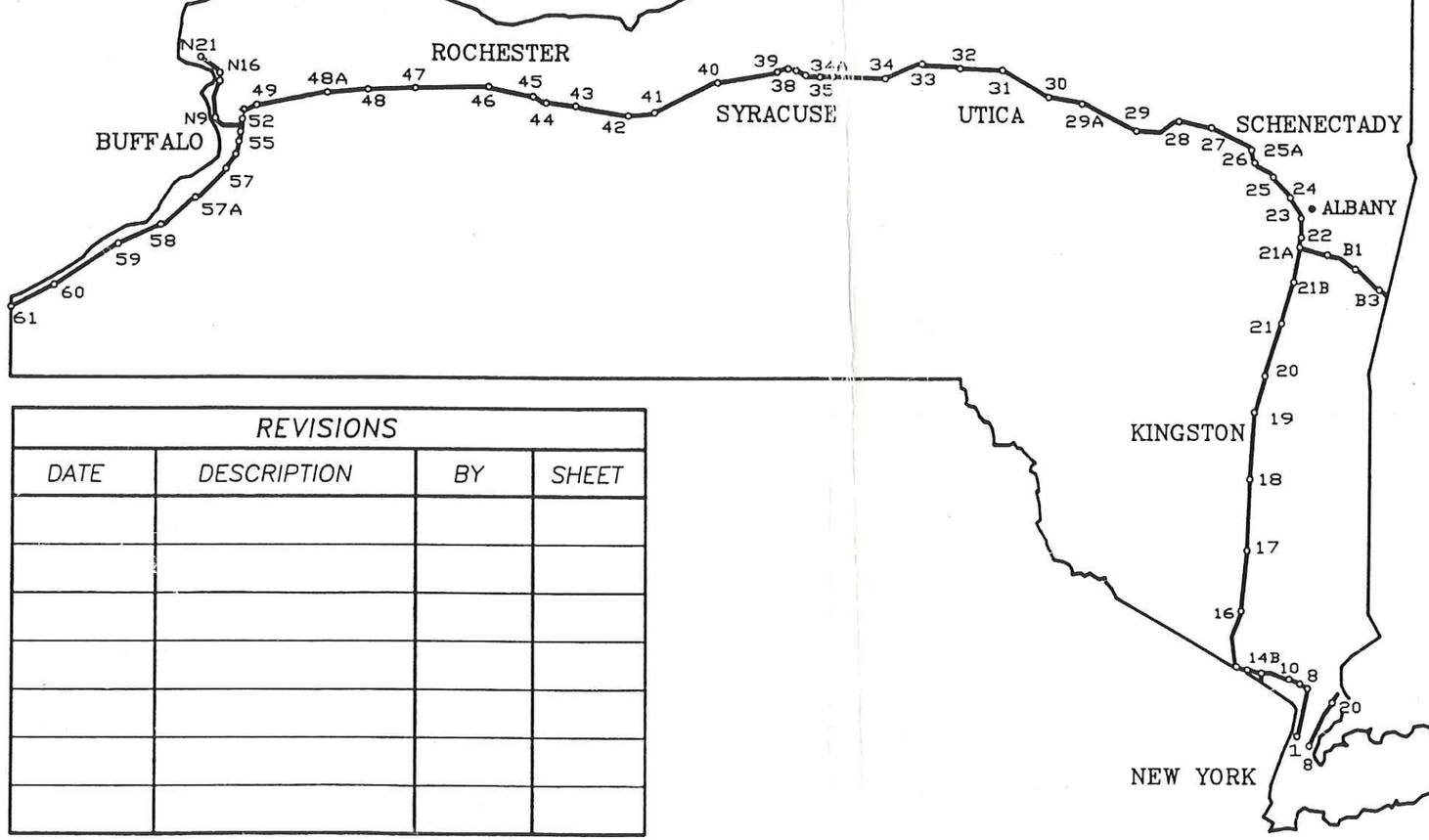
NEW YORK STATE THRUWAY AUTHORITY

GENERAL INSPECTION PLAN REVIEW LOG

IDENTIFICATION	
MILEPOST	240.48
BIN	5512980
DESCRIPTION	JUDD ROAD OVER 90 IX
☐ "AS-BUILTS"	
☒ CONTRACT	
CONTRACT NO.	M.T. 52-12
SHEET NOS.	37-46



REVISIONS			
DATE	DESCRIPTION	BY	SHEET

INSPECTIONS

BY	PE NO.	DATE
FIELD VERIFICATION		
R. EDIC		11/29/84
INSPECTION REVIEW *		
B. COLWELL	46031	10/23/86
M. ERNST	63707	11/2/88
G. WANG	7221 (NH)	10/15/90
ROBERT BOONE	60047	11/12/92
D. MARKS	53418	10/31/94
D. MARKS	59170	9/16/96
M. Peters	68102	9/24/98
M Peters	68102	8/24/00
M Peters	68102	8/12/02

* REVIEWED FOR MAJOR CHANGES IN DEAD LOADS AND PRIMARY MEMBERS.

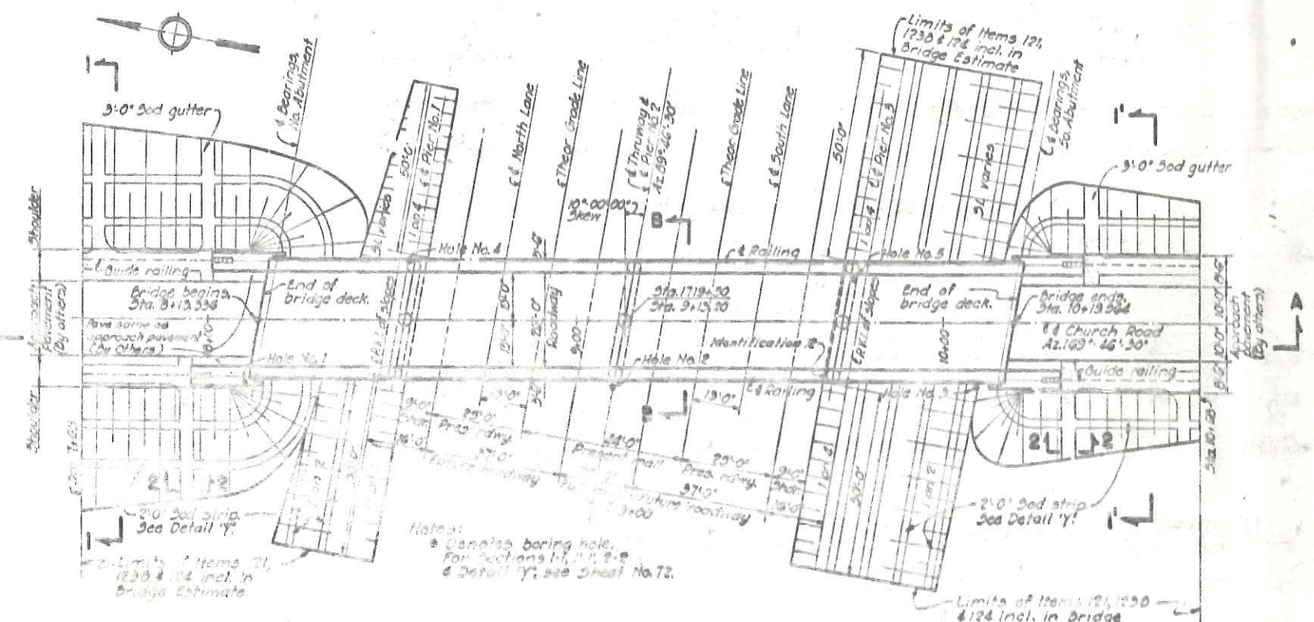
R F Weiler	067313	5/18/04
Z. M. Cayen	044297	6/1/06

240.48

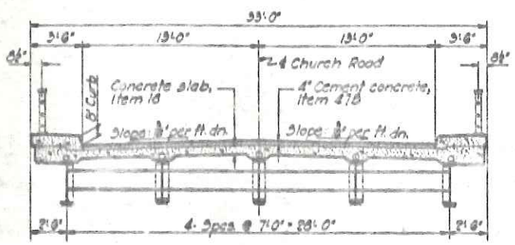
5512980

M.T. 52-12 S.T. 52-26

COUNTY			SHEET NO	TOTAL SHEETS
ONEIDA			37 •	74
N.Y. STATE THRUWAY - MOHAWK SECT. SUB-DIV. 7				
WESTMORELAND TO WHITESBORO				

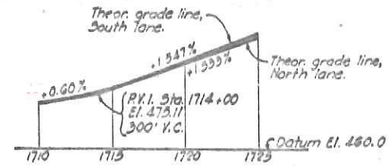


PLAN



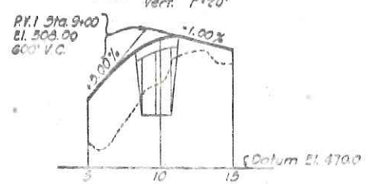
SECTION B—B

Scale: ⅜"=1'-0"



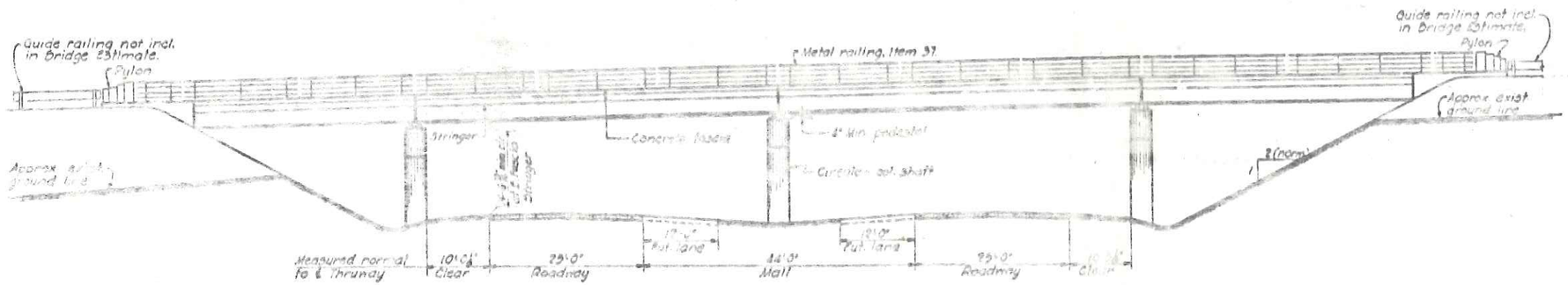
THRUWAY PROFILE

Scale: Horiz. 1"=100'
Vert. 1"=20'



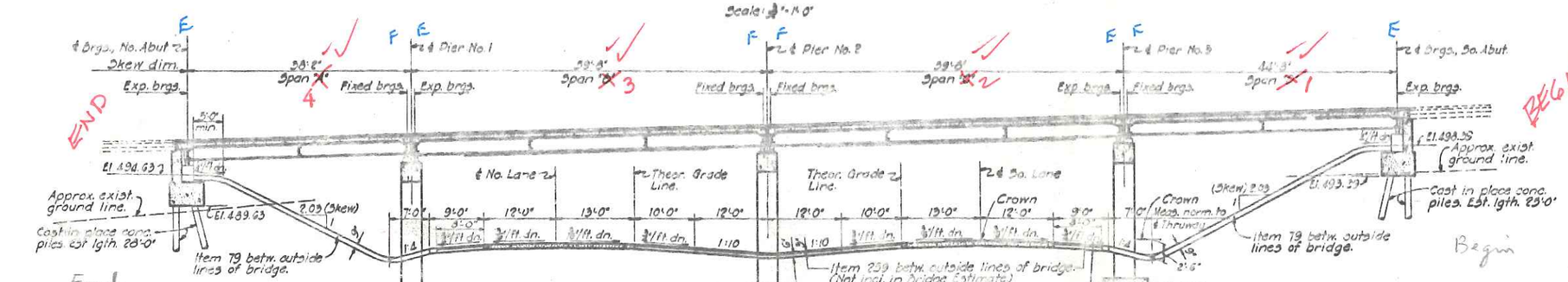
PROFILE ℄ CHURCH ROAD

Scale: Horiz. 1"=100'
Vert. 1"=20'



WEST ELEVATION

Scale: ⅜"=1'-0"



APPROVED August 8 1952

NEW YORK STATE THRUWAY AUTHORITY

BERTRAM D. TALLAMY Chairman

By: C. H. LANG
DEPUTY CHIEF ENGINEER

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED Guy Kitchener — July 31, 1952
DISTRICT ENGINEER — DATE

APPROVED E.T. Jenkins — 8/8/52
E.T. JENKINS, DEPUTY CHIEF ENGINEER — DATE

E.W. Bendell — 8/6/52
E.W. BENDELL, DEPUTY CHIEF ENGINEER — DATE

J.H. Mongan — 8/6/52
J.H. MONGAN, CHIEF ENGINEER — DATE

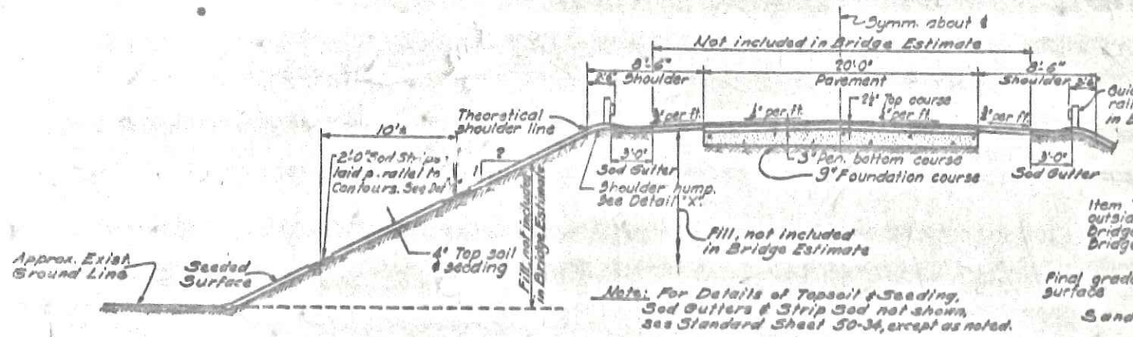
Robert Boone PE 60047
11-12-92

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL

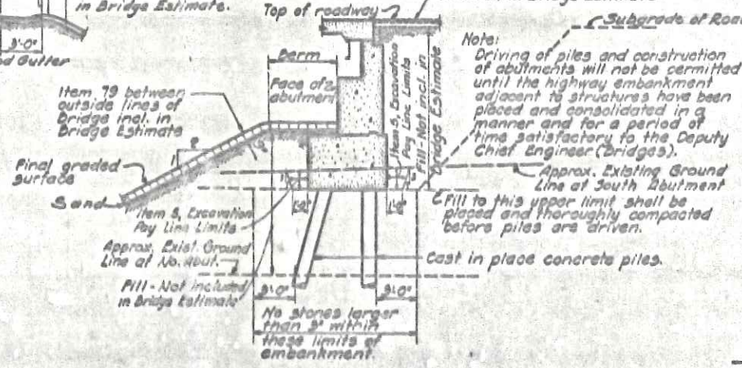
DISTRICT ENGINEER — DATE

COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			38	74
N.Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 7				
WESTMORELAND TO WHITESBORO				



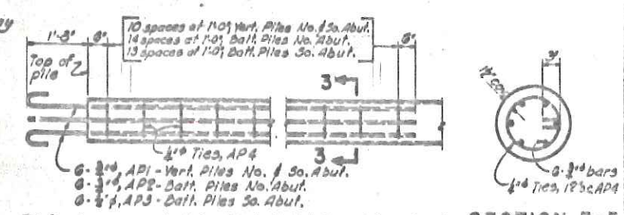
Note: For Details of Topsoil & Seeding, Sod Gutters & Strip Sod not shown, see Standard Sheet 50-34, except as noted.

SECTION 1-1
SECTION 1'-1' SIMILAR
SECTION THRU ROADWAY EMBANKMENT
Scale: 1/8"=1'-0"



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

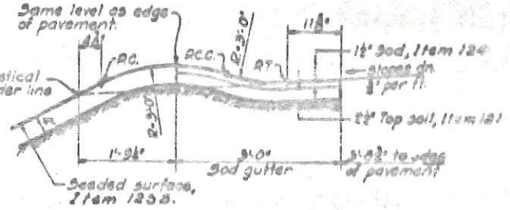
DETAILS OF EMBANKMENT AND BACKFILL AT ABUTMENT
Scale: 1/8"=1'-0"



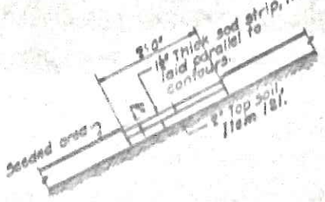
Reinforcing cages shall be fabricated before being placed and held in position while concrete is being poured.

CAST IN PLACE CONCRETE PILE (ITEM 85C)
REINFORCEMENT DETAILS

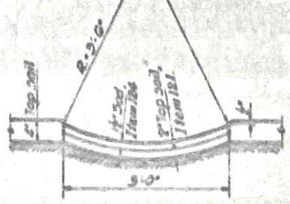
Notes: Cement, Bar Reinforcement and Furnishing Equipment for Driving Piles will be paid for under their appropriate Items.
For Location of Piles see Sh. No. 73.



DETAIL "X"
SHOULDER HUMP DETAIL



DETAIL "Y"
DETAIL OF SOD STRIP

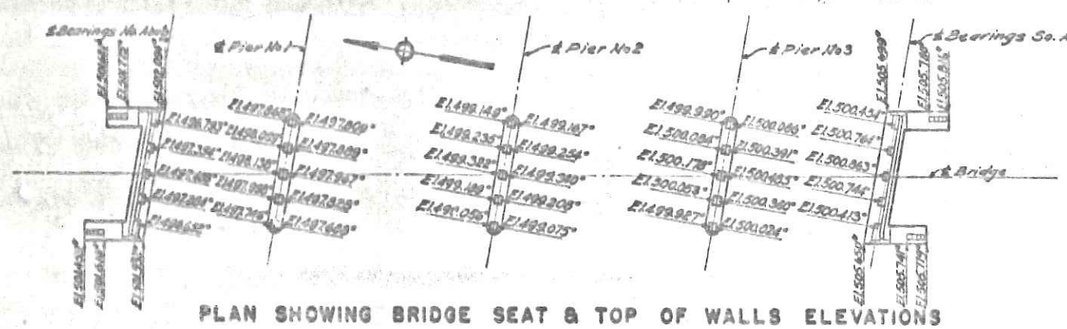


SECTION 2-2
DETAIL OF SOD GUTTER

TYPICAL DETAILS OF ROADWAY EMBANKMENT
Scale: 1/4"=1'-0"

Note: For Location of Sections 1-1, 1'-1' & 2-2 see Sheet No. 71.

LEGEND:
• - Denotes elevation at bottom of bearing pl.
♦ - Denotes elevation at top of wall at point indicated.



PLAN SHOWING BRIDGE SEAT & TOP OF WALLS ELEVATIONS

ESTIMATE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	SUPERSTRUCTURE NEAT	SUPERSTRUCTURE ROUND	SUBSTRUCTURE NEAT	SUBSTRUCTURE ROUND	TOTAL NEAT	TOTAL ROUND
5	Trench, Culvert & Bridge Excavation	C.Y.	—	—	387	540	487	540
15-2	Portland Cement Type II	Bbls	404	425	594	625	998	1,050
15N	Natural Cement Type N	Bbls	58	60	85	90	143	150
18	Class 1A - Concrete for Structures	C.Y.	210	230	394	413	612	643
19	Class 1A - Concrete for Railings	C.Y.	—	—	2.6	3	2.6	3
25F	Steel Fabric Reinforcement	S.Y.	830	860	—	—	830	860
28	Bar Reinforcement for Structures	Lbs	44,802	47,100	44,464	46,700	89,346	93,800
28A	Spiral Bar Shear Connectors	Lbs	2,492	2,500	—	—	2,492	2,500
29	Structural Steel	Lbs.	184,723	192,000	—	—	184,723	192,000
37	Metal Railing	L.F.	410	420	30	31	440	451
47A	Cement Concrete Pavement	C.Y.	66	70	—	—	66	70
79	Dry Stone Paving	S.Y.	—	—	350	390	350	390
85C	Cast-in-Place Concrete Piles	L.F.	—	—	934	1,050	934	1,050
87	Furnishing Equipment for Driving Piles	Nec.	—	—	—	—	—	—
121	Topsoil Placed from Stockpiles	C.Y.	—	—	143	160	143	160
123D	Seeding on Prepared Areas	Acres	—	—	0.27	0.30	0.27	0.30
124	Sodding	S.Y.	—	—	251	280	251	280

GENERAL NOTES

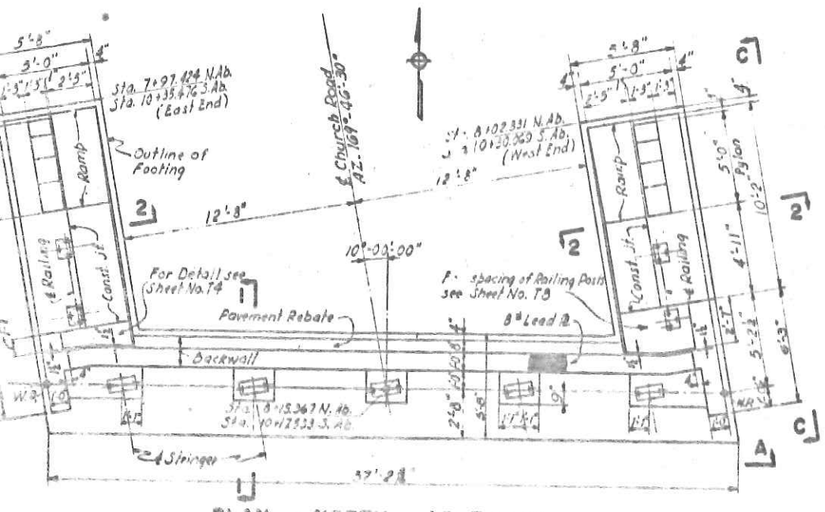
All concrete except in pavement & pylons shall be Item 18.
Concrete in pavement shall be Item 47A "Cement Concrete Pavement".
Concrete in pylons shall be Item 19 "Class 1A concrete for Railings".
The cost of furnishing & installing caulking compound, premolded bituminous joint material, sponge rubber, joint material, lead wool, copper flashing & baffle strips, Common Brick in Asphalt Mastic, shall be included in the Prices bid for the various Items in this Contract.
After the concrete is cured, the Contractor shall apply a waterproofing oil treatment as described in the Specifications for M-41M to all exposed surfaces except the underside of slabs. Two applications of waterproofing oil treatment shall be applied to the top of the slab. The second application shall be applied two days prior to the placing of the pavement or sidewalk.
Materials & Fabrication - Specifications of New York State Department of Public Works dated Jan. 2, 1951 and current modifications & additions.
Design Specifications - A.A.S.H.O. 1949 Loading H20-S16-44 modified.
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 structures and which specifies certain requirements relative to construction. No construction joints other than those shown on the Plans will be permitted without the written permission of the Deputy Chief Engineer (Bridges).
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 & dry before the priming coat is applied. Work must be performed by workmen experienced in this type of work.
For design purposes, the assumed load per pile does not exceed 30 tons. The assumed pressure for the footings founded on soil does not exceed 2.73 tons per sq. ft.
Where steel exceeding one inch in thickness is to be welded, electrodes of Classification Number E80I5 or E80I6 shall be used.
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 30° F.
Sponge rubber shall meet the requirements of the Standard Specifications for preformed expansion joint fillers for concrete A.S.T.M. Designation D-544.

M.T. 52-1½ S.T. 52-26

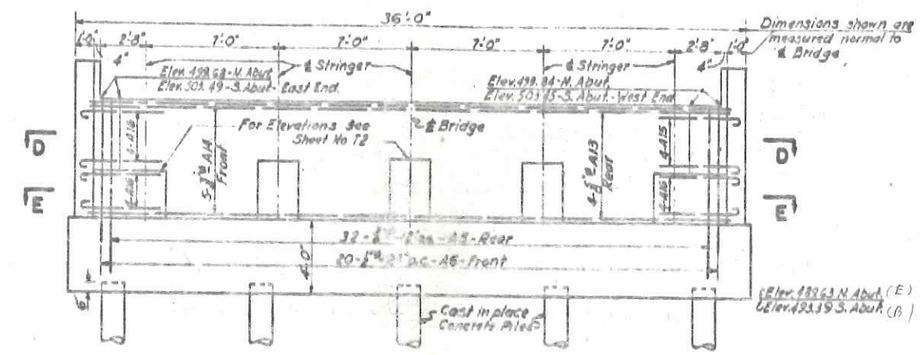
COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			39	74

N. Y. STATE THRUWAY — MOHAWK SECT., SUB-DIV. 7

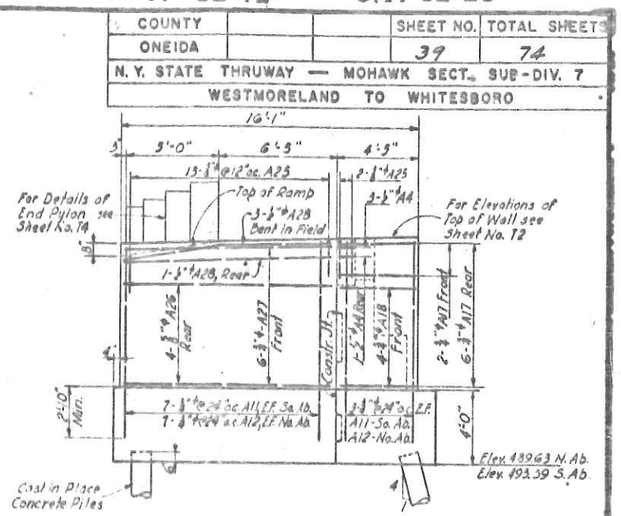
WESTMORELAND TO WHITESBORO



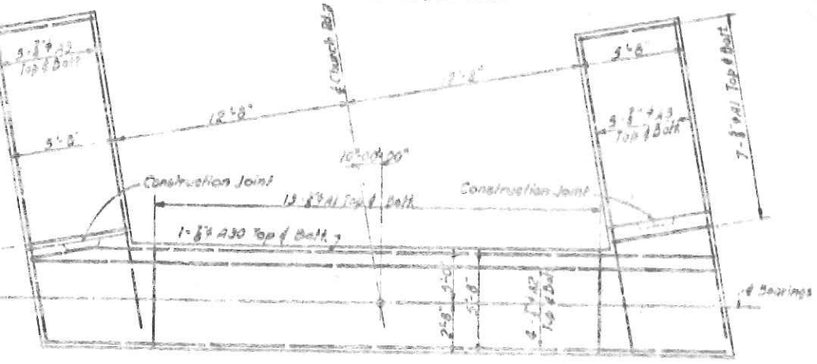
PLAN — NORTH ABUTMENT
South Abutment Similar℄ as Noted



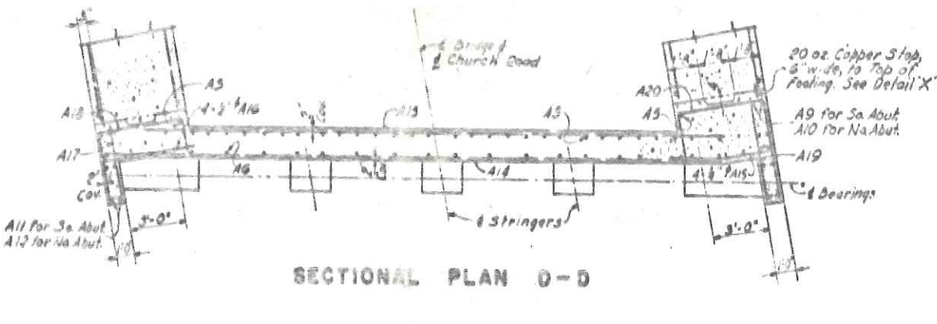
ELEVATION A—A — NORTH ABUTMENT



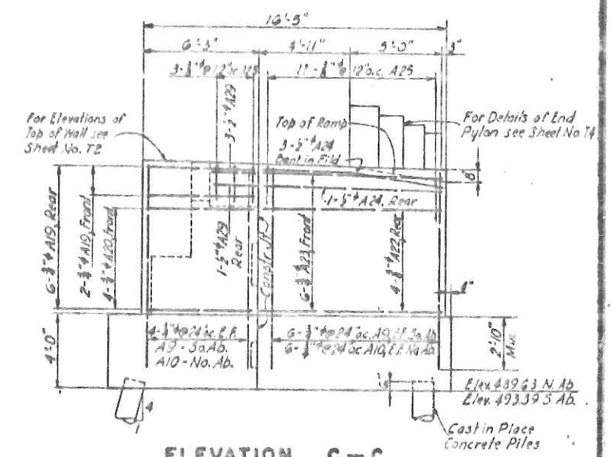
ELEVATION B—B
WEST WING NORTH ABUTMENT
East Wing South Abutment similar except as noted



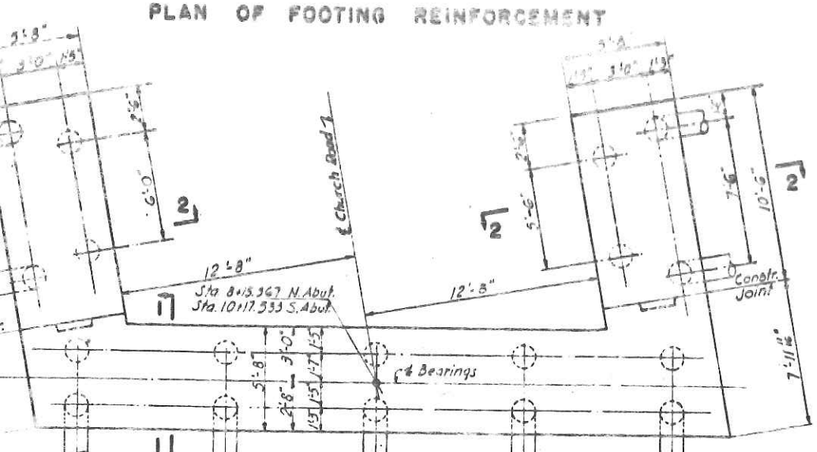
PLAN OF FOOTING REINFORCEMENT

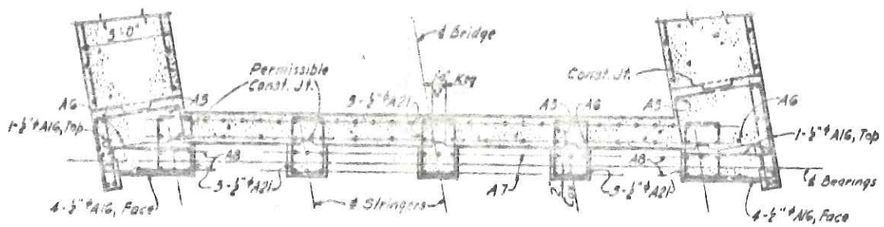


SECTIONAL PLAN D—D

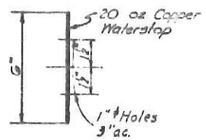


ELEVATION C—C
EAST WING NORTH ABUTMENT
West Wing South Abutment similar except as noted





SECTIONAL PLAN E—E

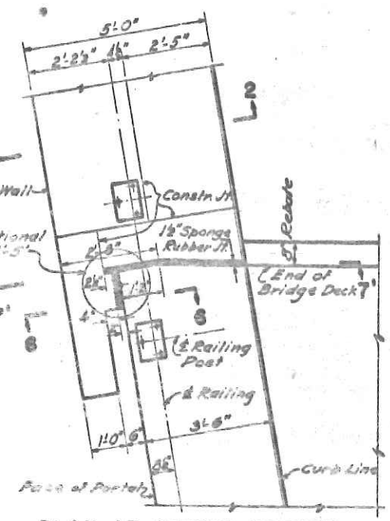


DETAIL "X"
Scale : 3"=1'-0"

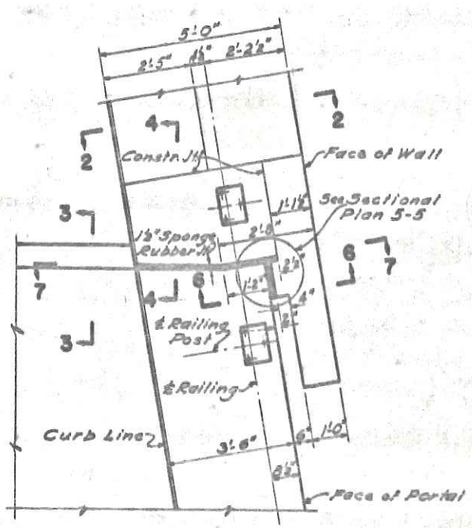
24:1

M.T. 52-12 S.T. 52-26

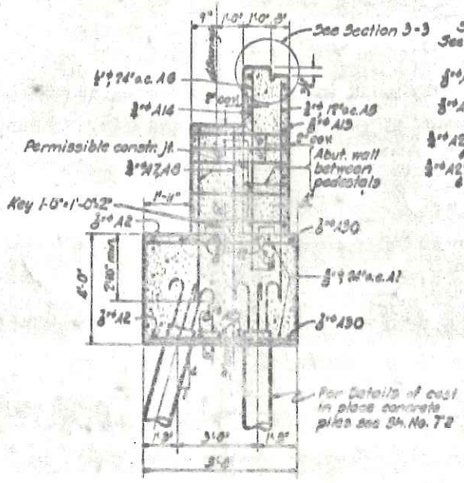
COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			40	74
N.Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 7				
WESTMORELAND TO WHITESBORO				



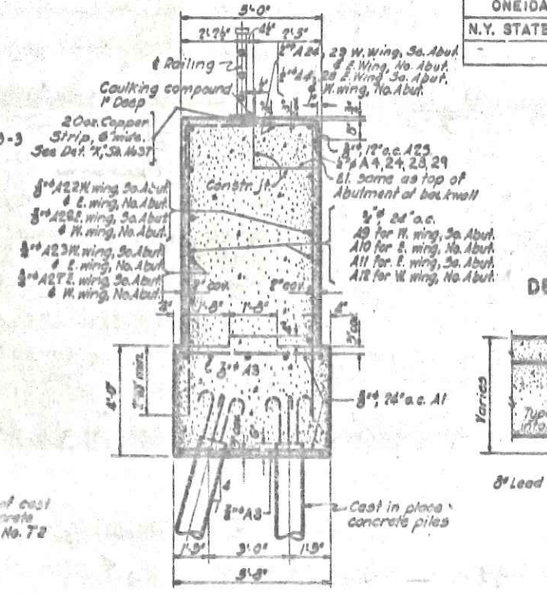
PLAN AT OBTUSE CORNER
AFTER ERECTION OF SUPERSTRUCTURE



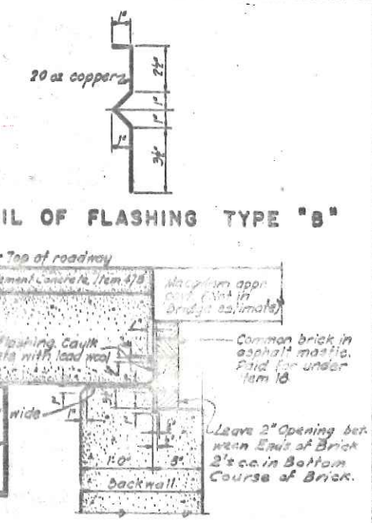
PLAN AT ACUTE CORNER
AFTER ERECTION OF SUPERSTRUCTURE



SECTION 1-1
TYPICAL SECTION THRU ABUTMENT
Scale: 3/8"=1'-0"

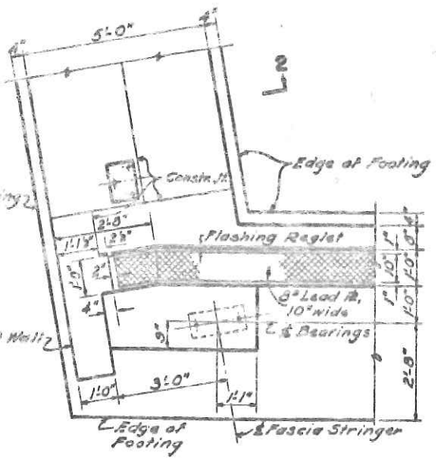


SECTION 2-2
TYPICAL SECTION THRU WING
Scale: 3/8"=1'-0"

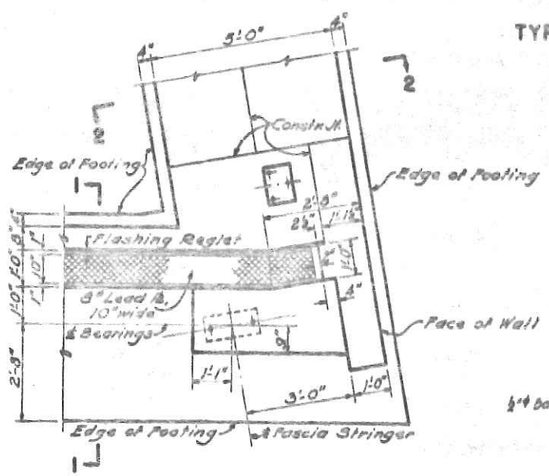


DETAIL OF FLASHING TYPE "B"

SECTION 3-3

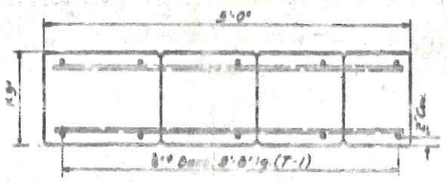


PLAN AT OBTUSE CORNER
BEFORE ERECTION OF SUPERSTRUCTURE

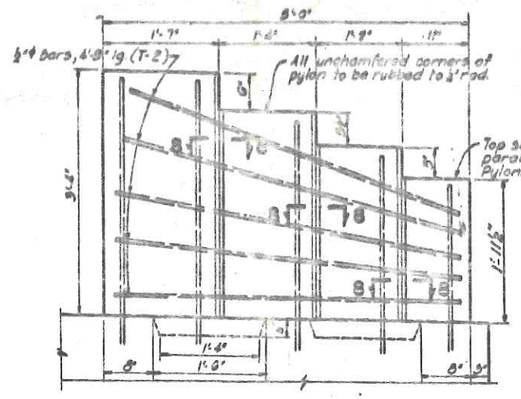


PLAN AT ACUTE CORNER
BEFORE ERECTION OF SUPERSTRUCTURE

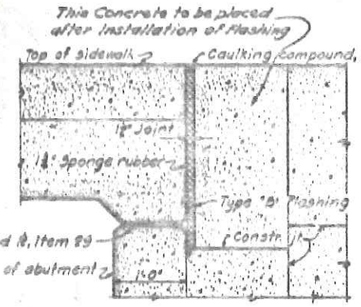
TYPICAL DETAILS OF ABUTMENT RETURNS
Scale: 1/2"=1'-0"



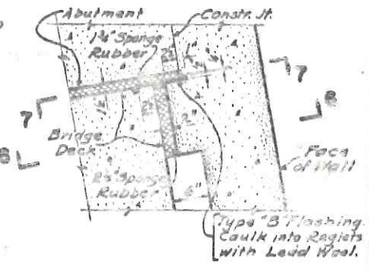
PLAN



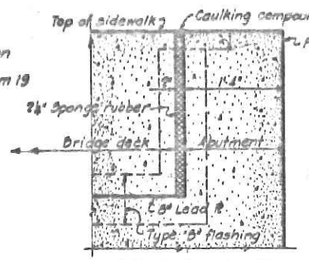
ELEVATION



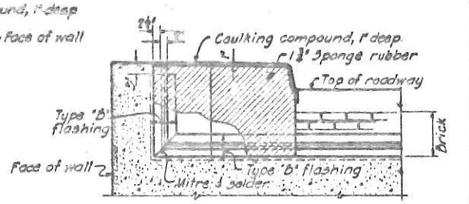
SECTION 4-4
Scale: 1"=1'-0"



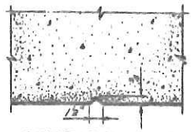
SECTIONAL PLAN 5-5
SECTIONAL PLAN 5'-5' OPPOSITE HAND
Scale: 1"=1'-0"



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

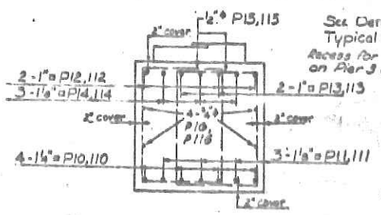


SECTION 7-7
SECTION 7'-7' OPPOSITE HAND
Scale: 1/2"=1'-0"

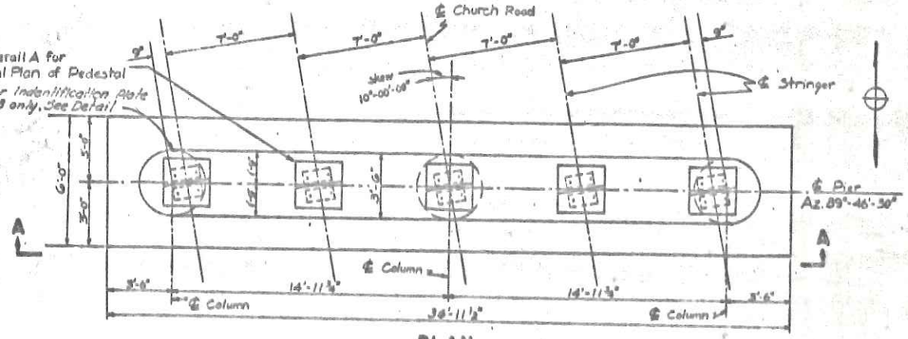


SECTION 8-8

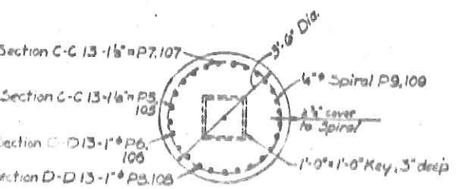
COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			41	74
N. Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 7				
WESTMORELAND TO WHITESBORO				



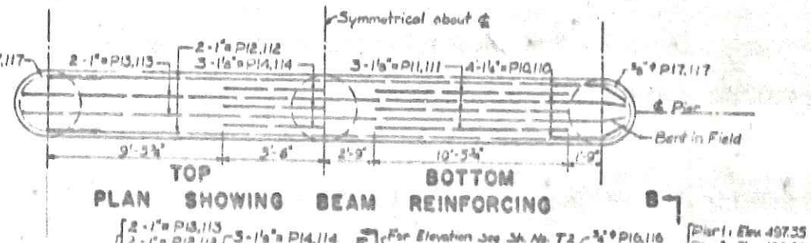
SECTION E-E
Scale ½" = 1'-0"



PLAN



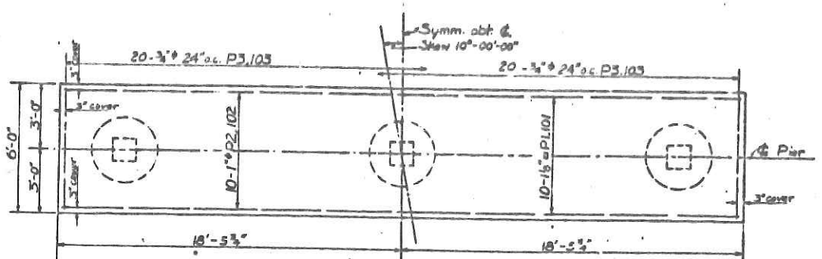
SECTION C-C & D-D
Scale ½" = 1'-0"

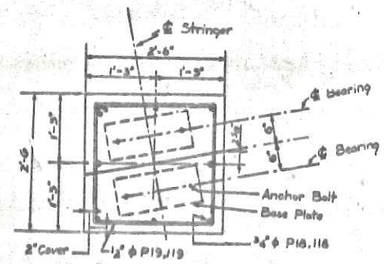


TOP BOTTOM
PLAN SHOWING BEAM REINFORCING

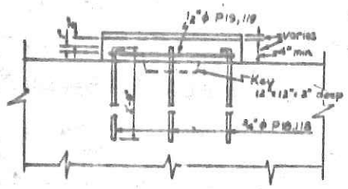
END ELEVATION B-B

ELEVATION A-A

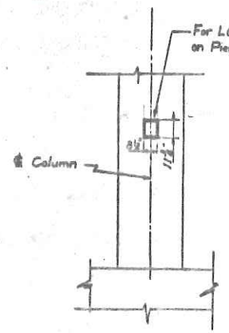


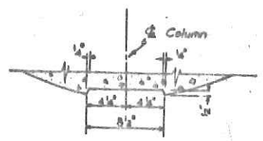


DETAIL A
TYPICAL PLAN OF PEDESTAL
Scale ¾" = 1'-0"



ELEVATION OF PEDESTAL
Scale ¾" = 1'-0"





SECTION X-X
Scale: 1½" = 1'-0"

DETAIL OF IDENTIFICATION PLATE RECESS

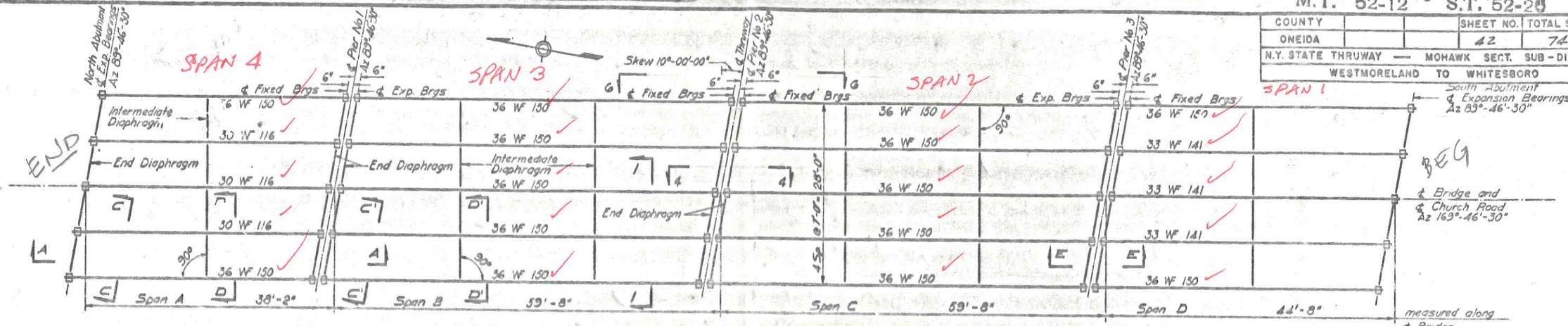
Note: See Std. Sheet 52-141
Scale: ½" = 1'-0"

Notes: Anchor Bolts for Bearings shall be set at the same time that the steel in Pier Beam is placed.

Steel in Top of the Beam may be moved slightly in order to clear Anchor Bolts if necessary.

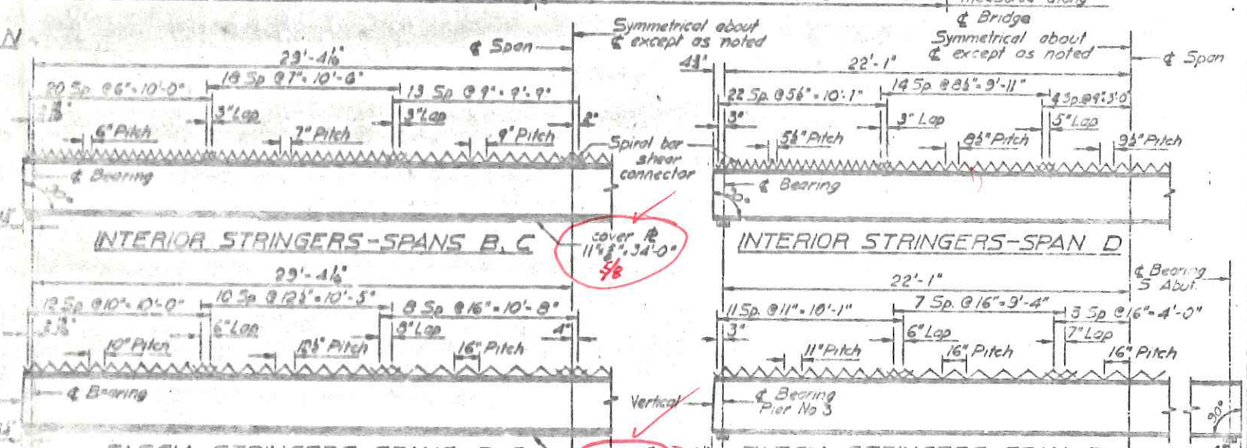
M.T. 52-12 • S.T. 52-26

COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			42	74
N.Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 7				
WESTMORELAND TO WHITESBORO				



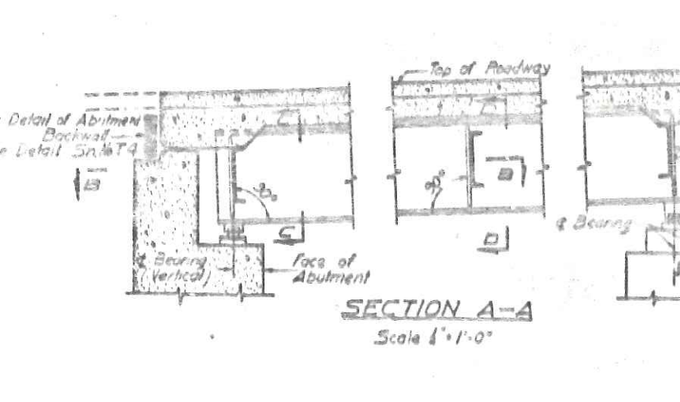
FRAMING PLAN

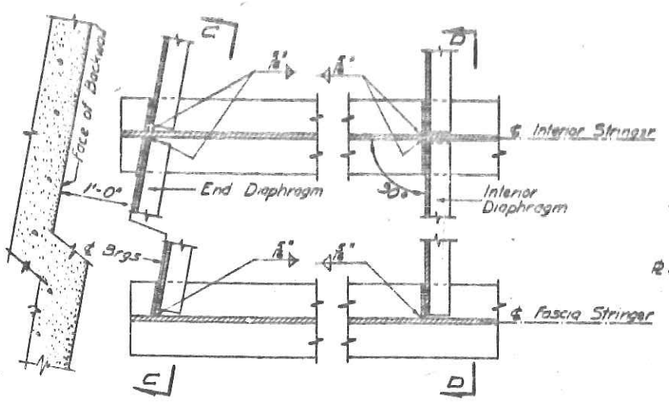
Scale 6" = 1'-0"

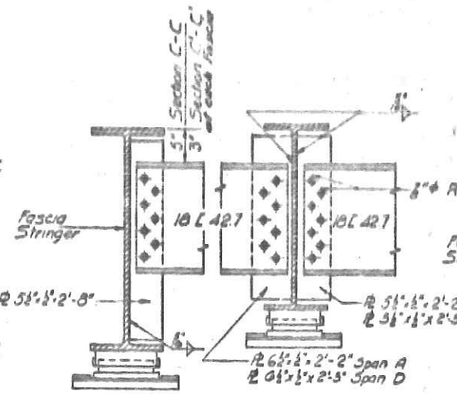


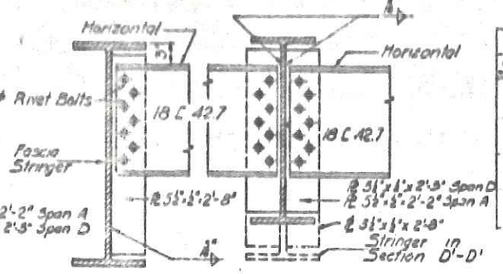
ELEVATION OF STRINGERS

NOTE. All dimensions shown are measured along stringers (on slope)
Scale 1" = 1'-0"









CAMBER

Span	Stringer	Dead Ld	Vert Cur.	Total
A	Fascia	⅝	⅛	¾
	Interior	⅝	⅛	¾
B	Fascia	1⅛	⅛	1¼
	Interior	1⅛	⅛	1¼
C	Fascia	1⅛	⅛	1¼
	Interior	1⅛	⅛	1¼
D	Fascia	⅝	⅛	¾
	Interior	⅝	⅛	¾

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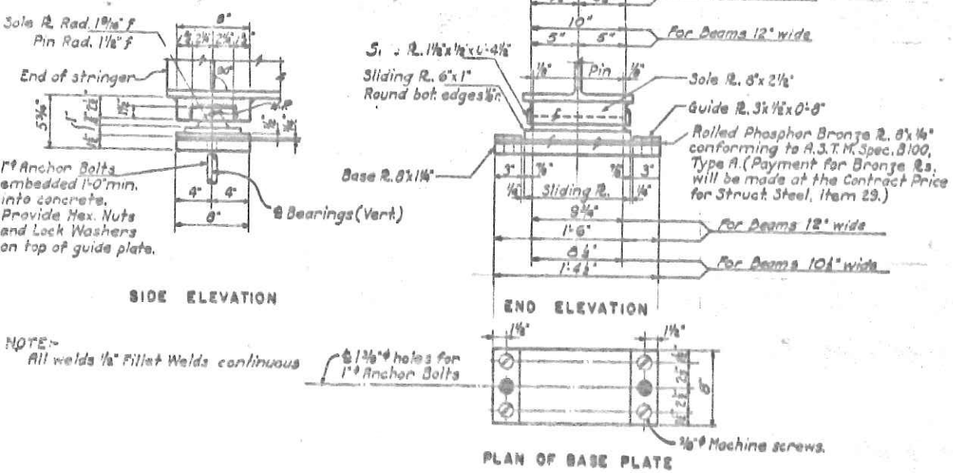
Notes: Work this Sheet with Sheet No. 77.
All Material Structural Carbon Steel, Item 22 except as noted.

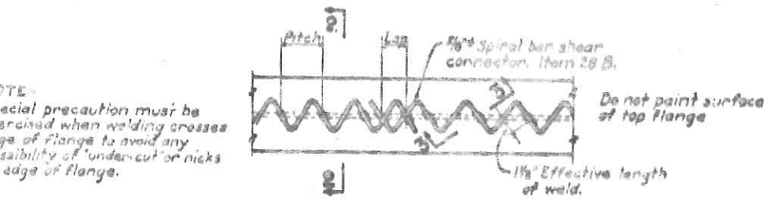
M.T. 52-12 S.T. 52-25

COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			43	74
N.Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 7				
WESTMORELAND TO WHITESBORO				



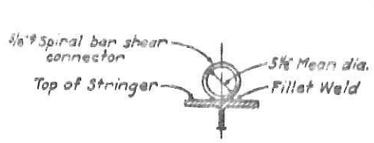
DETAIL OF EXPANSION SHOES

Scale: 1½" = 1'-0"



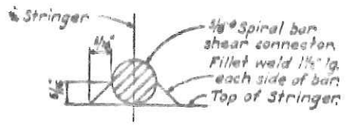
TYPICAL SPIRAL BAR SHEAR CONNECTOR DETAIL

Scale 1" = 1'-0"



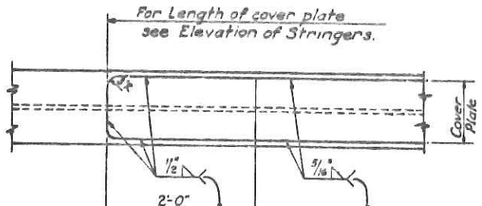
SECTION 2—2

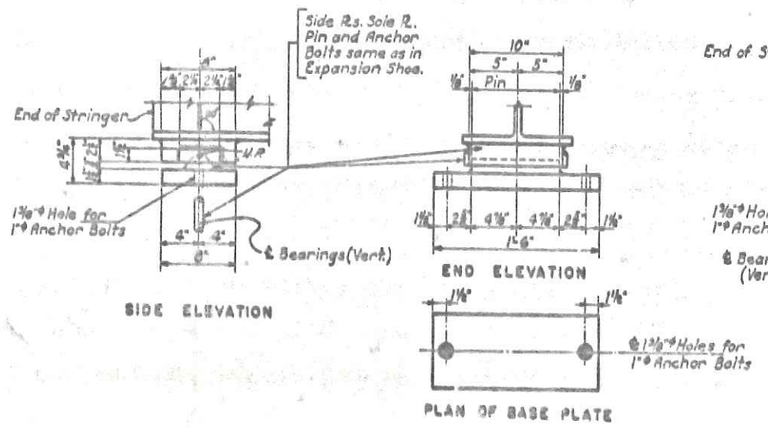
Scale 1" = 1'-0"



SECTION 3—3

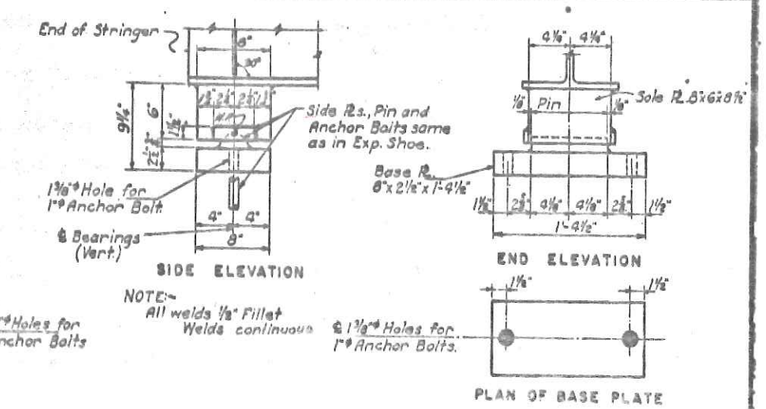
Full Size





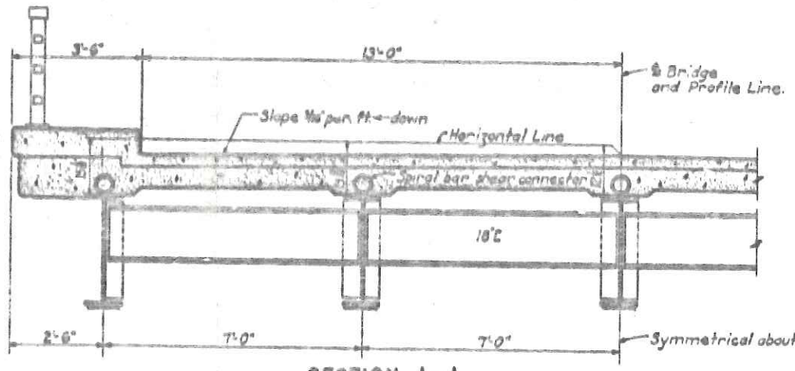
DETAIL OF FIXED SHOES FOR 36 IN. AND 33 IN. STRINGERS

Scale 1½" = 1'-0"



DETAIL OF FIXED SHOES FOR 30 IN. STRINGERS

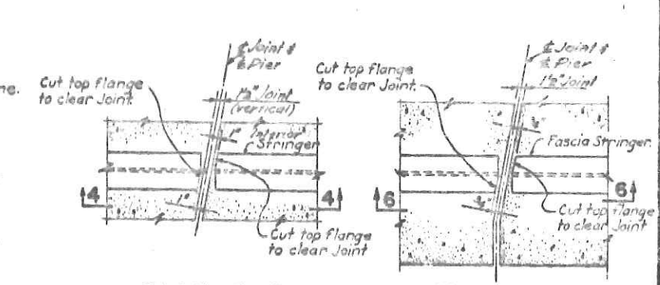
Scale 1½" = 1'-0"

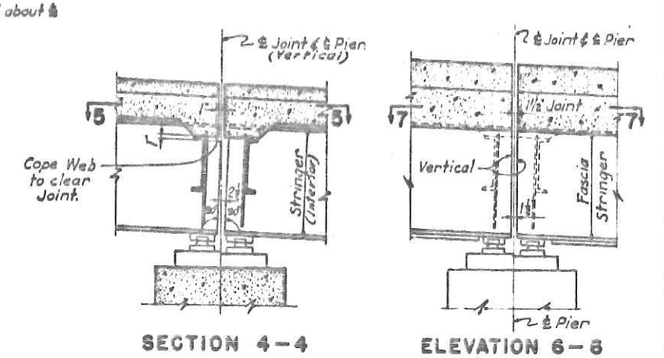


SECTION 1—1

TYPICAL CROSS SECTION OF BRIDGE

Scale ½" = 1'-0"



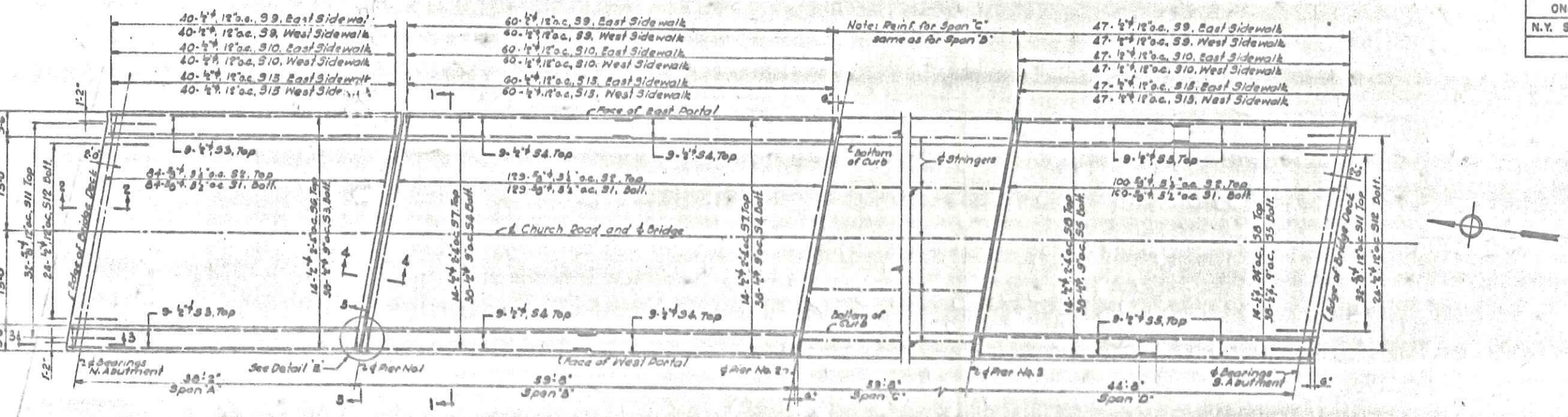


TYPICAL DETAILS OF ENDS OF STRINGERS AT PIERS

Scale 1½" = 1'-0"

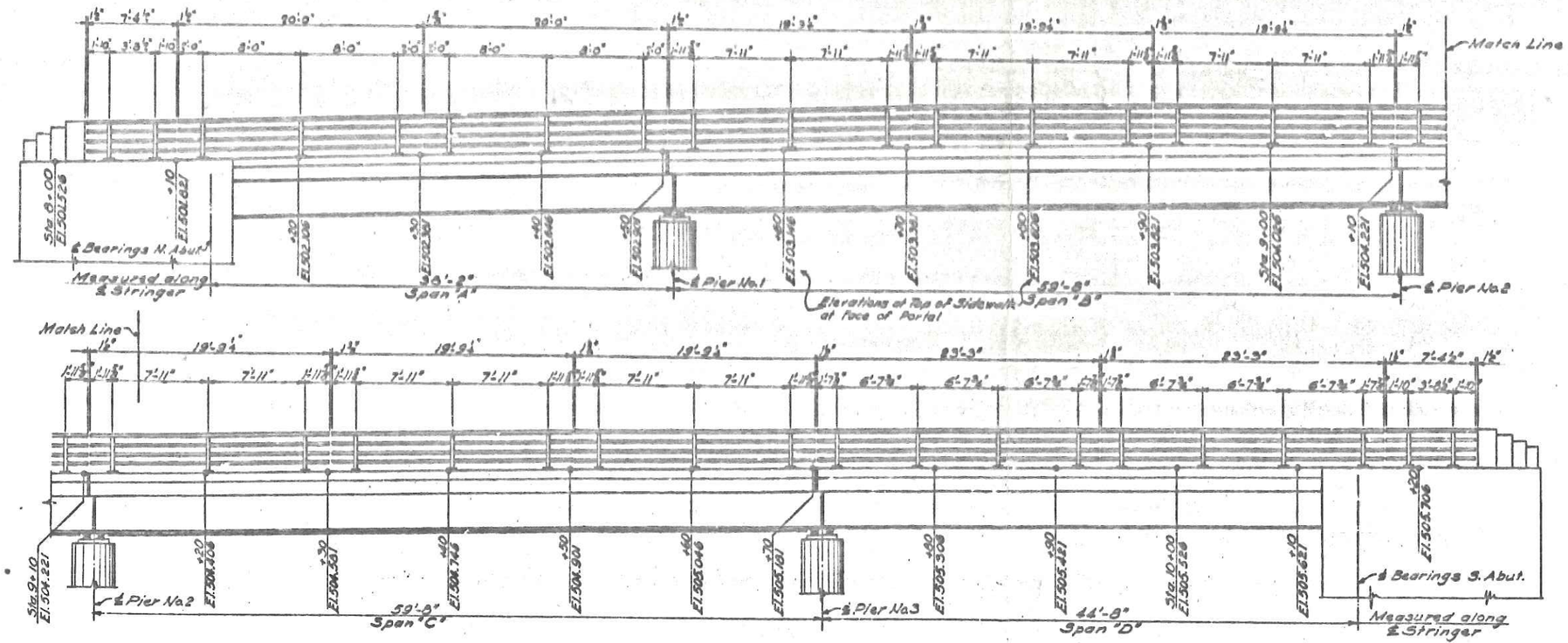
M.T. 52-12 S.T. 52-26

COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			44	74
N.Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 7				
WESTMORELAND TO WHITESBORO				



PLAN OF DECK SLAB

Scale: 6"=1'-0"

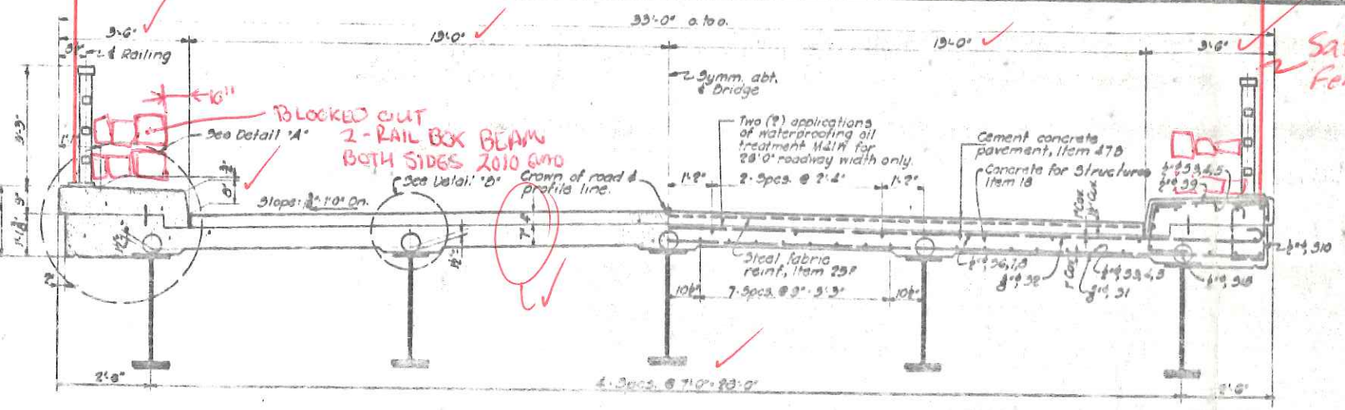


Notes: Work this Sheet with Sheet No. T9.
For typical Plan View of Railing Posts on Bridge Deck see Detail "E", Sheet No. T9.
For typical Plan View of Railing Posts on Abutment Wings see Sheet No. T3.

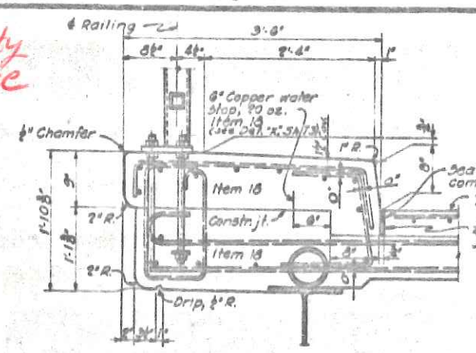
24:1

M.T. 52-12 S.T. 52-26

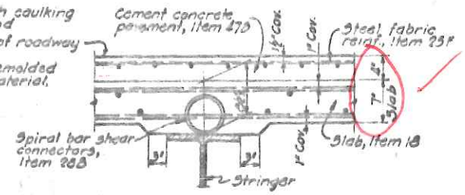
COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			45	72
N.Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 7				
WESTMORELAND TO WHITESBORO				



SECTION 1-1
TYPICAL CROSS SECTION
Scale 1" = 1'-0"



DETAIL A
Scale: 1" = 1'-0"



DETAIL B
TYPICAL DETAIL OF SLAB
Scale: 1" = 1'-0"

NOTES FOR SLAB

Bottom transverse slab steel shall be placed in, or threaded thru the spiral bar shear connectors at such intervals as to achieve as uniform a spacing as possible. This spacing shall have an average value of that specified on drawings.
For notes on caulking compound, sponge rubber, flashing and premolded joint material, see 'General Notes', Sheet No. T2.
All reinforcing bars to be lapped forty five (45) diameters unless otherwise noted.

CONSTRUCTION PROCEDURE

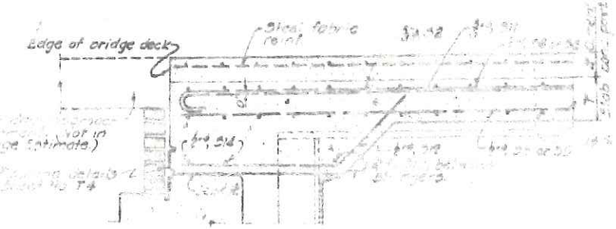
1. Set railing anchor bolts, and pour concrete slab.
2. Apply two (?) coats of waterproofing oil to top of slab.
3. Pour cement concrete pavement.
4. Place lower nuts on upper end of anchor bolts.
5. Place railing base plates on lower nuts to bring bottom of plates to sidewalk level and railing posts to true vertical.
6. Place upper nuts on anchor bolts and tighten down plates.
7. Pour sidewalk to proper line and grade.

NOTES FOR RAILING

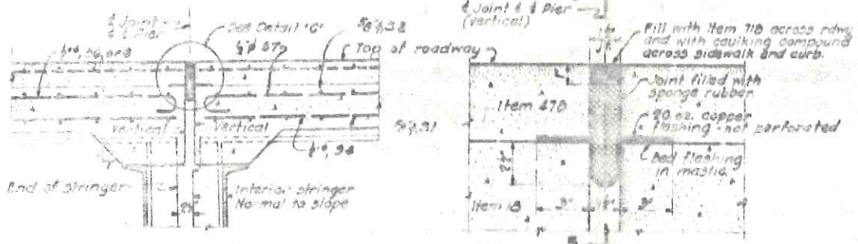
Dimensions for tubing are outside dimensions.
Shop or field welding may be used in fabrication of railing.
Since the finished railings must meet the requirements of fit, alignment, grade and verticality of posts to the full satisfaction of the Engineer, it is suggested that complete field measurements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

GENERAL NOTES:

Work this Sheet with Sheet No. T8.

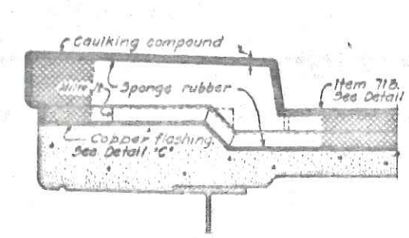


SECTION 2-2



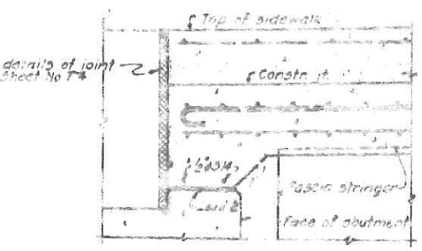
SECTION 4-4
DETAILS OF SLAB AT PIER
Scale: 1" = 1'-0"

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

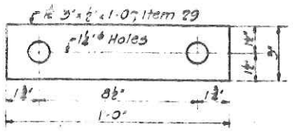


SECTION 5-5
Scale: 1" = 1'-0"

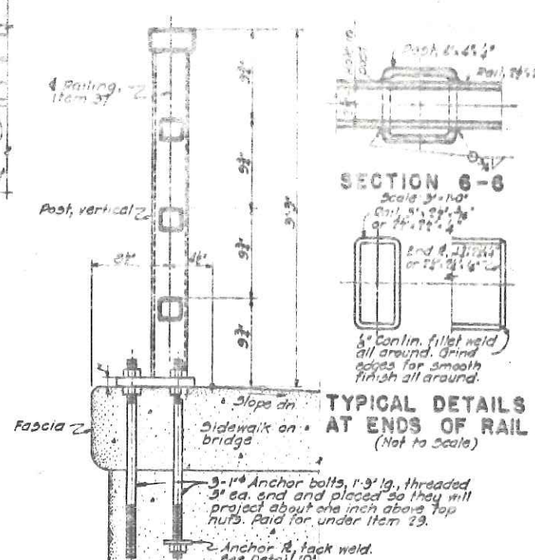
DETAILS OF CONCRETE SLAB



SECTION 3-3
DETAILS OF SLAB AT ABUTMENT
Scale: 1" = 1'-0"

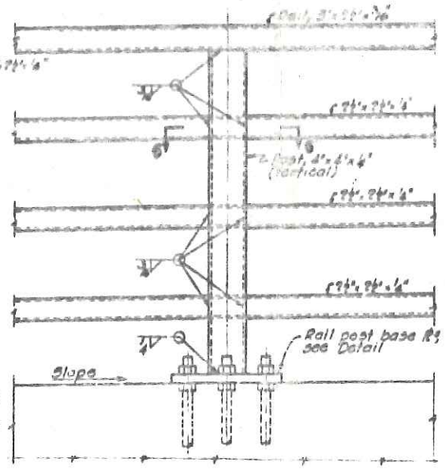


DETAIL D
TYPICAL ANCHOR PLATE
Scale: 3" = 1'-0"

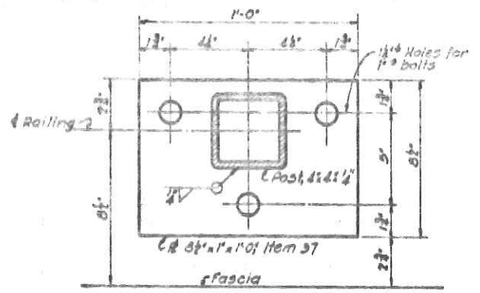


SECTION 6-6
Scale: 3" = 1'-0"

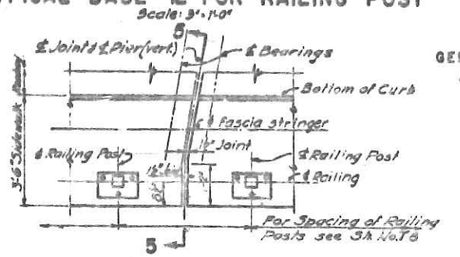
TYPICAL DETAILS AT ENDS OF RAIL
(Not to Scale)



TYPICAL DETAIL OF RAILING
Scale: 1½" = 1'-0"



TYPICAL BASE ℄ FOR RAILING POST
Scale: 3" = 1'-0"



DETAIL E

Paul
PE 60047
12-92

M.T. 52-12 S.T. 52-26

COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			26	74
N.Y. STATE THRUWAY — MOHAWK SECT. 508 - DIV. 7				
WESTMORELAND TO WHITESBORO				

SUPERSTRUCTURE — BAR LIST

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	LOCATION
51	⅝"	442	32'-10"	3/4					Transv. Bars, bott. of Slab - All Spans
52	⅝"	442	33'-11"	I	0'-10"	32'-3"	0'-5"	0'-10"	Transv. Bars, top of Slab - All Spans
53	⅝"	56	32'-10"	3/4					Longit. Bars, bott. of Slab & top of Strut - Span B
54	⅝"	224	30'-8"	3/4					Longit. Bars, bott. of Slab & top of Strut - Spans B & C
55	⅝"	112	24'-2"	3/4					Long. Bars, bott. of Slab & top of Strut - Span D
56	⅝"	14	40'-10"	I	0'-8"	39'-6"	0'-4"	0'-8"	Longit. Bars, top of Slab - Span A
57	⅝"	56	31'-2"	I	0'-8"	30'-6"	0'-4"		Longit. Bars, top of Slab - Spans B & C
58	⅝"	28	24'-8"	I	0'-8"	24'-0"	0'-4"		Longit. Bars, top of Slab - Span D
59	⅝"	414	4'-5"	II	0'-6"	3'-8"	0'-9"	0'-1"	Transv. Bars, top of 3½" wk. - All Spans
60	⅝"	414	5'-2"	VI					Hoops at Ends of Sidewalk - All Spans
61	⅝"	64	6'-0"	I	0'-10"	5'-2"	0'-5"		Longit. Bars, top of Slab - Spans A & D
62	⅝"	48	3'-5"	IX	2'-1"	1'-2"	0'-10"		Longit. Bars - Haunch - At Abutments
63	⅝"	8	6'-10"	3/4					Transv. Bars - bott. of Haunch - At Abutments
64	⅝"	4	32'-10"	3/4					Transv. Bars - bott. of Haunch - At Abutments
65	⅝"	414	3'-5"	VII	1'-3"	1'-8"	0'-10"	0'-1½"	Dowels - Sidewalk - All Spans

NORTH & SOUTH ABUTMENTS — BAR LIST
TOTAL FOR TWO ABUTMENTS

P1	⅝"	108	13'-5"	I	1'-0"	12'-5"	0'-6"		Vert. Piles, N. & S. Abutments
P2	⅝"	54	17'-5"	I	1'-0"	16'-5"	0'-6"		Battered Piles - N. Abutment
P3	⅝"	54	16'-5"	I	1'-0"	15'-5"	0'-6"		Battered Piles - S. Abutment
P4	⅝"	459	2'-10"	X	0'-9"	0'-5"			Ties for Piles - N. & S. Abutments
	⅝"	108	5'-2"	3/4					Hor. Tie Bars, Footing - Both Abutments
	⅝"	16	36'-9"	3/4					Hor. Bars - Footing - Both Abutments
	⅝"	40	16'-11"	3/4					Hor. Bars - Footing - Both Abutments
	⅝"	8	0'-9"	3/4					Hor. - Strut - W. Wing W. Abut. - E. Wing S. Abut.
	⅝"	64	8'-7"	3/4					Vert. - Rear Face of Abutments
	⅝"	40	7'-11	3/4					Vert. - Front Face of Abutments
	⅝"	36	6'-6	3/4					Vert. - Interior Pedestals
	⅝"	28	3'-10	3/4					Vert. Fascia Pedestals
	⅝"	20	10'-11"	3/4					Vert. in Wall - W. Wingwall S. Abutment
	⅝"	20	11'-1"	3/4					Vert. in Wall - E. Wingwall N. Abutment
	⅝"	20	10'-11	3/4					Vert. in Wall - E. Wingwall S. Abutment
	⅝"	20	11'-0"	3/4					Vert. in Wall - W. Wingwall N. Abutment
	⅝"	8	31'-6"	3/4					Hor. - Rear of Backwall
	⅝"	10	33'-6"	3/4					Hor. - Front of Backwall
	⅝"	8	6'-2"	V					Hor. - E. Wing N. Abut. & W. Wing S. Abut.
	⅝"	28	5'-3"	I	0'-8"	4'-7"	0'-4"		Hor. - Fascia Pedestals & W. Wing N. Abut. E. Wing S. Abut.
	⅝"	16	4'-1"	3/4					Hor. W. Wing N. Abut. & E. Wing S. Abut.
	⅝"	8	10'-5"	IX	2'-0"	4'-8	3'-9"	0	Hor. W. Wing N. Abut. & E. Wing S. Abut.
	⅝"	16	5'-11"	3/4					Hor. E. Wing N. Abut. & W. Wing S. Abut.
	⅝"	8	19'-0"	IX	2'-9	4'-8	5'-7	0	Hor. E. Wing N. Abut. & W. Wing S. Abut.
	⅝"	50	10'-3"	II	3'-1"	1'-10			Bent Stirrups - Pedestals
	⅝"	8	9'-10"	3/4					Hor. Rear - E. Wing N. Abut. & W. Wing S. Abut.
	⅝"	12	9'-10"	3/4					Hor. Front - E. Wing N. Abut. & W. Wing S. Abut.
	⅝"	8	9'-10"	3/4					Hor. Slab - E. Wing N. Abut. & W. Wing S. Abut.
	⅝"	36	6'-8"	IX	1'-5"	4'-7"	0'-8"	0'-1"	Transv. in Sidewalk
	⅝"	8	11'-4"	3/4					Hor. Rear - W. Wing N. Abut. & E. Wing S. Abut.
	⅝"	12	11'-4"	3/4					Hor. Front - W. Wing N. Abut. & E. Wing S. Abut.
	⅝"	8	11'-4"	3/4					Hor. Slab - W. Wing N. Abut. & E. Wing S. Abut.
	⅝"	8	1'-9"	3/4					Hor. Slab - E. Wing N. Abut. & W. Wing S. Abut.
	⅝"	4	36'-9"	IX	33'-3"	3'-6"	0'-7"		Hor. Bars - Footing - Both Abutments
	⅝"	40	8'-8"	3/4					Vert. Dowels in Pylons
	⅝"	40	4'-9"	3/4					Hor. Dowels in Pylons

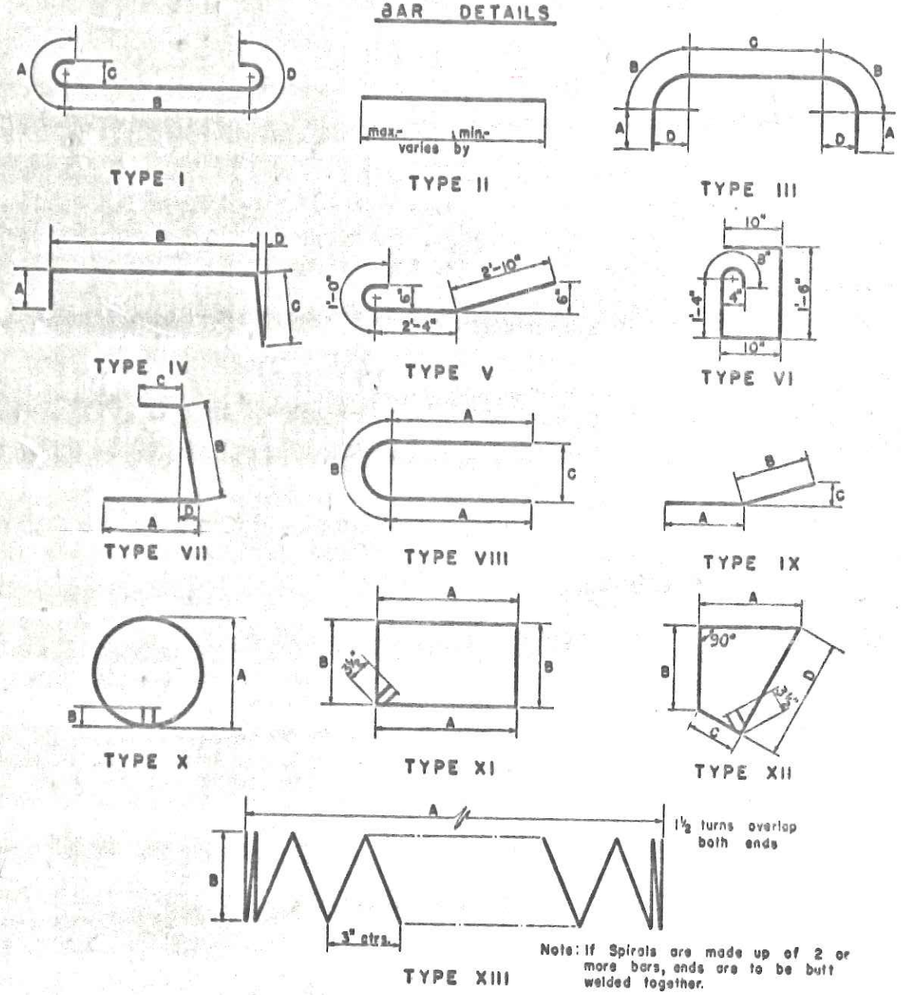
PIER NO. 1 — BAR LIST

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	LOCATION
P1	1⅜"	10	36'-5"	3/4					Longit. Bars in Footing - Bottom
P2	1"	10	36'-5	3/4					Longit. Bars in Footing - Top
P3	⅝"	40	5'-8"	3/4					Transv. Bars in Footing - Top & Bottom
P5	1⅜"	26	8'-4"	I	1'-9"	6'-7"	0'-11½"		Dowels in Footing
P6	1"	13	7'-7"	I	1'-6"	6'-1	0'-10		Dowels in Footing
P7	1⅜"	26	23'-2"	3/4					Vert. Bars in Columns
P8	1"	13	23'-2"	3/4					Vert. Bars in Columns
P9	½"	3	780'-0"	XIII	19'-10"	3'-0½"			Spirals in Columns
P10	1⅜"	4	33'-0"	3/4					Top Strut - Bottom
P11	1⅜"	6	10'-6"	3/4					Top Strut - Bottom
P12	1"	2	36'-4"	III	2'-0"	3'-8"	26'-0	2'-0"	Top Strut - Top
P13	1"	2	37'-4"	III	2'-0"	3'-8"	29'-0	2'-0"	Top Strut - Top
P14	1⅜"	3	11'-0"	3/4					Top Strut - Top
P15	⅝"	24	11'-3"	II	2'-2"	3'-2"			Top Strut - Stirrups
P16	⅝"	4	29'-11	3/4					Top Strut - Sides
P17	⅝"	10	9'-10	VIII	2'-6"	4'-10	3'-0½"		Top Strut at Ends
P18	⅝"	40	3'-6"	IX	0'-6"	2'-0"			Top Strut - Under Pads
P19	⅝"	5	9'-3"	II	2'-2"	2'-2"			Top Strut - Under Pads

PIERS NO. 2 & 3 — BAR LIST — TOTAL FOR TWO PIERS

P101	1⅜"	20	36'-5"	3/4					Longit. Bars in Footing - Bottom
P102	1"	20	36'-5	3/4					Longit. Bars in Footing - Top
P103	⅝"	80	5'-8"	3/4					Transv. Bars in Footing - Top & Bottom
P105	1⅜"	52	8'-4"	I	1'-9"	6'-7"	0'-11½"		Dowels in Footing
P106	1"	26	7'-7"	I	1'-6"	6'-1"	0'-10		Dowels in Footing
P107	1⅜"	52	21'-5"	3/4					Vert. Bars in Columns
P108	1"	26	21'-5"	3/4					Vert. Bars in Columns
P109	½"	6	716'-0	XIII	18'-1"	3'-0½"			Spirals in Columns
P110	1⅜"	8	33'-0"	3/4					Top Strut - Bottom
P111	1⅜"	12	10'-6"	3/4					Top Strut - Bottom
P112	1"	4	36'-4"	III	2'-0"	3'-8"	26'-0"	2'-0"	Top Strut - Top
P113	1"	4	39'-4"	III	2'-0"	3'-8"	29'-0	2'-0"	Top Strut - Top
P114	1⅜"	6	11'-0"	3/4					Top Strut - Top
P116	⅝"	48	11'-3"	II	2'-2"	3'-2"			Top Strut - Stirrups
P116	⅝"	8	29'-11"	3/4					Top Strut - Sides
P117	⅝"	20	9'-10"	VIII	2'-6"	4'-10	3'-0½"		Top Strut - At Ends
P118	⅝"	80	3'-6"	IX	0'-6"	2'-0"			Top Strut - Under Pads
P119	⅝"	10	9'-3"	II	2'-2"	2'-2"			Top Strut - Under Pads

BAR DETAILS



Note: If Spirals are made up of 2 or more bars, ends are to be butt welded together.

General note: All dimensions are measured along outside face or out to out of bars.

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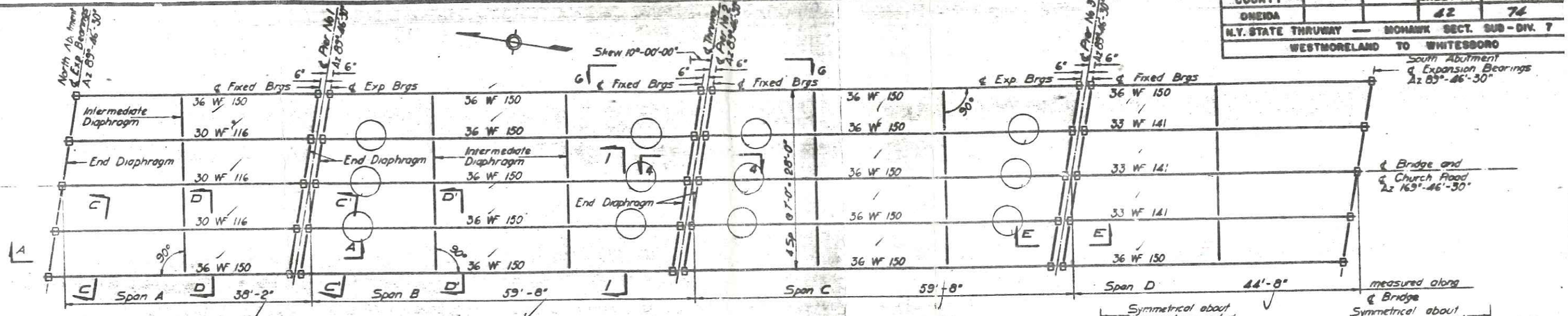
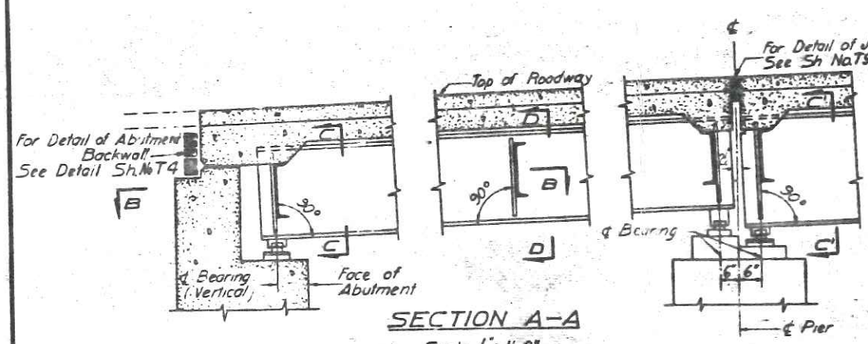
M.T. 52-12 S.T. 52-26

COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			42	74
N.Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 7				
WESTMORELAND TO WHITESBORO				



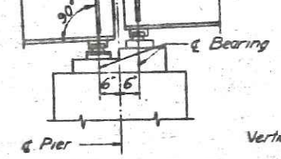
FRAMING PLAN

Scale 6" = 1'-0"



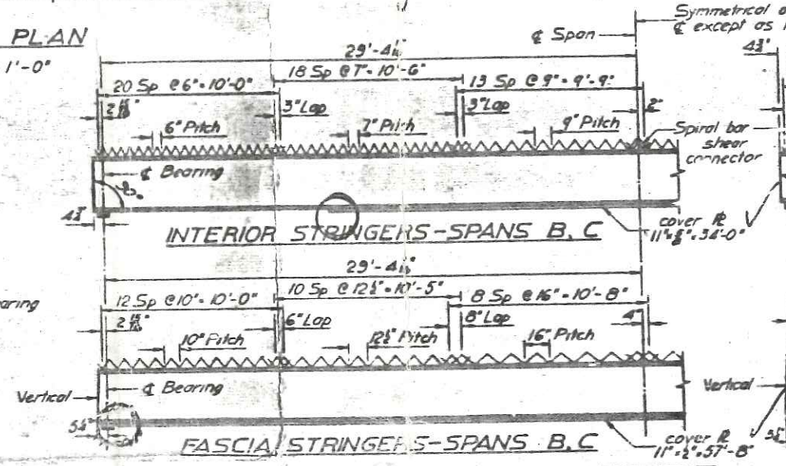
SECTION A-A

Scale 1" = 1'-0"



SECTION E-E

Scale 1" = 1'-0"



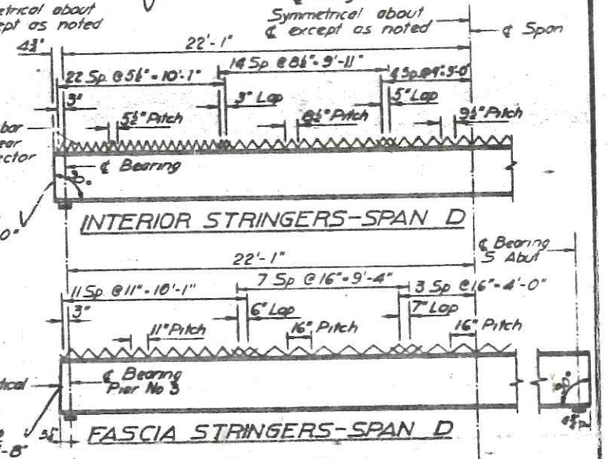
INTERIOR STRINGERS-SPANS B, C

FASCIA STRINGERS-SPANS B, C

ELEVATION OF STRINGERS

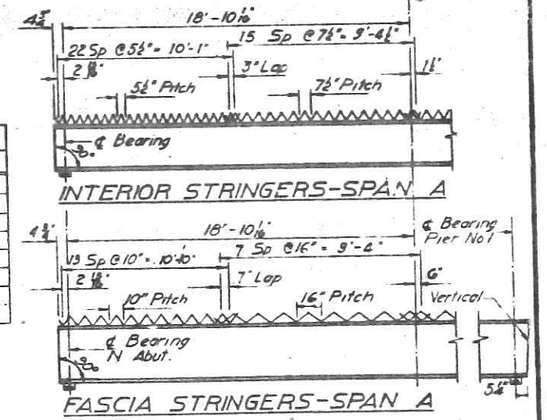
NOTE: All dimensions shown are measured along stringers (on slope)

Scale 1" = 1'-0"



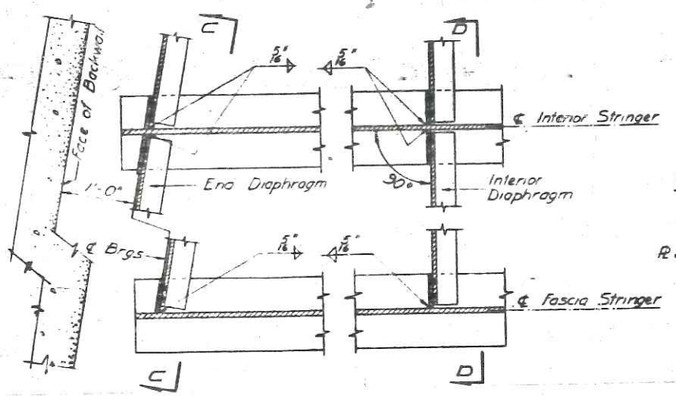
INTERIOR STRINGERS-SPAN D

FASCIA STRINGERS-SPAN D



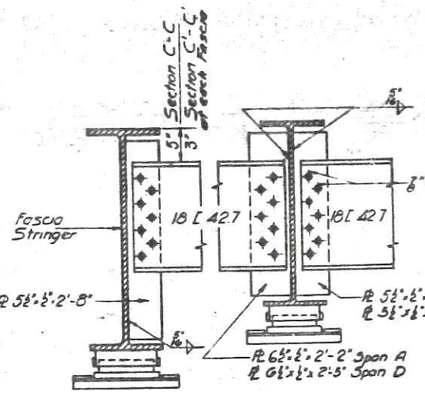
INTERIOR STRINGERS-SPAN A

FASCIA STRINGERS-SPAN A



SECTIONAL PLAN B-B

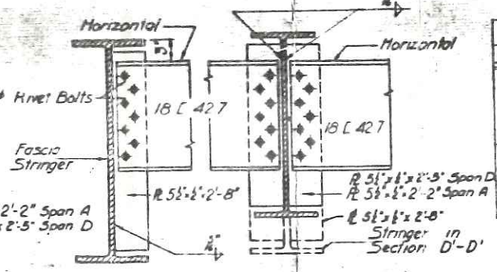
Scale 1" = 1'-0"



SECTION C-C

SECTION C-C' SIMILAR & AS NOTED

TYPICAL END DIAPHRAGM



SECTION D-D

SECTION D'-D' SIMILAR & AS NOTED

TYPICAL INTERMEDIATE DIAPHRAGM

Scale 1" = 1'-0"

CAMBER

Span	Stringer	Dead Ld	Vert Cur	Total
A	Fascia	⅝	1½	2⅛
	Interior	⅞	1½	2⅜
B	Fascia	1⅛	1½	2⅝
	Interior	1⅛	1½	2⅝
C	Fascia	1⅛	1½	2⅝
	Interior	1⅛	1½	2⅝
D	Fascia	⅝	1½	2⅛
	Interior	1⅛	1½	2⅝

Notes: Work this Sheet with Sheet No. T7.
All Material Structural Carbon Steel, Item 20, except as noted.
All Stringers to be cambered for dead Load plus the Effect of Vertical Curvature of Roadway Profile.
The Contractor may at his Option, use 7/8" Field Rivets instead of the Rivet Bolts shown.

	BY	DATE			
MADE	[illegible]	7-19-52			
TRACED	[illegible]	7-19-52			
CHECKED	[illegible]	7-19-52			
IN CHARGE OF	[illegible]		No.	REVISION	BY DATE

PREPARED AND RECOMMENDED
AMMANN & WHITNEY, CONSULTING ENGINEERS
BY [signature]
NEW YORK STATE PROFESSIONAL ENGINEERS LICENSE NO. 14189

7-19-52
DATE

BIN 5512980

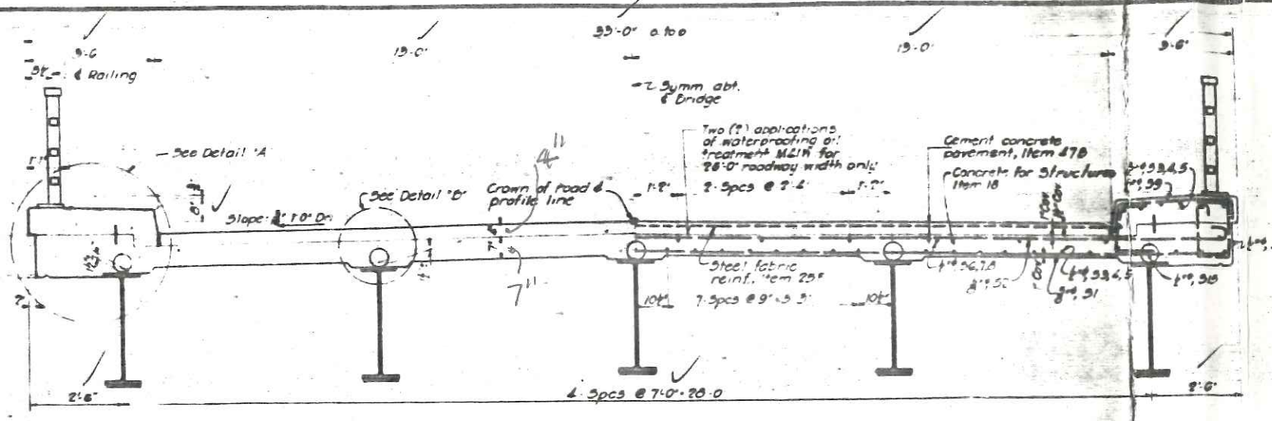
CHURCH ROAD BRIDGE OVER N.Y. STATE THRUWAY

STRUCTURAL STEEL DETAILS

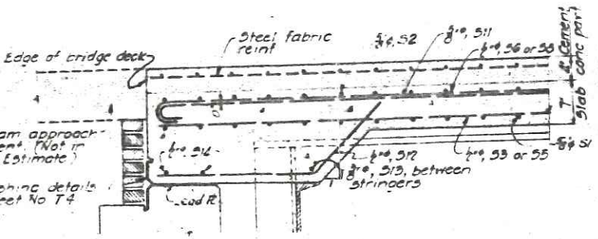
SHEET NO. T6

M.T. 52-12 S.T. 52-28

COUNTY			SHEET NO.	TOTAL SHEETS
ONEIDA			45	72
N.Y. STATE THRUWAY — MOHAWK SECT. SUB-DIV. 7				
WESTMORELAND TO WHITESBORO				

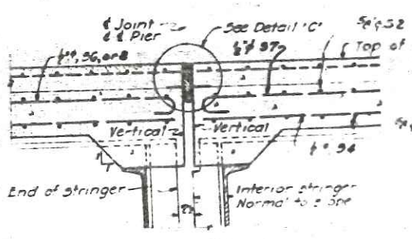


SECTION 1-1
TYPICAL CROSS SECTION
Scale ½" = 1'-0"

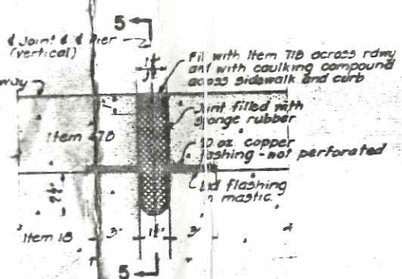


SECTION 2-2

SECTION 3-3
DETAILS OF SLAB AT ABUTMENT
Scale 1" = 1'-0"

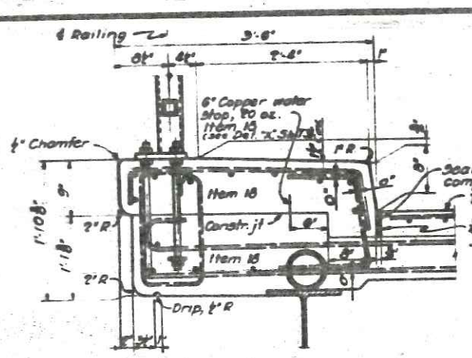


SECTION 4-4
DETAILS OF SLAB AT PIER
Scale 1" = 1'-0"

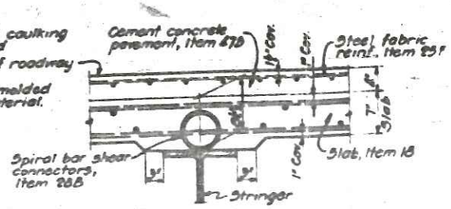


DETAIL C
Scale 3" = 1'-0"

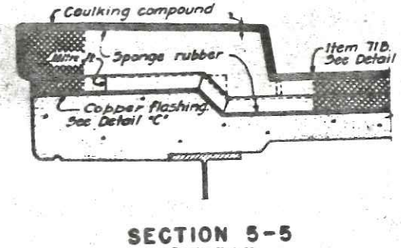
DETAILS OF CONCRETE SLAB



DETAIL A
Scale: 1" = 1'-0"



DETAIL B
TYPICAL DETAIL OF SLAB
Scale: 1" = 1'-0"



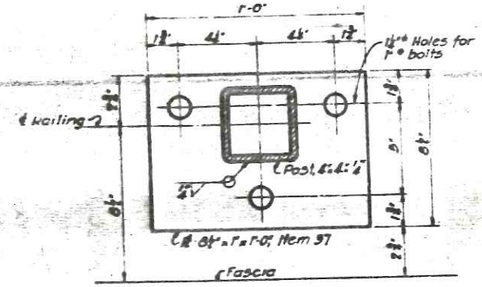
SECTION 5-5
Scale: 1" = 1'-0"

NOTES FOR SLAB

Bottom transverse slab steel shall be placed in, or threaded thru the spiral bar shear connectors at such intervals as to achieve as uniform a spacing as possible. This spacing shall have an average value of that specified on Drawings.
For notes on caulking compound, sponge rubber, flashing and premolded joint material, see General Notes, Sheet No. T2.
All reinforcing bars to be lapped forty five (45) diameters unless otherwise noted

CONSTRUCTION PROCEDURE

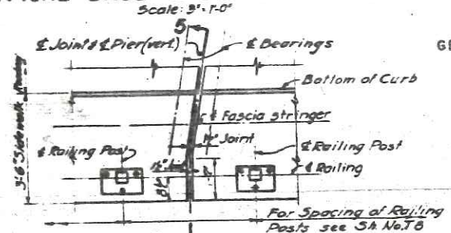
1- Set railing anchor bolts, and pour concrete slab.
2- Apply two (?) coats of waterproofing oil to top of slab.
3- Pour cement concrete pavement.
4- Place lower nuts on upper end of anchor bolts
5- Place railing base plates on lower nuts to bring bottom of plates to sidewalk level and railing posts to true vertical
6- Place upper nuts on anchor bolts and tighten down plates.
7- Pour sidewalk to proper line and grade.



TYPICAL BASE ℄ FOR RAILING POST
Scale: 3" = 1'-0"

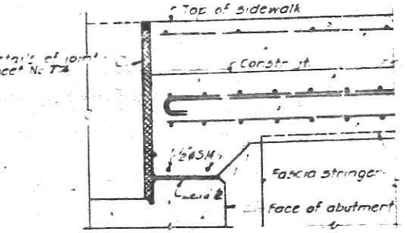
NOTES FOR RAILING

Dimensions for tubing are outside dimensions.
Shop or field welding may be used in fabrication of railing.
Since the finished railings must meet the requirements of fit, alignment, grade and verticality of posts to the full satisfaction of the Engineer, it is suggested that complete field measurements be made before any shop fabrication work is performed.
All railings are to be fabricated and erected so that rails are parallel to each other and to the top of fascia and the posts are true vertical.
Tubular rails and base plates and, also, posts are to be paid for under Item 97. Anchor bolts, nuts and anchor plates to be paid for under Item 99.

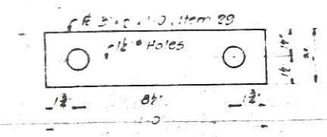


DETAIL E
TYPICAL PLAN OF DECK AT PIER
Scale ½" = 1'-0"

GENERAL NOTES:
Work this Sheet with Sheet No. T8.

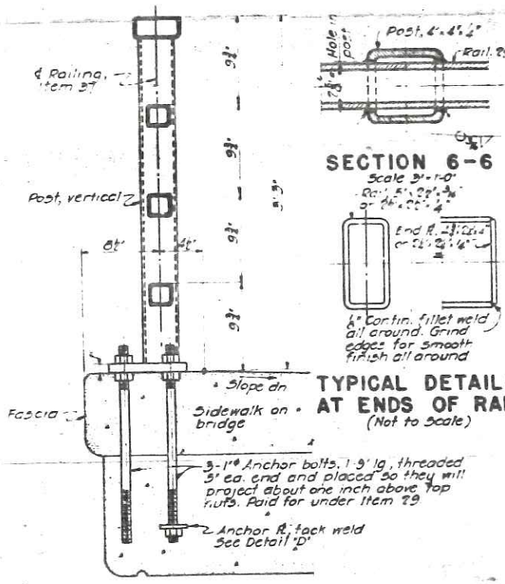


SECTION 3-3
DETAILS OF SLAB AT ABUTMENT
Scale 1" = 1'-0"



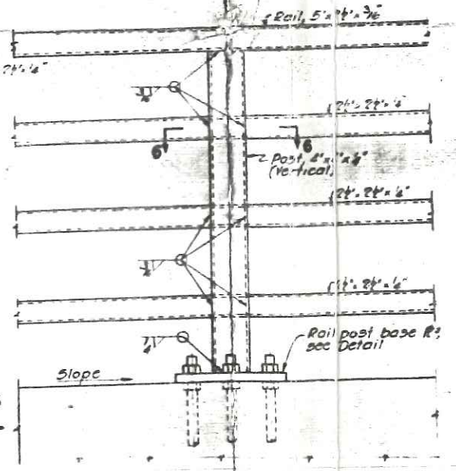
DETAIL D
TYPICAL ANCHOR PLATE
Scale 3" = 1'-0"

BY	DATE
AC	7-19-52
VP	7-19-52
[illegible]	7-19-52



TYPICAL SECTION THRU RAILING
Details shown for railing on bridge deck
Railing on abutment similar.

TYPICAL DETAILS AT ENDS OF RAIL
(Not to Scale)



TYPICAL DETAIL OF RAILING
Scale ½" = 1'-0"

PREPARED AND RECOMMENDED
AMMANN & WHITNEY, CONSULTING ENGINEERS
Walter Ammann 7-19-52

CHURCH ROAD BRIDGE OVER
N. Y. STATE THRUWAY
DECK DETAILS BIN 5512980

SHEET NO. T 9

D. Colwell
PE 46031
10.22.86

Jo Kai Wang
PE 72211 NH
10/15/90

M Eno
PE 63707
11/2/88