32	4'-6"	Spacers in Wingwall Footings
5Y	3/4" ℄	168	19'-0"	Bars in Abutment Piles
5Z	1/4" ℄	448	2'-8"	Ties in Abutment Piles - The exact length of these ties will be determined in the field after type of pile has been determined

PIERS

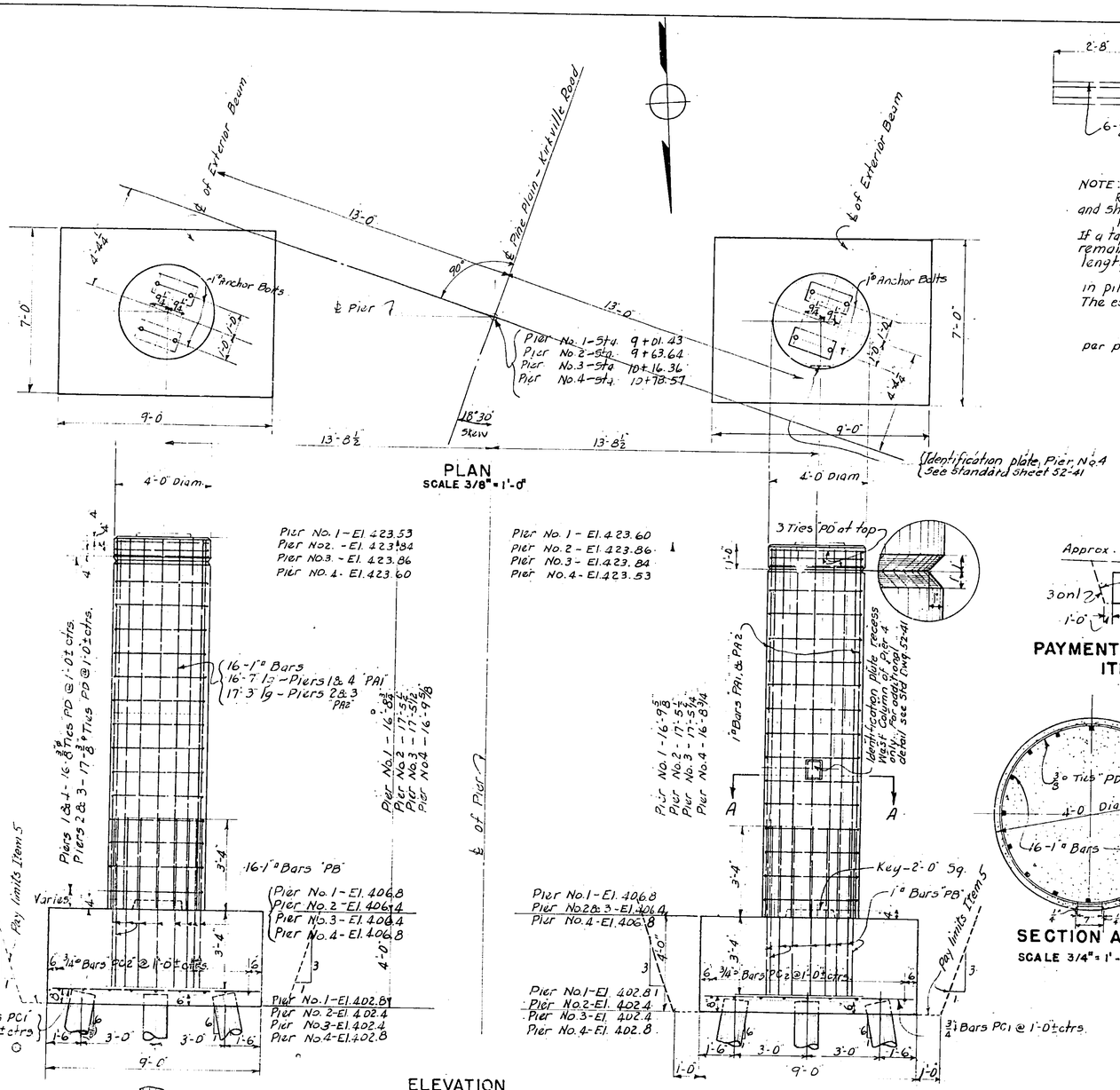
PA1	1" ℄	64	16'-7"	Vertical bars in Cols. - 1&4
PA2	1" ℄	64	17'-3"	" " " " 2&3
PB	1" ℄	128	6'-8"	" " " footings
PC1	3/4" ℄	56	8'-8"	Trans. bars in footings - Piers #1, 2, 4 - Pier #3
PC2	3/4" ℄	72	6'-8"	Longit. " " " " Piers #1, 2, 4 Trans. " " " Pier #3
PD	3/8" ℄	132	12'-3"	1-10" @ 3" 4 @ 4" 3" 1-2" Ties in Columns
PF	3/4" ℄	288	16'-4"	Bars in C.I.P. Piles.
PG	1/2" ℄	624	2'-8½"	Ties in C.I.P. Piles: The exact length of ties will be determined in the field after type of pile has been determined.

FED. AID DIST. NO.
STATE
FED. AID PROJ. NO.
FISCAL YEAR
SHEET NO.
TOTAL SHEET
N.Y.
4
67
MOHAWK THRUWAY
FROM
TO
MADISON COUNTY
FRONT ELEVATION
BOTH ABUTMENTS
SCALE 1/4"=1'-0"
JOINT DETAIL
FULL SIZE
Top of Sidewalk
Caulking Compound colored to match Concrete
Const. Joint
SECTION A-A
SCALE 1/4"=1'-0"
SECTION B-B
SCALE 1/4"=1'-0"
DETAIL OF PYLON
SCALE 3/8"=1'-0"
Vertical and longitudinal bars not shown
Shoulder on ℄ Pylon El. 427.34
DETAIL F-F
SCALE 3"=1'-0"
Sheaves sleeves and bolts for cable guide rail connections will be paid for under Item #29.
VIEW C-C
SCALE 1/2"=1'-0"
END ELEVATION
PLAN - BOTH ABUTMENTS
SCALE 1/4"=1'-0"
Bridge Begins Sta. C8+39.50
℄ Bearings Sta. C8+61.60
18°30' Skew
BACKWALL KEYWAY
SCALE 3/4"=1'-0"
KEYWAYS AT TOP OF ABUTMENT FOOTING
SCALE 1/4"=1'-0"
5 Spaces @ 4'-4" = 21'-8"
At this point, solder end flashing to Type B flashing. Make unsoldered portions of flashing watertight by means of elastic cement.
DETAIL "F"
SCALE 3/4"=1'-0"
Reinforcing bars not shown
SECTION E-E
SCALE 1-1/2"=1'-0"
26 Gage Galv. Steel clip forced into joint. (See detail)
DETAIL "G"
SCALE 3"=1'-0"
20 oz. Copper Flashing to extend from soldered joint with horizontal flashing to within 1" of safety walk surface. See Section K-K.
STEEL CLIP
FULL SIZE
26 Gauge Galv. Steel Clip Item 29
BACKWALL DETAIL
SCALE 1"=1'-0"
Solder near side of flashing to Type B flashing. Bend bottom of flashing down and solder to Type B flashing by means of extra strip of copper. Bend far side of flashing against concrete and make entire joint water tight with elastic cement
PILE PLAN
BOTH ABUTMENTS
SCALE 1/8"=1'-0"
All piles shall be cast-in-place concrete piles - Item 35-C
Estimated length = 50'
Pile details are shown on Pier Sheet.
SECTION H-H
SCALE 3/4"=1'-0"
WINGWALL KEYWAY "A"
SCALE 3/4"=1'-0"
WINGWALL KEYWAY "B"
SCALE 3/4"=1'-0"
PYLON KEYWAY
SCALE 3/4"=1'-0"
SECTION D-D
SCALE 1-1/2"=1'-0"
SECTION K-K
SCALE 1"=1'-0"
PINE PLAIN - KIRKVILLE ROAD
STA. 64+36
NORTH & SOUTH ABUTS.

24:1

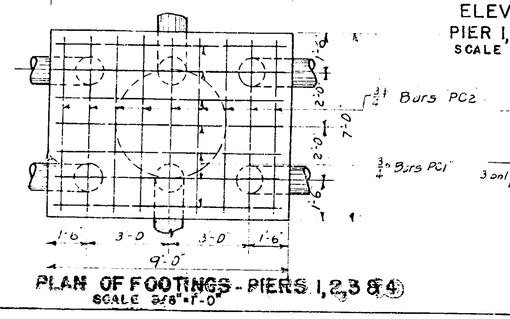
5.1.22.8

FED. AID DIST. NO.	STATE	FED AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			5	67
MOHAWK THRUWAY					
FROM	TO				
MADISON COUNTY					



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

ELEVATION PIER 1, 2, 3 & 4
SCALE 3/8" = 1'-0



PLAN OF FOOTINGS - PIERS 1, 2, 3 & 4
SCALE 3/8" = 1'-0"

NOTE
Concrete in columns and footings shall be Item #18.

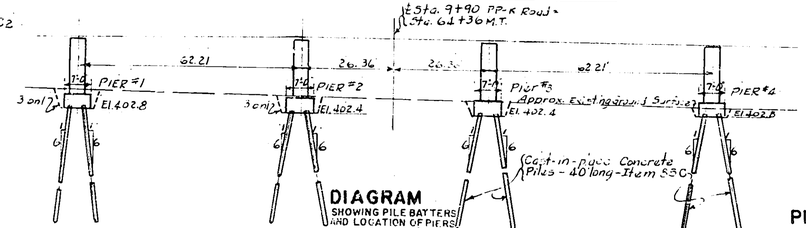
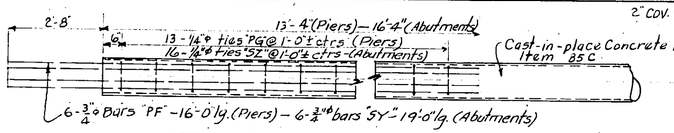
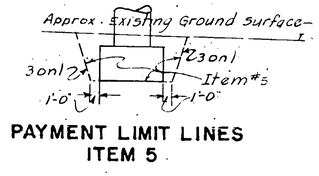


DIAGRAM
SHOWING PILE BATTERS AND LOCATION OF PIERS
SCALE 1" = 20'

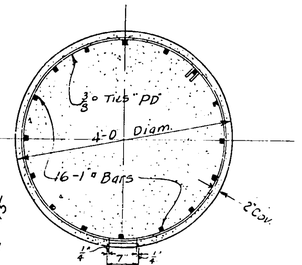


DETAIL OF PILE REINFORCING
SCALE 1/8" = 1'-0"

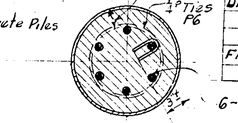
NOTE:
Reinforcing cages shall be fabricated before being placed and shall be held in position while concrete is being cast.
Reinforcing has been shown for a parallel sided pile. If a tapered pile is provided, the main reinforcement shall remain as shown but adjustment shall be made in the length of the ties.
The cost required to furnish and place concrete (1:2:3½ Mix.) in piles shall be included in the price per lin. ft. bid for Item 85C.
The estimated lengths of piles to be driven is as follows:-
Piers - 40 ft. - Abutments 50 ft.
For design purposes the assumed load does not exceed 30 Tons per pile (Live Load and Dead Load only.)



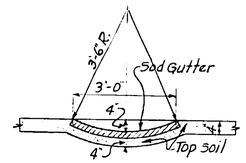
PAYMENT LIMIT LINES ITEM 5



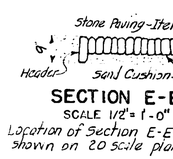
SECTION A-A
SCALE 3/4" = 1'-0"



TYPICAL PILE SECTION
SCALE 1-1/2" = 1'-0"

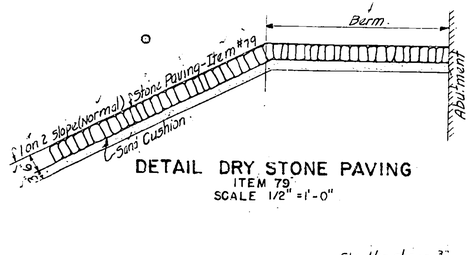


SECTION D-D
SCALE 1/2" = 1'-0"

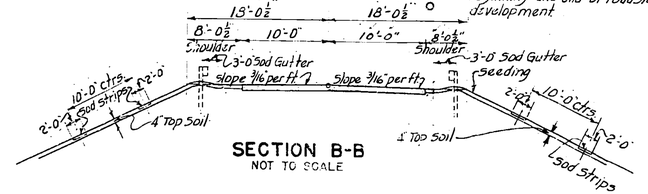


SECTION E-E
SCALE 1/2" = 1'-0"

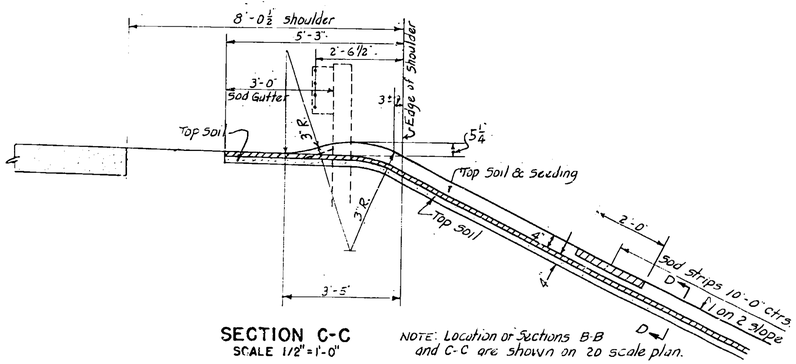
Location of Section E-E is shown on 20 scale plan.



DETAIL DRY STONE PAVING
ITEM 79
SCALE 1/2" = 1'-0"

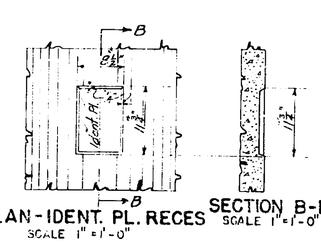


SECTION B-B
NOT TO SCALE



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

NOTE: Location of Sections B-B and C-C are shown on 20 scale plan.



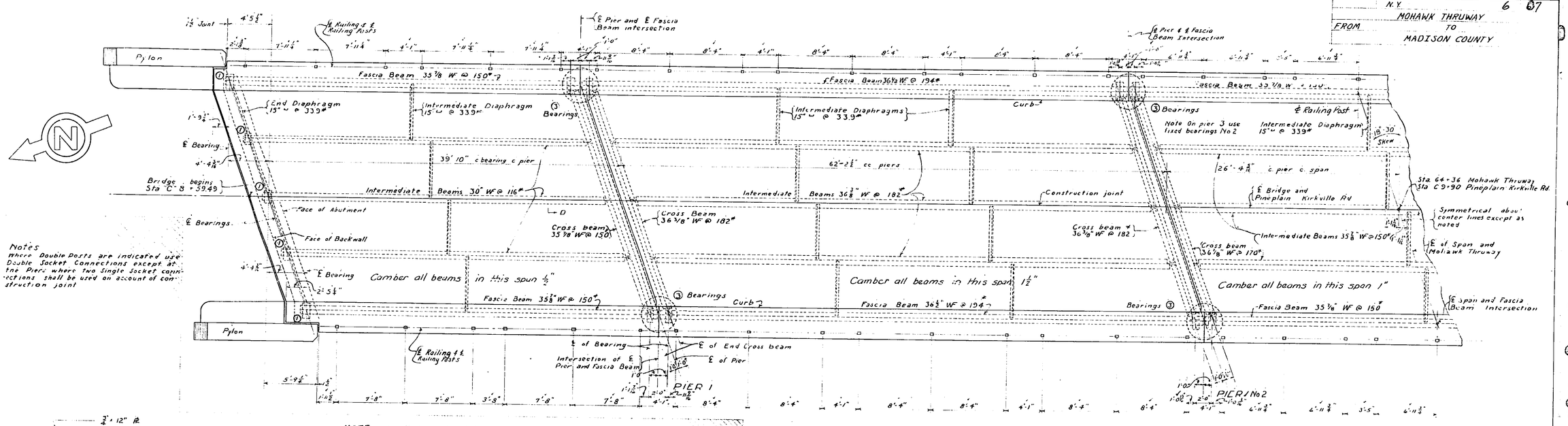
PLAN - IDENT. PL. RECES
SCALE 1" = 1'-0"

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

PINE PLAIN - KIRKVILLE RD
STA. 64+36
PIERS 1, 2, 3 & 4

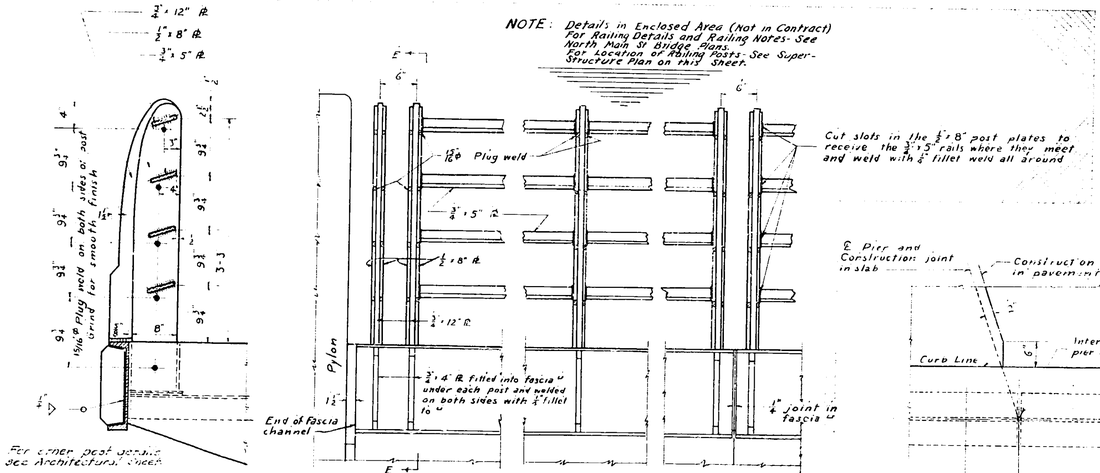
DIST.	FED. AID PROJ. NO.	STATE FED. AID NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
N.Y.			6	67	

FROM MOHAWK THRUWAY
TO MADISON COUNTY



Notes
Where Double Posts are indicated use Double Socket Connections except at the Piers where two Single Socket connections shall be used on account of construction joint

NOTE: Details in Enclosed Area (Not in Contract) For Railing Details and Railing Notes- See North Main St Bridge Plans. For Location of Railing Posts, See Superstructure Plan on this Sheet.



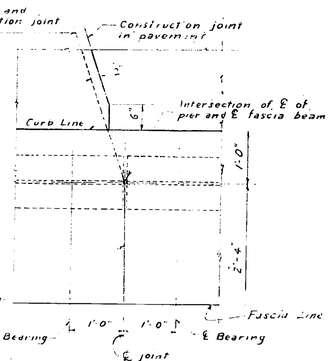
RAILING DETAIL
SCALE 1" = 1'-0"

Railing Notes
Shop or field welding may be used in the fabrication and the erection of the railing. Since the posts must be truly vertical and the finished railing must meet all requirements of fit, alignment and grade to the full satisfaction of the Engineer it is suggested that measurements be made before any shop fabrication work is done.

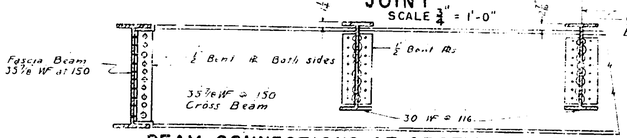
All railings are to be fabricated and erected so that the rails are parallel to the face of fascia.

Metal for posts and rails shall be structural steel meeting the requirements of Public Works Specs. M.S.

Bassidy
Becker, Dec. 10, 48

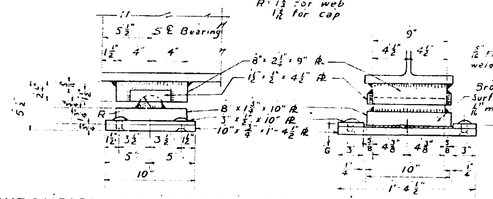


PLAN OF PIERS SHOWING CONSTRUCTION JOINT
SCALE ¾" = 1'-0"

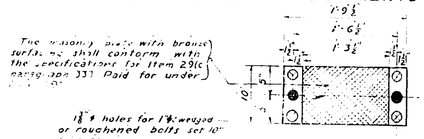


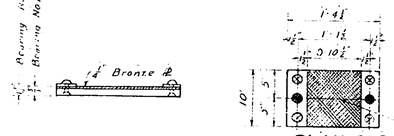
BEAM CONNECTIONS AT SECTION D-D
SCALE ½" = 1'-0"

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

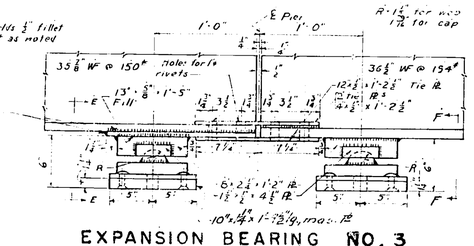


EXPANSION BEARING NO.1 AT ABUTMENTS

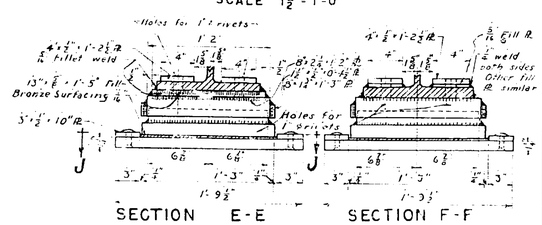




A rolled phosphor bronze ℞ ¼" thick with a steel bearing ℞ may be substituted for the steel ℞ and denosited bronze. The bronze ℞ shall conform to the ASTM Specification B 100-40 Type A. Payment for bronze used in sliding bearing ℞ will be made at contract price for structural steel Item 29



BEARING DETAILS
SCALE 1½" = 1'-0"

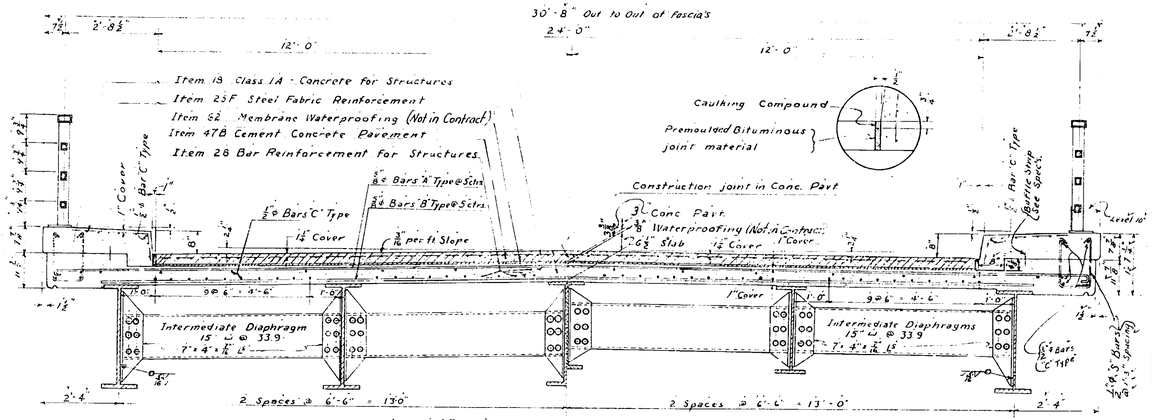


PINEPLAIN-KIRKVILLE ROAD
STA. 64+36
SUPERSTRUCTURE

FED AID DIST. NO.	STATE	FED AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			7	89

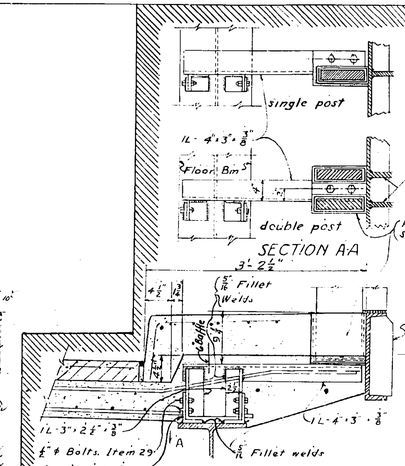
FROM MOHAWK THRUWAY TO MADISON COUNTY

Note:
Use Railing Details and Railing Notes on North Main Street Plans.
For location of railing posts see superstructure plan for this bridge.

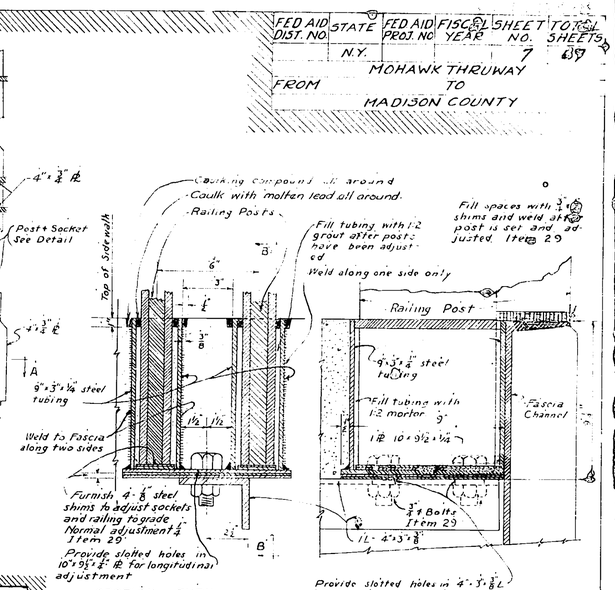


HALF SECTION 62'-2 1/2" SPAN
52'-8 5/8" SPAN
SCALE 1/2" = 1'-0"

HALF SECTION 39'-10" SPAN
SCALE 1/2" = 1'-0"

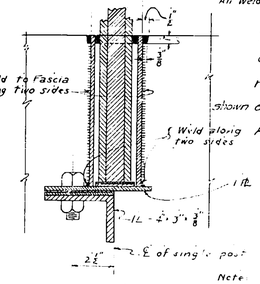


SIDEWALK & RAILING CONNECTION DETAILS
SCALE 1" = 1'-0"



SECTION THRU DOUBLE SOCKET

SECTION B-B

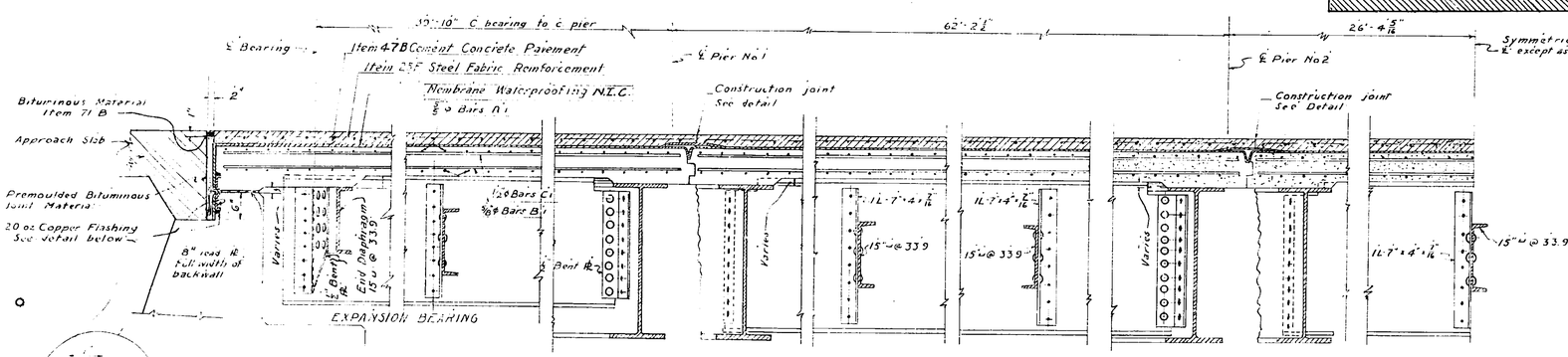


NOTE
Details in enclosed Area not in Contract for railing details and railing notes, see notes and details shown on North Main Street Bridge Plans.

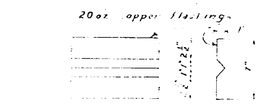
SECTION THRU SINGLE SOCKET

Note: Single socket details similar to double socket except as otherwise shown.

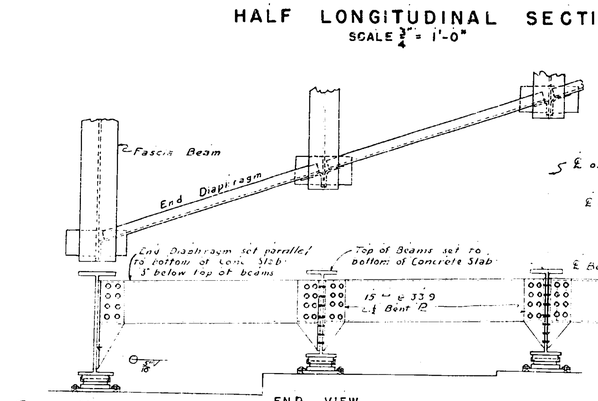
RAILING SOCKET DETAILS
SCALE 3" = 1'-0"



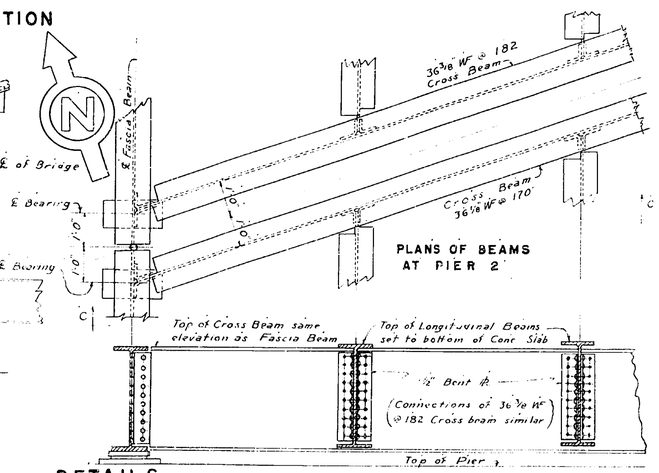
HALF LONGITUDINAL SECTION
SCALE 3/4" = 1'-0"



COPPER FLASHING
SCALE 1½" = 1'-0"

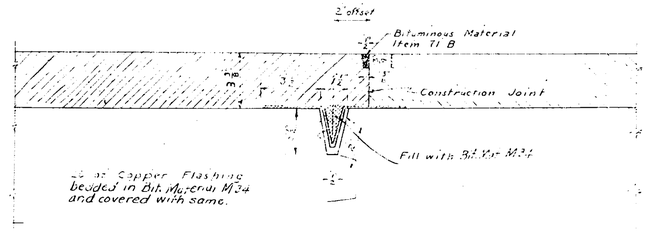


END VIEW



SECTION C-C

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



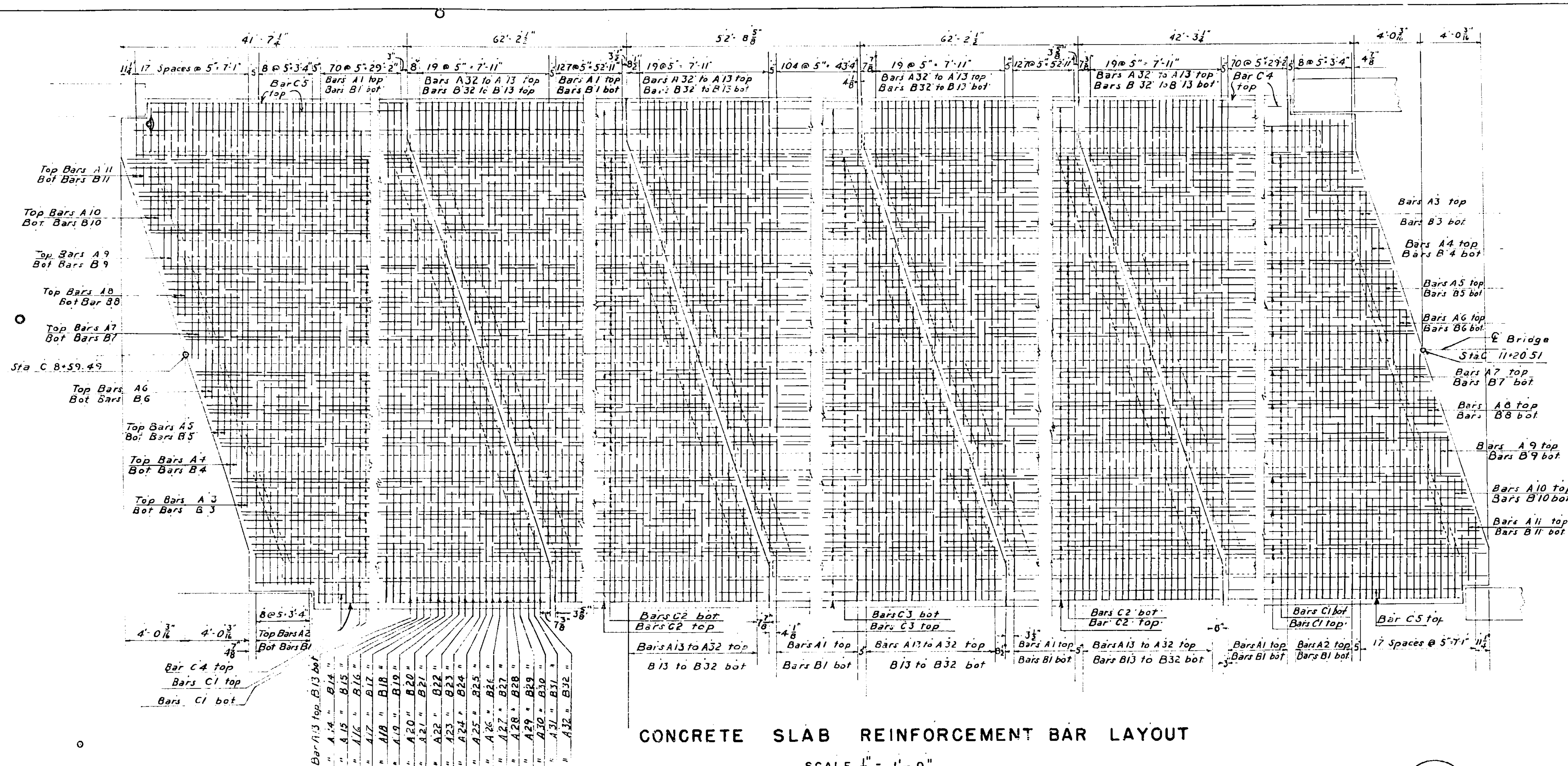
CONSTRUCTION JOINT OVER PIERS
SCALE 3" = 1'-0"

Campbell
Minard
Nickels
Bassidy
Becker, Nov. 10, 1938

PINEPLAIN KIRKVILLE ROAD
STA. 64+36
SUPERSTRUCTURE

FED.AID DIST. No.	STATE	FED.AID PROJ.NO.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
	N.Y.			8	67

MOHAWK THRUWAY
FROM TO
MADISON COUNTY



CONCRETE SLAB REINFORCEMENT BAR LAYOUT

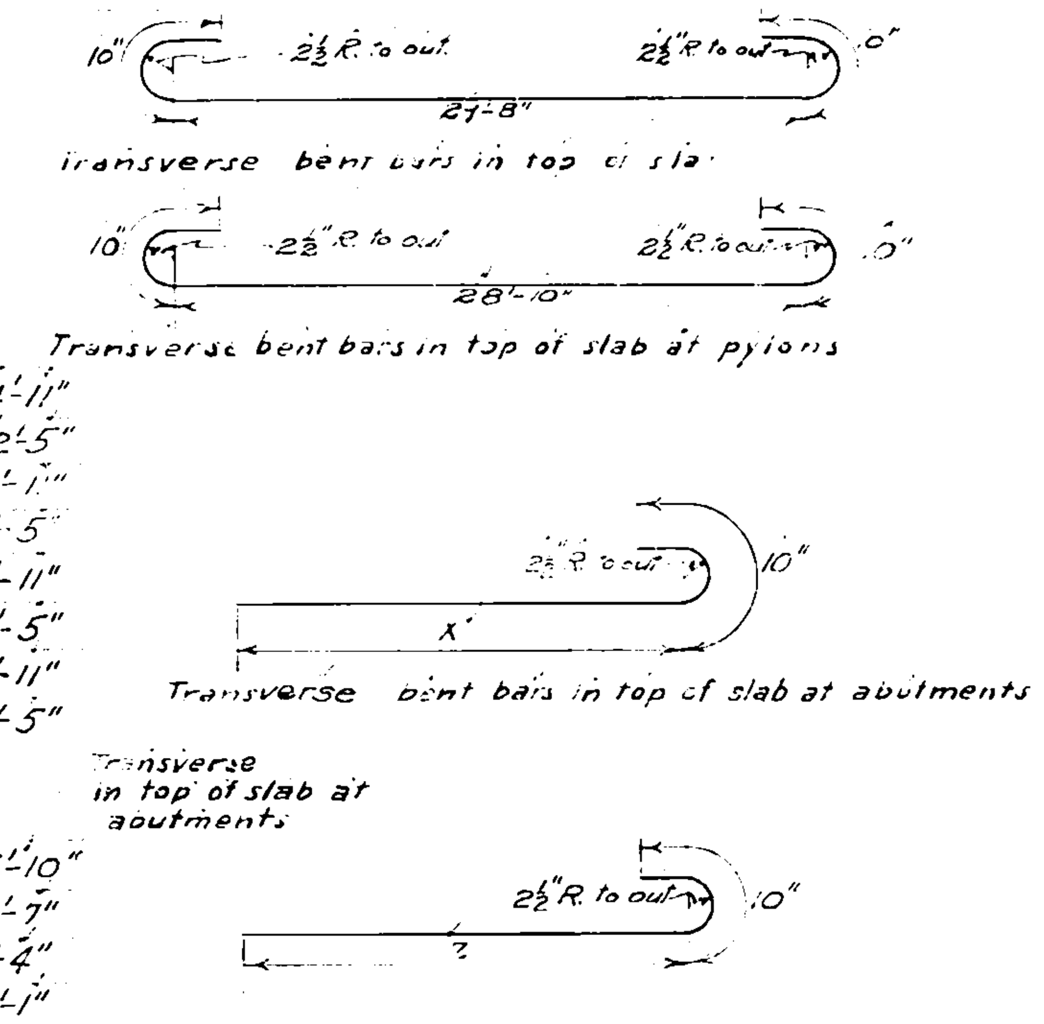
SCALE ¼" = 1'-0"

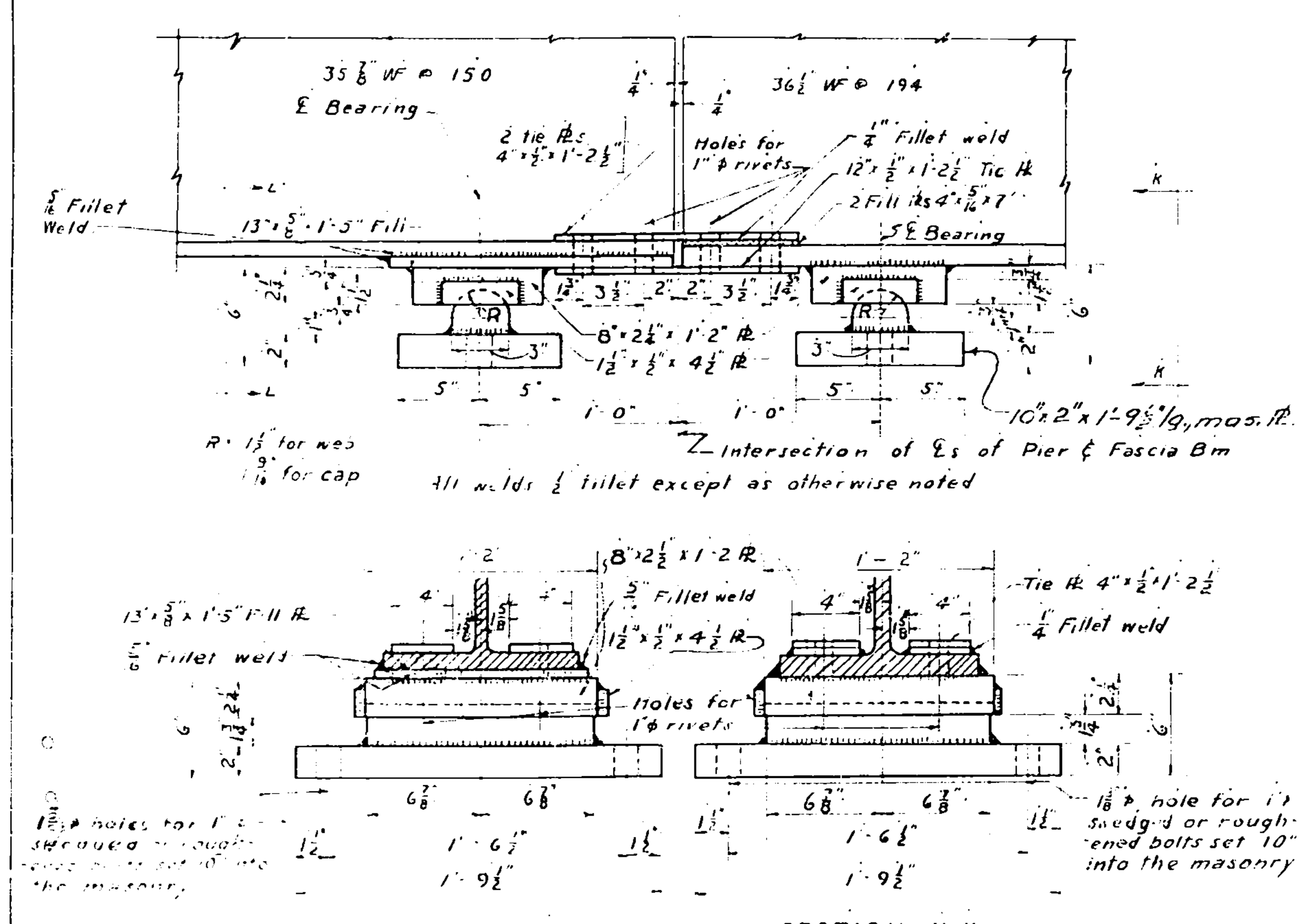
BAR LIST FOR SUPERSTRUCTURE

Mark	Size	No	Length	
A1	⅝"φ	503	31'-4"	Transverse bent bars in top of slab
A2	⅝"φ	18	30'-6"	Transverse bent bars in top of slab at pylons
A3	⅝"φ	4	25'-9" X = 24'-11"	
A4	"	4	23'-3" X = 22'-5"	
A5	"	4	20'-9" X = 19'-11"	
A6	"	4	18'-3" X = 17'-5"	
A7	"	4	15'-9" X = 14'-11"	Transverse bent bars in top of slab at abutments
A8	"	4	13'-3" X = 12'-5"	
A9	"	4	10'-9" X = 9'-11"	
A10	"	4	8'-3" X = 7'-5"	
A11	"	4	4'-6"	Transverse in top of slab at abutments
A13	"	8	27'-8" Z = 26'-10"	
A14	"	8	26'-5" Z = 25'-7"	
A15	"	8	25'-2" Z = 24'-4"	
A16	"	8	23'-11" Z = 23'-1"	
A17	"	8	22'-8" Z = 21'-10"	Transeverse bent bars in top of slab at piers
A18	"	8	21'-5" Z = 20'-7"	
A19	"	8	20'-2" Z = 19'-4"	
A20	"	8	18'-11" Z = 18'-1"	
A21	"	8	17'-8" Z = 16'-10"	
A22	"	8	16'-5" Z = 15'-7"	
A23	"	8	15'-2" Z = 14'-4"	
A24	"	8	13'-11" Z = 13'-1"	
A25	"	8	12'-8" Z = 11'-10"	
A26	"	8	11'-5" Z = 10'-7"	
B1	⅝"φ	521	27'-2"	Transverse straight bars in bottom of slabs
B3	"	4	23'-9"	
B4	"	4	21'-3"	
B5	"	4	18'-9"	
B6	"	4	16'-3"	
B7	"	4	12'-9"	
B8	"	4	11'-3"	
B9	"	4	8'-9"	
B10	"	4	6'-3"	
B11	"	4	3'-10"	
B13	"	8	25'-8"	
C1	½"φ	112	41'-7"	Longitudinal str bars in top of slab and curb and bot of slab in end spans
C2	"	264	31'-11"	" " " " " " " " " " " " in spans adjacent end span
C3	"	132	27'-2"	" " " " " " " " " " " " in center span
C4	"	10	38'-0"	" " " bot fascia end span
C5	"	10	39'-7"	" " " " "
S	"	420	3'-10"	Stirrups in fascias

Mark	Size	No	Length
A27	⅝"φ	8	10'-2" Z = 9'-4"
A28	"	8	8'-11" Z = 8'-1"
A29	"	8	7'-8" Z = 6'-10"
A30	"	8	6'-5" Z = 5'-7"
A31	"	8	5'-2" Z = 4'-4"
A32	"	8	3'-11" Z = 3'-1"

Mark	Size	No	Length	Mark	Size	No	Length
B14	⅝"φ	8	24'-5"	B24	⅝"φ	8	11'-11"
B15	"	8	23'-2"	B25	"	8	10'-8"
B16	"	8	21'-11"	B26	"	8	9'-5"
B17	"	8	20'-8"	B27	"	8	8'-4"
B18	"	8	19'-5"	B28	"	8	6'-11"
B19	"	8	18'-2"	B29	"	8	5'-8"
B20	"	8	16'-11"	B30	"	8	4'-5"
B21	"	8	15'-8"	B31	"	8	3'-2"
B22	"	8	14'-5"	B32	"	8	1'-11"
B23	"	8	13'-2"				





FIXED BEARING NO. 2

SCALE 1½" = 1'-0"

Item 62, Membrane waterproofing is not in this contract (N.I.C.) Additional 3/8" thickness of the overlaying concrete shall replace the waterproofing.

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

The cost of furnishing and installing joint material including caulking compound, elastic cement, premoulded bituminous joint material, bituminous material Item 718, molten lead and copper flashing shall be included in the price bid for Item 18.

Reinforcement bars may be spliced in places approved by the Deputy Chief Engr. bars so spliced shall be lapped 45 diameters.

Shop paint red lead and oil. First field coat to be battleship gray. Second field coat to be gray green paint.

Rivet bolts or equal may be used. Rivets to be ⅞" diameter unless otherwise noted. Open holes 15/16" diameter unless otherwise noted.

The camber provided in steel beams to compensate for deflection may not correspond with the actual deflection under dead load.

To insure uniform grade on roadway and sidewalk surfaces on multiple spans under dead load, corrections must be made in the thickness of wearing surface of pavement and height of curbs. The thickness is to be increased over the piers in cases where there is excessive camber in the beams and increased at the center of the spans where there is insufficient camber. At the ends of the bridge the normal thickness of the wearing surface and sidewalk thickness is to be used. In no case shall a thickness of pavement or height of curb be used that is less than is shown on the plans.

Railing will be paid for under Item 37. Railing post sockets will be paid for under Item 29.

Designing and detailing have been done in accordance with the AASHO Specifications 1944 for Highway bridges.

This structure has been designed for a series of 20 ton trucks in each traffic lane, trucks spaced 30 feet apart between axels. Dimensions and distribution as specified in the AASHO Specifications, 1944.

Materials and fabrication are in accordance with "Public Works Specifications" Jan. 2, 1951 and current modifications.

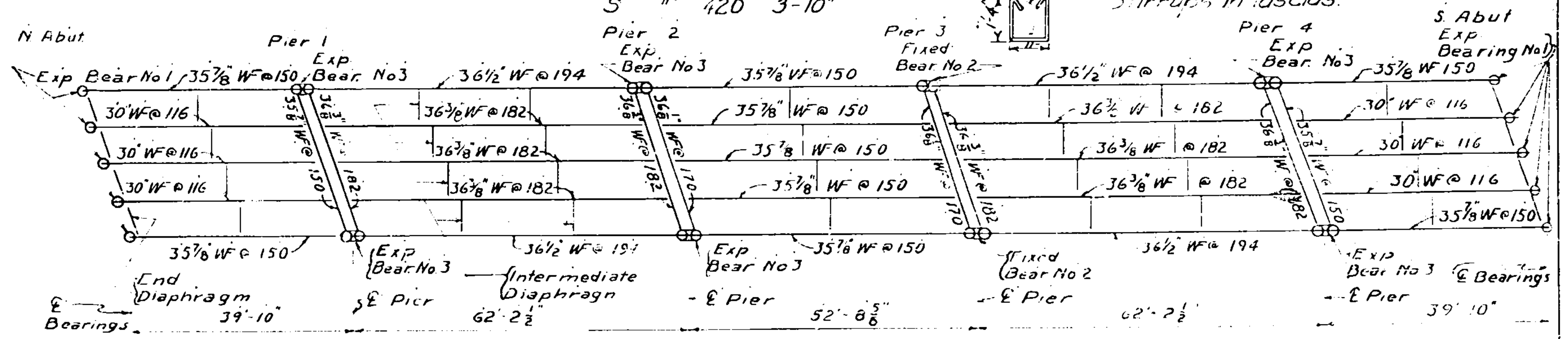
Anchor bolts will be paid for under Item 29.

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

Where steel exceeding one inch in thickness is to be welded mild steel arc-welding electrodes with covering of low-hydrogen type shall be used. These electrodes must comply with A.S.T.M. (A 233) requirements for Classification E 6015 or E 6016.

N.I.C. means not in this contract.

Item 62 is not in this contract (N.I.C.). Thickness of overlaying concrete shall be increased ⅜".



STEEL LAYOUT

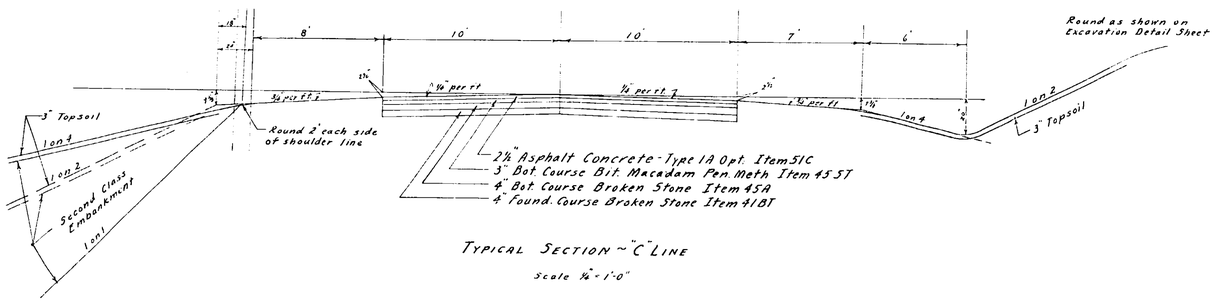
PINEPLAIN - KIRKVILLE ROAD
STA. 64 + 36
SUPERSTRUCTURE

Becker. Dec. 10, 48

S. T. 52-8

Fed. Rd Div. No	State	Fed. Aid Proj. No	County	Sheet No	Total Sheets
	N.Y.		Madison	9	67

MOHAWK THRUWAY-N. MANLIUS-N. CHITTENANGO
Pine Plains-Kirkville - County Rd.



TYPICAL SECTION ~ "C" LINE

Scale ½" = 1'-0"

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

At intervals of 100 ft. or at such intervals as the Engineer may direct, lateral trenches or weep holes four feet in width shall be opened up thru the shoulders to the ditches to effectively drain the subgrade before the pavement is constructed. These shall be filled with Item 41BT, Found. Course, Broken Stone and the excavation will be paid for under Item 2B, Unclassified Excavation.

Second Class Embankment shall be used between the lines indicated if ordered by the Engineer. Second Class Embankment is material stripped from cuts and under embankments as ordered, but shall not include stumps, logs, brush nor other objectionable material.

MAINTENANCE and PROTECTION of TRAFFIC

The Contractor shall maintain and protect traffic in accordance with Item No. 76 for the duration of the contract within the limits of the Pine Plains - Kirkville Road for the entire length of the contract and also within the limits of the Thruway so far as the limits of work extend.

Signs shall be erected in accordance with Standard Structure Sheet No. 49-53 on both the Thruway and the Pine Plains - Kirkville County Road.

Any traffic required to use the Thruway shall be so routed that movement will be only in same direction as Thruway traffic.

Item 2B - UNCLASSIFIED EXCAVATION

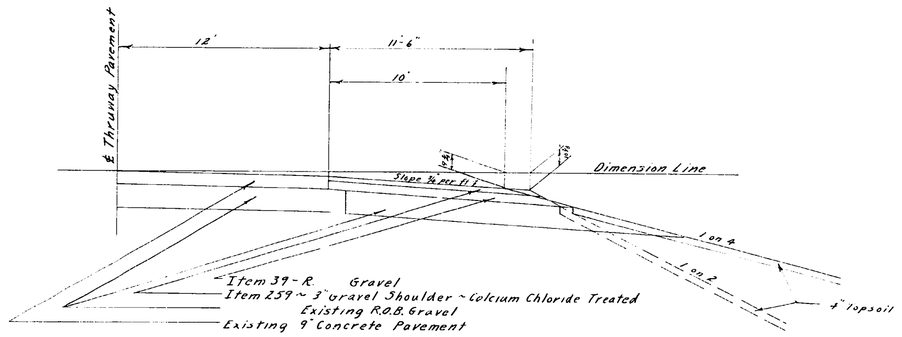
From		Cu. Yds
Road Excavation	-	271
Borrow	-	28345
Remove Temp. Intersection	-	1000
" Old Pavement	-	180
Estimate	-	3204
TOTAL	-	33000

TABLE of LENGTHS

Station to Station	Road Lin.Ft.	Road Miles	Bridge Lin.Ft.	Bridge Miles
C 0+00 - C 8+59.5	859.5	0.163	261.0	0.049
C 8+59.5 C11+20.5				
C11+20.5 C16+37	516.5	0.098		
C16+80 - C20+50	370.	0.070		
TOTALS	1746.0	0.331	261.0	0.049

Item 32D - OPTIONAL GUIDE RAILING

Station to Station		Side	Anchors	Lin. Ft.
4+00	- 8+40	L	1	440
4+00	- 8+60	R	1	460
11+25	- 16+98	L	1	530
11+35	- 16+98	R	1	520
				1950
	4 Anchors @ 20'			80
	For Estimate			100
	TOTAL			2130



PART SECTION OF THRUWAY
Showing Shoulder to be built after removal of temporary intersection

Scale ½" = 1'-0"

Item 5 - TRENCH, CULVERT and BRIDGE EXCAVATION

From	Cu. Yds.
Drainage Sheet	75
Estimate	50
TOTAL	125

DRAINAGE STRUCTURES

Present Structure	Station	REMARKS
18" R.C.C.P. Culvert	C 8+30	Remove and store on the R.O.W. existing 18" R.C.C.P. Culvert on the left.
12" Corr. Metal Pipe Culvert	C 9+70	Remove and store on the R.O.W. existing 12" Corr. Metal Pipe Culvert on the left.

	Made By	Traced By	Checked By
Plan	E.E. White	Colangelo	L. Piron
Profile			

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

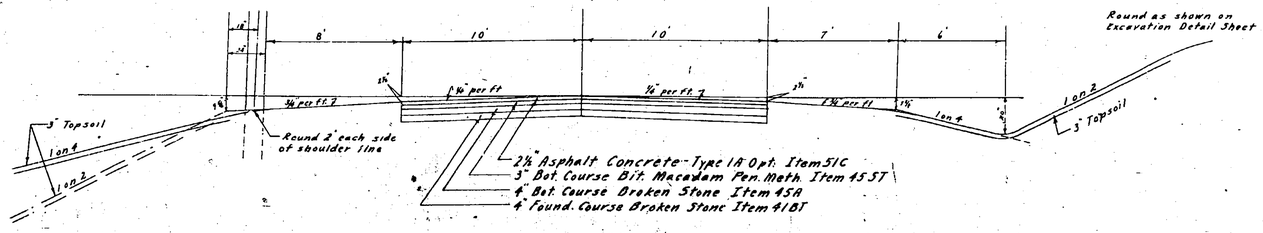
DATE

ENGINEER DISTRICT No 2

S. T. 52-8

Fed. Rd. Div. No	State	Fed Aid Proj. No	County	Sheet No	Total Sheets
	N.Y.		Madison	9	67

Mohawk Thruway-N. Manlius-N. Chittenango
Pine Plains-Kirkville County Rd.



TYPICAL SECTION ~ "C" LINE

Scale ½" = 1'-0"

Slopes outside of roadway adjacent to ends of cuts and fills flattened and warped

At Intervals of 100 ft.

lateral trenches or weep holes four feet in width opened up thru the shoulders to the ditches to effectively drain the subgrade before the pavement constructed. These filled with Item 41BT, Found. Course, Broken Stone and the excavation paid for under Item 2B, Unclassified Excavation.

Second Class Embankment shall be used between the lines indicated if ordered by the Engineer. Second Class Embankment is material stripped from cuts and minor embankments as ordered, but shall not include stumps, logs, brush nor other objectionable material.

MAINTENANCE and PROTECTION of TRAFFIC

The Contractor shall maintain and protect traffic in accordance with Item No. 76 for the duration of the contract within the limits of the Pine Plains - Kirkville Road for the entire length of the contract and also within the limits of the Thruway so far as the limits of work extend.

Signs shall be erected in accordance with Standard Structure Sheet No. 49-1 on both the Thruway and the Pine Plains - Kirkville County Road.

Any traffic required to use the Thruway shall be so routed that movement will be only in same direction as Thruway traffic.

Item 2B - UNCLASSIFIED EXCAVATION

From	Cu. Yds
Road Excavation	-
Borrow	-
Remove Temp. Intersection	-
	-
	-
TOTAL	-

TABLE of LENGTHS

Station to Station	Road Lin.Ft.	Miles	Bridge Lin.Ft.	Miles
C 0+00 - C 8+59.5	859.	0.163		
C 8+59.5 C11+20.5			261.0	0.049
C11+20.5		0.098		
C - C20+50		0.070		
TOTALS		0.331	261.0	0.049

Item 32D - OPTIONAL GUIDE RAILING

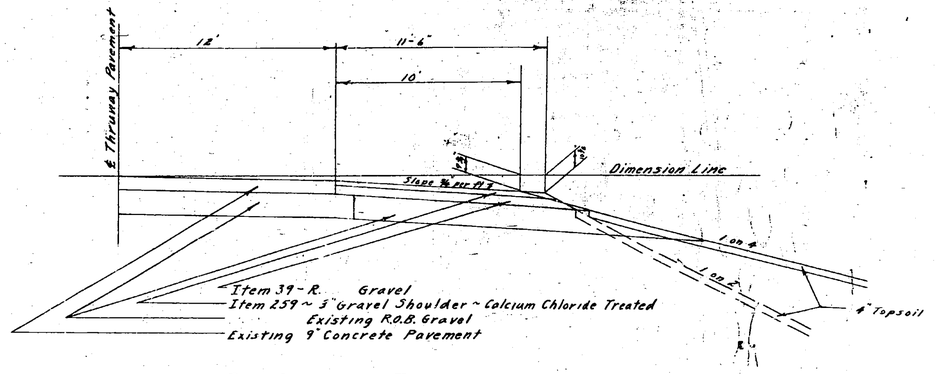
Station to Station	Side	Anchors	Lin. Ft.
- 8+	L	1	
- 8+	R	1	
11+25 - 16+	L	1	530
11+35 - 16+	R	1	
4 Anchors @ 20'			80
TOTAL		2	

Item 5 - TRENCH, CULVERT and BRIDGE EXCAVATION

From	Cu. Yds.
TOTAL	

DRAINAGE STRUCTURES

Present Structure	Station	REMARKS
18" R.C.C.P. Culvert	C 8+30	Remove existing 18" R.C.C.P. Culvert on the left.
12" Corr. Metal Pipe Culvert	C 8+70	Remove existing 12" Corr. Metal Pipe Culvert on the left.



PART SECTION OF THRUWAY
Showing Shoulder built after removal of temporary intersection

Scale ½" = 1'-0"

	Made By	Traced By	Checked By
Plan	F.E.White	Colangelo	L. Piron
Profile			

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

Date

Lacy Ketchum
Engineer District No 2

SCHEDULE A

ITEM AND QUANTITY PER PERMIT ITEM

						REMARKS
C 0+00	- C 7+92	L&R	121	329	C.Y.	Break in shoulder to end of road section
C 11+88	- C 20+50	L&R	121	387	C.Y.	ditto
C 4+60	- C 8+60	L&R	121	82	C.Y.	Cover old road
C 0+00	- C 7+92	L&R	123	0.85	Acres	Edge of pavement to end of road section
C 11+88	- C 20+50	L&R	123	1.08	Acres	ditto
C 4+60	- C 8+60	L&R	123	0.20	Acres	Old road
C 2+00	- C 7+92	L&R	124	992	S.Y.	Sodded berm gutters, slope channels and sod strips
C 11+88	- C 18+50	L&R	124	1352	S.Y.	See Standard Sheet 50-34
C 2+00	- C 9+00	L&R	IWA	14 M	Gals.	In areas where Item 124 is used.
C 10+80	- C 18+50	L&R	IWA	22 M	Gals	ditto
		From BRIDGE PLANS				
C 7+92	- C 9+00	L&R	121	133	C.Y.	Break in shoulder to end of road section
C 10+80	- C 11+88	L&R	121	134	C.Y.	ditto
C 7+92	- C 9+00	L&R	123B	0.19	Acres	Edge of pavement to end of road section
C 10+80	- C 11+88	L&R	123B	0.19	Acres	ditto
C 7+92	- C 9+00	L&R	124	298	S.Y.	Sodded berm gutters, slope channels and sod strips. See Sheet of Plans.
C 10+80	- C 11+88	L&R	124	298	S.Y.	ditto

TOTAL	IWA	36 M Gals	Neat	
		36 M Gals	Rounded	
TOTAL	121	798 C.Y.	Neat)	
		900 C.Y.	Rounded)	- Highway
TOTAL	121	267 C.Y.	Neat)	
		290 C.Y.	Rounded)	- Bridge
TOTAL	123	2.13 Acres	Neat)	
		3.50 Acres	Rounded)	- Highway
TOTAL	123B	0.38 Acres	Neat)	
		0.50 Acres	Rounded)	- Bridge
TOTAL	124	2344 S.Y.	Neat)	
		2600 S.Y.	Rounded)	- Highway
TOTAL	124	596 S.Y.	Neat)	
		650 S.Y.	Rounded)	- Bridge

SCHEDULE B

DETAIL SPECIFICATIONS TO ACCOMPANY PUBLIC WORKS SPECIFICATIONS

ITEM NO.	DESCRIPTION
IW	FURNISHING WATER EQUIPMENT
IWA	APPLYING WATER
a	Areas - See Schedule A.
	Rates - As specified
121	TOPSOIL PLACED FROM STOCKPILES
a	Areas - See Schedule A.
c1	Subgrade scarified as directed by Engineer.
3	Topsoil thickness - 3 inches loose measure
123	SEEDING
a	Areas - See Schedule A.
b	Seeds - See Schedule D.
	Fertilizer - M-55, Type No. 2 (10-10-10)
	Mulch - M-59, Hay or M-60, Straw
c2	No innoculation required for Alsike Clover.
c3	Rate of seeding - 50 lbs. pure live seed per acre
	Rate of fertizer - 600 lbs. per acre
c4	Rate of mulch - 2 tons per acre
123B	SEEDING ON PREPARED AREAS
a	Areas - See Schedule A.
124	SODDING
a	Areas - See Schedule A.
c3	Sodding shall be as shown on Standard Sheet 50-34, Bridge Plans, or as directed by Engineer.

LOCATION of TOPSOIL STOCKPILES
MT 50-1P

Station	Side	Approx. Quantity
7+00	Lt.	500 C.Y.
15+00	Lt.	200 C.Y.
30+00	Rt.	2000 C.Y.
44+00	Rt.	800 C.Y.
87+00	Rt.	1500 C.Y.
198+00	Lt.	800 C.Y.

NOTE: All areas disturbed by removing topsoil from stockpiles will be regraded and seeded as directed by Engineer. No direct payment will be made for this work but the cost thereof shall be included in the price bid for the various items in the contract.

SCHEDULE C

DETAIL SPECIFICATIONS FOR PLANTS

ITEM SUBITEM	QUANTITIES & SPECIFICATIONS	REMARKS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				10	67

ROADSIDE DEVELOPMENT SHEET

MOHAWK THRUWAY
North Manlius - North Chittenango
PINE PLAINS - KIRKVILLE CO. RD.

SCHEDULE D

DETAIL SPECIFICATIONS FOR SEEDS

A- MIN. % PURITY
B- MIN. % GERMINATION

NAME	VARIETY	A	B	LBS. PURE LIVE SEED PER ACRE
Creeping Red Fescue (Festuca rubra)	Commercial	95	75	35
Redtop (Agrostis alba)	Commercial	90	85	10
Perennial Ryegrass (Lolium perenne)	Commercial	95	75	7
Alsike Clover (Trifolium hybridum)	Commercial Max. 25% Hard Seed	95	85	3
Wild White Clover (Trifolium repens var.)	Kent Wild, N.Y. Wild, N. Zealand Wild Max. 25% Hard Seed	95	95	5
	RATE			50

IW	Nec.		Furnishing Water Equipment
IWA	36 M. Gal.		Applying Water
121	1190 C.Y.		Topsoil Placed from Stockpiles
123	3.50 Acres		Seeding
123B	0.50 Acres		Seeding on Prepared Areas
124	3250 S.Y.		Sodding

Lucy Fitzsimmons

E. Carlson B. Keil F. E. Whitte

Fed Rd Div. No.	State	Fed Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	11	67

Mohawk Thruway ~ North Manlius - North Chittenango
Pine Plains - Kirkville Co. Road

Sta C 0+00 - C 2+00
Taper Pavement to Meet
Existing 12' Pavement

JAMES AND CHARLOTTE C. SANSON

Scale 1"=50'
True North

C 0+00

C 7+20

36" Maple
28" Maple
36" Maple
30" Maple
28" Maple
36" Maple

County Rd. 12' Macadam

Survey Line
Center Line
Base Line
Improvement
Line

Sta C 0+47
Az 177°-17'

PINE PLAINS - KIRKVILLE COUNTY ROAD Macadam ~ Remove

MAP 8 PAR 14 FEE

ROW Line

PC C 11+35
R 1274

R 1274
PT C 6+50

OSBERT E. AND MARY G. MESSINGER

H. KINGSLEY ORMSBY JR.

Remove & Store
Existing 18" RCCP.

65+17 POL
C 10+00

Remove & Store
Existing 12" Cor. Metal Pipe

Remove Temporary Macadam
Intersections

ROW Line

H. KINGSLEY ORMSBY JR.

MAP 229 PAR 25.7 T.E.

Temporary Easement Line 7

R.O.W. LINE

MAP 8 PAR 15 FEE

Sta C 7+09.18

PINE PLAINS - KIRKVILLE COUNTY ROAD Base Line

MAP 8 PAR 13 FEE

R.O.W. LINE

PC C 14+77
R 2792

H. KINGSLEY ORMSBY JR.

Sta C 13+63.50

BRIDGE ENDS

Elev. 408.43

Sta C 9+43
VC 1000'
Corr. 10.00

+4.00%

-4.00%

Sta C 3+47
VC 300
Corr +1.46

Paving & Grading Under
Contract MT 50-1P

Datum Elev. 390.00

C 1+30 C 2+00 C 3+00 C 4+01 C 5+03 C 6+08 C 7+19 C 11 +55 C 12 +55 C 13 +52 C 14 +56 C 15 +57

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

Vert 1000 1000 1000 880 785 755 725 700 700 730 750 1300 725 725 730 720 750 750

500

Hor 0 C 0+00 C 1 C 2 C 3 C 4 C 5 C 6 C 7 C 8 C 9 C 10 C 11 C 12 C 13 C 14 C 15 C 16

Vertical Sight Dist. Vertical Sight Dist.

Horizontal Sight Distance 1000'

SIGHT DISTANCE GRAPH
5 Feet to 5 Feet

Note:
After the grade separation structure is completed and opened to traffic and before final acceptance of the contract the temporary intersection shall be removed, temporary structures removed and the Thruway restored so as to present an appearance similar to the adjacent section of the Thruway. Payment for this work will be made under the appropriate items.

Project Begins
Sta. C 0+00
Meet Existing Pavement

TYPICAL DETOUR SECTION
Scale 1/4"=1'00"

Note: All items necessary for the construction and the removal of the temporary detour shall be included in the price bid for Item 76.

Fill - Item 7b
Dirty Surface
8" Found Course
Gravel - Item 31R

	Made By	Traced By	Checked By
Plan	J.J. Dwyer	J.J. Dwyer	
Profile	J.J. Dwyer	J.J. Dwyer	

Prepared pursuant to the Highway Law & Recommended By

Date

Engineer Dist. No. 2

S.T. 53-8

Fed. Rd. Div. No.	State	Fed. Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	11	67

Mohawk Thruway ~ North Manlius - North Chittenango
Pine Plains - Kirkville Co. Road

Sta. C-0+00 - C-2+00
to Meet
Existing 12' Pavement

JAMES AND CHARLOTTE C. SANSON

Scale 1"=50'
True North

C 0+00

County Rd. 12' Macadam

30" Maple
28" Maple
30" Maple
36.35
37.63
38.61

Survey C-1 Az 177° 17' C-2 C-3 C-4 C-5 C-6 Base Line C-7 C-8 C-9 PINE PLAINS - KIRKVILLE COUNTY ROAD Macadam ← Remove

Center Line of Improvement

MAP 8 PAR 14 FEE

ROW Line

R.C. C 1+35
R = 1274

R = 1274
Rt. G 1+50

OSBERT E. AND MARY G. MESSINGER

H. KINGSLEY ORMSBY JR.

Project Begins
Sta. C-0+00
Meet Existing Pavement

Elev. 408.73

+ 0.10 %

Sta C-2+47
VC 300
Corr. +1.46

+ 4.00 %

Sta C-9+90
VC 1000'
Corr. 10.00

- 4.00 %

Datum Elev. 390.0

C-0+00 C-1+00 C-2+00 C-3+00 C-4+00 C-5+00 C-6+00 C-7+00 C-8+00 C-9+00 C-10+00 C-11+00 C-12 C-13 C-14 C-15

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

C-7+20

34" Maple
28" Maple
36" Maple
38.25

Remove Existing 18" R.C.C.P.

65+17 P.O.L. = C 10+00

Remove 12" Cor. Metal Pipe

Remove Macadam Intersections

Az 92°-01'

R.50'

Az 205°-18'

R.35'

R.50'

Spruce

12" Cherry

R.35'

R.50'

C-8 C-9 C-10 C-11

ROW Line

STA C 8+59.50

BRIDGE BEGINS

Elev. 438.45

BRIDGE ENDS Gill 20+50

ROW Line

H. KINGSLEY ORMSBY JR.

Temporary Easement Line Z

MAP 229 PAR 28½ T.E.

MAP 8 PAR 15 FEE

R.O.W. Line

Az 202°-18'

PINE PLAINS - KIRKVILLE COUNTY ROAD Base Line C-12 C-13 C-14 C-15

MAP 8 PAR 13 FEE

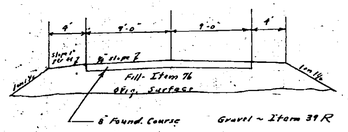
R.O.W. Line

RC. C 12+77
R = 2292

H. KINGSLEY ORMSBY JR.

Paving & Grading Under Contract MT 50-1P

Note:-
After the grade separation structure is completed and opened to traffic, and before final acceptance of the contract, the temporary intersection ... removed, temporary structures removed and the Thruway regraded so as to present an appearance similar to the adjacent section of the Thruway.
Payment for this work ... made under the appropriate items.



TYPICAL DETOUR SECTION
Scale ¼" = 1'-0"

Note: All items necessary for the construction and the removal of the temporary detour shall be included in the price bid for Item 7S.

Vert. 1000 500 0

1000 1000 880 785 755 725 700 700 730 750 1000 725 725 700 720 750 750

Vertical Sight dist. Vertical Sight dist.

C-0+00 C-1 C-2 C-3 C-4 C-5 C-6 C-7 C-8 C-9 C-10 C-11 C-12 C-13 C-14 C-15 C-16

Horizontal Sight Distance 1000+

SIGHT DISTANCE GRAPH
5 Feet to 5 Feet

Made By J.J. Dwyer
Traced By
Checked By
Plan
Profile J.J. Dwyer

Prepared pursuant to the Highway Law & Recommended By

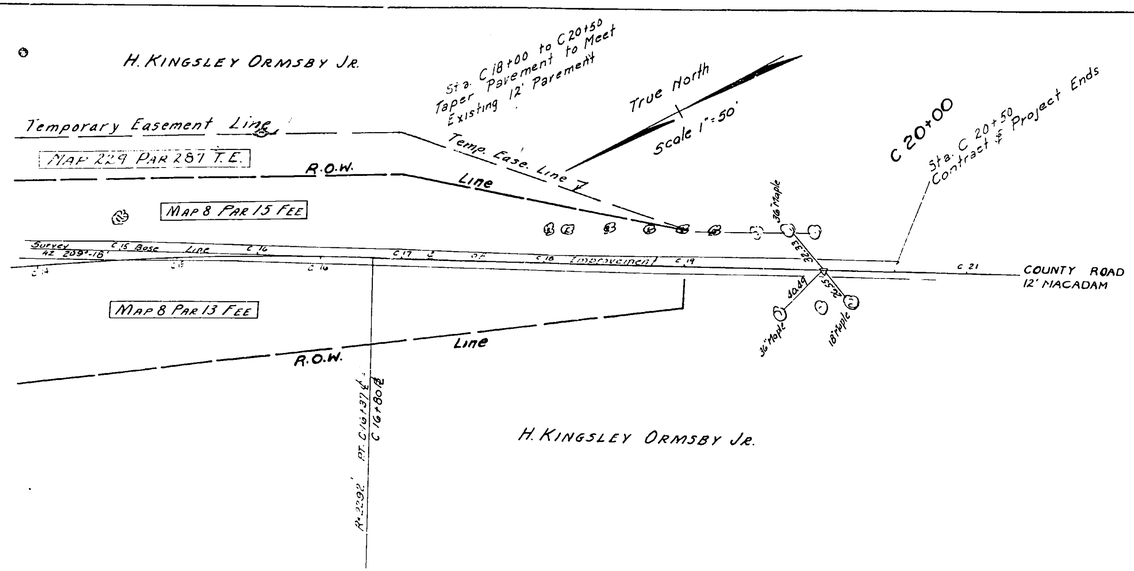
Date

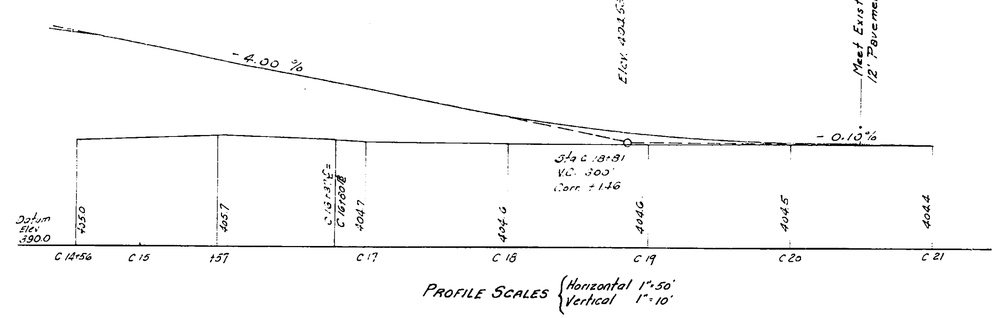
Engineer Dist. No. 2

T. 52-R

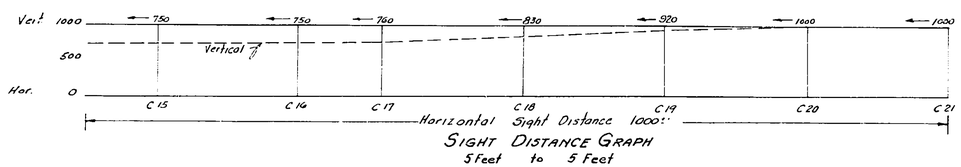
Fed Rd Div. No.	State	Fed. Rd. Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	12	67

Mohawk Thruway - North Manlius - North Chittenango
Pine Plains Kirkville Co.R.





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



SIGHT DISTANCE GRAPH
5 Feet to 5 Feet

	Made By	Traced By	Checked By
Plan	J.J. Dwyer		
Profile	JJ Dwyer		

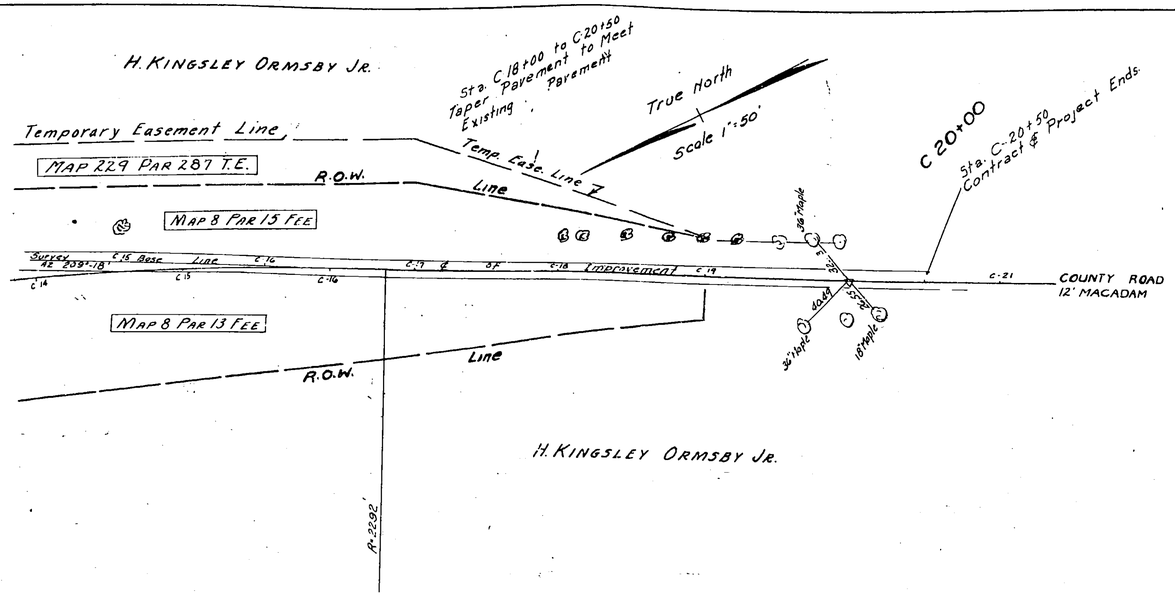
Prepared pursuant to the Highway Law & Recommended By:

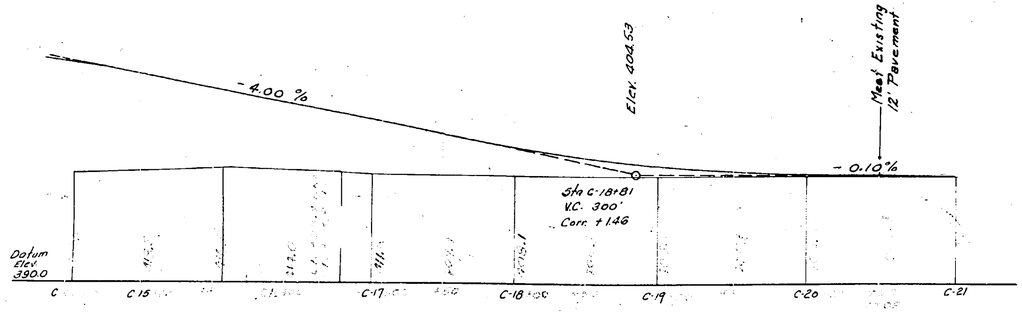
Date

Engineer Dist No. 2

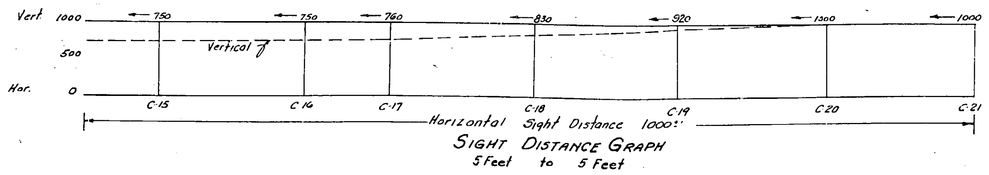
Fed Rd Dir. No.	State	Fed Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	12	67

Mohawk Thruway - North Manlius-North Chittenango
Pine Plains Kirkville Co.R.





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



SIGHT DISTANCE GRAPH
5 Feet to 5 Feet

Mode By J.J Dwyer
Traced By [illegible]
Checked By [illegible]
J.J Dwyer

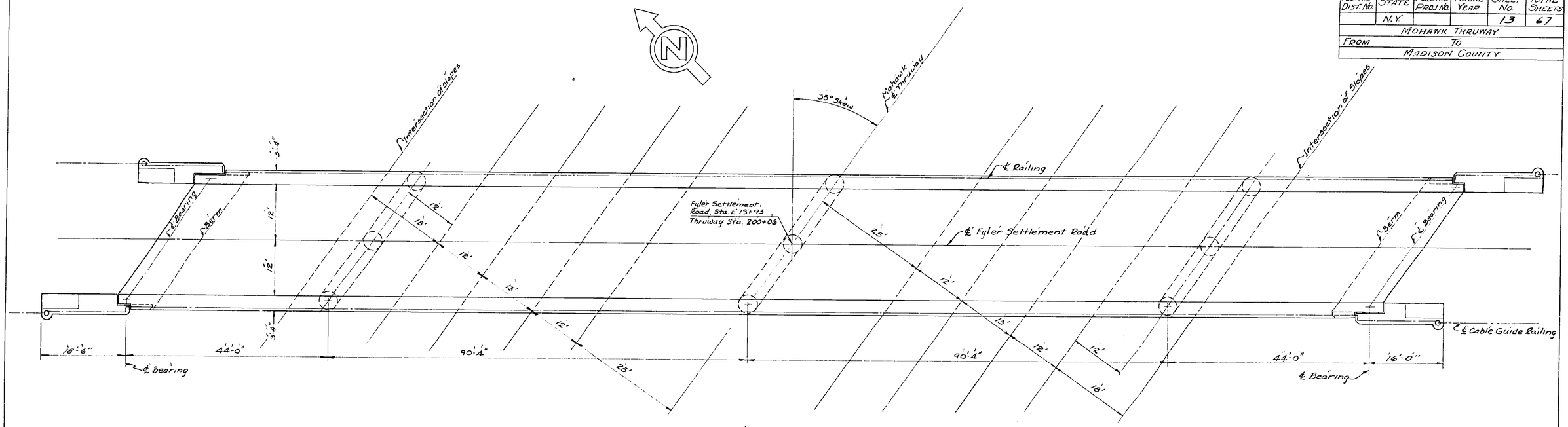
Prepared pursuant to the Highway Law & Recommended By

Date

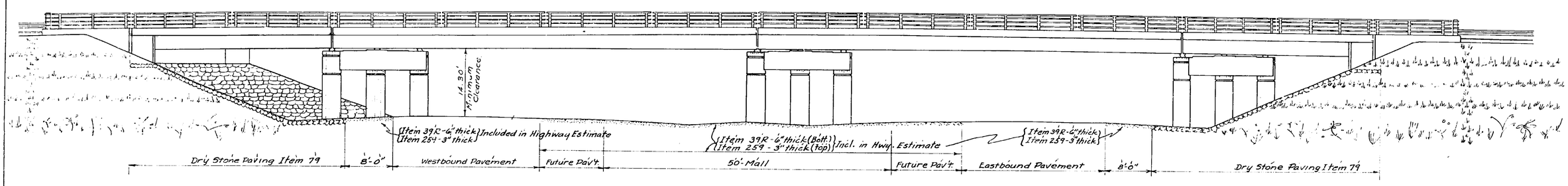
Engineer Dist No. 2

24.1

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			13	67
MOHAWK THRUWAY					
FROM	TO				
MADISON COUNTY					



PLAN
SCALE 1"=10'-0"



ELEVATION
SCALE 1"=10'-0"

Note: Item 62 is not in this contract (N.I.C.) Thickness of overlaying concrete shall be increased $\frac{3}{8}$".

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. Pavement to be wide under Items 1W and 1WA in highway estimate

FYLER SETTLEMENT ROAD
STA. 200+06
ARCHITECTURAL ELEVATION

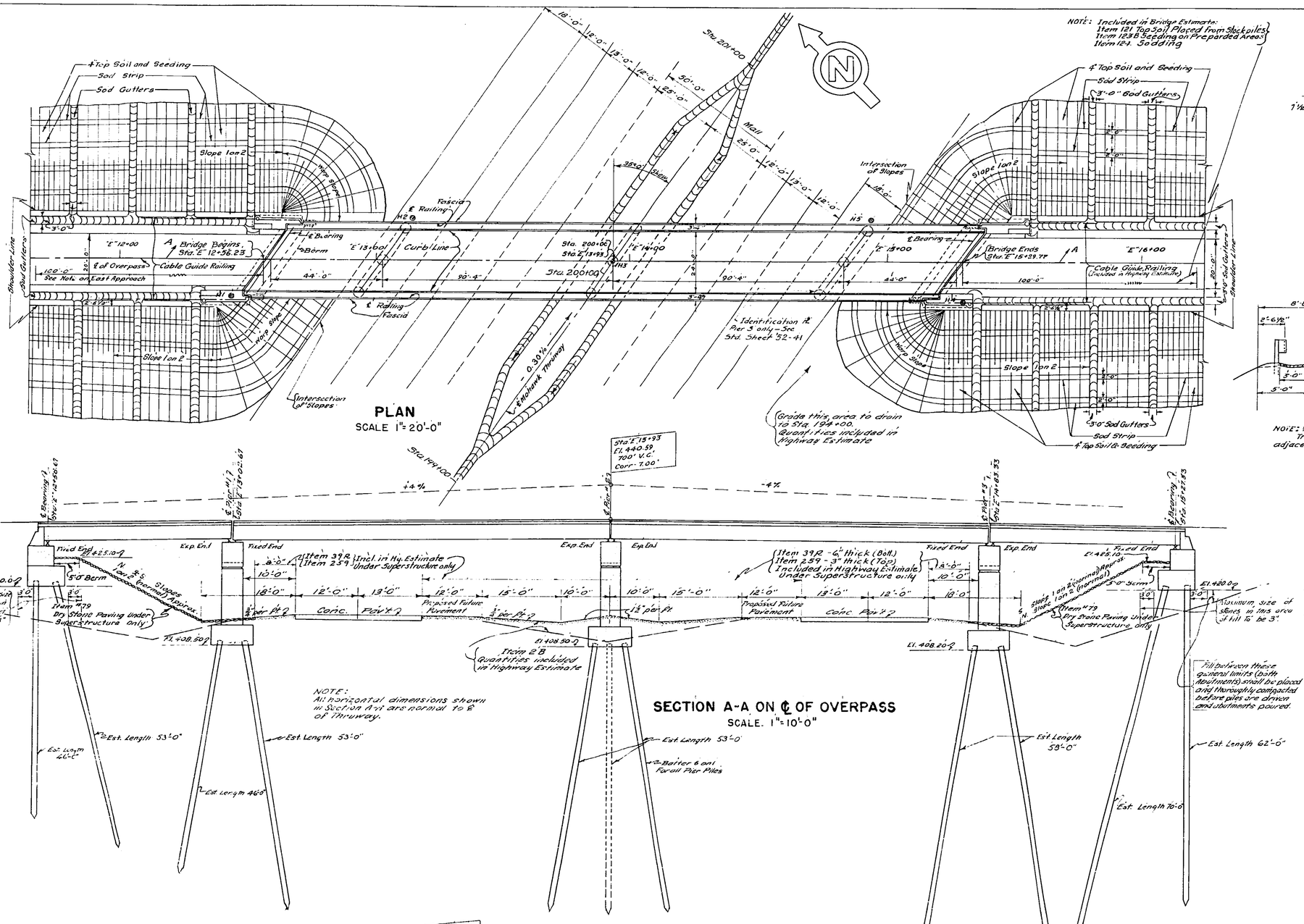
W.H. Steere 6/13/50
C.W. Dayton
H. Fields
Steere 6/13/50

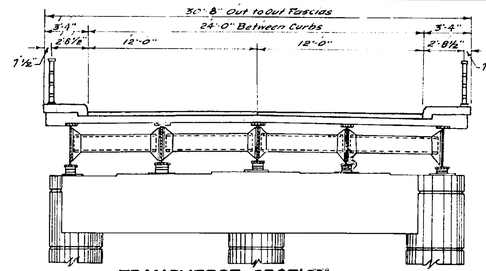
FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			14	67

MOHAWK THRUWAY

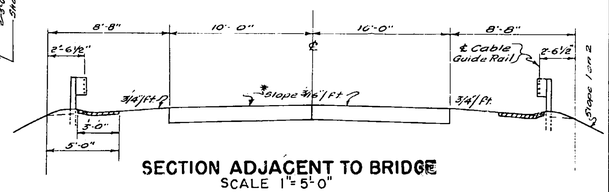
FROM — TO

MADISON COUNTY





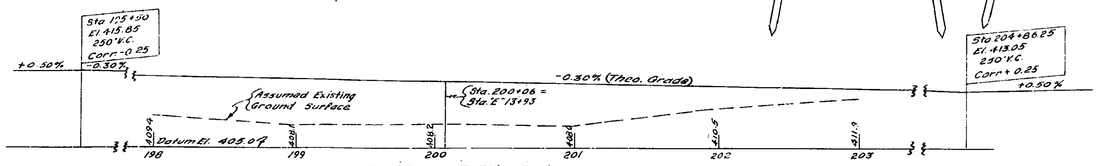
TRANSVERSE SECTION
SCALE - 1"= 5'-0"



SECTION ADJACENT TO BRIDGE
SCALE 1"= 5'-0"

NOTE: *
Transition from 3/16" Ft. to 1/4" Ft. for pavement adjacent to bridge, as ordered by the Engineer.

SECTION A-A ON ℄ OF OVERPASS
SCALE. 1"= 10'-0"



PROFILE OF THRUWAY
SCALE 1"= 10'-0" VERT.
1"= 50'-0" HOR.

SUMMARY OF QUANTITIES
SUBSTRUCTURE AND SUPERSTRUCTURE

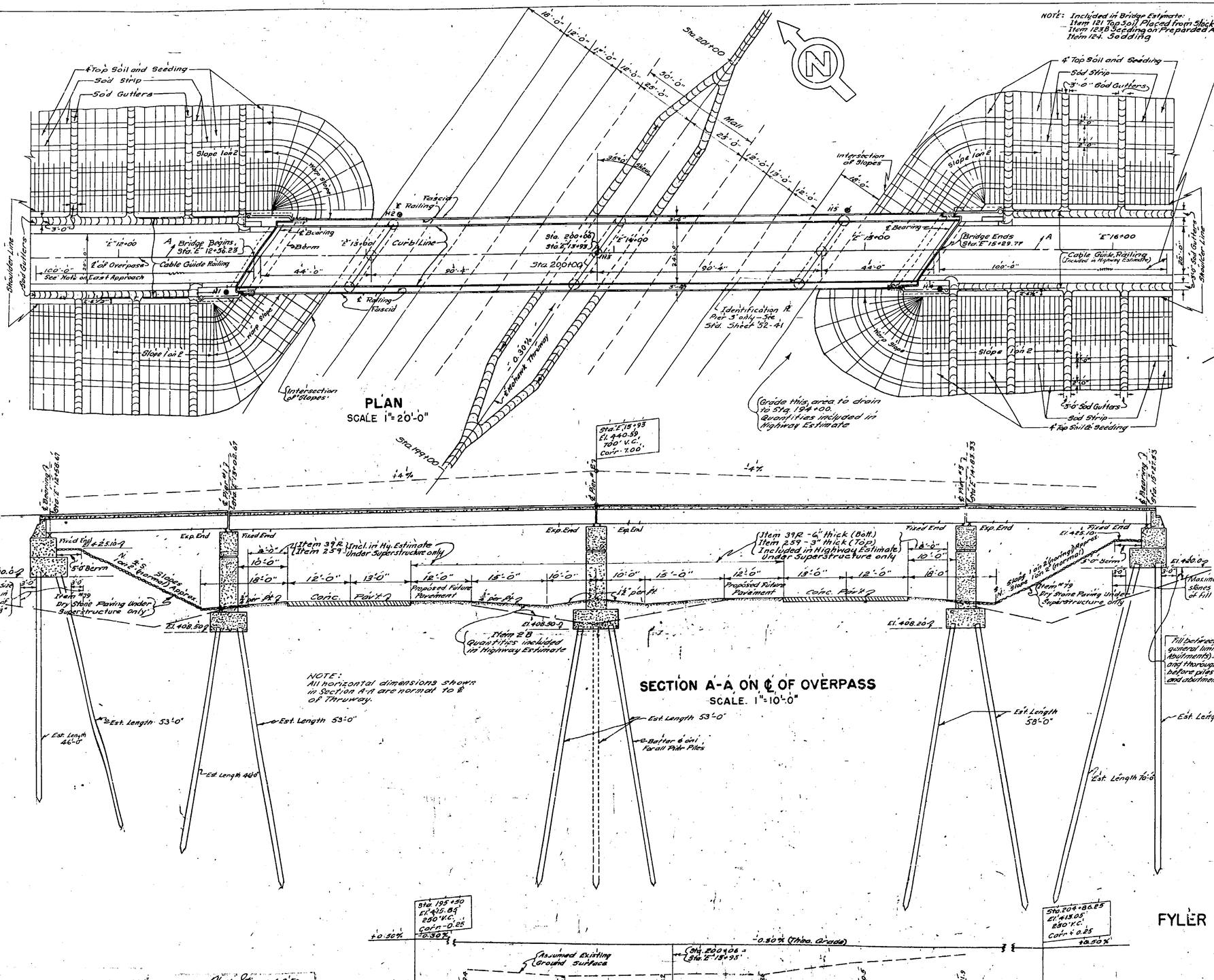
ITEM NO.	ITEM	UNIT	NEAT	ROUND
5'	Trench, Culvert and Bridge Excavation	Cu.Yd.	227	250
15-J	Portland Cement, Type 2	Bbl.	1366	1437
15-N	Natural Cement, Type N	Bbl.	195	205
18	Class 1A Concrete for Structures (1:2:3½ approx.)	Cu. Yd.	452	475
26	Class 1 Concrete (1:2:4 approx.)	Cu. Yd.	304	320
25F	Steel Fabric Reinforcement	Sq. Yd.	871	915
28	Bar Reinforcement for Structures	Lbs.	82190	86300
28A	Spiral Bar Shear Connectors	Lbs.	2,344	2,420
29'	Structural Steel	Lbs.	326600	337000
37'	Metal Railing	Lin. Ft.	610	614
47B	Cement Concrete Pavement (1:1½:3 approx.)	Cu. Yd.	68	72
79'	Dry Stone Paving	Sq. Yd.	346	380
85C	Cast-in-Place Concrete Piles	Lin. Ft.	5124	5300
87'	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.
121'	Top Soil Placed from Stockpiles	Cu. Yd.	250	275
123B	Seeding on Prepared Areas	Acre	0.47	0.52
124	Sodding	Sq. Yd.	766	845

Wm. M. Steere 6-9-50
A.E. Kelligan Cst. 47
S. S. Shaw
G. H. Fields
Steere 6/9/50

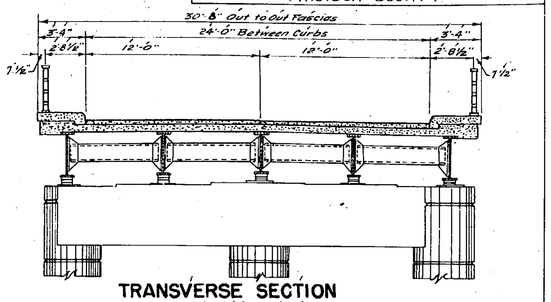
FYLER SETTLEMENT ROAD BRIDGE
STA. 200 +06
PLAN & PROFILE

Fed. Aid Dist. No.	State	Fed. Aid Proj. No.	Fiscal Year	Sheet No.	Total Sheets
	N.Y.			14	67
MOHAWK THRUWAY					
FROM	To				
MADISON COUNTY					

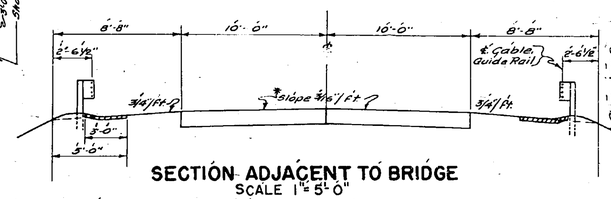
NOTE: Included in Bridge Estimate:
Item 121 Top Soil Placed from Stockpiles
Item 123B Seeding on Prepared Areas
Item 124. Sodding



PLAN
SCALE 1"= 20'-0"



TRANSVERSE SECTION
SCALE- 1"= 5'-0"



SECTION ADJACENT TO BRIDGE
SCALE 1"= 5'-0"

NOTE: ℄ Transition from 3/16" / Ft. to 1/4" / Ft. for pavement adjacent to bridge, as ordered by the Engineer.

SECTION A-A ON ℄ OF OVERPASS
SCALE. 1"= 10'-0"

NOTE:
All horizontal dimensions shown in Section A-A are normal to ℄ of Thruway.

PROFILE OF THRUWAY
SCALE 1"= 10'-0" VERT.
1"= 50'-0" HOR.

SUBSTRUCTURE AND SUPERSTRUCTURE

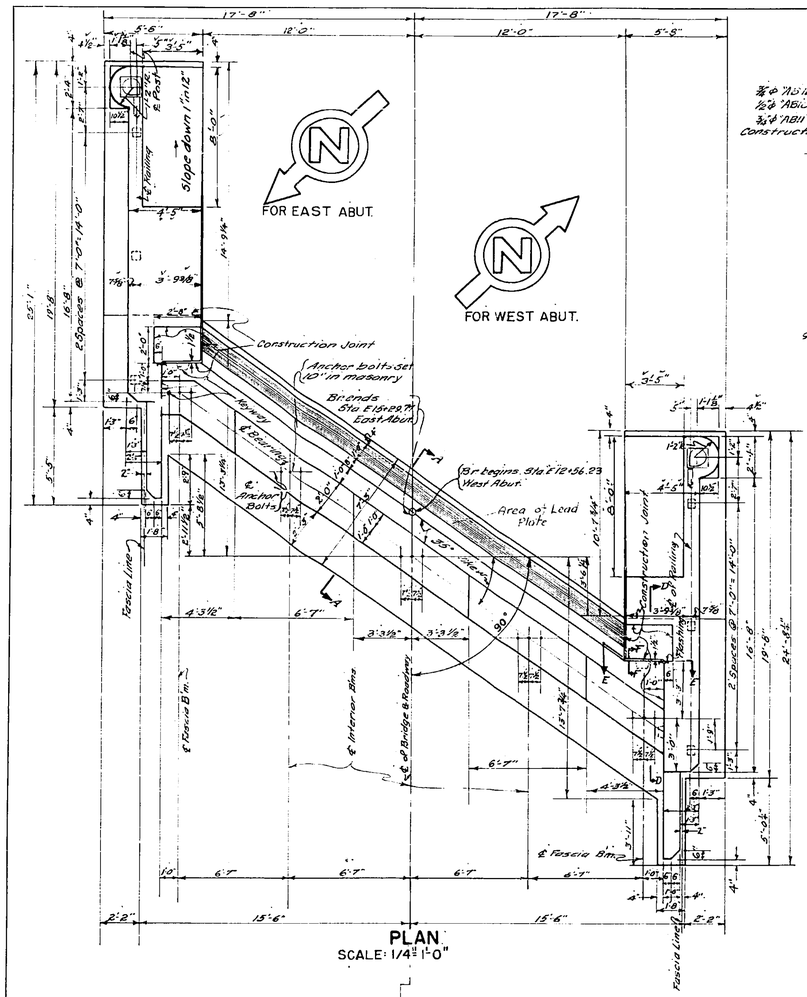
ITEM NO.	ITEM	UNIT	
5'	Trench, Culvert and Bridge Excavation	Cu. Yd.	
15-E	Portland Cement, Type 2	Bbl.	1,2[illegible]-1..
15-N	Natural Cement, Type N	Bbl.	1
18	Class 1A Concrete for Structures (1:2:3½ approx.)	Cu. Yd.	[illegible]
20.	Class 1 Concrete (1:2:4 approx.)	Cu. Yd.	[illegible]4
25F	Steel Fabric Reinforcement	Sq. Yd.	[illegible]74
28	Bar Reinforcement for Structures	Lbs.	[illegible]
28A	Spiral Bar Shear Connectors	Lbs.	[illegible]
29'	Structural Steel	Lbs.	31
37'	Metal Railing	Lin. Ft.	1
47B	Cement Concrete Pavement (1:1½:3½ approx.)	Cu. Yd.	[illegible]
			[illegible]
79'	Dry Stone Paving	Sq. Yd.	[illegible]
85C	Cast-in-Place Concrete Piles	Lin. Ft.	[illegible]
87'	Furnishing Equipment for Driving Piles	L.S.	[illegible]
121A	Top Soil Placed from Stockpiles	Cu. Yd.	.1
123B	Seeding on Prepard Areas	Acres	[illegible]
124	Sodding	Sq. Yd.	[illegible]

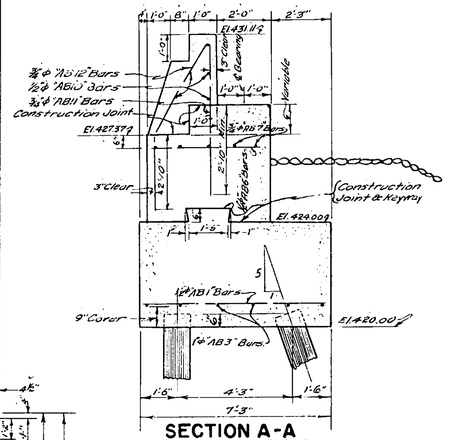
FYLER SETTLEMENT ROAD BRIDGE
STA. 200 +06
PLAN & PROFILE

W. M. Steere 6-9-50
T. C. Halligan Oct 47
G. H. Fields
Steere 6/9/50

241

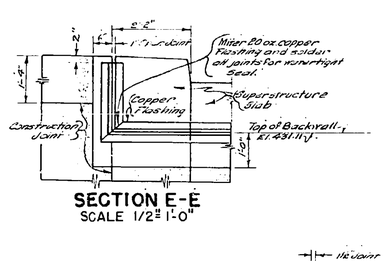
FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			15	67
MOHAWK THRUWAY					
FROM	TO				
MADISON COUNTY					

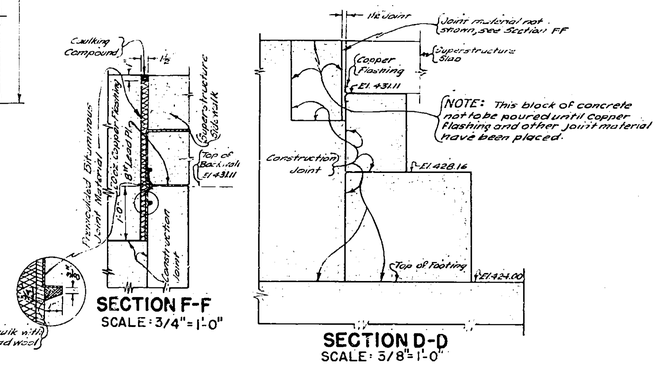


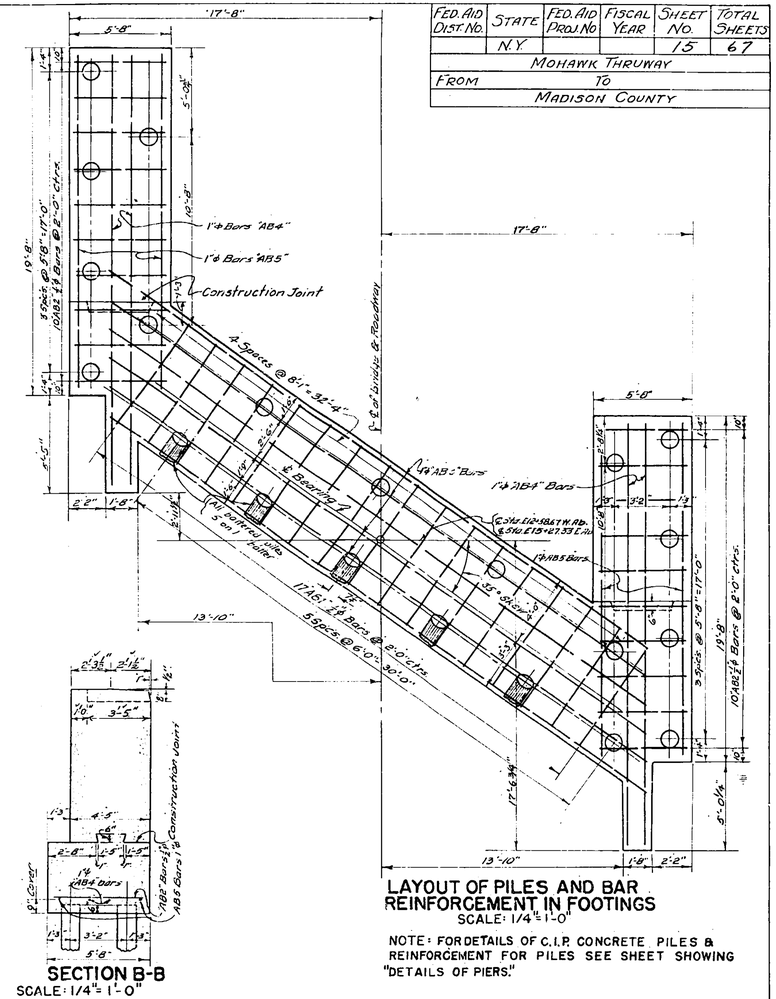


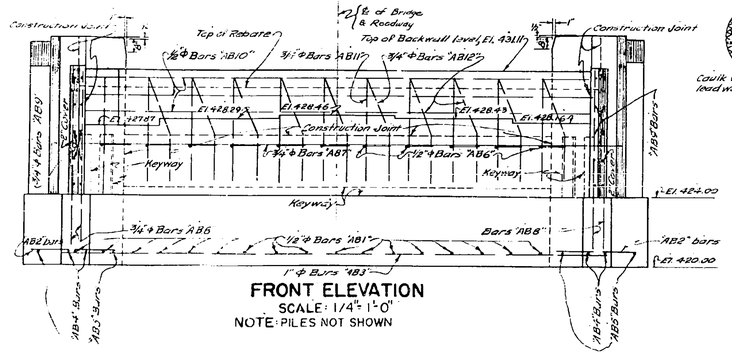
BAR LIST
ABUTMENTS ONLY

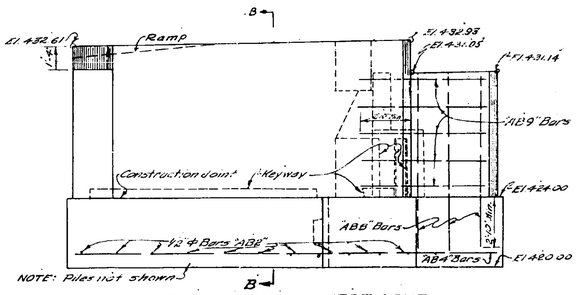
MARK	SIZE	NO.	LGTH.	LOCATION & DESCRIPTION
AB1	½" ϕ	34	6'-9"	Straight transverse bars in footings at abutments.
AB2		40	5'-2"	Straight transverse bars in footings at wingwalls.
AB3		12	37'-2"	Straight Longitudinal bars in footings at abutments.
AB4	1" ϕ	8	24'-2"	Straight longitudinal bars in footings at wingwalls & curtain walls
AB5		8	19'-2"	Straight longitudinal bars in footings at wingwalls
AB6	½" ϕ	22	4'-2"	Straight transverse bars in abutments under bridge seat.
AB7	¾" ϕ	10	38'-10"	Straight longitudinal bars in abutments under bridge seat.
AB8		24	9'-7"	Straight vertical bars in curtain walls.
AB9		40	7'-7"	Straight horizontal bars in curtain walls.
AB10	½" ϕ	10	30'-0"	Straight longitudinal bars in backwalls.
AB11	¾" ϕ	22	5'-10"	Straight vertical bars in front face of backwalls.
AB12	¾" ϕ	20	6'-11"	Bent vertical bars in rear face of abutment backwalls. (2'-0"+3'-4"+1'-7½" = 6'-11½")

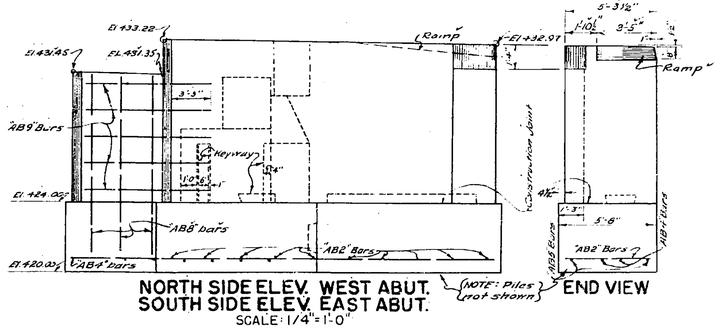












FYLER SETTLEMENT ROAD BRIDGE
STA. 200+06
ABUTMENTS

S. T. 52-8

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			16	67
MOHAWK THRUWAY					
FROM	TO				
MADISON COUNTY					

FOR PIER 3

FOR PIERS 1 & 2

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

PLAN - ALL PIERS
SCALE: 1/4"=1'-0"

DETAIL "A"
SCALE: 1 1/2"=1'-0"

ELEVATION PIER 2
(ELEVATION OF PIER 1 & 3 SIMILAR)
SCALE: 1/4"=1'-0"

SECTION B-B, PIER 2
SCALE: 1/4"=1'-0"

SECTION B-B PIERS 1 & 3
SCALE: 1/4"=1'-0"

SECTION C-C ALL PIERS
SCALE: 3/8"=1'-0"

LOCATION OF ANCHOR BOLTS
SCALE: 3/4"=1'-0"

PILE REINFORCEMENT DETAIL
SCALE: 3/8"=1'-0"

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

NOTE FOR PILE REINF.
Reinforcement cages shall be tied together before being placed and shall be held in position while the concrete is poured.

Any extra steel required to hold bars in position, tie steel in formwork and placing wire chairs shall be included in the price bid for Item 28 Pile Reinforcement.

Pile reinforcement has been detailed for a cylindrical pile. If a tapered pile is driven the main reinforcement as given above shall be used with adjustment in length and diameter of ties shall be made.

SECTION F-F
SCALE: 3/4"=1'-0"

SECTION D-D
SCALE: 3/8"=1'-0"

BAR LIST FOR PIERS

MARK	SIZE	NO.	LENGTH	LOCATION & DESCRIPTION
P1		6	44'-1"	33'-8" P1 Bars, 30'-12" P2
P2		6	40'-6"	1'-0" Rad to outside; Longitudinal bars in top of bridge seat - all piers
P3		12	10'-1"	1'-10" P3 Bars, 5'-2" P4
P4		24	10'-5"	1'-0" Rad to outside; Longitudinal bars in top of bridge seat at ends - all piers
P5		18	11'-0"	Longitudinal straight bars in top of bridge seat over center column - all piers.
P6		6	32'-1"	Longitudinal straight bars in bottom of bridge seat, full length, all piers.
P7	1" ϕ	6	35'-9"	
P8		36	7'-9"	Longitudinal straight bars in bottom of bridge seat between columns, - all piers.
P9	1/2" ϕ	60	12'-0"	2'-3" x 3'-0"; Stirrups in bridge seat - all piers.
P10		39	15'-8"	Vertical straight bars in columns & bridge seat - Pier 1
P11	1" ϕ	39	16'-2"	" " " " " - Pier 2
P12		39	15'-1"	" " " " " - Pier 3
P13		117	7'-6"	" " dowel bars in columns and bridge seat pier

BAR LIST FOR PIERS (CONT.)

MARK	SIZE	NO.	LGTH.	LOCATION & DESCRIPTION
P14	1/4" ϕ	99	12'-2"	3'-8" Dia. (Outside); Hoops in all columns.
P15	3/4" ϕ	100	7'-6"	Straight bars in all footings, Piers 1 & 3
		8		Straight bars in outside footings - Pier 2
P16		50	8'-6"	Straight bars in center footing, all piers.
		4		Straight bars in outside footings Pier 2

BAR LIST FOR ALL PILES PIERS & ABUTMENTS

MARK	SIZE	NO.	LGTH	LOCATION & DESCRIPTION
PA 17	3/8"	252	25'-0"	Straight bars in top of concrete piles, both abutments
PP 17		312	14'-0"	Straight bars in top of concrete piles, all piers.
P 18	1/2"	1590	2'-9"	Ties in Piles.

NOTES FOR PIERS & ABUTMENTS

Concrete in abutments and wing walls shall be Item 20 Concrete in piers shall be Item 18.

Payment for furnishing and placing anchor bolts and nuts will be made under Item 28. For details of anchor bolts see superstructure sheets.

For estimated lengths of cast-in-place piles under abutments and piers - See plan and profile sheet. For design purposes the assumed load per pile does not exceed 30 tons.

Bridge seat areas directly under bearing shoes shall be bushhammered for bearing if directed by the Engineer.

Placing of any piles for the structure will not be permitted until the highway embankment adjacent to the structure has been placed and consolidated in a manner and for a time satisfactory to the Deputy Chief Engineer, Bridges, Grade Separations and Structures.

Waterproofing all treatment shall be applied to all exposed surfaces of concrete on the abutments and piers except the face of backwalls and bridge seats.

The Contractors attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the foundation report which briefly outlines the anticipated subsurface conditions at the site of the structure and which specifies certain requirements relative to construction.

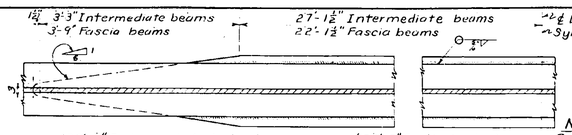
Mc Kelvey 6/1/50
A.E. Halligan 6/1/50
M.J. Devaney
F.J. De Masi
Mc Halligan 6/1/50

FYLER SETTLEMENT ROAD BRIDGE
STA. 200+06
PIERS

NOTE: Rivet bolts or equal may be used for field connections.

FED AID DIST. NO	STATE	FED AID PROJ. NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
	N.Y.			17	67

MOHAWK THRUWAY
FROM TO
MADISON COUNTY



SECTION THRU BEAMS SHOWING COVER Pl. DETAILS
SCALE 3/4"= 1'-0"

Note
Railing Post Brackets and Railing Post Sockets (Not in contract) For Railing Details see North Main Street Bridge Plans and Railing Plan at Abut shown on other Superstructure Sht. in these Br. Plans.

WEST ABUTMENT

PIER NO. 1

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

PIER NO. 2

Caulking compound in sidewalk
Bituminous Joint material
Approach pavement
Premolded Bituminous Joint material
Abutment
(Membrane Waterproofing Item 62-NIC.)
Common brick laid in asphalt mastic. Cost of furnishing and placing shall be included in the prices bid for the various Items in this contract
Elev. 432.56 at ℄ roadway Northwest and Southeast Abutment
El. 433.12 at ℄ roadway Pier No. 1 and 3
El. 433.13 at ℄ roadway (Pier No. 1 and 3)
El. 433.59 at ℄ roadway Pier No. 2
Joint (See details on other sheets)
3 at all beams
4"x 3½"x 7'-1" L
½ Bent Pl.
15"@ at 33.9#
3 at all bms.
4"x 3½"x 3'-7" L
NOTE End diaphragms and bent Conn. Pls. not shown on Section D-D
℄ Bearing
FIXED END
EXP. END

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

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

SECTION C-C (PIER NO. 1)
SCALE 3/4"= 1'-0"

SECTION D-D (PIER NO. 2)
SCALE 3/4"= 1'-0"

DETAIL OF EXPANSION AND FIXED BEARINGS AT PIERS NO. 1 AND NO. 3 (POINTS ③ AND ①)
SCALE 1½"= 1'-0"

DETAIL OF PIN (SHANK MACHINED)
SCALE 3"= 1'-0"

DETAIL "A"
SCALE 3"= 1'-0"

SECTION E-E
SCALE 1½"= 1'-0"

SECTION H-H
SCALE 1½"= 1'-0"

SECTION G-G
SCALE 1½"= 1'-0"

Caulk with lead wool
10 oz copper flashing
DETAIL OF COPPER FLASHING
SCALE 1½"= 1'-0"

℄ Bearing
Working Point
1⅜" ∅ Hole for 1" ∅ swedged or roughened bolt set 10" in masonry
DETAIL OF FIXED BEARINGS AT ABUTMENTS, AND PIERS NO. 1 AND NO. 3 (POINTS ①)
SCALE 1½"= 1'-0"

SECTION F-F

DETAIL OF EXPANSION AND FIXED BEARING AT PIERS NO. 1 AND NO. 3 (POINTS ④ AND ②)
SCALE 1½"= 1'-0"

SECTION K-K (POINTS ⑥)
SCALE 1"= 1'-0"

SECTION K-K (POINTS ⑤)
SCALE 1"= 1'-0"

DETAIL OF EXPANSION BEARINGS AT PIER NO. 2 (POINTS ⑤ AND ⑥)
SCALE 1½"= 1'-0"

NOTE
The masonry Pls. with bronze surfacing shall conform to the specifications for Item 29 (c) Paragraph 31).

Rolled phosphor bronze Pls. ... with a steel bearing Pl. may be substituted for the steel Pl. and deposited bronze. The bronze Pl. shall conform to the ASTM Specification B100-40 Type A. Payment for bronze used on sliding bearing Pl. will be made at contract price for structural steel, Item 29.

Approved June 9, 1950
F. E. Halligan 10/19/50
L. Becker
Engineer

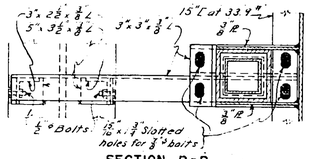
FYLER SETTLEMENT ROAD BRIDGE
STA. 200+06
SUPERSTRUCTURE

FED. AID	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			18	67
MOHAWK THRUWAY					
FROM	TO				
MADISON COUNTY					

Note:-
Railing details in enclosed areas are not in this contract (N.I.C.). Use Railing Details and Railing Notes shown on North Main St. Bridge Plans except as shown in plan this sheet. For location of railing posts and railing joints see Superstructure Plan for this bridge.

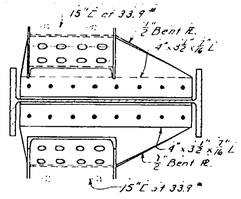
RAILING NOTES

Shop or field welding may be used in the fabrication and erection of the railing.
Dimensions for tubing are outside dimensions.
All railings are to be fabricated and erected so that the rails are parallel to each other and to the fascia and the posts are truly vertical.
Material for posts and rails shall be copper bearing steel or alternate material as specified under, Materials of Construction for Pipe and Rectangular Tubing, page 99 of N.Y. State, Public Works Specifications, January 2, 1947 and current modifications.
All welding to be electric arc and shall conform to the American Welding Society Specifications for Welded Highway and Railway Bridges, 1947, and current modifications.

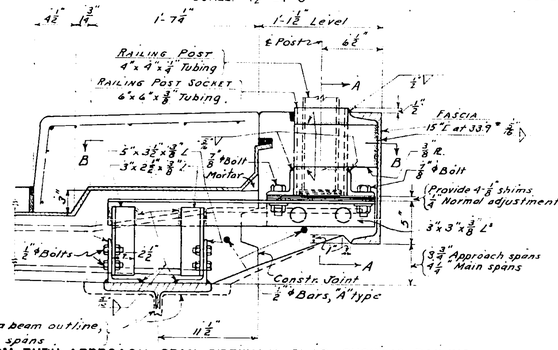


N.I.C.

SECTION B-B
CONCRETE NOT SHOWN
SCALE: 1½"=1'-0"

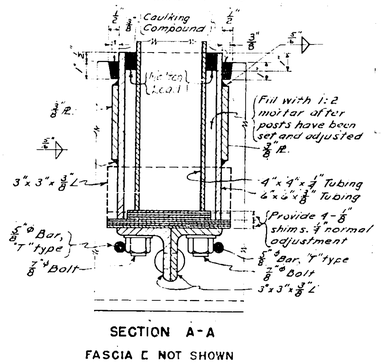


SECTION P-P
SCALE: 1"=1'-0"



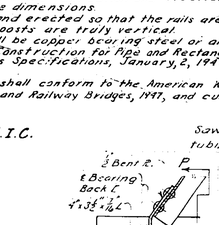
SECTION THRU APPROACH SPAN SIDEWALK SLAB SHOWING RAILING POST BRACKET DETAILS
DETAILS FOR MAIN SPANS SIMILAR
SCALE: 1½"=1'-0"

N.I.C.

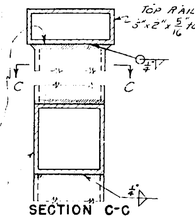


SECTION A-A
FASCIA ℄ NOT SHOWN
SCALE: 3"=1'-0"

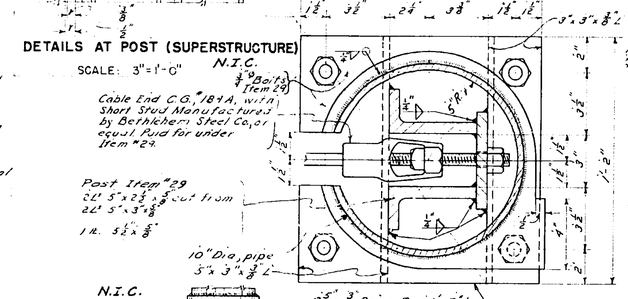
N.I.C.



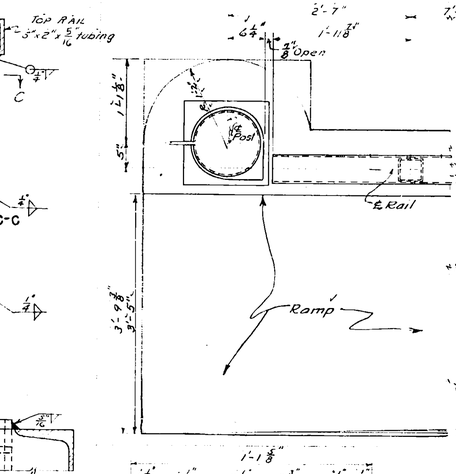
SECTION SHOWING END DIAPHRAGM CONNECTIONS AT ABUTMENT
DETAILS AT PIERS SAME
SCALE: 1"=1'-0"

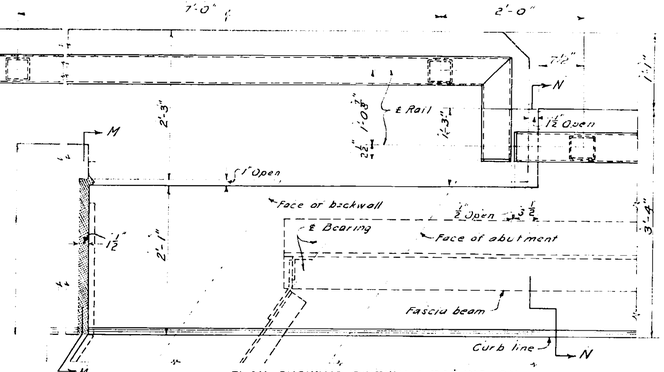


SECTION C-C

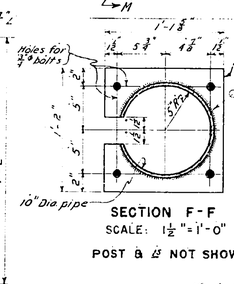


DETAILS AT POST (SUPERSTRUCTURE)
SCALE: 3"=1'-0"

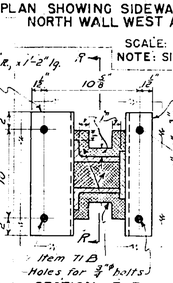




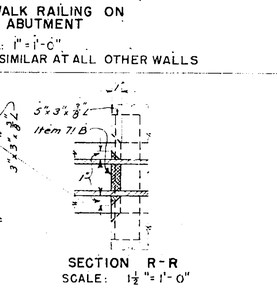
PLAN SHOWING SIDEWALK RAILING ON NORTH WALL WEST ABUTMENT
SCALE: 1"=1'-0"
NOTE: SIMILAR AT ALL OTHER WALLS



SECTION F-F
SCALE: 1½"=1'-0"
POST & ℄ NOT SHOWN



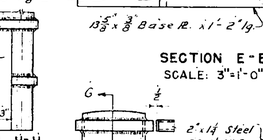
SECTION F-F
SCALE: 1½"=1'-0"
POST SHELL & BASE R. NOT SHOWN



SECTION R-R
SCALE: 1½"=1'-0"

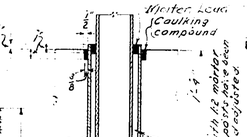
N.I.C.

VIEW H-H
SCALE: 1"=1'-0"
POST, BASE R. AND CABLES NOT SHOWN

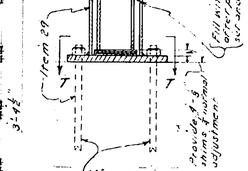


SECTION D-D
SCALE: 1"=1'-0"

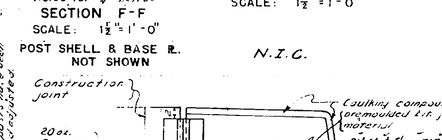
SECTION G-G
SCALE: 1"=1'-0"



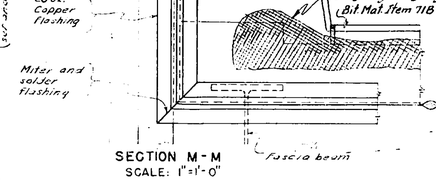
SECTION S-S
SCALE: 1½"=1'-0"



SECTION T-T
SCALE: 1½"=1'-0"
RAILING POST & CONCRETE NOT SHOWN

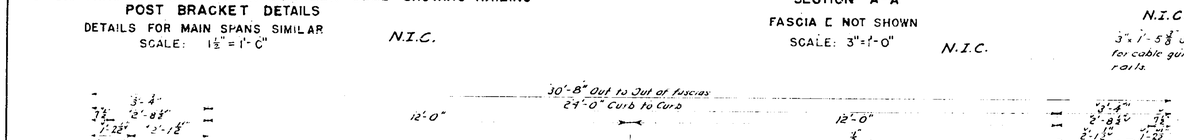


SECTION M-M
SCALE: 1"=1'-0"



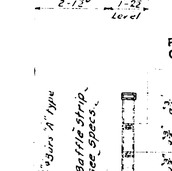
SECTION N-N
SCALE: 1"=1'-0"

N.I.C.



HALF TRANSVERSE SECTION THRU APPROACH SPANS
SCALE: 1/2"=1'-0"

HALF TRANSVERSE SECTION THRU MAIN SPANS
SCALE: 1/2"=1'-0"



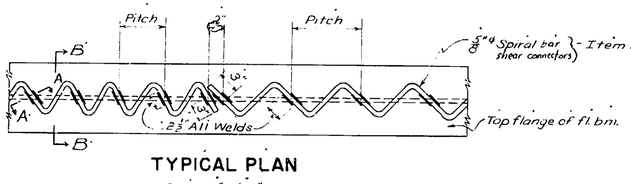
SECTION K-K
SCALE: 1"=1'-0"
CONCRETE NOT SHOWN

N.I.C.

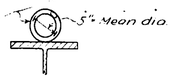
11/7/50 Steve 6/13/50
J.C. Kellyan 12/19/50
L. Becker

FYLER SETTLEMENT ROAD BRIDGE
STA. 200+06
SUPERSTRUCTURE

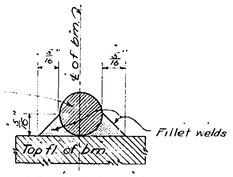
FED AID DIST. NO.	STATE	FED AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			19	67
MOHAWK THRUWAY					
FROM		TO			
MADISON COUNTY					



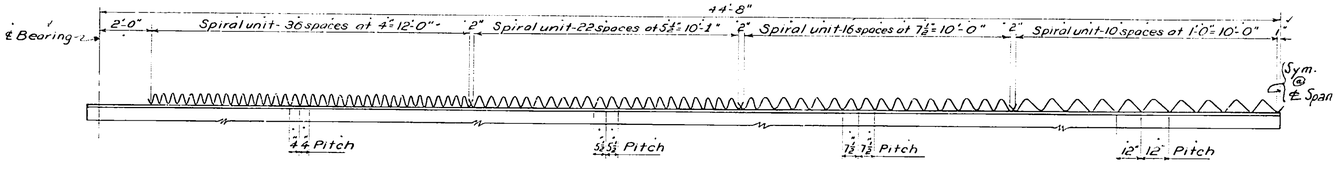
TYPICAL PLAN
Scale 1"=1'-0"



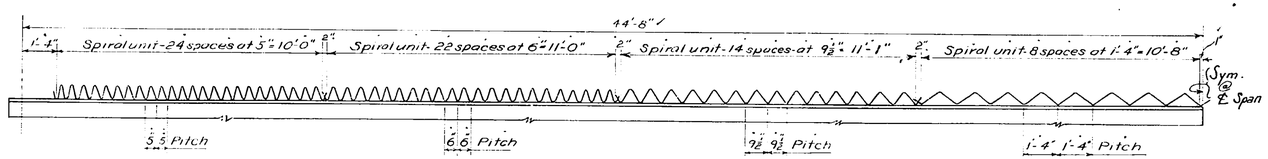
SECTION B-B
Scale 1"=1'-0"



SECTION A-A
Scale - Full Size



DETAILS OF SPIRALS — INTERMEDIATE FLOOR BEAMS—MAIN SPANS
Scale ⅜"=1'-0"



DETAILS OF SPIRALS — FASCIA FLOOR BEAMS—MAIN SPANS
Scale ⅜"=1'-0"

NOTES FOR SUPERSTRUCTURE

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

The cost of furnishing and installing joint material, including elastic cement, Lead Wool, Caulking compound, premoulded bituminous joint material, bituminous material Item 71B, sponge rubber joint material and copper flashing, shall be included in the price bid for Item 16 class 1A.

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

Rivets ⅞" ϕ, open holes 15/16" ϕ unless otherwise noted.

Shop paint, red lead and oil. First field coat to be per specification. Second field coat to be per specifications.

Railing, railing posts will be paid for under Item 37. Shims and anchor bolts will be paid for under Item 29.

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

Material and fabrication are in accordance with "Public Works Specifications" of January 2, 1951 and current modifications.

This structure has been designed for a series of H 20-44 trucks in each traffic lane. Dimensions and distribution as specified in the A.A.S.H.O., 1944 Specifications Trucks spaced 30'-0" apart between adjacent axles.

Camber Int. and fascia bms. main and approach spans for dead load deflection and Vert. Curve.

Main Span { Camber Interm. Bm. 4 3/4" / Camber Fascia Bm. 4 3/4" } Approach Span { Camber Interm. Bm - 1" / Camber Fascia Bm - 1" }

Thickness of cement concrete pavement and concrete curbs may be varied slightly as directed by the Engineer in the field in order to conform to the roadway grade, but a 3 3/8" minimum thickness of pavement must be maintained.

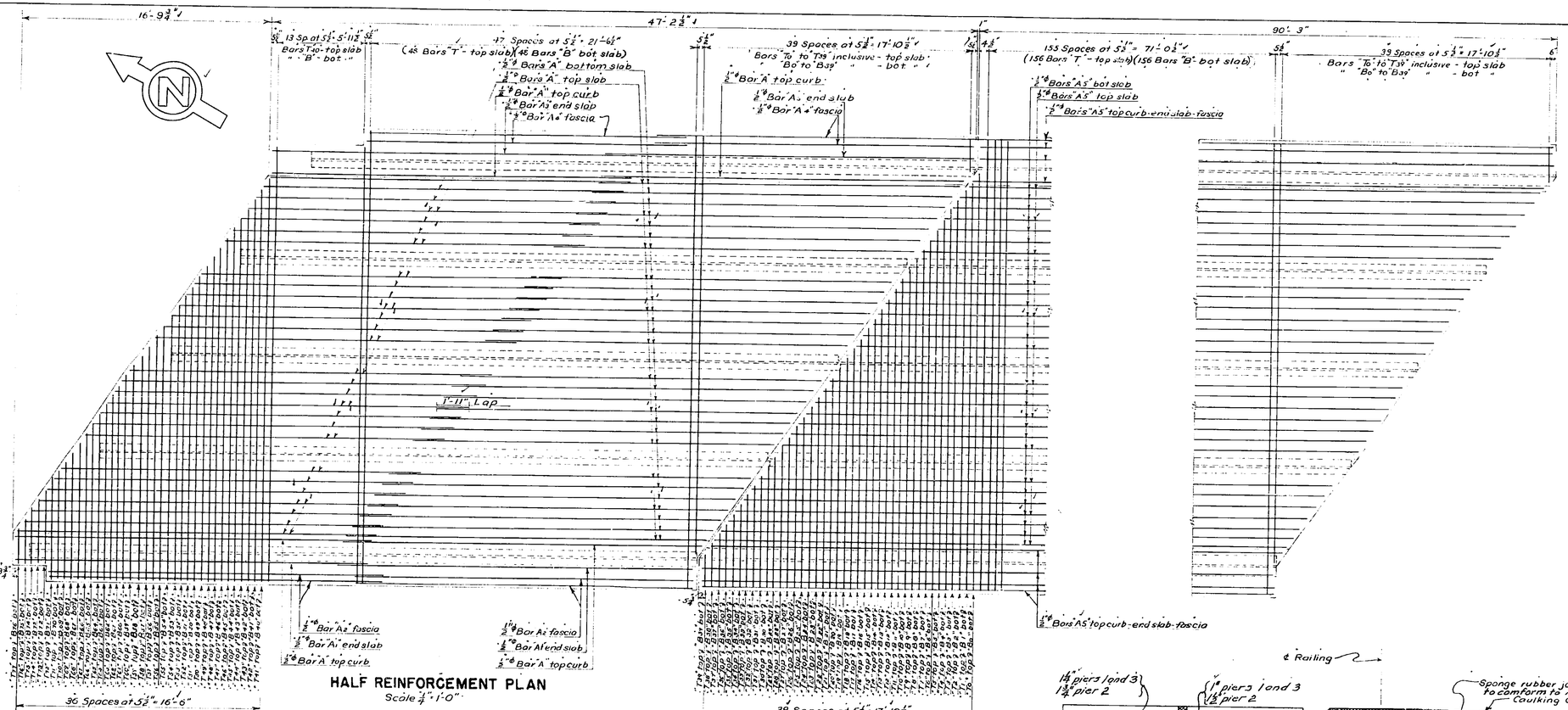
N.I.C. means not in this contract.

Electrodes of AWS. Class E6015 or E6016 shall be used for welding steel exceeding 1" in thickness.

W. M. Sieur 6/13/50
A.E. Halligan Oct. 1947
L. Becker
K C
A.E. Halligan

FYLER SETTLEMENT ROAD BRIDGE
STA. 200+06
SUPERSTRUCTURE

FED AID DIST NO	STATE	FED AID PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
	N.Y.			20	67
MOHAWK-THRUWAY					
FROM TO					
MADISON COUNTY					



HALF REINFORCEMENT PLAN
Scale 1/4" = 1'-0"

BAR LIST FOR SUPERSTRUCTURE

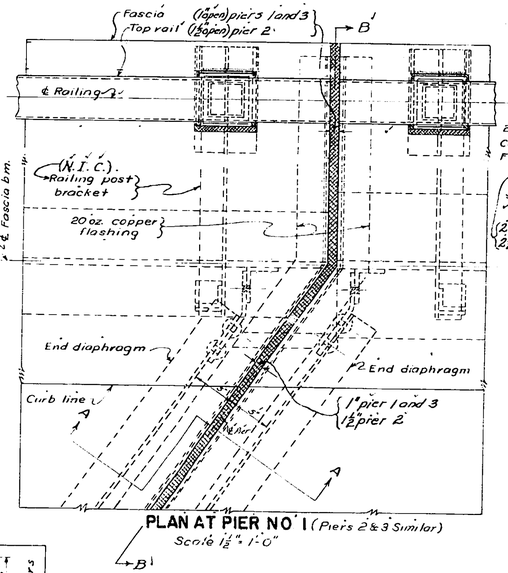
Mark	Size	No.	Length	A'	Description & Location
T		408	31'-4"		
To		6	28'-3"	27'-5"	
T1		6	27'-8"	26'-10"	
T2		6	27'-0"	26'-2"	
T3		6	26'-4"	25'-6"	
T4		6	25'-8"	24'-10"	
T5		6	25'-0"	24'-2"	
T6		6	24'-4"	23'-6"	
T7		6	23'-9"	22'-11"	
T8		6	23'-1"	22'-3"	
T9		6	22'-5"	21'-7"	
T10		6	21'-9"	20'-11"	
T11		6	21'-1"	20'-3"	
T12		6	20'-5"	19'-7"	
T13	5/8ø	6	19'-9"	18'-11"	
T14		6	19'-2"	18'-4"	
T15		6	18'-6"	17'-8"	
T16		6	17'-10"	17'-0"	
T17		6	17'-2"	16'-4"	
T18		6	16'-6"	15'-8"	
T19		6	15'-10"	15'-0"	
T20		6	15'-2"	14'-4"	
T21		6	14'-7"	13'-9"	
T22		6	13'-11"	13'-1"	
T23		6	13'-3"	12'-5"	
T24		6	12'-7"	11'-9"	
T25		6	11'-11"	11'-1"	
T26		6	11'-3"	10'-5"	
T27		6	10'-7"	9'-9"	
T28		6	10'-0"	9'-2"	
T29		6	9'-4"	8'-6"	
T30		6	8'-8"	7'-10"	
T31		6	8'-0"	7'-2"	
T32		6	7'-4"	6'-6"	
T33		6	6'-8"	5'-10"	
T34		6	6'-0"	5'-2"	
T35		6	5'-5"	4'-7"	
T36		6	4'-9"	3'-11"	
T37		6	4'-1"	3'-3"	
T38		6	3'-5"	2'-7"	
T39		6	2'-9"	1'-11"	
T40		28	29'-7"	28'-9"	
T41		2	27'-4"	26'-6"	
T42		2	26'-8"	25'-10"	
T43		2	26'-1"	25'-3"	
T44		2	25'-5"	24'-7"	
T45	5/8ø	2	24'-9"	23'-11"	
T46		2	24'-1"	23'-3"	
T47		2	23'-5"	22'-7"	
T48		2	22'-9"	21'-11"	
T49		2	22'-1"	21'-3"	
T50		2	21'-6"	20'-8"	
T51		2	20'-10"	20'-0"	
T52		2	20'-2"	19'-4"	
T53		2	19'-6"	18'-8"	
T54		2	18'-10"	18'-0"	
T55		2	18'-2"	17'-4"	
T56		2	17'-6"	16'-8"	
T57		2	16'-11"	16'-1"	
T58		2	16'-3"	15'-5"	
T59		2	15'-7"	14'-9"	
T60		2	14'-11"	14'-1"	
T61		2	14'-3"	13'-5"	
T62		2	13'-7"	12'-9"	
T63		2	12'-11"	12'-1"	
T64		2	12'-4"	11'-6"	
T65		2	11'-8"	10'-10"	
T66		2	11'-0"	10'-2"	
T67		2	10'-4"	9'-6"	
T68		2	9'-8"	8'-10"	
T69		2	9'-0"	8'-2"	
T70		2	8'-5"	7'-7"	
T71		2	7'-9"	6'-11"	
T72		2	7'-1"	6'-3"	
T73		2	6'-5"	5'-7"	
T74		2	5'-8"	4'-10"	
T75		2	4'-12"	4'-2"	
T76		2	4'-4"	3'-6"	
T77	5/8ø	2	3'-9"	2'-11"	
B		468	27'-4"		
B0		6	26'-3"		
B1		6	25'-7"		
B2		6	25'-0"		
B3		6	24'-4"		
B4		6	23'-8"		
B5		6	23'-0"		
B6		6	22'-4"		
B7		6	21'-8"		
B8		6	21'-0"		
B9		6	20'-5"		
B10		6	19'-9"		
B11		6	19'-1"		
B12		6	18'-5"		
B13		6	17'-9"		
B14		6	17'-1"		
B15		6	16'-6"		
B16		6	15'-10"		
B17		6	15'-2"		
B18		6	14'-6"		
B19		6	13'-10"		
B20		6	13'-2"		
B21		6	12'-6"		
B22	5/8ø	6	11'-11"		
B23		6	11'-3"		
B24		6	10'-7"		
B25		6	9'-11"		
B26		6	9'-3"		
B27		6	8'-7"		
B28		6	7'-11"		
B29		6	7'-4"		
B30		6	6'-8"		
B31		6	6'-0"		
B32		6	5'-4"		
B33		6	4'-8"		
B34		6	4'-0"		
B35		6	3'-4"		
B36		6	2'-9"		
B37		6	2'-1"		
B38		6	1'-5"		
B39		6	0'-9"		
B40		2	25'-5"		
B41		2	24'-9"		
B42		2	24'-1"		
B43		2	23'-5"		
B44		2	22'-9"		
B45		2	22'-1"		
B46		2	21'-5"		
B47		2	20'-10"		
A		164	24'-0"		Longit. Straight - Approach Spans
A1		4	23'-8"		
A2	1/2ø	20	20'-6"		
A3		4	24'-6"		
A4		20	21'-3"		
A5		324	31'-3"		Longit. Str. Main Spans
S	1/2ø	128	4'-0"		Stirrups in Fascias

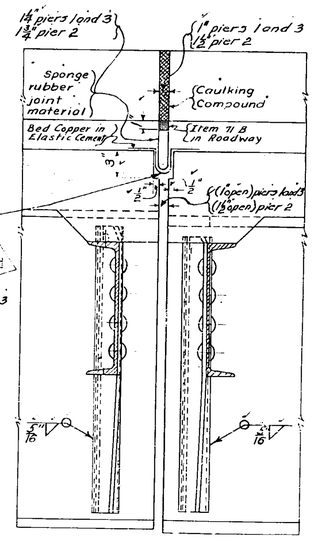
Transverse joint bars - top slab - All spans
Bars T to T77
Bars B to B77
Transverse joint bars - bot. slab
Transverse Straight bars Bot. Slab
29'-8"
A
B

S Bars
11"

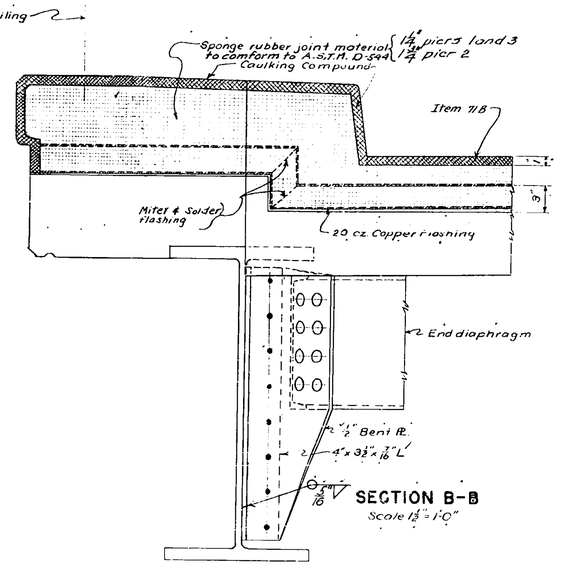
Drawn Steeve 6/13/50
A.E. Hallegan Sect. 11
L. Backer
Traced Sullivan 8/50

PLAN AT PIER NO 1 (Piers 2 & 3 Similar)
Scale 1/2" = 1'-0"





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



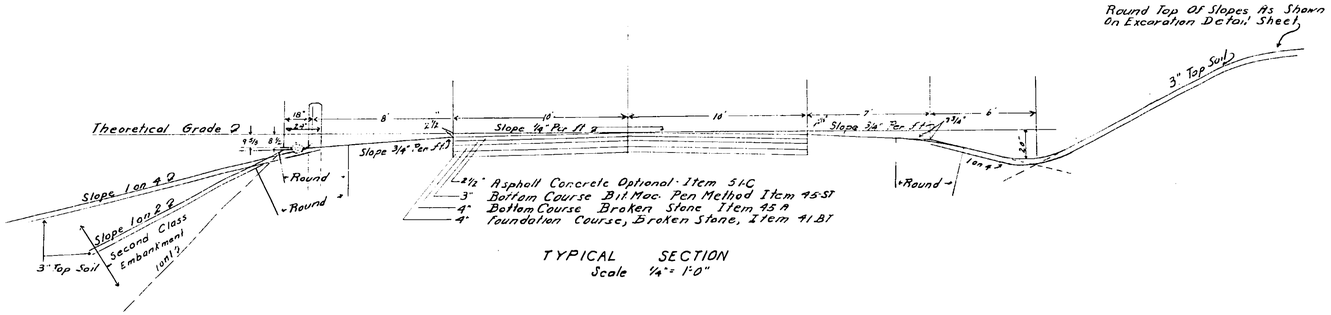
SECTION B-B
Scale 1 1/2" = 1'-0"

FYLER SETTLEMENT ROAD BRIDGE
STA. 200+06
SUPERSTRUCTURE BAR PLAN

S. T. 52-8

Fed Rd Div. No.	State	Fed Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	21	67

Mohawk Thruway N. Manlius – N. Chittenango
Fyler Settlement Road



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

Second Class Embankment shall be used between the lines indicated if ordered by the Engineer. Second Class Embankment is material stripped from cuts and under embankments as ordered, but shall not include stumps, logs, brush nor other objectionable material.

In general 1 on 4 slopes are provided for fills under 10 feet. Slopes shall be as shown on cross-sections or as ordered by Engineer.

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

At intervals of 100 ft. or at such intervals as the Engineer may direct, lateral trenches or weep holes four feet in width shall be opened up thru the shoulders to the ditches to effectively drain the subgrade before the pavement is constructed. These shall be filled with Item 41B1, Found Course, Broken Stone and the excavation will be paid for under Item 2B, Unclassified Excavation.

Maintenance and Protection of Traffic

The contractor shall maintain and protect traffic in accordance with Item No. 76 for the duration of the contract within the limits of the Fyler Settlement Road for the entire length of the contract; also within the limits of the Thruway and any and all intersecting roads so far as the limits of work extend.

Signs shall be erected in accordance with Standard Structure Sheet No. 49-43 on both the Thruway and Fyler Settlement Road.

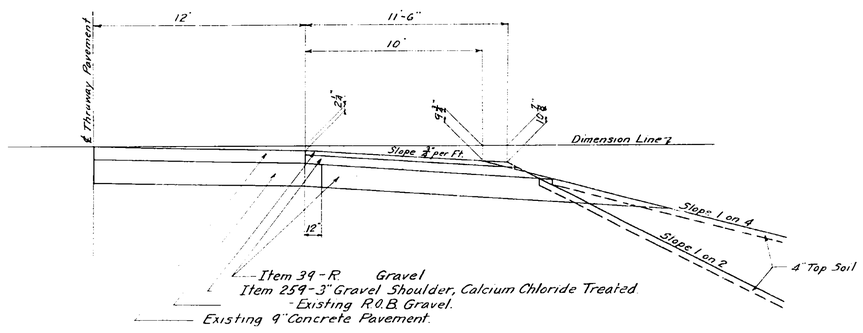
Any traffic required to use the Thruway shall be so routed that movement will be only in same direction as Thruway traffic.

Item 2B UNCLASSIFIED EXCAVATION

From	Cu. Yds.
Road Excavation	2902
Borrow	11690
Sod	100
Drainage Structures	5
Ditch Thruway Hall	100
Benching	1370
Removing Temp. Intersection	640
Estimate	1793
TOTAL	18500

Item 32D CABLE GUIDE RAILING, OPTIONAL

Station	to Station	Side	Anchors	Lin. Ft.
E 8+52	E 12+52	L	1	400
E 8+36	E 12+36	R	1	400
E 15+56	E 22+56	L	3	700
E 15+34	E 22+54	R	3	720
				2220
		8 Anchors @ 20'	=	160
		Estimate		40
		TOTAL		2420



PART SECTION OF THRUWAY
SHOWING SHOULDER TO BE BUILT AFTER
REMOVAL OF TEMPORARY INTERSECTION

TABLE of LENGTHS

Station	to Station	ROAD Lin. Ft.	ROAD Miles	BRIDGE Lin. Ft.	BRIDGE Miles
E 2+00	E 12+56.23	1056.23	0.200		
E 12+56.23	E 15+29.77			273.54	0.052
E 15+29.77	E 35+14	1984.23	0.376		
		3040.46	0.576	273.54	0.052
		273.54	0.052		
TOTAL		3314.00	0.628		

Item 5 – TRENCH, CULVERT and BRIDGE EXCAVATION

From	Cu. Yds.
Drainage Sheet	276
Estimate	24
TOTAL	300

DRAINAGE STRUCTURES

Present Structure	Station	REMARKS
None	E 7+00	Relay 44' of R.C.C.P. from Sta. G 0+74± and extend with 4' of 18" S.R.C.P.
24" S.R.C. Pipe Culv.	E 30+50	Lengthen 4' on Rt. with 24" R.C.C.P. with standard conc. connection and headwall I.O.B.E.
18" S.R.C. Pipe Culv.	G 0+74	Remove and relay at Sta. E 7+00.
None	E 29+65	Build new 18" R.C.C.P. Culv. under gravel drive on left 28' long I.O.B.E.
24" R.C.C.P. 76' long	E 14+00	Remove existing 24" R.C.C.P. on right and store within R.O.W.
24" R.C.C.P. 80' long	E 15+25	Remove existing 24" R.C.C.P. on right and store within R.O.W.

Made by J.E. Chamberlain Traced by E. Gaynor Checked by Estimated:

Prepared Pursuant To The Highway Law & Recommended by

Date

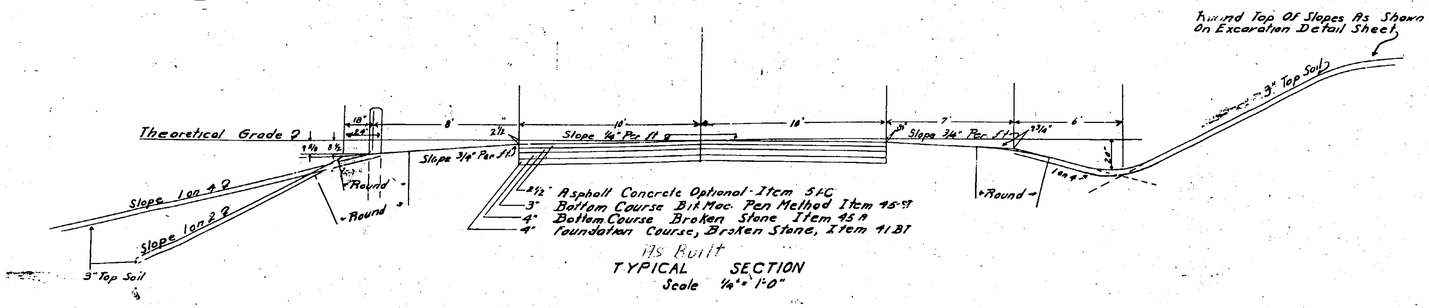
Engineer District No 2

S. T. 52-8

Fed Rd. Div. No.	State	Fed Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	21	67

Mohawk Thruway N.Manlius - N. Chittenango
Fyler Settlement Road

21R



As Built
TYPICAL SECTION
Scale 1/8" = 1'-0"

Second Class Embankment shall be used between the lines indicated [illegible] ordered by the Engineer. Second Class embankment is material stripped from cuts and under embankments as ordered; but shall not include stumps, logs, brush nor other objectionable material.

In general 1 on 4 slopes are provided for fills under 10 feet. Slopes shall be as shown on cross-sections or as ordered by Engineer.

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

At intervals of 100 ft.

lateral trenches or weep holes four feet in width [illegible] opened up thru the shoulders to the ditches to effectively drain the subgrade before the pavement is constructed. These [illegible] filled with Item 418T, Found Course, Broken Stone and the excavation [illegible] paid for under Item 2B, Unclassified Excavation.

Item 2B UNCLASSIFIED EXCAVATION

From	Cu. Yds.
Road Excavation	[illegible]
Borrow	
Sod	
Removing Temp. Intersection Estimate	
TOTAL	

Maintenance and Protection of Traffic

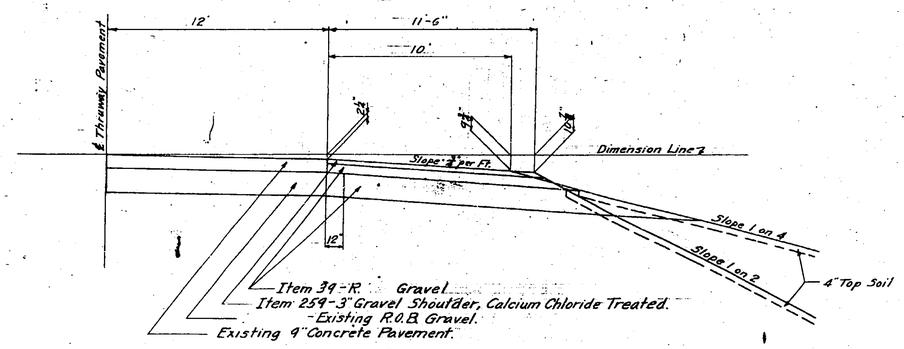
The contractor shall maintain and protect traffic in accordance with Item No. 76 for the duration of the contract within the limits of the Fyler Settlement Road for the entire length of the contract; also within the limits of the Thruway and any and all intersecting roads so far as the limits of work extend.

Signs shall be erected in accordance with Standard Structure Sheet No. 49-43 on both the Thruway and Fyler Settlement Road.

Any traffic required to use the Thruway shall be so routed that movement will be only in same direction as Thruway traffic.

Item 32D CABLE GUIDE RAIL NG. OPTIONAL

Station	to Station	Side	Anchors	Lin. Ft.
E [illegible]46	E 12+52	R		[illegible]62
E [illegible]87	E 12+36			[illegible]03
E 15+58	E [illegible]14	L		[illegible]14
E 15+34	E [illegible]12	R		[illegible]22
E 18+45	E 21+45			300
	8 Anchors @ 25' =			200
	TOTAL			1100



As Built
PART SECTION OF THRUWAY
SHOWING SHOULDER BUILT AFTER
REMOVAL OF TEMPORARY INTERSECTION

TABLE of LENGTHS

Station	to Station	ROAD Lin. Ft.	ROAD Miles	BRIDGE Lin. Ft.	BRIDGE Miles
E 2+00	E 12+56.23	105			
E 12+56.23	E 15+29.77			273.5	0.052
E 15+29.77	E [illegible]+14	1984.			
		3040.	0.57	273.5	0.052
		273.	0.052		
TOTAL		3314.	0.6		

Item 5 - TRENCH, CULVERT and BRIDGE EXCAVATION

From	Cu. Yds.
	[illegible]15
TOTAL	

DRAINAGE STRUCTURES

Present Structure	Station	REMARKS
None	E 7+00	
24" S.R.C. Pipe Culv.	E 30+50	
18" S.R.C. Pipe Culv.	E 0+74	Remove.
None	E 29+65	Build new 18" R.C.C.P. Culv. under gravel shoulder on left 28' long
24" R.C.C.P.	E 14+00	
24" R.C.C.P.	E 15+25	

Made by J.E.Chamberlain Traced by E. Cayaer Checked by Colegrove

file

Prepared Pursuant To The Highway Law & Recommended by

Date

Darcy Hutchins
Engineer, District No 2

SCHEDULE A

LOCATION AND QUANTITY OF PAYMENT ITEMS

STATION TO STATION	SIDE	ITEM	QUANTITY & UNIT		REMARKS
197+00 - 201+22		121	161	C.Y.	Thruway Mall
E 2+00 - E 11+56	L&R	121	311	C.Y.	Break in shoulder to end of road section
E 16+30 - E 33+80	L&R	121	532	C.Y.	ditto
E 2+00 - E 11+56	L&R	123	1.00	Acres	Edge of pavement to end of road section
E 16+30 - E 33+80	L&R	123	1.82	Acres	ditto
197+00 - 201+22		123	.40	Acres	Thruway Mall
E 10+00 - E 11+56	L&R	124	552	S.Y.	Sodded berm gutters, slope channels and sod strips
E 16+30 @ E 21+00	L&R	124	794	S.Y.	ditto
E 10+00 - E 13+00	L&R	IWA	10	M Gal.	In areas where item 124 is used.
E 15+00 - E 21+00	L&R	IWA	14	M Gal.	ditto
From BRIDGE PLANS					
E 11+56 - E 13+00	L&R	121	125	C.Y.	Break in shoulder to end of road section
E 15+00 - E 16+30	L&R	121	125	C.Y.	ditto
E 11+56 - E 13+00	L&R	123B	0.24	Acres	Edge of pavement to end of road section
E 15+00 - E 16+30	L&R	123B	0.23	Acres	ditto
E 11+56 - E 13+00	L&R	124	383	S.Y.	Sodded berm gutters, slope channels and sod strips
E 15+00 - E 16+30	L&R	124	383	S.Y.	ditto

TOTAL	121	1004	C.Y.	Neat)	Highway
		1054	C.Y.	Rounded)	
TOTAL	121	250	C.Y.	Neat)	Bridge
		275	C.Y.	Rounded)	
TOTAL	123	3.22	Acres	Neat)	Highway
		3.50	Acres	Rounded)	
TOTAL	123B	0.47	Acres	Neat)	Bridge
		0.52	Acres	Rounded)	
TOTAL	124	1346	S.Y.	Neat)	Highway
		1450	S.Y.	Rounded)	
TOTAL	124	766	S.Y.	Neat)	Bridge
		843	S.Y.	Rounded)	
TOTAL	IWA	24	M Gal.	Neat	
		24	M Gal.	Rounded	

G. Bitton K Keil F.E. White

SCHEDULE B

DETAIL SPECIFICATIONS TO ACCOMPANY PUBLIC WORKS SPECIFICATIONS

DESCRIPTION

IW FURNISHING WATER EQUIPMENT

IWA APPLYING WATER
- a Areas - See Schedule A.
- Rates - As specified.

121 TOPSOIL PLACED FROM STOCKPILES
- a Areas - See Schedule A.
- c1 Subgrade scarified as directed by Engineer.
- c3 Topsoil Thickness - 3 inches, loose measure

123 SEEDING
- a Areas - See Schedule A.
- b Seeds - See Schedule D.
  Fertilizer - M-55, Type No. 2 (10-10-10)
  Mulch - M-59, Hay or M-60, Straw
- c2 No innoculation required for Alsike Clover.
- c3 Rate of Seeding - 50 lbs. pure live seed per acre
  Rate of Fertilizer - 600 lbs. per acre
- c4 Rate of Mulch - 2 tons per acre

123B SEEDING ON PREPARED AREAS
- a Areas - See Schedule A.

124 SODDING
- a Areas - See Schedule A.
- c3 Sodding shall be as shown on Standard Sheet 50-34, Bridge Plans, or as directed by Engineer.

LOCATION of TOPSOIL STOCKPILES
MT 50-1P

Station	Side	Approx. Quantity
7+00	Lt.	500 C.Y.
15+00	Lt.	200 C.Y.
30+00	Rt.	2000 C.Y.
44+00	Rt.	800 C.Y.
87+00	Rt.	1500 C.Y.
198+00	Lt.	800 C.Y.

NOTE: All areas disturbed by removing topsoil from stockpiles will be regraded and seeded as directed by Engineer. No direct payment will be made for this work but the cost thereof shall be included in the price bid for the various items in the contract.

SCHEDULE C

PROJECT NO. 22 67

NEW YORK STATE DEPARTMENT OF PUBLIC WORKS

MOHAWK THRUWAY
Sect. I
FYLER SETTLEMENT ROAD

SCHEDULE D

SEEDING SPECIFICATIONS FOR FYLER SETTLEMENT ROAD

KIND OF SEED	VARIETY	PURITY %	GERMINATION %	PERCENTAGE USED
Creeping Red Fescue (Festuca rubra)	Commercial	95	75	25
Redtop (Agrostis alba)	Commercial	90	85	10
Perennial Ryegrass (Lolium perenne)	Commercial	95	75	7
Alsike Clover (Trifolium hybridum)	Commercial Max. 25% Hard Seed	95	85	3
Wild White Clover (Trifolium repens var.)	Kent Wild, N.Y. Wild, N. Zealand Wild Max. 25% Hard Seed	95	95	5
	RATE			50

IW	Nec.	Furnishing Water Equi
IWA	24 M. Gals.	Applying Water
121	1325 C.Y.	Topsoil placed from stockpiles
123	3.50 Acres	Seeding
123B	0.52 Acres	Seeding on prepared areas
124	2293 S.Y.	Sodding

Thos. Fehlhaber

N.T. 52-2

Fed Rd Div. No.	State	Fed Aid Proj No	County	Sheet No.	Total Sheets
	N.Y.		Madison	23	67

Mohawk Thruway N Manlius – N. Chittenango
Fyler Settlement Road

DONALD C AND LENA M. PROSSER

FLORENCE DAVIN

EMMETT C. AND JESSIE R. BRENTLINGER

HAROLD H. DANIELS

SIDNEY AND FREDERICKA A. BROWNELL

SIDNEY AND FREDERICKA A. BROWNELL

SIDNEY AND FREDERICKA A. BROWNELL

MAP 32 PAR 41 FEE

MAP 31 PAR 40 FEE

MAP 30 PAR 39 FEE

MAP 28 PAR 36 FEE

MAP 28 PAR 37 FEE

Chicken House

Chicken House

Coop

Garage

Coop

Barn

House

House

Gar

Barn

Spring House

Nice Landscaping

R.O.W.

TRUE NORTH

SCALE 1" = 50'

E 7+50 G 0+00

G² Az 76°-19' Base Line G³ Survey

Contract & Project Begins Sta. E 2+00

E 0+00

Az 107° 25' Survey Base Line

Az 126° 22' Survey Base Line

Fyler Settlement Road

Sta 198+98 P.I. Large Maples

Build New Macadam Intersection As Shown Sta 6+50.0 Remove & Relay Pipe at Sta E 7+00

Remove Temporary Intersection Build Standard Barricade on each side of Thruway as directed by the Engineer POL. E 2+00 POL. E 15+00

Remove Existing 24" RCCP outside limits of pvmt.

Remove Existing 24" RCCP outside limits of pvmt.

E 7+00 Relay 42" or 18" R.C.C.P. From S. to N. Extend with 4' of New 18" R.C.C.P.

Az 78°-59'

Az 137°33'± 200.06

Bridge Sta 199+13 Sta E 14+50.23

Existing Sta 199+13 Rt 733 Cent-71°

Proposed Sta 199+13 Rt 733 Cent-71°

Existing Fence

Widen Fence Line

Note:
Grade & of Thruway Mall to carry the drainage from bridge pier at sta 199+88 westerly to drop inlet at sta 199+00
Grade ditch on South side of Thruway to carry the drainage from the bridge westerly to culvert at Sta 197+00

Notice

After the grade separation structure is completed and opened to traffic and before final acceptance of the contract the temporary intersection shall be removed, temporary structures removed and the Thruway regraded so as to present an appearance similar to the adjacent section of the Thruway

Payment for this work will be made under the appropriate items.

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

E-3+00 Rt 202' Cen -025

Sta 199+13 E 14+50.23 Rt 733' Cent-71°

+0.50%

-0.53%

+4.53%

-4.00%

Datum Elev 400.0

Vertical 1000 500

Horizontal

Vertical Sight Distance

Horizontal Sight Distance 1000 ft

Sight Distance Graph
5 feet to 5 Feet

MADE BY IR CHECKED BY

PLAN Preliminary E. Gaynor N. Siegel

PROFILE Preliminary E. Gaynor Preliminary

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

DATE

ENGINEER DISTRICT No. 2

S.T. 52-8

Fed Rd Div. No.	State	Fed Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	23	67

Mohawk Thruway N Manlius - N. Chittenango
Fyler Settlement Road

23R

DONALD C. AND LENA M. PROSSER

HAROLD H. DANIELS

FLORENCE DAVIN

EMMETT C. AND JESSIE R. BRENTLINGER

SIDNEY AND FREDERICKA A. BROWNELL

SIDNEY AND FREDERICKA A. BROWNELL

Map 32 Par 41 Fee

Map 31 Par 40 Fee

Map 30 Par 39 Fee

Map 28 Par 36 Fee

Map 28 Par 37 Fee

Contract & Project Bdgrs Sta E 2100

Barn

House

Garage

Coop

Chicken House

Chicken House

Barn

House

Garage

Coop

Scale 1" = 50'

True North

R.O.W.

Survey Base Line

Fyler Settlement Road

Macadam Intersection

Built As Shown Sta 60+50 Removed

Nice Landscaping

Removed Built Standard Barricade on each side of Thruway

Rel. 201+53 Rel. E 15+00

Built 24" R.C.P. Culv. 20' Impounded

Widen Pavement

Improvement

Bridge Begins Sta E 121+56.83

Elev. 440.59 E-13493 VC 700' Corr. +0.00

Elev. 416.2 E-3400 V.C. 200' Corr. -0.25

Elev. 414.05 E-7129.58 V.C. 300' Corr. +1.69

+0.50 %

-0.80 %

+4.00 %

+4.00 %

Datum Elev. 400.0

Vertical Sight Distance

Horizontal Sight Distance 1000 ft

Sight Distance Graph

5 Feet to 5 Feet

Note:-

After the grade separation structure is completed and opened to traffic, and before final acceptance of the contract, the temporary intersection shall be removed, temporary structures removed and the Thruway regraded so as to present an appearance similar to the adjacent section of the Thruway.

Payment for this work will be made under the appropriate items.

NOTE:

Gradeing of Thruway Mall to carry the drainage from bridge pier at sta 199+88 westerly to drop inlet at sta 194+00
Grade ditch on south side of Thruway to carry the drainage from the bridge westerly to culvert at Sta 194+00

MADE BY J.J. Dwyer
TRACED BY E Gaynor
CHECKED BY Calendo

TITLE J.J. Dwyer E Gaynor Calendo

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

DATE

ENGINEER DISTRICT NO.

24:1

Fed Rd Dw. No.	State	Fed Aid Proj No	County	Sheet No	Total Sheets
	N.Y.		Madison	24	67

Mohawk Thruway N. Manlius – N. Chittenango
Fyler Settlement Road

FRED M. MOREY & MINNIE A MOREY

HERBERT C. HILTS

FRANCIS M. & WILLIAM S. MOYER

Scale 1"=50'
True North

Barn
Shed
House
House

Fyler Settlement Road

Scrub Brush & Lowland

Pasture

Swamp & Lowland

Sta. E29+65
Build new 18" R.C.C.P. Culvert under gravel drive on Left
28' Long I.O.B.E.

Lowland & Scrub Brush

SIDNEY & FREDRICA BROWNELL

R.O.W. Line

Map 28 Par 37 Fee

Scrub Brush & Lowland

Wm. H. SOWTER ESTATE ET AL.

Wm. H. SOWTER ESTATE
GRACE M. & BETTY SOWTER, BEATRICE BLOCK, GLADYS LINDLEY & ELSIE MANN

Lowland & Scrub Brush

Existing 24" R.C.C.P.

Existing 36" R.C.C.P.

Gravel Drive

Grade & surface with gravel to meet new pavement

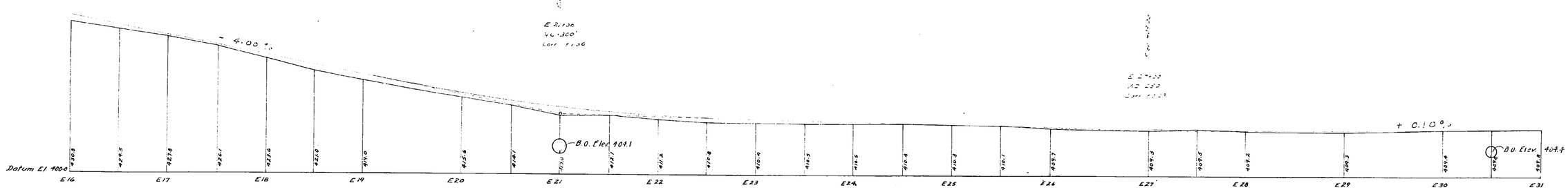
SIDNEY & FREDRICA BROWNELL

R.O.W. Line

Map 29 Par 38 Fee

Wm. H. SOWTER ESTATE GRACE & BETTY SOWTER, BEATRICE BLOCK, GLADYS LINDLEY & ELSIE MANN

Sta. 30+50 Lengthen 24" R.C.C.P. 4' On Right. Build Standard Connection And Headwall I.O.B.E.



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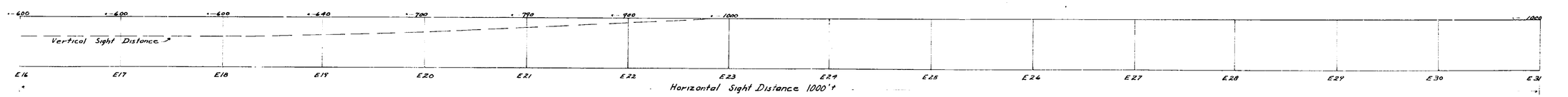
Vertical 1"=10'



Horizontal Sight Distance 1000'+

Sight Distance Graph
5 Feet to 5 Feet

	MADE BY	TRACED BY	CHECKED BY
PLANS	J.J. Dwyer	E. Gaynor	Calculated
PROFILE	J.J. Dwyer	E. Gaynor	Calculated

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

DATE

ENGINEER DISTRICT NO. 2

S. T. 52-8

S. T. 52-8

Fed Rd Div. No.	State	Fed Aid Proj No	County	Sheet No	Total Sheets
	N.Y.		Madison	24	67

Mohawk Thruway — N. Manlius — N. Chittenango
Fyler Settlement Road

24R

FRED M. MOREY & MINNIE A MOREY

HERBERT C. HILTS

FRANCIS M. & WILLIAM S. MOYER

Sta. E29+65± Build new 18" R.C.C.P. Culvert under gravel drive on Left 28' Long

Scale 1"=50'
True North

Fyler Settlement Road

Scrub Brush & Lowland

Pasture

Lowland & Scrub Brush

SIDNEY & FREDRICA BROWNELL

R.O.W. Line

MAP 28 PAR 37 FEE

Scrub Brush & Lowland

Wm. H. SOWTER ESTATE ET AL.

Existing 36" R.C.C.P.

Existing 24" R.C.C.P.

Wm. H. SOWTER ESTATE GRACE M. & BETTY SOWTER, BEATRICE BLOCK, GLADYS LINDLEY & ELSIE MANN

Lowland & Scrub Brush

Swamp & Lowland

Gravel Drive

SIDNEY & FREDRICA BROWNELL

R.O.W. Line

MAP 29 PAR 38 FEE

Wm. H. SOWTER ESTATE GRACE & BETTY SOWTER, BEATRICE BLOCK, GLADYS LINDLEY & ELSIE MANN

E 2/100
V.C.=300'
Curr. ↑ 4.30

E 27/00
V.C. 250'
Curr. ↑ 0.23'

- 4.00 %

+ 0.10%

B.O. Elev. 704.1

Datum El. 700.0

E16 E17 E18 E19 E20 E21 E22 E23 E24 E25 E26 E27 E28 E29 E30 E31

Profile Scales: Horizontal 1"=30'
Vertical 1"=10'

Vertical Sight Distance

600 600 600 640 700 770 900 1000

Horizontal Sight Distance 1000'±

Sight Distance Graph
5 Feet to 5 Feet

MADE BY J.J. Dwyer — TRACED BY E. Gwynar — CHECKED BY Colangelo

PLAN J.J. Dwyer E. Gwynar Colangelo

PROFILE J.J. Dwyer E. Gwynar Colangelo

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

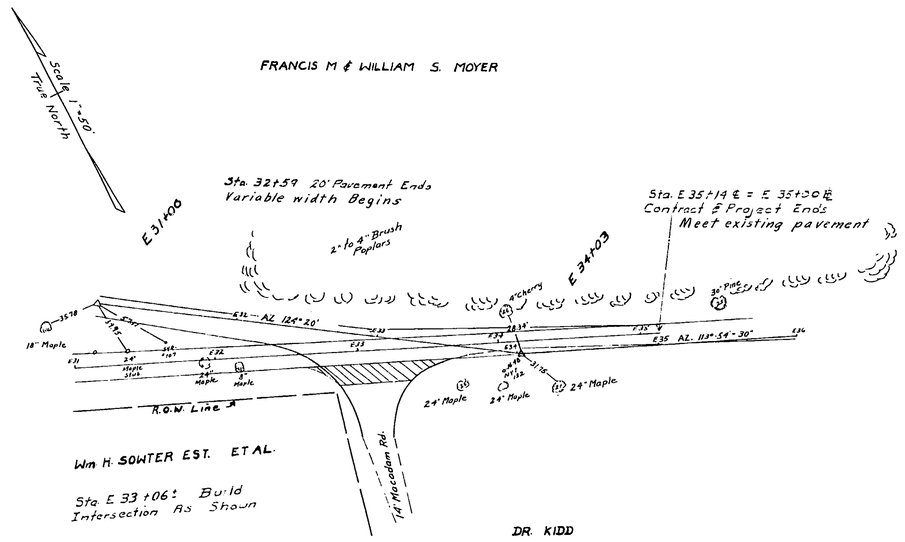
DATE

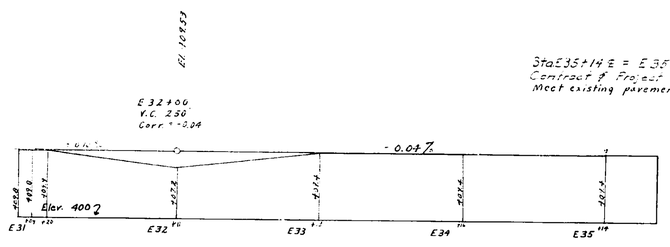
ENGINEER DISTRICT No. 2

S. F. 52-8

Fed Rd Div. No.	State	Fed Aid Proj No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	25	67

Mohawk Thruway N.Manlius - N.Chittenango
Fyler Settlement Road





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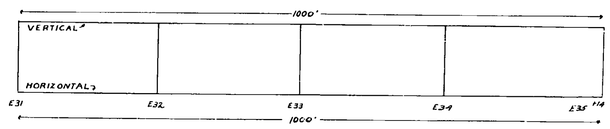
Vertical 1" = 10'



Sight Distance Graph
5 Feet to 5 Feet

Made by Traced by Checked by

Plan J.J. Dwyer Guynor Colangelo

Profile J.J. Dwyer Guynor Colangelo

Prepared Pursuant To The Highway Law & Recommended By

Date

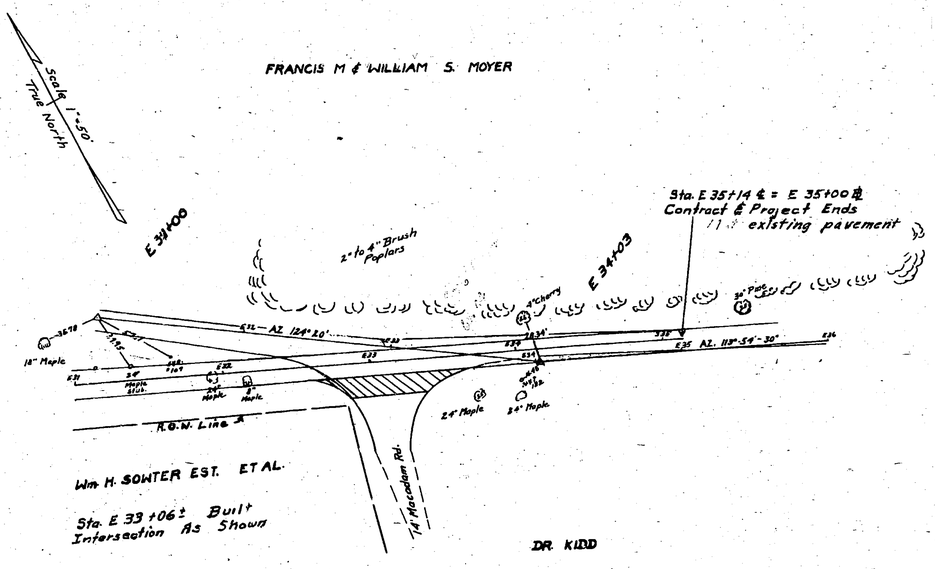
Engineer District No. 2

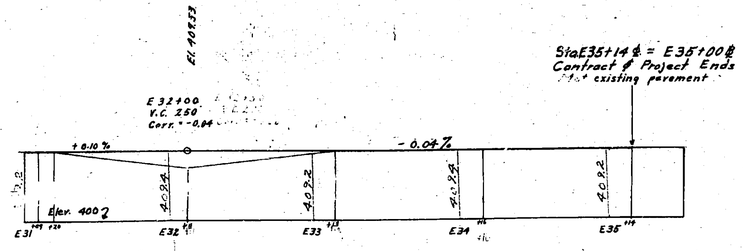
S. T. 52-8

Fed Rd Dist. No.	State	Fed Aid Proj No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	25	67

Mohawk Thruway N. Manlius – N. Chittenango
Fyler Settlement Road

25R





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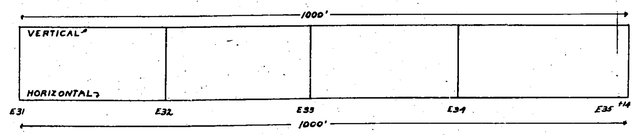
Vertical 1" = 10'



Sight Distance Graph
5 Feet to 5 Feet

Made by Traced by Checked by

Plan J.J. Dwyer Gaynor Colangelo

Profile J.J. Dwyer Gaynor Colangelo

Prepared Pursuant To The Highway Law & Recommended By

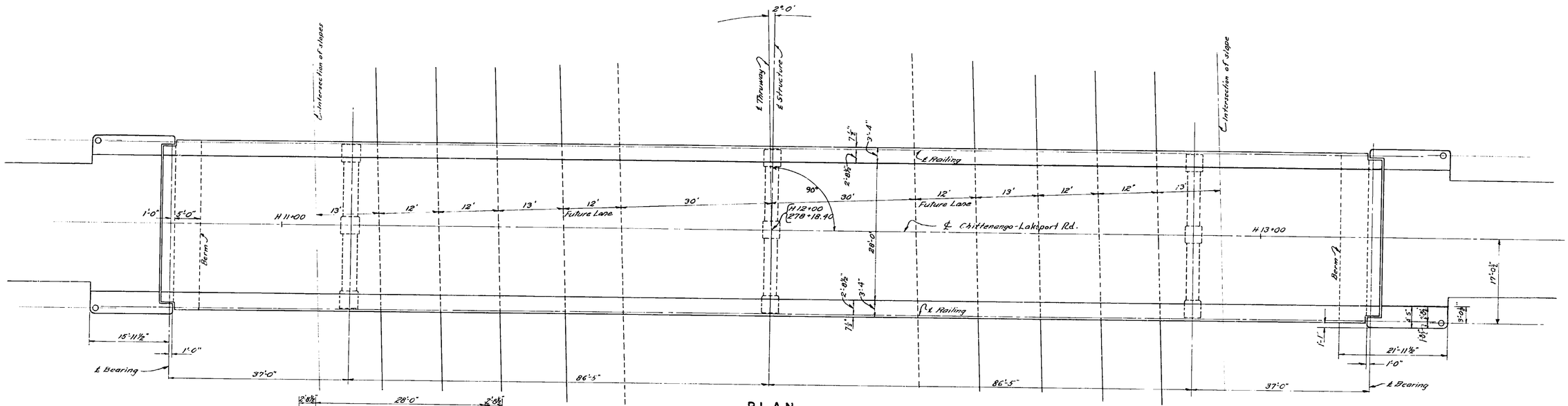
Date

Engineer District No. 2

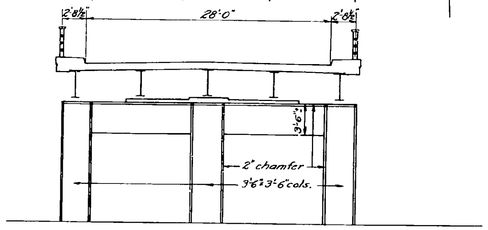
24:1

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
	N.Y.			26	67
MOHAWK THRUWAY					
FROM		TO			
MADISON		COUNTY			

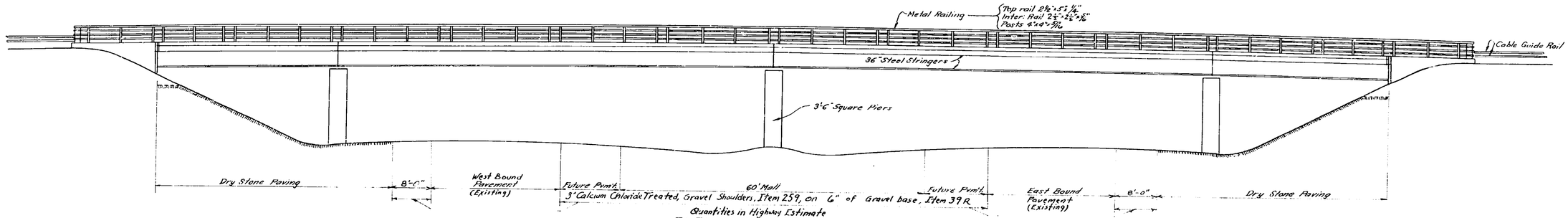
N



PLAN
SCALE: 1" = 10'-0"



TYPICAL SECTION
SCALE: 1/8" = 1'-0"



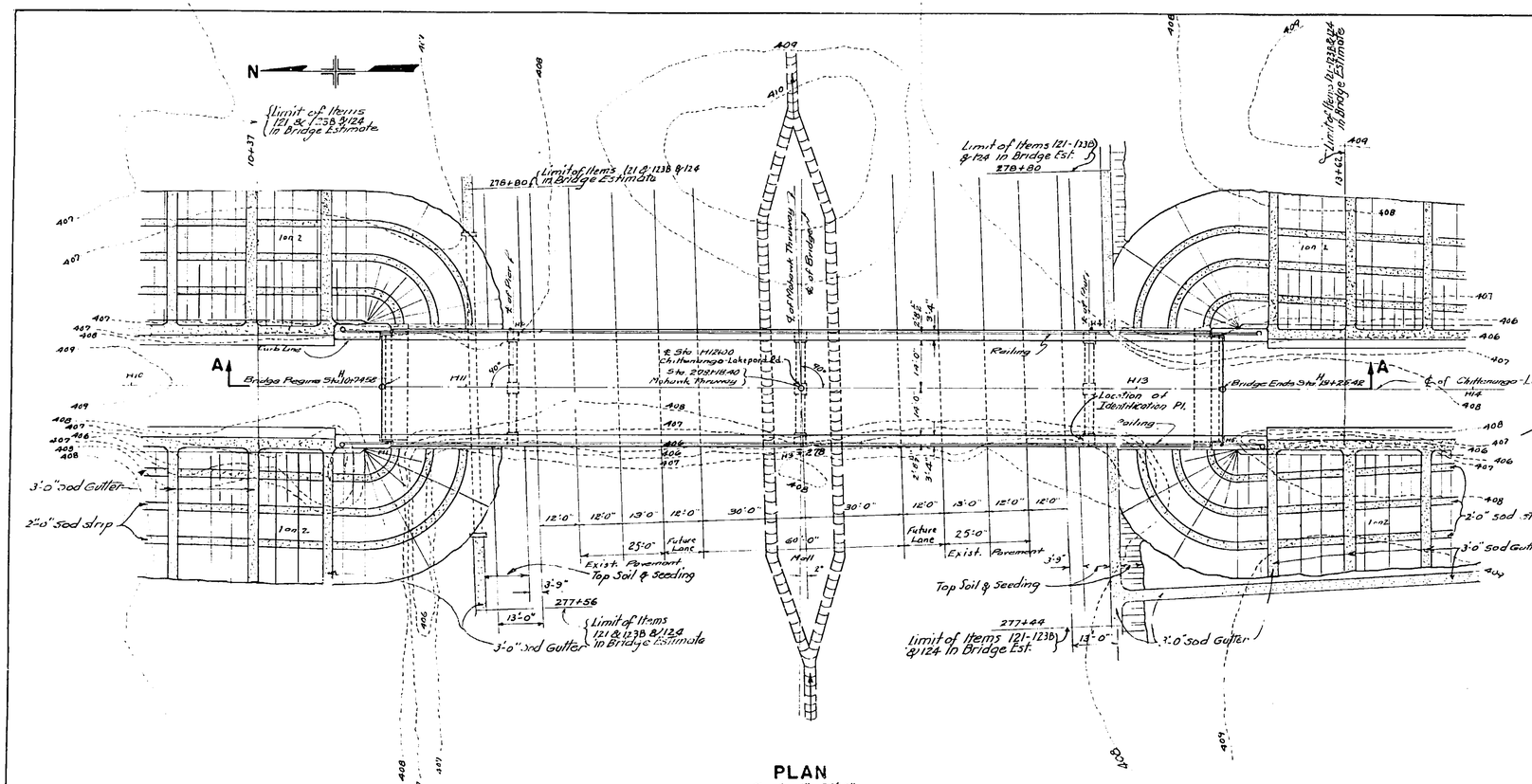
Quantities in Highway Estimate
ELEVATION EAST PORTAL
(WEST PORTAL SIMILAR)
SCALE: 1" = 10'-0"

Dayton
T.A. LaZot.
Mc Iwata

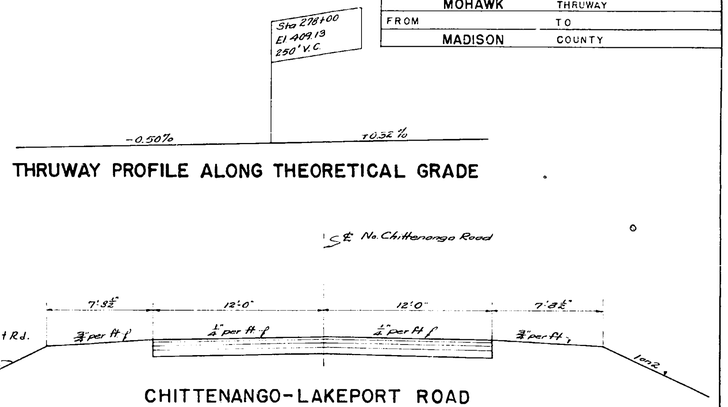
CHITTENANGO - LAKEPORT ROAD BRIDGE
STA. 278+18.40
ARCHITECTUAL LAYOUT

24:1

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			27	67
MOHAWK	THRUWAY				
FROM		TO			
MADISON		COUNTY			



PLAN
Scale: 1"=20'-0"

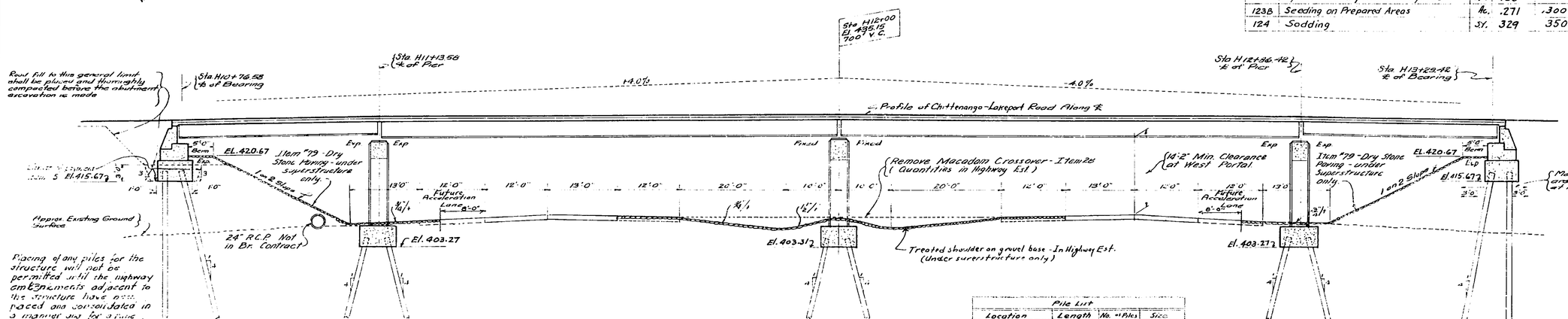


THRUWAY PROFILE ALONG THEORETICAL GRADE

CHITTENANGO-LAKEPORT ROAD SECTION ADJACENT TO BRIDGE
Scale: 1"=5'-0"

ESTIMATE OF QUANTITIES

ITEM	DECRIPTION	UNIT	NEAT	ROUNDED
5	Trench Culvert & Bridge Excavation	C.Y.	225	275
15-2	Portland Cement Type 2	bbl.	1120	1170
15-N	Natural Cement Type N	bbl.	160	188
18	Class 1A Concrete for Structures	C.Y.	453	465
20	Class 1 Concrete	C.Y.	254	270
25F	Steel Fabric Reinforcement	S.Y.	1003	1050
28	Bar Reinf. for Structures	lbs.	79867	86000
28A	Spiral Bar Shear Connectors	lbs.	1550	1600
29	Structural Steel	lbs.	296523	306000
37	Metal Railing	L.F.	352-6	360
47A	Cement Conc. Pavement	C.Y.	73	75
79	Dry Stone Paving	S.Y.	380	400
85	Steel Bearing Piles - 10"H@ 42#	ft	3634	3650
87	Furnishing Equip. for Driving Piles	L.S.	Nec	Nec.
121	Top Soil Placed from Stock piles	C.Y.	183	200
123B	Seeding on Prepared Areas	Ac.	.271	.300
124	Sodding	S.Y.	329	350



LONGITUDINAL SECTION A-A
Scale: 1"=10'-0"

Pile List				
Location		Length	No. of Piles	Size
North Abut.	Vertical	72	11	10"H 42#
	Batter	74	5	10"BP 42#
North Pier	(batter)	65	19	10"BP 42#
Center Pier		59	18	10"BP 42#
South Pier		59	18	10"BP 42#
South Abut.	Vertical	73	11	10"BP 42#
	Batter	75	5	10"BP 42#

The contractor shall order & drive steel bearing piles of the size & length indicated above. Payments will be made under Item 85. For design purposes the assumed load per pile does not exceed 37Tons.

Made by R.C.S. Jr.
Traced by S.C.H.
Checked by [illegible]

CHITTENANGO - LAKEPORT ROAD BRIDGE
STA 278+13.40
LAYOUT

S. T. 52-8

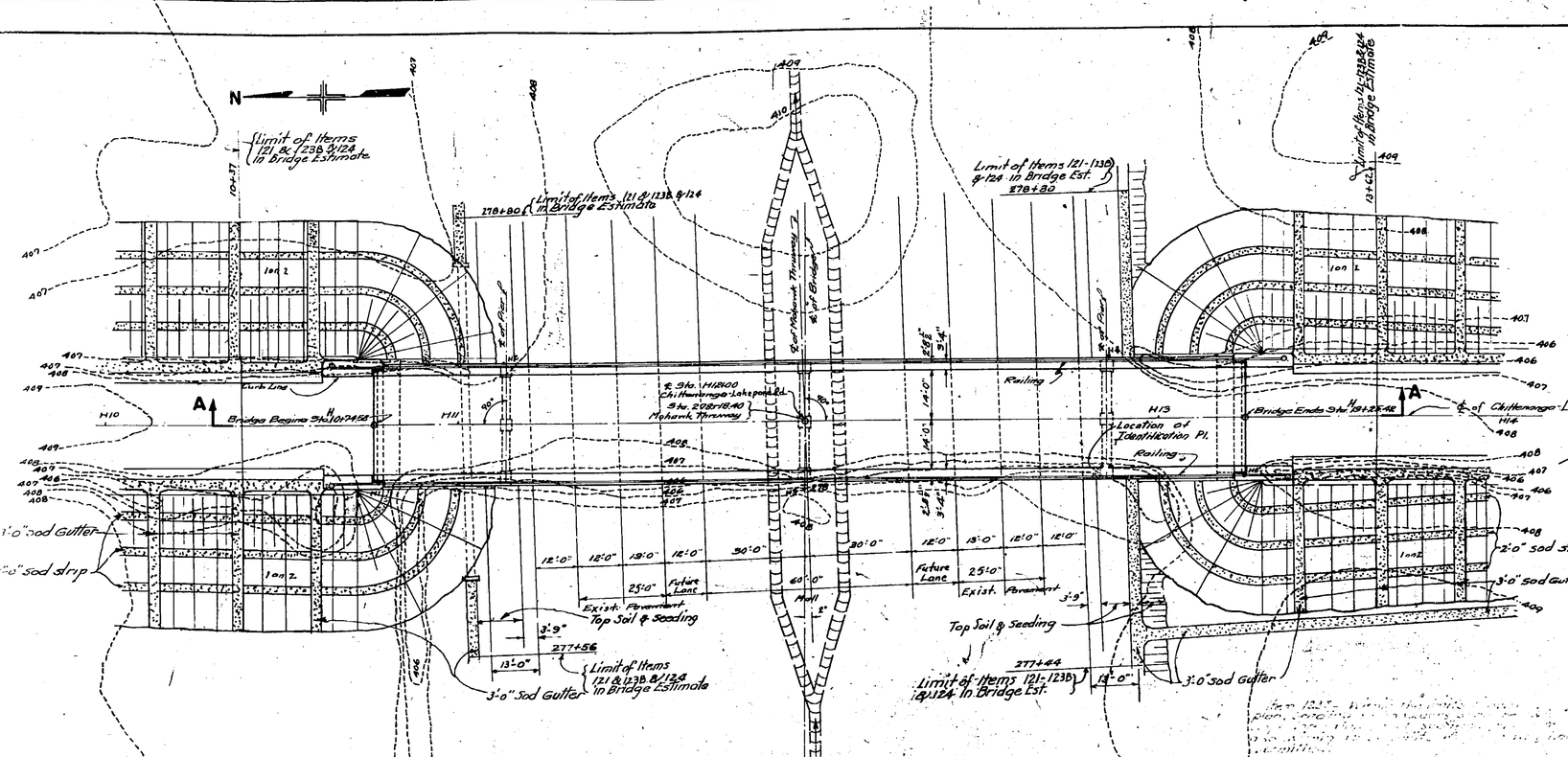
FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			27	67

MOHAWK THRUWAY

FROM TO

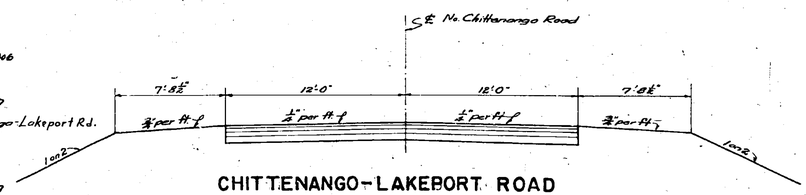
MADISON COUNTY

2R



PLAN

Scale: 1"=20'-0"



LONGITUDINAL SECTION A-A

Scale: 1"=10'-0"

		Pile List		
Location		Length	No. of Piles	Size
North Abut.	Vertical	72	11	10 BP 42#
	Batter	74	5	10 BP 42#
North Pier (Center)		65	18	10 BP 42#
Center Pier		55	18	10 BP 42#
South Pier		55	18	10 BP 42#
South Abut.	Vertical	72	11	10 BP 42#
	Batter	74	5	10 BP 42#

The contractor shall vider & drive steel bearing piles of the sizes & length indicated above. Payment will be made under Item 85. For design purposes the assumed load per pile does not exceed 37 Tons.

THRUWAY PROFILE ALONG THEORETICAL GRADE

CHITTENANGO-LAKEPORT ROAD SECTION ADJACENT TO BRIDGE

Scale: 1"=6'-0"

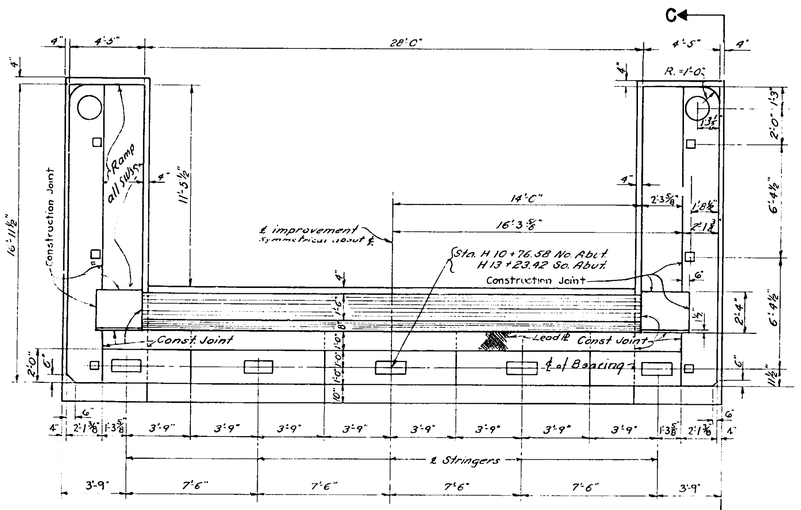
Final Total of Contract Quantities

ITEM	DECRIPTION	UNIT	Final Quantities
5	Trench Culvert & Bridge Excavation	C.Y.	352.3
15-2	Portland Cement Type II	bbl.	1,084.8
15-N	Natural Cement Type N	bbl.	159.0
18	Class 1A Concrete for Structures	C.Y.	453.37
20	Class 1 Concrete	C.Y.	235.84
25F	Steel Fabric Reinforcement	S.Y.	1,003.
28	Bar Reinf. for Structures	lbs.	84,473
28A	Spiral Bar Shear Connectors	lbs.	1,624
29	Structural Steel	lbs.	289,250
37	Metal Railing	L.F.	560.00
47B	Cement Conc. Pavement	S.Y.	89.67
79	Dry Stone Paving	S.Y.	403.1
85	Steel Bearing Piles - 10"H@42#	ft.	5,634.0
87	Furnishing Equip. for Driving Piles	L.S.	20%
121	Top Soil Placed from Stock piles	C.Y.	142.1
123B	Seeding on Prepared Areas	Ac.	0.360
124	Sodding	S.Y.	247.1

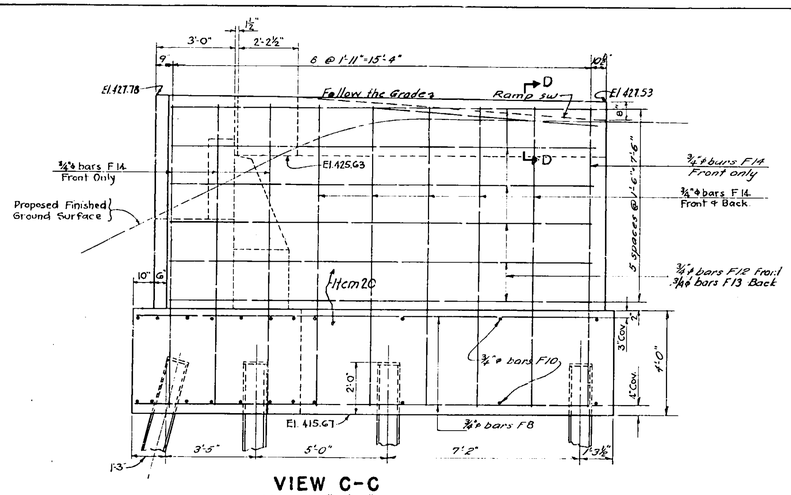
CHITTENANGO - LAKEPORT ROAD BRIDGE STA. 278+18.40 LAYOUT

R. Sinclair
Right of Way Surveys
by Williams

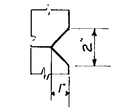
FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				28	67
MOHAWK THRUWAY					
FROM		TO			
MADISON		COUNTY			



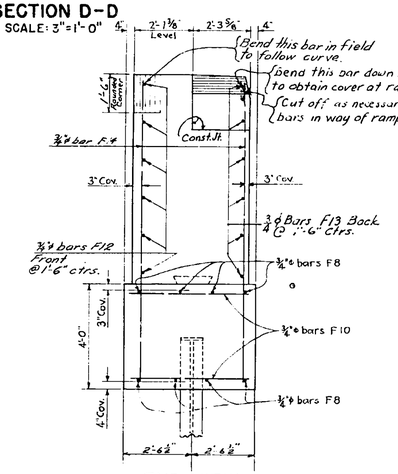
PLAN OF EITHER ABUTMENT
SCALE: 1/4"=1'-0"



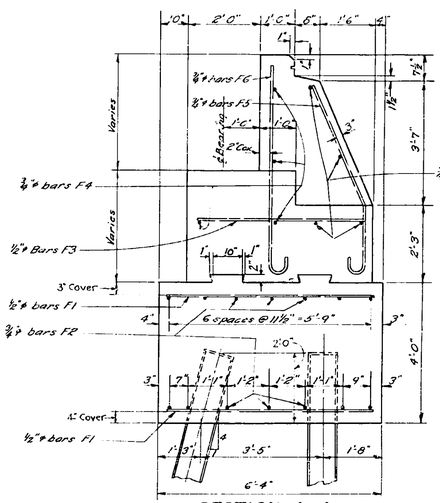
VIEW C-C
SCALE: 3/8"=1'-0"



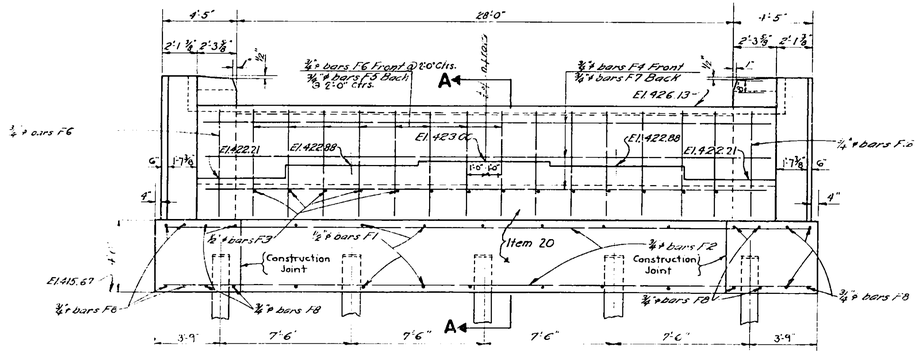
SECTION D-D
SCALE: 3"=1'-0"



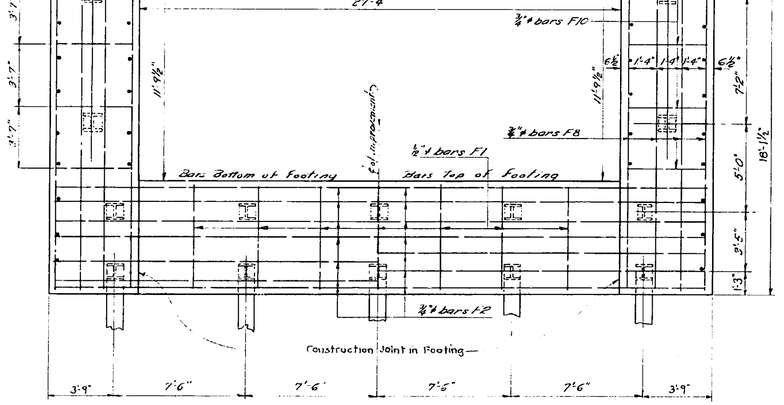
END VIEW
SCALE: 3/8"=1'-0"



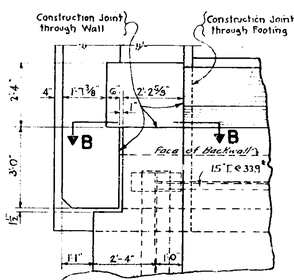
SECTION A-A
SCALE: 1/2"=1'-0"



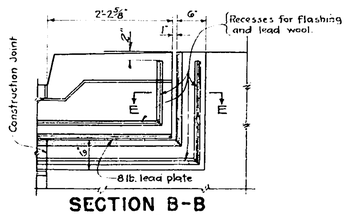
FRONT ELEVATION OF EITHER ABUTMENT
SCALE: 1/4"=1'-0"



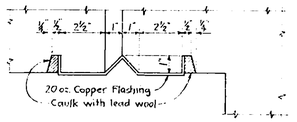
PILE AND BAR LOCATION PLAN
FOOTINGS
SCALE: 1/4"=1'-0"



PARTIAL PLAN PRIOR
TO PLACING FLASHING
SCALE: 3/8"=1'-0"



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



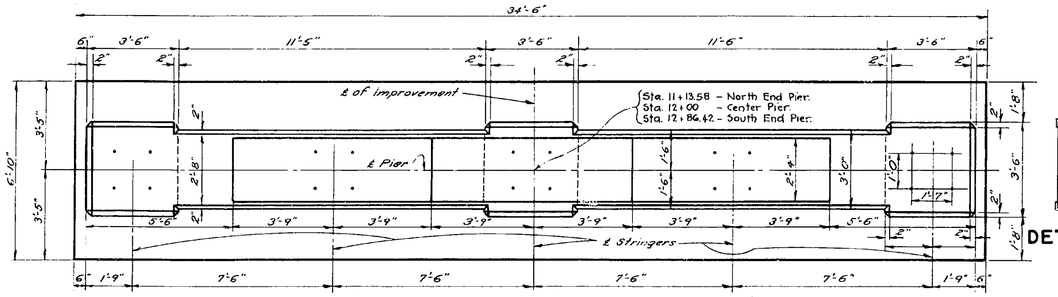
SECTION E-E
SCALE: 3" = 1'-0"

DRAWN BY _____
TRACED BY T.A. LaZot
CHECKED BY _____

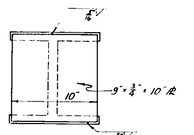
CHITTENANGO - LAKEPORT ROAD BRIDGE
STA. 278+18.40
ABUTMENTS

S. T. 52-8

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			29	67
MOHAWK THRUWAY					
FROM		TO			
MADISON COUNTY					



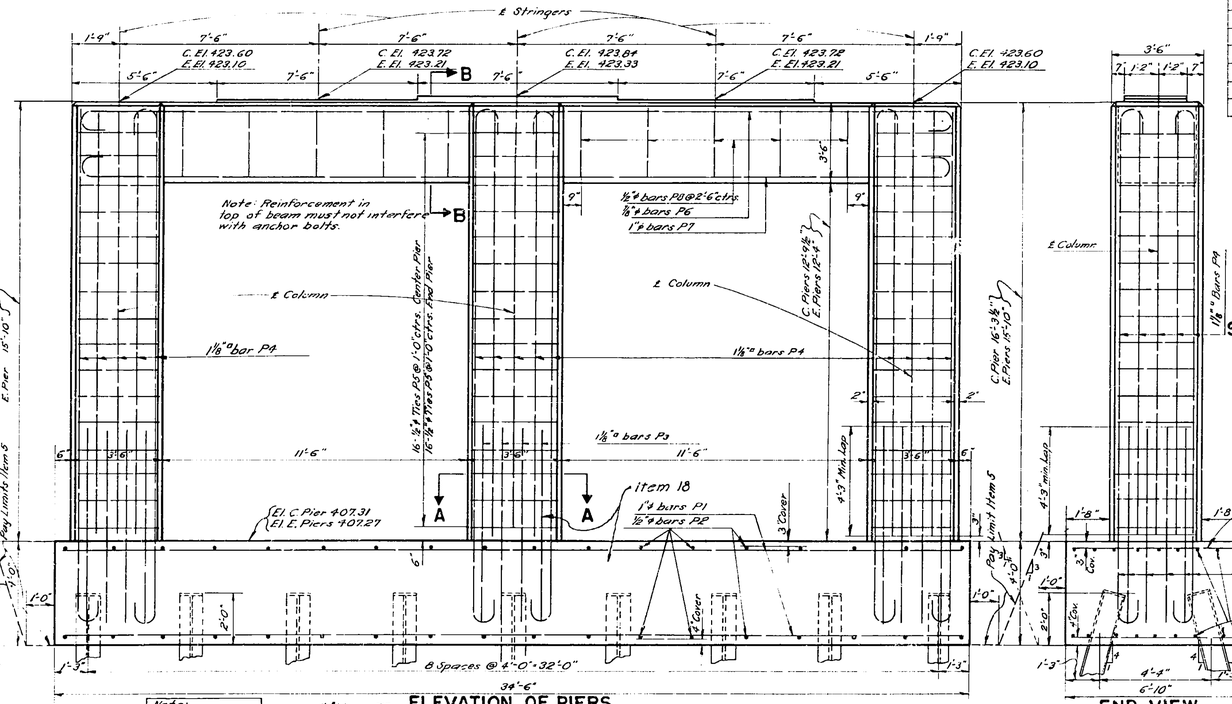
PIER PLAN
SCALE: 3/8"=1'-0"



DETAIL OF PILE CAP

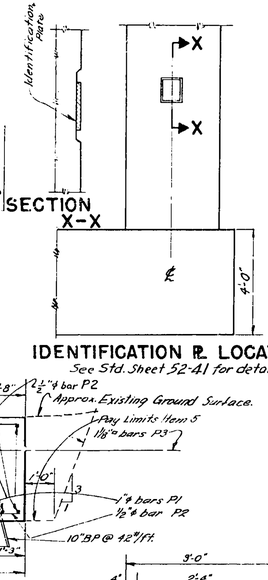
BAR – LIST

MARK	TY.	SIZE	LENGTH	NO.	A	B	C	D	LOCATION
A1	STR.	⅝ ø	32'-5"	356					Tranverse bars in slab. Bottom
A2	III.	⅝ ø	35-11	356	10"	34'-3"	3⅜"	2¼"	Tranverse bars in slab. Top
B1	STR.	½ ø	38'-8"	152					Long. bar in end Span.
B2	STR.	½ ø	44'-2"	304					Long. bar in Ctr. Span.
F1	STR.	½ ø	5'-10"	28					Tran. Bar T & B. Footing.
F2	STR.	⅝ ø	37'-0"	28					Long. bar T & B. Footing.
F3	STR.	½ ø	4'-10"	28					Tran. bar in Abutment.
F4	STR.	⅝ ø	32'-0"	8					Long. bar in front of Abutment.
F5	V	⅝ ø	6'-3"	28					Vertical bar back of Backwall.
F6	I	⅝ ø	6'-9"	32	1'-0"	5'-9"	4½"	3"	Vertical bar front of Backwall.
F7	STR.	⅝ ø	27'-8"	8					Long. bar in back of Backwall.
F8	STR.	⅝ ø	17'-2"	32					Long. bar in Wall Footing
B3	IV.	½ ø	4'-0"	A04					Stirrups in Fascia.
F10	STR.	½ ø	4'-7"	32					Tran. bar in Wall Footing.
F12	STR.	⅝ ø	15'-6"	24					Hor. bar in Front Wing Wall.
F13	STR.	⅝ ø	13'-0"	24					Hor. bar in back Wing Wall.
F14	STR.	⅝ ø	11'-4"	56					Pylon Vert. Bar in Wing Wall.
P1	STR.	1" ø	34'-0"	24					Long. Bar in Pier Footing.
P2	STR.	½" ø	6'-4"	108					Trans. bar in Pier Footing.
P3	I	1⅛" ø	9'-1"	144	1'-6"	7'-7"	6¾"	4½"	Vertical bar in Pier Footing.
P4	I	1⅛" ø	16'-5"	144	1'-6"	14'-11"	6¾"	4½"	Vertical bar in Pier Col.
P5	II	½" ø	13'-0"	144	3'-2½"	3'-2½"			Hoops in Pier Col.
P6	III.	⅞" ø	34'-3"	24	1'-2"	3'-11"	5¾"	3½"	Hor. bar in top of Pier
P7	III.	1" ø	34'-6"	24	1'-9"	3'-10"	6"	4"	Hor. bar in bottom of Pier
P8	II	½" ø	11'-10"	30	3'-2"	5'-5"			Stirrups in Pier

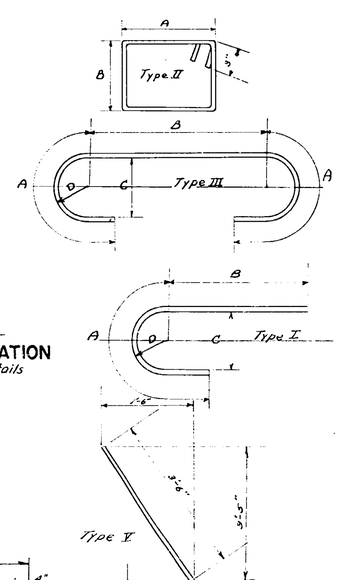


ELEVATION OF PIERS
SCALE: 3/8"=1'-0"

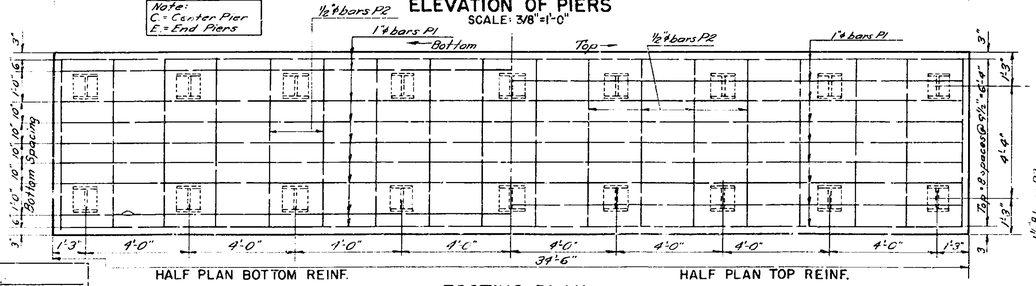
END VIEW



IDENTIFICATION PL. LOCATION
See Std. Sheet 52-41 for details

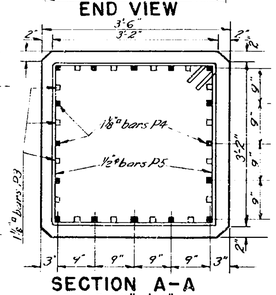


Note:
C = Center Pier
E = End Pier

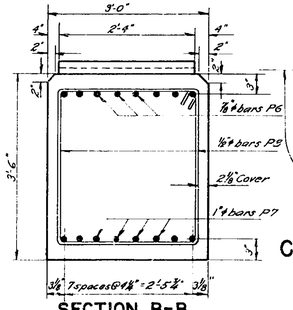


HALF PLAN BOTTOM REINF. HALF PLAN TOP REINF.

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



SECTION A–A
SCALE: 3/4"=1'-0"



SECTION B–B
SCALE: 3/4"=1'-0"

MADE BY J. J. Lyon
TRACED BY T. A. LA ZOT
CHECKED BY W. E. Hartwell

CHITTENANGO – LAKEPORT ROAD BRIDGE
STA. 278+18.40
PIERS

Concrete in Abutments shall be Item 20.
Concrete in Piers shall be Item 18.
Concrete in Superstructure shall be Item 18, except the concrete pavement which shall be Item 47A.
Construction joints other than those shown on the plans will not be permitted except by written permission of the Deputy Chief Engineer.
All holes to be 13/16" except as noted.
Rivets to be ⅞" diameter unless otherwise noted.
Field connections to be made with rivet bolts or equal.

Camber all beams as indicated on the plans.
After the concrete is cured the contractor shall apply a waterproofing oil treatment of M-41W or M-41S to all exposed concrete surfaces, except the underside of slabs, in accordance with the specifications of Items 18, 20, and 47A.

Reinforcement bars may be spliced at places other than those shown on the plans if approved by the Engineer. Bars so spliced shall be lapped 45 diameters, minimum.
The cost of furnishing and installing caulking compound, copper flashing, premoulded bituminous joint material, miscellaneous material not covered by Item nos. shall be included in the prices bid for the various Items of the contract.
Caulking compound shall be "Vulcatex" or its approved equal. All joints must be thoroughly clean and dry before priming with a material satisfactory to the manufacturer of the caulking compound 30 to 90 minutes before the caulking compound is placed. Work must be performed by workman experienced in this type of work. Vulcatex is manufactured by A.C. Horn Co. Long Island City, New York.

All welding to be electric arc welding and shall conform to the American Welding Society specifications for welded highway bridges 1947 and current modifications.
Material and fabrication specifications of N.Y. State Dept. of Public Works January 2, 1931 and current modifications.
Sidewalk railing complete including posts, rails, and welding shall be paid for as metal railing Item 37. Dimensions for fitting are outside dimensions.
Payment for furnishing and installing anchor bolts, nuts, washers, and anchor plates shall be made under Item 29.
Shop or field welding may be used in the fabrication and erection of the railing.

Design Specifications – AASHO 1949 – Loading H20-44 and current modifications.
The contractors attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the foundation note, which briefly outlines the anticipated subsurface conditions at the site of the structure and which specifies certain requirements relative to construction.
Electrodes of A.W.S. Class E6015 or E6016 shall be used for welding steel exceeding 1" in thickness.

For design purposes the assumed load per pile does not exceed 37 Tons.

Immediately before placing pavement concrete, the concrete surface(s) upon which it is to be placed shall be thoroughly and continuously wetted for one hour, if the air temperature is above 50°F. Payment will be made under Items 1W and 1W.A in highway estimate.

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			30	67

MOHAWK THRUWAY
FROM MADISON TO COUNTY

PARTIAL PLAN (NORTH END)
SCALE: 3/16"=1'-0"
(SOUTH END IDENTICAL)

PARTIAL ELEVATION
SCALE: 3/16"=1'-0"

BEAM SCHEDULE

MARK	SECTION	COVER PLATES	CAMBER
B1	36"WF@150#	No Plates	0"
B2	30"WF@116#	No Plates	0"
B3	36"WF@182#	8"x⅞"x29'-0"PL Top 15"x⅛" PL Bottom	4¼"
B4	36"WF@162#	5"x⅞"x22'-0"PL Top 15"x1¼"x 22'-0" Bottom	4¼"

BEARING BASE PLATE
SCALE: 1½"=1'-0"

FASCIA BEARING (END PIERS)
SCALE: 1½"=1'-0"

EXPANSION BEARING END PIERS (INT)
SCALE: 1½"=1'-0"

EXPANSION BEARINGS ABUTMENTS
SCALE: 1½"=1'-0"

FIXED BEARING
SCALE: 1½"=1'-0"

DETAIL THRU DOWEL
SCALE: 3"=1'-0"

SECTION B-B
SCALE: 1½"=1'-0"

DETAIL OF COPPER FLASHING
SCALE: 3"=1'-0"

DETAIL AT BACKWALL
SCALE: 1½"=1'-0"

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

Set all anchor bolts accurately by template.

MADED BY
TRACED BY T.A. LAZOT
CHECKED BY

CHITTENANGO - LAKEPORT ROAD BRIDGE
STA. 278+18.40
SUPERSTRUCTURE DETAILS

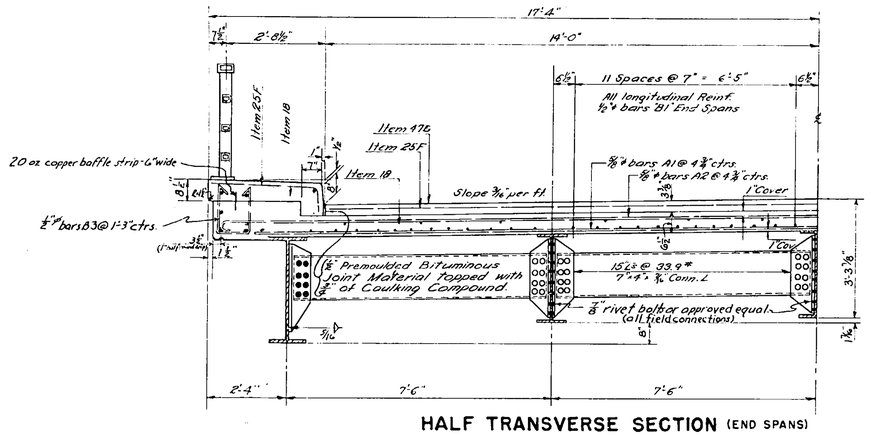
S.T. 52-8

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			31	67

MOHAWK THRUWAY

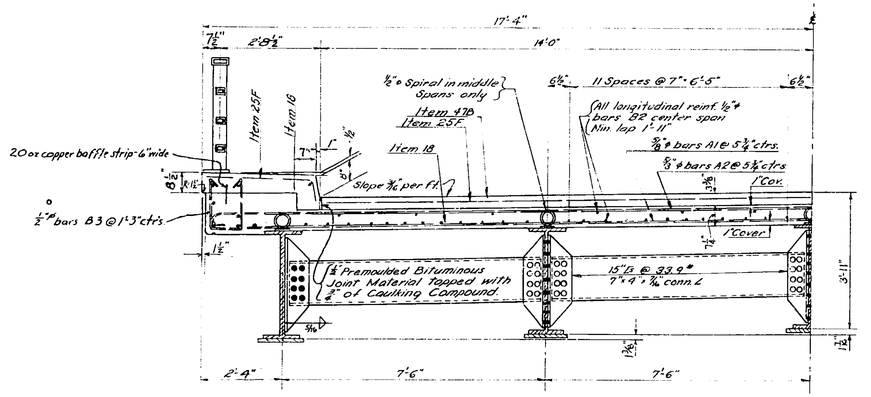
FROM TO

MADISON COUNTY

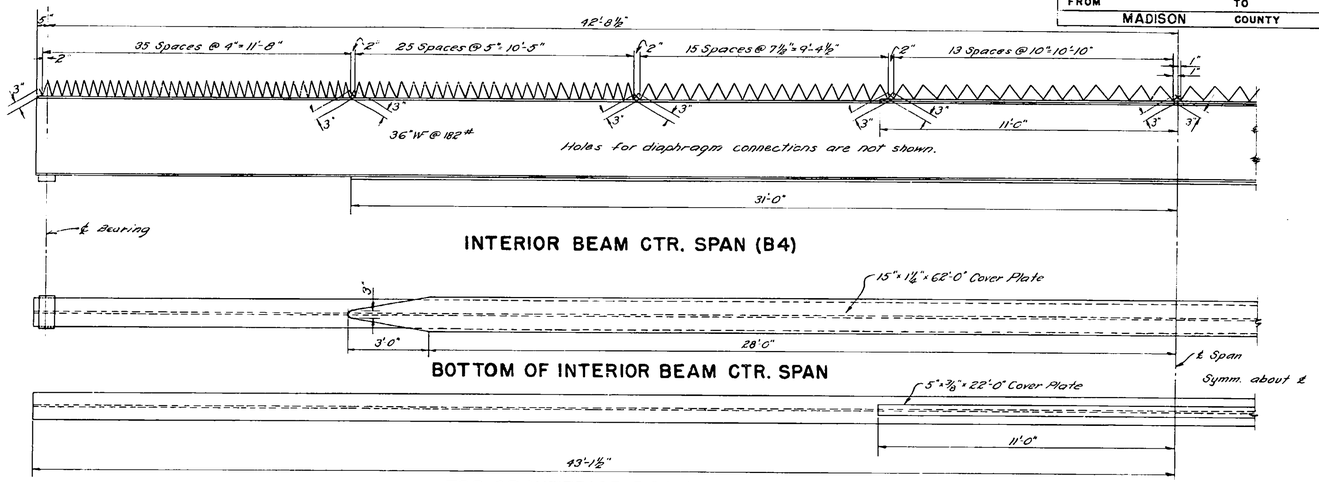


HALF TRANSVERSE SECTION (END SPANS)
SCALE: 1/2" = 1'-0"

Note:
Railing anchor bolts not shown.
See details on North Main St. plans.



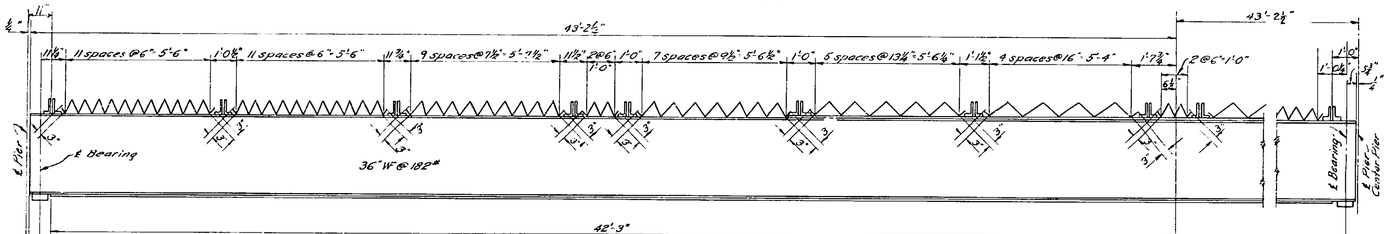
HALF TRANSVERSE SECTION (CENTER SPAN)
SCALE: 1/2" = 1'-0"



INTERIOR BEAM CTR. SPAN (B4)

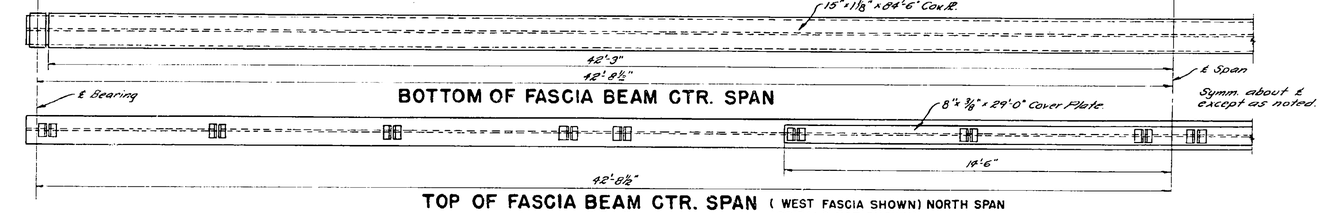
BOTTOM OF INTERIOR BEAM CTR. SPAN

TOP OF INTERIOR BEAM CTR. SPAN



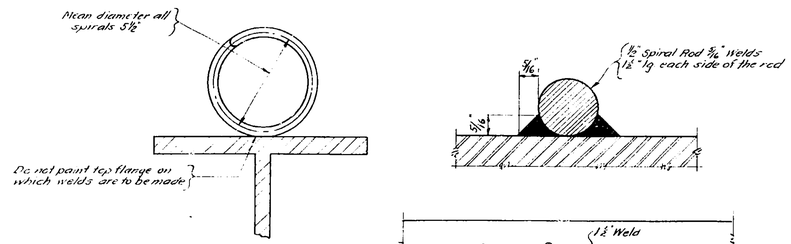
FASCIA BEAM CTR. SPAN (WEST FASCIA SHOWN) (B3)
NORTH SPAN

Note:
Use ⅜" continuous welds connecting cover plates to flanges.



BOTTOM OF FASCIA BEAM CTR. SPAN
Symm. about ℄ except as noted.

TOP OF FASCIA BEAM CTR. SPAN (WEST FASCIA SHOWN) NORTH SPAN
(SPIRALS NOT SHOWN)
SCALE: 3/8" = 1'-0"



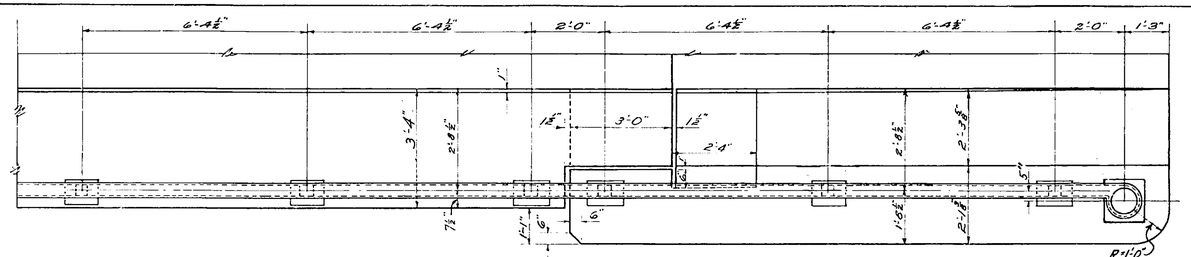
DETAIL OF SPIRAL RODS

Special precaution must be exercised where welding crosses edge of flange to avoid any possibility of "undercut" or nicks in edge of flange.
The contractor's and engineer's attention is called to the possibility of interference between the reinforcing steel in the slab and the beam spiral.
While steel spacing is given at 5⅞" it is to be understood that 12 bars in each 5'-9" will fill the requirement. If no two bars are closer than 4¾" ctrs. or further apart than 6¾" ctrs. and even then some bars will have to be threaded thru one or more spirals.
All spirals must have two (2) structural welds ⅝"x1½" lg. at each point of contact with beam one weld on each side of bar as shown.
The cost of spirals including furnishing, placing, welding and royalty will be paid for under Item 28A spiral bar shear connector. Spirals are covered by U.S. patents.

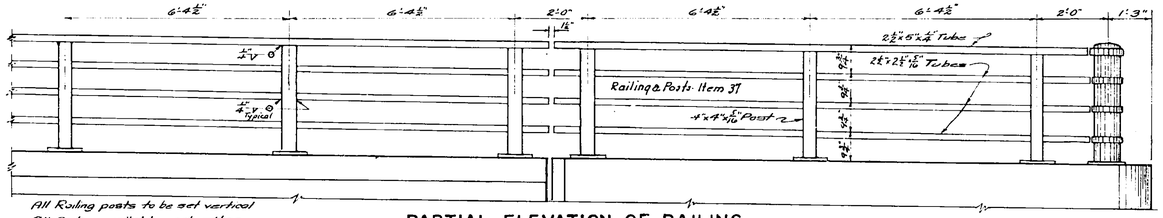
MADE BY _____
TRACED BY T.A. LaZot
CHECKED BY _____

CHITTENANGO - LAKEPORT ROAD BRIDGE
STA. 278+18.40
SUPERSTRUCTURE DETAILS

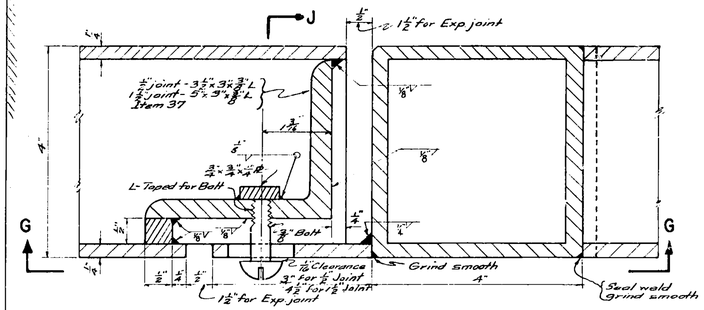
FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			32	67
MOHAWK THRUWAY					
FROM	TO				
MADISON COUNTY					



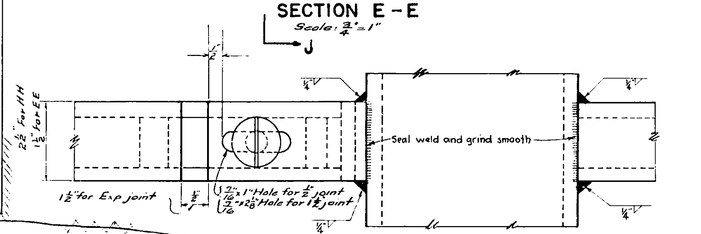
PARTIAL PLAN OF RAILING
Scale: ½"=1'-0"



PARTIAL ELEVATION OF RAILING
Scale: ½"=1'-0"

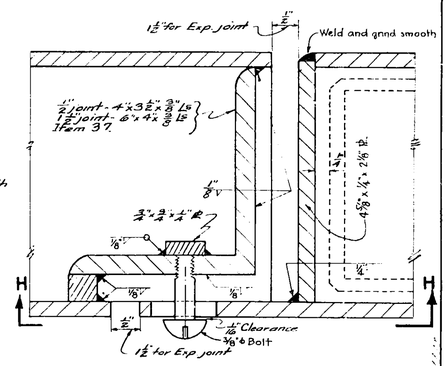


SECTION E-E
Scale: ¾"=1"

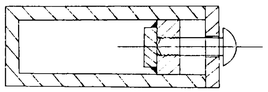


VIEW G-G
Scale: ¾"=1"

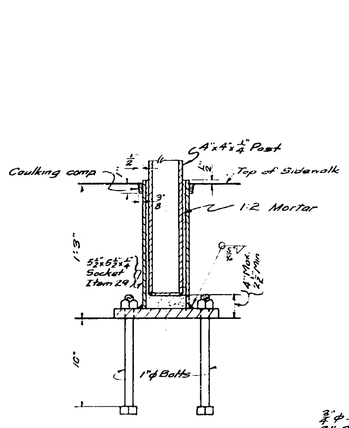
VIEW H-H
(SIMILAR)



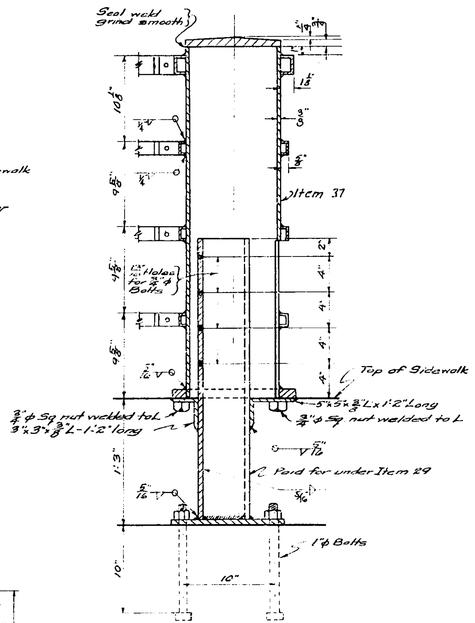
SECTION F-F
Scale: ¾"=1"



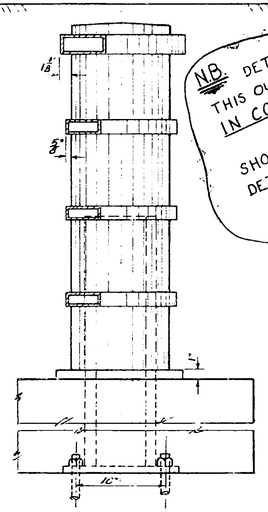
SECTION J-J
Scale: ¾"=1'-0"



SECTION A-A
Scale: 1½"=1'-0"

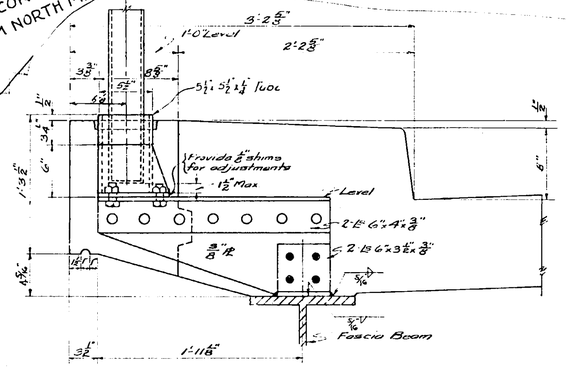


SECTION C-C
Scale: 1½"=1'-0"

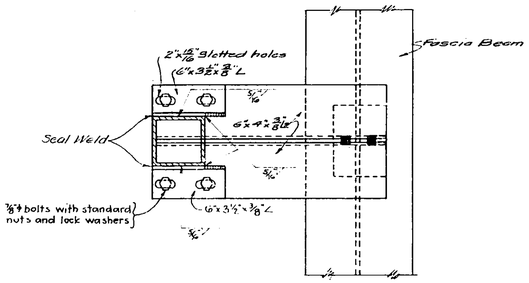


SECTION D-D
Scale: 1½"=1'-0"

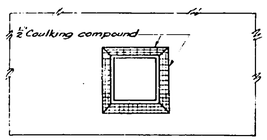
NB DETAILS WITHIN THIS OUTLINE ARE NOT IN CONTRACT. FOR RAILING DETAILS NOT SHOWN, USE CORRESPONDING DETAILS FROM NORTH MAIN STREET PLANS.



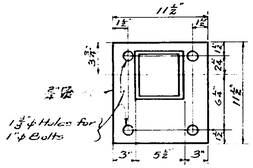
POST BRACKET DETAIL
Scale: 1½"=1'-0"



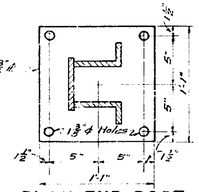
PART PLAN SECTION THRU FASCIA
Scale: 1½"=1'-0"



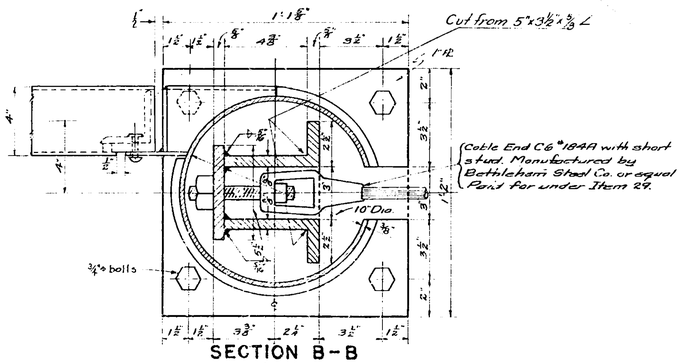
PLAN OF POST SOCKET
Scale: 1½"=1'-0"



PLAN OF RAILING BASE
Scale: 1½"=1'-0"



PLAN END POST BASE PLATE
Scale: 1"=1'-0"



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

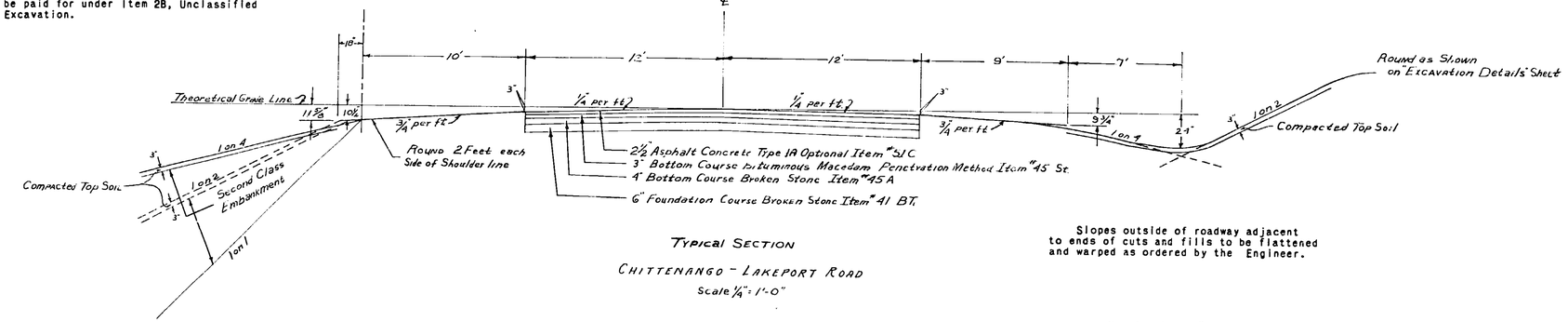
Made in
Traced by
Checked by

CHITTENANGO - LAKEPORT ROAD BRIDGE
STA. 278+18.40
RAILING DETAILS

Fed Rd Div. No	State	Fed Aid Proj No	County	Sheet No	Total Sheets
	N.Y.		Madison	33	67

MOHAWK THRUWAY N. CHITTENANGO ~ CANASTOTA
CHITTENANGO - LAKEPORT ROAD

At intervals of 100 feet or at such intervals as the Engineer may direct, lateral trenches or weep holes four feet in width shall be opened up thru the shoulders to the ditches to effectively drain the subgrade before the pavement is constructed. These shall be filled with Item 4IBT, Foundation Course, Broken Stone and the excavation will be paid for under Item 2B, Unclassified Excavation.



TYPICAL SECTION
CHITTENANGO - LAKEPORT ROAD
Scale ¼" = 1'-0"

Second Class Embankment shall be used between the lines indicated if ordered by the Engineer. Second Class Embankment is material stripped from cuts and under embankments as ordered, but shall not include stumps, logs, brush nor other objectionable material.

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

MAINTENANCE and PROTECTION of TRAFFIC

The contractor shall maintain and protect traffic in accordance with Item 76 for the duration of the contract, within the limits of the Chittenango - Lakeport Road for the entire length of the contract and also within the limits of the Thruway so far as the limits of work extend.

Signs shall be erected in accordance with Standard Sheet No. 49-43. on both the Thruway and the Chittenango - Lakeport Road.

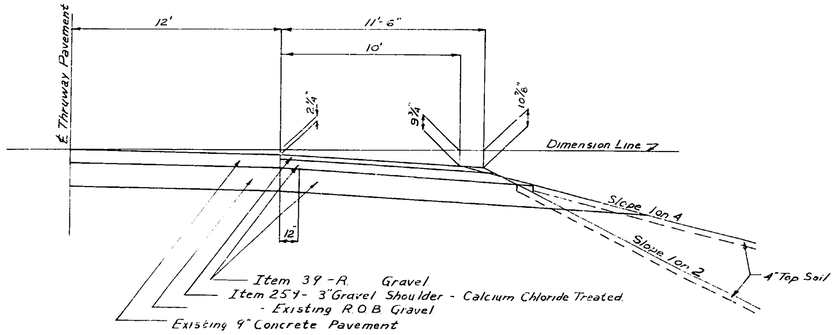
Any traffic required to use the Thruway shall be so routed that movement will be only in same direction as Thruway traffic.

Item 5 - TRENCH, CULVERT and BRIDGE EXCAVATION

From	Cu. Yds.
Pipe Underdrain	40
Drainage Sheet	340
Estimate	20
TOTAL	400

DRAINAGE STRUCTURES

Present Structure	Station	REMARKS
3' x 5' Conc. Box, 31' long	H 17+49	Remove existing culvert. Build 54" R.C.C.P. culvert 80 ft. long. Build Headwalls.
24" R.C.C.P. Culv. 76' long, No. Lane 80' long, So. Lane	277+90	Remove and store 24" R.C.C.P., - 76' long, No. Lane; 80' long, So. Lane.
None	H 11+03	Relay 80' of 24" R.C.C.P. (from Sta 277+90) Build Headwalls.



PART SECTION OF THRUWAY
SHOWING SHOULDER TO BE BUILT AFTER
REMOVAL OF TEMPORARY INTERSECTION
Scale: ¼" = 1'-0"

DRIVEWAYS to be Re-ESTABLISHED

Station	Side	Station	Side
H 1+36	L	H 13+24	R
H 2+00	R	H 14+10 to)	
H 2+30	R	H 14+90)	L
H 2+50	R	H 15+32	L
H 3+46	R	H 16+45	L
H 9+00	R	H 19+85	R
H 10+75	R	H 4+85 to)	
H 11+25	L	H 10+75)	R

Item 28-UNCLASSIFIED EXCAVATION

From	Cu. Yds.
Road Excavation	1251
Borrow	42452
Removing Temp. Intersections	400
Driveways	4857
Estimate	3040
TOTAL	52000

Item 32D-CABLE GUIDE RAILING, OPTIONAL

Station to	Station	Side	Anchors	Length
H 7+02	H 10+62	R&L	2	720'
H 13+36	H 17+96	R	1	460'
H 13+36	H 20+16	L	1	680'
			4	1860'
		4 anchors @ 20'		80'
		Estimate		40'
		TOTAL		1980'

TABLE of LENGTHS

Station to	Station	ROAD Feet	ROAD Miles	BRIDGE Feet	BRIDGE Miles
H 0+25	H 10+74.58	1049.58	0.199		
H 10+74.58	H 13+25.42			250.84	0.047
H 13+25.42	H 20+50	724.58	0.137		
		1774.16	0.336	250.84	0.047
	Bridge	250.84	0.047		
	TOTAL	2025.00	0.383		

	Mapped By	Traced By	Checked By
R. W.	J.J. Dwyer	D. LEWIS	Colangelo
Profile			

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

DATE

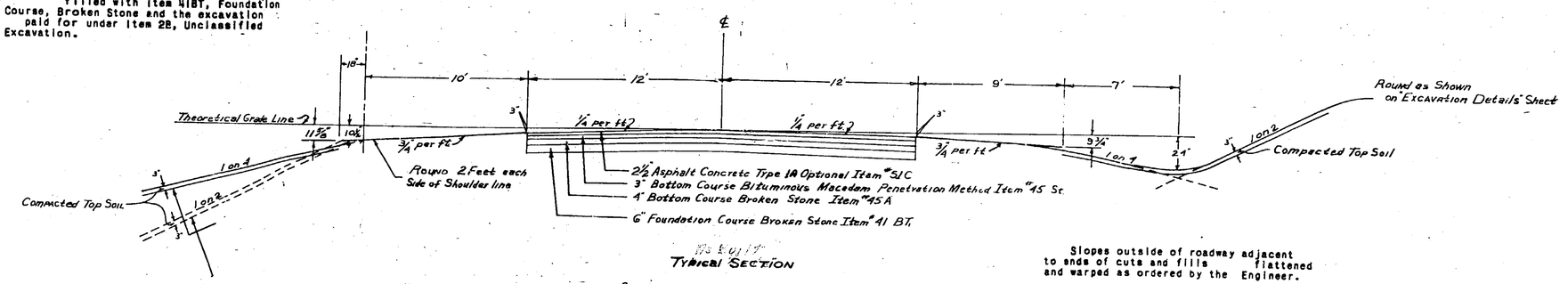
Roy Ketchum
ENGINEER DISTRICT No. 6.

Fed. Rd. Div. No.	State	Fed. Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	33	64

MOHAWK THRUWAY N. CHITTENANGO ~ CANASTOTA
CHITTENANGO - LAKEPORT ROAD

32

At intervals of 100 feet lateral trenches or weep holes four feet in width opened up thru the shoulders to the ditches to effectively drain the subgrade before the pavement constructed. These filled with Item 1IBT, Foundation Course, Broken Stone and the excavation paid for under Item 2B, Unclassified Excavation.



TYPICAL SECTION
CHITTENANGO - LAKEPORT ROAD
Scale ¼" = 1'-0"

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

MAINTENANCE and PROTECTION of TRAFFIC

The contractor shall maintain and protect traffic in accordance with Item 7B for the duration of the contract within the limits of the Chittenango - Lakeport Road for the entire length of the contract and also within the limits of the Thruway so far as the limits of work extend.

Signs shall be erected in accordance with Standard Sheet No. 48-48. on both the Thruway and the Chittenango - Lakeport Road.

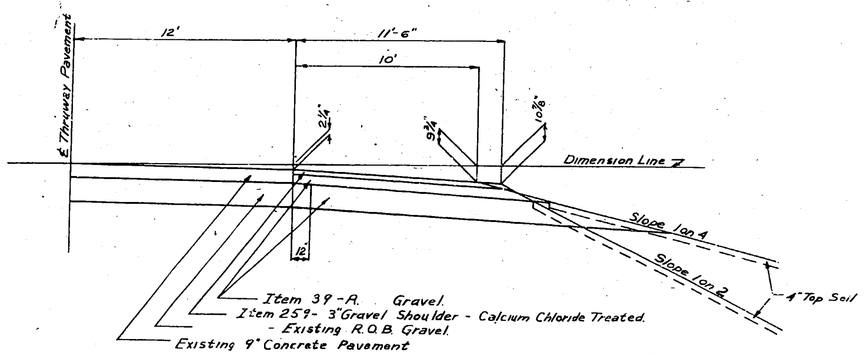
Any traffic required to use the Thruway shall be so routed that movement will be only in same direction as Thruway traffic.

Item 5 - TRENCH, CULVERT and BRIDGE EXCAVATION

From	Cu. Yds.
TOTAL	

DRAINAGE STRUCTURES

Present Structure	Station	REMARKS
3' x 5' Conc. Box, 31' long	H 17+48	Remove existing culvert. Build 54" R.C.C.P. culvert 80 ft. long. Build
24" R.C.C.P. Culv. 76' long, No. Lane 80' long, So. Lane	277+90	Remove and store 24" R.C.C.P.. - 76' long, No. Lane; 80' long, So. Lane.
None	H 11+03	Relay 80' of 24" RCCP (from Sta. 277+90) Build



PART SECTION OF THRUWAY
SHOWING SHOULDER BUILT AFTER
REMOVAL OF TEMPORARY INTERSECTION
Scale ¼" = 1'-0"

DRIVEWAYS Station	Side	Re-ESTABLISHED Station	Side
H 1+38	L		R
H 2+00	R	H 14+10 to)	
H 2+30	R	H 19+90)	L
H 2+50	R	H 15+32	L
H 3+48	R	H 16+45	L
H 9+00	R	H 19+85	R
H 10+75	R	H 4+85 to)	
H		H 10+75)	R

Item 32D-CABLE GUIDE RAILING, OPTIONAL

Station to Station		Side	Anchors	Length
H	H 10+6			'
H	H			'
H	H			'
			4 anchors @ 20'	'
				'
			TOTAL	'

Item 28-UNCLASSIFIED EXCAVATION

From	Cu. Yds.
Road Excavation	
Borrow	
Removing Temp. Intersections	

TABLE of LENGTHS

Station to Station		ROAD Feet	ROAD Miles	BRIDGE Feet	BRIDGE Miles
H 0+25	H 10+74.58	1049.58	0.199		
H 10+74.58	H 13+25.42			250.84	0.047
H 13+25.42	H 20+50	724.58	0.137		
		1774.16	0.336	250.84	0.047
	Bridge	250.84	0.047		
	TOTAL	2025.00	0.383		

33

MADE BY JJ Dwyer TRACED BY D. LEWIS CHECKED BY Colangelo

FILE

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

DATE

Ray Ketchum
ENGINEER DISTRICT NO. 2

SCHEDULE A

LOCATION AND QUANTITY OF PAYMENT ITEMS

LOCATION FROM STATION	TO STATION	SIDE	ITEM NO	QUANTITY	UNIT	REMARKS
H 0+25	H 10+37	L&R	121	370	C.Y.	Break in shoulder to end of road section.
H 13+62	H 20+50	L&R	121	330	C.Y.	ditto
275+00	278+00		121	130	C.Y.	Thruway Mall.
H 0+25	H 10+37	L&R	123	1.38	Acres	Edge of pavement to end of road section.
H 13+62	H 20+50	L&R	123	1.14	Acres	ditto
275+00	278+00		123	.32	Acres	Thruway Mall.
H 7+00	H 10+37	L&R	124	622	S.Y.	Sodded berm gutters, slope channels and sod strips.
H 13+62	H 18+00	L&R	124	783	S.Y.	ditto
H 7+00	H 10+75	L&R	IWA	9	M Gals.	In areas where Item 124 is used.
H 13+25	H 18+00	L&R	IWA	11	M Gals.	ditto

From B.R I D G E P L A N S

H 10+37	H 10+75	L&R	121	91	C.Y.	Break in shoulder to end of road section.
H 13+25	H 13+62	L&R	121	92	C.Y.	ditto
H 10+37	H 10+75	L&R	123B	0.135	Acres	Edge of pavement to end of road section.
H 13+25	H 13+62	L&R	123B	0.136	Acres	ditto
H 10+37	H 10+75	L&R	124	164	S.Y.	Sodded berm gutters, slope channels and sod strips.
H 13+25	H 13+62	L&R	124	165	S.Y.	ditto

TOTAL	121	830 C.Y.	Neat	)	
		900 C.Y.	Rounded	)	HIGHWAY
TOTAL	121	183 C.Y.	Neat	)	
		200 C.Y.	Rounded	)	BRIDGE
TOTAL	123	2.84 Acres	Neat	)	
		3.50 Acres	Rounded	)	HIGHWAY
TOTAL	123B	0.27 Acres	Neat	)	
		0.30 Acres	Rounded	)	BRIDGE
TOTAL	124	1405 S.Y.	Neat	)	
		1550 S.Y.	Rounded	)	HIGHWAY
TOTAL	124	329 S.Y.	Neat	)	
		350 S.Y.	Rounded	)	BRIDGE
TOTAL	IWA	20 M Gals.	Neat		
		20 M Gals.	Rounded		

K. Keil

SCHEDULE B

DETAIL SPECIFICATIONS TO ACCOMPANY PUBLIC WORKS SPECIFICATIONS

ITEM NO. REF NO. — DESCRIPTION

IW — FURNISHING WATER EQUIPMENT

IWA — APPLYING WATER
- a. Areas - See Schedule A.
- Rates - As specified.

121 — TOPSOIL PLACED FROM STOCKPILES
- a. Areas - See Schedule A
- c1. Subgrade scarified as directed by Engineer
- c3. Topsoil thickness - 3 inches loose measure

123 — SEEDING
- a. Areas - See Schedule A
- b. Seeds - See Schedule D
  Fertilizer - M-55, Type No. 2 (10-10-10)
  Mulch - M-59, Hay or M-60, Straw
- c2. No innoculation required for Alsike Clover.
- c3. Rate of Seeding - 50 lbs. pure live seed per acre
  Rate of Fertilizer - 600 lbs. per acre
- c4. Rate of Mulch - 2 tons per acre

123B — SEEDING ON PREPARED AREAS
- a. Areas - See Schedule A

124 — SODDING
- a. AREAS - See Schedule A
- c3. Sodding shall be as shown on Standard Sheet 50-34, Bridge Plans, or as directed by Engineer.

LOCATION of TOPSOIL STOCKPILES
MT 50-1P

Station	Side	Approx. Quantity
7+00	Lt	500 C.Y.
15+00	Lt	200 C.Y.
30+00	Rt	2000 C.Y.
44+00	Rt	800 C.Y.
87+00	Rt	1500 C.Y.
198+00	Lt	800 C.Y.

NOTE: All areas disturbed by removing Topsoil from stockpiles will be regraded and seeded as directed by the Engineer. No direct payment will be made for this work but the cost thereof shall be included in price bid for the various items in the contract.

K. Keil 7-25-71 date

SCHEDULE C

DETAIL SPECIFICATIONS FOR PLANTS

ITEM & SUBITEM	QUAN.	GENUS & SPECIES	ACTUAL NAME	SIZE	SPECIAL REQUIREMENTS	REMARKS	REACH NO.

FED. AID DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. 34 | TOTAL SHEETS 67

ROADSIDE DEVELOPMENT SHEET

MOHAWK THRUWAY - Sect. 1
CHITTENANGO - LAKEPORT Road

SCHEDULE D

DETAIL SPECIFICATIONS FOR SEEDS

A- MIN. % PURITY
B- MIN. % GERMINATION

NAME	COMMENTS	PURITY A	GERM. B	PURE LIVE SEED PER LB.
Creeping Red Fescue (Festuca rubra)	Commercial	95	75	25
Redtop (Agrostis alba)	Commercial	90	85	10
Perennial Ryegrass (Lolium perenne)	Commercial	95	75	7
Alsike Clover (Trifolium hyoridum)	Commercial Max. 25% Hard Seed	95	85	3
Wild White Clover (Trifolium repens var.)	Kent Wild, N.Y. Wild, N. Zealand Wild Max. 25% Hard Seed	95	95	5
	RATE			50

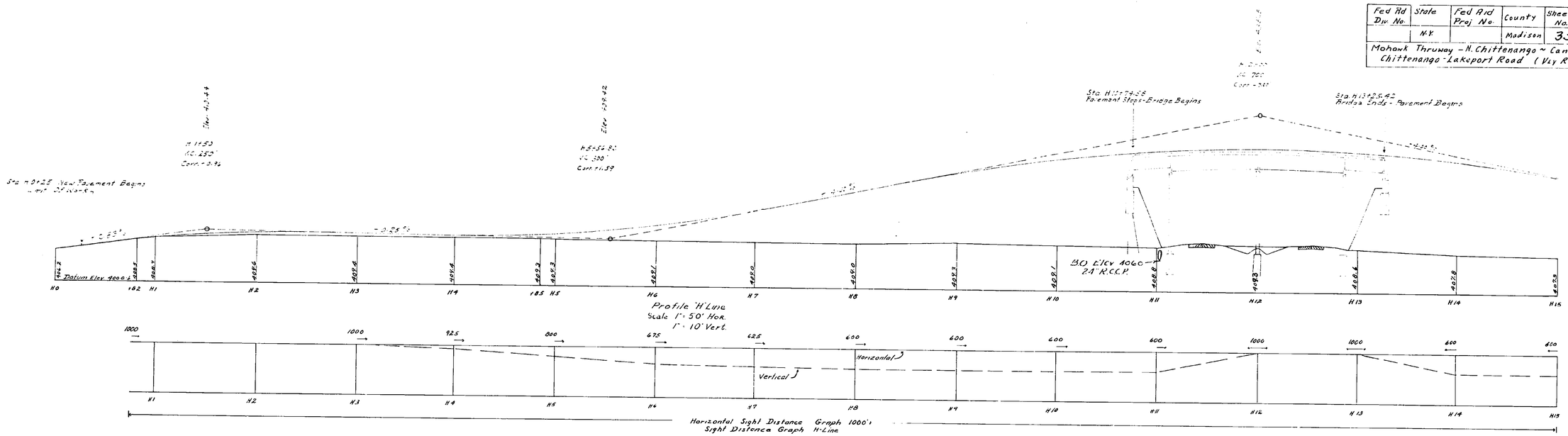
34

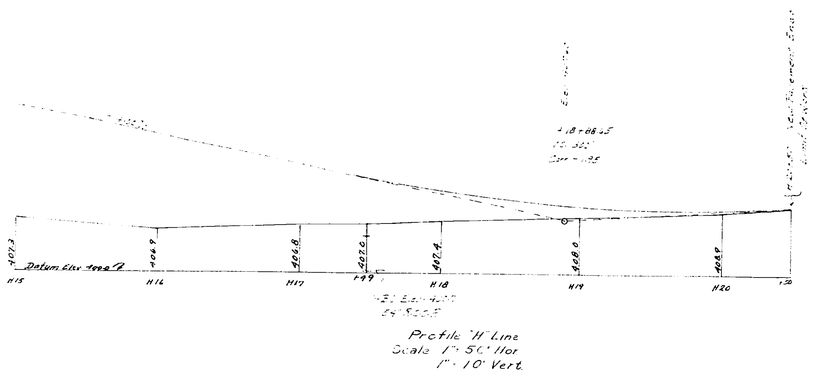
SUMMARY

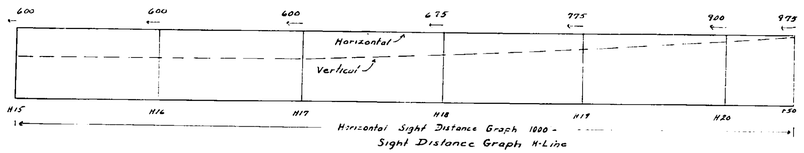
IW	Nec.	Furnishing Water Equipment
IWA	20 M. Gals.	Applying Water
121	1100 C.Y.	Topsoil placed from Stockpiles
123	3.50 Acres	Seeding
123B	0.30 Acres	Seeding on Prepared Areas
124	1900 S.Y.	Sodding

Fed Rd Div. No.	State	Fed Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	35	67

Mohawk Thruway – N. Chittenango ~ Canastota
Chittenango - Lakeport Road (Vly Road)







Made by Traced by Checked by

Plan

Profile L. Goodman Colangelo

Prepared pursuant to the Highway Law & recommended by

Date

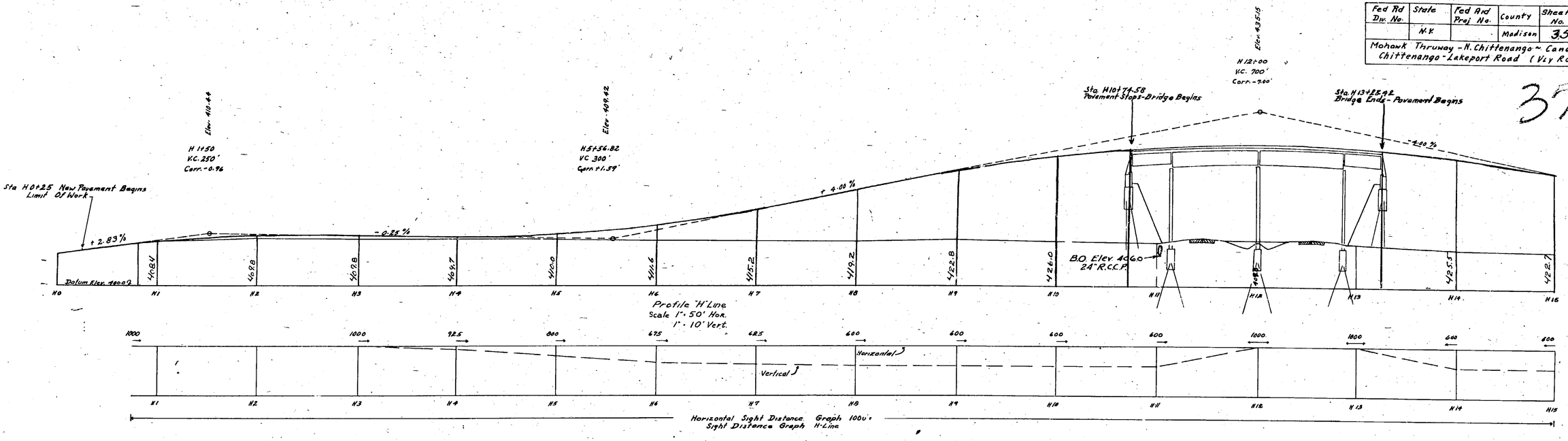
Engineer District No. 2

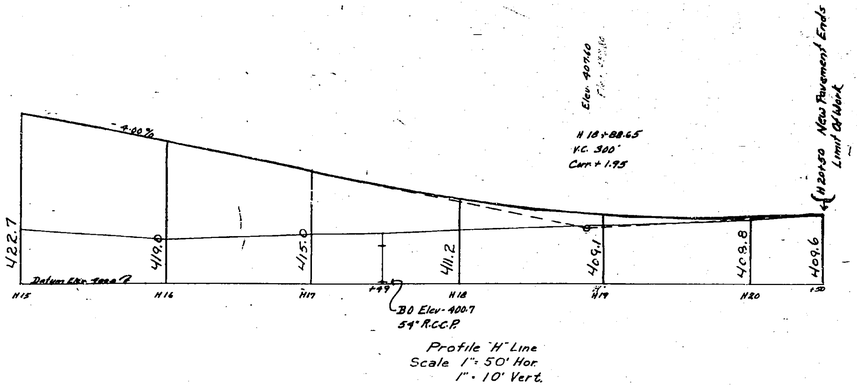
S. T. 52-S

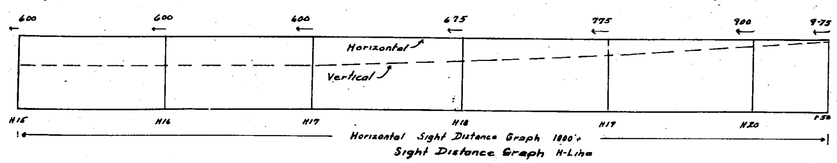
Fed Rd Div. No.	State	Fed Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	35	67

Mohawk Thruway – N. Chittenango ~ Canastota
Chittenango – Lakeport Road (Vly Road)

37R







Made by _____ Traced by _____ Checked by _____

Plan _____

Profile _____ Colangelo

Prepared pursuant to the Highway Law & recommended by

_____ Date

Ray Fletcher
Engineer District No. 2

S.T. 52-8

Fed Rd Div No	State	Fed Aid Proj. No	County	Sheet No	Total Sheets
	NY		Madison	36	67

MOHAWK THRUWAY N Chittenango – Canastota
Chittenango-Lakeport Road (Vly Road)

Sta H4+85 Lt. Build New Diagonal Intersection

MABEL I. WATKINS EST.

Sta H0+25 New Pavement Begins Limit of Work

Barn, Shed, House, Shed

Map 64 Par 75 Fee

Map 63 N.Y. Par 79 Fee

SAM & VERA COSTANZO

Map 58 Par 69 Fee

Sta H10+50 Limit of Work

H4+85 L 0+00

+ Apple Trees

Scale 1" = 50'

True North

Typical Detour Section
Scale 1/8" = 1'-0"

Note: All items necessary for the construction and the removal of the temporary detour shall be included in the price bid for Item 76.

Fill Item 76
Orig. Surface
6" Found Course
Gravel Item 39R

Map 47 Par 68 Fee

Remove Temporary Intersection

North Lane, South Lane, Thruway

Sta H18+40 POL
H 12.00

EDYTH BAKER

Temporary Easement Line

Driveway

Map 25 Par 140 Fee

R.O.W. Line 7

Map 55 Par 66 Fee

Survey ℄ of Vly Road

Az 180°-31'

℄ of Improvement

Brush Line

R.O.W. Line 7

Map 43 Par 53 Fee

PIETRINA COSTANZO

JOHN W. & CELIA E. CENTNER

Map 44 R.I. Par 54 Fee

Map 140 Par 199 Fee

Map 45 Par 38 Fee

ELWIN C. & JULIA MARY CENTNER

Map 46 Par 56 Fee

R.O.W. Line 2

C. FRED & BERTHA L.R. CARPENTER

Sta H10+74.58 Pavement Stops Bridge Begins

R.O.W. Line 2

Map 48 R.I. Par 65 Fee

Sta H11+03 Relay 21" RCCP 80' long 2-headwalls

Map 48 R.I. Par 62 Fee

Match Line 8-B

JOHN W. & CELIA E. CENTNER

Map 42 R.I. Par 52 Fee

Match Line 8-B

ARDEN & CHRISTINE L. WEAVER

Map 54 Par 65 Fee

Match Line 7-B

Garage, House

FRED C. & NORA M. CENTNER

BYRON J. & AGNES CURTIS

Sta H14+10-H14+40
Build Driveway on Left as Shown

New Found

Map 53 R.I. Par 64 Fee

R.O.W. Line 7

Driveway

Map 53 Par 64 Fee

(Vly Road)

Survey ℄ of Proposed ℄ of Improvement

Edge of Pavement

Az 180°-31'

Madison County Road

Sta H17+49
Remove Existing Culvert
Build 54" RCCP Culv. 80' long
Sta H17+49 LT
Build 54" Con. M. Pipe Culv.
5'-6" Fall Under Driveway

H18+60

Map 42 R.I. Par 52 Fee

NIAGARA MOHAWK POWER CORP.

Map 48 Par 58 Fee

Map 49 Par 59 Fee

Map 52 Par 63 Fee

HOWARD W. & ESTHER G. BENDER

Map 49 Par 60 Fee

LORETTA CARPENTER

Map 50 Par 61 Fee

LESTER G. & ALBERTA M. SATTLER

Map 51 Par 62 Fee

HARRY R. & ADA M. BATHKE

WALTER L. CARPENTER

Sta 20+50 New Pavement Ends, Limit of Work

H 24.00

Note :-
After the grade separation structure is completed and opened to traffic and before final acceptance of the contract, the temporary intersection shall be removed, temporary structures removed and the Thruway regraded so as to present an appearance similar to the adjacent section of the Thruway.
Payment for this work will be made under the appropriate items.

Note :-
Grade the Thruway Mall from Sta 275+00 to the structure to carry the drainage eastward.

PLAN
PROFILE

MADE BY J. J. Dusel
TRACED BY D. Lewis
CHECKED BY Colangelo

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

DATE

ENGINEER DISTRICT NO. 2

S. T. 52-8

S. T. 52-8

Fed Rd Div. No	State	Fed Aid Proj. No	County	Sheet No	Total Sheets
	N.Y.		Madison	36	67

Mohawk Thruway N.Chittenango - Canastota
Chittenango-Lakeport Road (Vly Road)

Sta H4+85 Lt. Build New Macadam Intersection

MABEL I. WATKINS EST.

Sta H0+25 Pavement Begins Limit of Work

SAM & VERA CONSTANZO

Sta H4185+J0+00 Limit of Work

J0+50

Scale 1"=50'

True North

Typical Detour Section
Scale ½"=1'-0"

Note: All items necessary for the construction and the removal of the temporary detour shall be included in the price bid for Item 76.

Fill Item 76 Org. Surface

8" Found Course Gravel Item 39R

Remove Intersection

EDYTH BAKER

Temporary Easement Line.

Driveway

Map 231 Par 290 T.L.

R.O.W. Line

Map 55 Par 66 Fee

North Lane

South Lane

Thruway

Survey & ℄ of Improvement

VLY Road

Brush Line

R.O.W. Line

Map 49 Par 59 Fee

Map 44 R1 Par 38 Fee

Map 140 Par 199 Fee

Map 46 Par 58 Fee

Map 46 Par 56 Fee

PIETRINA COSTANZO

JOHN W. & CELIA E. CENTNER

ELWIN C. & JULIA MARY CENTNER

C. FRED & BERTHA L.R. CARPENTER

Sta H 10+74.58 Pavement Stops Bridge Begins

ROW Line

Sta H 11+03 24" RCCP 80' long. 2-headwalls.

Remove Pipe outside limits of pavt.

Map 56 Par 57 Fee

Sta H-13+25.42 Bridge Ends Pavement Begins

Map 42 R1 Par 52 Fee

Match Line B-B

Match Line 2 B-B

Map 54 Par 65 Fee

ARDEN & CHRISTINE L. WEAVER

FRED C. & NORA M. CENTNER

BYRON J. & AGNES CURTIS

Sta H14+10-H19+90 Build Driveway on Left as Shown

Map 53 E-1 Par 64 Fee

Map 53 Par 61 Fee

(VLY Road)

Edge of Pavement

Edge of Proposed Improvement

Survey & ℄

Madison County Road

Sta H17+49 Existing Culvert Build 54" RCCP Culv. 80' long
Sta H17+49 LT 54" Pipe Culv. 56' long Under Driveway

2' Ditch

H18+60

Map 42 R1 Par 52 Fee

Map 48 Par 58 Fee

NIAGARA MOHAWK POWER CORP.

Map 49 Par 60 Fee

LORETTA CARPENTER

Map 50 Par 61 Fee

LESTER G. & ALBERTA M. SATTLER

Map 51 Par 62 Fee

HARRY R. & ADA M. BATHKE

Map 52 Par 63 Fee

HOWARD W. & ESTHER G. BENDER

WALTER L. CARPENTER

Sta 20+50 Pavement Ends Limit of Work

Map 53 Par 64 Fee

Map 53 Par 68 Fee

Map 53 Par 69 Fee

Map 53 Par 70 Fee

Map 53 Par 71 Fee

Map 53 Par 73 Fee

Map 53 Par 74 Fee

Map 53 Par 75 Fee

Map 53 Par 76 Fee

Map 53 Par 77 Par 68 Fee

Note :-
After the grade separation structure is completed and opened to traffic, and before final acceptance of the contract, the temporary intersection shall be removed, temporary structures removed and the Thruway regraded so as to present an appearance similar to the adjacent section of the Thruway. Payment for this work will be made under the appropriate items.

Thruway Mall from Sta. 275+00 to the structure to carry the drainage eastward.

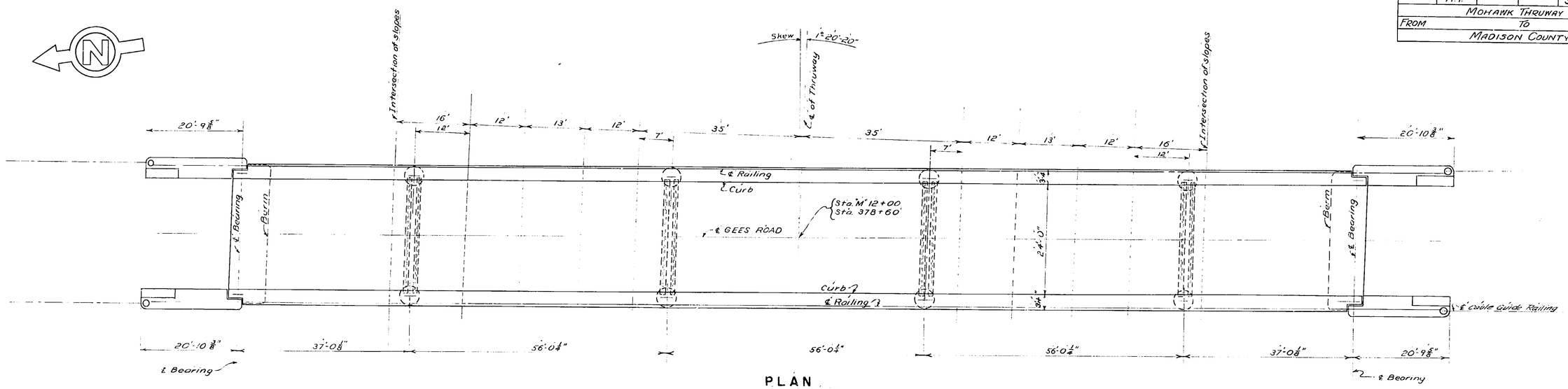
Made By J. J. Dwyer Traced By D Lewis Checked By Colangelo

Prepared Pursuant To The Highway Law & Recommended By

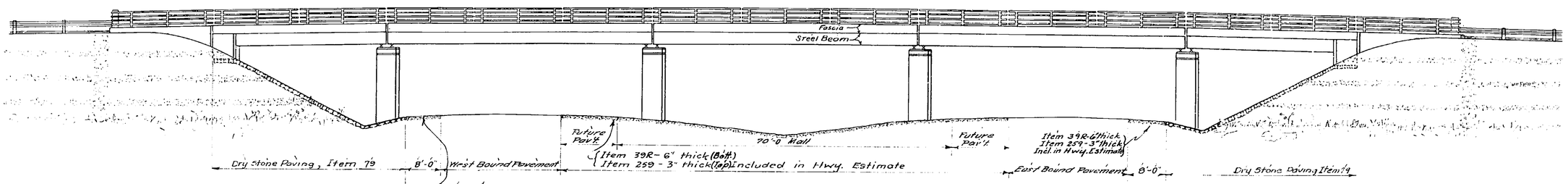
Date

Engineer District No. 2

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			37	57
MOHAWK THRUWAY					
FROM	TO				
MADISON COUNTY					



PLAN
SCALE 3/32" = 1'-0"



WEST ELEVATION
SCALE 3/32" = 1'-0"

Note: Item 42 is not in this contract (N.F.C.) Thickness of overlaying concrete shall be increased ⅜"

Drawn J. Stiver 1/31/50
Traced F.C. Halligan 1/31/50
Checked —
Approved Stiver 1/4/50

GEES ROAD BRIDGE
STA. 378+60
ARCHITECTURAL PLAN AND ELEVATION

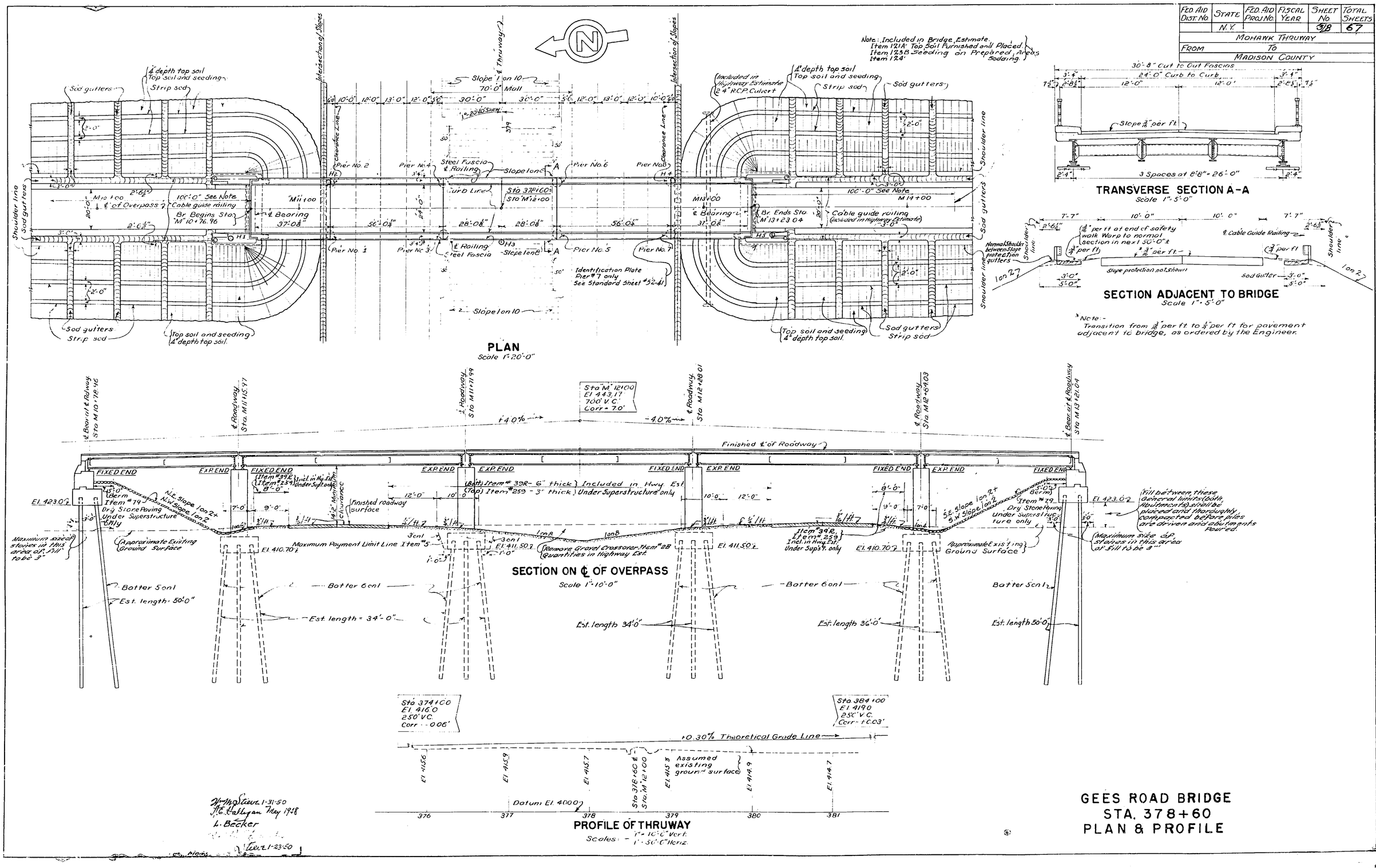
24:1

Fed. Aid Dist. No.	State	Fed. Aid Proj. No.	Fiscal Year	Sheet No.	Total Sheets
	N.Y.			3/8	67

Mohawk Thruway

From To

Madison County



PLAN
Scale 1"=20'-0"

TRANSVERSE SECTION A-A
Scale 1"=5'-0"

SECTION ADJACENT TO BRIDGE
Scale 1"=5'-0"

*Note -
Transition from ⅜" per ft to ½" per ft for pavement adjacent to bridge, as ordered by the Engineer.

SECTION ON ℄ OF OVERPASS
Scale 1"=10'-0"

PROFILE OF THRUWAY
Scales: - 1"=10'-0" Vert.
1"=50'-0" Horiz.

W. M. Steere 1-31-50
Jos. Gallagan May 1948
L. Becker
Steere 1-23-50

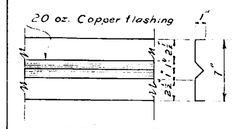
GEES ROAD BRIDGE
STA. 378+60
PLAN & PROFILE

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			39	67

MOHAWK THRUWAY

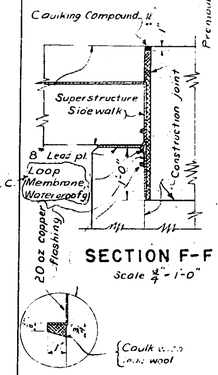
FROM — TO

MADISON COUNTY



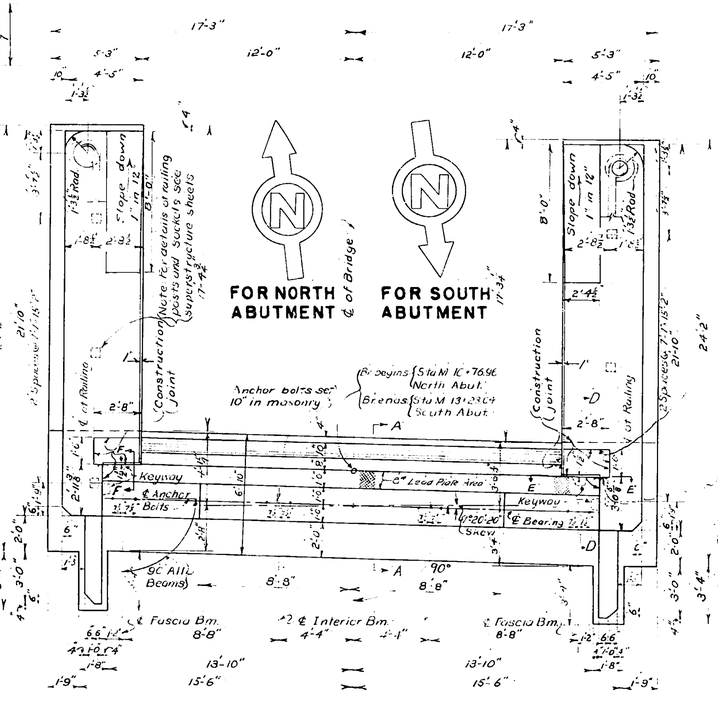
DETAIL OF COPPER FLASHING

Scale 1½"=1'-0"



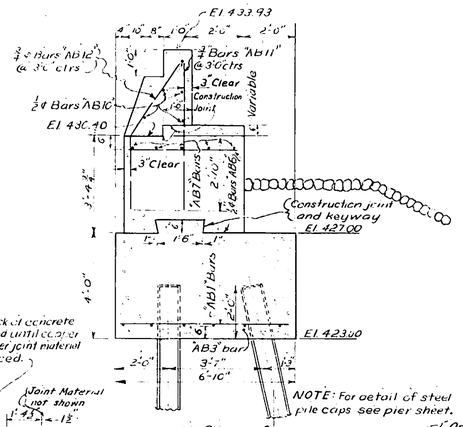
SECTION F-F

Scale ¾"=1'-0"



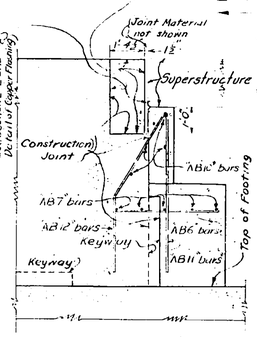
PLAN

Scale ¼"=1'-0"



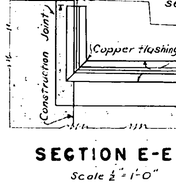
SECTION A-A

Scale ⅜"=1'-0"



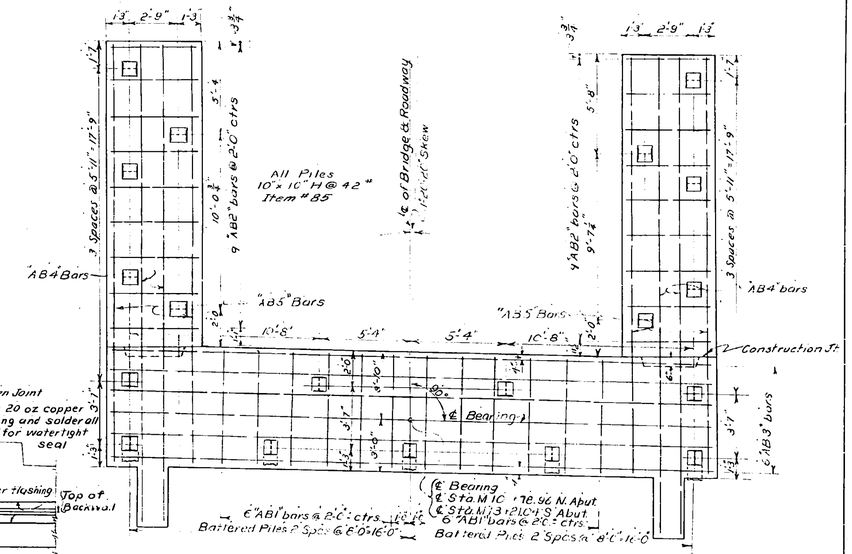
SECTION D-D

Scale ⅜"=1'-0"



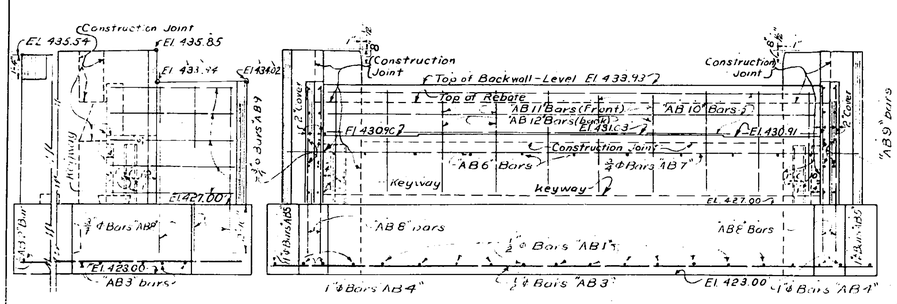
SECTION E-E

Scale ½"=1'-0"



LAYOUT OF PILES & BAR REINFORCEMENT IN FOOTINGS

Scale ¼"=1'-0"



WEST END-NORTH ABUT.
EAST END-SOUTH ABUT.

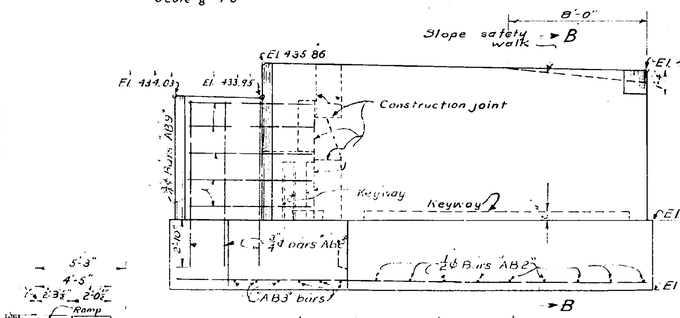
Piles not shown

Scale ¼"=1'-0"

FRONT ELEVATION

Piles not shown

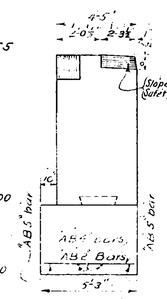
Scale ¼"=1'-0"



EAST END-NORTH ABUTMENT
WEST END-SOUTH ABUTMENT

Piles not shown

Scale ¼"=1'-0"

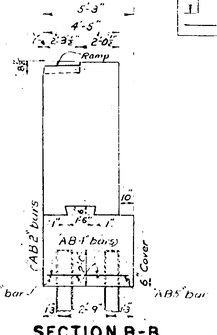


END VIEW

Piles not shown

Scale ¼"=1'-0"

DETAILS OF NORTH & SOUTH ABUTMENTS



SECTION B-B

Scale ¼"=1'-0"

BAR LIST
ABUTMENTS ONLY

MARK	SIZE	NO.	LENGTH	LOCATION & DESCRIPTION
AB1	1¼ ℄	24	6'-6"	Straight transverse bars in footing at abutments
AB2		36	4'-11"	" " " " " wingwalls
AB3		12	34'-0"	Straight longitudinal bars in footing at abutments
AB4	1" ℄	8	27'-0"	Straight longitudinal bars in footing at wingwalls and curtain walls.
AB5		8	23'-10"	Straight longitudinal bars in footing at wingwalls
AB6	¾ ℄	22	4'-2"	Straight transverse bars in abutments under bridge seat.
AB7		10	32'-6	Straight longitudinal bars in abutments under bridge seat.
AB8	¾" ℄	24	9'-6"	Straight vertical bars in curtain walls.
AB9		40	7'-3"	Straight horizontal bars in curtain walls.
AB10	¾ ℄	10	28'-0"	Straight longitudinal bars in backwall.
AB11		20	6'-0"	Straight vertical bars in front abutment backwalls
AB12	¾" ℄	20	6'-6"	Bent vertical bars in rear of abutment backwalls

NOTES (FOR ABUTMENTS & PIERS)

All reinforcing bars and stirrups shall be Intl. 20 deformed steel unless otherwise noted.

Concrete for bearing area, backwall, wingwalls and curtain walls shall be air entrained. Item 551 Reinforcing Steel, see superstructure sheet.

The estimated length of steel H piles in piers and abutments is 50 ft. The estimated length of steel H piles in Piers #1, #2, #3, #4, #5, #6 are 34 ft. those under Piers #7 and #8 are 36 ft. for design purposes the assumed load per pile does not exceed 37 tons.

Bridge seat area, at construction bearing areas shall be roughened for bearing surface of beams.

Driving of any piles for the structure will not be permitted within the roadway embankment adjacent to the structure has been placed and consolidated in a manner and for a time satisfactory to the Deputy Chief Engineer-Bridges and Structures, Transportation Structures.

Waterproofing of treatment shall be applied to all exposed surfaces of concrete on the abutments and piers.

NOTES (CONTINUED)

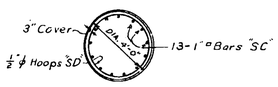
The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the Foundation Data, which briefly outlines the anticipated subsurface conditions at the site of the structure and which specifies certain requirements relative to construction.

Dr. McSteen 1-31-50
A. E. Blume Chief
M. J. Delaney
Director
A. E. Blume Chief

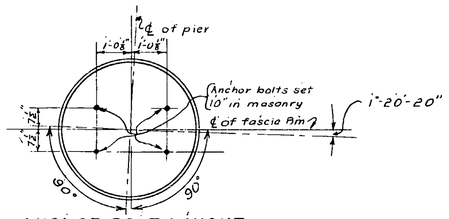
GEES ROAD BRIDGE
STA. 378+60
ABUTMENTS

S. T. 50-6

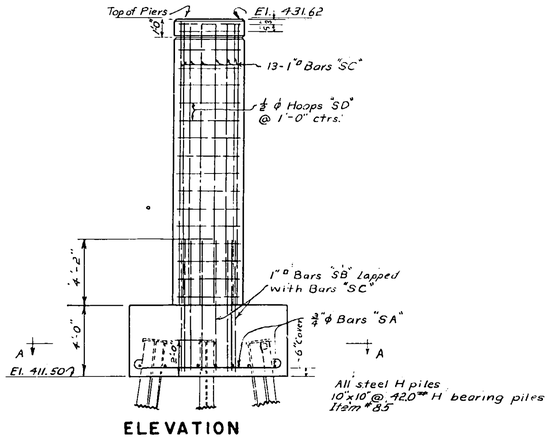
FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			440	671
MOHAWK THRUWAY					
FROM	TO				
MADISON COUNTY					



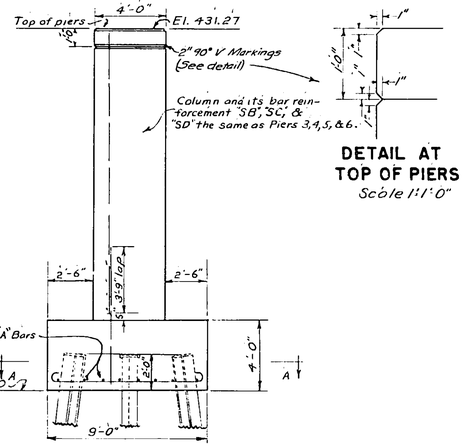
PLAN



ANCHOR BOLT LAYOUT
TOP OF PIERS
Scale ½" = 1'-0"

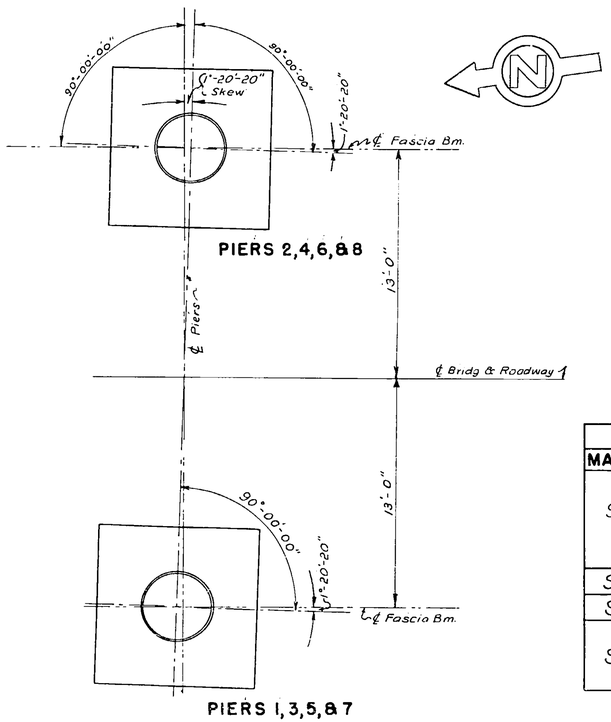


ELEVATION



ELEVATION

DETAIL AT
TOP OF PIERS
Scale 1:1'-0"



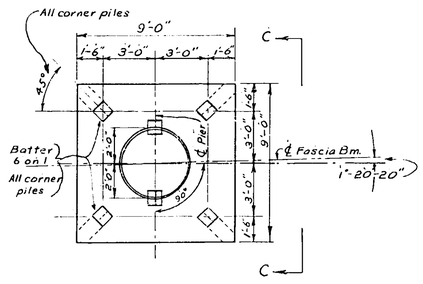
PIERS 2,4,6,&8

PIERS 1,3,5,&7

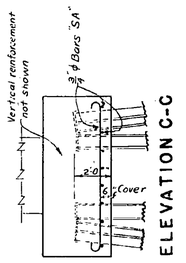
LAYOUT OF PIERS
Scale ¼" = 1'-0"

BAR LIST FOR PIERS

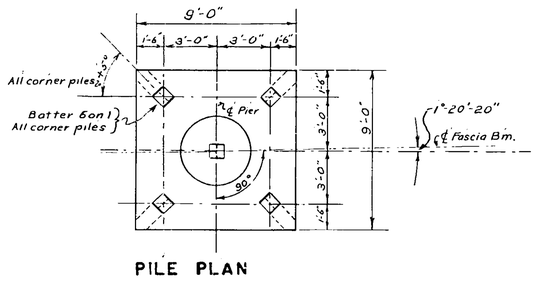
MARK	SIZE	NO.	LENGTH	LOCATION & DESCRIPTION
SA	¾" ϕ	128	10'-0"	Rad. 3" to outside; 8'-0"; Hooked bars in bottom of footing of all piers.
SB	1" □	104	7'-11"	Straight vertical dowels in bottom of columns and in footings of all piers.
SC		104	16'-0"	Straight vertical bars in columns of all piers.
SD	½" ϕ	136	11'-6"	3'-6" Dia. Outside; Hoops in columns of all piers.



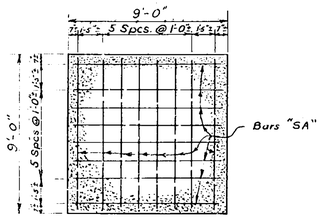
PILE PLAN (BARS NOT SHOWN)



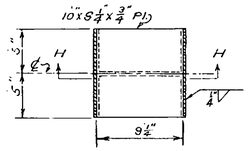
ELEVATION C-C



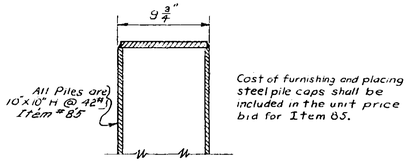
PILE PLAN



SECTION A-A (PILES NOT SHOWN) SAME FOR ALL PIERS



PLAN



SECTION H-H

DETAIL OF PILE CAP
Scale 1½" = 1'-0"

DETAILS OF PIERS NO'S 3,4,5,&6
Scale ¼" = 1'-0"

DETAILS OF PIERS NO'S 1,2,7,&8
Scale ¼" = 1'-0"

O.K. for Steel 1-31-50
J. S. Halligan May 1948
Delaney
Checked
Steel 1/3/50

Rec'd 5-3-50

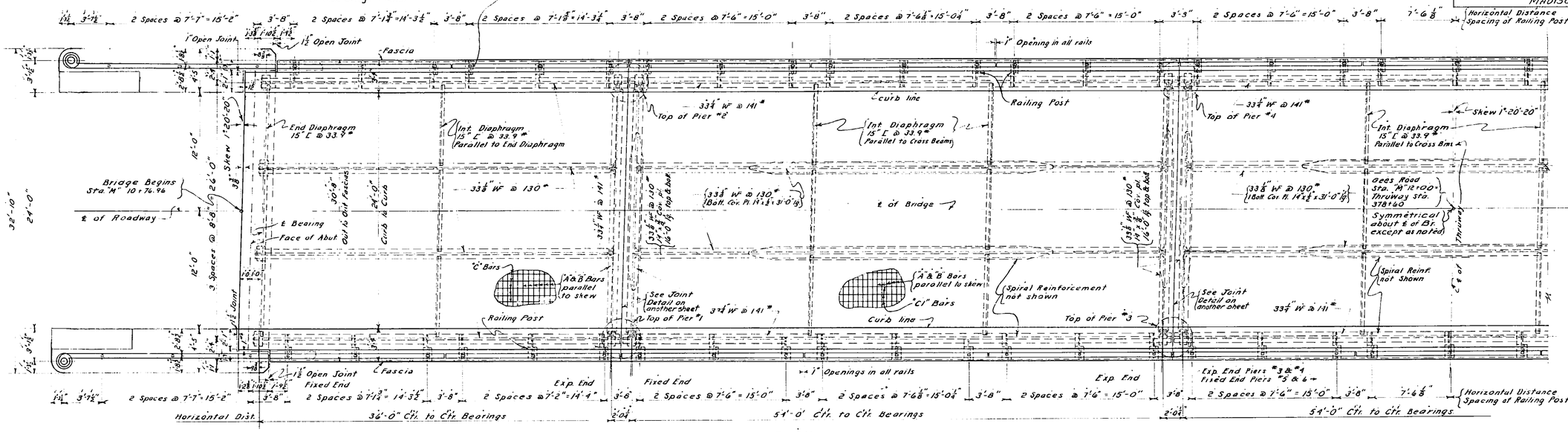
GEES ROAD BRIDGE
STA. 378+60
PIERS

S. T. 52-8

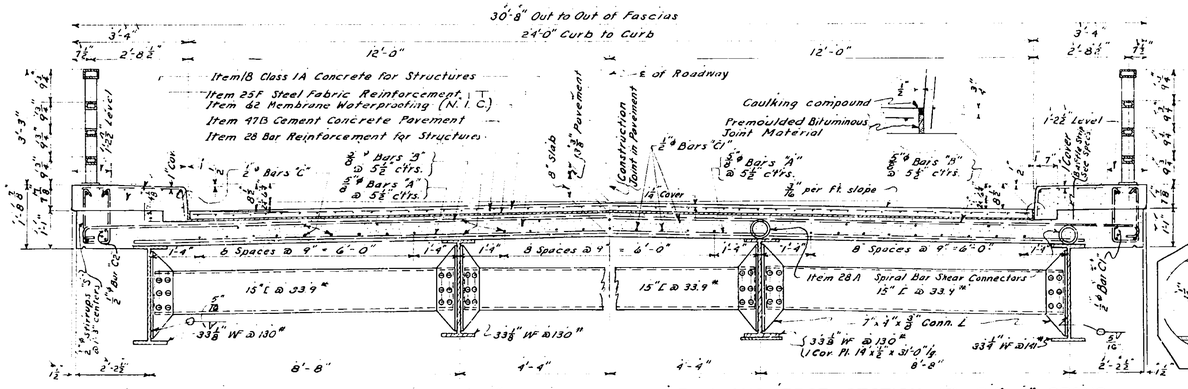
FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			44	67
MOHAWK THRUWAY					
FROM	TO				
MADISON COUNTY					

NOTE:
Railing Post Brackets and Railing Post Sockets (Not in Contract)
For Railing Details See North Main St. Bridge Plans and End Post Plan View shown on other Superstructure Sheet in these Bridge Plans.

NOTE:
Camber beams for full dead load deflection and for vertical curve.
Main Spans - Interior Beam = 1¾" Fascia Beam = 1¾"
Approach Spans - Interior Beam = ½" Fascia Beam = ½"

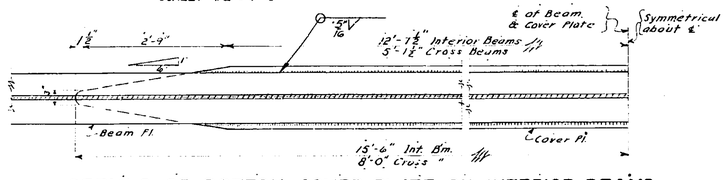


PLAN
SCALE: 3/16" = 1'-0"

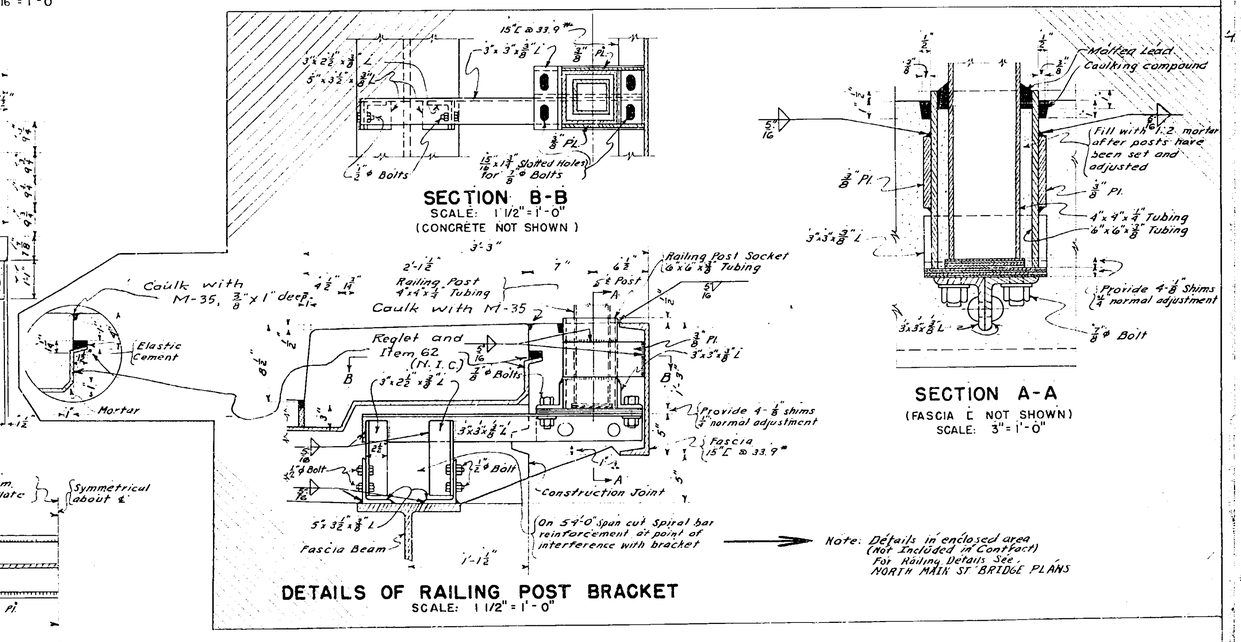


HALF TRANSVERSE SECTION AT 36'-0" SPANS
SCALE 1/2" = 1'-0"

HALF TRANSVERSE SECTION AT 54'-0" SPANS
SCALE: 1/2" = 1'-0"



DETAILS OF BOTTOM COVER PLATE ON INTERIOR BEAMS AND TOP AND BOTTOM COVER PLATES ON CROSS BEAMS FOR 54'-0" SPANS
SCALE: 3/4" = 1'-0"



SECTION B-B
SCALE: 1 1/2" = 1'-0"
(CONCRETE NOT SHOWN)

SECTION A-A
(FASCIA ℄ NOT SHOWN)
SCALE: 3" = 1'-0"

DETAILS OF RAILING POST BRACKET
SCALE: 1 1/2" = 1'-0"

GEES ROAD BRIDGE
STA. 378+60
SUPERSTRUCTURE

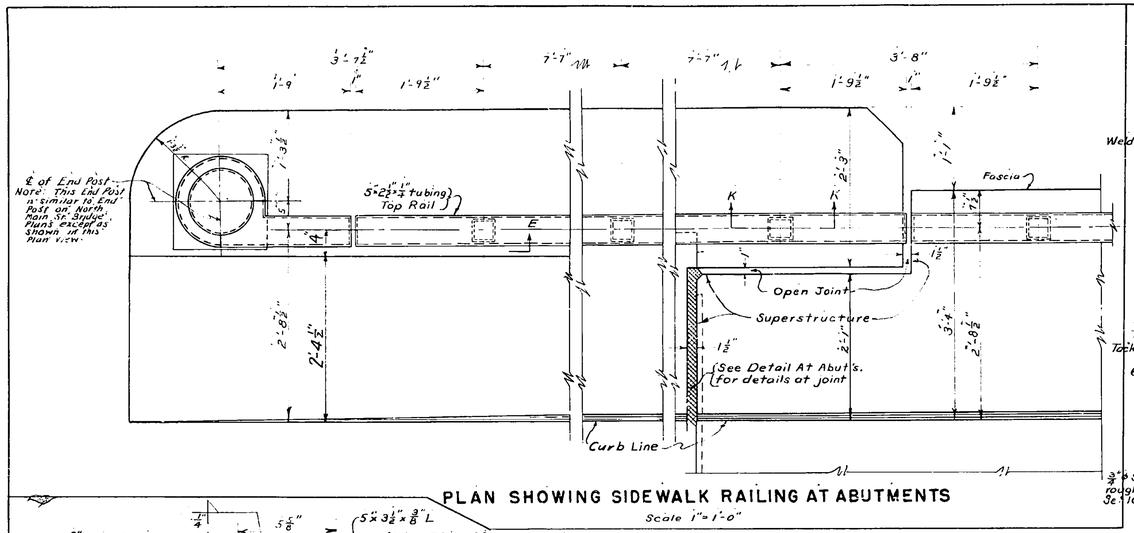
W. M. Stiteler 1-31-50
F. E. Dullgan May '48
A. R. Blumenthal
H. [illegible] Mair
W. J. Delany
[illegible] 5-3-48

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			82	87

MOHAWK THRUWAY

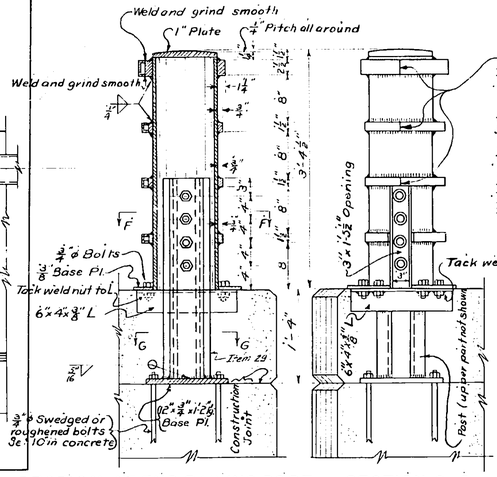
FROM — TO

MADISON COUNTY



PLAN SHOWING SIDEWALK RAILING AT ABUTMENTS

Scale 1"=1'-0"

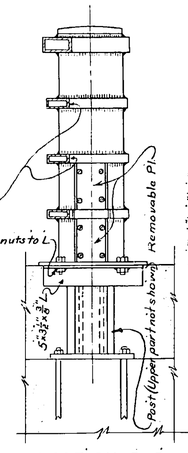


SECTION AT END RAILING POST SHOWING CABLE ANCHORAGE

Scale 1"=1'-0"

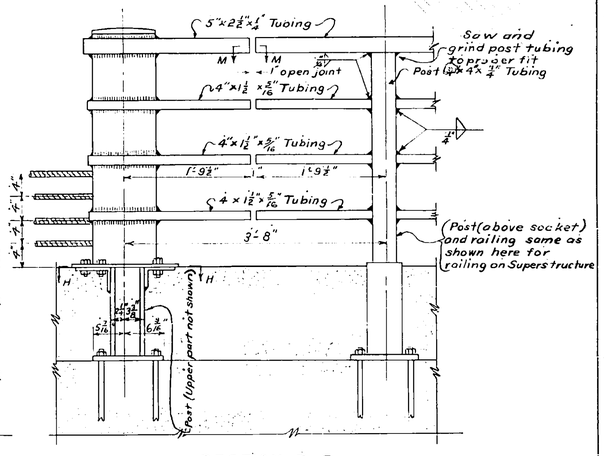
SECTION C-C

Scale 1"=1'-0"



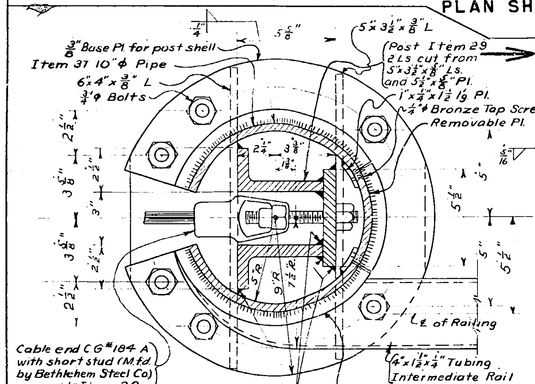
SECTION D-D

Scale 1"=1'-0"



SECTION E-E

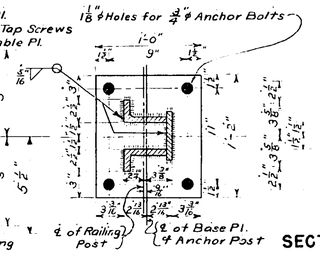
Scale 1"=1'-0"



SECTION F-F

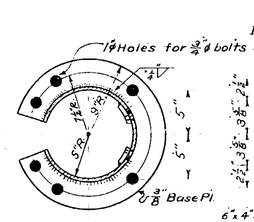
Scale 3"=1'-0"

NOTE: Railing Details in enclosed area (Not in Contract) - Use Railing Details and Railing Notes on North Main St. Bridge Plans except as shown in Plan this sheet. For location of railing posts see Superstructure Plan for this Bridge.



SECTION G-G

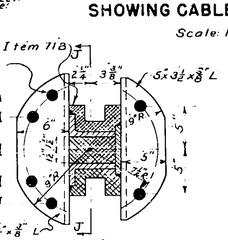
Scale 1½"=1'-0"



SECTION THRU POST SHELL BELOW RAILS

(Concrete not shown)

Scale 1½"=1'-0"

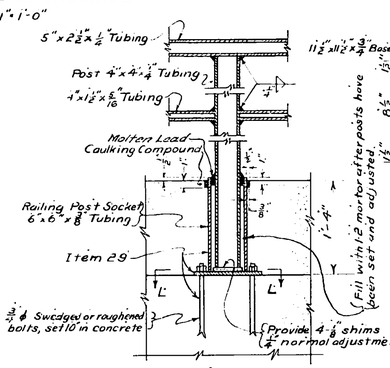


SECTION H-H

Scale 1½"=1'-0"

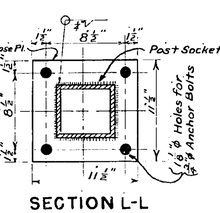
SECTION J-J

Scale 1½"=1'-0"



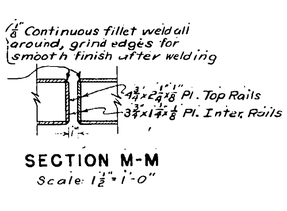
SECTION K-K

Scale 1"=1'-0"



SECTION L-L

Scale 1½"=1'-0"



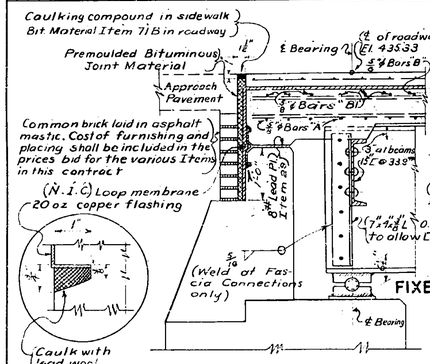
SECTION M-M

Scale 1½"=1'-0"

RAILING NOTES

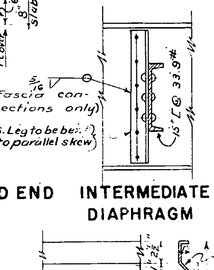
Shop or field welding may be used in the fabrication and erection of the railing.
Dimensions for tubing are outside dimensions.
All railings are to be fabricated and erected so that the rails are parallel to each other and to the fascia and the posts are truly vertical.

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

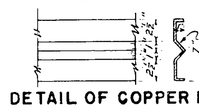


DETAIL AT ABUTMENTS

Scale ¾"=1'-0"

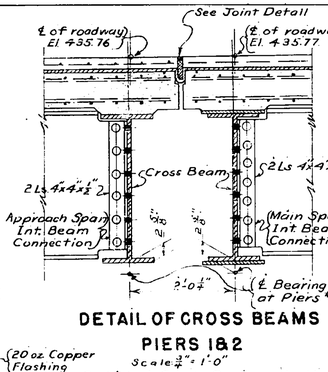


FIXED END — INTERMEDIATE DIAPHRAGM



DETAIL OF COPPER FLASHING

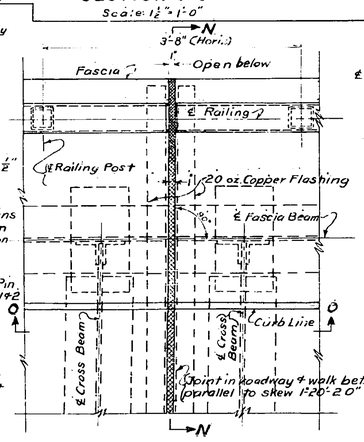
Scale 1½"=1'-0"



DETAIL OF CROSS BEAMS PIERS 1&2

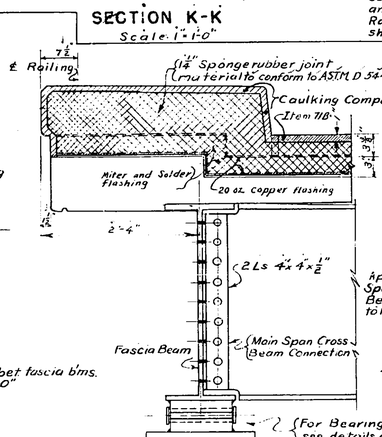
Scale ¾"=1'-0"

Detail of Cross Beams at other piers are similar to above except as noted.



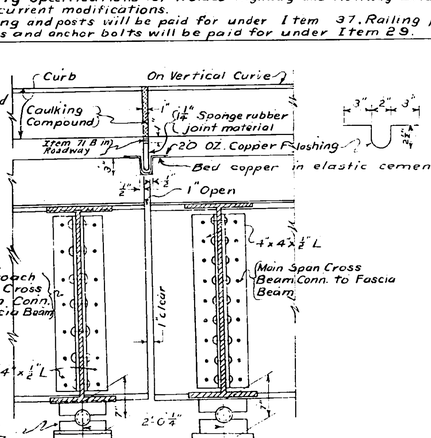
PLAN OF EXPANSION JOINT

Scale 1"=1'-0"



SECTION N-N

Scale 1"=1'-0"



SECTION O-O

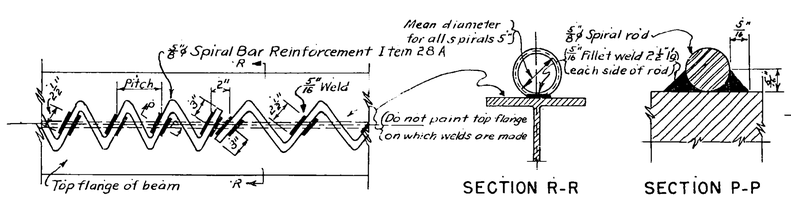
Scale 1"=1'-0"

GEES ROAD BRIDGE
STA. 378+60
SUPERSTRUCTURE

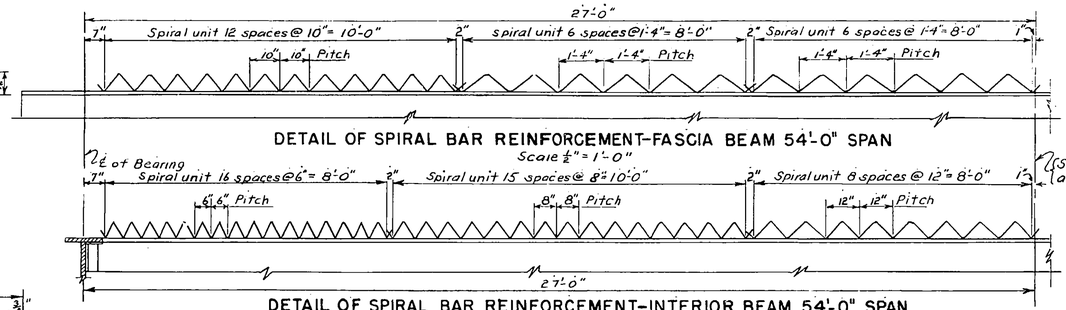
W.M. Steve 1-31-50
F.C. Tallman Feb. 1948
A.A. Baumeister
M.J. Delaney
Rev. Marks 3-2-50

S. T. 52-A

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



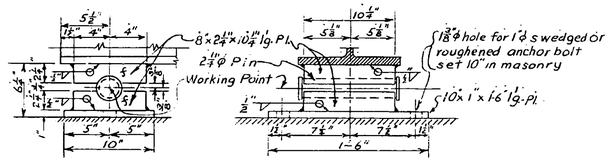
DETAILS OF SPIRAL BAR REINFORCEMENT



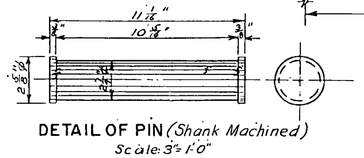
DETAIL OF SPIRAL BAR REINFORCEMENT–FASCIA BEAM 54'-0" SPAN
Scale ½" = 1'-0"

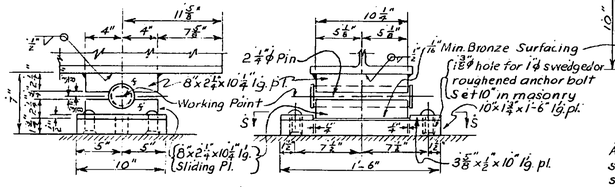
DETAIL OF SPIRAL BAR REINFORCEMENT–INTERIOR BEAM 54'-0" SPAN
Scale ½" = 1'-0"

Note:
The computed spacing of the transverse slab reinforcement is 5½". Since this spacing conflicts with the spiral pitches welded to the beam it will be necessary to vary the spacing of the slab reinforcement to fit. The slab bars will be considered satisfactory if there are 8 bars in each layer in a dist. of 3'-8" and if no two bars are closer than 4½" centers or further apart than 6½" centers.

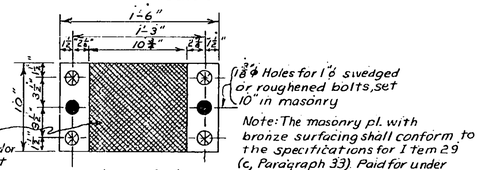


DETAIL OF FIXED BEARINGS AT ABUTMENTS
Scale: 1½" = 1'-0"

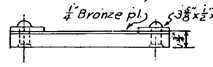


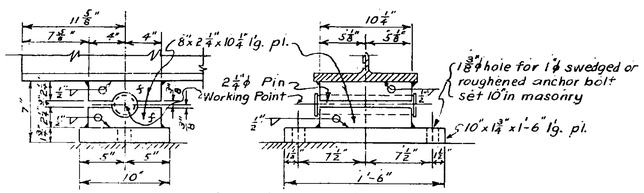


DETAIL OF EXPANSION BEARINGS AT PIERS
Scale: 1½" = 1'-0"



A rolled phosphor bronze pl. ¼" thick with a steel bearing pl. may be substituted for the steel pl. and deposited bronze. The bronze pl. shall conform to the A.S.T.M. Specifications B 100-40 Type A. Payment for bronze pl. used on masonry bearing pl. will be made at contract price for structural steel, Item 29. See detail below.





DETAIL OF FIXED BEARINGS AT PIERS
Scale 1½" = 1'-0"

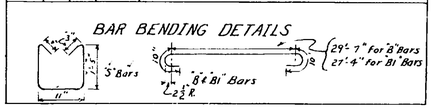
ESTIMATE OF QUANTITIES
SUBSTRUCTURE & SUPERSTRUCTURE

ITEM NO	DESCRIPTION	UNIT	NEAT	ROUND
5	Trench Culvert and Bridge Excavation	Cu Yds	235	259
15-2	Portland Cement, Type 2	Bbls	1040	1120
15N	Natural Cement, Type N	Bbls	152	161
18	Class IA Concrete for Structures (1:2:3½ approx.)	Cu Yds	406	425
20	Class I Concrete (1:2:4 approx.)	Cu Yds	294	309
25F	Steel Fabric Reinforcement	Sq Yds	865	908
28	Bar Reinforcement for Structures	Lbs	56,448	59,500
28A	Spirol Bar Shear Connectors	Lbs	12,940	1,360
29	Structural Steel	Lbs	186,535	193,000
37	Metal Railing	L.F.	565	568
47A	Cement Concrete Pavement (1:1⅓:3½ approx)	Cu Yds	62	65
79	Dry Stone Paving	Sq Yds	285	310
85	Steel Bearing Piles	L.F.	3416	3500
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.
121A	Top Soil Furnished & Placed	Cu Yds	230	253
123B	Seeding on Prepared Areas	Acres	0.42	0.46
124	Sodding	Sq Yds	660	726

BAR LIST FOR SUPERSTRUCTURE

Mark	Size	No	Length	Description and Location
A	⅝"ø	536	26'-8"	Straight Transverse Bars in Bottom of Slab
B	⅝"ø	529	31'-3"	Transverse Bars in Top of Slab, hooked
C	¾"ø	74	38'-6"	Str. Longitudinal Bars in Approach Spans
C1	¾"ø	288	24'-8"	Str. Longitudinal Bars in Main Spans
B1	⅝"ø	12	29'-0"	Transv. Bars in Top of Slab at Abut, hooked
C2	½"ø	20	35'-4"	Str. Long. Bars in Approach Span Fascias
5	½"ø	386	4'-0"	Stirrups in Fascia

BAR BENDING DETAILS



SUPERSTRUCTURE NOTES

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

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

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

Rivets to be ⅞" diameter, holes 15/16" diameter unless otherwise noted.

Camber beams as shown on plans. The thickness of cement concrete pavement and height of concrete curbs may be varied slightly as directed by the Engineer in the field in order to follow closely the roadway grade.

Shop paint, red lead and oil. First field coat to be Battleship gray, Second field coat Battleship green paint.

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

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

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

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

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

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

Item 62 is not in this contract (N.I.C.). Additional ⅜" overlying concrete shall replace the waterproofing.

Sponge rubber shall comply with ASTM D544 specification.

Where steel exceeding one inch in thickness is to be welded electrodes of classification number E6015 or E6016 shall be used.

Diaphragm connections to be rivet bolts or equal.

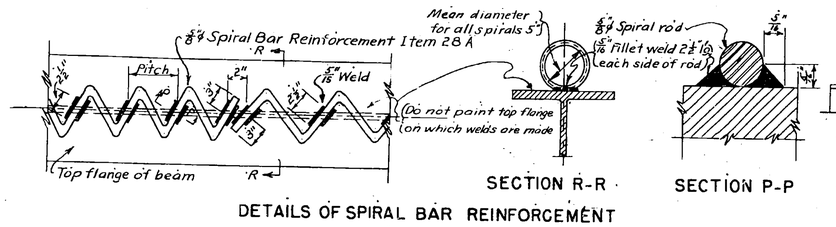
N.I.C. on drawings means not included in contract.

J. M. Spicer 1-31-50
H. C. Halligan May '48
K. C. Blumenthal
K. Fleischer
J. J. Delaney

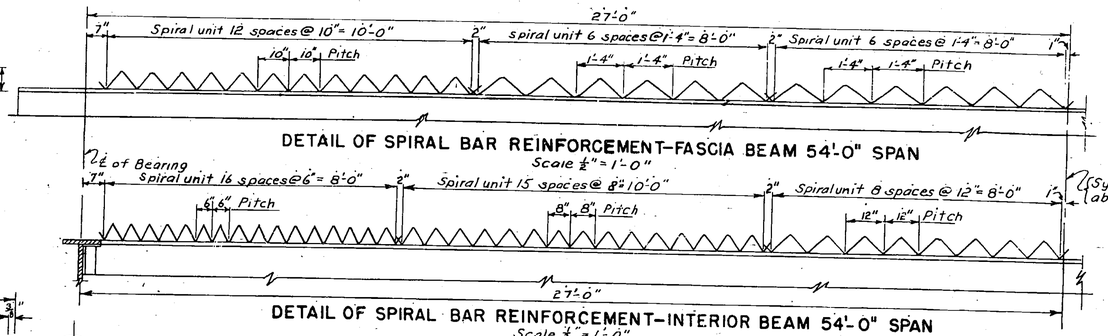
Rev. Marks 5-3-50

GEES ROAD BRIDGE
STA. 378+60
SUPERSTRUCTURE

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			43	57
MOHAWK THRUWAY					
FROM	TO				
MADISON COUNTY					



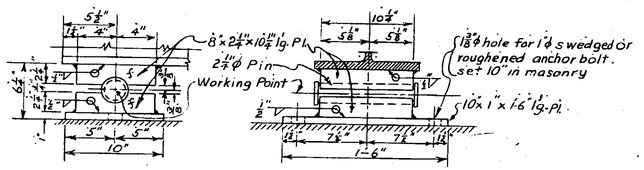
DETAILS OF SPIRAL BAR REINFORCEMENT



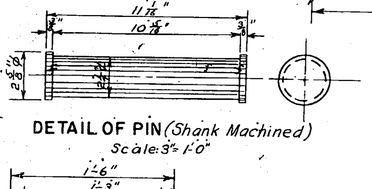
DETAIL OF SPIRAL BAR REINFORCEMENT–FASCIA BEAM 54'-0" SPAN
Scale ½" = 1'-0"

DETAIL OF SPIRAL BAR REINFORCEMENT–INTERIOR BEAM 54'-0" SPAN
Scale ½" = 1'-0"

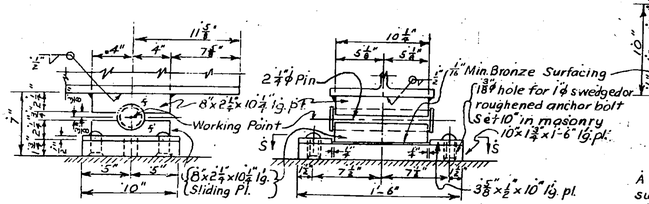
Note:
The computed spacing of the transverse slab reinforcement is 5½". Since this spacing conflicts with the spiral pitches welded to the beam it will be necessary to vary the spacing of the slab reinforcement to fit. The slab bars will be considered satisfactory if there are 8 bars in each layer in a distance of 3'-8" and if no two bars are closer than 4½" centers or further apart than 6½" centers.



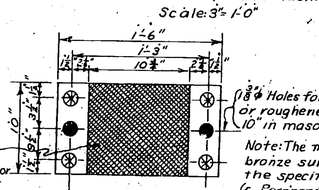
DETAIL OF FIXED BEARINGS AT ABUTMENTS
Scale: 1½" = 1'-0"



DETAIL OF PIN (Shank Machined)
Scale: 3" = 1'-0"



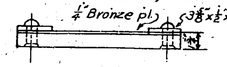
DETAIL OF EXPANSION BEARINGS AT PIERS
Scale: 1½" = 1'-0"

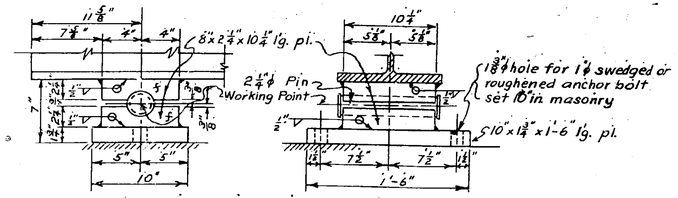


VIEW S-S
(Sliding pl. not shown)
Scale: 1½" = 1'-0"

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

A rolled phosphor bronze pl. ¼" thick with a steel bearing pl. may be substituted for the steel pl. and deposited bronze. The bronze pl. shall conform to the A.S.T.M. Specifications B100-40 Type A. Payment for bronze pl. used on masonry bearing pl. will be made at contract price for structural steel, Item 29. See detail below.





DETAIL OF FIXED BEARINGS AT PIERS
Scale 1½" = 1'-0"

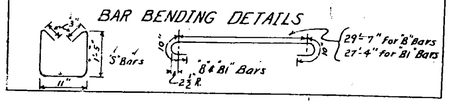
Final Total of Contract Quantities
SUBSTRUCTURE & SUPERSTRUCTURE

ITEM NO	DESCRIPTION	UNIT	Final Quantities
5	Trench Culvert and Bridge Excavation	Cu Yds	274.0
15-2	Portland Cement, Type 2	Bbls	1033.5
15N	Natural Cement, Type N	Bbls	149.0
18	Class 1A Concrete for Structures (1:2:3¾ approx)	Cu Yds	476.61
20	Class 1 Concrete (1:2:4 approx)	Cu Yds	245.42
25F	Steel Fabric Reinforcement	Sq Yds	577.9
28	Bar Reinforcement for Structures	Lbs	55429
28A	Spiral Bar Shear Connectors	Lbs	1475
29	Structural Steel	Lbs	16515
37	Metal Railing	L.F.	364.67
47A	Cement Concrete Pavement (1:1½:3 approx)	Cu Yds	662.63
79	Dry Stone Paving	Sq Yds	2.5.6
85	Steel Bearing Piles	L.F.	341.0
87	Furnishing Equipment for Driving Piles	L.S.	1
121A	Top Soil Furnished & Placed	Cu Yds	243.0
123B	Seeding on Prepared Areas	Acres	6.44
124	Sodding	Sq Yds	578.7

BAR LIST FOR SUPERSTRUCTURE

Mark	Size	No.	Length	Description and Location
A	⅞ ϕ	536	26'-8"	Straight Transverse Bars in Bottom of Slab
B	⅞ ϕ	524	31'-3"	Transverse Bars in Top of Slab, hooked
C	½ ϕ	76	38'-6"	Str. Longitudinal Bars in Approach Spans
C1	½ ϕ	288	2'-8"	Str. Longitudinal Bars in Main Spans
B1	⅞ ϕ	12	29'-8"	Transv. Bars in Top of Slab at Abut, hooked
C2	½ ϕ	20	35'-4"	Str. Long. Bars in Approach Span Fascia's
S	½ ϕ	384	4'-0"	Stirrups in Fascia

BAR BENDING DETAILS



SUPERSTRUCTURE NOTES

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

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

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

Rivets to be ⅞" diameter, holes 15/16" diameter unless otherwise noted.

Camber beams as shown on plans. The thickness of cement concrete pavement and height of concrete curbs may be varied slightly as directed by the Engineer in the field in order to follow closely the roadway grade.

Shop paint, red leadand oil. First field coat to be Battleship gray, second field coat to be gray green paint.

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

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

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

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

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

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

Item 62 is not in this contract (N.I.C.). Additional ⅜" overlying concrete shall replace the waterproofing.

Sponge rubber shall comply with ASTM D544 specification.

Where steel exceeding one inch in thickness is to be welded electrodes of classification number E6015 or E6016 shall be used.

Diaphragm connections to be rivet bolts or equal.

N.I.C. on drawings means not included in contract.

D. Mac Steen 1-31-50
H. G. Hallyon May '48
K. R. Blumenthal
K. Fleischer
N. J. Delany

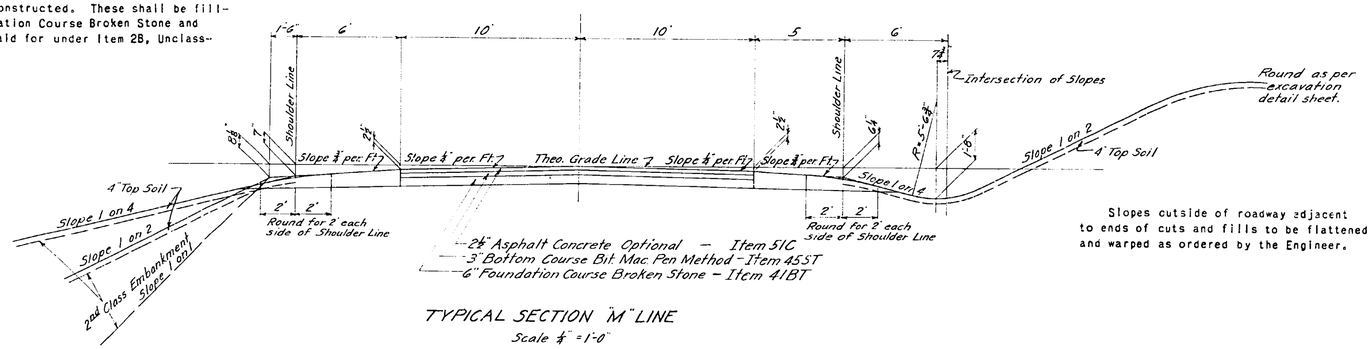
Rev. Items 5-3-50

GEES ROAD BRIDGE
STA. 378+60
SUPERSTRUCTURE

FED. RD DIV. No	STATE	FED. AID PROJ. No	COUNTY	SHEET No.	TOTAL SHEETS
	N.Y.		Madison	44	67

Mohawk Thruway - North Chittenango-Canastota
Gees Road - "M" Line

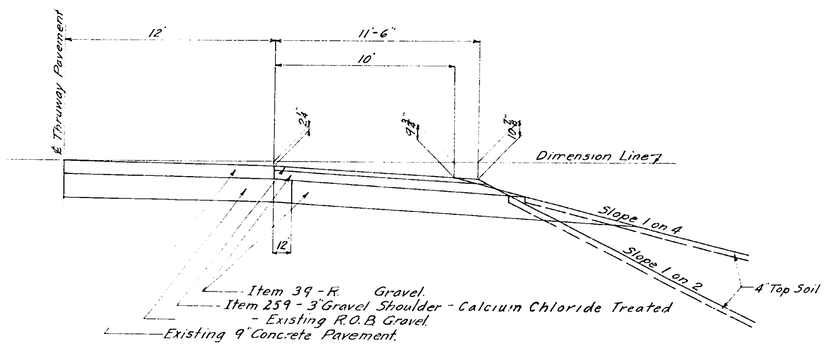
At intervals of 100 ft. or at such intervals as the Engineer may direct, lateral trenches or weep holes four feet in width shall be opened up through the shoulders to the ditches to effectively drain the subgrade before the pavement is constructed. These shall be filled with Item 4IBT, Foundation Course Broken Stone and the excavation will be paid for under Item 2B, Unclassified Excavation.



TYPICAL SECTION "M" LINE
Scale ¼" = 1'-0"

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

Second Class Embankment shall be used between the lines indicated if ordered by the Engineer. Second Class Embankment is material stripped from cuts and under embankments as ordered, but shall not include stumps, logs, brush nor other objectionable material.



PART SECTION OF THRUWAY
SHOWING SHOULDER TO BE BUILT AFTER
REMOVAL OF TEMPORARY INTERSECTION
Scale ½" = 1'-0"

NOTE: -

MAINTENANCE and PROTECTION of TRAFFIC: The Contractor shall maintain and protect traffic within the limits of his contract for the entire length and duration of the contract in accordance with Item No. 76, with the following modifications:

The temporary crossing at Gees Road shall be maintained until the relocation of Tag Street, Station N 0+00± to N 25+56 C.L. and the relocation of Town road N 29+56 C.L. to N 69+00 is passable and opened to traffic. The temporary crossings at Tag Street (Station 352+70 C.L. = L 21+10 C.L.) and at Town road (Station 421+23 C.L. = N 87+89.5) shall be maintained until the grade separation at Gees Road is completed and opened to traffic.

Thruway traffic shall be maintained as required.

Signs shall be erected in accordance with Standard Structure Sheet No. 49-43. on the Thruway as well as on Tag Street, Gees Road and the Town road at Sta. 421+23 ℄ N 87+89.5

Item 5 - TRENCH, CULVERT and BRIDGE EXCAVATION

From	Cu. Yds.
Drainage Sheet	61
Estimate	9
TOTAL	70

Item 2B - UNCLASSIFIED EXCAVATION

From	C.Y.
Road Excavation	493
Borrow	32510
Remove Temp. Intersection	407
Waste	717
Estimate	2873
TOTAL	37000

TABLE of LENGTHS

Station to Station		ROAD Lin. Ft.	ROAD = Miles	BRIDGE Lin. Ft.	BRIDGE = Miles
M 0+00	M 10+77	1077	.204		
M 10+77	M 13+23			246	.046
M 13+23	M 21+20	797	.151		
TOTAL		1874	.355	246	.046

Item 32D - OPTIONAL GUIDE RAILING

Station to Station		Side	Anchors	Lin. Ft.
M 6+46	M 10+76	R & L	2	860
M 13+23	M 17+23	R & L	2	800
				1660
			4 Anchors @ 20	80
			Estimate	60
			TOTAL	1800

DRAINAGE STRUCTURES

Present Structure	Station	REMARKS
24" RCCP - 92' long	M 13+00	Build 2 - 5' headwalls on existing pipe.
18" C.M.P. Culv. 50' long	M 11+03	Remove and store.
18" C.M.P. Culv. 40' long	M 12+00	Remove and store.

Wide by: Traced by: Checked by:
PLAN S.E. White F.E. White J.J. Dwyer & J.F. Colangelo
PROFILE

Prepared Pursuant to the Highway Law & Recommended by

Date

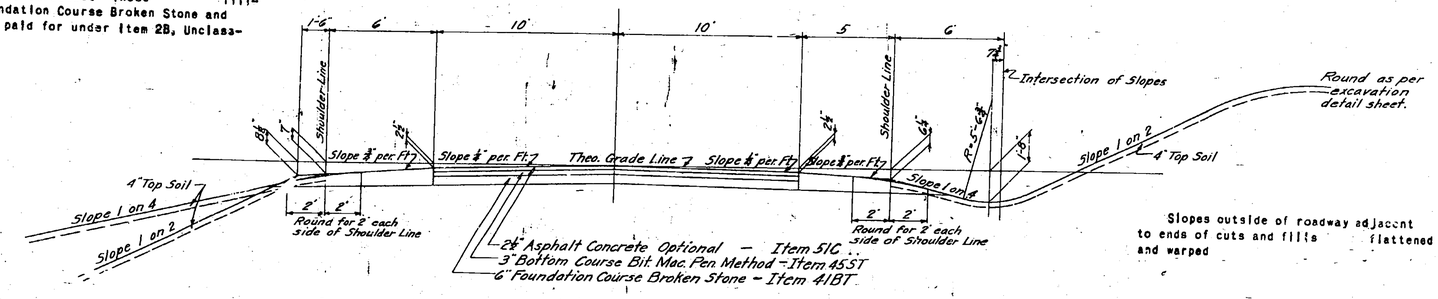
Larry Ketchum
ENGINEER DISTRICT No. 2

Fed. Rd. Div. No	State	Fed. Aid Proj. No	County	Sheet No.	Total Sheets
	N. Y.		Madison	44	67

Mohawk Thruway - North Chittenango-Canastota
Gees Road - "M" Line

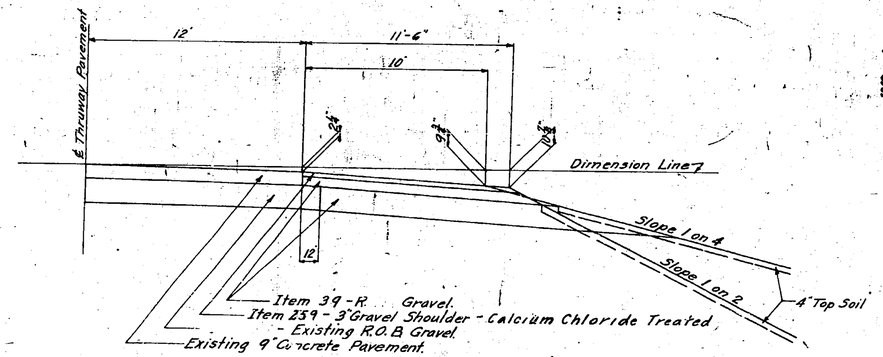
448

At Intervals of 100 ft. lateral trenches or weep holes four feet in width opened up through the shoulders to the ditches to effectively drain the subgrade before the pavement is constructed. These filled with Item 41BT, Foundation Course Broken Stone and the excavation paid for under Item 2B, Unclassified Excavation.



TYPICAL SECTION "M" LINE
Scale 4" = 1'-0"

Slopes outside of roadway adjacent to ends of cuts and fills flattened and warped



PART SECTION OF THRUWAY
SHOWING SHOULDER TO BE BUILT AFTER
REMOVAL OF TEMPORARY INTERSECTION
Scale 4" = 1'-0"

NOTE: -

MAINTENANCE and PROTECTION of TRAFFIC: The Contractor shall maintain and protect traffic within the limits of his contract for the entire length and duration of the contract in accordance with Item No. 76, with the following modifications:

The temporary crossing at Gees Road shall be maintained until the relocation of Tag Street, Station N 0+00± to N 25+56 C.L. and the relocation of Town road N 29+56 C.L. to N 69+00 is passable and opened to traffic. The temporary crossings at Tag Street (Station 362+70 C.L. = L 21+10 C.L.) and at Town road (Station 421+23 C.L. = N 87+89.5) shall be maintained until the grade separation at Gees Road is completed and opened to traffic.

Thruway traffic shall be maintained as required.

Signs shall be erected in accordance with Standard Structure Sheet No. 48-43. on the Thruway as well as on Tag Street, Gees Road and the Town road at Sta. 421+23 L - N 87+89.5

Item 5 - TRENCH, CULVERT and BRIDGE EXCAVATION

From	Cu. Yds.
TOTAL	

Item 2B - UNCLASSIFIED EXCAVATION

From	C.Y.
Road Excavation	
Borrow	
Remove Temp. Intersection	
TOTAL	

TABLE of LENGTHS

Station to Station		ROAD Lin. Ft.	ROAD Miles	BRIDGE Lin. Ft.	BRIDGE Miles
M 0+00	M 10+77	1077	.204		
M 10+77	M 13+23			246	.046
M 13+23	M 21+20	797	.151		
TOTAL		1874	.355	246	.046

Item 32D - OPTIONAL GUIDE RAILING

Station to Station		Side	Anchors	Lin. Ft.
M 6+46	M 10+76	Rt		11
		Lt		11
M 13+43	M 16+77	Rt		11
M 13+43	M 16+77	Lt	4 Anchors @ 20	80
TOTAL				

DRAINAGE STRUCTURES

Present Structure	Station	REMARKS
24" RCCP - 92' long	M 13+90	Build 2 - 5' headwalls on existing pipes
18" C.M.P. Culv. 50' long	M 11+03	Remove and store.
18" C.M.P. Culv. 40' long	M 18+06	Remove and store.

Made by F.E.White Traced by F.E.White Checked by J.J.Dwyer & S.J.Colangelo

LAN _____ _____ _____
FILE _____ _____ _____

Prepared Pursuant to the Highway Law & Recommended by

Date

Larry Ketchum
ENGINEER DISTRICT No. 2

SCHEDULE A

LOCATION AND QUANTITY OF PAVEMENT REMOVAL

M 0+00 - M 9+76	L&R	121A	367	C.Y.	Break in shoulder to end of road section
M 14+23 - M 21+00	L&R	121A	255	C.Y.	ditto
M 0+00 - M 9+76	L&R	123	0.97	Acres	Edge of pavement to end of road section
M 14+23 - M 21+00	L&R	123	0.68	Acres	ditto
M 7+00 - M 9+76	L&R	124	292	S.Y.	Sodded berm gutters and slope channels
M 14+23 - M 17+00	L&R	124	293	S.Y.	ditto
M 7+00 - M 10+76	L&R	IWA	7 M	Gal.	In areas where Item 124 is used.
M 13+23 - M 17+00	L&R	IWA	7 M	Gal.	ditto

From BRIDGE PLANS

M 9+76 - M 10+76	L&R	121A	113	C.Y.	Break in shoulder to end of road section
M 13+23 - M 14+23	L&R	121A	115	C.Y.	ditto
M 9+76 - M 10+76	L&R	123B	0.21	Acres	Edge of pavement to end of road section
M 13+23 - M 14+23	L&R	123B	0.21	Acres	ditto
M 9+76 - M 10+76	L&R	124	330	S.Y.	Sodded berm gutters, slope channels and horizontal stripes
M 13+23 - M 14+23	L&R	124	330	S.Y.	ditto
TOTAL		121A	622	C.Y.	Neat)
			700	C.Y.	Rounded) Highway
TOTAL		121A	230	C.Y.	Neat)
			253	C.Y.	Rounded) Bridge
TOTAL		123	1.65	Acres	Neat)
			1.80	Acres	Rounded) Highway
TOTAL		123B	0.42	Acres	Neat)
			0.46	Acres	Rounded) Bridge
TOTAL		124	585	S.Y.	Neat)
			650	S.Y.	Rounded) Highway
TOTAL		124	660	S.Y.	Neat)
			726	S.Y.	Rounded) Bridge
TOTAL		IWA	14 M	Gal.	Neat
			14 M	Gal.	Rounded

A. Dillon K. Keil T. L. White

SCHEDULE B

DETAIL SPECIFICATIONS TO ACCOMPANY PUBLIC WORKS SPECIFICATIONS

DESCRIPTION

IW FURNISHING WATER EQUIPMENT

IWA APPLYING WATER
- a Areas - See Schedule A.
- Rates - As specified.

121A TOPSOIL FURNISHED AND PLACED
- a Areas - See Schedule A.
- c1 Subgrade scarified as directed by Engineer.
- c3 Topsoil Thickness - 4 inches loose measure

123 SEEDING
- a Areas - See Schedule A.
- b Seeds - See Schedule D.
  Fertilizer - M-55, Type No.2 (10-10-10)
  Mulch - M-59, Hay or M-60, Straw
- c2 No innoculation required for Alsike Clover.
- c3 Rate of Seeding - 50 lbs. pure live seed per acre.
  Rate of Fertilizer - 600 lbs. per acre.
- c4 Rate of Mulch - 2 tons per acre.

123B SEEDING ON PREPARED AREAS
- a Areas - See Schedule A.

124 SODDING
- a Areas - See Schedule A.
- c3 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	ADD'L DESCR.	SIZE	REMARKS	PLANT NO.

FED. ROAD DIST. NO. | STATE | FEDERAL AID PROJ. NO. | FISCAL YEAR 45 | SHEET NO. 67 | SHEET NO. 0

ROADSIDE DEVELOPMENT SHEET

MOHAWK THRUWAY

GEES ROAD

SCHEDULE D

DETAIL SPECIFICATIONS FOR SEEDS

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

NAME	USE OR ORIGIN	A	B	POUNDS
Creeping Red Fescue (Festuca rubra)	Commercial	95	75	25
Redtop (Agrostis alba)	Commercial	90	85	10
Perennial Ryegrass (Lolium perenne)	Commercial	95	75	7
Alsike Clover (Trifolium hybridum)	Commercial Max. 25% hard seed	95	85	3
Wild White Clover (Trifolium repens var.)	Kent Wild, N.Y. Wild, N. Zealand Wild Max. 25% hard seed	95	95	5
	RATE			50

SUMMARY

121A	953	C.Y.	Topsoil furnished and placed
123	1.80	Acres	Seeding
123B	0.46	Acres	Seeding on Prepared Areas
124	1376	S.Y.	Sodding
IWA	14 M	Gals.	Applying Water
IW	Nec.		Furnishing Water Equipment

Lucy Ketchum

Fed. Rd. Div. No.	State	Fed. Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		MADISON	46	67

MOHAWK THRUWAY
NORTH CHITTENANGO ~ CANASTOTA
GEES ROAD "M" LINE

Drainage quantities at this intersection included in the Relocated Town Roads (Tag St. Road & Secber Road) estimate.

Scale 1" = 50'

JESSE GRADY

COLE ELLSWORTH BLOSS

SAM MALOFF & IDA MALOFF

Sta M0+00 Jesse Grady
Sta M2+88 Relocated Town Road (Secber Rd.)
Sta M2+99 Relocated Town Road (Tag St. Road)
Sta M2+99 to Sta M3+53 Build new 12" R.C.C.P. Culvert ~ 54' long 2-4' Headwalls Dig inlet and outlet ditches.
Sta N29+10 Build new 12" R.C.C.P. Culvert ~ 44' long 2-4' Headwalls Dig inlet and outlet ditches.
Sta M13+00 Build 5' Headwalls Rt. & Lt. on existing 24" R.C.C.P. Culvert.
Sta M22+68 Build new Bridge at intersection, 12" Thick Sta. M0+00 to Sta. M2+15.

Scrub Brush · Hayfield · Pasture · Cultivated · 4 Apples

MAP 83 PAR 99 FEE · MAP 82 PAR 98 FEE · MAP 81 PAR 96 FEE · MAP 81 PAR 95 FEE · MAP 81 PAR 94 FEE · MAP 81 PAR 93 FEE · MAP 79 PAR 91 FEE · MAP 79 PAR 90 FEE · MAP 79 PAR 92 FEE · MAP 81 PAR 99 FEE

R.O.W. Line · Survey ℄ · Ref. Improvement · Match Line Z-Z

Bridge Begins Sta M11+96.96 · Bridge Ends Sta M13+23.04

18" C.M.P. Culv. REMOVE & STORE · 24" R.C.C.P. Culv. · 18" C.M.P. Culv. REMOVE & STORE

REMOVE TEMPORARY INTERSECTIONS

Str. #147 · Str. #186

Sta. M12+00 V.C. 700' Corr. = 7.00 · Elev. 410.63

-0.40% · +4.00% · -4.00%

Sta. M11+96.96 V.C. 300' Corr. = 1.25 · Sta. M13+23.04 V.C. 300' Corr. = 1.16

12' Normal · 70' · 14'all Normal · 16'-5" Min. Clearance

Datum Elev. 400.0'

M0+00	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16
4.15	4.11	4.20.2	4.19.2	4.18.5	4.18.3	4.11.9	4.11.0	4.11.0	4.16.8	4.16.3	4.16.0	4.17.0	4.16.0	4.16.1	4.16.3	4.17.1

M16	M17	M18	M19	M20	M21	M22	
4.17.7	4.18.9	4.20.1	4.19.2	4.17.9	4.16.8	4.16.2	Datum Elev. 400.0'	4.16.0	4.16.1

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

M16+00		M17		M18		M19		M20		M21		M22	
1000	600		675		775		895		1000		1000		
500	Vertical 7												

Horizontal Sight Distance = 1000'

M0+00		M1		M2		M3		M4		M5		M6		M7		M8		M9		M10		M11		M12		M13		M14		M15		M16
1000	1000		1000		1000		935		805		690		600		600		600		600		600		1000		600		600		600		600	
500												Vertical 7																				

Horizontal Sight Distance = 1000'

SIGHT DISTANCE GRAPH
4.5 to 4.5

Made by: PLAN J.J. Mayo · PROFILE J.J. Mayo
Traced by: PLAN L.E. Keil · PROFILE L.E. Keil
Checked by: PLAN J.J. Mayo, J.J. Blake, and R.R. Clarke · PROFILE J.J. Mayo, J.J. Blake, and R.R. Clarke

Prepared pursuant to the Highway Law & recommended for approval.

Date

Acting Regional Engineer, District 3

S.T. 52-8

Fed. Aid Div. No	State	Fed'l Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		MADISON	46	67

MOHAWK THRUWAY
NORTH CHITTENANGO – CANASTOTA
GEES ROAD "M" LINE

46

Drainage quantities at this intersection included in the Relocated Town Roads (Tag St. Road & Seeber Road) estimate.

Scale 1"=50'

JESSE GRADY

COLE ELLSWORTH BLOSS

SAM MALOFF & IDA MALOFF

Sta. M23+75 Build new 15" R.C.C.P. Culvert 44'-0" long c/w 4'-0" headwalls & inlet and outlet ditches.

Sta. M29+10 Limit of Work

Sta. M0+00 Limit of Work

Relocated Town Roads (Tag Street Road)

Relocated Town Road (Seeber Rd.)

New R.O.W. Line

Old R.O.W. Line

Scrub Brush

High Brush

Hayfield

Survey ℄

℄ of Improvement

Bridge Begins Sta. M10+76.76

Bridge Ends Sta. M13+23.04

MAP 83 PAR 99 FEE

MAP 82 PAR 98 FEE

MAP 81 PAR 96 FEE

MAP 81 PAR 95 FEE

MAP 79 PAR 91 FEE

MAP 79 PAR 90 FEE

MAP 81 PAR 94 FEE

MAP 81 PAR 93 FEE

18" C.M.P. Culv. REMOVED

24" R.C.C.P. Culv.

Sta. M23+00 Build 4'-0" headwalls Rt. & Lt. c/w 24" R.C.C.P. Culvert on Relocated Tag Street

REMOVE TEMPORARY INTERSECTIONS

Match Line Z-Z

Pasture

Cultivated

Sta. M21+00 Limit of Work

Sta. M29+10 Limit of Work

Δ=21°50'
D=1°30'
R=3820
T=736.8
L=1435.6

NOTES:

After the grade separation structure at Gees Road is completed and opened to traffic and before final acceptance of the contract, the temporary intersections at Tag Street (Sta. 362+70 C.L ⫫ 21+10 C.L.) and Town Road (Sta. 421+23 C.L. = N. 87+89.5 C.L.) shall be removed, temporary structures removed, the Thruway regraded so as to present an appearance similar to the adjacent section of the Thruway, and a standard barricade built on each side of the Thruway.

Payment for this work will be made under the appropriate items.

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

Datum Elev. 400.0

Sta. M0+00 el. 400.0
-0.40%
Sta. M5+00 el. 398.0
+4.00%
Sta. M10+00 el. 441.76
-4.00%
Sta. M13+23.04 el. 428.27

Sta. M5+36.89
V.C. 300'
Corr. +1.85

Sta. M12+00
V.C. 700'
Corr. +7.00

Sta. M16+34.43
V.C. 900'
Corr. +1.23

Vertical 2

Horizontal Sight Distance = 1000'

SIGHT DISTANCE GRAPH
4.5 to 4.5

Made by JJ Dugan — Traced by K.F. Keil — Checked by T.E. White and Machine
PLAN
PROFILE JJ Dugan — K.F. Keil — T.E. White and Machine

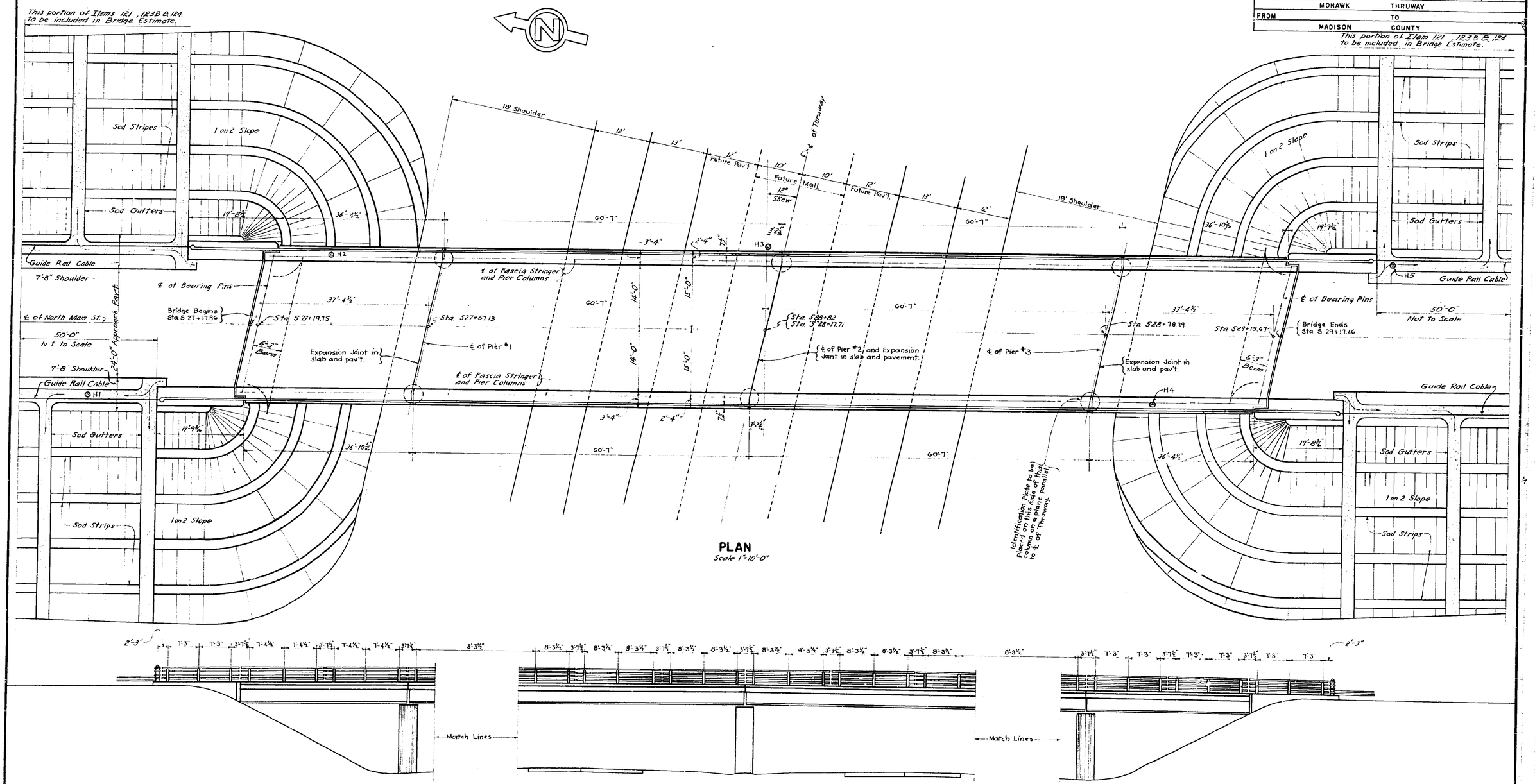
Prepared pursuant to the Highway Law & recommended by

Date

Louis Fitzgerald
ENGINEER DISTRICT No. 7

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			47	67
MOHAWK THRUWAY					
FROM TO					
MADISON COUNTY					

This portion of Items 121, 123B & 124 to be included in Bridge Estimate.



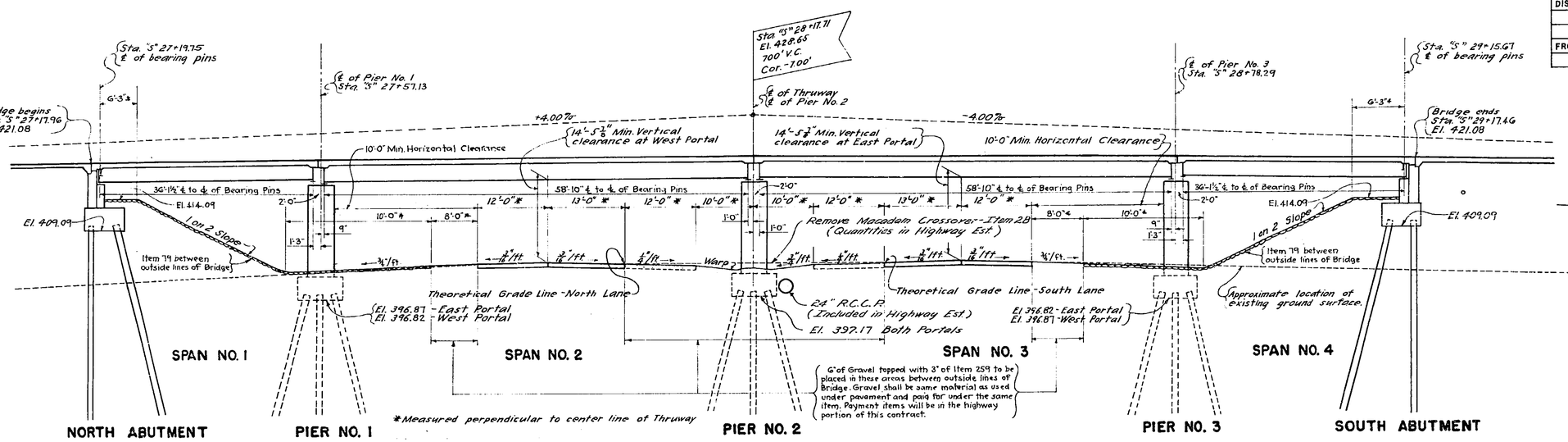
PLAN
Scale 1"-10'-0"

WEST ELEVATION
(EAST ELEVATION SIMILAR)
Scale 1"-10'-0"

NORTH MAIN STREET
STA. 588 + 82
LAYOUT PLAN AND
ARCHITECTURAL ELEVATION

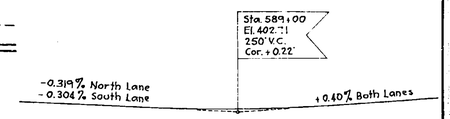
S 52-8

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			48	69
MOHAWK		THRUWAY			
FROM		TO			
MADISON		COUNTY			

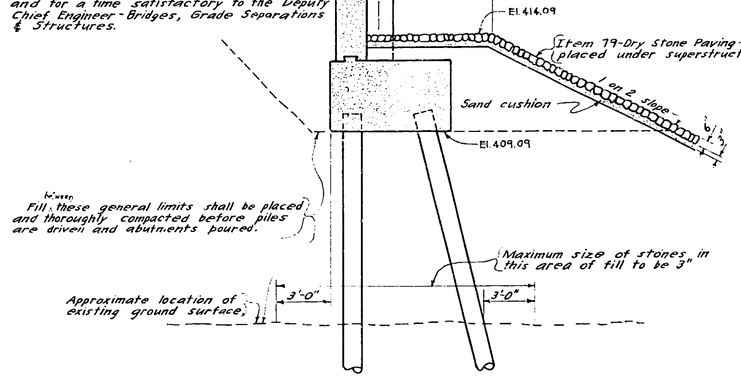


PROFILE ALONG ℄ OF NORTH MAIN STREET

Scale: 1" = 10'-0"



PROFILE ALONG THEORETICAL GRADE LINE OF THRUWAY



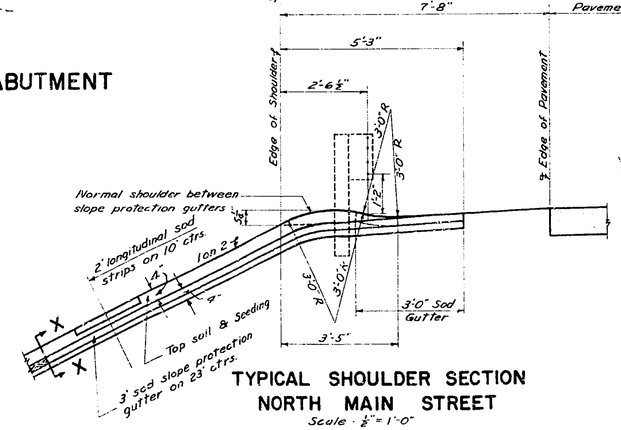
DETAIL OF EMBANKMENT AND BACKFILL AT ABUTMENT

GENERAL NOTES

All rivets to be ⅞".
All holes to be 15/16" ø unless otherwise noted.

Concrete in abutments and Piers shall be Item 20
Concrete in superstructure except for pavement shall be Item 18
Concrete in pavement shall be Item 47B
The cost of furnishing and installing caulking compound, premoulded bituminous joint material, sponge rubber joint material, load wool, copper flashing and Item 11B shall be included in the prices bid for the various items in this contract.
Materials and Fabrication :- Specifications of New York State Department of Public Works dated Jan. 2, 1951 and current modifications and additions.
Design Specifications :- AASHO 1949 - Loading H20-44 and current modifications.

No construction joints other than those shown on the plans will be permitted without the written permission of the Deputy Chief Engineer.
Where caulking compound is to be used the sides of the joints shall be primed with a material satisfactory to the manufacturer of the caulking compound, 20 to 30 minutes before the compound is placed. All joints must be thoroughly clean and dry before the priming coat is applied. Work must be performed by workmen experienced in this type of work. Caulking Compound must comply with D.P.W. Specs. M-35.

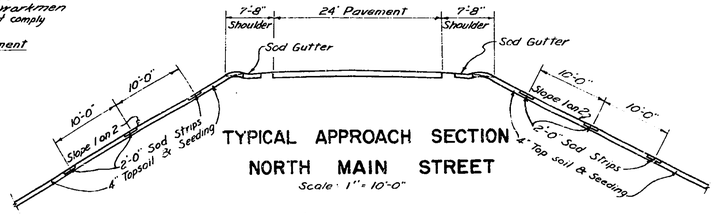


TYPICAL SHOULDER SECTION NORTH MAIN STREET

Scale: ½"=1'-0"

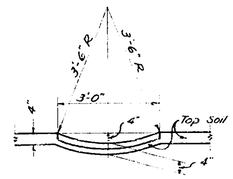
ESTIMATE OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	NEAT	ROUNDED
5	Trench Culvert & Bridge Excavation	C.Y.	118	140
15-2	Portland Cement Type 2	Bbl.	1172	1269
15-N	Natural Cement Type N	Bbl.	168	181
18	Class 1B Concrete for Structures	C.Y.	197	216
20	Class 1 Concrete	C.Y.	368	405
25 F.	Steel Fabric Reinforcement	S.Y.	783	820
28	Bar Reinforcement for Structures	Lb.	90180	95000
28A	Spiral Bar Shear Connectors	Lb.	1507	1600
29	Structural Steel	Lb.	183131	189000
37	Metal Railing	L.F.	466	470
47B	Cement Concrete Pavement	C.Y.	69	74
79	Dry Stone Paving	S.Y.	336	370
85C	Cast in Place Concrete Piles	L.F.	7260	7500
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.
121	Topsoil Placed from Stockpiles	C.Y.	274	300
123B	Seeding on Prepared Areas	Acre	0.51	10
124	Sodding	S.Y.	658	690

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



TYPICAL APPROACH SECTION NORTH MAIN STREET

Scale: 1"=10'-0"



SECTION X-X

Scale: ½"=1'-0"

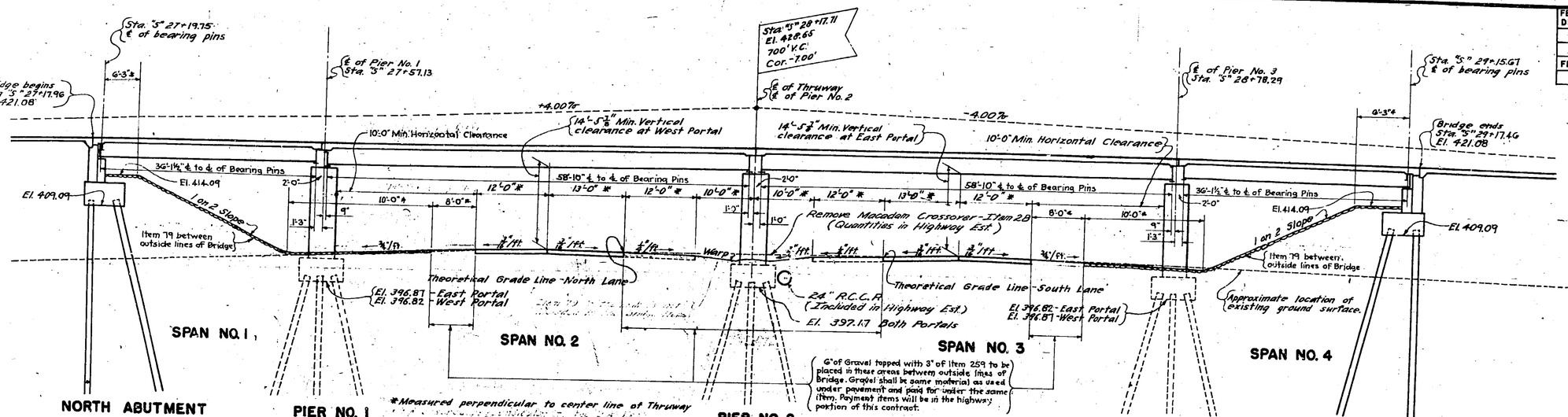
A Waterproofing Oil Treatment as specified in M-41W shall be applied to all exposed surfaces of concrete except the underside of Slab and Top of Pavement.
A Waterproofing Oil Treatment as specified in M-415 shall be applied to the Top of Pavement.
Where steel exceeding one inch in thickness is to be welded, mild steel arc-welding electrodes with covering of low hydrogen type shall be used. These electrodes must comply with ASTM (A 233-48T) requirements for Classification E 6015 or E 6016.
For design purposes the assumed load per pile does not exceed 30 Tons.
For Identification Plate details see Standard Sheet No. 52-81.
Sponge Rubber shall comply with A.S.T.M.-Specs. D 594.
The cost of furnishing and placing water used for wetting down top of slab, sodding and seeding will be paid for under Items 1W and 1WA of the highway portion of this contract.

Approved as to form
Chief Engineer
V. F. Coveto
A. F. Green

NORTH MAIN STREET STA. 588 + 82 PROFILE

S. T. 5248

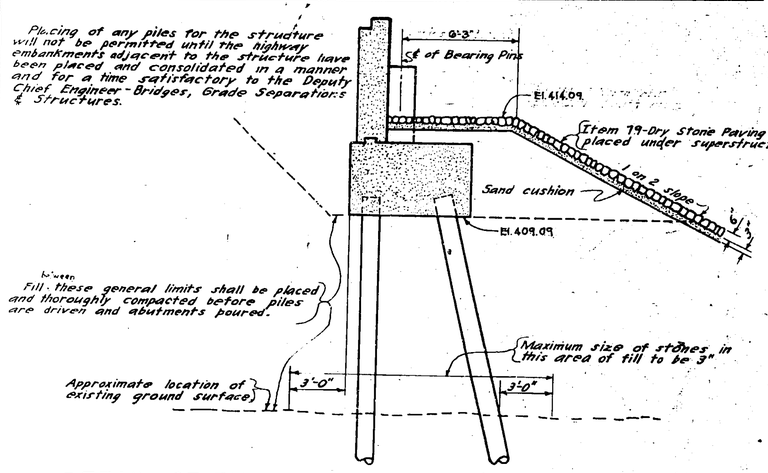
FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			48	67
	MOHAWK		THRUWAY		
FROM			TO		
	MADISON		COUNTY		



PROFILE ALONG ℄ OF NORTH MAIN STREET
Scale: 1" = 10'-0"

Sta 589+00
El. 402.71
250' V.C.
Cor. +0.22'
-0.319% North Lane
-0.304% South Lane
+0.40% Both Lanes

PROFILE ALONG THEORETICAL GRADE LINE OF THRUWAY



DETAIL OF EMBANKMENT AND BACKFILL AT ABUTMENT

General Notes

All rivets to be ⅞".
All holes to be 15/16" ø unless otherwise noted.

Concrete in abutments and Piers shall be Item 20.
Concrete in superstructure except for pavement shall be Item 18.
Concrete in pavement shall be Item 47B.
The cost of furnishing and installing caulking compound, premoulded bituminous joint material, sponge rubber joint material, lead wool, copper flashing and Item "B" shall be included in the prices bid for the various items in this contract.
Materials and Fabrication - Specifications of New York State Department of Public Works dated Jan. 2, 1951 and current modifications and additions.
Design Specifications - AASHO 1949 - Loading H20-44 and current modifications.

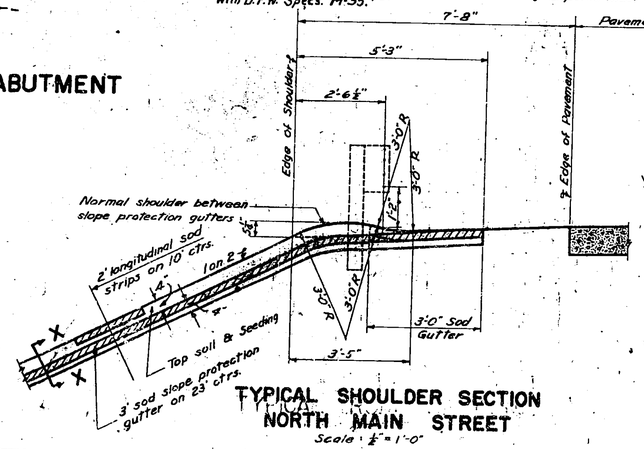
No construction joints other than those shown on the plans will be permitted without the written permission of the Deputy Chief Engineer.
Where caulking compound is to be used the sides of the joints shall be primed with a material satisfactory to the manufacturer of the caulking compound, 20 to 30 minutes before the compound is placed. All joints must be thoroughly clean and dry before the priming coat is applied. Work must be performed by workmen experienced in this type of work. Caulking Compound must comply with D.F.W. Specs. M-35.

FINAL Total of Contract Quantities

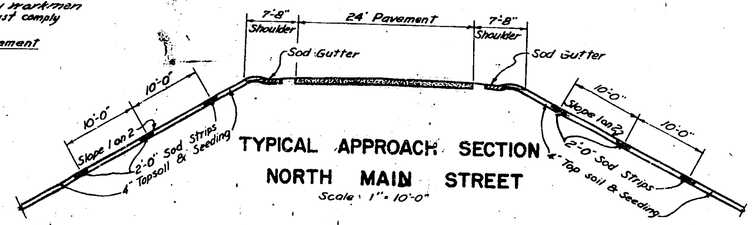
ITEM NO.	DESCRIPTION	UNIT	Final Quantities
5	Trench Culvert & Bridge Excavation	C.Y.	181.7
15-2	Portland Cement Type 2	Bbl.	1,152.3
15-N	Natural Cement Type N.	Bbl.	165.0
18	Class III Concrete for Structures	C.Y.	207.72
20	Class I Concrete	C.Y.	
25 F	Steel Fabric Reinforcement	S.Y.	734.0
28	Bar Reinforcement for Structures	Lb.	21441
28A	Spirit Bar Shear Connectors	Lb.	1,590
29	Structural Steel	Lb.	[illegible]
37	Metal Railing	L.F.	470.15
47B	Cement Concrete Pavement.	C.Y.	73.71
79	Dry Stone Paving	S.Y.	360.3
85C	Cast-in-Place Concrete Piles	L.F.	7,281.2
87	Furnishing Equipment for Driving Piles	L.S.	20%
121	Topsoil Placed from Stockpiles.	C.Y.	173.3
123B	Seeding of Prepared Areas	Acre.	0.36
124	Sodding	S.Y.	3 - 5.3
87A	Return Equip. for driving Piles (at N. Main St.)	L.S.	100%

The Contractors attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the foundation note, which briefly outlines the anticipated subsurface conditions at the site of the structure and which specifies certain requirements relative to construction.

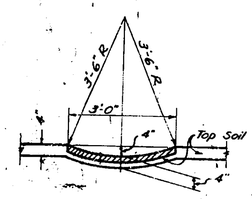
A Waterproofing Oil Treatment as specified in M-41W shall be applied to all exposed surfaces of concrete except the underside of Slab and Top of Pavement.
A Waterproofing Oil Treatment as specified in M-41S shall be applied to the top of Pavement.
Where steel exceeding one inch in thickness is to be welded, mild steel arc-welding electrodes with covering of low hydrogen type shall be used. These electrodes must comply with ASTM (A 233-48T) requirements for Classification E 6015 or E 6016.
For design purposes the assumed load per pile does not exceed 30 Tons.
For Identification Plate details see Standard Sheet No. St-41.
Sponge Rubber shall comply with A.S.T.M. - Spec. D 56a.
The cost of furnishing and placing water used for wetting down top of slab, sodding and seeding will be paid for under items 1 W and 1 WA of the highway portion of this contract.



TYPICAL SHOULDER SECTION
NORTH MAIN STREET
Scale: ½" = 1'-0"



TYPICAL APPROACH SECTION
NORTH MAIN STREET
Scale: 1" = 10'-0"

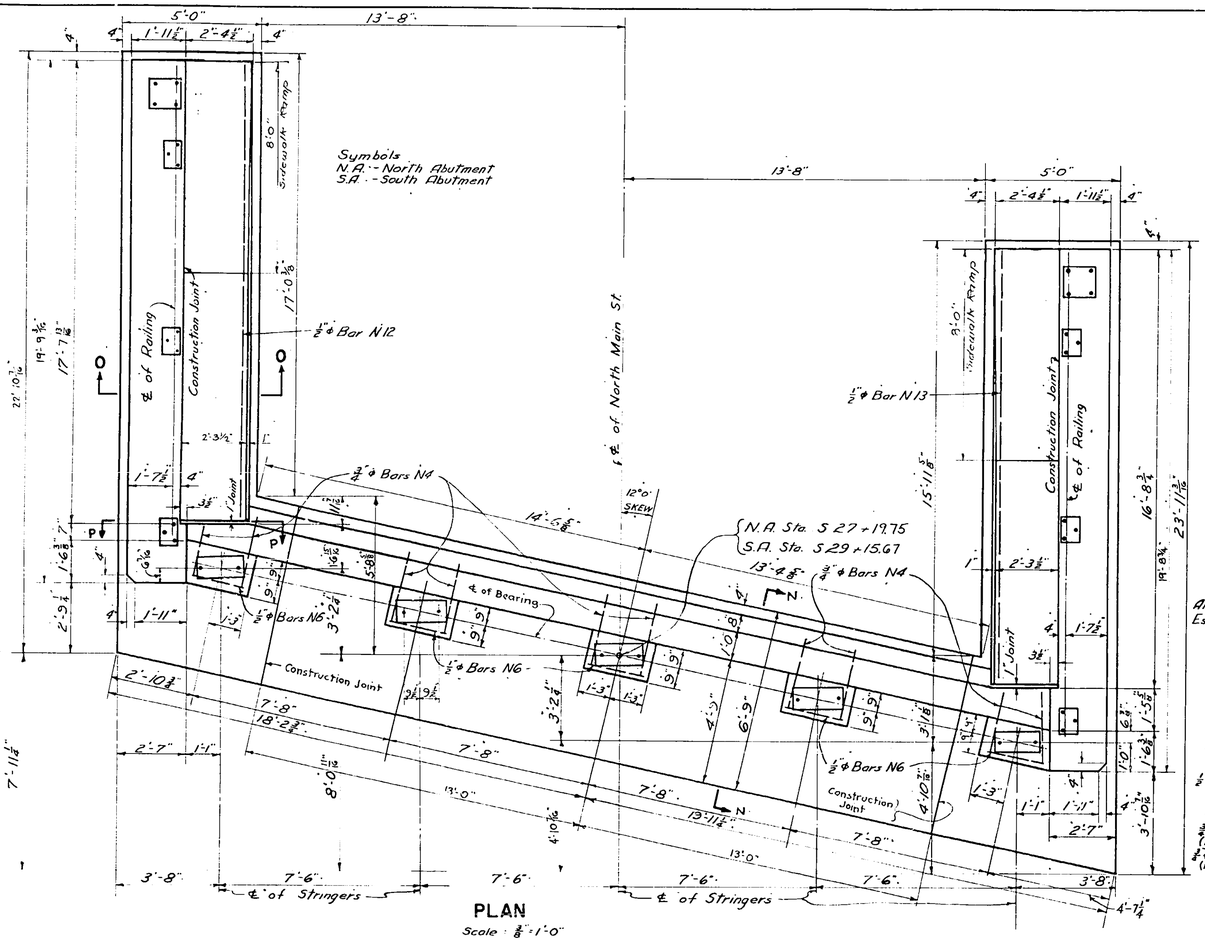


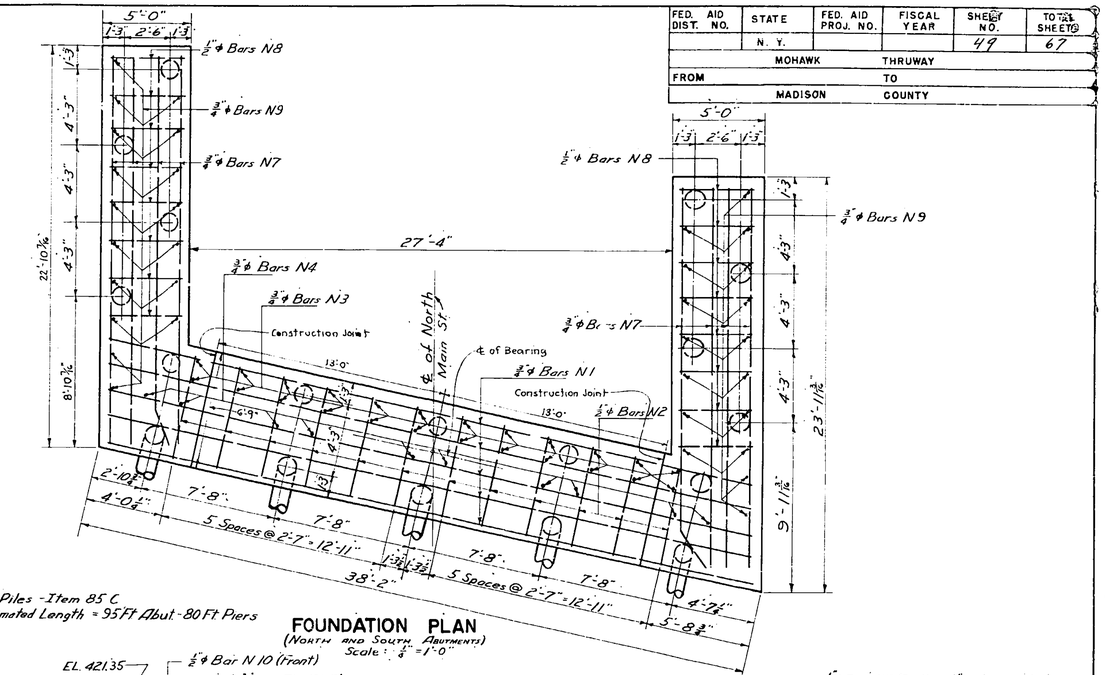
SECTION X-X
Scale: ½" = 1'-0"

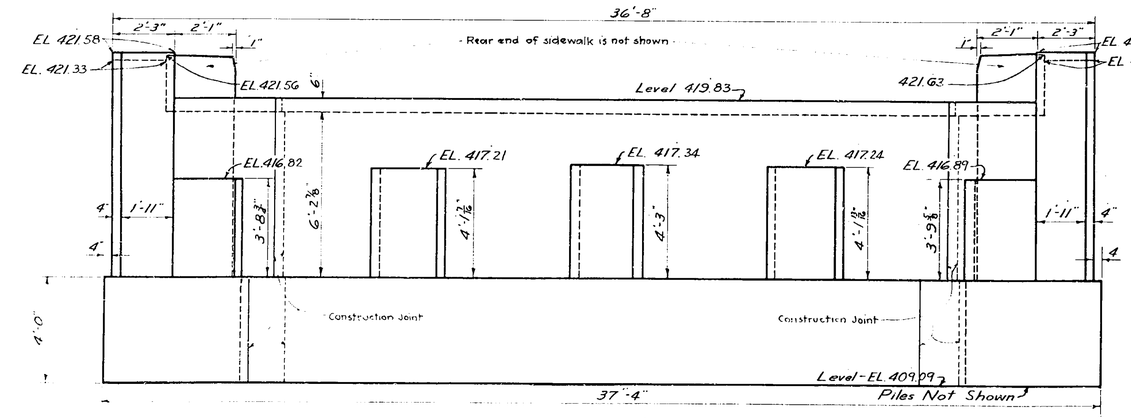
NORTH MAIN STREET
STA. 588 + 82
PROFILE

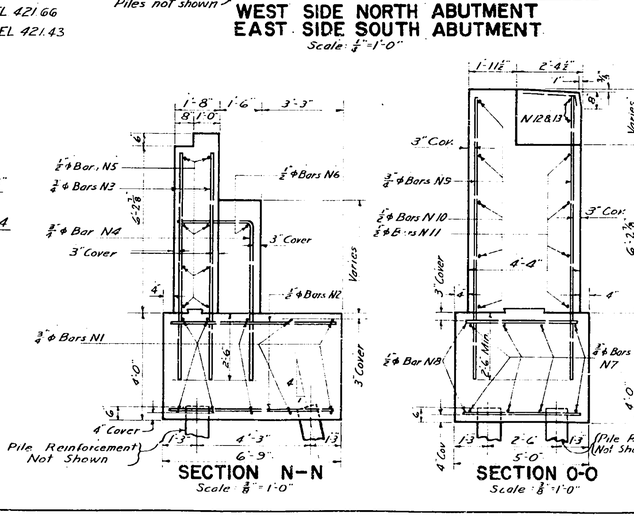
IN CHARGE OF: Ch. Messina Sloto
DESIGNED BY:
DETAILED BY: V. F. Conetta
CHECKED BY: A. F. Green
QUANTITIES BY:

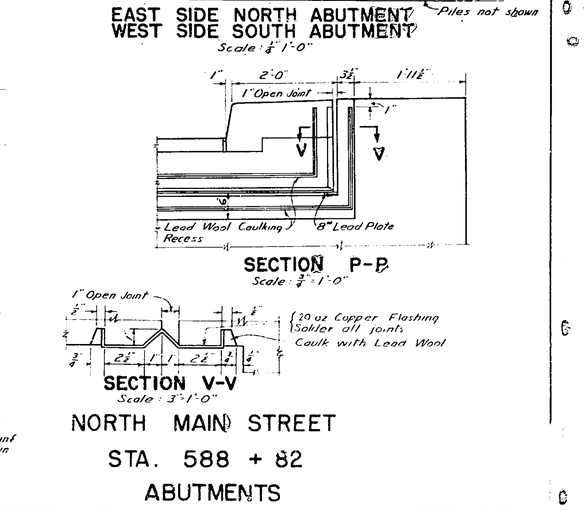
FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			49	67
	MOHAWK		THRUWAY		
FROM		TO			
	MADISON		COUNTY		









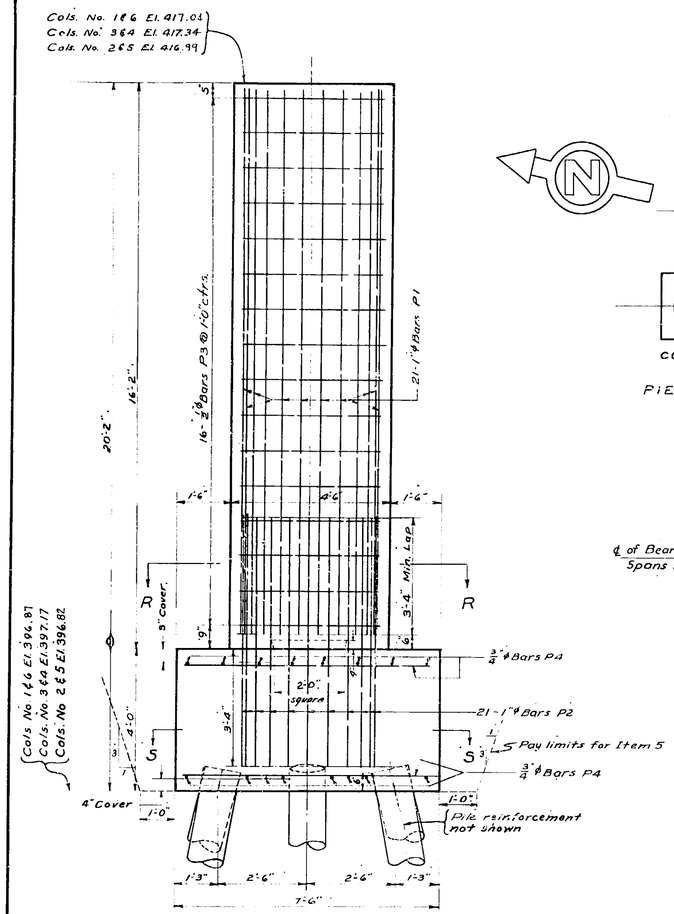


NORTH MAIN STREET
STA. 588 + 82
ABUTMENTS

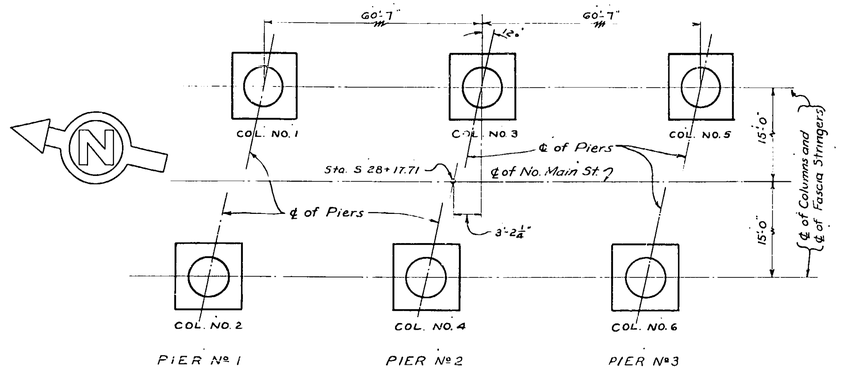
S. T. 52-6

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			30	67
MOHAWK		THRUWAY			
FROM		TO			
MADISON		COUNTY			

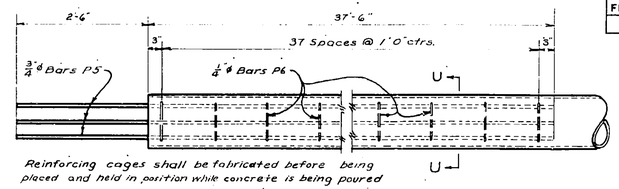
Cols. No. 1&6 El. 417.01
Cols. No. 3&4 El. 417.34
Cols. No. 2&5 El. 416.99



ELEVATION OF COLUMNS
Scale: ½" = 1'-0"

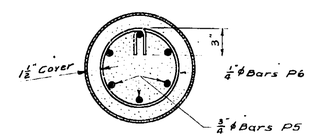


LOCATION OF COLUMNS
Scale: 1/8" = 1'-0"

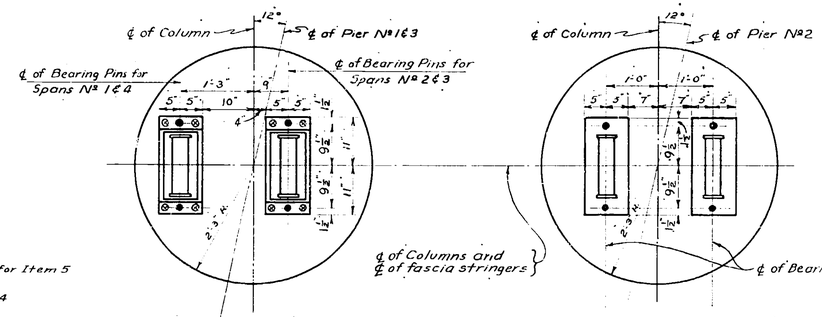


PILE REINFORCEMENT DETAILS
Scale: ⅜" = 1'-0"

All piles - Item 85 C
Estimated length = 95' for Abutments and 80' for Piers

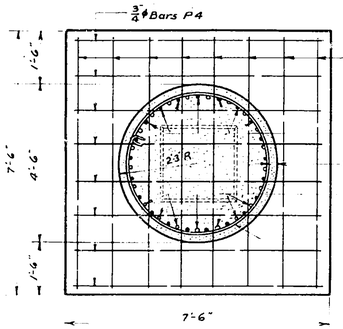


SECTION U-U
Scale: 1½" = 1'-0"

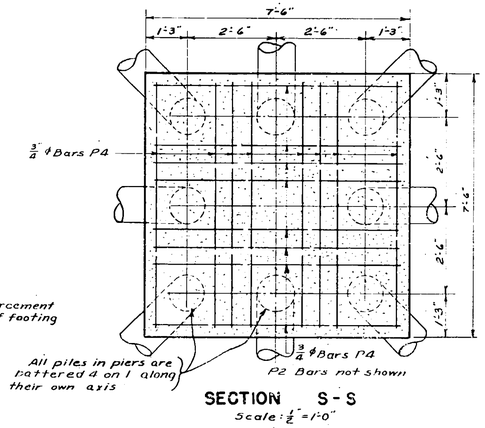


DETAIL OF COLUMNS NO. 1,2,5 & 6
EXPANSION BEARINGS
Scale: ¾" = 1'-0"

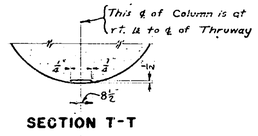
DETAIL OF COLUMNS NO. 3 & 4
FIXED BEARINGS
Scale: ¾" = 1'-0"



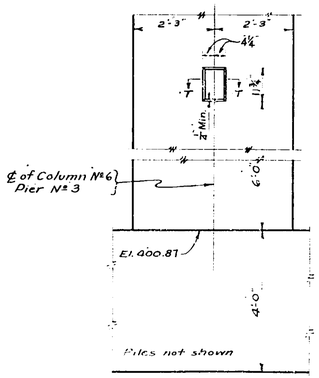
SECTION R-R
Scale: ½" = 1'-0"



SECTION S-S
Scale: ½" = 1'-0"



SECTION T-T

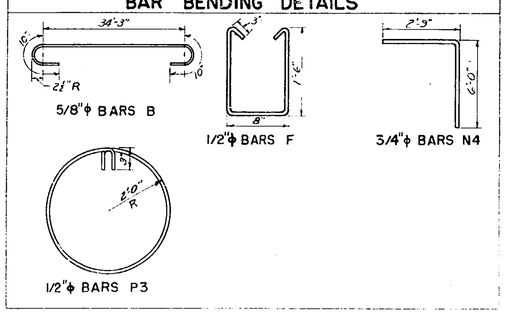


PARTIAL ELEVATION OF COLUMN NO. 6
SHOWING LOCATION OF
IDENTIFICATION PLATE RECESS
Scale: ½" = 1'-0"

BAR LIST

MARK	SIZE	NO.	LENGTH	LOCATION AND DESCRIPTION	
A	⅝"ϕ	478	32'-5"	Transverse Bars in Bottom of Slab	Str.
B		458	35'-11"	Transverse Bars in Top of Slab	Bent
D		240	37'-0"	Longitudinal Bars in Center Spans	
E	½"ϕ	240	20'-1"	" " " End "	Str.
F		324	3'-11"	Stirrups in Fascia	Bent
N1	¾"ϕ	20	37'-0"	Longitudinal Bars-Abut. Footing	
N2	½"ϕ	48	6'-5"	Transverse " " "	Str.
N3		48	8'-7"	Vertical " " Backwall	
N4	¾"ϕ	20	8'-8"	Bent " " in Bridge Seat	Bent
N5		16	37'-0"	Longitudinal " " in Backwall	
N6	½"ϕ	10	2'-2"	Tie Bars in Bridge Seat	
N7	¾"ϕ	32	22'-0"	Longitudinal Bars in Wing Footings	
N8	½"ϕ	64	4'-6"	Transverse " " " "	Str.
N9	¾"ϕ	68	10'-9"	Vertical " " " "	
N10		20	18'-9"	Longitudinal Bars in Face of Wing	
N11	½"ϕ	16	16'-0"	" " " Back "	
N12		4	17'-3"	" Bars in Sidewalk at Wings	Str.
N13		4	16'-4"	" " " " "	
P1	1"ϕ	126	15'-6"	Vertical Bars in Columns	Str.
P2		126	7'-2"	Dowels Between Footing & Columns	
P3	½"ϕ	96	12'-11"	Hoops in Columns	Bent
P4	¾"ϕ	192	7'-0"	Transverse Bar in Footing	
P5		528	40'-0"	Vertical Bars in Piles	Str.
P6	¼"ϕ	3252	2'-10"	Hoop Bars in Piles Bent in field.	

BAR BENDING DETAILS



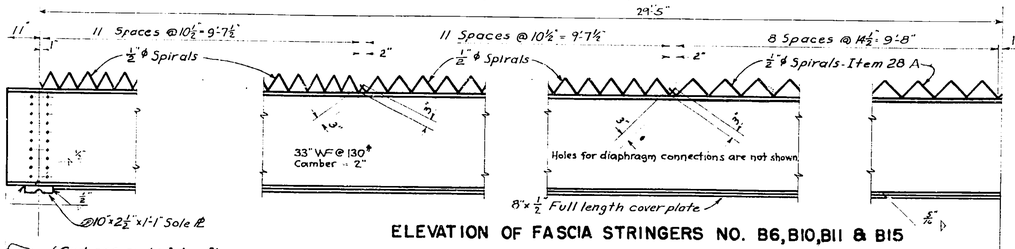
Traced 9/59
Checked by [illegible] 9/31

W. Mikasina 5-1-59
J. F. Donald
J. Richmond

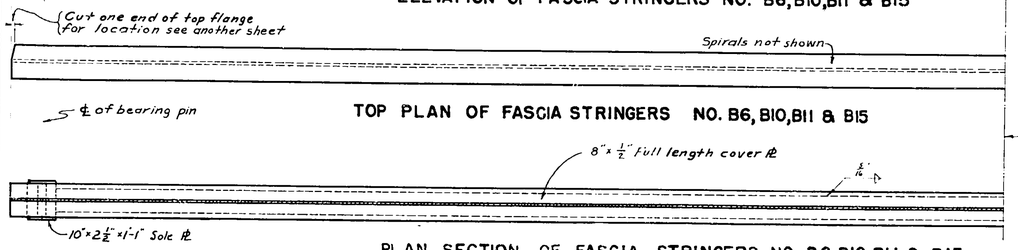
NORTH MAIN STREET
STA. 588 + 82
PIERS

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			57	67
	MOHAWK THRUWAY				
FROM	TO				
	MADISON COUN.Y				

NOTE: Stringers for End spans are not shown

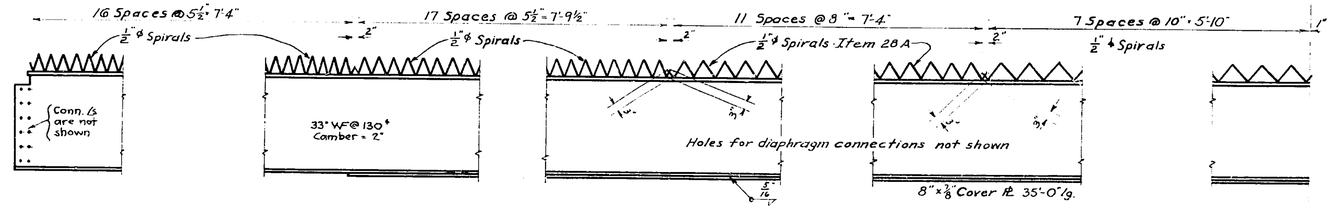


ELEVATION OF FASCIA STRINGERS NO. B6, B10, B11 & B15

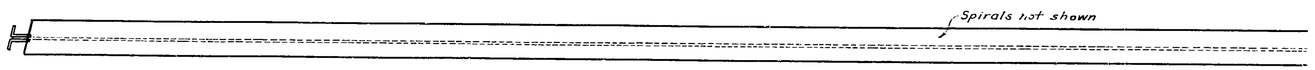


TOP PLAN OF FASCIA STRINGERS NO. B6, B10, B11 & B15

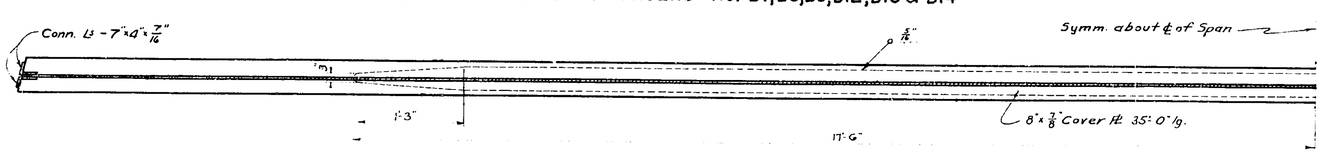
PLAN SECTION OF FASCIA STRINGERS NO. B6, B10, B11 & B15



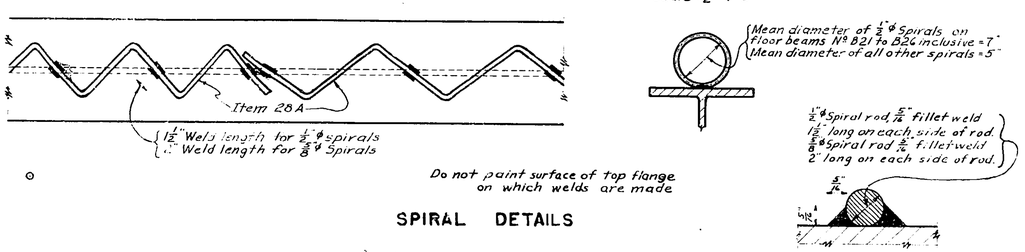
ELEVATION OF INTERIOR STRINGERS NO. B7, B8, B9, B12, B13 & B14



TOP PLAN OF INTERIOR STRINGERS NO. B7, B8, B9, B12, B13 & B14

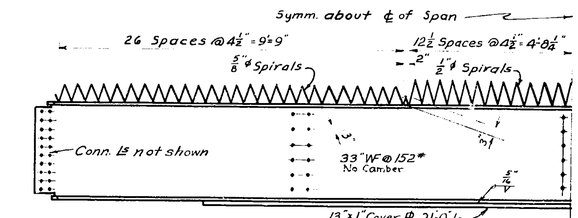


SECTION OF INTERIOR STRINGERS NO. B7, B8, B9, B12, B13 & B14
Scale: ½" = 1'-0"

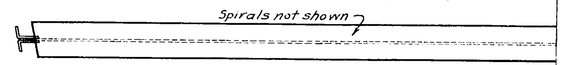


Do not paint surface of top flange on which welds are made

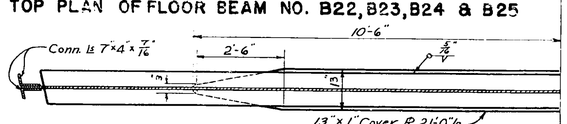
SPIRAL DETAILS



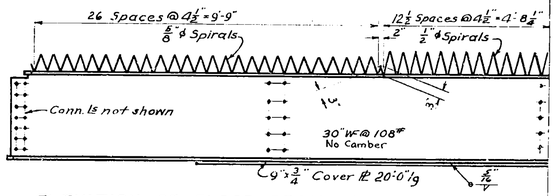
ELEVATION OF FLOOR BEAM NO. B22, B23, B24 & B25



TOP PLAN OF FLOOR BEAM NO. B22, B23, B24 & B25

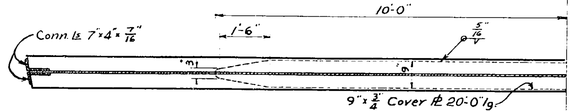


SECTION OF FLOOR BEAM NO. B22, B23, B24 & B25

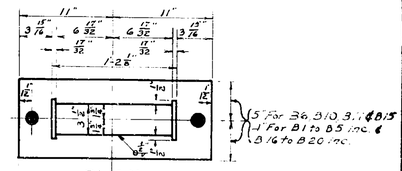


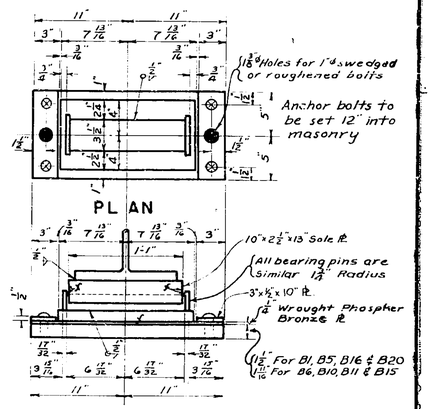
ELEVATION OF FLOOR BEAM NO. B21 & B26

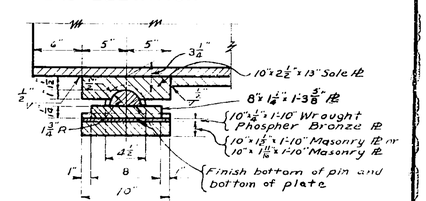
TOP PLAN OF FLOOR BEAM NO. 21 & 26



SECTION OF FLOOR BEAM NO. B21 & B26
Scale: ½" = 1'-0"







SPECIAL NOTES FOR SPIRALS

The Contractor and Engineers attention is called to the possibility of interference between the reinforcing steel in the slab and the beam spirals. While steel spacing is given as 5" inches, it is to be understood that 12 bars in each 5 ft 0 in will fill this requirement if no two bars are closer than 4 in. ctrs. or further apart than 6 in. ctrs. and even then some bars may have to be threaded thru one or more spirals. All spirals must have 2 structural welds ⅜" x 1½" long for ½" ϕ spirals and ⅝" x 2" long for ⅝" ϕ spirals at each point of contact with the beam, one weld on each side of bar as shown. ⅜" or 5/32" Diameter electrodes shall be used in welding the spiral bar shear connectors

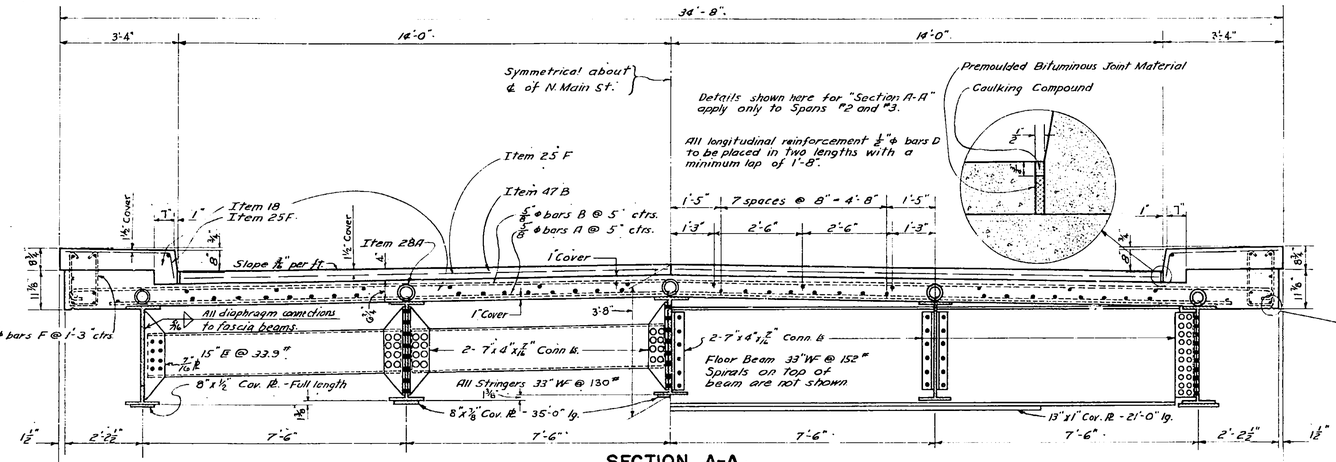
Special precautions must be exercised where welding crosses edge of flange to avoid any possibility of "under-cut" or nicks in edge of flange.

Issued by Tech. 9/51

NORTH MAIN STREET
STA. 588 + 82
STRINGERS, FLOOR BEAMS AND BEARINGS

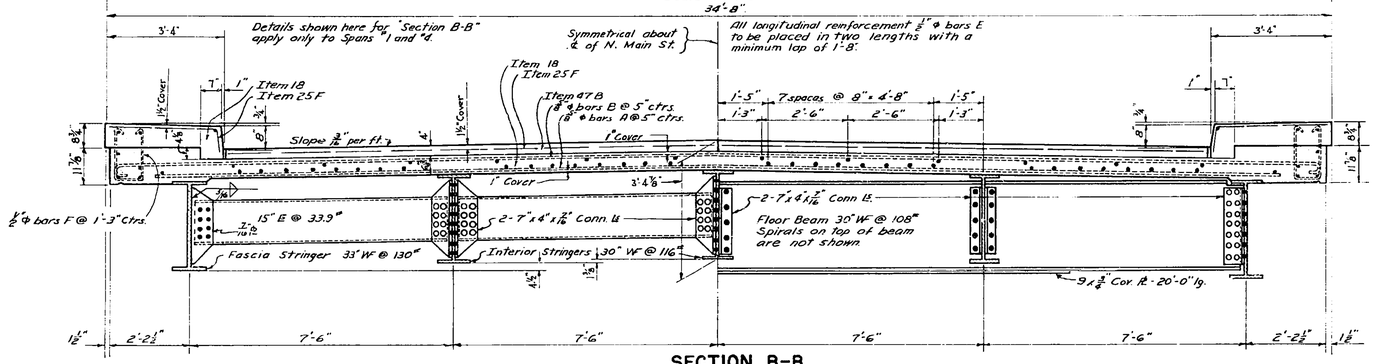
FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			52	67
MOHAWK	THRUWAY				
FROM	TO				
MADISON	COUNTY				

S T 52-8



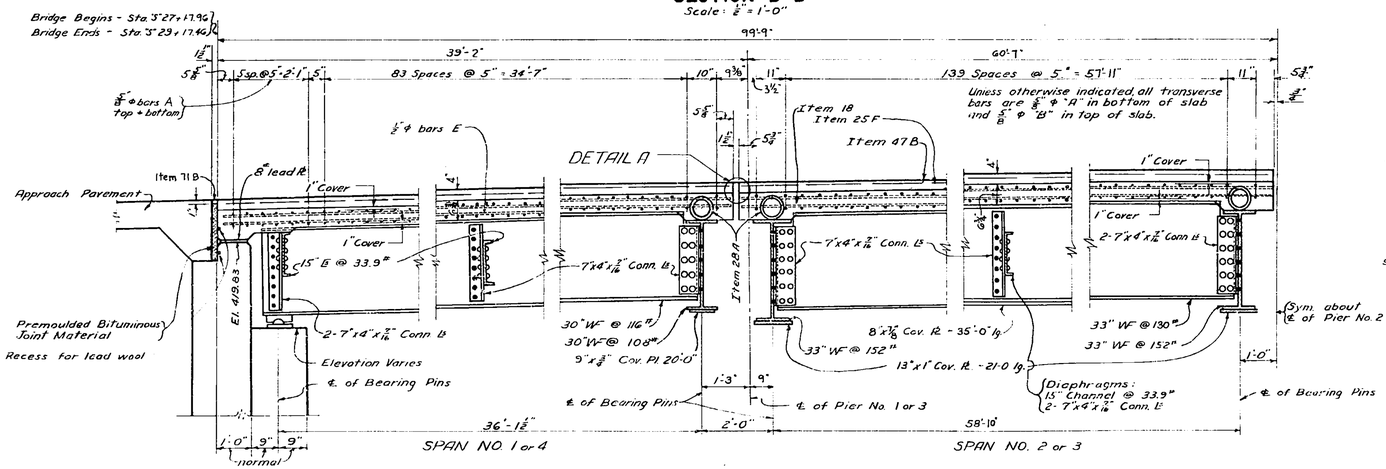
SECTION A-A

Scale: ½" = 1'-0"



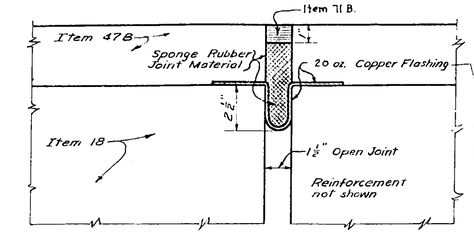
SECTION B-B

Scale: ½" = 1'-0"



HALF LONGITUDINAL SECTION

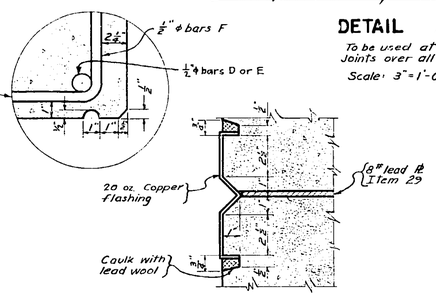
Scale: ⅛" = 1'-0"



DETAIL A

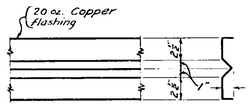
To be used at all Joints over all piers

Scale: 3" = 1'-0"



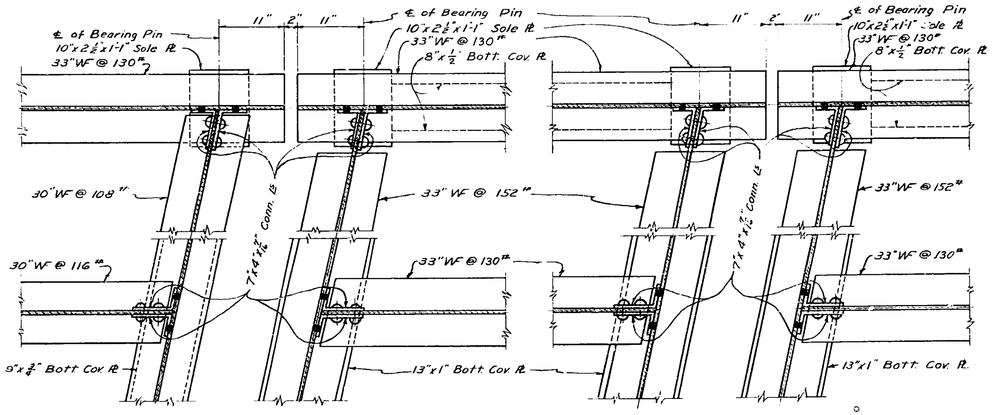
DETAIL AT FLASHING ON ABUTMENT

Scale: 3" = 1'-0"



COPPER FLASHING DETAIL

Scale: 12" = 1'-0"



PARTIAL PLAN OF BEAM CONNECTIONS OVER PIER Nº 1 & PIER Nº 3

PARTIAL PLAN OF BEAM CONNECTIONS OVER PIER Nº 2

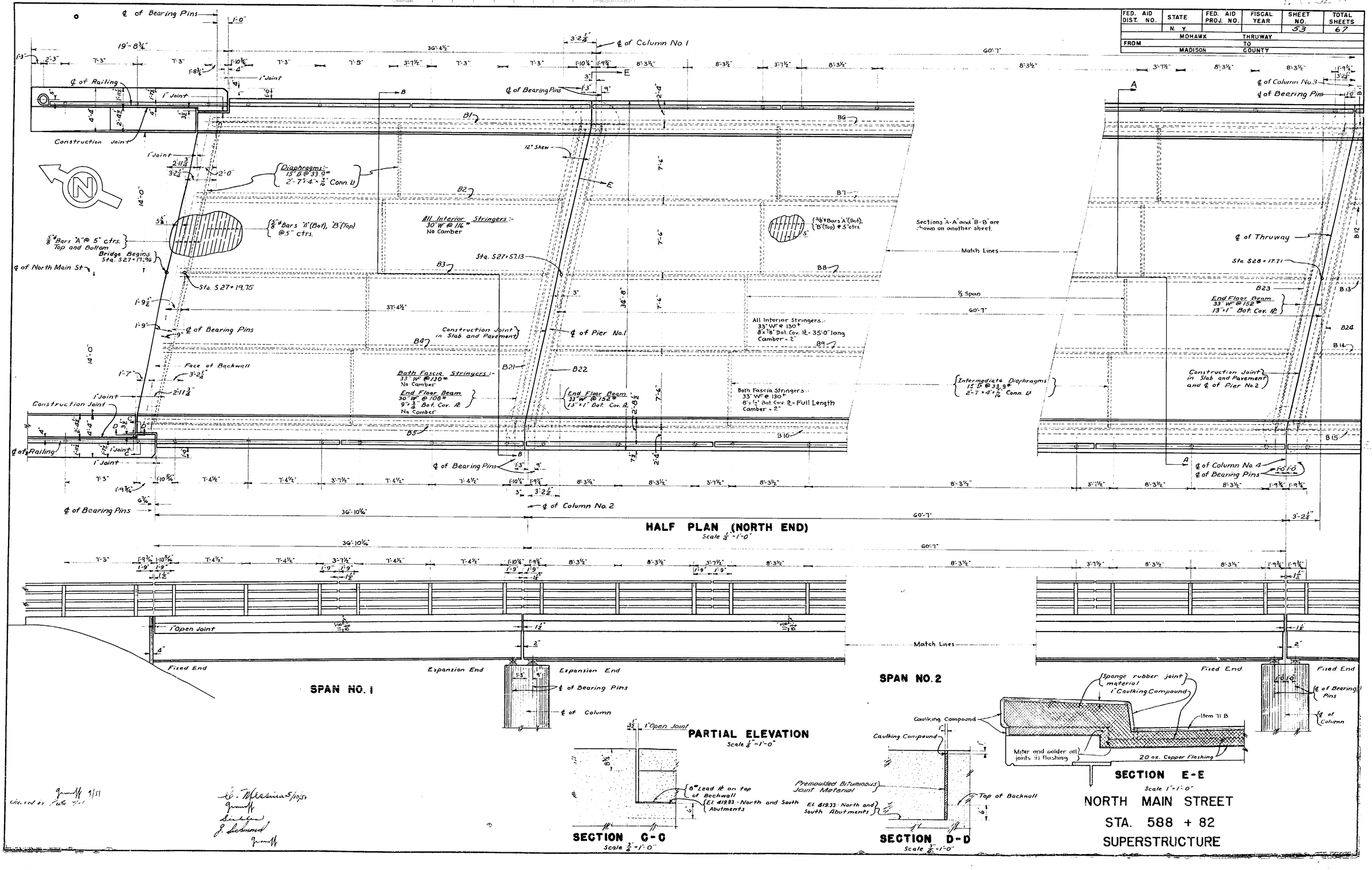
Scale: 1"=1'-0"

Checked by C. Wicks 7/51

C. D. Peterson 5/10/50
A. F. Green
L. J. Ludwick

NORTH MAIN STREET
STA. 588 + 82
SUPERSTRUCTURE

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			53	67
	MOHAWK THRUWAY				
FROM		TO			
	MADISON		COUNTY		



HALF PLAN (NORTH END)
Scale 1/4" = 1'-0"

SPAN NO. 1

SPAN NO. 2

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

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

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

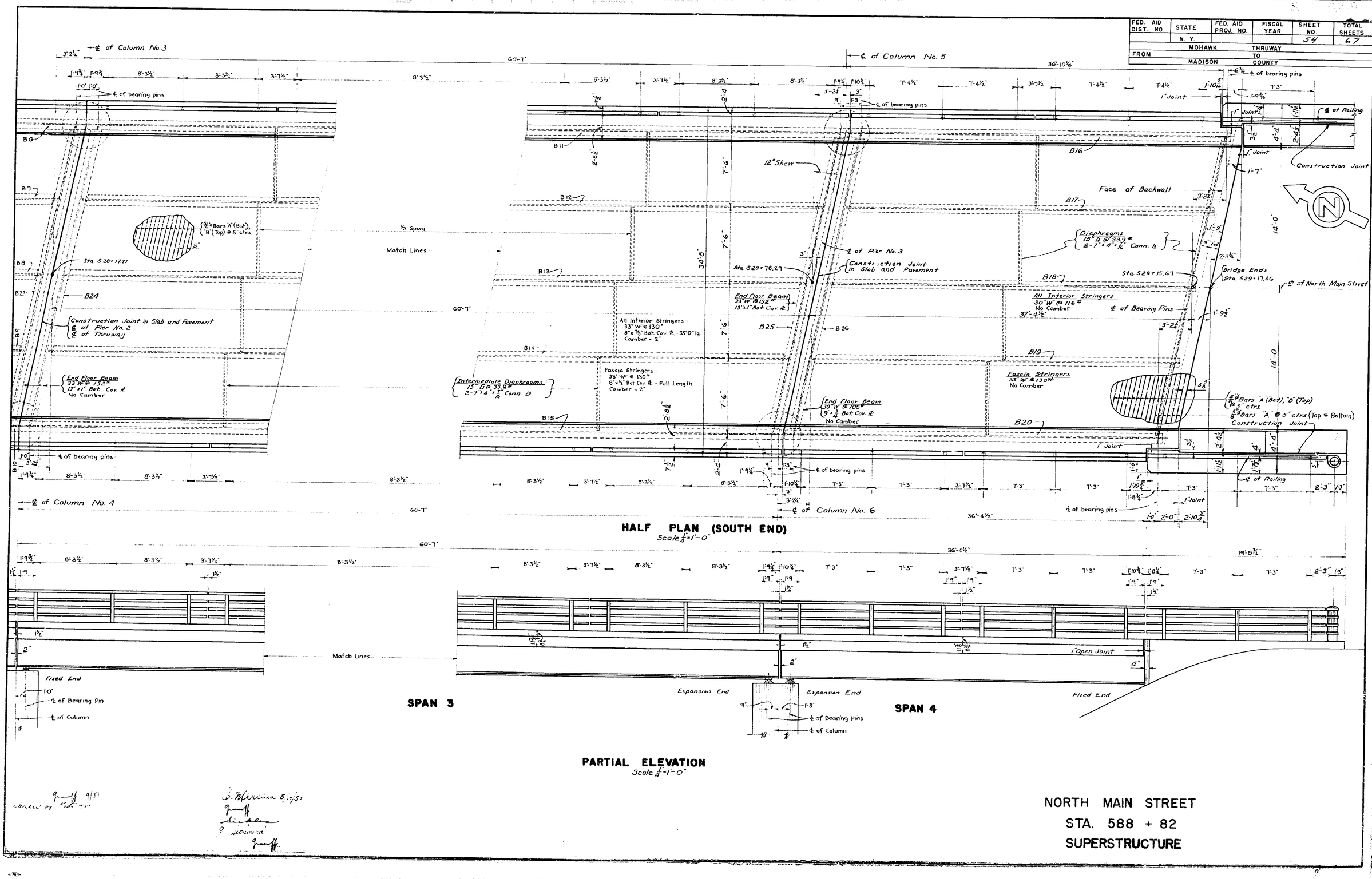
SECTION E-E
Scale 1" = 1'-0"

Checked by Date 9/51

E. C. Messina 5/1955
J. Richmond

NORTH MAIN STREET
STA. 588 + 82
SUPERSTRUCTURE

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			54	67
MOHAWK THRUWAY					
FROM	TO				
MADISON	COUNTY				



HALF PLAN (SOUTH END)
Scale 1/4"=1'-0"

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

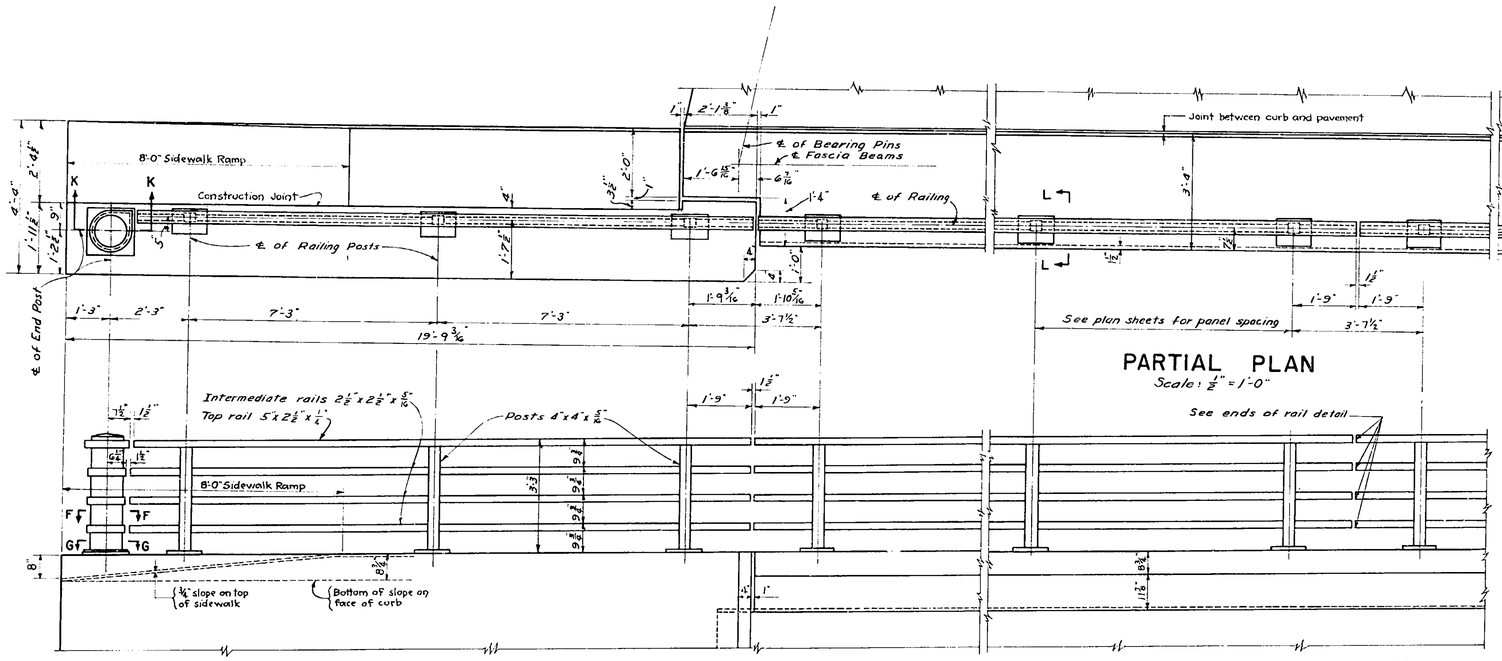
9/51 Checked by "Ed" "H"

D. McClivias 5/1/52
9/51
Checked
9 recommend

NORTH MAIN STREET
STA. 588 + 82
SUPERSTRUCTURE

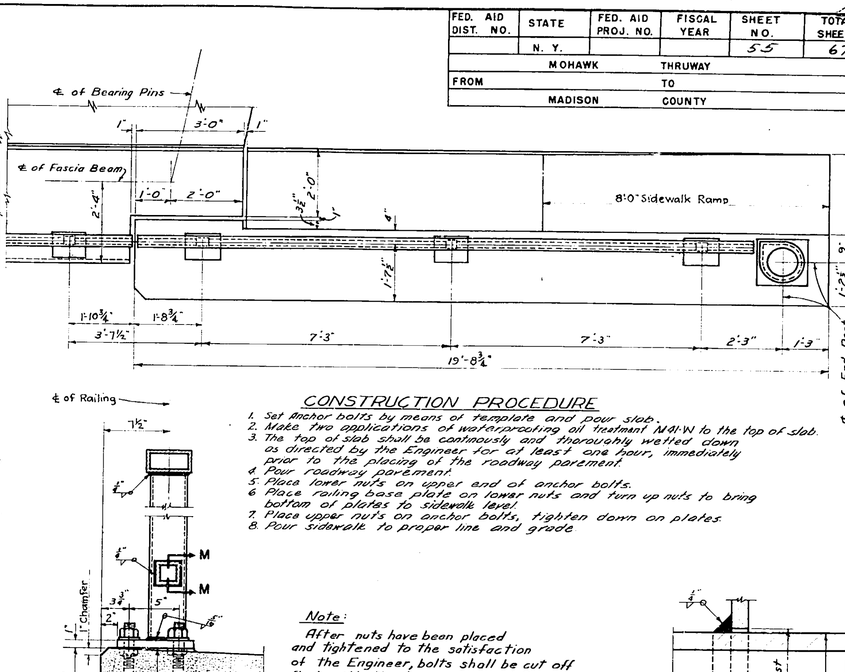
24:1

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			55	67
	MOHAWK		THRUWAY		
FROM			TO		
	MADISON		COUNTY		



PARTIAL PLAN
Scale: ½" = 1'-0"

PARTIAL ELEVATION OF RAILING
Scale: ½" = 1'-0"



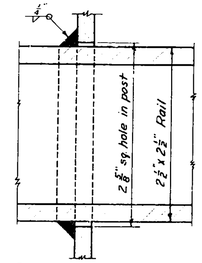
CONSTRUCTION PROCEDURE

1. Set Anchor bolts by means of template and pour slab.
2. Make two applications of waterproofing ad treatment MAR-N to the top of slab.
3. The top of slab shall be continously and thoroughly wetted down as directed by the Engineer for at least one hour, immediately prior to the placing of the roadway pavement.
4. Pour roadway pavement.
5. Place lower nuts on upper end of anchor bolts.
6. Place railing base plate on lower nuts and turn up nuts to bring bottom of plates to sidewalk level.
7. Place upper nuts on anchor bolts, tighten down on plates.
8. Pour Sidewalk to proper line and grade.

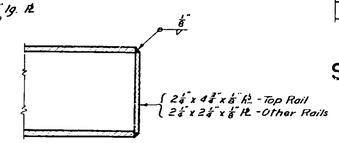
SECTION L-L
Scale: 1½" = 1'-0"

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

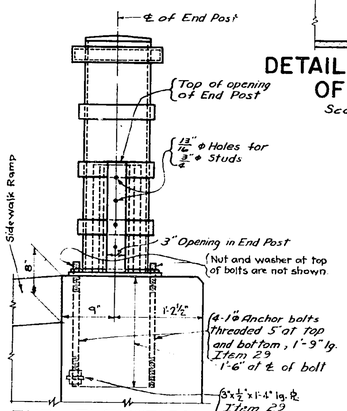
Note:
All surfaces of welds on railing to be ground smooth.



SECTION M-M
Scale: Full Size



DETAIL AT ENDS OF RAIL
Scale: 3" = 1'-0"

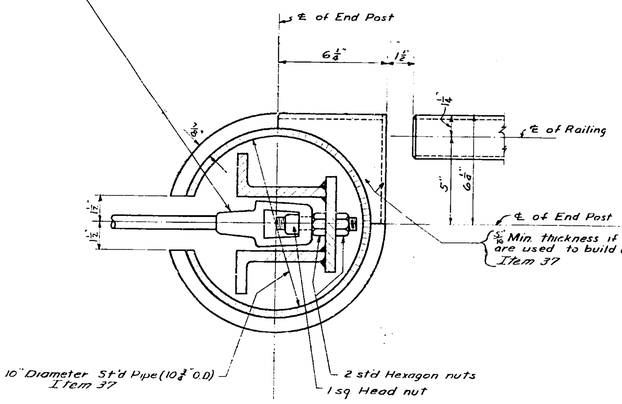


END ELEVATION
Scale: 1" = 1'-0"

NOTES:

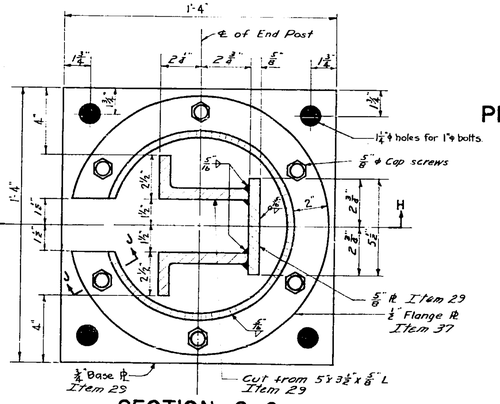
Metal Railing shall be paid for under Item 37. Payment for furnishing and installing the anchor bolts, and anchorage for cable guide railing at end posts shall be made under Item 29.

The railing shall be fabricated and erected so that the rails will be parallel to each other and to the top of fascia and the posts will be truly vertical.

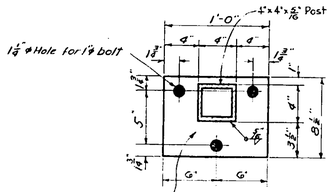


SECTION F-F
Scale: 3" = 1'-0"

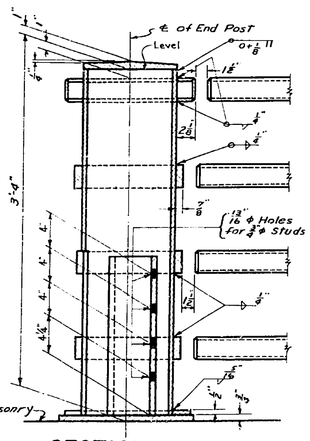
Cable End CG#184A, with short stud and three nuts, manufactured by Bethlehem Steel Company or equal paid for under Item #29



SECTION G-G
Scale: 3" = 1'-0"

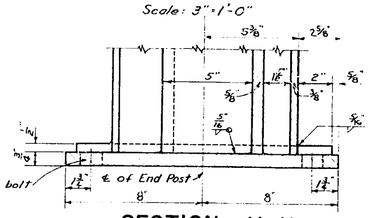


PLAN OF RAILING BASE PL
Scale: 1½" = 1'-0"



SECTION K-K
Scale: 1½" = 1'-0"

SECTION J-J
Scale: 3" = 1'-0"



SECTION H-H
Scale: 3" = 1'-0"

Checked by [illegible]

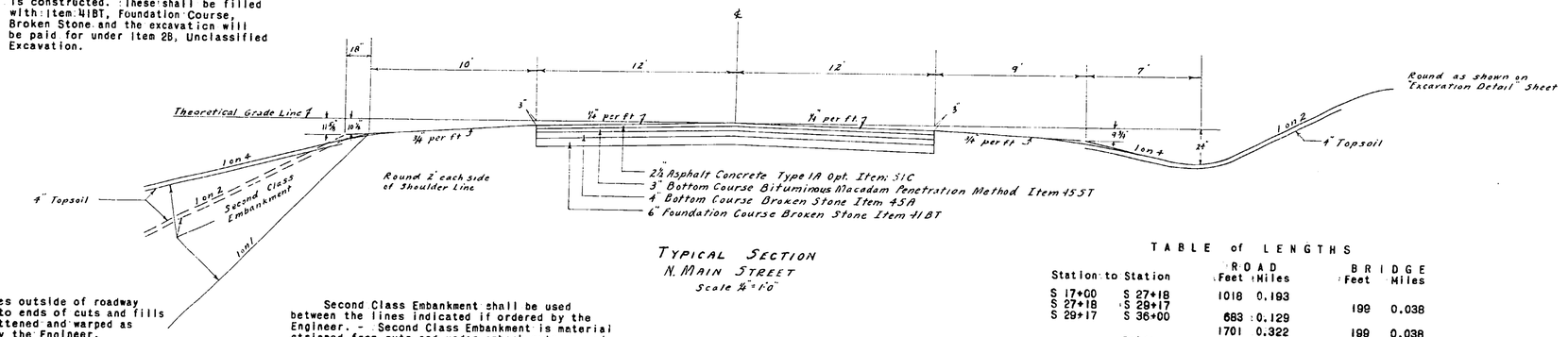
C. Messina 5/1/58
V. F. Costo
L. U. Ludwick

NORTH MAIN STREET
STA. 588 + 82
RAILING

Fed. Rd. Div. No.	State	Fed. Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	56	67

MOHAWK THRUWAY - N. CHITTENANGO-CANASTOTA
N. MAIN STREET

At intervals of 100 feet or at such intervals as the Engineer may direct, lateral trenches or weep holes four feet in width shall be opened up through the shoulders to the ditches to effectively drain the subgrade before the pavement is constructed. These shall be filled with Item 41BT, Foundation Course, Broken Stone and the excavation will be paid for under Item 2B, Unclassified Excavation.



TYPICAL SECTION
N. MAIN STREET
Scale ¼" = 1'-0"

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

Second Class Embankment shall be used between the lines indicated if ordered by the Engineer. - Second Class Embankment is material stripped from cuts and under embankments as ordered, but shall not include stumps, logs, brush nor other objectionable material.

MAINTENANCE and PROTECTION of TRAFFIC

The Contractor shall maintain and protect traffic in accordance with Item 76 for the duration of the contract within the limits of Main Street for the entire length of the contract and also within the limits of the Thruway so far as the limits of work extend.

Signs shall be erected in accordance with Standard Structure Sheet No. 49-43 on both the Thruway and No. Main St.

Any traffic required to use the Thruway shall be so routed that movement will be only in same direction as Thruway traffic.

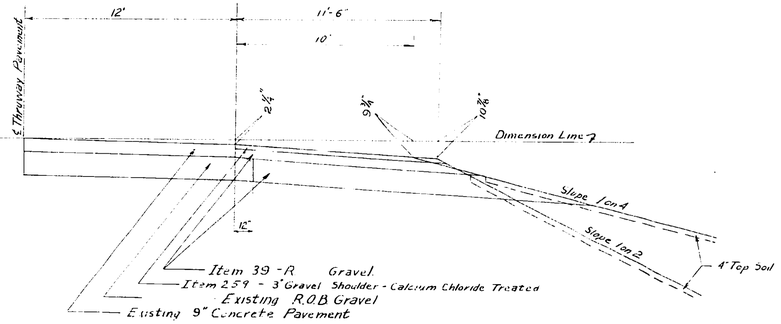
NOTES FOR EMBANKMENT

For the approach embankments between Station 5+20+00 and Station 5+35+00 the procedure listed below shall be followed:

1. Remove all waste material from the surface for full width of the embankment.
2. Place a layer of pervious borrow (Item No. 2B) approved by the Engineer, two feet in thickness on the ground surface before starting the embankment construction.
3. Maintain rate of construction not greater than two feet per week until full height is reached.

Item 32D - CABLE GUIDE RAILING, OPTIONAL

Station	to Station	Side	Anchors	Length
S 21+04	S 26+94	Rt.	3	590'
S 21+02	S 27+02	Lt.	3	600'
S 29+34	S 35+04	Rt.	3	570'
S 29+40	S 34+00	Lt.	1	460'
			10	2220
			10 anchors @ 20'	200
			ESTIMATE	40
			TOTAL	2460



PART SECTION OF THRUWAY
SHOWING SHOULDER TO BE BUILT AFTER REMOVAL OF TEMPORARY INTERSECTION
Scale ½" = 1'-0"

TABLE of LENGTHS

ROAD Station	to Station	Feet	Miles	BRIDGE Feet	Miles
S 17+00	S 27+18	1018	0.193		
S 27+18	S 29+17	683	0.129	199	0.038
S 29+17	S 36+00	1701	0.322	199	0.038
	Bridge	199	0.038		
	TOTAL	1900	0.360		

Item 5 - TRENCH, CULVERT and BRIDGE EXCAVATION

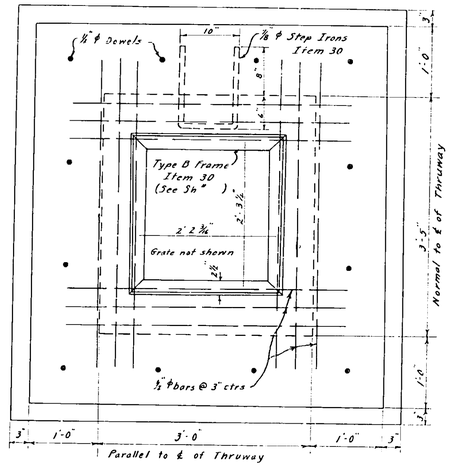
From	Cu. Yds.
Drainage Sheet	195
ESTIMATE	5
TOTAL	200

Item 2B - UNCLASSIFIED EXCAVATION

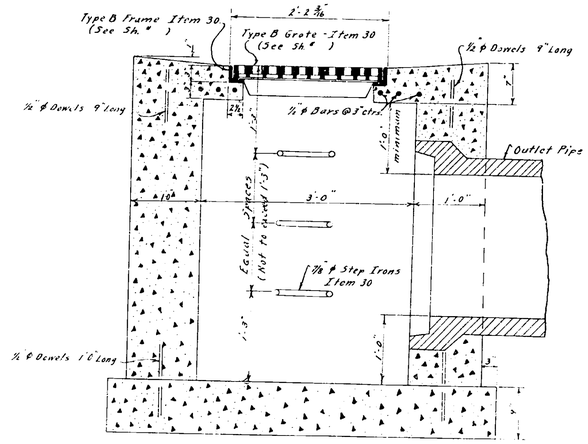
From	Cu. Yds.
Road Excavation	1183
Borrow	60485
Drainage Ditches	312
Service Road	822
Removing Temp. Intersections	270
Topsoil	2956
ESTIMATE	5972
TOTAL	72000

DRAINAGE STRUCTURES

Present Structure	Station	REMARKS
None	S 19+00	Build new 24" Corr. Metal Pipe Culvert Crossing on left - 44' long. Build Headwalls.
None	S 21+95	Build new 24" Corr. Metal Pipe Culvert under service road - 36' long. Build Headwalls.
None	S 22+94	Build new 24" Corr. Metal Pipe Culvert under service road - 36' long. Build Headwalls.
None	S 24+37	Build new 24" Corr. Metal Pipe Culvert under service road - 40' long. Build Headwalls.
18" C.M.P. Culv. 40' long	S 28+18	Remove and store.
None	588+50	Build new Special Drop Inlet in mall with Type B Frame and Grate. Outlet to existing Drop Inlet at Sta. 588+60 C.L. with 110' of 24" R.C.C.P.



PLAN



SECTIONAL ELEVATION

DETAILS OF SPECIAL DROP INLET
To Be Built At Sta 588+50 in Mall
Scale 1" = 1'-0"

	Made By	Traced By	Checked By
PLAN		Colangelo	W.F. Hamilton
PROFILE			

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

Lacy Ketchum

DATE

ENGINEER DISTRICT NO 2

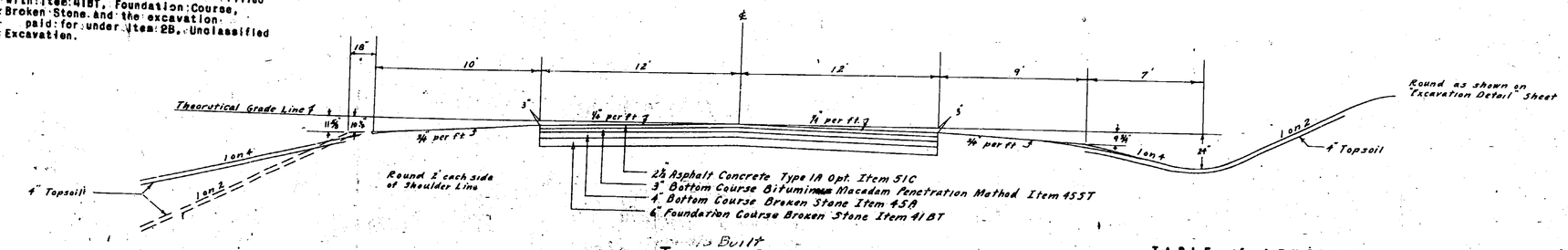
S. T. 52-8

Fed. Rd. Dir. No.	State	Fed. Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	56	67

Mohawk Thruway - N. Chittenango-Canastota
N. Main Street

5 CR

At intervals of 100 feet lateral trenches or weep holes four feet in width opened up through the shoulders to the ditches to effectively drain the subgrade before the pavement is constructed. These filled with Item 41BT, Foundation Course, Broken Stone and the excavation paid for under Item 2B, Unclassified Excavation.



As Built
TYPICAL SECTION
N. MAIN STREET
Scale ½"=1'-0"

Slopes outside of roadway adjacent to ends of cuts and fills flattened and warped.

MAINTENANCE and PROTECTION of TRAFFIC

The Contractor shall maintain and protect traffic in accordance with Item 76 for the duration of the contract within the limits of Main Street for the entire length of the contract and also within the limits of the Thruway so far as the limits of work extend.

Signs shall be erected in accordance with Standard Structure Sheet No. 46-43 on both the Thruway and No. Main St.

Any traffic required to use the Thruway shall be so routed that movement will be only in same direction as Thruway traffic.

NOTES FOR EMBANKMENT

For the approach embankments between Station 5"20+00 and Station 5"35+00 the procedure listed below shall be followed:

1. Remove all waste material from the surface for full width of the embankment.
2. Place a layer of pervious borrow (Item No. 2B) approved by the Engineer, two feet in thickness on the ground surface before starting the embankment construction.
3. Maintain rate of construction not greater than two feet per week until full height is reached.

Item 32D - CABLE GUIDE RAILING, OPTIONAL

Station to Station	Side	Anchors	Length
S 21+ to S [illegible]	Rt.		
S 2[illegible] to S [illegible]	Lt.		
S 29+3[illegible] to S [illegible]	Rt.		
S 29+[illegible] to S [illegible]	Lt.		
	Anchors @ 20'		
	TOTAL		

TABLE of LENGTHS

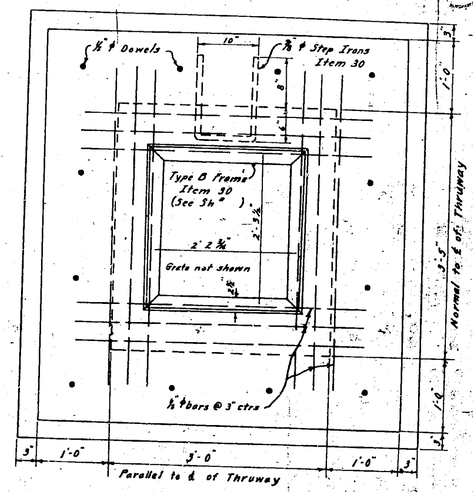
Station to Station	ROAD Feet	ROAD Miles	BRIDGE Feet	BRIDGE Miles
S 17+00 to S 27+18	1018	0.193		
S 27+18 to S 29+17	693	0.129	199	0.038
S 29+17 to S 36+00	1781	0.322	199	0.038
Bridge	199	0.038		
TOTAL	1990	0.360		

Item 5 - TRENCH, CULVERT and BRIDGE EXCAVATION

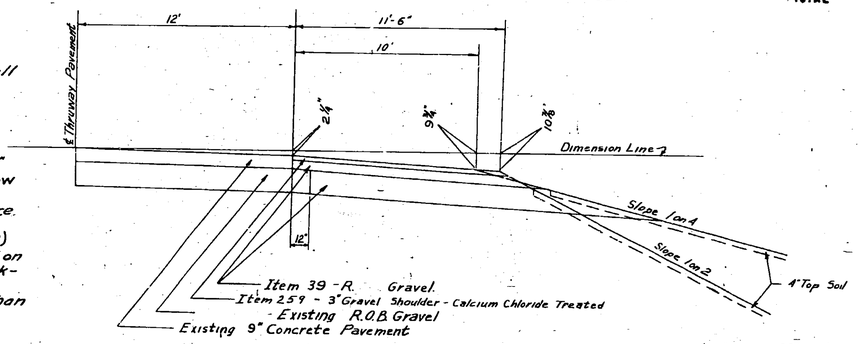
From	Cu. Yds.
[illegible]	[illegible]
TOTAL	[illegible]

Item 2B - UNCLASSIFIED EXCAVATION

From	Cu. Yds.
Road Excavation	[illegible]
Borrow	[illegible]
[illegible] ARTERIAL	[illegible]
[illegible] INT.	[illegible]
Removing Temp. Intersections	[illegible]
TOTAL	[illegible]



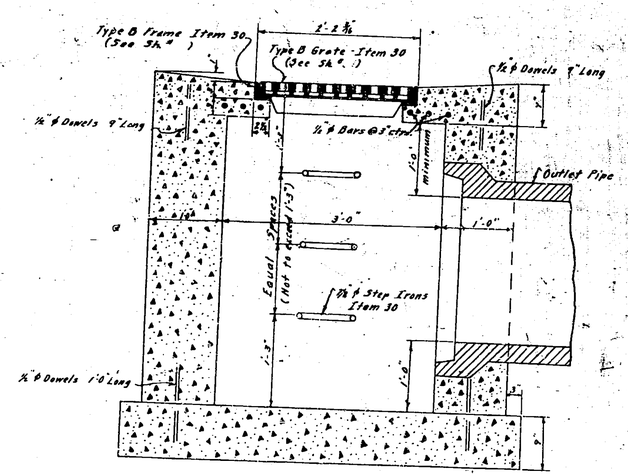
PLAN



PART SECTION OF THRUWAY
SHOWING SHOULDER BUILT AFTER
REMOVAL OF TEMPORARY INTERSECTION
Scale ¼"=1'-0"

DRAINAGE STRUCTURES

Present Structure	Station	REMARKS
None	S [illegible] Rt.	[illegible]
None	S [illegible] Rt.	[illegible]
None	S [illegible] Rt.	[illegible]
None	S [illegible] RT.	[illegible]
18" C.M.P. Culv. 40' long	S 28+18	Reove and store.
None	588+50	Build new Special Drop Inlet in mall with Type B Frame and Grate. Outlet to Drop Inlet at Sta. 588+60 C.L. with 110' of 24" R.C.C.P.



SECTIONAL ELEVATION

DETAILS OF SPECIAL DROP INLET
TO BE BUILT AT STA 588+50 IN MALL
Scale 1"=1'-0"

	Made By	Traced By	Checked By
PLAN		Celenski	F.E. White
PROFILE			

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY:

DATE

Lacy Ketchum
ENGINEER DISTRICT NO. 2

SCHEDULE A

LOCATION AND QUANTITY OF PAYMENT ITEMS

STATION	TO STATION	SIDE	ITEM	QUANTITY & UNIT	REMARKS
S 17+00	S 26+47	L&R	121	663 C.Y.	Break in shoulder to limit of road section.
S 29+88	S 35+00	L&R	121	371 C.Y.	ditto
581+00	589+60		121	166 C.Y.	Thruway Mall
S 17+00	S 26+47	L&R	123	1.66 Acres	Edge of pavement to end of road section.
S 29+88	S 35+00	L&R	123	0.92 Acre	ditto
581+00	589+60		123	.41 Acre	Thruway Mall
S 21+00	S 26+47	L&R	124	658 S.Y.	Sodded berm gutters and slope channels.
S 29+88	S 34+54	L&R	124	441 S.Y.	ditto
S 21+00	S 27+18	L&R	IWA	12 M Gal.	In areas where Item 124 is used.
S 29+17	S 34+54	L&R	IWA	9 M Gal.	ditto
			From	B R I D G E	P L A N S
S 26+47	S 27+18	L&R	121	137 C.Y.	Break in shoulder to limit of road section.
S 29+17	S 29+88	L&R	121	137 C.Y.	ditto
S 26+47	S 27+18	L&R	123B	0.25 Acre	Edge of pavement to limit of road section.
S 29+17	S 29+88	L&R	123B	0.26 Acre	ditto
S 26+47	S 27+18	L&R	124	329 S.Y.	Sodded berm gutter, slope channels and horizontal strips.
S 29+17	S 29+88	L&R	124	329 S.Y.	ditto

TOTAL	121	1200 C.Y.	Neat)	Highway
		1350 C.Y.	Rounded)	
TOTAL	121	274 C.Y.	Neat)	Bridge
		300 C.Y. ✓	Rounded)	
TOTAL	123	2.99 Acres	Neat)	Highway
		3.50 Acres	Rounded)	
TOTAL	123B	0.51 Acre	Neat)	Bridge
		1.00 Acre ✓	Rounded)	
TOTAL	124	1099 S.Y.	Neat)	Highway
		1200 S.Y.	Rounded)	
TOTAL	124	658 S.Y.	Neat)	Bridge
		690 S.Y. ✓	Rounded)	
TOTAL	IWA	21 M Gal.	Neat	
		21 M Gal.	Rounded	

A Ditton Keil

SCHEDULE B

DETAIL SPECIFICATIONS TO ACCOMPANY PUBLIC WORKS SPECIFICATIONS

ITEM NO	PAR NO	DESCRIPTION
IW		FURNISHING WATER EQUIPTMENT
IWA		APPLYING WATER
	a.	Areas - See Schedule A.
		Rates - As specified.
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. 2 (1C-1C-10)
		Mulch - M-59, Hay or M-60, Straw
	c.2	No innoculation required for Alsike Clover.
	c.3	Rate of Seeding - 50 lbs. pure live seed per acre.
		Rate of Fertilizing - 600 lbs. per acre.
	c.4	Rate of mulch - 2 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.

F. L. Ketchum

SCHEDULE C

DETAIL SPECIFICATIONS FOR PLANTS

ITEM & SUBITEM	QUAN.	GENUS & SPECIES	ABBR.	COMMON NAME	SIZE	SPECIFICATIONS & REMARKS	SPEC. NO.

FED. AID DIST. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS
57 67

ROADSIDE DEVELOPMENT SHEET
MOHAWK THRUWAY
N. CHITTENANGO - CANASTOTA
North Main St. - Canastota

SCHEDULE D

DETAIL SPECIFICATIONS FOR SEEDS

A- MIN. % PURITY
B- MIN. % GERMINATION

NAME	VARIETY	A	B	POUNDS PURE LIVE SEED PER ACRE
Creeping Red Fescue (Festuca rubra)	Commercial	90	75	25
Redtop (Agrostis alba)	Commercial	90	85	10
Perennial Ryegrass (Lolium perenne)	Commercial	95	75	7
Alsike clover (Trifolium hybridum)	Commercial Max. 25% Hard Seed	95	85	3
Wild White Clover (Trifolium repens var.)	Kent Wild, N.Y. Wild, N. Zealand Wild - Max. 25% Hard Seed	95	95	5
	RATE			50

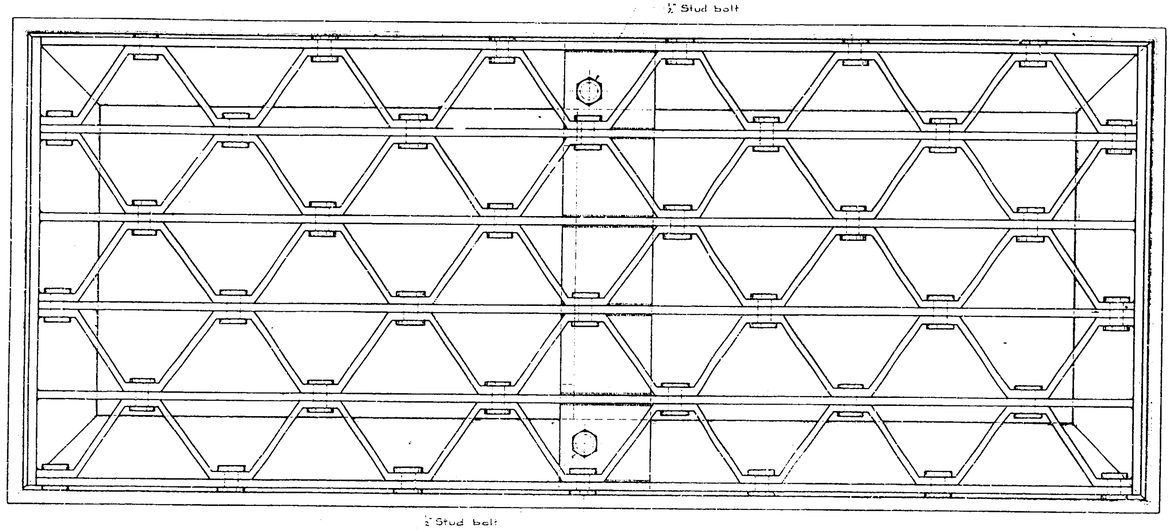
SUMMARY

ITEM	TOTAL QUANTITY	NAME
IWA	21 M Gal	Applying Water
121	1450 C.Y.	Topsoil Placed from Stockpiles
123	3.50 Acres	Seeding
123B	1.00 Acre	Seeding on Prepared Areas
124	1880 S.Y.	Sodding
IW	Nec.	Furnishing Water Equipment

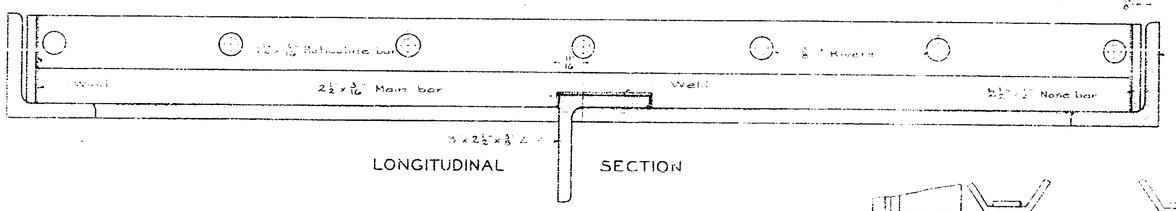
Lucy Ketchum

Fed Rd Div No	State	Fed Aid Proj No	County	Sheet No	Total Sheets
	N.Y.		Madison	58	67

Mohawk Thruway No. Chittenango - Canastota
No. Main Street, Canastota

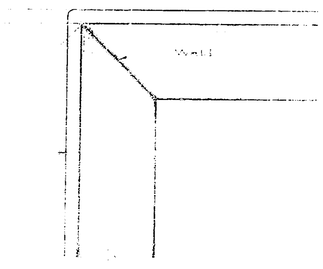


PLAN

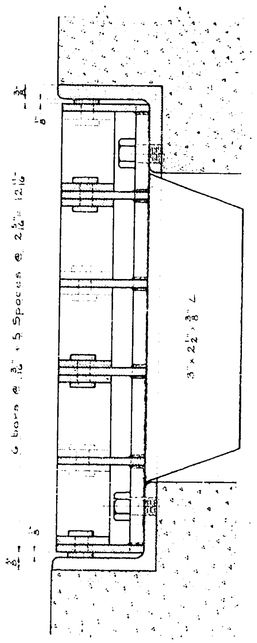


LONGITUDINAL SECTION

FRAME & GRATE TYPE A

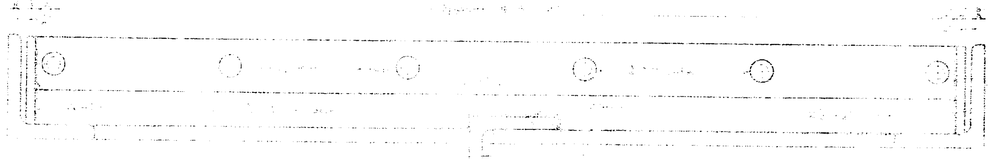


FRAME DETAIL



CROSS SECTION

PLAN



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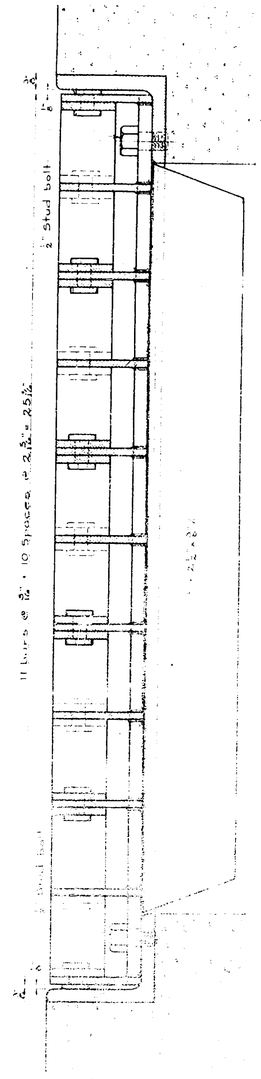
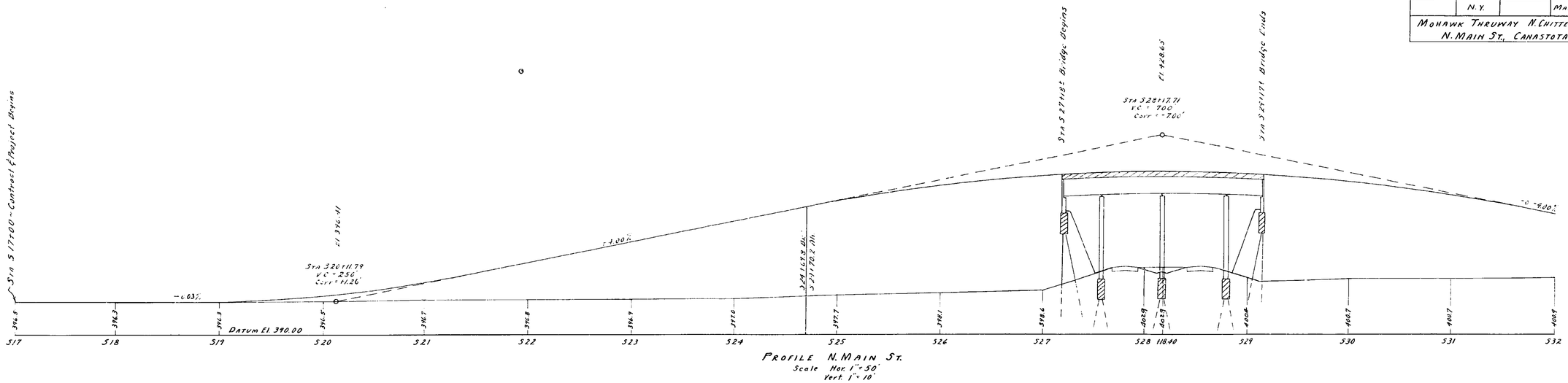


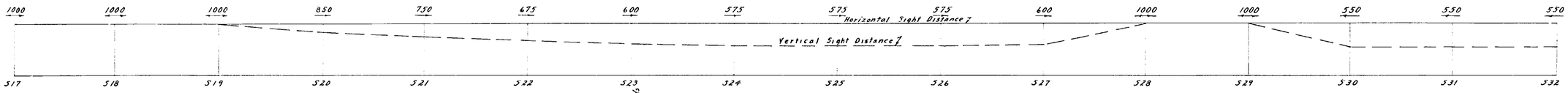
CROSS SECTION

Fed. Rd. Div. No.	State	Fed. Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	59	67

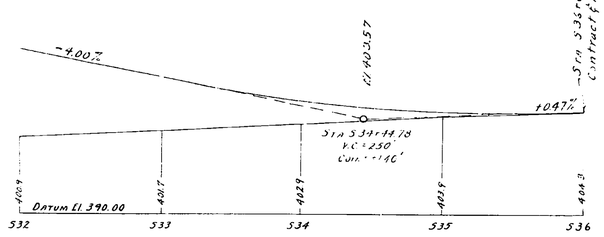
Mohawk Thruway N. Chittenango - Canastota
N. Main St., Canastota



PROFILE N. MAIN ST.
Scale Hor. 1"=50'
Vert. 1"=10'



SIGHT DISTANCE GRAPH



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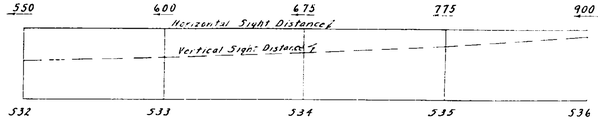
Vert. 1"=10'



SIGHT DISTANCE GRAPH

	Made By	Traced By	Checked By
Plan		Colangelo	C. E. White
Profile			

Prepared Pursuant To The Highway Law & Recommended By

Date

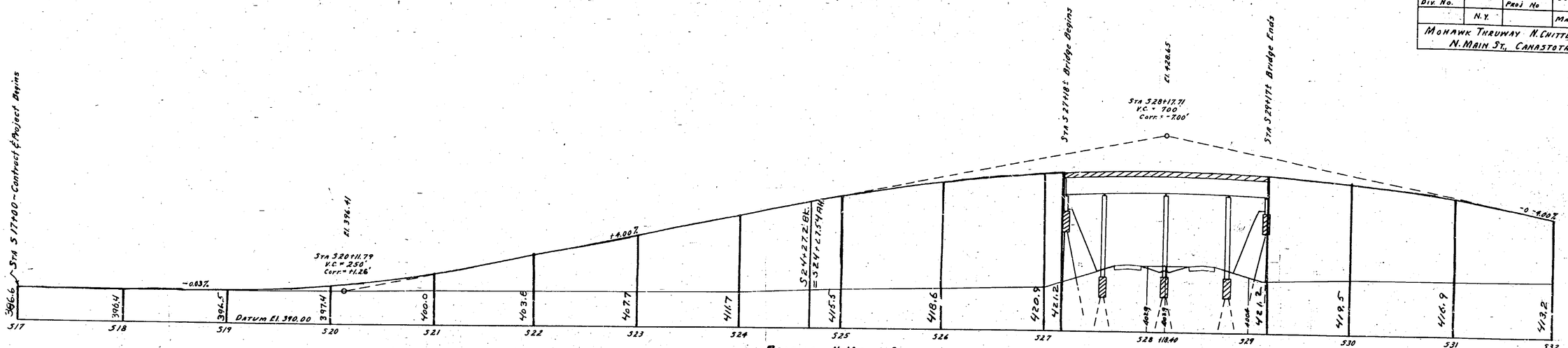
Engineer District No. 12

S. T. 52-8

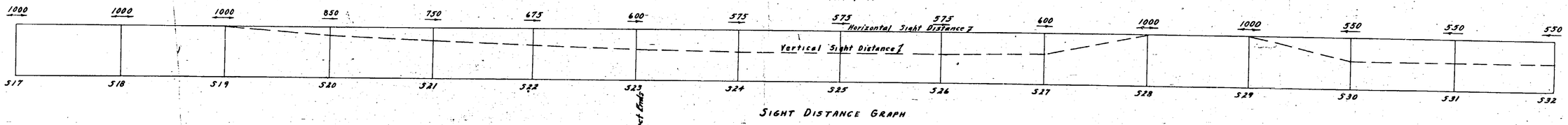
Fed. Rd. Div. No.	State	Fed. Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	59	67

Mohawk Thruway N. Chittenango - Canastota
N. Main St., Canastota

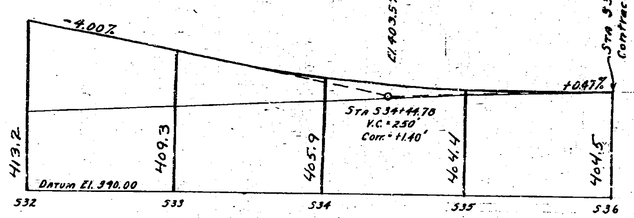
59R



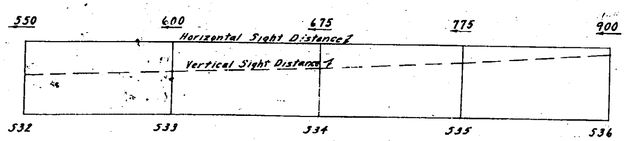
PROFILE N. MAIN ST.
Scale Hor. 1"=50'
Vert. 1"=10'



SIGHT DISTANCE GRAPH



PROFILE N. MAIN ST.
Scale Hor. 1"=50'
Vert. 1"=10'



SIGHT DISTANCE GRAPH

	Made By	Traced By	Checked By
Plan		C. Colangelo	F. T. White
Profile			

Prepared Pursuant To The Highway Law & Recommended By

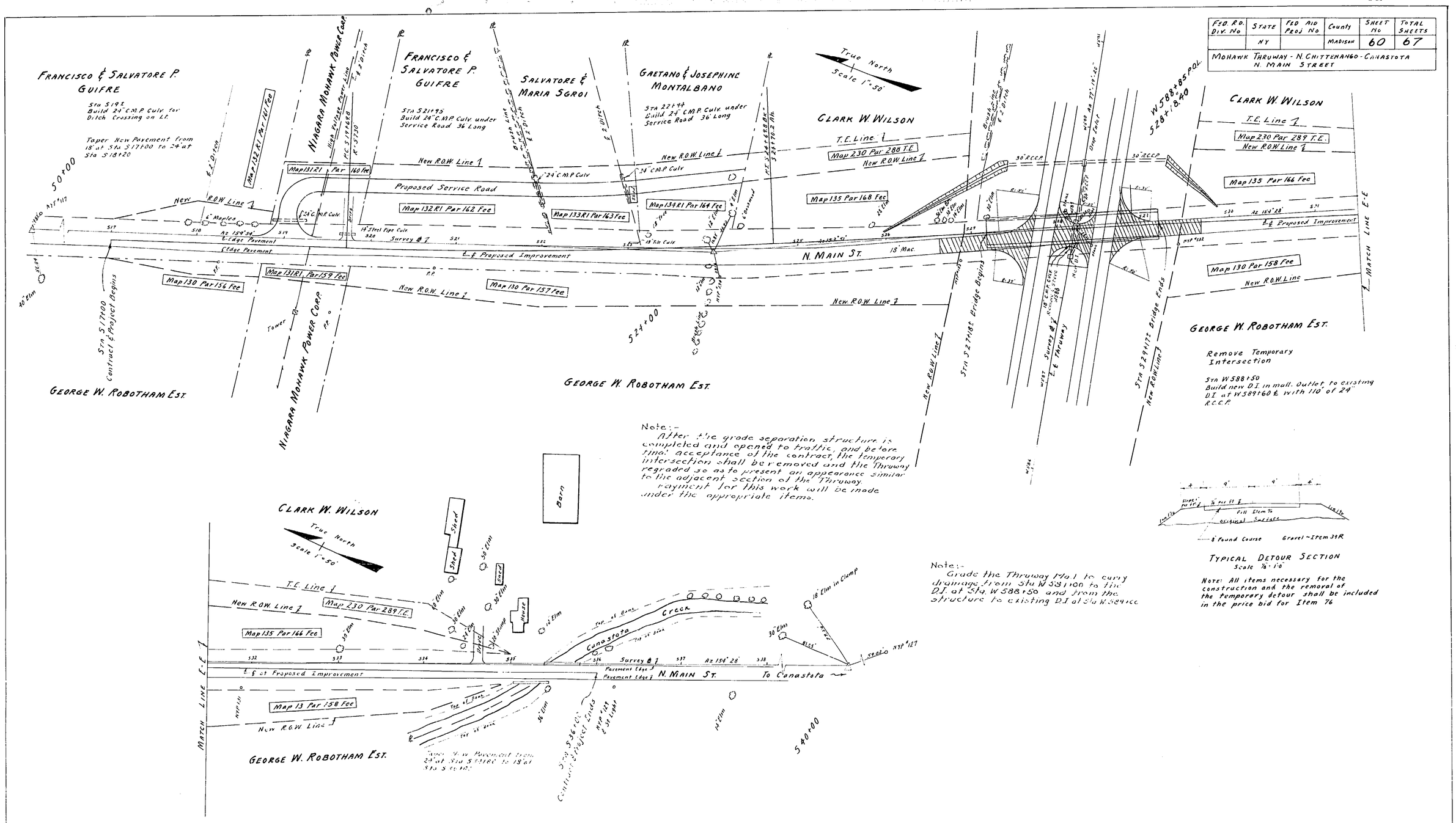
Date

Levy Ketchum
Engineer District No. 2

S T 22-2

FED. R.D. DIV. No	STATE	FED AID PROJ No	County	SHEET No	TOTAL SHEETS
	NY		MADISON	60	67

MOHAWK THRUWAY - N. CHITTENANGO - CANASTOTA
N. MAIN STREET



MADE BY — TRACED BY — CHECKED BY

PLAN — Celangelo — F. Lichtsinn

PROFILE

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

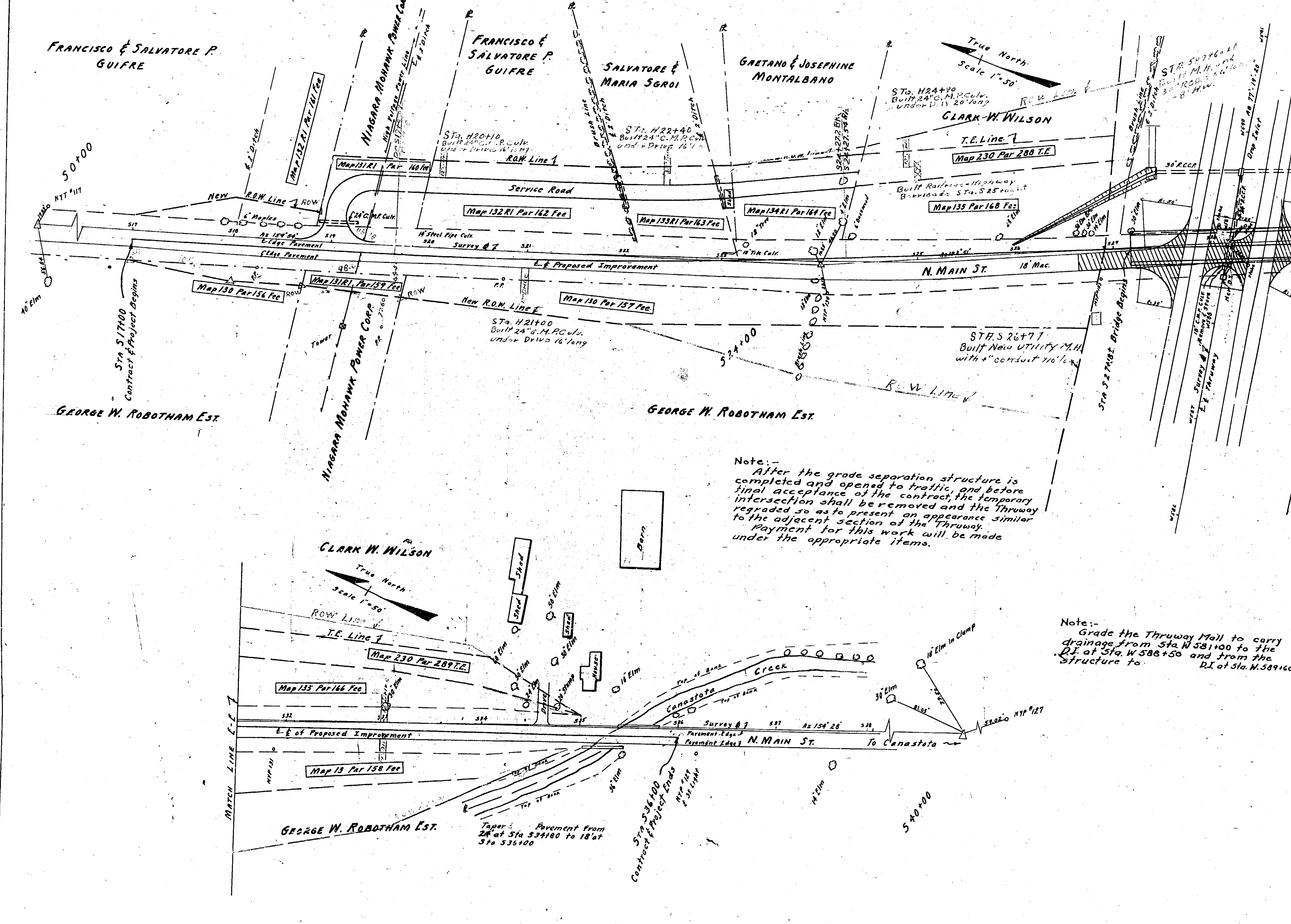
Tracy Rathbun

DATE — ENGINEER DISTRICT No 2

FED. RD. DIV. No	STATE	FED AID PROJ No	County	SHEET No	TOTAL SHEETS
	NY		MADISON	60	67

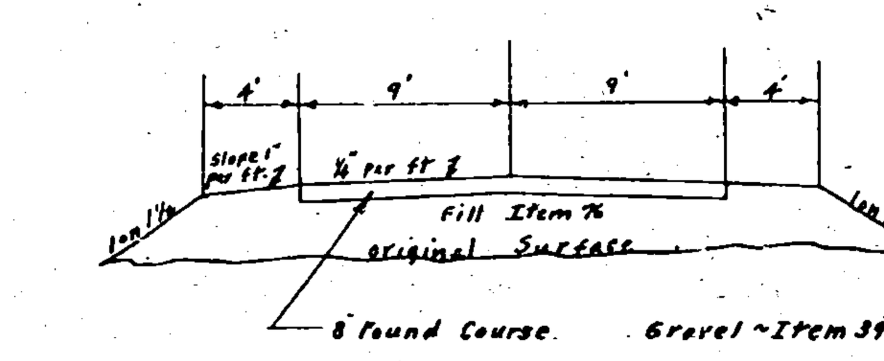
MOHAWK THRUWAY - N. CHITTENANGO - CANASTOTA
N. MAIN STREET

60R



Note:-
After the grade separation structure is completed and opened to traffic, and before final acceptance of the contract, the temporary intersection shall be removed and the Thruway regraded so as to present an appearance similar to the adjacent section of the Thruway.
Payment for this work will be made under the appropriate items.

Note:-
Grade the Thruway Mall to carry drainage from Sta W581+00 to the D.I. at Sta. W588+50 and from the Structure to D.I. at Sta. W.589+60



TYPICAL DETOUR SECTION
Scale ⅛" = 1'-0"

Note: All items necessary for the construction and the removal of the temporary detour shall be included in the price bid for Item 76

	MADE BY	TRACED BY	CHECKED BY
PLAN		Colangelo	F. E. White
PROFILE			

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED

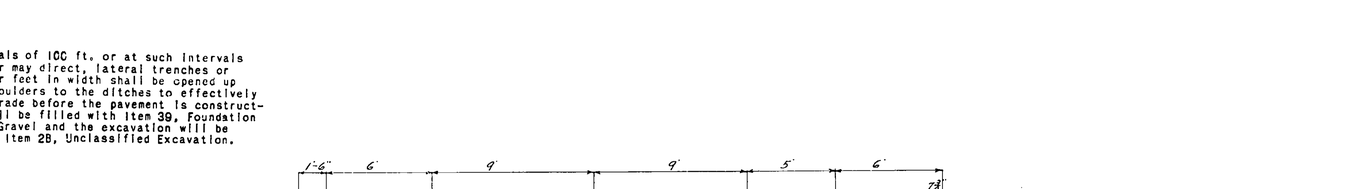
DATE

Lacy Ketchum
ENGINEER DISTRIC

Fed. Rd Div. No.	State	Fed. Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	61	67

Mohawk Thruway N. Chittenango - Canastota
Relocated Town Road L, N and NA Lines

At intervals of 100 ft. or at such intervals as the Engineer may direct, lateral trenches or weep holes four feet in width shall be opened up through the shoulders to the ditches to effectively drain the subgrade before the pavement is constructed. These shall be filled with Item 39. Foundation Course R.O.B. Gravel and the excavation will be paid for under Item 2B, Unclassified Excavation.



TYPICAL SECTION "L", "N" & "NA" LINES
Scale ¼"=1'-0"

Second Class Embankment shall be used between the lines indicated if ordered by the Engineer. Second Class Embankment is material stripped from cuts and under embankments as ordered, but shall not include stumps, logs, brush nor other objectionable material.

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

Item 2B - UNCLASSIFIED EXCAVATION

From	C.Y.
Road Excavation	1913
Borrow	31184
Remove Temp. Intersection	1037
Top Soil	2691
Drainage Structures	247
Waste	4344
Estimate	3584
TOTAL	45000

NOTE:

- MAINTENANCE & PROTECTION of TRAFFIC -

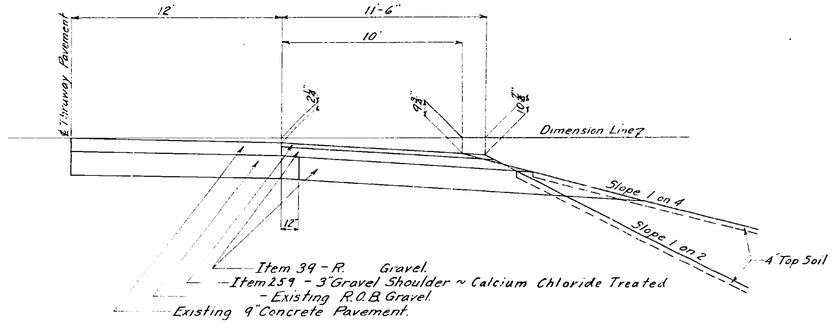
The contractor shall maintain and protect traffic within the limits of his contract for the entire length and duration of the contract in accordance with Item No. 76 with the following modifications: - The temporary crossing at Gees Road shall be maintained until the relocation of Tag Street, Station N 0+00± to N 29+56 C.L. and the relocation of town road N 29+56 C.L. to N 69+00 is passable and opened to traffic. The temporary crossings at Tag Street (Station 352+70 C.L. = L 21+10 C.L.) and at town road (Station 421+23 C.L. = N 87+89.5) shall be maintained until the Grade Separation at Gees Road is completed and opened to traffic.

Thruway traffic shall be maintained as required.

Signs shall be erected in accordance with Standard Structure Sheet No. 49-43.

TABLE of LENGTHS

Station	to Station	Lin. Ft.
L 9+00	L 10+73	173
N 0+00	N 10+51	1051
N 10+59	N 37+89	2730
N 37+98	N 49+00	1104
NA 49+00	NA 69+01.54	2001.54
TOTAL		7059.54 = 1.337 Miles



PART SECTION OF THRUWAY
SHOWING SHOULDER TO BE BUILT AFTER
REMOVAL OF TEMPORARY INTERSECTION.
Scale ¼"=1'-0"

Item 5 - TRENCH, CULVERT and BRIDGE EXCAVATION

From	Cu. Yds.
Drainage Sheet	352
Estimate	48
TOTAL	400

DRAINAGE STRUCTURES

Present Structure	Station	REMARKS
None	N 0+00	Build new 18" R.C.C.P. Culv. 40 ft. long, 2 - 5 ft. H.Ws. Dig outlet ditch.
None	N 5+10	Build new 24" R.C.C.P. Culv. on skew 92 ft. long, using 52 ft. of 24" R.C.C.P. from existing culvert at Rt. of Sta. 352+70. Build 2 - 7 ft. H.Ws.
None	N 9+55	Build new 24" R.C.C.P. Culv. on skew 64 ft. long, 2 - 7 ft. H.Ws.
None	N 15+96	Build new 24" R.C.C.P. Culv. on skew 56 ft. long, 2 - 7 ft. H.Ws.
None	N 29+10	Build new 12" R.C.C.P. Culv. 44 ft. long, 2 - 4 ft. H.Ws. Dig inlet and outlet ditches.
None	N 29+93	Build new 12" R.C.C.P. Culv. 44 ft. long, 2 - 4 ft. H.Ws. Dig inlet and outlet ditches.
None	N 45+00	Build new 30" R.C.C.P. Culv. 40 ft. long, 2 - 8 ft. H.Ws.
None	NA 51+00	Build new 24" R.C.C.P. Culv. 48 ft. long, 2 - 7 ft. H.Ws.
30" C.M.P.	NA 65+12	Build new 48" R.C.C.P. Culv. 60 ft. long, 2 - 12 ft. H.W.s. Remove and store 30" C.M.P.
None	NA 64+50 Rt.	Ditch crossing 18" R.C.P., 24 ft. long, No H.Ws.
18" C.M.P. 80' long	352+00 Lt.	Remove and store.
24" R.C.C.P. 52' long	352+70 Rt.	Remove and use at Sta. N 5+10.
18" C.M.P. 90' long	353+50 Rt.	Remove and store.
18" C.M.P. 40' long	421+23 C.L. Mall	Remove and store.

Made by W.D. Walter Traced by W.D. Walter Checked by Colangelo
PLAN
PROFILE

Prepared Pursuant to the Highway Law & Recommended by
Guy F. Stahmer
DATE
ENGINEER, DISTRICT No. 2

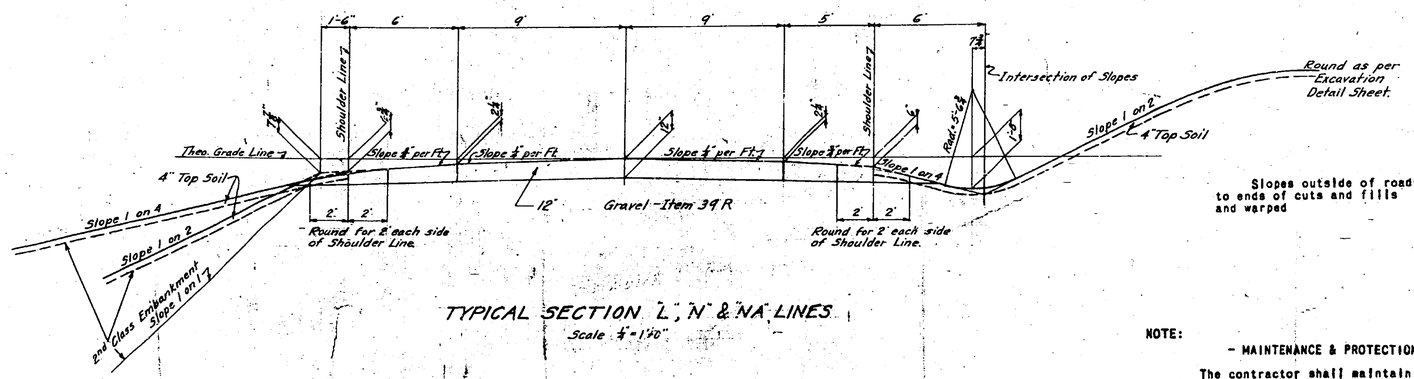
S. T. 52

Fed. Rd. Div. No.	State	Fed. Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		Madison	61	67

Mohawk Thruway N. Chittenango – Canastota
Relocated Town Road "L, N" and "NA" Lines

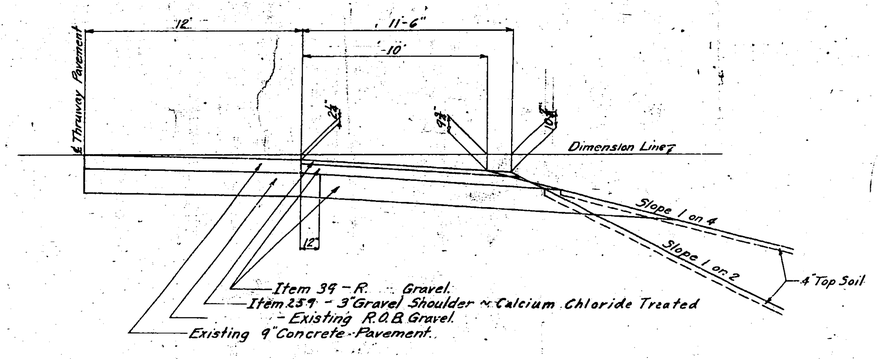
61R

At intervals of 100 ft. lateral trenches or
weep holes four feet in width opened up
through the shoulders to the ditches to effectively
drain the subgrade before the pavement constructed. These filled with Item 39, Foundation
Course R.O.B. Gravel and the excavation
paid for under Item 28, Unclassified Excavation.



TYPICAL SECTION "L", "N" & "NA" LINES
Scale ¼"=1'-0"

Second Class Embankment shall be placed between the lines established if ordered by the Engineer. Second Class Embankment is material stripped from cuts and used in embankments ordered, but shall not include stumps, logs, brush nor other objectionable material.



PART SECTION OF THRUWAY
SHOWING SHOULDER BUILT AFTER
REMOVAL OF TEMPORARY INTERSECTION.
Scale ¼"=1'-0"

Slopes outside of roadway adjacent to ends of cuts and fills flattened and warped

NOTE:

- MAINTENANCE & PROTECTION of TRAFFIC -

The contractor shall maintain and protect traffic within the limits of his contract for the entire length and duration of the contract in accordance with Item No. 75 with the following modifications: - The temporary crossing at Gees Road shall be maintained until the relocation of Tag Street, Station N 0+00 to N 29+56 C.L., and the relocation of town road N 29+56 C.L. to N 69+00 is passable and opened to traffic. The temporary crossings at Tag Street (Station 352+70 C.L. = L 21+10 C.L.) and at town road (Station 421+23 C.L. = N 87+89.5) shall be maintained until the Grade Separation at Gees Road is completed and opened to traffic.

Thruway traffic shall be maintained as required.

Signs shall be erected in accordance with Standard Structure Sheet No. 49-43.

Item 28 - UNCLASSIFIED EXCAVATION

From	C.Y.
Road Excavation	
Borrow	
Remove Temp. Intersection	
TOTAL	

Item 6 - TRENCH, CULVERT and BRIDGE EXCAVATION

From	Cu. Yds.
TOTAL	

TABLE of LENGTHS

Station	to Station	Lin. Ft.
L 9+00	L 10+73	173
N 0+00	N 10+51	1051
N 10+59	N 37+89	2730
N 37+96	N 49+00	1104
NA 49+00	NA 69+01.54	2001.54
TOTAL		7059.54 = 1.337 Miles

DRAINAGE STRUCTURES

Present Structure	Station	REMARKS
None	N 0+00	Build new 18" R.C.C.P. Culv. 40 ft. long, 2 - 6 ft. H.Ws. Dig outlet ditch.
None	N 5+10	Build new 24" R.C.C.P. Culv. on skew 82 ft. long, using 52 ft. of 24" R.C.C.P. from existing culvert at Sta. 352+70. Build 2 - 7 ft. H.Ws.
None	N 9+56	Build new 24" R.C.C.P. Culv. on skew 64 ft. long, 2 - 7 ft. H.Ws.
None	N 15+96	Build new 24" R.C.C.P. Culv. on skew 56 ft. long, 2 - 7 ft. H.Ws.
None	N 29+10	Build new 12" R.C.C.P. Culv. 44 ft. long, 2 - 4 ft. H.Ws. Dig inlet and outlet ditches.
None	N 29+93	Build new 12" R.C.C.P. Culv. 44 ft. long, 2 - 4 ft. H.Ws. Dig inlet and outlet ditches.
None	N 45+00	Build new 30" R.C.C.P. Culv. 40 ft. long, 2 - 6 ft. H.Ws.
None	NA 51+00	Build new 24" R.C.C.P. Culv. 48 ft. long, 2 - 7 ft. H.Ws.
30" C.M.P.	NA 65+12	Build new 48" R.C.C.P. Culv. 60 ft. long, 2 - 12 ft. H.W.s. Remove and store 30" C.M.P.
None	NA 64+50 Rt.	Ditch crossing 18" R.C.P., ft. long. No H.Ws.
18" C.M.P. 80' long	352+00 Lt.	Remove
24" R.C.C.P. 52' long	352+70 Rt.	Remove
18" C.M.P. 90° long	353+50 Rt.	Remove
18" C.M.P. 40' long	421+23 C.L. Hall	Remove

Made by E.E.White Traced by E.E.White Checked by Colangelo

PLAN

PROFILE

Prepared Pursuant to the Highway Law & Recommended by

DATE

Lacy Hutchins
ENGINEER / DISTRICT No. 2

241

SCHEDULE A

LOCATION AND QUANTITY OF PAYMENT ITEMS

LOCATION	FROM STATION	TO STATION	SIDE	ITEM NO.	QUANTITY & UNIT	REMARKS
L	9+00	- NA 69+00	L&R	121	1846 C.Y.	Break in shoulder to end of road section.
L	9+00	- NA 69+00	L&R	123	5.05 Acres	Edge of pavement to end of road section.
		TOTAL		121	1846 C.Y. Neat 2000 C.Y. Rounded	
		TOTAL		123	5.05 Acres Neat 5.70 Acres Rounded	

SCHEDULE B

DETAIL SPECIFICATIONS TO ACCOMPANY PUBLIC WORKS SPECIFICATIONS

ITEM NO.	SUB ITEM NO.	DESCRIPTION
121		TOPSOIL PLACED FROM STOCKPILES
	a	Areas - See Schedule A
	c1	Subgrade to be scarified as directed by Engineer.
	c3	Topsoil thickness - 4" loose measure
123		SEEDING
	a	Areas - See Schedule A
	b	Seeds - See Schedule D Fertilizer - M-55, Type No. 2 (10-10-10) Mulch - M-59, Hay or M-60, Straw
	c2	No innoculation required for Alsike Clover
	c3	Rate of seeding - 50 lbs. pure live seed per acre Rate of fertilizer - 600 lbs. per acre
	c4	Rate of mulch - 2 tons per acre

SCHEDULE C

DETAIL SPECIFICATIONS FOR PLANTS

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

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				62	67

ROADSIDE DEVELOPMENT SHEET

MOHAWK THRUWAY

Relocation of TAG ST. and SEEBER ROAD

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	7
Alsike Clover (Trifolium hybridum)	Commercial Max. 25% Hard Seed	95	85	3
Wild White Clover (Trifolium repens var.)	Kent Wild, N. Y. Wild, N. Zealand Wild Max. 25% Hard Seed	95	95	5
	TOTAL			50

SUMMARY

121	2000	C.Y.	Topsoil placed from stockpiles
123	5.70	Acres	Seeding

Larry Rethum

S.T 59-8

Fed Rd Div. No.	State	Fed Rd Proj No.	County	Sheet No.	Total Sheets
	N.Y.		MADISON	63	67

MOHAWK THRUWAY
NORTH CHITTENANGO ~ CANASTOTA
RELOCATED TOWN ROAD N° LINE

Scale 1" = 50'

L9+00 Work Begins

L0+00

L10+73 = N0+00

WILLIAM GOODELL

Brush Line of Creek

Scattered Brush

N7+00

Stake

Survey ℄

N1 N2 At 86°-31' N3 N4 N5 N6 N7 N8 N9 N10 N11 At 107°-49' N12 Survey ℄ N13 N14 N15 N16

℄ of Improvement

Stake

Gees

Cherry Stump

MAP 76 PAR 87 FEE

Previously Cultivated

℄ 2' Drainage ditch

P.C. N7+41 R=1910'

WILLIAM GOODELL

Previously Cultivated

Swampy

30" Oak

Gross & Swampy

R.O.W. Line

P.T. N10+59 = N10+55

℄ Ditch

P.C. N14+27 R=2292'

Woods

N16+00

Pasture & Hayfield

NOTE ~
Taper new 18' Gravel road from Sta. L10+73 = N0+00 to meet existing 14' Gravel road at Sta. L9+00.

Sta. N0+00
Build new 18' R.C.C.P. Culvert 40' long
Outlet ditch on left
2 ~ 5' Headwalls

Sta. N5+10
Build new 24" R.C.C.P. Culvert on skew ~ 92' long
2 ~ 7' Headwalls

Sta L9+00 Work Begins

18' Gravel Road

Match Line

Δ = 21°-16'
R = 1910'
D = 3°-00'
T = 359.1'
L = 710.0'

Fork Maple Stump

Sta. N5+55
Build new 24" R.C.C.P. Culvert 64' long on skew
2 ~ 7' Headwalls

Δ = 8°-38'-30"
R = 2292'
D = 2°-30'
T = 173.6'
L = 345.7'

18" Maple

65 Elm

10" Elm

MAP 77 PAR 88 FEE

HENRY MICHEL & CHRISTINE MICHEL

SIM MALOFF IDA MALOFF

L17+00

March Line S-3

NOTE: -
After the grade separation structure at Gees Road is completed and opened to traffic and before final acceptance of the contract, the temporary intersection at Tag Street (Sta. 352+70 C.L. = L 21+10 C.L.) shall be removed, temporary structures removed, the Thruway regraded so as to present an appearance similar to the adjacent section of the Thruway, and a standard terrace built on each side of the Thruway.
Payment for this work will be made under the appropriate items.

Match Line S-8

Brooks Store

Kenyon's Store

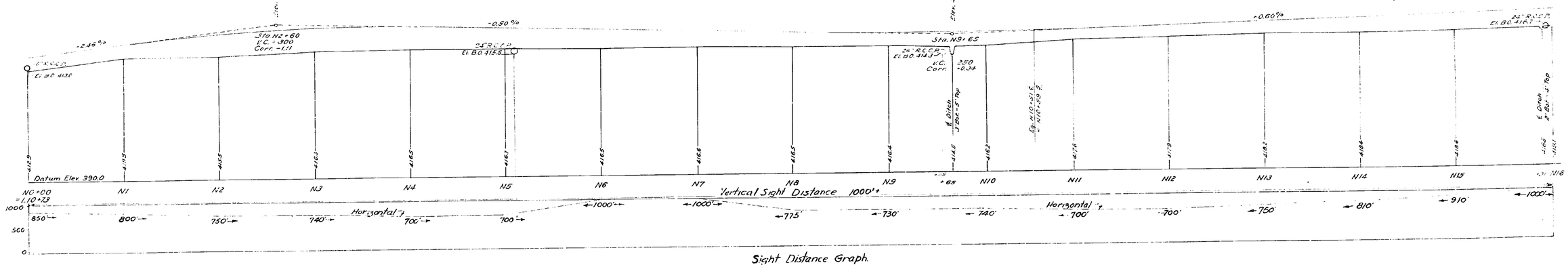
Kenyon's Store

Thru North

Scale 1" = 50'

L23+52

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



Sight Distance Graph
5 Feet to 5 Feet

	Made by	Traced by	Checked by
PLAN	J.J. Keys	A.E. Keil	F.E. Hall and M.B. Clune
PROFILE	J.J. Keys	A.E. Keil	F.E. Hall and M.B. Clune

Prepared pursuant to the Highway Law & recommended by:

Date

Kay Ketchum
ENGINEER DISTRICT No. 2

Fed Rd Div. No.	State	Fed Rd Proj No.	County	Sheet No.	Total Sheets
	N.Y.		MADISON	63.	67

MOHAWK THRUWAY

NORTH CHITTENANGO – CANASTOTA

RELOCATED TOWN ROAD "N" LINE

S.T. 52-8

L9+00 Work Begins

L0+00

L10+73 = N0+00

WILLIAM GOODELL

Brush Line

Scattered Brush

N1 Survey ℄ N2 Az. 86°-31' N3 N4 N5 N6 N7 N8 N9 N10 N11 Az. 107°-49' N12 Survey ℄ N13 N14 N15 N16

State 18.25 Az. 86°-31'

MAP 76 PAR 87 FEE

℄ of Improvement

Previously Cultivated

Pasture & Hayfield

℄ 2' Drainage ditch

P.C. N3+41.1 R=1910'

WILLIAM GOODELL

Δ=21°-18' R=1910' D=3°00' T=359.1' L=710.0'

30" Oak

Previously Cultivated

Swampy

Cherry Clump

New R.O.W. Line

Grass & Swamp

Grass & Swamp

New R.O.W. Line

℄ Ditch

P.C. N10+53.2 = N10+53.2

P.C. N14+27 R=2292'

Δ=8°-39'-30" R=2292' D=2°-30' T=173.5' L=345.9'

Wood

N16+00

NOTE~ Tape 18' Gravel road from Sta. L10+73=N0+00 to 14' Gravel road at Sta. L9+00.

Sta. N0+00 Built new 24" R.C.C.P. Culvert 40' long Outlet pitch on left 2-5' Headwalls

Sta. N5+10 Built new 24" R.C.C.P. Culvert on skew ~ 92° long 2-3' Headwalls

Sta. L9+00 Work Begins

48 lf 16' Gravel Road

℄ of Improvement ℄ L10

Match Line

Sta. N9+55 Built new 24" R.C.C.P. Culvert 64' long on skew 2-7' Headwalls

NOTE:

After the grade separation structure at Gees Road is completed and opened to traffic and before final acceptance of the contract, the temporary intersection at Tag Street (Sta. 352+70 C.L. = L 21+10 C.L.) shall be removed, temporary structures removed, the Thruway regraded so as to present an appearance similar to the adjacent section of the Thruway, and a standard barricade built on each side of the Thruway.

Payment for this work will be made under the appropriate items.

352+46 P.O.L. = L 21+10

Match Line S-5

Sta. L7+00

12.44%

L-8 L-9 L-10 L 11+75 N 0+00

Match Line S-5

Scale 1" = 50'

True North

Scale 1" = 50'

Survey ℄ of Thruway

L 23+50

HENRY MICHEL & CHRISTINE MICHEL

MAP 77 PAR 88 FEE

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

Elev. 428.33

Elev. 416.81

+12.46%

-0.50%

+0.60%

10" R.C.C.P. El. B.O. 430

Sta. N2+50 K.C. = 300 Corr. -1.11

24" R.C.C.P.

24" R.C.C.P. El. B.O. 414.3 K.C. 250 Corr. +0.38

Sta. N9+65

24" R.C.C.P. El. B.O. 414.2

Datum Elev. 390.0

N0+00 = L10+73

N1 N2 N3 N4 N5 N6 N7 N8 N9 N10 N11 N12 N13 N14 N15 N16

Vertical Sight Distance 1000'+

1000 500 0

850' 800' 750' 740' Horizontal 700' 700' 1000' 1000' 775' 730' 740' Horizontal 700' 700' 750' 810' 910' 1000'

Sight Distance Graph. 5 Feet to 8 Feet

Made by Traced by Checked by

PLAN J.J. Reyes A.E. Kent W.T. White and W.B. Clarke

PROFILE J.J. Reyes " " W.T. White and W.B. Clarke

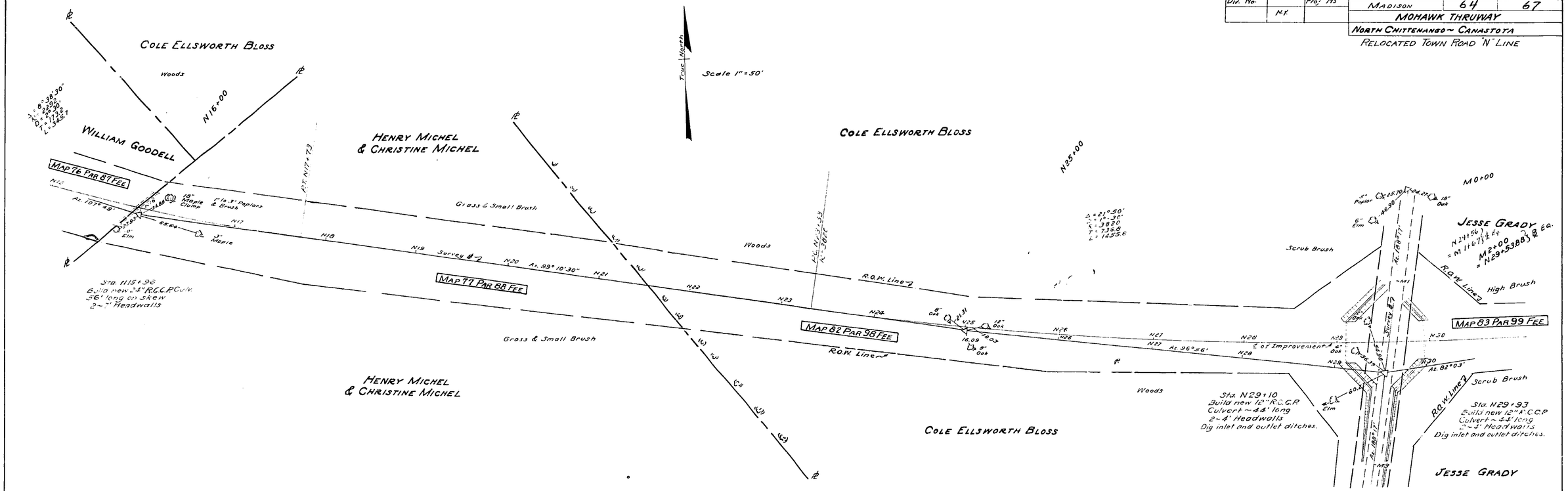
Prepared pursuant to the Highway Law & recommended by:

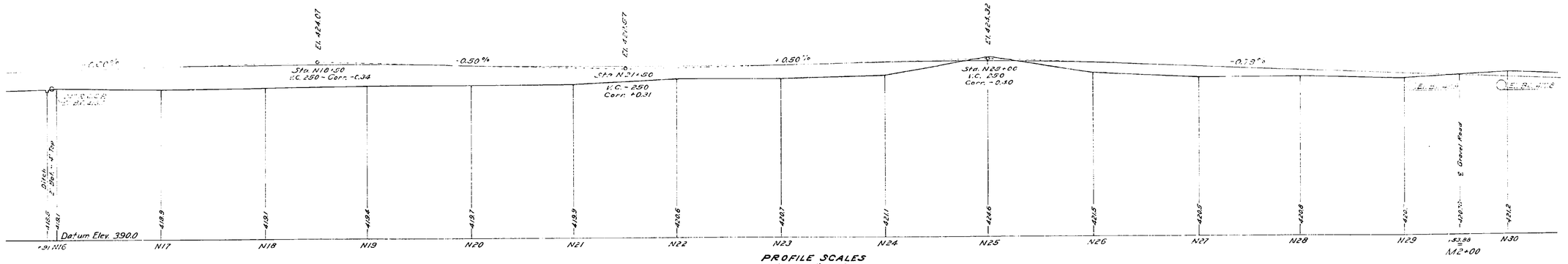
Date

Roger Kirkham

ENGINEER DISTRICT No.

Fed Rd Div. No.	State	Fed Aid Proj. No	County	Sheet No.	Total Sheets
	N.Y.		Madison	64	67
			Mohawk Thruway		
			North Chittenango ~ Canastota		
			Relocated Town Road "N" Line		





	Made by	Traced by	Checked by
PLAN	J. Hayes	K.F. Kell	Y.Y.D. Inlet and Miscellaneous
PROFILE	J. Hayes	K.F. Kell	Y.Y.D. Inlet and Miscellaneous

Prepared pursuant to the Highway Law & recommended by

Date

Engineer District No. 6

S.T. 1152-8

Fed Rd Div. No.	State	Fed Aid Proj No	County	Sheet No:	Total Sheets
	N.Y.		MADISON	64	67

MOHAWK THRUWAY
NORTH CHITTENANGO – CANASTOTA
RELOCATED TOWN ROAD 'N' LINE

64R

COLE ELLSWORTH BLOSS

Woods

Δ = 8°38'30"
D = 8°39'30"
R = 662.50
T = 50.00
L = 99.85'

N16+00

WILLIAM GOODELL

MAP 76 PAR 87 FEE

N15

Az. 107° 49'

Sta. N15+96
Built new 24" R.C.C.P. Culv.
38' long on skew.
2–7' Headwalls

PT. N17+23

HENRY MICHEL & CHRISTINE MICHEL

Grass & Small Brush

N16 N17 N18 N19 Survey ℄ N20 Az. 99° 10' 30" N21

MAP 77 PAR 88 FEE

Grass & Small Brush

HENRY MICHEL & CHRISTINE MICHEL

True North

Scale 1" = 50'

℄

COLE ELLSWORTH BLOSS

N25+00

Δ = 21° 0' 50"
D = 10° 30'
R = 382.0'
T = 73.60'
L = 145.56'

PC N23+33
R = 382.0

Woods

New R.O.W. Line

MAP 82 PAR 98 FEE

N22 N23 N24 N25 N26 N27 N28 N29 N30

Az. 96° 56'

℄ of Improvement

New R.O.W. Line

Woods

COLE ELLSWORTH BLOSS

Sta. N29+10
Built new 12" R.C.C.P.
Culvert – 44' long
2–4' Headwalls
Dig inlet and outlet ditches.

M0+00

5" Poplar

18" Oak

5" Elm

JESSE GRADY

N29+56
= M 1+67.7 ℄

M2+00
= N29+33.3 ℄

Scrub Brush

New R.O.W. Line

High Brush

MAP 83 PAR 99 FEE

Scrub Brush

Sta. N29+57
Built new 12" R.C.C.P.
Culvert – 44' long
2–4' Headwalls
Dig inlet and outlet ditches.

JESSE GRADY

El. 424.07

El. 422.67

El. 424.32

+0.60%

-0.50%

+0.50%

-0.78%

Sta. N18+50
V.C. 250 – Corr. -0.94

Sta N21+50
V.C. – 250
Corr. +0.31

Sta. N25+00
V.C. 250
Corr. -0.40

24" R.C.C.P.
El. B.O. 418.7

El. B.O. 417.9

El. B.O. 417.8

N16	N17	N18	N19	N20	N21	N22	N23	N24	N25	N26	N27	N28	N29	N30
423.8	423.1	423.1	422.8	422.9	422.8	422.7	423.0	423.	423.6	423.3	422.5	421.9	421.2	420.5

Datum Elev. 390.0

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

M2+00

Vertical Sight Distance 1000'

1000' 950' Horizontal 920' 910' 1000'

Horizontal Sight Distance 1000'

Sight Distance Graph
5 Feet to 5 Feet

	Made by	Traced by	Checked by
PLAN	J. Johnson	K.F. Neil	F.B. Hebert and P.D. Chase
PROFILE	J. Johnson	K.F. Neil	F.B. Hebert and P.D. Chase

Prepared pursuant to the Highway Law & recommended by:

Date

Roy Kitchum
ENGINEER, DISTRICT No. 2

Fed. Rd. Dir. No.	State	Fed. Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		MADISON	65	67

MOHAWK THRUWAY

NORTH CHITTENANGO ~ CANASTOTA

RELOCATED TOWN ROAD "N" LINE

Δ = 21°30'
D = 1°30'
R = 3820
T = 736.8
L = 1435.6

Scale 1"=50'

True North

JESSE GRADY

COUNTY OF MADISON

FRANCIS RELYEA & LOUIS RELYEA

Cedar Grove

N-36-50

P.T. N37°-80'E
1431.96'

R.O.W. Line

High Brush

1" to 3" Poplar Woods

9" Elm

15" Elm

14" Elm

12" Oak

MAP 81 PAR 97 FEE

MAP 85 PAR 101 FEE

N30 N31 N32 N33 N34 N35 N36 N37 N38 N39 N40 N41 N42 N43 N44

Δ = 82°03'

Δ = 77°20'30"

Survey

MAP 83 PAR 99 FEE

MAP 84 PAR 100 FEE

Pasture

Pasture

R.O.W. Line

Scrub Brush

SAM MALOFF & IDA MALOFF

JESSE GRADY

FRANCIS RELYEA & LOUIS RELYEA

-0.76%

Datum Elev. 390.0

N31	N32	N33	N34	N35	N36	+50	N37	N38	N39	N40	N41	N42	N43	N44	+35
415.5	416.5	416.9	416.1	413.3	413.5	413.1	412.4	411.7	409.2	408.3	408.6	408.4	408.2	408.1	406.3

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

Vertical Sight Distance 1000'

1000'
500'
0

1070' 900' Horiz. 910' 1000'

Sight Distance Graph
5 Feet to 5 Feet

Made by Traced by Checked by

PLAN [illegible] [illegible] [illegible] and [illegible]

PROFILE [illegible] [illegible] [illegible] and [illegible]

Prepared pursuant to the highway law & recommended by:

Date

Engineer, District No. 2

S.T. 52-8

Fed. Rd Dir. No.	State	Fed. Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		MADISON	65	67
			MOHAWK THRUWAY		
			NORTH CHITTENANGO – CANASTOTA		
			RELOCATED TOWN ROAD 'N' LINE		

65 P

Δ = 21°50'
D = 1°30'
R = 3820
T = 736.8
L = 1459.6

Scale 1" = 50'

True North

JESSE GRADY

COUNTY OF MADISON

FRANCIS RELYEA & LOUIS RELYEA

N36-50

P.T. N37+09.6 = N37+96 ℄

High Brush

1" to 3" Poplar Woods

Cedar Grove

8" Elm

12" Elm

15" Elm

12" Oak

Old R.O.W. Line

New R.O.W. Line

N30 & Of Improvement

N31 As. 82°03'

N40 As. 77°20'30"

N42 Survey ℄

MAP 83 PAR 99 FEE

MAP 84 PAR 100 FEE

MAP 81 PAR 97 FEE

MAP 85 PAR 101 FEE

Pasture

Scrub Brush

JESSE GRADY

SAM MALOFF & IDA MALOFF

FRANCIS RELYEA & LOUIS RELYEA

Pasture

℄

℄

℄

℄

Cl. 418.64

Sta. N31+00
H.C. 2.52
Corr. -2.01

-0.76%

Datum Elev. 390.0

N31 N32 N33 N34 N35 N36 +50 N37 N38 N39 N40 N41 N42 N43 N44 +35

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

Vertical Sight Distance 1000'

1000 500 0

1000' 900' Horiz. 910' 1000'

Sight Distance Graph
5 Feet to 5 Feet

Made by Traced by Checked by

PLAN H. Bissell [illegible] [illegible] and [illegible]

PROFILE [illegible] [illegible] [illegible] and [illegible]

Prepared pursuant to the Highway Law & recommended by:

Date

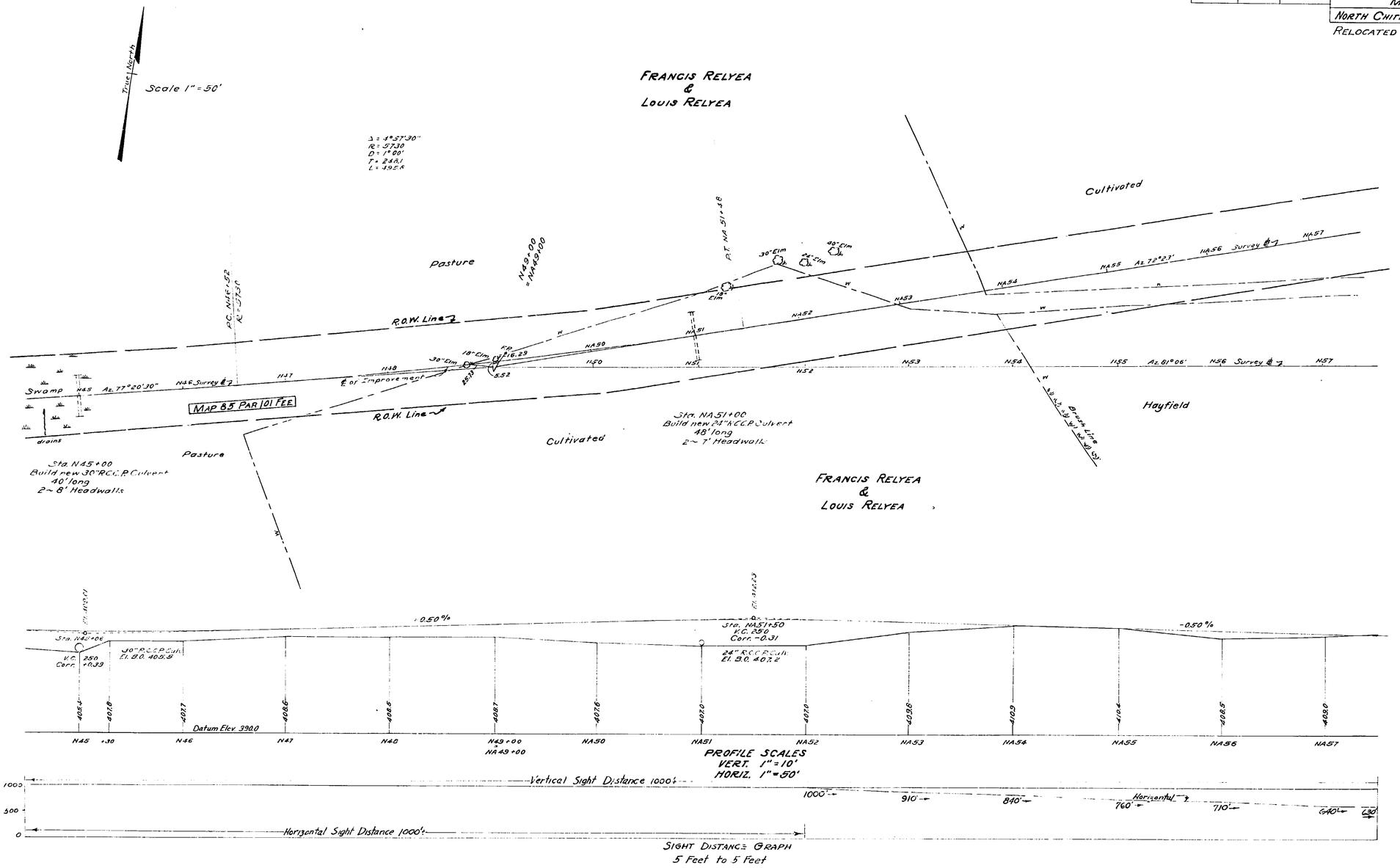
Leroy Kitchum
ENGINEER DISTRICT No. 7

Fed Rd Dir. No	State	Fed Aid Proj No	County	Sheet No.	Total Sheets
	N.Y.		MADISON	66	67

MOHAWK THRUWAY

NORTH CHITTENANGO - CANASTOTA

RELOCATED TOWN ROAD N" & NA" LINES



	Made by	Traced by	Checked by
PLAN			
PROFILE			

Prepared pursuant to the Highway Law & recommended by:-

Date

ENGINEER DISTRICT No. 2

S. T. 25

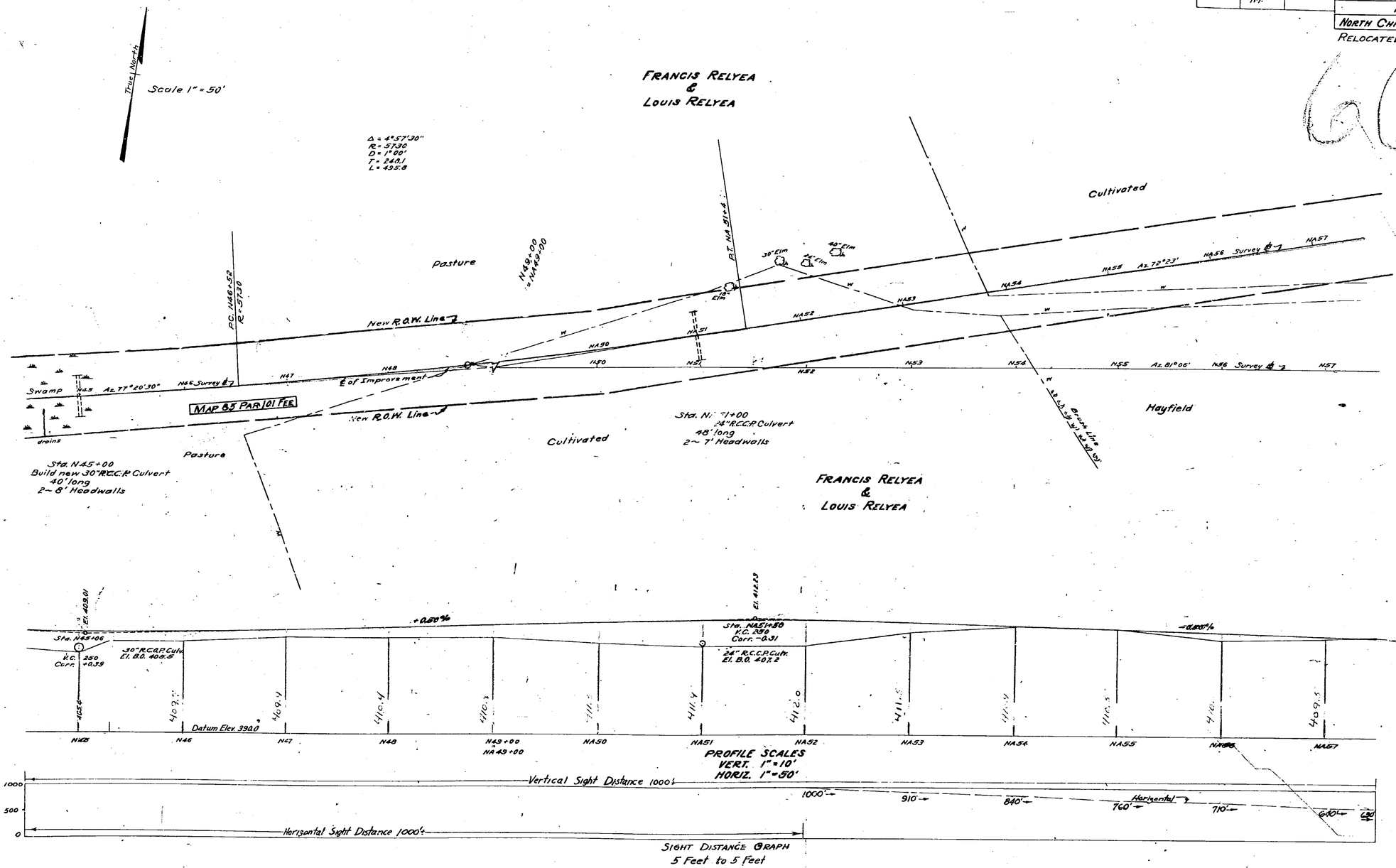
Fed Rd Div. No	State	Fed Aid Proj. No.	County	Sheet No.	Total Sheets
	N.Y.		MADISON	66	67

MOHAWK THRUWAY

NORTH CHITTENANGO – CANASTOTA

RELOCATED TOWN ROAD N" & NA" LINES

66R



	Made by	Traced by	Checked by
PLAN	J.J. Lyon	K.F. Keil	H.G. White and D.B. Clark
PROFILE	J.J. Lyon	K.F. Keil	H.G. White and D.B. Clark

Prepared pursuant to the Highway Law & recommended by:

Date

Harry Ketchum
ENGINEER, DISTRICT No. 2

24:1

Fed Rd Div No.	State	Fed Aid Proj No.	County	Sheet No.	Total Sheets
	N.Y.		MADISON	67	67

MOHAWK THRUWAY
NORTH CHITTENANGO ~ CANASTOTA
RELOCATED TOWN ROAD "NA" LINE

True North

Scale 1"=50'

FRANCIS RELYEA & LOUIS RELYEA

FRANK LOGIUDICE

Hayfield

Cultivated

R.O.W. Line

MAP 85 PAR 101 FEE

MAP 85 PAR 102 FEE

Brush Line

Stake

NA 62+00

NA 66+07.70 = N 65+86

NA 69+01.54 ℄ Work Ends. = N 69+00 ℄

Silo

Barn

Shed

House

Cherry

40" Poplar

16' Private Road

18' Private Road

Δ = 29°02'
R = 1637
D = 3°-30'
T = 423.9
L = 829.5

P.C. 11+57.76
R = 1637

P.T. NA 65+66.56

Sta NA 65+12
Remove existing 30" Corr. Metal Pipe. Build new 48" R.C.C.P. Culv. 60' long 2 - 10' Headwalls

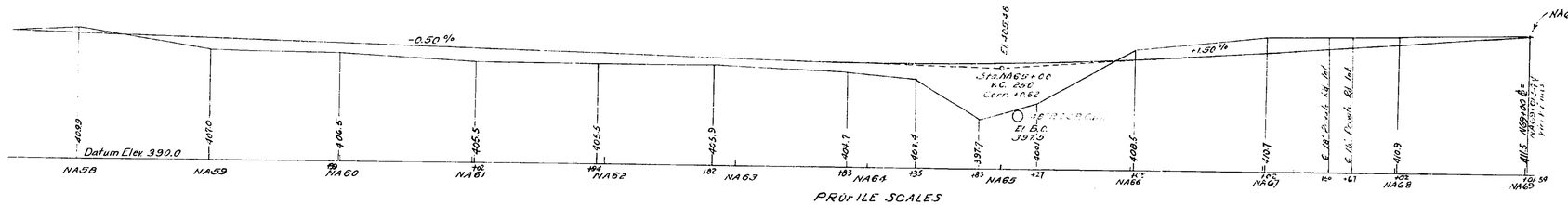
E 1 to 3' Stream

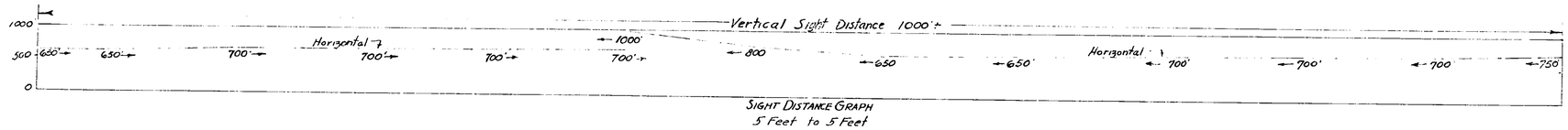
N62+63

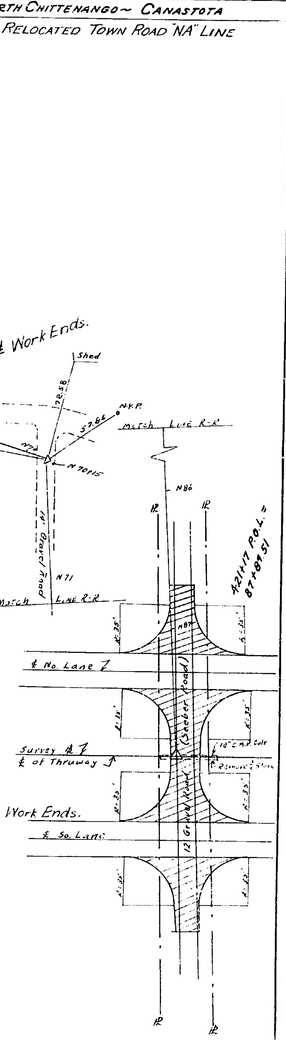
NOTE:

After the grade separation structure at Gees Road is completed and opened to traffic and before final acceptance of the contract, the temporary intersection at Town Road (Sta. 421+25 C.L. = N 67+69.5 C.L.) shall be removed, temporary structures removed, the Thruway regraded so as to present an appearance similar to the adjacent section of the Thruway, and a standard barricade built on each side of the Thruway.

Payment for this work will be made under the appropriate items.







Made by ... Traced by ... Checked by ...
PLAN ... Feb. 56 ... 3-3-56 and 3-8-56
PROFILE JJ Slupe ... Feb. 56 ... 3-3-56 and 3-8-56

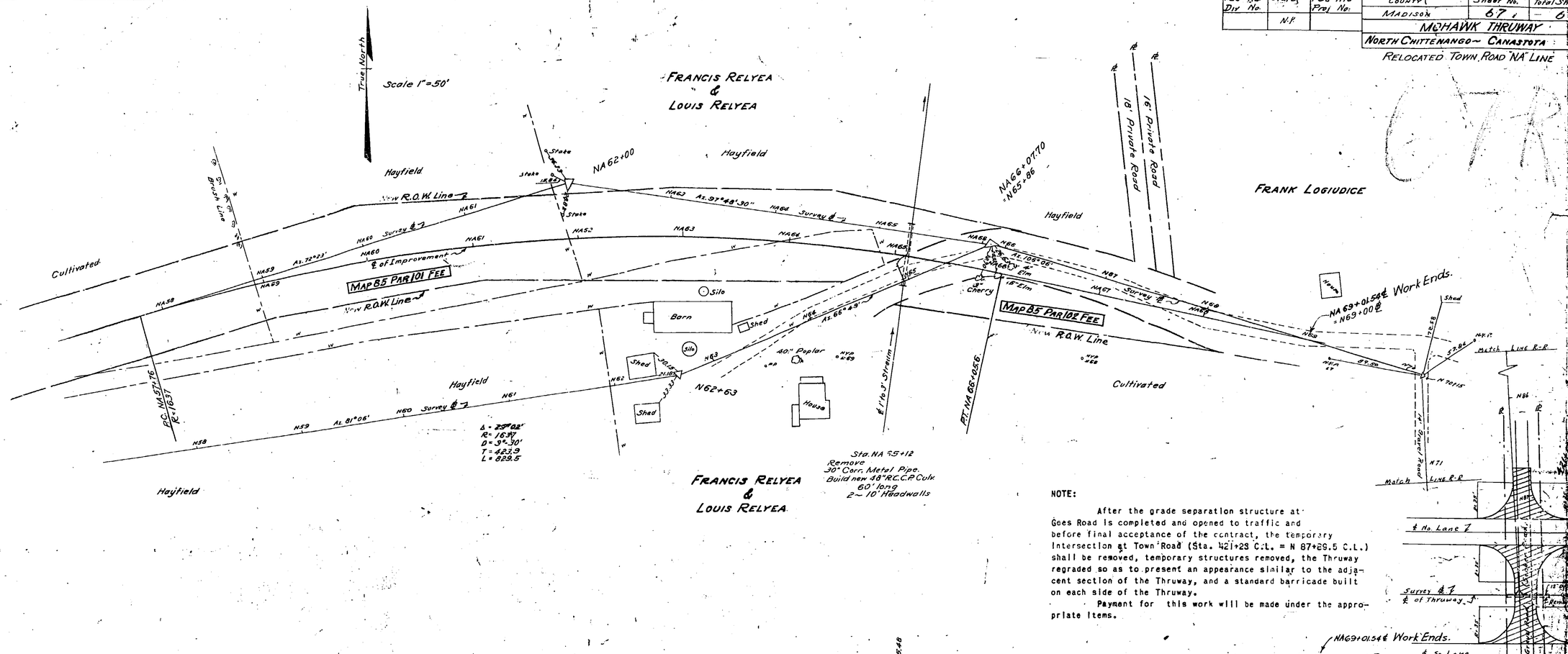
Prepared pursuant to the Highway Law & recommended by:

Date

Ray Peterson
ENGINEER DISTRICT No. 2

Fed Rd Div No.	State	Fed Aid Proj No.	County	Sheet No.	Total Sheets
	N.Y.		MADISON	67	67
			MOHAWK THRUWAY		
			NORTH CHITTENANGO – CANASTOTA		
			RELOCATED TOWN ROAD "NA" LINE		

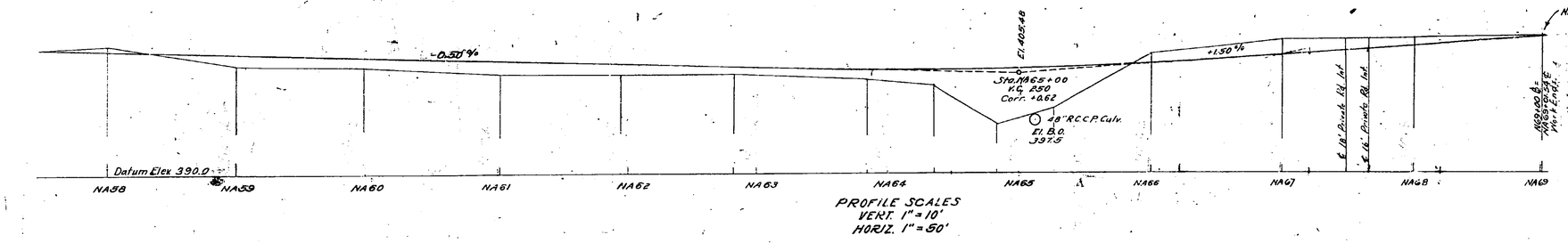
3.T-52

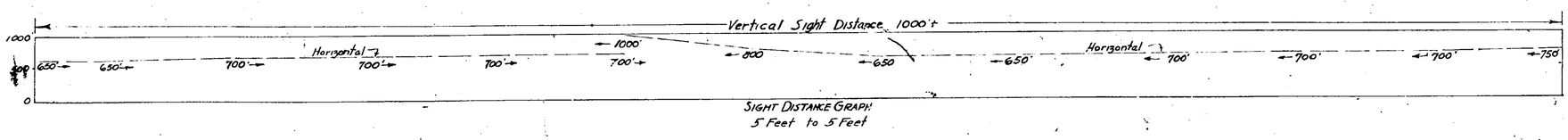


NOTE:

After the grade separation structure at Gees Road is completed and opened to traffic and before final acceptance of the contract, the temporary intersection at Town Road (Sta. 421+28 C.L. = N 87+29.5 C.L.) shall be removed, temporary structures removed, the Thruway regraded so as to present an appearance similar to the adjacent section of the Thruway, and a standard barricade built on each side of the Thruway.

Payment for this work will be made under the appropriate items.





Made by _____ Traced by _____ Checked by _____

PLAN _____

PROFILE _____

Prepared pursuant to the Highway Law & recommended by:-

Date _____

Leroy Kitchum
ENGINEER DISTRICT No. 2