

RECORD PLAN 3

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DESIGN AND CONSTRUCTION DIVISION

PLANS FOR CONSTRUCTING WITH FEDERAL AID, THE
INTERSTATE ROUTE CONNECTION 570
(Butternut Interchange - Phase 2)

From Station NB 165+00 to Station NB 203+50, a length of 0.73 mile (Plus 1.5 miles of Interchange Ramps)
in the Town of De Witt
F.A. PROJECT No. I-690-3(28)

(Butternut Interchange to Collamer)
From Station NB 203+50 to Station N 331+00, a length of 2.38 miles (Plus 6.5 miles of Interchange Access at
Kirkville Road and Interstate Route 504) in the Town of De Witt, of which 0.57 mile is in the
Village of East Syracuse
F.A. PROJECT No. I-481-2(116)

A TOTAL LENGTH OF 3.11 MILES (Plus 8.0 Miles of Interchange Access)

CONTRACT No. F.I.S.H. 70-7

309 SHEETS

SITE OF WORK FIELD CHANGE SHEETS ONONDAGA COUNTY

10F1, 30F1, 45F1, 64F1, 65F1, 67F1, 68F1, 69F1, 69F2, 69F3, 70F1, 71F1, 72F1, 73F1, 74F1, 76F1,
78F1, 80F1, 81F1, 82F1, 85F1, 87F1, 88F1, 92F1, 93F1, 94F1, 95F1, 96F1, 97F1, 98F1, 99F1, 106F1,
107F1, 109F1, 117F1, 118F1, 297F1, 298F1, 15F1

Date of Contract: December 7, 1970
Date work started: December 28, 1970
Date Completed: July 13, 1973
Date Accepted: July 19, 1973
Contract Amount: 19,827,020.35
Regional Director: Joseph M. Powers
Contractor: The Lane Construction Corp.
Engineer-in-Charge: C. Carroll 12-28-70 to 3-11-71
J. Dussing 3-11-71 to

Pavement width: 24 L.F.
Pavement Area: 210,065 S.Y.
Measured length: 84,964 L.F. - 16.09 Mi.
Type of pavement: Asphalt Concrete - Base and Top
Portland Cement concrete pavement

Thickness of pavements: Item 51M-F, 2 1/2"; Item 45SP, 8"; Item 47A, 9"
Guide Railing: Manufactured by O.W. Hubball + Sons Inc.
Item 32DG: Cable Guide Rail (Beam Posts), Standard Sh. 68-14A + 68-14B
Item 33AE: Box Beam Guide Rail, Standard Sh. 68-15

DESIGN TRAFFIC DATA
DESIGN CLASS - U3
1988 D.H. = 1930
1988 A.A.D.T. = 22,556

Item 33DB Corr. Beam Type Guide Rail, Standard Sh. 68-17A
Item 33DM Corr. Beam Type Mail Barrier, Standard Sh. 68-17B
Item 33MV Box Beam Median Barrier, Standard Sh. 68-16

SOURCES OF MATERIALS
Syracuse Tank + Manufacturing Co. Inc. - Corr. Metal pipe + Metal End Sections
Syracuse Concrete pipe + products Corp. - Reinforced Concrete pipe + Concrete End Sections
Industrial Chemical Division, Allied Chemical Corp. - Calcium Chloride
U.S. Steel Corporation - Pavement Mash
Acme Highway Products Corporation - Pavement Joint Support
Scherer Steel Co. - Reinforcing Bars
L.B. Foster Co. - Aluminum Bridge Railing
Koppers Co. - Bituminous Material
Charles H. Havnes Inc. - Drainage Trough
Griffin pipe products Co. - Cast iron pipe
Blair Supply Corp. - Valve Assemblies
Albert pipe Supply Co. Inc. - Steel water main casing
Midwestern pipe Line products Co. - Steel water main casing Insulators
The General Crushed Stone Co. - Under drain filter
Auburn Cement products Co. - Concrete Block paving
Hurns Cement - Cement
Onondaga Light weight Aggregate Corporation - Bagged Screened Aggregate
Barrett paving Material Dept., Allied Chemical Corp. - Asphalt Concrete
Bethlehem Steel Corp. - Cast in place piles, Steel bearing test piles, Steel bearing piles,
Steel sheet piling
Syracuse Ready-Mix Concrete Co. Inc. - Cement Concrete
The North Carolina Granite Corp. - Stone Curb

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(28)	I-481-2(116)	1 R	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

TYPE OF CONSTRUCTION

Main Line:	
Asphalt Concrete	3.04 Miles
Miscellaneous Work	0.07 Miles
Interchange Access:	
Asphalt Concrete	6.0 Miles
Cement Concrete Pavement	2.0 Miles

Including
H.G.S., Bridge #1 NB & SB, I-481 over State Route 290, Single Span Comp. Plate Girder, Each 115' Long
R.R.G.S., Bridge #2 NB & SB, I-481 over Penn Central R.R. (DeWitt Yards) 15 Sp. Comp. Plate Girder, NB 2127', SB 2145' Total Length Each
H.G.S., Bridge #3 NB & SB, I-481 over Kirkville Road, Single Span Comp. Plate Girder, Each 118' Long
H.G.S., Bridge #4 NB & SB, I-481 over I-90, 2 Span Comp. Plate Girder, 205' Total Length Each
H.G.S., Bridge #4, I-690 EB Connection over I-481 SB, Single Span Comp. Plate Girder, 129' Long
H.G.S., Bridge #5, "T" Ramp over I-90, 2 Span Comp. Plate Girder, 218' Total Length
H.G.S., Bridge #5, "WN" Connection over I-481 SB, Single Span Comp. Plate Girder, 128' Long
H.G.S., Bridge #6, I-481 SB over I-690 WB, Single Span Comp. Plate Girder, 128' Long
H.G.S., Bridge #7, "WN" Connection over I-690 WB, Single Span Comp. Plate Girder, 121' Long
H.G.S., Bridge #9, I-481 NB over I-690 WB Connection, Single Span Comp. Plate Girder, 135' Long

STANDARD STRUCTURE SHEETS
67-1, 70-3AR1, 69-4, 62-6, 68-7E5, 67-9H8, 63-10, 69-11, 69-11C, 63-11W, 68-11X, 68-14A, 68-14B, 68-15, 68-16, 68-17A, 68-17B, 67-19, 68-19A, 68-43A, 69-43B, 67-43CR2, 64-45, 64-45A, 64-45B, 65-45C, 68-48C, 67-48E, 70-48F, 63-48J, 70-48X, 67-49A, 66-49B, 65-52B, 66-53, 67-57, 58-60, 67-61, 61-62A, 61-62B, 63-62C, 67-64AR1, 67-64BR1, 67-64C, 67-64D, 67-64E, 67-64F, 69-66A, 70-66B, 68-67R2

All work contemplated under this contract to be covered by and in conformity with the specifications adopted January 2, 1962 as amended by Addenda No. 1 thru No. 48, except as modified on these plans and in the itemized Proposal.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

RECOMMENDED BY:
E. E. Towlson 76 Aug 1970
E. E. TOWLSON
REGIONAL DIRECTOR OF TRANSPORTATION
REGION NO. 3

NEW YORK STATE
THRUWAY AUTHORITY
APPROVED: *Oct 5*, 1970
B. M. Williams
B. M. WILLIAMS CHIEF ENGINEER

APPROVED BY:
Malcolm D. Graham 10-1-70
MALCOLM D. GRAHAM
DEPUTY CHIEF ENGINEER (DESIGN)
E. V. Hourigan 10-1-70
E. V. HOURIGAN
DEPUTY CHIEF ENGINEER (STRUCTURES)

B. A. Lefevre 10-1-70
B. A. LEFEVRE
CHIEF ENGINEER

Paul D. Smith 10-1-70
PAUL D. SMITH
ASST. DEPUTY CHIEF ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED BY:
DIVISION ENGINEER DATE

Capital Project Identification Nos. 3003.00.311
3003.00.312

- NOTE:
- Traffic will be maintained by the Contractor under Items 76 (Req. "A") and 765 during construction.
 - Driveways shall be constructed or adjusted to conform to the State of New York Department of Transportation "Policy Standards for Entrance to State Highways".
 - The contractor shall provide insurance coverage for a distance of 100 feet beyond the actual construction designated "Contract Begins" and/or "Contract Ends" and 100 feet beyond the "Limit of Work" of all intersecting highways.

PREPARED & RECOMMENDED BY
LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS
SYOSSET, NEW YORK
Date 8-19-70

Robert F. O'Connell
ROBERT F. O'CONNELL
P.E. LIC. NO. 30686

APPROVED BY:
W. H. Ketchum 8/24/70
W. H. KETCHUM
REGIONAL DESIGN ENGINEER
REGION NO. 3

P. R. Kelly 8/24/70
P. R. KELLY
REGIONAL CONSTRUCTION ENGINEER
REGION NO. 3

J. D. Clinton 8/24/70
J. D. CLINTON
REGIONAL HIGHWAY MAINTENANCE ENGINEER
REGION NO. 3

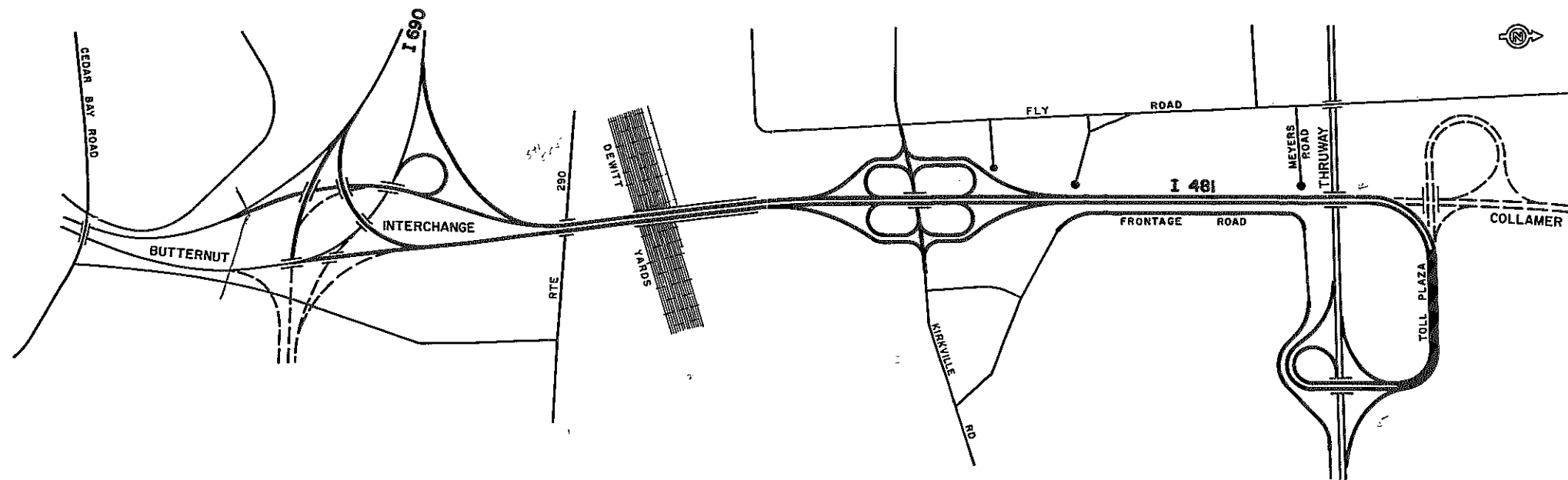
G. L. Ames 8/19/70
G. L. AMES
REGIONAL TRAFFIC ENGINEER
REGION NO. 3

DRW. # 55



Location of Project: From Butternut Interchange North to Collamer

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-8(28)		2R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



PLAN
SCALE: 1" = 2000'

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- 49 PLAN: NB 175+84 - NB 189+20 SB 189+68 - SB 190+48 CONNECTION EN & WN
- 50 PLAN: NB 189+20 - NB 199+20 SB 190+48 - SB 200+97 CONNECTION WN & NW
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I 481

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- 64FI PLAN: SB 243+70 - S 256+90 KES SKE
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- 71FI PROFILE: KWS SKW
- 72FI PLAN: N 256+90 - N 273+09 KEN NKE NKW KWN
- 73FI PROFILE: N 256+90 - N 273+08 KIRKVILLE ROAD
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- 75 PLAN: 273+08 - 284+55 SKW
- 76FI PROFILE: 273+08 - 284+55 FRONTAGE ROAD
- 77 PLAN: F 11+86 - F 17+83 284+55 - 299+00 FRONTAGE ROAD
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BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

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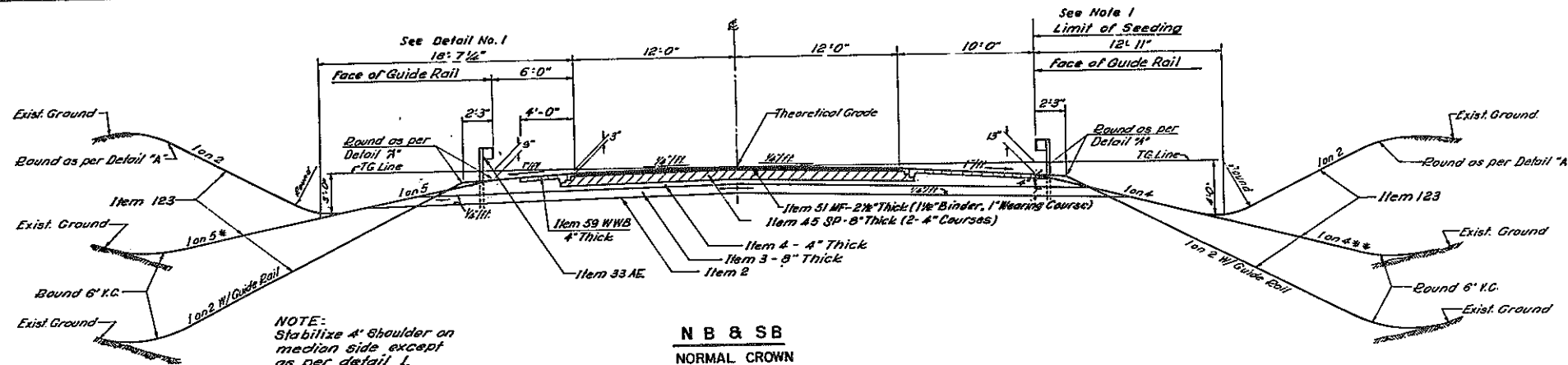
DRAWING NO.	SCALE	DATE	SHEET NO.
8093 - B - IN	NONE	8/15/70	2

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYRACUSE, NEW YORK

In Charge: P.A.S.
Checked: S.G.
Drawn: M.I.
Checked: S.G.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-8(28)	1-481-2(116)	3	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



NOTE:
Stabilize 4' shoulder on median side except as per detail 1.

NB & SB
NORMAL CROWN

STA.	TO	STA.
SB 158+43		SB 171+50
SB 186+20		SB 192+50
SB 207+20		SB 207+68
SB 208+84		SB 217+47
NB 169+10		NB 189+98
NB 215+00		NB 215+95
EB 142+70		EB 144+53

READ IN TRAVEL DIRECTION

TABLE B-5

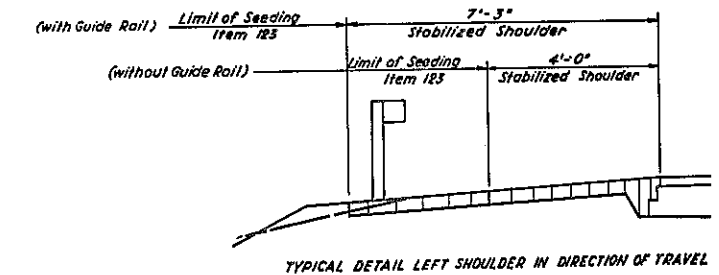
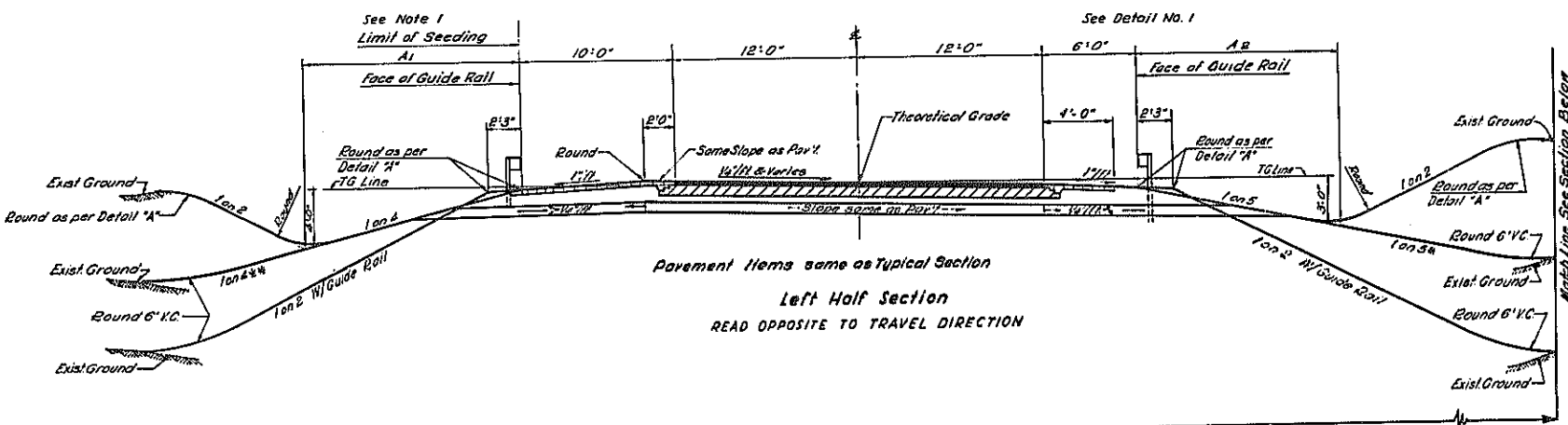
PAV'T BANK	1/4"	3/8"	1/2"	5/8"	3/4"
A4	12'-11"	12'-5"	11'-11"	11'-5"	10'-11"
A3	16'-13 1/2"	16'-10 1/2"	17'-7 1/2"	18'-4"	19'-0 3/4"
A2	12'-7 1/2"	11'-11 3/4"	11'-4 1/2"	10'-8 3/4"	10'-1 1/4"
A1	15'-9"	16'-4"	16'-11"	17'-6"	18'-1"

TABLE OF ITEMS

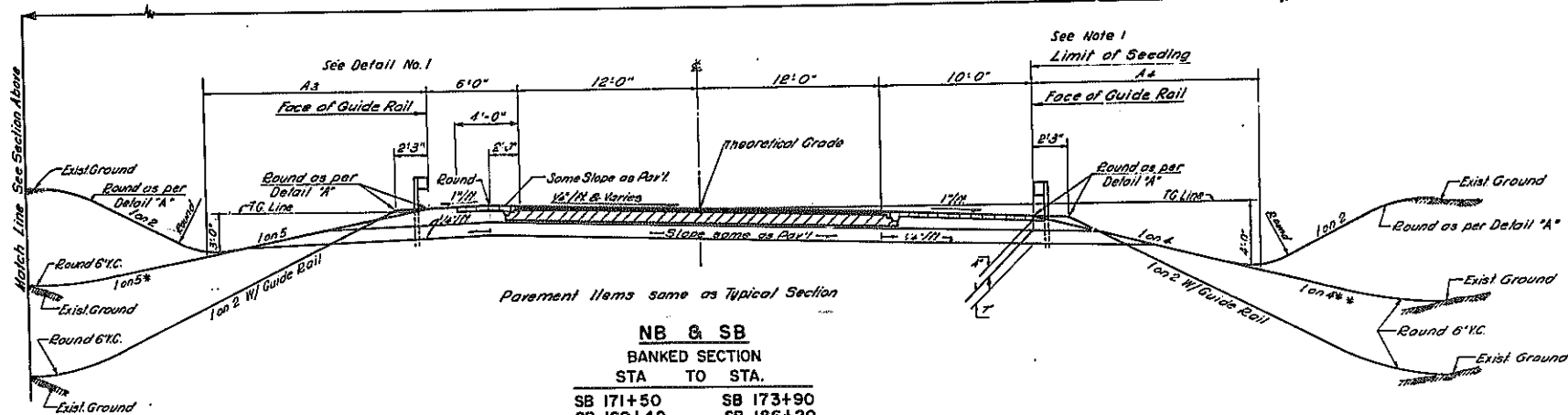
ITEM NO.	DESCRIPTION
2	Unclassified Excavation
2 EC	Select Borrow
2 UF	Underdrain Filter
3	Subbase Course-Granular Material
4	Subbase Course-Select Granular Material
5 T	Trench, Culvert Excavation
7	Trimming Road Section
8	Preparing Fine Grade
11 H 6	Perforated Corrugated Metal Pipe Underdrain, 6" dia.
25 R	Metal Reinforcement for Conc Pav't.
27 L	Longitudinal Joint Ties
* 45 SP	Base Course Asphalt Concrete, Type 1A
51 ACF	Asphalt Concrete, Type 1AC
51 MDX	Asphalt Concrete, Driveways
51 MF	Asphalt Concrete, 2 1/2" Thick (1 1/2" Binder, 1" Wearing Course)
53 S	Surface Course for Stabilized Shoulders (Single Surface Treatment)
59 WWB	Bituminous Stabilized Course (Including Shoulders)
60 S	Surface Texture & Color Contrast for Stabilized Shoulders
78 BZ	Medium Stone Filling
123	Seeding
47 A	Cement Concrete Pavement
68	Bituminous Material "A"
* 33 AE	Box Beam Guide Rail

GENERAL NOTES:

- When Guide Railing is used the Stabilized Shoulder is to be extended to 6' beyond the Guide Rail Post.
- See Detail "F", Sheet No. 33 for Pavement Edge Treatment.
- See Detail "A", Sheet No. 33 for Top of Cut Slope Bounding.
- See Detail "A", Sheet No. 33 for Normal Shoulder Bounding.
- For Banking information, see Profile sheets.



DETAIL NO. 1
Not to Scale



NB & SB
BANKED SECTION

STA.	TO	STA.
SB 171+50		SB 173+90
SB 180+42		SB 186+20
SB 192+50		SB 207+20
EB 130+11		EB 142+70

Right Half Section
READ IN DIRECTION OF TRAVEL

NOTE:
* For Fills up to 8', or more without Guide Rail
** For Fills up to 10', or more without Guide Rail

BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

TYPICAL SECTIONS
NB, SB & EB

DRAWING NO. 6093-B-TS B1	SCALE 3/16"=1'-0"	DATE 8/15/70	SHEET NO. 3
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LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge: RAS
 Made By: FV
 Traced By: RLT
 Checked By: FV

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B)	[481-2(11B)]	4	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					

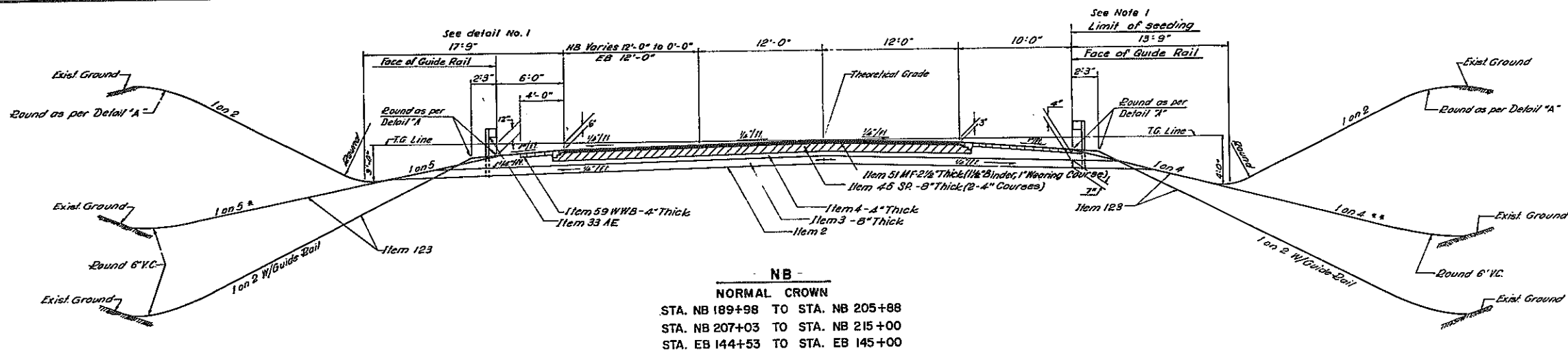
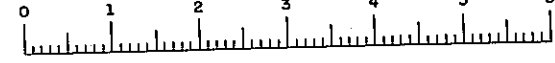


TABLE C-5

PAV'T. BANK	1/8"	1/4"	3/8"	1/2"	5/8"	3/4"
C 4	18'-8"	16'-3"	17'-10"	18'-11"	20'-0"	21'-1"
C 3	15'-2 1/2"	12'-7 1/2"	17'-11 3/4"	11'-4 1/2"	10'-8 3/4"	10'-1 1/2"

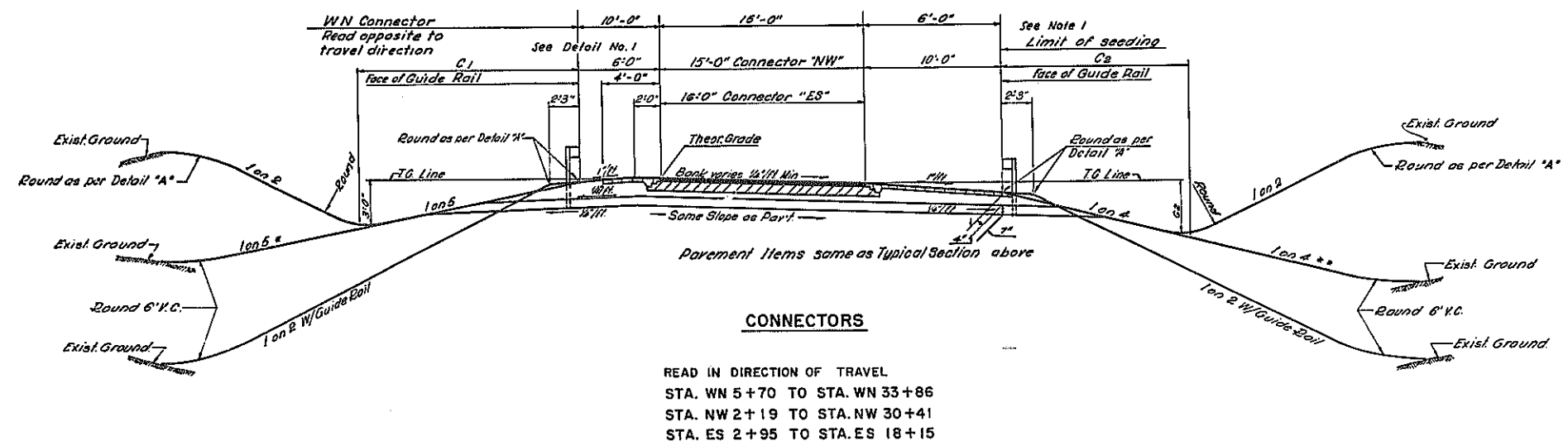
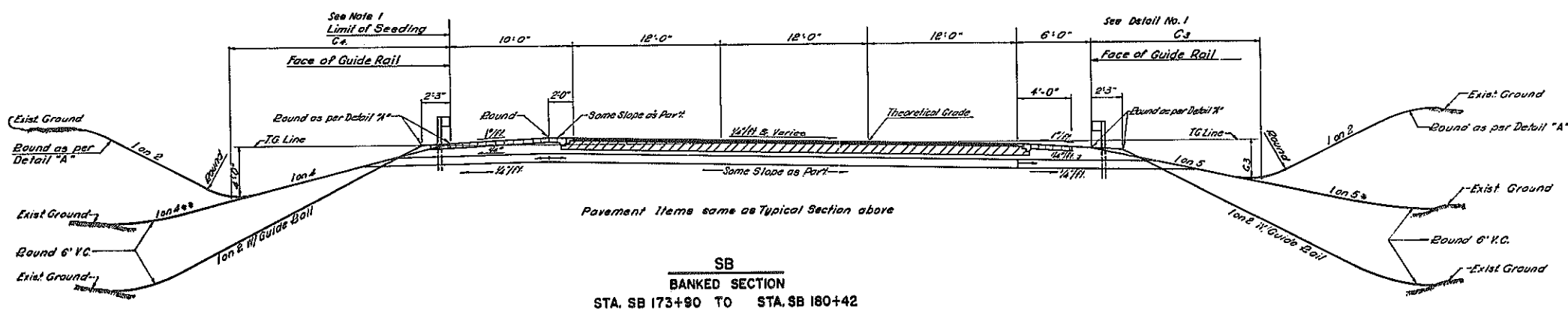


TABLE E-1A
PAVEMENT BANKING PER FOOT

Depth of Ditch	1/4"	3/8"	1/2"	5/8"	3/4"
3'-0"	14'-10 3/4"	15'-0"	15'-1 1/2"	15'-2 1/2"	15'-3 3/4"

TABLE E-1-2
PAVEMENT BANKING PER FOOT

PAV'T. WIDTH	1/4"	3/8"	1/2"	5/8"	3/4"
15' G2	4'	4'	4'	4'	4'
15' C2	12'-8"	12'-0 1/2"	11'-5"	10'-9 1/2"	10'-2"
10' G2	4'	4'	4'	4'	4'
10' C2	12'-7"	11'-11"	11'-3"	10'-7"	9'-11"

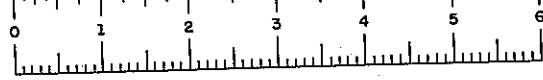
BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

TYPICAL SECTIONS
EB, NB, SB & CONNECTORS

DRAWING NO. 6093-B-78B 2	SCALE 3/16" = 1'-0"	DATE 8/15/70	SHEET NO. 4
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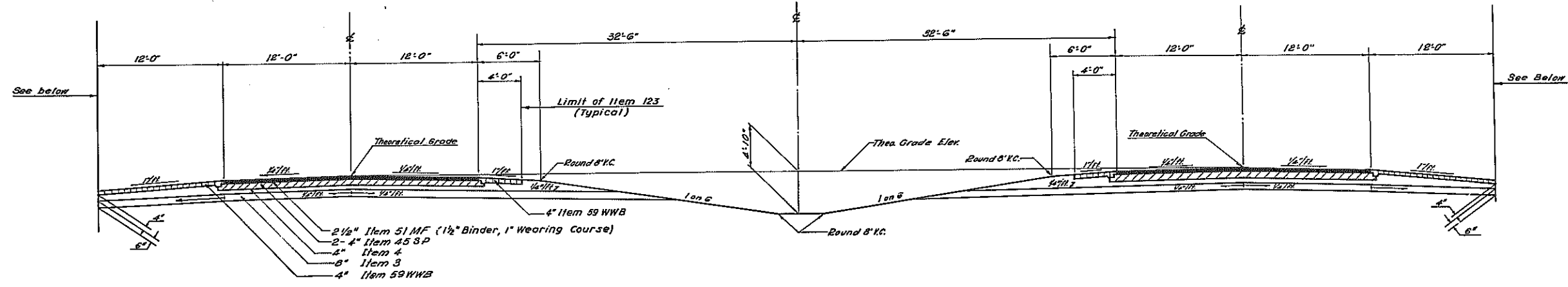
LOCKWOOD, KEBBLER & BARTLETT, INC.
CONSULTING ENGINEERS - BYOSSET, NEW YORK

In Charge of: P.S.S.
 Drawn by: L.M.L.
 Checked by: F.L.G.
 Transmitted by: L.M.L.



FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(28) 1-481-2(116)	5	909

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)- BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

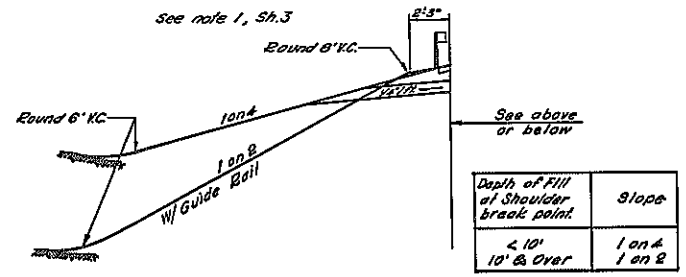


N. & S.

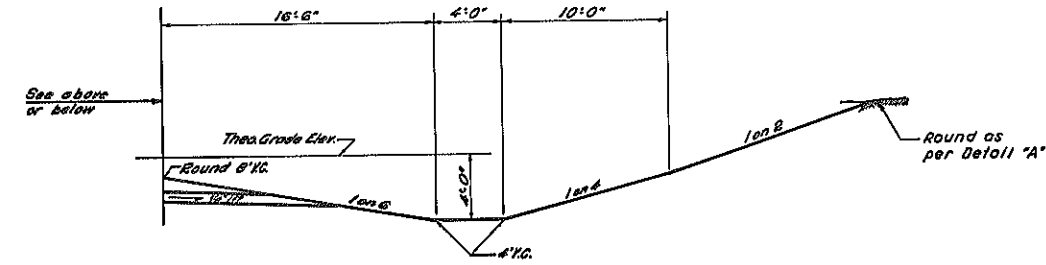
NORMAL CROWN

STA. TO STA.

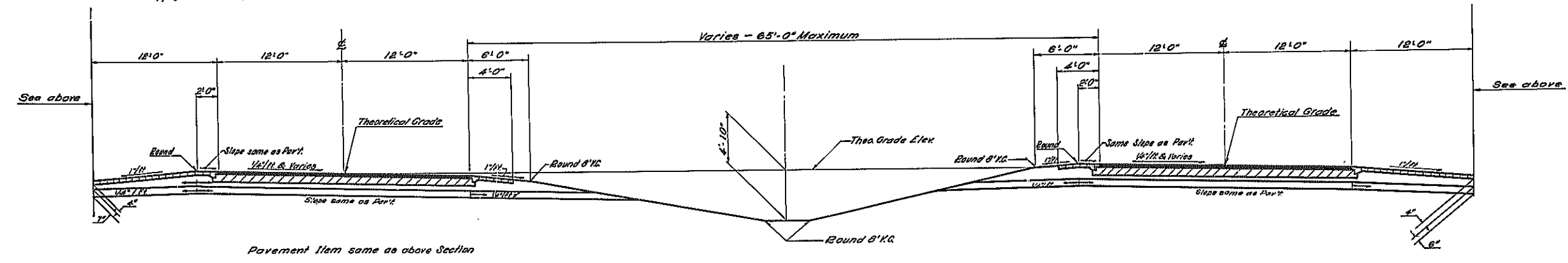
STA. S245+60 - END PROJECT
STA. N245+60 - END PROJECT
(Also see Sheet 10 for acceleration & deceleration lane details.)



FILL SLOPE TREATMENT
(Apply either side)



CUT DITCH TREATMENT
(Apply either side)



NB. & SB.

BANKED SECTION

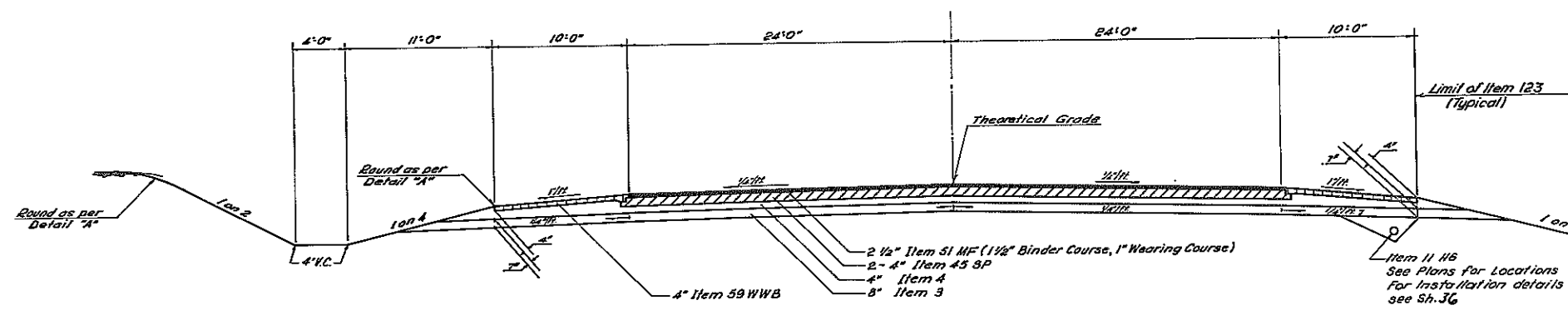
STA. TO STA.

STA. NB 237+19 - STA. NB 242+44
STA. N 244+19 - STA. N 245+60
STA. SB 238+88 - STA. SB 245+60

F.A.I. 481			
TYPICAL SECTIONS NB, SB, N & S			
DRAWING NO. 9093-B-TS 3	SCALE 3/16" = 1'-0"	DATE 8/15/70	SHEET NO. 5
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

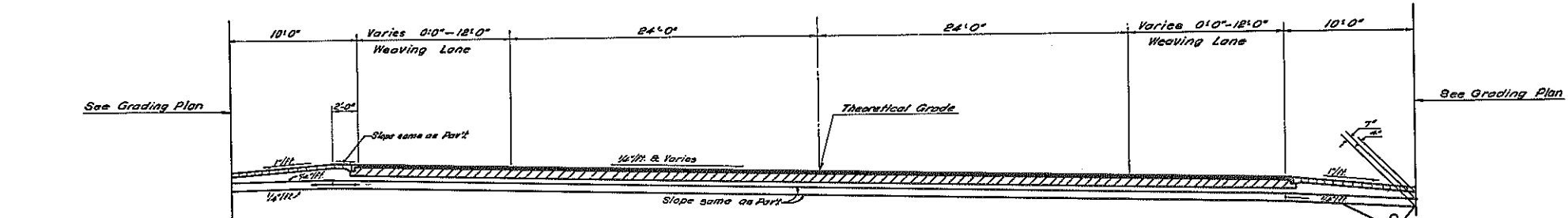
In Charge of: RAS
 Made By: SGB
 Traced By: MAS
 Checked By: SCS

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-8(28)	1-481-2(116)	6 R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



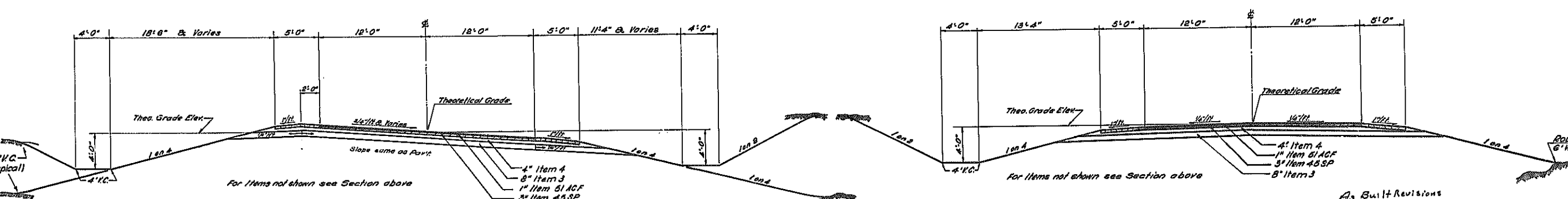
KIRKVILLE ROAD

NORMAL CROWN
 STA. K 0+00 - STA. K 10+43
 STA. K 19+10 - STA. K 24+25



KIRKVILLE ROAD

BANKED SECTION
 STA. K 10+43 - STA. K 19+10



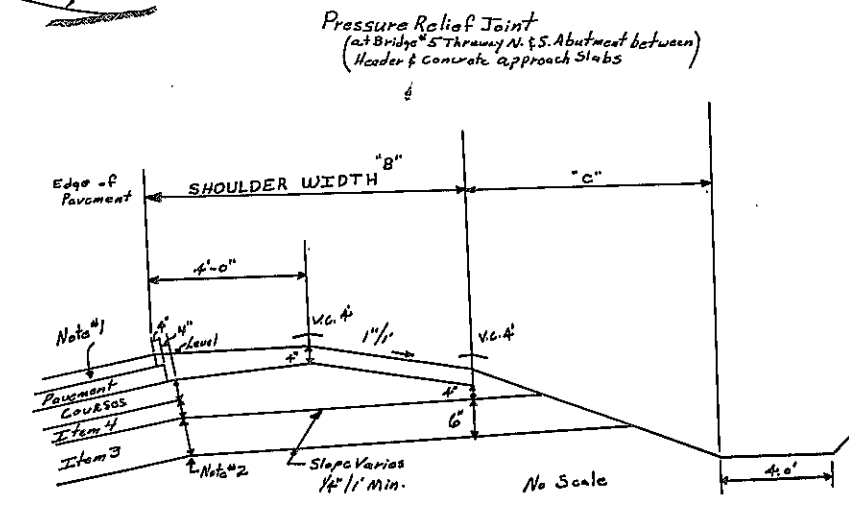
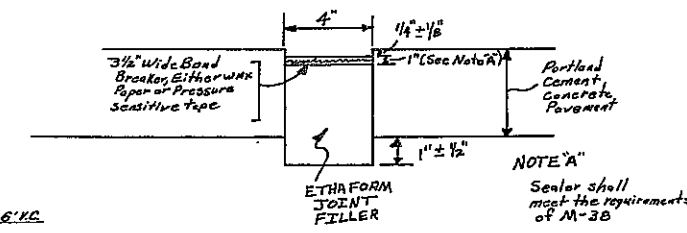
BANKED SECTION

STA.	TO	STA.
F 11+85	-	F 17+72
F 48+97	-	F 53+30
M 12+35	-	M 17+17
M 18+62	-	M 25+65
M 32+21	-	M 37+55

FRONTAGE ROAD AND RELOCATED MEYERS ROAD

NORMAL CROWN

STA.	TO	STA.
F 17+72	-	F 48+97
M 17+17	-	M 18+62
M 25+65	-	M 32+21



Note #1
 Banking as per Standard Sheet 70-10

Note #2
 For portland cement concrete pavement the Subbase Courses shall extend one foot beyond the edge of pavement on the same slope as the pavement.

Shoulder Detail on High Side of Banked Curve (Thruway Portion only)

F. A. I. 481

TYPICAL SECTIONS
 KIRKVILLE RD. FRONTAGE RD.
 RELOCATED MEYERS RD.

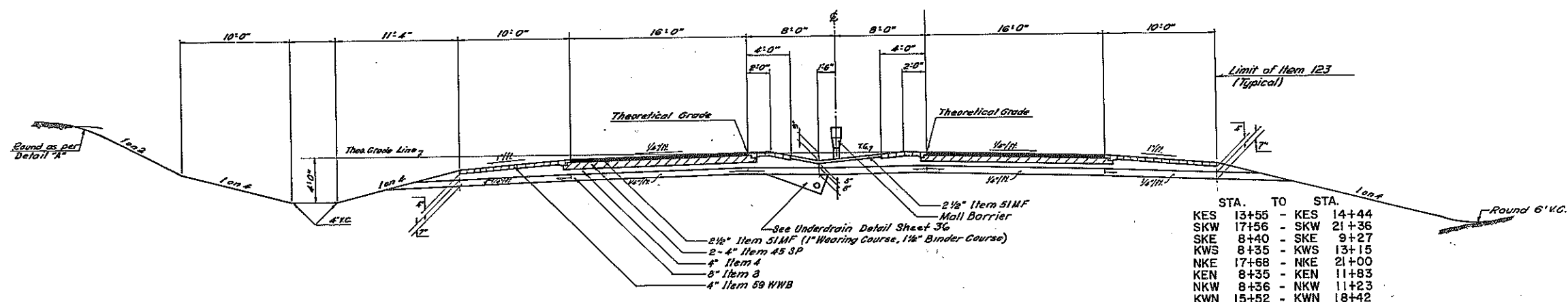
DRAWING NO. 8083-B-TD 4	SCALE 3/16" = 1'-0"	DATE 8/15/70	SHEET NO. 6
----------------------------	------------------------	-----------------	----------------

LOCKWOOD, KESSLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYBESSET, NEW YORK

In Charge of: RAS
 Made By: DH
 Traced By: MZ
 Checked By: DH

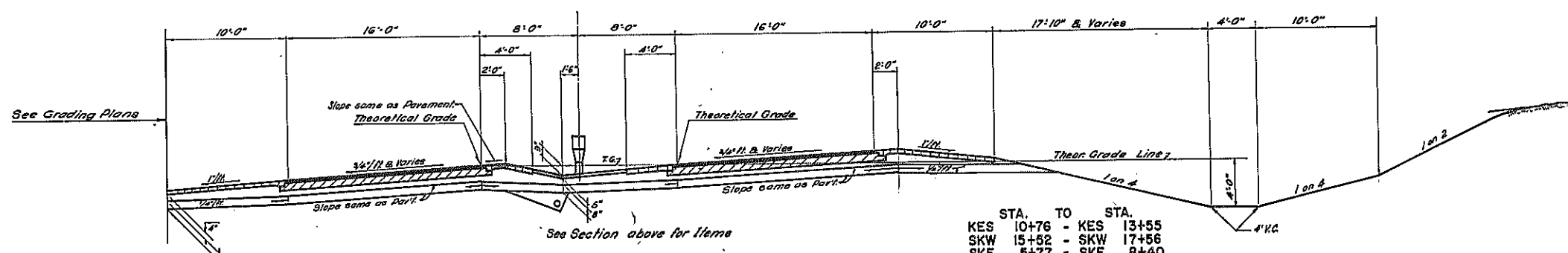
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-8(28)	1-481-2(116)	7R	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					

Note:
1. On the inside of Ramp Circular Curves the stabilized shoulder from a point 20' before the P.C. to a point 10' beyond the P.T. shall be paved with 2 1/2" of Item 51MF on 2-3" courses of Item 45 SP * See Table of Reinforced Shoulders Sheet No. 29



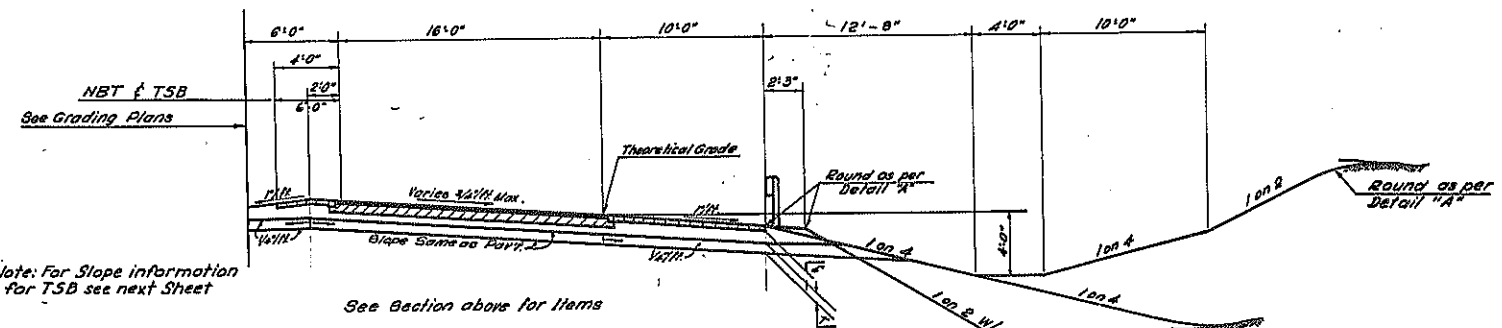
STA.	TO	STA.
KES	13+55	KES 14+44
SKW	17+56	SKW 21+36
SKE	8+40	SKE 9+27
KWS	8+35	KWS 13+15
NKE	17+68	NKE 21+00
KEN	8+35	KEN 11+83
NKW	8+36	NKW 11+23
KWN	15+52	KWN 18+42

DUAL RAMPS
NORMAL CROWN



STA.	TO	STA.
KES	10+76	KES 13+55
SKW	15+52	SKW 17+56
SKE	5+77	SKE 8+40
KWS	6+44	KWS 8+35
NKE	15+59	NKE 17+68
KEN	6+39	KEN 8+35
NKW	6+27	NKW 8+36
KWN	13+30	KWN 15+52

DUAL RAMPS
BANKED SECTION



INDEPENDENT RAMP

STA.	TO	STA.	STA.	TO	STA.
KES	0+00	KES	10+76	NKE	2+00
KES	14+44	KES	18+04	NKE	15+59
SKW	2+15	SKW	15+52	NKE	21+00
SKW	21+36	SKW	25+81	NKE	25+14
SKE	0+00	SKE	5+77	KEN	0+00
SKE	9+27	SKE	13+17	KEN	6+39
KWS	0+00	KWS	6+44	KEN	11+83
KWS	13+15	KWS	17+28	KEN	15+72
		NKW	0+00	NKW	6+27
		NKW	11+23	NKW	14+83
		KWN	0+00	KWN	13+30
		KWN	18+42	KWN	22+13
		NBT	0+00	NBT	9+23
		TSB	0+00	TSB	6+01

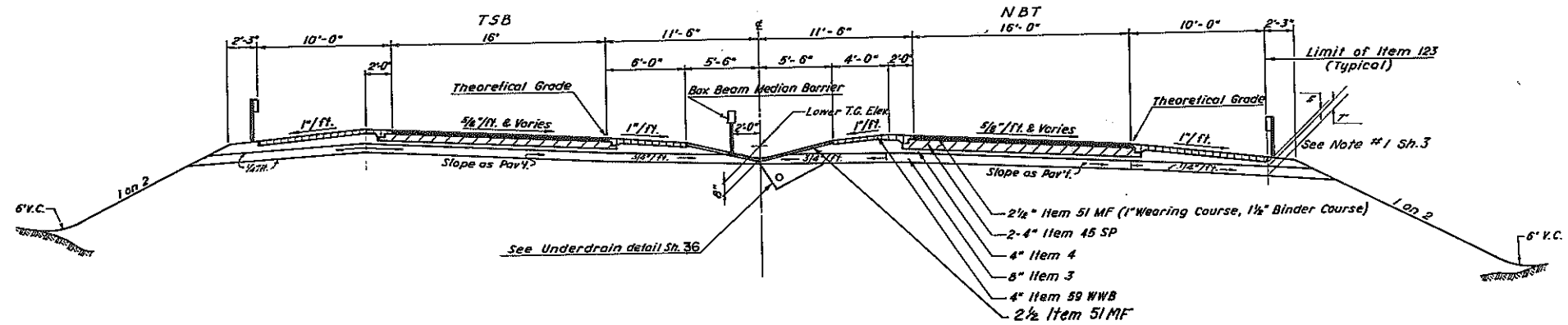
Note: For Slope information for TSB see next Sheet

As Built Revision
additional note added

F.A.I. 481			
TYPICAL SECTIONS KIRKVILLE RAMPS NBT & TSB			
DRAWING NO.	SCALE	DATE	SHEET NO.
0088-B-TSB	3/16" = 1'-0"	8/15/70	7
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

In Charge of: RAS
Made By: FV
Checked By: MJT
Checked By: FV

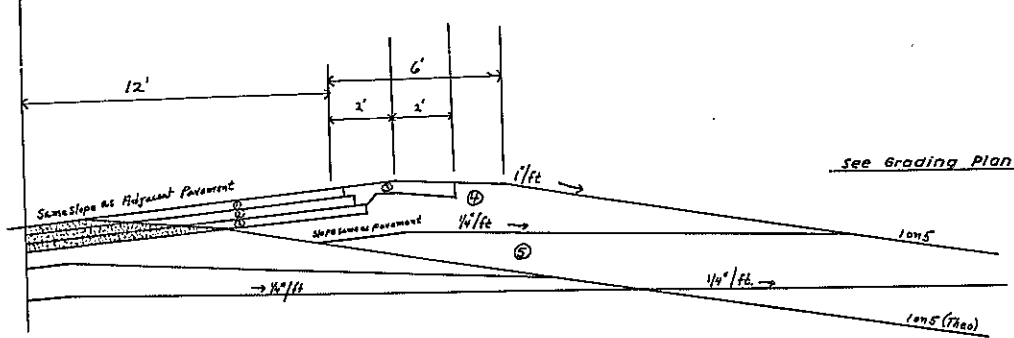
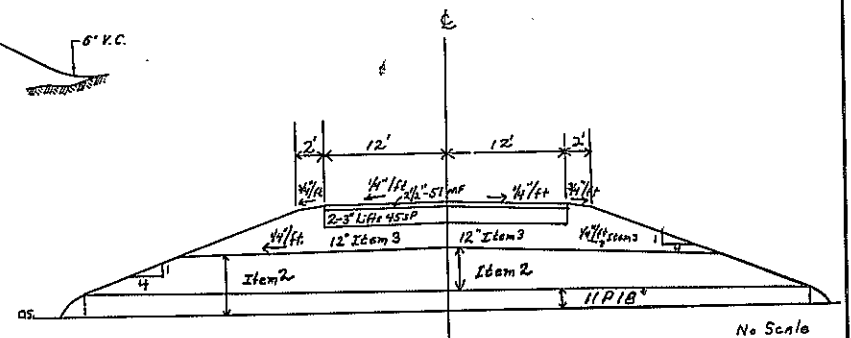
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-030-3(28)	1-281-2(116)	8 R	809
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



TSB & NBT RAMPS

BANKED SECTION

STA. TO STA.	
TSB	6+01 - TSB 10+75
NBT	9+23 - NBT 13+52



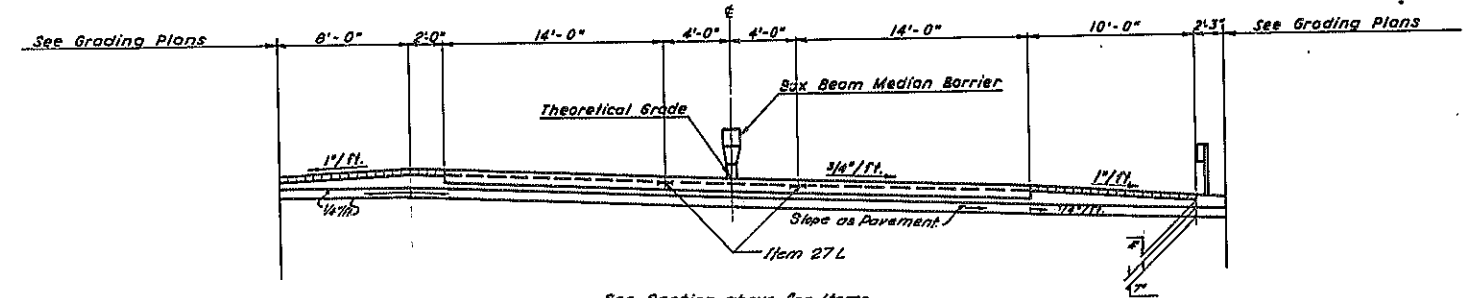
SPEED CHANGE Lane
Sta. SB 141+80 - 168+49

- ☐ Shaded Area to be Removed
- 2 1/2" Item 51 MF (1 1/2" Binder/Wearing Course)
- 4" Item 45 SP
- 4" Item 59 HWB
- 4" Item 4
- 8" Item 3

INDEPENDENT RAMP

BANKED SECTION

STA. TO STA.	
TWI	0+00 - TWI 25+45
ITW	0+00 - ITW 25+37
TEI	0+00 - TEI 20+55
ITE	0+00 - ITE 19+78



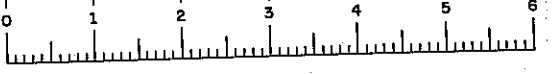
DUAL RAMP
BANKED SECTION
STA. T 45+84 TO STA. T 52+83

Maintenance Crossover
Stations SB 213+00*
N 296+00

As built Revisions
Maintenance Cross over Detail
Speed Change Lane Detail

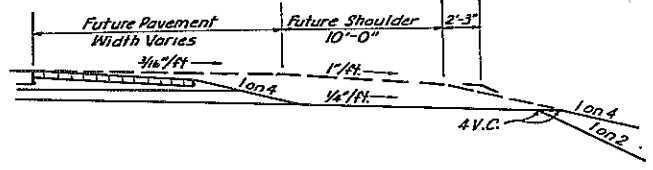
COLLAMER INTERCHANGE			
TYPICAL SECTIONS			
RAMPS			
DRAWING NO.	SCALE	DATE	SHEET NO.
8093-B-786	3/16" = 1'-0"	8/15/70	8
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge: RAS
 Made By: LHM
 Traced By: RLT
 Checked By: LHM

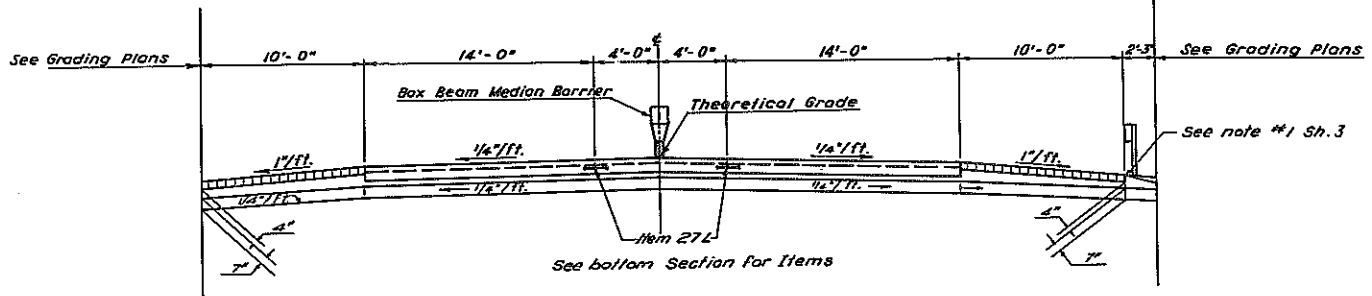


FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-600-3(2B) 1-481-2(116)	9	809

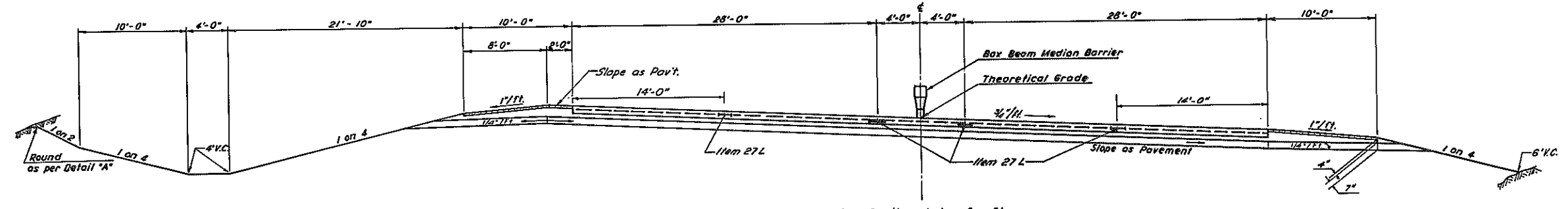
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



GRADING DETAIL FOR FUTURE PAVEMENT TOLL PLAZA
For location of edge of future pavement, see Sheet 37

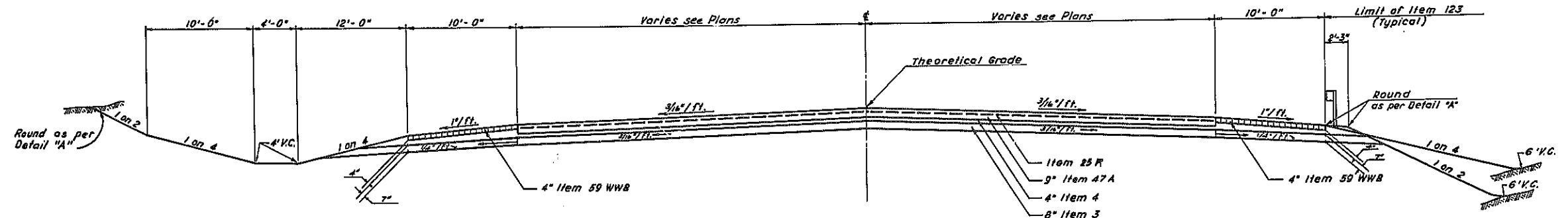


DUAL RAMP
NORMAL CROWN
STA. T 32 + 97 - STA. T 45 + 84



See Section below for Items

MULTIPLE RAMP
BANKED SECTION
STA. T 26 + 00 - STA. T 32 + 97

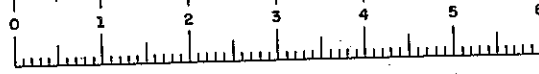


Note: For Section of Plaza Parking Area, see Sheet 256
For Plaza Joint Layout & Location of Crown Line, see Sheet 37

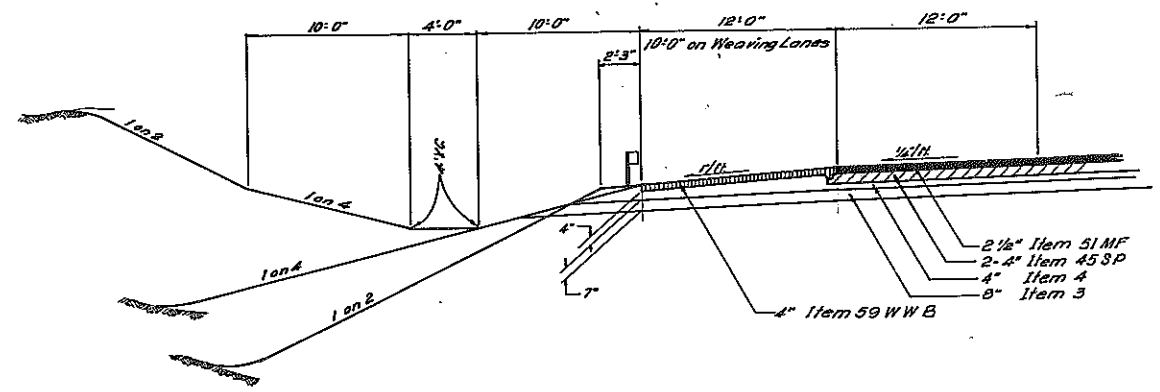
TOLL PLAZA
NORMAL CROWN
STA. T 10 + 22 - STA. T 26 + 00

COLLAMER INTERCHANGE			
TYPICAL SECTIONS			
RAMPS & TOLL PLAZA			
DRAWING NO. 9093-B-127	SCALE 3/16" = 1'-0"	DATE 8/15/70	SHEET NO. 9
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: S.G.
 Traced By: H.G.
 Checked By: S.G.



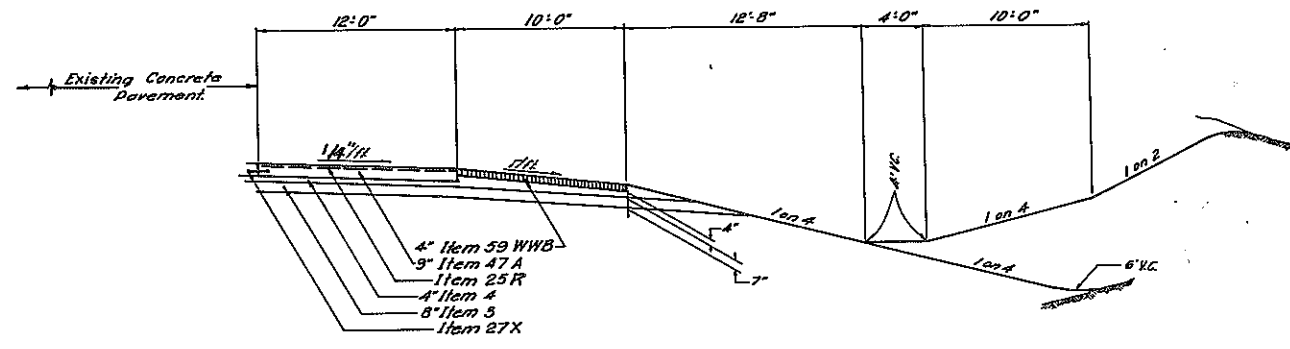
FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	10	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				



ACCELERATION & DECELERATION LANES

KIRKVILLE ROAD INTERCHANGE
WEAVING LANES
STA. N 256+50 TO STA. N 266+50
STA. S 257+10 TO STA. S 267+10

Note: At KES Ramp bank acceleration lane same as Mainline pav't. Shoulder slopes to be as shown on 'NB & SB Banked Section.'

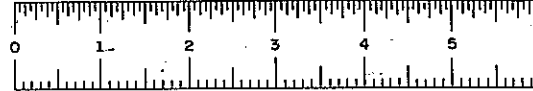


ACCELERATION & DECELERATION LANES

THRUWAY INTERCHANGE

F. A. I. 481			
TYPICAL SECTIONS ACCELERATION & DECELERATION LANES			
DRAWING NO. 9085-B-TS 8	SCALE 3/16" = 1'-0"	DATE 8/15/70	SHEET NO. 10
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: RAS
 Made By: DJH
 Traced By: MS
 Checked By: DJH

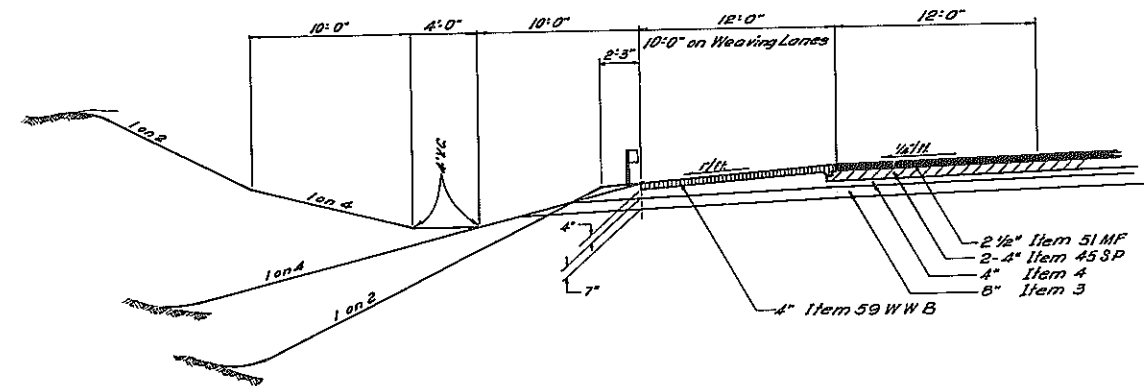


F.I.S.H. 70-7

FIELD CHANGE

SHEET 10F1 VOIDS ALL OF SHEET 10.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-8(28) 1-481-2(116)	10F1	809
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				



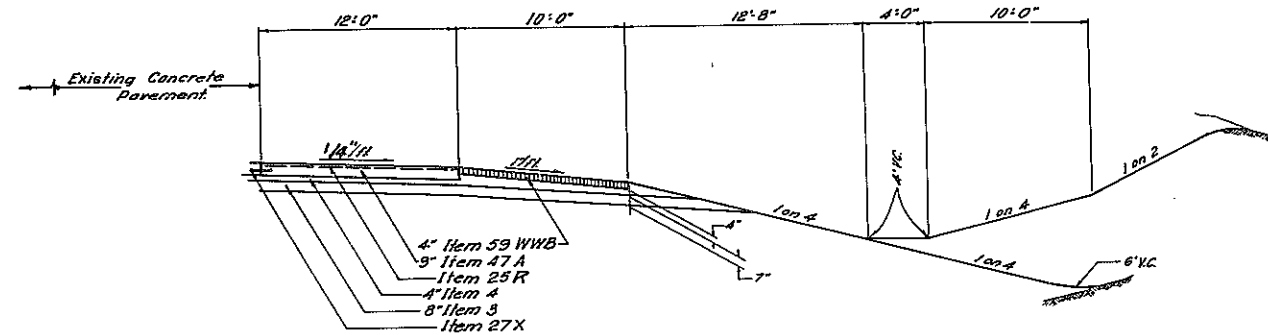
ACCELERATION & DECELERATION LANES

KIRKVILLE ROAD INTERCHANGE
WEAVING LANES

STA. N 256 + 50 TO STA. N 266 + 50
STA. S 257 + 10 TO STA. S 267 + 10

SCALE 3/16" = 1' - 0"

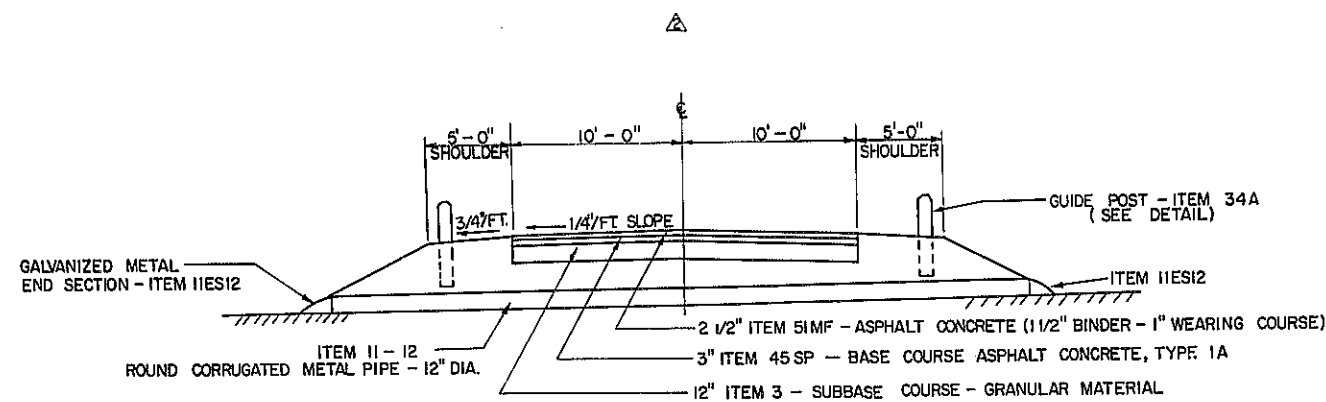
Note: At KES Ramp bank acceleration lane same as Mainline pavt. Shoulder slopes to be as shown on NB & SB Banked Section.



ACCELERATION & DECELERATION LANES

THRUWAY INTERCHANGE

SCALE 3/16" = 1' - 0"

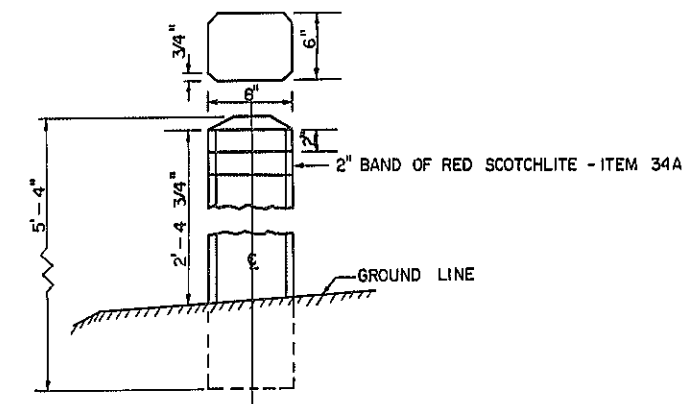


THRUWAY MAINTENANCE CROSSOVERS

SCALE: 1" = 5'

APPROX. LOCATIONS - STA. 2619 + 00 (THRUWAY)
STA. 2665 + 00 (THRUWAY)

EXACT LOCATIONS TO BE FURNISHED PRIOR TO CONSTRUCTION
BY THRUWAY DIVISION ENGINEER



STANDARD GUIDE POST DETAIL (THRUWAY)

ITEM 34A

SCALE 1/2" = 1' - 0"

△ ADD-THRUWAY MAINTENANCE CROSSOVERS
(TYPICAL SECTIONS)

FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET
NO. 81F1.

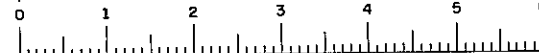
F. A. I. 481

TYPICAL SECTIONS ACCELERATION & DECELERATION LANES

DRAWING NO.	SCALE	DATE	SHEET NO.
9093-B-TS 8	AS SHOWN	8/15/70	10F1

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - GYOSSET, NEW YORK

In Charge of: R.A.S.
 Drafted By: D.H.
 Checked By: M.S.
 Approved By: D.H.



FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK			15 R	

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY

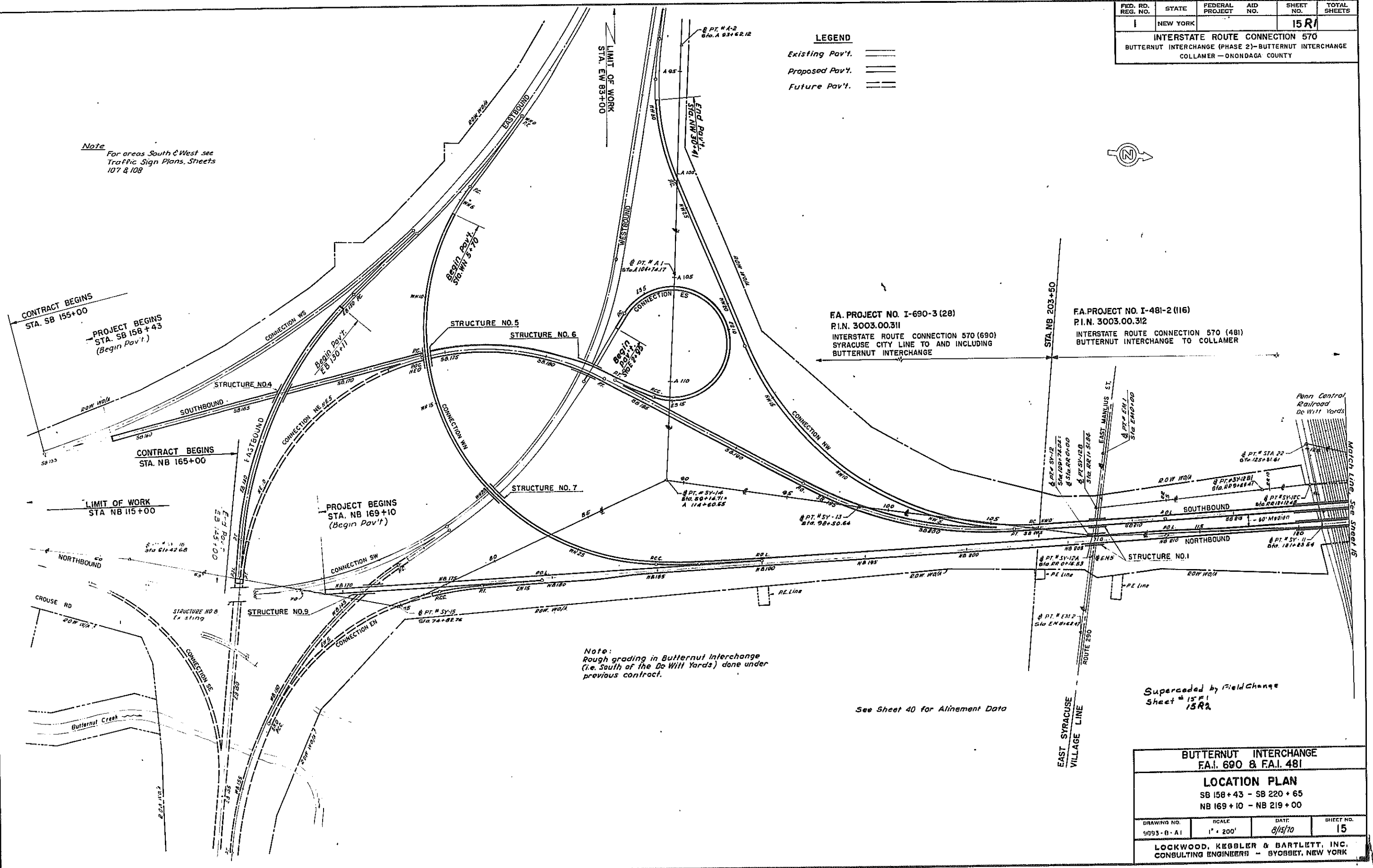
LEGEND

Existing Pav't. ————

Proposed Pav't. ————

Future Pav't. ————

Note
 For areas South & West see
 Traffic Sign Plans, Sheets
 107 & 108



F.A. PROJECT NO. I-690-3 (28)
 P.I.N. 3003.00.311
 INTERSTATE ROUTE CONNECTION 570 (690)
 SYRACUSE CITY LINE TO AND INCLUDING
 BUTTERNUT INTERCHANGE

F.A. PROJECT NO. I-481-2 (116)
 P.I.N. 3003.00.312
 INTERSTATE ROUTE CONNECTION 570 (481)
 BUTTERNUT INTERCHANGE TO COLLAMER

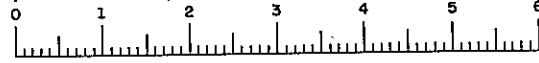
Note:
 Rough grading in Butternut Interchange
 (i.e. South of the De Witt Yards) done under
 previous contract.

See Sheet 40 for Alinement Data

Superseded by Field Change
 Sheet # 15 R
 15 R 2

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
LOCATION PLAN SB 158+43 - SB 220+65 NB 169+10 - NB 219+00			
DRAWING NO. 5093-B-A1	SCALE 1" = 200'	DATE 8/15/70	SHEET NO. 15
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

In Charge of RAS
 Made By S
 Traced By MZ
 Checked By FV



MF 15R2

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(28)	I-481-2(116)	15F1	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)- BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

FIELD CHANGE

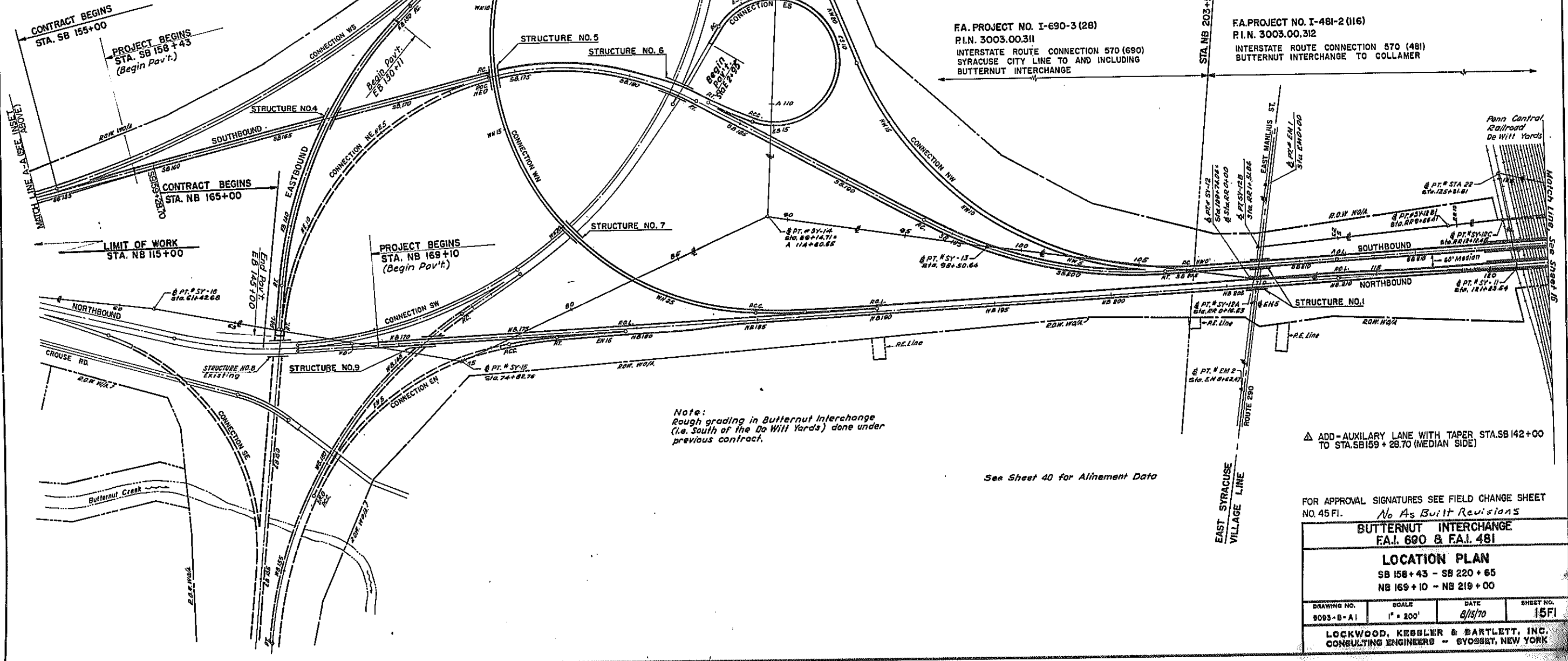
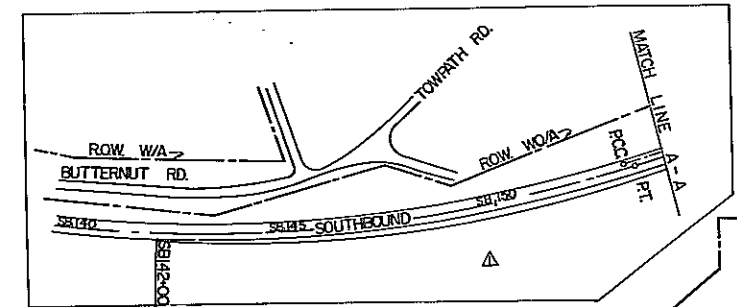
SHEET 15F1 VOIDS ALL OF SHEET 15.
15R2



LEGEND

Existing Pav't.	=====
Proposed Pav't.	=====
Future Pav't.	=====

NOTE
FOR AREAS SOUTH & WEST SEE TRAFFIC SIGN PLANS, SHEETS 107 & 108.

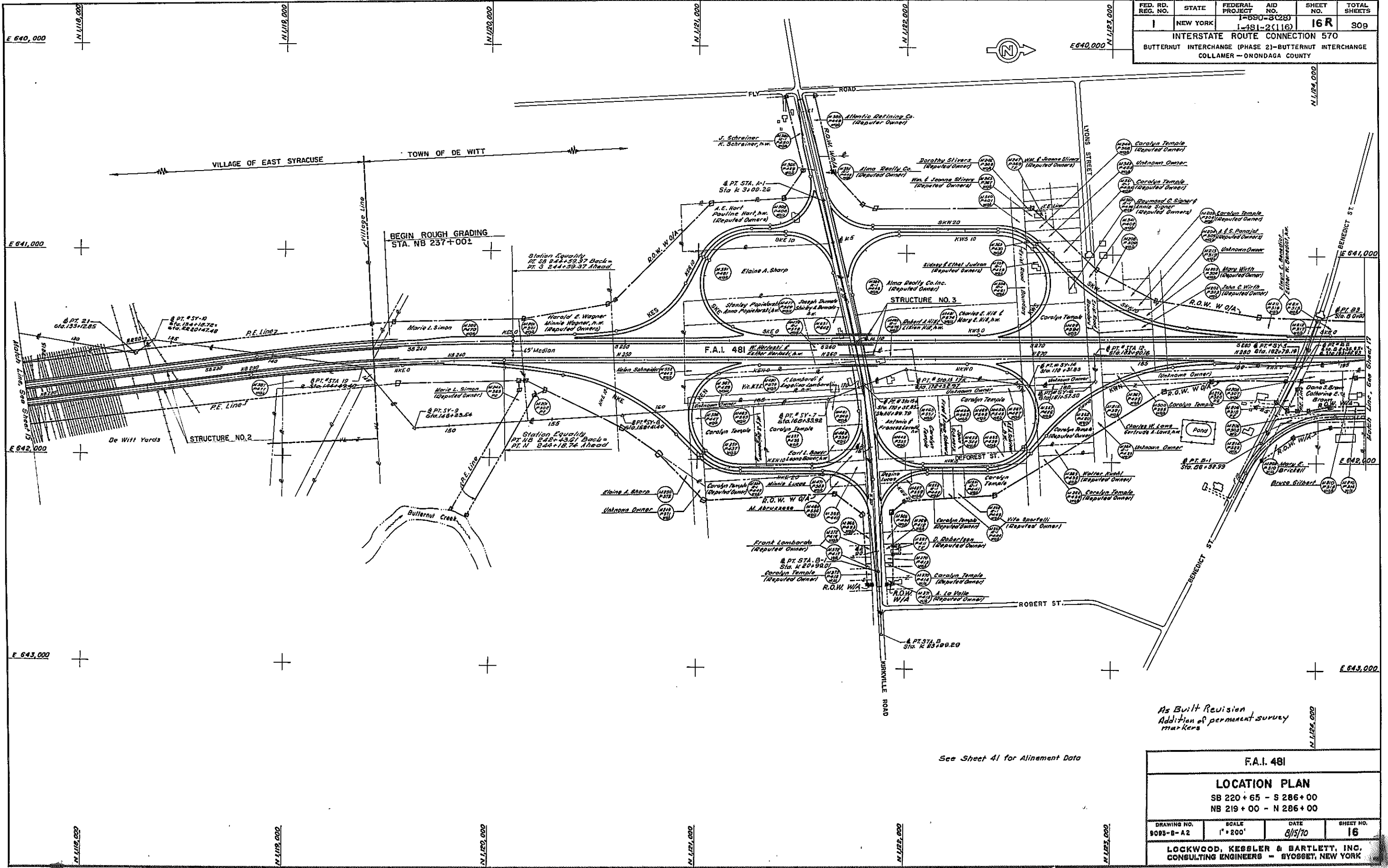


FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 45 F1.
No As Built Revisions

BUTTERNUT INTERCHANGE			
FA.I. 690 & FA.I. 481			
LOCATION PLAN			
SB 156+43 - SB 220+65			
NB 169+10 - NB 219+00			
DRAWING NO.	SCALE	DATE	SHEET NO.
9093-B-A1	1" = 200'	6/15/70	15F1
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - 8Y0822, NEW YORK			

In Charge of: RAS
 Made By: FV
 Traced By: MZ
 Checked By: FK

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(16)	16 R	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE					
COLLAMER - ONONDAGA COUNTY					



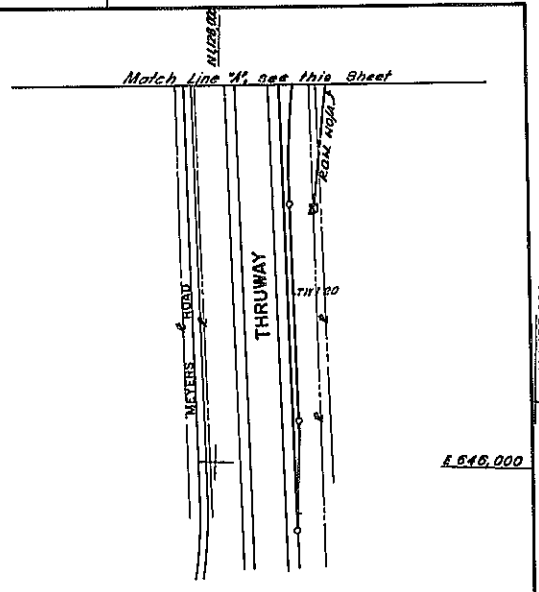
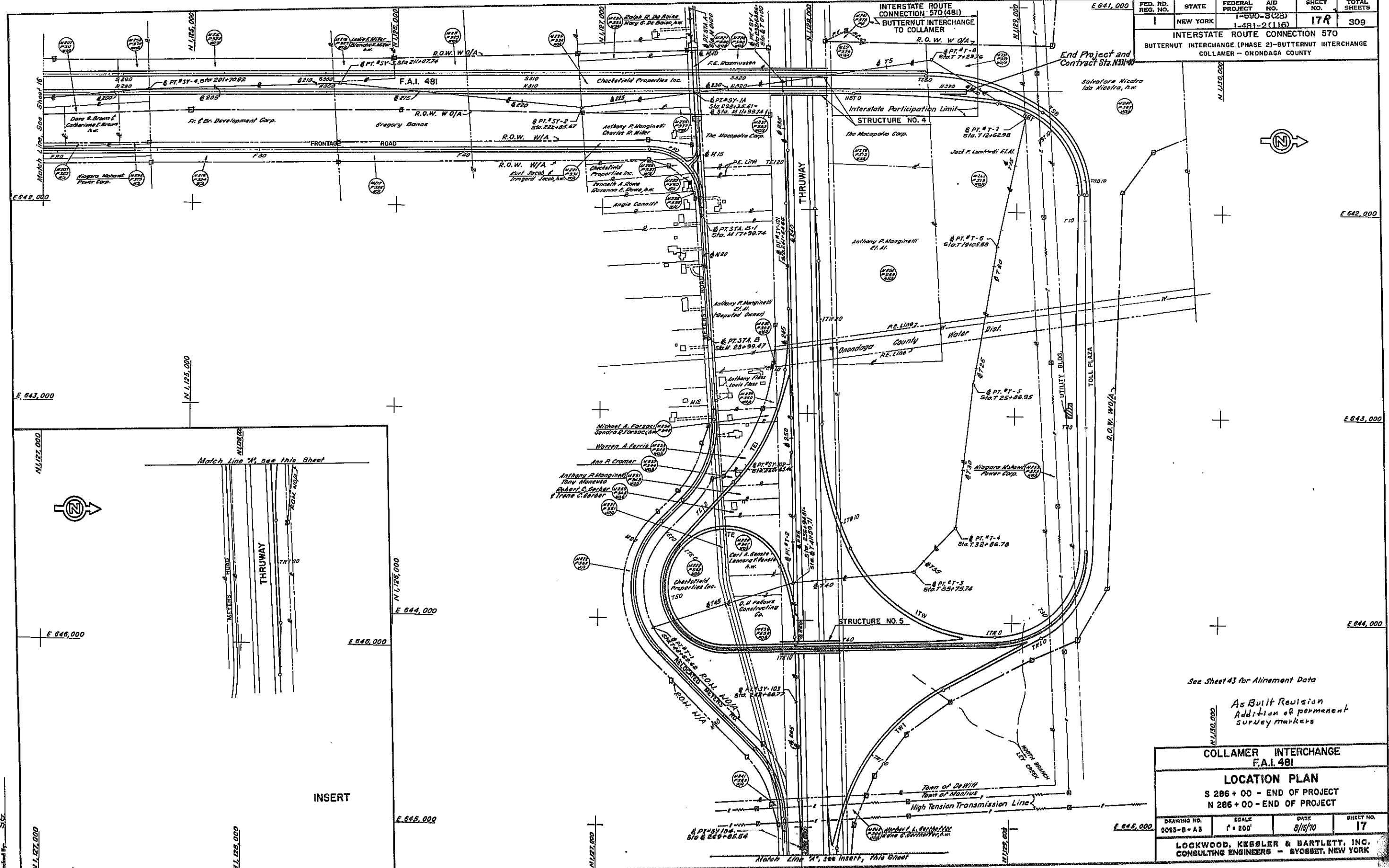
As Built Revision
Addition of permanent survey
markers

See Sheet 41 for Alignment Data

F.A.I. 481			
LOCATION PLAN			
SB 220 + 65 - S 286 + 00			
NB 219 + 00 - N 286 + 00			
DRAWING NO.	SCALE	DATE	SHEET NO.
9083-B-A 2	1" = 200'	8/15/70	16
LOCKWOOD, KESSLER & BARTLETT, INC.			
CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

In Charge of
RAS
Checked By
CJM

FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	17R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				



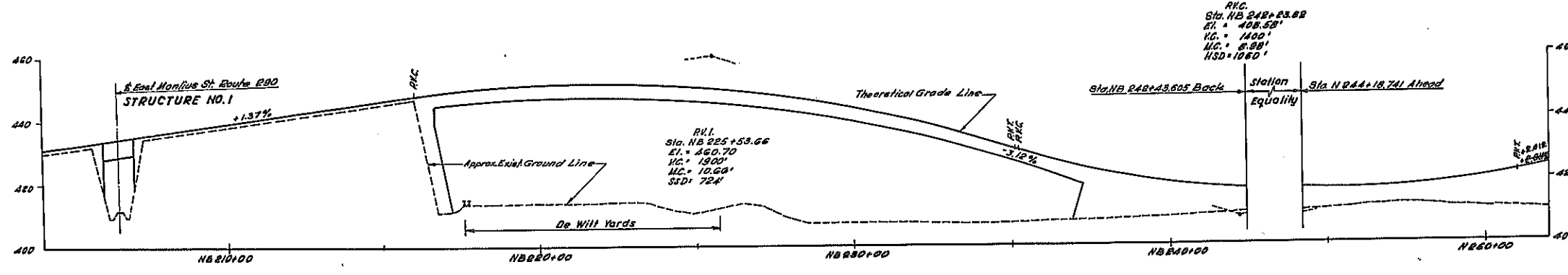
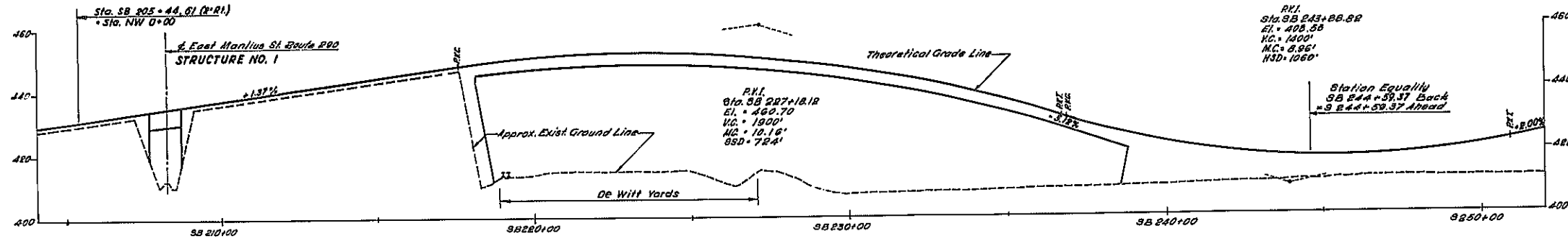
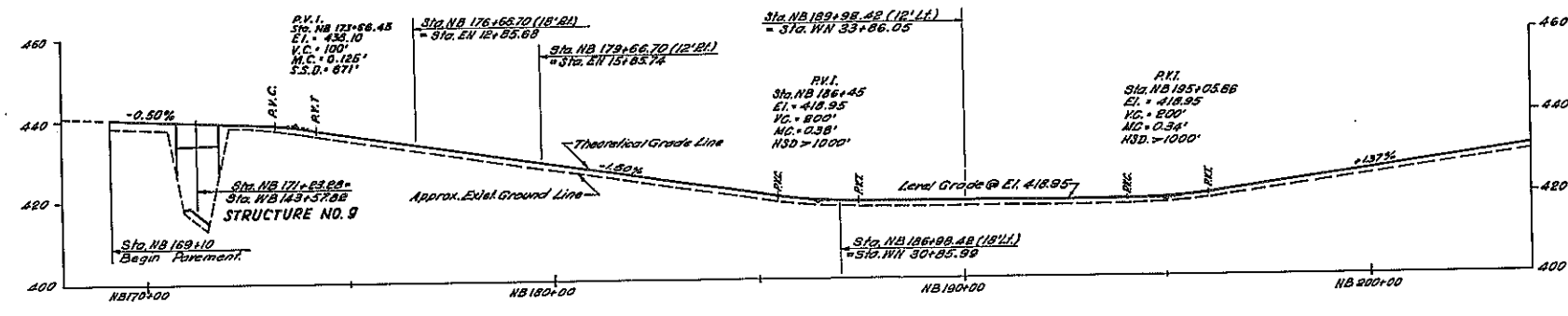
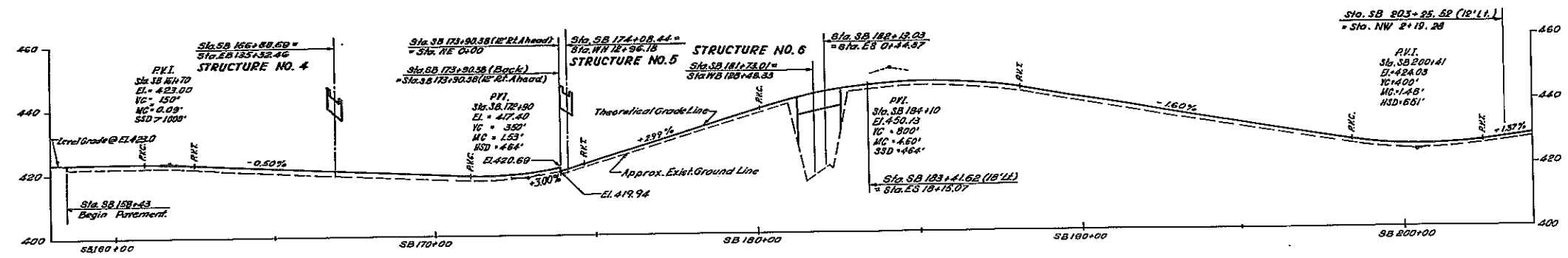
See Sheet 43 for Alignment Data

As Built Revision
Addition of permanent
survey markers

COLLAMER INTERCHANGE F.A.I. 481			
LOCATION PLAN			
S 286 + 00 - END OF PROJECT N 286 + 00 - END OF PROJECT			
DRAWING NO. 9095-B-A3	SCALE 1" = 200'	DATE 8/15/70	SHEET NO. 17
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: S.G.
 Checked By: S.G.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3028	1-481-2(116)	18R	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE					
COLLAMER - ONONDAGA COUNTY					

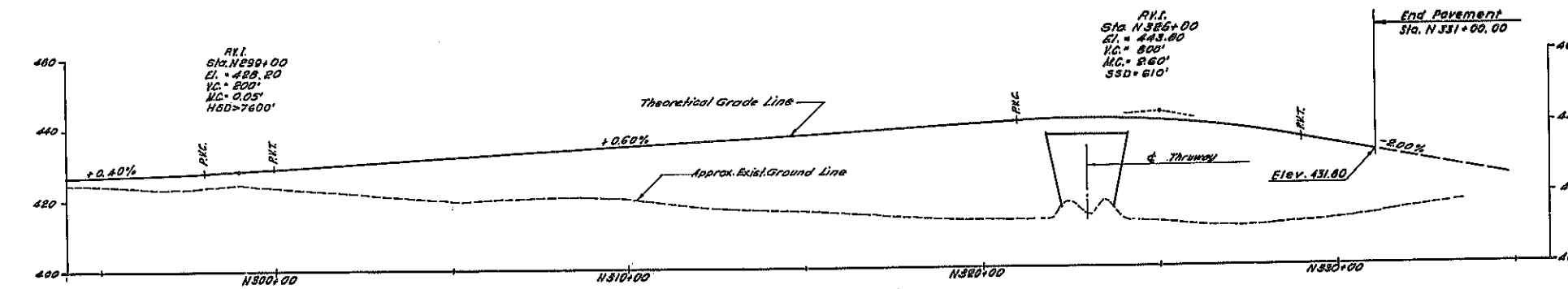
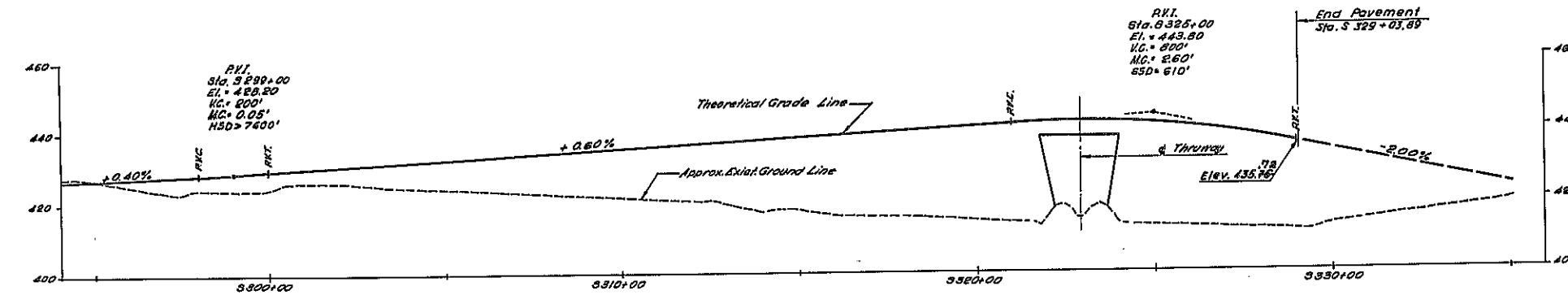
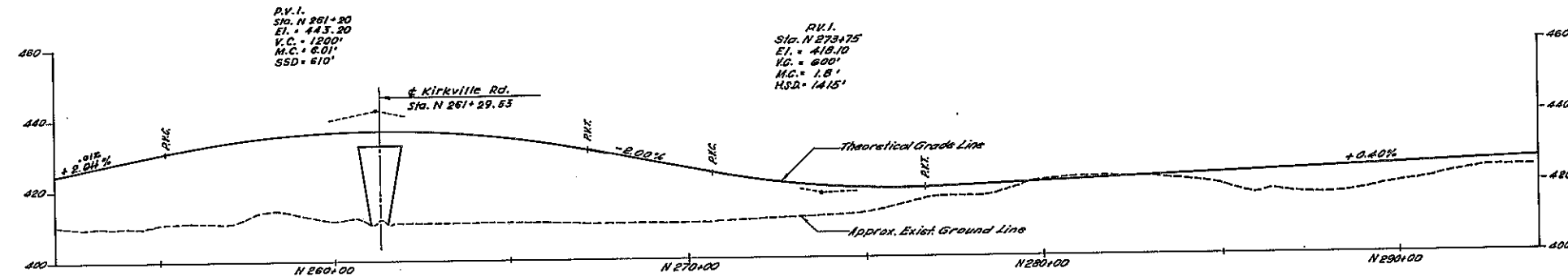
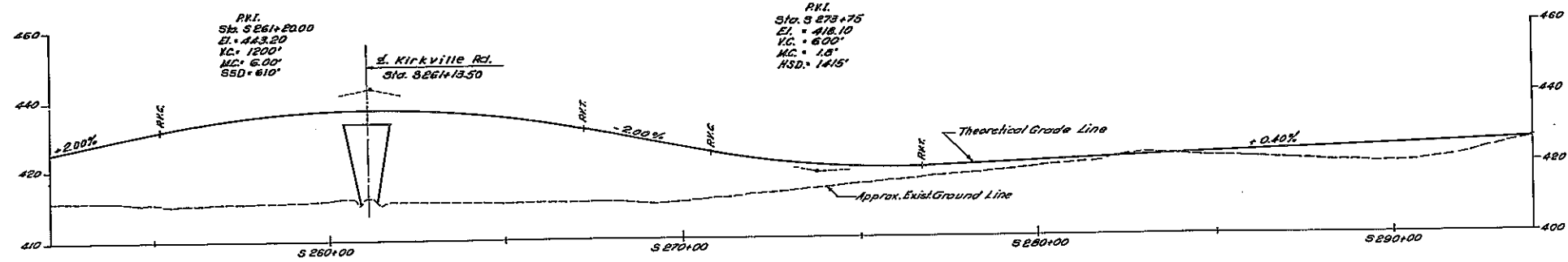


As Built Revision
Change in grade

F.A.I. 481	
LOCATION PROFILES	
SB 158+43 -	S 252+00
NB 169+10 -	N 252+00
DRAWING NO.	SCALE
8093-B-AP 1	HOR. 1"=100'
	VERT. 1"=20'
DATE	SHEET NO.
8/15/70	18
LOCKWOOD, KESSLER & BARTLETT, INC.	
CONSULTING ENGINEERS - SYOSSET, NEW YORK	

As Checked By: RAS
 Drawn By: DH
 Traced By: L. G. ...
 Checked By: DH

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(25) 1-481-2(116)		19A	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					

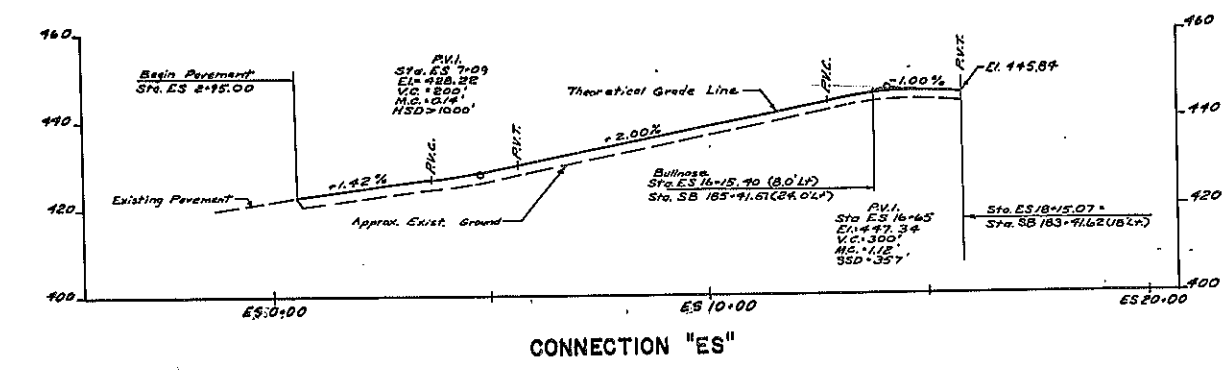
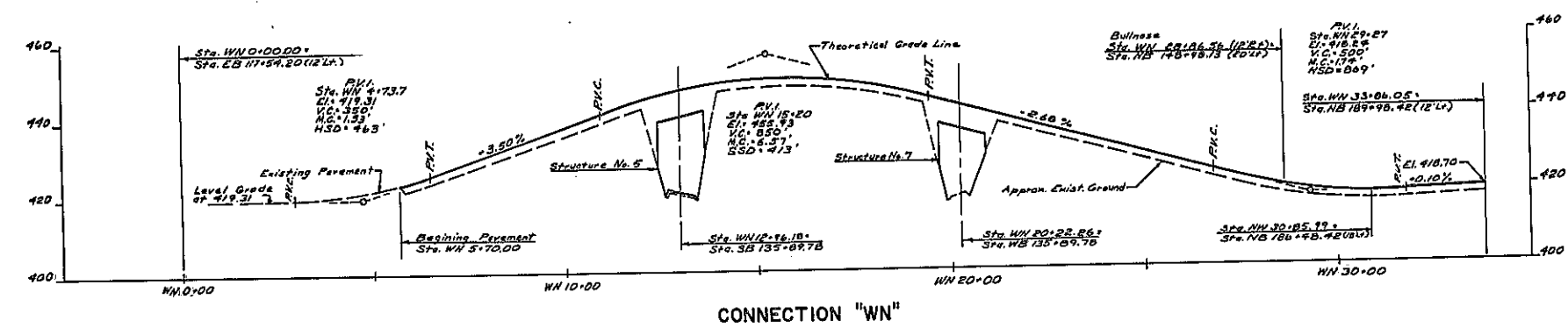
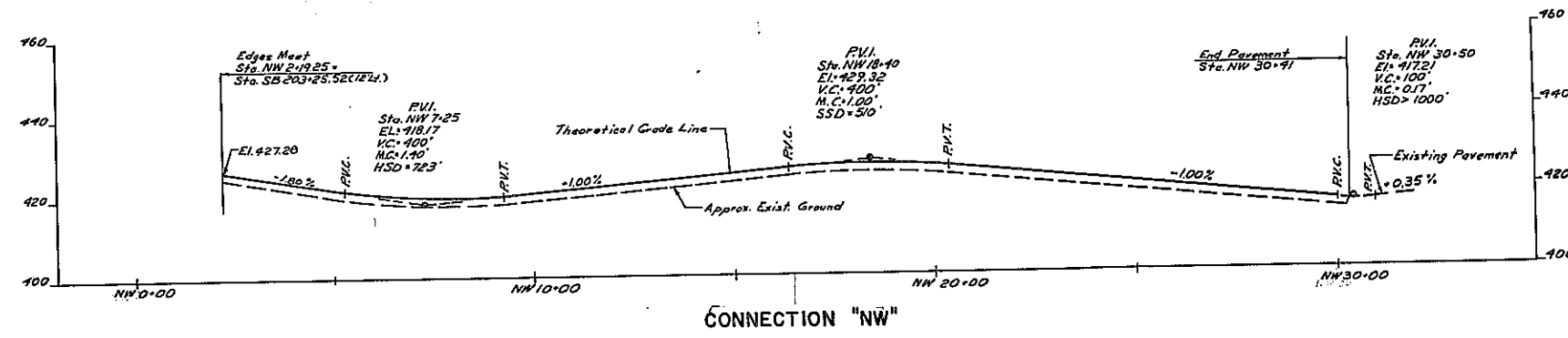
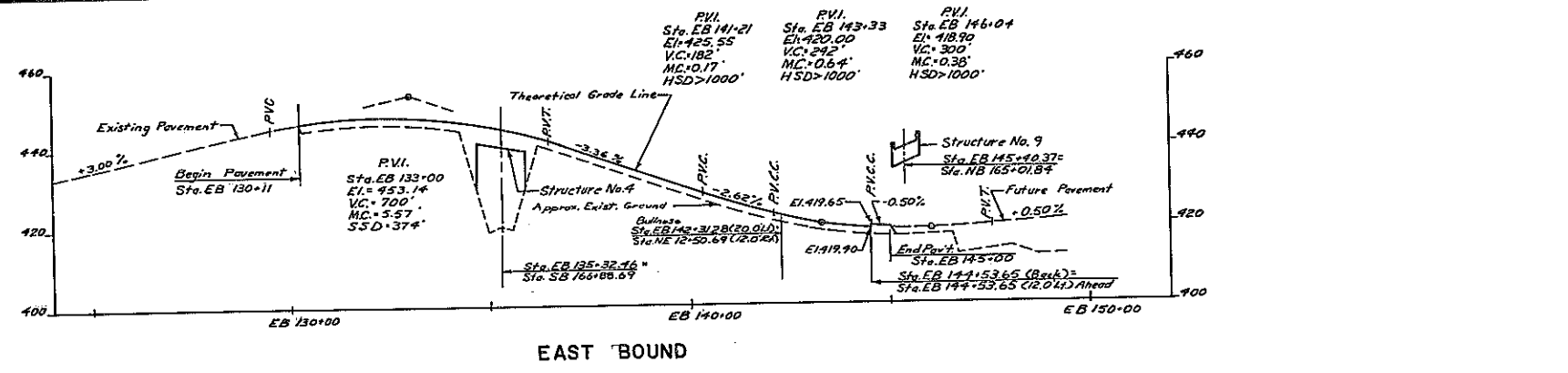


As Build Revisions
change in grade
change in elevation

F.A.I. 481			
LOCATION PROFILES			
S 252+00 - S 329+03.89			
N 252+00 - N 331+00.00			
DRAWING NO. 9083-E-AP2	SCALE HOR. 1" = 200' VERT. 1" = 20'	DATE 8/15/70	SHEET NO. 19
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

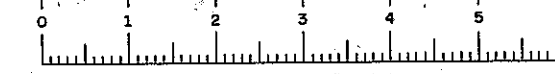
In Charge of
RAS
Checked by
FLV
Checked by
FLV

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-491-2(116)	1-090-8C28J	20	809
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



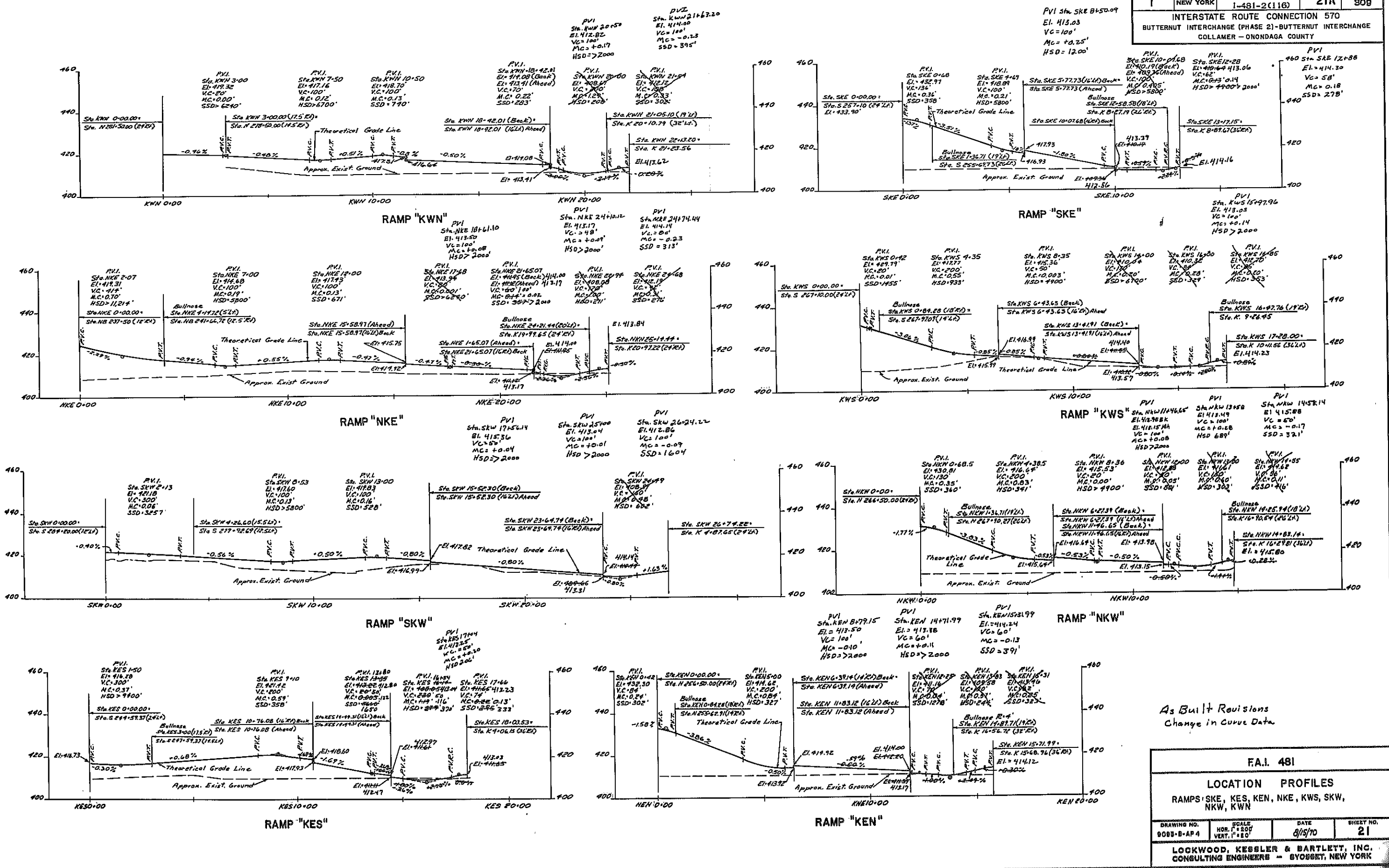
BUTTERNUT INTERCHANGE FAJ. 690 & FAJ. 481			
LOCATION PROFILES EASTBOUND CONNECTIONS NW, WN & ES			
DRAWING NO. 9083-B-AP3	SCALE HOR. 1" = 200' VERT. 1" = 20'	DATE 8/13/10	SHEET NO. 20
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: RAS
 Made By: LEM
 Traced By: JET
 Checked By: LEM



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1-090-3(28)	NEW YORK	1-481-2(116)	21R	309	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



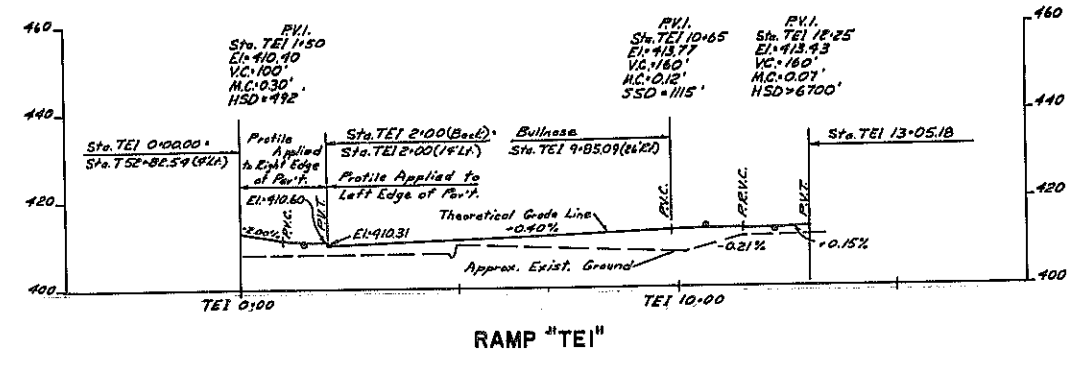
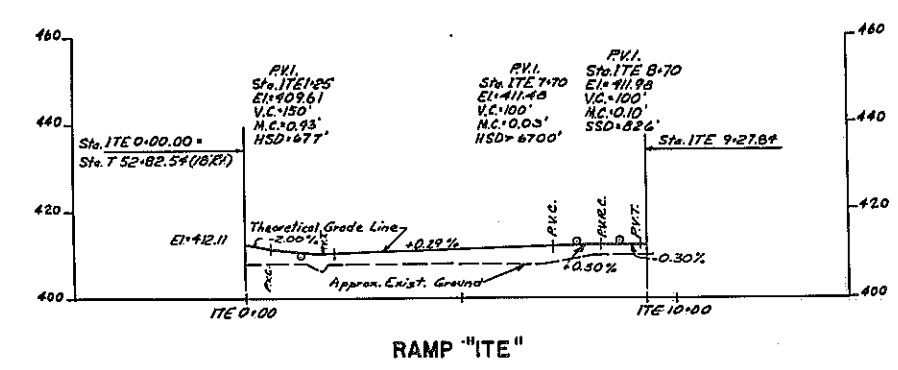
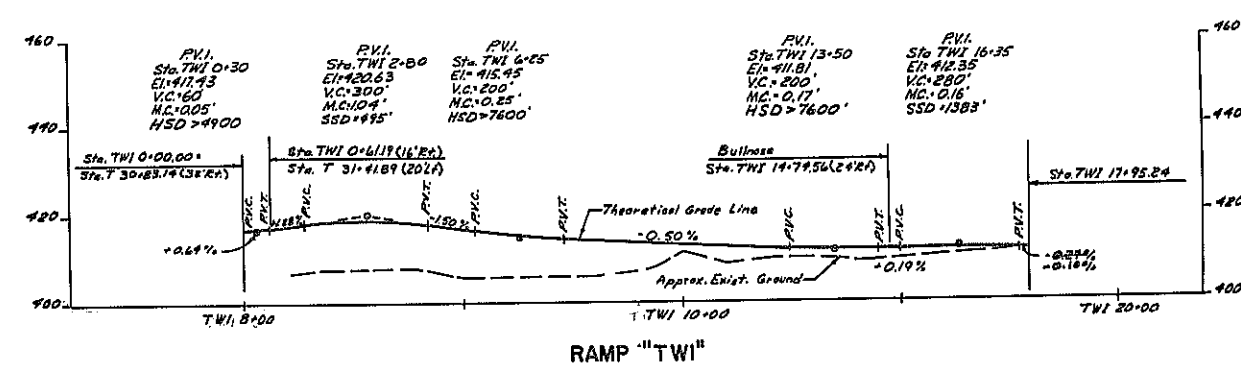
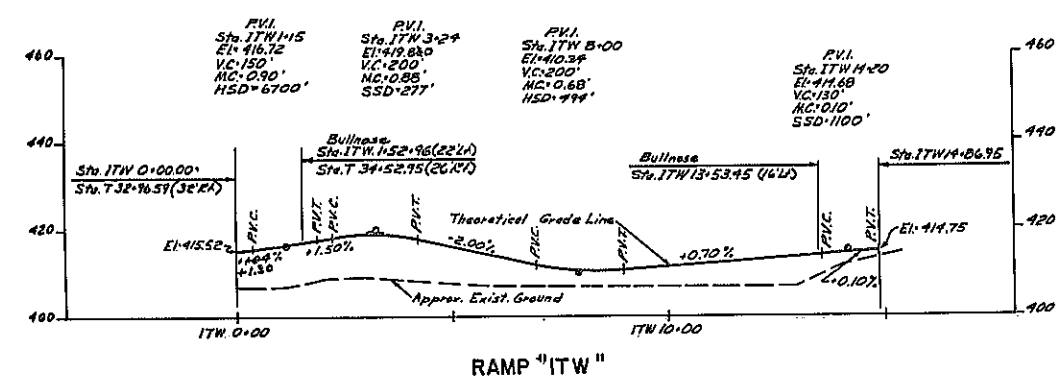
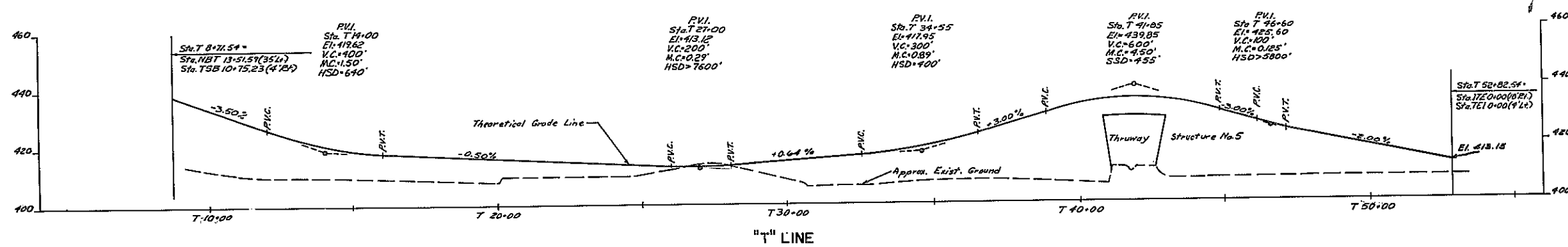
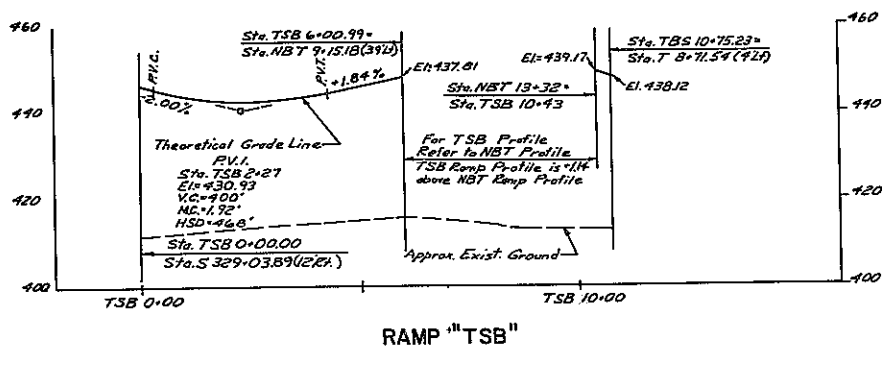
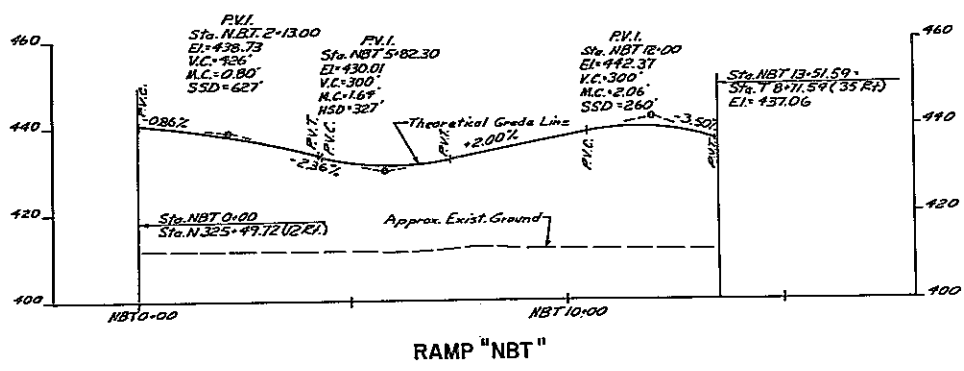
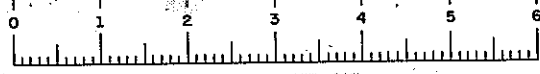
As Built Revisions
Change in Curve Data

F.A.I. 481			
LOCATION PROFILES			
RAMPS: SKE, KES, KEN, NKE, KWS, SKW, NKW, KWN			
DRAWING NO.	SCALE	DATE	SHEET NO.
9088-B-AP 4	HOR. 1"=80' VERT. 1"=8'	8/13/70	21
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

In Charge of: RAS
 Made By: SLD
 Checked By: ALI
 Drawn By: SLD

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(23)	1-481-2(118)	22R	309

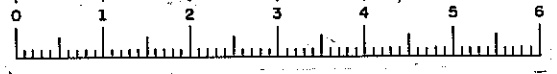
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



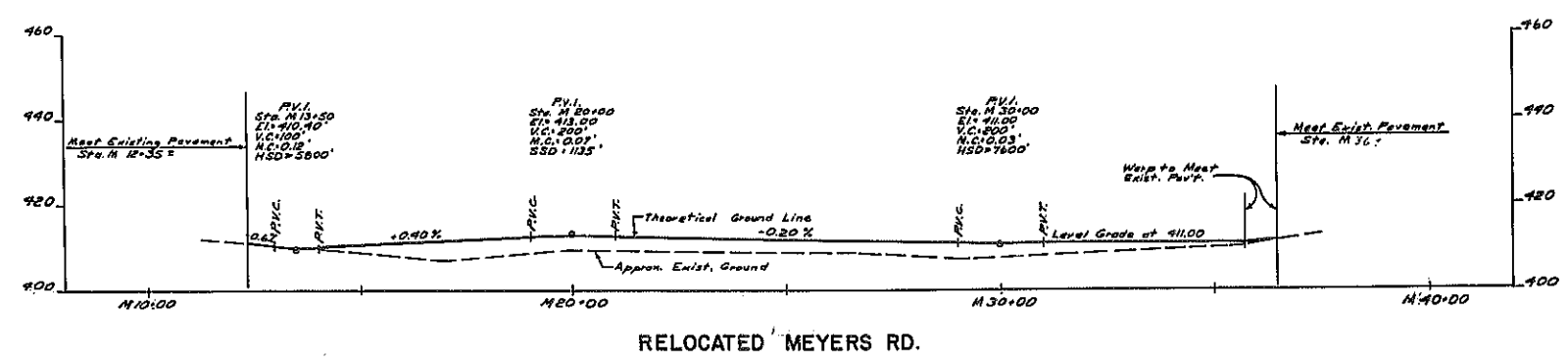
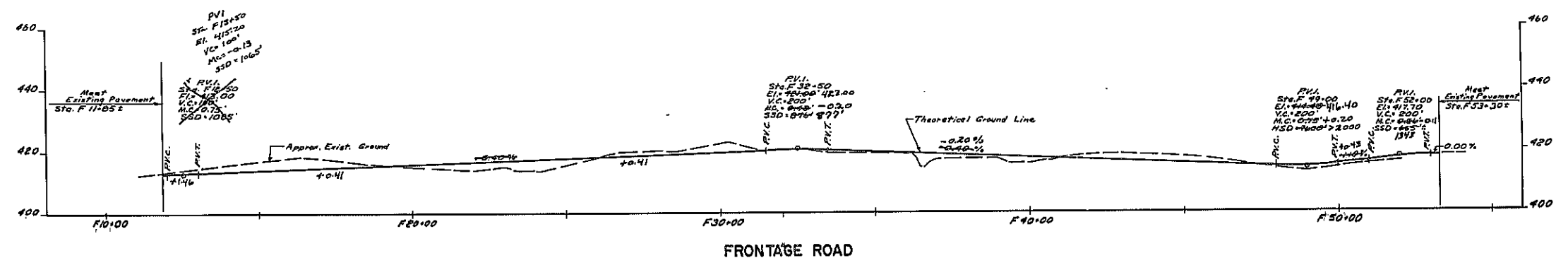
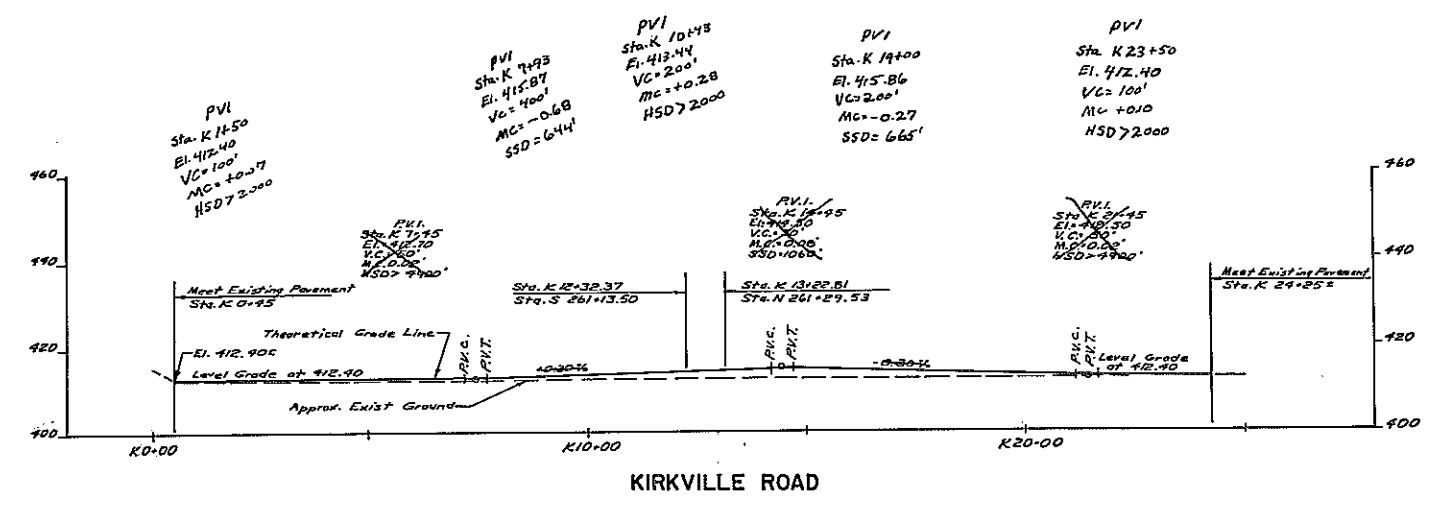
As Built Revisions
change in grade
change in elevation

F.A.I. 481			
LOCATION PROFILES			
"T" LINE			
RAMPS: NBT, TBS, ITW, TWI, ITE & TEI			
DRAWING NO. 8088 B-AP 6	SCALE HOR. 1" = 50' VERT. 1" = 100'	DATE 8/15/70	SHEET NO. 22
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: RAS.
Made By: DH.
Checked By: M.L.
Checked By: DH.



FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-8(28)	1-481-2(116)	23R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



As Built Revision
change in curve data

F.A.I. 481			
LOCATION PROFILES KIRKVILLE ROAD FRONTAGE ROAD RELOCATION MEYERS ROAD			
DRAWING NO. 8093-B-AP 6	SCALE HOR. 1" = 100' VERT. 1" = 20'	DATE 8/15/70	SHEET NO. 23
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYBESSET, NEW YORK			

In Charge of: RAS
 Made By: EV
 Checked By: MS
 Drawn By: EV

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	10000-30257	10000-30257	24R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					

PART NO.	HIGHWAY	LIMITS	FEATURES TO BE MAINTAINED	MILES	AGENCY	AUTHORITY	LANE MILES
1	I 481	N 169+10 TO N 331+00	PAVEMENT, SHOULDERS, DRAINAGE SYSTEM AND LANDSCAPING	3.07	STATE	SEC. 340-b HIGHWAY LAW	6.84
2	CONNECTION EN	EN 10+86 TO EN 15+86		.09			.09
3	CONNECTION NE	NE 0+00 TO NE 2+45		.04			.04
4	CONNECTION NW	NW 5+70 TO NW 33+66		.53			.53
5	CONNECTION ES	ES 2+95 TO ES 18+15		.35			.35
6	CONNECTION NW	NW 0+00 TO NW 30+41		.57			.57
7	RAMP NWE	NWE 0+00 TO NWE 25+14		.48			.48
8	RAMP NEN	NEN 0+00 TO NEN 15+72		.30			.30
9	RAMP NES	NES 0+00 TO NES 18+04		.34			.34
10	RAMP SAE	SAE 0+00 TO SAE 13+17		.25			.25
11	RAMP NWS	NWS 0+00 TO NWS 17+28		.33			.33
12	RAMP SNW	SNW 0+00 TO SNW 26+74		.51			.51
13	RAMP NWN	NWN 0+00 TO NWN 14+83		.28			.28
14	RAMP NWN	NWN 0+00 TO NWN 22+13		.42			.42
15	RAMP NBT	NBT 0+00 TO NBT 13+52		.26			.26
16	RAMP TSB	TSB 0+00 TO TSB 10+75		.20			.20
17	TOLL PLAZA	T 0+72 TO T 52+87		.84	NEW YORK STATE THRUWAY AUTHORITY	PUBLIC AUTHORITIES LAW SECT. 359	3.39
18	RAMP TTE	TTE 0+00 TO TTE 11+78		.37			.37
19	RAMP TET	TET 0+00 TO TET 23+55		.37			.37
20	RAMP TTN	TTN 0+00 TO TTN 25+07		.46			.46
21	RAMP TWT	TWT 0+00 TO TWT 25+45		.46			.46
24a	I 690 EASTBOUND	E B 130+00 TO 145+00		.52	STATE	SEC 340-b HIGHWAY LAW	.52
CROSS ROADS, SERVICE ROADS & INTERSECTIONS							
22	KIRKVILLE ROAD	K 0+40 TO K 24+25	PAVEMENT, SHOULDERS, DRAINAGE SYSTEM AND LANDSCAPING	.45	ONONDAGA COUNTY	SEC. 340-b HIGHWAY LAW	2.10
23	FRONTAGE ROAD	F 117+00 TO F 131+00		.79	TOWN OF DE WITT		1.58
24	DECATUR HEYERS ROAD	H 12+35 TO H 36+55		.46			.92
25	CUL DE SAC - LYONS ST.						
26	CUL DE SAC - BENEDICT ST.						
27	CUL DE SAC - HEYERS ROAD						

PART NO.	HIGHWAY	LIMITS	FEATURES TO BE MAINTAINED	MILES	AGENCY	AUTHORITY	LANE MILES
ROADS DESTROYED BY CONSTRUCTION							
28	LYONS STREET		WITHIN ROW		TOWN OF DE WITT	SEC 340b HIGHWAY LAW	
29	BENEDICT STREET		WITHIN ROW				
30	HEYERS ROAD		WITHIN ROW				
STRUCTURES							
31	I 481 OVER EAST MARLIUS ST.		ENTIRE STRUCTURE		STATE	SEC. 340-b HIGHWAY LAW	
32	I 481 OVER N.Y.C.R.R.						
33	I 481 OVER KIRKVILLE ROAD						
34	EB EDEN OVER I 481 SB.						
35	CONNECTION NW OVER I 481						
36	I 481 OVER I 690 WB						
37	CONNECTION NW OVER I 690						
38	I 481 OVER WB CONN.						
39	I 481 OVER THRUWAY						
40	T RAMP OVER THRUWAY				NEW YORK STATE THRUWAY AUTHORITY	PUBLIC AUTHORITIES LAW SECT. 359	
SHOW REMOVAL							
	MAINLINES, CONNECTIONS, RAMPS		PARTS 1-16		STATE	SEC. 340-b HIGHWAY LAW	
	TOLL PLAZA & RAMPS		PARTS 17-21		NEW YORK STATE THRUWAY AUTHORITY	PUBLIC AUTHORITIES LAW SECT. 359	
	KIRKVILLE ROAD		PART 22		ONONDAGA COUNTY	SEC. 340-b HIGHWAY LAW	
	HEYERS ROAD FRONTAGE ROAD CUL DE SACS		PARTS 23-27		TOWN OF DE WITT	SEC. 340-b HIGHWAY LAW	

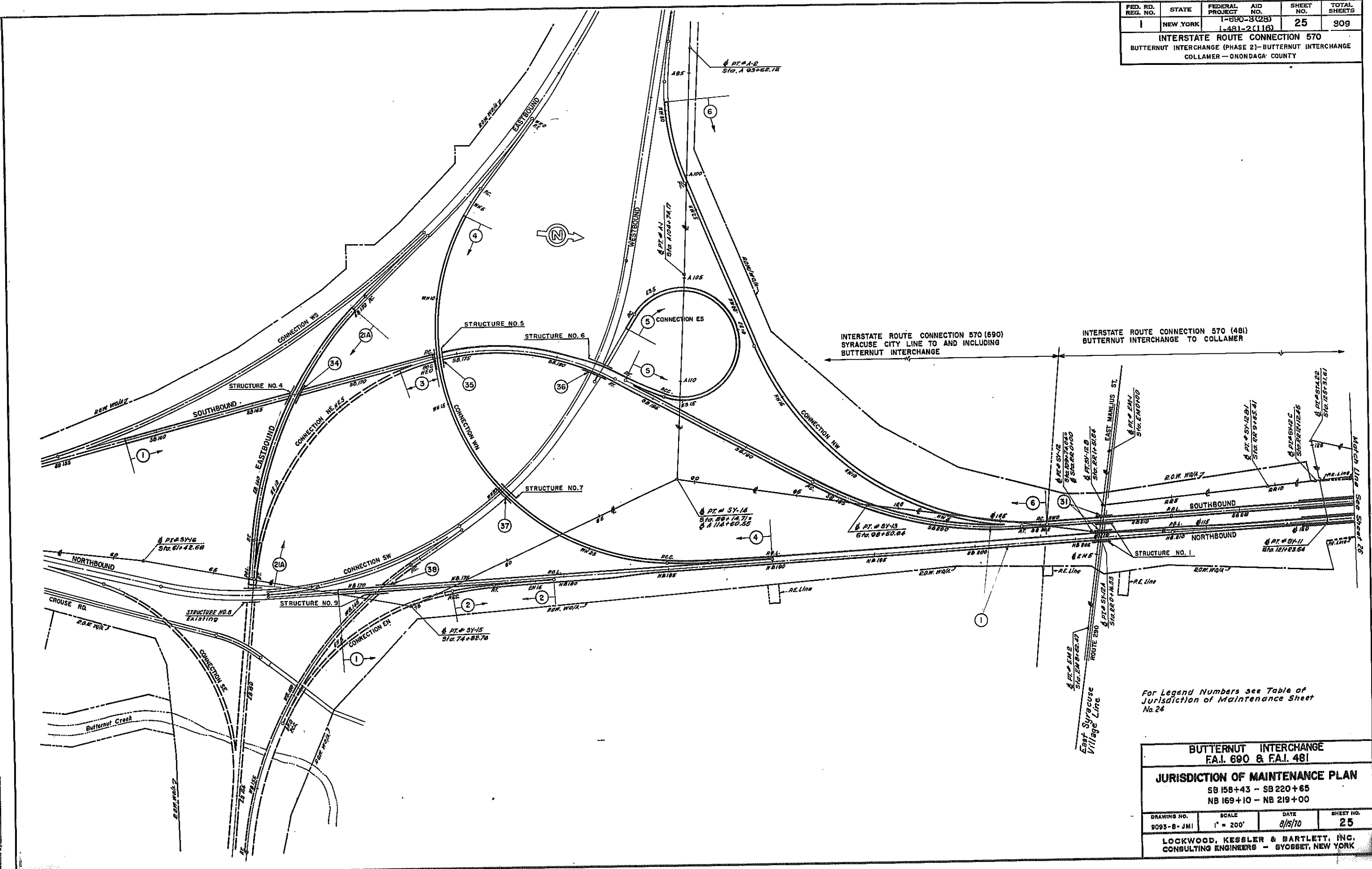
Note: All existing sanitary sewers and other sewers not deemed to be part of the Project by the Superintendent, watermains, hydrants and other municipally and privately owned facilities within the limits of the R.O.U. which remain in service unchanged and all such facilities relocated or protected as part of the work performed under the project whether crossing, located within or adjacent to the R.O.U. shall be maintained as the case may be by the municipality or by the agency or unit having control and jurisdiction thereof at no cost or expense to the State.

As Built Revision
Change in tables

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
JURISDICTION OF MAINTENANCE TABLE			
DRAWING NO. 8083-B-JMT	SCALE NONE	DATE 8/15/70	SHEET NO. 24
LOCKWOOD, KESBLER & BARTLETT, INC., CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of
R.A.S.
Made By
U.M.
Checked By
M.I.
U.M.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-590-3(2B)	1-481-2(116)	25	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



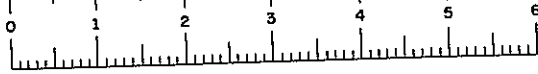
INTERSTATE ROUTE CONNECTION 570 (690)
 SYRACUSE CITY LINE TO AND INCLUDING
 BUTTERNUT INTERCHANGE

INTERSTATE ROUTE CONNECTION 570 (481)
 BUTTERNUT INTERCHANGE TO COLLAMER

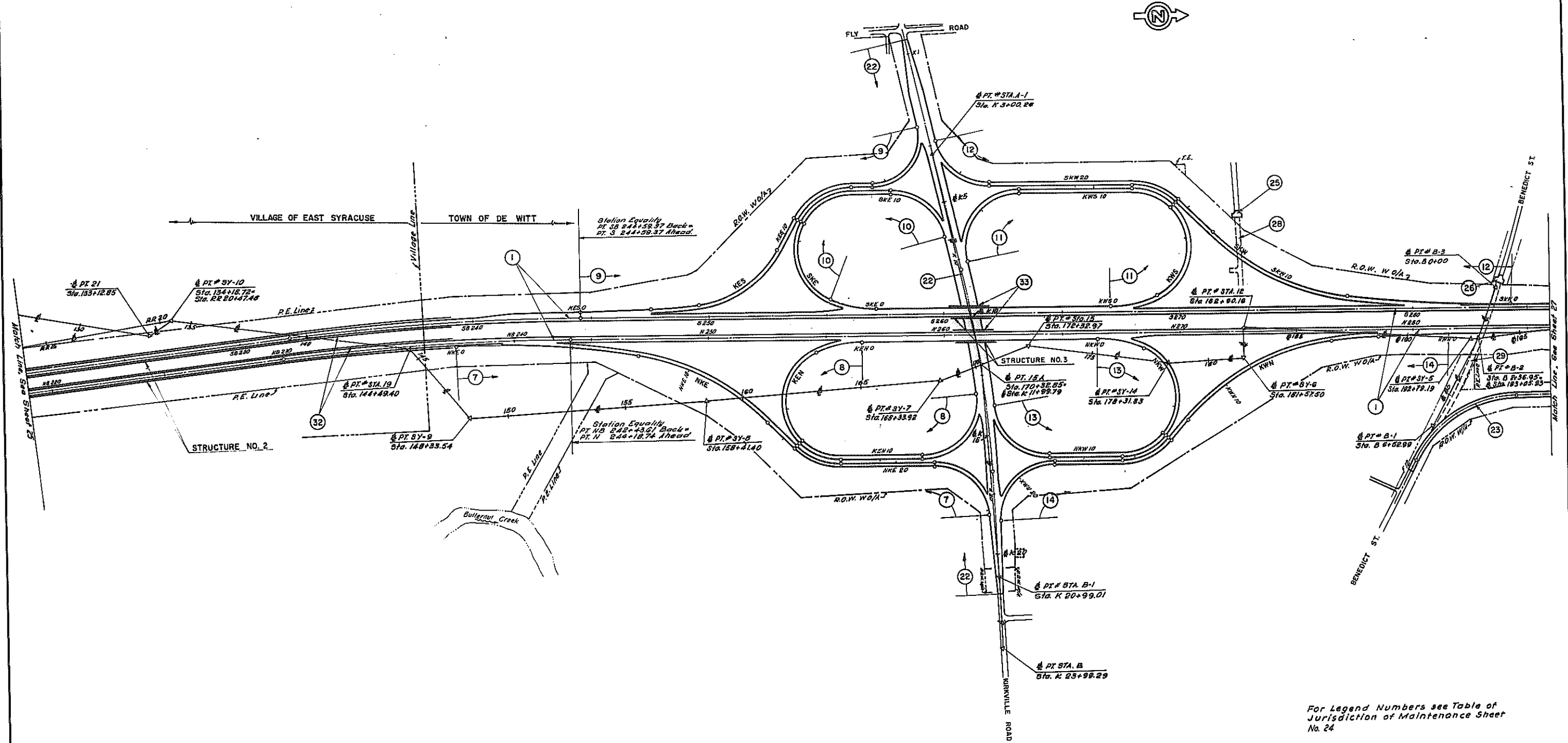
For Legend Numbers See Table of
 Jurisdiction of Maintenance Sheet
 No. 24

BUTTERNUT INTERCHANGE			
F.A.I. 690 & F.A.I. 481			
JURISDICTION OF MAINTENANCE PLAN			
SB 158+43 - SB 220+65			
NB 169+10 - NB 219+00			
DRAWING NO.	SCALE	DATE	SHEET NO.
8093-B-JMI	1" = 200'	8/5/70	25
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

In Charge of: RAS
 Checked by: JLM
 Drawn by: RAS
 Title: JLM



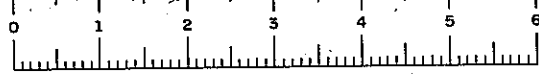
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3028 1-481-2(116)	26	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				



For Legend Numbers see Table of Jurisdiction of Maintenance Sheet No. 24

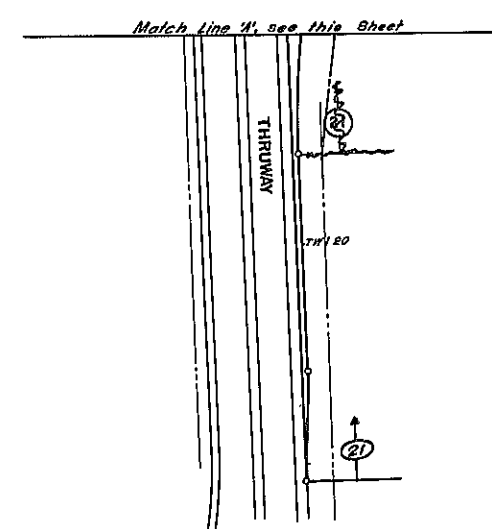
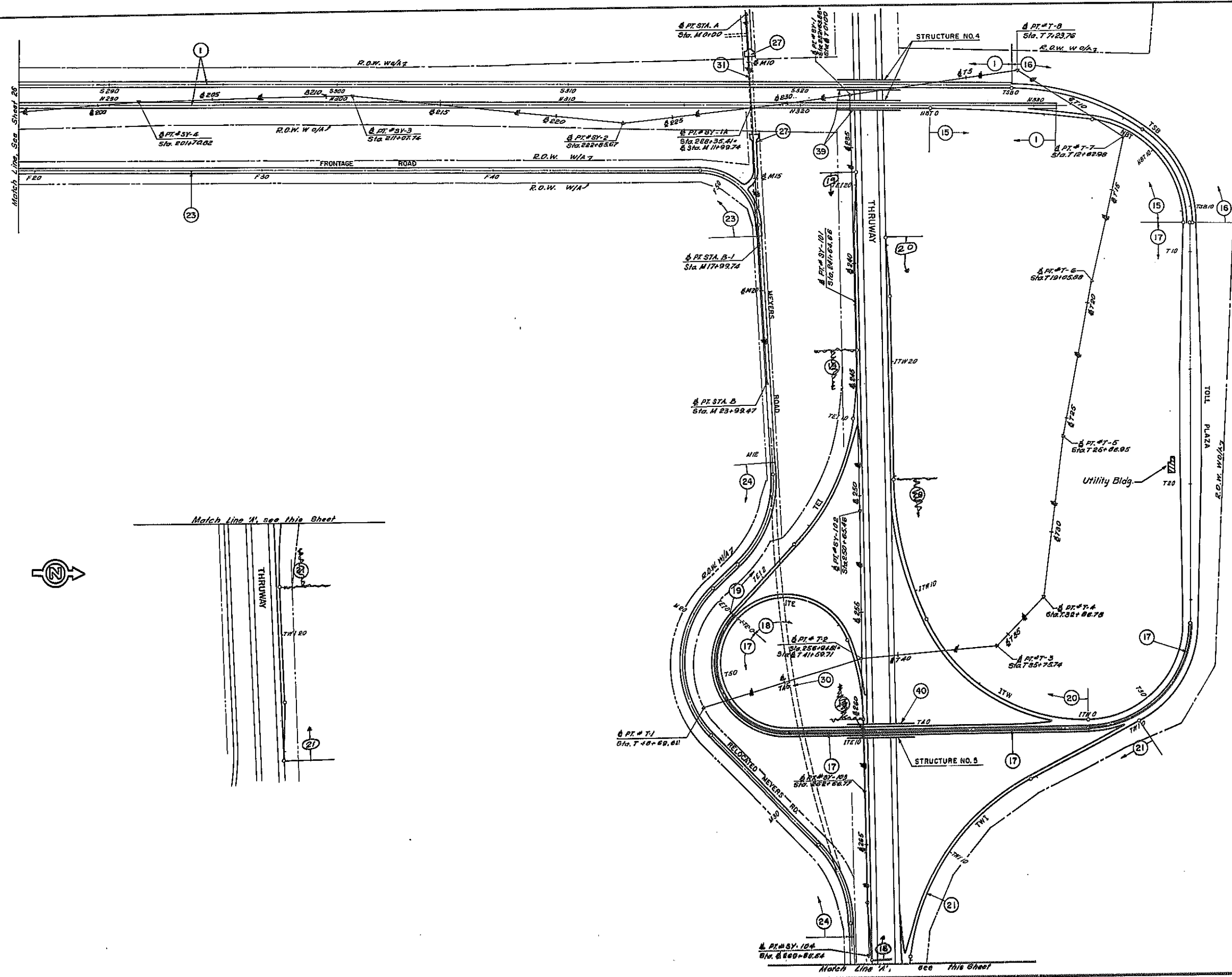
F.A.I. 481			
JURISDICTION OF MAINTENANCE PLAN			
SB 220+65 - S 286+00 NB 219+00 - N 286+00			
DRAWING NO. 9063-B-J M 2	SCALE 1" = 200'	DATE 8/15/70	SHEET NO. 26
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: RAS
 Made By: SS
 Traced By: M. Gaudin
 Checked By: SG



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(118)	27	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY

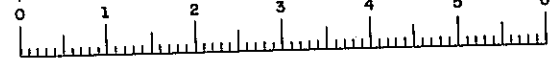


As Built Revisions
 Change in Maintenance limits

For Legend Numbers see Table of
 Jurisdiction of Maintenance Sheet
 No. 24

F.A.I. 481			
JURISDICTION OF MAINTENANCE PLAN			
S 286+00 - END OF PROJECT			
N 286+00 - END OF PROJECT			
DRAWING NO.	SCALE	DATE	SHEET NO.
8083-B-JMS	1" = 200'	8/19/70	27
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

In Charge of: RAS
 Made By: DH
 Traced By: FLS
 Checked By: DH



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	1-481-2(116)	28	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					

GENERAL NOTES

SPECIFICATIONS:
 The State of New York Department of Public Works, Division of Construction Specifications adopted January 2, 1962 as amended and amended by Supplementary Specifications shall govern the work to be performed under this contract.

CIVIL NOTES:
 The coordinate system used in this contract is the New York Plane Coordinate System as established by the United States Coast and Geodetic Survey.
 Elevations refer to mean sea level of Sandy Hook, N.J. as determined by the United States Coast and Geodetic Survey.

CLEARING AND GRUBBING:
 No clearing and grubbing shall be done in areas not to be graded except where directed by the Engineer. No clearing and grubbing shall be done until the Contractor places slope stakes and the Engineer approves the area to be cleared and grubbed. Areas disturbed by the Contractor without authorization by the Engineer shall be restored as specified in Item 1, part d. by the Contractor at no expense to the State.

DRIVEWAYS:
 The location of driveways and aprons shown on the plans are approximate. All locations and driveway details shall be determined by the Engineer in the field.

UTILITIES:
 Relocation or removal of telephone and electrical poles, towers, cables and gas mains will be done by others.

GUIDE RAIL
 Where the curvature of Item 33AE exceeds 8 degrees the Contractor is to substitute Item 33AEX. Where the curvature of Item 33MV exceeds 3 degrees 15 minutes, the Contractor is to substitute Item 33 MVX.

LEGEND

DESCRIPTION	EXISTING	PROPOSED
Station Line	---	---
Property Line	---	---
R.O.W. Line	---	---
Controlled Access Line	---	---
Easement	---	---
Pavement Edge	---	---
Curb	---	---
Shoulder Bullnose	---	---
Contour	---	---
Drainage Pipe	---	---
Underdrain	---	---
Guide Rail or Highway Barrier	---	---
Permanent Barricade	---	---
Fence	---	---
Gutter Type (e.g. Type A)	---	---
Direction of Flow	---	---
Jule Mesh	---	---
Overhead Electric Wires	---	---
Overhead Telephone Wires	---	---
Gas Mains	---	---
Water Mains	---	---
Sanitary Sewer	---	---
Utility Company Pole	---	---
Water Valve	---	---
Hydrant	---	---
Trees	---	---
Marsh	---	---
Drop Inlet	---	---
Manhole	---	---
End Section	---	---
Headwall	---	---
Drill Hole & Number	---	⊙ DH# 201
Undisturbed Sample Drill Hole & Number	---	⊙ UH# 78
Bench Mark	---	× BM-20
Drainage Run Number	---	Ⓟ 32
Demolition Number	---	Ⓢ 2
Spot Elevation	---	×
Map & Parcel Number	---	Ⓜ 1000
Toe of Slope	---	---
Top of Cut	---	---
Stream	---	---
Transmission Tower	---	---

ABBREVIATIONS

Drop Inlet	D.I.
Manhole	M.H.
End Section	E.S.
Headwall	H.W.
Top of Grate	T.G.
Invert	Inv.
Reinforced Concrete Pipe	R.C.P.
Corrugated Metal Pipe	C.M.P.
As ordered by the Engineer	I.O.B.E.
As ordered by the Engineer	A.O.B.E.
Elevation	El.
Bench Mark	B.M.
Station	Sta.
Center Line	CL
Radius	R
Pavement	Pav't.
Existing	Exist.
Sheet	Sh.
Stopping Sight Distance	S.S.D.
Head Light Sight Distance	H.S.D.
Drill Hole	D.H.
Undisturbed Sample Drill Hole	U.H.

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
GENERAL NOTES, LEGEND & ABBREVIATIONS			
DRAWING NO. 8095-B-8N1	SCALE NONE	DATE 8/15/70	SHEET NO. 28
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: RAS
 Checked By: FV
 Drawn By: MZ
 Title: FV

Table with columns: FED. RD. REG. NO., STATE, FEDERAL PROJECT, AID NO., SHEET NO., TOTAL SHEETS. Values include NEW YORK, I-690-8(28), 29A, 309.

INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)- BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY

TABLE OF BENCH MARKS

Table with columns: NO., LOCATION, ELEV. Contains 26 entries of benchmark locations and elevations.

TABLE OF LENGTHS

Table with columns: ROADWAY, STATION TO STATION, LENGTH L.F., MILES. Lists various roadway segments and their lengths.

TABLE OF UNDERDRAIN

Table with columns: STATION TO STATION, SIDE, LENGTH L.F., ESTIM. PAID L.F., ACTUAL. Lists underdrain details for various stations.

TABLE OF DRIVEWAYS

Table with columns: STATION, SIDE. Lists driveway locations and sides.

TABLE OF DEMOLITION

Table with columns: NO., DESCRIPTION, BL. STATION, OFFSET. Lists items to be demolished.

ITEM 3375 TRANS. SECT. - BOX BEAM TO CORRUGATED BEAM. Table with columns: STATION TO, STATION FROM, SIDE, QUANTITY.

ADDITIONS TO BENCH MARK LISTS

Table with columns: No., LOCATION, ELEVATION, No., LOCATION, ELEVATION. Lists additional benchmark locations.

TABLE OF REINFORCED SHOULDERS

Table with columns: STATION TO, STATION FROM, STATION TO, STATION FROM. Lists reinforced shoulder details.

AS BUILT REVISIONS CHANGE & ADDITION OF TABLES

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481. TABLES MISCELLANEOUS. Includes drawing no., scale, date, sheet no., and company name.

Vertical text on the left margin: In Charge of P.A.S., Made By F.V., Checked By M.J., Checked By F.V.

FIELD CHANGE SHEET
FIELD CHANGE SHEET FOR CONTRACT F.I.S.H. 70-7, CAPITAL PROJECT
IDENTIFICATION NO. 3003.00. SHEET 301 VOIDS ALL OF ORIGINAL SHEET 30
* ITEMS 33AE, 33AEDR, 33AEB, INCREASED DUE TO ADDITION OF SIGN STRUCTURE ITEM 474-CC5

Table with columns: FED. RD. REG. NO., STATE, FEDERAL PROJECT NO., AID NO., SHEET NO., TOTAL SHEETS. Values include NEW YORK, 1-690-3(28), 1-481-2(116), 301R, 309.

FIELD CHANGE SHEET

Table for ITEM 33 DMTT CORRUGATED BEAM TYPE MALL BARRIER. Columns: STATION, LOCATION, LENGTH. Includes station T 19+00 and location Toll Plaza.

Table for ITEM 33 MVA BOX BEAM MEDIAN BARRIER END ASSEMBLY, TYPE A. Columns: STATION, SIDE, QUANTITY. Includes stations NBT 7+00, NBT 13+47, T 26+09.

Table for ITEM 33 MVB BOX BEAM MEDIAN BARRIER END ASSEMBLY, TYPE B. Columns: STATION, SIDE, QUANTITY. Includes stations SB 242+98, N 212+75, N 266+50, S 213+25, T 26+09.

Table for ITEM 33 MVX BOX BEAM BARRIER, SHOP CURVED. Columns: STATION TO STATION, SIDE, LENGTH. Includes stations NBT 7+00, T 15+70, T 53+80, T 26+09.

FIELD CHANGE SHEET
SEE FIELD CHANGE SHEET NO. 45F1 FOR APPROVAL SIGNATURE.

BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

TABLES
GUIDE RAIL

Table with columns: DRAWING NO., SCALE, DATE, SHEET NO. Values include 9003-B-T2, 8/15/70, 30F1.

ITEM 33 DDB ANCHORAGE UNIT FOR CORRUGATED-BEAM GUIDE RAIL

Table with columns: STATION, SIDE, QUANTITY. Lists various stationing and quantities for the anchorage unit.

ITEM 33 DMA ANCHORAGE UNIT FOR CORRUGATED BEAM TYPE MALL BARRIER

Table with columns: STATION, SIDE, QUANTITY. Lists stationing and quantities for the mall barrier anchorage unit.

ITEM 33 DMS SPECIAL ANCHORAGE UNIT FOR CORRUGATED BEAM TYPE MALL BARRIER

Table with columns: STATION, SIDE, QUANTITY. Lists stationing and quantities for the special anchorage unit.

ITEM 33 MV BOX BEAM MEDIAN BARRIER

Table with columns: STATION TO STATION, SIDE, LENGTH. Lists stationing and lengths for the median barrier.

As Built Revisions
Change in tables

ITEM 33 AEY BOX BEAM GUIDE RAIL SHOP CURVED

Table with columns: STATION TO STATION, SIDE, LENGTH. Lists stationing and lengths for the curved guide rail.

ITEM 33 DDS ANCHORAGE UNIT FOR CORRUGATED BEAM TYPE GUIDE RAIL (DRIVEWAY)

Table with columns: STATION, SIDE, QUANTITY. Lists stationing and quantities for the driveway anchorage unit.

ITEM 33 DM CORRUGATED BEAM TYPE MALL BARRIER

Table with columns: STATION TO STATION, SIDE, LENGTH. Lists stationing and lengths for the mall barrier.

ITEM 32 DG CABLE GUIDE RAIL BEAM POST

Table with columns: STATION TO STATION, SIDE, LENGTH. Lists stationing and lengths for the cable guide rail.

ITEM 33 DB CORRUGATED BEAM TYPE GUIDE RAIL

Table with columns: STATION TO STATION, SIDE, LENGTH. Lists stationing and lengths for the guide rail.

ITEM 33 AE BOX BEAM GUIDE RAIL

Table with columns: STATION TO STATION, SIDE, LENGTH. Lists stationing and lengths for the guide rail.

* Crossed-out Lines Are Entered As Item 3375 On Sheet 29.

ITEM 32 DDC ANCHORAGE UNIT

Table with columns: STATION, SIDE, QUANTITY. Lists stationing and quantities for the anchorage unit.

ITEM 32 DDR ANCHORAGE UNIT (DRIVEWAY)

Table with columns: STATION, SIDE, QUANTITY. Lists stationing and quantities for the driveway anchorage unit.

ITEM 33 AEDR BOX BEAM GUIDE RAIL END ASSEMBLY

Table with columns: STATION, SIDE, QUANTITY. Lists stationing and quantities for the end assembly.

In Charge: P.A.S.
Made By: S.G.
Checked By: J.Z.
Checked By: S.G.

Table with 5 columns: FED. RD. REG. NO., STATE, FEDERAL PROJECT AID NO., SHEET NO., TOTAL SHEETS. Values include NEW YORK, 1-690-8(28), 1-481-2(116), 32R, 309.

INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY

Main data table with columns: RUN NO., TYPE, APPROX. STATION & OFFSET, ESTIMATE 2EF-B (CY), 5T (CY), IIP, IIPM, IIES, various pipe sizes (14, 14ES, 14X, etc.), REMARKS. Contains 48 rows of data.

As Built Revisions change in tables

Summary table for BUTTERNUT INTERCHANGE (F.A.I. 690 & F.A.I. 481). Includes columns for DRAWING NO., SCALE, DATE, SHEET NO. and company name: LOCKWOOD, KEBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK.

Vertical text on the left margin: In Charge of RAS, Made By SG, Titled By MZ, Checked By SG.

SUMMARY OF WORK-UP SHEETS FOR EXCAVATION

THESE ESTIMATED QUANTITIES TO BE USED AS THE BASIS FOR BIDDING.— ACTUAL QUANTITIES MAY VARY SUBSTANTIALLY FROM THOSE ESTIMATED

SUMMARY UNCLASSIFIED EXCAVATION ITEM 2

SUMMARY TABLE

SOURCE	TOTAL C.Y.
Excavation (Ct) — Summary Table	211,779
Unsuitable Material (Fu) — " — "	0
Stripping under Fills (Fs) — " — "	29,600
Earth Borrow — Summary Sheet	1,314,290
Drainage Excavation — Drainage Sheets (not shown in Summary Table)	0
Miscellaneous Excavation	0
NEAT TOTAL	1,555,669
PROPOSAL TOTAL	1,556,000

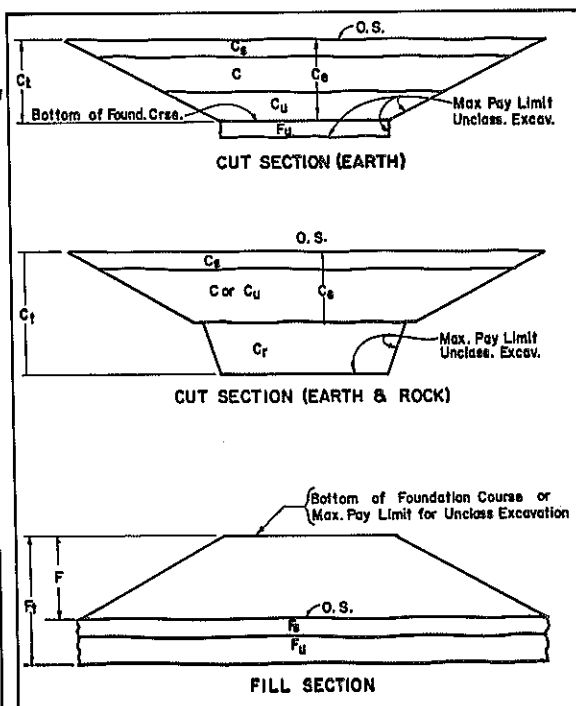
SUB-DIVISION NO.	LOCATION		EXCAVATION (C.Y.)							EMBANKMENT (C.Y.)			EXCESS E (C.Y.) Ca - Ft	DEFICIENCY D (C.Y.) Ft - Ca	
	STA.	STA.	TOTAL CUT Ct	ASSUMED EARTH Ce	ASSUMED ROCK Cr	STRIPPING Cs	UNSUITABLE MATERIAL Cu	AVAILABLE FOR EMBANKMENT EARTH CUT Cc - (Cu + Cu')	COMPOSITE CUT Cc + Cr + Cc'	ABOVE O.S. F	REMOVE & REPLACE UNSUITABLE Fu	STRIPPING Fs			TOTAL Ft F + Fu + Fs
1	238+50	289+50	22,459	22,459	0	1,100	0	21,359	17,728	328,995	0	4,050	333,045	0	315,317
2	289+50	331+50	13,556	13,556	0	0	0	13,556	11,251	332,455	0	4,260	336,715	0	325,464
3	Kirkville Rd. Interchange		110,658	110,658	0	0	0	110,658	91,846	192,419	0	12,390	204,809	0	112,963
4	Frontage Rd.		27,059	27,059	0	2,600	0	24,459	20,301	2,478	0	1,970	4,448	15,853	0
5	Thruway Plaza		11,256	11,256	0	0	0	11,256	9,342	311,818	0	1,080	312,898	0	303,556
6	Thruway Interchange		20,053	20,053	0	0	0	20,053	16,644	58,964	0	4,270	63,234	0	46,590
7	Meyers Rd.		6,738	6,738	0	0	0	6,738	5,593	6,837	0	1,580	8,417	0	2,824
TOTAL			211,779	211,779	0	3,700	0	208,079	172,705	1,233,966	0	29,600	1,263,566	15,853	1,106,714

Total Deficiency = 1,090,861

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)		35	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)—BUTTERNUT INTERCHANGE
COLLAMER—ONONDAGA COUNTY

Note: The excavation tables appearing on this sheet were prepared by the State from the best information available.
The Contractor's attention is called to the fact that conditions and quantities as shown on the tables are estimated and not actual and are solely for the purpose of preparing an estimate and for the determination of the low bid. In any event, these conditions and quantities are NOT to be deemed or considered by the Contractor as a warranty or a representation by the Commissioner of actual field conditions or quantities.
Borrow, if required, will be paid for under the regular item of unclassified excavation unless specifically provided for in the contract.



LEGEND

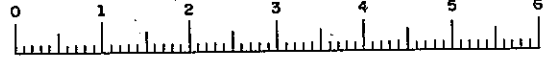
O.S. = Original Surface
Ct = Total cut between O.S. and bottom of foundation course or maximum payment limit for unclassified excavation. (Equals Ce + Cr)
Ce = Portion of total cut which is assumed to be earth. (Includes Cu and Cu')
Cr = Portion of total cut which is assumed to be rock.
Cs = Stripping for topsoil, sod, etc. under O.S. in cuts.
Cu' = Excavated material from cuts, which is assumed unsuitable for embankment.
C = Portion of earth excavation which is assumed suitable for embankment.
Ca = Portion of composite excavation which is assumed suitable for embankment.
F = Embankment between O.S. and bottom of foundation course or maximum payment limit for unclassified excavation.
Fu = Unsuitable material under O.S. in fill sections and under bottom of foundation course in cut sections, which is to be replaced with embankment.
Fs = Stripping for topsoil, sod, etc. under O.S. in fill sections, which will be replaced with embankment.
Ft = Total embankment material necessary.
E = Excess or surplus of excavation.
D = Deficiency of excavation, or borrow required to form embankment.
fe = Number which, when multiplied by volume of earth in its original position, yields the volume of compacted embankment which will be produced from cuts. Use 0.83.
fr = Number which, when multiplied by volume of rock in its original position, yields the volume of compacted embankment which will be produced from cuts.
* Includes shallow overburden occurring in depths of 0' to 5' over rock. This material is part of the excavated earth material, but is not available for embankment since it is lost in the voids of the broken rock.

BORROW COMPUTATIONS

Deficiency (from Summary Table) D	1,090,861 C.Y.
Suitable Borrow Material from Other Sources	0 C.Y.
Net Deficiency D _N	1,090,861 C.Y.
Borrow = D _N ÷ Shrinkage Factor	
= 1,090,861 ÷ 0.83	= 1,314,290 C.Y.

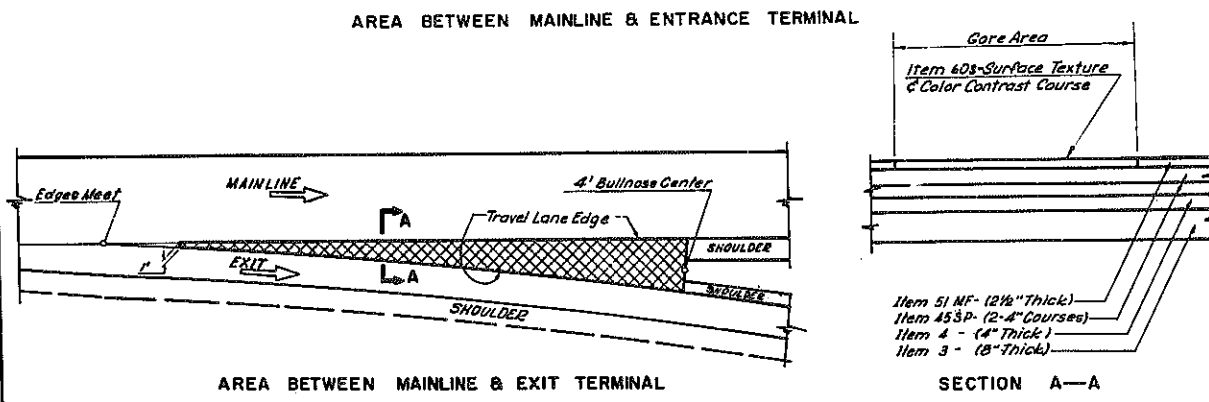
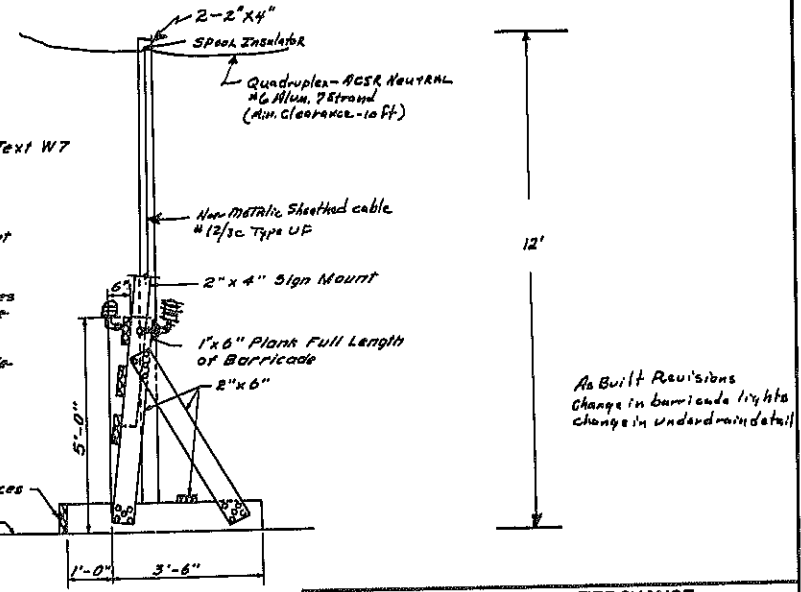
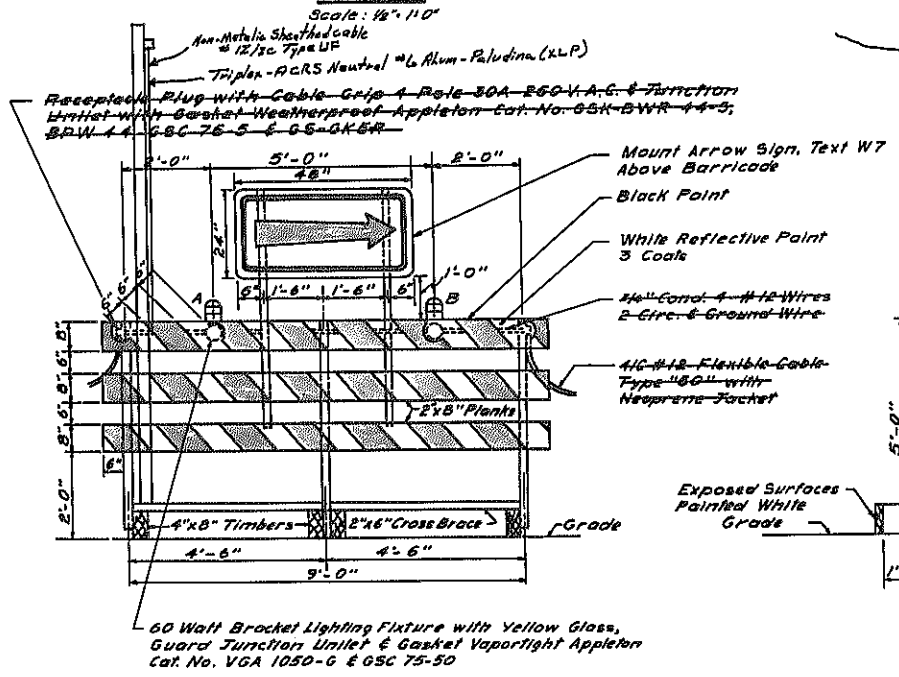
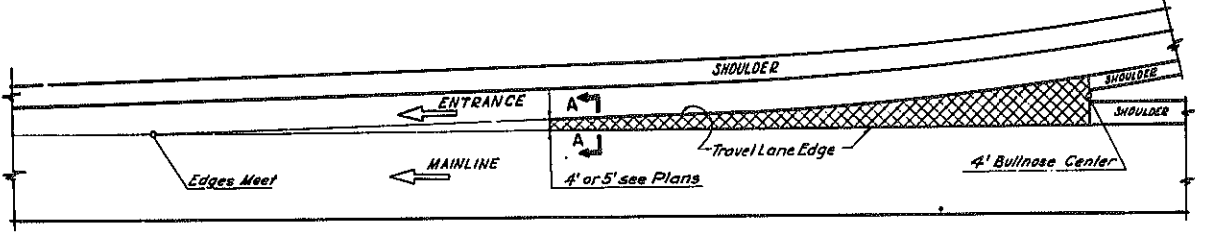
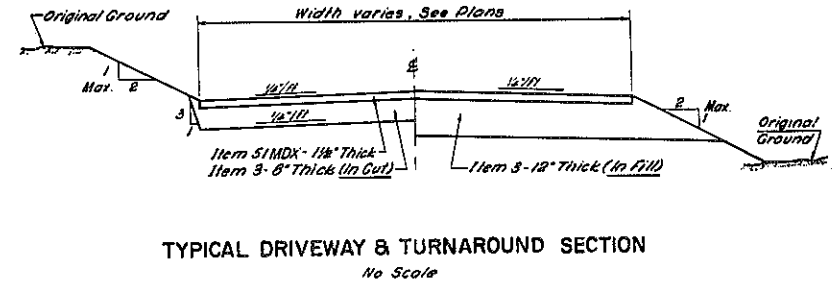
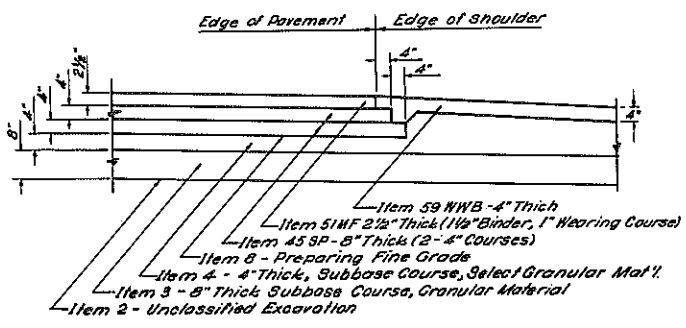
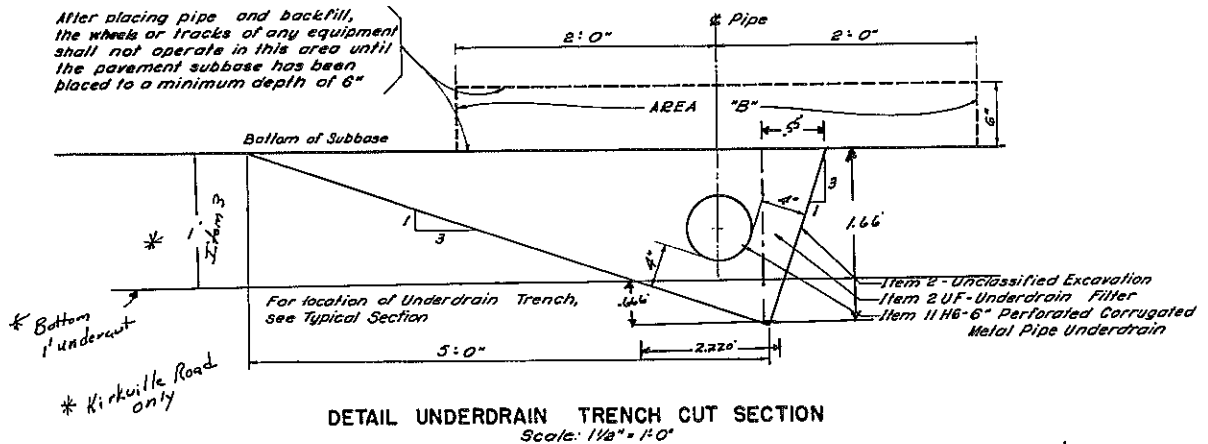
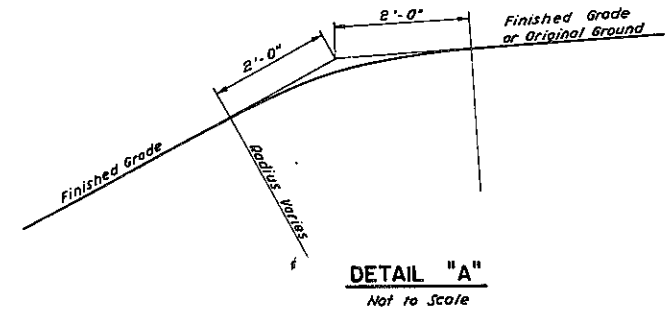
BUTTERNUT INTERCHANGE			
F.A.I. 690 & F.A.I. 481			
EARTHWORK SUMMARY			
DRAWING NO. 9093-B-EB	SCALE -	DATE 8/19/70	SHEET NO. 35
LOCKWOOD, KEEBLER & BARTLETT, INC. CONSULTING ENGINEERS — SYOSSET, NEW YORK			

In Charge of P.A.S.
 Made By D.H.
 Checked By R.J.
 Drawn By D.H.



FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	36 R	309
INTERSTATE ROUTE CONNECTIONS 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				

Item 2 = 4.625 CF.
Volume of 2UF - 11H6 = 4.428 CF
* Item 3 deduction = 3.886 CF.
* Item 2 = .7392 CF.



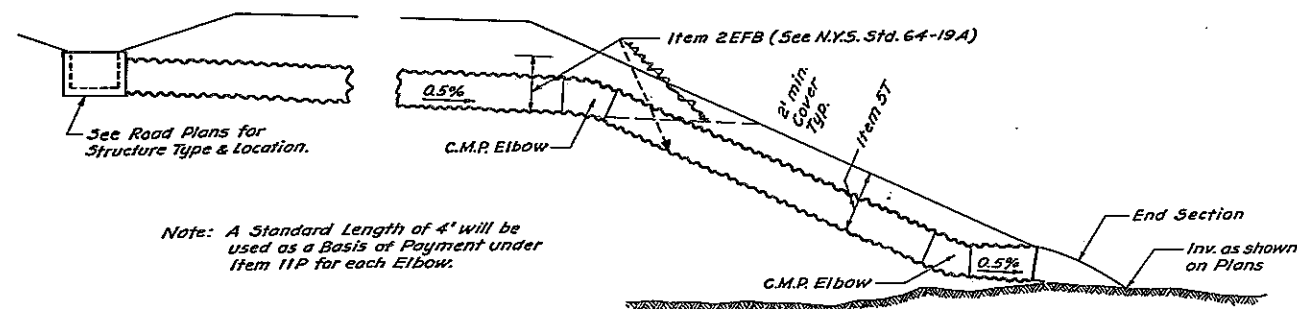
TYPICAL TREATMENT OF CONTRASTING WEDGE
No Scale
To be used in Butternut Interchange (Phase 2) only

Notes:
1. "A" Lights to be Flashing, "B" Lights to be non-flashing
2. Cost of Sign Face to be included in cost of Barricade.
3. Prismatic Stripes shall be painted downward toward direction in which traffic is directed to pass.
4. Odd numbered Barricades to flash alternately with even numbered Barricades.

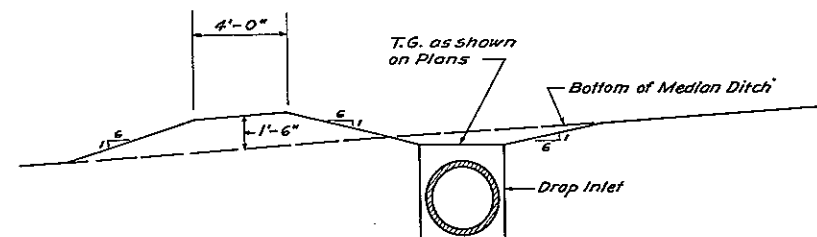
BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
MISC. DETAILS			
DRAWING NO.	SCALE	DATE	SHEET NO.
8083-B-MD1	AS SHOWN	8/15/70	36
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: RAS
 Made By: DHI
 Traced By: MJI
 Checked By: DHI

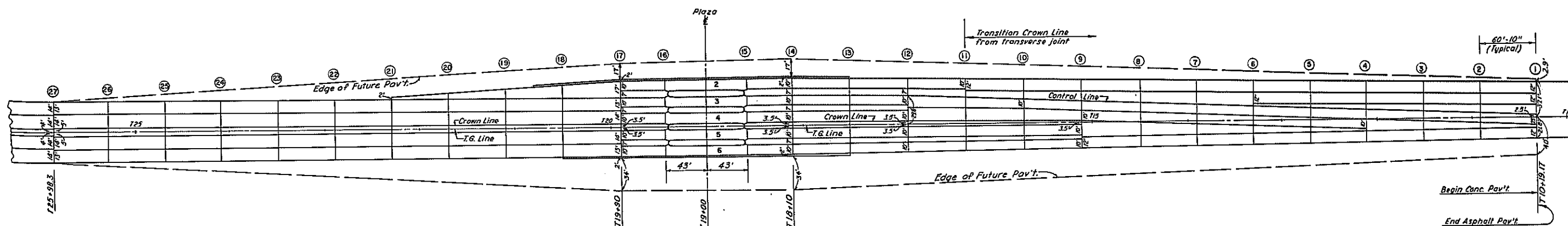
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(2S) 1-481-2(116)		37R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



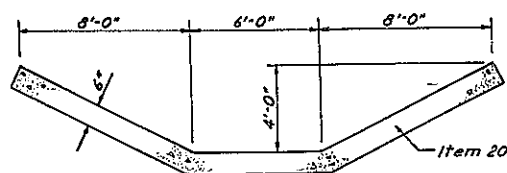
C.M.P. INSTALLATION IN FILL SLOPE



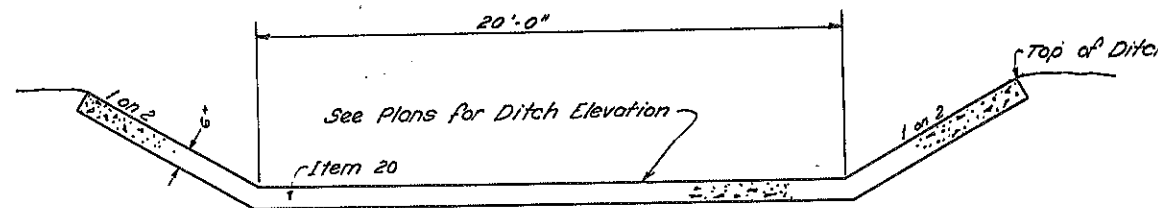
MAINLINE MEDIAN TREATMENT
No Scale



TOLL PLAZA JOINT PLAN
Scale: 1" = 50'



CONCRETE DITCH
DETAIL 'A'
Scale: 1" = 2'-0"

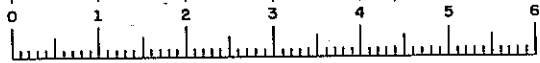


CONCRETE DITCH DETAIL 'B'
No Scale

As Built Revision
Change in Item 2 EF-B

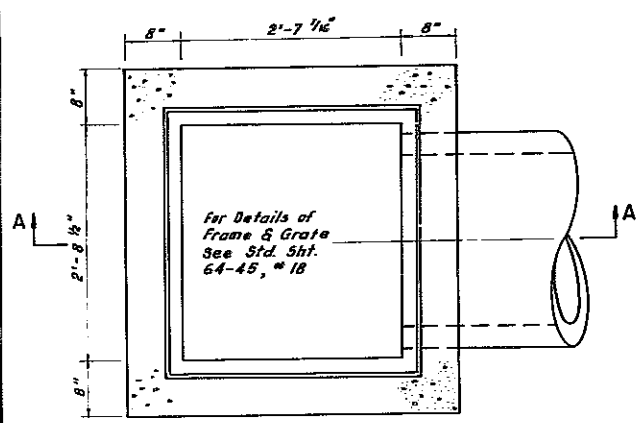
BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
MISC. & DRAINAGE DETAILS			
DRAWING NO. 8083-B-DD2	SCALE NO SCALE	DATE 8/13/10	SHEET NO. 37
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: RAS
 Made By: UM
 Traced By: RZZ
 Checked By: UM

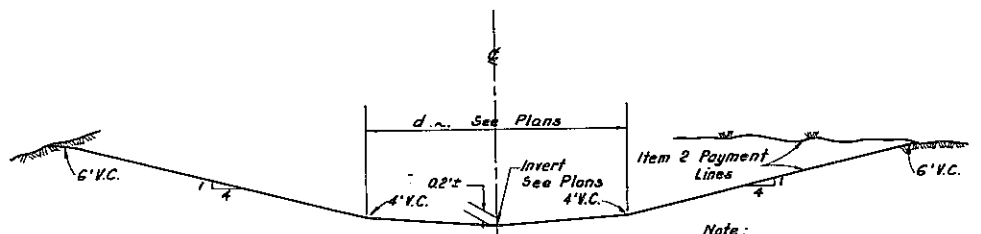


FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B)	1-481-2(116)	38A	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



PLAN

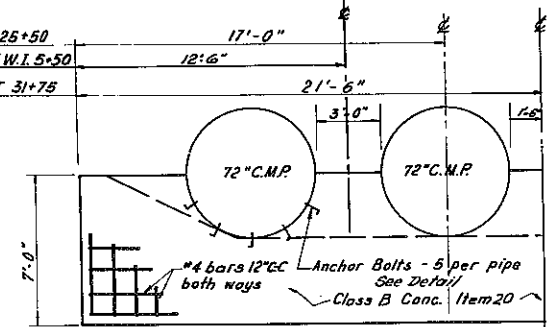


SPECIAL DITCH

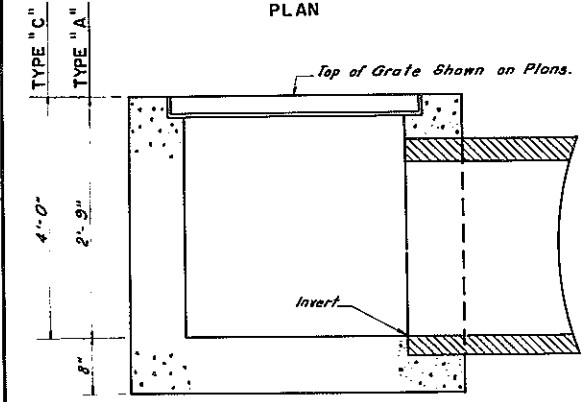
No Scale

Note:
1- Side slopes to be 1:2 in areas of R.O.W. Limitations and A.O.B.E.
2- Where no "d" dimension is shown on plans d is to be 4'-0"

- DR #45 Installation @ 325+50
- #47 Installation @ T.W. 1.5+50
- #6B Installation @ T. 31+75

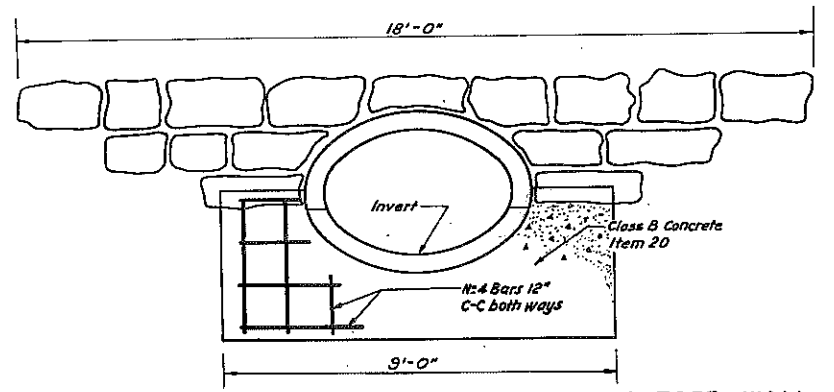


Note:
Cutoff walls are symmetrical about centerline except that right wingwall at installation at TW 1.5+50 to be skewed at 30°



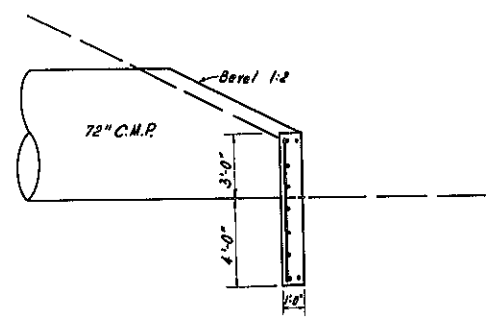
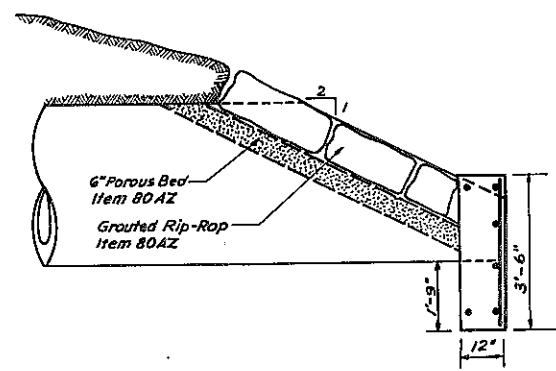
SECTION A-A
DROP INLET TYPE "A" & "C"
ITEM 102DR

Scale: 1" = 1'-0"



CUTOFF WALL TYPE "B"

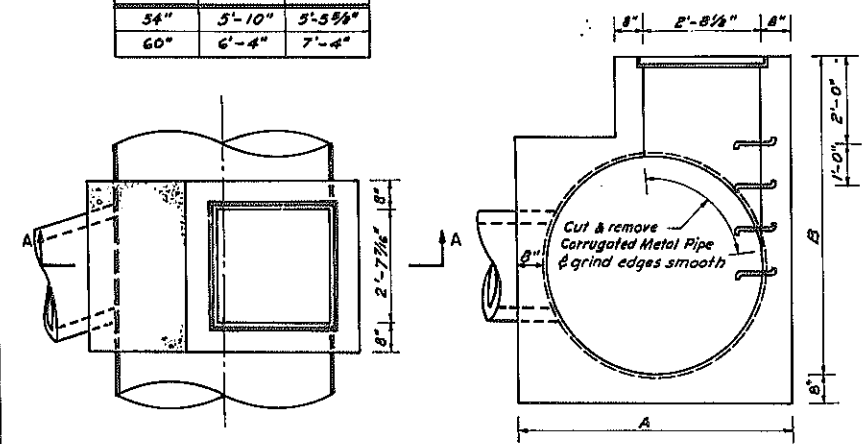
Scale: 1/8" = 1'-0"



CUTOFF WALL TYPE "C"

Sta. 325+50, T. 31+75, TW 1.5+50
Scale: 1/4" = 1'-0"

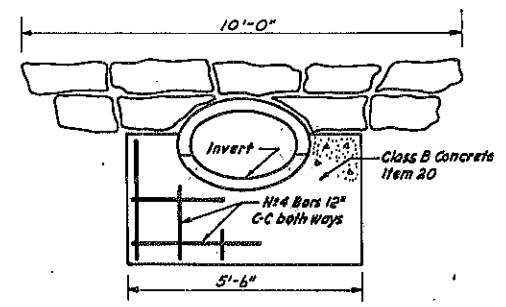
PIPE DIA.	A	B
54"	5'-10"	5'-5 1/2"
60"	6'-4"	7'-4"



DROP INLET TYPE "B"
ITEM 102DR

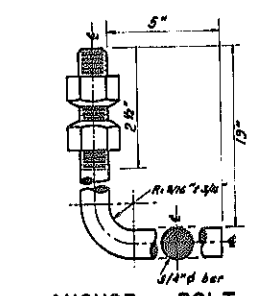
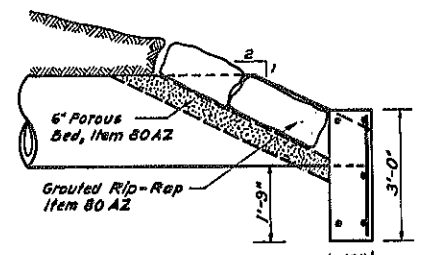
Scale: 1" = 2'-0"

Note: 24" lateral pipe at inlet at Sta. N 246± only.



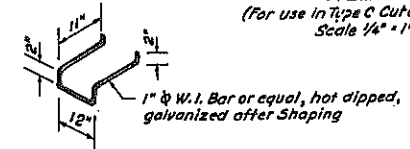
CUTOFF WALL TYPE "A"

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



ANCHOR BOLT
ITEM 30
(For use in Type C Cutoff Wall)
Scale: 1/4" = 1"

As Built Revision
change in Payment Item

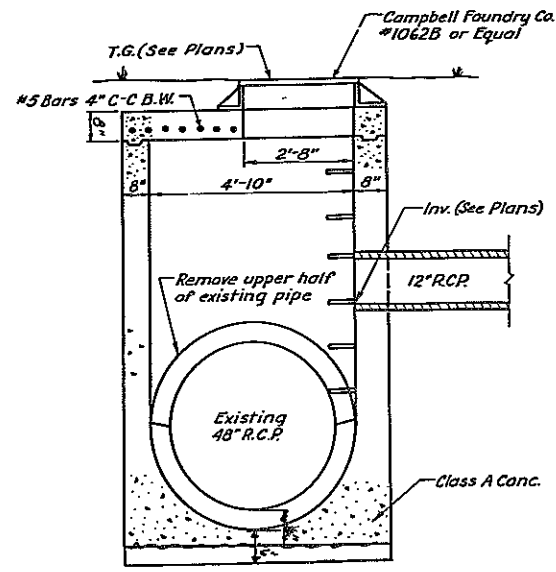


RUNG DETAIL
Item 80 Paid under Item 102DR
Not to Scale

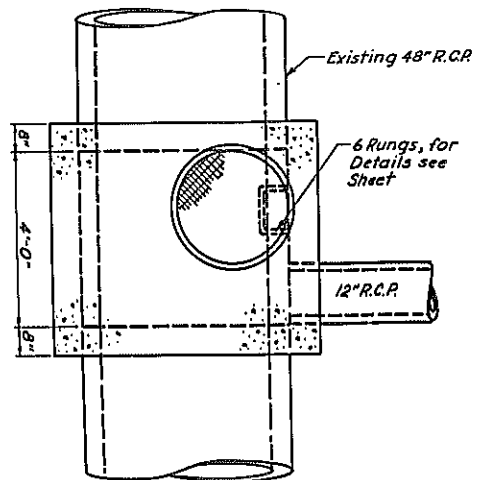
BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
DRAINAGE DETAILS			
DRAWING NO. 8083-B-DD1	SCALE AS SHOWN	DATE 8/15/70	SHEET NO. 38
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: RAS
 Made By: SG
 Traced By: MT
 Checked By: SG

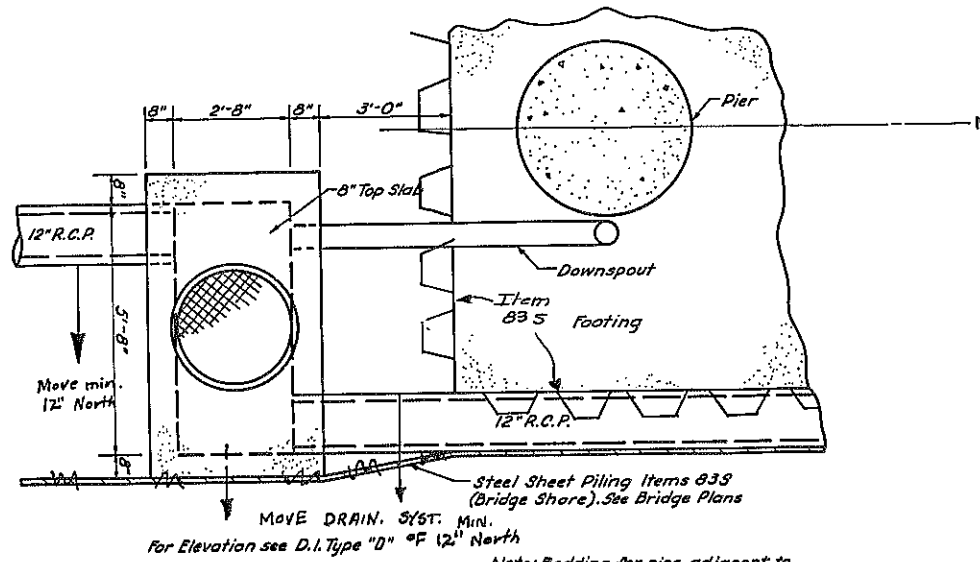
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(28)	L-481-2(116)	39R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



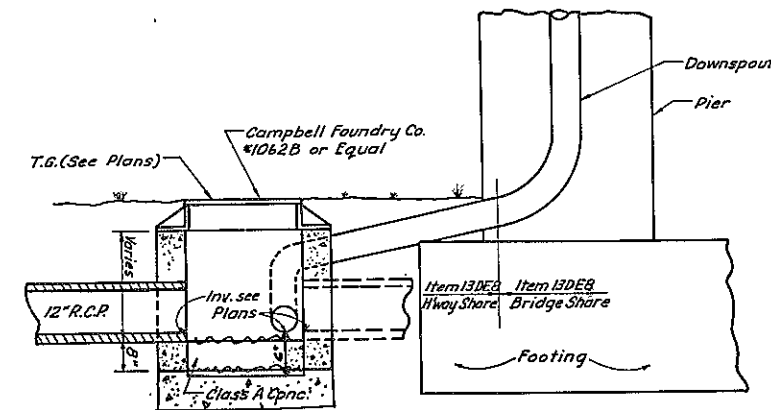
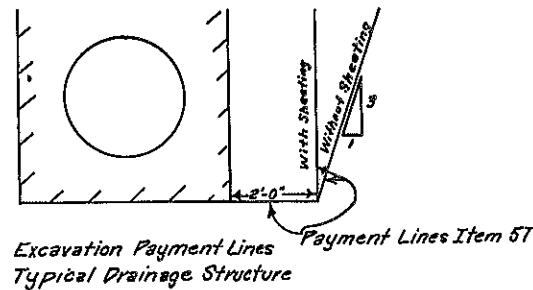
ELEVATION



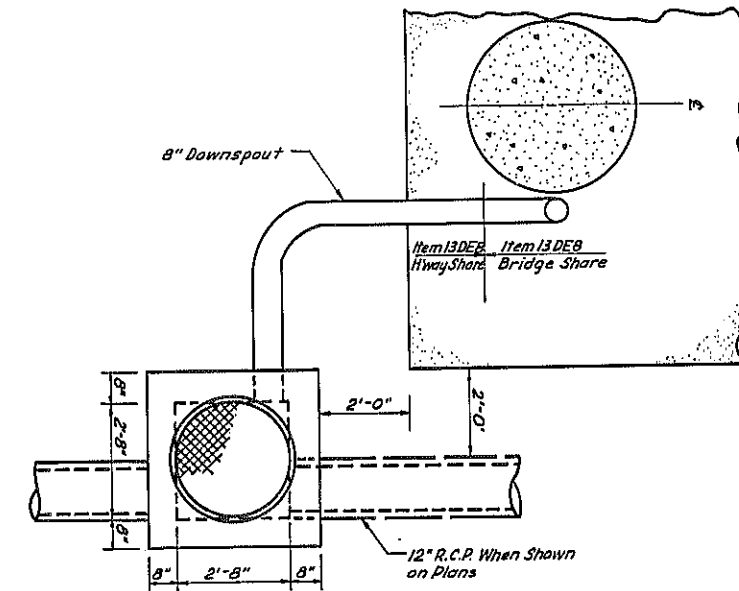
PLAN
MAN HOLE TYPE "A"
(IN DEWITT YARDS)
Scale: 1/2"=1'-0"



PLAN
TYPICAL INSTALLATION D.I. TYPE "E"
(IN DEWITT YARDS AT PIER 4)
Scale: 1/2"=1'-0"



ELEVATION



PLAN
TYPICAL INSTALLATION D.I. TYPE "D"
(IN DEWITT YARDS AT PIERS 2, 3, 5 & 6)
Scale: 1/2"=1'-0"

As Built Revisions
Change in manhole detail

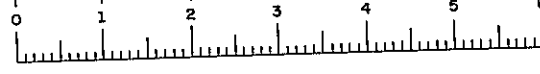
Notes:

- The T.G.s shown on the plans for D.I. Type C & D & M.H. Type A may be revised by the Engineer. Prior to construction of these D.I.s & M.H., the Contractor will obtain the Engineer's approval of the proposed T.G.s.
- See Standard Structure Sheets G7-19, G8-19A for pipe installation details and excavation payment lines.

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
DRAINAGE DETAILS			
DRAWING NO. 6083-B-DD3	SCALE AS SHOWN	DATE 8/5/70	SHEET NO. 39
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: RAS
 Made By: DH
 Traced By: NGT
 Checked By: DH

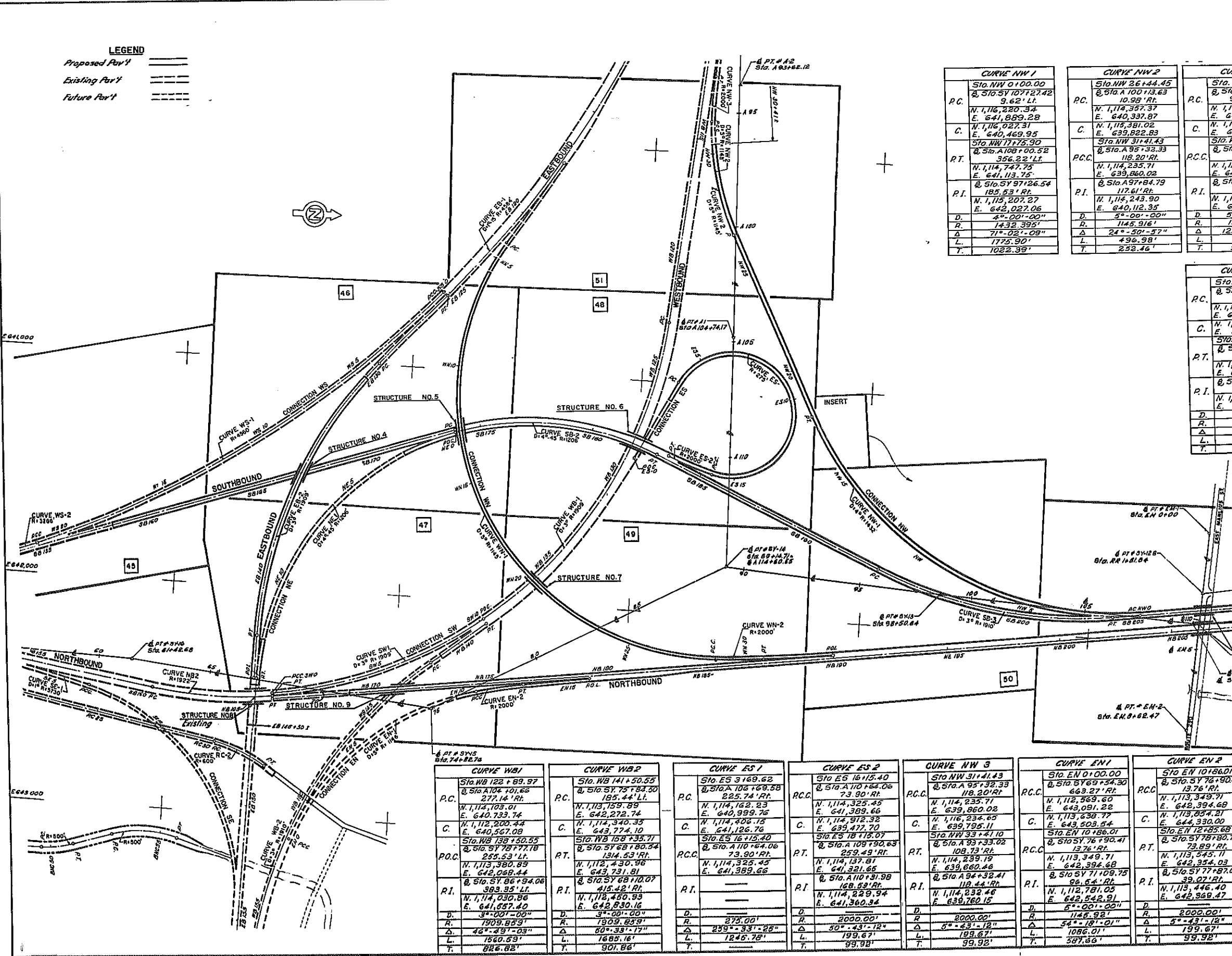
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(28)	-481-2(116)	40	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE					
COLLAMER - ONONDAGA COUNTY					



LEGEND

- Proposed Pav't
- Existing Pav't
- Future Pav't

CURVE NW 1		CURVE NW 2		CURVE NW 1		CURVE NW 2		CURVE NE 1	
STO. NW 0+00.00	STO. NW 26+44.45	STO. NW 41+24.75	STO. NW 28+86.32	STO. NW 0+00.00	STO. NW 28+86.32	STO. NW 41+24.75	STO. NW 28+86.32	STO. NE 0+00.00	STO. NE 0+00.00
RC.	RC.	RC.	RC.	RC.	RC.	RC.	RC.	RC.	RC.
N. 1,114,280.34	N. 1,114,357.37	N. 1,114,357.37	N. 1,114,357.37	N. 1,114,280.34	N. 1,114,357.37	N. 1,114,357.37	N. 1,114,357.37	N. 1,114,280.34	N. 1,114,357.37
E. 641,889.28	E. 640,337.87	E. 640,337.87	E. 640,337.87	E. 641,889.28	E. 640,337.87	E. 640,337.87	E. 640,337.87	E. 641,889.28	E. 640,337.87
118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.



CURVE WB 1		CURVE WB 2		CURVE ES 1		CURVE ES 2		CURVE NW 3		CURVE EN 1		CURVE EN 2	
STO. WB 122+89.97	STO. WB 141+50.55	STO. WB 141+50.55	STO. WB 141+50.55	STO. ES 3+69.62	STO. ES 16+15.40	STO. NW 31+41.43	STO. EN 0+00.00	STO. EN 0+00.00	STO. NW 31+41.43	STO. EN 0+00.00	STO. EN 0+00.00	STO. EN 0+00.00	STO. EN 10+86.01
RC.	RC.	RC.	RC.	RC.	RC.	RC.	RC.	RC.	RC.	RC.	RC.	RC.	RC.
N. 1,114,280.34	N. 1,114,357.37	N. 1,114,357.37	N. 1,114,357.37	N. 1,114,280.34	N. 1,114,357.37	N. 1,114,357.37	N. 1,114,280.34	N. 1,114,357.37	N. 1,114,357.37	N. 1,114,280.34	N. 1,114,357.37	N. 1,114,357.37	N. 1,114,357.37
E. 641,889.28	E. 640,337.87	E. 640,337.87	E. 640,337.87	E. 641,889.28	E. 640,337.87	E. 640,337.87	E. 641,889.28	E. 640,337.87	E. 640,337.87	E. 641,889.28	E. 640,337.87	E. 640,337.87	E. 640,337.87
118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.	118.20' Rt.

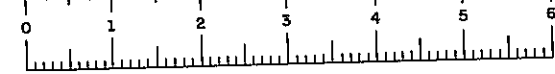
BUTTERNUT INTERCHANGE
FA.I. 690 & FA.I. 481

ALINEMENT PLAN
 SB 158+43 - SB 220+65
 NB 169+10 - NB 219+00

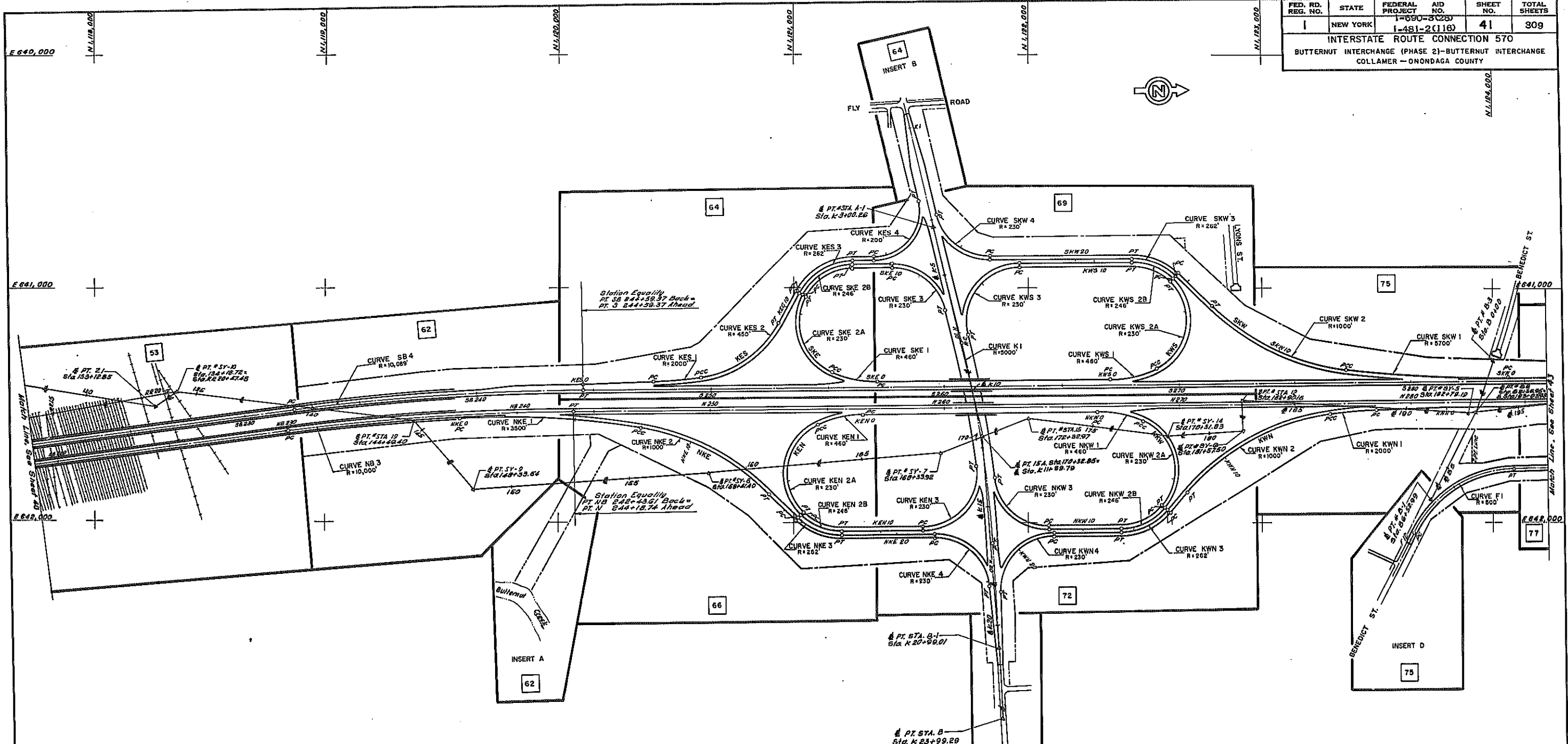
DRAWING NO.	SCALE	DATE	SHEET NO.
9093-B-A1	1" = 200'	8/15/70	40

LOCKWOOD, KESSLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge: [Signature]
 F.V.
 Checked By: [Signature]
 F.V.
 Drawn By: [Signature]
 F.V.



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(25)	1-481-2(116)	41	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE					
COLLAMER - ONONDAGA COUNTY					



CURVE NB 3	
PC	NB 230+09.61
	N 110,836.859
	E 641,616.187
CC	@ STA. 139+13.635
	104.433' RT
	N 120,184.455
	E 651,524.970
PT	NB 242+43.60 (Back)
	N 120,056.745
	E 641,525.663
	@ STA. 152+91.204
	303.708' LT
PI	N 119,449.006
	E 641,532.935
Δ	7° 04' 13.0"
R	10,000.00'
L	1233.997'
T	617.782'
*P	N 244+18.741 (Ahead)

CURVE SB 4	
PC	SB 232+14.39
	N 118,855.488
	E 641,521.921
CC	@ STA. 139+31.584
	13.004' LT
	N 120,225.077
	E 651,524.492
PT	SB 244+15.937
	N 120,106.320
	E 641,436.191
	@ STA. 153+37.7254
	389.773' LT
PI	N 119,483.082
	E 641,443.527
Δ	7° 04' 13.0"
R	10,089.00'
L	1244.980'
T	623.281'

CURVE K 1	
PC	K 101+42.64
	N 121,719.300
	E 642,331.489
CC	@ STA. 170+92.976
	402.590' LT
	N 116,859.078
	E 642,205.477
PT	K 119+09.85
	N 121,848.979
	E 642,087.851
	@ STA. 168+95.438
	440.717' RT
PI	N 121,821.365
	E 641,654.033
Δ	9° 56' 15.0"
R	5000.00'
L	367.211'
T	434.696'

CURVE F 1	
PC	SR 121+33.21
	N 123,661.171
	E 642,201.185
CC	@ STA. 190+69.914
	525.161' RT
	N 124,107.441
	E 642,267.333
PT	SR 171+72.13
	N 124,094.882
	E 641,767.490
	@ STA. 194+54.010
	257.636' RT
PI	N 123,795.000
	E 641,775.000
Δ	61° 43' 17.7"
R	500.00'
L	538.913'
T	298.976'

NOTE: Add 1,000,000.000 to all North Coordinates in Curve Data Boxes.

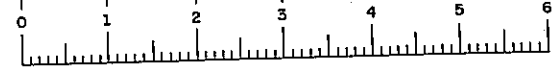
F.A.I. 481

ALINEMENT PLAN
SHEET LAYOUT
SB 220+65 - S 286+00
NB 219+00 - N 286+00

DRAWING NO.	SCALE	DATE	SHEET NO.
8093-B-AL 2	1" = 200'	8/15/70	41

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge: E.S.
 Made By: C.M.
 Checked By: J.G.
 Date: 8/15/70



SCHEDULE A				
LOCATION AND QUANTITY OF PAYMENT ITEMS				
STATION TO STATION	SIDE	ITEM	QUANTITY & UNIT	REMARKS
NB 253*End of Contract	L.E.R.	IB INB	L.S.	Clearing & Grubbing See Sch.B, Item 1, Par.1. Clearing to limit shown on plans or R.O.W. line.
BRIDGE No.1 I481 over E.Manlius St. BRIDGE No.2 I481 over N.Y.C.R.R. BRIDGE No.3 I481 over Kirkville Rd. BRIDGE No.4 I690 over I481 BRIDGE No.5 Connector WN over I481 BRIDGE No.6 I481 over I690 BRIDGE No.7 Connector WN over I690 BRIDGE No.9 I481 over I690 BRIDGE No.4 I481 over Thruway BRIDGE No.5 *T*Line over Thruway	L.E.R.	IWPS		Water to be used on sodded areas as directed by the Engineer.
BRIDGE No.1 I481 over E.Manlius St. BRIDGE No.2 I481 over N.Y.C.R.R. BRIDGE No.3 I481 over Kirkville Rd. BRIDGE No.4 I690 over I481 BRIDGE No.5 Connector WN over I481 BRIDGE No.6 I481 over I690 BRIDGE No.7 Connector WN over I690 BRIDGE No.9 I481 over I690 BRIDGE No.4 I481 over Thruway BRIDGE No.5 *T*Line over Thruway	L.E.R.	121		Topsail shall be placed as shown on Bridge Plans and/or as ordered by the Engineer.
BRIDGE No.1 I481 over E.Manlius St. BRIDGE No.2 I481 over N.Y.C.R.R. BRIDGE No.3 I481 over Kirkville Rd. BRIDGE No.4 I690 over I481 BRIDGE No.5 Connector WN over I481 BRIDGE No.6 I481 over I690 BRIDGE No.7 Connection N over I690 BRIDGE No.9 I481 over I690 BRIDGE No.4 I481 over Thruway BRIDGE No.5 *T*Line over Thruway Toll Plaza	L.E.R.	121		From Sta. T17+40 to T20+85 & in "island" and/or A.O.B.E.
BRIDGE No.1 I481 over E.Manlius St. BRIDGE No.2 I481 over N.Y.C.R.R. BRIDGE No.3 I481 over Kirkville Rd. BRIDGE No.4 I690 over I481 BRIDGE No.5 Connection WN over I481 BRIDGE No.6 I481 over I690 BRIDGE No.7 Connection WN over I690 BRIDGE No.9 I481 over I690 BRIDGE No.4 I481 over Thruway BRIDGE No.5 *T*Line over Thruway NB (Except Bridge Areas) N169+10-N133+00 SB (Except Bridge Areas) S158+43-S129+04 East Bound EB130+11-EB145+00 Connection EN EN10+86-EN15+86 Connection NE NE0+00-NE2+45 Connection WN (Except Bridge Areas) WN5+70-WN33+86 Connection ES ES2+95-WN18+15 Connection NW NW0+00-NW30+41	L.E.R.	123		Seeding from edge of Stabilized Shoulder or Paved Area to toe or top of slope and/or as directed by the Engineer.

SCHEDULE A				
LOCATION AND QUANTITY OF PAYMENT ITEMS				
STATION TO STATION	SIDE	ITEM	QUANTITY & UNIT	REMARKS
Ramp NKE NKE 0+00-NKE 25+14 Ramp KEN KEN 0+00-KEN 15+72 Ramp KES KES 0+00-KES 18+04 Ramp SKE SKE 0+00-SKE 13+17 Ramp KWS KWS 0+00-KWS 17+28 Ramp SKW SKW 0+00-SKW 26+74 Ramp NKW NKW 0+00-NKW 14+83 Ramp KWN KWN 0+00-KWN 22+13 Ramp NBT NBT 0+00-NBT 13+52 Ramp TSB TSB 0+00-TSB 10+75 Toll Plaza (Except Br.Area) T8+72-T52+82 Ramp ITE ITE 0+00-ITE 9+28 Ramp TEI TEI 0+00-TEI 13+05 Ramp ITW ITW 0+00-ITW 14+87 Ramp TWI TWI 0+00-TWI 17+95 Kirkville Road K 0+00-K 24+25 Frontage Road F11+85-F53+50 Relocated Meyers Rd. M12+85-M36+55	L.E.R.	123		
BRIDGE No.1 BRIDGE No.2 BRIDGE No.3 BRIDGE No.4 BRIDGE No.5 BRIDGE No.6 BRIDGE No.7 BRIDGE No.9			124	Sodding to be used as shown on the Bridge Plan and/or as directed by the Engineer
Entire Contract			125	Furnishing & Placing Jute Mesh on diversion, mail & roadside ditches (see plans or A.O.B.E.)
Collamer Interchange			131	Selective thinning of locations shown on plans or A.O.B.E. to 40' from face of woods.

SCHEDULE B		
DETAIL SPECIFICATIONS TO ACCOMPANY 1962 PUBLIC WORKS SPECIFICATIONS		
ITEM & SUBITEM	PAR NO	DESCRIPTION
1B	1	<u>CLEARING & GRUBBING.</u> All Trees & Shrubs within the road section and/or Construction Limits shall be removed as directed by the Engineer. In addition all trees within the R.O.W. limits which are in a hazardous or otherwise unhealthy condition will be removed as directed by the Engineer. All remaining will be protected in accordance with the specifications.
INB		<u>*SUPPLEMENTAL CLEARING & GRUBBING.</u> All the provisions of 1B shall be complied with except that no burning of woods, trees, brush or other debris will be allowed on the Contract site.
IWPS	1	<u>WATERING PLANTS & SOD</u> Areas: Sodded areas as shown under Item 124 Schedule A. Rate: Where as directed by the Engineer to supply sufficient water to wet the sod area at least two (2) inches into sod bed.
121	1	<u>TOPSOIL PLACED FROM STOCKPILES.</u> Work: See Item 121 Schedule A and/or as directed by the Engineer. 3A Preparation of Subgrade: Sub soil will be scarified to the satisfaction of the Engineer before topsoil is placed to permit bounding topsoil with subsoil. 3C Depth of Topsoil: 4 inches in place.
123	1	<u>SEEDING.</u> Work: Areas to be seeded as shown in Schedule A and/or as directed by the Engineer. 2 Materials: Seed: see Schedule D and M-58 Fertilizer: M54, Type Nal.(1-2-1) or equivalent Mulch: M67 (Straw) or M-56 (Hay) 3A Season: No seeding shall be done under this Contract between May 15 and August 15 unless otherwise approved in writing by the Engineer. Any seeding done after Nov. 1 shall not be carried on when there is frost in the ground and mulch shall be applied at twice the rate as provided in the specification to a maximum of 4 Tons/Acre. 3C Ground Preparation: Method 1 required except that: 1. All stones and other foreign material 3 inches or greater in its greatest dimension shall be removed. 2. All undisturbed areas graded and temporarily seeded under previous Contracts require permanent seeding and shall be harrowed, disked or otherwise completely pulverized to a state of tillage acceptable to the Engineer. *Rate of Seeding: 70 lbs. PLS/Acre Rate of Fertilizer: 100 lb. of Nitrogen/Acre Rate of Mulch: Two (2) Tons/Acre if the method of spreading causes the mulch to be cut in pieces 6 inches in length. Four (4) Tons/Acre if the pieces are under 6 inches in length. * Note: Method No.2 shall apply at Toll Plaza with stones over 1" removed, rate of seed 140 lbs. PLS. per acre and rate of fertilizer 120 lbs. Nitrogen per acre.
124	1	<u>SODDING.</u> Work Areas: See Schedule A and/or as directed by the Engineer. 2 Materials: Sod M-59 (Sod supplied by approved Sod Farm) may be cut to a minimum thickness of 3/4 inch. 3C Construction Details: Sod will be laid as shown on Standard Sheet 61-106 and/or as directed by the Engineer. Sod gutters for bridge shall be 3 feet wide unless otherwise shown on the Bridge Plans or directed by the Engineer. Dimension of Sodded area at D.I. shall be 6'x9' unless otherwise directed by the Engineer. Vertical gutters shall be placed as shown on Plans.
125	1	<u>FURNISHING & PLACING JUTE MESH</u> Areas: See Schedule A and as directed by the Engineer. 3a Season: Some as Item 123, 3A except no Jute Mesh to be placed on frozen ground.
131	1	<u>SELECTIVE THINNING.</u> Work: The intent of this Item is to provide for the thinning of woodlands in order to obtain a finished appearance in keeping with the character of the existing native growth. The work consists of the removal of tree and shrub growth and the application of herbicides and dye as directed by Engineer. 2 Materials: Herbicide for basal treatment of stumps shall be 1 part 2-4-5T low volatile Ester (4 lbs. acid) to 25 parts #2 fuel oil or as approved and/or directed by the Engineer. An approved dye shall be added to the above mixture as directed by the Engineer to permit identification of treated areas. Material for the protection and/or repair of plants, see M-61. 3 Construction Details: See General Specifications - Item 131, Par.3. * NOTE: A special effort shall be made to save and protect existing native vegetation within the Rights - of - Way.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B)	1-481-2(116)	44	309

LANDSCAPE DEVELOPMENT SHEET

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER- ONONDAGA COUNTY

SCHEDULE D
DETAIL SPECIFICATIONS FOR SEEDS

NAME	VARIETY	SEED PER ACRE		
		A	B	C
RED FESCUE Festuca rubra	Commercial	80		40
KENTUCKY BLUEGRASS Poa pratensis	Commercial	75		24
RED TOP Agrostis alba	Commercial	85		6
Total	PLS per Acre (Method No. 1)			70

Note: For Method No. 2 double above quantities of "C."

Note: Seeding rate is based on pure live seed (PLS) content. See reference M-58 for method of computing gross grass seed required.

SUMMARY		
ITEM	TOTAL QUANTITY PROPOSAL	NAME OF ITEM
1B	L.S.	Clearing & Grubbing
INB	L.S.	Supplemental Clearing & Grubbing
IWPS	48M. Gal.	Watering Plants & Sod
121	13,800 C.Y.	Topsoil Placed from Stockpiles
123	200 Acres	Seeding
124	1,335 S.Y.	Sodding
125	180 S.Y.	Furnishing & Placing Jute Mesh
131	11 Acres	Selective Thinning

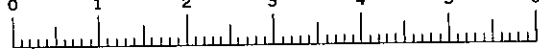
BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

LANDSCAPE DEVELOPMENT SHEET

DRAWING NO. 8093-03-LD I	SCALE NONE	DATE 8/15/70	SHEET NO. 44
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LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOBBET, NEW YORK

MADE BY D.H.	TRACED BY M.J.	CHECKED BY D.H.
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FISH 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK			45R	
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					

INTERSTATE ROUTE CONNECTION 570 (690)
 SYRACUSE CITY LINE TO AND INCLUDING BUTTERNUT INTERCHANGE



TOWPATH RD.

Note:
 For work in area south
 see Traffic Sign Plans
 sh's. 107 & 108

PROJECT BEGINS
 STA SB 158+43

Contract Begins
 Sta. SB 155+00

LIMIT OF WORK
 STA NB 115+00

R.O.W. Line W/OA 7

24' ECP

SOUTHBOUND

Begin Pavement
 Sta. SB 158+43

PT Sta. SB 153+20.70

341° 10' 28"

36° CMPP1

Existing Pavement

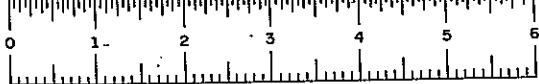
Existing toe of Slope

Existing Niagara Mohawk
 Power Co. Towers
 to remain

Superseded by Field Change Sheet 445F1

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
ROAD PLAN STA. SB 158+43 TO STA. SB 162+53			
DRAWING NO. 9093-D-R81	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 45
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: RAS
 Made By: FV
 Checked By: M.J.
 FV



FIELD CHANGE

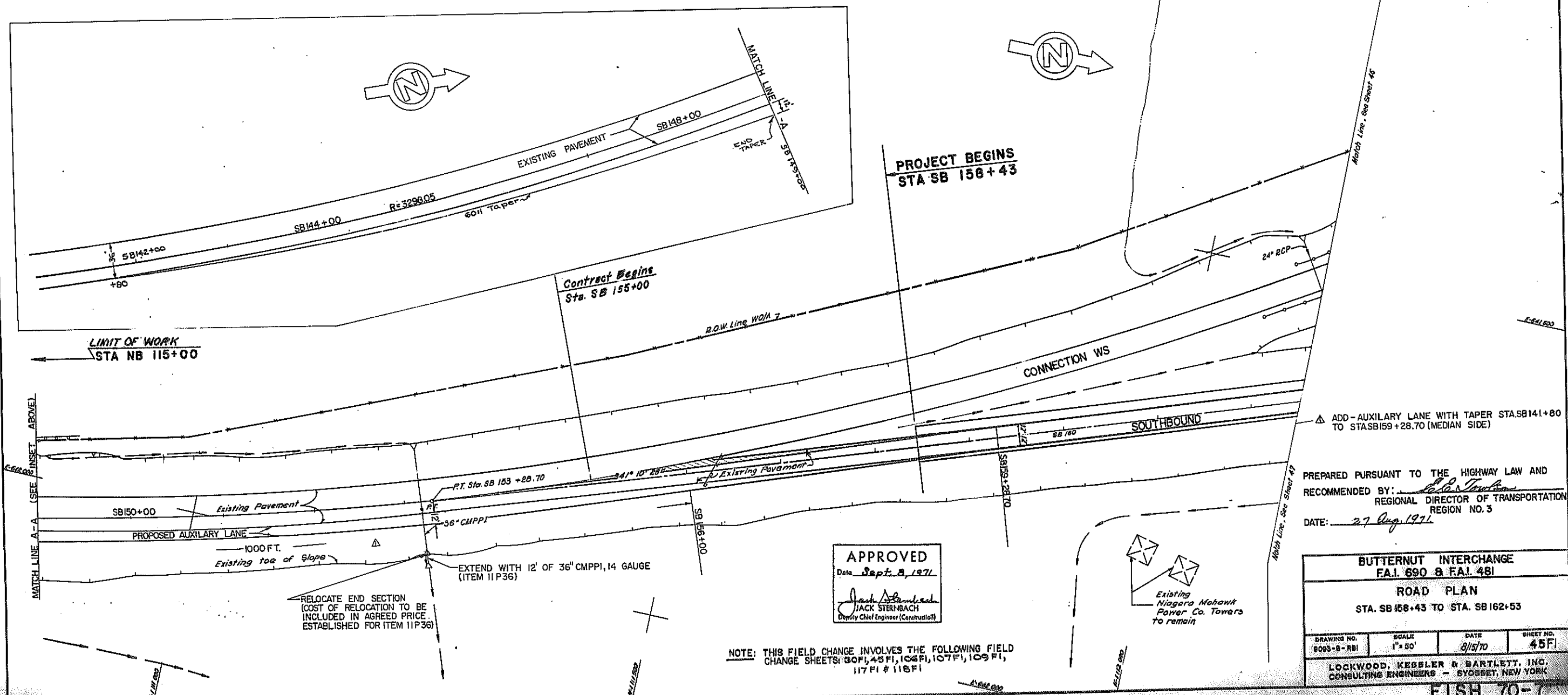
SHEET 45F1 VOIDS ALL OF SHEET 45.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	1-481-2(116)	45F1	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

NOTE:
FOR WORK IN AREA SOUTH SEE TRAFFIC SIGN PLANS SHTS. 107 & 108.

INTERSTATE ROUTE CONNECTION 570 (690)
SYRACUSE CITY LINE TO AND INCLUDING BUTTERNUT INTERCHANGE



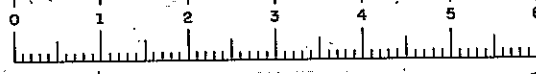
APPROVED
Date Sept. 8, 1971
Jack Sternbach
JACK STERNBACH
Deputy Chief Engineer (Construction)

NOTE: THIS FIELD CHANGE INVOLVES THE FOLLOWING FIELD CHANGE SHEETS: 30F1, 45F1, 106F1, 107F1, 109F1, 117F1 & 118F1

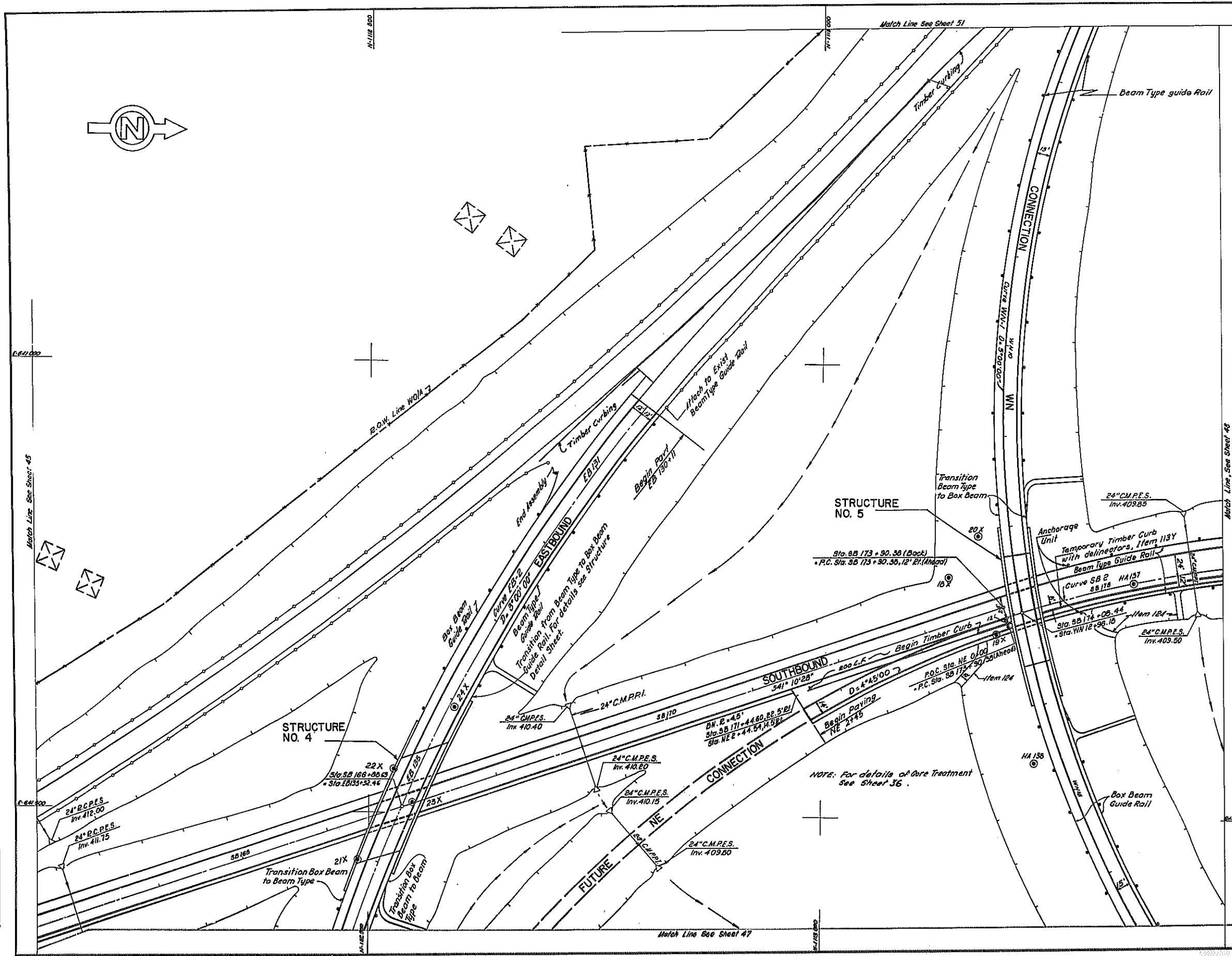
ADD-AUXILIARY LANE WITH TAPER STA. SB 141+80 TO STA. SB 159+28.70 (MEDIAN SIDE)

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY: *John S. Tavel*
REGIONAL DIRECTOR OF TRANSPORTATION REGION NO. 3
DATE: 27 Aug. 1971

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
ROAD PLAN STA. SB 156+43 TO STA. SB 162+53			
DRAWING NO. 8083-B-RBI	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 45F1
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B)	1-481-2(116)	46R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					

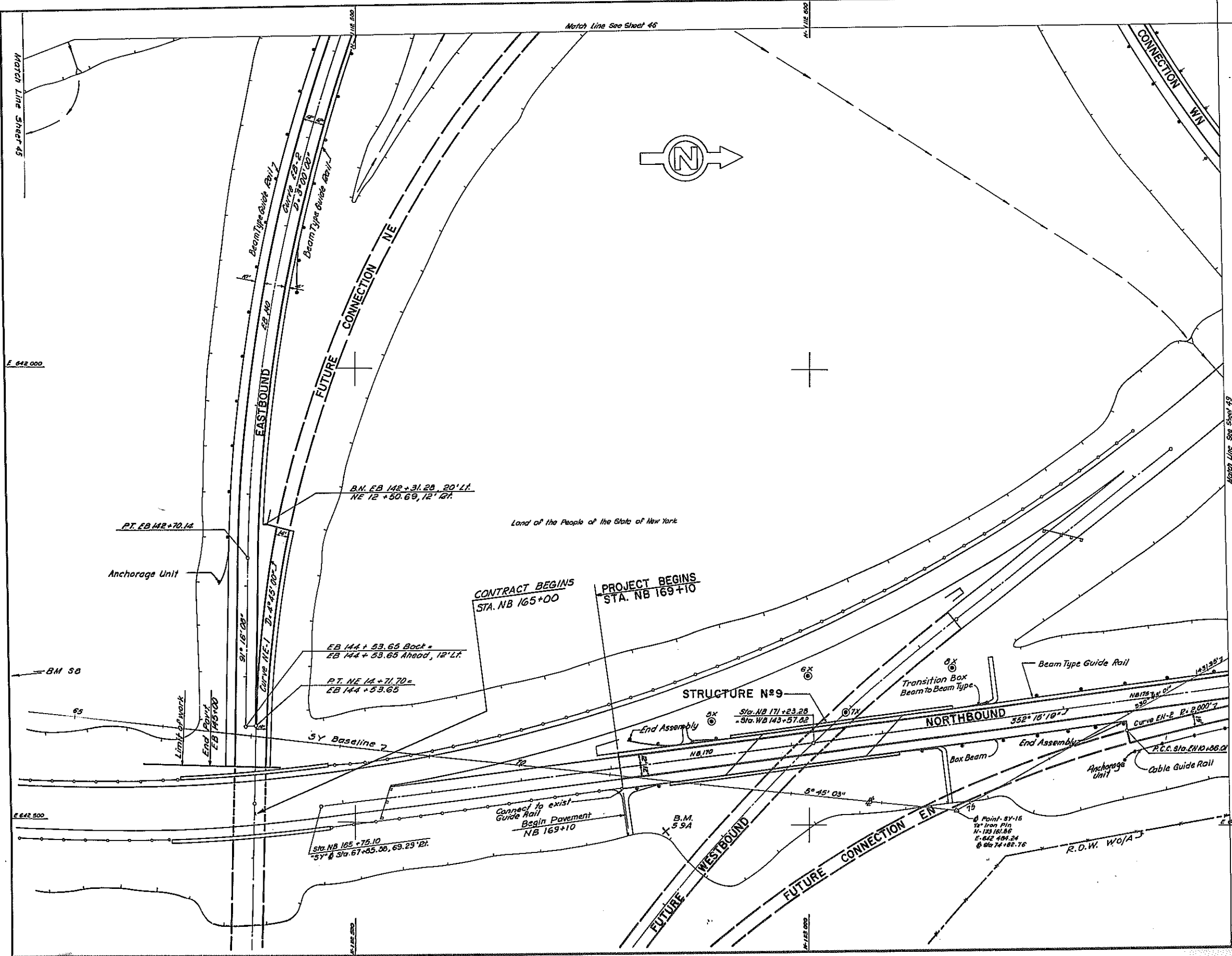


*As Build Revisions
200 L.F. Timber Curb Added*

In Charge: RAS
 Made By: LJM
 Checked By: LJM

BUTTERNUT INTERCHANGE			
F.A.I. 690 & F.A.I. 481			
ROAD PLAN			
STA. SB 162+53 TO STA. SB 176+36			
CONNECTION WS			
DRAWING NO. 8096-B-RB2	SCALE 1" = 80'	DATE 8/15/70	SHEET NO. 46
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(28)	1-481-2(116)	47R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



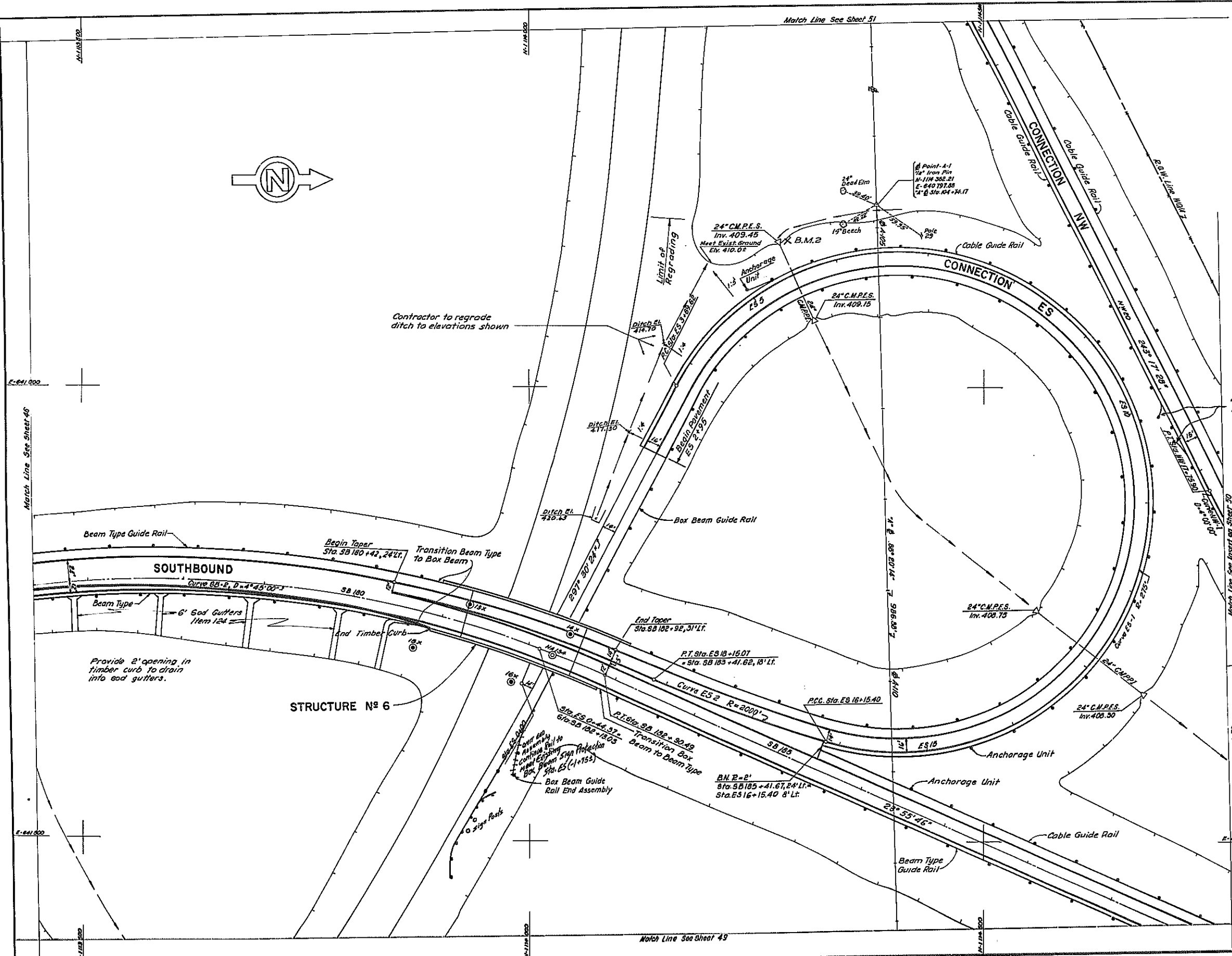
*As Built Revisions
Added Anchorage Unit*

BUTTERNUT INTERCHANGE
FAI. 690 & FAI. 481
ROAD PLAN
 STA. NB 169+10 TO STA. NB 175+84

DRAWING NO. 9095-B-R85	SCALE 1" = 60'	DATE 8/15/70	SHEET NO. 47
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - EYOSSET, NEW YORK			

In Charge of: RMS
 Made By: SG
 Traced By: MT
 Checked By: SG

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(118)	48R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



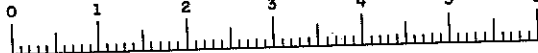
Contractor to regrade ditch to elevations shown

Anchorage Units Sta. NW 18+20.2' NW 18+90.1' ordered to be put in due to run over 200 feet (see doc)

As Built Revisions
 Added Guide Railing ES (-1+75.2)
 Anchorage Units NW 18+20.1
 NW 18+90.1

BUTTERNUT INTERCHANGE			
F.A.I. 690 & F.A.I. 481			
ROAD PLAN			
STA. SB 176+39 TO STA. SB 189+68			
CONNECTIONS ES & NW			
DRAWING NO.	SCALE	DATE	SHEET NO.
0093-B-R84	1" = 50'	8/15/70	48
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

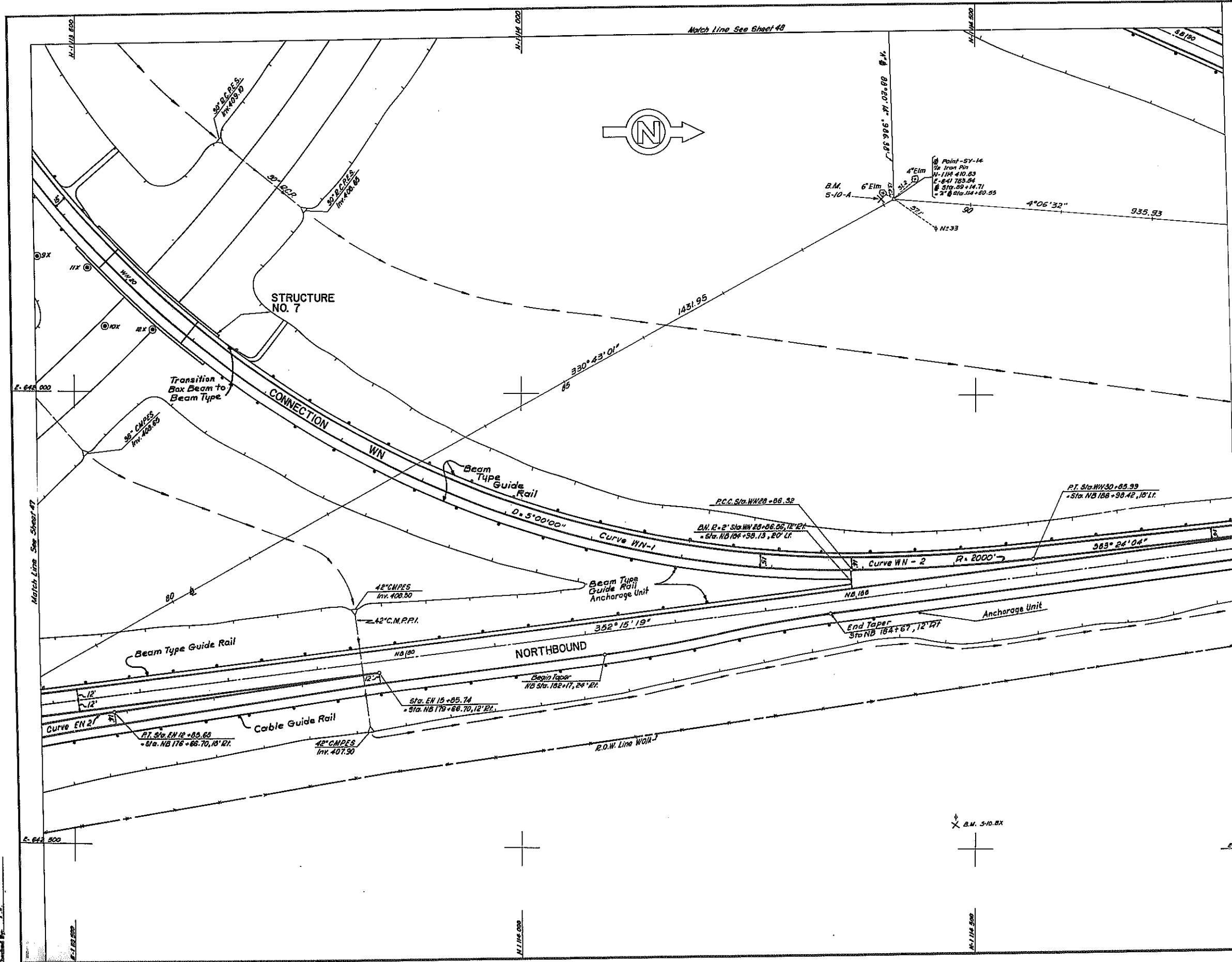
In Charge of: RAS.
 Made By: DH.
 Traced By: M.T.
 Checked By: D.H.



F.I.S.H. 70-7

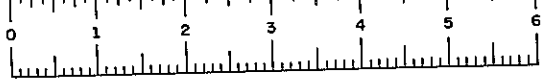
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(23)	1-481-2(116)	49	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



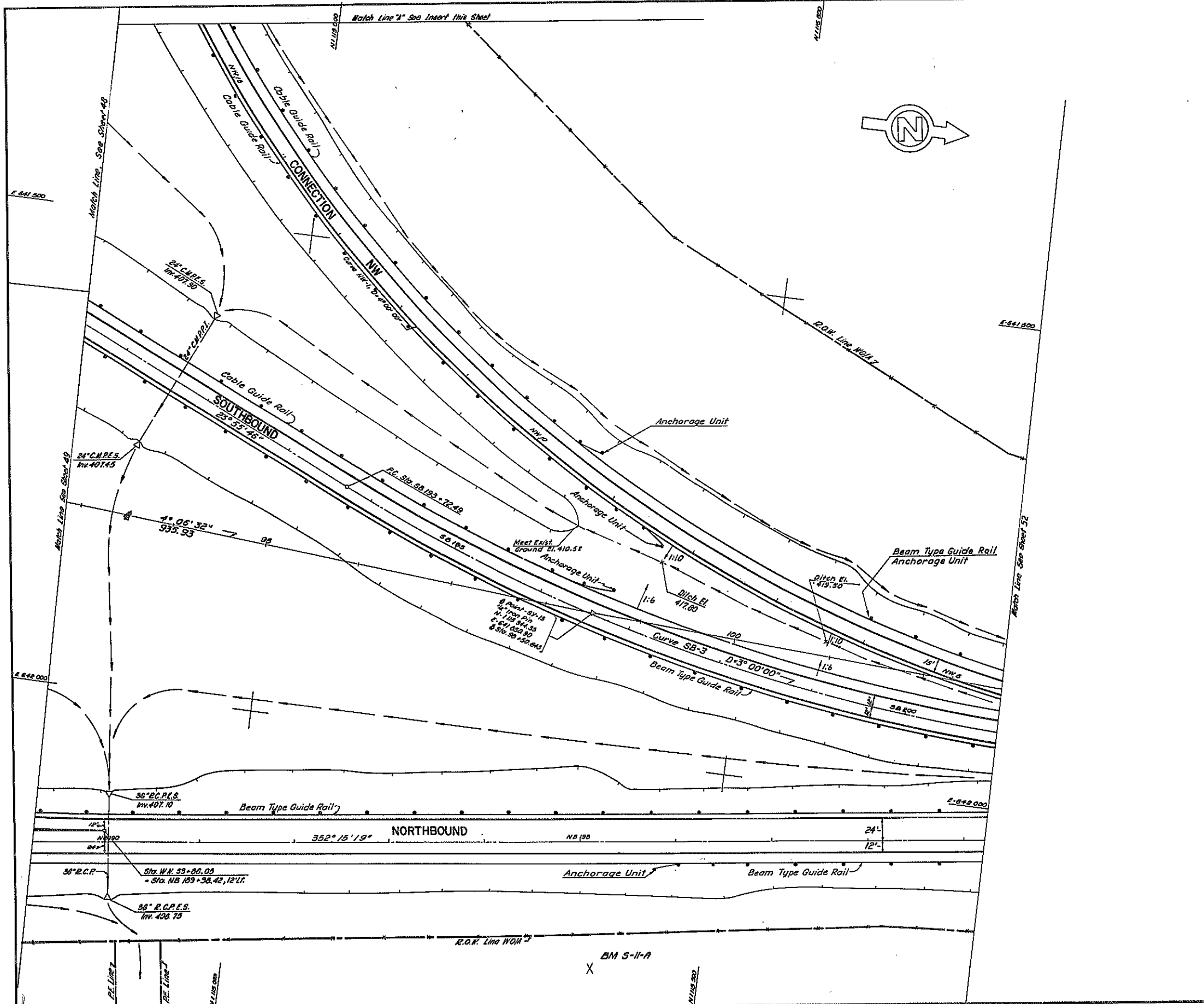
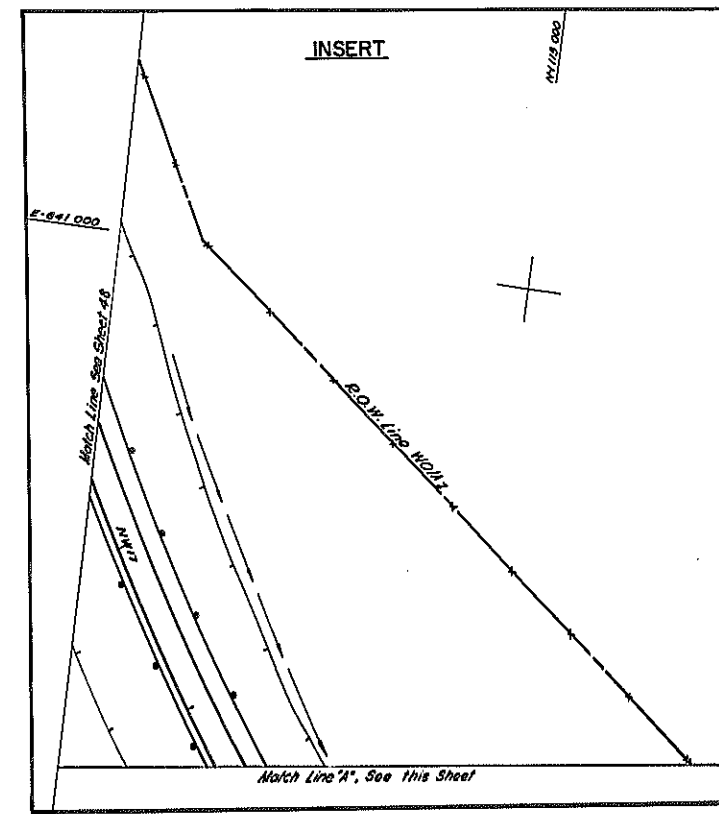
BUTTERNUT INTERCHANGE			
F.A.I. 690 & F.A.I. 481			
ROAD PLAN			
STA. NB 175+64 TO STA. NB 189+20		STA. SB 189+68 TO STA. SB 190+48	
CONNECTIONS EN & WN			
DRAWING NO.	SCALE	DATE	SHEET NO.
2083-B-285	1" = 50'	8/13/70	49
LOCKWOOD, KESSLER & BARTLETT, INC.			
CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: F.A.S.
 Made By: F.V.
 Traced By: M.T.
 Checked By: F.V.



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(23)	1-481-2(16)	50	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
ROAD PLAN			
STA. NB 189+20 TO STA. NB 199+20 STA. SB 190+48 TO STA. SB 200+97 CONNECTIONS WN & NW			
DRAWING NO. 8093-B-R86	SCALE 1"=80'	DATE 6/15/70	SHEET NO. 50
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: RAS.
 Made By: LMS.
 Traced By: M.T.
 Checked By: CME.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	51 R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



Note:
For work in area west see
Traffic Sign Plan Sheet 108

CONTRACT BEGINS
STA. EB 115+00

LIMIT OF WORK
STA EW 83+00

Lands of the People of the State of New York

WESTBOUND

EASTBOUND

P.C. Sta. NW 28+44.40

P.C. Sta. NW 4+24.75

Match Line See Sheet 46

Match Line See Sheet 48

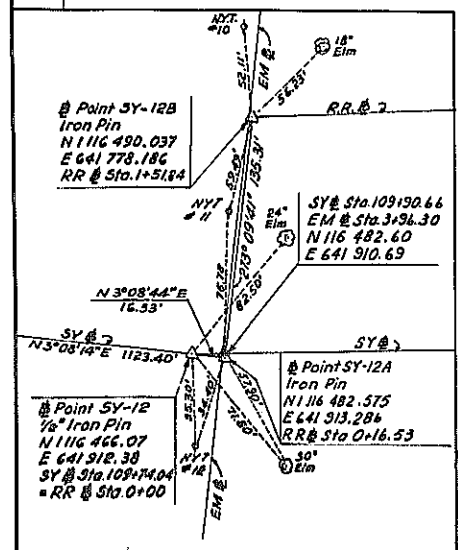
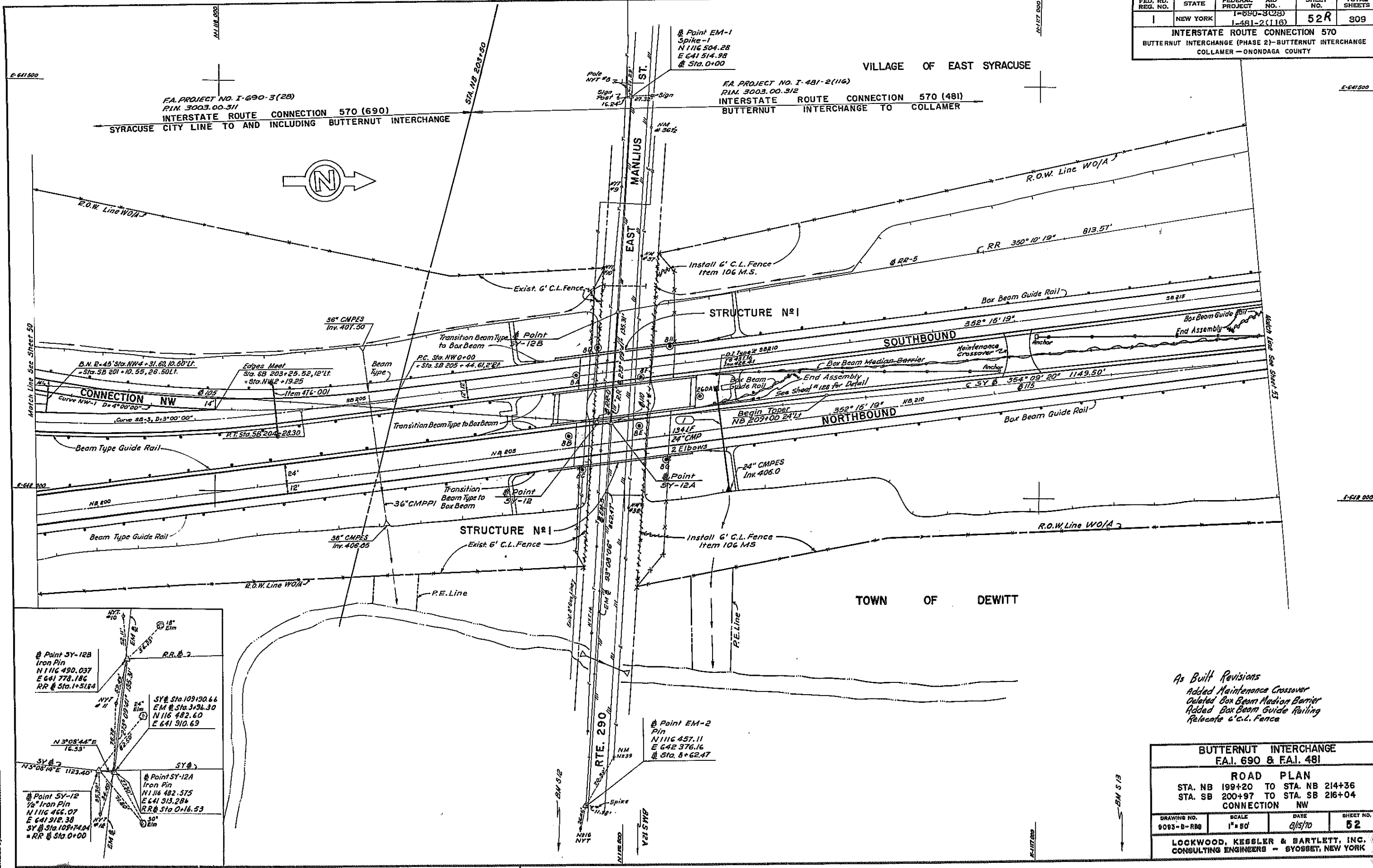
No existing Guide Rail
to Connect to.
Connect to exist
Beam Type Guide Rail

As Built Revisions
No existing Guide Railing

BUTTERNUT INTERCHANGE FAJ. 690 & FAJ. 481 ROAD PLAN CONNECTIONS NW & WN			
DRAWING NO. 9083-B-RBT	SCALE 1" = 80'	DATE 8/15/70	SHEET NO. 51
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: RAS
 Made By: SG
 Traced By: NZ
 Checked By: SG

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(28)		52R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



As Built Revisions
 Added Maintenance Crossover
 Deleted Box Beam Median Barrier
 Added Box Beam Guide Railing
 Relocate C.L. Fence

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
ROAD PLAN STA. NB 199+20 TO STA. NB 214+36 STA. SB 200+97 TO STA. SB 216+04 CONNECTION NW			
DRAWING NO. 9093-B-RB6	SCALE 1" = 80'	DATE 9/15/70	SHEET NO. 52
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

In Charge of: RAS
 Drafted by: DH
 Checked by: MLE
 Approved by: DH

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-3(23)	1-481-2(116)	53R	809

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)- BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY

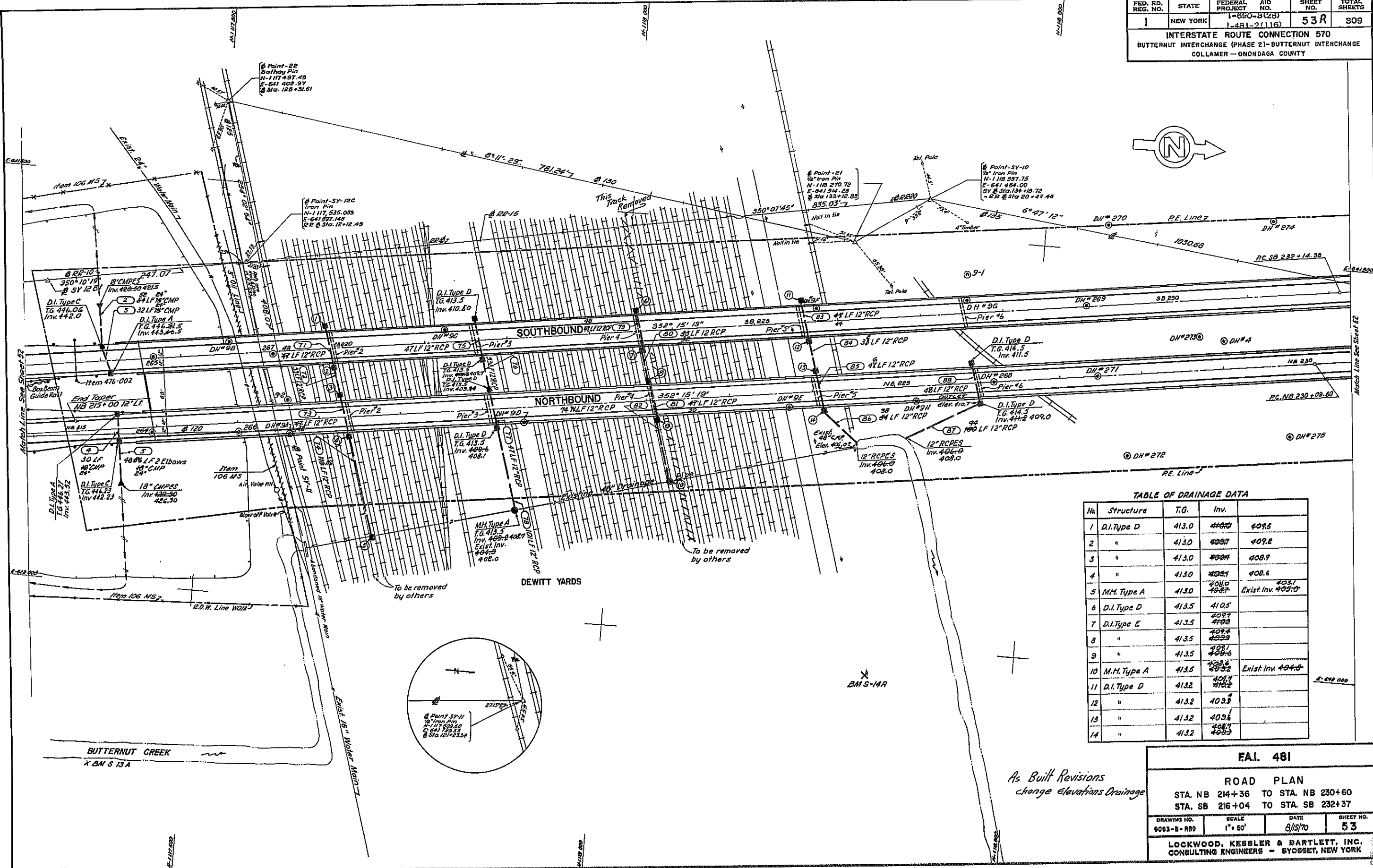


TABLE OF DRAINAGE DATA

No.	Structure	T.G.	Inv.
1	D.I. Type D	413.0	409.5
2	"	413.0	409.2
3	"	413.0	408.9
4	"	413.0	408.6
5	M.H. Type A	413.0	Exist. Inv. 405.0
6	D.I. Type D	413.5	410.5
7	D.I. Type E	413.5	409.7
8	"	413.5	409.4
9	"	413.5	409.6
10	M.H. Type A	413.5	Exist. Inv. 404.0
11	D.I. Type D	413.2	409.7
12	"	413.2	409.9
13	"	413.2	409.6
14	"	413.2	409.3

FAI. 481

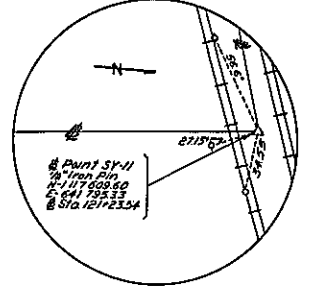
ROAD PLAN
 STA. NB 214+36 TO STA. NB 230+60
 STA. SB 216+04 TO STA. SB 232+37

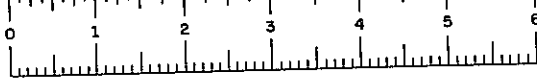
DRAWING NO. 8083-B-R89	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 53
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LOCKWOOD, KESSLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYRACUSE, NEW YORK

As Change of:
 R.A.S.
 F.V.
 M.Z.
 F.V.
 Checked By:

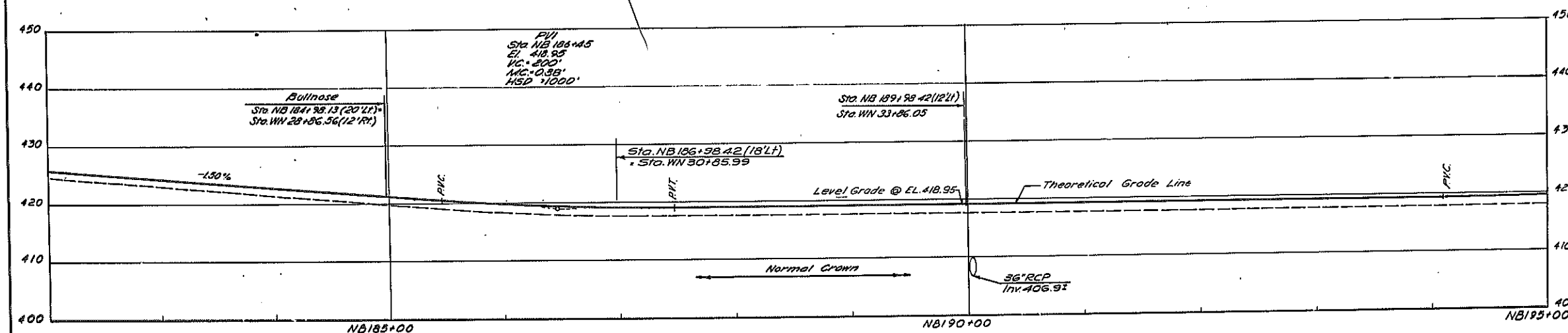
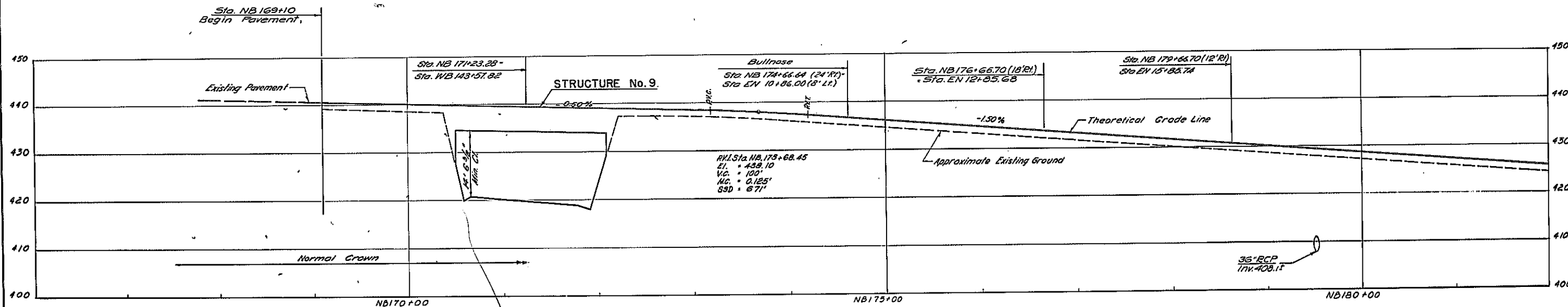
As Built Revisions
 change Elevations Drainage





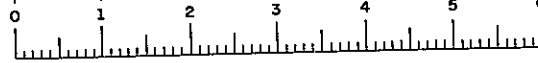
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(28)	1-481-2(116)	54	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY



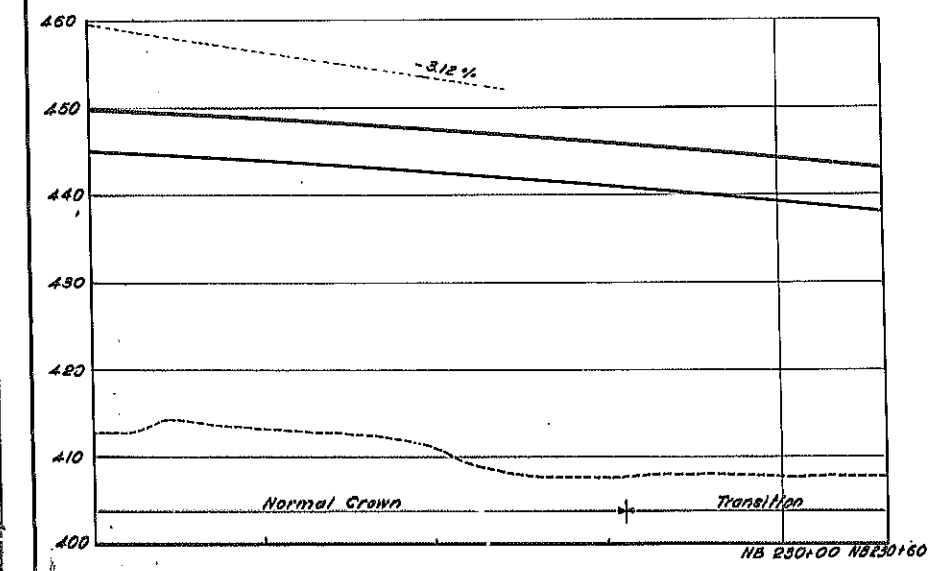
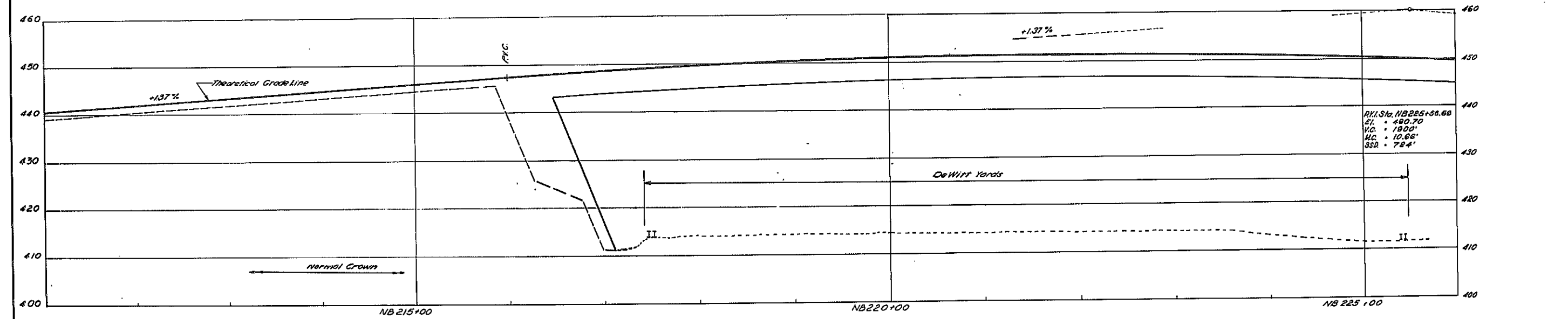
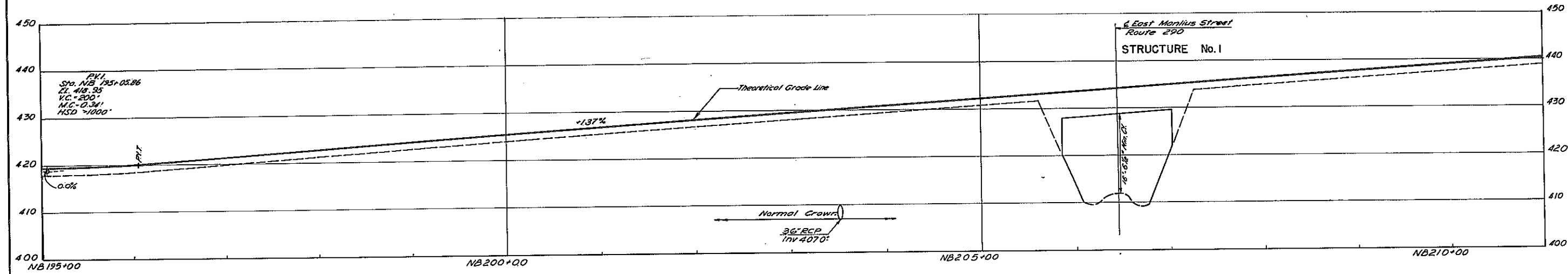
BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
PROFILE STA. NB 169+10 TO STA. NB 195+00			
DRAWING NO. 8003-B-PBI	SCALE HORIZ. 1"=10' VERT. 1"=10'	DATE 8/15/70	SHEET NO. 54
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge: RAS
 Made By: LBE
 Checked By: JET
 Date: 8/15/70



FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	55	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



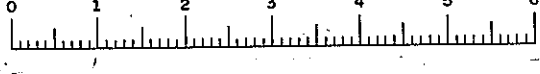
BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

PROFILES
STA. NB 195+00 TO STA. NB 230+60

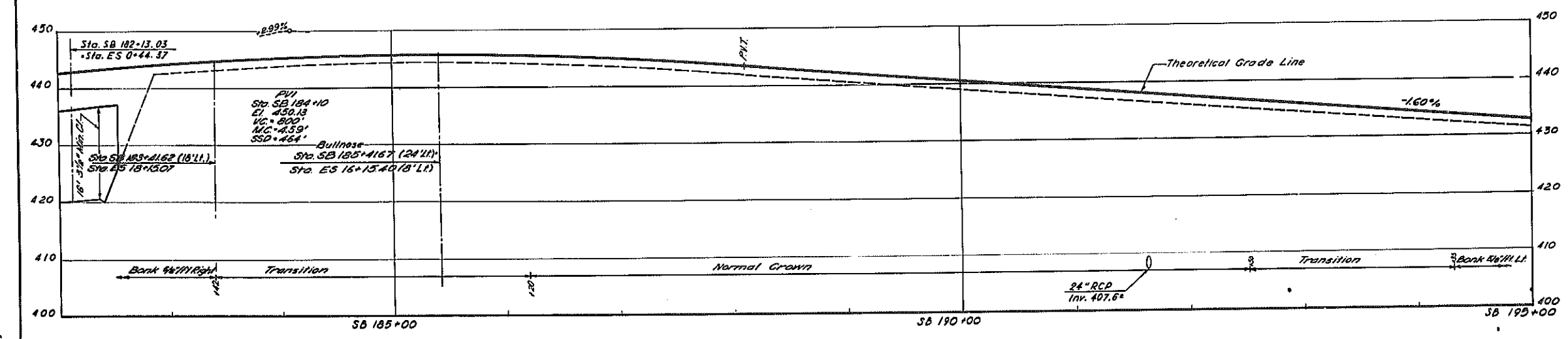
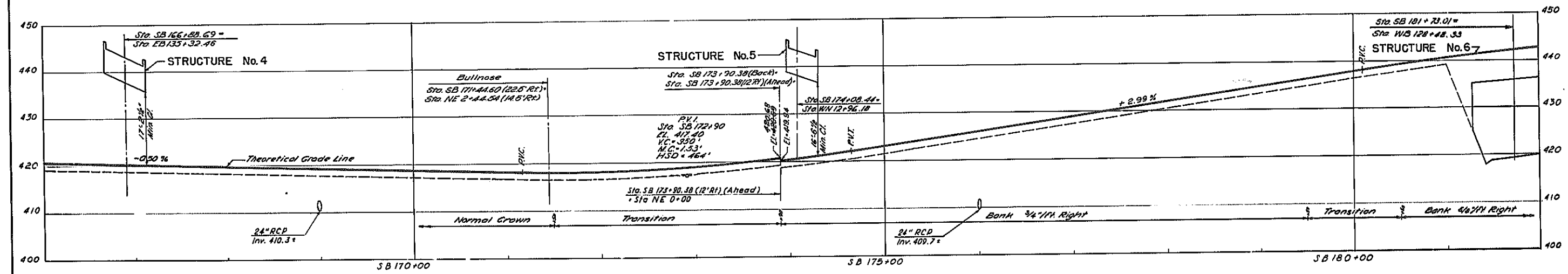
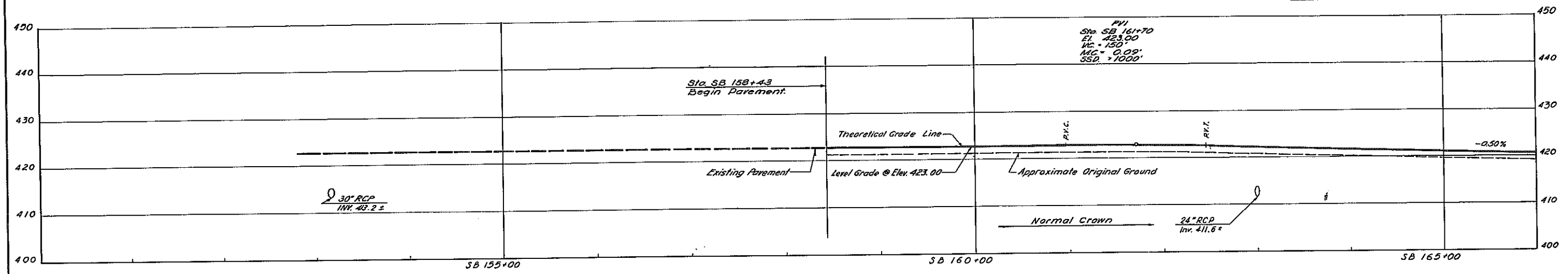
DRAWING NO. 9093-B-PB 2	SCALE VERT. 1" = 10'	DATE 6/13/70	SHEET NO. 55
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LOCKWOOD, KESBLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge: P.A.S.
 Author: S.B.
 Designer: J.C.S.
 Checker: S.G.



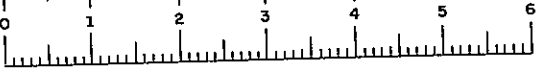
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(2B)	481-2(116)	56 R	809
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)- BUTTERNUT INTERCHANGE COLLAMER -- ONONDAGA COUNTY					



*As Built Revisions
change Elevation*

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
PROFILE STA. SB 158+43 TO STA. SB 195+00			
DRAWING NO. BOSS-B-PB3	SCALE HORIZ. 1" = 80' VERT. 1" = 10'	DATE 8/13/70	SHEET NO. 56
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

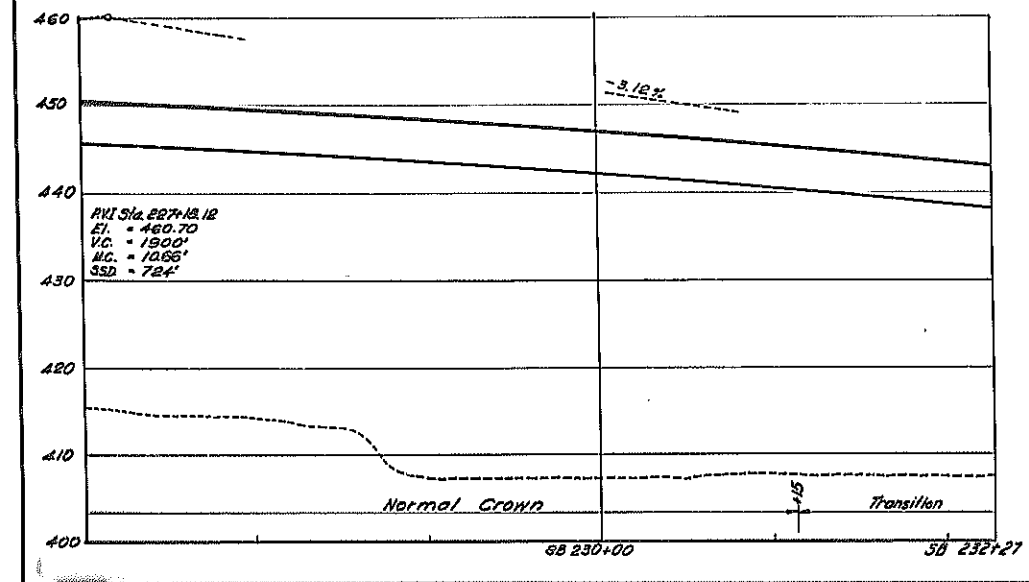
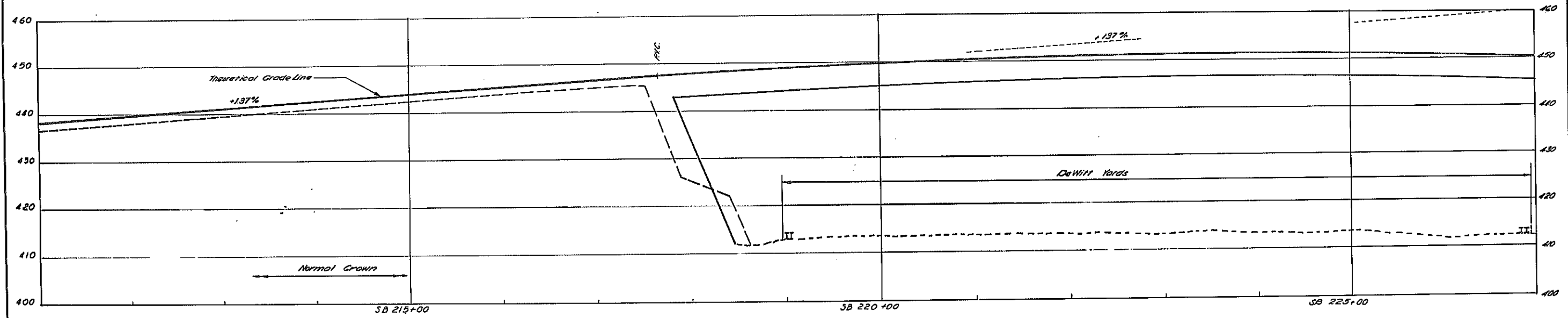
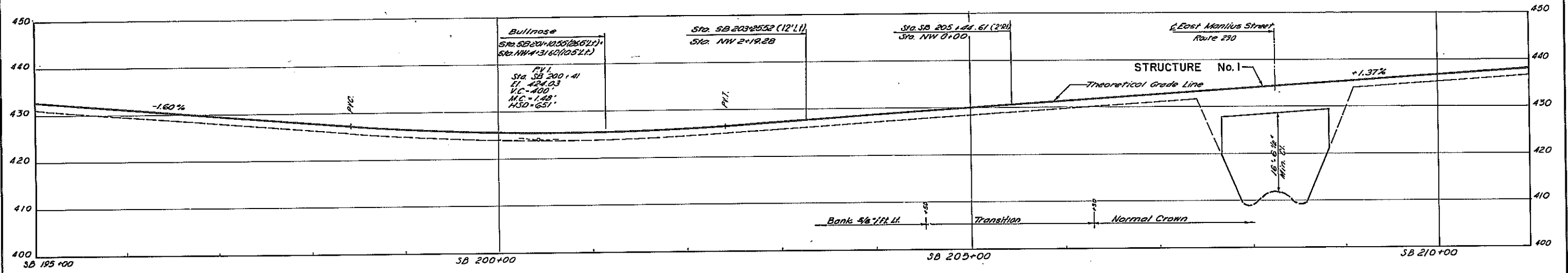
In Charge of: RAS
 Made by: LHM
 Checked by: M.T.
 Drawn by: LHM



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	57	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

PROFILES
STA. SB 195+00 TO STA. SB232+27

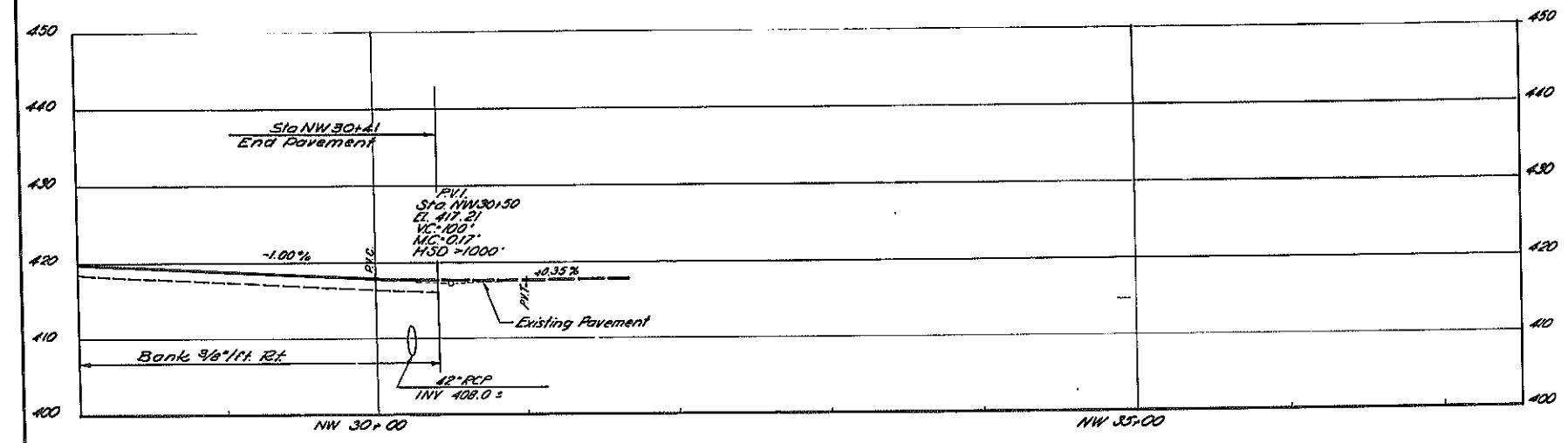
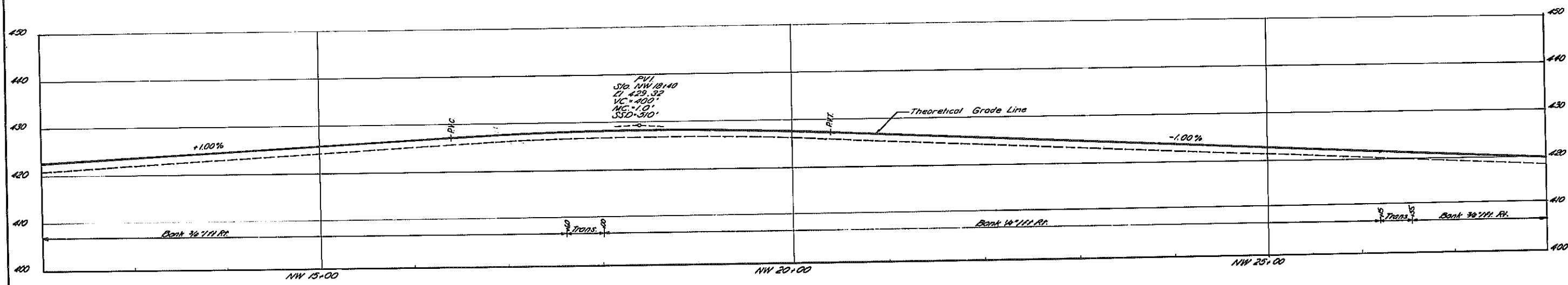
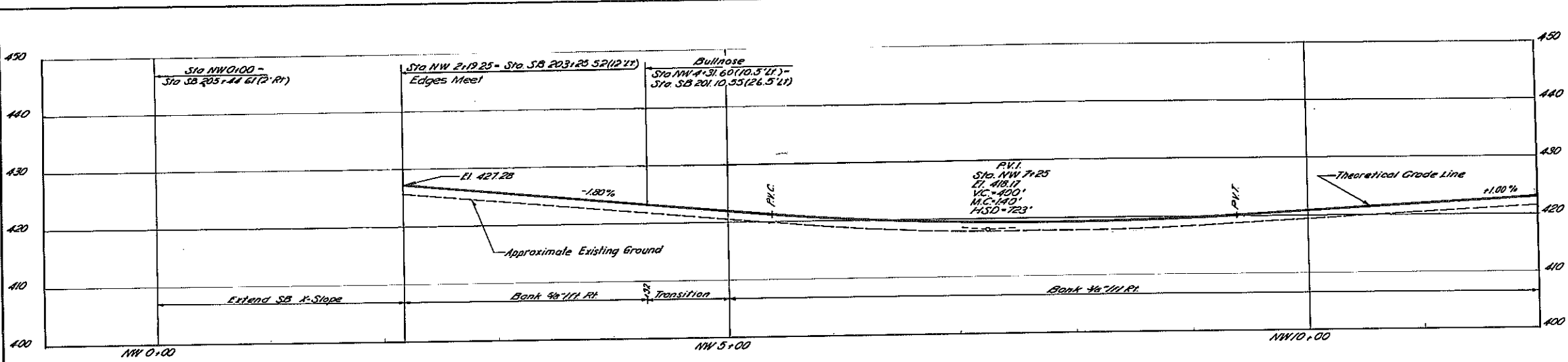
DRAWING NO. 9093-B-PB4	SCALE HORIZ. 1" = 80' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 57
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LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS • SYOSSET, NEW YORK

Checked By: RAS
 Drawn By: DH
 Title: M.T.
 Date: 8/15/70

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-8(2B)	I-481-2(118)	58	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



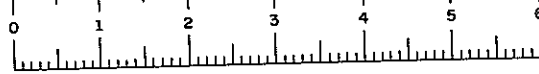
BUTTERNUT INTERCHANGE
FA.I. 690 & FA.I. 481

**PROFILE
CONNECTION "NW"**

DRAWING NO. 9093-B-PBS	SCALE HORIZ. 1" = 40' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 58
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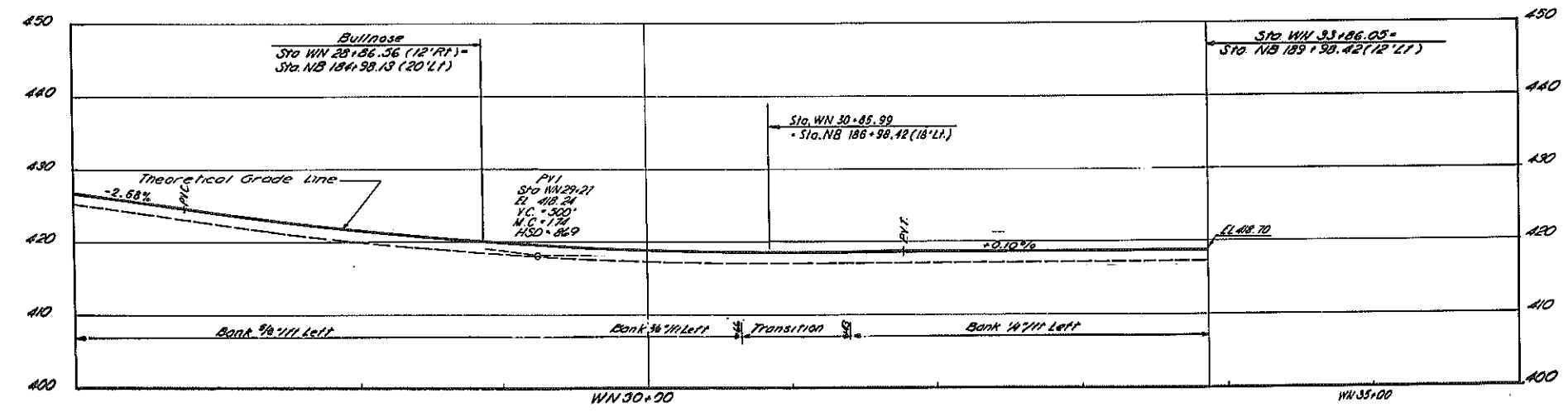
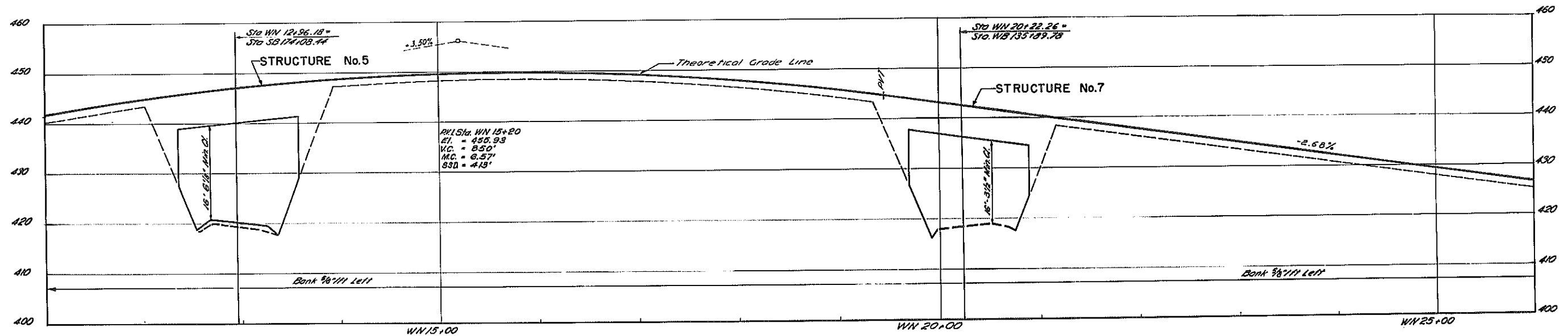
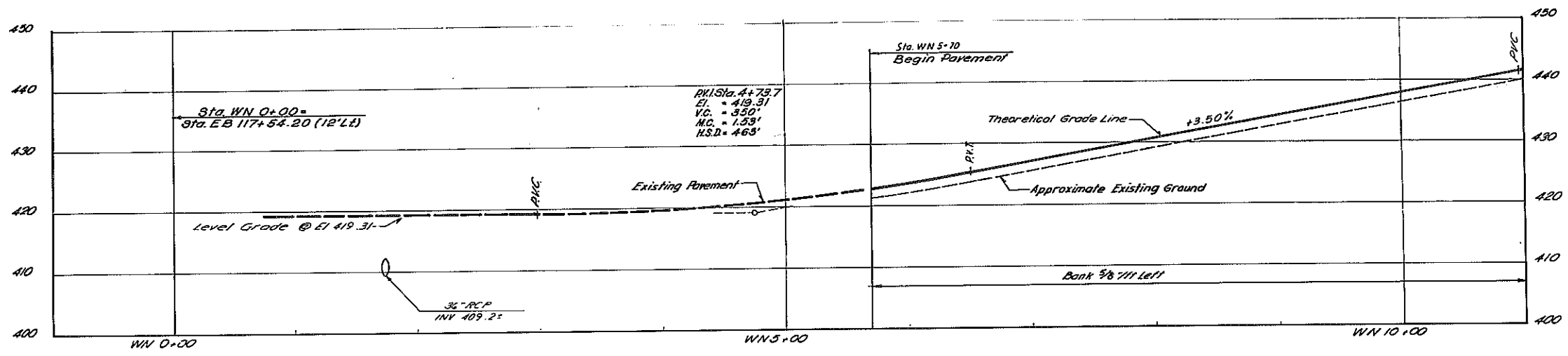
LOCKWOOD, KESBLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge: RAS
 F.V.
 Checked By: LIZ
 F.V.



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-680-3(2S)	1-481-2(116)	59	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY



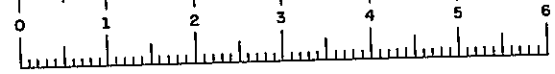
BUTTERNUT INTERCHANGE
 F.A.I. 690 & F.A.I. 481

PROFILE
 CONNECTION "WN"

DRAWING NO. 9093-B-PB6	SCALE HORIZ. 1" = 50' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 59
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LOCKWOOD, KESSLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK

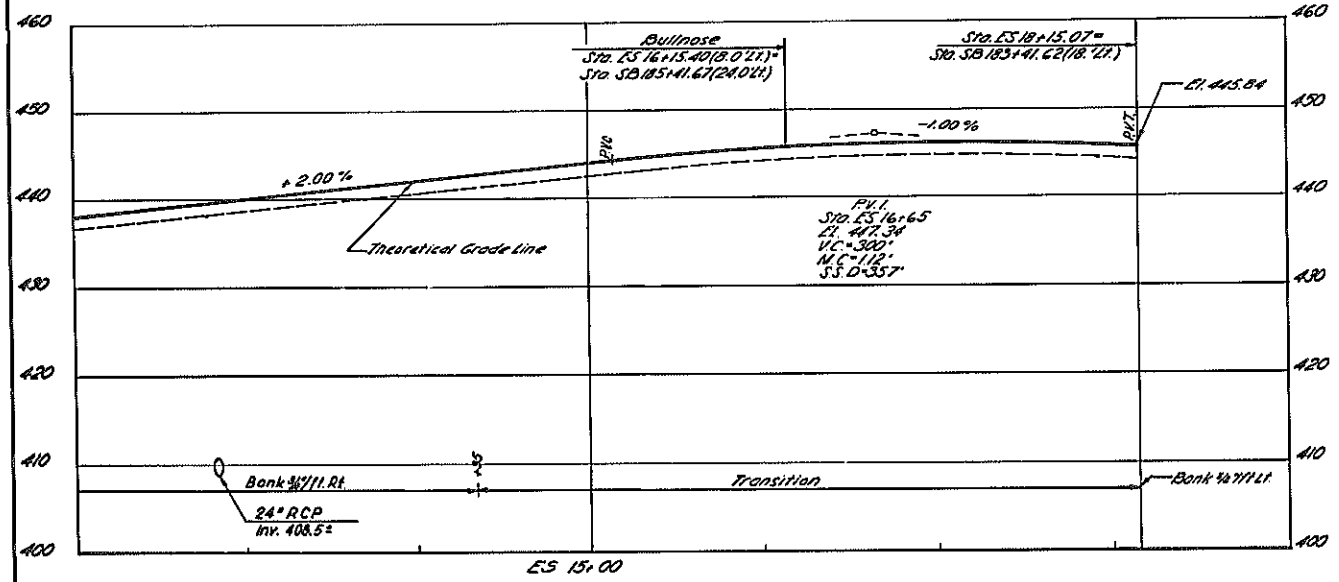
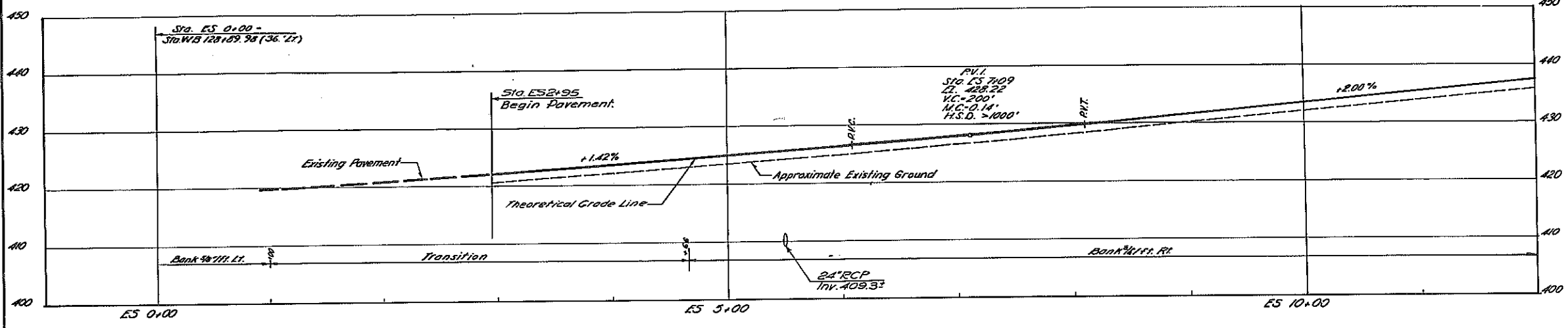
In Charge: F.I.S.
 Made By: L.M.
 Titled By: L.M.
 Checked By: L.M.



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(28)	1-48(-2(116)	60	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY



BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
PROFILES CONNECTION ES			
DRAWING NO. 9083-B-P87	SCALE HORIZ. 1" = 80' VERT. 1" = 10'	DATE 8/25/70	SHEET NO. 60
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

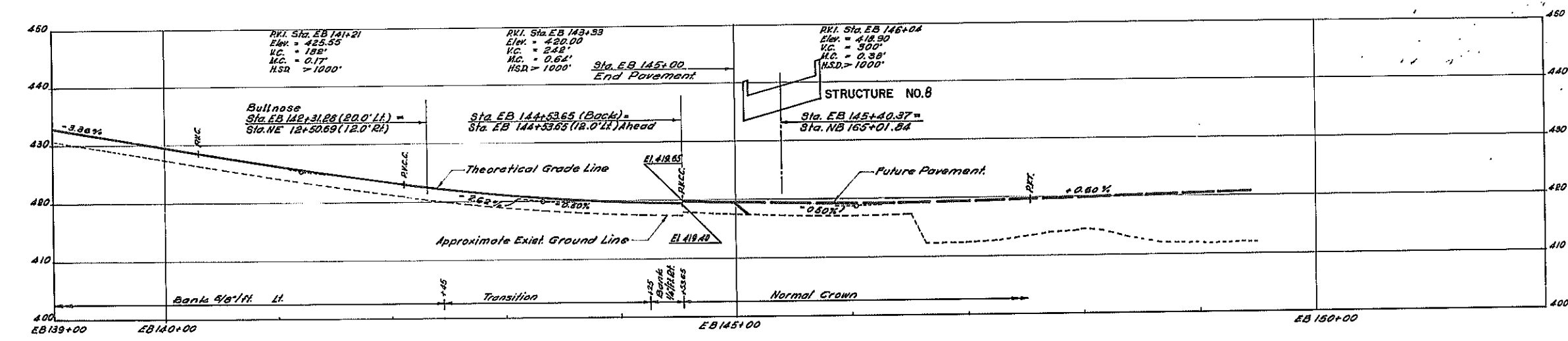
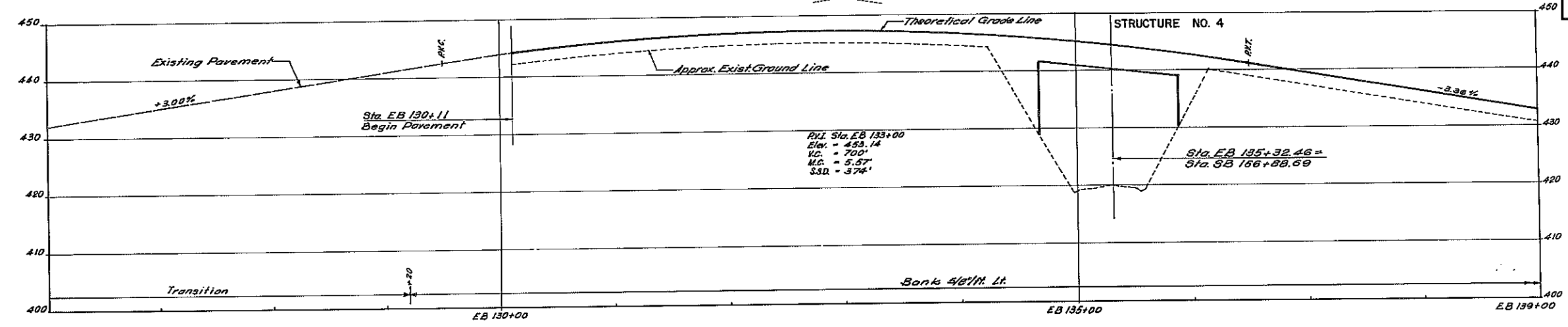
Checked By:
 Drawn By:
 Title:
 Date:



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B) 1-481-2(116)	61	309

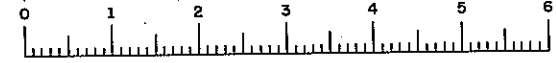
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



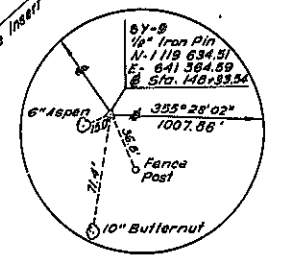
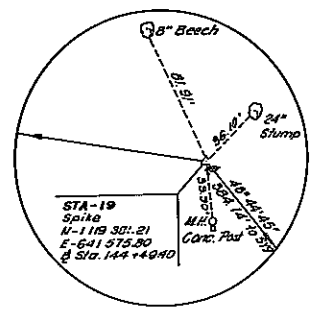
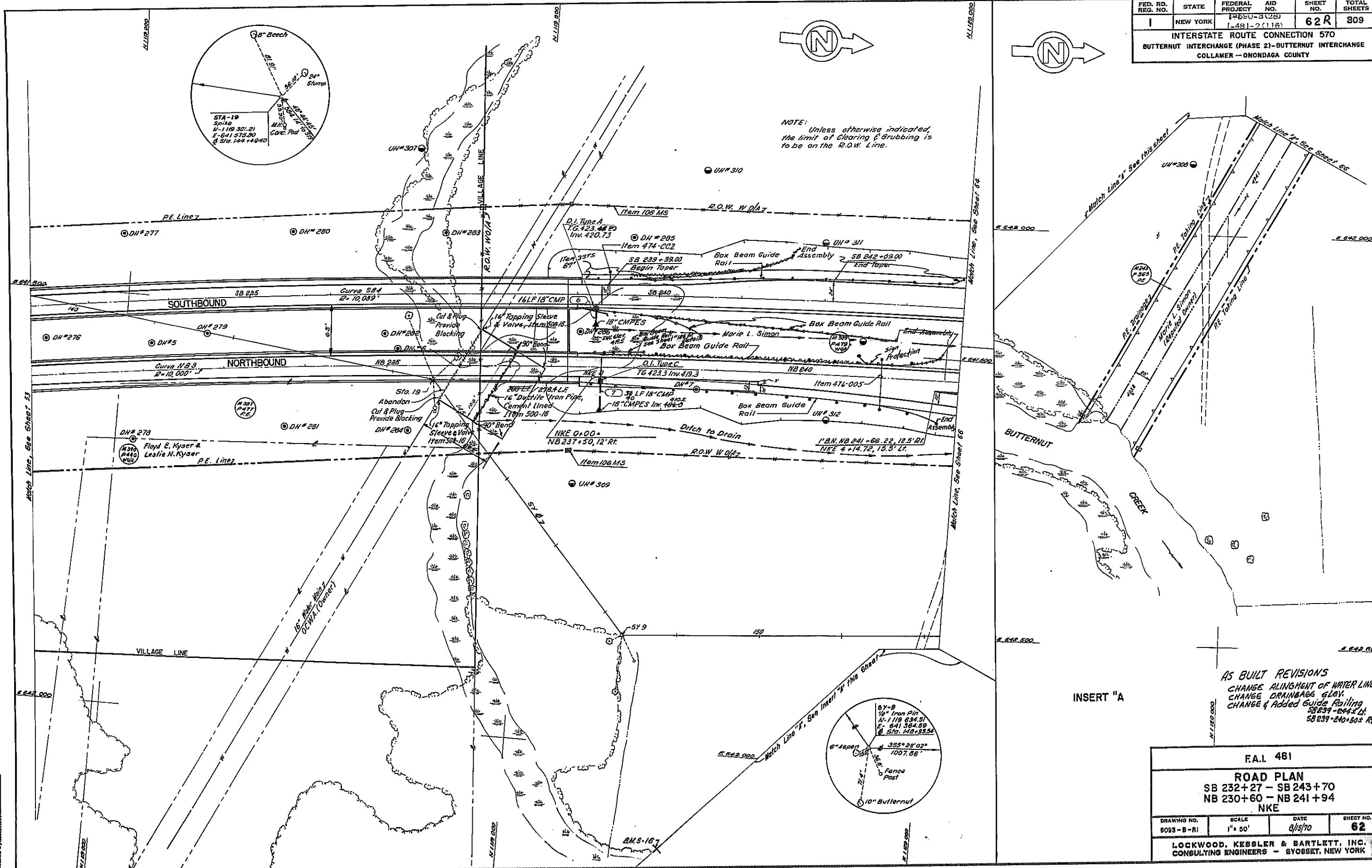
BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
PROFILE STA. EB 130+11 TO STA. EB 145+00			
DRAWING NO. 9083-B-PB8	SCALE HORIZ. 1" = 50' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 61
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: F.A.S.
 Made By: F.V.
 Titled By: M.S.
 Checked By: F.V.

FED. RD. PROJECT REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	62R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				



NOTE: Unless otherwise indicated, the limit of Clearing & Grubbing is to be on the R.O.W. Line.

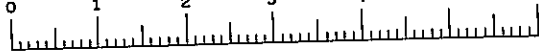


INSERT "A"

AS BUILT REVISIONS
CHANGE ALIGNMENT OF WATER LINE
CHANGE DRAINAGE SLOPE
CHANGE & Added Guide Railing
SB 239+240+503 AT
SB 239+240+503 AT

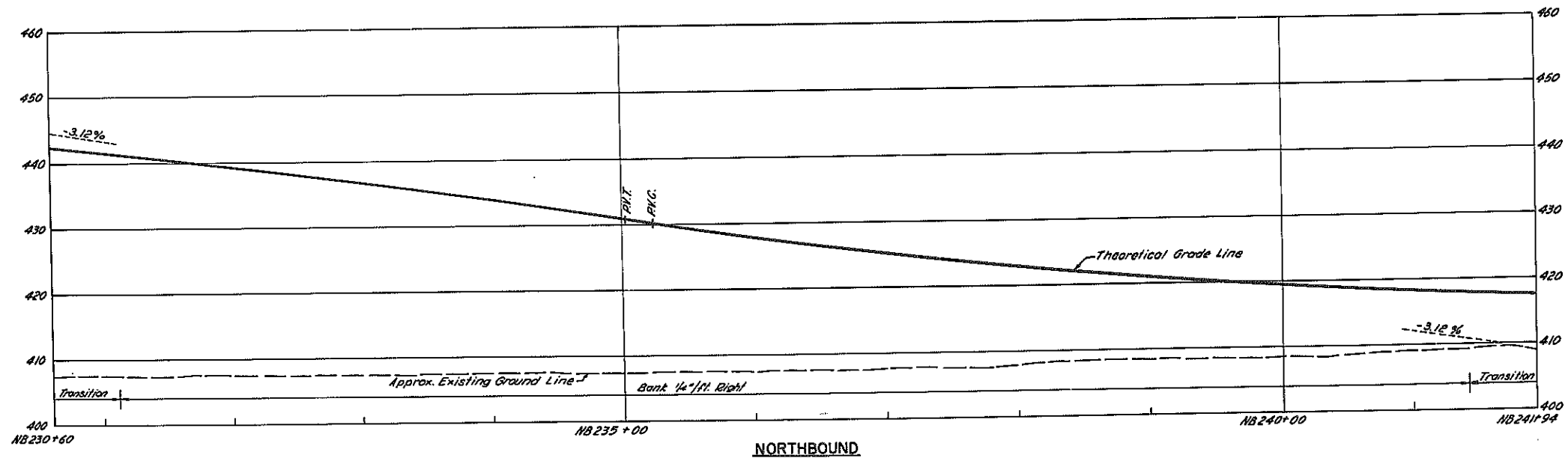
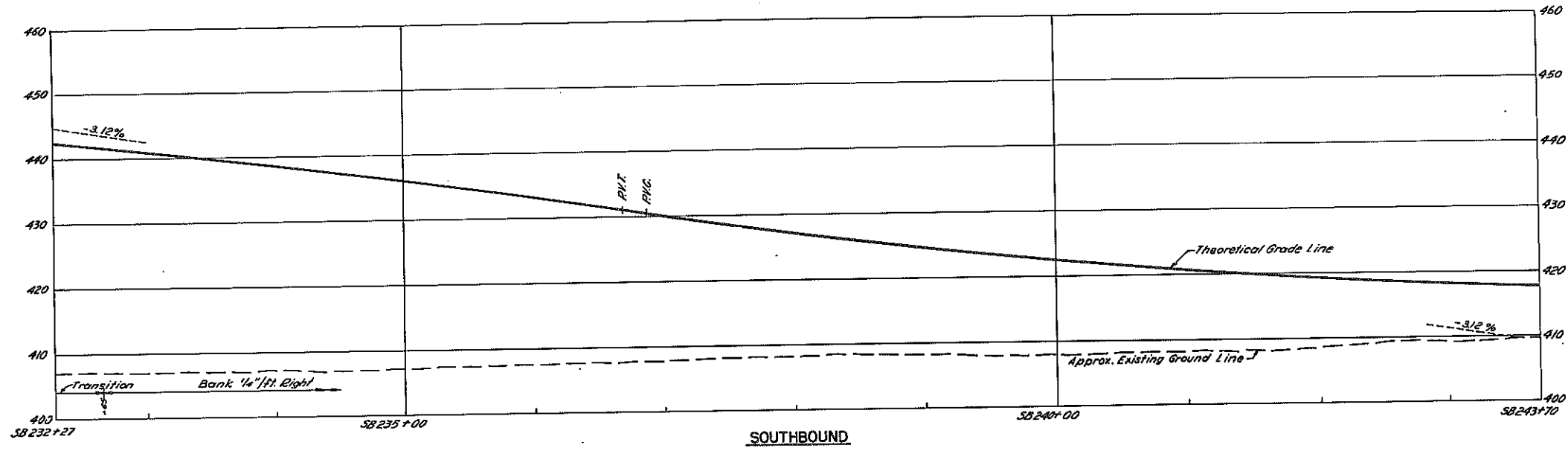
F.A.I. 481			
ROAD PLAN			
SB 232+27 - SB 243+70			
NB 230+60 - NB 241+94			
NKE			
DRAWING NO.	SCALE	DATE	SHEET NO.
8083-B-RI	1" = 50'	8/13/70	62
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: D.L.F.
 Traced By: M.L.S.
 Checked By: D.L.S.



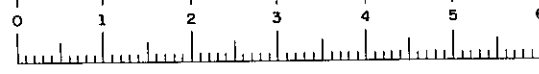
F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(118)		63	809
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



FAI 481			
PROFILES			
SB 232 + 27 - SB 243 + 70 NB 230 + 60 - NB 241 + 94			
DRAWING NO. 9083-B-PI	SCALE HORIZ. 1" = 80' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 63
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

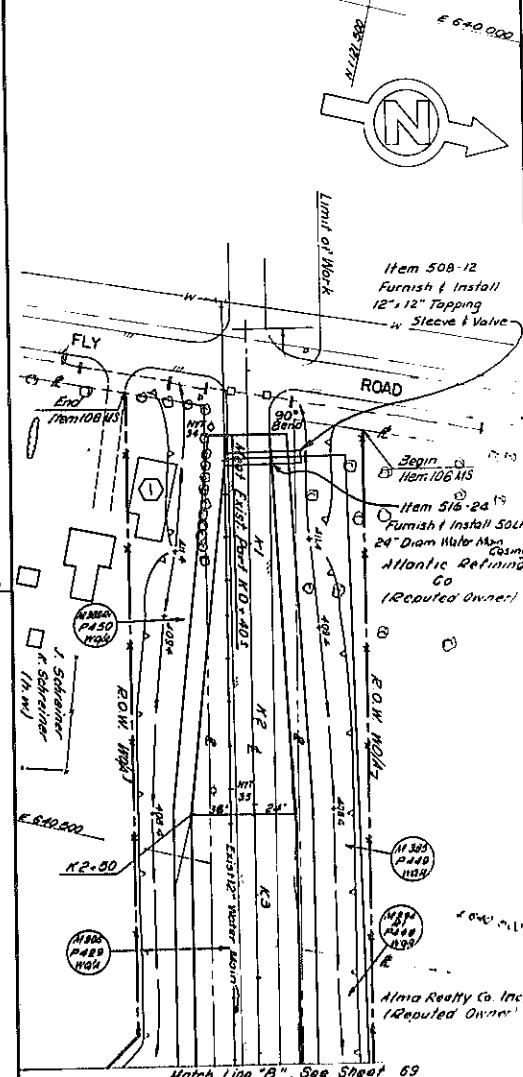
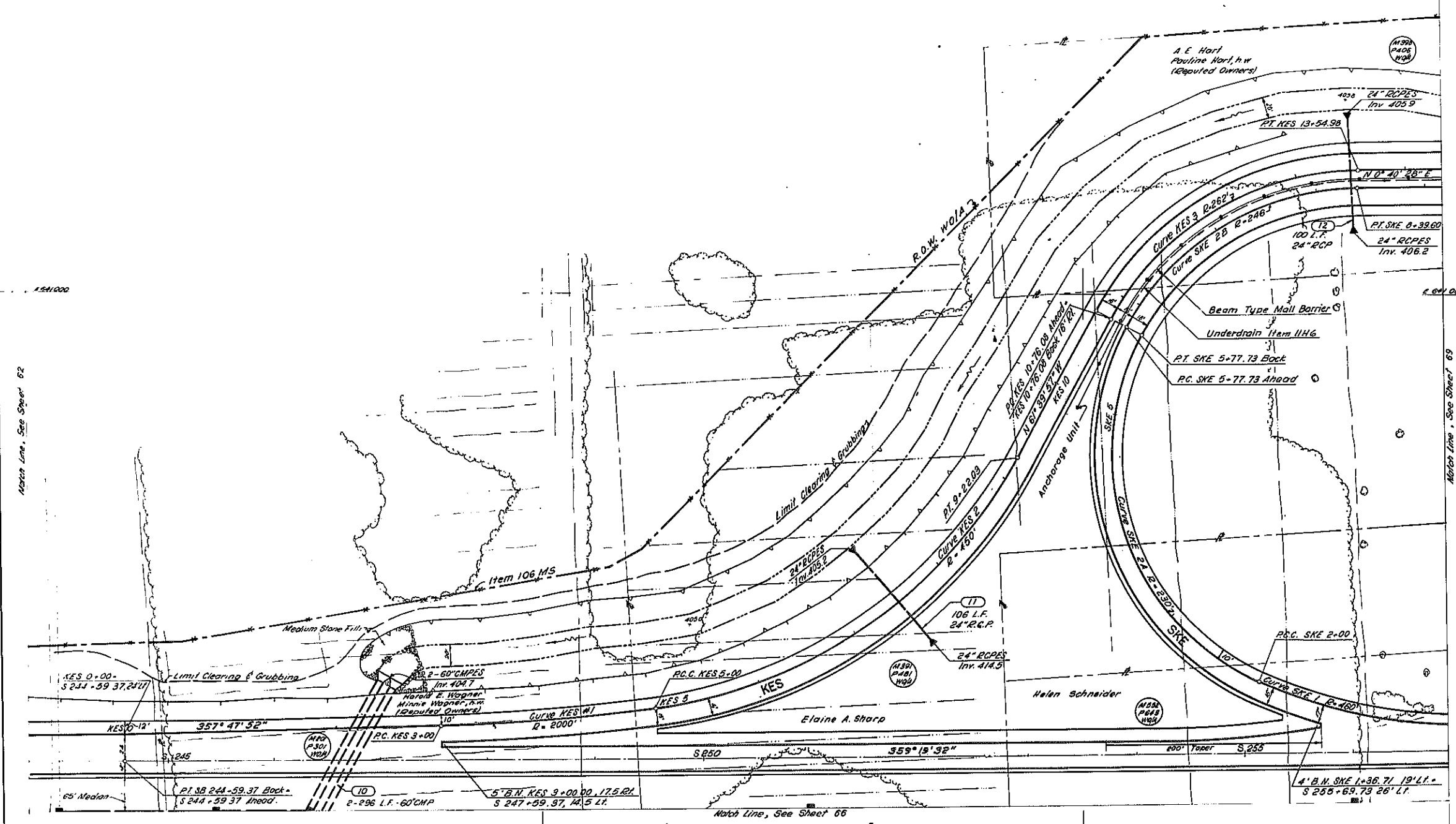
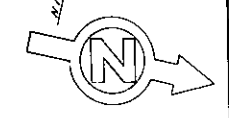
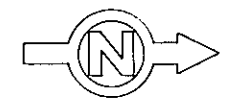
In Charge of: R.A.S.
 Made By: S.G.
 Traced By: M.Z.
 Checked By: S.G.



FISH 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK			64A	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



SUPERCEDED BY FIELD CHANGE SHEET 64A

F.A.I. 481			
ROAD PLAN			
SB 243+70 - S 256+90			
KES SKE			
DRAWING NO.	SCALE	DATE	SHEET NO.
9093-D-112	1" = 50'	8/15/70	64
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

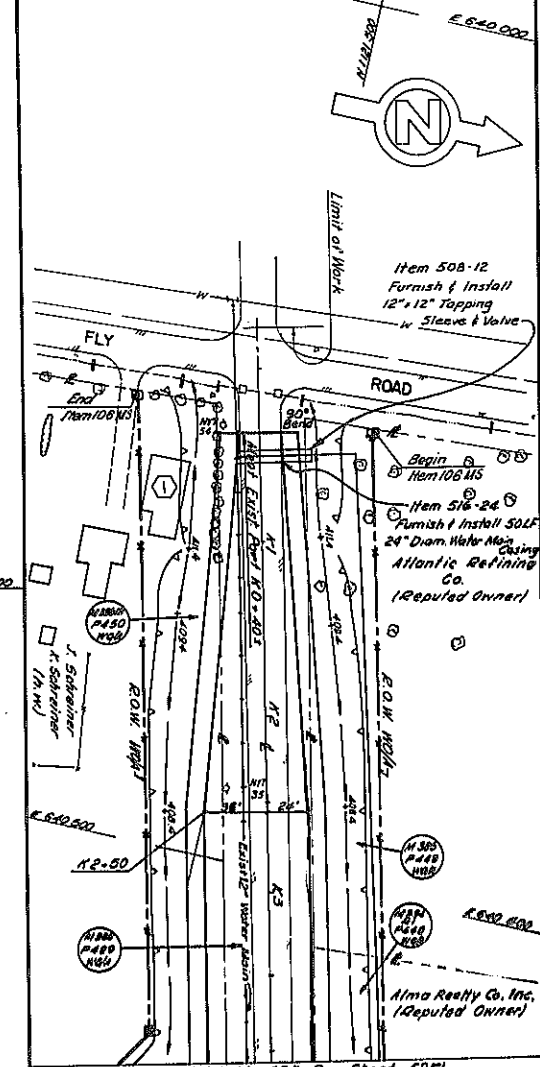
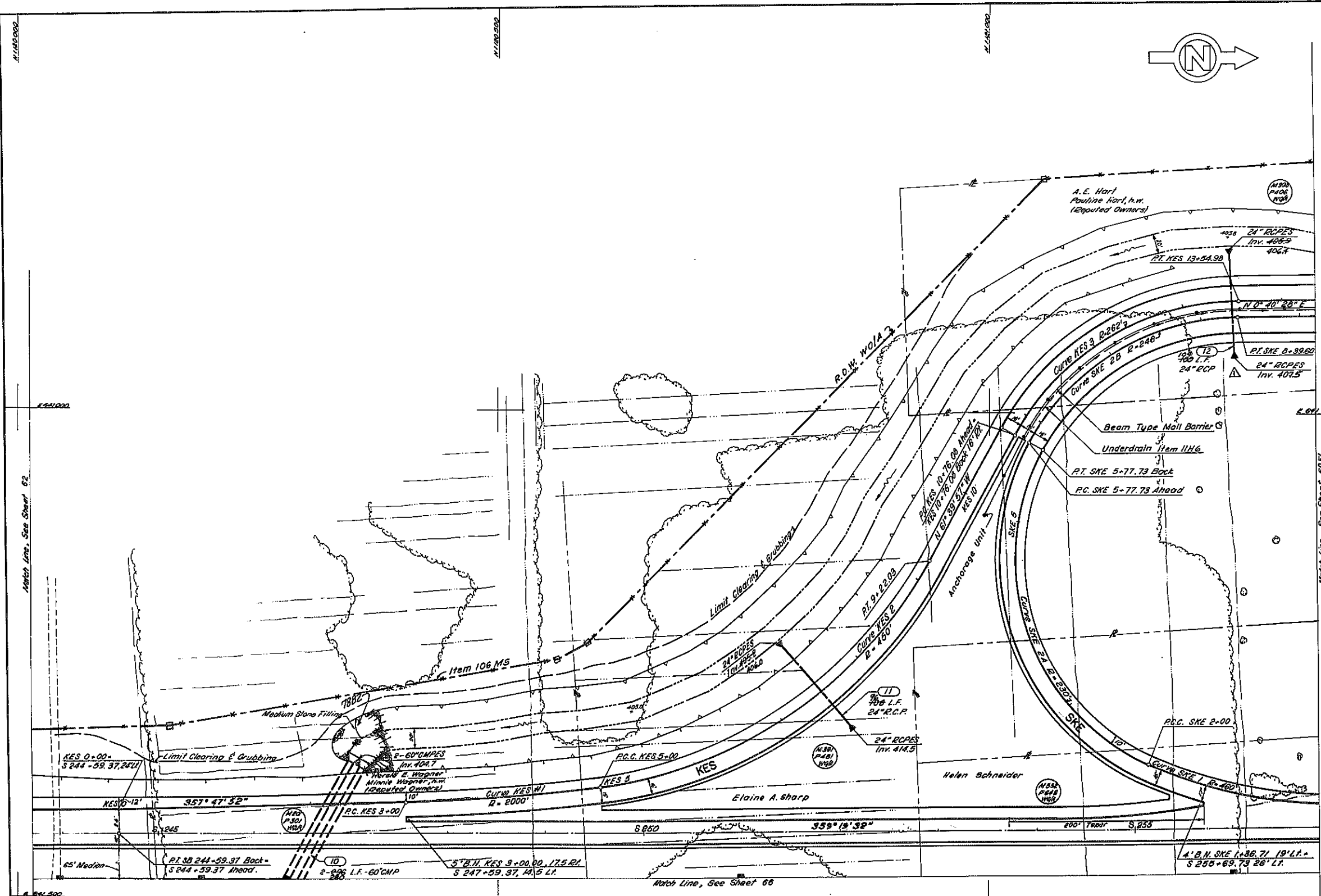
In Charge of
Made By
Traced By
Checked By



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(25)	1-481-2(116)	64FI	809

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



INSERT "B"
FIELD CHANGE
SHEET NO. 64FI VOIDS SHEET NO. 64
ALTER INVERT AT CULVERT NO. 12

As Built Revisions
change DRAINAGE ELEV.
CHANGE AREA OF ITEM 18BZ

NOTE: THIS FIELD CHANGE INVOLVES THE FOLLOWING FIELD CHANGE SHEETS:

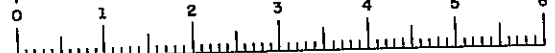
APPROVED
Date July 23, 1971
THIS SIGNATURE APPROVES THE ABOVE SHEETS.

Jack Sternbach
JACK STERNBACH
Deputy Chief Engineer (Construction)

21 July 1971
DATE
[Signature]
REGIONAL DIRECTOR OF TRANSPORTATION REGION 16.5

F.A.I. 481			
ROAD PLAN SB 243+70 - S 256+90 KES SKE			
DRAWING NO. 8095-B-R2	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 64FI
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

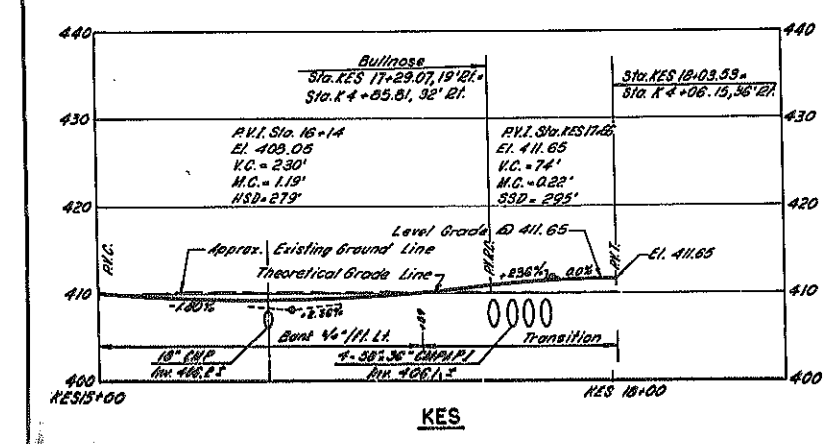
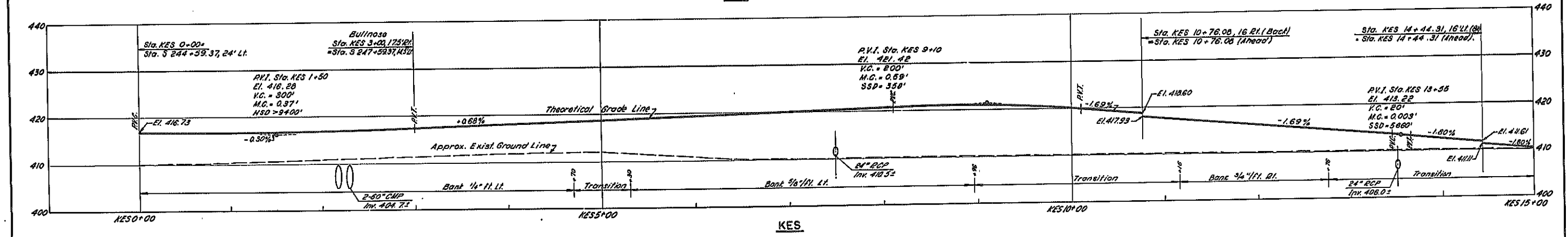
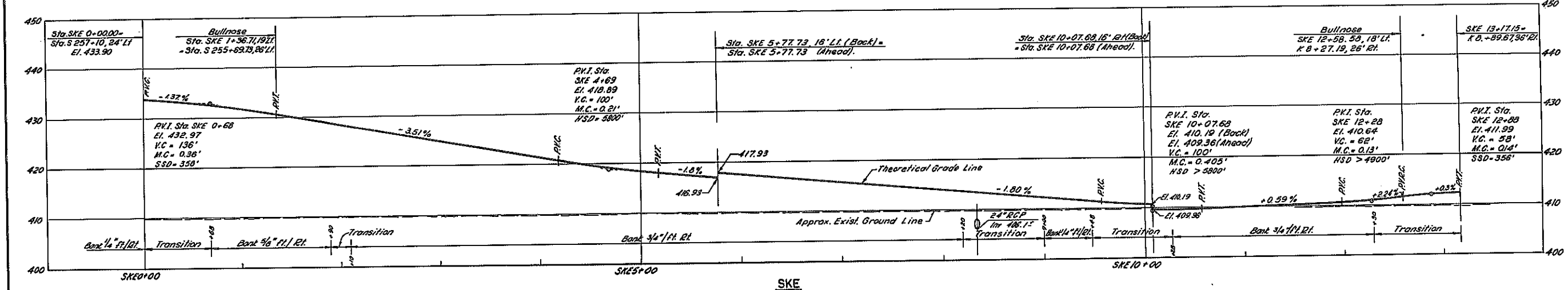
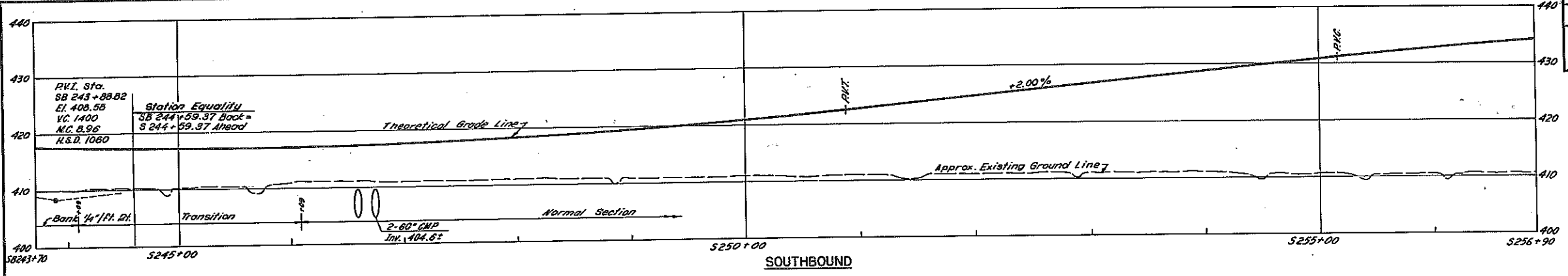
In Charge of P.A.S.
Checked By: D.H.
Transferred By: M.V.
Consulted By: D.H.
J.R.



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	18890-3(28)	1-481-2(116)	65	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY



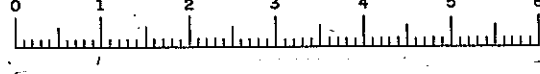
FAI. 481

PROFILES
 SB 243+70 - S 256+90
 SKE KES

DRAWING NO. 9093-B-P2	SCALE HORIZ. 1" = 50' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 65
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LOCKWOOD, KESSLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK

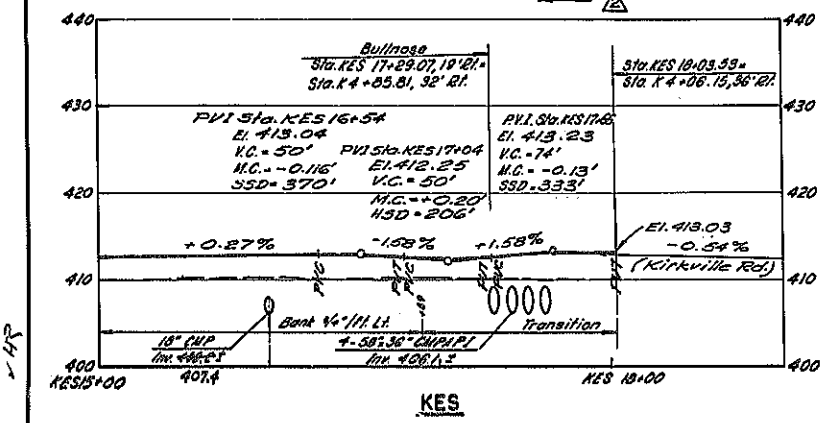
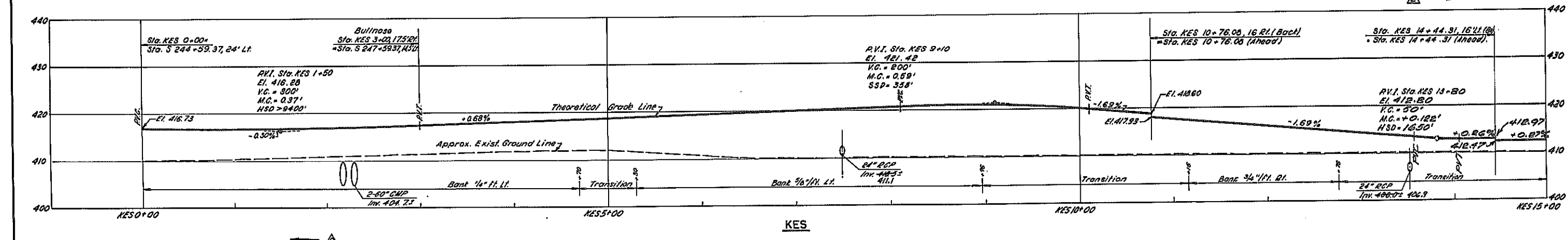
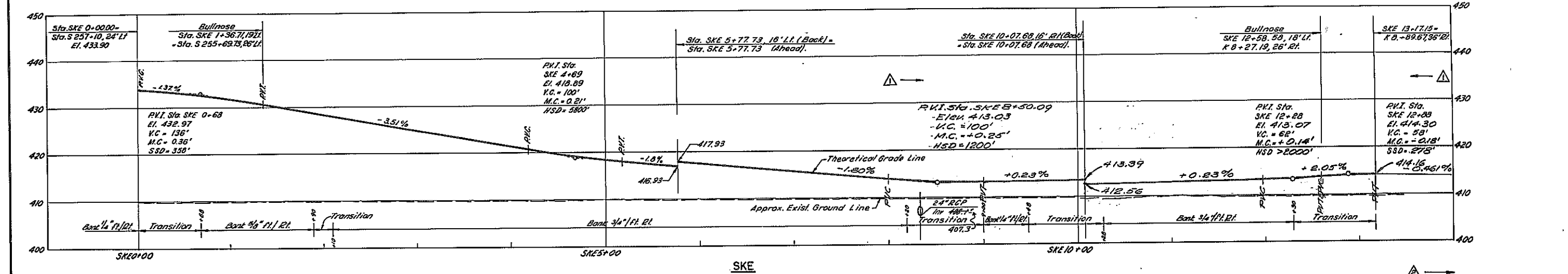
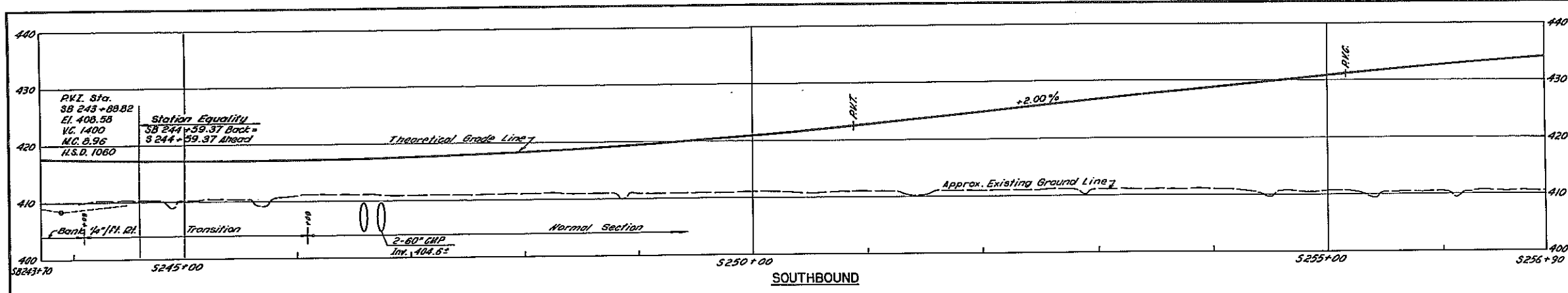
In Charge of: R.A.S.
 Made By: F.U.
 Checked By: M.L.
 Checked By: F.V.



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1880-8(28)	1-481-2(116)	65FIR 809	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

FIELD CHANGE
SHEET NO. 65FI VOIDS SHEET NO. 65



▲ ALTER PROFILE SKE RAMP
▲ ALTER PROFILE KES RAMP

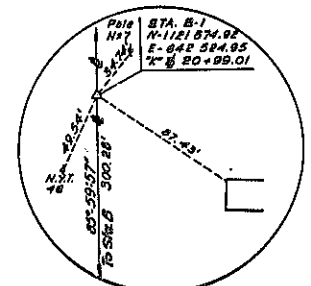
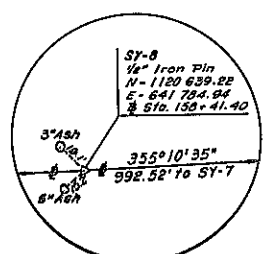
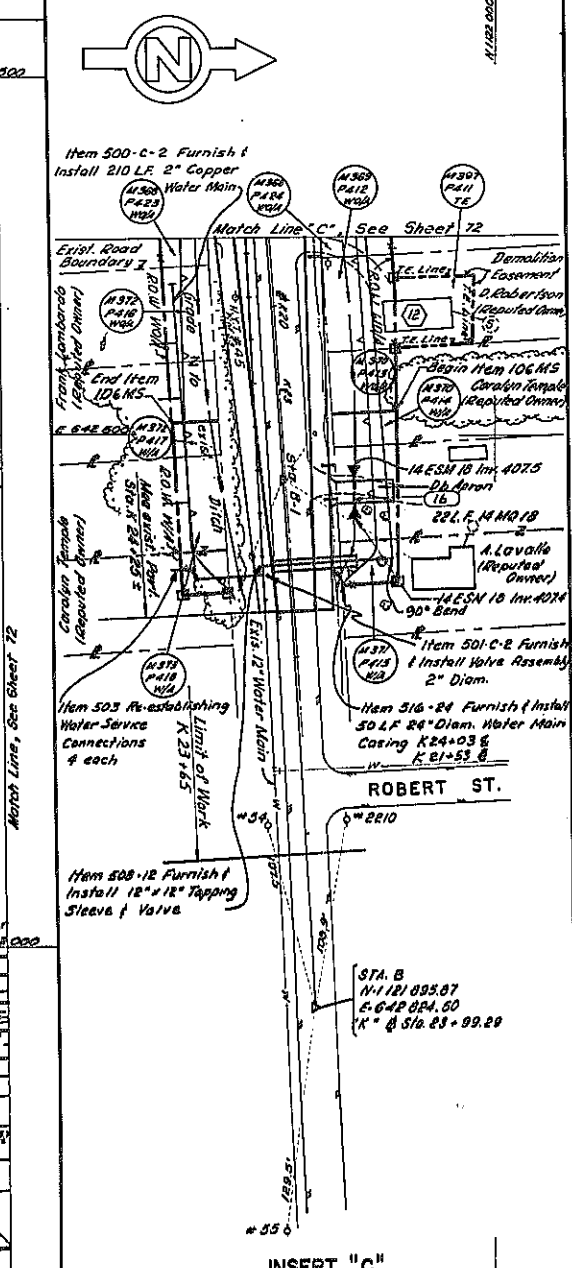
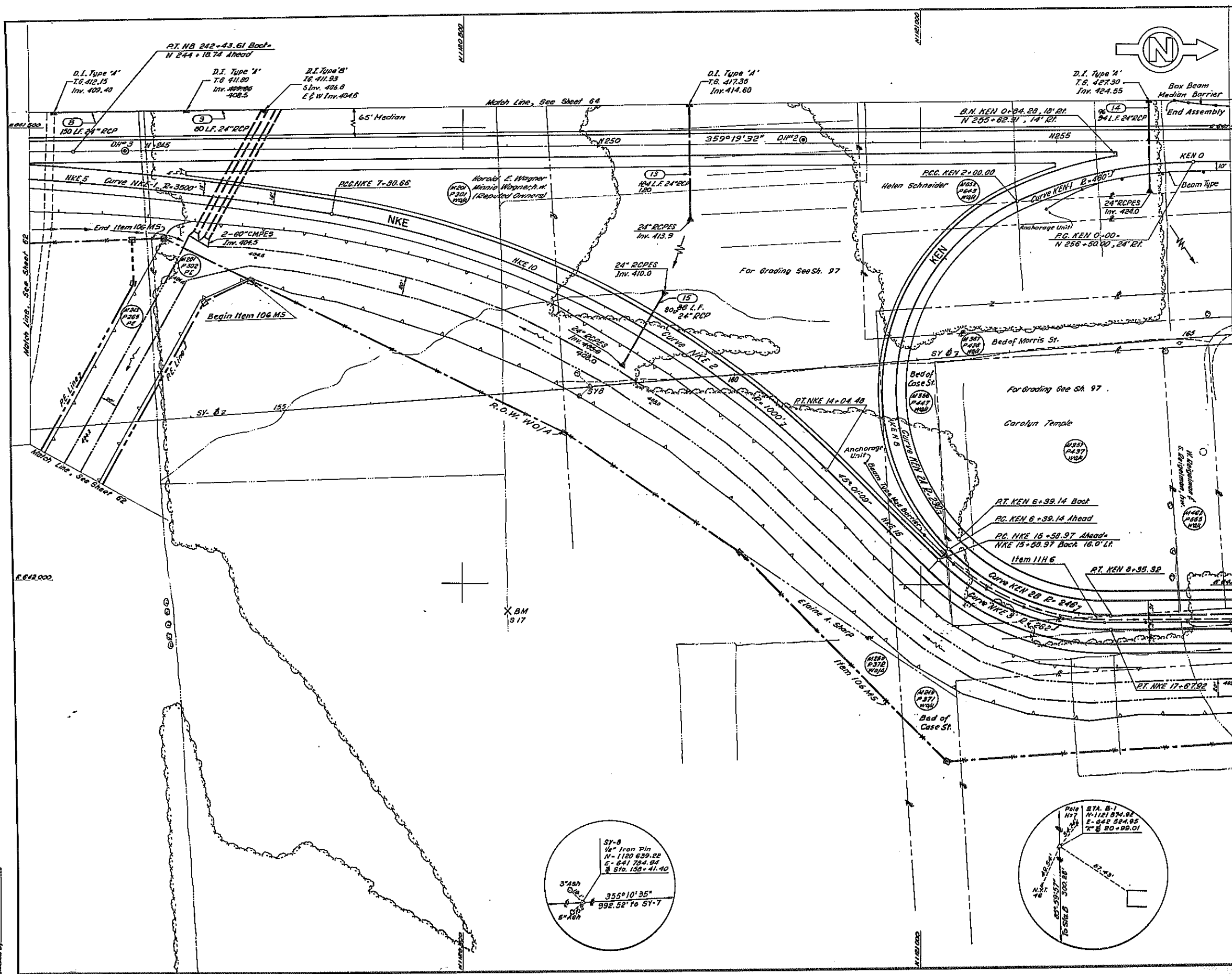
FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 64FI

AS BUILT REVISIONS
CHANGE DRAINAGE ELEV.

F.A.I. 481			
PROFILES			
SB 243+70 - S 256+90			
SKE KES			
DRAWING NO.	SCALE	DATE	SHEET NO.
8083-B-P2	HORIZ. 1" = 50' VERT. 1" = 10'	8/15/70	65FI
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

In Charge: R.A.S.
Made By: F.V.
Checked By: M.L.
Checked By: F.V.

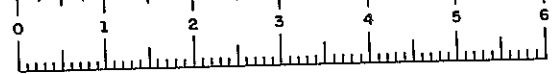
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B)	1-181-2(116)	66R	809
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



AS BUILT REVISIONS
CHANGE #44 DRAINAGE elev.

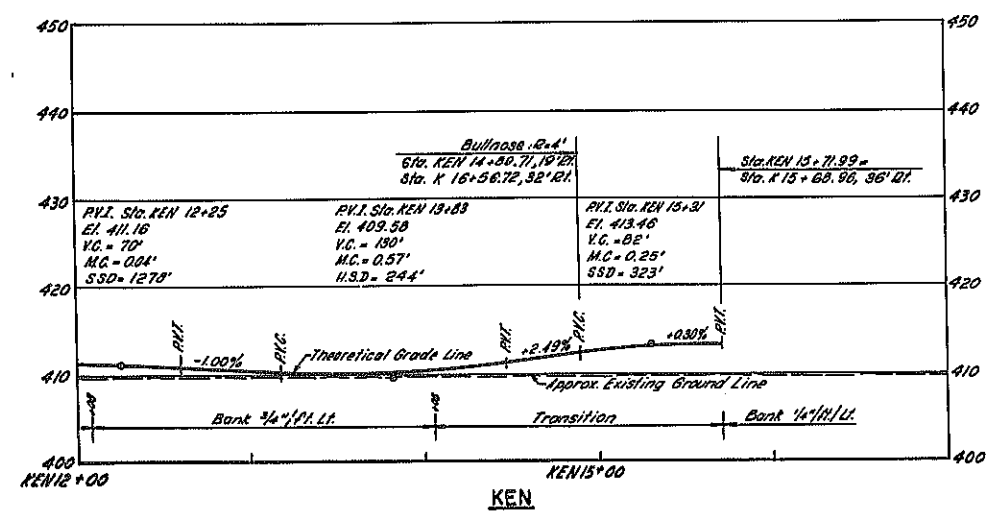
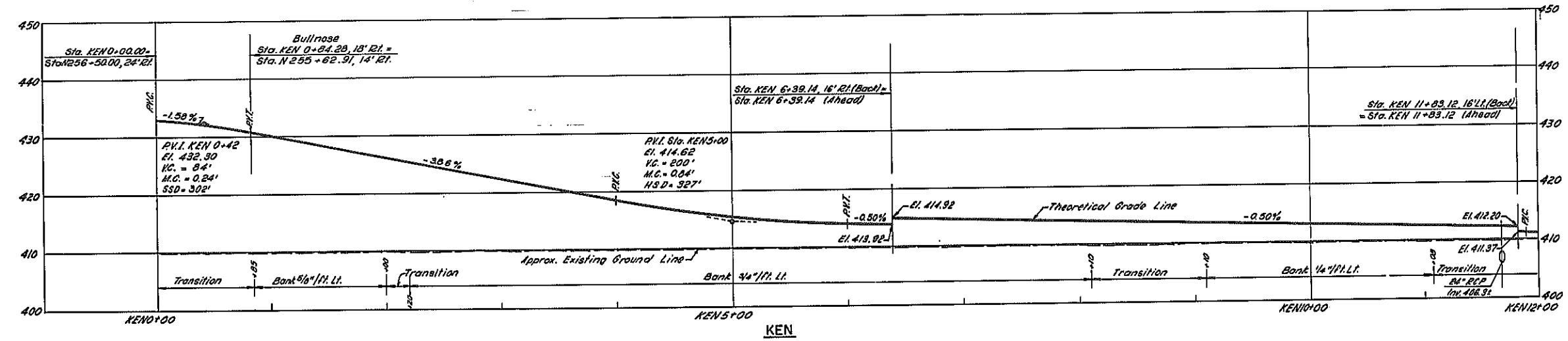
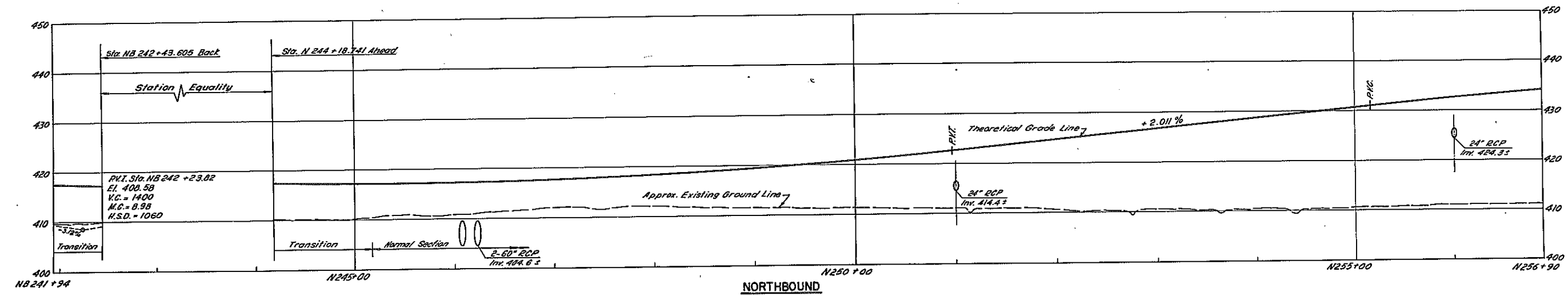
F.A.I. 481			
ROAD PLAN NB 241+94 - N256+90 NKE KEN			
DRAWING NO. 8093-B-N3	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 66
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - GYOBET, NEW YORK			

In Charge of: R.A.S.
 Made By: C.M.
 Traced By: J.L.C.
 Checked By: C.M.



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK	1-481-2(11c)	3(28)	67	809
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



F.A.I. 481

PROFILES
NB 241+94 - N256+90
KEN

DRAWING NO. 9083-B-P3	SCALE HORIZ. 1" = 60' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 67
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LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

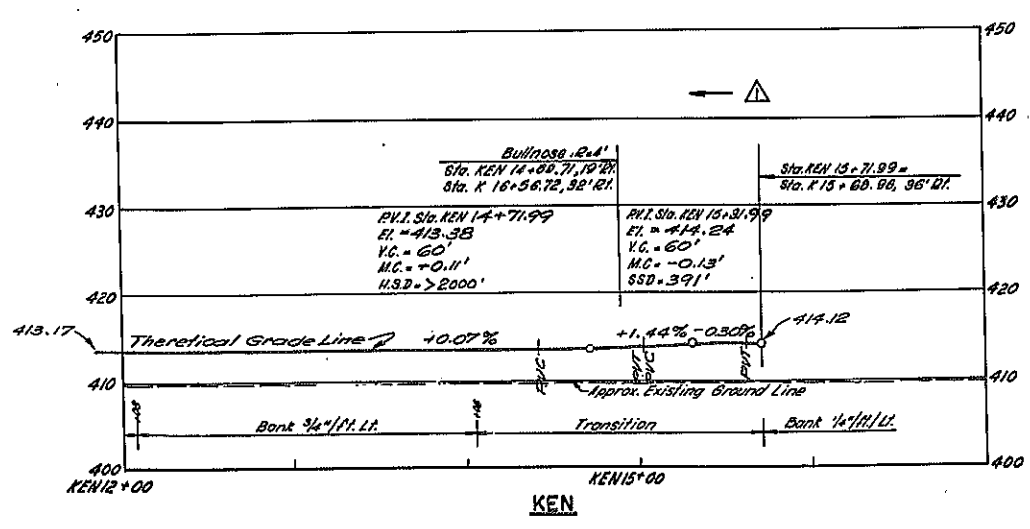
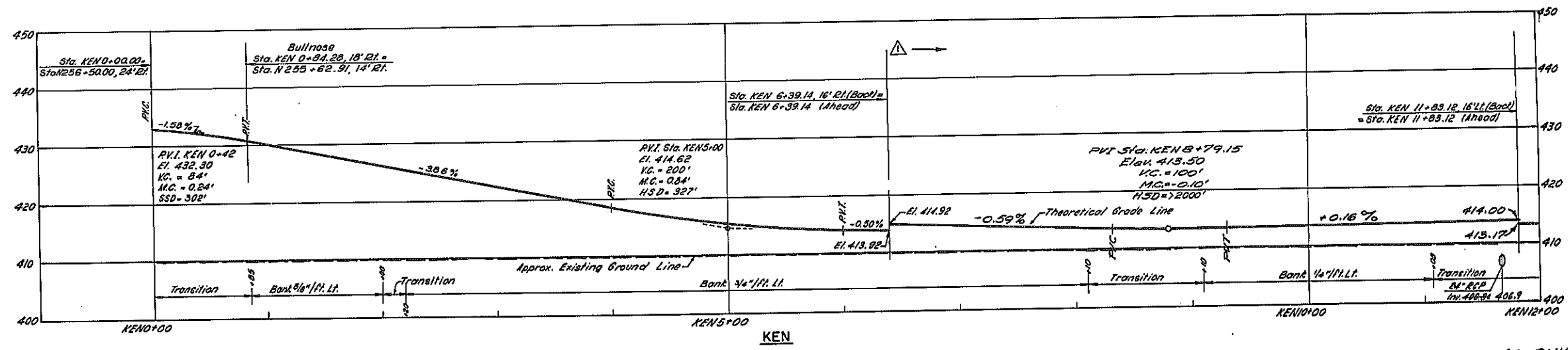
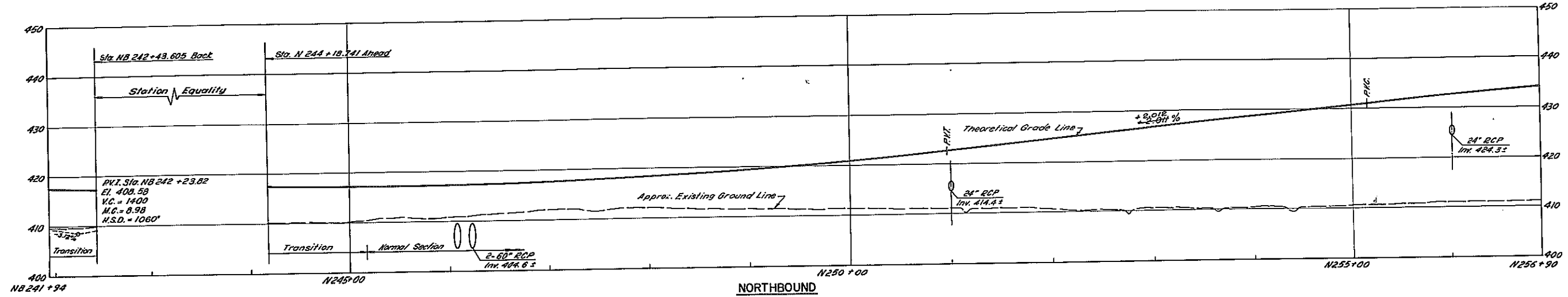
In Charge of: R.A.S.
 Made By: S.C.
 Checked By: M.S.
 Checked By: S.C.



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	67FI	809

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



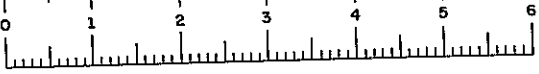
AS BUILT REVISIONS
CHANGE DRAINAGE ELEV.
PROFILE GRADE

FIELD CHANGE
SHEET NO. 67FI VOIDS SHEET NO. 67

ALTER PROFILE KEN RAMP
FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 64FI

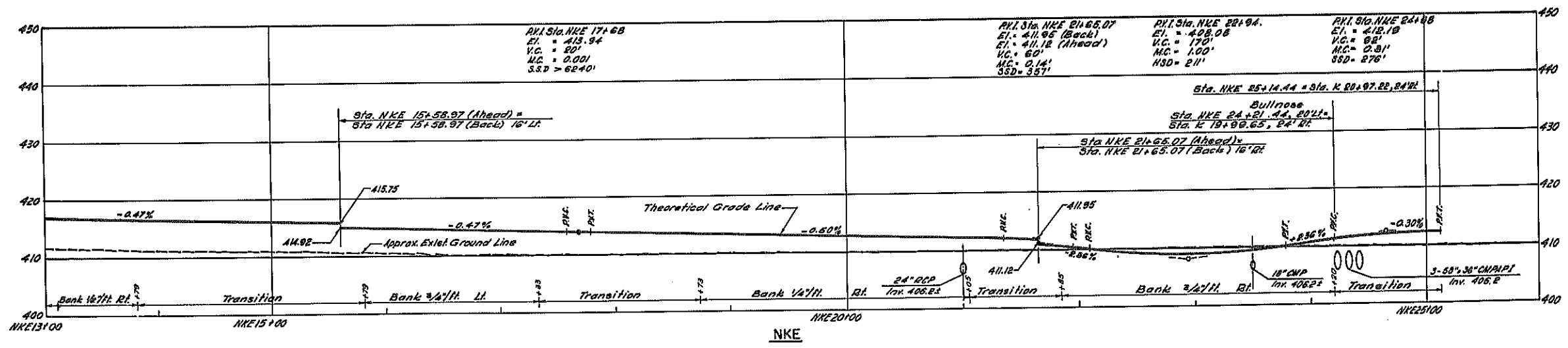
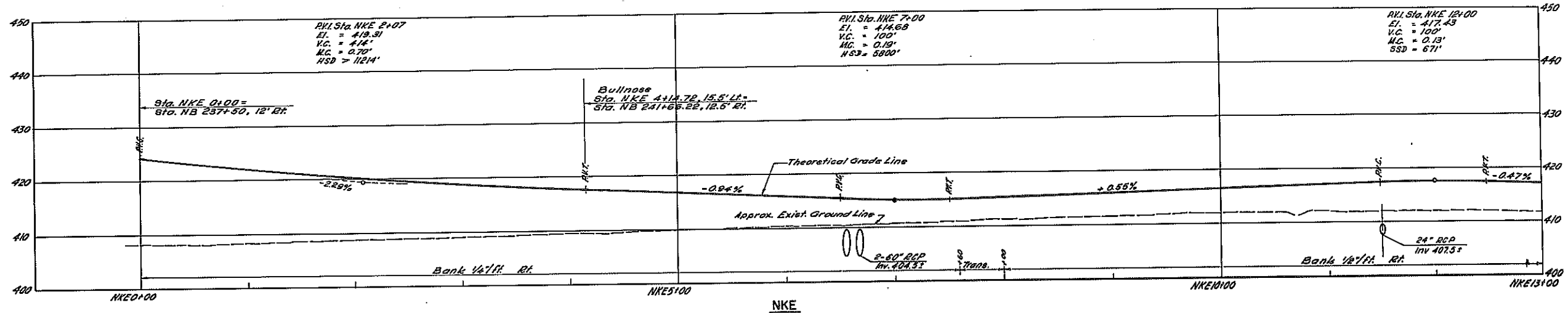
F.A.I. 481			
PROFILES			
NB 241 + 94 - N 256 + 90			
KEN			
DRAWING NO. 8083-B-PS	SCALE HORIZ. 1" = 80' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 67FI
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

In Charge of: R.A.S.
Made By: S.G.
Checked By: M.S.
Designed By: S.G.



F.I.S.H. 70-7

FED. RD. DIST. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-590-3(28)	1-481-2(116)	68	808
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE					
COLLAMER - ONONDAGA COUNTY					



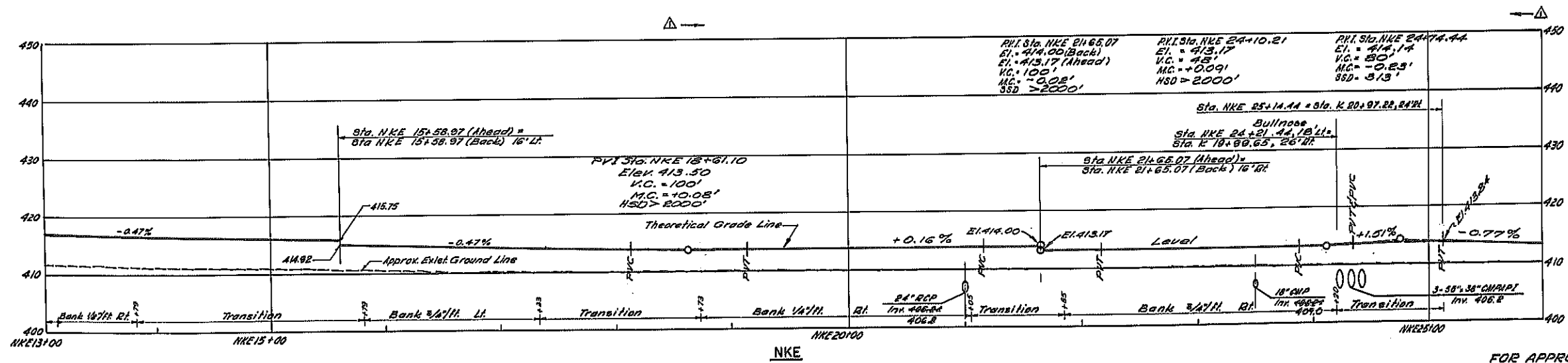
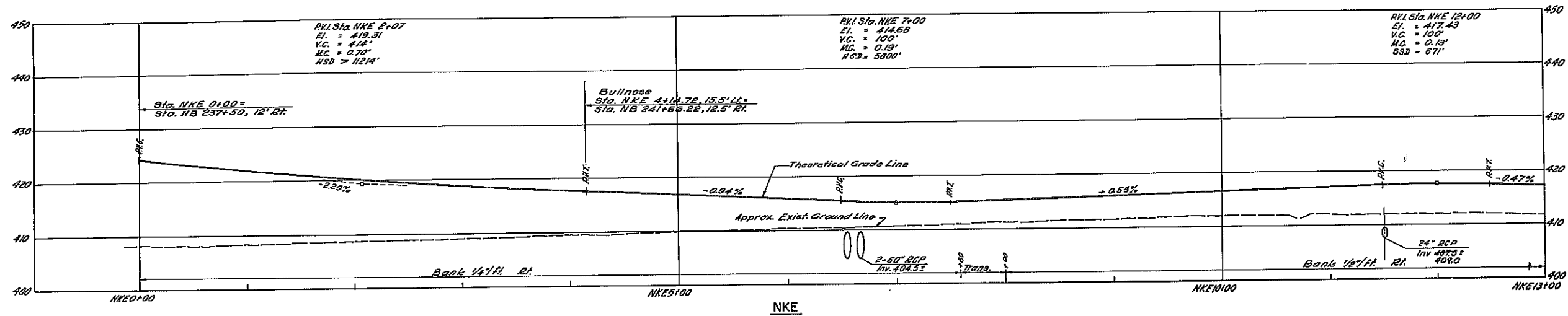
F.A.I. 481			
PROFILE			
NKE			
DRAWING NO.	HOR. SCALE	DATE	SHEET NO.
9083-B-P3A	1" = 40'	8/15/70	68
LOCKWOOD, KEGGLES & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: D.H.
 Checked By: D.H.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-680-3(25)	1-481-2(116)	68FI 809	809

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

FIELD CHANGE
SHEET NO. 68FI VOIDS SHEET NO. 68.



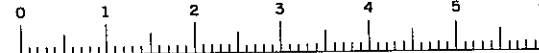
AS BUILT REVISIONS
CHANGE DRAINAGE ELEV.

ALTER PROFILE RAMP NKE

FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 64FI

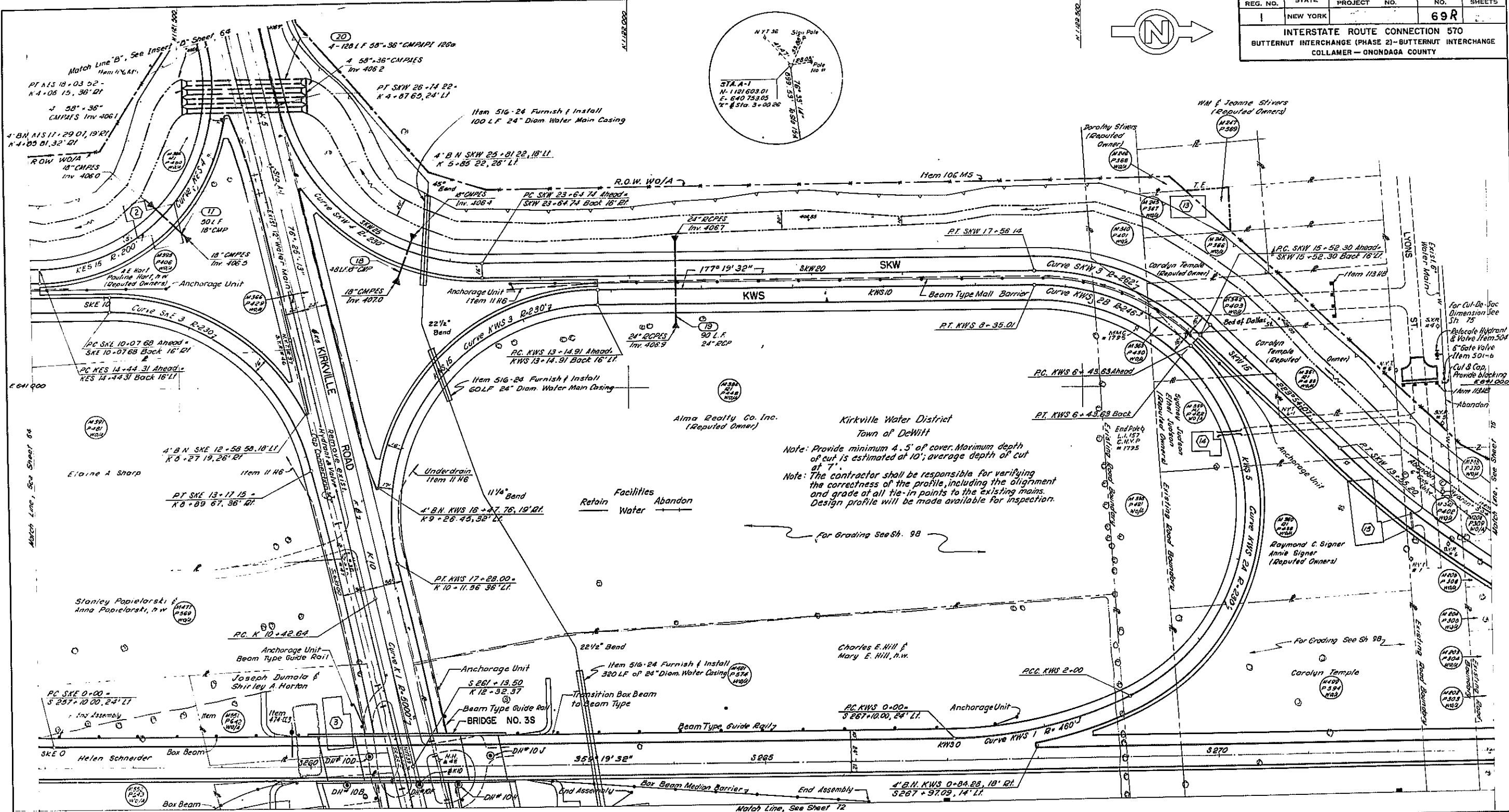
F.A.I. 481			
PROFILE			
NKE			
DRAWING NO. R083-B-P3A	SCALE HORIZ. 1" = 50' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 68FI
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge: R.A.S.
 Made By: D.H.
 Traced By: M.Z.
 Checked By: D.C.
 Date: 1-17-70



- VOID - SEE 69F3

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK			69R	
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



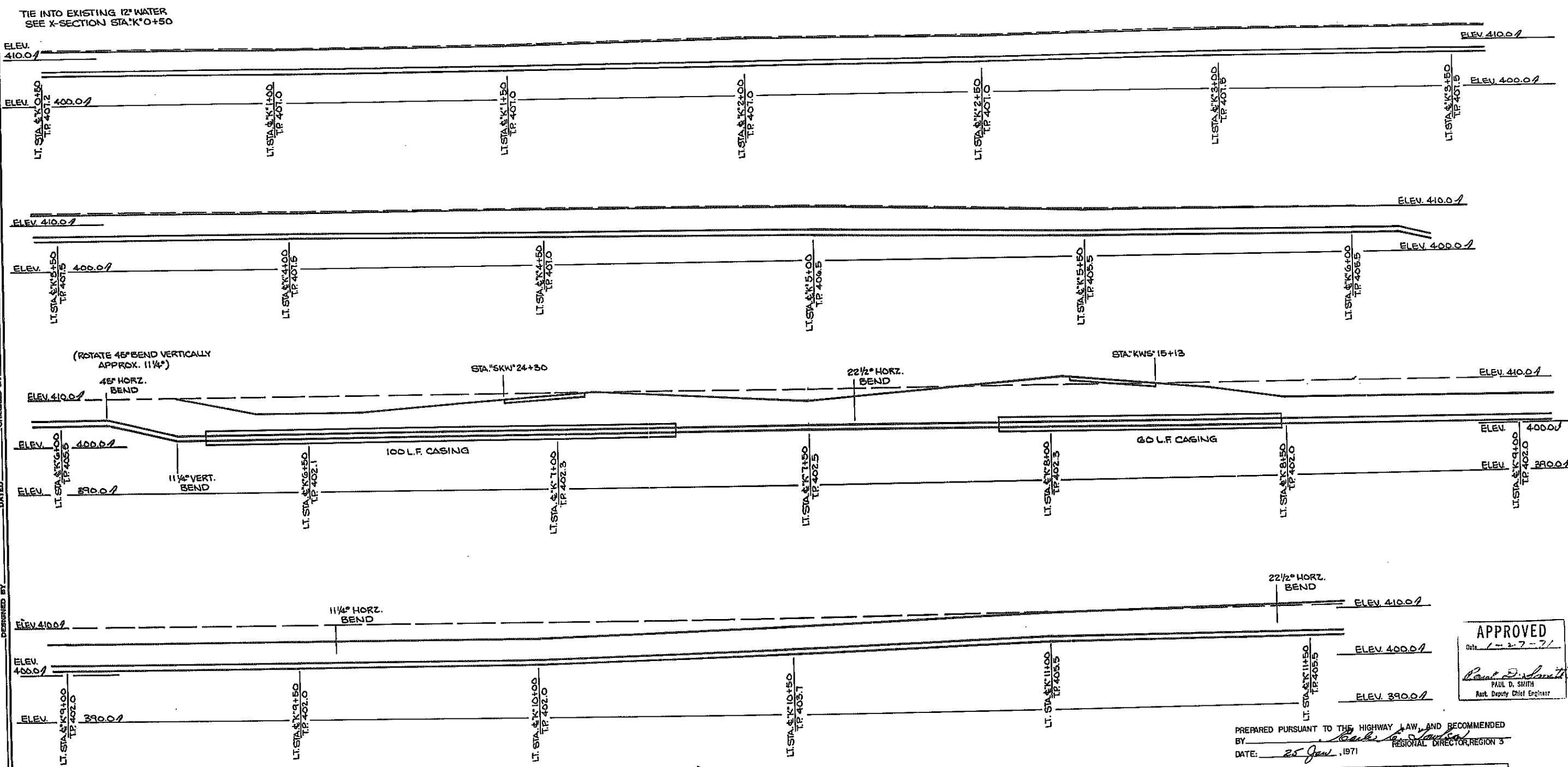
F.A.I. 481					
ROAD PLAN					
S 256+90 - S 273+08					
KES SKE KWS SKW					
KIRKVILLE ROAD					
DRAWING NO.	SCALE	DATE	SHEET NO.		
0085-B-R4	1" = 50'	8/15/70	69		
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - GYOBET, NEW YORK					

In Charge of
 Made By
 Traced By
 Checked By

FIELD CHANGE

SHEET 69FI SUPPLEMENTS BUT DOES NOT CHANGE ANY PART OF ORIGINAL SHEETS 64 & 69.

FED. RD. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.		69FI	
INTERSTATE ROUTE CONNECTION 570				
BUTTERNUT INTERCHANGE (PHASE 2)				
BUTTERNUT INTERCHANGE				
COLLAMER-ONONDAGA COUNTY				



APPROVED
 Date: 1-27-71
Paul D. Smith
 PAUL D. SMITH
 Asst. Deputy Chief Engineer

PREPARED PURSUANT TO THE HIGHWAY LAW, AND RECOMMENDED BY *Paul D. Smith* REGIONAL DIRECTOR, REGION 3
 DATE: 25 Jan, 1971

PROFILE
12" WATER MAIN RELOCATION
(KIRKVILLE ROAD)

SHEET NO.
 69FI

NOTE: THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE CORRECTNESS OF THE PROFILE, INCLUDING THE ALIGNMENT AND GRADE AT ALL TIE-IN POINTS TO THE EXISTING MAINS.

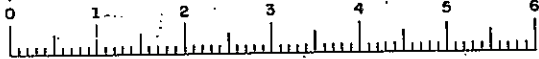
SCALE: 1" = 10' HORIZ.
 1" = 10' VERT.

NOTE: THIS FIELD CHANGE INVOLVES THE FOLLOWING FIELD CHANGE SHEETS: 69F1 & 69F2.

MAINTAIN MINIMUM 4.5' OF COVER

MADE BY *W. Stordinski* CHECKED BY *G.W. Griffin* TRACED BY *ERLEVA DOWSKI* CHECKED BY *W. Stordinski*

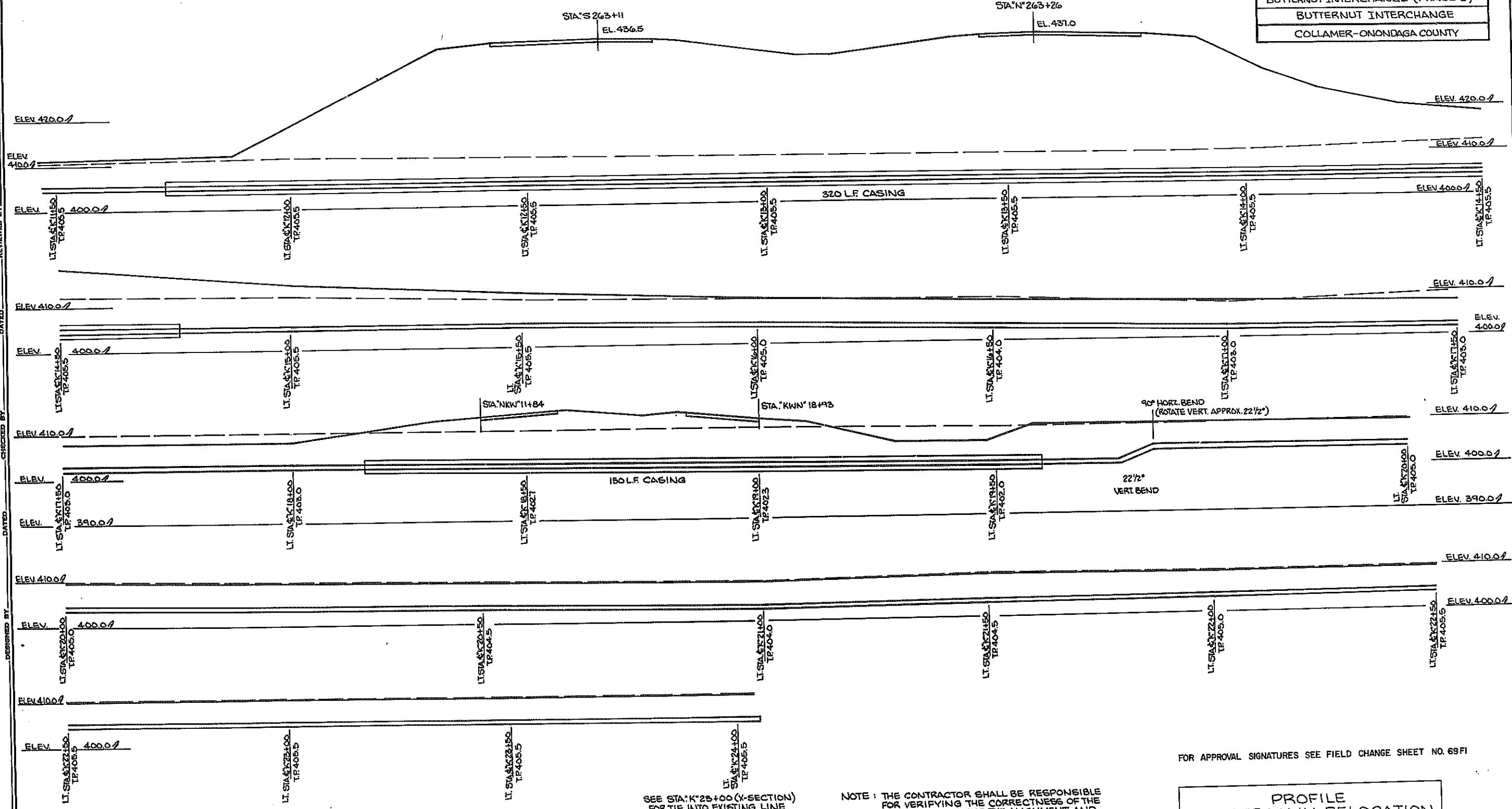
DESIGNED BY _____ DATED _____ CHECKED BY _____ DATED _____ REVIEWED BY _____ DATED _____



FIELD CHANGE

SHEET 69F2 SUPPLEMENTS BUT DOES NOT CHANGE ANY PART OF ORIGINAL SHEETS 66, 69, & 72.

FED. RD. REG. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	N. Y.		69F2	
INTERSTATE ROUTE CONNECTION 570				
BUTTERNUT INTERCHANGE (PHASE 2)				
BUTTERNUT INTERCHANGE				
COLLAMER-ONONDAGA COUNTY				



IN CHARGE OF: _____
 DESIGNED BY: _____
 CHECKED BY: _____
 REVIEWED BY: _____
 DATED: _____

MADE BY: W. Skardinski CHECKED BY: G. G. Gullin TRACED BY: E. LEVANDOWSKI CHECKED BY: W. Skardinski

T.P. = TOP OF PIPE
 --- = EXISTING GRADE
 = = = FINISHED GRADE

SEE STA' K' 28+00 (X-SECTION) FOR TIE INTO EXISTING LINE

SCALE: 1" = 10' HORIZ.
 1" = 10' VERT.

NOTE: THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE CORRECTNESS OF THE PROFILE, INCLUDING THE ALIGNMENT AND GRADE AT ALL TIE-IN POINTS TO THE EXISTING MAINS.

MAINTAIN MINIMUM 4.5' OF COVER

FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 69F1

PROFILE
 12" WATER MAIN RELOCATION
 (KIRKVILLE ROAD)

SHEET NO.
 69F2

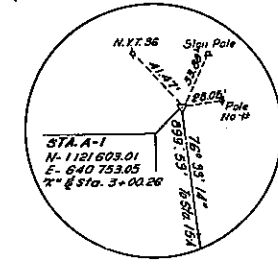
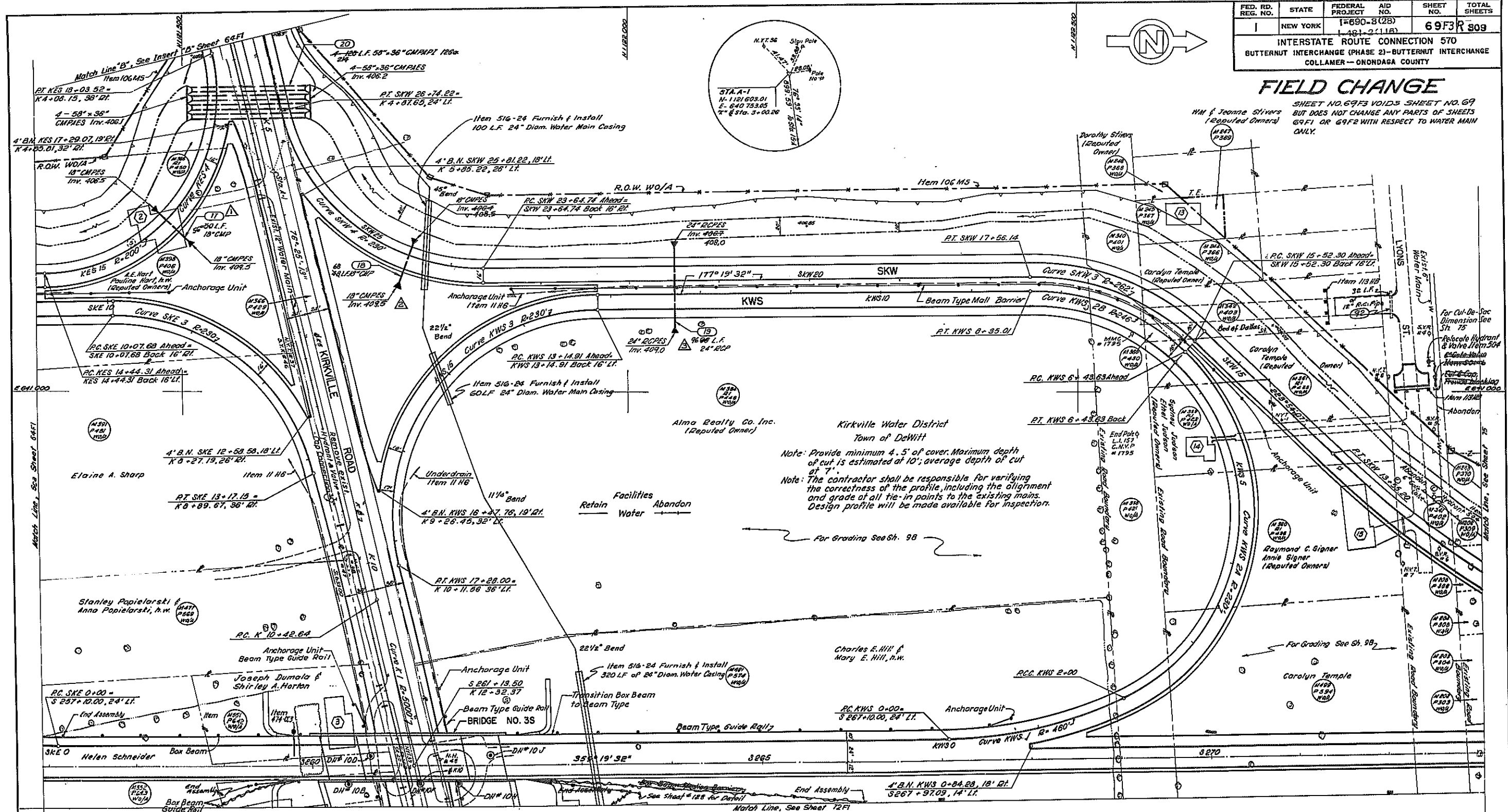
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(28) 1-691-2(11A)	69F3R 309	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)- BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

FIELD CHANGE

SHEET NO. 69F3 Voids SHEET NO. 69
BUT DOES NOT CHANGE ANY PARTS OF SHEETS
69F1 OR 69F2 WITH RESPECT TO WATER MAIN
ONLY.

WM of Joanne Slivers
(Reputed Owners)



Kirkville Water District
Town of DeWitt

Note: Provide minimum 4.5' of cover. Maximum depth of cut is estimated at 10'; average depth of cut at 7'.

Note: The contractor shall be responsible for verifying the correctness of the profile, including the alignment and grade of all tie-in points to the existing mains. Design profile will be made available for inspection.

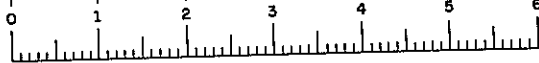
- ▲ ALTER INVERT AT CULVERT NO. 17
- ▲ ALTER INVERT AT CULVERT NO. 18
- ▲ ALTER INVERT AT CULVERT NO. 19

AS BUILT REVISIONS
ADDED GUIDE RAILING SB259+50.00
SB262+50.00
SB263+50.00
ADDED DRIVEWAY PIPES D.R.#92

FOR APPROVAL SIGNATURES SEE
FIELD CHANGE SHEET NO. 64FL

F.A.I. 481			
ROAD PLAN S 256+90 - S 273+08 KES SKE KWS SKW KIRKVILLE ROAD			
DRAWING NO. 0003-B-R4	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 69F3
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

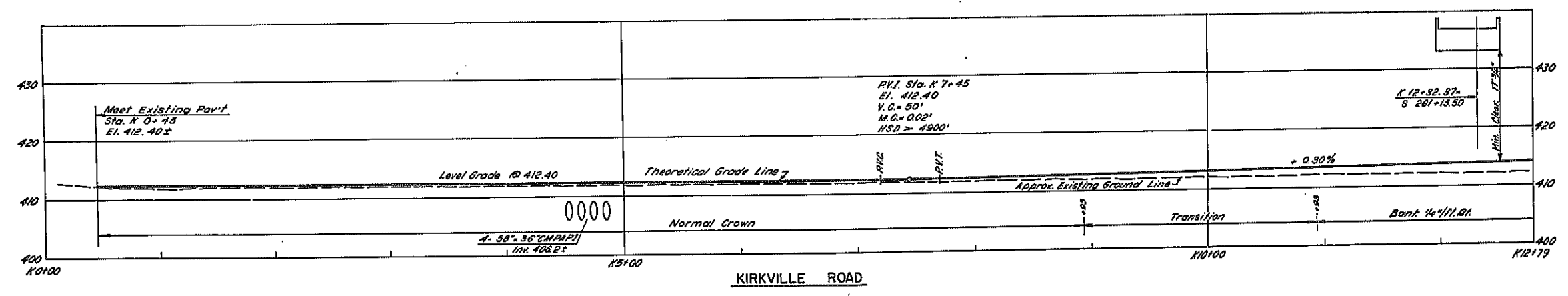
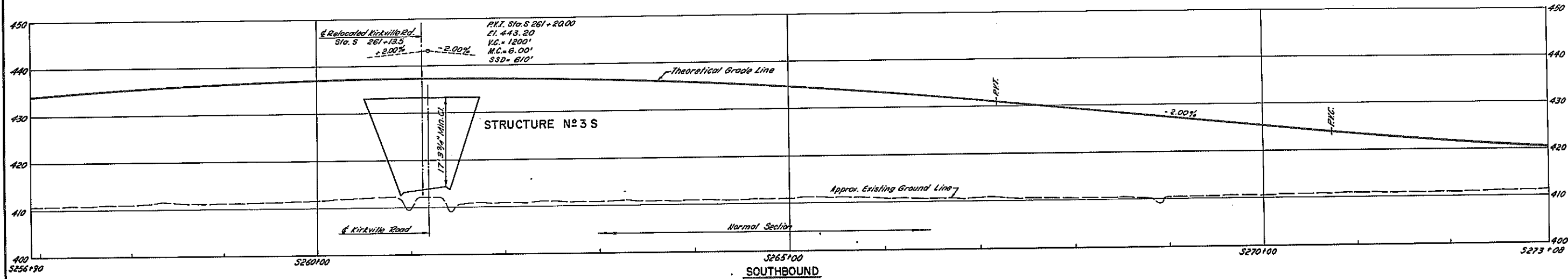
In Charge of
R.A.S.
Made By
F.V.
Checked By
F.V.
157



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	70	308

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY



F.A.I. 481			
PROFILES			
S 256 + 90 - S 273 + 08			
KIRKVILLE ROAD			
DRAWING NO. 9083-B-P4	SCALE HORIZ. 1" = 80' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 70
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: J.A.S.
 Made By: S.E.
 Titled By: A.C.
 Checked By: S.E.

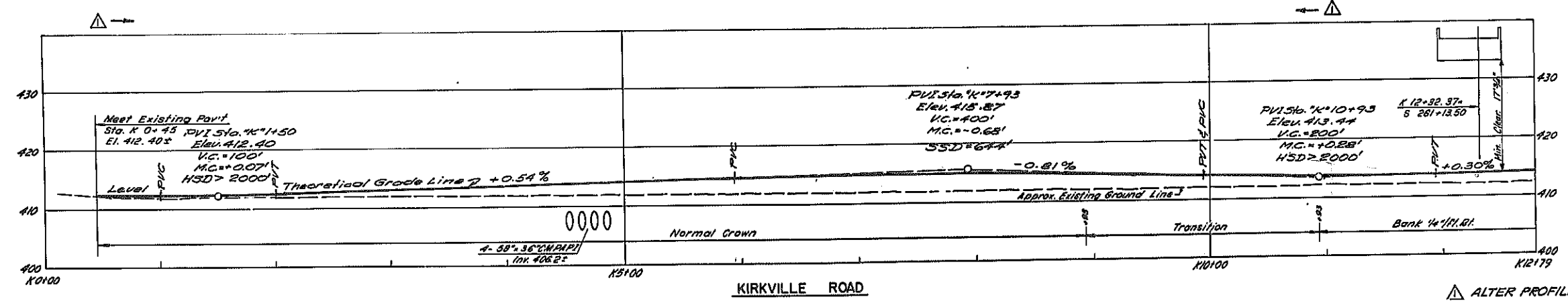
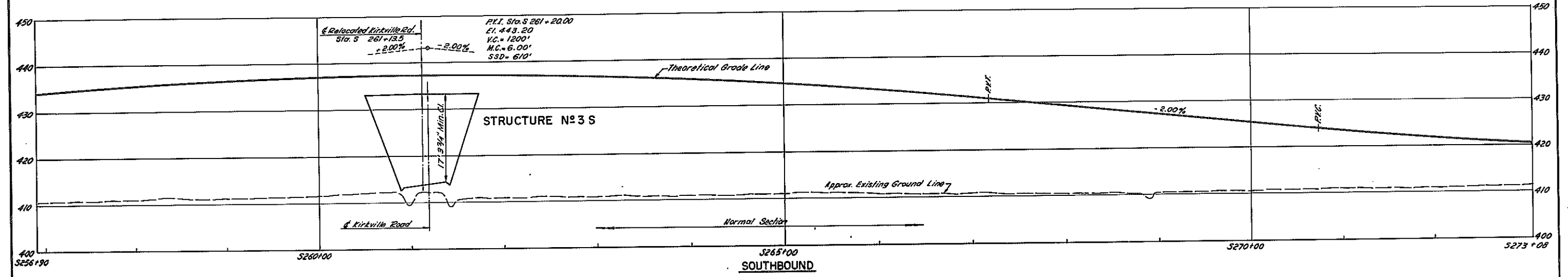


F.I.S.H. 70-70

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(28)	1-481-2(118)	70FI	809

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

FIELD CHANGE
SHEET NO. 70FI VOIDS SHEET NO. 70



ALTER PROFILE KIRKVILLE ROAD.
FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 64FI

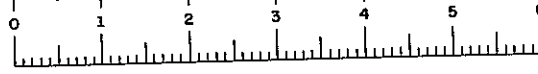
F.A.I. 481

PROFILES
S 256 + 90 - S 273 + 08
KIRKVILLE ROAD

DRAWING NO. 9095-B-P4	SCALE HORIZ. 1" = 50' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 70FI
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LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

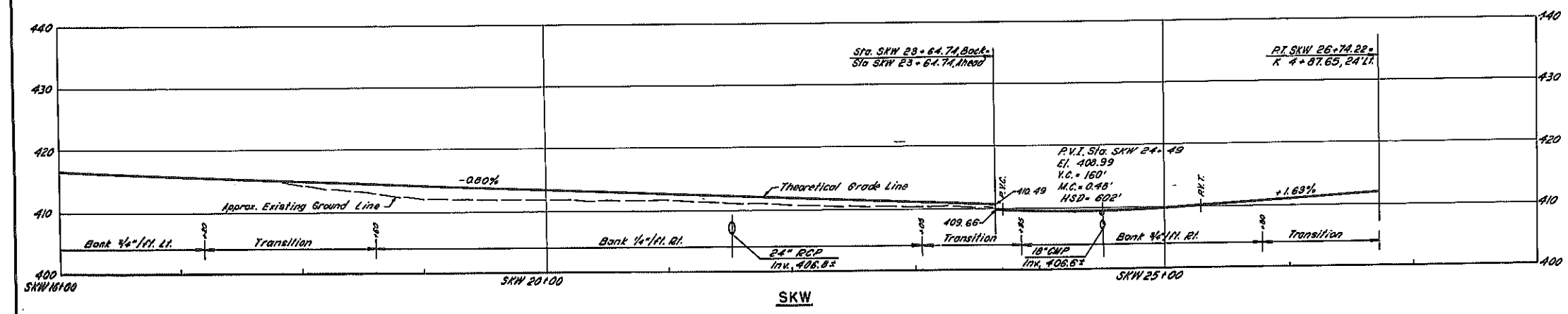
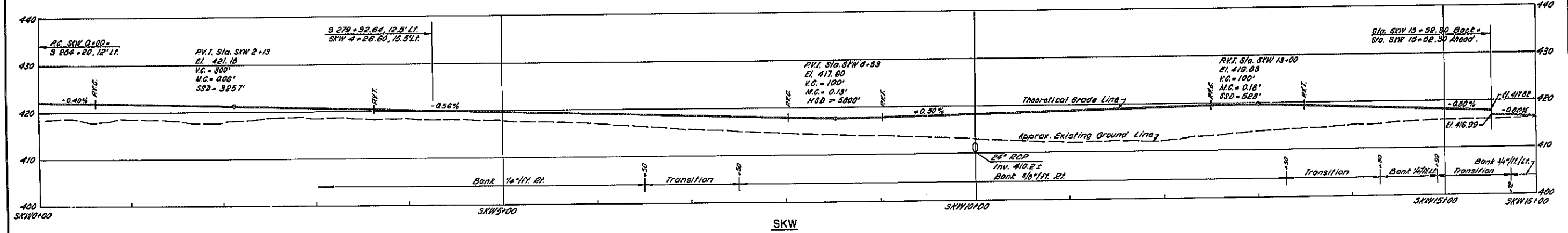
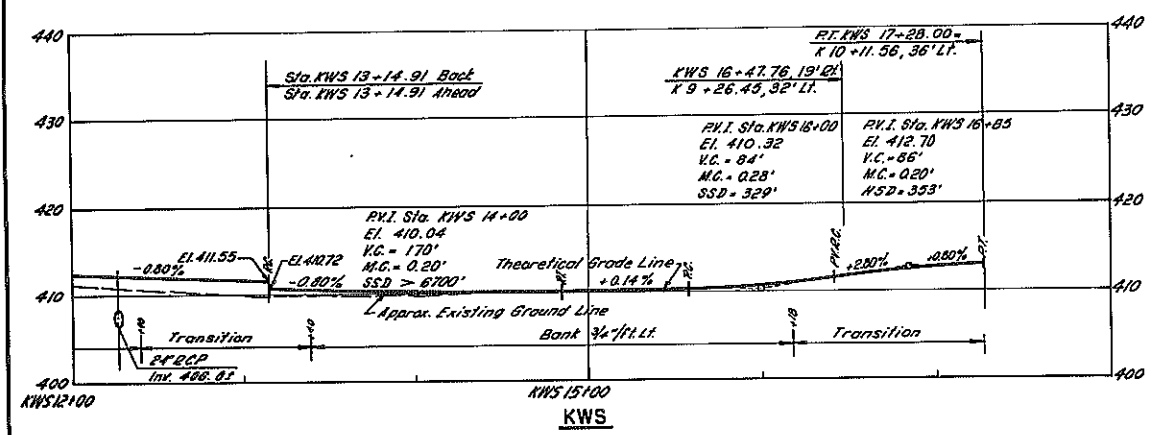
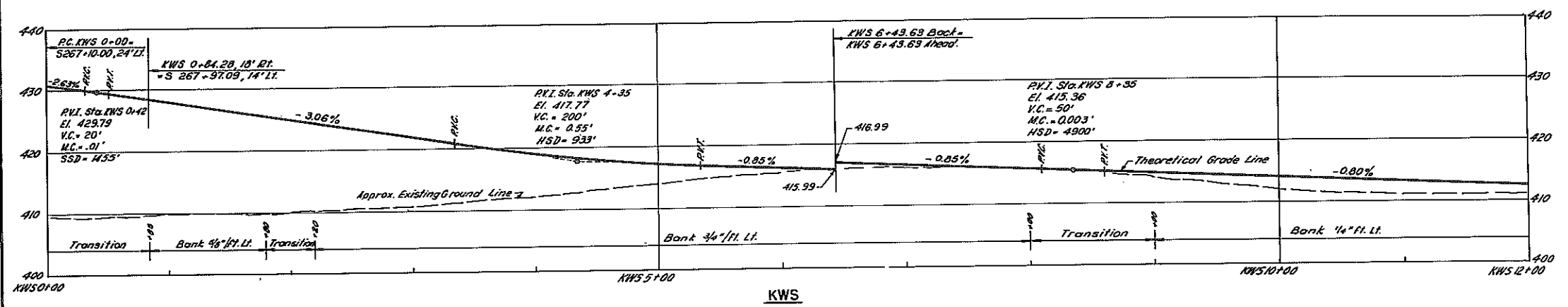
In Charge of R.A.S.
Made By S.E.
Checked By J.S.
Checked By S.E.



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B)	1-481-2(116)	71	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY



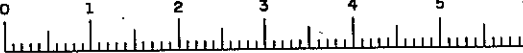
FAI. 481

PROFILES
KWS SKW

DRAWING NO. 8085-B-P4A	SCALE HORIZ. 1" = 80' VERT. 1" = 10'	DATE 8/13/70	SHEET NO. 71
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LOCKWOOD, KEBBLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge of: R.A.S.
 Made By: D.H.
 Checked By: M.S.
 Checked By: D.H.

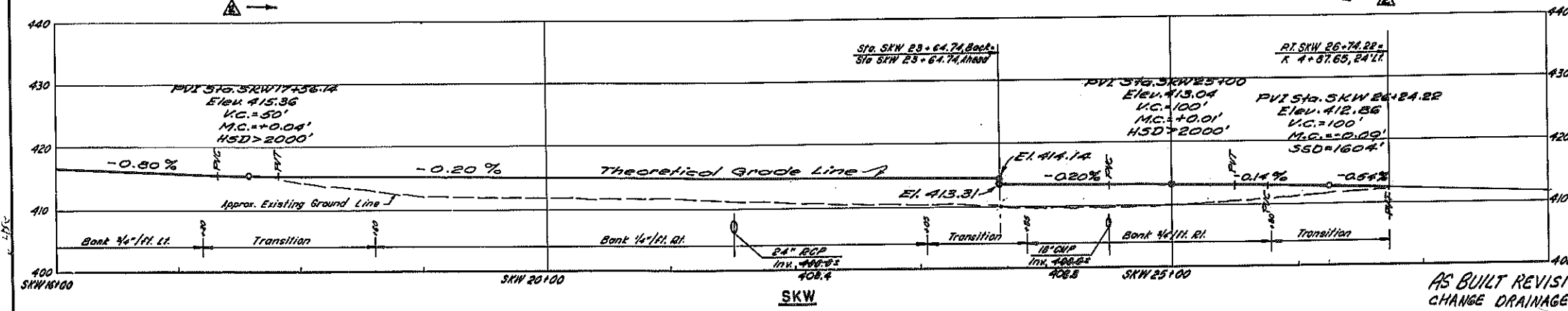
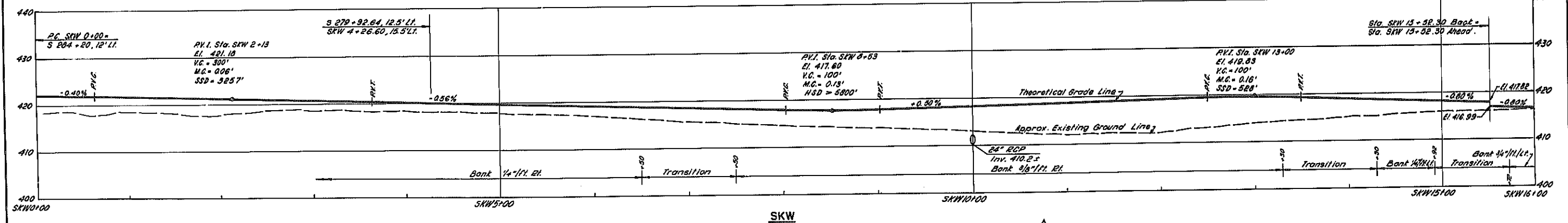
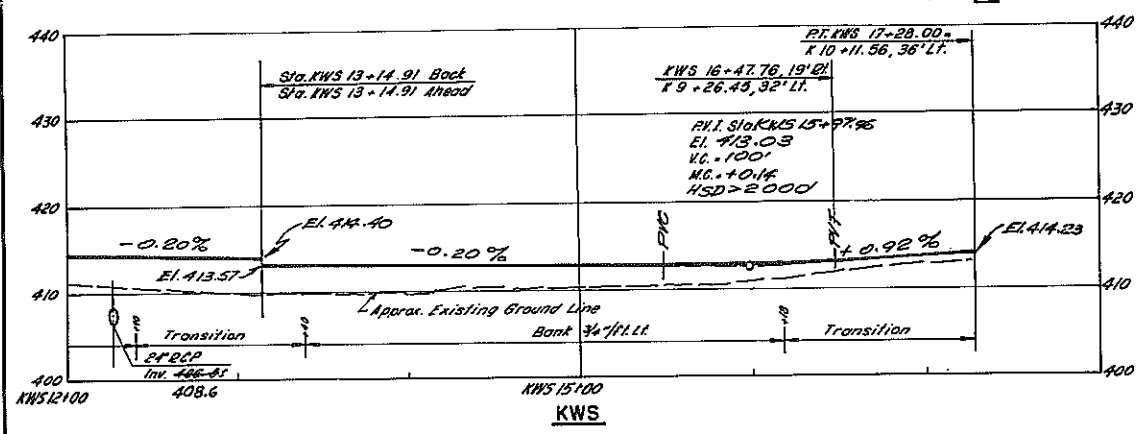
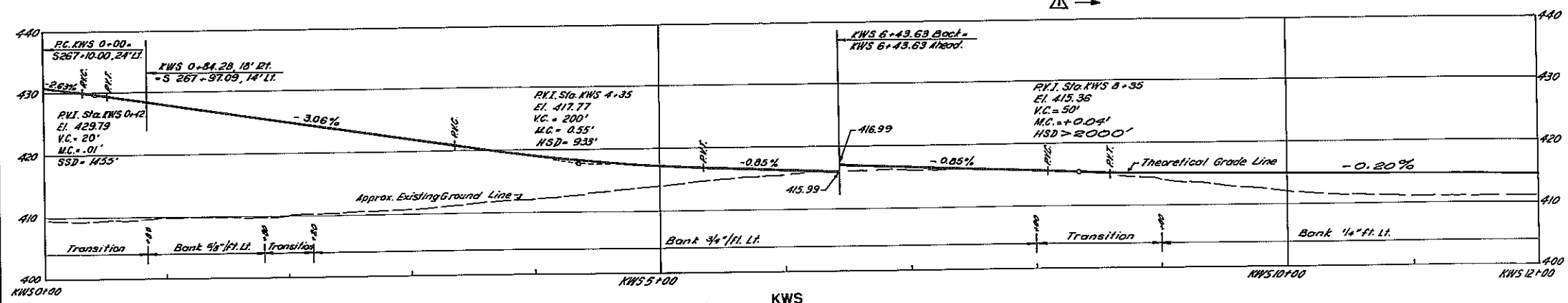


F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-680-3(2B)	1-481-2(116)	71FIR 809	

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY

FIELD CHANGE
 SHEET NO. 71F1 VOIDS SHEET NO. 71



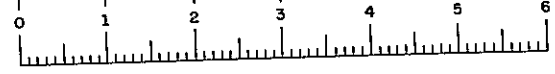
- △ ALTER PROFILE KWS RAMP
- △ ALTER PROFILE SKW RAMP

FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 64FL

F.A.I. 481			
PROFILES			
KWS SKW			
DRAWING NO. 9093-B-P4A	SCALE HORIZ. 1" = 50' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 71F1
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

AS BUILT REVISIONS
 CHANGE DRAINAGE ELEV.

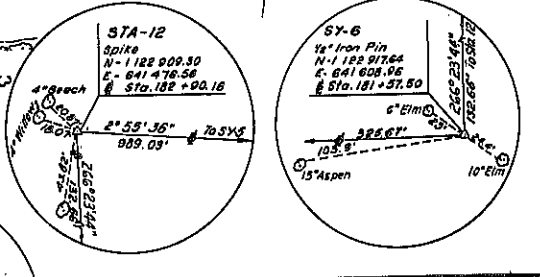
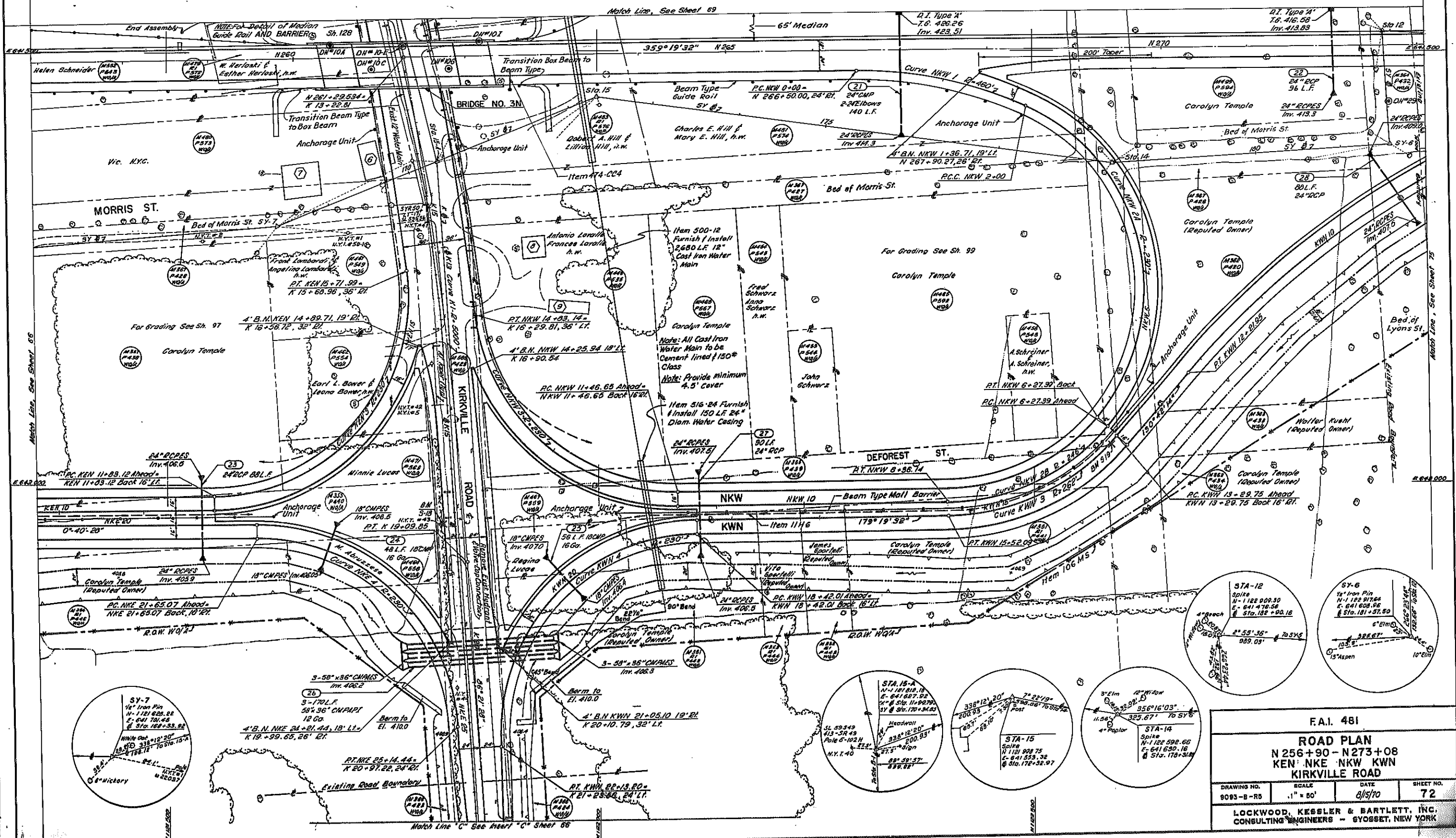
In Charge: R.A.S.
 Made By: D.H.
 Checked By: M.S.
 Checked By: D.H. R.K.H.



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(28)	72	809

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY



F.A.I. 481

ROAD PLAN
 N 256+90 - N 273+08
 KEN' NKE - NKW KWN
 KIRKVILLE ROAD

DRAWING NO.	SCALE	DATE	SHEET NO.
9093-B-R5	1" = 80'	8/15/70	72

LOCKWOOD, KESSLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge of R.A.S.
 Made By F.V.
 Traced By M.L.Z.
 Checked By L.K.

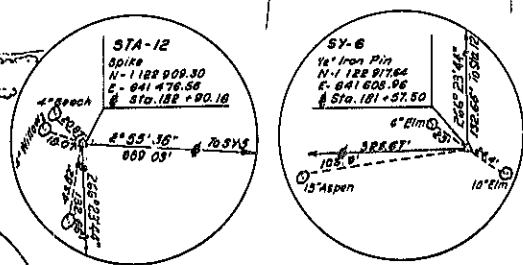
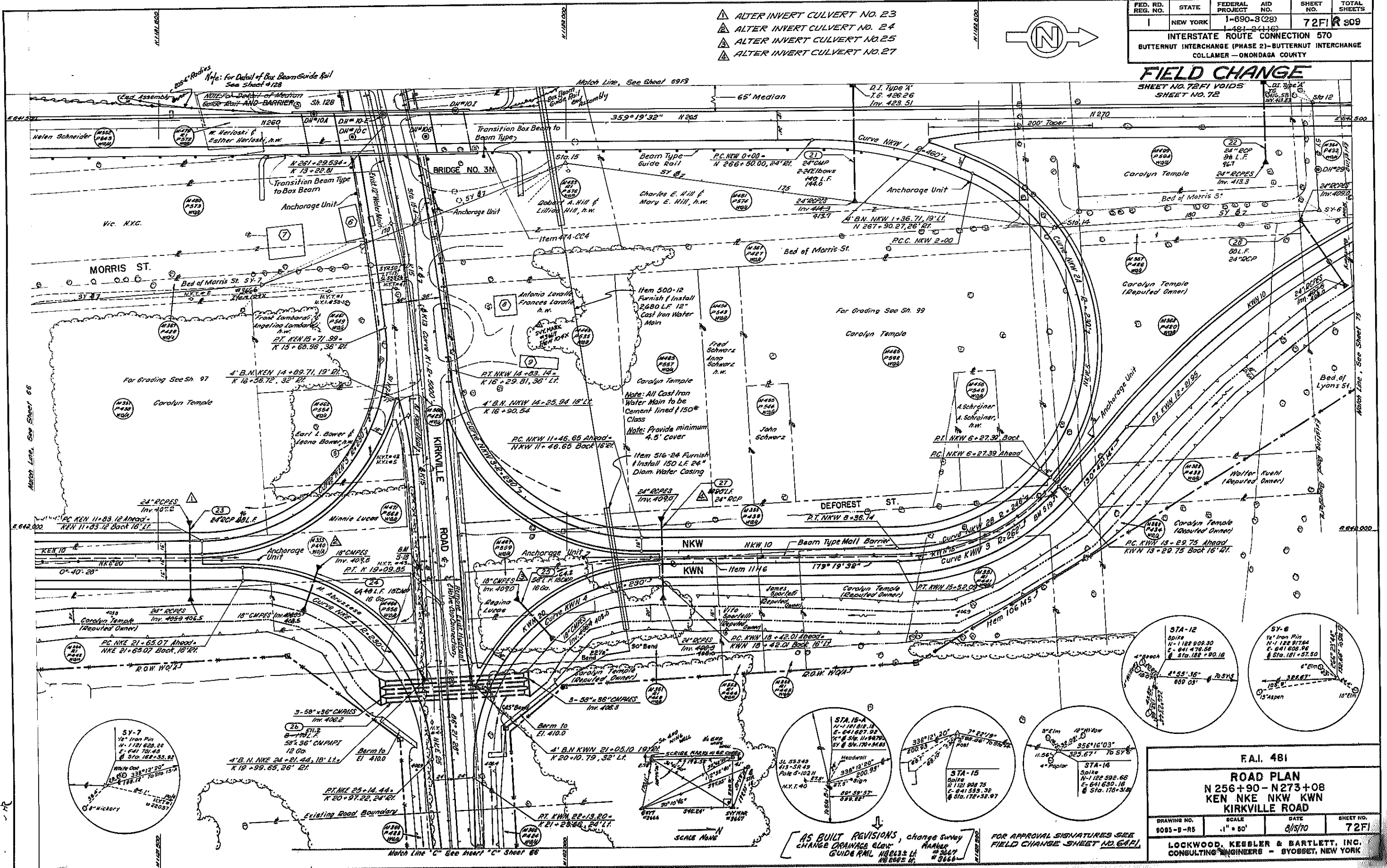
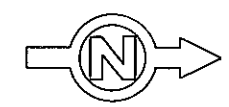
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	481-2(116)	72FI 809	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

FIELD CHANGE

SHEET NO. 72FI VOIDS
SHEET NO. 12

- ▲ ALTER INVERT CULVERT NO. 23
- ▲ ALTER INVERT CULVERT NO. 24
- ▲ ALTER INVERT CULVERT NO. 25
- ▲ ALTER INVERT CULVERT NO. 27



F.A.I. 481

ROAD PLAN
N 256+90 - N 273+08
KEN NKE NKW KWN
KIRKVILLE ROAD

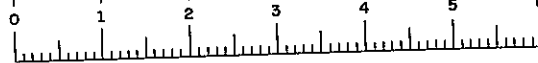
DRAWING NO.	SCALE	DATE	SHEET NO.
6085-B-R5	1" = 50'	8/15/70	72FI

LOCKWOOD, KEBLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

AS BUILT REVISIONS, change survey
CHANGE DRAINAGE elev. MARKER
GUIDE RAIL N 86.3± L.F.
N 266± L.F.

FOR APPROVAL SIGNATURES SEE
FIELD CHANGE SHEET NO. 64FI

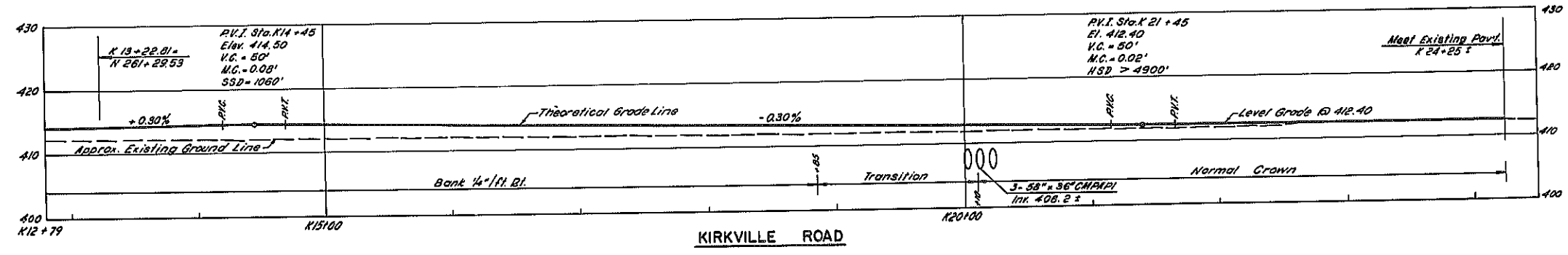
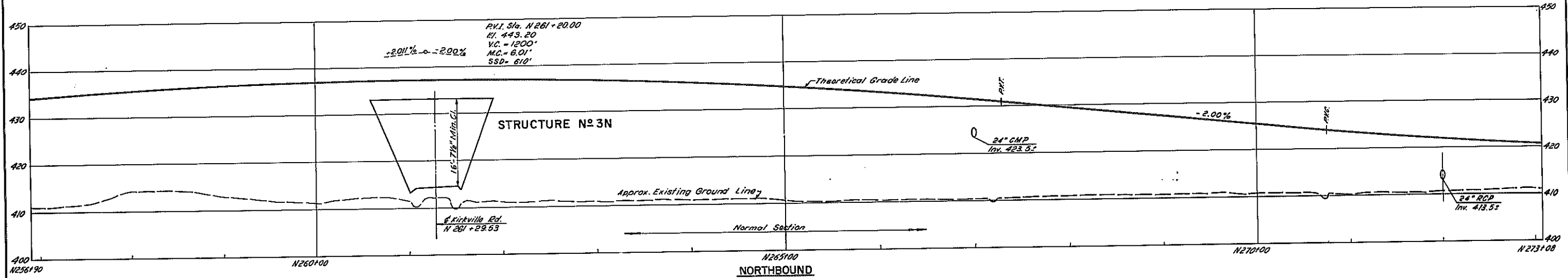
In Charge of: R.A.S.
Checked by: F.V.
Drawn by: M.Z.
Civil Engineer: F.V.



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-880-8(28)	I-481-2(118)	73	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY



F.A.I. 481			
PROFILES			
N 256 + 90 - N 273 + 08 KIRKVILLE ROAD			
DRAWING NO. 8083-B-P5	SCALE HORIZ. 1" = 50' VERT. 1" = 10'	DATE 8/12/70	SHEET NO. 73
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

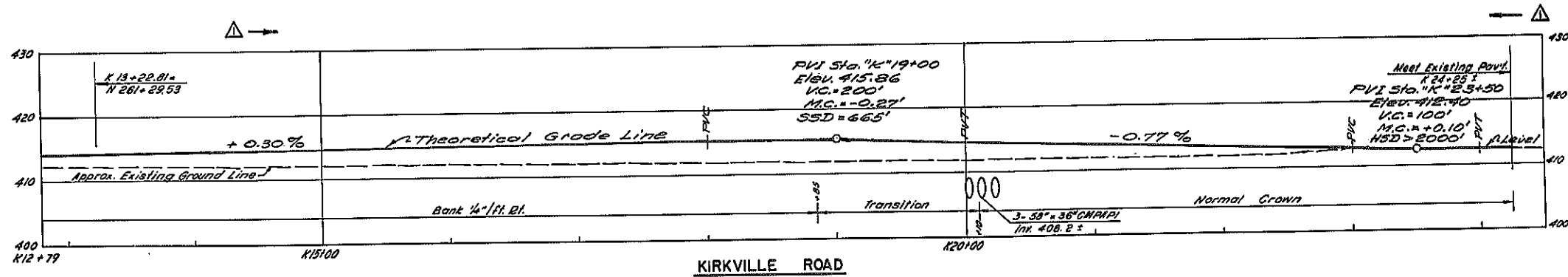
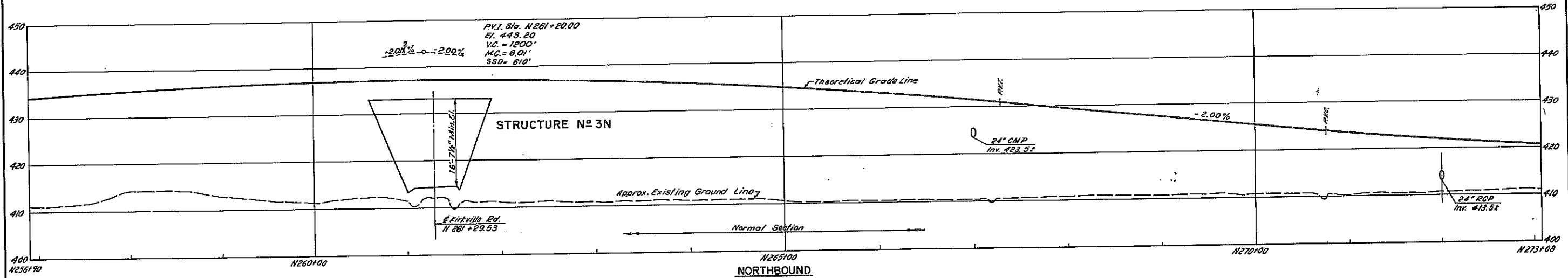
In Charge of: RAS
 Made By: GAF
 Titled By: GAF
 Checked By: GAF

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-3(28)	1-481-2(116)	73FI 309	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

FIELD CHANGE

SHEET NO. 73FI VOIDS SHEET NO. 73

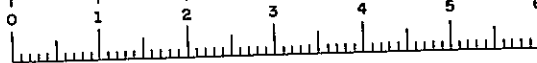


AS BUILT REVISIONS
CHANGE PROFILE GRADE

ALTER PROFILE KIRKVILLE ROAD
FOR APPROVAL SIGNATURES SEE
FIELD CHANGE SHEET NO. 64 FI.

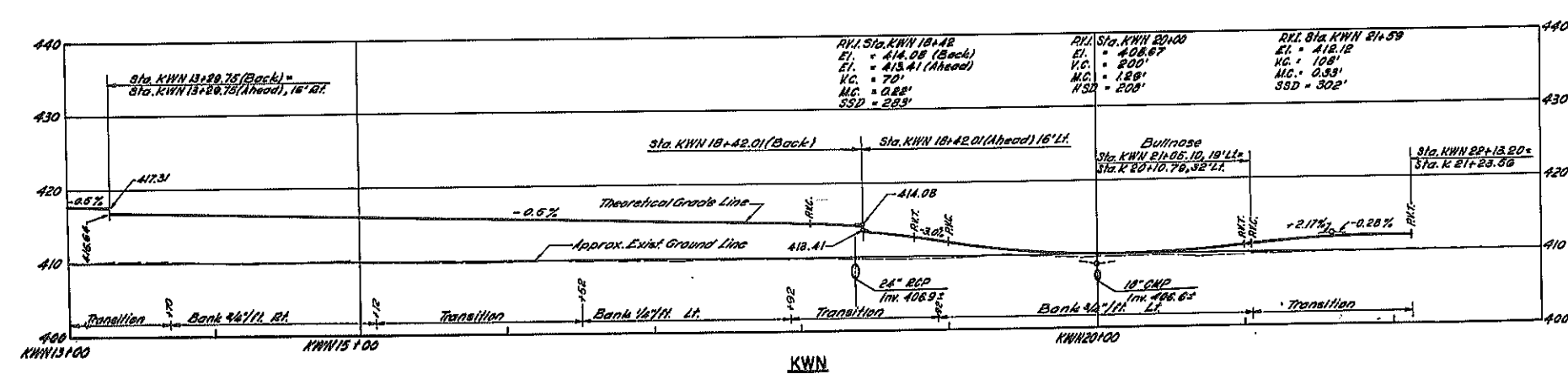
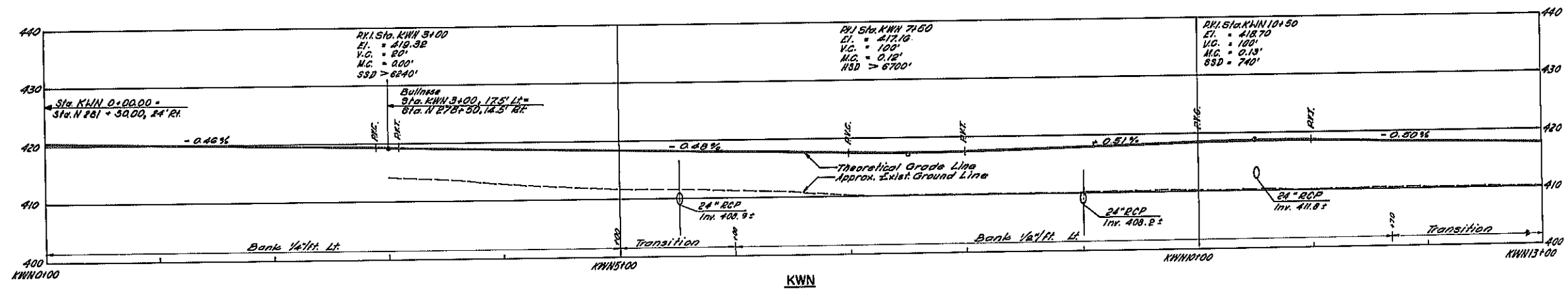
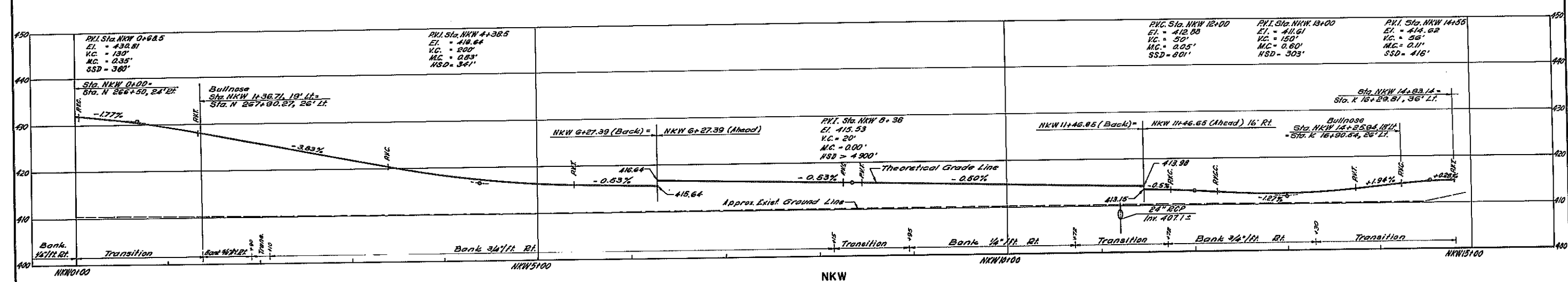
F.A.I. 481			
PROFILES			
N 256 + 90 - N 273 + 08			
KIRKVILLE ROAD			
DRAWING NO. 9093-B-PB	SCALE HORIZ. 1" = 60' VERT. 1" = 10'	DATE 8/2/70	SHEET NO. 73FI
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of R.A.S.
Made By: D.M.
Checked By: M.C.J.
Cleveland By: D.M.S.
J.H.P.



FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B) 1-481-2(116)	74	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ORONDAGA COUNTY



F.A.I. 481

PROFILES
NKW KWN

DRAWING NO. 8093-B-P5A	SCALE HORIZ. 1" = 50' VERT. 1" = 10'	DATE 8/5/70	SHEET NO. 74
---------------------------	--	----------------	-----------------

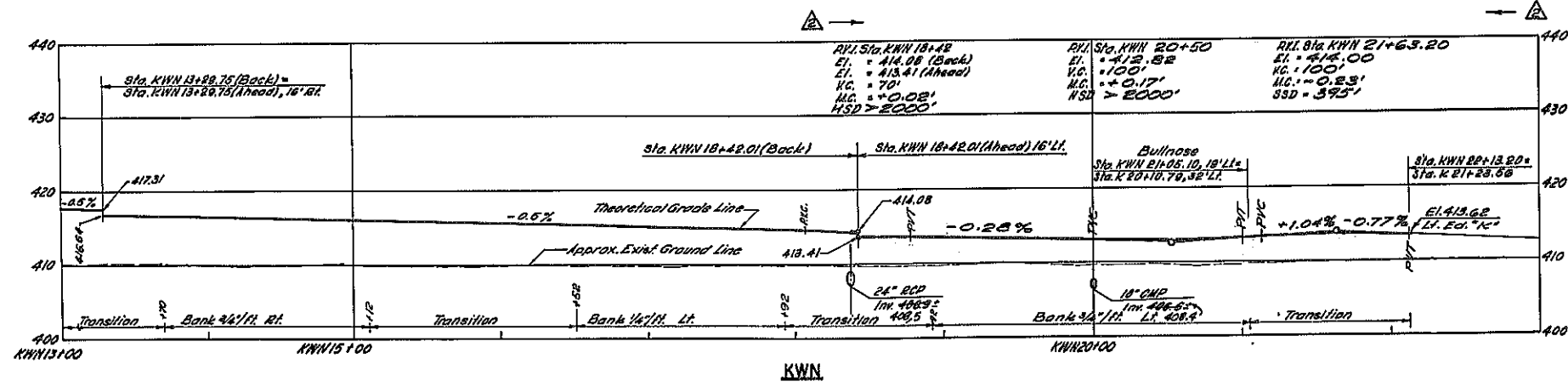
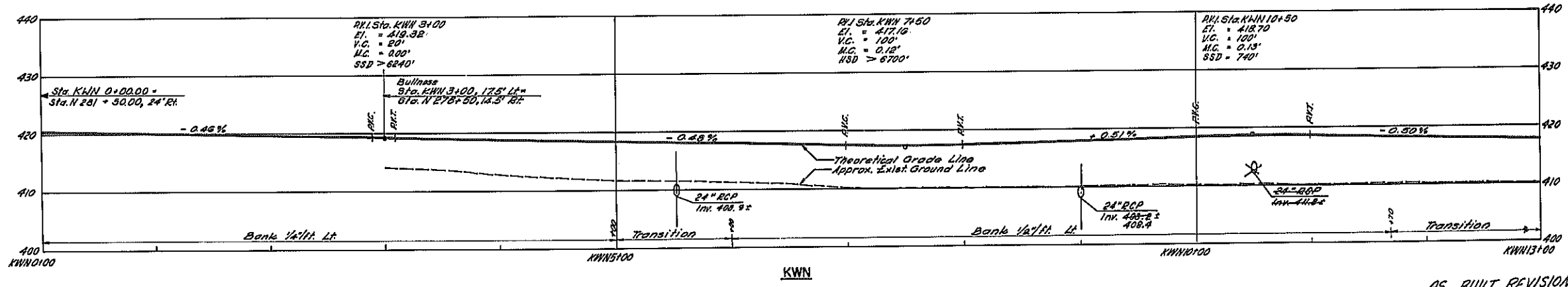
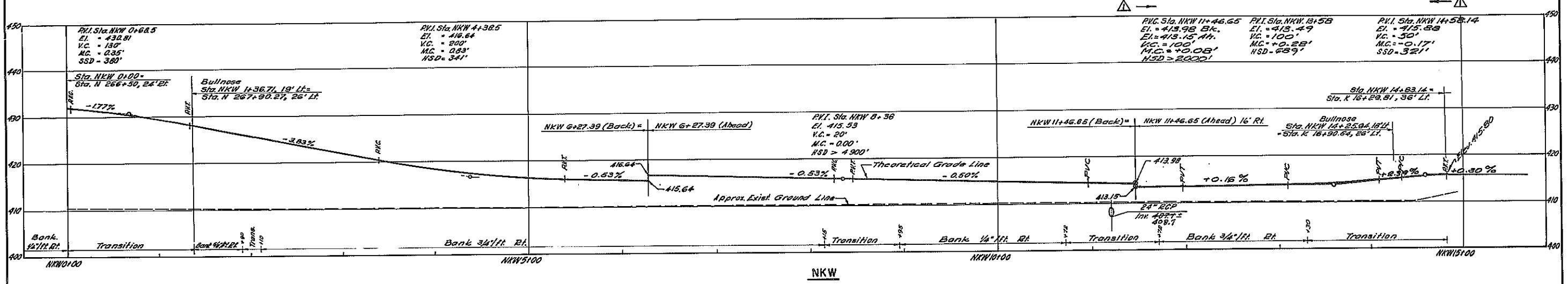
LOCKWOOD, KEBBLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge of R.A.S.
Checked By: S.C.
Drawn By: P.L.
Checked By: J.E.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-691-2(116)	74FI R 309	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

FIELD CHANGE
SHEET NO. 74FI VOIDS SHEET NO. 74.



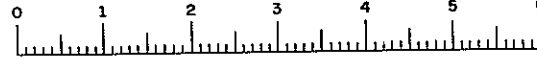
AS BUILT REVISIONS
CHANGE DRAINAGE ELEV.
DELETE 24\"/>

- ▲ ALTER PROFILE NKW RAMP
- ▲ ALTER PROFILE KWN RAMP

FOR APPROVAL SIGNATURES SEE
FIELD CHANGE SHEET NO. 64FI

F.A.I. 481			
PROFILES NKW KWN			
DRAWING NO. 9095-B-P8A	SCALE HORIZ. 1" = 50' VERT. 1" = 10'	DATE 8/23/70	SHEET NO. 74FI
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

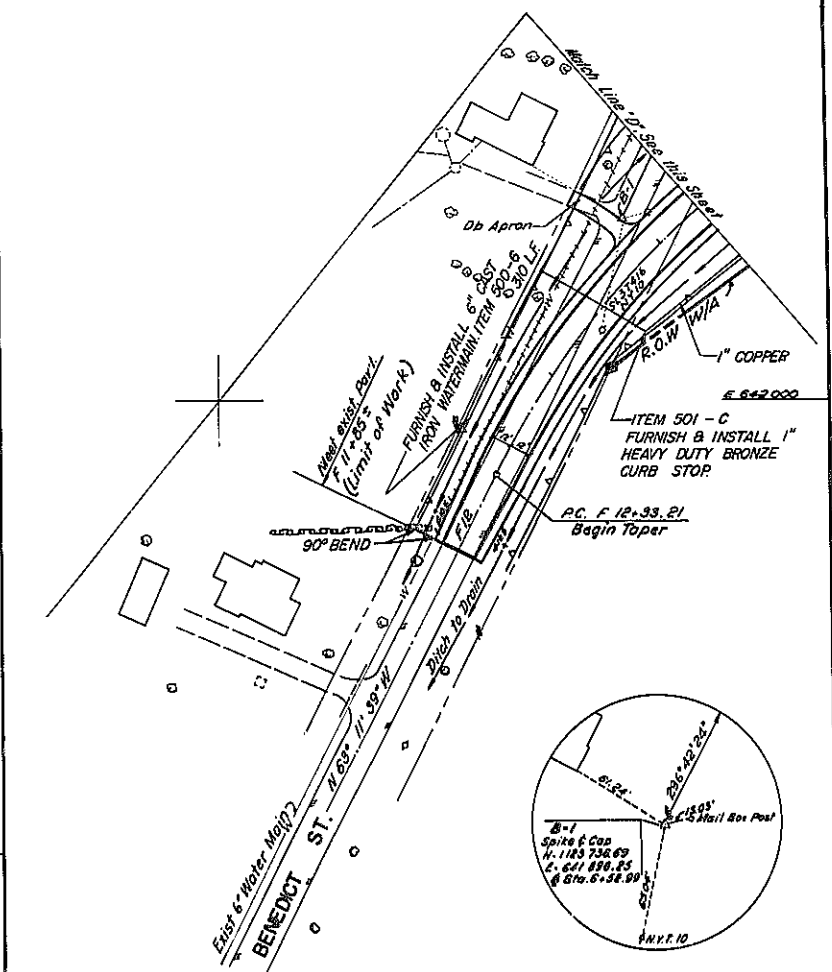
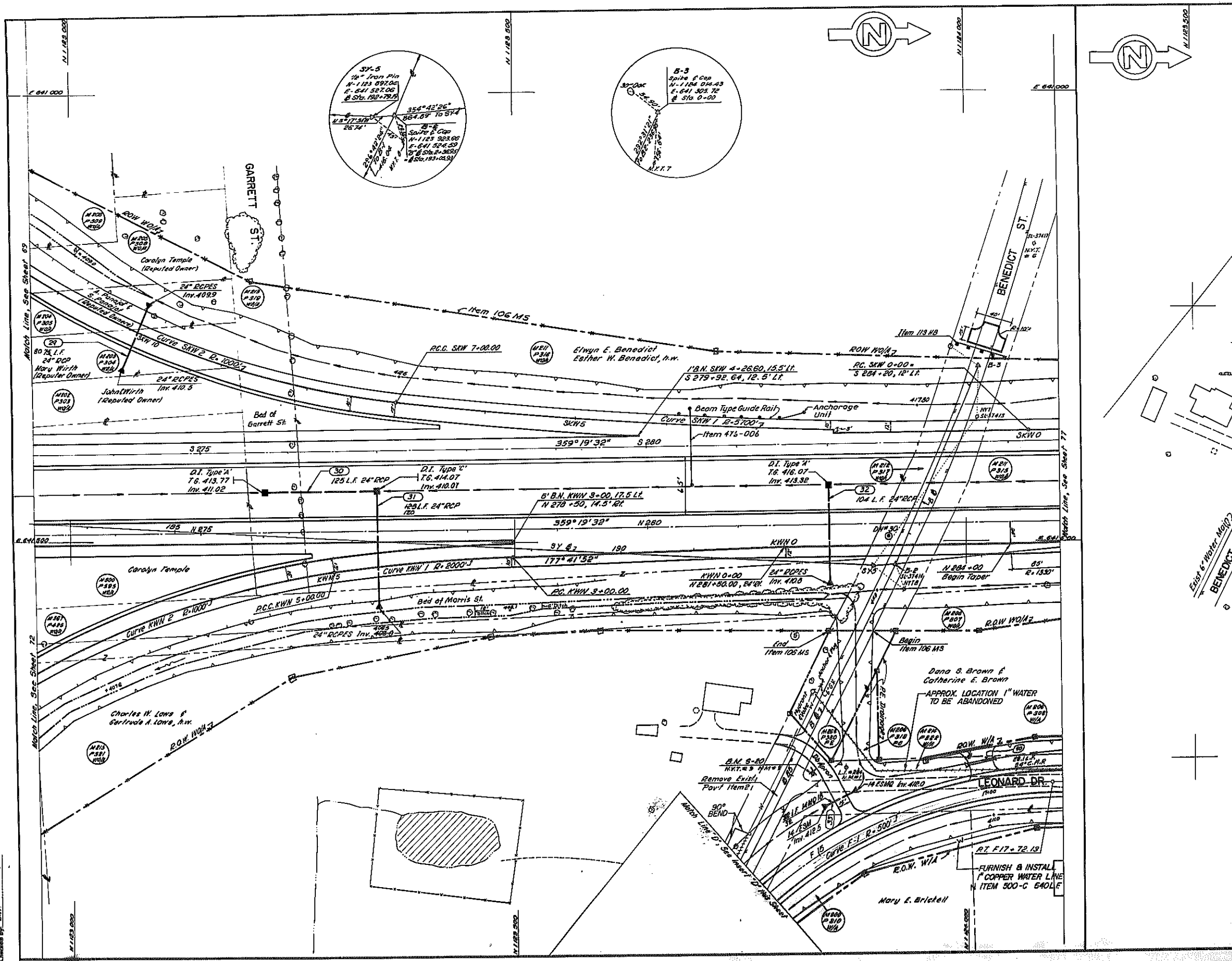
In Charge of: R.A.S.
 Made By: S.G.
 Traced By: M.L.
 Checked By: S.G.



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FED. AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-3(29)	1-281-0111	75R	809

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

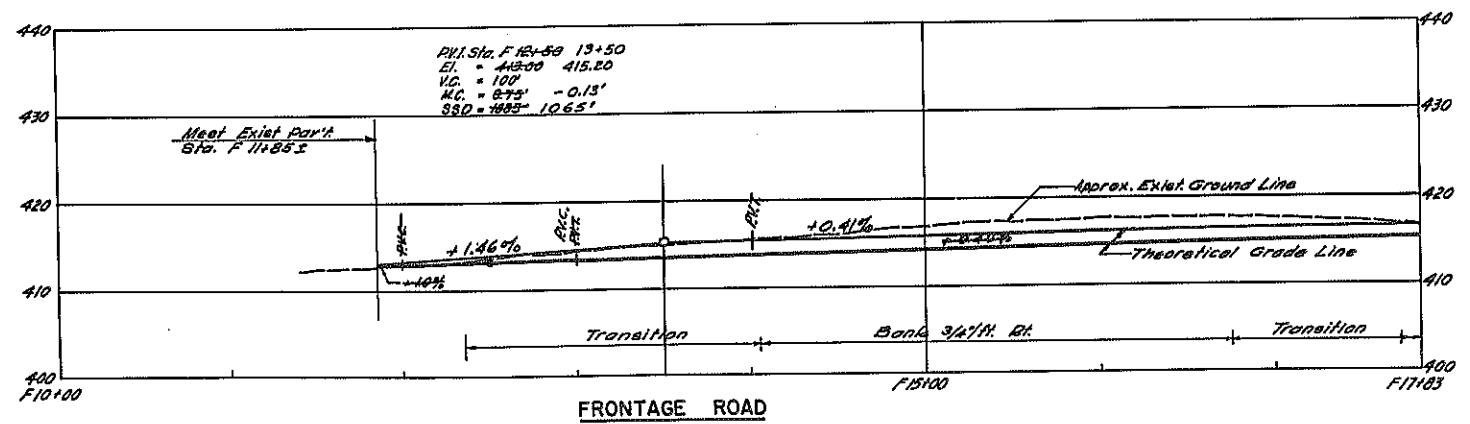
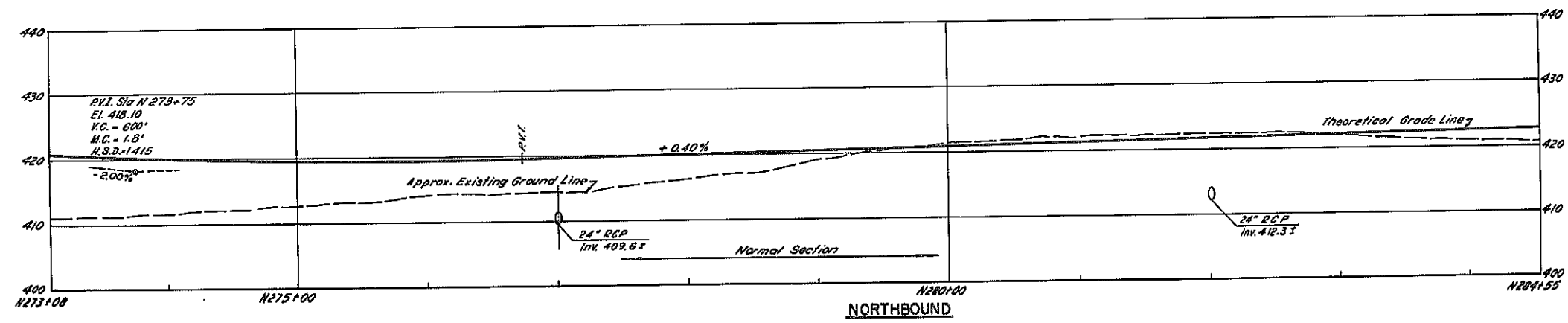
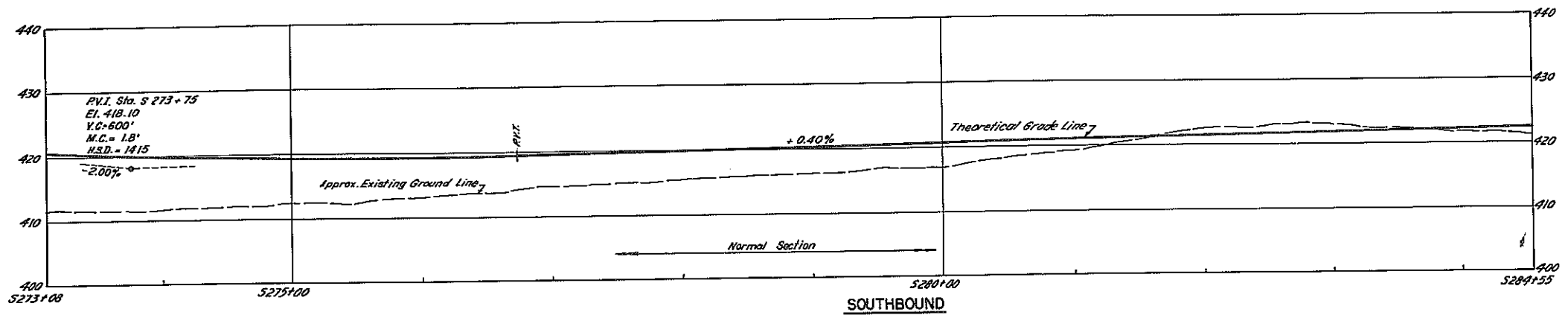


AS BUILT REVISIONS
CHANGE DRAINAGE ELEV.
Added DR.# 90

F.A.I. 481			
ROAD PLAN			
273+08 - 284+55			
SKW KWN			
FRONTAGE ROAD			
DRAWING NO.	SCALE	DATE	SHEET NO.
8083-B-R8	1"=50'	8/15/70	75
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

As Change of
Made By
Checked By
Date

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	76R	809
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



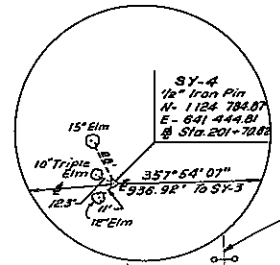
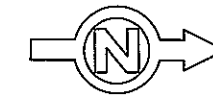
AS BUILT REVISIONS
 CHANGE Theoretical Grade Line F13+50 to F17+85

F.A.I. 481			
PROFILES			
S 273 + 08 - S 284 + 55			
N 273 + 08 - N 284 + 55			
F 11 + 86 - F 17 + 85			
DRAWING NO.	SCALE	DATE	SHEET NO.
9085-B-P8	HORIZ. 1" = 80' VERT. 1" = 10'	8/15/70	76
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

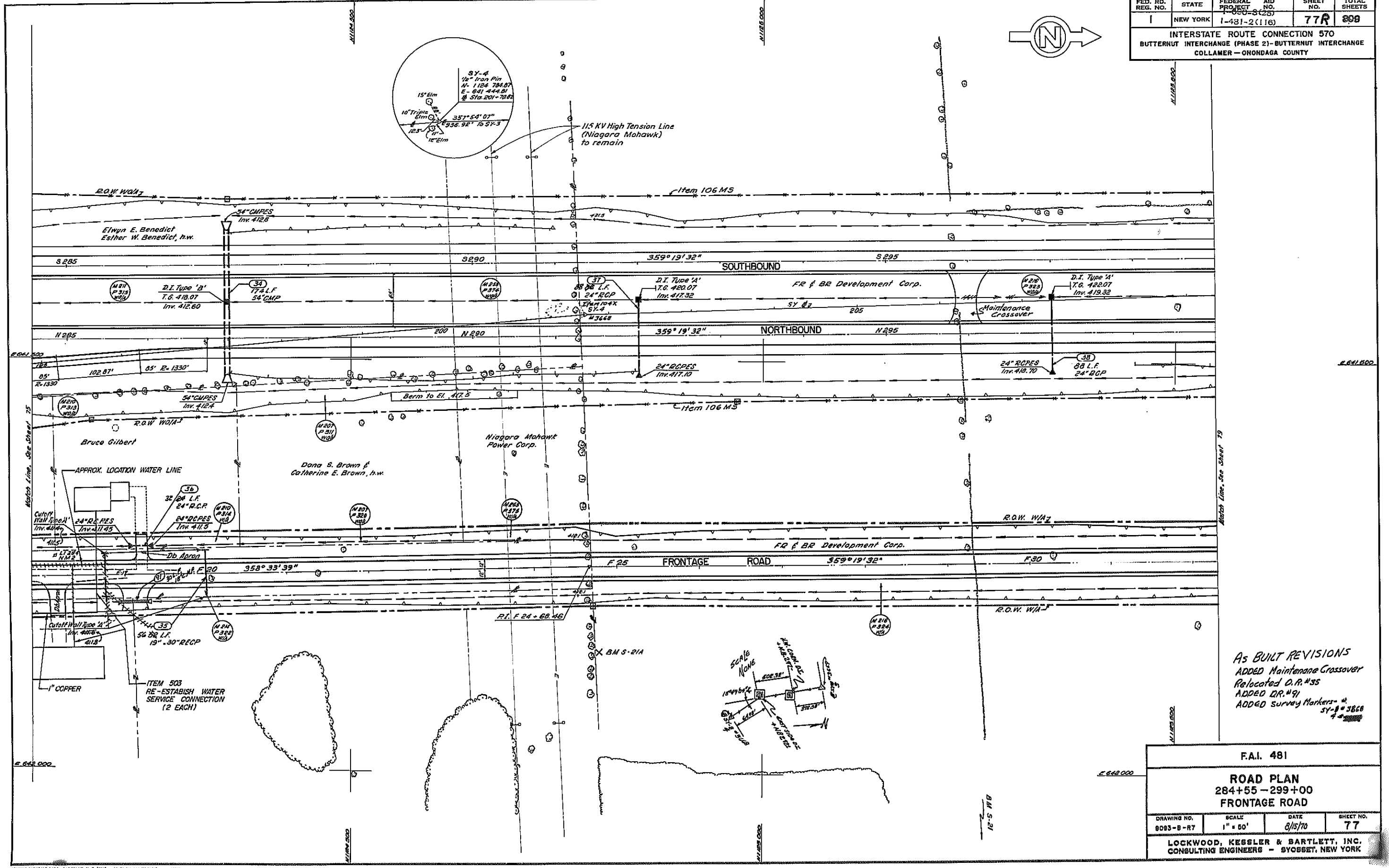
In Charge: RLS
 Made By: DH
 Traced By: HG
 Checked By: DH

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	77R	808	808

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY



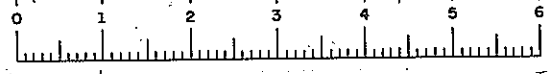
115 KV High Tension Line (Niagara Mohawk) to remain



As BUILT REVISIONS
 ADDED Maintenance Crossover
 Relocated D.R.#35
 ADDED D.R.#9
 ADDED Survey Markers -
 SY-# 3868
 4

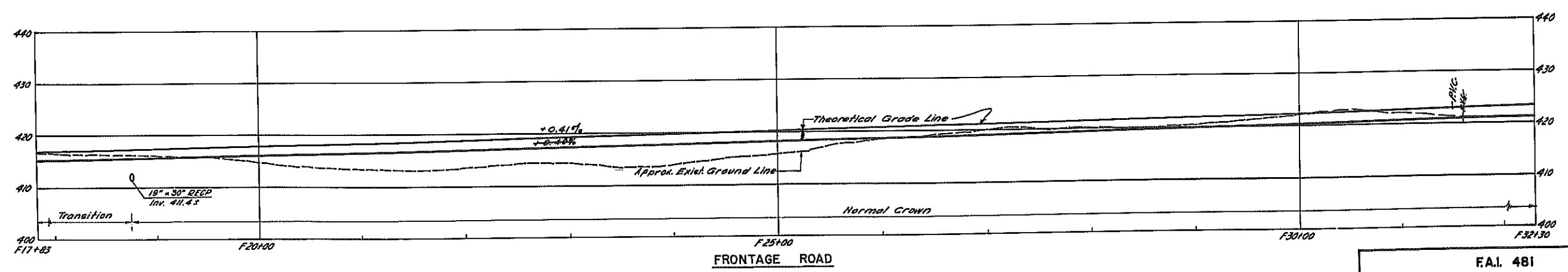
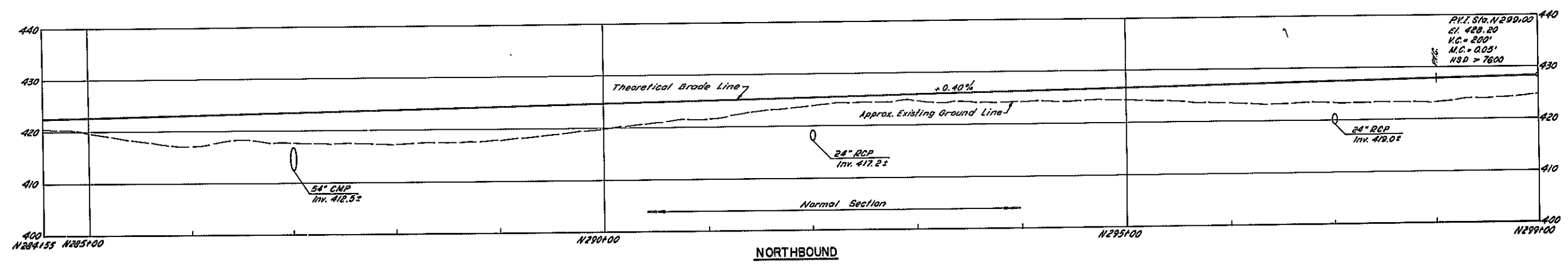
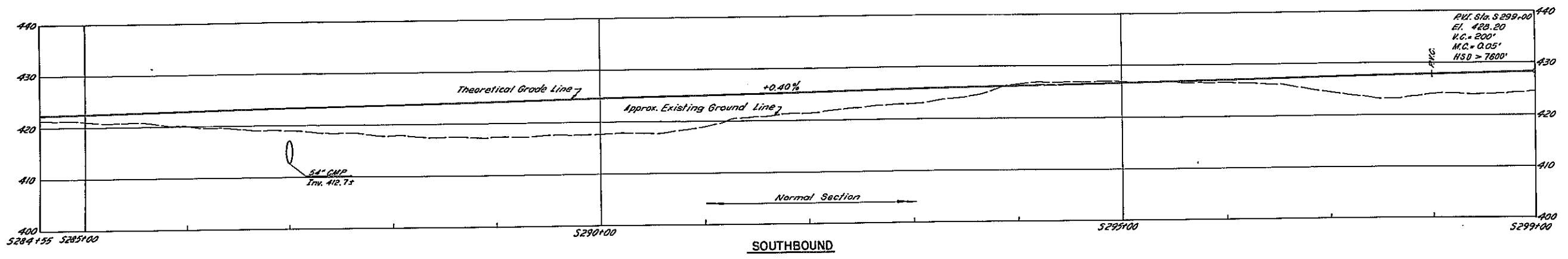
F.A.I. 481			
ROAD PLAN 284+55 - 299+00 FRONTAGE ROAD			
DRAWING NO. 8083-B-R7	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 77
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

in Charge of: R.A.S.
 Made By: F.V.
 Traced By: M.S.
 Checked By: F.V.



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-590-3(2B)	[-48]-2(116)	78R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER—ONONDAGA COUNTY					

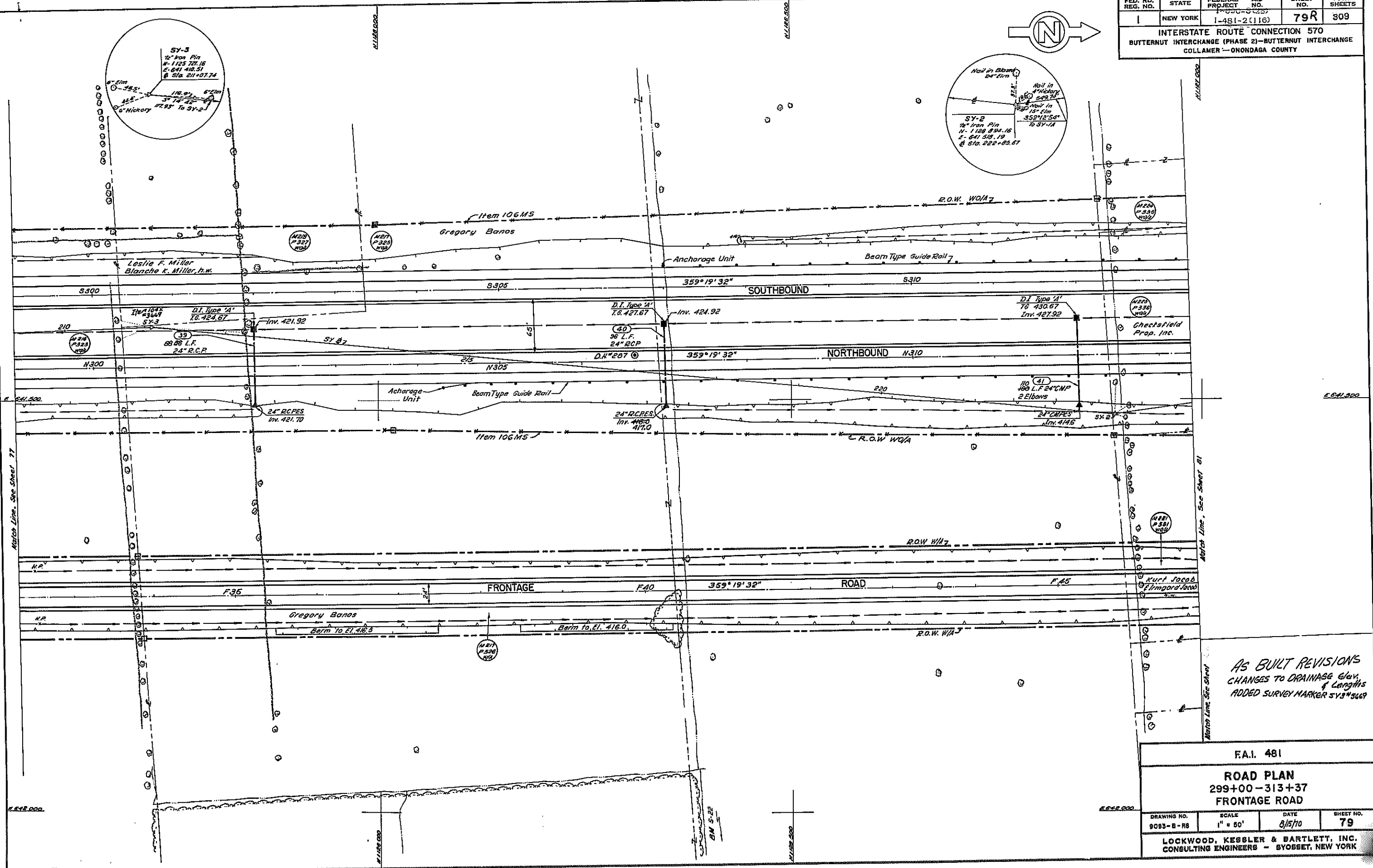
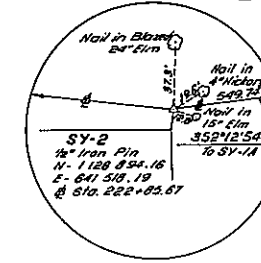
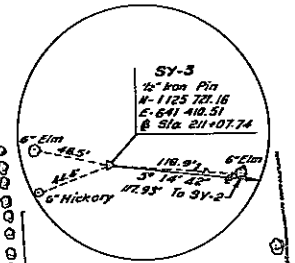


AS BUILT REVISIONS
 CHANGE T.G.L. F17+83-32+30

F.A.I. 481			
PROFILES			
S 284 + 55 — S 299 + 00			
N 284 + 55 — N 299 + 00			
F 17 + 83 — F 32 + 30			
DRAWING NO. 9093-B-P7	SCALE HORIZ. 1" = 50' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 78
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - BOSSLET, NEW YORK			

In Charge of: RAS
 Made By: LJM
 Traced By: MZ
 Checked By: LJM

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)		79R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



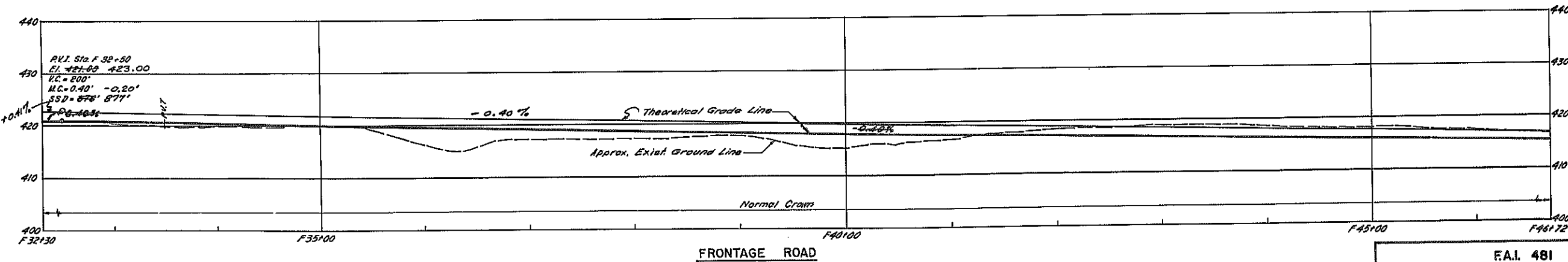
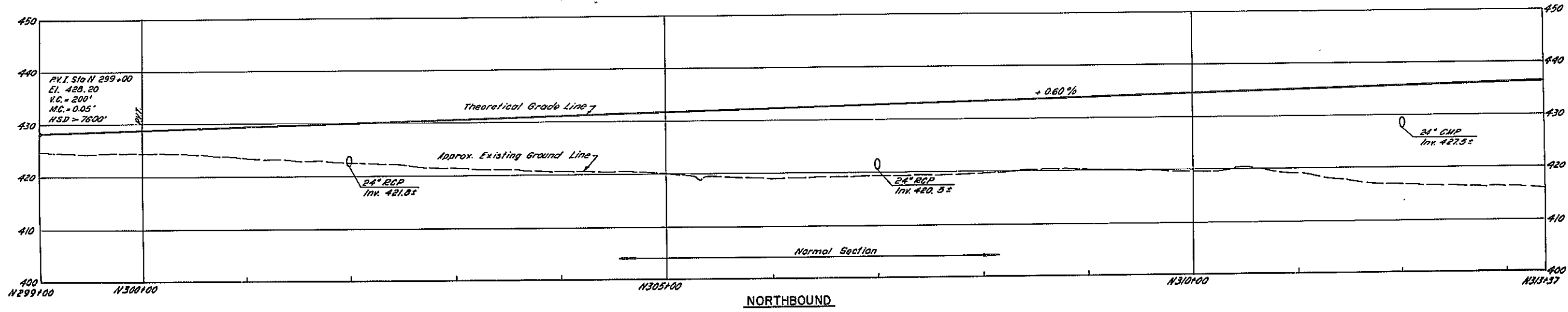
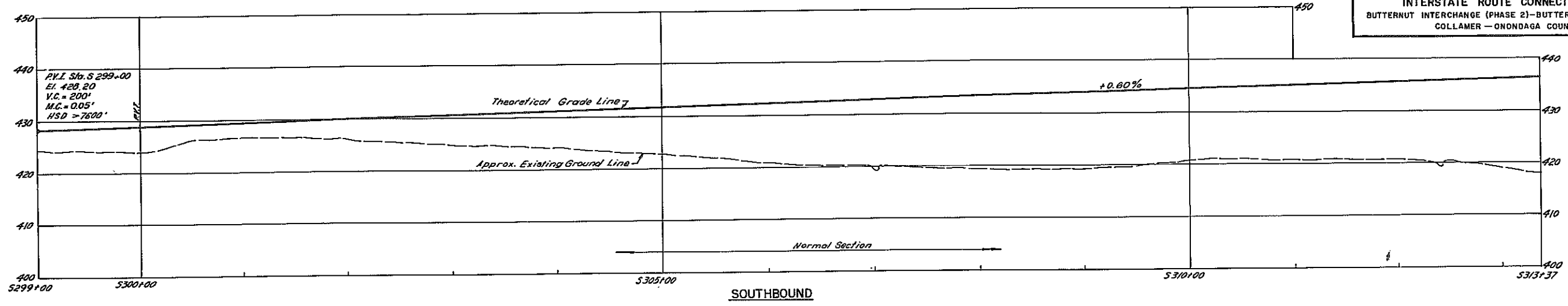
*AS BUILT REVISIONS
 CHANGES TO DRAINAGE GUY
 & LENGTHS
 ADDED SURVEY MARKER SY3#5649*

F.A.I. 481			
ROAD PLAN 299+00-313+37 FRONTAGE ROAD			
DRAWING NO. 9083-B-R8	SCALE 1" = 50'	DATE 8/15/10	SHEET NO. 79
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: RAS.
 Checked By: S.B.
 Drawn By: M.T.
 Traced By: S.C.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-050-3(23)	1-481-2(116)	80R	309

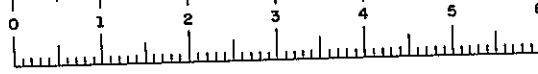
INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY



As BUILT REVISIONS
 change T.G.L. F32+30-46+72

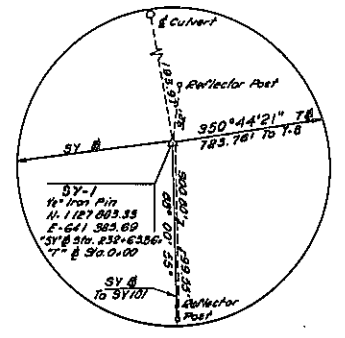
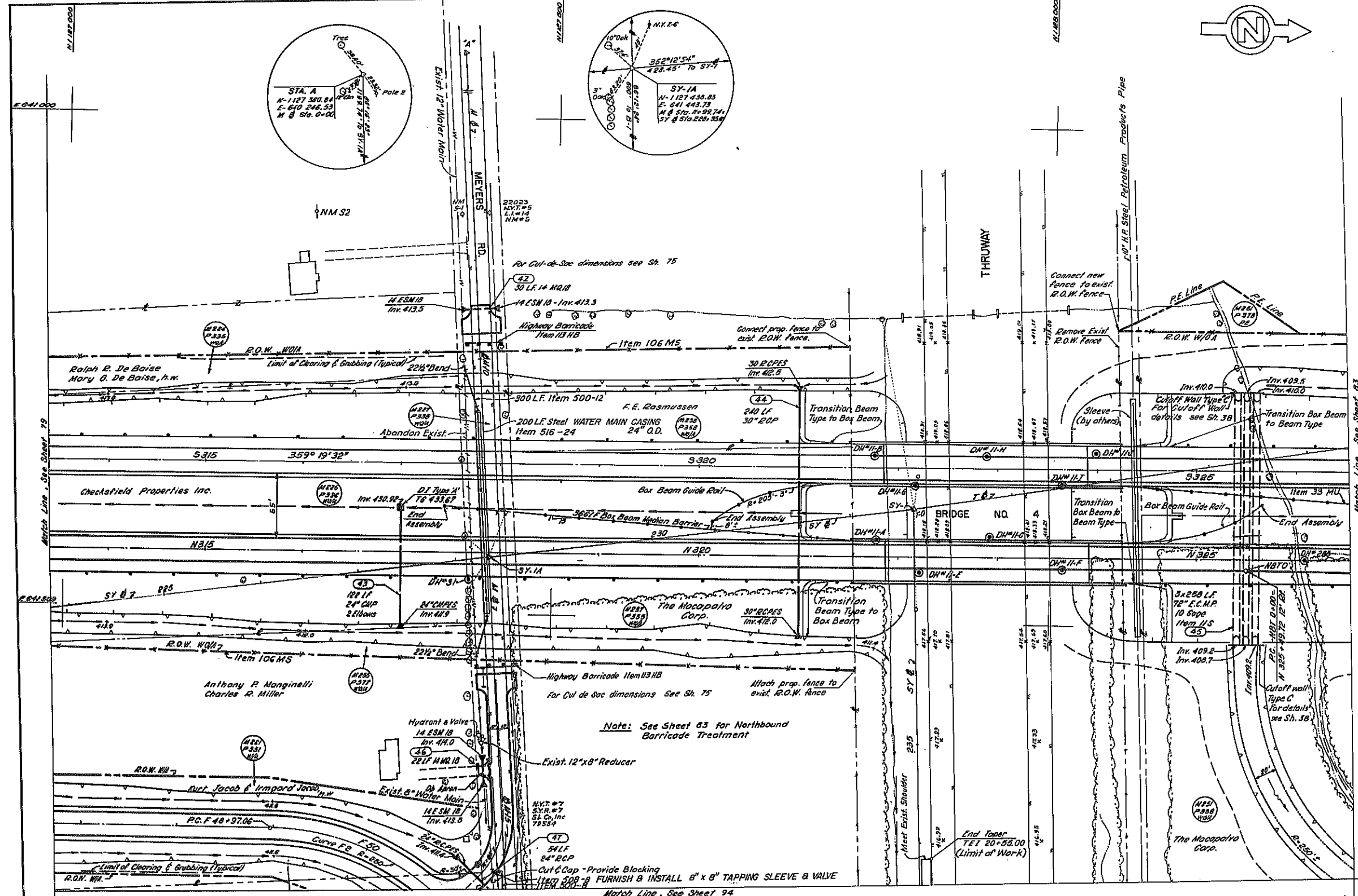
F.A.I. 481			
PROFILES			
S 299 + 00 - S 313 + 37			
N 299 + 00 - N 313 + 37			
F 32 + 30 - F 46 + 72			
DRAWING NO. 9085-B-P8	SCALE HORIZ. 1" = 80' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 80F1
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

In Charge of: RAS
 Made By: DH
 Checked By: MI
 Drawn By: DH



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	3(28)	81	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



NOTE:
 For Culvert at 323+50:
 Q₅₀ = 500 cfs.
 D.M.V. = 416.2

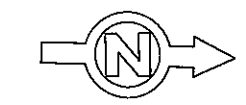
F.A.I. 481			
ROAD PLAN			
313+37 - 326+55			
FRONTAGE ROAD			
DRAWING NO.	SCALE	DATE	SHEET NO.
8083-B-RS	1" = 50'	8/15/70	81
LOCKWOOD, KESSELER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge: R.A.S.
 Made By: D.M.
 Checked By: M.L.
 Date: 8/15/70



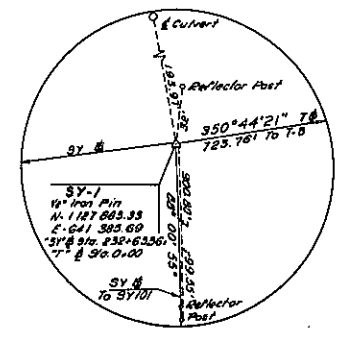
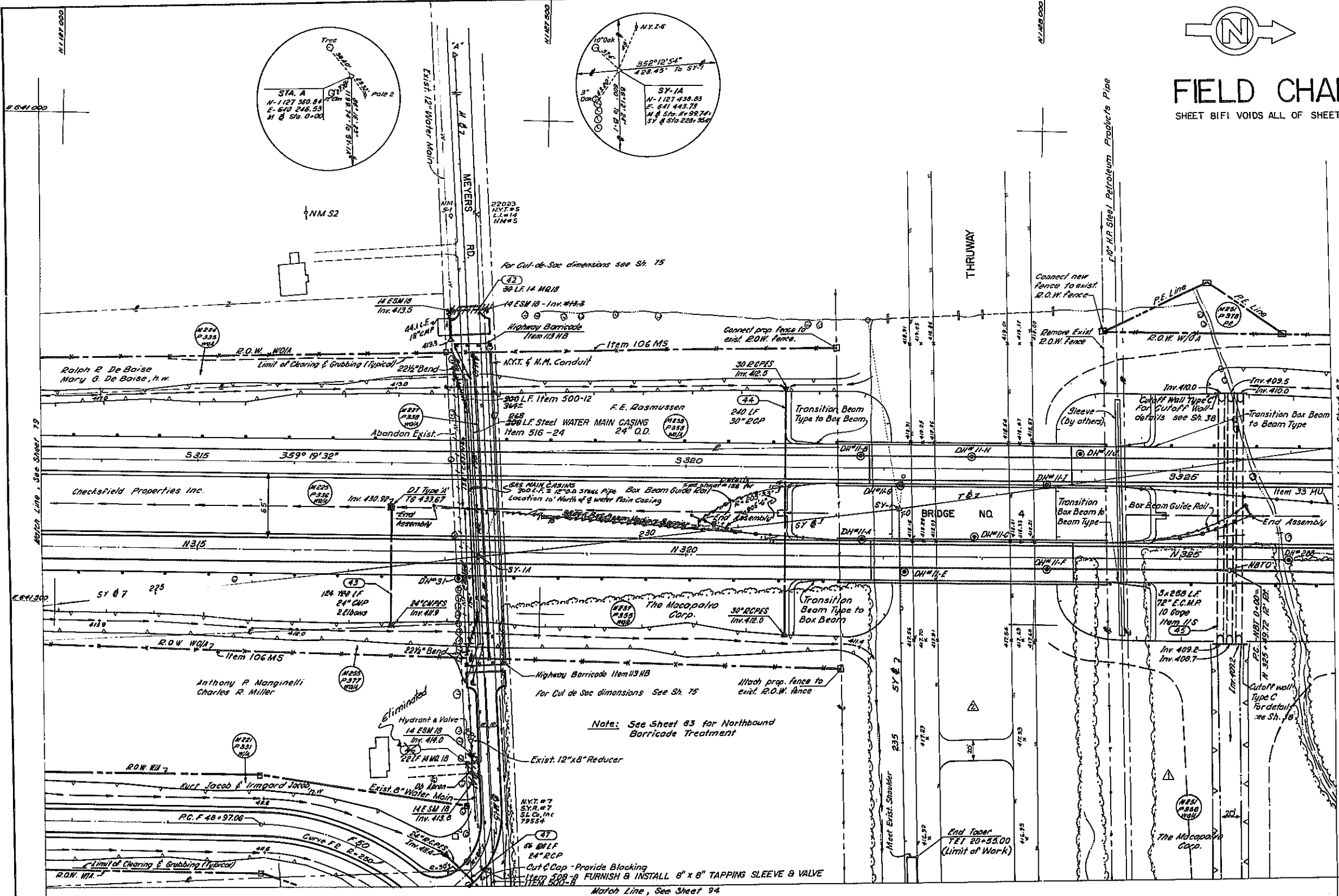
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	1-481-2(116)	81F	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



FIELD CHANGE

SHEET 81F VOIDS ALL OF SHEET 81.



NOTE:
For Culvert at 325+50:
D₅₀ = 500 cfs
D.N.V. = 410.2

- △ RELOCATION OF SPECIAL DRAINAGE DITCH (THRUWAY TOLL AREA QUADRANT)
- △ ADD - THRUWAY MAINTENANCE CROSSOVER

AS BUILT REVISIONS
 ADDED GAS LINE CASING, N.Y.T. & N.M. CONDUIT
 CHANGE GUIDE RAILING, ADD N880 L4
 RELOCATED DR.#48
 DELETE DR.#46

APPROVED
 D.M. 3-26-71
 Paul D. Smith
 PAUL D. SMITH
 Asst. District Chief Engineer

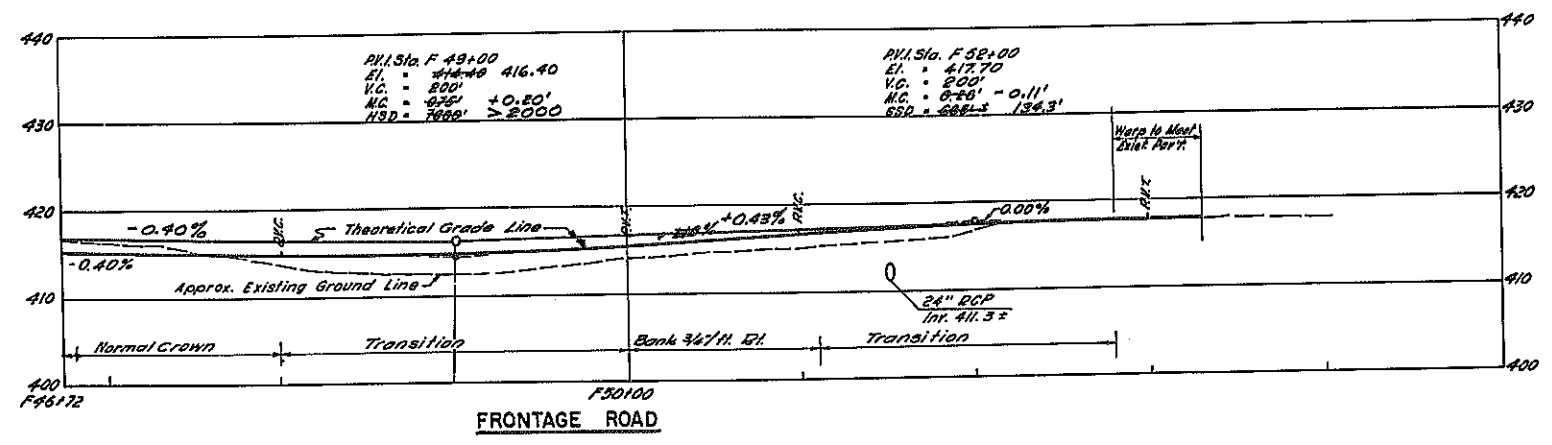
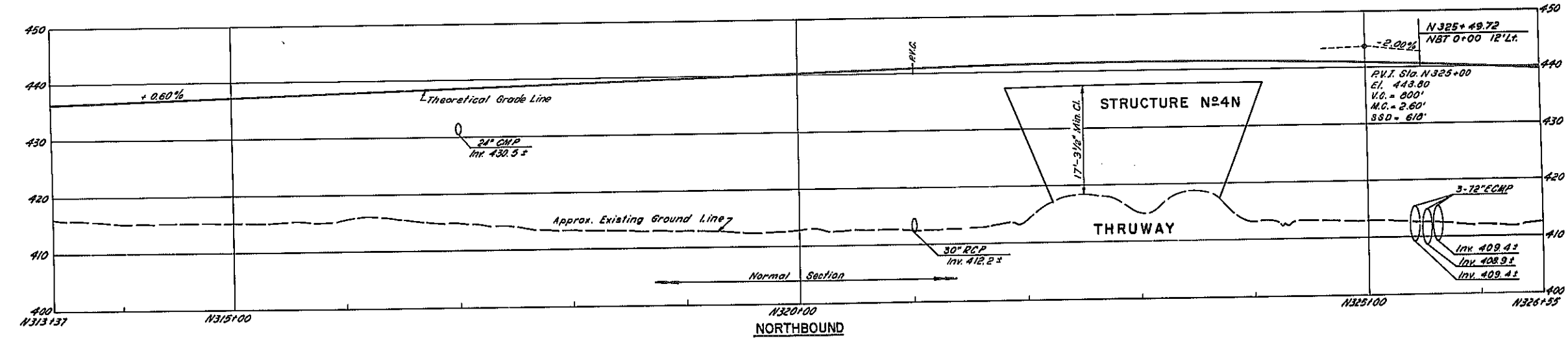
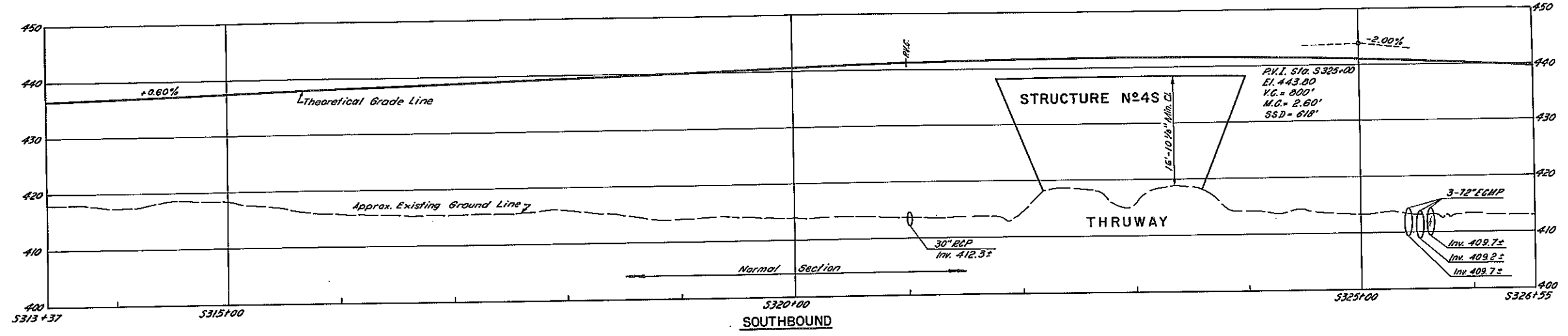
NOTE: THIS FIELD CHANGE INVOLVES THE FOLLOWING FIELD CHANGE SHEETS:
 △ RELOCATION OF SPECIAL DRAINAGE DITCH 81F, 85F, 87F, 88F, 92F, AND 94F.
 △ ADD - THRUWAY MAINTENANCE CROSSOVERS 10F, 94F, AND 95F.

PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
 John J. [Signature]
 March 23, 1971 ASST. REGIONAL DIRECTOR, REGION 3

F.A.L. 481			
ROAD PLAN 313+37 - 326+55 FRONTAGE ROAD			
DRAWING NO. 8093-B-R9	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 81F
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - EYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: D.H.
 Traced By: M.L.
 Checked By: D.H.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	82R	309	
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					

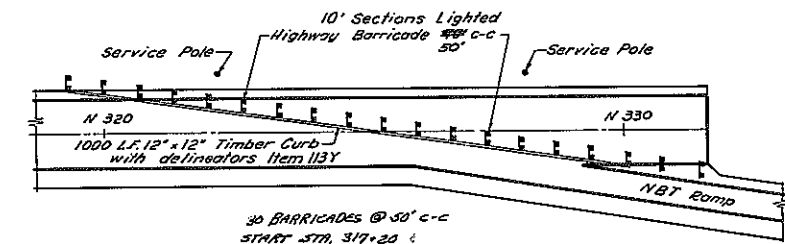
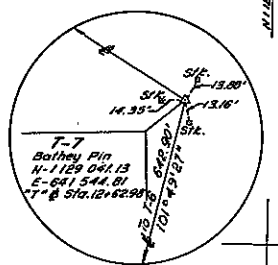
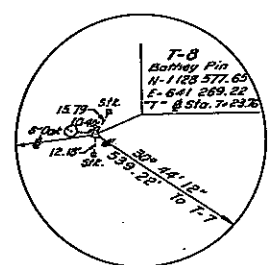
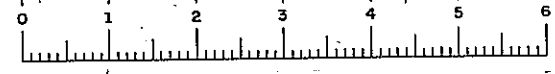


AS BUILT REVISIONS
CHANGE T.G.L. F 46+72 - 52+00±

F.A.I. 481			
PROFILES			
S 313 + 37 - S 326 + 55			
N 313 + 37 - N 326 + 55			
F 46 + 72 - F 53 + 30			
DRAWING NO.	SCALE	DATE	SHEET NO.
8093-B-PB	HORIZ. 1" = 80' VERT. 1" = 10'	8/15/70	82F
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: F.V.
 Titled By: R.C.G.
 Checked By: F.V.

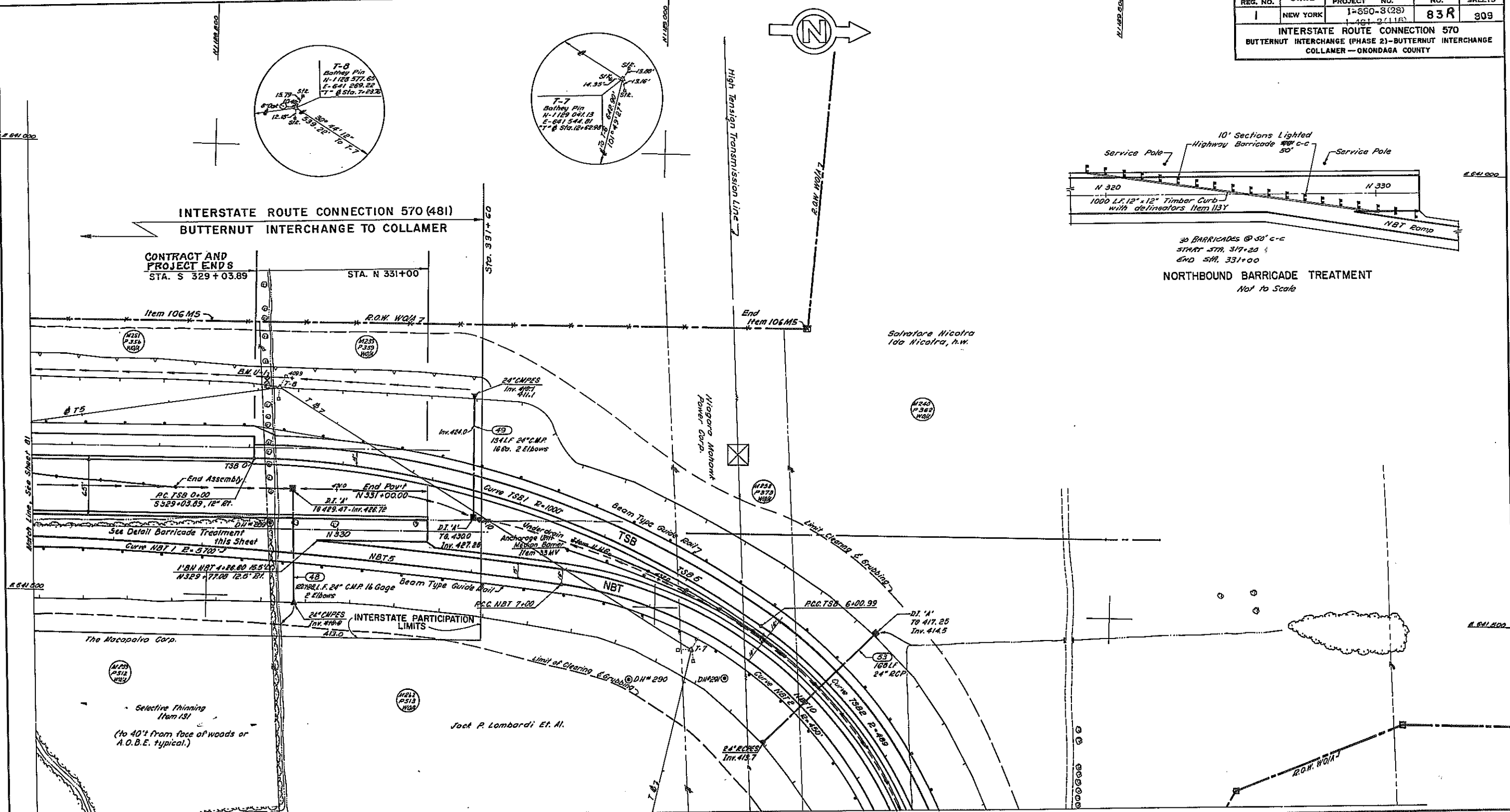
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-660-3(28)	1491-2(116)	83R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



30 BARRICADES @ 50' c-c
 START STA. 319+20
 END STA. 331+00
NORTHBOUND BARRICADE TREATMENT
 Not to Scale

**INTERSTATE ROUTE CONNECTION 570 (481)
 BUTTERNUT INTERCHANGE TO COLLAMER**

CONTRACT AND PROJECT ENDS
 STA. S 329+03.89 STA. N 331+00



Salvatore Nicotra
 Ida Nicotra, h.w.

Niagara Mohawk
 Power Corp.

The Macapalra Corp.

Selective Thinning
 Item 131
 (to 40' from face of woods or
 A.O.B.E. typical.)

Joak P. Lombardi Et. Al.

Match Line, See Sheet 85

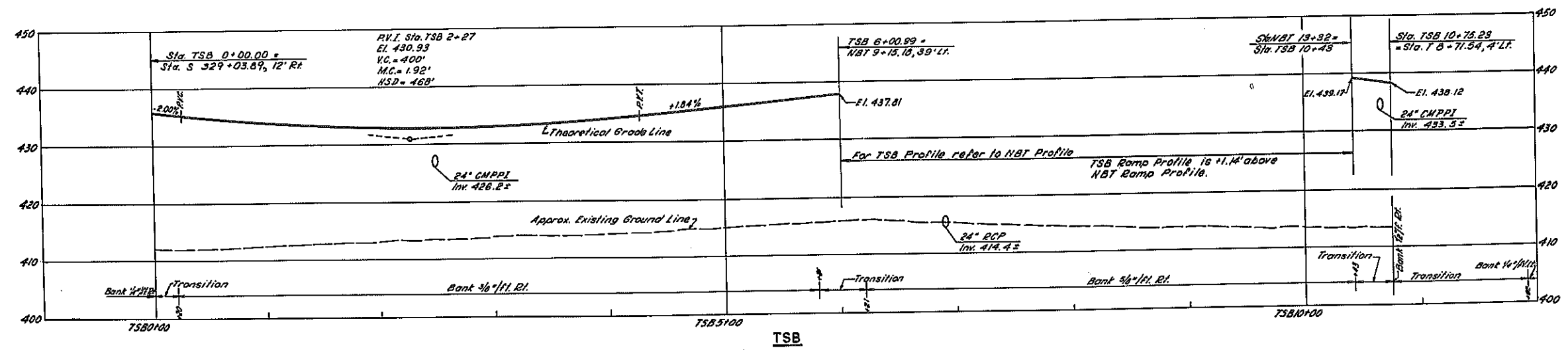
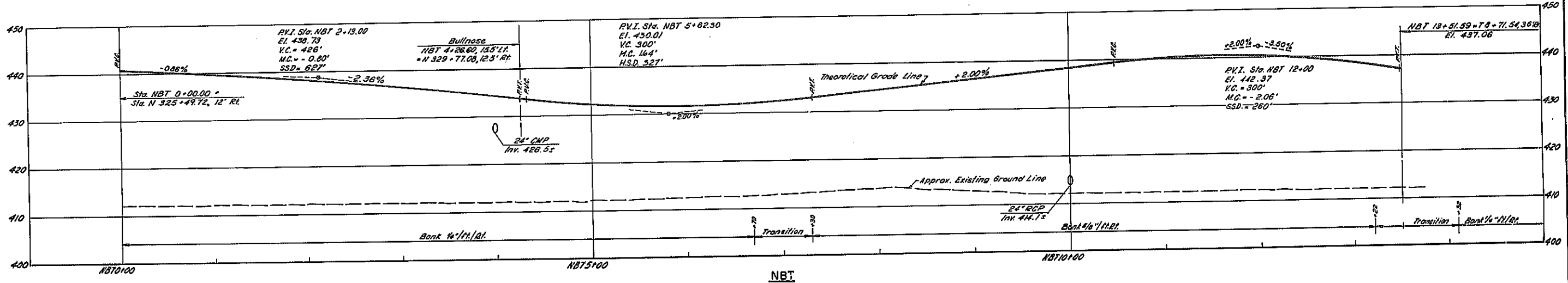
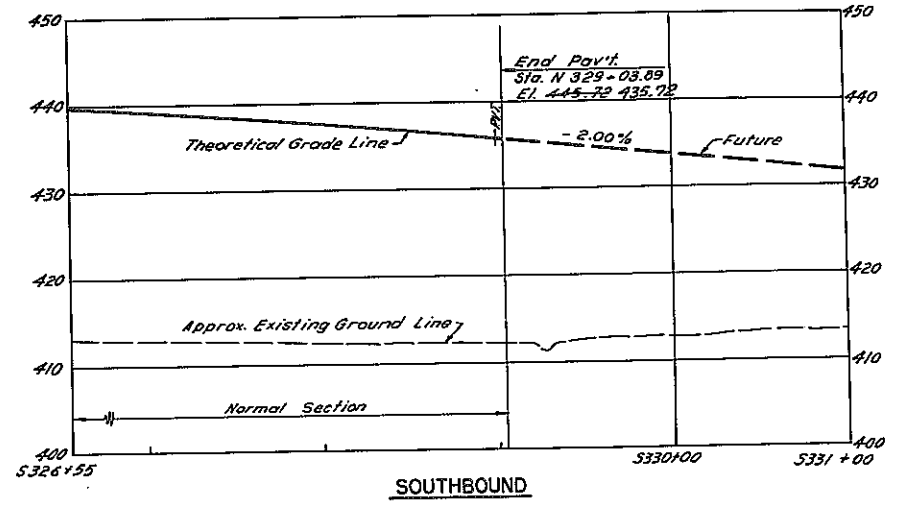
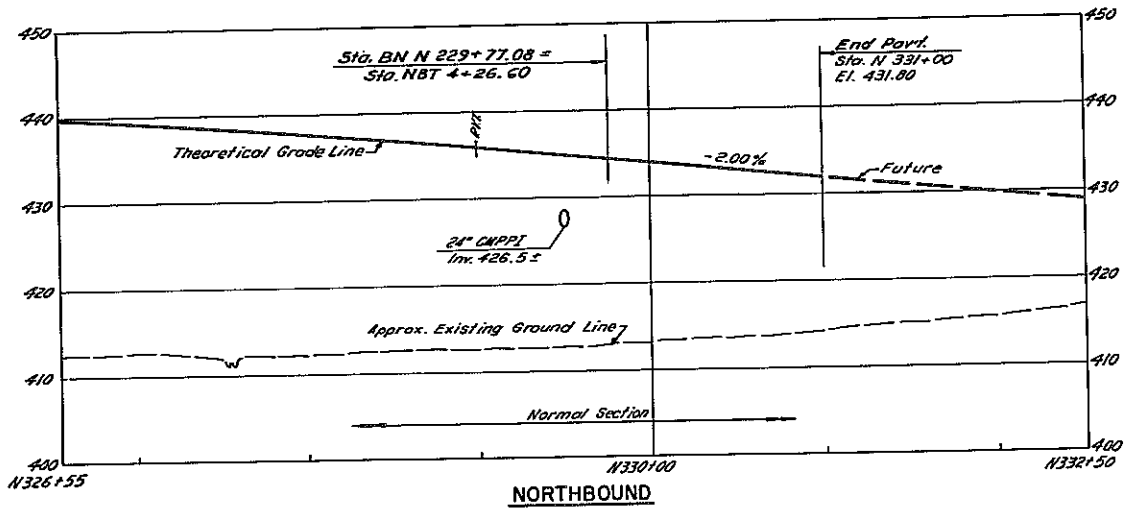
AS BUILT REVISIONS
 ADDED GUIDE RAILING STR. TSB 3+75 Rt.
 CHANGE DRAINAGE LENGTHS TSB 6+25 Rt.
 @LW.

F.A.I. 481-COLLAMER INTERCHANGE			
ROAD PLAN			
N 326+55 - N 331+00		S 326+55 - S 329+04	
NBT TSB			
DRAWING NO.	SCALE	DATE	SHEET NO.
8083-B-R10	1" = 50'	8/15/70	83
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: C.M.M.
 Traced By: M.F.E.
 Checked By: C.M.M.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
I	NEW YORK	1-481-2(116)	84 R	309	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

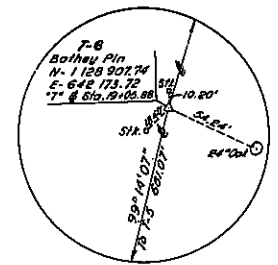
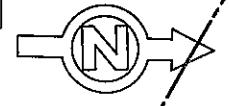
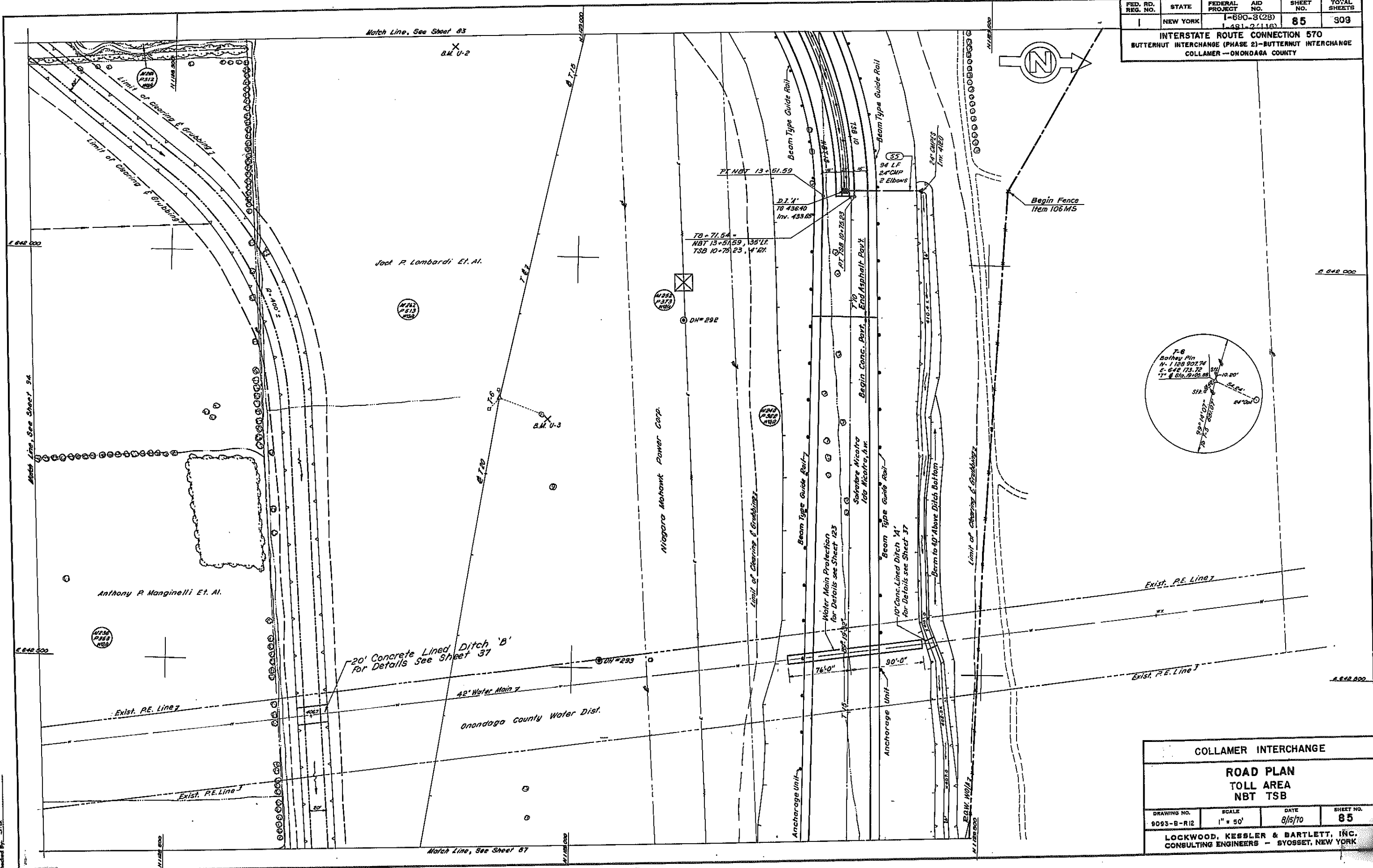


AS BUILT REVISIONS
CHANGE PROFILE ELEV.

F.A.I. 481			
PROFILES			
S 326 + 55 - S 329 + 03.89			
N 326 + 55 - N 331 + 00.00			
NBT TSB			
DRAWING NO.	SCALE	DATE	SHEET NO.
9093-B-P10	HORIZ. 1" = 50' VERT. 1" = 10'	8/5/70	84
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

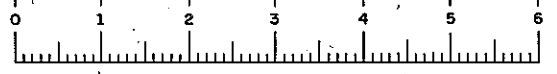
In Charge of: R.A.S.
 Made By: S.C.
 Checked By: M.J.
 Drawn By: J.C.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B)	1-491-2(116)	85	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



COLLAMER INTERCHANGE			
ROAD PLAN			
TOLL AREA			
NBT TSB			
DRAWING NO.	SCALE	DATE	SHEET NO.
9093-B-R12	1" = 50'	8/15/70	85
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: S.G.
 Traced By: M.J.
 Checked By: J.C.



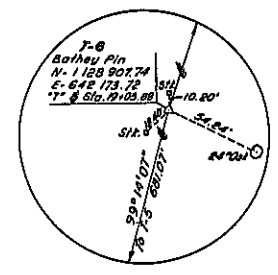
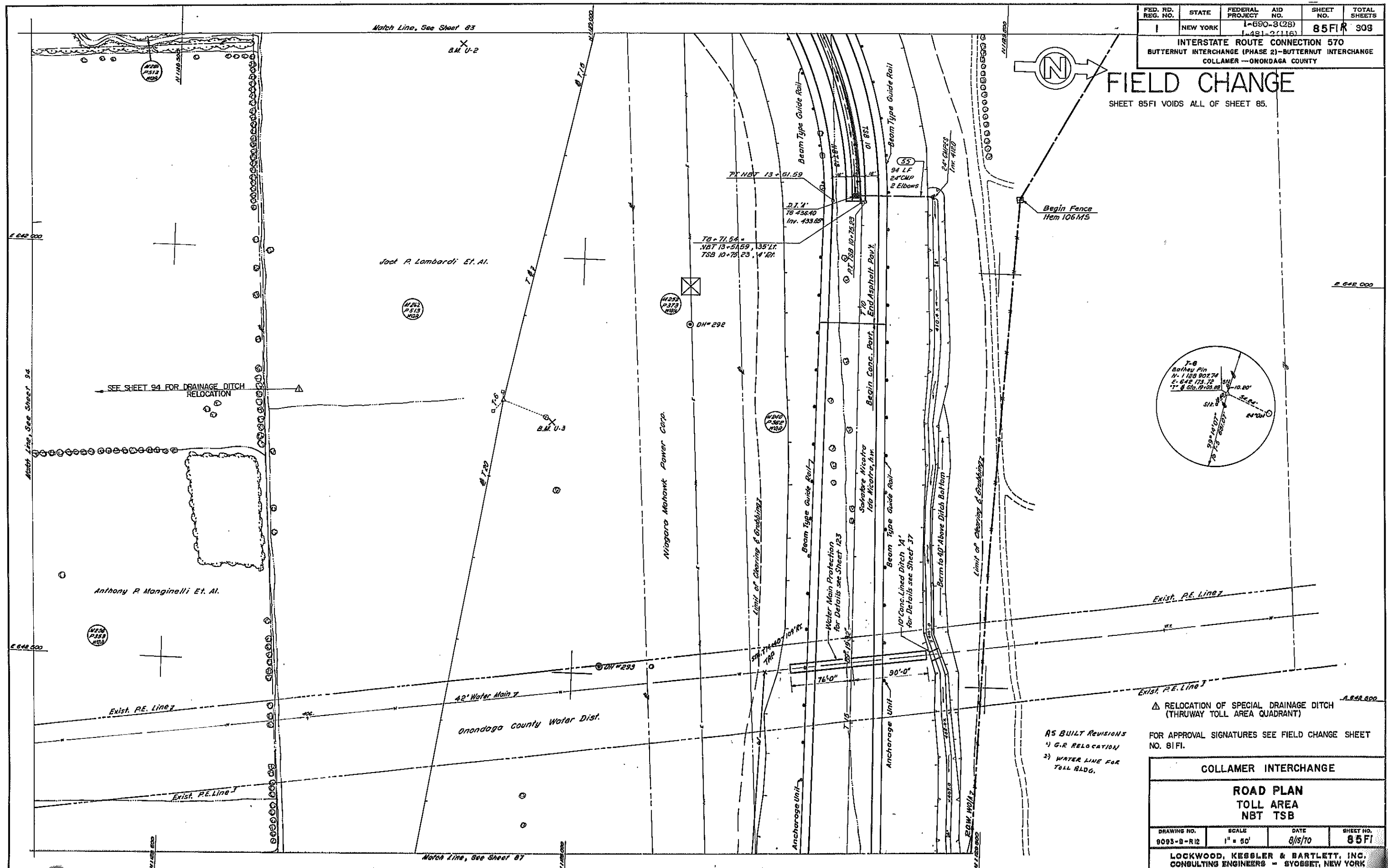
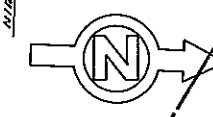
F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(26) 1-481-2(116)	85FI	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER—ONONDAGA COUNTY

FIELD CHANGE

SHEET 85FI VOIDS ALL OF SHEET 85.



- AS BUILT REVISIONS
- G.R. RELOCATION
 - WATER LINE FOR TOLL RDG.

RELOCATION OF SPECIAL DRAINAGE DITCH (THRUWAY TOLL AREA QUADRANT)
FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 81FI.

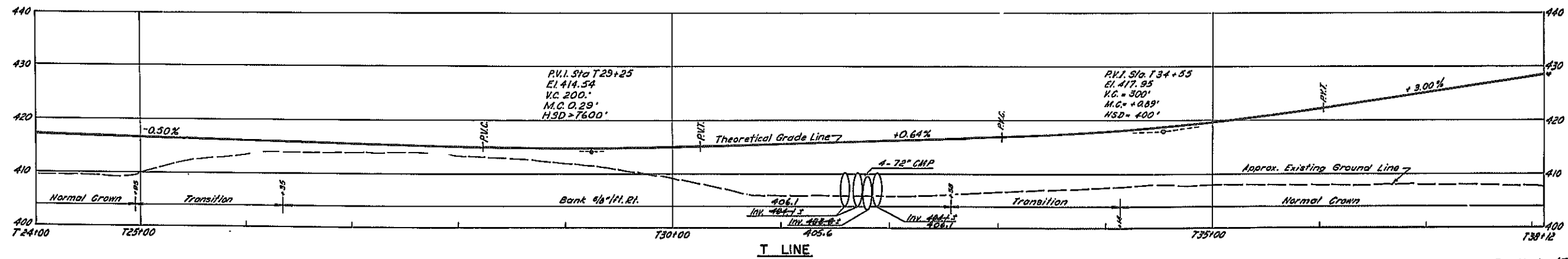
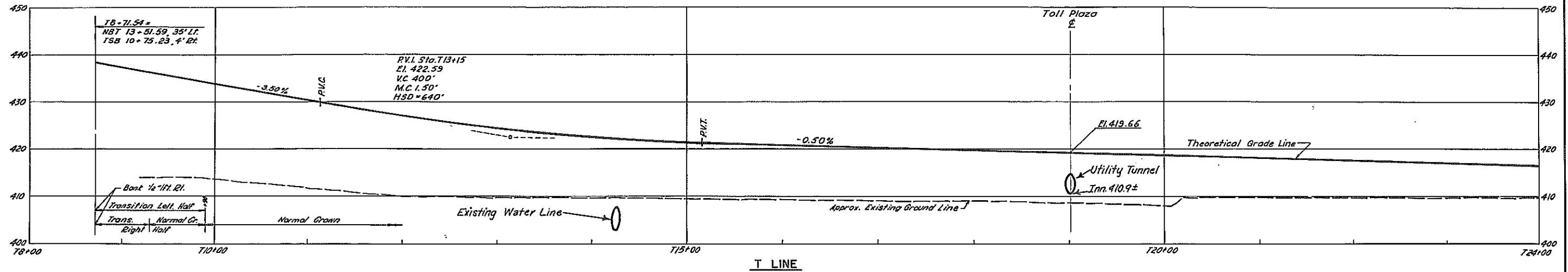
COLLAMER INTERCHANGE			
ROAD PLAN TOLL AREA NBT TSB			
DRAWING NO. 9093-B-R12	SCALE 1" = 50'	DATE 8/15/10	SHEET NO. 85FI
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of R.A.S.
 Made By S.G.
 Traced By N.C.
 Checked By S.G.



F.I.S.H. 70-7

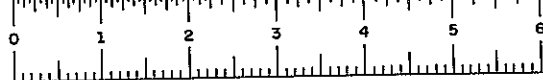
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	86A	909
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



AS BUILT REVISIONS
CHANGE DRAINAGE ELEV.

F.A.I. 481			
PROFILE			
T 8 + 00 - T 38 + 12			
DRAWING NO. 9092-B-P12	SCALE HORIZ. 1" = 50' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 86
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

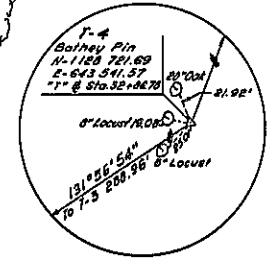
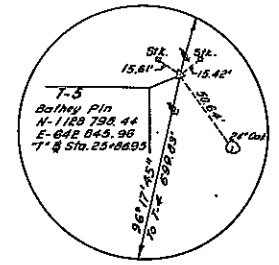
In Charge: R.A.S.
 Made By: D.H.
 Checked By: M.L.
 Drawn By: D.H.



F.I.S.H. 70-7

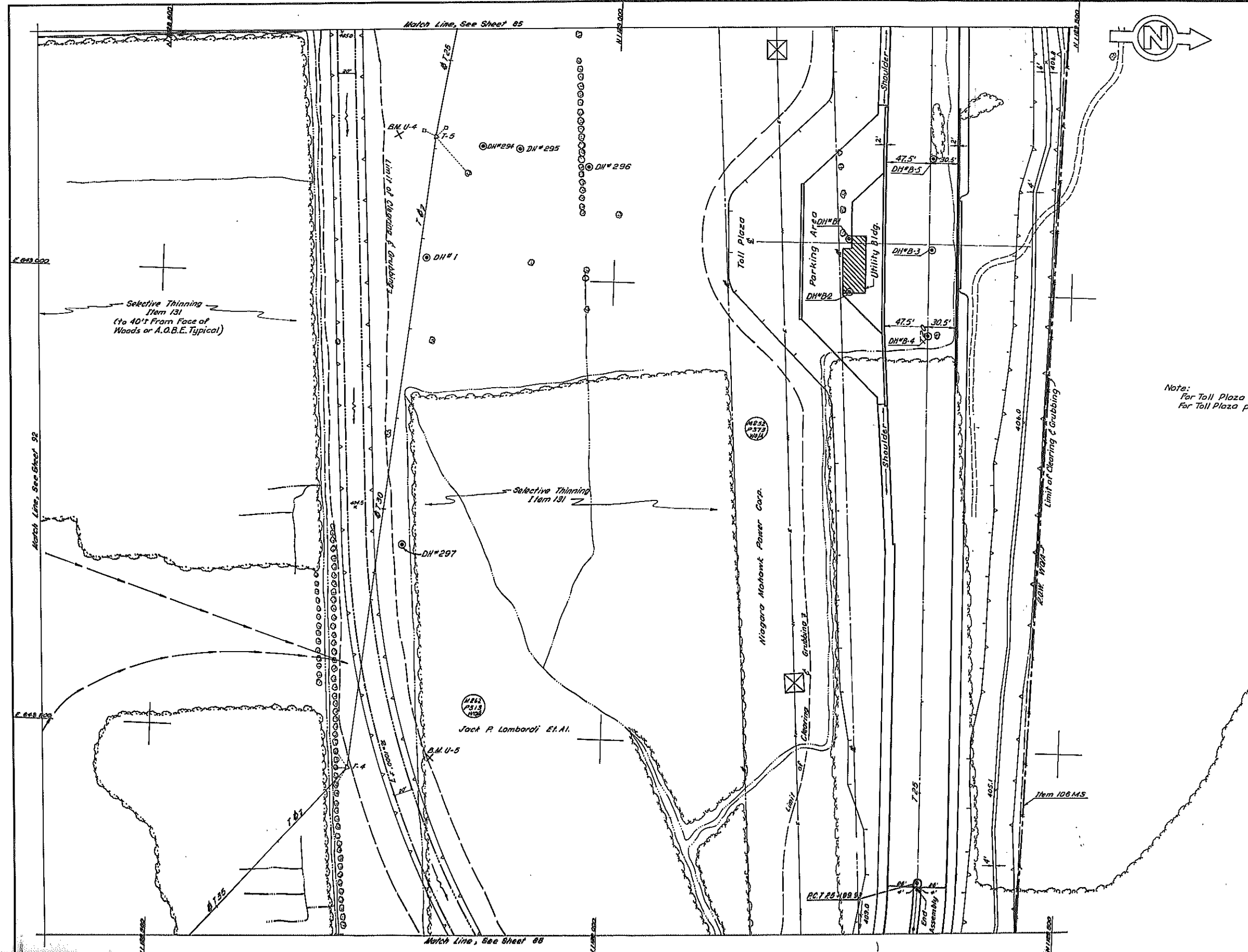
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-DBU-3(26)	1-481-2(116)	87	909

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY



Note:
 For Toll Plaza details see Sheets 256 - 305
 For Toll Plaza pavement joint plan see Sheet 37

NOTE:
 For Profile see Sh. 86



COLLAMER INTERCHANGE

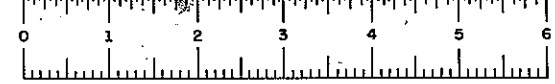
ROAD PLAN

TOLL AREA

DRAWING NO. 9063-B-R14	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 87
---------------------------	-------------------	-----------------	-----------------

LOCKWOOD, KESBLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK

Checked By: [Signature]
 Drawn By: [Signature]
 Title: [Signature]
 Date: [Signature]



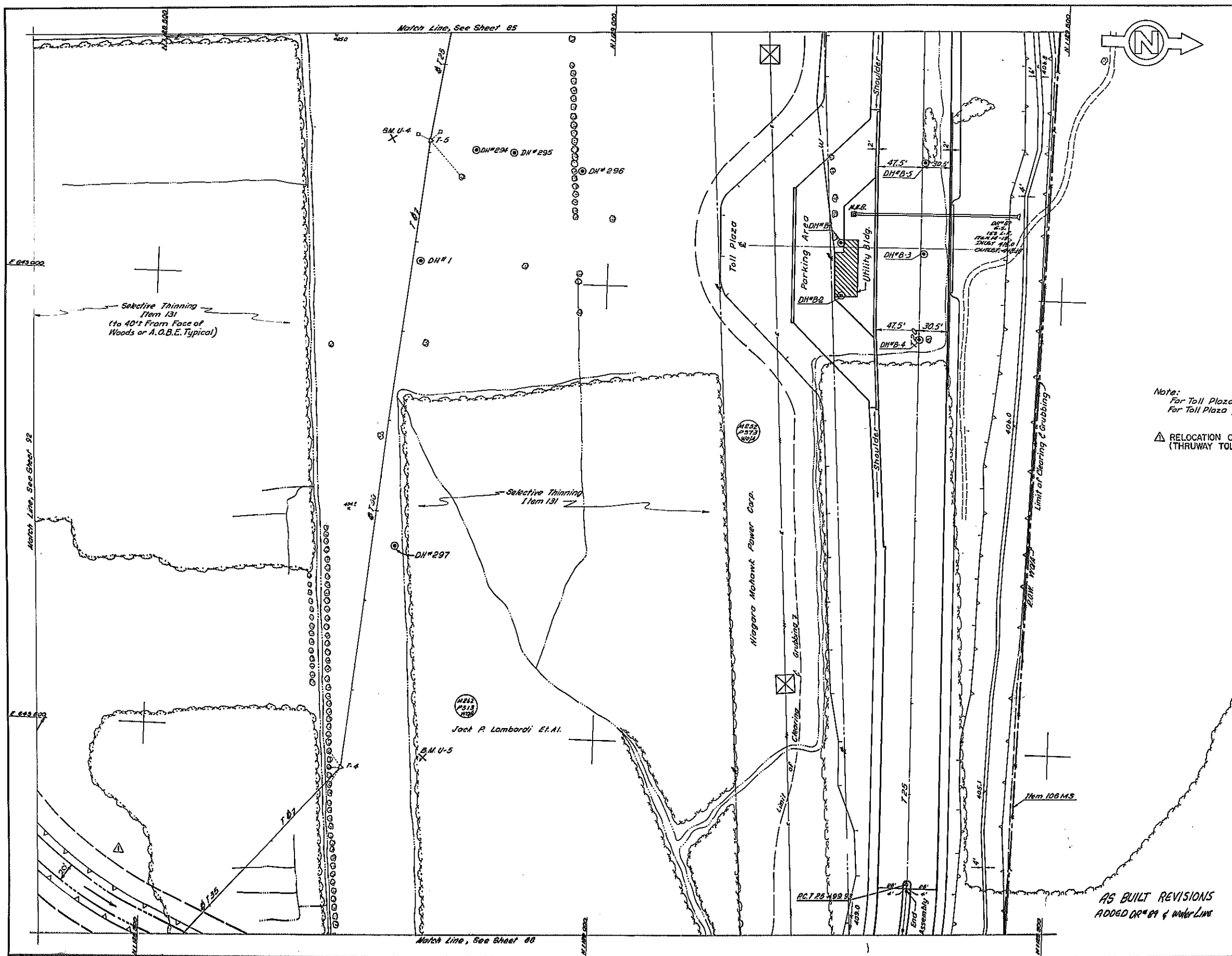
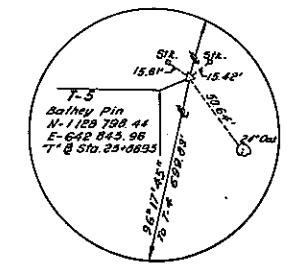
F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	87FI	809	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER—ONONDAGA COUNTY

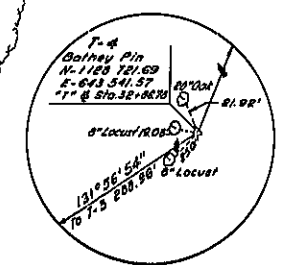
FIELD CHANGE

SHEET 87FI VOIDS ALL OF SHEET 87



Note:
For Toll Plaza details see Sheets 256 - 305
For Toll Plaza pavement joint plan see Sheet 37

▲ RELOCATION OF SPECIAL DRAINAGE DITCH
(THRUWAY TOLL AREA QUADRANT)



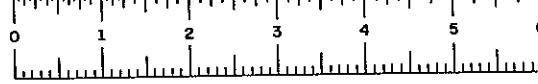
NOTE:
For Profile see Sh. 88

FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET 81 FI

COLLAMER INTERCHANGE			
ROAD PLAN			
TOLL AREA			
DRAWING NO. 8003-B-R14	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 87FI
LOCKWOOD, KESSELER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

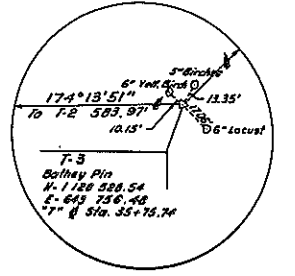
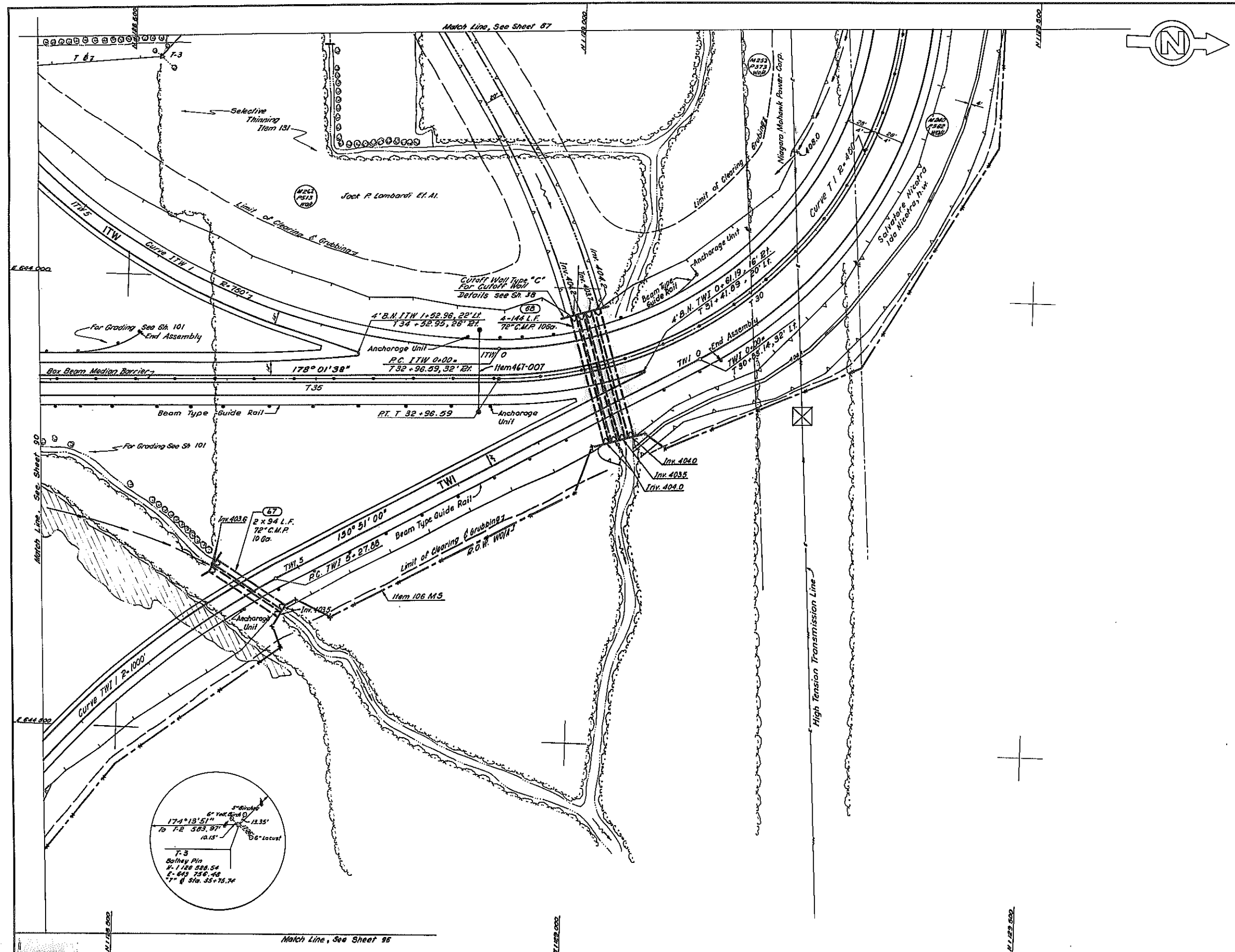
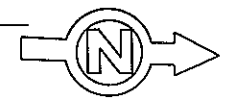
AS BUILT REVISIONS
ADDED DR# 89 & water Lines

In Charge of: RAS
Made By: ELL
Checked By: J.C.
Checked By: J.P.



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	88	309	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



NOTE:
For Culvert at T 31+80:
Q₅₀ = 630 cfs.
D.H.W. = 409.5

For T Line Profile see Sh. 86

COLLAMER INTERCHANGE			
ROAD PLAN			
ITW T TWI			
DRAWING NO. 9083-B-R18	SCALE 1" = 80'	DATE 8/15/70	SHEET NO. 88
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

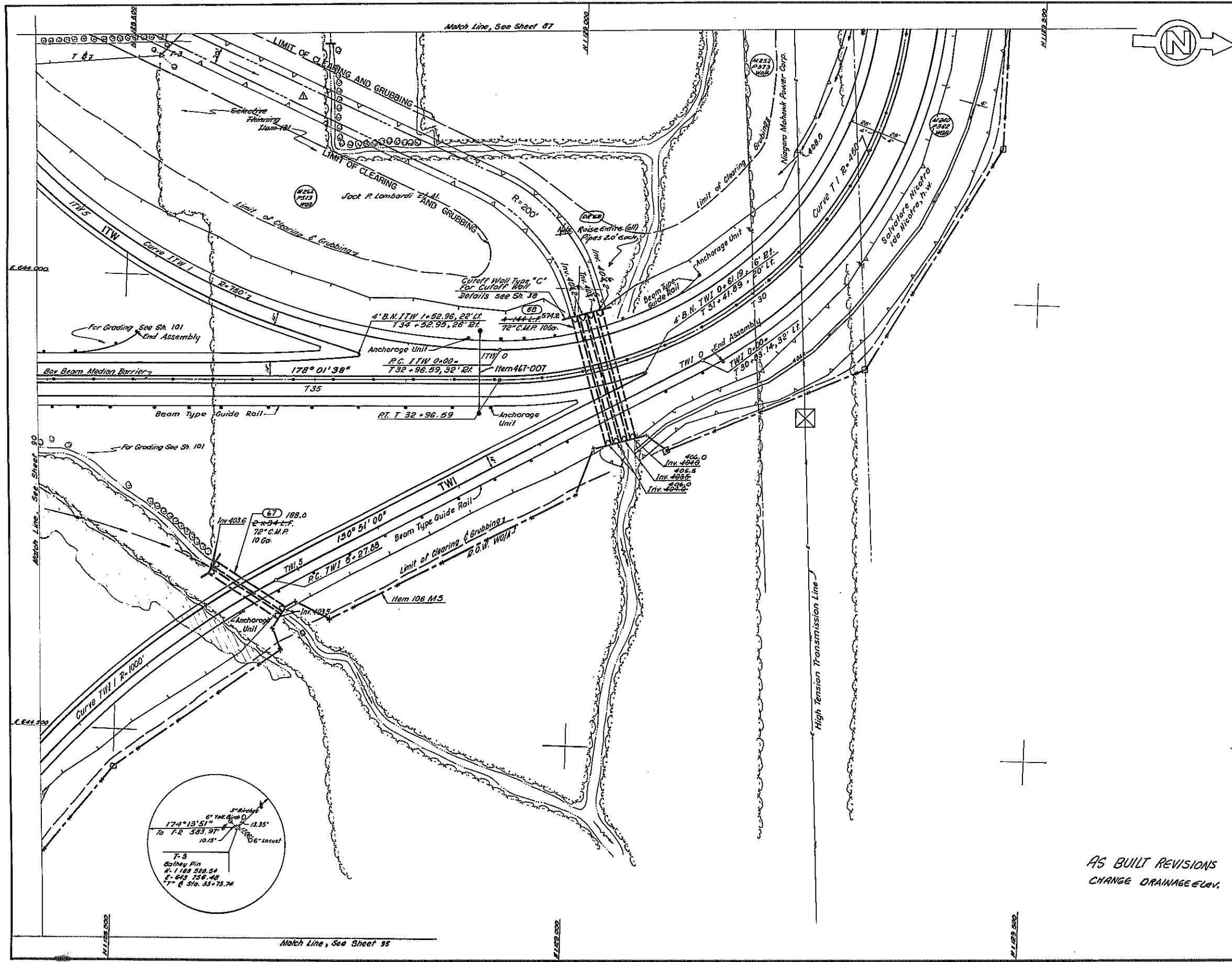
In Charge: R.A.S.
 Checked: G.M.E.
 Drawn: M.S.E.
 Civil: C.P.C.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	88FI 309	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

FIELD CHANGE

SHEET 88FI VOIDS ALL OF SHEET 88.



△ RELOCATION OF SPECIAL DRAINAGE DITCH (THRUWAY TOLL AREA QUADRANT)

NOTE:
For Culvert of T 31+80:
D₅₀ = 650 cfs.
D₁₀₀ = 409.5

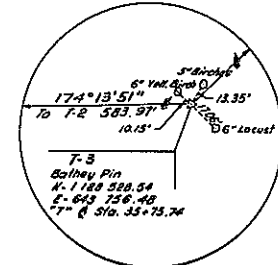
For T Line Profile see Sh. 86

AS BUILT REVISIONS
CHANGE DRAINAGE ELEV.

FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 81 FI.

COLLAMER INTERCHANGE			
ROAD PLAN			
ITW T TWI			
DRAWING NO. 9083-B-R18	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 88FI
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - BOSSBET, NEW YORK			

By Change of: D.A.S.
Made By: C.M.E.
Checked By: M.S.
Checked By: C.M.E.

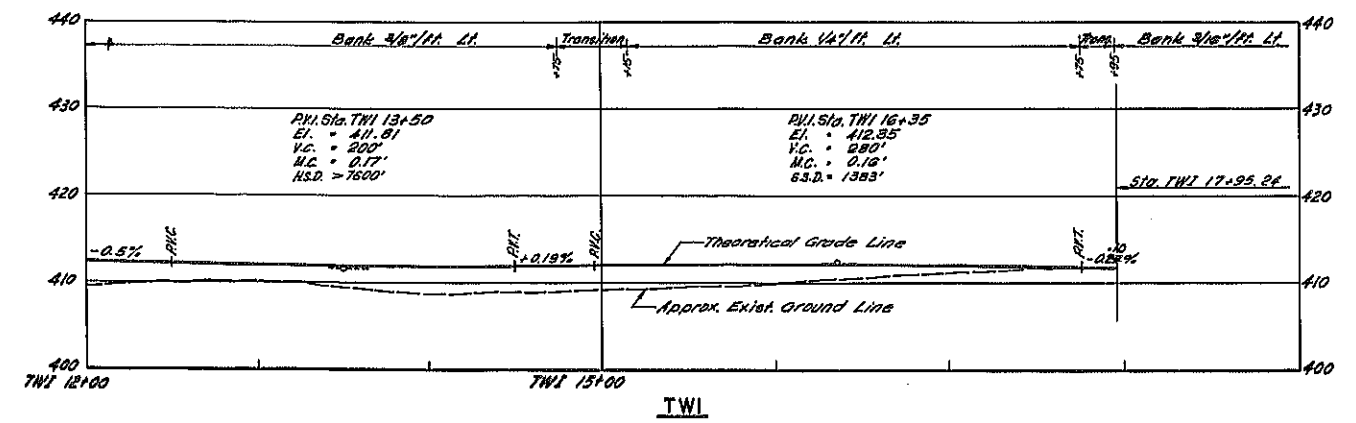
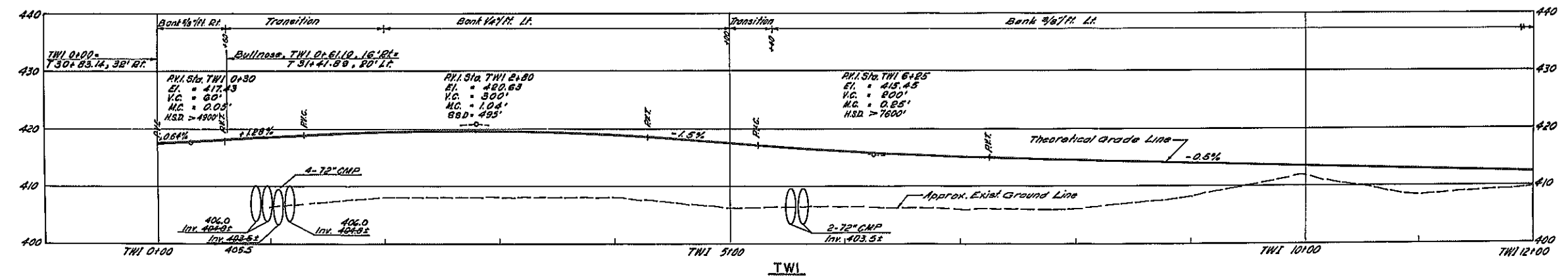
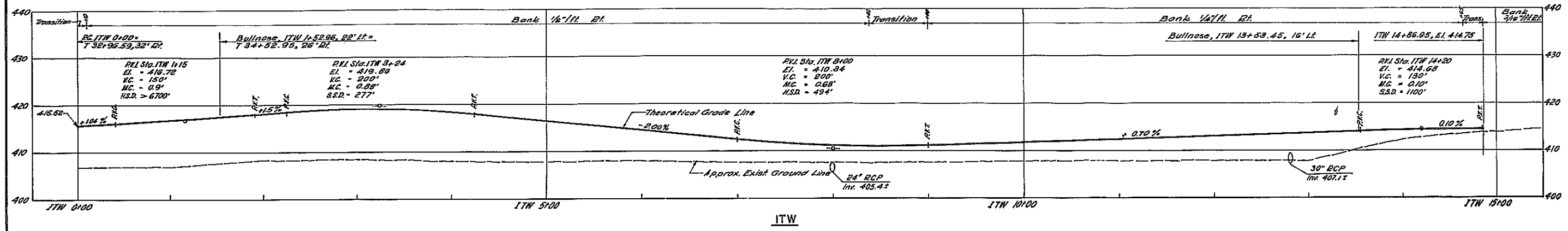




F.I.S.H. 70-7

FED. RD. RES. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	1-680-3(25)	89R	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY



AS BUILT REVISIONS
 CHANGE DRAINAGE ELEV.

F.A.I. 481			
PROFILES			
TWI ITW			
DRAWING NO. 8083-B-P16	SCALE HORIZ. 1" = 50' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 89
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

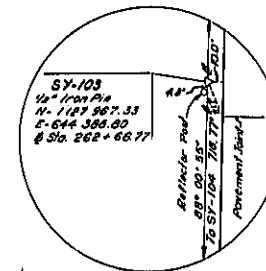
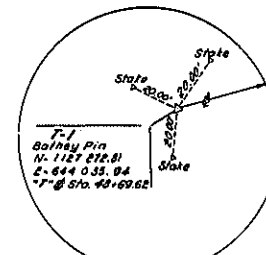
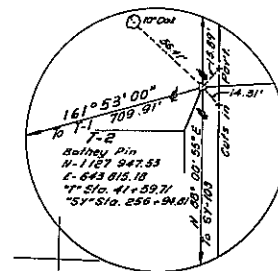
In Charge of P.A.S.
 Made by S.L.C.
 Checked by P.F.Z.
 Checked by S.L.C.



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	90R	309	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



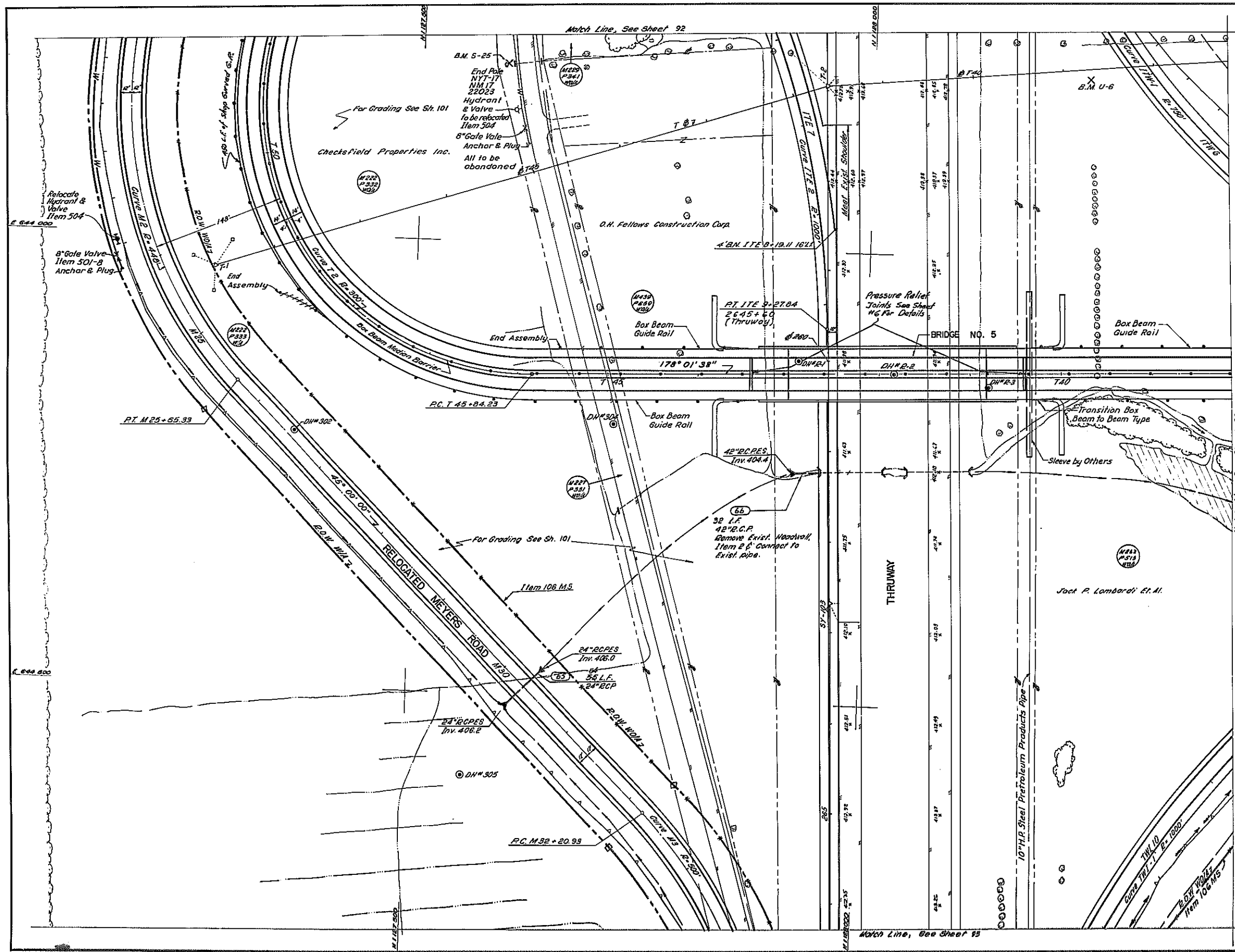
AS BUILT REVISIONS
ADDED PRESSURE RELIEF JOINTS
CHANGE DRAINAGE LENGTH
ADDED G.R. T-LINE

COLLAMER INTERCHANGE

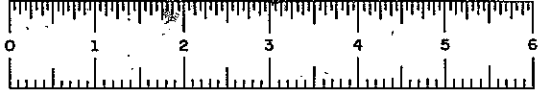
ROAD PLAN
RELOCATED MEYERS RD.
ITE T ITW T WI

DRAWING NO.	SCALE	DATE	SHEET NO.
9093-B-R16	1" = 50'	8/5/70	90

LOCKWOOD, KEBBLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

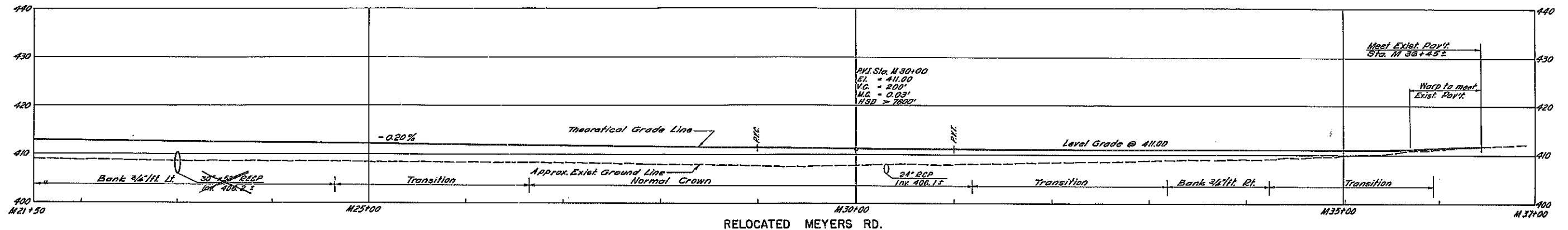


In Charge of: Z.A.S.
Made By: D.H.
Checked By: D.H.

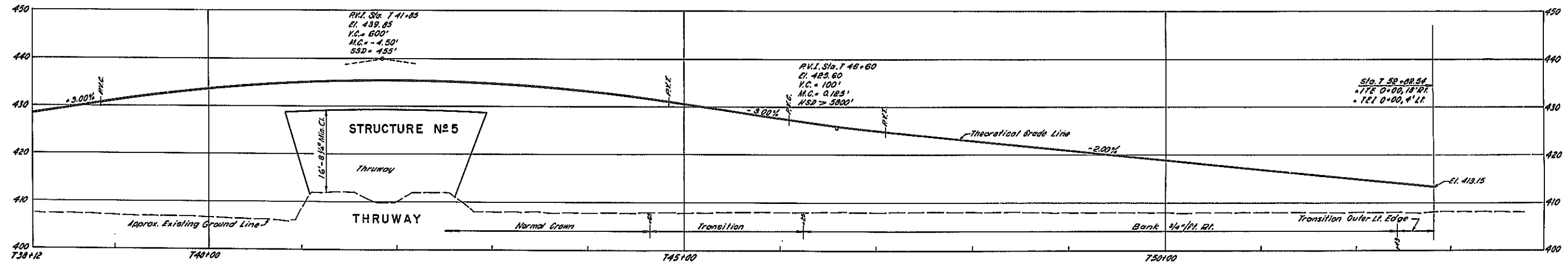


F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-451-2(116)	91	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



RELOCATED MEYERS RD.



T LINE

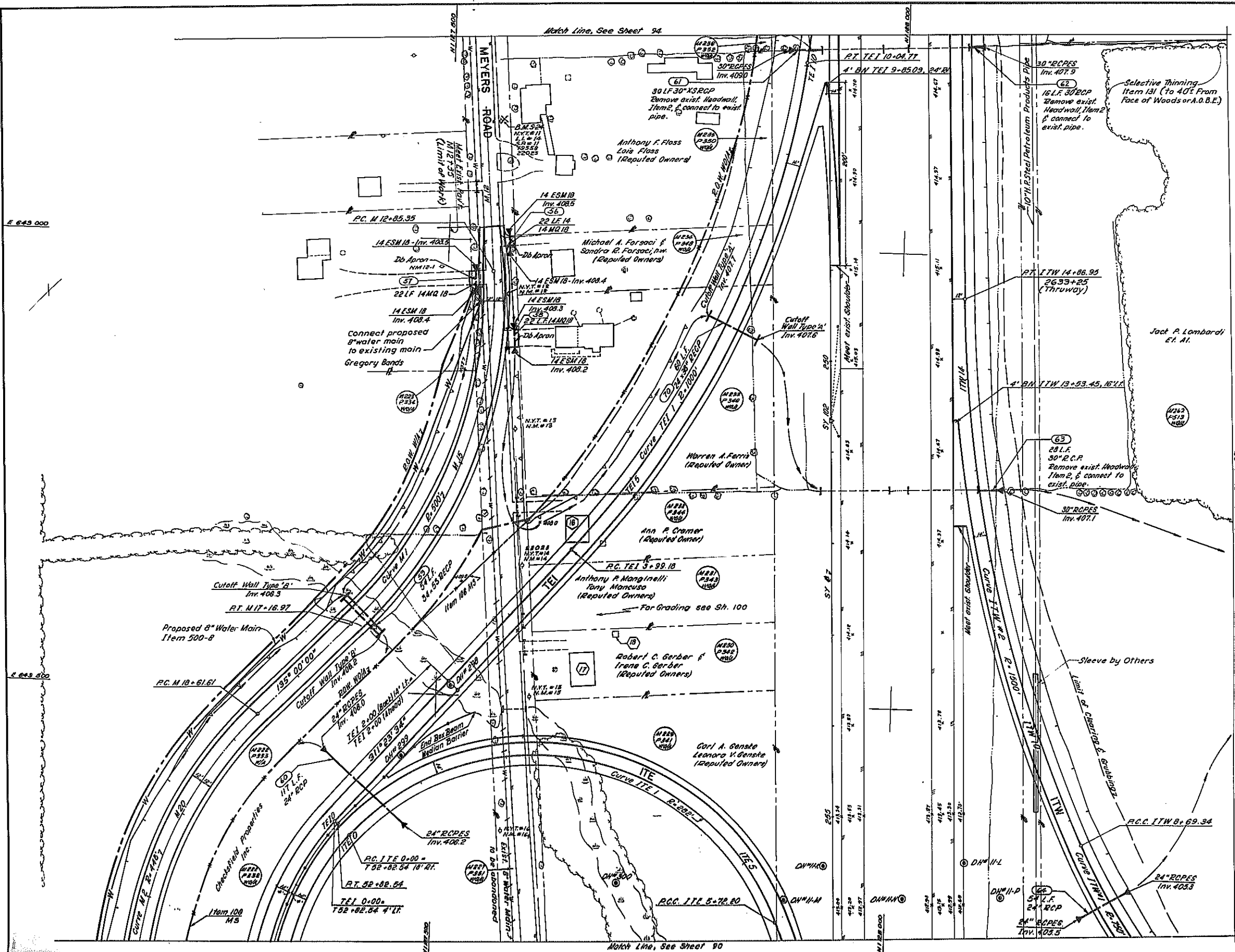
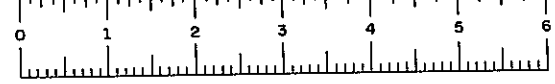
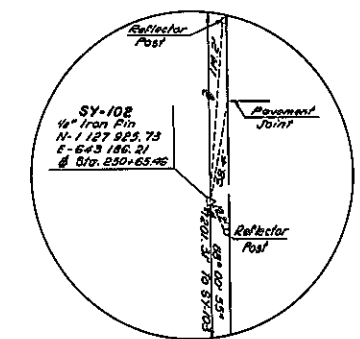
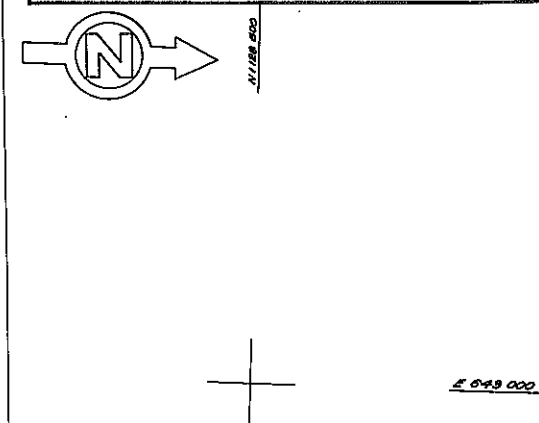
AS BUILT REVISIONS
DELETE DRAINAGE PIPE

In Charge: R.A.S.
 Draftsman: C.A.K.
 Checked By: M.J.
 Date: 8/5/70

F.A.I. 481			
PROFILES M 21 + 50 - M 37 + 00 T 38 + 12 - T 52 + 82.54			
DRAWING NO. 9093-B-P1B	SCALE HORIZ. 1" = 10' VERT. 1" = 10'	DATE 8/5/70	SHEET NO. 91
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-281-2(116)	1-050-3(25)	92	309

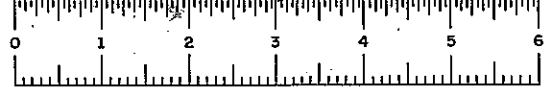
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



Match Line, See Sheet 87

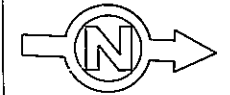
COLLAMER INTERCHANGE			
ROAD PLAN			
RELOCATED MEYERS RD.			
TEI ITE ITW			
DRAWING NO. 9083-B-R13	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 92
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - BYOSSET, NEW YORK			

In Charge of P.A.S.
 Made by S.C.
 Traced by M.L.
 Checked by S.S.



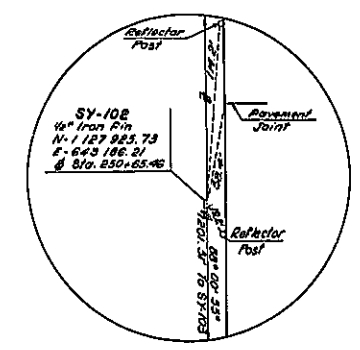
F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(23)	1-481-2(116)	92F1	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE					
COLLAMER - ONONDAGA COUNTY					



FIELD CHANGE

SHEET 92F1 VOIDS ALL OF SHEET 92.

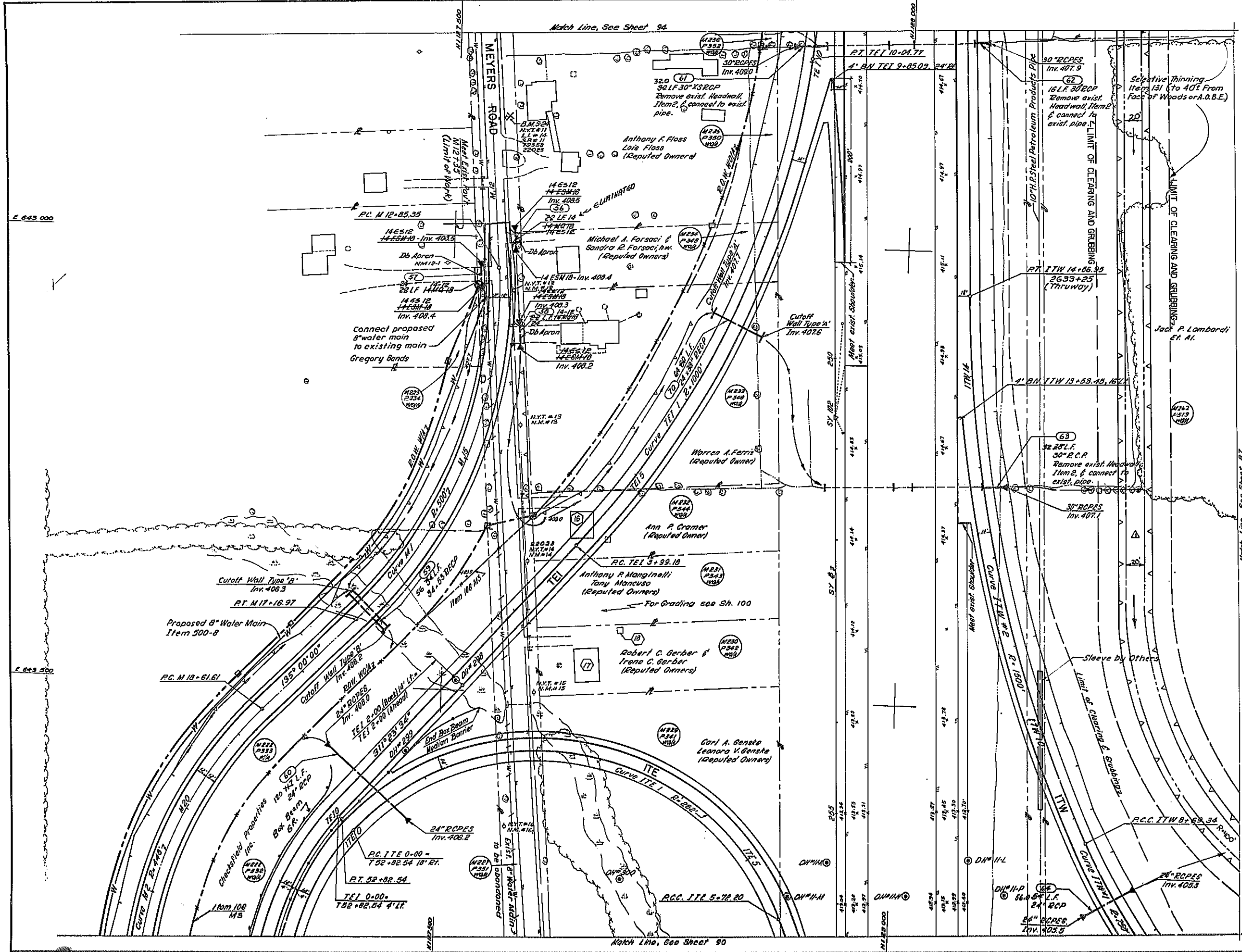


▲ RELOCATION OF SPECIAL DRAINAGE DITCH (THRUWAY TOLL AREA QUADRANT)

AS BUILT REVISIONS
CHANGE DRAINAGE elev. & lengths

FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 81 F1.

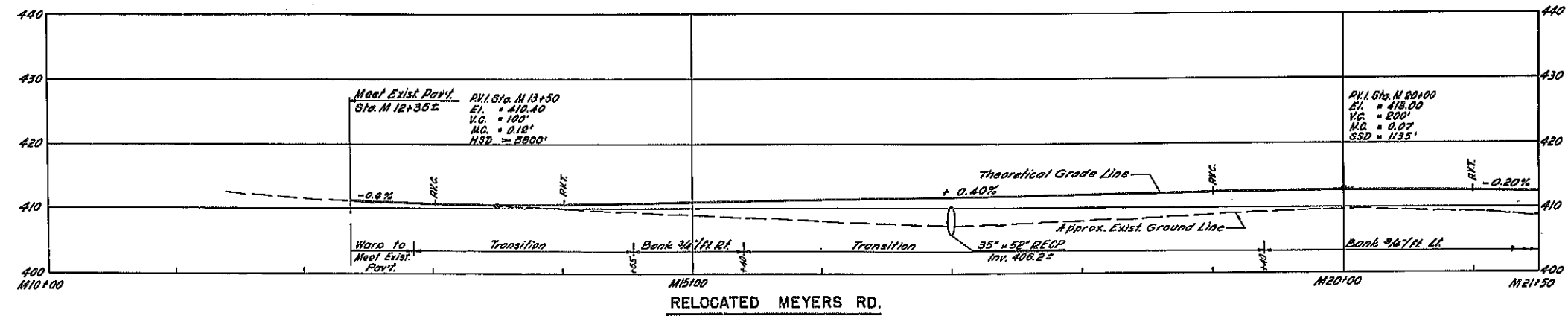
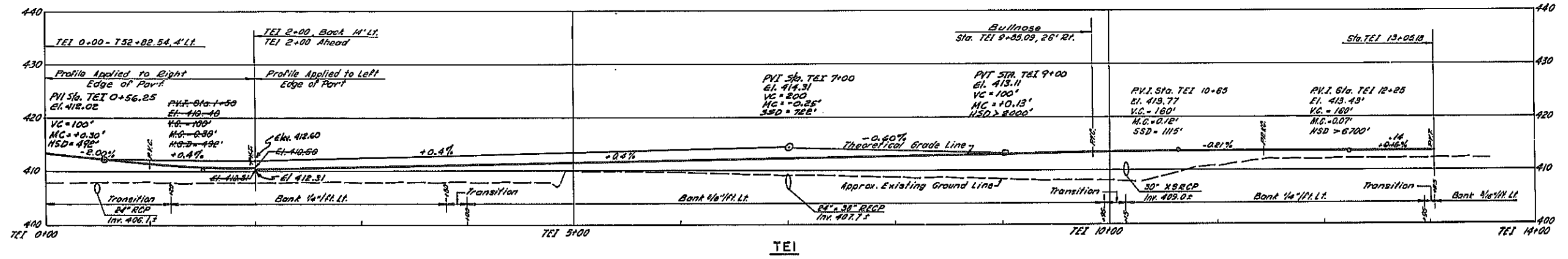
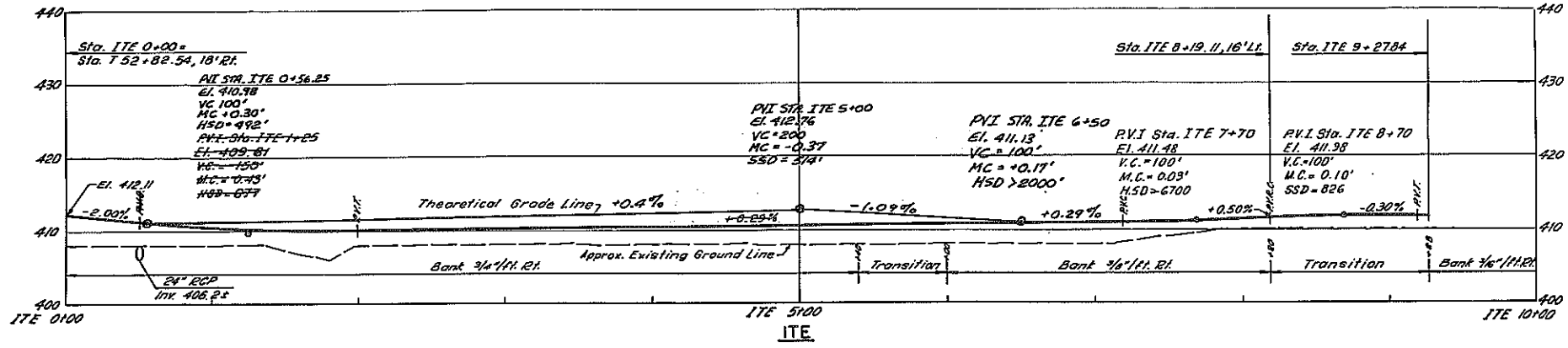
COLLAMER INTERCHANGE			
ROAD PLAN			
RELOCATED MEYERS RD.			
TEI ITE ITW			
DRAWING NO.	SCALE	DATE	SHEET NO.
0083-B-R15	1" = 30'	8/15/70	92F1
LOCKWOOD, KESSLER & BARTLETT, INC.			
CONSULTING ENGINEERS - SYOSSET, NEW YORK			



In Charge of: R.A.S.
 Made By: S.C.
 Traced By: K.L.
 Checked By: S.C.



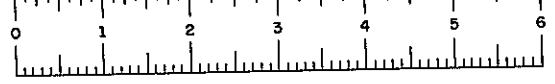
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(23)	L-491-2(116)	93R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



AS BUILT REVISIONS
 CHANGE PROFILE, T.G.L. on LINES TEI 175

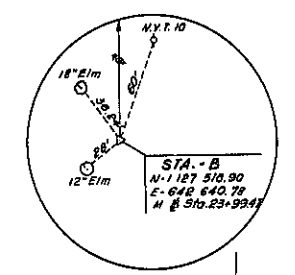
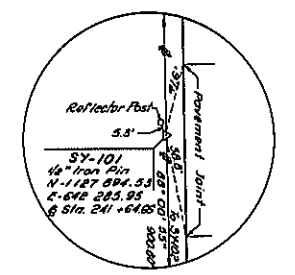
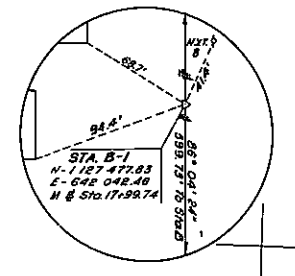
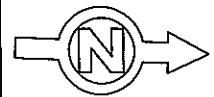
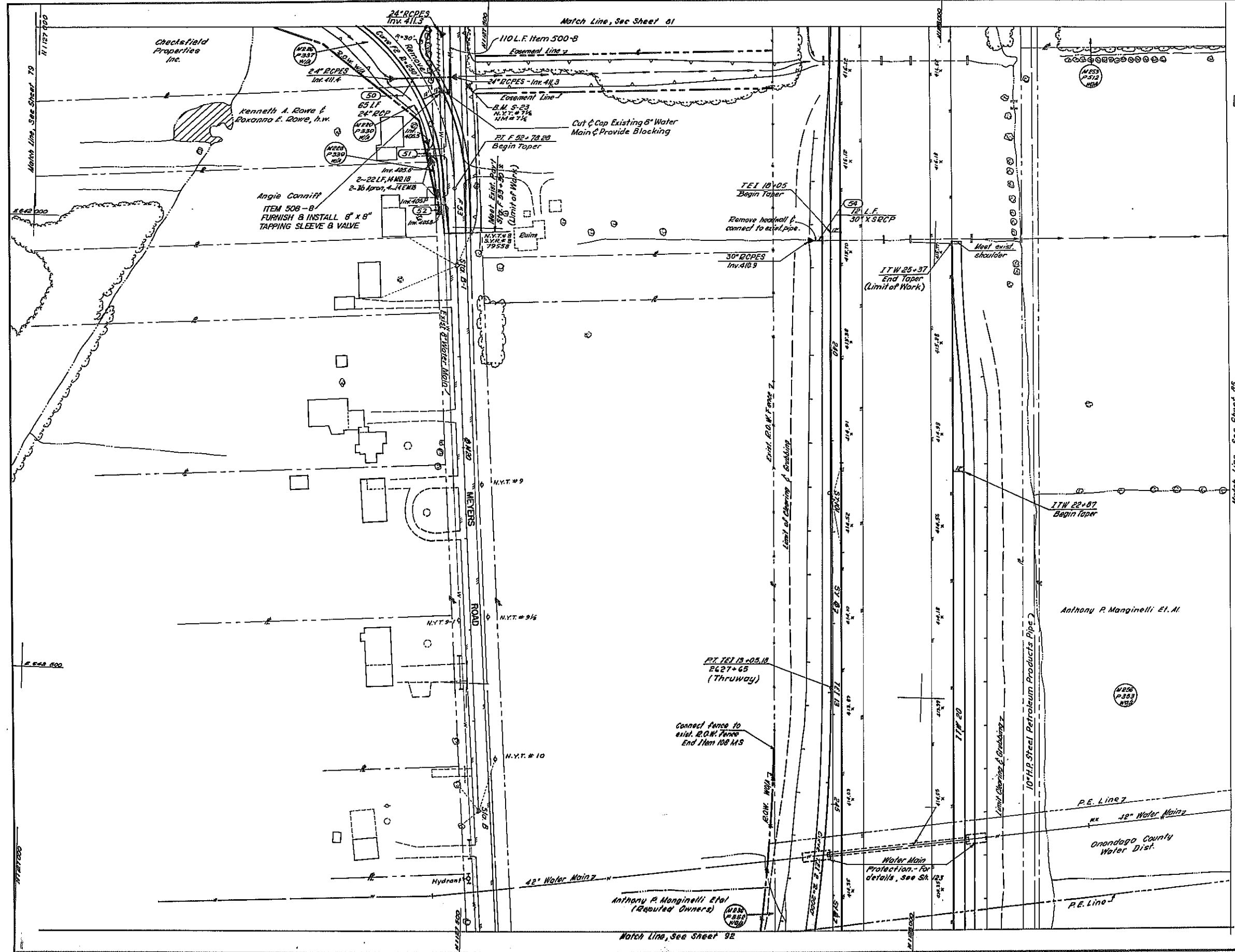
F.A.I. 481			
PROFILES			
ITE TEI M 12 + 35 - M 21 + 50			
DRAWING NO. 9095-B-P13	SCALE HORIZ. 1" = 80' VERT. 1" = 10'	DATE 8/15/70	SHEET NO. 93
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

In Charge: R.A.S.
 Made By: D.H.
 Checked By: P.E.
 Checked By: P.H.



F.I.S.H. 70-7

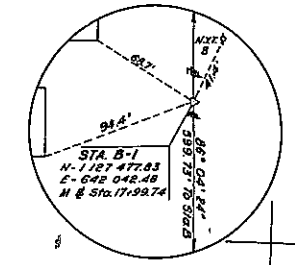
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(16)	94	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



COLLAMER INTERCHANGE			
ROAD PLAN			
TEI FRONTAGE ROAD			
DRAWING NO. 9093-B-R11	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 94
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - GYOSSET, NEW YORK			

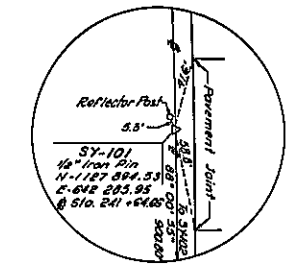
In Charge: R.A.S.
 Author: F.V.
 Traced By: A.S.F.
 Checked By: F.V.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(25)	1-481-2(116)	94FI R 808	
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					

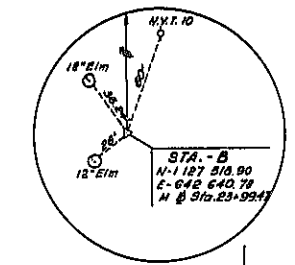


FIELD CHANGE

SHEET 94FI VOIDS ALL OF SHEET 94.



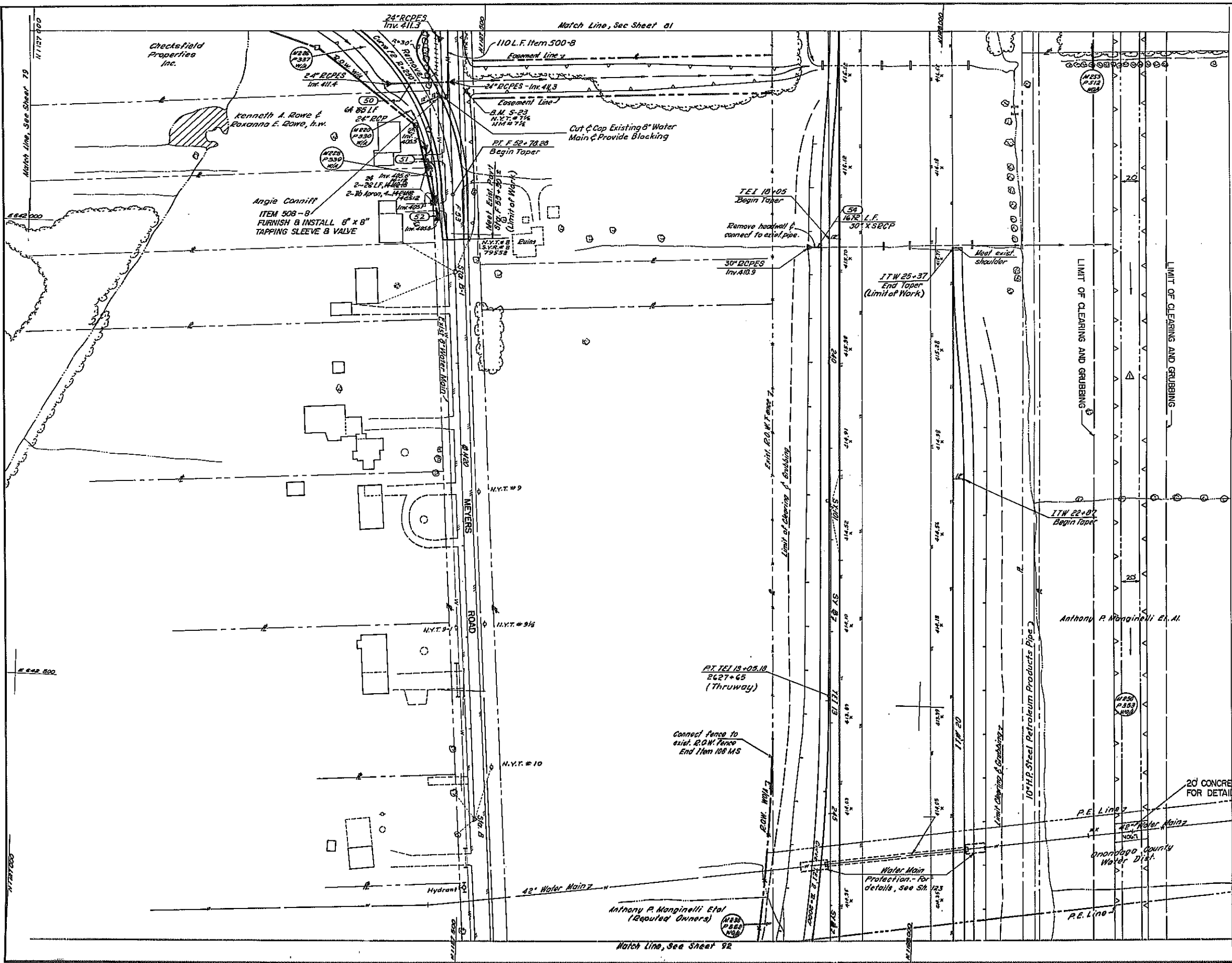
△ RELOCATION OF SPECIAL DRAINAGE DITCH (THRUWAY TOLL AREA QUADRANT)



AS BUILT REVISIONS
CHANGE DRAINAGE LENGTHS

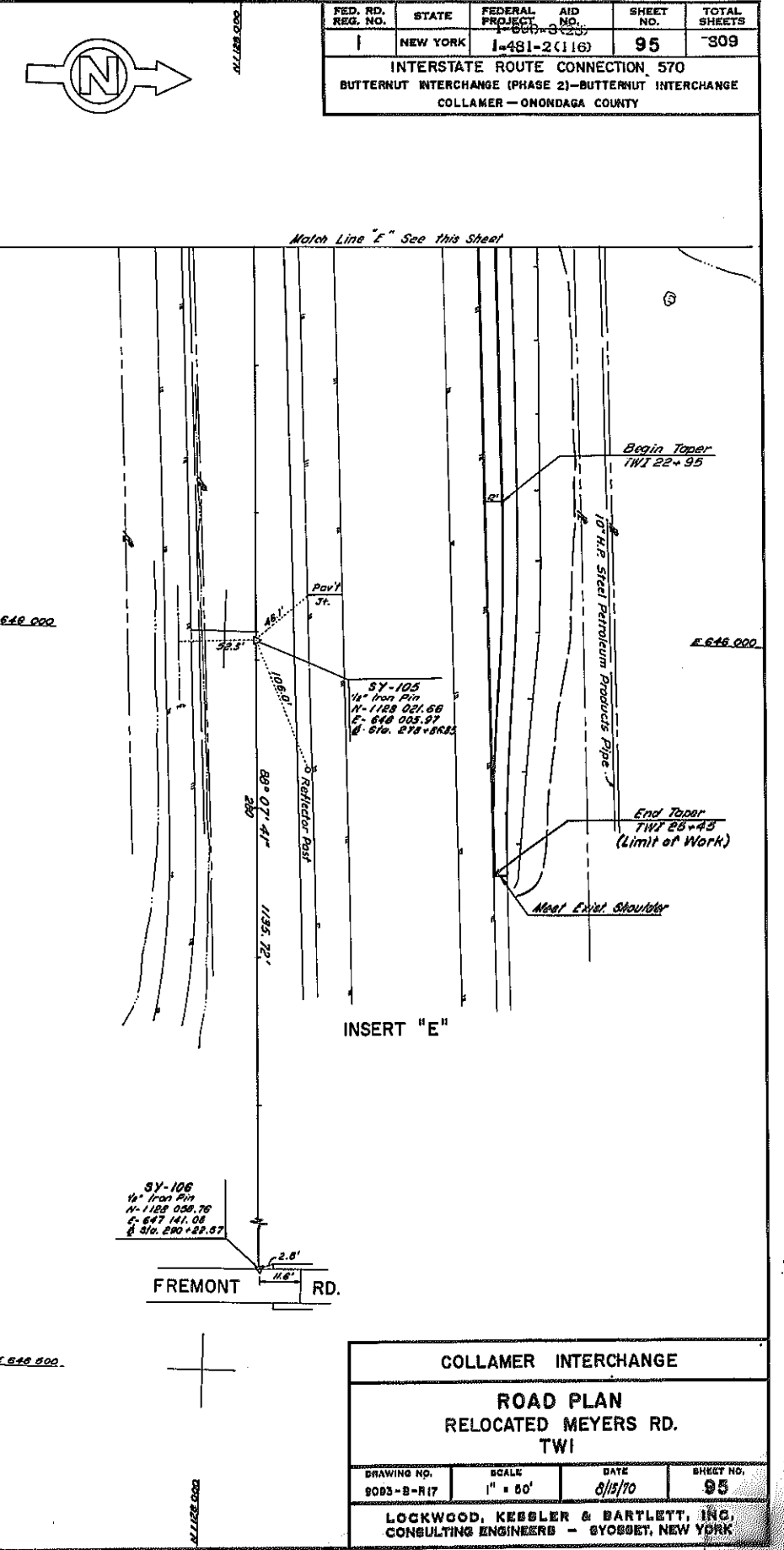
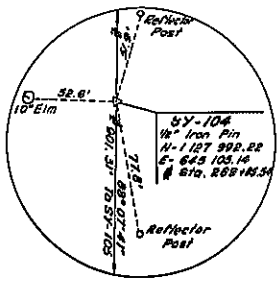
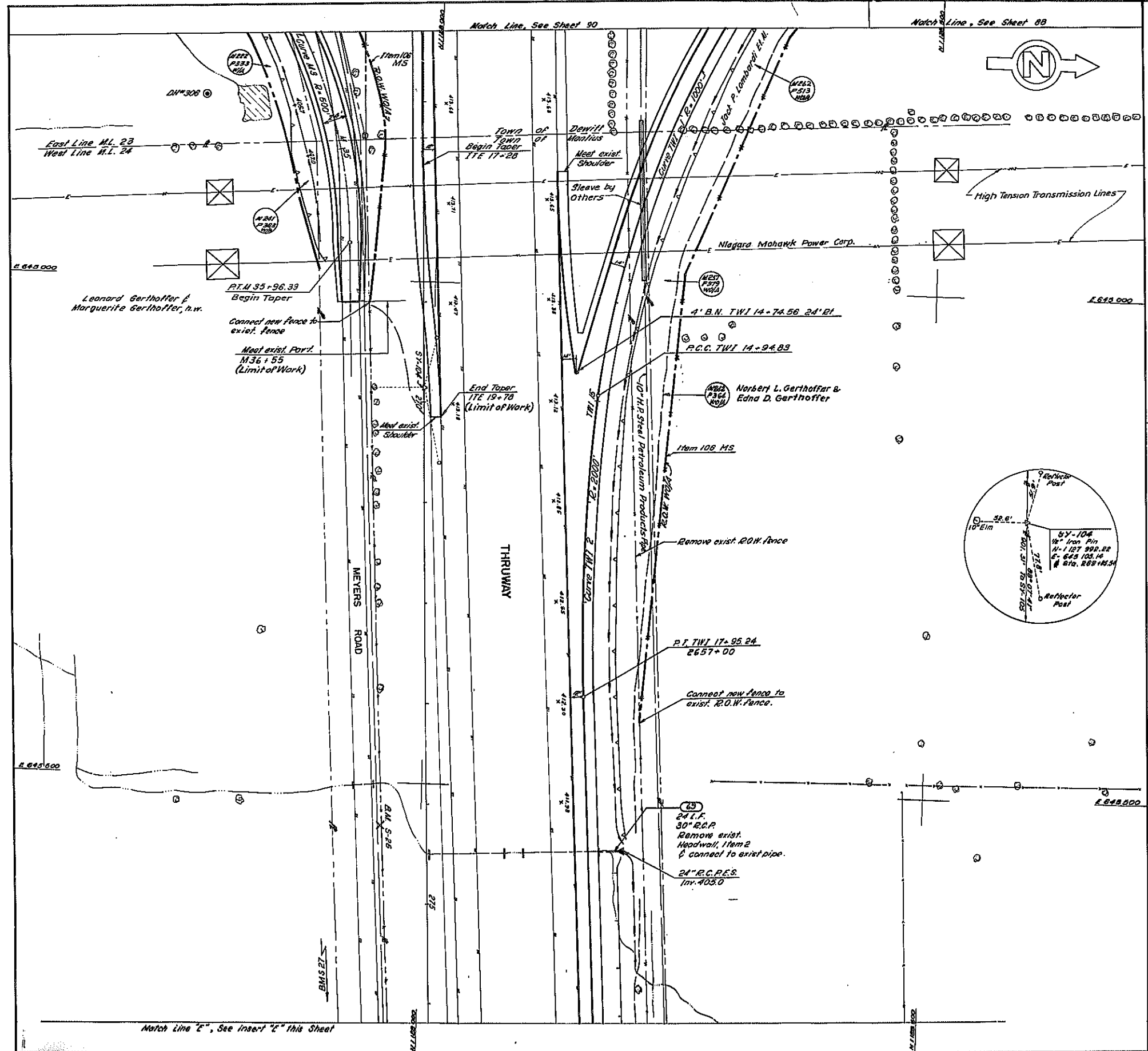
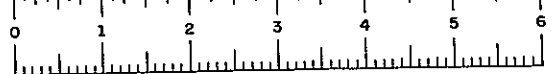
FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 91 FI.

COLLAMER INTERCHANGE			
ROAD PLAN			
TEI FRONTAGE ROAD			
DRAWING NO. 8083-B-R11	SCALE 1" = 50'	DATE 8/15/10	SHEET NO. 94FI
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

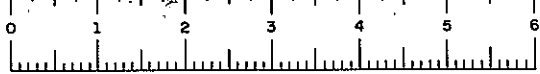


In Charge of: R.A.S.
 Made By: F.V.
 Traced By: A.S.S.
 Checked By: F.V.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	3(23)	95	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



In Charge: P.A.S.
 Made By: L.G.
 Titled By: M.C.
 Checked By: S.C.



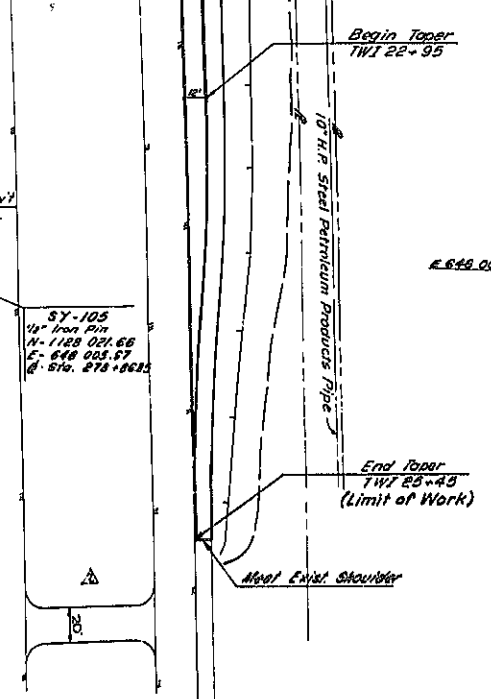
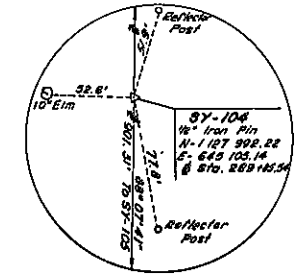
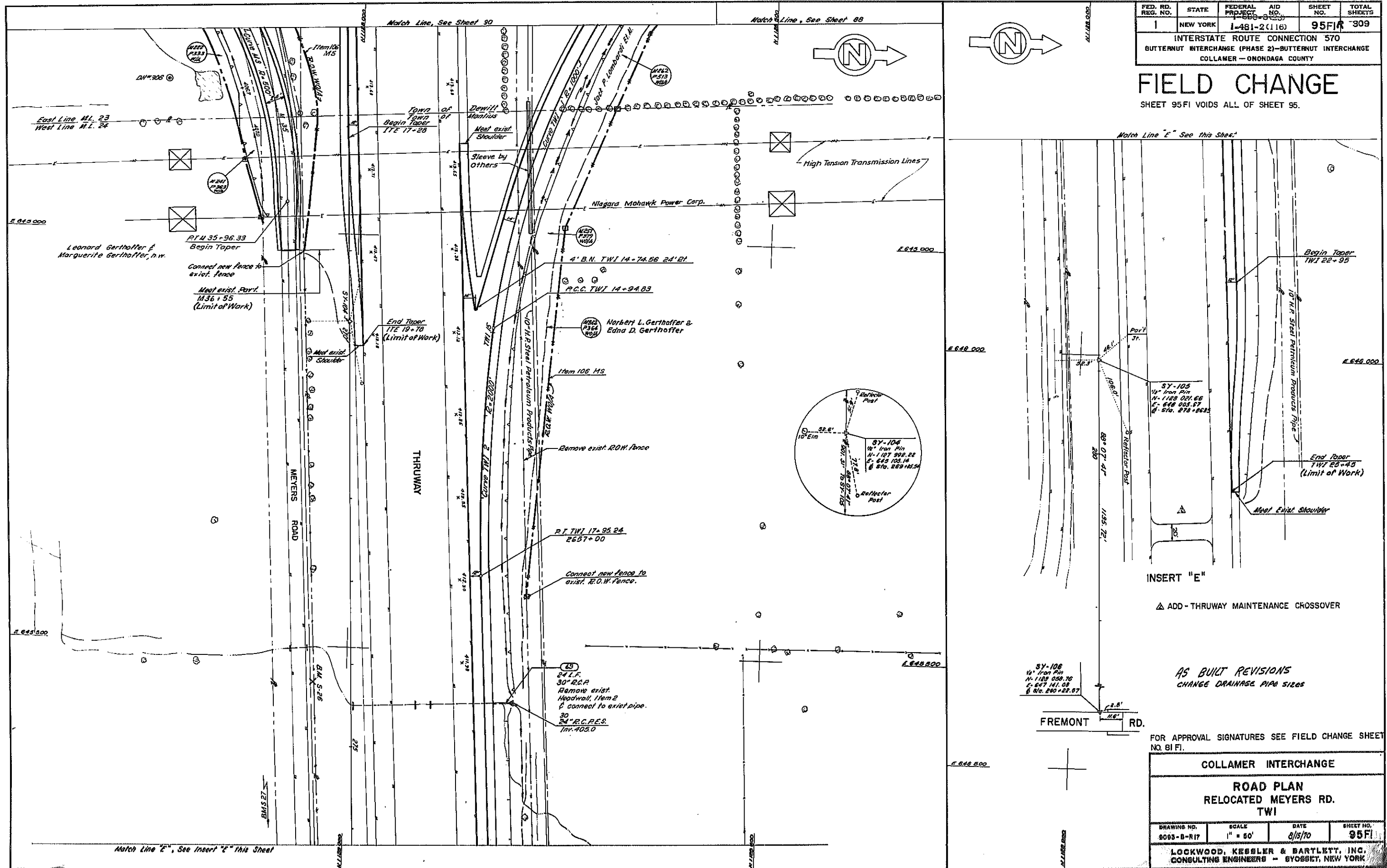
F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	95FI	309	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

FIELD CHANGE

SHEET 95FI VOIDS ALL OF SHEET 95.



INSERT "E"

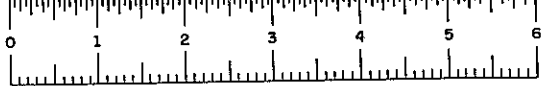
▲ ADD-THRUWAY MAINTENANCE CROSSOVER

AS BUILT REVISIONS
CHANGE DRAINAGE PIPE SIZES

FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 81 FI.

COLLAMER INTERCHANGE			
ROAD PLAN RELOCATED MEYERS RD. TWI			
DRAWING NO. 8093-B-R17	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 95FI
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: S.C.
 Traced By: H.C.
 Checked By: S.L.

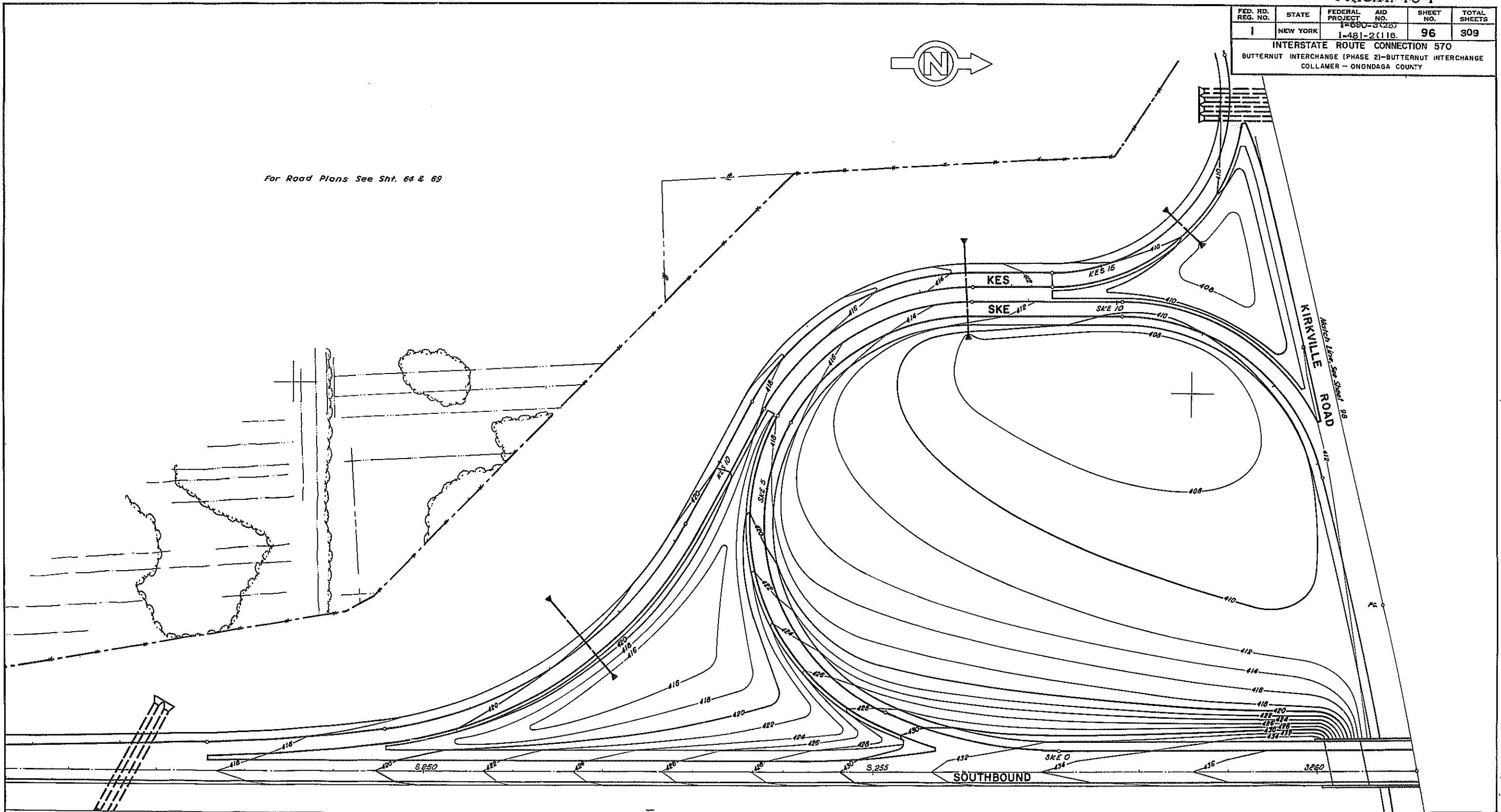


F.I.S.H.-70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-680-3(26)	1-481-2(118)	96	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



For Road Plans See Sht. 64 & 69



Match Line, See Sheet 97

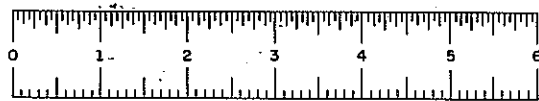
F.A.I. 481

**GRADING PLAN
KIRKVILLE INTERCHANGE
SOUTHWEST QUADRANT**

DRAWING NO. 6083-B-01	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 96
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LOCKWOOD, KEBBLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge of: R.A.S.
 Made By: F.V.
 Traced By: M.S.
 Checked By: F.V.

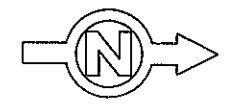


F.I.S.H. 70-7

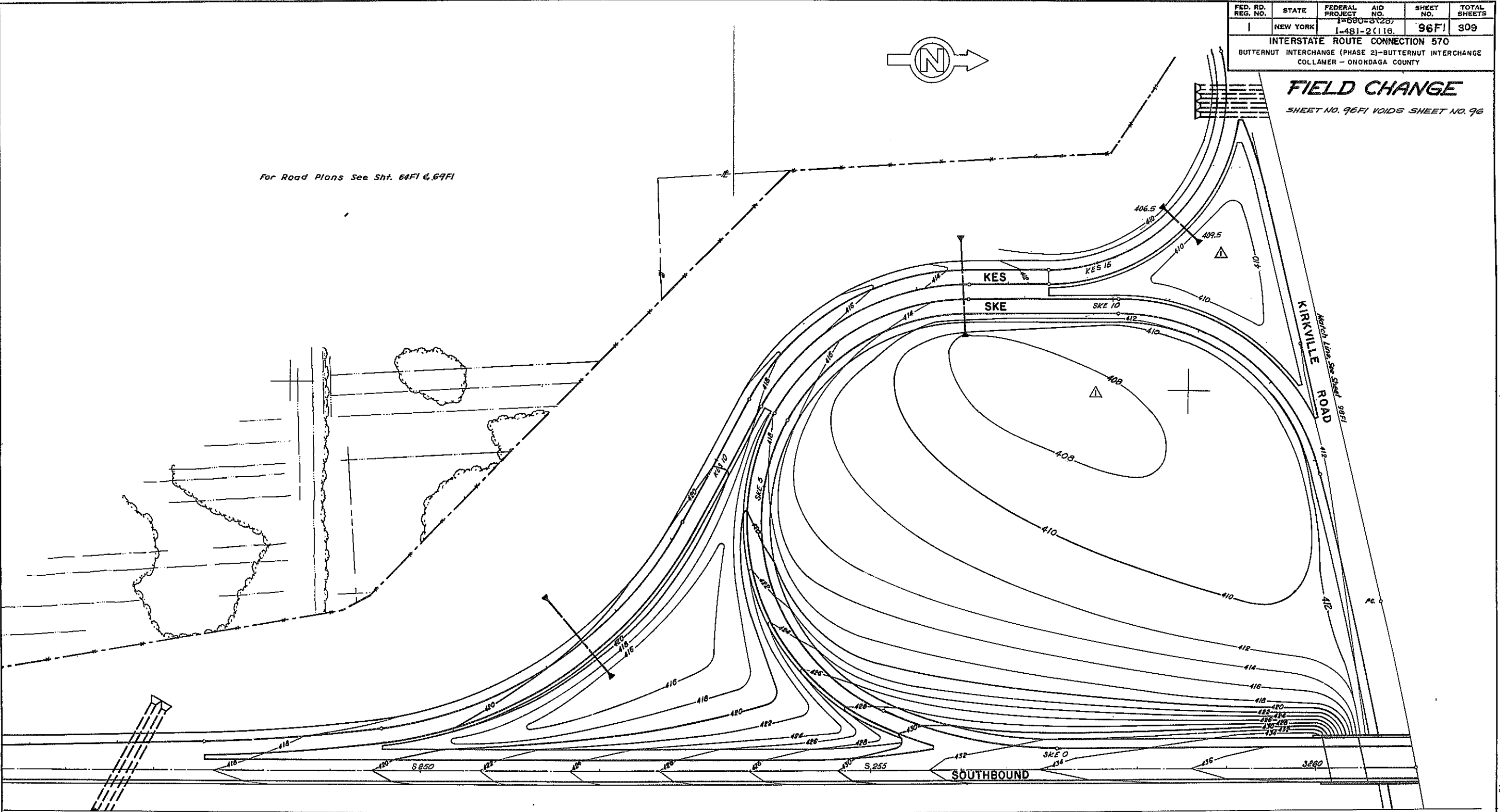
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-3(28)	1-481-2(118)	96FI	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY

FIELD CHANGE
 SHEET NO. 96FI VOIDS SHEET NO. 96



For Road Plans See Sht. 64FI & 69FI



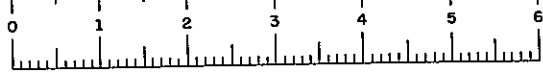
Match Line, See Sheet 97FI

△ ALTER CONTOURS SOUTH-WEST INFIELD.

FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 64FI.

F.A.I. 481			
GRADING PLAN KIRKVILLE INTERCHANGE SOUTHWEST QUADRANT			
DRAWING NO. 9093-S-01	SCALE 1" = 80'	DATE 8/15/70	SHEET NO. 96FI
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: F.V.
 Traced By: M.S.
 Checked By: F.V.
 v.R.

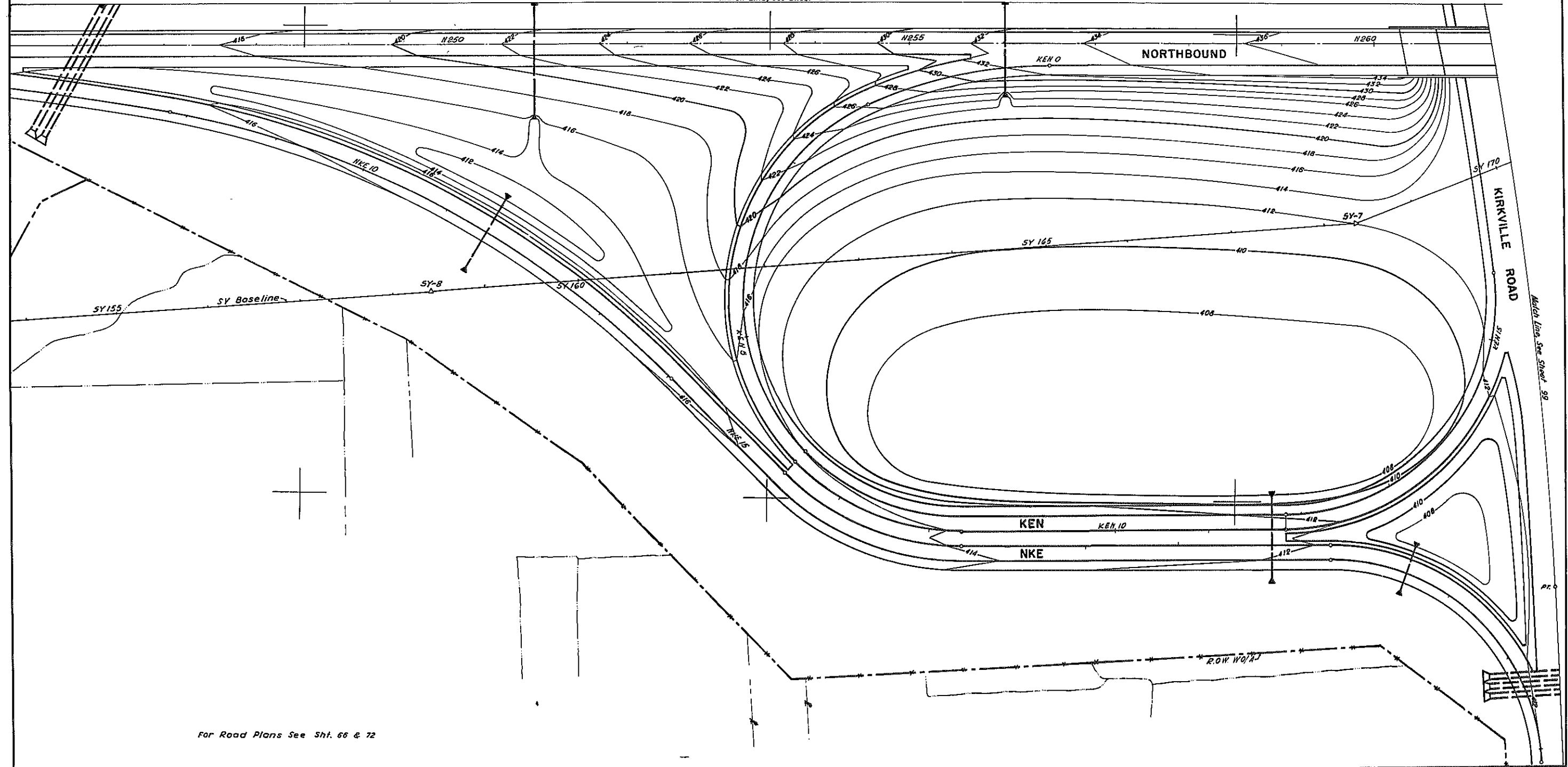


F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(28)	I-481-2(116)	97	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



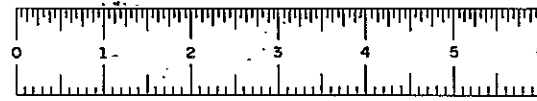
Match Line, See Sheet 96



For Road Plans See Sht. 66 & 72

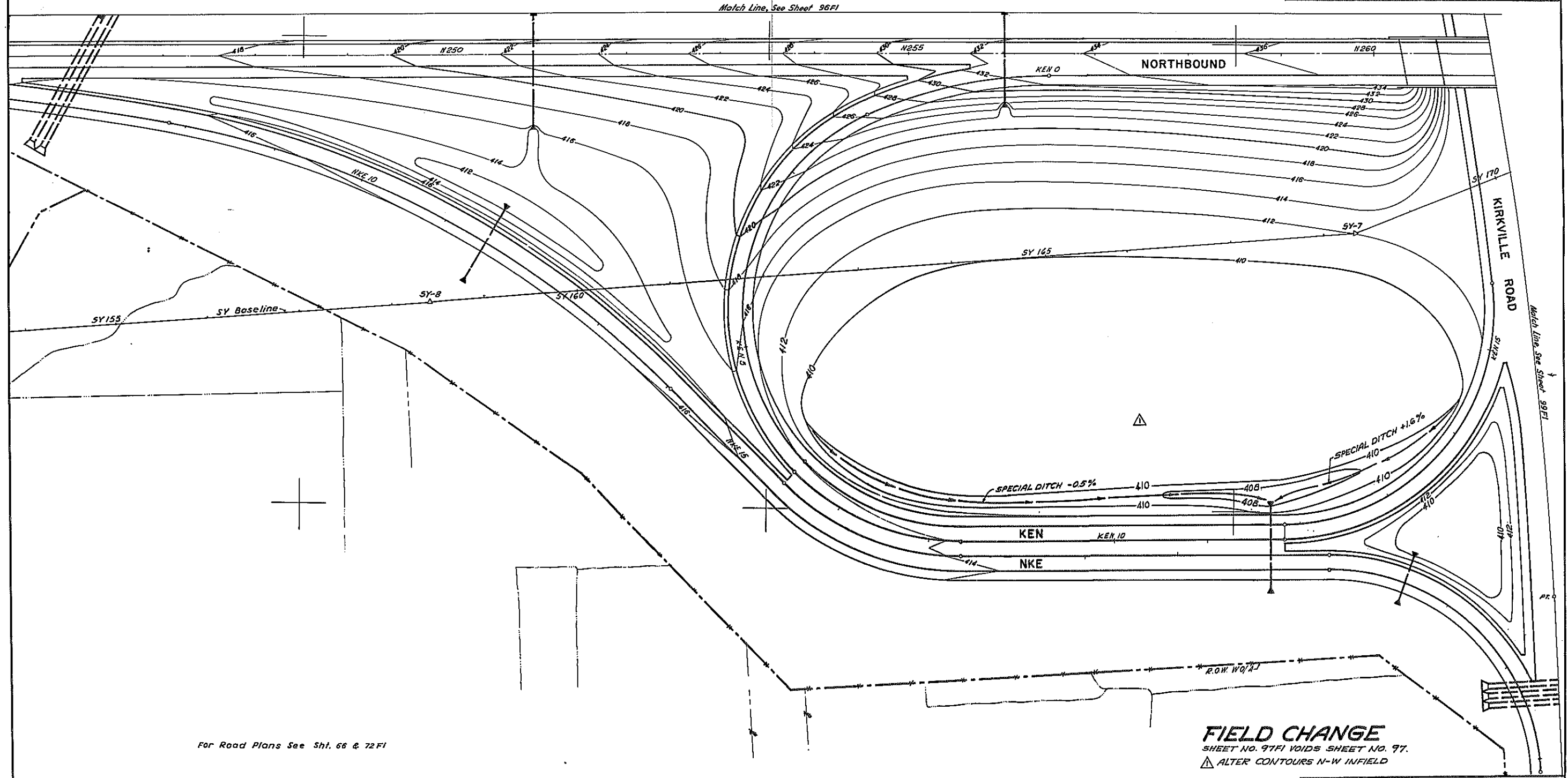
F.A.I. 481			
GRADING PLAN			
KIRKVILLE INTERCHANGE			
SOUTHEAST QUADRANT			
DRAWING NO.	SCALE	DATE	SHEET NO.
9083-B-02	1" = 50'	8/19/70	97
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: U.A.C.
 Traced By: M.Z.
 Checked By: U.P.E.



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(29)	1-481-2(116)	97FI	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE					
COLLAMER - ONONDAGA COUNTY					



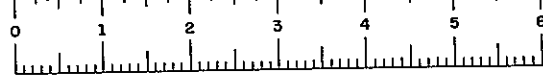
For Road Plans See Sht. 66 & 72 FI

FIELD CHANGE
SHEET NO. 97FI VOIDS SHEET NO. 97.
ALTER CONTOURS N-W INFIELD

FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 64FI.

F.A.I. 481			
GRADING PLAN			
KIRKVILLE INTERCHANGE			
SOUTHEAST QUADRANT			
DRAWING NO.	SCALE	DATE	SHEET NO.
8083-B-02	1" = 50'	8/18/70	97FI
LOCKWOOD, KESBLER & BARTLETT, INC.			
CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: D.M.E.
 Traced By: H.Z.
 Checked By: D.M.



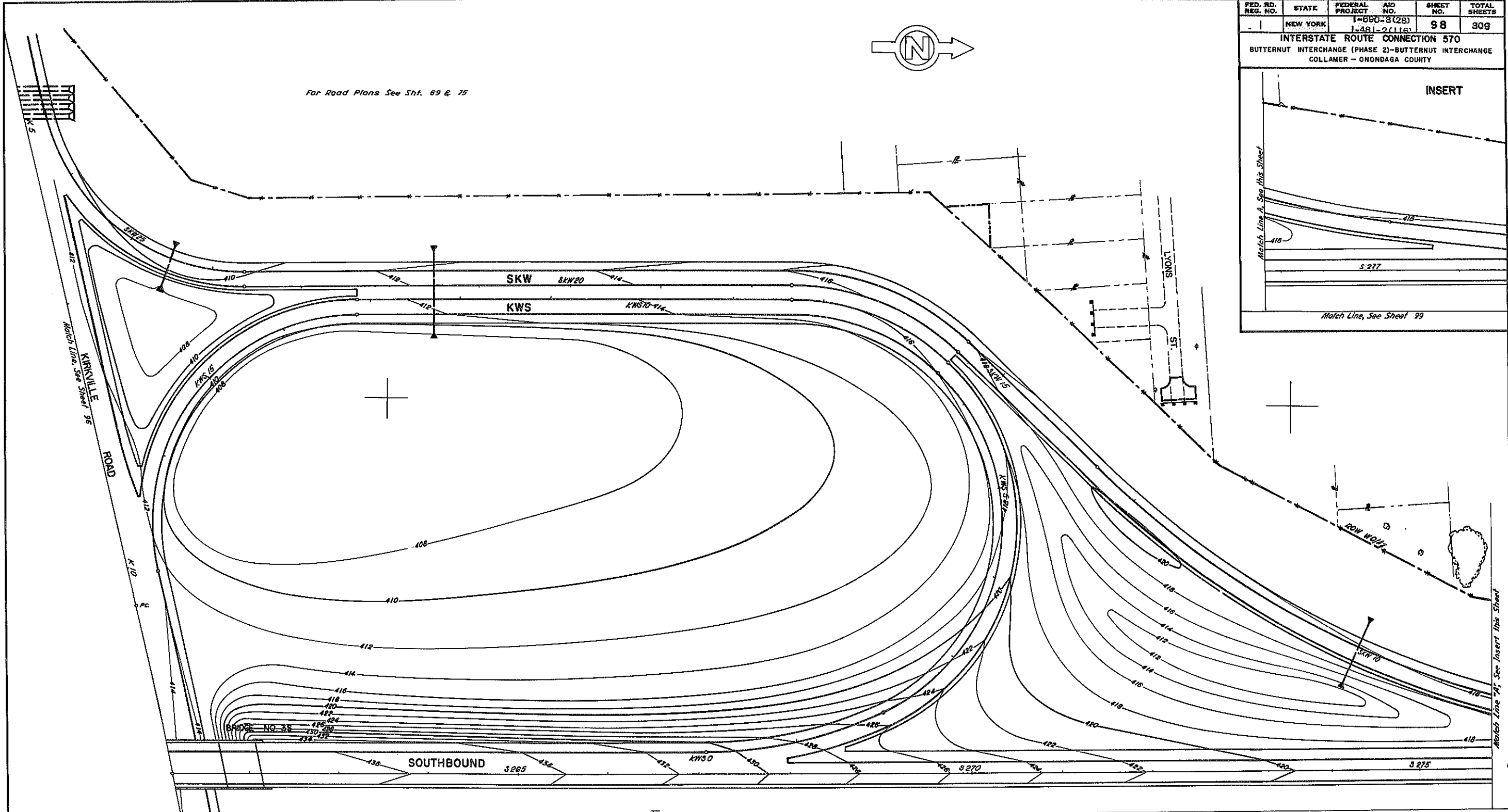
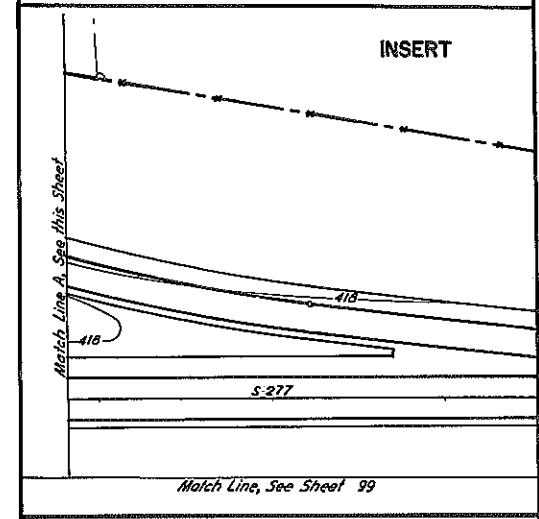
F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	98	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

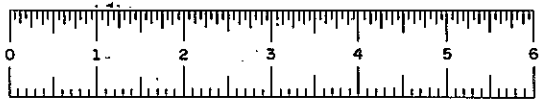


For Road Plans See Sht. 69 & 75



F.A.I. 481			
GRADING PLAN KIRKVILLE INTERCHANGE NORTHWEST QUADRANT			
DRAWING NO. 8085-B-03	SCALE 1" = 50'	DATE 8/14/70	SHEET NO. 98
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

in Charge of P.A.S.
 Made By C.V.
 Traced By M.Z.
 Checked By F.V.



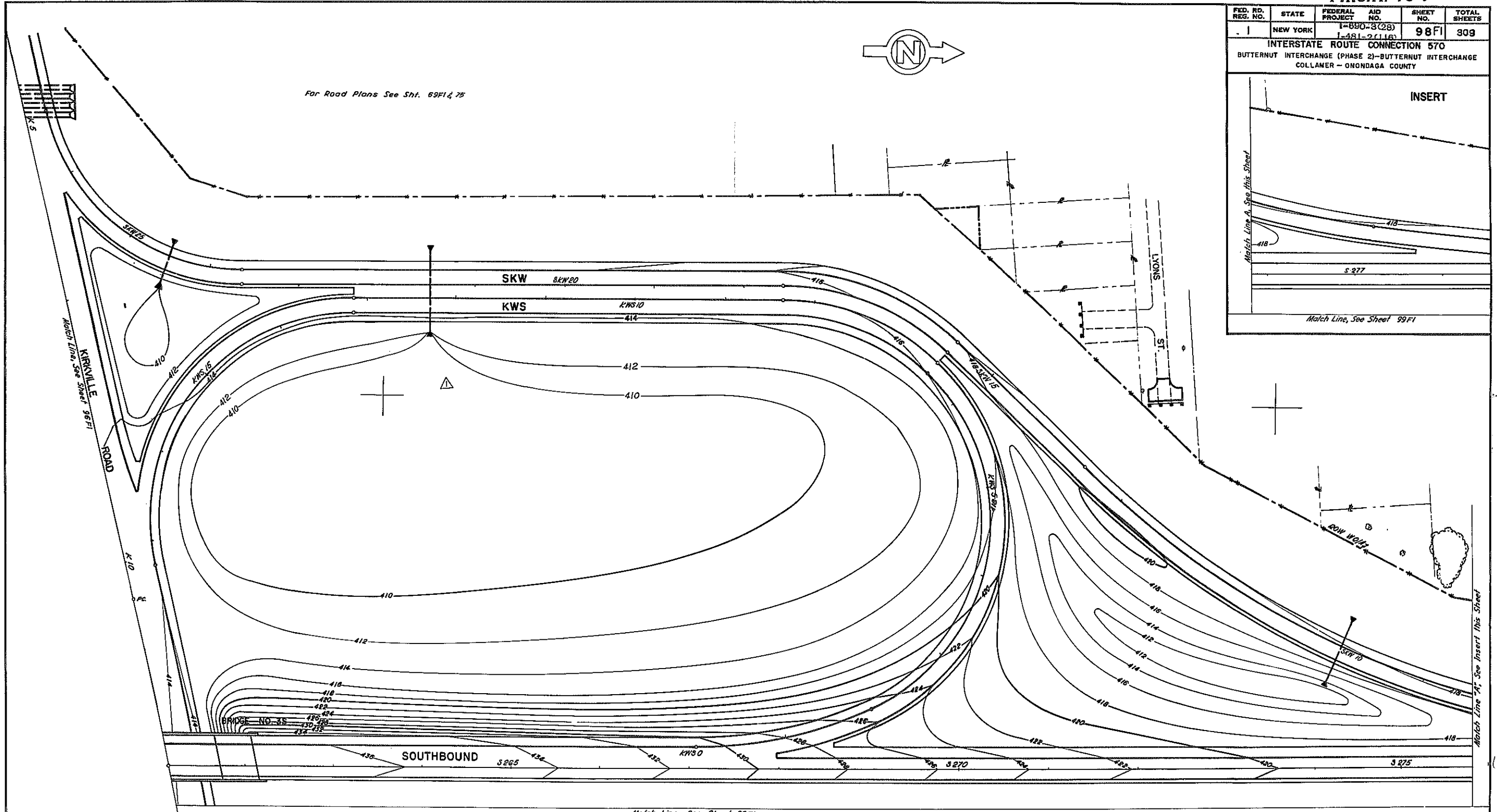
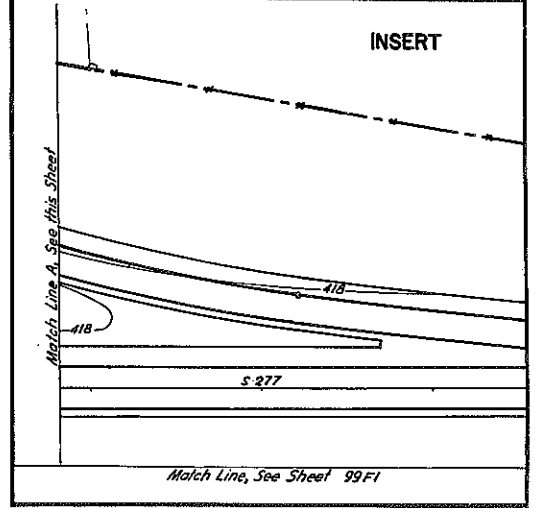
F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-3(28)	1-481-2(116)	98FI	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY



For Road Plans See Sht. 69FI & 75

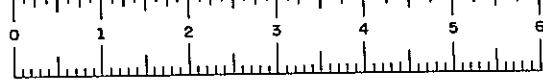


Match Line, See Sheet 99FI

FIELD CHANGE
 SHEET NO. 98FI VOIDS SHEET NO. 98
 ALTER CONTOURS N-E INFIELD
 FOR APPROVAL SIGNATURES SEE
 FIELD CHANGE SHEET NO. GAFI.

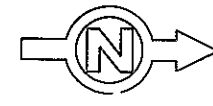
F.A.I. 481			
GRADING PLAN KIRKVILLE INTERCHANGE NORTHWEST QUADRANT			
DRAWING NO. 8083-B-03	SCALE 1" = 80'	DATE 8/15/70	SHEET NO. 98FI
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

in Charge of: R.A.S.
 Made By: F.V.
 Traced By: M.Z.
 Checked By: F.E.C.

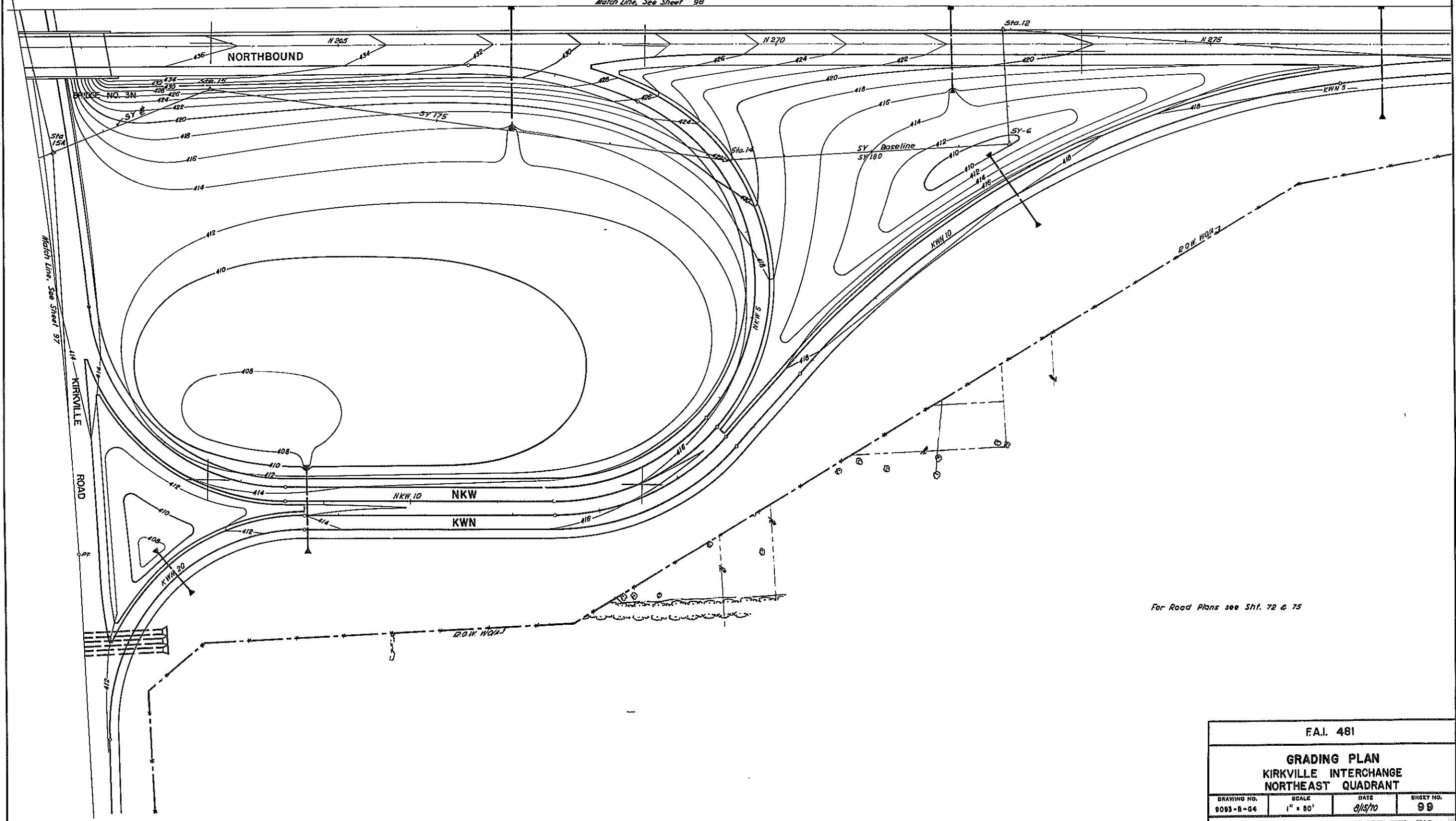


F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-650-3(23)	1-481-2(116)	99	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



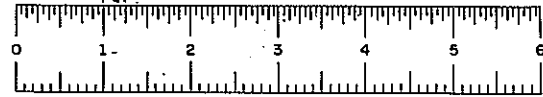
Match Line, See Sheet 98



For Road Plans see Sht. 72 & 75

F.A.I. 481			
GRADING PLAN			
KIRKVILLE INTERCHANGE			
NORTHEAST QUADRANT			
DRAWING NO. 8093-B-64	SCALE 1" = 50'	DATE 8/15/70	SHEET NO. 99
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge: R.A.S.
 Made By: D.M.
 Traced By: R.C.
 Checked By: D.M.

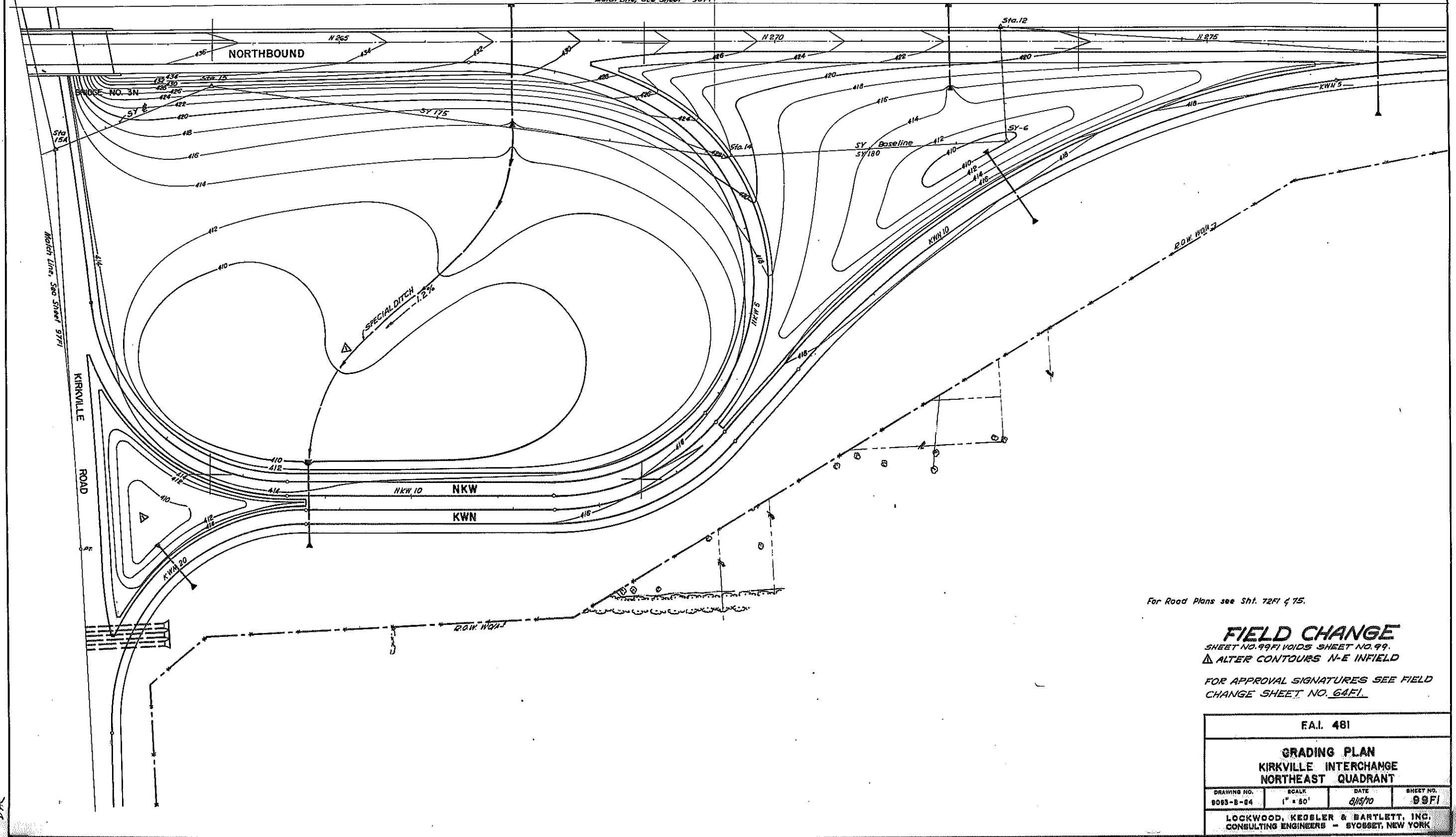


F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	99FI	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



Match Line, See Sheet 98FI



For Road Plans see Sht. 72FI & 75.

FIELD CHANGE
 SHEET NO. 99FI VOIDS SHEET NO. 99.
 Δ ALTER CONTOURS N-E INFIELD

FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 64FI.

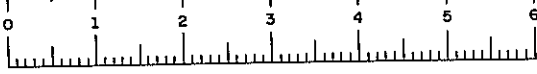
F.A.I. 481

GRADING PLAN
KIRKVILLE INTERCHANGE
NORTHEAST QUADRANT

DRAWING NO. 8083-B-64	SCALE 1" = 50'	DATE 6/15/70	SHEET NO. 99FI
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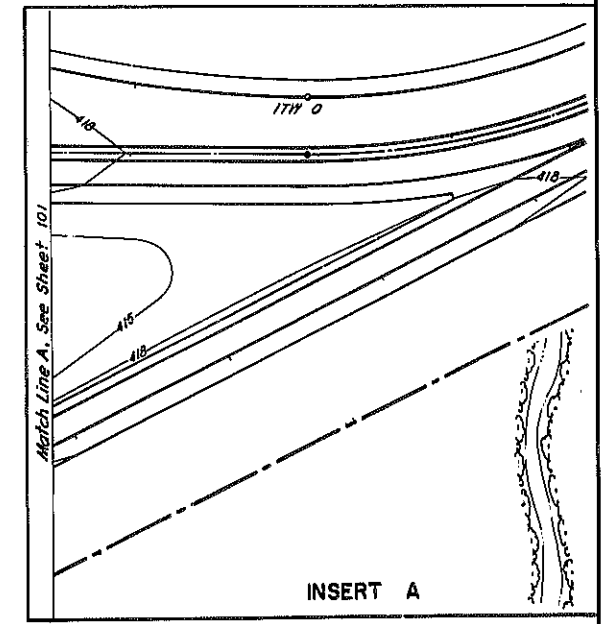
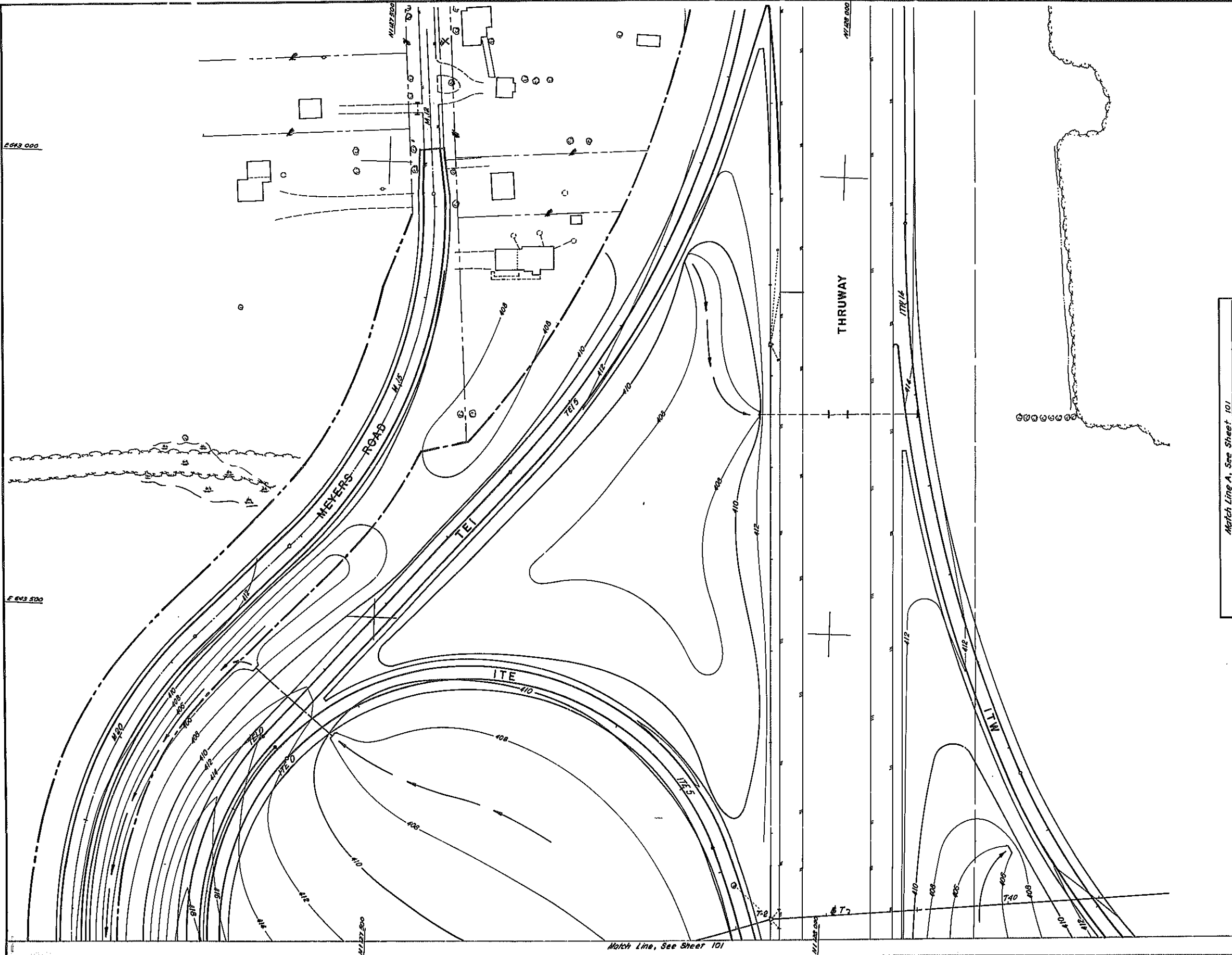
LOCKWOOD, KEDELER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge of P.A.S.
 Made By D.M.
 Traced By M.L.
 Checked By U.M.
 J.P.R.



F.I.S.H. 70-7

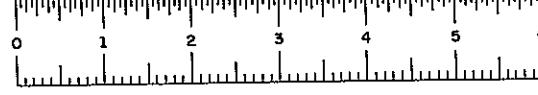
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	[48]-2(118)	100	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER—ONONDAGA COUNTY					



COLLAMER INTERCHANGE			
GRADING PLAN			
THRUWAY INTERCHANGE			
DRAWING NO. 8083-B-05	SCALE 1" = 50'	DATE 8/5/70	SHEET NO. 100
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

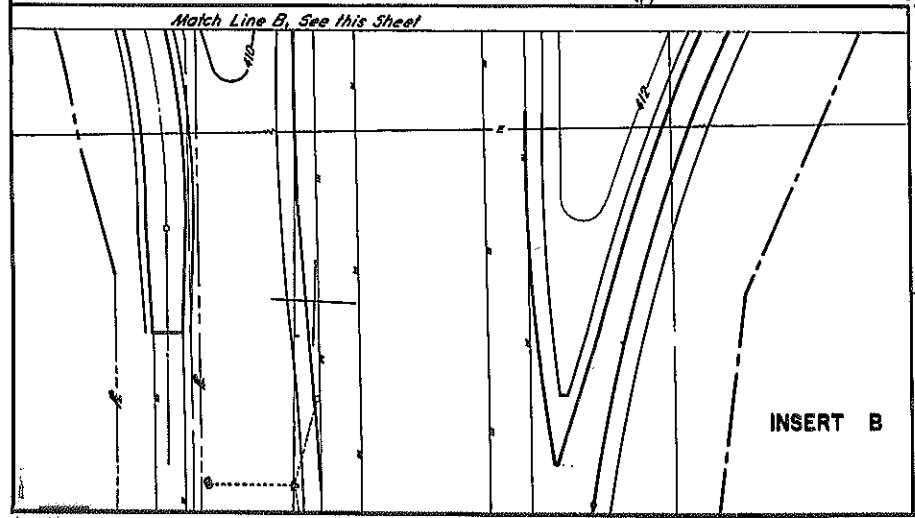
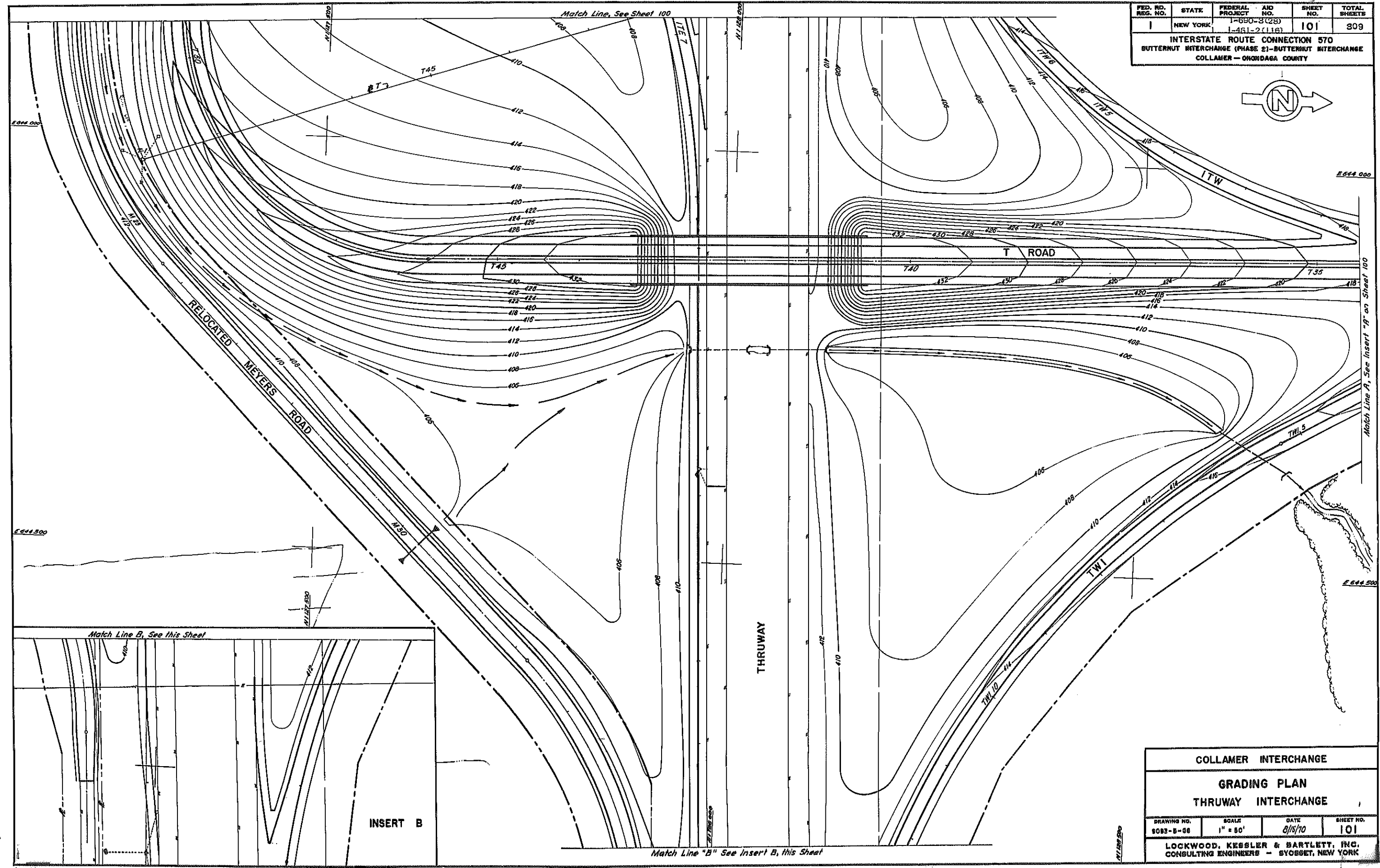
In Charge of: R.A.S.
 Made By: F.V.
 Checked By: F.V.

Match Line, See Sheet 101



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-461-2(116)	101	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - OHONDAGA COUNTY					



COLLAMER INTERCHANGE			
GRADING PLAN			
THRUWAY INTERCHANGE			
DRAWING NO. 8082-5-08	SCALE 1" = 80'	DATE 8/15/70	SHEET NO. 101
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of R.A.S.
 Made By: P.H.
 Traced By: P.H.
 Checked By: D.H.

SIGN TEXT DATA SHEET

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(25)	1-481-2(16)	102R	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY

* This line of the legend will be installed under a future contract.

ITEM NO.	LOCATION NO.	TEXT NO.	TEXT	LETTER SIZE	APPROX. SIZE OF SIGN	TRAFF. COMM. NO.	COLOR		TYPE OF MOUNTING
							BACKGROUND	CHARACTERS	
471A-1	34,	1	481 SOUTH Jamesville ↓ ↓	36" Shield 12" Caps 16" UC - 12" LC 32" Arrows	16'-6" x 10'-0"	DGA	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
471A-2	5, 6, 8,	2	481 NORTH Thruway ↓ ↓ Fulton*	36" Shield 12" Caps 16" UC - 12" LC 16" UC - 12" LC 32" Arrows	16'-6" x 12'-0"	DGA	Green (Ref.)	White (Ref.-D) Type I or Type II	O.H. Mount on Exist. Sign Structure
471A-3	16,	3	481 SOUTH Jamesville ↗	36" Shield 12" Caps 16" UC - 12" LC 16" UC - 12" LC 45° Arrow	14'-0" x 10'-0"	DGA	Green (Ref.)	White (Ref.-D) Type I or Type II	O.H. Mount on Existing Sign Structure
471A-4	33, 34,	4	481 NORTH Thruway ↖ Fulton*	36" Shield 12" Caps 16" UC - 12" LC 16" UC - 12" LC 60° Arrow	12'-0" x 13'-0"	DGA	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
471A-5	29,	5	481 NORTH Thruway Fulton* KEEP LEFT	36" Shield 12" Caps 16" UC - 12" LC 16" UC - 12" LC 12" Caps	12'-0" x 12'-0"	DGA	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
471A-6	29,	6	481 SOUTH Jamesville KEEP RIGHT	36" Shield 12" Caps 16" UC - 12" LC 12" Caps	14'-0" x 9'-6"	DGA	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
471A-7	23, 28	7	481 SOUTH Jamesville ↓	36" Shield 12" Caps 16" UC - 12" LC 32" Arrow	14'-0" x 10'-0"	DGA	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
471A-8	30,	8	481 NORTH Thruway Fulton* NEXT LEFT	36" Shield 12" Caps 16" UC - 12" LC 16" UC - 12" LC 12" Caps	12'-0" x 12'-0"	DGA	Green (Ref.)	White (Ref.-D) Type I or Type II	O.H. Mount on Existing Structure
471A-9	69,	9	481 SOUTH Syracuse Jamesville ↓	36" Shield 12" Caps 16" UC - 12" LC 16" UC - 12" LC 32" Arrow	14'-0" x 13'-0"	DGA	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
470PX1	117, 142,	10	481 Syracuse Fulton* EXIT 34A MILE	36" Shield 16" UC - 12" LC 16" UC - 12" LC 10" Caps 15" Nos.	16'-0" x 12'-0"	D4	Green (Ref.)	White (Ref.-D) Type I or Type II	477DX 6M
470PX2	100, 143,	11	481 Syracuse Fulton* EXIT 34A ↗	36" Shield 16" UC - 12" LC 16" UC - 12" LC 10" Caps 15" Nos. 60° Arrow	16'-0" x 12'-0"	D5	Green (Ref.)	White (Ref.-D) Type I or Type II	477DX 6M
471A-10	69,	12	Kirkville Rd. EAST 4/10 ↓ MI	16" UC - 12" LC 12" Caps 10" Caps 15" F.S. 32" Arrow	15'-6" x 8'-0"	D6-A	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
470X-3	87,	13	Kirkville Rd. WEST ↖	16" UC - 12" LC 12" Caps	18'-6" x 8'-0"	D6-1	Green (Ref.)	White (Ref.-D) Type I or Type II	477-B 6M
471A-11	69, 73		45° Arrow	D6-A	OH				
471A-12	37,	14	Kirkville Rd. WEST 4/10 ↓ MI	16" UC - 12" LC 12" Caps 10" Caps 15" F.S. 32" Arrow	15'-6" x 8'-0"	D6A	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
470X-4	22, 91,	15	Kirkville Rd. MILE	16" UC - 12" LC 15" NOS 10" Caps	15'-6" x 5'-6"	D4	Green (Ref.)	White (Ref.-D) Type I or Type II	477-B 6M
470X-5	36,	16	Kirkville Rd. EAST ↗	16" UC - 12" LC 12" Caps	15'-6" x 8'-0"	D5	Green (Ref.)	White (Ref.-D) Type I or Type II	6M
471A-13	45, 37		45° Arrow	D6A	OH				
471A-14	130,	17	90 WEST Rochester ↗	36" Shield 12" Caps 16" UC - 12" LC 60° Arrow	15'-6" x 7'-6"	DGA	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
471A-15	130,	18	90 EAST Utica ↖	36" Shield 12" Caps 16" UC - 12" LC 36" x 22" Arrow	13'-0" x 7'-6"	D6A	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
471A-16	37,	19	To 90 Thruway Only ↓	16" UC - 12" LC 36" Shield 16" UC - 12" LC 16" UC - 12" LC 32" Arrow	11'-6" x 12'-6"	D6A	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
471A-17	23, 28,	20	690 WEST East Syracuse Syracuse ↖	36" Shield 12" Caps 16" UC - 12" LC 16" UC - 12" LC 60° Arrow	18'-6" x 13'-0"	D6A	Green (Ref.)	White (Ref.-D) Type I or Type II	OH

As Built Revisions
 Change in type of Sign Mounting

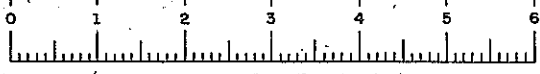
F.A.I. 481

SIGN TEXT DATA
 TEXT 1-20

DRAWING NO. 8085-B-BT1	SCALE -	DATE 8/15/70	SHEET NO. 102
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LOCKWOOD, KEBBLER & BARTLETT, INC.
 CONSULTING ENGINEERS - BYONNET, NEW YORK

By Change of R.A.S.
 Made By: F.V.
 Traced By: A.L.Z.
 Checked By: F.V.



SIGN TEXT DATA SHEET

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(25)	1-481-2(116)	103A	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

ITEM NO.	LOCATION NO.	TEXT NO.	TEXT	LETTER SIZE	APPROX. SIZE OF SIGN	TRAFF. COMM. NO.	COLOR		TYPE OF MOUNTING
							BACKGROUND	CHARACTERS	
	N.I.C.	21	690 WEST East Syracuse ↗	12" Caps 16" UC - 12" LC	18'-6" x 10'-6"	DGA	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
471A-10	35,	22	690 WEST Syracuse East Syracuse JCT 3/4 MILE	36" Shield 12" Caps 16" UC - 12" LC 16" UC - 12" LC 10" Caps 15" F.S.	18'-6" x 12'-0"	DGA	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
470X-6	71,	23	EXIT 5W ↗	12" Caps 18" Nos 45° Arrow	6'-0" x 5'-0"	D6-1	Green (Ref.)	White (Ref.-D) Type I or Type II	477-A GM
470X-7	43,	24	EXIT 5E ↗	12" Caps 18" Nos 45° Arrow	6'-0" x 5'-0"	D6-1	Green (Ref.)	White (Ref.-D) Type I or Type II	GM
470X-8	122, 130,	25	EXIT 34A ↗	12" Caps 18" Nos 45° Arrow	8'-0" x 5'-0"	D6-1	Green (Ref.)	White (Ref.-D) Type I or Type II	477AX GM
472X-1	22, 91,	26	EXITS 5 E-W	12" Caps 18" No	14'-0" x 8'-6"	Aux Panel	Green (Ref.)	White (Ref.-D) Type I or Type II	GM
472X-2	36,	27	EXIT 5 E	12" Caps 18" No	10'-6" x 2'-6"	Aux Panel	Green (Ref.)	White (Ref.-D) Type I or Type II	GM
472A-1	37, 45, 69,			OH					
472A-2	37, 69, 73	28	EXIT 5 W	12" Caps 18" No	10'-6" x 2'-6"	Aux Panel	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
472X-3	67								GM
472X-4	22,	29A	LAST EXITS BEFORE TOLL	6" Caps	12'-6" x 1'-6"	Aux Panel	Green (Ref.)	White (Ref.-D) Type I or Type II	GM
472A-4	73,	30	LAST EXIT BEFORE TOLL	6" Caps	12'-0" x 1'-6"	Aux Panel	Green (Ref.)	White (Ref.-D) Type I or Type II	OH
472X-5	91,	30-A	GAS - FOOD LODGING	10" Caps	9'-6" x 4'-0"	D50B	Blue (Ref.)	White (Ref.-D) Type I or Type II	GM

ITEM NO.	LOCATION NO.	TEXT NO.	TEXT	LETTER SIZE	APPROX. SIZE OF SIGN	TRAFF. COMM. NO.	COLOR		TYPE OF MOUNTING
							BACKGROUND	CHARACTERS	
472PK6	100,	31	NEXT EXIT 15 MILES	10" Caps 15" Nos	9'-0" x 4'-0"	D4-A	Green (Ref.)	White (Ref.-D) Type I or Type II	GM
472PK7	143,	32	NEXT EXIT 1 MILE	10" Caps 15" No	9'-0" x 4'-0"	D4-A	Green (Ref.)	White (Ref.-D) Type I or Type II	GM
470PK9	Sign panel, posts and necessary hardware to be delivered to Thruway Authority	33	EXIT 3/4 MILE FOR Cortland Watertown	9" F.S. 6" Caps 16" UC - 12" LC 16" UC - 12" LC	13'-6" x 7'-0"	DA	Green (Ref.)	White (Ref.-D) Type I or Type II	None Req'd.
473-43	50, 79,	34	JCT 481	See Traffic Commission Manual	24" x 15" 30" x 25"	M 36 M 35A-3	Blue (Ref.) Red & Blue (Ref.)	White (Ref.) White (Ref.)	43
473-15	21, 80,	35	NORTH 481	See Traffic Commission Manual	30" x 15" 42" x 36"	M 37B M 35-3	Blue (Ref.) Red & Blue (Ref.)	White (Ref.) White (Ref.)	15
473-15	105, 15	36	SOUTH 481	See Traffic Commission Manual	30" x 15" 42" x 36"	M 38B M 35-3	Blue (Ref.) Red & Blue (Ref.)	White (Ref.) White (Ref.)	15
473-44	37,	37	SOUTH 481 ↗	See Traffic Commission Manual	24" x 12" 30" x 25" 24" x 15"	M 38 M 35A-3 M 44-R	Blue (Ref.) Red & Blue (Ref.) Blue (Ref.)	White (Ref.) White (Ref.) White (Ref.)	44
473-50	49,	38	NORTH 481 SOUTH 481 ↑ ↗	See Traffic Commission Manual	24" x 12" 30" x 25" 24" x 15"	M 37 M 38 M 35A-3 M 37 M 44-R	Blue (Ref.) Red & Blue (Ref.) Blue (Ref.)	White (Ref.) White (Ref.) White (Ref.)	50
473-50	76,	39	SOUTH 481 NORTH 481 ↑ ↗	See Traffic Commission Manual	24" x 12" 30" x 25" 24" x 15"	M 38 M 37 M 35A-3 M 37 M 44-R	Blue (Ref.) Red & Blue (Ref.) Blue (Ref.)	White (Ref.) White (Ref.) White (Ref.)	50
473-44	87,	40	NORTH 481 ↗	See Traffic Commission Manual	24" x 12" 30" x 25" 24" x 15"	M 37 M 35A-3 M 44-R	Blue (Ref.) Red & Blue (Ref.) Blue (Ref.)	White (Ref.) White (Ref.) White (Ref.)	44

As Built Revisions
Change in type of sign mounting

F.A.I. 481

SIGN TEXT DATA
TEXT 21-40

DRAWING NO.	SCALE	DATE	SHEET NO.
8083-B-872	—	8/15/70	103

LOCKWOOD, KEBBLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge of
 Made By
 Checked By
 Drawn By

SIGN TEXT DATA SHEET

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-050-3(25)	1-481-2(16)	104R	309

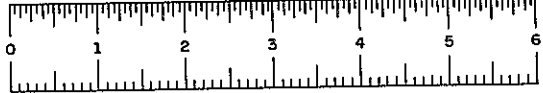
INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY

ITEM NO.	LOCATION NO.	TEXT NO.	TEXT	LETTER SIZE	APPROX. SIZE OF SIGN	TRAFF. COMM. NO.	COLOR		TYPE OF MOUNTING	ITEM NO.	LOCATION NO.	TEXT NO.	TEXT	LETTER SIZE	APPROX. SIZE OF SIGN	TRAFF. COMM. NO.	COLOR		TYPE OF MOUNTING
							BACKGROUND	CHARACTERS									BACKGROUND	CHARACTERS	
473-44	52,	41	TO 481 ←	See Traffic Commission Manual	18" x 12" 30" x 25" 24" x 15"	M 31 M 35A-3 M 43-H	White (Ref.) Red & Blue (Ref.) Blue (Ref.)	Black White (Ref.) White (Ref.)	44	473-10C	51		See Traffic Commission Manual	36" x 36"	W 58-A	Yellow (Ref.)	Black	10C	
473-44	51,	42	TO 481 →	See Traffic Commission Manual	18" x 12" 30" x 25" 24" x 15"	M 31 M 35A-3 M 43-H	White (Ref.) Red & Blue (Ref.) Blue (Ref.)	Black White (Ref.) White (Ref.)	44	480 AX	52		See Traffic Commission Manual	30" x 30"	W 58	Yellow (Ref.)	Black	6M	
473-15	140,	43	EAST 90	See Traffic Commission Manual	30" x 15" 36" x 36"	M 39-B M 35-2	Blue (Ref.) Red & Blue (Ref.)	White (Ref.) White (Ref.)	15	473-10E	53		See Traffic Commission Manual	48" x 48"	W 58B	Yellow (Ref.)	Black	10E	
473-15	106,	44	WEST 90	See Traffic Commission Manual	30" x 15" 36" x 36"	M 40-B M 35-2	Blue (Ref.) Red & Blue (Ref.)	White (Ref.) White (Ref.)	15	473-11	54	 XX M.P.H.	See Traffic Commission Manual	30" x 30" 30" x 30"	W 1-L W 141	Yellow (Ref.)	Black	11	
473-10C	129,	45	MERGING TRAFFIC	See Traffic Commission Manual	36" x 36"	W 43	Yellow (Ref.)	Black	10C	473-11	55	 XX M.P.H.	See Traffic Commission Manual	30" x 30" 30" x 30"	W 1-R W 141	Yellow (Ref.)	Black	11	
473-10E	7, 11, 18, 19, 41, 42, 60, 70, 126, 127,	46	MERGING TRAFFIC	See Traffic Commission Manual	48" x 48"	W 43-C	Yellow (Ref.)	Black	10E	473-11	56	 XX M.P.H.	See Traffic Commission Manual	30" x 30" 30" x 30"	W 5-R W 141	Yellow (Ref.)	Black	11	
473-9A	64, 65, 93, 116, 95A, 61A, 61B	47	DEAD END	See Traffic Commission Manual	24" x 24"	W 140	Yellow (Ref.)	Black	9A	473-11	57	 XX M.P.H.	See Traffic Commission Manual	30" x 30" 30" x 30"	W 5-L W 141	Yellow (Ref.)	Black	11	
473-12	43A, 54, 73B, 80,	48	Back to Back YIELD DO NOT ENTER WRONG WAY	See Traff. Manual See Special Detail Sheet No. 113.	48" 36" x 36" 36" x 24"	R 1	Yellow (Ref.) Red (Ref.) Black White (Ref.)	Black White (Ref.)	72	473-11	58	 XX M.P.H.	See Traffic Commission Manual	30" x 30" 30" x 30"	W 2-L W 141	Yellow (Ref.)	Black	11	
473-12C	48, 56, 75, 85, 131, 137,	49	RAMP XX M.P.H.	See Traffic Commission Manual	36" x 36" 36" x 36"	W 51 W 141 B	Yellow (Ref.)	Black	12C	473-11	59	 XX M.P.H.	See Traffic Commission Manual	30" x 30" 30" x 30"	W 2-R W 141	Yellow (Ref.)	Black	11	
473-10C	119,	50	DEER CROSSING	See Traffic Commission Manual	36" x 36"	W 74	Yellow (Ref.)	Black	10C	473-12E	60	 XX M.P.H.	See Traffic Commission Manual	48" x 48" 36" x 36"	W 2A-R Mod. W 141-B	Yellow (Ref.)	Black	12E	

* Existing-Remove
 As Built Revisions
 Additional Sign Locations

F.A.I. 481
 SIGN TEXT DATA
 TEXT 41-60
 DRAWING NO. 9003-S-875 SCALE — DATE 8/15/70 SHEET NO. 104
 LOCKWOOD, KESSLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge of P.A.S.
 Auto By: S.L.
 Traced By: M.F.
 Checked By: S.L.



SIGN TEXT DATA SHEET

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)		105	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY

ITEM NO.	LOCATION NO.	TEXT NO.	TEXT	LETTER SIZE	APPROX. SIZE OF SIGN	TRAFF. COMM. NO.	COLOR		TYPE OF MOUNTING	ITEM NO.	LOCATION NO.	TEXT NO.	TEXT	LETTER SIZE	APPROX. SIZE OF SIGN	TRAFF. COMM. NO.	COLOR		TYPE OF MOUNTING	
							BACKGROUND	CHARACTERS									BACKGROUND	CHARACTERS		
473-2B	98, 99, 110, 111,	61		See Traffic Commission Manual	48" x 24"	W7	Yellow (Ref.)	Black	2B				N.I.C.	70A				Yellow (Ref.)	Black	6M
470N-1	89, 90,	62	ALL TRAFFIC EXIT 3/4 MILE	12" Caps 18" F.S.	14'-6" x 5'-0"	W172	Red (Ref.)	White (Ref.) Type I or Type II	6M Wood Posts	473-2	14, 44, 72, 101, 141, 17, 26, 38, 63	71	EXIT XX M.P.H.	See Traffic Commission Manual	48" x 60"	W52	Yellow (Ref.)	Black	2 Mount on Sign Structure Post	
470N-2	94, 108,	63	ALL TRAFFIC 	12" Caps 20"; 45° Arrow	13'-6" x 6'-6"	W172	Red (Ref.)	White (Ref.) Type I or Type II	6M Wood Posts				N.I.C.	72				Yellow (Ref.)	Black	6M
479EX-1	10, 13,	64		See Traffic Commission Manual	1'-0" x 10'-6"	W190-R	Black & White (Ref.)	None	EX1	473-2	118, 146,	73	KEEP RIGHT PASS LEFT ONLY	See Sheet No. 112.	48" x 60"		White (Ref.)	Black	2	
479EX-2	9, 12, 17A,	65		See Traffic Commission Manual	1'-0" x 10'-6"	W190-L	Black & White (Ref.)	None	EX2	473-MT3	125, 132,	74	(Back to Back) KEEP RIGHT KEEP RIGHT	See Traffic Commission Manual	24" x 30" 12" x 12"	R122A-H W180	White (Ref.) Yellow (Ref.)	Black None	MT3	
473-2D	120,	66	EMERGENCY STOPPING ONLY	See Traffic Commission Manual	48" x 36"	P19	White (Ref.)	Black	2D	473-12C	74, 114, 73A, 53A, 45A, 45B	75	DO NOT ENTER WRONG WAY	See Sheet No. 113.	56" x 36" 36" x 24"		Red (Ref.)	White (Ref.)	12C	
	N.I.C.	67	SPEED LIMIT 60	See Traffic Commission Manual	36" x 48"	R25	White (Ref.)	Black	6M	473-52	82, 83, 112, 113, 73D, 73E 55A, 55B 45D, 45E	76	WRONG WAY GO BACK	See Sheet No. 113.	48" x 36" 48" x 18"		Red (Ref.)	White (Ref.)	52	
473-2	20, 27, 92,	68	SPEED LIMIT 60	See Traffic Commission Manual	48" x 60"	R25B	White (Ref.)	Black	2	473-2E	133, 134,	77	DO NOT ENTER	See Sheet No. 113.	48" x 48"		Red (Ref.)	White (Ref.)	2E	
473-2	104,	69	SPEED LIMIT 65	See Traffic Commission Manual	48" x 60"	R25B	White (Ref.)	Black	2	473-2	97, 107, 144, 145,	78	NO U TURN	See Traffic Commission Manual	48" x 60"	R20B	White (Ref.)	Black	2	
	N.I.C.	70	XX M.P.H.	See Traffic Commission Manual	30" x 30"	W141	Yellow (Ref.)	Black	6M	473-9A	39, 62,	79		See Traffic Commission Manual	18" x 18"	W181	Yellow (Ref.)	—	9A	

* Existing-Remove

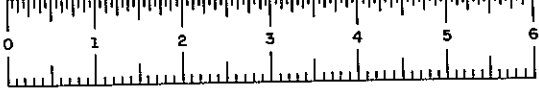
F.A.I. 481

SIGN TEXT DATA
 TEXT 61-79

DRAWING NO.	SCALE	DATE	SHEET NO.
8003-B-8T4	—	8/15/70	105

LOCKWOOD, KEBLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge of P.L.S.
 Made By S.S.
 Traced By M.L.
 Checked By S.S.



SIGN TEXT DATA SHEET

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	1-481-2(116)	106	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY

ITEM NO.	LOCATION NO.	TEXT NO.	TEXT	LETTER SIZE	APPROX. SIZE OF SIGN	TRAFF. COMM. NO.	COLOR		TYPE OF MOUNTING	ITEM NO.	LOCATION NO.	TEXT NO.	TEXT	LETTER SIZE	APPROX. SIZE OF SIGN	TRAFF. COMM. NO.	COLOR		TYPE OF MOUNTING	
							BACKGROUND	CHARACTERS									BACKGROUND	CHARACTERS		
481	4*	80	LANE ENDS 800 FEET KEEP LEFT		12'-0" x 7'-0"				On Bridge											
481	1*	81	LANE ENDS 1/2 MILE KEEP LEFT		12'-0" x 7'-6"				On Existing Sign Struct.											
482	1A, Letters only. To be mounted on existing panel	82	Thruway	16" UC-12" LC			Green (Ref.)	White (Ref.) Type I or Type II												
480BX	31*, 32*	83		See Traffic Commission Manual	48" x 48"	W 58B	Yellow (Ref.)	Black	GM											
473MF30	115, (Back to Back) 	84		See Traffic Commission Manual	36" x 48" 24" x 30" RISE IN ROAD 18" x 18"	W 58B W 100	White (Ref.) White (Ref.) Yellow (Ref.)	White (Ref.) White (Ref.) None	MT-30											
473T2C	124 	85		See Traff. Comm. Manual See Sheet No. 113.	36" x 36" 36" x 36" 48" x 48"	W 51 W 14B	Yellow (Ref.) Red (Ref.)	White (Ref.) White (Ref.)	T12C											

* Existing - Remove

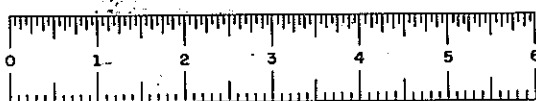
F.A.I. 481

SIGN TEXT DATA
TEXT 80-85

DRAWING NO. 9083-B-8T 5	SCALE -	DATE 8/15/70	SHEET NO. 106
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LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge of: R.F.S.
 Made By: D.F.
 Traced By: R.E.J.
 Checked By: D.H.



SIGN TEXT DATA SHEET

ITEM NO.	LOCATION NO.	TEXT NO.	TEXT	LETTER SIZE	APPROX. SIZE OF SIGN	TRAFF. COMM. NO.	COLOR		TYPE OF MOUNTING
							BACKGROUND	CHARACTERS	
481	4*	80	LANE ENDS 800 FEET KEEP LEFT		12'-0" x 7'-0"				On Bridge
481	1*	81	LANE ENDS 1/2 MILE KEEP LEFT		12'-0" x 7'-5"				On Existing Sign Struct.
482	1A, Letters only. To be mounted on existing panel	82	Thruway	16" UC-12" LC			Green (Ref.)	White (Ref.) Type I or Type II	
480BX	31, 32*	83		See Traffic Commission Manual	48" x 48"	W 58B	Yellow (Ref.)	Black	6M
473MF30	115,	84	(Back to Back) 	See Traffic Commission Manual	36" x 48" 24" x 30" 12" x 12"	R122-A, B220 N180	White (Ref.) White (Ref.) Yellow (Ref.)	Blk. Blk. None	MT-30
47372C	124	85		See Traff. Comm. Manual See Sheet No. 113.	36" x 36" 48" x 48"	W51 W148	Yellow (Ref.) Red (Ref.)	Blk. White (Ref.)	712C
471A19	6A	86	LANE ENDS 1000 FEET	12" CAPS 12" NOS. & CAPS	12'-0" x 5'-0"	W 170	YELLOW (REFL)	BLACK TYPE VI	C.D.M.
473-10E	200, 201	87		See Traffic Commission Manual	48" x 48"	W 58B	Yellow (Ref.)	Black	10E

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-050-5(125)	1-481-2(116)	106FI	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

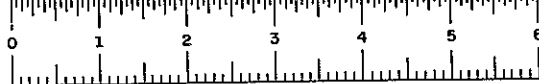
TRAFFIC SIGNS
FIELD CHANGE SHEET
FIELD CHANGE SHEET FOR F.I.S.H. 70-7
CAPITAL PROJECT IDENTIFICATION NO. 3003.00
SHEET 106FI VOIDS ALL OF ORIGINAL SHEET 106
CANTILEVER SIGN ADDED AT LOCATION 6A.
(TEXT 86)

* Existing - Remove

FIELD CHANGE SHEET
FOR APPROVAL SIGNATURE SEE FIELD
CHANGE SHEET NO. 45FI

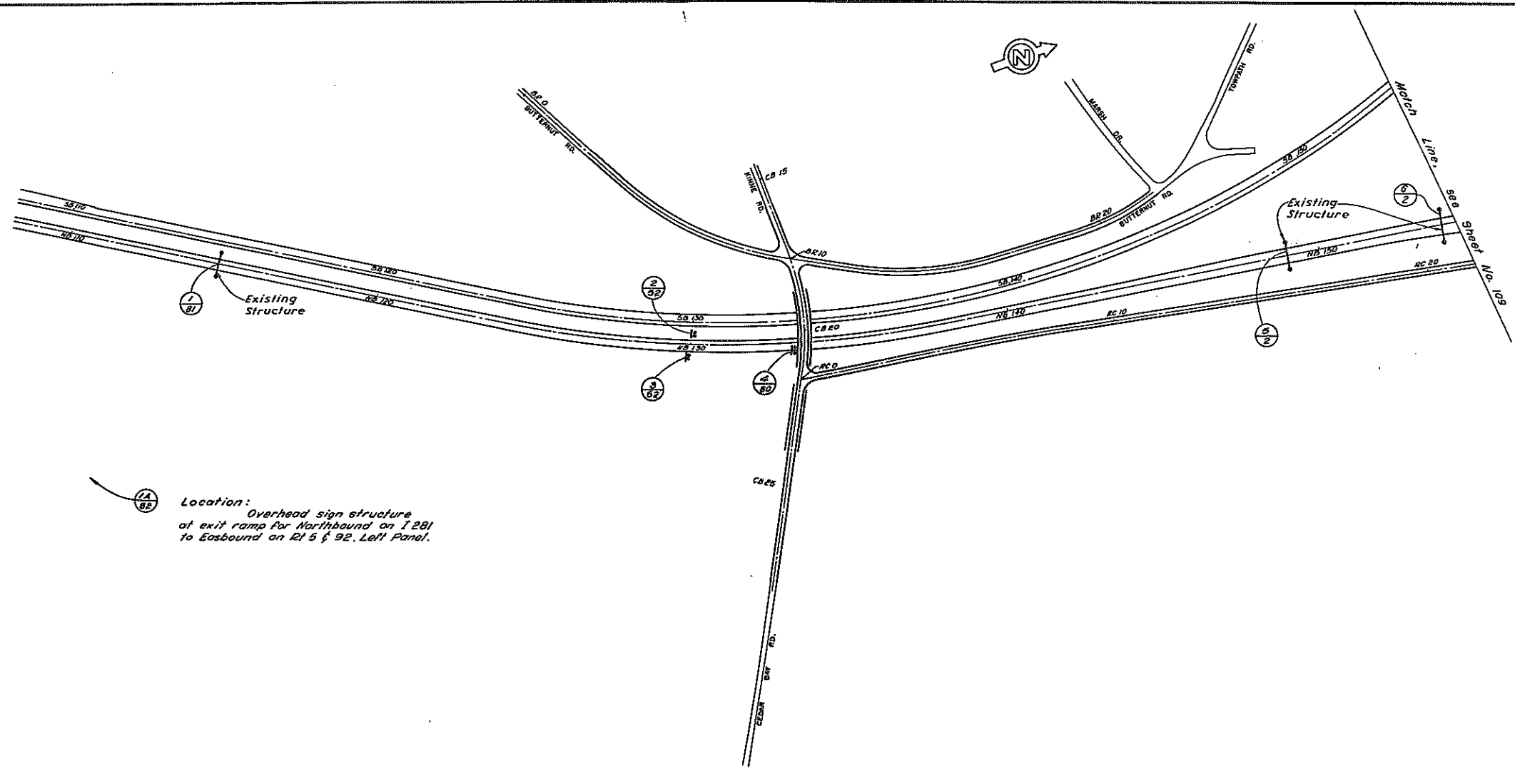
F.A.I. 481			
SIGN TEXT DATA TEXT 80-85			
DRAWING NO. 0003-B-875	SCALE ---	DATE 8/15/70	SHEET NO. 106FI
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			


In Charge: R.A.S.
 Drawn By: D.H.
 Checked By: J.L.
 Date: 8/15/70



F.I.S.H. 70-7

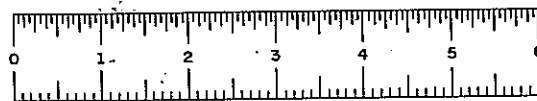
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-650-8(28)	1-481-2(116)	107	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER—ONONDAGA COUNTY					




 Location: Overhead sign structure at exit ramp for Northbound on I 281 to Eastbound on Rt 5 & 92. Left Panel.

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
TRAFFIC SIGN LOCATION PLAN LOCATION 1 TO 6			
DRAWING NO. 8083-B-AB-1	SCALE 1" = 200'	DATE 8/15/70	SHEET NO. 107
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

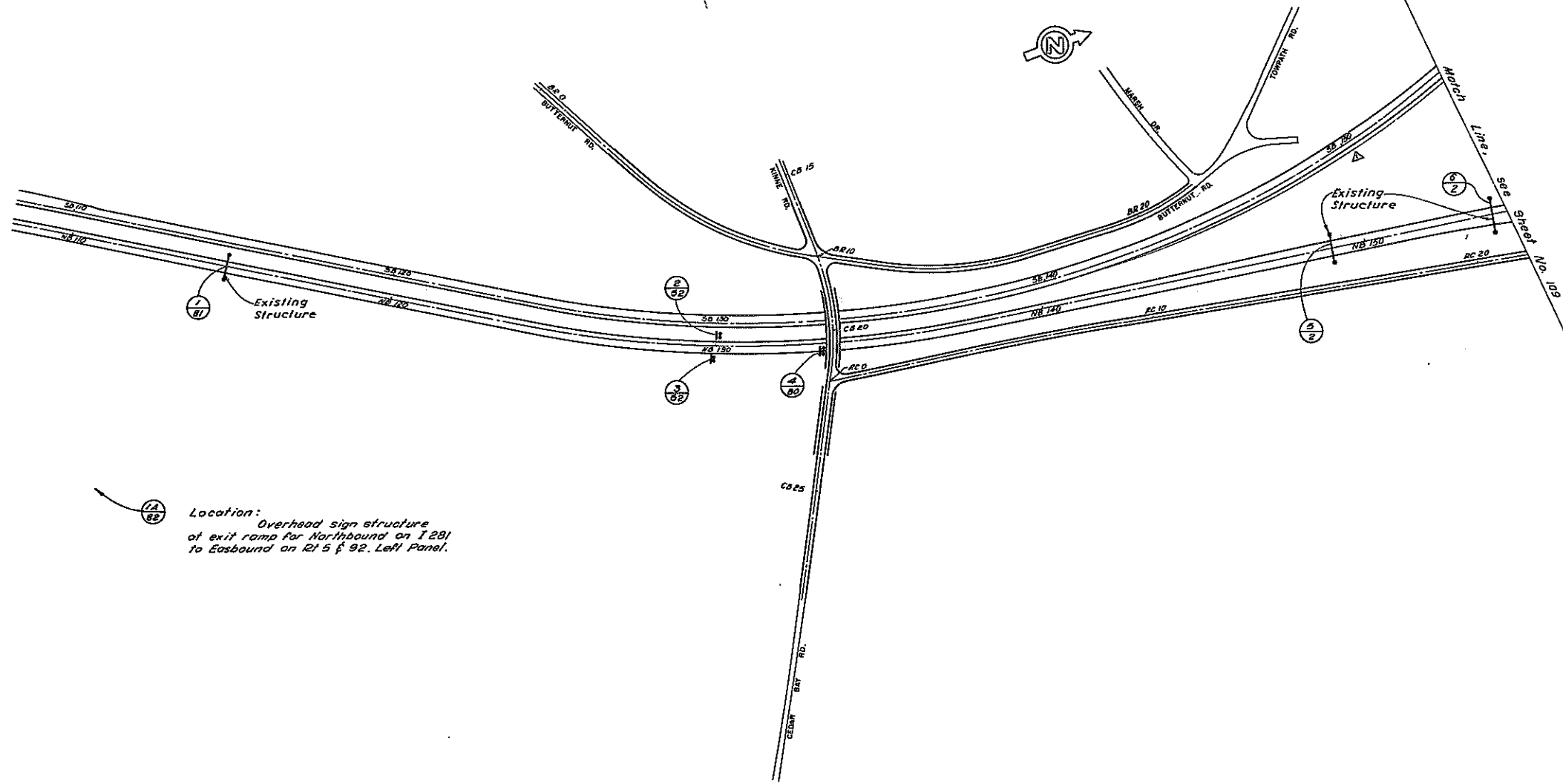
In Charge of: R.A.S.
 Made By: F.V.
 Traced By: H.G.
 Checked By: F.V.



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-3(25)	1-891-2(116)	107F	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY

FIELD CHANGE
 SHEET 107F1 VOIDS ALL OF SHEET 107



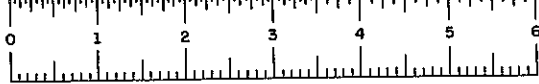
Location: Overhead sign structure of exit ramp for Northbound on I 281 to Eastbound on Rt 5 f. 92. Left Panel.

▲ ADD AUXILIARY LANE STA. SB 141+80 TO STA. S.B. 159+28.70 (MEDIAN SIDE)

FOR APPROVAL SIGNATURES, SEE FIELD CHANGE SHEET No. 45F1

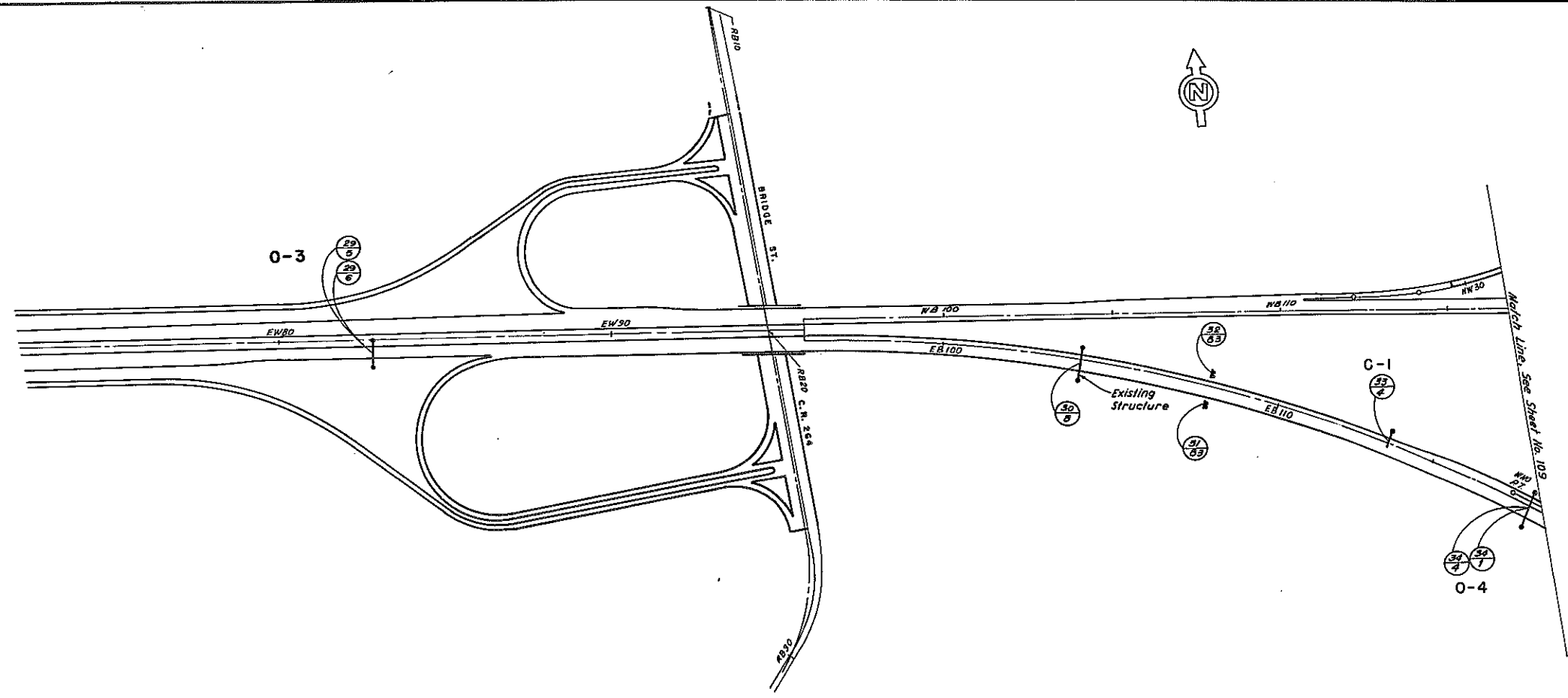
BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
TRAFFIC SIGN LOCATION PLAN LOCATION 1 TO 6			
DRAWING NO. 8065-B-481	SCALE 1" = 200'	DATE 8/13/70	SHEET NO. 107F1
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge: F.V.
 Made By: F.V.
 Traced By: F.V.
 Checked By: F.V.



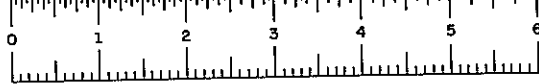
F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	108	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



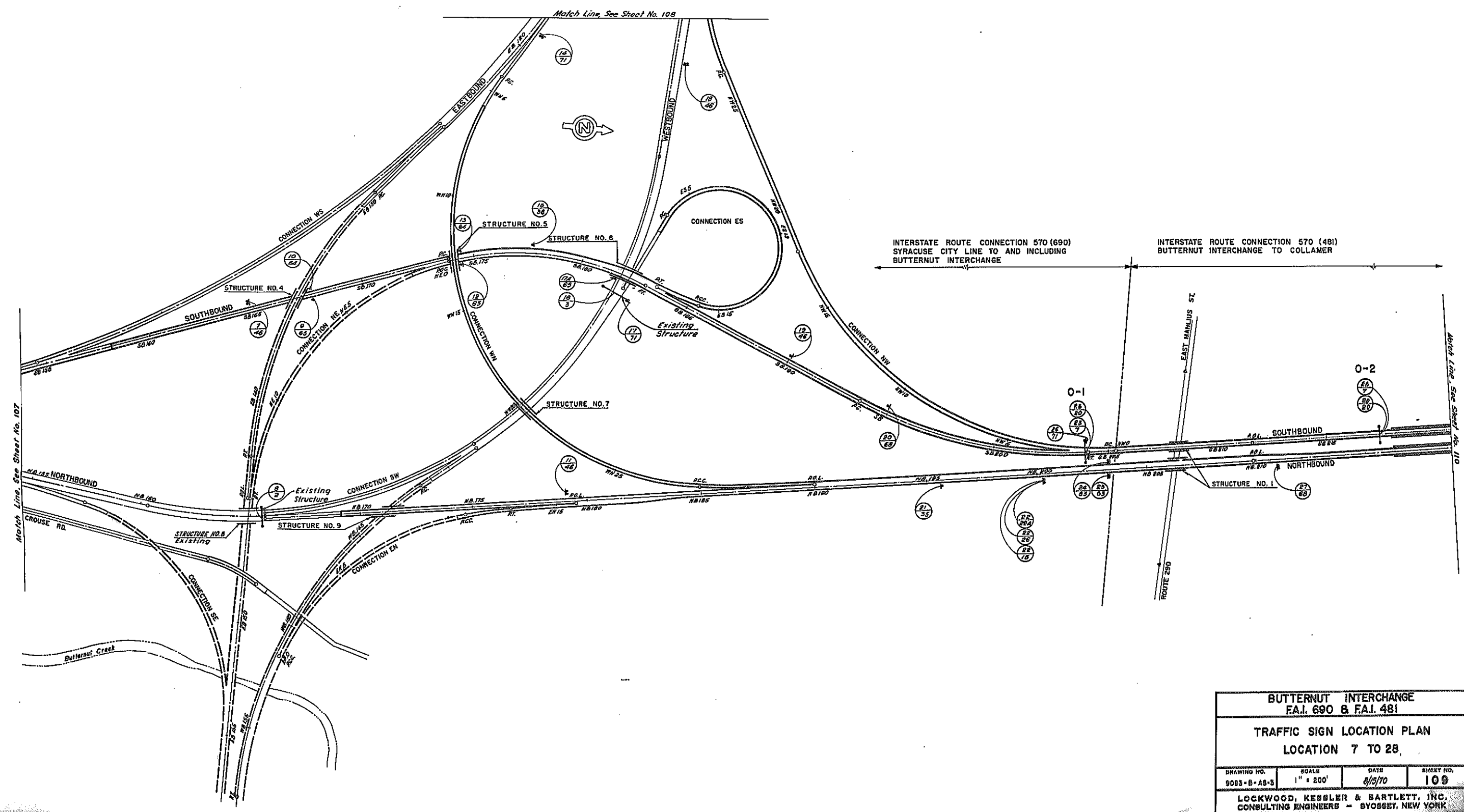
BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
TRAFFIC SIGN LOCATION PLAN LOCATION 29 TO 34			
DRAWING NO. 9003-B-A8-2	SCALE 1" = 200'	DATE 8/5/70	SHEET NO. 108
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: D.M.
 Traced By: J.S.
 Checked By: G.M.



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	109	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)- BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
TRAFFIC SIGN LOCATION PLAN LOCATION 7 TO 28			
DRAWING NO. 9083-B-AB-3	SCALE 1" = 200'	DATE 8/13/70	SHEET NO. 109
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Draftsman: J.L.G.
 Surveyor: B.L.
 Checker: S.L.G.

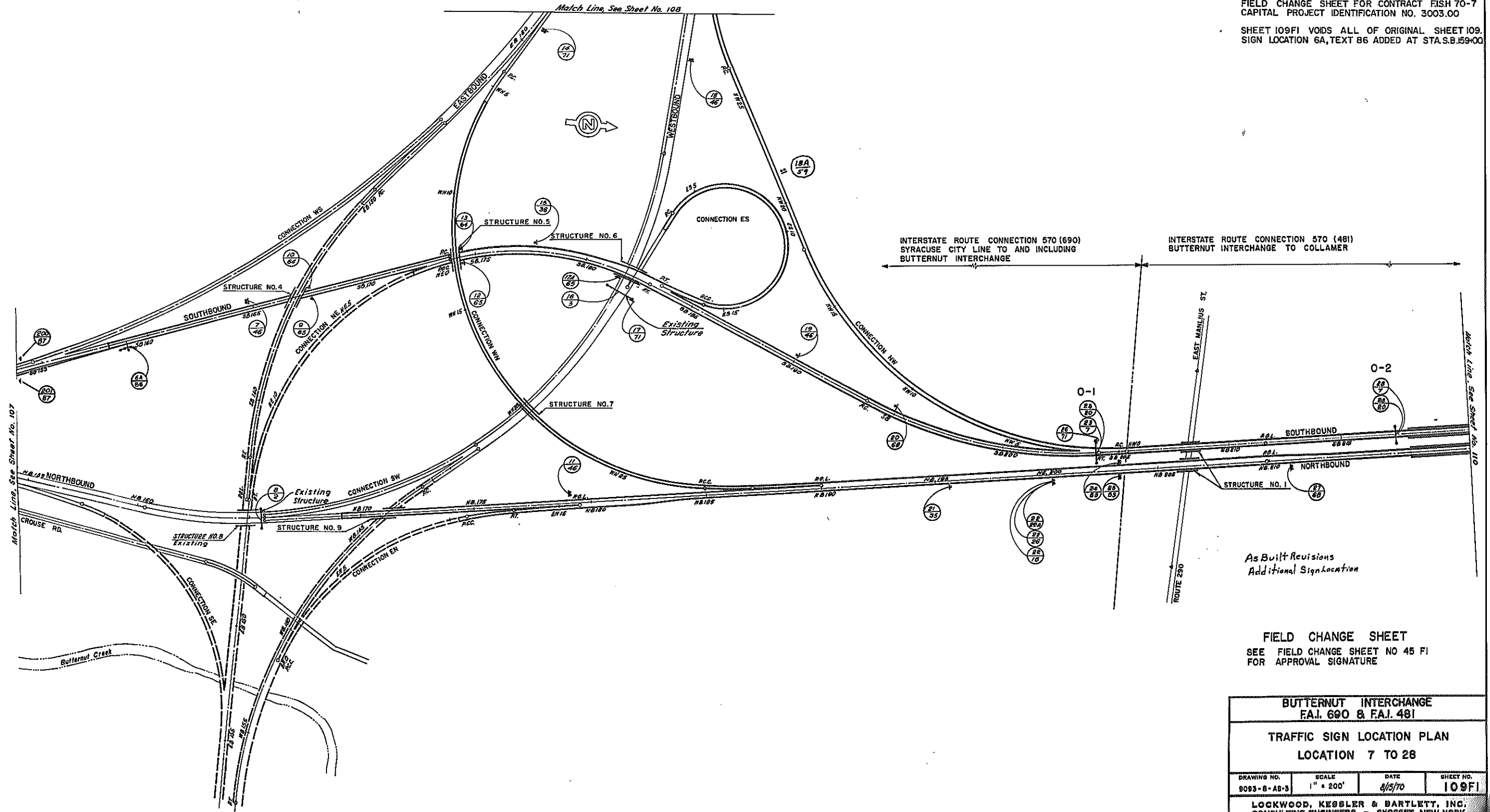
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(23)	1-481-2(116)	109FI R	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY

TRAFFIC SIGNS

FIELD CHANGE SHEET

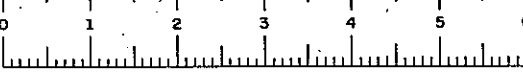
FIELD CHANGE SHEET FOR CONTRACT FISH 70-7
 CAPITAL PROJECT IDENTIFICATION NO. 3003.00
 SHEET 109FI VOIDS ALL OF ORIGINAL SHEET 109.
 SIGN LOCATION 6A, TEXT 86 ADDED AT STA.S.B.59+00



FIELD CHANGE SHEET
 SEE FIELD CHANGE SHEET NO 45 FI
 FOR APPROVAL SIGNATURE

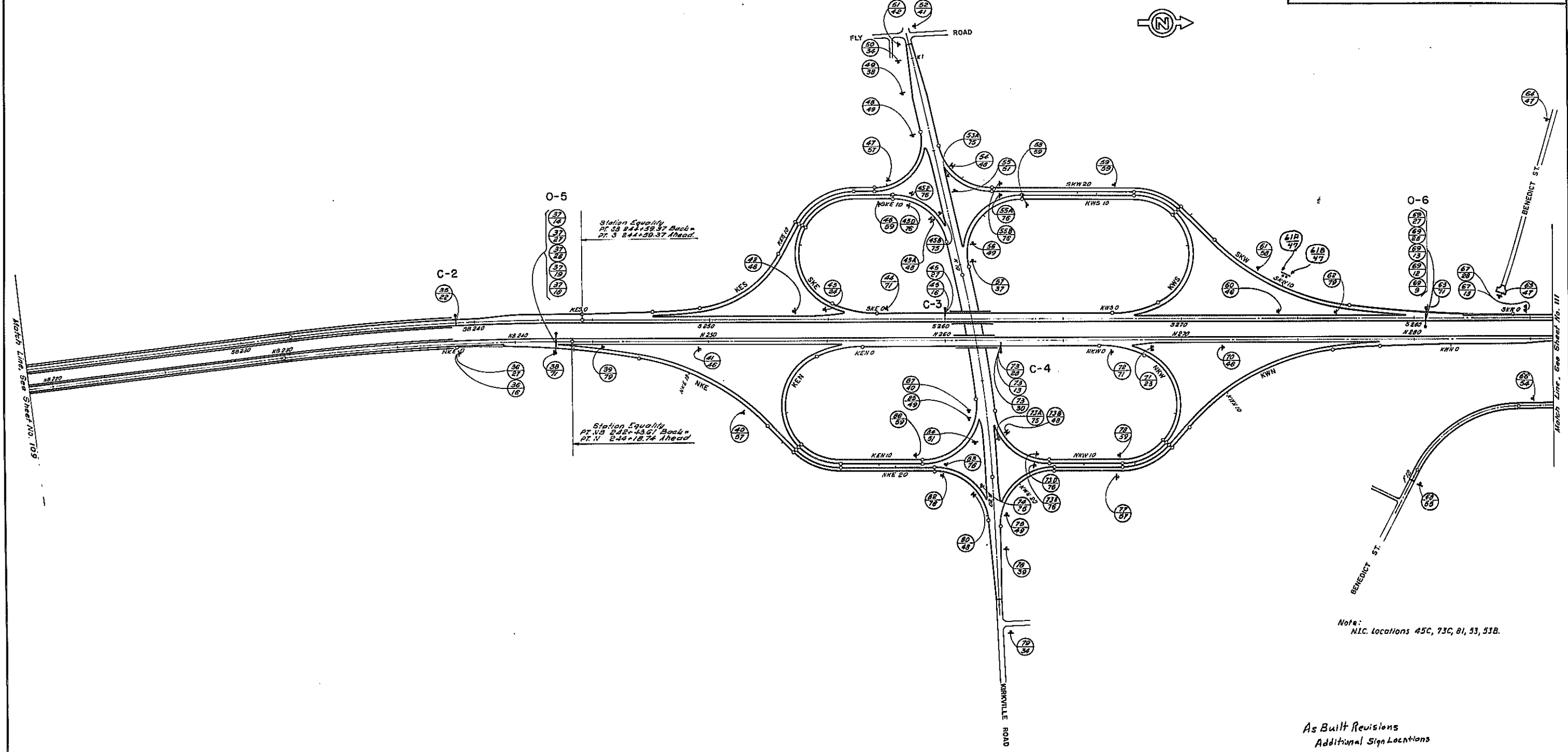
BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
TRAFFIC SIGN LOCATION PLAN LOCATION 7 TO 28			
DRAWING NO. 8093-B-AD-3	SCALE 1" = 200'	DATE 8/5/70	SHEET NO. 109FI
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

In Charge of R.A.S.
 Made By J.C.
 Traced By M.L.
 Checked By S.C.



F.I.S.H. 70-7

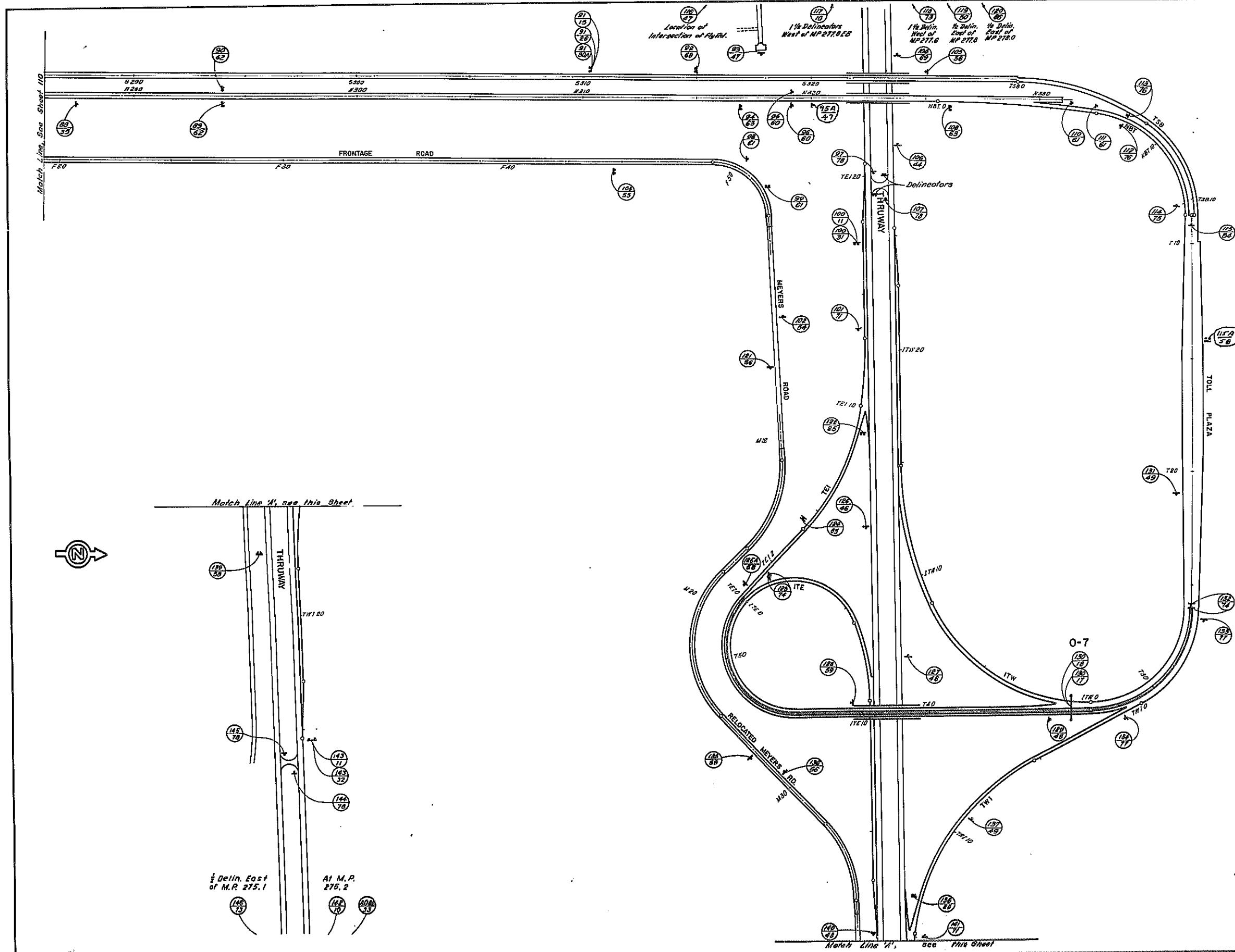
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(33)	1-481-2(116)	110R	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE					
COLLAMER - ONONDAGA COUNTY					



F.A.I. 481			
TRAFFIC SIGN LOCATION PLAN			
LOCATION 35 TO 87			
DRAWING NO. 8083-B-AS4	SCALE 1" = 200'	DATE 8/5/70	SHEET NO. 110
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: D.H.
 Traced By: J. Canavia
 Checked By: D.H.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-680-3(28)	1-481-2(116)	111R	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					

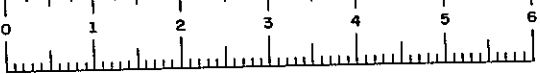


NOTE: All sign locations on Thruway & Interchange to be reviewed by Thruway Authority prior to erection.
Locations 109, 123, N.I.C.

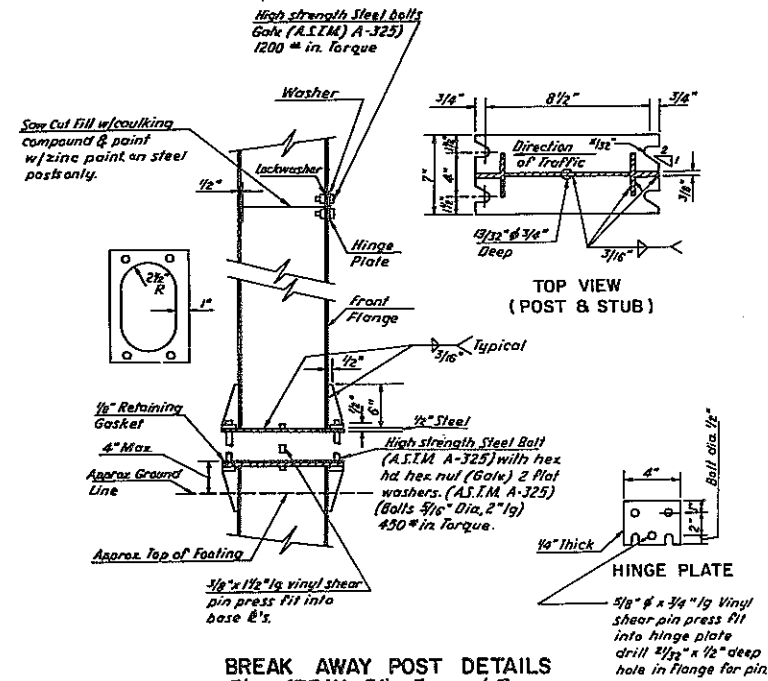
As Built Revisions
Additional Sign Locations

F.A.I. 481			
TRAFFIC SIGN LOCATION PLAN LOCATION 88 TO 146			
DRAWING NO. 8085-B-AS6	SCALE 1" = 200'	DATE 8/16/70	SHEET NO. 111
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of R.A.S.
Made By E.M.
Checked By E.C.
Checked By C.H.



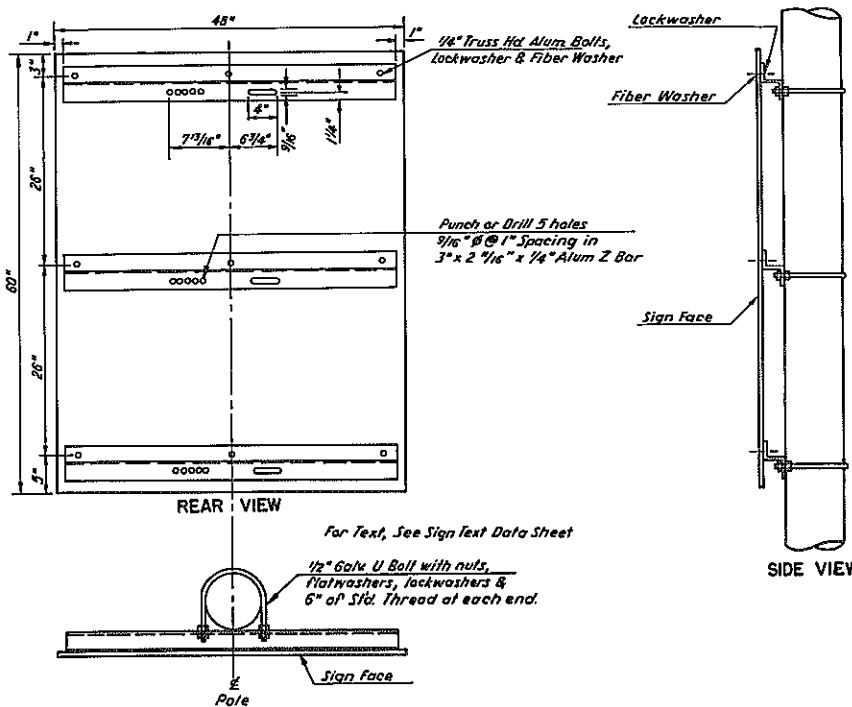
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(118)	112	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					



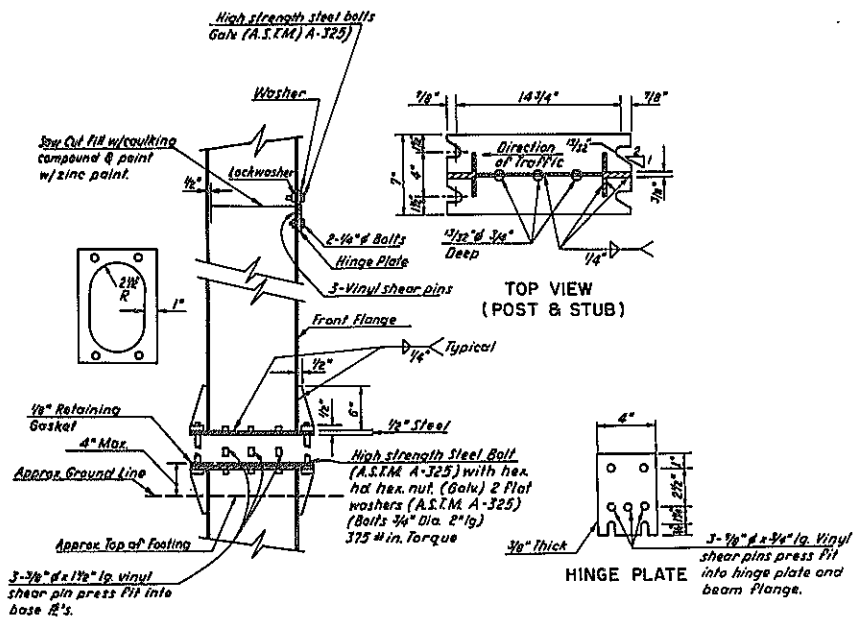
BREAK AWAY POST DETAILS
 Item 477AX, Slip-Impact Base and Hinge Assembly (Post Type 8)

A sample of the shear pin material and gasket material shall be submitted to the Thruway Authority for testing.

Note:
 Details above are for 6 B & 8.5 Posts. Dimensions should be changed accordingly for larger posts.



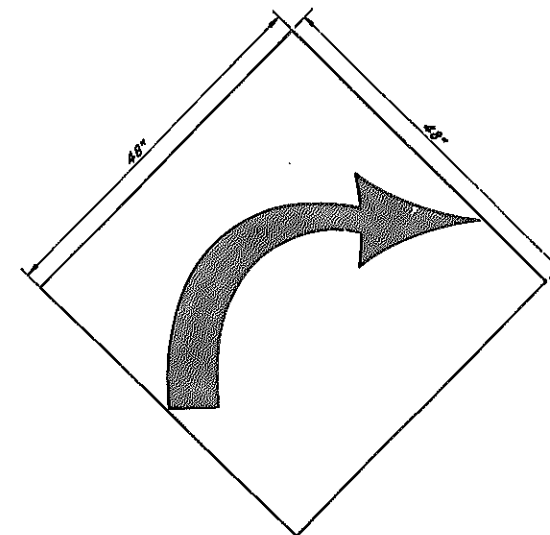
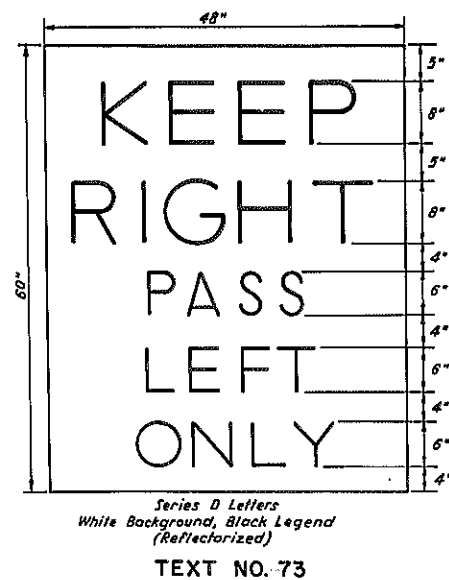
TYPICAL POST MOUNTING DETAILS



BREAK AWAY POST DETAILS
 Item 477DX, Slip-Impact Base and Hinge Assembly (Post Type 11)

A sample of the shear pin material and gasket material shall be submitted to the Thruway Authority for testing.

Note:
 Details above are for 12 B & 18.5 Posts.



Yellow Background, Black Legend (Reflectorized)
 For proportion see W2-R-Traffic Commission Manual

TEXT NO. 60

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
SIGN DETAILS:			
DRAWING NO.	SCALE	DATE	SHEET NO.
9085-B-SD1	1" = 200'	01/15/70	112
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge: R.A.S.
 Made By: C.E.
 Checked By: C.E.
 Date: 01/15/70

SPECIAL DETAILS

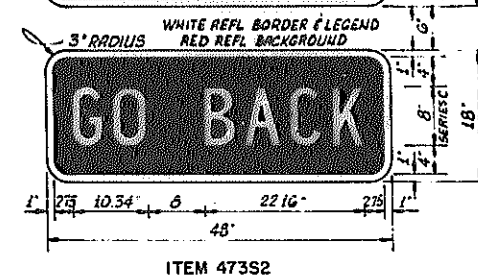
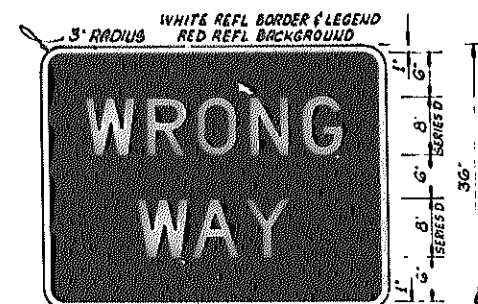
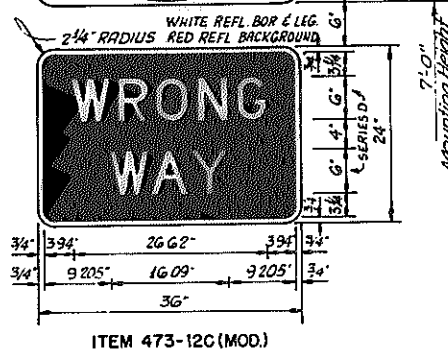
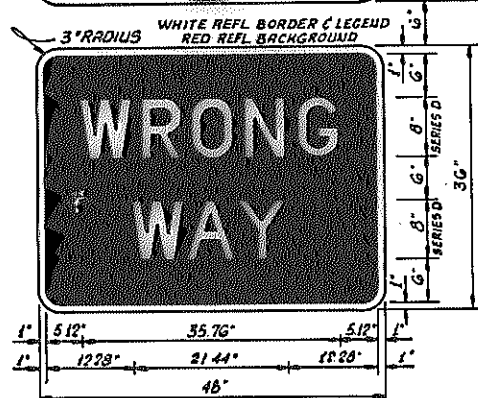
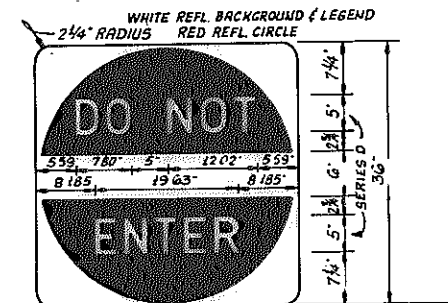
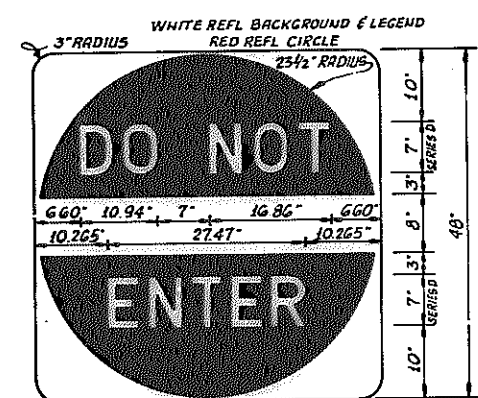
F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(23)	1-481-2(116)	113	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					

TRAFFIC SIGNS

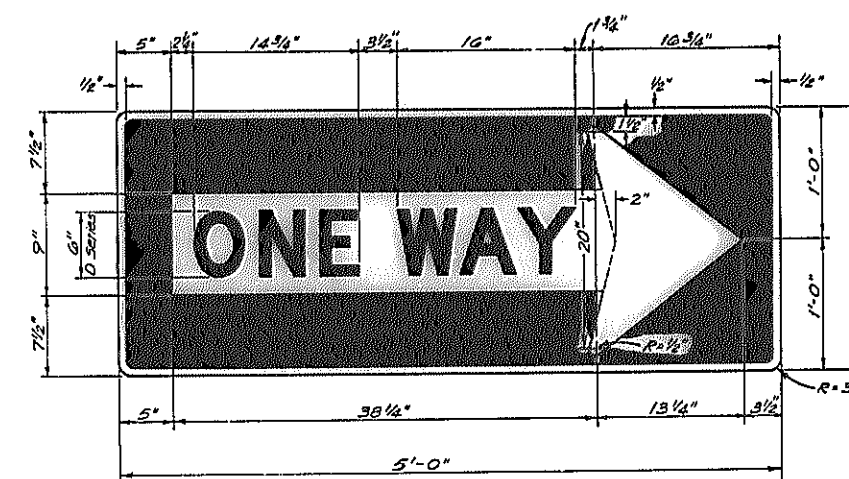
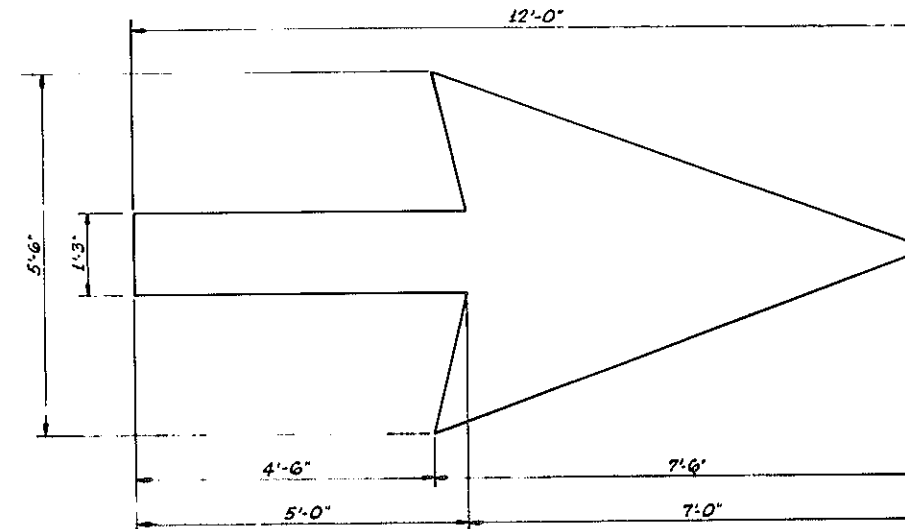
SIGN FACE DETAILS-SPECIAL REGULATORY SIGNS

SCALE: 1" = 1'-0"



PAVEMENT ARROW

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



ITEM 473-51
Scale: 1/2" = 1'-0"

MADE BY J. WALLEN DATED 9-30-67
 CHECKED BY S.G. DATED _____
 TRACED BY J. WALLEN DATED 9-28-67
 CHECKED BY S.G. DATED _____

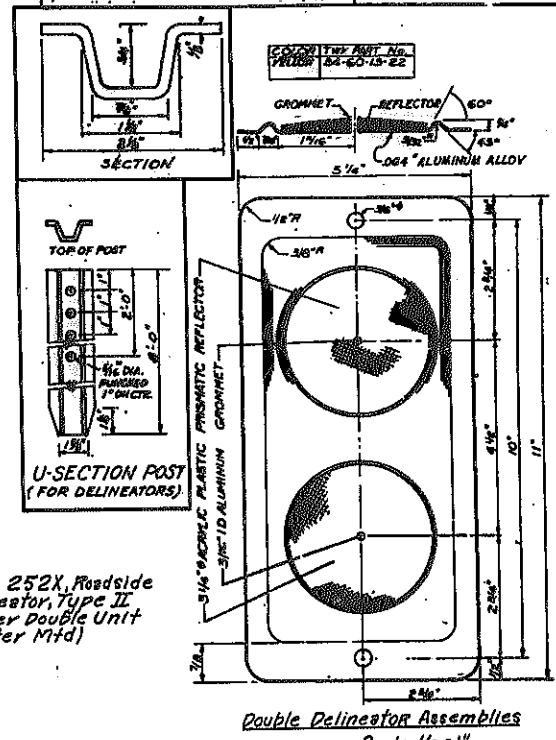
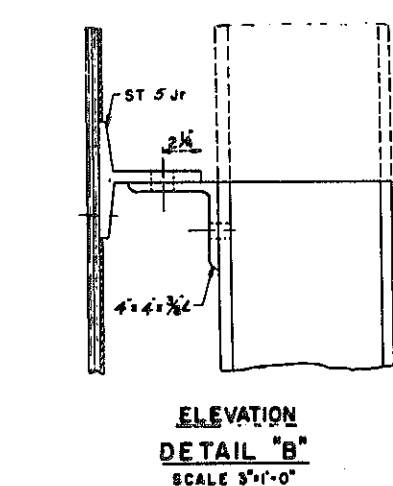
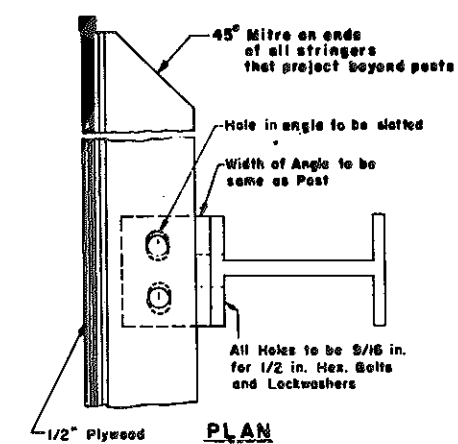
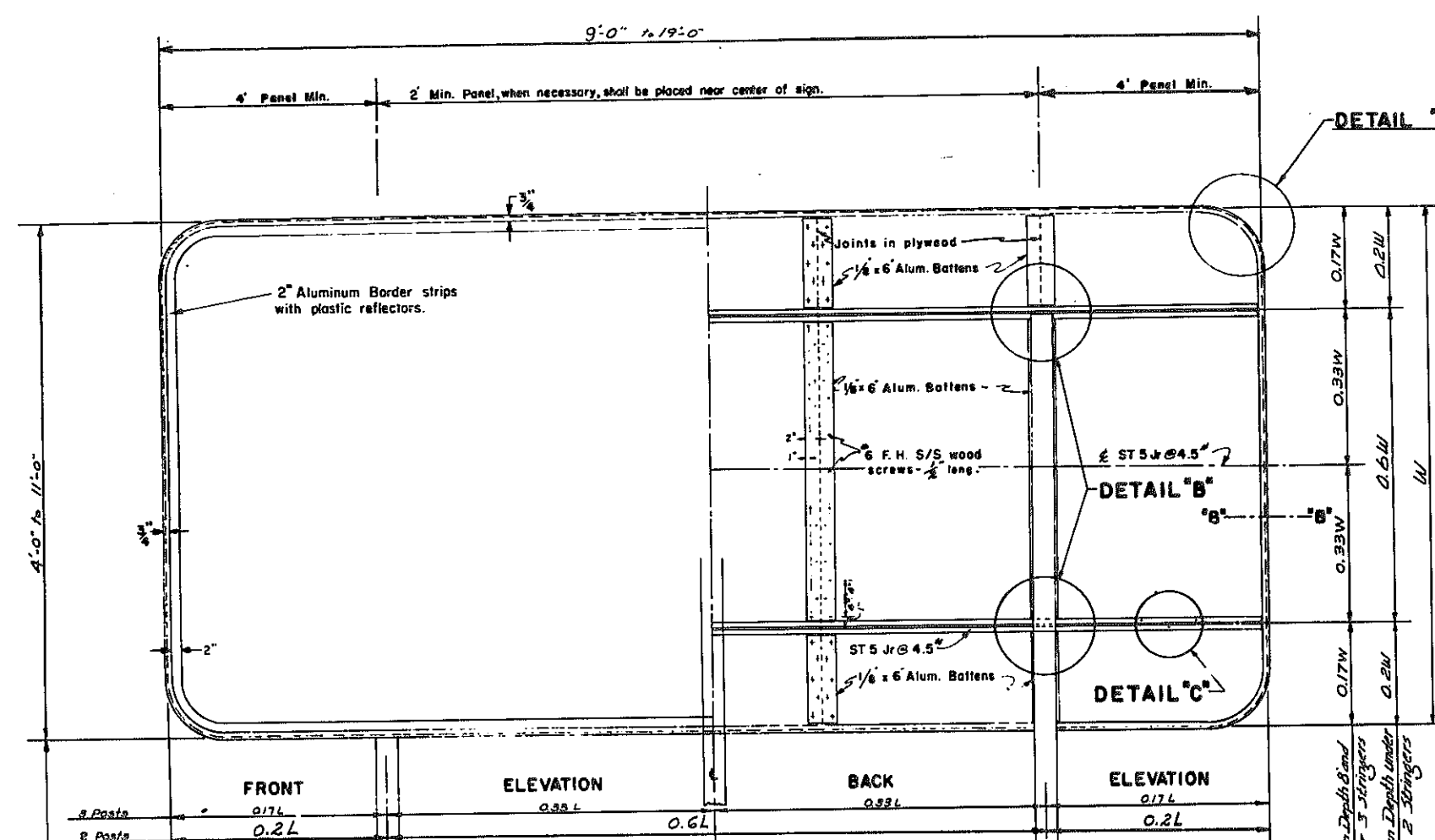
F.A.I. 690 & F.A.I. 481

SIGN DETAILS

DRAWING NO.	SCALE	DATE	SHEET NO.
8093-20-802	AS SHOWN	8/15/70	113

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.	481-2(118)		113A1	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

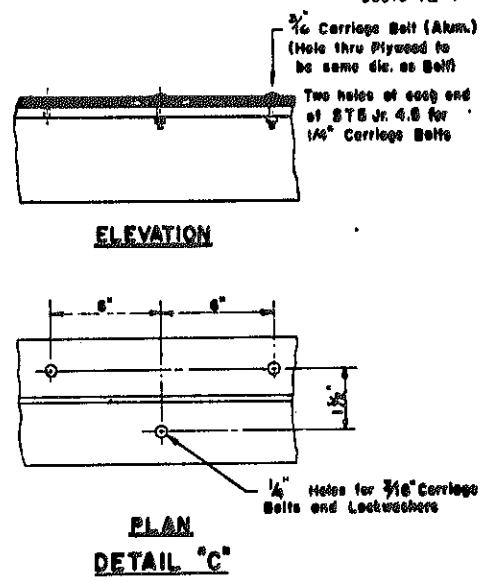
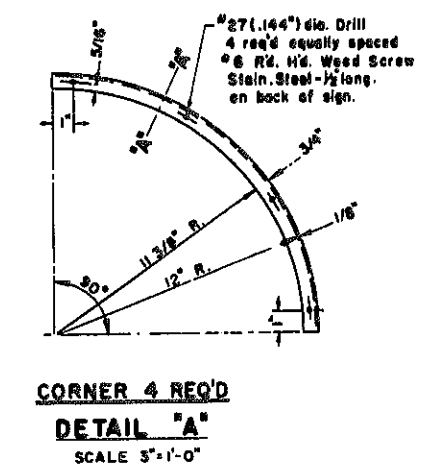
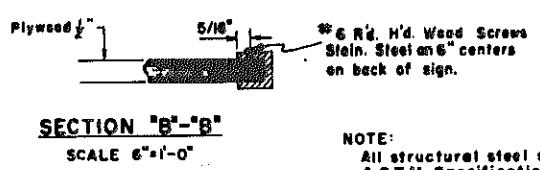
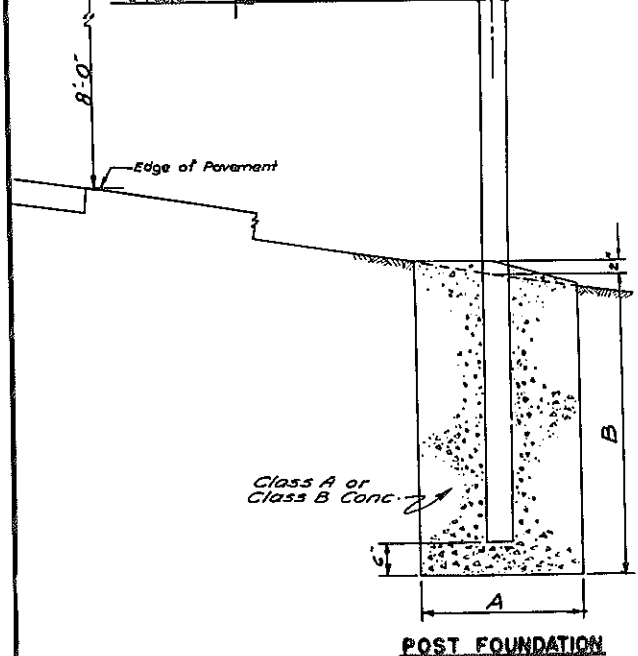


Item 252X, Roadside Delineator, Type II (Amber Double Unit Center Mid)

TABLE OF PROPERTIES

Item No.	Loc No.	Sign Size	Post Size	No. of Posts	Slip Impact Base Type	Fasting A	Size B
470PX1	117,142	16'0" x 12'0"	12B14	3	477DX	2" C	5'0"
470PX2	100,143	16'0" x 12'0"	12B14	3	477DX	2" C	5'0"
470PX8	122,138	8'0" x 5'0"	6B8.5	2	477AX	1" C	5'0"
470PX9	*	13'6" x 7'0"	10B11.5	2	None Req'd		
472PX6	100	9'0" x 4'0"					
472PX7	143	9'0" x 4'0"					

* Sign panel, posts, and necessary hardware to be delivered to Thruway Authority



NOTE:
All structural steel shall conform to A.S.T.M. Specifications A36-current edition.
All aluminum framing shall be designated as 6063-T5
Contractor shall submit shop drawings of the sign details prior to fabrication.

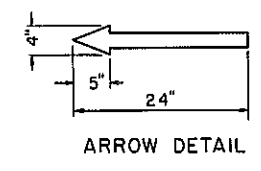
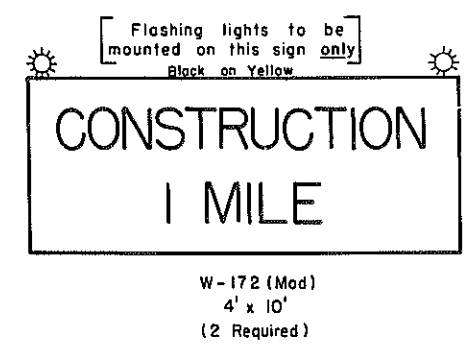
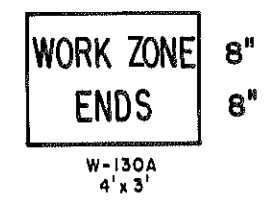
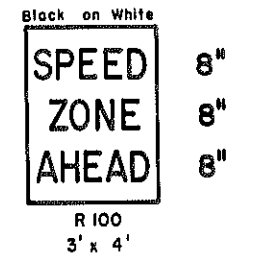
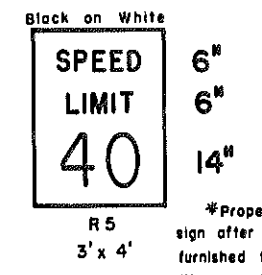
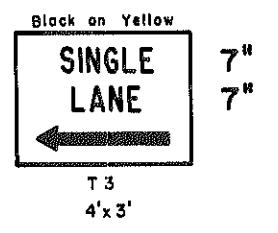
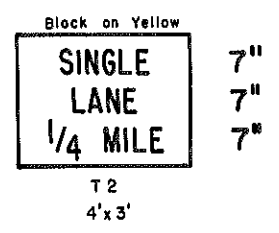
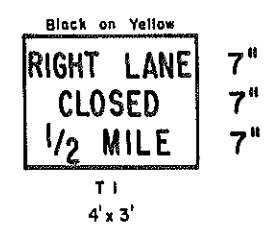
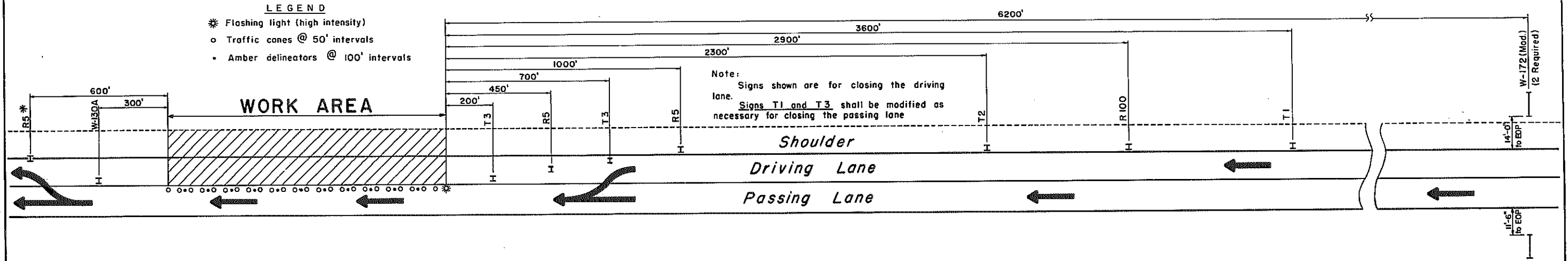
IN CHARGE OF
G. RANKIN
Made by... T.A.
Traced by... G.B.
Checked by... G.R.



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK	1-690-3(2B) 1-481-2(116)	113A2	309
INTERSTATE ROUTE CONNECTION 570				

LEGEND

- * Flashing light (high intensity)
- o Traffic cones @ 50' intervals
- Amber delineators @ 100' intervals



Notes:

Flagman to be provided and located in the pattern as directed by the Engineer.

This plan to be used for traffic in both directions.

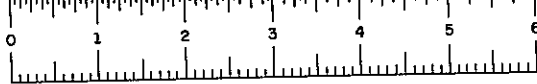
All flashing lights as shown on this sheet shall be placed in operation from 1/2 hour after sunset to 1/2 hour before sunrise or A.O.B.E.

No portion of the Thruway shall be declared a restricted highway. Signs shown on D.O.T. standard sheets 68-43A & 69-43B will not be permitted on any part of the Thruway system.

Contractor's employees will not be permitted to park along the Thruway.

"R" & "W" Series signs can also be found in the New York State Traffic Commission's "Manual of Uniform Traffic Control Devices" (Latest Edition)

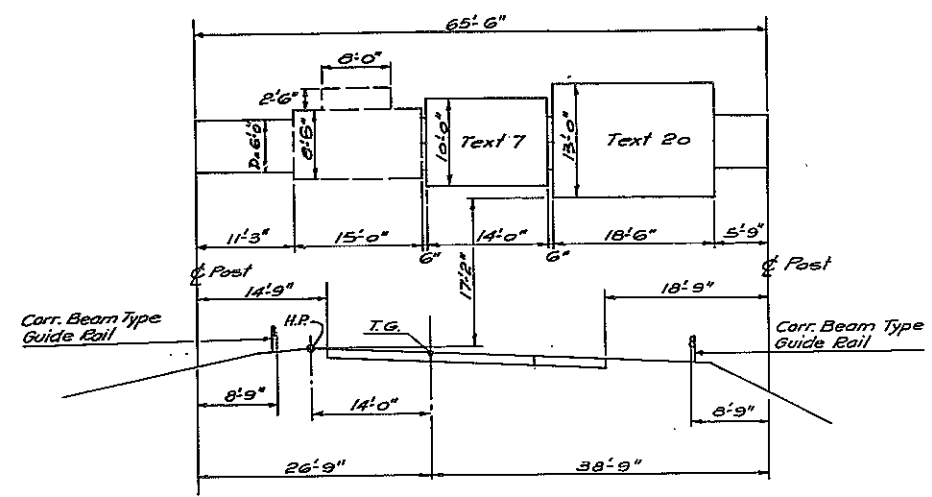
2 - LANE THRUWAY TRAFFIC PLAN



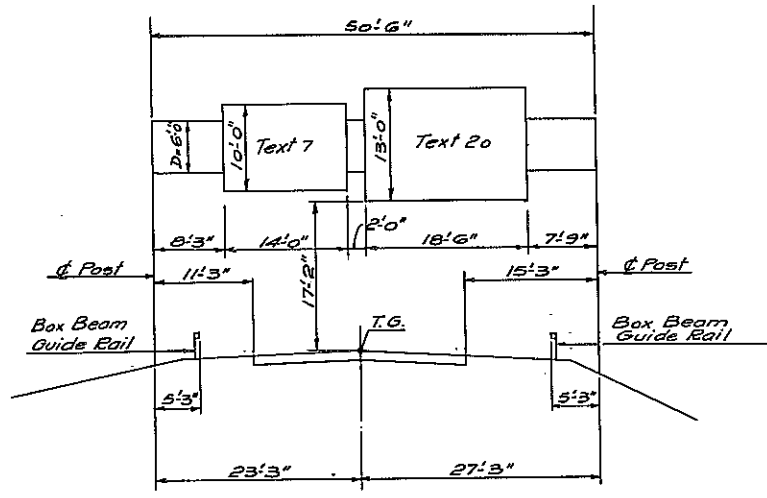
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	114	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY

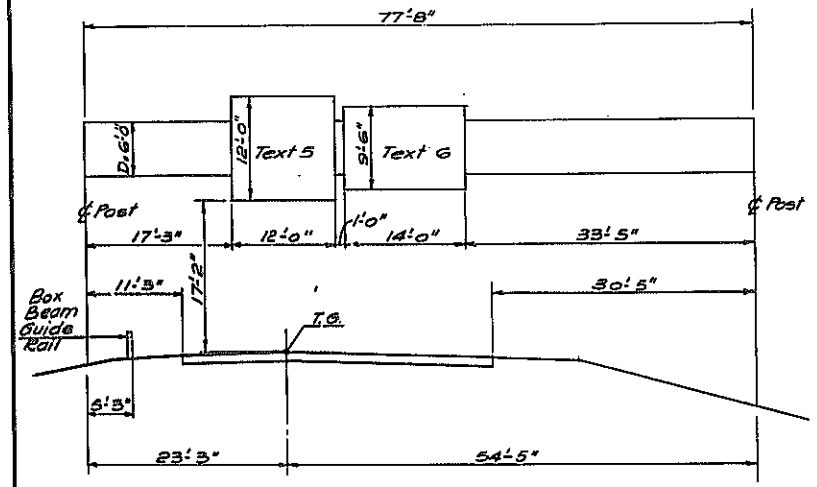
TRAFFIC SIGNS



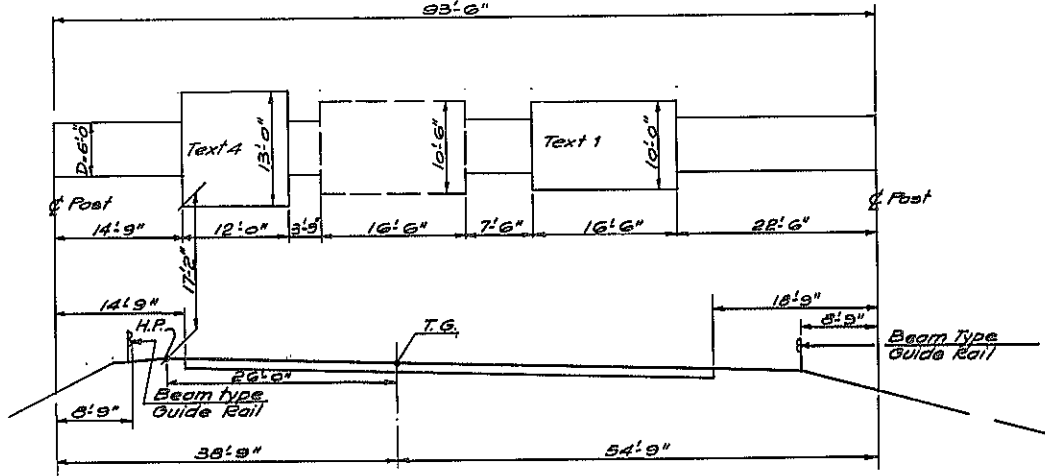
LOCATION 23- STA. SB 204 + 00 - ITEM 476-001
 (LOOKING SOUTH)



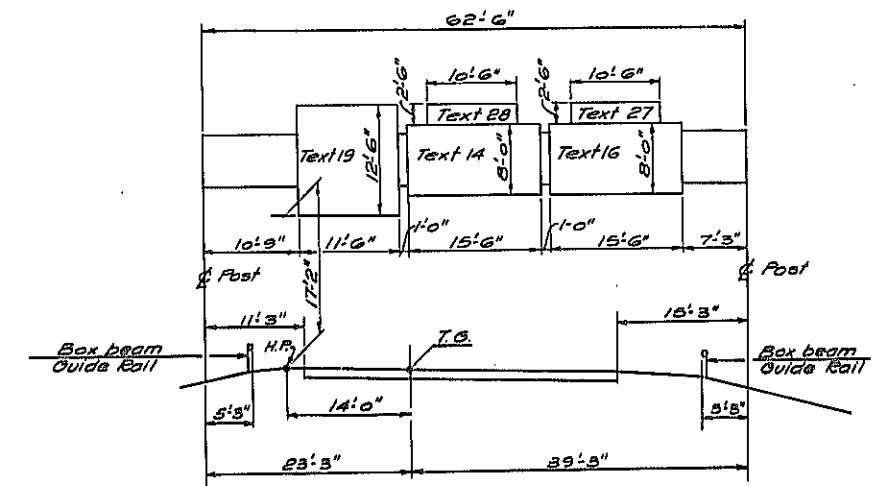
LOCATION 28- STA. SB 216 + 70 - ITEM 476-002
 (LOOKING SOUTH)



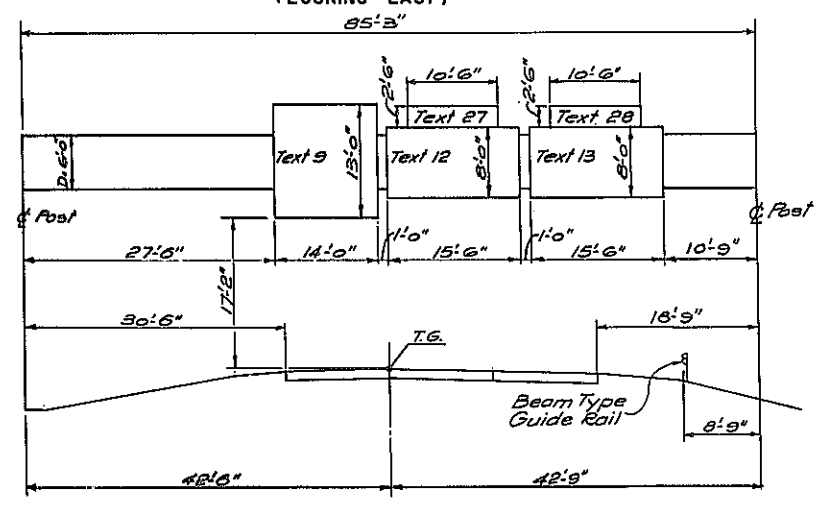
LOCATION 29- STA. EW 83 + 00 - ITEM 476-003
 (LOOKING EAST)



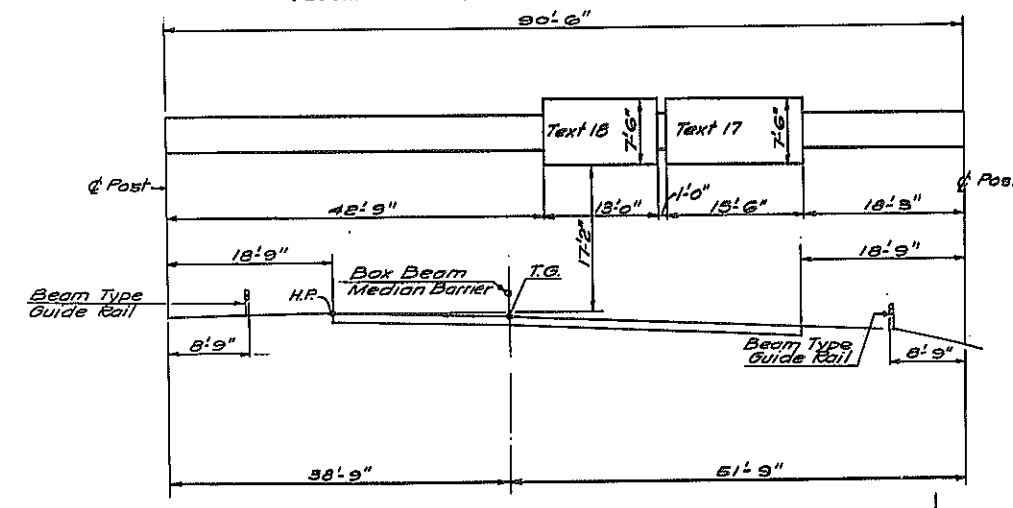
LOCATION 34- STA. EB 117 + 54.2 - ITEM 476-004
 (LOOKING EAST)



LOCATION 37- STA. NB 241 + 00 - ITEM 476-005
 (LOOKING NORTH)



LOCATION 69- STA. S 280 + 50 - ITEM 476-006
 (LOOKING SOUTH)

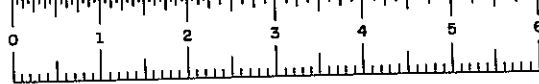


LOCATION 130- STA. T 33 + 20 - ITEM 476-007
 (LOOKING SOUTH)

Note: Signs shown in dashed lines are future contracts.
 H.P. denotes High Point.

FA.I. 690 & FA.I. 481			
ELEVATIONS OVERHEAD TRAFFIC SIGNS			
DRAWING NO. 9093-20A	SCALE 1" = 10'	DATE 8/15/70	SHEET NO. 114
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: R.A.S.
 Made By: S.E.
 Titled By: P.F.Z.
 Checked By: S.E.



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	1-481-2(116)	115	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY

TRAFFIC SIGNS

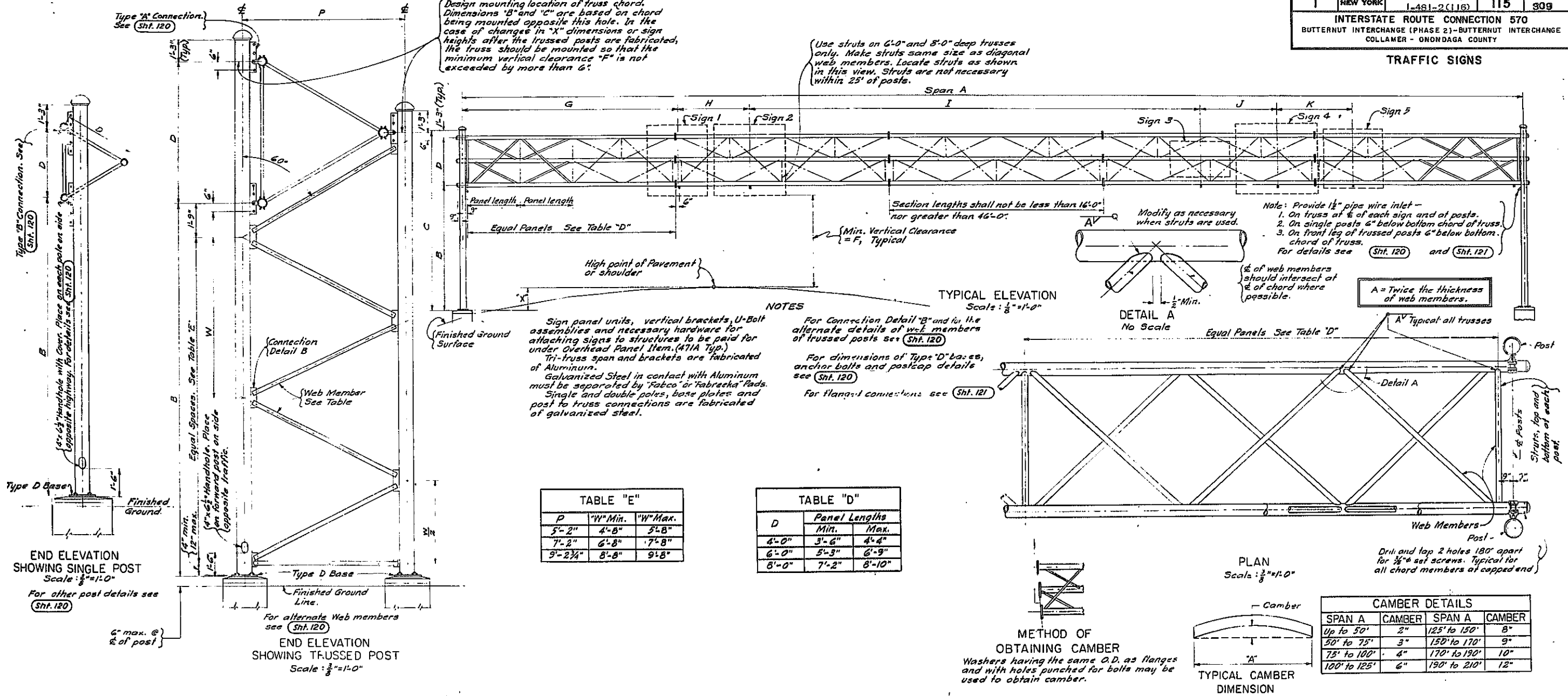


TABLE "E"

P	W Min.	W Max.
5'-2"	4'-8"	5'-8"
7'-2"	6'-8"	7'-8"
9'-2 1/4"	8'-8"	9'-8"

TABLE "D"

D	Panel Lengths	
	Min.	Max.
4'-0"	3'-6"	4'-4"
6'-0"	5'-3"	6'-9"
8'-0"	7'-2"	8'-10"

CAMBER DETAILS

SPAN A	CAMBER	SPAN A	CAMBER
Up to 50'	2"	125' to 150'	8"
50' to 75'	3"	150' to 170'	9"
75' to 100'	4"	170' to 190'	10"
100' to 125'	6"	190' to 210'	12"

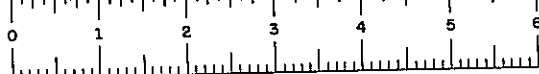
In Charge: F.I.S.
 Made By: F.V.
 Checked By: F.V.

F.A.I.690 & F.A.I.481

SPAN TYPE SIGN STRUCTURES I

DRAWING NO.	SCALE	DATE	SHEET NO.
9093-20B	AS SHOWN	8/15/70	115

LOCKWOOD, KESSLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	116	309	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

TRAFFIC SIGNS

ITEM NO.	LOC. NO.	TEXT NUMBERS	ITEM 492 REQ'D	SPAN A	LEFT POST					RIGHT POST					TRUSS				SIGN 1		SIGN 2		SIGN 3		SIGN 4		SIGN 5									
					TYPE ①	PIPE SIZE ②	B	C	X _L ③	PEDESTAL & FTG. CODE ④	P	TYPE ①	PIPE SIZE ②	B	C	X _R ③	PEDESTAL & FTG. CODE ④	F	D	CHORD SIZE	WEB SIZE	G	BRACKET CODE	H	BRACKET CODE	I	BRACKET CODE	J	BRACKET CODE	K	BRACKET CODE					
476-001	23	7,20	-	65'-6"	T	8 Sch 20	22'-1"	23'-4"	1'-5"	U-8 & Q-8	7'-2"	T	10 Sch 30	25'-10"	33'-1"	5'-2"	U-11 & Q-11	17'-2"	6'-0"	5" x 5/16"	3" x 3/16"	33'-9"	3-V6-D	16'-9"	4-V7-D											
476-002	28	7,20	-	50'-6"	T	8 Sch 20	21'-9"	29'-0"	1'-1"	U-6 & Q-6	7'-2"	T	8 Sch 20	22'-7"	29'-10"	1'-11"	U-7 & Q-7	17'-2"	6'-0"	4" x 1/4"	2 1/2" x 3/16"	15'-3"	3-V6-D	18'-3"	4-V7-D											
476-003	29	5,6	-	77'-8"	T	8 Sch 20	21'-1"	28'-4"	11"	U-7 & Q-7	7'-2"	T	8 Sch 20	25'-10"	33'-1"	5'-8"	U-7 & Q-7	17'-2"	6'-0"	4" x 1/4"	2 1/2" x 3/16"	23'-3"	3-V6-D	14'-0"	3-V6-D											
476-004	34	4,1	-	93'-6"	T	10 Sch 20	23'-5"	30'-8"	2'-8 1/2"	U-12 & Q-12	7'-2"	T	10 Sch 20	24'-7"	31'-10"	3'-10"	U-12 & Q-12	17'-2"	6'-0"	5" x 5/16"	3" x 3/16"	20'-9"	3-V7-D	42'-0"	4-V6-D											
476-005	37	13,14,16,23,27	-	62'-6"	T	8 Sch 20	21'-4"	28'-7 1/2"	11"	U-11 & Q-11	7'-2"	T	8 Sch 20	22'-11"	30'-2"	2'-5"	U-11 & Q-11	17'-2"	6'-0"	4" x 1/4"	2 1/2" x 1/4"	16'-6"	3-V7-D	14'-6"	4-V4-D	16'-6"	4-V4-D									
476-006	69	3,12,13,27,28	-	85'-3"	T	10 Sch 20	25'-1"	32'-4"	4'-4 1/2"	U-11 & Q-11	7'-2"	T	10 Sch 20	23'-7 1/2"	30'-10"	2'-11"	U-11 & Q-11	17'-2"	6'-0"	5" x 5/16"	3" x 3/16"	35'-6"	3-V7-D	14'-9"	4-V4-D	16'-6"	4-V4-D									
476-007	130	13,17	Yes	90'-6"	T	8 Sch 20	19'-0"	24'-3"	1"	U-6 & Q-6	5'-2"	T	8 Sch 20	22'-9 1/2"	28'-0 1/2"	3'-11 1/2"	U-6 & Q-6	17'-2"	4'-0"	4" x 5/16"	2" x 3/16"	49'-3"	3-V4-D	15'-3"	4-V4-D											

- ① S=Single Post.
T=Trussed Post.
 - ② The pipe sizes listed in this column are for ASTM A53 steel. See the table "Equivalent Post Sizes" on this sheet when using another type of steel. Tapered posts may be used. See the applicable notes on (Sht. 118)
 - ③ This dimension to be verified by the Contractor in the field.
 - ④ See Standard Sheet 69-66A for single posts. In this case the single entry will specify the size of circular or rectangular footing to be used. See Standard Sheet 70-66B for trussed posts. In this case the first designation is for the pedestal and the second designation is for the rectangular footing.
 - ⑤ Item 492 is a Sign Structure Damper. For details see (Sht. 119)
- NOTE: The number and arrangement of panels in each section must be such that the web members in each face of the tri-truss form a continuous trussing in the structure from post to post.

ASTM A53 TYPE B	UNION METAL	ASTM A252 GRADE 3	API 5Lx 52
6" Sch. 40s	3 Gauge 6"	6" Schedule 40s	6" Sch. dnt. 40s
8" Sch. 20	3 Gauge 8"	8" Schedule 20	8" Schedule 20
8" Schedule 30	3 Gauge 8"	8" Schedule 20	8" Schedule 20
8" Schedule 40s	3 Gauge 8"	8" Schedule 20	8" Schedule 20
8" Schedule 60	0 Gauge 8"	8" Schedule 40s	8" Schedule 30
8" Schedule 80x	7+7 Gauge 8"	8" Schedule 60	8" Schedule 60
10" Schedule 20	3 Gauge 10"	10" Schedule 20	10" Schedule 20
10" Schedule 30	3 Gauge 10"	10" Schedule 20	10" Schedule 20
10" Schedule 40s	3 Gauge 11"	10" Schedule 30	10" Schedule 2
10" Schedule 60x	0 Gauge 11"	10" Schedule 60x	10" Schedule 40s
10" Schedule 80	7+3 Gauge 10"	10" Schedule 60x	10" Schedule 60x
12" Schedule 20	3 Gauge 12"	12" Schedule 20	12" Schedule 20
12" Schedule 30	3 Gauge 12"	12" Schedule 30	12" Schedule 20
12" Schedule s	0 Gauge 12"	12" Schedule 30	12" Schedule 20
12" Schedule 40	0 Gauge 12"	12" Schedule 30	12" Schedule 30
12" Schedule x	7+7 Gauge 12"	12" Schedule 40	12" Schedule s
12" Schedule 60	7+3 Gauge 12"	12" Schedule x	12" Schedule s
12" Schedule 80	3+3 Gauge 12"	12" Schedule 60	12" Schedule x

- Notes:
- For Notes, Conduit, Excavation and anchor bolts details, see Std. Sheet No. 69-66B
 - Concrete for footings shall meet the requirements of Item 20
 - Concrete for Pedestals shall meet the requirements of Item 18
 - All reinforcing bars shall meet the requirements of Item 28

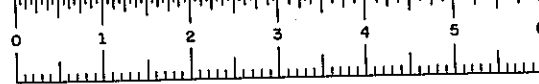
F.A.I. 690 & F.A.I. 481

SPAN TYPE SIGN STRUCTURES II

DRAWING NO.	SCALE	DATE	SHEET NO.
9093-20C		8/15/70	116

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

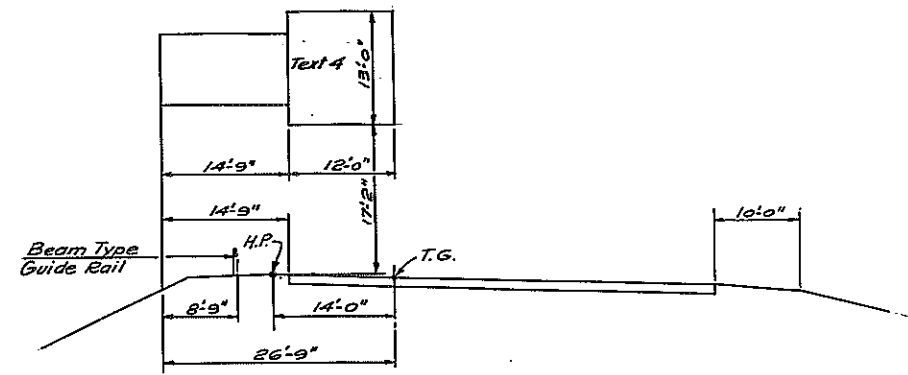
In Charge: R.A.S.
 Made By: C.M.E.
 Traced By: M.F.
 Checked By: C.M.E.



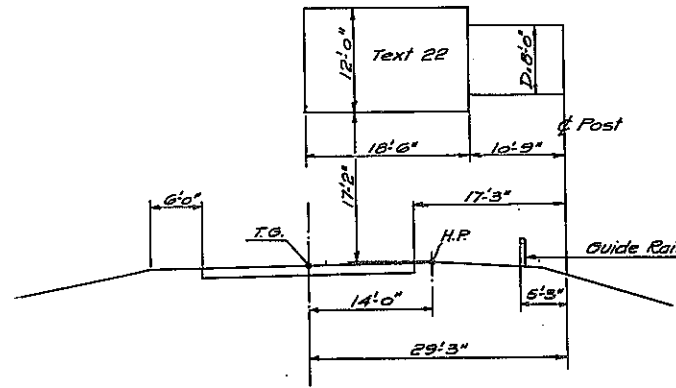
F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(225)		117	209
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					

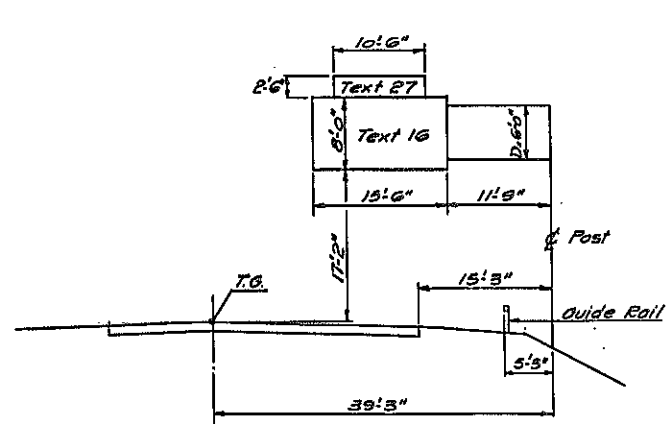
TRAFFIC SIGNS



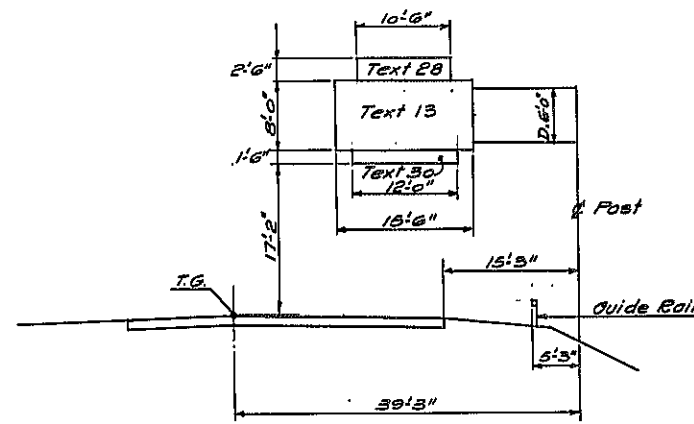
LOCATION 33- STA. EB 113+50 - ITEM 474-CC1
(LOOKING EAST)



LOCATION 35- STA. SB 239+40 - ITEM 474-CC2
(LOOKING SOUTH)



LOCATION 45- STA. S 259+80 - ITEM 474-CC3
(LOOKING SOUTH)



LOCATION 73- STA. N 262+50- ITEM 474-CC4
(LOOKING NORTH)

Note: H.P. denotes High Point

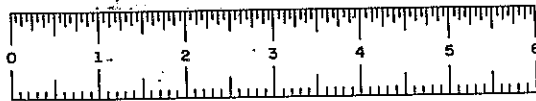
FA-1.690 & FA-1.481

CANTILEVER
TRAFFIC SIGNS

DRAWING NO.	SCALE	DATE	SHEET NO.
8093-200	1"=10'	8/15/70	117

LOCKWOOD, KEBBLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge of: R.A.S.
 Made By: U.H.
 Checked By: R.Z.
 Drawn By: U.H.



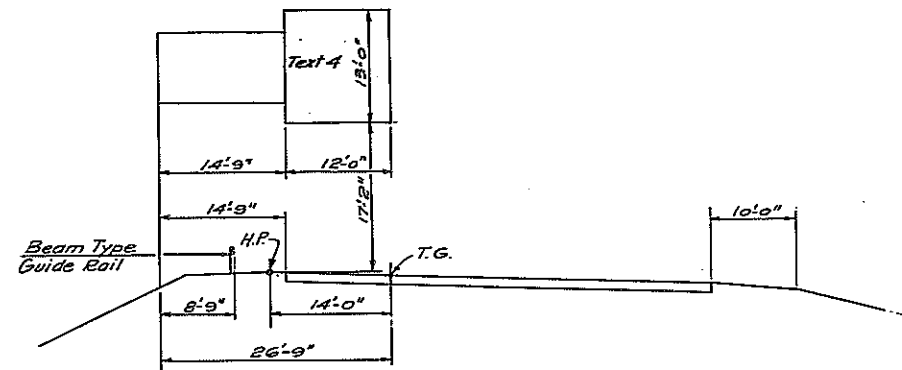
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-090-3(25)	1-481-2(116)	117F1	209

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

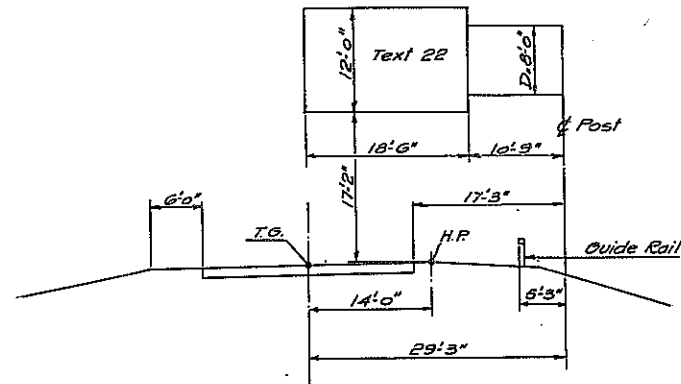
TRAFFIC SIGNS

FIELD CHANGE SHEET

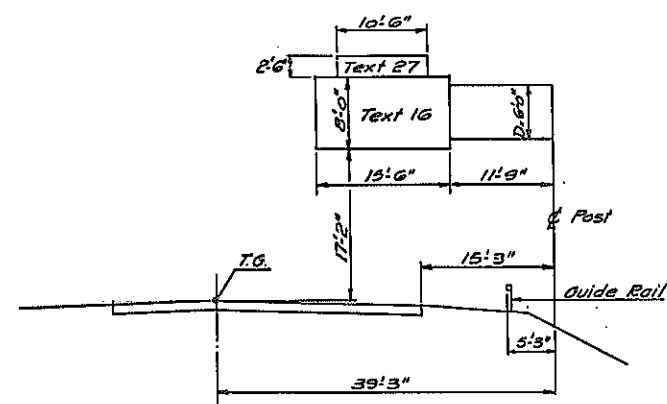
FIELD CHANGE SHEET FOR F.I.S.H. 70-7
CAPITOL PROJECT IDENTIFICATION NO. 3003.00
SHEET 117F1 VOIDS ALL OF ORIGINAL SHEET 117.
CANTILEVER SIGN ADDED AT LOCATION 6A.



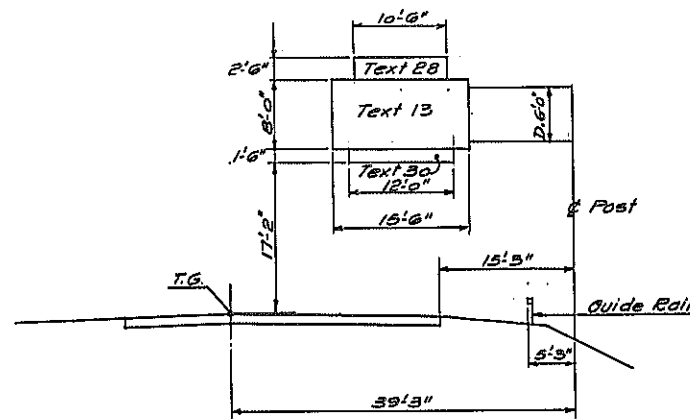
LOCATION 33- STA. EB 113+50 - ITEM 474-CC1
(LOOKING EAST)



LOCATION 35- STA. SB 239+40 - ITEM 474-CC2
(LOOKING SOUTH)

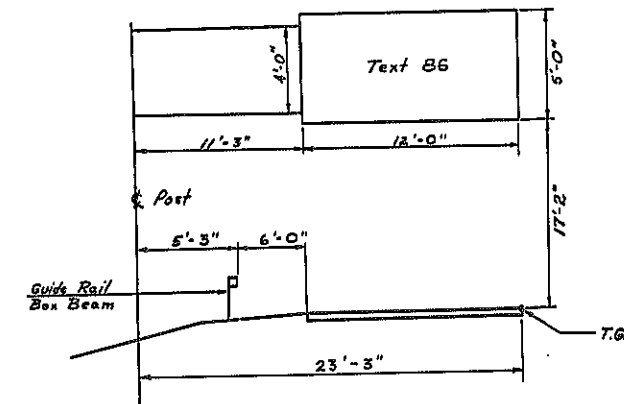


LOCATION 45- STA. S 259+80 - ITEM 474-CC3
(LOOKING SOUTH)



LOCATION 73- STA. N 262+50 - ITEM 474-CC4
(LOOKING NORTH)

Note: H.P. denotes High Point



LOCATION 6A- STA. SB 159+00 - ITEM 474-CC5
(LOOKING SOUTH)

FIELD CHANGE SHEET
SEE FIELD CHANGE SHEET NO. 45 F1
FOR APPROVAL SIGNATURE

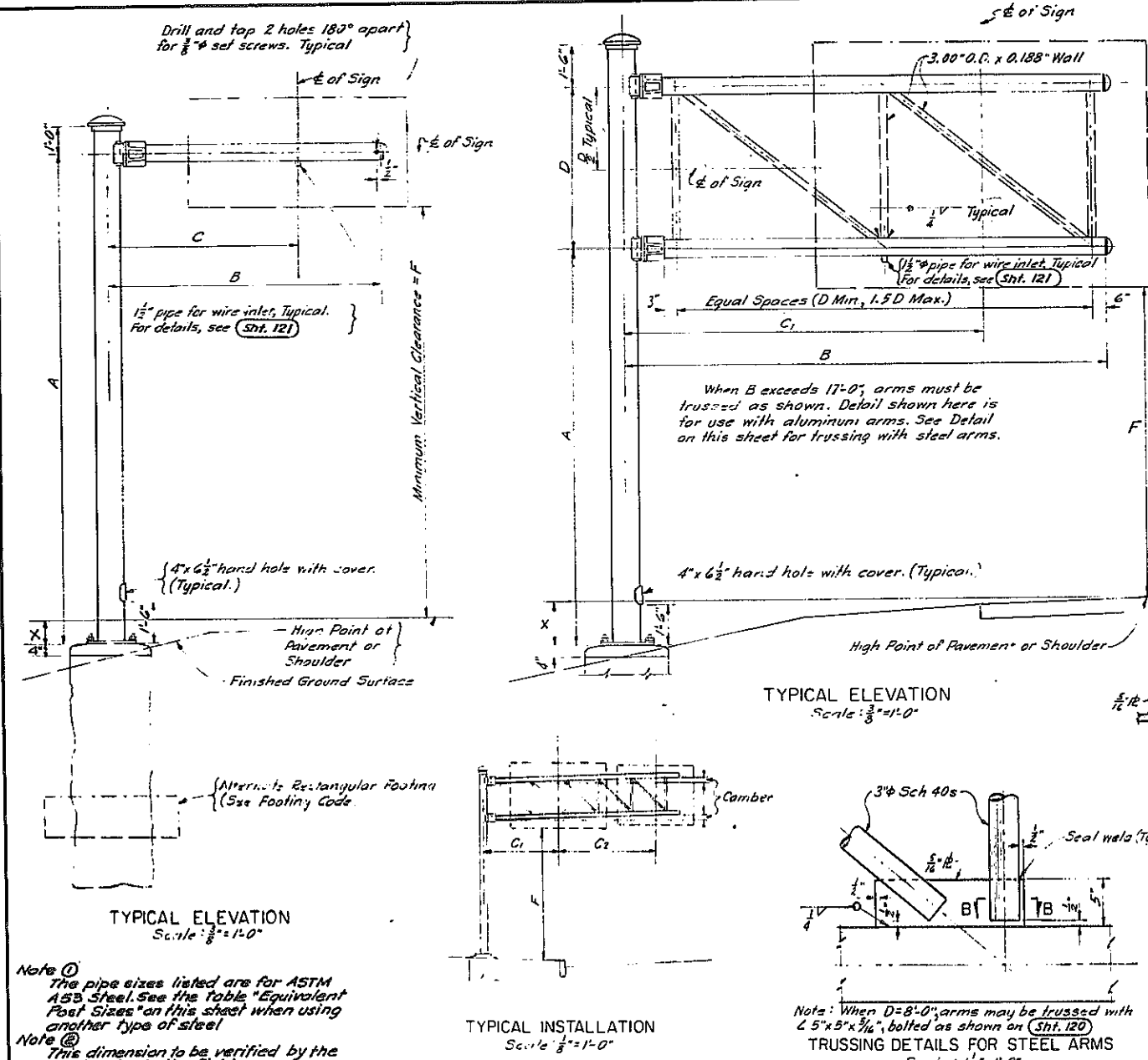
FA-1.690 & FA-1.481			
CANTILEVER TRAFFIC SIGNS			
DRAWING NO. 8083-200	SCALE 1"=10'	DATE 8/15/70	SHEET NO. 117F1
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of...
 Made By...
 Checked By...

FED. RD. PROJ. NO.	STATE	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	118	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

TRAFFIC SIGNS



NOTES

For footing codes and details, see Std. Sh. 69-66A.
 For details and payment items for footing, footing excavation and backfill, see Std. Sh. 69-66A.

For Base R and anchor bolt details, see (Sht. 120).
 After sign is erected, it may be necessary to adjust leveling nuts slightly to make allowance for deflection in post.

All post and arms to be galvanized steel. Arms are to be aluminum or galvanized steel as indicated in the table below.

Tapered poles and/or arms may be used for the structures shown on this sheet. They must be of a material satisfactory to the Deputy Chief Engineer, Design. Modify connections to fit taper. Large end of tapered sections must have the same O.D. as the pipe specified in the table. A table of Equivalent Post sizes is shown on this sheet.

All welding and other fabricating to be done before galvanizing.

For details of caps, see (Sht. 120) and (Sht. 121).

For aluminum arm clamps, see (Sht. 121).

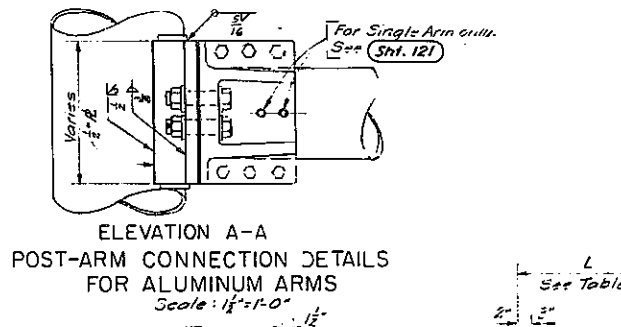
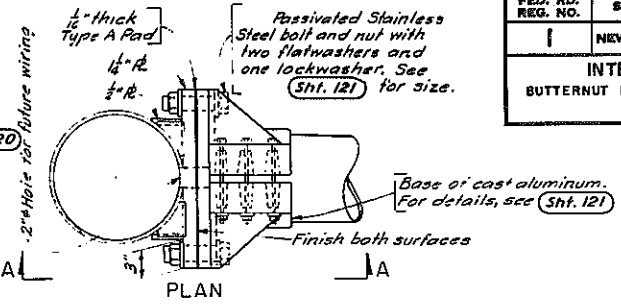


TABLE A

NOM. SIZE OF ARM	L	W
8"	18 7/8"	11 3/8"
10"	20 3/4"	13 3/4"
12"	22 3/4"	15 3/4"

* Pedestal Code is shown in order to select vertical reinforcement only (See Std. Sheet 69-66A).
 Min. height from top of finished grade to bottom of footing is 6'-0"

Notes:

- Concrete for footings shall meet the requirements of Item 20.
- Concrete for pedestals shall meet the requirements of Item 18.
- All reinforcing bars shall meet the requirements of Item 20.

ITEM NO.	LOC. NO.	TEXT NO.	POST (GALV. STEEL)		ARMS					PEDESTAL & FOOTING CODE	SIGN SIZE	X*	F			
			A	D	PIPE SIZE	C1	C2	B	MATERIAL							
474-CC1	33	4	22'-4"	8'-0"	16" Sch 40x	20'-9"	-	25'-9"	Steel	2@10Sch20	8-V7-D	5.5"	L11 & N11	12'-0"x13'-0"	2'-7"	17'-2"
474-CC2	35	22	20'-8"	8'-0"	18" Sch X	20'-0"	-	28'-3"	Steel	2@12Sch20	4-V6-D	4.8"	L13 & N13	18'-6"x12'-0"	1'-6"	17'-2"
474-CC3	45	27, 16	20'-2"	6'-0"	16" Sch 40x	19'-6"	-	26'-3"	Steel	2@10Sch20	4-V4-D	4.6"	L9 & N9	15'-6"x8'-0"	2'-0"	17'-2"
474-CC4	73	28, 13, 30	21'-8"	6'-0"	16" Sch 40x	19'-6"	-	26'-3"	Steel	2@10Sch20	4-V4-D	5.16"	L10 & N10	15'-6"x8'-0"	2'-0"	17'-2"

EQUIVALENT SIZES FOR SINGLE POSTS AND CANTILEVER ARMS

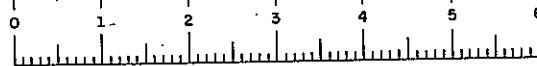
ASTM A53 GrB	UNION METAL	ASTM A252 Gr 3	API 5L x 52
6" Sch. 40s	3 Gauge 6" O.D.	6" Sch 40s	6" Sch 40s
8" Sch. 20	3 Gauge 8" O.D.	8" Sch 20	8" Sch 20
8" Sch. 30	3 Gauge 8" O.D.	8" Sch 20	8" Sch 20
8" Sch. 40s	3 Gauge 8" O.D.	8" Sch 20	8" Sch 20
10" Sch. 20	3 Gauge 10" O.D.	10" Sch 20	10" Sch 20
10" Sch. 30	3 Gauge 10" O.D.	10" Sch 20	10" Sch 20
10" Sch. 40	3 Gauge 10" O.D.	10" Sch 20	10" Sch 20
12" Sch. 20	3 Gauge 12" O.D.	12" Sch 20	12" Sch 20
12" Sch. 30	3 Gauge 12" O.D.	12" Sch 30	12" Sch 20
14" Sch. 10	3 Gauge 12" O.D.	14" Sch 10	14" Sch 10
14" Sch. 20	3 Gauge 14" O.D.	14" Sch 10	14" Sch 10
14" Sch. 30s	3 Gauge 14" O.D.	14" Sch 20	14" Sch 10
15" Sch. 40	3 Gauge 14" O.D.	14" Sch 30s	14" Sch 10
12" Sch. 10	3 Gauge 16" O.D.	16" Sch 10	16" Sch 10
12" Sch. 30s	3 Gauge 16" O.D.	16" Sch 20	16" Sch 10
16" Sch. 40x	0 Gauge 16" O.D.	16" Sch 40x	16" Sch 30s
16" Sch. 10	3 Gauge 18" O.D.	18" Sch 10	18" Sch 10
18" Sch. 20	3 Gauge 18" O.D.	18" Sch 10	18" Sch 10
18" Sch. X	0 Gauge 18" O.D.	18" Sch 30	18" Sch 10
20" Sch. 30x	0 Gauge 20" O.D.	20" Sch 30	20" Sch 10

F.A.I. 690 & F.A.I. 481

CANTILEVER SIGN STRUCTURES

DRAWING NO.	SCALE	DATE	SHEET NO.
9093-20E	AS SHOWN	3/15/70	118

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - EYOBSET, NEW YORK

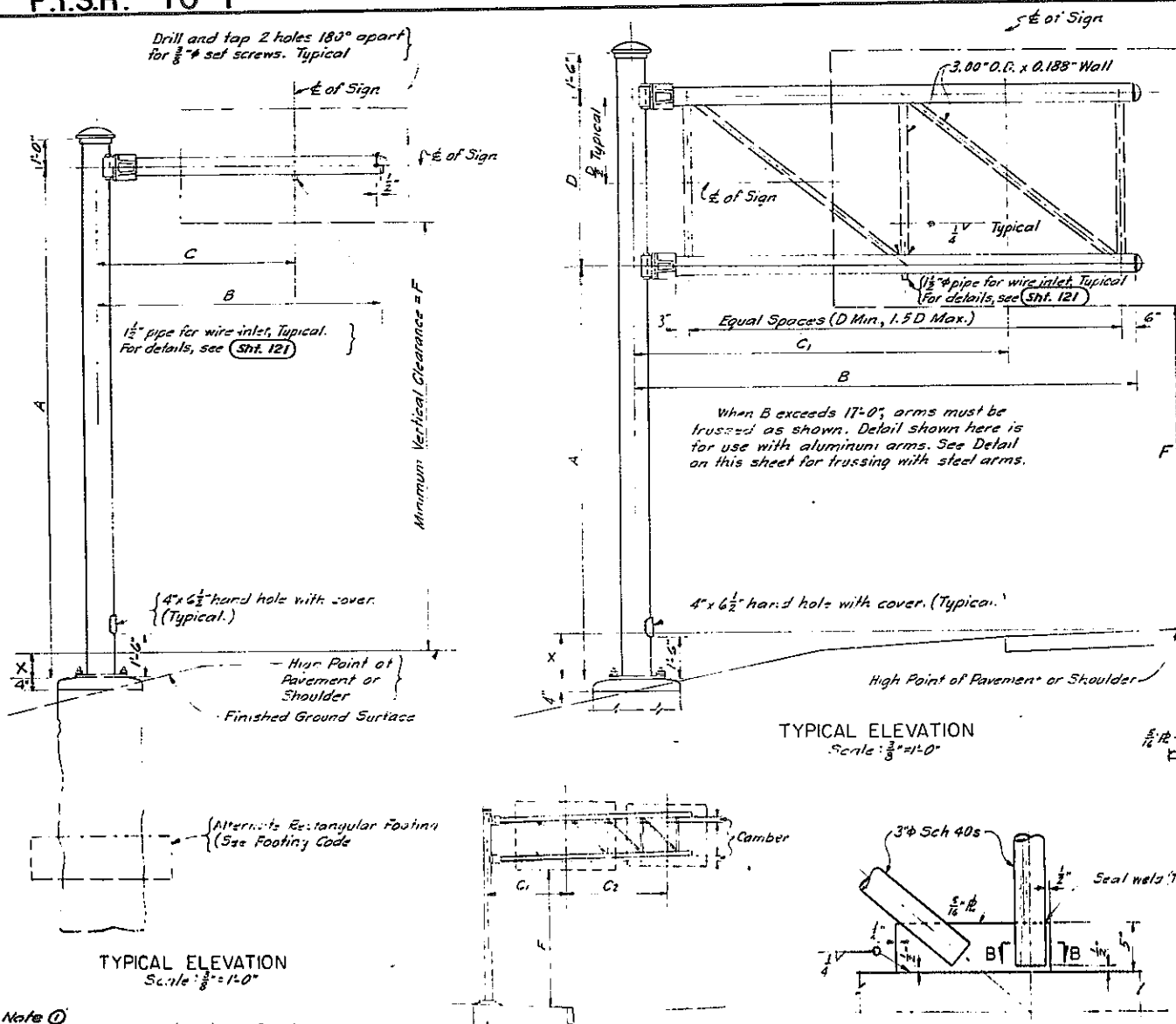


FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	F-650-3123	1-481-2(118)	118FI	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

**TRAFFIC SIGNS
FIELD CHANGE SHEET**

FIELD CHANGE SHEET FOR CONTRACT NO. FISH 70-7
CAPITAL PROJECT IDENTIFICATION NO. 3005.00
SHEET 118FI VOIDS ALL OF ORIGINAL SHEET 118.
CANTILEVER SIGN STRUCTURE ITEM 474-CC5 ADDED.



NOTES

For footing codes and details, see Std. Sh. 69-66A.
For details and payment items for footings, footing excavation and backfill, see Std. Sh. 69-66A.

For Base R and anchor bolt details, see (Sht. 120).
After sign is erected, it may be necessary to adjust leveling nuts slightly to make allowance for deflection in post.

All post arms to be galvanized st. l. Arms are to be aluminum or galvanized steel as indicated in the table below.

Tapered poles and/or arms may be used for the structures shown on this sheet. They must be of a material satisfactory to the Deputy Chief Engineer, Design. Modify connections to fit taper. Lugs and tapered sections must have the same O.D. as the pipe specified in the table. A table of Equivalent Post sizes is shown on this sheet.

All welding and other fabricating to be done before galvanizing.

For details of caps, see (Sht. 120) and (Sht. 121).

For aluminum arm clamps, see (Sht. 121).

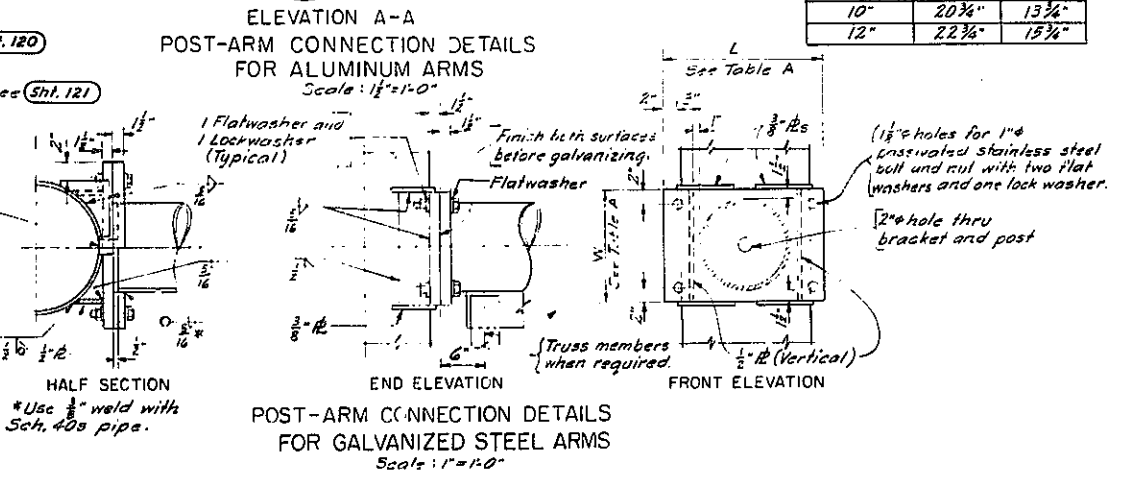
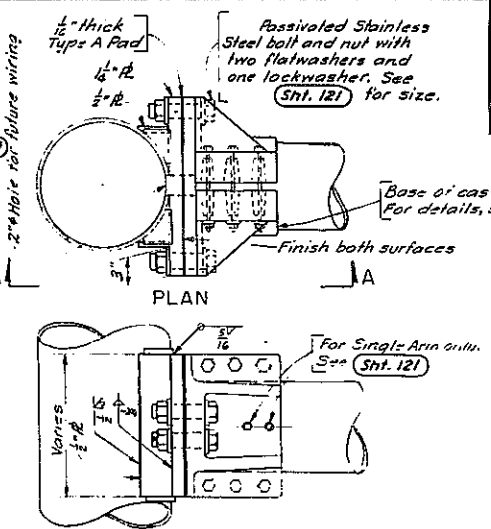


TABLE A

NOM. SIZE OF ARM	L	W
8"	18 3/8"	11 3/8"
10"	20 3/4"	13 3/4"
12"	22 3/4"	15 3/4"

Note ①
The pipe sizes listed are for ASTM A53 Steel. See the Table "Equivalent Post Sizes" on this sheet when using another type of steel.

Note ②
This dimension to be verified by the Contractor in the field.

* Pedestal Code is shown in order to select vertical reinforcement only (See Std. Sheet 69-66A).
Min. height from top of finished grade to bottom of footing is 6'-0"

Notes:

- Concrete for footings shall meet the requirements of Item 20.
- Concrete for pedestals shall meet the requirements of Item 18.
- All reinforcing bars shall meet the requirements of Item 26.

ITEM NO.	LOC. NO.	TEXT NO.	POST (GALV. STEEL)			ARMS				PEDESTAL & FOOTING CODE	SIGN SIZE	X*	F			
			A	D	PIPE SIZE	C ₁	C ₂	B	MATERIAL					SIZE	BRACKET CODE	CAMBER
474-CC1	33	4	22'-4"	8'-0"	16" Sch 40x	2'-9"	-	25'-9"	Steel	2x10 Sch 20	3-V7-D	5.5"	L11 N11	12'-0" x 18'-0"	2'-7"	17'-2"
474-CC2	35	22	20'-8"	8'-0"	18" Sch X	2'-0"	-	28'-3"	Steel	2x12 Sch 20	4-V6-D	4.8"	L13 N13	18'-6" x 12'-0"	1'-6"	17'-2"
474-CC3	45	27, 16	20'-2"	6'-0"	16" Sch 40x	1'-6"	-	26'-3"	Steel	2x10 Sch 20	4-V4-D	4.6"	L9 N9	15'-6" x 8'-0"	2'-0"	17'-2"
474-CC4	73	28, 13, 30	21'-8"	6'-0"	16" Sch 40x	1'-6"	-	26'-3"	Steel	2x10 Sch 20	4-V4-D	5.16"	L10 N10	15'-6" x 8'-0"	2'-0"	17'-2"
474-CC5	6A	86	20.55'	4'-0"	12" Sch 20	1'-3"	-	22'-3"	ALUMINUM	2x6 Sch 40	2-V3-D	5.91"	K3	12'-0" x 5'-0"	2.85'	17'-2"

**EQUIVALENT SIZES
FOR SINGLE POSTS AND CANTILEVER ARMS**

ASTM A53 GrB	UNION METAL	ASTM A252 Gr3	API 5L x 52
6" Sch. 40s	3 Gauge 6" O.D.	6" Sch. 40s	6" Sch. 40s
8" Sch. 20	3 Gauge 8" O.D.	8" Sch. 20	8" Sch. 20
8" Sch. 30	3 Gauge 8" O.D.	8" Sch. 30	8" Sch. 30
8" Sch. 40s	3 Gauge 8" O.D.	8" Sch. 40	8" Sch. 40
10" Sch. 20	3 Gauge 10" O.D.	10" Sch. 20	10" Sch. 20
10" Sch. 30	3 Gauge 10" O.D.	10" Sch. 30	10" Sch. 30
12" Sch. 20	3 Gauge 12" O.D.	12" Sch. 20	12" Sch. 20
12" Sch. 30	3 Gauge 12" O.D.	12" Sch. 30	12" Sch. 30
14" Sch. 10	3 Gauge 14" O.D.	14" Sch. 10	14" Sch. 10
14" Sch. 20	3 Gauge 14" O.D.	14" Sch. 20	14" Sch. 20
14" Sch. 30s	3 Gauge 14" O.D.	14" Sch. 30s	14" Sch. 30s
14" Sch. 40	3 Gauge 14" O.D.	14" Sch. 40	14" Sch. 40
16" Sch. 10	3 Gauge 16" O.D.	16" Sch. 10	16" Sch. 10
16" Sch. 30s	3 Gauge 16" O.D.	16" Sch. 30	16" Sch. 30
16" Sch. 40x	3 Gauge 16" O.D.	16" Sch. 40x	16" Sch. 40x
18" Sch. 10	3 Gauge 18" O.D.	18" Sch. 10	18" Sch. 10
18" Sch. 20	3 Gauge 18" O.D.	18" Sch. 20	18" Sch. 20
18" Sch. X	3 Gauge 18" O.D.	18" Sch. 30	18" Sch. 30

FIELD CHANGE SHEET
SEE FIELD CHANGE SHEET NO. 45 FI FOR APPROVAL SIGNATURE.

FA.I.690 & FA.I.481

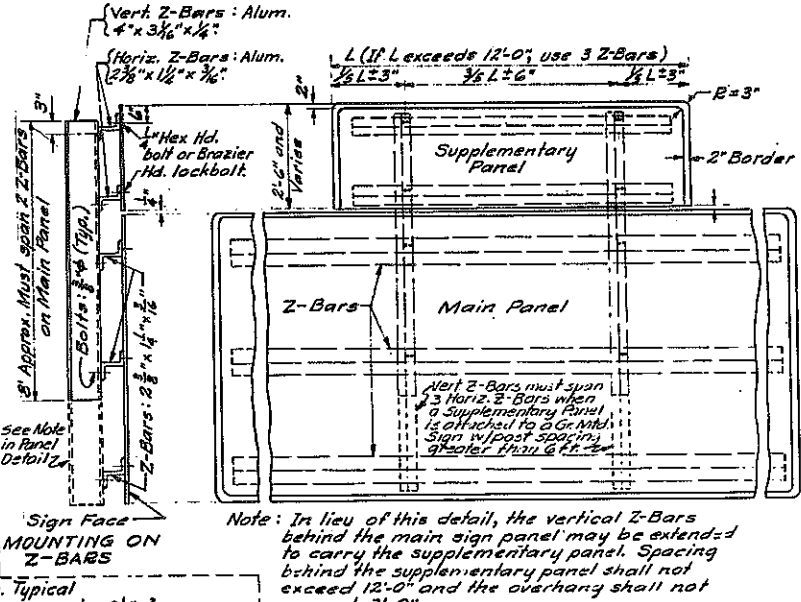
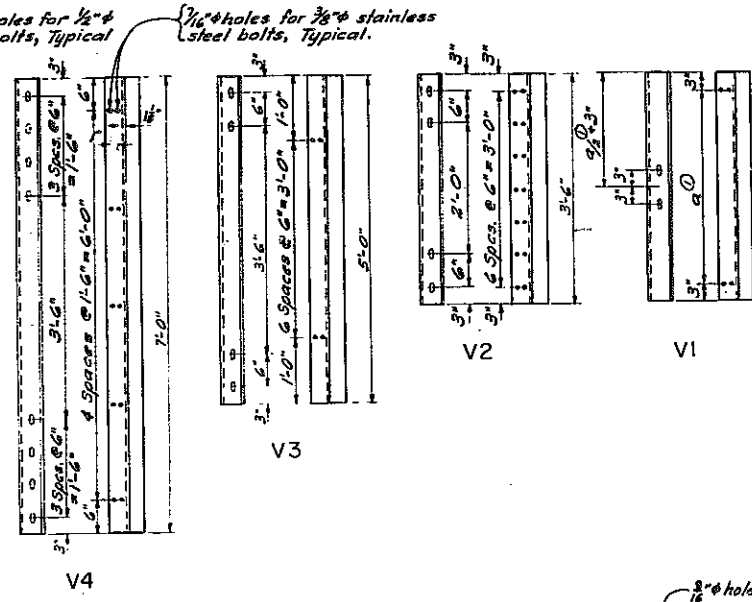
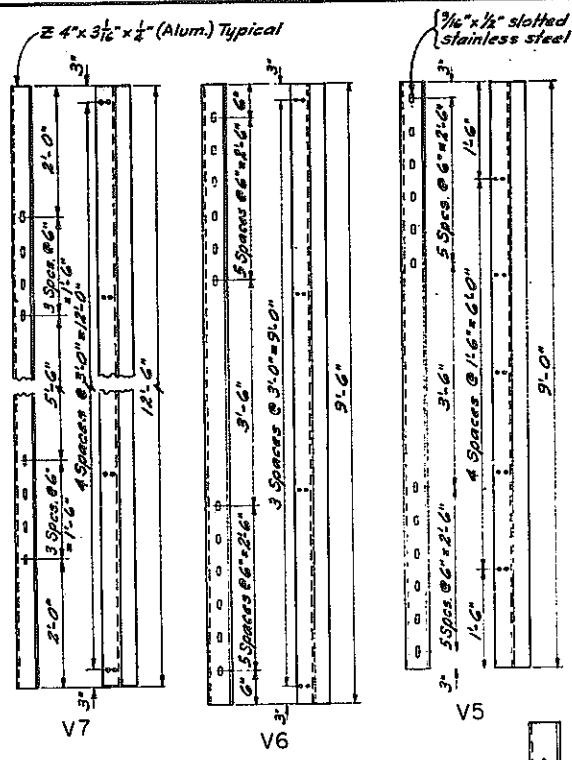
CANTILEVER SIGN STRUCTURES

DRAWING NO.	SCALE	DATE	SHEET NO.
9053-20E	AS SHOWN	9/15/70	118FI

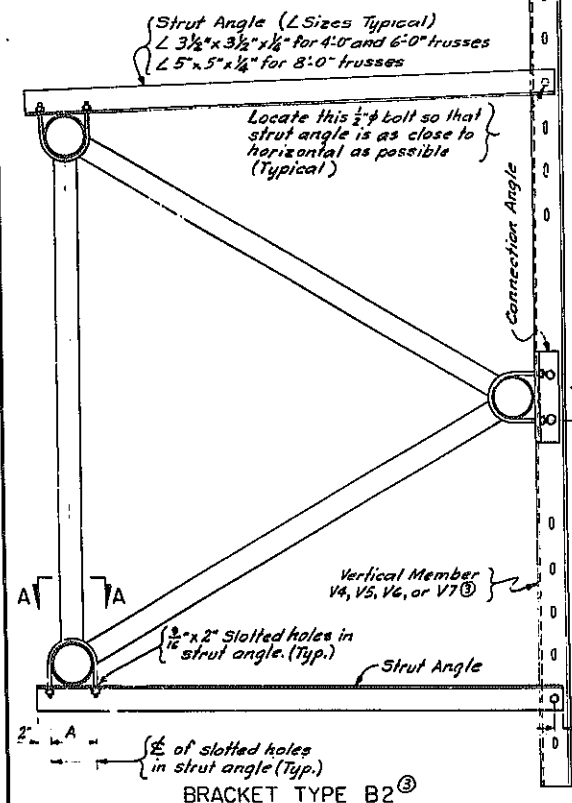
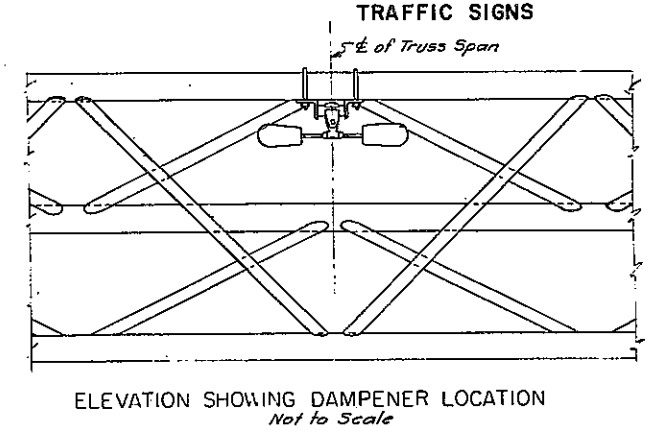
LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	119	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



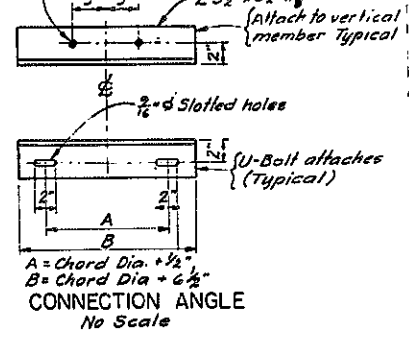
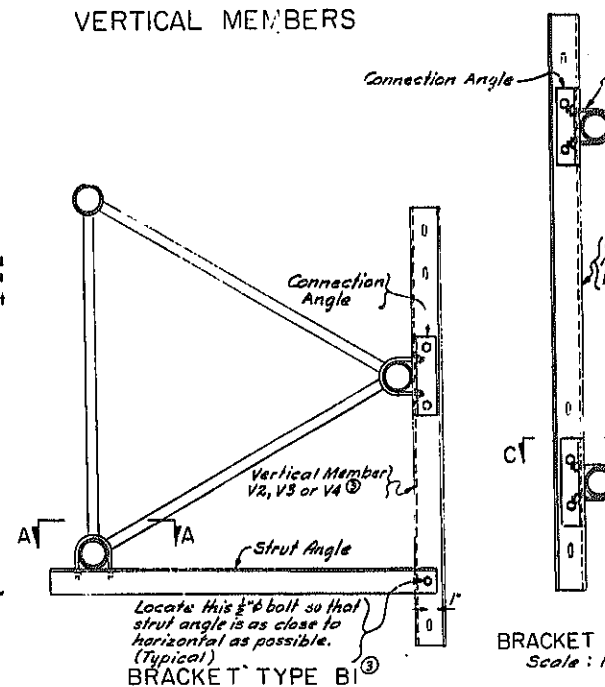
Diagonals in the vertical truss should be located as shown. However dampener may be moved away from 5' of span slightly when attachment interferes with diagonal members.



USE OF VERTICAL MEMBERS

Arm or Chord Spacing	Single Arm	2'-0"	4'-0"	6'-0"	8'-0"
Up to 4'-0"	V1	V2	V3	V4	V5
4'-6" to 6'-0"	V1	V2	V3	V4	V5
6'-6" to 9'-0"	V4	V4	V4	V4	V5
9'-6" to 12'-0"			V6	V6	V6
12'-6" to 15'-0"				V7	V7

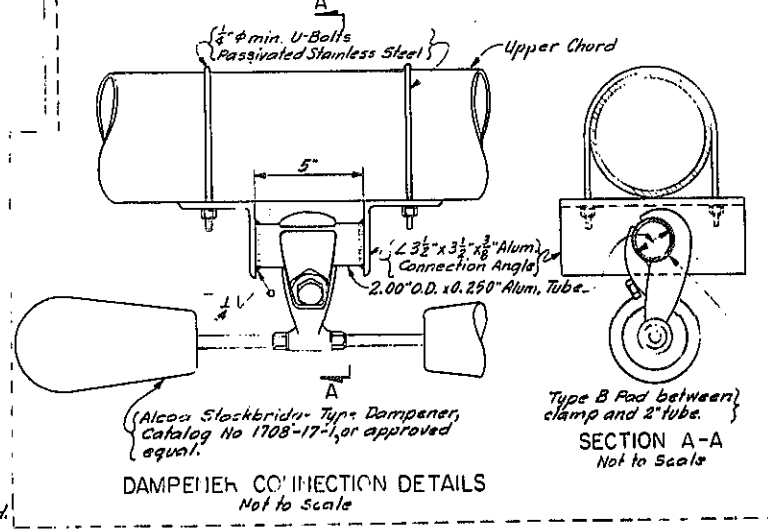
② Will require additional holes in flange.
③ Will require additional holes in web.



BRACKET USE

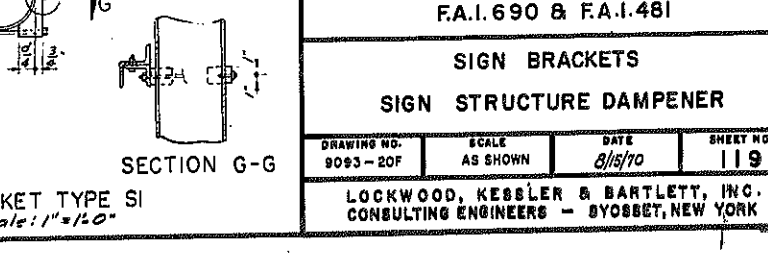
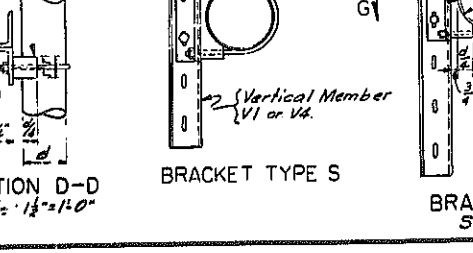
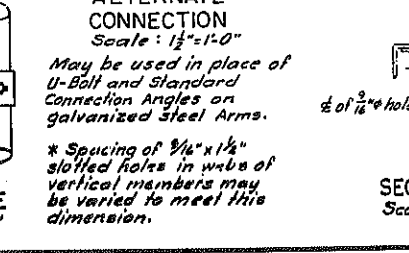
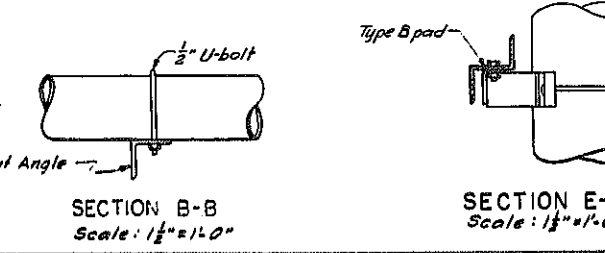
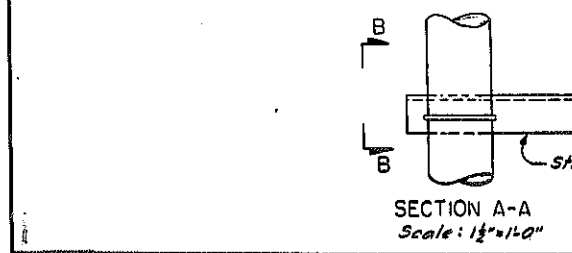
BRACKET	USE
Type S	Single Arms
Type D	Double Arms or Trusses
Type B1	For mounting on back of truss (with V2, V3 or V4 vertical members)
Type B2	For mounting on back of truss (with V4, V5, V6 or V7 vertical members)
Type BS	Type S mounted on back of truss (with V1 only)
Type SI	Single Arms or Single Beam where signs are illuminated.

Explanation of Bracket Code (3-V2-D)
First number (3) is the number of Brackets required for the sign. See the latest Typical Guide Signs Standard sheet for specifics.
Second symbol (V2) is the type of vertical bracket member required.
Last symbol (D) is the type of bracket required.



NOTES

All vertical members, connection angles and strut angles are to be aluminum.
Except as otherwise shown, all bolting material to be passivated stainless steel.
Use a lockwasher and a flat washer with each nut or use an approved stop nut and flat washer.
Sign panel units, vertical bracket, U-Bolt assemblies, and necessary hardware for attaching signs to structure to be paid for under Overhead Panel Item 471A (Typical).
Dimension A, Chord or Arm diameter "A"
① Dimension "a" is the spacing of sign face stringers to determine this dimension see the "Stringers and Batten" Table on Std. Sheet 68-67R2, Typical Guide Signs.
② Will require additional holes in flange.
③ The number of holes shown are the minimum required. The 1/2" x 1/2" slotted holes in the web may be placed at 6" centers for the entire length of the member. The two 1/2" holes in the flange may be placed at 16" centers for the length of the member.



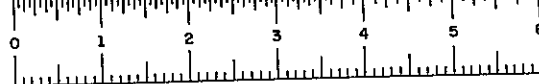
F.A.I. 690 & F.A.I. 481

SIGN BRACKETS
SIGN STRUCTURE DAMPENER

DRAWING NO.	SCALE	DATE	SHEET NO.
9093-20F	AS SHOWN	8/15/70	119

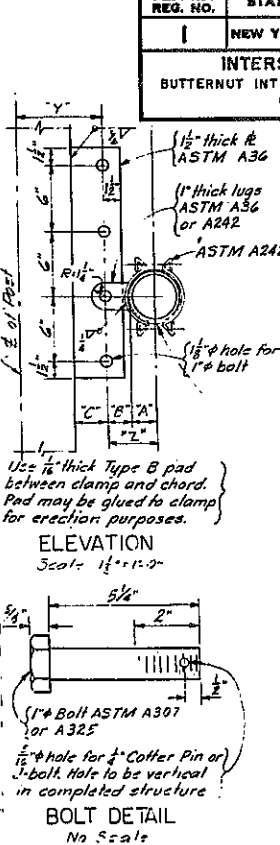
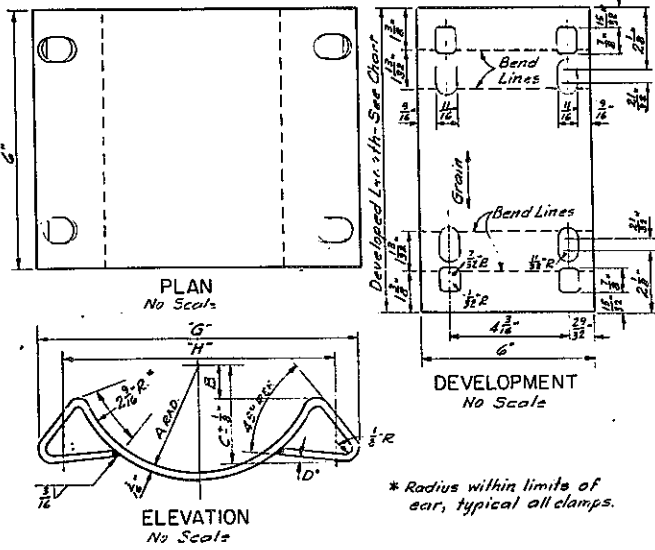
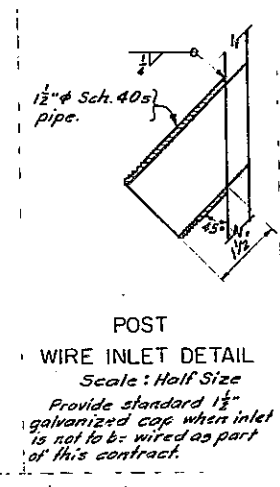
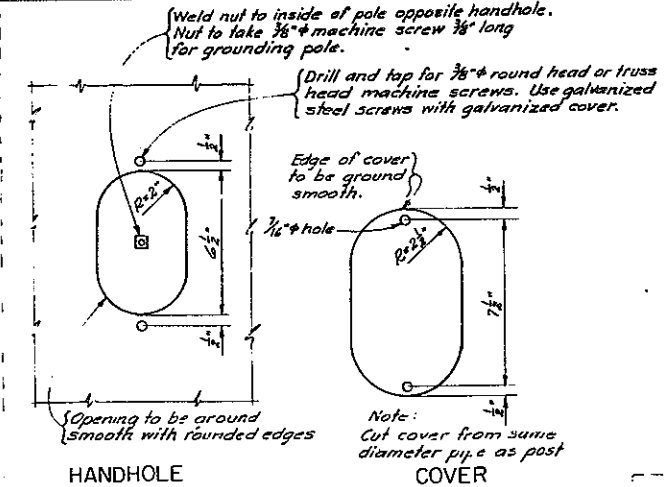
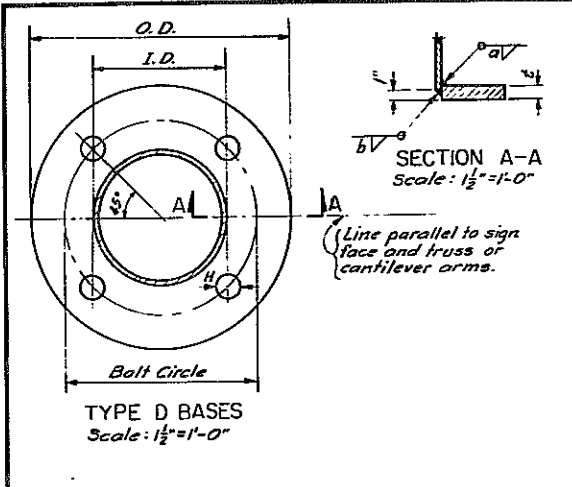
LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge of: R.A.S.
Made By: D.H.
Checked By: M.L.
Checked By: G.L.



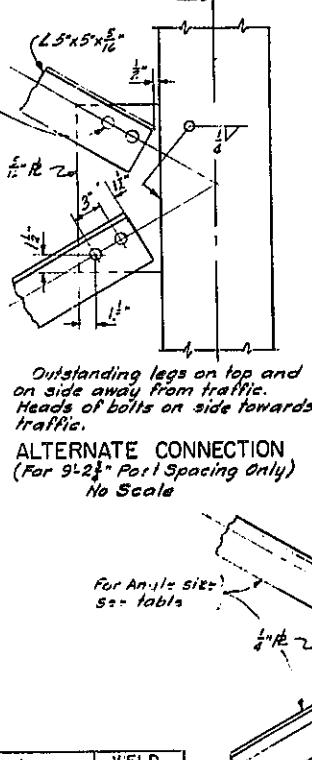
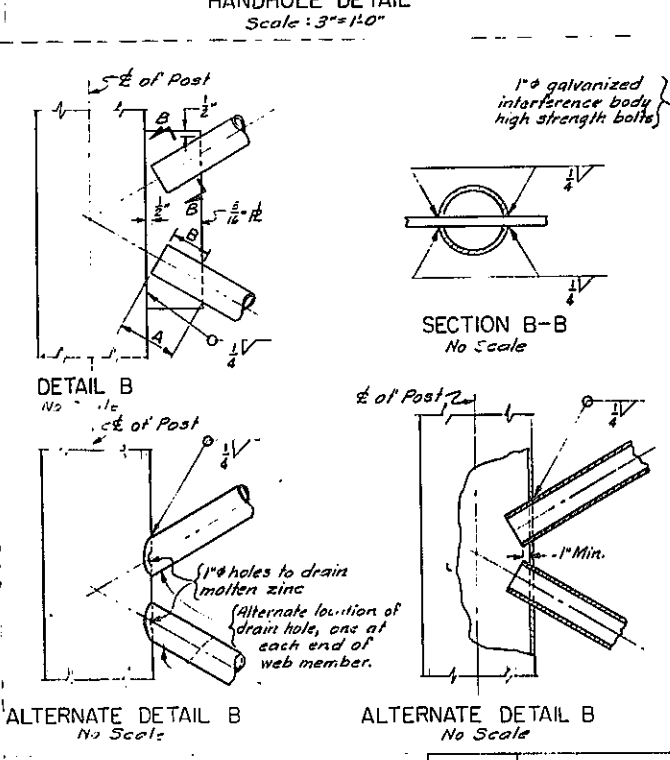
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)		120	398

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



TYPE D BASES

POST	BASE R. O. D.	BASE I. D.	MIN. t	BOLT CIRCLE	BOLT DIA.	HOLE DIA.	WELD a	b
4 Sch 40s	14.0"	6 3/4"	1 1/8"	11 1/2"	1 3/8"	1 3/8"	1/2"	3/4"
4 Sch 80s	14.0"	6 3/4"	1 3/8"	11 1/2"	1 1/2"	1 1/2"	3/8"	1/2"
8 Sch 20	17.0"	8 3/4"	1 1/4"	13"	1 1/4"	2"	3/8"	1/2"
8 Sch 30	17.0"	8 3/4"	1 1/4"	13"	1 1/4"	2"	1/2"	1/4"
8 Sch 40s	17.0"	8 3/4"	1 1/4"	13"	1 3/8"	2"	1/2"	3/8"
8 Sch 60	18.0"	8 3/4"	1 1/4"	14"	2"	2 1/4"	3/8"	3/8"
8 Sch 80x	18.0"	8 3/4"	1 1/4"	14"	2"	2 1/4"	3/4"	1/2"
10 Sch 20	20.0"	10 3/4"	1 3/8"	16"	1 3/8"	2"	1/2"	1/4"
10 Sch 30	20.0"	10 3/4"	1 3/8"	16"	2"	2 1/4"	3/8"	1/4"
10 Sch 40s	20.0"	10 3/4"	1 3/8"	16"	2"	2 1/4"	3/8"	3/8"
10 Sch 60x	21.0"	10 3/4"	1 3/8"	17"	2 1/4"	2 1/4"	3/8"	3/8"
10 Sch 80	21.0"	10 3/4"	2 1/8"	17"	2 1/4"	2 1/4"	3/8"	1/2"
12 Sch 20	24.0"	12 3/4"	1 3/8"	19"	2"	2 1/4"	3/8"	1/4"
12 Sch 30	24.0"	12 3/4"	1 3/8"	19"	2 1/4"	2 1/4"	3/8"	3/8"
12 Sch 40	24.0"	12 3/4"	1 3/8"	19"	2 1/4"	2 1/4"	3/8"	3/8"
12 Sch x	25.0"	12 3/4"	2 1/8"	20"	2 1/4"	2 1/4"	3/8"	3/8"
12 Sch 60	25.0"	12 3/4"	2 1/8"	20"	2 3/4"	3"	3/8"	1/2"
12 Sch 80	25.0"	12 3/4"	2 1/8"	20"	2 3/4"	3"	1"	3/8"
14 Sch 10	25.0"	14"	1 3/8"	20"	2"	2 1/4"	3/8"	1/4"
14 Sch 20	25.0"	14"	1 3/8"	20"	2 1/4"	2 1/4"	3/8"	3/8"
14 Sch 30s	27.0"	14"	1 3/8"	22"	2 1/4"	2 1/4"	3/8"	3/8"
14 Sch 40	27.0"	14"	2 1/8"	22"	2 1/4"	2 1/4"	3/4"	3/8"
16 Sch 10	27.0"	16"	1 3/8"	22"	2 1/4"	2 1/4"	3/8"	1/4"
16 Sch 30s	29.0"	16"	2 1/8"	23 1/2"	2 1/4"	2 3/4"	3/8"	3/8"
16 Sch 40x	29.0"	16"	2 1/8"	23 1/2"	3"	3 1/4"	3/8"	3/8"
18 Sch 10	30.0"	18"	1 3/8"	24 1/2"	2 1/4"	2 1/4"	3/8"	1/4"
18 Sch 20	30.0"	18"	2 1/8"	24 1/2"	2 3/8"	3"	3/8"	3/8"
18 Sch x	32.0"	18"	2 1/8"	26"	3"	3 1/4"	3/4"	1/2"
20 Sch 30x	33.0"	20"	2 1/8"	28"	3 1/4"	3 1/4"	3/4"	1/2"

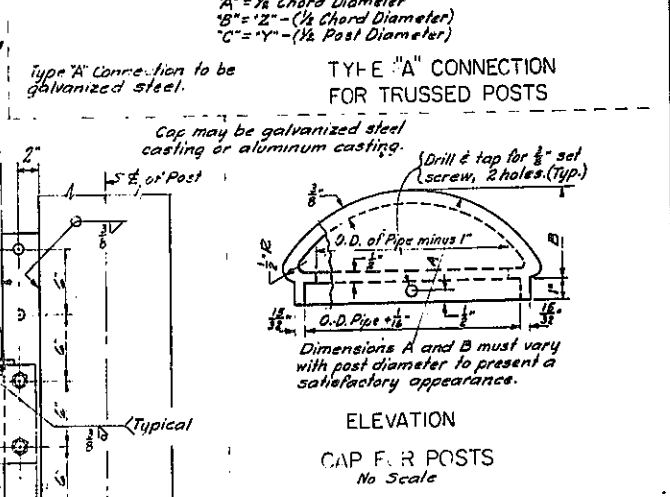
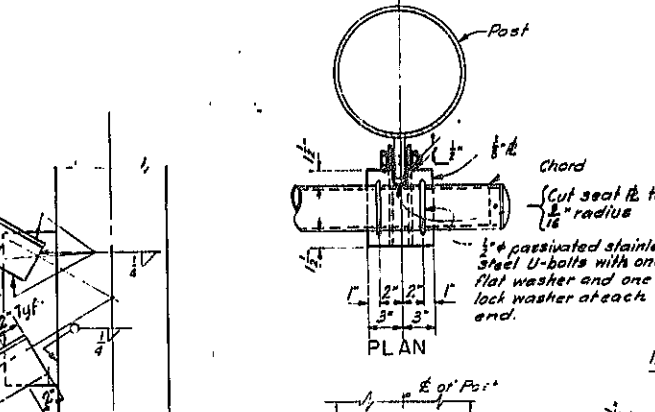


CLAMP DETAILS

CHORD DIAM.	DEVELOPED LENGTH	DIMENSIONS						FCLT
		A	B	C	D	G	H	LF
3	10 7/8"	1 1/8"	1 1/8"	1 1/8"	7"	5 1/2"	4 1/2"	4"
4	11 1/2"	2 1/4"	2 1/4"	2 3/8"	1 1/2"	6 3/8"	5 1/2"	5"
5	12 3/8"	2 3/8"	2 3/8"	2 3/8"	7"	7 1/4"	5 3/8"	5"
6	13 1/2"	3"	3"	2 1/8"	5"	8"	6 3/8"	6"
8	16 3/8"	4 1/8"	1 3/8"	2 3/8"	3 1/2"	10 9/16"	8 3/8"	7"

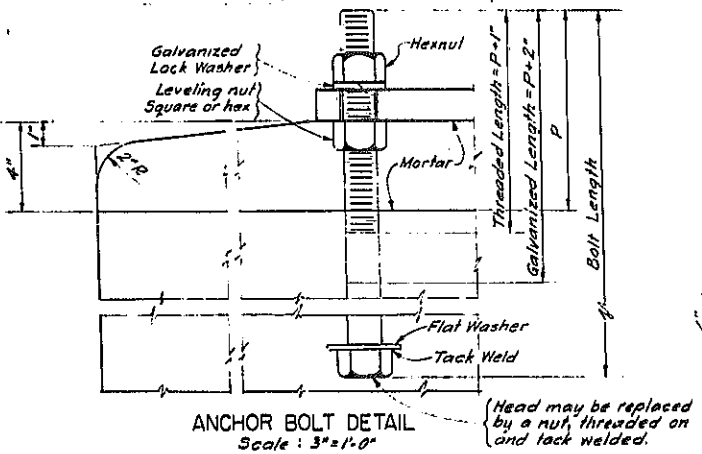
D	Y-Y	Z-Z	"D"	Chord Diam.	B"	Post Diam.	"C"
4'-0"	6"	4 1/2"	4'-0"	3"	2 1/4"	6"	2 1/4"
6'-0"	7 1/8"	4 1/8"	6'-0"	4"	2 1/4"	8"	2 1/4"
8'-0"	8 1/8"	5 1/8"	8'-0"	6"	2 1/4"	10"	2 1/4"
			8'-0"	8"	2 1/4"	12"	2 1/4"

A' = 1/2 Chord Diameter
B' = Z' - (1/2 Chord Diameter)
C' = Y' - (1/2 Post Diameter)



ANCHOR BOLTS

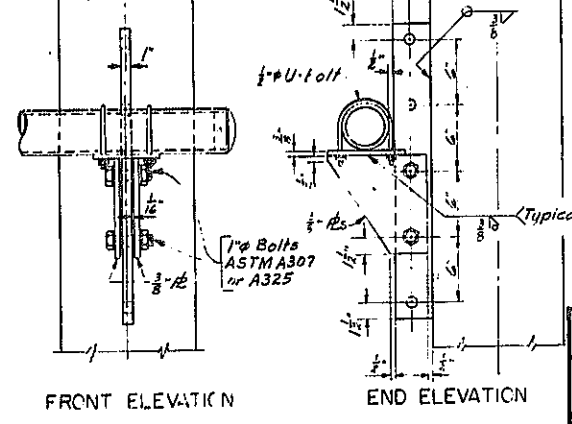
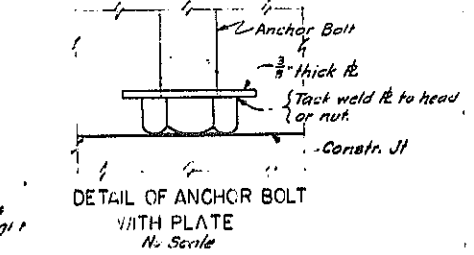
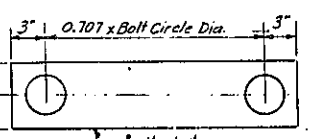
BOLT DIA	BOLT LENGTH	P
1 1/8"	4'-2"	8"
1 1/2"	4'-6"	9"
1 3/4"	5'-1"	9"
2"	5'-10"	10"
2 1/4"	6'-6"	10"
2 1/2"	7'-2"	10"
2 3/4"	7'-10"	11"
3"	8'-6"	11"
3 1/2"	9'-2"	12"



DIAGONALS *

"P"	PIPE SIZE	ANGLE SIZE	WELD LENGTH A+B
5'-2"	2 1/2" Sch. 40s	(Do not use)	6"
7'-2"	2 1/2" Sch. 40s	4" x 4" x 1/2"	6"
9'-2 1/2"	3" Sch. 40s	5" x 5" x 1/2"	7"

* Use pipe when assembly is to be single dip galvanized.
Use welded angles when assembly is to be double dip galvanized.
Use bolted angles only when assembly cannot be double dip galvanized.



FA.I. 690 & FA.I. 481

BASES, CAPS & CONNECTION DETAILS

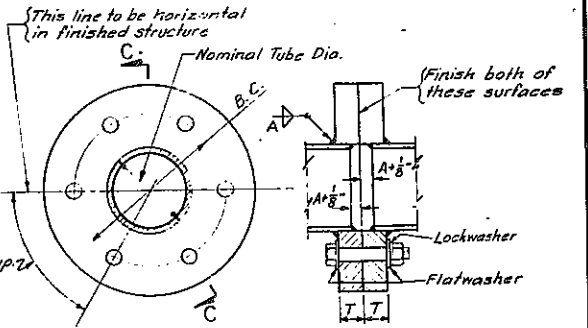
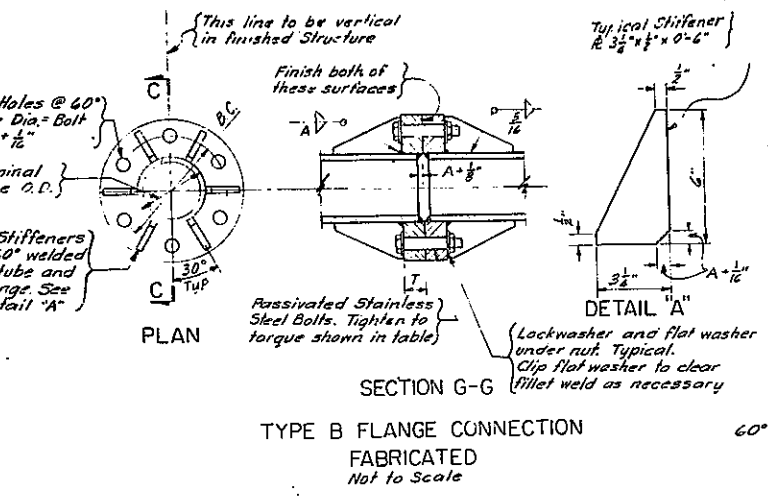
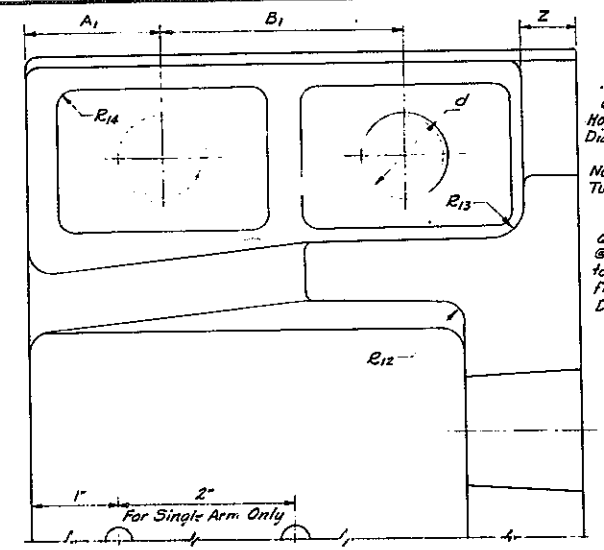
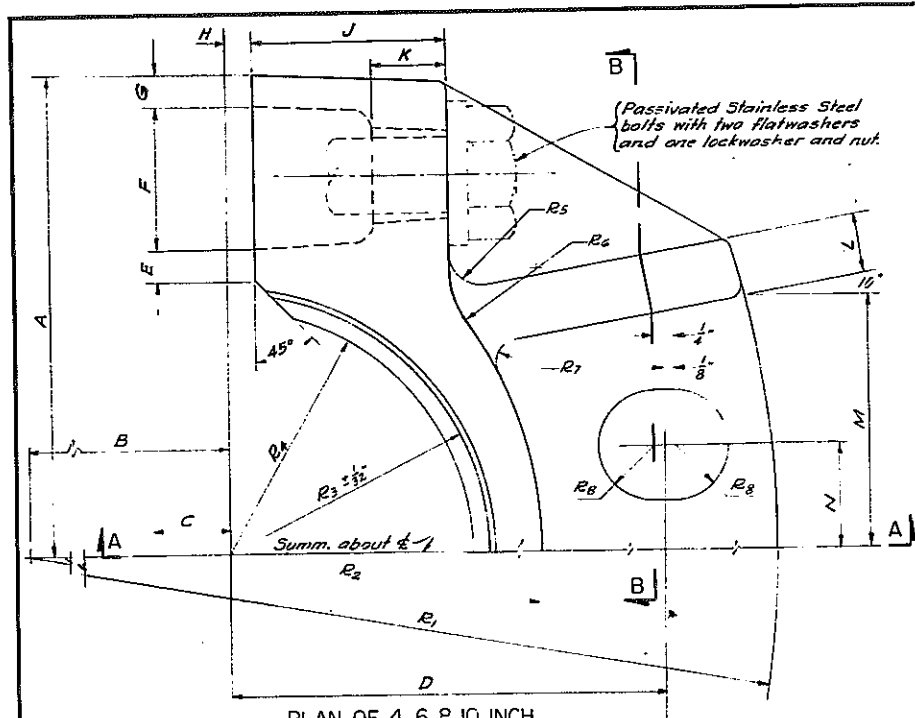
DRAWING NO.	SCALE	DATE	SHEET NO.
8093-200	AS SHOWN	8/15/70	120

LOCKWOOD, KESLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

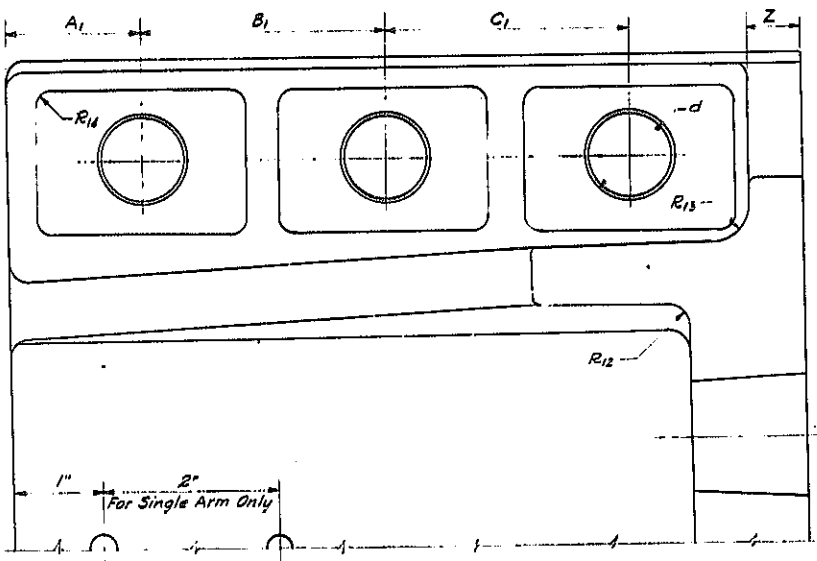
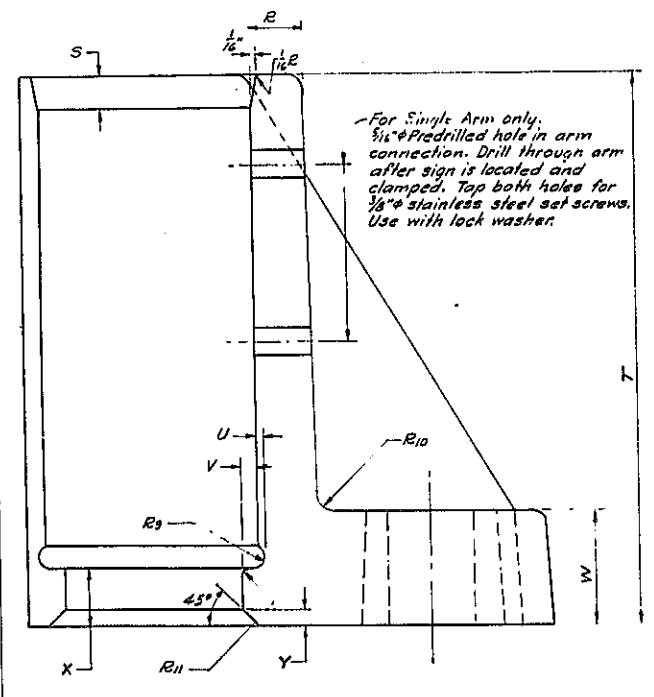
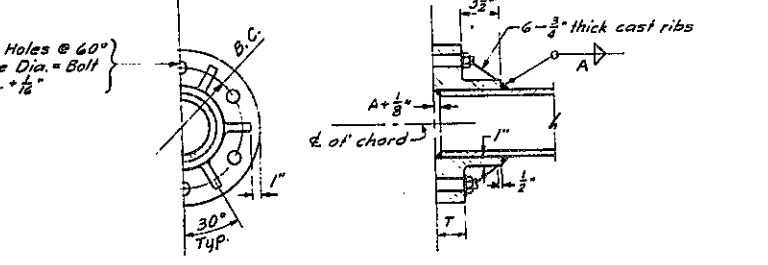
FED. RD. DIST. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	121	308	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ORGHADAGA COUNTY

TRAFFIC SIGNS



Note
All fillets and radii not shown are 1/8" minimum. Use 3° draft



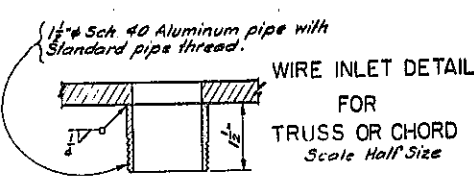
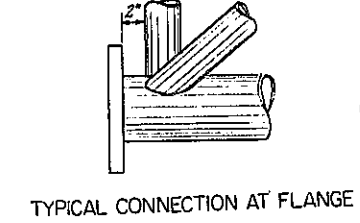
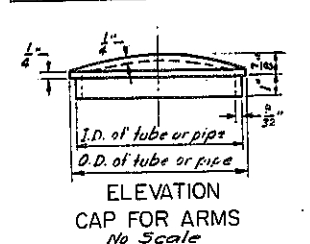
TYPE B FLANGE CONNECTION

FABRICATED FLANGE	CHORD SIZE	FLANGE			BOLT DIA.	BOLT CIRCLE	BOLT TORQUE FT. LBS.
		A	O.D.	T			
	5" x 1/2"	3/8"	10 1/2"	1"	3/4"	8"	75
	6" x 1/2"	3/8"	11 1/2"	1 1/4"	3/4"	9"	75
	8" x 1/2"	3/8"	13 1/2"	1 1/4"	7/8"	11"	75
	8" x 5/8"	1/2"	13 1/2"	1 1/4"	1"	11"	100
	8" x 3/4"	5/8"	13 1/2"	1 1/4"	1"	11"	150
CAST FLANGE	5" x 1/2"	1/2"	13"	1 1/4"	3/4"	10"	100
	6" x 1/2"	1/2"	14"	1 1/2"	3/4"	11"	100
	8" x 1/2"	1/2"	16"	1 1/2"	7/8"	13"	100
	8" x 3/8"	5/8"	16"	1 1/2"	1"	13"	150
	8" x 3/4"	3/4"	16"	1 1/2"	1"	13"	200

TYPE A FLANGE CONNECTION *

CHORD SIZE	FLANGE		BOLT DIA.	BOLT CIRCLE	BOLT TORQUE FT. LBS.
	"A"	O.D.			
3" x 3/16"	3/16"	7"	7/8"	5"	100
3" x 1/4"	1/4"	7"	7/8"	5"	100
3" x 5/16"	5/16"	7"	7/8"	5"	100
4" x 1/4"	1/4"	8 1/2"	7/8"	6 1/2"	150
4" x 5/16"	5/16"	8 1/2"	7/8"	6 1/2"	150
4" x 3/8"	3/8"	8 1/2"	7/8"	6 1/2"	150
5" x 1/8"	5/8"	9 1/2"	1"	7 1/2"	150
5" x 3/8"	3/8"	9 1/2"	1"	7 1/2"	150
6" x 1/4"	1/4"	11 1/2"	1 1/4"	9"	200
6" x 5/16"	5/16"	11 1/2"	1 1/4"	9"	200
6" x 3/8"	3/8"	11 1/2"	1 1/4"	9"	200
8" x 1/4"	1/4"	13 1/2"	1 1/4"	11"	200
8" x 5/16"	5/16"	13 1/2"	1 1/4"	11"	200
8" x 3/8"	3/8"	13 1/2"	1 1/4"	11"	200

* Cast flanges may be used. All dimensions will be the same except that the thickness "T" shall be 1/4" greater in each case.



	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	d	Clamp Bolts
4" Diameter	7 3/4"	2 1/2"	2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	1 1/2"	3"
6" Diameter	12"	4 1/2"	3"	2 1/2"	2"	2"	2"	2"	2"	2"	2"	2"	2"	2"	2"	3"
8" Diameter	16 1/2"	5 1/2"	4"	3 1/2"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
10" Diameter	16 3/4"	7"	5"	4 1/2"	4"	4"	4"	4"	4"	4"	4"	4"	4"	4"	4"	3"

	A	B	C	D	E	F	G	H	J	K	L	M	N	R	S	T	U	V	W	X	Y	Z	A1	B1	C1	Flange Bolts
4" Diameter	4 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"
6" Diameter	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"
8" Diameter	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"
10" Diameter	7 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"	6 1/2"

FA.I.690 & FA.I.481

ALUMINUM COMPONENTS AND CONNECTION DETAILS

DRAWING NO. 9093-20H	SCALE AS SHOWN	DATE 8/15/70	SHEET NO. 121
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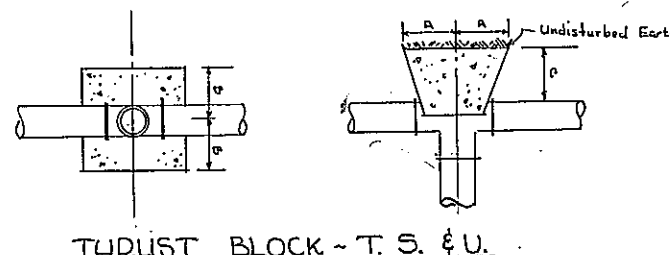
LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge: R.A.S.
 Drawn By: U.R.E.
 Checked By: R.S.C.
 Approved By: D.K.R.

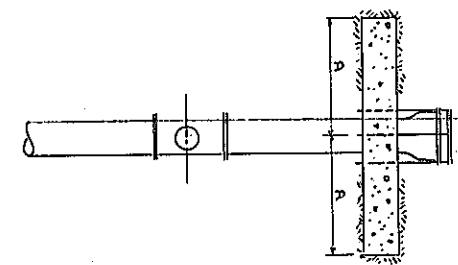
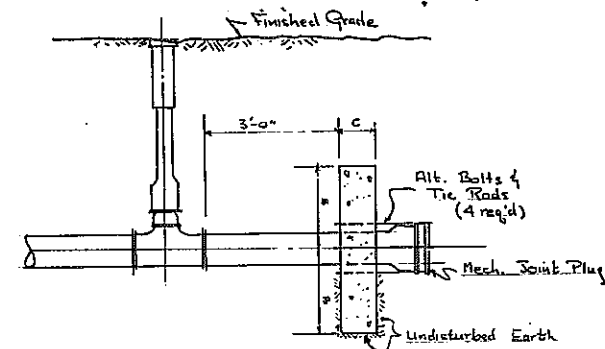
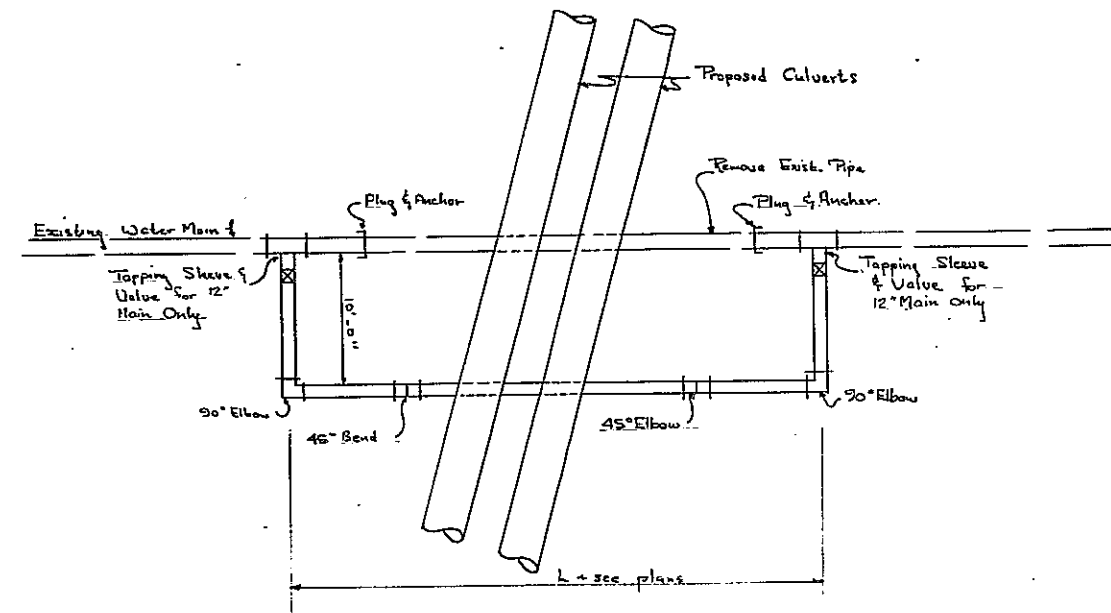
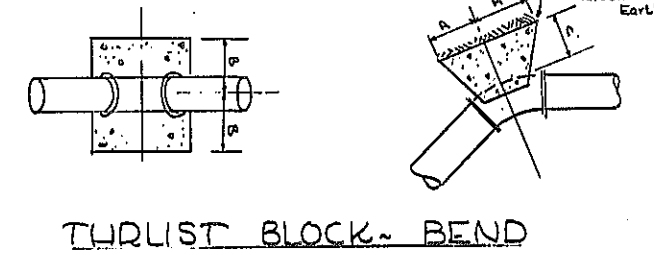
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-680-3(23)	1-481-2(118)	122R	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

PIPE SIZE	A	B	C
12"	2'-0"	2'-0"	2'-0"
8"	1'-8"	1'-8"	1'-8"

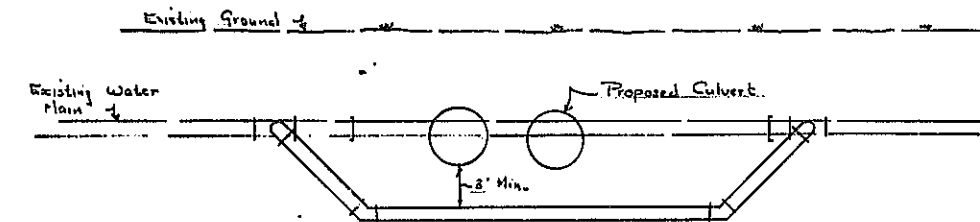


PIPE SIZE	BEND	A	B	C
12"	90°	3'-0"	3'-0"	3'-0"
12"	45°	2'-2"	2'-2"	2'-2"
8"	90°	2'-3"	2'-3"	2'-3"
8"	45°	1'-10"	1'-10"	1'-10"

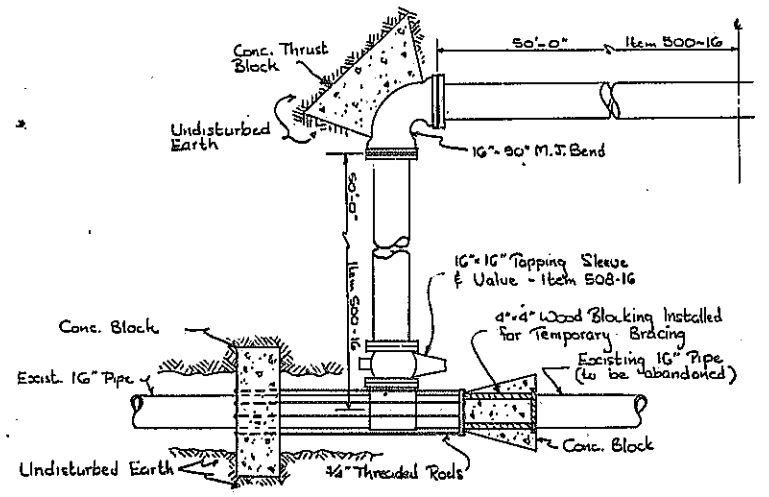


PIPE SIZE	A	B	C
12"	3'-6"	2'-6"	1'-0"
8"	3'-0"	1'-6"	1'-0"
6"	2'-8"	1'-3"	1'-0"

ANCHOR



WATER MAIN OFFSET
8" & 12" MAINS



DETAILS
6", 8" & 12" MAINS

- Notes (16" Main)
- Pipe shall be Ductile Iron, Class 1, Cement Lined
 - Pipe shall have a coating of coal tar pitch varnish on the outside and an inside protection of a fastless, odorless bituminous paint.
 - New installation and existing pipe shall be protected throughout the life of the contract operations by the Contractor. Extreme care will be used to prevent any damage to the new or existing water line.
 - Concrete thrust blocks and anchors shall meet the requirements of Item 20.
 - Trench for proposed pipe to be filled with a 1'-0" minimum thickness layer of Item 2EF-8. The layer shall be carefully shaped to accept pipe with a minimum depth under pipe of 8".
 - Installation is symmetric about L.
 - For plan see sheet

As Built Revision
omit 12" water main offset

LOCATIONS OF WORK

- Sta. N8 23C
Offset 16" Main around bridge pier
- Kirkville Rd. 12" Main
a. Offset under culvert at K4
c. Remove hydrant at K9
d. Offset under culvert at K20
- Lyons Rd. 6" Main
a. Relocate hydrant
b. Install valve
c. Remove exist. main.
- Meyers Rd. 12" Main
Offset main in steel sleeve under Mainline
- Meyers Rd. 8" Main
a. Offset under culverts at T5140T
b. Abandon exist. main and install main from M13 to M 24
c. Relocate hydrant.
d. Install 8" valve

F.A.I. 481

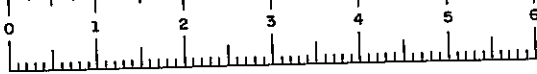
WATER MAIN DETAILS

DRAWING NO.	SCALE	DATE	SHEET NO.
9053-S-102	AS SHOWN.	6/15/70	122

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYRACUSE, NEW YORK

NOTE: ALL CAST IRON WATER MAIN ITEM 500 SHALL BE CEMENT LINED AND 150 LB. GLASS.

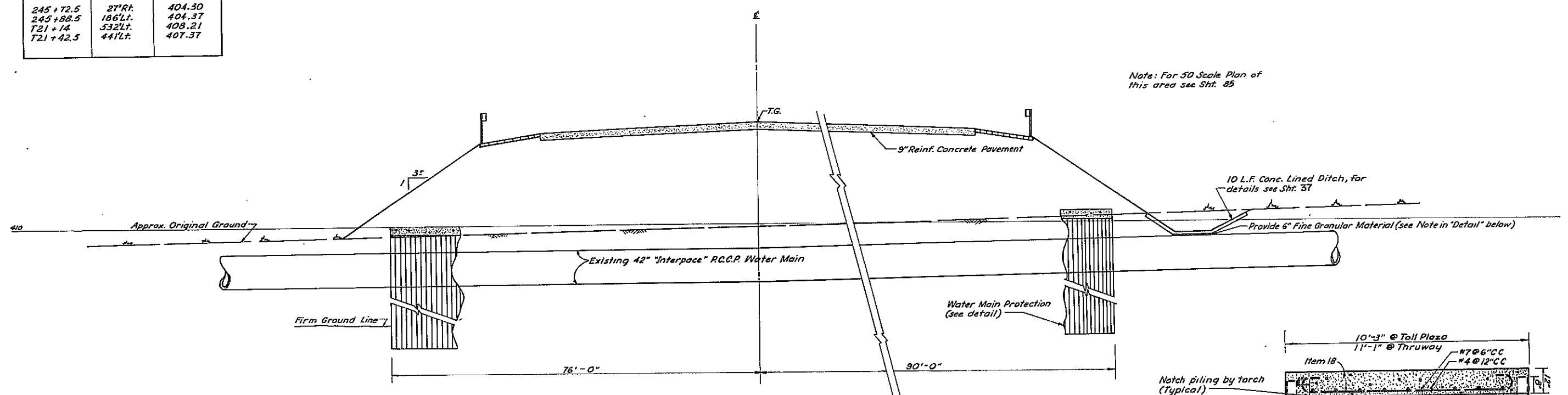
In Charge: R.A.S.
 Checked: F.V.
 Drawn: H.B.
 Checked by: C.V.



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-050-3(23)	1-481-2(116)	123	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY					

**TABLE OF ELEVATIONS
TOP OF PIPE**

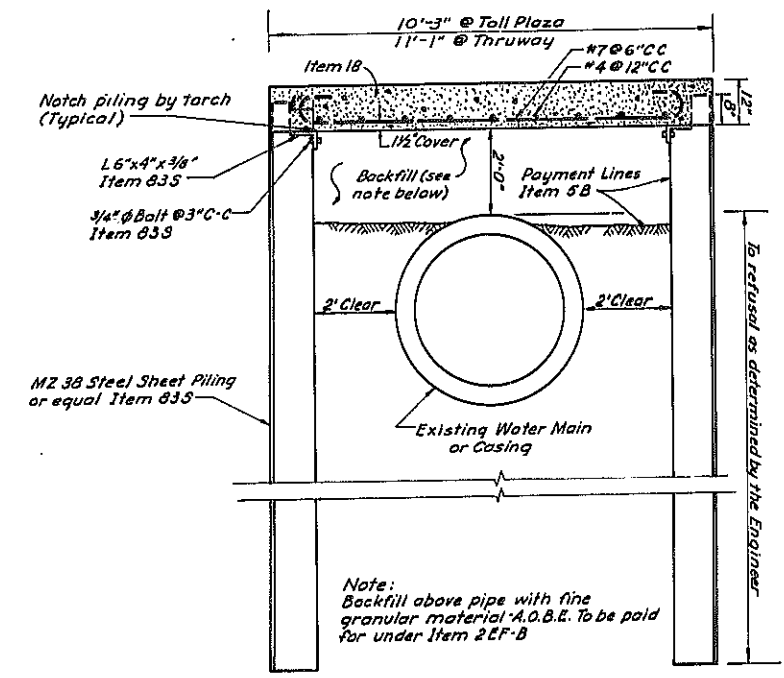
STA.	OFFSET	ELEV.
245 + 72.5	27' Rt.	404.30
245 + 88.5	186' Lt.	404.37
T21 + 14	532' Lt.	408.21
T21 + 42.5	441' Lt.	407.37



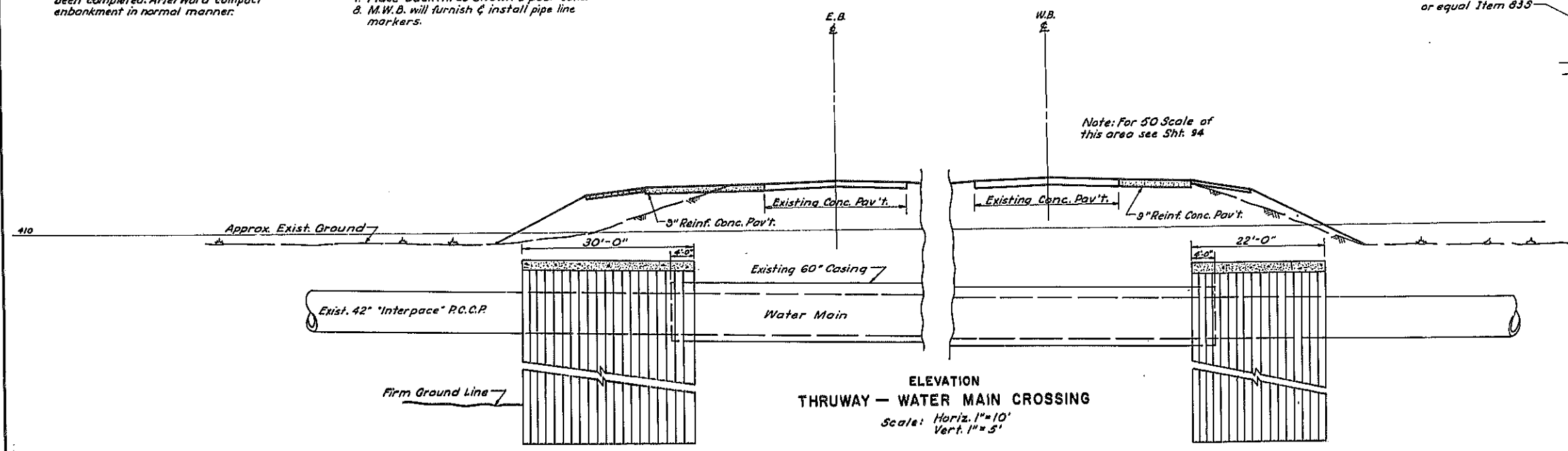
Note: For 50 Scale Plan of this area see Sht. 85

Note:
At Toll Plaza, place and roll embankment fill on both sides of sheeting, rolling parallel to sheeting to 4' above top of conc. slab, then place loose fill over slab to same height. No equipment or traffic of any kind shall pass over conc. slab until this work has been completed. Afterward compact embankment in normal manner.

- Construction Procedure:**
1. Notify Metropolitan Water Board before any excavation.
 2. Locate exist. pipe - check grade & line
 3. Excavate to 2' above top of pipe
 4. Drive Sheeting
 5. Excavate above pipe as shown on detail this sheet.
 6. Cut, by torch, top 6" of sheeting
 7. Place backfill as shown & pour conc.
 8. M.W.B. will furnish & install pipe line markers.



Note: Backfill above pipe with fine granular material A.O.B.E. To be paid for under Item 2 EF-B



Note: For 50 Scale of this area see Sht. 94

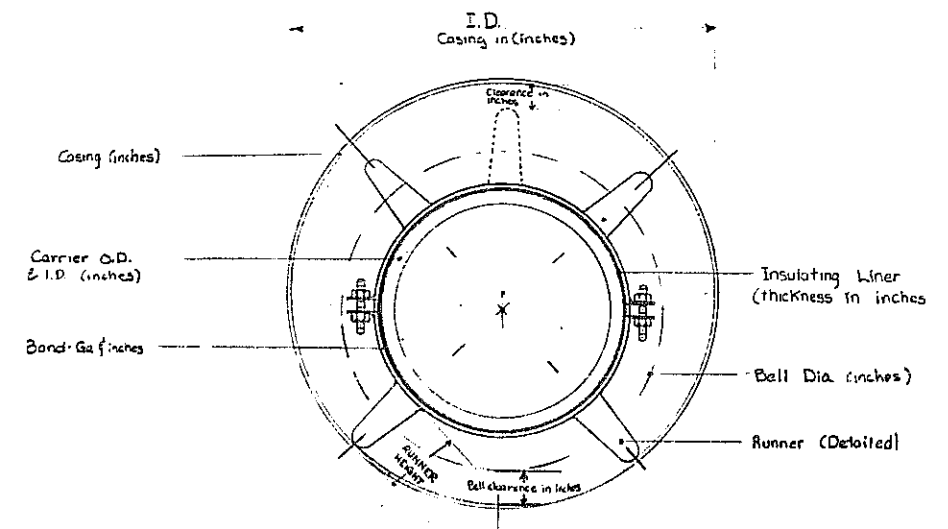
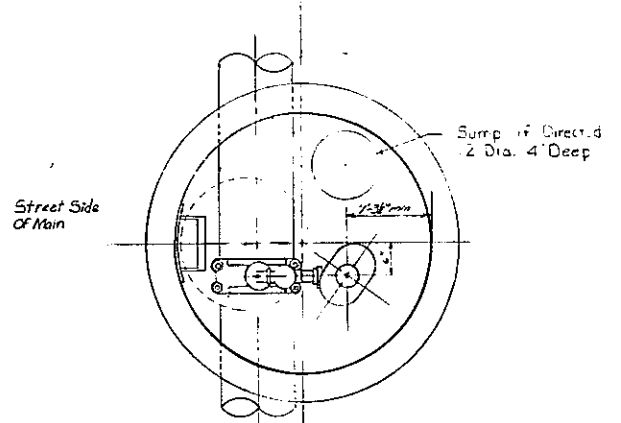
F.A.I. 481			
WATER MAIN PROTECTION			
DRAWING NO. 9083-B-WI	SCALE AS SHOWN	DATE 8/25/70	SHEET NO. 123
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: P.A.S.
 Made By: S.E.
 Traced By: A.J.F.
 Checked By: S.C.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	1-690-3(2B)	1-481-2(116)	123A1	309

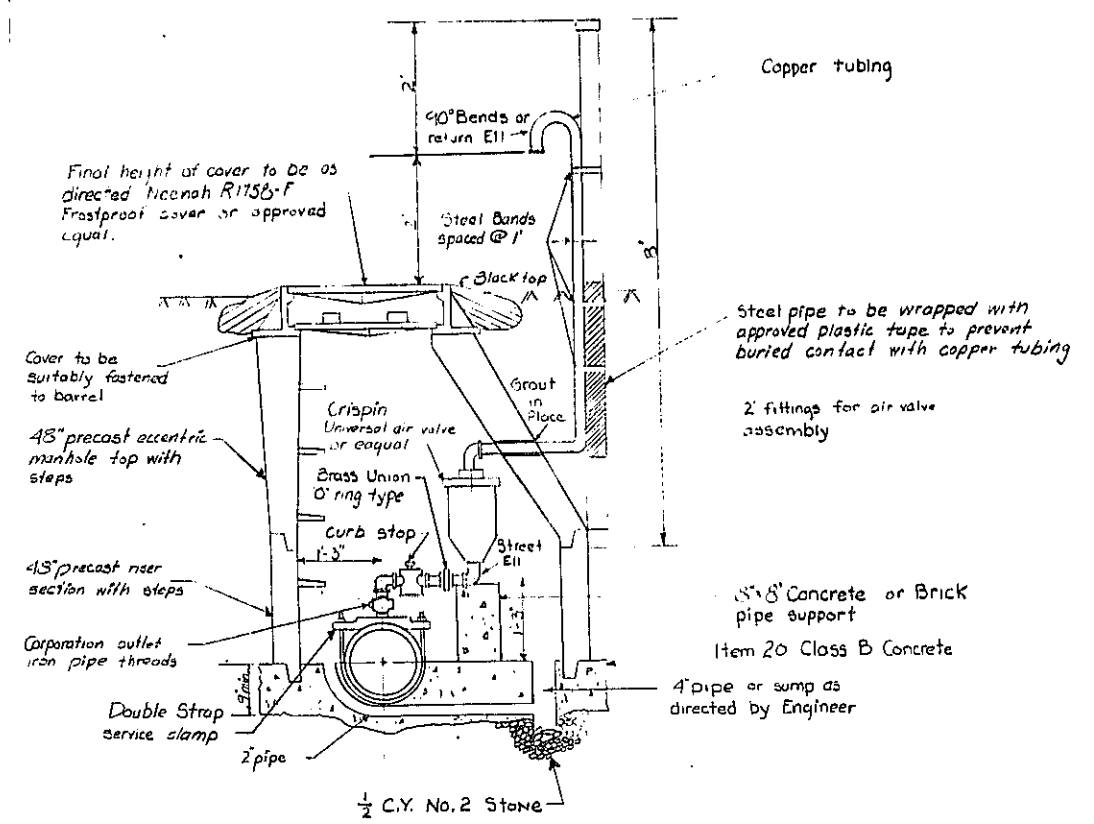
INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY

NOTE Maximum Air Valve Size 3" for this detail



THE DISTRICT OFFICE REQUIRES FOR APPROVAL (4) PRINTS OF SCALE DRAWINGS SHOWING DETAILS AND DIMENSIONS.

TYPICAL SECT. PIPELINE CROSSING INSULATORS



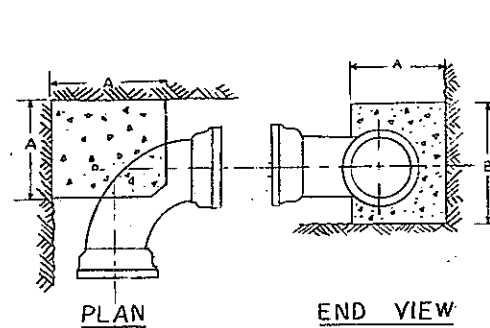
STANDARD AIR VALVE DETAILS

W. J. REED N.Y. S. D. O. T.
 March 27, 1969

STANDARD WATER DETAIL SHEET W-1
 - AIR VALVE DETAILS
 - PIPELINE CROSSING INSULATORS

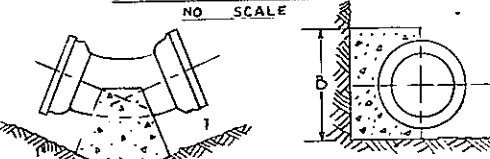
FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	1-690-8(28)	123A2	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



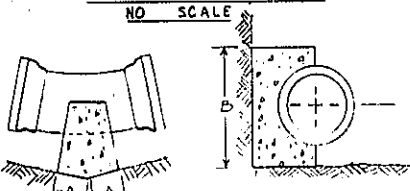
PIPE SIZE	A	B
6"-8"	14"	16"
10"-12"	20"	24"
14"-16"	24"	32"
18"-20"	30"	40"
24"	36"	48"

90° BEND ANCHOR
NO SCALE



PIPE SIZE	A	B
6"-8"	6"	16"
10"-12"	10"	24"
14"-16"	16"	32"
18"-20"	18"	36"
24"	24"	42"

45° BEND ANCHOR
NO SCALE

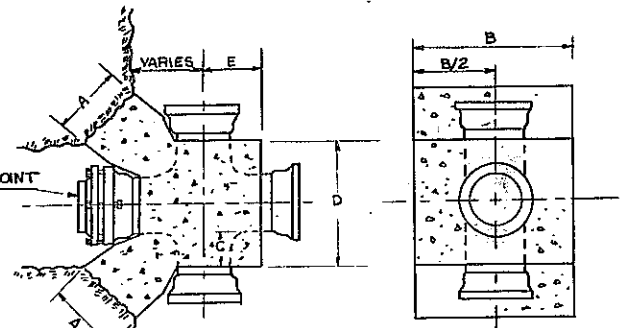


PIPE SIZE	A	B
6"-8"	5"	16"
10"-12"	7"	24"
14"-16"	8"	30"
18"-20"	9"	36"
24"	12"	42"

22 1/2° BEND ANCHOR
NO SCALE

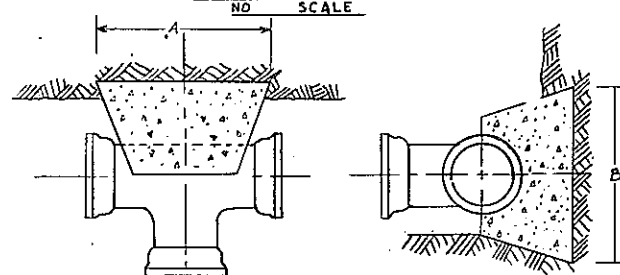
GENERAL NOTES

1. CONCRETE ANCHOR BLOCKS ARE TO BEAR AGAINST UNDISTURBED SOIL OF TRENCH.
2. ANCHOR BLOCK DIMENSIONS SHOWN ARE MINIMUM REQUIREMENTS AND MAY BE INCREASED TO SUIT FIELD CONDITIONS (See Note #1)
3. CONCRETE TO CONFORM TO CLASS 'B' CONCRETE NYSDOT SPECIFICATIONS OF 1962 AS AMENDED.
4. CONCRETE SHALL BE INCLUDED IN BID PRICE FOR THE PIPE ITEM.



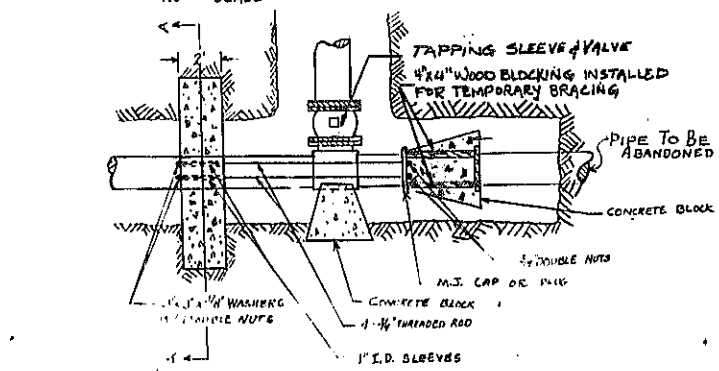
PIPE SIZE	A	B	C	D	E
6"-8"	12"	18"	4"	18"	6"
10"-12"	12"	36"	4"	22"	10"
14"-16"					
18"-20"					
24"					

CROSS ANCHOR
NO SCALE



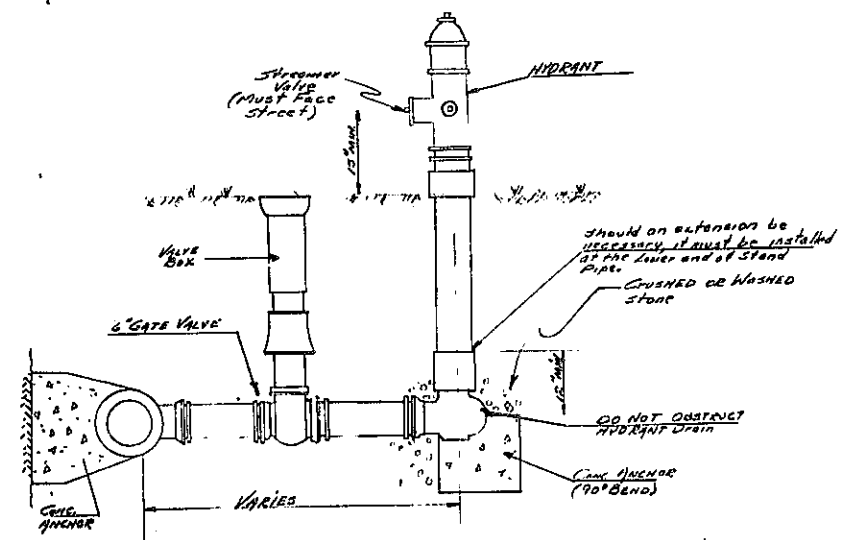
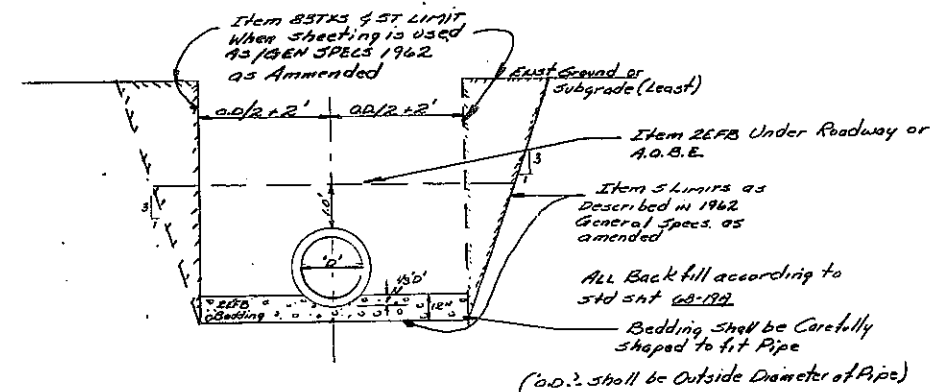
PIPE SIZE	A	B
6"-8"	14"	16"
10"-12"	18"	24"
14"-16"	48"	32"
18"-20"	60"	40"
24"	72"	48"

TEE ANCHOR
NO SCALE

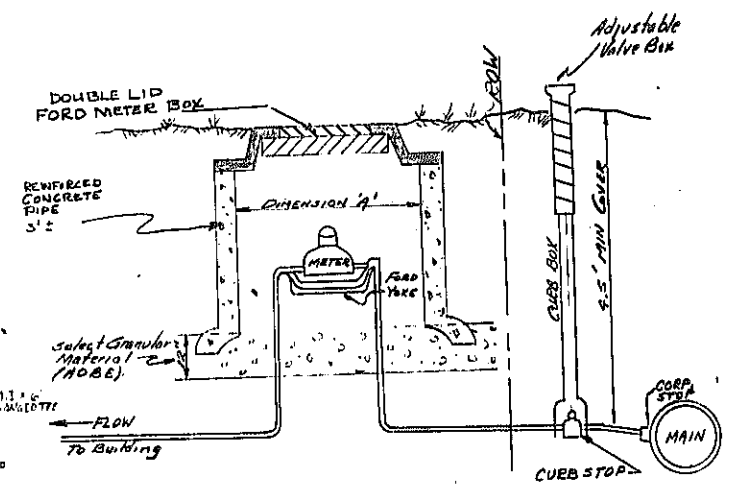
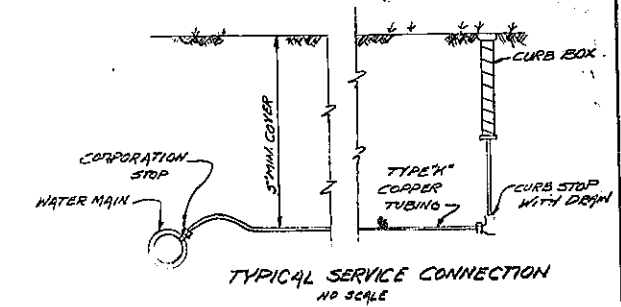
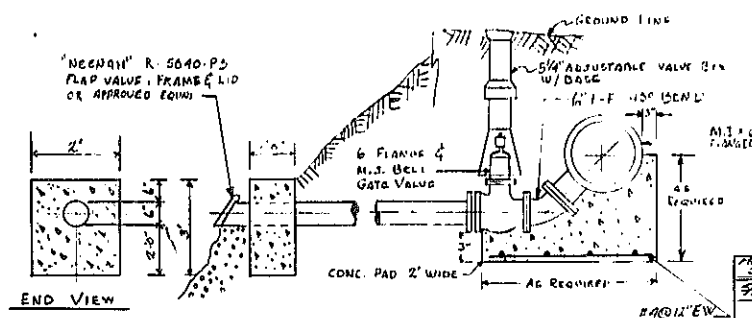


PIPE SIZE	A	B
6"	6"	5 1/2"
8"	5 1/2"	5 1/2"
10"	6"	4 1/4"
12"	6"	5 1/2"
14"	6 1/4"	4 1/2"

CAPPING & BLOCKING DETAILS FOR 14" MAINS & SMALLER



Note: All Concrete, Fittings, Valves, Stone and incidentals involved in Placement of Hydrant Assembly, or Relocation of Existing Hydrant shall be included in Bid Price for Item. Exceptions - Items 51 & 500 - will be paid under their respective Items.



PIPE SIZE	DRINKING WATER TILE (IN)	MANHOLE DIA.
3/4"	24"	#310
1"	24"	#311
1 1/4"	24"	#312

MISCELLANEOUS WATER DETAILS - REGION 3

CONCRETE BLOCKING DETAILS

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(2B)	1-481-2(116)	124	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE - COLLAMER					

ONONDAGA COUNTY

GENERAL NOTES

- G1 Design Specifications AASHO 1969 modified and current American Welding Society modified. The stresses assumed for design purposes conform to 1969 AASHO Specifications with the 28 day concrete stress ($f'c$) = 3000 psi minimum.

L. L. HS 20-44 or two 24,000 lb. axles spaced 4' - 0" o. c.
- G2 Material and Construction Specifications: Specifications of N. Y. S. Department of Public Works dated January 2, 1962 with current additions and modifications.
- G3 The Contractor's attention is directed to the Special Notes for these structures which appear in the proposal. Particular attention should be given to the foundation notes which briefly outline the anticipated subsurface conditions at the site of these structures and which specify certain requirements relative to construction.
- G4 The cost of furnishing and placing water used for selected granular fill will be paid for under Item 1W and 1WAD of the highway portion of the contract.
- G5 Reinforcing bars shall be lapped a minimum of 24 diameters -- except as otherwise noted on the Plans.
- G6 Reinforcing Cover shall be as follows:

Top of bridge slab with integral wearing surface.....	2"
Bottom of bridge slabs.....	1"
Top of sidewalk slabs.....	1-1/2"
Beams & Columns.....	2"
Footings (including unformed bottom).....	3" - except as noted on the plans.
Unless otherwise noted.....	2"
- G7 The cost of all joint material will be included in the price bid for the various items of the contract.
- G8 Concrete and Cement Items:

Description	Item No.	Type of Cement
Mass Concrete - Abutments		
Retaining Walls	20	2
Solid Piers		
Pier Footings under Pier Columns	20	2
Pier Columns, Caps & Beams	18	2
Monolithic Slabs	18MA	2
Sidewalks (Superstructure & Substructure) & Abutment Headers	18	2
	18	2
Cement Concrete Pavement	47B	2
Abutment Pedestals	18	2

All concrete shall have entrained air in accordance with the specifications.
- G9 Exposed concrete corners shall be chamfered 1" unless otherwise shown.
- G10 All concrete anchor studs which are attached to the various steel details shall meet the requirements listed in paragraph 3, Construction Details, of Item 28B -- Stud Shear Connectors. Payment for furnishing and placing the concrete anchors will be included in the unit price bid for the item to which the anchors are attached.
- G11 All stone curb is to be granite

SUPERSTRUCTURE NOTES

- Sup 1 After all superstructure steel has been erected, elevations shall be taken on the top of the steel at the centerline of web at each centerline of bearing, center of the span and at other locations where theoretical bottom of the slab elevations are indicated on the plans.

The depth of haunch required to position the slab forms is obtained as follows: From the measured top of steel elevations subtract the deflections due to slab and superimposed dead load. Subtract this result from the listed bottom of slab elevation.
- Sup 2 All bearings are to be field welded to beams or girders.
- Sup 3 Forms for the structural slab: see individual bridge plans
- Sup 4 When the particular type of weld joint preparation is not shown on the plans by symbol or otherwise any joint considered prequalified by Paragraph 213 of the A. W. S. Specification D 2.0-66 may be used except that backing strips or plates, when used, shall be removed after welding and the joint ground smooth, unless otherwise specified. When the prequalified joints used place a limit on the maximum thickness of plates joined, this thickness shall always refer to the thickness of material at the edge of the heat affected zone of the thicker plate.
- Sup 5 Superstructure Construction Procedure
 1. Erect stringers, intermediate and end diaphragms.
 2. Set railing anchor bolts by means of template.
 3. After the superstructure steel has been erected, elevations shall be taken along the stringers to provide information for adjustment of haunches to put the concrete slab of the proper grade. (See Superstructure Note, Sup. 1)
 4. Place reinforcement and set armor angles joints, if required.
 5. Pour slab. The integral wearing surface shall be finished as specified in Section 7. Structural Concrete under heading "Finishing Integral Wearing Surfaces on Bridge Slabs" New York State Department of Public Works Specifications.
 6. Place lower nuts on upper end of railing anchor bolts.
 7. Place railing posts on lower nuts and adjust to bring railing into proper line and grade.
 8. Place upper nuts on railing anchor bolts and tighten down on plates.
 9. Erect granite curbs to line and grade.
 10. Pour sidewalks.
 11. Item 664LD shall be applied to all concrete bridge decks between curbs for full length of bridges.
- Sup 6 For diaphragm connection details on girders see Sheet No. 129
- Sup 7 All Structural Steel shall be ASTM A36 steel.
- Sup 8 All intermediate stiffeners and/or connection plates used in pairs shall be welded to the web and be placed paint tight against both flanges. This may be accomplished by cutting the stiffeners to fit or by cutting the stiffeners 1/8 inch short and then placing the stiffener tightly against the tension flange and welding the opposite end to the compression flange. Fitted stiffeners shall not be driven in place with sufficient force to distort the flange, web or stiffeners. See additional note on common details, sheet 5, regarding curved girders (Note 3)
- Sup 9 All intermediate stiffeners used singly on one side only or staggered on both sides shall be placed paint tight against the flange which is in tension under dead load and welded to the web and flange which is in compression.
- Sup 10 The ends of all girders and beams and the bearing stiffeners shall be vertical. All intermediate transverse stiffeners shall be vertical unless otherwise approved by the Deputy Chief Engineer (Design).
- Sup 11 All anchor bolts, including pipe sleeves where required, shall be galvanized in accordance with the requirements of Material Specification M19.
- Sup 12 Machine finished sliding surfaces in contact (pins, pin or one-half pin rollers in sockets) shall receive in the shop one coat of a hot mixture of white lead and tallow as provided for in the specifications under Part II, Section 8a, Painting. This shop coat of white lead and tallow shall be removed immediately prior to the assembly of the member in the field. All other machine finished surfaces shall be given one shop coat of paint.
- Sup 13 Structural steel members which are imbedded or in contact with cast or pneumatically projected concrete shall not be painted.
- Sup 14 Where an intermediate stiffener or connection plate rests on a gusset plate, the top of the gusset plate will be considered as being the top of the flange.
- Sup 15 All bearing stiffeners shall be tightly fitted to the top flange, welded to the web and either groove welded or milled to bear at the bottom flange.

SUBSTRUCTURE NOTES

- Sub 1 A. All sod, topsoil and unsuitable material under the substructure embankment shall be removed as specified under the General Excavation Specifications and replaced by the same item as the layer of embankment adjacent and above as shown on the plans.
- B. All embankments of Selected Granular Fill, Item 2EF-B, and Selected Fill (Bridge Foundation), Item 2VJ-D, shall be compacted to a minimum dry density of 100% of Maximum Density as defined under "h. Embankments" of the General Excavation Specifications.
 - 1) However, where the material contains more than 30% by weight, of particles retained on the 3/4 inch sieve, a minimum dry density of 95% of the Maximum Density will be required.
 - 2) However, where piles are to be placed through the embankment, a minimum dry density of 90% of the Maximum Density will be required.
- C. The Contractor shall place and compact all fill for bridges between the final toes of slope in accordance with the plans and specifications in a manner satisfactory to the Deputy Chief Engineer (Design). The embankment shall be allowed to stand for a period of time as determined by the Deputy Chief Engineer (Design) prior to any Substructure construction. See individual bridge plans for specific requirements in this regard.
- D. Items 2 and 2EF-B and Item 2 and 2VJ-D shall be placed simultaneously, in contact, on both sides of the vertical payment line. Shoring or other means shall not be used to separate the two materials.
- E. The installation of Selected Fill, Item 2EF-B, as shown on the structural plans, shall be completed immediately following the completion of abutments or walls.
- Sub 2 Top of backwalls on which asbestos sheet packing is to be placed shall be steel trowel finished.
- Sub 3 Bituminous Material, Item 61, shall be applied to the backs of all abutments and wingwalls above top of footings, where fill is in contact with the walls.
- Sub 4 Epoxy Protective Coating for Concrete shall be applied to the following surfaces:

 Abutments - All exposed pedestal surfaces, bridge seats, including the area under the bearings, exposed vertical surfaces of backwall.

 Piers - All pedestal surfaces, including the area under the bearings, and the top surface of pier between pedestals including the edge chamfer at top edge of pier.
- Sub 5 All steel bearing piles shall have reinforced tips
- Sub 6 Bagged screened aggregate, Item 24A, shall be placed from top of Item 2UF to subgrade of roadway.
- Sub 7 It shall be the Contractor's responsibility that adequate precautions are taken to protect existing settlement platforms in the vicinity of all structures for a period as determined by the Engineer. The cost of protecting these platforms shall be included in the prices bid for the various items of the contract.

THIS SHEET DOES NOT APPLY TO BRIDGE 2

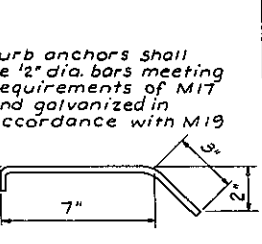
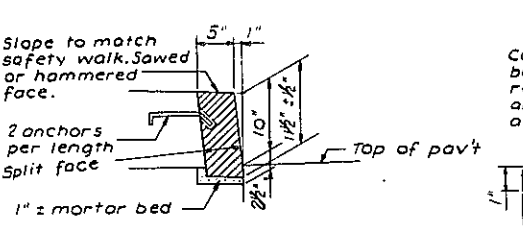
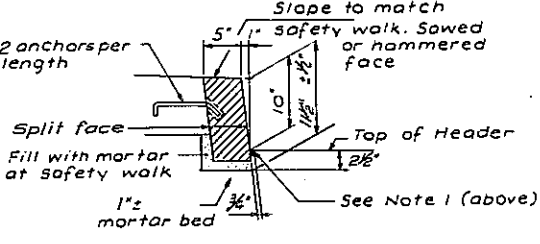
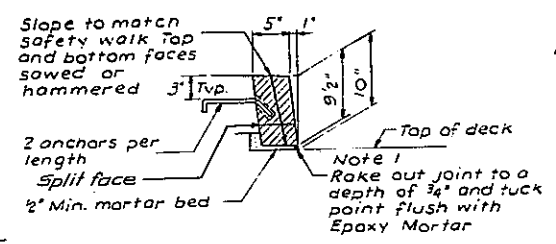
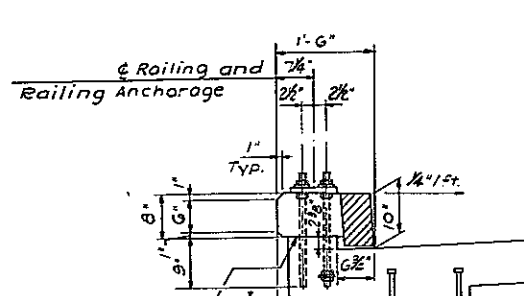
BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
GENERAL NOTES			
DRAWING NO. 7504-02	SCALE	DATE 8/15/70	SHEET NO. 124
LOCKWOOD, KEEBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

J. Eaton
 S. Bonacci
 A. Sampsidis

FED. RD. RES. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(28) 1-481-2(116)	125	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
BUTTERNUT INTERCHANGE-COLLAMER

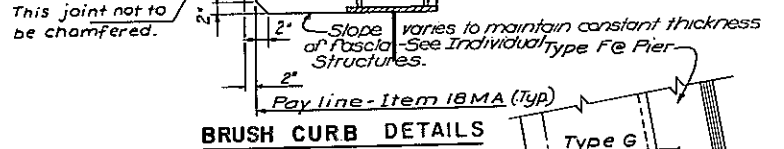
ONONDAGA COUNTY



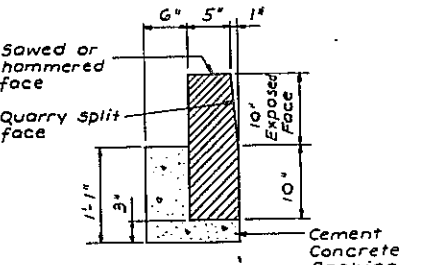
TYPE F CURB-SUPERSTRUCTURE

TYPE G CURB (SPECIAL) ABUT. HEADER

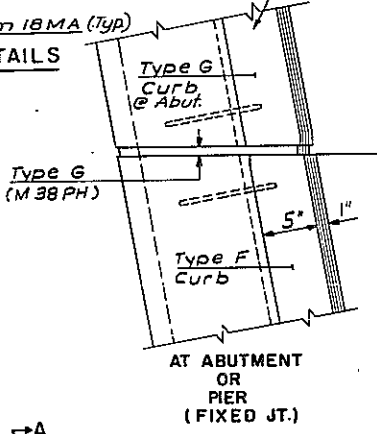
TYPE G CURB - ABUTMENTS



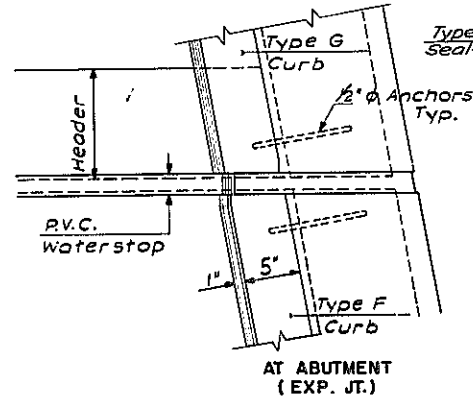
BRUSH CURB DETAILS



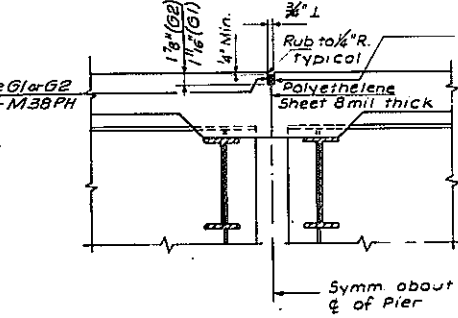
TYPE H CURB (APPROACH)



AT ABUTMENT OR PIER (FIXED JT.)

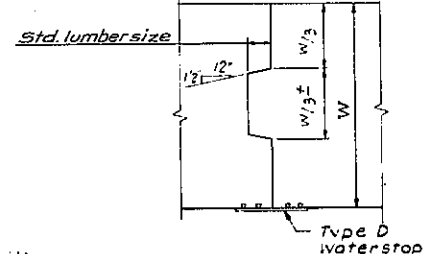


PLAN - GRANITE CURBS

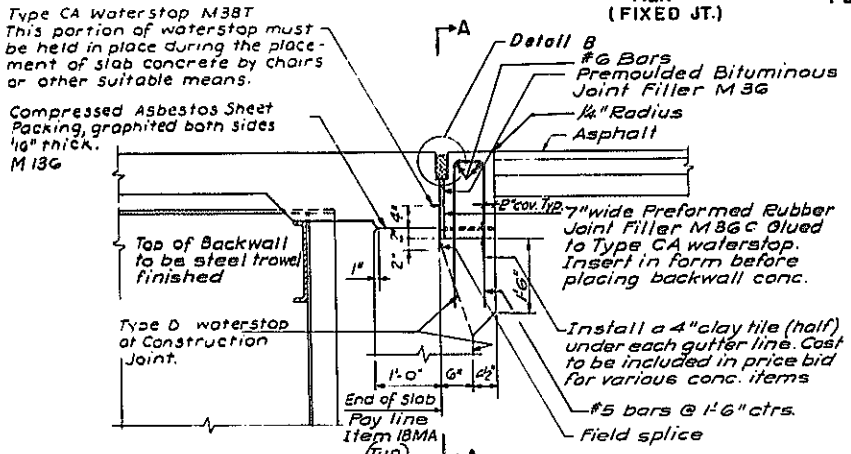


FIXED JOINT AT PIER

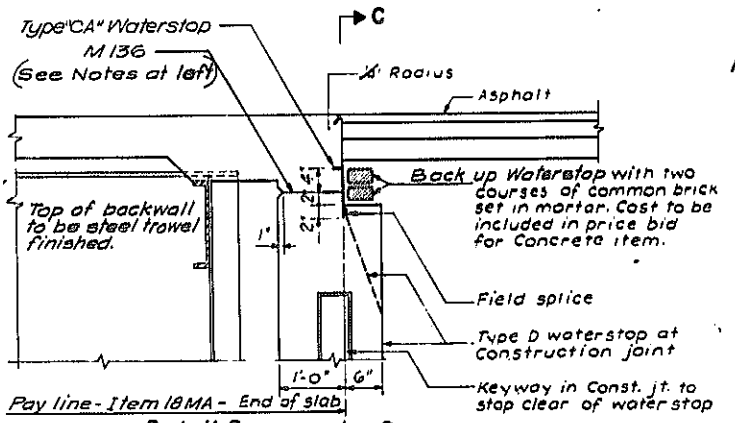
Saw recess for Preformed Elastic Joint Sealer not less than 8 days after placing slab concrete and before sidewalk concrete is poured.



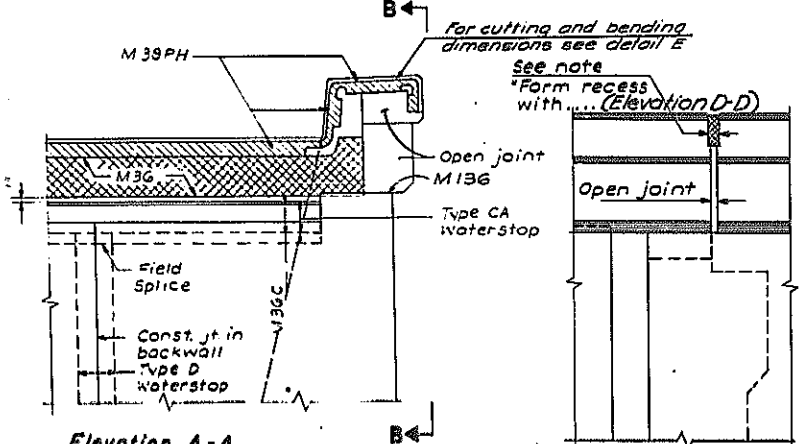
CONSTRUCTION JOINT



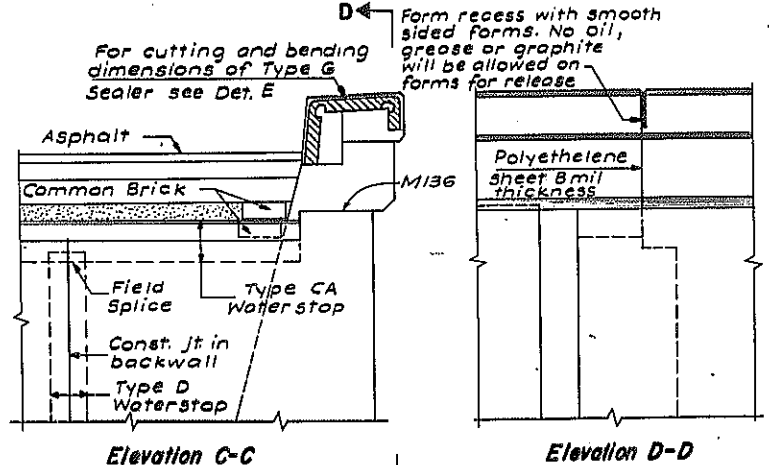
Detail C (EXCEPT BR.9 & BR.5 - RAMP "T" OVER THRUWAY) EXPANSION JOINT AT ABUTMENT



Detail D FIXED JOINT AT ABUTMENT



Elevation A-A INSTALLATION OF WATERSTOP



Elevation C-C

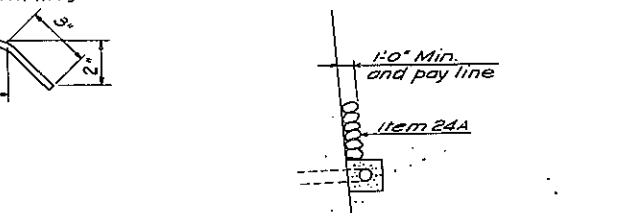
Elevation D-D

Notes

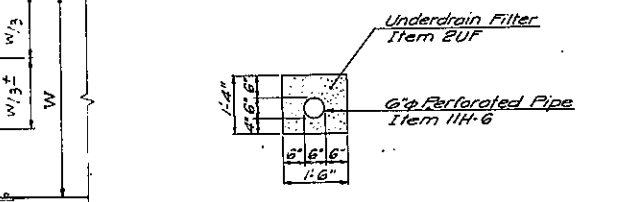
- Exposed waterstops must be protected from damage by suitable means during all phases of construction.
- Holes must not be made in waterstops for any purpose, except that Type D Waterstop may be tacked to forms. Tacking to forms will be permitted only in the area between the outside ribs and the edges of the Type D Waterstop.
- All splices shall be thermal splices. Method of field splicing shall be approved by Deputy Chief Engineer, Design.
- The coat of waterstops and other joint sealing materials and preparation shall be included in the price bid for the various concrete items of the contract.
- Sawed recesses for preformed elastic joint sealer shall be sawed in one (1) operation using a saw blade (or blades and spacers) equal to the width of the slot desired at the time of sawing, such that the desired slot is produced by one (1) pass of the saw. Multiple saw cuts will not be permitted for this purpose.

In the Table below, the "R" dimension is measured at 68° F. "T" is the amount that "R" must be decreased for every 10° rise in temperature or increased for every 10° fall in temperature.

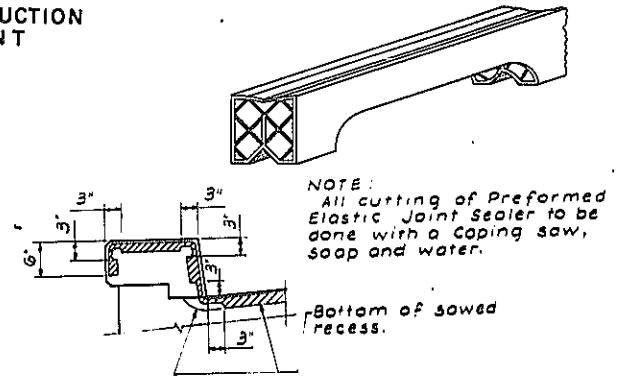
STRUCTURE	END CONDITION	TYPE	R	S	X	T
4SB4N Rt. I 481 / NYS THRUWAY	EXPANSION	D1 OR D2	1 3/8"	3 3/8"	1"	5/64"
5 "T" RAMP / NYS THRUWAY (No. Span)						
4 EB Conn. / Rt. I 481 S.B.						
5 "WN" Line / Rt. I 481 S.B.						
6 Rt. I 481 S.B. / Rt. I 690 W.B.	EXPANSION	E1	1 7/8"	4 1/8"	1 1/4"	3/32"
7 "WN" Line / Rt. I 690 W.B.						
15 & 1N Rt. I 481 / S.H. 555						
3SB3N Rt. I 481 / KIRKVILLE Rd.						
5 "T" RAMP / NYS THRUWAY (So. Span)		E2	1 7/8"	3 3/4"	1 1/4"	3/32"



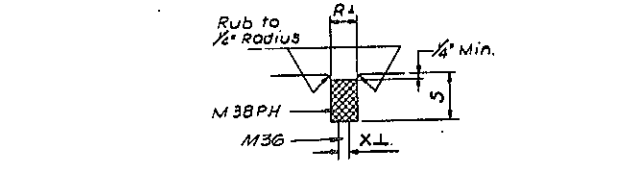
BAGGED SCREENED AGGREGATE ITEM 24A



UNDERDRAIN FILTER - ITEM 2UF



DETAIL FOR CUTTING AND BENDING SEAL (M38PH) - DETAIL E

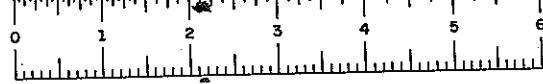


Detail B EXPANSION JOINT

THIS SHEET DOES NOT APPLY TO BRIDGE NO. 2

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
DETAILS - SHEET I			
DRAWING NO. 7504-02	SCALE None	DATE 8/15/70	SHEET NO. 125
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge: J. E. Eaton
Checked: S. J. Barozzi
Checked: S. J. Barozzi

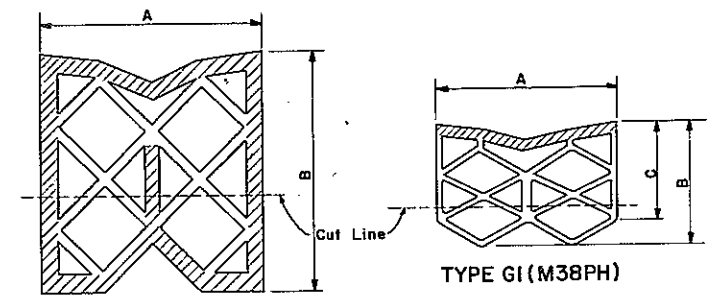


FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	126	309	

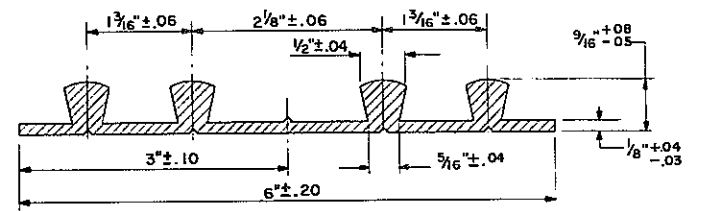
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
BUTTERNUT INTERCHANGE - COLLAMER

ONDAGA COUNTY

To facilitate shipping and handling of PVC Waterstops, field butt splices will be permitted on straight runs at points approved by the Engineer. Shop splices shall be used at the locations shown on the Contract Plans. The method and equipment used to make the field splice must be approved by the Deputy Chief Engineer (Design).

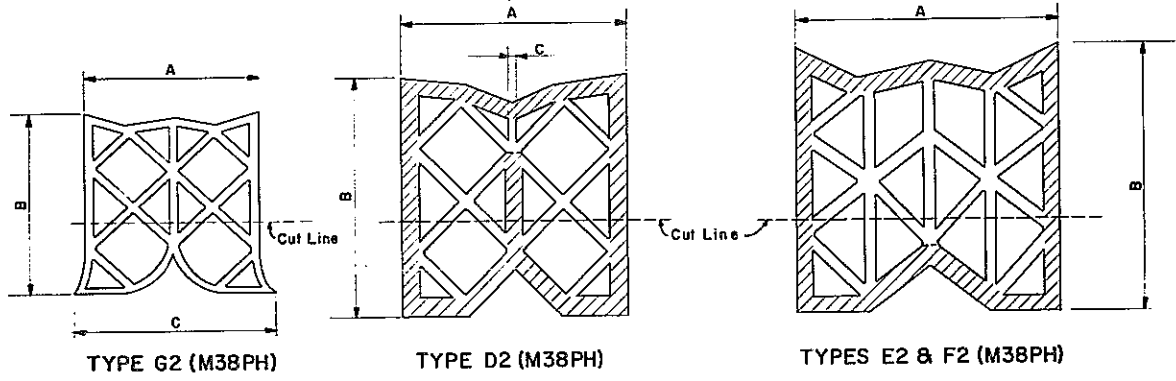


TYPE G1 (M38PH)



TYPE D (M38T)

For use at construction joints.
Holes must not be made in waterstop for any purpose except as required for tacking to forms.
Tacking to forms will only be permitted in the area between the outside ribs and the edges of waterstop.
Type D waterstop shall be light gray in color.



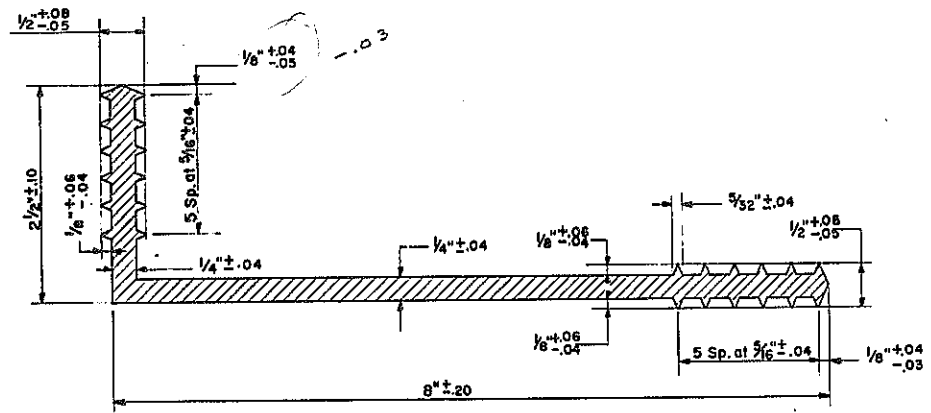
TYPE G2 (M38PH)

TYPE D2 (M38PH)

TYPES E2 & F2 (M38PH)

Cross hatched portions of the above details shall be considered as the shell.
Non-cross hatched portions of the above details shall be considered as webs unless a specific dimension is shown.

Where seal is to be bent do not cut above the cut line shown on the detail of the seal.

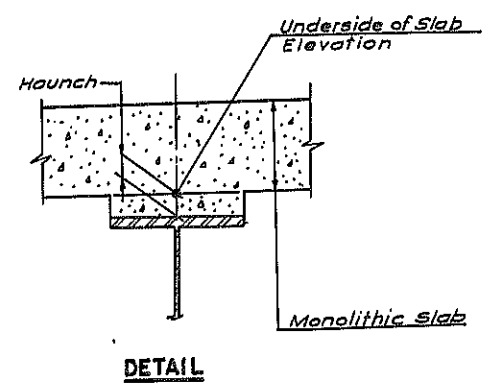


TYPE CA (M38T)

For use at abutments.
Holes must not be made in waterstop for any purpose.

Any changes in the shape or dimensions of preformed elastic joint sealer must be approved by the Deputy Chief Engineer (Design). The minimum thickness of any web shall not be less than as specified. The average thickness of all webs shall be within the tolerances specified.

TYPES	A	B	C	THICKNESS	
				SHELL	WEBS
D1	2 1/2" ± .25, -.00	2 3/4" ± .13		3/16" ± .04, -.03	3/32" ± .03, -.02
D2	2 1/2" ± .25, -.00	2 3/4" ± .13	3/64" ± .03, -.02	3/16" ± .04, -.03	3/32" ± .03, -.02
E1	3" ± .25, -.00	3 1/2" ± .19		3/16" ± .04, -.03	1/8" ± .04, -.03
E2	3" ± .25, -.00	3" ± .19		3/16" ± .04, -.03	1/8" ± .04, -.03
G1	1 5/8" ± .13, -.00	1 7/8" ± .06	1 1/16" ± .06	3/32" ± .02	5/64" ± .02
G2	1 5/8" ± .13, -.00	1 7/8" ± .13	1 7/8" ± .13		5/64" ± .03, -.02



Joints which are to be sealed with preformed elastic joint sealers shall be sealed before the structure is opened to traffic, including construction traffic, and before discontinuing operation when work is suspended during the Winter. The joints shall be thoroughly cleaned, using whatever equipment or method is necessary and when they are free of foreign material, M38PH Sealer shall be installed by suitable hand or machine tools and thoroughly secured in place with the lubricant which shall cover both sides of the sealer over the full area in contact with the sides of the joint. The sealer shall be installed in a compressed condition at the depth shown on the contract plans.

The sealer shall be supplied in one piece for the full width of each joint. Splices will not be permitted when the length of this piece is less than 50 feet. For lengths up to 100 feet, one shop splice will be permitted. For lengths in excess of 100 feet, shop splices may be placed at approximately 50 foot intervals.

On structures with a longitudinal expansion joint the transverse sealers shall be placed in one piece between fascia. Longitudinal sealers shall be placed in one piece between the transverse sealers or joints and all intersections between transverse and longitudinal sealers shall be sealed with lubricant.

THIS SHEET DOES NOT APPLY TO BRIDGE NO. 2

BUTTERNUT INTERCHANGE FA.I. 690 & FA.I. 481			
DETAILS - SHEET 2			
DRAWING NO. 7504-02	SCALE None	DATE 8/5/70	SHEET NO. 126
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

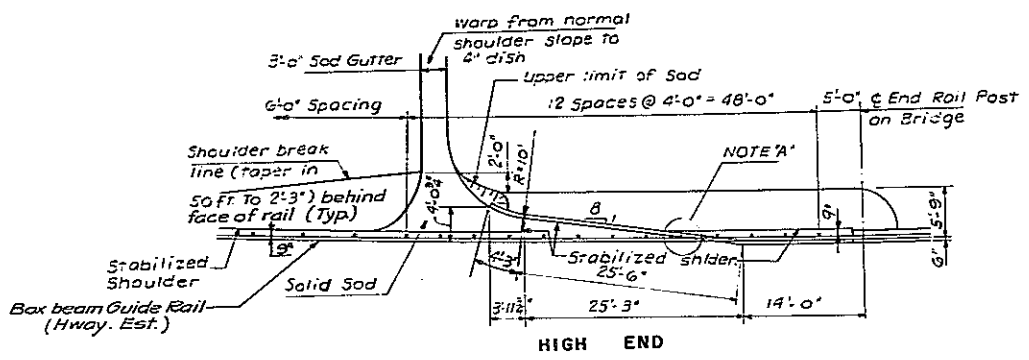
In Charge of J. Eaton
 Made by S. Benacci
 Traced by A. Scarpasola



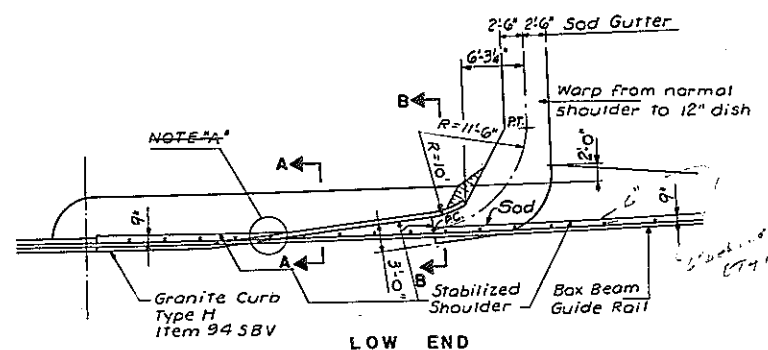
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(26)	1-481-2(116)	127R	300

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
BUTTERNUT INTERCHANGE-COLLAMER

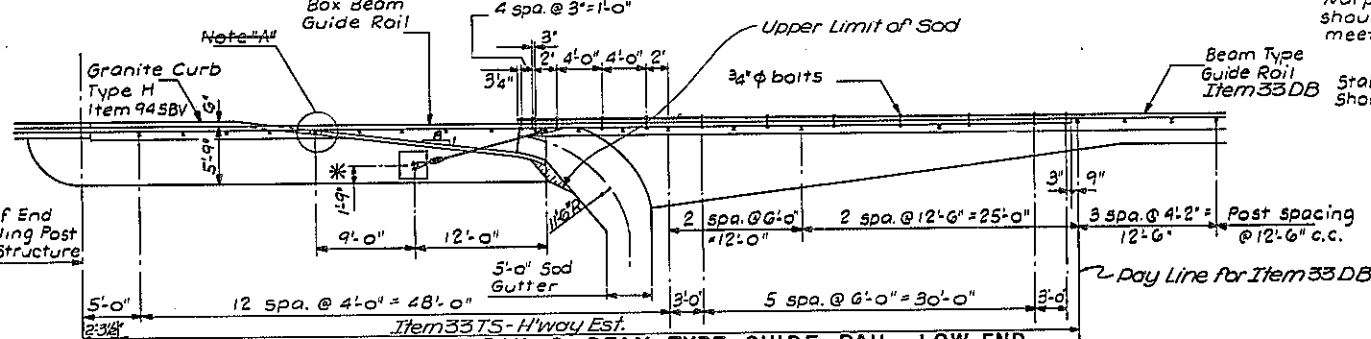
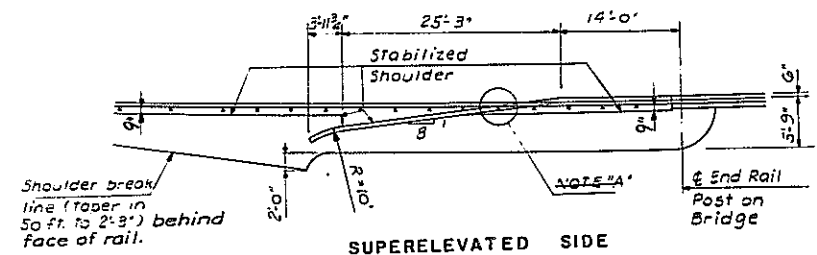
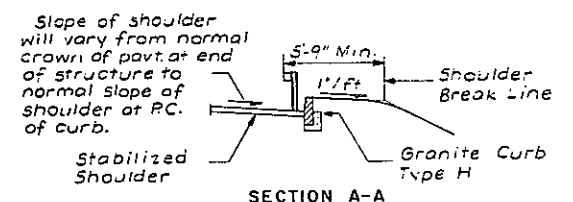
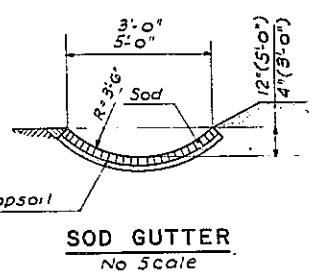
ONONDAGA COUNTY



PLAN-BOX BEAM GUIDE RAIL-TYPE IA



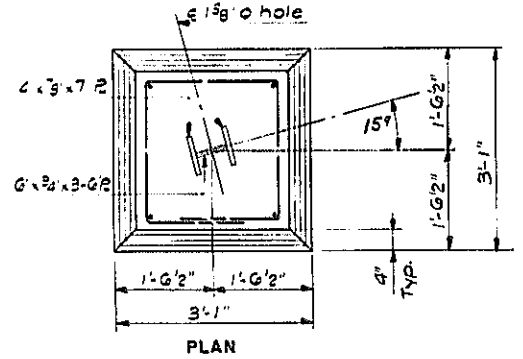
PLAN-BOX BEAM GUIDE RAIL-TYPE IB
(FOR CURBING, GUIDE RAILING DETAILS & SHOULDER BREAK LINE SEE TYPE IA)



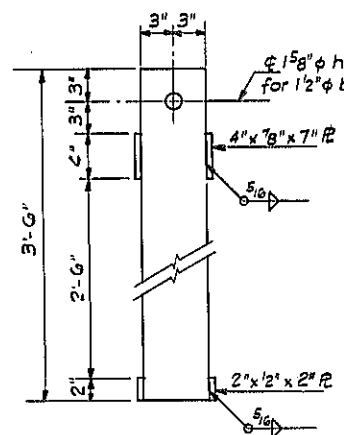
PLAN-BOX BEAM GUIDE RAIL & BEAM TYPE GUIDE RAIL-LOW END

HIGH END TYPE IA (CURBING & SOD GUTTER DETAILS IDENTICAL TO TYPE IA)
LOW END TYPE IB (CURBING & SOD GUTTER DETAILS IDENTICAL TO TYPE IB)
SUPERELEVATED SIDE TYPE IC (CURBING DETAILS IDENTICAL TO TYPE IC)

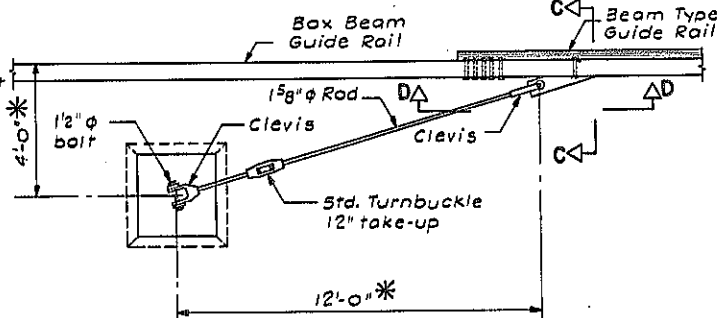
PLAN-BOX BEAM GUIDE RAIL-TYPE IC
(FOR CURBING, GUIDE RAILING & SHOULDER BREAK LINE SEE TYPE IA)



PLAN

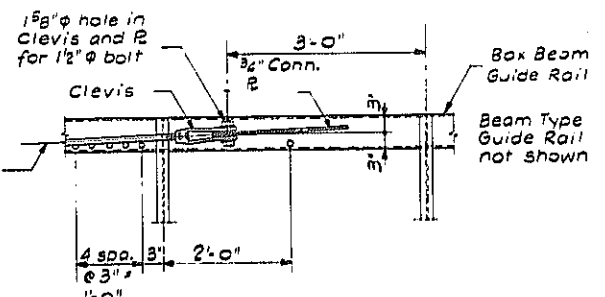
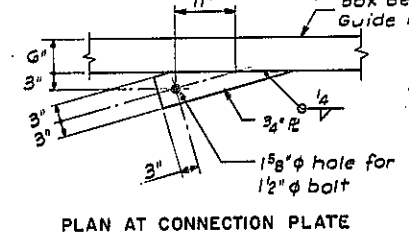


DETAIL OF ANCHOR PLATE



PLAN-BOX BEAM GUIDE RAIL & BEAM TYPE GUIDE RAIL

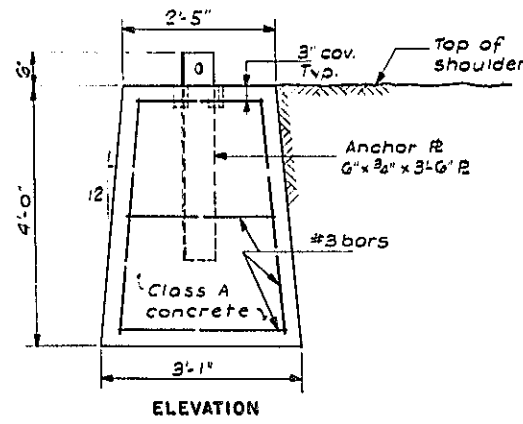
The Clevis, 1 1/2" phi Rod, turnbuckle and Eye bolt shall have a minimum tensile strength of 80,000 lb.



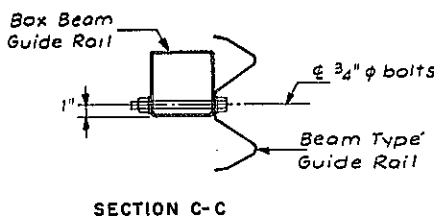
ELEVATION D-D

NOTE "A"
6" minimum gap in Granite Curb to be filled with mortar after Guide Rail post has been set. This filled-in portion shall be paid for at the unit price set for the adjacent Granite Curb.

As Built Revisions
Removal of NOTE "A"



DETAIL OF CONCRETE ANCHOR



* Except Bridge #6, SW corner. See sheet No. 148 for dimensions.

THIS SHEET DOES NOT APPLY TO BRIDGE NO. 2

BUTTERNUT INTERCHANGE
FA.I. 690 & FA.I. 481

DETAILS-SHEET 3

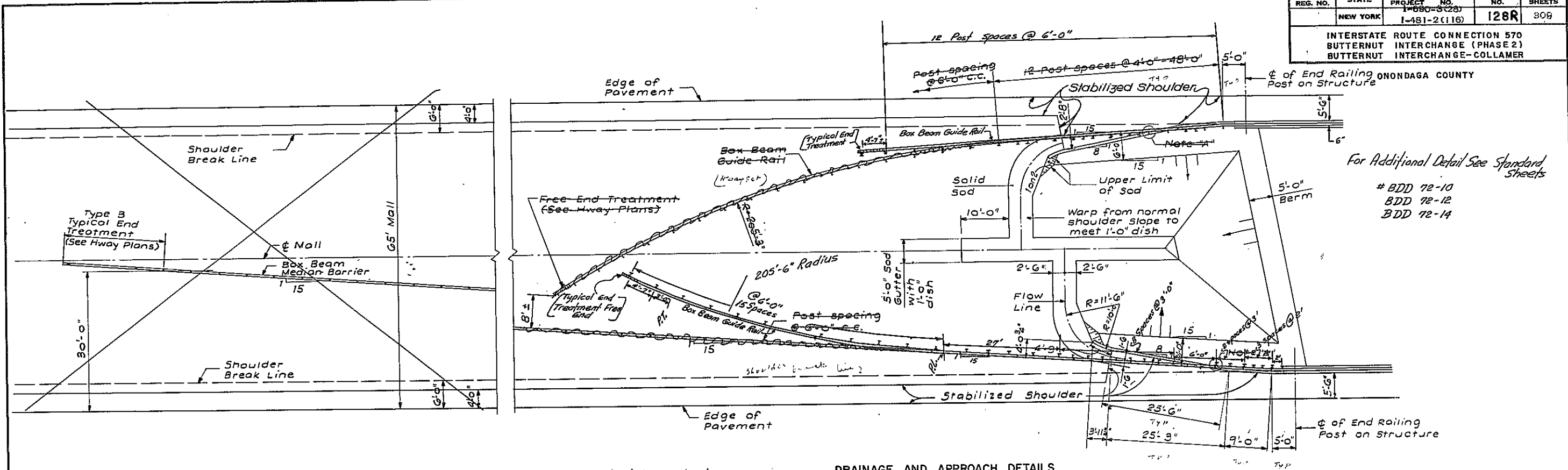
DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	None	8/15/70	127

LOCKWOOD, KESBLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge: J. F. Folan
Checked By: S. Bonacci
Checked By: A. Sarrao

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK	1-1080-3(28)	1-481-2(116)	128R	309

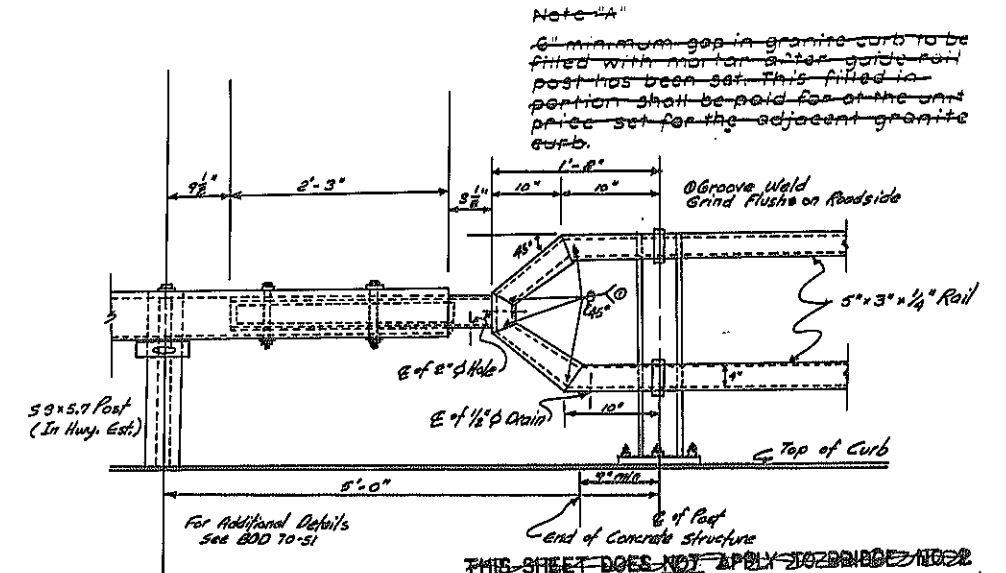
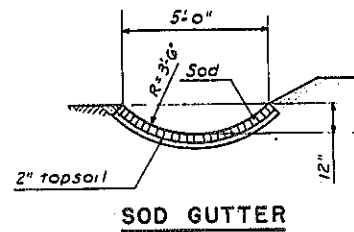
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
BUTTERNUT INTERCHANGE-COLLAMER



For Additional Detail See Standard Sheets
BDD 72-10
BDD 72-12
BDD 72-14

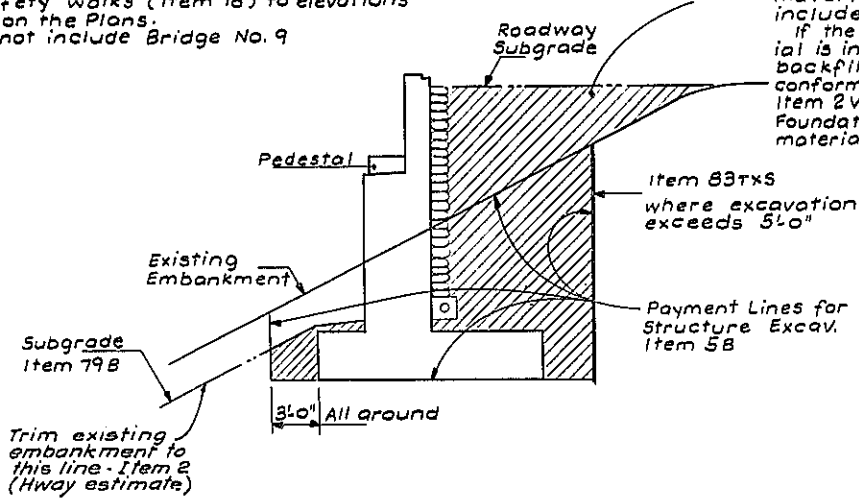
DRAINAGE AND APPROACH DETAILS AT MALL END OF BRIDGES

- BR. No. 3 BUTTERNUT INTERCHANGE
- BR. No. 4 TO COLLAMER
- BR. No. 2
- BR. No. 11 North Abutment Only



After excavating, build all portions of wingwalls and abutments (Item 2a) and allow to settle to the satisfaction of the Deputy Chief Engineer (Design). Then build headers (if any), pedestals and safety walks (Item 18) to elevations shown on the Plans. Does not include Bridge No. 9

The backfill material required shall be obtained from the excavated embankment at each respective site. No payment will be made for this material. Placement of this material, as backfill, shall be included in the price bid for Item 5B. If the quantity of excavated material is insufficient to complete the backfill the additional material shall conform to the specifications for Item 2VJ-D, Selected Fill (Bridge Foundation). Payment for this additional material shall be made under Item 2VJ-D.



BR. No. 11 IN & IS (BUTTERNUT INTERCHANGE TO COLLAMER)
BR. Nos. 4, 5, 6, 7 & 9 (BUTTERNUT INTERCHANGE BRIDGES)

AS Built Revisions
ADDED Box Beam G.R. Detail
ADDED G.R.
Delete G.R. Section as shown

No Scale

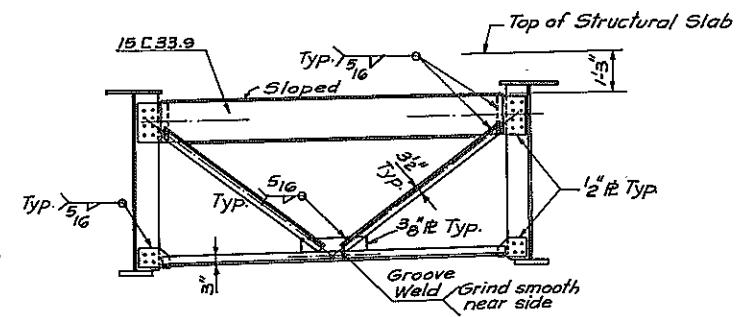
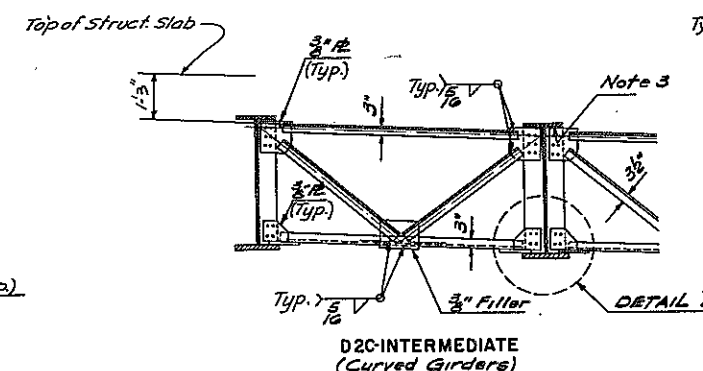
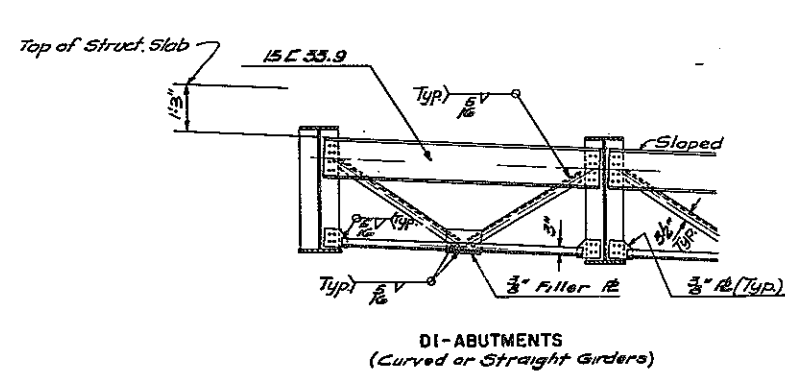
BUTTERNUT INTERCHANGE FA.I. 690 & FA.I. 481			
DETAILS-SHEET 4			
DRAWING NO. 7504-02	SCALE None	DATE 8/13/70	SHEET NO. 128
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge: J. Eaton
Drawn By: S. Baracsi
Checked By: A. Szapocznik

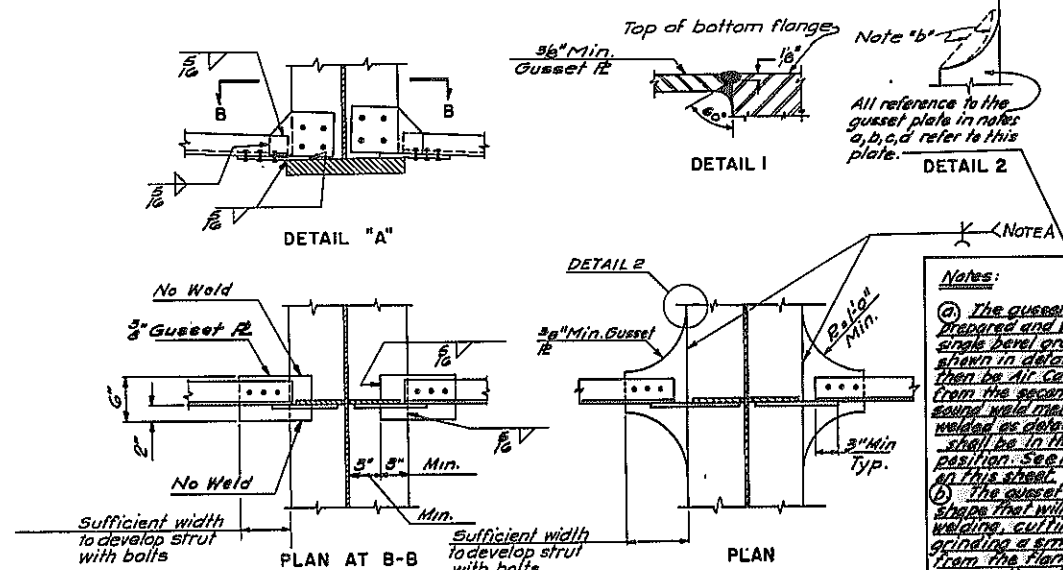
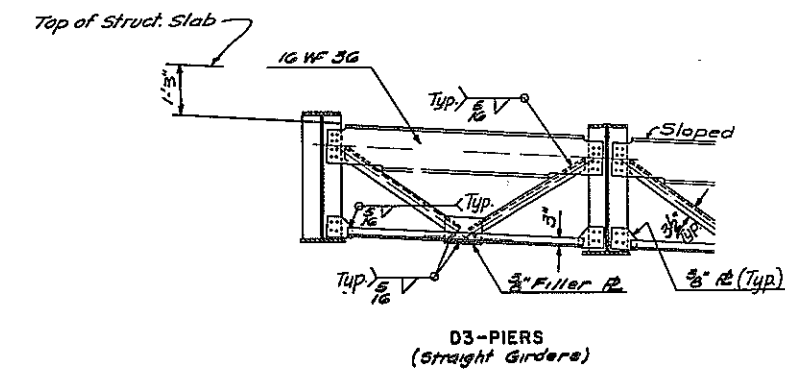
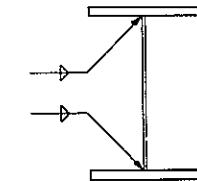
FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) [481-2(116)]	129	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
BUTTERNUT INTERCHANGE-COLLAMER

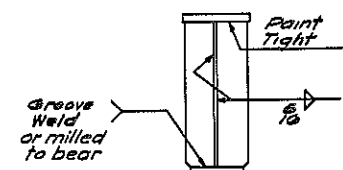
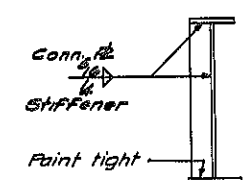
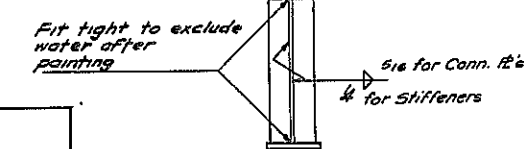
ONONDAGA COUNTY



MATERIAL THICKNESS OF THICKER PART JOINED (INCHES)	MINIMUM SIZE OF FILLET WELD (INCHES)
To 1/2	5/16
Over 1/2 to 2 1/4	3/8
Over 2 1/4 to 6	1/2



Notes:
 (1) The gusset pl. shall be prepared and welded as a single bevel groove weld as shown in detail 1. It shall then be air carbon-arc gouged from the second side into sound metal and then welded as detailed. All welding shall be in the flat or slow hand position. See note "Curved Girders" on this sheet.
 (2) The gusset pl. may be of any shape that will provide a full welding, cutting and finish, grinding a smooth transition from the flange edge of a radius of 12 inches.
 (3) Both the gusset pl. and flange are to be the same type of steel.
 (4) Field welding to the gusset pl. will not be permitted.



CONNECTION AND STIFFENER PLATES-COMMON DETAILS

Note: The details on this sheet apply to only the following structures: BUTTERNUT INTERCHANGE; Bridges: 4, 5, 6, 7; Butternut Interchange to Collamer; Bridges: 1N & 1S; 3N & 3S; 4N & 4S; 5

THIS SHEET DOES NOT APPLY TO BRIDGE NO. 2

BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

DETAILS- SHEET 5

DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	None	8/15/70	129

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - BYONSET, NEW YORK

NOTE:
All bracing angles
3 1/2 x 3 x 3/8

DIAPHRAGM DETAILS

FABRICATION NOTES

- A. Spans which use built-up girders and are on a curvature of 1500 feet radius or greater shall use the following note: "Built-up girders may be curved by cutting the flanges to the required radius or by the process of heat shrinking. Built-up girders curved by heat shrinking after they are assembled shall not have the intermediate stiffeners and connection plates welded to the compression flange until the curving process has been completed".
- B. Spans which use built-up girders and are on a curvature of less than 1500 feet radius shall use the following note: "All built-up girders shall be curved by cutting the flanges to the required radius".
- All connection plates for diaphragms shall be 7" x 7" A6" plate except as otherwise indicated. These plates shall be attached to webs with continuous welds so as to develop their full strength as per Specifications of the American Welding Society. Where holes are indicated on the Drawings these connections shall be made with 7/8" diameter rivets or high strength bolts. Holes may be omitted and welding substituted if the Contractor so elects. Amount of welding used shall be equivalent in strength to the rivets or bolts.
- On curved stringers, the connection plates for diaphragms shall be welded to the top flange by a 5/16" shop weld all around.

CURVED GIRDERS

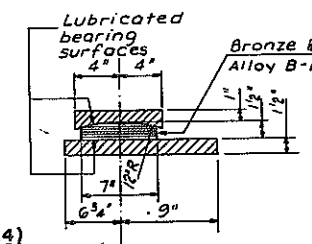
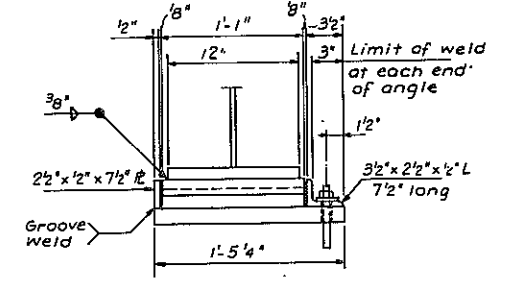
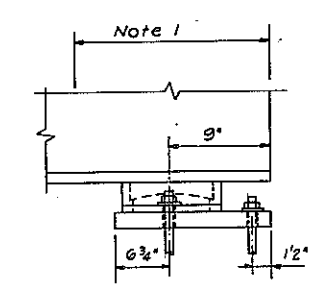
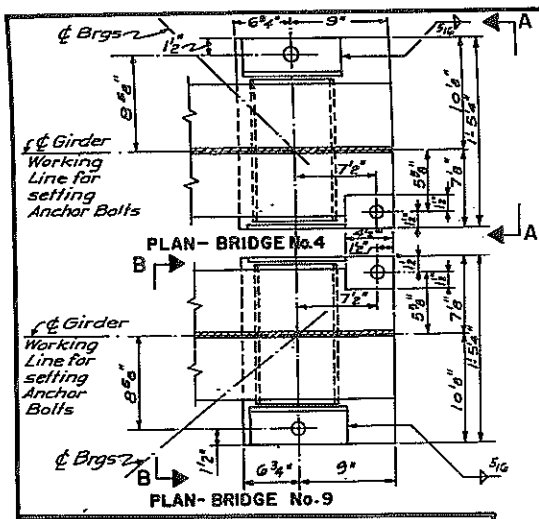
Stiffener or connection plate to be attached to web after the gusset plate is welded to the flange. Care shall be taken when welding gusset plates to the flanges of plate girders, especially at the start and end of the fillet welds, to insure complete fusion at the root and that weld craters are properly filled. The materials to be welded shall be preheated to a min. of 250°

In Charge: J. Eaton
 Designer: J. Rossi
 Checker: A. Sampson

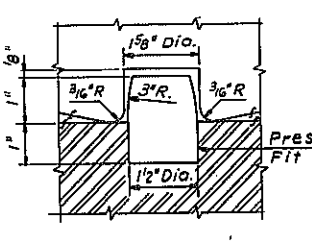
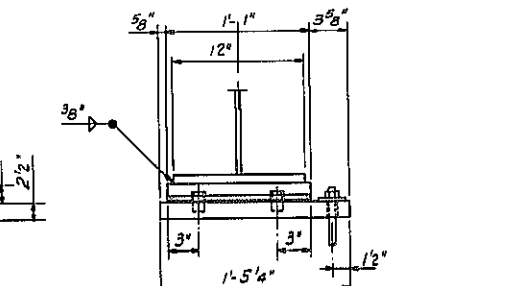
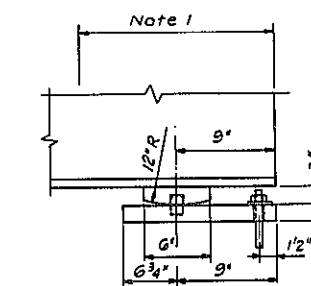
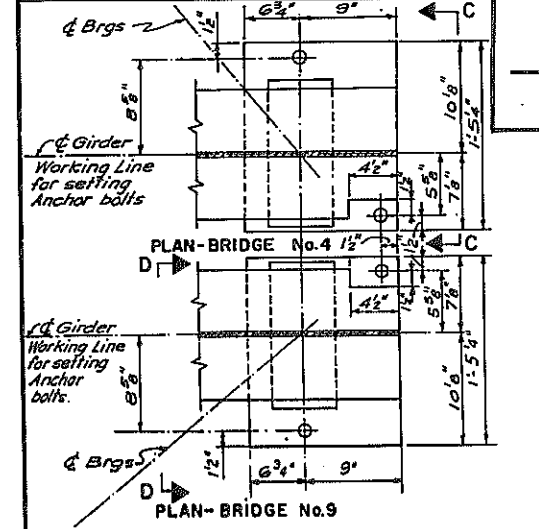
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	130	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
BUTTERNUT INTERCHANGE-COLLAMER

ONONDAGA COUNTY



EXPANSION BEARING
BRIDGES NO. 4 & 9- BUTTERNUT INTERCHANGE



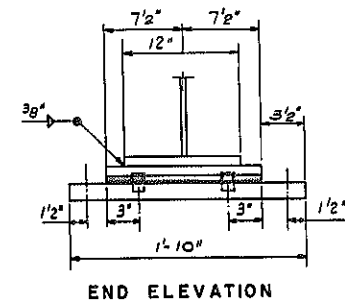
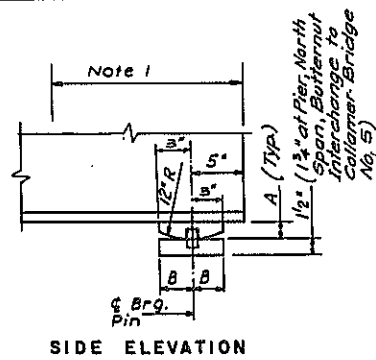
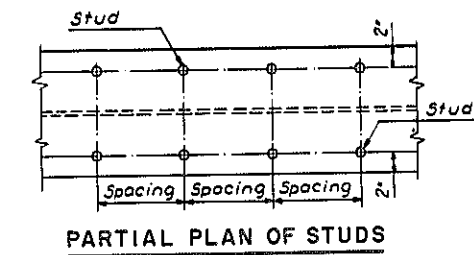
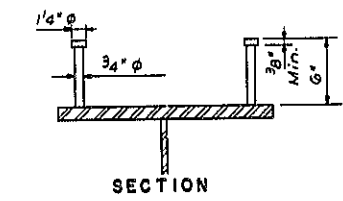
FIXED BEARING
BRIDGES NO. 4 & 9- BUTTERNUT INTERCHANGE

NOTES FOR BEARINGS

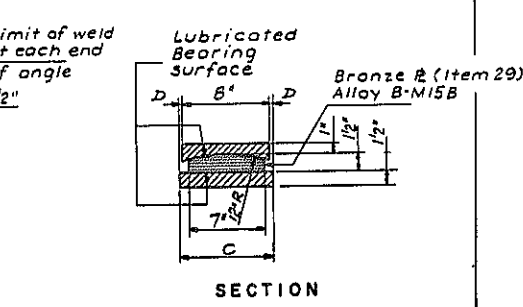
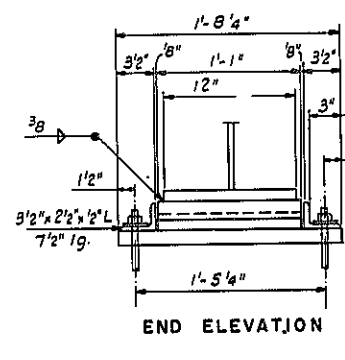
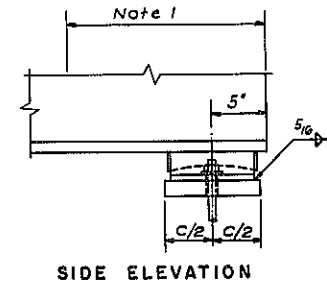
- This portion (1'-0") of bottom flange shall be truly at right angles to web.
- Girders shall be field welded to sole plate after the bearings have been set and aligned to their proper position.

3. Holes in Masonry & Embedm. in Conc.

Bridge No.	Bolt Dia.	Hole dia.	Embedm. in Conc.
4	1 1/4"	1 5/8"	12"
5	1 1/4"	1 5/8"	12"
6	1 1/4"	1 5/8"	12"
7	1 1/4"	1 5/8"	12"
9	1 1/4"	1 5/8"	12"
1	1 1/4"	1 5/8"	12"
3	1 1/4"	1 5/8"	12"
4	1"	1 3/8"	10"
5 (So. Span)	1 1/4"	1 5/8"	12"
5 (No. Span)	1"	1 3/8"	10"



FIXED BEARING
BUTTERNUT INTERCHANGE - BRIDGES No. 5, 6, 7
BUTTERNUT INTERCHANGE TO COLLAMER - BRIDGES 1, 3, 4, 5



EXPANSION BEARING
BUTTERNUT INTERCHANGE - BRIDGES No. 5, 6, 7
BUTTERNUT INTERCHANGE TO COLLAMER - BRIDGES 1, 3, 4, 5

BRIDGES Nos.	A	B	C	D
1-N, 1-S BUTTERNUT INTERCHANGE TO COLLAMER	1 5/8"	4"	10"	1"
5, 6, 7 BUTTERNUT INTERCHANGE	1 1/2"	3"	6 1/2"	4"
3, 4, 5 BUTTERNUT INTERCHANGE TO COLLAMER	1 5/8"	3 1/2"	9"	1 1/2"

THIS SHEET DOES NOT APPLY TO BRIDGE NO. 2

BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

DETAILS - SHEET 6

DRAWING NO. 7904-02	SCALE 1/4" = 1'-0"	DATE 8/13/70	SHEET NO. 130
------------------------	-----------------------	-----------------	------------------

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge: J. Eaton
 Drawn By: S. Bonacci
 Checked By: A. Sampsidis

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	131	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
BUTTERNUT INTERCHANGE-COLLAMER

ONONDAGA COUNTY

Notes:

All railing is to be fabricated and erected so that the rails are parallel to each other and to the parapet and so that the posts are truly vertical.

Since the finished railing must meet all requirements of fit, alignment, grade and verticality of post to the full satisfaction of the Engineer, it is suggested that complete field measurements be made before any shop fabrication is performed.

The Base Plates shall be perpendicular to the post unless otherwise noted. When the railing is to be placed on a pre-formed surface, the Base Plate may be parallel to the grade or may be perpendicular to the post and made level by the use of beveled shims.

Tubular steel rails, rail clamp assemblies including studs, nuts and washers, posts, post webs if required, post spacers, base plates, railing joint assemblies and any necessary shims and/or pads shall be paid for under the railing item.

Anchor studs, nuts, washers and anchor plates shall be paid for under item 29.

After the anchor stud nuts have been placed and tightened to the satisfaction of the Engineer, the studs shall be cut off 1/8 inch above the nut and peened.

Rails shall span a minimum of 3 posts. If this is impossible, the absolute minimum shall be two posts with one of these posts being a special post.

Materials used in the manufacture of this railing shall conform to the requirements and/or specifications listed below.

Rail Tubes - ASTM Designation A500 Grade B or A501.

Rail Clamps and End Caps - ASTM Designation A36. Clamp Studs, Nuts and Washers - ASTM Designation A307.

Channel Rail Splices - ASTM Designation A36.

Tubular Rail Splices - ASTM Designation A500, Grade B or A501.

Splice Plates - ASTM Designation A36.

3/4" Post Plates - ASTM Designation A441.

1" Post Plates - ASTM Designation A36.

Post Spacers - Same as post plate material.

Base Plates - Same as post plate material.

Splice Bolts, Nuts and Washers - ASTM Designation A307.

Anchor Studs - ASTM Designation A449.

Nuts and Washers for Anchor Studs - ASTM Designation A325.

Anchor Plates - ASTM Designation A36.

Post Web Plates (if required) - Same as post plate material.

Plate Shims - ASTM Designation A36.

Beveled Shims - Material Specifications M13.

Galvanized Railing - All components of the railing including anchor studs, nuts, and washers shall be galvanized in accordance with Material Specification M19. Anchor Studs shall have a Class 2A thread fit prior to galvanizing. The cut portion of the anchor studs shall be given one field coat of dull Orange Primer and two field coats of Ready-Mixed Aluminum Paint conforming to the requirements of Material Specifications M18CA and M18J in that order.

All bolts shall have a Class 2A thread fit prior to galvanizing.

Grind all edges of Post Plates and Base Plates so that all sharp edges are removed.

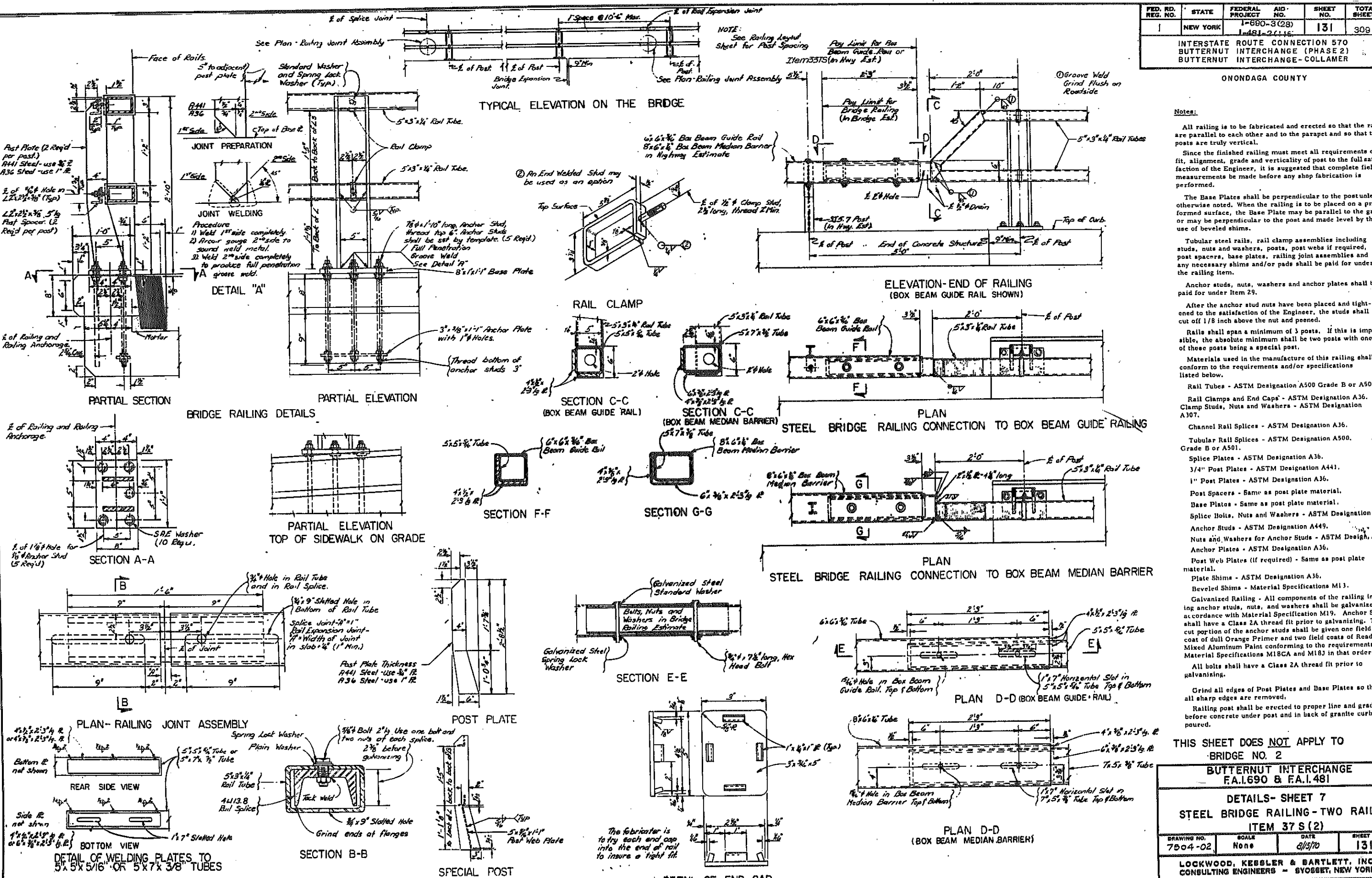
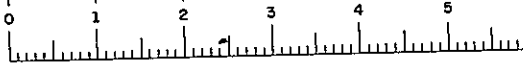
Railing post shall be erected to proper line and grade before concrete under post and in back of granite curb is poured.

**THIS SHEET DOES NOT APPLY TO
BRIDGE NO. 2
BUTTERNUT INTERCHANGE
F.A.1690 & F.A.1481**

**DETAILS- SHEET 7
STEEL BRIDGE RAILING-TWO RAIL
ITEM 37 S (2)**

DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	None	8/15/70	131

**LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK**

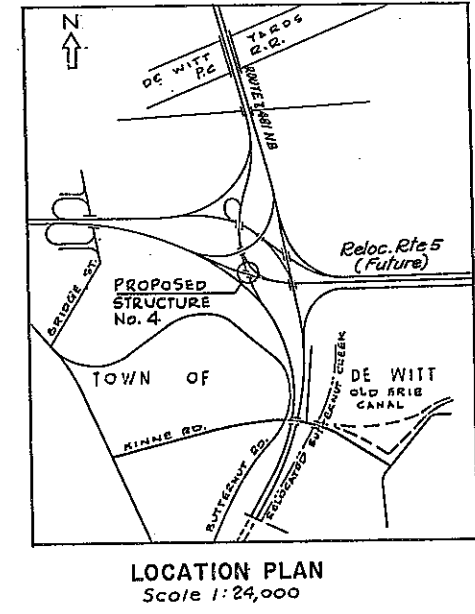
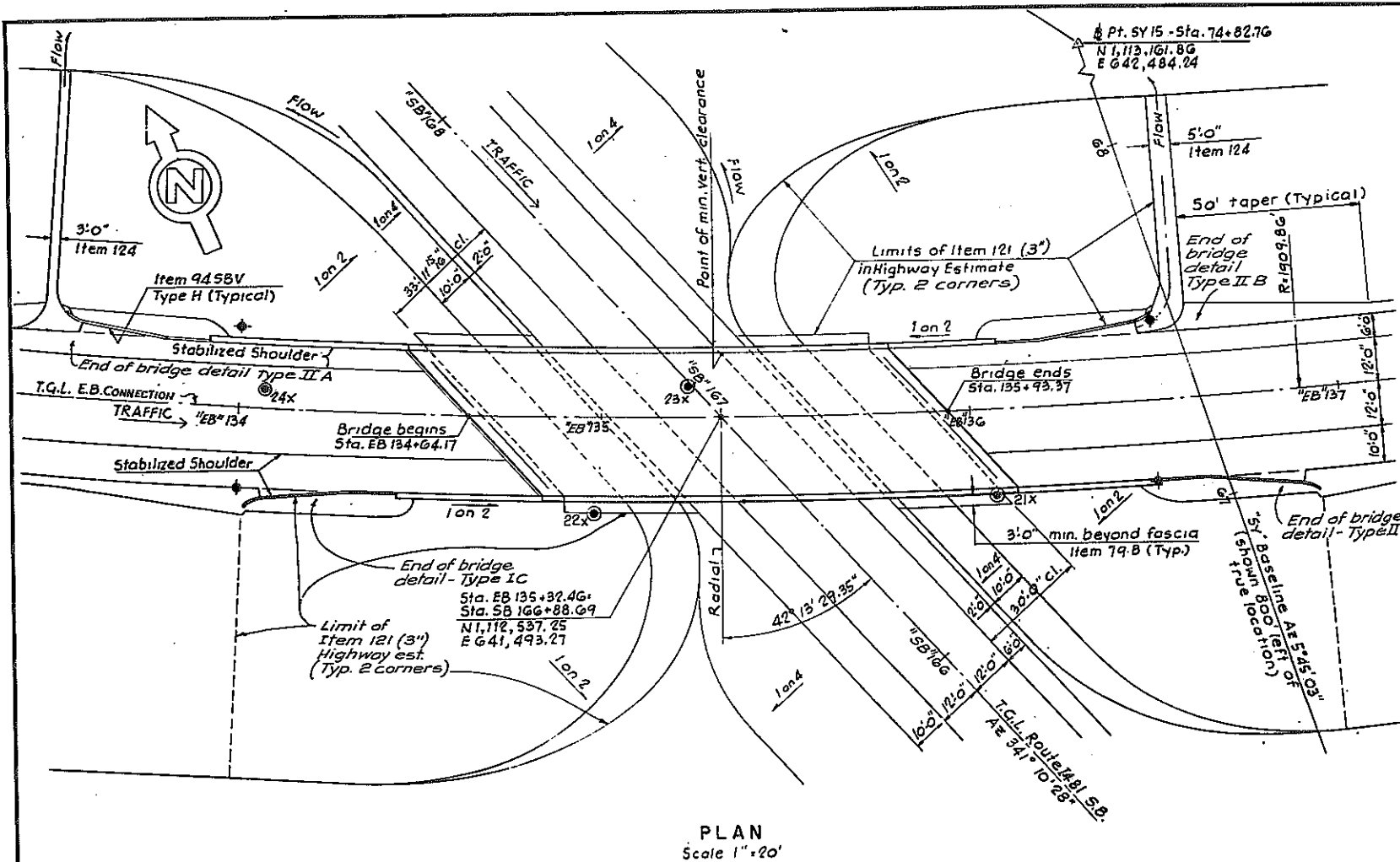


In Charge of J. Eaton
 Made by
 Checked by A. Scarpiccia

FED. RD. REG. NO.	STATE	FEDERAL PROJ. DIST. NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-580-3(2B)	1-481-2(118)	132	309

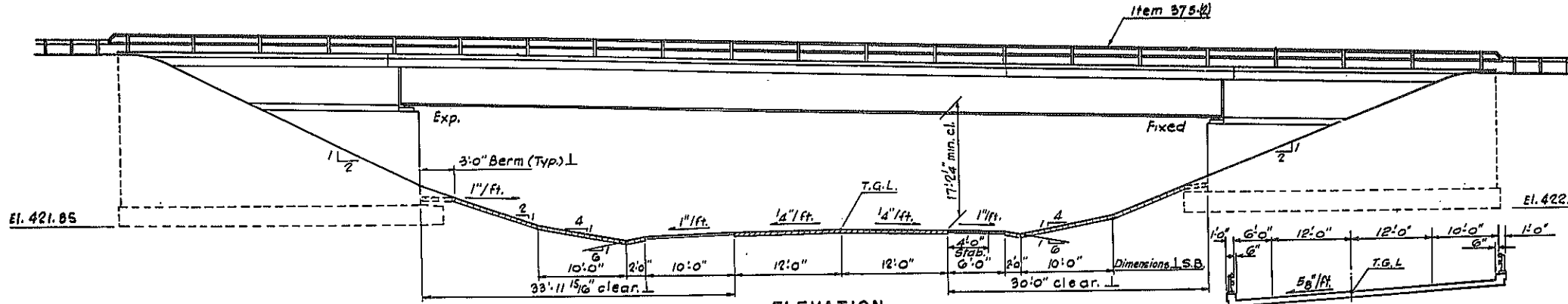
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

ONONDAGA COUNTY



ITEM	DESCRIPTION	UNIT	QUANTITIES	
			NEAT	PROP'L
1WPS	Watering Plants and Sod	M.Gol	1.5	4.0
2UF	Underdrain Filter	C.Y.	16	20
5B	Structure Excavation	C.Y.	2218	2220
11H-6	Perf. Corr. Metal Pipe Underdr-6"dia-18ga	L.F.	274	275
1B	Class A-Concrete for Structures	C.Y.	17	20
1BMA	Cl.A-Conc. for Struct. (Mono.Br Slab)	S.F.	5394	5395
2o	Class B-Concrete for Structures	C.Y.	826	830
24A	Bagged Screened Aggregate	C.Y.	137	140
28	Bar Reinforcement for Structure	Lb.	84571	84575
28B	Stud Shear Connectors	Ea.	1348	1350
29	Structural Steel	Lb.	228005	228005
375(2)	Steel Bridge Railing (2 Rail)	L.F.	428	430
G1	Bituminous Material	Gol.	193	195
79B	Concrete Block Paving	S.Y.	371	375
837X5	Temporary Sheet Piling	S.F.	6927	6930
945BV	Stone Curb (Bridge Types-Granite)	L.F.	590	590
124	Sodding	S.Y.	76	80
363I	Epoxy Protective Coating for Conc.	S.F.	2363	2365

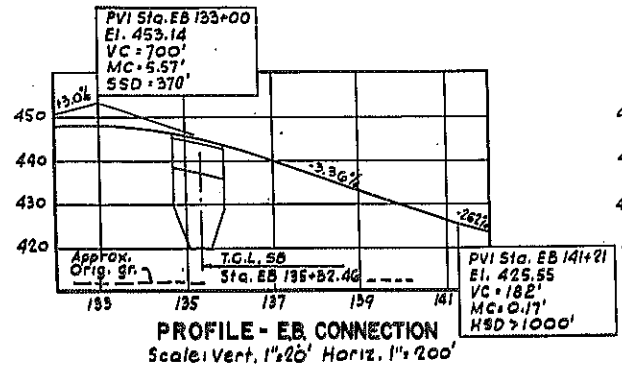
PLAN Scale 1"=20'



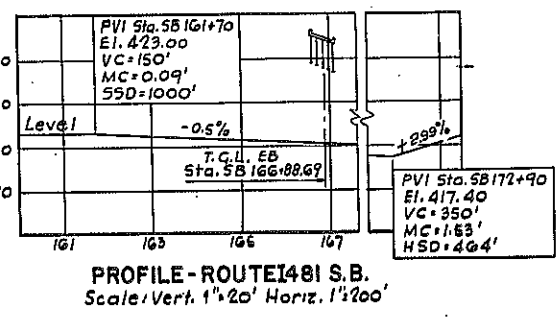
ELEVATION Scale 1"=10'

◆ Indicates the location of existing settlement Platforms.
 Sta. EB 134+00 ± 22' Right
 Sta. EB 134+00 ± 22' Left
 Sta. EB 166+50 ± 22' Right
 Sta. EB 166+50 ± 22' Left
 ● Indicates the location of Borings.

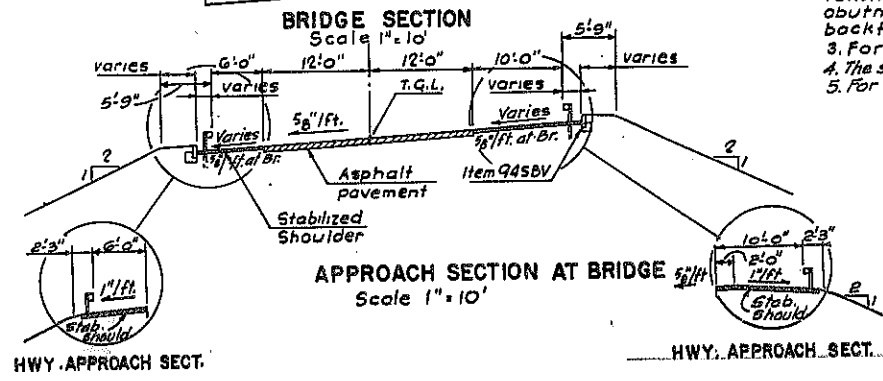
NOTES:
 1. For General Notes see Sheet No. 124
 2. For design purposes the foundation pressure does not exceed 2 1/2 tons/s.f.
 Three (3) months waiting period required after completion of backfilling behind abutments and prior to setting final pedestal elevations. Duration of required waiting period may be reduced by the Deputy Chief Engineer (Design) based upon analysis of settlement platform readings. Readings at one (1) week intervals to be taken at the settlement platforms in the vicinity of the abutments will be required after the completion of backfill operation.
 3. For curve data see Alignment Plan, Sheet No. 40
 4. The structural slab on this structure shall be formed with removable forms
 5. For end of bridge details see sheet No. 127



PROFILE - EB CONNECTION Scale: Vert. 1"=20' Horiz. 1"=200'



PROFILE - ROUTE 1481 S.B. Scale: Vert. 1"=20' Horiz. 1"=200'



BRIDGE SECTION Scale 1"=10'

HWY. APPROACH SECT.

APPROACH SECTION AT BRIDGE Scale 1"=10'

HWY. APPROACH SECT.

BUTTERNUT INTERCHANGE
 F.A.I. 690 & F.A.I. 481

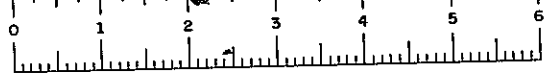
BRIDGE No. 4
 E.B.CONNECTION over ROUTE 1481 S.B.

GENERAL PLAN

DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	As shown	8/13/70	132

LOCKWOOD, KEBLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK

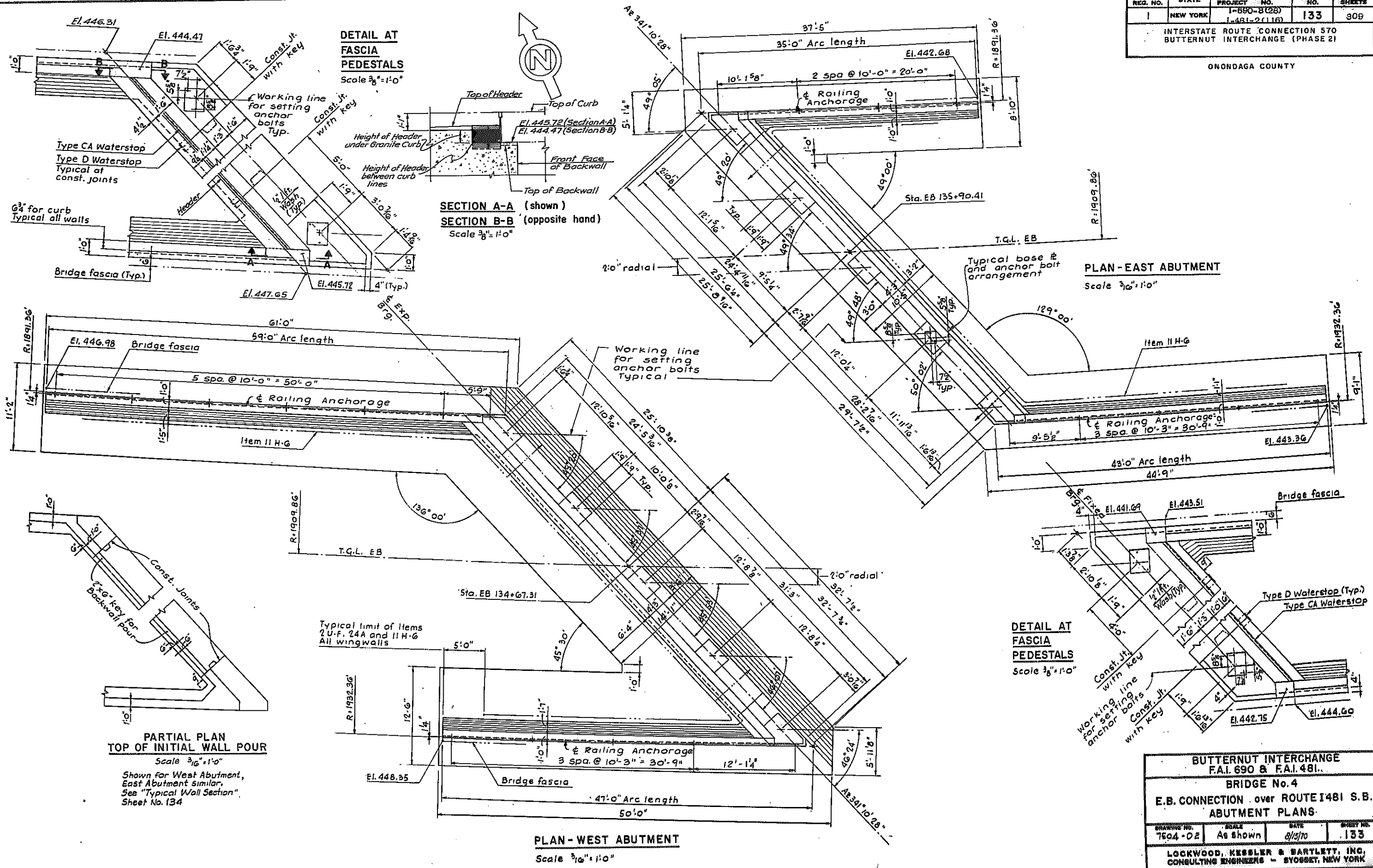
J. Edson
 L. Blume
 B.D. Lowry



FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(28) 1-481-2(116)	133	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

ONONDAGA COUNTY



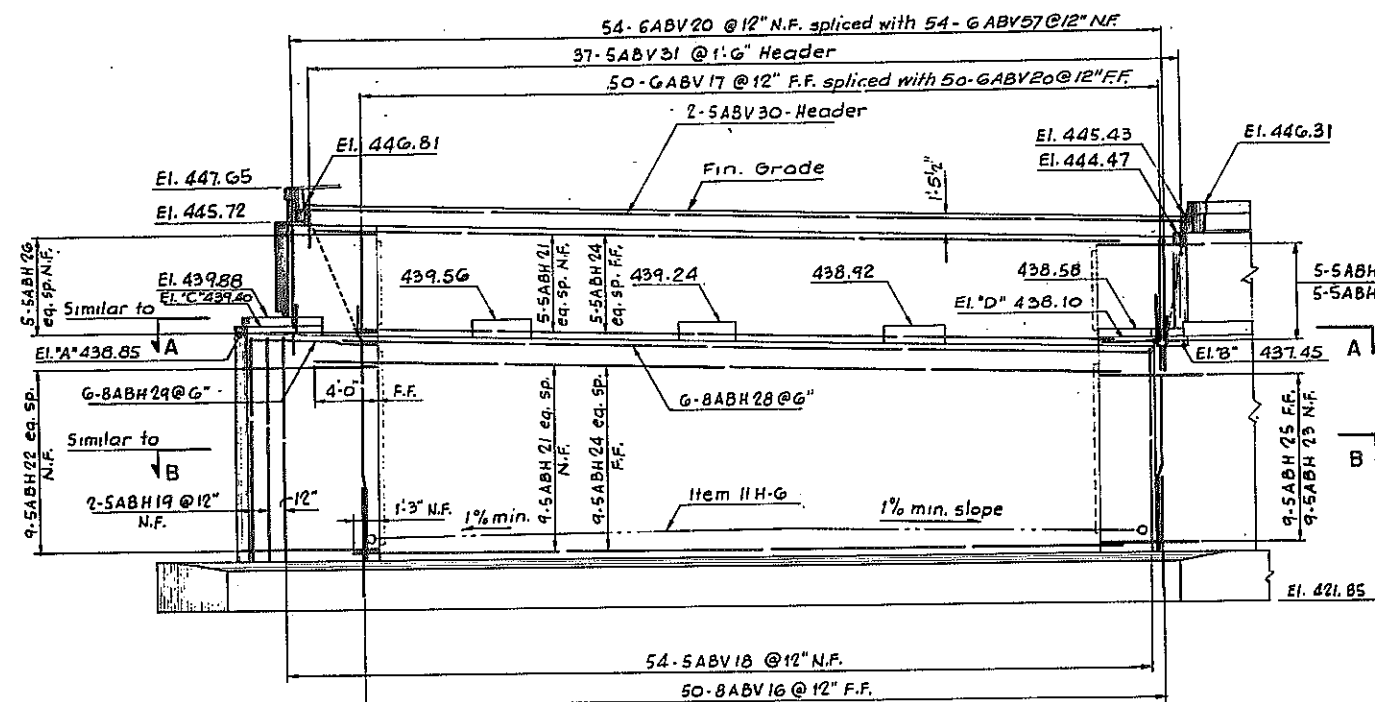
J. Eaton
 L. Blume
 B.D. Lowry

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
BRIDGE No. 4			
E.B. CONNECTION over ROUTE 1481 S.B.			
ABUTMENT PLANS			
DRAWING NO. 7504-02	SCALE As shown	DATE 8/2/70	SHEET NO. 133
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

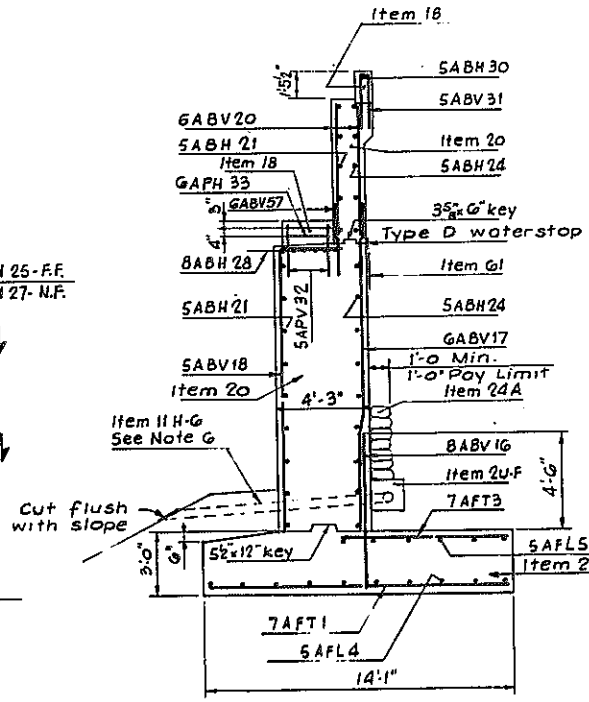
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-680-8(28)	1-481-2(11)	134	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

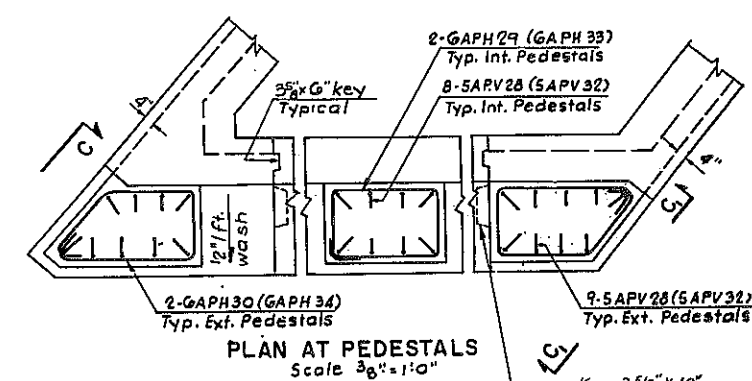
ONONDAGA COUNTY



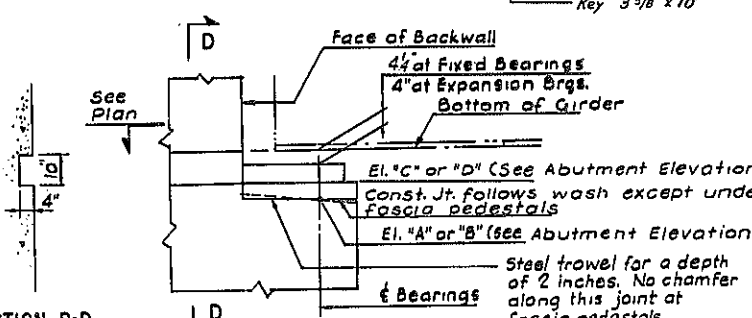
ELEVATION - WEST ABUTMENT
Scale 3/16" = 1'-0"



TYPICAL SECTION - W.A.
Scale 1/4" = 1'-0"

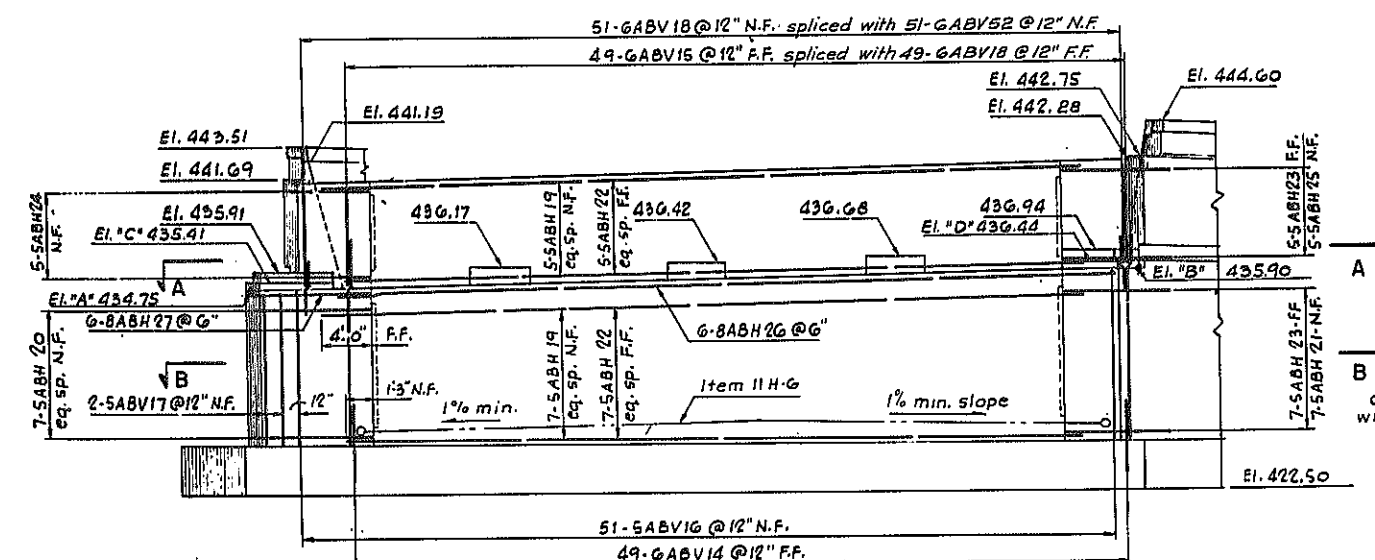


PLAN AT PEDESTALS
Scale 3/8" = 1'-0"

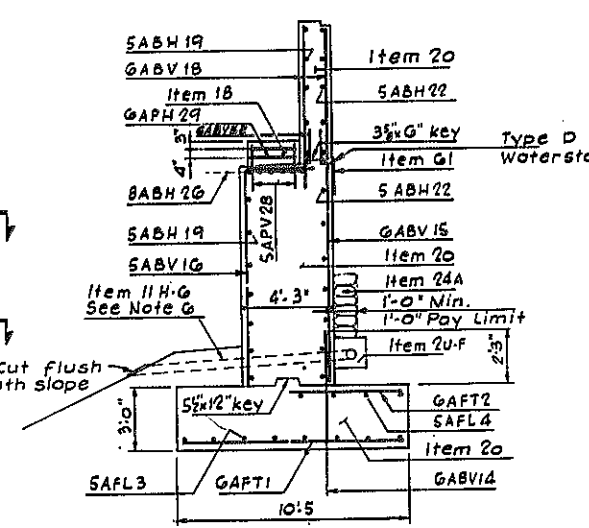


ELEVATION C-C
ELEVATION C-C, (Opposite Hand)
No scale

- NOTES
- Anchor bolts for Bearings shall be 1 1/2" dia roughened or swaged bolts 1'-4 1/2" long, set 12" into concrete.
 - For Backfill and Excavation details see Sheet No. 128
 - For details of Bearings see Sheet No. 130
 - For Backwall and Waterstop details see Sheet No. 125
 - For Rail Post spacing see Sheet No. 137
 - Non-perforated pipe shall be used through abutment and berm.

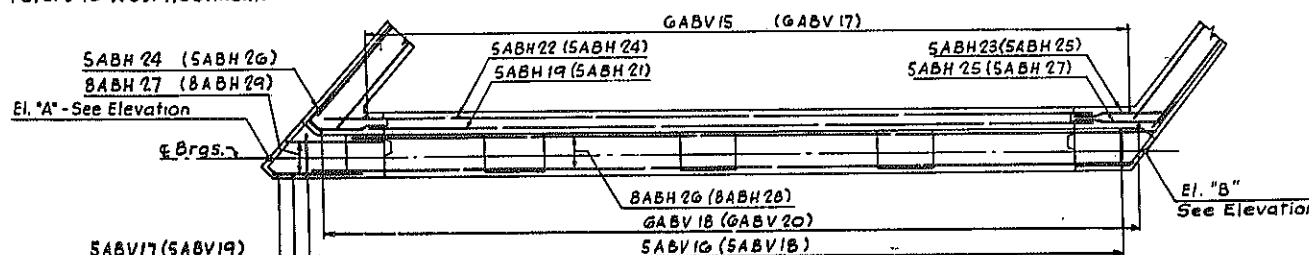


ELEVATION - EAST ABUTMENT
Scale 3/16" = 1'-0"

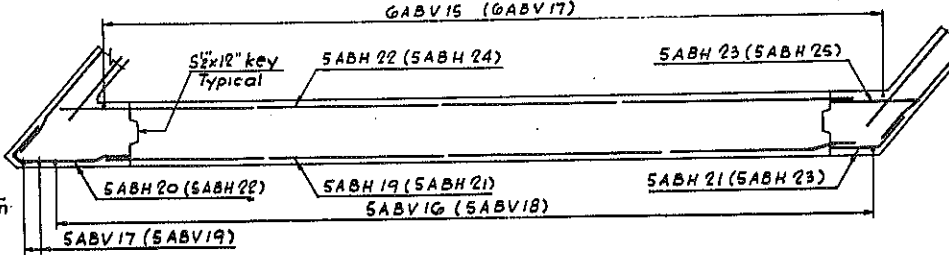


TYPICAL SECTION - E.A.
Scale 3/16" = 1'-0"

Information included in parentheses () refers to West Abutment.



SECTION A-A
Scale 3/16" = 1'-0"



SECTION B-B
Scale 3/16" = 1'-0"

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
BRIDGE No. 4			
E.B. CONNECTION . over ROUTE 1481 S.B. ABUTMENTS - ELEVATIONS & SECTIONS			
DRAWING NO. 7504-02	SCALE As shown	DATE 8/15/70	SHEET NO. 134
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

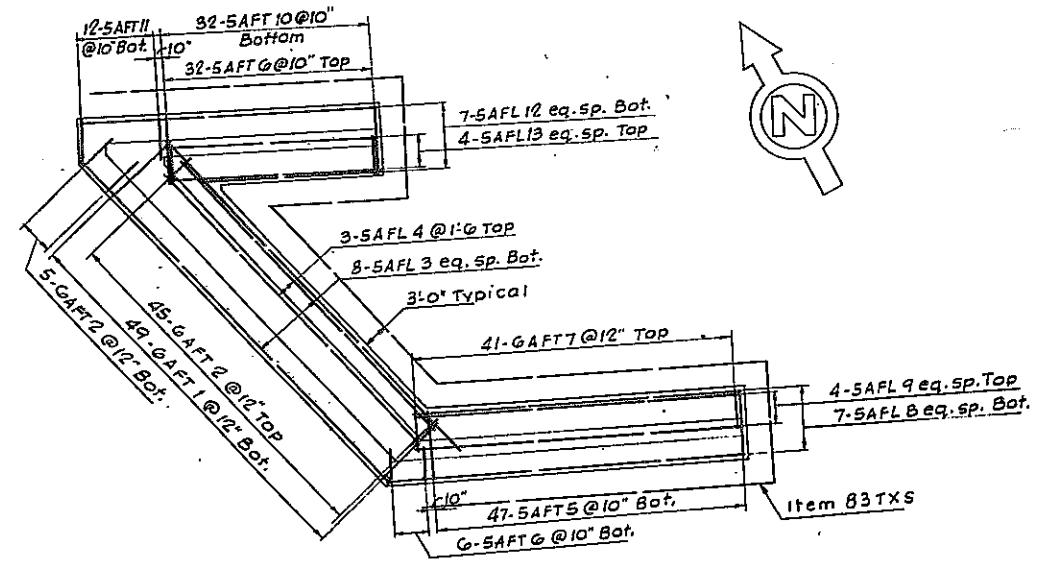
Checked by: J. Eaton
 Drawn by: L. Blume
 Designed by: E. D. Lowry



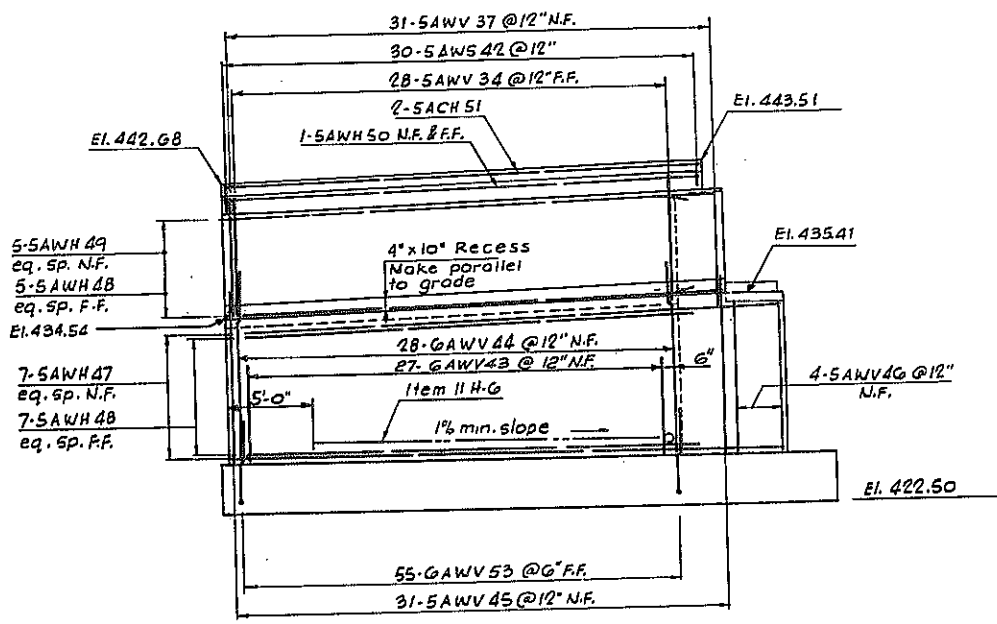
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(28)	1-481-2(116)	135	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

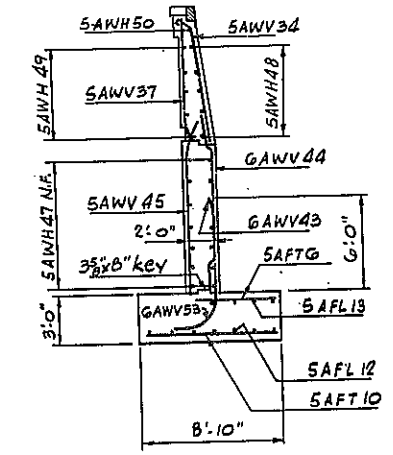
ONONDAGA COUNTY



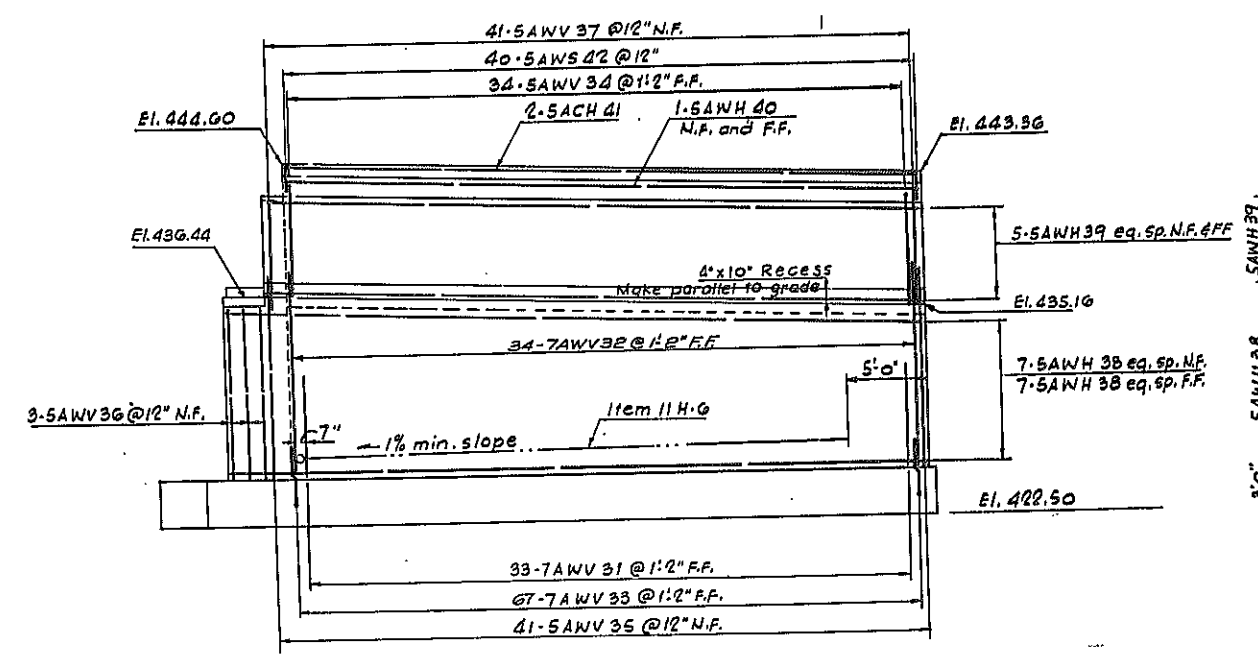
FOOTING PLAN
Scale 3/32" = 1'-0"



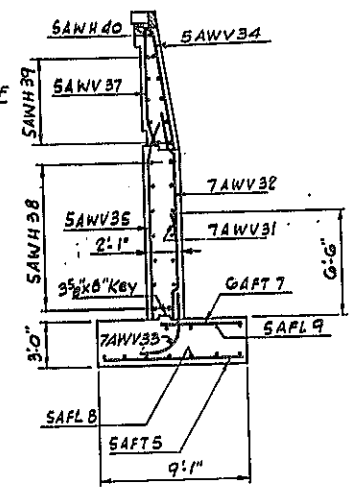
NORTH ELEVATION
Scale 3/16" = 1'-0"



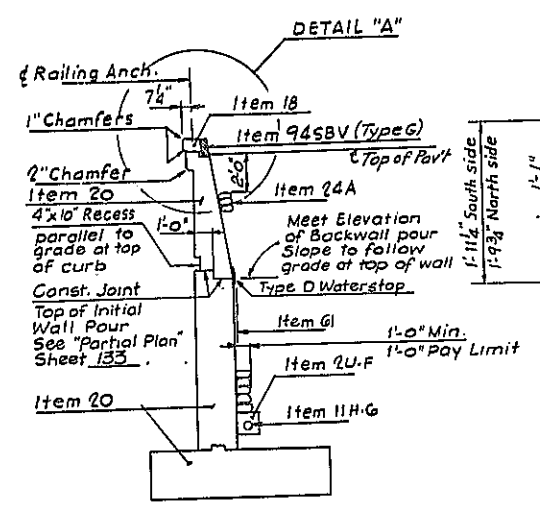
TYPICAL SECTION NORTH WALL
Scale 3/16" = 1'-0"



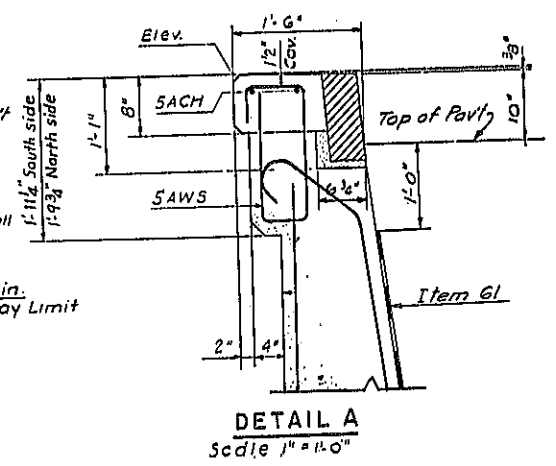
SOUTH ELEVATION
Scale 3/16" = 1'-0"



TYPICAL SECTION SOUTH WALL
Scale 3/16" = 1'-0"



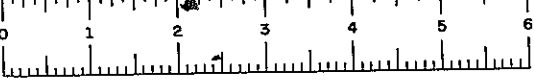
TYPICAL SECTION THRU WINGWALL EAST & WEST ABUTMENTS
No scale



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

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
BRIDGE No. 4			
E.B. CONNECTION over ROUTE 1481 S.B. WINGWALLS AT EAST ABUTMENT			
DRAWING NO. 7504-02	SCALE As shown	DATE 6/15/70	SHEET NO. 135
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

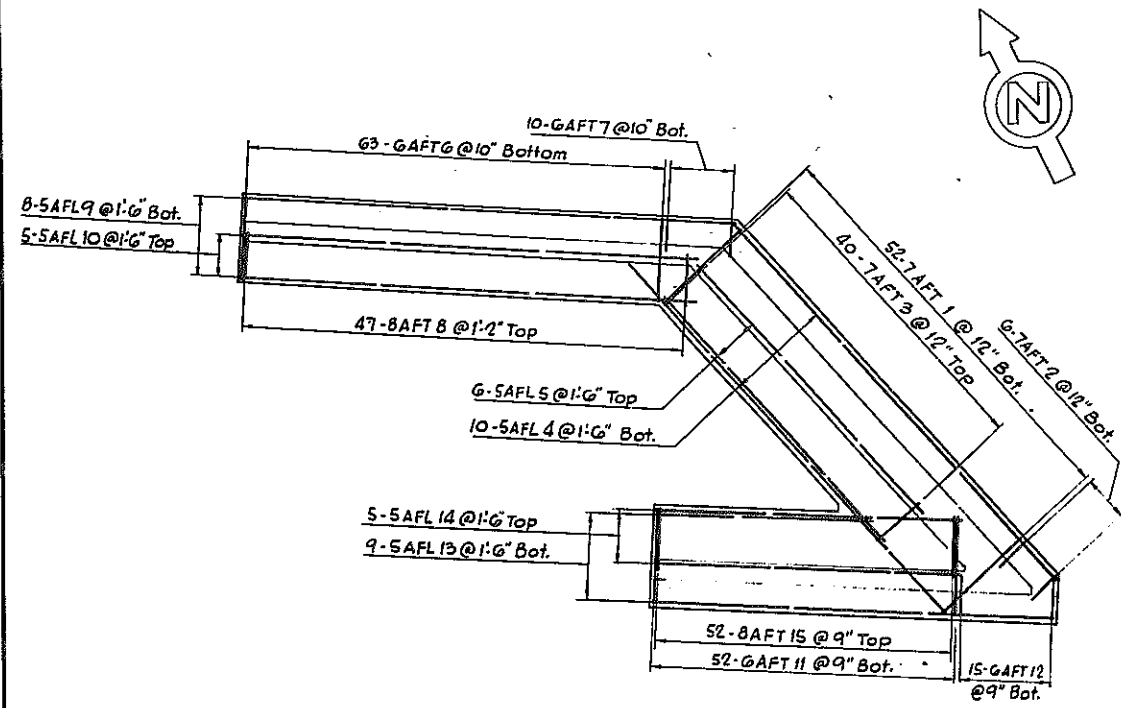
Checked by: J. Eaton
Designed by: L. Gilman
Drawn by: E.D. Lowry



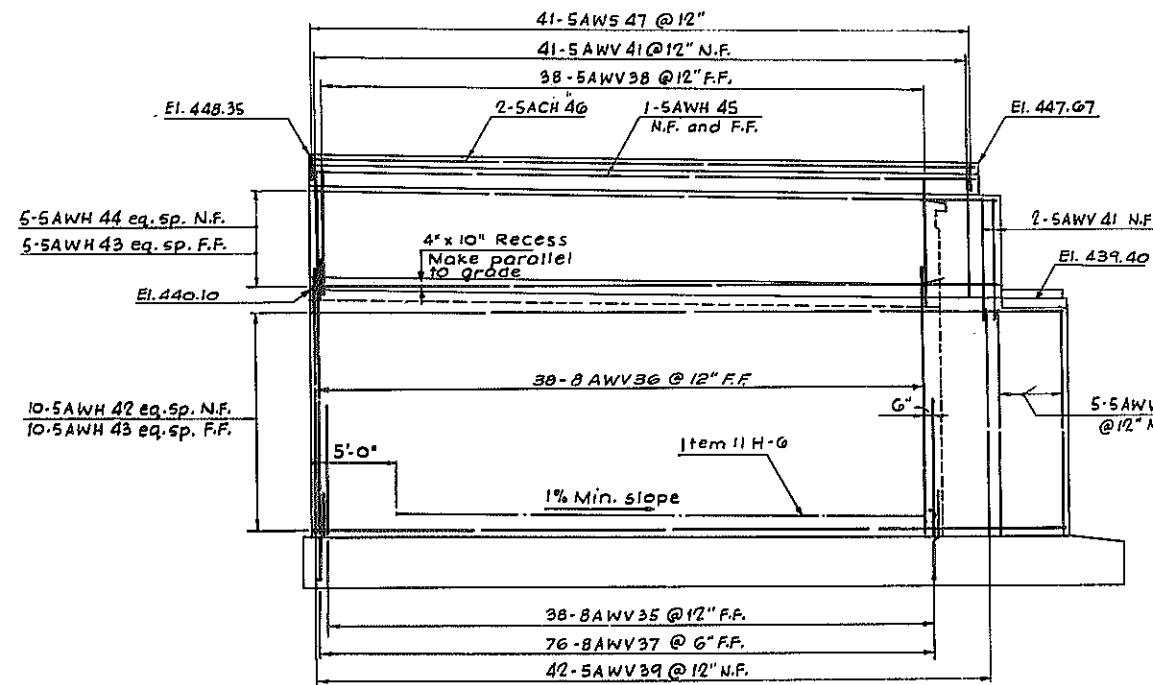
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B) 1-481-2(116)	136	208

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

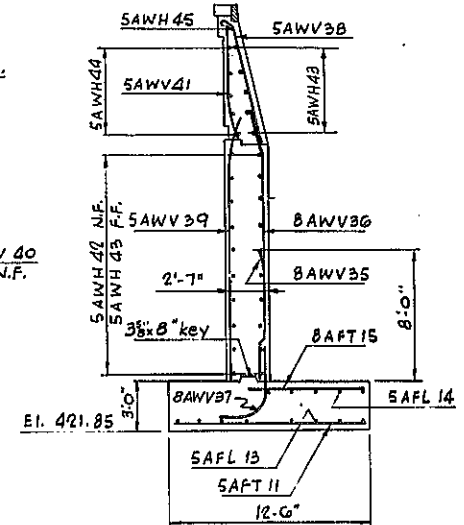
ONONDAGA COUNTY



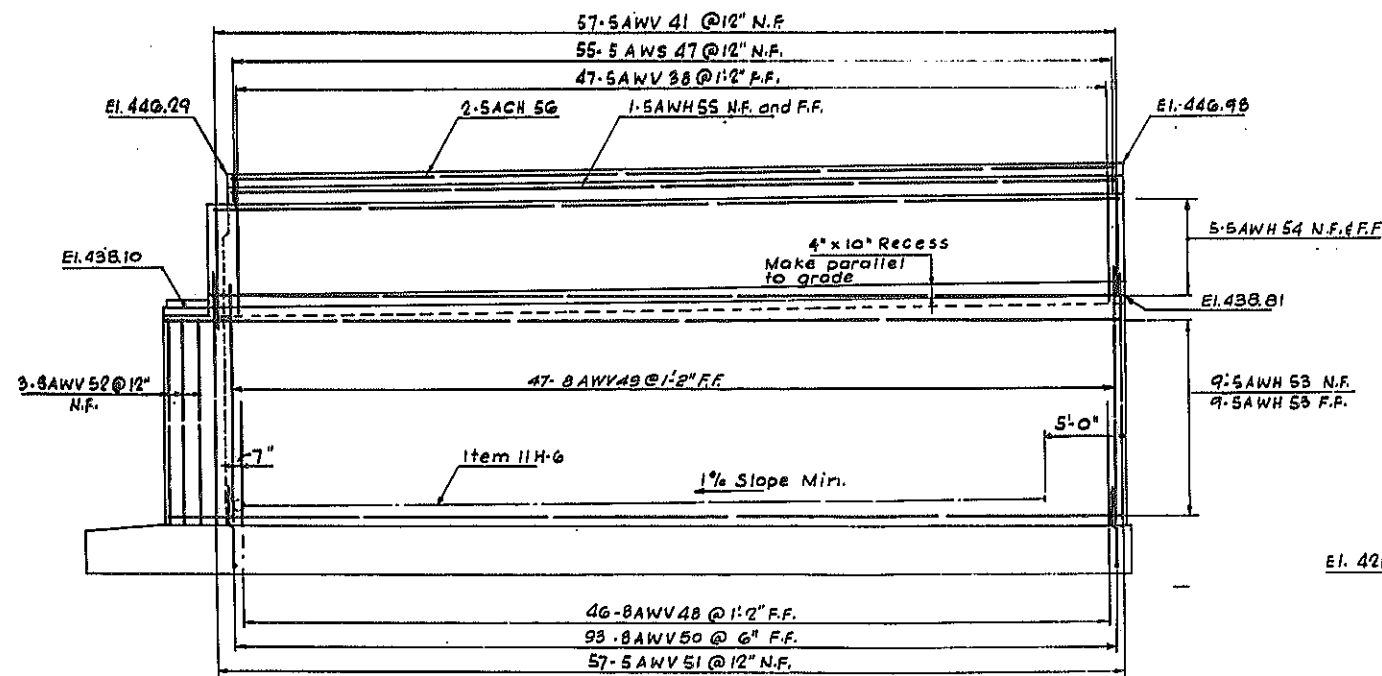
FOOTING PLAN
Scale 3/32" = 1'-0"



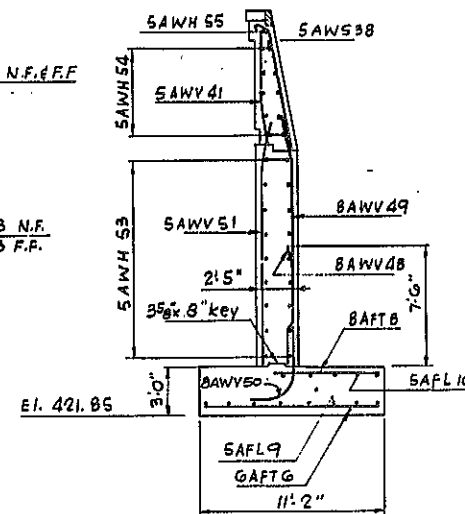
SOUTH ELEVATION



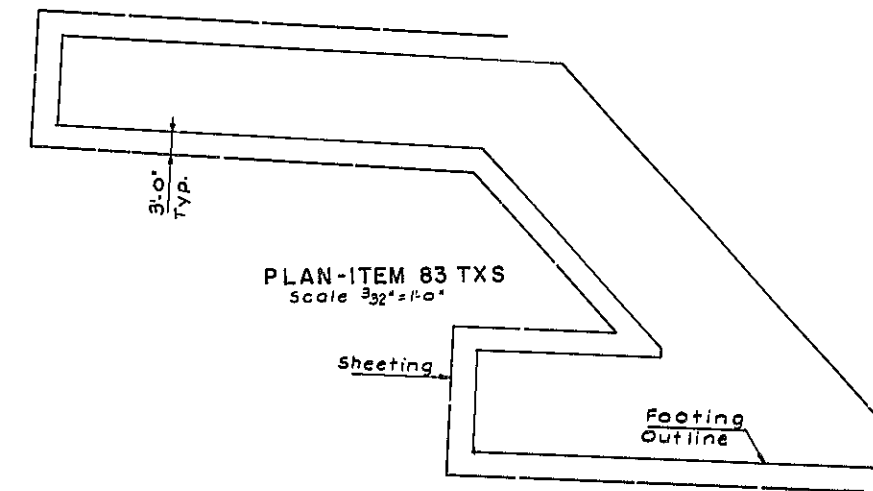
TYPICAL SECTION



NORTH ELEVATION



TYPICAL SECTION



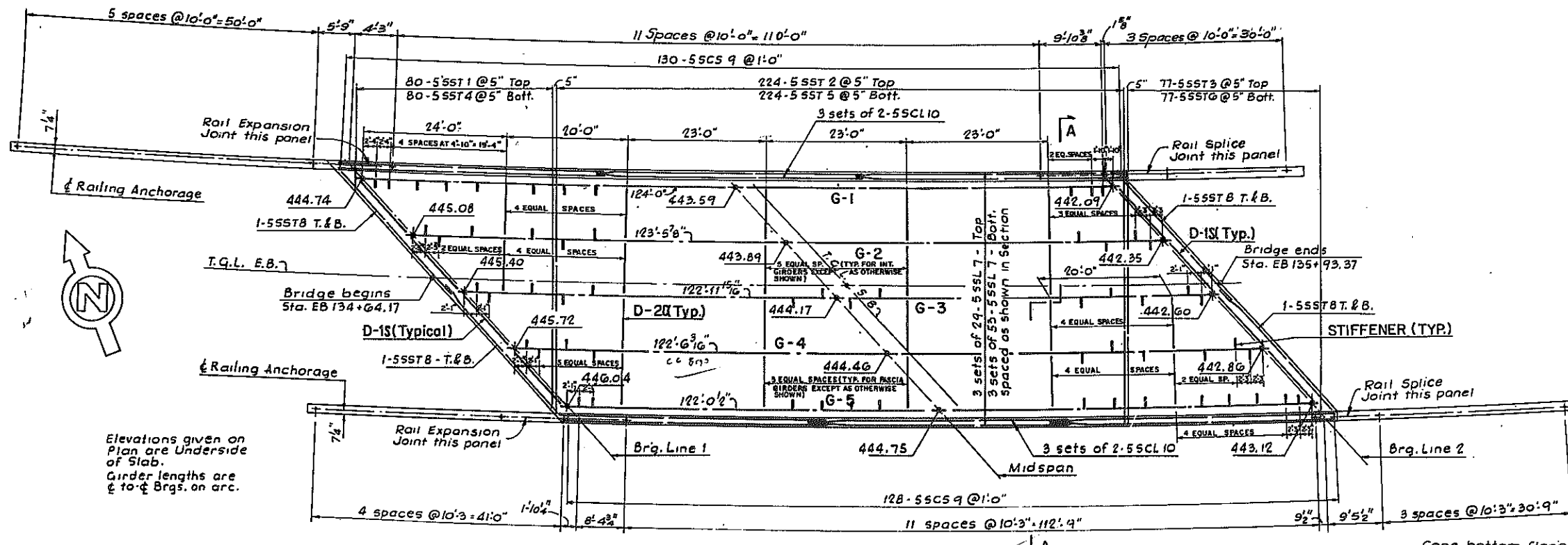
PLAN-ITEM 83 TXS
Scale 3/32" = 1'-0"

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
BRIDGE No. 4			
E.B. CONNECTION over ROUTE1481 S.B. WINGWALLS AT WEST ABUTMENT			
DRAWING NO. 7504-02	SCALE 3/16" = 1'-0" Except as shown	DATE 6/15/70	SHEET NO. 136
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

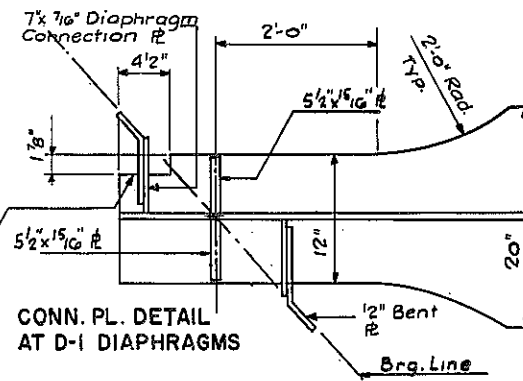
Checked by: J. Estan
 Drawn by: L. Burns
 Designed by: B. D. Lowry

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-680-8(28)	1-481-2(116)	137	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)					

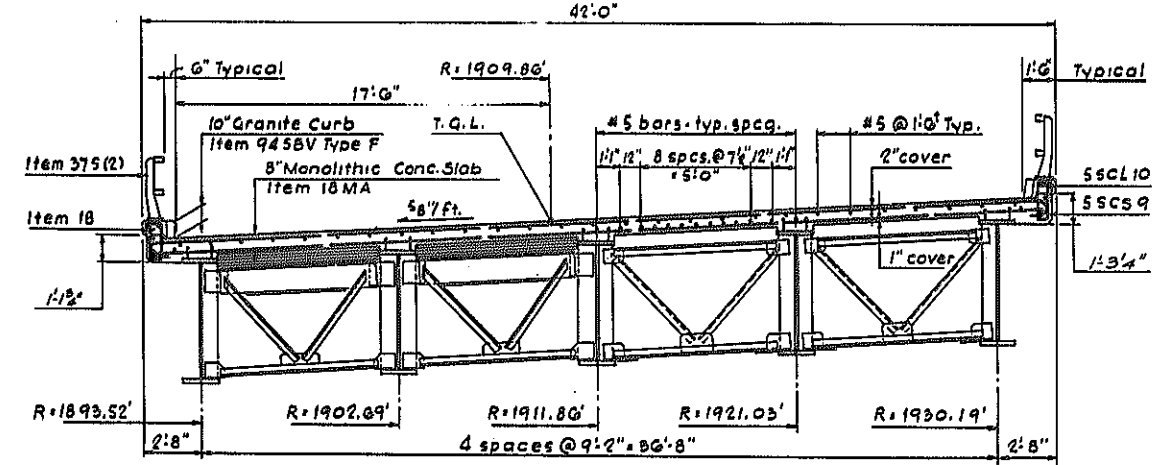
ONONDAGA COUNTY



	FASCIA GIRDERS	INTERIOR GIRDERS
SLAB CONCRETE	1 7/8"	2"
V. C.	2"	2"
SUPERIMPOSED DEAD LOAD	7/16"	3/8"
D. L. STEEL ERECTED	1 1/16"	5/8"
TOTAL	5"	5"

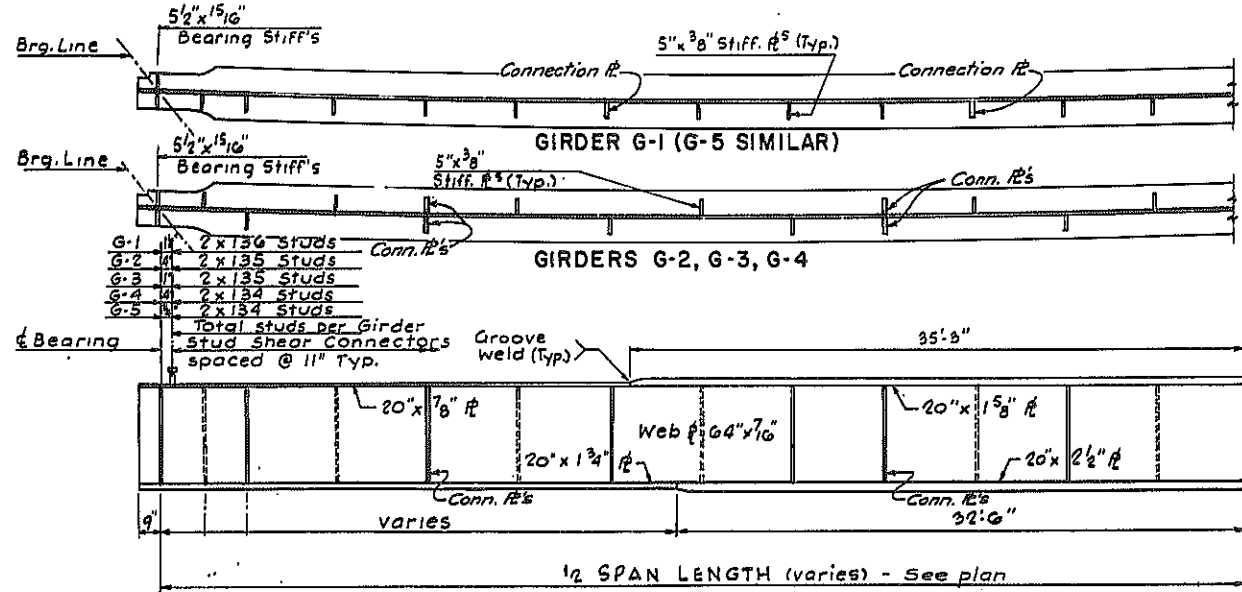


PLAN Scale 1" = 10'



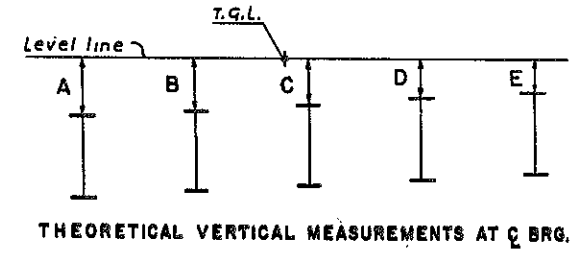
SECTION A-A Scale 1/4" = 1'-0"

Note: For diaphragm details, see sheet No. 129

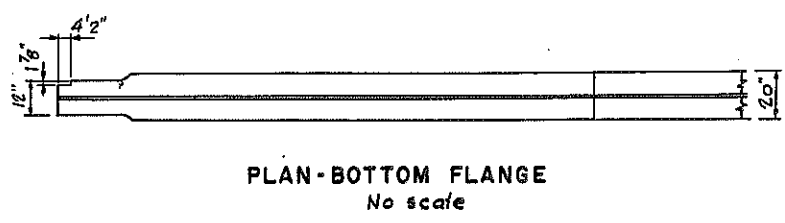


Note: Diaphragm Conn. Pl. to be 7" x 7/16" (Typ.)

Symm. about span (Except Stud Shear Connectors, Stiffeners and diaphragm Conn. Pl's)



BRG. LINE	VERTICAL MEASUREMENTS TO TOP OF STEEL				
	A	B	C	D	E
1	1'-0 3/8"	1'-2 5/16"	10 3/8"	6 5/8"	2 3/4"
2	1'-4 13/16"	1'-1 11/16"	10 11/16"	7 9/16"	4 1/4"



J. Eaton
 L. Blume
 B.D. Lowry

BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

BRIDGE No. 4
EB. CONNECTION over ROUTE 1481 S.B.
SUPERSTRUCTURE

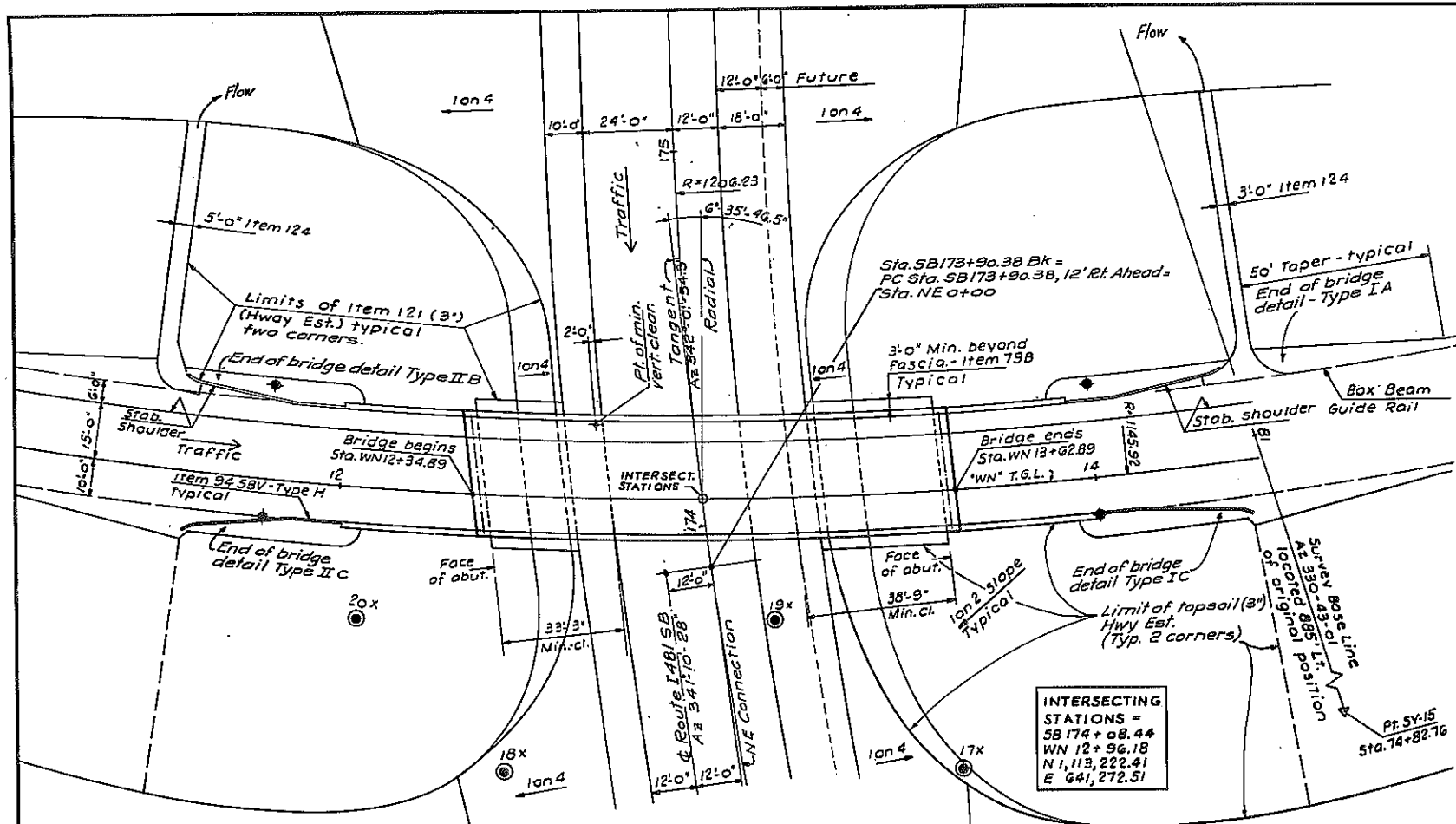
DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	As Shown	9/13/70	137

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYRACUSE, NEW YORK

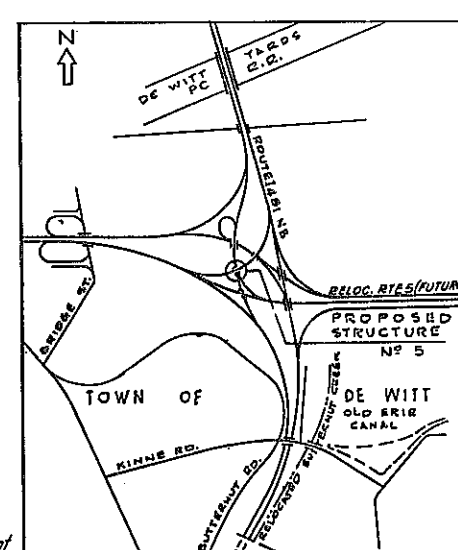
FED. RD. PROJ. NO.	STATE	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-881-2(11)	139	309

INTERSTATE ROUTE CORRECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

ONONDAGA COUNTY

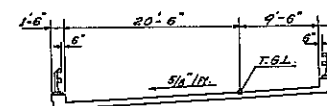


PLAN
Scale 1" = 20'



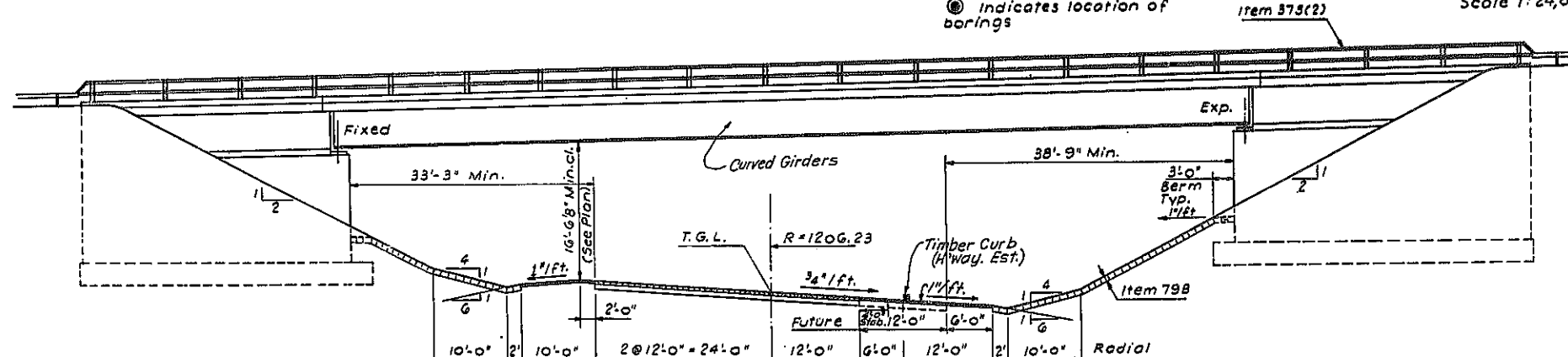
LOCATION PLAN
Scale 1" = 24,000

ITEM	DESCRIPTION	UNIT	QUANTITIES	
			NEAT	PROP'L
1WPS	Watering Plants and Sod	MGal.	1.7	4.0
2UF	Underdrain Filter	C.Y.	12	15
5B	Structure Excavation	C.Y.	1649	1650
11H-G	Perf. Corr. Metal Pipe Underdr-G'dia-18ga	L.F.	203	205
18	Class A-Concrete for Structures	C.Y.	15	15
18MA	Cl.A-Conc. for Struct. (Mono.Br. Slab)	S.F.	4181	4185
20	Class B-Concrete for Structures	C.Y.	568	570
24A	Bagged Screened Aggregate	C.Y.	99	100
28	Bar Reinforcement for Structure	Lb.	58090	58090
28B	Stud Shear Connectors	Ea.	1250	1250
29	Structural Steel	Lb.	209,935	209,935
37S(2)	Steel Bridge Railing (2 Rail)	L.F.	392	395
61	Bituminous Material	Gal.	143	145
79B	Concrete Block Paving	S.Y.	267	270
83TXS	Temporary Sheet Piling	S.F.	5950	5950
94SBV	Stone Curb (Bridge Types-Granite)	L.F.	555	555
124	Sodding	S.Y.	84	85
363I	Epoxy Protective Coating for Conc.	S.F.	1345	1345

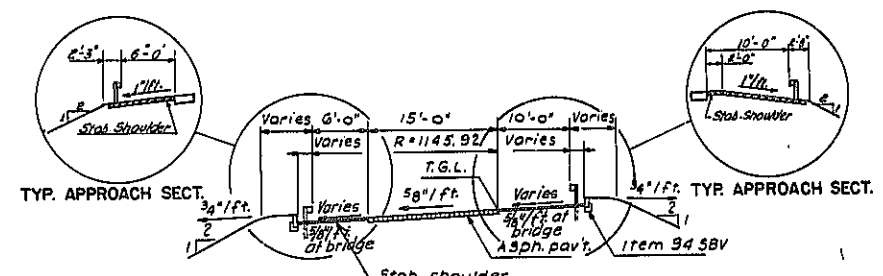


BRIDGE SECTION
Scale: 1" = 10'

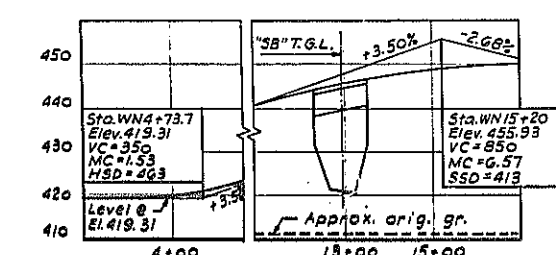
SYMBOLS:
 * Indicates location of existing settlement platforms
 Sta. WN 11+80± 10' Rt; 25 Lf.
 Sta. WN 14+00± 10' Rt; 25 Lf.
 ● Indicates location of borings



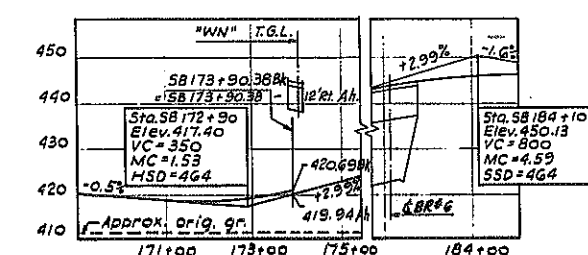
ELEVATION
Scale 1" = 10'



APPROACH SECTION AT BRIDGE
Scale 1" = 10'



PROFILE "WN" LINE
Scale Horiz. 1" = 200' Vert. 1" = 20'



PROFILE ROUTE 1481 S.B.
Scale Horiz. 1" = 200' Vert. 1" = 20'

NOTES:
 1. For General Notes see Sheet No. 124
 2. For design purposes the foundation pressure does not exceed 2 1/2 tons/s.f.
 Three (3) months waiting period required after completion of backfilling behind abutments and prior to setting final pedestal elevations.
 Duration of required waiting period may be reduced based upon analysis of settlement platform readings. Readings at one (1) week intervals taken at the settlement platforms in the vicinity of the abutments will be required after the completion of backfill operation.
 3. For Curve Data see Alignment Plan, Sheet No. 40
 4. The structural slab on this structure shall be formed with removable forms.
 5. For end of bridge details, see sheet No. 127

BUTTERNUT INTERCHANGE
 F.A.I. 690 & F.A.I. 481

BRIDGE No. 5
"WN" LINE over ROUTE 1481 SB
GENERAL PLAN

DRAWING NO. 7504-02	SCALE As Shown	DATE 8/15/70	SHEET NO. 139
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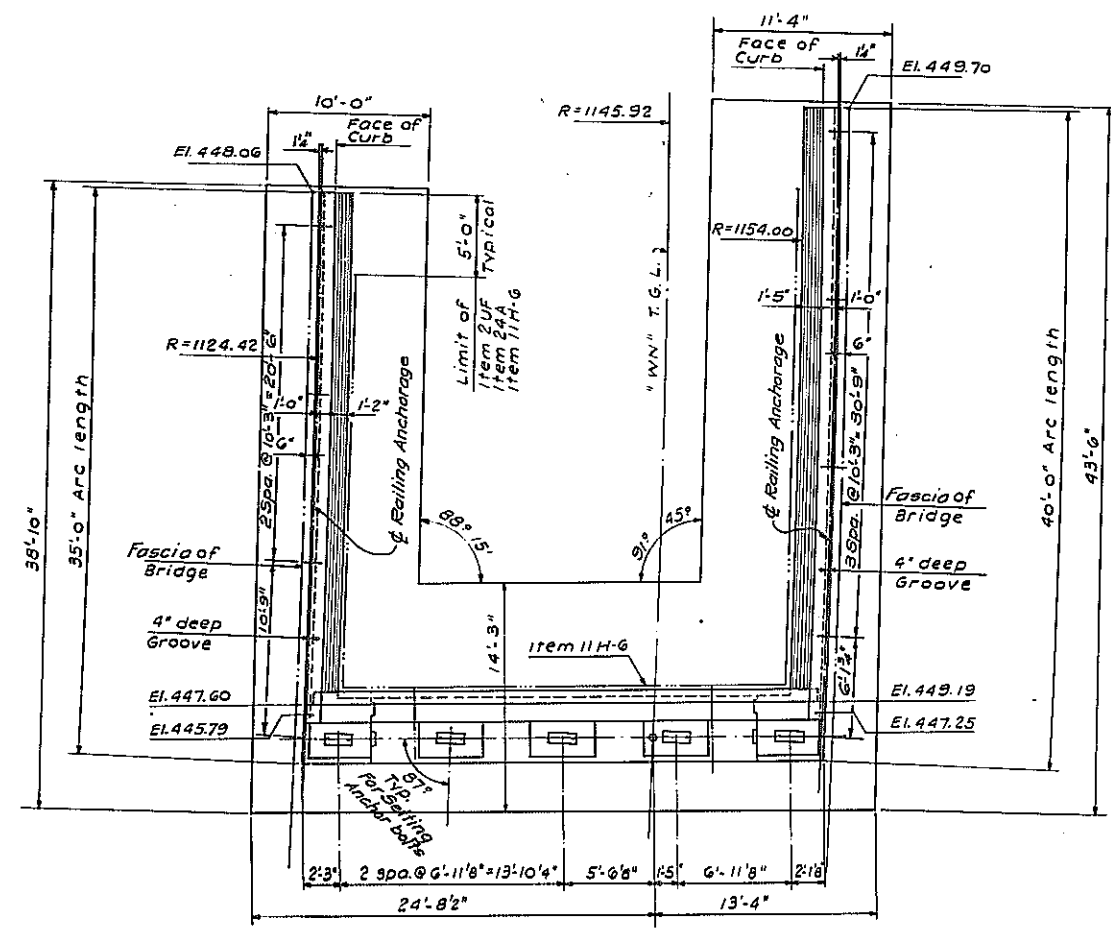
LOCKWOOD, KESSLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK

J. Eaton
S. Bonacci
G. Cronin

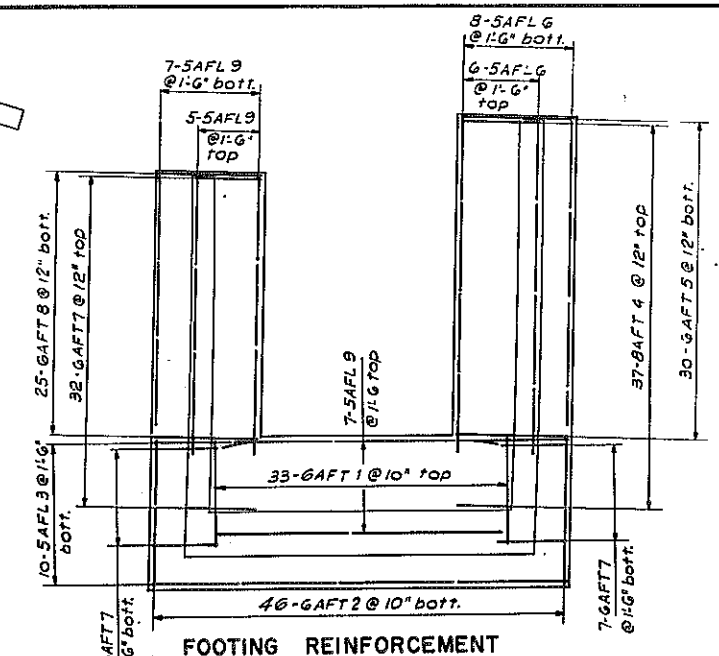
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	140	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

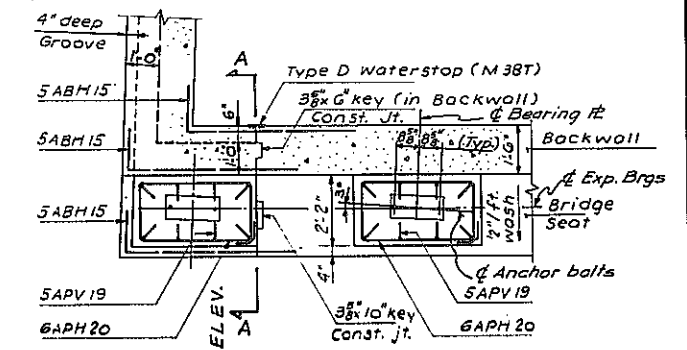
ONONDAGA COUNTY



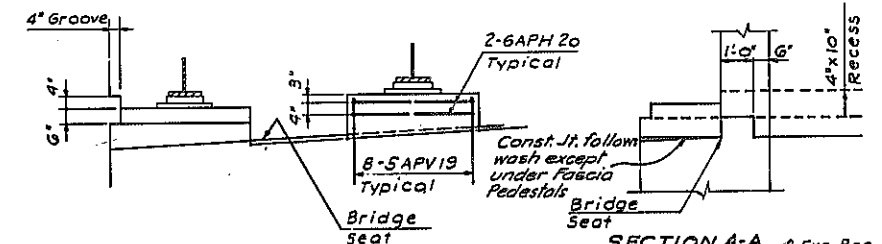
PLAN
Scale 3/16" = 1'-0"



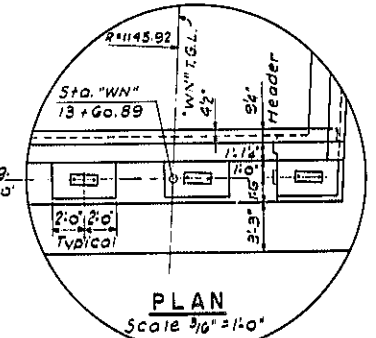
FOOTING REINFORCEMENT
Scale 1/8" = 1'-0"



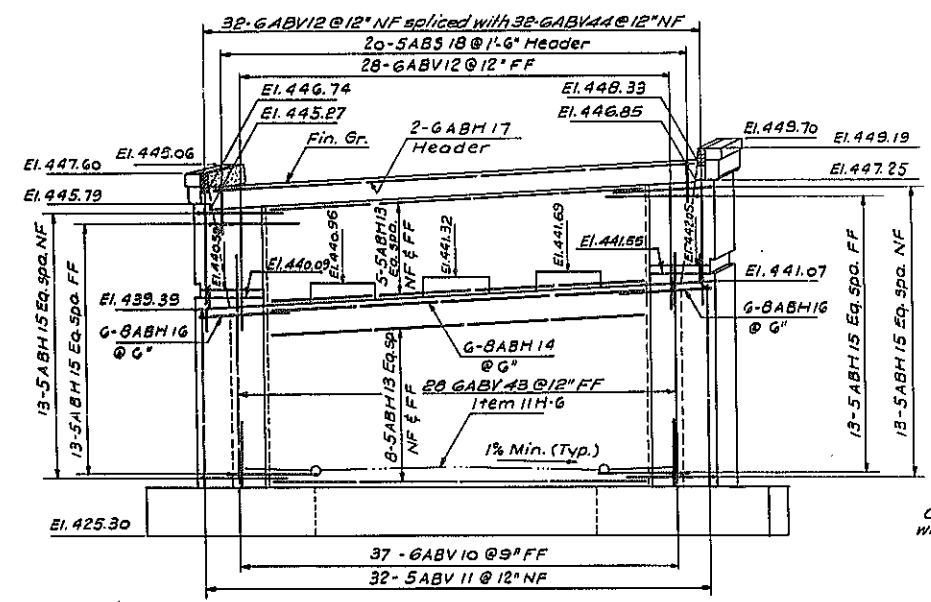
FASCIA INTERIOR
PLAN - PEDESTALS
Scale 3/8" = 1'-0"



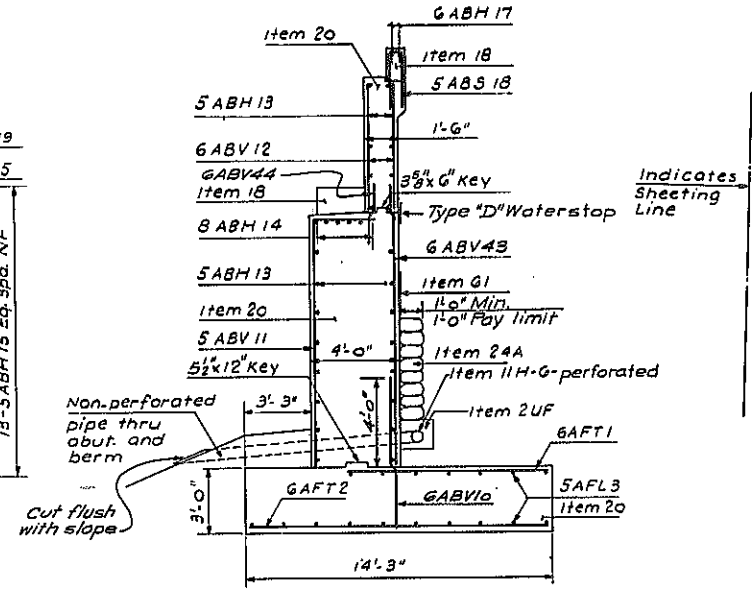
FASCIA INTERIOR
ELEVATION - PEDESTALS
Scale 3/8" = 1'-0"



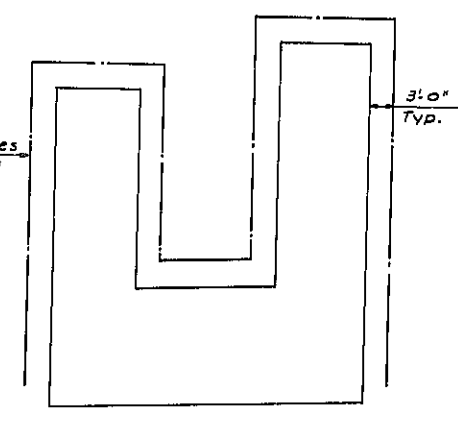
PLAN
Scale 3/16" = 1'-0"



ELEVATION
Scale 3/16" = 1'-0"



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



PLAN - ITEM 83 TXS
Scale 3/32" = 1'-0"

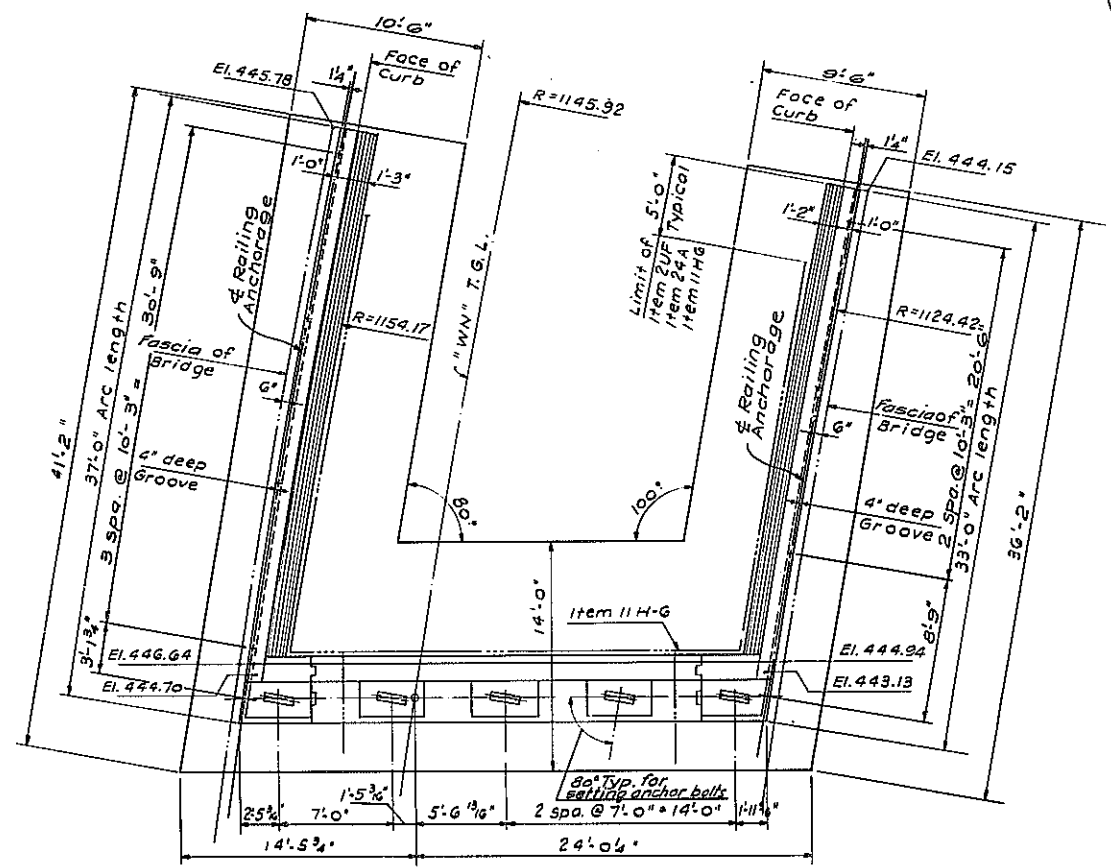
- NOTES:
- Anchor bolts for bearings shall be 1/4" φ roughened or swaged bolts, 1'-4 1/2" long and set 12" into concrete.
 - For Excavation and Backfill details see Sheet No. 128
 - For Backwall and Waterstop details see Sheet No. 125
 - For Expansion Bearing detail see Sht. No. 130
 - For Rail Post spacing see Sheet No. 143

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
BRIDGE No. 5 "WN" LINE over ROUTE 1481 S.B. EAST ABUTMENT			
DRAWING NO. 7504-02	SCALE As Shown	DATE 8/15/70	SHEET NO. 140
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

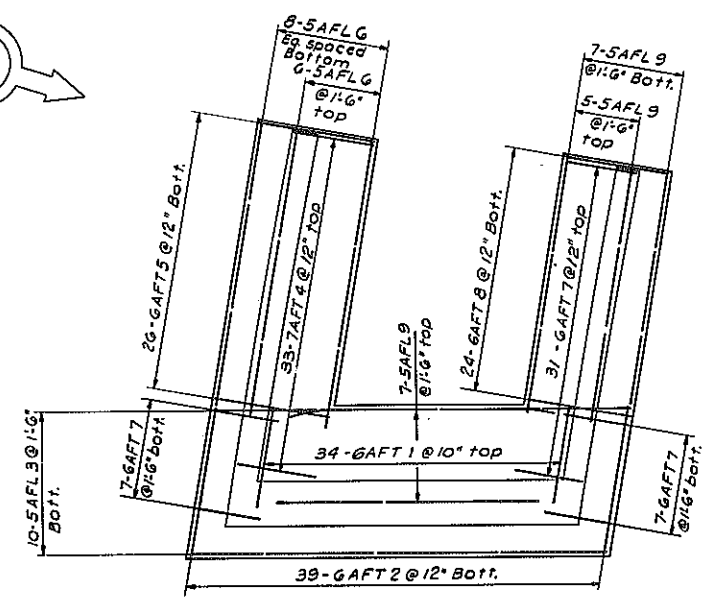
In Charge of: J. Epton
 Checked by: S. Bongacci
 Drawn by: G. Cronin

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	141	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)					

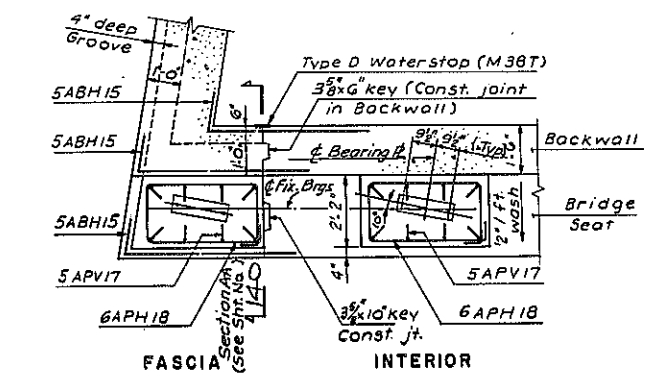
ONONDAGA COUNTY



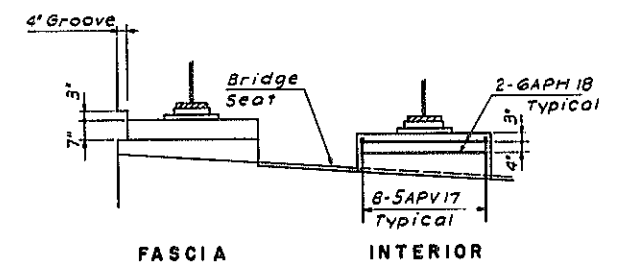
PLAN
Scale 3/16" = 1'-0"



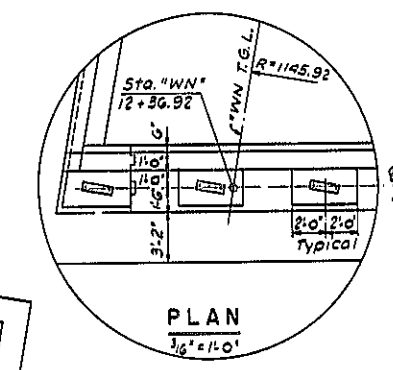
FOOTING REINFORCEMENT
Scale 1/8" = 1'-0"



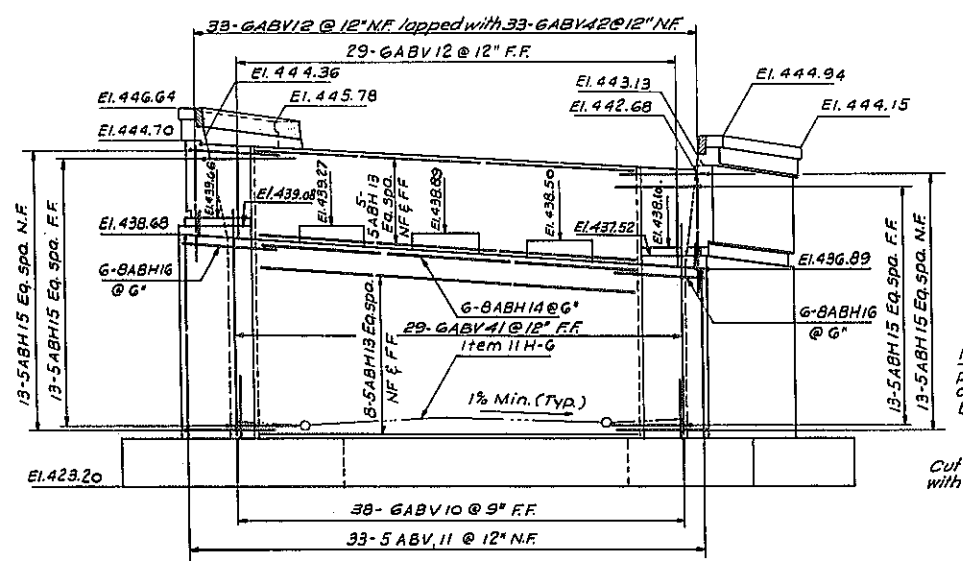
FASCIA INTERIOR
PLAN - PEDESTALS
Scale 3/8" = 1'-0"



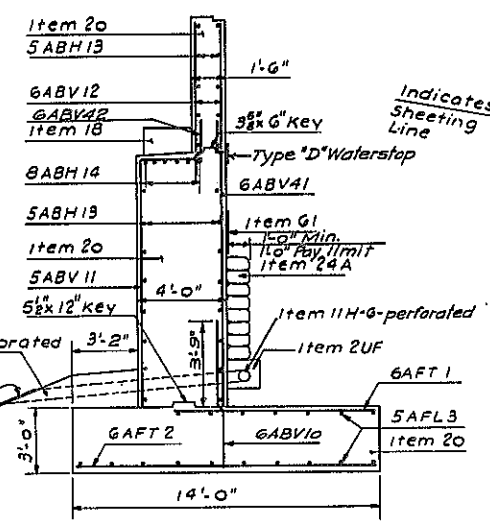
FASCIA INTERIOR
ELEVATION - PEDESTALS
Scale 3/8" = 1'-0"



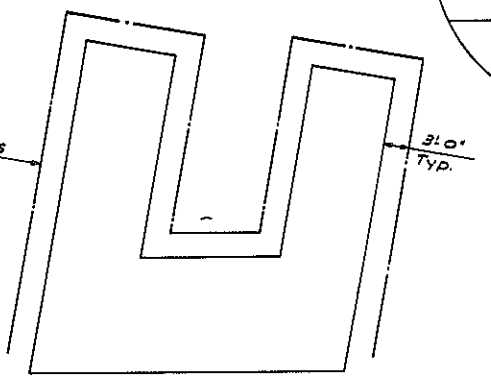
PLAN
Scale 3/16" = 1'-0"



ELEVATION
Scale 3/16" = 1'-0"



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



PLAN - ITEM 83 TXS
Scale 3/32" = 1'-0"

- NOTES:
- Anchor bolts for Bearings shall be 1/4" ϕ roughened or wedged bolts, 1'-4" long and set 12" into concrete.
 - For Backfill and Excavation details see Sheet No. 128
 - For Backwall and waterstop details see Sheet No. 125
 - For Fixed Bearing details see Sheet No. 130
 - For Rail Post spacing see Sheet No. 143

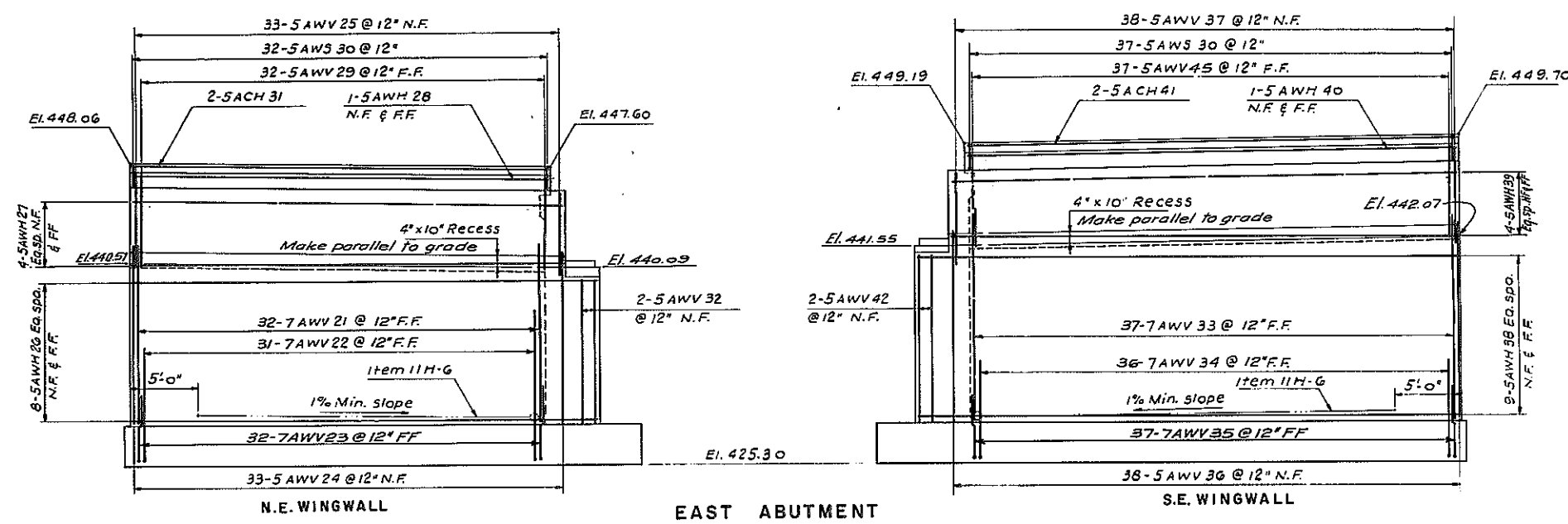
BUTTERNUT INTERCHANGE FAI. 690 & FAI. 481			
BRIDGE No. 5 "WN" LINE over ROUTE 1481 S. B. WEST ABUTMENT			
DRAWING NO. 7504-02	SCALE As Shown	DATE 3/17/70	SHEET NO. 141
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: J. Eaton
 Checked by: S. Bonacci
 Drawn by: G. Crain

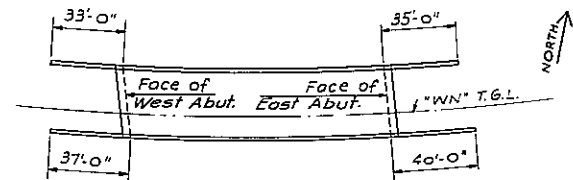
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-080-3(28)	1-481-2(116)	142	509

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

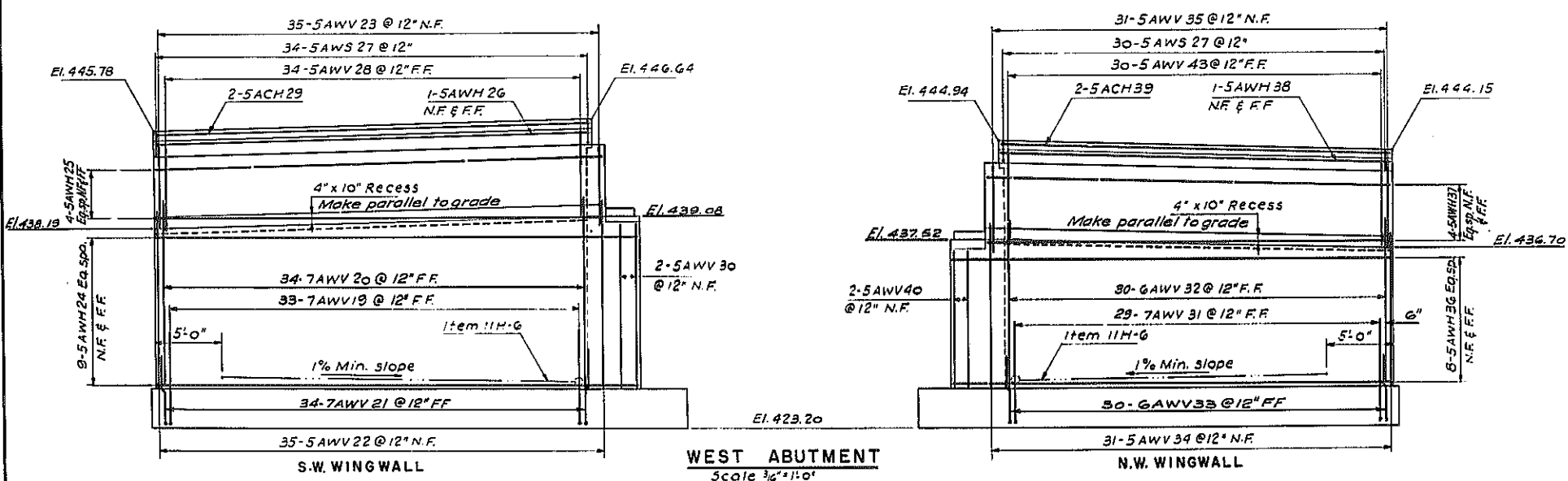
ONONDAGA COUNTY



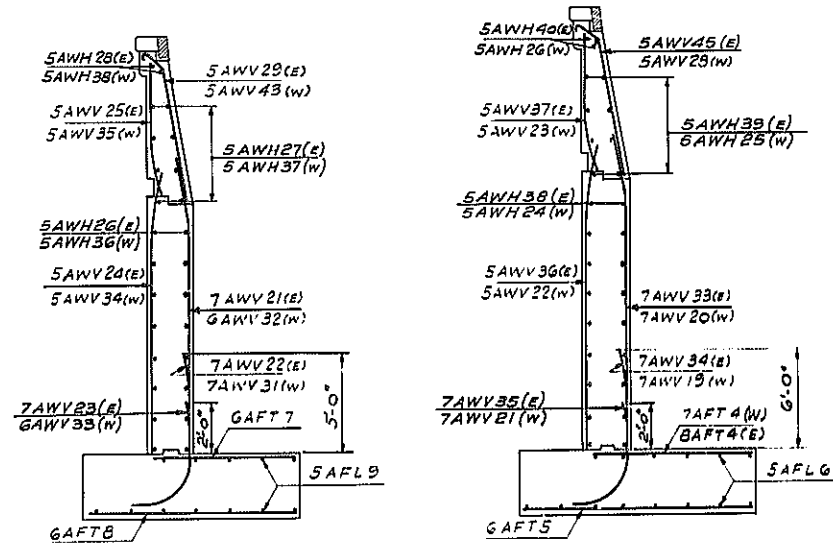
EAST ABUTMENT
Scale 3/16" = 1'-0"



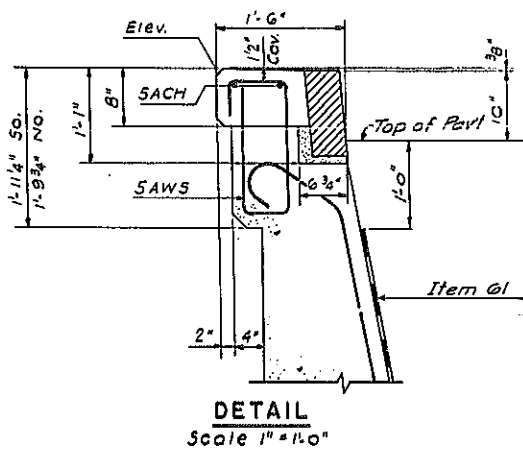
KEY PLAN
Scale 1" = 40'



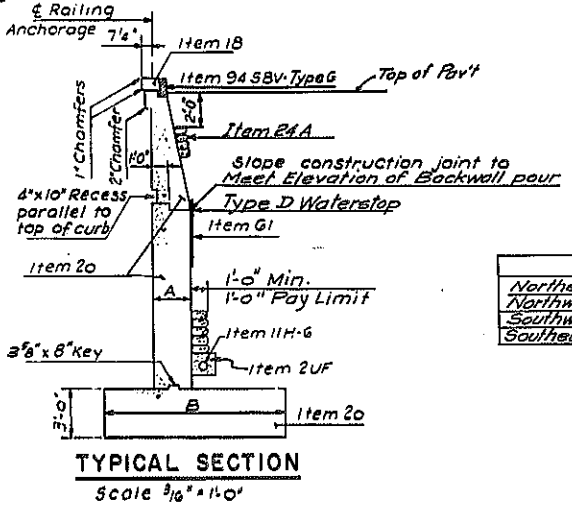
WEST ABUTMENT
Scale 3/16" = 1'-0"



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



DETAIL
Scale 1" = 1'-0"



TYPICAL SECTION
Scale 3/16" = 1'-0"

	A	B
Northeast WW	2'-2"	10'-0"
Northwest WW	2'-2"	9'-6"
Southwest WW	2'-5"	10'-6"
Southeast WW	2'-5"	11'-4"

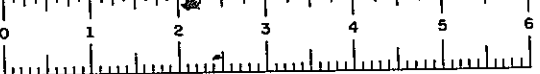
BUTTERNUT INTERCHANGE
FAI. 690 & FAI. 481

BRIDGE No. 5
"WN" LINE over ROUTE 1481 S.B.
WINGWALLS

DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	AS SHOWN	8/3/70	142

LOCKWOOD, KESBLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

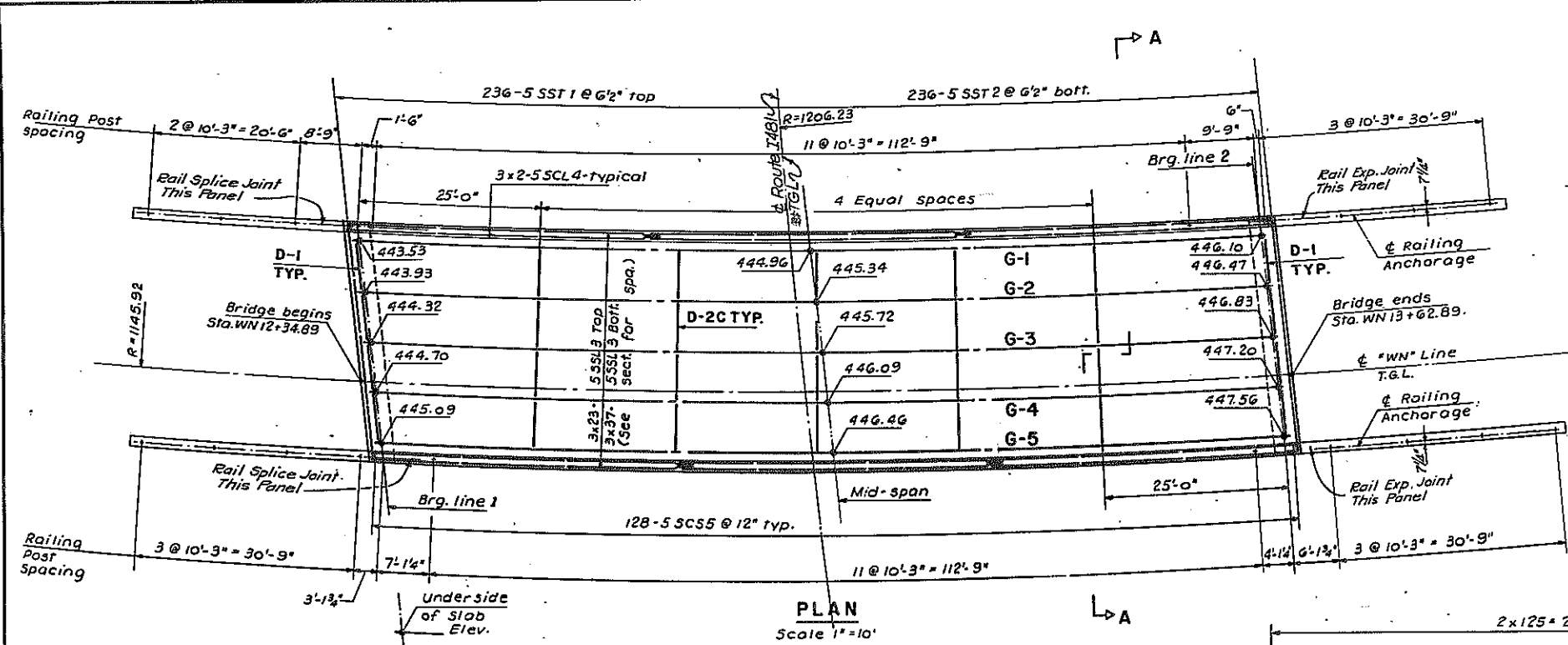
In Charge: J. Eaton
 Checked By: S. Bonacci
 Drawn By: G. Cronin



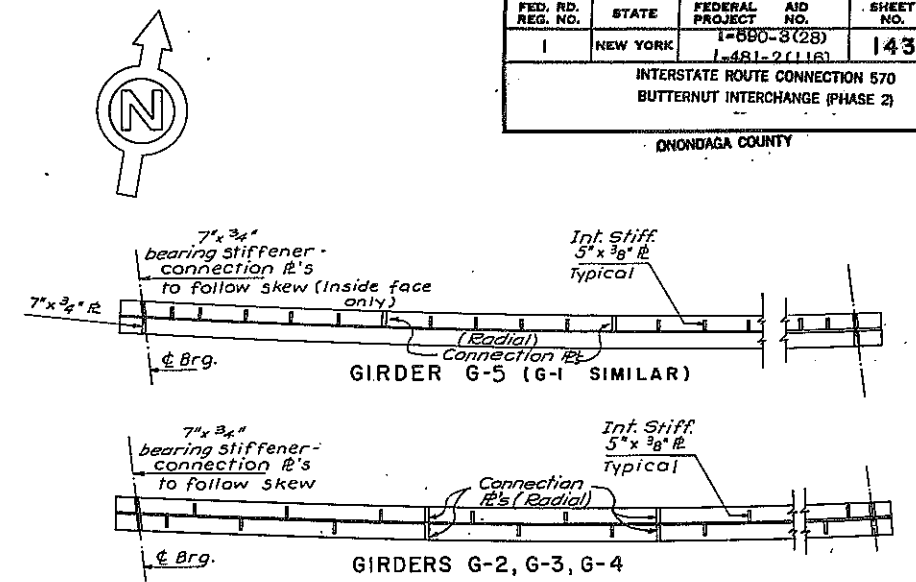
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(28)	I-481-2(116)	143	306

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

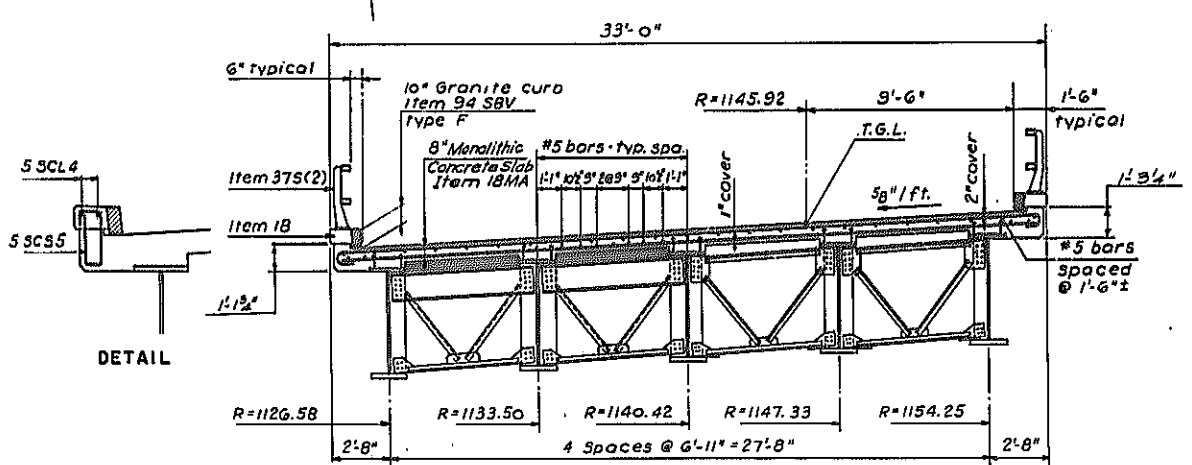
ONONDAGA COUNTY



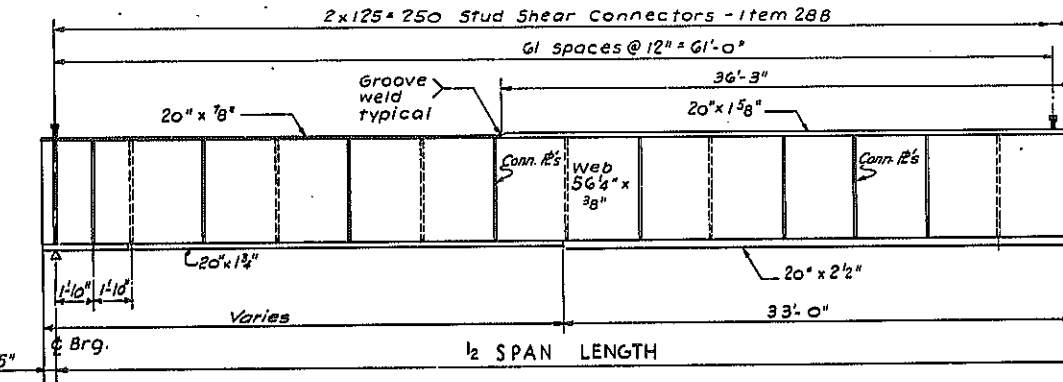
PLAN
Scale 1"=10'



GIRDERS G-2, G-3, G-4

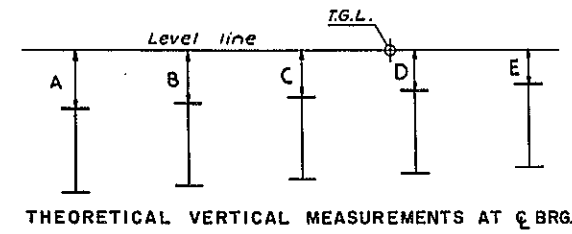


SECTION A-A
Scale 1/4"=1'-0"



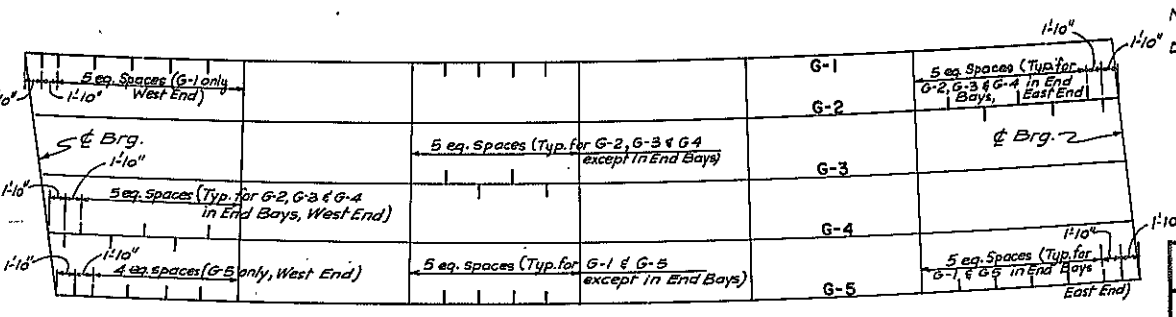
PLAN - BOTTOM FLANGE

GIRDERS	LENGTH ¢ BRG. TO ¢ BRG. (ARC)
G-1	124'-0"
G-2	123'-11 7/8"
G-3	123'-11 1/4"
G-4	123'-11 1/8"
G-5	123'-11 3/8"



BRG. LINE	VERTICAL MEASUREMENTS TO TOP OF STEEL				
	A	B	C	D	E
1	2'-0 3/8"	1'-7 3/8"	1'-3"	10'-2 3/8"	5'-5"
2	1'-11 1/2"	1'-7 3/8"	1'-2 3/4"	10'-2 3/8"	6"

	ADJUSTMENT FOR CAMBER	
	FASCIA GIRDER	INTERIOR GIRDER
SLAB CONCRETE	1 7/8"	2 1/8"
V. C.	1 3/4"	1 3/4"
SUPERIMPOSED DEAD LOAD	1/2"	7/8"
D.L. STEEL ERECTED	7/8"	7/8"
TOTAL	5"	5 3/8"



STIFFENER LAYOUT

NOTE
For Girder weld sizes and Diaphragm details see Sheet No. 129

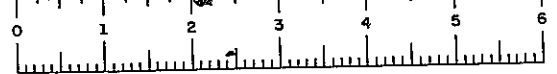
BUTTERNUT INTERCHANGE
FA.I. 690 & FA.I. 481

BRIDGE No. 5
"WN" LINE over ROUTE 1481 S.B.
SUPERSTRUCTURE

DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	As Shown	8/15/70	143

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge: J. E. Eaton
 Design: S. Bonacci
 Checked: G. Crainin

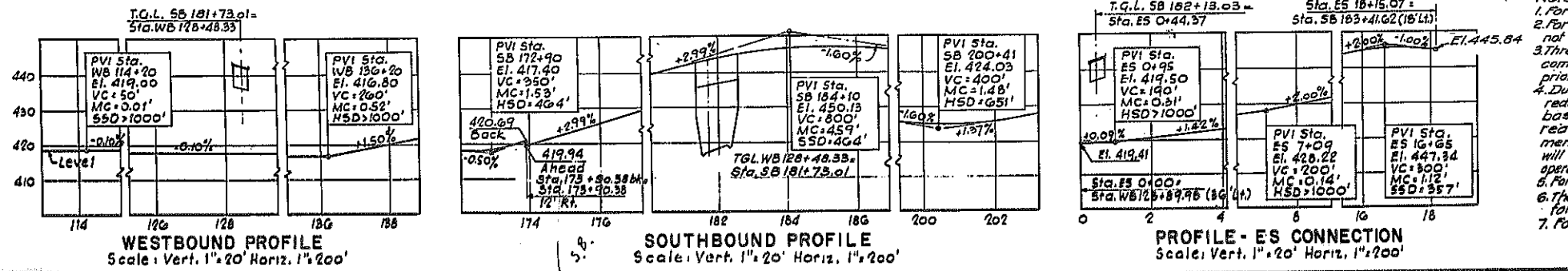
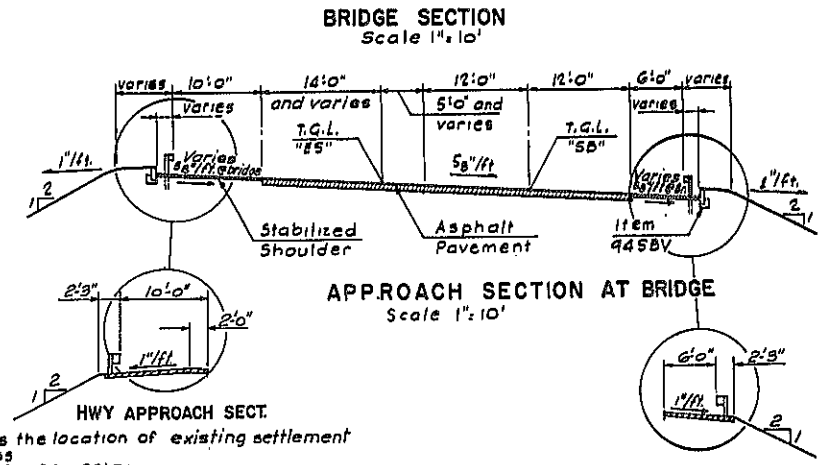
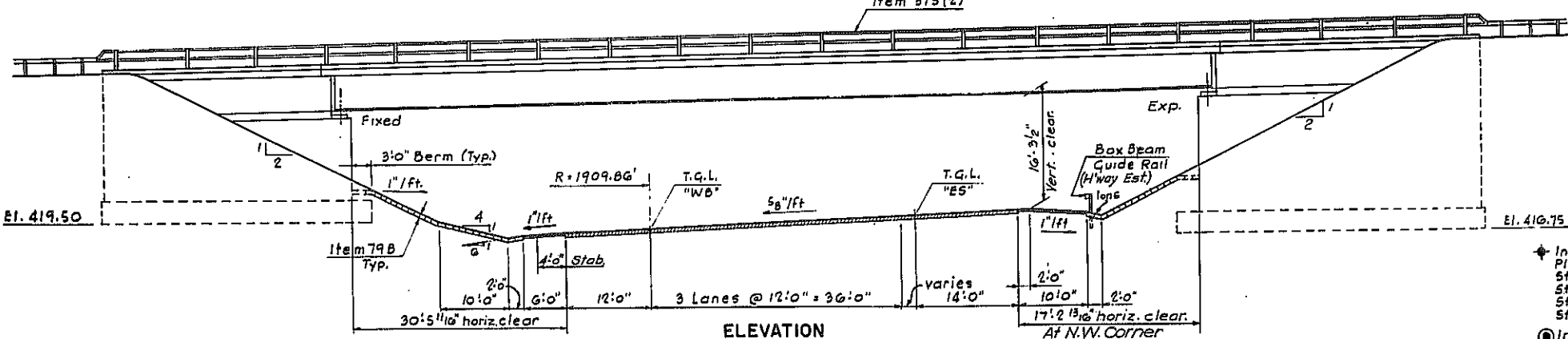
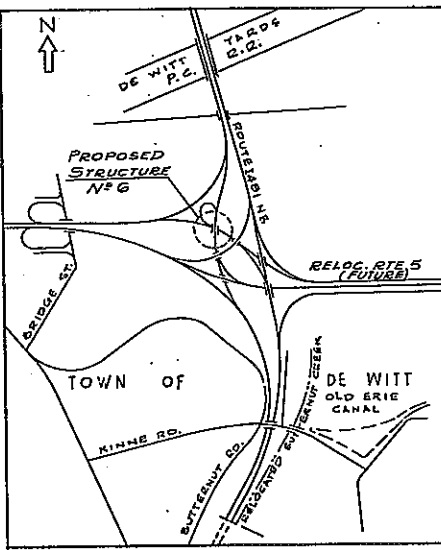
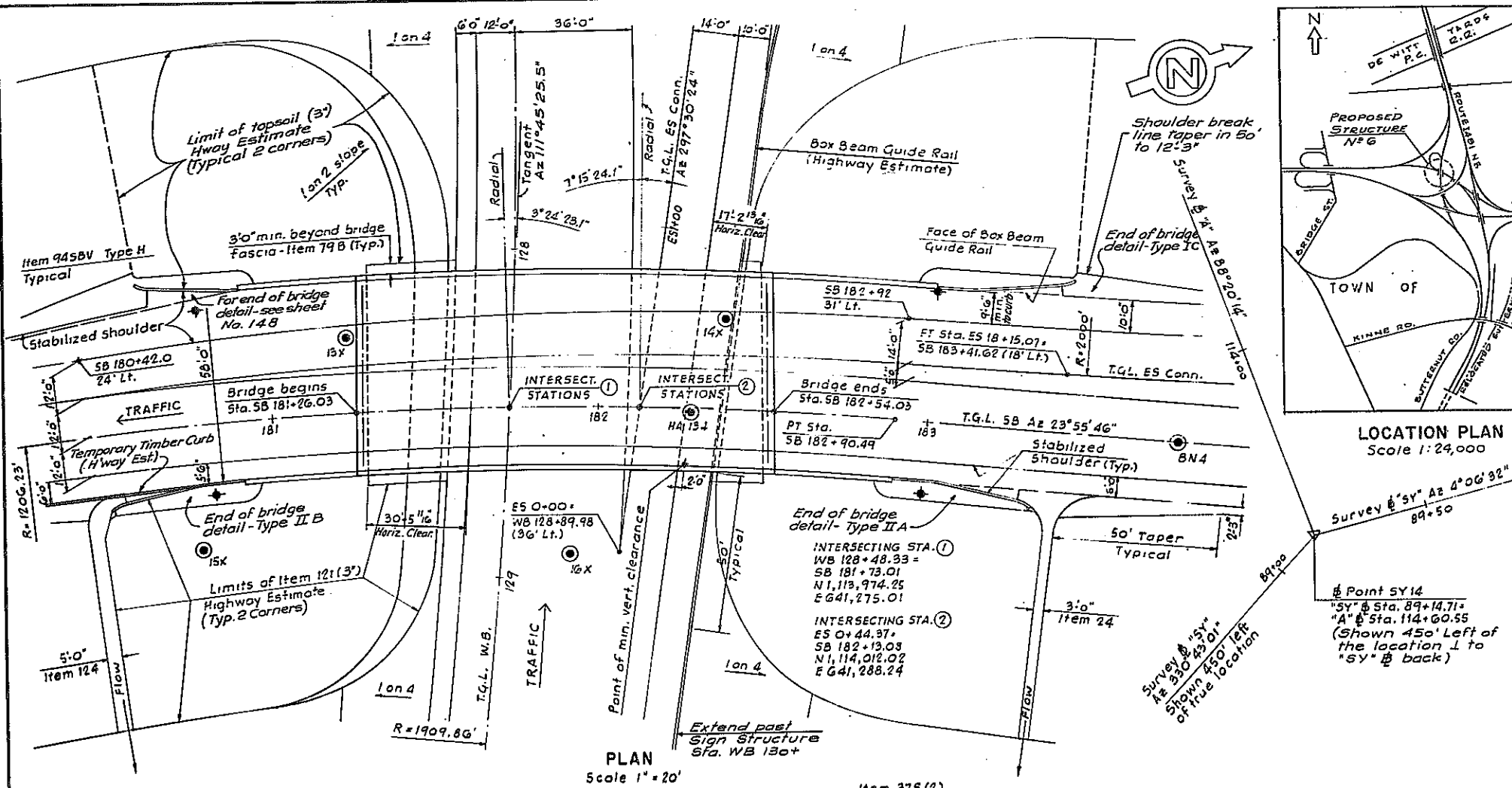


FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	145	30	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

ONONDAGA COUNTY

ITEM	DESCRIPTION	UNIT	QUANTITIES	
			NEAT	PROP'L
1WPS	Watering Plants and Sod	Mgal	1.7	4.0
2UF	Underdrain Filter	C.Y.	18	20
5B	Structure Excavation	C.Y.	3030	3030
11H-G	Perf. Corr. Metal Pipe Underdr-6"dia-18ga	L.F.	283	285
1B	Class A-Concrete for Structures	C.Y.	20	20
1BMA	Cl.A-Conc. for Struct. (Mono.Br. Slab)	S.F.	7776	7780
2o	Class B-Concrete for Structures	C.Y.	1052	1055
24A	Bagged Screened Aggregate	C.Y.	165	165
2B	Bar Reinforcement for Structure	Lb.	112801	112805
2BB	Stud Shear Connectors	Ea.	2250	2250
29	Structural Steel	Lb.	353830	353830
375(2)	Steel Bridge Railing (2 Rail)	L.F.	417	420
61	Bituminous Material	Gal.	247	250
79B	Concrete Block Paving	S.Y.	301	305
83TX5	Temporary Sheet Piling	S.F.	8310	8310
945BV	Stone Curb (Bridge Types-Granite)	L.F.	580	580
124	Sodding	S.Y.	81	85
363I	Epoxy Protective Coating for Conc.	S.F.	2840	2840



Indicates the location of existing settlement platforms
 Platforms
 Sta. SB 180+80 - 22' Rt.
 Sta. SB 180+80 - 55' Lt.
 Sta. SB 185+00 - 22' Rt.
 Sta. SB 185+00 - 40' Lt.

Indicates location of borings.

Notes:
 1. For General Notes see sheet No. 124
 2. For design purpose the foundation pressure does not exceed 4 tons/SF
 3. Three (3) months waiting period required after completion of backfilling behind abutments and prior to setting final pedestal elevations.
 4. Duration of required waiting period may be reduced by the Deputy Chief Engineer (Design) based upon analysis of settlement platform readings. Readings at one (1) week intervals taken after ment platforms in the vicinity of the abutments will be required after the completion of the backfill operation.
 5. For curve data see Alignment plan Sheet No. 4.0
 6. The structural slab on this structure shall be formed with removable forms.
 7. For end of bridge details, see sheet no. 127

BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

BRIDGE No. 6
ROUTE 1481 S.B. over ROUTE 1690 W.B.
GENERAL PLAN

DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	As shown	8/13/70	145

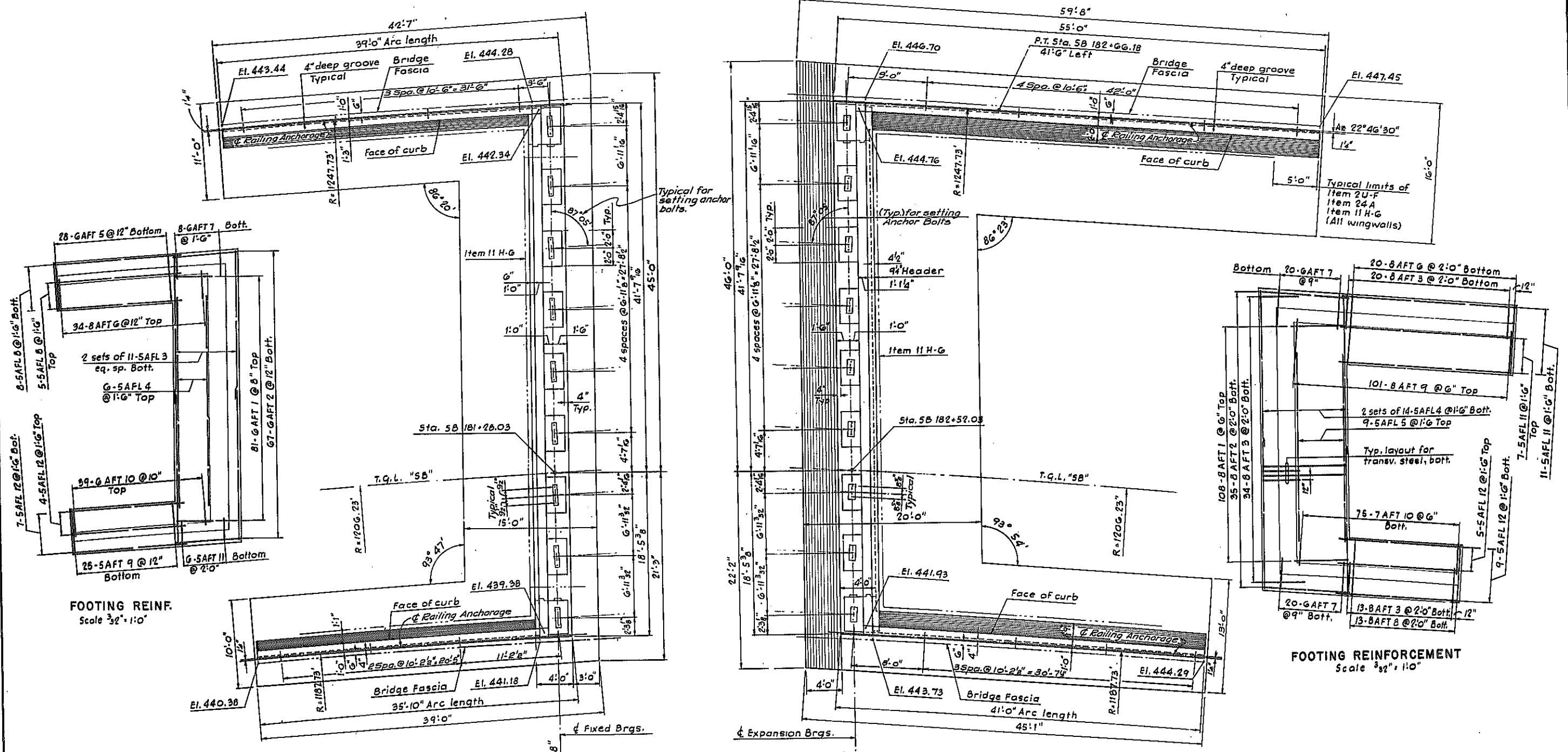
LOCKWOOD, KESSELER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In charge of: J. Eaton
 Checked by: L. Blume
 Drawn by: G. Cronin

FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(2B) L-481-2(116)	146	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

ONONDAGA COUNTY



SOUTH ABUTMENT

NORTH ABUTMENT

ABUTMENT GEOMETRY
Scale 3/16" = 1'-0"

FOOTING REINF.
Scale 3/32" = 1'-0"

FOOTING REINFORCEMENT
Scale 3/32" = 1'-0"

BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

BRIDGE No. 6
ROUTE 1481 S.B. over ROUTE 1690 W.B.
ABUTMENT PLANS

DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	As Shown	8/13/70	146

LOCKWOOD, KESLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

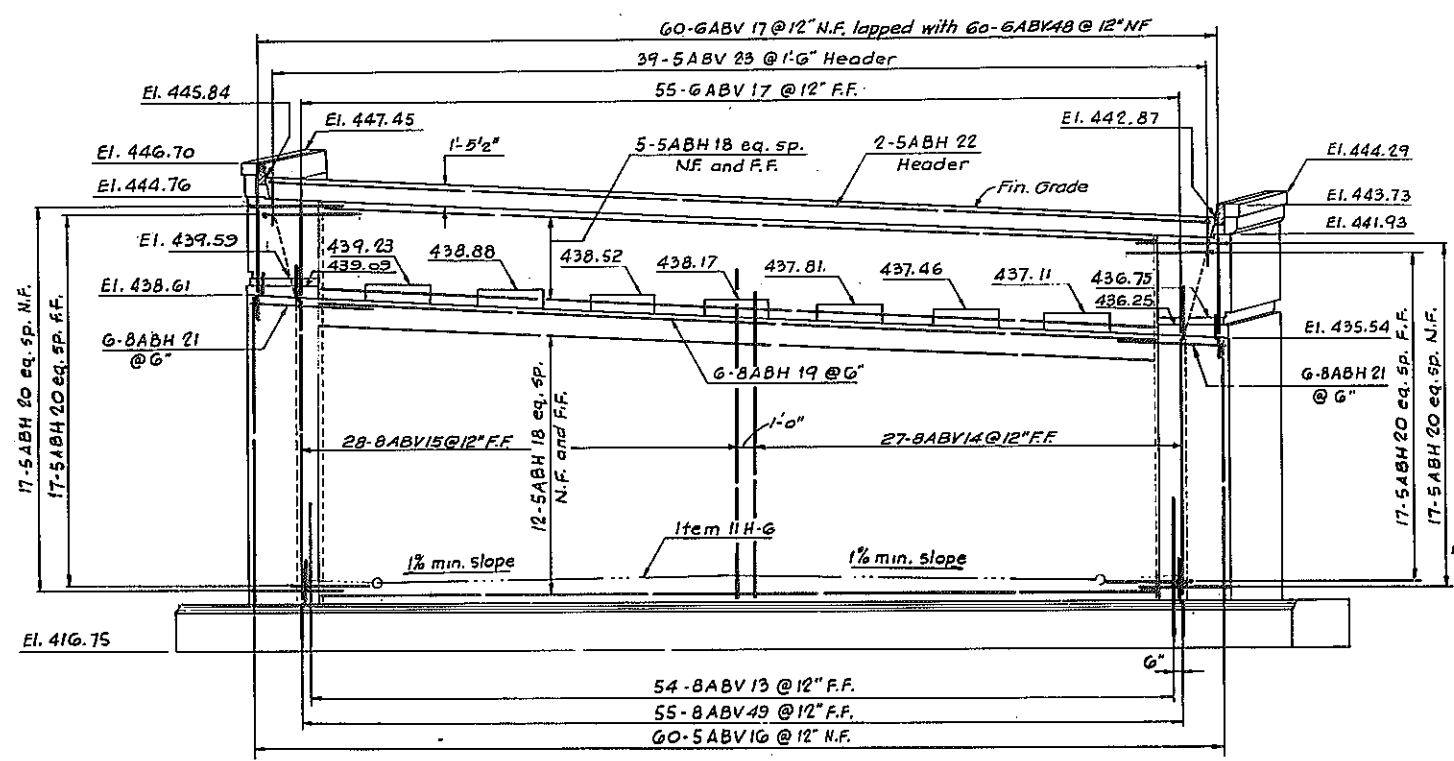
Designed by: J. Eaton
Drawn by: L. Blume
Checked by: G. Cronin



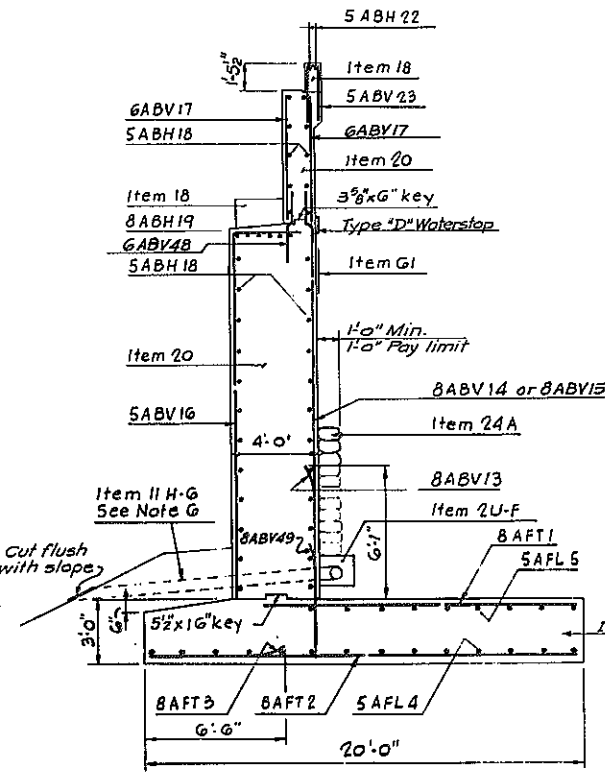
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-3(2B)	1-481-2(116)	147	308

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

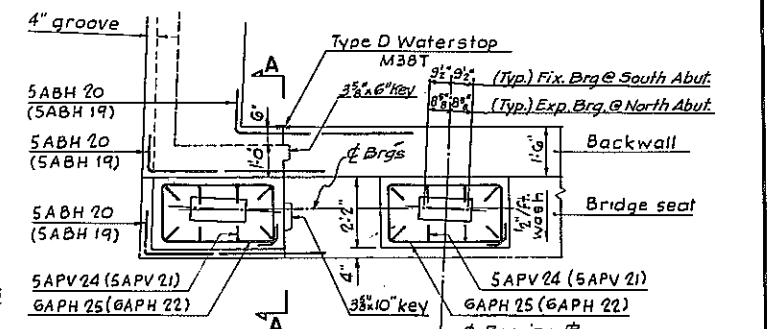
ONONDAGA COUNTY



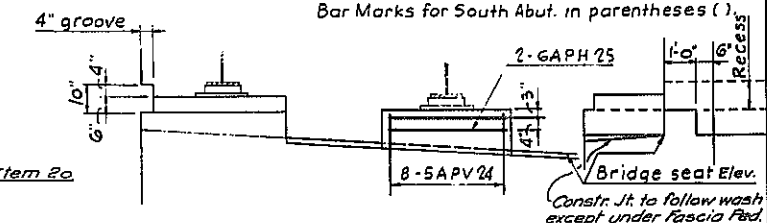
ELEVATION - NORTH ABUTMENT
Scale 3/16" = 1'-0"



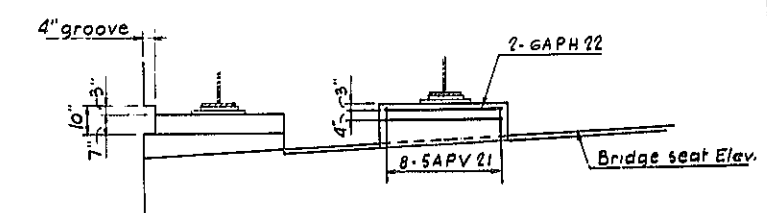
TYPICAL SECTION
Scale 1/4" = 1'-0"



PLAN - shown at North Abutment
Bar Marks for South Abut. in parentheses ()



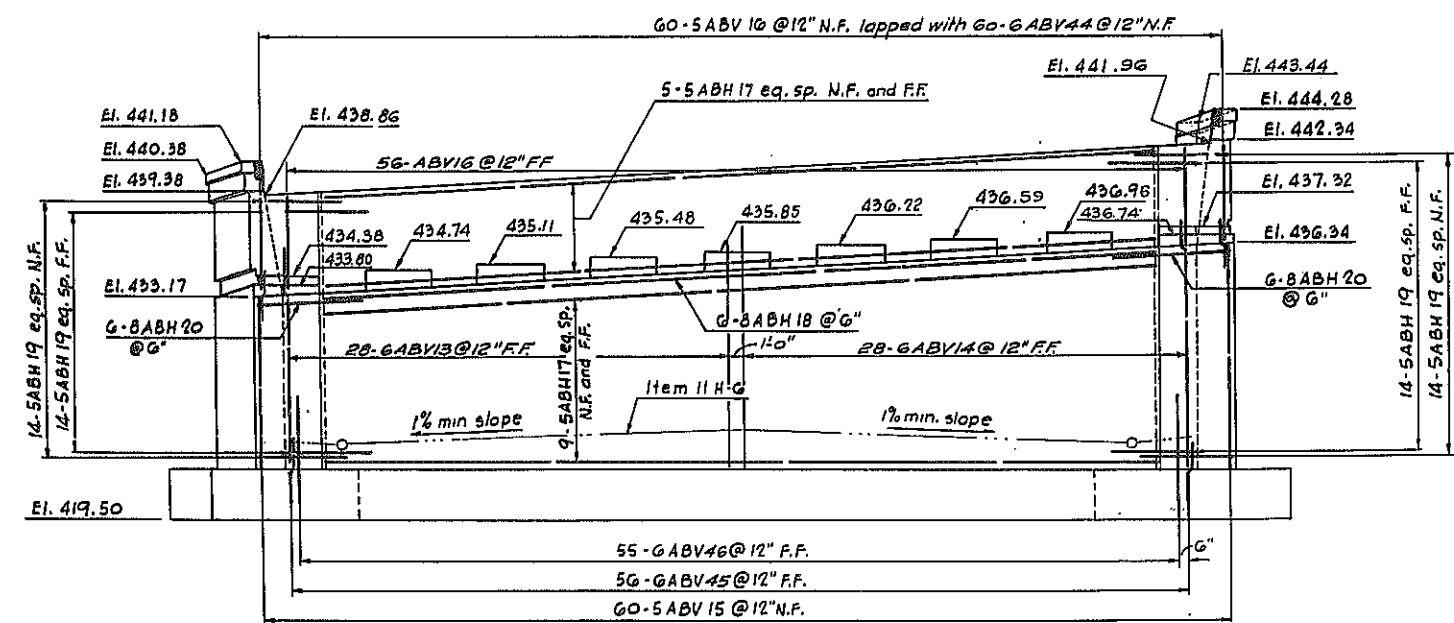
ELEVATION AT EXPANSION BRGS. SECTION A-A



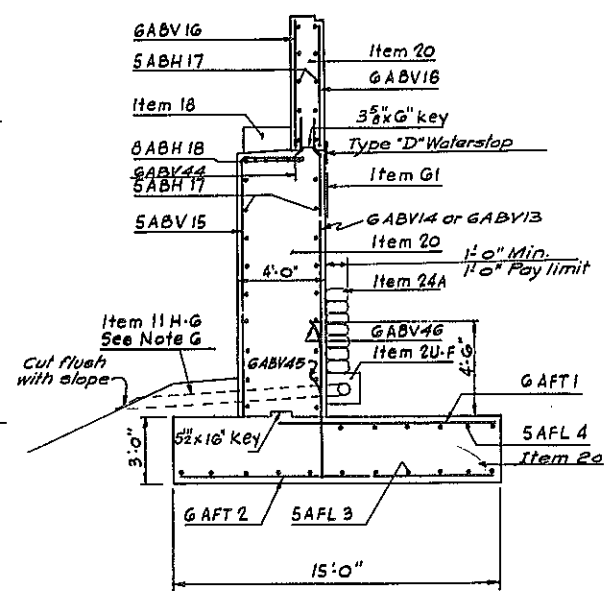
ELEVATION AT FIXED BRGS.

PEDESTAL DETAILS
Scale 3/8" = 1'-0"

- NOTES
1. Anchor bolts for Bearings shall be 1/4" φ roughened or wedged bolts set 12" into concrete. Bolts for fixed bearings: 1'-4" long. Bolts for expansion bearings: 1'-4 1/2" long.
 2. For Backfill and Excavation details see Sheet No. 128
 3. For details of Bearings see Sheet No. 130
 4. For Backwall and Waterstop details see Sheet No. 125
 5. For Rail Post spacing see Sheet No. 150
 6. Non-perforated pipe shall be used through abutment and berm.



ELEVATION - SOUTH ABUTMENT
Scale 3/16" = 1'-0"



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

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
BRIDGE No. 6			
ROUTE 1481 S.B. over ROUTE 1690 W.B.			
ABUTMENTS - ELEVATIONS & SECTIONS			
DRAWING NO. 7504-02	SCALE As shown	DATE 8/15/70	SHEET NO. 147
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

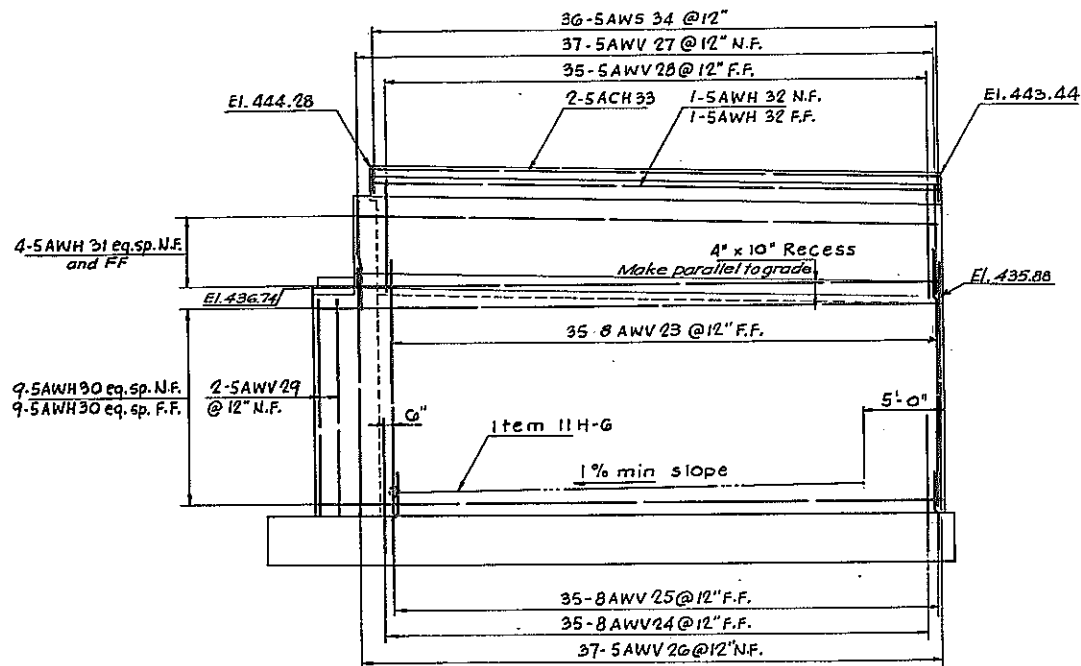
In Charge: J. Eaton
 Drafted By: L. Blume
 Checked By: G. Cronin

FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	148R	209

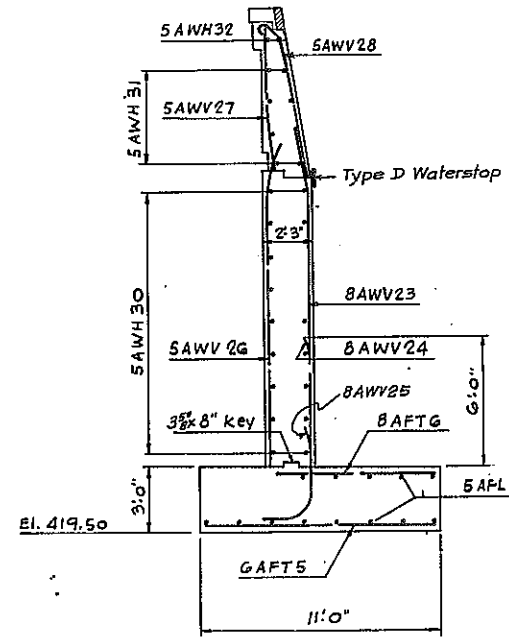
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

ONONDAGA COUNTY

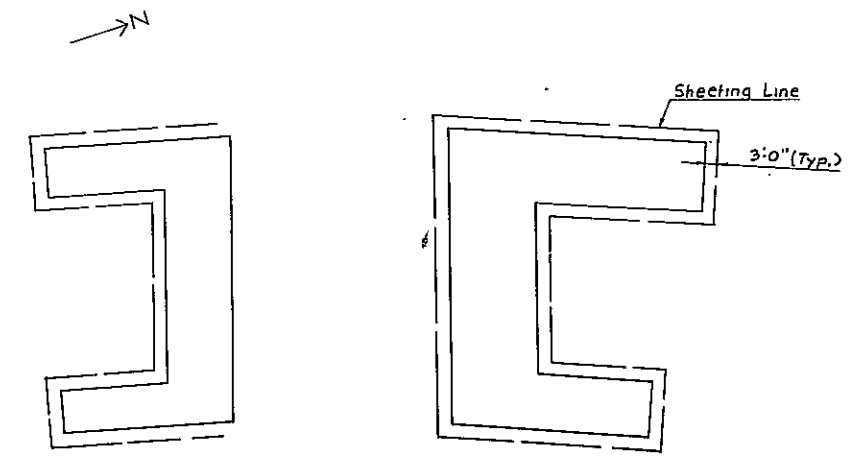
Note: See "Typical Wall Section" and "Detail A" Sheet No. 149



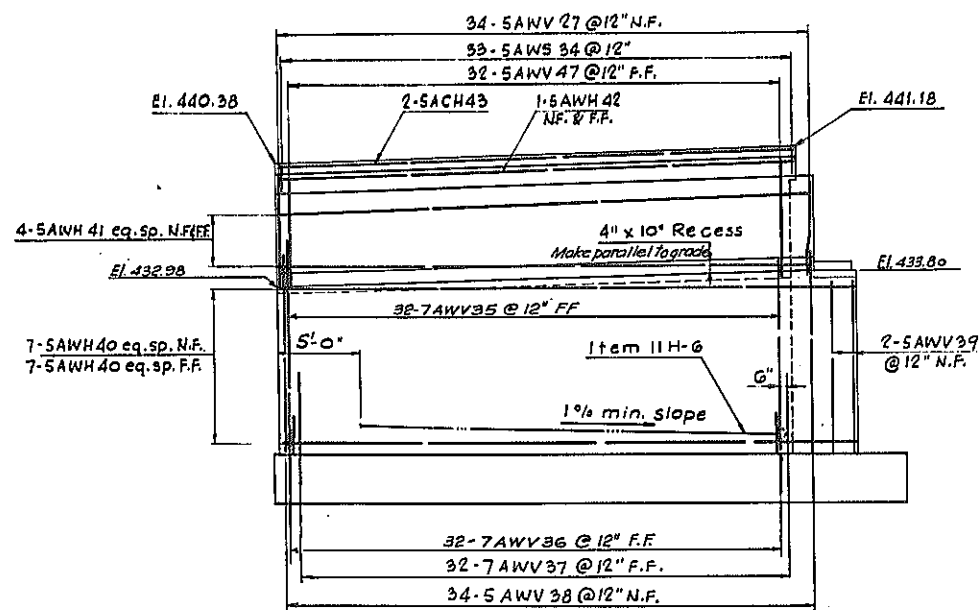
WEST ELEVATION
Scale 3/16"=1'-0"



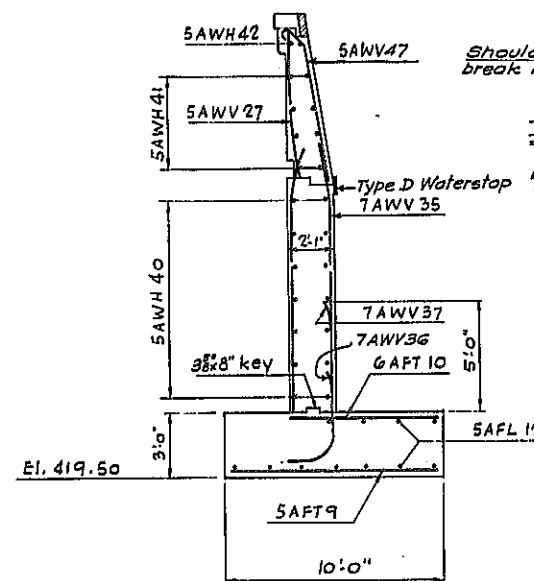
WEST WALL SECTION
Scale 1/4"=1'-0"



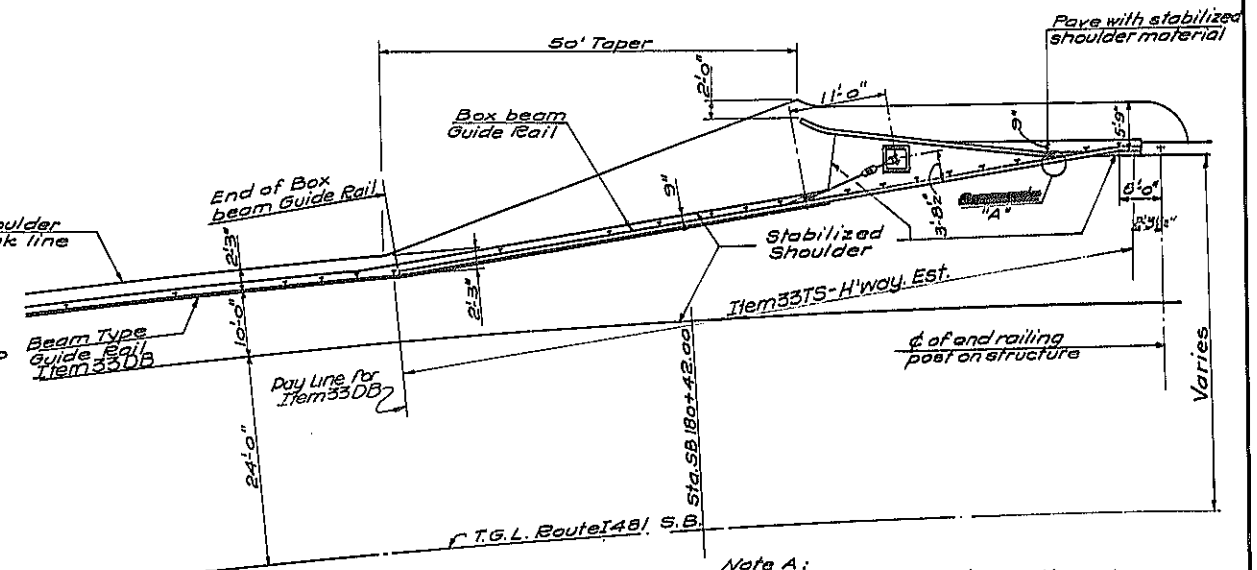
PLAN - ITEM 83TXS
Scale 1"=20'



EAST ELEVATION
Scale 3/16"=1'-0"



EAST WALL SECTION
Scale 1/4"=1'-0"



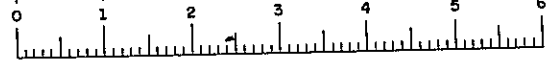
END OF BRIDGE DETAIL
(SOUTHWEST CORNER)
No Scale

For details of granite curb beam type guide railing connected to box beam railing and railing anchorage see sheet No. 127

Note A:
AS BUILT REVISION
ELIMINATION NOTE A

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
BRIDGE No. 6 ROUTE 1481 S.B. over ROUTE 1690 W.B. WINGWALLS at SOUTH ABUTMENT			
DRAWING NO. 7504-02	SCALE As shown	DATE 8/15/70	SHEET NO. 148
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

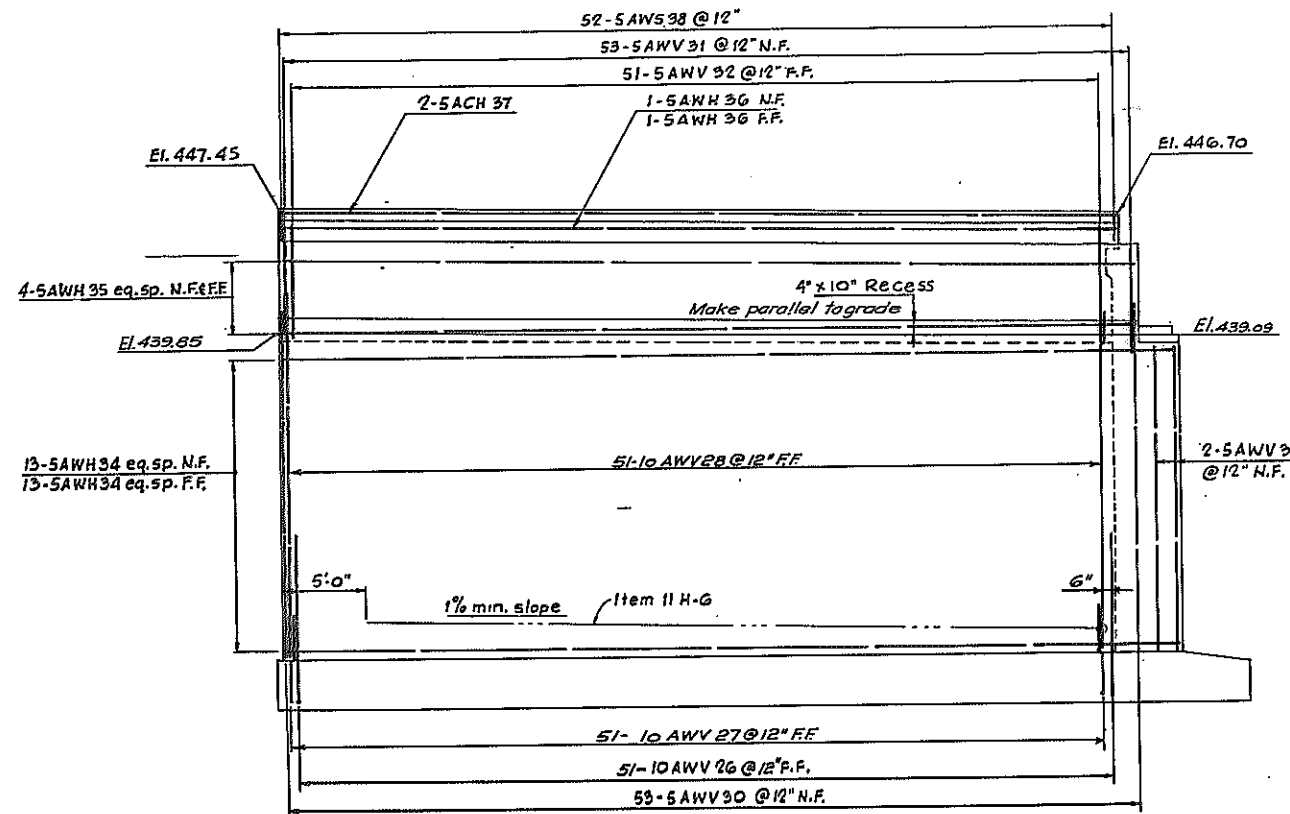
In Charge: J. Eaton
Made By: L. Blume
Checked By: G. C. D. M. I. N.



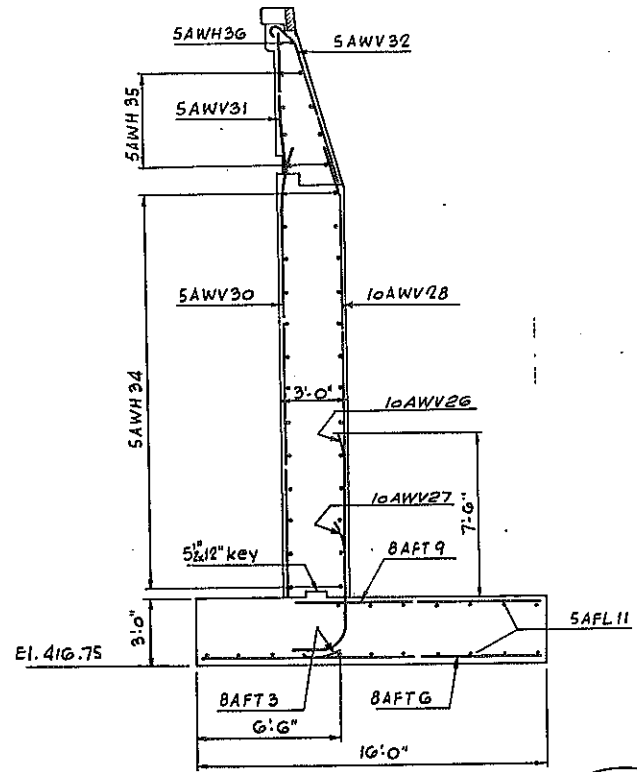
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(118)	149	308

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

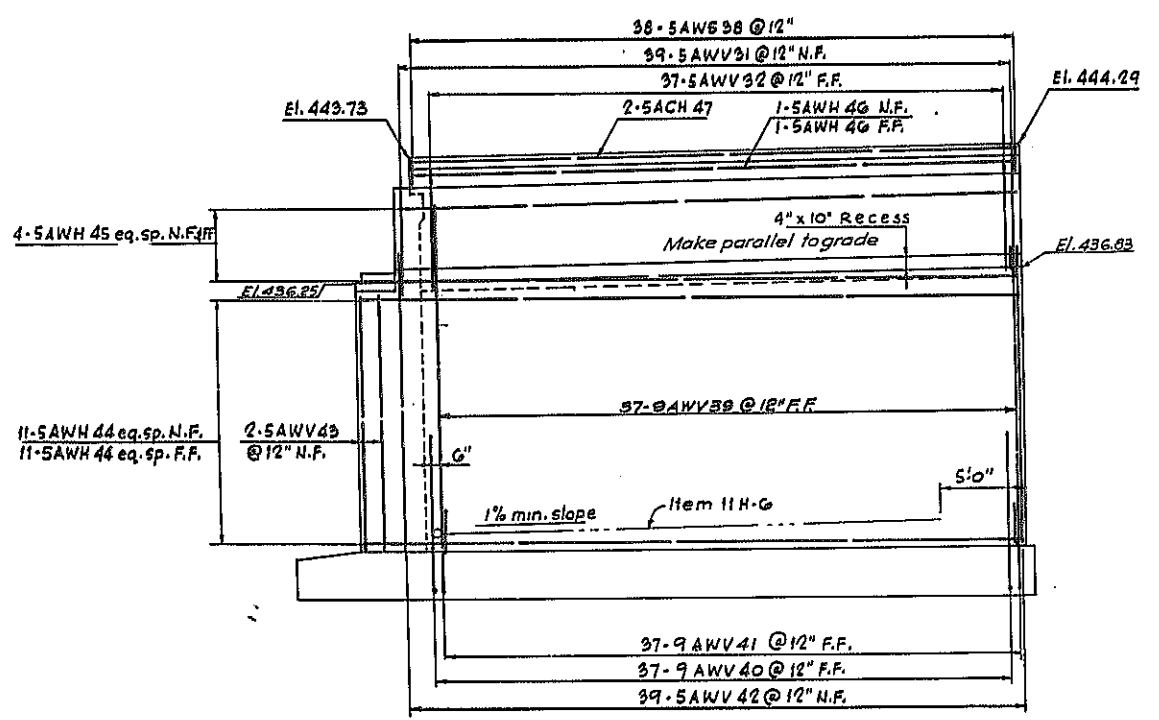
ONONDAGA COUNTY



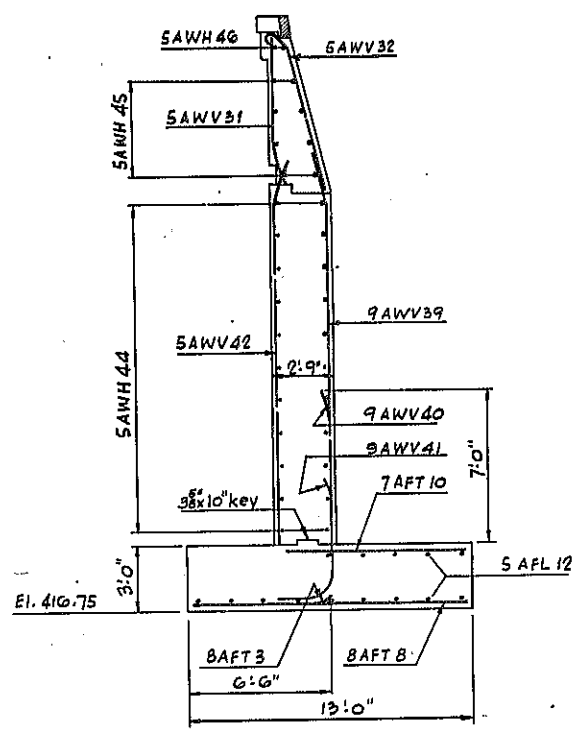
WEST ELEVATION
Scale 3/16"=1'-0"



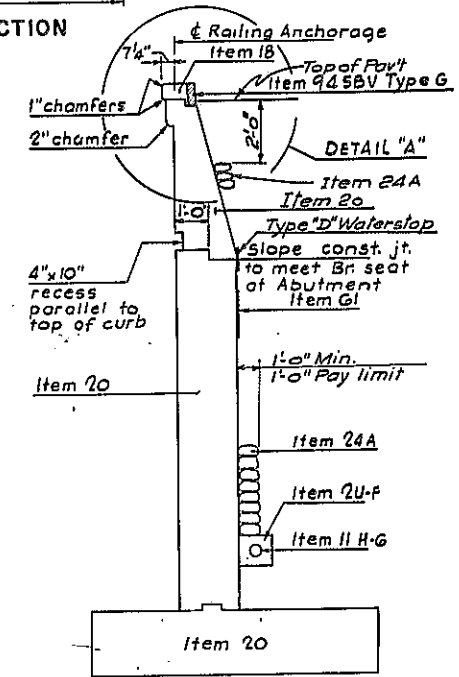
WEST WALL SECTION
Scale 1/4"=1'-0"



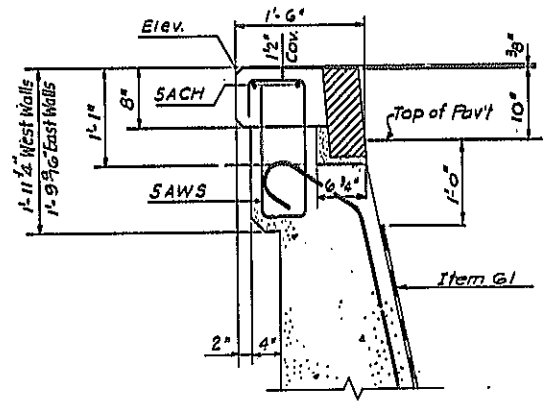
EAST ELEVATION
Scale 3/16"=1'-0"



EAST WALL SECTION
Scale 1/4"=1'-0"



TYPICAL SECTION THRU WINGWALL
NORTH & SOUTH ABUTMENTS
No scale



DETAIL "A"
No scale

In Charge of: J. Eaton
 Made By: L. Blume
 Traced By: G. Cronin

BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

BRIDGE No. 6
ROUTE 1481 S.B. over ROUTE 1690 W.B.
WINGWALLS at NORTH ABUTMENT

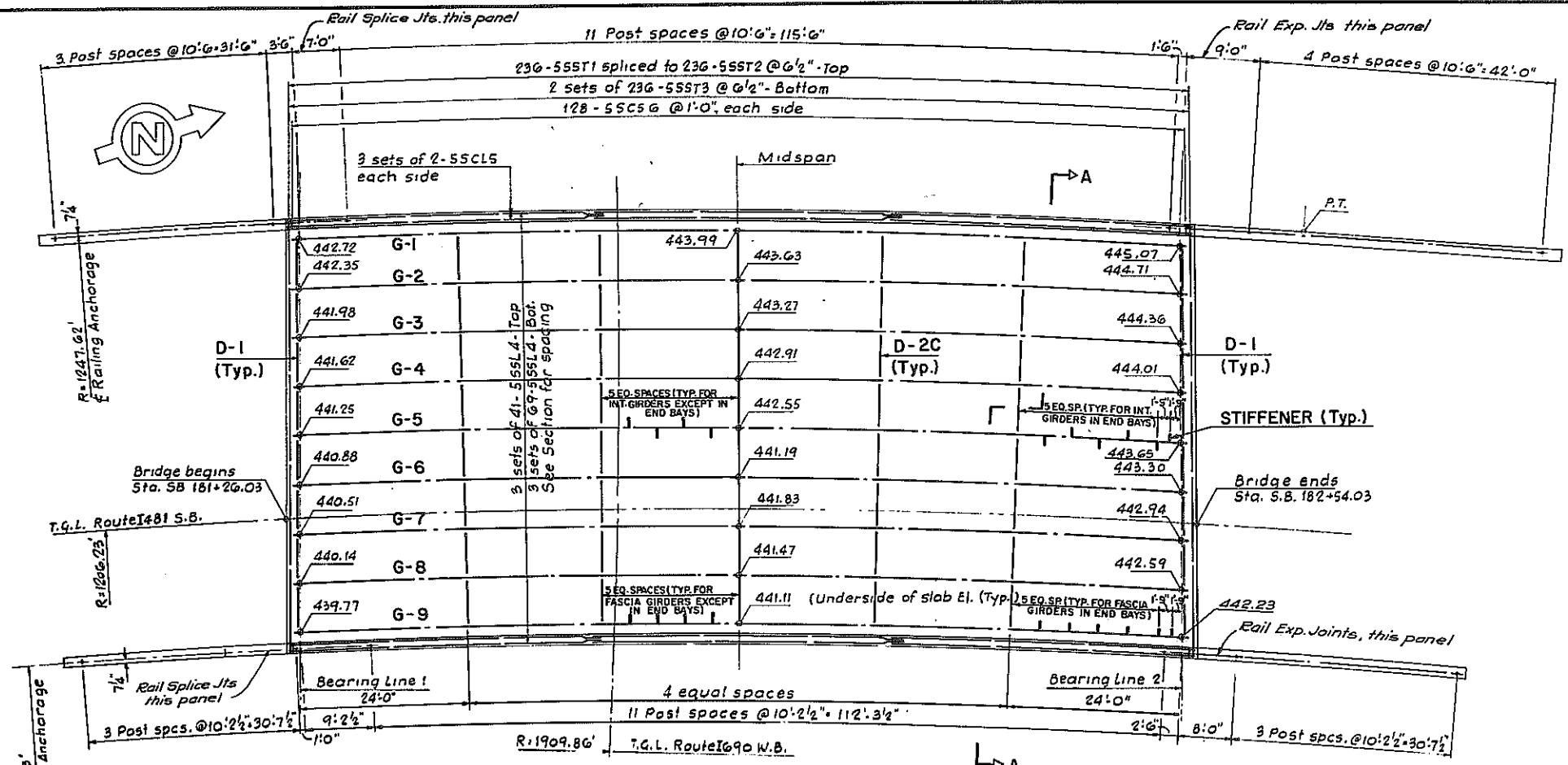
DRAWING NO. 7504-02	SCALE As shown	DATE 8/15/70	SHEET NO. 149
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LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B) 1-481-2(116)	150	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

ONONDAGA COUNTY

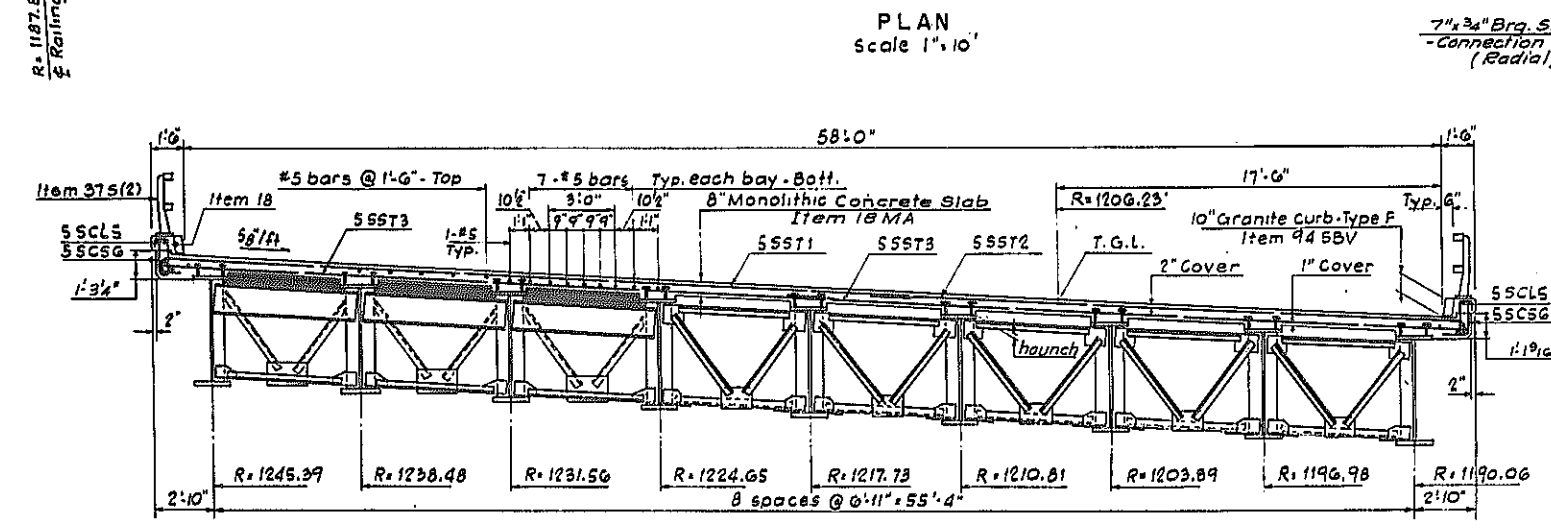


	FASCIA GIRDER	INTERIOR GIRDER
SLAB CONCRETE	2'-8"	2'-4"
V.C.	1'-3"	1'-3"
SUPERIMPOSED DEAD LOAD	7'-0"	3'-8"
D.L. STEEL ERECTED	7'-0"	7'-0"
TOTAL	4'-13"	4'-8"

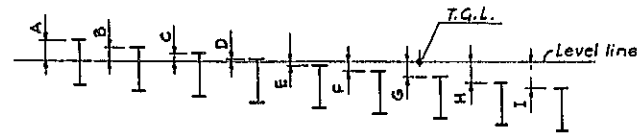
GIRDERS	LENGTH ¢ BRG. TO ¢ BRG. (ARC)
G-1	123'-11 15/16"
G-2	123'-11 15/16"
G-3	123'-11 15/16"
G-4	123'-11 15/16"
G-5	124'-0"
G-6	124'-0"
G-7	124'-0"
G-8	124'-0"
G-9	124'-0"

Diaphragm Conn. Plates to be 7"x 1/16" R's (Typ.)

PLAN Scale 1" = 10'

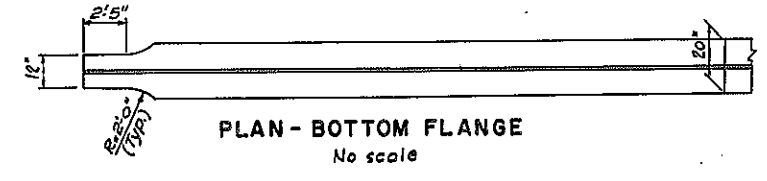


SECTION A-A Scale 1/4" = 1'-0" Note: For diaphragm details for curved girders see sheet No. 129.



THEORETICAL VERTICAL MEASUREMENTS AT ¢ BRG.

BRG. LINE	A	B	C	D	E	F	G	H	I
1	1'-1 1/8"	9'	5 1/2"	5 3/8"	3 3/16"	8 1/4"	1'-0 5/8"	1'-5 1/16"	1'-9 1/2"
2	1'-0 1/16"	8 1/16"	4 1/16"	3 1/16"	.4 1/16"	8 5/16"	1'-0 9/16"	1'-4 1/16"	1'-9 1/16"



BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

BRIDGE No. 6
ROUTE 1481 S.B. over ROUTE 1690 W.B.
SUPERSTRUCTURE

DRAWING NO. 7504-02	SCALE As shown	DATE 8/15/70	SHEET NO. 150
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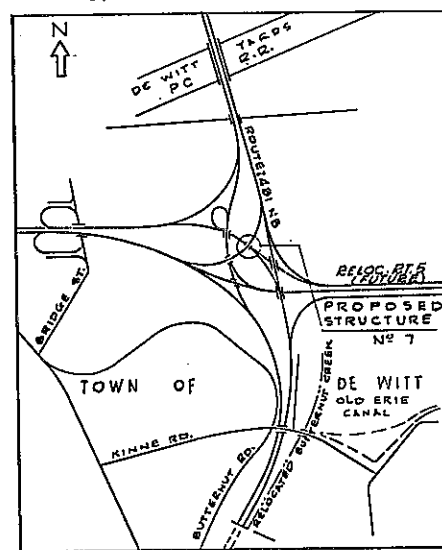
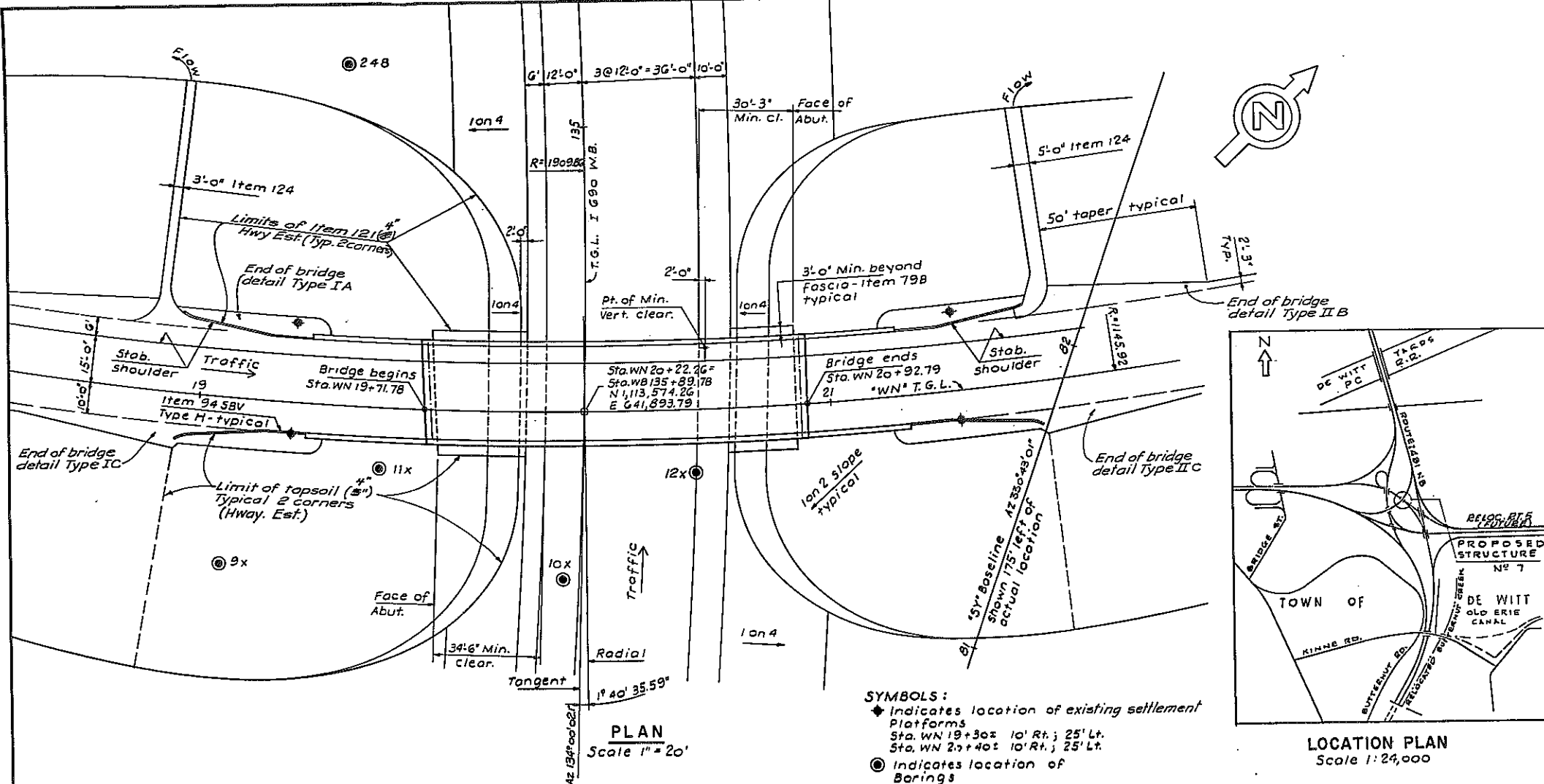
LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

Checked by: G. Crozzini
 Drawn by: L. Blume
 Designed by: J. Blume
 In Charge: J. Eaton

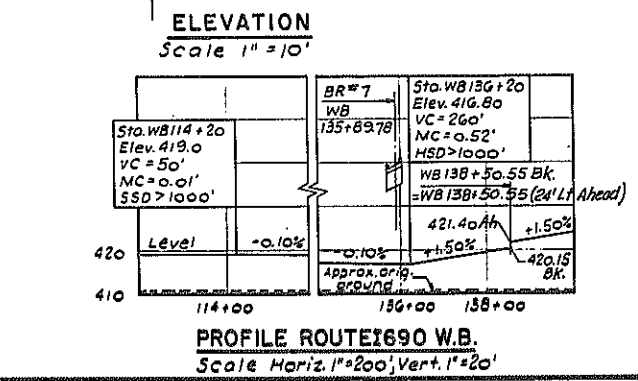
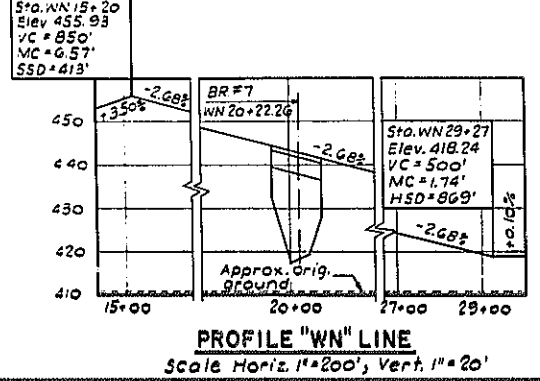
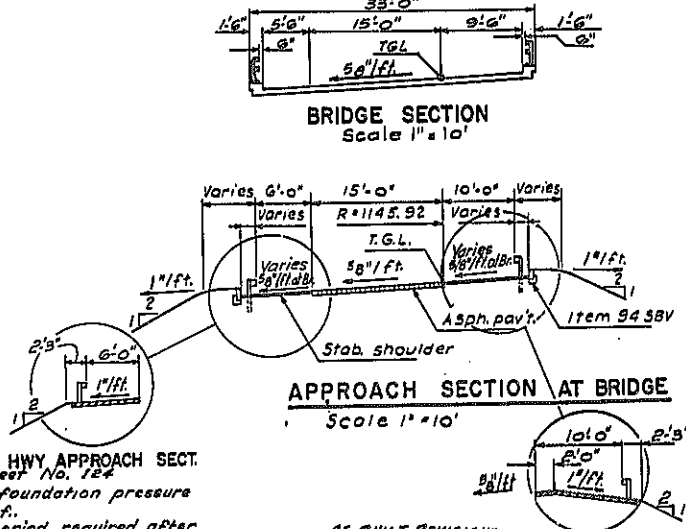
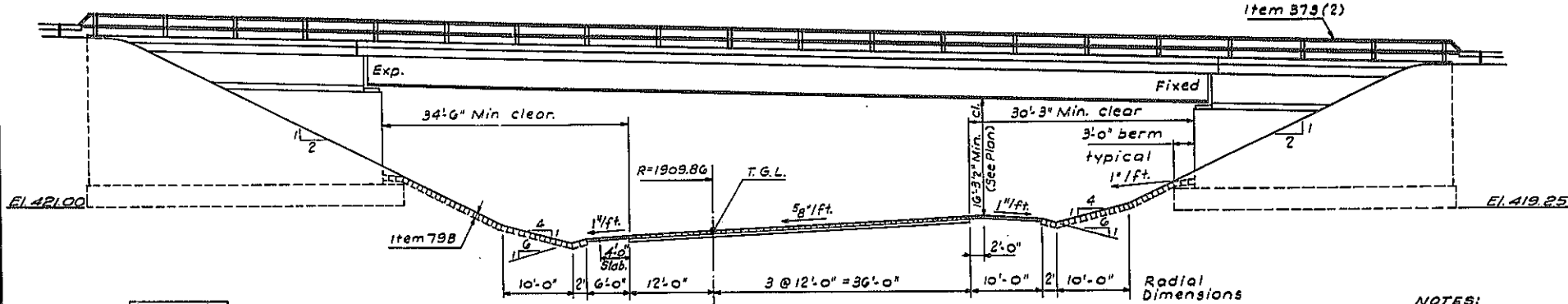
FED. RD. REG. NO.	STATE	FEDERAL PROJ. NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B)	1-481-2(118)	152A	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

ONONDAGA COUNTY



ITEM	DESCRIPTION	UNIT	QUANTITIES	
			NEAT	PROP'L
1WPS	Watering Plants and Sod	M.Gal	17	4.0
2UF	Underdrain Filter	C.Y.	11	15
5B	Structure Excavation	C.Y.	1652	1655
11H-G	Perf. Corr. Metal Pipe Underdr. 6" dia-18ga	L.F.	205	205
18	Class A-Concrete for Structures	C.Y.	14	15
18MA	Cl.A-Conc. for Struct. (Mono.Br. Slab)	S.F.	3957	3960
20	Class B-Concrete for Structures	C.Y.	579	580
24A	Bagged Screened Aggregate	C.Y.	92	95
28	Bar Reinforcement for Structure	Lb.	55459	55460
28B	Stud Shear Connectors	Eo.	1410	1410
29	Structural Steel	Lb.	204580	204580
375(2)	Steel Bridge Railing (2 Rail)	L.F.	382	385
61	Bituminous Material	Gal.	141	145
798	Concrete Block Paving	S.Y.	226	230
83XS	Temporary Sheet Piling	S.F.	5900	5900
94SBV	Stone Curb (Bridge Types-Granite)	L.F.	544	545
124	Sodding	S.Y.	82	85
363I	Epoxy Protective Coating for Conc.	S.F.	1330	1330



- NOTES:**
- For General Notes see Sheet No. 124
 - For design purposes the foundation pressure does not exceed 2 1/2 tons/s.f. Three (3) months waiting period required after completion of backfilling behind abutments and prior to setting final pedestal elevations. Duration of required waiting period may be reduced by the Deputy Chief Engineer (Design) based upon analysis of settlement platform readings. Readings at one (1) week intervals, taken at the settlement platforms in the vicinity of the abutments will be required after the completion of backfill operation.
 - For Curve Data see Alignment plan, Sh. No. 40
 - The structural slab on this structure shall be formed with removable forms.
 - For end of bridge details, see sheet No. 127

AS BUILT REVISIONS
DEPTH OF TOPSOIL CHANGED FROM 5" TO 4"

BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 4.81

BRIDGE No. 7
"WN" LINE over ROUTE 1690 W.B.
GENERAL PLAN

DRAWING NO. 7504-02	SCALE As Shown	DATE 8/15/70	SHEET NO. 152
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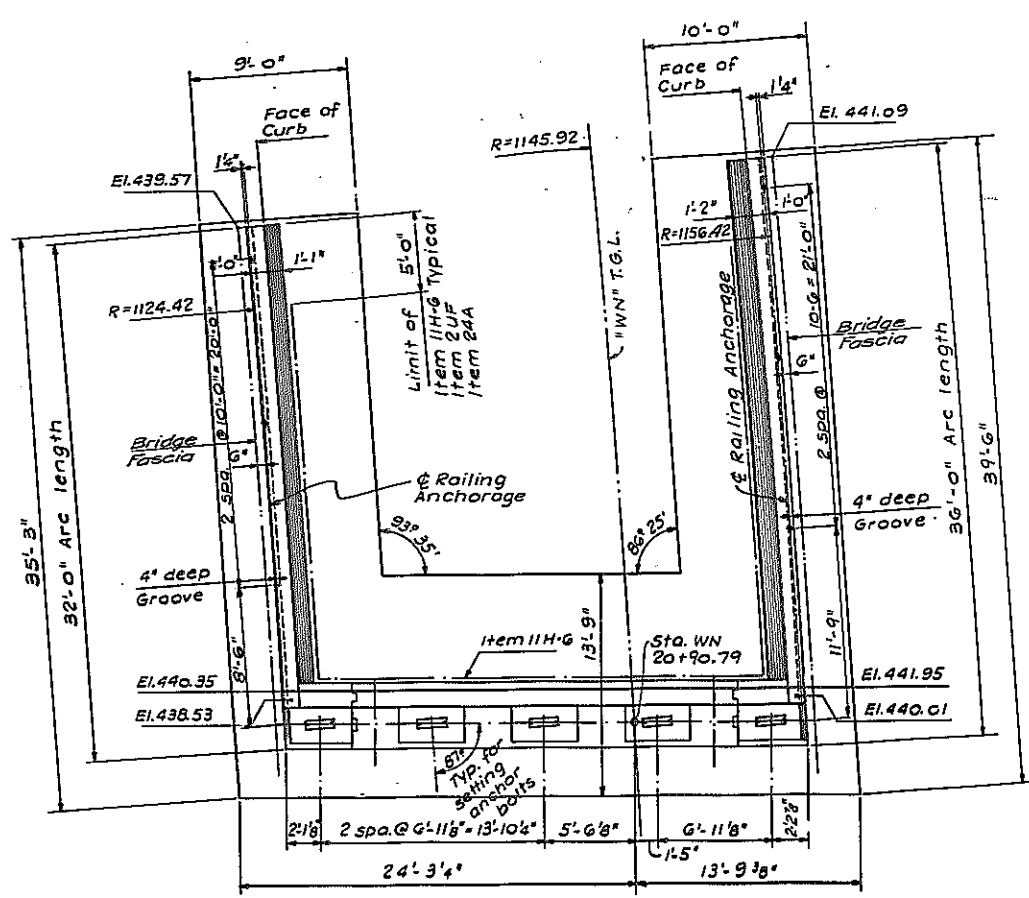
LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

Designed by: J. Eaton
 Drawn by: S. Bongocci
 Checked by: B. Lowry

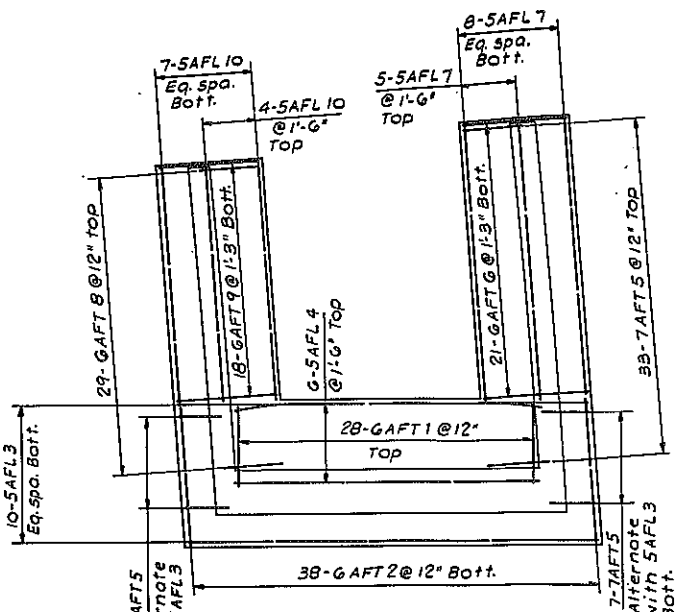
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	100-3(26)	153	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

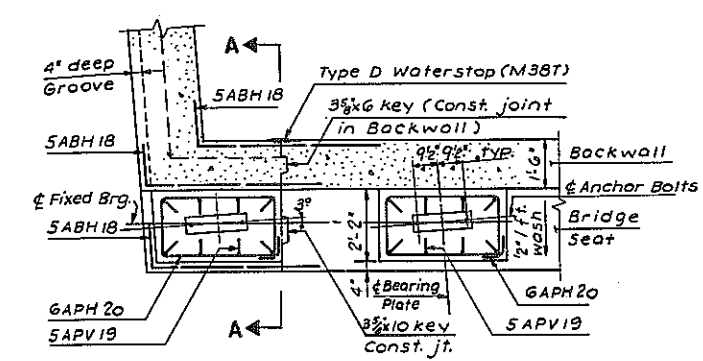
ONONDAGA COUNTY



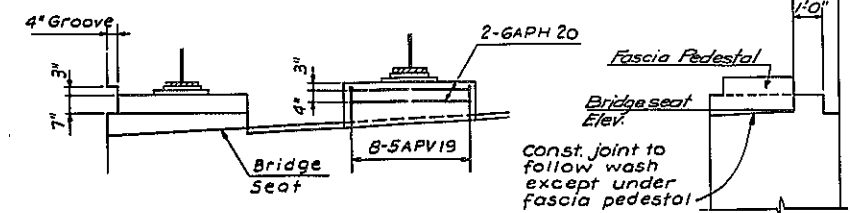
PLAN
Scale 3/16" = 1'-0"



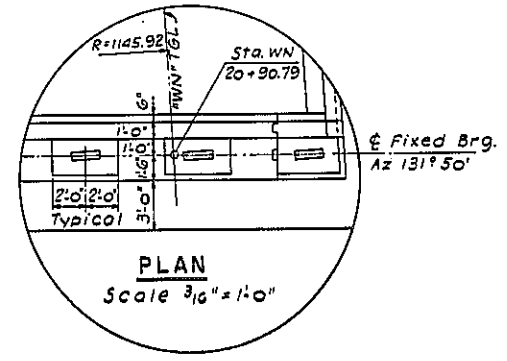
FOOTING REINFORCEMENT
Scale 1/8" = 1'-0"



FASCIA INTERIOR PLAN - PEDESTALS
Scale 3/8" = 1'-0"

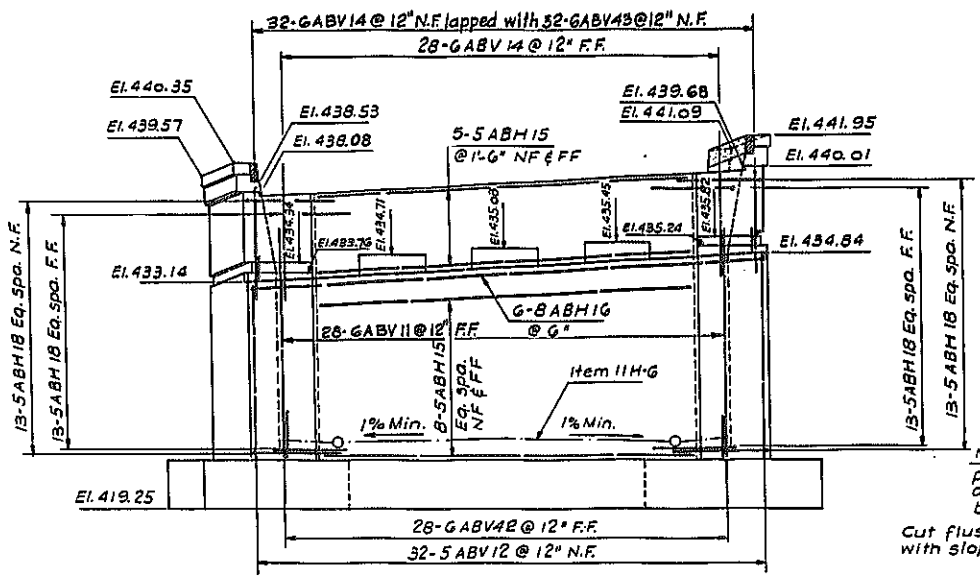


FASCIA INTERIOR ELEVATION - PEDESTALS
Scale 3/8" = 1'-0"

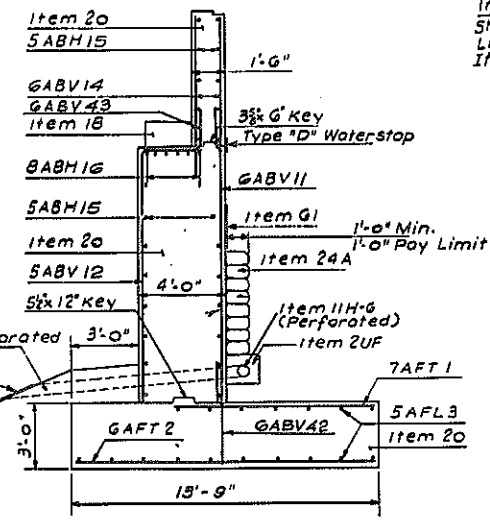


SECTION A-A
Scale 3/8" = 1'-0"

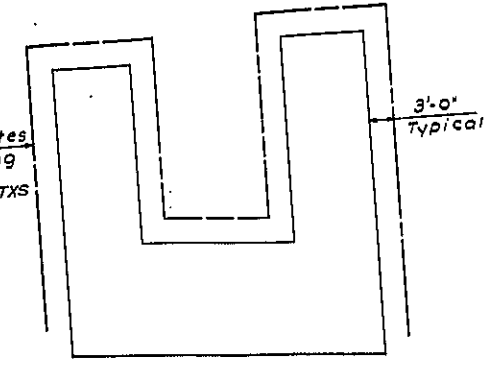
PLAN
Scale 3/16" = 1'-0"



ELEVATION
Scale 3/16" = 1'-0"



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



PLAN - ITEM 83 TXS
Scale 3/32" = 1'-0"

- NOTES:
- Anchor bolts for Bearings shall be 1 1/4" dia roughened or swaged bolts, 11-4" long and set 12" into concrete.
 - For Backfill and Excavation details see Sheet No. 128
 - For Backwall and Waterstop details see Sheet No. 125
 - For Fixed Bearing details see Sheet No. 130
 - For Roll Post spacing see Sheet No. 156

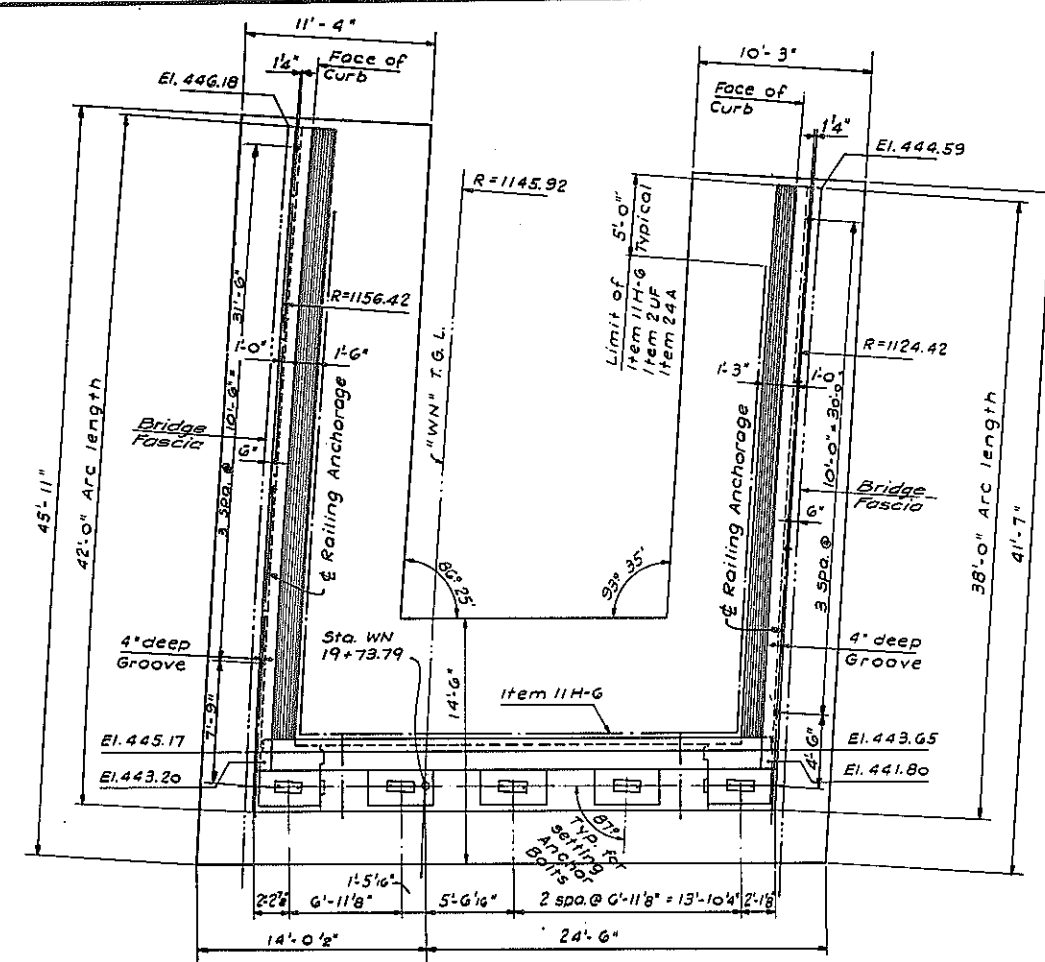
BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
BRIDGE No. 7 "WN" LINE over ROUTE 1690 W.B. EAST ABUTMENT			
DRAWING NO. 7504-02	SCALE As Shown	DATE 9/3/70	SHEET NO. 153
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge: J. E. Egan
 Drafted By: S. Bonacci
 Checked By: B. Lowry

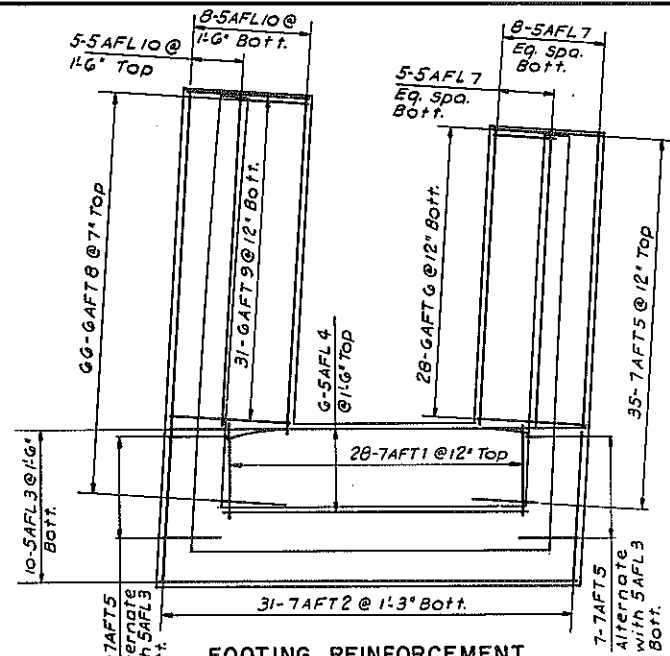
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-550-3(28)	1-481-2(116)	154	303

INTERSTATE ROUTE CONNECTION 370
BUTTERNUT INTERCHANGE (PHASE 2)

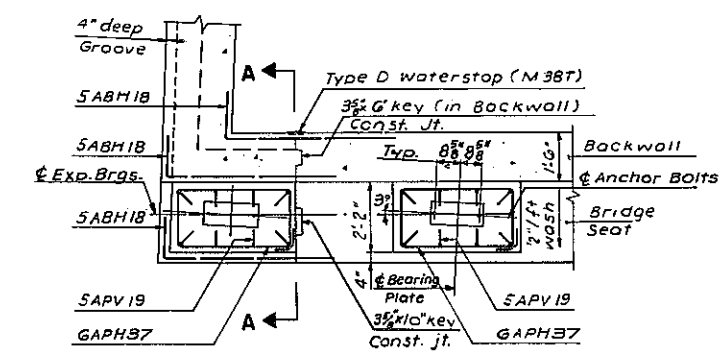
ONONDAGA COUNTY



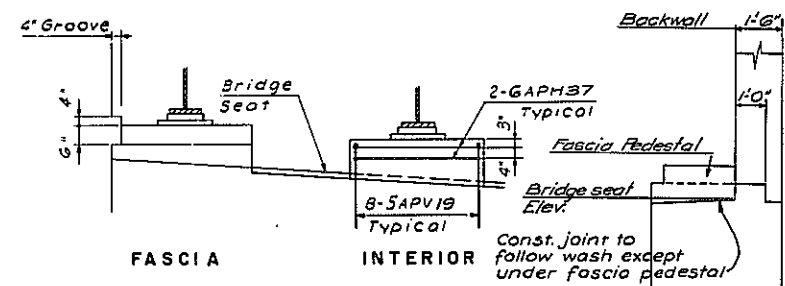
PLAN
Scale 3/16" = 1'-0"



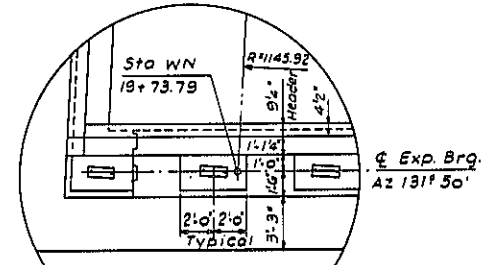
FOOTING REINFORCEMENT
Scale 1/8" = 1'-0"



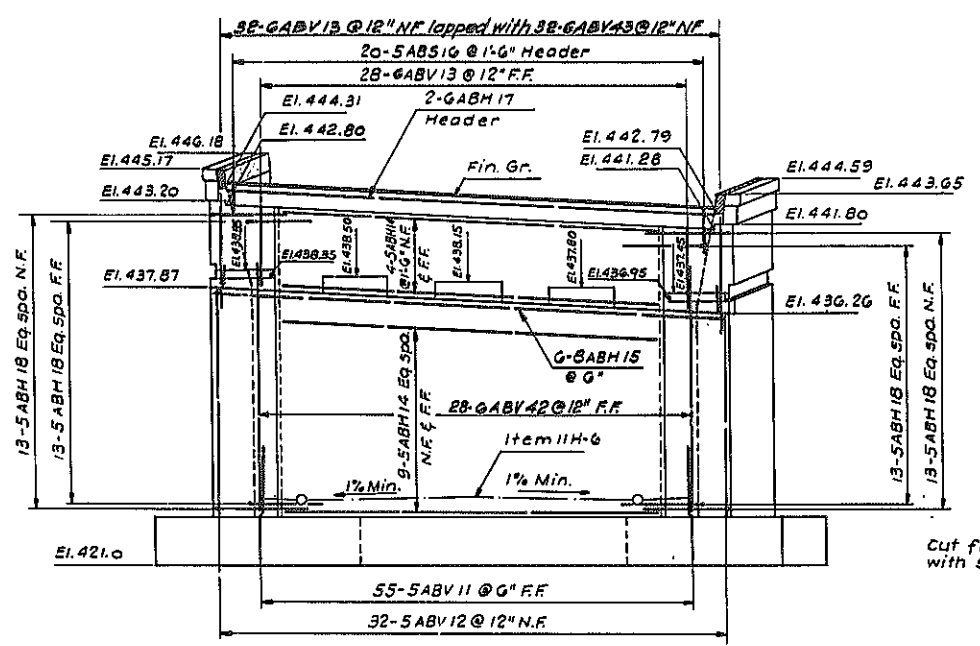
SECTION A-A
Scale 3/8" = 1'-0"



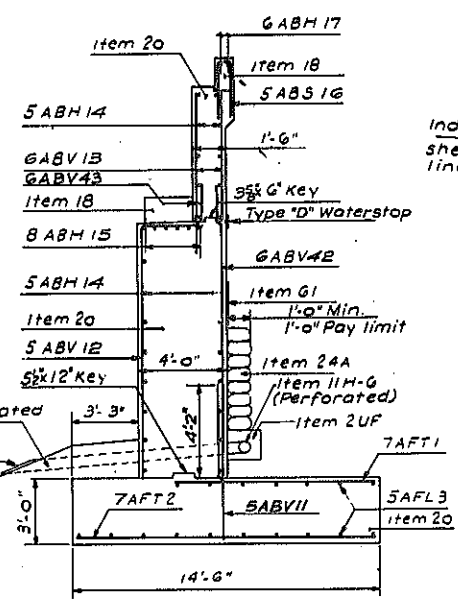
ELEVATION - PEDESTALS
Scale 3/8" = 1'-0"



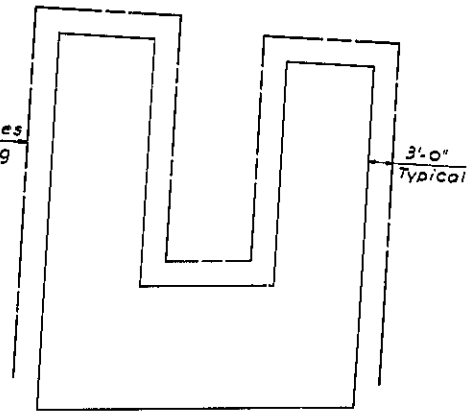
PLAN - PEDESTALS
Scale 3/8" = 1'-0"



ELEVATION
Scale 3/16" = 1'-0"



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



PLAN - ITEM 83 TXS
Scale 3/32" = 1'-0"

- NOTES:**
1. Anchor bolts for bearings shall be 1 1/2" dia. roughened or swaged bolts, 1'-4 1/2" long and set 12" into concrete.
 2. For Excavation and Backfill details see Sheet No. 128.
 3. For Backwall and Waterstop details see Sheet No. 125.
 4. For Expansion Bearing detail see Sheet No. 130.
 5. For Rail Post spacing see Sheet No. 156.

BUTTERNUT INTERCHANGE FA.1.690 & FA.1.481			
BRIDGE No. 7 "WN" LINE over ROUTE 1690 W.B. WEST ABUTMENT			
DRAWING NO. 7504-02	SCALE As Shown	DATE 8/15/70	SHEET NO. 154
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

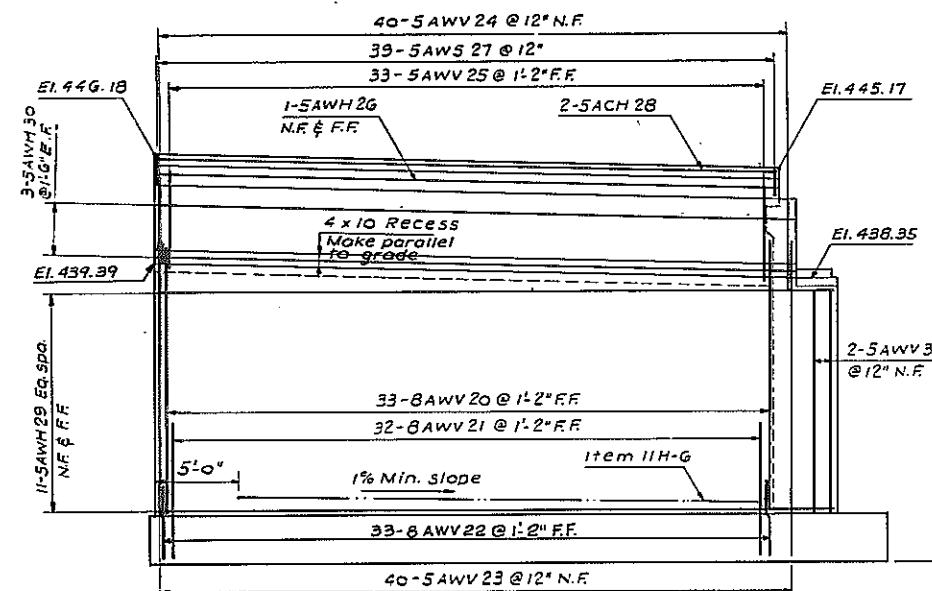
J. Eaton
 S. BonaCCI
 B. Lowry



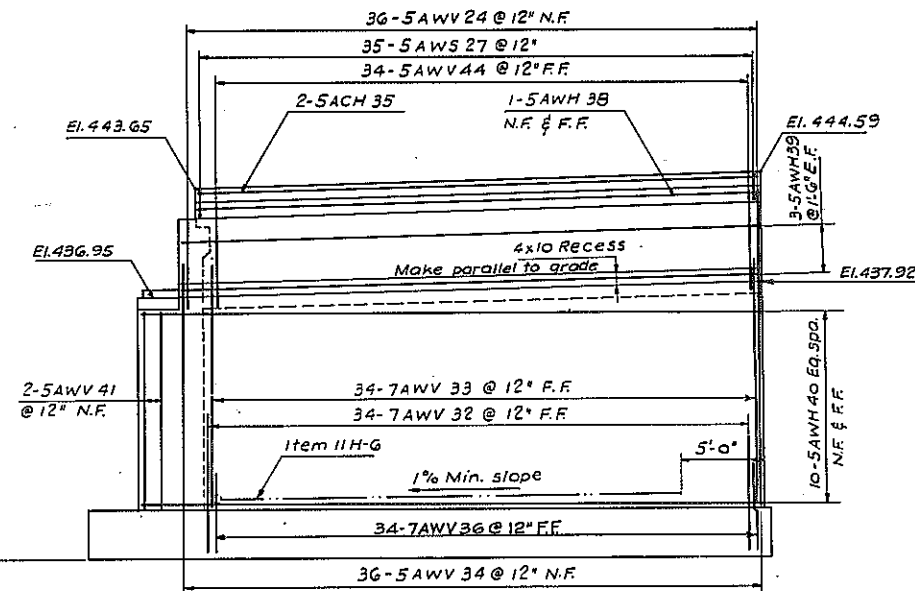
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B)	1-481-2(116)	155	305

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

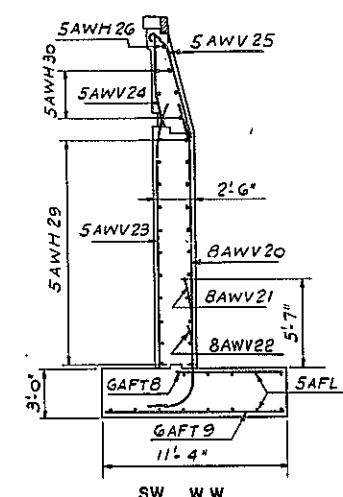
ONONDAGA COUNTY



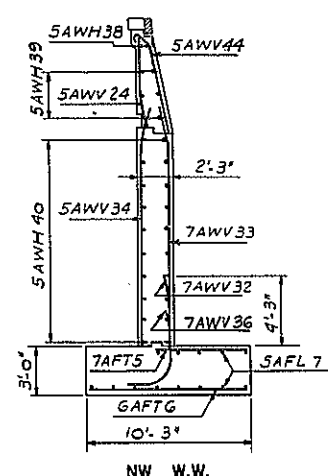
SW WINGWALL



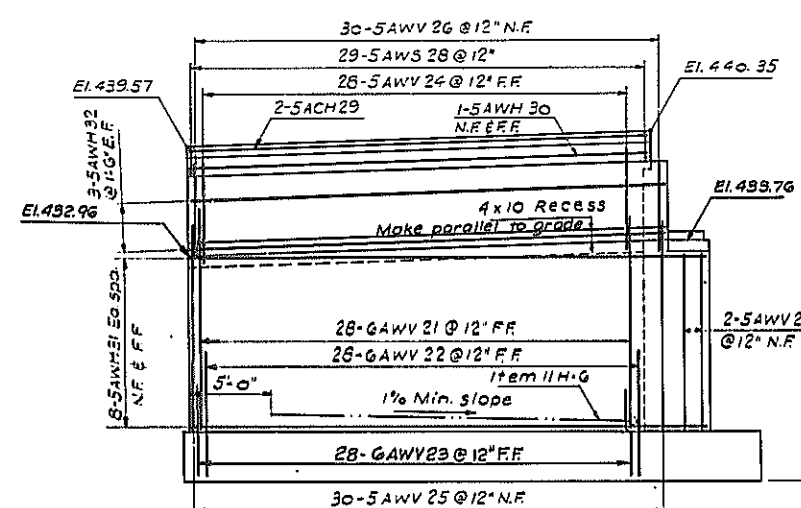
WEST ABUTMENT
Scale 3/16" = 1'-0"



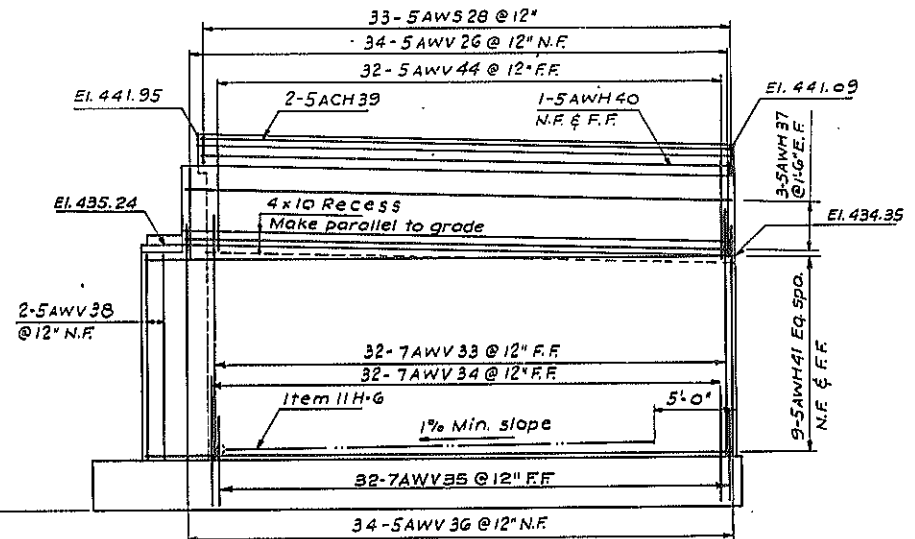
SW W.W.



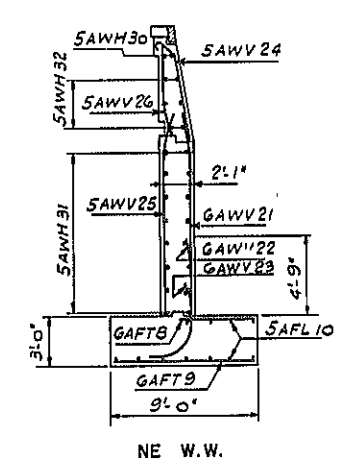
NW W.W.



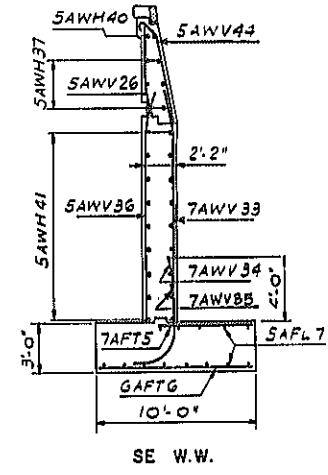
NE WINGWALL



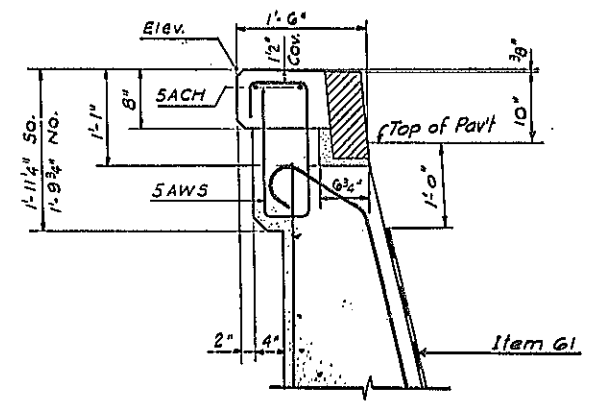
EAST ABUTMENT
Scale 3/16" = 1'-0"



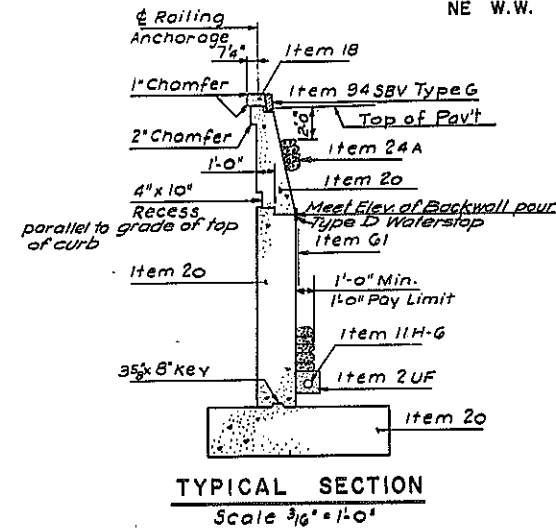
NE W.W.



SE W.W.



DETAIL
Scale 1" = 1'-0"



TYPICAL SECTION
Scale 3/16" = 1'-0"

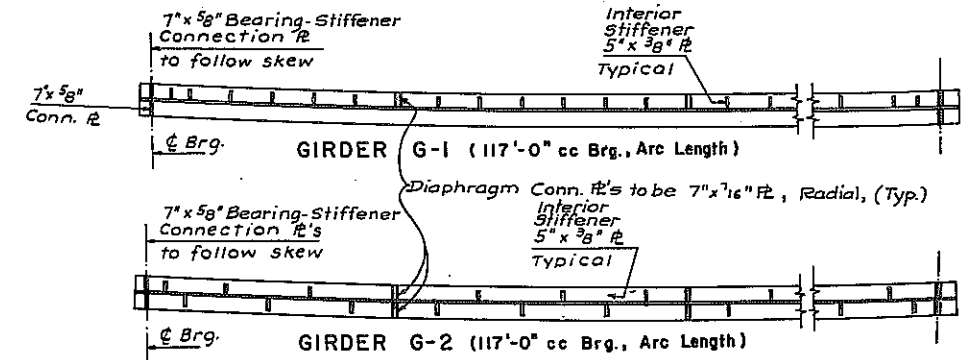
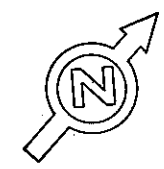
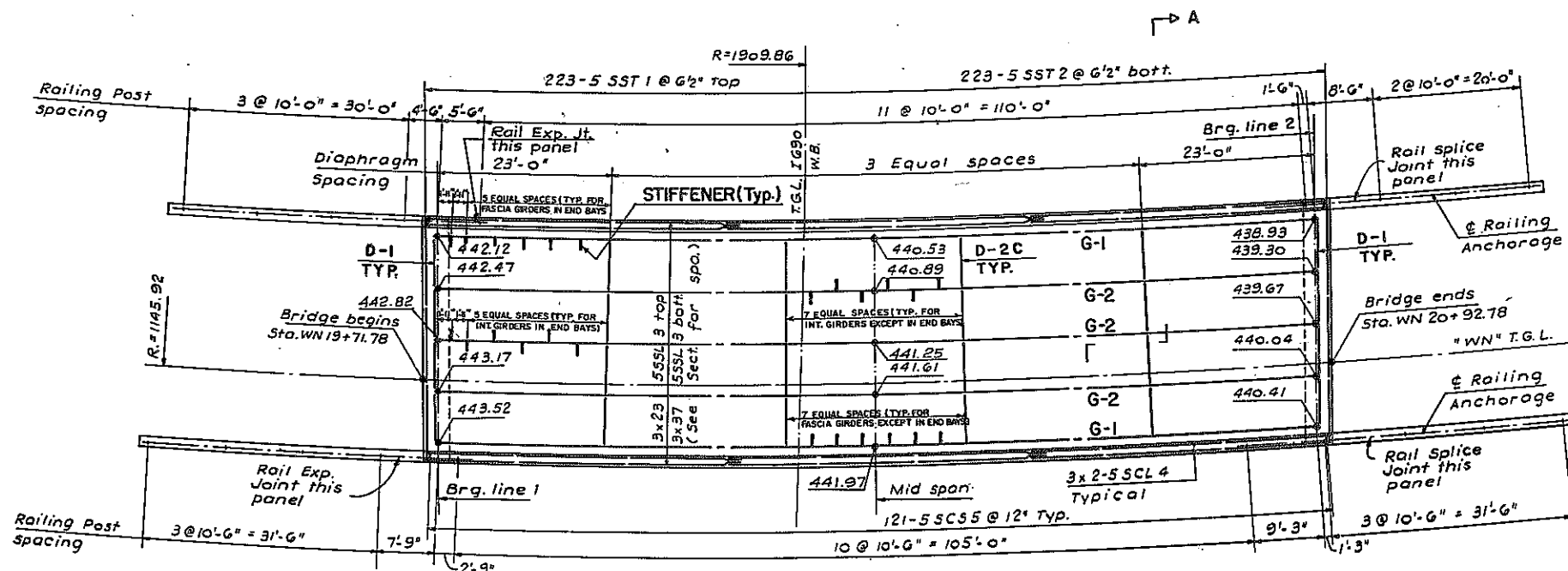
SECTIONS
Scale 3/16" = 1'-0"

BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
BRIDGE No. 7 "WN" LINE over ROUTE 1690 W.B. WINGWALLS			
DRAWING NO. 7504-a2	SCALE As Shown	DATE 8/15/70	SHEET NO. 155
LOCKWOOD, KEBLER & BARTLETT, INC. CONSULTING ENGINEERS - BYOSSET, NEW YORK			

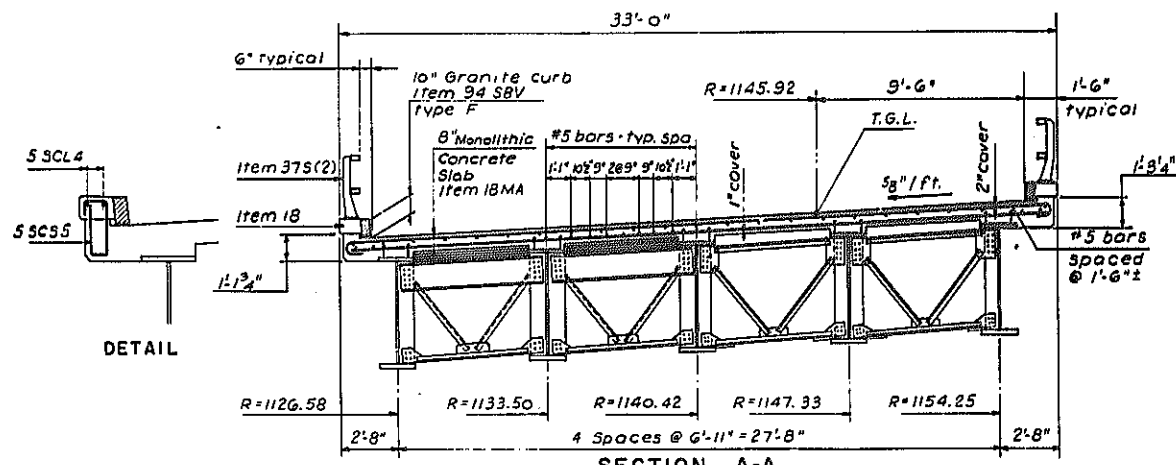
In Charge: J. EATOR
 Made By: S. BONACCI
 Traced By: BLOWY
 Checked By: BLOWY

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	156	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)					

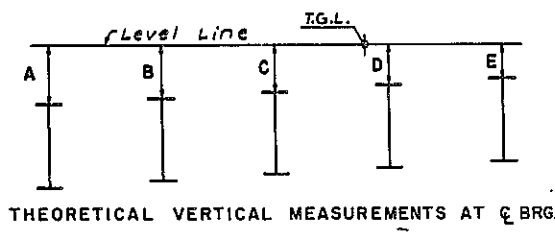
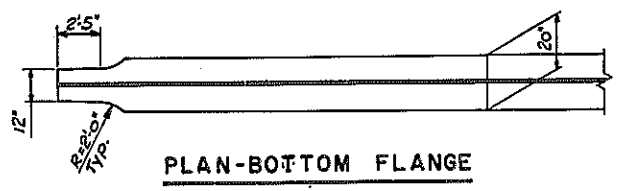
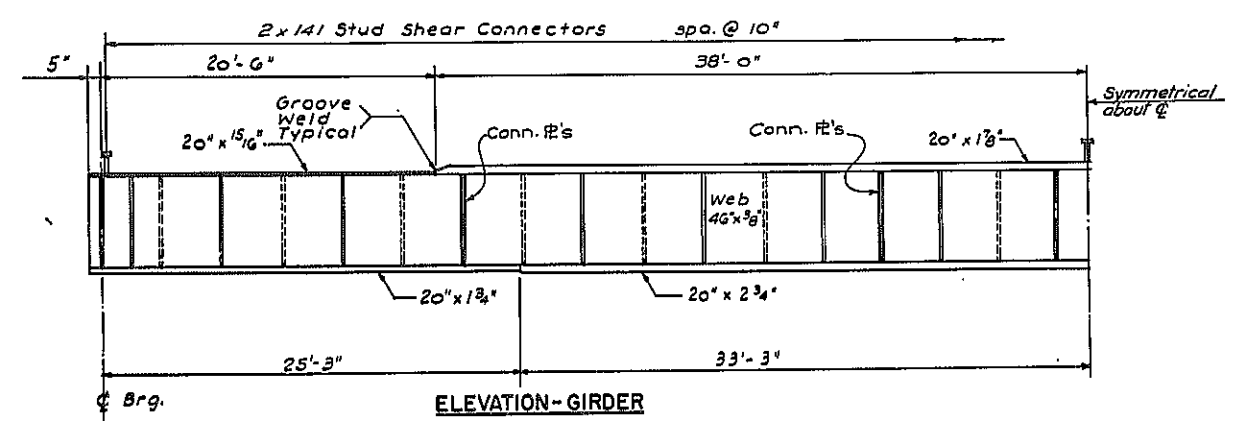
ONONDAGA COUNTY



PLAN
Scale 1" = 10'



SECTION A-A
Scale 1/4" = 1'-0"
Note: For diaphragm details see sheet No. 129



BRG. LINE	VERTICAL MEASUREMENTS TO TOP OF STEEL				
	A	B	C	D	E
1	1'-11 1/4"	1'-7 1/16"	1'-2 7/8"	10 11/16"	6 1/2"
2	1'-11 7/8"	1'-7 7/16"	1'-3"	10 9/16"	6 5/8"

	ADJUSTMENT FOR CAMBER	
	FASCIA GIRDER	INTERIOR GIRDER
SLAB CONCRETE	2"	2 1/8"
V.C.	0	0
SUPERIMPOSED DEAD LOAD	1/2"	3/8"
D.L. STEEL ERECTED	1"	1"
TOTAL	3 1/2"	3 1/2"

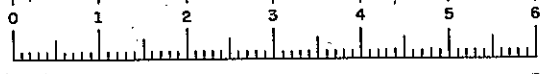
BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

BRIDGE No. 7
"WN" LINE over ROUTE 1690 W.B.
SUPERSTRUCTURE

DRAWING NO. 7504-c2	SCALE As Shown	DATE 6/15/70	SHEET NO. 156
------------------------	-------------------	-----------------	------------------

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

Checked by: J. Eaton
 Drawn by: S. Bonacci
 Title by: B. Lowry

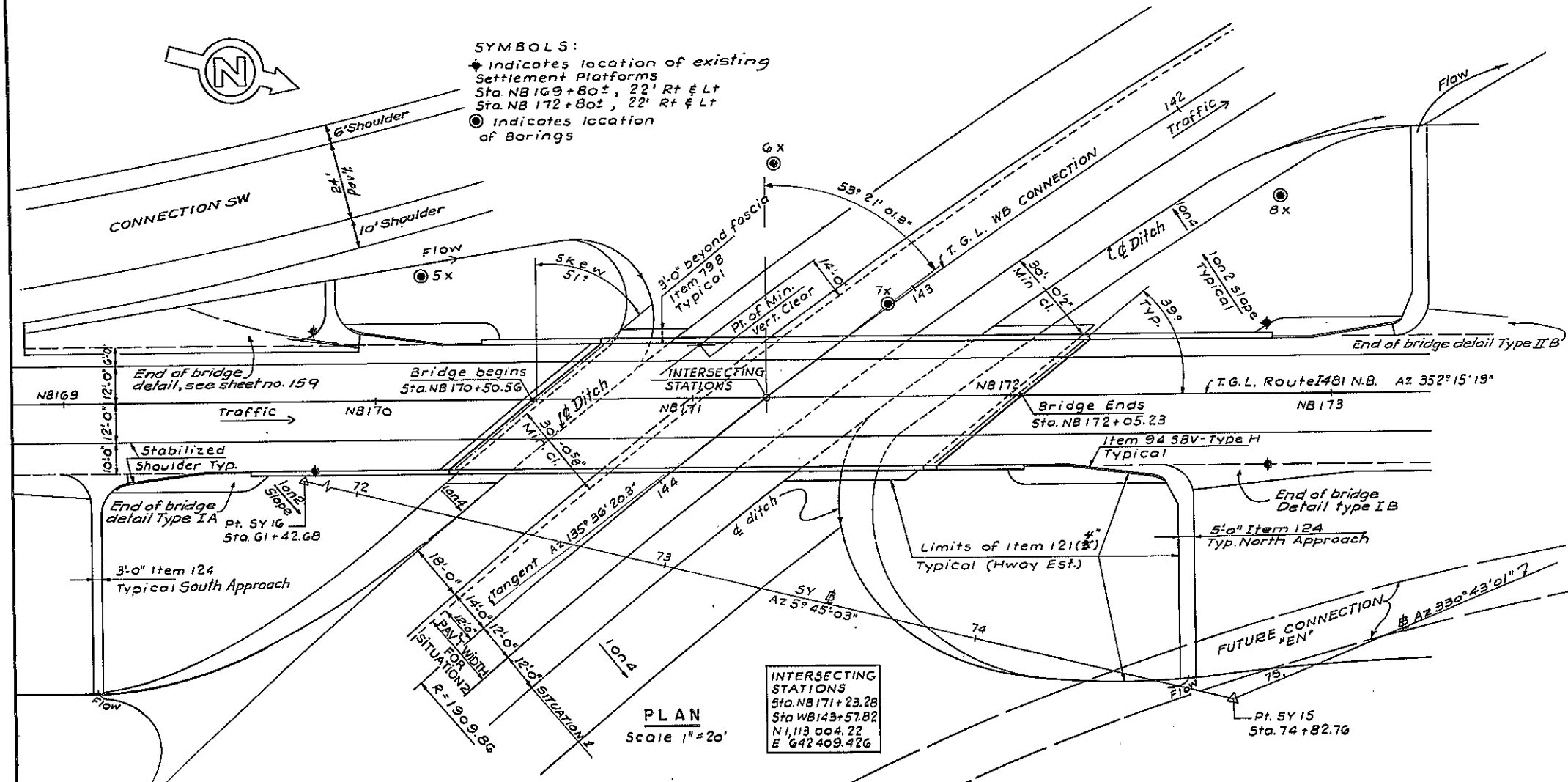


FED. RD. REG. NO.	STATE	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-8(29) I-481-2(118)	158R	309.

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

ONONDAGA COUNTY

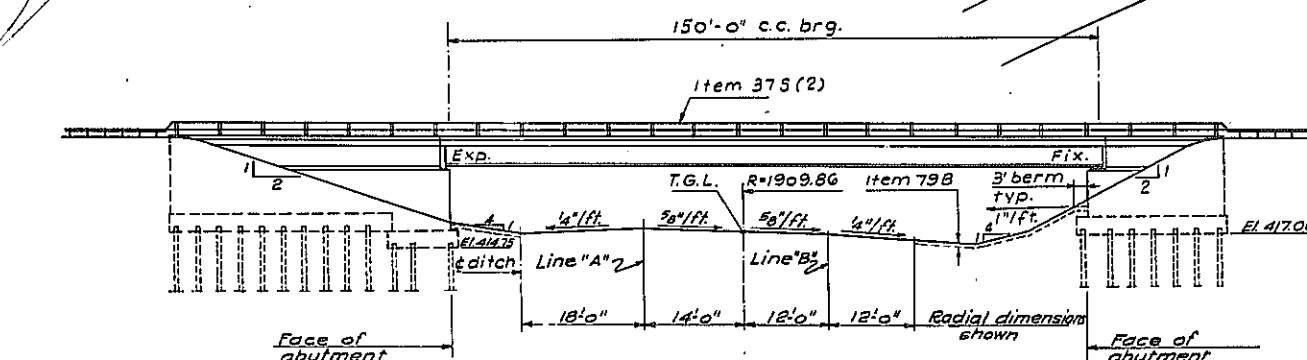
SYMBOLS:
 * Indicates location of existing Settlement Platforms
 Sta NB 169+80±, 22' Rt & Lt
 Sta NB 172+80±, 22' Rt & Lt
 ● Indicates location of Borings



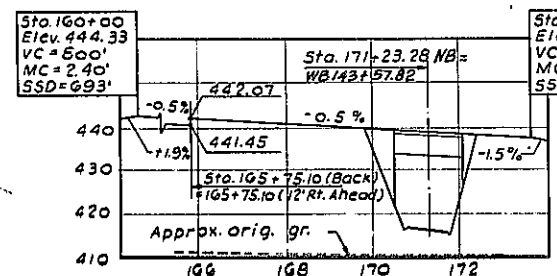
INTERSECTING STATIONS
 Sta NB 171+23.28
 Sta WB 143+57.82
 N 113 004.22
 E 642 409.426

PLAN
 Scale 1"=20'

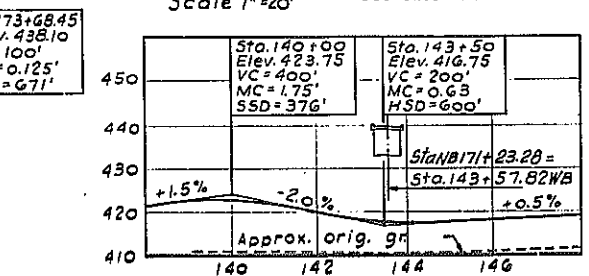
ITEM	DESCRIPTION	UNIT	QUANTITIES	
			NEAT	PROP'L
1WPS	Watering Plants and Sod	M.Gal	2.8	4.0
2UF	Underdrain Filter	C.Y.	19	20
5B	Structure Excavation	C.Y.	1864	1865
11H-G	Perf. Corr. Metal Pipe Underdr. 6" dia.-18ga.	L.F.	309	310
18	Class A - Concrete for Structures	C.Y.	24	25
18MA	Cl. A-Conc. for Struct. (Mono. Br Slab)	S.F.	6444	6445
20	Class B - Concrete for Structures	C.Y.	948	950
24A	Bagged Screened Aggregate	C.Y.	137	140
28	Bar Reinforcement for Structures	Lb.	83780	83780
28B	Stud Shear Connectors	Ea.	1812	1815
29	Structural Steel	Lb.	372710	372710
375(2)	Steel Bridge Railing (2 Rail)	L.F.	497	500
G1	Bituminous Material	Gal.	198	200
79B	Concrete Block Paving	S.Y.	318	320
83S	Steel Sheet Piling	S.F.	248	250
83TXS	Temporary Sheet Piling	S.F.	6854	6855
845B	Steel Bearing Test Piles	L.F.	340	340
85	Steel Bearing Piles	L.F.	8290	8290
85A	Splices for Steel Bearing Piles	Ea.	35	35
87	Furnishing Equip. for Driving Piles	L.S.	NEC.	NEC.
945BV	Stone Curb (Bridge types-Granite)	L.F.	658	660
124	Sodding	S.Y.	137	140
363I	Epoxy Protective Coating for Conc.	S.F.	2702	2705
13DEE	Downspouts	L.F.	39	40
101B	Drainage Trough	L.F.	61	65



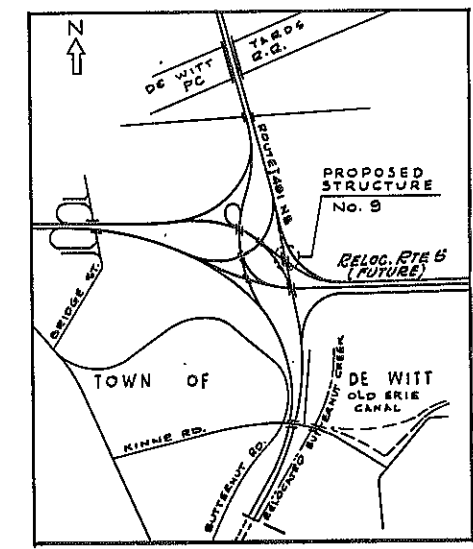
ELEVATION (SITUATION 1 SHOWN)
 Scale 1"=20'



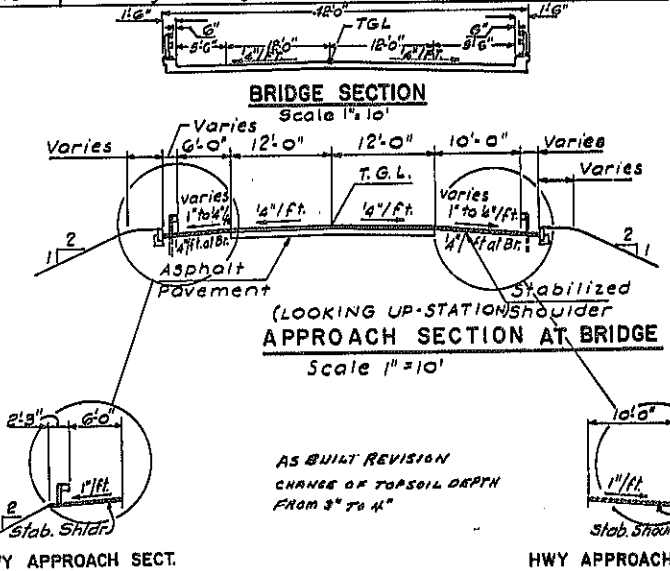
PROFILE ROUTE 1481 N.B.
 Scales Horiz. 1"=200', Vert. 1"=20'



PROFILE WB CONNECTION
 Scales Horiz. 1"=200', Vert. 1"=20'



LOCATION PLAN
 Scale 1"=24,000



BRIDGE SECTION
 Scale 1"=10'

LOOKING UP STATIONS APPROACH SECTION AT BRIDGE
 Scale 1"=10'

HWY APPROACH SECT.

HWY APPROACH SECT.

- Notes:**
- For General Notes see Sheet No. 124
 - For design purposes the pile load does not exceed 56 tons per pile. Estimated length: North Abut. = 75 ft. South Abut. = 75 ft.
 - Ordered length of Test Piles: North Abut. = 85 ft. South Abut. = 85 ft.
 - The structural slab on this structure shall be formed with removable forms.
 - For N-E, N-W and S-E end of bridge details, see sheet No. 127

BUTTERNUT INTERCHANGE
 F.A.I. 690 & F.A.I. 481

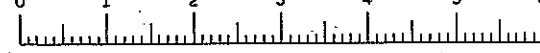
BRIDGE No. 9 B.M. 1093550

ROUTE 1481 N.B. over WB CONNECTION
GENERAL PLAN - SHEET No. 1

DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	As Shown	8/5/70	158

LOCKWOOD, KESSLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK

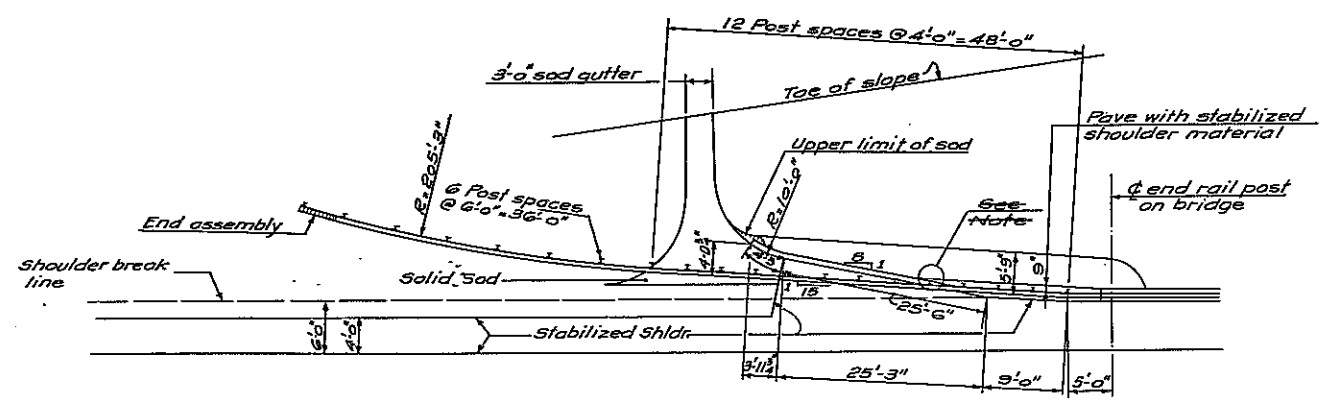
Checked by: J. Eaton
 Drawn by: S. Bonacci
 Design by: B. Lowry



FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(28)	1-481-2(118)	159R	309

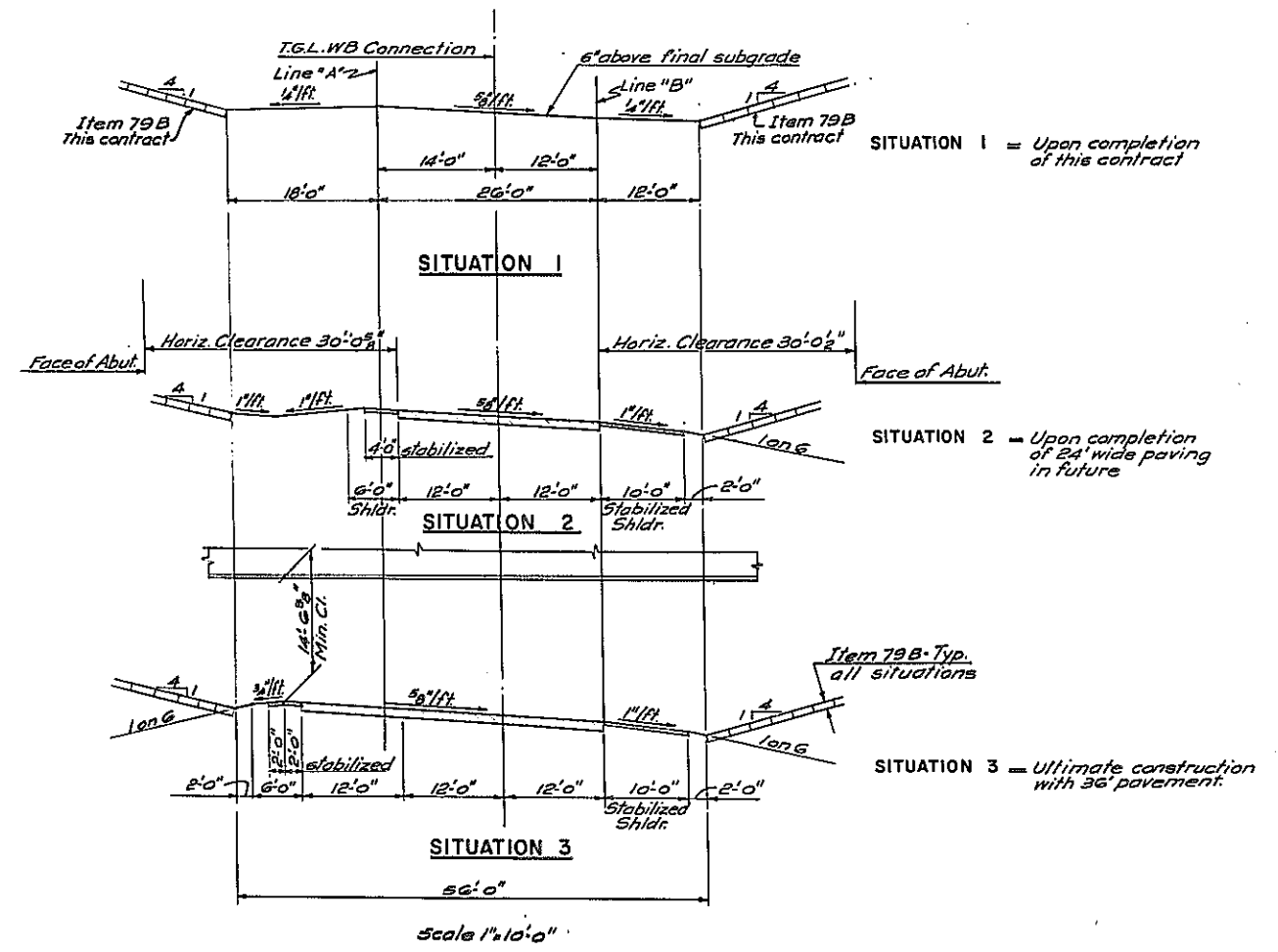
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

ONONDAGA COUNTY



Note:
6" minimum gap in granite curb to be filled with mortar after guide rail post has been set. This filled-in portion shall be paid for at the unit price set for the adjacent granite curb.

BRIDGE No. 9 - SOUTHWEST CORNER
Scale 1"=10'-0"



Scale 1"=10'-0"

In Charge: J. Eaton
 Made By: S. Banacci
 Titled By: M. Miro
 Checked By: A. Szarpaschitz

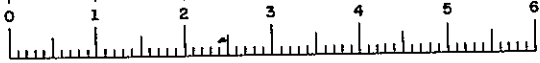
AS BUILT REVISIONS
ELIMINATION OF NOTE 'A'

BUTTERNUT INTERCHANGE
 F.A.I. 690 & F.A.I. 481

BRIDGE No. 9
 ROUTE I 481 N.B. over W.B. CONNECTION
 GENERAL PLAN - SHEET No. 2

DRAWING NO. 7804-02	SCALE As shown	DATE 8/12/70	SHEET NO. 159
------------------------	-------------------	-----------------	------------------

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

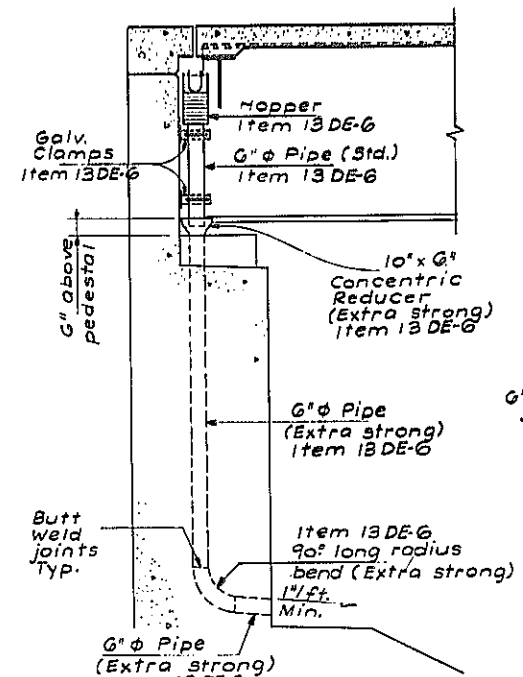
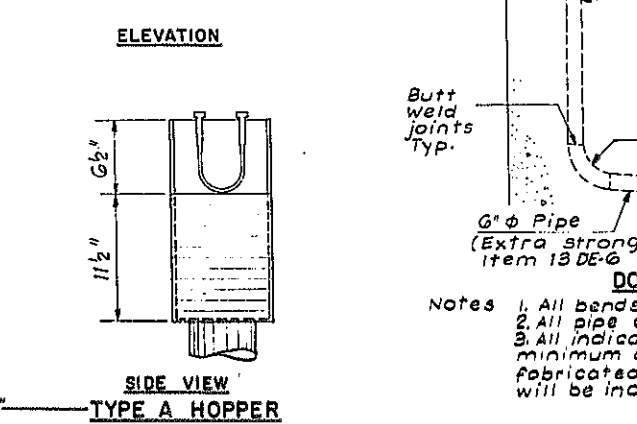
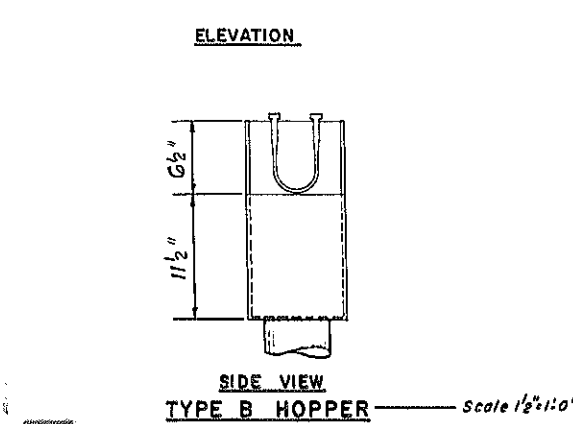
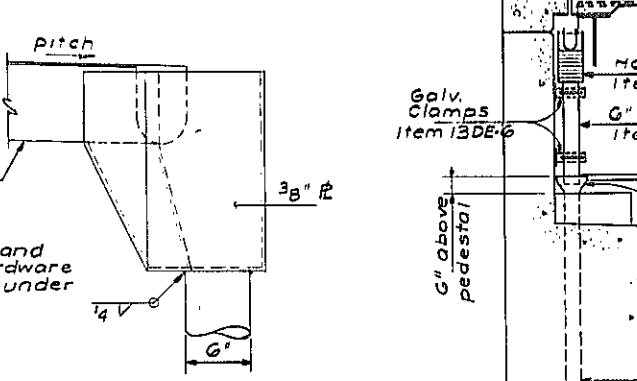
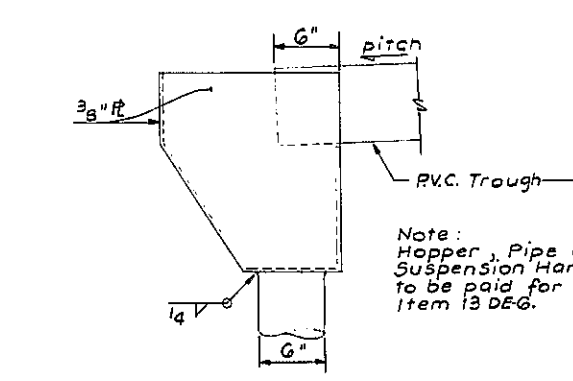
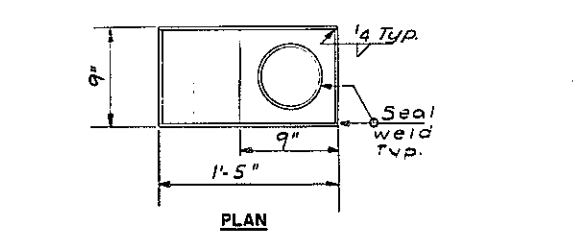
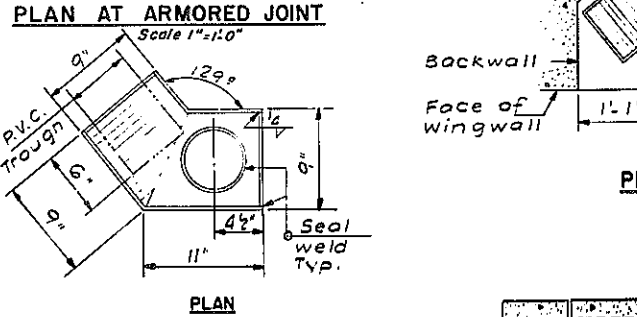
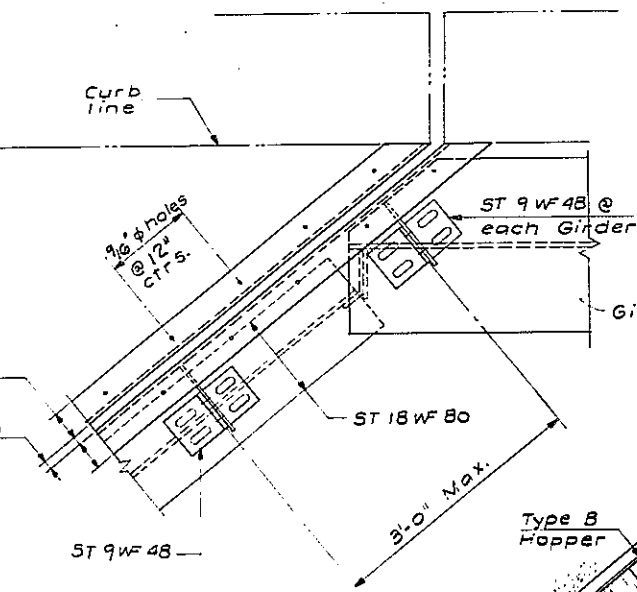
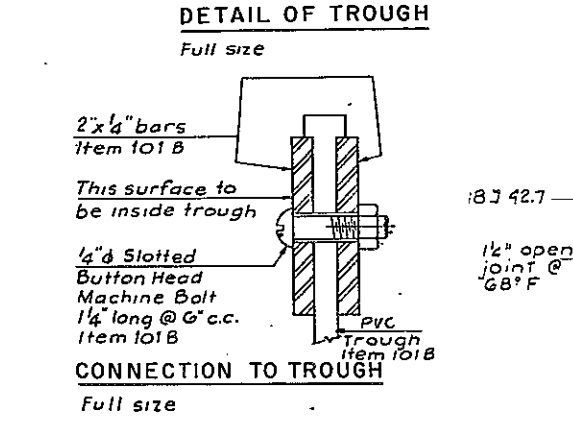
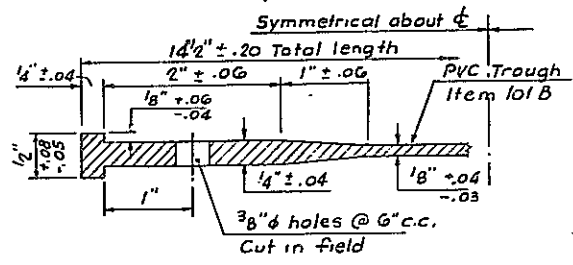


F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-680-3(28)	1-491-2(118)	160	309

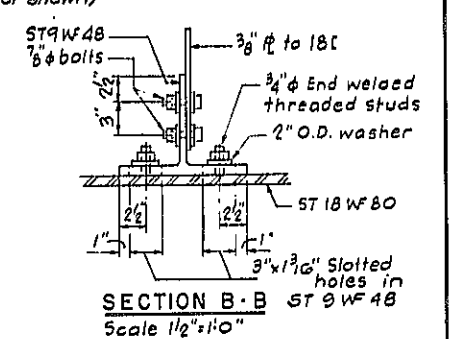
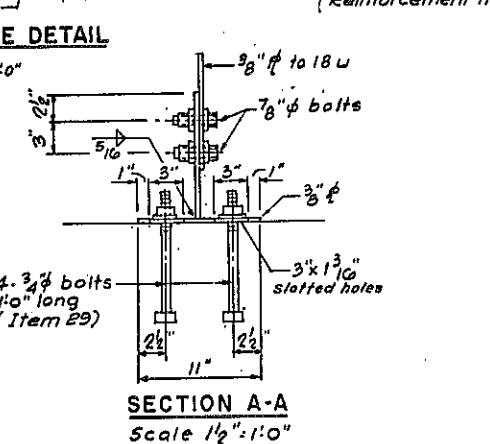
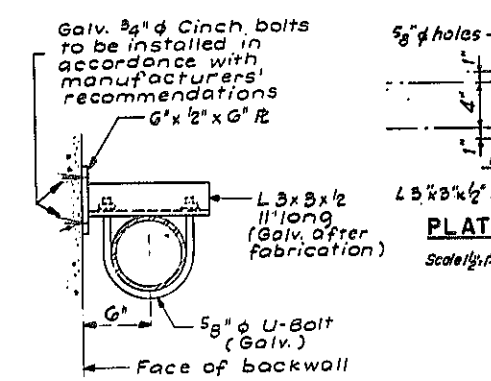
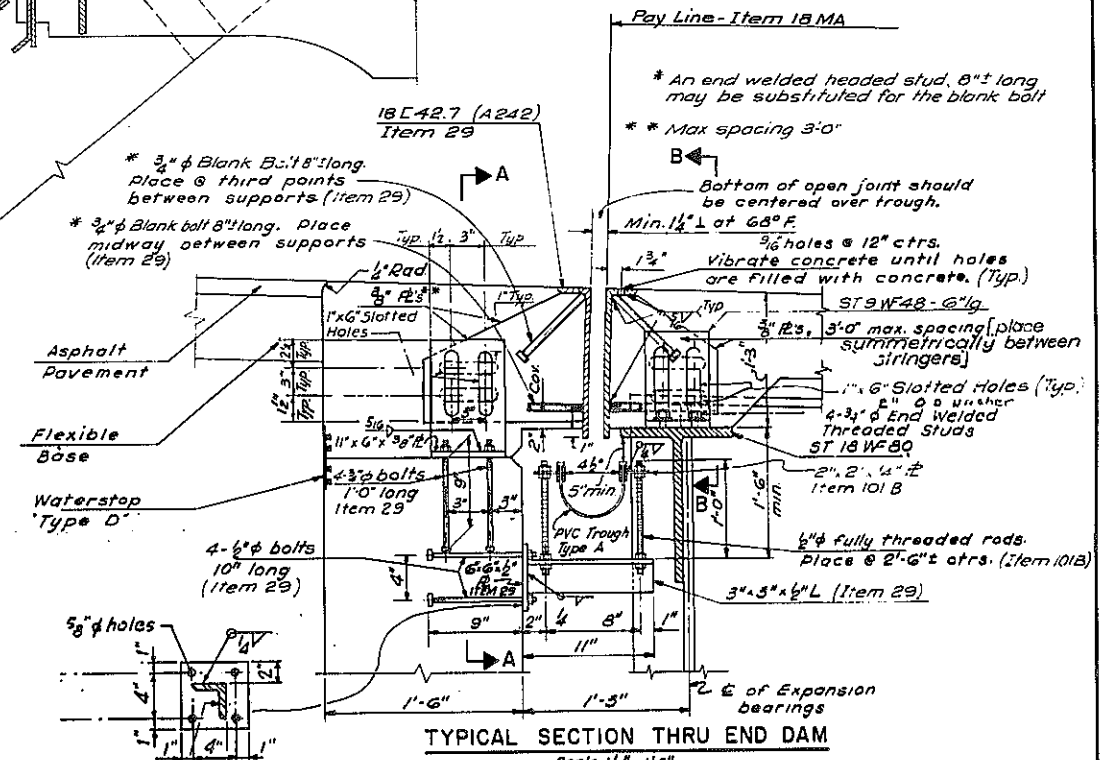
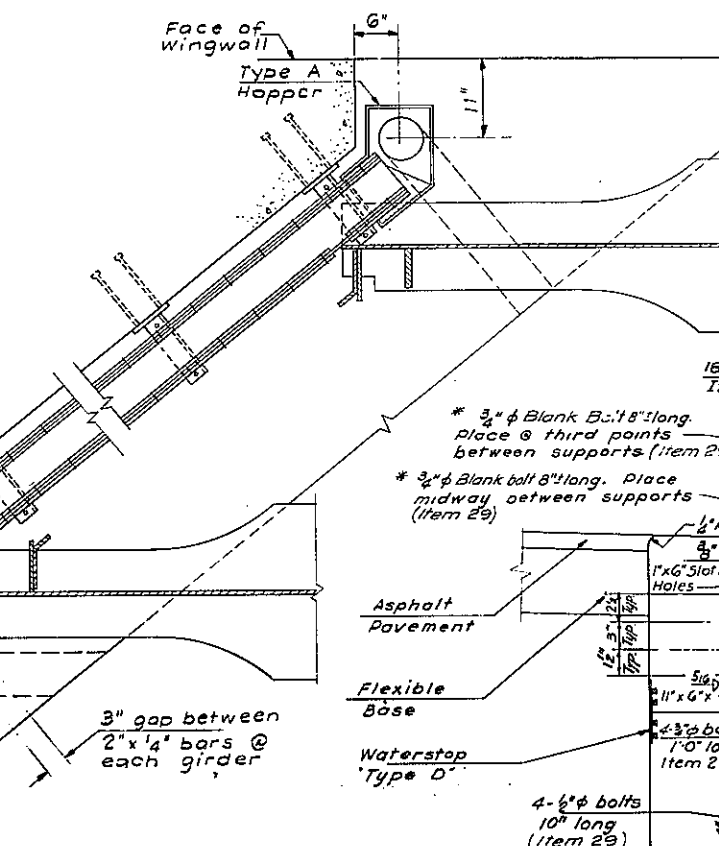
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)

ONONDAGA COUNTY



Notes

- All bends in downspout will be long radius bends.
- All pipe connections will be butt-weld.
- All indicated slopes on pipe runs will be the minimum allowed and the long radius bends will be fabricated to take this slope into account. All costs will be included in the price bid for Item 13 DE-G.



Pay Line - Item 18 MA

- * An end welded headed stud, 8" long may be substituted for the blank bolt
- ** Max spacing 3'-0"

Bottom of open joint should be centered over trough.

Min. 1 1/4" at 68° F

3/8" holes @ 12" ctrs. Vibrate concrete until holes are filled with concrete. (Typ.)

3/4" x 3'-0" max. spacing (place symmetrically between girders)

1" x 6" Slotted Holes (Typ.)

4-3/4" End Welded Threaded Studs

6" fully threaded rods. Place @ 2'-6" ctrs. (Item 101 B)

3" x 3" x 3/8" L (Item 29)

2" x 2" x 1/4" Item 101 B

1" x 6" Slotted Holes (Typ.)

11" x 6" x 3/8" Item 29

4-3/4" bolts 1'-0" long (Item 29)

4-3/4" bolts 1'-0" long (Item 29)

5/8" holes

1'-6" 1'-3"

2" C of Expansion bearings

BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481
BRIDGE No. 9
ROUTE 1481 N.B. over W.B. CONNECTION
DETAILS OF ARMORED JOINT,
PVC TROUGH & HOPPER

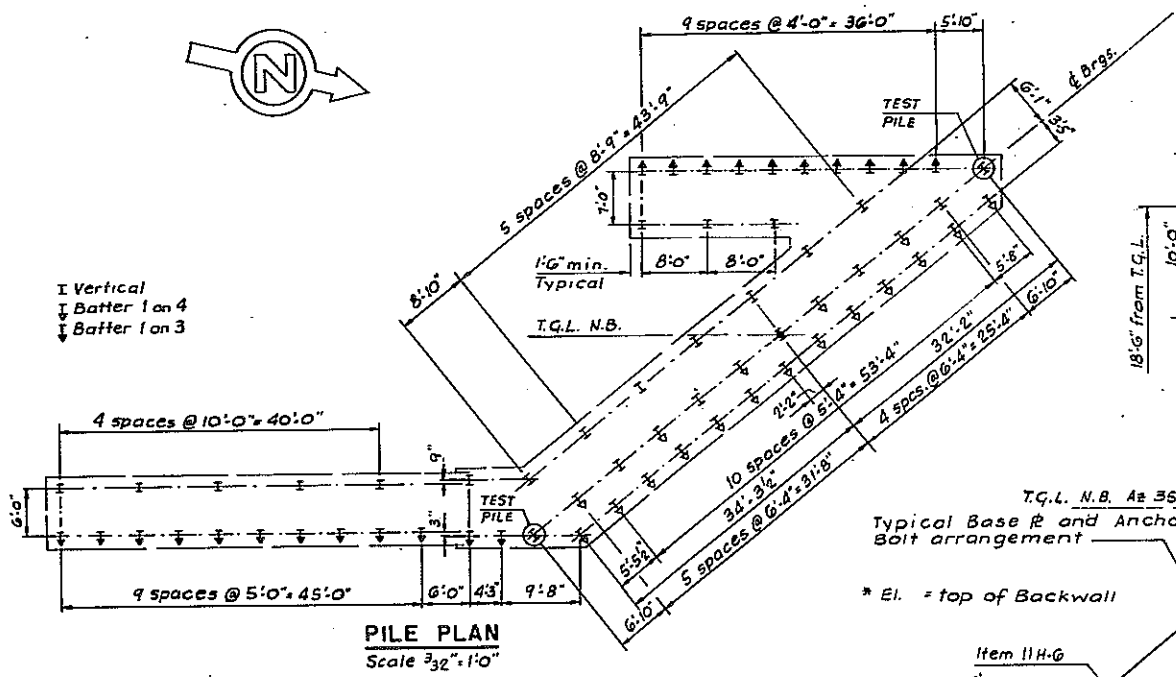
DRAWING NO.	SCALE	DATE	SHEET NO.
7804-02	As shown	6/13/70	160

LOCKWOOD, KEBBLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYBOSSET, NEW YORK

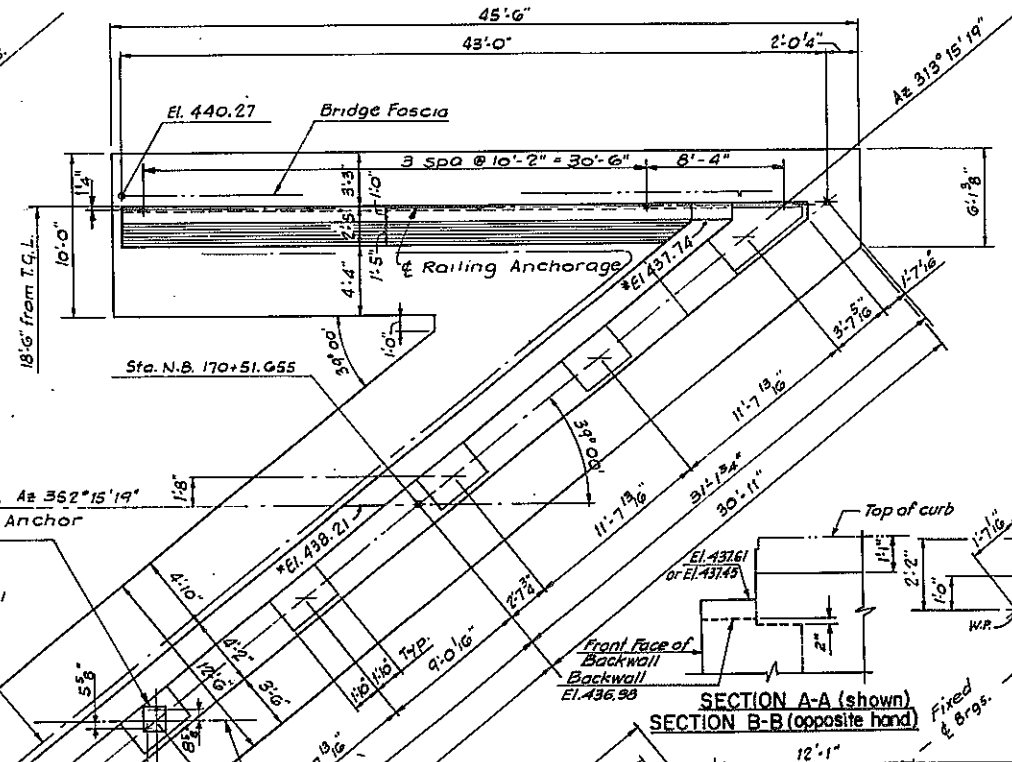
In Charge: J. Eaton
 Made By: S. Bonacci
 Checked By: A. Szempielis

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-381-2(118)	161	306
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)					

ONONDAGA COUNTY

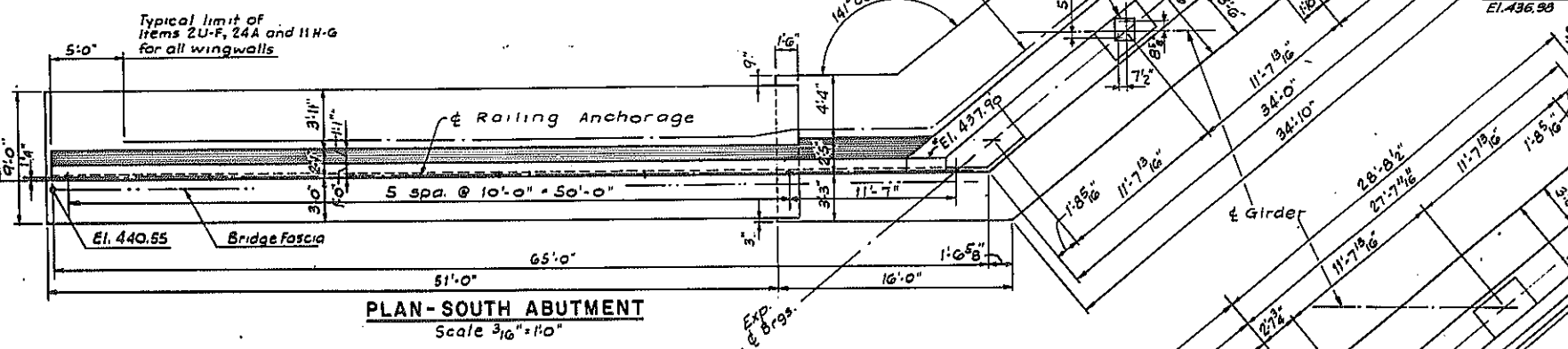


PILE PLAN
Scale $\frac{3}{32}'' = 1'-0''$

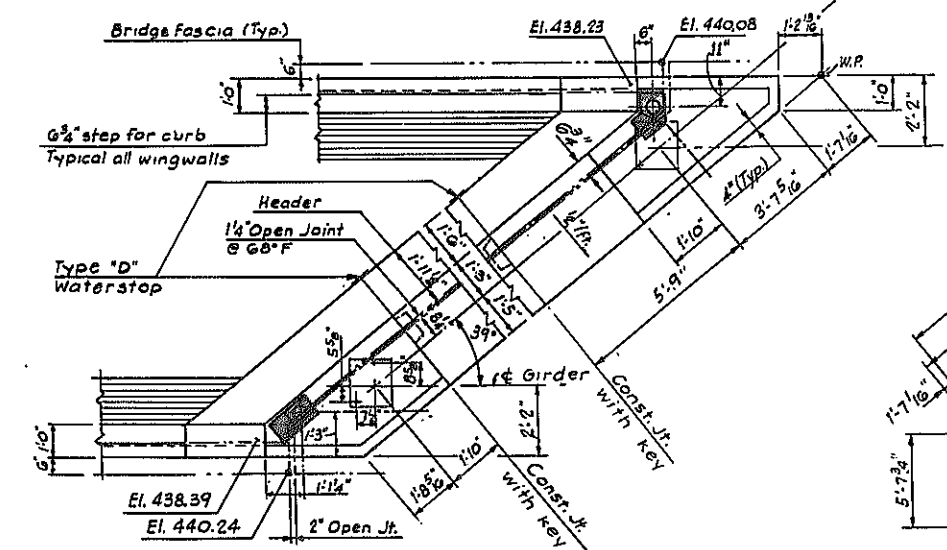


SECTION A-A (shown)
SECTION B-B (opposite hand)

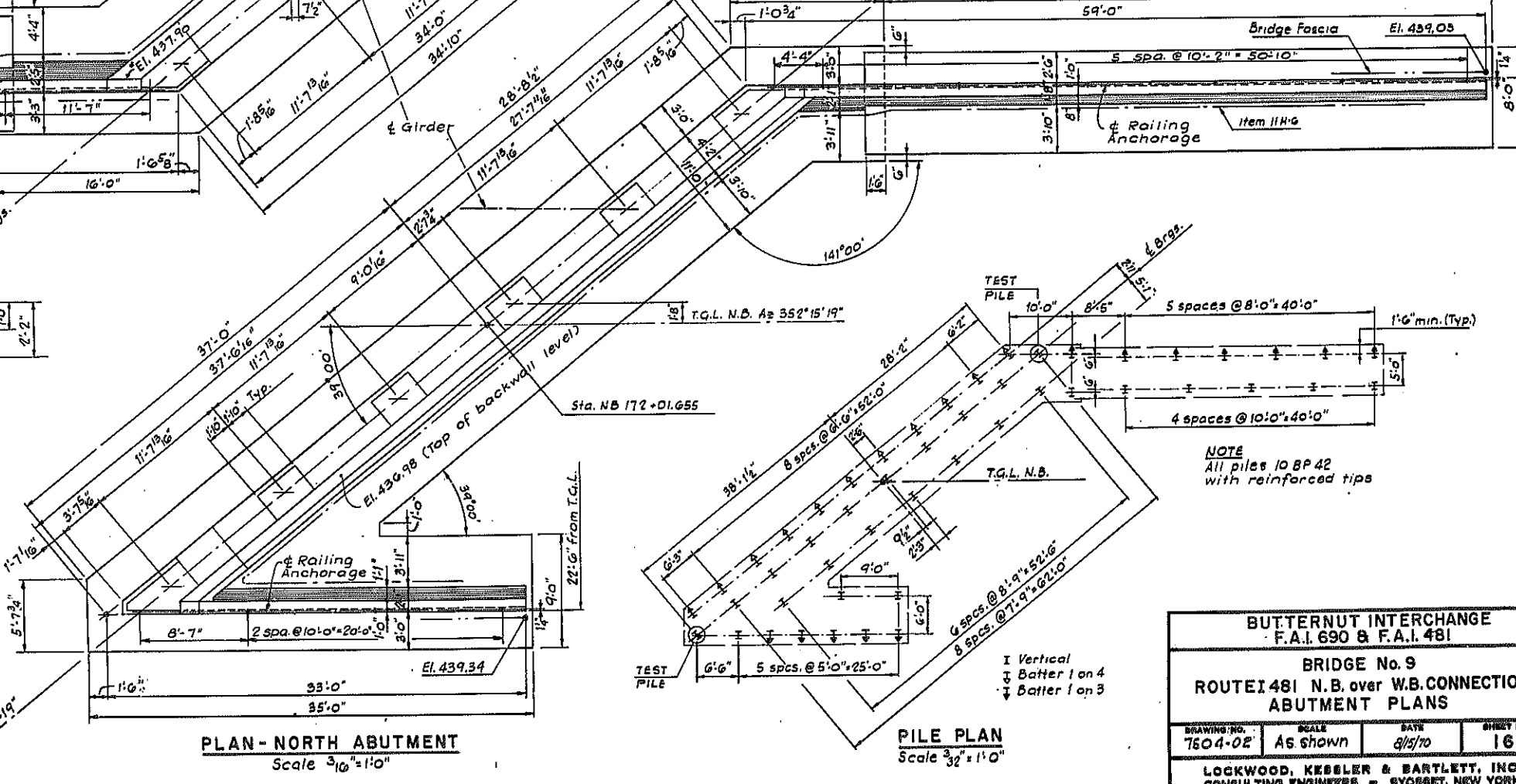
DETAIL AT FASCIA PEDESTALS
Scale $\frac{3}{8}'' = 1'-0''$



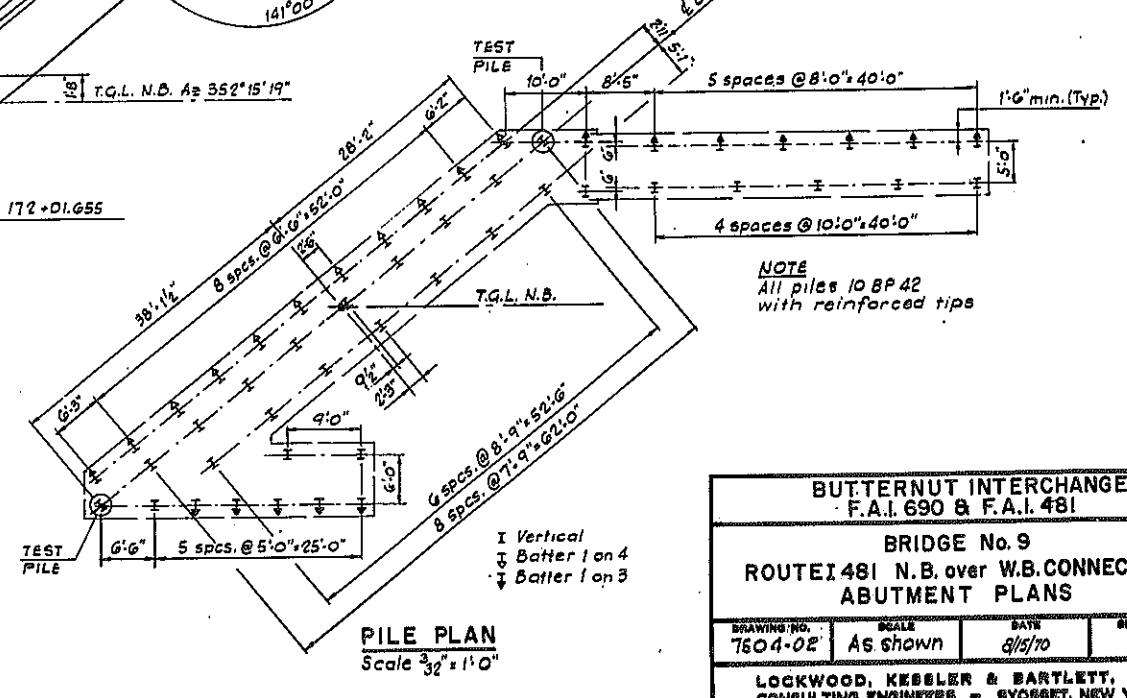
PLAN - SOUTH ABUTMENT
Scale $\frac{3}{16}'' = 1'-0''$



DETAIL AT FASCIA PEDESTALS
Scale $\frac{3}{8}'' = 1'-0''$



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



PILE PLAN
Scale $\frac{3}{32}'' = 1'-0''$

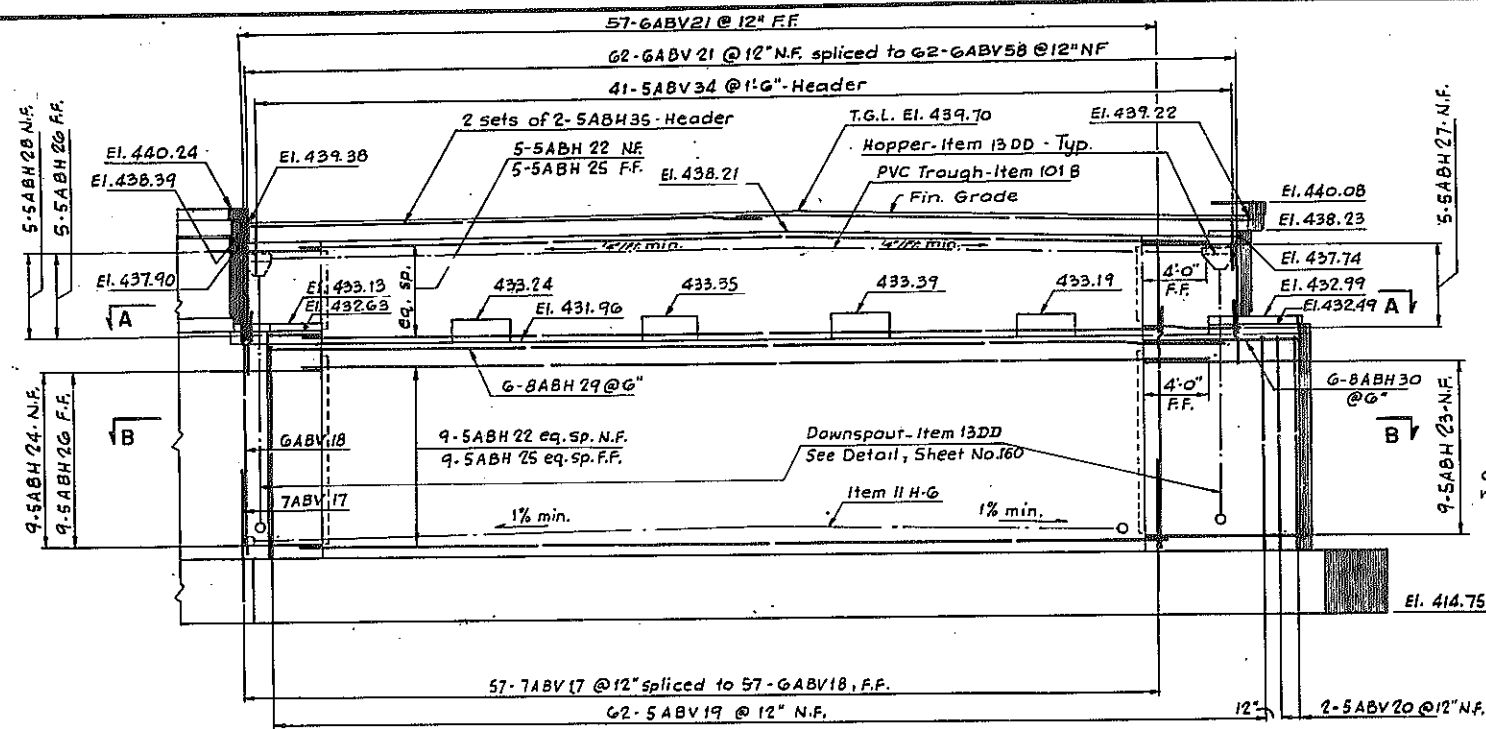
BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
BRIDGE No. 9			
ROUTE 481 N.B. over W.B. CONNECTION ABUTMENT PLANS			
DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	As shown	8/15/70	161
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: J. Eaton
 Drawn by: L. Blume
 Checked by: B. Lowry

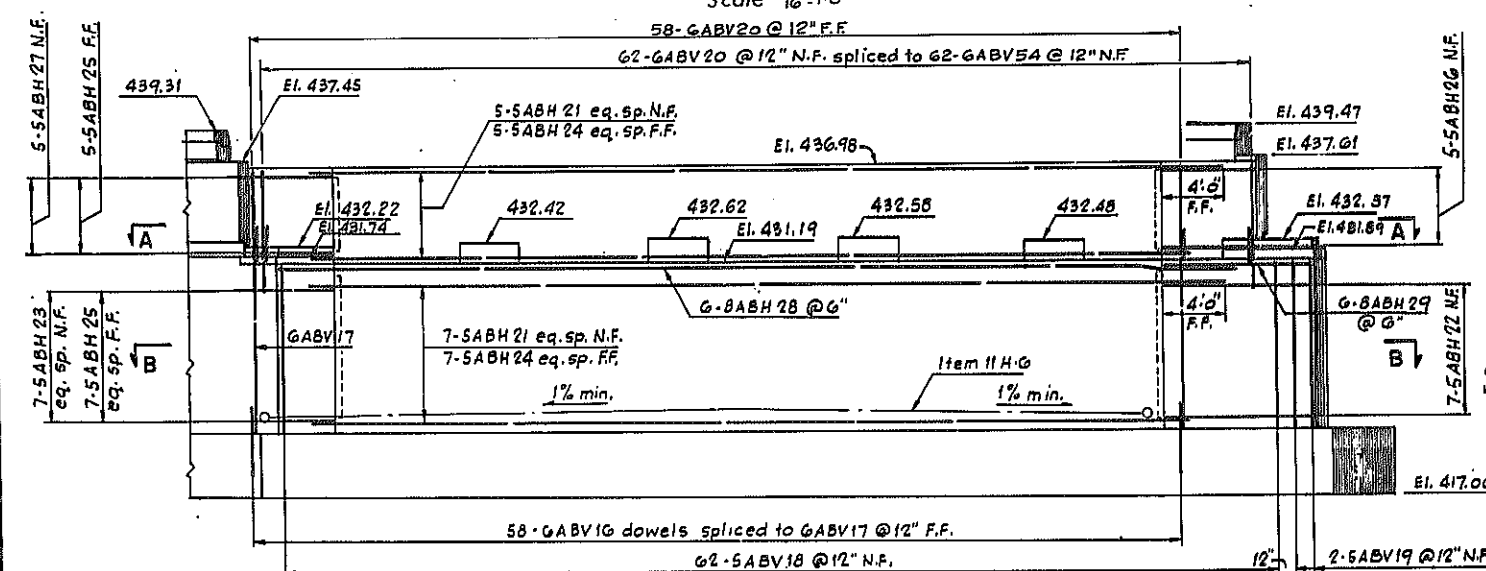
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	481-2(116)	162	308

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

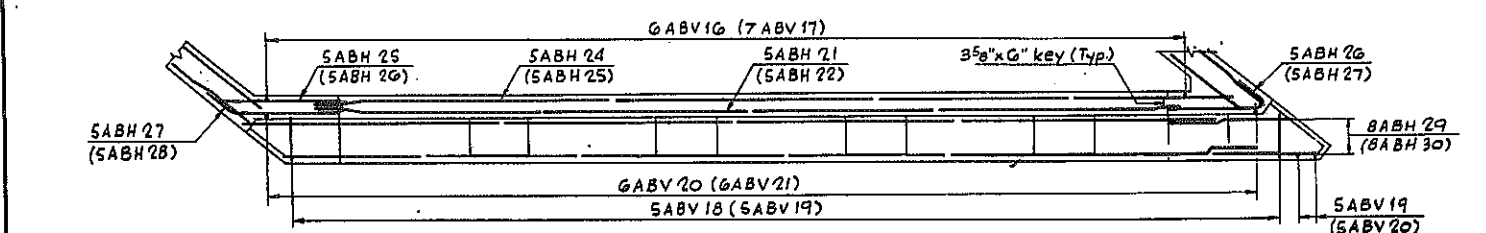
ONONDAGA COUNTY



ELEVATION - SOUTH ABUTMENT (Piles not shown)
Scale 3/16" = 1'-0"

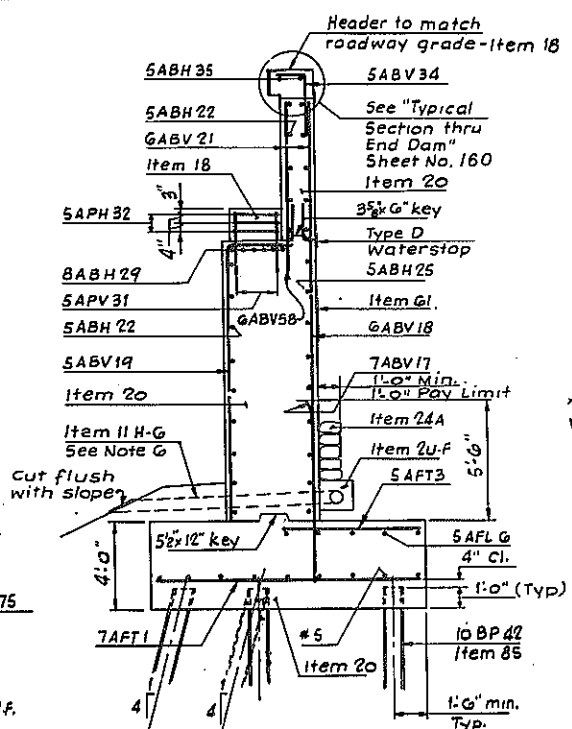


ELEVATION - NORTH ABUTMENT (Piles not shown)
Scale 3/16" = 1'-0"

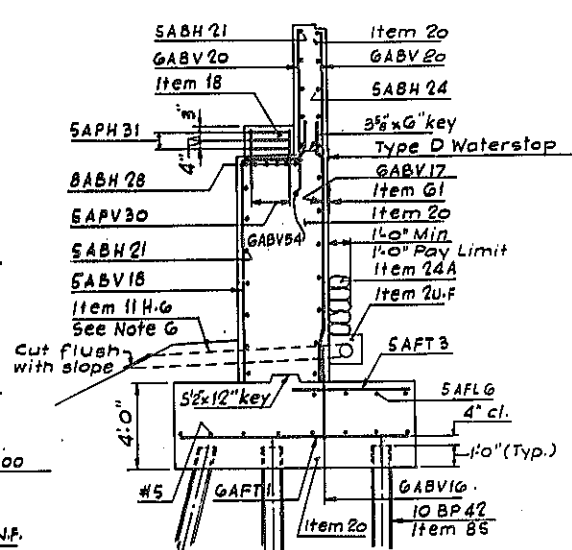


SECTION A-A
Scale 3/16" = 1'-0"

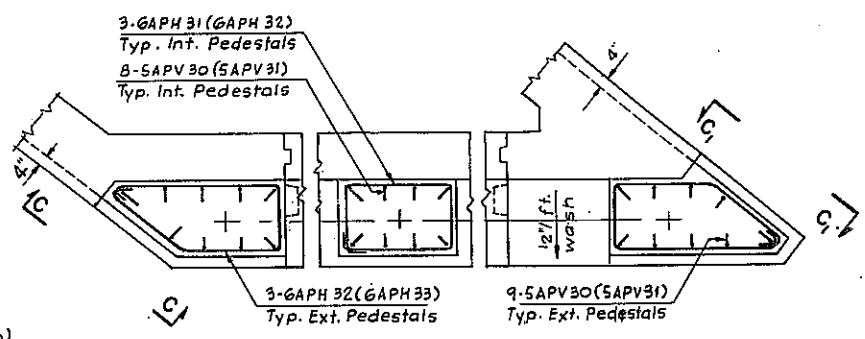
Bar marks included in Parentheses () refer to South Abutment.



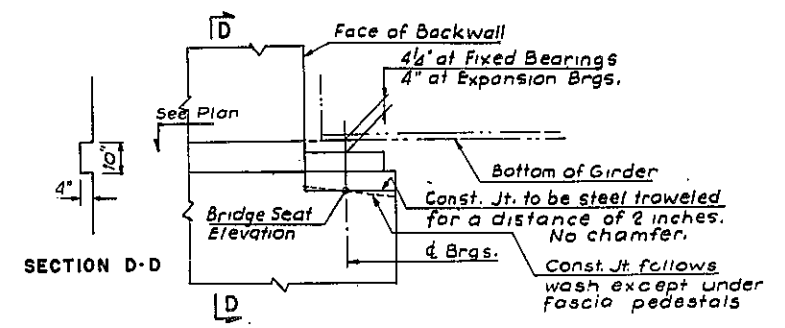
TYPICAL SECTION
Scale 1/4" = 1'-0"



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

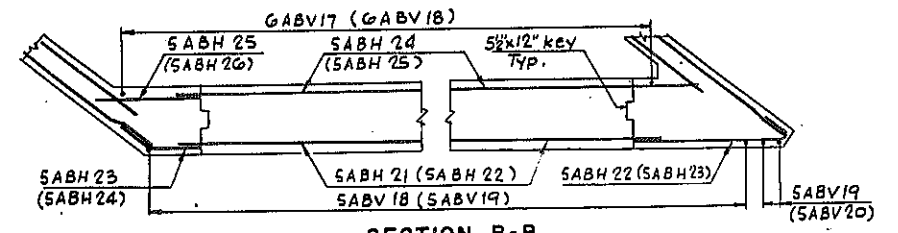


PLAN OF PEDESTALS
Scale 3/8" = 1'-0"



ELEVATION C-C
ELEVATION C-C, (Opposite Hand)
No scale

- NOTES**
- Anchor bolts for Bearings shall be 1 1/4" dia roughened or swaged bolts 1' 4 1/4" long set 12" into concrete.
 - For Backfill and Excavation details see Sheet No. 128
 - For details of Bearings see Sheet No. 130
 - For Backwall and Waterstop details see Sheet No. 125
 - For Rail Post spacing see Sheet No. 165
 - Non-perforated pipe shall be used thru abutment and berm.



SECTION B-B
Scale 3/16" = 1'-0"

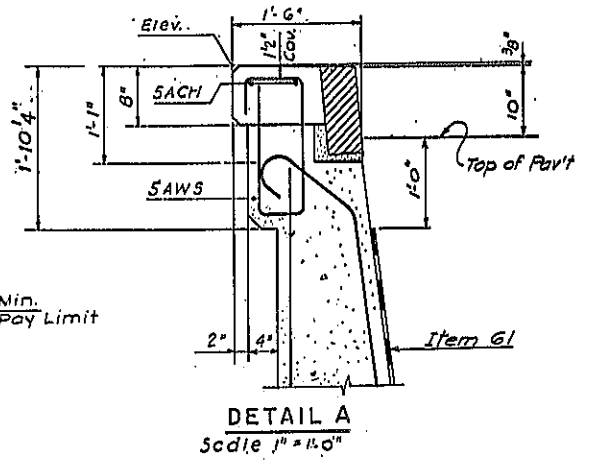
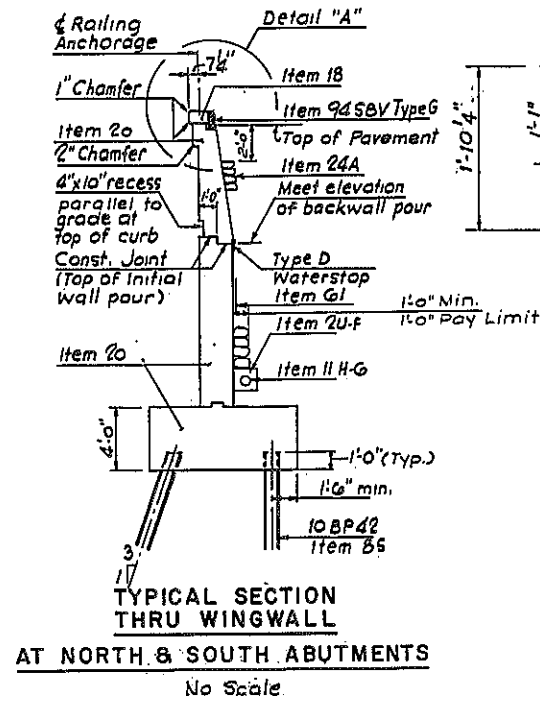
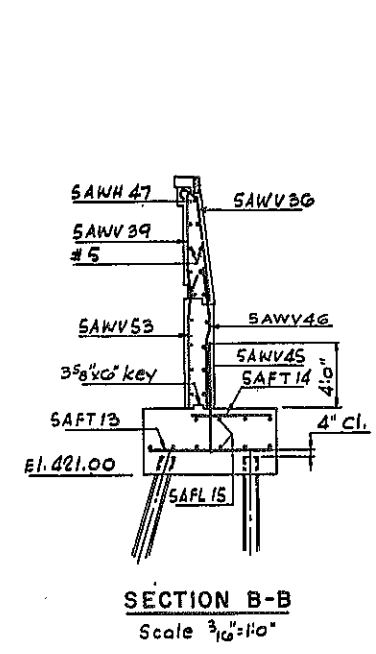
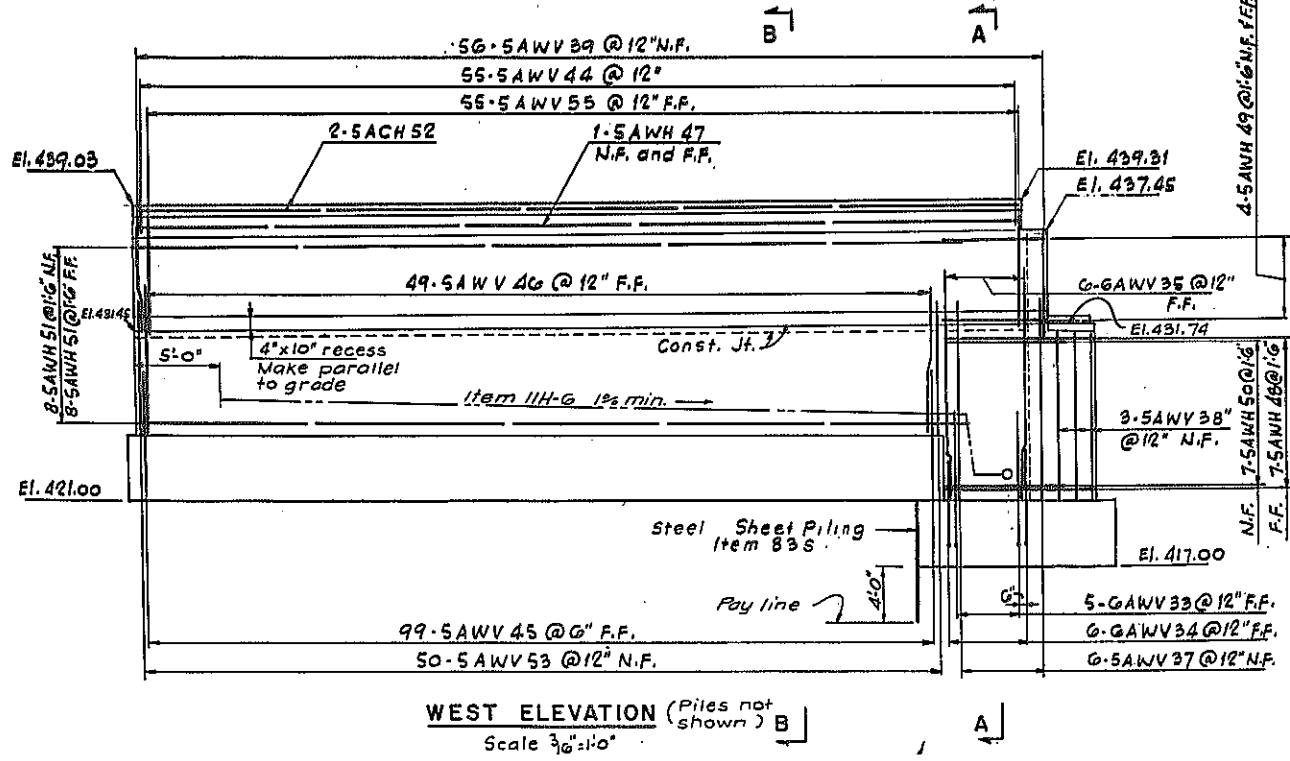
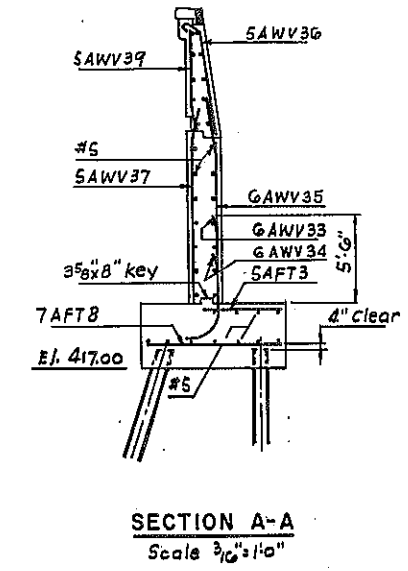
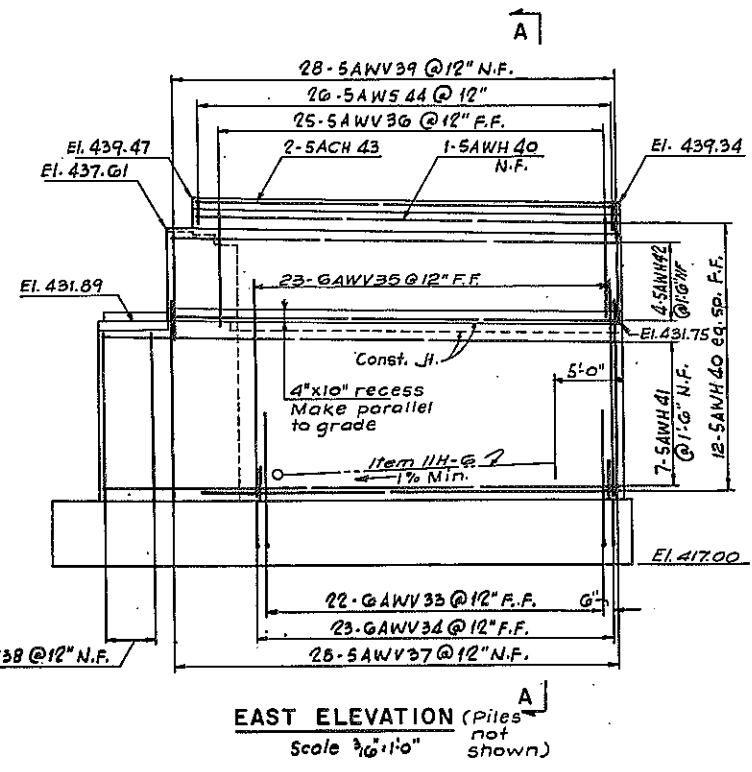
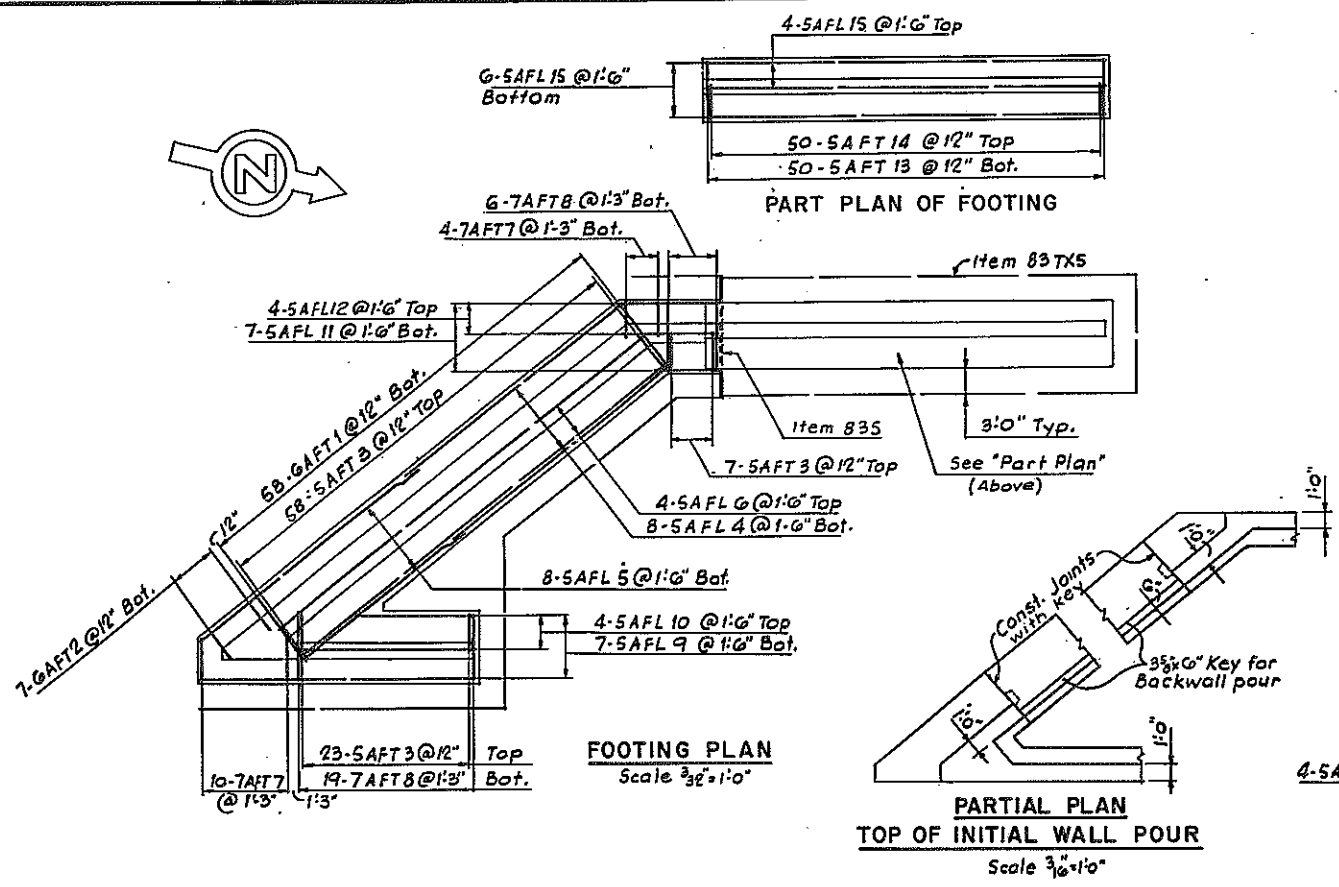
BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
BRIDGE No. 9			
ROUTE 1481 N.B. over W.B. CONNECTION			
ABUTMENTS - ELEVATIONS & SECTIONS.			
DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	As shown	8/15/70	162
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of J. Eaton
 Made by L. Blume
 Checked by B. Lowry

FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	163	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

ONONDAGA COUNTY

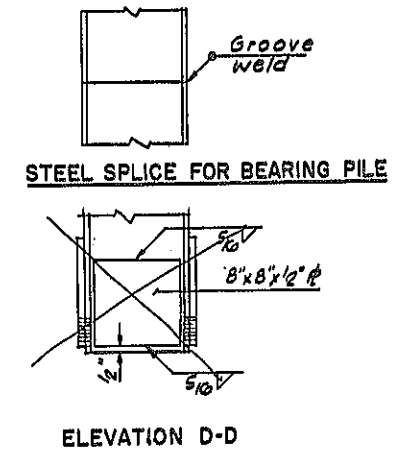
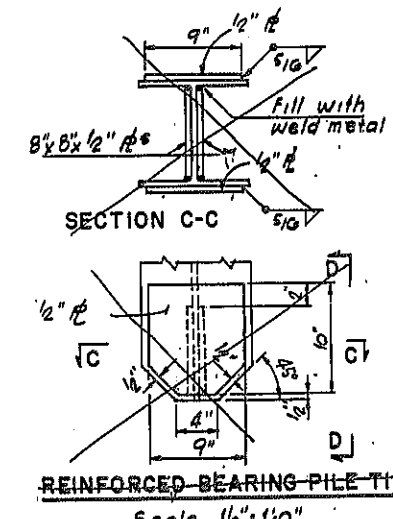
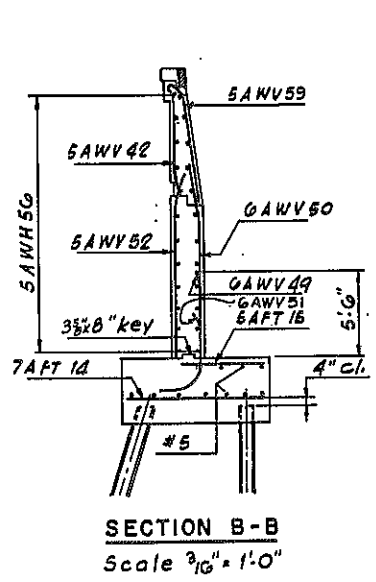
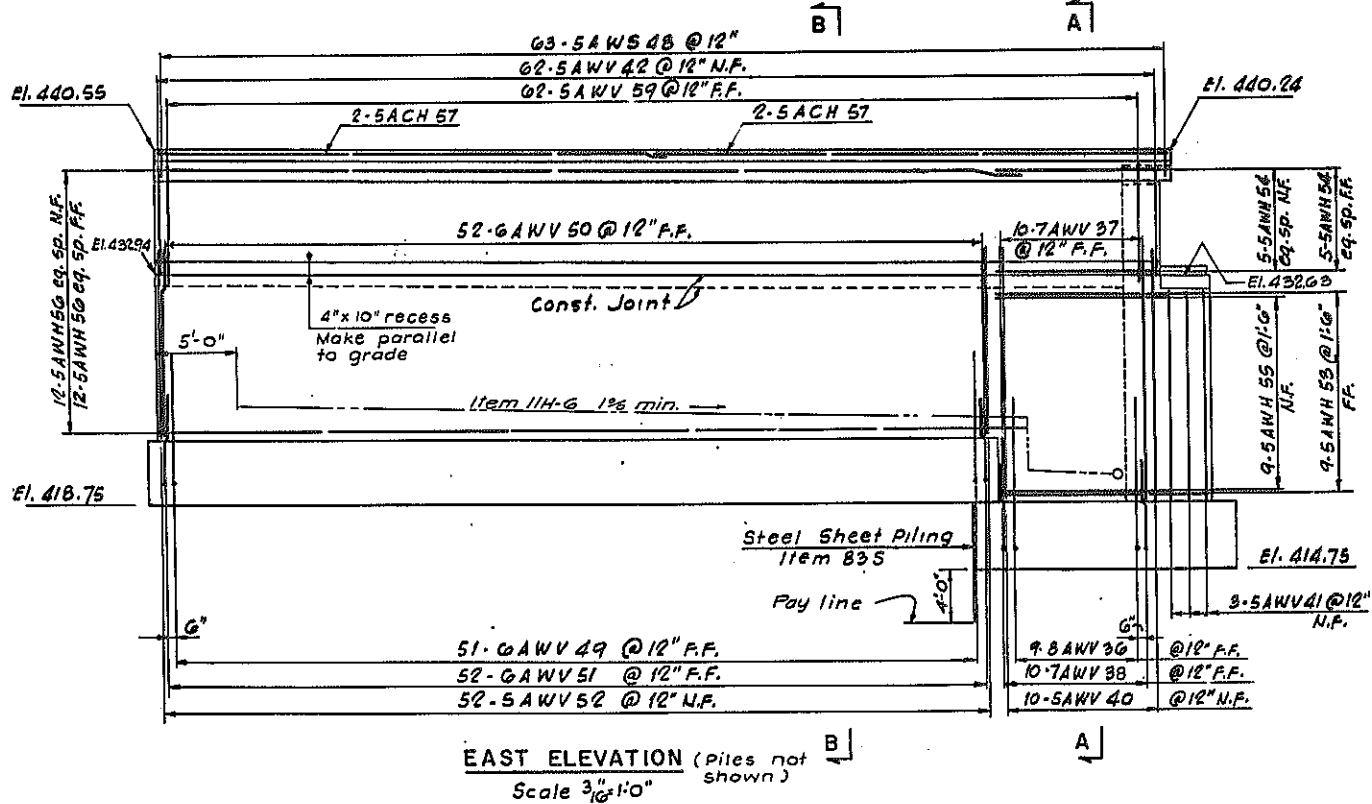
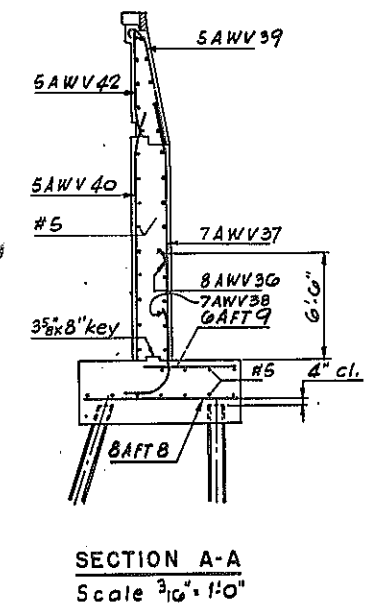
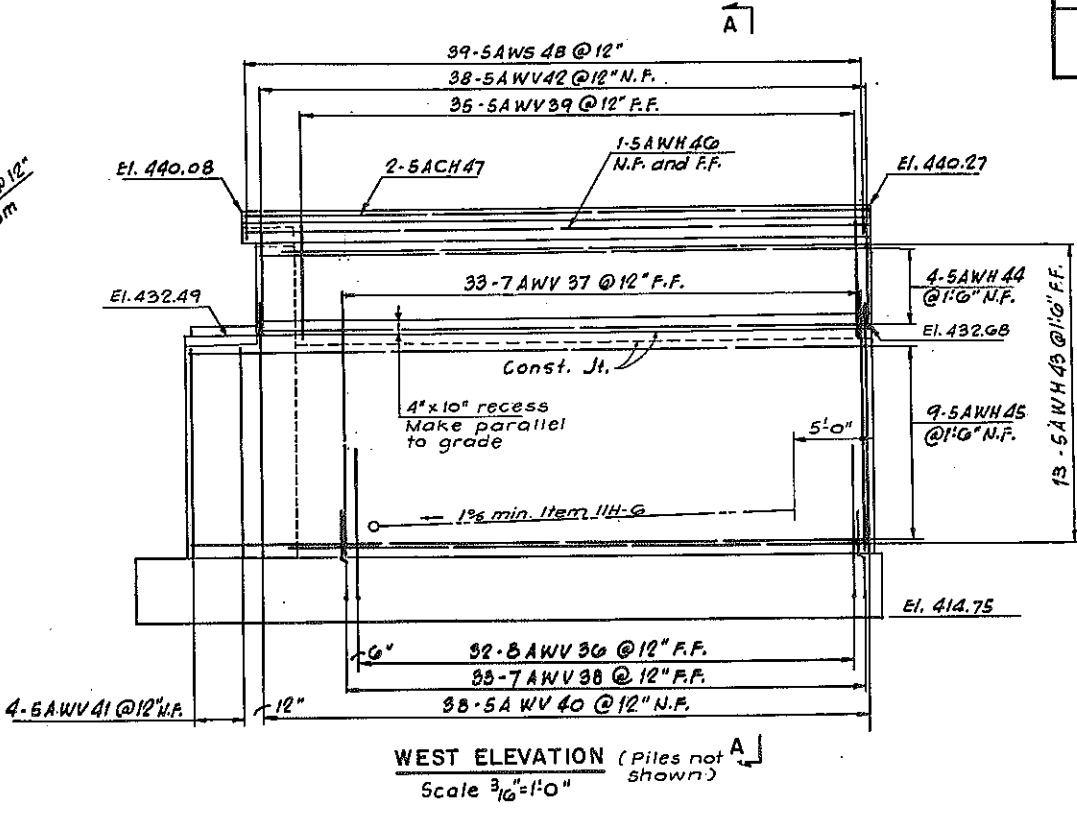
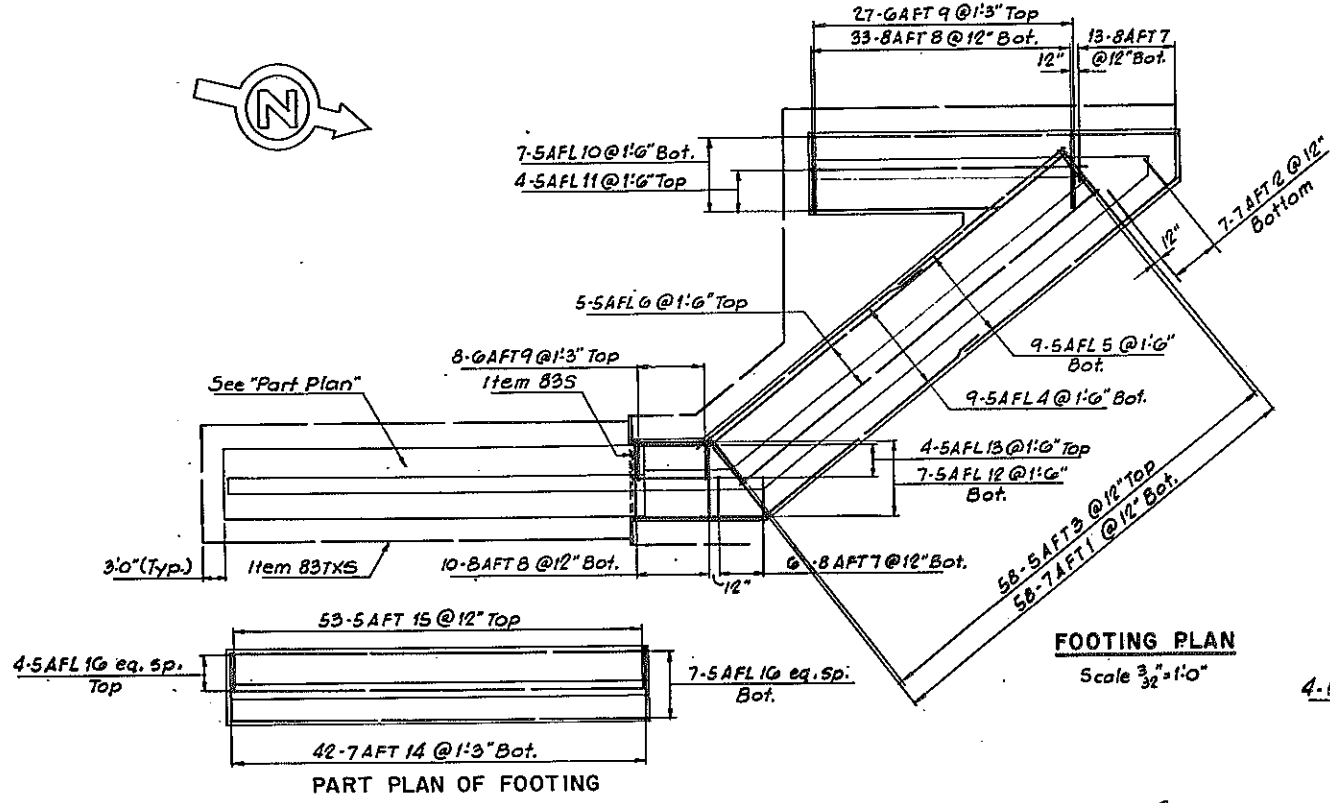


BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
BRIDGE No. 9			
ROUTE 1481 N.B. over W.B. CONNECTION WINGWALLS AT NORTH ABUTMENT			
DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	As shown	8/15/70	163
LOCKWOOD, KEEBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

Checked by: J. Aston
 Drawn by: L. Blume
 Designed by: B. Lowry

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B)	1-481-2(118)	164R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)					

ONONDAGA COUNTY



Note: For PILE POINT DETAIL SEE SHEET No. 231

AS BUILT REVISIONS
Added Pile Point Note
Delete Reinforced Bearing Pile Tip Detail

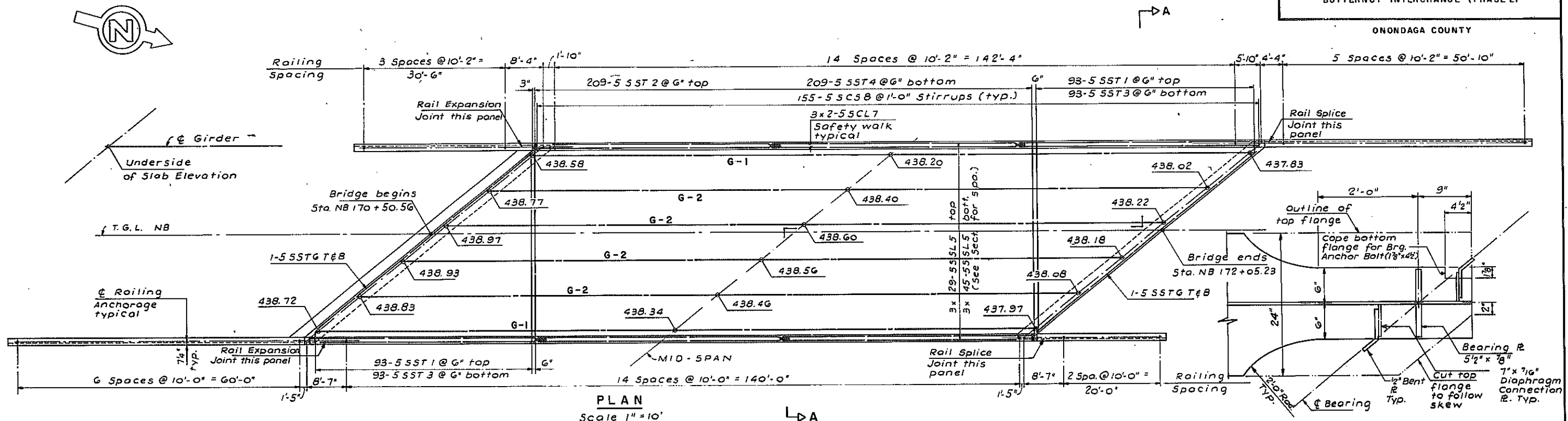
BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
BRIDGE No. 9			
ROUTE 1481 N.B. over W.B. CONNECTION WINGWALLS AT SOUTH ABUTMENT			
DRAWING NO. 7504-02	SCALE As shown	DATE 8/15/70	SHEET NO. 164
LOCKWOOD, KEBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

Checked by: J. Eaton
 Drawn by: L. Blume
 Title: BLOWBY

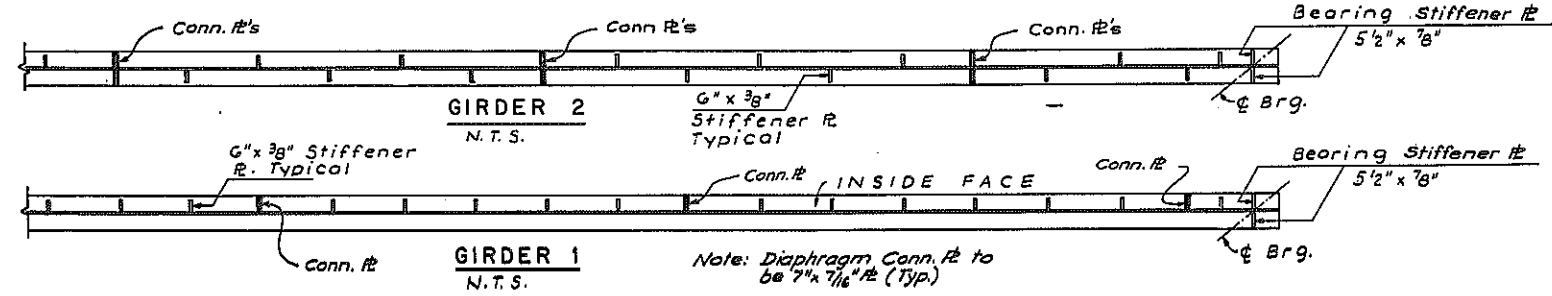
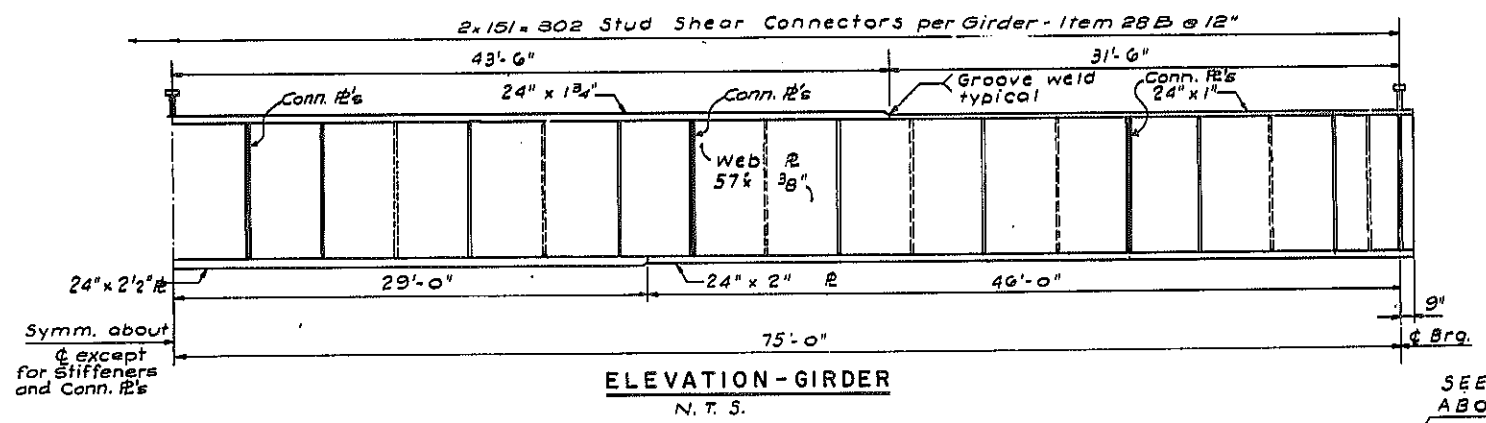
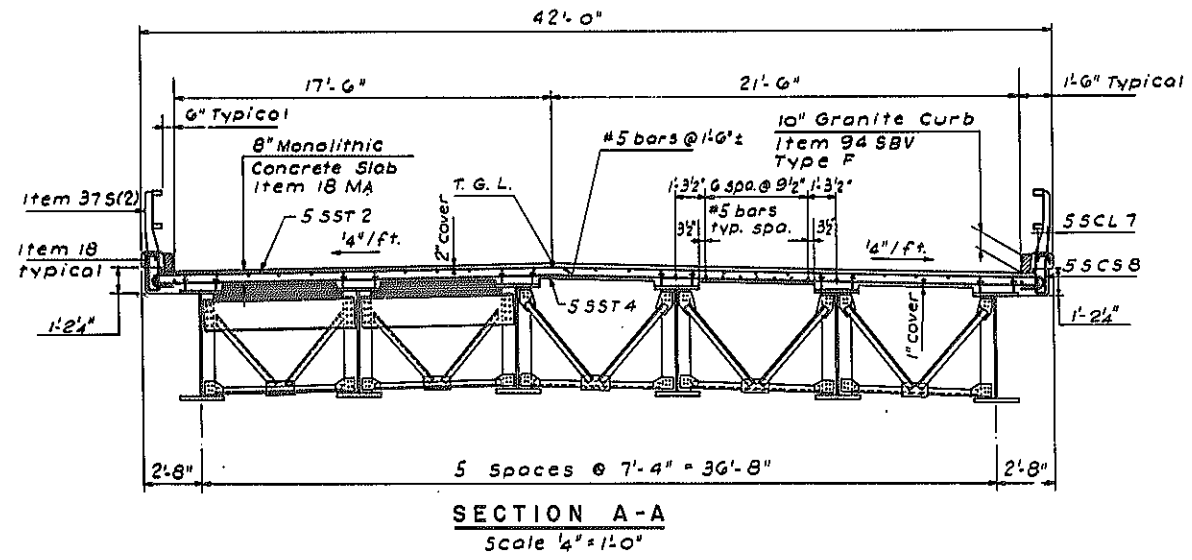
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-880-8(28)	1-491-2(116)	165	303

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)

ONONDAGA COUNTY



DETAIL - END OF GIRDER
Scale 1/2"=1'-0"



BUTTERNUT INTERCHANGE F.A.I. 690 & F.A.I. 481			
BRIDGE No. 9			
ROUTE 1481 N.B. over W.B. CONNECTION SUPERSTRUCTURE 1			
DRAWING NO. 7504-02	SCALE AS SHOWN	DATE 8/15/70	SHEET NO. 165
LOCKWOOD, KEBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

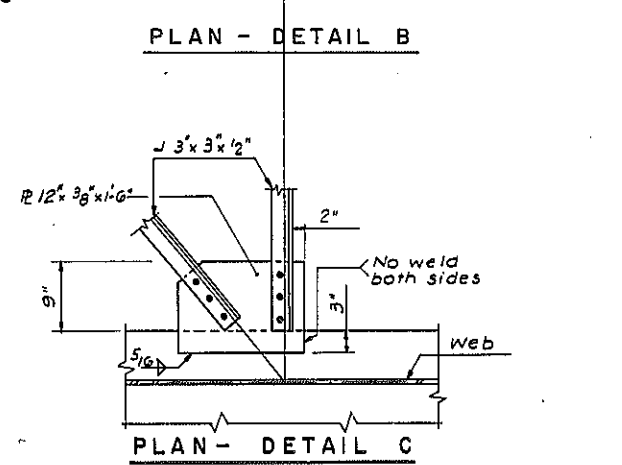
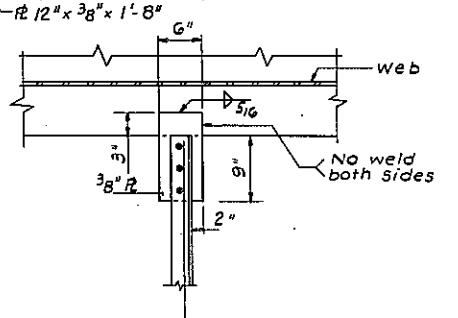
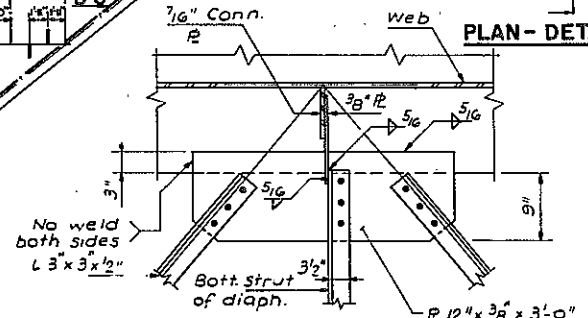
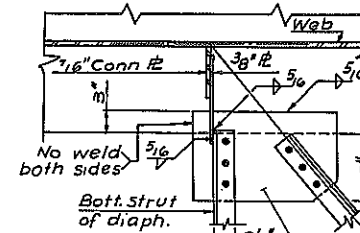
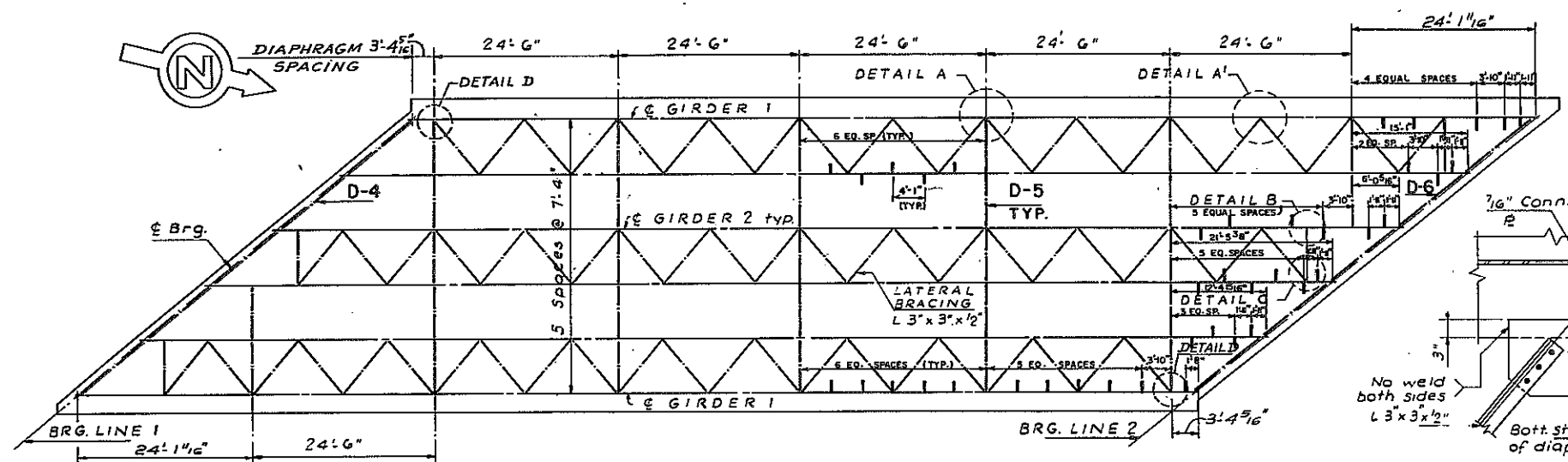
In Charge: J. Eaton
 Drafted: S. Bonacci
 Checked: B. Lowry

Note: Diaphragm Conn. R to be 7" x 7/16" R (Typ.)

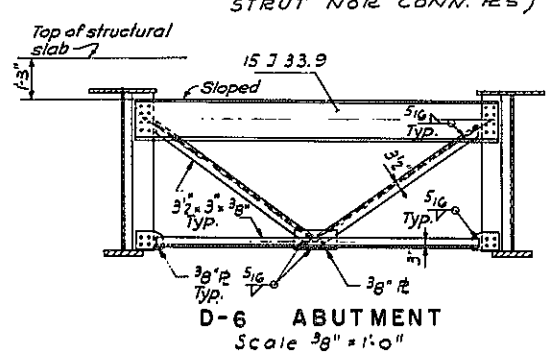
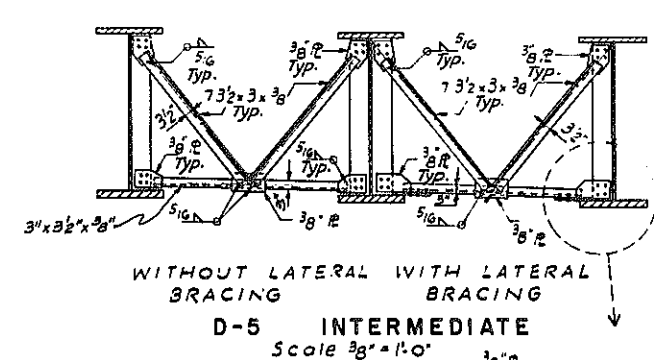
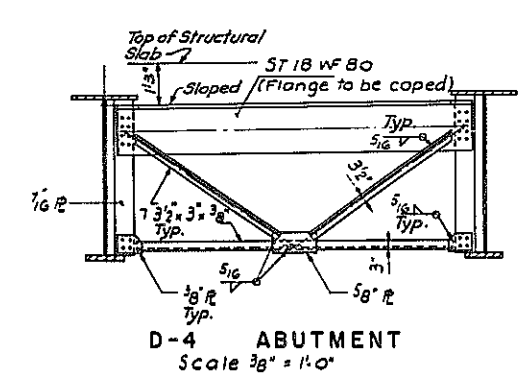
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	F-690-3(2B)	1-481-2(116)	166	309

INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)

ONONDAGA COUNTY



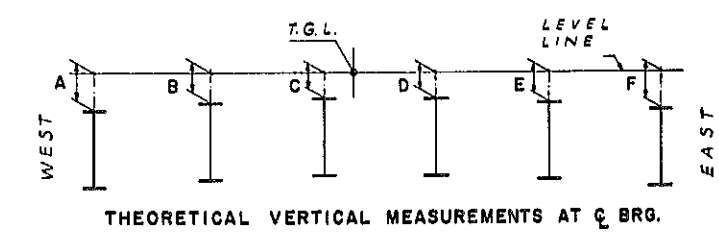
(DETAIL A' IS SIMILAR EXCEPT THAT THERE IS NEITHER BOTTOM STRUT NOR CONN. R.S.)



LATERAL BRACING DETAILS
Scale 1" = 1'-0"

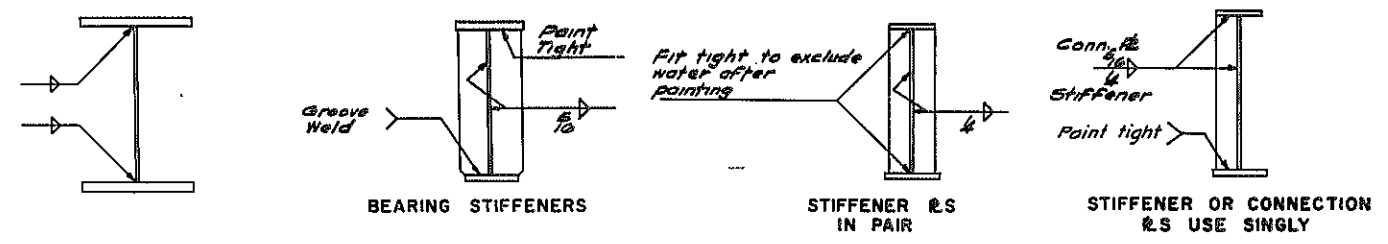
All connection plates for diaphragms shall be 7" x 1/4" plate except as otherwise indicated. These plates shall be attached to webs with continuous welds so as to develop their full strength as per Specifications of the American Welding Society. Where holes are indicated on the Drawings these connections shall be made with 7/8" diameter rivets or high strength bolts. Holes may be omitted and welding substituted if the Contractor so elects. Amount of welding used shall be equivalent in strength to the rivets or bolts.

	FASCIA GIRDER	INTERIOR GIRDER
SLAB CONCRETE	3/8"	3 3/4"
V.C.	0"	0"
SUPERIMPOSED DEAD LOAD	7/8"	3/4"
D.L. STEEL ERECTED	1 3/4"	1 3/4"
TOTAL	5 3/4"	6 1/4"



BRG. LINE	A	B	C	D	E	F
1	1'-4 5/16"	1'-11 5/16"	0'-11 9/16"	1'-0"	1'-15 1/16"	1'-2 9/16"
2	1'-4 5/16"	1'-11 5/16"	0'-11 9/16"	1'-0"	1'-15 1/16"	1'-2 9/16"

MATERIAL THICKNESS OF THICKER PART JOINED (INCHES)	MINIMUM SIZE OF FILLET WELD (INCHES)
To 1/2	5/16
Over 1/2 to 2 1/4	3/8
Over 2 1/4 to 6	1/2



BUTTERNUT INTERCHANGE
F.A.I. 690 & F.A.I. 481

BRIDGE No. 9
ROUTE 481 N.B. over W.B. CONNECTION
SUPERSTRUCTURE 2

DRAWING NO. 7504-02	SCALE As Shown	DATE 8/15/70	SHEET NO. 166
---------------------	----------------	--------------	---------------

LOCKWOOD, KESBLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge: J. Eaton
 Drafted By: S. Banacci
 Checked By: B. Lowry

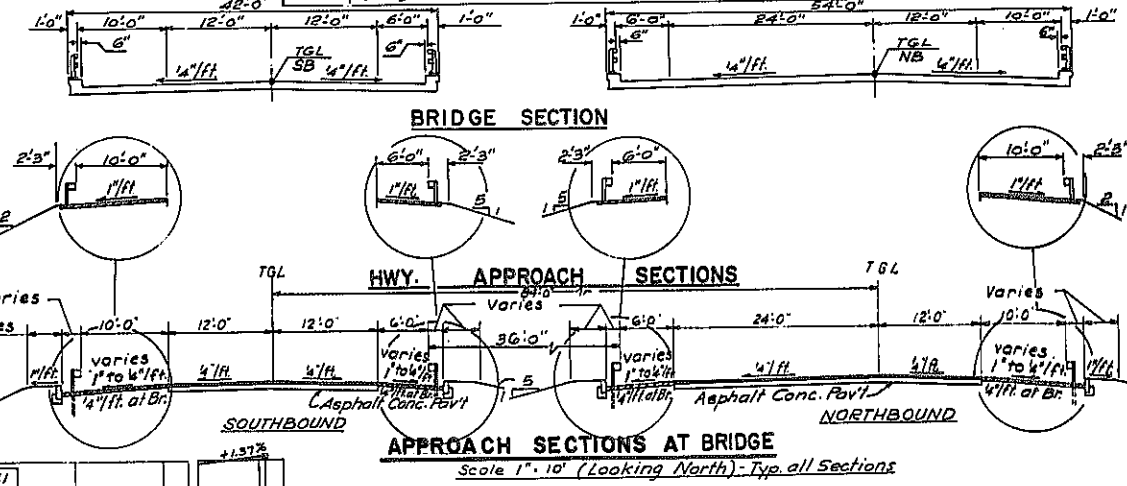
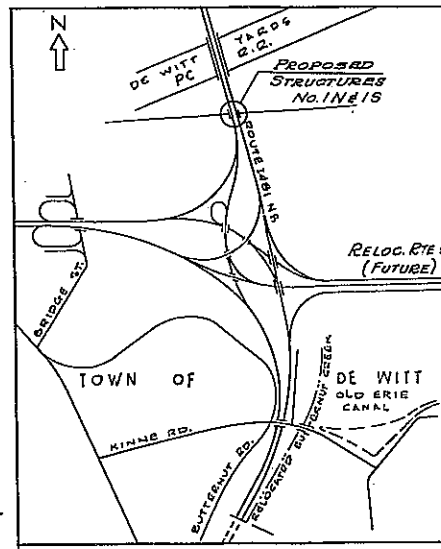
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	168	168	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE-COLLAMER

ONONDAGA COUNTY

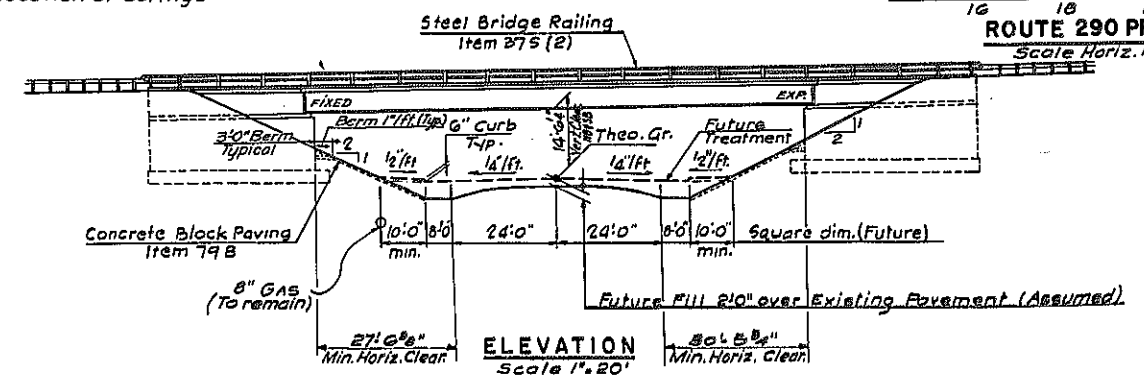
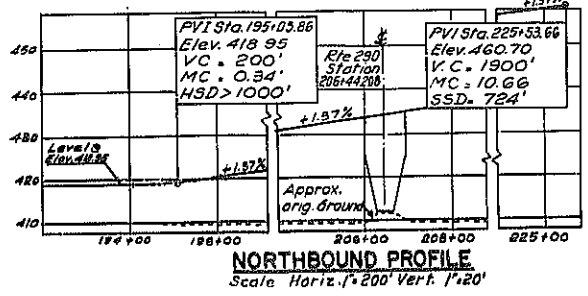
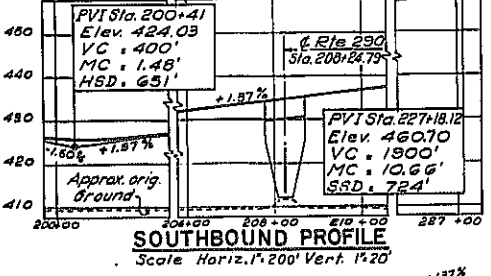
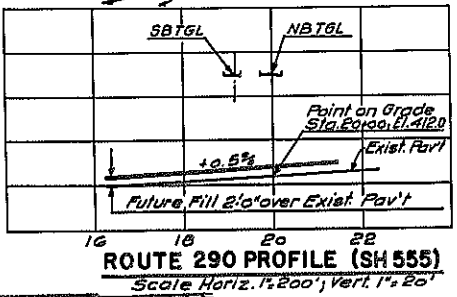
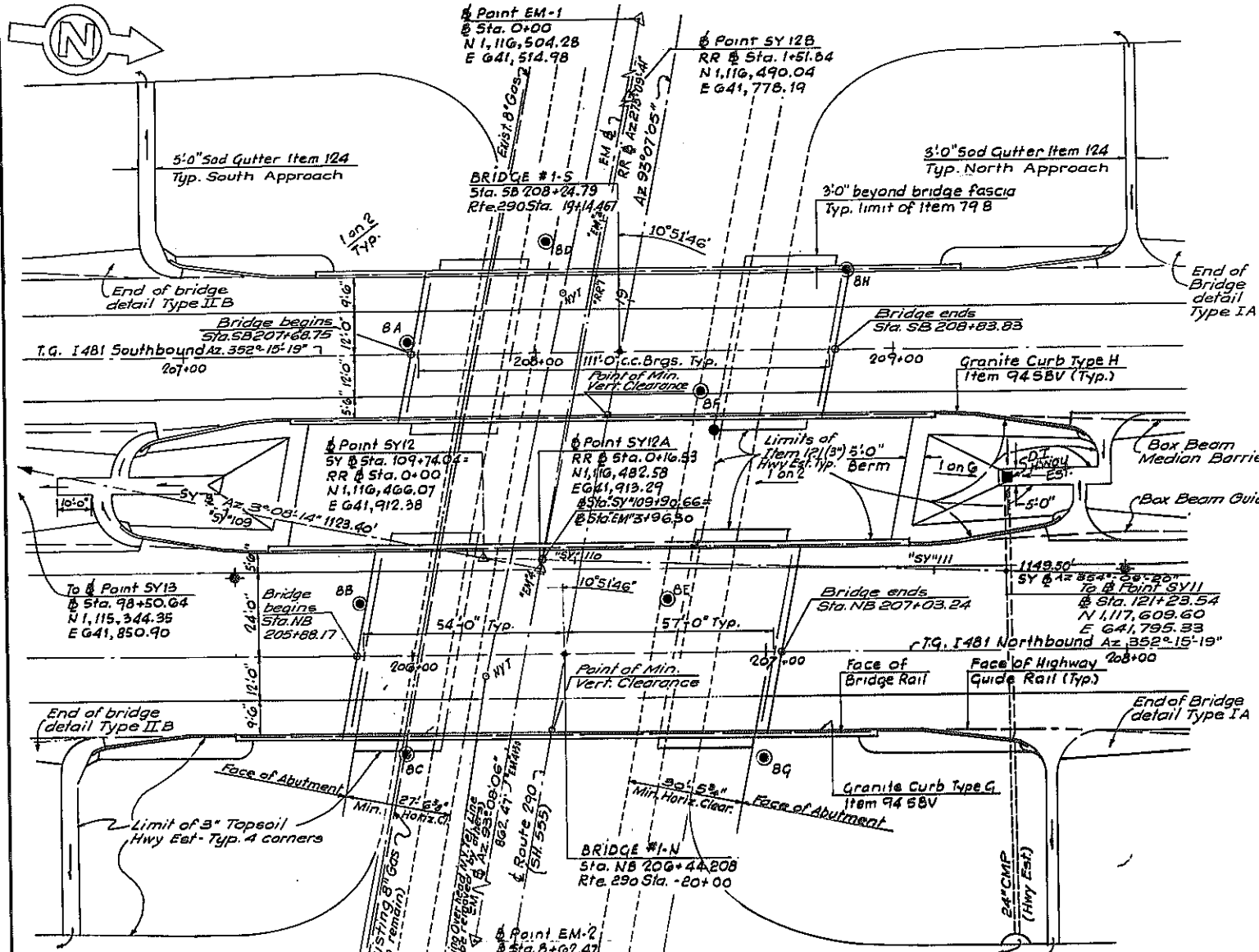
ESTIMATE OF QUANTITIES

ITEM	DESCRIPTION	UNIT	NORTHBOUND QUANTITIES		SOUTHBOUND QUANTITIES	
			NEAT	PROPOSAL	NEAT	PROPOSAL
1WPS	Watering Plants and Sod	MGal.	2.1	4.0	2.1	4.0
2UF	Underdrain Filter	C.Y.	16	20	14	15
5B	Structure Excavation	C.Y.	1917	1920	1984	1985
11H-G	Perf. Corr. Metal Pipe Underdr. 6" dia. 18 ga.	L.F.	255	255	238	240
1B	Class A - Concrete for Structures	C.Y.	16	20	15	15
1B MA	Cl. A - Conc. for Struct. (Mono. Br. Slab)	S.F.	6190	6190	4810	4810
20	Class B - Concrete for Structures	C.Y.	743	745	724	725
24A	Bagged Screened Aggregate	C.Y.	122	125	118	120
2B	Bar Reinforcement for Structure	Lb	90289	90290	79861	79865
28B	Stud Shear Connectors	Ea.	2016	2020	1340	1340
29	Structural Steel	Lb	211,910	211,910	151,155	151,155
37S(2)	Steel Bridge Railing (2 Rail)	L.F.	379	380	387	390
G1	Bituminous Material	Gal.	171	175	166	170
79B	Concrete Block Paving	S.Y.	352	355	281	285
83TXS	Temporary Sheet Piling	S.F.	6469	6470	6548	6550
94SBV	Stone Curb (Bridge Types - Granite)	L.F.	540	540	549	550
124	Saddling	S.Y.	103	105	104	105
363I	Epoxy Protective Coating for Conc.	S.F.	2223	2225	1791	1795



NOTES:

- For General Notes see Sheet No. 124
- For design purposes the foundation pressure does not exceed 2 1/2 tons/s.f. Three (3) months waiting period required after completion of backfilling behind abutments and prior to setting final pedestal elevations. Duration of required waiting period may be reduced based upon analysis of settlement platform readings. Readings at one (1) week intervals to be taken at the settlement platforms in the vicinity of the abutments will be required after the completion of backfill operation.
- The structural slab on this structure shall be formed with removable forms.
- For end of bridge details see sheet No. 127



SYMBOLS:

- Indicates location of existing settlement platforms
- Indicates location of borings

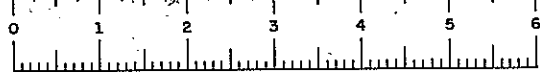
In Charge: J. Eaton
 Author: L. Sampson
 Designer: M. Miro
 Checker: A. Samaras

BRIDGE No. 1-N & 1-S
BUTTERNUT INTERCHANGE
TO COLLAMER FAI. 481

I 481 NB & SB
OVER SH. 555
GENERAL PLAN - SHEET No. 1

DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	As shown	8/15/70	168

LOCKWOOD, KESLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK

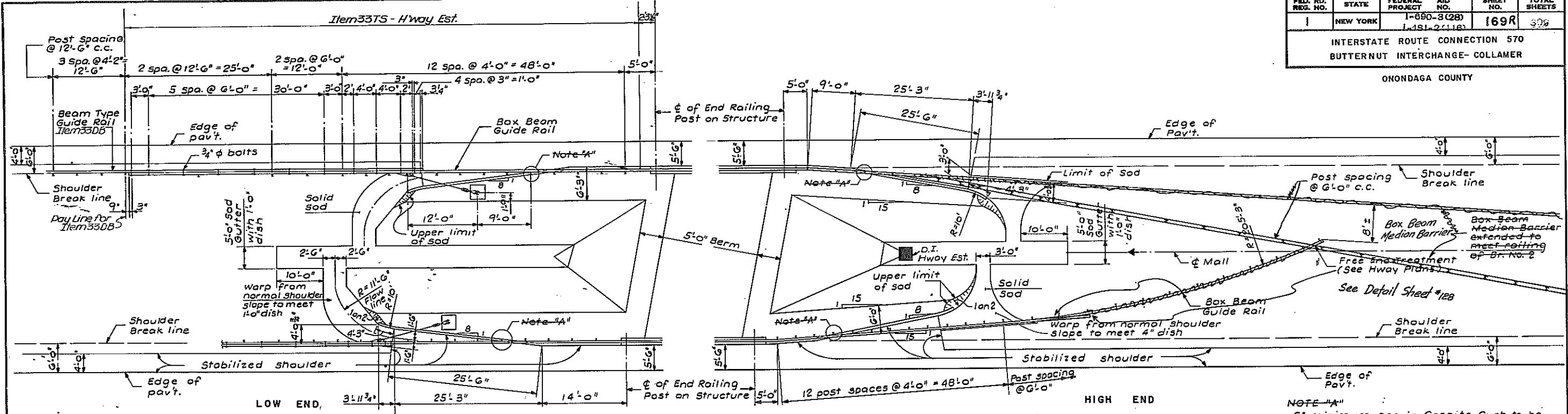


F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(118)	169R	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE-COLLAMER

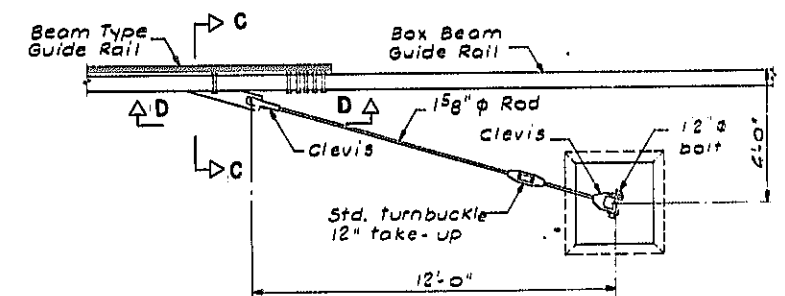
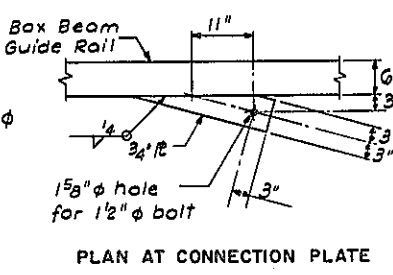
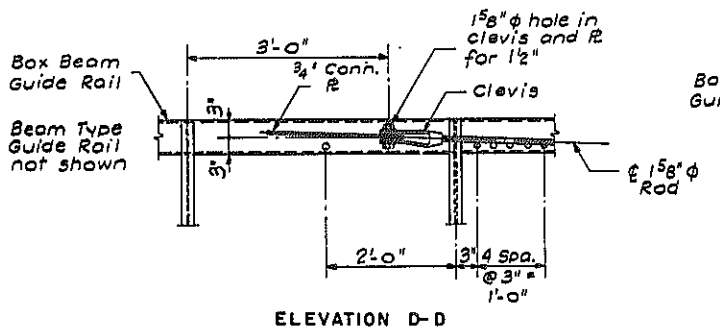
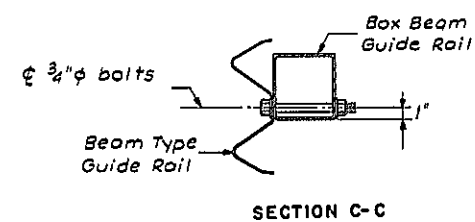
ONONDAGA COUNTY



PLAN-BOX BEAM GUIDE RAIL & BEAM TYPE GUIDE RAIL

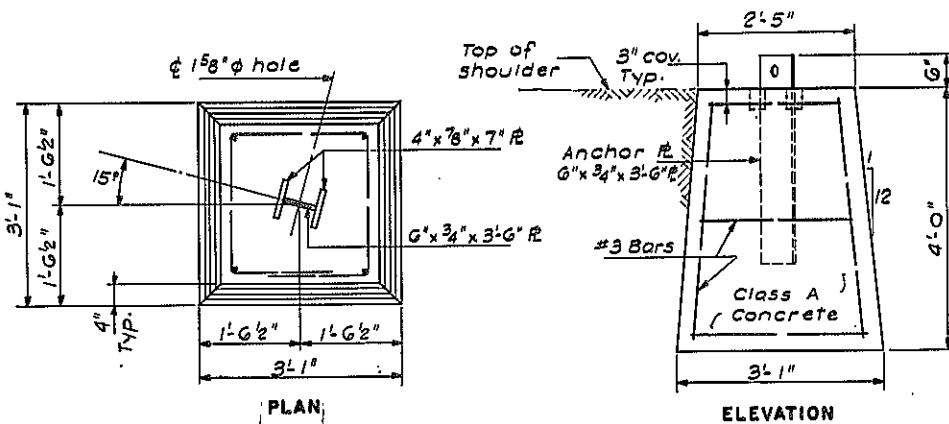
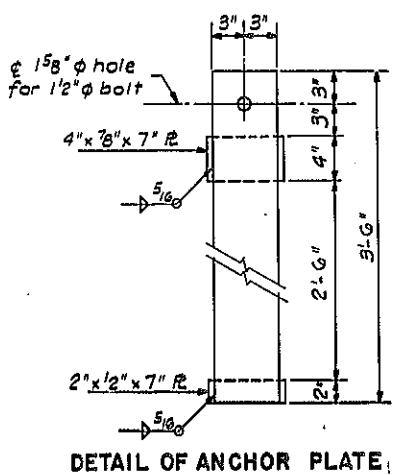
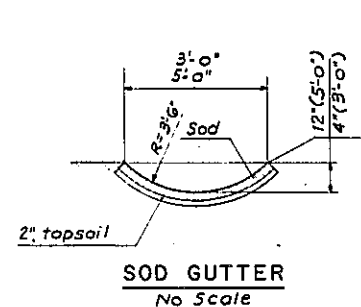
PLAN-BOX BEAM RAIL

DRAINAGE AND APPROACH DETAILS AT MALL END OF BRIDGE



PLAN-BOX BEAM GUIDE RAIL & BEAM TYPE GUIDE RAIL

The Clevis, 1 5/8" φ Rod, turnbuckle and Eye bolt shall have a minimum tensile strength of 80,000 lb.



DETAIL OF CONCRETE ANCHOR

AS BUILT REVISIONS
ADDED Box Beam Median Barrier
Delete Box Beam G.R.
Delete Note A

BRIDGE NO. 1-N & 1-S

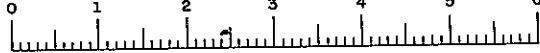
BUTTERNUT INTERCHANGE TO COLLAMER F.A.I. 481
I 481 NB & SB
OVER S.H. 555

GENERAL PLAN- SHEET No. 2

DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	None	8/15/70	169

LOCKWOOD, KESLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYRACUSE, NEW YORK

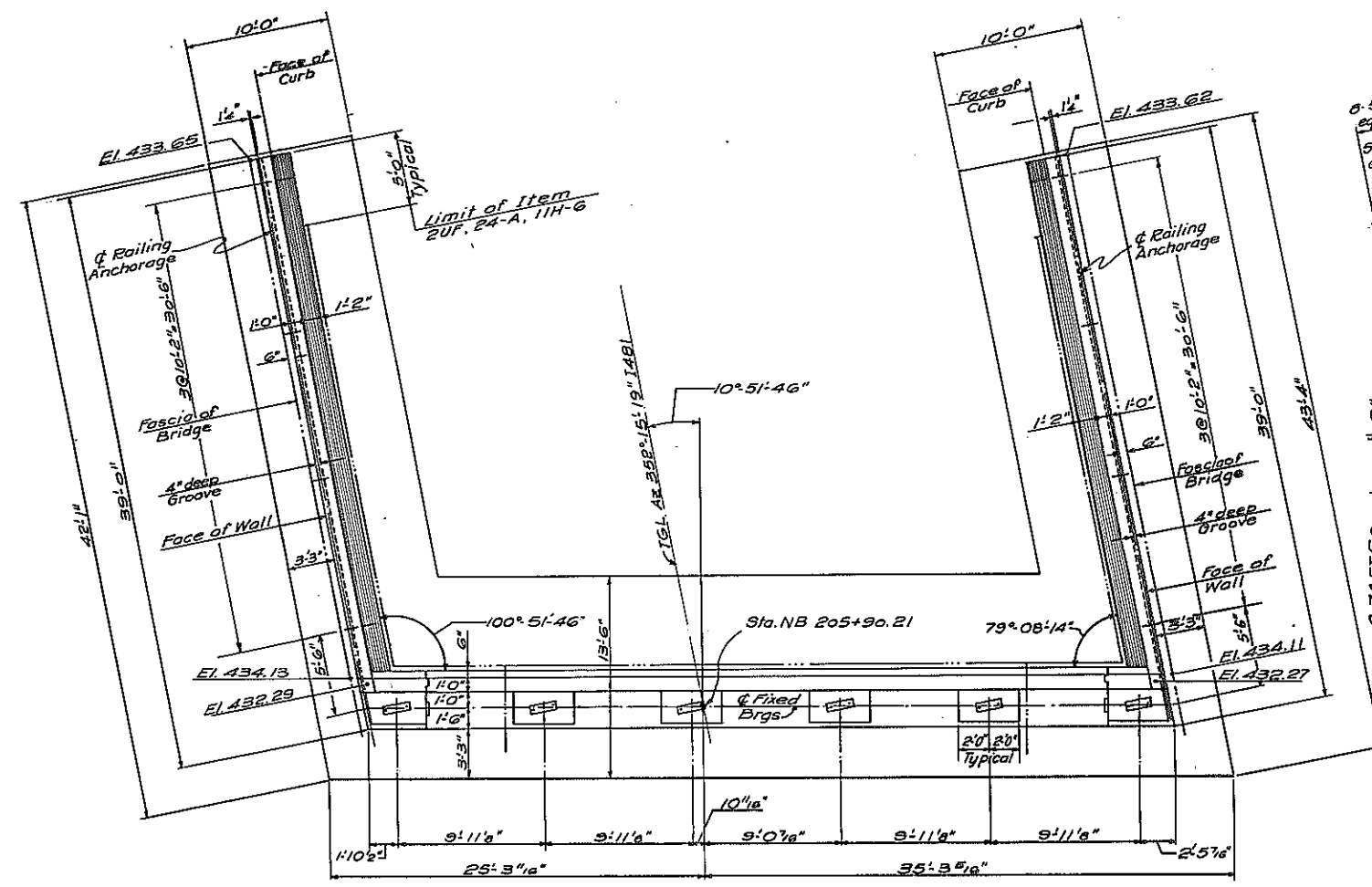
In Charge of: J. Eaton
Made By: S. Bondage
Checked By: A. Sampson's



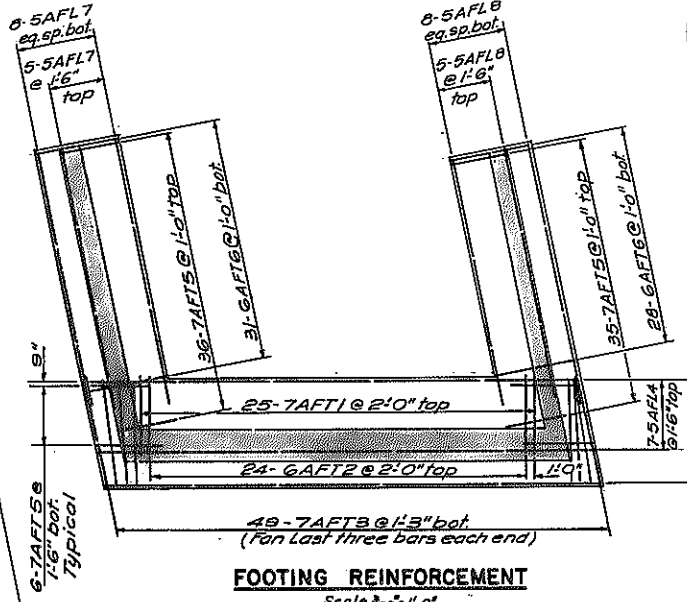
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	170	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE-COLLAMER

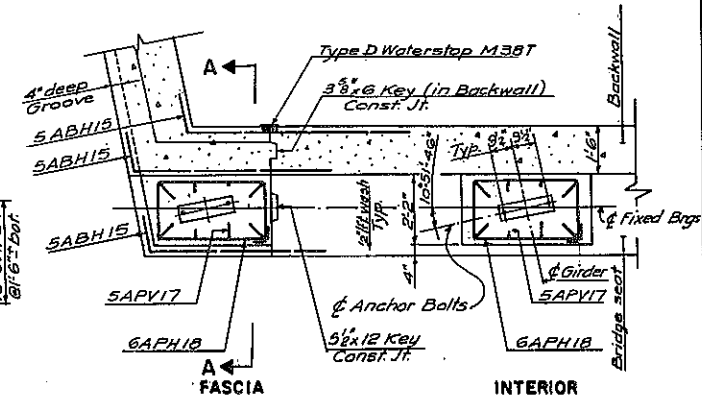
ONONDAGA COUNTY



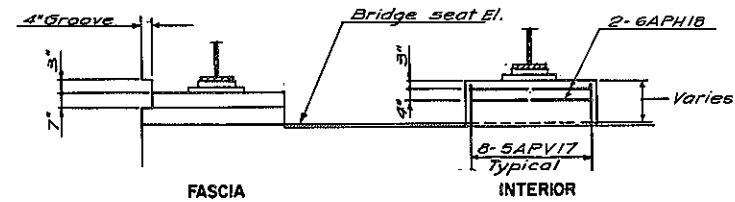
PLAN
Scale 3/8" = 1'-0"



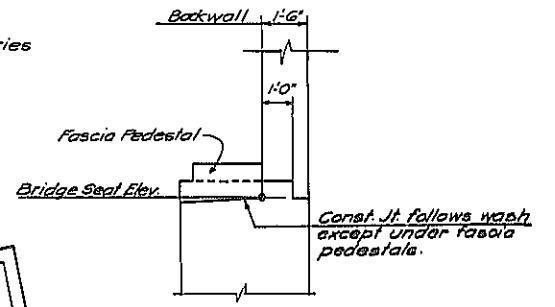
FOOTING REINFORCEMENT
Scale 3/8" = 1'-0"



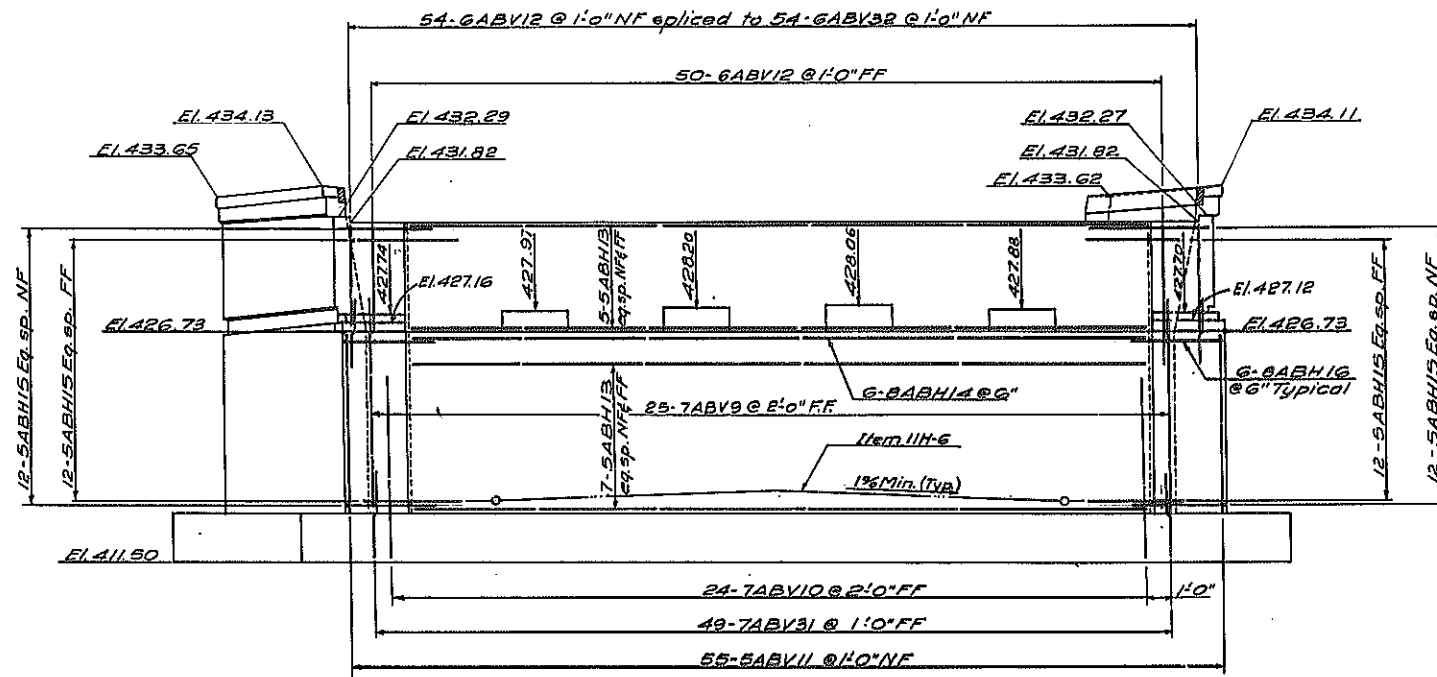
PLAN- PEDESTALS
Scale 3/8" = 1'-0"



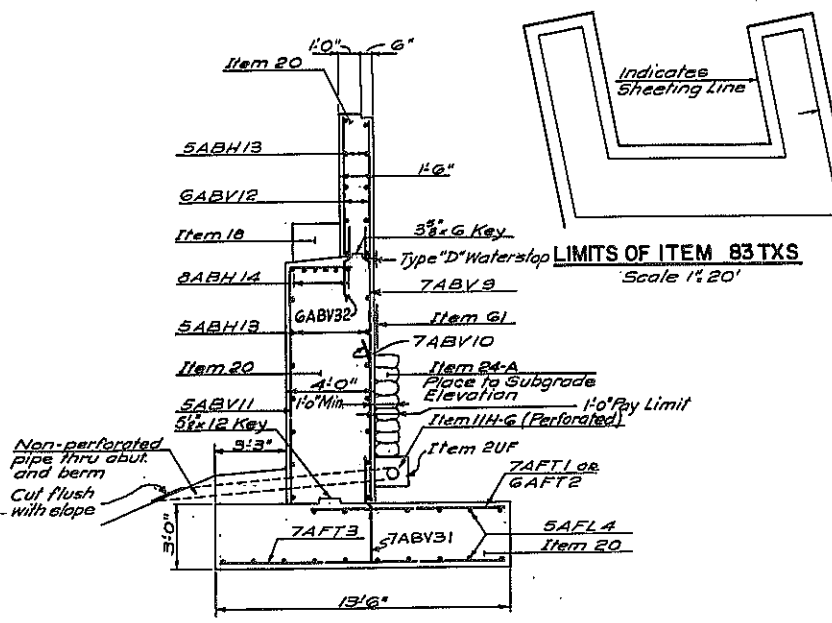
ELEVATION- PEDESTALS
Not to scale



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



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



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

- NOTES:
- Anchor bolts for bearings shall be 1/4" ϕ roughened or swaged bolts, 1'-4 1/2" long and set 12" into concrete.
 - For Excavation and Backfill details see Sheet No. 128
 - For Backwall and Waterstop details see Sheet No. 125
 - For Fixed Bearing detail see Sht. No. 130
 - For Rail Post spacing see Sheet No. 175

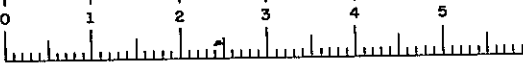
BUTTERNUT INTERCHANGE TO COLLAMER F.A.I. 481

BRIDGE No. 1 - NORTHBOUND 1481 OVER SH. 555 SOUTH ABUTMENT

DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	As shown	8/15/70	170

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

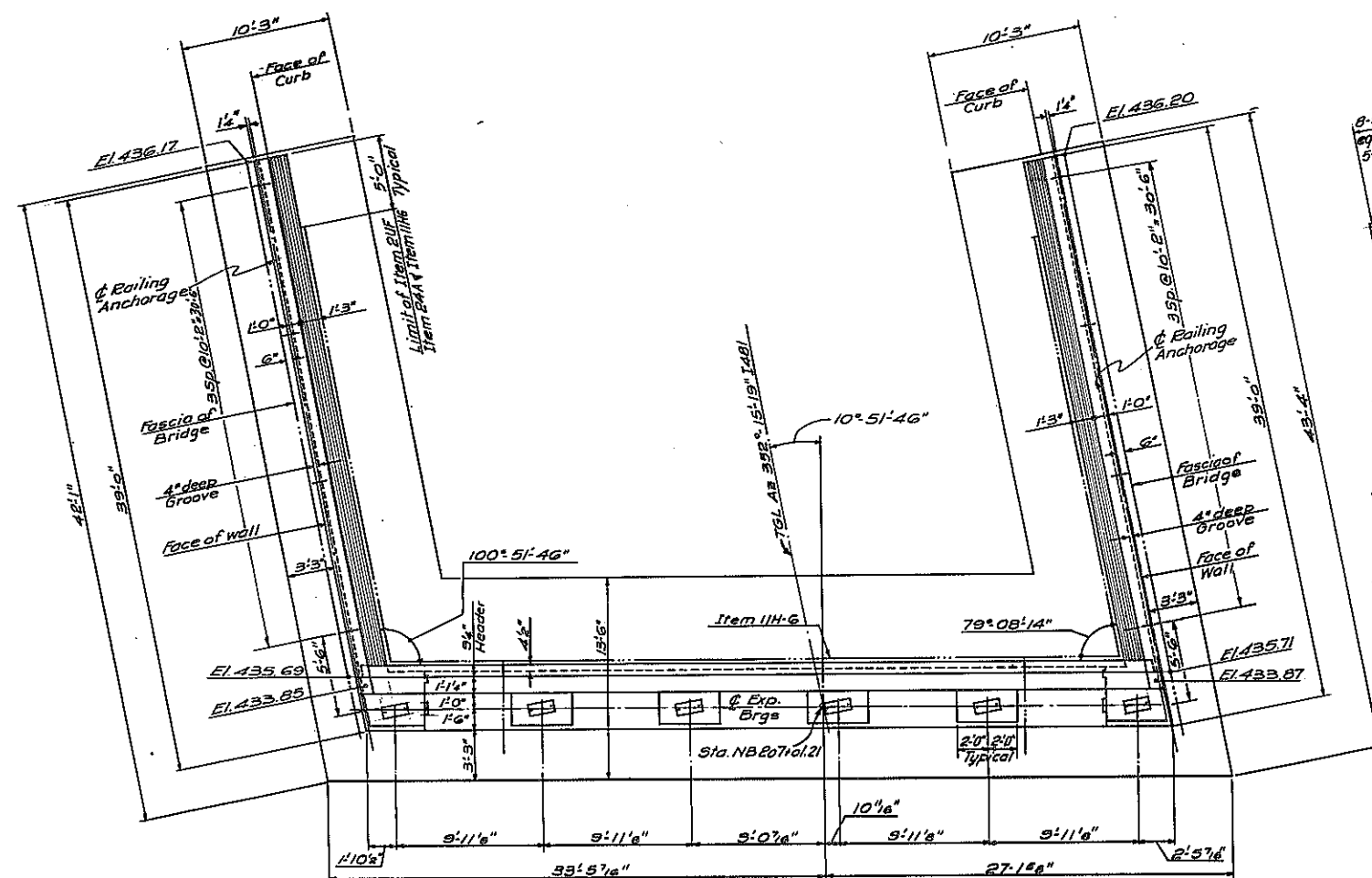
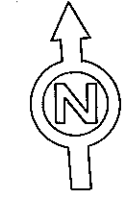
Checked by: J. S.
 Drawn by: M. Pico
 Designed by: J. S.
 Made by: A. Samasidi
 In Charge: J. Eaton



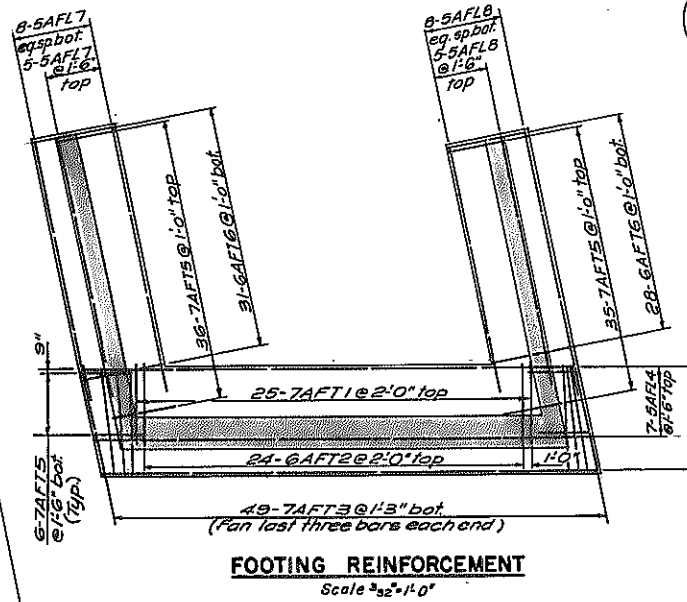
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-680-3(28)	1-491-2(118)	171	302

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE-COLLAMER

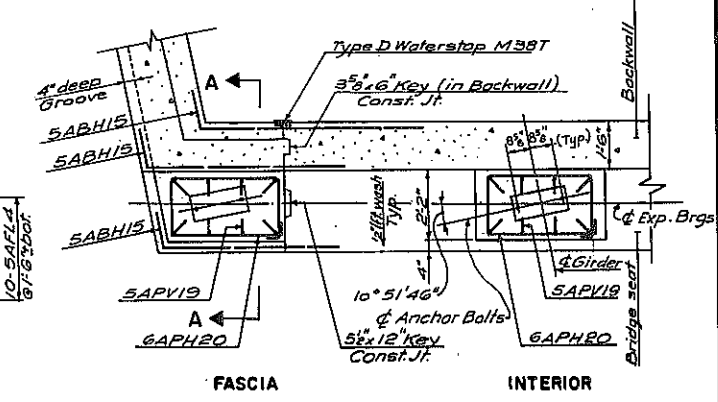
ONONDAGA COUNTY



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



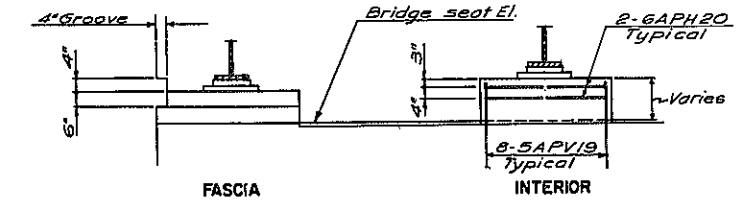
FOOTING REINFORCEMENT
Scale 1/2" = 1'-0"



FASCIA

INTERIOR

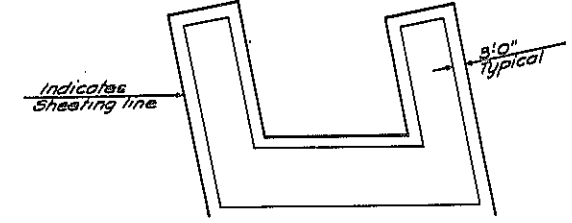
PLAN-PEDESTALS
Scale 3/8" = 1'-0"



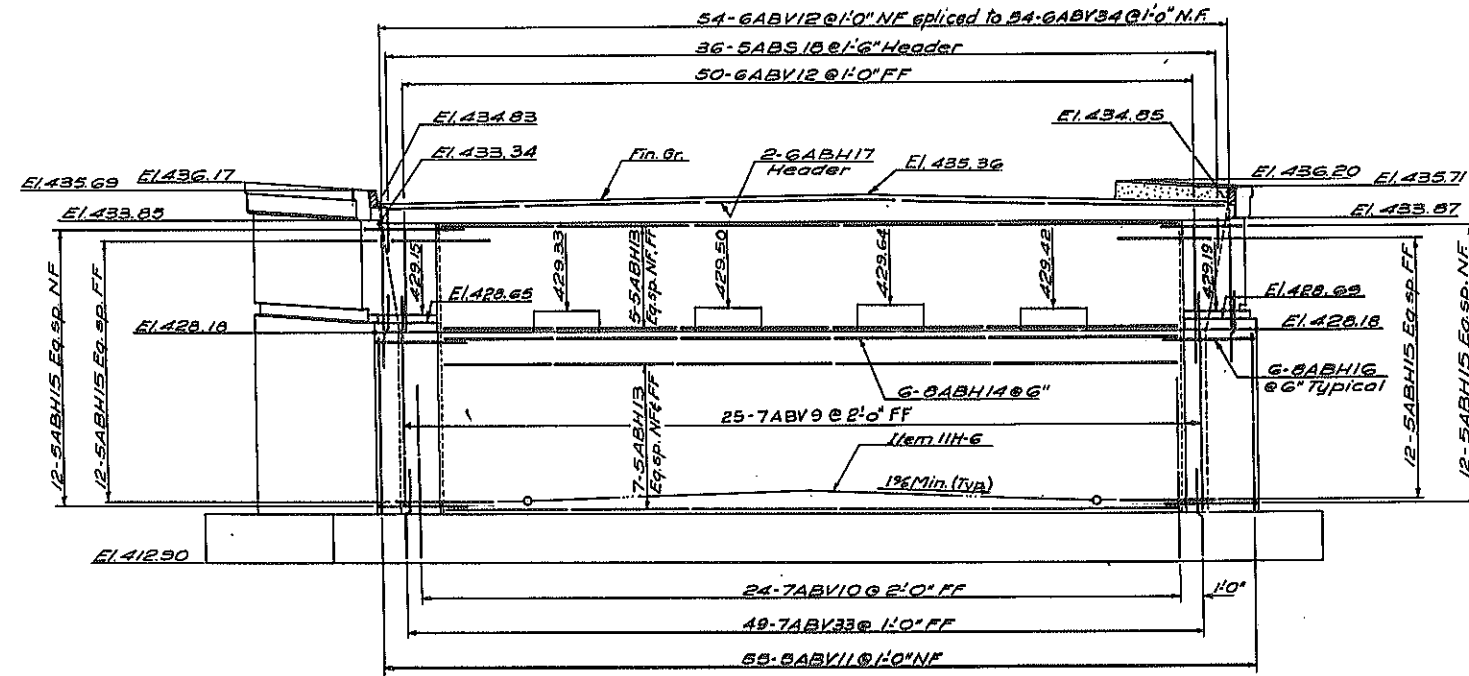
FASCIA

INTERIOR

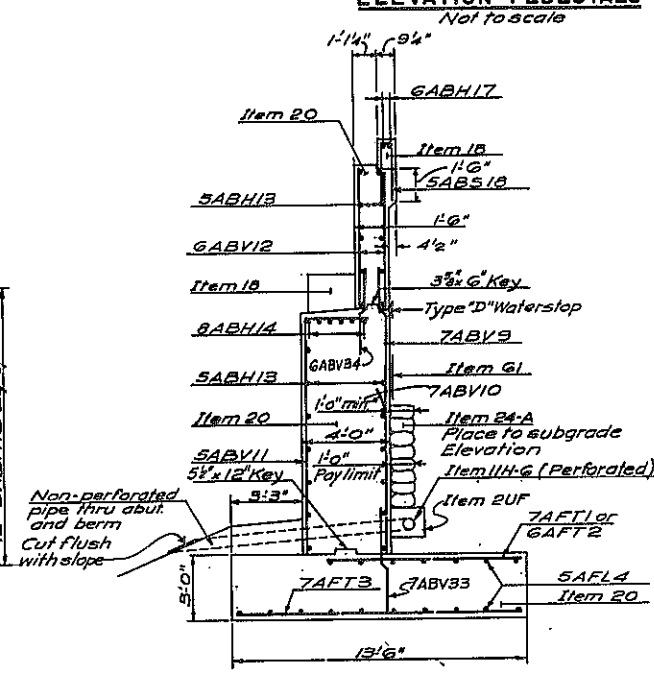
ELEVATION-PEDESTALS
Not to scale



LIMITS OF ITEM 83TXS
Scale 1 1/2" = 20'



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



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

- NOTES:
- Anchor bolts for bearings shall be 1/4" diameter roughened or swaged bolts, 1'-4 1/2" long and set 12" into concrete.
 - For Excavation and Backfill details see Sheet No. 128.
 - For Backwall and Waterstop details see Sheet No. 125.
 - For Expansion Bearing detail see Sht. No. 130.
 - For Rail Post spacing see Sheet No. 175.
 - For Section A-A See Sheet No. 170.

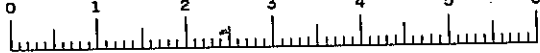
BUTTERNUT INTERCHANGE TO COLLAMER F.A.I. 481

BRIDGE No. 1 - NORTHBOUND
I 481 OVER S.H. 555
NORTH ABUTMENT

DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	As shown	8/13/70	171

LOCKWOOD, KESLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYRACUSE, NEW YORK

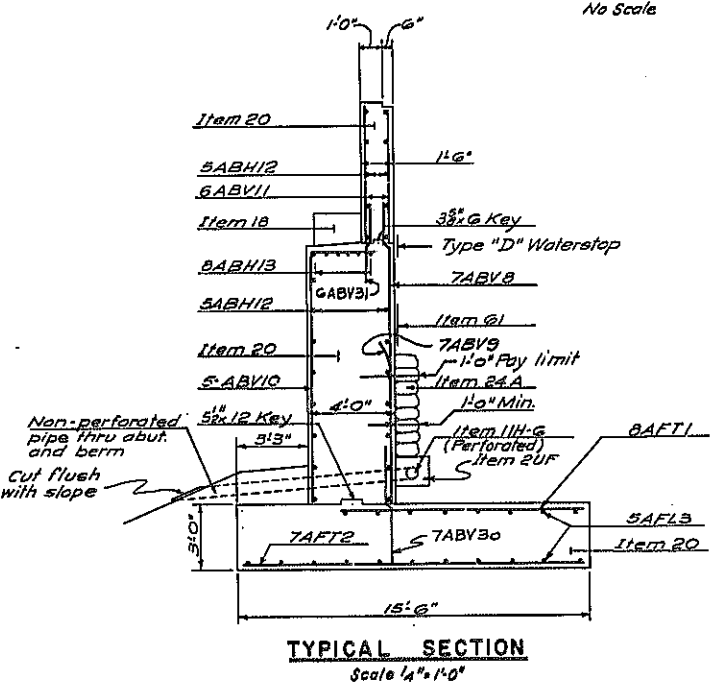
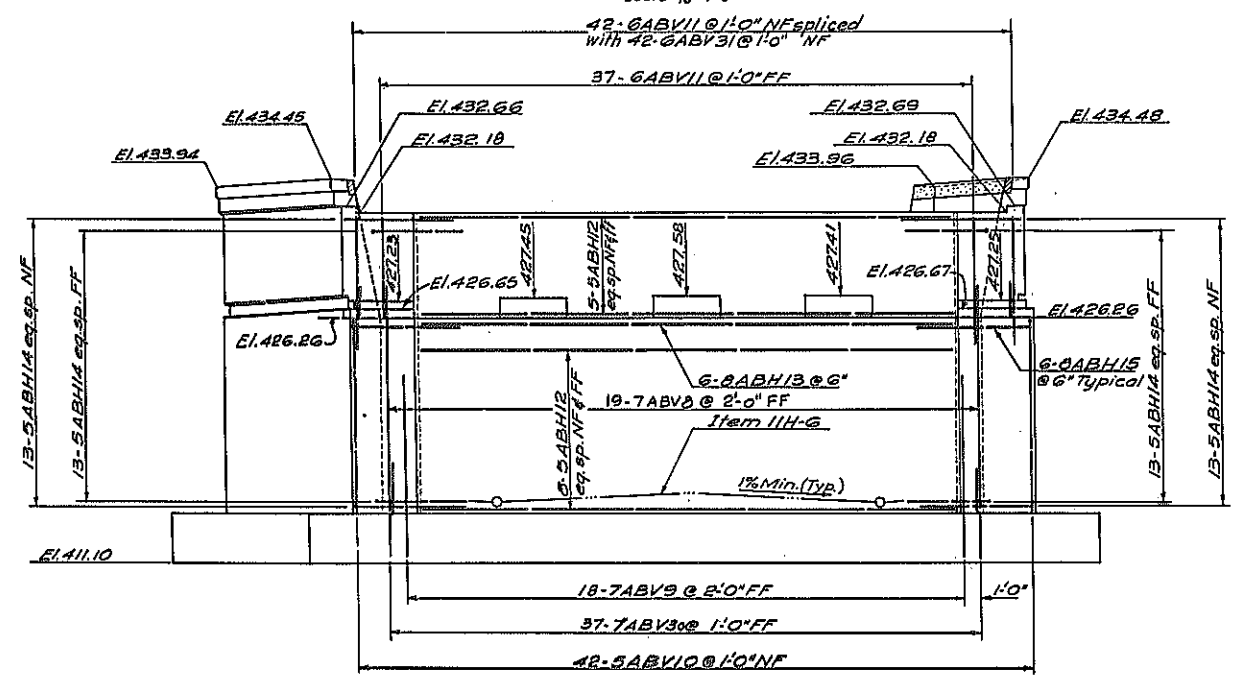
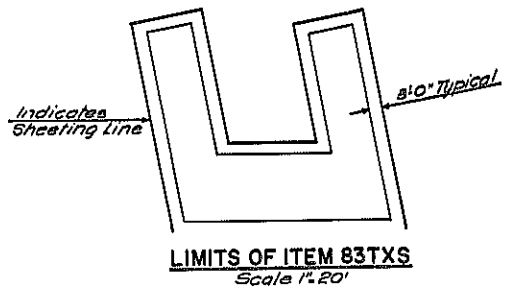
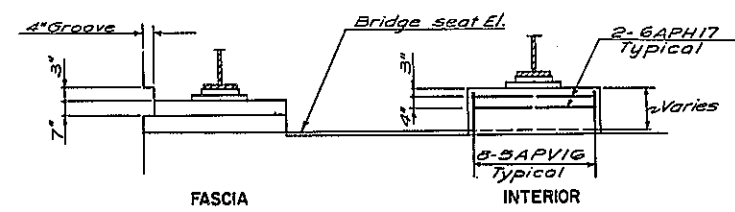
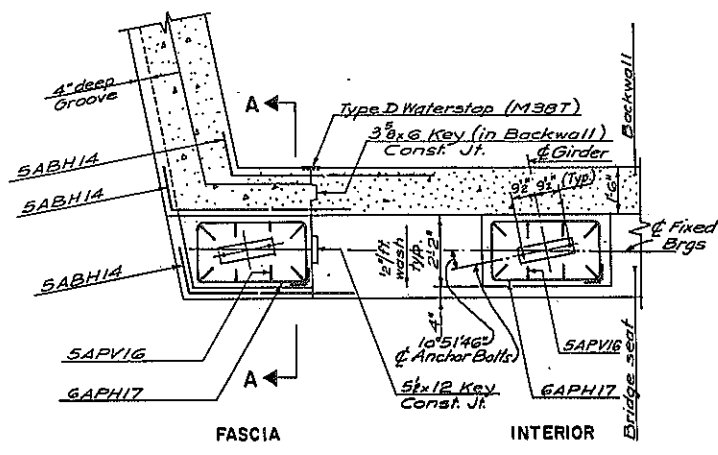
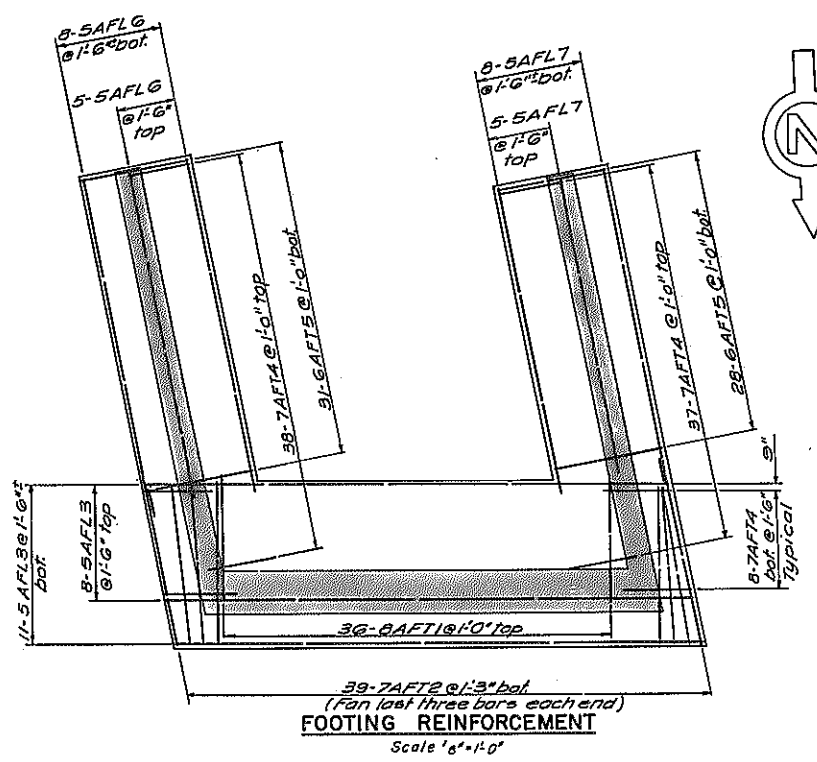
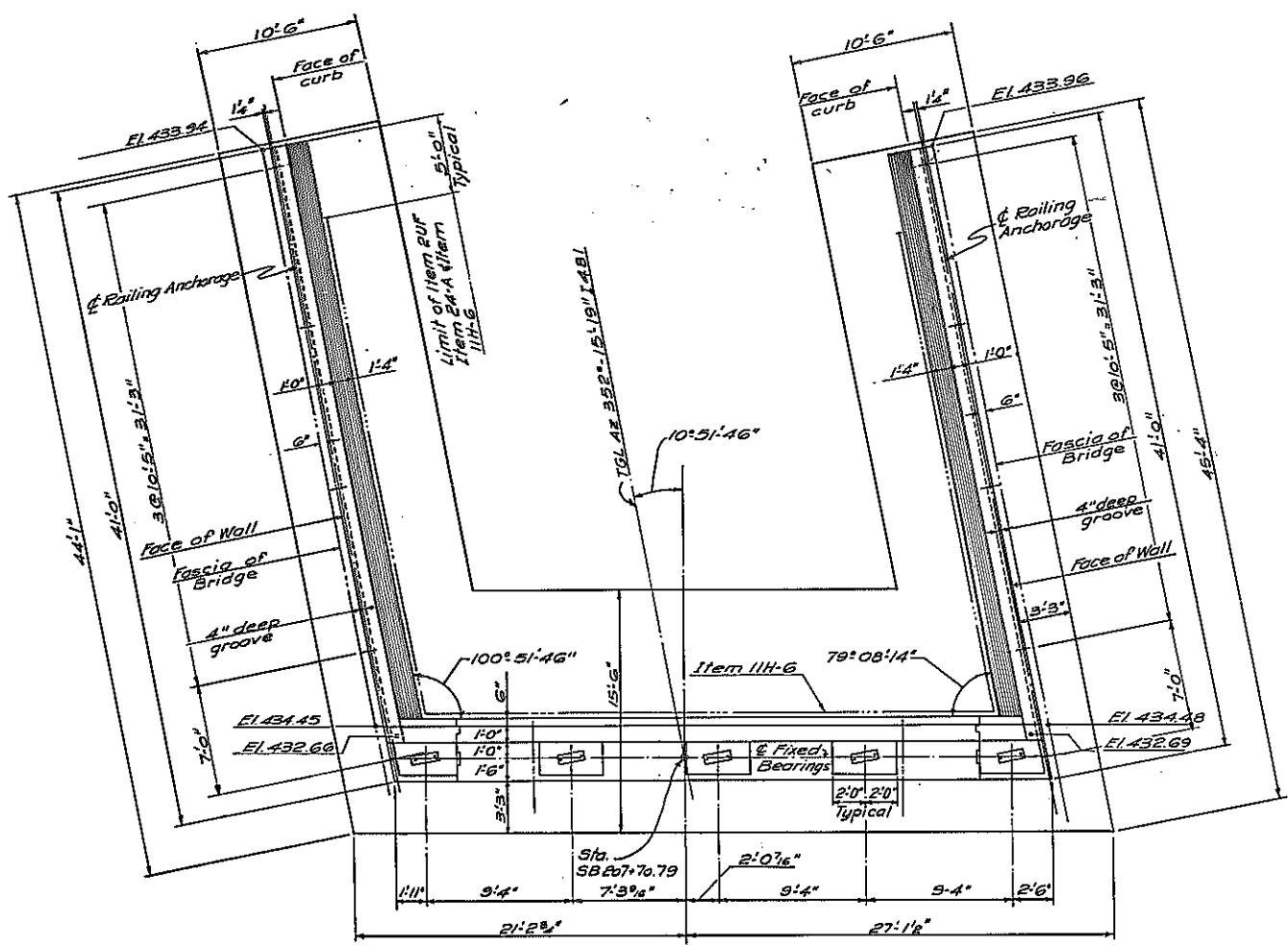
In Charge of J. Estep
 Made by M. L. Liza
 Checked by



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-050-5(23)	1-481-2(116)	172	308

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE-COLLAMER

ONONDAGA COUNTY



- NOTES:
- Anchor bolts for bearings shall be 1/4" φ roughened or swaged bolts, 1'-4 1/2" long and set 12" into concrete.
 - For Excavation and Backfill details see Sheet No. 128
 - For Backwall and Waterstop details see Sheet No. 125
 - For Fixed Bearing detail see Sht. No. 130
 - For Rail Post spacing see Sheet No. 176
 - For Section A-A See Sheet No. 170

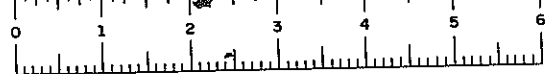
BUTTERNUT INTERCHANGE TO COLLAMER . F.A.I. 481

BRIDGE No. 1 - SOUTHBOUND 1481 OVER S.H. 555 SOUTH ABUTMENT

DRAWING NO. 7504-02	SCALE As shown	DATE 8/15/70	SHEET NO. 172
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LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK

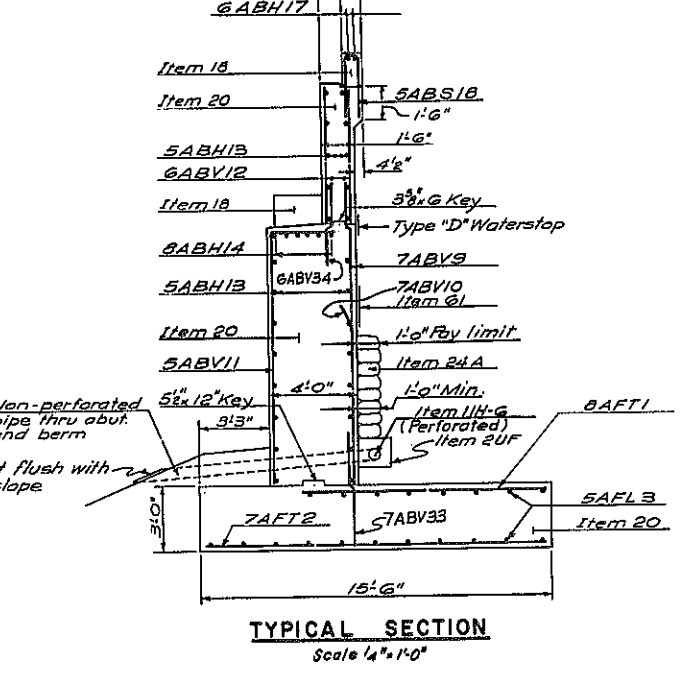
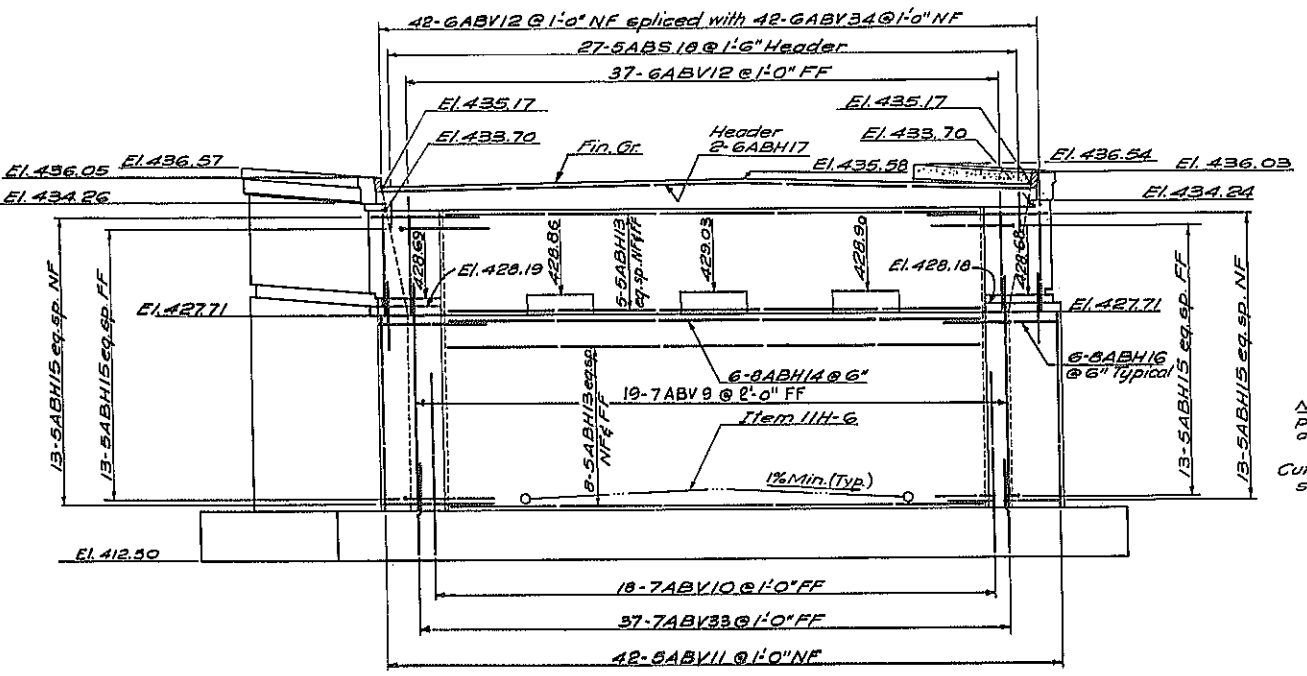
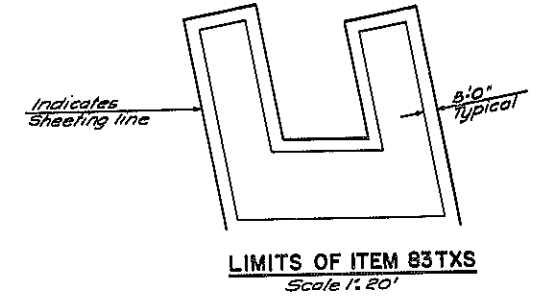
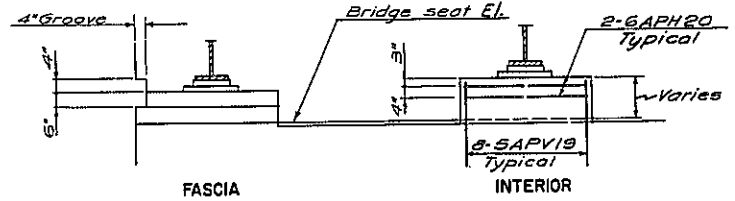
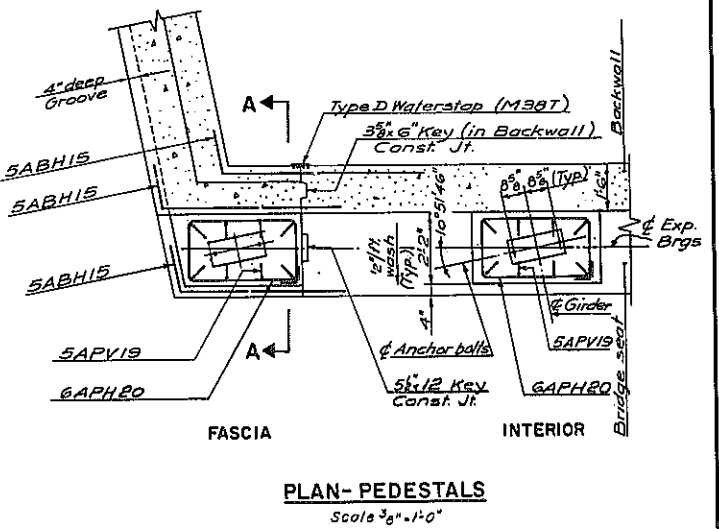
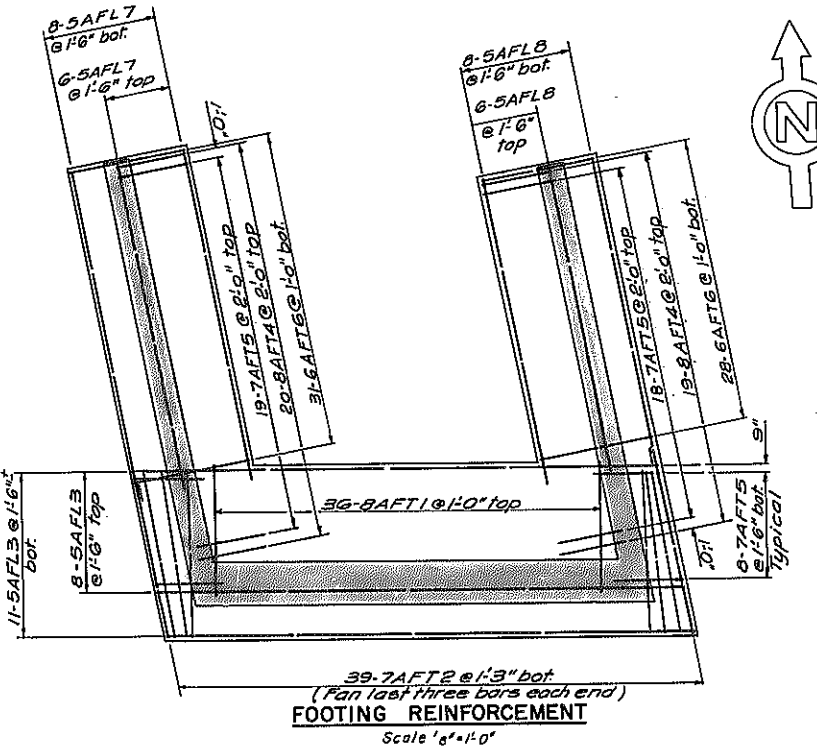
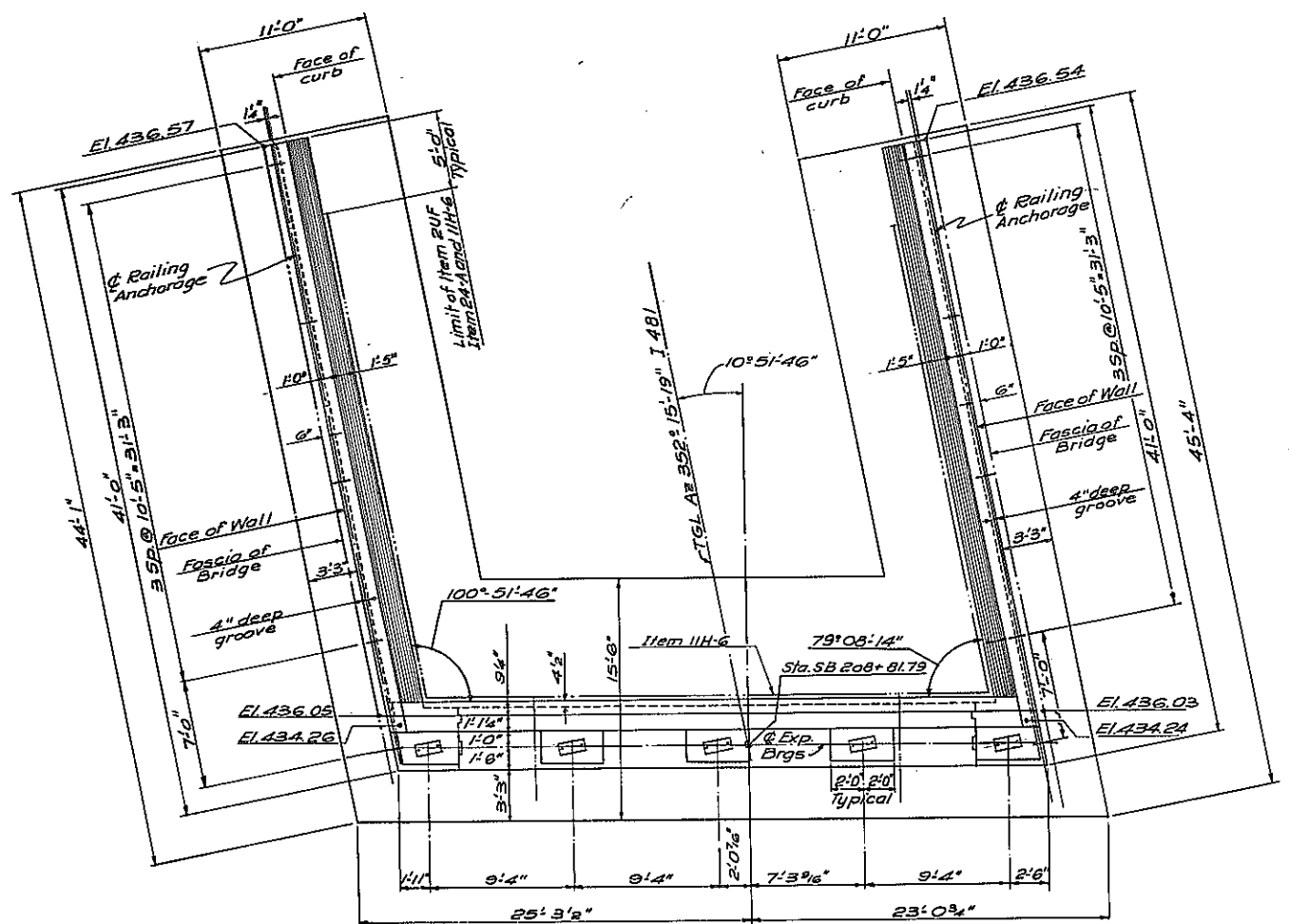
In Charge: J. Eaton
 Drafted: A. Samasidis
 Checked: M. Mico
 A. S.



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
I	NEW YORK	1-690-3(2B)	1-481-2(116)	173	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE-COLLAMER

ONONDAGA COUNTY



- NOTES:
1. Anchor bolts for bearings shall be 1/4"φ roughened or swaged bolts, 1'-4" long and set 12" into concrete.
 2. For Excavation and Backfill details see Sheet No. 128
 3. For Backwall and Waterstop details see Sheet No. 125
 4. For Expansion Bearing detail see Sht. No. 130
 5. For Rail Post spacing see Sheet No. 176
 6. For Sect. A-A. See Sheet No. 170

BUTTERNUT INTERCHANGE TO COLLAMER - F.A.I. 481

BRIDGE No. 1 - SOUTHBOUND
I 481 OVER S.H. 555
NORTH ABUTMENT

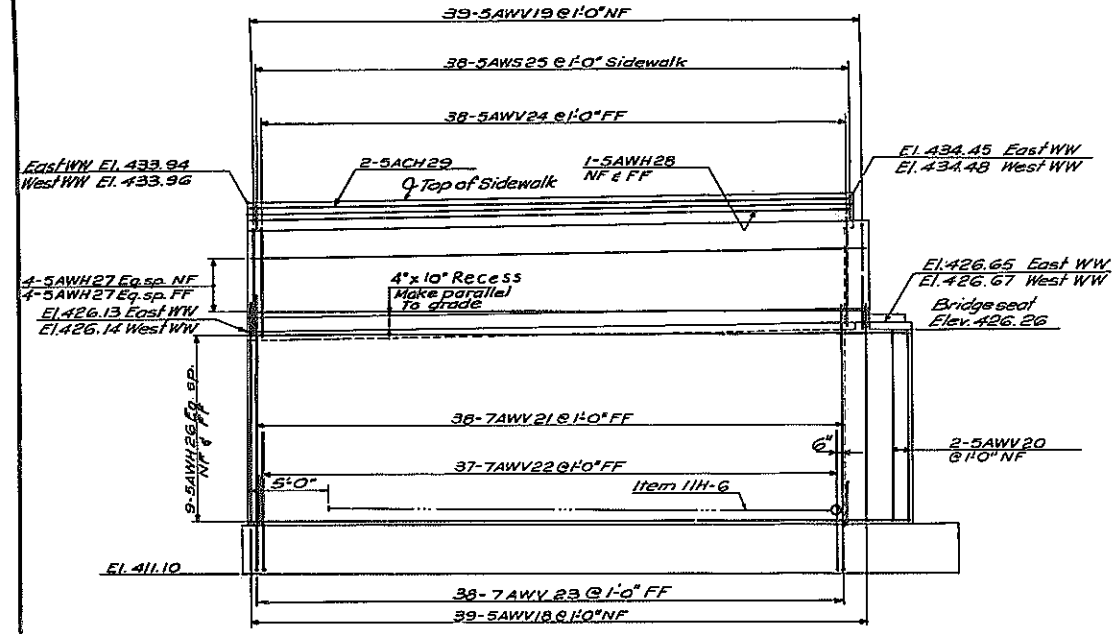
DRAWING NO.	SCALE	DATE	SHEET NO.
7304-02	As shown	8/13/70	173

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge: J. Eaton
 Made By: A. Scarsciolla
 Checked By: D. Mico
 Drawn By: F. S.

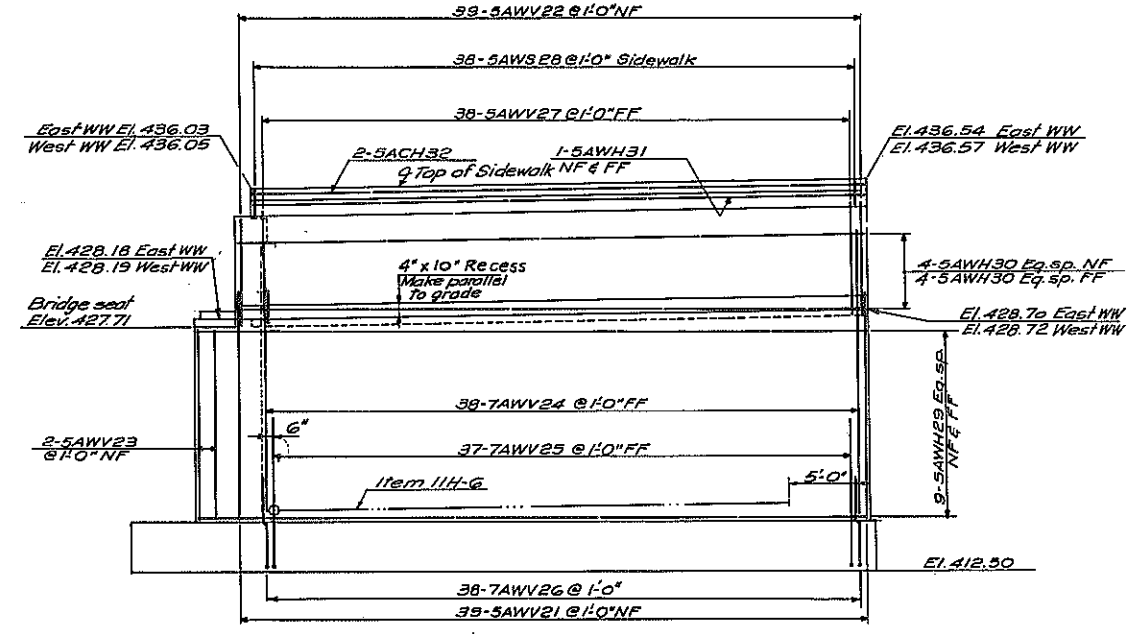
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	174	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE - COLLAMER					

ONONDAGA COUNTY

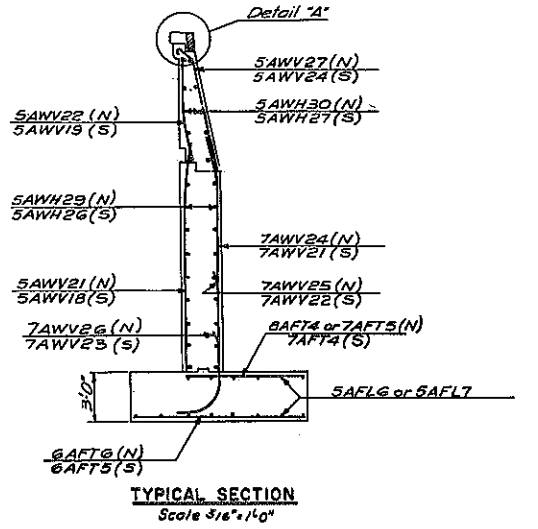


SOUTH ABUTMENT
Scale 3/16" = 1'-0"

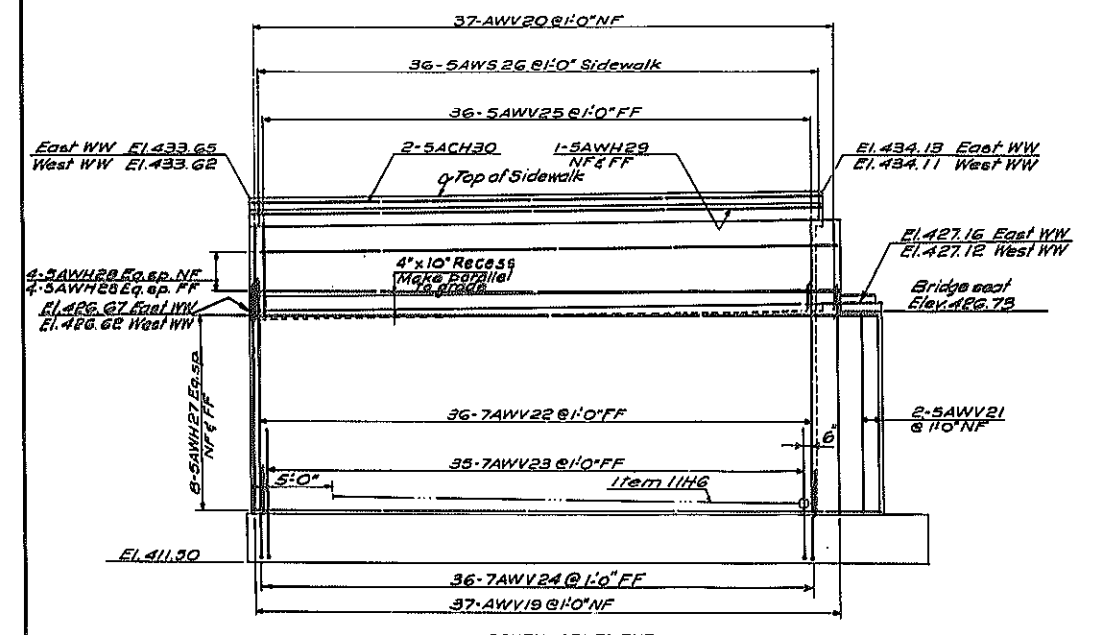
SOUTHBOUND



NORTH ABUTMENT
Scale 3/16" = 1'-0"

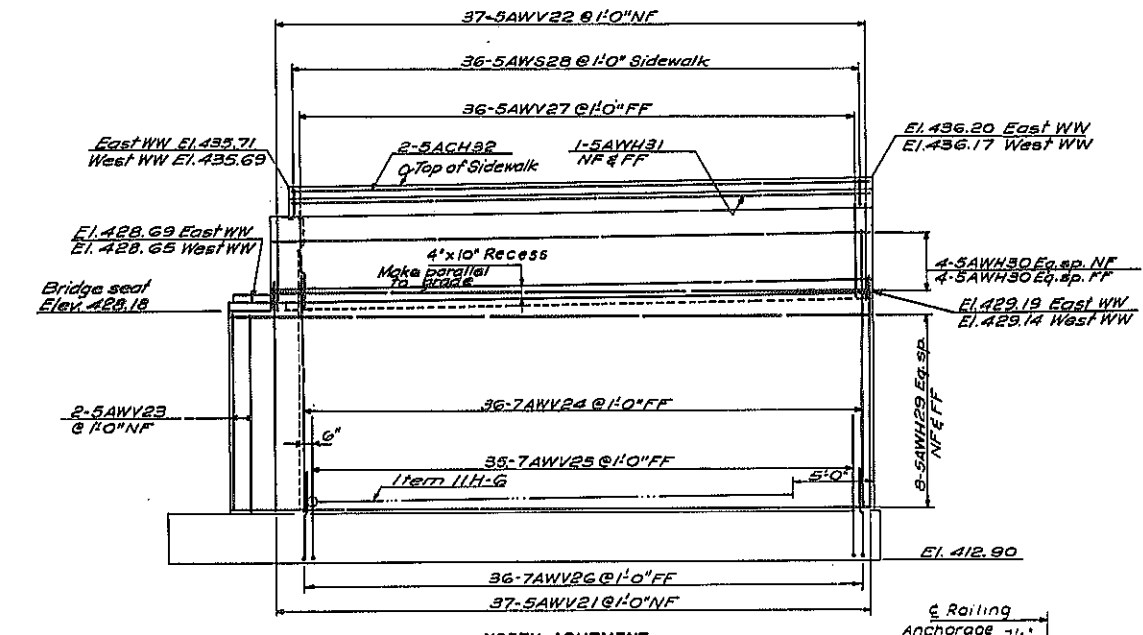


TYPICAL SECTION
Scale 3/16" = 1'-0"

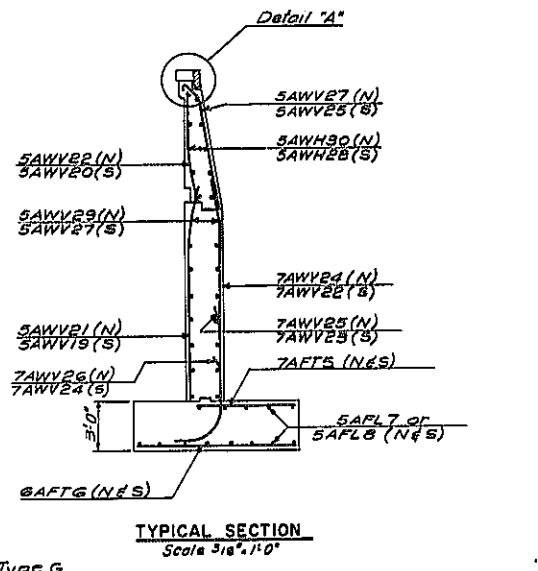


SOUTH ABUTMENT
Scale 3/16" = 1'-0"

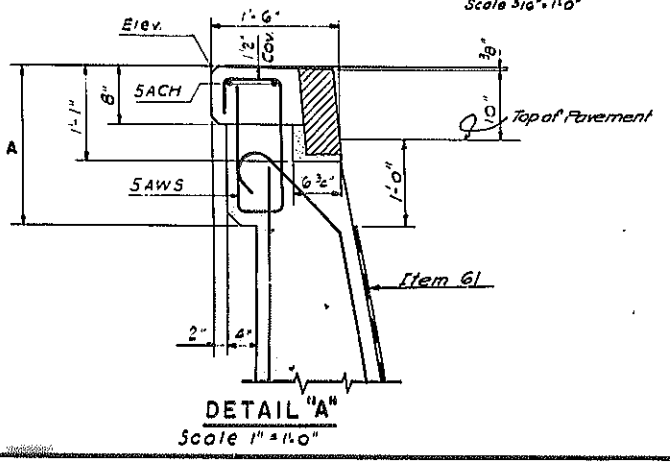
NORTHBOUND



NORTH ABUTMENT
Scale 3/16" = 1'-0"

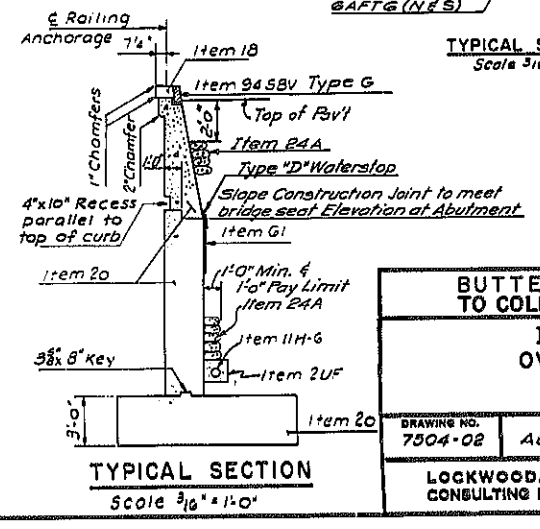


TYPICAL SECTION
Scale 3/16" = 1'-0"



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

VALUE OF "A"		
SOUTHBOUND	NORTH ABUTMENT	1'-9 7/16"
	SOUTH ABUTMENT	1'-9 7/16"
NORTHBOUND	NORTH ABUTMENT	1'-10 1/16"
	SOUTH ABUTMENT	1'-10 1/16"



TYPICAL SECTION
Scale 3/16" = 1'-0"

BR #1-N & I-S

BUTTERNUT INTERCHANGE TO COLLAMER - F.A.I. 481

I. 481 N.B. & S.B. OVER S.H. 555

WINGWALLS

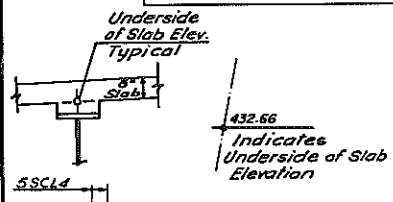
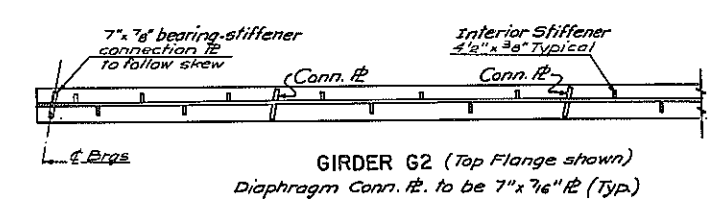
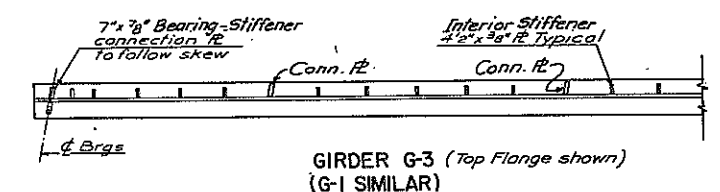
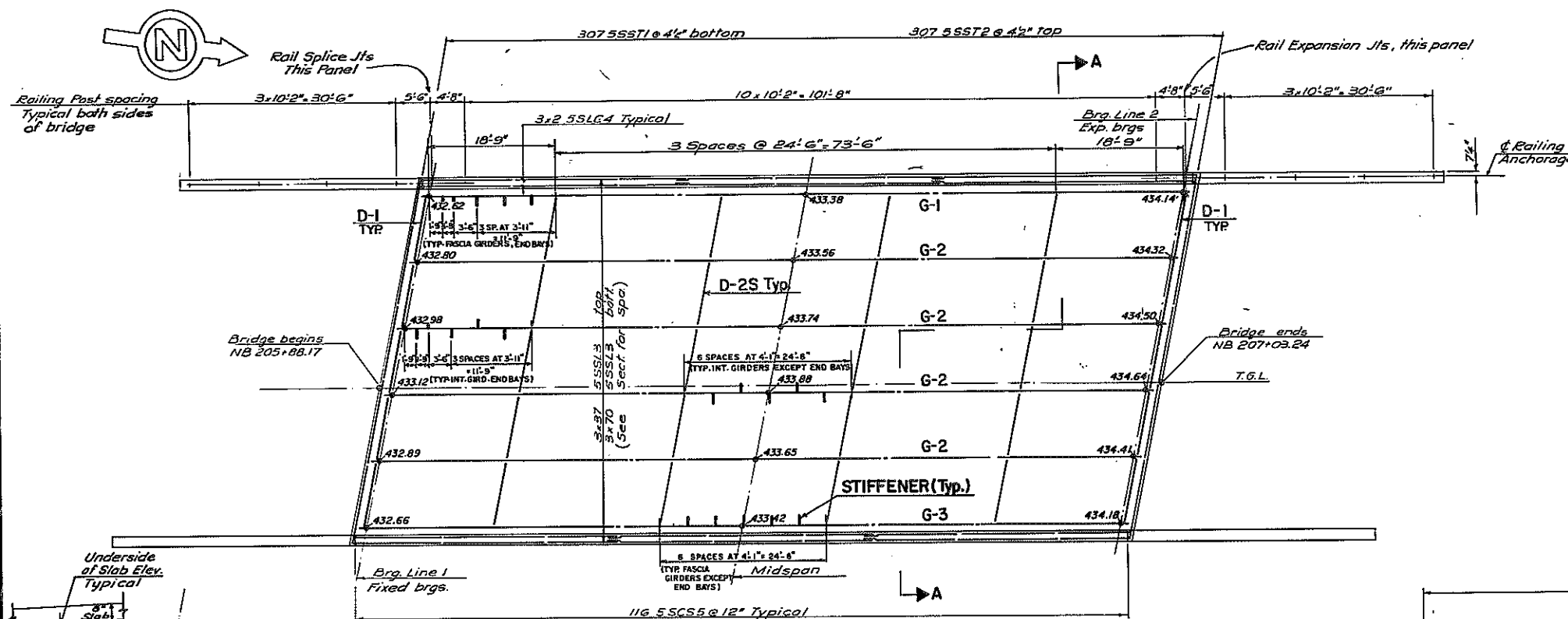
DRAWING NO. 7504-02	SCALE As shown	DATE 8/15/70	SHEET NO. 174
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LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK

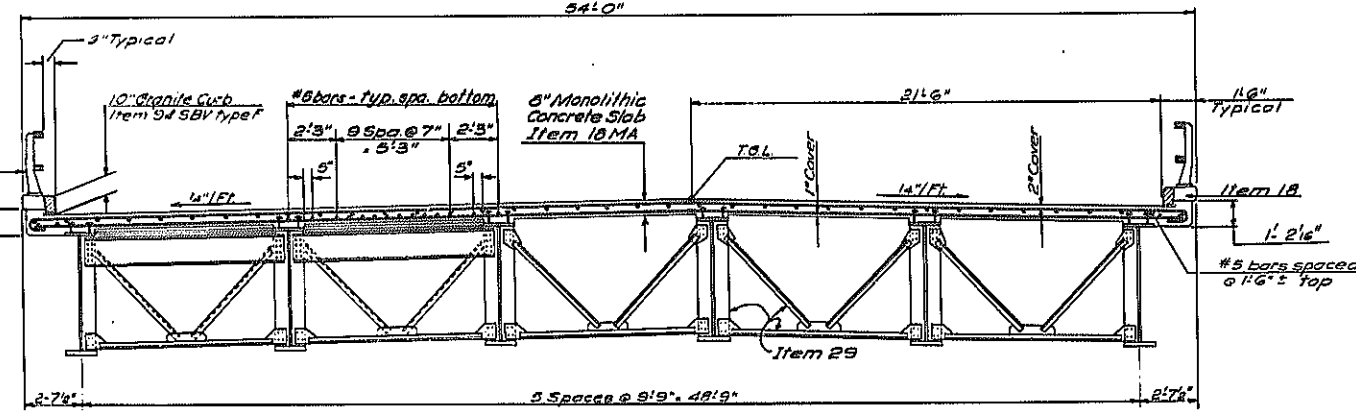
In Charge: J. Estlin
 Made By: M. Miro
 Checked By: A. Sampaio

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-680-8(28)	1481-2(116)	175	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE-COLLAMER					

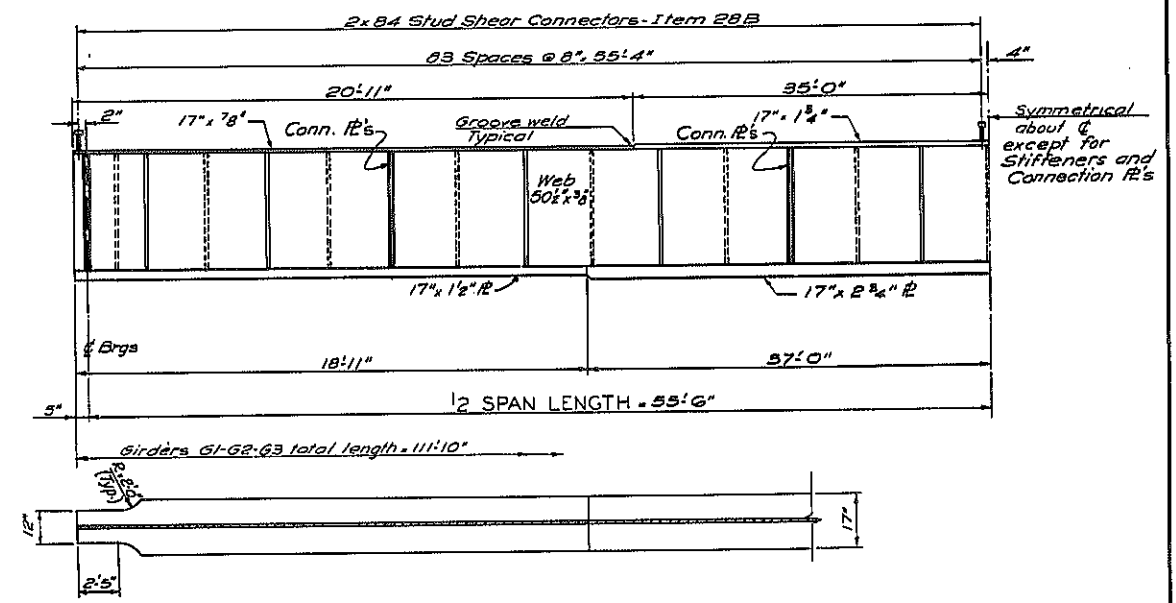
ONONDAGA COUNTY



PLAN Scale 1"=10'

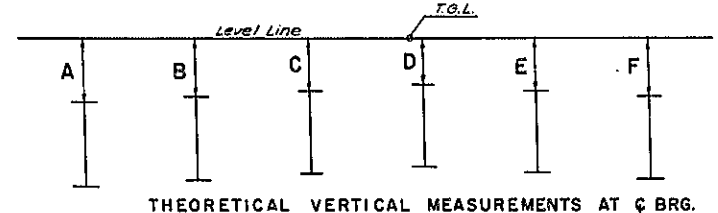


SECTION A-A Scale 1/4"=1'



PLAN-BOTTOM FLANGE No Scale

Notes:
 1. For detail of diaphragms see sheet 129
 2. For weld sizes see sheet 129



THEORETICAL VERTICAL MEASUREMENTS AT C. BRG.

BRG. LINE	VERTICAL MEASUREMENTS TO TOP OF STEEL					
	A	B	C	D	E	F
1	11'3 1/2"	11'3 3/4"	11'1"	11'0 1/8"	11'2 1/8"	11'4 13/16"
2	11'3 1/4"	11'3 3/8"	11'1"	11'0 1/8"	11'2 1/8"	11'4 13/16"

	ADJUSTMENT FOR CAMBER	
	FASCIA GIRDER	INTERIOR GIRDER
SLAB CONCRETE	1 3/16"	2 3/8"
V. C.	0"	0"
SUPERIMPOSED DEAD LOAD	7/16"	3/8"
D.L. STEEL ERECTED	1 1/16"	1 1/16"
TOTAL	2 1/16"	3 1/8"

BUTTERNUT INTERCHANGE TO COLLAMER F.A.I. 481

BRIDGE No. 1 - NORTHBOUND I 481 OVER S.H. 555

N.B. SUPERSTRUCTURE

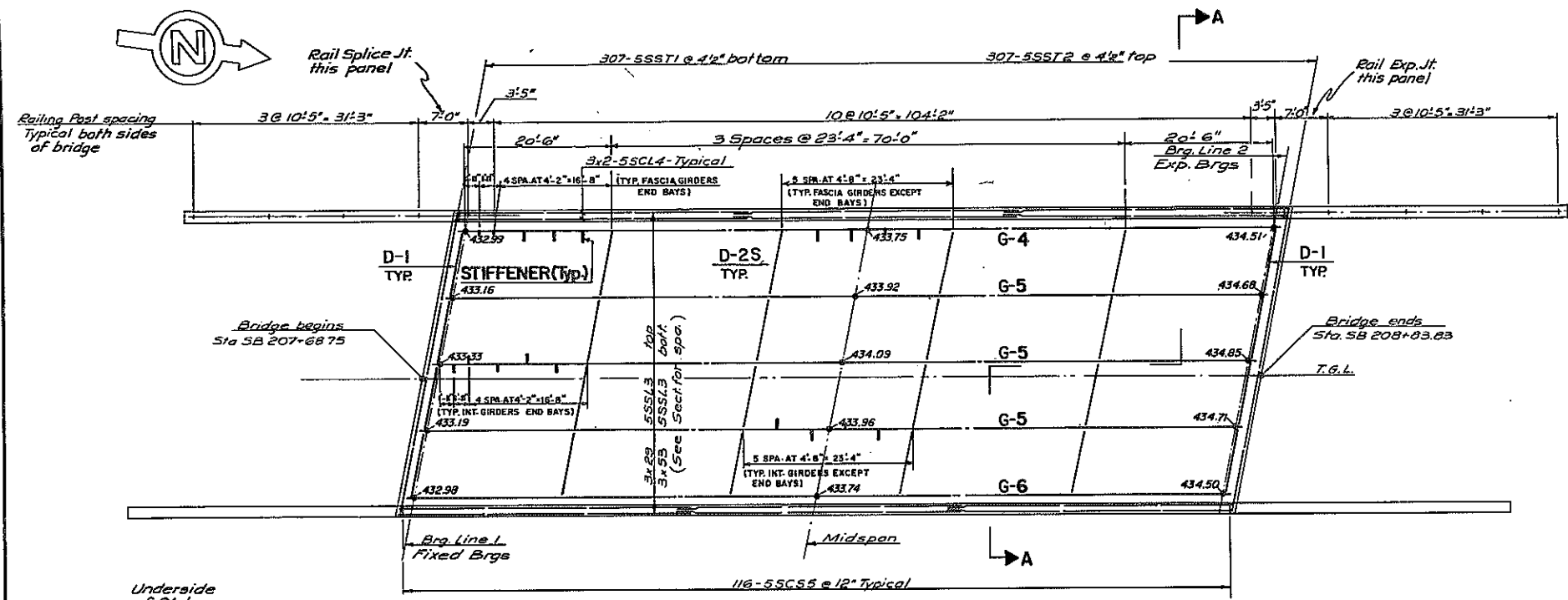
DRAWING NO. 7504-02	SCALE As shown	DATE 8/15/70	SHEET NO. 175
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LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK

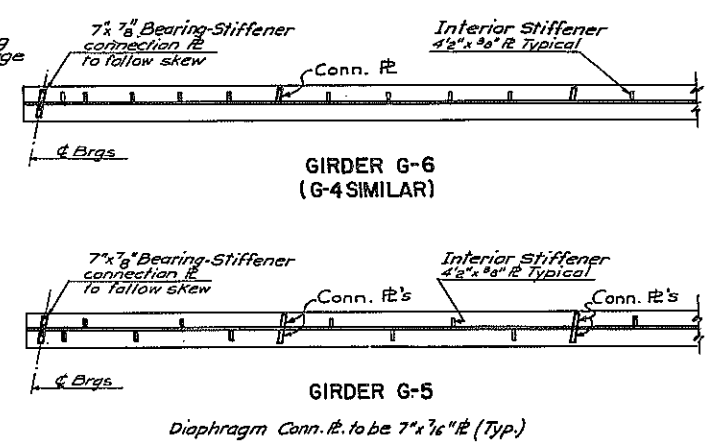
In Charge of J. E. F. ...
 Made by M. Miro ...
 Checked by A. Stampsidis

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	176	300
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE-COLLAMER					

ONONDAGA COUNTY

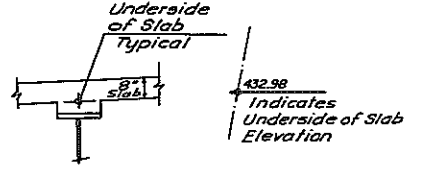


PLAN
Scale 1" = 10'

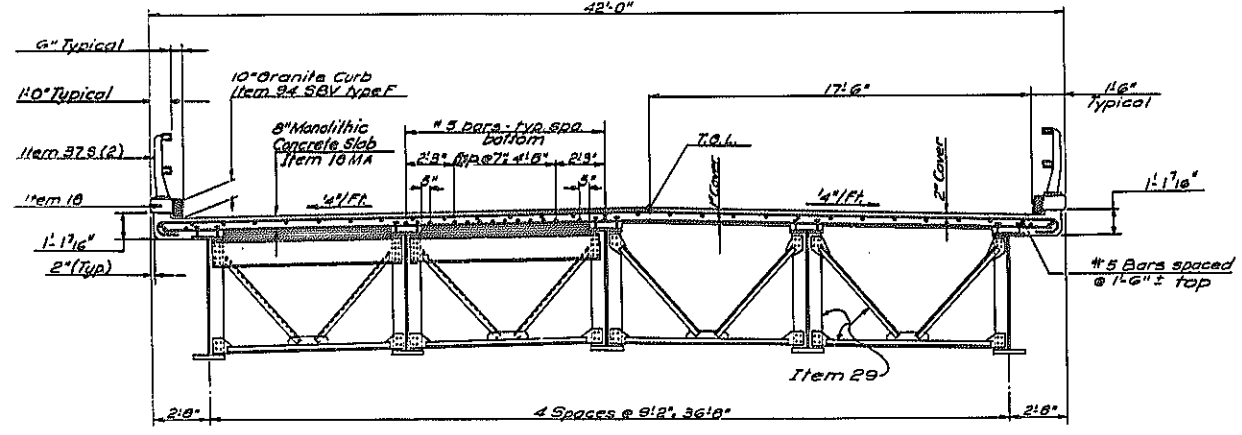


GIRDERS G-6
(G-4 SIMILAR)

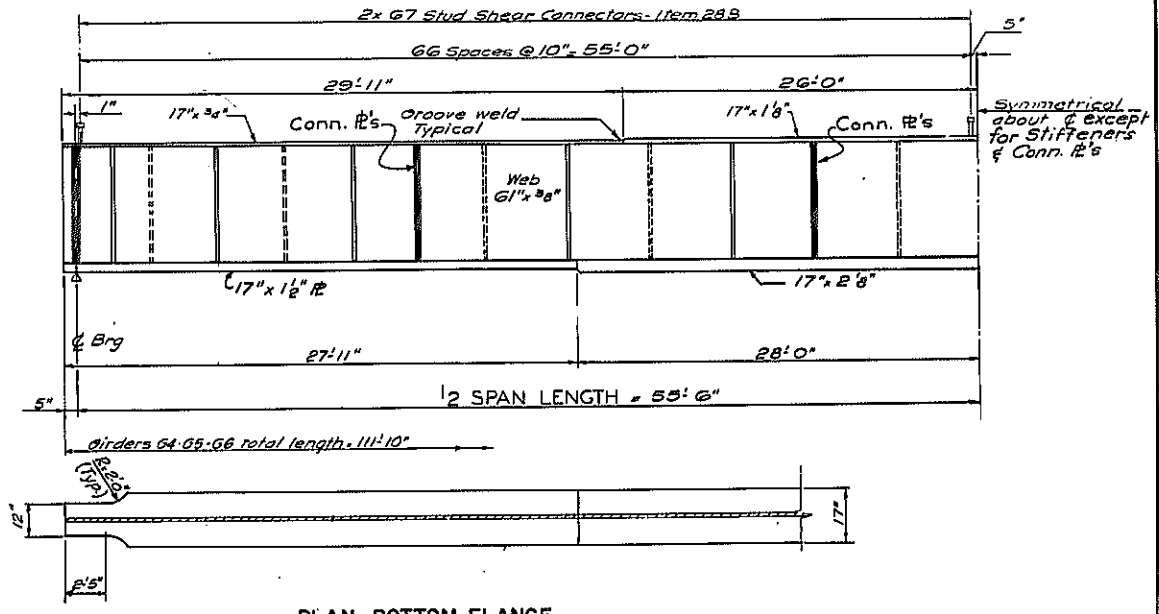
GIRDERS G-5



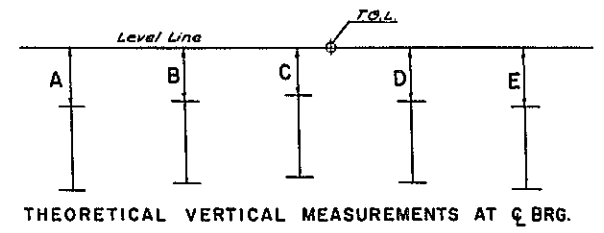
Underside of Slab
Typical
Indicates Underside of Slab Elevation



SECTION A-A
Scale 4" = 1'



PLAN-BOTTOM FLANGE
No Scale



BRG. LINE	VERTICAL MEASUREMENTS TO TOP OF STEEL				
	A	B	C	D	E
1	1'-3"	1'-1"	11"	1'-0 1/8"	1'-5 3/8"
2	1'-3"	1'-1"	11"	1'-0 1/8"	1'-3 1/8"

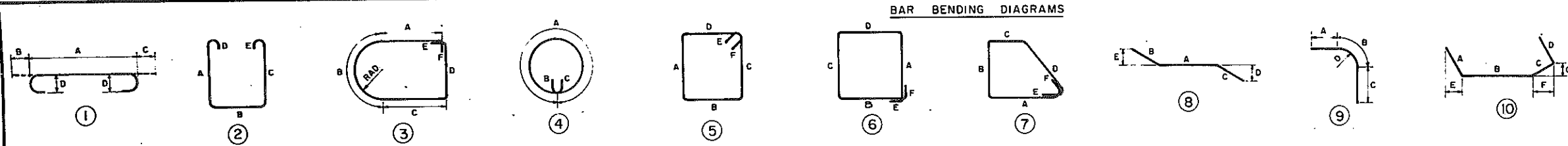
	ADJUSTMENT FOR CAMBER	
	FASCIA GIRDER	INTERIOR GIRDER
SLAB CONCRETE	1 1/8"	2 8"
V. C.	0"	0"
SUPERIMPOSED DEAD LOAD	2 8"	3 8"
D.L. STEEL ERECTED	2 1/8"	3 1/8"
TOTAL	2 8"	3 1/8"

Notes:
1. For detail of diaphragms see Sheet No. 129
2. For weld sizes see sheet No. 129

BUTTERNUT INTERCHANGE TO COLLAMER F.A.I. 481			
BRIDGE No. 1 - SOUTHBOUND			
1 481 OVER S.H. 555			
S.B. SUPERSTRUCTURE			
DRAWING NO.	SCALE	DATE	SHEET NO.
7504-02	As shown	8/15/70	176
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge: J. E. Eaton
 Drafted By: A. S. Scarpas
 Checked By: A. S. Scarpas

Table with project details: FED. RD. REG. NO. 1, STATE NEW YORK, FEDERAL AID PROJ. NO. I-481-2(116), SHEET NO. 178, TOTAL SHEETS 309. Project name: INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE-COLLAMER ONONDAGA COUNTY.



BAR SCHEDULE

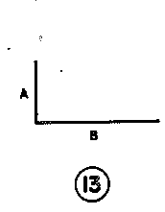
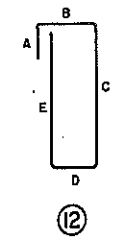
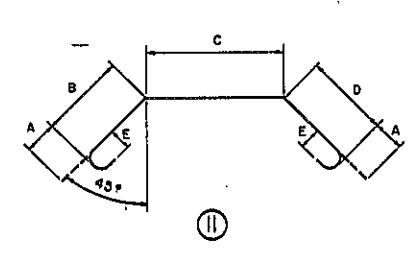
BAR SCHEDULE table with columns: BAR SIZE, STRUCT UNIT, BAR MARK, SUB DIV, LOCAT, BAR NO, NUMB, LENGTH, TYPE, A, B, C, D, E, F, G, H, COMMENTS. Includes sections for SUPERSTRUCTURE and SOUTH ABUTMENT.

BAR SCHEDULE

BAR SCHEDULE table for NORTH ABUTMENT with columns: BAR SIZE, STRUCT UNIT, BAR MARK, SUB DIV, LOCAT, BAR NO, NUMB, LENGTH, TYPE, A, B, C, D, E, F, G, H, COMMENTS.

LEGEND

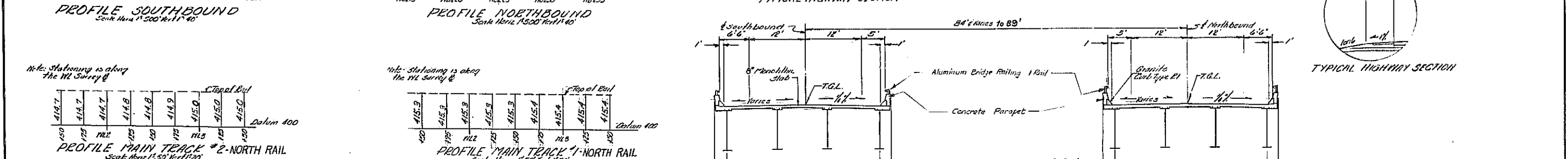
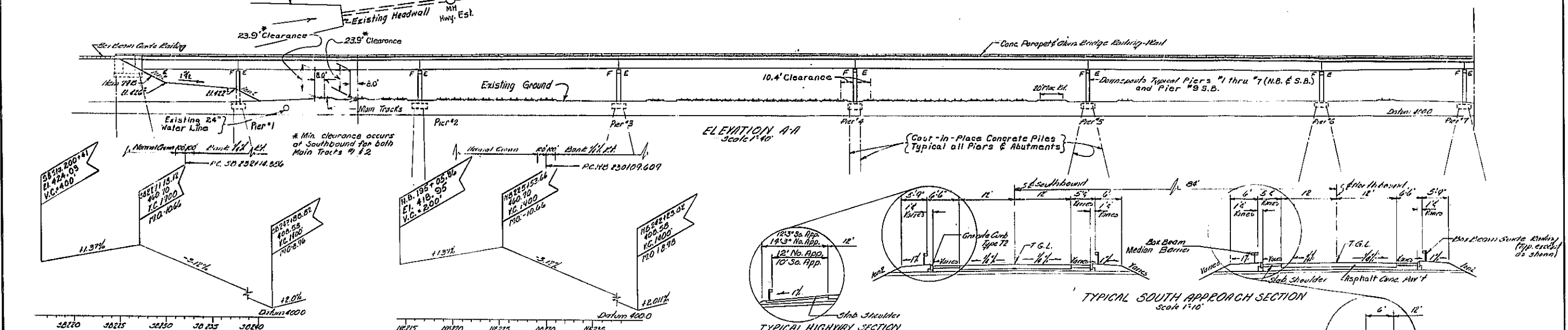
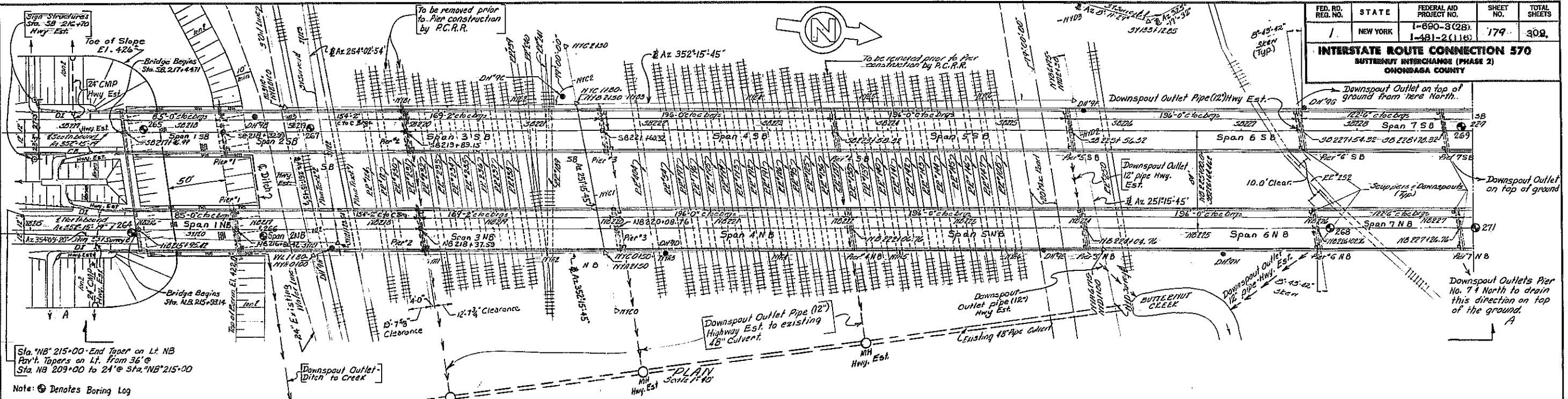
- Sub-division: A - Apron of Culvert, B - Backwall, C - Column, etc. Structure Unit: A - Abutment, B - Culvert, C - Foundation, etc. Location or Function: D - Diagonal, H - Horizontal, L - Longitudinal, etc. NOTE: ALL DIMENSIONS ARE OUT TO OUT OF BAR.



Project title block: BUTTERNUT INTERCHANGE TO COLLAMER F.A.I. 481, BRIDGE No. 1 - SOUTHBOUND I 481 OVER S.H. 555, BAR SCHEDULE, DRAWING NO. 7504-02, DATE 8/25/70, SHEET NO. 178, LOCKWOOD, KESLER & BARTLETT, INC.

Checked by S. Bonacci

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	179	302
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) ONEIDA COUNTY				

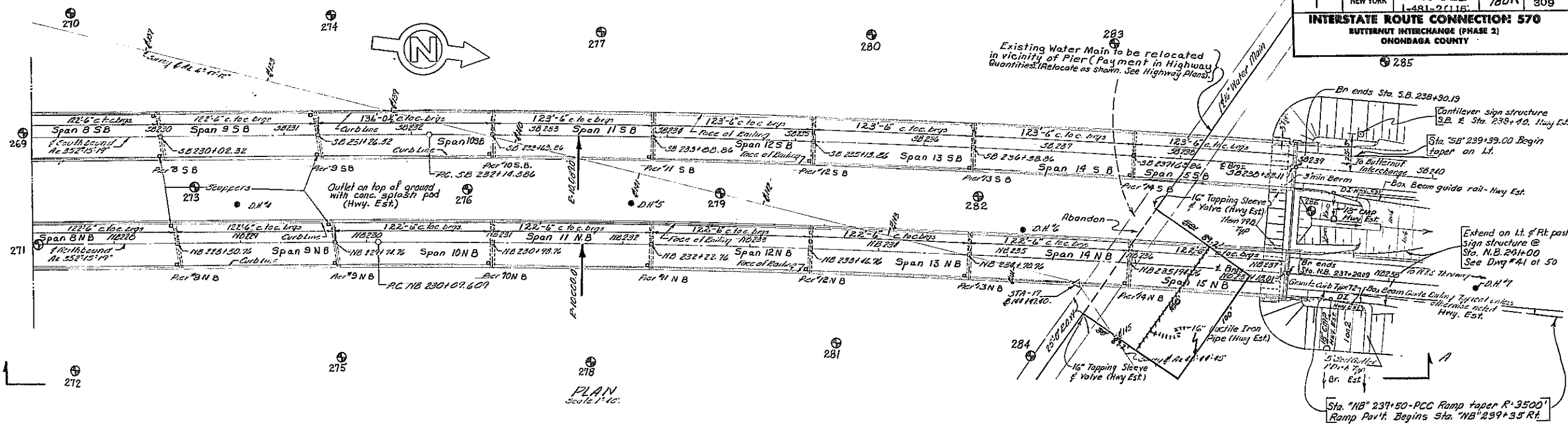


PROJECT ENGINEER: E. Parker
IN CHARGE OF: F. Eckel
DESIGNED BY:
DESIGN CHECKED BY:
DETAILED BY: M. Kappa
DETAIL CHECKED BY: G. F. O'Brien

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
LAYOUT
 DRAWING NO. 1 OF 50

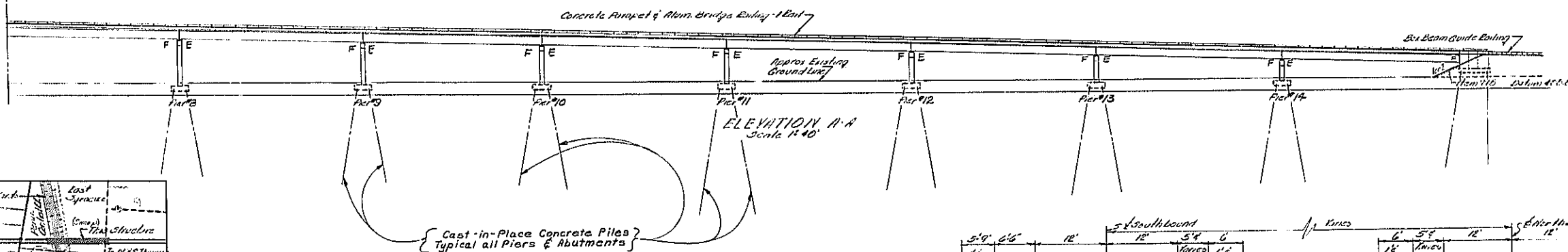
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-660-3(2B) 1-481-2(116)	180R	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY

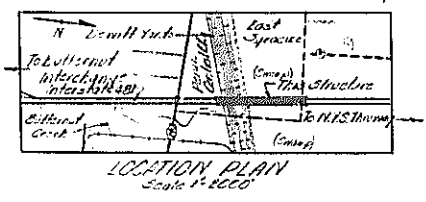


A

PLAN
Scale 1"=40'

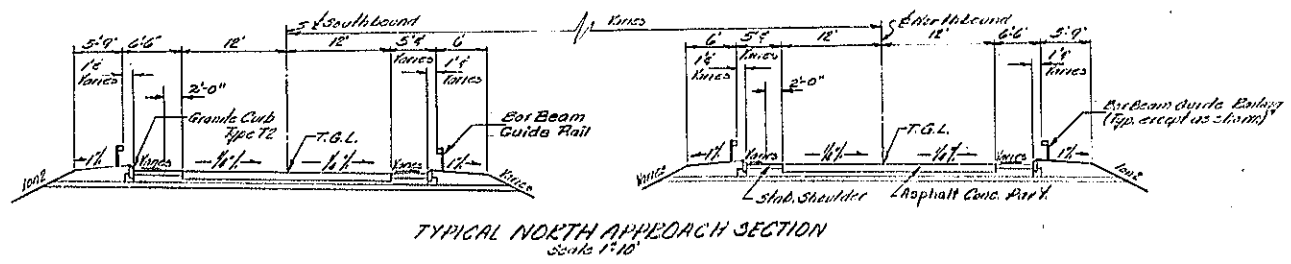


Cast-in-Place Concrete Piles
Typical all Piers & Abutments



CURVE DATA	
SOUTHBOUND	NORTHBOUND
PC 23211.356	PC 230109.609
P 168.15'	P 71.04'
E 10007.00'	E 10000.00'
L 1544.980'	L 1153.997'
Δ 613.201°	Δ 617.152°

⊕ Denotes Baring Location.



PROJECT ENGINEER P. Baker
 IN CHARGE OF E. E. Baker
 DESIGNED BY _____
 DESIGN CHECKED BY _____
 DETAILED BY M. F. Baker
 DETAIL CHECKED BY C. E. Reinhardt

AS BUILT REVISION
 CHANGE IN LENGTH OF RELOCATED
 16" WATER LINE

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DENITT YARDS
 LAYOUT

DRAWING NO. 2 OF 50

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-3(28) 1-481-2(116)	181A	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) ONONDAGA COUNTY				

GENERAL NOTES

- 31 - Design Specifications AASHTO 1959 modified and current American Welding Society modified. The stresses assumed for design purposes conform to 1965 AASHTO Specifications with the 28 day concrete stress (f'_{cs}) = 3000 psi minimum.
L.L. #320-44 or two 24,000 lb. axles spaced 41'-0" on centers.
- 32 - Material and Construction Specifications: Specifications of N.Y.S. Department of Public Works dated January 2, 1962 with current additions and modifications.
- 33 - 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.
- 34 - The cost of furnishing and placing water used for ~~weddings~~ and selected granular fill will be paid for under Item 1W and 1W2 of the highway portion of the contract.
- 35 - Reinforcing bars shall be lapped a minimum of 24 diameters.
- 36 - The cost of all joint material will be included in the price bid for the various items of the contract.
- 37 - All concrete anchor studs which are attached to the various steel details shall meet the requirements listed in paragraph 3, Construction Details, of Item 25B- Stud Shear Connectors. Payment for furnishing and placing the concrete anchors will be included in the unit price bid for the item to which the anchors are attached.
- 38 - Due to the incompatibility of the caulking compound with the premoulded bituminous joint filler, a layer of an approved type of pressure-sensitive release tape shall be placed between these materials.

The contractor may elect to change the layout of diaphragms from that shown on the contract plans. Placement of the diaphragms parallel with the skew (in line, not staggered) will be permitted. The stiffener locations may be altered to accommodate the revised diaphragm layout, but the spacing of stiffeners shown on the plans shall not be exceeded. Diaphragm spacing shall not exceed 25 feet.

SUPERSTRUCTURE NOTES

- Sup 1 - After all superstructure steel has been erected, elevations shall be taken on the top of the steel at the centerline of web, at each centerline of bearing, center of the span and at other locations where theoretical bottom of the slab elevations are indicated on the plans.
The depth of haunch required to position the slab forms is obtained as follows. From the measured top of steel elevations subtract the deflections due to slab and superimposed dead load. Subtract this result from the listed bottom of slab elevation.
- Sup 2 - All bearings are to be field welded to beams or girders.
- Sup 3 - The Structural Slab on this structure shall be formed with permanent corrugated metal forms for concrete decks.
- Sup 4 - All connection plates used in pairs shall be welded to the web and be placed tight against both flanges. This may be accomplished by cutting the stiffeners to fit or by cutting the stiffeners 1/8 inch short and then placing the stiffener tightly against the tension flange and welding the opposite end to the compression flange. Fitted stiffeners shall not be driven in place with sufficient force to distort the flange, web or stiffeners.
- Sup 5 - All intermediate stiffeners and/or connection plates used singly on one side only or staggered on both sides shall be placed tight against the flange which is in tension under dead load and welded to the web and flange which is in compression.
- Sup 6 - All bearing stiffeners shall be fillet welded to the web and top flange and groove welded or milled to bear to the bottom flange.
- Sup 7 - All intermediate transverse stiffeners and connection plates shall be vertical unless otherwise approved by the Deputy Chief Engineer (Design).
- Sup 8 - All bearing stiffeners and the ends of all girders shall be vertical.
- Sup 9 - All anchor bolts shall be galvanized in accordance with the requirements of Material Specification M19.
- Sup 10 - Structural steel members which are imbedded or in contact with cast or pneumatically projected concrete shall not be painted.
- Sup 11 - Machine finished sliding surfaces in contact shall receive in the shop one coat of a hot mixture of white lead and tallow as provided for in the specifications under Part II, Section 9A, Painting. This shop coat of white lead and tallow shall be removed immediately prior to the assembly of the member in the field. All other machine finished surfaces shall be given one shop coat of paint.
- Sup 12 - Wherever Modified A441 Steel is used, the flux for submerged arc welding shall be dried in ovens at 500°F. to 550°F. for at least two hours and stored in ovens held at 250°F. or more. Flux not used within 4 hours after removal from a drying or storage oven shall be redried before use.

Minimum preheat and Interpass Temperatures shall be as follows:

Thickness of Thickest Part at Point of Welding in Inches	Temperature
To 3/4, inclusive	70°F.
Over 3/4 to 1 1/2, inclusive	100°F.
Over 1 1/2 to 2 1/2, inclusive	175°F.
Over 2 1/2	250°F.

ESTIMATE OF QUANTITIES

NO.	DESCRIPTION	UNIT	TOTAL		
			NEAT	PROPOSAL	FINAL
2EF-B	Selected Granular Fill	C.Y.	8,000	8,000	
2UF	Underdrain Filter	C.Y.	20	20	
5B	Structure Excavation	C.Y.	4,850	4,850	
11HG	Perforated Corrugated Metal Pipe	L.F.	410	410	
	Underdrain - 6" Dia.				
13DE-6	Downspouts - 6" Dia.	L.F.	56	60	
13DE-8	Downspouts - 8" Dia.	L.F.	794	800	
1B	Class A Concrete for Structures	C.Y.	2,514	2,520	
1BMA	Class A Concrete for Structures	S.F.	158,700	158,700	
20	Class B Concrete for Structures	C.Y.	2,211	2,220	
24A	Bagged Screened Aggregate	C.Y.	110	110	
2B	Bar Reinforcement for Structures	Lb.	2,110,000	2,110,000	
28B	Stud Shear Connectors	Ea.	30,160	30,160	
29	Structural Steel	Lb.	7,508,000	7,508,000	
37M(1)	Aluminum Bridge Railing (One Rail)	L.F.	8,680	8,680	
61	Bituminous Material	Gal.	168	170	
79B	Concrete Block Paving	S.Y.	1,130	1,130	
83S	Steel Sheet Piling	S.F.	7,700	7,700	
83TAS	Temporary Sheet Piling	S.F.	18,800	18,800	
85C	Cast-in-Place Concrete Piles	L.F.	75,200	75,200	
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.	
943BW	Stone Curb (Granite)	L.F.	9,050	9,050	
101C	Drainage Trough	L.F.	320	320	
124	Sodding	S.Y.	210	210	
3631	Epoxy Protective Coating for Concrete	S.F.	9,150	9,150	
1 WPS	Watering Plants and Soil	M2000	4	4	

Note - Where Item 130C or Item 130D appear on these drawings, the specifications for Item 130E-6 and 130E-8 shall apply. Six inch diameter downspouts shall be paid for under Item 130E-6. Eight inch diameter downspouts shall be paid for under Item 130E-8.

ITEM 29	
Type of Steel	Weight
A.S.T.M. Designation A36	4,417,000
" " A441	4,673,000
" " A441 Modified	1,372,500
" " A242	39,500
Total	7,508,000
	6,937,012

As Built Revision
Change in Weight of Item 29

CONCRETE ITEMS AND CEMENT

Description	Item No.	Type of Cement
All Footings	20	2
Abutment pedestals, baskwallis and wingwallis	20	2
Abutment headers and parapets	19	2
Pier columns, beams, pedestals, and trash walls	13	2
Non-soluble sint	13MA	2
Parapet (Superstructure & Substructure)	19	2
Cast-in-Place Concrete Piles	95C	2

All concrete shall have entrained air in accordance with the specifications.

INDEX OF DRAWINGS

DRAWING NO.	CONTENTS	DRAWING NO.	CONTENTS
1	Layout	39	Joint sealer, waterstops, and trough
2	Layout	40	Approach shoulder details
3	Notes and estimate of quant.	41	Approach shoulder details
4	Earthwork	42	Bearings
5	South Abutment	43	Bearings
6	South Abutment	44	Bar list #1
7	North Abutment	45	Bar list #2
8	North Abutment	46	Bar list #3
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10	Piers 2, 3 and 4	48	Bar list #5
11	Piers 5 and 6	49	Bar list #6
12	Piers 7, 8 and 9 NBL	50	Bar list #7
13	Pier 9 SBL		
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15	Piers 11 and 12		
16	Piers 13 and 14		
17	Span 1		
18	Span 1		
19	Spans 2, 3, 4, 5 and 6		
20	Span 3		
21	Spans 6, 7 and 8		
22	Spans 4, 5 and 6		
23	Spans 7, 8 and 9		
24	Spans 7, 8 and 9		
25	Span 10		
26	Span 10		
27	Spans 11 thru 15 SB		
28	Spans 11 thru 15 SB		
29	Spans 11 thru 15 NB		
30	Spans 11 thru 15 NB		
31	Finger joint		
32	Downspout details		
33	Miscellaneous Details		
34	Miscellaneous Details		
35	Concrete parapet		
36	Railing details		
37	Railing layout 1		
38	Railing layout 2		

PROJECT ENGINEER F. P. C. L.
IN CHARGE OF F. P. C. L.
DESIGNED BY _____
DESIGN CHECKED BY _____
DETAILED BY _____
DETAIL CHECKED BY _____

BRIDGE NO. 2
INTERSTATE ROUTE 481 OVER DEWITT YARDS
GENERAL NOTES
ESTIMATE OF QUANTITIES TABLE
DRAWING NO. 3 OF 50

FED. RD. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1-481-2(116)	NEW YORK	1-690-3(28)	182	309

INTERSTATE ROUTE CONNECTION 570
 BUFFYBUT INTERCHANGE (PHASE 2)
 ONONDAGA COUNTY

SUBSTRUCTURE NOTES

All sod, topsoil and unsuitable material under the substructure embankment shall be removed as specified under the General Excavation Specifications and replaced by the same item as the layer of embankment adjacent and above as shown on the plans.

All embankments of Selected Granular Fill, Item 2EF-B and Selected Fill (Bridge Foundation) Item 2VJ-D shall be compacted to a minimum dry density of 100% of Maximum Density as defined under "h. Embankments" of the General Excavation Specifications. However, where piles are to be placed through the embankment, a minimum dry density of 90% of the Maximum Density will be required.

The Contractor shall place and compact all fill for bridges between the final toes of slope in accordance with the plans and specifications in a manner satisfactory to the Deputy Chief Engineer (Design).

Top of backwalls on which asbestos sheet piling is to be placed shall be steel trowel finished.

Bituminous Material, Item 61, shall be applied to the backs of all abutments and wingwalls above top of footings, where fill is in contact with the walls.

Epoxy Protective Coating for Concrete shall be applied to the following surfaces:

Abutments - All exposed pedestal surfaces, including the area under the bearings, exposed vertical surfaces of backwall and curtain walls facing the superstructure.

Piers - All pedestal surfaces including the area under the bearings, and the top surface of pier between pedestals including the edge chamfer at top edge of pier.

The use of fibre forms will be permitted only if the interior surface of the forms have been treated in such a manner as to prevent helical corrugation marks on the finished concrete surface.

All exposed construction joints and exposed edges of concrete shall be chamfered one inch.

The embankment for the South Abutment has been constructed to subgrade elevation under a previous contract.

The embankment for the North Abutment shall be constructed to the bottom of footing elevation and allowed to stand for a period of time satisfactory to the Deputy Chief Engineer (Structures) prior to driving piles and proceeding with abutment construction.

A six month waiting period is required after backfilling behind North Abutment prior to placing approach pavement at north end of bridge.

Items 2 and 2EF-B and Items 2 and 2VJ-D shall be placed simultaneously, in contact, on both sides of the vertical payment line. Sheeting or other means shall not be used to separate the two materials.

The installation of Selected Fill, Item 2EF-B at the North Abutment or backfill at the South Abutment as shown on the structural plans, shall be completed immediately following the completion of abutments or walls.

All abutments and piers for this structure are to be supported on cast-in-place concrete piles.

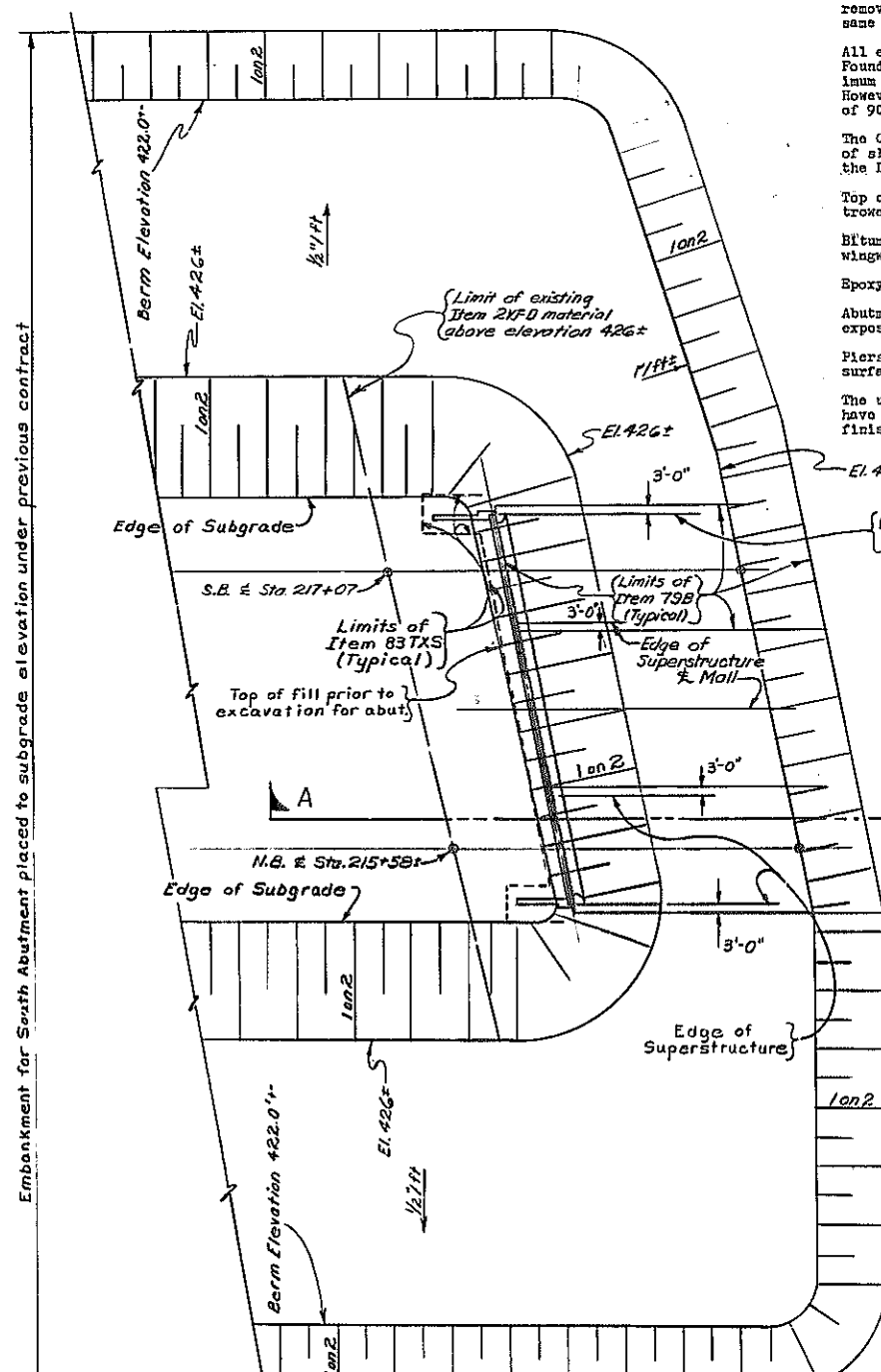
For design purposes the pile load does not exceed 35 tons per pile.

Estimated length of cast-in-place concrete piles:

South Abutment = 75 Feet		North Abutment = 65	
Pier 1	S. E. = 55 N. E. = 55	Pier 9	S. E. = 70 N. E. = 70
Pier 2	S. E. = 60 N. E. = 60	Pier 10	S. E. = 70 N. E. = 65
Pier 3	S. E. = 65 N. E. = 70	Pier 11	S. E. = 65 N. E. = 65
Pier 4	S. E. = 70 N. E. = 75	Pier 12	S. E. = 65 N. E. = 65
Pier 5	S. E. = 80 N. E. = 80	Pier 13	S. E. = 65 N. E. = 80
Pier 6	S. E. = 80 N. E. = 80	Pier 14	S. E. = 60 N. E. = 60*
Pier 7	S. E. = 80 N. E. = 80		
Pier 8	S. E. = 70 N. E. = 70		

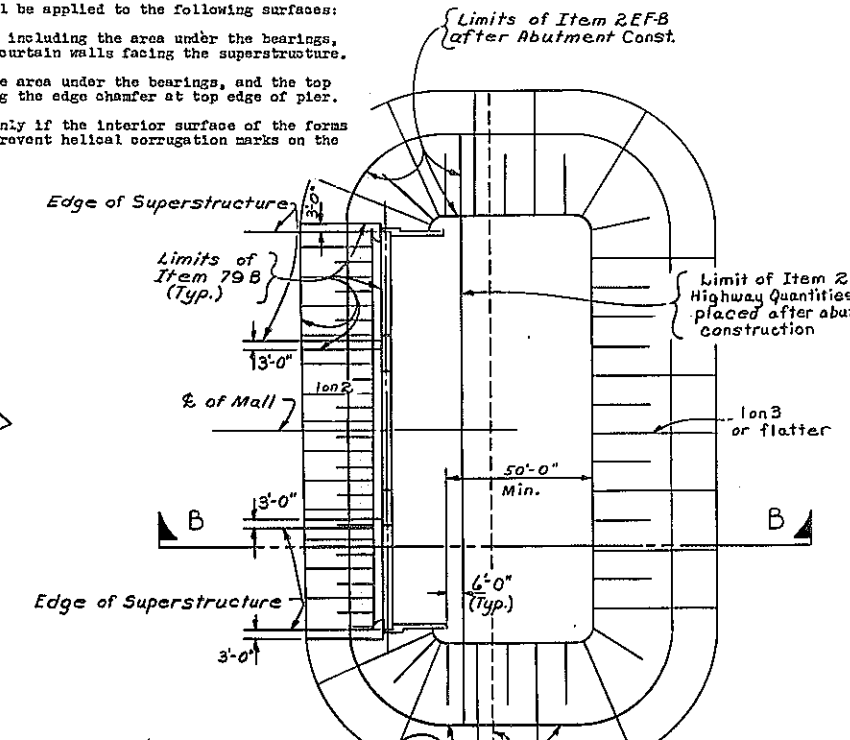
* Pier #14 N.E. has an existing 16" diameter water main in close proximity. The water main is to be relocated under this contract. See Drawing 2.

It is anticipated that difficult driving of piles through the South Abutment embankment may be encountered and it may be necessary to utilize mechanical equipment for removing consolidated material from the location of the piles. This may be accomplished by various types of earth augers, well drilling equipment or other devices to remove the consolidated material to permit the piles to be driven to the desired depth or required resistance without distortion.

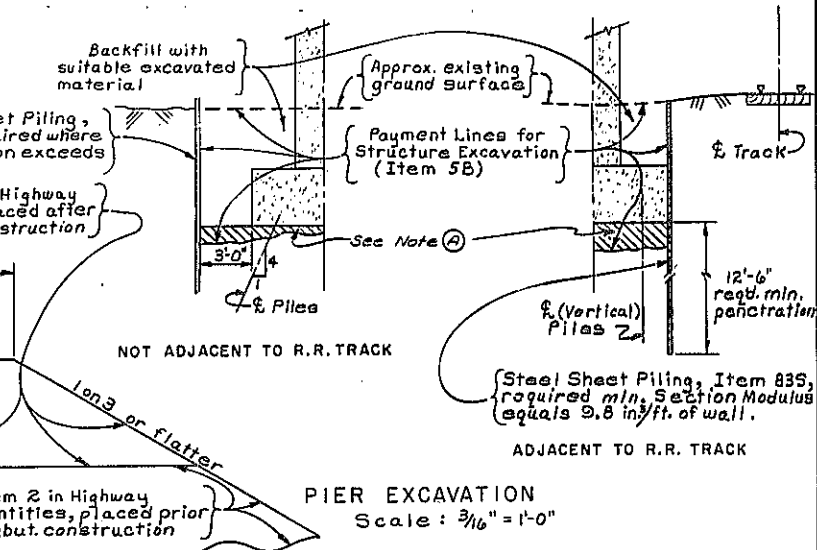


PLAN
Scale: 1" = 30'-0"

Note (A) Remove any unsuitable material encountered below bottom of pier footing AOB. Estimated depth of unsuitable material = 0' to 2' feet. Backfill to bottom of footing elevation with compacted Item 2 EF-B prior to driving piles.

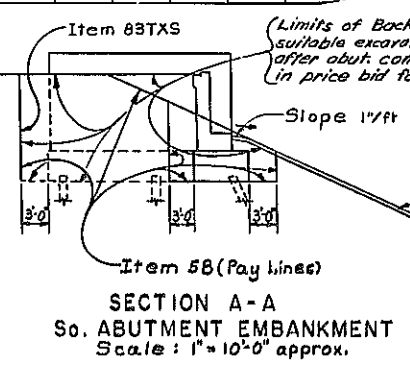


SECTION B-B
No. ABUTMENT EMBANKMENT
Scale: 1" = 10'-0" approx.



PIER EXCAVATION
Scale: 3/16" = 1'-0"

PROJECT ENGINEER R. Parker
 IN CHARGE OF F. Eckel
 DESIGNED BY S. Rowe
 DESIGN CHECKED BY D.H. Smith
 DETAILED BY J.C. Thompson
 DETAIL CHECKED BY STW/ckl

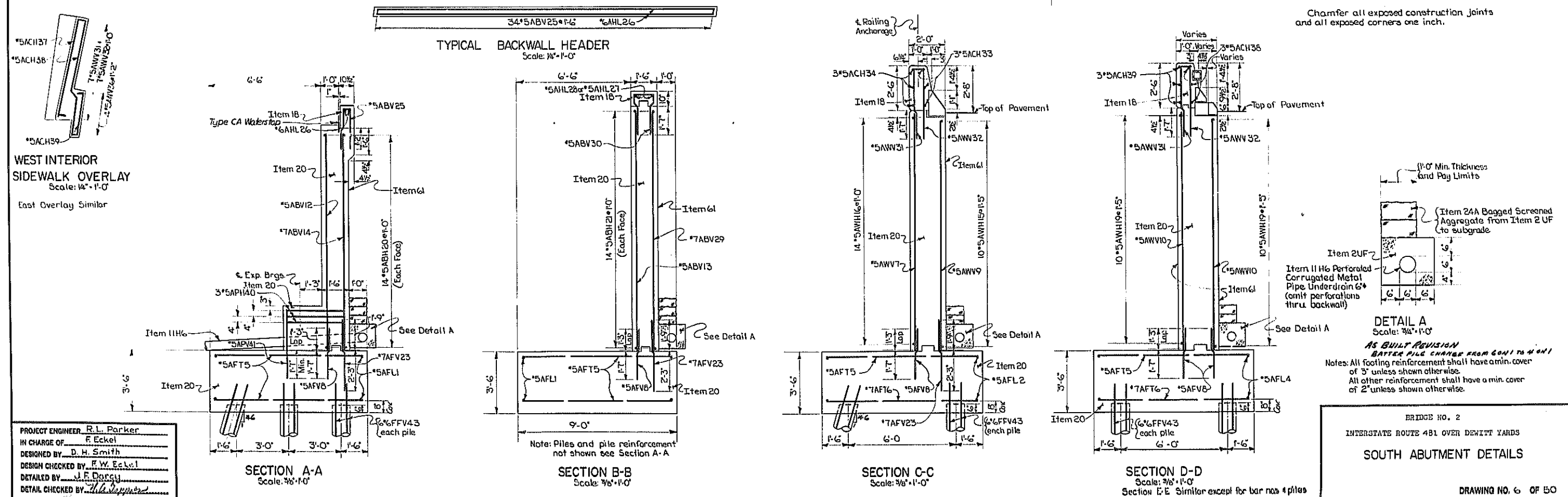
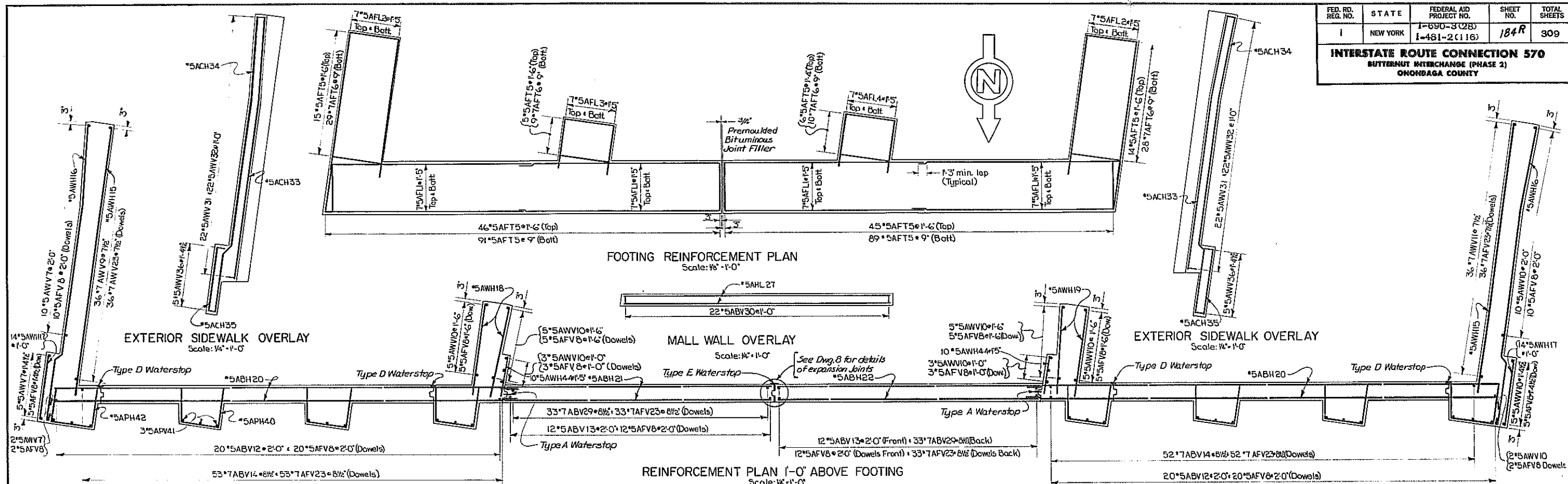


SECTION A-A
So. ABUTMENT EMBANKMENT
Scale: 1" = 10'-0" approx.

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DENWIT YARDS
EARTHWORK
 DRAWING NO. 4 OF 50

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-69D-3(28) 1-481-2(116)	184R	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY



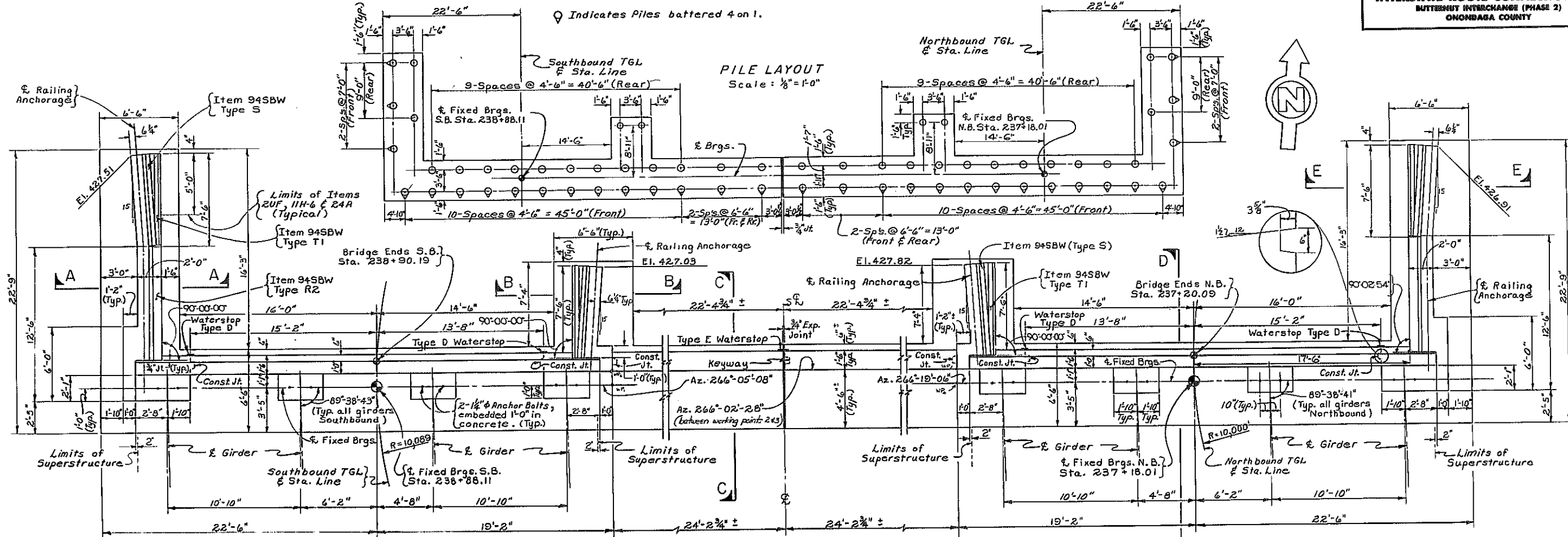
PROJECT ENGINEER R.L. Parker
 IN CHARGE OF F. Eckel
 DESIGNED BY D. H. Smith
 DESIGN CHECKED BY F. W. Eckel
 DETAILED BY J. E. Dorsey
 DETAIL CHECKED BY J. E. Dorsey

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
 SOUTH ABUTMENT DETAILS
 DRAWING NO. 6 OF 50

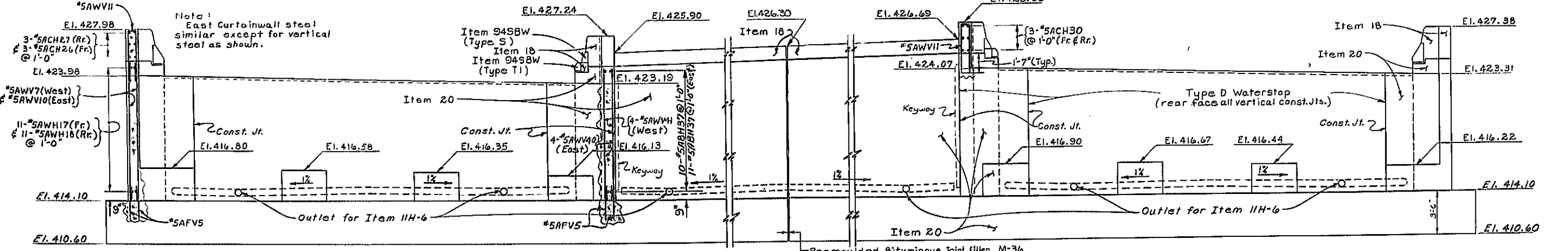
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(28) I-481-2(116)	185	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)
 ONONDAGA COUNTY

Piles to be Cast-in-Place Concrete Piles, Item 85C
 Estimated length of pile = 65 feet
 For design purposes the pile load does not exceed
 35 tons per pile.



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

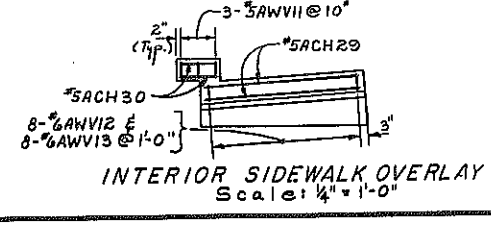
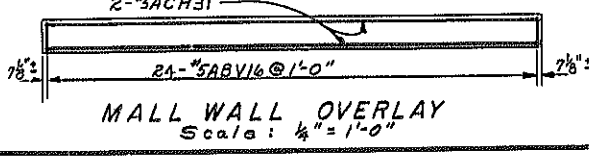
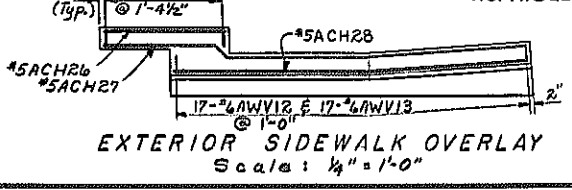


ELEVATION
 Scale: 1/4" = 1'-0"

Note:
 Piles not shown in Elevation.
 Omit perforations in Item 11H-6
 extension thru wall.

Note: Northwest overlays shown,
 Northeast similar by opposite hand.

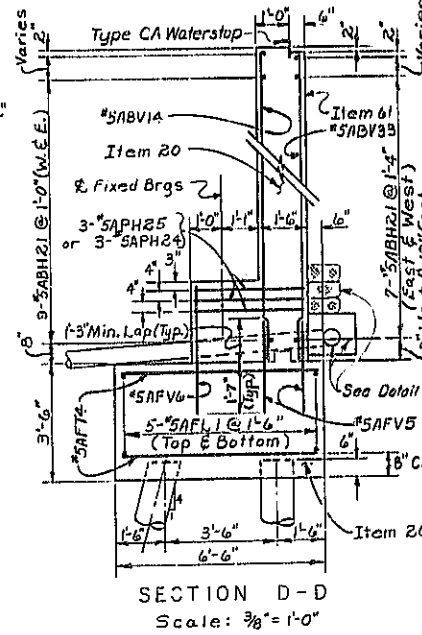
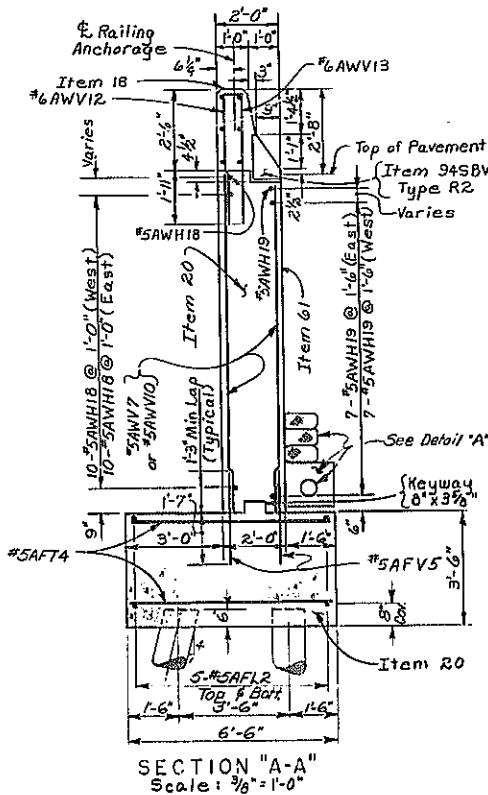
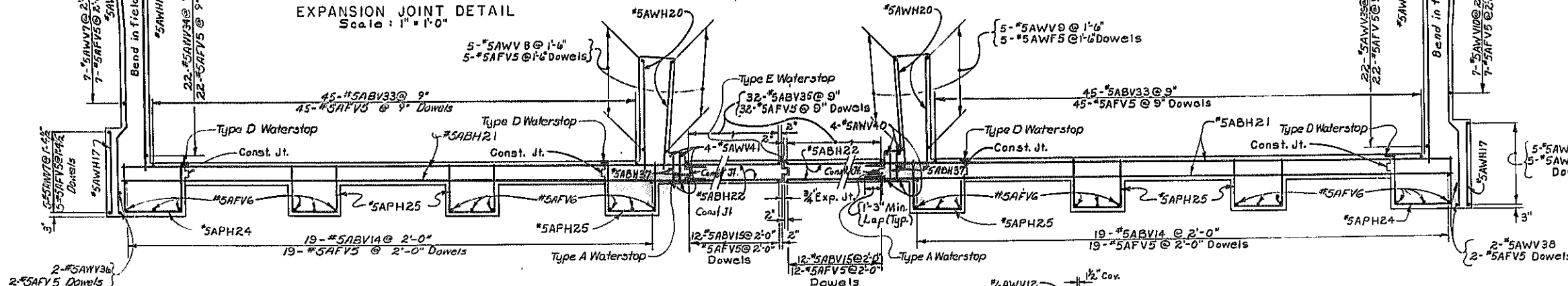
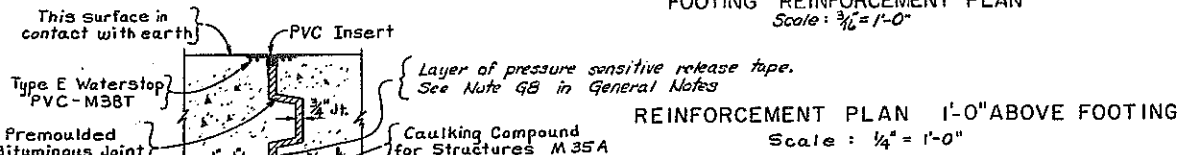
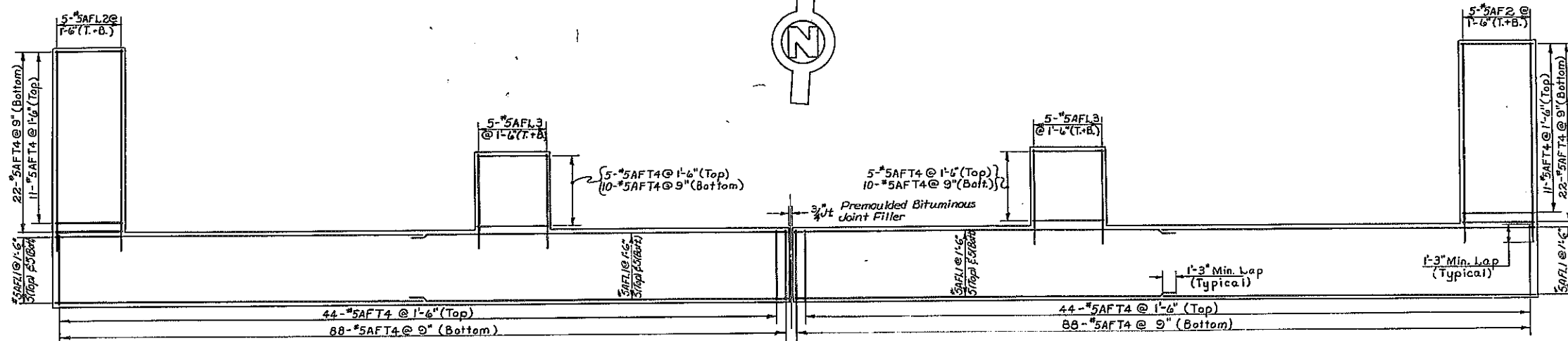
PROJECT ENGINEER R. Parker
 IN CHARGE OF F. Eckel
 DESIGNED BY K.H.W. & Raul
 DESIGN CHECKED BY J.B. Sherman
 DETAILED BY J.C. Thompson
 DETAIL CHECKED BY D.H. Smith



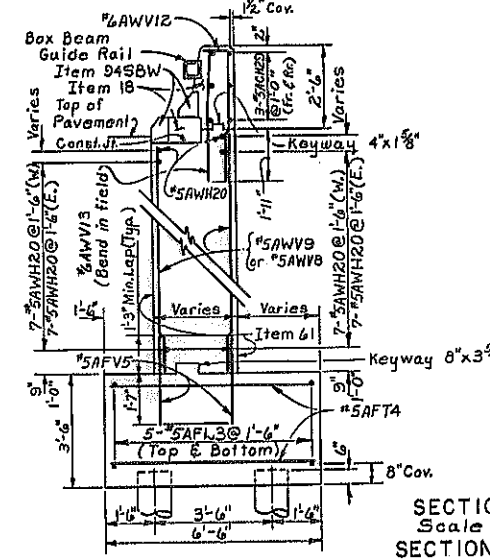
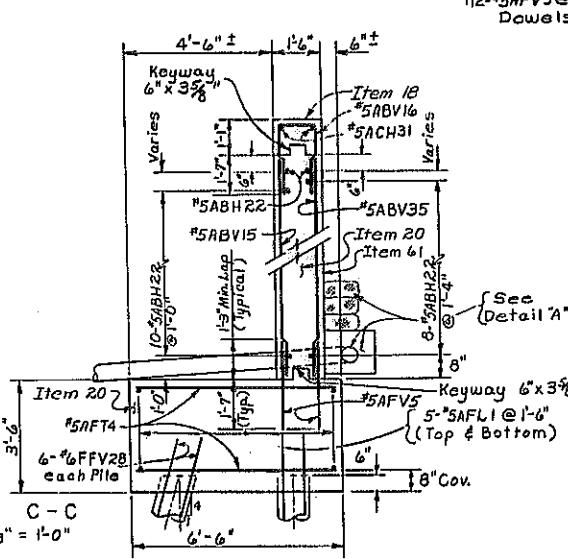
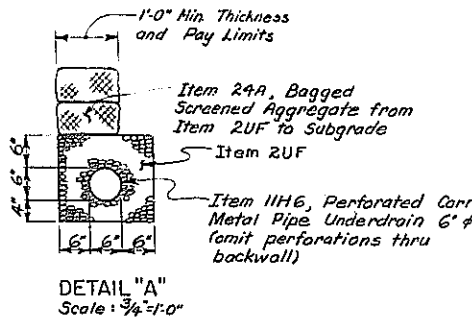
BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
NORTH ABUTMENTS
 DRAWING NO. 7 OF 50

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	186	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY



Notes:-
See Drawing # 39 for Waterstops.
All footing reinforcement shall have a min. cover of 3" unless otherwise noted.
All other reinforcement shall have a min. cover of 2" unless otherwise noted.
All exposed construction joints shall be chamfered one inch.
All exposed corners shall be chamfered one inch.

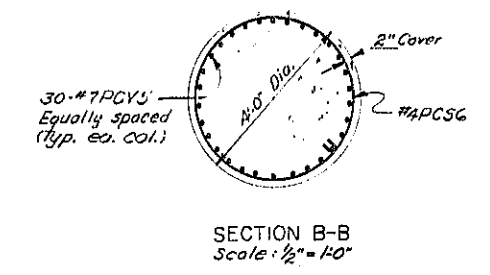
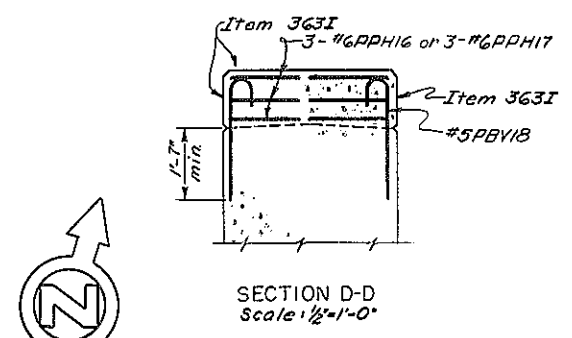
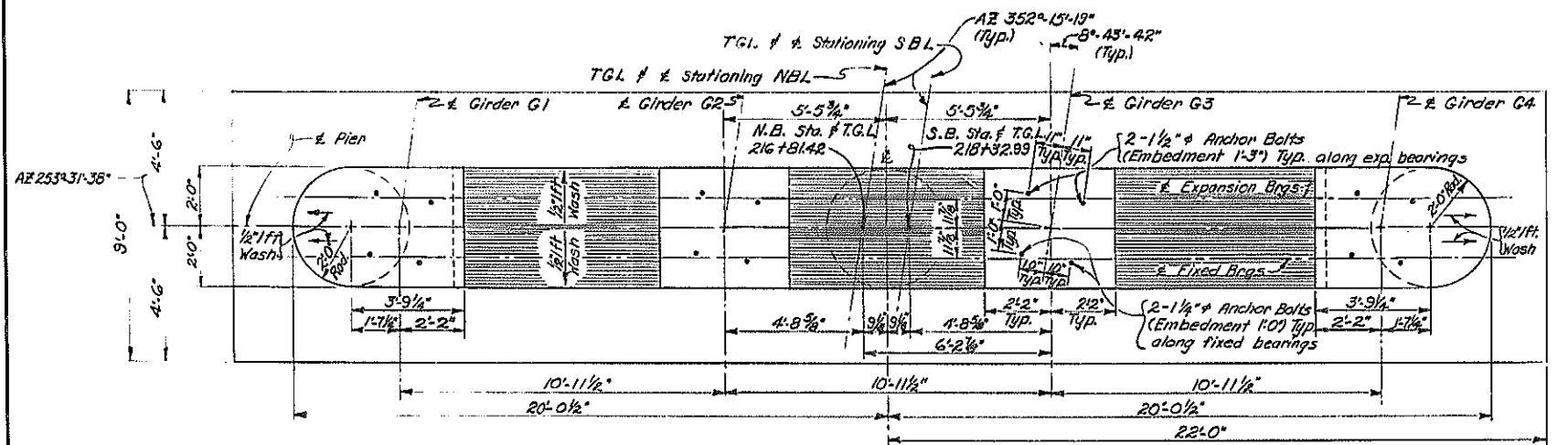
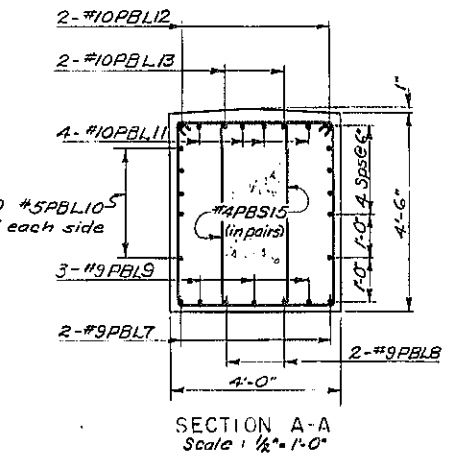
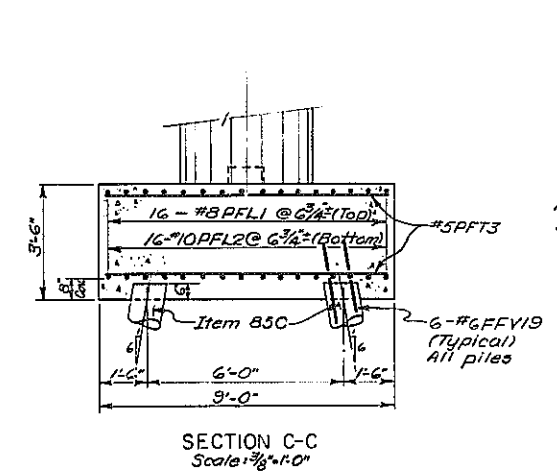
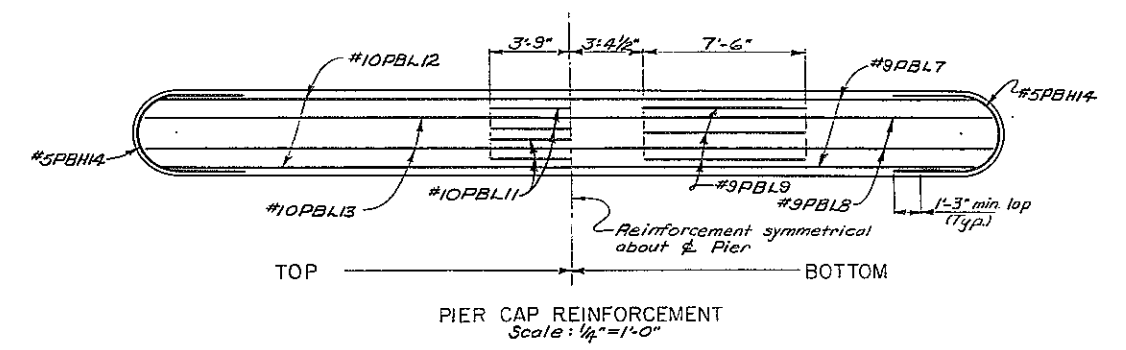
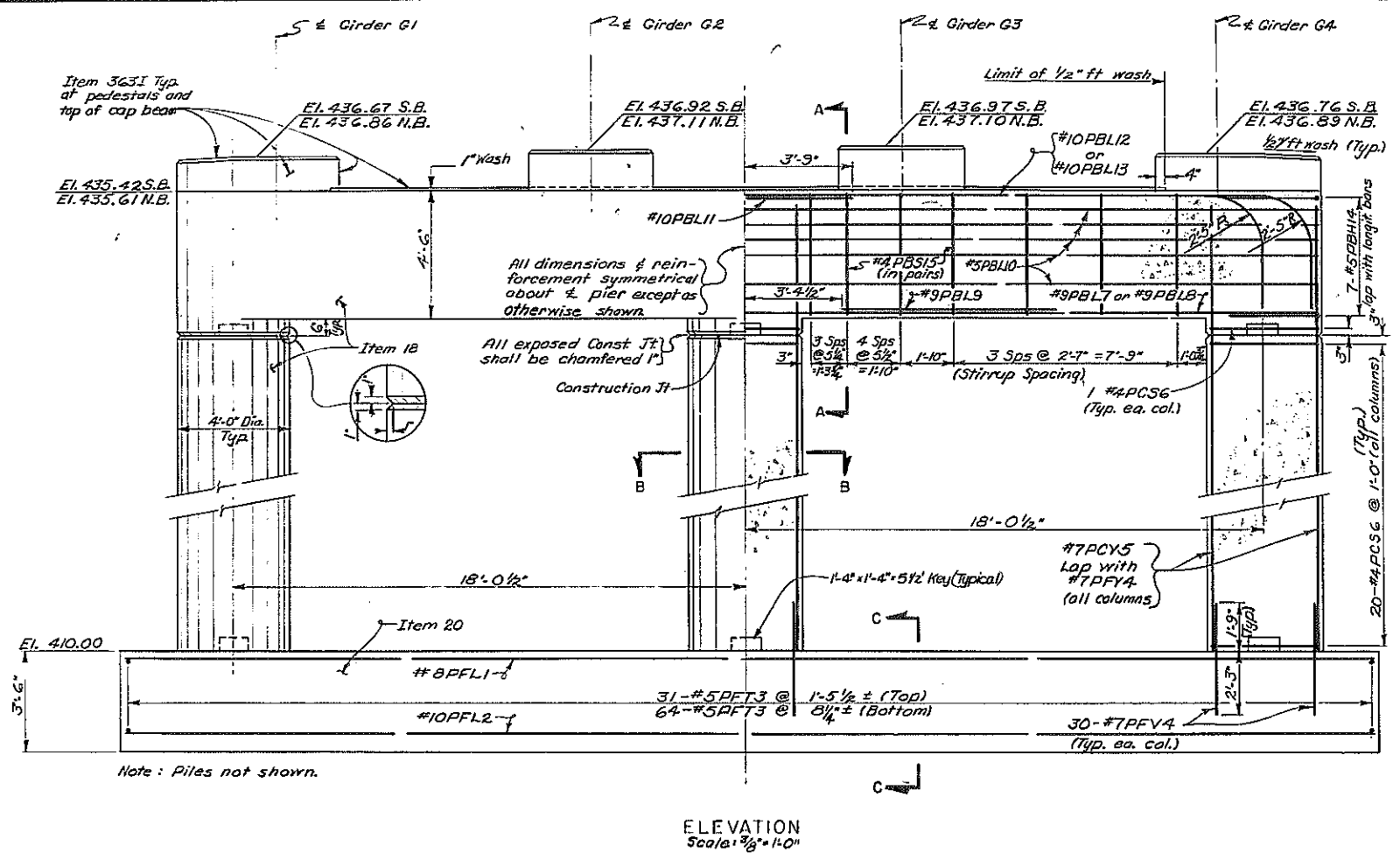


PROJECT ENGINEER R. Parker
IN CHARGE OF F. Eckel
DESIGNED BY K. Wachter
DESIGN CHECKED BY V. Hoo, J. Sherman
DETAILED BY J. Durrant & J.C.T.
DETAIL CHECKED BY D.H. Smith

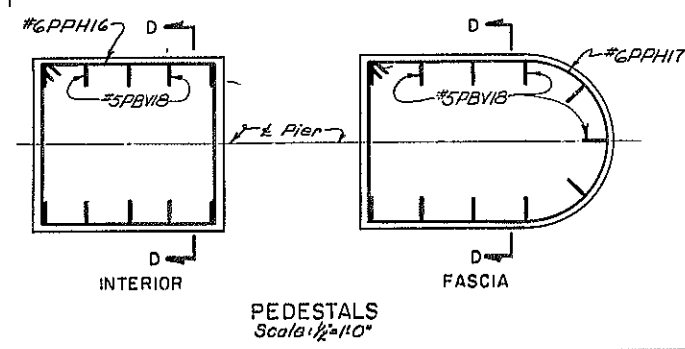
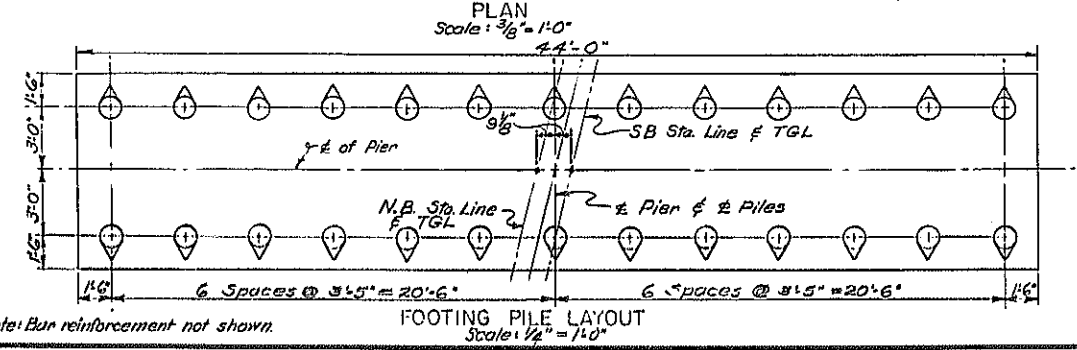
BRIDGE NO. 2
INTERSTATE ROUTE 91 OVER DEWITT YARDS
NORTH ABUTMENT DETAILS
DRAWING NO. 8 OF 50

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-090-3(23) 1-481-2(116)	187	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY



Notes:
All footing reinforcement shall have a min. cov. of 3" unless otherwise shown.
All other reinforcement shall have a min. cov. of 2" unless otherwise shown.
Estimated length of cast-in-place concrete piles = 55' Southbound and 60' Northbound.
For design purposes the pile load does not exceed 35 tons per pile.
For details of pile reinforcement see Drawing No. 42



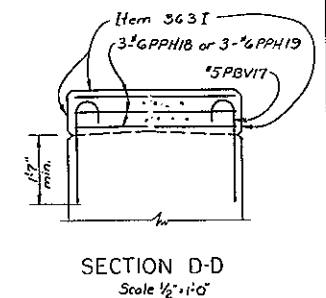
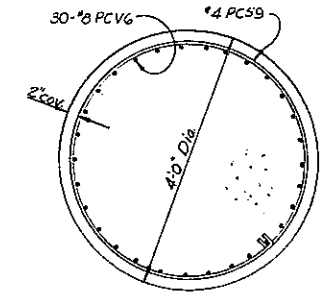
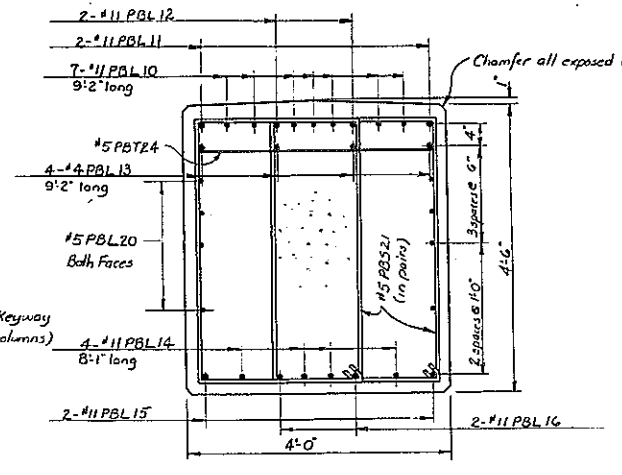
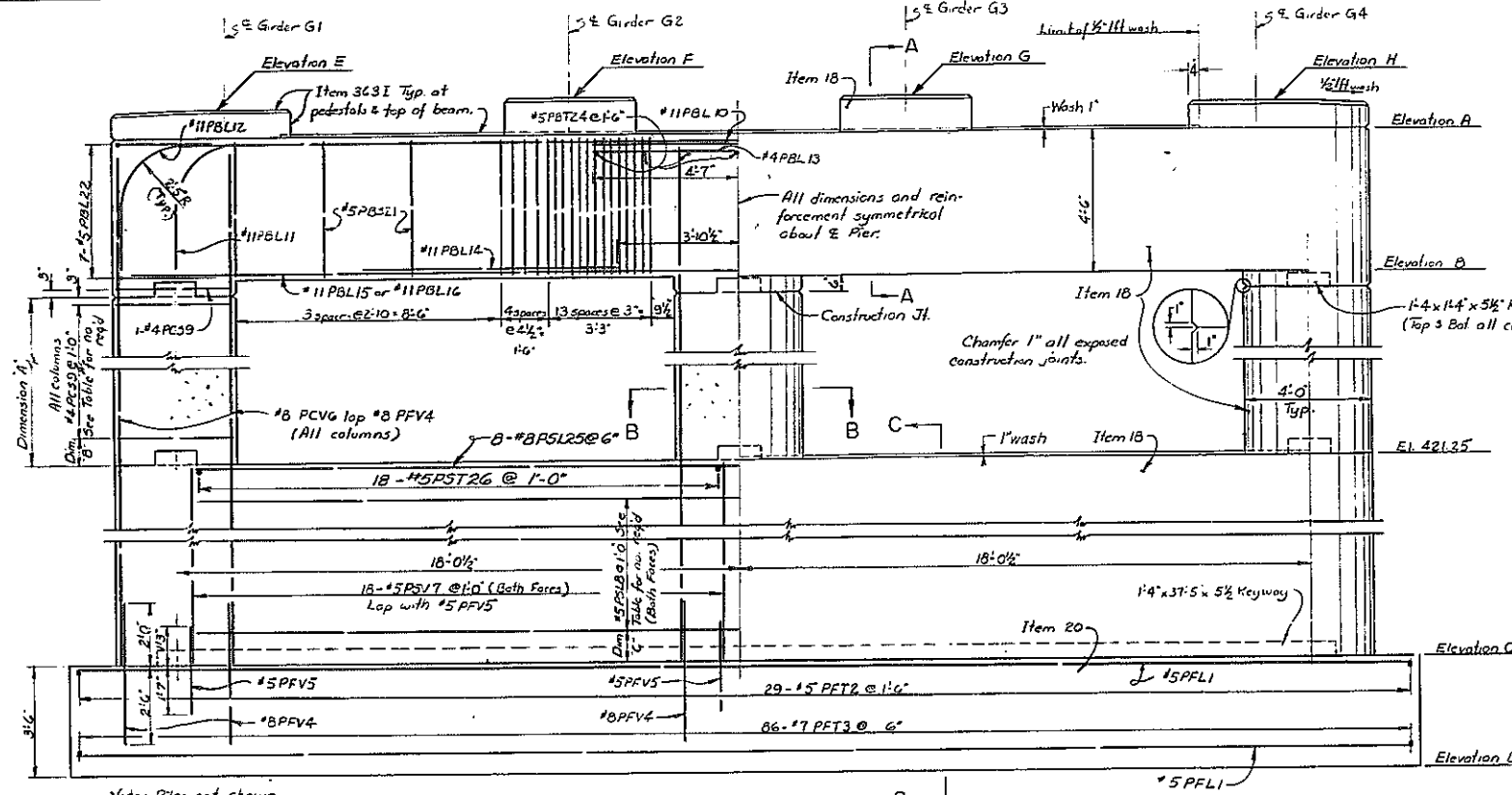
PROJECT ENGINEER: R. L. Parker
IN CHARGE OF: E. Eckel
DESIGNED BY: M. A. Tappan
DESIGN CHECKED BY: R. Tomblin
DETAILED BY: J. A. Murcutt
DETAIL CHECKED BY: J. A. Tappan

BRIDGE NO. 2
INTERSTATE ROUTE 481 OVER DEWITT YARDS
PIER 1 (NB & SB)
DRAWING NO. 9 OF 30

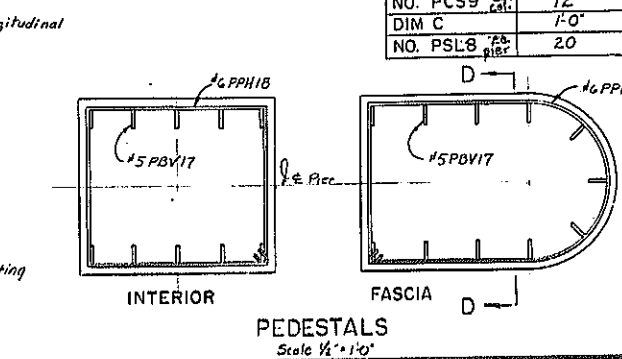
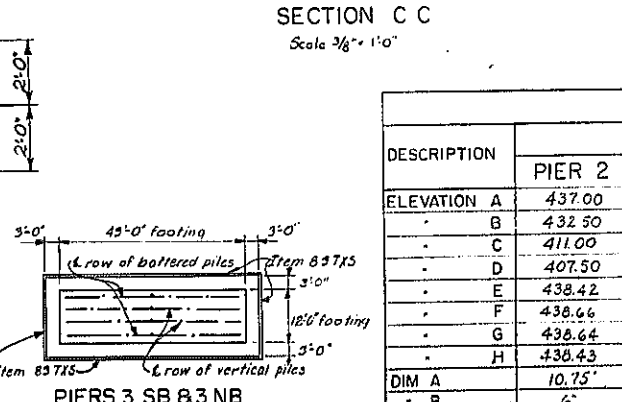
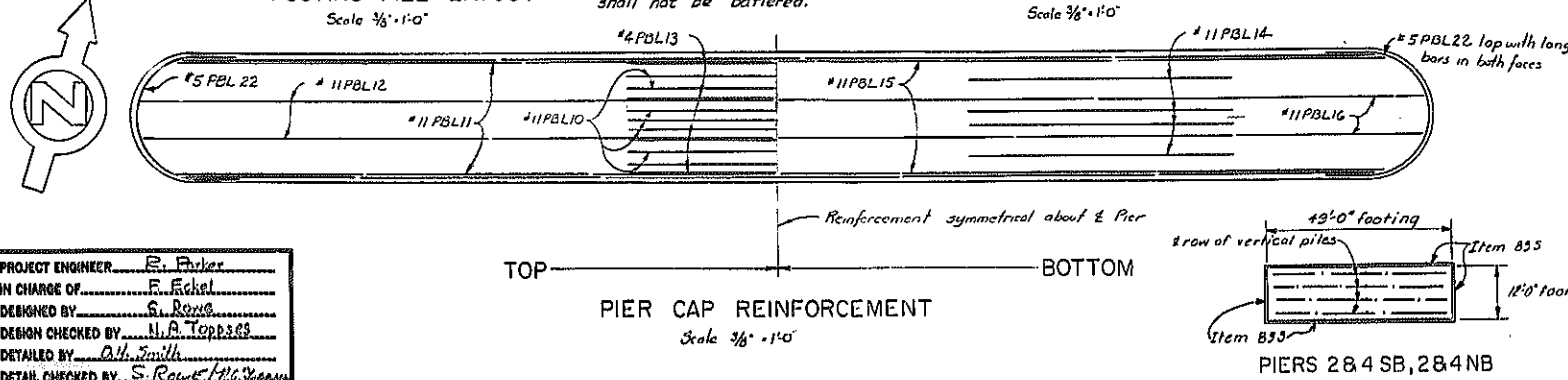
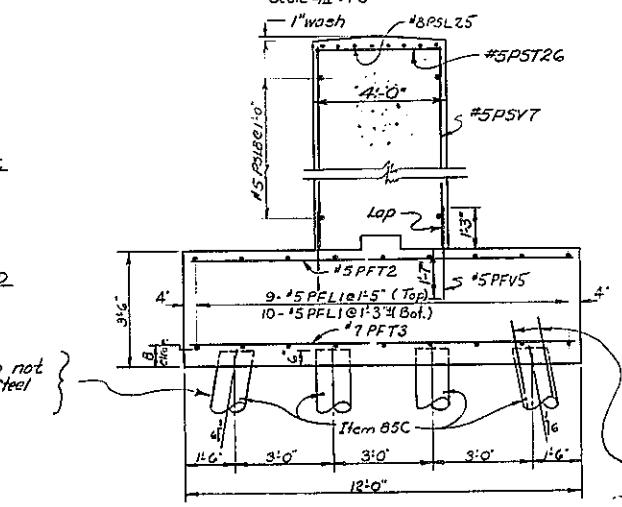
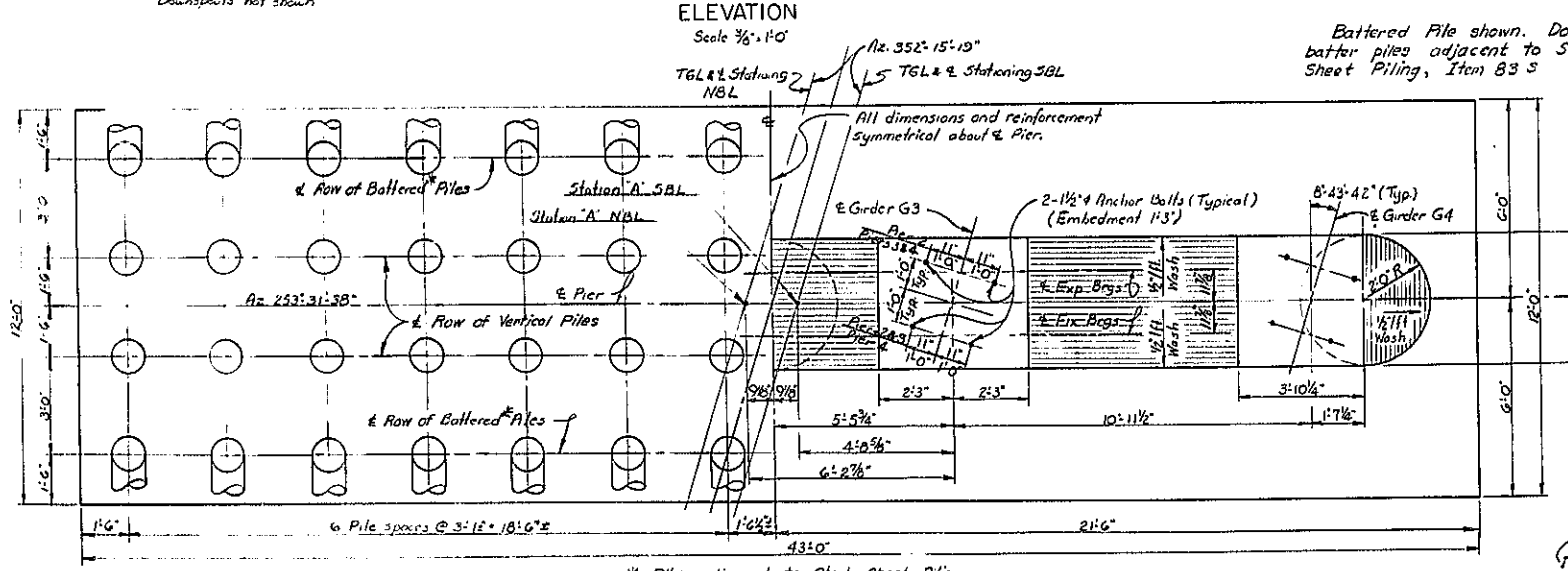
PIER #1 (NB & SB) - (2) PILES

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B) 1-481-2(116)	188	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY



Note: All footing reinforcement shall have a min. cover of 3" unless otherwise shown.
 All other reinforcement shall have a min. cover of 2" unless otherwise shown.
 Estimated length of cast-in-place concrete piles Per #2 SB 55' long, Per #2 NB 3' Per #3 SB 60' long, Per #3 NB 65' long, & Per #4 NB 3 SB 70' long.
 For design purposes the pile load does not exceed 35 tons/pile.
 Downspouts to be paid for under Item 13 DE. Each hopper to be drained by one downspout attached to each exterior column. See drawing #32 for details.



STATION 'A'

	NBL	SBL
PIER 2	218+37.59	219+89.15
PIER 3	220+08.76	221+60.32
PIER 4	222+06.76	223+58.32

PIER DATA

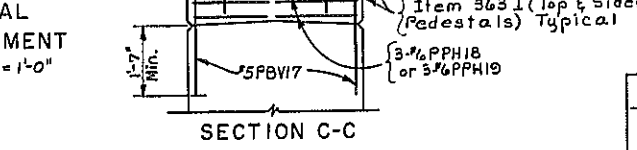
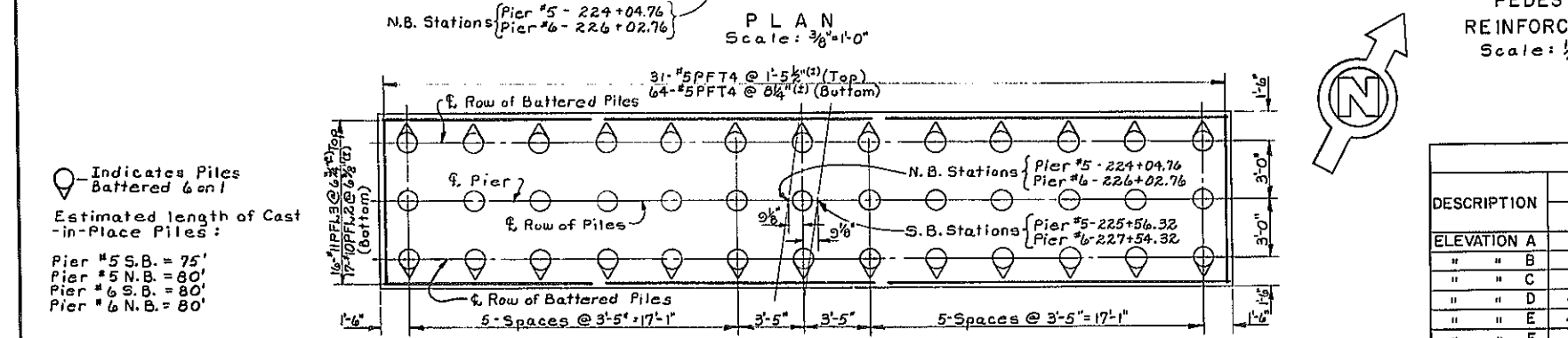
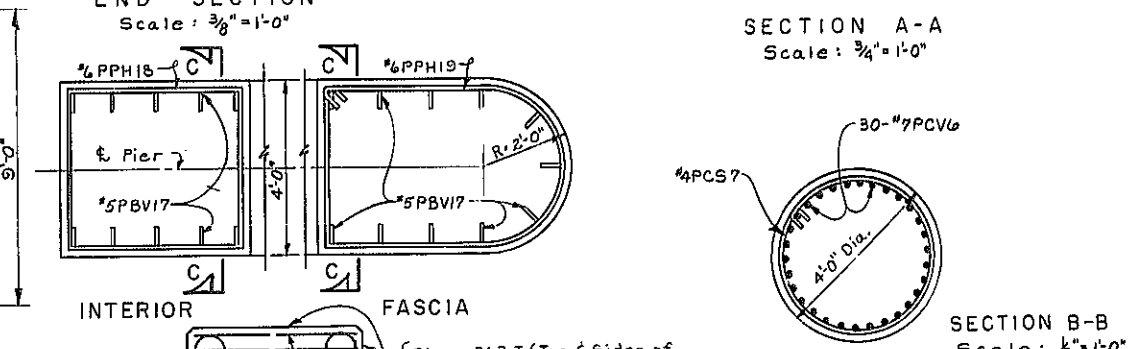
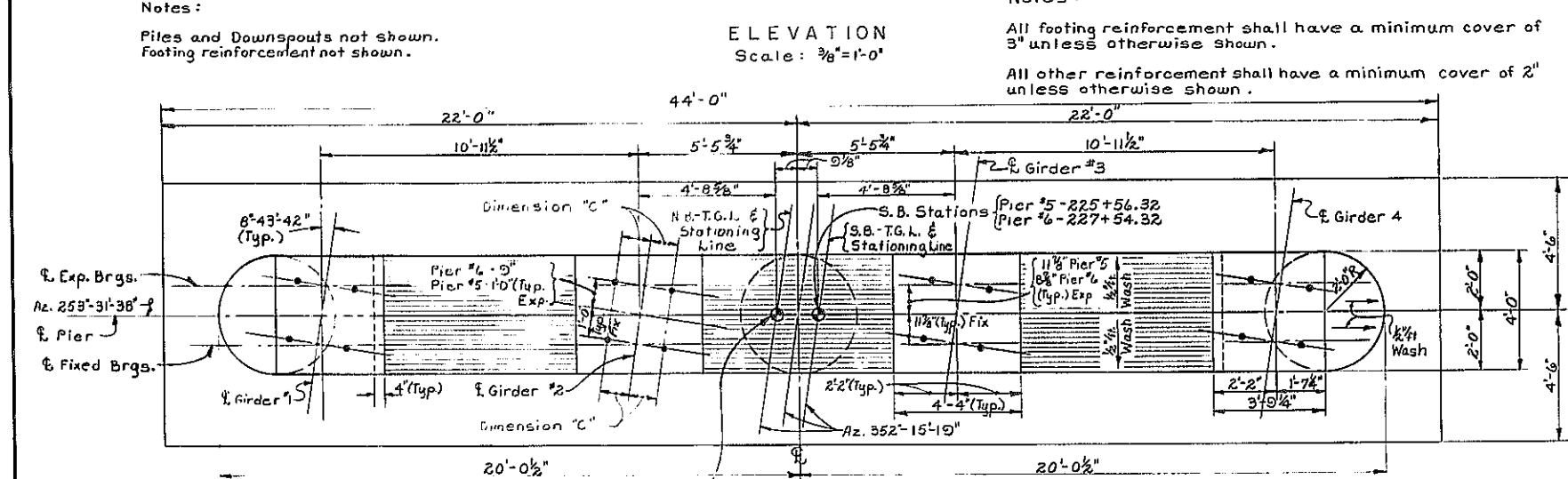
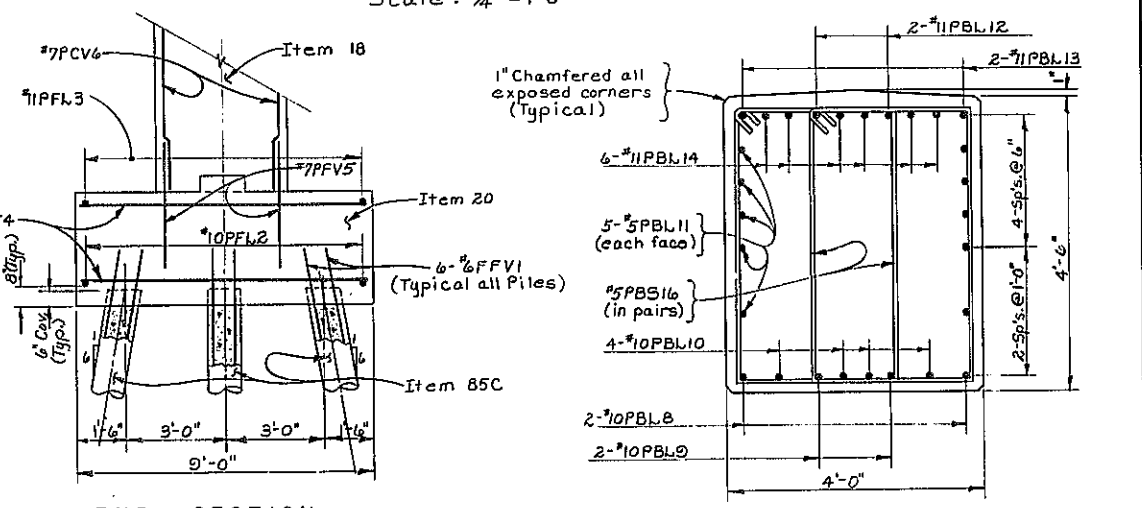
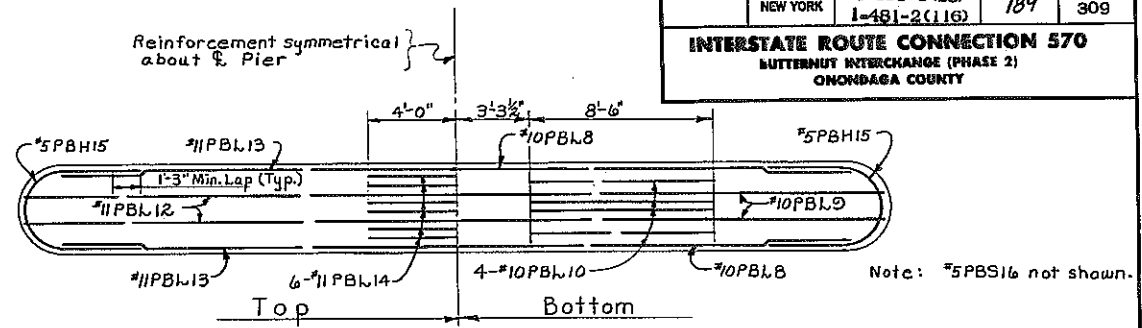
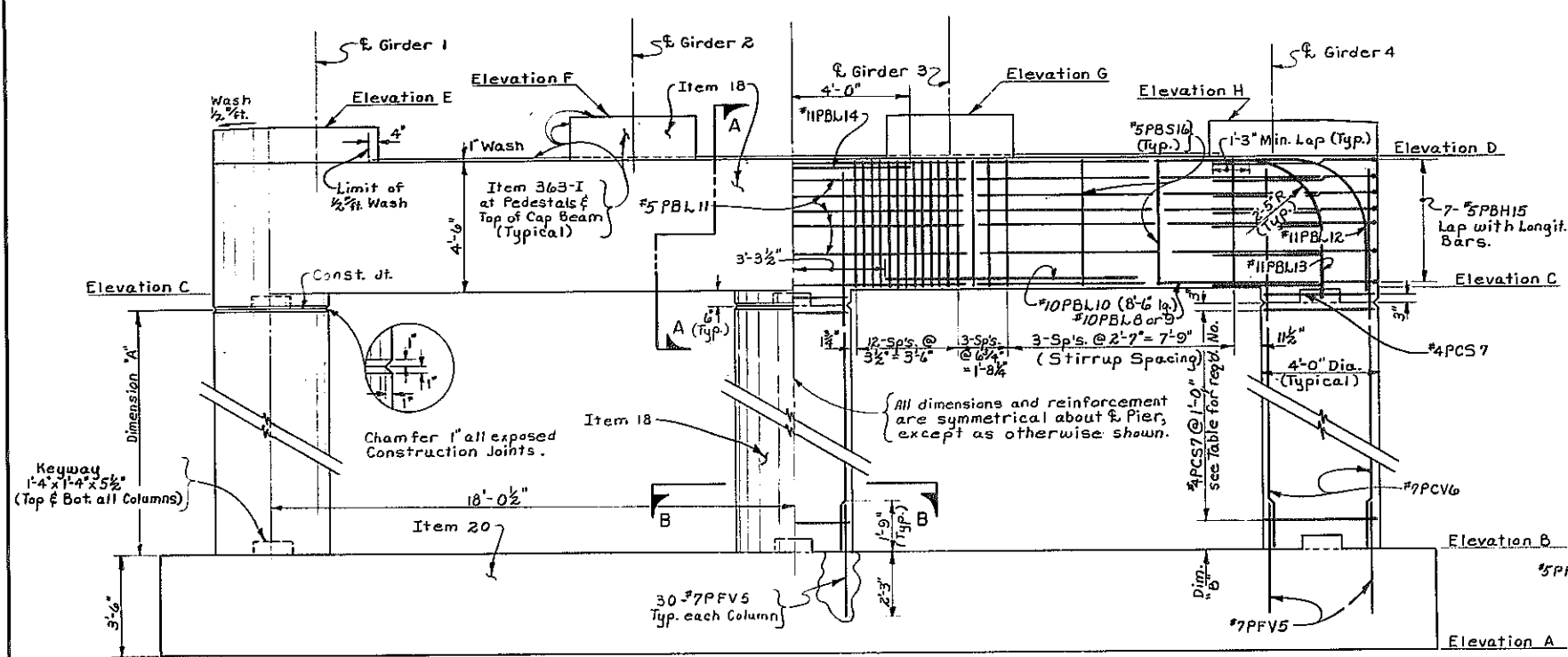
DESCRIPTION	NORTHBOUND			SOUTHBOUND		
	PIER 2	PIER 3	PIER 4	PIER 2	PIER 3	PIER 4
ELEVATION A	437.00	438.00	438.50	437.00	438.00	438.50
B	432.50	433.50	434.00	432.50	433.50	434.00
C	411.00	413.00	412.80	411.00	413.00	412.80
D	407.50	409.50	409.30	407.50	409.50	409.30
E	438.42	439.47	439.83	438.28	439.38	439.80
F	438.64	439.70	440.07	438.52	439.61	440.05
G	438.64	439.68	440.04	438.54	439.65	440.08
H	438.43	439.46	439.79	438.35	439.43	439.83
DIM A	10.75'	11.75'	12.25'	10.75'	11.75'	12.25'
B	6'	6'	1'-0"	6'	6'	1'-0"
NO. PCS9	12	13	13	12	13	13
DIM C	1'-0"	1'-0"	3"	1'-0"	1'-0"	3"
NO. PSL8	20	16	18	20	16	18

PROJECT ENGINEER: E. Baker
 IN CHARGE OF: F. Eckel
 DESIGNED BY: S. Rowe
 DESIGN CHECKED BY: N. A. Topps, Jr.
 DETAILED BY: A. H. Smith
 DETAIL CHECKED BY: S. Rowe, H. C. Wagner

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
PIERS 2, 3, 4 (NB & SB)
 DRAWING NO. 10 OF 50

FED. RD. DIST. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK	L-65C-3 1-481-2(116)	189	309

INTERSTATE ROUTE CONNECTION 570
NUTTENUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY



DESCRIPTION	PIER No. 5		PIER No. 6	
	N.B.	S.B.	N.B.	S.B.
ELEVATION A	409.30	409.30	410.50	407.30
" " B	412.80	412.80	414.00	410.80
" " C	433.45	433.55	431.96	432.12
" " D	437.95	438.05	436.46	436.62
" " E	439.26	439.30	437.79	437.88
" " F	439.50	439.54	438.00	438.10
" " G	439.46	439.56	437.95	438.11
" " H	439.20	439.30	437.71	437.87
DIM. A	20'-2"	20'-3"	17'-5 1/2"	20'-10"
DIM. B	11"	1'-0"	3"	7"
NO. HOOPS	21	21	19	22

GIRDER	ANCHOR BOLT DATA					
	PIER NO. 5	S.B. & N.B.	PIER NO. 6	N.B. & S.B.		
FIXED BRGS.	G1	1 1/2"	1'-3"	1'-0"	1'-3"	1'-0"
	G2	1 1/2"	1'-3"	1'-0"	1'-3"	1'-0"
	G3	1 1/2"	1'-3"	1'-0"	1'-3"	1'-0"
	G4	1 1/2"	1'-3"	1'-0"	1'-3"	1'-0"
EXP. BRGS.	G1	1 1/2"	1'-3"	1'-0"	1'-3"	1'-0"
	G2	1 1/2"	1'-3"	1'-0"	1'-3"	1'-0"
	G3	1 1/2"	1'-3"	1'-0"	1'-3"	1'-0"
	G4	1 1/2"	1'-3"	1'-0"	1'-3"	1'-0"

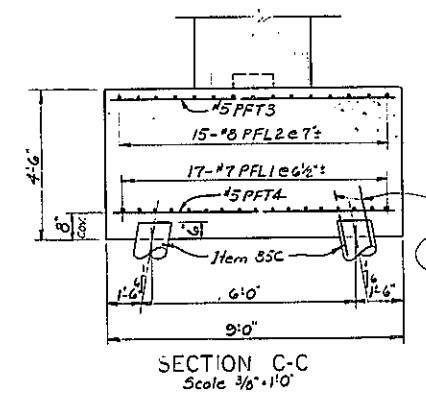
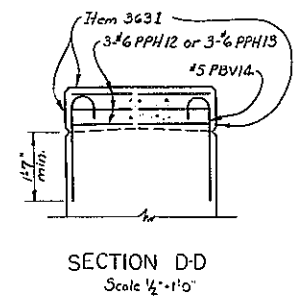
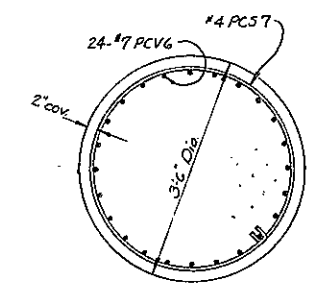
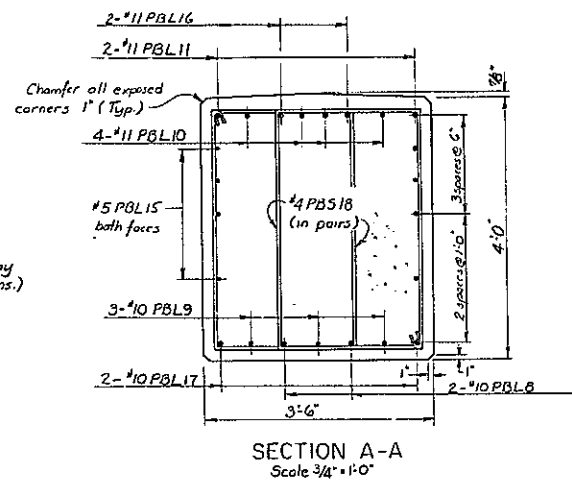
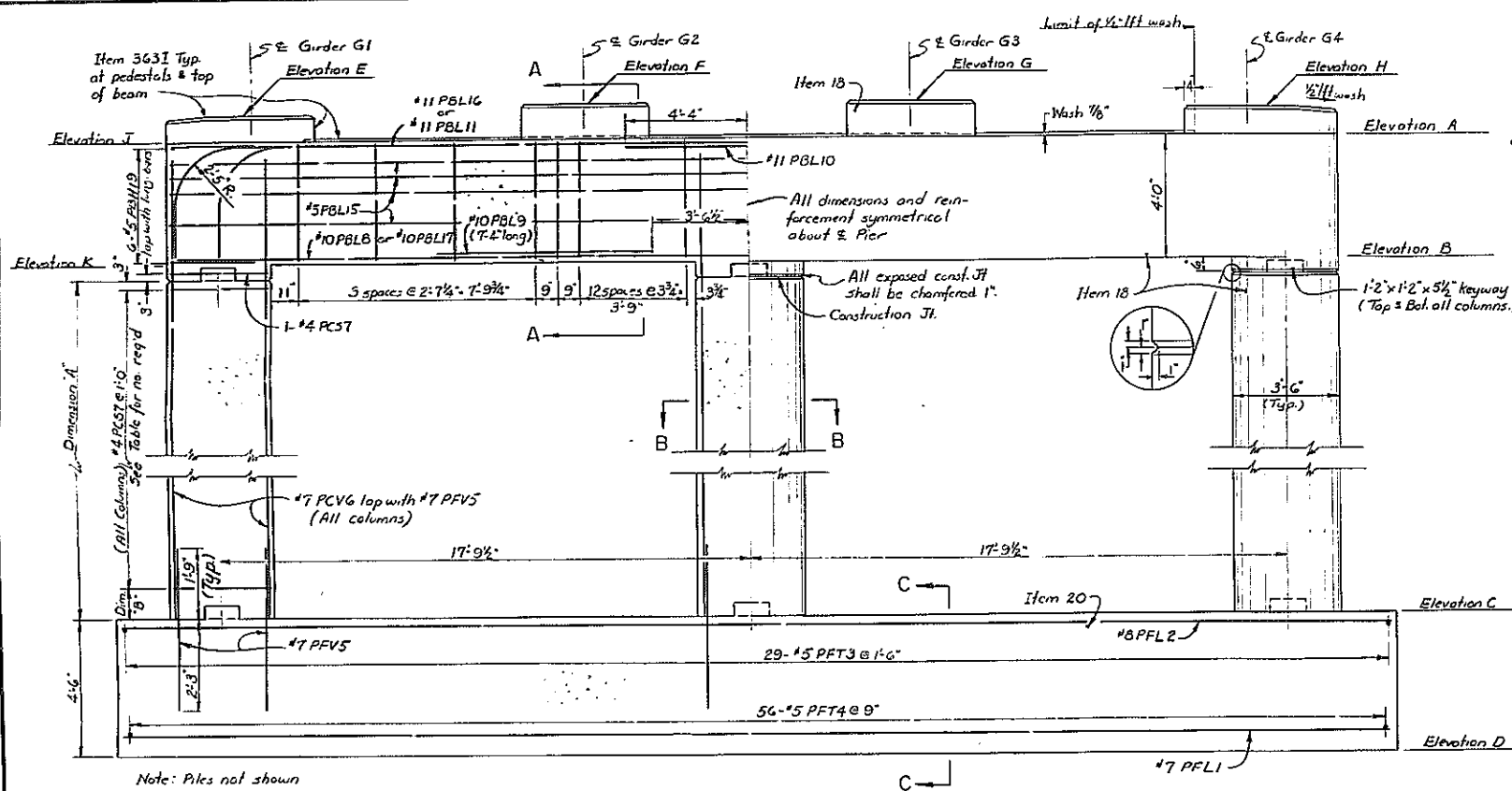
PROJECT ENGINEER: R. Parker
 IN CHARGE OF: F. Eckel
 DESIGNED BY: R. D. Thimble
 DESIGN CHECKED BY: N. A. Joppa
 DETAILED BY: J. C. Thompson
 DETAIL CHECKED BY: J. C. Thompson

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
 PIERS 5 & 6 (N.B. & S.B.)
 DRAWING NO. 11 OF 50

DeWitt Yds. - Piers 5 & 6
 S.B. & N.B. 3003.00 - 76

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-3(28) 1-481-2(116)	190	309

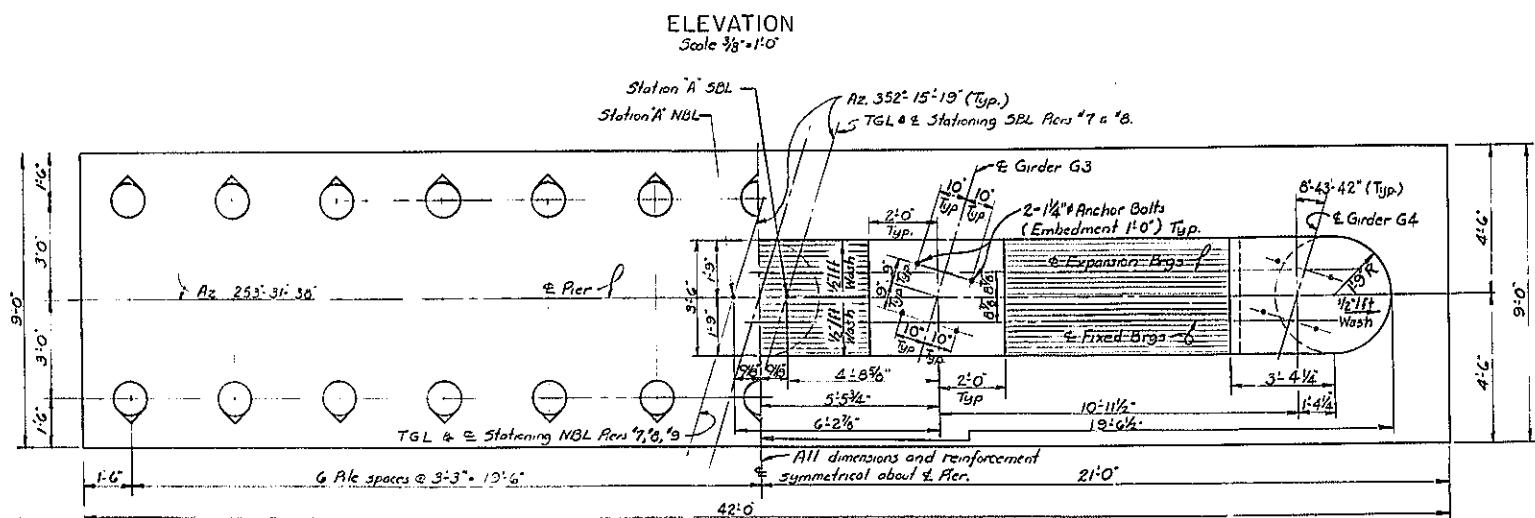
INTERSTATE ROUTE CONNECTION 570
INTERURBAN INTERCHANGE (PHASE 2)
SCHENECTADY COUNTY



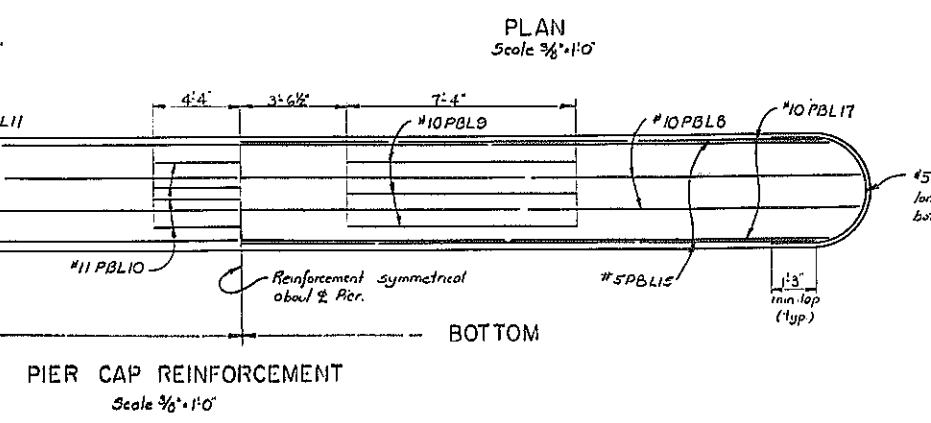
Note: All footing reinforcement shall have a min. cover of 3" unless otherwise shown.
All other reinforcement shall have a min. cover of 2" unless otherwise shown.
Estimated length of cast-in-place concrete piles - 80' at Pier 7 NB & SB, 70' at Pier 8 NB & SB and Pier 9 NB.
For design purposes the pile load does not exceed 55 tons per pile.
For details of pile reinforcement see Drawing No. 42

STATION 'A'

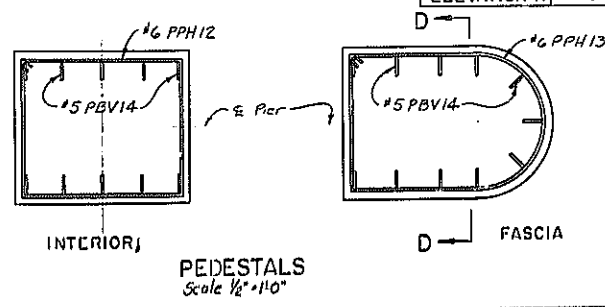
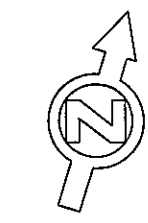
	NBL	SBL
PIER 7	227+26.76	228+78.32
PIER 8	228+50.76	230+02.32
PIER 9	229+74.76	



FOOTING PILE LAYOUT
Scale 3/8" = 1'-0"



PIER CAP REINFORCEMENT
Scale 3/8" = 1'-0"



PIER DATA

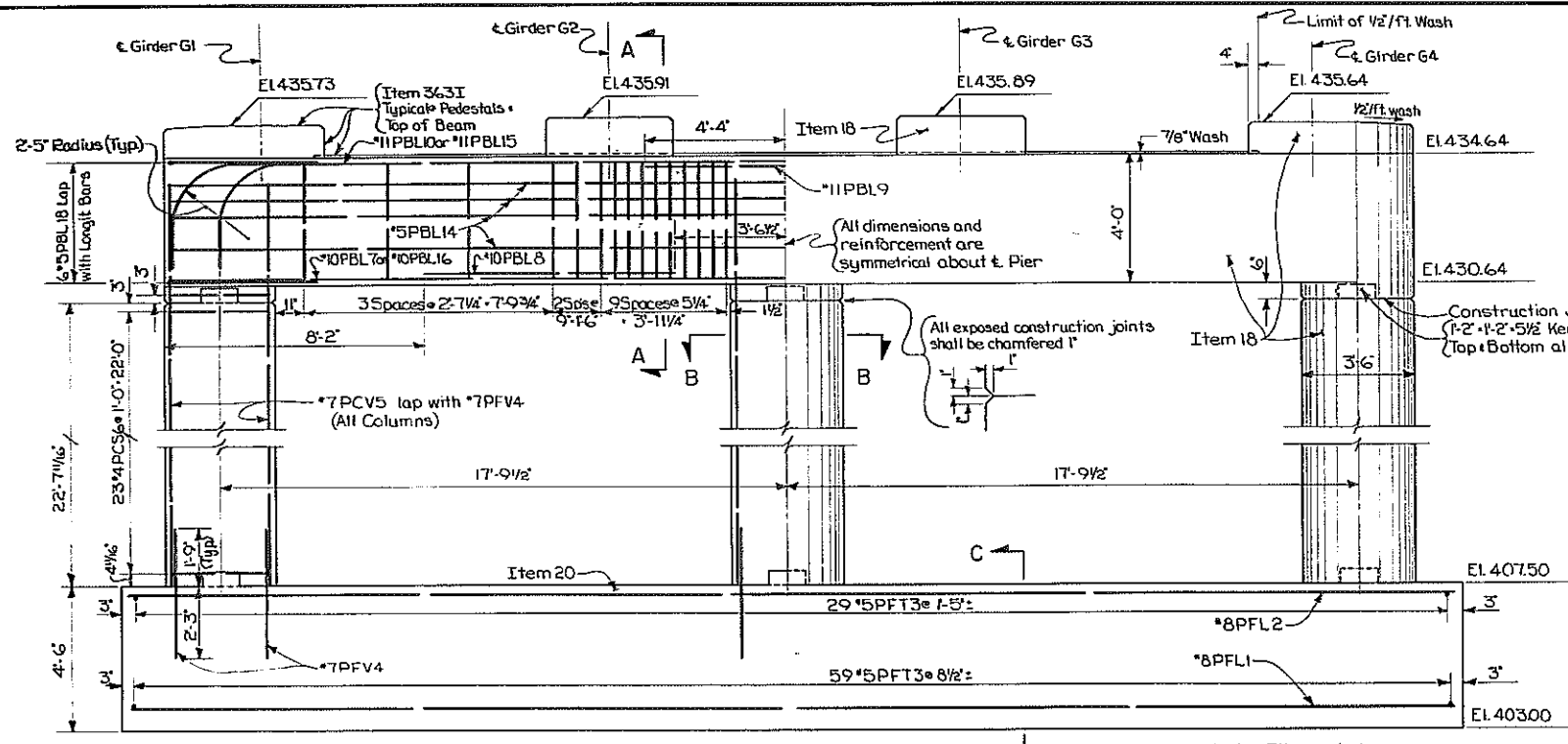
DESCRIPTION	NORTHBOUND			SOUTHBOUND	
	PIER 7	PIER 8	PIER 9	PIER 7	PIER 8
ELEVATION A	438.29	436.51	434.36	438.49	436.74
" B	434.29	432.51	430.36	434.49	432.74
" C	410.00	408.80	407.70	409.00	408.00
" D	405.50	404.50	403.20	404.50	403.50
" E	439.39	437.62	435.69	439.52	437.79
" F	439.59	437.82	435.74	439.73	437.99
" G	439.54	437.76	435.62	439.74	438.00
" H	439.29	437.51	435.36	439.49	437.74
DIM A	23.79	23.21	22.16	24.99	24.24
" B	6 1/2"	11 1/2"	11"	9"	11"
NO. HOOPS	24	23	22	25	24
ELEVATION J	438.29	436.51	434.69	438.49	436.74
ELEVATION K	434.29	432.51	430.69	434.49	432.74

PROJECT ENGINEER: R.L. Parker
IN CHARGE OF: S. Eckel
DESIGNED BY: S. Rowe
DESIGN CHECKED BY: N.A. TORRES
DETAILED BY: D.H. Smith
DETAIL CHECKED BY: S. Rowe

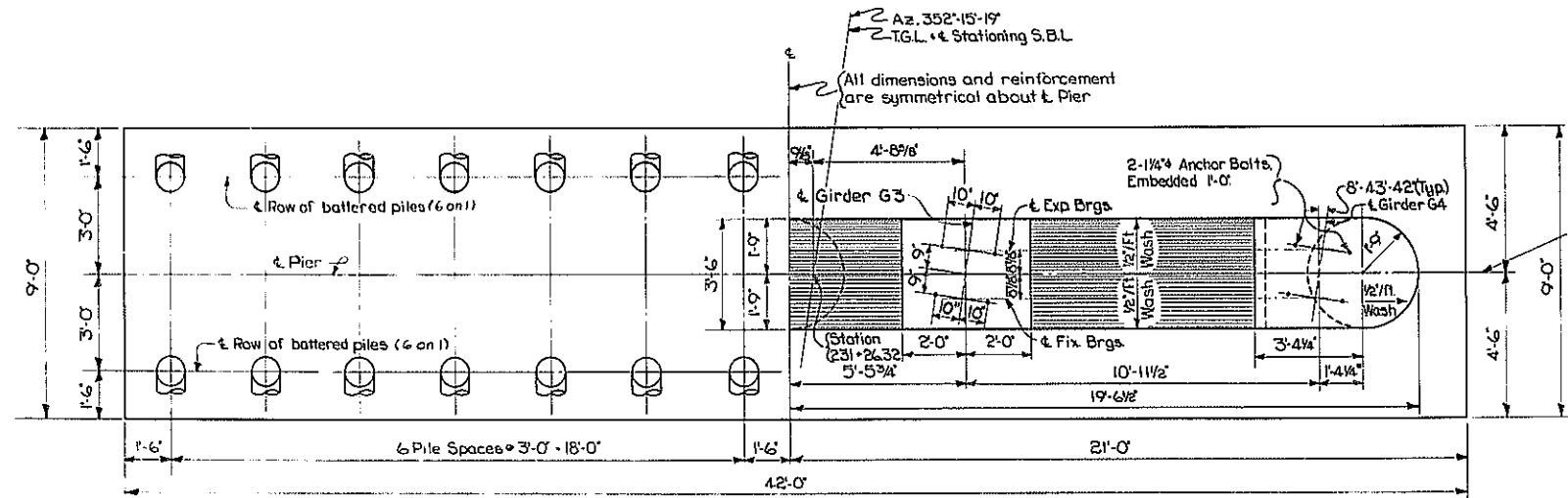
BRIDGE NO. 2
INTERSTATE ROUTE 481 OVER DEWITT YARDS
PIERS 7 & 8 NBL & SBL, PIER 9 NBL
DRAWING NO. 12 OF 50

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-090-3(2B) 1-431-2(116)	191	309

INTERSTATE ROUTE CONNECTION 570
MUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY

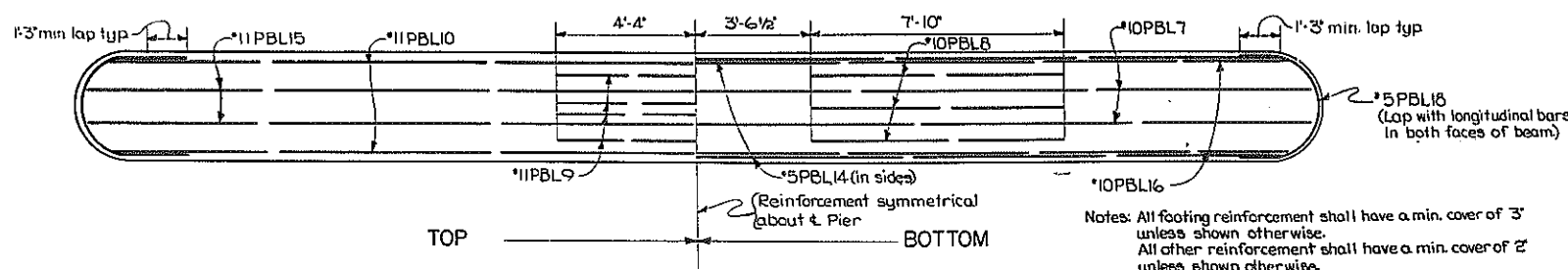


ELEVATION
Scale: 3/8" = 1'-0"



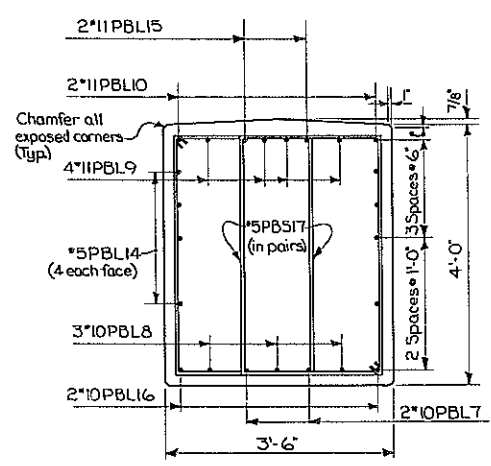
PILE LAYOUT
Scale: 3/8" = 1'-0"

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

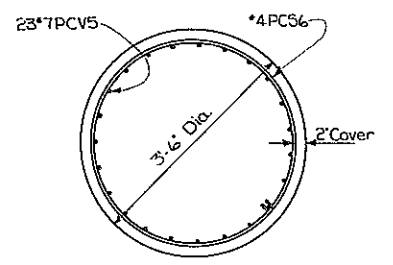


PIER CAP REINFORCEMENT
Scale: 3/8" = 1'-0"

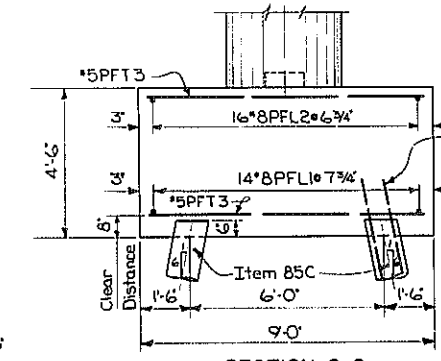
Notes: All footing reinforcement shall have a min. cover of 3" unless shown otherwise.
 All other reinforcement shall have a min. cover of 2" unless shown otherwise.
 Estimated length of concrete cast-in-place piles = 70'. For design purposes the pile load does not exceed 35 tons per pile.



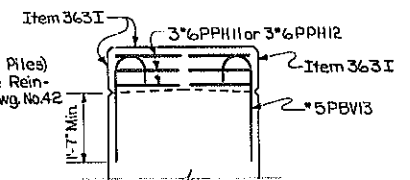
SECTION A-A
Scale: 3/4" = 1'-0"



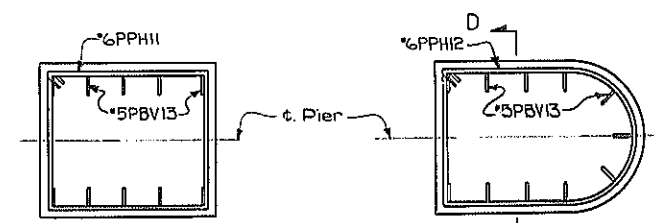
SECTION B-B
Scale: 3/4" = 1'-0"



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



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



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

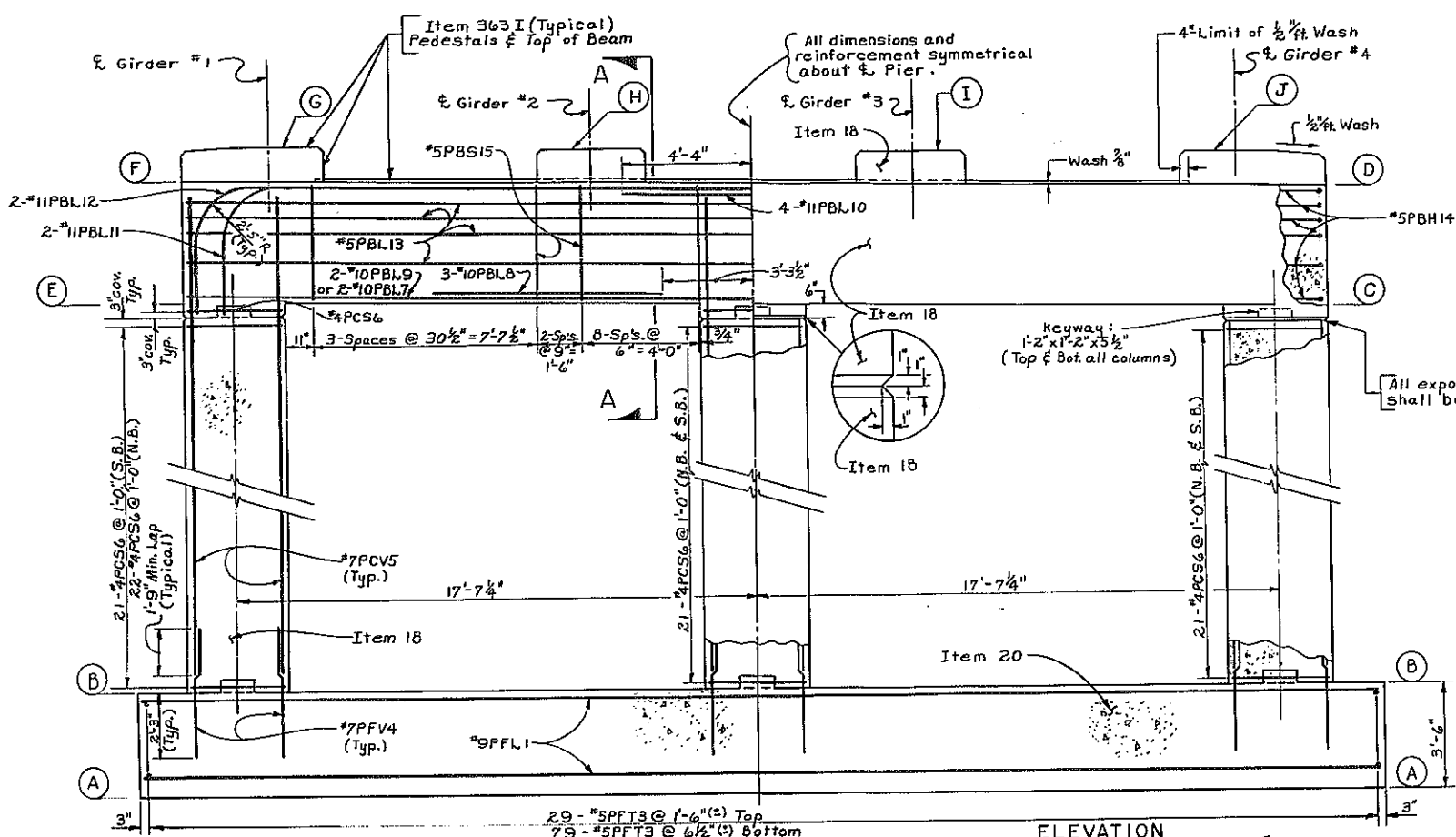
PROJECT ENGINEER: R.L. Parker
 IN CHARGE OF: F. Eckel
 DESIGNED BY: S. Rowe
 DESIGN CHECKED BY: N.A. Toppet
 DETAILED BY: J. Darcy
 DETAIL CHECKED BY: S. Rowe

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEMITT YARDS
PIER 9 (SB)
 DRAWING NO. 13 OF 50

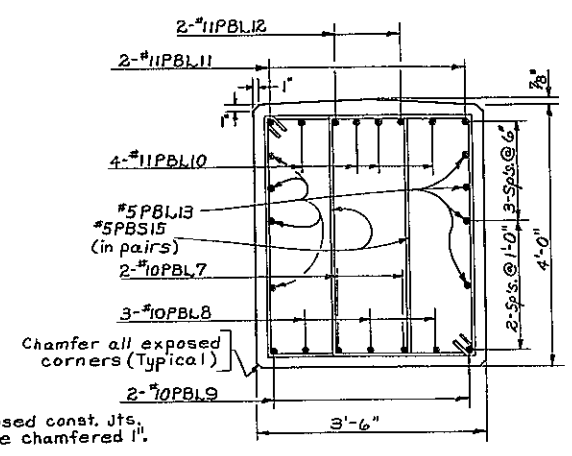
*De Will y/ds
 12/24/45*

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	3-690-3 (28) 481-2(116)	192	309

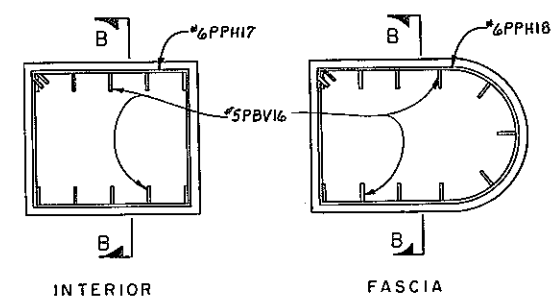
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY



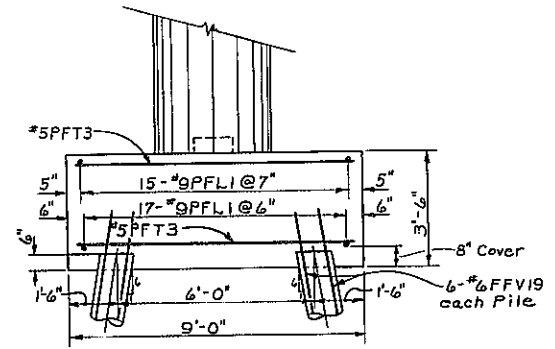
ELEVATION
Scale: 3/8" = 1'-0"



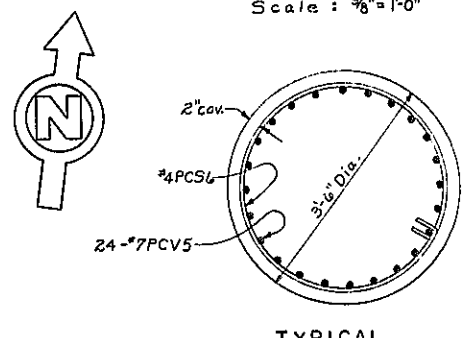
SECTION A-A
Scale: 3/4" = 1'-0"



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

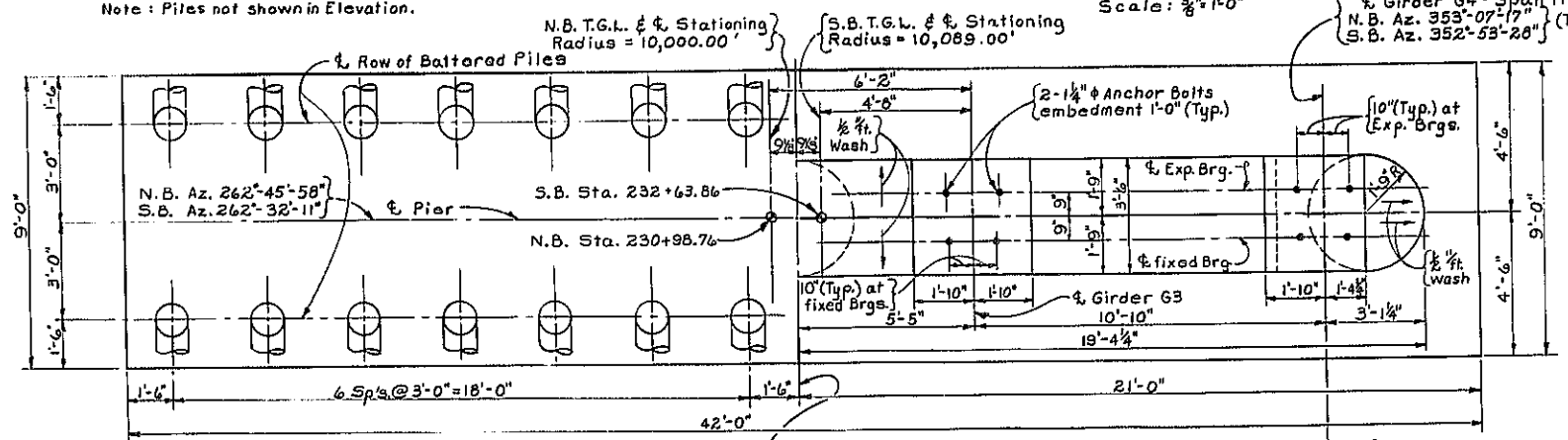


END VIEW
Scale: 3/8" = 1'-0"



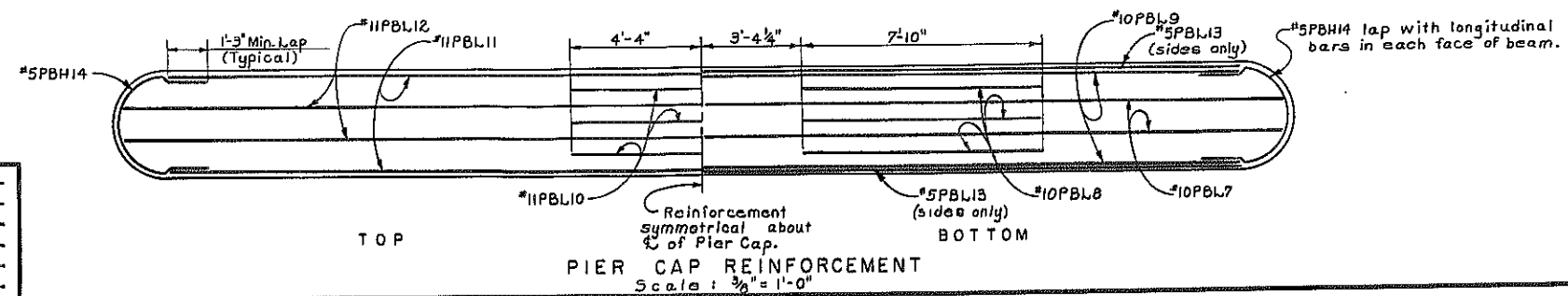
TYPICAL COLUMN SECTION
Scale: 3/4" = 1'-0"

Notes:
All footing reinforcement shall have a min. cover of 3" unless otherwise shown.
All other reinforcement shall have a min. cover of 2" unless otherwise shown.
Estimated length of Cast-in-Place concrete piles = 70'-0" S.B. & 65'-0" N.B.
For Design Purposes the pile load does not exceed 35 tons per Pile.
For details of Cast-in-Place Piles see Dwg. #42.



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

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



PIER CAP REINFORCEMENT
Scale: 3/8" = 1'-0"

ELEVATIONS		
LOCATION	SOUTHBOUND	NORTHBOUND
A	403.20	403.00
B	406.70	406.50
C	427.85	427.85
D	431.85	431.83
E	428.35	428.48
F	432.35	432.48
G	433.42	433.55
H	433.31	433.35
I	433.15	433.13
J	432.92	432.91

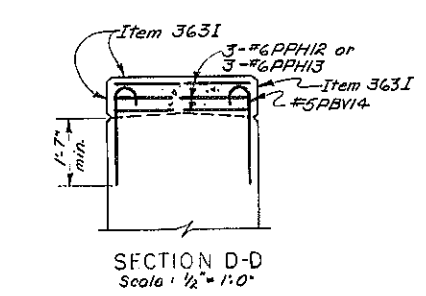
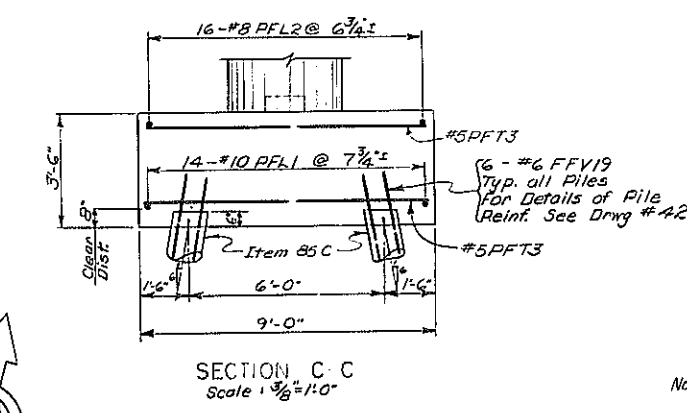
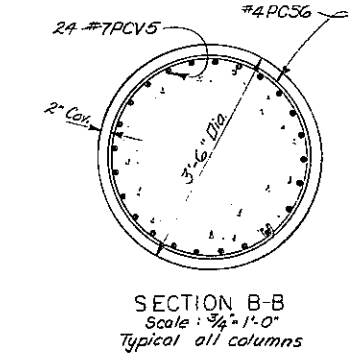
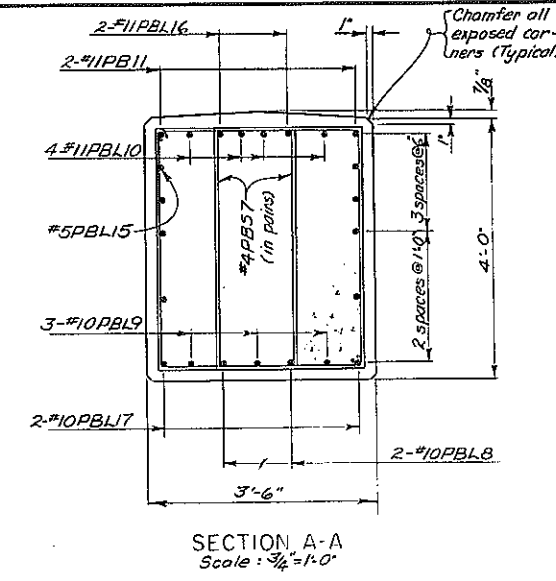
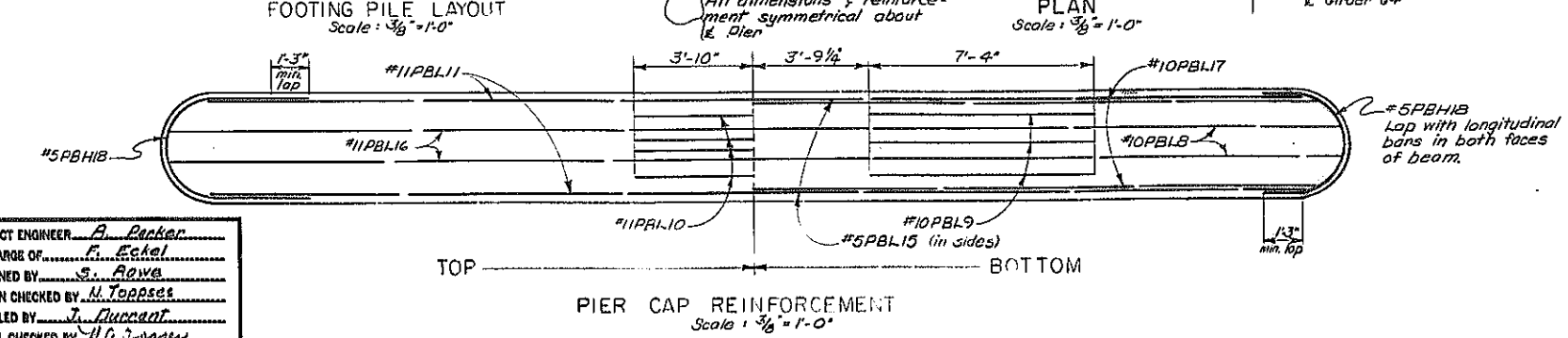
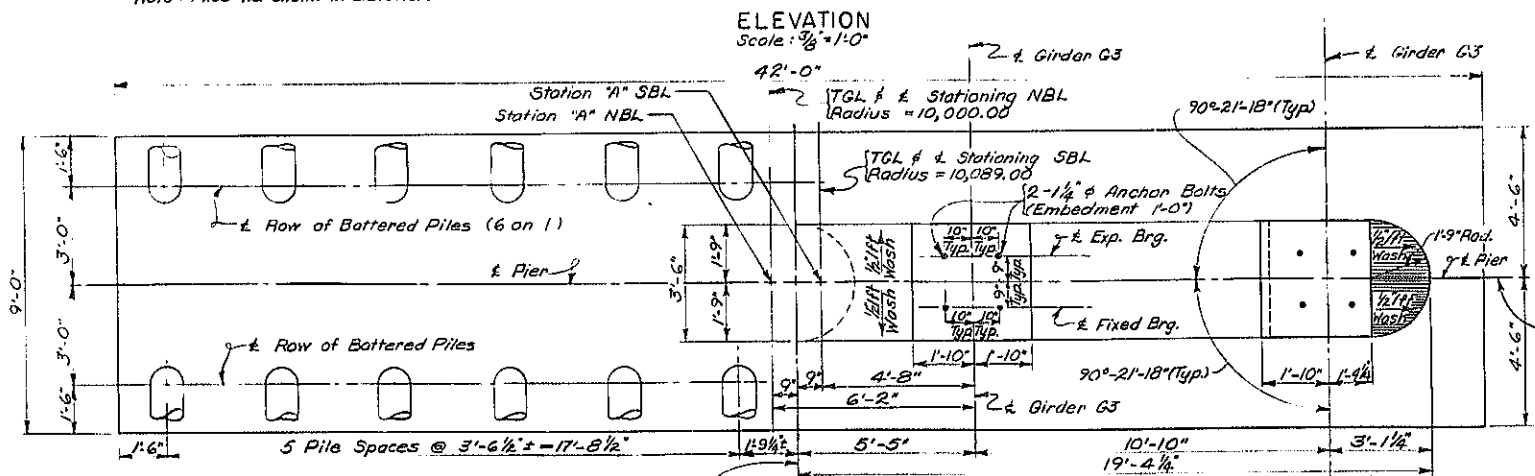
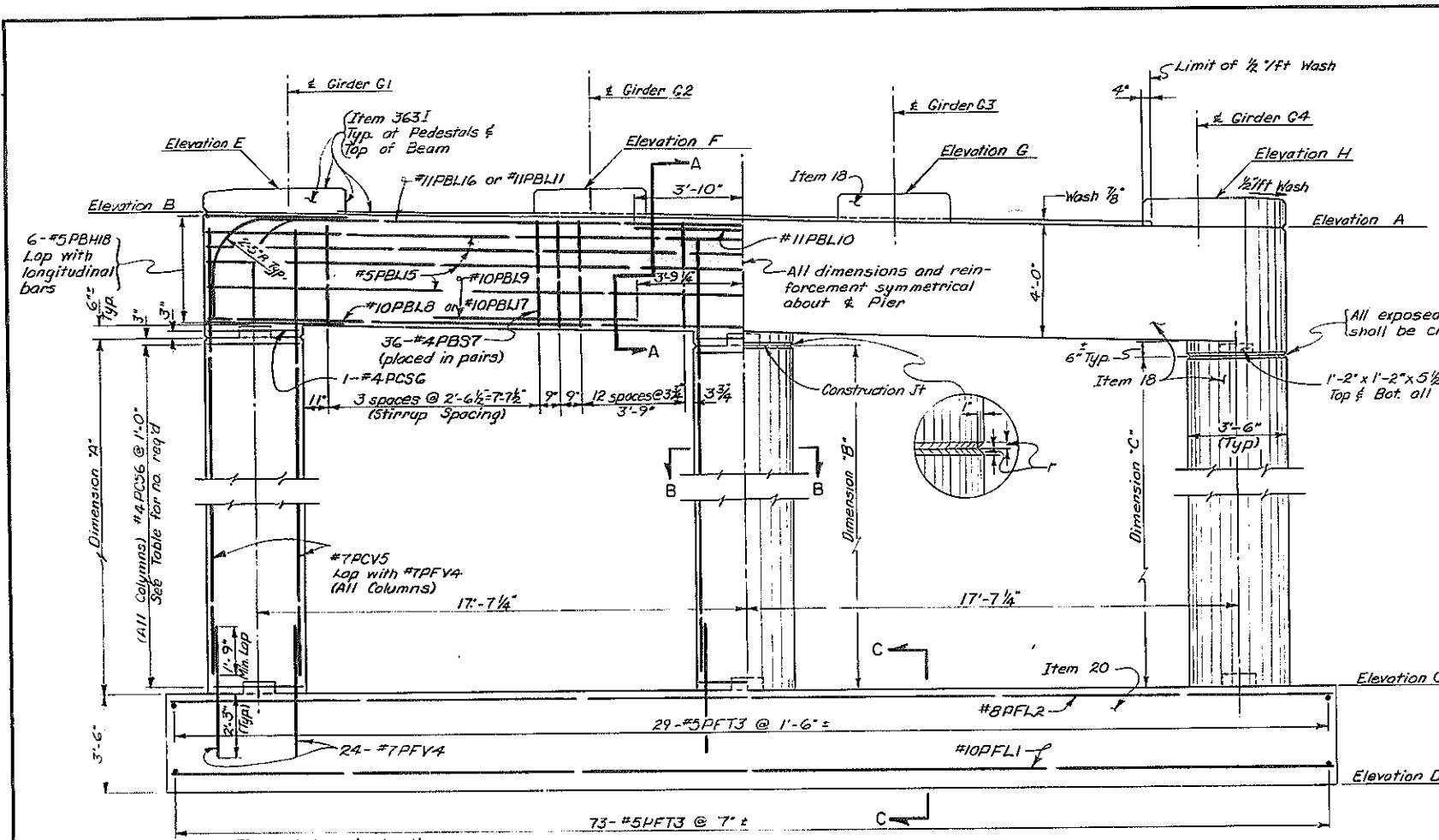
BRIDGE NO. 2
INTERSTATE ROUTE 481 OVER DEWITT YARDS
PIER 10 (SB & NB)

DRAWING NO. 14 OF 50

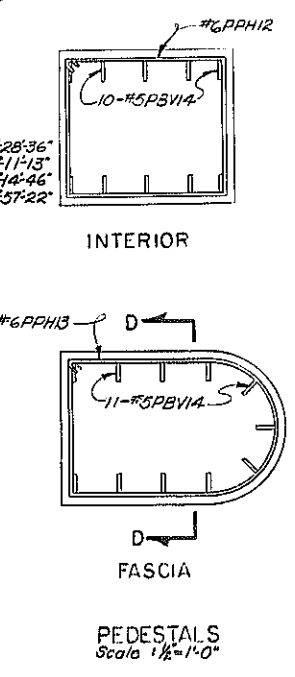
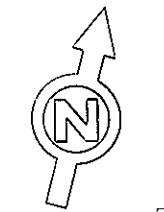
PROJECT ENGINEER R. Parker
IN CHARGE OF F. Ekel
DESIGNED BY S. Rowe
DESIGN CHECKED BY N. A. Topps
DETAILED BY J. C. Thompson
DETAIL CHECKED BY David Rowe

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1#690-3(2B) 1-481-2(116)	193	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY



Note: All footing reinforcement shall have a min. cover of 3" unless otherwise shown. All other reinforcement shall have a min. cover of 2" unless otherwise shown. Estimated length of Cast-In-Place Concrete Piles = 65' of Piers 11 & 12 NB & SB. For design purposes the Pile Load does not exceed 35 Tons Per Pile.



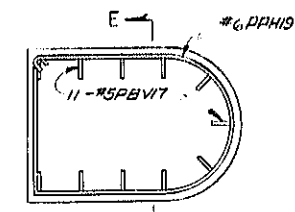
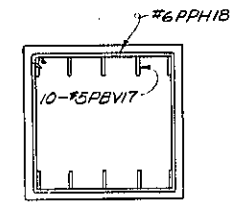
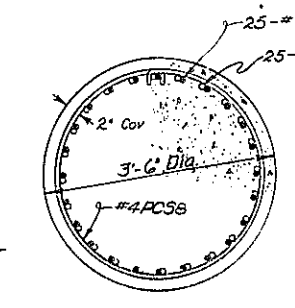
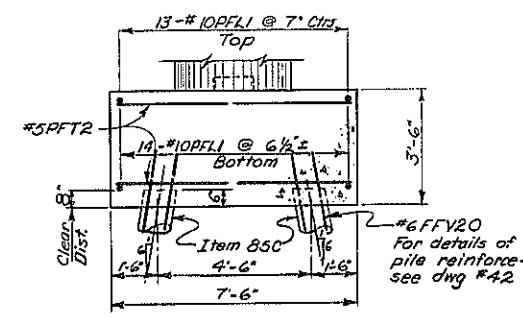
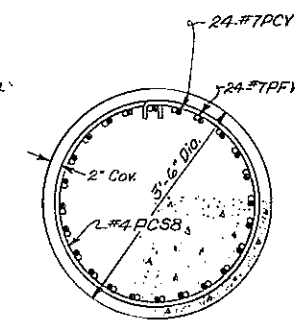
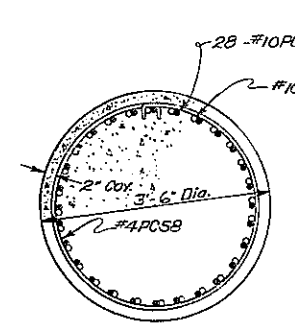
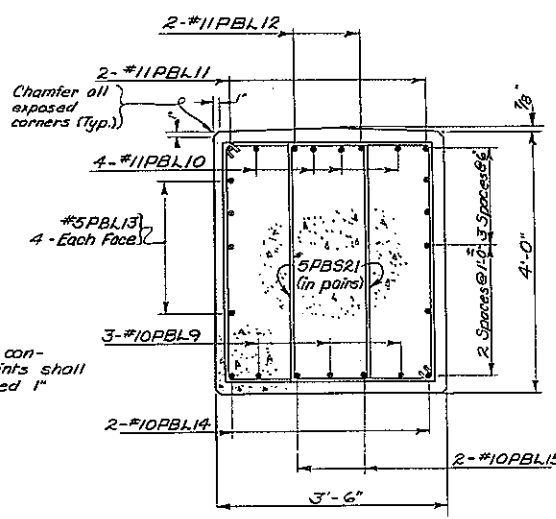
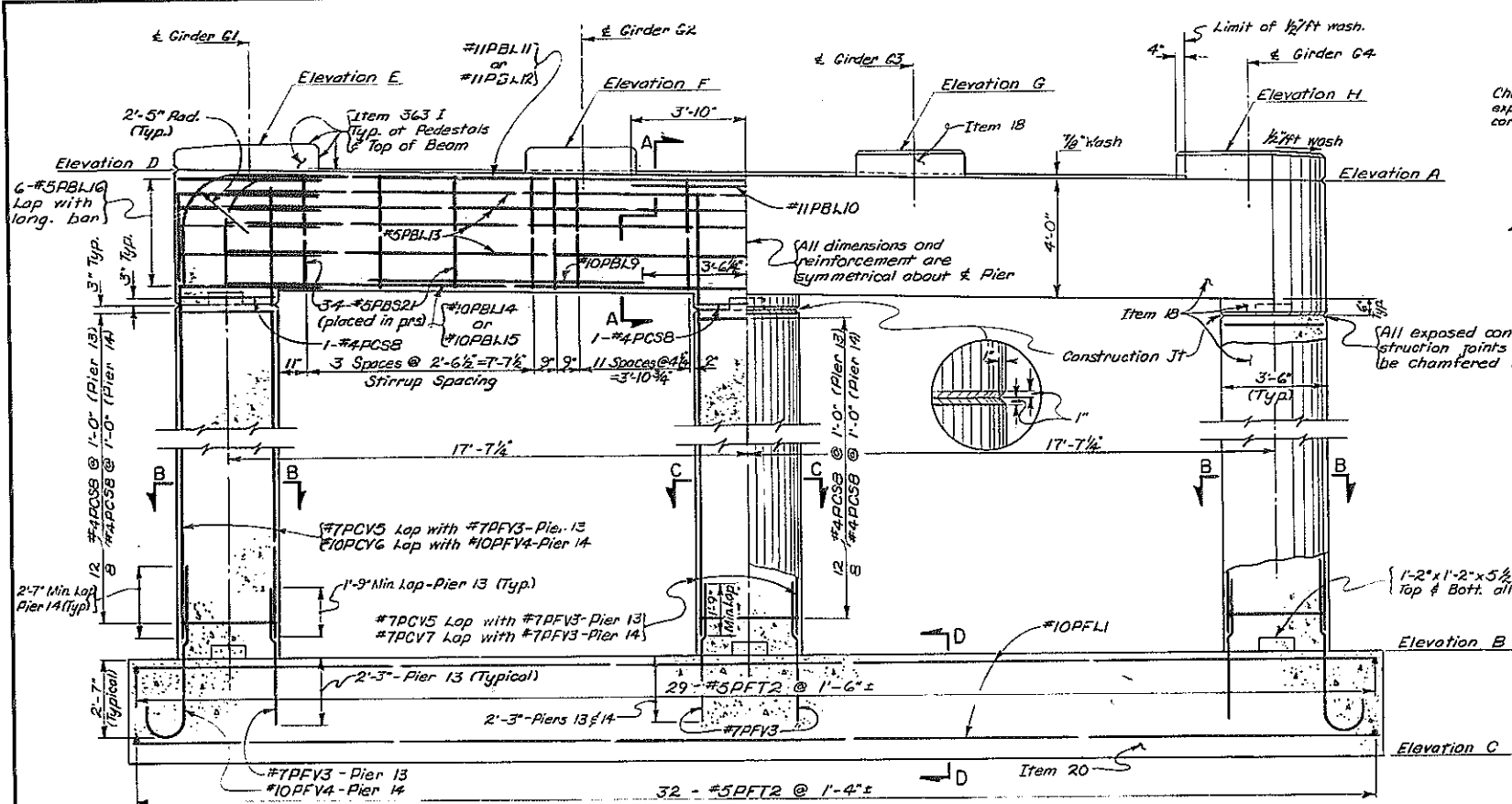
DESCRIPTION	NORTHBOUND		SOUTHBOUND	
	PIER 11	PIER 12	PIER 11	PIER 12
ELEVATION A	429.04	425.81	429.03	425.77
" B	429.72	426.49	429.71	426.42
" C	406.30	406.40	406.30	406.40
" D	402.80	402.90	402.80	402.90
" E	430.72	427.49	430.71	427.45
" F	430.49	427.26	430.48	427.22
" G	430.27	427.04	430.26	427.00
" H	430.04	426.81	430.03	426.77
DIM "A"	18.92	15.59	18.91	15.54
"B"	18.58	15.25	18.57	15.21
"C"	18.24	14.91	18.23	14.87
NO. HOOPS	19 Per Col.	16 Per Col.	19 Per Col.	16 Per Col.
STATION "A"	232+22.76	233+46.76	233+88.86	235+13.86

PROJECT ENGINEER A. Parker
IN CHARGE OF F. Eckel
DESIGNED BY S. Rowe
DESIGN CHECKED BY H. Torpset
DETAILED BY J. Durandt
DETAIL CHECKED BY H.C. Spence

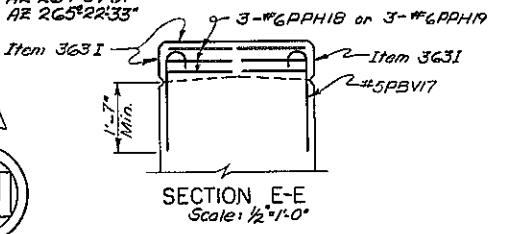
BRIDGE NO. 2
INTERSTATE ROUTE 481 OVER DEWITT YARDS
PIERS 11 & 12 (N.B. & S.B.)
DRAWING NO. 15 OF 50

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	194	309

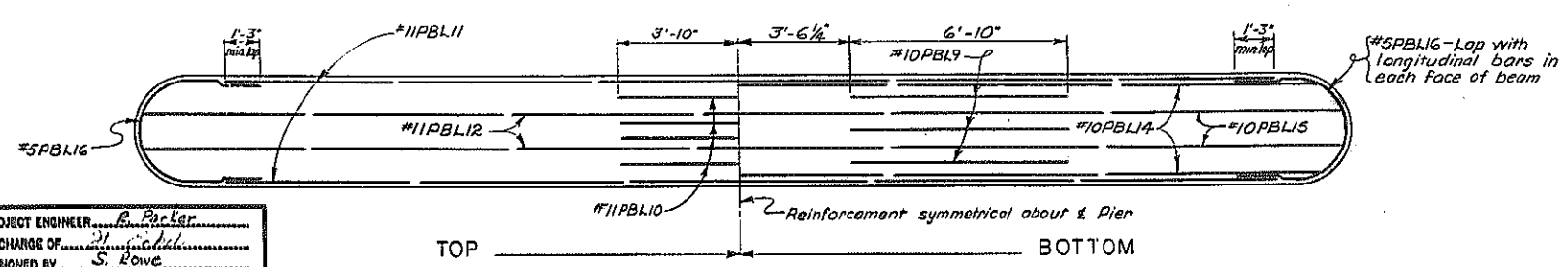
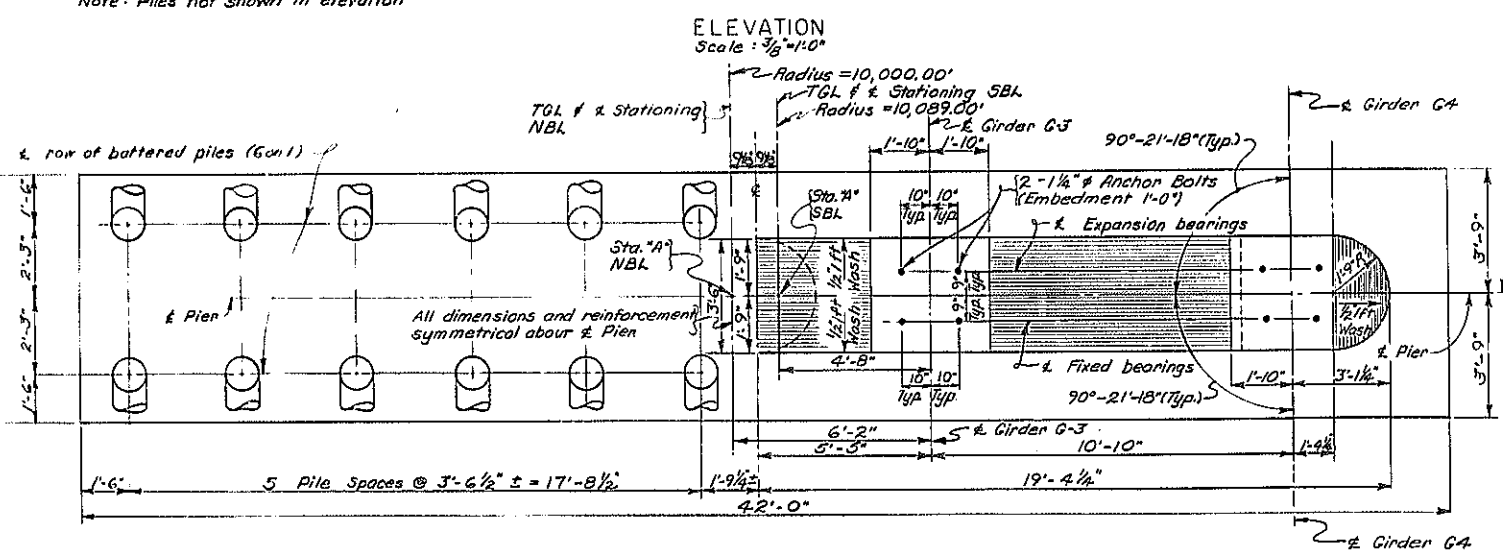
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY



Pier 13 NB AZ 264°53'51"
 Pier 14 NB AZ 265°36'29"
 Pier 13 SB AZ 264°39'37"
 Pier 14 SB AZ 265°22'33"



PIER	NBL	SBL
#13	234+70.76	236+38.86
#14	235+94.76	237+63.86



DESCRIPTION	NORTHBOUND		SOUTHBOUND	
	PIER 13	PIER 14	PIER 13	PIER 14
ELEVATION A	422.22	418.44	422.14	418.36
" B	406.70	407.00	406.70	407.00
" C	403.20	403.50	403.20	403.50
" D	422.90	419.12	422.81	419.03
" E	423.89	420.12	423.81	420.03
" F	423.67	419.90	423.59	419.81
" G	423.44	419.67	423.36	419.58
" H	423.22	419.44	423.14	419.36

Note:
 All footing reinforcement shall have a min. cover of 3" unless otherwise shown.
 All other reinforcement shall have a min. cover of 2" unless otherwise shown.
 Estimated length of Cast-in-Place Concrete Piles = 65' Pier 13 SB, 60' Pier 13 NB & 60' Piers 14 NB & SB

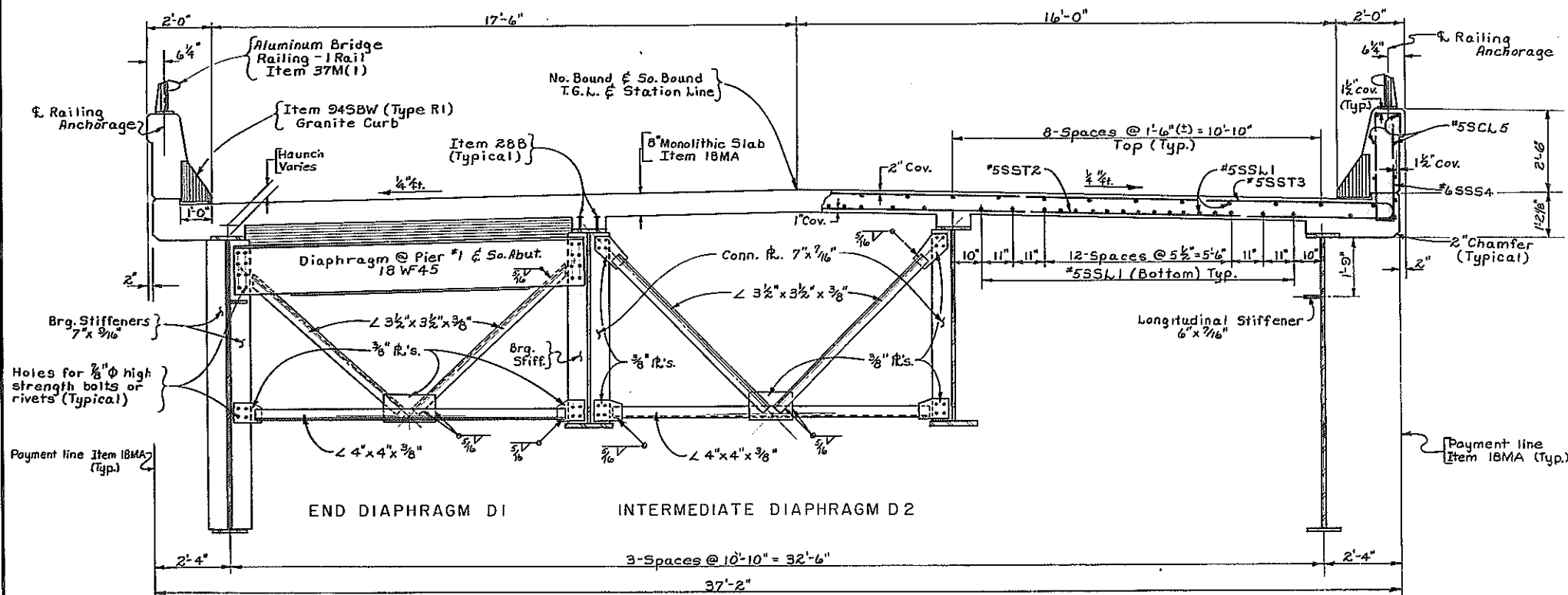
For design purposes the pile load does not exceed 35 tons per pile.

PROJECT ENGINEER: B. Pacler
 IN CHARGE OF: S. Rowe
 DESIGNED BY: S. Rowe
 DESIGN CHECKED BY: J. H. Spence
 DETAILED BY: J. H. Spence
 DETAIL CHECKED BY: J. H. Spence

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
 PIERS #13 & #14 (NB & SB)
 DRAWING NO. 16 OF 50

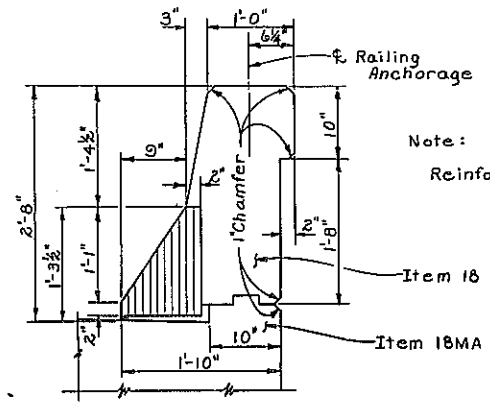
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(23) 1-481-2(116)	195	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY



Note:
 South Bound Lane looking up station.
 North Bound Lane looking down station.

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

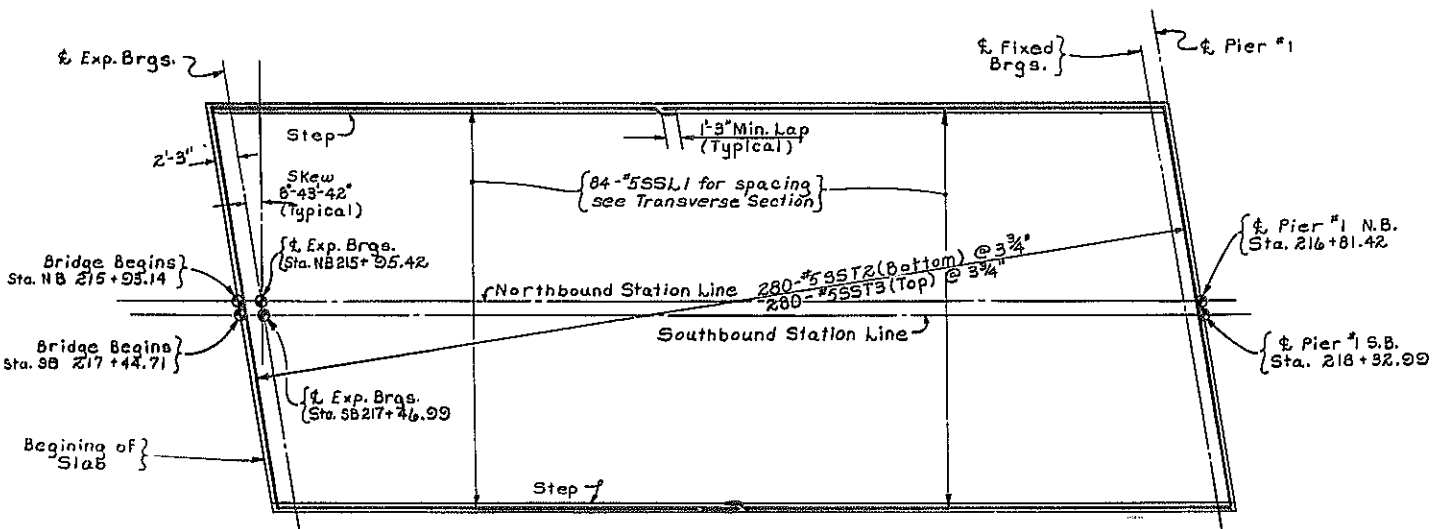


PARAPET DETAIL
 Scale: 1" = 1'-0"

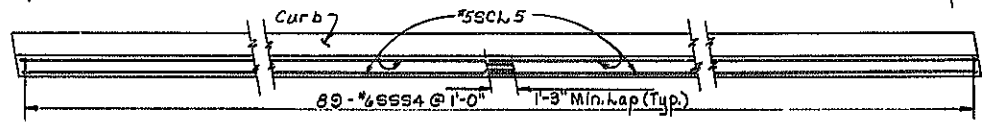
Note:
 Reinforcement not shown.

Notes:
 Holes for 3/8" diameter rivets or high strength bolts may be omitted and welding substituted if contractor so elects. When the contractor elects to substitute the welded connection for the bolted connection shown, the amount of welding used shall be equivalent in strength to the bolts removed.

For details of Railing, Railing Anchorage and Granite Curbs see Dwg. # 35 & 36.
 For Joint Details see Dwg. # 33.



SLAB REINFORCEMENT PLAN
 Scale: 1/8" = 1'-0"



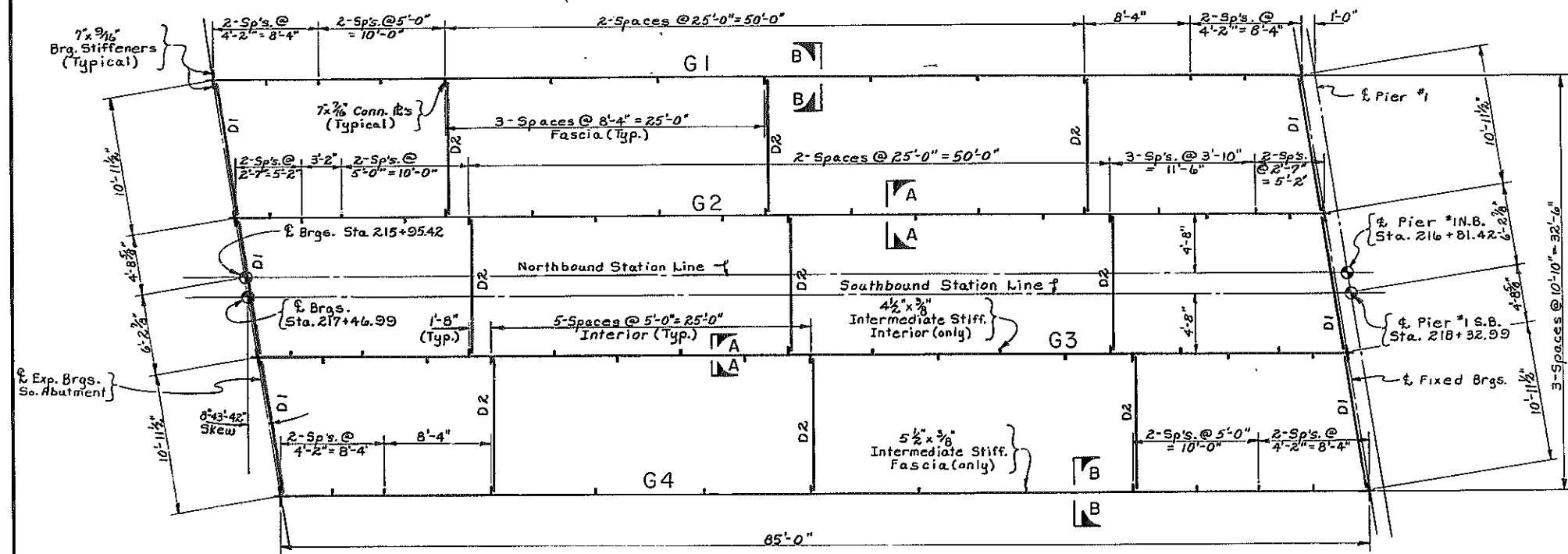
PARAPET REINFORCEMENT PLAN
 Scale: 1/4" = 1'-0"

PROJECT ENGINEER R. Parker
 IN CHARGE OF F. Eikel
 DESIGNED BY N. Toppes
 DESIGN CHECKED BY R. Thimble
 DETAILED BY J.C. Thompson
 DETAIL CHECKED BY H.C. Vignone

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
TRANSVERSE SECTION & SLAB PLAN
 SPAN #1 N.B. & S.B.
 DRAWING NO. 17 OF 50

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B) 1-481-2(116)	196	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)
 ONONDAGA COUNTY



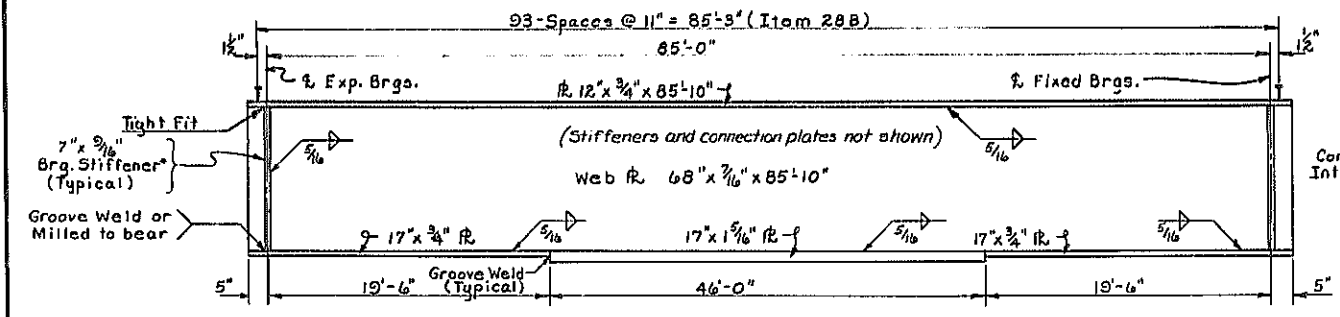
see Transverse Section for Diaphragms.

STEEL LAYOUT (S.B. & N.B.)

Scale: 3/16" = 1'-0"

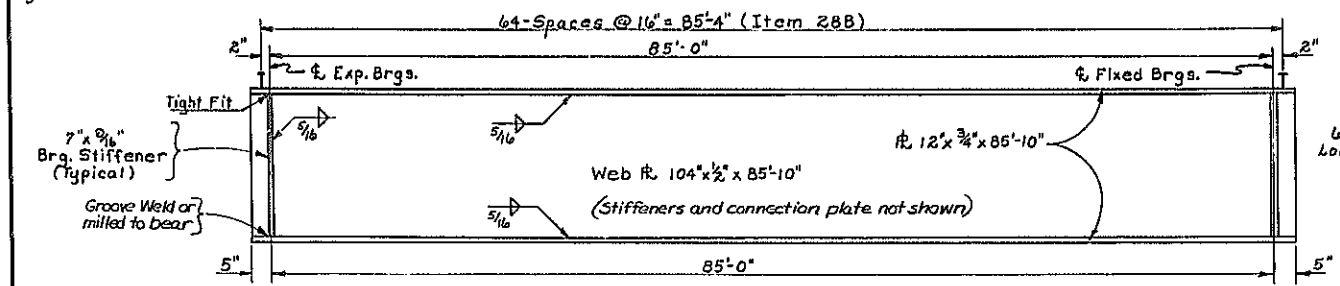
Notes:

- Web and flanges shall be ASTM designation A36 steel.
- Stiffeners, Connection Plates, Diaphragm and Gasket Plates shall be ASTM designation A36 steel.
- For Bearing Details see Drawing Nos. 42 & 43.
- Stud Shear Connectors shall be 6" high and placed in pairs. See Drawing No. 42 for additional details.
- For Height of Haunch see Table of Haunch Heights Drawing No. 34.

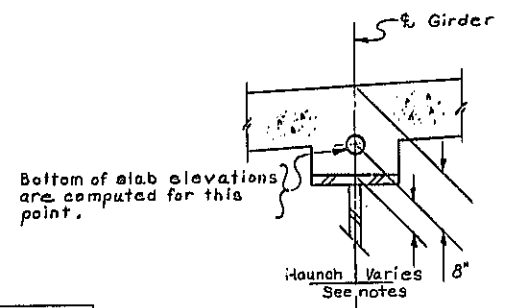


SECTION A-A
 Not to Scale

*Two bearing stiffeners required at each end of girder.



SECTION B-B
 Not to Scale



GIRDER	SPAN	THEO. BOTTOM OF SLAB ELEVATIONS			DEFLECTIONS (FT.)				CAMBER	
		% Exp. Brgs.	% Span	% Fix. Brgs.	STEEL	SLAB	SDL	TOTAL	(ft.)	(in.)
G1 N.B.	1	446.55	447.12	447.65	.01	.03	.01	.05	.02	.07 1/8
G2 N.B.	1	446.80	447.40	447.90	.02	.08	.02	.12	.02	.14 1 1/16
G3 N.B.	1	446.79	447.96	447.89	.02	.08	.02	.12	.02	.14 1 1/16
G4 N.B.	1	446.59	447.16	447.65	.01	.03	.01	.05	.02	.07 1/8
G1 S.B.	1	446.34	446.92	447.46	.01	.03	.01	.05	.02	.07 1/8
G2 S.B.	1	446.59	447.17	447.71	.02	.08	.02	.12	.02	.14 1 1/16
G3 S.B.	1	446.64	447.22	447.76	.02	.08	.02	.12	.02	.14 1 1/16
G4 S.B.	1	446.44	447.02	447.55	.01	.03	.01	.05	.02	.07 1/8

V.C.C. = Vertical Curve Correction
 S.D.L. = Superimposed Dead Load, includes weight of railing.

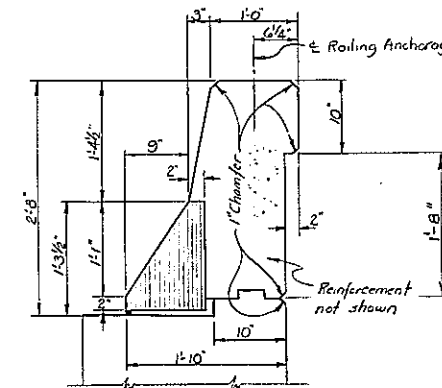
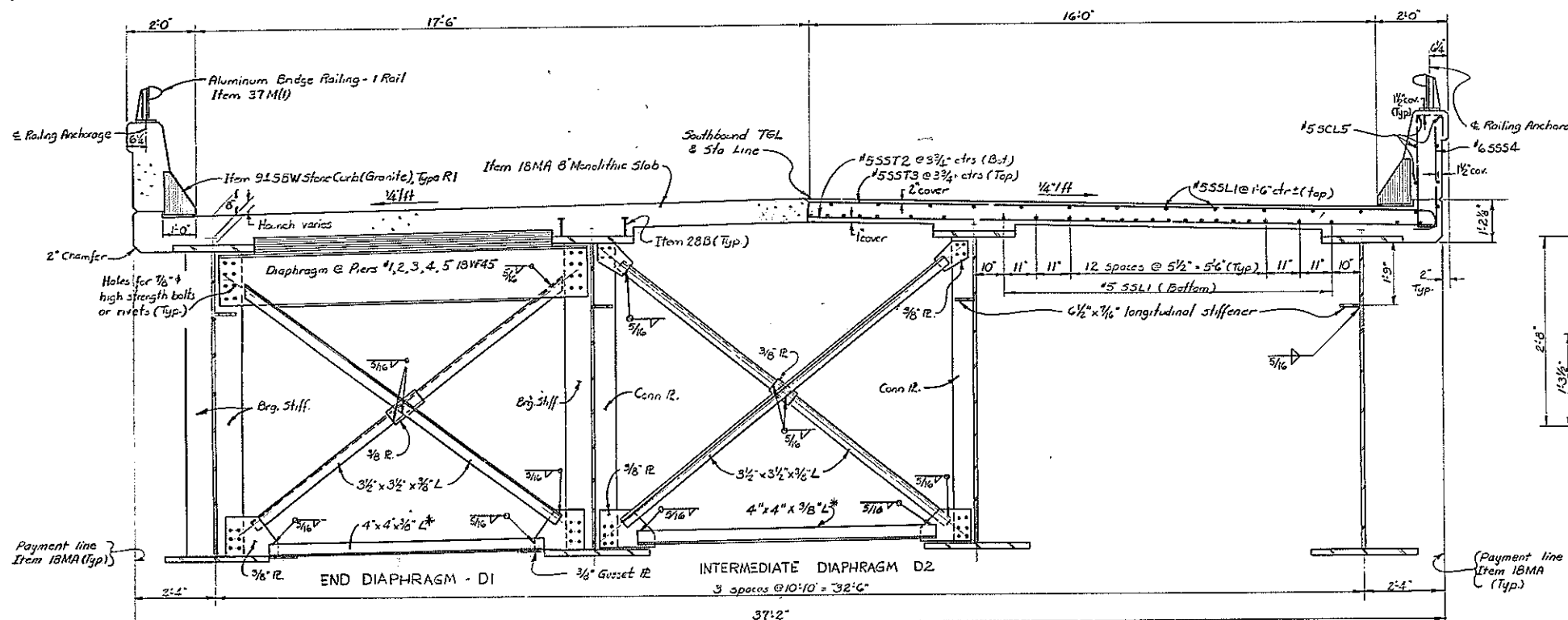
BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
 SPAN I (S.B. & N.B.)

PROJECT ENGINEER R. Parker
 IN CHARGE OF E. E. K. E. K.
 DESIGNED BY N. TOPPES
 DESIGN CHECKED BY R. THIMBLE
 DETAILED BY J. C. THOMPSON
 DETAIL CHECKED BY H. A. THOMPSON

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-680-3(28) 1-481-2(118)	197	309

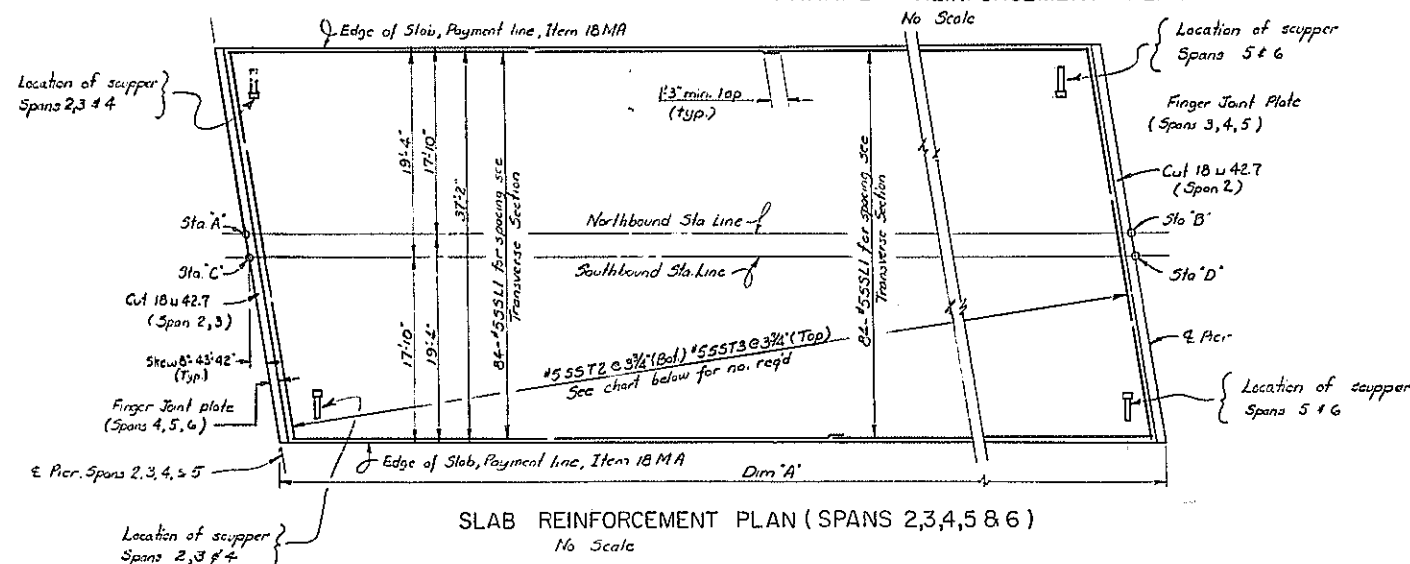
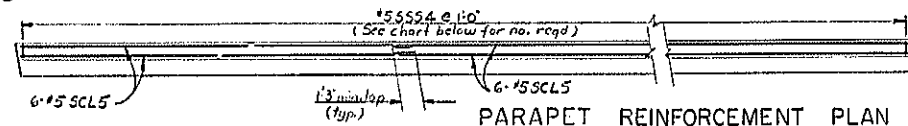
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY

Note: Holes for 3/8" high strength bolts may be omitted and welding substituted if the contractor so elects. When the contractor elects to substitute the welded connection for the bolted connection shown, the amount of welding used shall be equivalent in strength to the bolts omitted.
 For parapet railing details see drawing no. 35 & 26
 For granite curb details see drawing no. 35
 Steel meeting the minimum requirements of A.S.T.M. Designation A36 shall be used for all intermediate stiffeners, longitudinal stiffeners, connection plates, bearing stiffeners, diaphragms, bearings, bottom lateral bracing (except gusset plates), trough support angles, finger joint support plates and open armored joint support plates at the south end of span 2.
 Finger joint plates, vertical side plates, and deflector plates at finger joints, and armoring angles and side plates at open joint at south end of span 2 shall be corrosion resistant steel A.S.T.M. Designation A441.
 The webs of the girders shall be A.S.T.M. Designation A441.
 See details of individual spans for type of steel to be used in girder flanges and bottom lateral gusset plates.



* Connect bottom strut of diaphragm to horizontal gusset plate in bays where there are bottom laterals. Connect bottom strut of diaphragm to vertical gusset plates in bays where there are no bottom laterals.

Note: Southbound Lane looking up station shown. Northbound Lane looking down station similar.



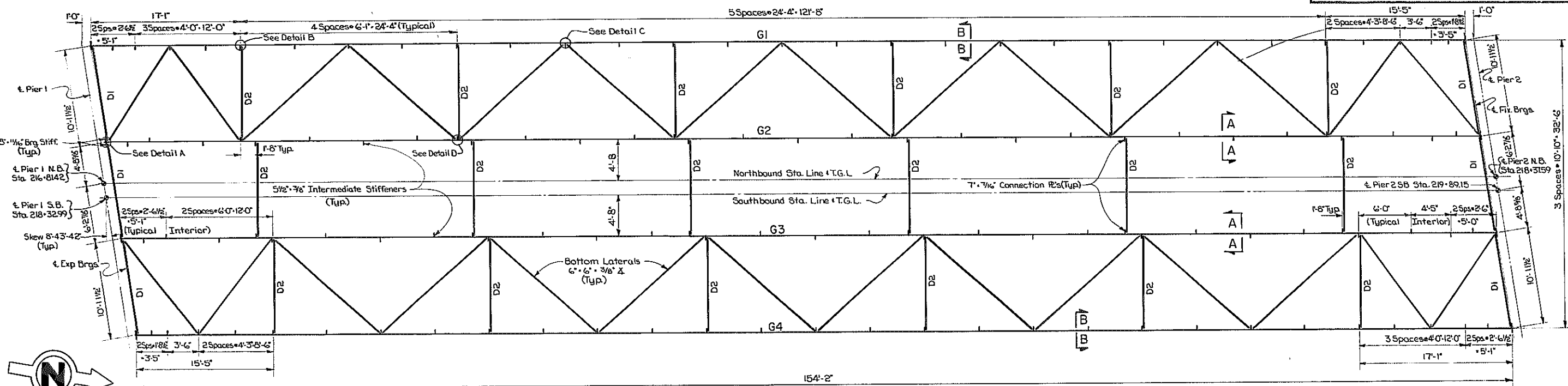
PROJECT ENGINEER...
 IN CHARGE OF...
 DESIGNED BY...
 DESIGN CHECKED BY...
 DETAILED BY...
 DETAIL CHECKED BY...

SPAN	DIM 'A'	STA. 'A'	STA. 'B'	STA. 'C'	STA. 'D'	SST 2 & SST 3 NO. REQ'D	SSS4 NO. REQ'D
2	156'2" SB & NB	216+81.42	218+37.59	218+32.99	219+09.15	497	157
3	171'2" SB & NB	218+37.59	220+08.76	219+09.15	221+60.52	544	172
4	198'0" SB & NB	220+08.76	222+06.76	221+60.52	223+58.32	629	198
5	198'0" SB & NB	222+06.76	224+04.76	223+58.32	225+56.32	629	198
6	198'0" SB & NB	224+04.76	226+02.76	225+56.32	227+54.32	629	198

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
TRANSVERSE SECTION & SLAB PLAN
 SPANS 2,3,4,5 & 6 NB & SB
 DRAWING NO. 19 OF 50

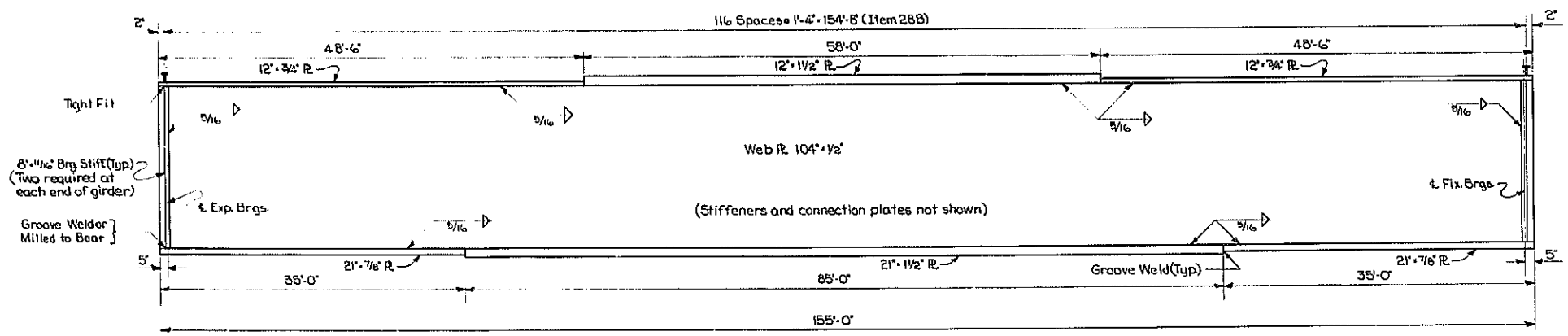
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-800-3(28) 1-481-2(116)	198	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONEIDA COUNTY

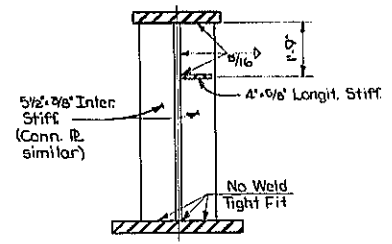


Notes: See Transverse Section for Diaphragms and Lateral Bracing.
See Drawing No. 22 for Cross Lateral Bracing Details A, B, C & D.

STEEL FRAMING PLAN NB & SB
Scale: 3/16" = 1'-0"

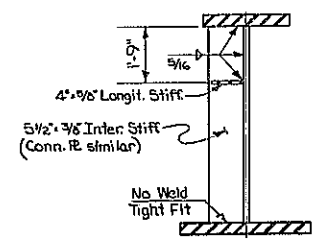


FASCIA & INTERIOR GIRDER ELEVATION NB & SB
Not to Scale



SECTION A-A
Not to Scale

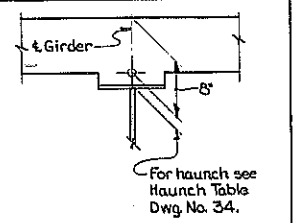
Notes:
Web and flanges shall be A.S.T.M designation A441 Steel.
Stiffeners, connection plates, diaphragms, lateral bracing and gusset plates shall be A.S.T.M. designation A36 Steel.
For details of bearings see Dwg. No. 42143.
Stud Shear Connectors shall be 6" high.



SECTION B-B
Not to Scale

GIRDER	SPAN	THEO. BOTTOM OF SLAB ELEVATIONS			DEFLECTIONS (FT.)			CAMBER			
		EXP. BRGS	SPAN	FIX. BRGS	STEEL	SLAB	SDL	TOT.	V.C.C.	TOTAL	
G1 NB	2	447.67	448.52	449.23	.08	.16	.07	.31	.07	.38	4 7/16
G2 NB	2	447.92	448.76	449.47	.08	.24	.07	.39	.07	.46	5 1/2
G3 NB	2	447.91	448.75	449.45	.08	.24	.07	.39	.07	.46	5 1/2
G4 NB	2	447.70	448.54	449.24	.08	.16	.07	.31	.07	.38	4 7/16
G1 SB	2	447.48	448.35	449.08	.08	.16	.07	.31	.07	.38	4 7/16
G2 SB	2	447.73	448.60	449.32	.08	.24	.07	.39	.07	.46	5 1/2
G3 SB	2	447.78	448.65	449.37	.08	.24	.07	.39	.07	.46	5 1/2
G4 SB	2	447.58	448.44	449.16	.08	.16	.07	.31	.07	.38	4 7/16

V.C.C. - Vertical Curve Correction
S.D.L. - Superimposed Dead Load, includes weight of railing.



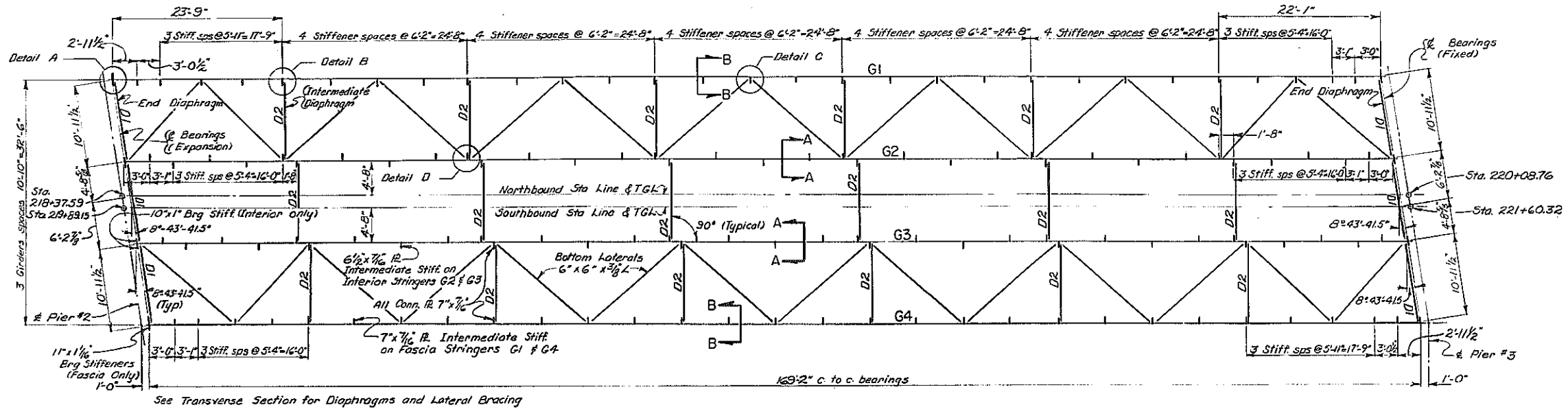
PROJECT ENGINEER R.L. Parker
IN CHARGE OF F. Eckel
DESIGNED BY N.A. Toppset
DESIGN CHECKED BY R. Thimble
DETAILED BY J.F. Darcy
DETAIL CHECKED BY R.L. Parker

BRIDGE NO. 2
INTERSTATE ROUTE 381 OVER
DEWITT YARDS
SPAN 2 FRAMING PLAN
DRAWING NO. 20 OF 50

De Witt Yds. Span 2 Steel layout

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	199	309

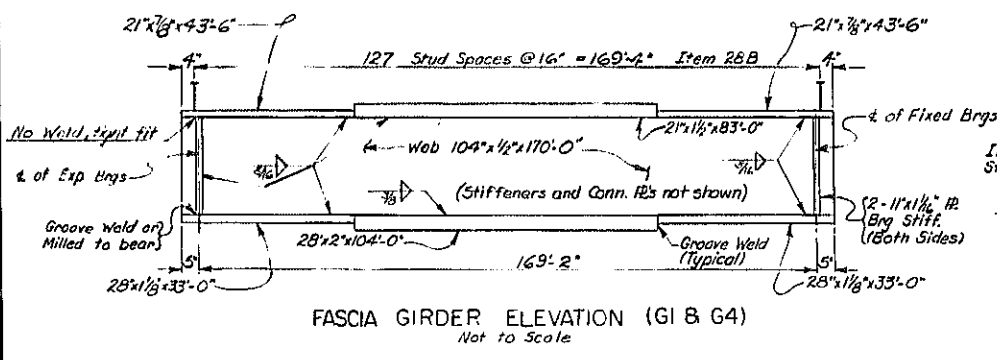
INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)
 ONONDAGA COUNTY



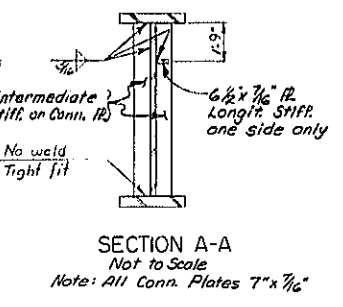
Note: Stud Shear Connectors shall be 6" high.

For Bearings Details see Drawing # 42 and 43
 For Joint Details see Drawing # 31
 For Trough Details see Drawing # 39

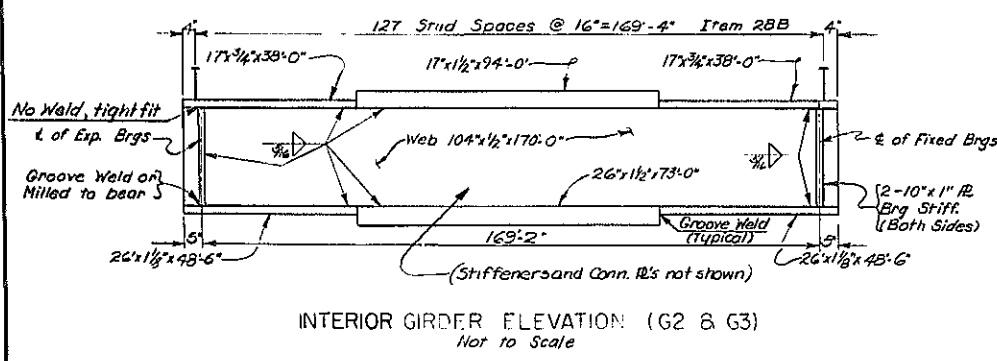
STEEL LAYOUT (SPAN #3 NB & SB)
 Scale 1/8" = 1'-0"



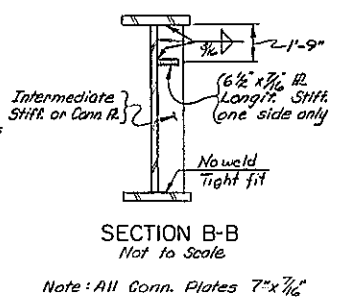
FASCIA GIRDER ELEVATION (G1 & G4)
 Not to Scale



SECTION A-A
 Not to Scale
 Note: All Conn. Plates 7" x 7/16"



INTERIOR GIRDER ELEVATION (G2 & G3)
 Not to Scale



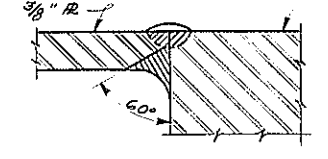
SECTION B-B
 Not to Scale
 Note: All Conn. Plates 7" x 7/16"

Height of Haunch varies (see Table of Haunch Heights Drawing No. 34)
 Bottom of Slab elevations shown in table are computed for this

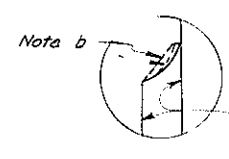
GIRDER	NORTHBOUND			SOUTHBOUND			DI. DEFLECTION				CAMBER	
	THEO. BOT. OF SLAB EL.	THEO. BOT. OF SLAB EL.	THEO. BOT. OF SLAB EL.	STEEL (F.T.)	SLAB (F.T.)	S.D.L. (F.T.)	TOTAL (F.T.)	V.C.C. (F.T.)	TOTAL (F.T.)	(I.I.D.)	(I.I.D.)	
SPAN 3	€ SO. BRG	€ SPAN	€ NO. BRG	€ SO. BRG	€ SPAN	€ NO. BRG						
G1	449.24	449.85	450.29	449.10	449.74	450.20	.11	.15	.11	.37	.08	.45 5 3/8
G2	449.48	450.09	450.52	449.34	449.97	450.44	.12	.29	.04	.45	.08	.53 6 3/8
G3	449.46	450.07	450.50	449.39	450.02	450.48	.12	.29	.04	.45	.08	.53 6 3/8
G4	449.25	449.85	450.28	449.18	449.80	450.26	.11	.15	.11	.37	.08	.45 5 3/8

S.D.L. = superimposed dead load, includes weight of parapet and railing.
 V.C.C. = vertical curve correction

Top of Bottom Flange when bottom flange is in tension
 Bottom of Top Flange when top flange is in tension



DETAIL "I"



DETAIL "2"

LATERAL BRACING DETAILS
 Not to Scale

For additional details of bottom lateral bracing see drawing No. 22

Note:
 a. The connection plate shall be prepared and welded as a single bevel groove weld as shown in Detail "1". It shall then be Air Carbon-Arc gauged from the second side into sound weld metal and then welded as detailed. All welding shall be in the flat or "downhand" position.
 b. The plate may be of any shape that will provide after welding, cutting, and finish grinding a smooth transition from the flange edge of a minimum radius of 12".
 c. Both the connection plate and flange are to be the same type of steel.
 d. Field welding to the connection plate will not be permitted.

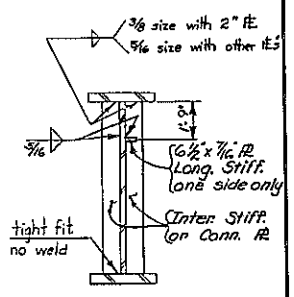
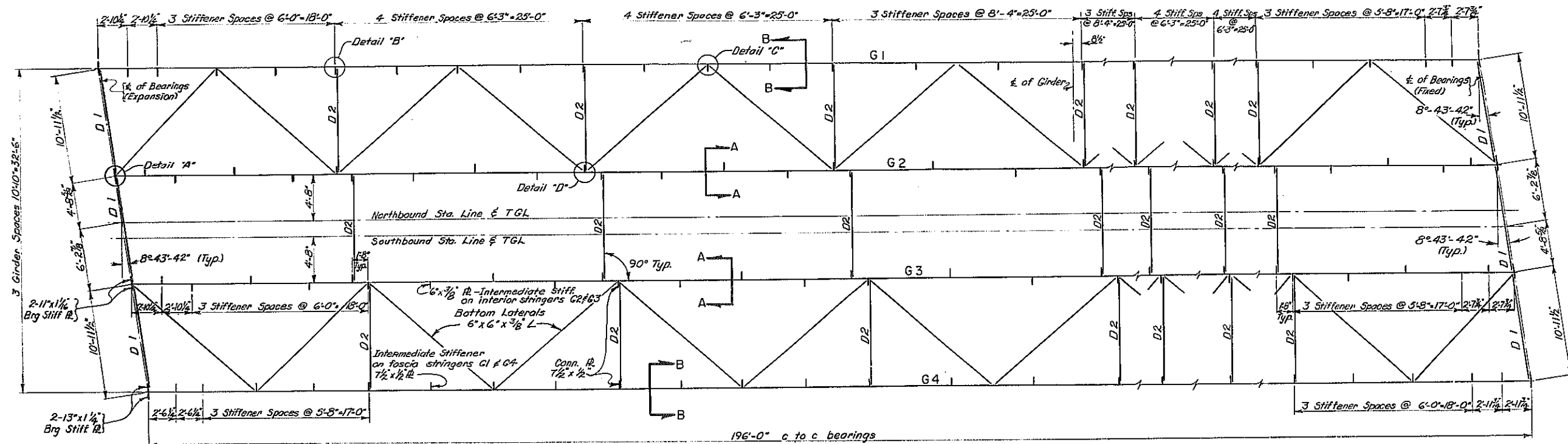
PROJECT ENGINEER: R. PARKER
 IN CHARGE OF: F.W. ECKEL
 DESIGNED BY: S. BONE
 DESIGN CHECKED BY: H. THOMPSON
 DETAILED BY: J. QUAYSON
 DETAIL CHECKED BY: D.H. SMITH

The webs, flanges and gusset plates for bottom lateral bracing for the Span 3 girders shall be A.S.T.M. Designation A441 steel. Stiffeners, diaphragms, bearings, and bottom lateral bracing (except gusset plates) shall be A.S.T.M. A36 steel.

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
 SPAN 3
 DRAWING NO. 21 OF 50

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-090-3(28) 1-481-2(116)	200	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONDONAGA COUNTY

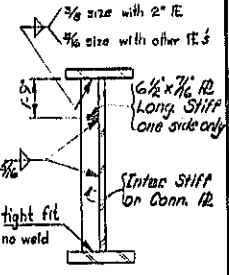


SECTION A-A
Not to Scale

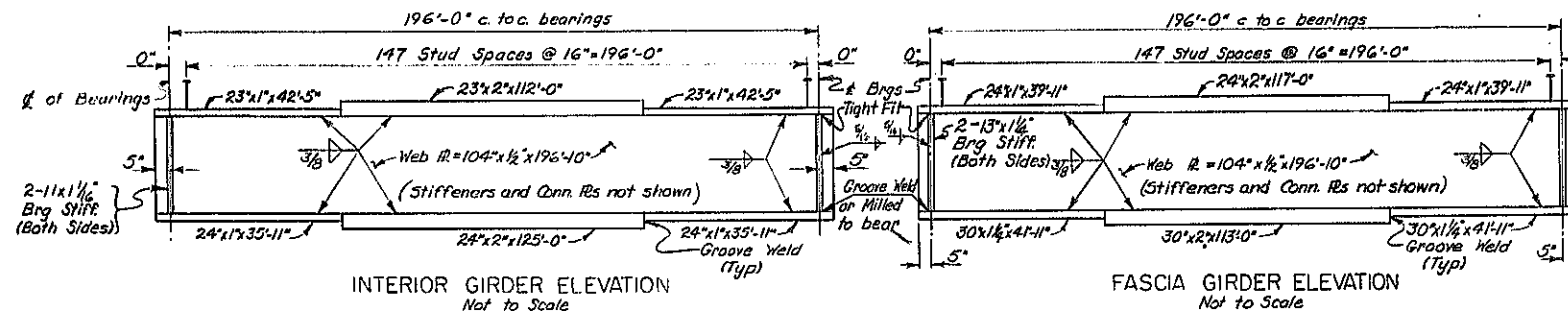
All Connection R's 7 1/2" x 1/2"

STEEL LAYOUT - SPANS 4, 5 & 6 (NB & SB)
Scale: 3/8" = 1'-0"

GIRDER	SOUTHBOUND				NORTHBOUND				DL DEFLECTION (FT)				CAMBER		
	THEO. BOT. OF SLAB EL.	± SO. BRG	± SPAN	± NO. BRG	THEO. BOT. OF SLAB EL.	± SO. BRG	± SPAN	± NO. BRG	STEEL	SLAB	SDL	TOTAL DL	VCC (FT)	TOTAL FEET	INCHES
SPAN 4															
G1	450.21	450.54	450.65	450.30	450.59	450.66	450.30	450.59	0.172'	0.212'	0.168'	0.552'	0.113'	0.665'	8"
G2	450.45	450.77	450.86	450.53	450.82	450.89	450.53	450.82	0.178'	0.378'	0.062'	0.618'	0.113'	0.731'	8 1/2"
G3	450.48	450.80	450.89	450.51	450.80	450.85	450.51	450.80	0.178'	0.378'	0.062'	0.618'	0.113'	0.731'	8 1/2"
G4	450.27	450.38	450.67	450.29	450.57	450.63	450.29	450.57	0.172'	0.212'	0.168'	0.552'	0.113'	0.665'	8"
SPAN 5															
G1	450.63	450.50	450.14	450.66	450.50	450.10	450.66	450.50	0.172'	0.212'	0.168'	0.552'	0.113'	0.665'	8"
G2	450.86	450.72	450.36	450.89	450.72	450.32	450.89	450.72	0.178'	0.378'	0.062'	0.618'	0.113'	0.731'	8 1/2"
G3	450.89	450.75	450.38	450.85	450.68	450.28	450.85	450.68	0.178'	0.378'	0.062'	0.618'	0.113'	0.731'	8 1/2"
G4	450.66	450.52	450.15	450.63	450.45	450.05	450.63	450.45	0.172'	0.212'	0.168'	0.552'	0.113'	0.665'	8"
SPAN 6															
G1	450.13	449.54	448.72	450.09	449.47	448.62	450.09	449.47	0.172'	0.212'	0.168'	0.552'	0.113'	0.665'	8"
G2	450.35	449.75	448.93	450.31	449.68	448.83	450.31	449.68	0.178'	0.378'	0.062'	0.618'	0.113'	0.731'	8 1/2"
G3	450.37	449.77	448.94	450.27	449.64	448.78	450.27	449.64	0.178'	0.378'	0.062'	0.618'	0.113'	0.731'	8 1/2"
G4	450.14	449.53	448.70	450.04	449.40	448.54	450.04	449.40	0.172'	0.212'	0.168'	0.552'	0.113'	0.665'	8"



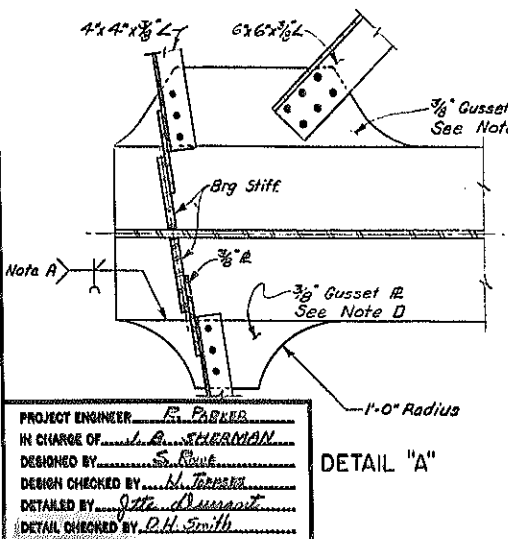
SECTION B-B
Not to Scale



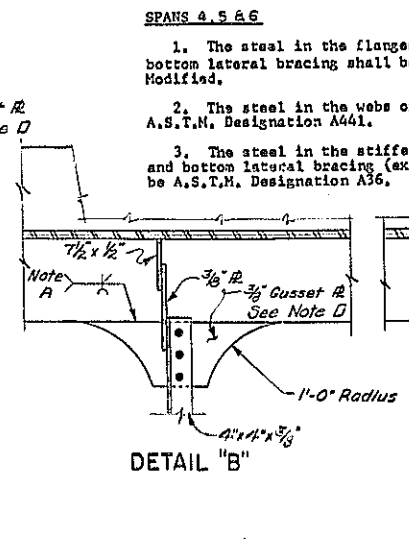
INTERIOR GIRDER ELEVATION
Not to Scale

FASCIA GIRDER ELEVATION
Not to Scale

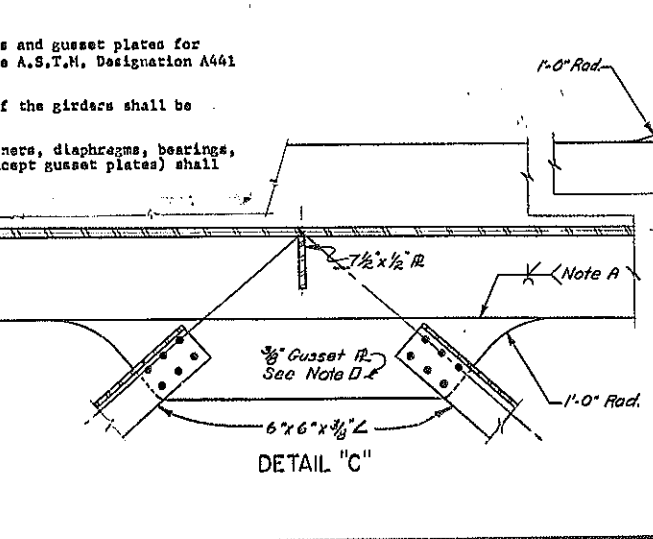
- SPANS 4, 5 & 6**
- The steel in the flanges and gusset plates for bottom lateral bracing shall be A.S.T.M. Designation A441 Modified.
 - The steel in the webs of the girders shall be A.S.T.M. Designation A441.
 - The steel in the stiffeners, diaphragms, bearings, and bottom lateral bracing (except gusset plates) shall be A.S.T.M. Designation A36.



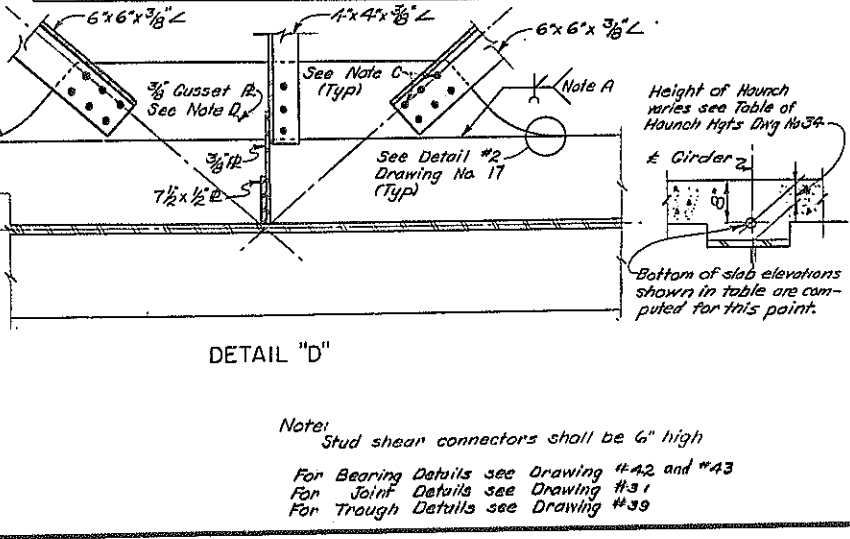
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

Notes:

A. The connection plate shall be prepared and welded as a single bevel groove weld as shown in Detail #1. It shall then be Air Carbon-Arc gouged from the second side into sound weld metal and then welded as detailed. All welding shall be in the flat or "downhand" position.

B. The plate may be of any shape that will provide after welding, cutting, and finish grinding a smooth transition from the flange edge of a minimum radius of 12".

C. Lateral bracing shall be attached to gusset plates with 3/8" φ high strength bolts. Field welding will not be permitted.

D. The gusset plate shall be the same type of steel as the flange to which it is welded.

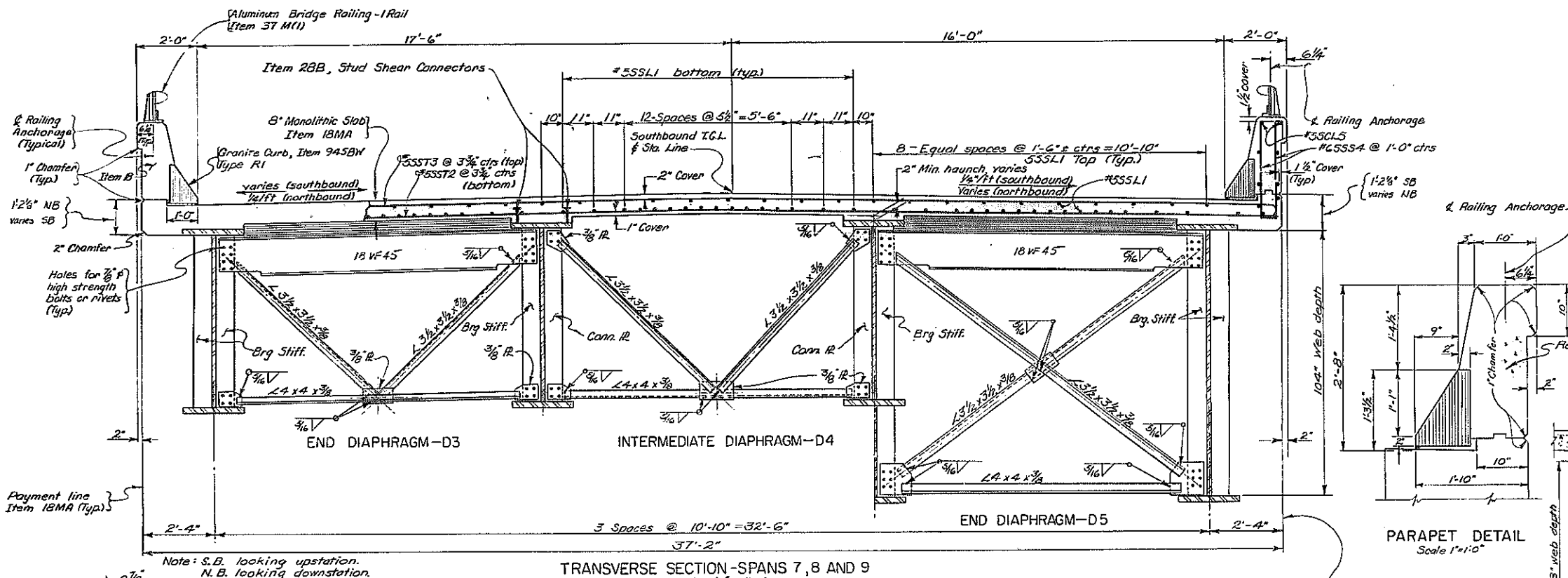
PROJECT ENGINEER: R. PARKER
IN CHARGE OF: S. SHERMAN
DESIGNED BY: S. RYAN
DESIGN CHECKED BY: M. TERRELL
DETAILED BY: J. D. DEWITT
DETAIL CHECKED BY: D.H. SMITH

Note:
Stud shear connectors shall be 6" high
For Bearing Details see Drawing #42 and #43
For Joint Details see Drawing #31
For Trough Details see Drawing #39

BRIDGE NO. 2
INTERSTATE ROUTE 481 OVER DEWITT YARDS
SPANS 4, 5 & 6
DRAWING NO. 2.2 OF 50

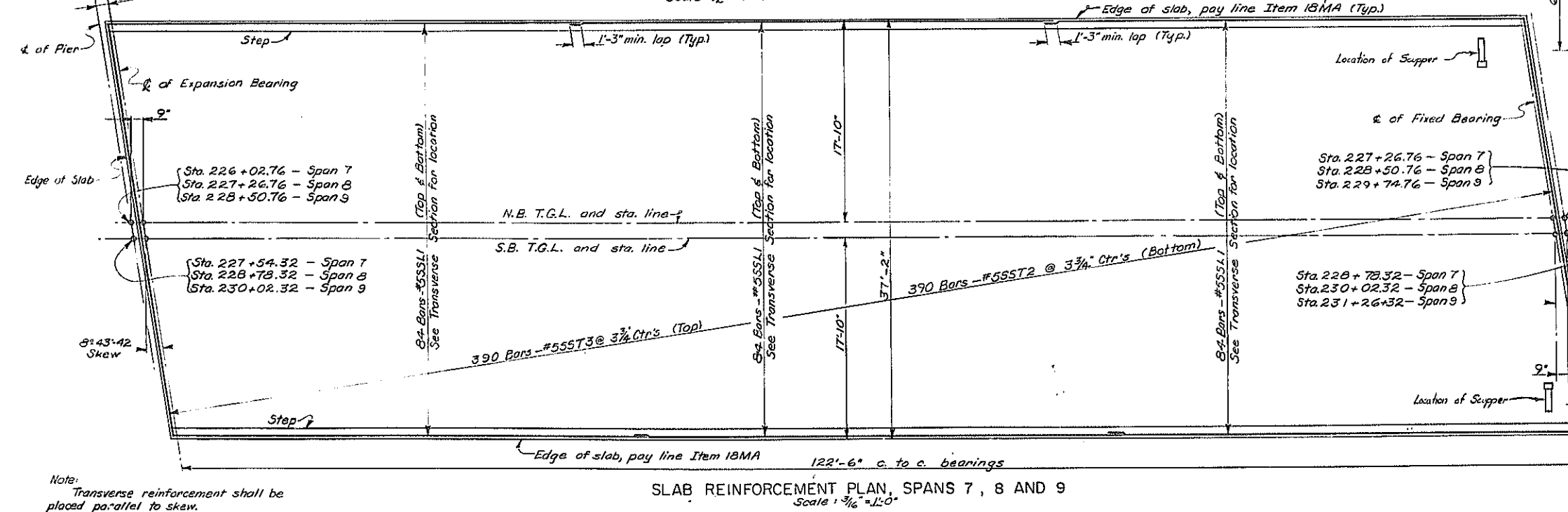
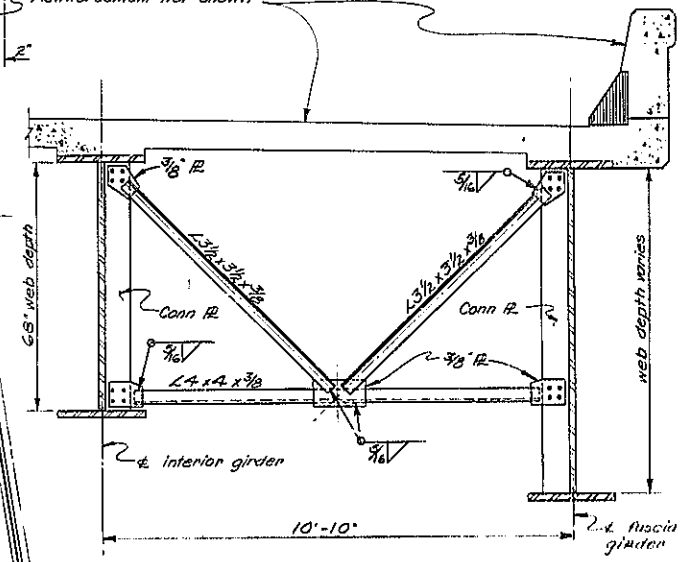
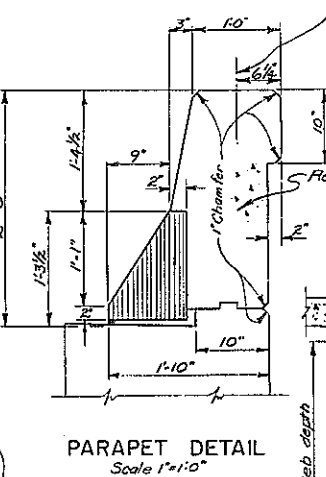
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B) 1-481-2(116)	201	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY

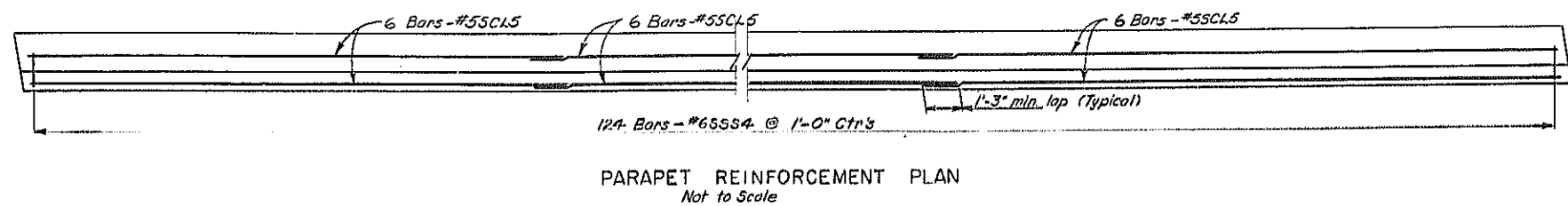


Note: Holes for $\frac{7}{8}$ " high strength bolts or rivets may be omitted and welding substituted if the contractor so elects. When the contractor elects to substitute the welded connection for the bolted connection shown, the amount of welding used shall be equivalent in strength to the bolts omitted.

For detail of Railing see Drawing #36



Note: Transverse reinforcement shall be placed parallel to skew.



PROJECT ENGINEER: R. FASKIS
 IN CHARGE OF: J.B. SURBANIAN
 DESIGNED BY: J.B. SURBANIAN
 DESIGN CHECKED BY: J. TORRES
 DETAILED BY: J. TORRES
 DETAIL CHECKED BY: J. TORRES

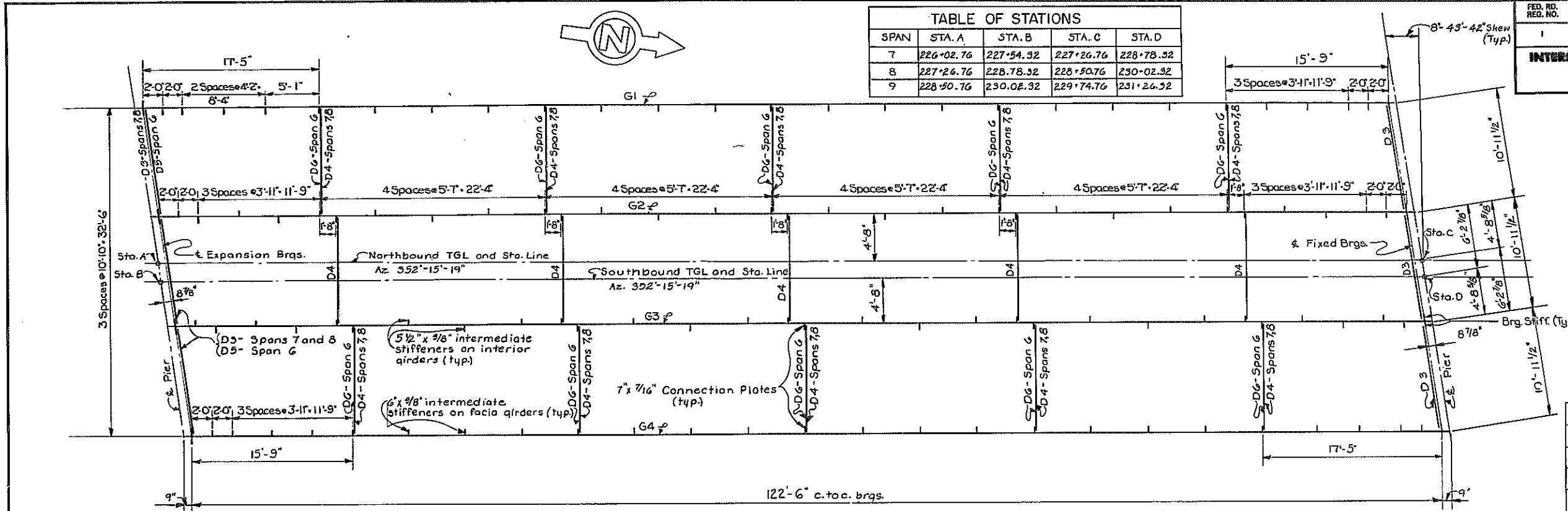
BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
 SPANS 7, 8 & 9
 DRAWING NO. 23 OF 30

SOUTHBOUND Butternut Interchange - Dewitt Yds.
 Superstructures 3060.00 96
 3023.00

TABLE OF STATIONS				
SPAN	STA. A	STA. B	STA. C	STA. D
7	226+02.76	227+54.32	227+26.76	228+78.52
8	227+26.76	228+78.52	228+50.76	230+02.32
9	228+50.76	230+02.32	229+74.76	231+26.32

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(25) 1-481-2(116)	202	309

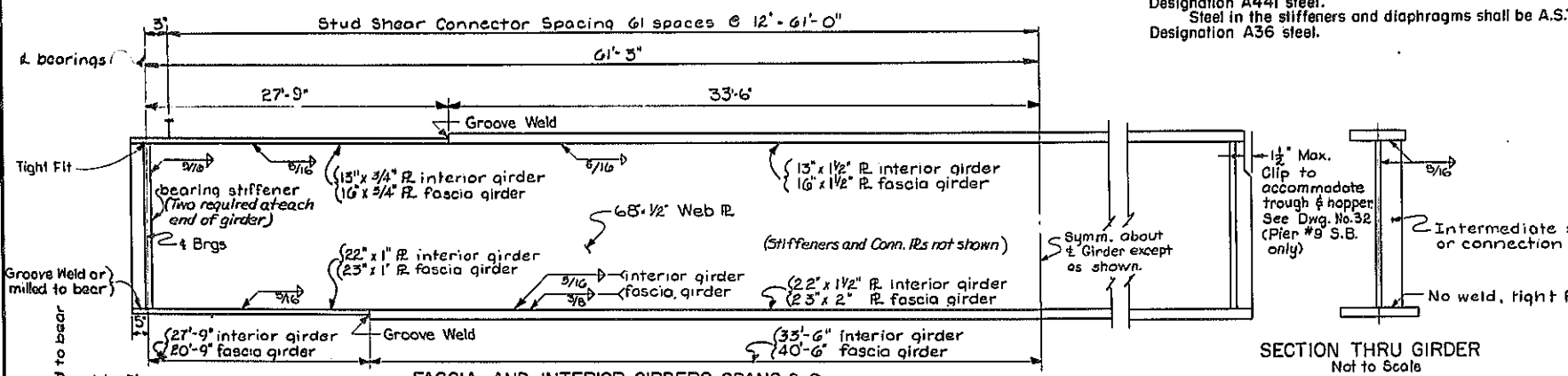
INTERSTATE ROUTE CONNECTION 570
 INTERMITTENT INTERCHANGE (PHASE 2)
 ONONDAGA COUNTY



BEARING STIFFENER SIZES	
Girder	Size of each plate (2 plates @ each end of girder)
Interior spans 7 & 8	8" x 3/4"
Fascia span 7	8" x 3/4"
Fascia spans 8 & 9	9" x 7/8"

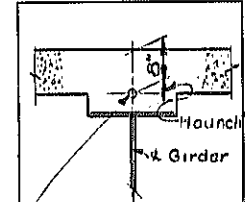
STEEL FRAMING PLAN SPANS 7, 8 & 9 (NB & SB)
 Scale: 3/16" = 1'-0"

Steel in the girder webs and flanges shall be A.S.T.M. Designation A441 steel.
 Steel in the stiffeners and diaphragms shall be A.S.T.M. Designation A36 steel.



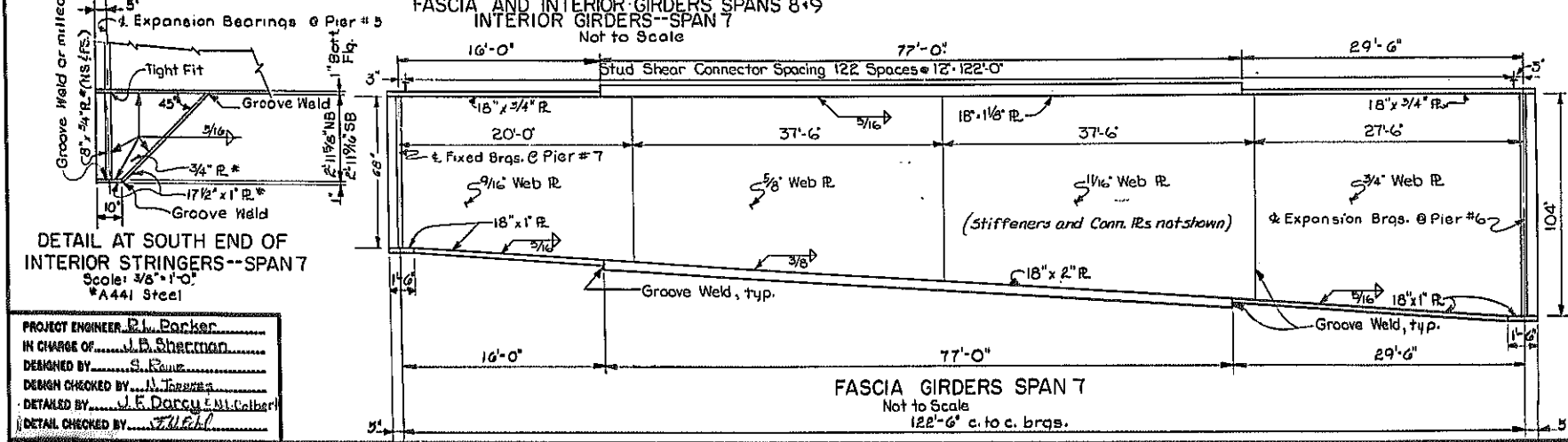
SECTION THRU GIRDER
 Not to Scale

BOTTOM OF SLAB ELEVATIONS									
NORTHBOUND					SOUTHBOUND				
GIRDER	SPAN	EXP. BRGS.	SPAN	FIX. BRGS.	GIRDER	SPAN	EXP. BRGS.	SPAN	FIX. BRGS.
G1	7	448.60	447.95	447.22	G1	7	448.70	448.07	447.35
G2	7	448.81	448.16	447.42	G2	7	448.91	448.28	447.56
G3	7	448.77	448.11	447.37	G3	7	448.93	448.29	447.57
G4	7	448.52	447.87	447.12	G4	7	448.68	448.05	447.32
G1	8	447.20	446.37	445.45	G1	8	447.33	446.52	445.63
G2	8	447.40	446.57	445.65	G2	8	447.54	446.73	445.83
G3	8	447.35	446.52	445.59	G3	8	447.55	446.73	445.83
G4	8	447.10	446.27	445.34	G4	8	447.30	446.48	445.58
G1	9	445.43	444.42	443.53	G1	9	445.60	444.61	443.97
G2	9	445.63	444.62	443.88	G2	9	445.80	444.81	443.74
G3	9	445.57	444.86	443.46	G3	9	445.81	444.81	443.73
G4	9	445.32	444.50	443.20	G4	9	445.56	444.56	443.48



Bottom of Slab Elevation shown in table are computed for this point.

*Height of Haunch varies. See Table of Haunch Heights on Drawing No. 34.



FASCIA AND INTERIOR GIRDERS SPANS 8 & 9
 Not to Scale

FASCIA GIRDERS SPAN 7
 Not to Scale
 122'-6" c. to c. brgs.

DETAIL AT SOUTH END OF INTERIOR STRINGERS--SPAN 7
 Scale: 3/8" = 1'-0"
 A441 Steel

PROJECT ENGINEER: R.L. Barker
 IN CHARGE OF: J.D. Sherman
 DESIGNED BY: S. F. ...
 DESIGN CHECKED BY: J.L. ...
 DETAILED BY: J.F. Darcy & M. Calbert
 DETAIL CHECKED BY: FUEL

		DEFLECTIONS				CAMBER	
GIRDER	SPAN	STEEL (FT)	SLAB (FT)	SDL (FT)	TOTAL (FT)	V.C.C. (FT)	TOTAL (FT)
							(E.I.)
G1	7	.05	.09	.06	.20	.04	.24
G2	7	.08	.24	.03	.35	.04	.39
G3	7	.08	.24	.03	.35	.04	.39
G4	7	.05	.09	.06	.20	.04	.24
G1	8	.07	.12	.08	.27	.04	.31
G2	8	.08	.24	.03	.35	.04	.39
G3	8	.08	.24	.03	.35	.04	.39
G4	8	.07	.12	.08	.27	.04	.31
G1	9	.07	.12	.08	.27	.02	.29
G2	9	.08	.24	.03	.35	.03	.38
G3	9	.08	.24	.03	.35	.04	.39
G4	9	.07	.12	.08	.27	.04	.31
G1	9	.07	.12	.08	.27	-.06	.21
G2	9	.08	.24	.03	.35	.01	.36
G3	9	.08	.24	.03	.35	.04	.39
G4	9	.07	.12	.08	.27	.04	.31

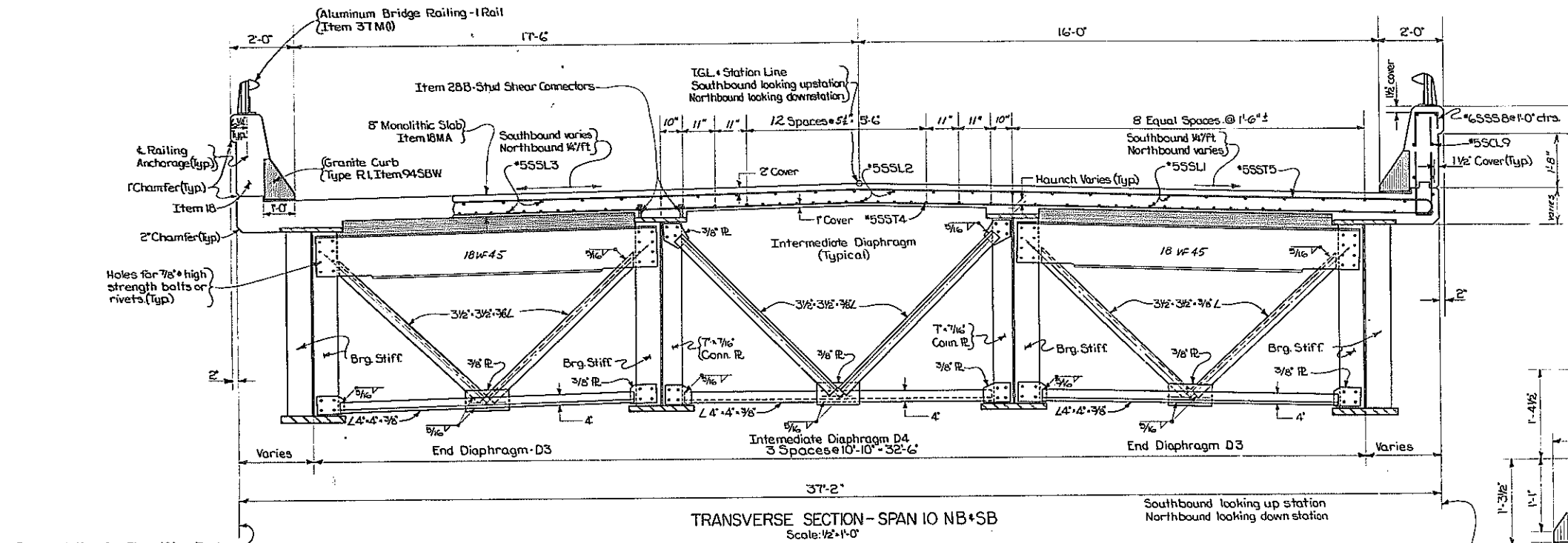
V.C.C.=Vertical Curve Camber
 S.D.L.=Superimposed dead load, includes the weight of sidewalk railing.

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
 SPANS 7, 8 & 9 (NB & SB)
 DRAWING NO. 24 OF 50

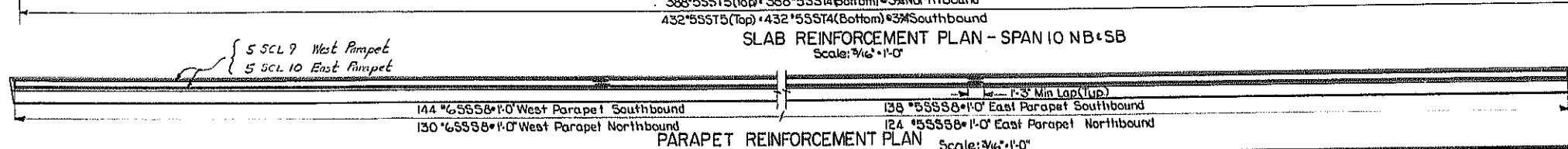
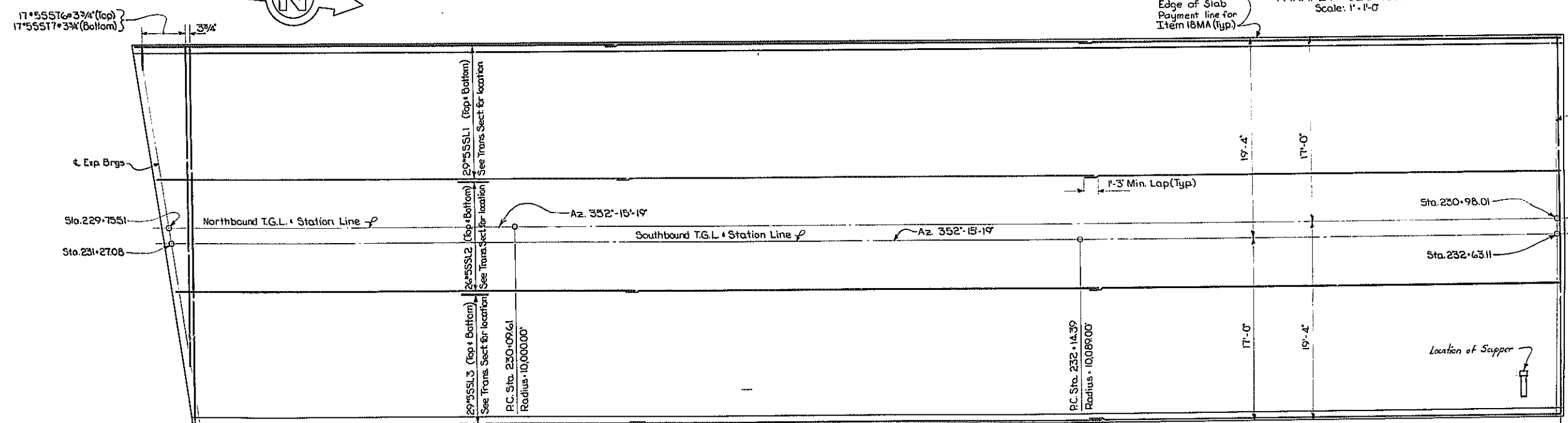
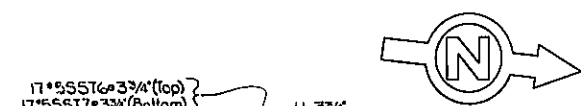
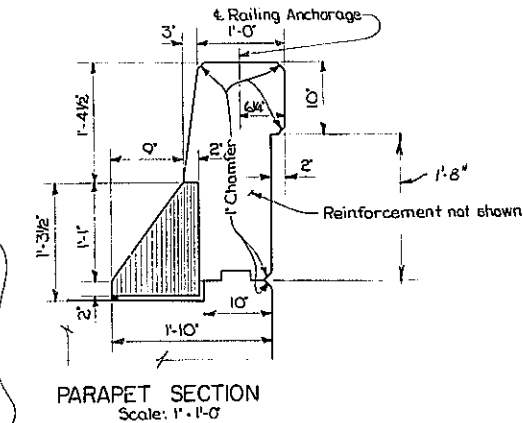
Bl #2 Detail Yds Steel Frame

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	203	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)
 ONONDAGA COUNTY



Notes: Holes for 7/8" rivets or high strength bolts may be omitted and welding substituted if the Contractor so elects. When the Contractor elects to substitute the welded connection for the bolted connection shown, the amount of welding used shall be equivalent in strength to the bolts removed.
 For details of railing see Dwg. No. 36.



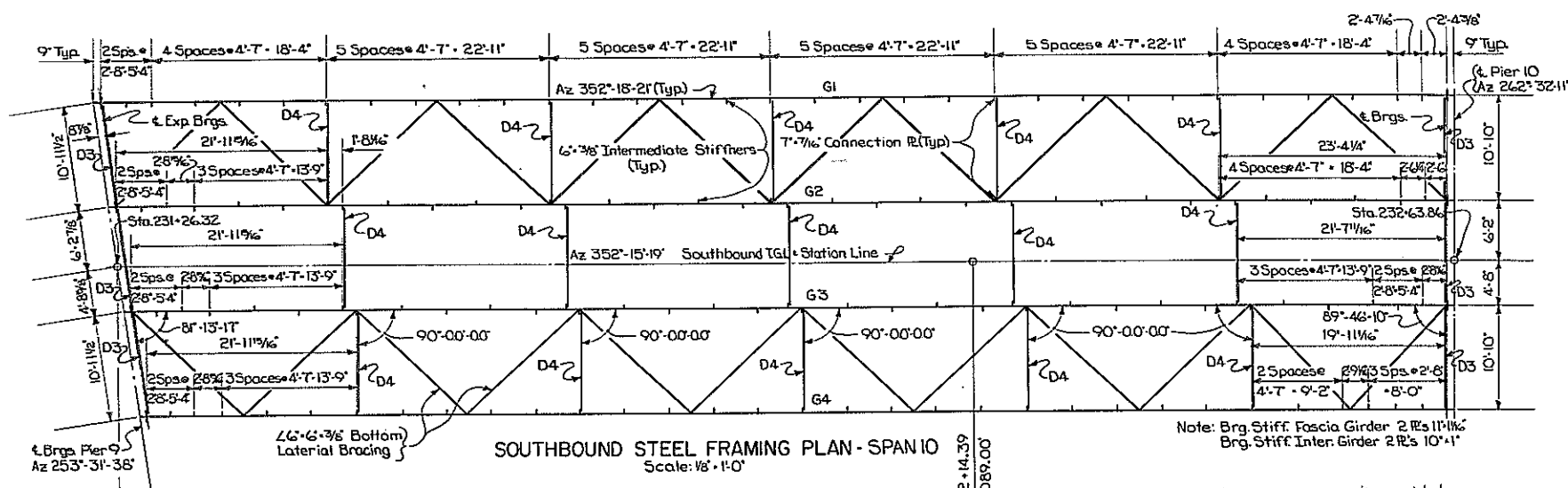
PROJECT ENGINEER E.L. Parker
 IN CHARGE OF F. Eckel
 DESIGNED BY E. Park
 DESIGN CHECKED BY N. Torres
 DETAILED BY J.F. Darcu
 DETAIL CHECKED BY F.H. Hill

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
 SPAN 10 NB+SB
 DRAWING NO. 25 OF 50

Let it all 1/2 2nd 11/10/50

FED. RD. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B) 1-481-2(116)	204	309

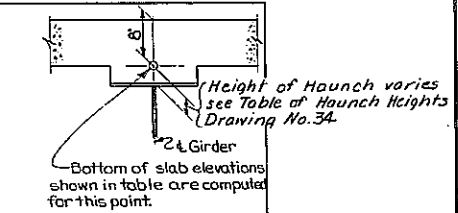
INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)
 ONONDAGA COUNTY



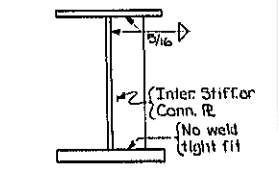
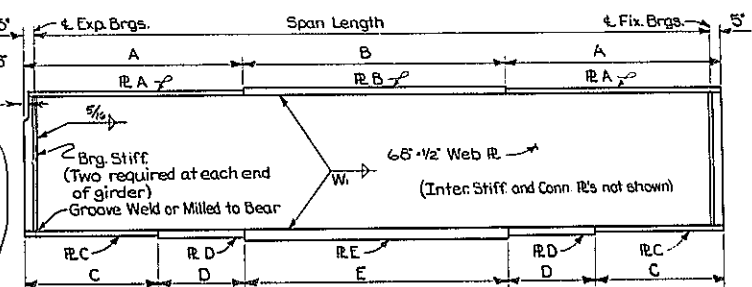
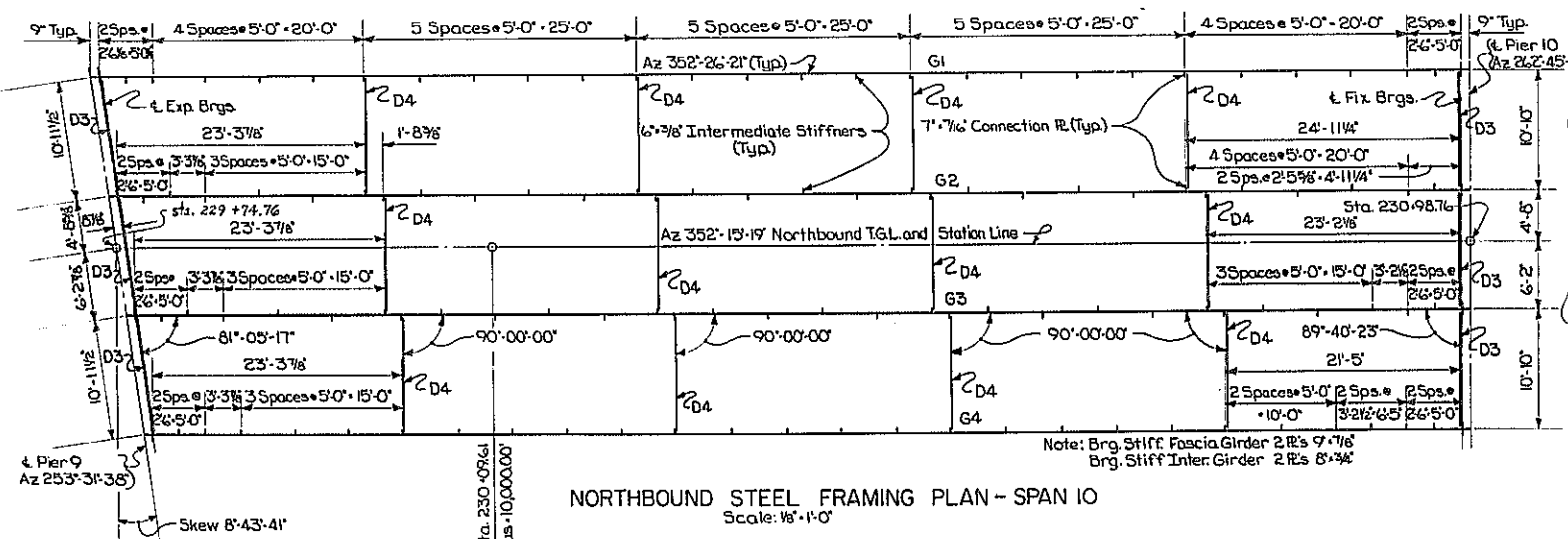
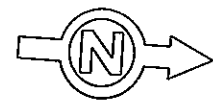
BOTTOM OF SLAB ELEVATIONS

SOUTHBOUND					
GIRDER	SPAN	EXP BRGS	C. SPAN	FIX BRGS	ELEVATION
G1	10	443.54	442.46	441.26	
G2	10	443.72	442.49	441.15	
G3	10	443.70	442.40	440.99	
G4	10	443.45	442.16	440.77	

NORTHBOUND					
GIRDER	SPAN	EXP BRGS	C. SPAN	FIX BRGS	ELEVATION
G1	10	443.50	442.49	441.39	
G2	10	443.56	442.42	441.19	
G3	10	443.43	442.24	440.98	
G4	10	443.17	442.00	440.75	



Bottom Lateral Bracing connections details similar to Span 4 & 5 details.



Notes: Flanges, webs, and gusset plates for bottom lateral bracing shall be A.S.T.M. Designation A441 Steel. Diaphragms, stiffeners, bearings, and bottom lateral bracing (except gusset plates) shall be A.S.T.M. Designation A36 Steel.

SPAN IO GIRDER TABLE

GIRDER	SPAN LENGTH C. TO C. BRGS.	FLANGE PLATE SIZES					FLANGE PLATE LENGTHS					DEFLECTIONS (FT)				CAMBER		STUD SHEAR CONNECTOR SPACING	
		R A	R B	R C	R D	R E	A	B	C	D	E	STEEL	CONC.	S. D. L.	TOTAL	V.C.C. (FT)	TOTAL		
Southbound																			
G1	138'-8 3/4"	23'-1"	23'-1 1/2"	24'-1"	24'-2"	24'-2 1/2"	36'-9 7/8"	66'-0"	20'-3 3/8"	19'-0"	61'-0"	0.10	0.15	0.11	0.36	.06	0.42'	5'	138 Spaces • 12' • 138'-0"
G2	137'-0 3/4"	19'-7/8"	19'-1 1/2"	24'-1"	None	24'-2"	32'-11 1/8"	72'-0"	23'-5 1/8"	0	91'-0"	0.11	0.28	0.04	0.43	.06	0.49	5 1/2"	137 Spaces • 12' • 137'-0"
G3	135'-3 3/8"	19'-7/8"	19'-1 1/2"	24'-1"	None	24'-2"	32'-0 3/4"	72'-0"	22'-6 3/8"	0	91'-0"	0.10	0.27	0.04	0.41	.05	0.46	5 1/2"	135 Spaces • 12' • 135'-0"
G4	133'-7"	23'-1"	23'-1 1/2"	24'-1"	24'-2"	24'-2 1/2"	34'-2 1/2"	66'-0"	17'-8 1/2"	19'-0"	61'-0"	0.09	0.13	0.09	0.31	.05	0.36	4 3/8"	133 Spaces • 12' • 133'-0"
Northbound																			
G1	125'-0 1/4"	17'-3/4"	17'-1 1/2"	24'-1"	None	24'-2"	28'-11 1/8"	68'-0"	21'-5 1/8"	0	83'-0"	0.07	0.12	0.09	0.28	.05	0.33	4"	125 Spaces • 12' • 125'-0"
G2	123'-3 1/8"	14'-3/4"	14'-1 1/2"	23'-1"	None	23'-1 1/2"	27'-6 3/8"	69'-0"	28'-0 3/8"	0	68'-0"	0.08	0.24	0.03	0.35	.05	0.40	4 3/4"	123 Spaces • 12' • 123'-0"
G3	121'-6"	14'-3/4"	14'-1 1/2"	23'-1"	None	23'-1 1/2"	26'-8"	69'-0"	27'-2"	0	68'-0"	0.07	0.23	0.03	0.33	.04	0.37	4 1/2"	121 Spaces • 12' • 121'-0"
G4	119'-8 1/8"	17'-3/4"	17'-1 1/2"	24'-1"	None	24'-2"	26'-3 1/8"	68'-0"	18'-9 1/8"	0	83'-0"	0.06	0.10	0.08	0.24	.04	0.28	3 3/8"	119 Spaces • 12' • 119'-0"

S.D.L. = superimposed dead load, includes weight of railing and parapet.
 V.C.C. = vertical curve correction

PROJECT ENGINEER R.L. Parker
 IN CHARGE OF E. Finkel
 DESIGNED BY S. Fave
 DESIGN CHECKED BY J. P. Smith
 DETAILED BY J. F. Dorcy
 DETAIL CHECKED BY J. F. Dorcy

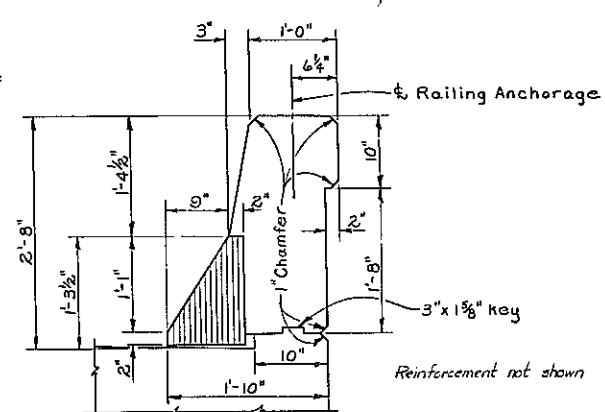
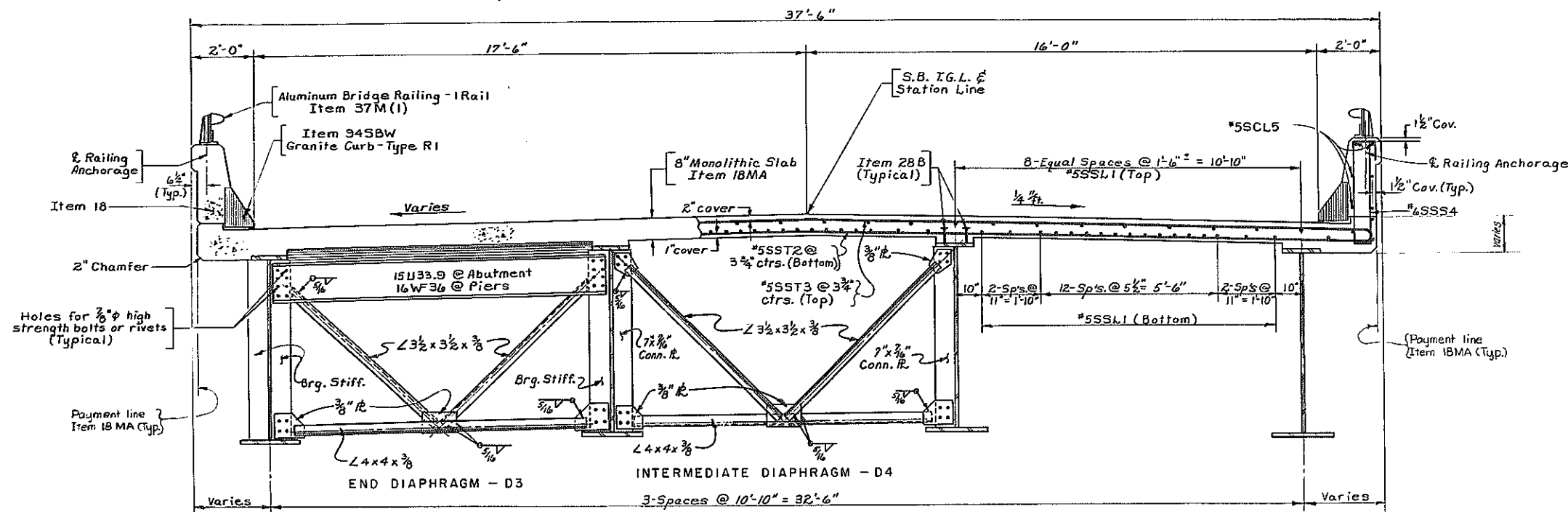
WELD SIZE TABLE

Thickness of Flange	W. Size of fillet weld joining web to flange
1/2" and under	5/16"
over 1/2" to 2 1/4"	3/8"
over 2 1/4"	1/2"

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
SPAN IO NB • SB
 DRAWING NO. 26 OF 50

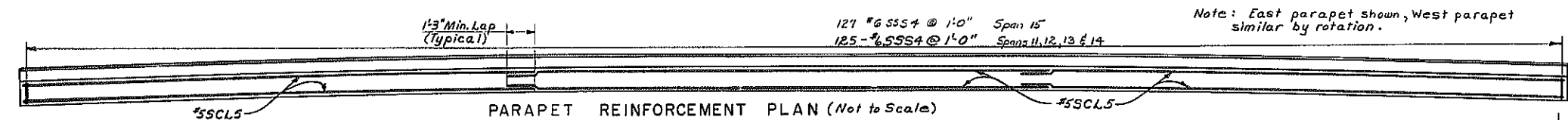
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-3(28) 1-481-2(116)	205	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY

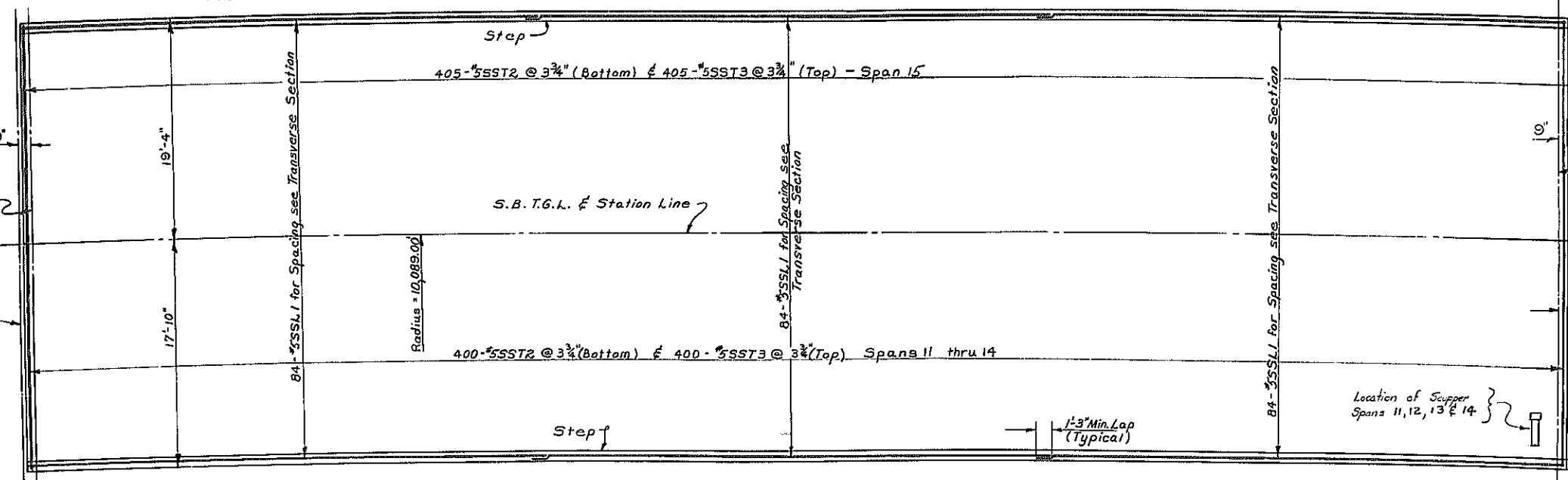


TRANSVERSE SECTION SOUTHBOUND SPANS 11, 12, 13, 14 & 15
 Scale: 1/2" = 1'-0"

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



Note: East parapet shown, West parapet similar by rotation.



SOUTH BOUND SLAB REINFORCEMENT PLAN (Spans 11, 12, 13, 14, & 15)
 Scale: 3/8" = 1'-0"

Notes:
 Holes for 3/8" rivets or high strength bolts may be omitted and welding substituted if contractor so elects. When the contractor elects to substitute the welded connection for the bolted connection shown, the amount of welding used shall be equivalent in strength to the bolts removed.

For details of Railing, Railing Anchorage and Granite Curbs See Dwg. #35 and 36. For Joint Details see Dwg. #33 & 34.

PROJECT ENGINEER: R. Parker
 IN CHARGE OF: J. B. Sherman
 DESIGNED BY: D. H. Smith
 DESIGN CHECKED BY: S. Rowe
 DETAILED BY: J. C. Thompson
 DETAIL CHECKED BY: J. C. Thompson

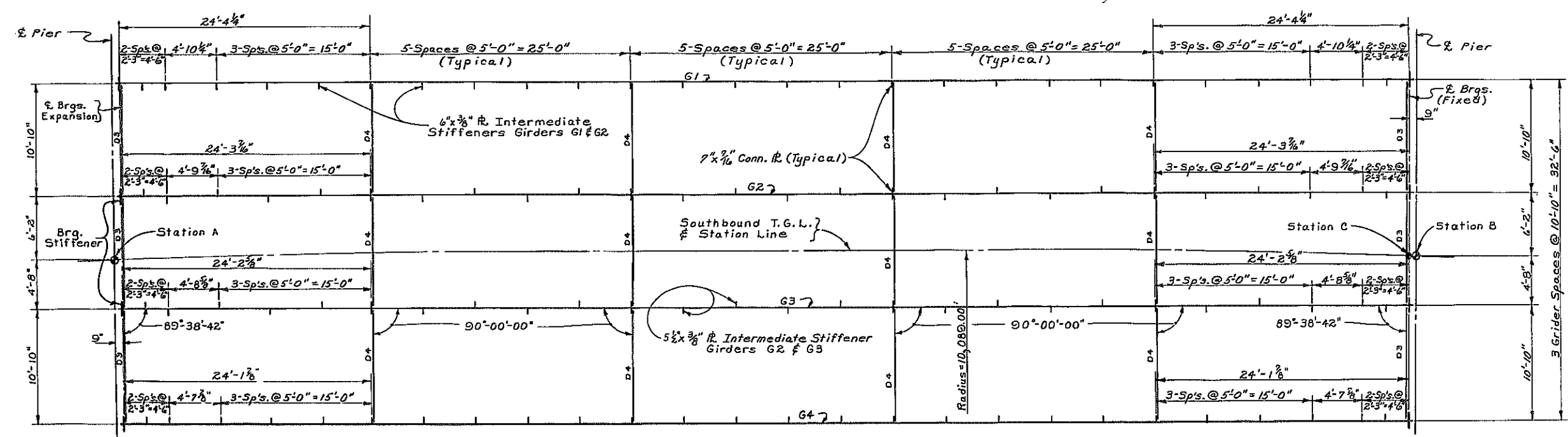
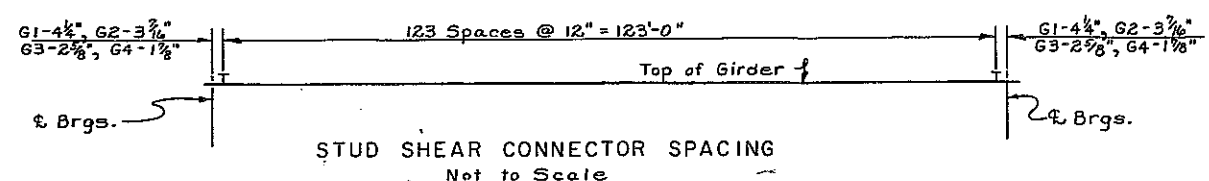
BRIDGE NO. 2
 INTERSTATE ROUTE 491 OVER DENWITZ YARDS
 SPANS 11 THRU 15 SOUTHBOUND
 DRAWING NO. 27 OF 50

Transverse Section & Slab Plan Southbound Spans 11, 12, 13, 14 & 15

TABLE OF STATIONS						
SPAN	STATION "A"		STATION "B"		STATION "C"	
	STATION	℄	STATION	℄	STATION	℄
11 S.B.	232+63.86	℄ Pier #9 S.B.	233+88.86	℄ Pier #10 S.B.	—	—
12 S.B.	233+88.86	℄ Pier #10 S.B.	235+13.86	℄ Pier #11 S.B.	—	—
13 S.B.	235+13.86	℄ Pier #11 S.B.	236+38.86	℄ Pier #12 S.B.	—	—
14 S.B.	236+38.86	℄ Pier #12 S.B.	237+63.86	℄ Pier #13 S.B.	—	—
15 S.B.	237+63.86	℄ Pier #13 S.B.	—	—	238+88.11	℄ Fixed Brgs. No. Abut. (S.B.)

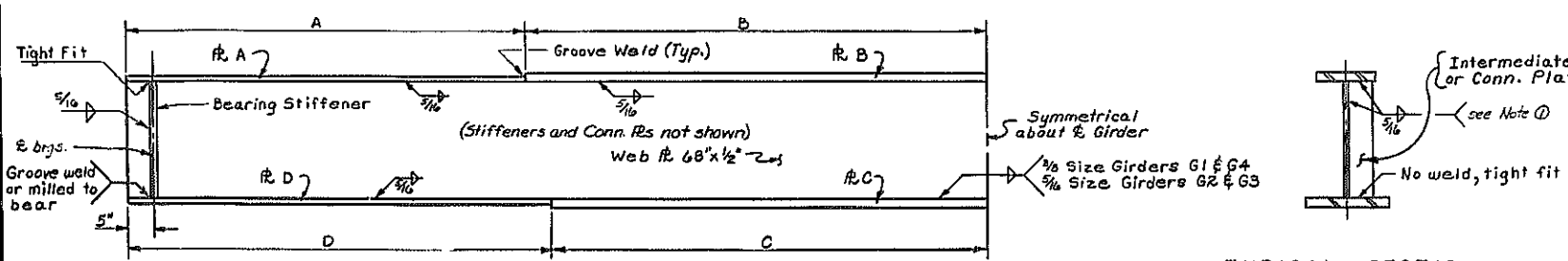
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B) 1-481-2(116)	206	309

INTERSTATE ROUTE CONNECTION 570
SUFFERN INTERCHANGE (PHASE 2)
ORONDAGA COUNTY



Note: See Transverse Section for Diaphragms.

Notes:
Web and flanges shall be A.S.T.M. designation A441 Steel.
Stiffeners, connection plates, and diaphragms shall be A.S.T.M. designation A36 Steel.



GIRDER ELEVATION
Not to Scale

TYPICAL SECTION
Not to Scale

Note D: Where connection plates are used in pairs, the fillet weld at top of stiffener is optional. See Note "Sup 4" in the Super-structure Notes.

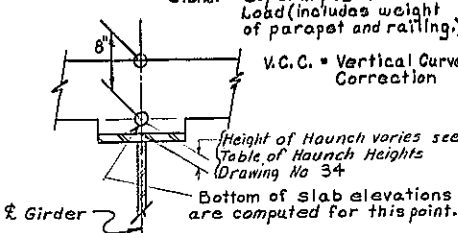
SOUTHBOUND GIRDER TABLE - SPANS 11 thru 15											
GIRDER	SPAN C. to C. BRGS.	FLANGE SIZES				FLANGE DIMENSIONS				Brq. Stiffener 2-℄s. required each end of Girder	Intermediate Stiffener Size
		RA	RB	RC	RD	A	B	C	D		
G1	123'-8 1/2"	16" x 3/4"	16" x 1 1/2"	23" x 2"	23" x 1"	28'-9 1/4"	33'-6"	40'-6"	21'-9 1/4"	9" x 7/8"	6" x 3/8"
G2	123'-6 15/16"	15" x 3/4"	15" x 1 1/2"	22" x 1 1/2"	22" x 1"	28'-8 3/8"	33'-6"	33'-6"	28'-8 3/8"	8" x 3/4"	5 1/2" x 3/8"
G3	123'-5 9/16"	15" x 3/4"	15" x 1 1/2"	22" x 1 1/2"	22" x 1"	28'-7 7/8"	33'-6"	33'-6"	28'-7 7/8"	8" x 3/4"	5 1/2" x 3/8"
G4	123'-3 1/16"	16" x 3/4"	16" x 1 1/2"	23" x 2"	23" x 1"	28'-6 7/8"	33'-6"	40'-6"	21'-6 7/8"	9" x 7/8"	6" x 3/8"

THEO. BOTTOM OF SLAB ELEV. (Southbound)				
GIRDER	SPAN	℄ So. Brq.	℄ Span	℄ No. Brq.
G1	11	441.24	440.03	438.56
G2	11	441.12	439.30	438.33
G3	11	440.96	439.58	438.11
G4	11	440.74	439.35	437.88
G1	12	438.52	436.95	435.30
G2	12	438.29	436.73	435.07
G3	12	438.07	436.50	434.85
G4	12	437.84	436.27	434.62
G1	13	435.26	433.51	431.67
G2	13	435.03	433.28	431.45
G3	13	434.81	433.06	431.22
G4	13	434.58	432.83	431.00
G1	14	431.63	429.72	427.89
G2	14	431.40	429.49	427.66
G3	14	431.18	429.26	427.44
G4	14	430.95	429.04	427.21
G1	15	427.85	426.16	424.62
G2	15	427.62	425.93	424.39
G3	15	427.40	425.71	424.16
G4	15	427.17	425.48	423.94

SPAN	GIRDER	DEFLECTIONS (ft.)				CAMBER	
		STEEL	SLAB	SDL	TOTAL	V.C.C.	TOTAL
Spans 11, 12 & 13 (S.B.)	G1 and G4	.07	.12	.08	.27	.04	.31
	G2 and G3	.08	.24	.03	.35	.04	.39
Span 14 (S.B.)	G1 and G4	.07	.12	.08	.27	-.05	.22
	G2 and G3	.08	.24	.03	.35	-.05	.30
Span 15 (S.B.)	G1 and G4	.07	.12	.08	.27	-.07	.20
	G2 and G3	.08	.24	.03	.35	-.07	.28

TABLE OF AZIMUTHS

LOCATION	AZIMUTHS
℄ Pier #10 (S.B.)	262°-32'-11"
℄ Pier #11 (S.B.)	263°-14'-46"
℄ Pier #12 (S.B.)	263°-57'-22"
℄ Pier #13 (S.B.)	264°-39'-57"
℄ Pier #14 (S.B.)	265°-22'-33"
℄ Fixed Brqs. @ North Abut. (S.B.)	266°-05'-08"
℄ Girders, Span 11 (S.B.)	352°-53'-28"
℄ Girders, Span 12 (S.B.)	353°-36'-04"
℄ Girders, Span 13 (S.B.)	354°-18'-40"
℄ Girders, Span 14 (S.B.)	355°-01'-15"
℄ Girders, Span 15 (S.B.)	355°-43'-51"

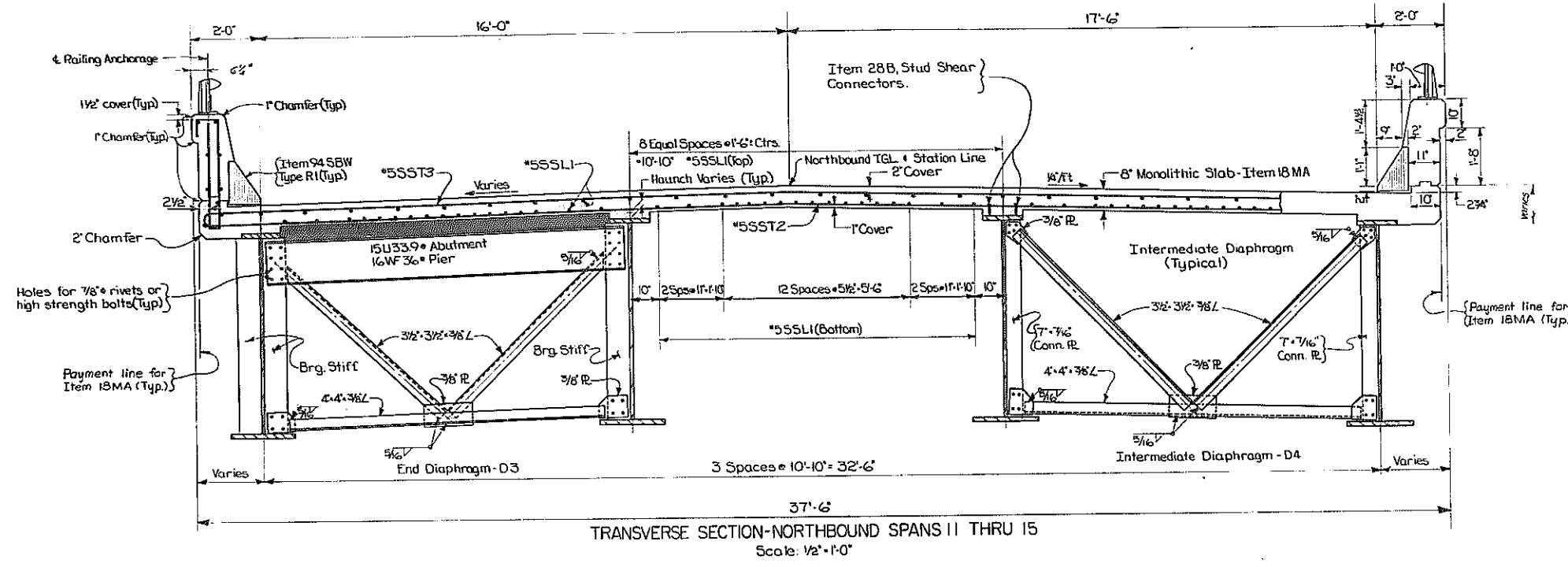


PROJECT ENGINEER R. Parker
IN CHARGE OF V. B. Sherman
DESIGNED BY N. A. Topps
DESIGN CHECKED BY S. Rowe
DETAILED BY V. C. Thompson
DETAIL CHECKED BY J. L. Hill

BRIDGE NO. 2
INTERSTATE ROUTE 481 OVER DEMITT YARDS
SPANS 11 THRU 15 SOUTHBOUND
DRAWING NO. 28 OF 50

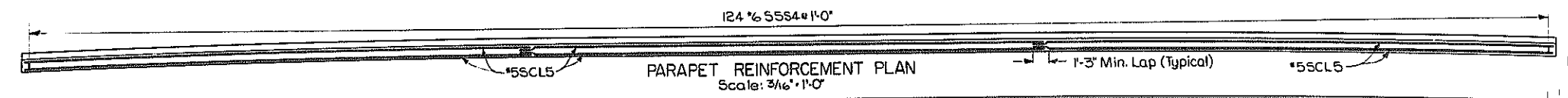
FED. RD. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(23) 1-481-2(118)	207	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)
 ONONDAGA COUNTY

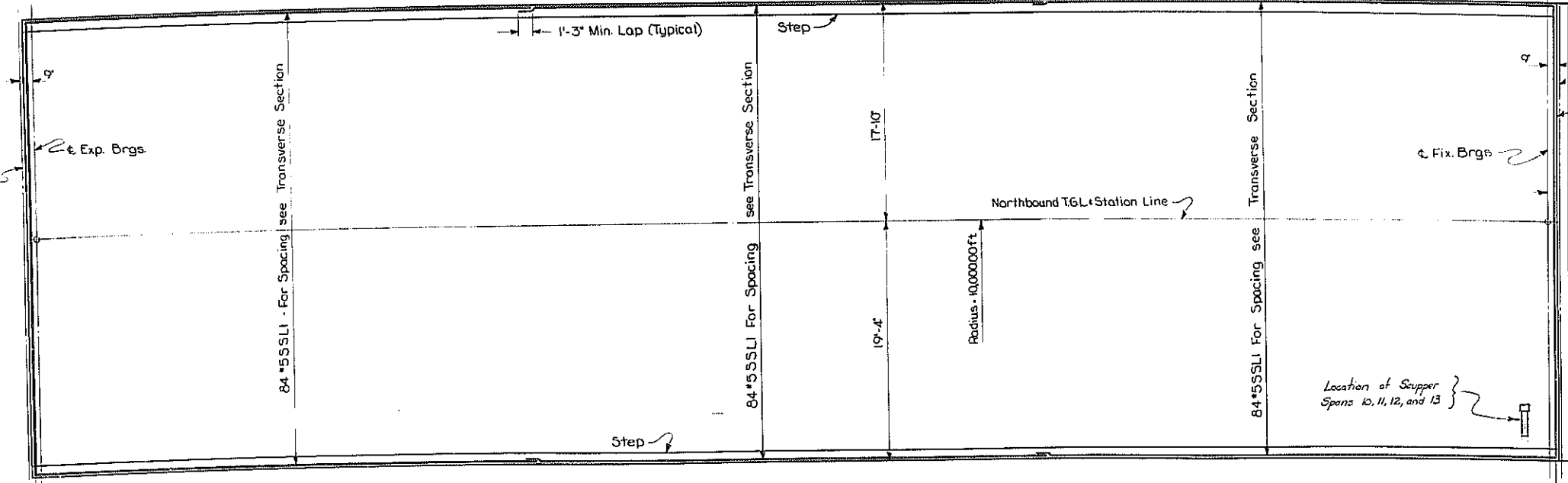
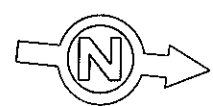


Notes:
 Holes for 7/8" rivets or high strength bolts may be omitted and welding substituted if the contractor so elects. When the contractor elects to substitute the Welded Connection for the Bolted Connection shown, the amount of welding used shall be equivalent in strength to the bolts removed.

For details of Railing, Railing Anchorage, Granite Curbs and Joint Details, See Misc. Detail Sheets.



Note: West parapet shown
 East parapet similar



2 # Pier (Spans 11, 12, 13 & 14)
 2 Edge of slab, spans 11, 12, 13 & 14
 Joint included in Item 18MA

2' Edge of slab, span 15
 Pay line Item 18MA
 See detail, Drwg #33 of 50

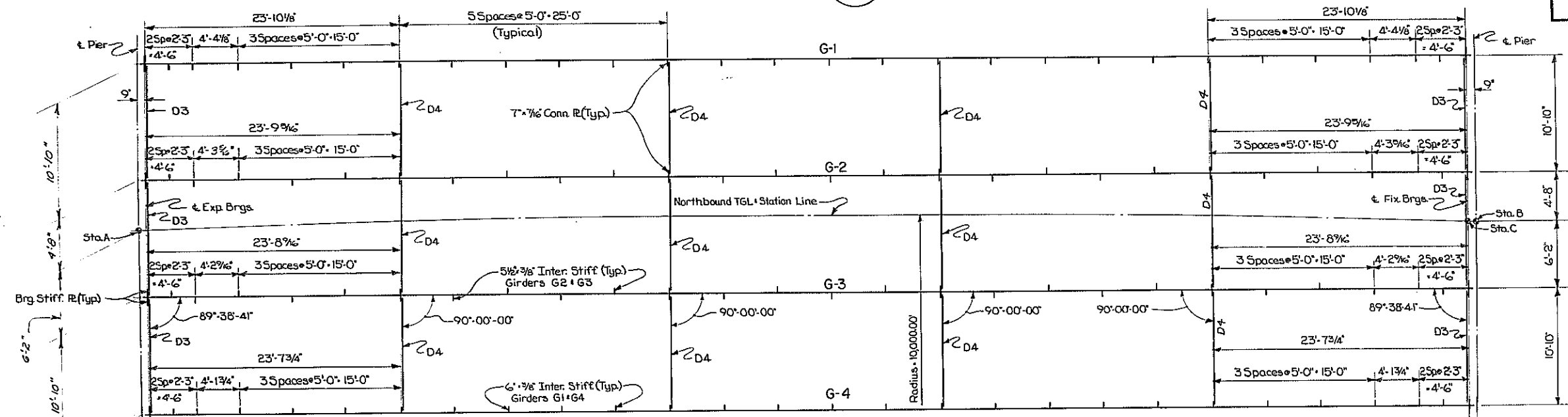
PROJECT ENGINEER E.L. Parker
 IN CHARGE OF V.H. Sherman
 DESIGNED BY N. Toppano
 DESIGN CHECKED BY D. Smith
 DETAILED BY J.F. Dorcy
 DETAIL CHECKED BY J.W. Edick

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARD
 SPANS 11 THRU 15 NORTHBOUND
 DRAWING NO. 29 OF 50

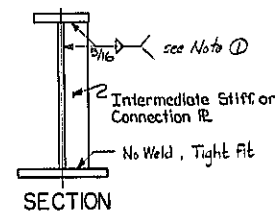
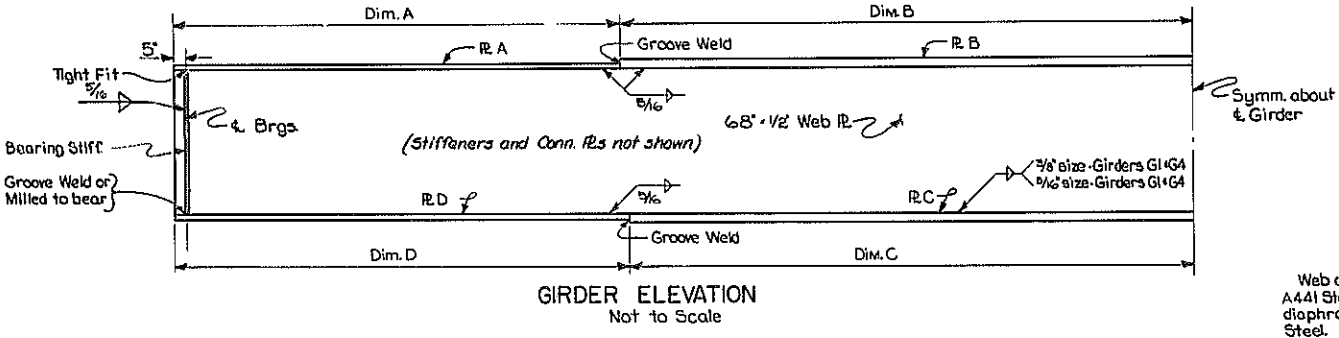
*DeWitt Yard
 Northbound how over fact.*

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	206	309

INTERSTATE ROUTE CONNECTION 570
 INTERCHANGING INTERCHANGE (PHASE 2)
 ONONDAGA COUNTY



LOCATION	AZIMUTH
± Pier #10 N.B.	262°-45'-57"
± Pier #11 N.B.	263°-28'-36"
± Pier #12 N.B.	264°-11'-13"
± Pier #13 N.B.	264°-53'-57"
± Pier #14 N.B.	265°-36'-28"
± Fixed Bearings @ North Abutment N.B.	266°-19'-06"
± Girders, Span 11 N.B.	353°-07'-17"
± Girders, Span 12 N.B.	353°-49'-55"
± Girders, Span 13 N.B.	354°-32'-32"
± Girders, Span 14 N.B.	355°-15'-10"
± Girders, Span 15 N.B.	355°-57'-47"

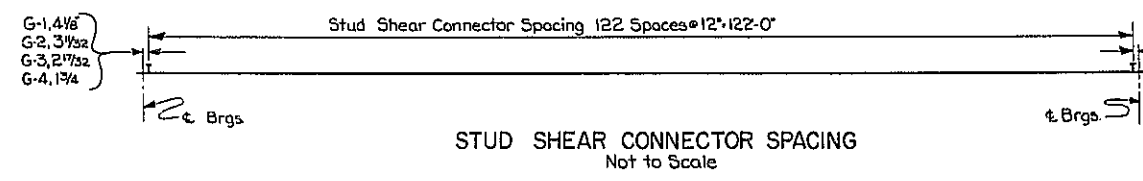
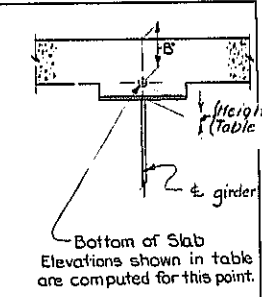


Web and Flanges shall be A.S.T.M. Designation A441 Steel. Stiffeners, connection plates and diaphragms shall be A.S.T.M. Designation A36 Steel.

Note D: Where connection plates are used in pairs, the fillet weld at top of stiffener is optional. See Note "Sup 4" in the Superstructure Notes.

BOTTOM OF SLAB ELEVATIONS

NORTHBOUND				
GIRDER	SPAN	EXP. BRGS.	CL. SPAN	CL. FIX. BRGS.
G-1	11	441.36	440.02	438.57
G-2	11	441.16	439.80	438.34
G-3	11	440.94	439.57	438.12
G-4	11	440.72	439.34	437.89
G-1	12	438.53	436.98	435.34
G-2	12	438.30	436.75	435.12
G-3	12	438.08	436.52	434.89
G-4	12	437.85	436.30	434.66
G-1	13	435.30	433.57	431.75
G-2	13	435.07	433.34	431.53
G-3	13	434.85	433.12	431.30
G-4	13	434.62	432.89	431.08
G-1	14	431.71	429.80	427.98
G-2	14	431.48	429.57	427.75
G-3	14	431.26	429.34	427.53
G-4	14	431.03	429.12	427.30
G-1	15	427.93	426.25	424.71
G-2	15	427.71	426.02	424.48
G-3	15	427.48	425.80	424.26
G-4	15	427.26	425.57	424.03



NORTHBOUND GIRDER TABLE - SPANS 10 THRU 14

GIRDER	SPAN LENGTH	FLANGE SIZE				FLANGE DIMENSIONS				BEARING STIFF. 2 Rs Required at each end of girder	INTERMEDIATE STIFFENER SIZE
		R. A	R. B	R. C	R. D	A	B	C	D		
G1	122'-8 1/8"	16" x 3/4"	16" x 1/2"	23" x 2"	23" x 1"	23" x 3/8"	33" x 6"	40" x 6"	21" x 3/8"	9" x 7/8"	6" x 3/8"
G2	122'-6 7/8"	13" x 3/4"	13" x 1/2"	22" x 1 1/2"	22" x 1"	28" x 2 3/8"	33" x 6"	33" x 6"	28" x 2 3/8"	8" x 3/4"	5 1/2" x 3/8"
G3	122'-5 1/2"	13" x 3/4"	13" x 1/2"	22" x 1 1/2"	22" x 1"	28" x 1 9/16"	33" x 6"	33" x 6"	28" x 1 9/16"	8" x 3/4"	5 1/2" x 3/8"
G4	122'-3 1/4"	16" x 3/4"	16" x 1/2"	23" x 2"	23" x 1"	28" x 0 3/4"	33" x 6"	40" x 6"	21" x 0 3/4"	9" x 7/8"	6" x 3/8"

SPAN	GIRDER	DEFLECTIONS (FT.)				CAMBER	
		STEEL	SLAB	S.D.L.	TOTAL	V.C.C. (FT)	TOTAL (IN)
Spans 11, 12, 13 Northbound	G1 x G4	.07	.12	.08	.27	-.04	.31
	G2 x G3	.08	.24	.03	.35	-.04	.39
Span 14 Northbound	G1 x G4	.07	.12	.08	.27	-.04	.23
	G2 x G3	.08	.24	.03	.35	-.04	.31
Span 15 Northbound	G1 x G4	.07	.12	.08	.27	-.07	.20
	G2 x G3	.08	.24	.03	.35	-.07	.28

V.C.C. - Vertical Curve Camber
 S.D.L. (Superimposed Dead Load) - Includes weight of parapet & railing.

TABLE OF STATIONS

SPAN	STATION A		STATION B		STATION C	
	STATION	±	STATION	±	STATION	±
11(NB)	230+98.76	± Pier #10(NB)	232+22.76	± Pier #11(NB)		
12(NB)	232+22.76	± Pier #11(NB)	233+46.76	± Pier #12(NB)		
13(NB)	233+46.76	± Pier #12(NB)	234+70.76	± Pier #13(NB)		
14(NB)	234+70.76	± Pier #13(NB)	235+94.76	± Pier #14(NB)		
15(NB)	235+94.76	± Pier #14(NB)		237+18.01	± Fix Brge (NAB)	

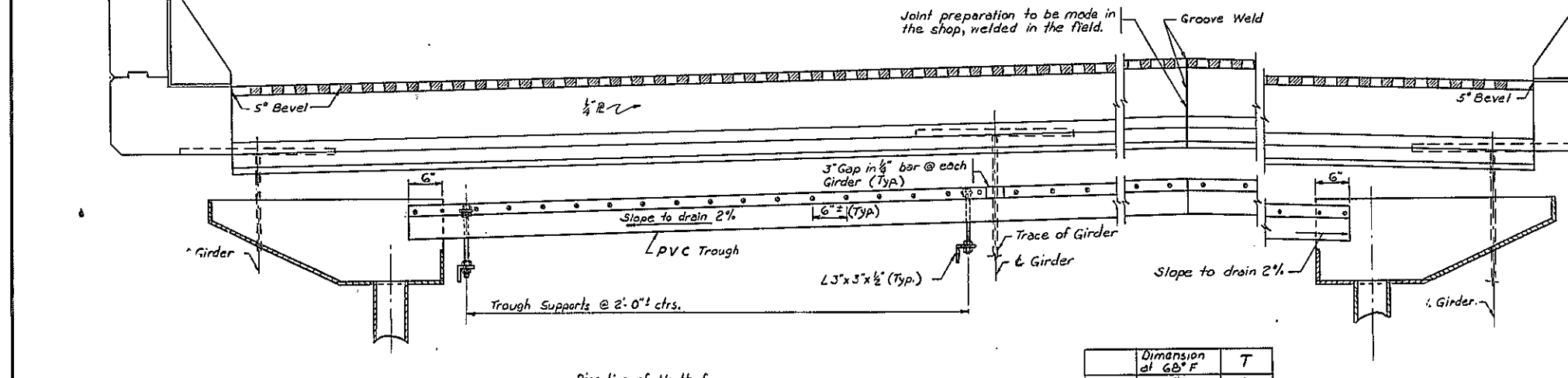
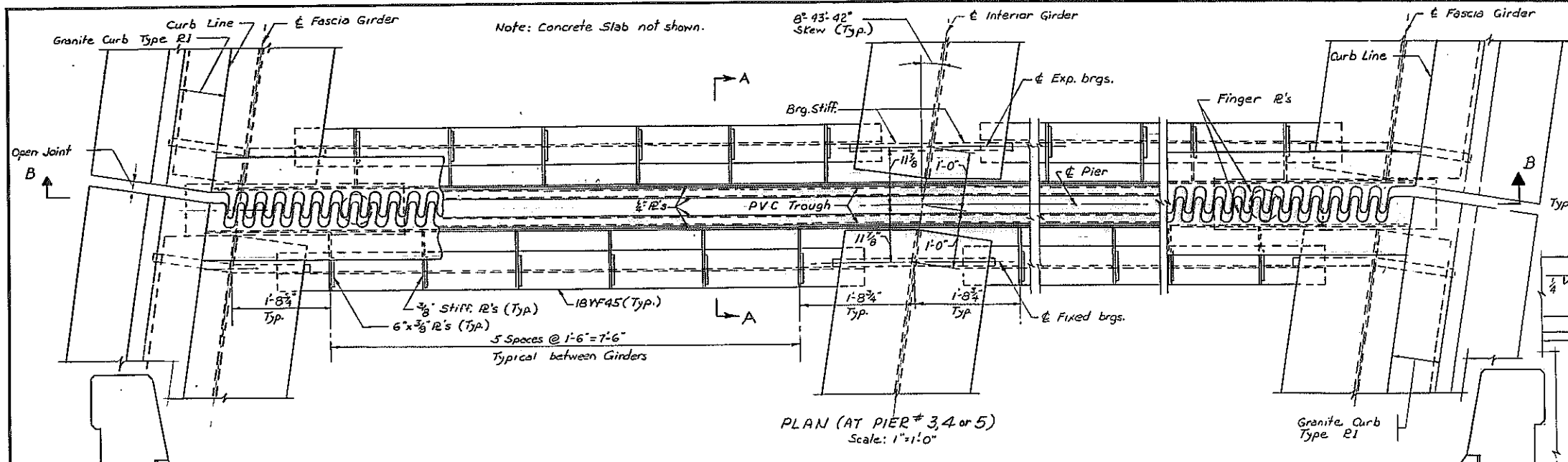
BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
SPANS 11 THRU 15' NORTHBOUND
 DRAWING NO. 30 OF 30

PROJECT ENGINEER: E.L. Parker
 IN CHARGE OF: J.R. Sherman
 DESIGNED BY: N. Tappan
 DESIGN CHECKED BY: D. Smith
 DETAILED BY: J.R. Darcy
 DETAIL CHECKED BY: J.R. Darcy

Steel Framing Plan

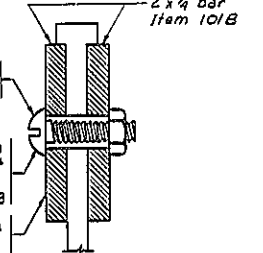
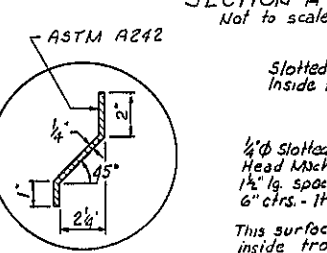
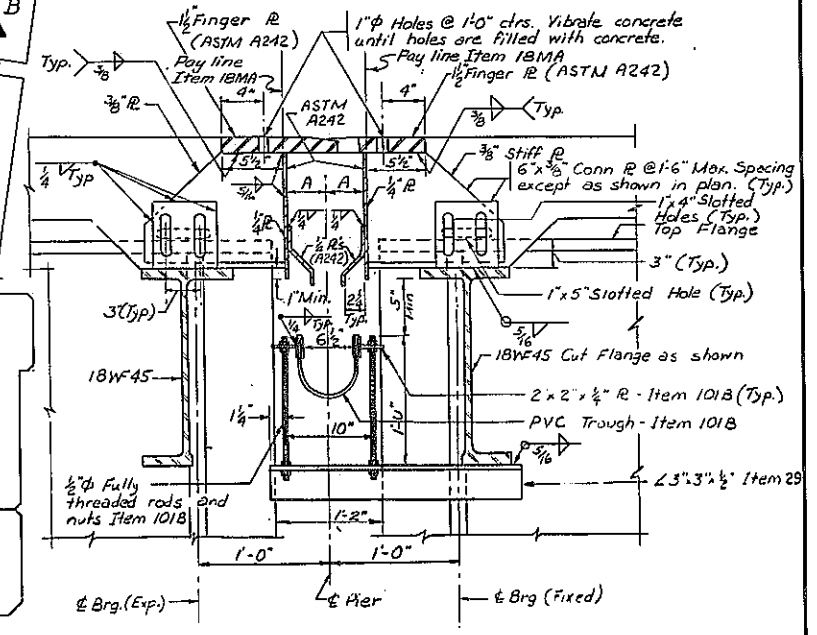
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-600-0-2(26)	209	309

**INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY**

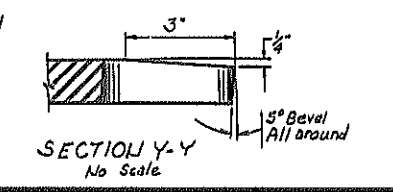
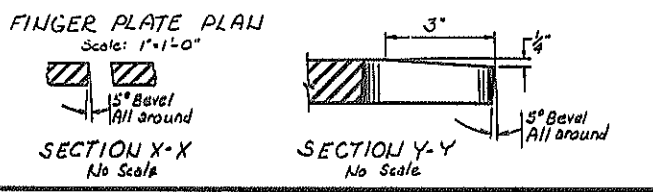
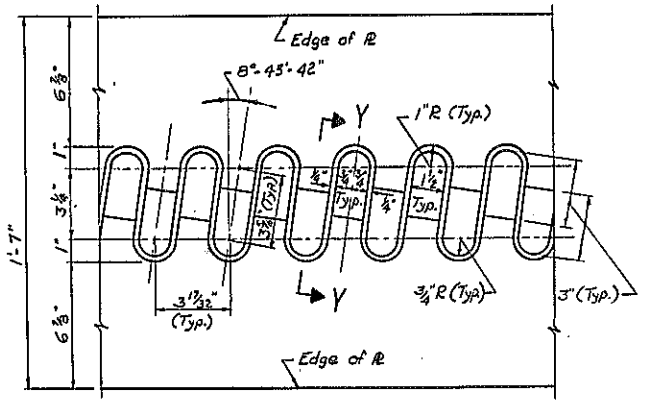
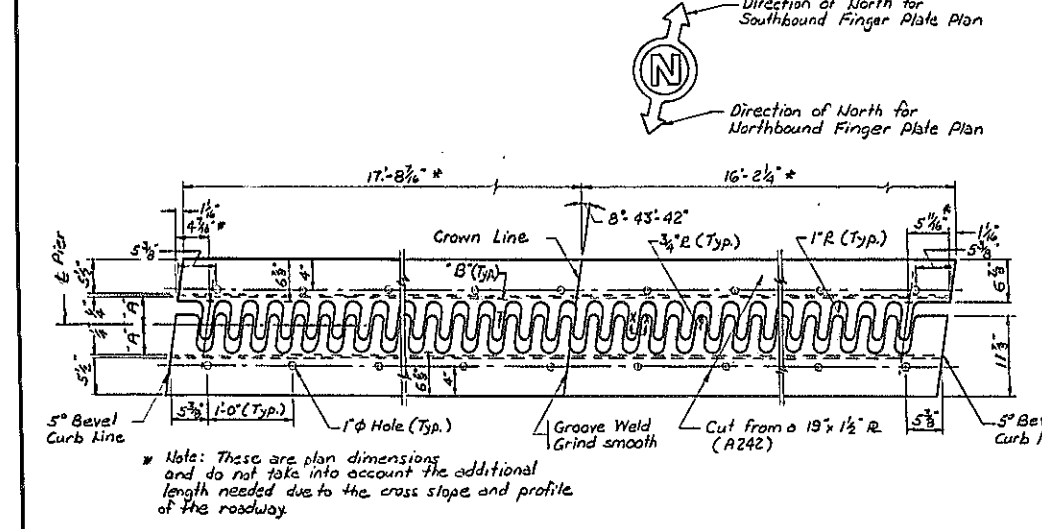


Dimension at 60° F	T
"A"	4 11/16"
"B"	1 7/8"

T is the decrease in the dimension for every 10° F rise in temperature (and the increase in the dimension for every 10° F fall in temperature)



NOTES:
Finger R's shall follow slope and grade of roadway
All steel shall be Item 29 unless otherwise indicated.
The 1/2" finger plates, the 1/4" vertical side plates, and 3/8" bent deflector plates shall be corrosion resistant steel A.S.T.M. Designation A242.



PROJECT ENGINEER	P. Parker
IN CHARGE OF	J. Sherman
DESIGNED BY	M.A. Tapscott
DESIGN CHECKED BY	F. Eichel
DETAILED BY	M.A. Tapscott
DRAWING CHECKED BY	W. G. Hill

BRIDGE NO. 2
INTERSTATE ROUTE 481 OVER DEWITT YARDS
FINGER JOINT AT PIERS 3, 4 & 5
DRAWING NO. 31 OF 50

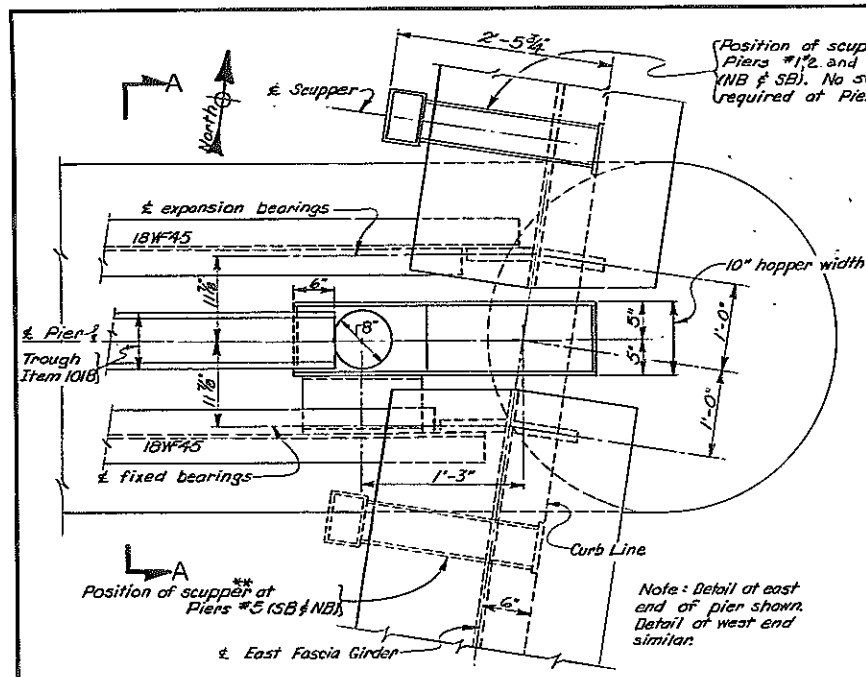
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(28) 1-481-2(116)	210	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY

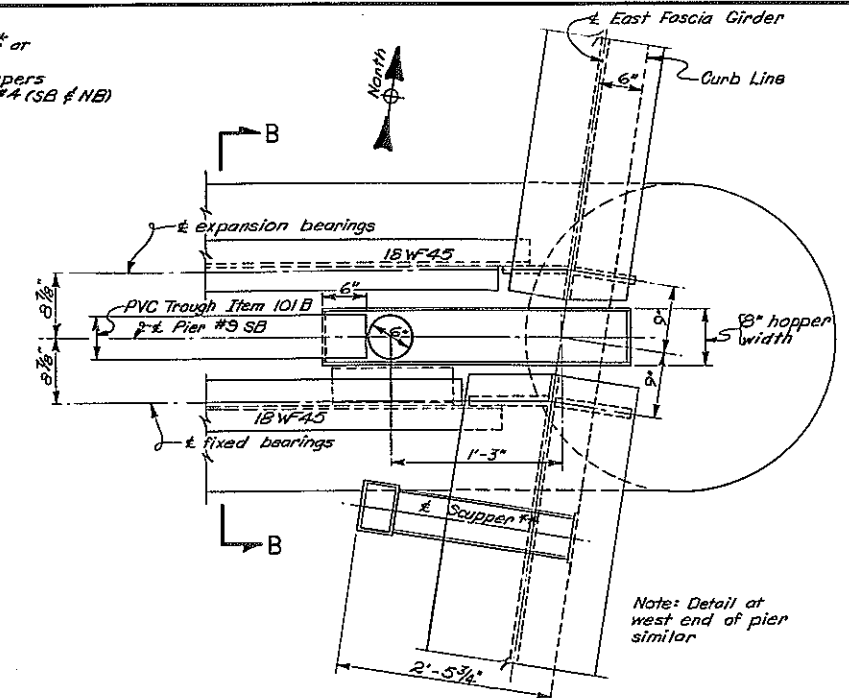
Hoppers and downspouts (including all necessary pipe supports, hangers, and fittings) shall be paid for under Item 13DE-6 & Item 13DE-8.

Hopper shall be fabricated from steel plates, 3/8 inch thick, A.S.T.M. Designation A36 Steel. Hopper shall be galvanized after fabrication in compliance in accordance with M19.

All bends in downspouts will be long radius bends. All indicated slopes on horizontal pipe runs will be the minimum allowed and the long radius bends will be fabricated to take this slope into account. All costs involved will be included in the price bid for Item 13DE-6 & Item 13DE-8.

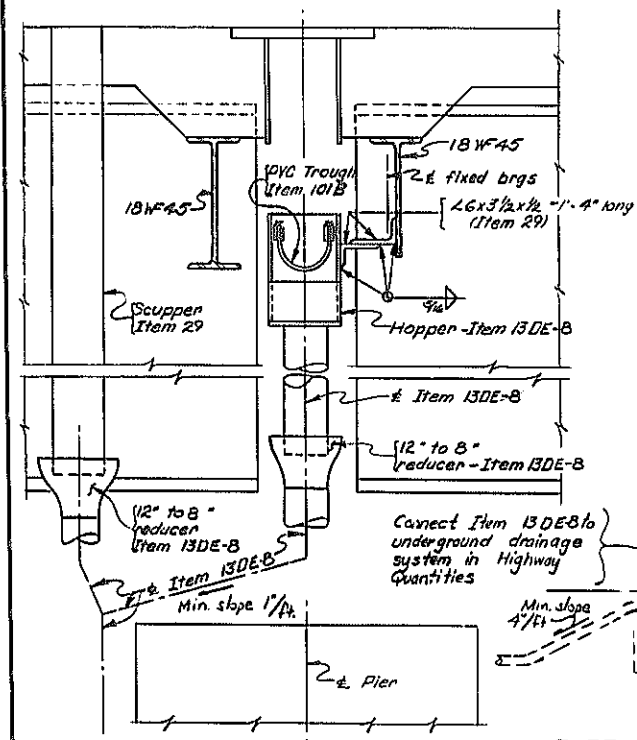


PLAN AT EAST END, PIERS 1,2,3,4 & 5 (NB & SB)
Scale: 1"=1'-0"

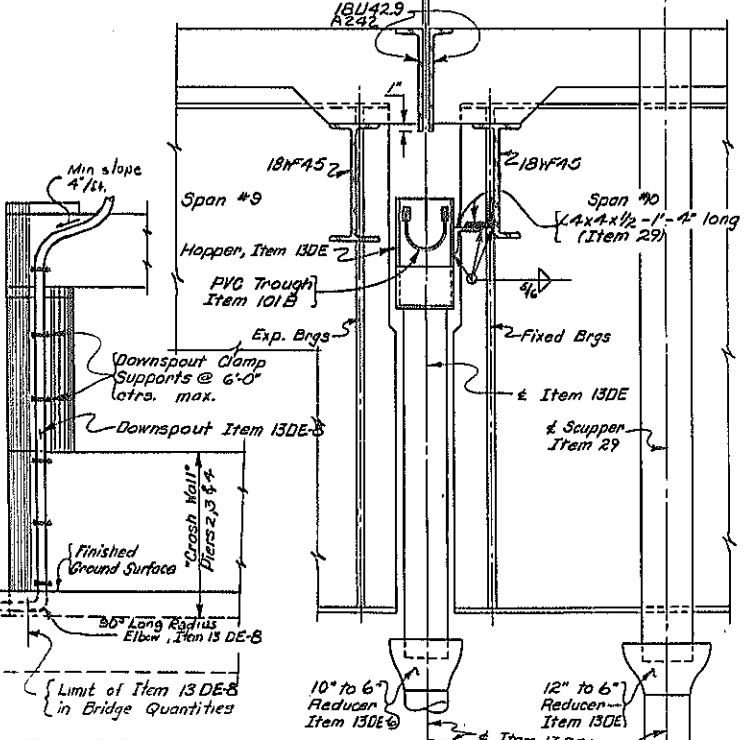


PLAN AT EAST END OF PIER #9 SOUTHBOUND
Scale: 1"=1'-0"

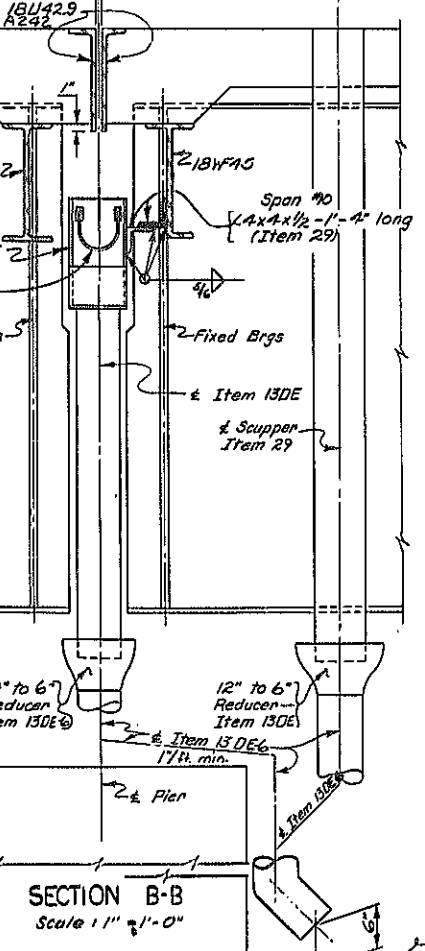
**Adjust exact location of scuppers which drain into downspouts systems so as to accommodate the location of the downspouts. Adjust exact location of scuppers which drain directly onto the ground so as not to spill on piers or onto diaphragms.



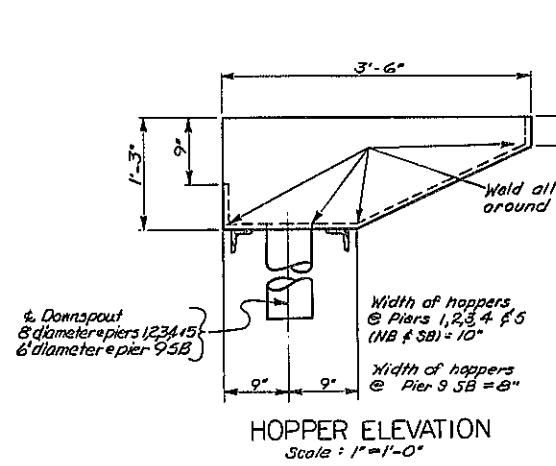
SECTION A-A
Scale: 1"=1'-0"



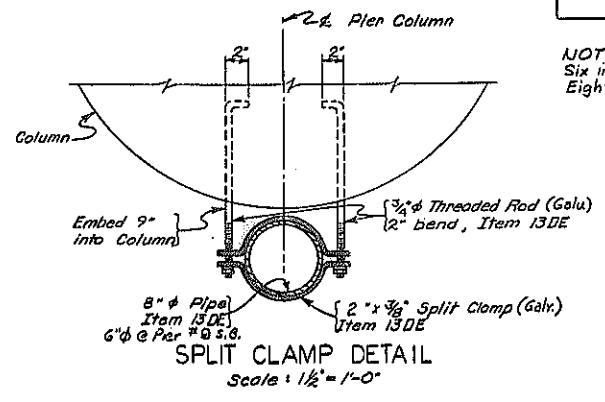
PARTIAL ELEVATION AT PIERS 1,2,3,4,5,6 & 7 (NB&SB)
Scale: 3/8"=1'-0"



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



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



SPLIT CLAMP DETAIL
Scale: 1 1/2"=1'-0"

PIER NO.	JOINTS			SCUPPER **	DOWNSPOUT
	EXP. JT. SEALED WITH PREFORMED JOINT SEALER	OPEN JOINT WITH HOPPER AND TROUGH	FINGERJOINT WITH HOPPER AND TROUGH		
1		✓		East of West curb lines North side of Pier 1	✓ (8" dia.)
2		✓		(East of West curb lines) North side of Pier 1	✓ (8" dia.)
3			✓	(East of West curb lines) North side of Pier 1	✓ (8" dia.)
4			✓	None	✓ (8" dia.)
5			✓	(East of West curb line) South side of Pier 1	✓ (8" dia.)
6	✓			(East of West curb lines) South side of Pier 1	✓ (8" dia.)
7	✓			(East of West curb lines) South side of Pier 1	✓ (8" dia.)
8	✓			(East of West curb lines) South side of Pier 1	✓ (8" dia.)
9	NB only	SB only		(East of West curb lines) South side of Pier 1	SB only (6" dia.)
10	✓			(East curb line only) South side of Pier 1	
11	✓			(East curb line only) South side of pier 1	
12	✓			(East curb line only) South side of pier 1	
13	✓			(East curb line only) South side of pier 1	
14	✓			(East curb line only) South side of pier 1	

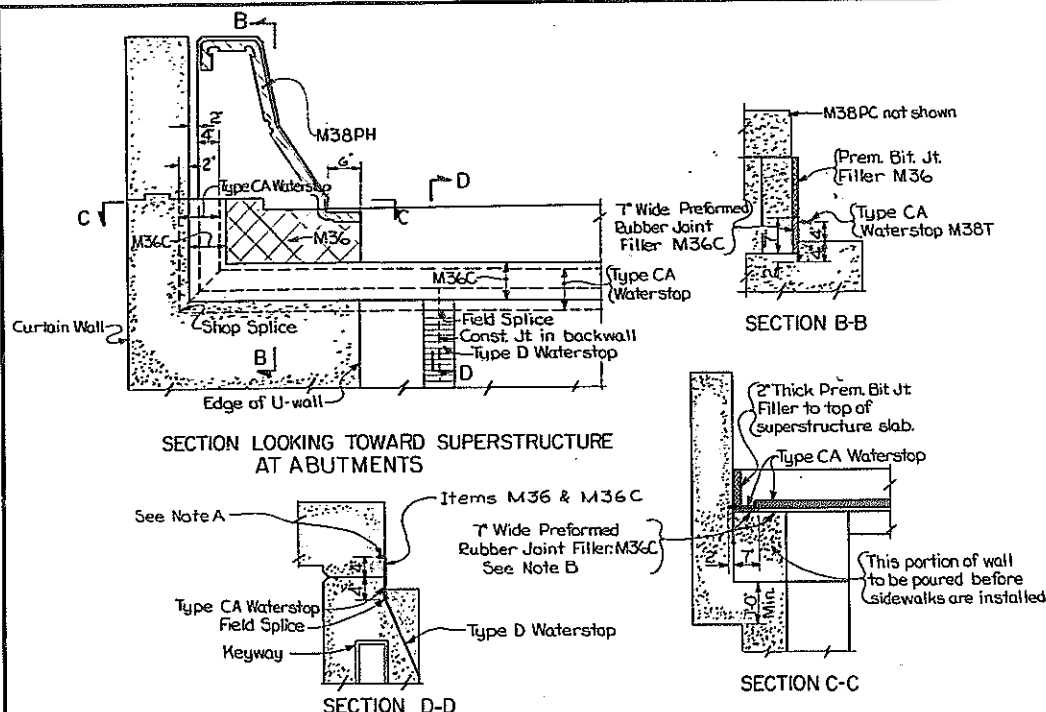
NOTES:
Six inch diameter downspouts shall be paid for under Item 13DE-6
Eight inch diameter downspouts shall be paid for under Item 13DE-8

PROJECT ENGINEER: R. Paster
 IN CHARGE OF: F.W. Ecker
 DESIGNED BY:
 DESIGN CHECKED BY:
 DETAIL BY: J. Duncant
 DETAIL CHECKED BY: J. Duncant

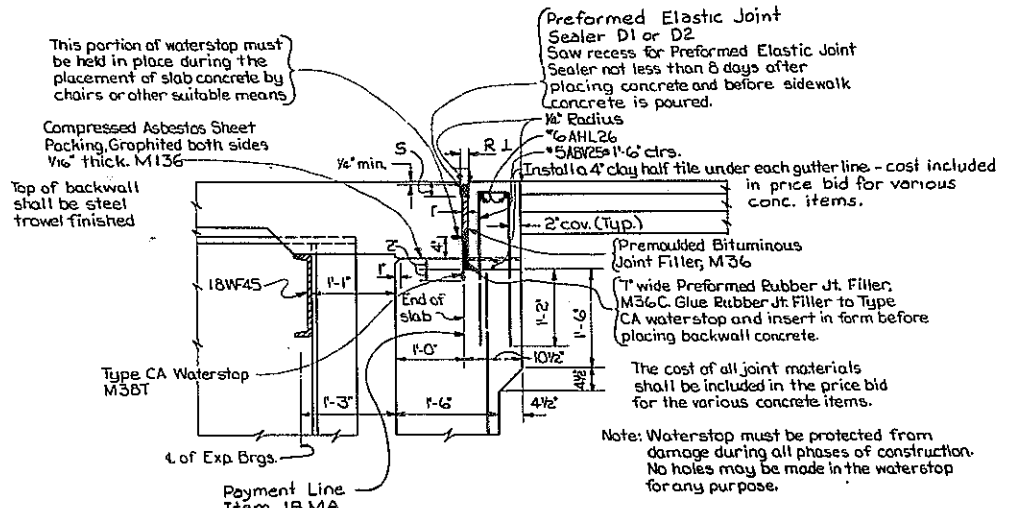
BRIDGE NO. 2
 INTERSTATE ROUTE 461 OVER DEWITT YARDS
DOWNSPOUT DETAILS
 DRAWING NO. 32 OF 30

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	211	309

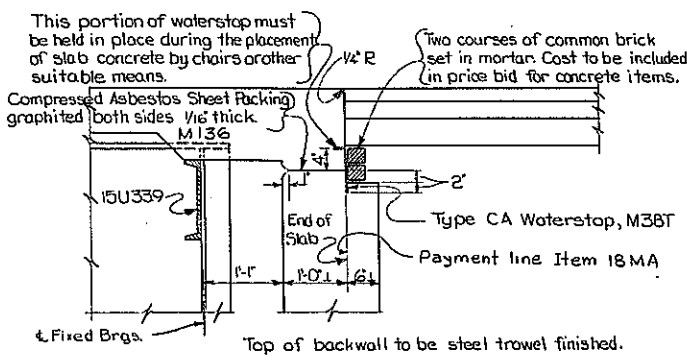
INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)
 ONONDAGA COUNTY



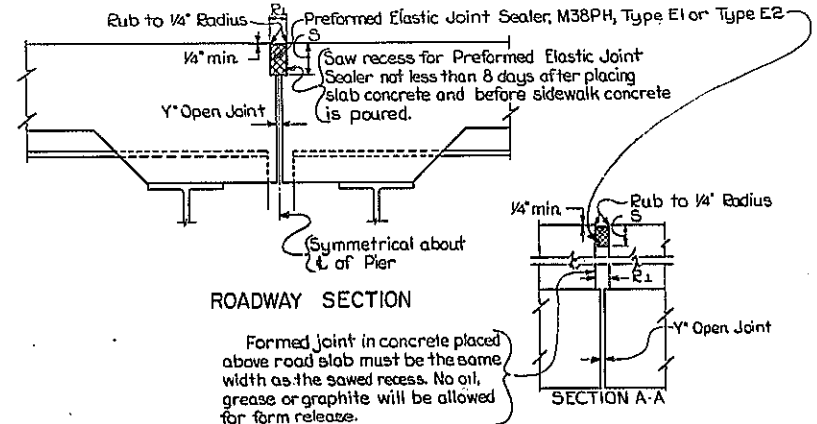
INSTALLATION OF WATER STOPS AT ABUTMENTS
 Not to Scale



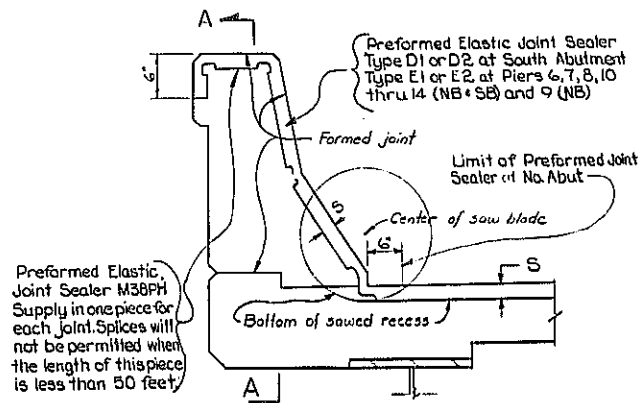
EXPANSION JOINT AT SOUTH ABUTMENT
 Not to Scale



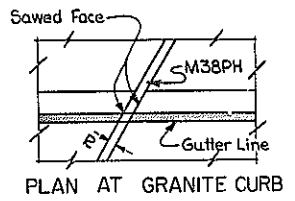
FIXED JOINT AT NORTH ABUTMENT
 Not to Scale



EXPANSION JOINT AT PIERS 6, 7, 8, 10 THRU 14 (NB & SB) & 9 (NB)
 Not to Scale



SECTION THRU TRANSVERSE JOINT



PARAPET DETAILS FOR PREFORMED ELASTIC JOINT SEALER
 Not to Scale

JOINT DIMENSIONS	R	S	Y	T
Preformed Elastic Joint Sealer				
Type E1	1 7/8"	4 1/8"	3/4"	3/32"
Type E2	1 7/8"	3 3/4"	3/4"	3/32"
Type D1	1 3/8"	3 3/8"	1"	3/64"
Type D2	1 3/8"	3 3/8"	1"	3/64"

Notes:
 R dimension is measured at 68° F.
 T is the amount that *R* must be decreased for every 10° rise in temperature or increased for every 10° fall in temperature.

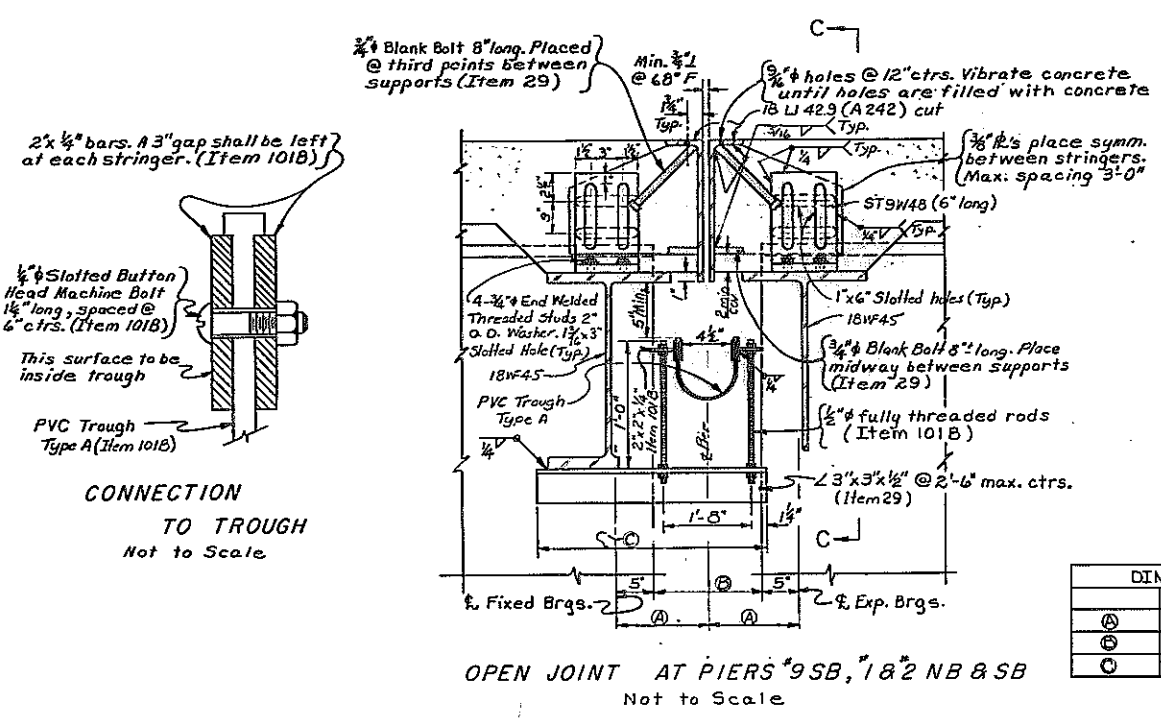
Notes: A) This portion of waterstop must be held in place during the placement of slab concrete by chairs or other suitable means.
 B) Glue Rubber Joint Filler to Type CA Waterstop with an approved type of contact cement and insert in form before placing backwall concrete.
 Exposed waterstop must be protected from damage by suitable means during all phases of construction. No holes may be made in the waterstop for any purpose.
 The cost of all joint materials shall be included in the price bid for the various concrete items.
 All splices shall be thermal splices. Method for field splicing waterstops shall be approved by Deputy Chief Engineer, Design.

PROJECT ENGINEER E. J. Parker
 IN CHARGE OF J. B. Sherman
 DESIGNED BY
 DESIGN CHECKED BY
 DETAILED BY J. F. Darcy
 DETAIL CHECKED BY

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
 MISCELLANEOUS DETAILS
 DRAWING NO. 33 OF 50

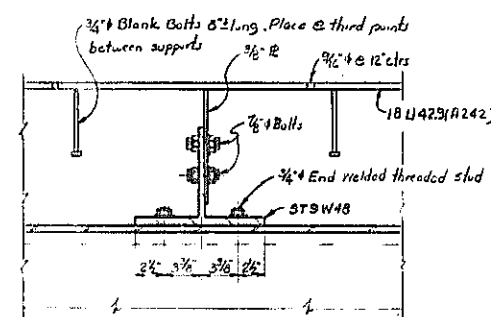
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	2/2	309

INTERSTATE ROUTE CONNECTION 570
INTERCHANGING INTERCHANGE (PHASE 2)
OHONDAGA COUNTY

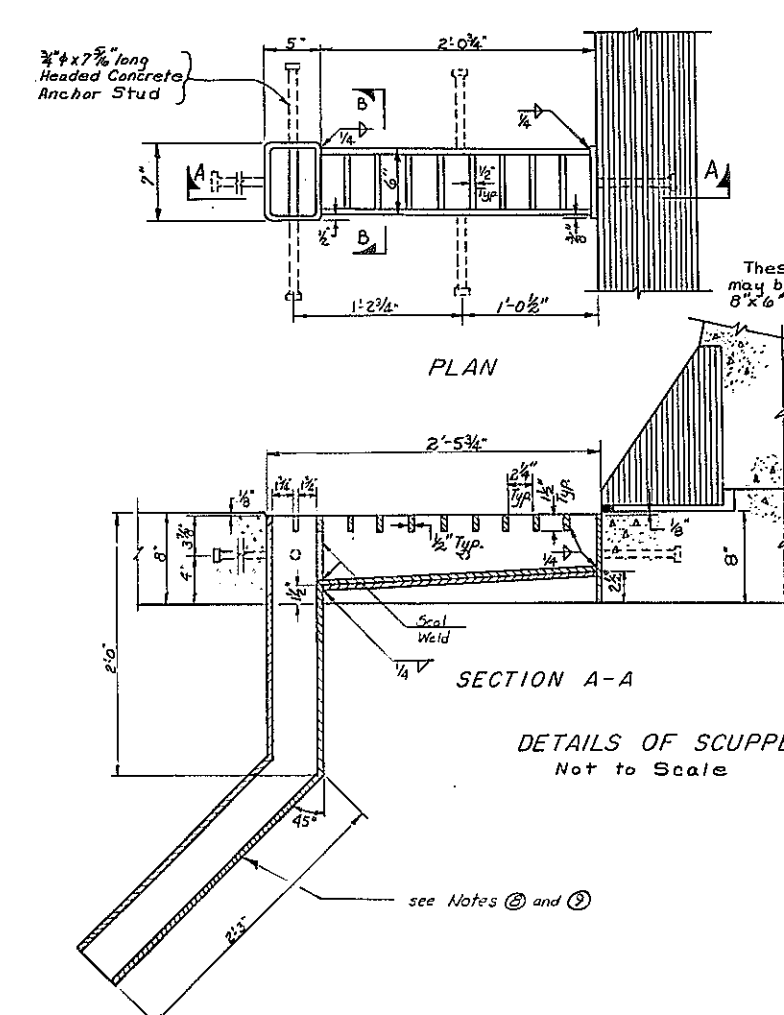
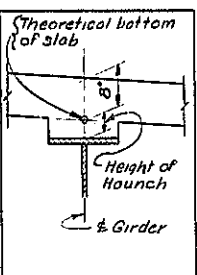


	*182 NB & SB	*9SB
(A)	1'-0"	9"
(B)	1'-2"	8"
(C)	2'-0"	1'-9"

Note:
3/4" end welded headed studs, 8"± long, may be substituted for the 3/4" blank bolts.



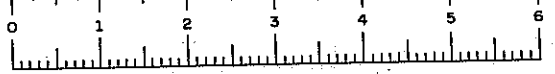
GIRDER	Height of Haunch	
	@ Exp. brgs. (South end of Girder)	@ Fix. brgs. (North End of Girder)
Span 1 (SB & NB)	Fascias (G1/G4)	3 1/2"
	Interiors (G2/G3)	3 1/2"
Span 2 (SB & NB)	Fascias (G1/G4)	3 1/2"
	Interiors (G2/G3)	3 1/2"
Span 3 (SB & NB)	Fascias (G1/G4)	3 3/8"
	Interiors (G2/G3)	3 1/2"
Span 4, 5 & 6 (SB & NB)	Fascias (G1/G4)	3 1/4"
	Interiors (G2/G3)	3 1/4"
Span 7, 8 & 9 (SB & NB)	Fascias (G1/G4)	3 1/2"
	Interiors (G2/G3)	3 1/2"
Span 10 (Southbound)	Fascias (G1/G4)	3 1/4"
	Interiors (G2/G3)	3 3/8"
Span 10 (Northbound)	Fascias (G1/G4)	3 1/2"
	Interiors (G2/G3)	3 1/2"
Span 11 to 15 S.B. & N.B.	Fascias (G1/G4)	3 1/2"
	Interiors (G2/G3)	3 1/2"



- Notes:
- Material in Scupper - 1/2" thick.
 - Tubes - ASTM designation A500 grade A.
 - Plates or Bars - ASTM designation A36.
 - Anchor Studs - ASTM designation A108, grade designation 1015 or 1020.
 - Scupper shall be galvanized after fabrication is complete in accordance with M19.
 - Place top of Scupper on same slope as top of pavement.
 - Scupper shall be paid for under Item 29.
 - Scupper Outlet Detail shown is for use at scuppers adjacent to Piers #8 (S.B. & N.B.), #9 (N.B.), and #10 thru #14 (S.B. & N.B.).
 - Extend Scupper Outlet Tube vertically downward to Downspout (Item 13DE) at scuppers adjacent to Piers #1, 2, 3, 5, 6, 7 (all S.B. & N.B.) and Pier #9 (S.B.).
 - Adjust exact location of scuppers which drain into downspouts system so as to accommodate the location of the downspouts.
 - Adjust exact location of scuppers which drain directly onto the ground so as not to spill on piers or onto steel diaphragms.

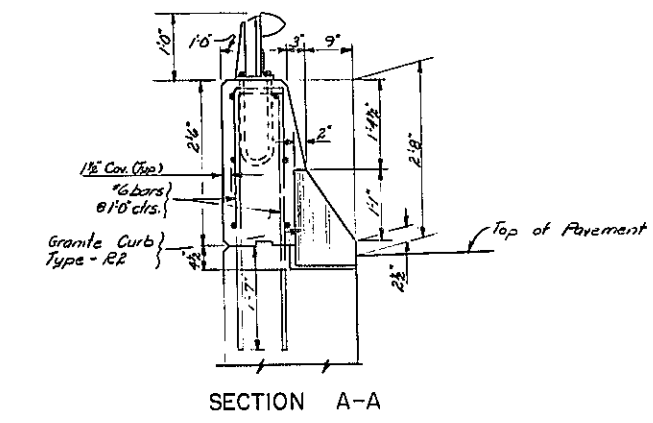
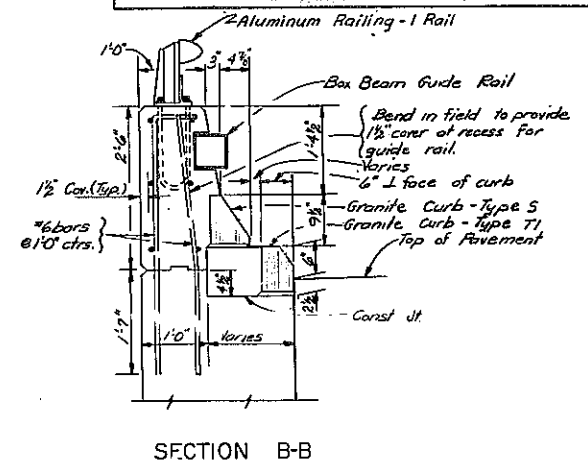
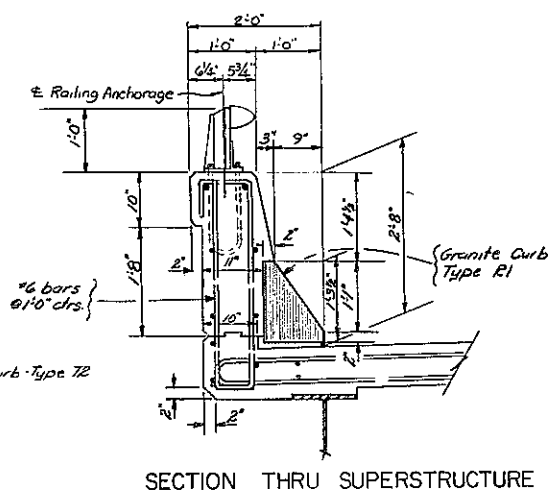
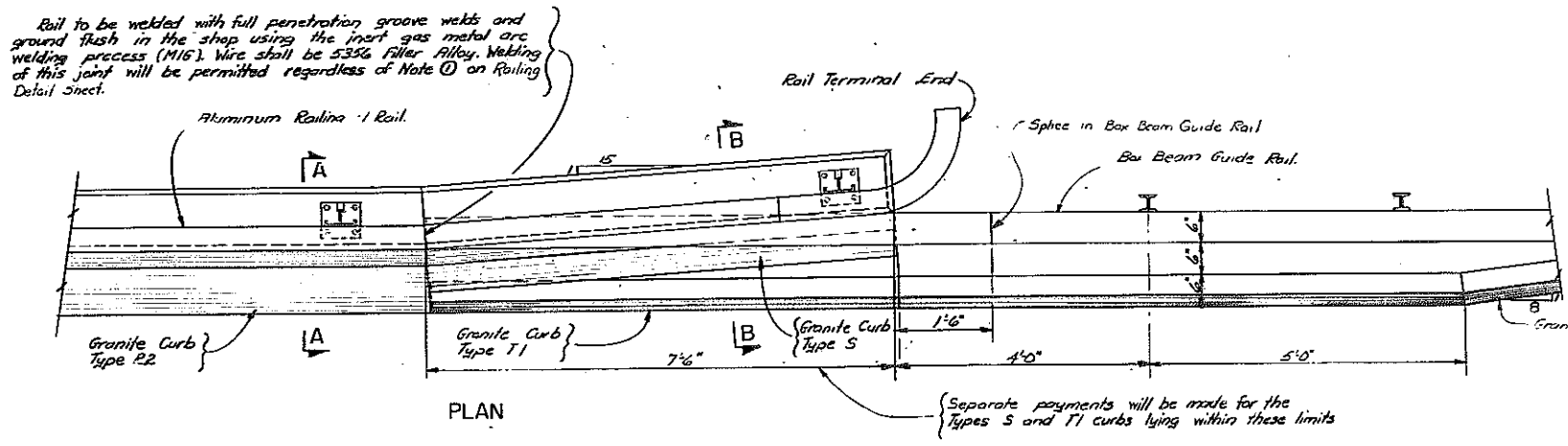
PROJECT ENGINEER... R. Parker
IN CHARGE OF... J.B. Sherman
DESIGNED BY... S. Rowe
DESIGN CHECKED BY... N.A. Toppees
DETAILED BY... J.C. Thompson
DETAIL CHECKED BY... J. Hill

BRIDGE NO. 2
INTERSTATE ROUTE 481 OVER DEWITT YARDS
MISCELLANEOUS DETAILS
DRAWING NO. 34 OF 50

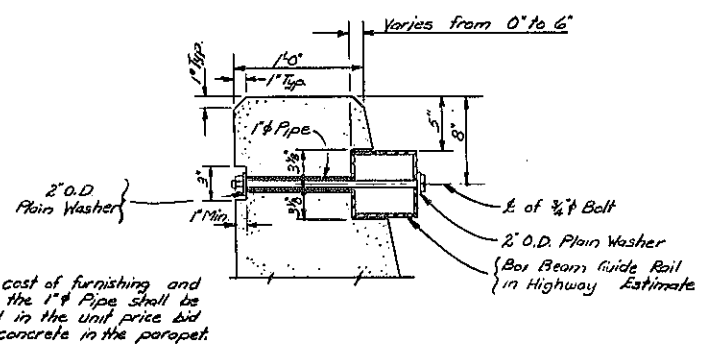
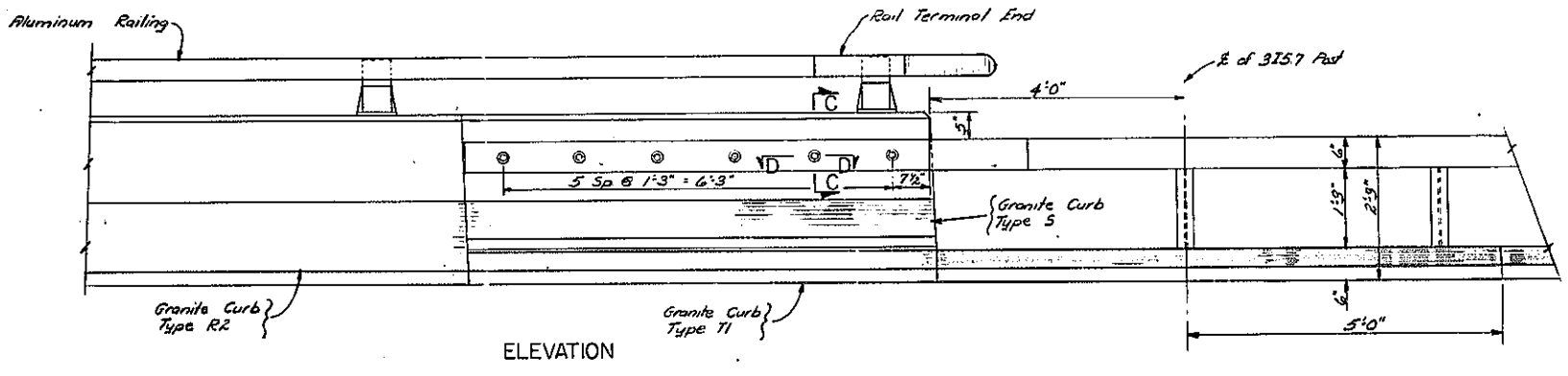


FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B) 1-481-2(116)	213	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
OHONHAGA COUNTY

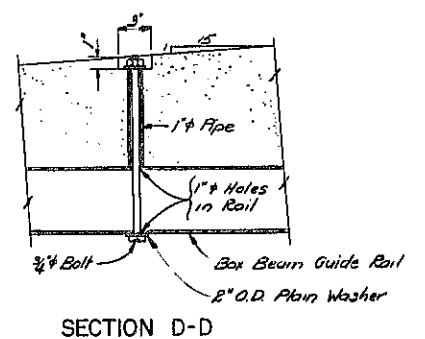


All chamfers shown on this sheet are 1" unless otherwise indicated.

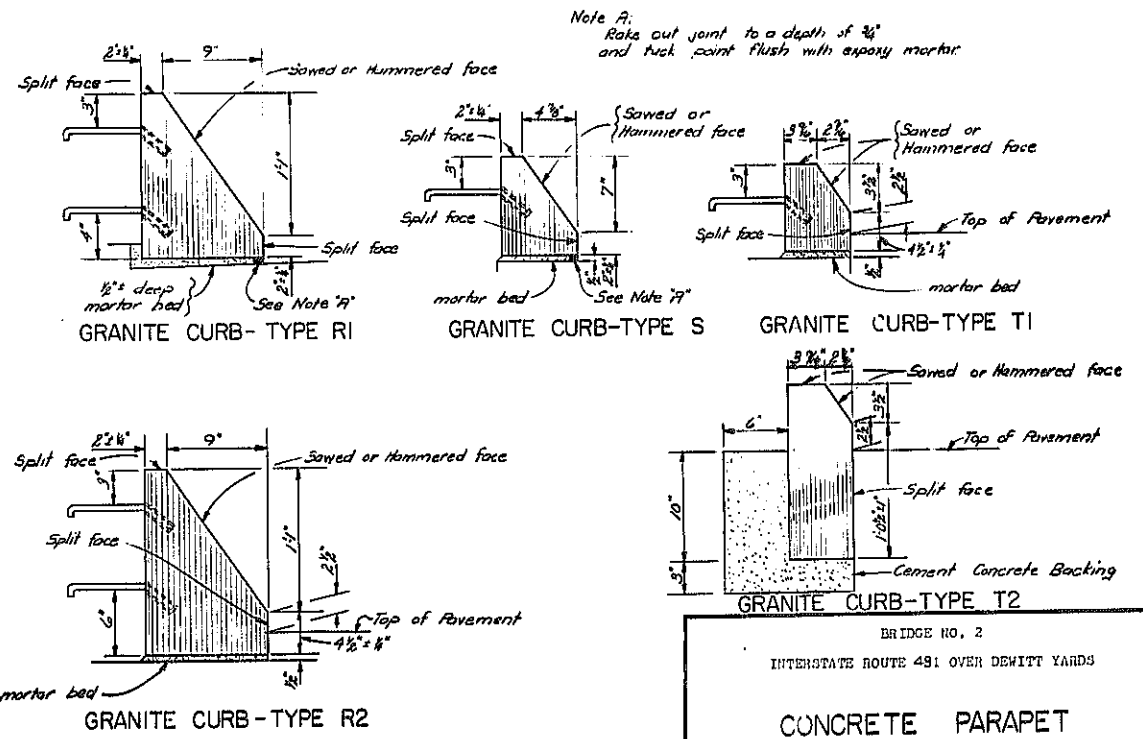
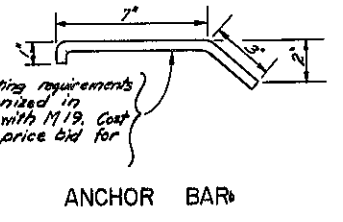


The cost of furnishing and placing the 1" Pipe shall be included in the unit price bid for the concrete in the parapet.

The cost of furnishing and placing the 3/4" Bolts with their nuts and washers shall be included in the Box Beam Guide Rail item.



1/2" bar meeting requirements of M12 galvanized in accordance with M19. Cost included in price bid for curb item.

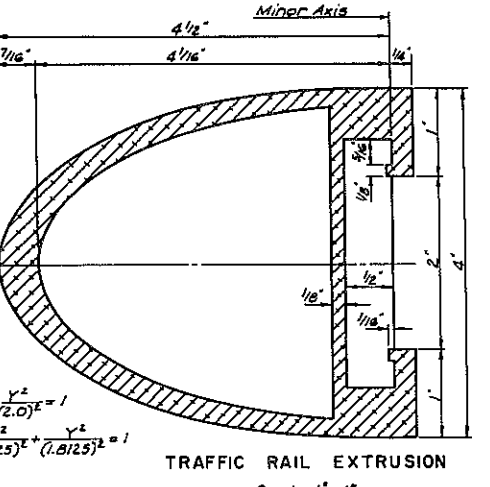
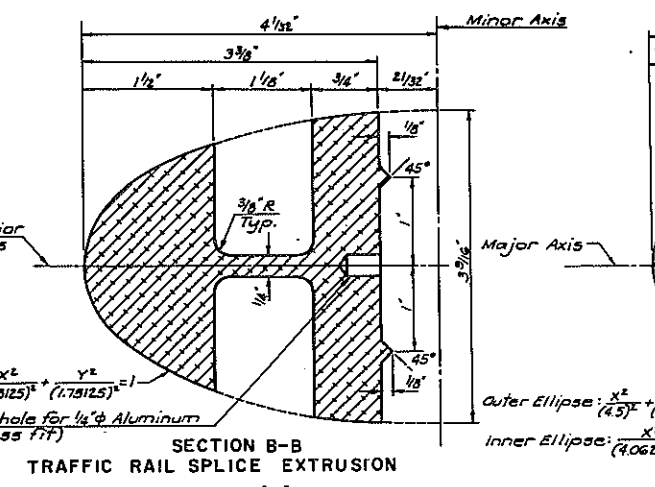
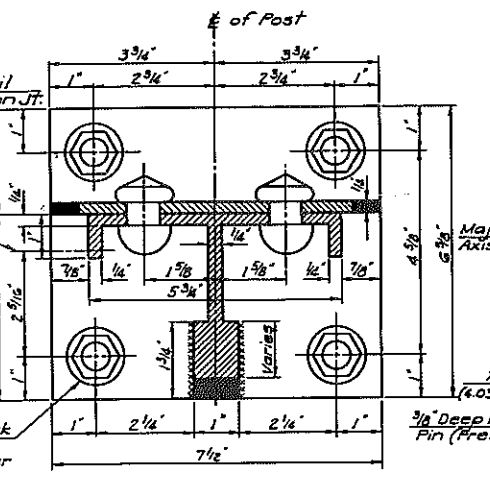
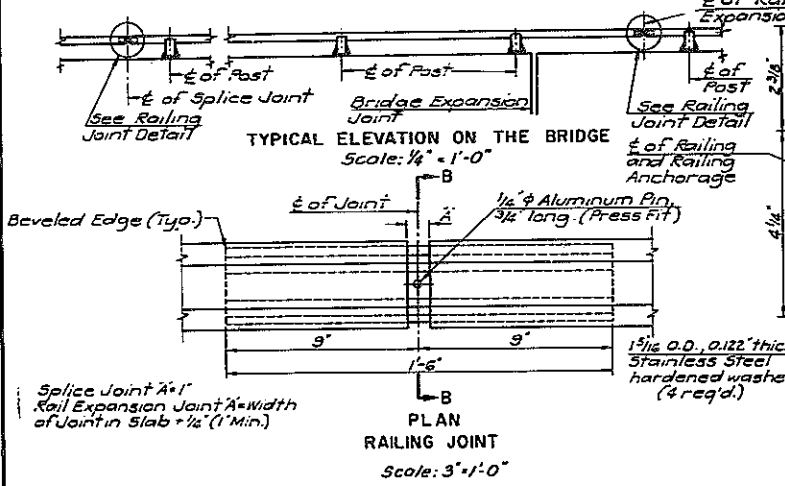


BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
CONCRETE PARAPET
 DRAWING NO. 35 OF 50

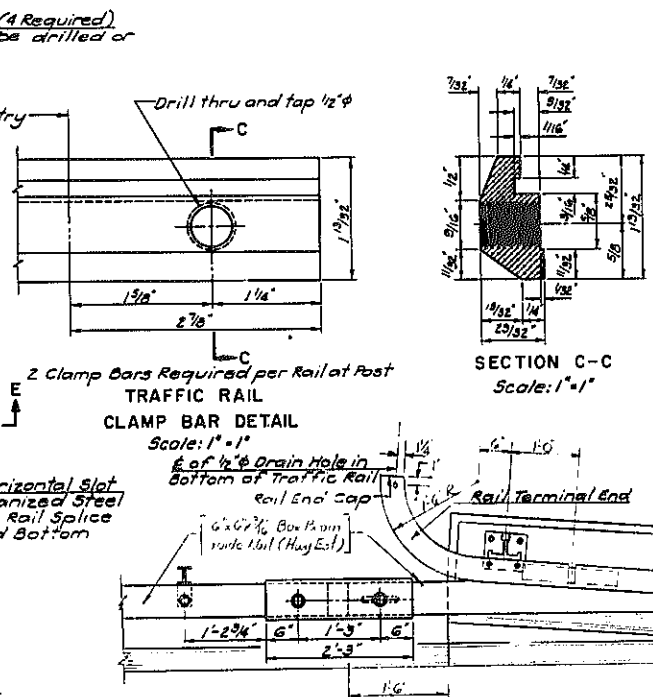
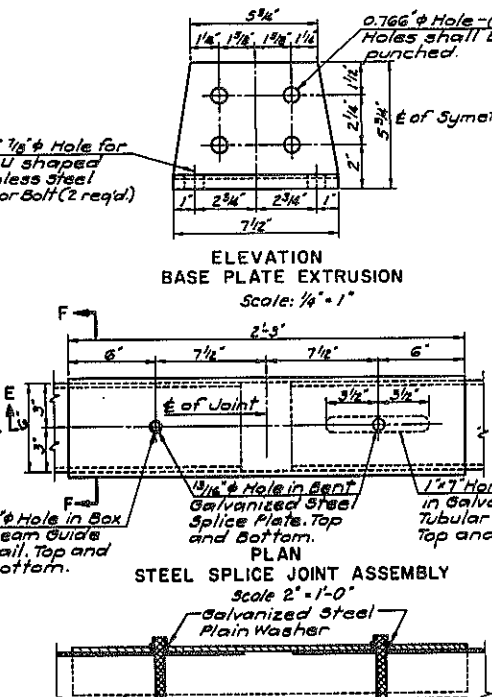
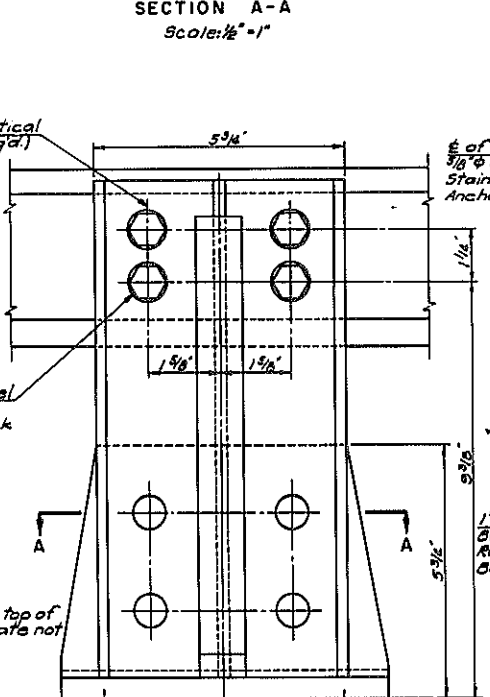
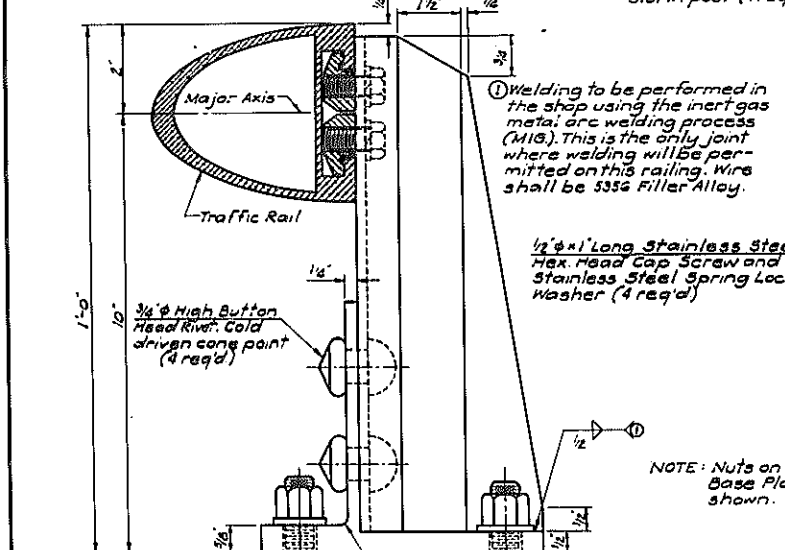
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	214	309

INTERSTATE ROUTE CONNECTION 570
SUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY

NOTE: See Railing Layout Sheet for post spacing



NOTE: Grind all corners on top of post to 1/16" Radius



Notes:
All railing is to be fabricated and erected so that the rail is parallel to the parapet. Since the finished railing must meet all requirements of fit, alignment and grade to the full satisfaction of the Engineer, it is suggested that complete field measurements be made before any shop fabrication is performed. Aluminum rails, posts, post bases, clamp bars including stainless steel cap screws and lock washers, rail splices, rivets, end caps, pins, rail terminal ends, aluminum caulking compound and any necessary shims and/or pads and steel splice joint assembly between the end of the parapet and the box beam guide railing including tubular rail splice, end splice plate and anchor studs shall be paid for under the railing item. Anchor bolts, nuts and washers shall be paid for under Item 29. After the anchor bolt nuts have been placed and tightened to the satisfaction of the Engineer, the bolts shall be cut off 1/8 inch above the nut and peened. Rails shall be continuous over a minimum of three posts. On "U" type wingwalls the rails may be continuous over two posts. Aluminum rivets shall be cold driven. Galvanizing shall be done in accordance with Material Specification M19. Bolts to be galvanized shall have a Class 2A thread fit prior to galvanizing. Materials used in the manufacture of this railing shall conform to the requirements and/or specifications listed below:

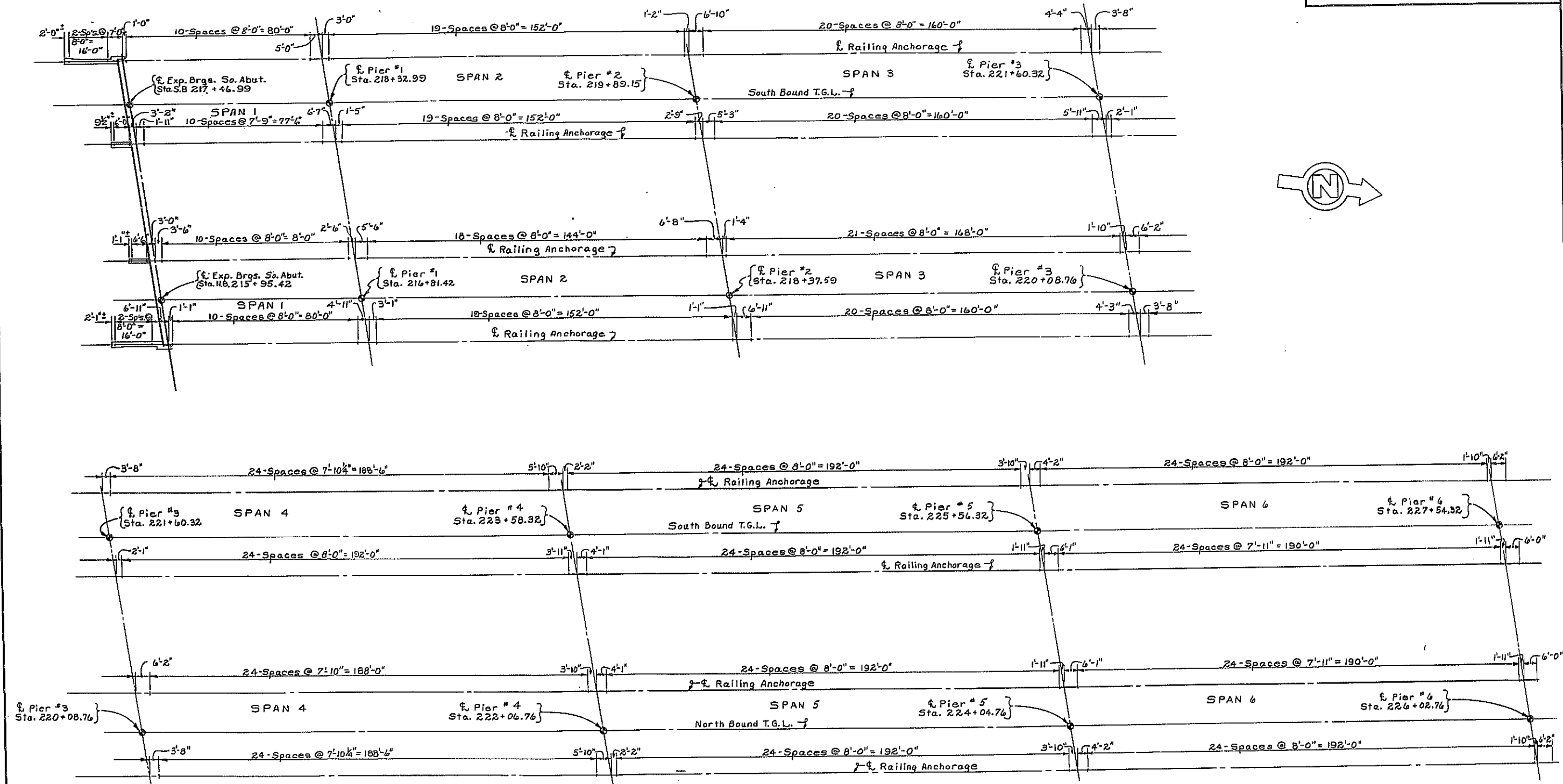
Material	Commercial Designation	ASTM Designation	Alloy & Temper
Aluminum Extrusions (Posts, Post bases, rails, rail splices, clamp bars, pins and rail terminal ends)	B221	6061-T6	
Aluminum Rivets	B316	6061-T6	
Aluminum Plate Shims	B209	1100-O	
Aluminum Rail End Caps	B26	43F or 356F	
Steel Plate Shims	A36		
Steel Tubular Rail Splices	A300 Grade B or A501		
Steel Splice Plates	A36		
Steel Splice Bolts, Nuts and Washers	A307		
Steel Anchor Studs	A307		
Stainless Steel Anchor Bolts (100,000 psi. Min. Tensile Strength and 80,000 psi. Min. Yield Point)	A193 Grade B8 or A276 Type 304 or A276 Type 430		
Stainless Steel Cap Screws	A193 Grade B8		
Stainless Steel Spring Lock Washers shall be in accordance with the Military Standard MS3333			
Stainless Steel Nuts for Anchor Bolts A 194 Grade 6			
Stainless Steel Washers for Anchor Bolts A 167 Type 302 or 304			

DESIGNED BY: <u>R. J. Parham</u>	REV. 3	
DETAILED BY: <u>R. J. Parham</u>	REV. 2	5/24/43
DETAIL CHECKED BY: <u>Thom R. Mann</u>	REV. 1	Changed S.S. Grades 8/24/43

BRIDGE NO. 2
INTERSTATE ROUTE 481 OVER DEWITT ROAD
ALUMINUM BRIDGE RAILING - 1 RAIL
DRAWING NO. 36 OF 50

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	215	308

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY



RAILING LAYOUT
Scale: 1" = 20'-0"

PROJECT ENGINEER R. Parker
 IN CHARGE OF F. Eckel
 DESIGNED BY J. C. Thompson
 DESIGN CHECKED BY D. H. Smith
 DETAILED BY J. C. Thompson
 DETAIL CHECKED BY D. H. Smith

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
RAILING LAYOUT
 DRAWING NO. 37 OF 50

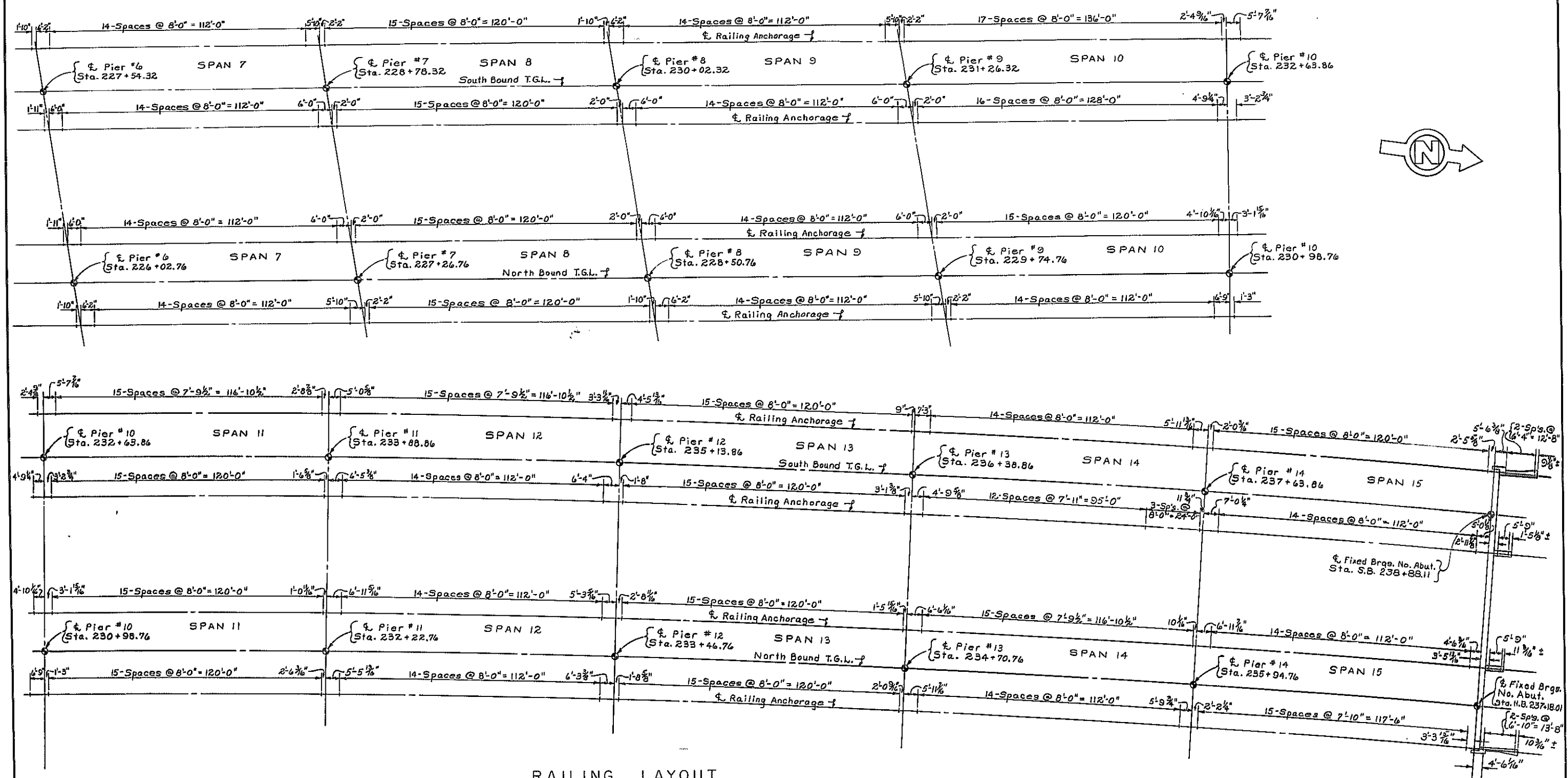


35

F.I.S.H. 70-7

FED. RD. DIST. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	216	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)
 ONONDAGA COUNTY



RAILING LAYOUT
 Scale: 1" = 20'-0"

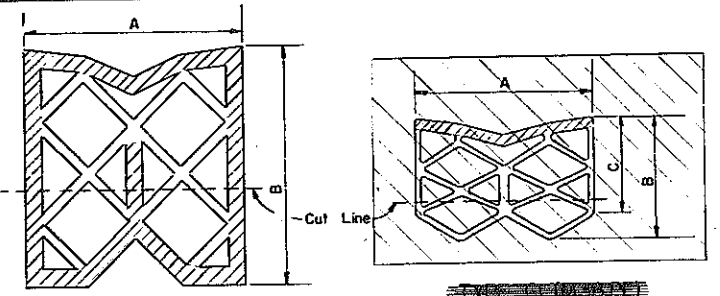
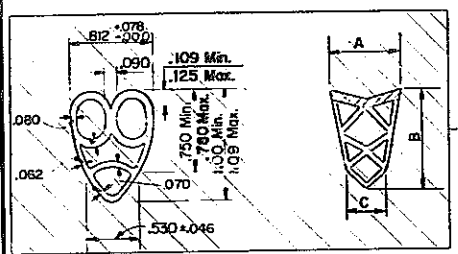
PROJECT ENGINEER R. Parker
 IN CHARGE OF F. Eckel
 DESIGNED BY J. C. Thompson
 DESIGN CHECKED BY D. H. Smith
 DETAILED BY J. C. Thompson
 DETAIL CHECKED BY D. H. Smith

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
RAILING LAYOUT
 DRAWING NO. 3B OF 50

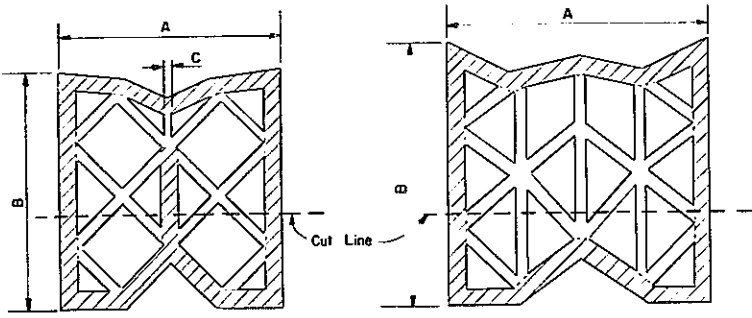
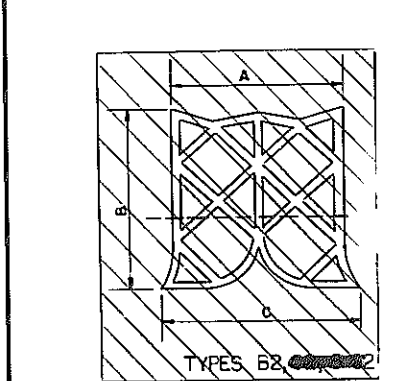
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-3(25) 1-481-2(116)	217	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY

All internal webs and shell dimensions ±.016



TYPES A1, A2, B1, B2, C1, C2, D1, E1, M38PH



TYPES B2, E2, D2, E2 (M38PH)

Cross hatched portions of the above details shall be considered as the shell.
Non-cross hatched portions of the above details shall be considered as webs unless a specific dimension is shown.

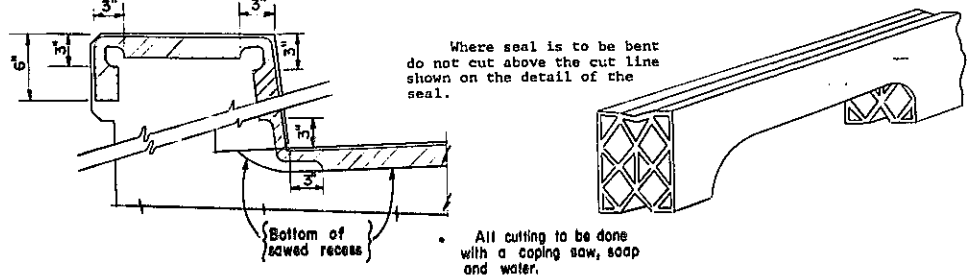
Any changes in the shape or dimensions of preformed elastic joint sealer must be approved by the Deputy Chief Engineer, (Design). The minimum thickness of any web shall not be less than as specified. The average thickness of all webs shall be within the tolerances specified.

TYPES	A	B	C	THICKNESS	
				SHELL	WEBS
A1	1 3/8" ±.06	1 7/8" ±.06	2 1/8" ±.04	3/32" ±.02	3/64" ±.02
A2	1 3/4" ±.06	2" ±.06	2 1/2" ±.04	1/8" ±.03	3/32" ±.03
B1	1 3/4" ±.06	1 3/4" ±.06	2" ±.06	3/64" ±.03	3/64" ±.03
B2	2" ±.06	2 1/8" ±.06	2 3/4" ±.04	1/8" ±.03	3/32" ±.03
C1	2" ±.06	2 1/8" ±.06	2 3/4" ±.04	3/64" ±.03	3/32" ±.03
C2	2 1/2" ±.06	2 3/4" ±.06	3 1/4" ±.04	3/64" ±.03	3/32" ±.03
D1	2 1/2" ±.06	2 3/4" ±.06	3 1/4" ±.04	3/16" ±.04	3/32" ±.03
D2	2 1/2" ±.06	2 3/4" ±.06	3 1/4" ±.04	3/16" ±.04	3/32" ±.03
E1	3" ±.06	3 1/2" ±.06	4" ±.04	3/16" ±.04	1/8" ±.04
E2	3" ±.06	3 1/2" ±.06	4" ±.04	3/16" ±.04	1/8" ±.04
F1	4" ±.06	4 1/2" ±.06	5" ±.04	1/4" ±.04	3/16" ±.04
F2	4" ±.06	4 1/2" ±.06	5" ±.04	3/16" ±.04	3/16" ±.04
G1	1 5/8" ±.06	1 7/8" ±.06	2 1/8" ±.04	3/32" ±.02	3/64" ±.02
G2	1 5/8" ±.06	1 7/8" ±.06	2 1/8" ±.04	3/32" ±.02	3/64" ±.02

Joints which are to be sealed with preformed elastic joint sealers shall be sealed before the structure is opened to traffic, including construction traffic, and before discontinuing operation when work is suspended during the winter. The joints shall be thoroughly cleaned, using whatever equipment or method is necessary and when they are free of foreign material, M38PH Sealer shall be installed by suitable hand or machine tools and thoroughly secured in place with the lubricant which shall cover both sides of the sealer over the full area in contact with the sides of the joint. The sealer shall be installed in a compressed condition at the depth shown on the contract plans.

The sealer shall be supplied in one piece for the full width of each joint. Splices will not be permitted when the length of this piece is less than 50 feet. For lengths in excess of 100 feet, shop splices will be permitted. For lengths in excess of 100 feet, shop splices may be placed at approximate 50-foot intervals.

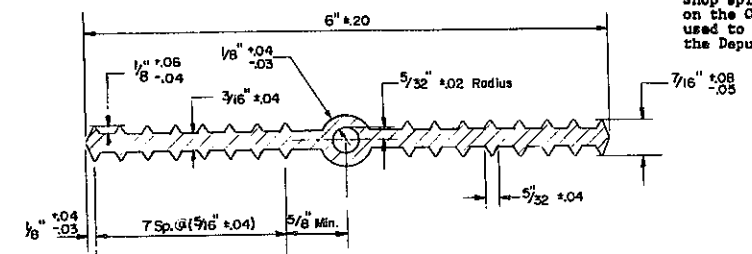
On structures with a longitudinal expansion joint, the transverse sealers shall be placed in one piece between the joint. Longitudinal sealers shall be placed in one piece between the transverse sealers at the joints and all intersections between transverse and longitudinal sealers shall be sealed with the sealer.



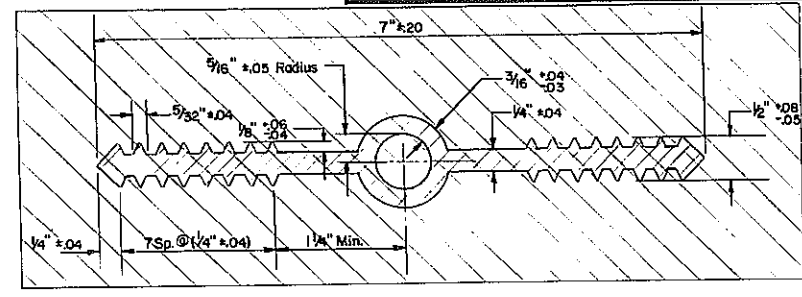
DETAIL FOR CUTTING AND BENDING SEAL (M38PH)

All cutting to be done with a coping saw, soap and water.

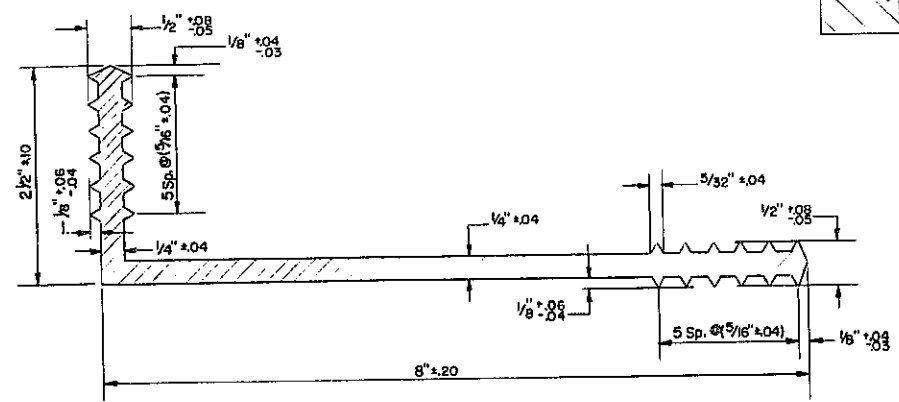
To facilitate shipping and handling of PVC Waterstops, field butt splices will be permitted on straight runs at points approved by the Engineer. Shop splices shall be used at the locations shown on the Contract Plans. The method and equipment used to make the field splice must be approved by the Deputy Chief Engineer (Design).



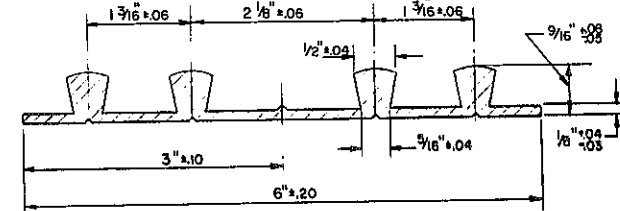
TYPE A (M38T)



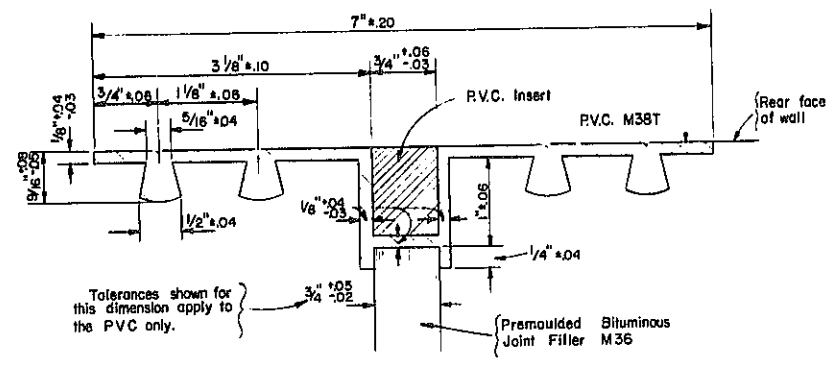
TYPE B (M38T)



TYPE CA (M38T)



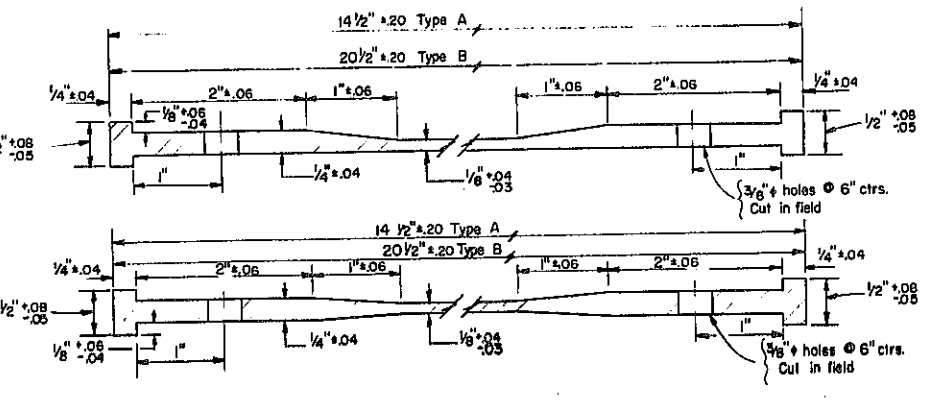
TYPE D (M38T)



TYPE E

PVC Insert:
Closed cell polyvinyl chloride (SP) Grade VE-45W as per ASTM D1667. Color shall be light gray.
Density shall be a min. of 3 lbs. and a max. of 5 lbs. per cubic foot.
Material shall be sampled as and at the same time as the M38T. The sides of the PVC insert shall be bonded to the waterstop at the factory.

Holes must not be made in waterstop for any purpose except as required for tacking to forms. Tacking to forms will only be permitted in the area between the outside ribs and the edges of waterstop. Type E waterstop shall be light gray in color.



TYPES A & B PVC TROUGHS (M38T) EITHER SHAPE MAY BE USED

PROJECT ENGINEER.....
IN CHARGE OF.....
DESIGNED BY.....
DESIGN CHECKED BY.....
DETAILED BY.....
DETAIL CHECKED BY.....

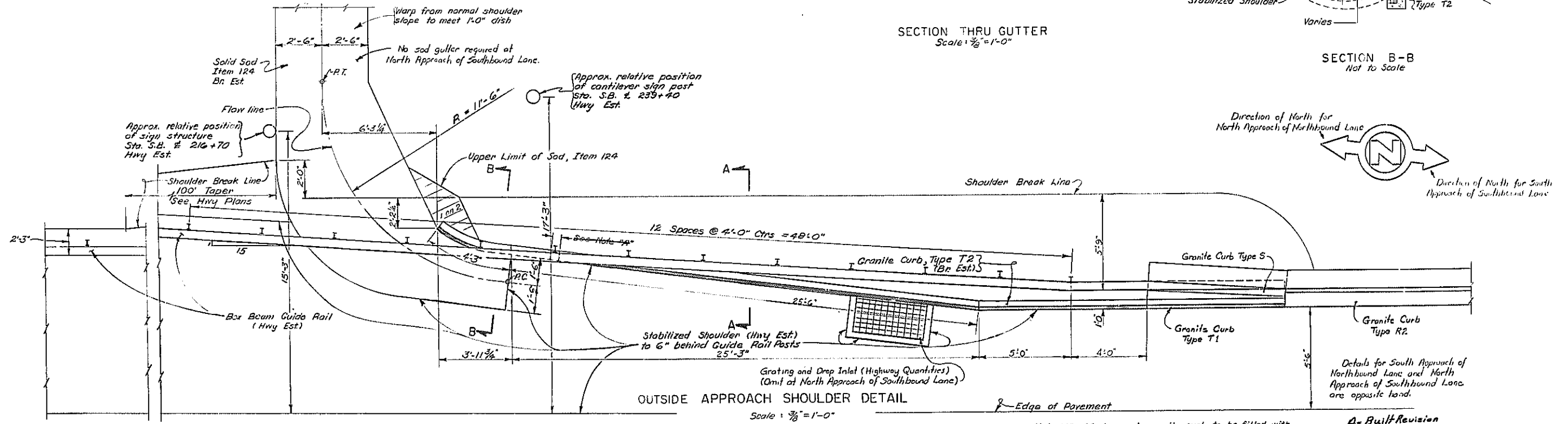
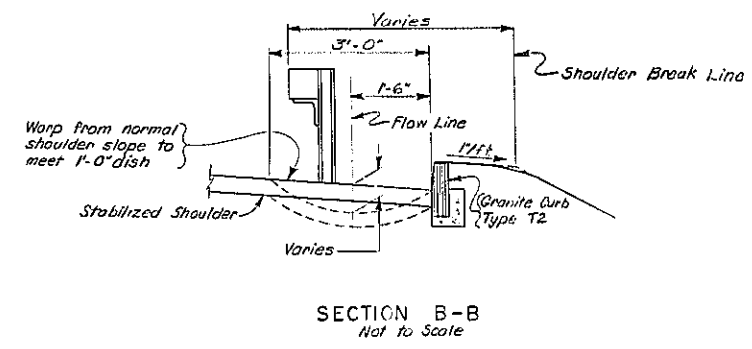
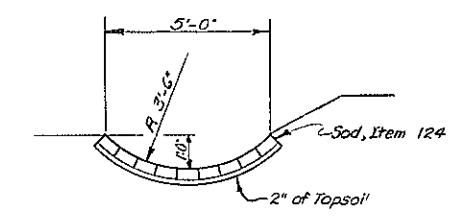
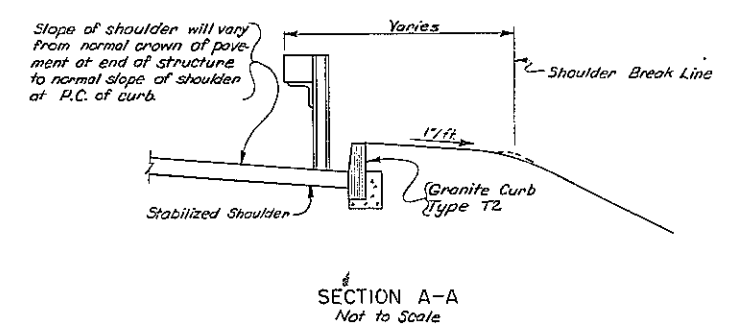
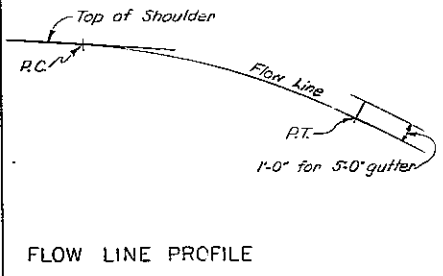
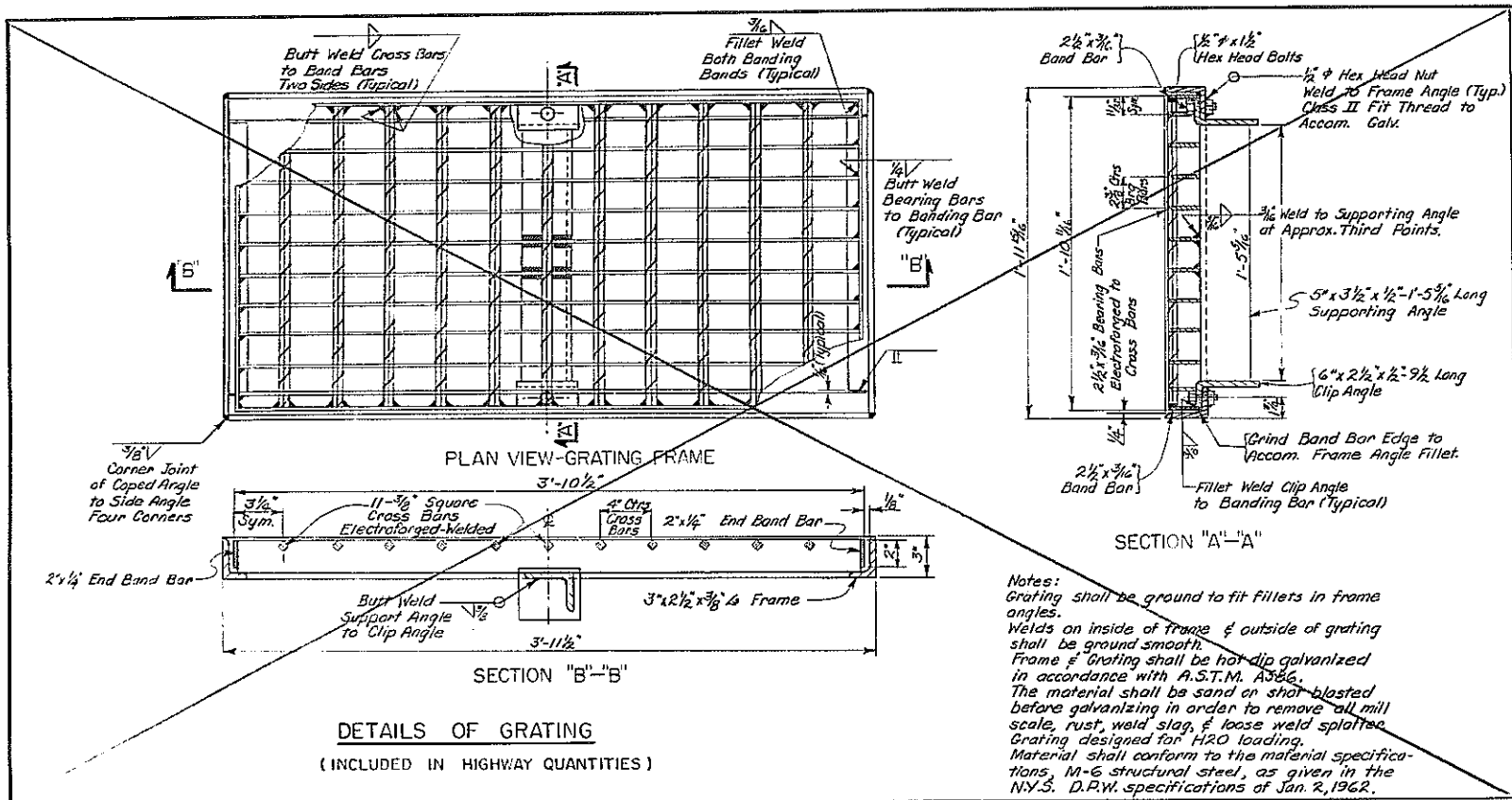
Revised: 10/67

BRIDGE NO. 2
INTERSTATE ROUTE 431 OVER DENITT YARDS

PREFORMED ELASTIC JOINT SEALER
PVC WATERSTOPS AND PVC TROUGHS
DRAWING NO. 39 OF 50

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B) 1-481-2(116)	218 R	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY



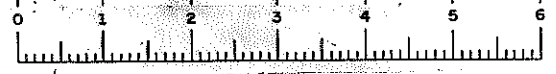
PROJECT ENGINEER E. PAPLEO
 IN CHARGE OF J. B. SHERMAN
 DESIGNED BY _____
 DESIGN CHECKED BY _____
 DETAILED BY J. B. SHERMAN
 DETAIL CHECKED BY E. PAPLEO

Note: 6" min gap in granite curb to be filled with mortar after guide rail post has been set. This filled-in portion shall be paid for at the unit price bid for the adjacent granite curb.
 Grating and Drop Inlet to be included in the Hwy Est.
 All sod to be included in the Bridge Estimate.

As Built Revision
 Removal of Guide Rail Granite Curb Note

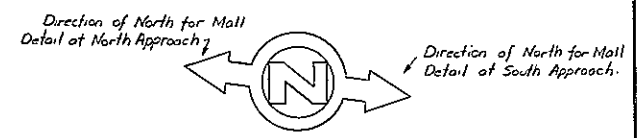
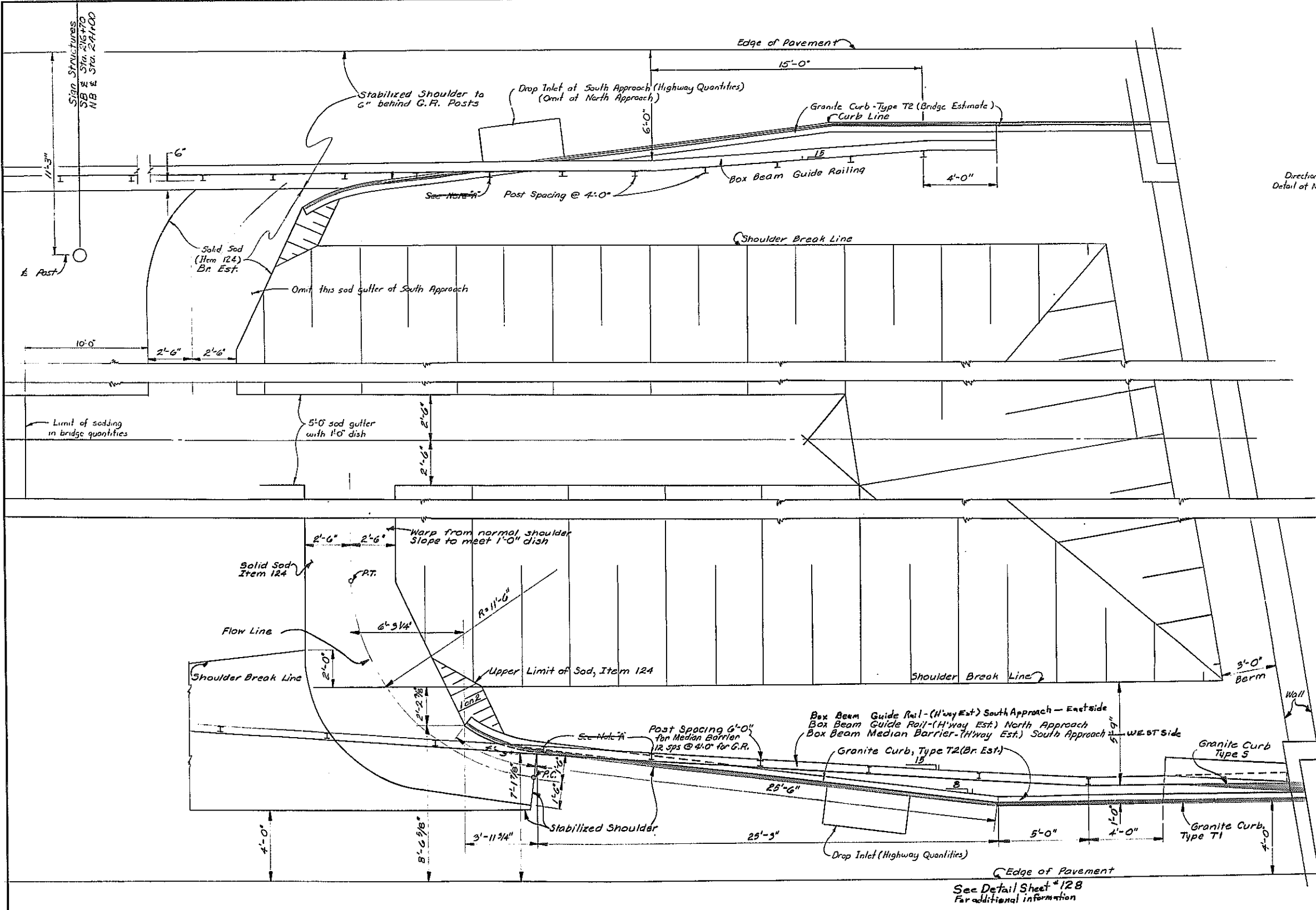
BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DENNETT YARDS

DRAINAGE DETAILS
 DRAWING NO. 70 OF 90



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	219R	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)
 ONONDAGA COUNTY



Note: A 6" minimum gap in granite curb to be filled with mortar after guide post has been set. This filled-in portion shall be paid for at this unit price bid for the adjacent granite curb.

As Built Revisions Removed Note "A" Change in Guide Rail on Approaches

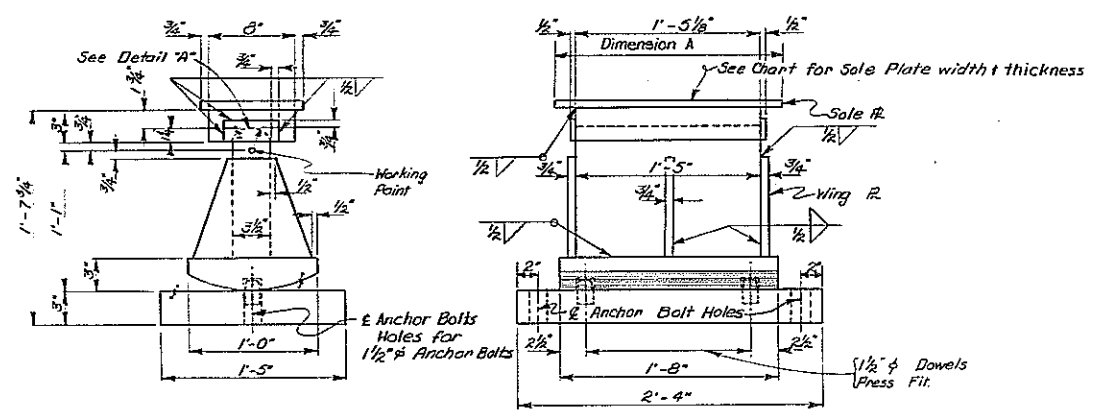
PROJECT ENGINEER E. P. Lee
 IN CHARGE OF F. W. Ebnal
 DESIGNED BY _____
 DESIGN CHECKED BY _____
 DETAILED BY D. J. Colket
 DETAIL CHECKED BY F. W. Ebnal

MALL APPROACH SHOULDER DETAILS
 SCALE: 3/8"=1'-0"

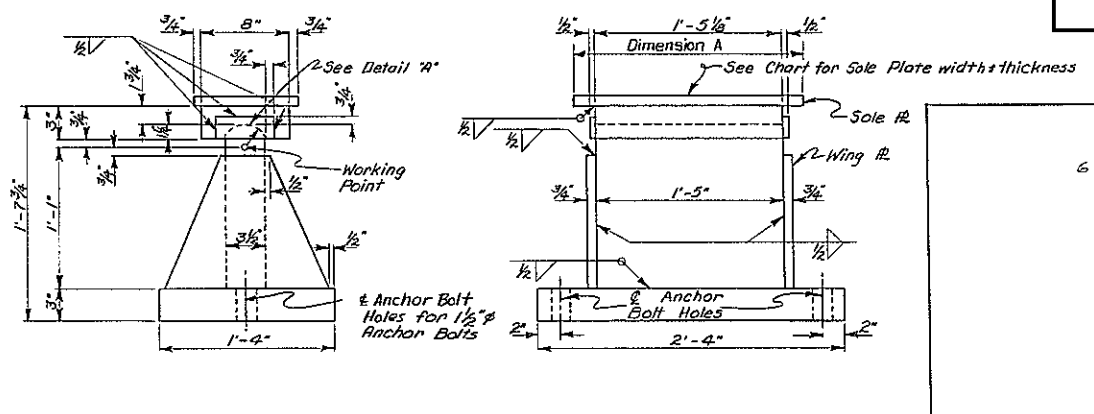
BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
 MALL APPROACH SHOULDER DETAILS
 DRAWING NO. 41 OF 50

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-090-3(28) 1-481-2(116)	220	309

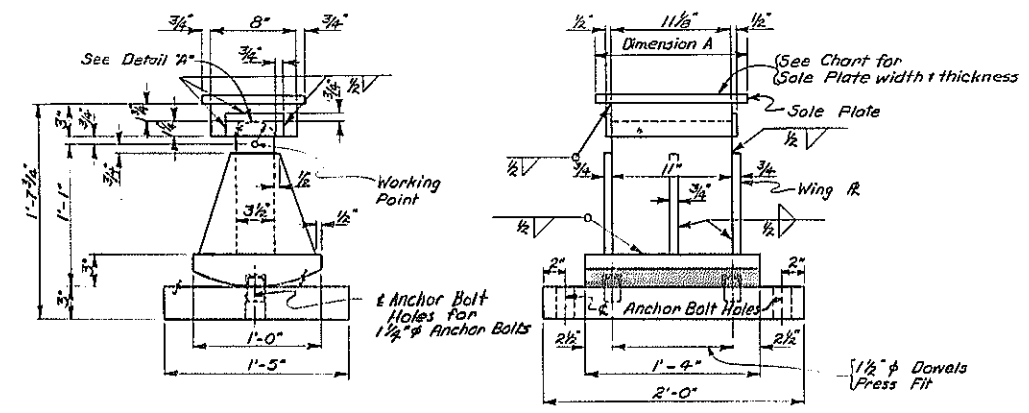
INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)
 ONONDAGA COUNTY



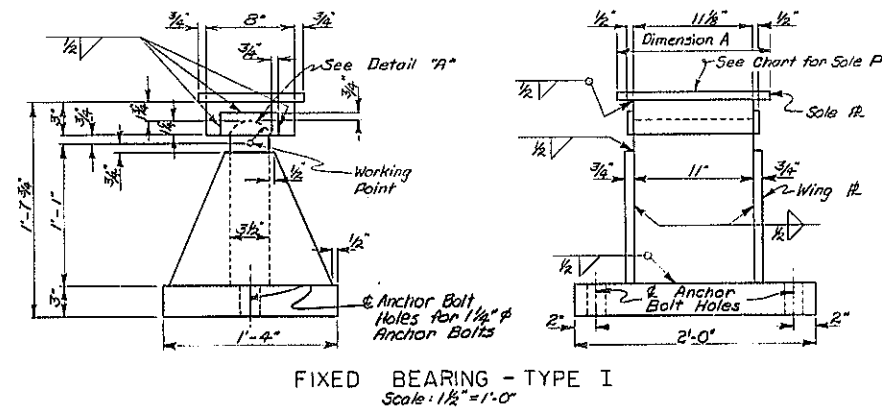
EXPANSION BEARING - TYPE II
 Scale: 1/2" = 1'-0"



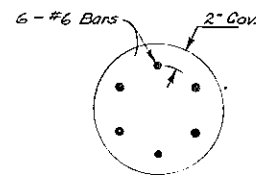
FIXED BEARING - TYPE II
 Scale: 1/2" = 1'-0"



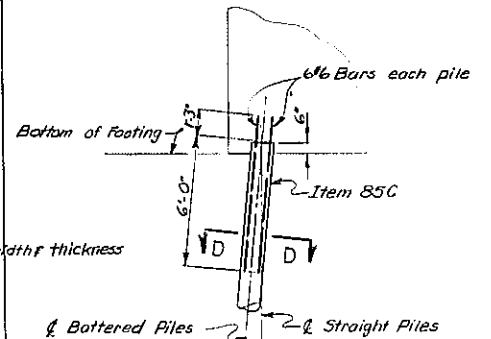
EXPANSION BEARING - TYPE I
 Scale: 1/2" = 1'-0"



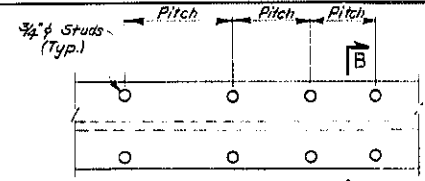
FIXED BEARING - TYPE I
 Scale: 1/2" = 1'-0"



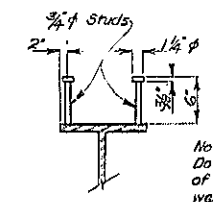
SECTION D-D
 Scale: 1/2" = 1'-0"



PILE ELEVATION
 Scale: 1/2" = 1'-0"
 CAST-IN-PLACE CONCRETE PILES ITEM 85C



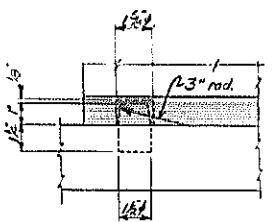
PARTIAL PLAN OF STUDS
 Scale: None



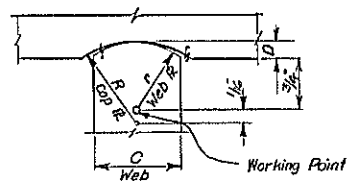
Note:
 Do not paint surface of flange on which welds are made.

SECTION B-B
 Scale: None

STUD SHEAR CONNECTORS ITEM 28B

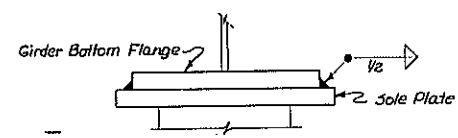


DETAIL OF DOWEL
 Scale: 3/4" = 1'-0"



DETAIL A
 No Scale

Bearing Type	R	r	C	D
Type I	2 1/2"	2"	3 1/2"	1 1/4"
Type II	2 1/2"	2"	3 1/2"	1 1/4"
Type III	2 1/2"	2"	3 1/2"	1 1/4"



TYPICAL SOLE PLATE TO GIRDER CONNECTION DETAIL
 No Scale

PROJECT ENGINEER R. Parker
 IN CHARGE OF E. Eskal
 DESIGNED BY _____
 DESIGN CHECKED BY _____
 DETAILED BY _____
 DETAIL CHECKED BY H. J. Japp

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS

BEARINGS

DRAWING NO. 42 OF 50

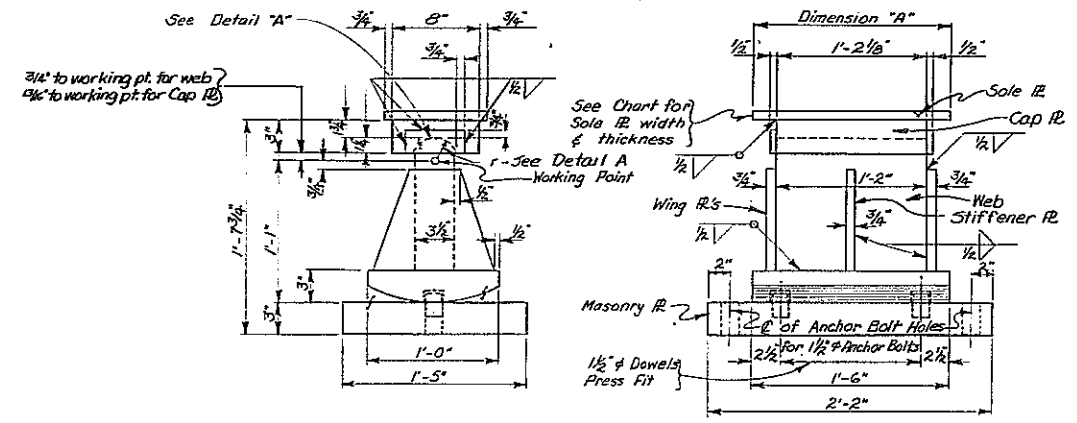
Butternut Interchange
 over De Witt Yards

F. F. Kelle

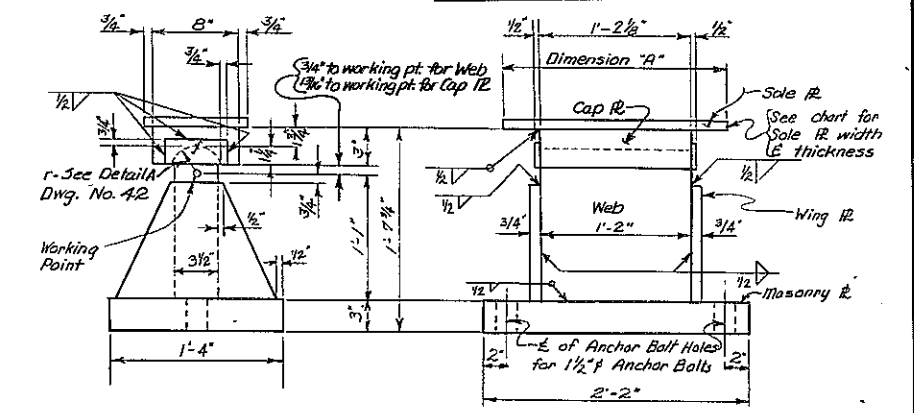
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-880-3(2B) 1-481-2(116)	221	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY

Note: See Miscellaneous Drawing #42 for Detail "A" & for Detail of Dowels.



EXPANSION BEARING - TYPE III
 Scale: 1 1/2" = 1'-0"



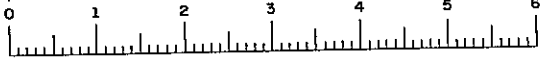
FIXED BEARING - TYPE III
 Scale: 1 1/2" = 1'-0"

BEARING SCHEDULE													
SOUTHBOUND LANE													
SPAN	GIRDER	BEARING TYPE		SOLE R DIM. "A"	SOLE R THICKNESS		SPAN	GIRDER	BEARING TYPE		SOLE R DIM. "A"	SOLE R THICKNESS	
		EXP.	FIXED		EXP.	FIXED			EXP.	FIXED			
1	1	I	I	1'-2"	3/4	3/4	8	1	I	I	2'-1"	3/4	1
	2	I	I	1'-7"	3/4	3/4		2	I	I	2'-0"	3/4	1
	3	I	I	1'-7"	3/4	3/4		3	I	I	2'-0"	3/4	1
	4	I	I	1'-2"	3/4	3/4		4	I	I	2'-1"	3/4	1
2	1	III	III	1'-11"	1/8	3/4	9	1	I	I	2'-1"	3/4	1
	2	III	III	1'-11"	7/8	3/4		2	I	I	2'-0"	3/4	1
	3	III	III	1'-11"	7/8	3/4		3	I	I	2'-0"	3/4	1 1/8
	4	III	III	1'-11"	7/8	3/4		4	I	I	2'-1"	3/4	1 1/8
3	1	III	III	2'-6"	3/4	3/4	10	1	I	I	2'-2"	3/4	1 1/8
	2	III	III	2'-4"	3/4	3/4		2	I	I	2'-2"	3/4	1 1/8
	3	III	III	2'-4"	3/4	3/4		3	I	I	2'-2"	3/4	1 1/8
	4	III	III	2'-6"	3/4	3/4		4	I	I	2'-2"	3/4	1 1/8
4	1	II	II	2'-8"	3/4	3/4	11	1	I	I	2'-1"	3/4	1 1/4
	2	II	II	2'-2"	1	3/4		2	I	I	2'-0"	3/4	1 1/4
	3	II	II	2'-2"	1	3/4		3	I	I	2'-0"	3/4	1 1/4
	4	II	II	2'-8"	1	3/4		4	I	I	2'-1"	3/4	1 1/4
5	1	II	II	2'-8"	3/4	7/8	12	1	I	I	2'-1"	3/4	1 1/4
	2	II	II	2'-2"	3/4	7/8		2	I	I	2'-0"	3/4	1 1/4
	3	II	II	2'-2"	3/4	7/8		3	I	I	2'-0"	3/4	1 1/4
	4	II	II	2'-8"	3/4	7/8		4	I	I	2'-1"	3/4	1 1/4
6	1	II	II	2'-8"	3/4	3/4	13	1	I	I	2'-1"	3/4	1 1/4
	2	II	II	2'-2"	3/4	1		2	I	I	2'-0"	3/4	1 1/4
	3	II	II	2'-2"	3/4	1		3	I	I	2'-0"	3/4	1 1/4
	4	II	II	2'-8"	3/4	3/4		4	I	I	2'-1"	3/4	1 1/4
7	1	II	I	1'-8"	3/4	1	14	1	I	I	2'-1"	3/4	1 1/4
	2	I	I	2'-0"	3/4	1		2	I	I	2'-0"	3/4	1 1/4
	3	I	I	2'-0"	3/4	1		3	I	I	2'-0"	3/4	1 1/4
	4	II	I	1'-8"	3/4	1		4	I	I	2'-1"	3/4	1 1/4
8	1	I	I	2'-1"	3/4	3/4	15	1	I	I	2'-1"	3/4	3/4
	2	I	I	2'-0"	3/4	3/4		2	I	I	2'-0"	3/4	3/4
	3	I	I	2'-0"	3/4	3/4		3	I	I	2'-0"	3/4	3/4
	4	I	I	2'-1"	3/4	3/4		4	I	I	2'-1"	3/4	3/4

BEARING SCHEDULE													
NORTHBOUND LANE													
SPAN	GIRDER	BEARING TYPE		SOLE R DIM. "A"	SOLE R THICKNESS		SPAN	GIRDER	BEARING TYPE		SOLE R DIM. "A"	SOLE R THICKNESS	
		EXP.	FIXED		EXP.	FIXED			EXP.	FIXED			
1	1	I	I	1'-2"	3/4	3/4	8	1	I	I	2'-1"	3/4	1
	2	I	I	1'-7"	3/4	3/4		2	I	I	2'-0"	3/4	1
	3	I	I	1'-7"	3/4	3/4		3	I	I	2'-0"	3/4	1
	4	I	I	1'-2"	3/4	3/4		4	I	I	2'-1"	3/4	1
2	1	III	III	1'-11"	7/8	3/4	9	1	I	I	2'-1"	3/4	1
	2	III	III	1'-11"	7/8	3/4		2	I	I	2'-0"	3/4	1 1/8
	3	III	III	1'-11"	7/8	3/4		3	I	I	2'-0"	3/4	1 1/8
	4	III	III	1'-11"	7/8	3/4		4	I	I	2'-1"	3/4	1 1/8
3	1	III	III	2'-6"	3/4	3/4	10	1	I	I	2'-1"	3/4	1 1/8
	2	III	III	2'-4"	3/4	3/4		2	I	I	2'-0"	3/4	1 1/8
	3	III	III	2'-4"	3/4	3/4		3	I	I	2'-0"	3/4	1 1/8
	4	III	III	2'-6"	3/4	3/4		4	I	I	2'-1"	3/4	1 1/8
4	1	II	II	2'-8"	3/4	3/4	11	1	I	I	2'-1"	3/4	1 1/4
	2	II	II	2'-2"	1	3/4		2	I	I	2'-0"	3/4	1 1/4
	3	II	II	2'-2"	1	3/4		3	I	I	2'-0"	3/4	1 1/4
	4	II	II	2'-8"	3/4	3/4		4	I	I	2'-1"	3/4	1 1/4
5	1	II	II	2'-8"	3/4	7/8	12	1	I	I	2'-1"	3/4	1 1/4
	2	II	II	2'-2"	3/4	7/8		2	I	I	2'-0"	3/4	1 1/4
	3	II	II	2'-2"	3/4	7/8		3	I	I	2'-0"	3/4	1 1/4
	4	II	II	2'-8"	3/4	7/8		4	I	I	2'-1"	3/4	1 1/4
6	1	II	II	2'-8"	3/4	3/4	13	1	I	I	2'-1"	3/4	1 1/4
	2	II	II	2'-2"	3/4	1		2	I	I	2'-0"	3/4	1 1/4
	3	II	II	2'-2"	3/4	1		3	I	I	2'-0"	3/4	1 1/4
	4	II	II	2'-8"	3/4	3/4		4	I	I	2'-1"	3/4	1 1/4
7	1	II	I	1'-8"	3/4	1	14	1	I	I	2'-1"	3/4	1 1/4
	2	I	I	2'-0"	3/4	1		2	I	I	2'-0"	3/4	1 1/4
	3	I	I	2'-0"	3/4	1		3	I	I	2'-0"	3/4	1 1/4
	4	II	I	1'-8"	3/4	1		4	I	I	2'-1"	3/4	1 1/4
8	1	I	I	2'-1"	3/4	3/4	15	1	I	I	2'-1"	3/4	3/4
	2	I	I	2'-0"	3/4	3/4		2	I	I	2'-0"	3/4	3/4
	3	I	I	2'-0"	3/4	3/4		3	I	I	2'-0"	3/4	3/4
	4	I	I	2'-1"	3/4	3/4		4	I	I	2'-1"	3/4	3/4

PROJECT ENGINEER R. PARKER
 IN CHARGE OF L.R. SHERMAN
 DESIGNED BY _____
 DESIGN CHECKED BY _____
 DETAILED BY J. CHABANT
 DETAIL CHECKED BY H. G. JAPPEN

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT YARDS
BEARINGS
 DRAWING NO. 43 OF 50



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	N.Y.	1-481-2(116)	222	309

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PIER 2 NORTHBOUND												
Note: For Pier No.1 see Sheet No.47												
PFL1	5	19	42'-6"	Str								Longitudinal top & bottom footing.
PFT2	5	29	11'-6"	Str								Transverse top footing.
PFT3	7	80	11'-6"	Str								Transverse bottom footing.
PFV4	8	90	4'-6"	Str								Vertical footings to plinth.
PFV5	5	72	2'-10"	Str								Vertical footings to plinth.
PCV6	8	90	25'-3"	Str								Vertical plinth to cap beam.
PSV7	5	72	10'-0"	Str								Vertical plinth.
PSLB	5	20	35'-0"	Str								Longitudinal in plinth.
PCS9	4	36	12'-1"	Z	11'-6"	3'-8"	4 1/2"					Hoops in columns.
PBL10	11	7	9'-2"	Str								Longitudinal top of beam.
PBL11	11	2	41'-6"	XI	30'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal top of beam.
PBL12	11	2	45'-6"	XI	34'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal top of beam.
PBL13	4	4	9'-2"	Str								Longitudinal top of beam.
PBL14	11	8	8'-1"	Str								Longitudinal bottom of beam.
PBL15	11	2	36'-1"	Str								Longitudinal bottom of beam.
PBL16	11	2	39'-9"	Str								Longitudinal bottom of beam.
PBV17	5	42	3'-8"	III	3'-1"	7"	5"	5"				Vertical dowel beam to pedestal.
PPH18	6	6	16'-4"	IX	4'-2"	3'-8"	6 3/4"	6 1/2"				Hoops in pedestals (interior).
PPH19	6	6	17'-6"	XI	3'-8"	5'-9"	1'-10"	3'-8"	6 3/4"	6 1/2"		Hoops in pedestals (exterior).
PBL20	5	8	36'-1"	Str								Longitudinal in sides of beam.
PBS21	5	84	16'-3"	IX	3'-8"	4'-2"	5 3/4"	5 1/2"				Vertical stirrups in beams.
PBL22	5	14	11'-11"	XIII	3'-1"	3'-1"	5'-9"	1'-10"				Beam end hoop.
FFY23	6	336	7'-3"	Str								Pile reinforcement.
PBT24	5	7	3'-8"	Str								Transverse top of beam.
PSL25	8	8	36'-1"	Str								Longitudinal top crashwall.
PST26	5	36	3'-8"	Str								Transverse top crashwall.

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PIER 2 SOUTHBOUND												
PFL1	5	19	42'-6"	Str								Longitudinal top & bottom footing.
PFT2	5	29	11'-6"	Str								Transverse top footing.
PFT3	7	80	11'-6"	Str								Transverse bottom footing.
PFV4	8	90	4'-6"	Str								Vertical footings to plinth.
PFV5	5	72	2'-10"	Str								Vertical footings to plinth.
PCV6	8	90	25'-3"	Str								Vertical plinth to cap beam.
PSV7	5	72	10'-0"	Str								Vertical plinth.
PSLB	5	20	35'-0"	Str								Longitudinal in plinth.
PCS9	4	36	12'-1"	Z	11'-6"	3'-8"	4 1/2"					Hoops in columns.
PBL10	11	7	9'-2"	Str								Longitudinal top of beam.
PBL11	11	2	41'-6"	XI	30'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal top of beam.
PBL12	11	2	45'-6"	XI	34'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal top of beam.
PBL13	4	4	9'-2"	Str								Longitudinal top of beam.
PBL14	11	8	8'-1"	Str								Longitudinal bottom of beam.
PBL15	11	2	36'-1"	Str								Longitudinal bottom of beam.
PBL16	11	2	39'-9"	Str								Longitudinal bottom of beam.
PBV17	5	42	3'-8"	III	3'-0"	7"	5"	5"				Vertical dowel beam to pedestal.
PPH18	6	6	16'-4"	IX	4'-2"	3'-8"	6 3/4"	6 1/2"				Hoops in pedestals (interior).
PPH19	6	6	17'-6"	XI	3'-8"	5'-9"	1'-10"	3'-8"	6 3/4"	6 1/2"		Hoops in pedestals (exterior).
PBL20	5	8	36'-1"	Str								Longitudinal in sides of beam.
PBS21	5	84	16'-3"	IX	3'-8"	4'-2"	5 3/4"	5 1/2"				Vertical stirrups in beams.
PBL22	5	14	11'-11"	XIII	3'-1"	3'-1"	5'-9"	1'-10"				Beam end hoop.
FFY23	6	336	7'-3"	Str								Pile reinforcement.
PBT24	5	7	3'-8"	Str								Transverse top of beam.
PSL25	8	8	36'-1"	Str								Longitudinal top crashwall.
PST26	5	36	3'-8"	Str								Transverse top crashwall.

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PIER 3 NORTHBOUND (CONTD)												
PBL11	11	2	41'-6"	XI	30'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal top of beam.
PBL12	11	2	45'-6"	XI	34'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal top of beam.
PBL13	4	4	9'-2"	Str								Longitudinal top of beam.
PBL14	11	8	8'-1"	Str								Longitudinal bottom of beam.
PBL15	11	2	36'-1"	Str								Longitudinal bottom of beam.
PBL16	11	2	39'-9"	Str								Longitudinal bottom of beam.
PBV17	5	42	3'-8"	III	3'-2"	7"	5"	5"				Vertical dowel beam to pedestal.
PPH18	6	6	16'-4"	IX	4'-2"	3'-8"	6 3/4"	6 1/2"				Hoops in pedestals (interior).
PPH19	6	6	17'-6"	XI	3'-8"	5'-9"	1'-10"	3'-8"	6 3/4"	6 1/2"		Hoops in pedestals (exterior).
PBL20	5	8	36'-1"	Str								Longitudinal in sides of beam.
PBS21	5	84	16'-3"	IX	3'-8"	4'-2"	5 3/4"	5 1/2"				Vertical stirrups in beams.
PBL22	5	14	11'-11"	XIII	3'-1"	3'-1"	5'-9"	1'-10"				Beam end hoop.
FFY23	6	336	7'-3"	Str								Pile reinforcement.
PBT24	5	7	3'-8"	Str								Transverse top of beam.
PSL25	8	8	36'-1"	Str								Longitudinal top crashwall.
PST26	5	36	3'-8"	Str								Transverse top crashwall.

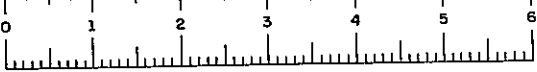
PLANS MADE	
1st REVISION	
2nd REVISION	
3rd REVISION	

IN CHARGE OF	R. Parker
DESIGNED BY	F. Eckel
DETAILED BY	J. Jurek
TRACED BY	
TRACING CHECKED BY	J.F. Dorsey

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PIER 3 SOUTHBOUND												
PFL1	5	19	42'-6"	Str								Longitudinal top & bottom footing.
PFT2	5	29	11'-6"	Str								Transverse top footing.
PFT3	7	80	11'-6"	Str								Transverse bottom footing.
PFV4	8	90	4'-6"	Str								Vertical footings to plinth.
PFV5	5	72	2'-10"	Str								Vertical footings to plinth.
PCV6	8	90	25'-3"	Str								Vertical plinth to cap beam.
PSV7	5	72	10'-0"	Str								Vertical plinth.
PSLB	5	16	35'-0"	Str								Longitudinal in plinth.
PCS9	4	39	12'-1"	Z	11'-6"	3'-8"	4 1/2"					Hoops in columns.
PBL10	11	7	9'-2"	Str								Longitudinal top of beam.
PBL11	11	2	41'-6"	XI	30'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal top of beam.
PBL12	11	2	45'-6"	XI	34'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal top of beam.
PBL13	4	4	9'-2"	Str								Longitudinal top of beam.
PBL14	11	8	8'-1"	Str								Longitudinal bottom of beam.
PBL15	11	2	36'-1"	Str								Longitudinal bottom of beam.
PBL16	11	2	39'-9"	Str								Longitudinal bottom of beam.
PBV17	5	42	3'-8"	III	3'-1"	7"	5"	5"				Vertical dowel beam to pedestal.
PPH18	6	6	16'-4"	IX	4'-2"	3'-8"	6 3/4"	6 1/2"				Hoops in pedestals (interior).
PPH19	6	6	17'-6"	XI	3'-8"	5'-9"	1'-10"	3'-8"	6 3/4"	6 1/2"		Hoops in pedestals (exterior).
PBL20	5	8	36'-1"	Str								Longitudinal in sides of beam.
PBS21	5	84	16'-3"	IX	3'-8"	4'-2"	5 3/4"	5 1/2"				Vertical stirrups in beams.
PBL22	5	14	11'-11"	XIII	3'-1"	3'-1"	5'-9"	1'-10"				Beam end hoop.
FFY23	6	336	7'-3"	Str								Pile reinforcement.
PBT24	5	7	3'-8"	Str								Transverse top of beam.
PSL25	8	8	36'-1"	Str								Longitudinal top crashwall.
PST26	5	36	3'-8"	Str								Transverse top crashwall.

PIER 4 NORTHBOUND

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PIER 4 NORTHBOUND												
PFL1	5	19	42'-6"	Str								Longitudinal top & bottom footing.
PFT2	5	29	11'-6"	Str								Transverse top footing.
PFT3	7	80	11'-6"	Str								Transverse bottom footing.
PFV4	8	90	4'-6"	Str								Vertical footings to plinth.
PFV5	5	72	2'-10"	Str								Vertical footings to plinth.
PCV6	8	90	25'-0"	Str								Vertical plinth to cap beam.
PSV7	5	72	10'-0"	Str								Vertical plinth.
PSLB	5	16	35'-0"	Str								Longitudinal top of beam.
PCS9	4	39	12'-1"	Z	11'-6"	3'-8"	4 1/2"					Hoops in columns.
PBL10	11	7	9'-2"	Str								Longitudinal top of beam.
PBL11	11	2	41'-6"	XI	30'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal top of beam.
PBL12	11	2	45'-6"	XI	34'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal top of beam.
PBL13	4	4	9'-2"	Str								Longitudinal top of beam.
PBL14	11	8	8'-1"	Str								Longitudinal bottom of beam.
PBL15	11	2	36'-1"	Str								Longitudinal bottom of beam.
PBL16	11	2										



3023.0

F.I.S.H. 70-7

FED. NO. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
I	N.Y.	1-481-2(116)	223	309

INTERSTATE ROUTE CONNECTION 570
RUTTERHUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY

PIER 4 SOUTHBOUND		LOCATION										
MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	
PFL1	5	19	42'-6"	Str								Longitudinal top & bottom footing.
PFL2	5	29	11'-6"	Str								Transverse top footing.
PFL3	7	80	11'-6"	Str								Transverse bottom footing.
PFV4	8	90	4'-6"	Str								Vertical footing to plinth.
PFV5	5	72	2'-10"	Str								Vertical footing to plinth.
PCV6	8	90	25'-0"	Str								Vertical plinth to cap beam.
PSV7	5	72	8'-3"	Str								Vertical plinth.
PSL8	5	18	35'-0"	Str								Longitudinal in plinth.
PCS9	4	39	12'-1"	I	11'-6 3/8	3'-8"	4 1/2"					Hoops in columns
PBL10	11	7	9'-2"	Str								Longitudinal top of beam.
PBL11	11	2	41'-6"	II	30'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal top of beam.
PBL12	11	2	45'-6"	II	34'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal top of beam.
PBL13	11	2	45'-6"	II	34'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal top of beam.
PBL14	11	2	45'-6"	II	34'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal bottom of beam.
PBL15	11	2	36'-1"	Str								Longitudinal bottom of beam.
PBL16	11	2	39'-9"	Str								Longitudinal bottom of beam.
PBV17	5	42	3'-7"	III	3'-0"	7"	5"	5"				Vertical dowel beam to pedestal.
PPH18	6	6	16'-4"	IX	4'-2"	3'-8"	6 3/4"	6 1/2"				Hoops in pedestals (interior).
PPH19	6	6	17'-6"	IX	3'-8"	4'-0"	6 3/4"	6 1/2"	6 3/4"	6 1/2"		Hoops in pedestals (exterior).
PBL20	5	8	36'-1"	Str								Longitudinal in sides of beam.
PBS21	5	84	16'-3"	IX	3'-8"	4'-2"	5 3/4"	5 1/2"				Vertical stirrups in beams.
PBL22	5	14	11'-11"	III	3'-1"	3'-1"	5'-9"	1'-10"				Beam end hoop.
FFV23	6	336	7'-3"	Str								Pile reinforcement.
PBT24	5	7	3'-8"	Str								Transverse top beam.
PSL25	8	8	36'-1"	Str								Longitudinal top crashwall.
PST26	5	36	3'-8"	Str								Transverse top crashwall.

PIER 5 NORTHBOUND (SOUTHBOUND IDENTICAL)

FFV1	6	234	7'-3"	Str								Pile reinforcement
PFL2	10	17	43'-6"	Str								Longitudinal Bottom Footing
PFL3	11	16	43'-6"	Str								Longitudinal Top Footing
PFT4	5	95	8'-6"	Str								Transverse Top & Bottom Footing
PFV5	7	90	4'-0"	Str								Dowels in Columns
PCV6	7	90	24'-8"	Str								Vertical Columns
PCS7	4	63	12'-1"	I	11'-6 3/8	3'-8"	4 1/2"					Stirrups in Columns
PBL8	10	2	36'-1"	Str								Longitudinal Bottom Cap Beam
PBL9	10	2	39'-9"	Str								" " " "
PBL10	10	8	8'-6"	Str								" " " "
PBL11	5	10	36'-1"	Str								" Sides " "
PBL12	11	2	45'-6"	II	34'-9"	1'-8"	3'-8 3/4"	2'-5"				" Top " "
PBL13	11	2	41'-6"	II	30'-9"	1'-8"	3'-8 3/4"	2'-5"				" " " "
PBL14	11	6	8'-0"	Str								" " " "
PBH15	5	14	13'-1"	III	3'-8"	3'-8"	5'-9"	1'-10"				Horizontal Ends " "
PBS16	5	76	13'-10"	IX	4'-2"	2'-6"	5 3/4"	5 1/2"				Stirrups Cap Beam
PBV17	5	42	3'-6"	III	2'-11"	7"	5"	5"				Vertical Pedestals
PPH18	6	6	16'-0"	IX	3'-8"	4'-0"	6 3/4"	6 1/2"				Horizontal Interior Pedestals
PPH19	6	6	17'-5"	VI	3'-7 3/4"	5'-9"	1'-10"	3'-8"	6 3/4"	6 1/2"		" Fascia "

PIER 6 NORTHBOUND

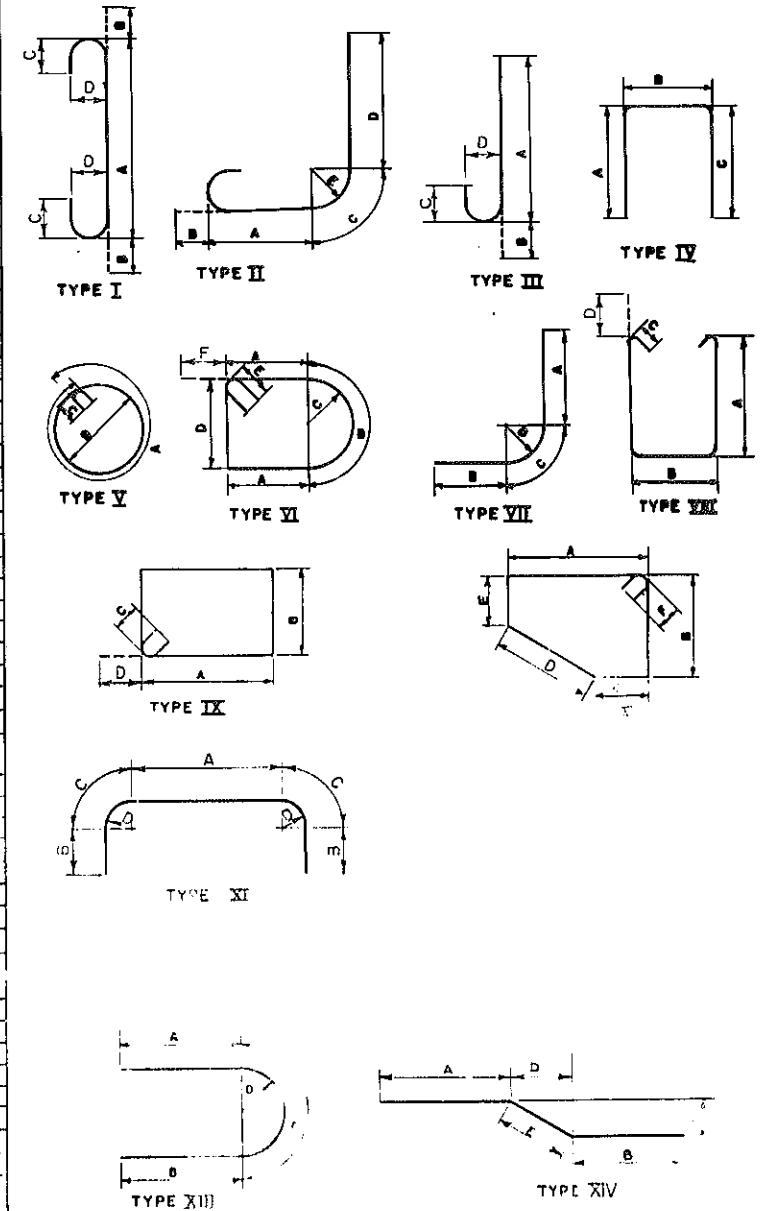
FFV1	6	234	7'-3"	Str								Pile reinforcement
PFL2	10	17	43'-6"	Str								Longitudinal Bottom Footing
PFL3	11	16	43'-6"	Str								" Top "
PFT4	5	95	8'-6"	Str								Transverse Top & Bottom Footing
PFV5	7	90	4'-0"	Str								Dowels in Columns
PCV6	7	90	21'-11"	Str								Vertical Columns
PCS7	4	57	12'-1"	I	11'-6 3/8	3'-8"	4 1/2"					Stirrups in Columns
PBL8	10	2	36'-1"	Str								Longitudinal Bottom Cap Beam
PBL9	10	2	39'-9"	Str								" " " "
PBL10	10	8	8'-6"	Str								" " " "
PBL11	5	10	36'-1"	Str								" Sides " "
PBL12	11	2	45'-6"	II	34'-9"	1'-8"	3'-8 3/4"	2'-5"				" Top " "

PIER 6 NORTHBOUND CONT'D												
MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PBL13	11	2	41'-6"	XI	30'-9"	1'-8"	3'-8 3/4"	2'-5"				Longitudinal Top Cap Beam
PBL14	11	6	8'-0"	Str								" " " "
PBH15	5	14	13'-1"	III	3'-8"	3'-8"	5'-9"	1'-10"				Horizontal Ends " "
PBS16	5	76	13'-10"	IX	4'-2"	2'-6"	5 3/4"	5 1/2"				Stirrups Cap Beam
PBV17	5	42	3'-6"	III	2'-11"	7"	5"	5"				Vertical Pedestals
PPH18	6	6	16'-0"	IX	3'-8"	4'-0"	6 3/4"	6 1/2"				Horizontal Interior Pedestals
PPH19	6	6	17'-5"	VI	3'-7 3/4"	5'-9"	1'-10"	3'-8"	6 3/4"	6 1/2"		" Fascia "

PIER 6 SOUTHBOUND

FFV1	6	234	7'-3"	Str								Pile reinforcement
PFL2	10	17	43'-6"	Str								Longitudinal Bottom Footing
PFL3	11	16	43'-6"	Str								" Top "
PFT4	5	95	8'-6"	Str								Transverse Top & Bottom Footing
PFV5	7	90	4'-0"	Str								Dowels in Columns
PCV6	7	90	25'-4"	Str								Vertical Columns
PCS7	4	66	12'-1"	I	11'-6 3/8	3'-8"	4 1/2"					Stirrups in Column
PBL8	10	2	36'-1"	Str								Longitudinal Bottom Cap Beam
PBL9	10	2	39'-9"	Str								" " " "
PBL10	10	8	8'-6"	Str								" " " "
PBL11	5	10	36'-1"	Str								" Sides " "
PBL12	11	2	45'-6"	II	34'-9"	1'-8"	3'-8 3/4"	2'-5"				" Top " "
PBL13	11	2	41'-6"	II	30'-9"	1'-8"	3'-8 3/4"	2'-5"				" " " "
PBL14	11	6	8'-0"	Str								" " " "
PBH15	5	14	13'-1"	III	3'-8"	3'-8"	5'-9"	1'-10"				Horizontal Ends Cap Beam
PBS16	5	76	13'-10"	IX	4'-2"	2'-6"	5 3/4"	5 1/2"				Stirrups Cap Beam
PBV17	5	42	3'-6"	III	2'-11"	7"	5"	5"				Vertical Pedestals
PPH18	6	6	16'-0"	IX	3'-8"	4'-0"	6 3/4"	6 1/2"				Horizontal Interior Pedestals
PPH19	6	6	17'-5"	VI	3'-7 3/4"	5'-9"	1'-10"	3'-8"	6 3/4"	6 1/2"		Horizontal Fascia Pedestals

BAR TYPES



ALL DIMENSIONS TO CENTERLINE UNLESS SHOWN OTHERWISE.

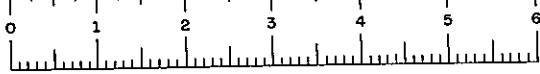
PLANS MADE
BY REVISION
BY REVISION
BY REVISION

IN CHARGE OF... R. Porter
DESIGNED BY... F. Eckel
CHECKED BY... J. Ducey
TRACED BY...
TRACING CHECKED BY... J.F. Ducey

BRIDGE NO. 2
INTERSTATE ROUTE 481 OVER DEWITT ROAD

BAR LIST

DRAWING NO. 45 OF 50



300366

F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	1-680-3(28)	224	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) ONONDAGA COUNTY				

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PIER 7 NORTHBOUND												
PFL1	7	17	41'-6"	Str								Longitudinal bottom of footing.
PFL2	8	15	41'-6"	Str								Longitudinal top of footing.
PFT3	5	29	8'-6"	Str								Transverse top of footing.
PFT4	5	56	8'-6"	Str								Transverse bottom of footing.
PV5	7	72	4'-0"	Str								Dowels footing to column.
PCV6	7	72	27'-5"	Str								Vertical in columns.
PCST	4	75	11'-1"	Y	10-1/2"	3'-2"	0'-5/8"					Hoops in columns.
PBL8	10	2	38'-4"	Str								Longitudinal in bottom of beam.
PBL9	10	6	7'-4"	Str								Longitudinal in bottom of beam.
PBL10	11	4	8'-8"	Str								Longitudinal in top of beam.
PBL11	11	2	40'-0"	XI	30'-3"	1'-2"	3'-8 1/2"	2'-5"				Longitudinal in top of beam.
PPH12	6	6	14'-5"	IX	3'-8"	3'-2"	6 1/2"	6 1/2"				Hoops interior pedestals.
PPH13	6	6	15'-2"	IX	3'-1 3/8"	5'-0"	1'-7"	3'-2"	6 3/4"	6 1/2"		Hoops exterior pedestals.
PBV14	5	42	3'-4"	III	2'-9"	7"	5"	5"				Dowels pier beam to pedestals.
PBL15	5	8	35'-7"	Str								Longitudinal sides of beam.
PBL16	11	2	44'-0"	XI	34'-3"	1'-2"	3'-8 1/2"	2'-5"				Longitudinal in top of beam.
PBL17	10	2	35'-7"	Str								Longitudinal in bottom of beam.
PBS18	4	72	12'-2"	IX	3'-8"	2'-2"	4 1/2"	4 1/2"				Stirrups pier beam.
PBH19	5	12	11'-2"	XIII	3'-1"	3'-1"	5'-0"	1'-7"				Hoop end of pier beam.
FFV20	6	156	7'-3"	Str								Pile reinforcement.

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PIER 7 SOUTHBOUND												
PFL1	7	17	41'-6"	Str								Longitudinal bottom of footing.
PFL2	8	15	41'-6"	Str								Longitudinal top of footing.
PFT3	5	29	8'-6"	Str								Transverse top of footing.
PFT4	5	56	8'-6"	Str								Transverse bottom of footing.
PV5	7	72	4'-0"	Str								Dowels footing to column.
PCV6	7	72	28'-8"	Str								Vertical in columns.
PCST	4	78	11'-1"	Y	10-1/2"	3'-2"	0'-5/8"					Hoops in columns.
PBL8	10	2	38'-4"	Str								Longitudinal in bottom of beam.
PBL9	10	6	7'-4"	Str								Longitudinal in bottom of beam.
PBL10	11	4	8'-8"	Str								Longitudinal in top of beam.
PBL11	11	2	40'-0"	XI	30'-3"	1'-2"	3'-8 1/2"	2'-5"				Longitudinal in top of beam.
PPH12	6	6	14'-5"	IX	3'-8"	3'-2"	6 1/2"	6 1/2"				Hoops interior pedestals.
PPH13	6	6	15'-2"	IX	3'-1 3/8"	5'-0"	1'-7"	3'-2"	6 3/4"	6 1/2"		Hoops exterior pedestals.
PBV14	5	42	3'-4"	III	2'-9"	7"	5"	5"				Dowels pier beam to pedestals.
PBL15	5	8	35'-7"	Str								Longitudinal sides of beam.
PBL16	11	2	44'-0"	XI	34'-3"	1'-2"	3'-8 1/2"	2'-5"				Longitudinal in top of beam.
PBL17	10	2	35'-7"	Str								Longitudinal in bottom of beam.
PBS18	4	72	12'-2"	IX	3'-8"	2'-2"	4 1/2"	4 1/2"				Stirrups pier beam.
PBH19	5	12	11'-2"	XIII	3'-1"	3'-1"	5'-0"	1'-7"				Hoop end of pier beam.
FFV20	6	156	7'-3"	Str								Pile reinforcement.

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PIER 8 NORTHBOUND												
PFL1	7	17	41'-6"	Str								Longitudinal bottom of footing.
PFL2	8	15	41'-6"	Str								Longitudinal top of footing.
PFT3	5	29	8'-6"	Str								Transverse top of footing.
PFT4	5	56	8'-6"	Str								Transverse bottom of footing.
PV5	7	72	4'-0"	Str								Dowels footing to column.
PCV6	7	72	26'-10"	Str								Vertical in columns.
PCST	4	72	11'-1"	Y	10-1/2"	3'-2"	0'-5/8"					Hoops in columns.
PBL8	10	2	38'-4"	Str								Longitudinal in bottom of beam.
PBL9	10	6	7'-4"	Str								Longitudinal in bottom of beam.
PBL10	11	4	8'-8"	Str								Longitudinal in top of beam.
PBL11	11	2	40'-0"	XI	30'-3"	1'-2"	3'-8 1/2"	2'-5"				Longitudinal in top of beam.
PPH12	6	6	14'-5"	IX	3'-8"	3'-2"	6 1/2"	6 1/2"				Hoops interior pedestals.
PPH13	6	6	15'-2"	IX	3'-1 3/8"	5'-0"	1'-7"	3'-2"	6 3/4"	6 1/2"		Hoops exterior pedestals.
PBV14	5	42	3'-4"	III	2'-9"	7"	5"	5"				Dowels pier beam to pedestals.
PBL15	5	8	35'-7"	Str								Longitudinal sides of beam.
PBL16	11	2	44'-0"	XI	34'-3"	1'-2"	3'-8 1/2"	2'-5"				Longitudinal in top of beam.
PBL17	10	2	35'-7"	Str								Longitudinal in bottom of beam.
PBS18	4	72	12'-2"	IX	3'-8"	2'-2"	4 1/2"	4 1/2"				Stirrups pier beam.

PLANS MADE	BY	REVISION	
BY	REVISION		
BY	REVISION		
BY	REVISION		

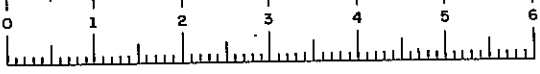
IN CHARGE OF R. Parker
 DESIGNED BY F. Eckel
 DETAILED BY J. Narver
 TRACED BY
 TRACING CHECKED BY W.F. Dorsey

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PBH19	5	12	11'-2"	XIII	3'-1"	3'-1"	5'-0"	1'-7"				Hoop end of pier beam.
FFV20	6	156	7'-3"	Str								Pile reinforcement.

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PIER 8 SOUTHBOUND												
PFL1	7	17	41'-6"	Str								Longitudinal bottom of footing.
PFL2	8	15	41'-6"	Str								Longitudinal top of footing.
PFT3	5	29	8'-6"	Str								Transverse top of footing.
PFT4	5	56	8'-6"	Str								Transverse bottom of footing.
PV5	7	72	4'-0"	Str								Dowels footing to column.
PCV6	7	72	27'-11"	Str								Vertical in columns.
PCST	4	75	11'-1"	Y	10-1/2"	3'-2"	0'-5/8"					Hoops in columns.
PBL8	10	2	38'-4"	Str								Longitudinal in top of beam.
PBL9	10	6	7'-4"	Str								Longitudinal in top of beam.
PBL10	11	4	8'-8"	Str								Longitudinal in bottom of beam.
PBL11	11	2	40'-0"	XI	30'-3"	1'-2"	3'-8 1/2"	2'-5"				Longitudinal in bottom of beam.
PPH12	6	6	14'-5"	IX	3'-8"	3'-2"	6 1/2"	6 1/2"				Hoops interior pedestals.
PPH13	6	6	15'-2"	IX	3'-1 3/8"	5'-0"	1'-7"	3'-2"	6 3/4"	6 1/2"		Hoops exterior pedestals.
PBV14	5	42	3'-4"	III	2'-9"	7"	5"	5"				Dowels pier beam to pedestals.
PBL15	5	8	35'-7"	Str								Longitudinal sides of beam.
PBL16	11	2	44'-0"	XI	34'-3"	1'-2"	3'-8 1/2"	2'-5"				Longitudinal in top of beam.
PBL17	10	2	35'-7"	Str								Longitudinal in bottom of beam.
PBS18	4	72	12'-2"	IX	3'-8"	2'-2"	4 1/2"	4 1/2"				Stirrups pier beam.
PBH19	5	12	11'-2"	XIII	3'-1"	3'-1"	5'-0"	1'-7"				Hoop end of pier beam.
FFV20	6	156	7'-3"	Str								Pile reinforcement.

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PIER 9 NORTHBOUND												
PFL1	7	17	41'-6"	Str								Longitudinal bottom of footing.
PFL2	8	15	41'-6"	Str								Longitudinal top of footing.
PFT3	5	29	8'-6"	Str								Transverse top of footing.
PFT4	5	56	8'-6"	Str								Transverse bottom of footing.
PV5	7	72	4'-0"	Str								Dowels footing to column.
PCV6	7	72	25'-10"	Str								Vertical in columns.
PCST	4	69	11'-1"	Y	10-1/2"	3'-2"	0'-5/8"					Hoops in columns.
PBL8	10	2	38'-4"	Str								Longitudinal in bottom of beam.
PBL9	10	6	7'-4"	Str								Longitudinal in bottom of beam.
PBL10	11	4	8'-8"	Str								Longitudinal in top of beam.
PBL11	11	2	40'-0"	XI	30'-3"	1'-2"	3'-8 1/2"	2'-5"				Longitudinal in top of beam.
PPH12	6	6	14'-5"	IX	3'-8"	3'-2"	6 1/2"	6 1/2"				Hoops interior pedestals.
PPH13	6	6	15'-2"	IX	3'-1 3/8"	5'-0"	1'-7"	3'-2"	6 3/4"	6 1/2"		Hoops exterior pedestals.
PBV14	5	42	3'-4"	III	2'-9"	7"	5"	5"				Dowels pier beam to pedestals.
PBL15	5	8	35'-7"	Str								Longitudinal sides of beam.
PBL16	11	2	44'-0"	XI	34'-3"	1'-2"	3'-8 1/2"	2'-5"				Longitudinal in top of beam.
PBL17	10	2	35'-7"	Str								Longitudinal in bottom of beam.
PBS18	4	72	12'-2"	IX	3'-8"	2'-2"	4 1/2"	4 1/2"				Stirrups pier beam.
PBH19	5	12	11'-2"	XIII	3'-1"	3'-1"	5'-0"	1'-7"				Hoop end of pier beam.
FFV20	6	156	7'-3"	Str								Pile reinforcement.

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PIER 9 SOUTHBOUND												
PFL1	7	17	41'-6"	Str								Longitudinal bottom of footing.
PFL2	8	15	41'-6"	Str								Longitudinal top of footing.
PFT3	5	29	8'-6"	Str								Transverse top of footing.
PFT4	5	56	8'-6"	Str								Transverse bottom of footing.
PV5	7	72	4'-0"	Str								



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	1-690-3(28) 1-481-2(116)	225	309

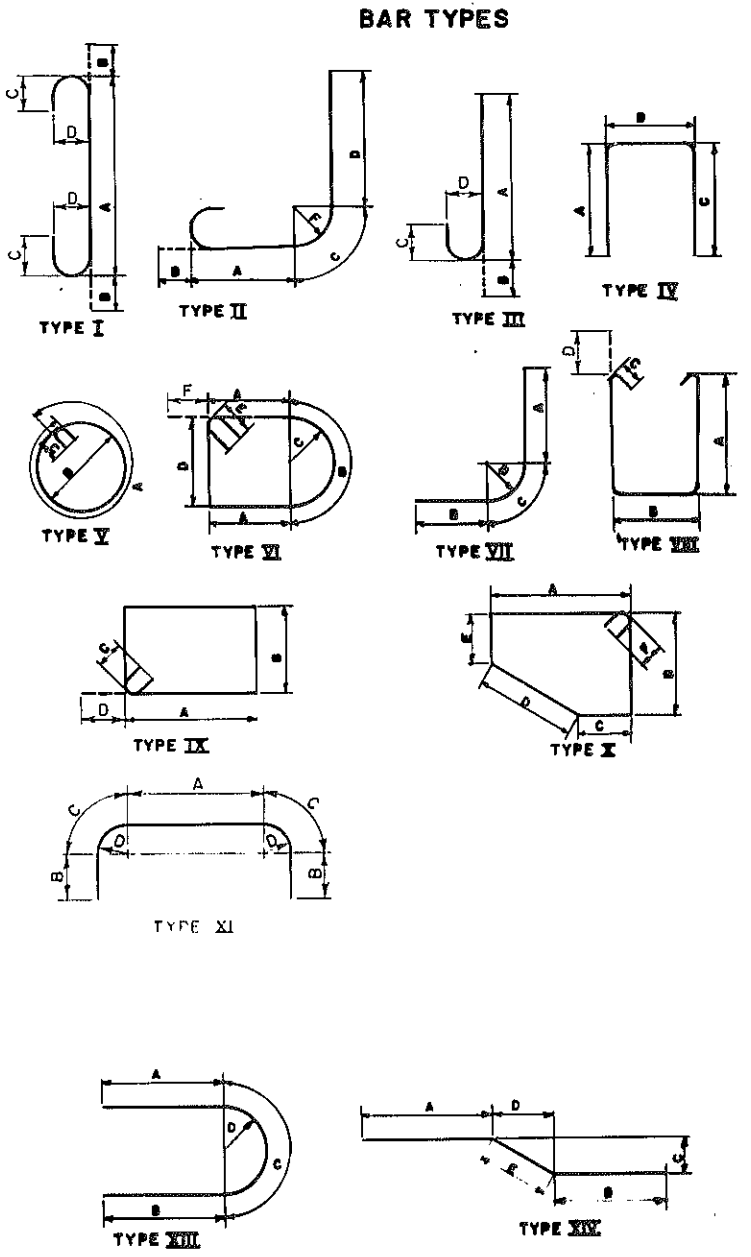
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)
ONONDAGA COUNTY

PIER 9 SOUTHBOUND												
MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PFL1	8	14	4'-6"	Str.								Bottom of footing (Longitudinal).
PFL2	8	16	4'-6"	Str.								Top of footing (Longitudinal).
PFT3	5	88	8'-6"	Str.								Top & bottom of footing (Transverse).
PFV4	7	69	4'-0"	Str.								Dowels footing to column.
PCV5	7	69	26'-7"	Str.								Vertical column.
PCS6	4	72	11'-1"	Y	10-1/2"	3'-2"	5-3/4"					Hoops in column.
PBL7	10	2	38'-5"	Str.								Top of beam (Longitudinal).
PBL8	10	6	7'-10"	Str.								Top of beam (Longitudinal).
PBL9	11	4	8'-8"	Str.								Bottom of beam (Longitudinal).
PBL10	11	2	40'-0"	XL	30'-3"	1'-2"	3'-8 3/4"	2'-9"				Bottom of beam (Longitudinal).
PPH11	6	6	14'-4"	XL	3'-8"	3'-2"	6 3/4"	6 3/4"				Hoops in interior pedestals.
PPH12	6	6	15'-1"	XL	3'-4 1/2"	5'-0"	1'-7"	3'-2"	6 3/4"	6 1/2"		Hoops in exterior pedestals.
PBV13	5	42	3'-4"	III	2'-9"	7"	5"	5"				Dowels pier beam to pedestals.
PBL14	5	8	35'-9"	Str.								Side of beam (Longitudinal).
PBL15	11	2	44'-0"	XL	34'-3"	1'-2"	3'-6 3/4"	2'-5"				Top of beam (Longitudinal).
PBL16	10	2	35'-9"	Str.								Bottom of beam (Longitudinal).
PBS17	5	60	12'-3"	IX	3'-8"	2'-0"	5 1/2"	5 1/2"				Stirrups capbeam.
PBL18	5	10	11'-2"	XIII	3'-1"	3'-1"	5'-0"	1'-7"				Longitudinal in capbeam.
FFV19	6	168	7'-3"	Str.								Pile reinforcement.

PIER 10 NORTHBOUND												
MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PFL1	9	32	41'-6"	Str.								Longitudinal (top & bottom) footing.
PFT3	5	108	8'-6"	Str.								Transverse (top & bottom) footing.
PFV4	7	72	4'-6"	Str.								Dowels footing to column.
PCV5	7	72	24'-10"	Str.								Vertical in columns.
PCS6	4	67	11'-1"	Y	10-1/2"	3'-2"	5-3/4"					Hoops in columns.
PBL7	10	2	38'-3"	Str.								Longitudinal in bottom cap beam.
PBL8	10	3	7'-10"	Str.								Longitudinal in bottom cap beam.
PBL9	10	2	35'-3"	Str.								Longitudinal in bottom cap beam.
PBL10	11	4	8'-8"	Str.								Longitudinal in top cap beam.
PBL11	11	2	39'-8"	XI	29'-11"	1'-2"	3'-8 3/4"	2'-5"				Longitudinal in top cap beam.
PBL12	11	2	43'-8"	XI	33'-11"	1'-2"	3'-8 3/4"	2'-5"				Longitudinal in top cap beam.
PBL13	5	3	35'-2"	Str.								Longitudinal in sides cap beam.
PBH14	5	12	11'-2"	XIII	3'-1"	3'-1"	5'-0"	1'-7"				Horizontal ends of cap beam.
PBS15	5	56	12'-3"	IX	3'-8"	2'-0"	5 1/2"	5 1/2"				Stirrups in cap beam.
PBV16	5	42	3'-4"	III	2'-9"	7"	5"	5"				Vertical in pedestals.
PPH17	6	6	13'-9"	IX	3'-4"	3'-2"	6 3/4"	6 3/4"				Horizontal interior pedestals.
PPH18	6	6	14'-11"	VI	5'-0"	5'-0"	1'-7"	3'-2"	6 3/4"	6 1/2"		Horizontal fascia pedestals.
FFV19	6	168	7'-3"	Str.								Vertical in piles.

PIER 10 SOUTHBOUND												
MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PFL1	9	32	41'-6"	Str.								Longitudinal (top & bottom) footing.
PFT3	5	108	8'-6"	Str.								Transverse (top & bottom) footing.
PFV4	7	72	4'-6"	Str.								Dowels footing to column.
PCV5	7	72	24'-10"	Str.								Vertical in columns.
PCS6	4	66	11'-1"	Y	10-1/2"	3'-2"	5-3/4"					Hoops in columns.
PBL7	10	2	38'-3"	Str.								Longitudinal in bottom cap beam.
PBL8	10	6	7'-10"	Str.								Longitudinal in bottom cap beam.
PBL9	10	2	35'-3"	Str.								Longitudinal in bottom cap beam.
PBL10	11	4	8'-8"	Str.								Longitudinal in top cap beam.
PBL11	11	2	39'-8"	XL	29'-11"	1'-2"	3'-8 3/4"	2'-5"				Longitudinal in top cap beam.
PBL12	11	2	43'-8"	XL	33'-11"	1'-2"	3'-8 3/4"	2'-5"				Longitudinal in top cap beam.
PBL13	5	8	35'-2"	Str.								Longitudinal in sides cap beam.
PBH14	5	12	11'-2"	XIII	3'-1"	3'-1"	5'-0"	1'-7"				Horizontal ends of cap beam.
PBS15	5	56	12'-3"	IX	3'-8"	2'-0"	5 1/2"	5 1/2"				Stirrups in cap beam.
PBV16	5	42	3'-4"	III	2'-9"	7"	5"	5"				Vertical in pedestals.
PPH17	6	6	13'-9"	IX	3'-4"	3'-2"	6 3/4"	6 3/4"				Horizontal interior pedestals.
PPH18	6	6	14'-11"	VI	5'-0"	5'-0"	1'-7"	3'-2"	6 3/4"	6 1/2"		Horizontal fascia pedestals.
FFV19	6	168	7'-3"	Str.								Vertical in piles.

PIER 1 SOUTHBOUND (PIER 1 NORTHBOUND IDENTICAL)												
MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	LOCATION
PFL1	8	16	43'-6"	Str.								Longitudinal-Top of footing.
PFL2	10	16	43'-6"	Str.								Longitudinal-Bottom of footing.
PFT3	5	95	8'-6"	Str.								Transverse-Top & Bottom footing.
PFV4	7	90	4'-0"	Str.								Dowels in footing.
PCV5	7	90	24'-11"	Str.								Vertical in column.
PCS6	4	63	12'-1"	Z	11'-6 1/2"	3'-8"	4 1/2"					Hoops in column.
PBL7	9	2	36'-1"	Str.								Longitudinal-Bottom of beam.
PBL8	9	2	39'-6"	Str.								Longitudinal-Bottom of beam.
PBL9	9	6	7'-6"	Str.								Longitudinal-Bottom of beam.
PBL10	5	10	36'-1"	Str.								Longitudinal-Sides of beam.
PBL11	10	4	7'-6"	Str.								Longitudinal-Top of beam.
PBL12	10	2	41'-6"	XI	30'-9"	1'-11"	3'-10"	2'-5"				Longitudinal-Top of beam.
PBL13	10	2	45'-6"	XI	34'-9"	1'-11"	3'-10"	2'-5"				Longitudinal-Top of beam.
PBH14	5	14	13'-1"	XIII	3'-8"	3'-8"	5'-9"	1'-10"				Pier cap end hoops.
PBS15	4	48	13'-11"	IX	4'-2"	2'-7"	4 1/2"	4 1/2"				Stirrups in cap beam.
PPH16	6	6	16'-0"	IX	3'-8"	4'-0"	6 3/4"	6 1/2"				Hoops in interior pedestals.
PPH17	6	6	17'-5"	VI	3'-7 1/2"	5'-9"	1'-10"	3'-8"	6 3/4"	6 1/2"		Hoops in fascia pedestals.
PBY18	5	42	3'-6"	III	2'-11"	7"	5"	5"				Dowels pier beam to pedestal.
FFV19	6	156	7'-3"	Str.								Pile reinforcement.



ALL DIMENSIONS ARE OUT TO OUT OF BARS

PLANS MADE	IN CHARGE OF	R. P. COV.
1st REVISION	DESIGNED BY	F. ECKEL
2nd REVISION	DETAILED BY	V. DURBANT
3rd REVISION	TRACING BY	
	TRACING CHECKED BY	J.E.D.

BRIDGE NO. 2
INTERSTATE ROUTE 481 OVER DEWITT YARDS

BAR LIST "1"
DRAWING NO. 27 OF 50

Table with 5 columns: FED. RD. REG. NO., STATE, FEDERAL AID PROJECT NO., SHEET NO., TOTAL SHEETS. Values: I, NEW YORK, 1-650-3(28), 1-481-2(116), 226, 309.

INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) ONONDAGA COUNTY

BAR TYPES

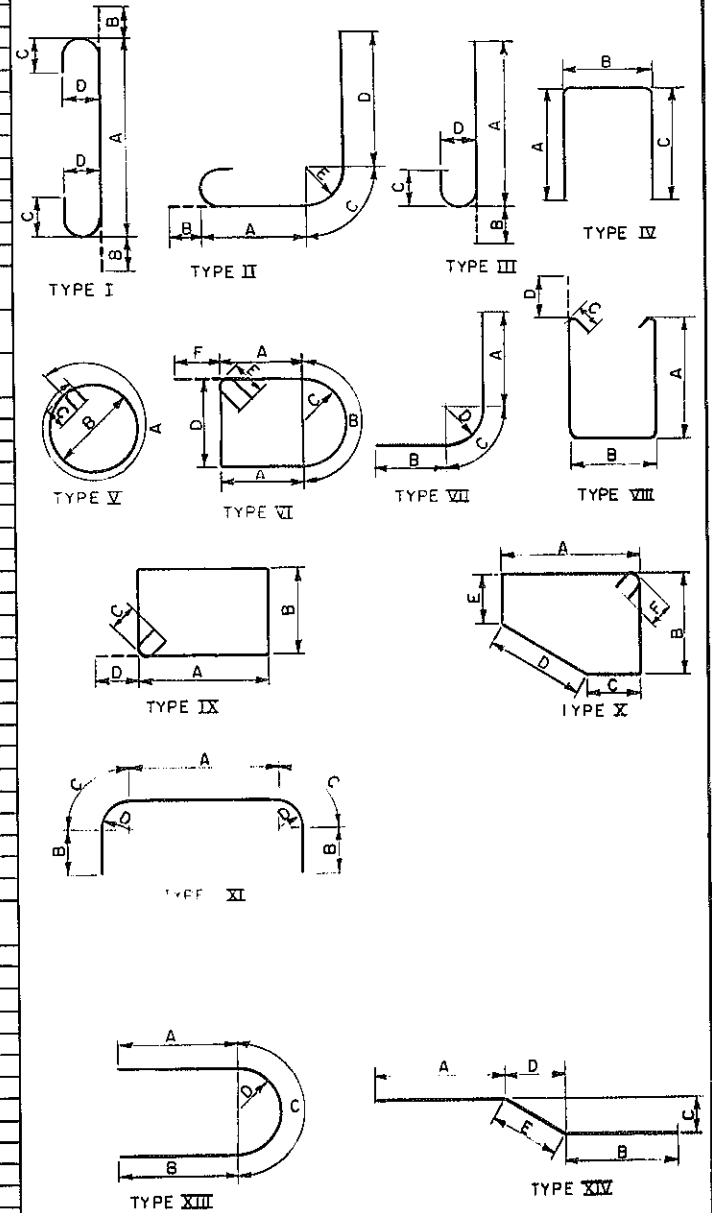


Table for PIER II N.B. with columns: MARK, SIZE, NO., LENGTH, TYPE, A, B, C, D, E, F, G, LOCATION. Rows include PFL1 through FFV9.

Table for PIER 13 N.B. with columns: MARK, SIZE, NO., LENGTH, TYPE, A, B, C, D, E, F, G, LOCATION. Rows include PFL1 through PFS21.

Table for PIER II S.B. with columns: MARK, SIZE, NO., LENGTH, TYPE, A, B, C, D, E, F, G, LOCATION. Rows include PFL1 through FFV9.

PIER 13 S.B. IDENTICAL TO PIER 12 N.B.

Table for PIER 14 N.B. with columns: MARK, SIZE, NO., LENGTH, TYPE, A, B, C, D, E, F, G, LOCATION. Rows include PFL1 through PFS21.

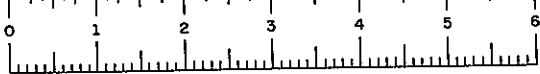
Table for PIER 12 N.B. with columns: MARK, SIZE, NO., LENGTH, TYPE, A, B, C, D, E, F, G, LOCATION. Rows include PFL1 through FFV9.

PIER 14 S.B. IDENTICAL TO PIER 13 N.B.

PIER 12 S.B. IDENTICAL TO PIER II N.B.

Form for project information including PLANS MADE, PROJECT ENGINEER (R. Parker), IN CHARGE OF (E. Eckel), DESIGNED BY, DESIGN CHECKED BY, DETAILED BY, and DETAIL CHECKED BY (J.F.D.).

Form with BRIDGE NO. 2, INTERSTATE ROUTE 481 OVER DEWITT YARDS, BAR LIST # 5, and DRAWING NO. 48 OF 50.

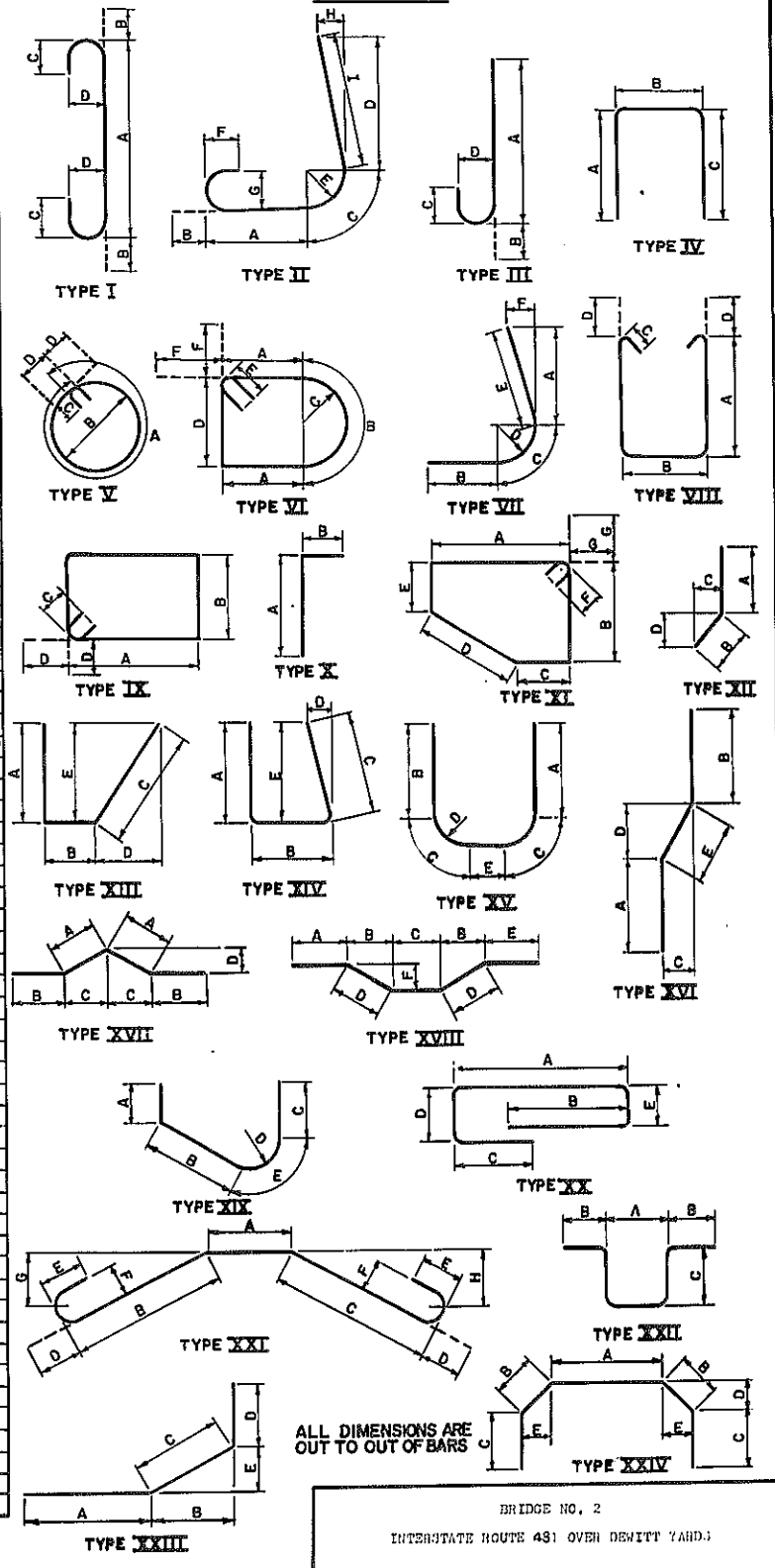


SOUTH ABUTMENT														
MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	I	LOCATION
AFL1	5	56	34'-4"	Str.										Longitudinal-Top & Bottom footing.
AFL2	5	28	23'-0"	Str.										Longitudinal-Top & Bottom footing.
AFL3	5	14	8'-6"	Str.										Longitudinal-Top & Bottom footing.
AFL4	5	14	9'-0"	Str.										Longitudinal-Top & Bottom footing.
AFT5	5	311	8'-6"	Str.										Transverse-Top & Bottom footing.
AFT6	7	76	8'-6"	Str.										Transverse-Bottom footing.
AWV7	5	17	3'-4"	Str.										Vertical-Wingwall.
AFV8	5	120	3'-0"	Str.										Dowels.
AWV9	7	36	12'-11"	Str.										Vertical-Wingwall.
AWV10	5	41	13'-0"	Str.										Vertical-Wingwall.
AWV11	7	36	13'-0"	Str.										Vertical-Wingwall.
ABV12	5	40	12'-0"	Str.										Backwall-Vertical.
ABV13	5	24	13'-7"	Str.										Backwall-Vertical.
ABV14	7	105	12'-0"	Str.										Backwall-Vertical.
AWH15	5	28	23'-0"	Str.										Wingwall-Horizontal.
AWH16	5	28	26'-0"	Str.	20'-0"	3'-4"	6"	6"	8 1/2"					Wingwall-Horizontal.
AWH17	5	28	5'-8"	Str.										Curtainwall-Horizontal.
AWH18	5	20	8'-0"	Str.										Wingwall-Horizontal.
AWH19	5	10	7'-8"	Str.										Wingwall-Horizontal.
ABH20	5	56	40'-6"	Str.										Backwall-Horizontal.
ABH21	5	28	22'-3"	Str.										Backwall-Horizontal.
ABH22	5	28	22'-11"	Str.										Backwall-Horizontal.
AFV23	7	243	4'-2"	Str.										Dowels.
ABV25	5	68	4'-9"	Str.	2'-3"	5 1/2"	2'-3"							Vertical-Header.
AHL26	5	4	33'-6"	Str.										Longitudinal-Header.
AHL27	5	2	22'-3"	Str.										Longitudinal-Header (Mall).
AHL28	5	2	22'-11"	Str.										Longitudinal-Header.
ABV29	7	66	13'-7"	Str.										Backwall-Vertical.
ABV30	5	24	5'-5 1/2"	Str.	2'-3"	1'-2"	2'-3"							Header-Vertical (Mall).
AWV31	5	58	4'-6"	Str.	8"	3'-11"								Parapet-Vertical.
AWV32	5	58	3'-11"	Str.										Parapet-Vertical.
ACH33	5	6	23'-6"	Str.										Parapet-Horizontal (Exterior).
ACH34	5	6	25'-10"	Str.	5'-4"	19'-10"	6"	6"	8 1/2"					Parapet-Horizontal (Exterior).
ACH35	5	6	5'-8"	Str.										Parapet-Horizontal (Exterior).
AWV36	5	18	8'-3 1/2"	Str.	3'-11"	8"	3'-11"							Curtainwall-Vertical.
ACH37	5	6	8'-4"	Str.										Parapet-Horizontal.
ACH38	5	6	8'-9"	Str.	3'-0"	5'-1"	6"	6"	8 1/2"					Parapet-Horizontal.
ACH39	5	26	3'-8"	Str.										Parapet & Curtainwall.
APH40	5	21	10'-4"	Str.	3'-10"	3'-6"	3'-3"	0'-0"	3'-3"					Pedestal-Horizontal.
AFY41	5	24	3'-11"	Str.										Pedestal-Vertical.
APH42	5	3	10'-4"	Str.	3'-10"	3'-6"	3'-3"							Horizontal-Pedestal.
FFY43	6	582	7'-3"	Str.										Pile reinforcement.

NORTH ABUTMENT														
MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	I	LOCATION
AFL1	5	40	33'-4"	Str.										Longitudinal (Top & Bottom) footing.
AFL2	5	20	17'-6"	Str.										Longitudinal (Top & Bottom) footing.
AFL3	5	20	8'-7"	Str.										Longitudinal (Top & Bottom) footing.
AFT4	5	360	6'-0"	Str.										Transverse (Top & Bottom) footing.
AFV5	5	316	2'-10"	Str.										Dowels.
AFV6	5	24	4'-3"	Str.										Vertical pedestals.
AWV7	5	12	Varies	Str.	Varies from 10'-9" to 11'-2" in equal incre.									Vertical (Fr) west exterior wingwall.
AWV8	5	10	Varies	Str.	Varies from 9'-10" to 10'-1" in equal incre.									Vertical west interior wingwall.
AWV9	5	10	Varies	Str.	Varies from 10'-10" to 11'-8" in equal incre.									Vertical east interior wingwall.
AWV10	5	12	Varies	Str.	Varies from 10'-2" to 10'-7" in equal incre.									Vertical east exterior wingwall.
AWV11	5	16	8'-4"	Str.	3'-11"	8"	3'-11"							Vertical curtainwall sidewalks.
AWV12	6	50	4'-10"	Str.	4'-3"	8"	0"							Vertical parapets.
AWV13	6	50	4'-3"	Str.										Vertical parapets.
ABV14	5	38	Varies	Str.	Varies from 8'-11" to 9'-8" in equal incre. 2 sets									Vertical backwalls.
ABV15	5	24	Varies	Str.	Varies from 10'-6" to 11'-4" in equal incre.									Vertical mallwall.
ABV16	5	48	6'-0"	Str.	2'-6"	1'-2"	2'-6"							Vertical sidewalk on mallwall.
AWH17	5	22	5'-8"	Str.										Horizontal curtainwalls.
AWH18	5	22	19'-10"	Str.	14'-2"	5'-4"	6"	6"	8 1/2"					Horizontal outside wingwall (fr).
AWH19	5	16	16'-6"	Str.										Horizontal inside wingwall (rear).
AWH20	5	32	7'-7"	Str.										Horizontal inside wingwall (F&R).
ABH21	5	34	40'-1"	Str.										Horizontal backwall.
ABH22	5	40	24'-0"	Str.										Horizontal mallwall (bottom).
APH24	5	6	10'-6"	Str.	3'-5"	4'-2"	3'-5"							Horizontal fascia pedestals.
APH25	5	18	9'-8"	Str.	3'-3"	3'-4"	3'-9"							Horizontal interior.
ACH26	5	4	9'-8"	Str.										Horizontal curtainwall sidewalks.
ACH27	5	6	19'-10"	Str.	14'-2"	5'-4"	6"							Horizontal outside wingwall/sidewalks.
ACH28	5	6	16'-6"	Str.										Horizontal outside wingwall/sidewalks.
ACH29	5	12	7'-6"	Str.										Horizontal inside wingwall/sidewalks.
ACH30	5	12	1'-8"	Str.										Horizontal inside wingwall/sidewalks.
ACH31	5	4	24'-0"	Str.										Horizontal mallwall sidewalks.
FFV32	6	384	7'-3"	Str.										Vertical all piles.
ABV39	5	90	Varies	Str.	Varies from 8'-9" to 9'-6" in equal incre. 2 sets									Vertical in backwall (rear).
AWV34	5	22	Varies	Str.	Varies from 10'-5" to 10'-9" in equal incre.									Vertical in back of west ext. wingwall.
ABV35	5	64	Varies	Str.	Varies from 10'-6" to 11'-4" in equal incre.									Vertical in back of mallwall.
AWV36	5	2	11'-2"	Str.										Vertical in curtainwall (west).
ABH37	5	32	1'-8"	Str.										Horizontal in interior curtainwalls.
AWV38	5	2	10'-7"	Str.										Vertical in curtainwall (East).
AWV39	5	22	Varies	Str.	Varies from 9'-9" to 10'-3" in equal incre.									Vertical in back of (East) ext. wingwall.
AWV40	5	4	11'-3"	Str.										Vertical in interior (East) curtainwall.
AWV41	5	4	10'-6"	Str.										Vertical in interior (West) curtainwall.

FED. NO. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	N.Y.	1-481-2(116)	227	309
INTERSTATE ROUTE CONNECTION 570				
BUTTERNUT INTERCHANGE (PHASE 2)				
ONEIDA COUNTY				

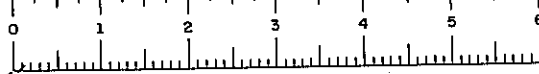
BAR TYPES



ALL DIMENSIONS ARE OUT TO OUT OF BARS

PROJECT ENGINEER *G. Becker*
 IN CHARGE OF *E. Eckel*
 DESIGNED BY _____
 DESIGN CHECKED BY _____
 DETAILED BY *A. J. Sullivan*
 DETAIL CHECKED BY *T. M. Lippert*

BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DEWITT ROAD
 BAR LIST #16
 DRAWING NO. 49 OF 50



FED. NO. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	1-090-3(2B) 1-481-2(116)	228	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) ONEIDA COUNTY				

SPAN 1 SB (SPAN 1 NB IDENTICAL)

MARK	SIZE	NO.	LENGTH	TYPE	A	B	C	D	E	F	G	H	I	LOCATION
S5L1	5	168	44'-7"	Str.										Longitudinal (Top & Bottom) slab
S5T2	5	280	37'-2"	Str.										Transverse (Bottom) slab
S5T3	5	280	38'-4"	I	37'-2"	7"	5"	5"						Transverse (Top) slab
S5S4	6	178	7'-3"	XX	6"	3'-1"	8 1/2"	5"	3'-0"					Vertical sidewalks
SCL5	5	24	44'-7"	Str.										Longitudinal sidewalks

SPAN 2 SB (SPAN 2 NB IDENTICAL)

S5L1	5	336	40'-0"	Str.										Longitudinal (Top & Bottom) slab
S5T2	5	497	37'-2"	Str.										Transverse (Bottom) slab
S5T3	5	497	38'-4"	I	37'-2"	7"	5"	5"						Transverse (Top) slab
S5S4	6	314	7'-3"	XX	6"	3'-1"	8 1/2"	5"	3'-0"					Vertical sidewalks
SCL5	5	48	40'-0"	Str.										Longitudinal sidewalks

SPAN 3 NB (SPAN 3 SB IDENTICAL)

S5L1	5	420	35'-2"	Str.										Longitudinal (Top & Bottom) slab
S5T2	5	544	37'-2"	Str.										Transverse (Bottom) slab
S5T3	5	544	38'-4"	I	37'-2"	7"	5"	5"						Transverse (Top) slab
S5S4	6	344	7'-3"	XX	6"	3'-1"	8 1/2"	5"	3'-0"					Vertical sidewalks
SCL5	5	60	35'-2"	Str.										Longitudinal sidewalks

SPAN 4 SB

S5L1	5	336	50'-0"	Str.										Longitudinal (Top & Bottom) slab
S5T2	5	629	37'-2"	Str.										Transverse (Bottom) slab
S5T3	5	629	38'-4"	I	37'-2"	7"	5"	5"						Transverse (Top) slab
S5S4	6	396	7'-3"	XX	6"	3'-1"	8 1/2"	5"	3'-0"					Vertical sidewalks
SCL5	5	48	50'-0"	Str.										Longitudinal sidewalks

SPAN 4 NB
SPAN 5 NB + SB
SPAN 6 NB + SB
SAME AS SPAN 4 SB

SPAN 7 SB

S5L1	5	282	42'-1"	Str.										Longitudinal (Top & Bottom) slab
S5T2	5	390	37'-2"	Str.										Transverse (Bottom) slab
S5T3	5	390	38'-4"	I	37'-2"	7"	5"	5"						Transverse (Top) slab
S5S4	6	248	7'-3"	XX	6"	3'-1"	8 1/2"	5"	3'-0"					Vertical sidewalks
SCL5	5	36	42'-1"	Str.										Longitudinal sidewalks

SPAN 7 NB
SPAN 8 NB + SB
SPAN 9 NB + SB
SAME AS SPAN 6 NB

SPAN 10 SB

S5L1	5	87	47'-4"	Str.										Longitudinal top & bottom slab
S5L2	5	78	46'-9"	Str.										Longitudinal top & bottom slab
S5L3	5	87	46'-3"	Str.										Longitudinal top & bottom slab
S5T4	5	432	36'-11"	Str.										Transverse bottom slab
S5T5	5	432	38'-1"	I	36'-11"	7"	5"	5"						Transverse top slab
S5T6	5	17	to	I	4'-5"	to	3'-3"	7"	5"	5"				Transverse top slab
S5T7	5	17	to	Str.	37'-0"	to	35'-10"	7"	5"	5"				Transverse bottom slab
S5S8	6	282	7'-3"	XX	6"	3'-1"	8 1/2"	5"	3'-0"					Vertical sidewalk
SCL9	5	18	47'-7"	Str.										Longitudinal sidewalk (West)
SCL10	5	18	45'-8"	Str.										Longitudinal sidewalk (East)

PROJECT ENGINEER R. Parker
 IN CHARGE OF E. Echele
 DESIGNED BY
 DESIGN CHECKED BY
 DETAILED BY
 DETAIL CHECKED BY
 J. A. T. 1000.503

SPAN 10 NB

S5L1	5	87	42'-6"	Str.										Longitudinal top & bottom slab
S5L2	5	78	41'-11"	Str.										Longitudinal top & bottom slab
S5L3	5	87	41'-4"	Str.										Longitudinal top & bottom slab
S5T4	5	388	36'-11"	Str.										Transverse bottom slab
S5T5	5	388	38'-1"	I	36'-11"	7"	5"	5"						Transverse top slab
S5T6	5	17	to	I	4'-5"	to	3'-3"	7"	5"	5"				Transverse top slab
S5T7	5	17	to	Str.	37'-0"	to	35'-10"	7"	5"	5"				Transverse bottom slab
S5S8	6	254	7'-3"	XX	6"	3'-1"	8 1/2"	5"	3'-0"					Vertical sidewalk
SCL9	5	18	43'-0"	Str.										Longitudinal sidewalk (West)
SCL10	5	18	41'-1"	Str.										Longitudinal sidewalk (East)

SPAN 11 SB

S5L1	5	252	42'-6"	Str.										Longitudinal (Top & Bottom) slab
S5T2	5	400	36'-11"	Str.										Transverse (Bottom) slab
S5T3	5	400	38'-1"	I	36'-11"	7"	5"	5"						Transverse (Top) slab
S5S4	6	250	7'-3"	XX	6"	3'-1"	8 1/2"	5"	3'-0"					Vertical sidewalks
SCL5	5	36	42'-6"	Str.										Longitudinal sidewalks

SPAN 12 SB
SPAN 13 SB (SAME AS SPAN 11 SB)
SPAN 14 SB

SPAN 11 NB

S5L1	5	252	42'-2"	Str.										Longitudinal (Top & Bottom) slab
S5T2	5	397	36'-10"	Str.										Transverse (Bottom) slab
S5T3	5	397	38'-0"	I	36'-10"	7"	5"	5"						Transverse (Top) slab
S5S4	6	248	7'-3"	XX	6"	3'-1"	8 1/2"	5"	3'-0"					Vertical sidewalks
SCL5	5	36	42'-2"	Str.										Longitudinal sidewalks

SPAN 12 NB
SPAN 13 NB
SPAN 14 NB
SAME AS SPAN 11 NB

SPAN 15 SB

S5L1	5	252	42'-10"	Str.										Longitudinal (Top & Bottom) slab
S5T2	5	405	36'-11"	Str.										Transverse (Bottom) slab
S5T3	5	405	38'-1"	I	36'-11"	7"	5"	5"						Transverse (Top) slab
S5S4	6	254	7'-3"	XX	6"	3'-1"	8 1/2"	5"	3'-0"					Vertical sidewalks
SCL5	5	36	42'-10"	Str.										Longitudinal sidewalks

SPAN 15 NB

S5L1	5	252	42'-6"	Str.										Longitudinal (Top & Bottom) slab
S5T2	5	402	36'-10"	Str.										Transverse (Bottom) slab
S5T3	5	402	38'-0"	I	36'-10"	7"	5"	5"						Transverse (Top) slab
S5S4	6	248	7'-3"	XX	6"	3'-1"	8 1/2"	5"	3'-0"					Vertical sidewalks
SCL5	5	36	42'-6"	Str.										Longitudinal sidewalks

BAR TYPES

TYPE I, TYPE II, TYPE III, TYPE IV, TYPE V, TYPE VI, TYPE VII, TYPE VIII, TYPE IX, TYPE X, TYPE XI, TYPE XII, TYPE XIII, TYPE XIV, TYPE XV, TYPE XVI, TYPE XVII, TYPE XVIII, TYPE XIX, TYPE XX, TYPE XXI, TYPE XXII, TYPE XXIII, TYPE XXIV.

ALL DIMENSIONS ARE OUT TO OUT OF BARS

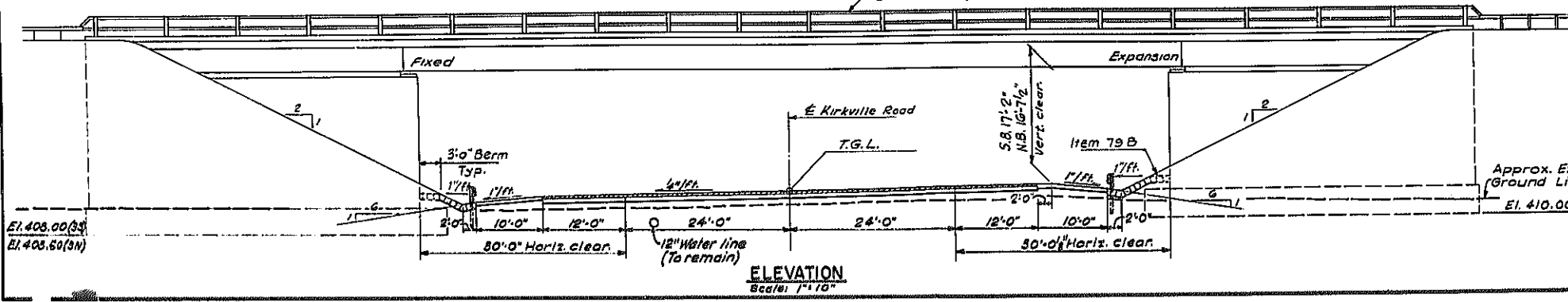
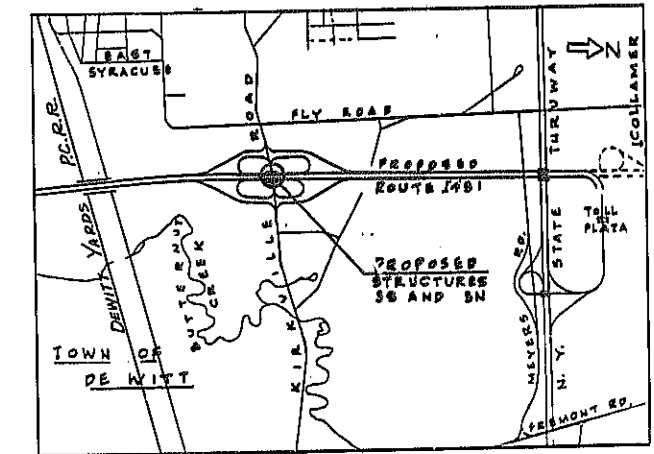
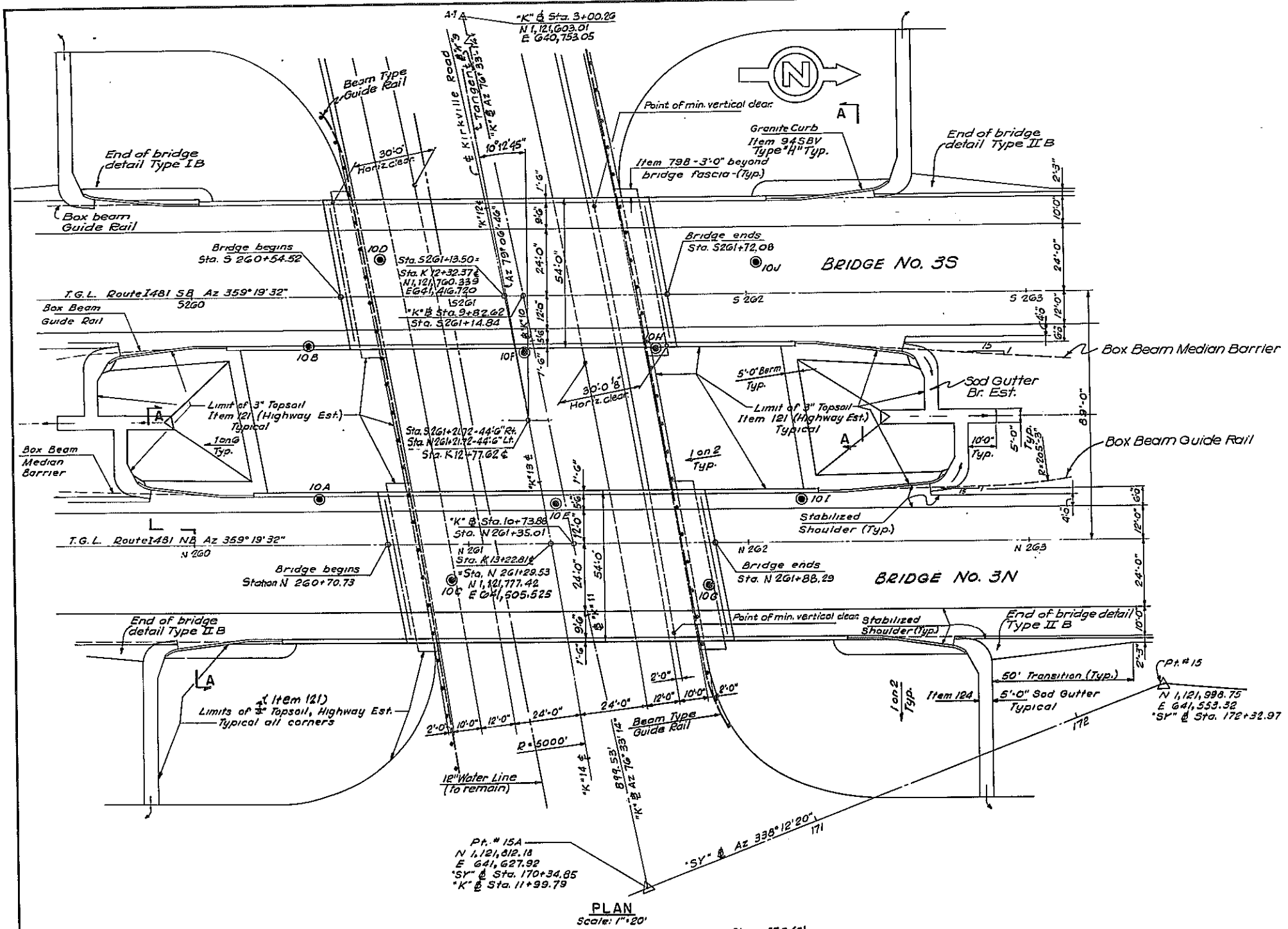
BRIDGE NO. 2
 INTERSTATE ROUTE 481 OVER DENWIT YARDS
BAR LIST # 7
 DRAWING NO. 50 OF 50

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	229R	309	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE - COLLAMER
ONONDAGA COUNTY

ESTIMATE OF QUANTITIES

ITEM	DESCRIPTION	UNIT	BRIDGE NO. 3S		BRIDGE NO. 3N	
			NEAT	PROPL.	NEAT	PROPL.
2E-3	Selected Granular Fill	C.Y.	7832	7835	7832	7835
2UF	Underdrain Filter	C.Y.	17	20	17	20
5B	Structure Excavation	C.Y.	488	490	540	540
11H6	Perforated Corr. Metal Underdrain 6" Dia.	L.F.	292	295	288	290
18	Class A-Concrete for Structures	C.Y.	19	20	19	20
18MA	Class A-Concrete for Struct. (Main Body Slab)	S.F.	6309	6310	6309	6310
20	Class B-Concrete for Structures	C.Y.	1212	1215	1186	1190
24A	Bagged Screened Aggregate	C.Y.	160	160	160	160
28	Bar Reinforcement for Structures	Lb.	106939	106940	106252	106255
28B	Stud Shear Connectors	Ea.	2394	2400	2394	2400
29	Structural Steel	Lb.	250243	250245	250243	250245
37S(2)	Steel Bridge Railing (2 Rail)	L.F.	412	415	412	415
G1	Bituminous Material	Gal.	252	255	246	250
79B	Concrete Block Paving	S.Y.	117	120	117	120
84SB	Steel Bearing Test Piles	L.F.	90	90	90	90
85	Steel Bearing Piles	L.F.	5320	5320	5240	5240
85A	Splices for Steel Bearing Piles	Ea.	44	45	44	45
87	Furnishing Equip. For Driving Piles	L.S.	Nec.	Nec.	Nec.	Nec.
94SBV	Stone Curb (Bridge Types) Granite	L.F.	590	590	585	585
124	Sodding	S.Y.	119	120	119	120
365I	Epoxy Protective Coating for Conc.	S.F.	900	900	900	900
1WPS	Watering Plants and Sod	MGal.	2.4	4.0	2.4	4.0

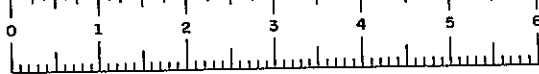


- NOTES:**
- For General Notes see Sheet No. 124
 - For foundation treatment see Sheet No. 231
 - For Curbing and Drainage Details at end of bridges see Sheet No. 127 & 128
 - Indicates location of borings.
 - For Section A-A see Sheet No. 230
- The structural slab on this structure shall be formed with removable forms

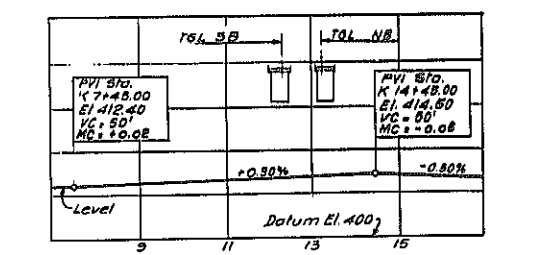
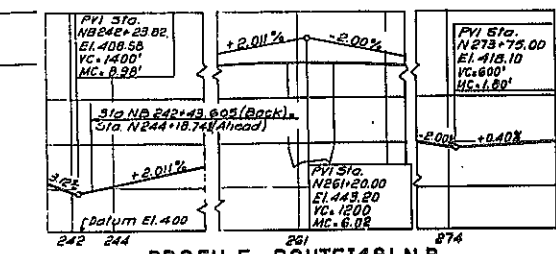
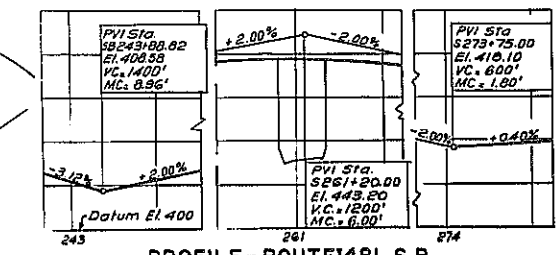
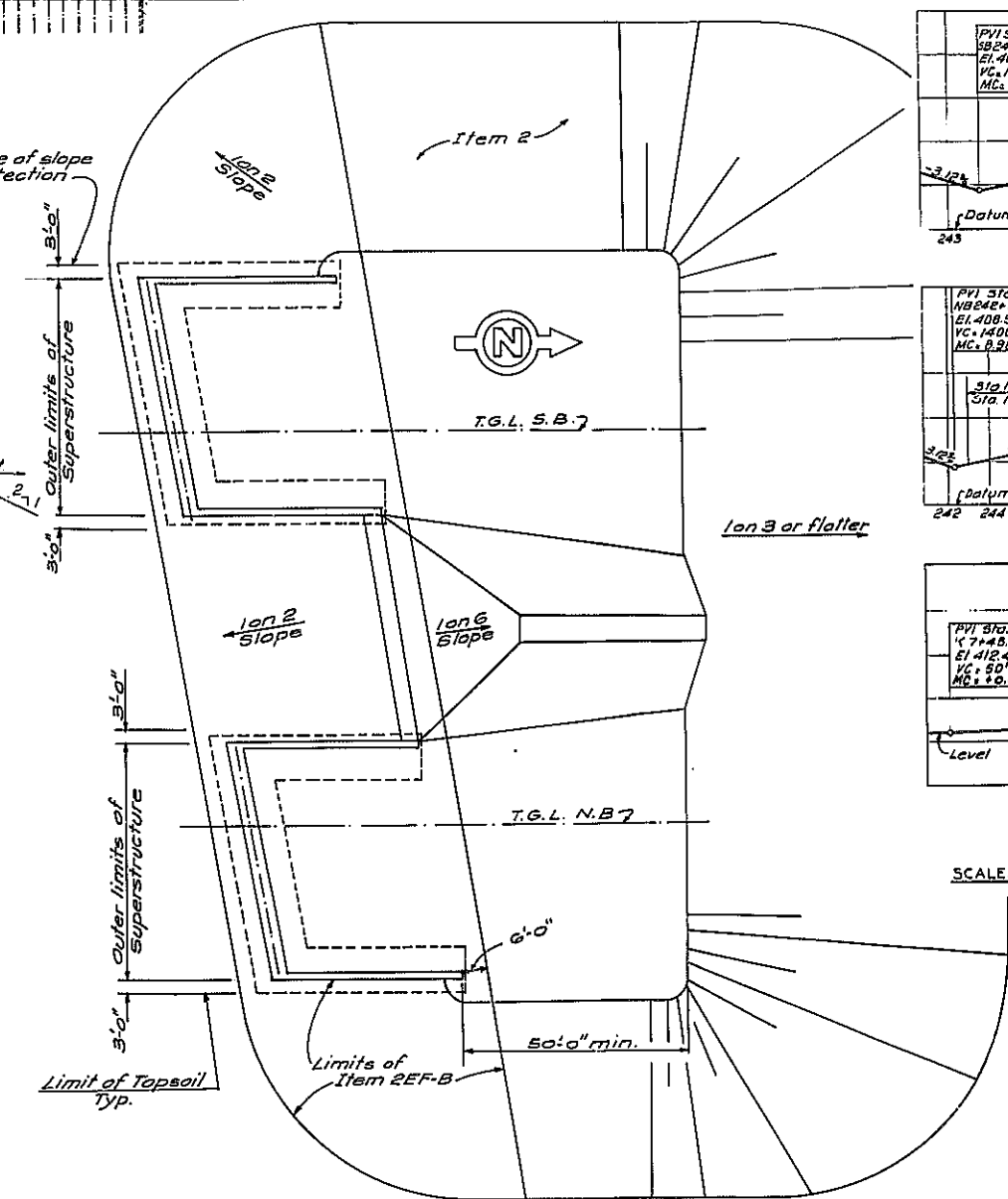
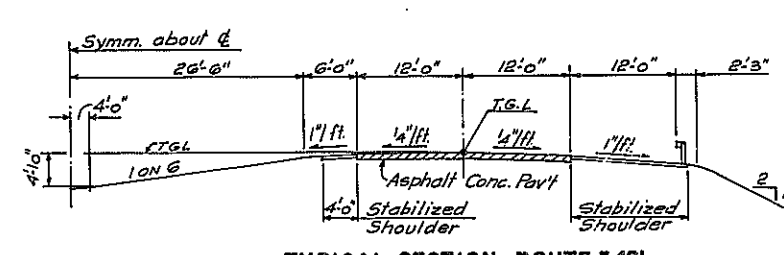
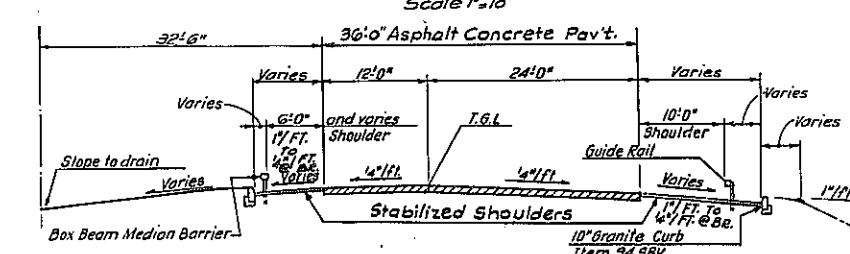
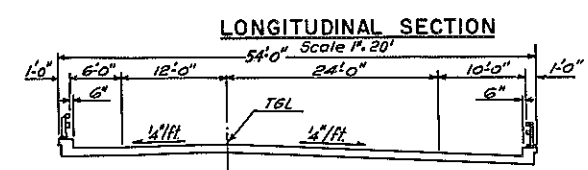
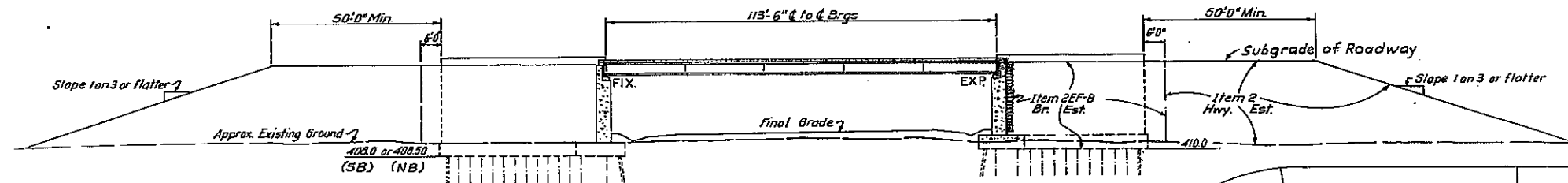
As BUILT REVISION
4" TOPSOIL DEPTH.

BIN 1093671-58 F.A.I. 481 BIN 1093672-ND	
BRIDGE NO. 3S & 3N RTE1481 OVER KIRKVILLE ROAD GENERAL PLAN - SHEET NO. 1	
DRAWING NO. 9003-09	SCALE As Shown
DATE 8/3/70	SHEET NO. 229
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK	

In Charge of: J. Eaton
 Made By: V. Rossi
 Checked By: A. Sambricci



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1481-2(116)	230	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE-COLLAMER ONONDAGA COUNTY					



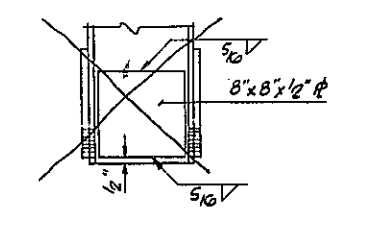
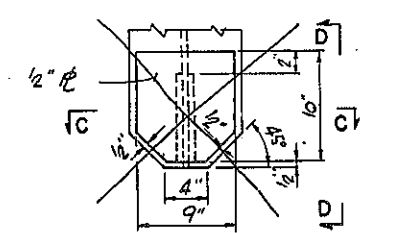
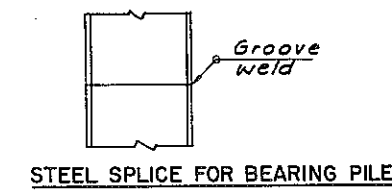
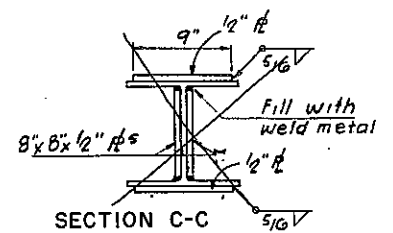
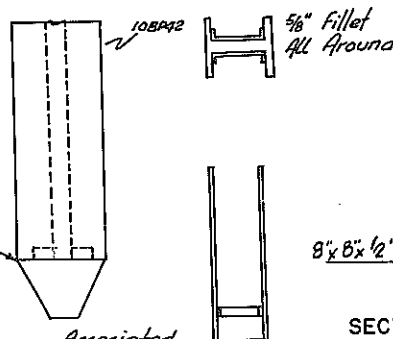
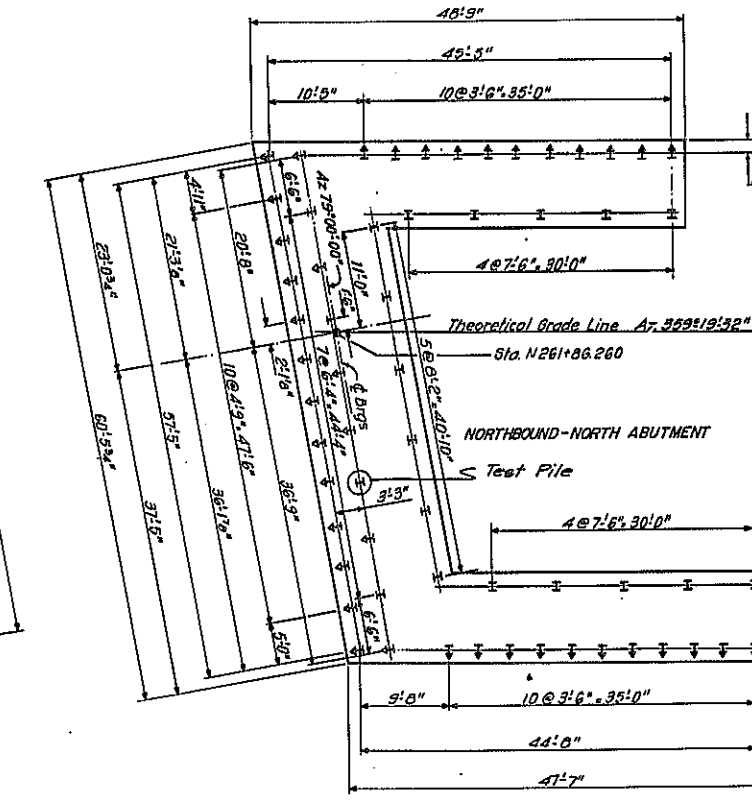
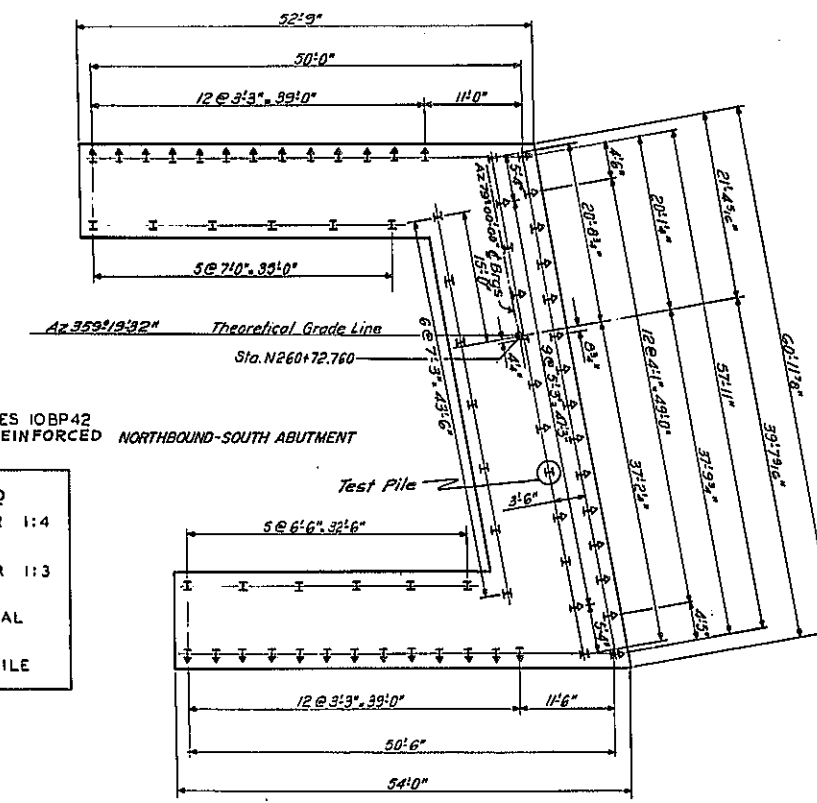
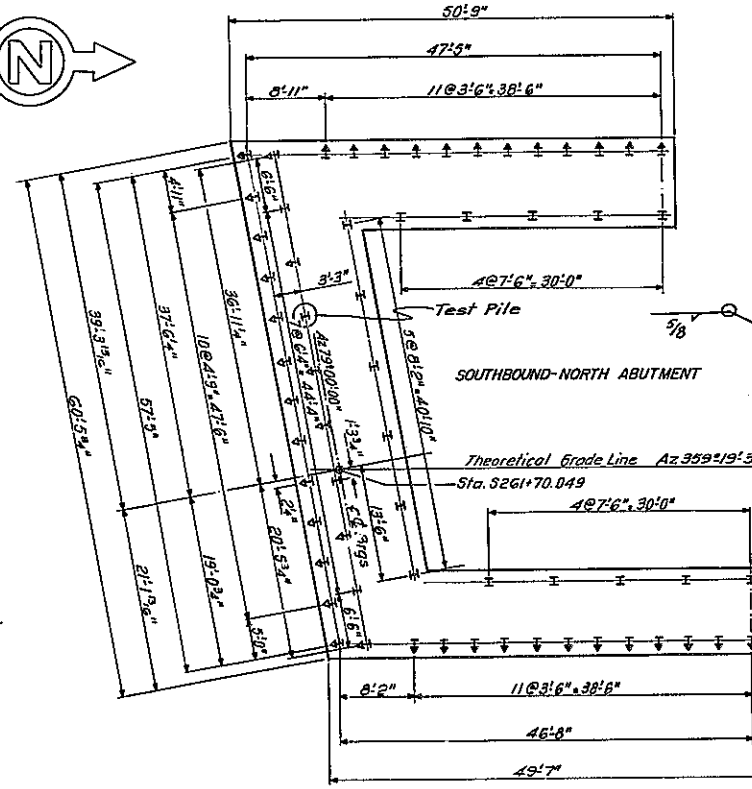
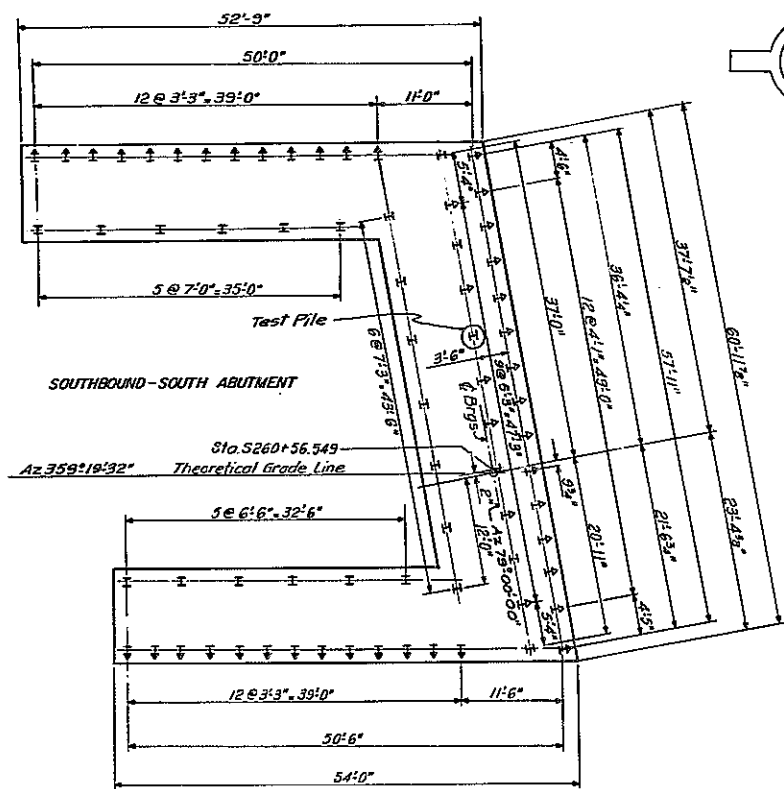
SCALES FOR PROFILES: HORIZ. 1"=200', VERT. 1"=20'

F.A.1481			
BRIDGES No. 3S & 3N			
RTE1481 OVER KIRKVILLE RD.			
GENERAL PLAN- SHEET No.2			
DRAWING NO. 9093-03	SCALE As shown	DATE 8/15/70	SHEET NO. 230
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge: J. Eaton
 Made By: A. Sarantis
 Checked By: M. Miro
 Drawn By: A. Samardis

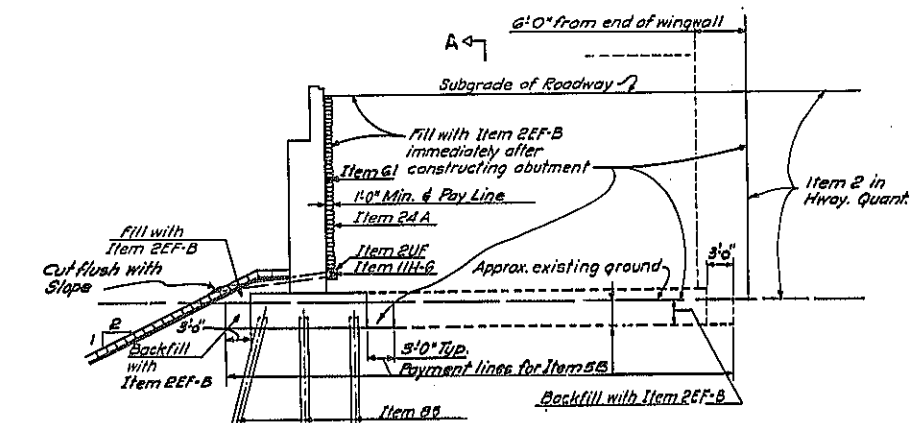
FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(25) 1-481-2(116)	231R	209
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE - COLLAMER ONONDAGA COUNT.				

PILE POINT DETAIL SHEETS 231 & 164



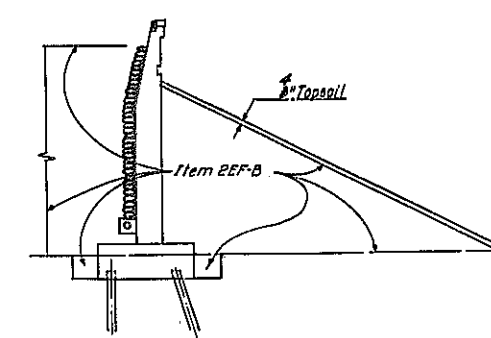
REINFORCED BEARING PILE TIP
Scale 1/2" = 1'-0"

ELEVATION D-D



EMBANKMENT DETAIL

Not to Scale
FOUNDATION NOTES
Support all abutments on 10BP42 steel bearing piles with reinforced tips. For design purposes the pile load does not exceed 36 tons per pile.
Estimated pile length = 40'
One test pile in each abutment. Ordered length: 43'



SECTION A-A
Not to Scale

NOTE: ALL PILES 10BP42 WITH REINFORCED TIPS

LEGEND

↗	BATTER 1:4
↘	BATTER 1:3
⊥	VERTICAL
⊙	TEST PILE

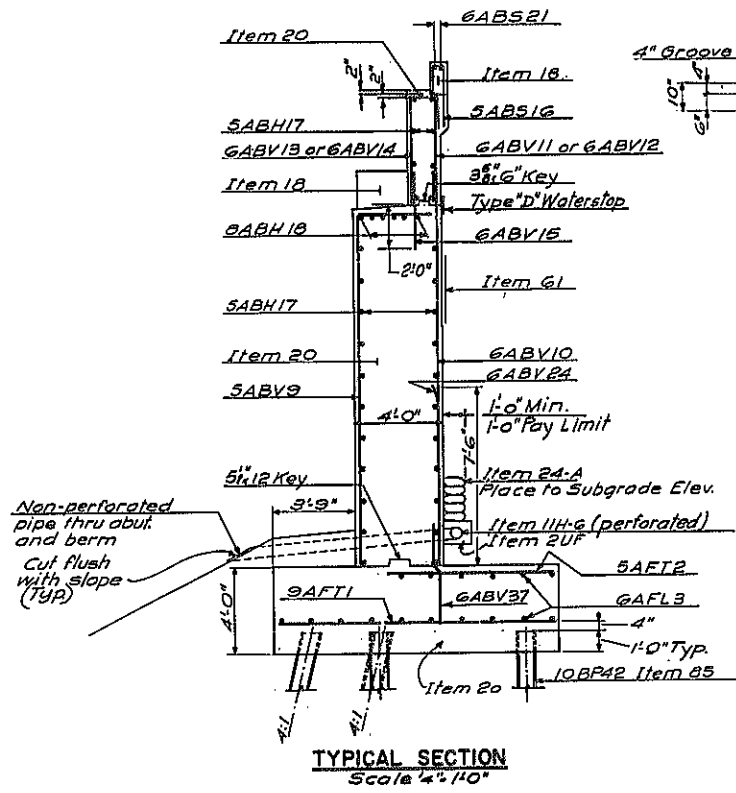
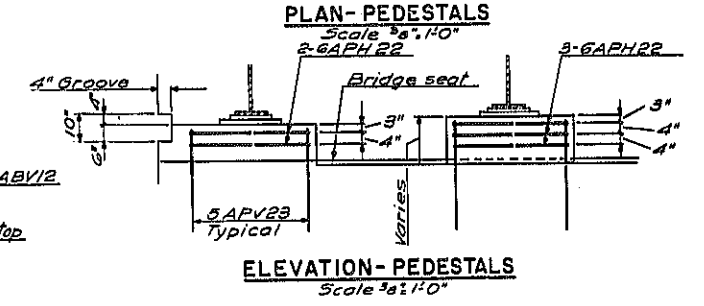
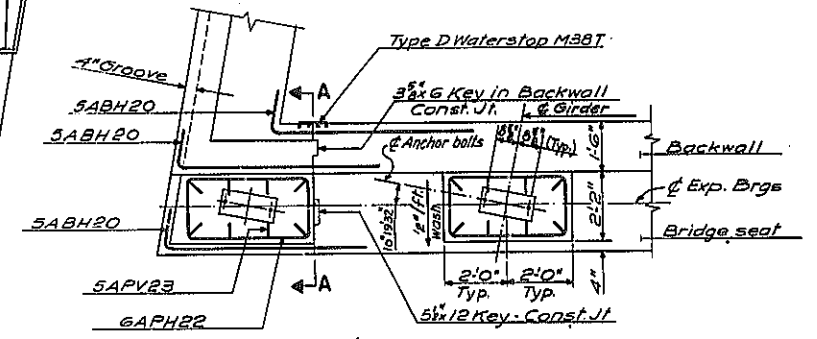
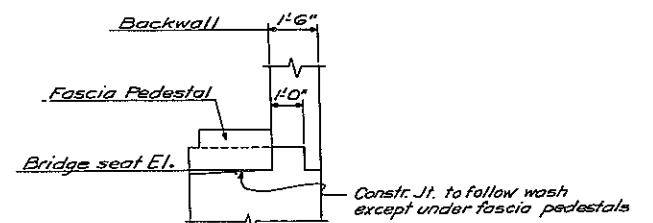
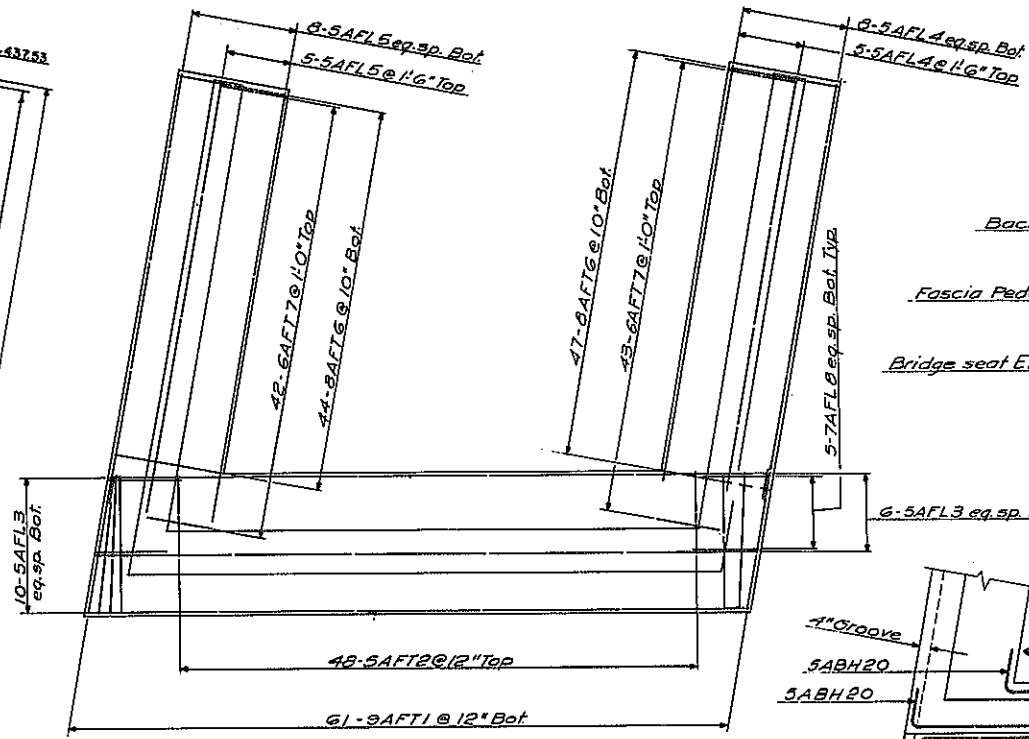
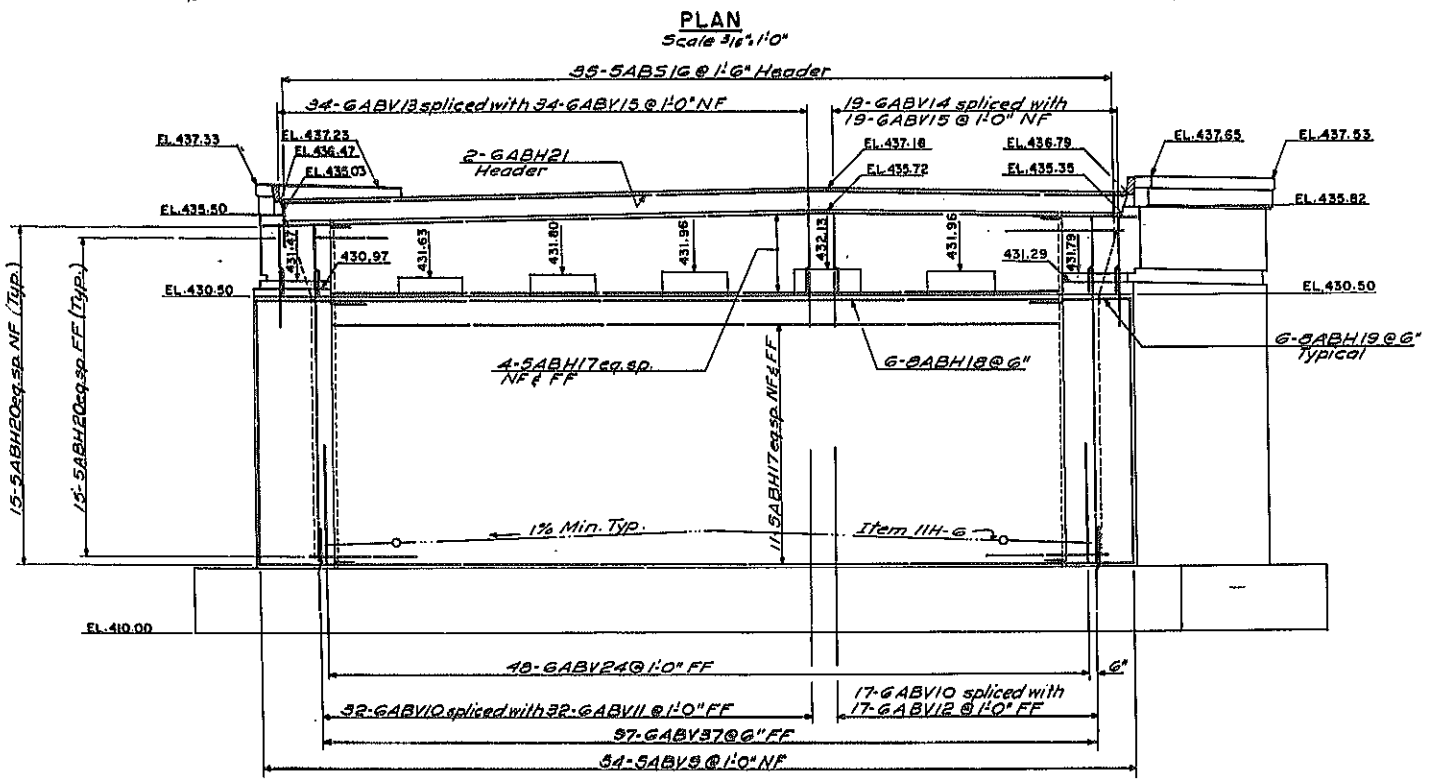
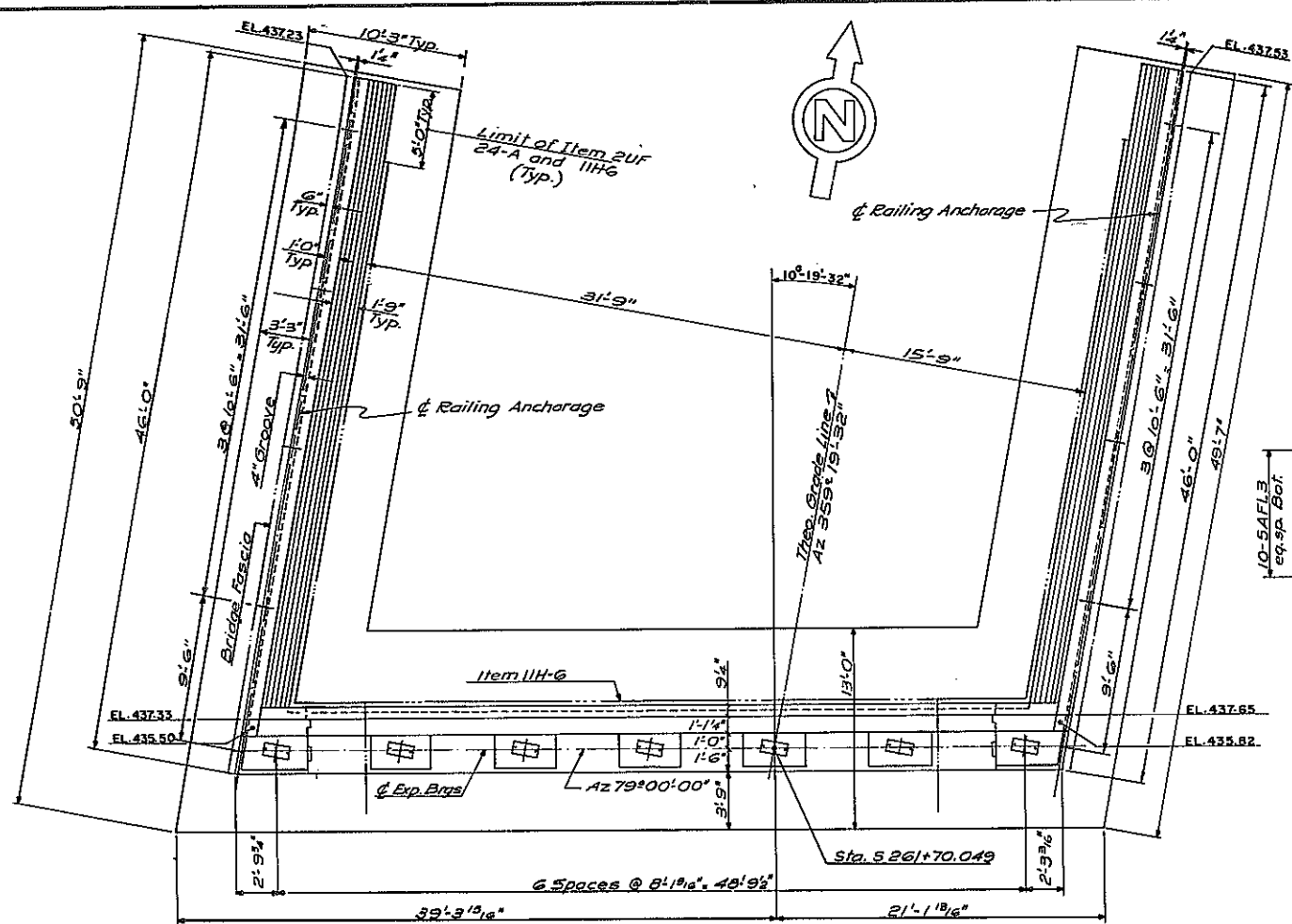
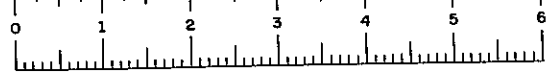
PILE PLAN
Scale 1" = 10'

F.A.I. 481			
BRIDGE No. 3S & 3N			
RTE1481 OVER KIRKVILLE ROAD			
PILE LAYOUT AND EMBANKMENT DETAILS			
DRAWING NO.	SCALE	DATE	SHEET NO.
2099-05	As shown	8/13/70	231
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge: J. Carlson
 Made By: A. Scarpasidis
 Traced By: M. Miro
 Checked By: A. Scarpasidis

As Built Revisions
Added PILE POINT DETAIL

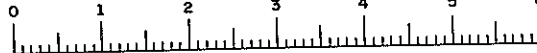
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-491-2(118)	233	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE - COLLAMER ONONDAGA COUNTY					



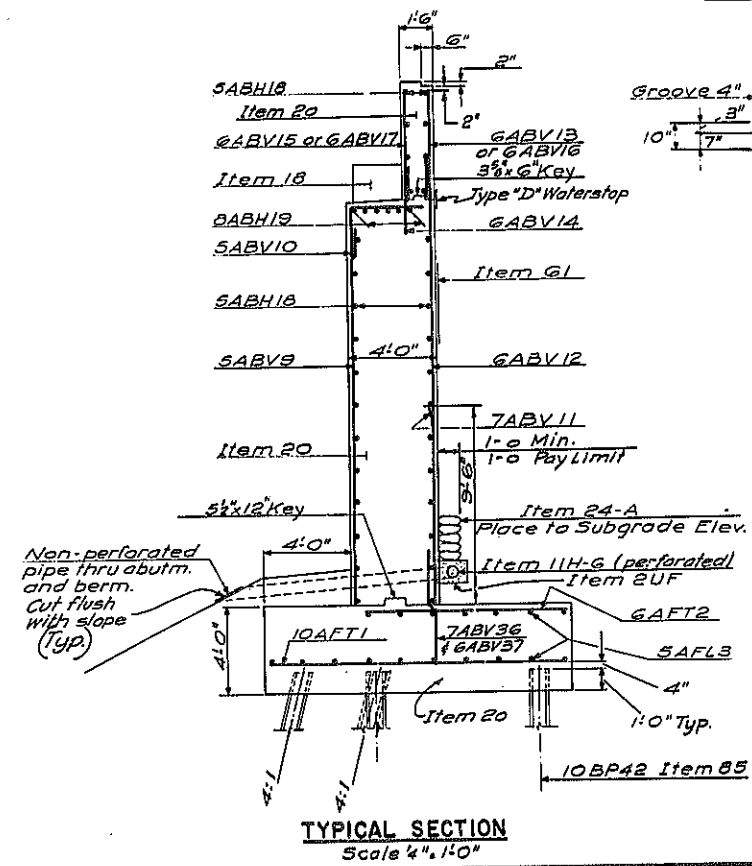
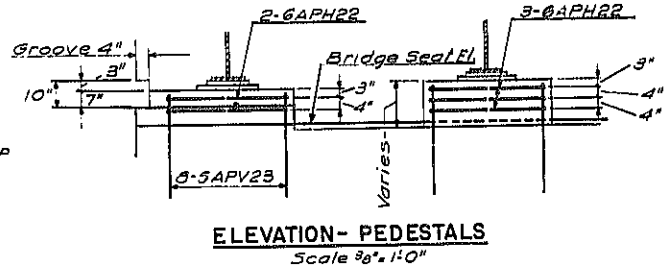
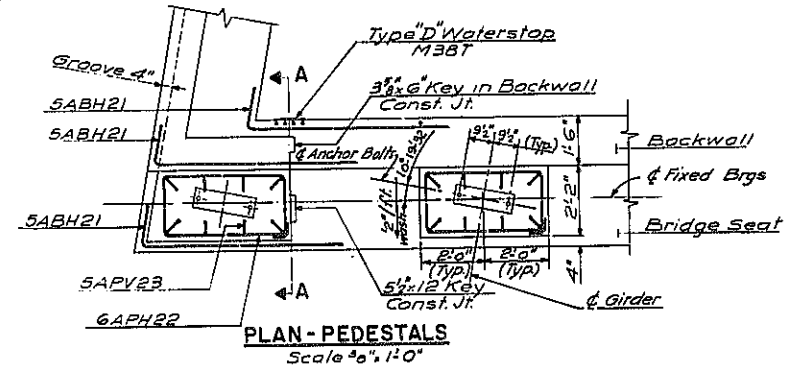
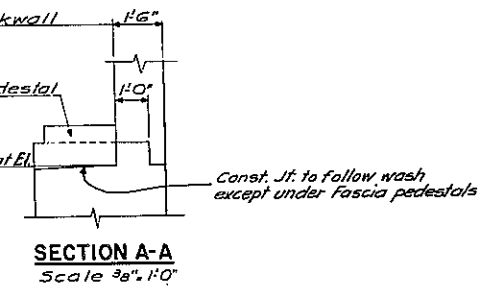
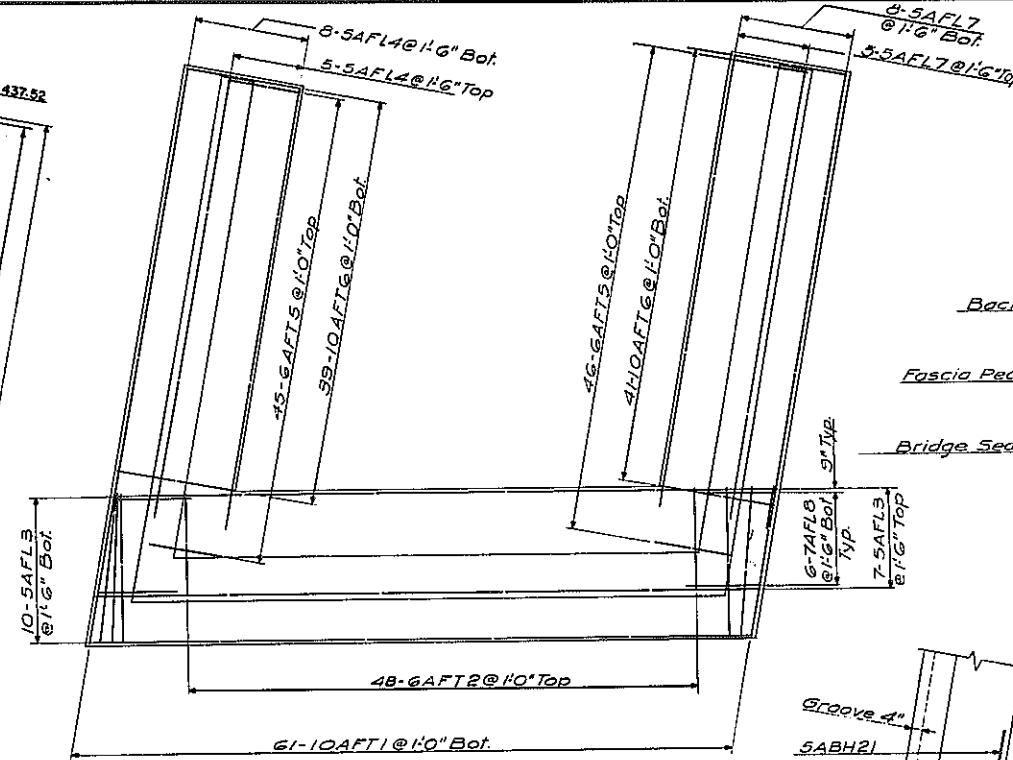
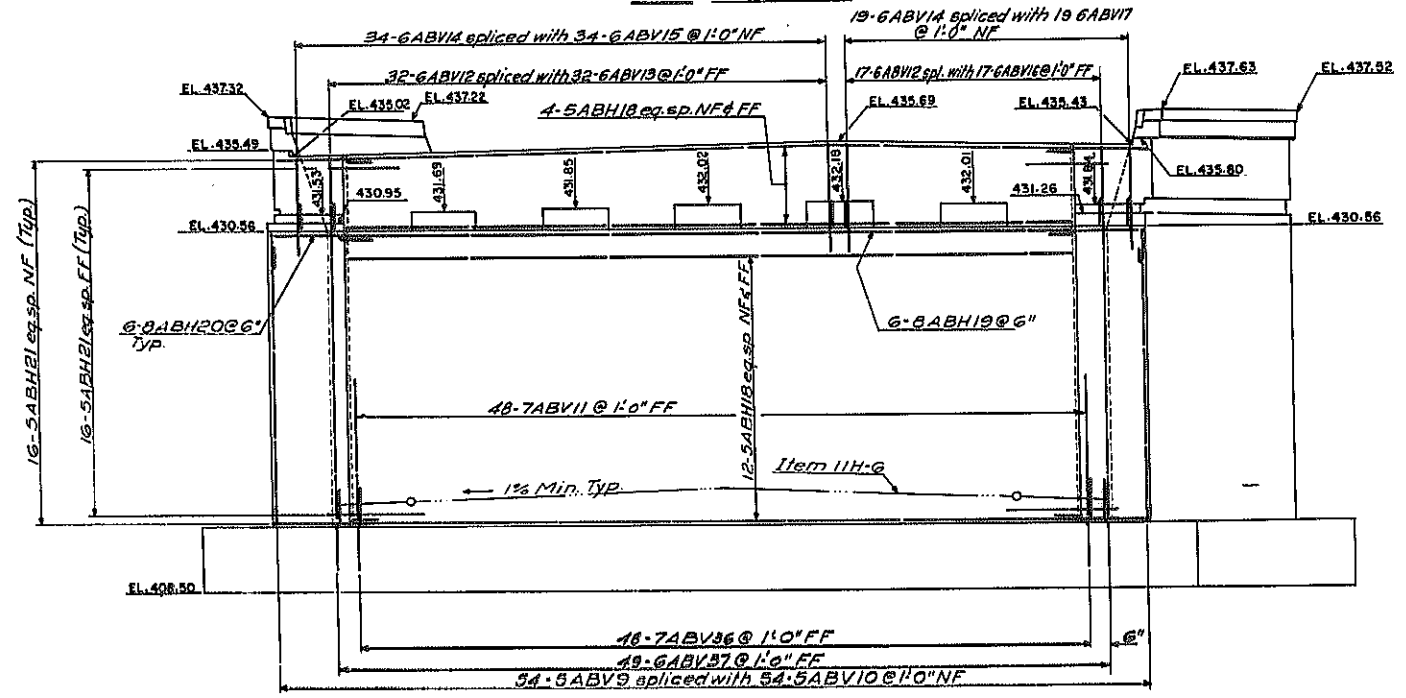
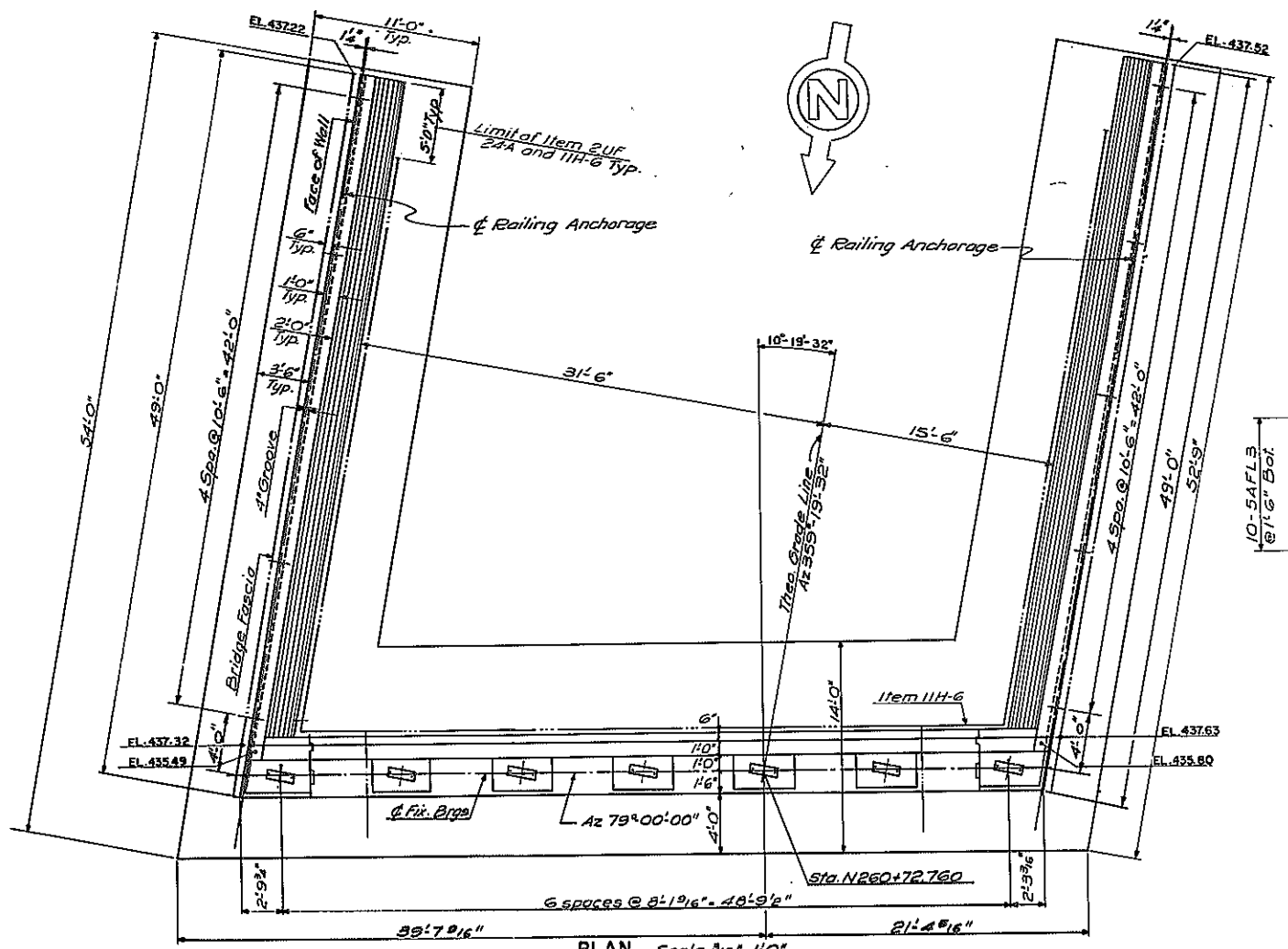
For Notes see Sheet No. 235

F.A.I.481			
BRIDGE No. 3 S			
RTE1481 OVER KIRKVILLE ROAD-SOUTHBOUND			
NORTH ABUTMENT			
DRAWING NO.	SCALE	DATE	SHEET NO.
5093-03	As shown	8/15/70	233
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

In Charge of: J. Eaton
 Made By: A. Samosidis
 Drawn By: M. Mirco
 Checked By: A. Samosidis



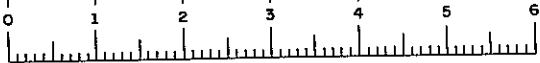
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-090-3(28)	1-481-2(116)	234	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE - COLLAMER					
ONONDAGA COUNTY					



- Notes:
- Anchor bolts for bearings shall be 1/4" dia roughened or swaged bolts, 1'-4" long and set 12" into concrete.
 - For Excavation and Backfill details see Sheet No. 230 & 231
 - For Backwall and Waterstop details see Sheet No. 124
 - For Fixed Bearing detail see Sheet No. 130
 - For Rail Post spacing see Sheet No. 237

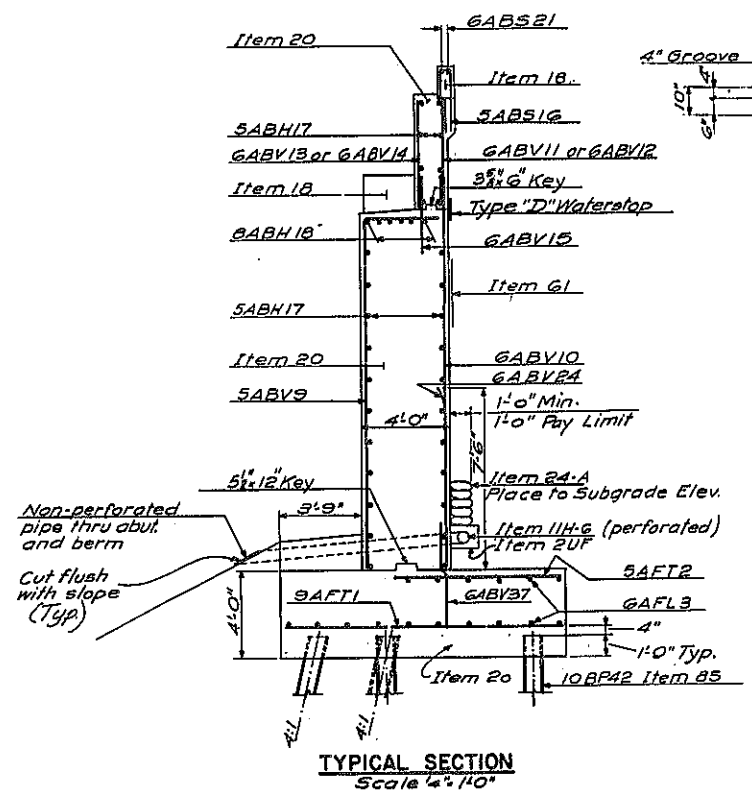
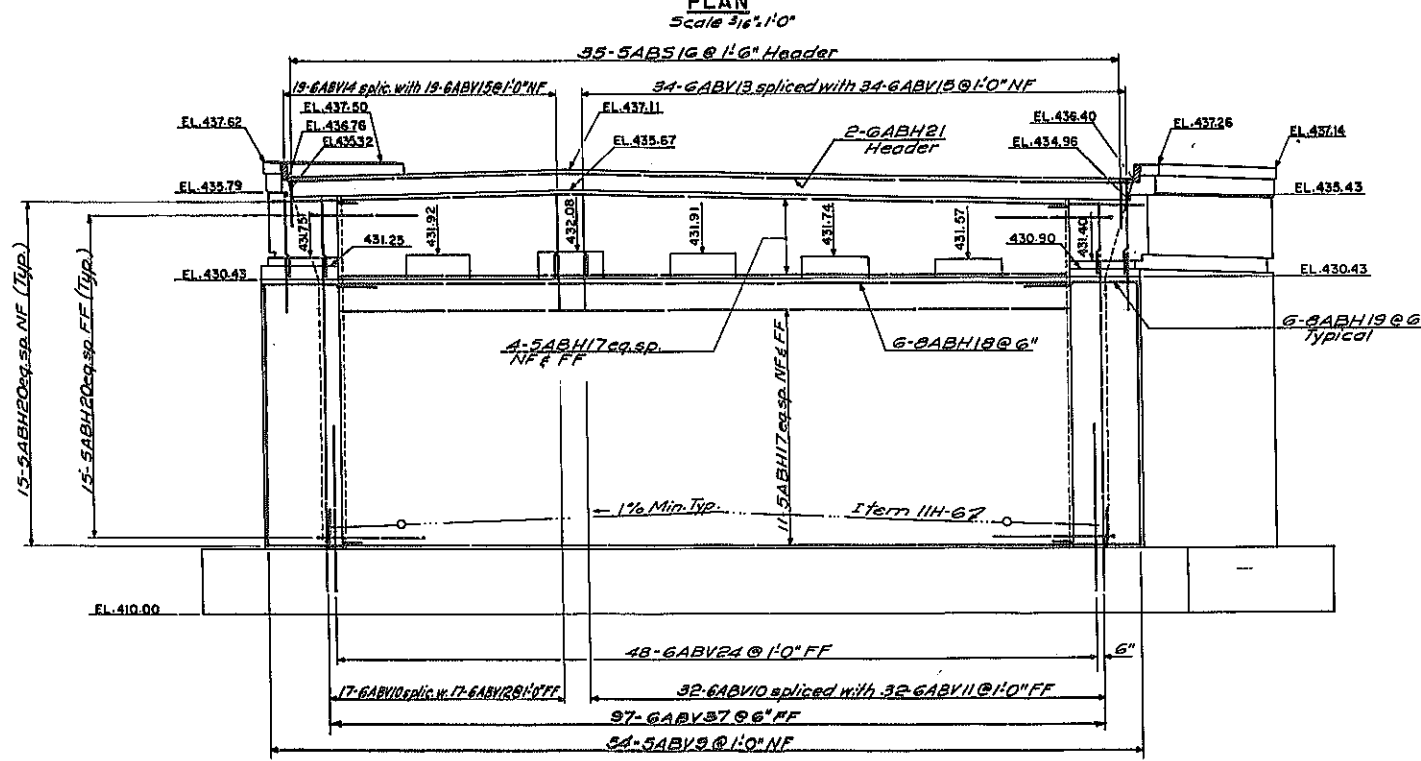
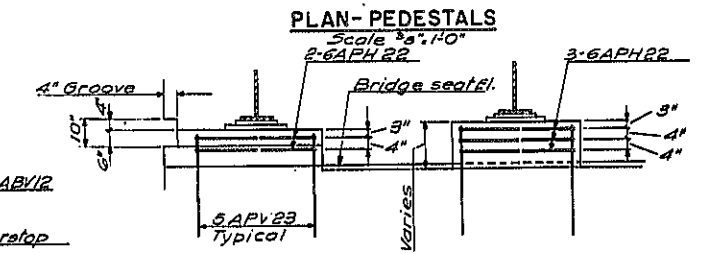
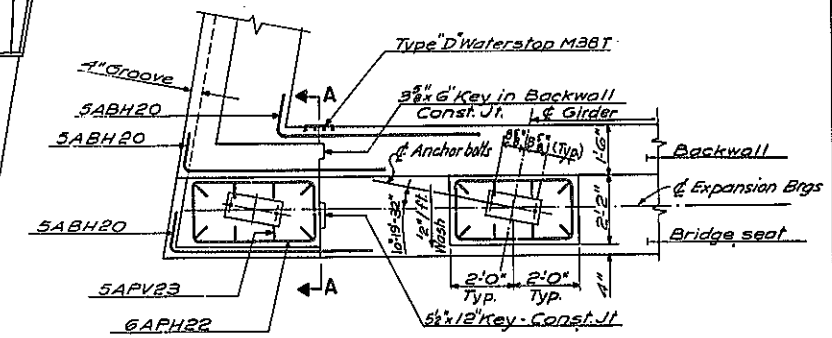
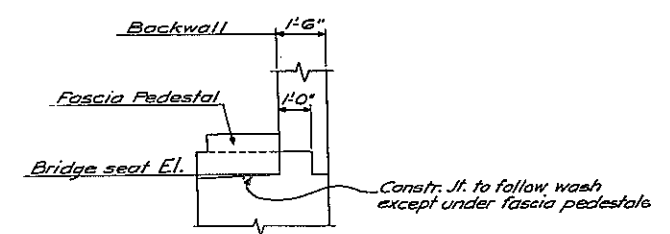
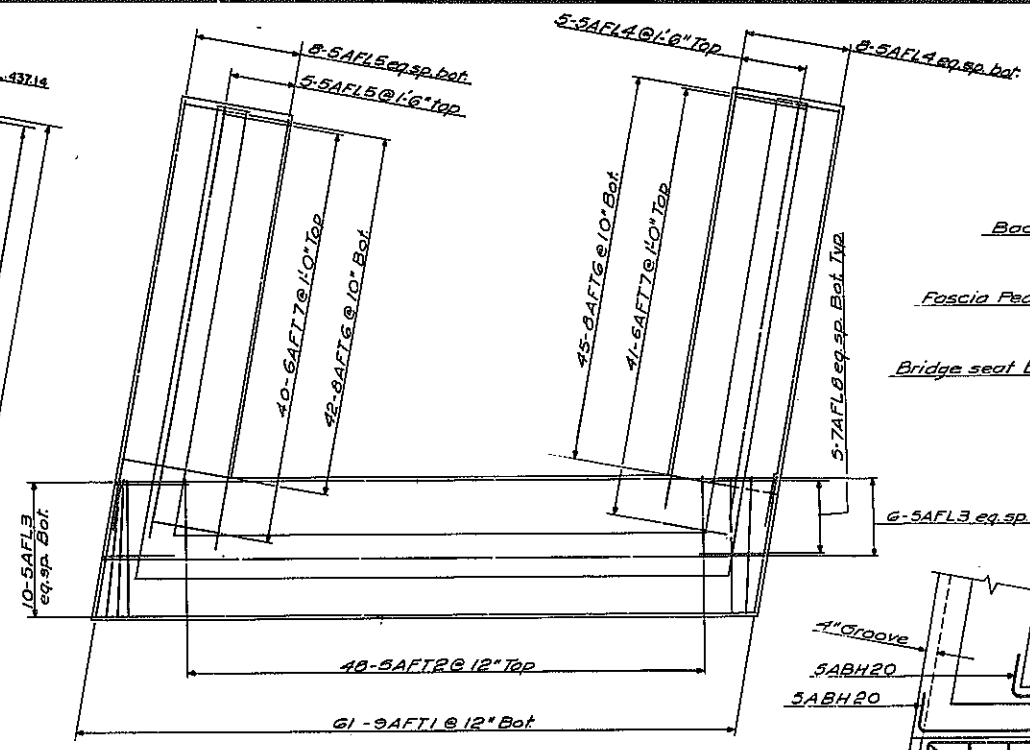
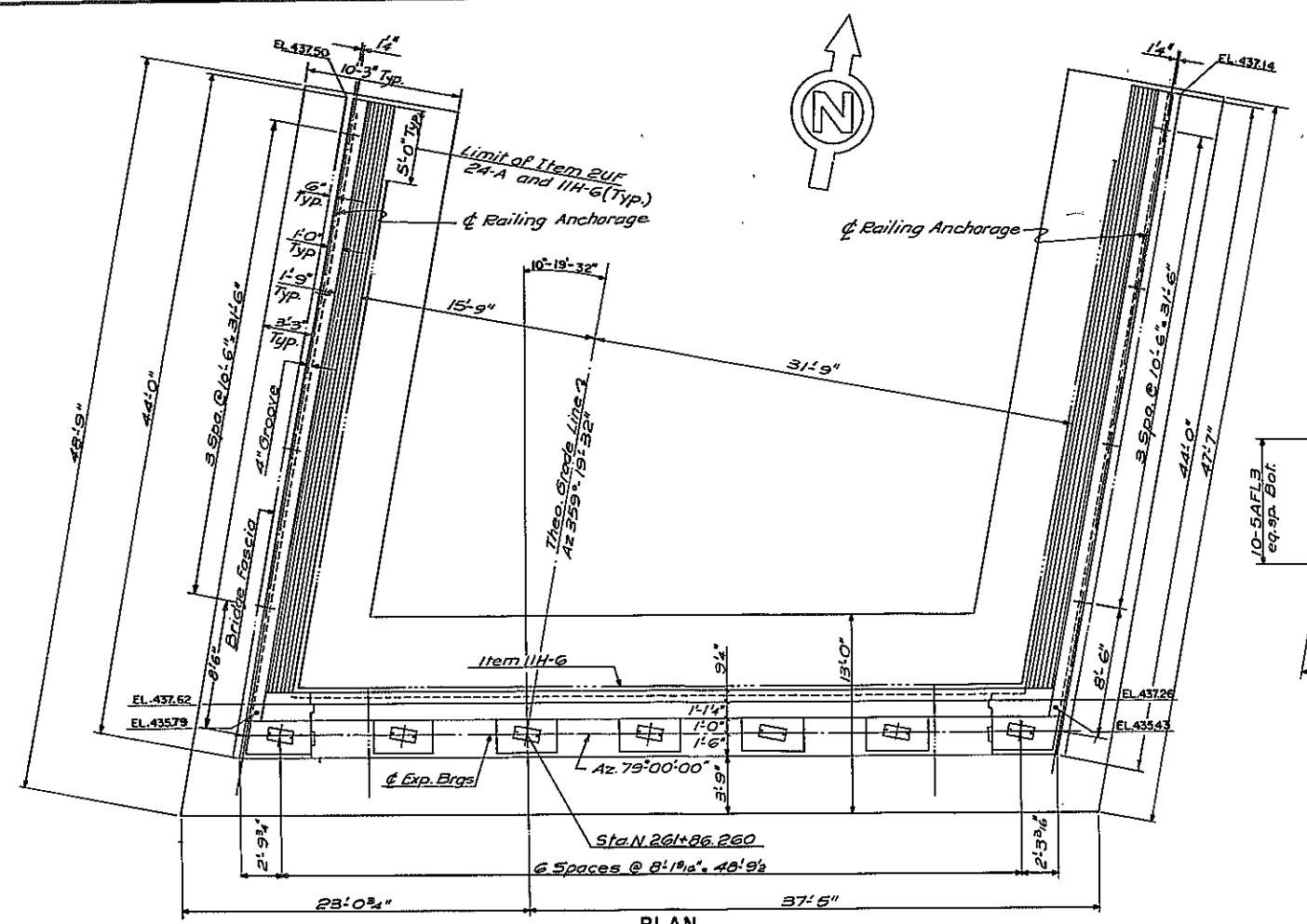
F.A.I.481			
BRIDGE No. 3N			
RTE1481 OVER KIRKVILLE ROAD-NORTHBOUND			
SOUTH ABUTMENT			
DRAWING NO.	SCALE	DATE	SHEET NO.
9093-03	As shown	8/15/70	234
LOCKWOOD, KESSLER & BARTLETT, INC.			
CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge of: J. Easton
 Made By: A. Samostanis
 Checked By: M. Miro
 Drawn By: A. Samostanis



F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-680-3(23)	1-481-2(116)	235	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE - COLLAMER					
ONONDAGA COUNTY					

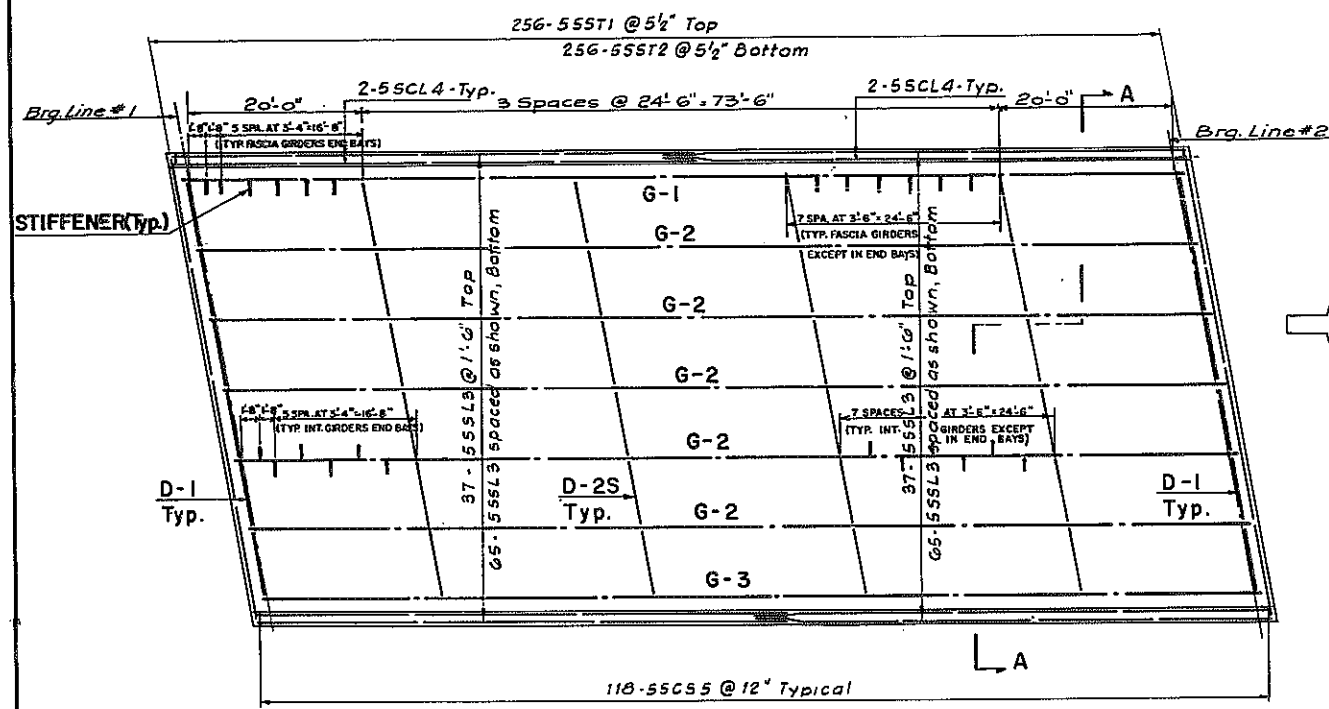


- Notes:
1. Anchor bolts for bearings shall be 1/4" dia roughened or swaged bolts, 1'3" long and set 12" into concrete.
 2. For Excavation and Backfill details see Sheet No. 230 & 231.
 3. For Backwall and Waterstop details see Sheet No. 125.
 4. For Expansion Bearing detail see Sheet No. 130.
 5. For Rail Foot spacing see Sheet No. 237.

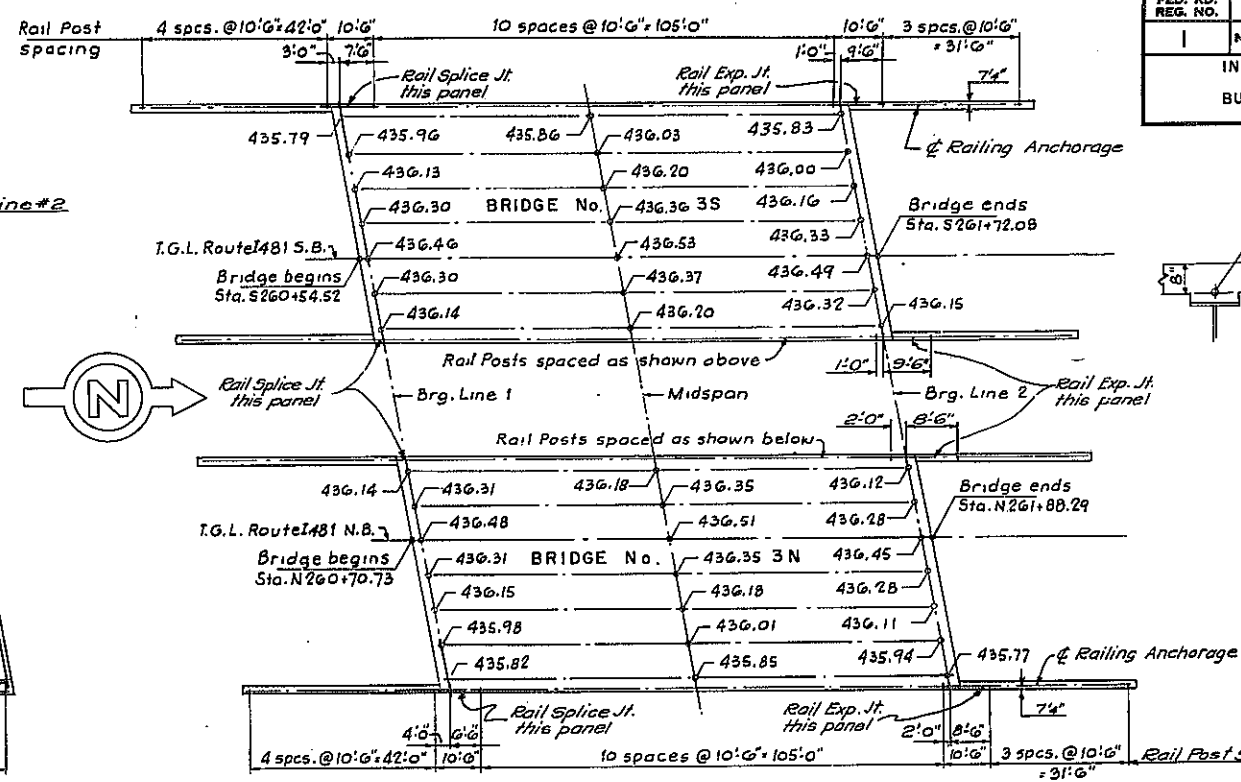
F.A.I.481			
BRIDGE No. 3 N			
RTE1481 OVER KIRKVILLE ROAD-NORTHBOUND			
NORTH ABUTMENT			
DRAWING NO.	SCALE	DATE	SHEET NO.
9059-03	As shown	8/5/70	235
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

In Charge: J. Eaton
 Drafted By: S. Samposidis
 Checked By: M. Miro
 Approved By: A. Samposidis

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	T-690-3(2B)	1-491-2(116)	237	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE-COLLAMER ONONDAGA COUNTY					



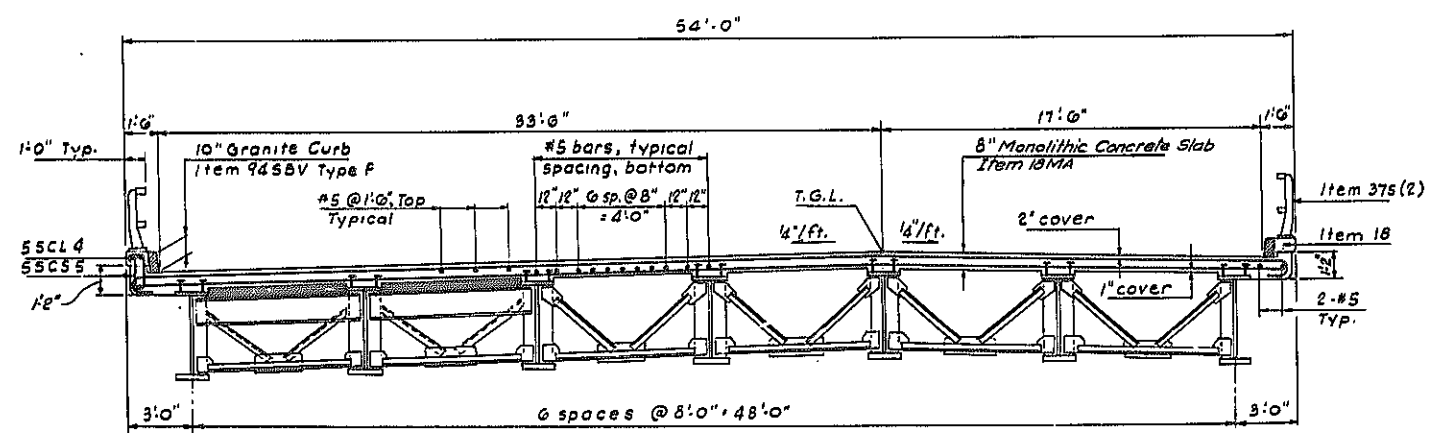
PLAN (SB)
Scale 1" = 10'
(NB PLAN SIMILAR)



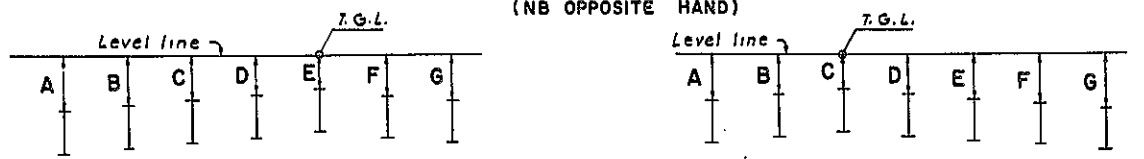
KEY PLAN
Scale 1" = 20'

ADJUSTMENT FOR CAMBER

	INTERIOR GIRDER	FASCIA GIRDER
SLAB CONCRETE	2 1/8"	2 1/2"
V. C.	1 1/8"	1 1/8"
SUPERIMPOSED DEAD LOAD	1/2"	9/16"
D.L. STEEL ERECTED	1"	1"
TOTAL	5"	4 3/4"

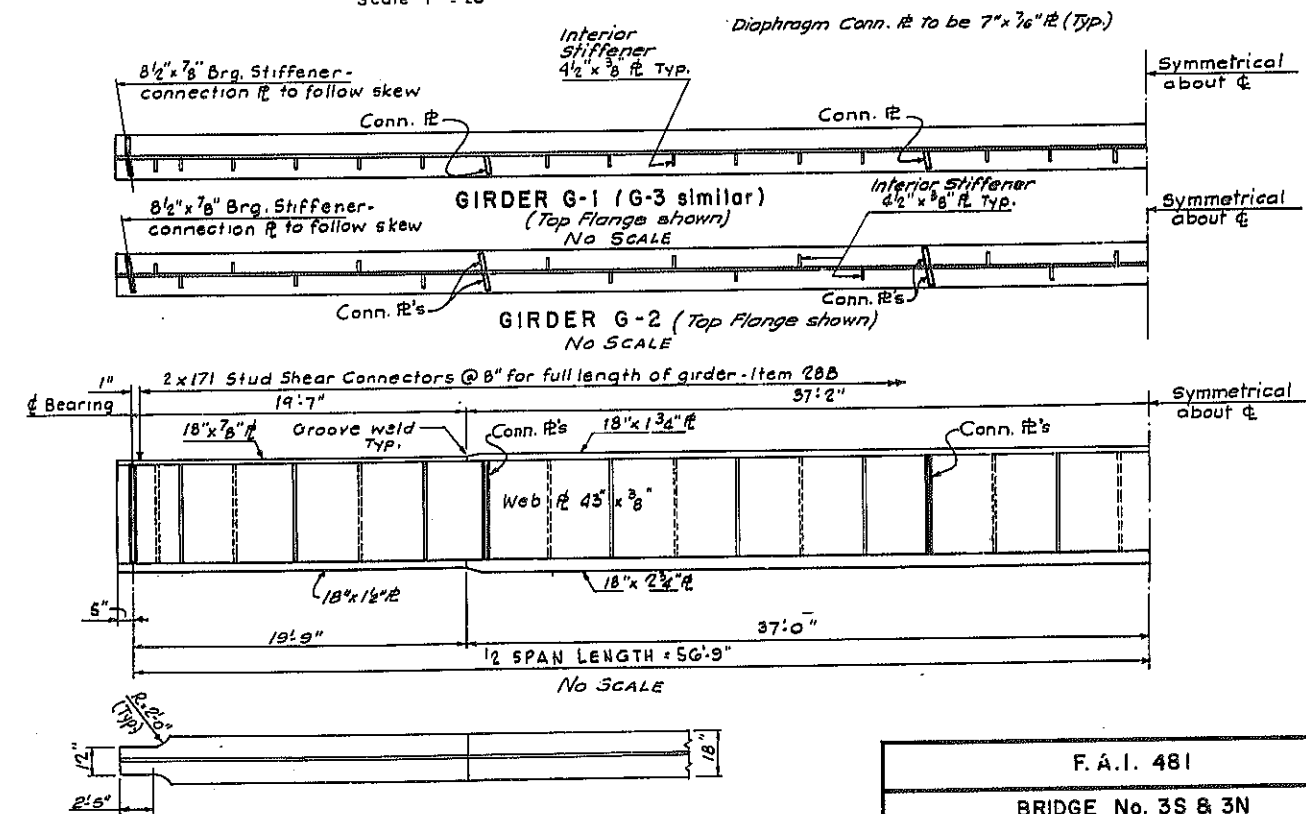


SECTION A-A (SB)
Scale 1/4" = 1'-0"
(NB OPPOSITE HAND)



BRIDGE No. 3-S **BRIDGE No. 3-N**
VERTICAL MEASUREMENTS TO TOP OF STEEL

A	B	C	D	E	F	G	BRG. LINE No.1	A	B	C	D	E	F	G
117 3/8"	116 3/8"	113 3/8"	111 3/8"	111 1/8"	111 1/8"	113 3/8"	113 3/8"	113 3/8"	111 1/8"	111 1/8"	111 1/8"	113 3/8"	113 3/8"	117 3/8"
116 1/8"	115 1/8"	113 1/8"	111 1/8"	111 1/8"	111 1/8"	113 3/8"	113 3/8"	113 3/8"	111 1/8"	111 1/8"	111 1/8"	113 3/8"	113 3/8"	117 3/8"



NOTES

- For Diaphragm Details, Connection Plates, and weld sizes, see Sheet No. 129
- For Fabrication Notes see Sheet No. 129
- For Curb Details, see Sheet No. 129

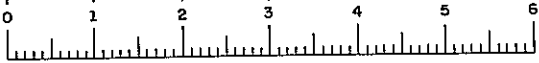
F.A.I. 481

BRIDGE No. 3S & 3N
RTE1481 OVER KIRKVILLE ROAD-NB & SB
SUPERSTRUCTURE

DRAWING NO.	SCALE	DATE	SHEET NO.
9093-03	As shown	6/15/70	237

LOCKWOOD, KEBBLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

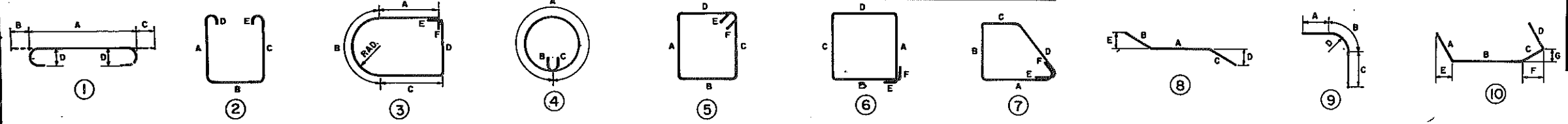
In Charge of: J. Eaton
 Made By: L. Blume
 Checked By: L. Blume
 Drawn By: A. Scarpasidias



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-650-3(2)	1-481-2(116)	238	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE-COLLAMER
ONONDAGA COUNTY

BAR BENDING DIAGRAMS



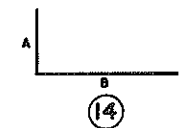
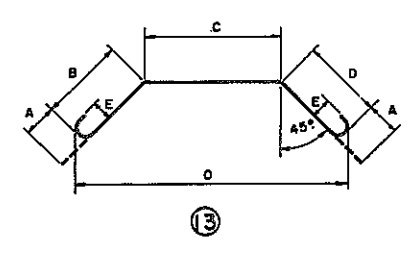
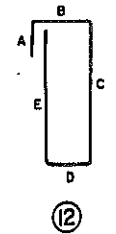
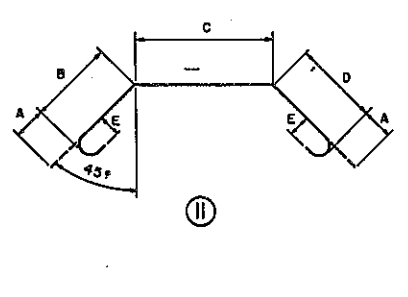
BAR SCHEDULE																
SUPERSTRUCTURE																
BAR SIZE	STRUCT UNIT	BAR MARK SUB DIV	LOCAT	BAR NO	NUMB	LENGTH	TYPE	A	B	C	D	E	F	G	H	COMMENTS
5	S	S	T	1	256	55-4	1	54-2	0-7	0-7	0-5					TRANSVERSE TOP
5	S	S	T	2	256	54-2	STR									TRANSVERSE BOTTOM
5	S	S	L	3	204	60-0	STR									LONG. TOP & BOTTOM
5	S	C	L	4	8	60-0	STR									LONG. SIDEWALK
5	S	C	S	5	236	4-1	12	0-5	0-6	1-5	0-6	1-4				STIRRUPS

BAR SCHEDULE																
NORTH ABUTMENT																
BAR SIZE	STRUCT UNIT	BAR MARK SUB DIV	LOCAT	BAR NO	NUMB	LENGTH	TYPE	A	B	C	D	E	F	G	H	COMMENTS
9	A	F	T	1	61	12-6	STR									FOOTING TRANSVERSE, BOT
5	A	F	T	2	48	7-6	STR									FOOTING TRANSVERSE
5	A	F	L	3	16	60-0	STR									FOOTING LONG.
5	A	F	L	4	13	40-0	STR									FOOTING LONG.
5	A	F	L	5	13	39-0	STR									FOOTING LONG.
8	A	F	T	6	91	9-9	STR									FOOTING TRANSVERSE, BOT
6	A	F	T	7	85	6-0	STR									FOOTING TRANSVERSE
7	A	F	L	8	10	7-0	STR									FOOTING LONG.
5	A	B	V	9	54	19-6	14	16-2	3-5							ABUT. STEM N.F.
6	A	B	V	10	49	18-9	STR									ABUT. STEM F.F.
6	A	B	V	11	32	4-4	STR									BACKWALL, VERTIC., F.F.
6	A	B	V	12	17	4-8	STR									BACKWALL, VERTIC., F.F.
6	A	B	V	13	34	4-6	STR									BACKWALL, VERTIC., N.F.
6	A	B	V	14	19	4-10	STR									BACKWALL, VERTIC., N.F.
6	A	B	V	15	53	4-5	STR									BACKWALL, VERTIC., N.F.
5	A	B	S	16	35	5-7	2	2-8	0-5	2-8						STIRRUPS
5	A	B	H	17	30	44-6	STR									WALL, HORIZ.
6	A	B	H	18	6	44-6	STR									WALL, HORIZ.
6	A	B	H	19	12	7-0	STR									WALL, HORIZ.
5	A	B	H	20	60	7-5	14	1-3	6-3							WALL, HORIZ.
6	A	B	H	21	2	51-6	STR									HEADER
6	A	P	H	22	19	11-6	6	1-10	3-8	1-10	3-8	0-5	0-5			PEDESTAL
5	A	P	V	23	56	3-7	1	3-0								PEDESTAL
5	A	M	V	24	48	7-6	STR									ABUT. STEM F.F.
5	A	W	V	25	88	16-3	STR									WINGWALL STEM N.F.
5	A	W	V	26	88	4-6	STR									WINGWALL STEM N.F.
6	A	W	V	27	86	18-1	8	16-5		1-8	0-6 1/2					WINGWALL STEM F.F.
8	A	W	V	28	170	7-2	9	1-0	3-2	3-0	2-0					WINGWALL STEM F.F.
8	A	W	V	29	84	7-8	STR									WINGWALL STEM F.F.
5	A	W	V	30	4	16-2	STR									WINGWALL STEM N.F.
5	A	W	S	31	86	4-1	12	0-4	0-8 1/2	1-5	0-6	1-4				STIRRUPS
5	A	W	V	32	43	7-5	11	0-7	1-2	5-8						WINGWALL STEM F.F.
5	A	W	L	33	48	45-7	STR									WINGWALL, HORIZ. NFGFF
5	A	W	L	34	10	43-0	STR									WINGWALL, HORIZ. NFGFF
5	A	W	L	35	4	42-0	STR									WINGWALL, HORIZ. NFGFF
5	A	W	L	36	4	42-0	STR									SAFETY WALK
6	A	B	V	37	97	4-3	STR									FTG. DOWELS
5	A	W	V	38	43	7-9	11	0-7	1-2	6-0						WINGWALL STEM F.F.

BAR SCHEDULE																
SOUTH ABUTMENT																
BAR SIZE	STRUCT UNIT	BAR MARK SUB DIV	LOCAT	BAR NO	NUMB	LENGTH	TYPE	A	B	C	D	E	F	G	H	COMMENTS
10	A	F	T	1	61	13-6	STR									FOOTING TRANSVERSE, BOT
6	A	F	T	2	48	9-0	STR									FOOTING TRANSVERSE
5	A	F	L	3	17	60-0	STR									FOOTING LONG.
5	A	F	L	4	13	41-0	STR									FOOTING LONG.
6	A	F	T	5	91	6-6	STR									FOOTING TRANSVERSE
10	A	F	T	6	80	10-6	STR									FOOTING TRANSVERSE, BOT
5	A	F	L	7	13	42-0	STR									FOOTING LONG.
7	A	F	L	8	12	7-0	STR									FOOTING LONG.
5	A	B	V	9	54	17-0	STR									ABUT. STEM N.F.
5	A	B	V	10	54	6-0	0	2-8	3-5							ABUT. STEM N.F.
7	A	B	V	11	48	9-6	STR									ABUT. STEM F.F.
6	A	B	V	12	49	20-9	STR									ABUT. STEM F.F.
6	A	B	V	13	32	4-3	STR									BACKWALL, VERTIC., F.F.
6	A	B	V	14	53	4-5	STR									BACKWALL, VERTIC., N.F.
6	A	B	V	15	34	4-5	STR									BACKWALL, VERTIC., N.F.
6	A	B	V	16	17	4-7	STR									BACKWALL, VERTIC., N.F.
6	A	B	V	17	19	4-9	STR									BACKWALL, VERTIC., N.F.
5	A	B	H	18	32	44-6	STR									WALL, HORIZ.
8	A	B	H	19	6	44-6	STR									WALL, HORIZ.
6	A	B	H	20	12	7-0	STR									WALL, HORIZ.
5	A	B	H	21	64	7-5	STR									WALL, HORIZ.
6	A	P	H	22	19	11-6	6	1-10	3-8	1-10	3-8	0-5	0-5			PEDESTAL
5	A	P	V	23	56	3-7	1	3-0								PEDESTAL
5	A	M	V	24	94	20-0	STR									ABUT. STEM N.F.
5	A	M	V	25	94	6-6	STR									WINGWALL STEM N.F.
8	A	W	V	26	92	20-2	8	18-6		1-8	0-6 1/2					WINGWALL STEM F.F.
8	A	W	V	27	92	7-2	9	1-0	3-2	3-0	2-0					WINGWALL STEM F.F.
9	A	W	V	28	90	9-0	STR									WINGWALL STEM F.F.
5	A	W	V	29	4	18-3	STR									WINGWALL STEM N.F.
5	A	W	S	30	92	4-1	12	0-4	0-8 1/2	1-5	0-6	1-4				STIRRUPS
5	A	W	V	31	46	7-4	11	0-7	1-2	5-7						WINGWALL, VERTIC. FF
5	A	W	L	32	52	48-7	STR									WINGWALL, HORIZ. NFGFF
5	A	W	L	33	10	46-0	STR									WINGWALL, HORIZ. NFGFF
5	A	W	L	34	4	45-0	STR									WINGWALL, HORIZ. NFGFF
5	A	C	H	35	4	45-0	STR									SAFETY WALK
7	A	B	V	36	48	4-6	STR									FTG. DOWELS
6	A	B	V	37	49	4-3	STR									FTG. DOWELS
9	A	W	V	38	90	7-5	9	1-0	3-2	3-3	2-0					WINGWALL STEM F.F.
5	A	W	V	39	46	7-9	11	0-7	1-2	6-0						WINGWALL VERT. F.F.

LEGEND

- SUB-DIVISION:
- A - Apron of Culvert (Including Cut-off Wall)
 - B - Backwall
 - Beam
 - Bottom Slab of Culvert (Including Cut-off Wall)
 - Bottom of Slab (Highway Approach Slab only)
 - Column
 - Curb
 - Safety Walk
 - Sidewalk
 - E - Extrados
 - F - Footing
 - H - Header
 - J - Inroad
 - P - Parapet
 - pedestal
 - S - Shaft (Use also for Cast-in-Place Piles)
 - Sidewalk
 - Slab
 - Slm.
 - Plinth
 - T - Top Slab of Culvert (Including Headwall)
 - W - Wingwall above Footing
- STRUCTURE UNIT:
- A - Abutment
 - C - Culvert
 - F - Foundation Pile
 - H - Highway Approach Slab
 - P - Pier
 - R - Rigid Frame
 - Arch
 - S - Superstructure
 - W - Wall (Isolated)
- LOCATION OR FUNCTION:
- D - Diagonal
 - H - Horizontal
 - L - Longitudinal
 - S - Stirrups
 - T - Transverse
 - V - Vertical
- NOTE: ALL DIMENSIONS ARE OUT TO OUT OF BAR



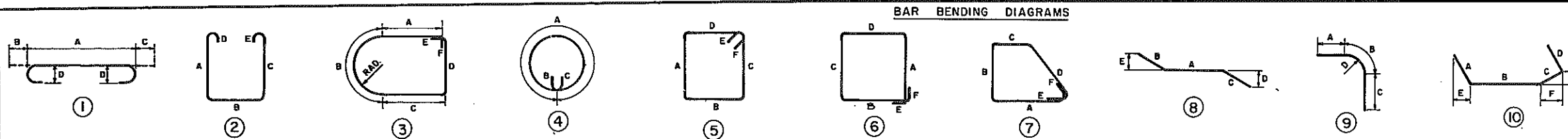
F.A.I. 481

BRIDGES No. 3S
RTE1481 OVER KIRKVILLE RD.
BAR SCHEDULE

DRAWING NO.	SCALE	DATE	SHEET NO.
9098-08	No scale	8/10/70	238

LOCKWOOD, KESLER & BARTLETT, INC.
CONSULTING ENGINEERS - BOBBSY, NEW YORK

Checked by: J. Eaton
 Drawn by: S. Bonacci
 Prepared by: A. Sampasidis



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	7-680-3(28)	1-481-2(16)	239	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE - COLLAMER ONONDAGA COUNTY					

BAR SCHEDULE											
SUPERSTRUCTURE											
BAR SIZE	STRUCT UNIT	BAR MARK SUB DIV	LOCAT	BAR NO	NUMB	LENGTH	TYPE	A	B	C	COMMENTS
5	S	S	T	1	256	55-4	1	54	0-7	0-7	TRANSVERSE TOP
5	S	S	T	2	256	54-2	STR				TRANSVERSE BOTTOM
5	S	S	L	3	204	60-0	STR				LONG. TOP & BOTTOM
5	S	C	L	4	8	60-0	STR				LONG. SIDEWALK
5	S	C	S	5	236	4-1	12	0-5	0-8 1/2	1-5	STIRRUPS

BAR SCHEDULE											
NORTH ABUTMENT											
BAR SIZE	STRUCT UNIT	BAR MARK SUB DIV	LOCAT	BAR NO	NUMB	LENGTH	TYPE	A	B	C	COMMENTS
9	A	F	T	1	61	12-6	STR				FOOTING TRANSVERSE, BOT
5	A	F	L	2	48	7-6	STR				FOOTING TRANSVERSE
5	A	F	L	3	16	60-0	STR				FOOTING LONG.
5	A	F	L	4	13	40-0	STR				FOOTING LONG.
5	A	F	L	5	13	39-0	STR				FOOTING LONG.
8	A	F	T	6	87	9-9	STR				FOOTING TRANSVERSE, BOT
6	A	F	T	7	81	6-0	STR				FOOTING TRANSVERSE, BOT
7	A	F	L	8	10	7-0	STR				FOOTING LONG.
5	A	B	V	9	54	19-6	14	16-2	3-5		ABUT. STEM N.F.
6	A	B	V	10	49	18-8	STR				ABUT. STEM F.F.
6	A	B	V	11	32	4-4	STR				BACKWALL, VERTIC., F.F.
6	A	B	V	12	17	4-8	STR				BACKWALL, VERTIC., N.F.
6	A	B	V	13	34	4-6	STR				BACKWALL, VERTIC., N.F.
6	A	B	V	14	19	4-10	STR				BACKWALL, VERTIC., N.F.
6	A	B	V	15	53	4-5	STR				BACKWALL, VERTIC., N.F.
5	A	B	S	16	35	5-7	2	2-8	0-5	2-8	HEADER
5	A	B	H	17	30	44-6	STR				WALL, HORIZ.
8	A	B	H	18	6	44-6	STR				WALL, HORIZ.
5	A	B	H	19	12	7-0	STR				WALL, HORIZ.
5	A	B	H	20	60	7-5	14	1-3	6-3		WALL, HORIZ.
6	A	B	H	21	2	51-6	STR				HEADER
6	A	P	H	22	19	11-6	6	1-10	3-8	1-10	PEDESTAL
5	A	P	V	23	56	3-7	1	3-0	0-7	0-5	PEDESTAL
6	A	B	V	24	48	7-8	STR				ABUT. STEM F.F.
5	A	W	V	25	84	18-3	STR				WINGWALL STEM N.F.
5	A	W	V	26	84	4-6	STR				WINGWALL STEM N.F.
8	A	W	V	27	82	18-1	8	16-5	1-8	0-8 1/2	WINGWALL STEM F.F.
8	A	W	V	28	162	7-2	9	1-0	3-2	3-0	WINGWALL STEM F.F.
8	A	W	V	29	80	7-6	STR				WINGWALL STEM F.F.
5	A	W	V	30	4	16-2	STR				WINGWALL STEM N.F.
5	A	W	S	31	62	4-1	12	0-4	0-8 1/2	1-5	STIRRUPS
5	A	W	V	32	41	7-5	11	0-7	1-2	5-8	WINGWALL STEM F.F.
5	A	W	L	33	48	43-7	STR				WINGWALL, HORIZ. N.F.F.F.
5	A	W	L	34	10	41-0	STR				WINGWALL, HORIZ. N.F.F.F.
5	A	W	L	35	4	40-0	STR				WINGWALL, HORIZ. N.F.F.F.
5	A	W	L	36	4	40-0	STR				WINGWALL, HORIZ. N.F.F.F.
6	A	B	V	37	97	4-3	STR				FTG. DOWELS
5	A	W	V	38	41	7-9	11	0-7	1-2	6-0	WINGWALL STEM F.F.

BAR SCHEDULE											
SOUTH ABUTMENT											
BAR SIZE	STRUCT UNIT	BAR MARK SUB DIV	LOCAT	BAR NO	NUMB	LENGTH	TYPE	A	B	C	COMMENTS
10	A	F	T	1	61	13-6	STR				FOOTING TRANSVERSE, BOT
6	A	F	T	2	48	9-0	STR				FOOTING TRANSVERSE
5	A	F	L	3	17	60-0	STR				FOOTING LONG.
5	A	F	L	4	13	41-0	STR				FOOTING LONG.
6	A	F	T	5	91	6-6	STR				FOOTING TRANSVERSE
10	A	F	T	6	80	10-6	STR				FOOTING TRANSVERSE, BOT
5	A	F	L	7	13	42-0	STR				FOOTING LONG.
7	A	F	L	8	12	7-0	STR				FOOTING LONG, BOT
5	A	B	V	9	54	17-0	STR				ABUT. STEM N.F.
5	A	B	V	10	54	6-0	14	2-8	3-5		ABUT. STEM N.F.
7	A	B	V	11	48	9-6	STR				ABUT. STEM F.F.
6	A	B	V	12	49	20-3	STR				ABUT. STEM F.F.
6	A	B	V	13	32	4-3	STR				BACKWALL, VERTIC., F.F.
6	A	B	V	14	53	4-5	STR				BACKWALL, VERTIC., N.F.
6	A	B	V	15	34	4-5	STR				BACKWALL, VERTIC., N.F.
6	A	B	V	16	17	4-7	STR				BACKWALL, VERTIC., F.F.
6	A	B	V	17	19	4-9	STR				BACKWALL, VERTIC., N.F.
5	A	B	H	18	32	44-6	STR				WALL, HORIZ.
8	A	B	H	19	6	44-6	STR				WALL, HORIZ.
8	A	B	H	20	12	7-0	STR				WALL, HORIZ.
5	A	B	H	21	64	7-5	14	1-3	6-3		WALL, HORIZ.
6	A	P	H	22	19	11-6	6	1-10	3-8	1-10	PEDESTAL
5	A	P	V	23	56	3-7	1	3-0	0-7	0-5	PEDESTAL
5	A	W	V	24	94	20-0	STR				WINGWALL STEM N.F.
5	A	W	V	25	94	4-6	STR				WINGWALL STEM N.F.
8	A	W	V	26	92	19-8	8	18-0	1-8	0-6 1/2	WINGWALL STEM F.F.
8	A	W	V	27	92	7-2	9	1-0	3-2	3-0	WINGWALL STEM F.F.
5	A	W	V	28	90	9-0	STR				WINGWALL STEM N.F.
5	A	W	V	29	4	17-9	STR				WINGWALL STEM N.F.
5	A	W	S	30	92	4-1	12	0-4	0-8 1/2	1-5	STIRRUPS
5	A	W	V	31	46	7-8	11	0-7	1-2	5-11	WINGWALL STEM F.F.
5	A	W	L	32	52	48-7	STR				WINGWALL, HORIZ. N.F.F.F.
5	A	W	L	33	10	46-0	STR				WINGWALL, HORIZ. N.F.F.F.
5	A	W	L	34	4	45-0	STR				WINGWALL, HORIZ. N.F.F.F.
5	A	C	H	35	4	45-0	STR				WINGWALL, HORIZ. N.F.F.F.
7	A	B	V	36	48	4-6	STR				SAFETY WALK
6	A	B	V	37	45	4-3	STR				FTG. DOWELS
9	A	W	V	38	90	7-5	9	1-0	3-2	3-3	WINGWALL STEM F.F.
5	A	W	V	39	46	7-4	11	0-7	1-2	5-7	WINGWALL STEM F.F.

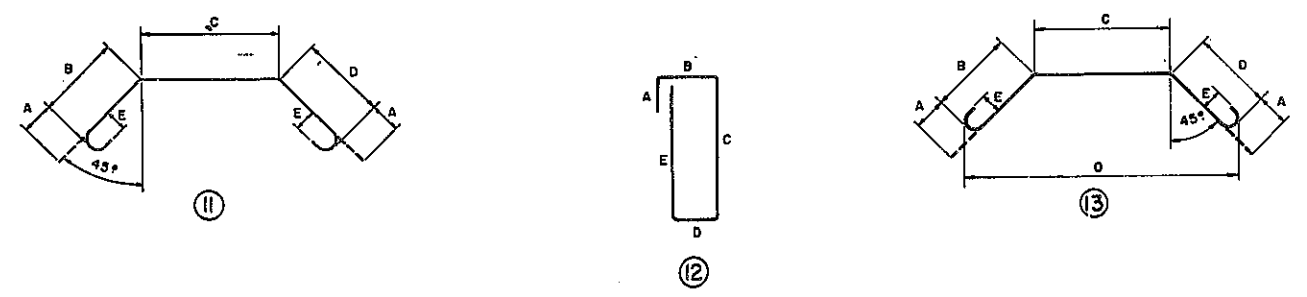
LEGEND

SUB-DIVISION:
 A - Apron of Culvert (Including Cut-off Wall)
 B - Backwall
 Beam
 Bottom Slab of Culvert (Including Cut-off Wall)
 Bottom of Slab (Highway Approach Slab only)
 C - Column
 Curb
 Safety Walk
 Sidewalk
 E - Extrados
 F - Footing
 H - Header
 I - Intrados
 P - Parapet
 Pedestal
 S - Shaft (Use also for Cast-in-Place Piles)
 Sidewall
 Slab
 Stem
 Plinth
 T - Top Slab of Culvert (Including Headwall)
 W - Wingwall above Footing

STRUCTURE UNIT:
 A - Abutment
 C - Culvert
 F - Foundation Pile
 H - Highway Approach Slab
 P - Pier
 R - Rigid Frame
 Arch
 S - Superstructure
 W - Wall (Isolated)

LOCATION OR FUNCTION:
 D - Diagonal
 H - Horizontal
 L - Longitudinal
 S - Stirrups
 T - Ties
 V - Vertical

NOTE: ALL DIMENSIONS ARE OUT TO OUT OF BAR

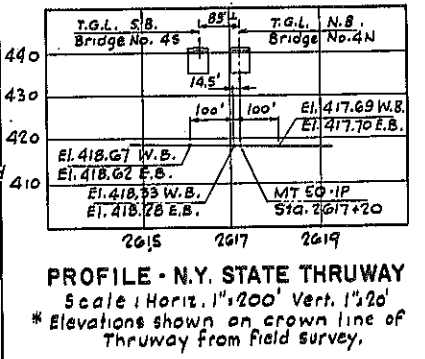
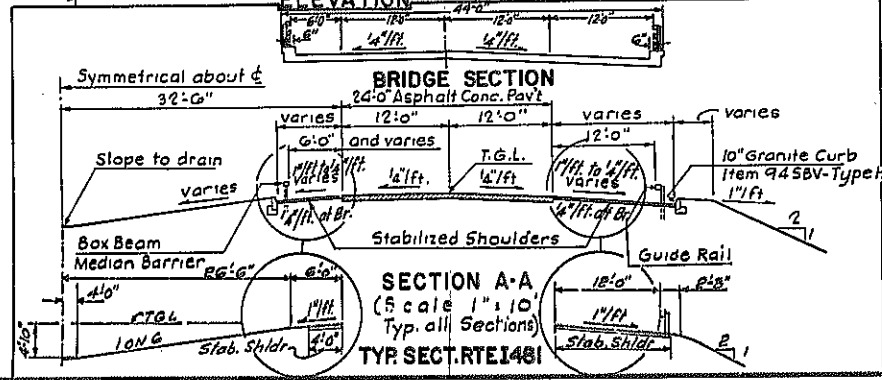
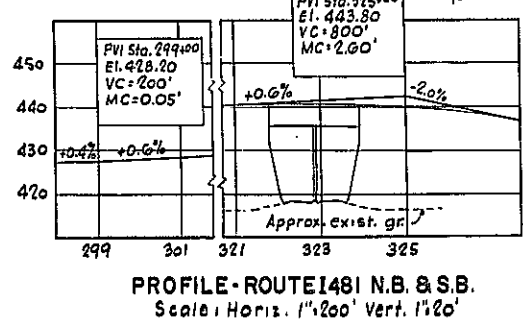
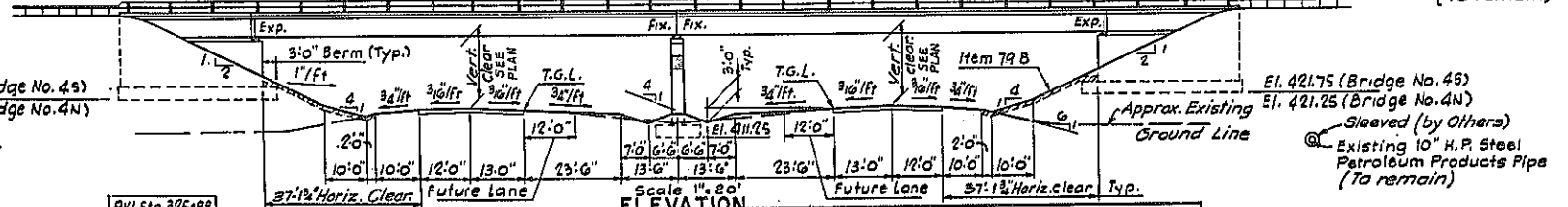
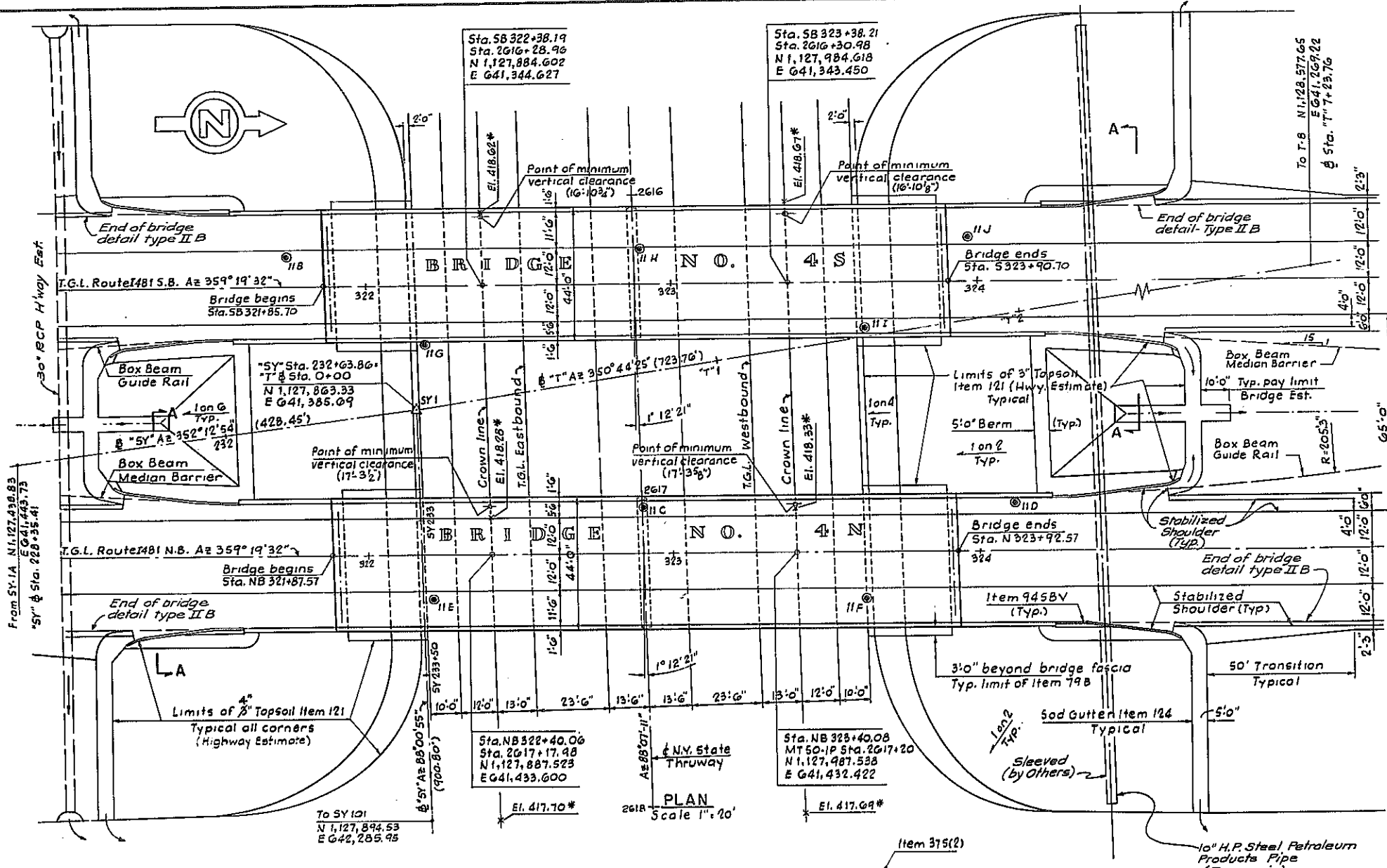
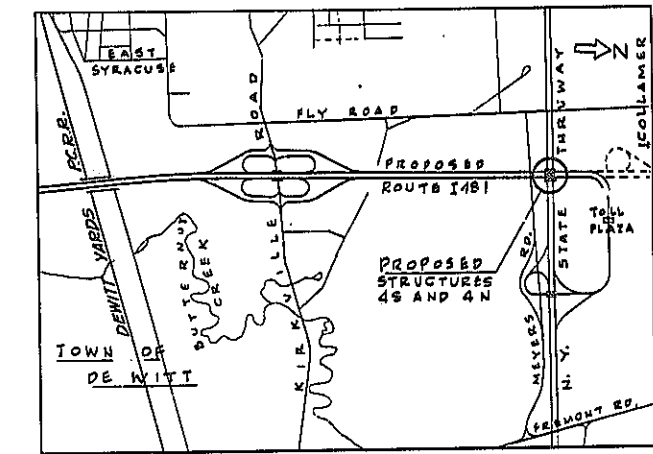


F.A.I. 481			
BRIDGE No. 3N			
RTE1481 OVER KIRKVILLE RD.			
BAR SCHEDULE			
DRAWING NO.	SCALE	DATE	SHEET NO.
9098-08	No scale	8/5/70	239
LOCKWOOD, KEBBLER & BARTLETT, INC.			
CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In charge of: J. Eaton
 Made by: S. Benedicci
 Checked by: A. Sampisidid
 Drawn by: A. Sampisidid

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	240R	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE-COLLAMER					
ONONDAGA COUNTY					

ITEM	DESCRIPTION	UNIT	BRIDGE NO. 4S		BRIDGE NO. 4N	
			NEAT	PROPL.	NEAT	PROPL.
2E-F	Selected Granular Fill	C.Y.	3,435	3,435	3,520	3,520
2W-D	Selected Fill (Bridge Foundation)	C.Y.	4,950	4,950	4,950	4,950
2UF	Underdrain Filter	C.Y.	12	15	12	15
5B	Structure Excavation	C.Y.	333	335	333	335
11H-G	Perforated Corr. Metal Underdrain-6" Dia.	L.F.	220	220	220	220
18	Class A-Concrete for Structures	C.Y.	57	60	57	60
18MA	Class A-Conc. for Struct. (Mono. Bridge Slab)	S.F.	8,952	8,960	8,952	8,960
20	Class B-Concrete for Structures	C.Y.	560	560	571	575
24A	Bagged Screened Aggregate	C.Y.	83	85	84	85
28	Bar Reinforcement for Structures	Lb.	117,435	117,435	117,675	117,675
28B	Stud Shear Connectors	Ea.	2,420	2,420	2,420	2,420
29	Structural Steel	Lb.	242,680	242,680	242,680	242,680
37S(2)	Steel Bridge Railing (2 Rail)	L.F.	538	540	538	540
01	Bituminous Material	Gal.	132	135	136	140
79B	Concrete Block Paving	S.Y.	322	325	322	325
945BV	Stone Curb (Bridge Types) Granite	L.F.	701	705	701	705
124	Sodding	S.Y.	121	125	121	125
303I	Epoxy Protective Coating for Conc.	S.F.	931	935	931	935
1WPS	Watering Plants and Sod	MGal.	2.4	4.0	2.4	4.0
83TXS	Temporary Sheet Piling	S.F.	928	930	928	930



- NOTES
- For General Notes see Sheet No. 124
 - For foundation treatment see Sht. No. 241
 - For Curbing and Drainage Details at ends of bridge see Sheet No. 127
 - ⊙ indicates location of borings.
 - The structural slab on this structure shall be formed with permanent corrugated metal forms for concrete decks.

As Built+Revision
change in top soil depth

F.A.I. 481

BRIDGE NO. 4S & 4N
I 481 OVER N.Y. STATE THRUWAY
GENERAL PLAN

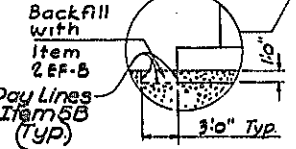
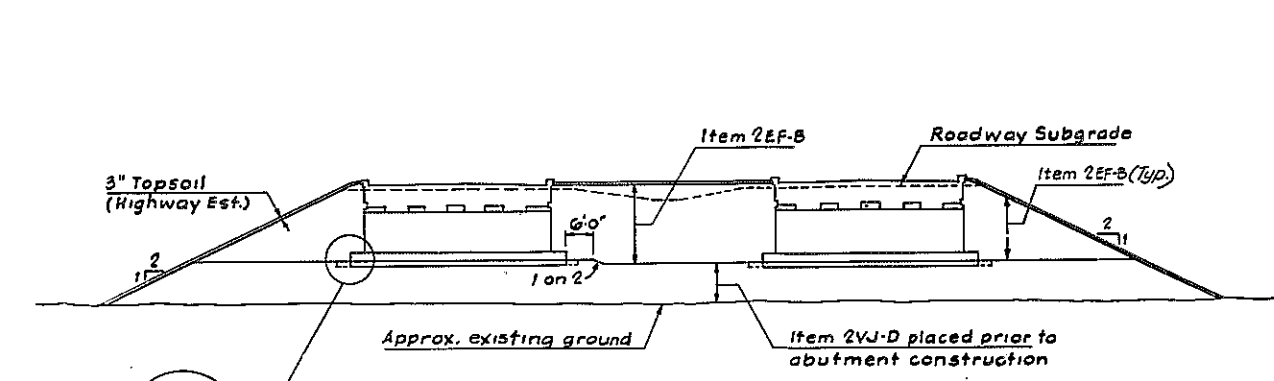
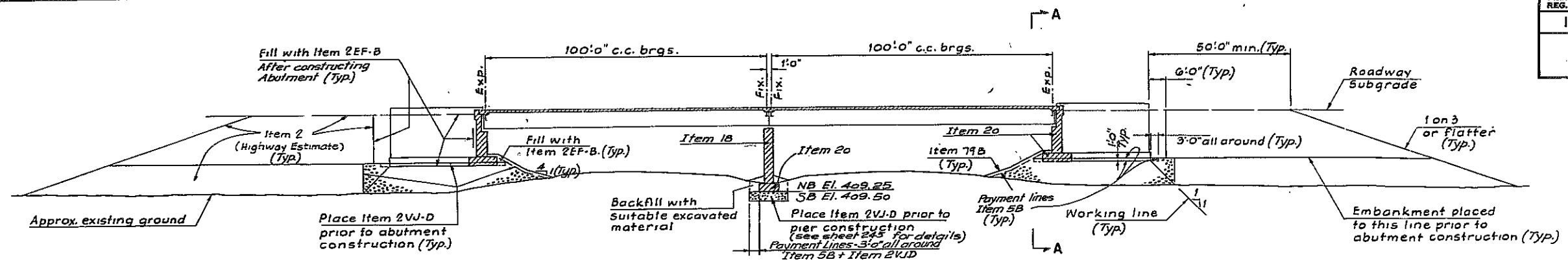
DRAWING NO.	SCALE	DATE	SHEET NO.
9095-03	As shown	8/15/70	240

LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge: J. Eaton
 Made By: L. Blume
 Checked By: S. Barozzi

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	241	309	

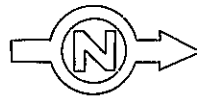
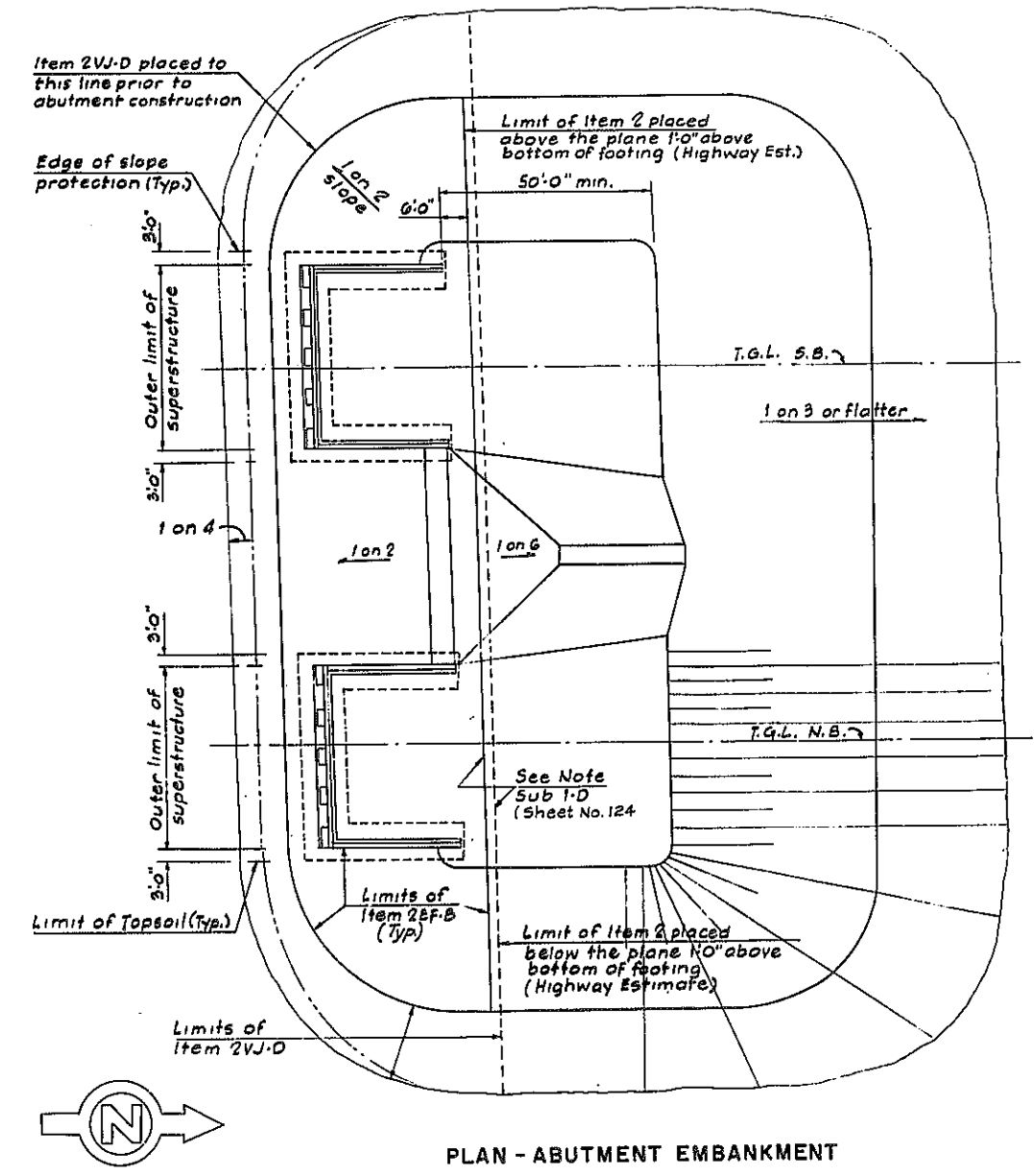
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE-COLLAMER
ONONDAGA COUNTY



NOTES

Abutments:
For design purposes the foundation pressure does not exceed 2 1/2 tons/s.f. on compacted Item 2VJ-D.
All fill shall be completed to subgrade and allowed to settle to the satisfaction of the Deputy Chief Engineer (Design) prior to pouring pedestals, header and safety walks to the elevations shown on the Plans.

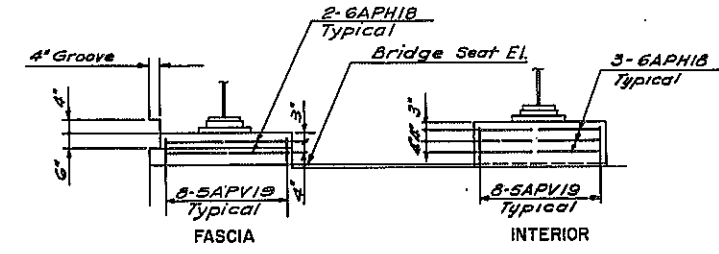
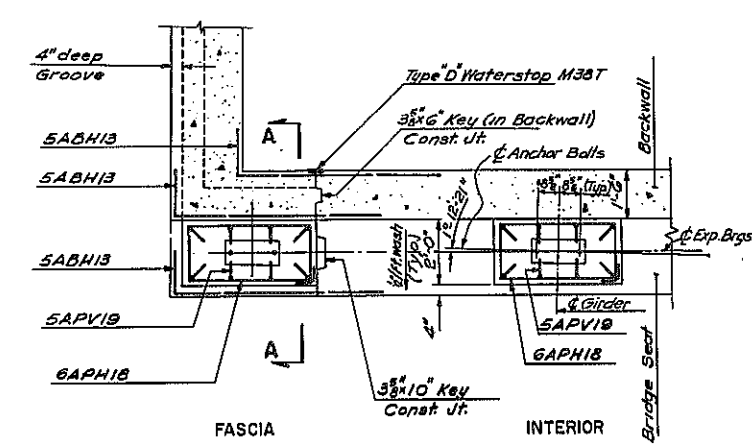
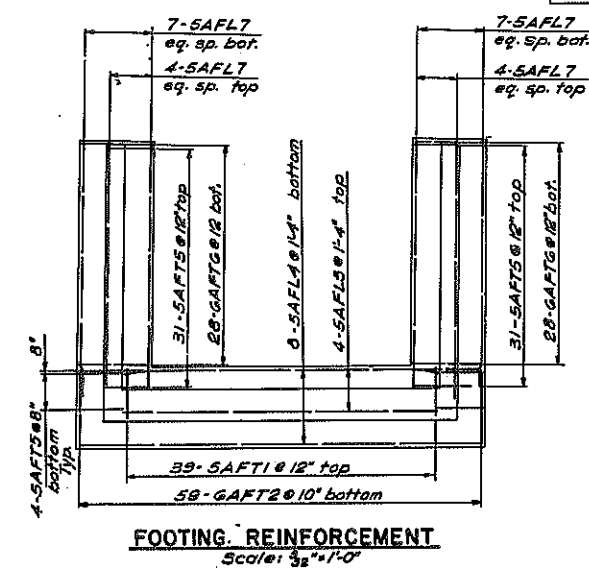
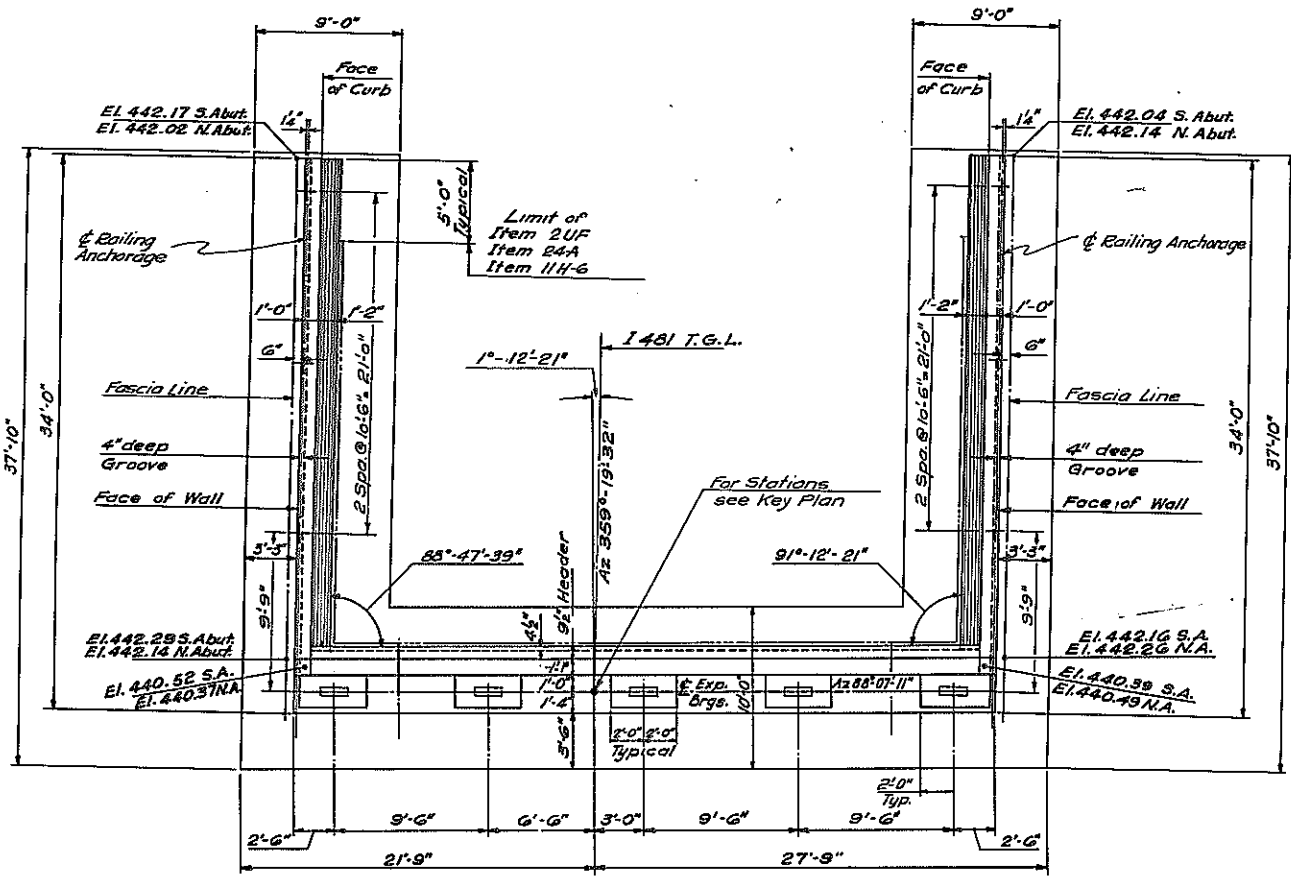
Piers:
For design purposes the foundation pressure does not exceed 2 tons/s.f. on compacted Item 2VJ-D.



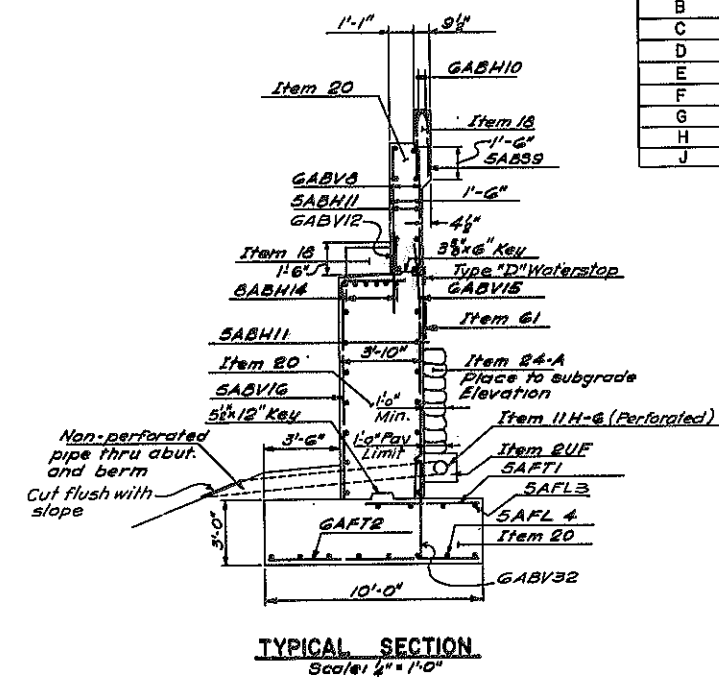
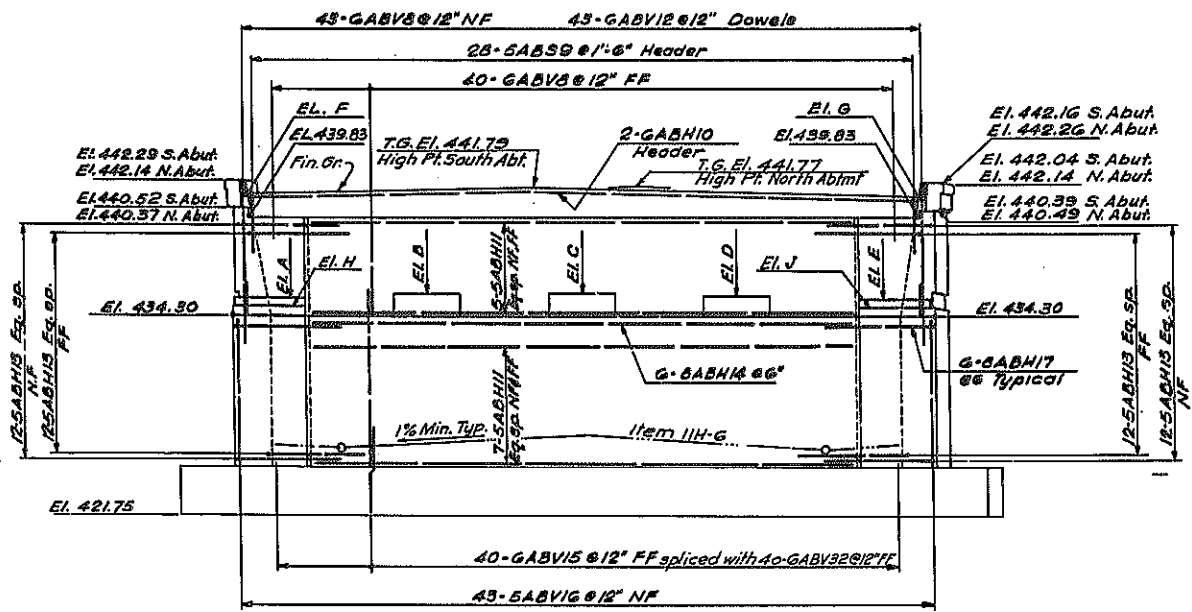
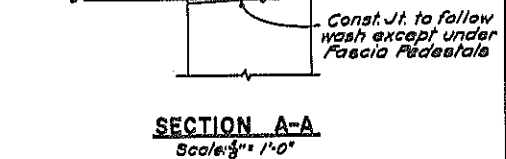
F.A.I. 481			
BRIDGES NO. 4S & 4N 1 481 OVER N.Y. STATE THRUWAY DETAILS			
DRAWING NO. 9093-03	SCALE 1" = 20'	DATE 8/15/70	SHEET NO. 241
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

Checked by: S. BONACCI
 Drawn by: L. BLUME
 Made by: J. FAFAN

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	242	309	
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE - COLLAMER ONONDAGA COUNTY					



ABUT. ELEV.	NORTH	SOUTH
A	435.10	435.25
B	435.30	435.45
C	435.50	435.53
D	435.42	435.32
E	435.23	435.12
F	441.28	441.43
G	441.40	441.30
H	434.60	434.75
J	434.73	434.62



- NOTES:
- Anchor bolts for bearings shall be 1" dia roughened or swaged bolts, 1'-2" long and set 10" into concrete.
 - For Excavation and Backfill details see Sheet No. 241
 - For Backwall and Waterstop details see Sheet No. 125
 - For Expansion Bearing detail see Sht. No. 130
 - For Rail Post spacing see Sheet No. 246

F.A.I. 481

BRIDGE NO. 45

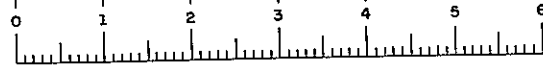
1 481 OVER N.Y. STATE THRUWAY

ABUTMENTS

DRAWING NO. 9025-03	SCALE As Shown	DATE 8/15/70	SHEET NO. 242
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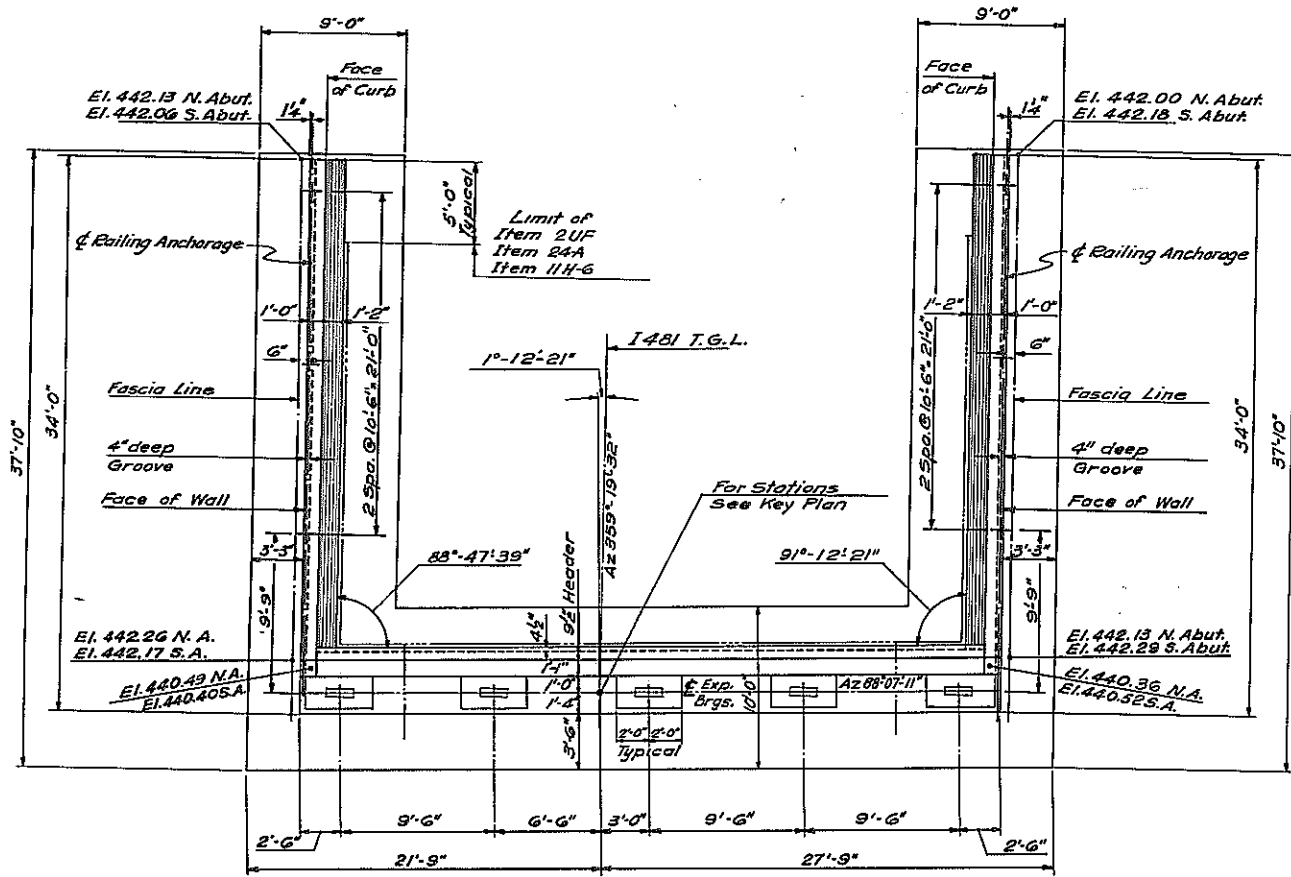
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYBESSET, NEW YORK

Checked By: S. Benassi
 Drawn By: J. Rossi
 In Charge: J. Eaton



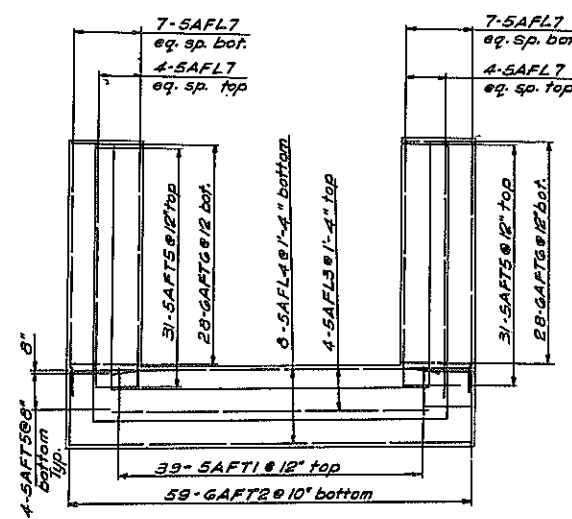
F.I.S.H 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(23)	1-481-2(116)	243	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE - COLLAMER ONONDAGA COUNTY					

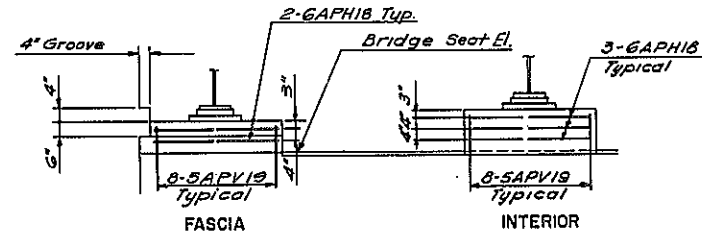


PLAN
Scale: 1/8" = 1'-0"

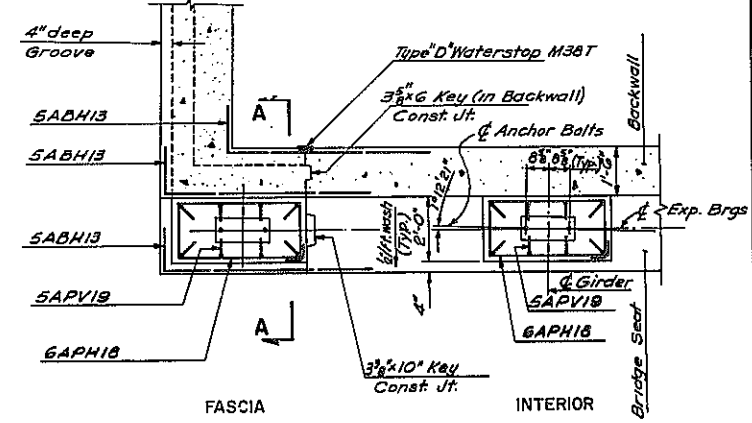
NOTE:
North Abutment as shown
South Abutment similar



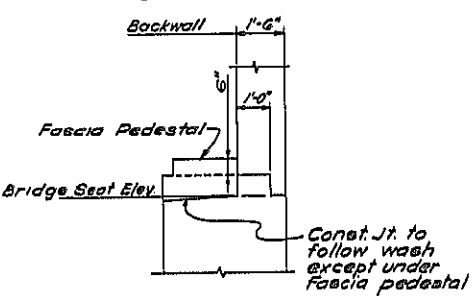
FOOTING REINFORCEMENT
Scale: 3/8" = 1'-0"



ELEVATION-PEDESTALS
Not to scale

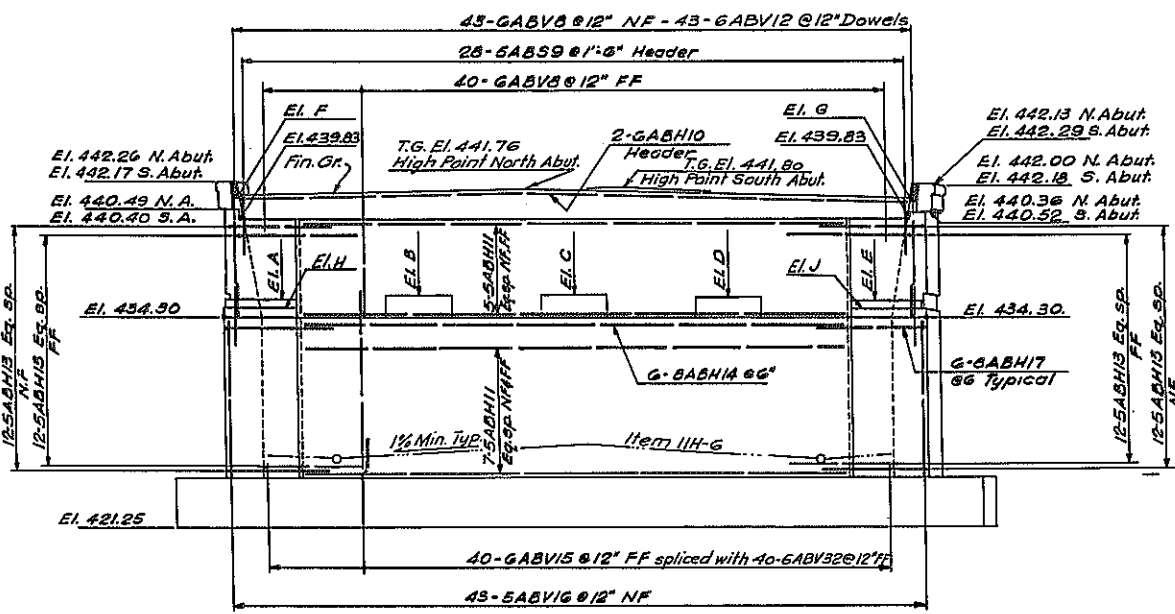


PLAN-PEDESTALS
Scale: 3/8" = 1'-0"

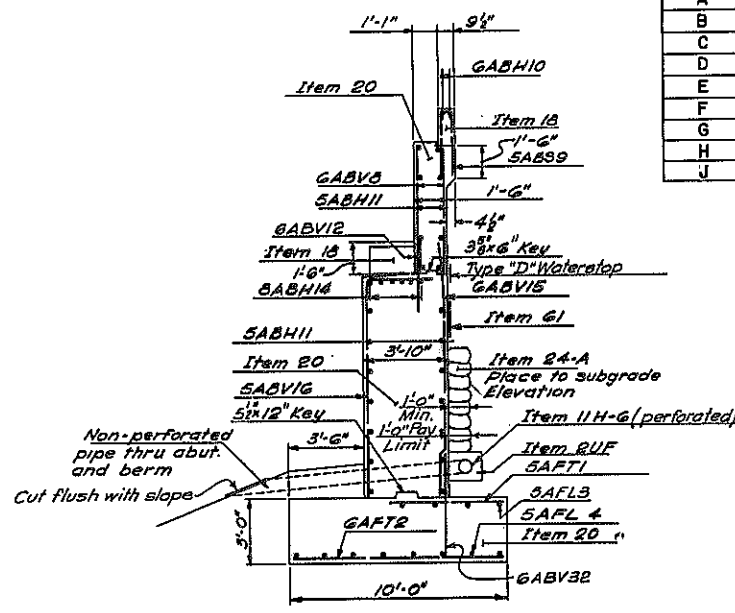


SECTION A-A
Scale: 3/8" = 1'-0"

ABUT. ELEV.	NORTH	SOUTH
A	435.22	435.13
B	435.42	435.53
C	435.49	435.53
D	435.29	435.48
E	435.09	435.26
F	441.40	441.31
G	441.27	441.43
H	434.72	434.63
J	434.59	434.76



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



TYPICAL SECTION (North Abutment shown)
Scale: 1/4" = 1'-0"

- NOTES:
- Anchor bolts for bearings shall be 1"φ roughened or swaged bolts, 1'-2 1/2" long and set 10" into concrete.
 - For Excavation and Backfill details see Sheet No. 241
 - For Backwall and Waterstop details see Sheet No. 125
 - For Expansion Bearing detail see Sht. No. 130
 - For Rail Post spacing see Sheet No. 246

F. A. I. 481

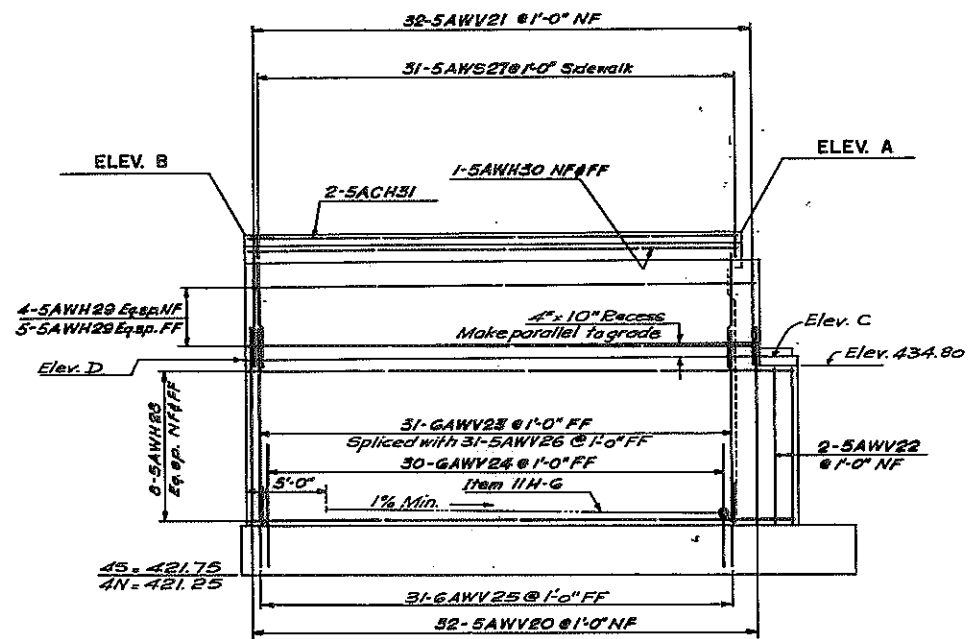
BRIDGE NO. 4N
1 481 OVER N.Y. STATE THRUWAY
ABUTMENTS

DRAWING NO. 8093-03	SCALE As Shown	DATE 6/15/70	SHEET NO. 243
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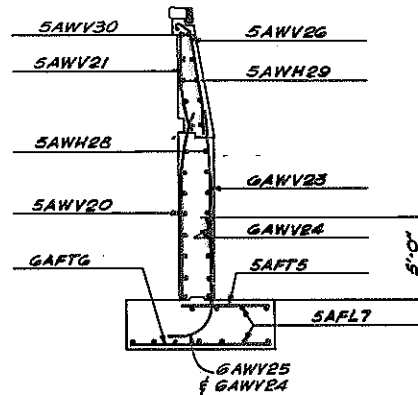
LOCKWOOD, KESLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge: J. Eaton
 Drafted By: J. Rossi
 Checked By: S. Barozzi

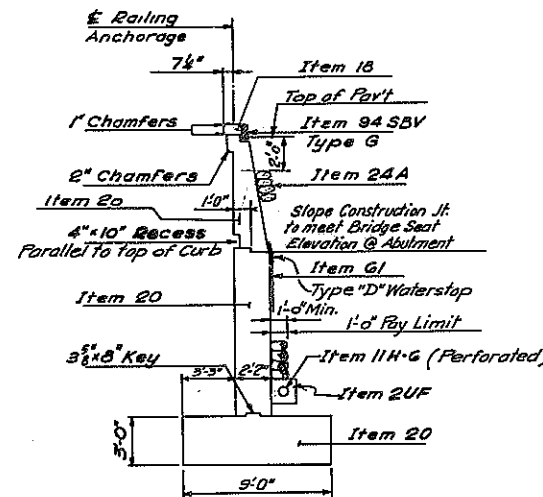
FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	244	309
INTERSTATE ROUTE CONNECTION 570				
BUTTERNUT INTERCHANGE - COLLAMER ONONDAGA COUNTY				



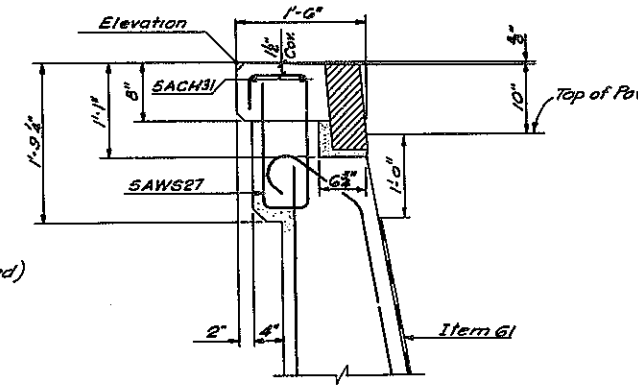
TYPICAL WINGWALL ELEVATION
Scale: 1/2" = 1'-0"



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



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



DETAIL
Scale: 1" = 1'-0"

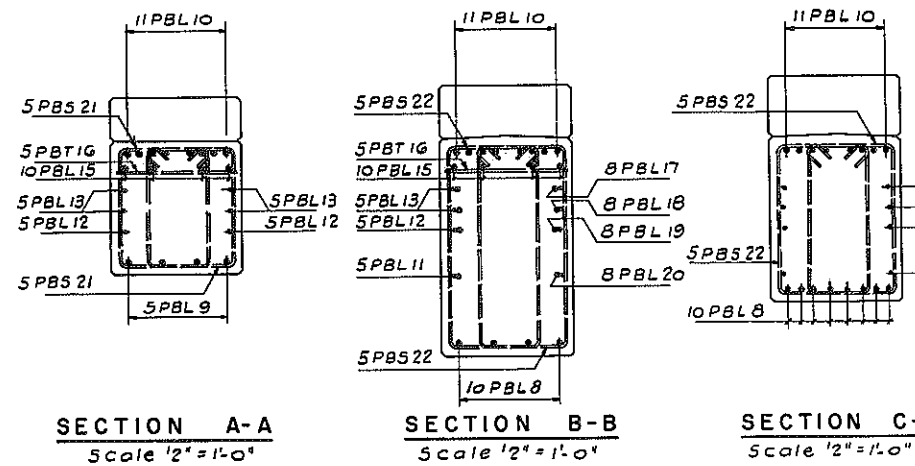
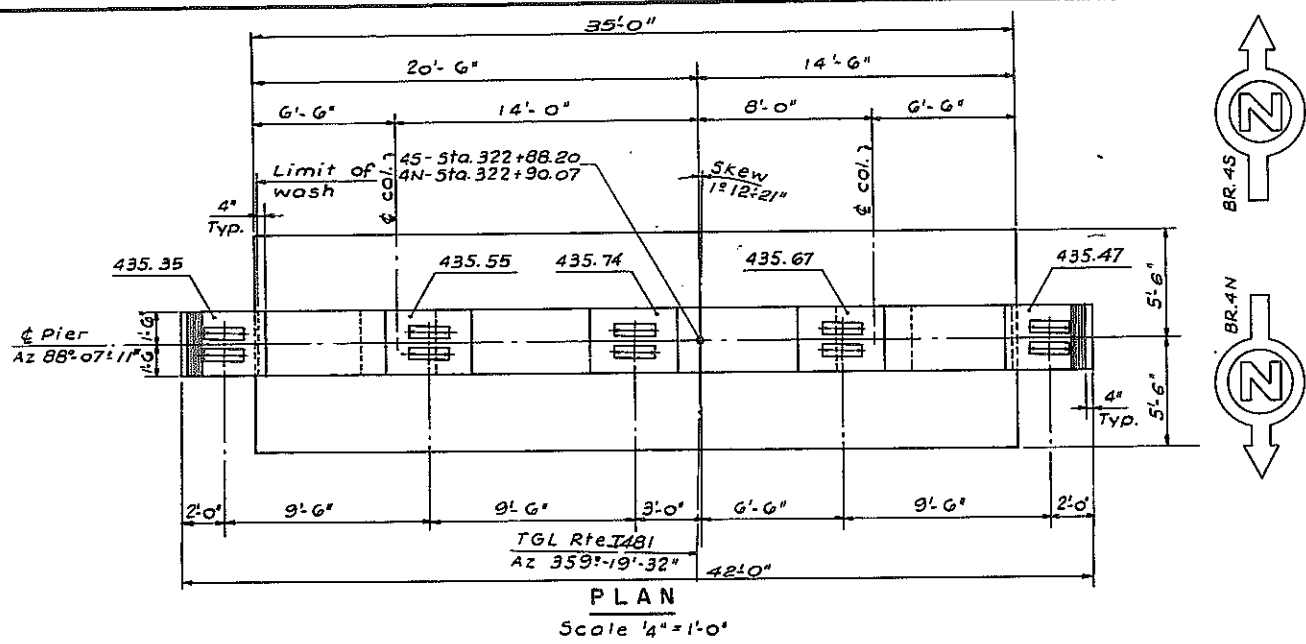
BRIDGE	4S		4N	
	ELEV. A	ELEV. B	ELEV. A	ELEV. B
WINGWALL NORTHWEST	442.14	442.02	442.26	442.13
NORTHEAST	442.26	442.14	442.13	442.00
SOUTHWEST	442.16	442.04	442.29	442.16
SOUTHEAST	442.28	442.17	442.17	442.06
	ELEV. C	ELEV. D	ELEV. C	ELEV. D
NORTHWEST	434.60	434.48	434.72	434.59
NORTHEAST	434.73	434.61	434.59	434.46
SOUTHWEST	434.62	434.50	434.76	434.65
SOUTHEAST	434.75	434.63	434.63	434.52

F.A.I. 481			
BRIDGES NO. 4S & 4N			
1 481 OVER N.Y. STATE THRUWAY			
WINGWALLS			
BRAWING NO.	SCALE	DATE	SHEET NO.
9093-03	As Shown	8/15/70	244
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

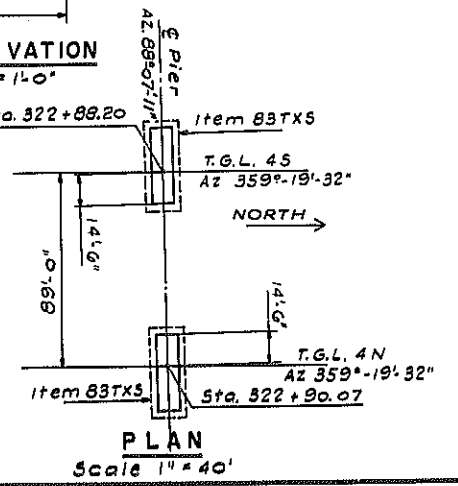
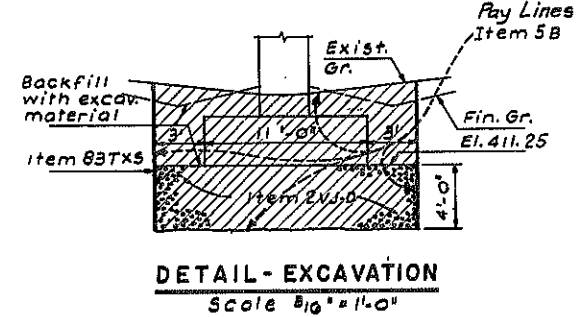
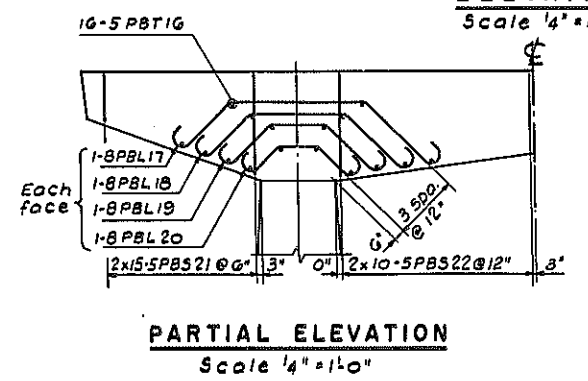
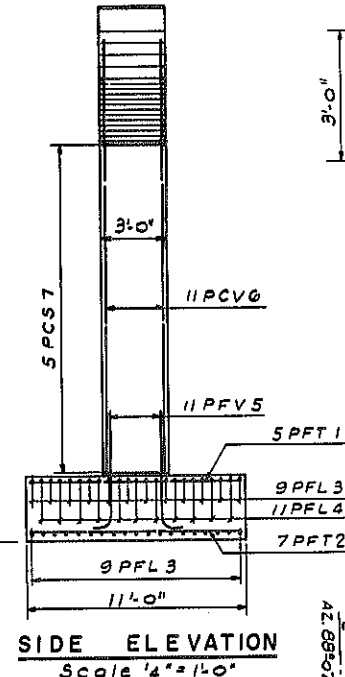
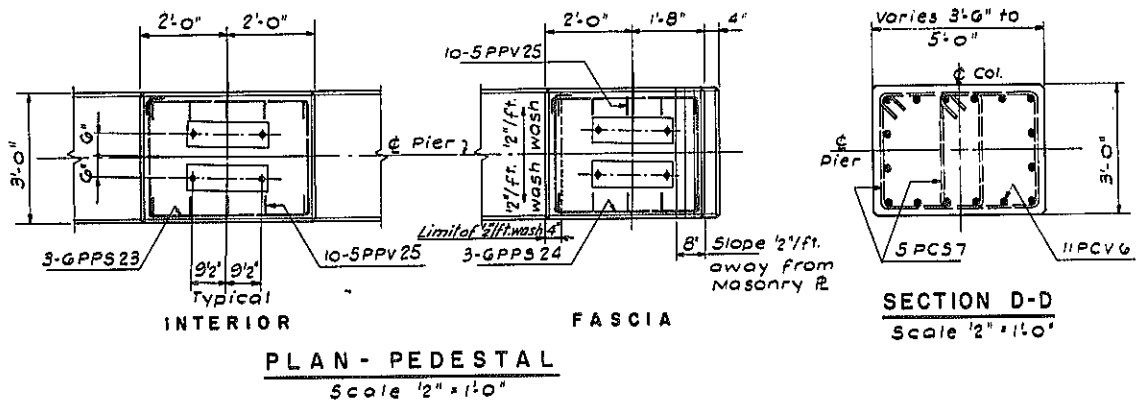
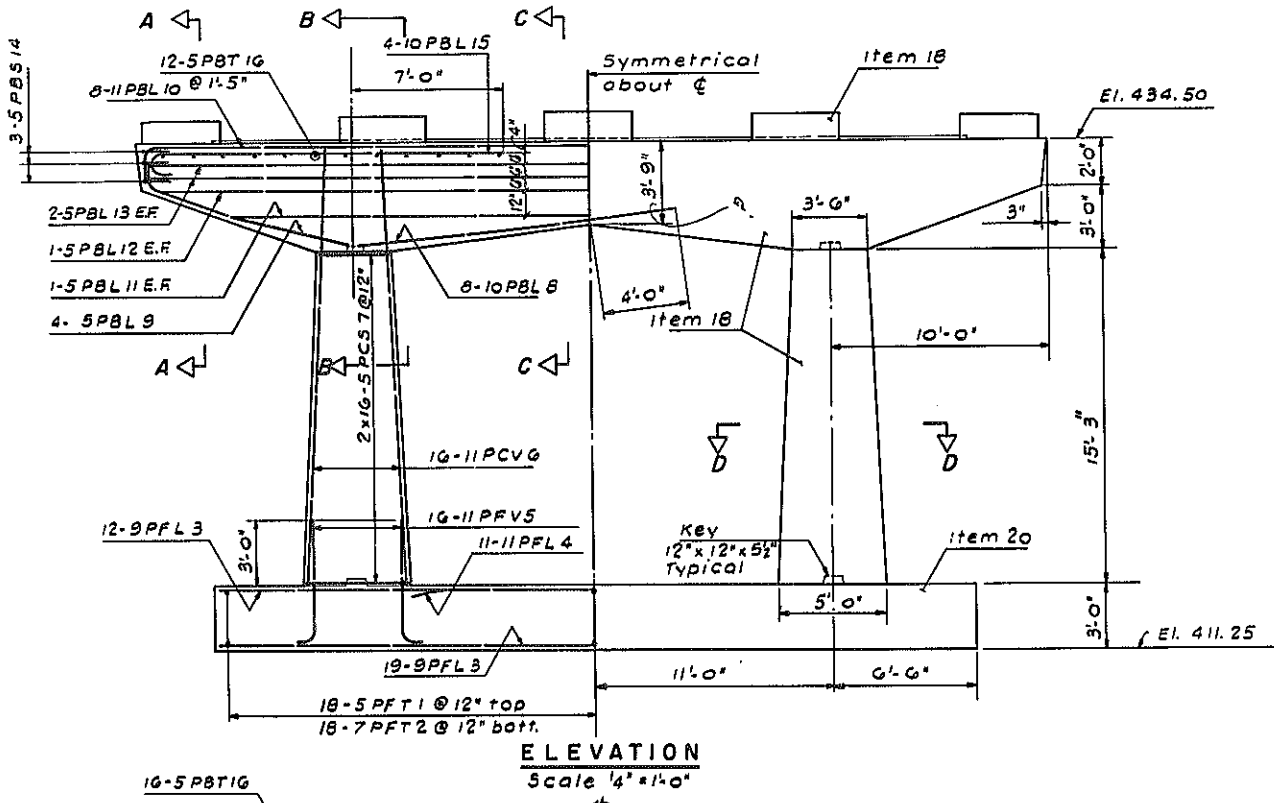
Checked by: J. Rossi
 Drawn by: J. Rossi
 In Charge of: J. Rossi

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-650-3(28)	1-481-2(116)	245	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE-COLLAMER					

ONONDAGA COUNTY
Anchor bolts for bearings shall be 1" dia roughened or swaged bolts 1'-2" lg. and set 10" into masonry



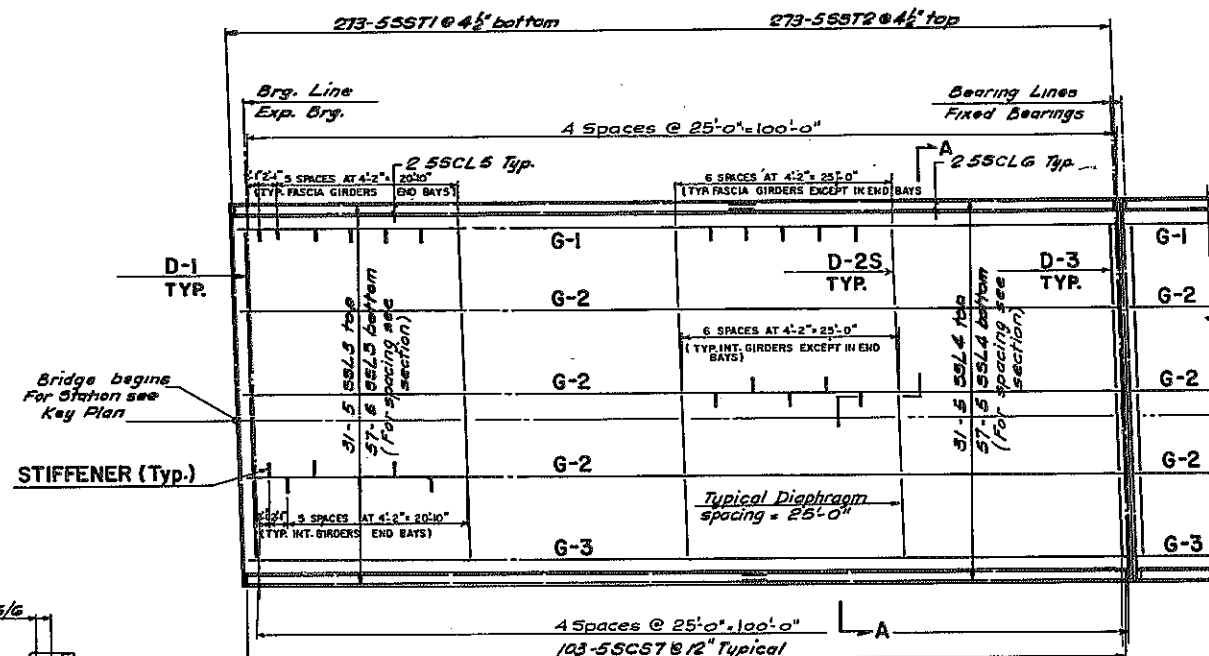
DETAIL - PEDESTAL Scale 1/2" = 1'-0"



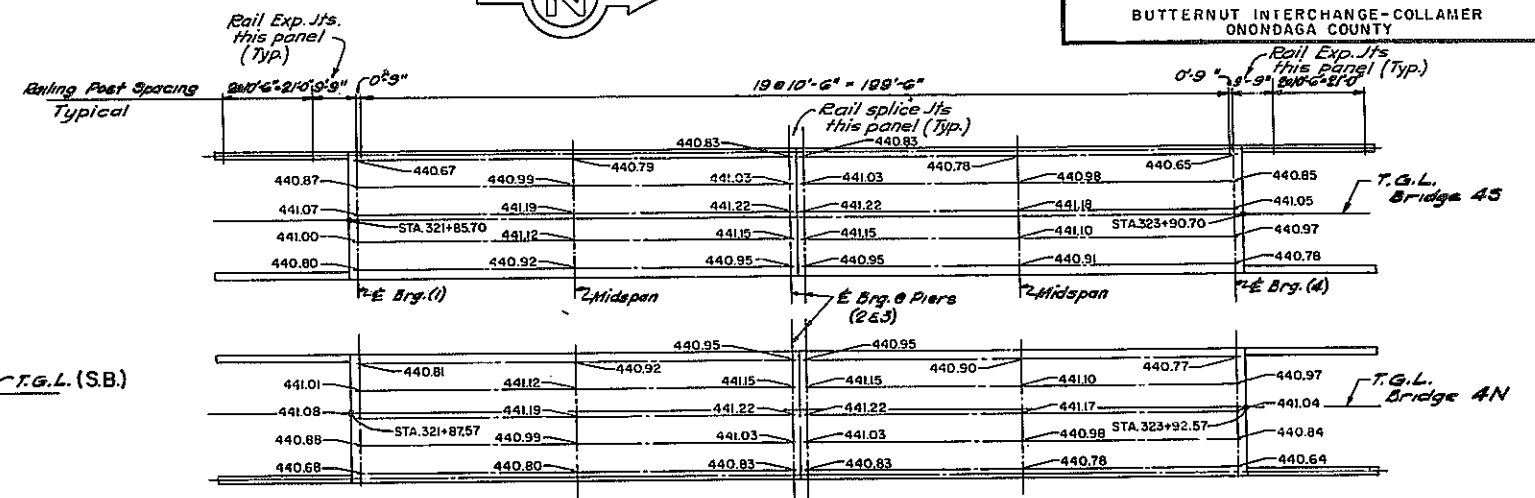
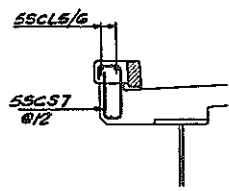
F.A.I. 481			
BRIDGES NO. 4S & 4N			
I 481 OVER N.Y. STATE THRUWAY PIERS			
DRAWING NO.	SCALE	DATE	SHEET NO.
9093-03	AS SHOWN	8/15/70	245
LOCKWOOD, KEBBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

In Charge: J. Eaton
 Made By: S. Bonacci
 Checked By: S. Bonacci
 Drawn By: B. Lowry

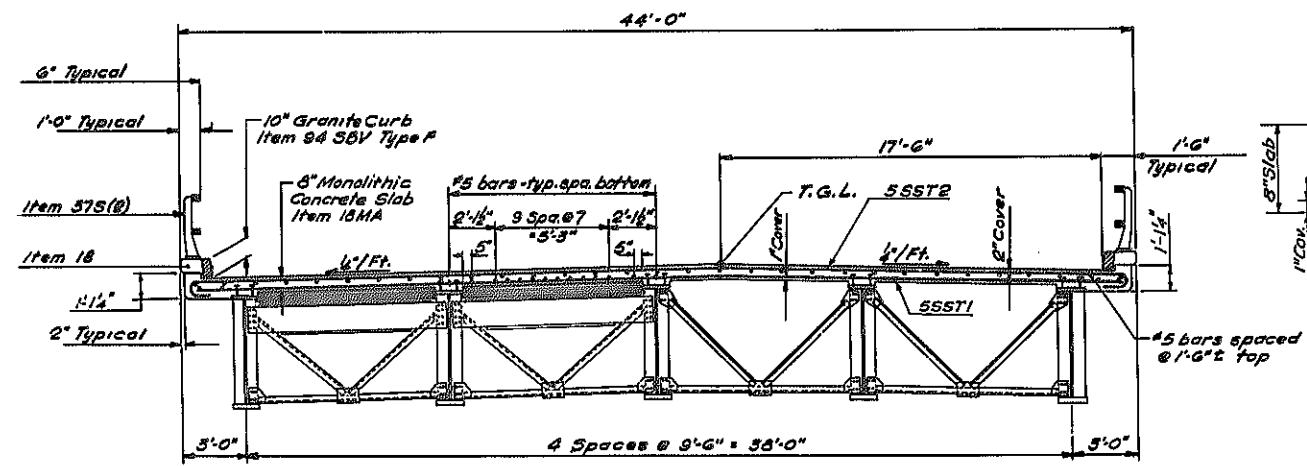
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	1-481-2(116)	246	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE-COLLAMER ONONDAGA COUNTY					



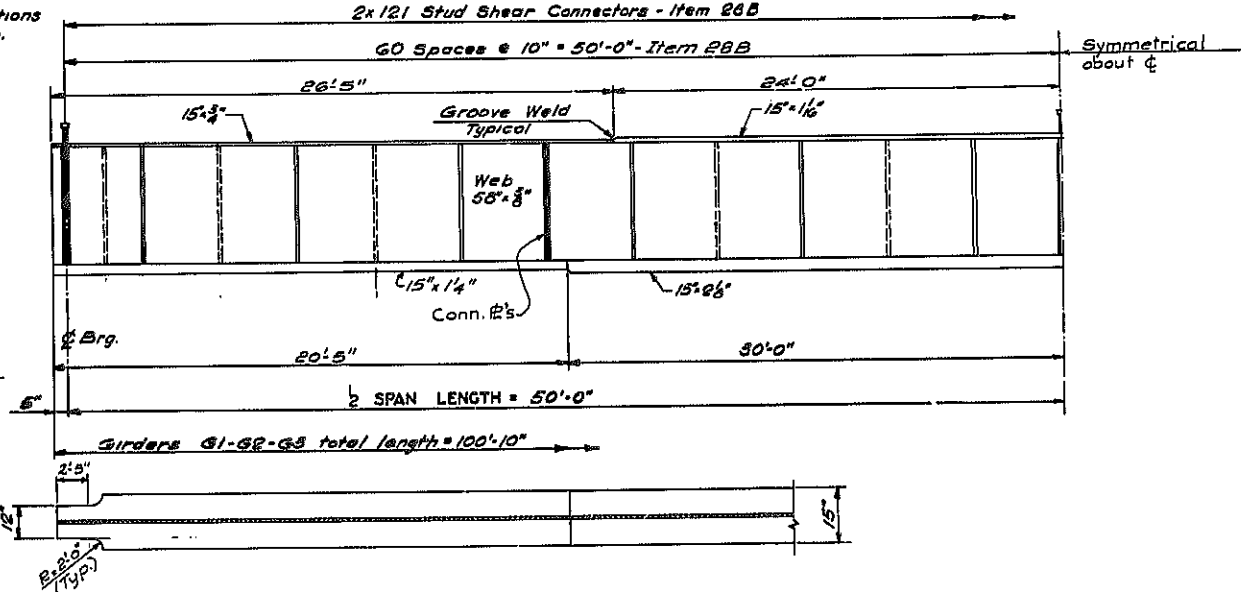
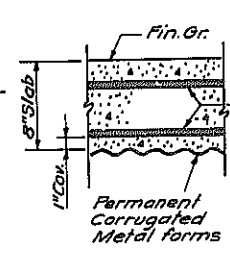
PLAN SB
Scale: 1"=10'
(NB PLAN SIMILAR)



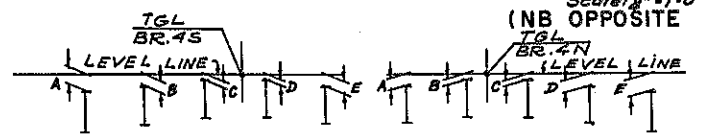
UNDERSIDE OF SLAB ELEVATIONS & KEY PLAN
No Scale



SECTION A-A SB
Scale: 1"=1'-0"
(NB OPPOSITE HAND)



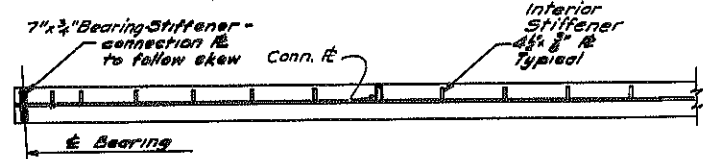
PLAN-BOTTOM FLANGE
No Scale



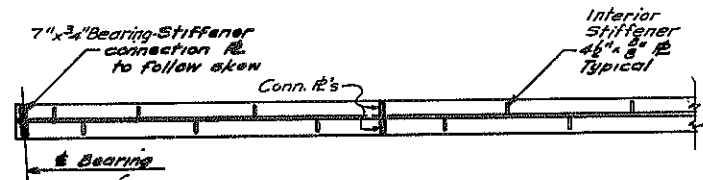
BRIDGE	BRG. LINES	VERTICAL MEASUREMENTS TO TOP OF STEEL				
		A	B	C	D	E
BRIDGE 4S	1,4	1'-4"	1'-1 1/2"	1 1/4"	1'-0 1/2"	1'-2 1/2"
	2,3	1'-3 1/2"	1'-1 1/2"	1 1/2"	1'-0 1/2"	1'-2 1/2"
BRIDGE 4N	1,4	1'-2 1/2"	1'-0 1/2"	1 1/2"	1'-1 1/2"	1'-4"
	2,3	1'-2 1/2"	1'-0 1/2"	1 1/2"	1'-1 1/2"	1'-3 1/2"

THEORETICAL VERTICAL MEASUREMENTS AT C. BRG.

	ADJUSTMENT FOR CAMBER	
	FASCIA GIRDER	INTERIOR GIRDER
SLAB CONCRETE	1 1/2"	1 1/2"
V. C.	1/2"	1/2"
SUPERIMPOSED DEAD LOAD	3/8"	1/2"
D.L. STEEL ERECTED	7/8"	7/8"
TOTAL	2 7/8"	3 1/2"



GIRDER G-3 (Top Flange shown)
(G-1 SIMILAR)



GIRDER G-2 (Top Flange shown)

NOTES:
1. For Diaphragm Details, Connection Plates, and weld sizes, see Sheet No. 129
2. For Fabrication Notes see Sheet No. 129
3. For Curb Details see Sheet No. 125

F.A.I. 481

BRIDGE NO. 4S & 4N
I 481 OVER N.Y. STATE THRUWAY
SUPERSTRUCTURE

DRAWING NO. 9083-03	SCALE As Shown	DATE 6/15/70	SHEET NO. 246
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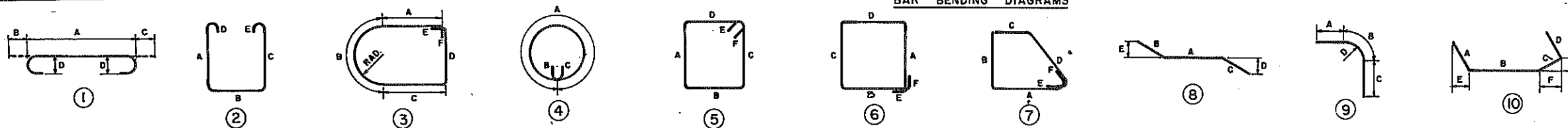
LOCKWOOD, KESSLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

Checked by: J. Eaton
 Drawn by: J. Rossi
 Designed by: J. Rossi
 Checked by: S. Bonacci

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-090-3(25)	1-481-2(116)	247	309

INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE-COLLAMER
 ONONDAGA COUNTY

BAR BENDING DIAGRAMS



BAR SCHEDULE

SUPERSTRUCTURE																
BAR SIZE	STRUCT UNIT	BAR MARK SUB DIV	LOCAT	BAR NO	NUMB	LENGTH	TYPE	A	B	C	D	E	F	G	H	COMMENTS
5	S	S	T	1	546	43-4	STR									TRANSVERSE BOTTOM
5	S	S	T	2	546	44-6	1	43-4	0-7	0-7	0-5	0-5				TRANSVERSE TOP
5	S	S	L	3	176	60-0	STR									LONG. TOP & BOTTOM
5	S	S	L	4	176	43-4	STR									LONG. TOP & BOTTOM
5	S	S	L	5	8	60-0	STR									SAFETY WALK
5	S	S	L	6	43-4	STR										SAFETY WALK
5	S	S	S	7	412	4-1	12	0-5	0-8 1/2	1-5	0-6	1-4				STIRRUPS

NORTH & SOUTH ABUTMENTS (THE AMOUNT SHOWN IN "NUMB" COL. INDICATES TOTAL FOR 2 ABUTMENTS)																
BAR SIZE	STRUCT UNIT	BAR MARK SUB DIV	LOCAT	BAR NO	NUMB	LENGTH	TYPE	A	B	C	D	E	F	G	H	COMMENTS
5	A	F	T	1	78	4-1	STR									FOOTING TRANSVERSE
5	A	F	T	2	118	9-8	STR									FOOTING TRANSVERSE, BOT
5	A	F	L	3	8	39-0	STR									FOOTING LONG.
5	A	F	T	4	16	49-2	STR									FOOTING LONG, BOT
5	A	F	T	5	140	5-0	STR									FOOTING TRANSVERSE
5	A	F	T	6	112	8-8	STR									FOOTING TRANSVERSE, BOT
5	A	F	L	7	44	29-6	STR									FOOTING LONG. BOT
5	A	V	S	8	166	5-2	STR	2-10	0-5	2-10						BACKWALL, VERTIC. HEADER
5	A	B	H	9	56	5-11	2									HEADER
5	A	B	H	10	4	40-8	STR									HEADER
5	A	B	H	11	48	33-8	STR									WALL, HORIZ. ABUT. STEM
5	A	B	H	12	86	3-5	STR	5-9	1-3							ABUT. STEM
5	A	B	H	13	96	6-11	14									ABUT. STEM N.F.
5	A	B	H	14	12	33-8	STR									ABUT. STEM F.F.
5	A	B	V	15	80	11-3	STR									ABUT. STEM N.F.
5	A	B	V	16	86	11-11	14	2-9	9-3							ABUT. STEM
5	A	H	H	17	24	6-4	STR									PEDESTAL
5	A	P	H	18	26	11-0	6	1-8	3-8	1-8	3-8	0-5	0-5			PEDESTAL
5	A	P	V	19	80	3-2	14	2-9	0-6							PEDESTAL
5	A	M	V	20	128	11-2	STR									WINGWALL STEM N.F.
5	A	M	V	21	128	6-6	STR									WINGWALL STEM N.F.
5	A	M	V	22	8	11-0	STR									WINGWALL STEM N.F.
5	A	M	V	23	124	8-8	9									WINGWALL STEM F.F.
5	A	M	V	24	120	8-8	9	1-0	3-2	5-6	2-0					WINGWALL STEM F.F.
5	A	M	V	25	124	6-8	9	1-0	3-2	2-3	2-0					WINGWALL STEM F.F.
5	A	M	V	26	124	8-2	11	0-7	1-2	6-5	0-5					WINGWALL STEM F.F.
5	A	M	S	27	124	4-1	12	0-5	0-8 1/2	1-5	0-6	1-4				STIRRUPS
5	A	M	H	28	64	33-8	STR									WINGWALL, HORIZ. NFGFF
5	A	M	H	29	36	31-5	STR									WINGWALL, HORIZ. NFGFF
5	A	M	H	30	8	30-4	STR									WINGWALL, HORIZ. NFGFF
5	A	B	H	31	8	30-4	STR									SAFETY WALK
5	A	B	V	32	80	4-3	STR									FTG. DOWELS

BAR SCHEDULE

PIER																
BAR SIZE	STRUCT UNIT	BAR MARK SUB DIV	LOCAT	BAR NO	NUMB	LENGTH	TYPE	A	B	C	D	E	F	G	H	COMMENTS
5	P	F	T	1	35	10-6	STR									FOOTING TRANSVERSE
7	P	F	T	2	35	10-6	STR									FOOTING TRANSVERSE
9	P	F	L	3	31	34-8	STR									FOOTING LONG.
11	P	F	L	4	11	17-0	STR									FOOTING LONG.
11	P	F	V	5	32	6-6	14	5-6	1-5							DOWNELS
11	P	C	V	6	32	20-0	STR									COLUMN VERTICAL
5	P	C	S	7	64	VARIES	5	VAR	2-8	VAR	2-8	0-5 1/2	0-5 1/2	A + C VARIES 2-0 TO 2-11	L VARIES 10-3 TO 12-1	4 SETS OF 16
10	P	B	L	8	16	14-6	STR									CAP BEAM LONG.
5	P	B	L	9	8	10-6	10	1-0	9-6							CAP BEAM LONG.
11	P	B	L	10	8	44-2	2	1-8	41-8	1-8						CAP BEAM LONG.
5	P	B	L	11	2	33-0	STR									CAP BEAM LONG.
5	P	B	L	12	2	39-0	STR									CAP BEAM LONG.
5	P	B	L	13	4	41-0	STR									CAP BEAM LONG.
5	P	B	S	14	6	5-0	2	1-3	2-8	1-3						CAP BEAM
10	P	B	L	15	8	18-4	1	16-9	1-7							CAP BEAM
5	P	B	L	16	56	2-8	STR									CAP BEAM
8	P	B	L	17	4	15-10	13	5-10	4-6	3-4	1-1	1-1				CAP BEAM
8	P	B	L	18	4	13-5	13	4-3	3-11	3-1	1-1	1-1				CAP BEAM
8	P	B	L	19	4	10-10	13	2-6	3-4	2-10	1-1	1-1				CAP BEAM
8	P	B	L	20	4	7-11	13	1-10	2-1	1-10	1-1	1-1				CAP BEAM
5	P	B	S	21	60	VARIES	5	VAR	2-1	VAR	2-1	0-5 1/2	0-5 1/2	A + C VARIES 2-0 TO 4-8	L VARIES 8-9 TO 14-1	4 SET OF 15
5	P	B	S	22	40	VARIES	5	VAR	2-1	VAR	2-1	0-5 1/2	0-5 1/2	A + C VARIES 3-5 TO 4-8	L VARIES 11-7 TO 14-1	4 SET OF 19
5	P	P	S	23	9	13-3	6	3-8	2-8	3-8	2-8	0-6	0-6			PEDESTAL
6	P	P	S	24	6	12-7	6	3-4	2-8	3-4	2-8	0-6	0-6			PEDESTAL
5	P	P	V	25	50	3-2	1	2-7	0-7							PEDESTAL

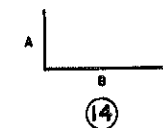
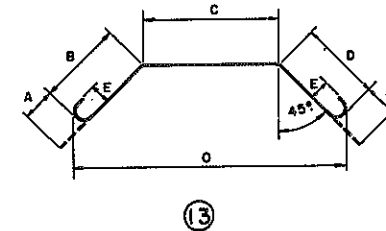
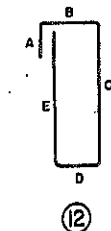
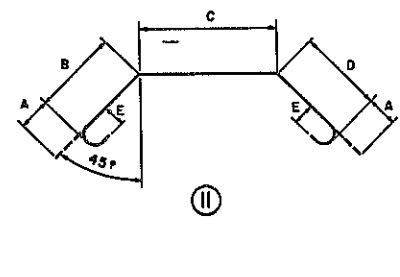
LEGEND

SUB-DIVISION:
 A - Apron of Culvert (Including Cut-off Wall)
 B - Backwall
 Beam
 Bottom Slab of Culvert (Including Cut-off Wall)
 Bottom of Slab (Highway Approach Slab only)
C - Column
 Curb
 Safety Walk
 Sidewalk
E - Extrados
F - Footing
H - Header
I - Intras
P - Parapet
 Pedestal
S - Shaft (Use also for Cast-in-Place Piles)
 Sidewall
 Slab
 Slit
 Plinth
T - Top Slab of Culvert (Including Headwall)
W - Wingwall above Footing

STRUCTURE UNIT:
 A - Abutment
 C - Culvert
 F - Foundation Pile
 H - Highway Approach Slab
 P - Pier
 R - Rigid Frame
 Arch
 S - Superstructure
 W - Wall (Isolated)

LOCATION OR FUNCTION:
 D - Diagonal
 H - Horizontal
 L - Longitudinal
 S - Stirrups
 T - Transverse
 V - Vertical

NOTE: ALL DIMENSIONS ARE OUT TO OUT OF BAR



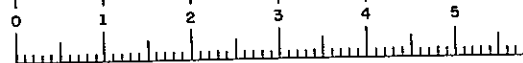
F.A.I. 481

BRIDGE NO. 4S
 I 481 OVER N.Y. STATE THRUWAY
 BAR SCHEDULE

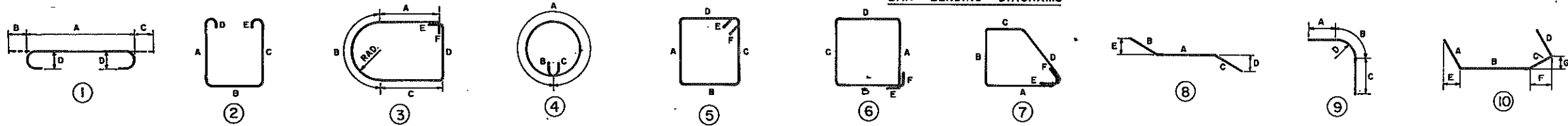
DRAWING NO. 9099-03	SCALE	DATE 8/15/70	SHEET NO. 247
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LOCKWOOD, KESLER & BARTLETT, INC.
 CONSULTING ENGINEERS - SYOSSET, NEW YORK

In Charge: J. Eator
 Drafted: S. Bonacci
 Checked: A. Sampsalis



BAR BENDING DIAGRAMS



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B)	1-481-2(11B)	248	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE-COLLAMER					
ONONDAGA COUNTY					

BAR SCHEDULE

SUPERSTRUCTURE																COMMENTS	
BAR SIZE	STRUCT UNIT	BAR MARK	LOCAT	BAR NO	NUMB	LENGTH	TYPE	A	B	C	D	E	F	G	H		
5	S	S	T	1	546	43-4	STR										TRANVERSE BOTTOM TRANSVERSE TOP LONG. TOP & BOTTOM LONG. TOP & BOTTOM SAFETY WALK
5	S	S	L	2	546	44-6	1	43-4	0-7	0-7	0-5	0-5					
5	S	S	L	3	176	60-0	STR										
5	S	S	L	4	176	43-4	STR										
5	S	S	L	5	8	60-0	STR										
5	S	S	L	6	8	43-4	STR	0-5	0-8 1/2	1-5	0-6	1-4					
5	S	S	S	7	412	4-1	12									STIRRUPS	

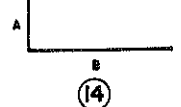
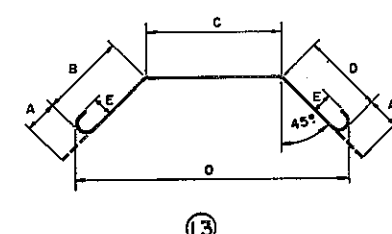
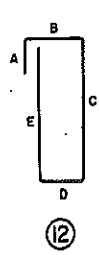
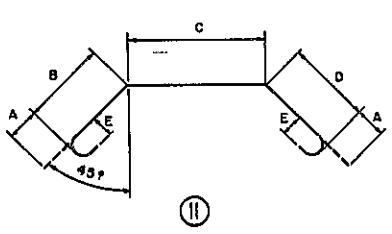
NORTH & SOUTH ABUTMENTS (THE AMOUNT SHOWN IN "NUMB" COL. INDICATES TOTAL FOR 2 ABUTMENTS)																COMMENTS
BAR SIZE	STRUCT UNIT	BAR MARK	LOCAT	BAR NO	NUMB	LENGTH	TYPE	A	B	C	D	E	F	G	H	
5	A	F	T	1	78	4-1	STR									FOOTING TRANSVERSE FOOTING TRANSVERSE, BOT FOOTING LONG. FOOTING LONG. BOT FOOTING TRANSVERSE
5	A	F	L	2	118	9-8	STR									
5	A	F	T	3	8	39-0	STR									
5	A	F	L	4	16	49-2	STR									FOOTING TRANSVERSE, BOT FOOTING LONG. BACKWALL, VERTIC. HEADER
5	A	F	T	5	140	5-0	STR									
5	A	F	L	6	112	8-8	STR									WALL, HORIZ. ABUT. STEM N.F. ABUT. STEM
5	A	F	T	7	44	29-6	STR									
5	A	B	V	8	166	5-2	STR									WINGWALL STEM N.F. ABUT. STEM
5	A	B	S	9	56	5-11	2	2-10	0-5	2-10						
5	A	B	H	10	4	40-8	STR									WINGWALL STEM N.F. ABUT. STEM N.F. ABUT. STEM
5	A	B	V	11	48	33-8	STR									
5	A	B	H	12	86	3-5	STR									WINGWALL STEM N.F. ABUT. STEM N.F. ABUT. STEM
5	A	B	V	13	96	6-11	14	5-9	1-3							
5	A	B	H	14	12	33-8	STR									WINGWALL STEM N.F. ABUT. STEM N.F. ABUT. STEM
5	A	B	V	15	80	11-9	STR									
5	A	B	V	16	86	12-5	14	2-9	9-9							WINGWALL STEM N.F. ABUT. STEM N.F. ABUT. STEM
5	A	B	H	17	24	6-4	STR									
5	A	P	V	18	26	11-0	6	1-8	3-8	1-8	3-8	0-5	0-5			WINGWALL STEM N.F. ABUT. STEM N.F. ABUT. STEM
5	A	P	V	19	80	3-2	14	2-9	0-6							
5	A	V	V	20	128	11-8	STR									WINGWALL STEM N.F. ABUT. STEM N.F. ABUT. STEM
5	A	V	V	21	128	6-6	STR									
5	A	V	V	22	8	9-10	STR									WINGWALL STEM N.F. ABUT. STEM N.F. ABUT. STEM
5	A	V	V	23	124	11-0	STR									
5	A	V	V	24	120	9-8	9	1-0	3-2	8-8	2-0					WINGWALL STEM N.F. ABUT. STEM N.F. ABUT. STEM
5	A	V	V	25	124	6-8	9	1-0	3-2	12-3	2-0					
5	A	V	V	26	124	8-2	11	0-7	1-2	8-8	0-5					WINGWALL STEM N.F. ABUT. STEM N.F. ABUT. STEM
5	A	V	V	27	124	4-1	12	0-5	0-8 1/2	1-5	0-6	1-4				
5	A	W	H	28	44	33-8	STR									WINGWALL, HORIZ. NPGFF WINGWALL, HORIZ. NPGFF WINGWALL, HORIZ. NPGFF
5	A	W	H	29	36	31-5	STR									
5	A	W	H	30	8	30-4	STR									SAFETY WALK FTG DOWELS
5	A	W	H	31	8	30-4	STR									
5	A	C	V	32	80	4-3	STR									

BAR SCHEDULE

PIER																COMMENTS
BAR SIZE	STRUCT UNIT	BAR MARK	LOCAT	BAR NO	NUMB	LENGTH	TYPE	A	B	C	D	E	F	G	H	
5	P	F	T	1	35	10-6	STR									FOOTING TRANSVERSE FOOTING TRANSVERSE FOOTING LONG. FOOTING LONG. DOWELS COLUMN VERTICAL
7	P	F	T	2	35	10-6	STR									
9	P	F	L	3	31	34-8	STR									
11	P	F	L	4	11	17-0	STR									
11	P	F	V	5	32	6-4	STR	5-6	1-5							
11	P	C	V	6	32	20-0	STR									
5	P	C	S	7	64	VARIES	5	VAR	2-8	VAR	2-8	0-5 1/2	0-5 1/2	A + C VARIES 2-0 TO 2-11 L VARIES 10-3 TO 12-1 4 SETS OF 16		COLUMN TIES
10	P	B	L	8	16	14-6	STR									CAP BEAM LONG. CAP BEAM LONG. CAP BEAM LONG.
5	P	B	L	9	8	10-6	STR	1-0	9-6			0-4				
11	P	B	L	10	8	44-2	2	1-8	41-8	1-8						CAP BEAM LONG. CAP BEAM LONG. CAP BEAM LONG.
5	P	B	L	11	2	33-0	STR									
5	P	B	L	12	2	39-0	STR									CAP BEAM CAP BEAM
5	P	B	L	13	4	41-0	STR									
5	P	B	S	14	6	5-0	2	1-3	2-8	1-3						CAP BEAM CAP BEAM CAP BEAM
10	P	B	L	15	8	18-4	1	16-9	1-7							
5	P	B	T	16	56	2-8	STR									CAP BEAM CAP BEAM
8	P	B	L	17	4	15-10	13	5-10	4-6	3-4	1-1	1-1				
8	P	B	L	18	4	13-5	13	4-3	3-11	3-1	1-1	1-1				CAP BEAM CAP BEAM CAP BEAM
8	P	B	L	19	4	10-10	13	2-6	3-4	2-10	1-1	1-1				
8	P	B	L	20	4	7-11	13	1-10	2-1	1-10	1-1	1-1				CAP BEAM CAP BEAM CAP BEAM
5	P	B	S	21	60	VARIES	5	VAR	2-1	VAR	2-1	0-5 1/2	0-5 1/2	A + C VARIES 2-0 TO 4-8 L VARIES 8-9 TO 14-1 4 SET OF 15		
5	P	B	S	22	40	VARIES	5	VAR	2-1	VAR	2-1	0-5 1/2	0-5 1/2	A + C VARIES 3-5 TO 4-8 L VARIES 11-7 TO 14-1 4 SET OF 19		STIRRUPS
6	P	P	S	23	9	13-3	6	3-8	2-8	3-8	2-8	0-6	0-6			PEDESTAL PEDESTAL
6	P	P	S	24	6	12-7	6	3-4	2-8	3-4	2-8	0-6	0-6			
5	P	P	V	25	50	3-2	1	2-7	0-7							

LEGEND

- SUB-DIVISION:
- A - Apron of Culvert (Including Cut-off Wall)
 - B - Bockwall
 - Beam
 - Bottom Slab of Culvert (Including Cut-off Wall)
 - Bottom of Slab (Highway Approach Slab only)
- C - Column
- Curb
 - Safety Walk
 - Sidewalk
- E - Extrados
- F - Footing
- H - Header
- I - Intrados
- J - Parapet
- Pedestal
- S - Shaft (Use also for Cast-in-Place Piles)
- Sidewalk
 - Slab
 - Stem
 - Plinth
 - T - Top Slab of Culvert (Including Headwall)
 - W - Wingwall above Footing
- STRUCTURE UNIT:
- A - Abutment
 - C - Culvert
 - F - Foundation Pile
 - H - Highway Approach Slab
 - P - Pier
 - R - Rigid Frame
 - Arch
 - S - Superstructure
 - W - Wall (Isolated)
- LOCATION OR FUNCTION:
- D - Diagonal
 - H - Horizontal
 - L - Longitudinal
 - S - Stirrups
 - T - Ties
 - V - Vertical
- NOTE: ALL DIMENSIONS ARE OUT TO OUT OF BAR



F.A.I. 481

BRIDGE NO. 4N

I 481 OVER N.Y. STATE THRUWAY

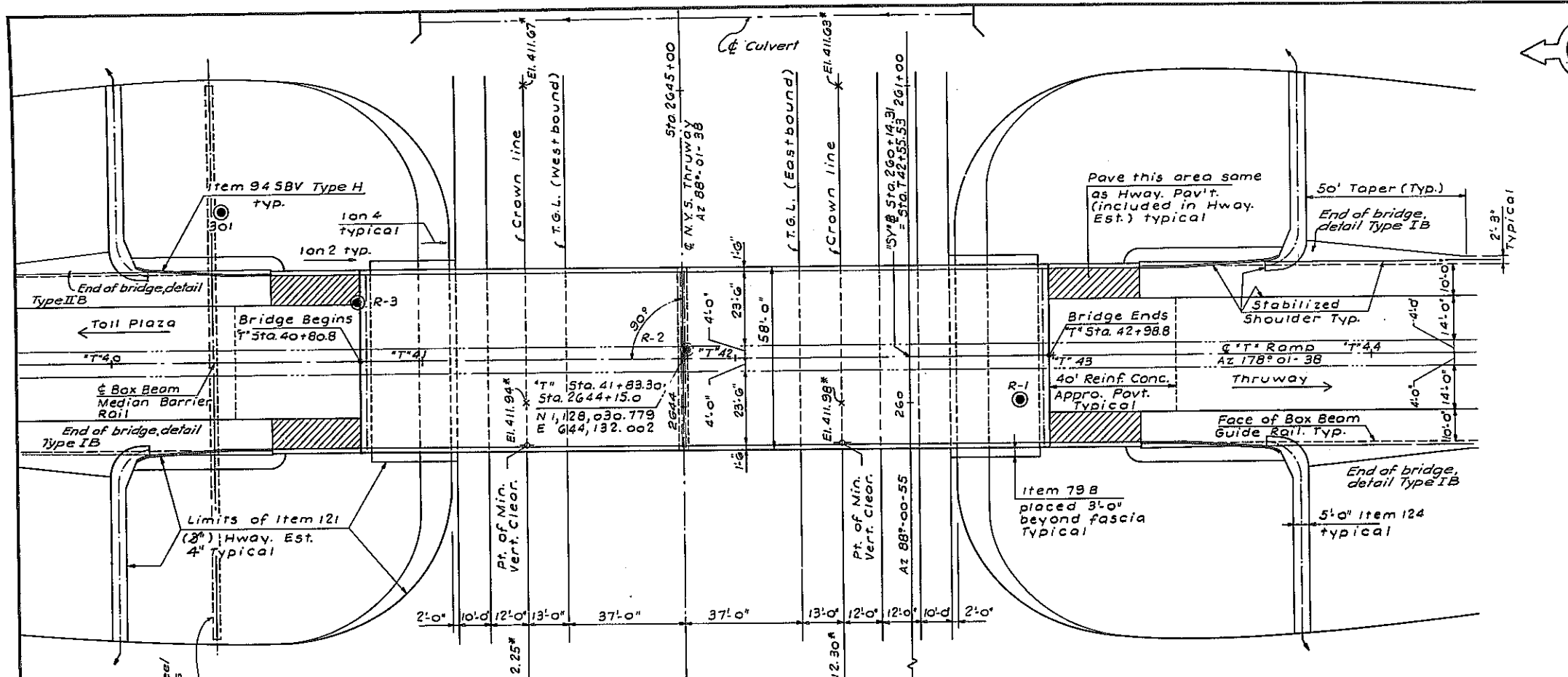
BAR SCHEDULE

DRAWING NO.	SCALE	DATE	SHEET NO.
2098-03		8/15/70	248

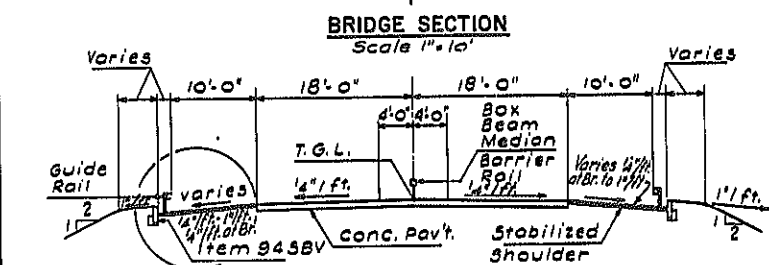
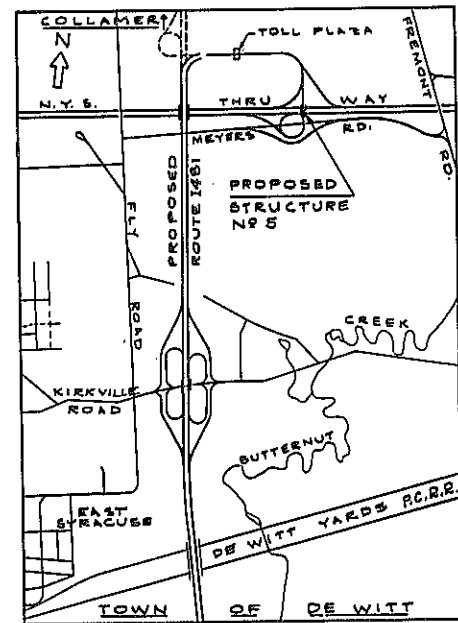
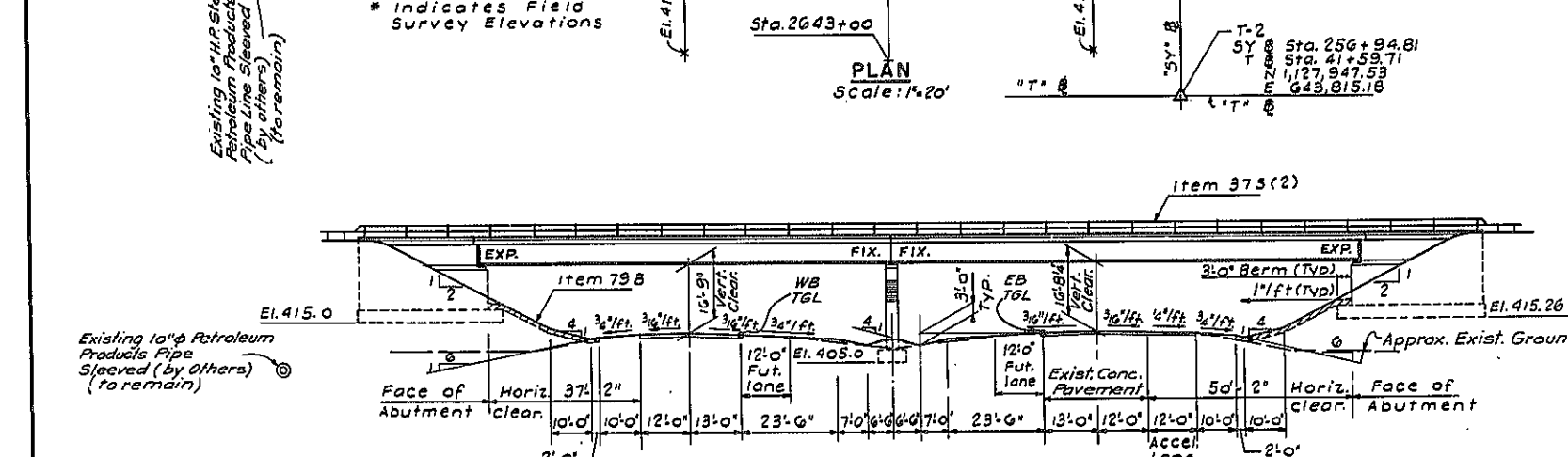
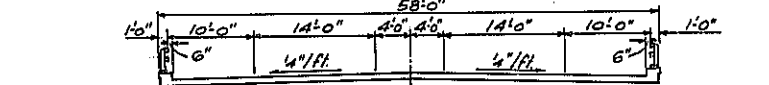
LOCKWOOD, KESBLER & BARTLETT, INC.
CONSULTING ENGINEERS - BYOSET, NEW YORK

In Charge of: J. Eaton
 Drafted By: S. BONACCI
 Checked By: A. Campstaitis

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FED. AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(25)	1-481-2(116)	249R	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE - COLLAMER ONONDAGA COUNTY					



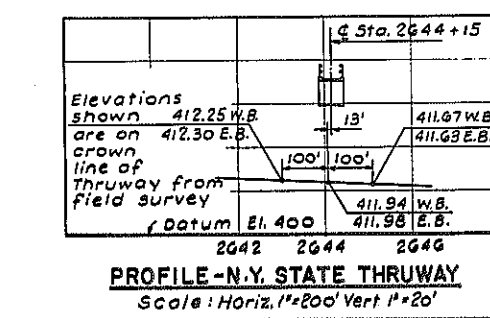
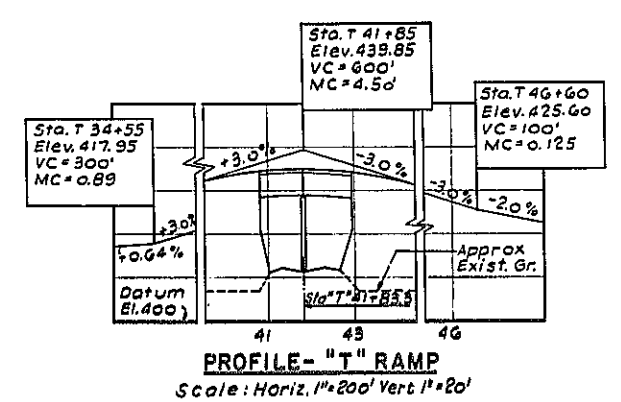
ITEM	DESCRIPTION	UNIT	QUANTITIES	
			NEAT	PROP'L
2EF-B	Selected Granular Fill	C.Y.	3650	3650
2W-D	Selected Fill (Bridge Foundation)	C.Y.	6000	6000
2UF	Underdrain Filter	C.Y.	13	15
5B	Structure Excavation	C.Y.	295	295
11H-6	Perf. Corr. Metal Underdrain-6" dia. 18ga.	L.F.	239	240
18	Class A - Concrete for Structures	C.Y.	23	25
18MA	Cl. A - Conc. for Struct (Mono. Br. Slab)	S.F.	12571	12575
20	Class B - Concrete for Structures	C.Y.	705	705
24A	Bagged Screened Aggregate	C.Y.	90	90
28	Bar Reinforcement for Structures	Lb.	138128	138130
28B	Stud Shear Connectors	Ea.	4004	4005
28	Structural Steel	Lb.	381,280	381,280
33MU	Box Beam Median Barrier Rail	L.F.	218	220
375(2)	Steel Bridge Railing (2 Rail)	L.F.	559	560
61	Bituminous Material	Gal.	140	140
75B	Concrete Block Paving	S.Y.	425	425
945BV	Stone Curb (Bridge Types-Granite)	L.F.	715	720
124	Sodding	S.Y.	150	150
363 I	Epoxy Protective Coating for Conc.	S.F.	1290	1290
1WPS	Watering Plants and Sod	MGal.	3.0	4.0



NOTES:

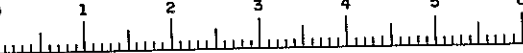
- For General Notes see Sheet No. 124
- For design purposes the foundation pressure for Abutments on compacted fill does not exceed 2 1/2 tons/S.F. and for Pier does not exceed 2 tons/S.F.
- ⊙ indicates the locations of borings.
- For Curbing and Drainage Details at Ends of Bridge see Sht. No. 127
- The structural slab on this structure shall be formed with permanent corrugated metal forms for concrete decks.

As Built Revision
Change in topsoil depth

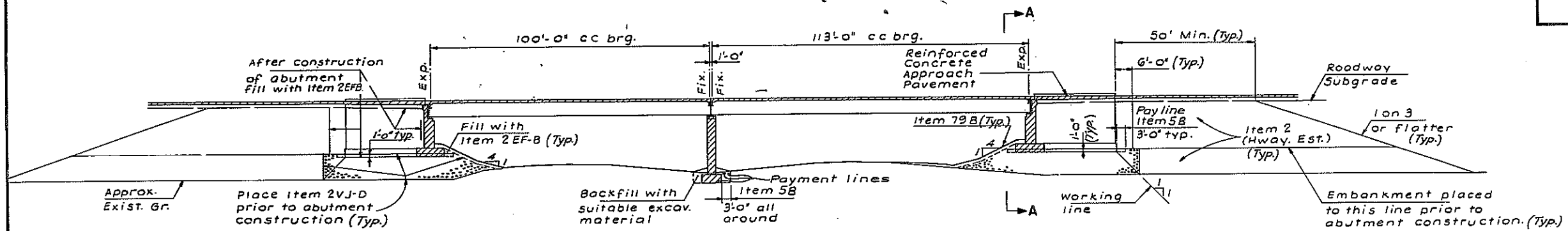


COLLAMER INTERCHANGE			
BRIDGE No. 5			
"T" RAMP OVER N.Y. STATE THRUWAY			
GENERAL PLAN			
DRAWING NO.	SCALE	DATE	SHEET NO.
9093-03	As Shown	8/13/70	249
LOCKWOOD, KESBLER & BARTLETT, INC. CONSULTING ENGINEERS - SYRACUSE, NEW YORK			

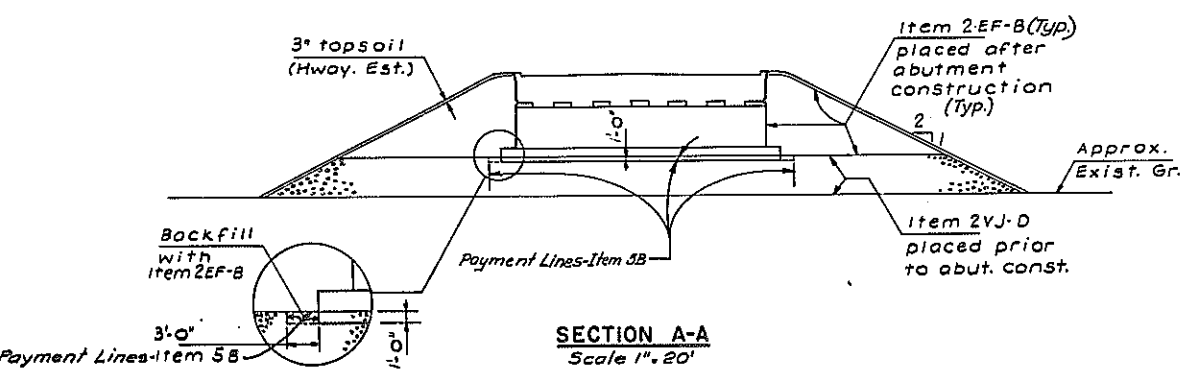
In Charge: J. Eaton
 Checked By: S. Bonacci
 Drawn By: J. Eaton



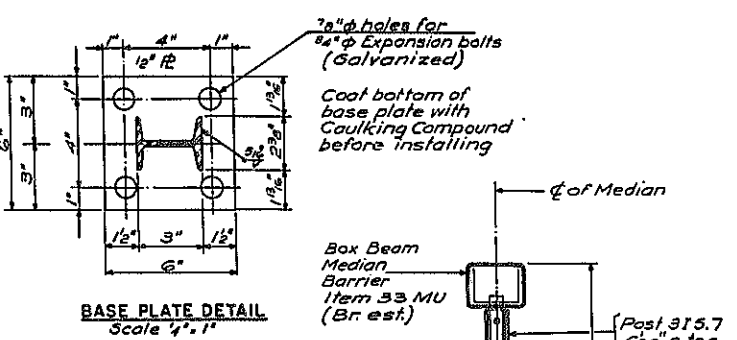
FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-680-B(26)	1481-2(116)	250	309
INTERSTATE ROUTE CONNECTION 5FO					
BUTTERNUT INTERCHANGE - COLLAMER ONONDAGA COUNTY					



LONGITUDINAL SECTION
Scale 1"=20'

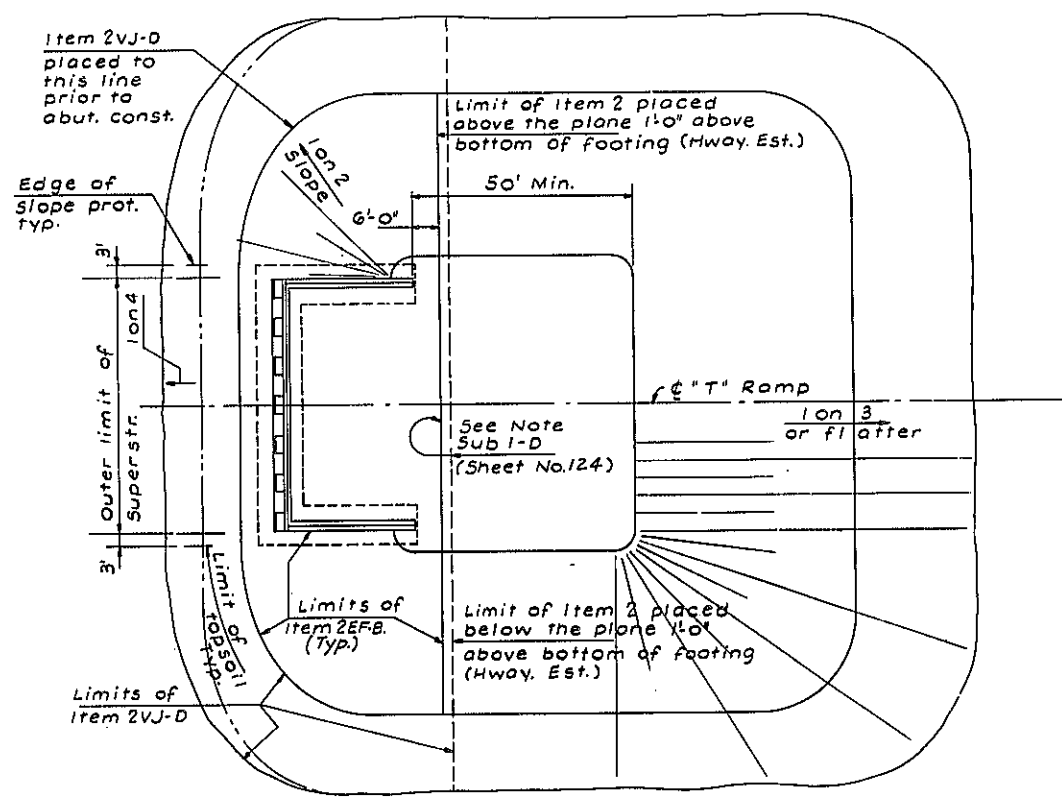


SECTION A-A
Scale 1"=20'

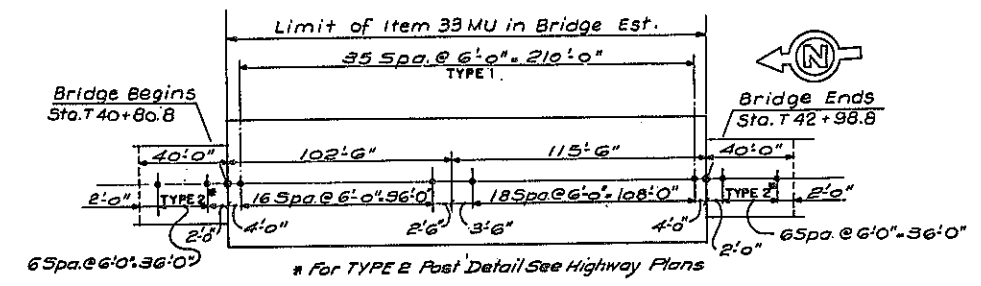


BASE PLATE DETAIL
Scale 1/4"=1"

BOX BEAM MEDIAN BARRIER



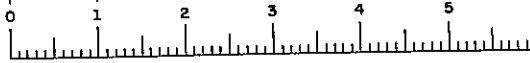
PLAN-ABUTMENT EMBANKMENT
Scale 1"=20'



BOX BEAM MEDIAN BARRIER POSTS LAYOUT
No Scale

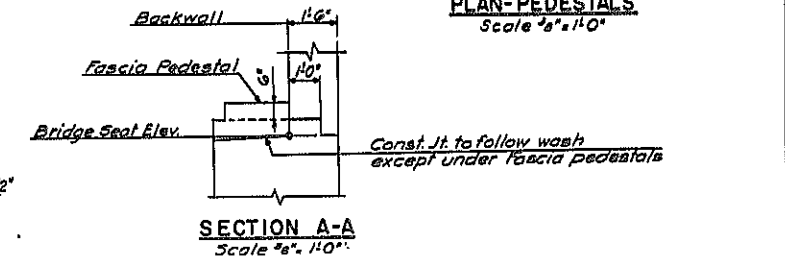
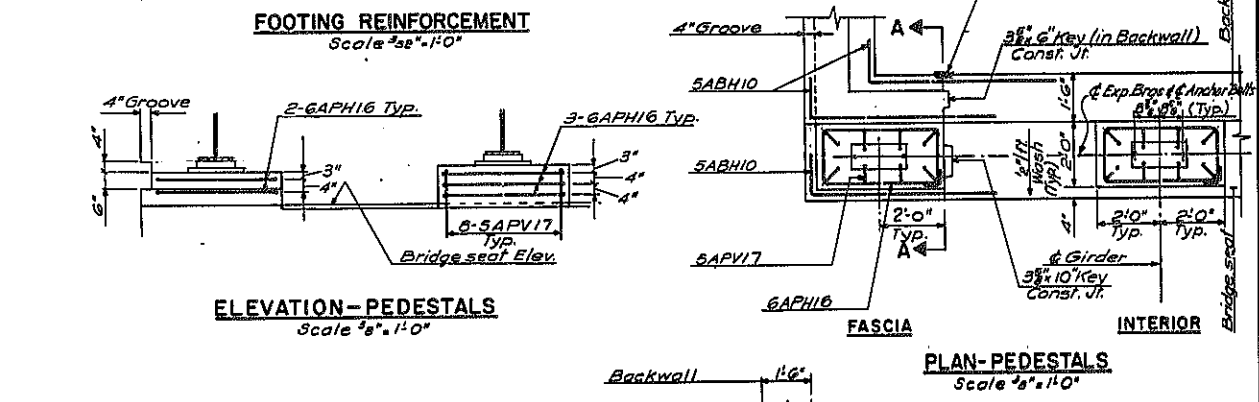
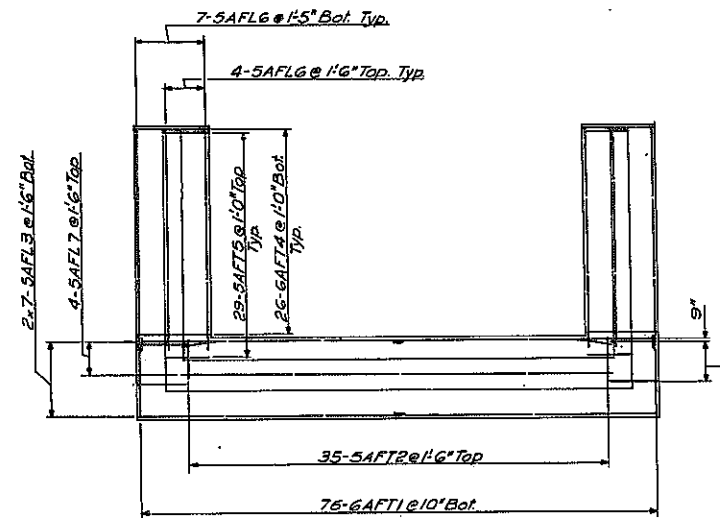
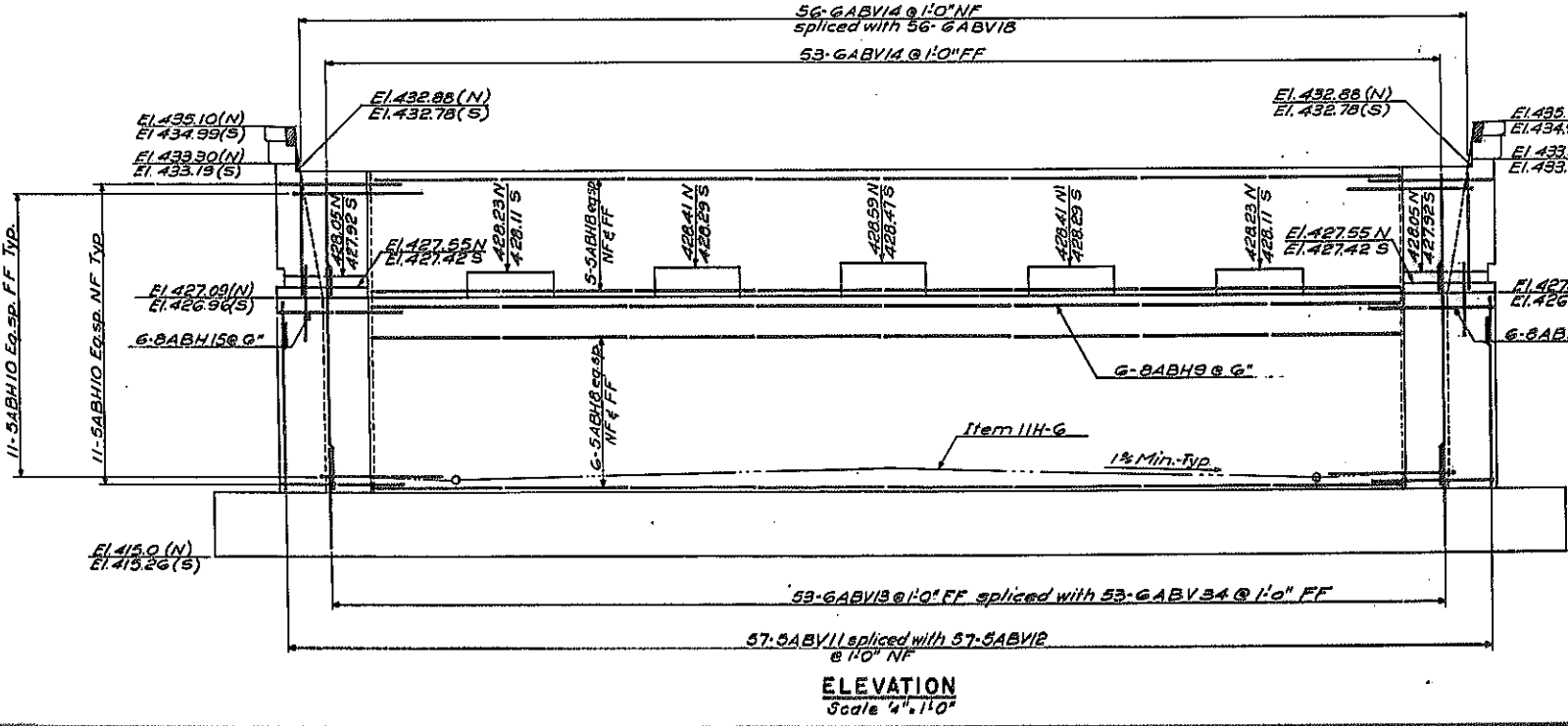
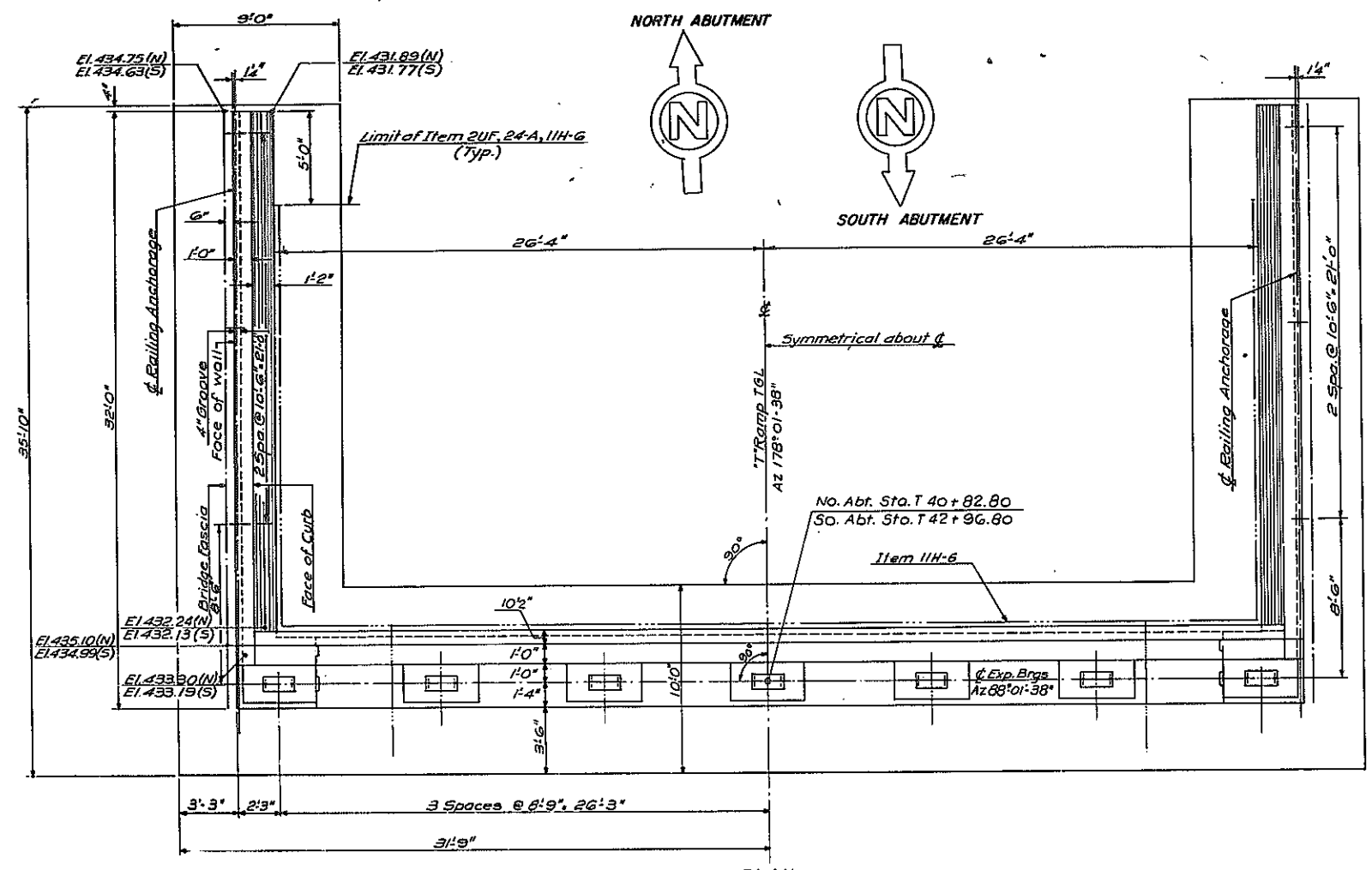
COLLAMER INTERCHANGE			
BRIDGE No. 5			
"T" RAMP OVER N.Y. STATE THRUWAY			
DETAILS			
DRAWING NO.	SCALE	DATE	SHEET NO.
5095-03	As shown	6/15/70	250
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

Checked by: J. Eaton
 Drawn by: M. M. Miro
 Design by: S. Chorzewski
 In Charge: J. Eaton

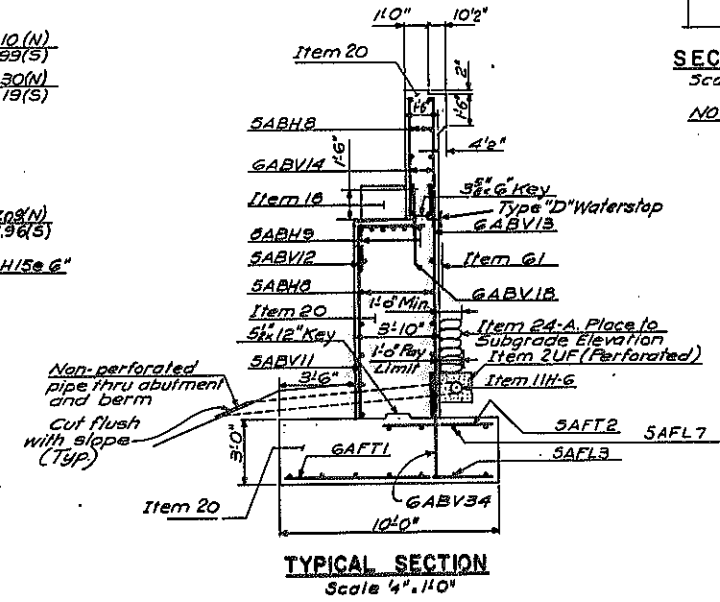


FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-3(28)	1-481-2(118)	251	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE - COLLAMER
ONONDAGA COUNTY



- NOTES**
- Anchor bolts:
For South Abutment anchor bolts for bearings shall be 1 1/4" dia roughened or swaged, 1'-4 1/2" long and set 12" into concrete.
For North Abutment anchor bolts for bearings shall be 1" dia roughened or swaged, 1'-2 1/2" long and set 10" into concrete.
 - For Abutment Embankment details, see sheet No. 250
 - For Backwall and Waterstop details, see sheet No. 125
 - For Expansion Bearing detail see Sheet No. 130
 - For Rail Post spacing see Sheet No. 254



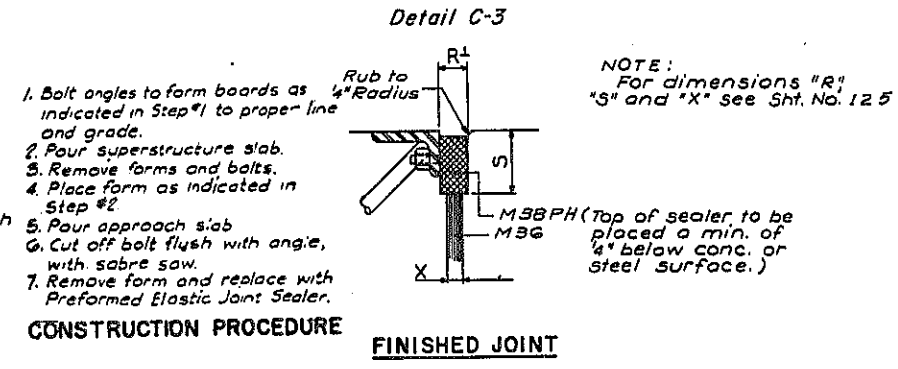
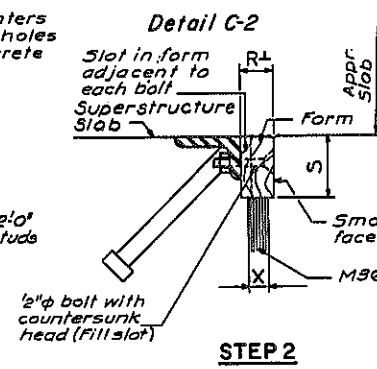
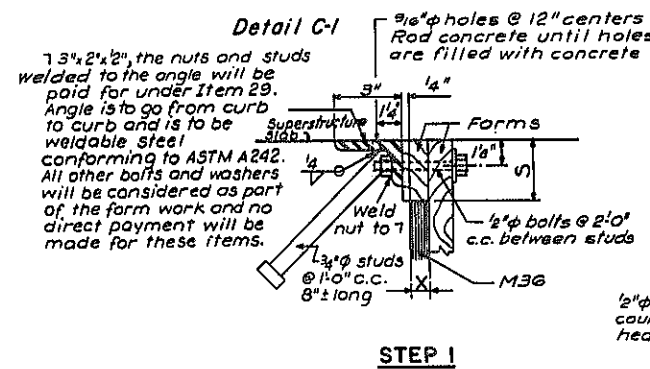
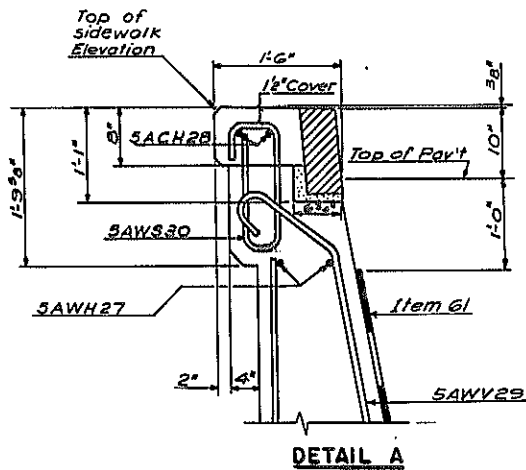
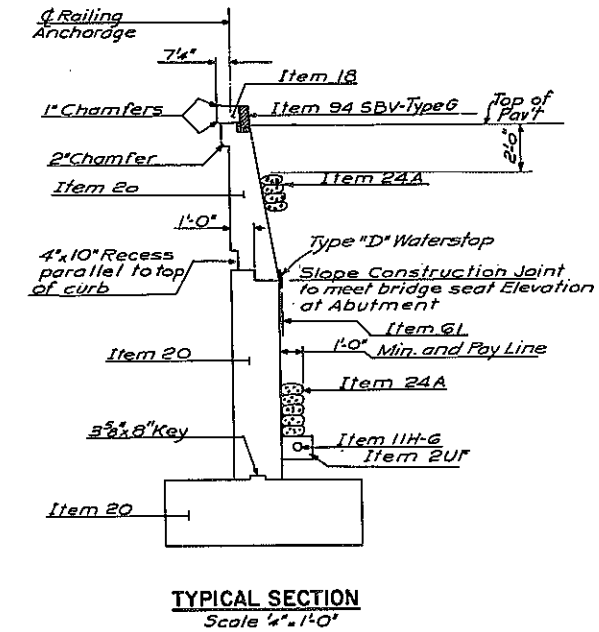
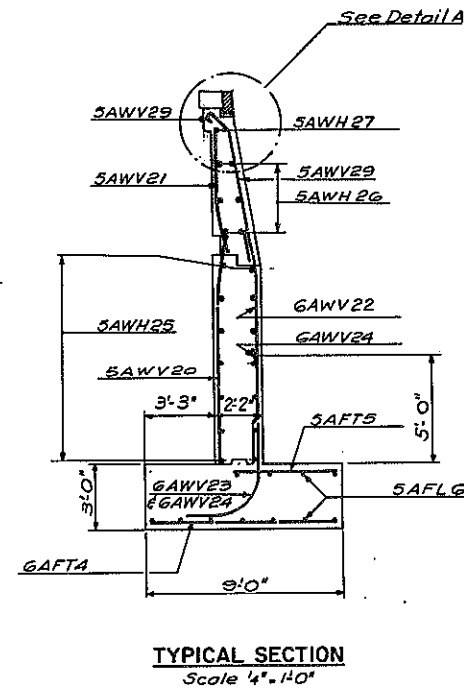
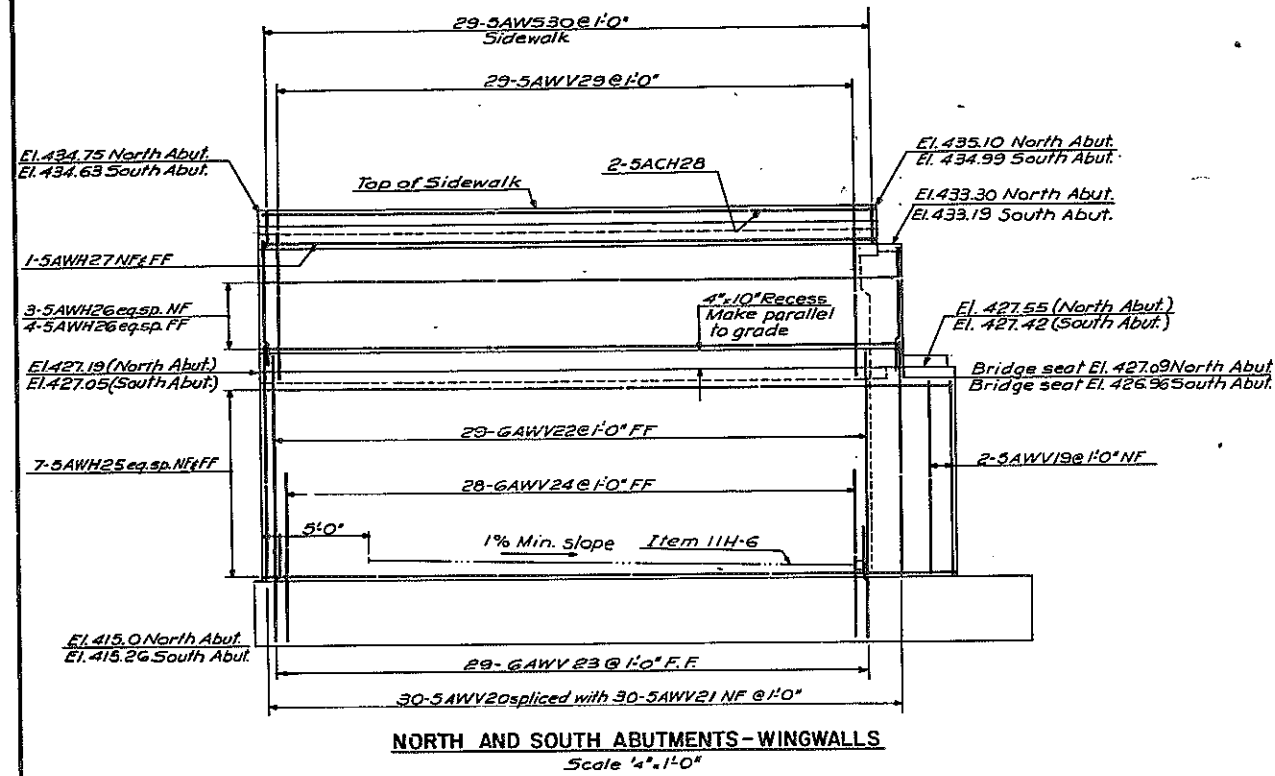
DRAWING NO.		SCALE	DATE	SHEET NO.
SOBS-03		As shown	8/13/70	251

COLLAMER INTERCHANGE
BRIDGE No. 5
"T" RAMP OVER N.Y. STATE THRUWAY
NORTH & SOUTH ABUTMENTS

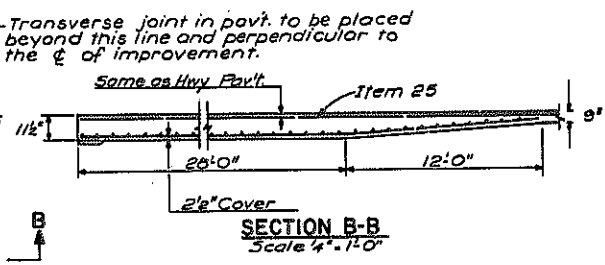
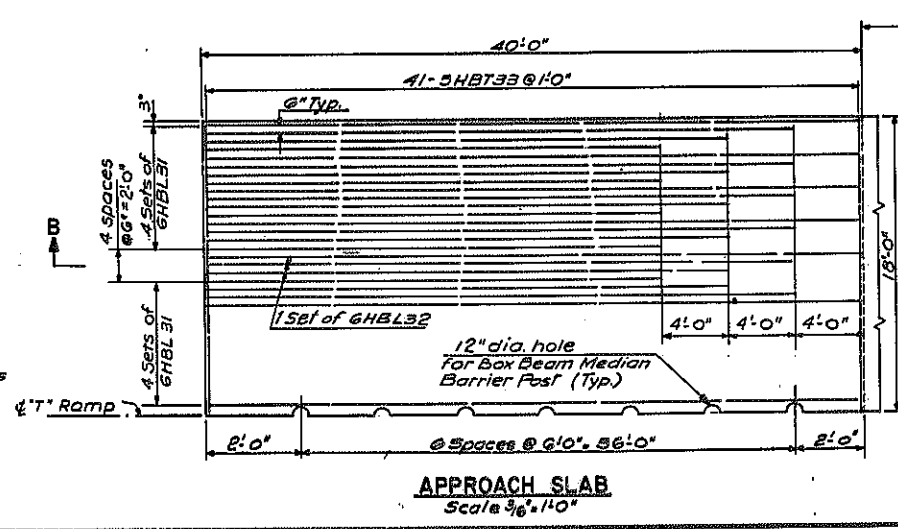
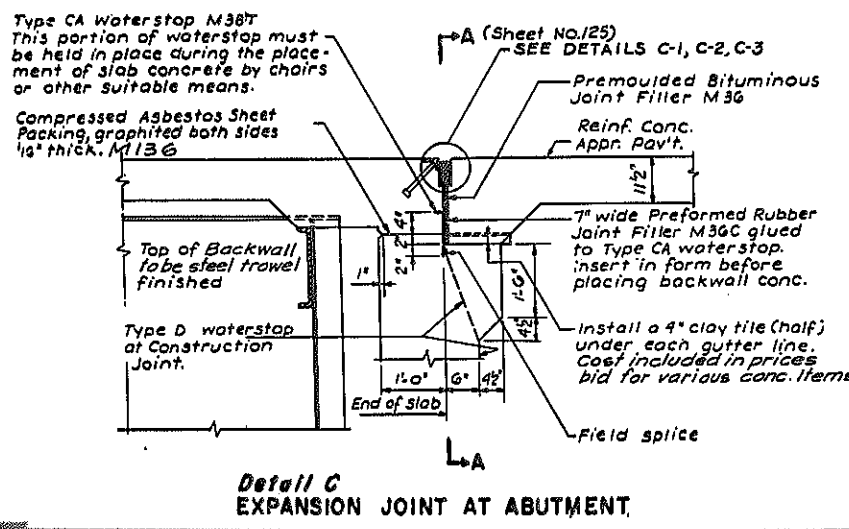
LOCKWOOD, KEBBLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

Checked by: J. Eaton
Designed by: J. Eaton
Drawn by: J. Miro
Scale by: S. Bonacci

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FED. AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-3(28)	1-481-2(16)	252	309
INTERSTATE ROUTE CONNECTION 570					
BUTTERNUT INTERCHANGE - COLLAMER ONONDAGA COUNTY					



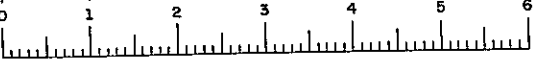
- CONSTRUCTION PROCEDURE**
1. Bolt angles to form boards as indicated in Step #1 to proper line and grade.
 2. Pour superstructure slab.
 3. Remove forms and bolts.
 4. Place form as indicated in Step #2.
 5. Pour approach slab.
 6. Cut off bolt flush with angle, with sabre saw.
 7. Remove form and replace with Preformed Elastic Joint Sealer.



Note:
In the Approach Slab, Item 28, Reinforcement for Structures is included in the Bridge Quantities. All other Items used in the Reinforced Concrete Approach Pavement (and widening) are included in the Highway Quantities.

COLLAMER INTERCHANGE			
BRIDGE No. 5			
"T" RAMP OVER N.Y. STATE THRUWAY			
WINGWALLS AND DETAILS			
DRAWING NO.	SCALE	DATE	SHEET NO.
3098-03	As shown	8/13/70	252
LOCKWOOD, KESLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

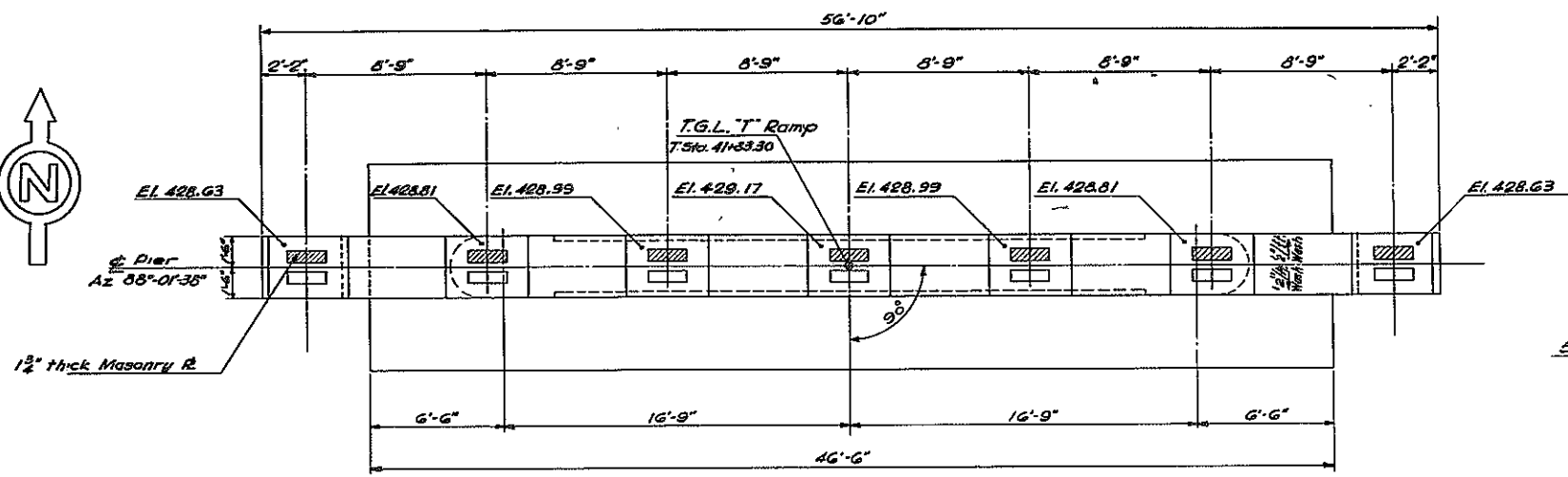
In Charge of: J. E. G. J.
 Made By: S. Bonassell
 Checked By: M. Miro
 Drawn By: J. Leaton



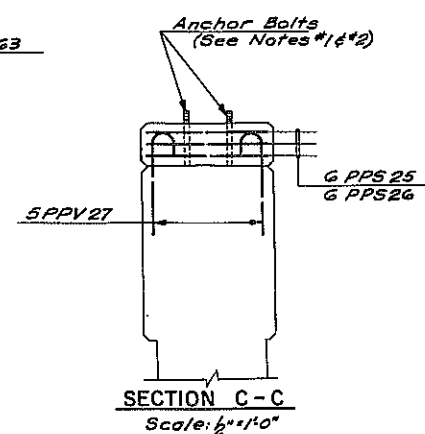
F.I.S.H. 70-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-580-8(28)	1481-2(116)	253	309

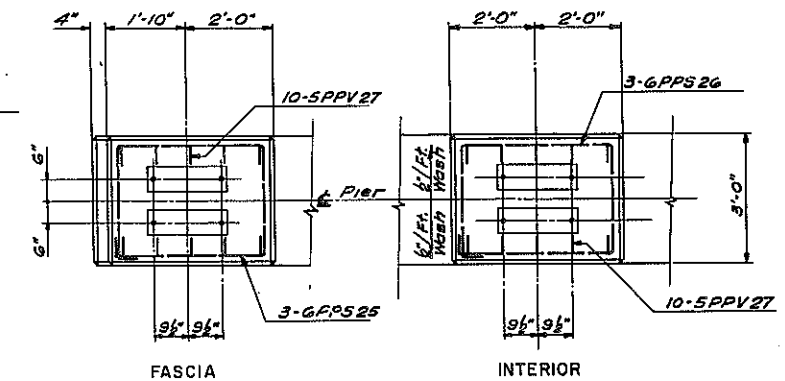
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE - COLLAMER
ONONDAGA COUNTY



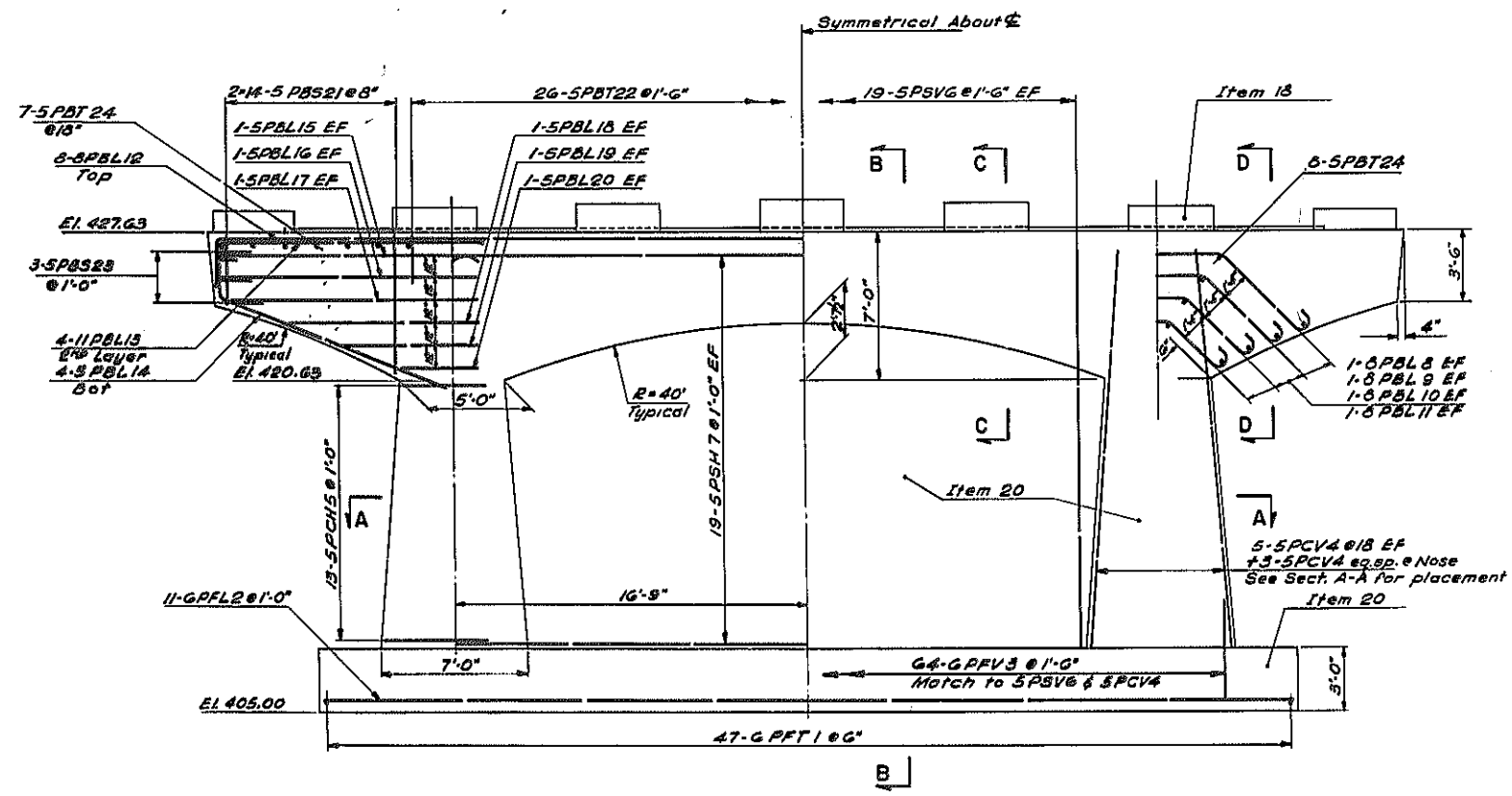
PLAN
Scale: 1/4"=1'-0"



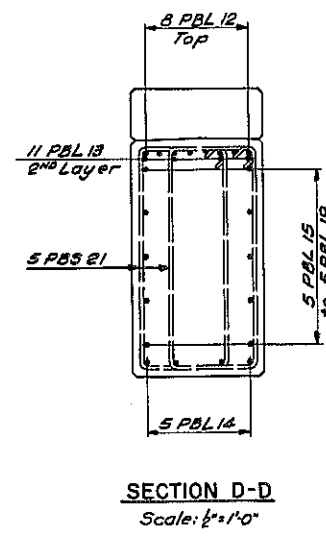
SECTION C-C
Scale: 1/2"=1'-0"



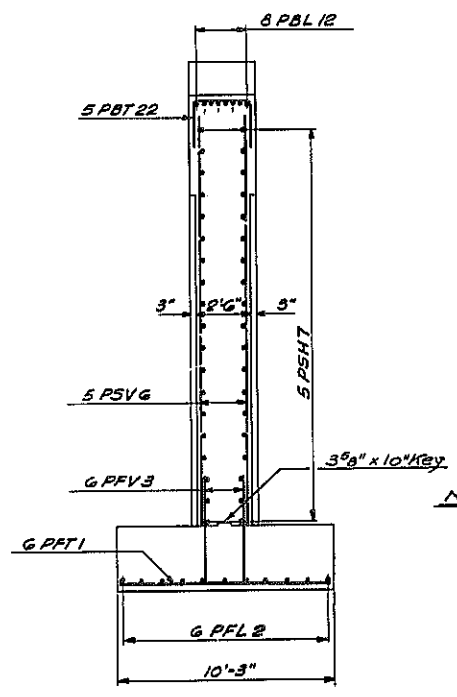
PLAN-PEDESTALS
Scale: 1/2"=1'-0"



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

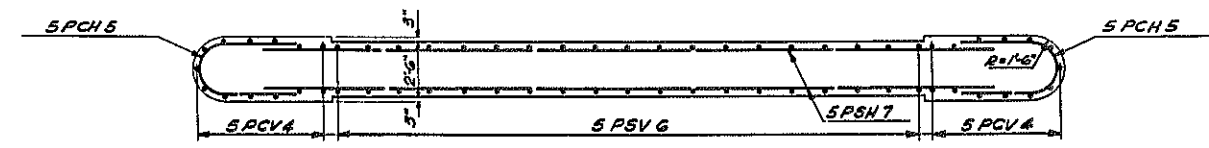


SECTION D-D
Scale: 1/2"=1'-0"



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

- NOTES:**
- For 113'-0" span - Anchor Bolts for bearings shall be 1 1/2" dia roughened or swaged, 1'-4 1/2" long and set 12" into concrete.
 - For 100'-0" span - Anchor Bolts for bearings shall be 1" dia roughened or swaged, 1'-2 1/2" long and set 10" into concrete.

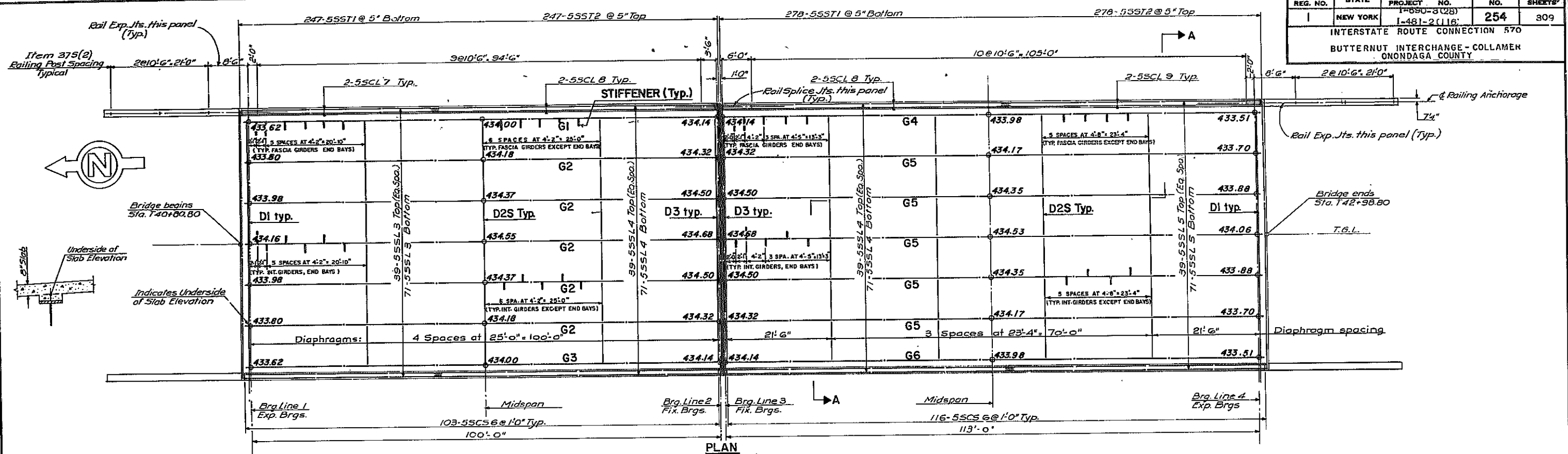


SECTION A-A
Scale: 1/4"=1'-0"

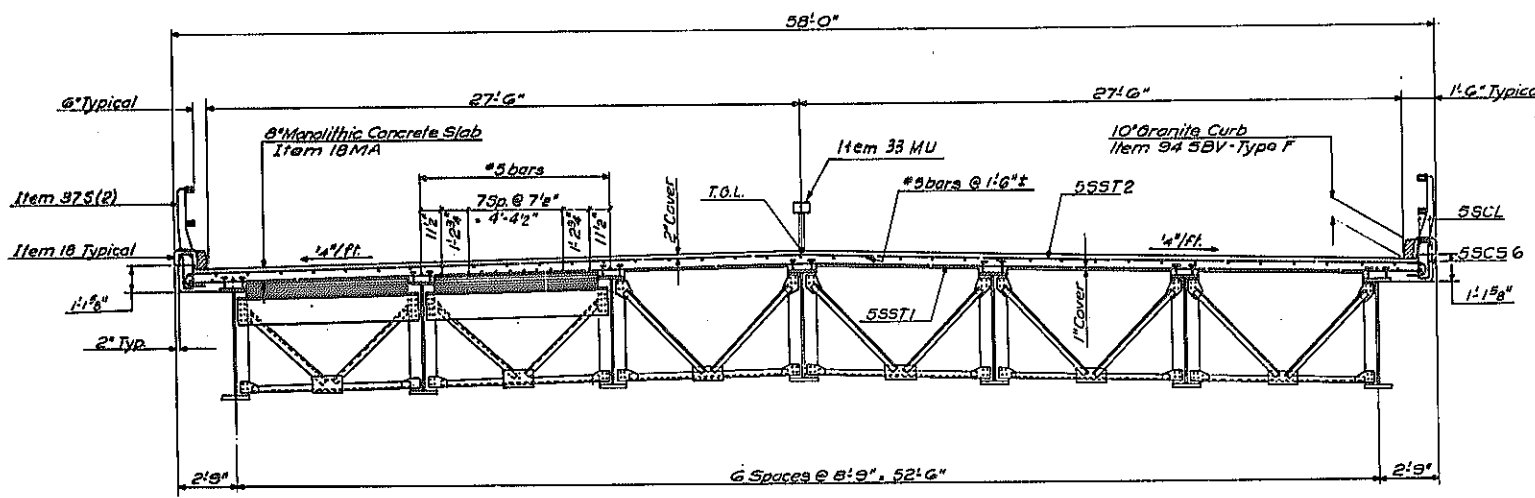
COLLAMER INTERCHANGE			
BRIDGE NO. 5			
"T" RAMP OVER N.Y. STATE THRUWAY PIER			
DRAWING NO.	SCALE	DATE	SHEET NO.
9093-03	As Shown	8/13/70	253
LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS - SYOSSET, NEW YORK			

Designed by: J. Eason
Checked by: J. Rossi
Reviewed by: J. Rossi
Drawn by: E. Lowry

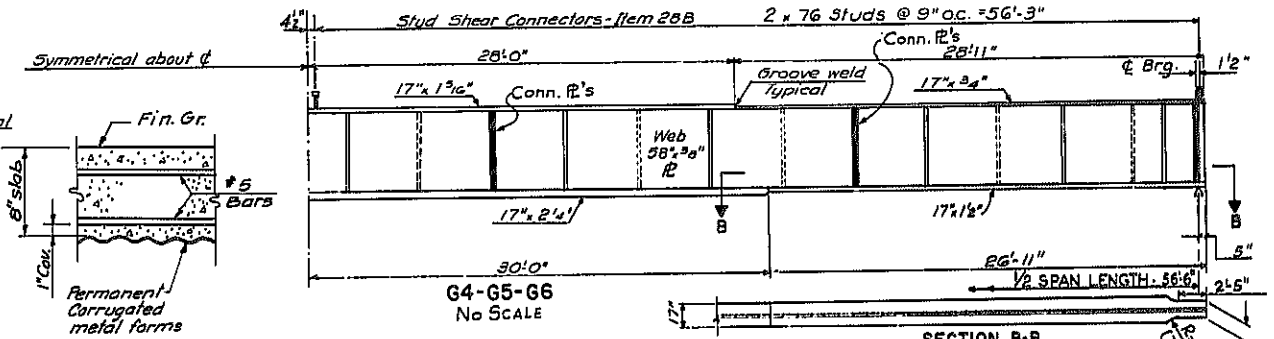
FED. RD. REG. NO.	STATE	FEDERAL PROJECT AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(25) 1-481-2(16)	254	309
INTERSTATE ROUTE CONNECTION 570				
BUTTERNUT INTERCHANGE - COLLAMER ONONDAGA COUNTY				



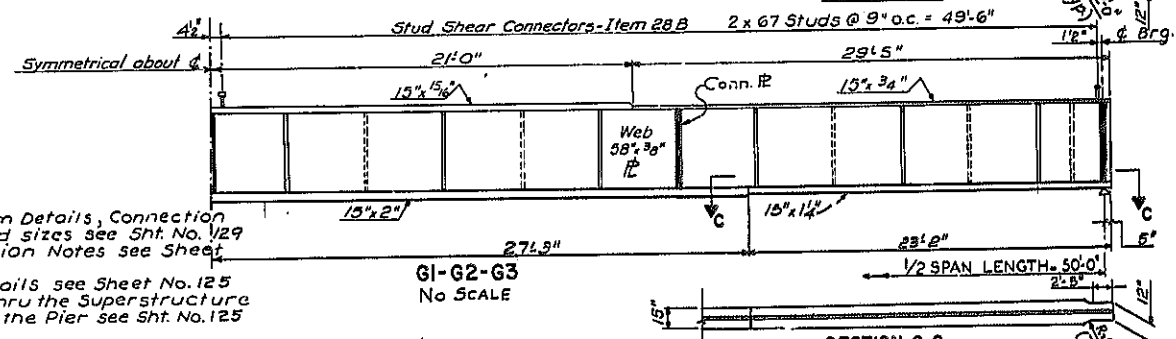
PLAN Scale 1/10'



SECTION A-A Scale 1/4"

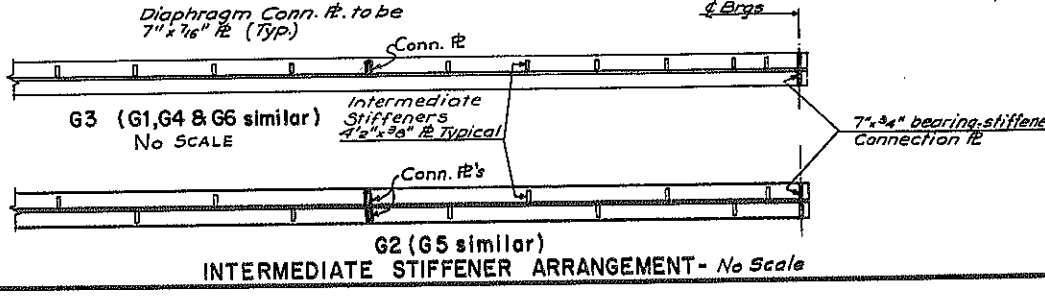


SECTION B-B No SCALE

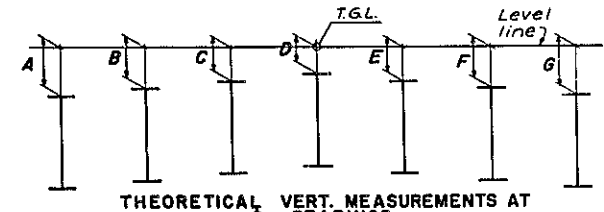


SECTION C-C No SCALE

NOTES:
 1. For Diaphragm Details, Connection Plates and weld sizes see Sht. No. 129
 2. For Fabrication Notes see Sheet No. 129
 3. For Curb Details see Sheet No. 125
 4. For Section thru the Superstructure and Details at the Pier see Sht. No. 125



INTERMEDIATE STIFFENER ARRANGEMENT - No Scale



BEARING LINE	VERTICAL MEASUREMENTS TO TOP OF STEEL						
	A	B	C	D	E	F	G
1, 2, 3 & 4	11.5 5/8"	11.3 3/8"	11.0 15/16"	10 3/4"	11.0 15/16"	11.3 3/8"	11.5 5/8"

	100' SPAN		113' SPAN	
	FASCIA GIRDER	INTERIOR GIRDER	FASCIA GIRDER	INTERIOR GIRDER
SLAB CONCRETE	1 1/2"	1 13/16"	1 7/8"	2 1/4"
V.C.	1 1/2"	1 1/2"	1 15/16"	1 15/16"
SUPERIMPOSED DEAD LOAD	5/16"	5/16"	7/16"	7/16"
D.L. STEEL ERECTED	7/16"	7/16"	5/8"	5/8"
TOTAL	3 3/4"	4 1/16"	4 7/8"	5 1/4"

COLLAMER INTERCHANGE

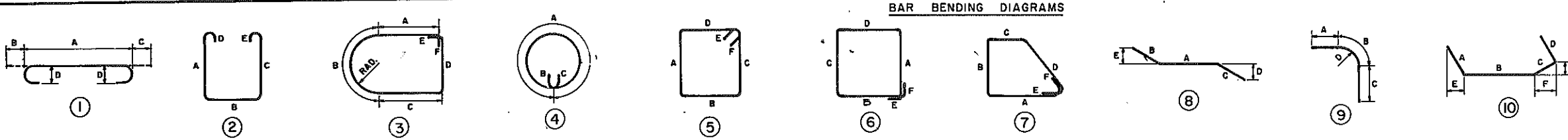
BRIDGE NO. 5

T RAMP OVER N.Y. STATE THRUWAY SUPERSTRUCTURE

DRAWING NO. 9093-03	SCALE As shown	DATE 8/15/70	SHEET NO. 254
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LOCKWOOD, KESLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYRACUSE, NEW YORK

In Charge: J. Eaton
 M. Miro
 M. Miro
 J. Eaton



FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID DISTRICT	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-090-3(26)	1-481-2(116)	255	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE - COLLAMER ONONDAGA COUNTY

BAR SCHEDULE

SUPERSTRUCTURE									
BAR SIZE	STRUCT UNIT	BAR MARK	SUB DIV	LOCAT	BAR NO	NUMB	LENGTH	TYPE	COMMENTS
5	S	S	T		1	525	57-4	STR	TRANVERSE BOTTOM TRANVERSE TOP LONG. TOP & BOTTOM LONG. TOP & BOTTOM LONG. TOP & BOTTOM
5	S	S	T		2	525	58-6	1	
5	S	S	L		3	110	43-6	STR	
5	S	S	L		4	220	60-0	STR	
5	S	S	L		5	110	56-6	STR	
5	S	C	S		6	438	4-1	L2	0-5 0-8 1-3 0-6 1-4
5	S	C	L		7	4	43-6	STR	STIRRUPS
5	S	C	L		8	8	60-0	STR	SAFETY WALK
5	S	C	L		9	4	56-6	STR	SAFETY WALK

NORTH & SOUTH ABUTMENTS (THE AMOUNT SHOWN IN "NUMB" COL. INDICATES TOTAL FOR 2 ABUTMENTS)

BAR SIZE	STRUCT UNIT	BAR MARK	SUB DIV	LOCAT	BAR NO	NUMB	LENGTH	TYPE	COMMENTS
6	A	F	T		1	152	9-6	STR	FOOTING TRANSVERSE, BOT FOOTING TRANSVERSE FOOTING LONG. BOT FOOTING TRANSVERSE, BOT FOOTING TRANSVERSE
5	A	F	T		2	70	4-6	STR	
5	A	F	L		3	28	32-4	STR	
6	A	F	T		4	104	8-6	STR	
5	A	F	T		5	132	5-0	STR	
5	A	F	L		6	44	27-0	STR	FOOTING LONG. FOOTING LONG. BACKWALL, HORIZ. WALL, HORIZ. WALL, HORIZ. ABUT. STEM H.F. ABUT. STEM H.F. ABUT. STEM F.F. BACKWALL, VERTIC. WALL, HORIZ.
5	A	F	L		7	8	52-0	STR	
8	A	B	H		8	44	48-0	STR	
5	A	B	H		9	12	48-0	STR	
5	A	B	H		10	88	6-9	14	
5	A	B	V		11	114	8-2	STR	
5	A	B	V		12	114	4-5	14	
6	A	B	V		13	106	10-9	STR	
6	A	B	V		14	218	5-6	STR	
8	A	B	H		15	24	6-0	STR	
6	A	B	H		16	38	10-11	6	PEDESTAL PEDESTAL DCWELS WINGWALL STEM H.F. WINGWALL STEM H.F. WINGWALL STEM H.F. WINGWALL STEM P.F. WINGWALL STEM P.F. WINGWALL STEM P.F. WINGWALL STEM WINGWALL STEM WINGWALL STEM SAFETY WALK WALL STIRRUPS
5	A	B	V		17	112	3-3	14	
6	A	B	V		18	112	3-6	STR	
5	A	B	V		19	8	8-5	STR	
5	A	B	V		20	120	10-9	STR	
5	A	B	V		21	120	5-10	STR	
6	A	B	V		22	116	10-9	STR	
6	A	B	V		23	116	6-5	9	
6	A	B	V		24	112	9-8	9	
5	A	B	H		25	56	31-8	STR	
5	A	B	H		26	28	29-4	STR	
5	A	B	H		27	8	28-2	STR	
5	A	C	H		28	8	28-2	STR	
5	A	B	V		29	116	8-2	11	
5	A	B	V		30	116	4-1	12	
6	H	B	L		31	128	VARIES	STR	L VARIES FROM 34-6 TO 27-6
6	H	B	L		32	12	VARIES	STR	L VARIES FROM 39-6 TO 31-6
5	H	B	T		33	184	17-6	STR	32 SETS OF 4 4 SETS OF 3
5	H	B	T		34	164	17-6	STR	
6	A	B	V		34	106	4-3	STR	BCT. SLAB, LONG. BCT. SLAB, LCNG. BCT. SLAB, TRANSVERSE

BAR SCHEDULE

PIER									
BAR SIZE	STRUCT UNIT	BAR MARK	SUB DIV	LOCAT	BAR NO	NUMB	LENGTH	TYPE	COMMENTS
6	P	F	T		1	47	9-9	STR	FOOTING TRANSVERSE, BCT FOOTING LONG. BOT DCWELS COLUMN VERTICAL COLUMN TIES WALL, VERTIC. WALL, HORIZ. CAP BEAM CAP BEAM CAP BEAM CAP BEAM CAP BEAM LONG. CAP BEAM LONG. CAP BEAM LONG. CAP BEAM LONG. CAP BEAM LONG. STIRRUPS
6	P	F	L		2	11	46-0	STR	
6	P	F	V		3	64	5-0	STR	
5	P	C	V		4	26	19-0	STR	
5	P	C	H		5	26	11-1	3	
5	P	S	V		6	38	15-0	STR	
5	P	S	H		7	38	33-6	STR	
8	P	B	L		8	8	4-11	13	
8	P	B	L		9	8	6-5	13	
8	P	B	L		10	8	7-10	13	
8	P	B	L		11	8	9-2	13	
8	P	B	L		12	8	60-0	2	
11	P	B	L		13	8	14-9	1	
5	P	B	L		14	8	11-5	10	
5	P	B	L		15	4	12-9	STR	
5	P	B	L		16	4	12-6	STR	
5	P	B	L		17	4	12-3	STR	
5	P	B	L		18	4	9-6	STR	
5	P	B	L		19	4	6-9	STR	
5	P	B	L		20	4	4-6	STR	
5	P	B	S		21	56	VARIES	5	
5	P	B	T		22	26	6-6	2	
5	P	B	S		23	6	5-6	2	
5	P	B	T		24	30	2-8	STR	
6	P	P	S		25	6	12-10	6	
6	P	P	S		26	15	13-2	6	
5	P	P	V		27	70	3-6	1	

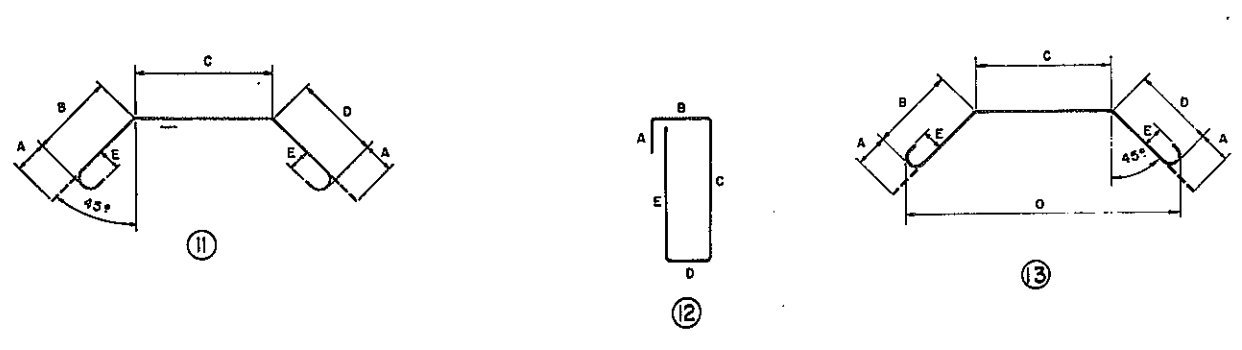
LEGEND

SUB-DIVISION:
A - Apron of Culvert (Including Cut-off Wall)
B - Backwall
Beam
Bottom Slab of Culvert (Including Cut-off Wall)
Bottom of Slab (Highway Approach Slab only)
C - Column
Curb
Safety Walk
Sidewalk
E - Extrados
F - Footing
H - Headwall
I - Intradados
P - Parapet
Pedestal
S - Shaft (Use also for Cast-in-Place Piles)
Sidewall
Slab
Slab
Stem
Pile
T - Top Slab of Culvert (Including Headwall)
W - Wingwall above Footing

STRUCTURE UNIT:
A - Abutment
C - Culvert
F - Foundation Pile
H - Highway Approach Slab
P - Pier
R - Rigid Frame
Arch
S - Superstructure
W - Wall (Isolated)

LOCATION OR FUNCTION:
D - Diagonal
H - Horizontal
L - Longitudinal
S - Stirrups
T - Ties
V - Vertical

NOTE: ALL DIMENSIONS ARE OUT TO OUT OF BAR



COLLAMER INTERCHANGE

BRIDGE NO. 5

"T" RAMP OVER N.Y. STATE THRUWAY

BAR SCHEDULE

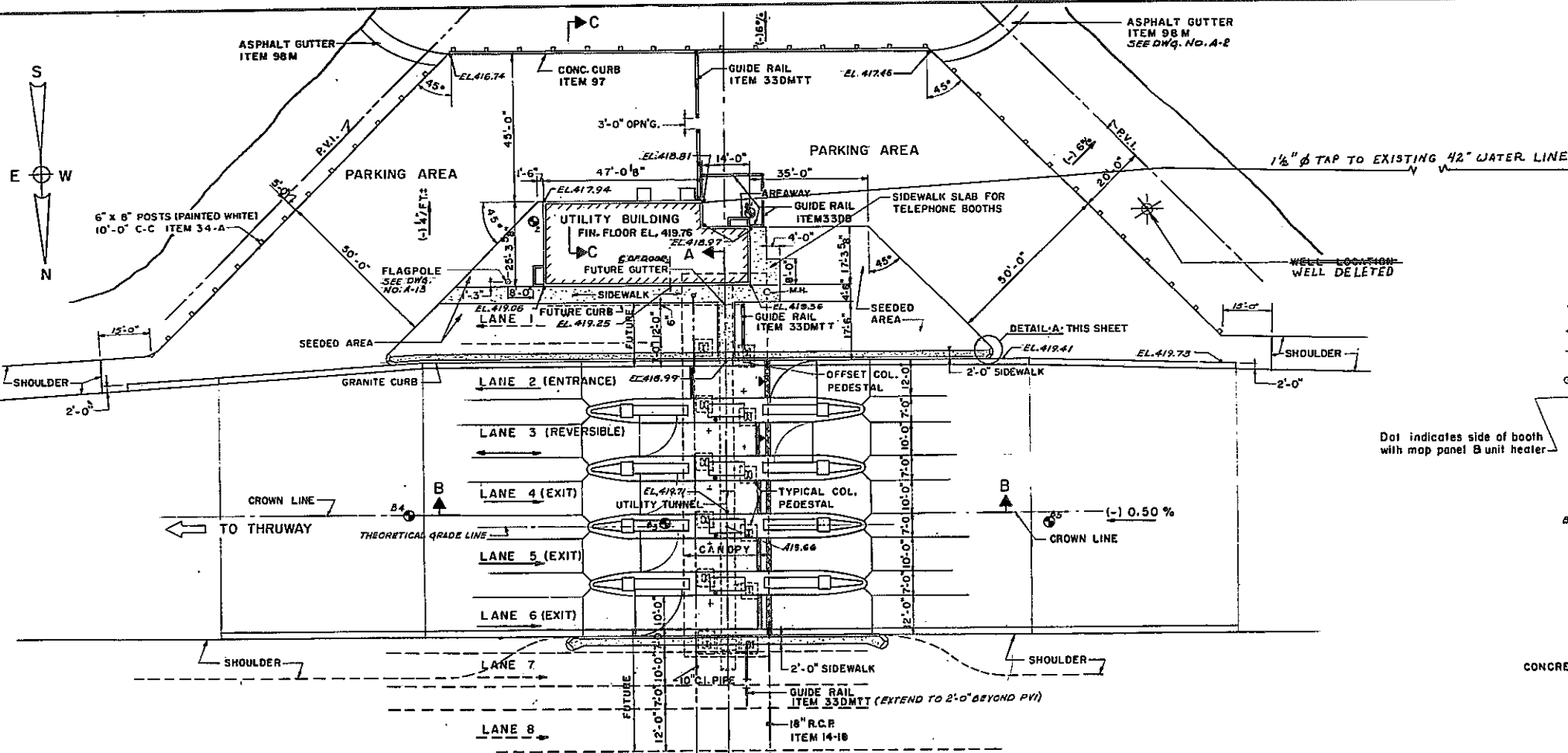
DRAWING NO.	SCALE	DATE	SHEET NO.
9099-03		8/13/70	255

LOCKWOOD, KESLER & BARTLETT, INC.
CONSULTING ENGINEERS - SYOSSET, NEW YORK

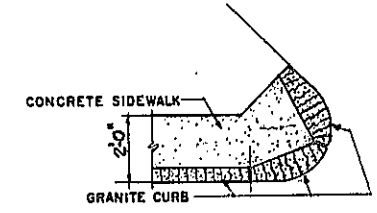
Checked by: J. Egan
 Drawn by: S. Bonacci
 Design by: A. Sampicidis

FED. RD. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
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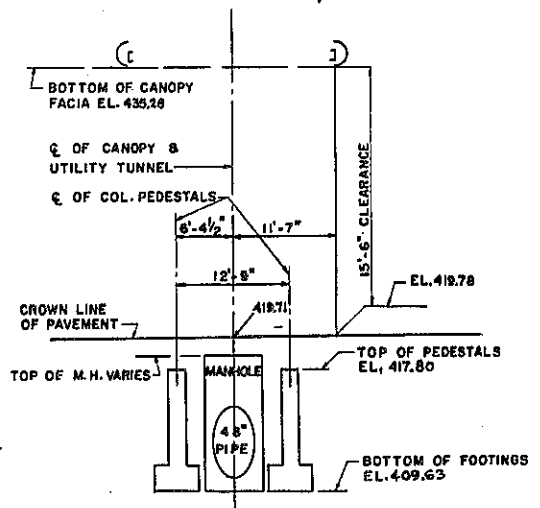
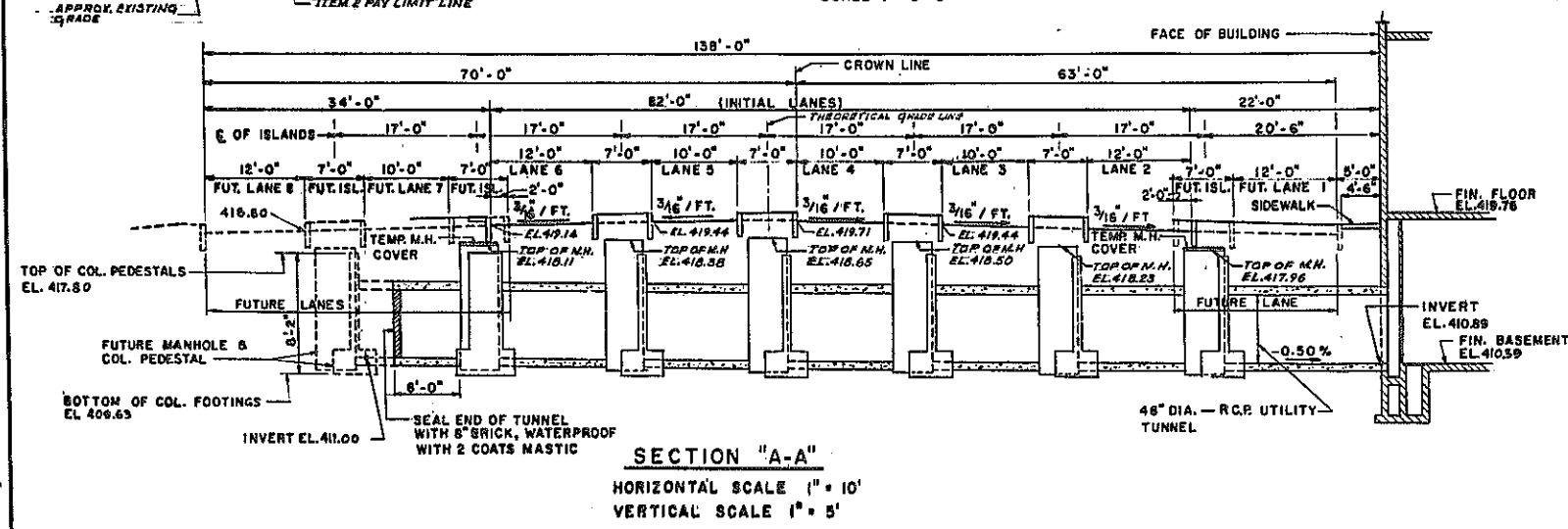
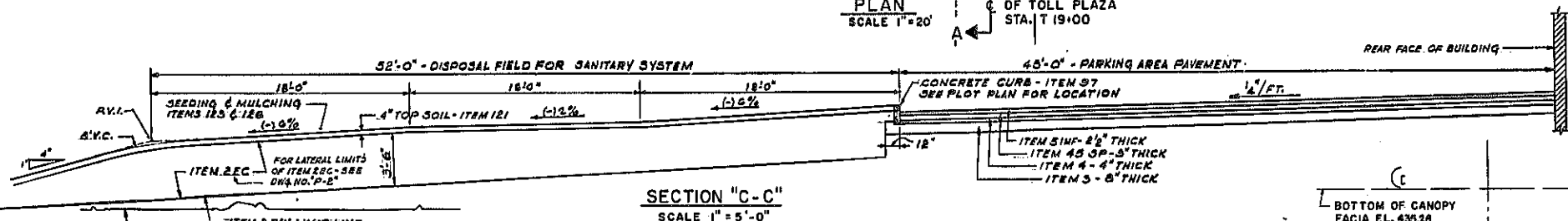
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



- LEGEND**
- CAMERA PEDESTAL
 - ONE WAY TRAFFIC
 - ↔ TWO WAY TRAFFIC
 - ⌋ LANE GATE
 - ▬ CONCRETE BUMPER
 - ▭ TOLL BOOTH
 - ▲ DENOTES TELLTALE FOR OVER HEIGHT VEHICLES
 - ▬ TRENCH DRAIN
 - ▬ TREADLE
 - + STATIC ELIMINATOR
 - ⊙ BORING LOCATION
- Dot indicates side of booth with map panel B unit header



NOTE:
FOR SIZE OF GRANITE NOSE MEMBERS-SEE ISLAND GRANITE NOSE ON DWG. NO. A-3



AS BUILT REVISION
WELL DELETED
1 1/2" WATER LINE ADDED

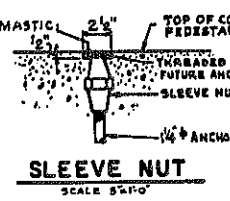
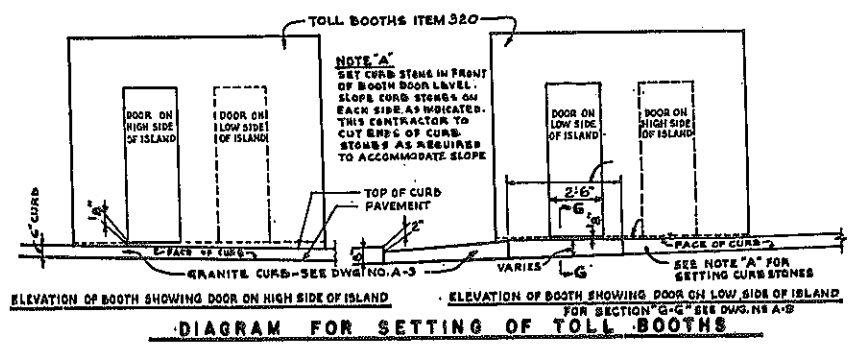
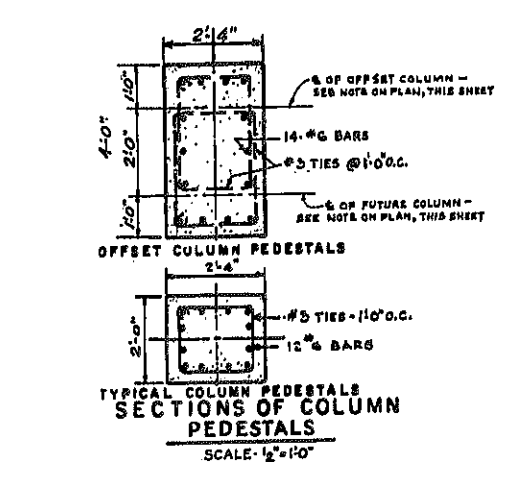
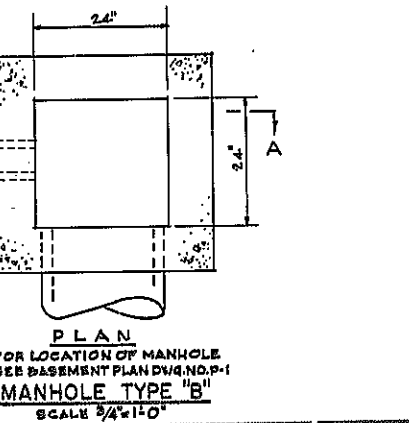
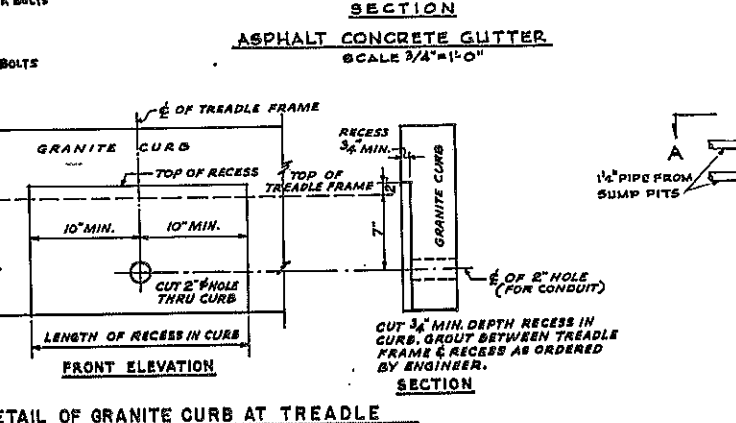
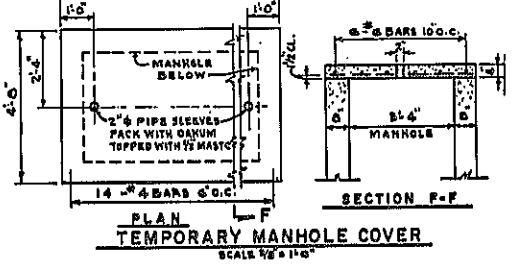
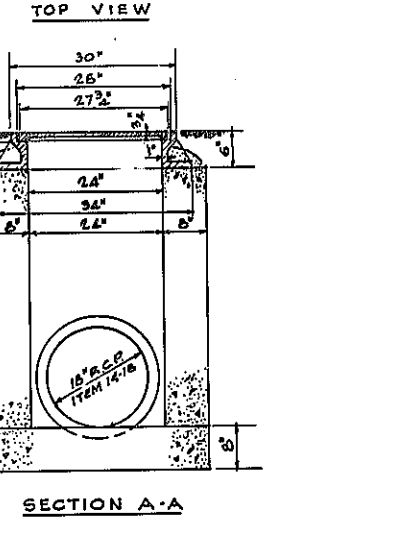
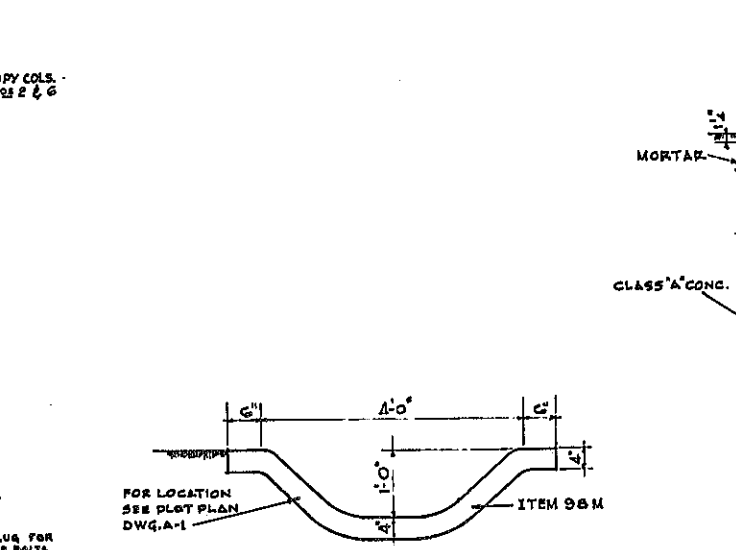
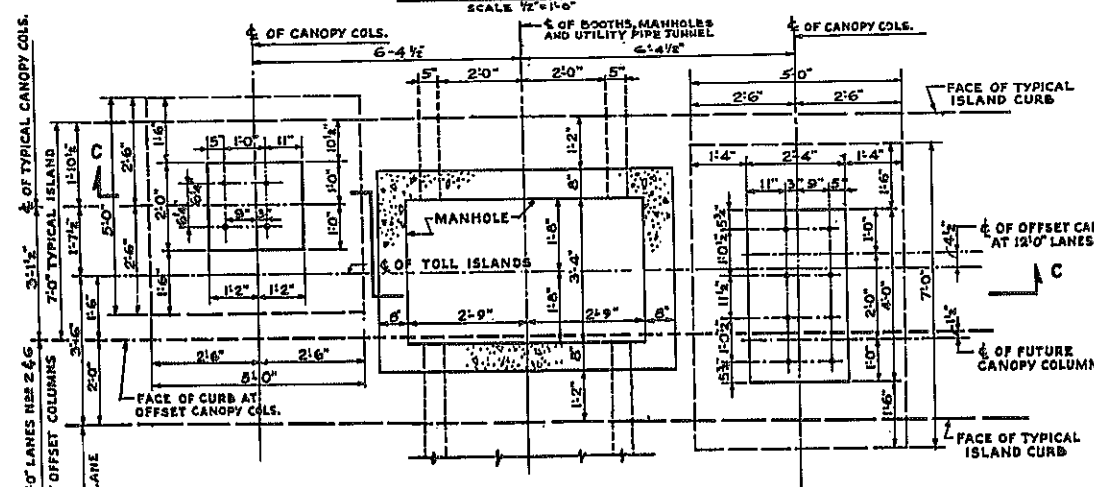
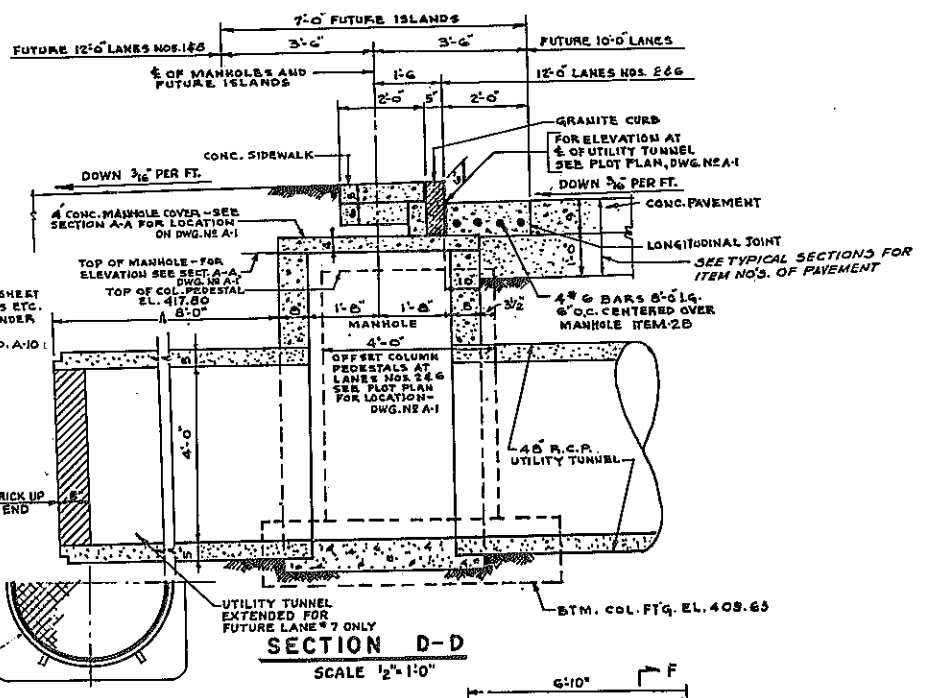
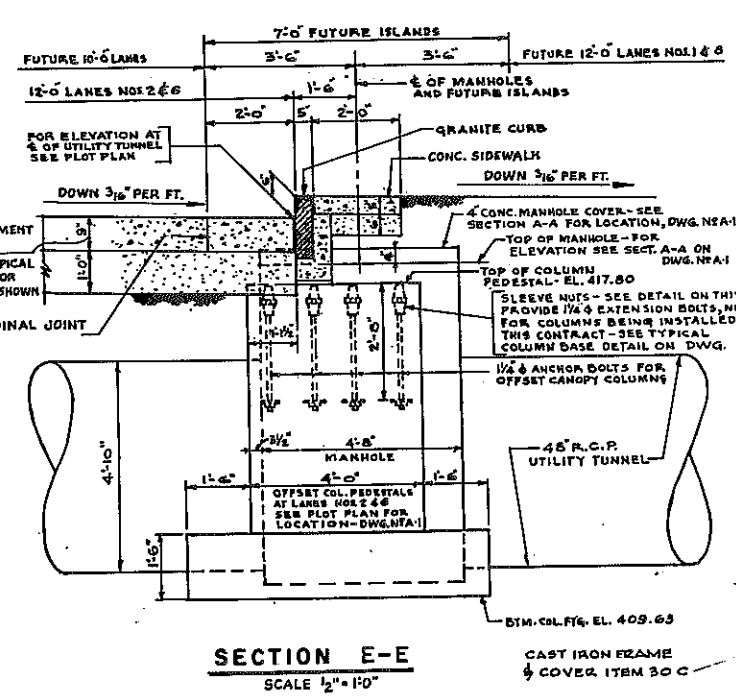
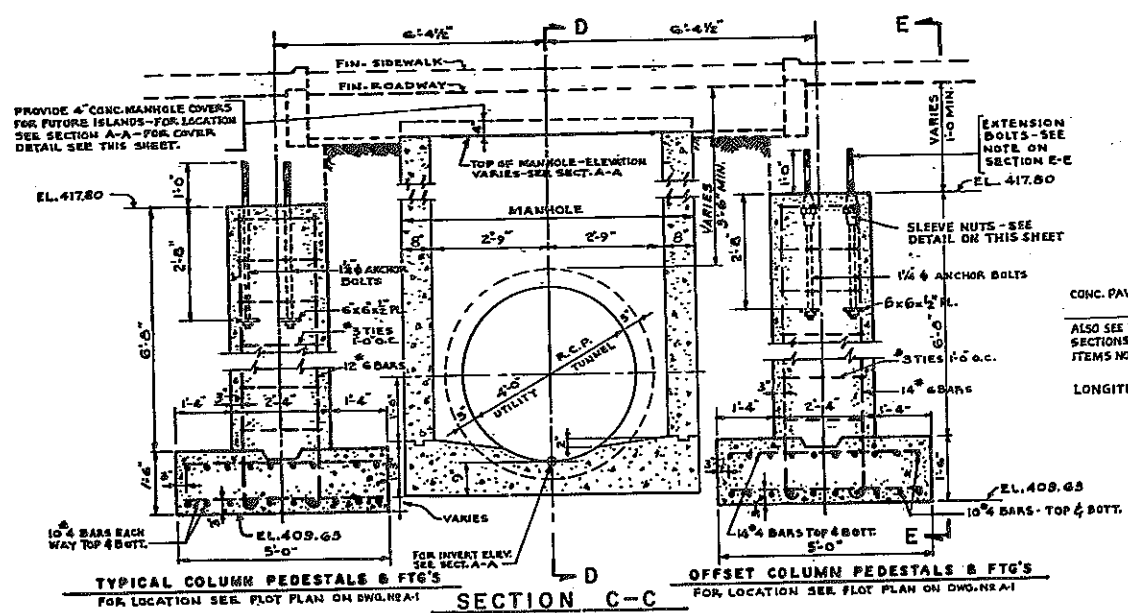
**TOLL PLAZA & UTILITY BUILDING
PLOT PLAN**

DRAWING NO. A-1	SCALE AS SHOWN	DATE 8/15/70	SHEET NO. 256
--------------------	-------------------	-----------------	------------------

MADIGAN-HYLAND
CONSULTING ENGINEERS

Designed by - E.L.
Made by - S.S.
Traced by - C.S.
Checked by - S.S.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
I	NEW YORK	1-090-3(2B) 1-481-2(116)	257	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				



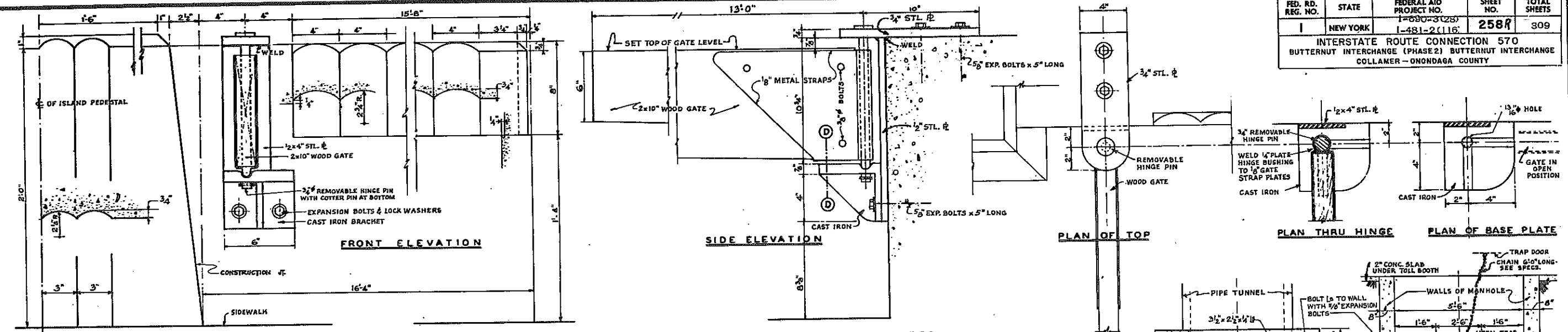
NOTE:
ALL WORK SHOWN ON THIS SHEET TO BE DONE UNDER ITEM 300 EXCEPT AS OTHERWISE NOTED.

TOLL PLAZA - PEDESTALS, MANHOLES & MISCELLANEOUS DETAILS			
DRAWING NO.	SCALE	DATE	SHEET NO.
A-2	AS SHOWN	8/15/70	257

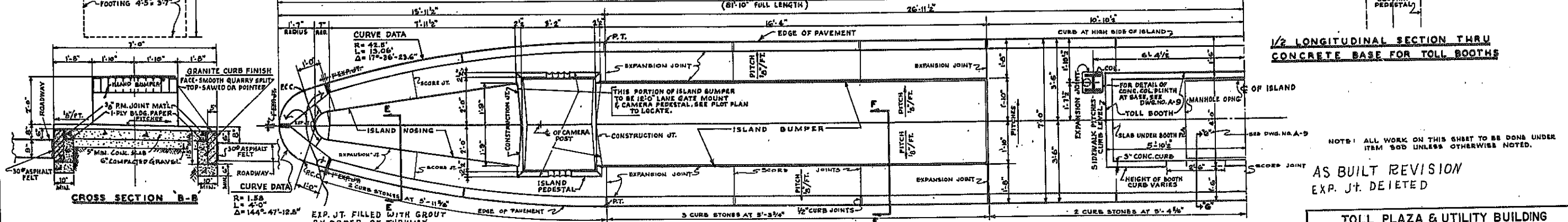
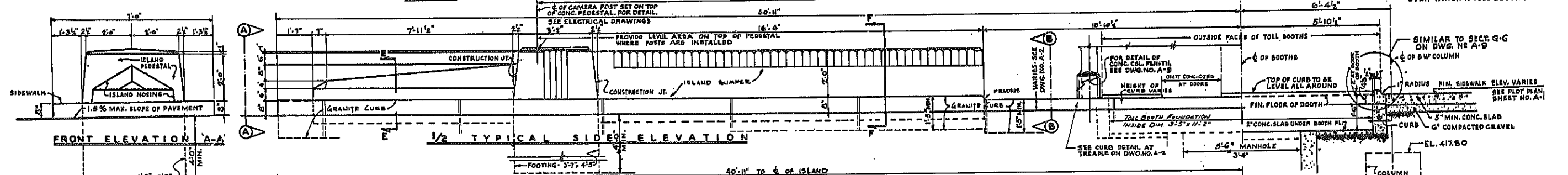
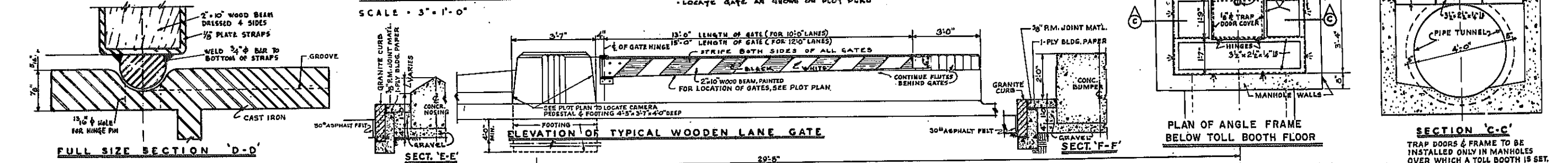
MADIGAN-HYLAND
CONSULTING ENGINEERS

Designed by E.L.
 Made by S.S.
 Traced by C.C.
 Checked by S.S.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	258A	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				



DETAILS OF CONCRETE ISLANDS AND WOODEN LANE GATES
 SCALE - 3" = 1'-0"



PLANS • ELEVATIONS • SECTIONS
TYPICAL CONCRETE ISLAND
 SCALE - 1/2" = 1'-0"

NOTE: FOR LOCATION OF CAMERA PEDESTAL & ISLAND BUMPERS, SEE PLOT PLAN ON DWG. NO. A-1

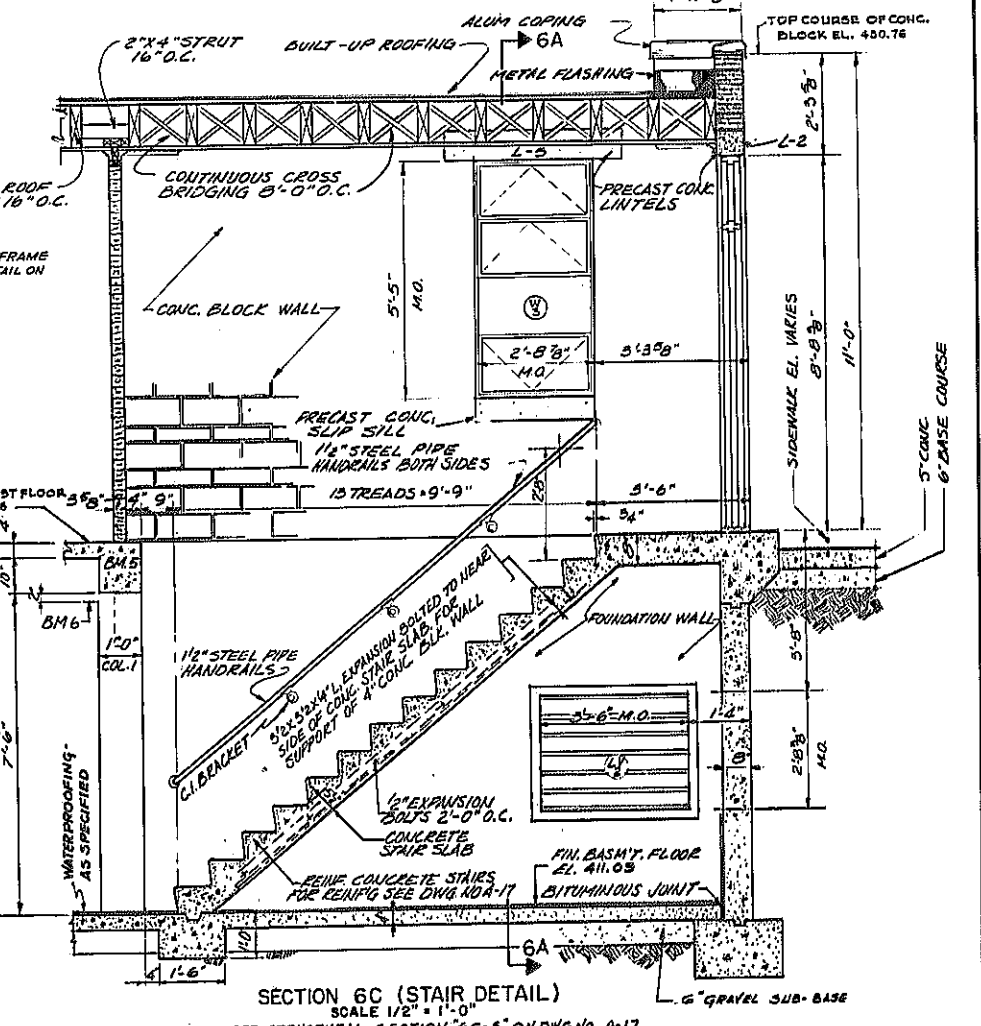
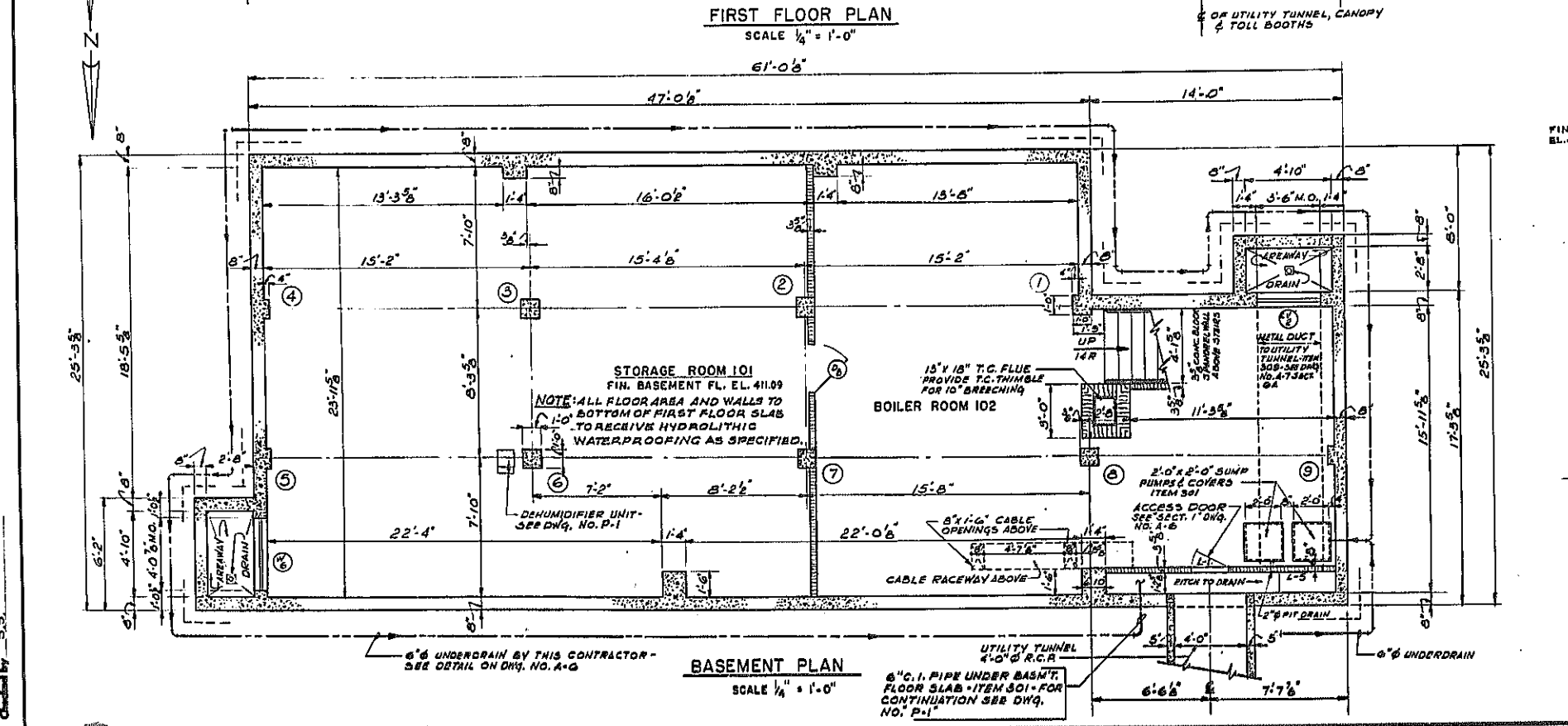
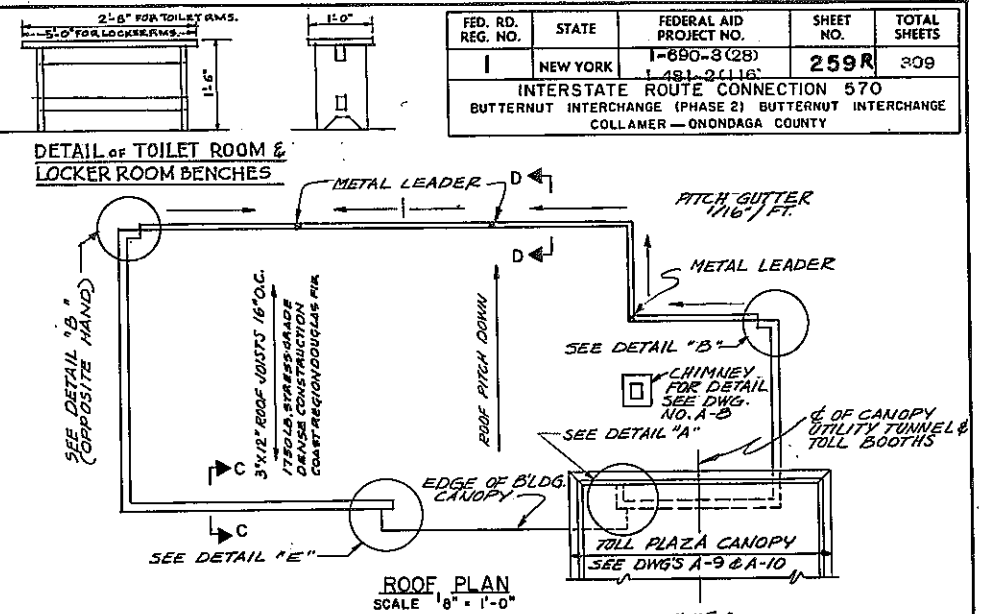
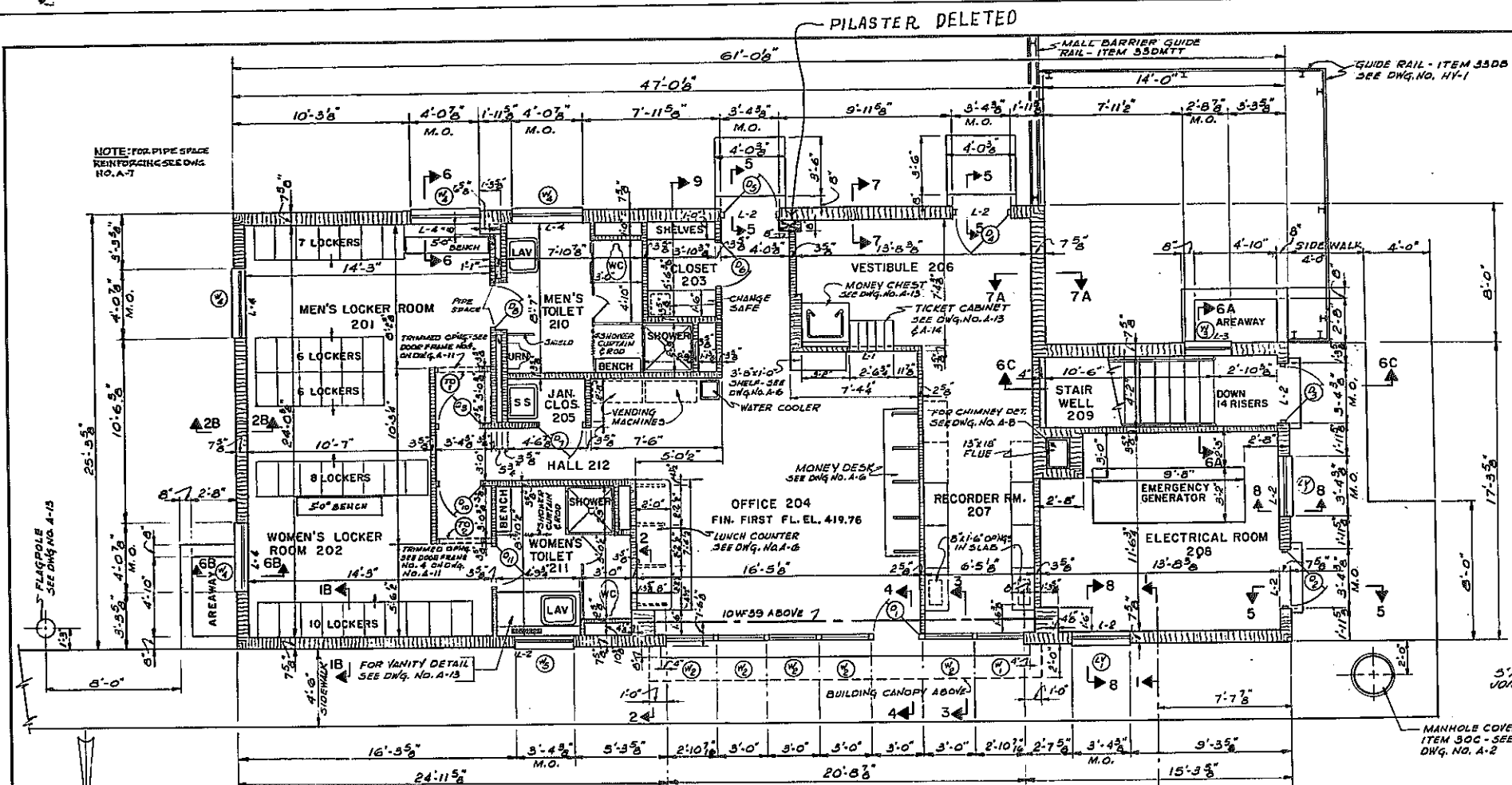
AS BUILT REVISION
 EXP. JT. DELETED

TOLL PLAZA & UTILITY BUILDING ISLANDS, BUMPERS & GATES			
DRAWING NO.	SCALE	DATE	SHEET NO.
A-3	AS SHOWN	8/13/70	258
MADIGAN-HYLAND CONSULTING ENGINEERS			

Designed by: E.L.
 Made by: S.S.
 Traced by: C.B.
 Checked by: S.S.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	259R	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



AS BUILT REVISION
PILASTER DELETED

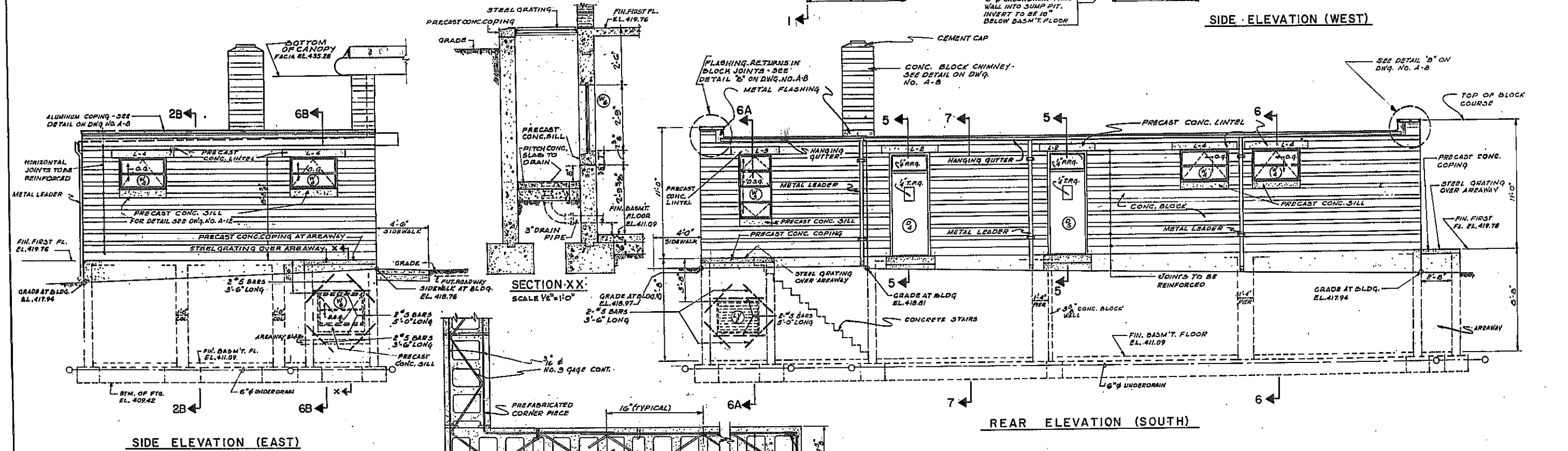
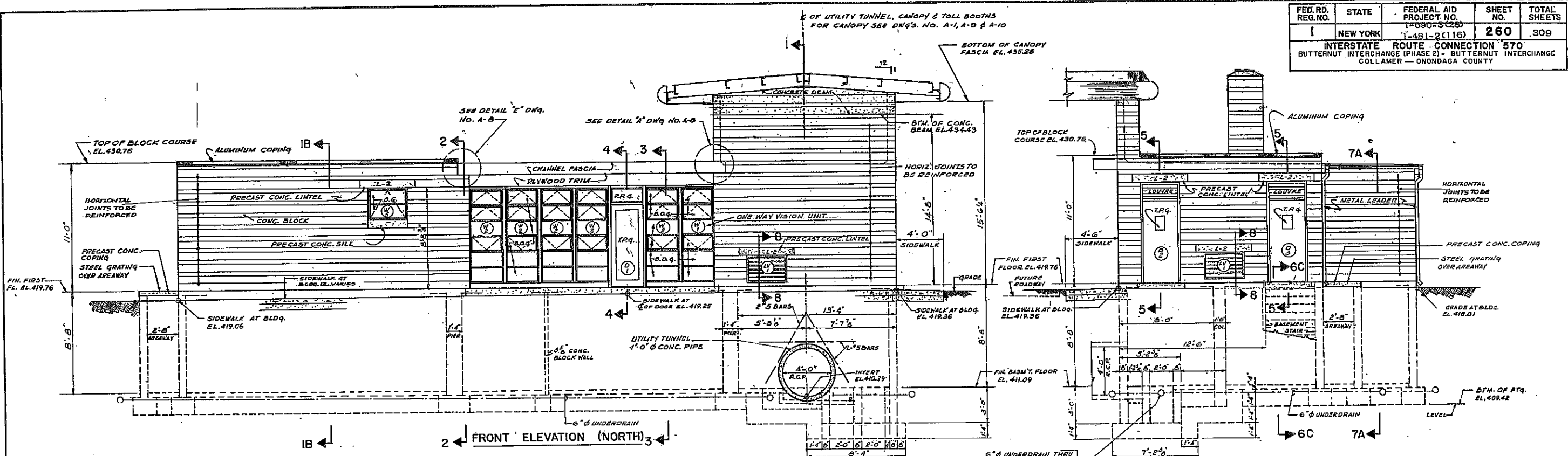
NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 300 UNLESS OTHERWISE NOTED

DRAWING NO.	SCALE	DATE	SHEET NO.
A-4	AS SHOWN	6/15/70	259

MADIGAN-HYLAND,
CONSULTING ENGINEERS

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Made by C.B.
Traced by S.S.
Checked by S.S.

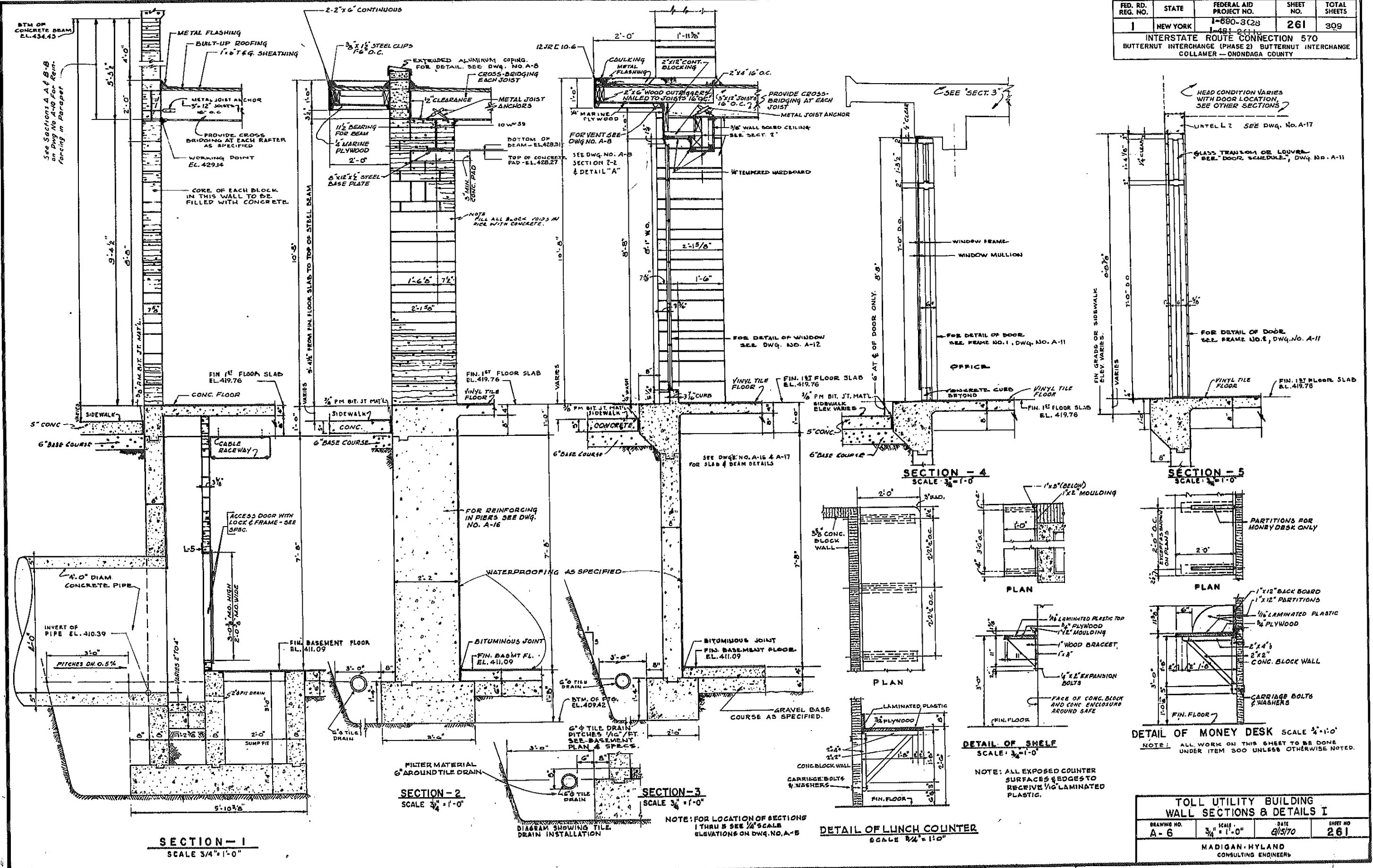
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1	NEW YORK	1-090-3(28)	260	309
INTERSTATE ROUTE CONNECTION 570				
BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE				
COLLAMER - ONONDAGA COUNTY				



TOLL UTILITY BUILDING ELEVATIONS			
DRAWING NO.	SCALE	DATE	SHEET NO.
A-5	AS SHOWN	8/13/70	260
MADIGAN-HYLAND CONSULTING ENGINEERS			

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 Traced by C.A.
 Checked by S.S.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28)	261	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				



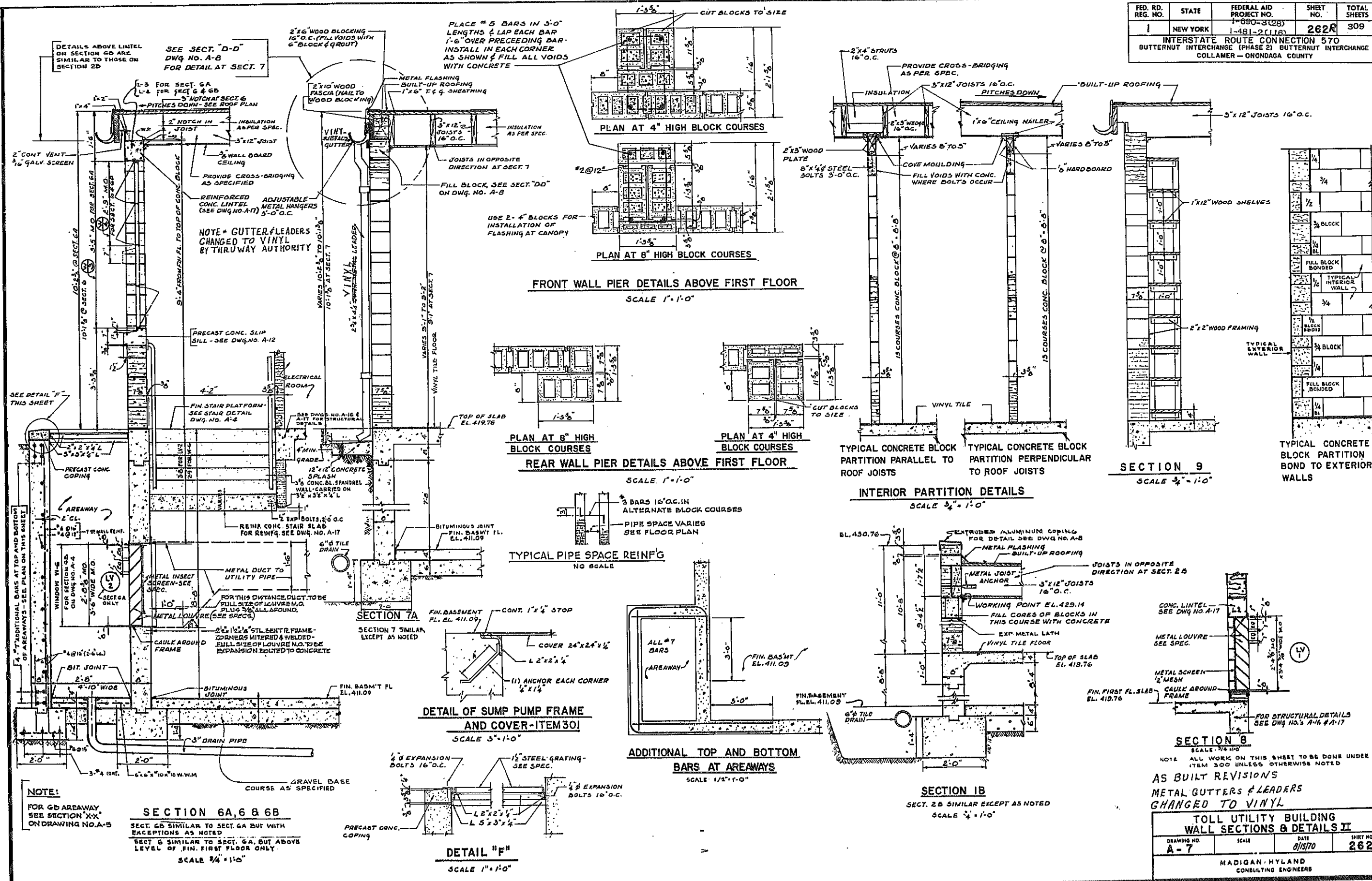
Designed by EL
 Made by S.S.
 Traced by C.B.
 Checked by S.S.

NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 300 UNLESS OTHERWISE NOTED.

TOLL UTILITY BUILDING WALL SECTIONS & DETAILS I			
DRAWING NO.	SCALE	DATE	SHEET NO.
A-6	3/4" = 1'-0"	6/5/70	261
MADIGAN-HYLAND CONSULTING ENGINEERS			

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(118)	262R	309

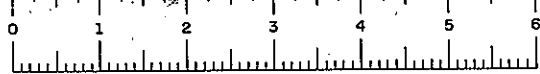
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



TOLL UTILITY BUILDING WALL SECTIONS & DETAILS II			
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A-7		8/15/70	262

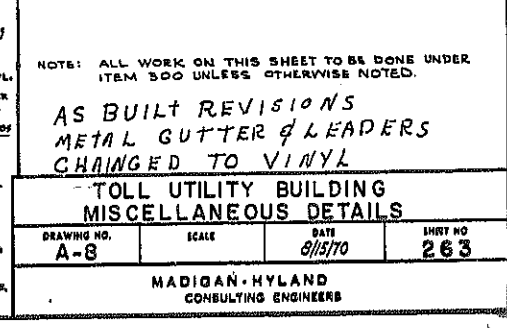
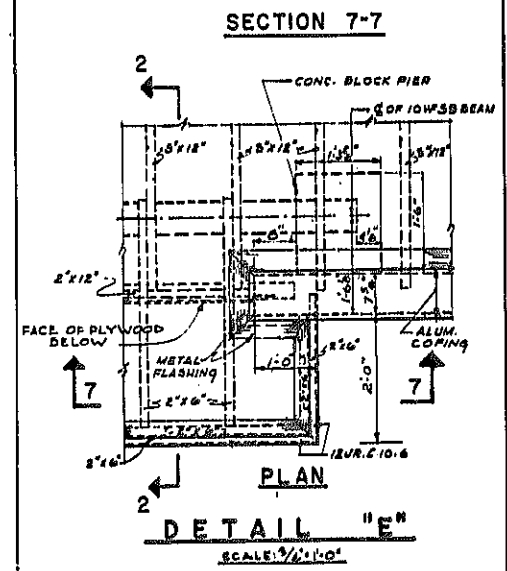
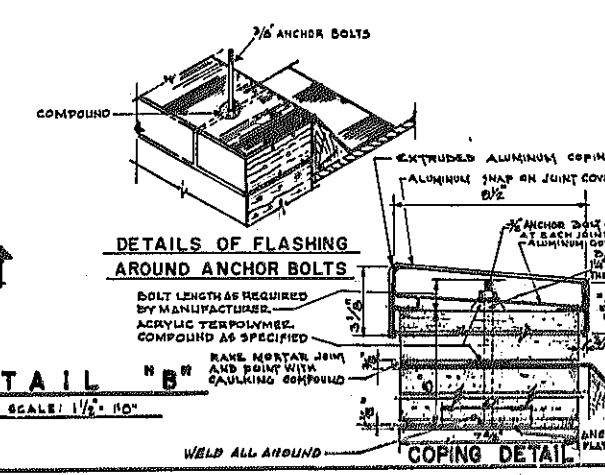
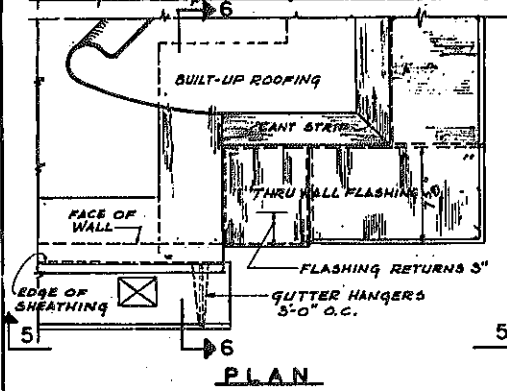
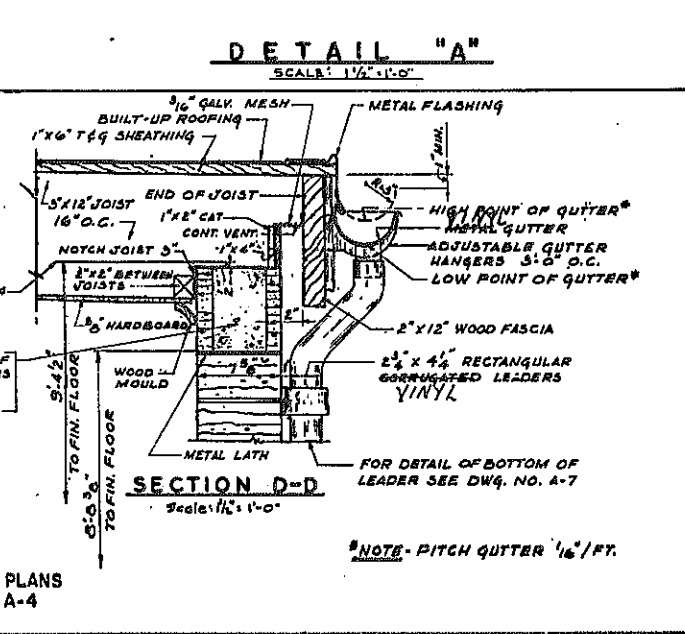
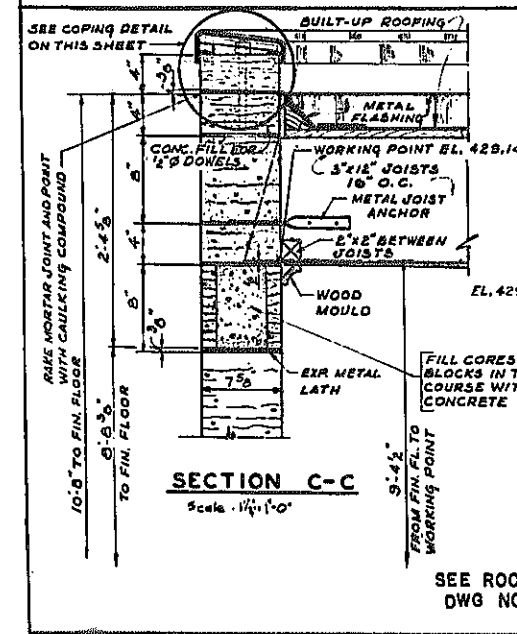
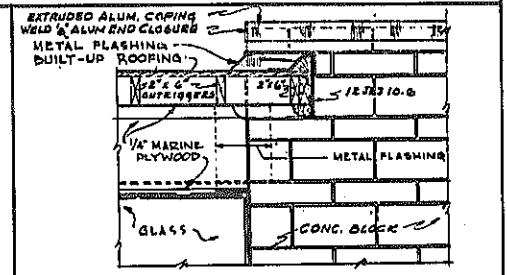
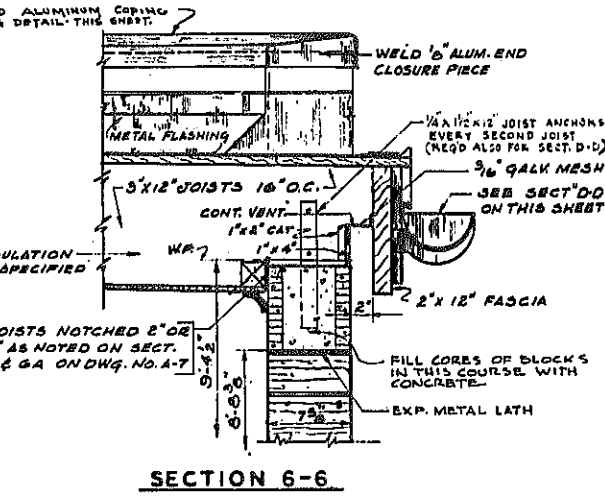
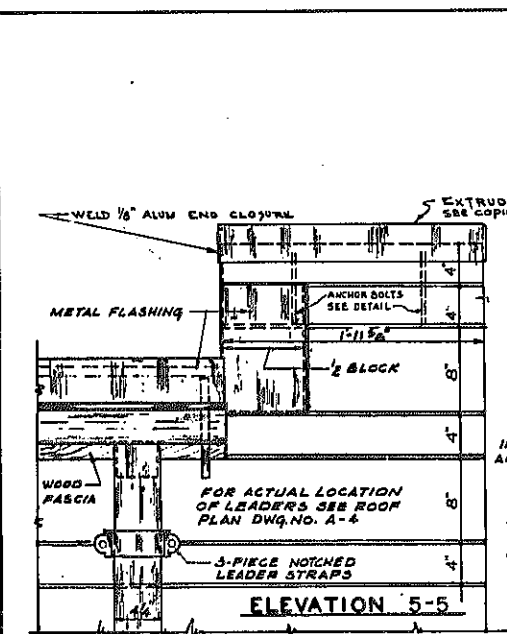
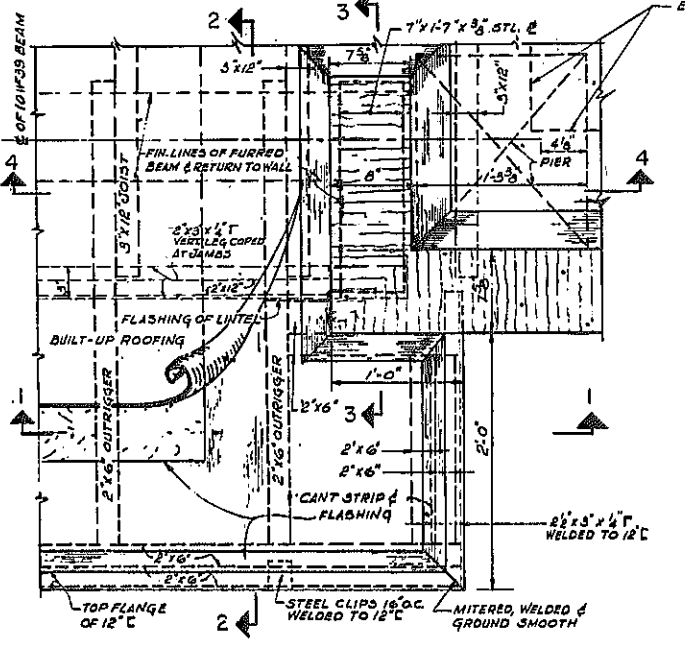
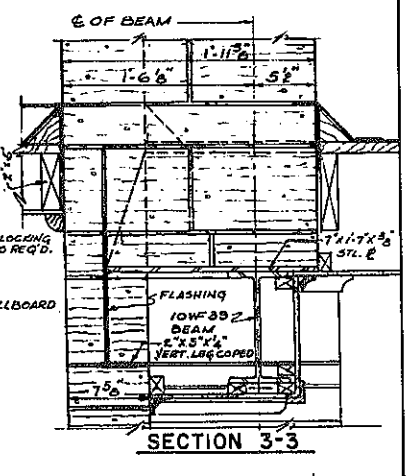
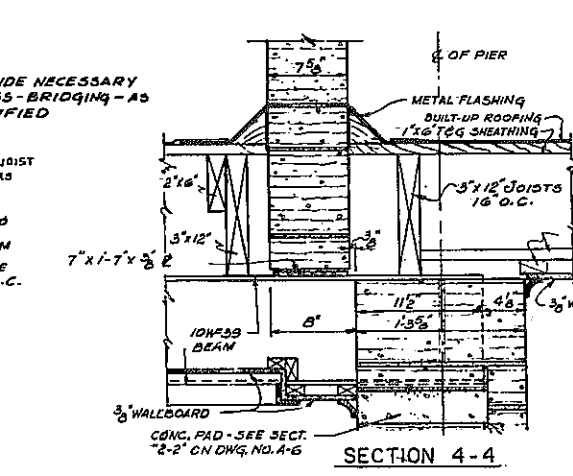
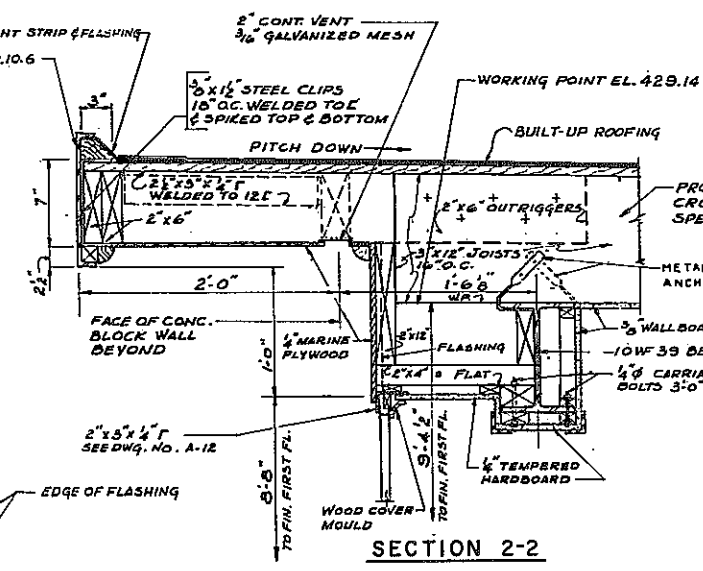
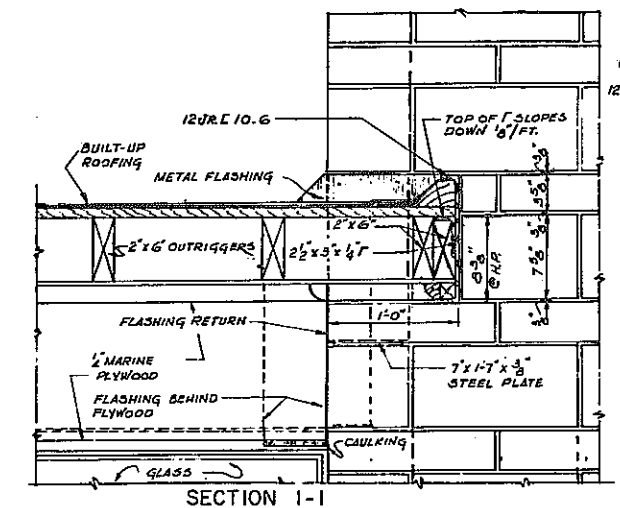
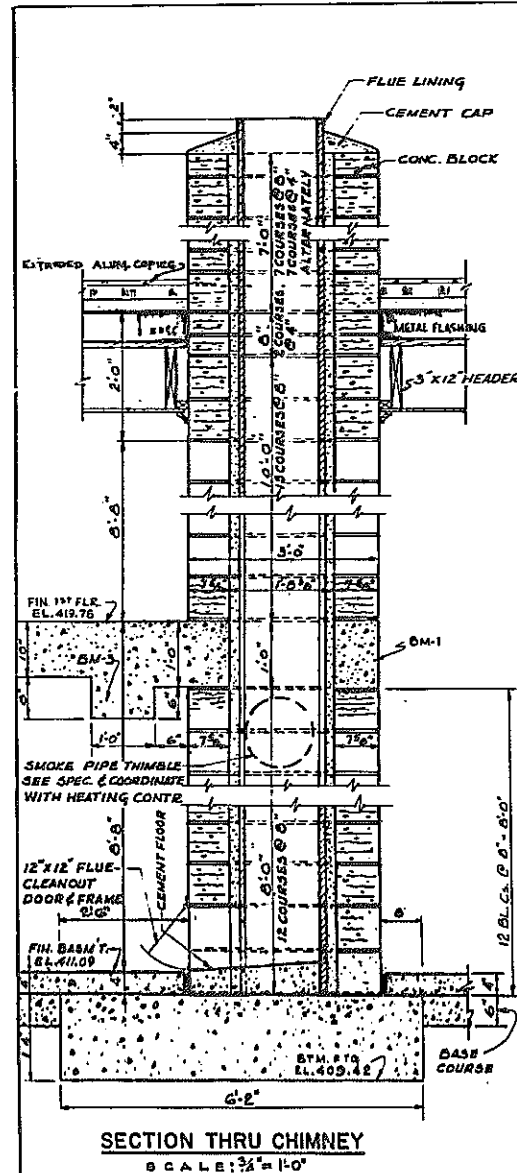
MADIGAN, HYLAND CONSULTING ENGINEERS

Designed by E.S.
Made by S.S.
Checked by C.B.
Checked by S.S.



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(116)	263R	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



Designed by E.L.
Made by S.S.
Traced by C.B.
Checked by S.S.

SEE ROOF PLANS
DWG NO A-4

*NOTE- PITCH GUTTER 1/8"/FT.

NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER
ITEM 500 UNLESS OTHERWISE NOTED.

AS BUILT REVISIONS
METAL GUTTER & LEADERS
CHANGED TO VINYL

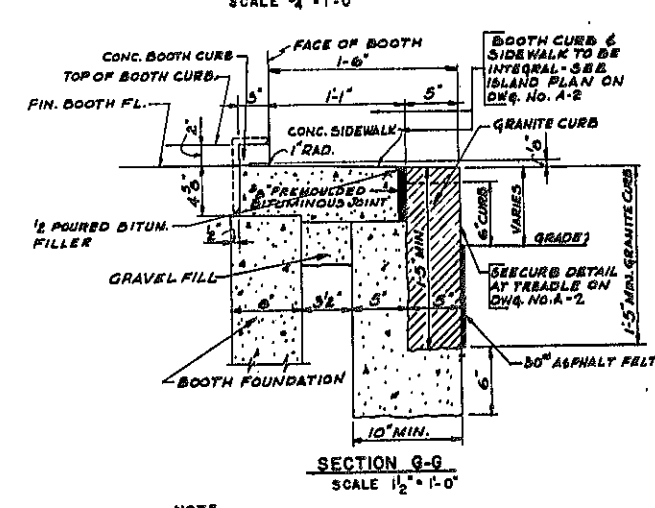
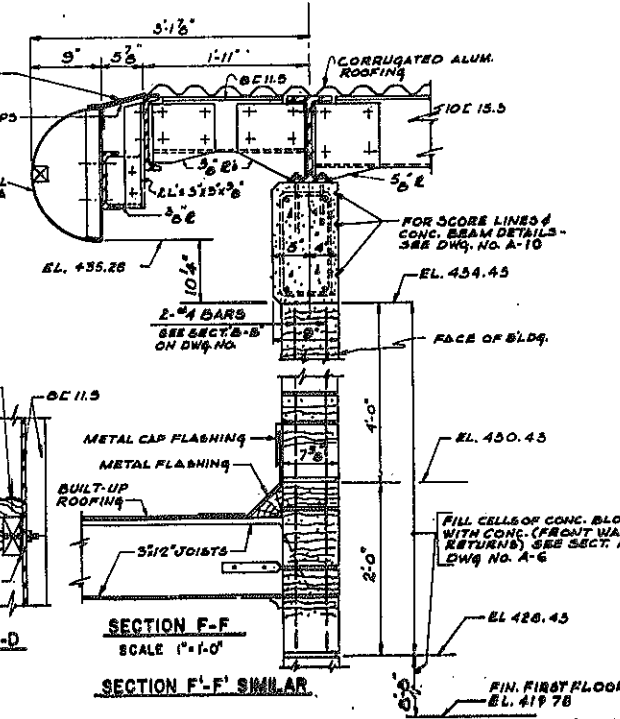
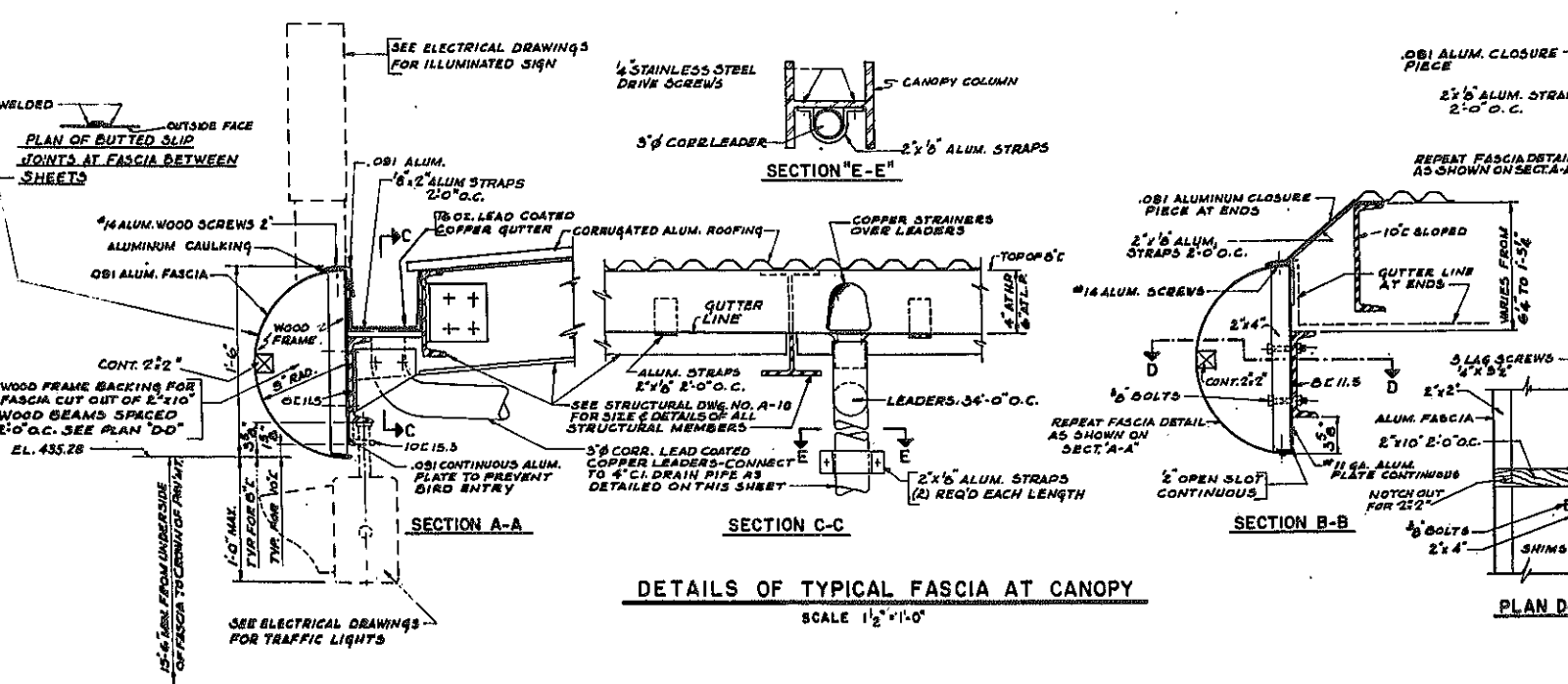
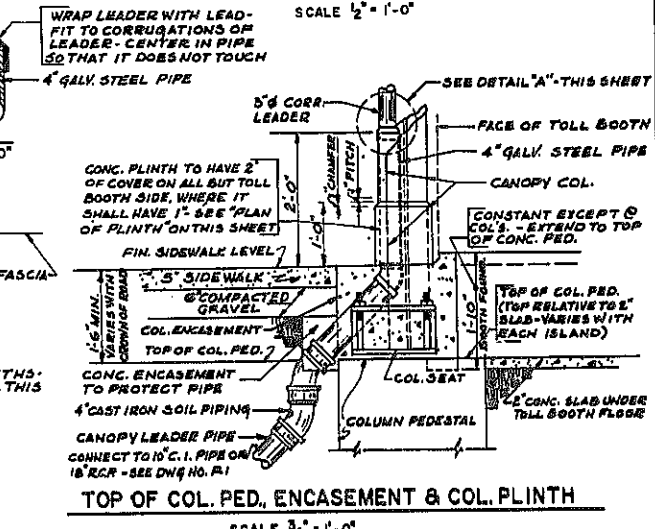
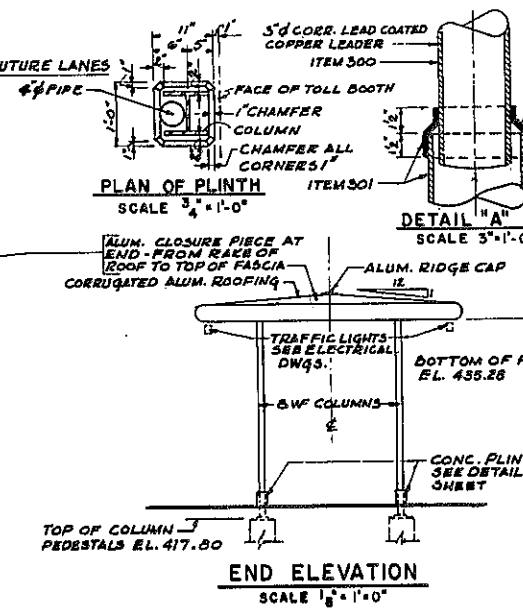
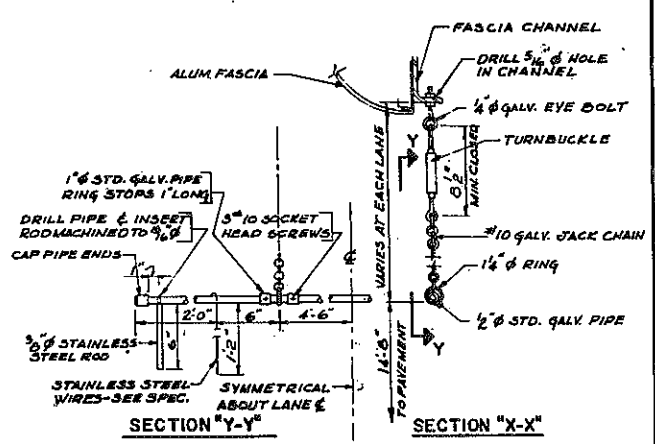
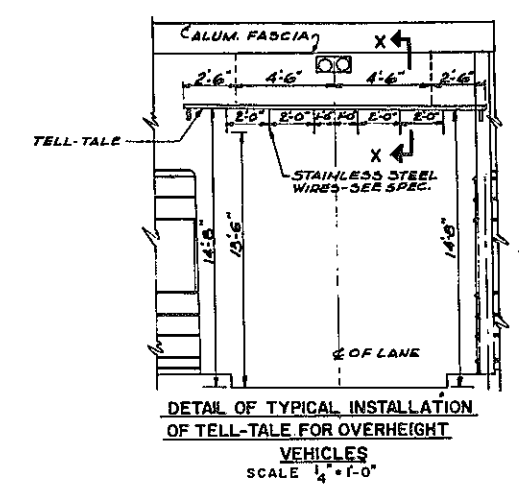
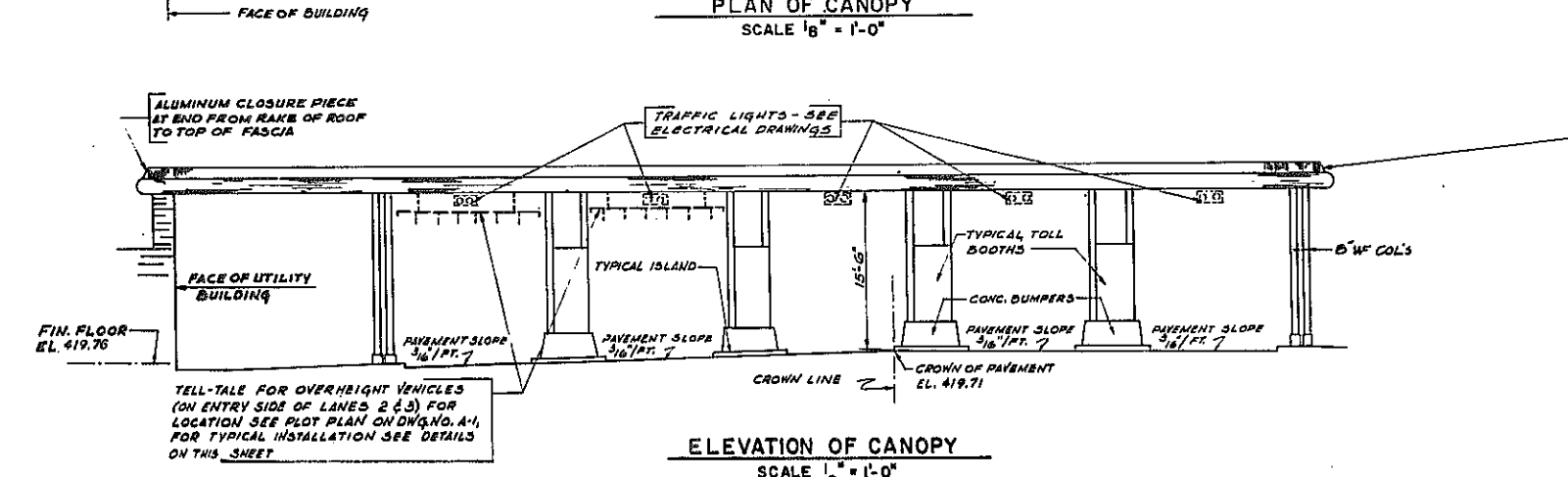
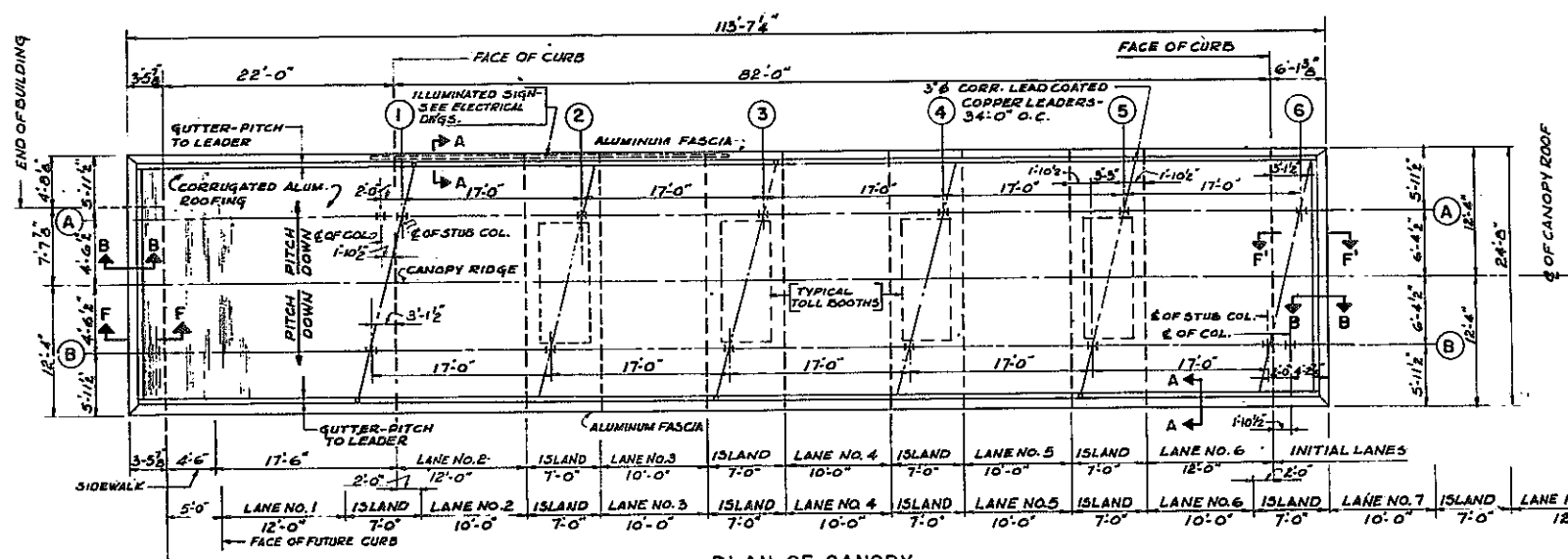
TOLL UTILITY BUILDING
MISCELLANEOUS DETAILS

DRAWING NO.	SCALE	DATE	SHEET NO.
A-8		8/15/70	263

MADISON HYLAND
CONSULTING ENGINEERS

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-680-3(2B) 1-481-2(118)	264	308

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



NOTE
ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 300 UNLESS OTHERWISE NOTED.

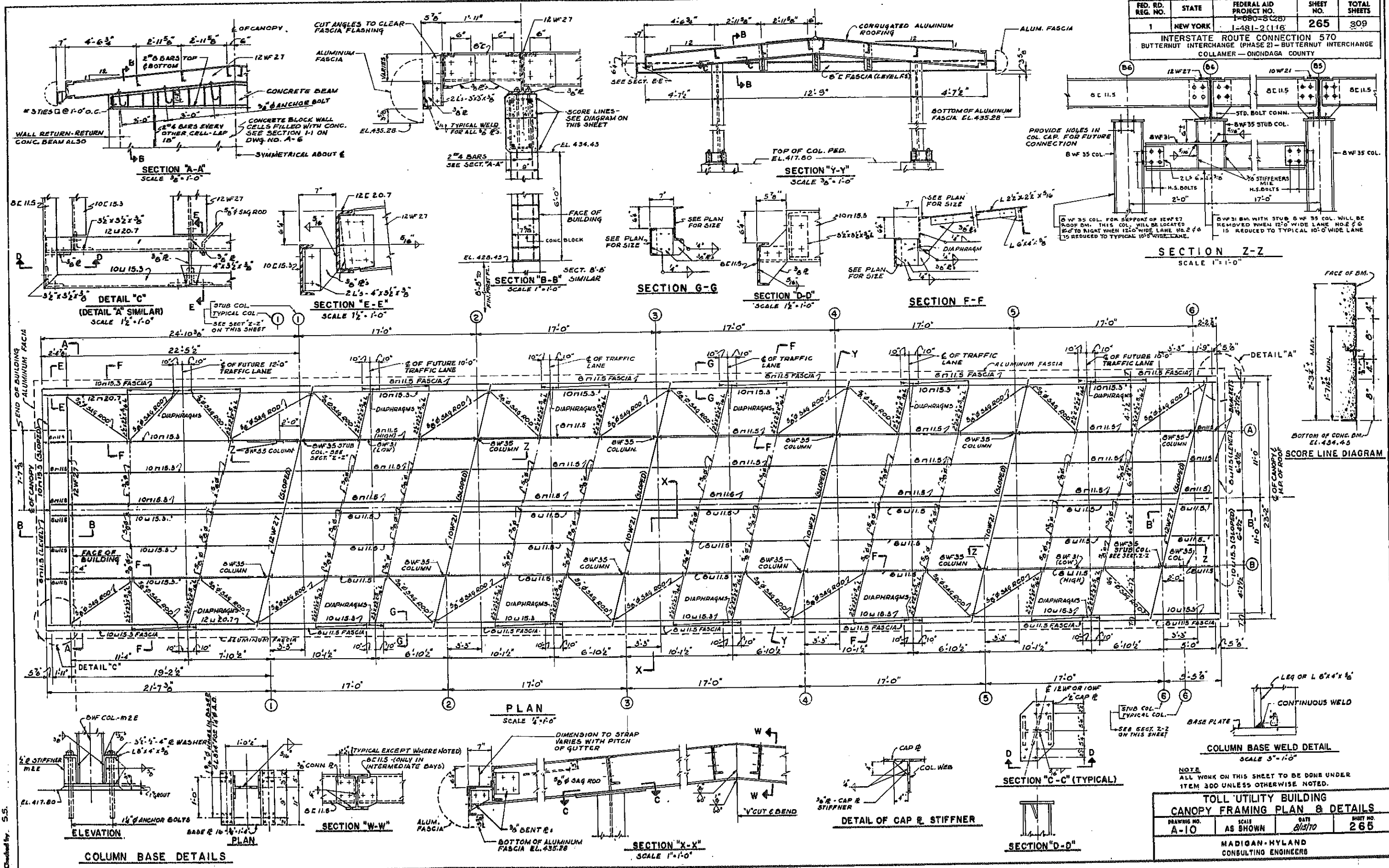
TOLL PLAZA & UTILITY BUILDING CANOPY PLAN, ELEVATIONS & DETAILS			
DRAWN NO.	SCALE	DATE	SHEET NO.
A-9	AS SHOWN	8/13/70	264

MADIGAN-HYLAND
CONSULTING ENGINEERS

Designed by E.L.
Made by S.S.
Traced by C.E.
Checked by S.S.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	265	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE
COLLAMER - ORONDAGA COUNTY



NOTE
ALL WORK ON THIS SHEET TO BE DONE UNDER
ITEM 300 UNLESS OTHERWISE NOTED.

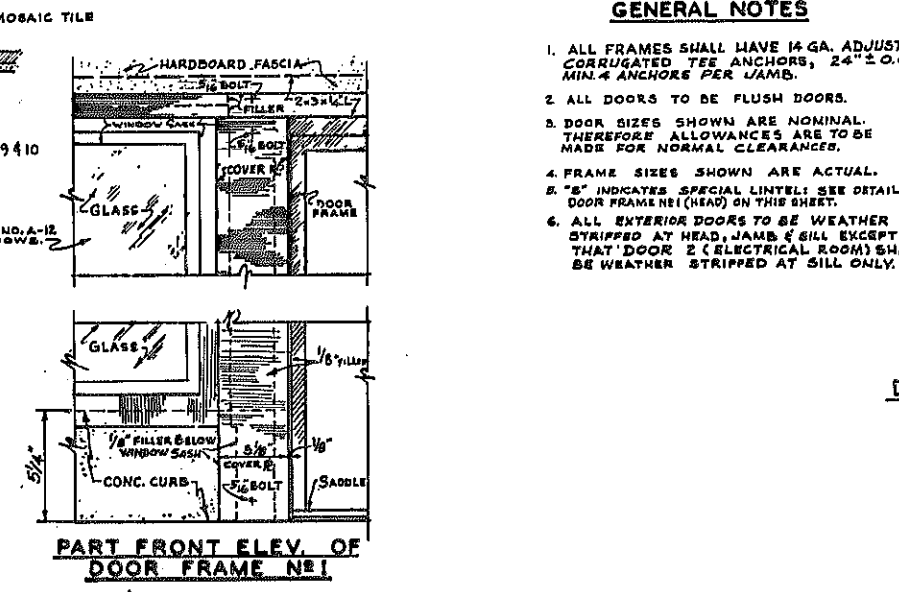
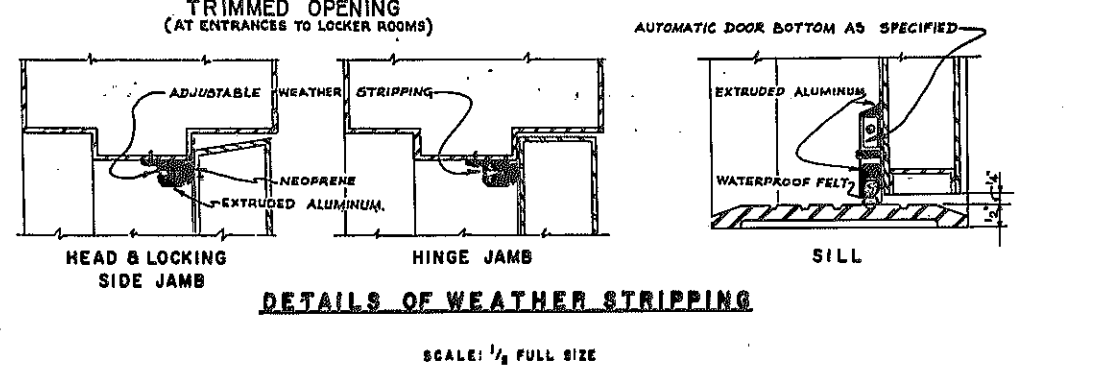
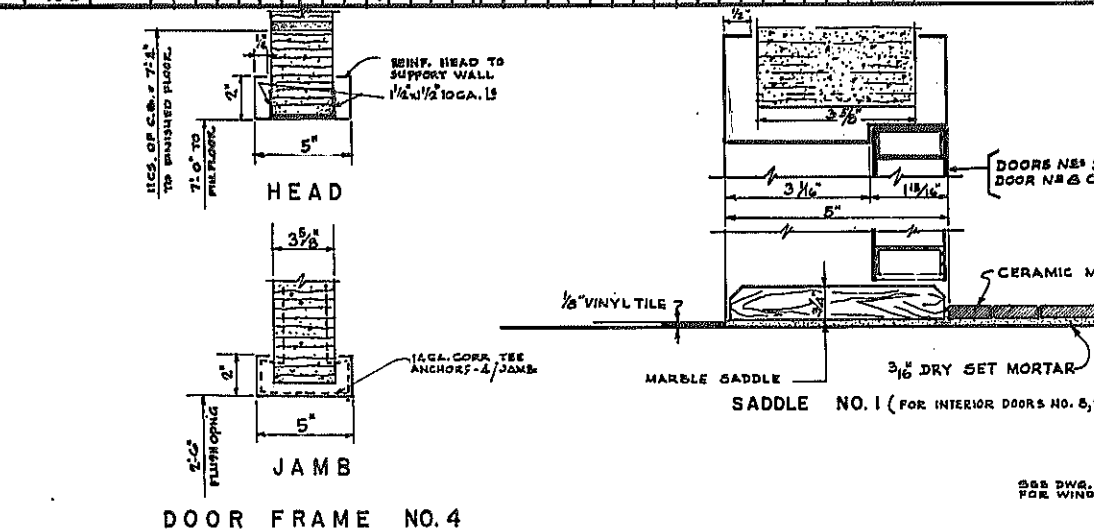
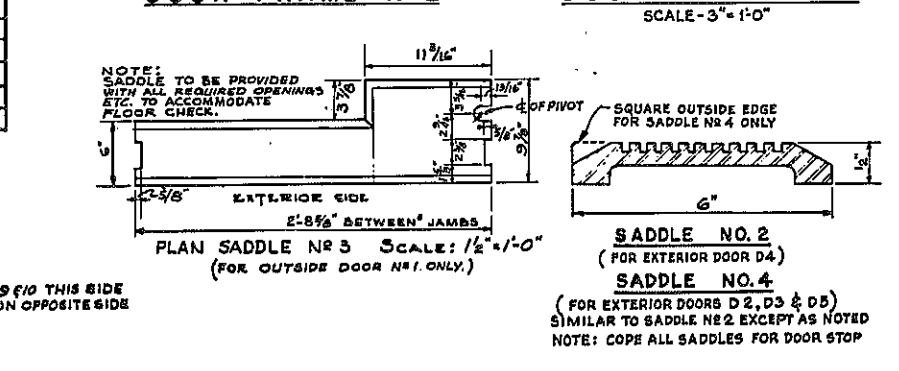
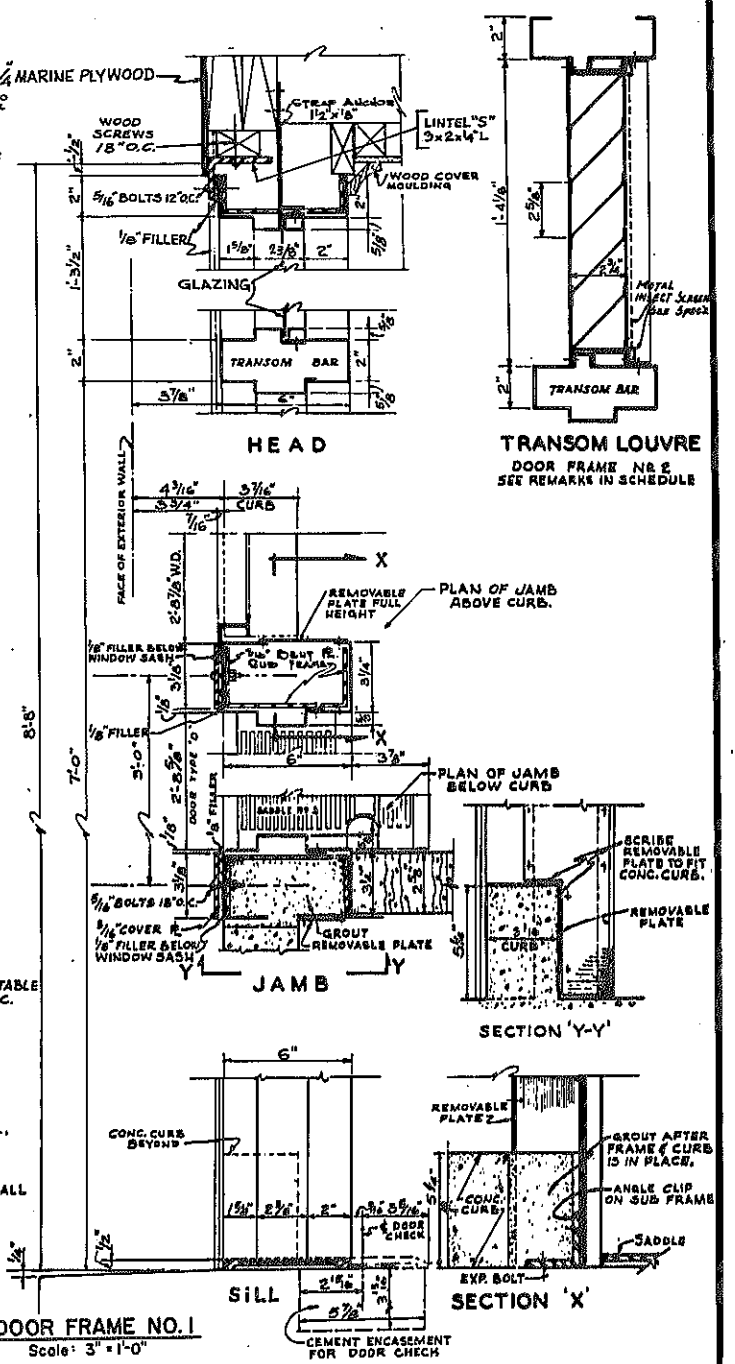
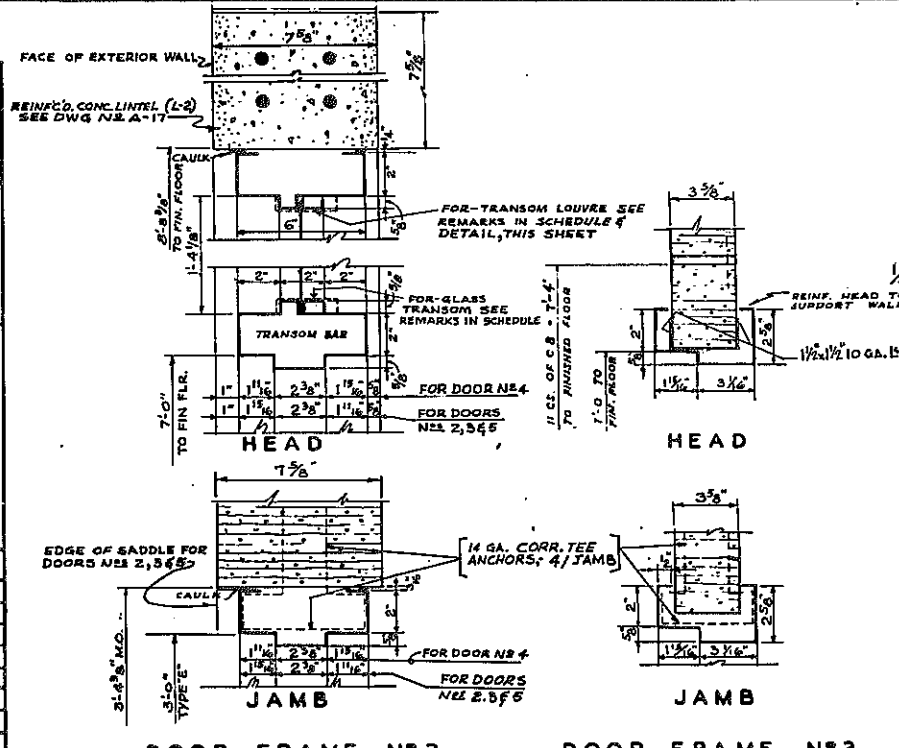
TOLL UTILITY BUILDING CANOPY FRAMING PLAN & DETAILS			
DRAWING NO.	SCALE	DATE	SHEET NO.
A-10	AS SHOWN	8/15/70	265

MADIGAN-HYLAND
CONSULTING ENGINEERS

Designed by: E.L.
Made by: S.S.
Traced by: C.B.
Checked by: S.S.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-580-8(23) 1-481-2(11)	266	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				

DOORS		INTERIOR					EXTERIOR					REMARKS
DOOR ELEVATION		A	B	C	D	E						
TYPE												
CONSTRUCTION		HOLLOW METAL	HOLLOW METAL	HOLLOW METAL	HOLLOW METAL	HOLLOW METAL						
DOOR SIZE		2'-8 1/2" x 7'-0"	2'-4" x 7'-0"	2'-6" x 7'-0"	2'-8 1/2" x 7'-0"	3'-0" x 7'-0"						
THICKNESS		1 3/4"	1 3/4"	1 3/4"	1 3/4"	1 3/4"						
DOOR NO.	TRIMMED OPENING NO.	FRAME	LINTEL	LOUVRE	NOTES	SADDLE	FRAME	LINTEL	LOUVRE	NOTES	SADDLE	
DB												
D 1												FIXED GLASS TRANSOM
D 2												TRANSOM LOUVRE
D 3												TRANSOM LOUVRE
D 4												FIXED GLASS TRANSOM
D 5												FIXED GLASS TRANSOM
D 6												NO SADDLE
D 7												
D 8												
D 9												NO SADDLE
D 10												NO SADDLE
D 11												
	TO-1											
	TO-2											

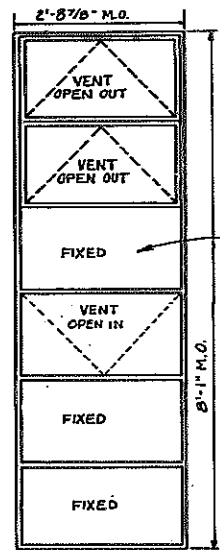


NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 300 UNLESS OTHERWISE NOTED.

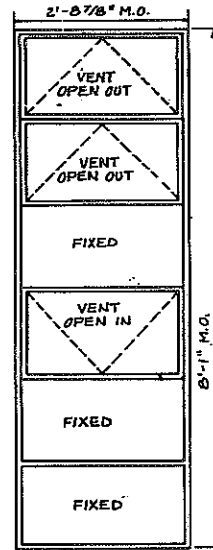
TOLL UTILITY BUILDING DOOR SCHEDULE & DETAILS			
DRAWING NO.	SCALE	DATE	SHEET NO.
A-11	AS SHOWN	9/15/70	266
MADIGAN-HYLAND CONSULTING ENGINEERS			

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	267	309

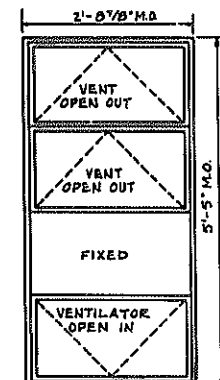
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE
COLLAKER - ONONDAGA COUNTY



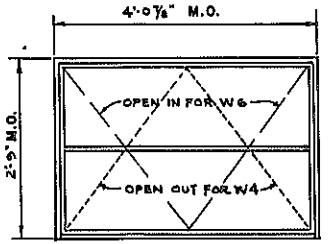
W 1



W 2

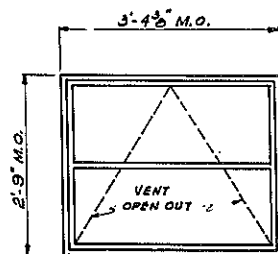


W 3



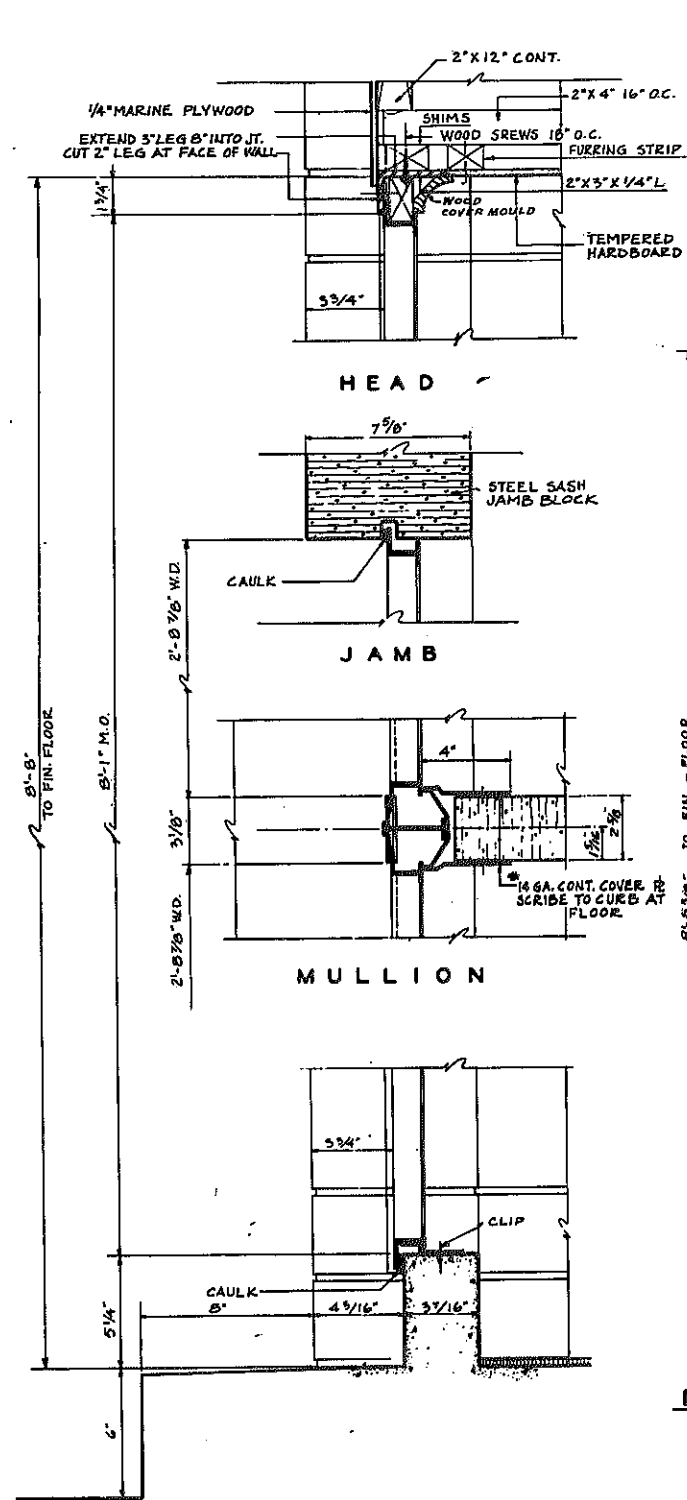
W 4

W 6

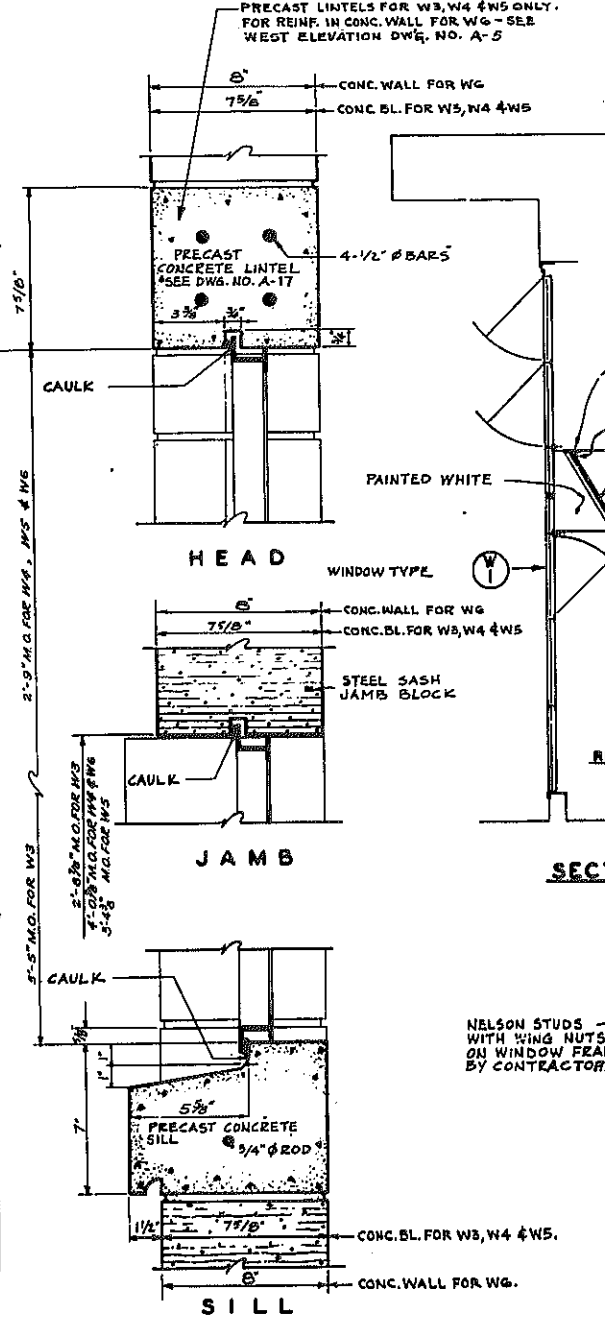


W 5

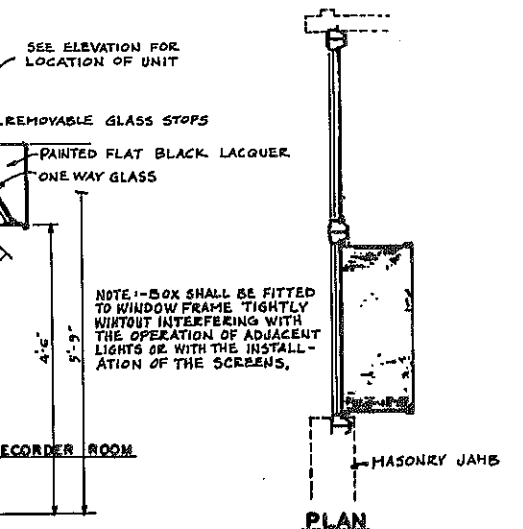
SEE DETAIL OF ONE WAY VISION UNIT TO BE INSTALLED ON ROOM SIDE IN THIS PANEL



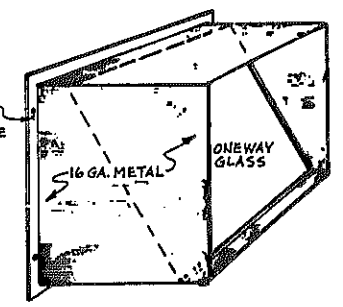
DETAIL FOR W 1 & W 2 WINDOWS
SCALE: 3" = 1'-0"



DETAIL FOR W 3 W 4 W 5 W 6 WINDOWS
SCALE: 3" = 1'-0"



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



PERSPECTIVE NO SCALE
ONE WAY VISION UNIT

NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 300 UNLESS OTHERWISE NOTED.

TOLL UTILITY BUILDING WINDOW DETAILS			
DRAWING NO. A-12	SCALE AS SHOWN	DATE 8/13/70	SHEET NO. 267
MADIGAN-HYLAND CONSULTING ENGINEERS			

NOTE: FOR DETAIL OF WINDOW CONDITION AT FRONT DOOR, SEE DOOR DETAIL DWG. NO. A-11

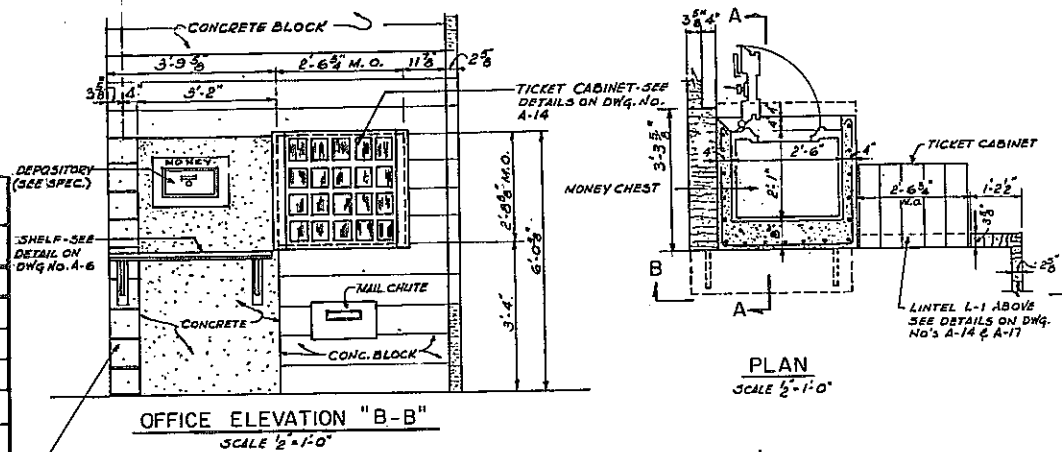
Designed by: E.L.
Made by: S.S.
Traced by: C.B.
Checked by: S.S.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-550-3(28) 1-481-2(116)	268	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				

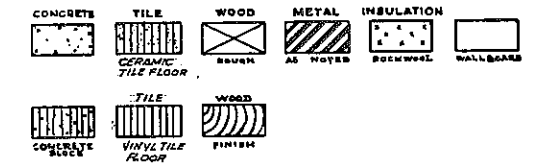
PAINTING SYMBOLS

W - WALLS	1 - FLAT
C - CEILING	2 - SEMI-GLOSS
B - 4" PAINTED BASE	3 - ENAMEL
	4 - NATURAL FINISH

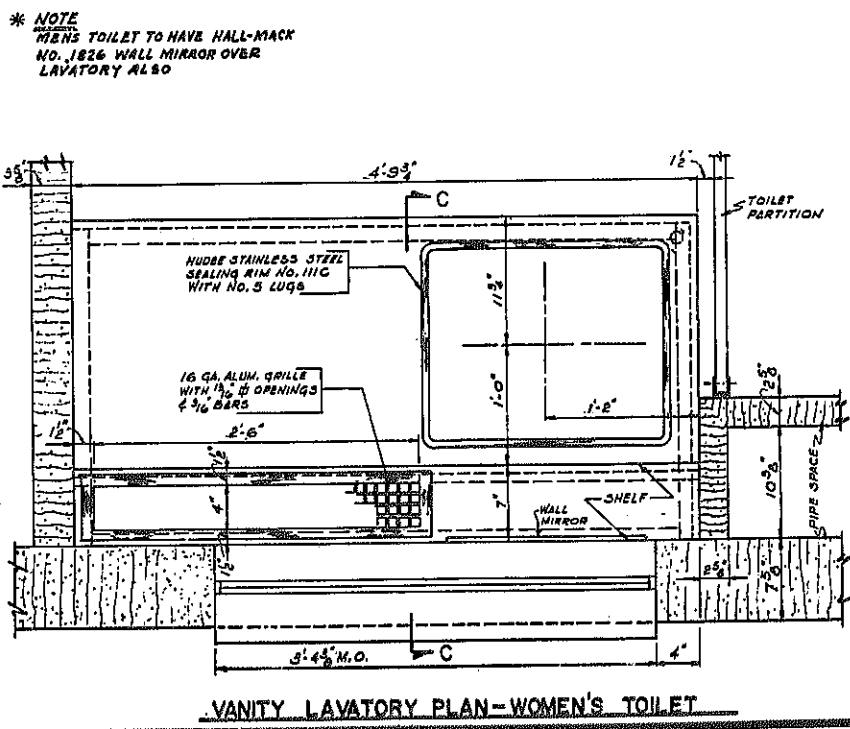
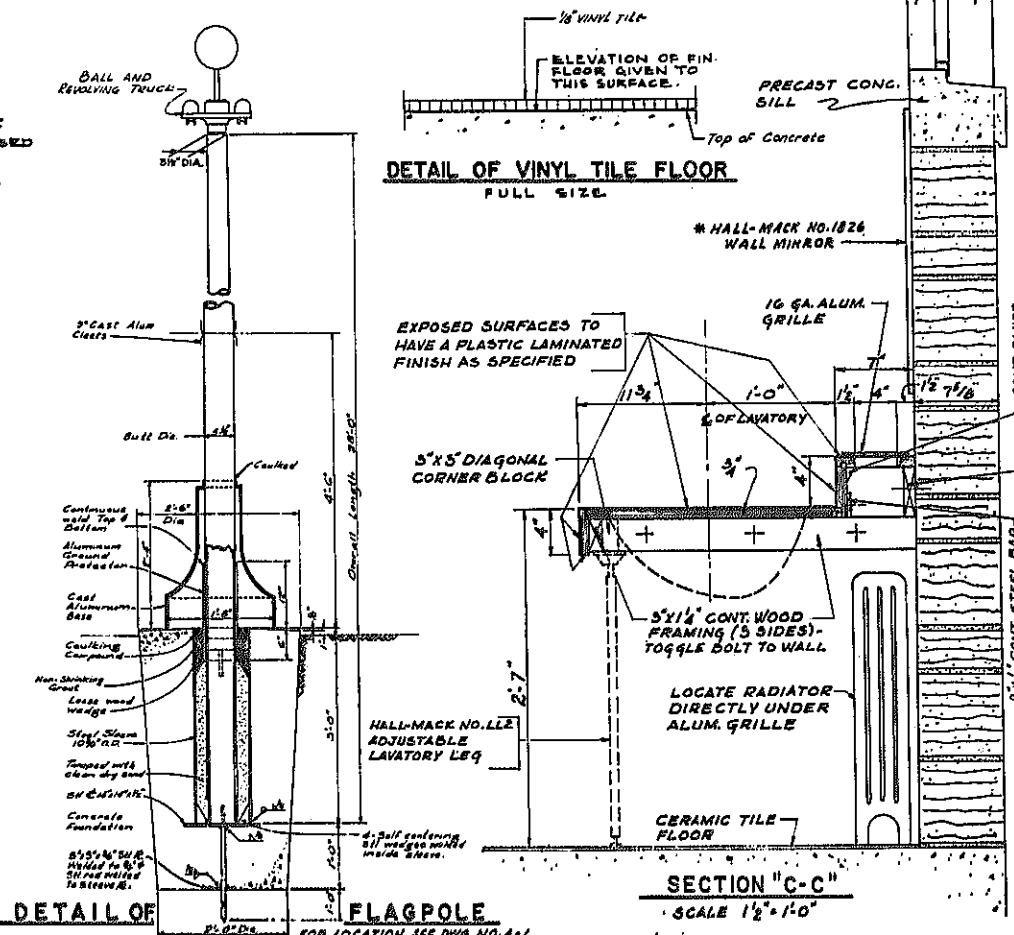
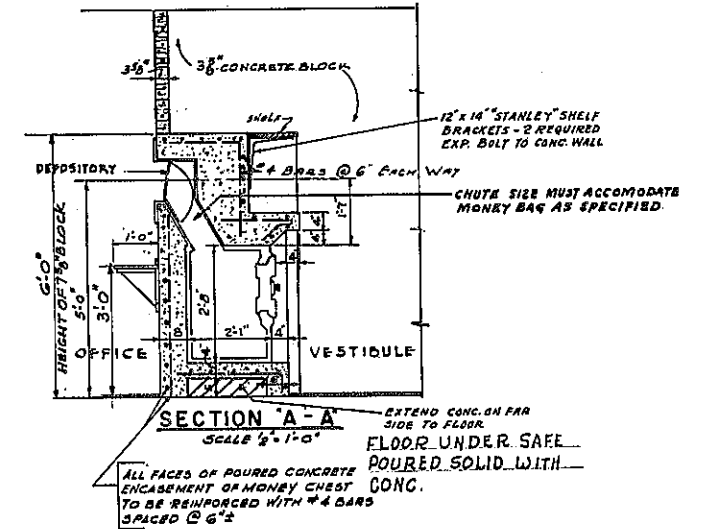
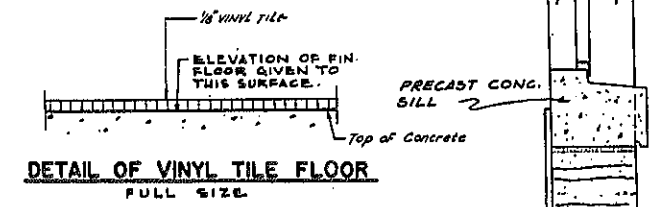
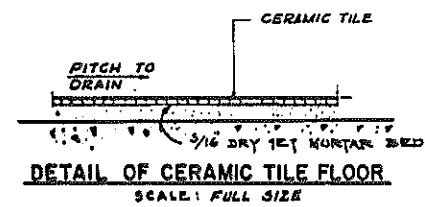
ROOM OR SPACE FINISH SCHEDULE							
NO.	ROOM OR SPACE TITLE	FLOOR	BASE	WALLS	PAINTING	CEILING	REMARKS
FIRST FLOOR							
201	MENS LOCKER RM. & ENTRY	VINYL TILE	NONE	UNFINISHED	W-2 C-1 B-3	WALLBOARD	
202	WOMENS LOCKER RM. & ENTRY	"	"	UNFINISHED	W-2 C-1 B-3	"	"
203	STORAGE CLOSET	"	"	"	"	"	"
204	OFFICE & LUNCH AREA	"	"	"	"	"	"
205	JANITORS CLOSET	CERAMIC TILE	"	"	W-3 C-3 B-3	"	"
206	VESTIBULE	VINYL TILE	"	"	W-2 C-1 B-3	WALLBOARD	
207	RECORDER RM.	"	"	"	"	"	"
208	ELECTRICAL RM.	CONCRETE	"	"	"	"	"
209	STAIRWELL	"	NONE	UNFINISHED	W-2 C-1	"	PAINT WALLS ABOVE STAIN STRINGS ONLY
210	MENS TOILET	CERAMIC TILE	"	"	W-3 C-3 B-3	"	"
211	WOMENS TOILET	CERAMIC TILE	"	"	"	"	"
212	HALL	VINYL TILE	"	"	W-2, C-1, B-3	"	"
BASEMENT							
101	STORAGE RM.	CONCRETE	NONE	UNFINISHED	SEE SPEC'S	SLAB UNFINISHED	
102	BOILER RM.	"	"	"	"	"	



ARCHITECTURAL SYMBOLS AND ABBREVIATIONS



- C GT - CERAMIC GLAZED TILE
- CL - CENTER LINE
- COL - COLUMN
- DF - DRINKING FOUNTAIN
- DN - DOWN
- DO - DOOR OPENING
- DWG - DRAWING
- EL - ELEVATION
- FL - FLOOR
- FD - FLOOR DRAIN
- GA - GAUGE
- JT - JOINT
- LAV - LAVATORY
- MIN - MINIMUM
- MO - MASONRY OPENING
- NO - NUMBER
- NIC - NOT IN CONTRACT
- OC - ON CENTER
- PL - PLATE
- R - RISER, RIGHT
- RAD - RADIATOR & RADIUS
- RM - ROOM
- REQ - REQUIRED
- RS - SLOP SINK
- SPEC - SPECIFICATION
- URN - URINAL
- VEST - VESTIBULE
- WC - WATER CLOSET
- WP - WATERPROOFING & WORKING POINT



- BASMT - BASEMENT
- BLDG - BUILDING
- CB - CONCRETE BLOCK
- CI - CAST IRON
- CLR - CLEARANCE
- CONC - CONCRETE
- CONT - CONTINUE
- CORR - CORRUGATED
- CS - COURSES
- DIAM - DIAMETER
- EQ - EQUAL
- H - HIGH
- H.P. - HIGH POINT
- LV - LINTEL
- LV - LINTEL
- MAX. - MAXIMUM
- OPN - OPENING
- OPR - OPPOSITE
- OWG - ONE-WAY GLASS
- PR - PER FOOT
- PC - POINT OF COMPOUND CURVE
- SG - BLUE OBTUSE GLASS
- PDG - POLISHED PLATE GLASS
- P - POINT OF TANGENT
- RAILG - RAILING
- SECT - SECTION
- SCHED. - SCHEDULE
- ST - STEEL
- STRUCT - STRUCTURAL
- T & G - TEMPERED PLATE GLASS
- VERT - VERTICAL
- WD - WIDE
- WD - WINDOW DIMENSION
- WF - WIDE FLANGE BEAM
- WO - WINDOW OPENING
- YD - YIELD
- ZAT - ZATALOGUE
- EW - EACH WAY
- DEPTH - DEPTH
- BL - BLEND
- OG - OBTUSE GLASS
- DS.G. - DOUBLE STRENGTH GLASS

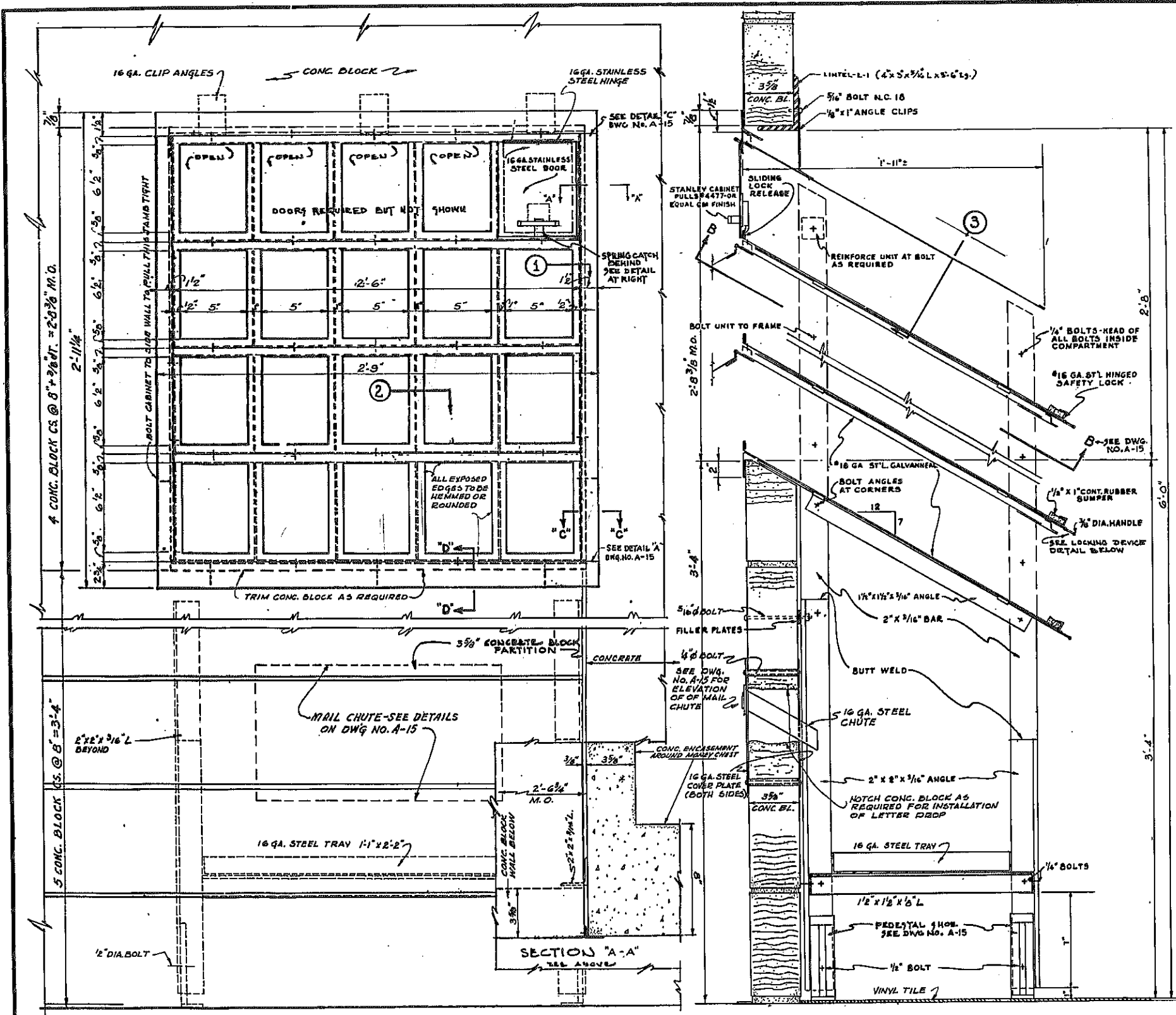
NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 300 UNLESS OTHERWISE NOTED.
AS BUILT REVISIONS
SAFE FLOOR VOID DELETED

TOLL UTILITY BUILDING - FINISH SCHEDULE, MONEY CHEST, & TICKET CABINET			
DRAWING NO.	SCALE	DATE	SHEET NO.
A-13	AS SHOWN	6/13/70	268
MADIGAN-HYLAND CONSULTING ENGINEERS			

Designed by E.L.
Made by S.S.
Checked by C.A.
Checked by S.S.

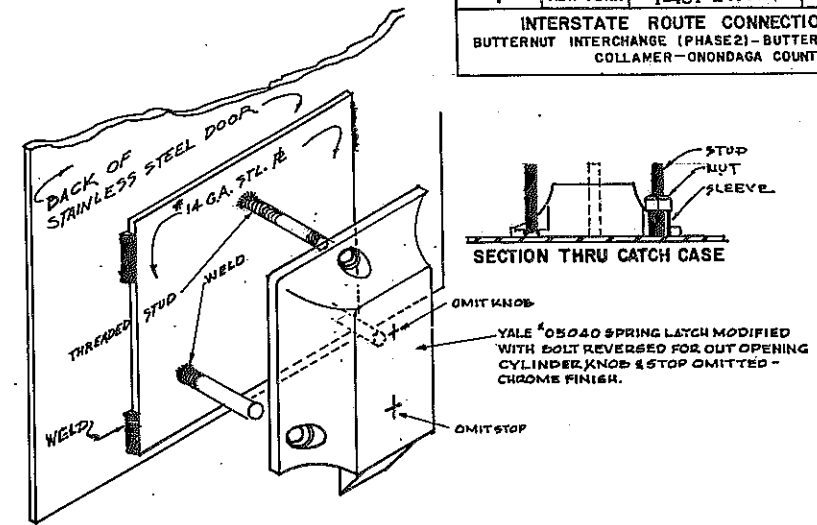
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	269	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY

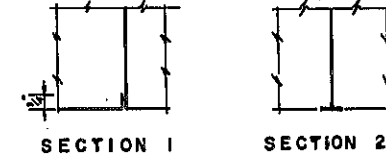


OFFICE ELEVATION
SCALE: 3/4"=1'-0"
TICKET STORAGE CABINET

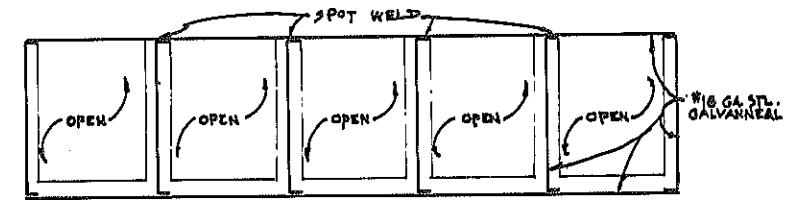
TYPICAL SECTION
SCALE: 3/4"=1'-0"



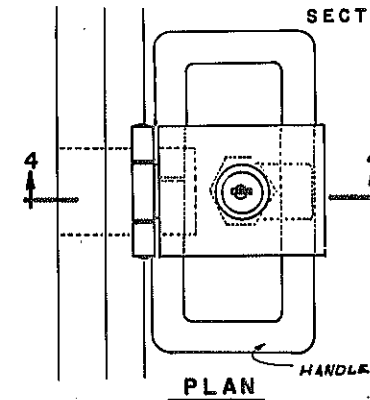
LOCK MOUNTING DETAIL



SECTION 1 SECTION 2

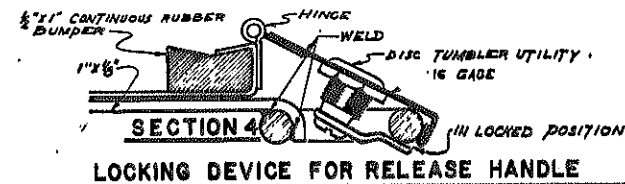


SECTION 3



PLAN

NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 300 UNLESS OTHERWISE NOTED.



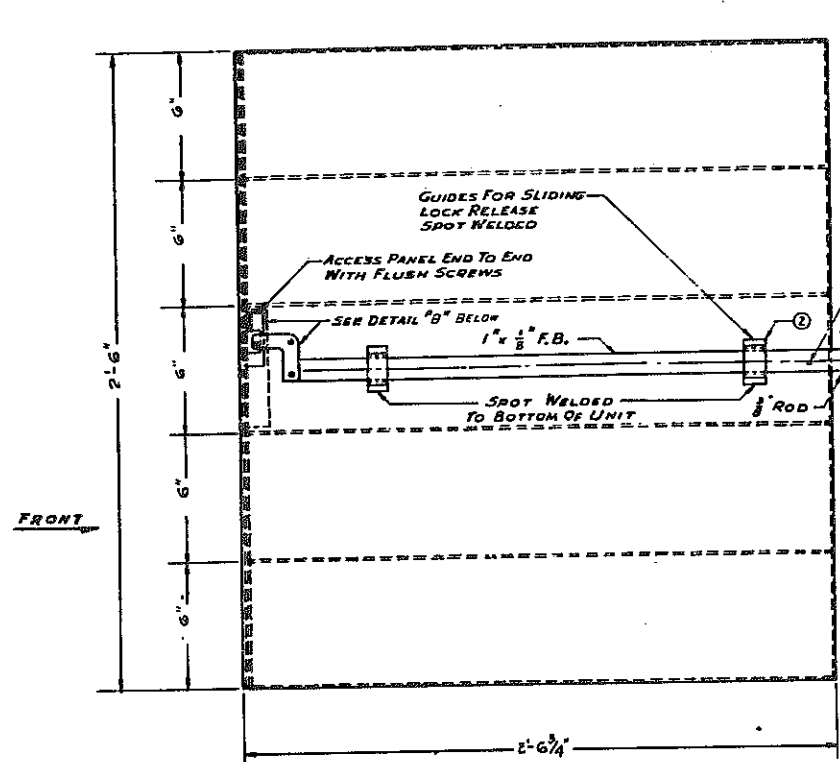
SECTION 4
LOCKING DEVICE FOR RELEASE HANDLE

TOLL UTILITY BUILDING TICKET STORAGE CABINET DETAILS 'I'			
DRAWING NO. A-14	SCALE AS SHOWN	DATE 8/15/70	SHEET NO. 269

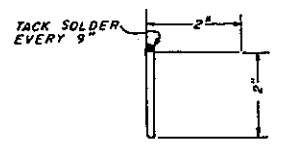
MADIGAN-HYLAND
CONSULTING ENGINEERS

Designed by E.L.
Made by S.S.
Traced by C.D.
Checked by S.S.

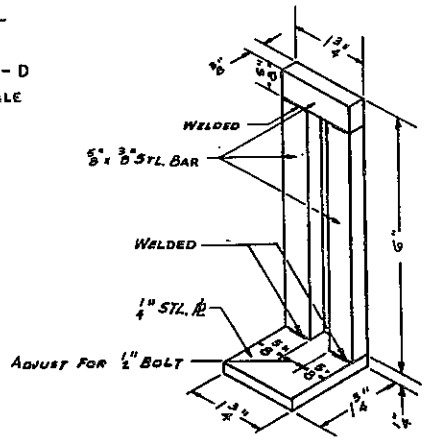
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-590-3(23) 1-481-2(116)	270	308
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				



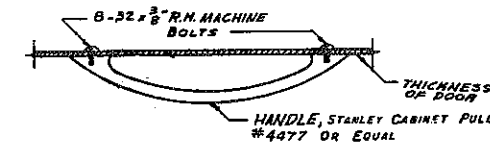
REFLECTED PLAN B-B
SCALE: 3" = 1'-0"
SEE TYPICAL SECTION DWG. NO. 3



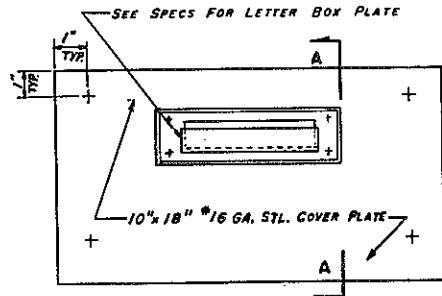
SECTION D-D
NOT TO SCALE



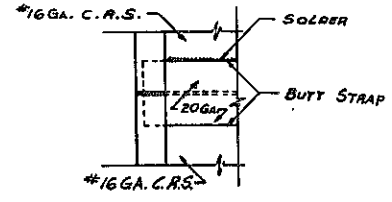
DETAIL OF PEDESTAL SHOE
SCALE 1/2 FULL SIZE



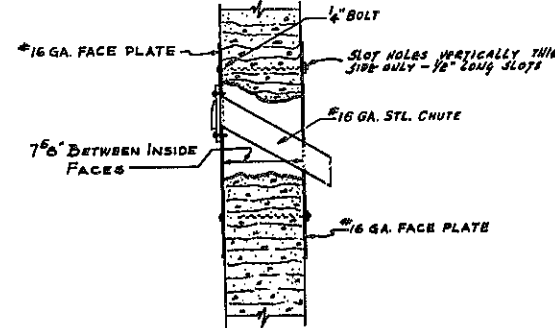
DETAIL SHOWS HOW HANDLE IS FASTENED TO THE DOOR
PLAN VIEW



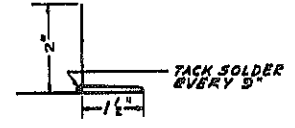
ELEVATION



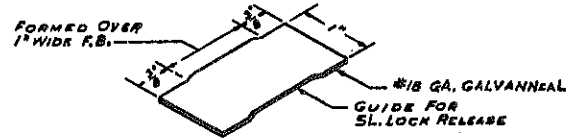
REAR ELEVATION OF PANEL SHOWING BUTT STRAP AT SEAM
DETAIL - C
NOT TO SCALE
SEE SHEET No. 4 FOR LOCATION



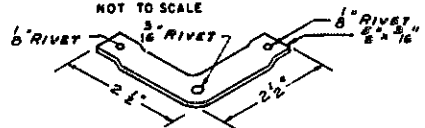
SECTION A-A
DETAIL OF MAIL CHUTE FOR
TYPE 'B' & 'C' TICKET STORAGE CABINETS
SCALE: 3" = 1'-0"



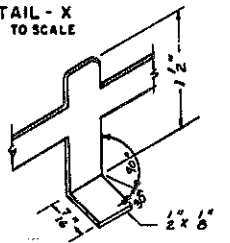
SECTION C-C
NOT TO SCALE



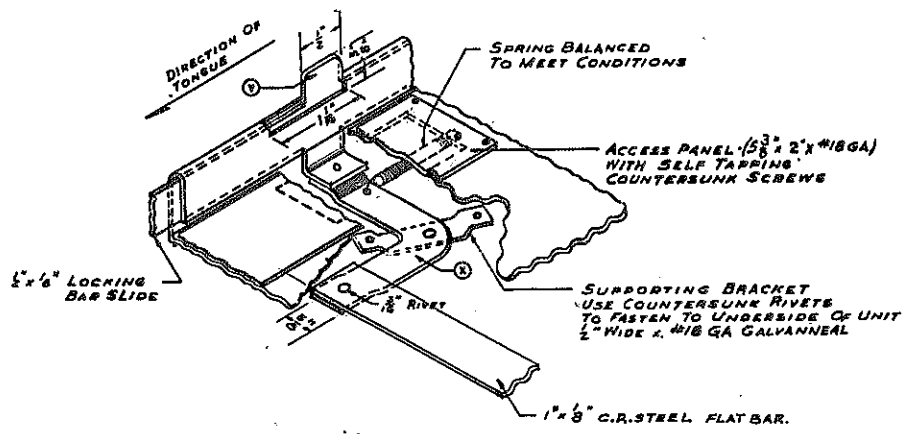
DETAIL - Z
NOT TO SCALE



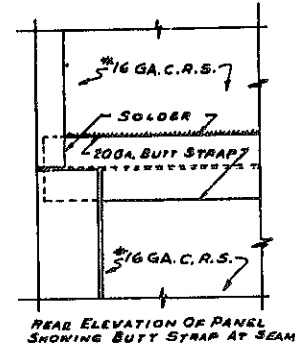
DETAIL - X
NOT TO SCALE



DETAIL - Y
NOT TO SCALE



DETAIL - B
OF SLIDING LOCK DEVICE
NOT TO SCALE



DETAIL - A
NOT TO SCALE
SEE SHEET No. 3 FOR LOCATION

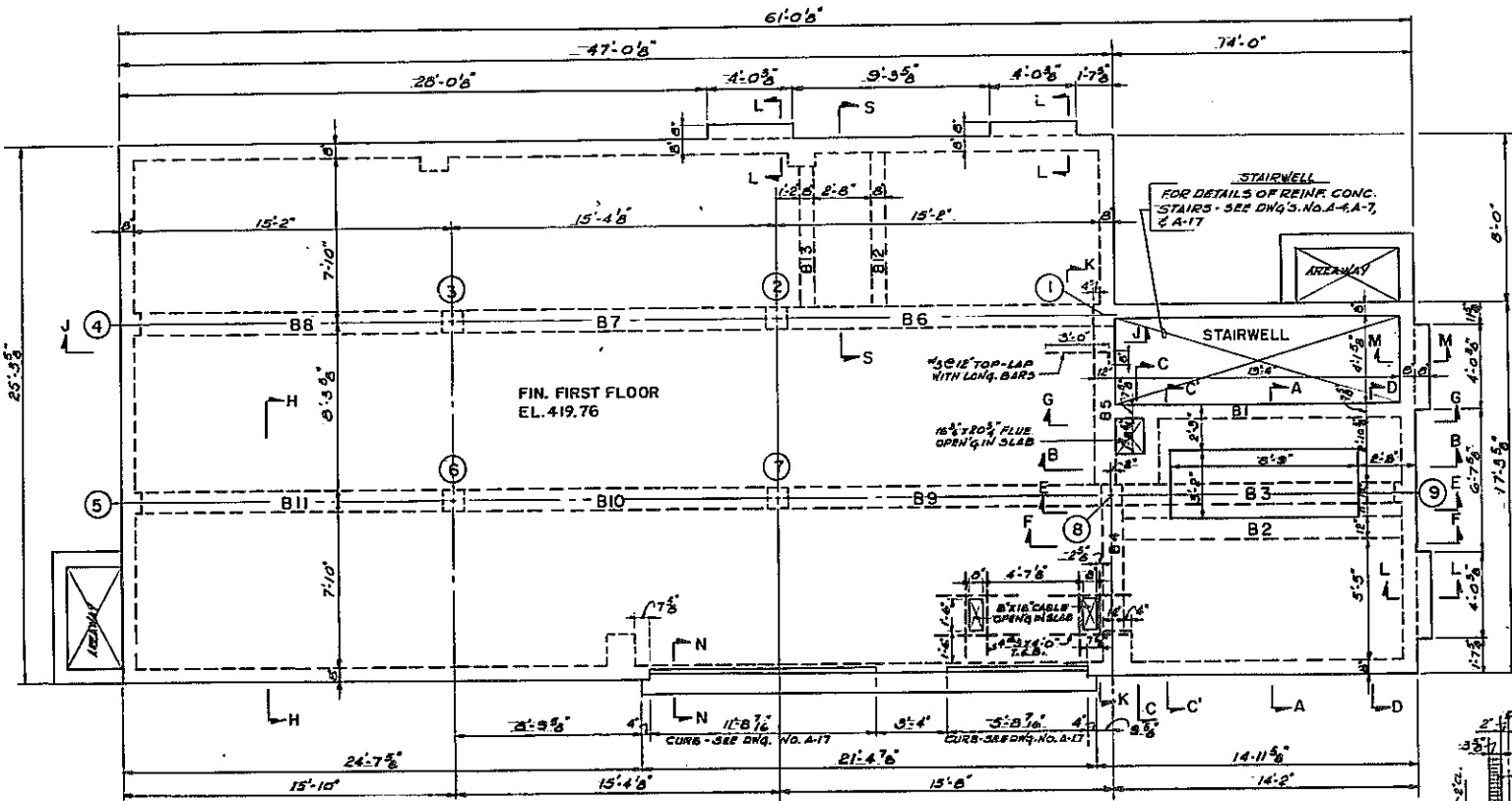
NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 300 UNLESS

TOLL UTILITY BUILDING TICKET STORAGE CABINET DETAILS II			
DRAWING NO. A-15	SCALE AS SHOWN	DATE 8/15/70	SHEET NO. 270
MADIGAN-HYLAND CONSULTING ENGINEERS			

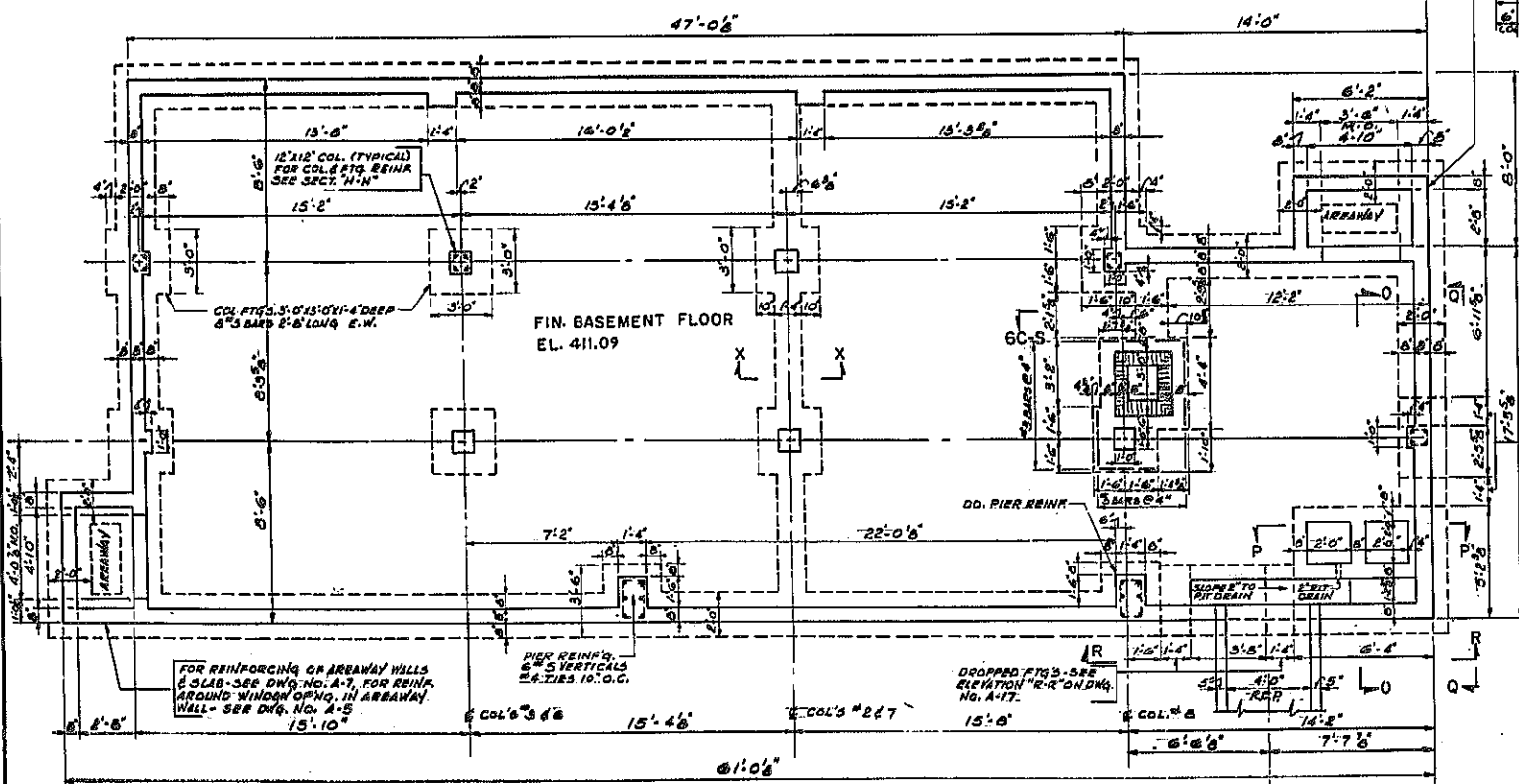
Designed by E.S.
Made by S.S.
Traced by C.D.
Checked by S.S.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(28)	271	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				

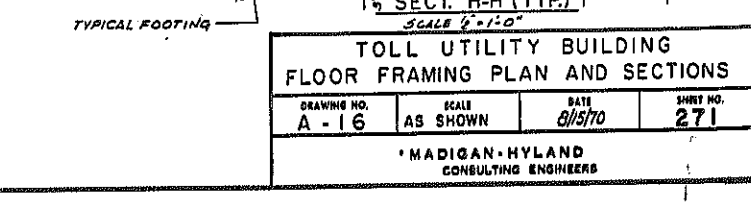
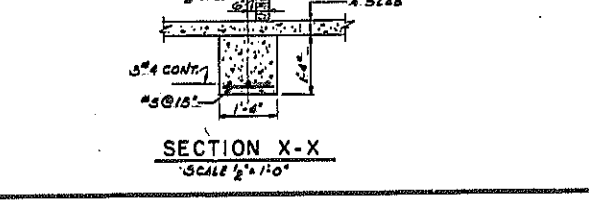
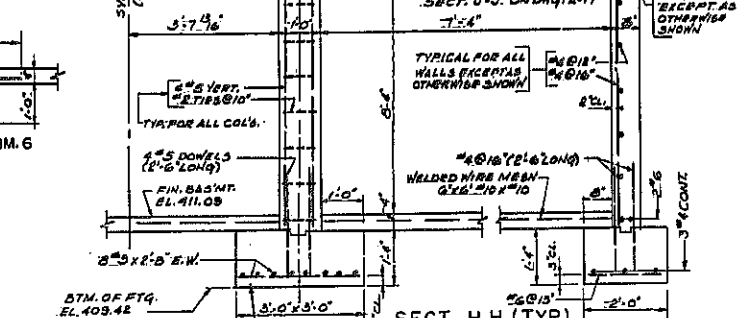
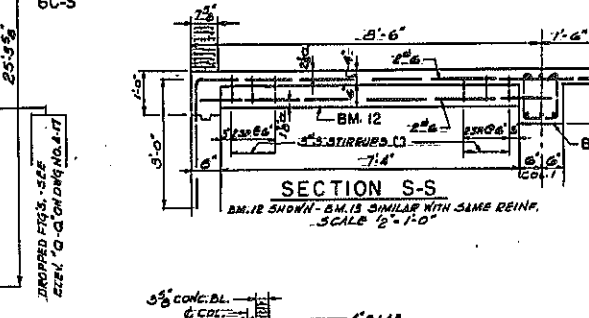
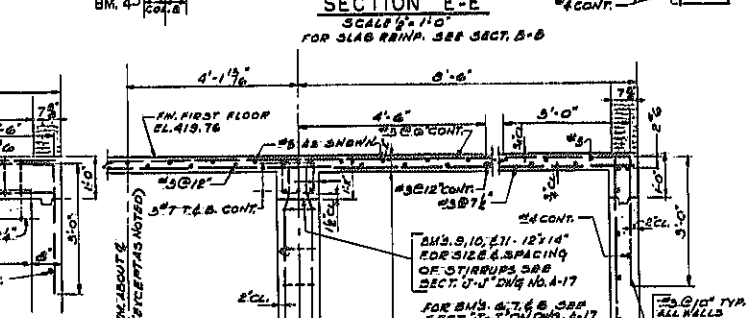
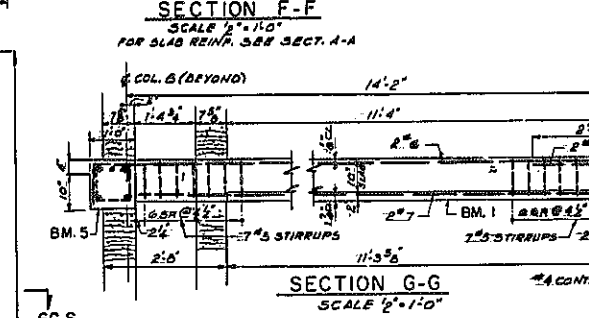
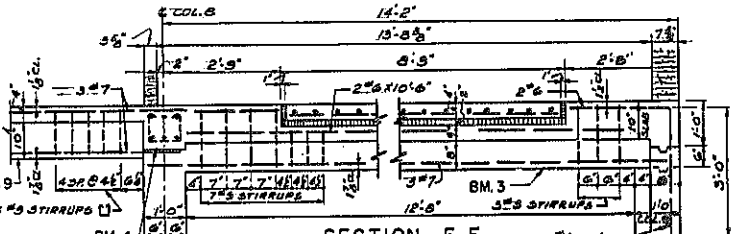
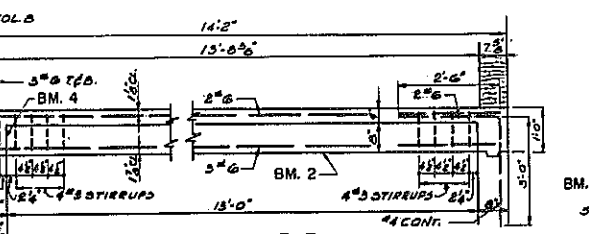
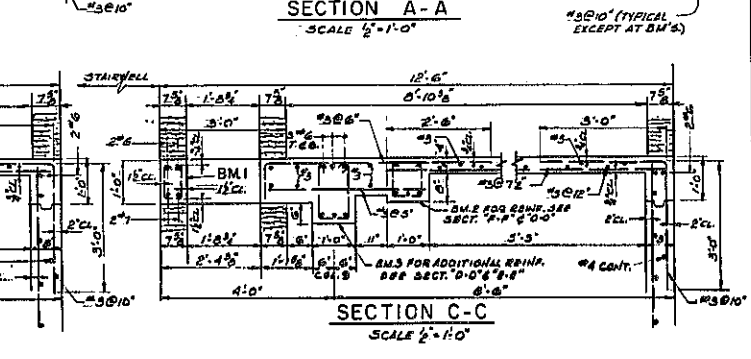
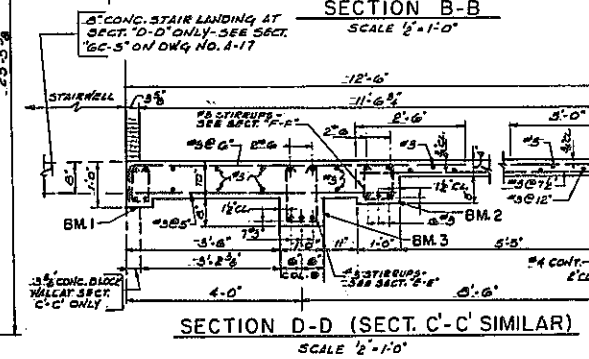
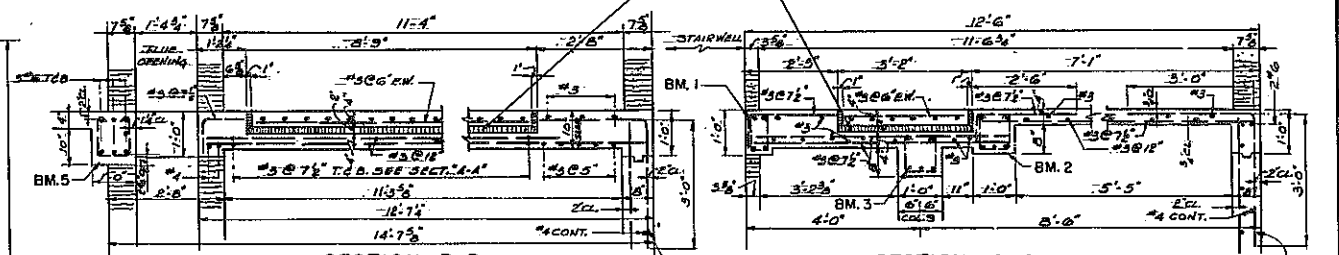
2" KORFUND LIGHT DENSITY MACHINERY CORE (400-1500 P.S.F.) MANUFACTURED BY KORFUND COMPANY INC. LONG ISLAND CITY, N.Y. OR EQUAL. INSTALL IN ACCORDANCE WITH MANUFACTURERS DIRECTIONS.



PLAN OF FIRST FLOOR SLAB
SCALE 1/4" = 1'-0"



PLAN OF BASEMENT FLOOR SLAB
SCALE 1/4" = 1'-0"



TOLL UTILITY BUILDING FLOOR FRAMING PLAN AND SECTIONS			
DRAWING NO.	SCALE	DATE	SHEET NO.
A-16	AS SHOWN	8/15/70	271
MADIGAN-HYLAND CONSULTING ENGINEERS			

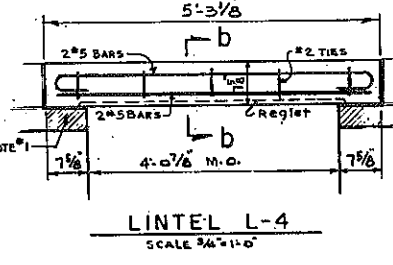
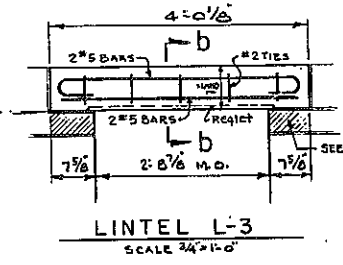
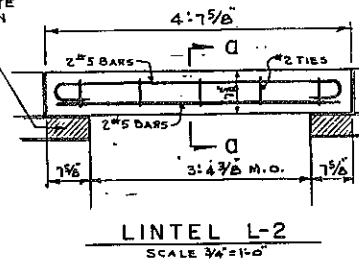
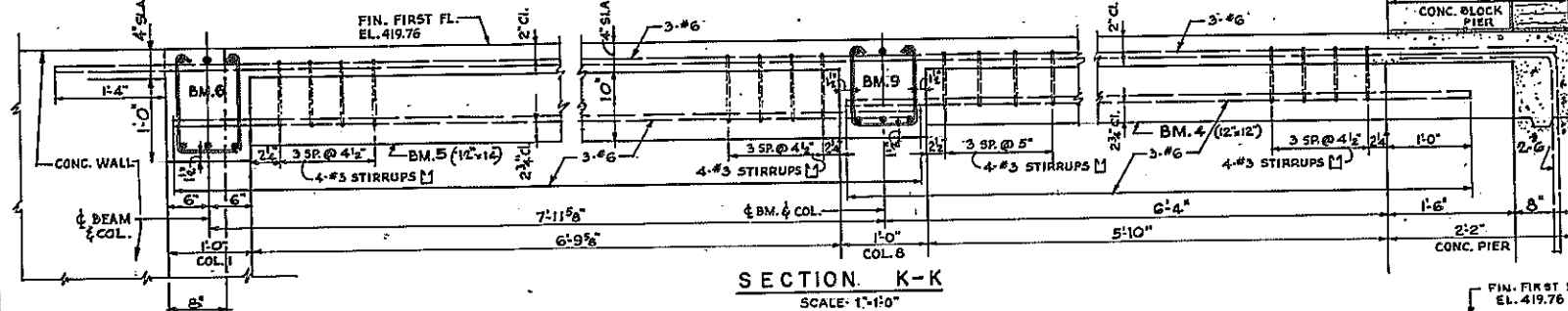
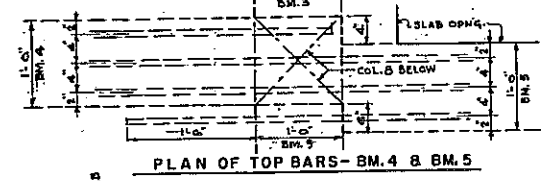
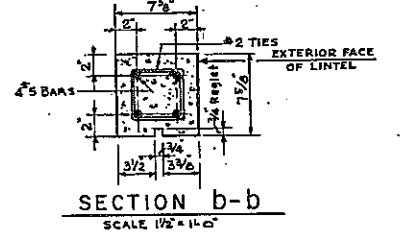
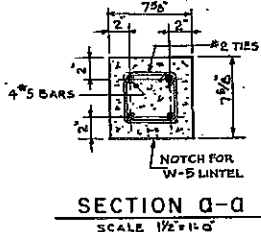
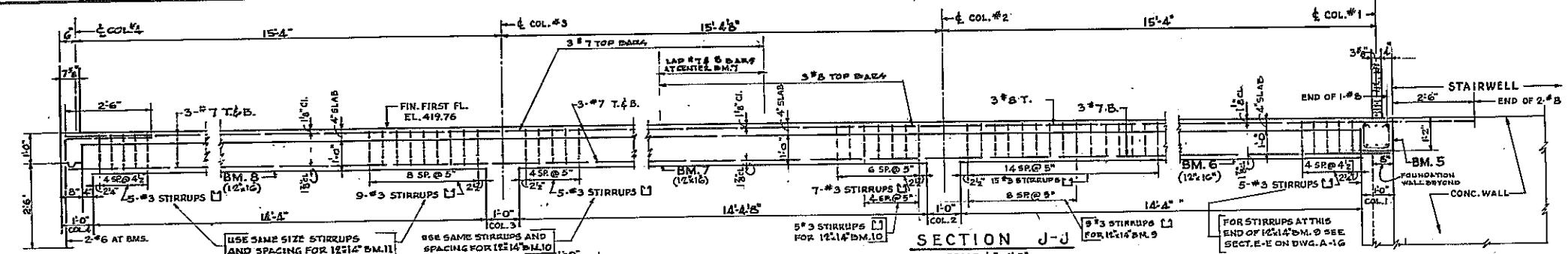
Designed by E.L.
Made by S.S.
Checked by C.B.
Reviewed by S.S.

NOTE: FOR SECTIONS J-J, K-K, L-L, M-M, N-N, O-O, P-P, Q-Q AND ELEVATIONS Q-Q & R-R SEE DWG. NO. A-17

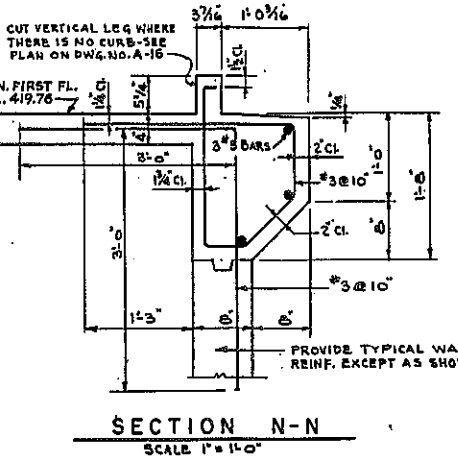
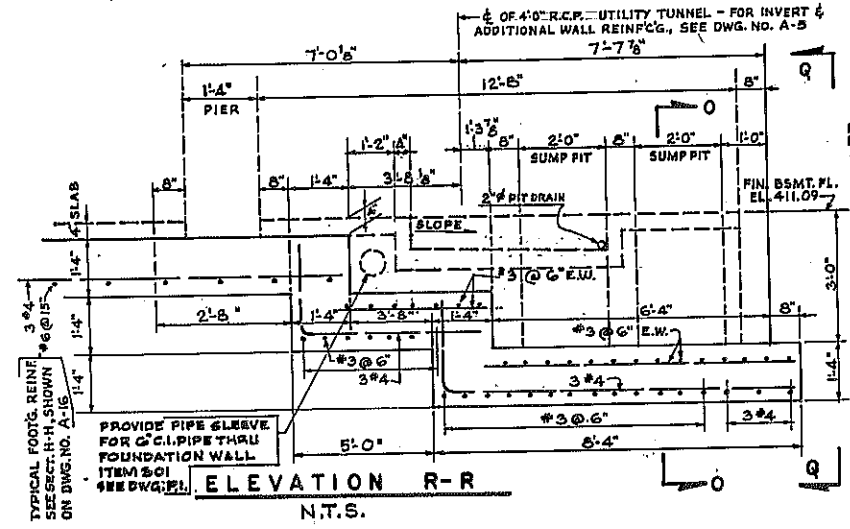
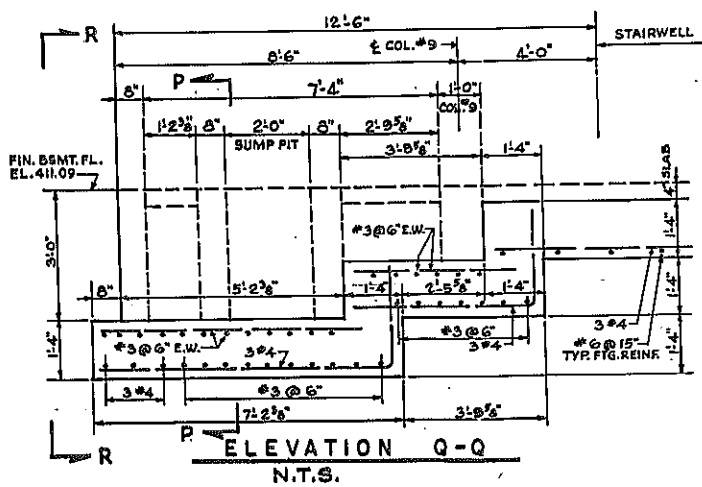
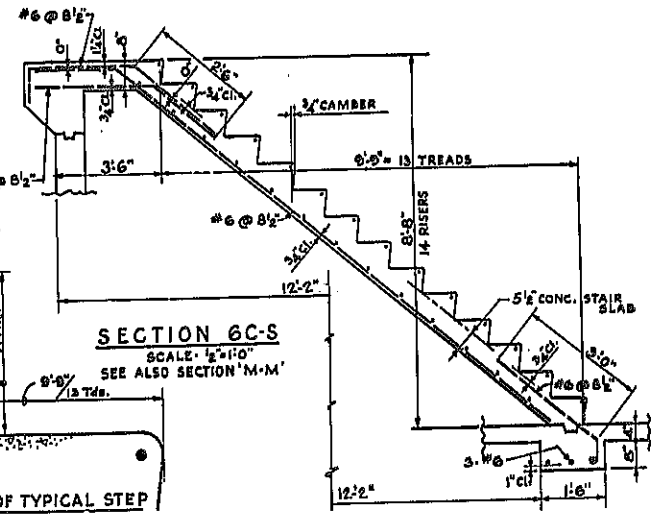
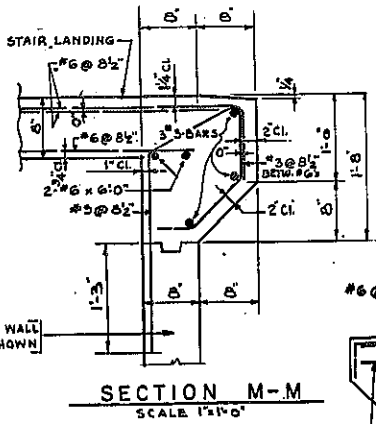
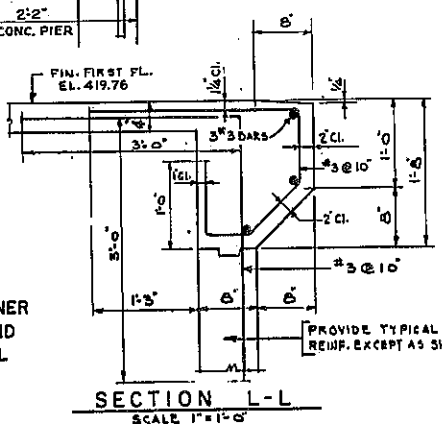
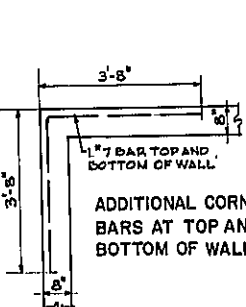
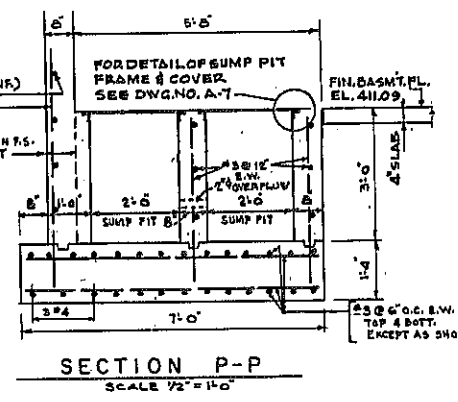
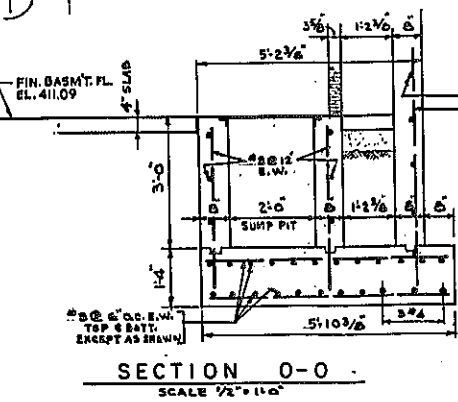
OF UTILITY TUNNEL, TOLL BOOTHS & CANOPY

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(28)	272	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER-ONONDAGA COUNTY



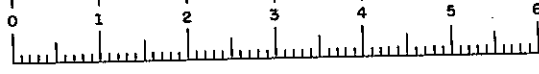
LINTEL NUMBER	LENGTH	NUMBER REQUIRED	REMARKS
L-1	3'-0"	2	4x5x3/8 L
L-2	4'-7 1/2"	6	SEE DETAIL
L-3	4'-0 1/2"	1	SEE DETAIL
L-4	5'-3 1/2"	4	SEE DETAIL
L-5	4'-6"	1	4x5x3/8 L



NOTE: ALL WORK SHOWN ON THIS SHEET TO BE DONE UNDER ITEM 300 UNLESS OTHERWISE NOTED.

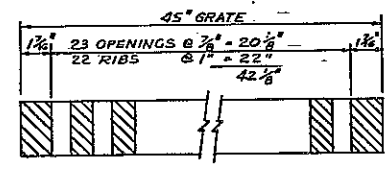
TOLL UTILITY BUILDING STRUCTURAL DETAILS			
DRAWING NO. A-17	SCALE AS SHOWN	DATE 6/15/70	SHEET NO. 272
MADIGAN-HYLAND CONSULTING ENGINEERS			

Designed by E.L.
Made by S.S.
Transcribed by C.D.
Checked by S.S.

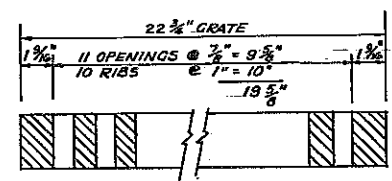


FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	1-481-2(116)	273	309

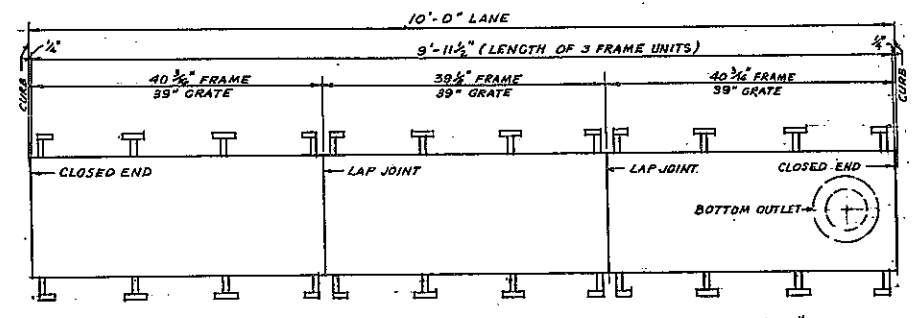
INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE
 COLLAMER - ORONDAGA COUNTY



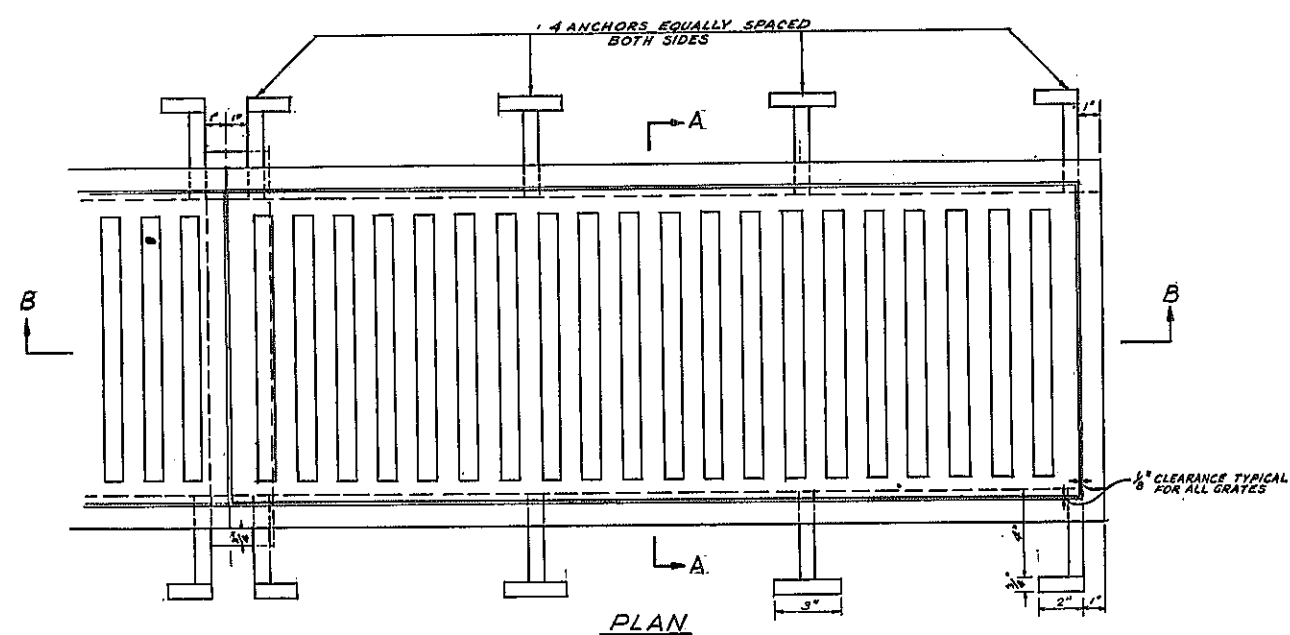
SECTION OF 45" GRATE



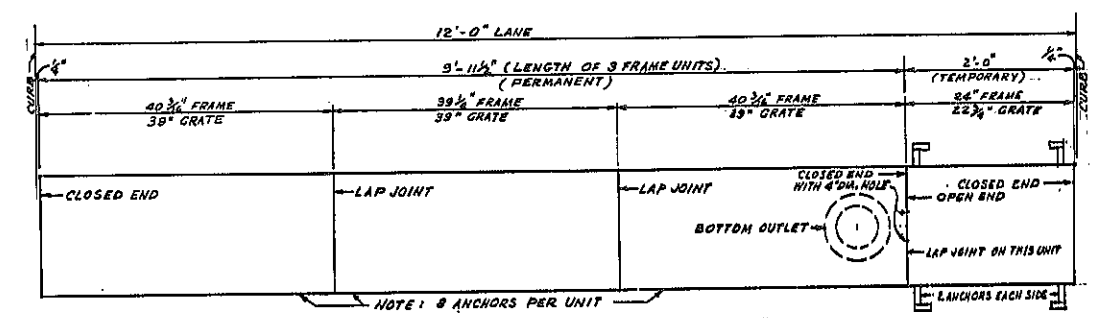
SECTION OF 22 3/4" GRATE



PLAN OF FRAME AND GRATE FOR PERMANENT 10'-0" LANE



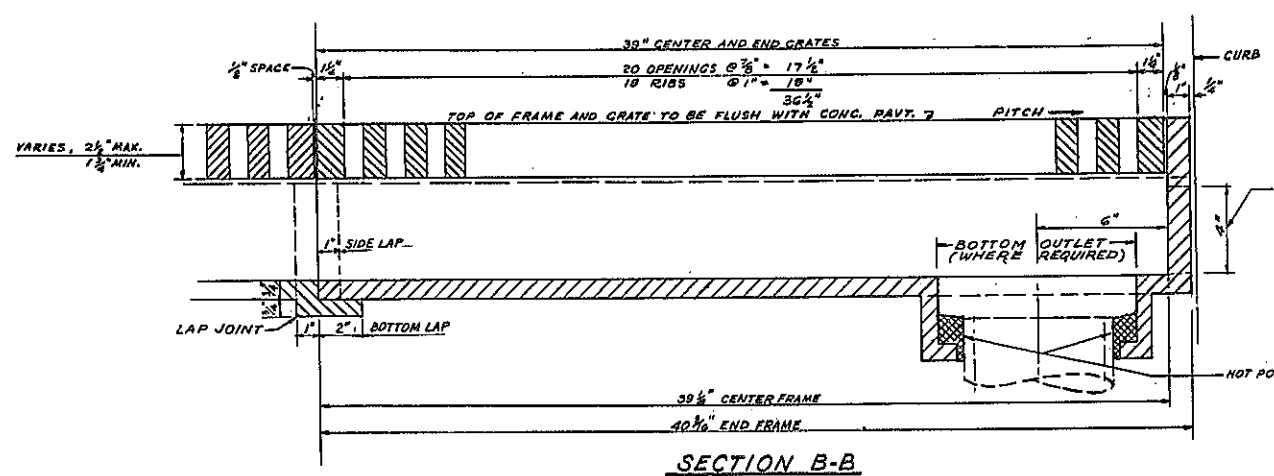
PLAN



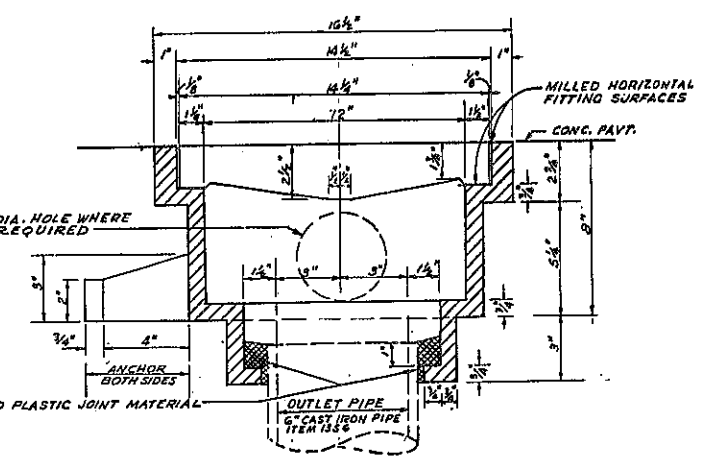
PLAN OF FRAME AND GRATE FOR TEMPORARY 12'-0" LANE

TYPICAL LAYOUTS OF TRENCH DRAINS

SCALE 1" = 1'-0"



SECTION B-B

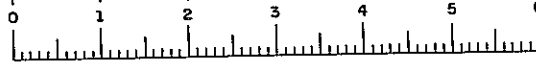


SECTION A-A

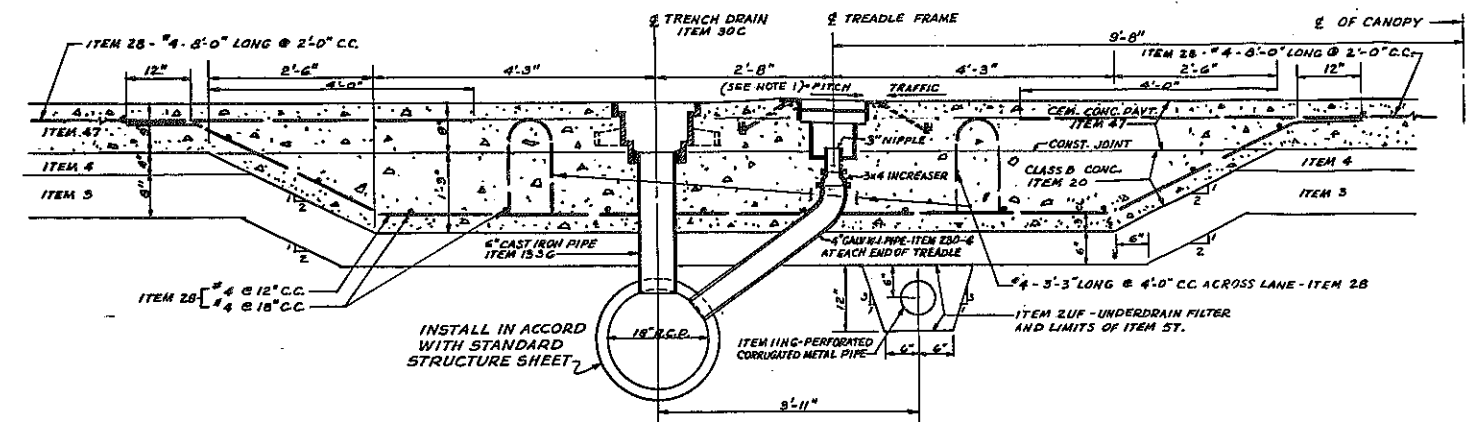
TYPICAL DETAILS OF TRENCH DRAIN (ITEM 30 C)
 SCALE 3" = 1'-0"

TRENCH DRAIN DETAILS			
DRAWING NO. A-1B	SCALE AS SHOWN	DATE 6/13/70	SHEET NO. 273
MADIGAN-HYLAND CONSULTING ENGINEERS			

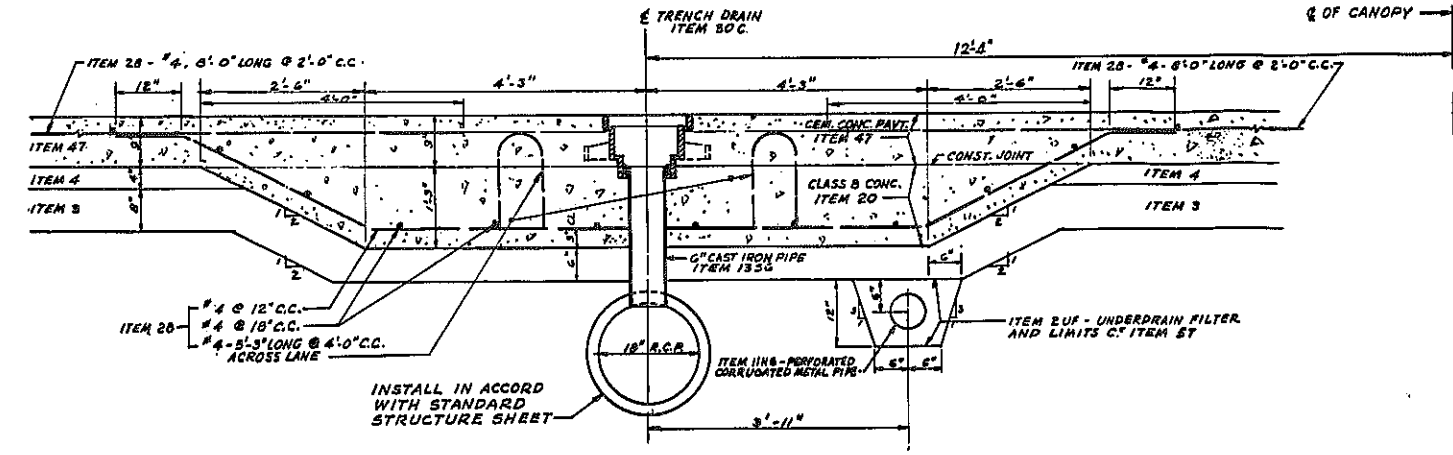
Designed by E.L.
 Made by S.S.
 Traced by C.A.
 Checked by S.S.



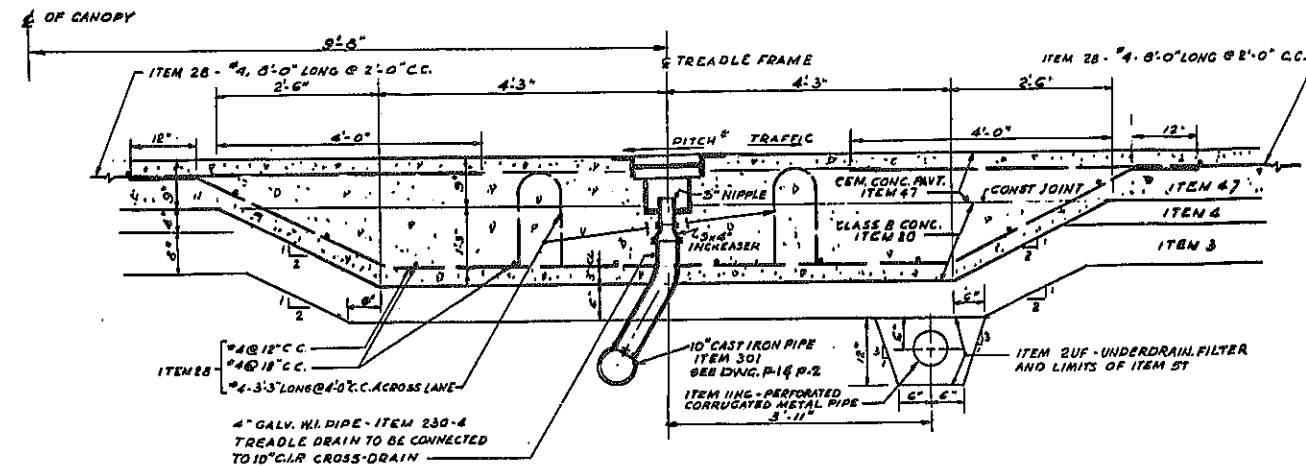
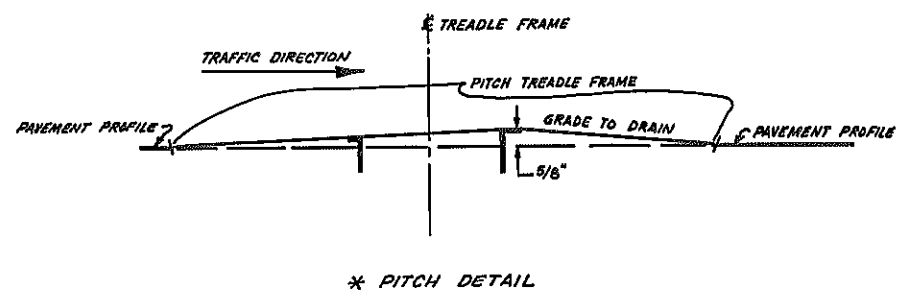
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	N.Y.	LA91-2(116)	275	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				



SECTION-TRENCH DRAIN & TREADLE FRAME for LANES 3, 4, 5 & 6



SECTION-TRENCH DRAIN for LANE 2



SECTION-TREADLE FRAME for LANE 2

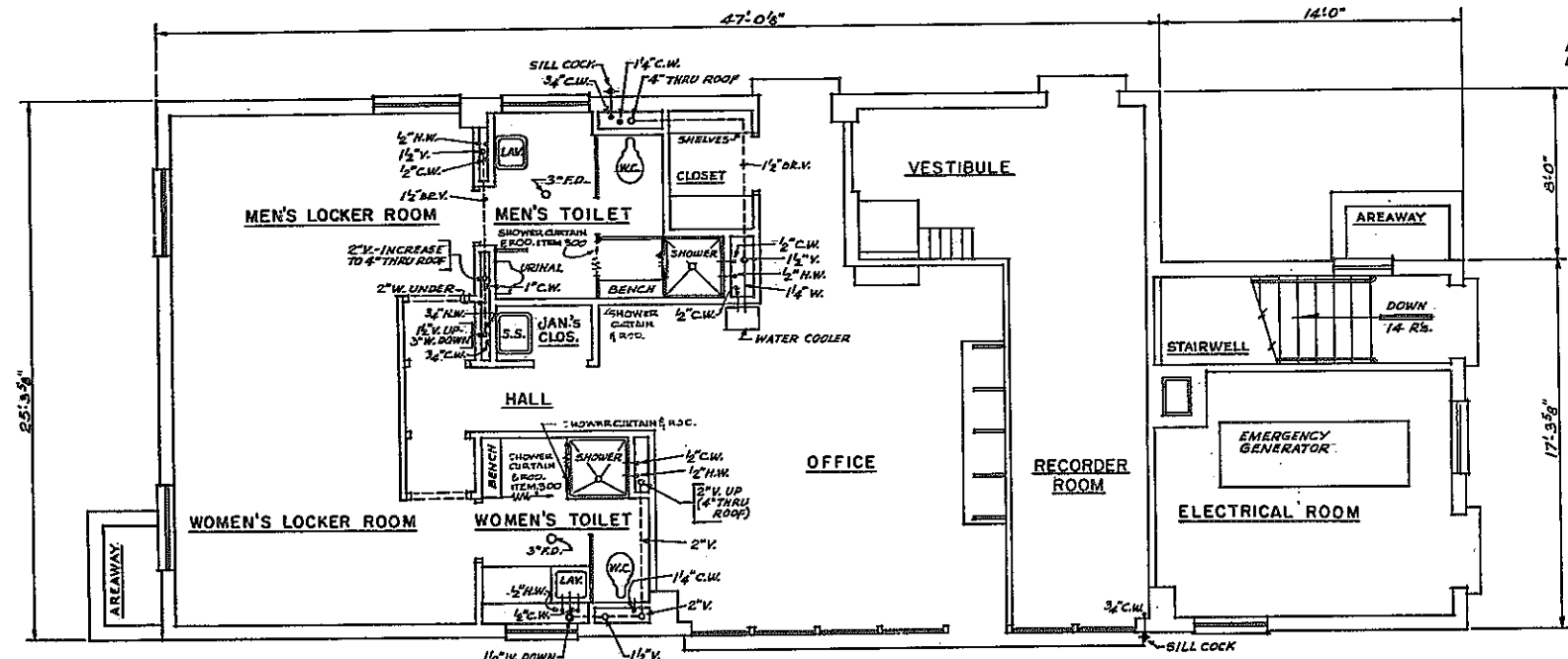
NOTES - FOR ONE WAY LANES PITCH TREADLE FRAME 3/4" PER FT. RELATIVE TO PROFILE AND OPPOSITE TO TRAFFIC.
 FOR REVERSIBLE LANE SET TREADLE FRAME FLUSH WITH PROFILE.
 FOR CONTINUATION OF UNDERDRAINS SEE 50-SCALE PLAN.
 TREADLE FRAME TO BE FURNISHED UNDER ITEM 311 AND INSTALLED UNDER ITEM 360.

TRENCH DRAIN & TREADLE FRAME INSTALLATION DETAILS			
DRAWING NO.	SCALE	DATE	SHEET NO.
A-20	3/4" = 1'-0"	6/13/70	275
MADIGAN-HYLAND CONSULTING ENGINEERS			

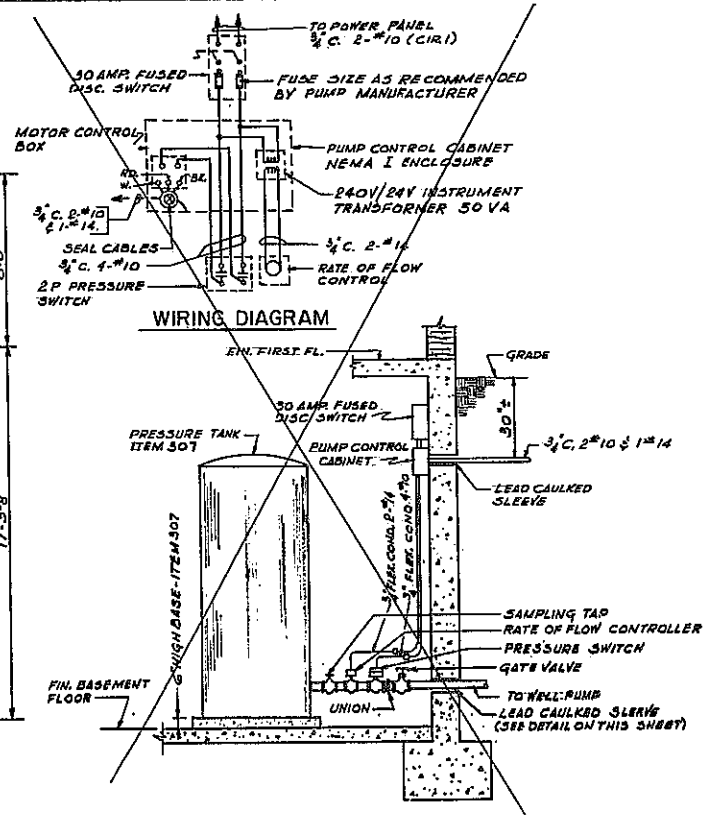
Designed by E.L.
 Made by S.S.
 Traced by C.A.
 Checked by S.S.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-5(2B) 1-481-2(1)E	276R	309

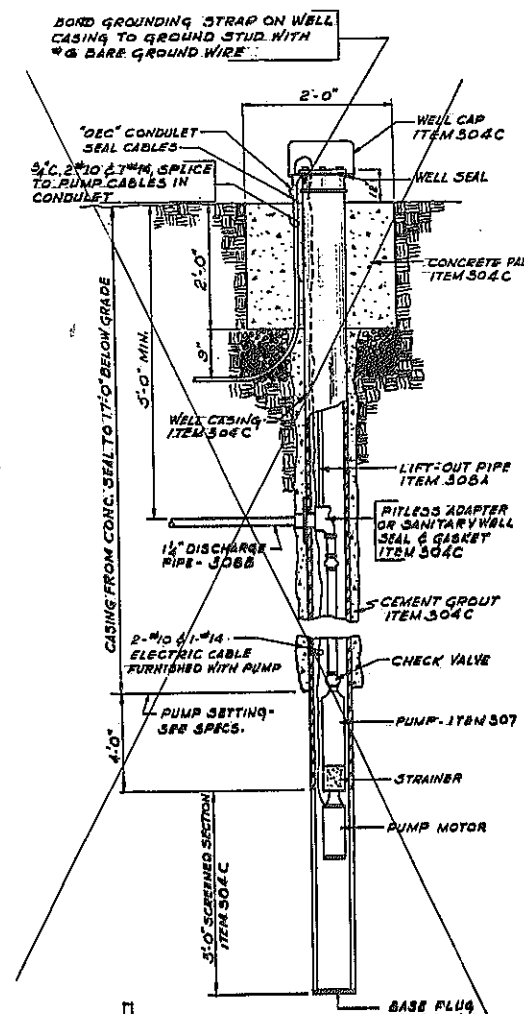
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE
COLLAWER - ONONDAGA COUNTY



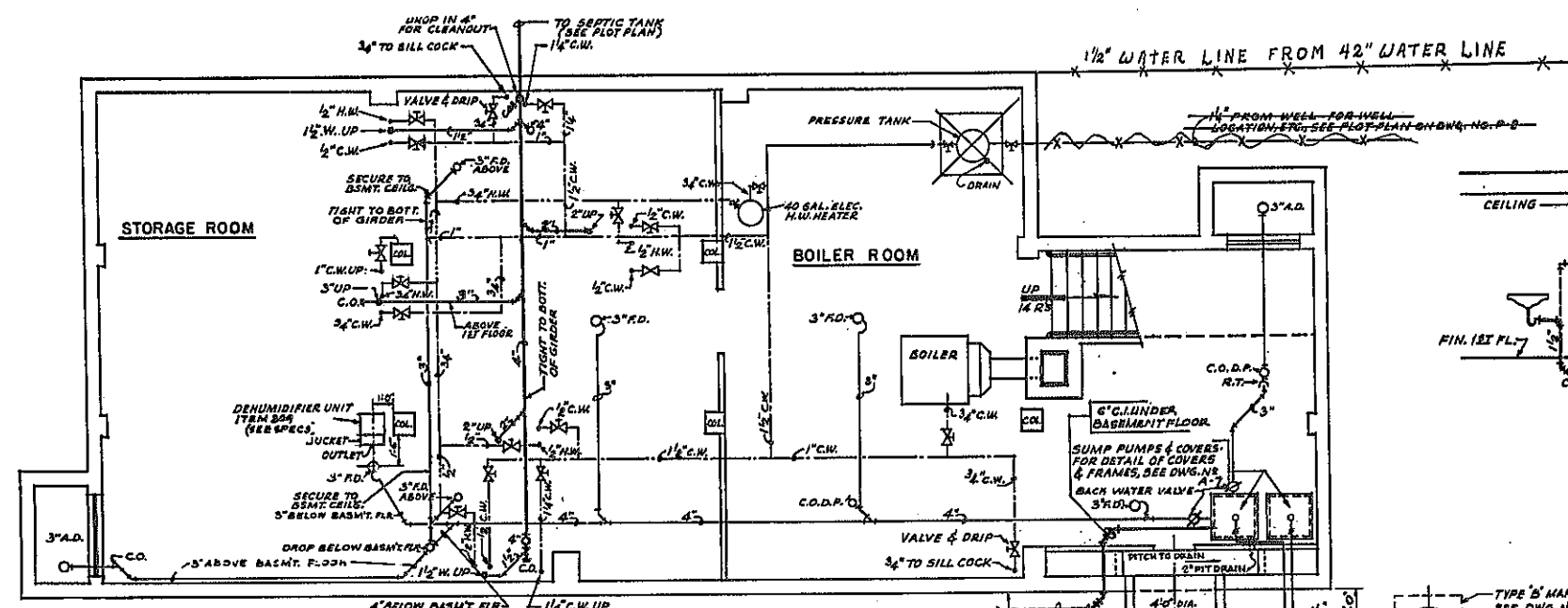
FIRST FLOOR PLAN
SCALE: 1/4" = 1'-0"



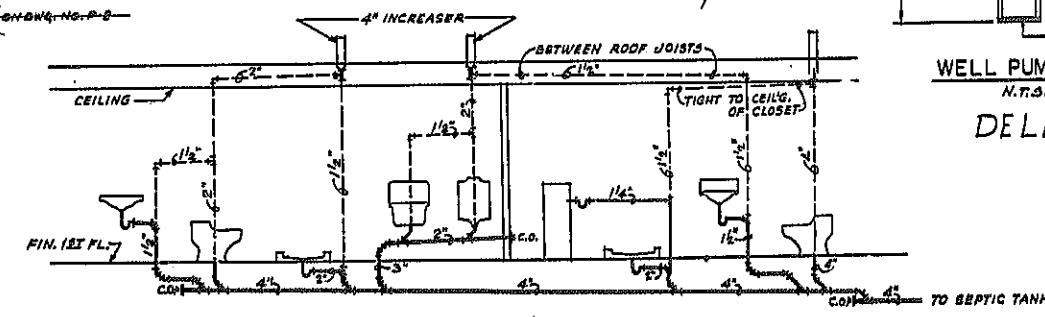
WIRING DIAGRAM
PRESSURE TANK AND CONTROLS
N.T.S.
DELETE



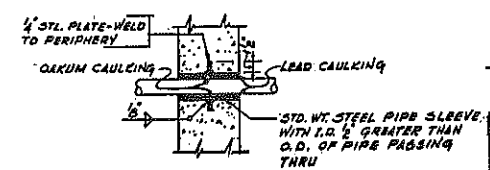
WELL PUMP & WELL
N.T.S.
DELETE



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



DRAINAGE AND VENT SECTION
N.T.S.



SLEEVES THRU FOUNDATION WALL
N.T.S.

NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 301 UNLESS OTHERWISE NOTED. AS BUILT REVISION WELL & PUMP DELETED

BRWNR NO.	SCALE	DATE	SHEET NO.
P-1	AS SHOWN	6/15/70	276

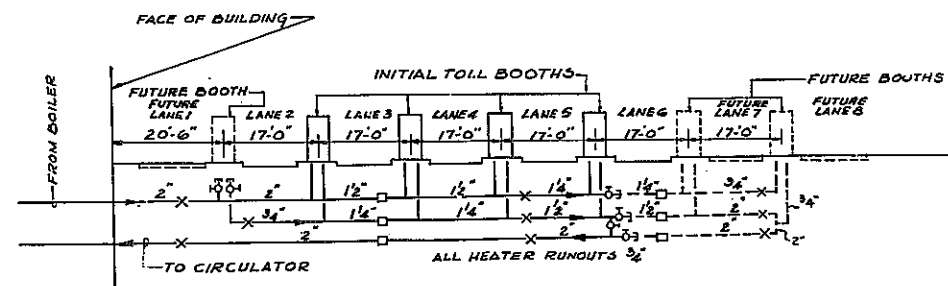
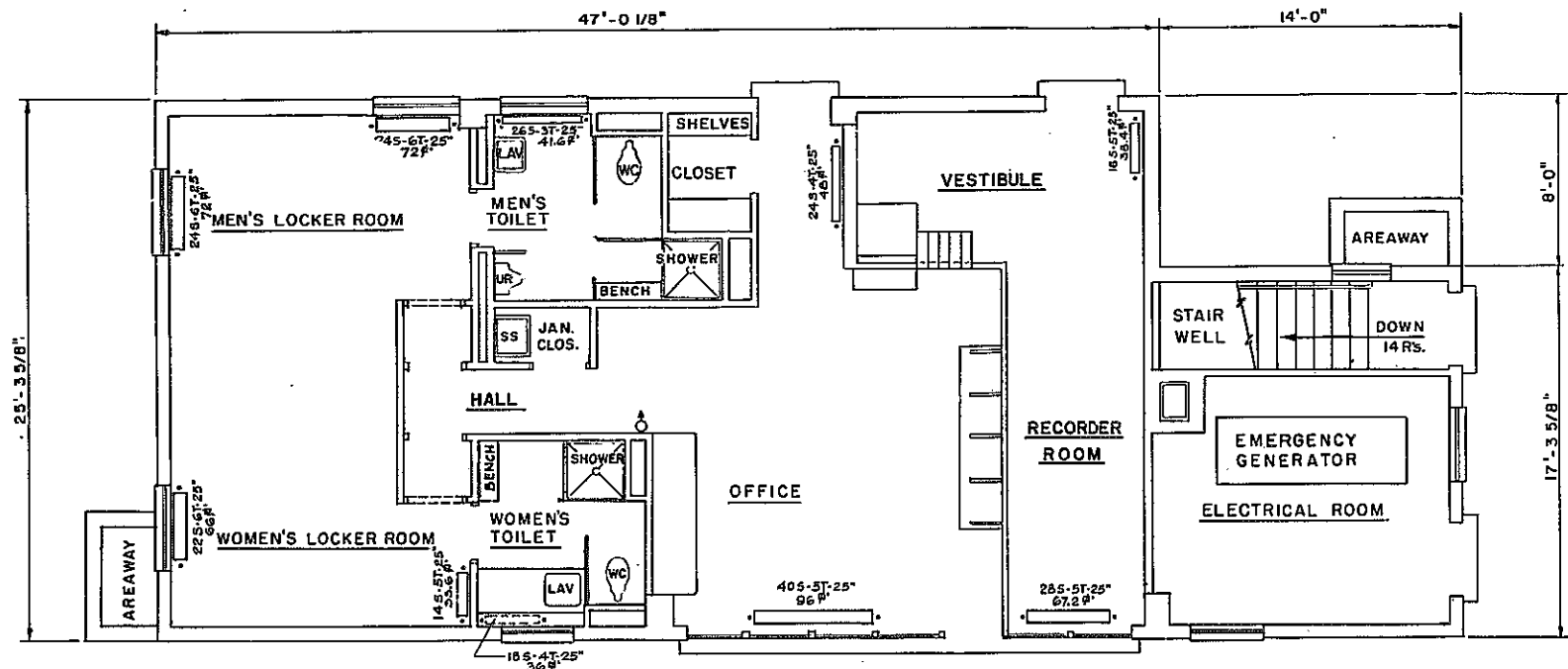
TOLL UTILITY BUILDING
PLUMBING PLANS, SECTIONS &
MISCELLANEOUS DETAILS
MADIGAN-HYLAND
CONSULTING ENGINEERS

Designed by: E.L.
Made by: S.S.
Traced by: C.E.
Checked by: S.S.

CIRCULATORS											
BUILDING CIRCUIT			SPARE			TOLL BOOTHS					
G.P.M.	HD. FT.	R.P.M.	WTR. IN.	G.P.M.	HD. FT.	R.P.M.	WTR. IN.	G.P.M.	HD. FT.	R.P.M.	WTR. IN.
15	10	1750	6	25	17.5	1750	6	25	17.5	1750	6

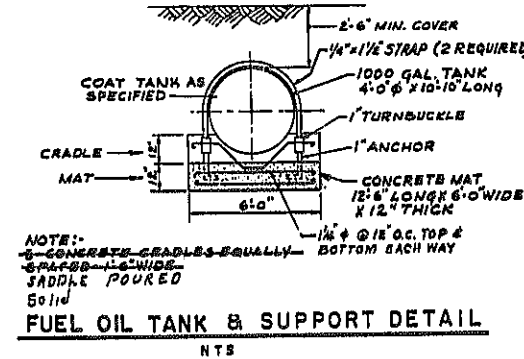
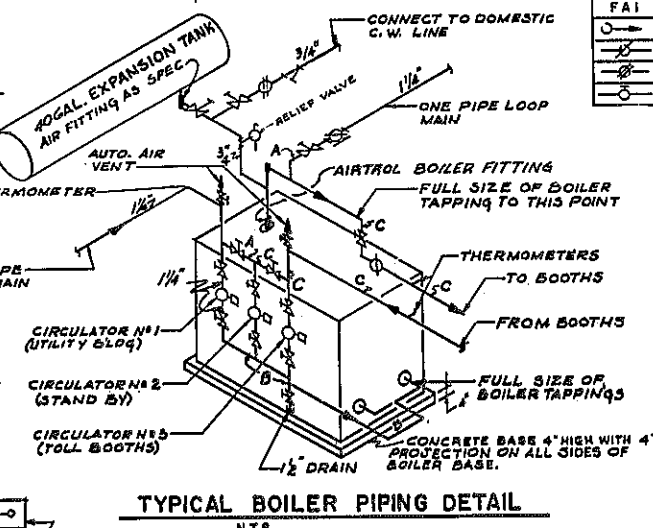
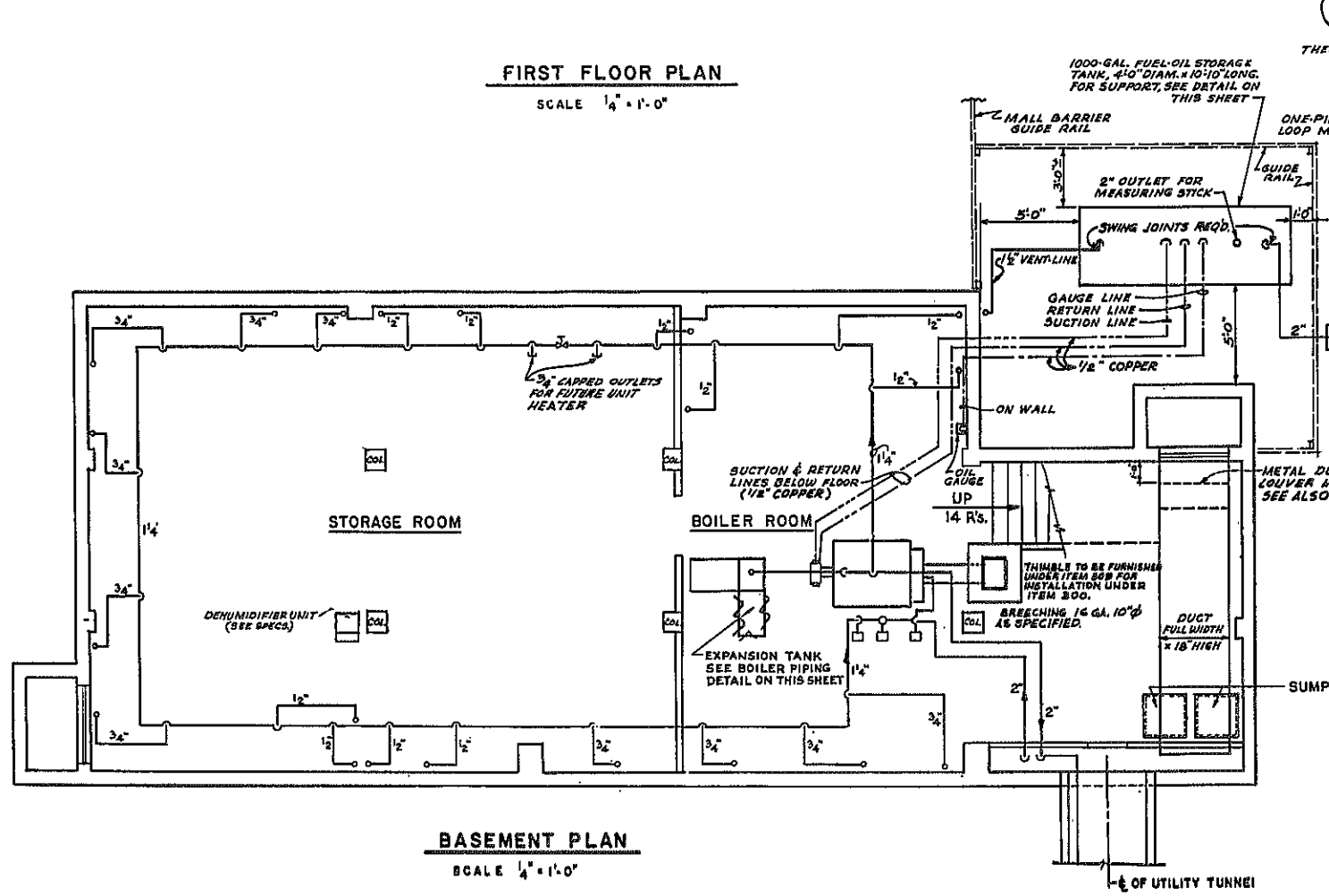
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-090-3(28) 1-481-2(118)	278R	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE,
COLLAMER - ONONDAGA COUNTY

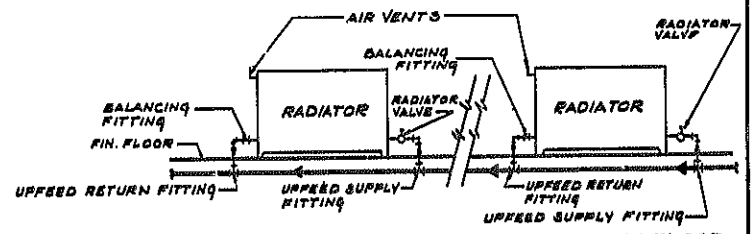


BOILER & OIL BURNER SCHEDULE				
BOILER			OIL BURNER	
GROSS OUTPUT	.NO. OF SECTIONS	FURNACE VOLUME-CF	BREECHNG DIA-INCHES	CAPACITY-G.P.H.
60,000 Btu/hr	6	5.87 C.F.	10"	3.50

SYMBOL LIST	
	SUPPLY
	EXHAUST
	CUBIC FEET PER MINUTE
	FRESH AIR INTAKE
	THERMOSTAT
	CHECK VALVE
	PRESSURE REDUCING VALVE
	HAND VALVE
	DIRECTION OF FLOW IN PIPE
	PITCH UP
	PITCH DOWN
	CAST IRON RADIATOR
	ANCHOR
	EXPANSION JOINT
	AIR VENT



BOILER PIPING SIZES		
A	B	C
1 1/2"	2 1/2"	2"



AS BUILT REVISION
SOLID TANK SADDLE
NOTE
ALL WORK ON THIS SHEET TO BE DONE UNDER
ITEM 309 UNLESS OTHERWISE NOTED

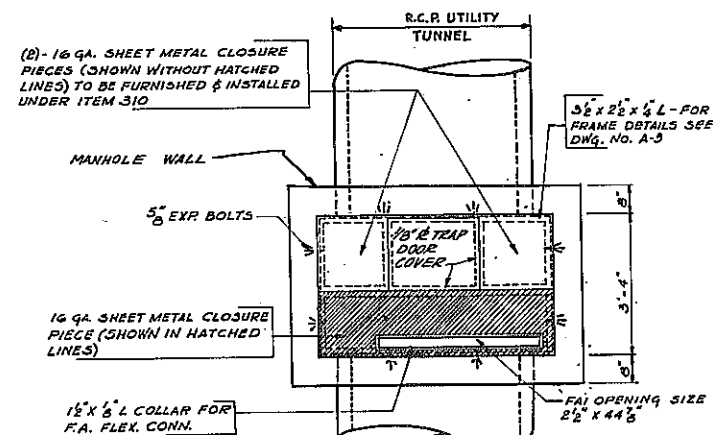
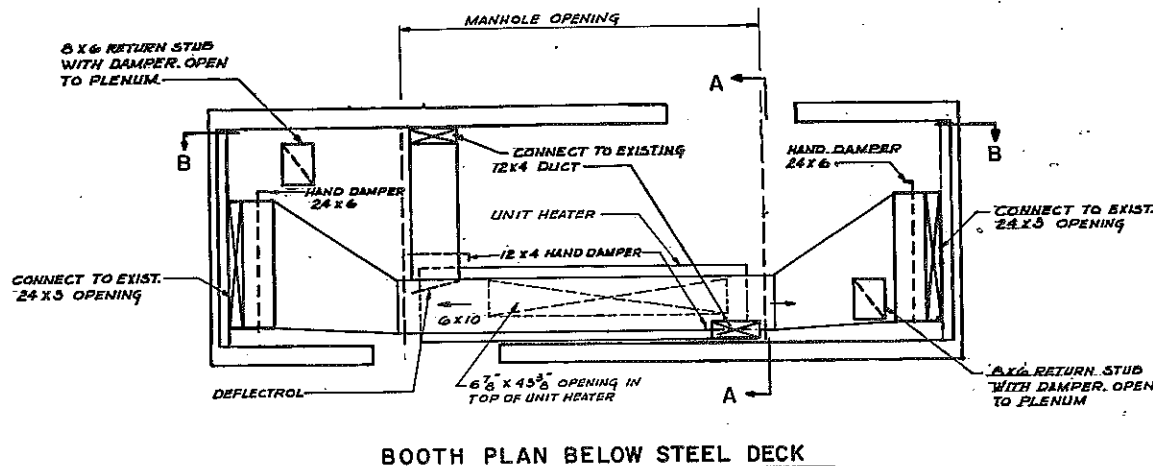
TOLL UTILITY BUILDING HEATING PLANS AND MISCELLANEOUS DETAILS			
DRAWING NO.	SCALE	DATE	SHEET NO.
HV-1	AS SHOWN	8/5/70	278

MADIGAN-HYLAND
CONSULTING ENGINEERS

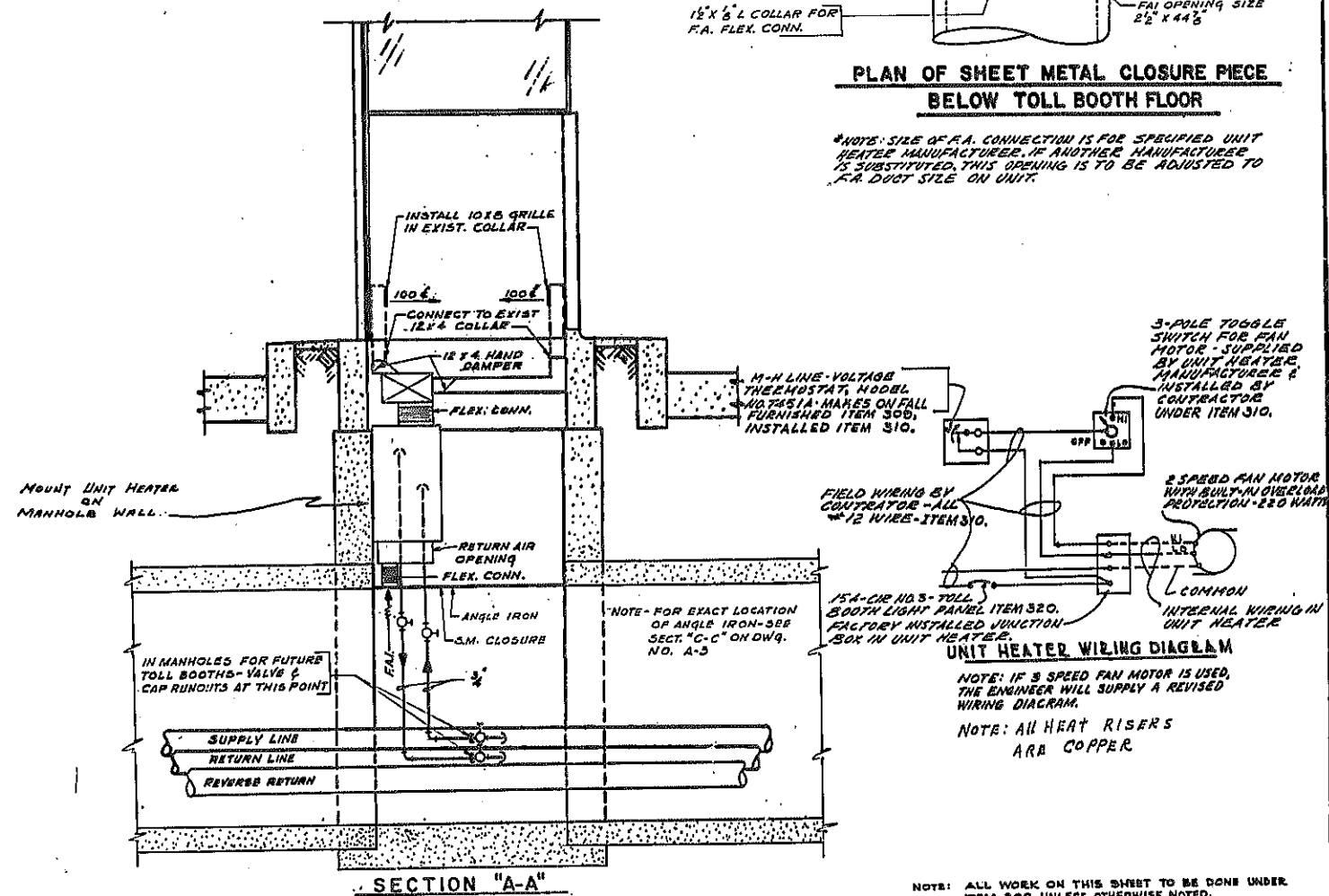
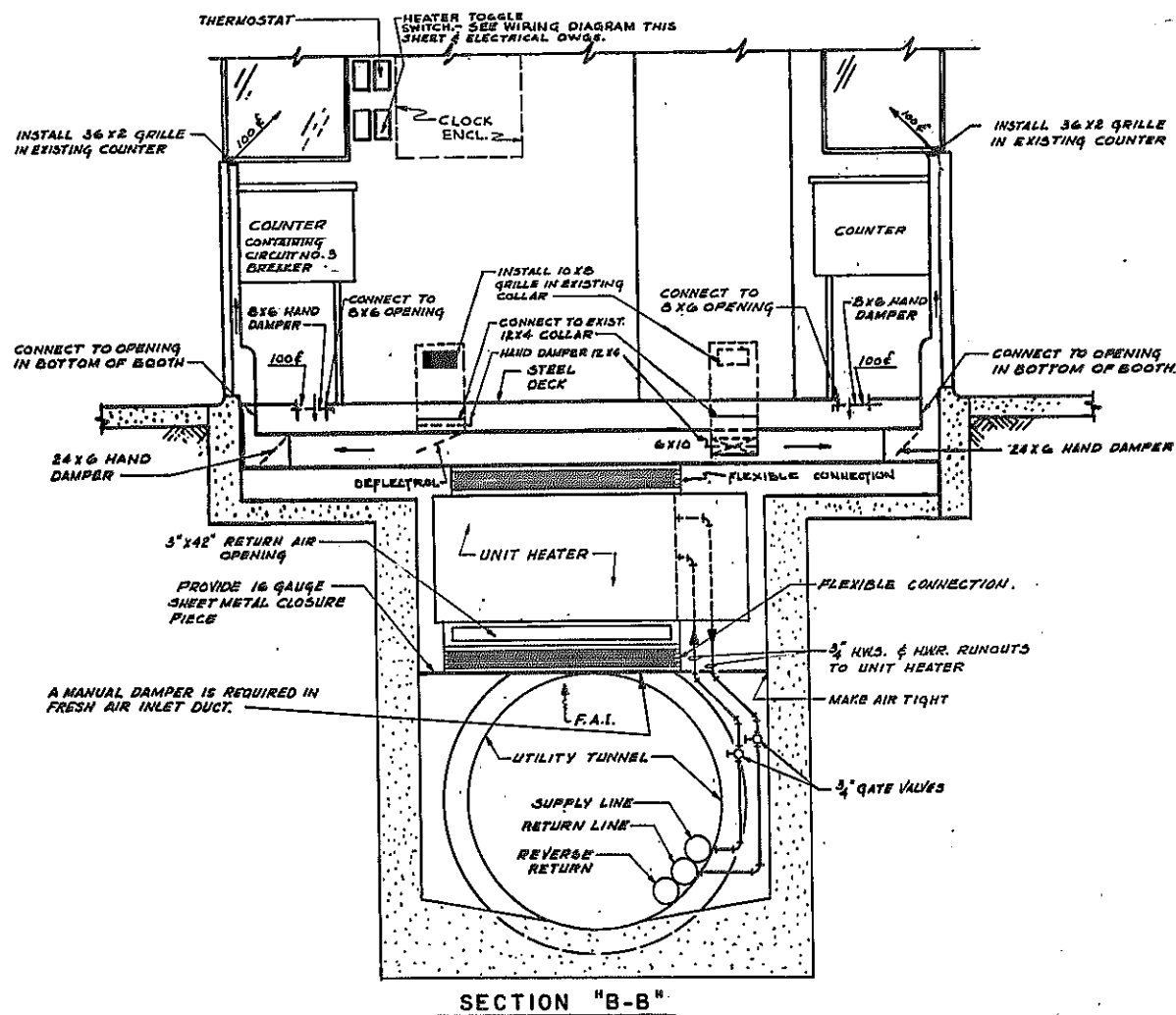
Designed by...
Checked by...
Traced by...
Scale by...

FED. RD. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
I	NEW YORK	1-491-2(116)	279R	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



*NOTE: SIZE OF F.A. CONNECTION IS FOR SPECIFIED UNIT HEATER MANUFACTURER. IF ANOTHER MANUFACTURER IS SUBSTITUTED, THIS OPENING IS TO BE ADJUSTED TO F.A. DUCT SIZE ON UNIT.



NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 309 UNLESS OTHERWISE NOTED.

NO AS BUILT REVISIONS

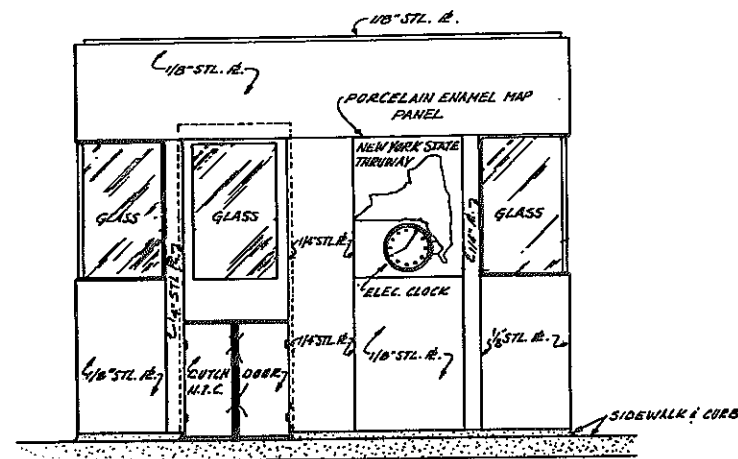
TYPICAL TOLL BOOTH HEATING & VENTILATING

DRAWING NO.	SCALE	DATE	SHEET NO.
HV-2	NOT TO SCALE	8/15/70	279

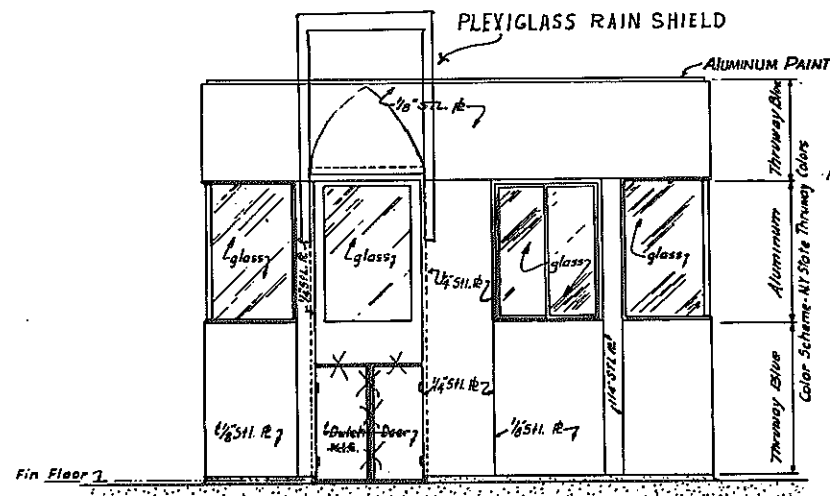
MADISAN-HYLAND CONSULTING ENGINEERS

Designed by E.L.
Made by S.S.
Traced by C.B.
Checked by S.S.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-890-3(28) 1-481-27116	280R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				

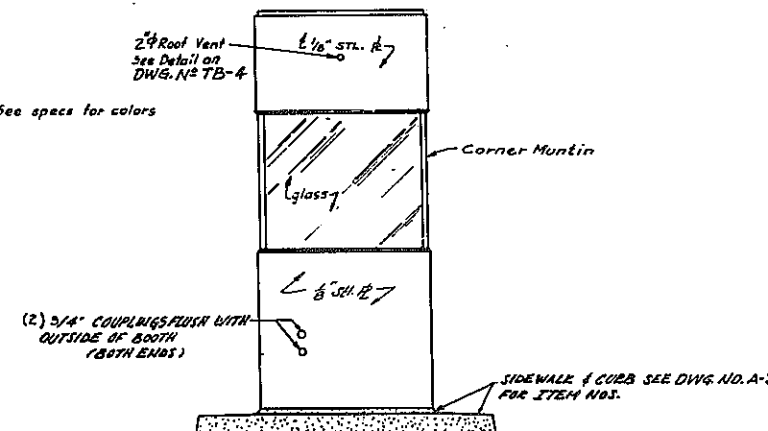


EXIT LANE ELEVATION

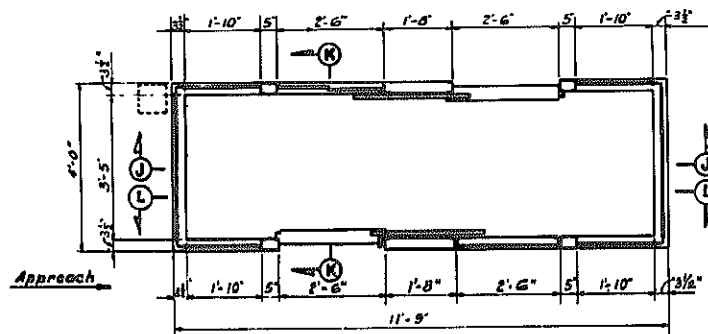


ENTRANCE LANE ELEVATION

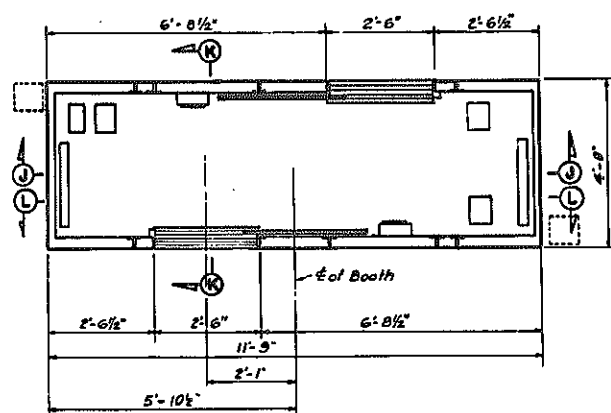
NOTE:
RAIN SHIELD ADDED
DUTCH DOOR REPLACED
WITH PLYWOOD



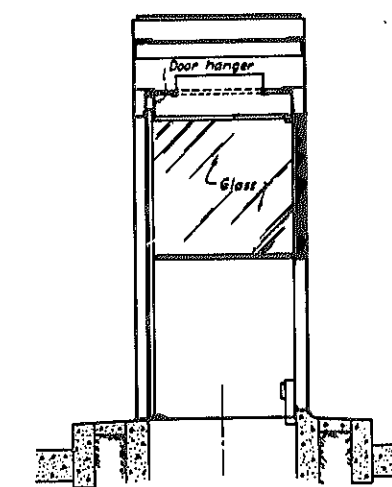
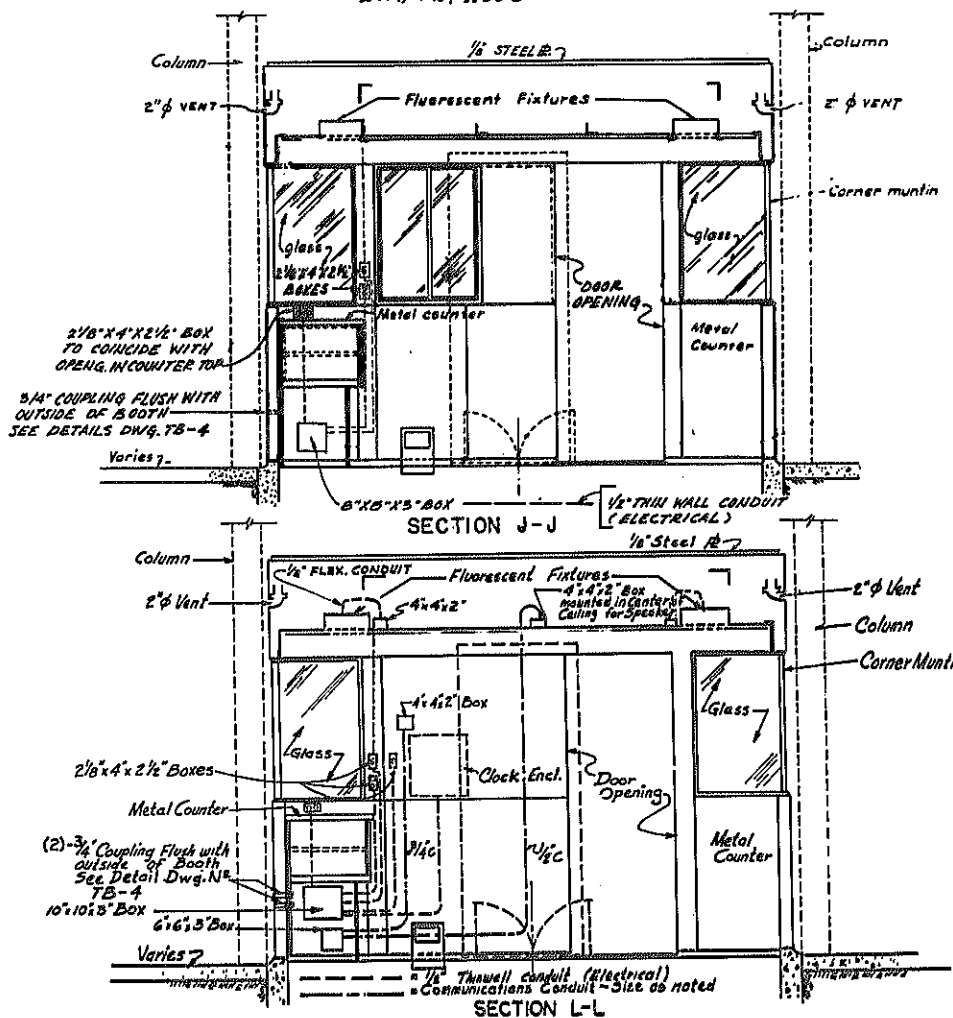
END ELEVATION



PLAN OF BOOTH AT WINDOWS



PLAN OF BOOTH BELOW WINDOWS



SECTION K-K

NOTE:
THE CONTRACTOR SHALL FURNISH & INSTALL
CIRCUIT BREAKER PANELS, DUPLEX RECEPTACLES,
LIGHTING FIXTURES & CLOCK.
WIRING OF CLOCK & TOLL EQUIPMENT TO BE DONE
UNDER ITEM 311.
FEEDER TO CIRCUIT BREAKER PANEL TO BE UNDER
ITEM 310.
WIRING FROM CIRCUIT BREAKER PANEL TO DUPLEX
RECEPTACLES & LIGHTING FIXTURES TO BE DONE
UNDER ITEM 320.
FOR DETAILS OF WIRING & EQUIPMENT, REFER TO
ELECTRICAL DRAWINGS.

*NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER
ITEM 320 UNLESS OTHERWISE NOTED.

*ELEVATIONS OF TOLL BOOTH PRIOR TO
APPLICATION OF PORCELAIN ENAMEL PANELS

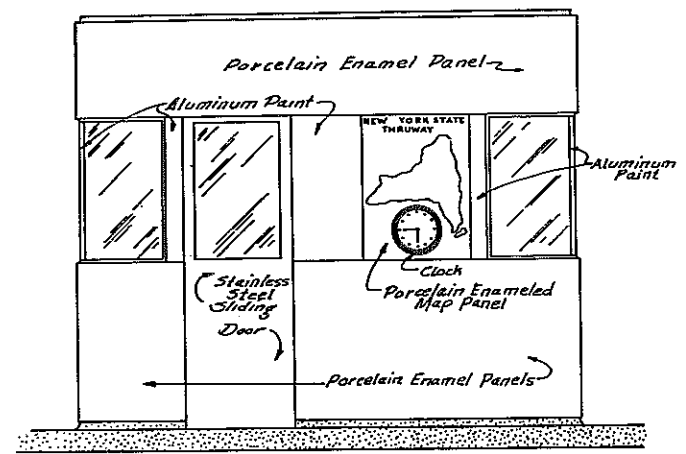
AS BUILT REVISIONS
RAIN SHIELD ADDED
DUTCH DOORS MADE
OF PLYWOOD

TYPICAL DOUBLE BOOTH			
DRAWING NO.	SCALE	DATE	SHEET NO.
TB-1	1/2" = 1'-0"	8/15/70	280
MADIGAN-HYLAND CONSULTING ENGINEERS			

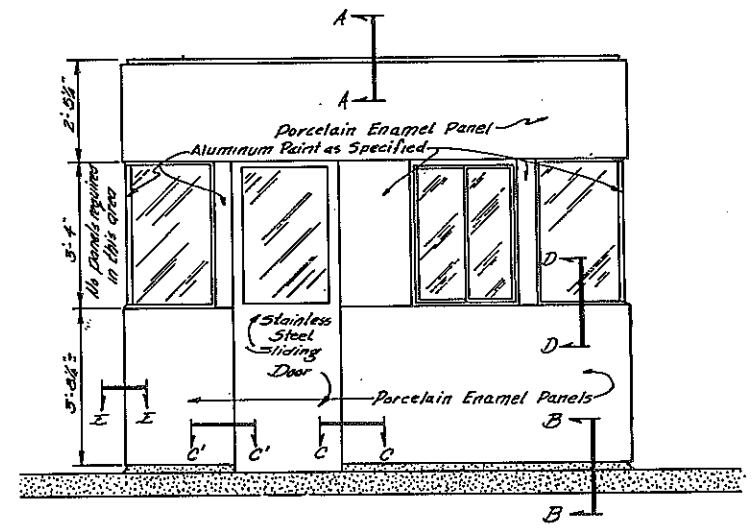
Designed by E.L.
Made by S.S.
Traced by C.B.
Checked by S.S.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-090-3(28) 1-481-2(1:3)	281R	309

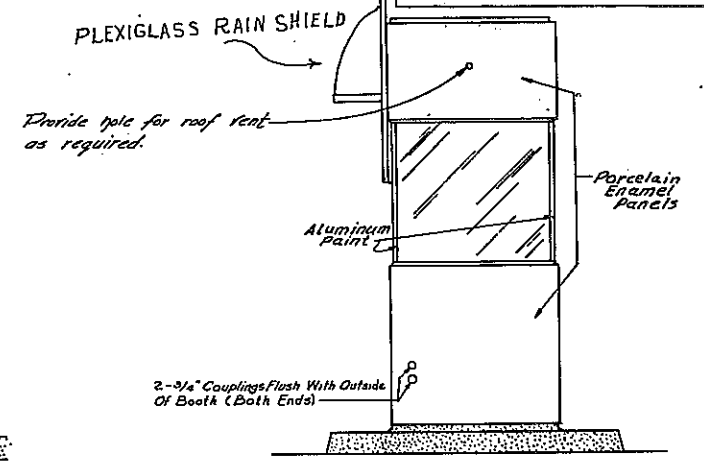
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



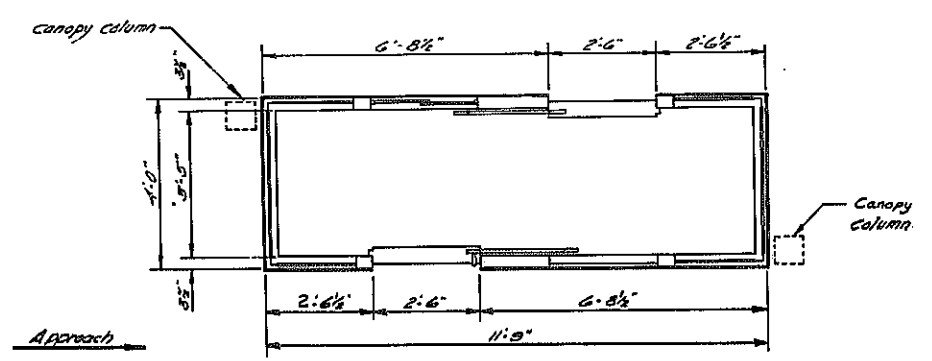
EXIT LANE ELEVATION
SCALE 1/2" = 1'-0"



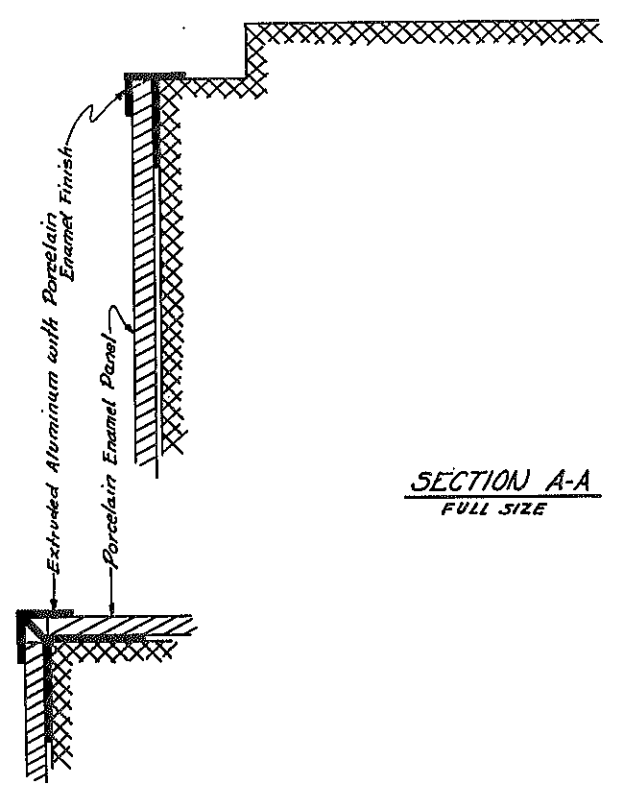
ENTRANCE LANE ELEVATION
SCALE 1/2" = 1'-0"



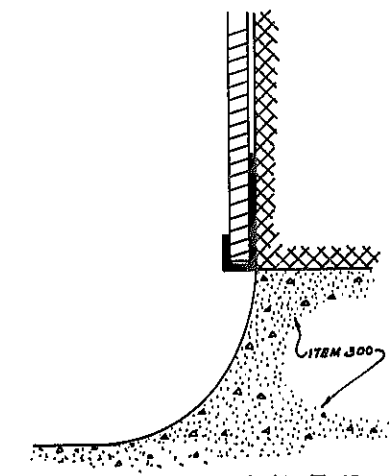
END ELEVATION
SCALE 1/2" = 1'-0"



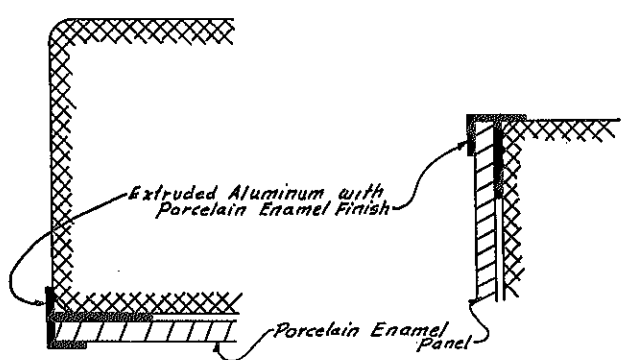
PLAN OF BOOTH AT WINDOWS
Dimensions do not include bar trim
SCALE 1/2" = 1'-0"



SECTION A-A
FULL SIZE



SECTION B-B
FULL SIZE



SECTION C-C
SECTION C'-C'
(Opposite Hand)
FULL SIZE

SECTION D-D
FULL SIZE

SECTION E-E
FULL SIZE

Designed by E.L.
Made by S.S.
Traced by C.B.
Checked by S.S.

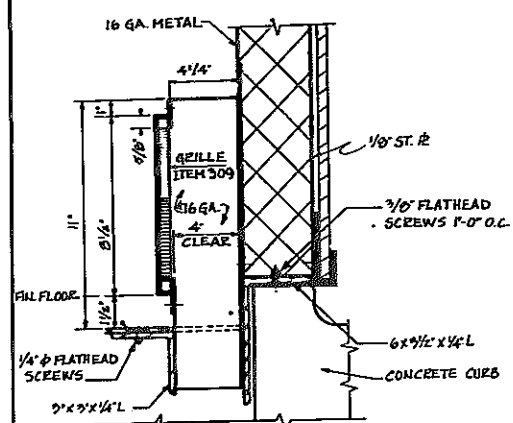
* NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 320 UNLESS OTHERWISE NOTED.
AS BUILT REVISIONS
RAIN SHIELD ADDED

PORCELAINIZED PANELS & TRIM			
DRAWING NO.	SCALE	DATE	SHEET NO.
TB-2	AS SHOWN	8/5/70	281

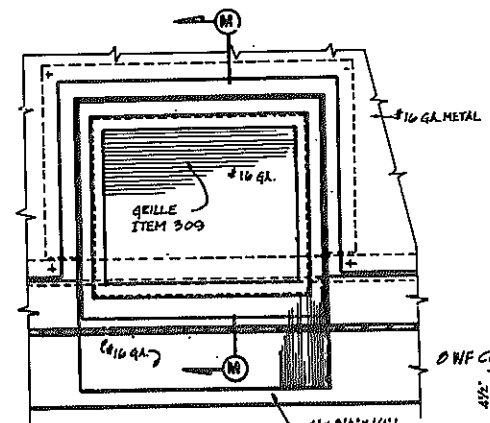
MADIGAN-HYLAND
CONSULTING ENGINEERS

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-481-2(116)	282R	309

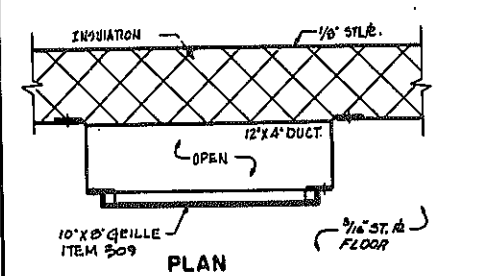
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE
COLLAMER - ONONDAGA COUNTY



SECTION M-M

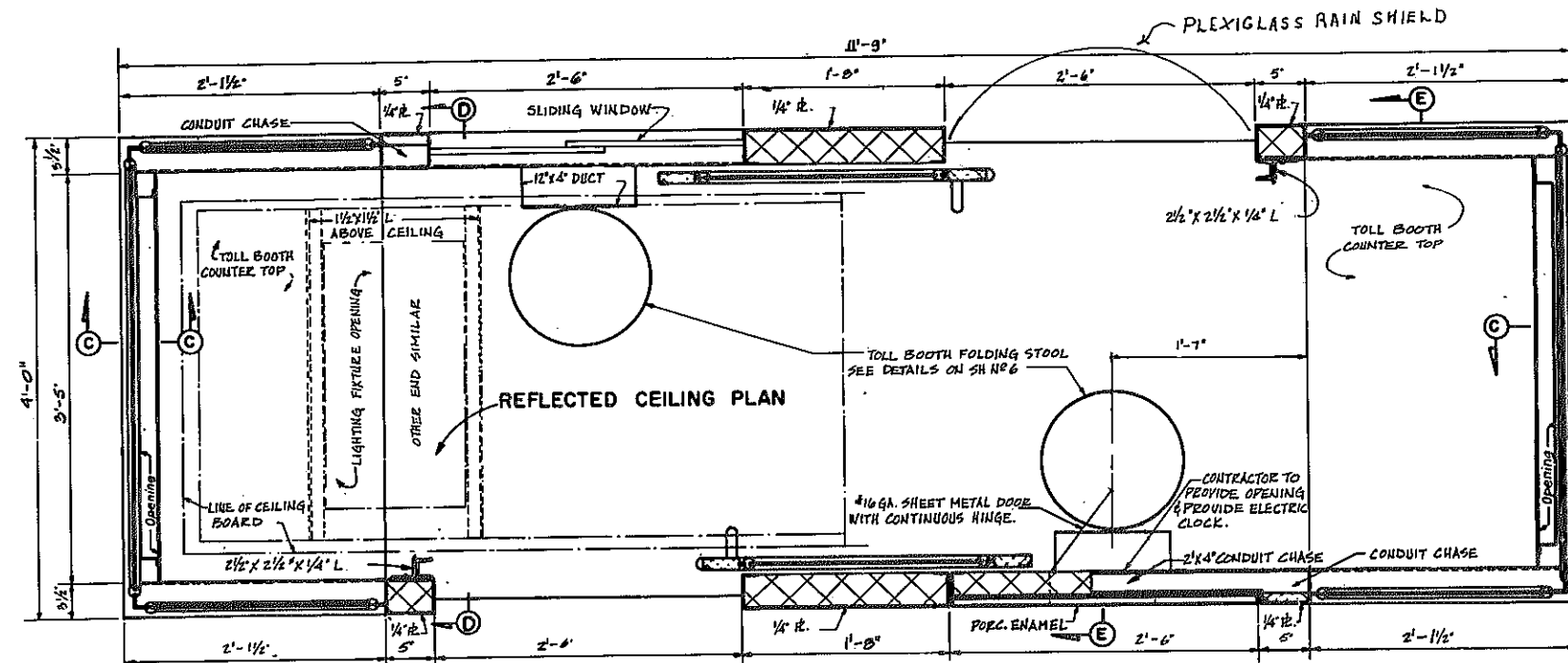


ELEVATION

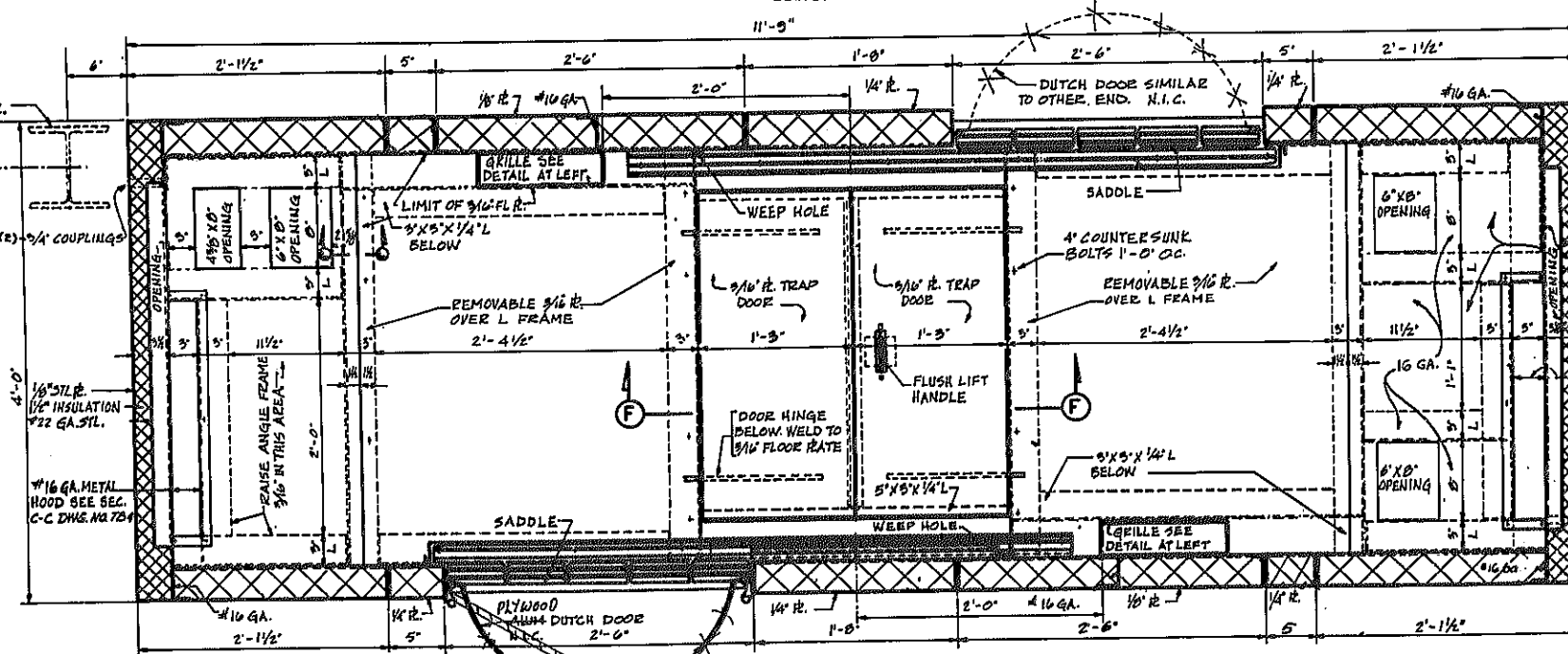


PLAN

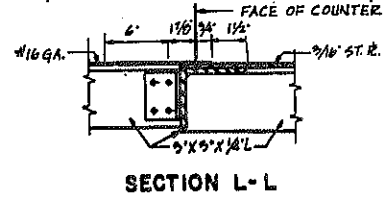
DETAIL OF DUCT & GRILLE
Scale: 3" = 1'-0"



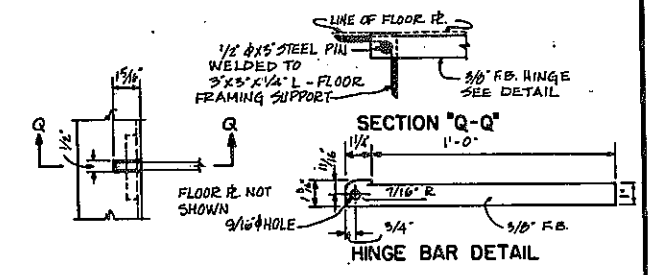
PLAN OF BOOTH THRU WINDOWS
Scale: 1/2" = 1'-0"



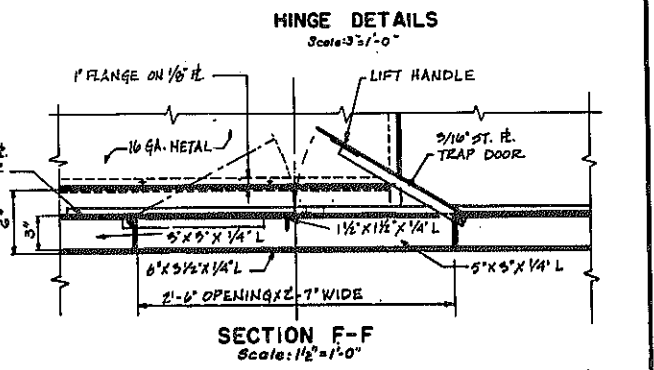
PLAN OF BOOTH BELOW WINDOWS
Scale: 1/2" = 1'-0"



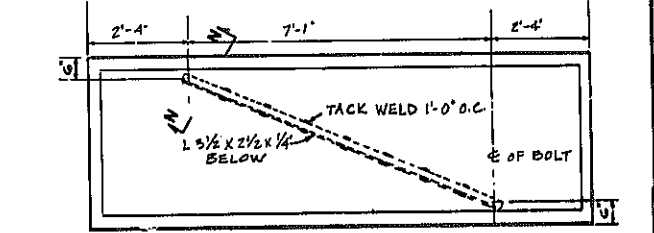
SECTION L-L



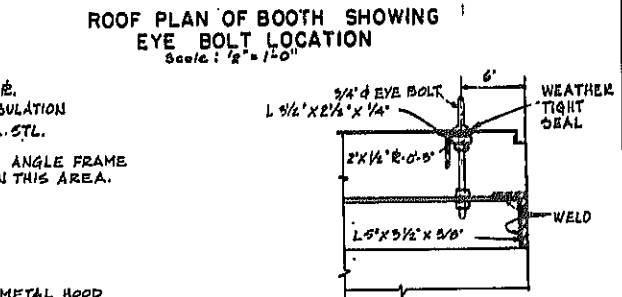
SECTION Q-Q
HINGE BAR DETAIL



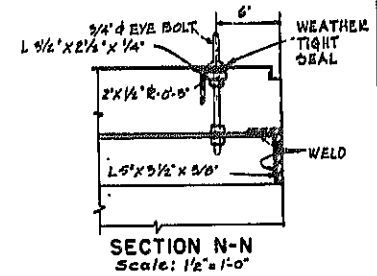
HINGE DETAILS
Scale: 3/4" = 1'-0"



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



ROOF PLAN OF BOOTH SHOWING EYE BOLT LOCATION
Scale: 1/2" = 1'-0"



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

NOTE:
1. FOR SECTIONS C-C, D-D & E-E SEE DWG. NO. TB-4
2. ALL NO. 16 GAGE STEEL STIFFENERS IN EXTERIOR BOOTH WALLS SHALL HAVE 2" WIDE INTERIOR LEGS.
3. ELECTRICAL CONDUIT IN BOOTH WALLS NOT SHOWN ON THIS SHEET FOR LOCATIONS OF ELECTRICAL BOXES & CONDUIT SEE DRAWING NO. TB-1

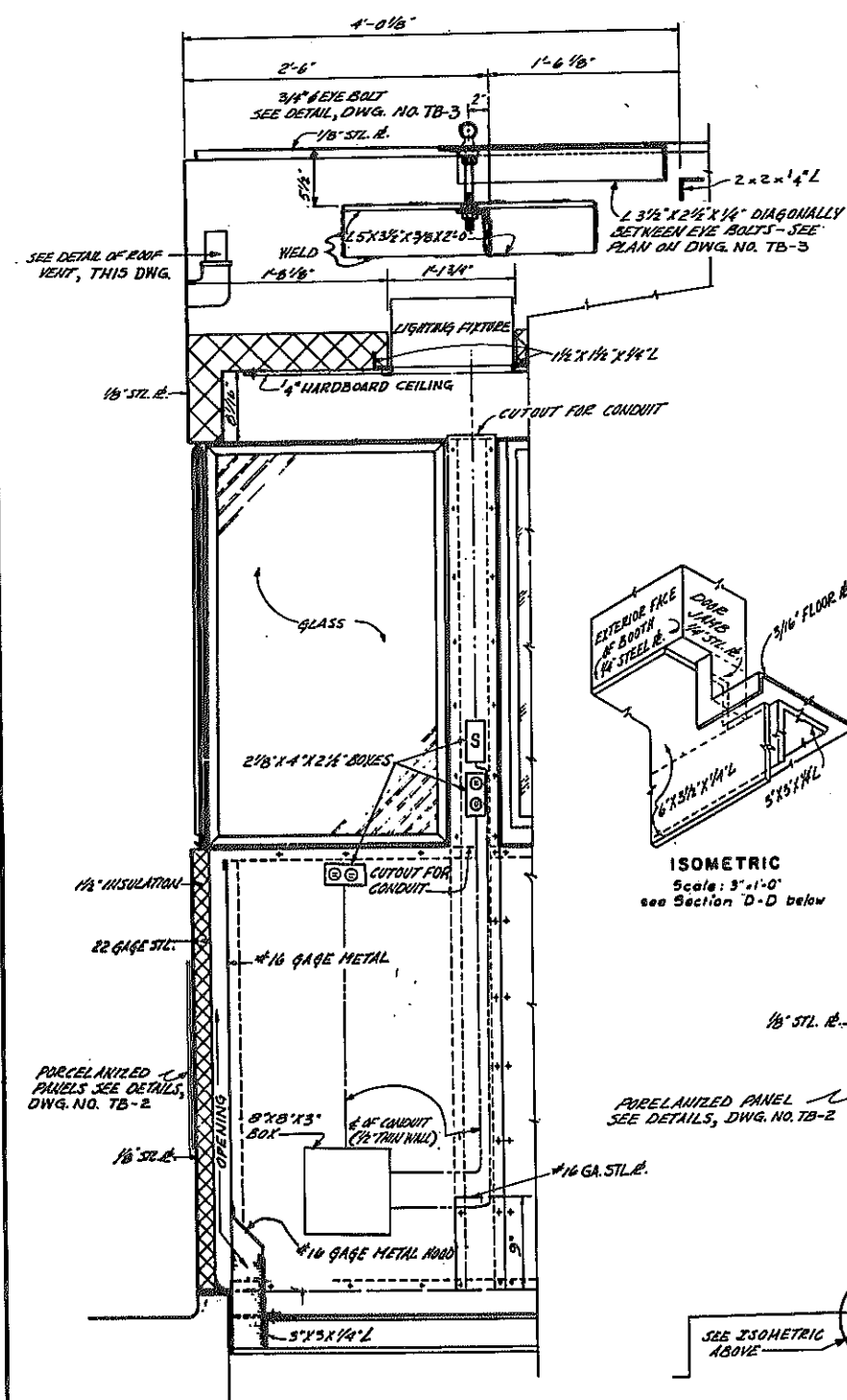
AS BUILT REVISION
RAIN SHIELD ADDED
DUTCH DOOR - PLYWOOD

*NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 320 UNLESS OTHERWISE NOTED.

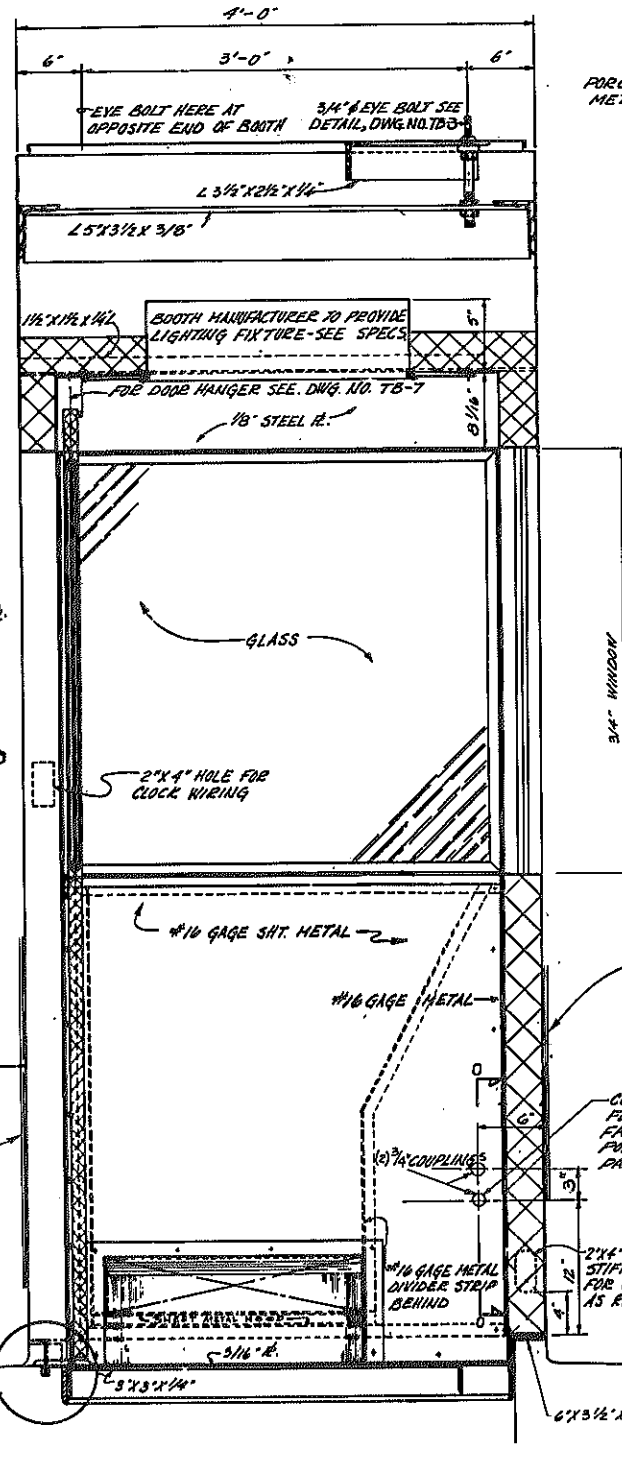
DETAIL PLANS OF DOUBLE BOOTHS			
DRAWING NO.	SCALE	DATE	SHEET NO.
TB-3	AS SHOWN	8/5/70	282
MADIGAN-HYLAND CONSULTING ENGINEERS			

Designed by: E.L.
Made by: S.S.
Checked by: C.B.
Drawn by: S.S.

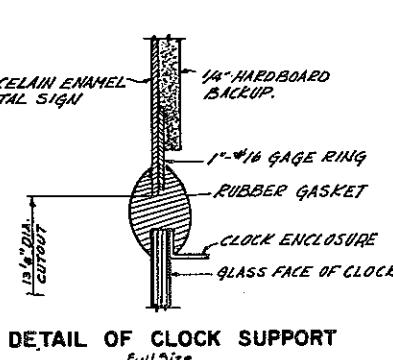
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-550-3(2B) 1-481-2(11B)	283	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)—BUTTERNUT INTERCHANGE COLLAMER—ONONDAGA COUNTY				



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

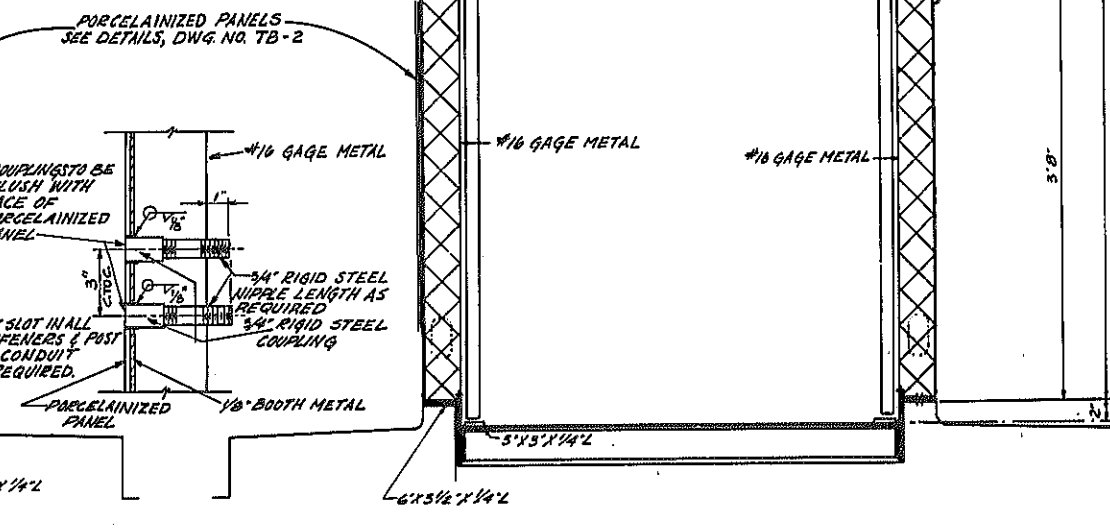


SECTION D-D
SCALE 1/2" = 1'-0"

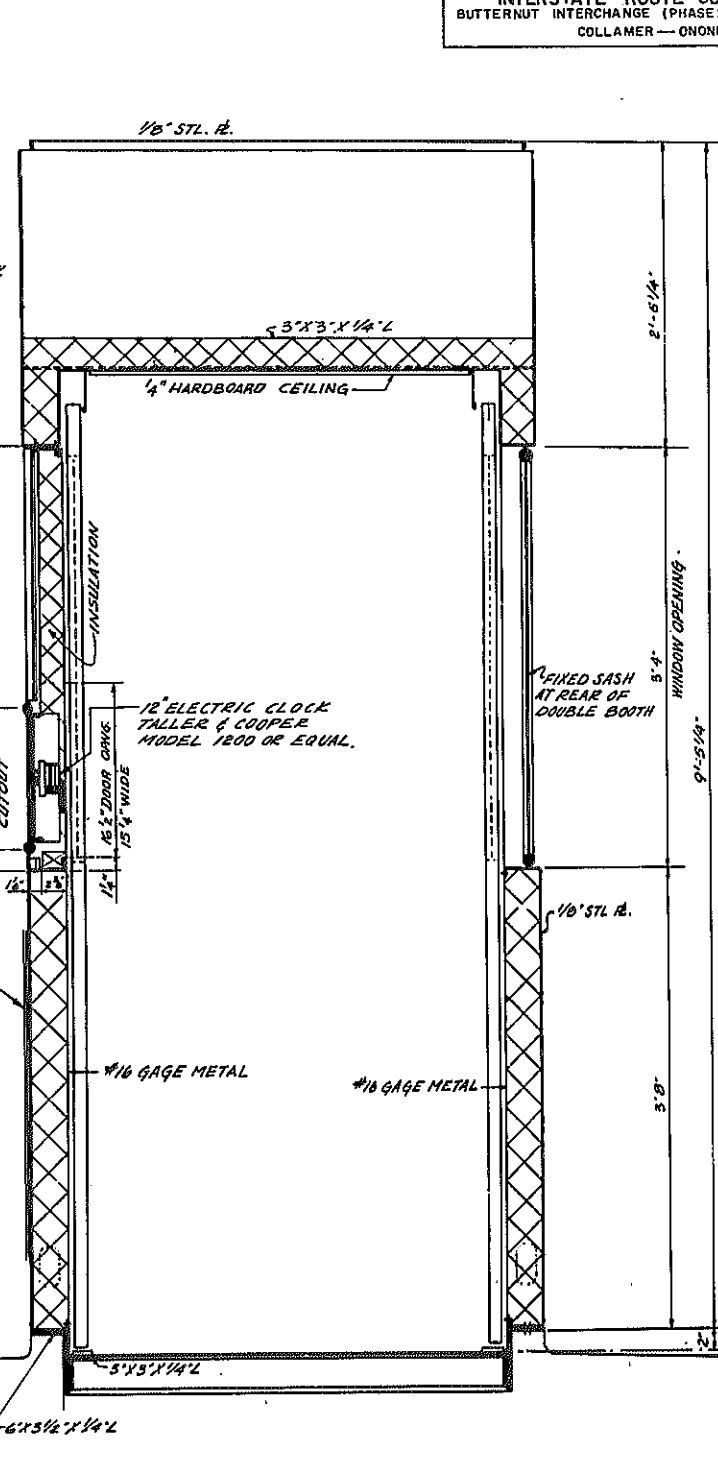


DETAIL OF CLOCK SUPPORT
Full Size

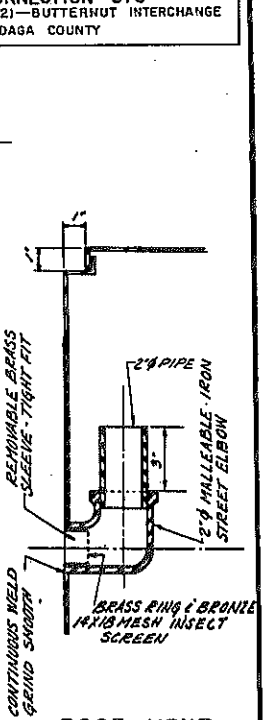
BOOTH MANUFACTURER TO PROVIDE CIRCULAR METAL SIGN FOR CLOCK MOUNTING. SEE MAP SIGN PANEL ON DWG. NO. TB-1.



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



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

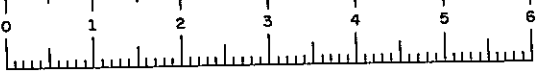


ROOF VENT
Scale: 3/4" = 1'-0"

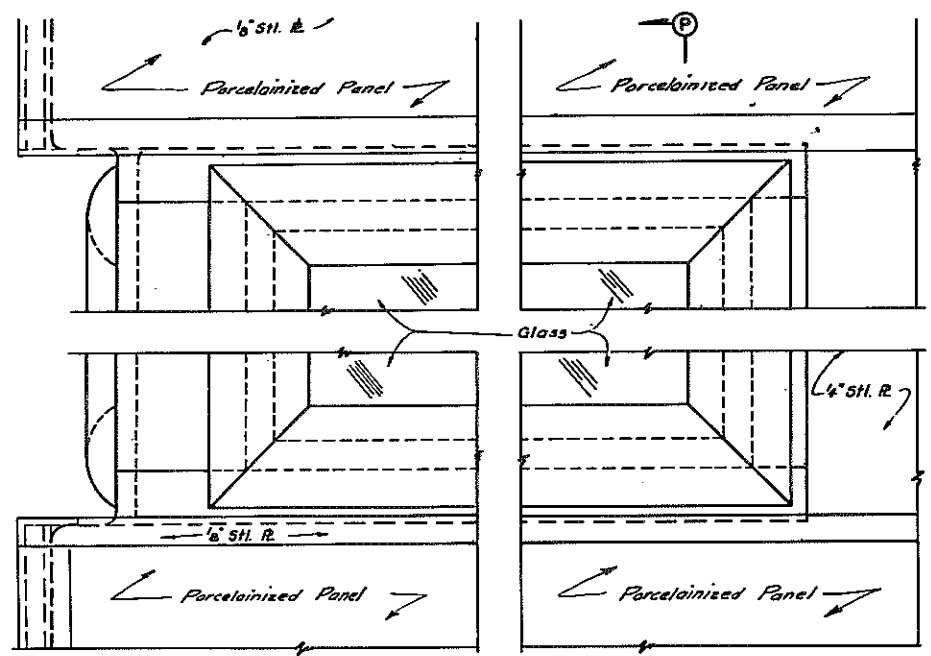
NOTE
ALL WORK ON THIS SHEET TO BE DONE UNDER
ITEM 320 UNLESS OTHERWISE NOTE.

TOLL BOOTH DETAIL SECTIONS			
DRAWING NO. TB-4	SCALE AS SHOWN	DATE 8/15/70	SHEET NO. 283
MADIGAN-HYLAND, CONSULTING ENGINEERS			

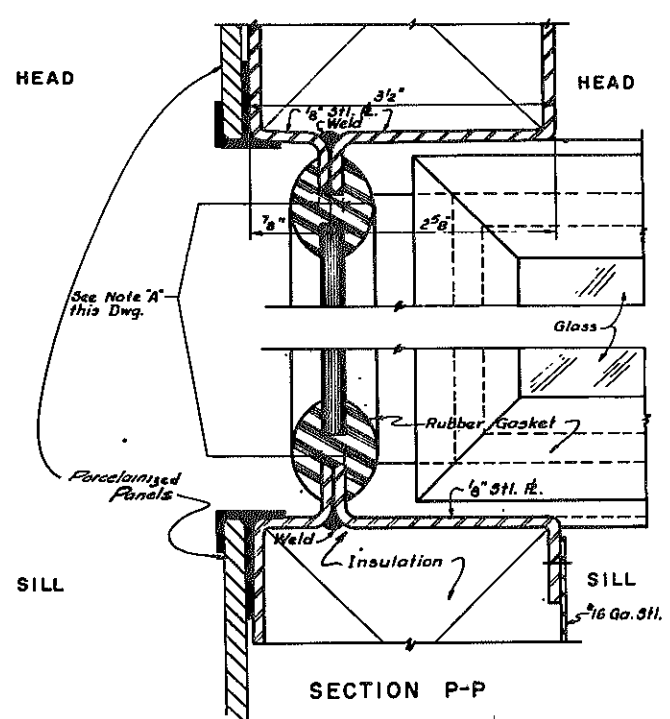
Designed by E.L.
Made by S.S.
Traced by C.D.
Checked by S.S.



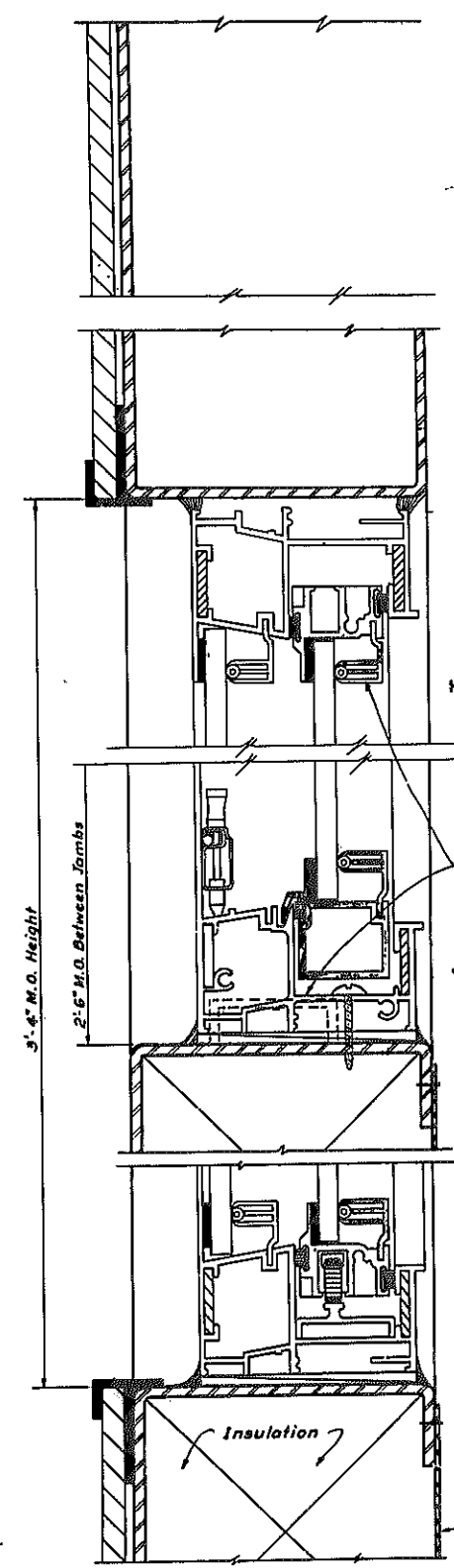
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 1-481-2(118)	284	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)—BUTTERNUT INTERCHANGE COLLAMER—ONONDAGA COUNTY				



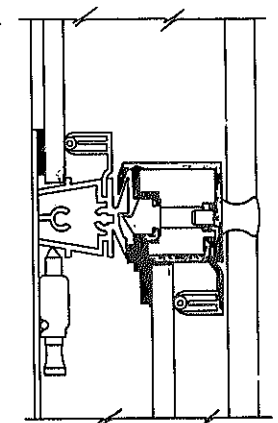
ELEV. OF CORNER WINDOW OF TOLL BOOTH



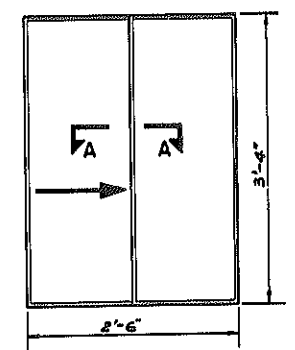
SECTION P-P



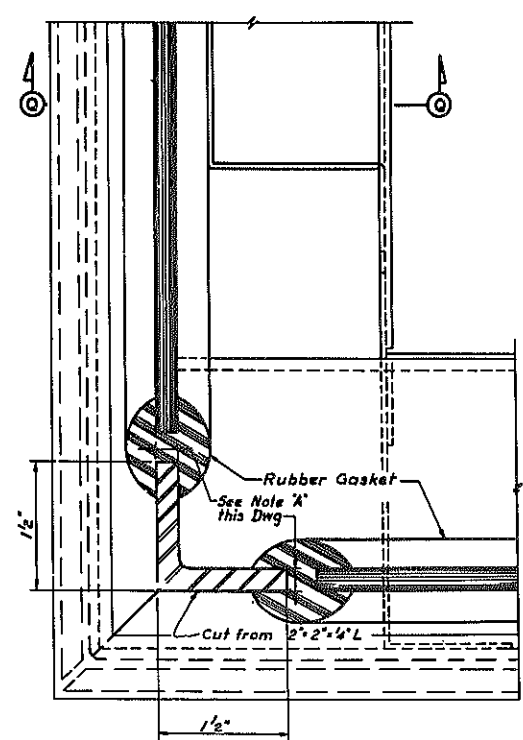
DETAIL OF SLIDING WINDOW OF TOLL BOOTH
Full Size



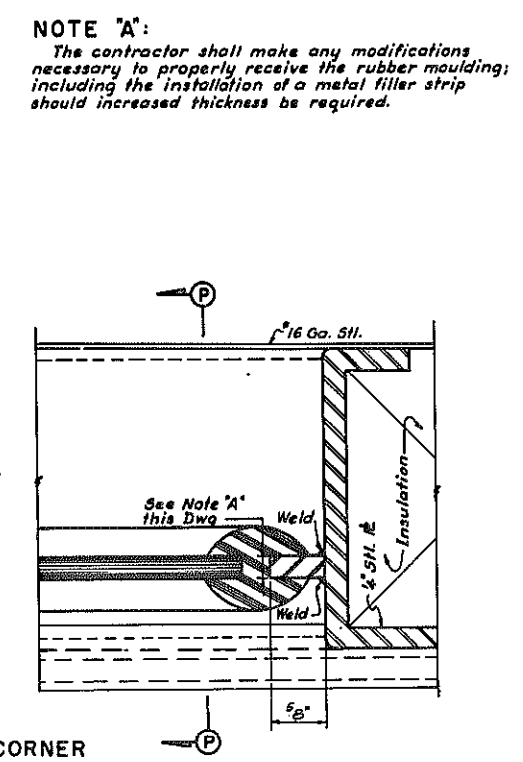
SECTION A-A



ELEVATION OF SLIDING WINDOW



PLAN THRU CORNER WINDOW OF TOLL BOOTH
Full Size



SECTION Q-Q
Full Size

*NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 320 UNLESS OTHERWISE NOTED.

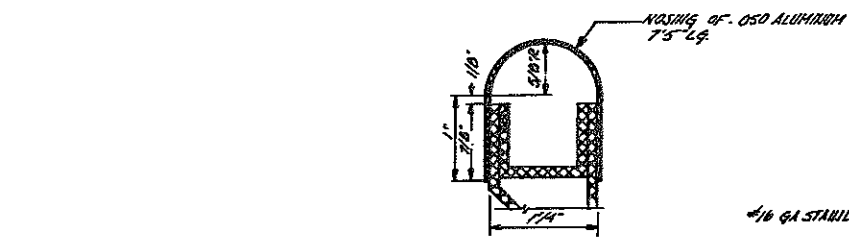
TOLL BOOTH WINDOW DETAIL			
DRAWING NO. TB-5	SCALE AS SHOWN	DATE 8/15/70	SHEET NO. 284
MADIGAN-HYLAND CONSULTING ENGINEERS			

Designed by: E.L. S.S.
 Made by: S.S.
 Checked by: C.B.
 Checked by: S.S.

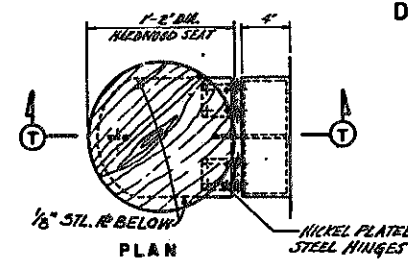


FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(28)	285	309

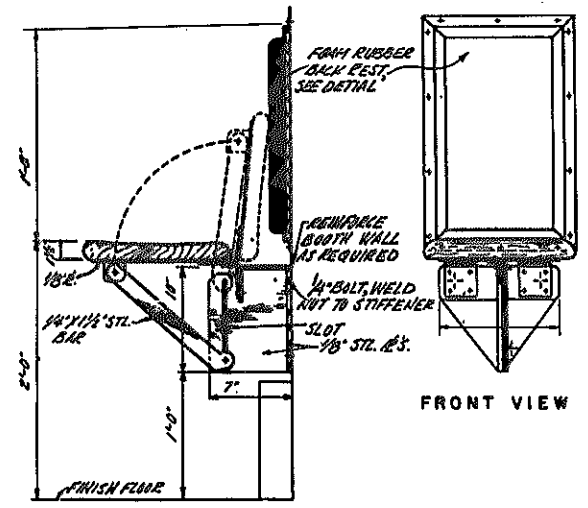
INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE
 COLLAMER - ONONDAGA COUNTY



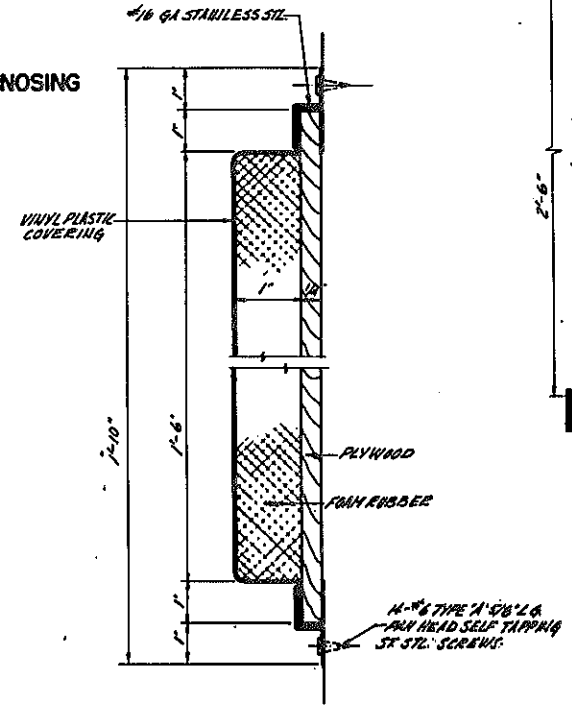
DETAIL OF DOOR NOSING



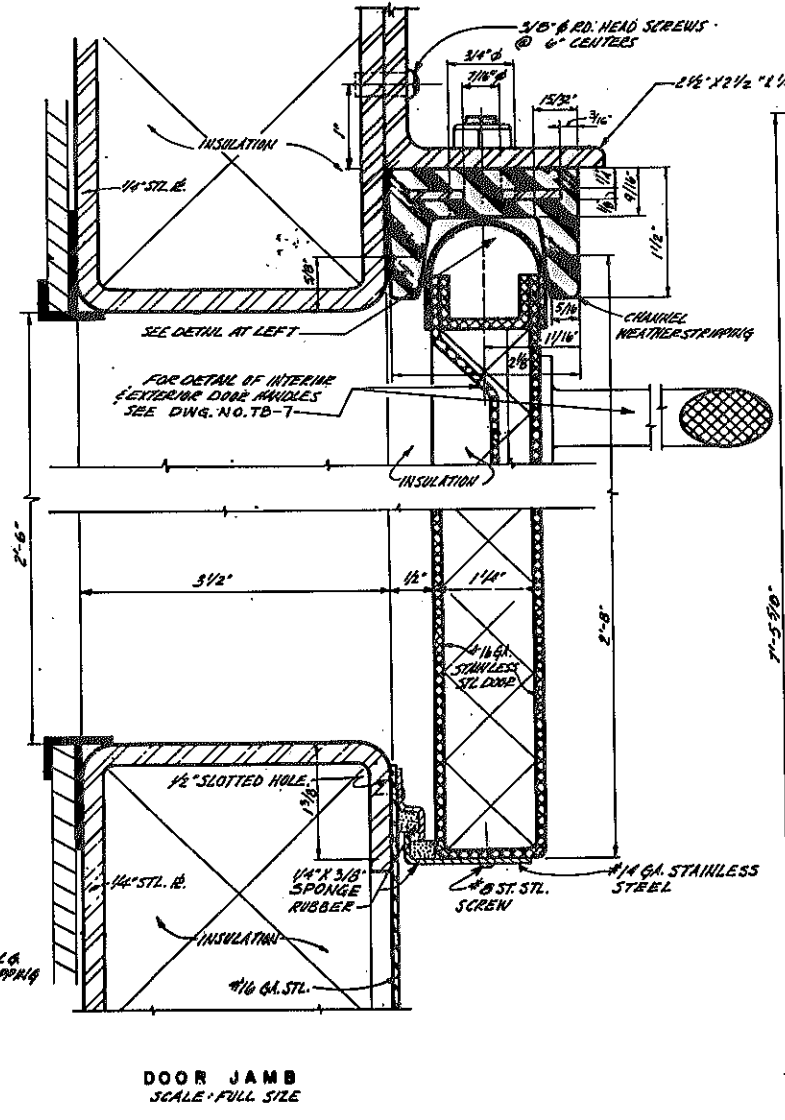
DETAIL OF FOLDING STOOL AND BACK REST
 SCALE 1/2" = 1'-0"



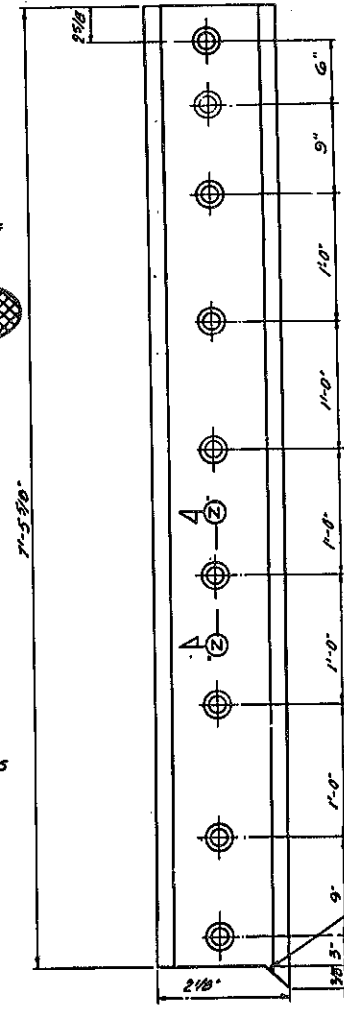
FRONT VIEW



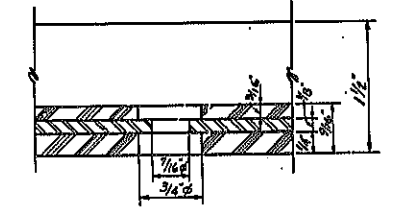
DETAIL OF BACK REST
 SCALE: HALF SIZE



DOOR JAMB
 SCALE: FULL SIZE

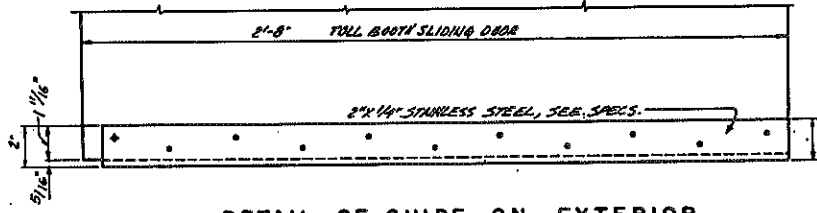


ELEV. OF CHANNEL WEATHER STRIPPING
 Not to Scale



SECTION 'Z-Z'
 Scale: Full Size

DETAILS FOR WEATHER STRIPPING OF ALL SLIDING DOORS



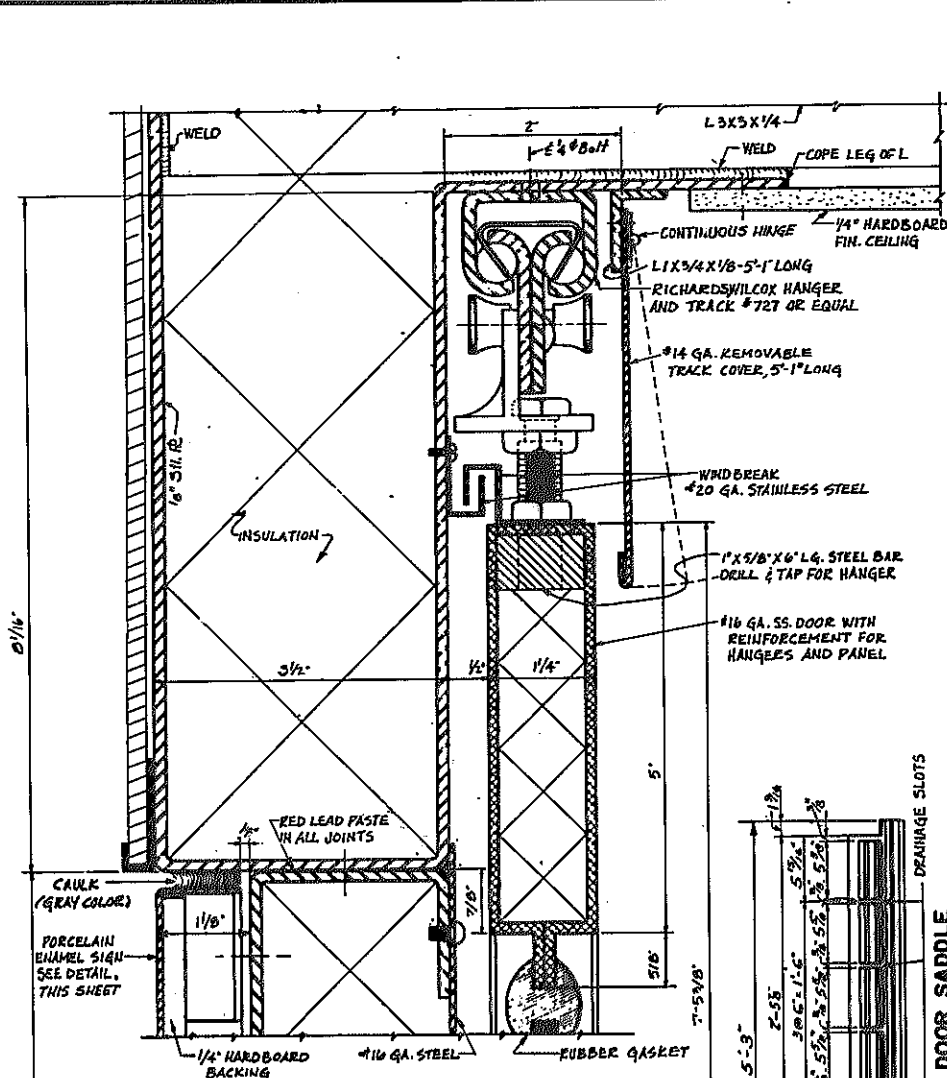
DETAIL OF GUIDE ON EXTERIOR OF TOLL BOOTH SLIDING DOOR
 SCALE 3" = 1'-0"

*NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 320 UNLESS OTHERWISE NOTED.

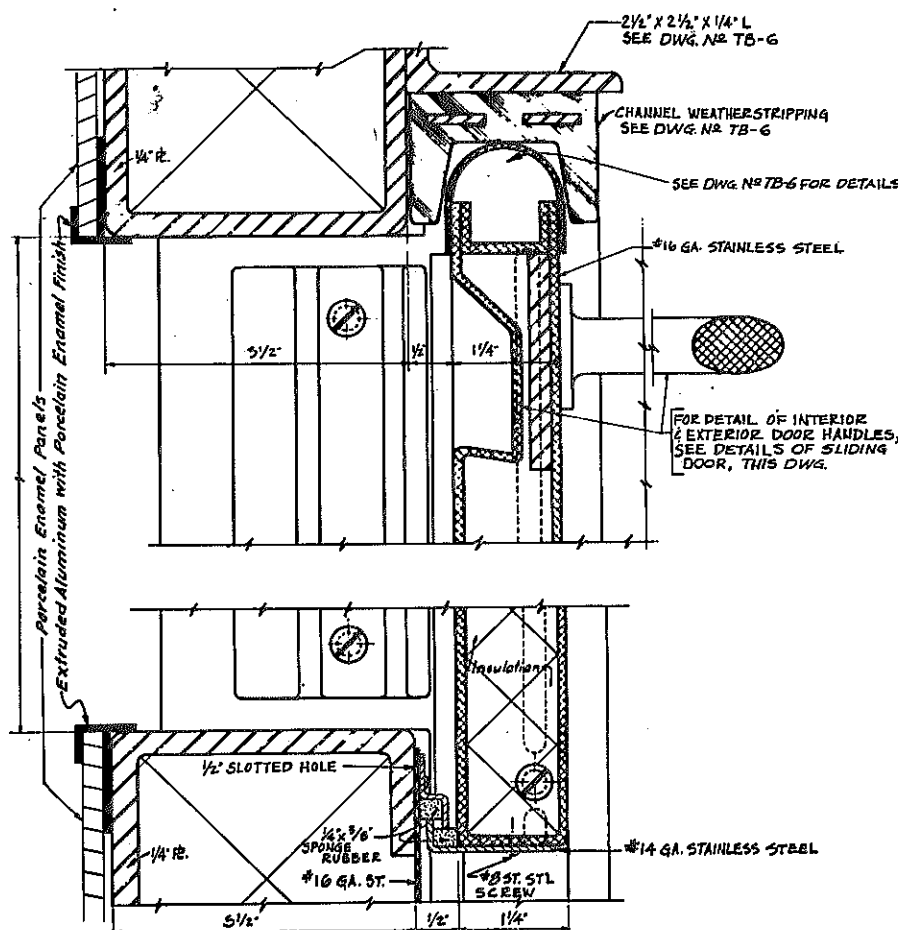
TOLL BOOTH SLIDING DOOR CATCH AND GUIDE			
DESIGN NO. TB-6	SCALE AS SHOWN	DATE 6/5/70	SHEET NO. 285
MADIGAN-HYLAND CONSULTING ENGINEERS			

Designed by E.L.
 Made by S.S.
 Traced by C.D.
 Checked by S.S.

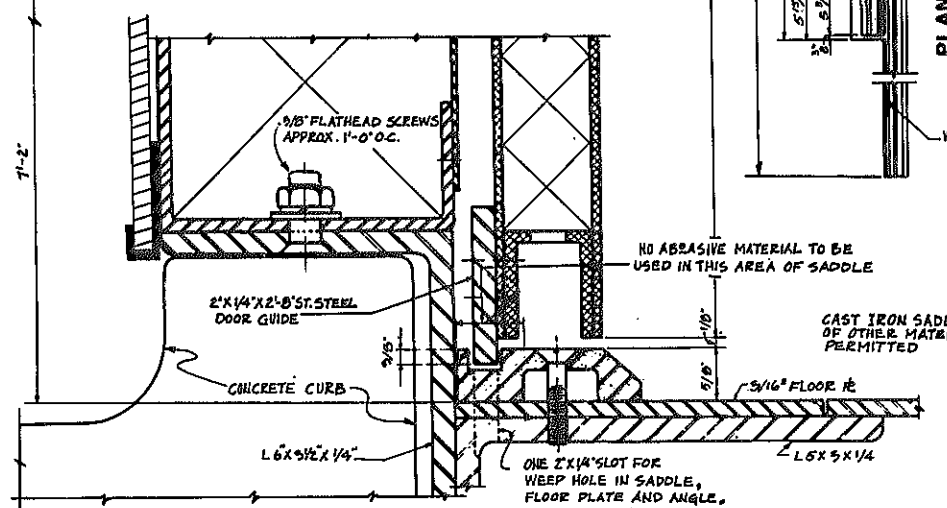
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(28) 481-2(116)	286	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE COLLAMER - ONONDAGA COUNTY				



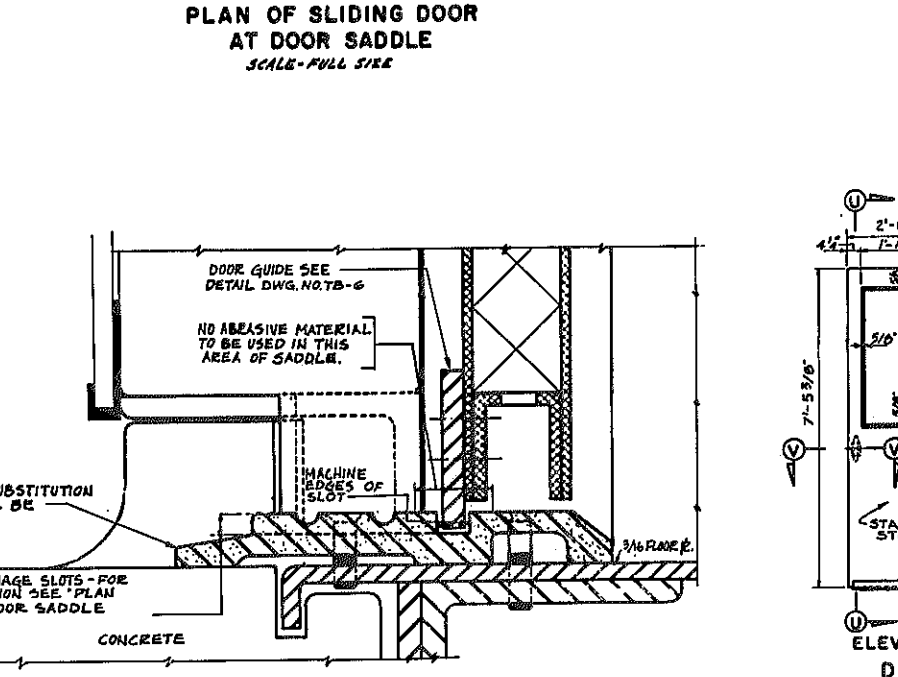
SECTION THRU SLIDING DOOR AT MAP PANEL
SCALE - FULL SIZE



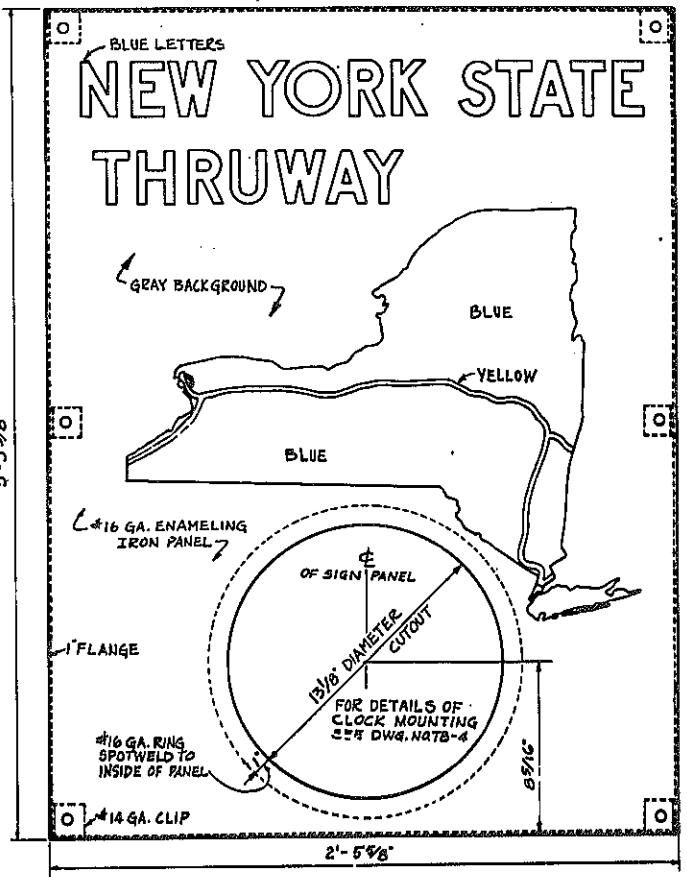
PLAN OF SLIDING DOOR AT DOOR SADDLE
SCALE - FULL SIZE



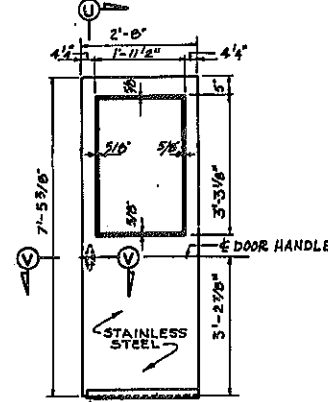
SECTION THRU SLIDING DOOR AT DOOR SADDLE
SCALE - FULL SIZE



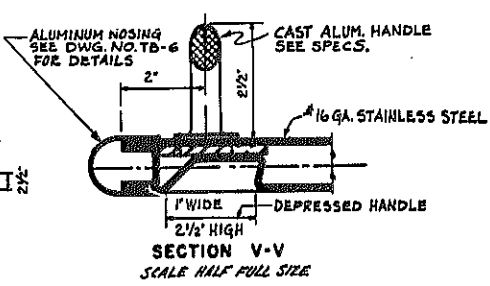
ELEVATION DETAILS OF SLIDING DOOR
SCALE 1/2" = 1'-0"



DETAIL OF PORCELAIN-ENAMEL SIGN
SCALE - 3" = 1'-0"



SECTION U-U



SECTION V-V
SCALE HALF FULL SIZE

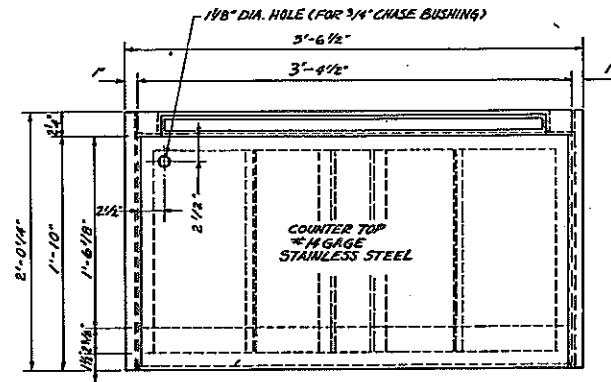
NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 320 UNLESS OTHERWISE NOTED.

SLIDING DOOR AND MAP PANEL DETAILS			
DRAWING NO.	SCALE	DATE	SHEET NO.
TB-7	AS SHOWN	6/13/70	286
MADIGAN-HYLAND CONSULTING ENGINEERS			

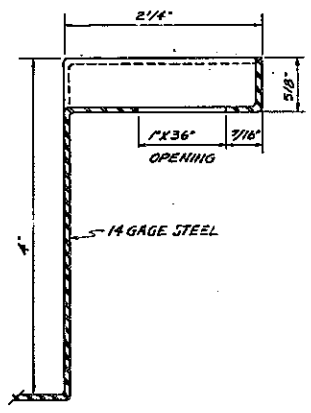
Designed by: E.L.
 Made by: S.S.
 Traced by: C.B.
 Checked by: S.S.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-8(28)	287	309

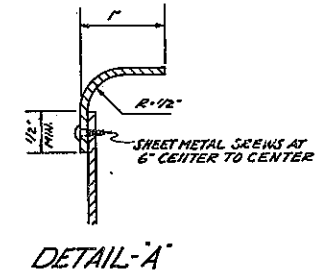
INTERSTATE ROUTE CONNECTION 570
 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
 COLLAMER - ORONDAGA COUNTY



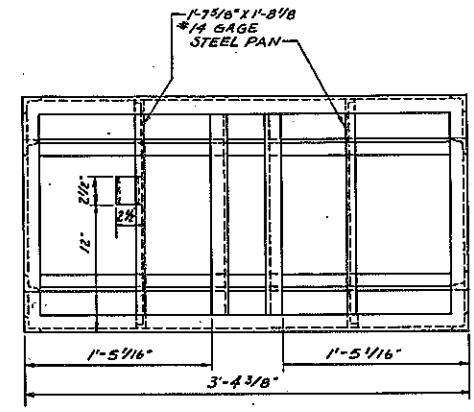
PLAN



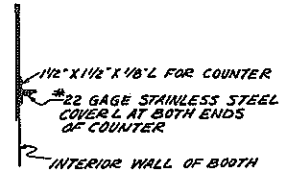
SECTION D-D
FULL SIZE



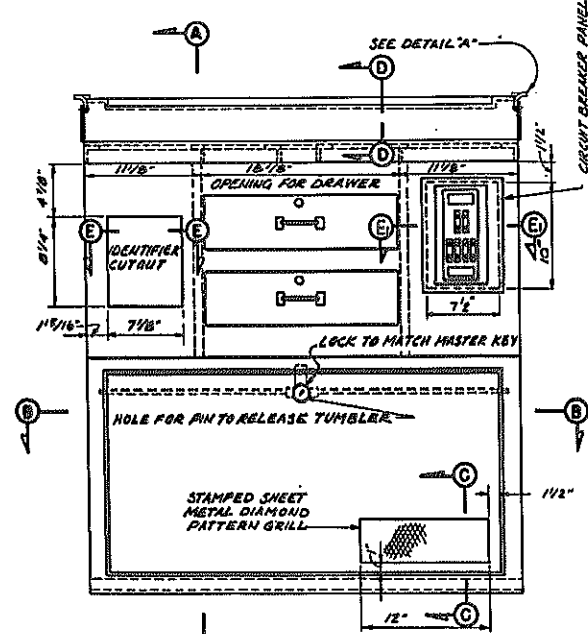
DETAIL-A



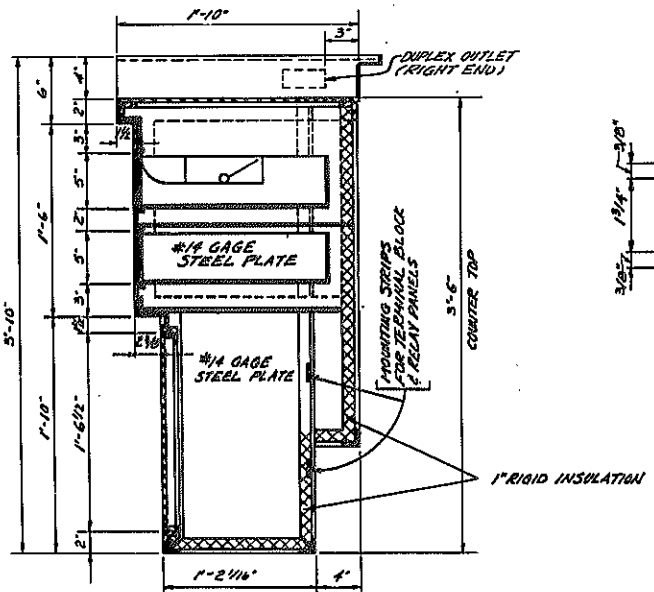
PLAN



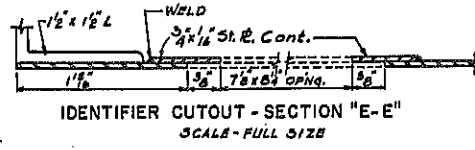
SECTION H-H



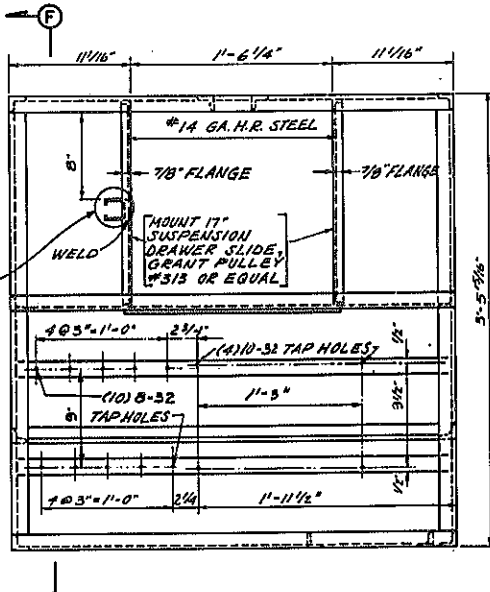
ELEVATION



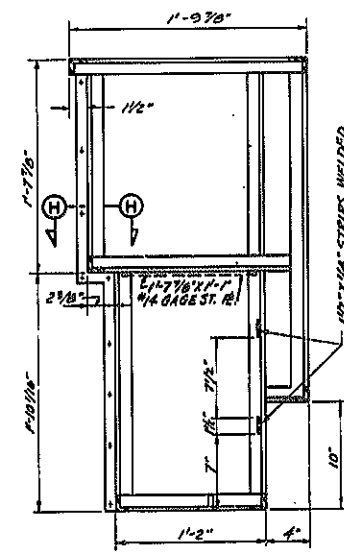
SECTION A-A



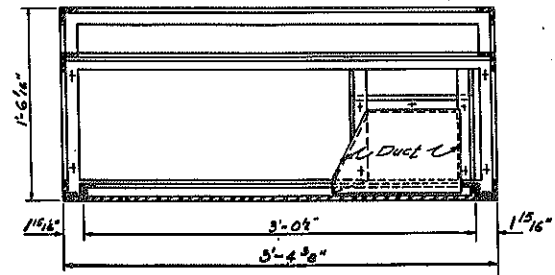
IDENTIFIER CUTOUT - SECTION "E-E"
SCALE - FULL SIZE



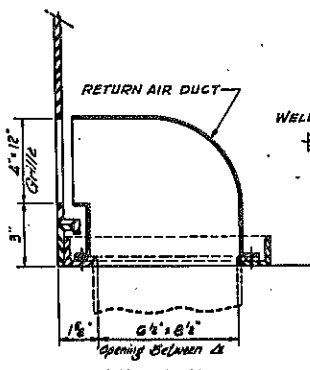
ELEVATION



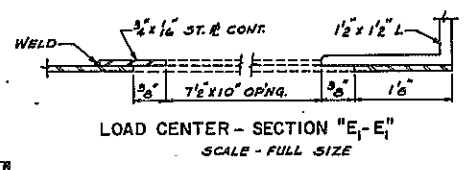
SECTION F-F



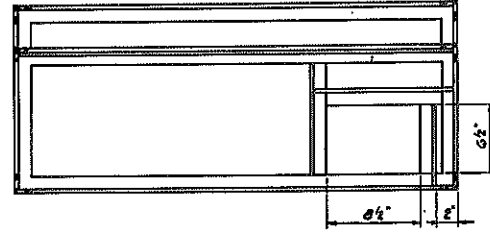
SECTION B-B



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



LOAD CENTER - SECTION "E-E"
SCALE - FULL SIZE



SECTION G-G

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

NOTE:

- #14 GAGE STAINLESS STEEL TOP FRONT, FRONT OF CASH DRAWERS AND 2 CASH TRAYS
- 1 1/2" x 1 1/2" x 1/8" ANGLE CONSTRUCTION UNLESS NOTED.
- SIDES AND REAR CLOSURE OF COUNTER TO BE ON BOOTH.
- ALL ANGLE CONNECTIONS TO BE WELDED.
- THE COUNTERS SHALL MATCH COUNTERS IN EXISTING TOLL BOOTHS IN ALL RESPECTS AS TO MATERIALS CONNECTIONS, DIMENSIONS AND PROVISIONS FOR MOUNTING ELECTRICAL EQUIPMENT, EXCEPT AS MODIFIED ABOVE.

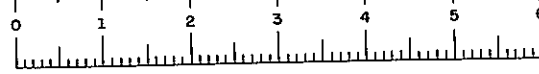
NOTE ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 320 UNLESS OTHERWISE NOTED.

DETAILS OF TOLL BOOTH COUNTER			
DRAWING NO.	SCALE	DATE	SHEET NO.
TB-6	AS SHOWN	8/15/70	287

MADIGAN-HYLAND,
CONSULTING ENGINEERS

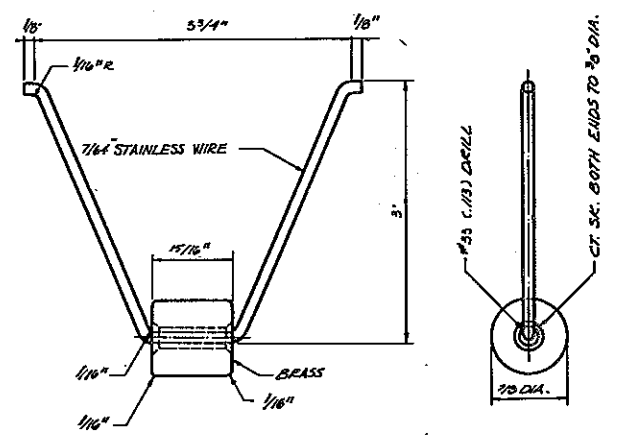
Designed by: E.L.
 Made by: S.S.
 Traced by: C.B.
 Checked by: S.S.

COUNTER DETAILS
Scale: 1/2"=1'-0" As Noted

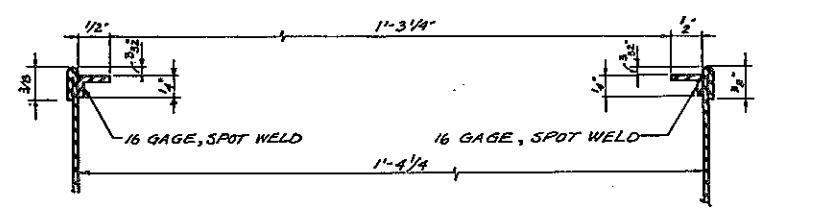


FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(28) I-481-2(116)	288	309

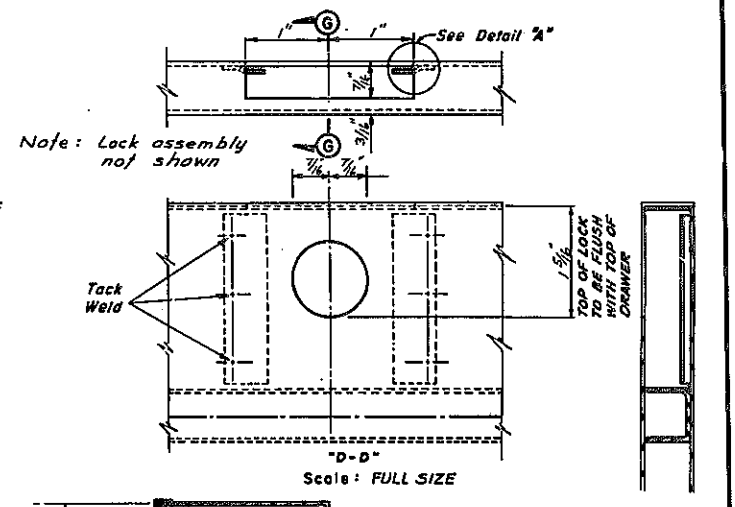
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)— BUTTERNUT INTERCHANGE
COLLAMER, ONONDAGA COUNTY



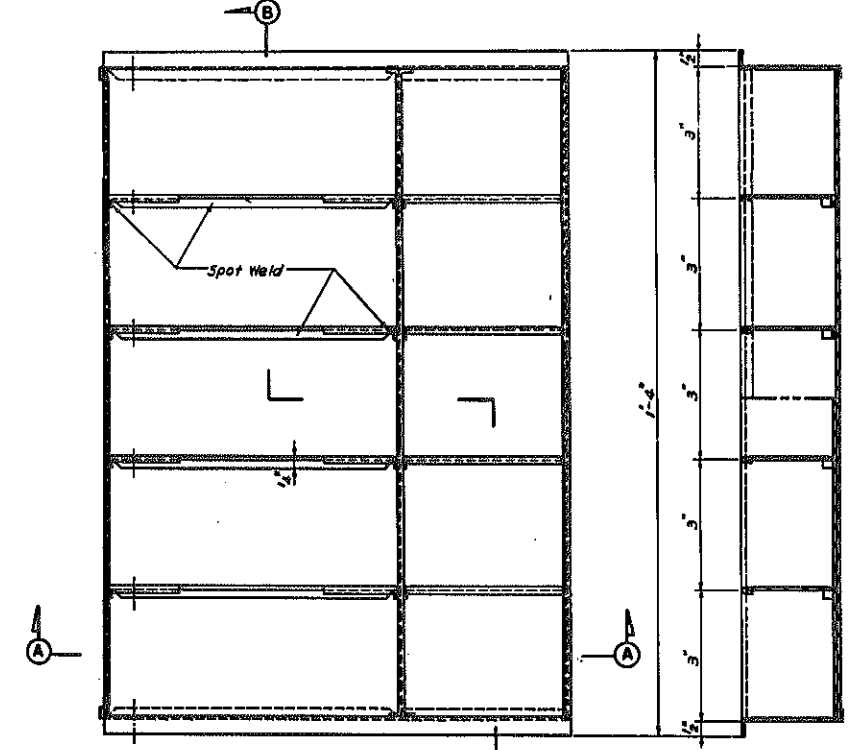
CASH TRAY MONEY WEIGHT AND BRACKET
Cadmium Plate Finish
SCALE: FULL SIZE



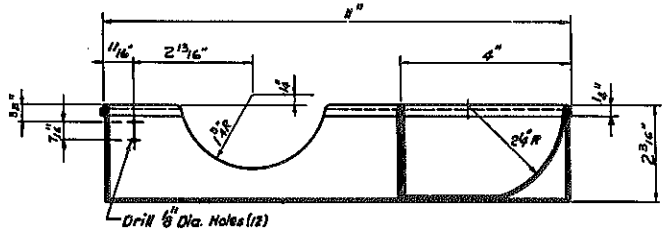
SECTION E-E SCALE: FULL SIZE SECTION F-F



SECTION G-G

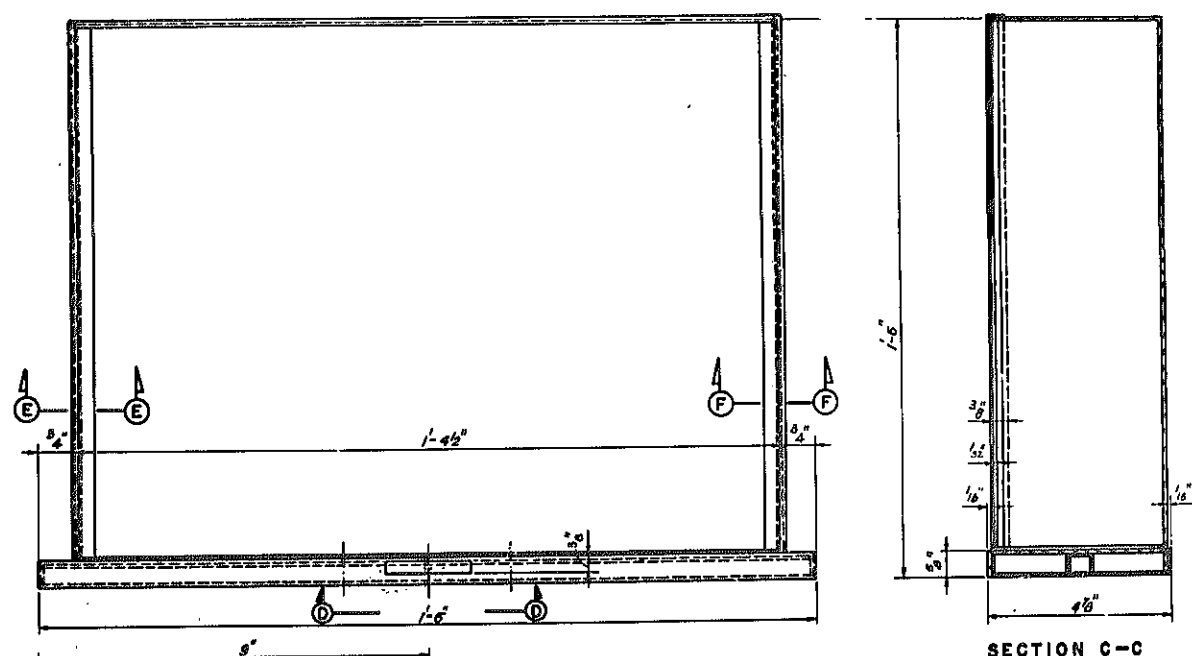


PLAN SECTION B-B

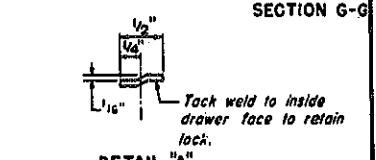


SECTION A-A

CASH TRAY
#22 Gage Stainless Steel
SCALE: HALF FULL SIZE

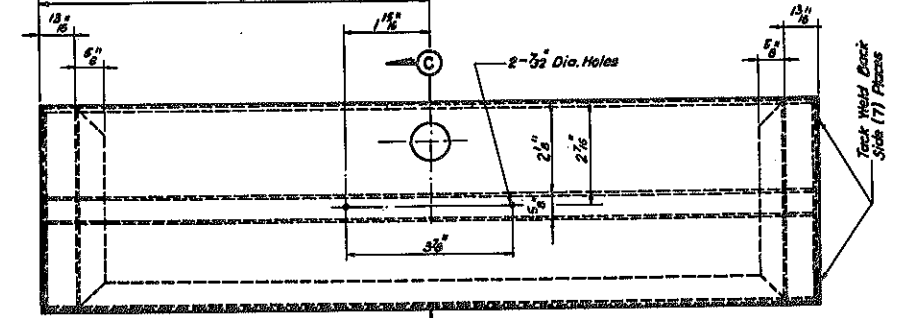


SECTION C-C



DETAIL A
LOCK RETAINER BAR
2 Required per drawer
Material: #14 ga. C.R.S., 2" long.

NOTE: Lock required Corbin #0666.



COUNTER DRAWER
#14 Gage C.R.S. with Stainless Steel Front
SCALE: HALF FULL SIZE

NOTE:
Drawers attached to counter with 17 suspension drawer slides, Grant Pulley #313 or equal SEE DWG. NO. TB-8

NOTE: ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 320 UNLESS OTHERWISE NOTED.

DETAILS OF TOLL BOOTH COUNTER, CASH DRAWERS AND TRAYS			
DRAWING NO.	SCALE	DATE	SHEET NO.
TB-9	AS SHOWN	8/15/70	288

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CONSULTING ENGINEERS

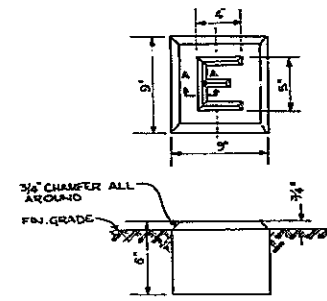
Designed by E.L.
Made by S.S.
Traced by C.D.
Checked by S.S.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2R)	1-481-2(116)	289R	309
INTERSTATE ROUTE CONNECTION J70 BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE COLLAMER-ONONDAGA COUNTY					

LEGEND THIS SHEET ONLY

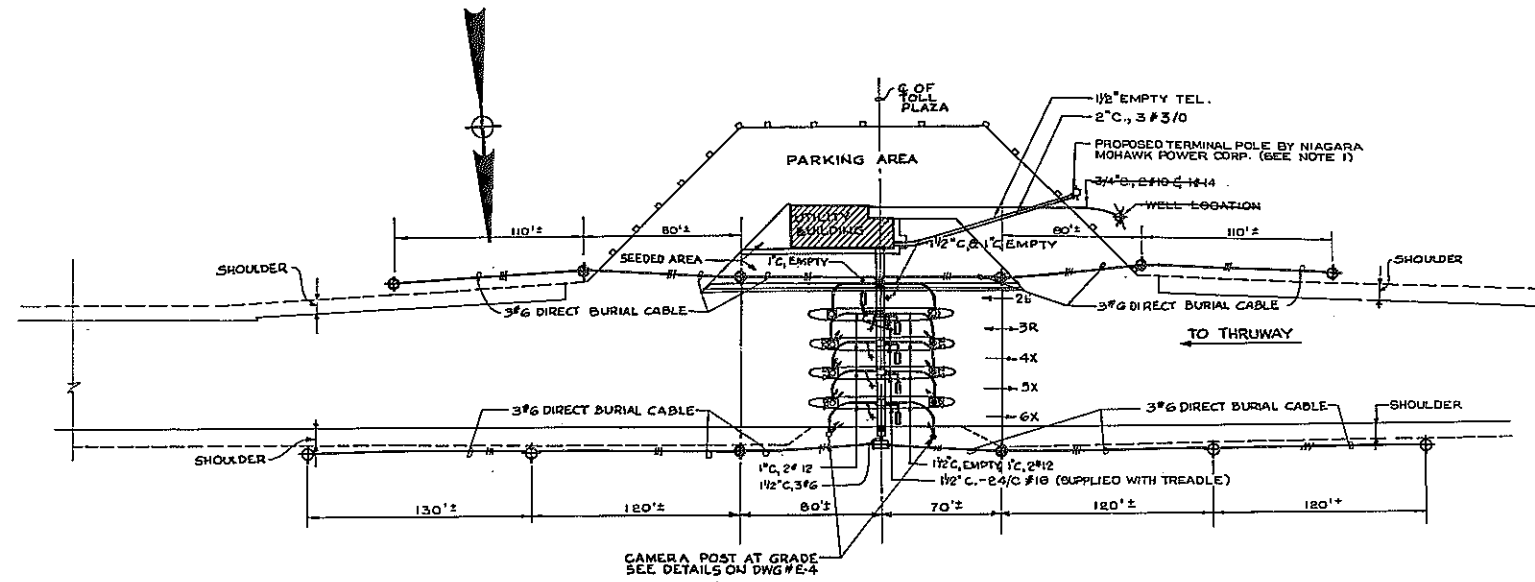
- TREADLE SUPPLIED AND INSTALLED UNDER ITEM NO. 311. TREADLE FRAME SUPPLIED UNDER ITEM NO. 311. INSTALLED UNDER ITEM NO. 300
- STATIC ELIMINATOR BOND TO CONDUITS, FURNISHED & INSTALLED UNDER ITEM NO. 311.
- SINGLE ALUMINUM LIGHTING STANDARD AND FOUNDATION
- SERVICE BOX TYPE #1, DETAILS AT LEFT
- 3 WIRE #6 DIRECT BURIAL CABLE - SEE SPECIFICATIONS.
- CONDUIT & CABLE, SIZE & NUMBER OF WIRES AS NOTED.
- CAMERA POST - (CAMERA TO BE SUPPLIED AND INSTALLED BY OTHERS) 1/2" C. TO CAMERA AND 1" C. - 2" #12 TO LAMP. SEE DETAILS ON DWG. NO. E-4 & N-E-8. CLOSE POST WITH WT. CAP.
- CAMERA POST TERMINATION - NO CAMERA. 1/2" C. EMPTY AND/OR 1" C. EMPTY. POST SHALL BE CLOSED WITH WT. CAP.
- SIMPSONITE RED REFLEX REFLECTORS ATTACHED WITH TWO (2) EXPANSION SCREW ANCHORS AS PER DETAIL, SEE DWG. #E-4
- MANHOLES AND UTILITY TUNNEL SEE DWG. #E-4
- INDICATES TEMPORARY M.H. COVER (NO BOOTH)

NOTES:
 1 - LOCATION OF TERMINAL POLE SHOWN DIAGRAMMATICALLY ONLY. ACTUAL LOCATION TO BE DETERMINED BY THE CONTRACTOR IN THE FIELD.

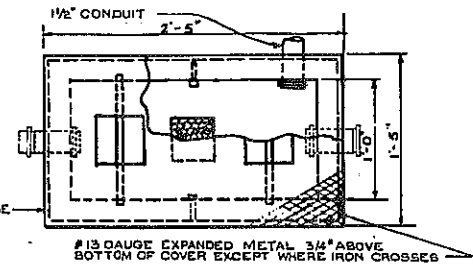


CONCRETE MARKER DETAILS
 SCALE: 1/2" = 1'-0"

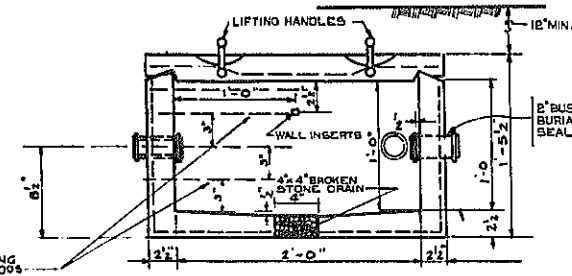
A MARKER IS TO BE PLACED OVER



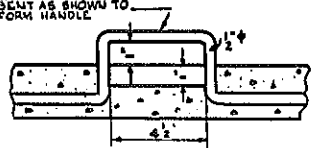
PLAN
 SCALE: 1" = 50'-0"



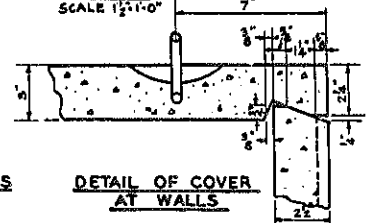
PLAN
 SCALE: 1/2" = 1'-0"



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



DETAIL OF LIFTING HANDLES

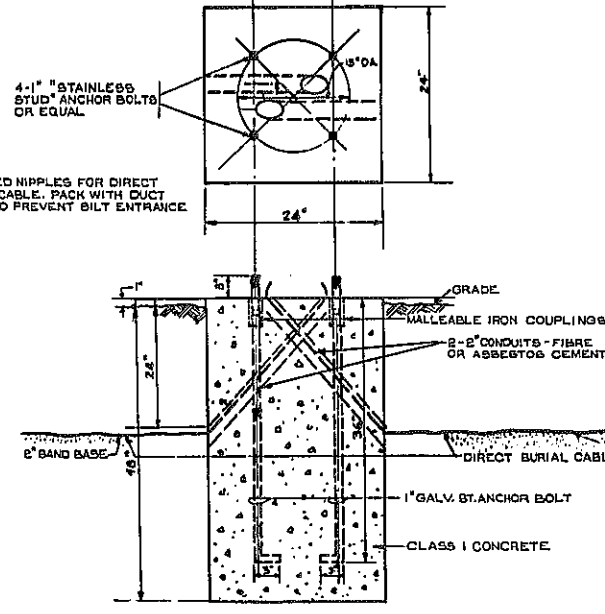


DETAIL OF COVER AT WALLS

CONCRETE SERVICE BOX TYPE NO. 1

SCALE: 3" = 1'-0"

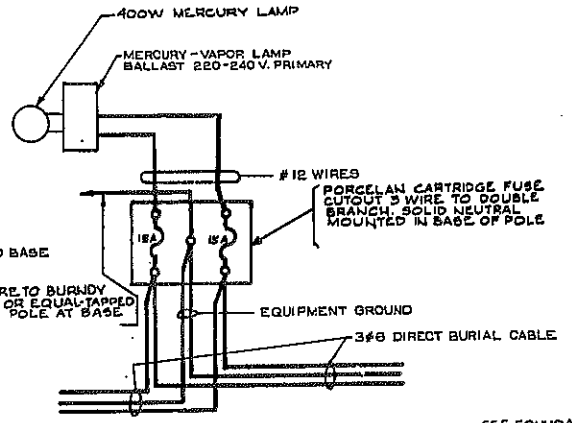
NOTES: CONDUITS TO RIDE FREELY THROUGH BOXES TO ALLOW FOR EXPANSION AND CONTRACTION.
 STANCHIONS ARE MURRAY CAT. # 5631 OR EQUAL. WALL INSERTS, MURRAY CAT. # 5251 OR EQUAL. HANGERS ARE MURRAY CAT. # 4607 OR EQUAL. TWO (2) OF EACH REQUIRED PER BOX.



LIGHTING STANDARD FOUNDATION

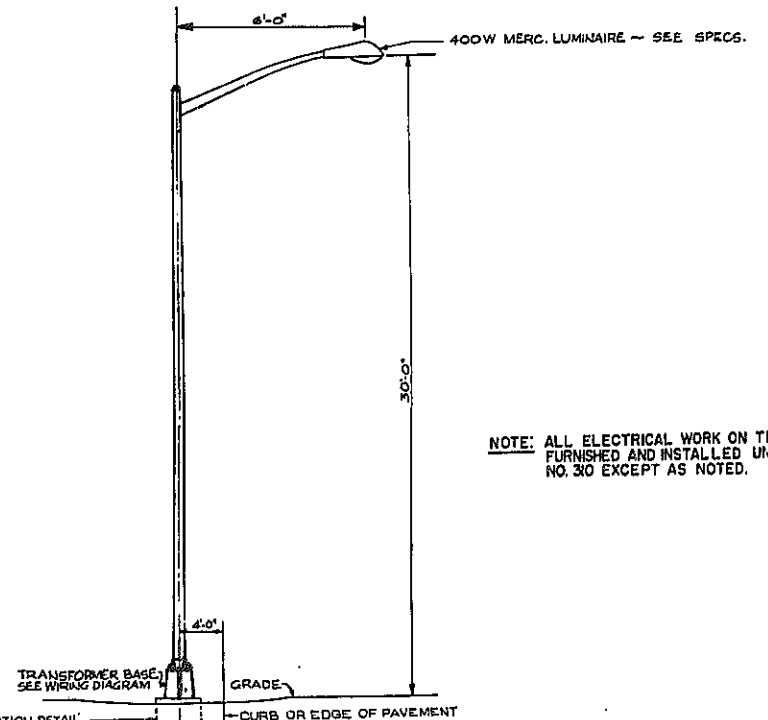
SCALE: 1" = 1'-0"

NOTE: DETAIL SHOWN IS FOR FOUNDATIONS POURED IN PLACE ONLY. IF CONTRACTOR DESIRES TO USE PRECAST FOUNDATION, SPECIAL PERMISSION MUST BE OBTAINED AND CERTAIN MODIFICATIONS MADE SUCH AS SIZE, TAMPING, REINFORCING, ETC.
 NOTE: LIGHT POLE BASES WERE PRECAST



WIRING DIAGRAM

SCALE - N.T.S.



ELEVATION OF ALUMINUM LIGHTING STANDARD-SINGLE

SCALE - N.T.S.

AS BUILT REVISIONS
 PRECAST LIGHT POLE BASES

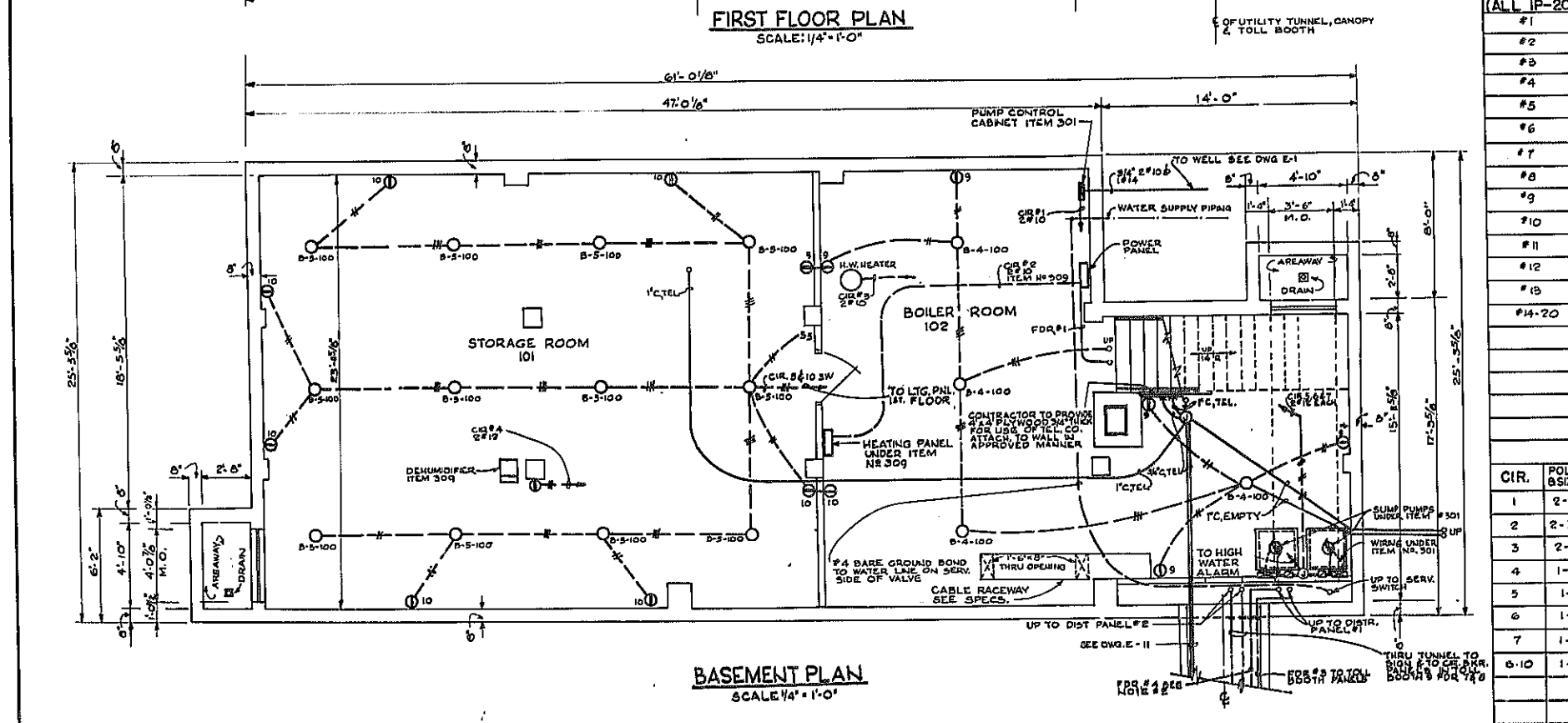
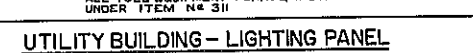
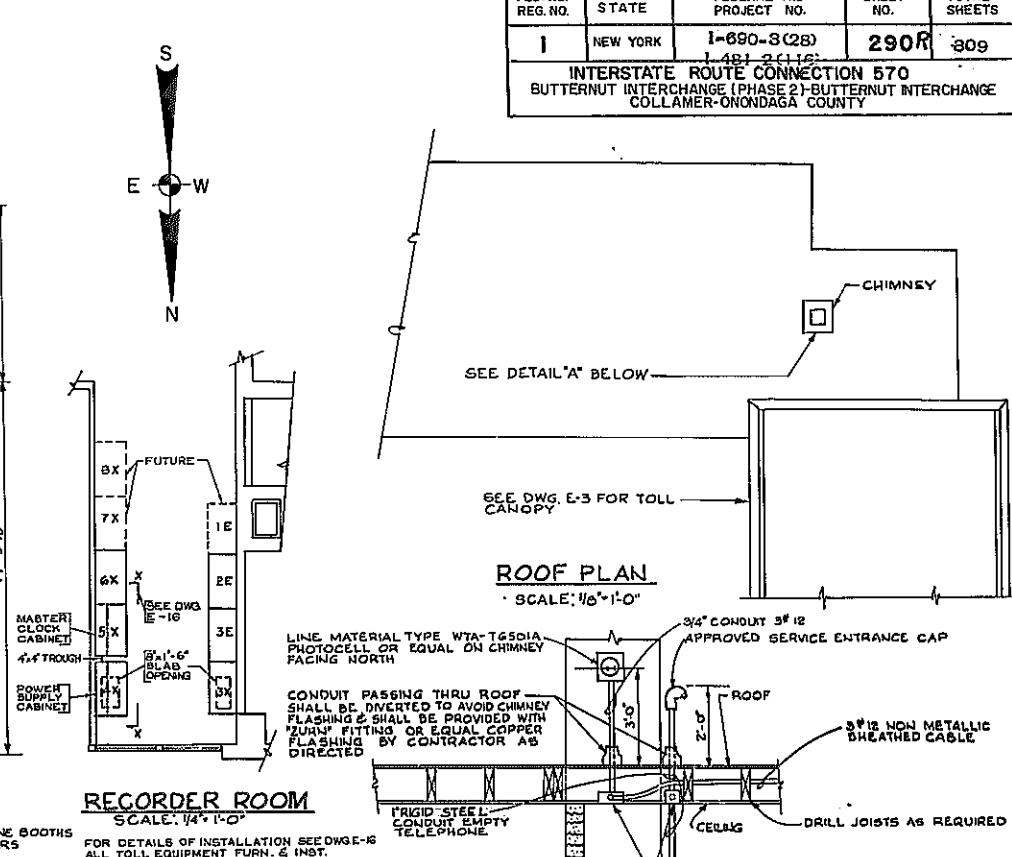
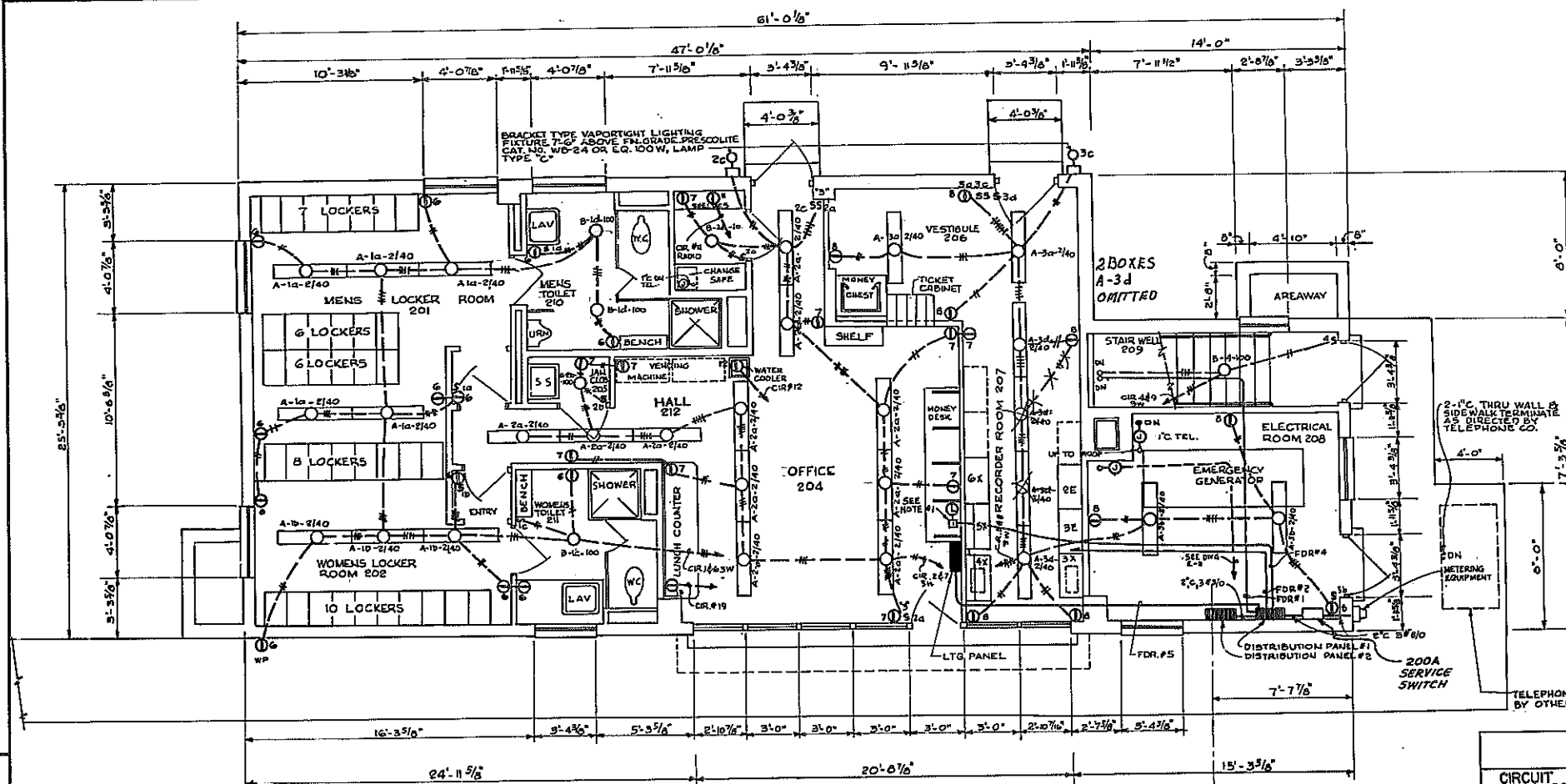
TOLL PLAZA PLOT PLAN AND DETAILS

DRAWING NO.	SCALE	DATE	SHEET NO.
E-1	AS SHOWN	8/5/70	289

MADIGAN-HYLAND CONSULTING ENGINEERS

Designed by
 Drawn by
 Traced by
 Checked by

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(28)	290R	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER-ONONDAGA COUNTY				



CIRCUIT (ALL 1P-20A)	PARTS SUPPLIED	WATTS
#1	LOCKER ROOMS	1100
#2	TOILETS, LUNCH ROOM	1400
#3	OFFICE CLOSET	900
#4	JANITOR BS	500
#5	ELECT. ROOM, RECORDER ROOM, VESTIBULE	1200
#6	STAIRS, BOILER ROOM	500
#7	STORAGE ROOM, BASEMENT	1200
#8	LOCKER ROOMS, TOILETS	---
#9	OFFICE CLOSET, RECORDER ROOM	---
#10	VESTIBULE, RECORDER ROOM, VESTIBULE	---
#11	BASEMENT, RECORDER ROOM	---
#12	BASEMENT, STORAGE ROOM	---
#13	RADIO OUTLET	500*
#14	WATER COOLER (DRINKING FOUNTAIN)	500*
#15	LUNCH ROOM OUTLET	1000*
#16-20	SPARES	---
TOTAL CONNECTED		7100
TOTAL DESIGNED		9500
*ESTIMATED LOADS		---

CIR.	POLES & SIZE	PARTS SUPPLIED	WATTS
1	2-30	WATER SUPPLY PUMP (1 1/2 HP NOM)	1300*
2	2-30	HEATING PANEL	750*
3	2-30	WATER HEATER	4500
4	1-15	DEHUMIDIFIER (1/4 HP NOM)	200*
5	1-15	SUMP PUMP #1 (1/2 HP NOM)	250*
6	1-15	SUMP PUMP #2 (1/2 HP NOM)	250*
7	1-15	HIGH WATER ALARM	50*
8-10	1-15	SPARES	---
TOTAL CONNECTED LOAD		7300	
TOTAL DEMAND LOAD		6800	

- DETAIL "A"**
N.T.S.
- LEGEND (THIS SHEET ONLY)**
- OUTLET - "A" REFERS TO FIXTURE TYPE - SEE DWG # E-16
"B" REFERS TO CIRCUIT NUMBER
"2/40" OR "100" REFERS TO WATTAGE
 - ⊕ DUPLEX CONVENIENCE OUTLET - SEE SPECS.
 - ⊙ SNAP SWITCH (SUBSCRIPT "S" INDICATES SWAY SWITCH)
 - ⊙ JUNCTION BOX - SEE SPECS.
 - NON METALLIC SHEATHED CABLE #12 UNLESS OTHERWISE NOTED
SEE NOTES
 - RIGID COND. SIZE & WIRE AS NOTED
 - LIGHTING PANEL
 - DISTRIBUTION PANEL
 - SPECIAL PANELS AS NOTED
 - CROSS HATCH LINES INDICATE HP OF WIRES FOR DR. SIZES SEE DWG. E-12
 - ⊕ 12" CLOCK & RESET DEVICE - SEE SPECS.
 - ⊕ SERVICE SWITCH
 - ⊕ 2P DISC. SW. BY OTHERS
 - ⊕ MOTOR & CONTROLLER (HP INDICATED NOMINAL)

- NOTE:**
- 1 - 12" CLOCK AND MANUAL RESET DEVICE TO BE SUPPLIED & INSTALLED BY CONTRACTOR. - SEE SPECS.
 - 2 - FEEDER NO. 4 - THRU TUNNEL TO BOOTH CLOCKS - ITEM # 511
 - 3 - WHERE CABLES, RUMS ARE CONCEALED IN HUNG CEILING ETC. NO CONDUIT IS REQUIRED FOR NON METALLIC SHEATHED CABLE. WHERE CABLE IS EXPOSED ON WALLS ETC. IT SHALL BE PLACED IN PROTECTIVE SIZES THAN WALL OR APPROVED RACEWAY OR CONDUIT TO BE PAINTED.

NOTE: ALL ELECTRICAL WORK ON THIS SHEET ITEM NO. 510 EXCEPT AS NOTED AS BUILT REVISIONS 2, BOXES A-3d OMITTED








DWG. NO.	SCALE	DATE	SHEET NO.
E-2	AS SHOWN	6/13/70	290
MADIGAN - HYLAND CONSULTING ENGINEERS			

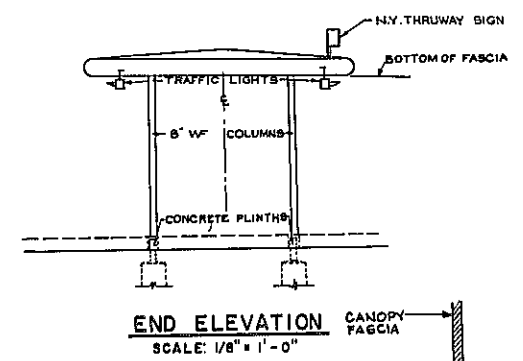
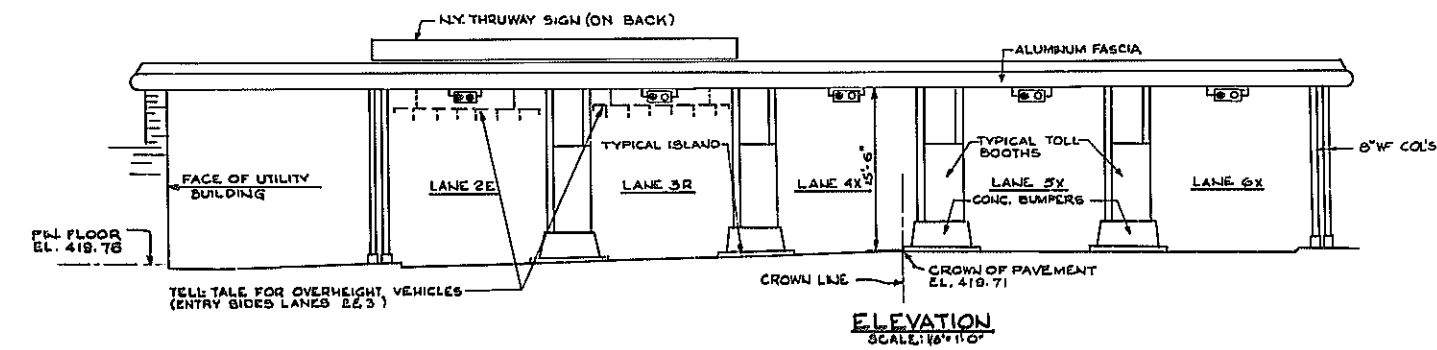
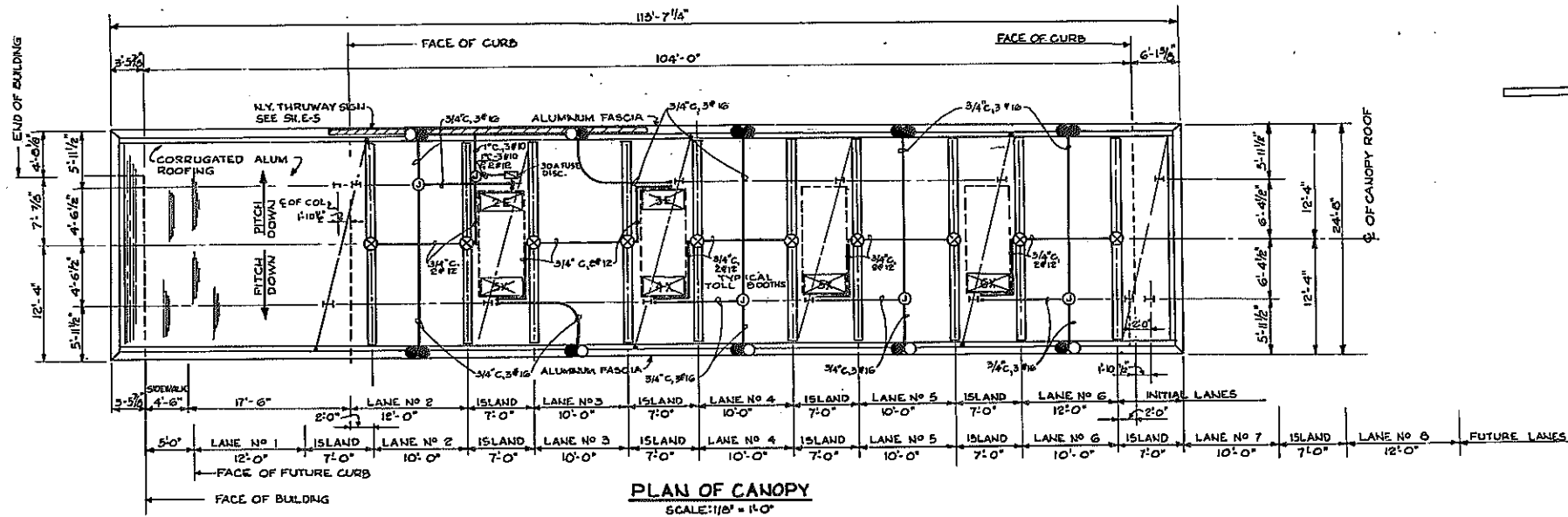
Designed by
Made by
Traced by
Checked by

FED. RD. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL
1	NEW YORK	1-481-2(116)	291	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE
COLLAMER-ONONDAGA COUNTY

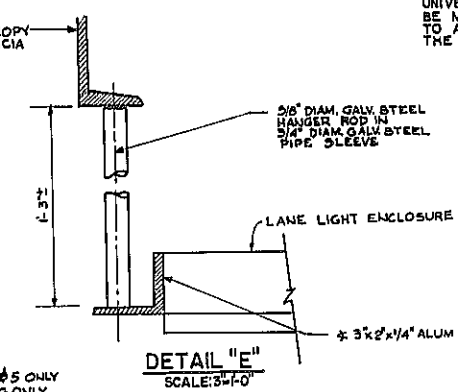
LEGEND-APPLIES TO THIS SHEET ONLY

-  FLUORESCENT CANOPY LUMINAIRE
-  EAGLE SIGNAL LANE CONTROL SIGNALS TYPE KB-341 SERIES (PBL 146 & PBL-147) OR EQUAL, WITH ONE RED & ONE GREEN LENS MOUNTED HORIZONTALLY
-  EAGLE SIGNAL LANE CONTROL SIGNALS TYPE KB-341 SERIES (PBL 146 & PBL-147) OR EQUAL, WITH TWO (2) RED LENS MOUNTED HORIZONTALLY
-  3/4" CONDUIT 2 #12 EXCEPT AS NOTED.
-  OUTLET BOX - SEE NOTE 3
-  JUNCTION BOX - SEE SPECS
-  COUNTER - SEE DWG. E-12.

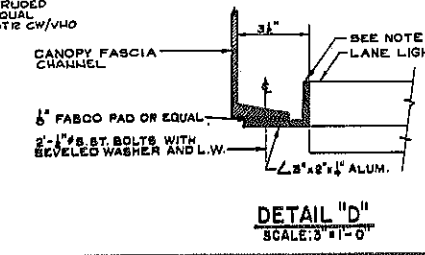
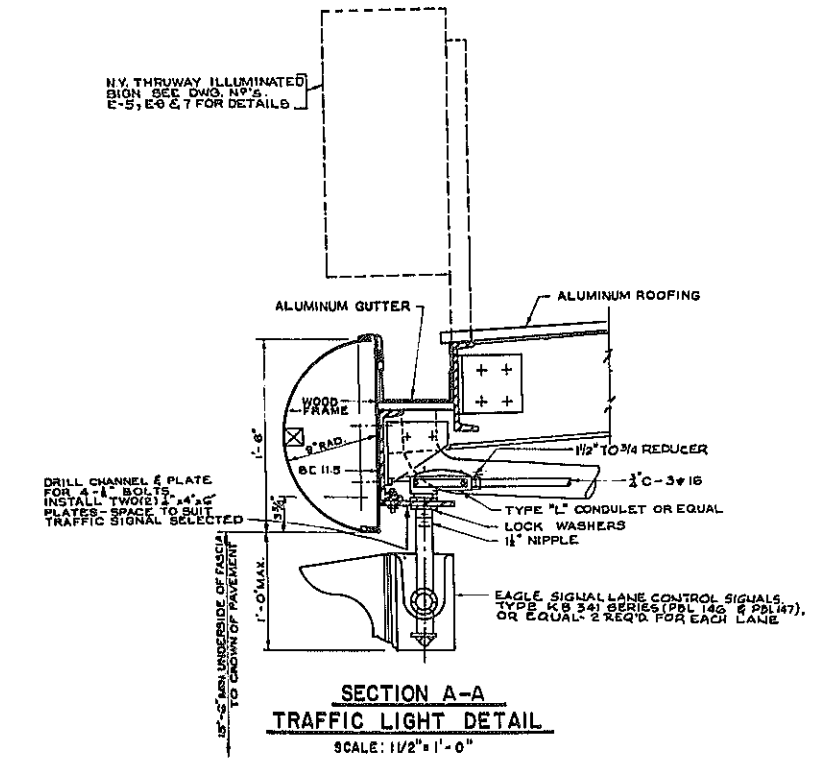
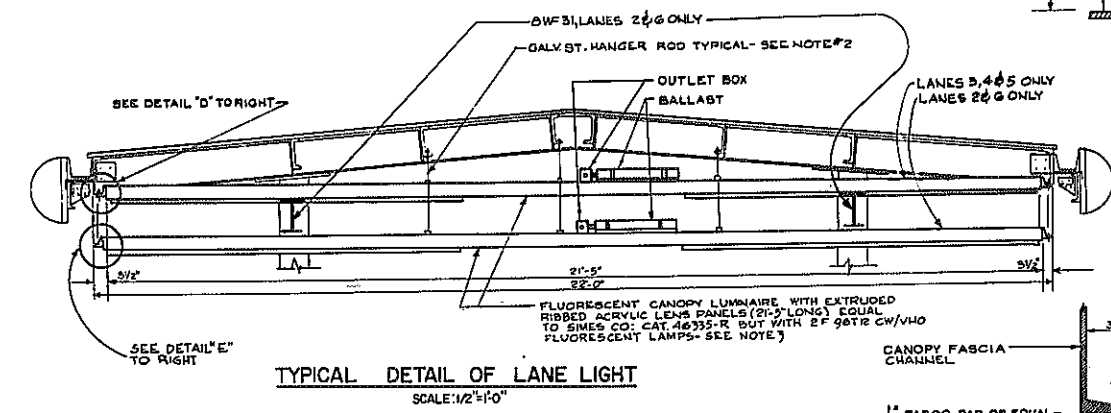


NOTES:

1. THE FIXTURE SHALL BE PROVIDED WITH AN ALUMINUM ANGLE FOR BOLTING TO THE BOTTOM FLANGE OF THE FASCIA CHANNEL.
2. NOT LESS THAN THREE INTERMEDIATE SUPPORTS CONSISTING OF 3/8" DIA. GALVANIZED STEEL HANGER RODS SHALL BE PROVIDED.
3. TWO -LAMP WEATHERPROOF BALLAST EQUAL TO UNIVERSAL CAT. NO WP 930 K GE CO. G3388 AND SHALL BE MOUNTED ON TOP OF THE FIXTURE AND FASTENED TO AN ALUMINUM JUNCTION BOX FOR CONNECTION TO THE CONDUIT SYSTEM.



NOTE: ALL ELECTRICAL WORK ON THIS SHEET FURNISHED AND INSTALLED UNDER ITEM # 310

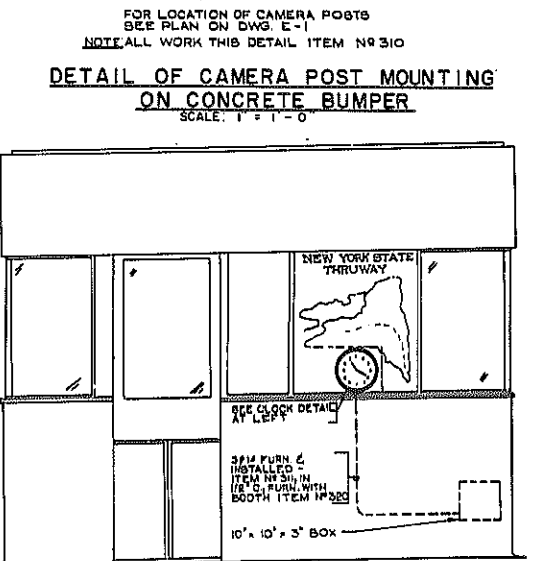
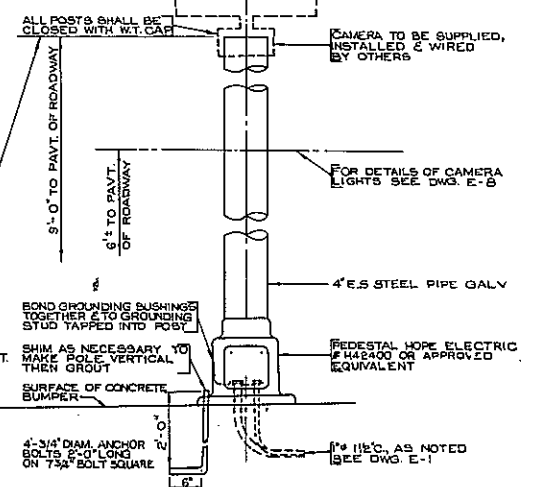
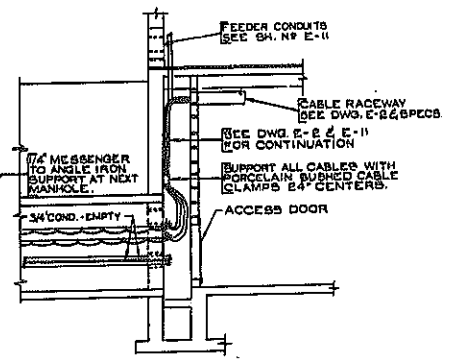
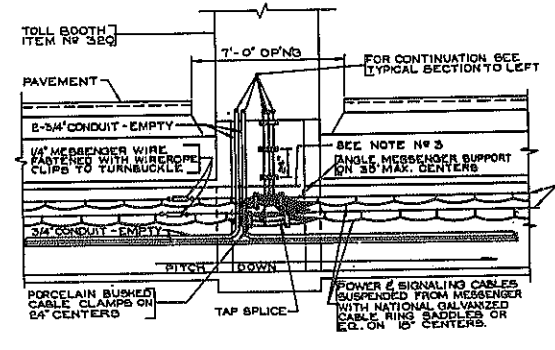
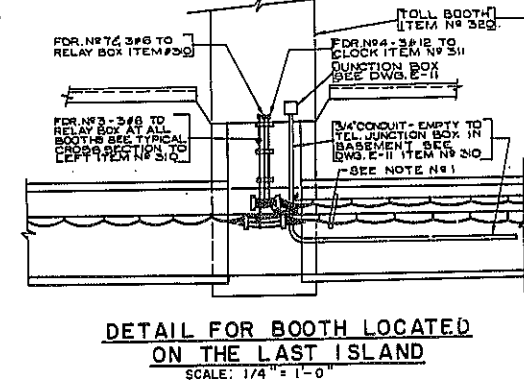
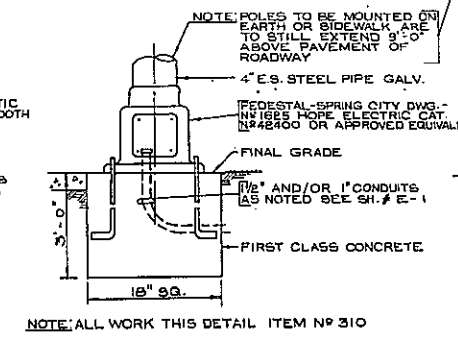
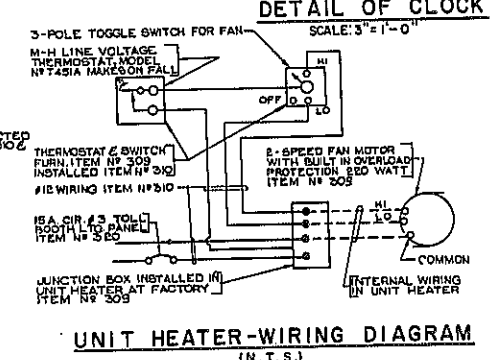
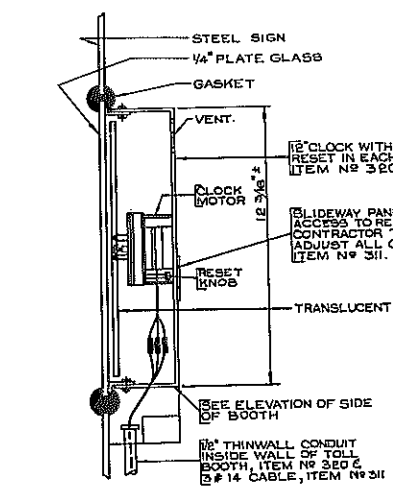
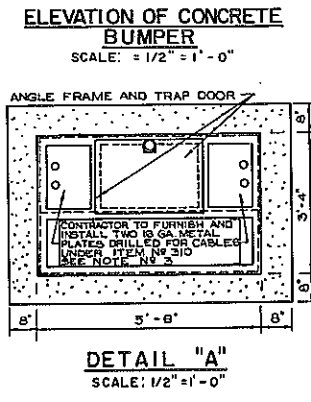
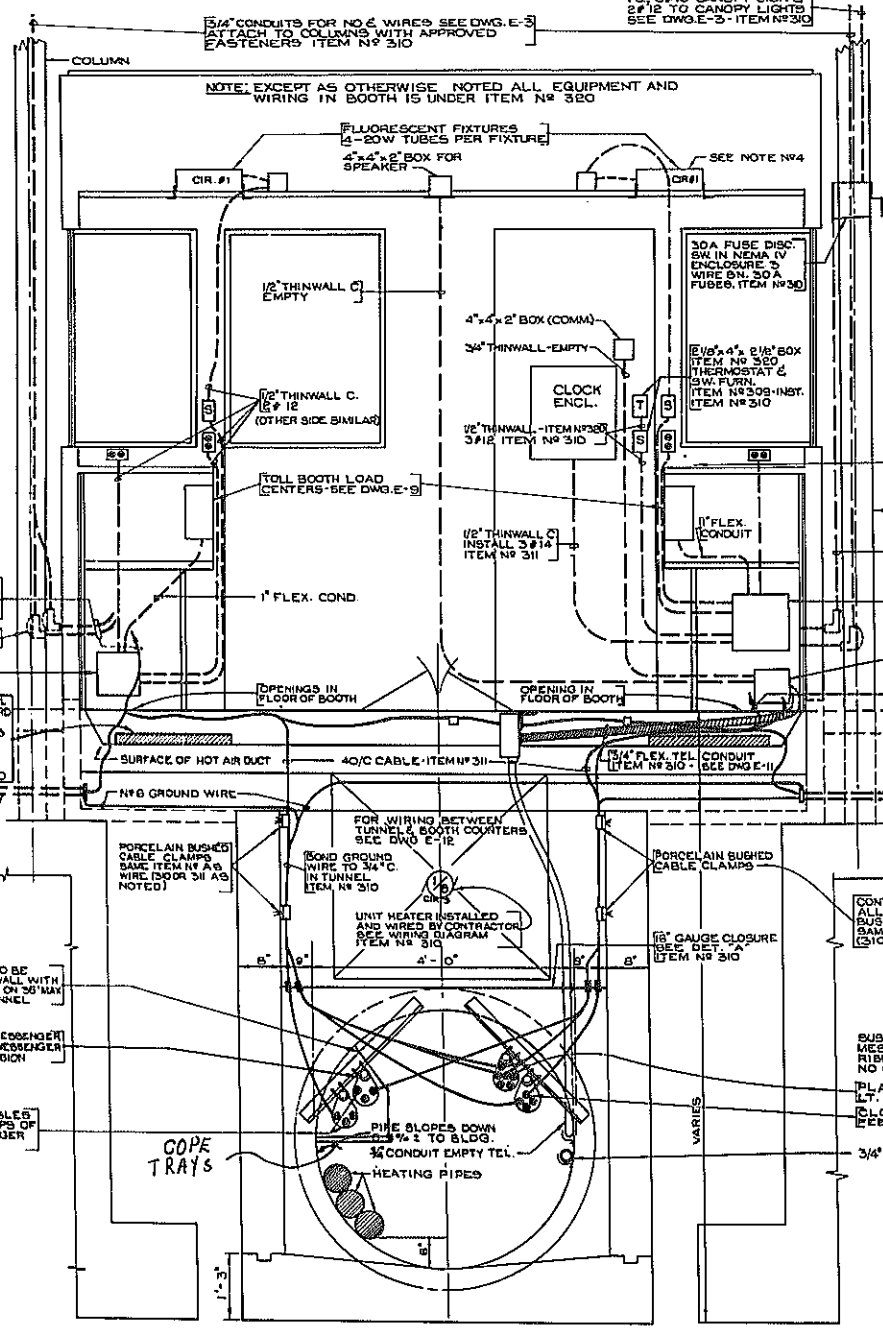
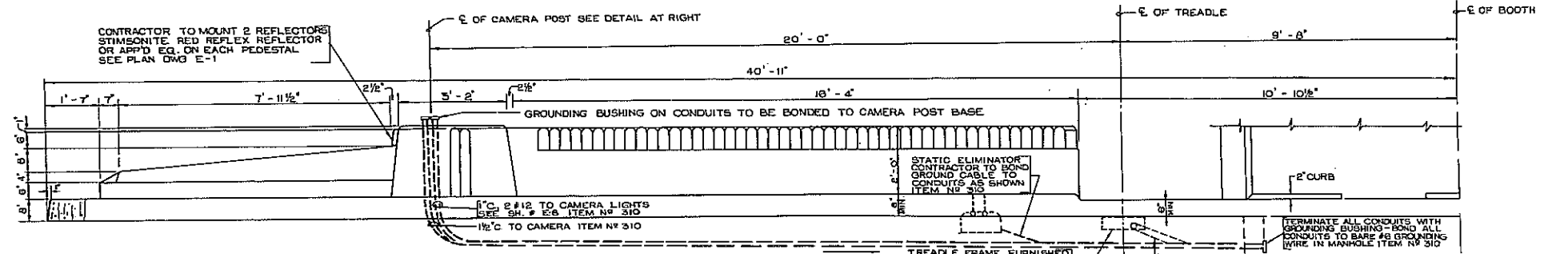


CANOPY PLAN, ELEVATION & DETAILS			
DRAWING NO.	SCALE	DATE	SHEET NO.
E-3	AS SHOWN	8/13/70	291

MADIGAN - HYLAND
CONSULTING ENGINEERS

Designed by G.K.
Made by N.Y.
Traced by J.Y.
Checked by E.C.

FED. RD. PROJ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL
1	NEW YORK	1-6590-3 (28)	292R	309.
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) - BUTTERNUT INTERCHANGE COLLAMER-ONONDAGA COUNTY				



- NOTES:
- FOR FEEDER DETAILS SEE DWG. E-1E
 - 2" x 3/4" NIPPLES THRU COUNTER AND BOOTH ITEM NO 320 CONTRACTOR TO EXTEND WITH CONDUITS AS SHOWN - SEE SH. # E-3 ITEM NO 310
 - 1/2" GAUGE SHEET METAL PLATE BY CONTRACTOR IS TO BE DRILLED OR CUT AS REQUIRED TO PASS ALL NECESSARY CONDUIT AND CABLES. RUBBERING THRU HOLES IS TO BE PROTECTED BY RUBBER BUSHING AND ALL HOLES ARE TO BE SEALED TO MAKE PLATE REASONABLY AIR TIGHT SEE DETAIL AT LEFT
 - COMPLETE TOLL BOOTH FULLY WIRED WILL BE FURNISHED AND INSTALLED UNDER ITEM NO 320
 - TOLL EQUIPMENT IN BOOTH & WIRING TO CLOCK & TOLL EQUIPMENT WILL BE FURNISHED & INSTALLED UNDER ITEM NO 311
 - FEEDERS TO CIRCUIT BREAKER PANEL, CONNECTIONS TO CANOPY LIGHTS & TRAFFIC LIGHTS FURN. & INSTALLED UNDER ITEM NO 310
- AS BUILT REVISIONS
COPE TRAYS ADDED

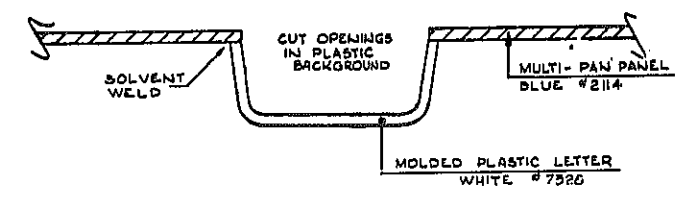
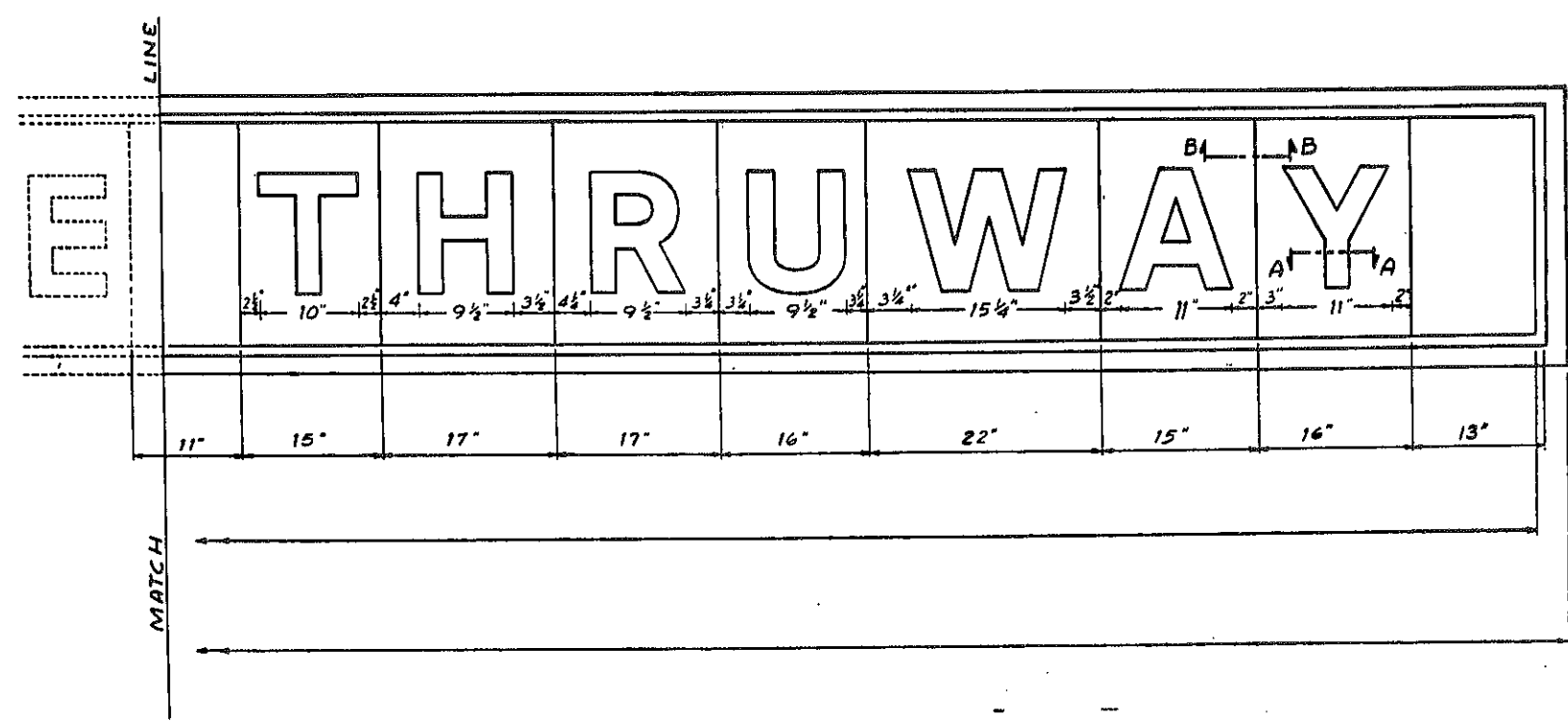
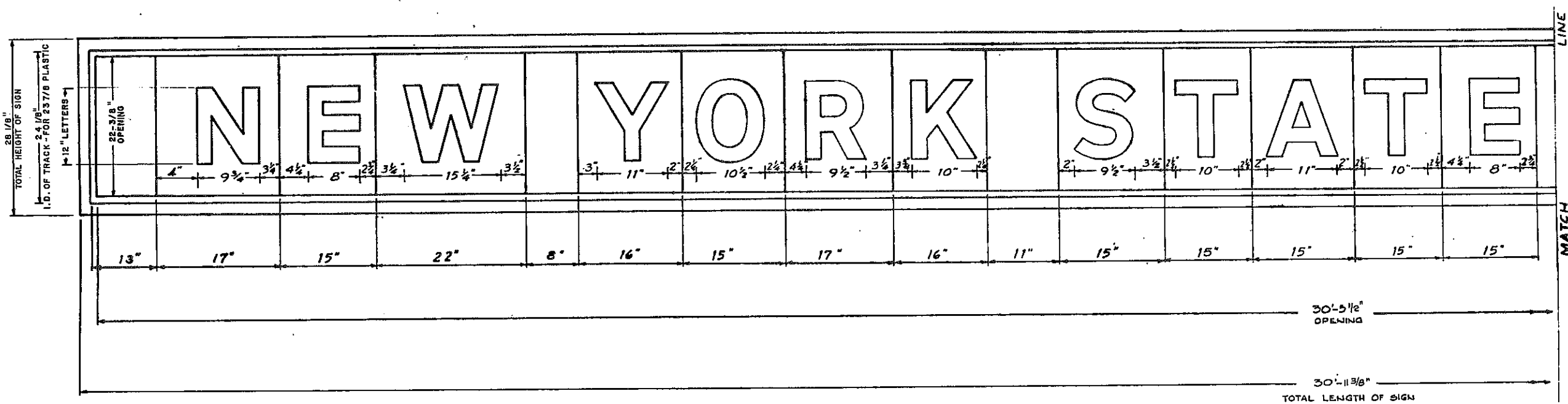
TOLL BOOTH AND UTILITY TUNNEL DETAILS

DRAWING NO.	SCALE	DATE	SHEET NO.
E-4	AS NOTED	8/15/70	292

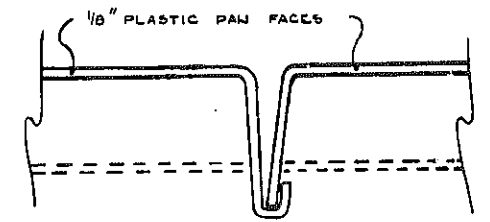
MADIGAN - HYLAND
CONSULTING ENGINEERS



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-0(20) 1-481-2(116)	293	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER-ONONDAGA COUNTY				



SECTION A-A
ACTUAL SIZE



SECTION B-B
ACTUAL SIZE

NOTE: ALL WORK ON THIS SHEET FURNISHED AND INSTALLED UNDER ITEM NO. 310

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

CANOPY SIGN DETAILS I			
DRAWING NO.	SCALE	DATE	SHEET NO.
E-5	AS SHOWN	8/15/70	293
MADIGAN-HYLAND CONSULTING ENGINEERS			

Made by _____
 Traced by _____
 Checked by _____

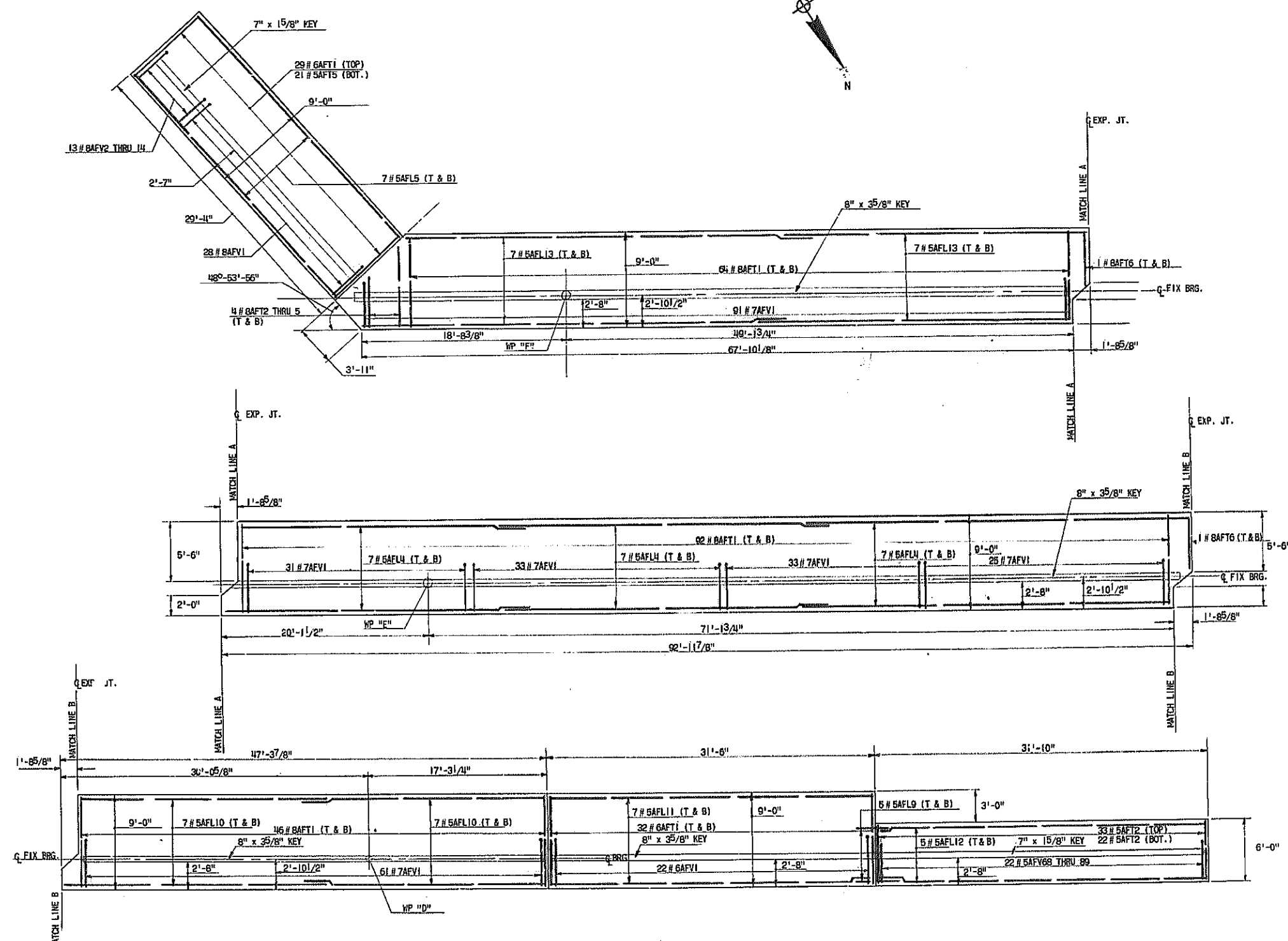
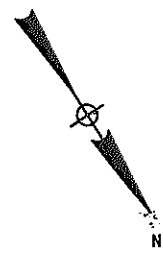
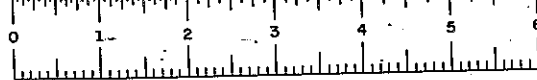
FED. ROAD REG. NO.	STATE OF	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	N.Y.	1-890-5 (51)	193F1	201
STATE OF NEW YORK -- DEPARTMENT OF TRANSPORTATION				
CAMPBELL ROAD TO THRUWAY EXIT 26				
SCHENECTADY COUNTY				

CONTRACT NO. 4

FOR APPROVAL SEE SHEET NO. 191 F1
SHEET NO. 193F1 SUPERSEDES FOOTING PLANS ON SHEETS NO. 193, 195, & 196.

FIELD CHANGE

WORK POINT LOCATION REVISION



APPROVED
JUL 27 1971
E. V. Hourigan
E. V. HOURIGAN
Senior Civil Engineer (Retired)

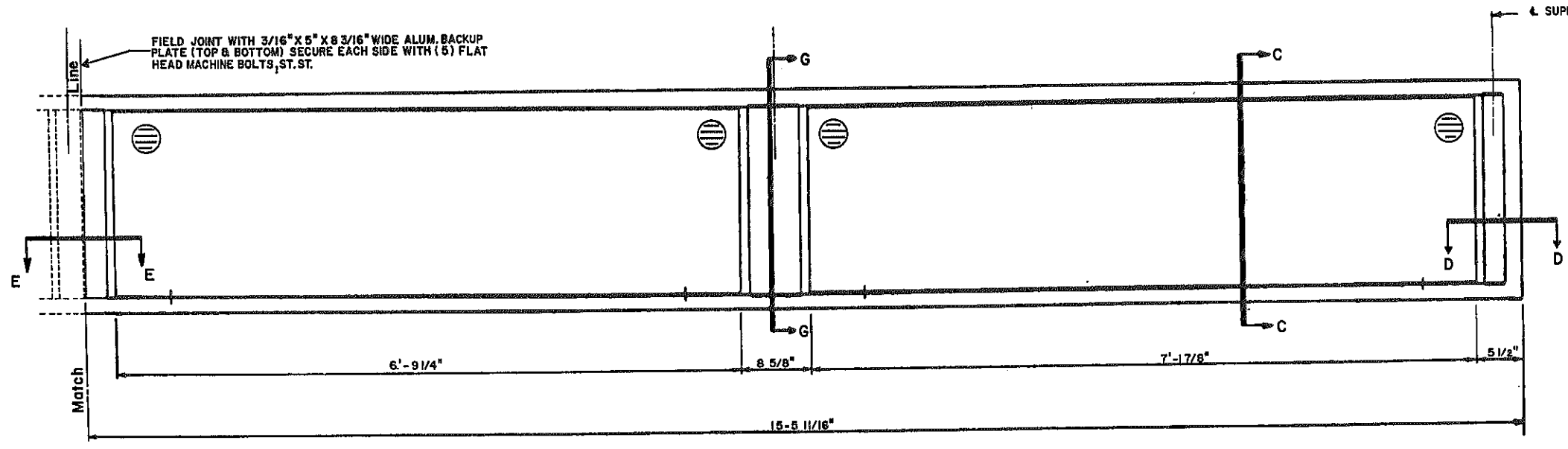
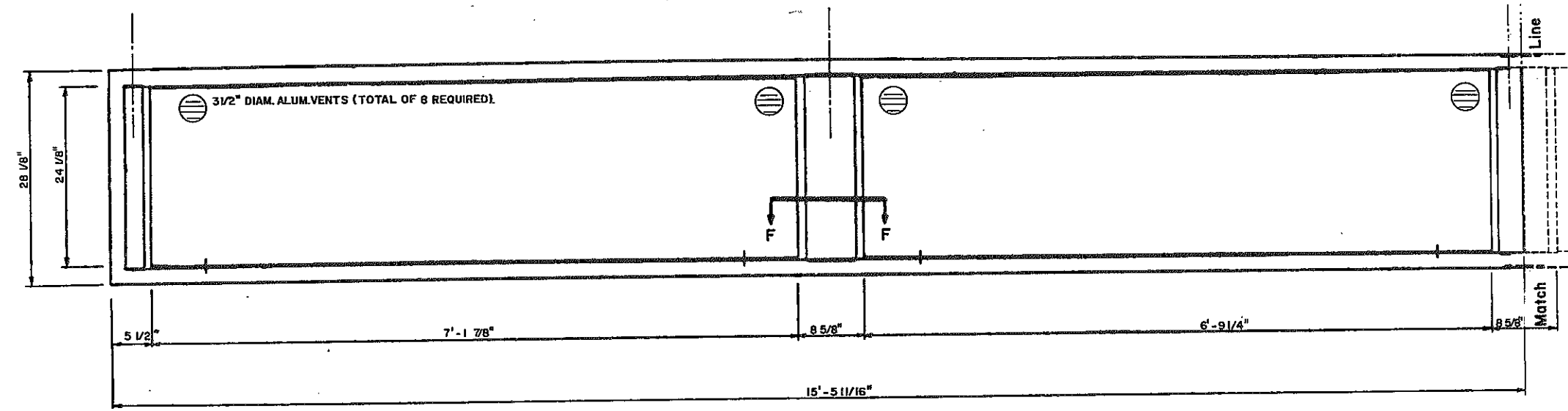
INTERSTATE ROUTE CONNECTION 550-2-4		
BRIDGE NO. 6		
1-890 OVER SCHENECTADY WATER SUPPLY		
WEST ABUTMENT		
FOOTING PLAN		
SCALE 3/16" = 1'-0"	DATE JUNE 20, 1971	DRAWING NO. 103F1
BOBWELL ENGINEERING ASSOCIATES CONSULTING ENGINEERS WEST NYACK, NEW YORK		

IN CHARGE OF V.N. CAMPISI
PROJECT ENG. G.L. SZOORAY
DESIGNED BY H.R. STERLACCI
TRACED BY A. TORINO
CHECKED BY V.N.C., M.R.S.

BRIDGE SHEET 113 OF 64



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B) 1-481-2(16)	294	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE(PHASE 2)- BUTTERNUT INTERCHANGE COLLAMER-ONONDAGA COUNTY				



▲ SUPPORTS AND BRACES

NOTE: ALL WORK ON THIS SHEET FURNISHED & INSTALLED UNDER ITEM NO. 310

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

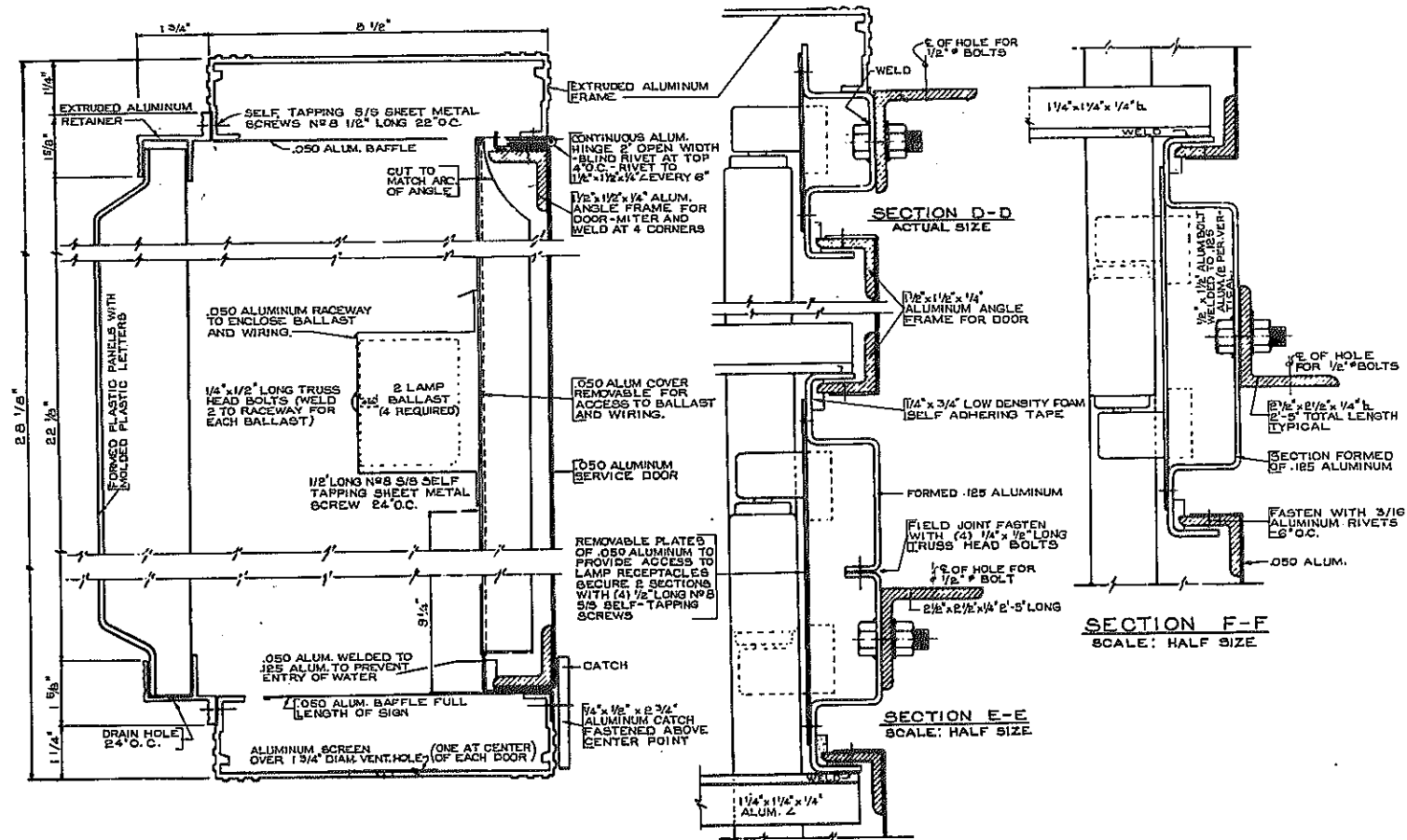
NOTE: SEE DWG. # E-7 FOR SECTION "C-C", "D-D", "E-E", "F-F", "G-G"

Designed by: G.K.
 Made by: H.Y.
 Traced by: L.W.
 Checked by: F.C.

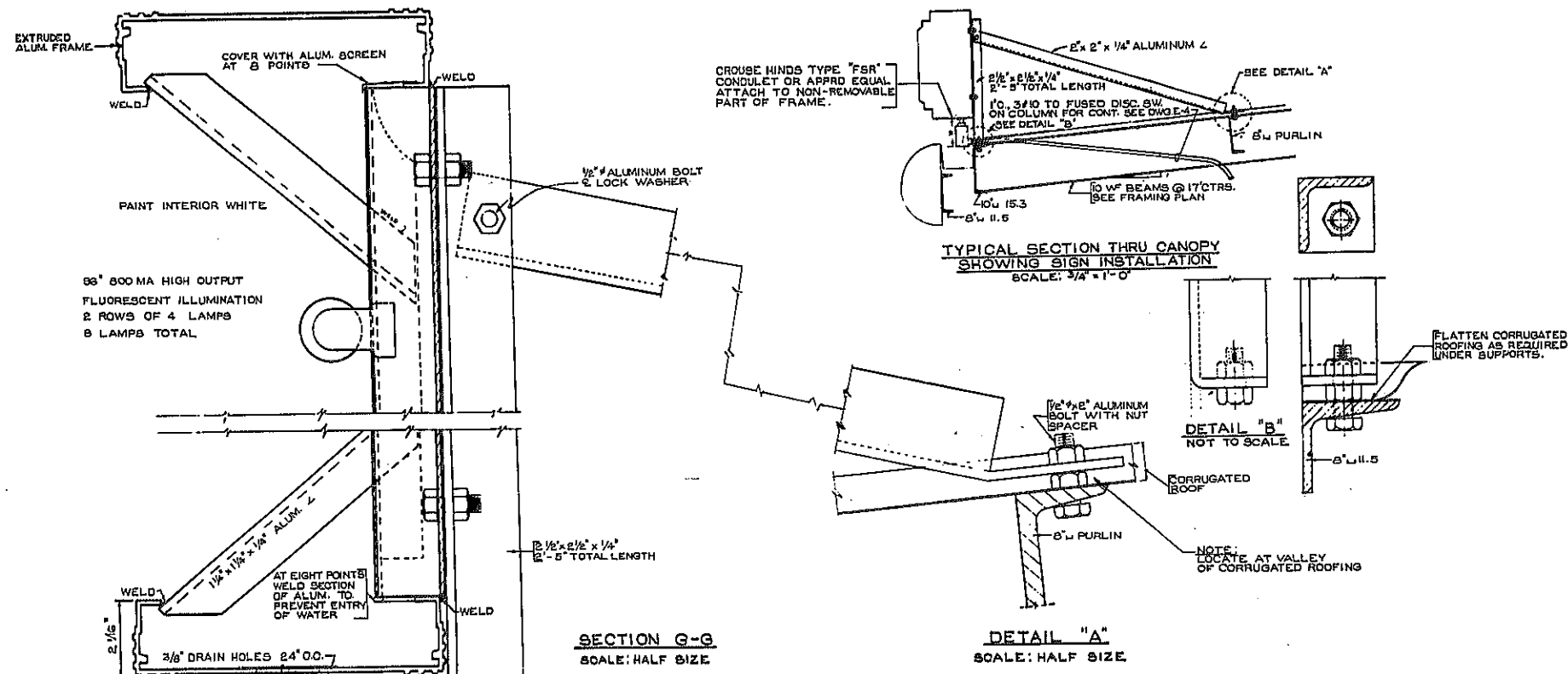
CANOPY SIGN DETAILS II.			
DRAWING NO.	SCALE	DATE	SHEET NO.
E-6	AS SHOWN	9/3/70	294
MADIGAN-HYLAND CONSULTING ENGINEERS			

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-080-3(25) 1-481-2(116)	295	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE
COLLAMER-ONONDAGA COUNTY



NOTE: ALL ELECTRICAL WORK ON THIS SHEET FURNISHED AND INSTALLED UNDER ITEM NO. 310



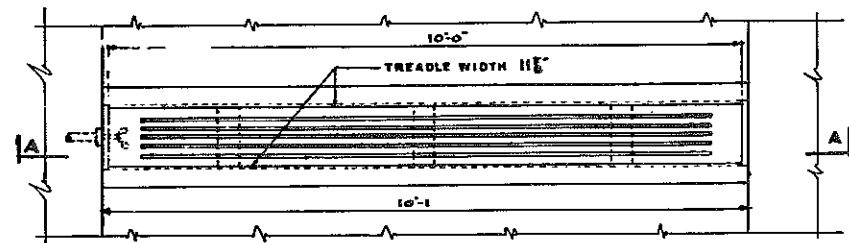
NOTE:
1 - THE LAMPS SHALL BE TYPE 95 T12/C.W/HO FLUORESCENT LAMPS AND THE MATCHING BALLASTS SHALL BE UNIVERSAL #51-6H-C G.E. # 66.3508, JEFFERSON # 256-911-200, OR APPD. EQUAL.
2 - FOR LOCATION OF SECTIONS SEE DWG. # E-6

CANOPY SIGN DETAILS III			
DRAWING NO.	SCALE	DATE	SHEET NO.
E-7	AS SHOWN	8/15/70	295

MADIGAN - HYLAND
CONSULTING ENGINEERS

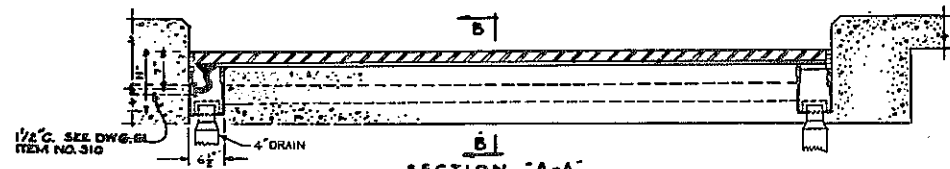
Designed by
Made by
Traced by
Checked by

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(23) 1-481-2(116)	296R	308
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE COLLAMER-ONONDAGA COUNTY				

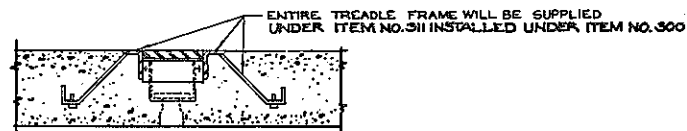


PLAN OF TREADLE IN ROADWAY
SCALE 3/4" = 1'-0"

PROCEDURE: RUBBER TREADLE WITH ATTACHED 2-9/16" CABLES WILL BE SUPPLIED AND INSTALLED UNDER ITEM NO. 311.



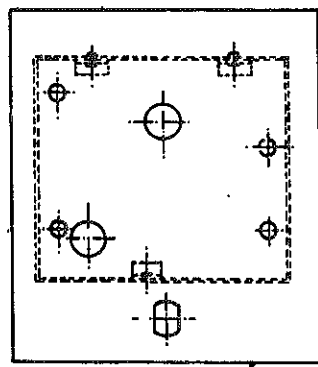
SECTION "A-A"



SECTION "B-B"

APPROX. WGT OF RUBBER TREADLE 225 lbs.

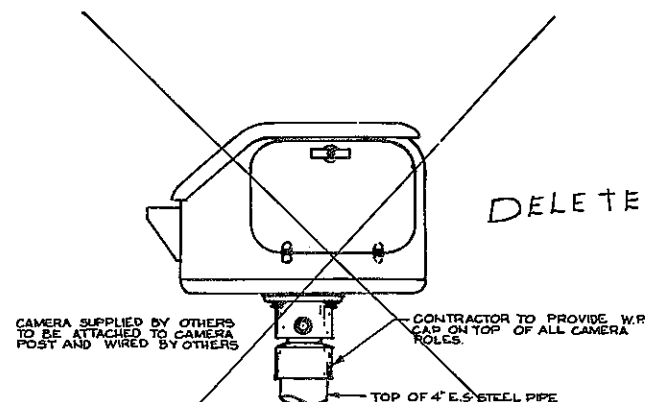
NOTE: ONE IDENTIFIER SUPPLIED AND INSTALLED UNDER ITEM NO. 311 IN EACH ACTIVE COUNTER SEE DWG E-12.



ELEVATION
SCALE 1/2" FULL

IDENTIFIER PULSER
COVER ASSEMBLY

APPROX. WGT. 10 lbs.



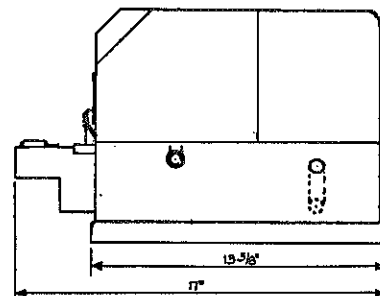
DELETED

CAMERA SUPPLIED BY OTHERS TO BE ATTACHED TO CAMERA POST AND WIRED BY OTHERS. CONTRACTOR TO PROVIDE W/P CAP ON TOP OF ALL CAMERA POLES.

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

APPROX. WGT. 50 lbs.

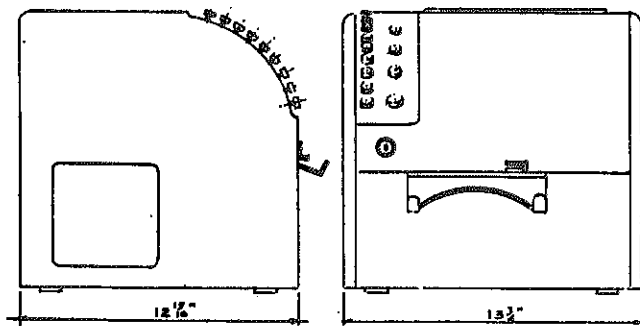
NOTE: ONE EXIT VALIDATOR WILL BE INSTALLED UNDER ITEM NO. 311 FOR EACH EXIT LANE.



SIDE VIEW

EXIT VALIDATOR APPROX. WGT 100 lbs.

SCALE 1/4" SIZE

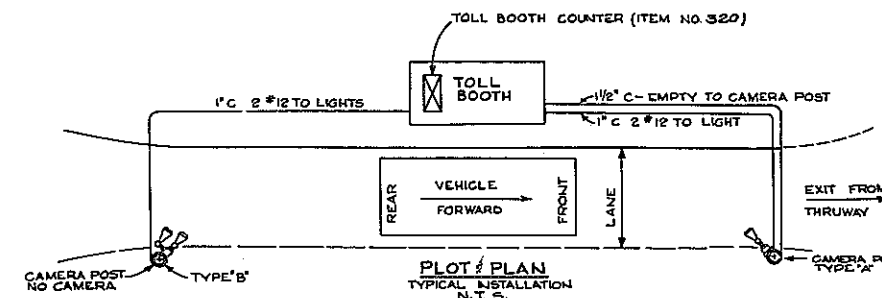


SIDE VIEW SCALE 1/4" SIZE FRONT VIEW

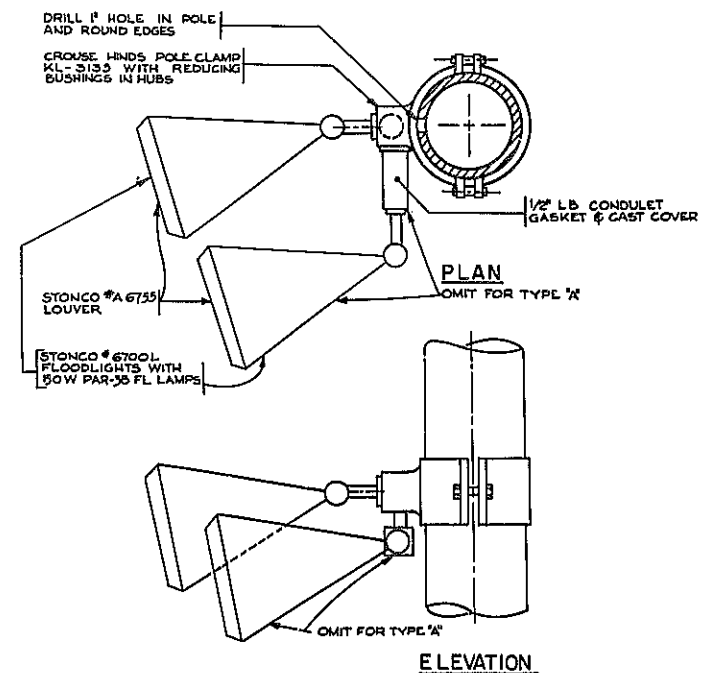
TICKET ISSUING MACHINE

APPROX. WGT 85 lbs.

NOTE: ONE TICKET ISSUING MACHINE WILL BE INSTALLED UNDER ITEM NO. 311 FOR EACH ENTRANCE LANE.



PLOT PLAN
TYPICAL INSTALLATION
N.T.S.



ELEVATION

CAMERA LIGHT ASSEMBLY-TYPE "A"

ALL TYPE "A" & "B" FLOOD LIGHTS PROVIDED BY CONTRACTOR TO BE STONCO OR EQUAL AS SHOWN ABOVE. TYPE "B" SIMILAR TO TYPE "A" AS SHOWN EXCEPT AS NOTED.

SCALE: 5/8" = 1'-0"

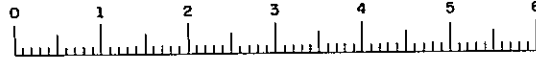
NOTE: ALL WORK ON THIS SHEET FURNISHED & INSTALLED UNDER ITEM NO. 310 EXCEPT AS NOTED.

AS BUILT REVISIONS
CAMERA DELETED

TOLL EQUIPMENT DETAILS

DRAWING NO.	SCALE	DATE	SHEET NO.
E-8	AS SHOWN	8/15/70	296
MADIGAN-HYLAND CONSULTING ENGINEERS			

Designed by G.K.
Made by M.Y.
Traced by L.W.
Checked by F.C.



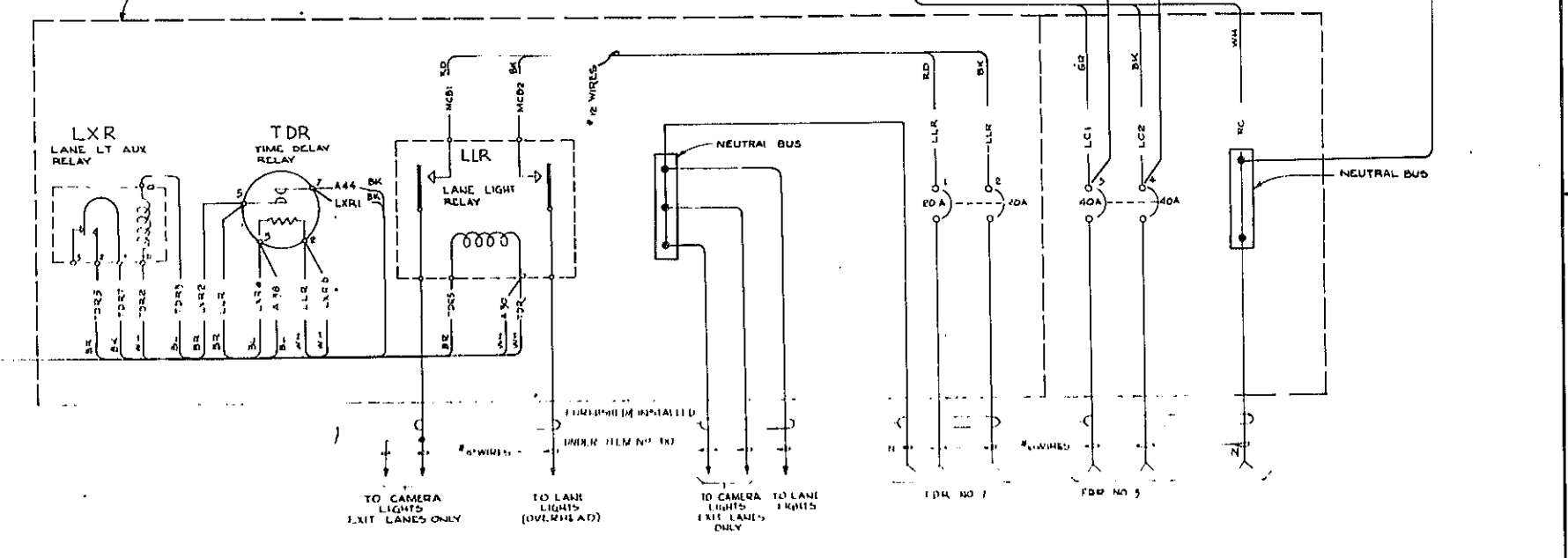
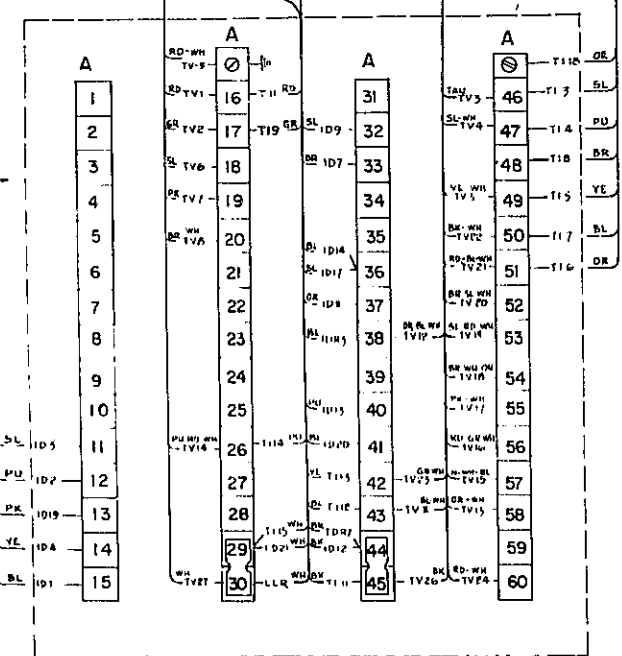
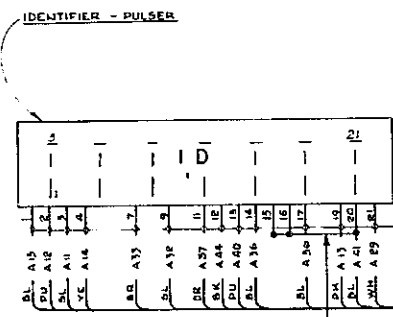
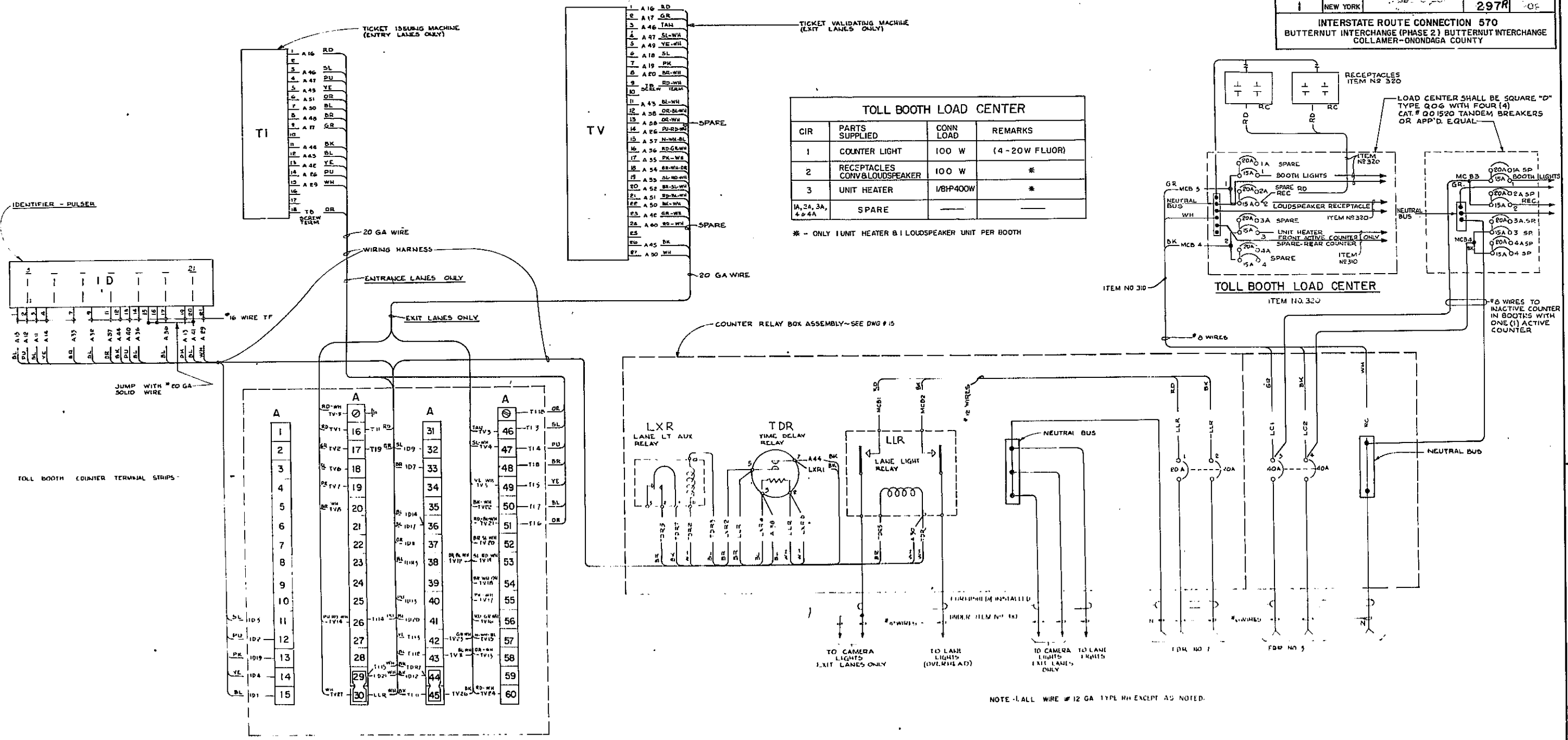
FED. RD. REG. NO.	STATE	FEDERAL AID. PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		297R	305

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE
COLLAMER-ONONDAGA COUNTY

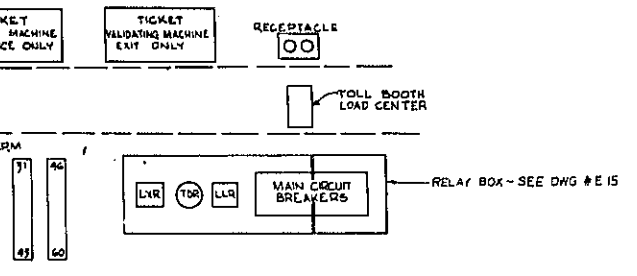
TOLL BOOTH LOAD CENTER

CIR	PARTS SUPPLIED	CONN LOAD	REMARKS
1	COUNTER LIGHT	100 W	(4 - 20W FLUOR)
2	RECEPTACLES CONV & LOUSPEAKER	100 W	*
3	UNIT HEATER	1/8HP400W	*
1A, 2A, 3A, 4 & 4A	SPARE		

* - ONLY 1 UNIT HEATER & 1 LOUSPEAKER UNIT PER BOOTH



TOLL BOOTH COUNTER TERMINAL STRIPS



SCHEMATIC ELEVATION OF TOLL BOOTH COUNTER
N. T. S.

NOTE: ALL WORK ON THIS SHEET FURNISHED AND INSTALLED UNDER ITEM NO. 311 EXCEPT AS NOTED

SUPERSEED BY FIELD CHANGE SHEET # 297 F1

TOLL BOOTH EQUIPMENT WIRING			
DRAWING NO	SCALE	DATE	SHEET NO
E-9	NOT TO SCALE	8/15/70	297
MADIGAN-HYLAND CONSULTING ENGINEERS			

Downloaded by
Made by
Traced by
Checked by



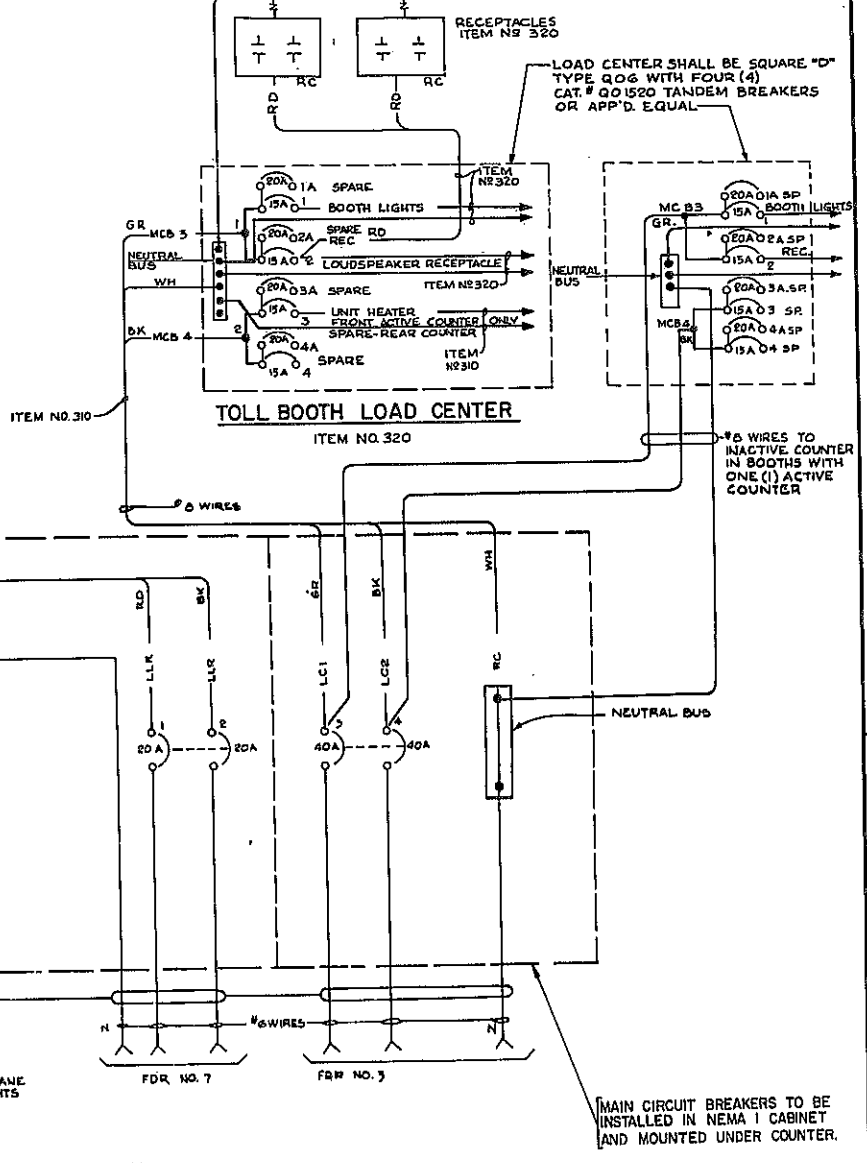
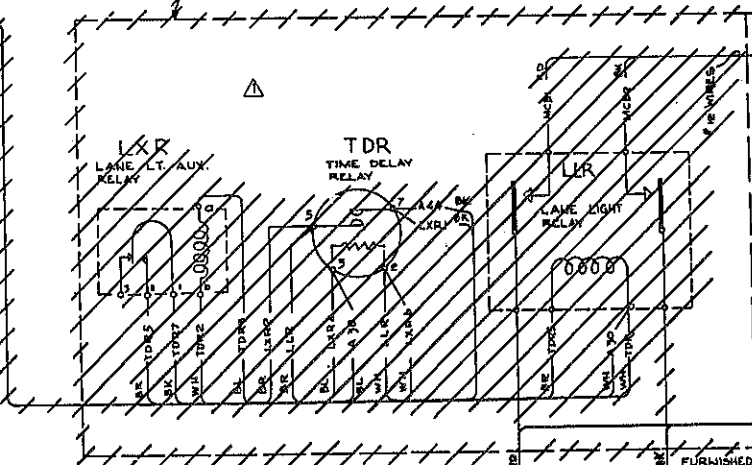
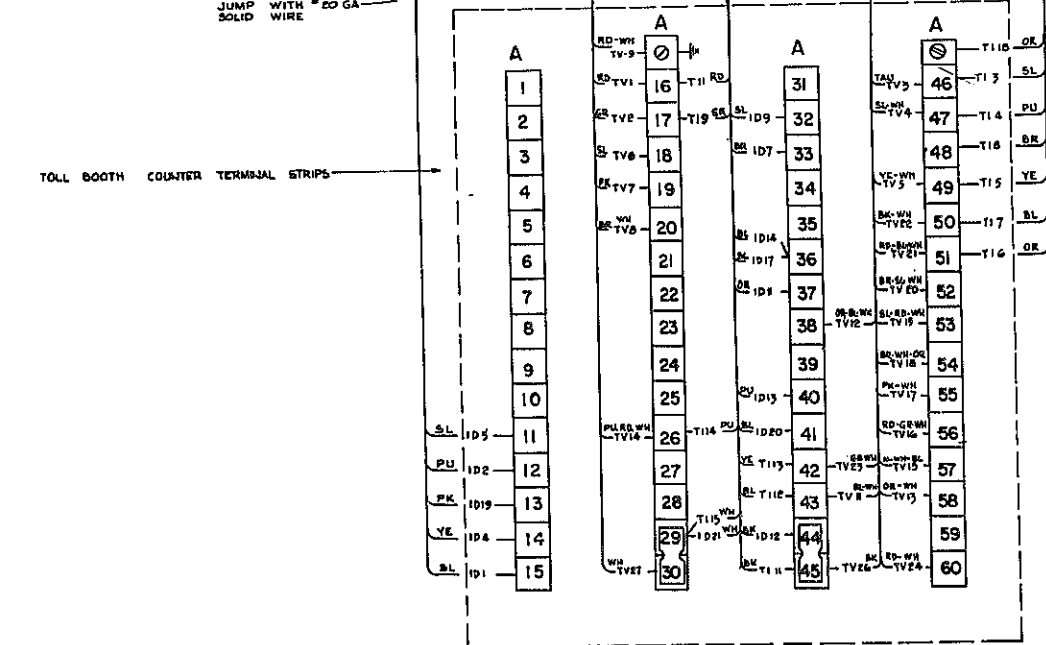
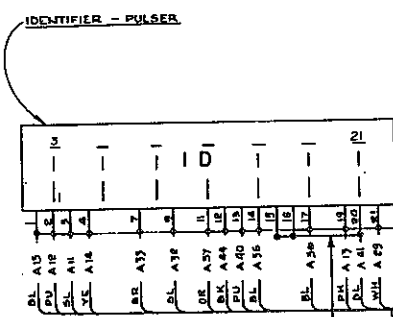
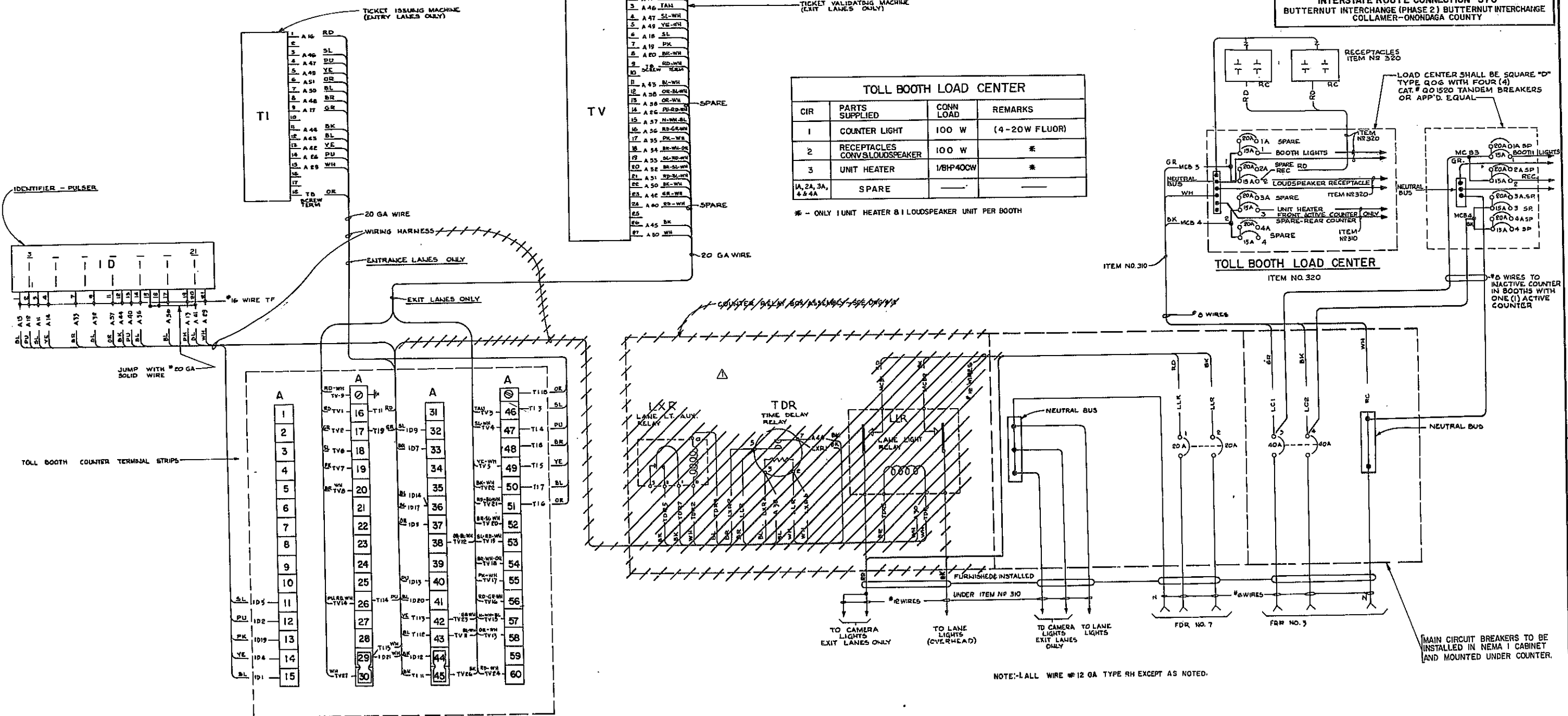
FIELD CHANGE

SHEET 297 FI VOIDS ALL OF SHEET 297.

FED. RD. REG. NO.	STATE	FEDERAL AID. PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-000-0-000	297F	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE COLLAMER-ONONDAGA COUNTY				

CIR	PARTS SUPPLIED	CONN LOAD	REMARKS
1	COUNTER LIGHT	100 W	(4-20W FLUOR)
2	RECEPTACLES CONV. LOUSPEAKER	100 W	*
3	UNIT HEATER	1/8HP400W	*
1A, 2A, 3A, 4 & 4A	SPARE		

* - ONLY 1 UNIT HEATER & 1 LOUSPEAKER UNIT PER BOOTH



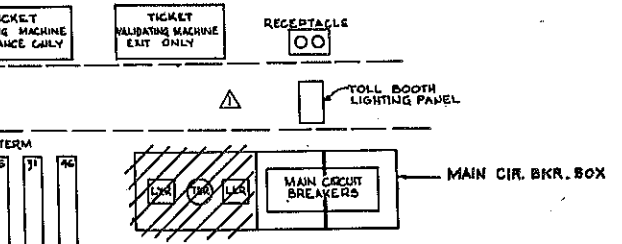
NOTE:-LALL WIRE #12 GA TYPE RH EXCEPT AS NOTED.

APPROVED
Date 3-5-71
Paul D. Smith
PAUL D. SMITH
Asst. Deputy Chief Engineer

NOTE: ALL WORK ON THIS SHEET FURNISHED AND INSTALLED UNDER ITEM NO. 311 EXCEPT AS NOTED
APPROVED BY:
B. M. Williams
B. M. WILLIAMS
CHIEF ENGINEER, THRUWAY AUTHORITY
March 5, 1971
PREPARED PURSUANT TO THE HIGHWAY LAW, AND RECOMMENDED BY:
Charles A. Tomlinson
CHARLES A. TOMLINSON
REGIONAL DIRECTOR, REGION 3
18 Feb 1971

WIRING REVISIONS
DISCONTINUE USE OF RELAY BOXES FOR THE CONTROL OF CAMERA LIGHTS AND LANE LIGHTING
CIRCUIT BREAKERS IN N.E.M.A. 1 CABINET ARE INSTALLED UNDER THE COUNTER

NOTE: THIS FIELD CHANGE INVOLVES THE FOLLOWING FIELD CHANGE SHEETS:
WIRING REVISIONS - DISCONTINUE RELAY BOXES - 297FI
WIRING REVISIONS - BOOTH TRAFFIC SIGNAL - 298FI



SCHMATIC ELEVATION OF TOLL BOOTH COUNTER
H. T. S.

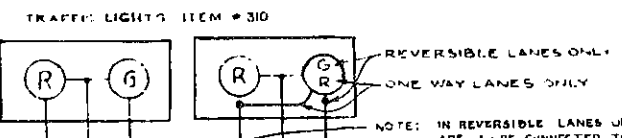
DRAWING NO.	SCALE	DATE	SHEET NO.
E-9	NOT TO SCALE	4/9/70	297FI
MADIGAN-HYLAND CONSULTING ENGINEERS			

Designed by
Checked by
G. M.
M. Y.
M. Y.
E. G.

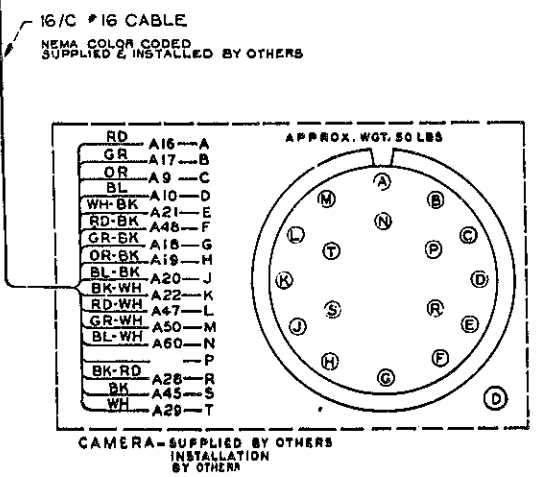
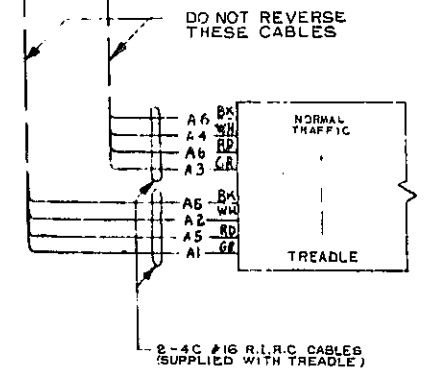
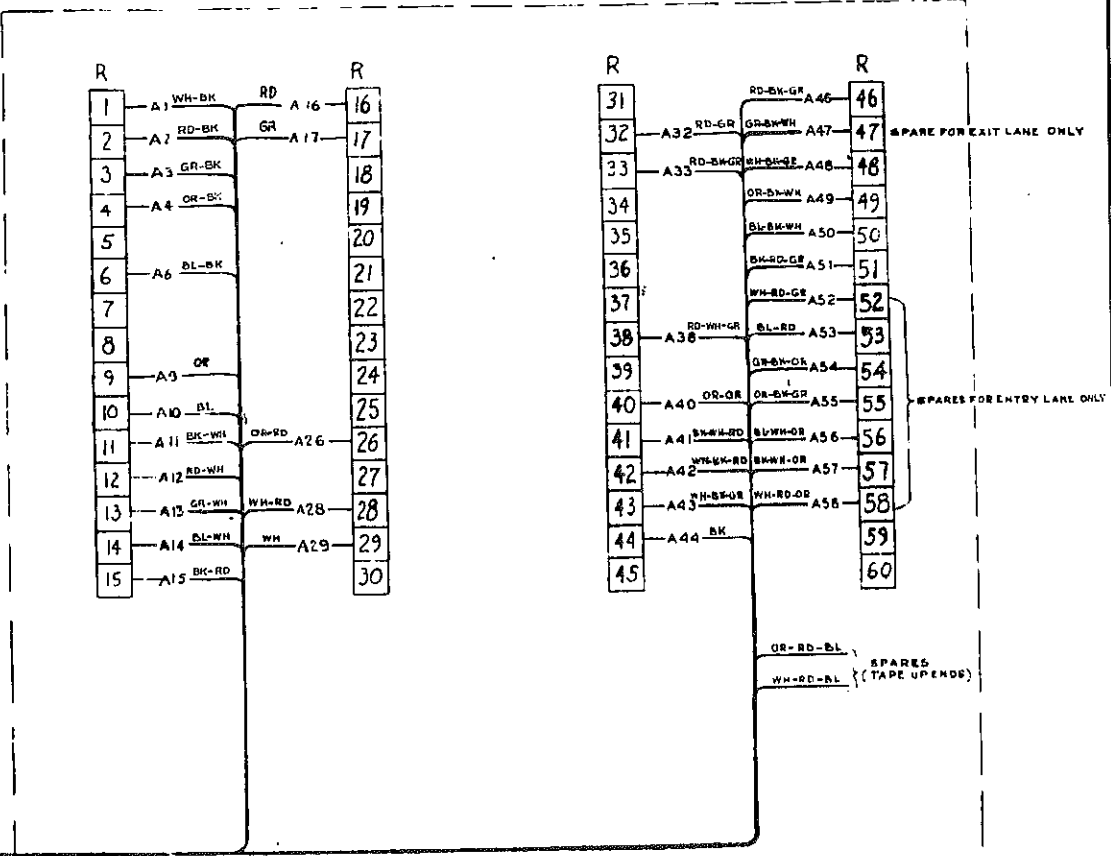
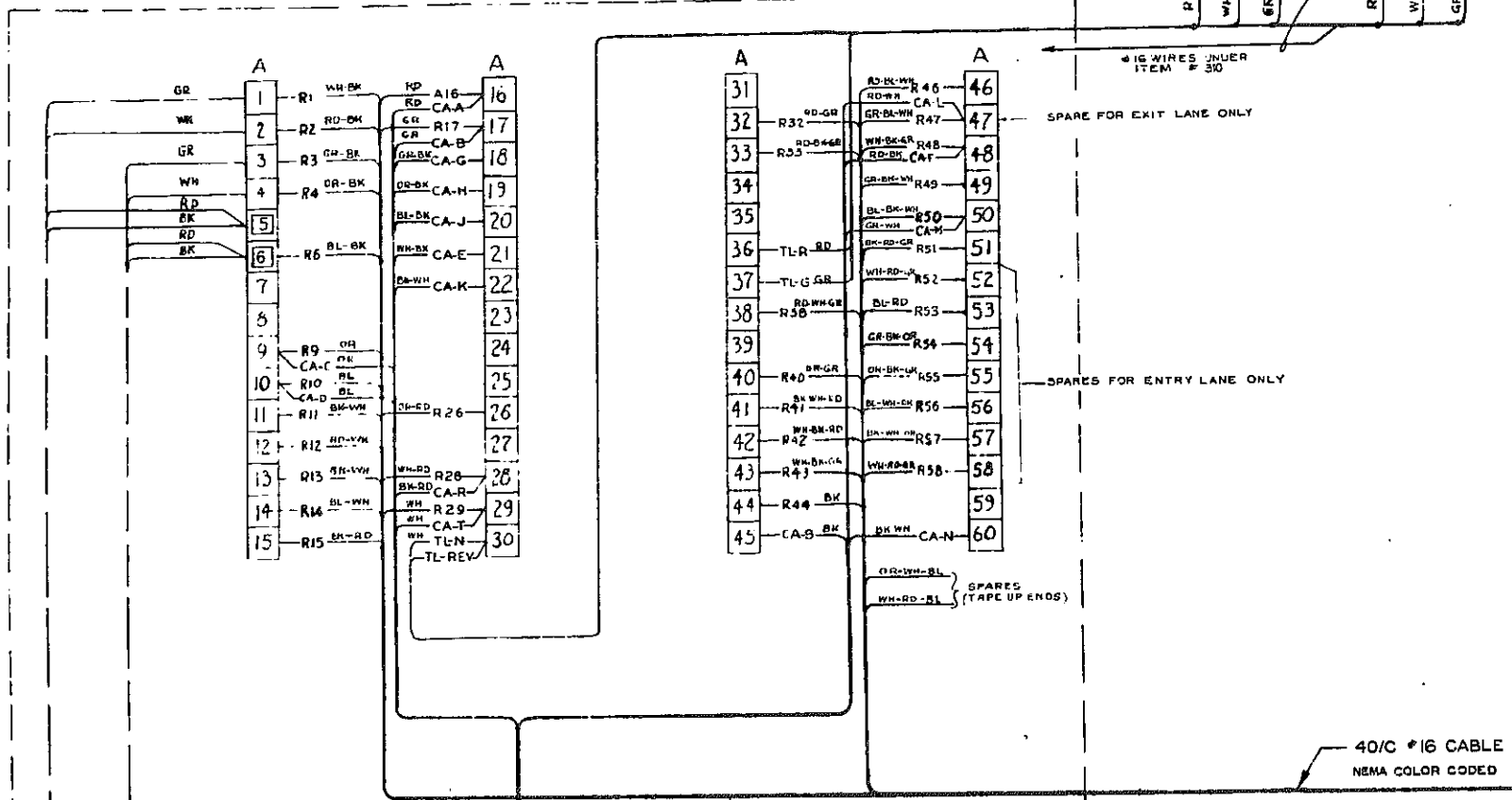


DWG. NO.	STATE	FED. PROJ. NO.	AID NO.	SHEET NO.	TOTAL SHEETS.
1	NEW YORK			238	

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER-ONONDAGA COUNTY



TOLL BOOTH COUNTER TERMINAL STRIPS



- ABBREVIATION LEGEND
- R-RECORDER CABINET MAIN TERMINAL BLOCKS
 - A-TOLL BOOTH COUNTER TERMINAL BLOCKS
 - CA-CAMERA CONNECTOR
 - TL-TRAFFIC LIGHTS
 - WH-WHITE (WIRE COLOR)
 - RD-RED " "
 - BK-BLACK " "
 - GR-GREEN " "
 - BL-BLUE " "
 - OR-ORANGE " "

NOTE: ALL WORK ON THIS SHEET FURNISHED AND INSTALLED UNDER ITEM NO. 311, EXCEPT AS NOTED.

SUPERSEDED BY FIELD CHANGE
SHEET #298 F1

TOLL EQUIPMENT WIRING DIAGRAM			
DRAWING NO. E-10	SCALE AS SHOWN	DATE 6/5/70	SHEET NO. 298
MADIGAN-HYLAND CONSULTING ENGINEERS			

Designed by
Checked by

NY
LW

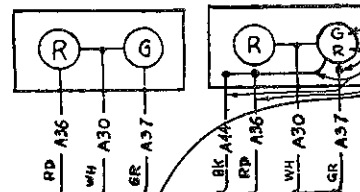
F.C.

FIELD CHANGE

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(28)		298F1	309

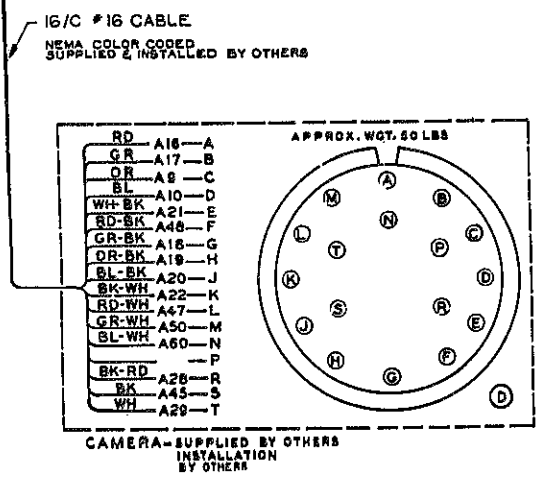
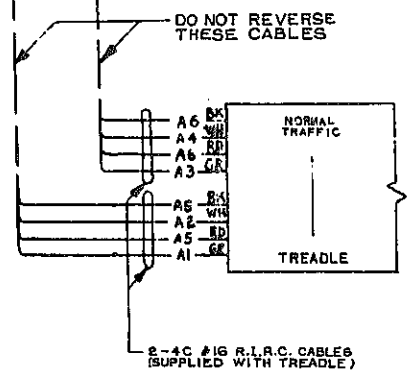
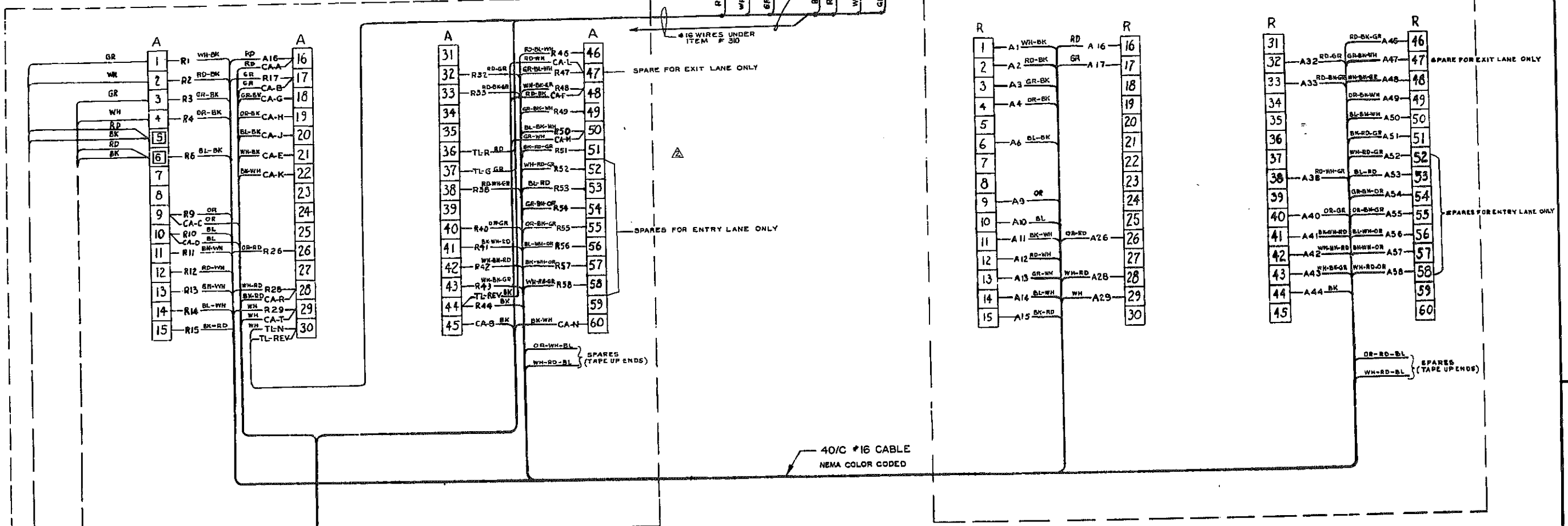
INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER-ONONDAGA COUNTY

TRAFFIC LIGHTS ITEM # 310



TOLL BOOTH COUNTER TERMINAL STRIPS

RECORDER



NOTE: ALL WORK ON THIS SHEET FURNISHED AND INSTALLED UNDER ITEM NO. 311, EXCEPT AS NOTED.

WIRING REVISIONS- BOOTH TRAFFIC SIGNAL

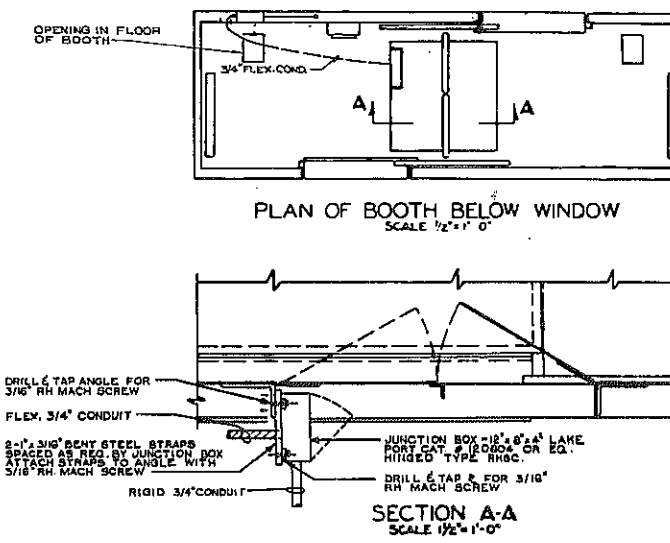
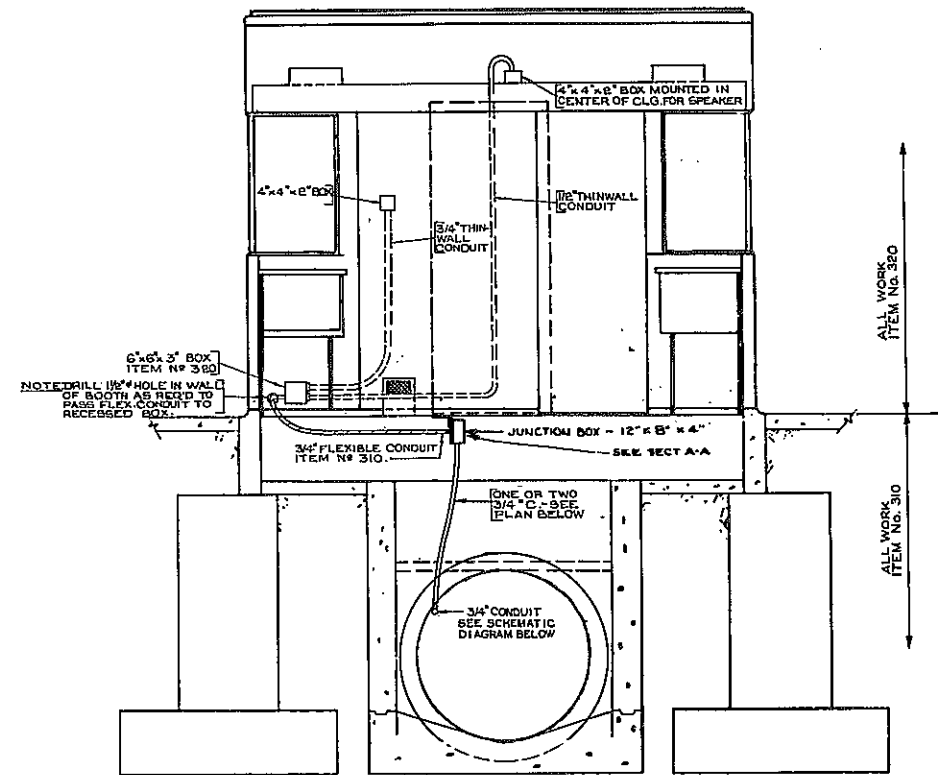
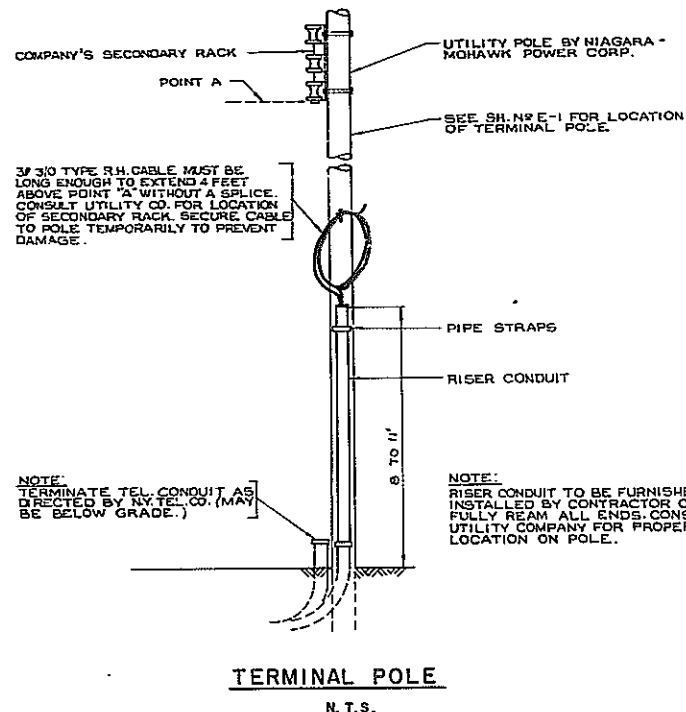
FOR APPROVAL SIGNATURES SEE FIELD CHANGE SHEET NO. 297 F1.

TOLL EQUIPMENT WIRING DIAGRAM			
DRAWING NO. E-10	SCALE AS SHOWN	DATE 8/15/70	SHEET NO. 298F1
MADIGAN-HYLAND CONSULTING ENGINEER			

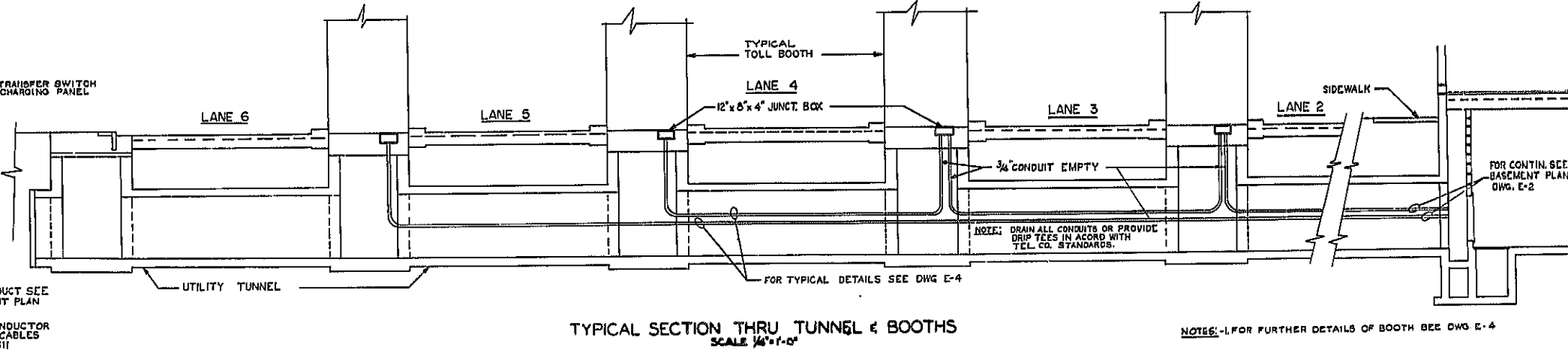
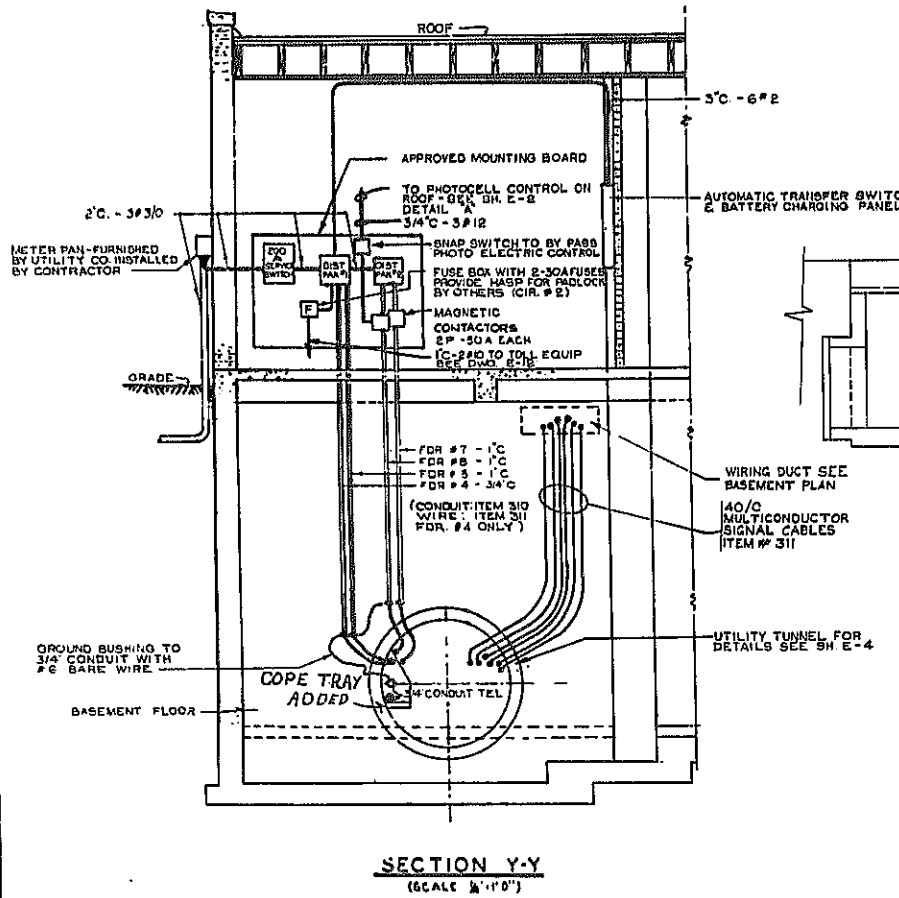
Designed by G.K.
Made by M.Y.
Traced by L.W.
Checked by F.C.

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-080-3(23)	1-481-2(116)	299A	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAWER-ONGNDAGA COUNTY



NOTE: THIS WORK ALSO SHOWN ON SH. E-4



Designed by H. W.
Made by M. J.
Traced by O. B.
Checked by F. C.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
i	NEW YORK	I-690-3(28) L-481-2(116)	301	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE
COLLAMER-ONONDAGA COUNTY

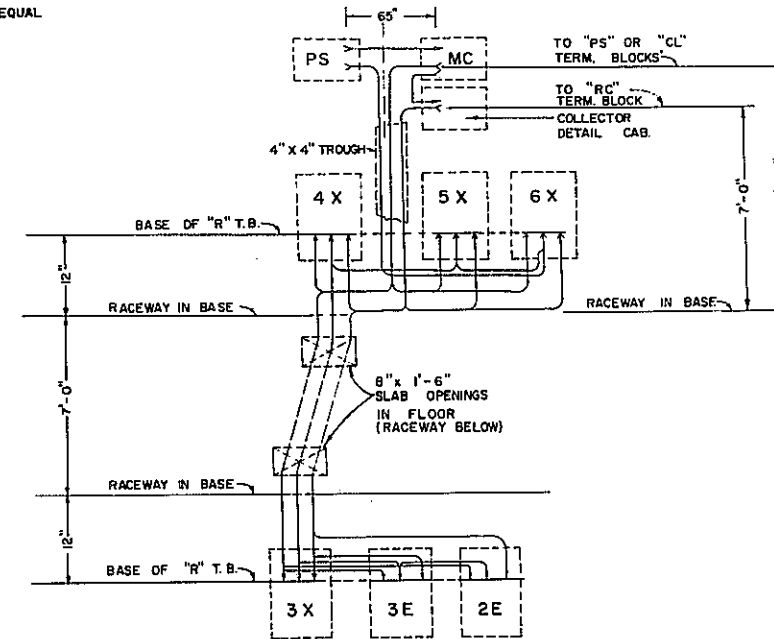
WIRING FROM POWER SUPPLY

FROM	TO
COLOR GA PS #1	
BK #12 PS I	CL 1
BK PS I	R23-L6X → R23-L5X → R23-L4X → R23-L3X → R23-L3E → R23-L2E
WH PS 5	CL 2
WH PS 5	R29-L6X → R29-L5X → R29-L4X → R29-L3X → R29-L3E → R29-L2E
RD #14 PS II	CL 5
RD PS II	R20-L6X → R20-L5X → R20-L4X → R20-L3X → R20-L3E → R20-L2E
GR PS 13	CL 6
GR PS 13	R21-L6X → R21-L5X → R21-L4X → R21-L3X → R21-L3E → R21-L2E
RD PS 15	R18-L6X → R18-L5X → R18-L4X → R18-L3X → R18-L3E → R18-L2E
GR PS 17	R19-L6X → R19-L5X → R19-L4X → R19-L3X → R19-L3E → R19-L2E

WIRING FROM COLLECTOR DETAIL

FROM	TO
COLOR GA RC	
#22 RC 6	R 13 -
RC 7	R 12 -
RC 8	R 11 -
RC 9	R 32 -
RC 10	R 17 -
RC 11	RR X 6
RC 12	RR X 9
RC 13	RR X 12
RC 14	RR X 15
RC 15	RR X 18
RC 16	R 13 -
RC 17	R 12 -
RC 18	R 11 -
RC 19	R 32 -
RC 20	R 17 -
RC 21	R 13 -
RC 22	R 12 -
RC 23	R 11 -
RC 24	R 32 -
RC 25	R 17 -
RC 26	R 13 -
RC 27	R 12 -
RC 28	R 11 -
RC 29	R 32 -
RC 30	R 17 -

CABLE, 5 COND # 22 GA
BELDEN # 8445 OR
ALPHA # 1175 OR EQUAL



WIRING LAYOUT

GENERAL NOTES

- ALL WIRING SHOWN ON THIS SHEET WILL BE SUPPLIED & INSTALLED UNDER ITEM NO. 311 UNLESS OTHERWISE NOTED. - SEE NOTES 4 & 5 BELOW.
- KEY TO TERMINAL DESIGNATION:
- GROUP WIRES AS SHOWN.
- INCOMING POWER FEEDER CONNECTS TO CIRCUIT BREAKER IN POWER SUPPLY CABINET UNDER ITEM # 310.
- INCOMING NEUTRAL FEEDER CONNECTS TO TERMINAL BLOCK PT # 5 OR # 6 IN POWER SUPPLY CABINET. - UNDER ITEM # 310
- RE DENOTES ENTRY REVERSIBLE RECORDER TERMINAL NUMBER. RX DENOTES EXIT REVERSIBLE RECORDER TERMINAL NUMBER.
- RRX TERMINAL BLOCK IS LOCATED IN THE REVERSIBLE LANE ENTRY RECORDER CABINET.
- SEE SH # E-14 FOR COLLECTOR DETAILING WIRING.

WIRING TO MASTER CLOCK

TO	FROM
COLOR GA CL	
PK #20 CL 16	R 28 - L 2 E
OR CL 11	R 28 - L 3 X → R 28 - L 3 E
BR CL 12	R 28 - L 5 X
YE CL 17	R 28 - L 4 X
BL CL 18	R 28 - L 6 X
SL #18 CL 31	CL 21 → RC 55
WH #18 CL 2	RC 57
OR #20 CL 34	R 27 - L 2 E
BL CL 26	R 27 - L 3 X → R 27 - L 3 E
OR CL 27	R 27 - L 5 X
BR CL 35	R 27 - L 4 X
SL CL 36	R 27 - L 6 X
W-PK #14 CL 22	R 25 - L 5 X → R 25 - L 3 X → R 25 - L 3 E
W-YE CL 23	R 26 - L 5 X → R 26 - L 3 X → R 26 - L 3 E
W-PK CL 32	R 25 - L 6 X → R 25 - L 4 X → R 25 - L 2 E
W-YE CL 33	R 26 - L 6 X → R 26 - L 4 X → R 26 - L 2 E

WIRING FROM COLLECTORS DETAILING REVERSING PANEL

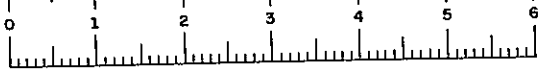
FROM	TO
COLOR GA SEE NOTE	
W-PK #20 RR X 1	RE 41
WH RRR X 2	RE 29
RD RRR X 3	RE 16
YE RRR X 4	RE 7
PU RRR X 5	R X 13
PU RRR X 6	SEE ABOVE
PU RRR X 7	RE 13
SL RRR X 8	R X 12
SL RRR X 9	SEE ABOVE
SL RRR X 10	RE 12
YE RRR X 11	R X 11
YE RRR X 12	SEE ABOVE
YE RRR X 13	RE 11
W-SL RRR X 14	R X 32
W-SL RRR X 15	SEE ABOVE
SL RRR X 16	RE 32
GR RRR X 17	R X 17
GR RRR X 18	SEE ABOVE
GR RRR X 19	
GR RRR X 20	RE 17

RECORDER ROOM TOLL EQUIPMENT WIRING.

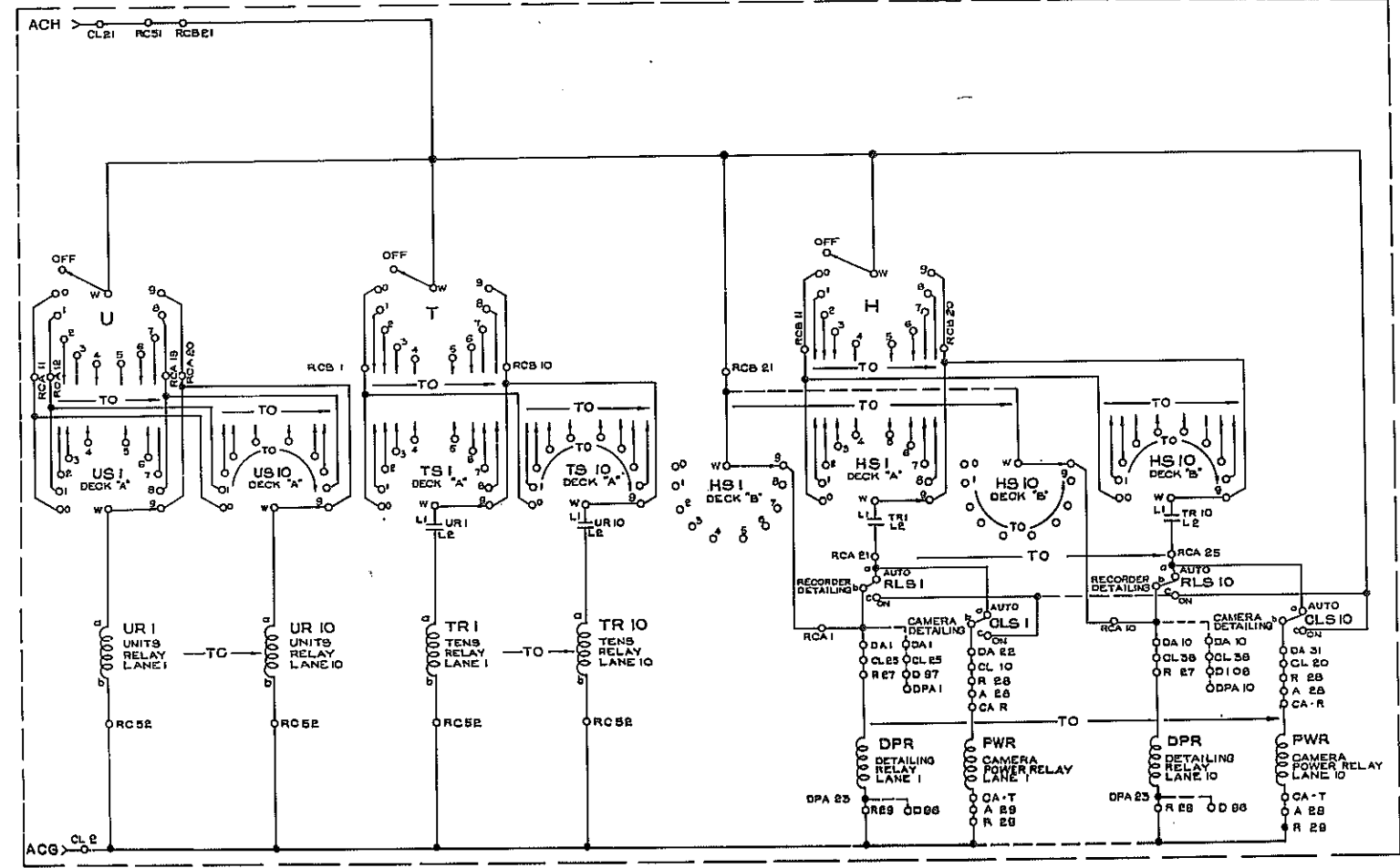
DRAWING NO.	SCALE	DATE	SHEET NO.
E-13	N.T.B.	8/5/70	301

MADIGAN - HYLAND
CONSULTING ENGINEERS

Designed by: F.C.
Made by: M.J.
Traced by: C.B.
Checked by: F.C.



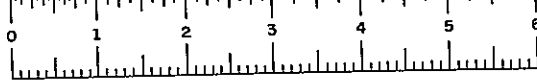
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	I-690-3(2B) L-481-2(116)	302	309
INTERSTATE ROUTE CONNECTION 570 BUTTERNUT INTERCHANGE (PHASE 2) BUTTERNUT INTERCHANGE COLLAMER-ONONDAGA COUNTY				



NOTE: ALL WORK ON THIS SHEET FURNISHED AND INSTALLED UNDER ITEM N° 311.

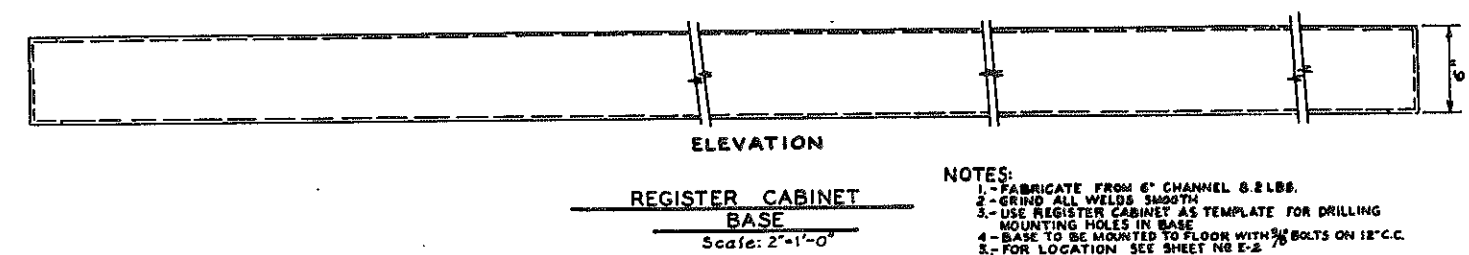
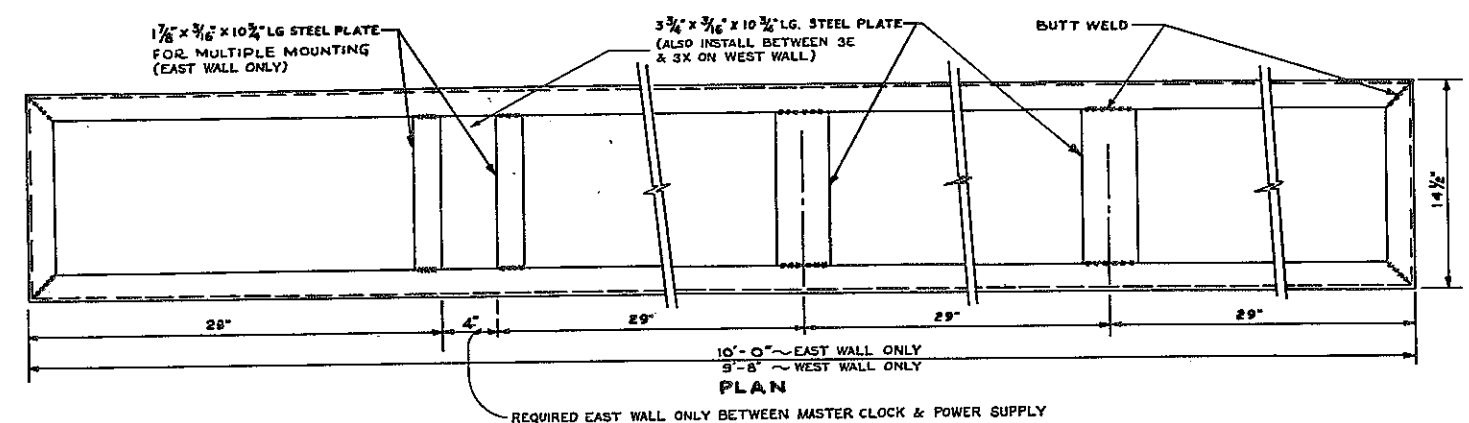
COLLECTOR DETAILING SCHEMATIC WIRING DIAGRAM			
DRAWING NO. E-14	SCALE AS NOTED	DATE 8/15/70	SHEET NO. 302
MADIGAN - HYL AND CONSULTING ENGINEERS			

Designed by T.B.C.
Made by C.B.
Traced by C.B.
Checked by F.C.

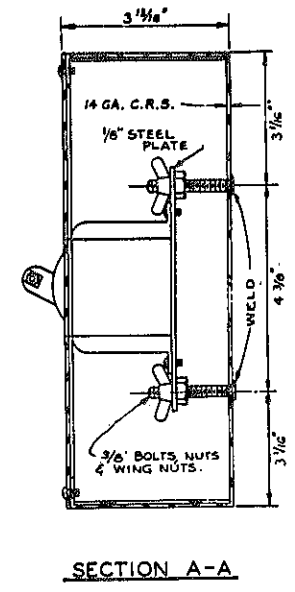
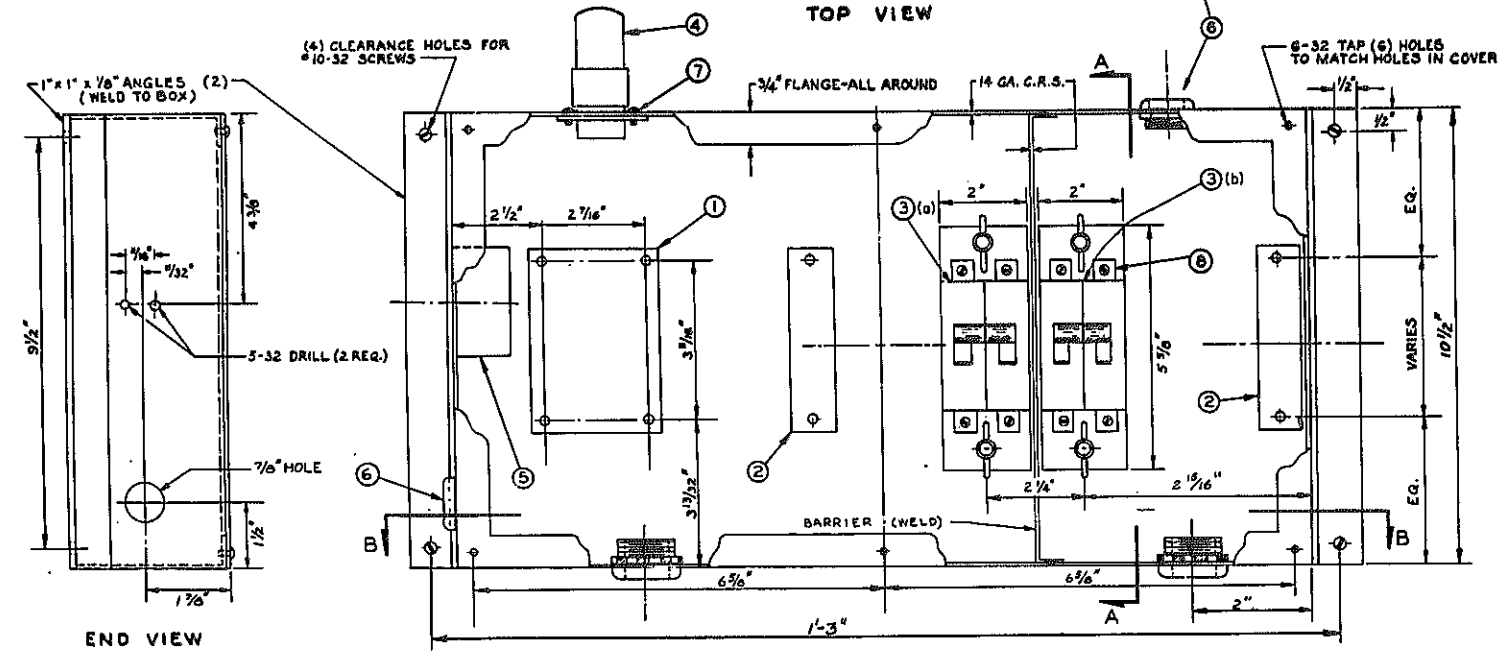
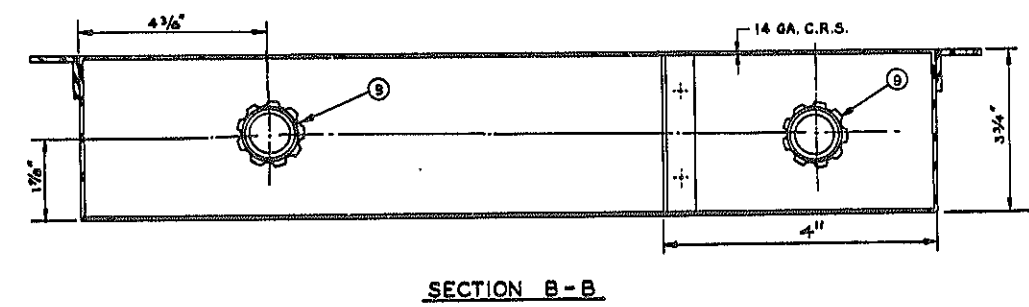
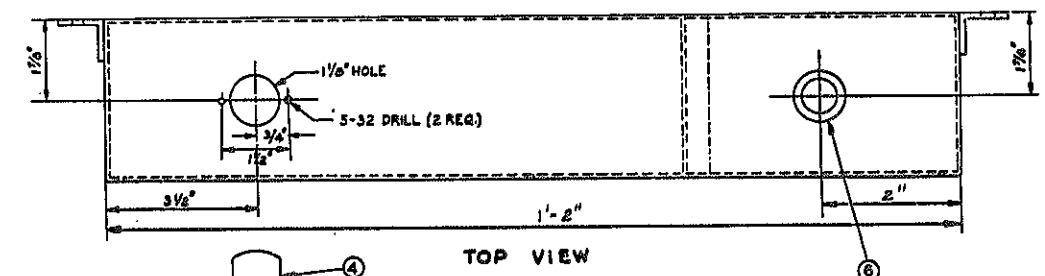
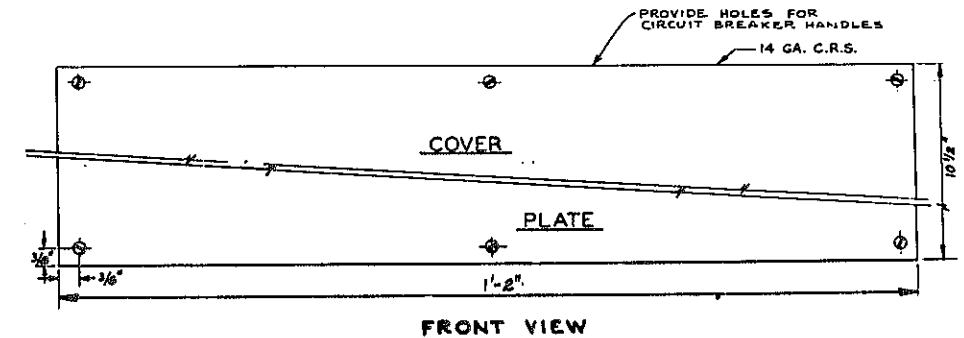


FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEET
1	NEW YORK	1-680-3(2B)	1-481-2(11B)	303	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER-ONONDAGA COUNTY



- NOTES:
- 1.- FABRICATE FROM 6" CHANNEL 8.2 LBS.
 - 2.- GRIND ALL WELDS SMOOTH
 - 3.- USE REGISTER CABINET AS TEMPLATE FOR DRILLING MOUNTING HOLES IN BASE
 - 4.- BASE TO BE MOUNTED TO FLOOR WITH 3/8" BOLTS ON 12" C.C.
 - 5.- FOR LOCATION SEE SHEET NO. E-2



- LEGEND - (ALL TO BE AS SPECIFIED BELOW OR EQUIVALENT)
- 1 - RELAY, TWO POLE, SINGLE THROW, NORMALLY OPEN, 115V, STUTHERS-DUNN TYPE 08XX, UL APPROVED, OR EQUAL.
 - 2 - 4 TAP NEUTRAL BAR, HEINEMANN # BX-117-7A WITH ILSCO # D107 BAR & 2 ILSCO 14-4 LUGS, OR EQUAL.
 - 3 - CIRCUIT BREAKER, MAGNETIC STYLE 120V. AC. U.L. LISTED 20 AMP 2P HEINEMANN # 0812-20, OR EQUAL. (1) 40 AMP 2P HEINEMANN # 0812-40, OR EQUAL. (2)
 - 4 - TIME DELAY RELAY 115V., 15 SECONDS DELAY, OCTAL BASE AMPERITE TYPE # 115N015, OR EQUAL.
 - 5 - RELAY, 110V. AC., SPDT, GUARDIAN # G-50002 OR EQUAL.
 - 6 - 3/4" INSULATING END BUSHING WITH LOCKNUT, APPLETON CAT. # EB 29322 OR EQUAL.
 - 7 - OCTAL SOCKET, 1 1/2" MOUNTING CENTERS AMPHENOL NO 74-B OR CINCH-JONES NO. 82B, OR EQUAL.
 - 8 - BREAKER MOUNTING CLAMP, HEINEMANN # 22000 (FOR ONE BREAKER) OR EQUAL.
 - 9 - 1" INSULATING END BUSHING WITH LOCKNUT, APPLETON CAT. # EB 29323 OR EQUAL.

NOTE: ALL WORK ON THIS SHEET TO BE FURNISHED AND INSTALLED UNDER ITEM NO. 311.

- NOTES:
- 1- BOX TO BE HOT DIPPED GALVANIZED AFTER FABRICATION
 - 2- ALL HARDWARE ITEMS TO BE CADMIUM PLATED
 - 3- FOR WIRING OF RELAY BOX SEE DWG. E-9

RELAY BOX & RECORDER BASE DETAILS

DRAWING NO.	SCALE	DATE	SHEET NO.
E-15	AS SHOWN	3/15/10	303

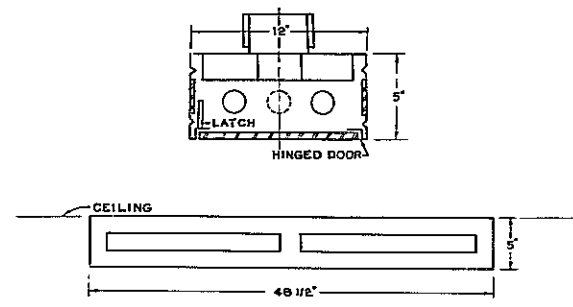
MADIGAN-HYLAND
CONSULTING ENGINEERS

Made by: C.B.
Traced by: L.W.
Checked by: F.C.



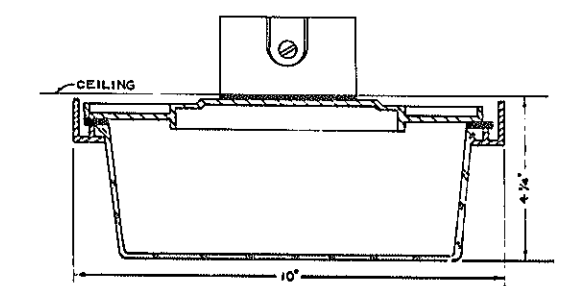
FED. RD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-8(28) 1-481-2(116)	304	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER-ONONDAGA COUNTY



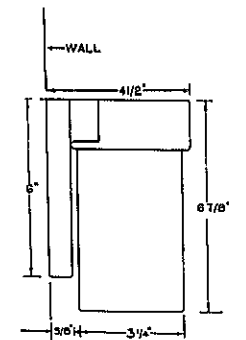
TYPE A FIXTURE

EQUAL TO GRUBER BROS CAT #320-248 RS-2-40 W
2 LAMP SURFACE MOUNTED FLUORESCENT FIXTURE.



TYPE B FIXTURE

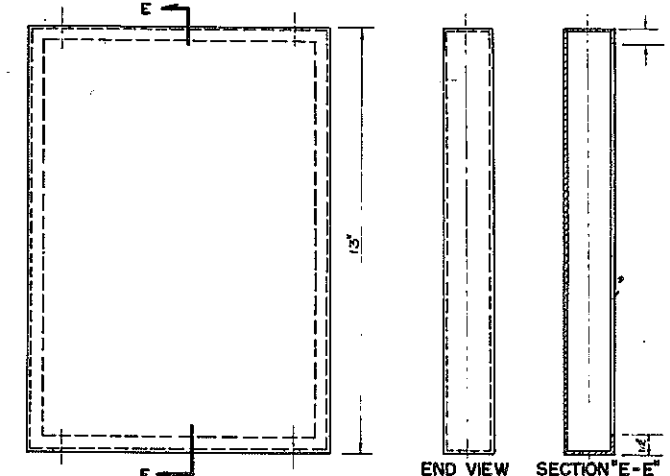
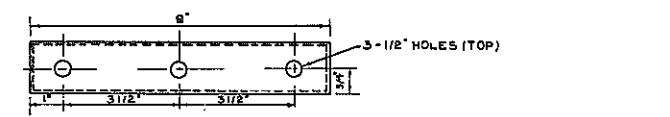
EQUAL TO MC PHILBEN CAT #43-85-100 W WITH FINISHING
COLLAR AS REQ'D IN ROOMS WITHOUT FINISHED CEILING



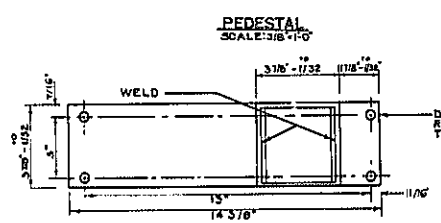
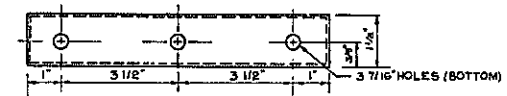
TYPE C FIXTURE

EQUAL TO PRESCOLITE CATALOGUE #WB-24-100 W VAPORTIGHT

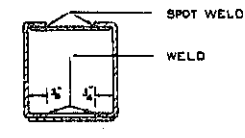
NOTE: ALL LIGHTING FIXTURES ITEM NO. 310



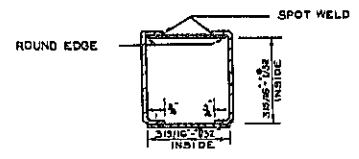
END VIEW SECTION E-E



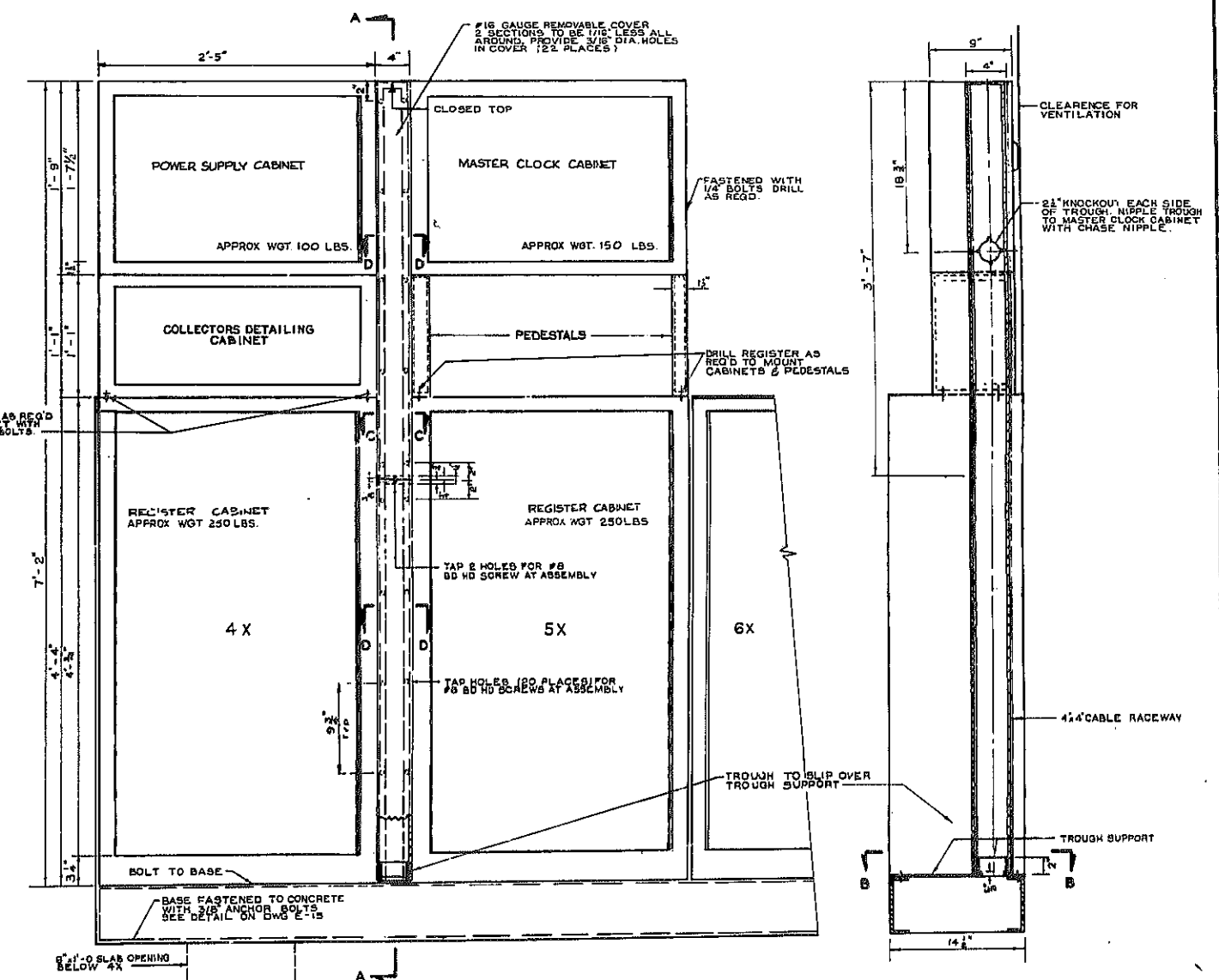
SECTION B-B
PLAN OF TROUGH SUPPORT
(SCALE: 3'-1'-0")



SECTION C-C
(SCALE: 3'-1'-0")



SECTION D-D
(SCALE: 3'-1'-0")



SECTION X-X
SHOWING TYPICAL MOUNTING DETAILS
FOR TOLL EQUIPMENT UNITS IN
RECORDER ROOM
SCALE 1 1/2" = 1'-0"

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

NOTE:
1 - BASE, TROUGH, PEDESTALS, POWER SUPPLY, MASTER CLOCK,
DETAILING CABINET & REGISTERS WILL BE SUPPLIED &
INSTALLED UNDER ITEM NO. 311

FIXTURE SCHEDULE AND RECORDER DETAILS			
DRAWING NO.	SCALE	DATE	SHEET NO.
E-16	AS SHOWN	8/13/70	304

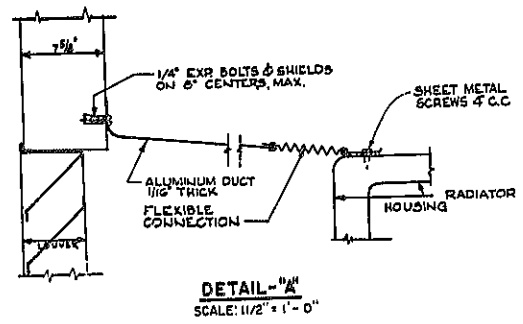
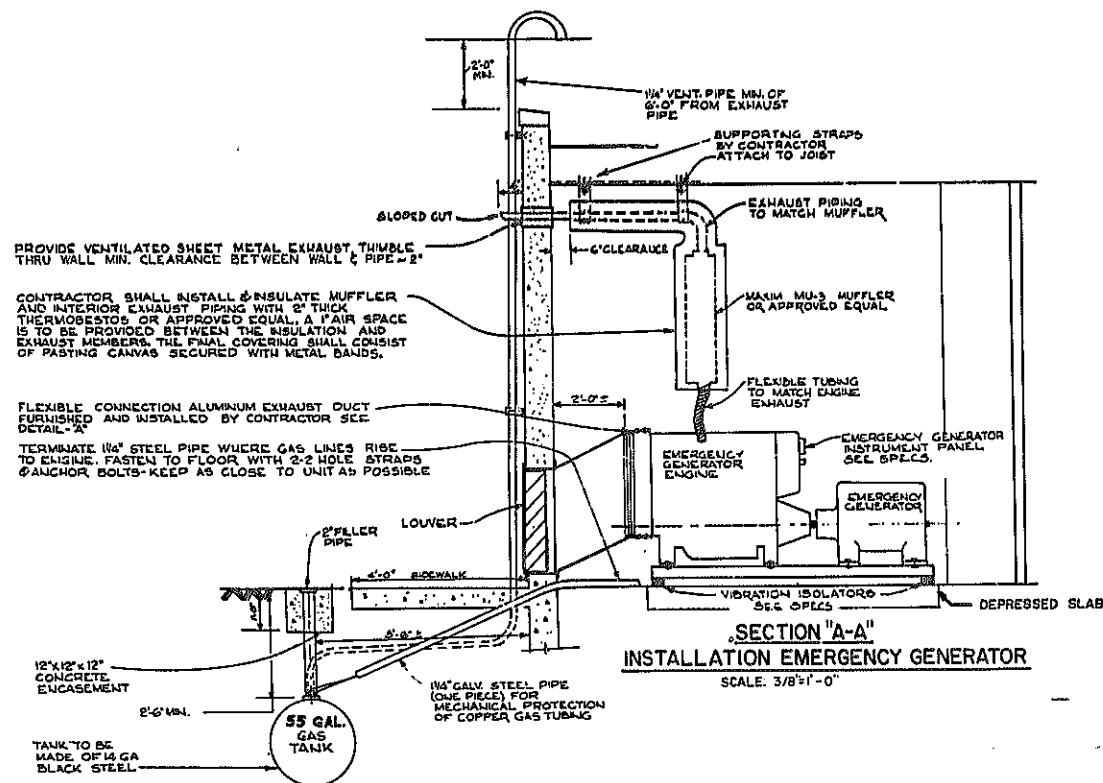
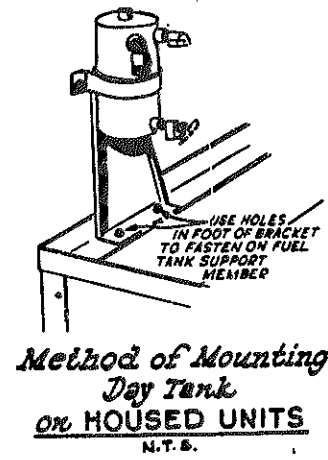
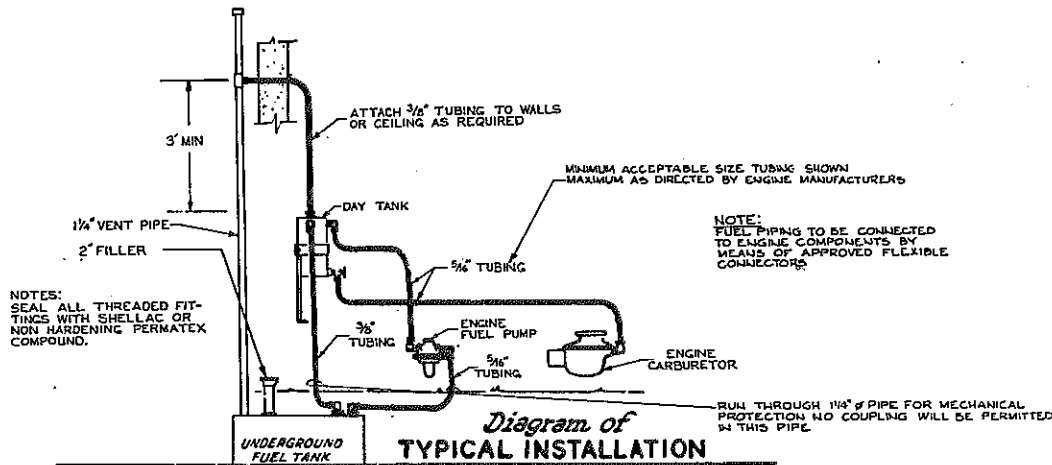
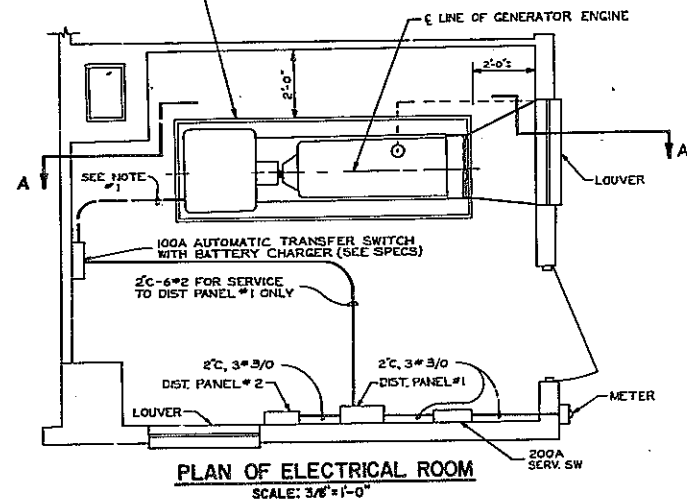
MADIGAN-HYLAND
CONSULTING ENGINEERS

Checked by: M.J.
 Drawn by: O.S.
 Made by: F.C.

FED. RD REG. NO.	STATE	FEDERAL PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	1-690-3(2B) 1-481-2(118)	305 LAST	309

INTERSTATE ROUTE CONNECTION 570
BUTTERNUT INTERCHANGE (PHASE 2)-BUTTERNUT INTERCHANGE
COLLAMER-ONONDAGA COUNTY

15KW 1P3W 20/240V EMERGENCY GENERATOR & ENGINE BY CONTRACTOR SEE SPECS.



NOTES:

- ENGINE AND GENERATOR CONTROL WIRING NOT SHOWN. TO BE INSTALLED AS RECOMMENDED BY MANUFACTURER SEE SPECS.
- ALL WORK ON THIS SHEET TO BE FURNISHED & INSTALLED UNDER ITEM NO. 310

EMERGENCY GENERATOR DETAILS			
DRAWING NO. E-17	SCALE AS SHOWN	DATE 8/5/70	SHEET NO. 305
MADIGAN-HYLAND. CONSULTING ENGINEERS.			

Made by _____
 Traced by _____
 Checked by _____