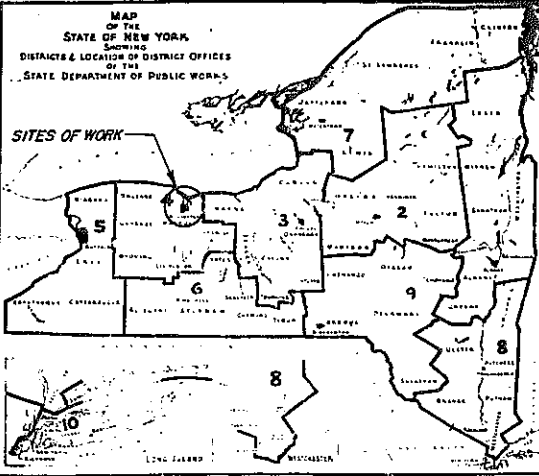




F.A.C.60-7 F.A.S.H.60-2

F.A.C.60-7 F.A.S.H.60-2



PLANS AS BUILT

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
DIVISION OF CONSTRUCTION

PLANS FOR CONSTRUCTING WITH FEDERAL AID A PORTION OF THE
ROCHESTER CITY: INNER LOOP (Front Street to North Street)
From Station 1+68 to Station E48+75, a length of 0.89 mile in the City of Rochester
PROJECT U-1089(13) CONTRACT No. FAC. 60-7
AND A PORTION OF THE
ROCHESTER OUTER LOOP, (Winton Road South — Highland Avenue)
From Station 213+00 to Station 310+70, a length of 1.85 miles in the Town of Brighton
PROJECT U-1093(7) CONTRACT No. FASH. 60-2

A TOTAL LENGTH OF 2.74 MILES (PLUS 2.30 MILES OF SERVICE AND ACCESS ROADS)
147 SHEETS
MONROE COUNTY

TYPE OF CONSTRUCTION
Asphalt Concrete 0.79 Mile
Miscellaneous Work 0.10 Mile
Demolition and Grading 1.85 Miles
Including
Bridge No. 1, Genesee River Bridge, Composite
1 Beam 7 Spans: 1 @ 57' 10", 1 @ 30' 5",
4 @ 54' 0", 1 @ 47' 6"
Bridge No. 2, H.G.S., St. Paul Street over Inner Loop,
Composite 1 Beam, 1 Span @ 76' 6"
Bridge No. 3, H.G.S., Clinton Avenue over Inner Loop,
Composite 1-Beam, 1 Span @ 86' 4"
Bridge No. 4, H.G.S., Joseph Avenue over Inner Loop,
Composite 1 Beam, 1 Span @ 72' 1"
Bridge No. 5, H.G.S., North Street over Inner Loop,
Composite 1 Beam, 2 Spans, 68' 0" Each
This contract also contains 2.30 miles of asphalt concrete
service & access roads.

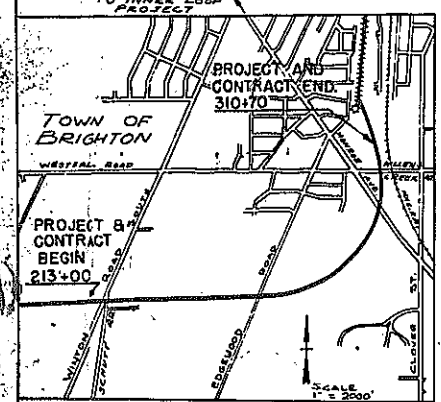
FED. RD. REG. NO.	STATE PROJECT NO.	FEDERAL AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y. U1089(13)	U1093(7)	1	147
ROCHESTER CITY: INNER LOOP				
FRONT ST. TO NORTH ST.				
ROCHESTER OUTER LOOP				
WINTON ROAD SOUTH-HIGHLAND AVE.				
DEMOLITION & GRADING CONTRACT				

STANDARD STRUCTURE SHEETS
46-4, 50-34, 51-21, 54-9, 54-18F, 54-45, 56-1, 56-6,
56-43R, 56-53, 57-18, 58-1, 58-17R, 58-45A, 58-46,
58-106, 58-107, 59-7, 59-11C1, 59-11R1, 59-11W1,
59-19, 59-41, 59-48A, 59-48B, 59-48C, 59-48D1, 59-48D2,
59-48R2, 59-54(4), 59-61

All work contemplated under this contract to be covered by and in conformity with the specifications adopted January 2, 1957, except as modified on these plans and in the Itemized Proposal.

TABLE OF MAINTENANCE				
HIGHWAY	LIMITS	MILES	AGENCY	JURISDICTION
ROCHESTER CITY INNER LOOP	2+90 - W44+75	0.79	STATE	HIGHWAY LAW SECT. 349-C
RAMPS	ER 10+03.19 - ER 30+01.11 ER 30+62.48 - ER 40+57.18 WR 14+43.94 - WR 34+59.94 WR 44+20.57 - WR 49+10	.174 .188 .200 .093	STATE	HIGHWAY LAW SECT. 349-C
E.B. FRONTAGE ROAD	EB 0+00 - EB 15+90.15	.263	CITY	
W.B. FRONTAGE ROAD	WB 0+00 - WB 15+38.38 WB 16+00.28 - WB 43+195	.291 .529	CITY	
ST. PAUL STREET	12.2+95 - 12.4+65.16 12.5+45.12 - 12.7+15	.032	CITY	
ST. PAUL ST. BRIDGE (RAILROAD OVER INNER LOOP) (PAVEMENT) SIDEWALK	12.4+65.16 - 12.5+45.12	.015	STATE	
CLINTON AVENUE	219+30 - 224+53.41 225+45 - 229+28	.099 .073	CITY	
CLINTON AVE. BRIDGE (RAILROAD OVER INNER LOOP) (PAVEMENT) SIDEWALK	224+53.41 - 225+45	.017	STATE	
JOSEPH AVENUE	320+56.54 - 324+63.45 325+40.03 - 330+19	.071 .091	CITY	
JOSEPH AVENUE BRIDGE (RAILROAD OVER INNER LOOP) (PAVEMENT) SIDEWALK	324+63.45 - 325+40.03	.016	STATE	
NORTH STREET	422+00 - 424+07.38 425+49.10 - 429+32	.039 .019	CITY	
NORTH STREET BRIDGE (RAILROAD OVER INNER LOOP) (PAVEMENT) SIDEWALK	424+07.38 - 429+32	.027	STATE	
DELEVAN STREET	0+00 - 3+70	.070	CITY	
OUTER LOOP	213+00 - 310+70	1.850	STATE	HIGHWAY LAW SECT. 341 SUBDIV. 21(C)

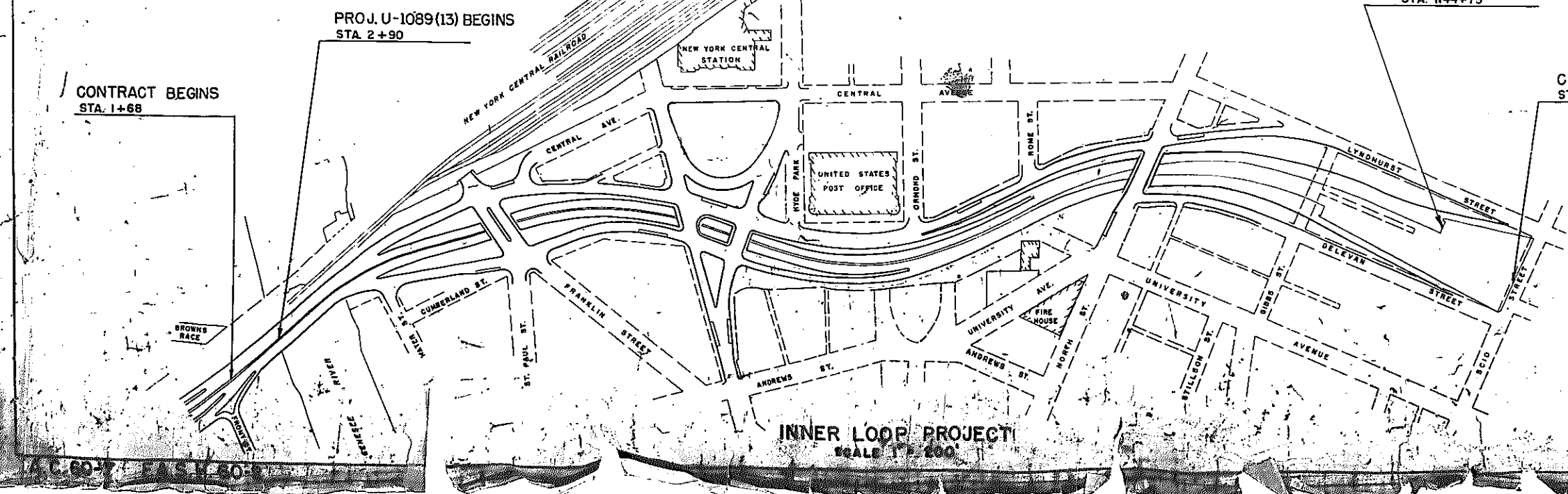
NEW YORK STATE DEPARTMENT OF PUBLIC WORKS
DIVISION OF CONSTRUCTION
Approved Feb. 4, 1960
HENRY TEN HAGEN Chief Engineer
Approved Jan 27, 1960
C. F. BLANCHARD Deputy Chief Engineer
Approved Feb. 4, 1960
JOHN J. RAYMOND Asst. Deputy Chief Engineer



LOCATION	TYPE	W.E.	S.V.
10 EAST BOUND	8" CONC. FURROW	3525	1651
10 WEST BOUND	8" CONC. FURROW	3820	11534
10 B. FRONTAGE ROAD	4" S	1310	
10 B. FRONTAGE ROAD	4" S	1396	2192
10 B. FRONTAGE ROAD	5" S	2178	
10 B. FRONTAGE ROAD	5" S	1360	2810
10 B. FRONTAGE ROAD	7" CONC. FURROW	429	3145
CITY STREETS	8" CONC. FURROW	7288	51497
WATER, ST. PAUL	8" CONC. FURROW		
CENTRAL, WEST	8" CONC. FURROW		
CENTRAL, WEST	8" CONC. FURROW		
CLINTON, HIGHER	8" CONC. FURROW		
HYDE, RAMP, BRIDGE	8" CONC. FURROW		
NORTH, EYADWEST	8" CONC. FURROW		
SCIO, DELEVAN	8" CONC. FURROW		
INCH BRIDGE	8" CONC. FURROW		

PAVEMENT MATERIALS			
TYPE CONC. FORM	COURSE BOTTOM	MATERIALS	COMPANY AND SOURCE
ASPH. CONC.	2 1/2" 5/8"	CEMENT	LEHIGH PENN. DIAMON-BUFFALO, N.Y.
		SAND	MANITON SAND CO. - PENFIELD, N.Y.
		STONE	DOLORITE PROD. - PENFIELD, N.Y.
		WATER	CITY OF ROCHESTER - ROCHESTER, N.Y.
		JOINT SAND	
		ASPHALT	ROCK ASPHALT - CHAMBERS, PENN.
		AGGREGATE	DOLANITE PROD. - PENFIELD, N.Y.

DESIGN TRAFFIC DATA
Design Class Urban 3
Estimated 1975 Traffic D.H.2580
A.A.D.T. 29700



PROJ. U-1089(13) ENDS
STA. W44+75
CONTRACT ENDS
STA. E48+75

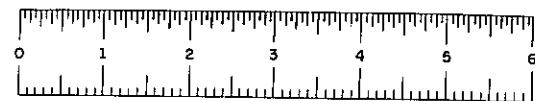
DATE OF CONTRACT APRIL 7-1960
DATE OF BEGINNING APRIL 25-1960
DATE OF COMPLETION SEPT. 12-1962
CONTRACTOR JOHNSON DRAKE PIERCE, INC.
ENGINEER IN CHARGE B.W. HADLEY
DISTRICT ENGINEER B.F. PERRY

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

CITY OF ROCHESTER
APPROVED:
CITY ENGINEER DATE

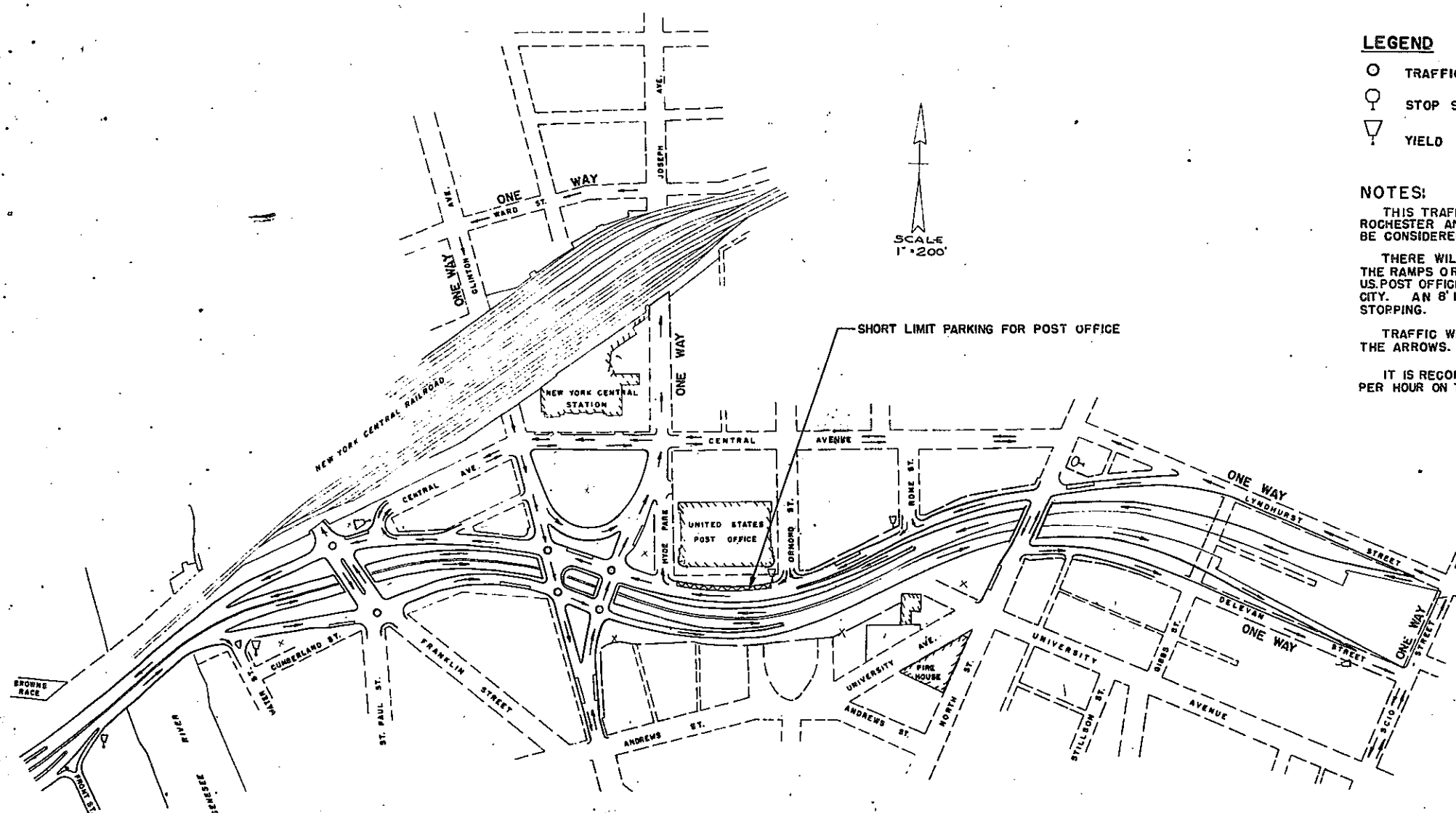
STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
DISTRICT 4
DISTRICT ENGINEER DATE

INNER LOOP PROJECT
SCALE 1" = 200'



FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			2	
ROCHESTER CITY INNER LOOP					
FRONT ST. TO NORTH ST.					

TRAFFIC CONTROL PLAN



LEGEND

- TRAFFIC TO BE CONTROLLED BY SIGNAL LIGHTS
- ⊙ STOP SIGN
- ▽ YIELD

NOTES:

THIS TRAFFIC CONTROL PLAN IS FOR THE INFORMATION OF THE CITY OF ROCHESTER AND THE STATE OF NEW YORK, AND ITS PROVISIONS ARE NOT TO BE CONSIDERED A PART OF THIS CONTRACT.

THERE WILL BE NO PARKING PERMITTED ON THIS ARTERIAL, ON ANY OF THE RAMP OR THE FRONTAGE ROADS EXCEPT IN THE BLOCK IN FRONT OF THE U.S. POST OFFICE WHERE SHORT LIMIT METERS SHALL BE INSTALLED BY THE CITY. AN 8' LANE IS PROVIDED ON THE FRONTAGE ROADS FOR EMERGENCY STOPPING.

TRAFFIC WILL PROCEED WITH ONE WAY MOVEMENT AS DESIGNATED BY THE ARROWS.

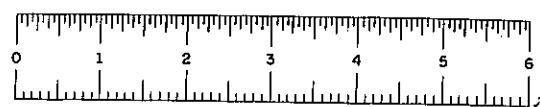
IT IS RECOMMENDED THAT THE SPEED LIMIT WILL BE SET AT 35 MILES PER HOUR ON THE MAIN LINE OF THIS ARTERIAL.

APPROVED DATE: _____
CITY OF ROCHESTER

CITY MANAGER

COMM. PUBLIC SAFETY

DEC. 17, 1929
No. AS BUILT REVISIONS



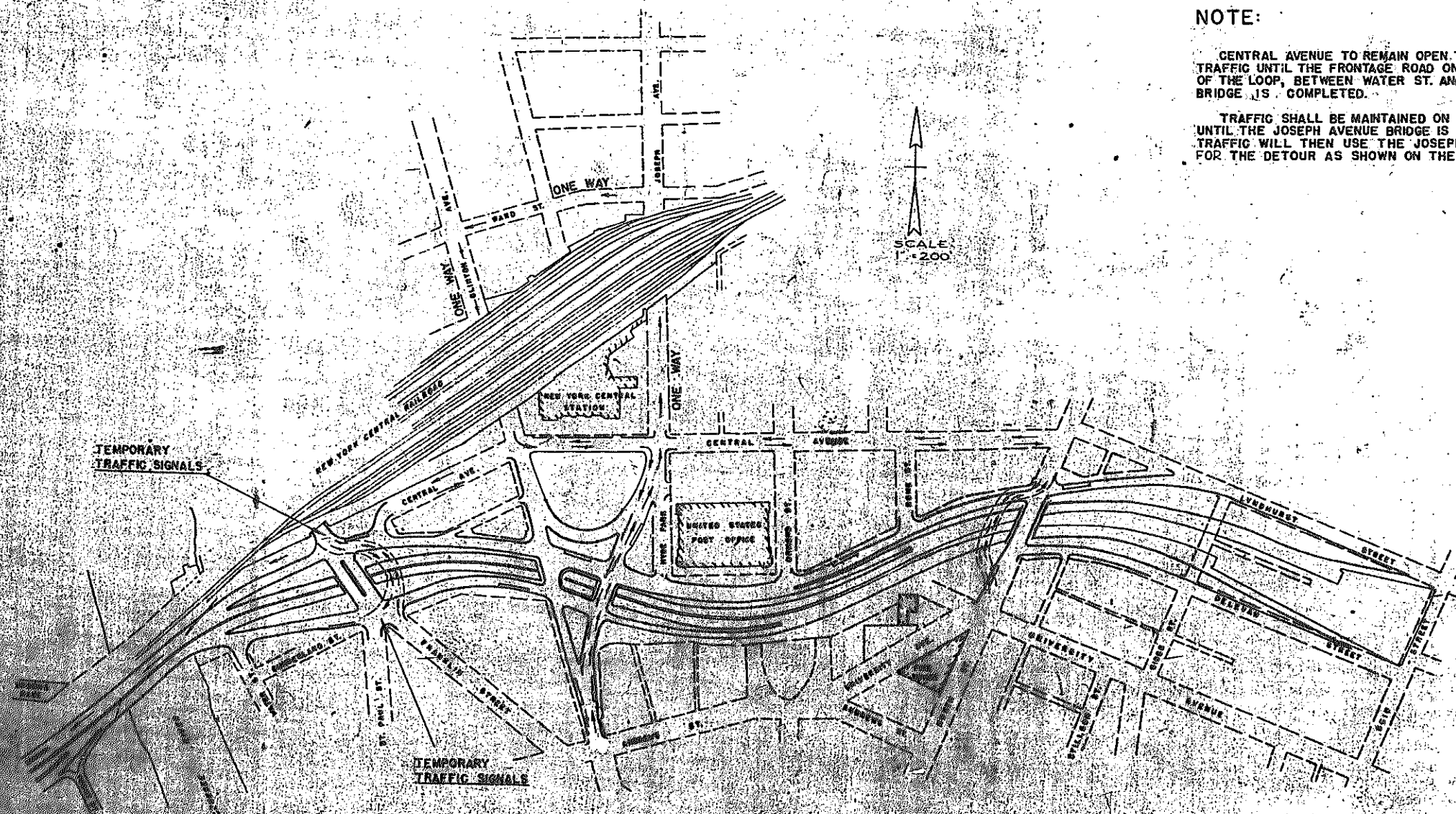
FED. NO.	STATE	FEDERAL	AID	SHEET	TOTAL
REG. NO.		PROJECT	NO.	NO.	SHEETS
	N.Y.			3	
ROCHESTER CITY INNER LOOP					
FRONT ST. TO NORTH ST.					

DETOUR PLAN

NOTE:

CENTRAL AVENUE TO REMAIN OPEN TO TWO LANES OF TRAFFIC UNTIL THE FRONTAGE ROAD ON THE SOUTH SIDE OF THE LOOP, BETWEEN WATER ST. AND JOSEPH AVENUE, BRIDGE IS COMPLETED.

TRAFFIC SHALL BE MAINTAINED ON CLINTON AVENUE UNTIL THE JOSEPH AVENUE BRIDGE IS COMPLETED. TRAFFIC WILL THEN USE THE JOSEPH AVENUE BRIDGE FOR THE DETOUR AS SHOWN ON THE PLAN.



DEC 17 1958
No As Built Revisions

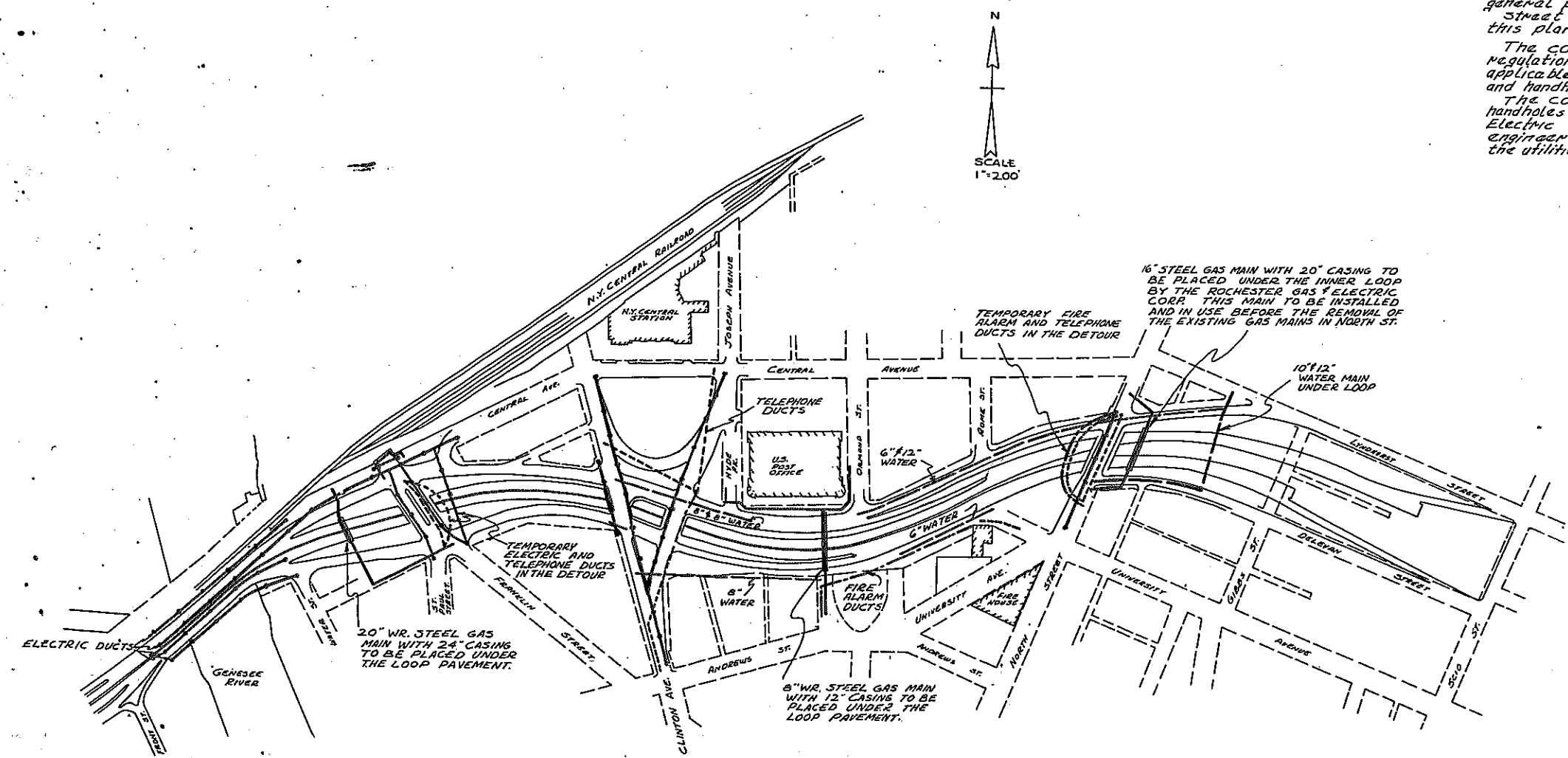


FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			4	
ROCHESTER CITY - INNER LOOP					
FRONT ST. TO NORTH ST.					

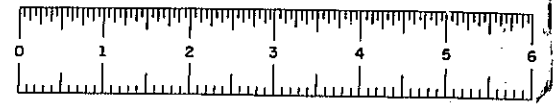
NEW UTILITY CONSTRUCTION

NOTES:

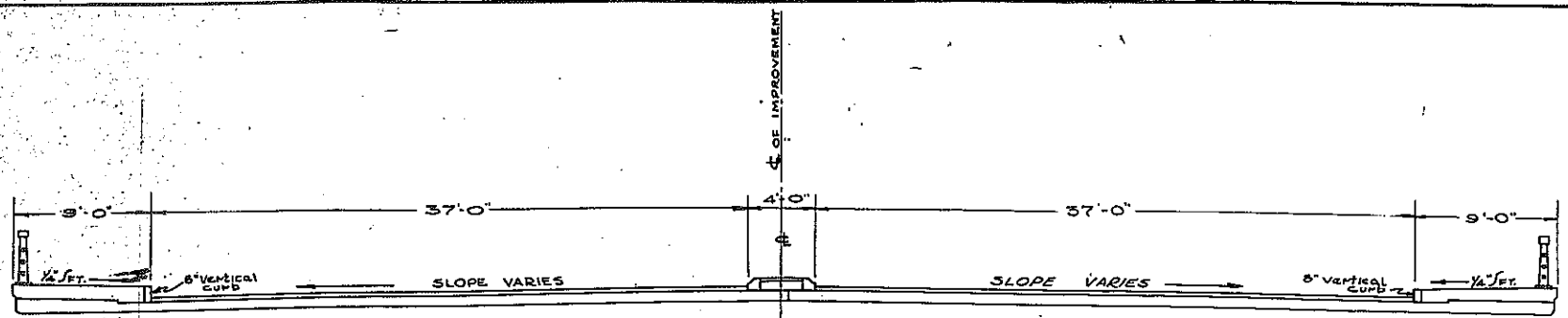
The proposed locations of private and municipal utilities are shown for the benefit of the contractor. The contractor will be required to cooperate with the owners of the various utilities and to coordinate the sequence of his work with that of the private utility or municipality. The contractor shall be required to do all excavation work for water mains and appurtenances, fire alarm ducts if any within the limits of this contract. The contractor shall be paid for this work under ITEM 5E or 5R. The R.G.E. electric subway system in the area of this project is fundamentally older tile duct with some transite included. The tile duct is subject to damage in repaving if care is not taken. Cables operating at voltages up to 3000 volts are in these streets. All existing gas mains and electric ducts shall be staked by representatives of the Rochester Gas & Electric Corp. before any excavation work is done in the area where gas mains and electric ducts exist. Traffic signal ducts and pull boxes are shown on the general plans. Street lighting ducts and pull boxes are not shown on this plan. The contractor shall comply with the rules and regulations of the Rochester Gas & Electric Corp. applicable to entry and construction within manholes and handholes. The connections of the underground conduits to handholes and manholes of the Rochester Gas and Electric Corp. shall be made as directed by the engineer and in accordance with specifications of the utilities.



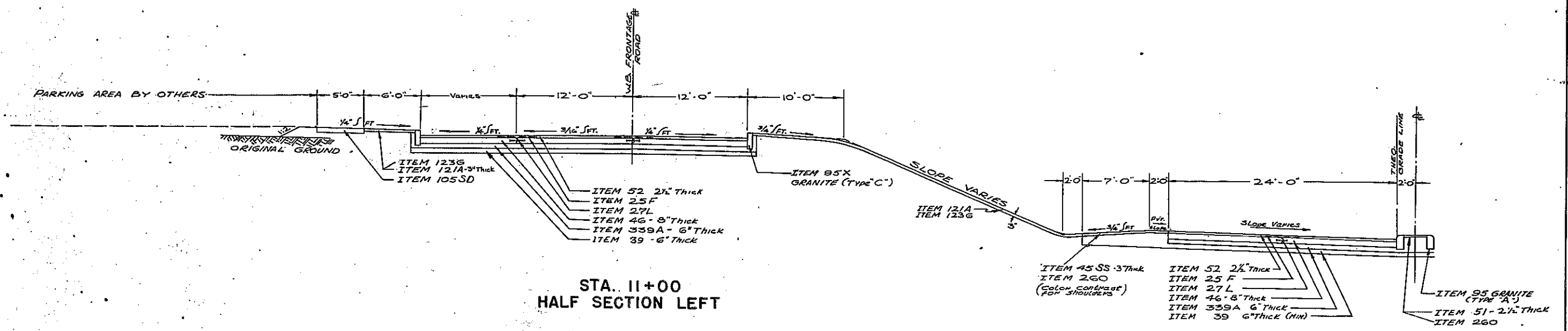
- LEGEND
- NEW ELEC. DISTRIBUTION DUCTS
 - NEW WATER LINES
 - NEW FIRE ALARM DUCTS
 - NEW TELEPHONE DUCTS
 - NEW GAS MAINS



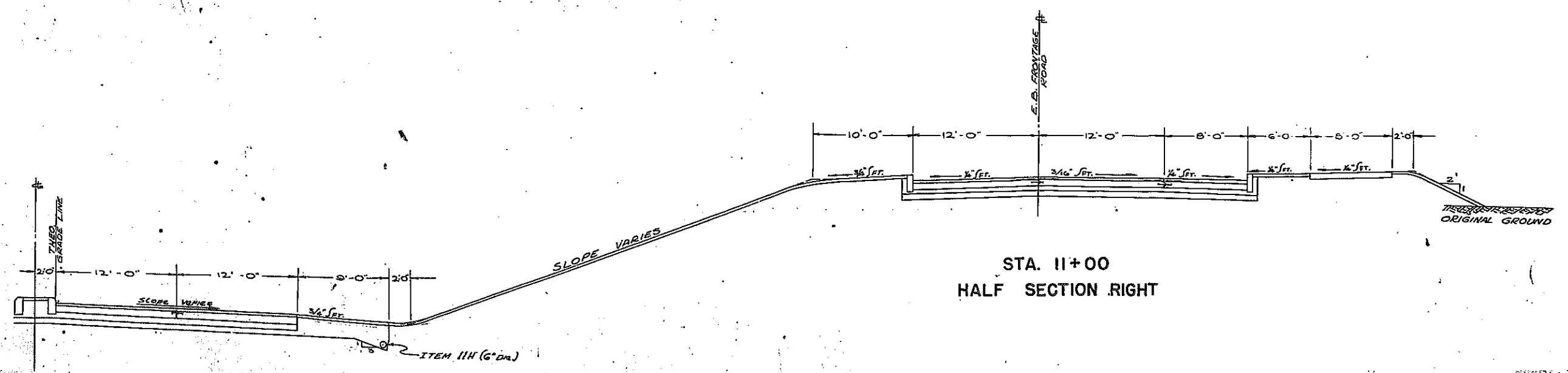
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			5	
ROCHESTER CITY - INNER LOOP					
FRONT ST. TO NORTH ST.					



GENESEE RIVER BRIDGE
TYPICAL SECTION



STA. 11+00
HALF SECTION LEFT

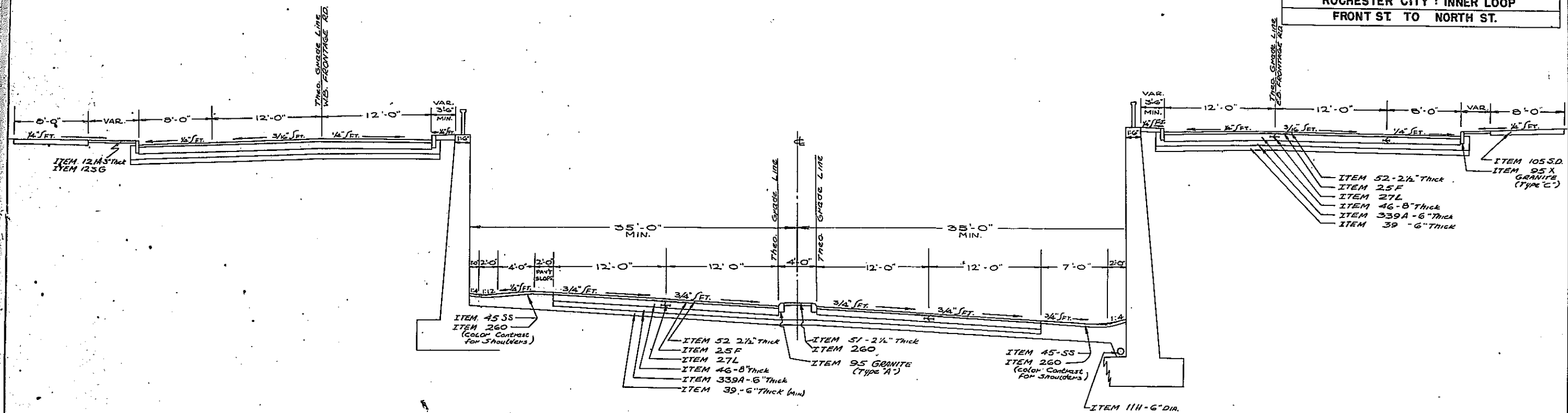


STA. 11+00
HALF SECTION RIGHT

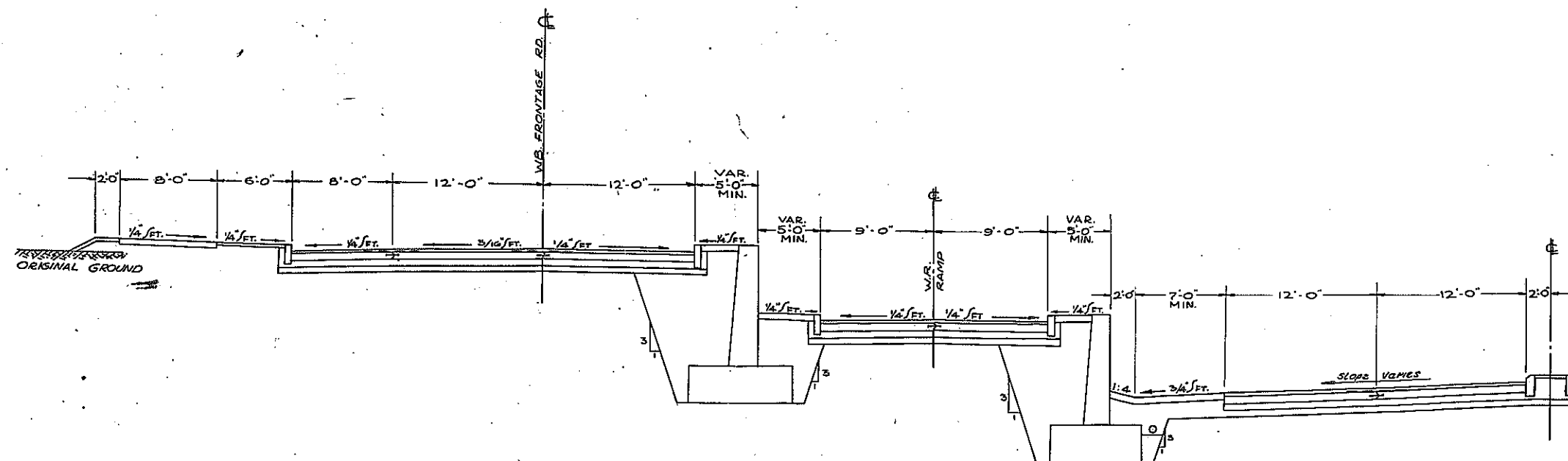
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FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			6	
ROCHESTER CITY : INNER LOOP					
FRONT ST. TO NORTH ST.					



INNER LOOP
TYPICAL SECTION WITH WALLS



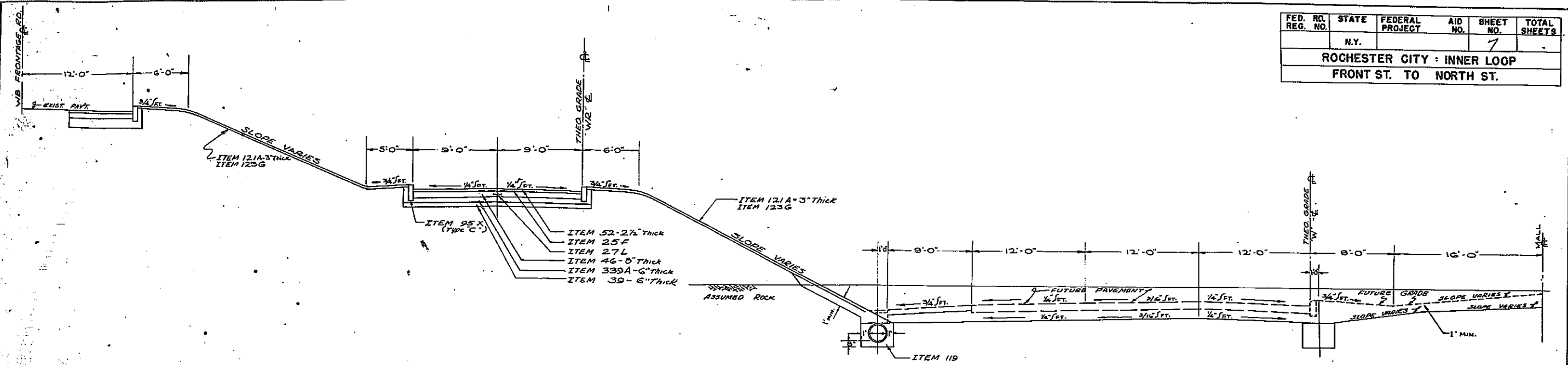
INNER LOOP
TYPICAL SECTION WITH RAMP, WALLS & FRONTAGE ROAD

DEC. 17, 1959
B. Henry

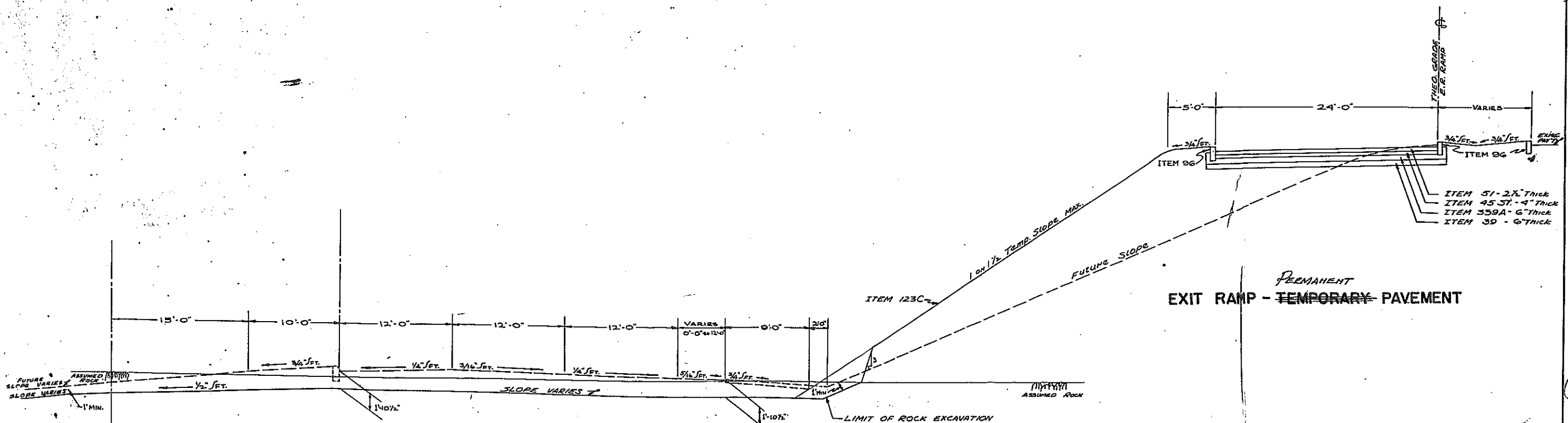
NO AS BUILT REVISIONS



FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			7	
ROCHESTER CITY - INNER LOOP					
FRONT ST. TO NORTH ST.					



STA. 46+50
HALF SECTION LEFT



STA. 46+50
HALF SECTION RIGHT

PERMANENT
EXIT RAMP - TEMPORARY PAVEMENT

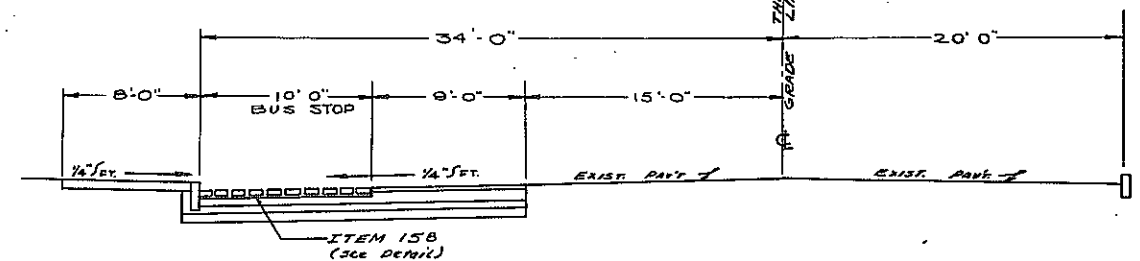
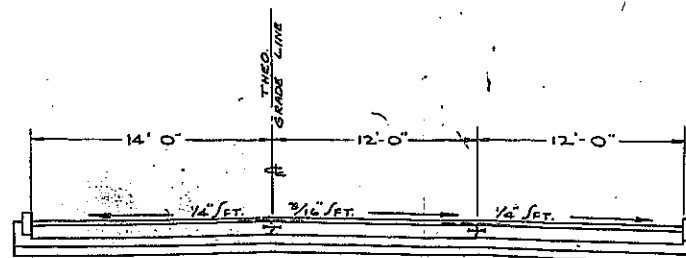
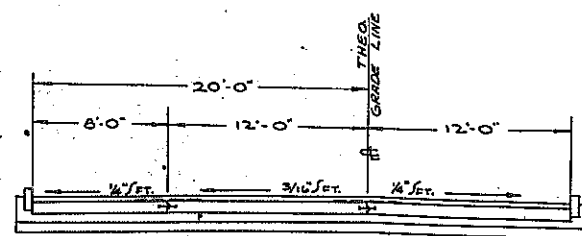
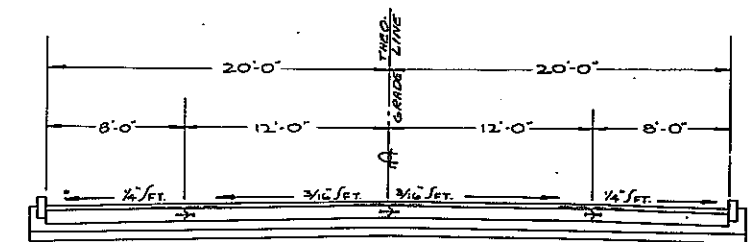
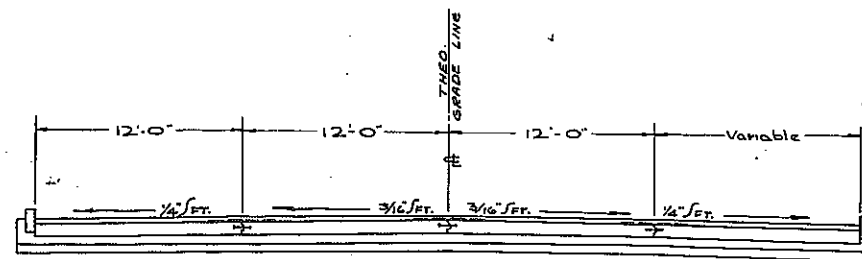
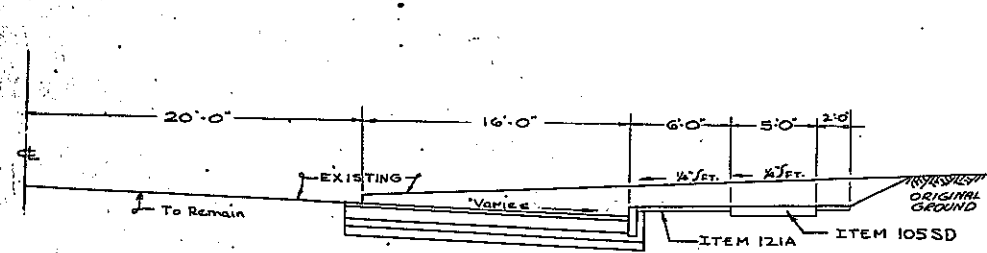
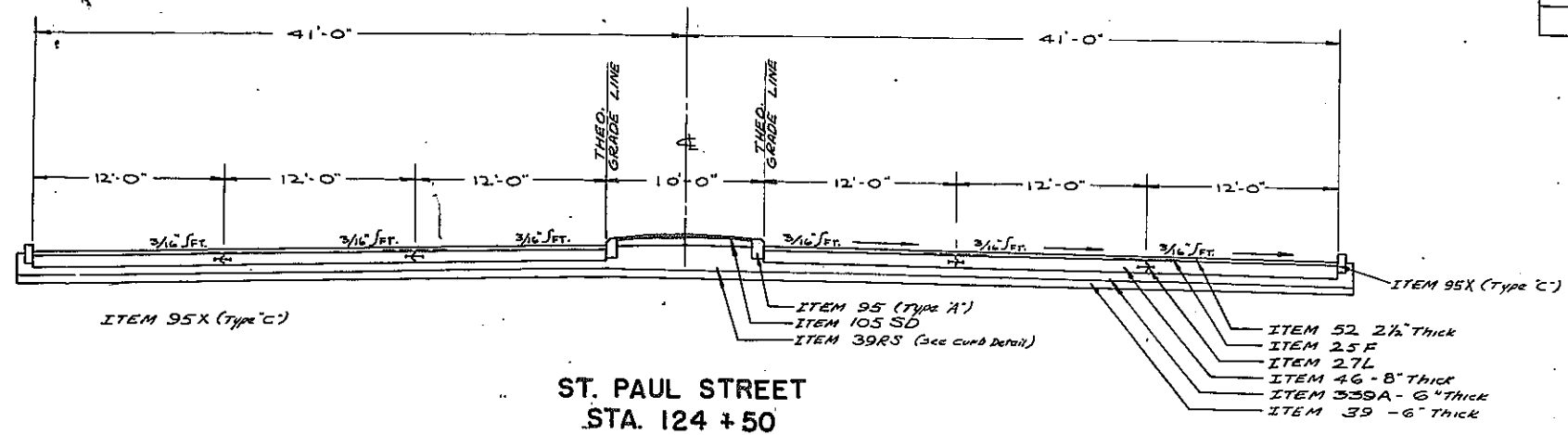
PREPARED PURSUANT TO
THE HIGHWAY LAW AND REGULATIONS
DEC. 17, 1959 *B. Perry*
DESIGNED BY

REVISION AS NOTED



FASH 60002

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			8	
ROCHESTER CITY : INNER LOOP					
FRONT ST. TO NORTH ST.					



PREPARED AND DRAWN TO THE HIGHWAY LAW AND REGULATIONS BY DEC 17 1959

NO AS BUILT REVISIONS



FASH 60002

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			12	
ROCHESTER CITY - INNER LOOP					
FRONT ST. TO NORTH ST.					

TABLE OF BENCH MARKS

BENCH NO.	DESCRIPTION	ELEV.
7	RCS MON. S.W. SCIO - DELEVAN	519.91
8	RCS MON. N.W. SCIO - LYNDHURST	511.88
9	TOP CONC. HITCHING POST NORTH SIDE LYNDHURST HOUSE No. 230	509.04
10	RCS MON. S.W. LYNDHURST - UNION	509.29
11	RCS MON. S.E. UNION - MAIN	511.73
12	USC 163 USC 163 MON. S.E. MAIN - ALEXANDER	503.29
13	RCS MON. N.E. ALEXANDER - UNIVERSITY	509.30
14	RCS MON. N.W. UNION - UNIVERSITY	515.00
15	RCS SURFACE MON. N.E. DELEVAN - GIBBS	509.04
16	RCS MON. N.E. GIBBS - UNIVERSITY	517.91
17	RCS MON. S.E. UNIVERSITY - NORTH	523.68
18	RCS MON. S.E. NORTH - DELEVAN	524.01
19	USC 163 USC 163 MON. EAST SIDE NORTH ST. 90' SOUTH OF E. LYNDHURST	524.89
20	RCS MON. S.W. FRANKLIN - ANDREWS	529.98
21	RCS MON. S.W. ANDREW - CLINTON	526.38
22	RCS MON. S.E. CLINTON - CUMBERLAND	518.71
23	RCS MON. INT. ST. PAUL - FRANKLIN (East Side St. Paul)	
24	RCS SURFACE MON. N.E. CUMBERLAND - JETER	455.72
25	RCS SURFACE MON. S.E. WATER ST. CENTRAL	496.74
26	RCS MON. N.W. CENTRAL - ST. PAUL	502.14
27	RCS MON. S.W. CLINTON - CENTRAL	511.15
28	RCS MON. N.E. CENTRAL - JOSEPH	515.15
29	RCS MON. N.W. HYDE - CUMBERLAND	523.36
30	RCS MON. N.W. CUMBERLAND - DEMOND	526.14
31	RCS MON. N.E. ROME - CUMBERLAND	525.28

TABLE OF DRIVEWAYS

STATION	SIDE	WIDTH	SQ. YARDS
WB 1+73	LT	20'	8.0
WB 7+70	LT	20'	13.3
WB 8+55	LT	30'	15.0
WB 10+00	LT	20'	12.6
WB 23+00	LT	20'	13.3
WB 24+00	LT	20'	13.3
WB 32+30	LT	25'	16.6
WB 3+95	RT	30'	20.0
WB 10+00	RT	30'	30.0
WB 10+00	RT	25'	44.0
CLINTON AVE	LT	20'	Incl. in Sidewalk
223+40	LT	20'	
223+65	LT	20'	
JOSEPH AVE	RT	20'	
321+00	RT	20'	
322+25	RT	20'	
DELEVAN ST.	RT	20'	
2+40	RT	20'	
2+45	RT	20'	
CLINTON AVE	LT	35'	23.3
1+80	LT	40'	26.7
3+30	LT	40'	26.7
2+32	RT	16'	39.0
8+04	RT	16'	39.0
8+85	RT	16'	24.0

NOTE: OTHER DRIVEWAYS MAY BE REQUIRED AS ORDERED BY THE ENGINEER.

STATION	SIDE	WIDTH	SQ. YARDS
WB 9+20	LT	30'	14.7
WB 11+10	LT	30'	Incl. in Sidewalk
WB 11+45	LT	18'	
WB 23+01	LT	20'	2.9
WB 24+66	LT	20'	29.6
WB 25+95	LT	16'	Incl. in Sidewalk
WB 26+40	LT	20'	
WB 27+71	LT	26'	16.2
WB 28+51	LT	24'	14.9
WB 29+75	LT	46'	23.1

DEC. 17, 1959

TABLE REVISIONS

ITEM 95X GRANITE CURB (TYPE C)

STA. TO STA.	SIDE	L.F. STRAIGHT	RADIUS	L.F. RADIUS
INNER LOOP				
2+90 8+90	LT	101.0	2'	3.9
8+90 9+14	LT	50'	27.1	
8+00 8+14	RT	10.5	13.5	
8+35 8+90	RT	55.0	2'	3.6
8+90 9+23	RT	50'	34.0	
26+50 27+04	RT	140.0	3'	9.1
W31+29 W31+50	LT	50'	21.8	
W31+50 W31+90	LT	40.0	2'	6.0
W42+50 W44+53.7	LT	206.7	1'	3.0
W44+53.7 W44+75	LT	21.5	2'	3.9
8+60 W45+70	LT	175.2		
EB. FRONTAGE RD.				
EB 0+22 EB 1+17	RT	90.5		
EB 1+40 EB 5+47	LT	427.0		
EB 1+50	RT	23.0	40'	37.0
EB 2+51	RT	50'	66.4	
EB 2+51 EB 5+67	RT	316.0		
EB 5+67	LT	15'	29.8	
EB 5+67	RT	30'	49.7	
EB 6+50	RT	25'	38.9	
EB 6+89 EB 7+37	LT	48.0	15'	30.2
EB 7+37	RT	25'	32.4	
EB 7+37 EB 11+88	LT	458.8		
EB 7+37 EB 11+88	RT	438.0		
EB 11+88 EB 12+03.5	LT	18.5	25'	28.4
EB 11+88	LT	10'	2.8	
EB 12+03.5 EB 13+41	LT	66.0		
EB 12+03.5	RT	10'	21.8	
EB 12+03.5 EB 13+65	RT	81.3		
EB 13+65	RT	10'	15.9	
WB. FRONTAGE RD.				
WB 0+71 WB 1+04	LT	33.0		
WB 1+04 WB 4+68.8	LT	367.4		
WB 1+35 WB 5+16	RT	429.6	25'	34.9
WB 1+35 WB 5+16	LT	95.0	30'	79.0
WB 6+77.5 WB 6+98	RT	20.5	30'	51.5
WB 6+98	RT	15'	29.1	
WB 6+98 WB 7+38	LT	45.0	35'	44.0
WB 7+38	LT	73'	22.3	
WB 7+38	LT	100'	76.8	
WB 8+25 WB 12+26	RT	17.5	40'	107.5
WB 8+25 WB 9+53	LT	523.2		
WB 9+53 WB 9+53	LT	120.0	50'	23.6
WB 10+25 WB 12+26	LT	205.9	5'	13.1
WB 12+26	LT	35'	67.8	
WB 12+26 WB 12+86	RT	59.5		
WB 12+86	LT	25'	27.1	
WB 13+00 WB 14+91	LT	154.2	25'	38.8
WB 14+91 WB 14+88	RT	73.3		
WB 16+32 WB 16+52	RT	19.6	10'	9.9
WB 16+52	LT	25'	40.6	
WB 16+52 WB 21+31	RT	492.8		
WB 16+52 WB 17+55	LT	63.5	15'	28.3
WB 18+06	LT	30'	41.4	
WB 18+06 WB 21+31	LT	314.8	25'	34.5
WB 21+31 WB 27+33.6	RT	26.4		
WB 21+31 WB 24+00	RT	244.9	1'	3.1
WB 24+00 WB 24+00	LT	13.0		
WB 22+18	LT	20'	38.0	
WB 22+18 WB 24+00	LT	179.5		
WB 24+00 WB 29+00	RT	497.0		
WB 24+00 WB 25+60	LT	169.0	25'	28.4
WB 26+54 WB 29+00	LT	250.5	80'	39.4
WB 29+00 WB 29+79	RT	78.2	10'	14.1
WB 29+00 WB 30+05	LT	106.7	25'	26.2
WB 30+05 WB 37+45	RT	647.2	10'	9.9
WB 31+10 WB 32+09	LT	100.0	25'	52.4
WB 32+09	LT	15'	18.0	
WB 32+45	LT	10'	20.0	
WB 32+45 WB 34+95	LT	238.8	4'	11.4
EB. RAMP				
ER 21+18 ER 21+36.5	LT	18.5	10'	16.0
ER 21+36.5	RT	30'	47.6	
ER 21+36.5 ER 27+80	LT	636.6		
ER 21+36.5 ER 28+12	RT	683.7		
ER 28+12 ER 28+37	RT	75'	37.1	
WATER ST. INTERSECTION				
71'	RT	64'	16.0	
13'	RT	17.0		
20.3	RT			

ITEM 95X GRANITE CURB (TYPE C)

STA. TO STA.	SIDE	L.F. STRAIGHT	RADIUS	L.F. RADIUS
WB. RAMP				
WR 27+33.6 WR 31+88.5	LT	453.9	2'	3.1
WR 27+33.6 WR 31+88.5	RT	450.2		
WR 44+53.7 WR 48+71.3	LT	360.6	1'	3.0
WR 44+53.7 WR 48+71.3	RT	417.6		
ST. PAUL ST.				
124+13 124+50.8	RT	49.0		
124+36 124+79.6	LT	44.0		
125+31 125+67	RT	36.0		
125+60 125+91	LT	31.0		
126+68 127+15	RT	44.0	25'	4.8
126+68 127+15	LT	20.0	20'	8.0
FRANKLIN ST. 0+78 0+85	LT	7.0		
CLINTON AVE.				
219+46.5 220+01	RT	54.5	15'	23.6
219+46.5 224+11	LT	456.5	20'	31.4
221+83 223+85	RT	202.0	3'	8.4
225+99 226+38	RT	39.0	5'	2.9
JOSEPH AVE.				
320+68 323+95	RT	314.0		
322+48 324+15	LT	170.7		
324+63 324+69.2	RT	1.2		
326+16 326+94.5	LT	78.5	5'	12.9
326+19.5 328+62	RT	243.7	2'	6.3
CLINTON-JOSEPH CIRCLE				
0+00 1+39.6	LT	139.6		
1+39.6 4+11.7	LT	272.2		
4+11.7 5+23.2	LT	111.4		
5+23.2 5+63.0	LT	39.8		
5+63.0 6+13.4	LT	50.5		
6+13.4 6+49.6	LT	20'	36.2	
NORTH ST.				
422+00 423+92.3	LT	180.0	25'	18.8
425+98 426+10	LT	12.0		
DELEVAN ST.				
0+29	RT	25'	26.2	
0+29	RT	111.8	15'	28.8
0+51.5 3+70	LT	325.2	10'	7.0
1+92 3+70	LT	174.4	15'	19.6

ITEM 95 GRANITE CURB (TYPE A)

STA. TO STA.	SIDE	L.F. STRAIGHT	RADIUS	L.F. RADIUS
INNER LOOP				
2+55	RT		1'	3.1
1+67.5 3+55	R/L	375.0		
7+18.6 8+00	R/L	162.8		
8+00 3+100	R/L	454.8		
8+100 8+100	LT	134.3		
ST. PAUL ST.	LT	30.4	5'	15.7
124+50 124+65.2	R/L	58.4	5'	15.7
125+45.8 125+75	R/L	25.8	4'	15.7

ITEM 96 RESETTING OLD CURB

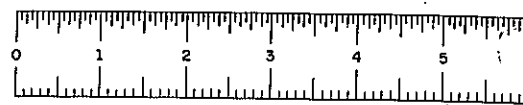
STA. TO STA.	SIDE	L.F. STRAIGHT	RADIUS	L.F. RADIUS
FRANKLIN ST. WEST				
FRANKLIN ST. WEST	R/L	46.5'		
FRANKLIN ST. EAST				
FRANKLIN ST. EAST	R/L	38.2'		
WATER ST. INTERSECTION				
WATER ST. INTERSECTION	LT	14.4'		
WATER ST. INTERSECTION	RT	24.4'		
ST. PAUL ST. INTERSECTION				
ST. PAUL ST. INTERSECTION	LT	14.4'		
ST. PAUL ST. INTERSECTION	RT	24.4'		

ITEM 95X GRANITE CURB (TYPE C) (CONTINUED)

STA. TO STA.	SIDE	L.F. STRAIGHT	RADIUS	L.F. RADIUS
INNER LOOP				
1+65 2+53	RT	90.0		
1+78 2+93	LT	115.0		
2+75 3+50	RT	75.0		
EB. FRONTAGE RD.				
4+18 4+95	RT	-60.0	-20'	11.9
4+18 4+95	RT	-60.0	-20'	25.3
ST. PAUL ST.				
122+95 123+23.5	LT	28.5		
122+95 123+20	RT	25.0		
FRANKLIN ST.				
0+67 0+85	RT	18.0		
WB. FRONTAGE RD.				
CONNECTION TO HEDCOFF ST.	R/L	97.0		
CONNECTION TO HEDCOFF ST.	R/L	38.0		
CONNECTION TO HEDCOFF ST.	R/L	44.0		
CONNECTION TO HEDCOFF ST.	R/L	73.0		
WB 37+45.0 WB 43+00	RT	585.5		
CONNECTION TO SCHWITZER ST.	LT	75.0		
NORTH ST.				
423+60 423+73	RT	13.0		
DELEVAN ST.				
CONNECTION TO SCHWITZER ST.	R/L	40.0		
5+53 6+04	RT	51.0		
E.B. RAMP				
ER 41+50 ER 46+70	RT	620.0	5'	15.7
ER 41+50 ER 46+26	LT	600.0	25'	41.4
WB. RAMP				
WR 48+71.3	LT	25'	44.3	

ITEM 105SD CONCRETE SIDEWALK

STA. TO STA.	SIDE	AREA SY.
INNER LOOP		
1+78 BRIDGE	LT.	102.2
3+00 3+60	RT.	53.6
FIRE ALARM & POLICE TELEGRAPH BUILDING		
EB. FRONTAGE RD.	RT.	22.2
BRIDGE		
EB. 1+70	RT.	173.6
EB 2+06 EB. 4+70	RT.	284.1
EB 4+70 EB 5+35	RT.	91.5
EB 5+35 EB. 5+90	RT.	90.6
EB 7+01 EB 11+30.4	LT.	170.6
EB 7+10 EB 7+33	RT.	47.1
EB 7+33 EB 10+99	RT.	312.0
EB 10+99 EB 12+32.5	RT.	159.8
EB 12+73.5 EB 13+75.5	RT.	89.8
EB 12+75 EB 13+41	LT.	22.6
EB. 1+65	RT.	9.1
EB. 4+29	RT.	13.5
WB. FRONTAGE RD.		
WB 0+71 WB 1+65	LT.	92.9
WB 1+65 WB 5+38.7	LT.	211.4
WB 5+38.7 WB 5+89	LT.	97.8
WB 6+20 WB 7+9	LT.	177.1
WB 7+35 CEN. TR. CENTRAL BLDG.	LT.	90.7
WB 8+33	LT.	100.9
WB 8+33 WB 9+91	LT.	132.4
WB 9+20 WB 9+26	LT.	181.3
WB 12+26 WB 12+55.5	LT.	65.3
WB 7+01 WB 12+83.8	RT.	196.17
WB 13+30 WB 15+6	LT.	252.49
WB 14+14 WB 14+88	RT.	25.3
WB 16+28 WB 17+30	LT.	120.0
WB 17+30 E. HYDE PK.	LT.	9.8



FASH 60002

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			13	
ROCHESTER CITY - INNER LOOP					
FRONT ST. TO NORTH ST.					

UNCLASSIFIED EXCAVATION				
STATION TO STATION	EXC. C.Y.	EMB. C.Y.	EXCESS C.Y.	BAL.
MAIN LINE				
1+48 - 21+50	118697	14187	102672	
CLINTON AVE.				
219+50 - 229+25	2039	82	1941	
JOSEPH AVE.				
321+00 - 330+30	5306	92	5196	
W21+50 - W38+00	77263	8304	67298	
W38+00 - W48+50	86611	1589	84704	
E21+50 - E38+00	71209	3966	66450	
E38+00 - E48+25	78727	815	77749	
TOTAL	440552	29035	406010	

TREES TO BE SAVED			
LOCATION	STATION	OFFSET	SPECIES
WEST SIDE HYDE PARK	WB. 17+24	55' LT.	8" MAPLE
FRONT OF POST OFFICE	WB. 18+90	50' LT.	3" MAPLE
" " " "	WB. 19+35	55' LT.	4" MAPLE
WEST SIDE JOSEPH AVE. (IN ISLAND)	326+53	48' LT.	10" ELM
" " " "	326+58	45' LT.	20" ELM
WEST SIDE HYDE PARK	327+02	90' RT.	24" ELM
" " " "	327+38	75' RT.	20" ELM
" " " "	328+04	48' RT.	18" MAPLE
DELEVAN ST. BETWEEN S.W. # CURB	ER. 43+05	31' RT.	14" ELM
" " " "	ER. 43+37	32' RT.	28" ELM
" " " "	ER. 44+39	23' RT.	20" ELM
" " " "	ER. 44+55	21' RT.	28" ELM
" " " "	ER. 44+96	17' RT.	28" ELM
" " " "	ER. 45+26	14' RT.	8" ELM

ITEM 36-TIMBER GUIDE RAILING				
LOCATION	STATION	STATION	SIDE	L.F.
W.B. FRONTAGE RD.	WB. 0+75	WB. 1+60	LT.	84
W.B. " "	WB. 2+96	WB. 5+66	RT.	270
E.B. " "	E.B. 0+20	E.B. 1+50	RT.	132
E.B. " "	E.B. 2+03	E.B. 5+57	LT.	354
W.R. RAMP	WR. 45+25	WR. 48+67	RT.	342
E.R. RAMP	ER. 42+75	ER. 48+27	LT.	552
E.B. FRONTAGE RD.	E.B. 2+00	E.B. 4+00	RT.	257
CLINTON-JOSEPH CIRCLE	1+45	2+00	RT.	55
" "	3+00	3+78	LT.	78

ITEM 113-S HIGHWAY - RAILROAD BARRICADE			
LOCATION	STATION	SIDE	L.F.
FRANKLIN SQUARE WEST	E.R. 26+00±	RT.	32
FRANKLIN SQUARE EAST	E.R. 28+00±	RT.	32
INNER LOOP	E 41+40	RT.	32

ITEM 104 L CONCRETE R.O.W. MARKER TYPE "L" (LOW)		
STATION	SIDE	NO.
E.B. 1+50	RT.	1
E.R. 22+32	RT.	1
E.R. 24+04	RT.	1
E.R. 24+72	RT.	1
E.R. 25+64	RT.	1
Delevan Street		
0+19	RT.	1
0+27	RT.	1
1+43	RT.	1
1+54	RT.	1
1+74-OUT	RT.	1
2+15	RT.	1
3+55	RT.	1
W.B.		
8+15	LT.	1
8+34	LT.	1
9+80	LT.	1
10+67	LT.	1
10+74	LT.	1
12+21	LT.	1
12+38	LT.	1
22+12	LT.	1
22+43	LT.	1
25+75	LT.	1
26+48	LT.	1
26+56	LT.	1
27+14	LT.	1
27+78	LT.	1
28+19	LT.	1
28+82	LT.	1
30+10	LT.	1
30+25	LT.	1
30+30	LT.	1
31+02	LT.	1
31+38	LT.	1
32+28	LT.	1
32+47	LT.	1
33+81	LT.	1
33+93	LT.	1

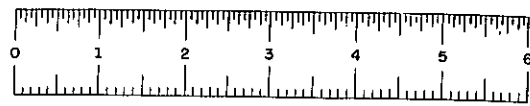
CONTINUED FROM PREVIOUS SHEET TABLE OF DRIVEWAYS			
STATION	SIDE	WIDTH	SR. YARDS
328+72	RT.	24"	1/3.5
426+11	LT.	23"	INCL. IN SIDEWALK
DELEVAN ST.			
0+87	RT.	15"	8.1
2+17	RT.	22"	14.2
2+78	RT.	27"	16.8
3+80	RT.	24"	17.0

ITEM 106 AS - ALUMINUM CHAIN LINK FENCING 6' HIGH		
LOCATION	SIDE	L.F.
ER. 24+00 - NORTH ST.	RT.	1092
E 38+95 - ER. 41+50	RT.	578
WB. 33+36 - WB. 42+50	RT.	905
W.R. 46+00 - W.R. 48+72	RT.	272
ER. 45+00 - ER. 48+25	LT.	328
E.B. 0+25	RT.	38
W.B. 0+70	LT.	16
W.B. 0+70 - W.B. 1+50	LT.	108

ITEM 600 TEMPORARY FENCING - 5' HIGH		
LOCATION	SIDE	L.F.
SCIO ST.	LT.	290
ER. 44+50±		
ER. 45+70	RT.	120
14 TREES	SEE TABLE	350
S.W. SIDE BR. 1 D		
GRASSY - HIGHLY		214
ER. 44+50 - ER. 45+70		120
ER. 45+70	RT.	25
FRANKLIN SQUARE		220
WEST SIDE SCIO ST.		250
CUMBERLAND ST.		
D NORTH SIDE		322
WEST CATT ST.		176
Santa Maria St. Rd.		109
No. Side Delevan		
D SCIO ST.		200
S.W. SIDE LYNDHURST		
D SCIO ST.		215
W. SIDE CLINTON		
No. of CUMBERLAND		150
S. SIDE OFFICE		
Along CUMBERLAND		400
WEST CATT ST.		
BEHIND CITY PLAZA		180
CLINTON AVE. D		
SPRINGFIELD - SCHULTZ	LT.	150
NORTH ST. RETURN		
D WEST SIDE OF		180

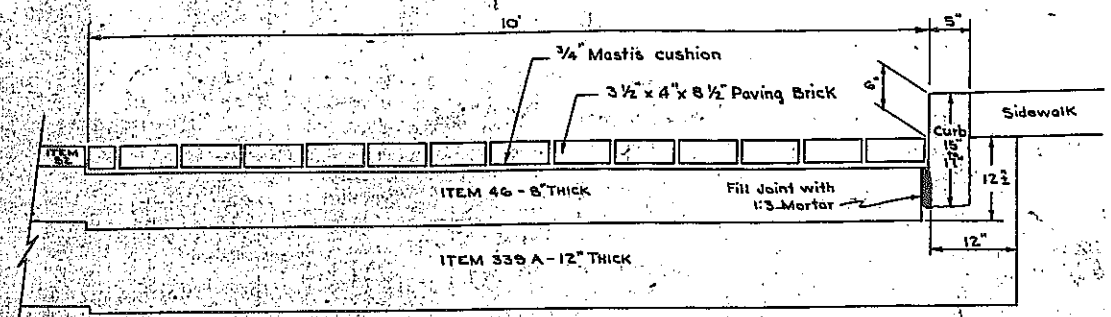
ITEM 104 P RESETTling PUBLIC SURVEY MONUMENTS	
LOCATION	NO.
N.E. CORNER CUMBERLAND & WATER ST.	1
S.E. CORNER WATER & CENTRAL AVE.	1
S.W. CORNER CENTRAL & HYDE PARK	1
N.W. CORNER CUMBERLAND & HYDE PARK	2
N.W. CORNER CUMBERLAND & FRANKLIN SQ.	1
S.W. CORNER CUMBERLAND & NORTH ST.	1
S.E. CORNER NORTH ST. & DELEVAN ST.	1
S.W. CORNER LYNDHURST ST. & GIBBS ST.	1
N.W. CORNER SCIO ST. & DELEVAN ST.	1

ITEM 11 H PERF. CORR. METAL PIPE UNDERDRAIN - 6" DIAM.					
STATION TO STATION	SIDE	L.F.	STATION TO STATION	SIDE	L.F.
W43+00 - W.R. 44+00	RT.	120.0	ER. 41+50 - ER. 41+55	RT.	5
30+70 - W32+20	RT.	149.5	D. 10+00 - 8+50	RT.	250.0
W32+20 - W35+50	RT.	155	W 42+50 - W 41+11	RT.	139.5
W35+50 - W38+00	RT.	134.5	W 41+11 - W 39+00	RT.	189.5
W38+00 - W36+40	RT.	120.0	12+70 - 16+10	RT.	137.0
W36+40 - W34+00	RT.	124.0	16+10 - 16+88	RT.	150.0
W34+00 - W32+20	RT.	118.0	16+88 - 13+45	RT.	115.0
E 38+20 - E 39+50	RT.	123.0	32+00 - 35+00 - LAT. STRUCTURE	RT.	120.0
E 38+20 - E 36+40	RT.	124.0	E 34+00 - 36+00 - LAT. TO R.R.	RT.	250.0
24+70 - 23+25	RT.	106.0	17+05 - 25+10 - LAT. TO D.A.	RT.	805.0
23+25 - 21+70	RT.	107.0	27+00 - 31+00	RT.	280.0
21+70 - 20+25	RT.	102.0	N.W. 14+25 - 15+50	RT.	120.0
20+25 - 18+50	RT.	102.0	W33+50 - W35+00	RT.	149.5
18+50 - 16+50	RT.	100.0			
16+50 - 14+10	RT.	100.0			
E 31+50 - 31+20	RT.	100.0			
E 31+20 - E 30+50	RT.	100.0			
E 30+50 - E 29+50	RT.	100.0			
E 29+50 - E 28+50	RT.	100.0			
E 28+50 - E 27+50	RT.	100.0			
E 27+50 - E 26+50	RT.	100.0			
E 26+50 - E 25+50	RT.	100.0			
E 25+50 - E 24+50	RT.	100.0			
E 24+50 - E 23+50	RT.	100.0			
E 23+50 - E 22+50	RT.	100.0			
E 22+50 - E 21+50	RT.	100.0			
E 21+50 - E 20+50	RT.	100.0			
E 20+50 - E 19+50	RT.	100.0			
E 19+50 - E 18+50	RT.	100.0			
E 18+50 - E 17+50	RT.	100.0			
E 17+50 - E 16+50	RT.	100.0			
E 16+50 - E 15+50	RT.	100.0			
E 15+50 - E 14+50	RT.	100.0			
E 14+50 - E 13+50	RT.	100.0			
E 13+50 - E 12+50	RT.	100.0			
E 12+50 - E 11+50	RT.	100.0			
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E 9+50 - E 8+50	RT.	100.0			
E 8+50 - E 7+50	RT.	100.0			
E 7+50 - E 6+50	RT.	100.0			
E 6+50 - E 5+50	RT.	100.0			
E 5+50 - E 4+50	RT.	100.0			
E 4+50 - E 3+50	RT.	100.0			
E 3+50 - E 2+50	RT.	100.0			
E 2+50 - E 1+50	RT.	100.0			
E 1+50 - E 0+50	RT.	100.0			
E 0+50 - E 0+00	RT.	100.0			

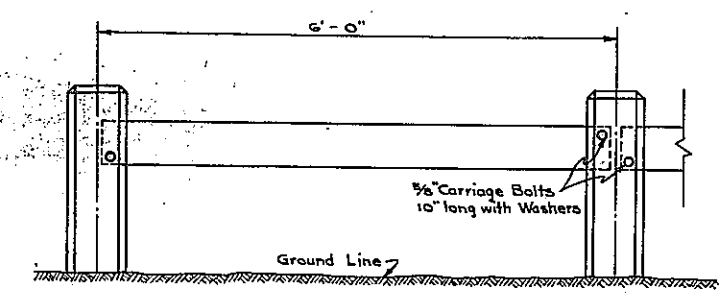


FASH 60002

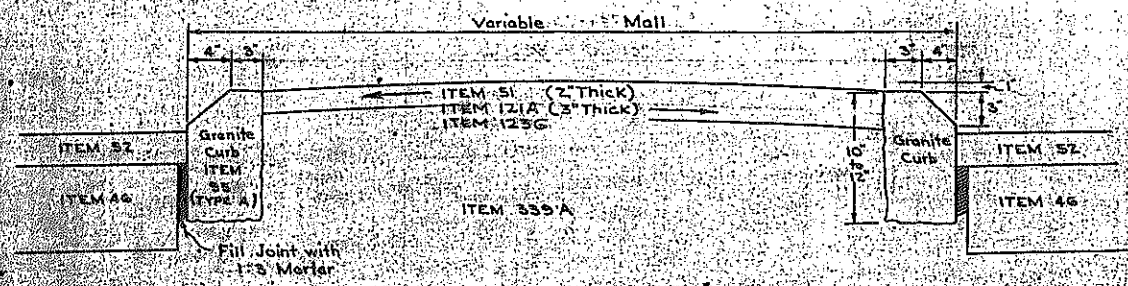
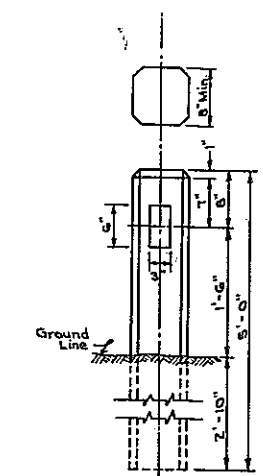
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			14	
ROCHESTER CITY - INNER LOOP					
FRONT ST. TO NORTH ST.					



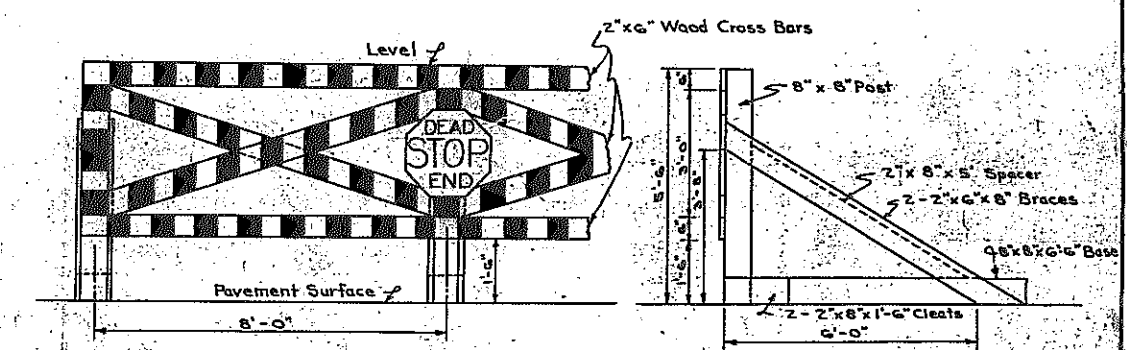
TYPICAL SECTION OF BUS STOP
ITEM 158
Scale: 1" = 1'-0"



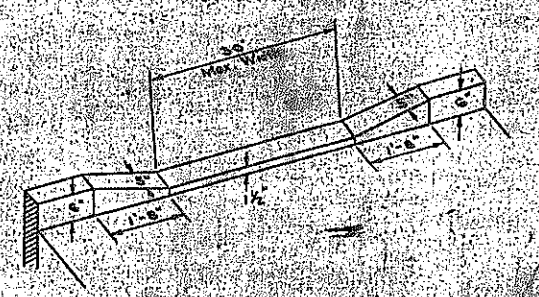
TIMBER GUIDE RAILING ITEM NO. 36
Scale: 1" = 1'-0"



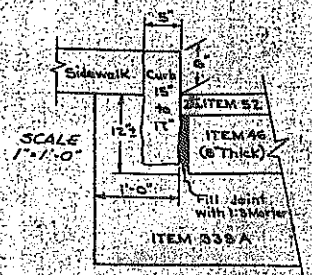
DETAIL OF CURB IN MALL
ITEM 95 A
TYPE A
SCALE: 1 1/2" = 1'-0"



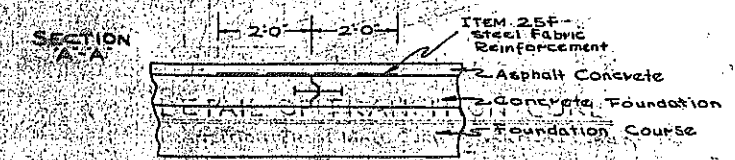
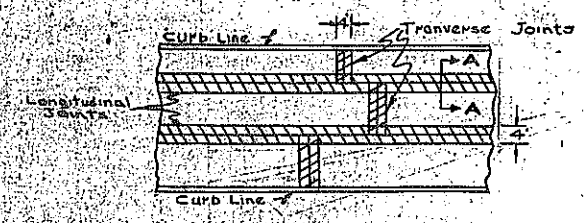
ITEM 113 S
HIGHWAY-RAILROAD BARRICADE
See Standard Sheet 54-5 for fabrication details
LOCATION LENGTH
Scale: 1/2" = 1'



DETAIL OF CURBING AT DRIVEWAYS
ITEM 95 X
TYPE X
SCALE: 1" = 1'-0"



DETAIL OF CURB
ITEM 95 X
TYPE X
NOTE: Area behind curbs to be backfilled before Asphaltic concrete is placed.

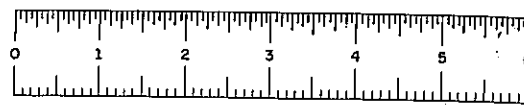


DETAIL SHOWING PLACEMENT OF STEEL FABRIC REINFORCEMENT
ITEM 25F

NOTE: Steel fabric reinforcement ITEM 25F - 4' wide shall be placed between the binder course of ITEM 52 and the concrete foundation for pavement ITEM 46 just prior to placing the binder course. The fabric reinforcement shall be tied to the concrete foundation by means of wire ties as approved by the engineer.
All steel fabric shall be furnished in flat sheets.

PREPARED PURSUANT TO THE HIGHWAY LAW AND REGULATIONS BY
DEC 17 1959
C. J. HENRY
CHIEF ENGINEER

No As BUILT REVISIONS



FASH 60002

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			24	
ROCHESTER CITY INNER LOOP FRONT ST. TO NORTH ST.					

P.I. STA. WB. 12+19.65
Δ: 19° 51' 47" RT.
D: 3' 45"
R: 1527.89'
T: 267.53'
L: 529.68'
E: 23.27'

P.I. STA. 17+61.63
Δ: 29° 55' 52" RT.
D: 6"
R: 654.93'
BACK TANGENT: 258.75'
L: 398.85'
(STA. 15+02.88 to STA. 19+01.73)
FORWARD TANGENT: 352.19'
L: 200'
(STA. 19+01.73 to STA. 21+01.73)

P.I. STA. EB. 10+20.58
Δ: 40° 58' 50" RT.
D: 9' 30"
R: 603.11'
T: 225.38'
L: 431.37'
E: 40.74'

STA. 225+95 E. CLINTON AVE.
BUILD TYPE "A" M.H. WITH FRAME
& COVER, ON EXISTING 16" 4y
2' 6" STONE BOX SEWER.
PLUG EXISTING INLET.
STA. WB. 13+42 - 34' LT.
BUILD TYPE "B" D.I. WITH 48 L.F.
OF 12" R.C.C.P. & CONNECT TO
M.H. STA. 225+95 E. CLINTON AVE.

STA. WB. 13+46 - 62' LT.
BUILD TYPE "C" D.I. WITH 28 L.F.
OF 12" R.C.C.P. & CONNECT TO D.I.
STA. WB. 13+42 - 34' LT.

STA. WB. 14+18 - 13' RT.
BUILD TYPE "B" D.I. WITH 88 L.F.
OF 12" R.C.C.P. & CONNECT TO
D.I. STA. WB. 13+42 - 34' LT.

STA. 326+22 - 54.5' LT. JOSEPH AVE.
BUILD TYPE "B" M.H. WITH FRAME
& COVER, OVER EXISTING 24" DROP PIPE
CUT CASING & FORM INVERT.

STA. WB. 14+75 - 34' LT.
BUILD TYPE "B" D.I. WITH 33 L.F.
OF 12" R.C.C.P. & CONNECT TO M.H.
STA. 326+22 - 54.5' LT. JOSEPH AVE.

NOTE:
Special core will be taken in
excavating for sewer in the areas
of the wall footings for wall no. 8
so that the foundation material below
the footings will not be disturbed.

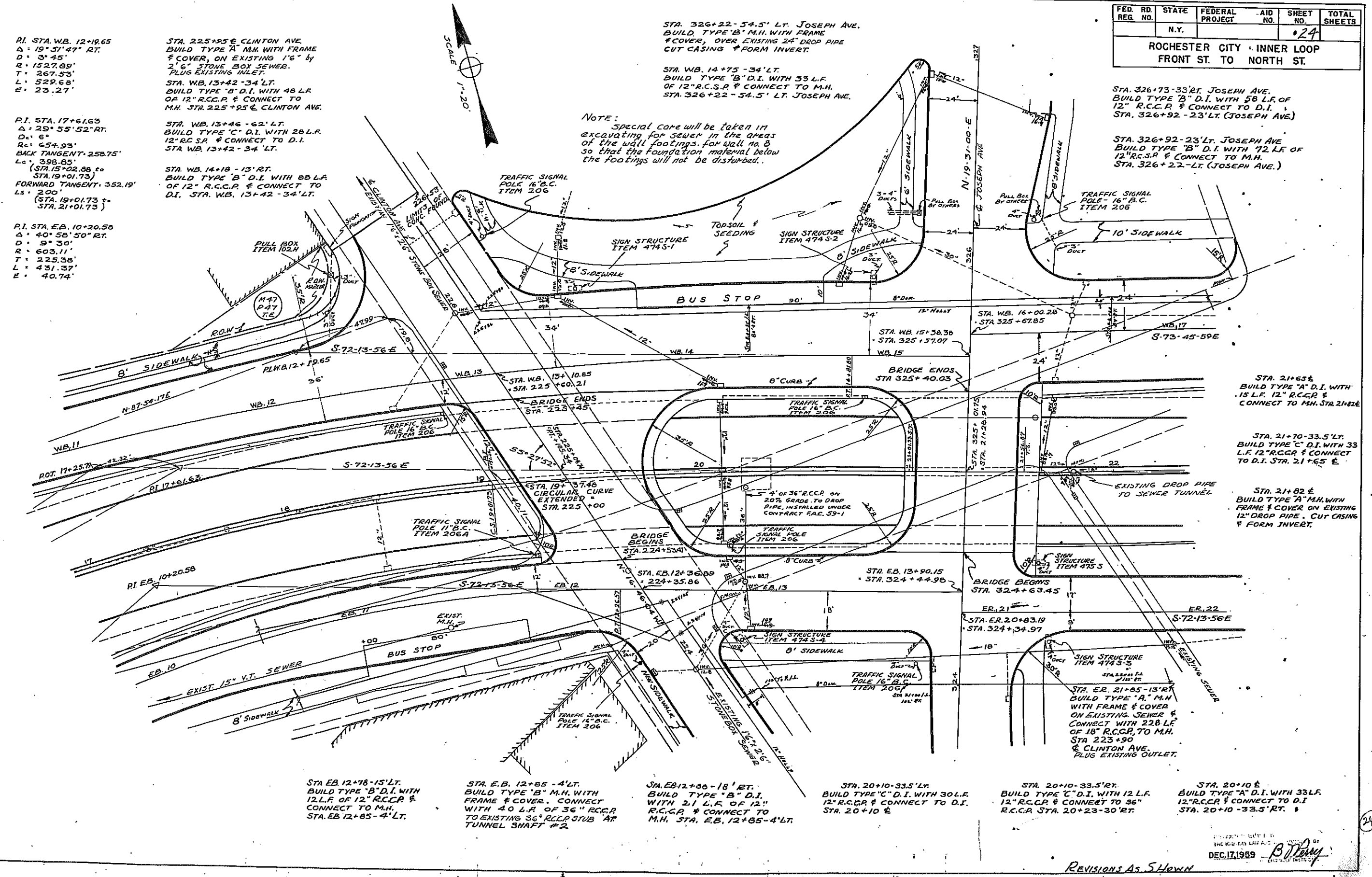
STA. 326+73 - 33' RT. JOSEPH AVE.
BUILD TYPE "B" D.I. WITH 58 L.F. OF
12" R.C.C.P. & CONNECT TO D.I.
STA. 326+92 - 23' LT. JOSEPH AVE.

STA. 326+92 - 23' LT. JOSEPH AVE
BUILD TYPE "B" D.I. WITH 72 L.F. OF
12" R.C.C.P. & CONNECT TO M.H.
STA. 326+22 - 54.5' LT. JOSEPH AVE.

STA. 21+63 E.
BUILD TYPE "A" D.I. WITH
15 L.F. 12" R.C.C.P. &
CONNECT TO M.H. STA. 21+82 E.

STA. 21+70 - 33.5' LT.
BUILD TYPE "C" D.I. WITH 33
L.F. 12" R.C.C.P. & CONNECT
TO D.I. STA. 21+65 E.

STA. 21+82 E.
BUILD TYPE "A" M.H. WITH
FRAME & COVER ON EXISTING
12" DROP PIPE. CUT CASING
& FORM INVERT.



STA. EB. 12+78 - 15' LT.
BUILD TYPE "B" D.I. WITH
12 L.F. OF 12" R.C.C.P. &
CONNECT TO M.H.
STA. EB. 12+85 - 4' LT.

STA. EB. 12+85 - 4' LT.
BUILD TYPE "B" M.H. WITH
FRAME & COVER. CONNECT
WITH 40 L.F. OF 36" R.C.C.P.
TO EXISTING 36" R.C.C.P. AT
TUNNEL SHAFT #2

STA. EB. 12+88 - 18' RT.
BUILD TYPE "B" D.I.
WITH 21 L.F. OF 12"
R.C.C.P. & CONNECT TO
M.H. STA. EB. 12+85 - 4' LT.

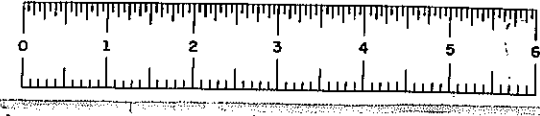
STA. 20+10 - 33.5' LT.
BUILD TYPE "C" D.I. WITH 30 L.F.
12" R.C.C.P. & CONNECT TO D.I.
STA. 20+10 E.

STA. 20+10 - 33.5' RT.
BUILD TYPE "C" D.I. WITH 12 L.F.
12" R.C.C.P. & CONNECT TO 36"
R.C.C.P. STA. 20+23 - 30' RT.

STA. 20+10 E.
BUILD TYPE "A" D.I. WITH 33 L.F.
12" R.C.C.P. & CONNECT TO D.I.
STA. 20+10 - 33.5' RT.

REVISIONS AS SHOWN

DEC. 17, 1959
B. J. Dwyer



FASH 60002

STA. 220+50 - 21' LT. CLINTON AVE.
BUILD TYPE "B" D.I. WITH 21 L.F.
OF 12" R.C.C.P. & CONNECT TO
EXISTING 1'6"X2'6" STONE
BOX SEWER.

STA. 221+80 - 20' LT. CLINTON AVE.
REMOVE EXISTING D.I.
BUILD TYPE "B" D.I.
& CONNECT TO EXISTING
LATERAL.

STA. 221+82.4 CLINTON AVE.
EXISTING M.H. ALTER TO
TO PROPOSED GRADE

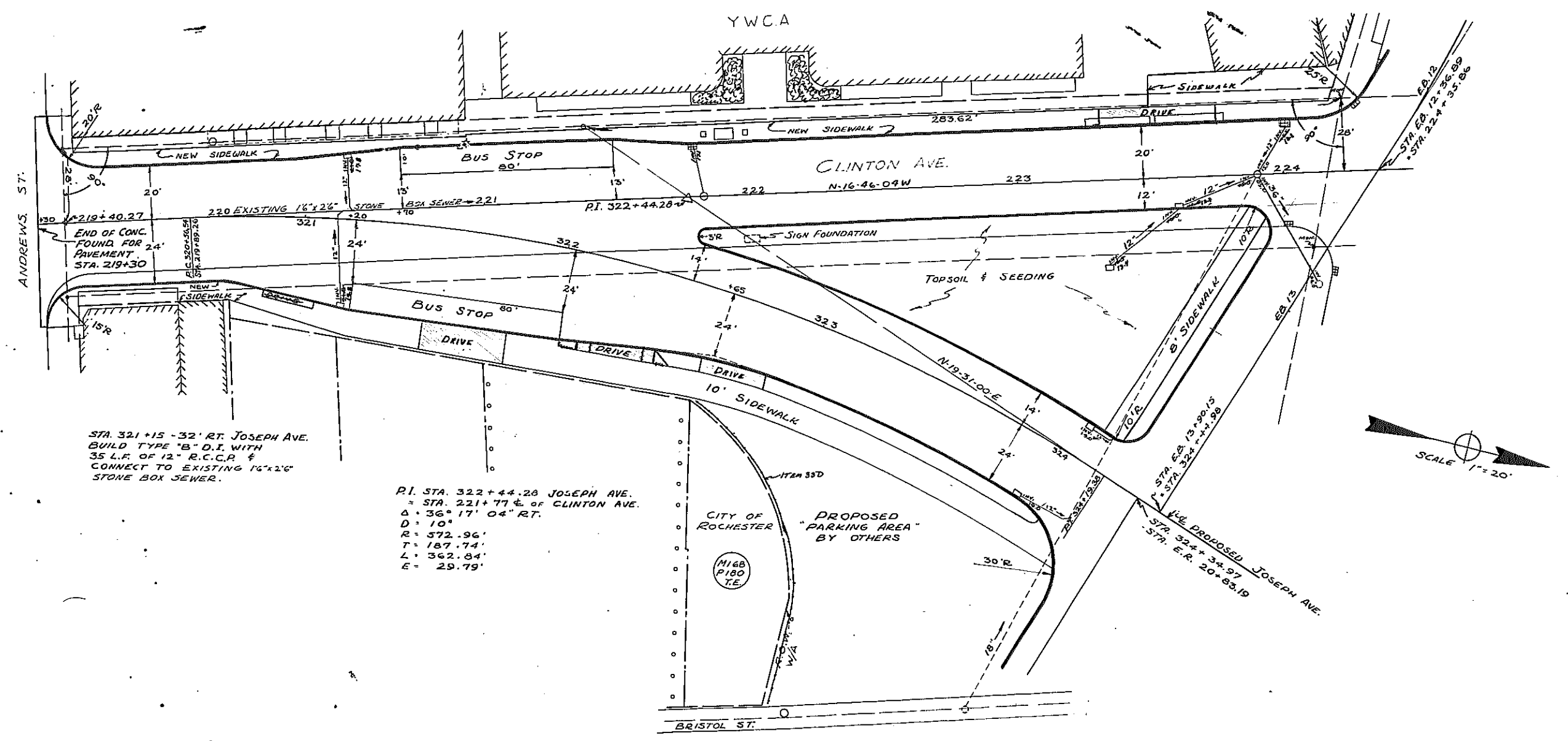
STA. 223+35 - 33' RT. CLINTON AVE.
BUILD TYPE "C" D.I. WITH
35 L.F. OF 12" R.C.C.P. &
CONNECT TO D.I.
STA. 223+60, 12' RT.

STA. 223+60 - 12' RT. CLINTON AVE.
BUILD TYPE "B" D.I. WITH
28 L.F. 12" R.C.C.P. &
CONNECT TO M.H.
STA. 223+90 &

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			25	
ROCHESTER CITY - INNER LOOP FRONT ST. TO NORTH ST.					

STA. 223+90 & CLINTON AVE.
BUILD TYPE "B" M.H. WITH FRAME
& COVER ON EXISTING 1'6"X
2'6" STONE BOX SEWER.
CONNECT WITH 46 L.F. OF 36"
R.C.C.P. & 17 L.F. OF 15" V.T. DROP PIPE.
TO M.H. STA. E.B. 12+85 - 4' LT.

STA. 224+00 - 20' LT. CLINTON AVE.
REMOVE EXISTING D.I.
BUILD TYPE "B" D.I. WITH 19 L.F. OF
12" R.C.C.P. & CONNECT TO M.H.
STA. 223+90 &



STA. 321+15 - 32' RT. JOSEPH AVE.
BUILD TYPE "B" D.I. WITH
35 L.F. OF 12" R.C.C.P. &
CONNECT TO EXISTING 16"X2'6"
STONE BOX SEWER.

P.I. STA. 322+44.28 JOSEPH AVE.
= STA. 221+77 & OF CLINTON AVE.
 $\Delta = 36^\circ 17' 04''$ RT.
D = 10'
R = 572.96'
T = 187.74'
L = 362.84'
E = 29.79'

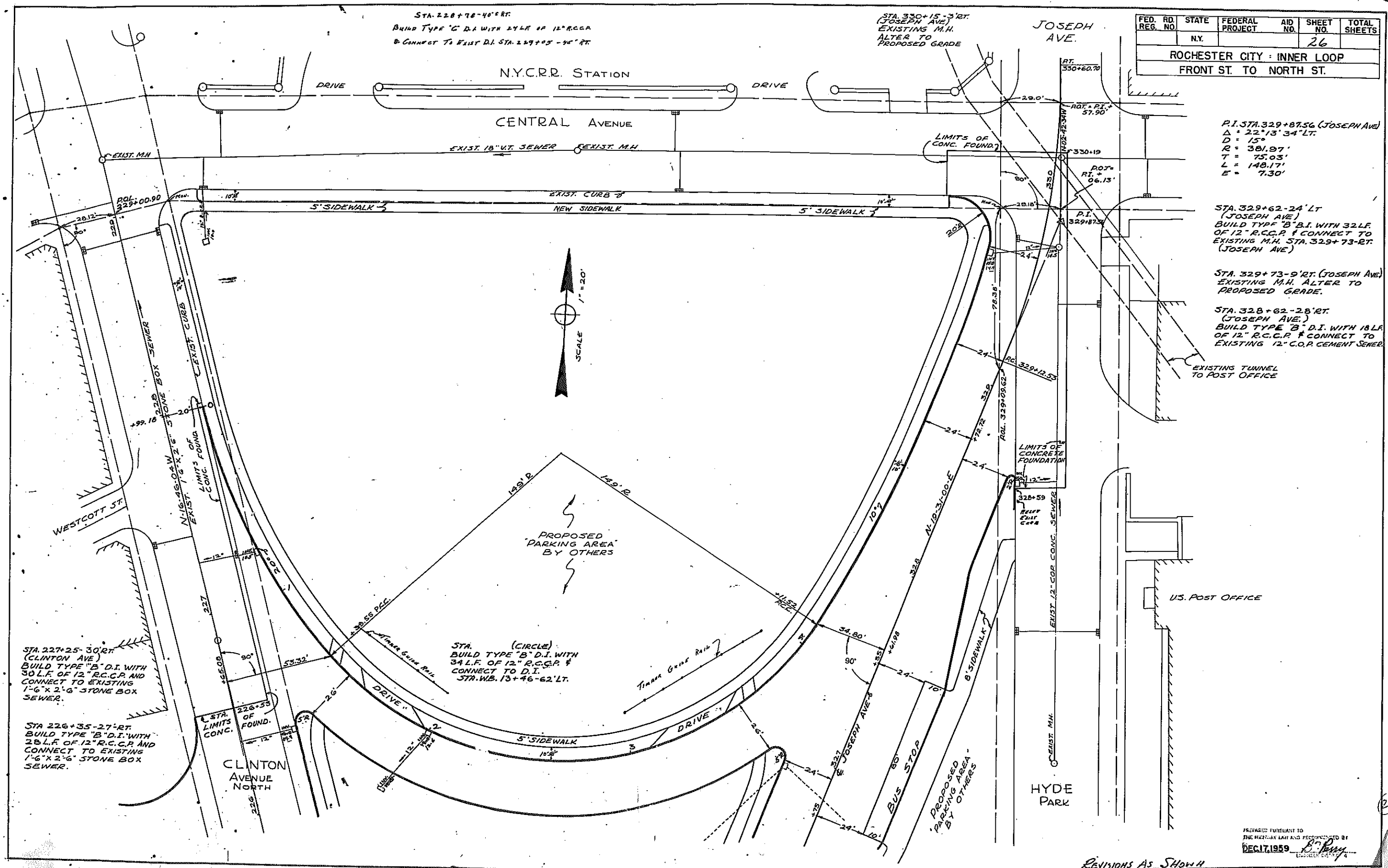
STA. 323+95 - 24' RT. JOSEPH AVE.
BUILD TYPE "B" D.I. WITH
22 L.F. OF 12" R.C.C.P. &
CONNECT TO 18" SEWER.

STA. 324+05 - 14' LT. JOSEPH AVE.
BUILD TYPE "B" D.I. WITH
9 L.F. OF 12" R.C.C.P. &
CONNECT TO 18" SEWER.

DEC. 17, 1959. *W. H. [Signature]*
REVISIONS AS SHOWN



FASH 60002



FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	NY.			26	
ROCHESTER CITY - INNER LOOP					
FRONT ST. TO NORTH ST.					

P.I. STA. 329+87.56 (JOSEPH AVE)
Δ = 22°13'34" LT.
D = 15°
R = 381.97'
T = 75.03'
L = 148.17'
E = 7.30'

STA. 329+62-24' LT (JOSEPH AVE)
BUILD TYPE "B" D.I. WITH 32 L.F. OF 12" R.C.C.P. & CONNECT TO EXISTING M.H. STA. 329+73-RT. (JOSEPH AVE)

STA. 329+73-9' RT. (JOSEPH AVE)
EXISTING M.H. ALTER TO PROPOSED GRADE.

STA. 328+62-28' RT. (JOSEPH AVE.)
BUILD TYPE "B" D.I. WITH 18 L.F. OF 12" R.C.C.P. & CONNECT TO EXISTING 12" C.O.P. CEMENT SEWER.

EXISTING TUNNEL TO POST OFFICE

U.S. POST OFFICE

HYDE PARK

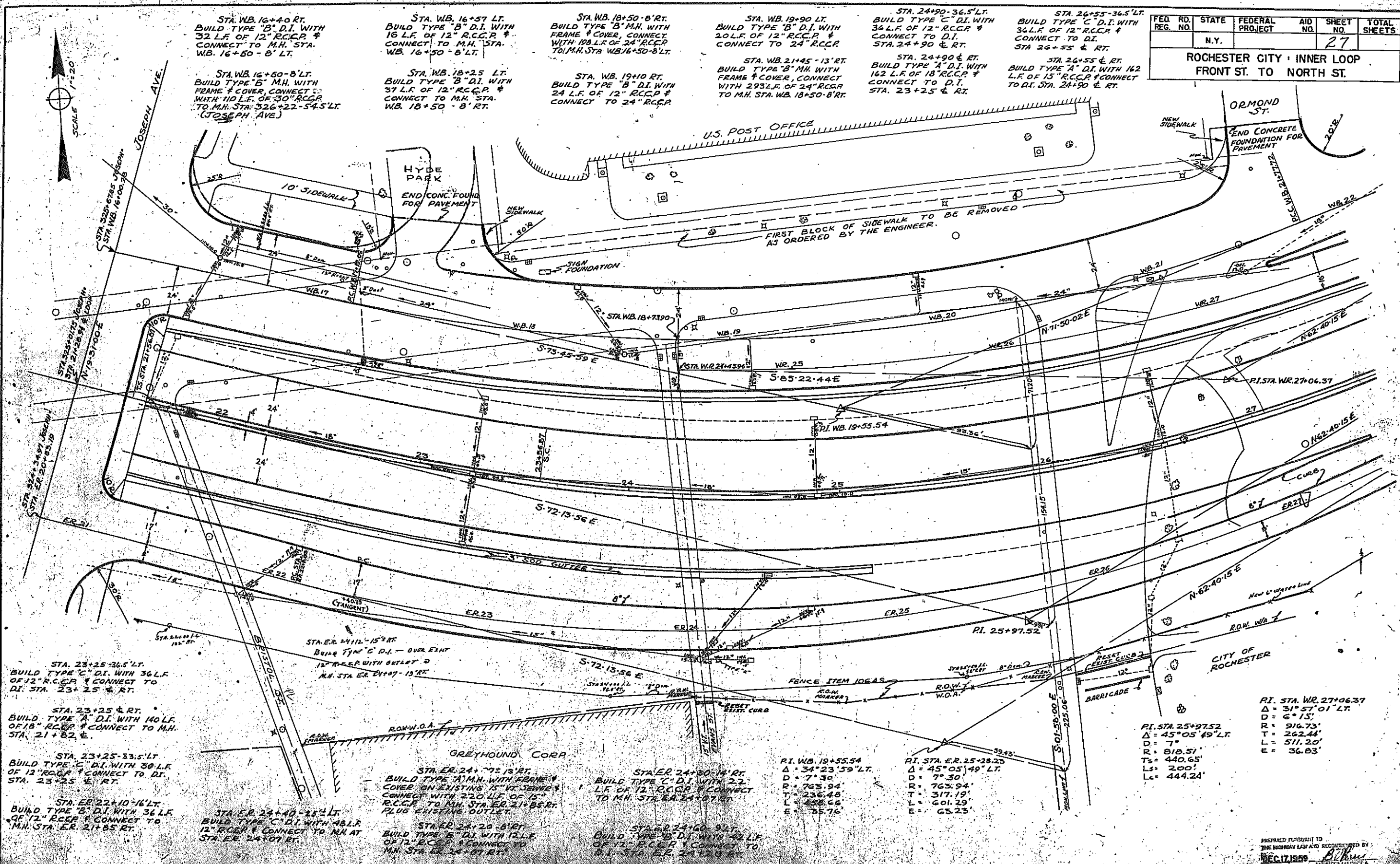
PREPARED PURSUANT TO THE HIGHWAY LAW AND RECOMMENDED BY
DEC 17 1959
B. P. [Signature]
ENGINEER

REVISIONS AS SHOWN



FASH 60002

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			27	
ROCHESTER CITY - INNER LOOP FRONT ST. TO NORTH ST.					

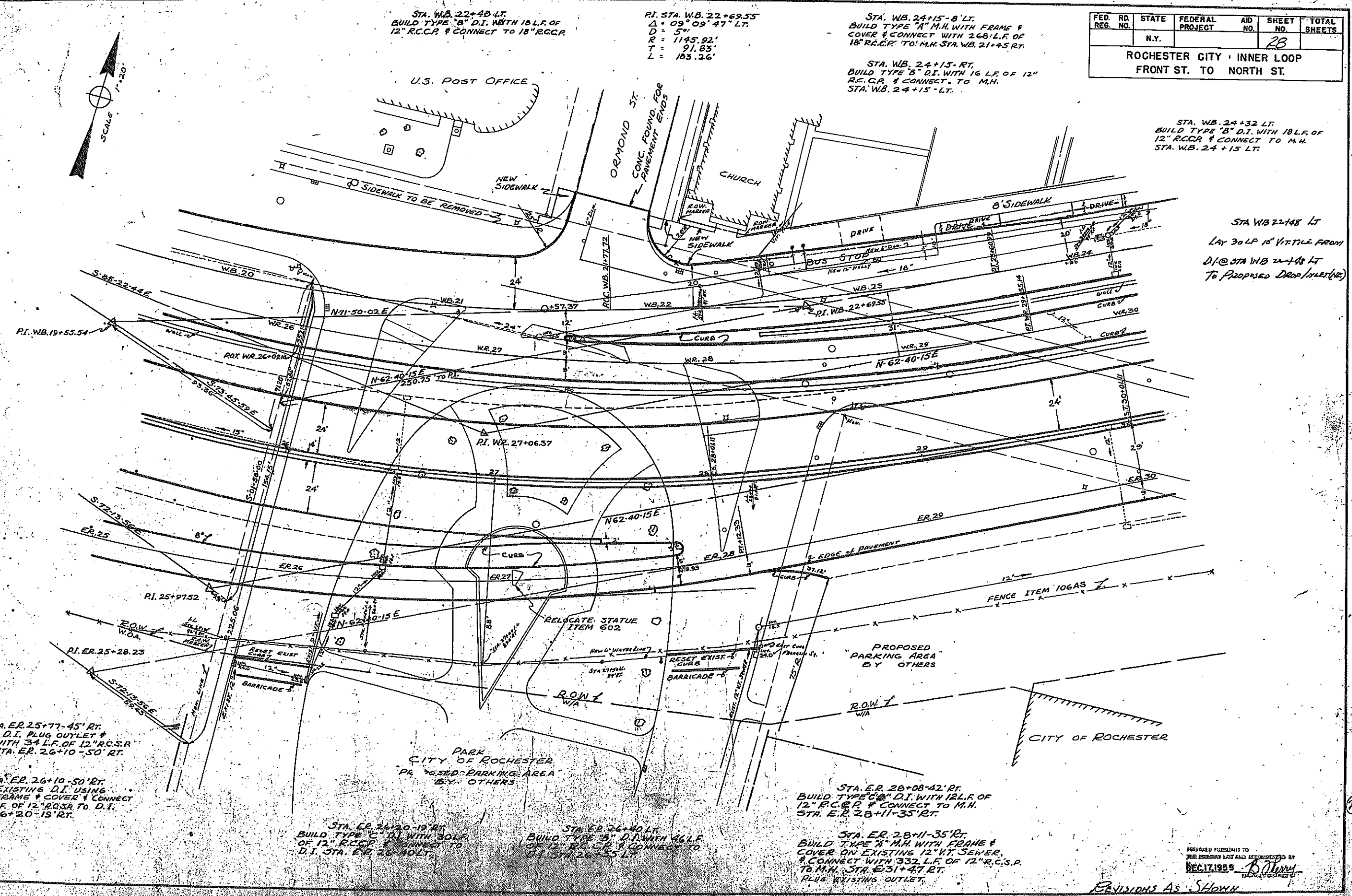


REVISIONS AS SHOWN



FASH 60002

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			28	
ROCHESTER CITY - INNER LOOP FRONT ST. TO NORTH ST.					



STA. WB. 22+40 LT.
BUILD TYPE "B" D.I. WITH 18 L.F. OF
12" R.C.C.P. & CONNECT TO 18" R.C.C.P.

PI. STA. WB. 22+69.55
Δ = 09° 09' 47" LT.
D = 5'
R = 1145.92'
T = 91.83'
L = 165.26'

STA. WB. 24+15-8' RT.
BUILD TYPE "A" M.H. WITH FRAME &
COVER & CONNECT WITH 268 L.F. OF
18" R.C.C.P. TO M.H. STA. WB. 21+45 RT.

STA. WB. 24+15-8' RT.
BUILD TYPE "B" D.I. WITH 16 L.F. OF 12"
R.C.C.P. & CONNECT TO M.H.
STA. WB. 24+15-8' LT.

STA. WB. 24+32 LT.
BUILD TYPE "B" D.I. WITH 18 L.F. OF
12" R.C.C.P. & CONNECT TO M.H.
STA. WB. 24+15 LT.

STA. WB. 22+48 LT.
LAY 30 L.F. 18" V.T. TILE FROM
D.I. @ STA. WB. 22+48 LT.
TO PROPOSED DROP/INLET (H)

STA. ER. 25+77-45' RT.
EXISTING D.I. PLUG OUTLET &
CONNECT WITH 34 L.F. OF 12" R.C.S.P.
TO D.I. STA. ER. 26+10-50' RT.

STA. ER. 26+10-50' RT.
REBUILD EXISTING D.I. USING
EXISTING FRAME & COVER & CONNECT
WITH 32 L.F. OF 12" R.C.S.P. TO D.I.
STA. ER. 26+20-19' RT.

STA. ER. 26+20-19' RT.
BUILD TYPE "C" D.I. WITH 30 L.F.
OF 12" R.C.C.P. & CONNECT TO
D.I. STA. ER. 26+40 LT.

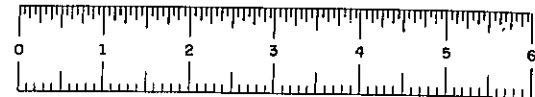
STA. ER. 26+40 LT.
BUILD TYPE "B" D.I. WITH 46 L.F.
OF 12" R.C.C.P. & CONNECT TO
D.I. STA. 26+55 LT.

STA. ER. 28+08-42' RT.
BUILD TYPE "C" D.I. WITH 12 L.F. OF
12" R.C.C.P. & CONNECT TO M.H.
STA. ER. 28+11-35' RT.

STA. ER. 28+11-35' RT.
BUILD TYPE "A" M.H. WITH FRAME &
COVER ON EXISTING 12" V.T. SEWER,
& CONNECT WITH 332 L.F. OF 12" R.C.S.P.
TO M.H. STA. ER. 31+47 RT.
PLUG EXISTING OUTLET.

FORWARDED PURSUANT TO
THE ENGINEER'S LAST AND RECOMMENDED BY
DEC 17 1959

REVISIONS AS SHOWN



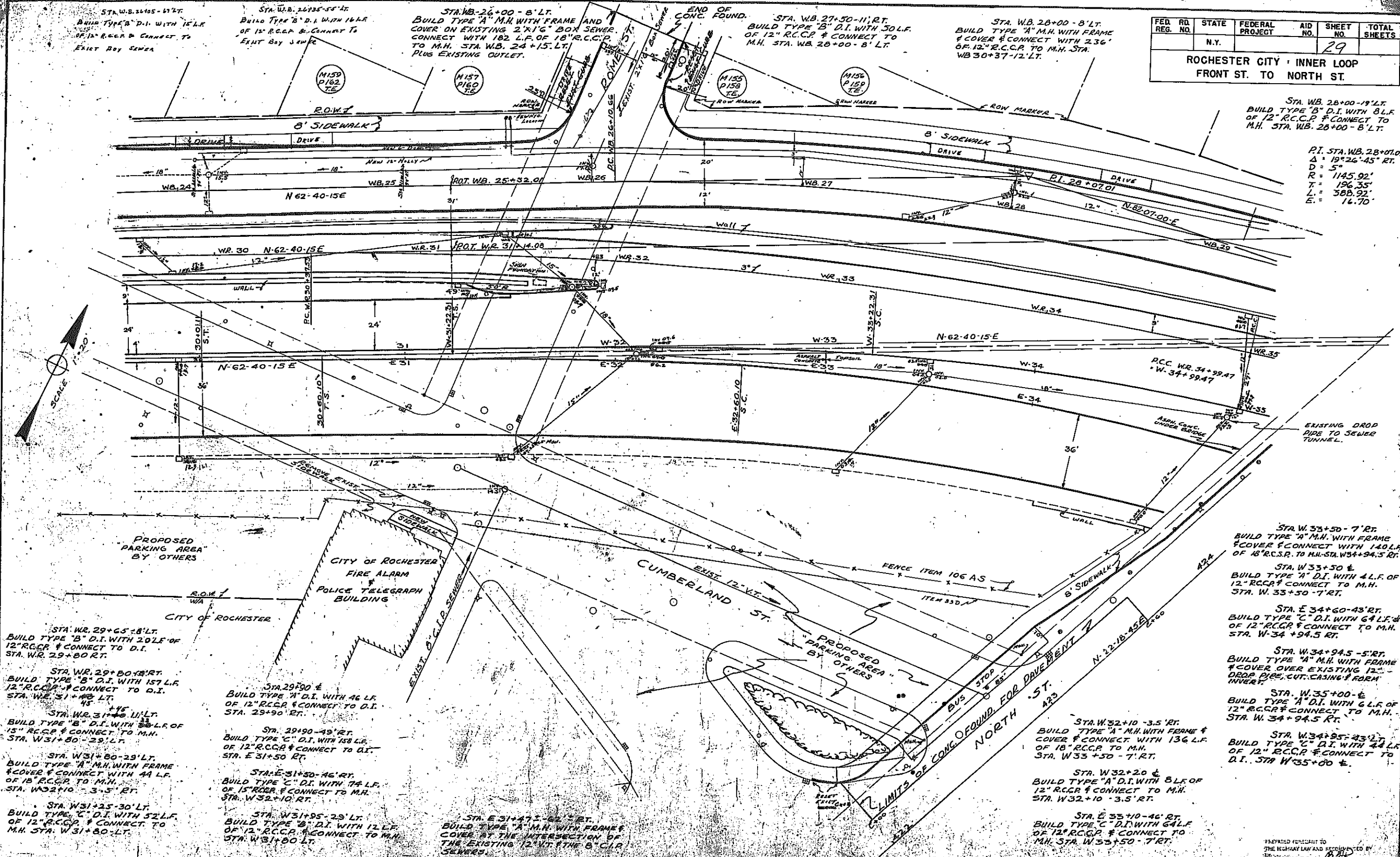
FASH 60002

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			29	

ROCHESTER CITY - INNER LOOP
FRONT ST. TO NORTH ST.

STA. WB. 28+00 - 19' LT.
BUILD TYPE "B" D.I. WITH 8 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. WB. 28+00 - 8' LT.

P.I. STA. WB. 28+07.01
 $\Delta = 19^\circ 26' 45''$ RT.
D = 5'
R = 1145.92'
T = 196.35'
L = 388.92'
E = 16.70'



STA. WB. 29+65 - 8' LT.
BUILD TYPE "B" D.I. WITH 20 L.F. OF 12" R.C.C.P. & CONNECT TO D.I. STA. WB. 29+80 RT.

STA. WB. 29+80 RT.
BUILD TYPE "B" D.I. WITH 15 L.F. OF 12" R.C.C.P. & CONNECT TO D.I. STA. WB. 31+40 LT.

STA. WB. 31+40 LT.
BUILD TYPE "B" D.I. WITH 25 L.F. OF 15" R.C.C.P. & CONNECT TO M.H. STA. WB. 31+80 - 29' LT.

STA. WB. 31+80 - 29' LT.
BUILD TYPE "A" M.H. WITH FRAME & COVER & CONNECT WITH 44 L.F. OF 18" R.C.C.P. TO M.H. STA. WB. 32+10 - 3.5' RT.

STA. WB. 32+10 - 3.5' RT.
BUILD TYPE "C" D.I. WITH 52 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. WB. 31+80 LT.

STA. WB. 31+80 LT.
BUILD TYPE "C" D.I. WITH 52 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. WB. 31+80 LT.

STA. 29+90 &
BUILD TYPE "H" D.I. WITH 46 L.F. OF 12" R.C.C.P. & CONNECT TO D.I. STA. 29+90 RT.

STA. 29+90 RT.
BUILD TYPE "C" D.I. WITH 158 L.F. OF 12" R.C.C.P. & CONNECT TO D.I. STA. E 31+50 RT.

STA. E 31+50 RT.
BUILD TYPE "C" D.I. WITH 74 L.F. OF 15" R.C.C.P. & CONNECT TO M.H. STA. W 32+10 RT.

STA. W 32+10 RT.
BUILD TYPE "B" D.I. WITH 12 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. W 31+80 LT.

STA. W 31+80 LT.
BUILD TYPE "B" D.I. WITH 12 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. W 31+80 LT.

STA. E 31+47.2 - 62' RT.
BUILD TYPE "A" M.H. WITH FRAME & COVER AT THE INTERSECTION OF THE EXISTING 12" V.T. & THE 8" C.I.P. SEWERS.

STA. W 33+50 - 7' RT.
BUILD TYPE "A" M.H. WITH FRAME & COVER & CONNECT WITH 140 L.F. OF 18" R.C.C.P. TO M.H. STA. W 34+94.5 RT.

STA. W 33+50 &
BUILD TYPE "A" D.I. WITH 4 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. W 33+50 - 7' RT.

STA. E 34+60 - 43' RT.
BUILD TYPE "C" D.I. WITH 64 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. W 34+94.5 RT.

STA. W 34+94.5 RT.
BUILD TYPE "A" M.H. WITH FRAME & COVER OVER EXISTING 12" DROP PIPE, CUT, CASING & FORM INVERT.

STA. W 35+00 - &
BUILD TYPE "A" D.I. WITH 6 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. W 34+94.5 RT.

STA. W 34+94.5 RT.
BUILD TYPE "C" D.I. WITH 44 L.F. OF 12" R.C.C.P. & CONNECT TO D.I. STA. W 35+00 &.

STA. W 32+10 - 3.5' RT.
BUILD TYPE "A" M.H. WITH FRAME & COVER & CONNECT WITH 136 L.F. OF 18" R.C.C.P. TO M.H. STA. W 33+50 - 7' RT.

STA. W 33+50 - 7' RT.
BUILD TYPE "A" D.I. WITH 8 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. W 32+10 - 3.5' RT.

STA. W 32+10 - 3.5' RT.
BUILD TYPE "C" D.I. WITH 64 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. W 33+50 - 7' RT.

STA. W 33+50 - 7' RT.
BUILD TYPE "C" D.I. WITH 64 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. W 33+50 - 7' RT.

PREPARED FOR THE CITY OF ROCHESTER BY THE HIGHWAY LAW AND RECOMMENDED BY DEC 17 1959

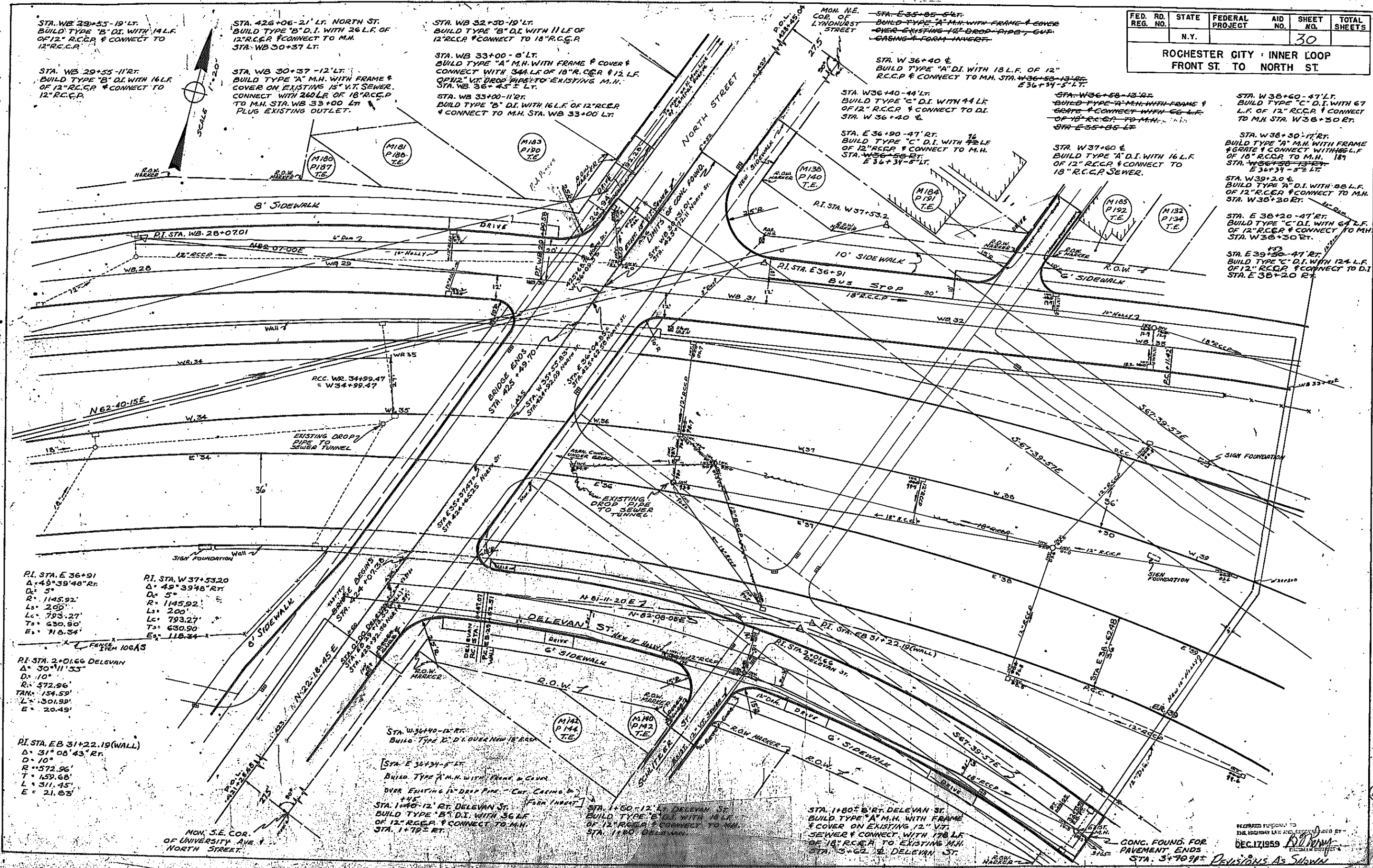
REVISIONS AS SHOWN



FASH 60002

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			30	

ROCHESTER CITY - INNER LOOP
FRONT ST. TO NORTH ST.



STA. WB 28+55-19' LT.
BUILD TYPE "B" D.I. WITH 14 L.F. OF 12" R.C.C.P. & CONNECT TO 12" R.C.C.P.

STA. WB 29+55-11' RT.
BUILD TYPE "B" D.I. WITH 16 L.F. OF 12" R.C.C.P. & CONNECT TO 12" R.C.C.P.

STA. 426+06-21' LT. NORTH ST.
BUILD TYPE "B" D.I. WITH 26 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. WB 30+37 LT.

STA. WB 30+37-12' LT.
BUILD TYPE "A" M.H. WITH FRAME & COVER ON EXISTING 15" V.T. SEWER. CONNECT WITH 260 L.F. OF 18" R.C.C.P. TO M.H. STA. WB 33+00 LT. PLUS EXISTING OUTLET.

STA. WB 32+50-19' LT.
BUILD TYPE "B" D.I. WITH 11 L.F. OF 12" R.C.C.P. & CONNECT TO 18" R.C.C.P.

STA. WB 33+00-8' LT.
BUILD TYPE "A" M.H. WITH FRAME & COVER & CONNECT WITH 34 L.F. OF 18" R.C.C.P. & 12 L.F. OF 12" V.T. DROP PIPE TO EXISTING M.H. STA. WB 36+45 E LT.

STA. WB 33+00-11' RT.
BUILD TYPE "B" D.I. WITH 16 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. WB 33+00 LT.

STA. E 35+85-5' LT.
BUILD TYPE "A" M.H. WITH FRAME & COVER OVER EXISTING 12" DROP PIPE. GUT. CASING & FORM INVERT.

STA. W 36+40 E
BUILD TYPE "A" D.I. WITH 18 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. W 36+55-13' RT. E 36+54-5' LT.

STA. W 36+40-44' LT.
BUILD TYPE "C" D.I. WITH 44 L.F. OF 12" R.C.C.P. & CONNECT TO D.I. STA. W 36+40 E

STA. E 36+90-47' RT.
BUILD TYPE "C" D.I. WITH 47 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. W 36+55-13' RT. E 36+54-5' LT.

STA. W 36+55-13' RT.
BUILD TYPE "A" M.H. WITH FRAME & GRAPE & CONNECT WITH 66 L.F. OF 18" R.C.C.P. TO M.H. STA. W 36+55-13' RT. E 36+54-5' LT.

STA. W 36+55-13' RT.
BUILD TYPE "A" M.H. WITH FRAME & GRAPE & CONNECT WITH 66 L.F. OF 18" R.C.C.P. TO M.H. STA. W 36+55-13' RT. E 36+54-5' LT.

STA. W 37+60 E
BUILD TYPE "A" D.I. WITH 16 L.F. OF 12" R.C.C.P. & CONNECT TO 18" R.C.C.P. SEWER.

STA. W 38+60-47' LT.
BUILD TYPE "C" D.I. WITH 67 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. W 38+30 RT.

STA. W 38+30-17' RT.
BUILD TYPE "A" M.H. WITH FRAME & GRAPE & CONNECT WITH 66 L.F. OF 18" R.C.C.P. TO M.H. STA. W 38+30 RT. E 36+54-5' LT.

STA. W 39+20 E
BUILD TYPE "A" D.I. WITH 88 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. W 38+30 RT.

STA. E 38+20-47' RT.
BUILD TYPE "C" D.I. WITH 67 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. W 38+30 RT.

STA. E 39+50-47' RT.
BUILD TYPE "C" D.I. WITH 124 L.F. OF 12" R.C.C.P. & CONNECT TO D.I. STA. E 38+20 RT.

PI. STA. E 36+91
Δ 49° 39' 48" RT.
D 5'
R 1145.92'
Ls 200'
Lc 793.27'
Ts 630.80'
E 118.34'

PI. STA. W 37+53.20
Δ 49° 39' 48" RT.
D 5'
R 1145.92'
Ls 200'
Lc 793.27'
Ts 630.80'
E 118.34'

PI. STA. 2+01.66 DELEVAN
Δ 30° 11' 55"
D 10'
R 572.96'
TAN 154.59'
L 301.99'
E 20.49'

PI. STA. E 31+22.19 (WALL)
Δ 31° 08' 43" RT.
D 10'
R 572.96'
TAN 154.59'
L 301.99'
E 20.49'

STA. W 36+40-12' RT.
BUILD TYPE "C" D.I. OVER NEW 18" R.C.C.P.

STA. E 36+34-5' LT.
BUILD TYPE "A" M.H. WITH FRAME & COVER OVER EXISTING 12" DROP PIPE. CUT CASING & FORM INVERT.

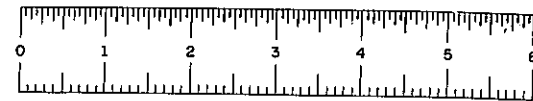
STA. 1+40-12' RT. DELEVAN ST.
BUILD TYPE "B" D.I. WITH 36 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. 1+70 E RT.

STA. 1+60-12' RT. DELEVAN ST.
BUILD TYPE "B" D.I. WITH 16 L.F. OF 12" R.C.C.P. & CONNECT TO M.H. STA. 1+90 DELEVAN ST.

STA. 1+80-5' RT. DELEVAN ST.
BUILD TYPE "A" M.H. WITH FRAME & COVER ON EXISTING 12" V.T. SEWER & CONNECT WITH 178 L.F. OF 18" R.C.C.P. TO EXISTING M.H. STA. 3+62 E DELEVAN ST.

CONG. FOUND. FOR PAVEMENT ENDS
STA. 3+70 91±

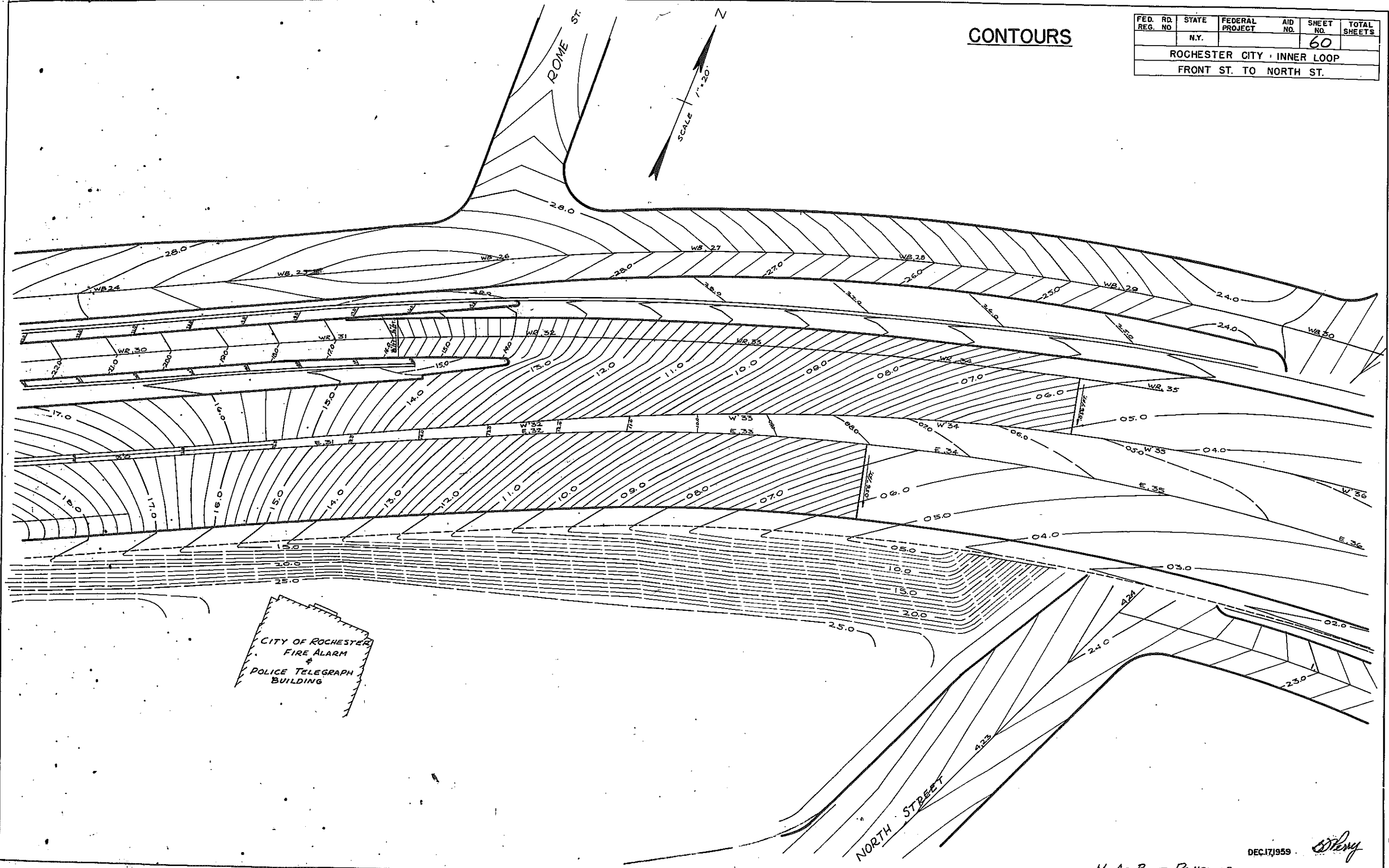
RECORDED PURSUANT TO THE RECORDING LAW AND CIRCULAR 100 BY DEC. 17 1959
ROCHESTER CITY ENGINEERING DEPARTMENT
RECEIVED



FASH 60002

CONTOURS

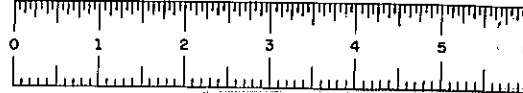
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			60	
ROCHESTER CITY - INNER LOOP					
FRONT ST. TO NORTH ST.					



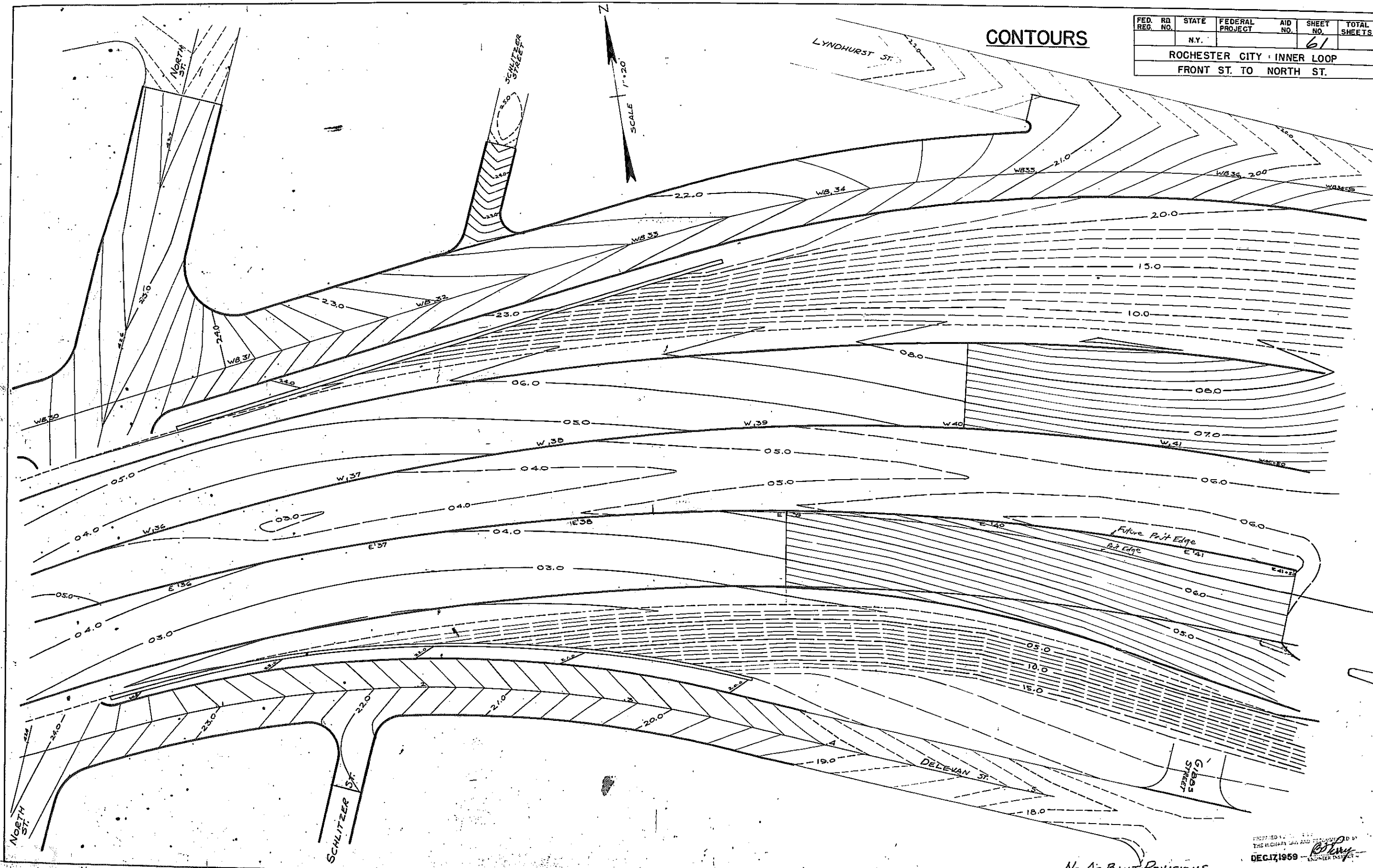
DEC 17 1959

Sherry

No As BUILT REVISIONS



FED. REG.	RD NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
		N.Y.			61	
ROCHESTER CITY - INNER LOOP						
FRONT ST. TO NORTH ST.						



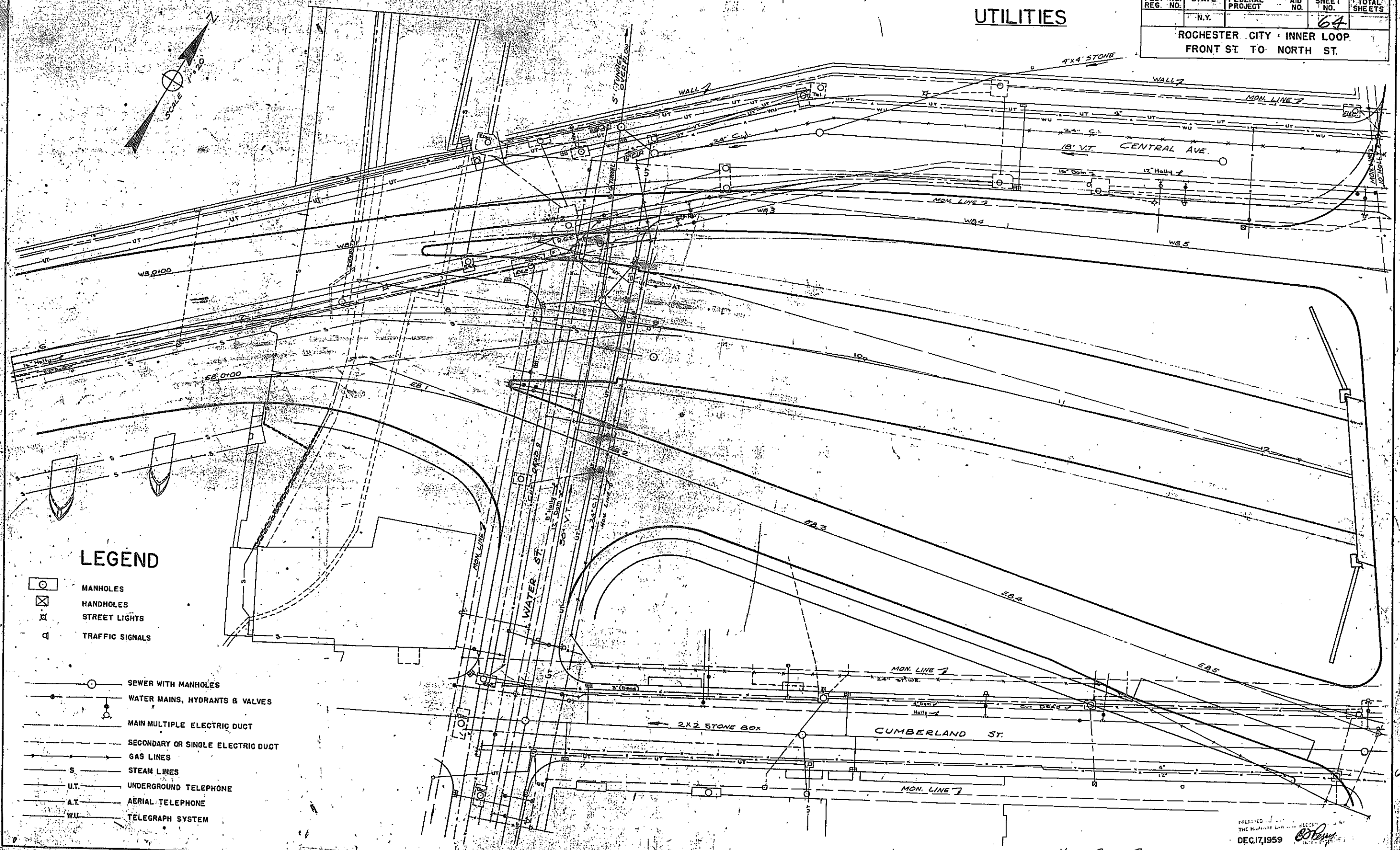
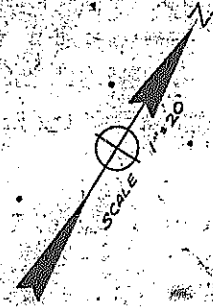
NO AS BUILT REVISIONS.

PREPARED BY THE HIGHWAY AND TRANSPORT DIVISION
DEC 17 1959
ENGINEER DISTRICT

1 AS H 60002

UTILITIES

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			64	
ROCHESTER CITY - INNER LOOP FRONT ST TO NORTH ST.					

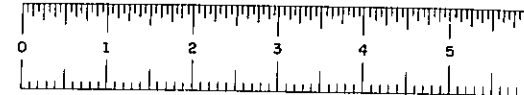


LEGEND

- MANHOLES
- HANDHOLES
- STREET LIGHTS
- TRAFFIC SIGNALS
- SEWER WITH MANHOLES
- WATER MAINS, HYDRANTS & VALVES
- MAIN MULTIPLE ELECTRIC DUCT
- SECONDARY OR SINGLE ELECTRIC DUCT
- GAS LINES
- STEAM LINES
- U.T. UNDERGROUND TELEPHONE
- A.T. AERIAL TELEPHONE
- W.U. TELEGRAPH SYSTEM

PREPARED BY THE BUREAU OF CITY PLANNING
DEC. 17, 1959
C. O. Perry

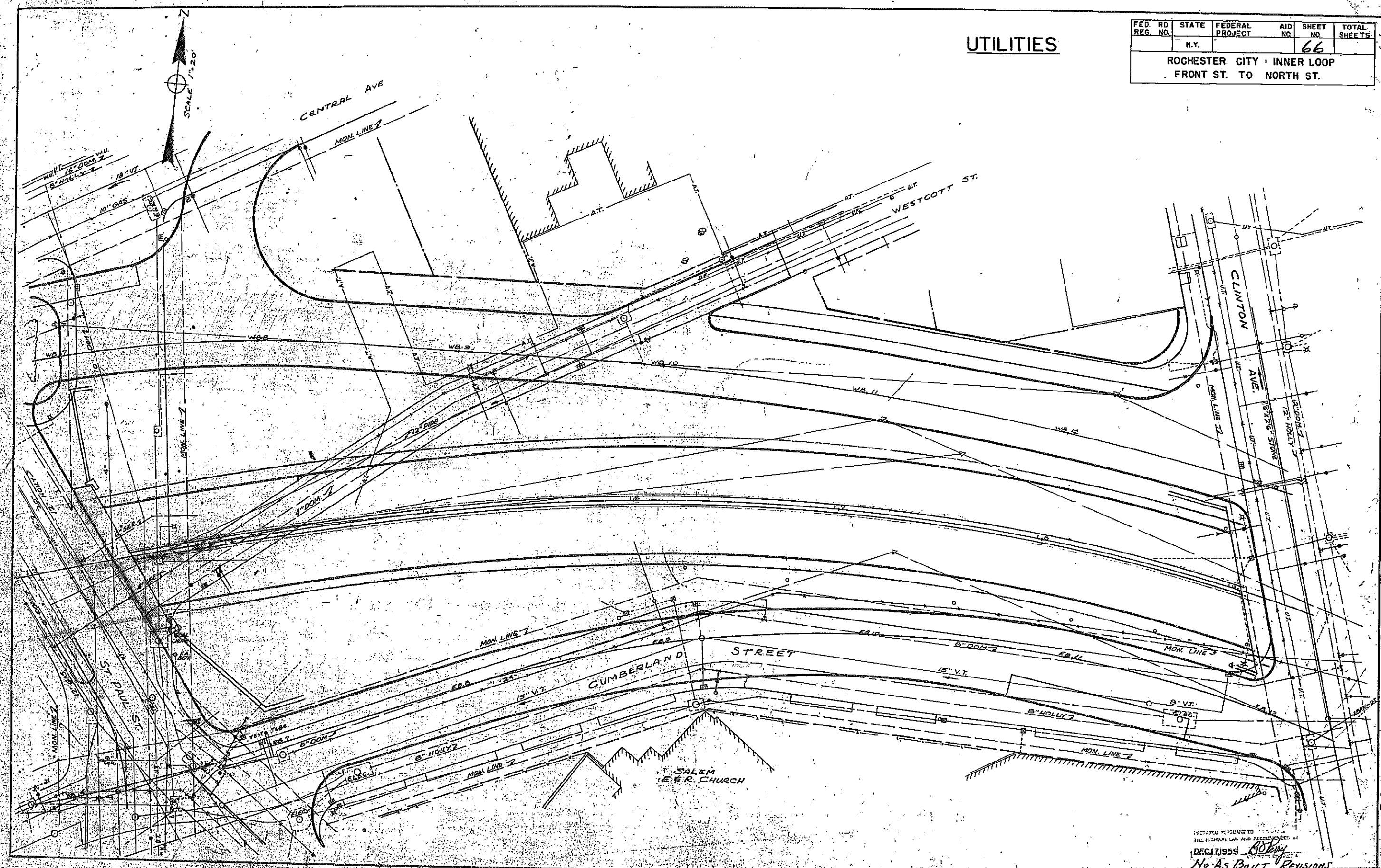
No As Built REVISIONS



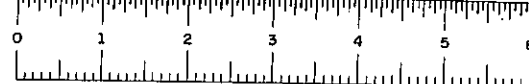
FASH 60002

UTILITIES

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			66	
ROCHESTER CITY - INNER LOOP FRONT ST. TO NORTH ST.					



PREPARED PURSUANT TO
THE HIGHWAY LAW AND REGULATIONS OF
DEC 17 1959
No As Built REVISIONS

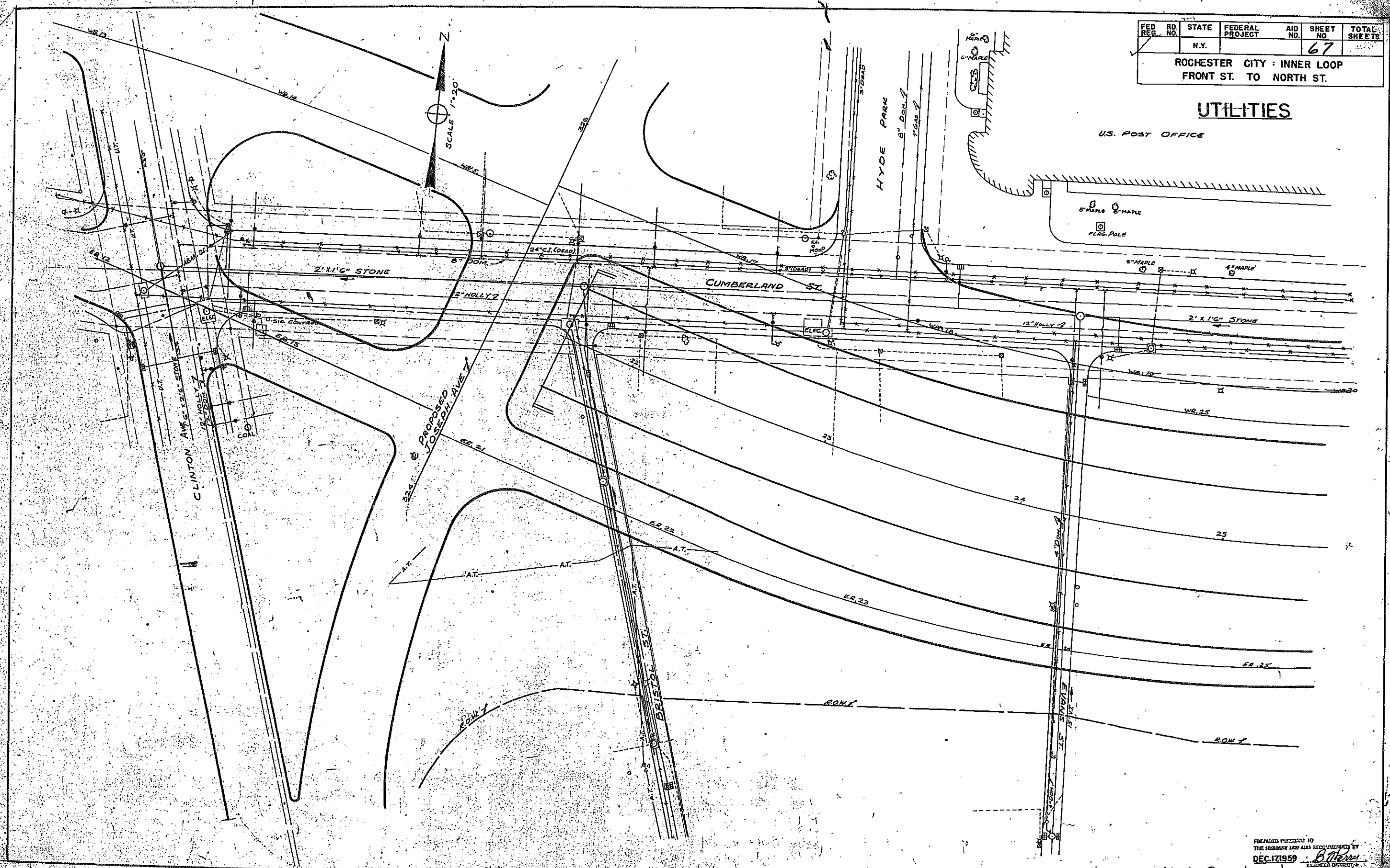


FASH 60002

FED. REG. NO.	RD. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
		N.Y.			67	
ROCHESTER CITY : INNER LOOP FRONT ST. TO NORTH ST.						

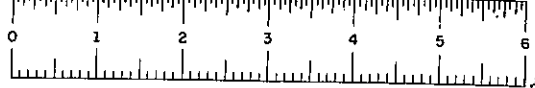
UTILITIES

U.S. POST OFFICE



PREPARED PURSUANT TO
THE PROVISION LAW AND REGULATIONS BY
DEC. 17, 1959

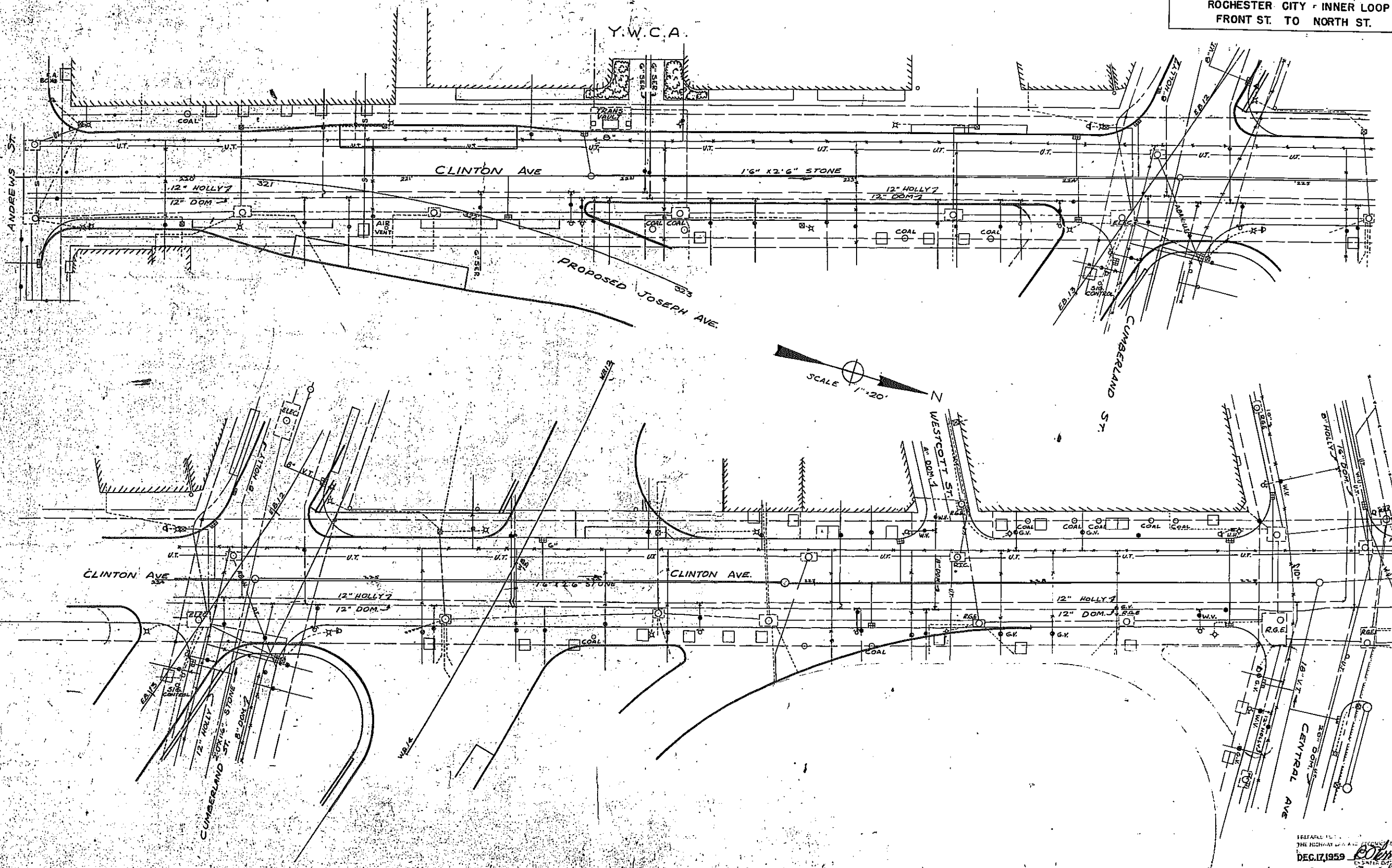
No As Built REVISIONS



FASH 60002

UTILITIES

FED RD REG NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			68	
ROCHESTER CITY - INNER LOOP FRONT ST. TO NORTH ST.					



DEC. 17, 1959

No As Built REVISIONS



FASH 60002

N.Y.C.R.R. STATION

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.			69	
ROCHESTER CITY - INNER LOOP FRONT ST. TO NORTH ST.					

UTILITIES

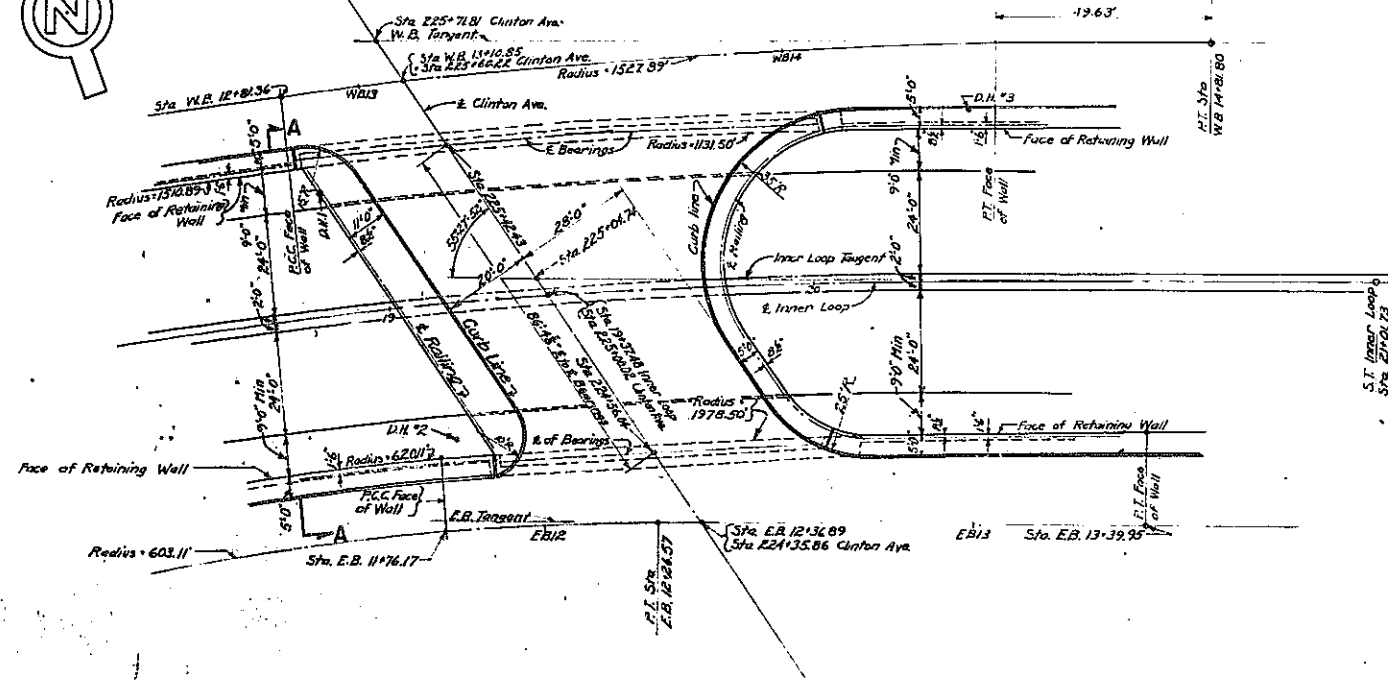


U.S. POST OFFICE GARAGE

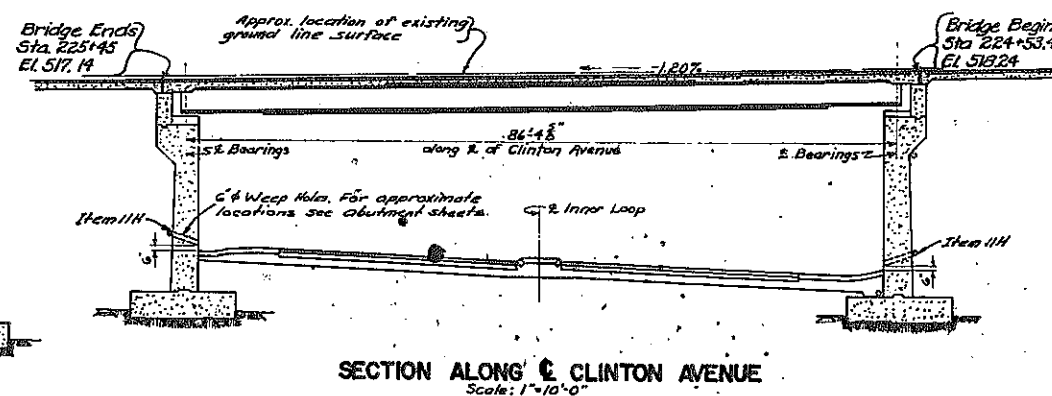
U.S. POST OFFICE

PREPARED PURSUANT TO
THE HIGHWAY LAW AND TECHNICAL BY
DEC 17 1959
No AS BUILT REVISIONS

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	0-1089 (13)	109	147	
ROCHESTER CITY INNER LOOP FRONT ST. TO NORTH ST. MONROE CO.					



Traffic Light Poles on approach walls are not shown.
 Item 374A Aluminum Railing
 1'-6" Min. 1'-6" E.
 15'-5" Min. Clear.
 24'-0" Radial
 4'-0"
 24'-0" Radial
 2'-0" Min. 7'-0"
 2 Inner Loop
 Assumed Rock
 Assumed Rock
ELEVATION A-A
 Scale: 1" = 10'-0"



GENERAL NOTES

See "General Notes" on Standard Sheet 58-106.
A retarding densifier as specified in Part II Sect. 7 of the specifications shall be used in all concrete items. A blend of Portland Cement Type 2 and Daxex shall be used in the subgrade and subbase for the superstructure. A blend of Portland Cement Type 2 and Natural Cement Type N shall be used in all other concrete.
For Identification Plate details see Standard Sheet 59-41. Use "Type C" Identification Plate.
The contractor's attention is called to the fact that the rock shall be excavated to the lines shown with extreme care. Line drilling or plug and feathers may be necessary to eliminate excessive overbreaking of rock.
Should placing of structural slab not result in the necessary loss of camber it will be necessary to place the pavement wearing surface to a uniform profile by increasing the depth of pavement over the abutments. The curb top of fascia and railing shall be constructed or grades parallel to that of the pavement.
The 6" uniform depth of top portion of fascia is to be maintained.

The minimum waiting period before loads are permitted on the structure, after the structural slab is poured, shall be 10 days for loads of 2 tons to 10 tons and 28 days for loads of 10 tons to the legal load limit.

For additional notes see Bridge #2 at St. Paul Street.
Materials of Construction Specification M-4X "Water Soluble Silicone" where called for in the specifications or shown on the plans shall be replaced by the Specification M-4XA "Water Soluble Silicone".

See sheet 14 for railing note.

SETTING ANCHOR BOLTS FOR MAIN BEARINGS

When the contractor elects to set anchor bolts by Template, the template shall be of sufficient strength to support and hold the bolts in their proper position and not displaced when the concrete is poured.

When the contractor elects to drill the finished concrete to set anchor bolts, it will be his responsibility to place the reinforcing steel in the bridge seat or pedestals to prevent interference with his drilling operations.

Anchor bolts shall be set and grouted immediately after the holes are drilled.

[illegible]

BRIDGE No.3 AT CLINTON AVENUE
STA. 19+37.43
LAY-OUT & ESTIMATE

ESTIMATE OF QUANTITIES REVISIONS

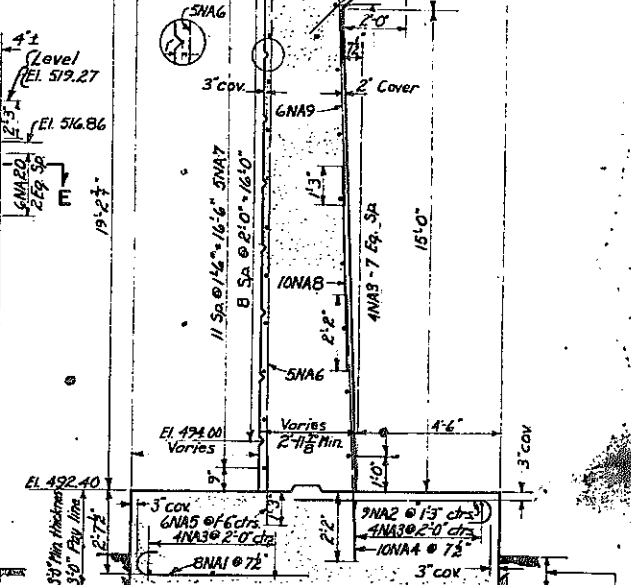
PLANS MADE 12/21/59	IN CHARGE OF <i>J. J. [Signature]</i>
1ST REVISION	DESIGNED BY <i>Marvin [Signature]</i>
2ND REVISION	DETAILED BY <i>Dillon</i>
3RD REVISION	TRACED BY <i>Vincent Kozakovich</i>
	TRACING CHECKED BY <i>Auto</i>

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	U-1089 (13)	110	147
ROCHESTER CITY INNER LOOP FRONT ST. TO NORTH ST. MONROE CO.				

Technical drawing of a window assembly showing various components and dimensions. The drawing includes labels for parts like 6NA13, 6NA28, 4NA15, 4NA17, 4NA14, 4NA16, 6NA12, and 6NA11. Dimensions include 1'-8", 2'-8 1/2" Min, 1'-3", 2'-1", 3", 3'-0", 2'-0", 1'-0", 2'-0", and 1'-0". A note indicates "2' x 2' Preform recess filled with Item 351".



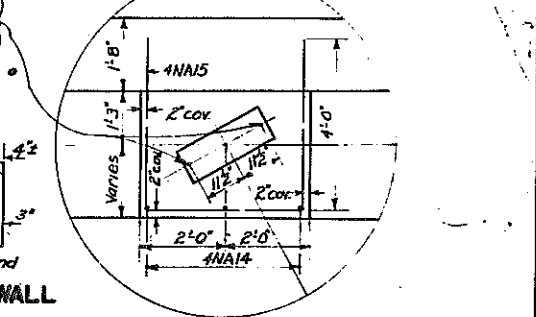
Scale: $\frac{3}{16}'' = 1'-0''$



1'-0" Min. $\frac{1}{2}$
into sound rock



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



Scale: 1" = 1'-0"

100

PLANS UNIT	12/21/59	IN CHARGE OF <i>D. G. [Signature]</i>
171 S.W. 10th		DESIGNED BY <i>Marriott</i>
		OBTAINED BY <i>Hastbrook</i>
2ND DIVISION		TRACED BY <i>V. Kazakovich</i>
END DIVISION		TRACING CHECKED BY <i>Marriott</i>

excavations shall be poured $\frac{1}{2}$ " higher than elevations shown on
ment sheet and Bush Hammered to proper elevation

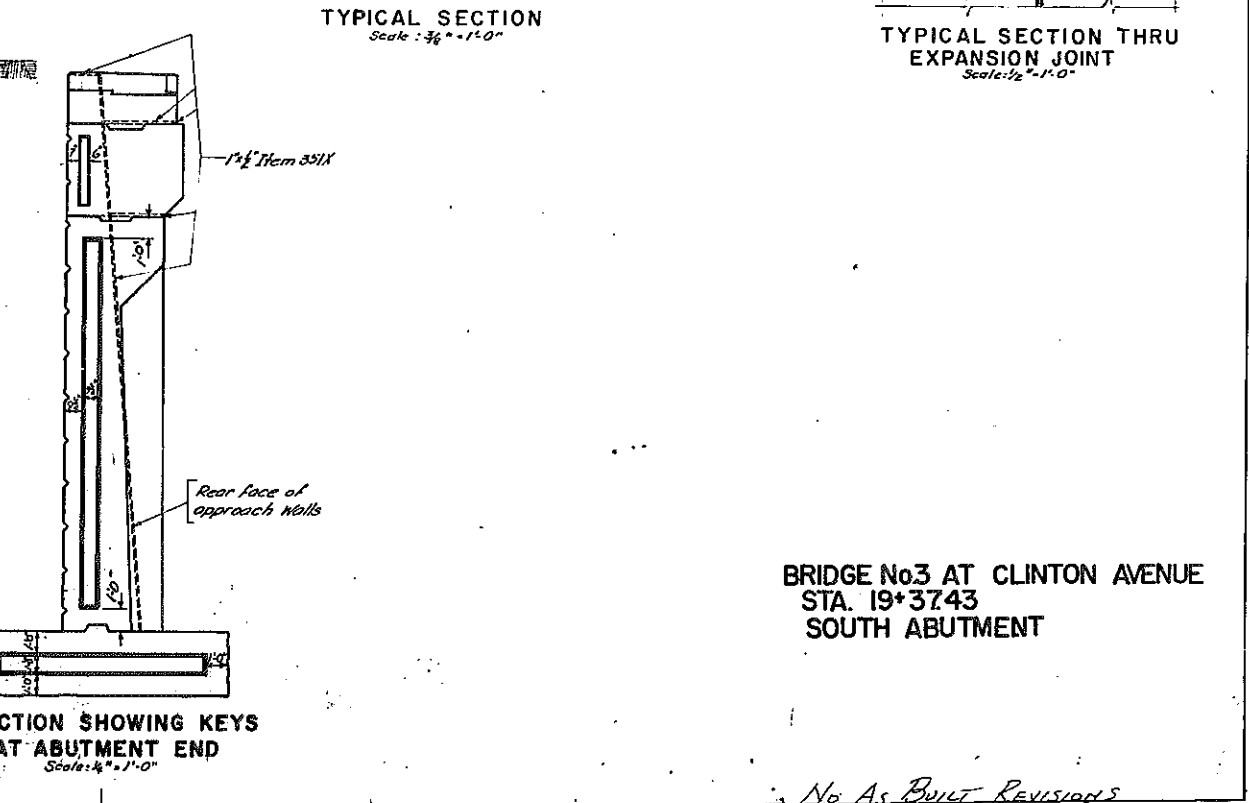
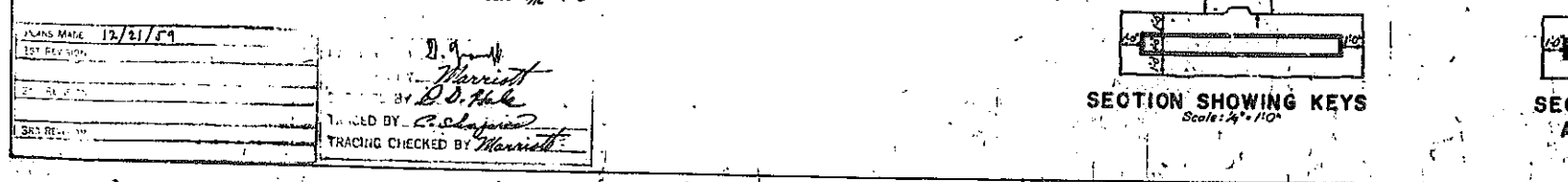
The upper limit of Item SR in the Bridge Quantities is the
excavation, whichever is lower.

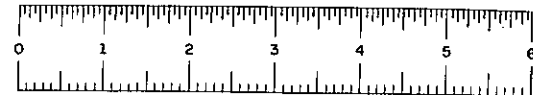
The upper limit of Item SE in the Bridge Quantities is the
existing ground surface or lower limit of highway
excavation, whichever is lower

If acceptable rock is not found at elevations shown on plans, bottom
flooring shall be buried as ordered by the Engineer and additional
concrete paid for under Item 20R.

concrete flooring shall be poured in contact with excavated rock
surfaces. No additional payment will be made for any excavation
concrete falling outside of indicated payment lines

All concrete in North & South Abutment is Item 20R using a
blend of Portland Cement Type 2 and Natural Cement Type N.

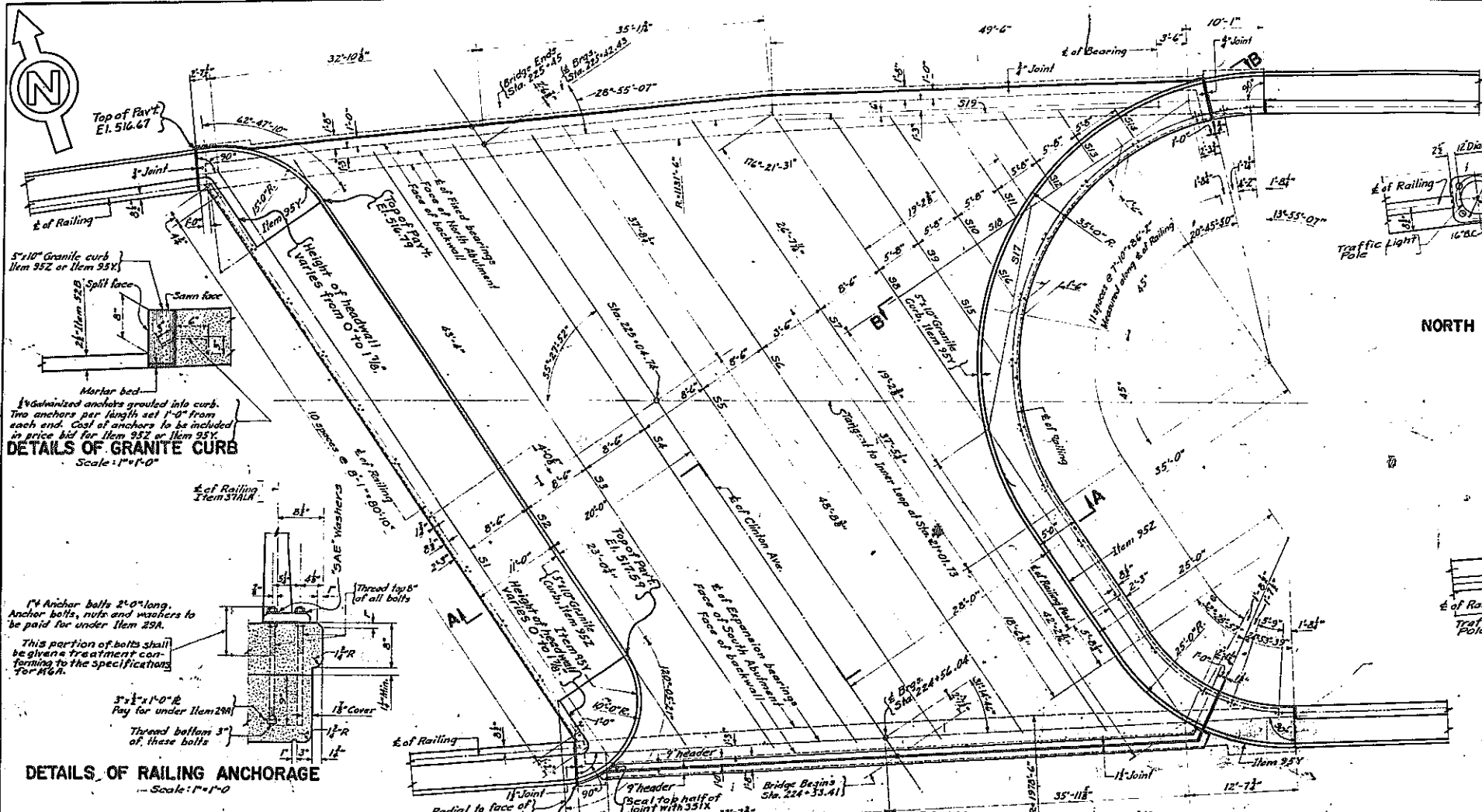




FASH 60002

F.A.C. 60-7

FED. RD. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	U-1089(13)	112	147	147
ROCHESTER CITY INNER LOOP FRONT ST. to NORTH ST. MONROE CO.					



DETAILS OF GRANITE CURB
Scale: 1"=1'-0"

DETAILS OF RAILING ANCHORAGE
Scale: 1"=1'-0"

NORTH WEST CORNER

NORTH EAST CORNER

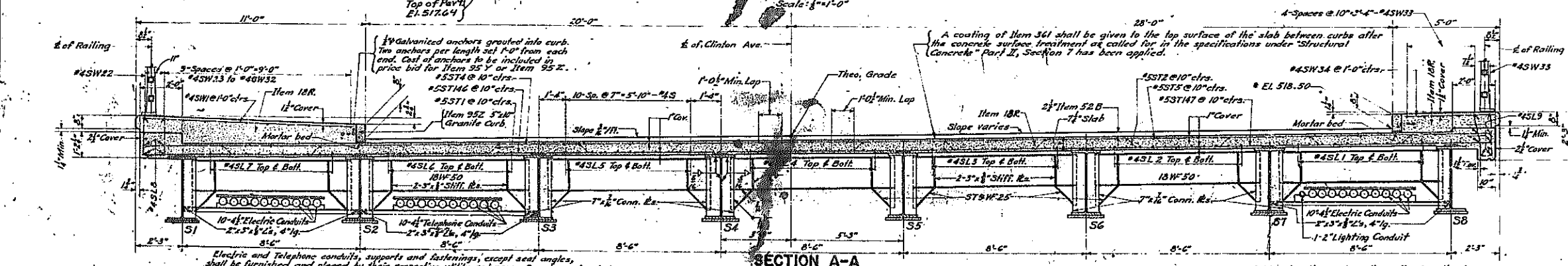
SOUTH WEST CORNER

SOUTH EAST CORNER

RAILING DETAILS
Scale: 1"=1'-0"

The contact surface of all curbs and adjacent pavement edges shall be painted or sealed with approved bituminous material before placing the Asphalt Concrete Pavement. The cost of furnishing & placing the bituminous material shall be included in the unit price bid for Item 52B.

PLAN
Scale: 1"=1'-0"

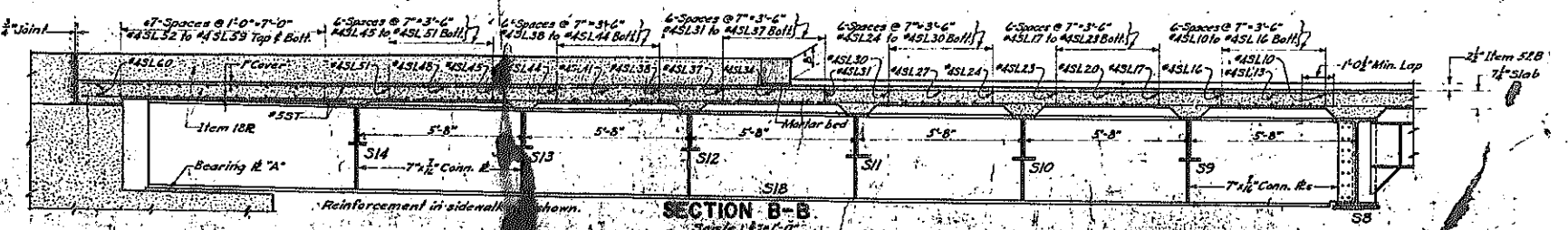


SECTION A-A
Scale: 1"=1'-0"

See Standard Sheet 58-106 for Construction Procedure when Asphalt Concrete Pavement is used except in step 5 ball granite curbs shall be set and aligned before pouring sidewalks, to proper line and grade. For additional fascia details see Standard Sheet No. 58-106. For details of aluminum railing see Standard Sheet No. 59-54(4). For details at abutment see Standard Sheet No. 58-107.

The elevations along the entire length of the cast gutter is 518.50

BRIDGE No.3 AT CLINTON AVENUE
STA. 19+37.43
SUPERSTRUCTURE

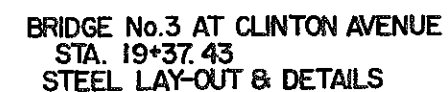
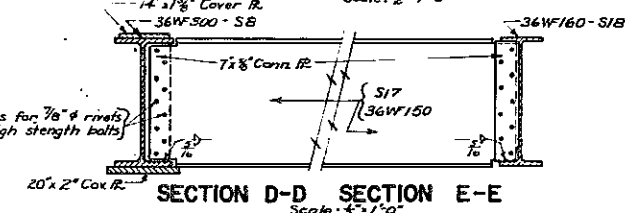
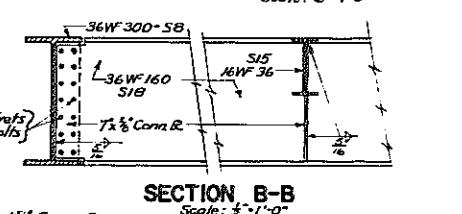
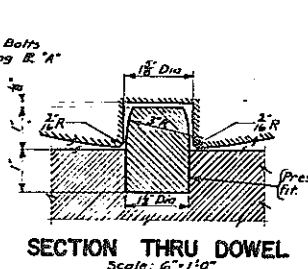
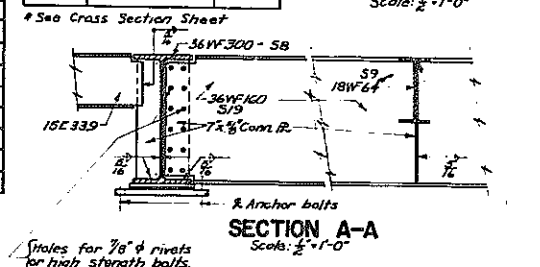
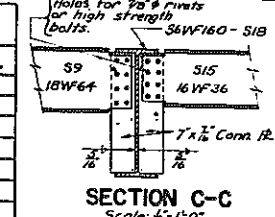


SECTION B-B
Scale: 1"=1'-0"

DESIGNED BY
CHECKED BY
TRACED BY
TRACING CHECKED BY

No As BUILT REVISIONS

DIAPHRAGMS		
MARK	SECTION	NO
D1	15WF50*	28
D2	15C 33.9	7
D3	15C 33.9	7
D4	16WF36	3



STRINGER TABLE						
STRINGER	SECTION	SPAN	CAMBER	TOP COVER E.	BOTT. COVER E.	
S1	36WF230	" 84'-10"	3½"	8"x½" x 40'-0"	18"x18" x 20'-10"	
S2	"	" 85'-¾"	2½"	8"x½" x 34'-10"	20"x14" x 64'-6"	
S3	"	" 88'-9"	"	8"x½" x 35'-3"	20"x14" x 64'-11"	
S4	"	" 86'-2½"	"	8"x½" x 35'-8"	20"x14" x 65'-4"	
S5	"	" 86'-8"	"	8"x½" x 36'-1"	20"x14" x 65'-9"	
S6	"	" 87'-1½"	"	8"x½" x 36'-6"	20"x14" x 66'-2"	
S7	"	" 87'-7"	2½"	8"x½" x 36'-11"	20"x14" x 68'-6"	
S8	36WF300	" 98'-0½"	"	14"x½" x 64'-0"	20"x2" x 68'-0"	
S9	18WF64	" 22'-5½"	None	None	None	
S10	"	" 18'-5"	↓		↓	
S11	"	" 15'-2-8"				
S12	16WF36	" 11'-6-8"				
S13	"	" 7'-11½"				
S14	"	" 4'-4"				
S15	"	" 13'-4½"				
S16	"	" 7'-8-½"	↓			
S17	36WF150	" 27'-0-8"	None			
S18	36WF160	" 41'-8-8"	½"			
S19	36WF	" 46'-0"	None	None	None	

3/4" ϕ STUD SHEAR CONNECTORS—ITEM 28X

← Symmetrical about E Span

R Bearings

← 15 Sp's @ 16° 20' 0" ← 10 Sp's @ 14° 11' 8" ← 13 Sp's @ 10° 10' 10"

← 6 Sp's @ 13° 6' 6" ← 13 Sp's @ 10° 10' 10" ← 12 Sp's @ 8° 8' 8" ← 20 Sp's @ 6° 10' 10" ← 17 Sp's @ 5° 7' 14"

← 6 Sp's @ 13° 6' 6" ← 13 Sp's @ 10° 10' 10" ← 12 Sp's @ 8° 8' 8" ← 20 Sp's @ 6° 10' 10" ← 18 Sp's @ 5° 7' 6"

← 6 Sp's @ 13° 6' 6" ← 13 Sp's @ 10° 10' 10" ← 12 Sp's @ 8° 8' 8" ← 20 Sp's @ 6° 10' 10" ← 19 Sp's @ 5° 7' 14"

← 6 Sp's @ 13° 6' 6" ← 13 Sp's @ 10° 10' 10" ← 12 Sp's @ 8° 8' 8" ← 20 Sp's @ 6° 10' 10" ← 19 Sp's @ 5° 7' 14"

← 6 Sp's @ 13° 6' 6" ← 13 Sp's @ 10° 10' 10" ← 12 Sp's @ 8° 8' 8" ← 20 Sp's @ 6° 10' 10" ← 20 Sp's @ 5° 8' 4"

← 6 Sp's @ 13° 6' 6" ← 13 Sp's @ 10° 10' 10" ← 12 Sp's @ 8° 8' 8" ← 20 Sp's @ 6° 10' 10" ← 20 Sp's @ 5° 8' 4"

See Elev. SB

None

↑

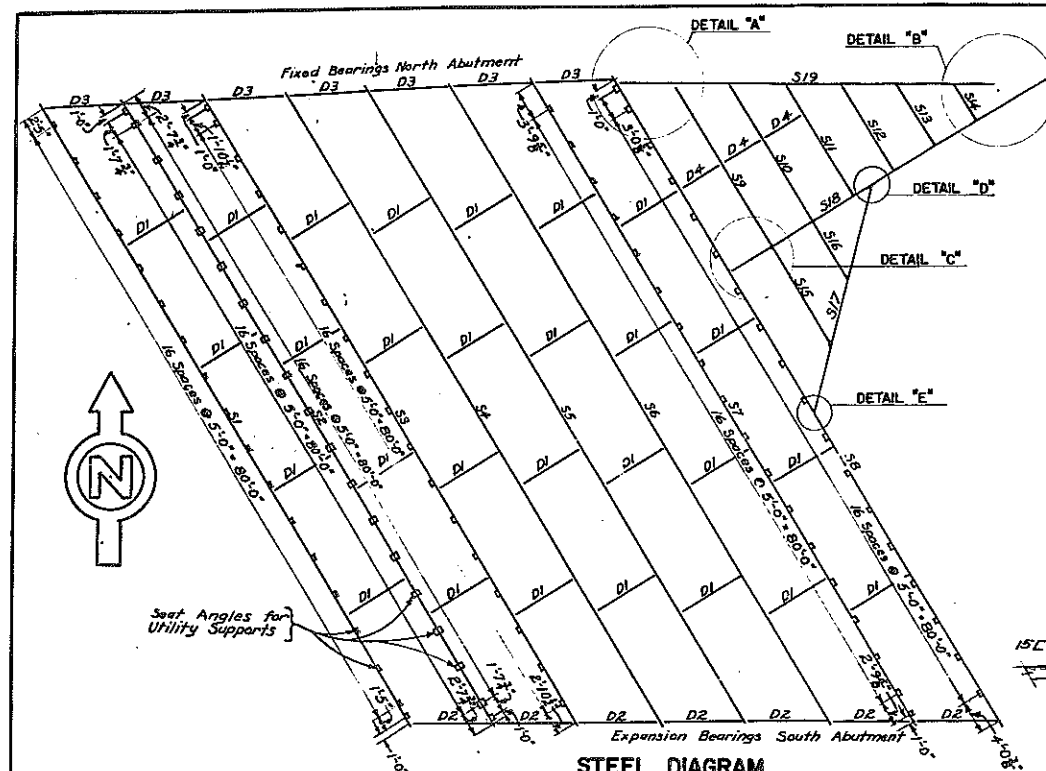
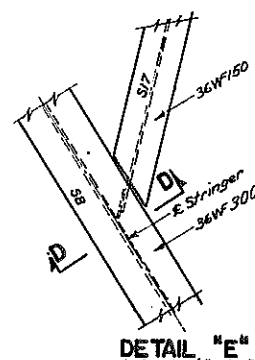
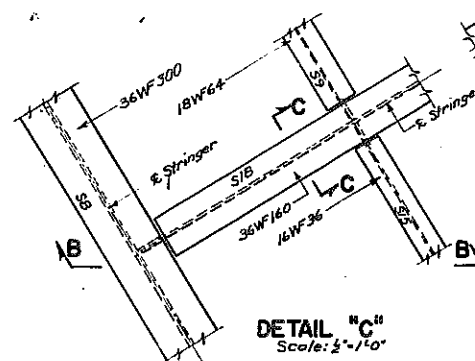
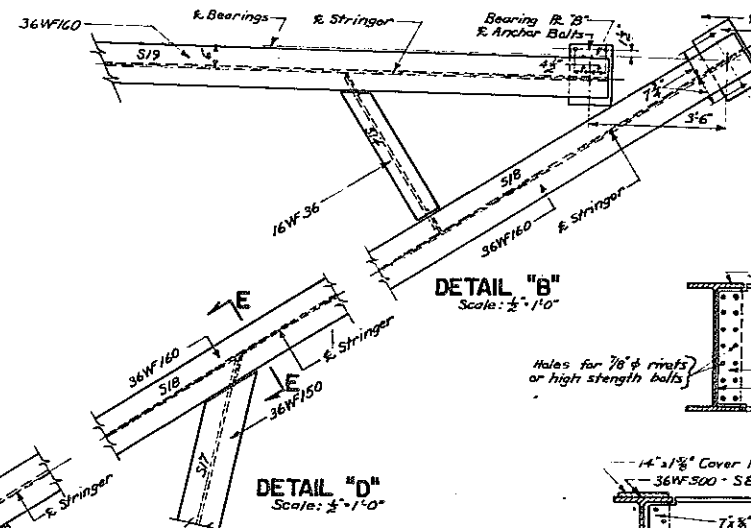
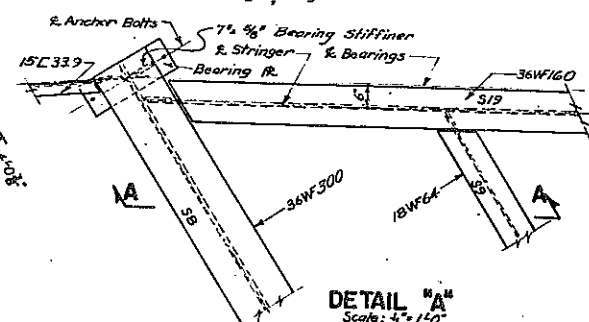
↓

None

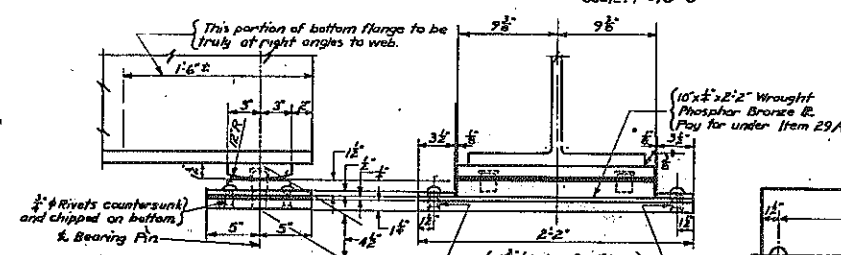
← 11 Sp's @ 10° 9' 2" ← 17 Sp's @ 7½° 10' 7½"

11° 30'

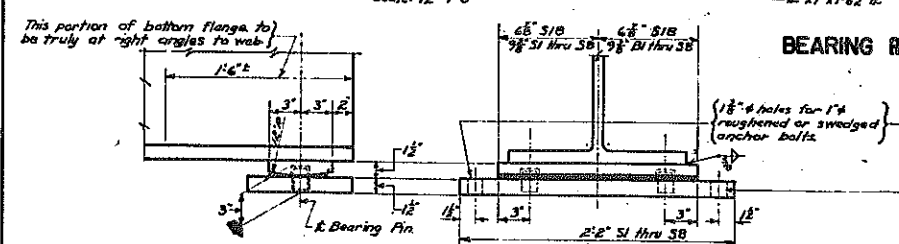
- * Δ to Δ Bearings
- † Δ Bearings to Δ Connecting Stringer
- * Δ to Δ Connecting Stringers



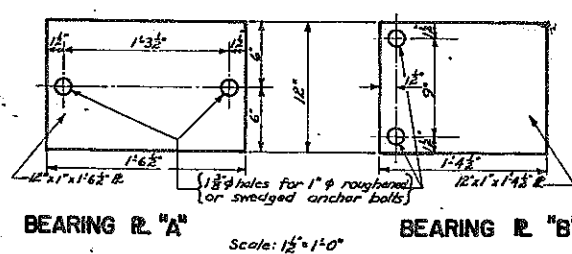
STEEL DIAGRAM
Scale: 1"=10'-0"



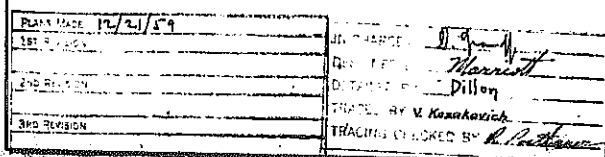
SIDE ELEVATION END ELEVATION
 EXPANSION BEARINGS
 Scale: 1" = 1'-0"



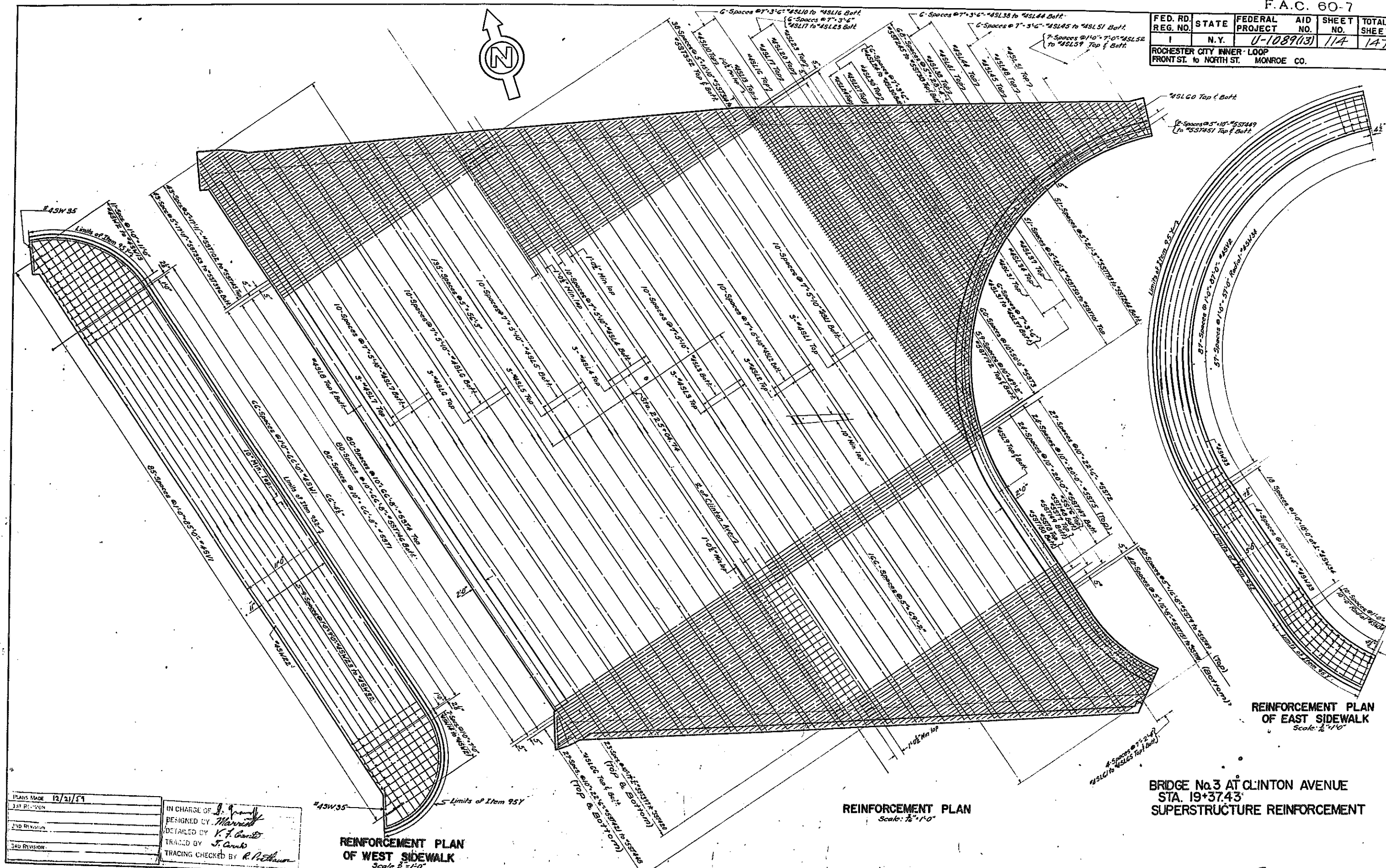
SIDE ELEVATION END ELEVATION
 FIXED BEARINGS
 Scale 1/4" = 1'



BEARING R. "A" Scale: 1/2" = 1'-0" BEARING R. "B"



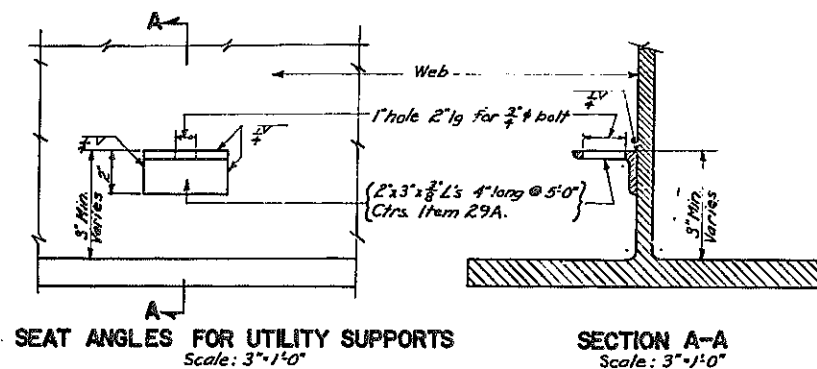
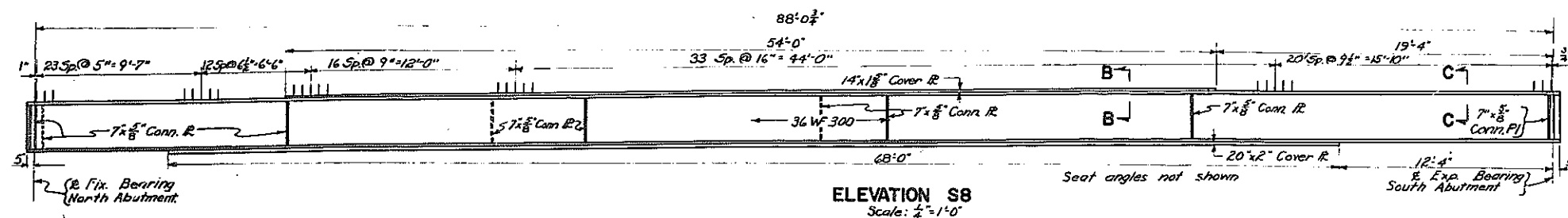
NO AS BUILT REVISIONS



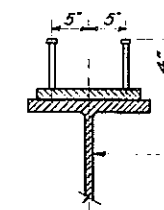
BRIDGE No. 3 AT CLINTON AVENUE
STA. 19+37.43
SUPERSTRUCTURE REINFORCEMENT

NO AS BUILT REVISIONS

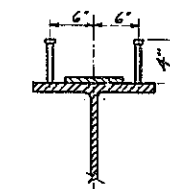
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	U-1089(13)		115	147
ROCHESTER CITY INNER LOOP FRONT ST. to NORTH ST. MONROE CO.					



SEAT ANGLES FOR UTILITY SUPPORTS
Scale: $3'' = 1'-0''$



WITH COVER R



WITHOUT COVER R

TYPICAL SECTIONS SHOWING STUDS ON
S1 TO S7 INCLUSIVE
Scale: $1'' = 1'-0''$

PLANS MADE 12/21/57	IN CHARGE OF <i>J. J. Smith</i>
DESIGNED BY <i>W. J. Smith</i>	
DETAILED BY <i>V. J. Smith</i>	
TRACED BY <i>V. J. Smith</i>	
TRACING CHECKED BY <i>Smith</i>	

BRIDGE No. 3 AT CLINTON AVENUE
STA. 19+37.43
DETAILS of STRINGER S8 &
UTILITY SUPPORTS

NO AS BUILT REVISIONS

**NORTH ABUTMENT
REINFORCEMENT**

TYPE II

TYPE III

100

TYPE V

12

TYPE IX

•

•

No. 3 A-

50721

BRIDGE No.3 AT CLINTON AVENUE
STA. 19+37.43
BAR LIST

NO AS BUILT REVISIONS

[illegible]

IN CHARGE OF *D. J. Gandy*
 DIVISIONED BY *Marrish*
 OBTAINED BY *C. Shapiro*
 TRACED BY *C. Shapiro*
 TRACING CHECKED BY *R. H. Jones*

FED. RD. REQ. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	U-1089(13)	117	147
ROCHESTER CITY - INNER LOOP				
FRONT ST. to NORTH ST. MONROE CO.				

GENERAL NOTES

Should placing of structural slab not result in a necessary loss of camber it will be necessary to place the pavement wearing surface to a uniform profile by increasing the depth of pavement over the abutments. The curb top of fascia, and railing shall be constructed on grade parallel to that of the pavement. The 8" uniform depth of the portion of fascia is to be maintained.

For identification plate detail see Standard sheet 59-41.

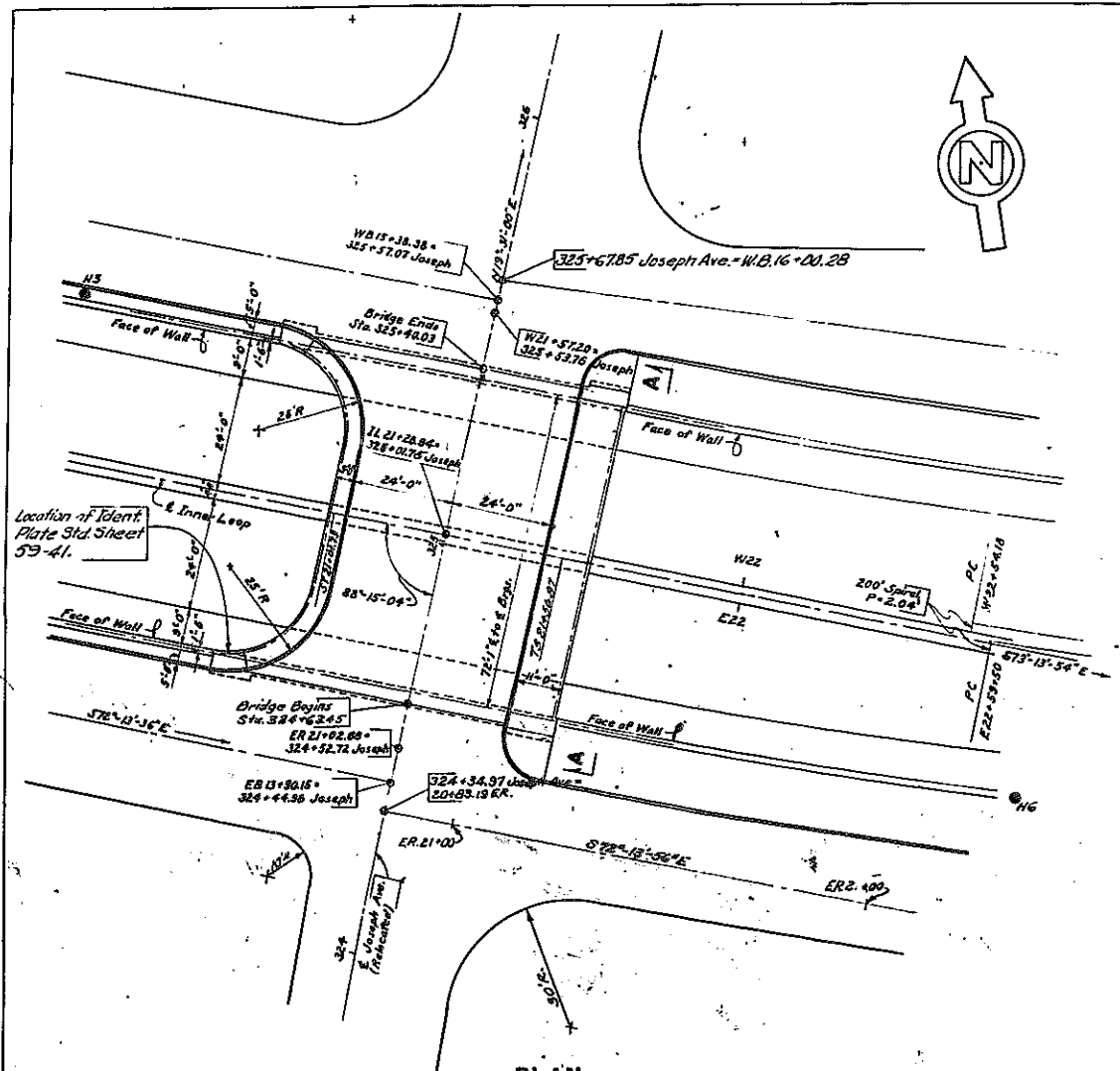
The minimum waiting period before loads are permitted on the structure, after the structural slab is poured, shall be 10 days for loads of 2 tons to 10 tons and 28 days for loads of 10 tons to the legal load limit.

Design-Standard Specifications (1957) of AASHTO for Highway Bridges shall apply, as modified by N.Y.S.D.P.W. Loading is H20-S16-44.

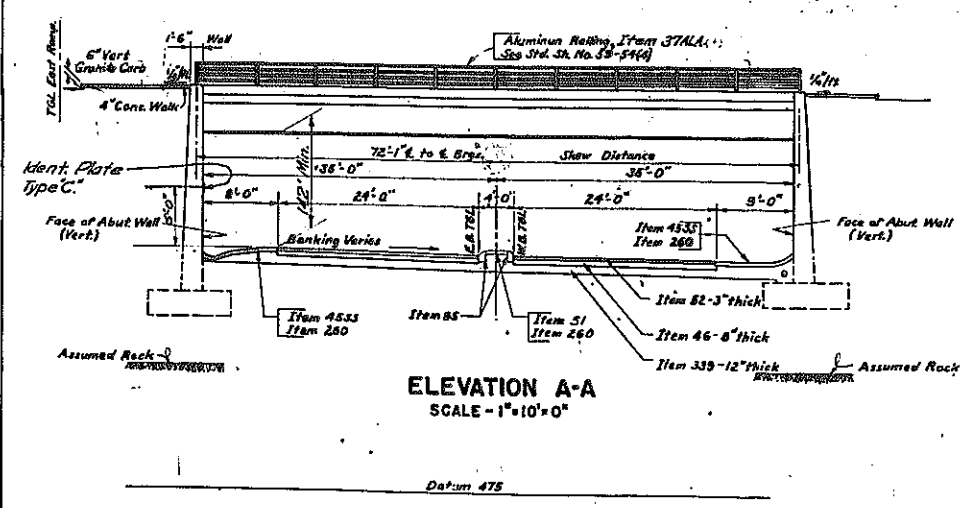
Materials and Fabrication-Specification of the N.Y.S. Dept. of Public Works dated January 2, 1957, with current modifications and additions.

The Contractor's attention is directed to the Special Note 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 structure and which specifies certain requirements relative to construction.

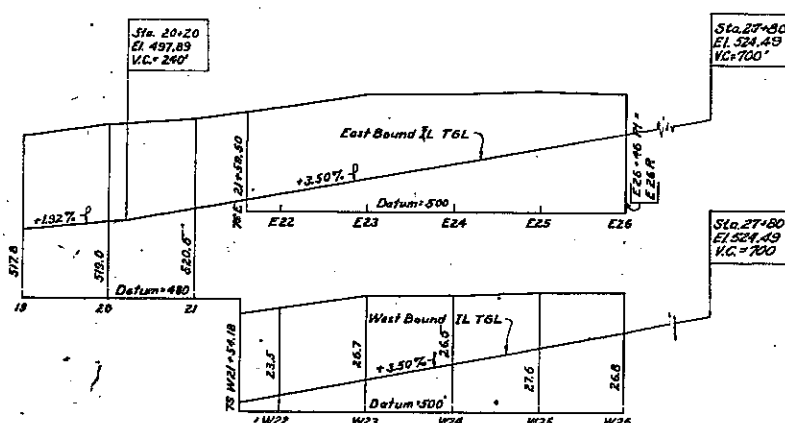
Sidewalks shall not be scored.



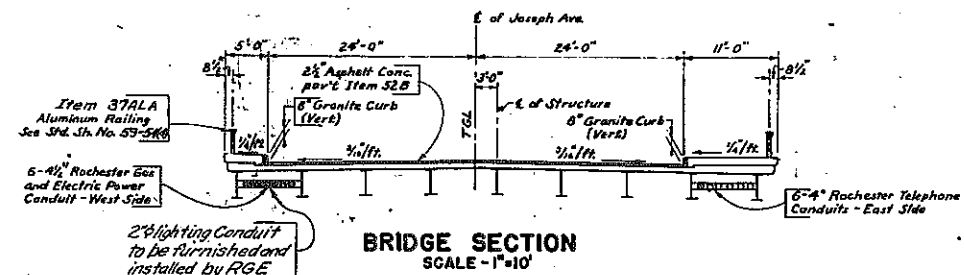
PLAN
SCALE - 1" = 20'-0"



ELEVATION A-A
SCALE - 1" = 10'-0"



INNER LOOP PROFILE
SCALES - HORIZ. 1" = 100', VERT. 1" = 20'



BRIDGE SECTION
SCALE - 1" = 10'

GENERAL NOTES

A blend of Portland Cement Type 2 and Dorex AEA shall be used in concrete for Item 18R.

The cost of furnishing and installing pre-moulded bituminous joint material, 15 lbs. asphalt roofing felt and compressed asbestos sheet packing shall be included in the unit price bid for the various items of the contract.

Aluminum railing - anchor bolts, nuts and SAE washers shall conform to the Specification M-6, Structural Steel and shall be given a coating that shall conform to the Specification M-6A, Aluminum Coating - (Hot Dip).

A blend of Portland Cement Type 2 and Natural Cement Type N shall be used in Item 20R.

Materials of Construction Specification M-AIX "Water Soluble Silicone" where called for in the Specifications or shown on the plans shall be replaced by Specification M-AIXA "Water Soluble Silicone".

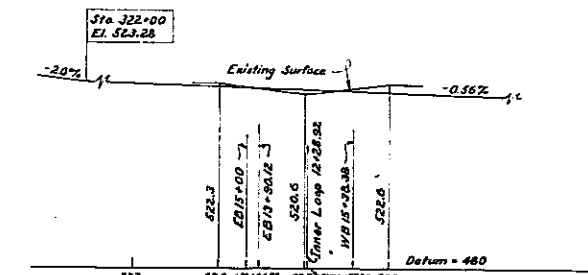
Concrete Items

Description	Item No.
All Footings	20R
Abutment Stem	20R
Abutment Sidewalks	18R
All Superstructure	18R

In any railing panel, at least 2 rails shall be continuous through each post, except posts at the end of the structure, and posts adjacent to open joint in railing.

Stud shear connectors shall be placed on the beams after the structural steel has been erected and the brims have been placed for the structural slab.

See sheet 14 for railing note.



JOSEPH AVENUE PROFILE
SCALES - HORIZ. 1" = 100', VERT. 1" = 20'

SUMMARY OF QUANTITIES

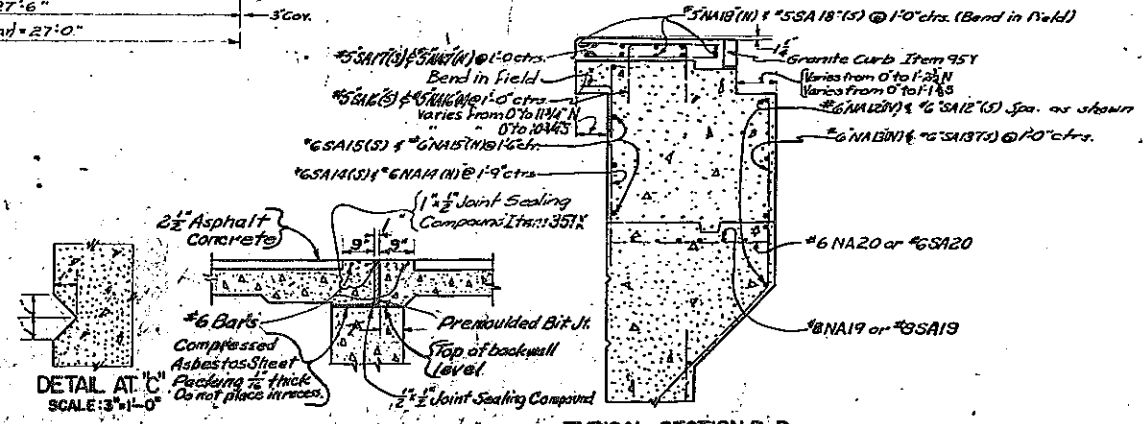
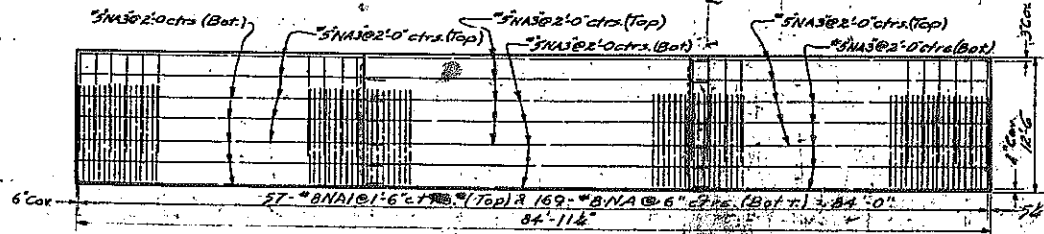
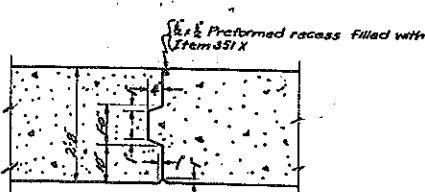
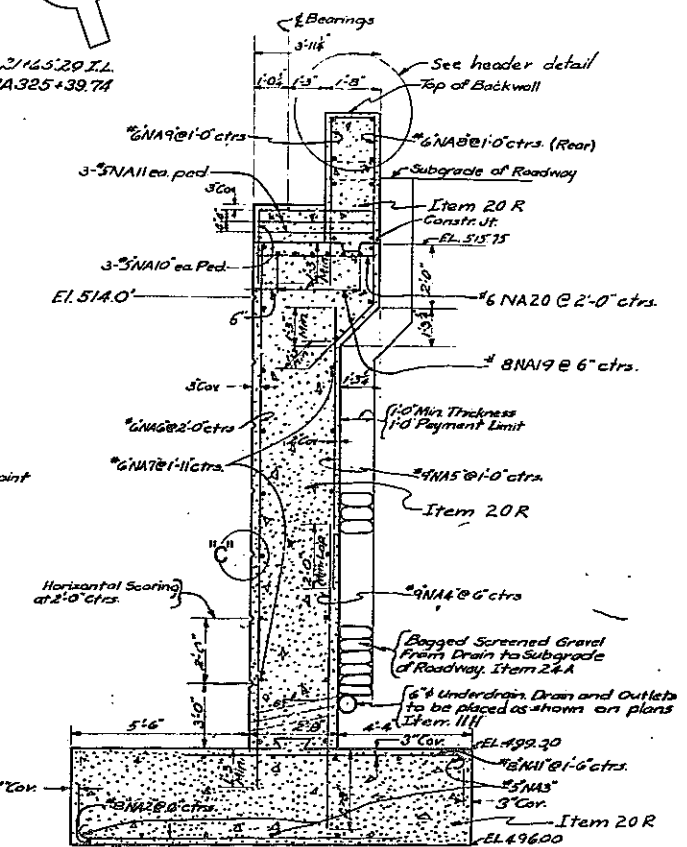
ITEM	DESCRIPTION	UNIT	QUANTITIES NEAR ROUND	FINAL
5E	Trench, Culvert & Bridge Excavation (earth)	CY	410	400
11H	Perforated Corrugated Metal Pipe Underdrain 6"	L.F.	180	182
15-2	Portland Cement Type 2	BN	1070	1100
15-N	Natural Cement Type N	BN	120	124
18R	Class 1A Concrete for Structures	CY	150	161
20R	Class 1 Concrete	CY	610	614
24A	Bagged Screened Gravel	CY	110	89
28RR	Bar Reinforcement for Structures	Lb.	42,220	42,219
28XA	Stud Shear Connectors	Ea	1950	1934
29A	Structural Steel	Lb.	174,000	184,000
31A	Aluminum Railing	L.F.	165	170
32B	Asphalt Concrete Type 2B	Ton	65	63
61	Bituminous Material	Gal.	150	160
95Y	5"x10" Granite Curb (Radius)	L.F.	80	79
95Z	5"x10" Granite Curb (Straight)	L.F.	90	107
119A	Bank Gravel Fill	CY	1,100	1,200
35.X	Joint Sealing Compound	Gal.	7	10
361	Protective Coating for Concrete	Gal.	90	95

BRIDGE No. 4 AT JOSEPH AVE
STA. 325+01.74
LAYOUT & ESTIMATE

SUMMARY OF QUANTITIES REVISIONS

IN CHARGE OF: D. J. Mastaglio	DESIGNED BY: W. Buttermore
DETAILS BY: L. Rutland	TRACED BY: R. C. Abrah
REVISIONS BY: H. T. T. T.	

FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	U-1089(13)		118	147
ROCHESTER CITY-INNER LOOP					
FRONT ST	to NORTH ST	MONROE CO			



TYPICAL SECTION B-B
FOR BOTH ABUTMENTS
SCALE: 3/8"=1'-0"

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

BRIDGE No. 4 AT JOSEPH. AVE.
STA. 325+01.74
NORTH ABUTMENT

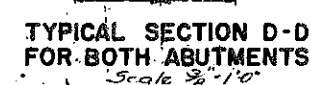
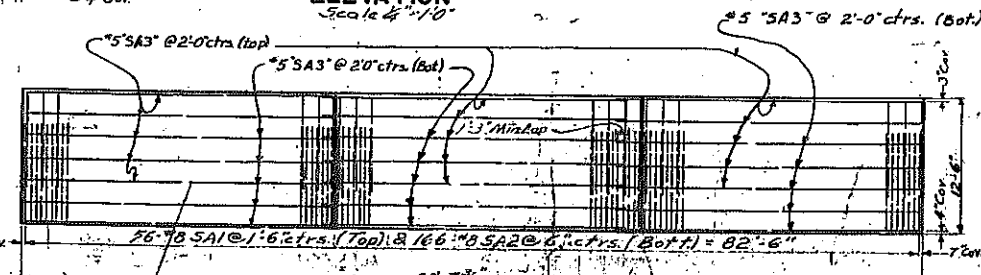
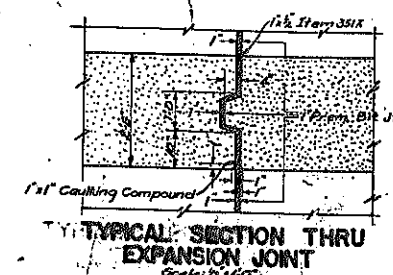
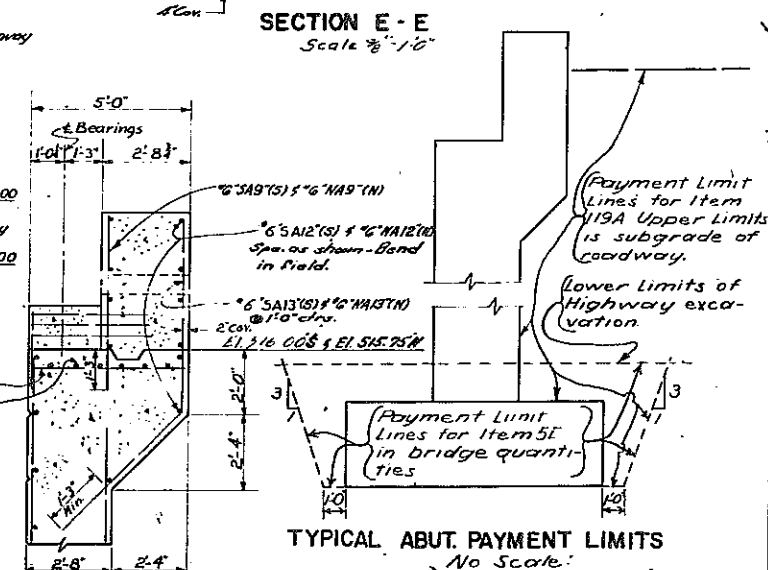
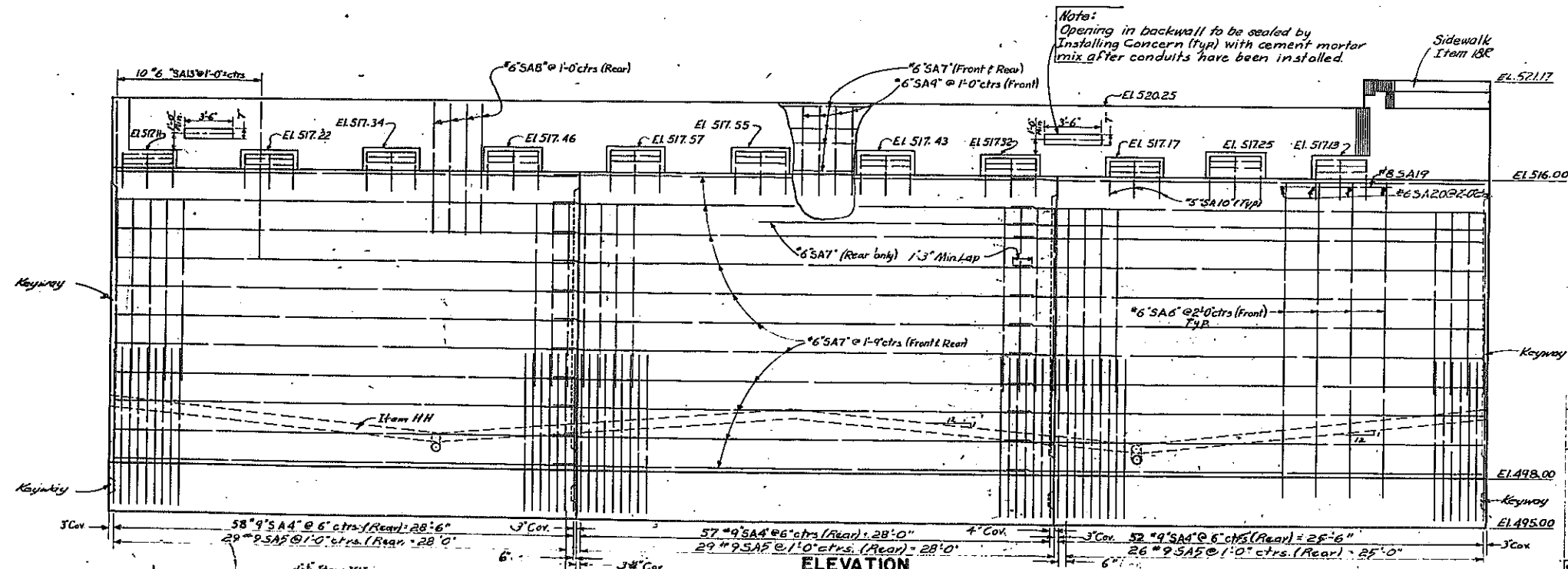
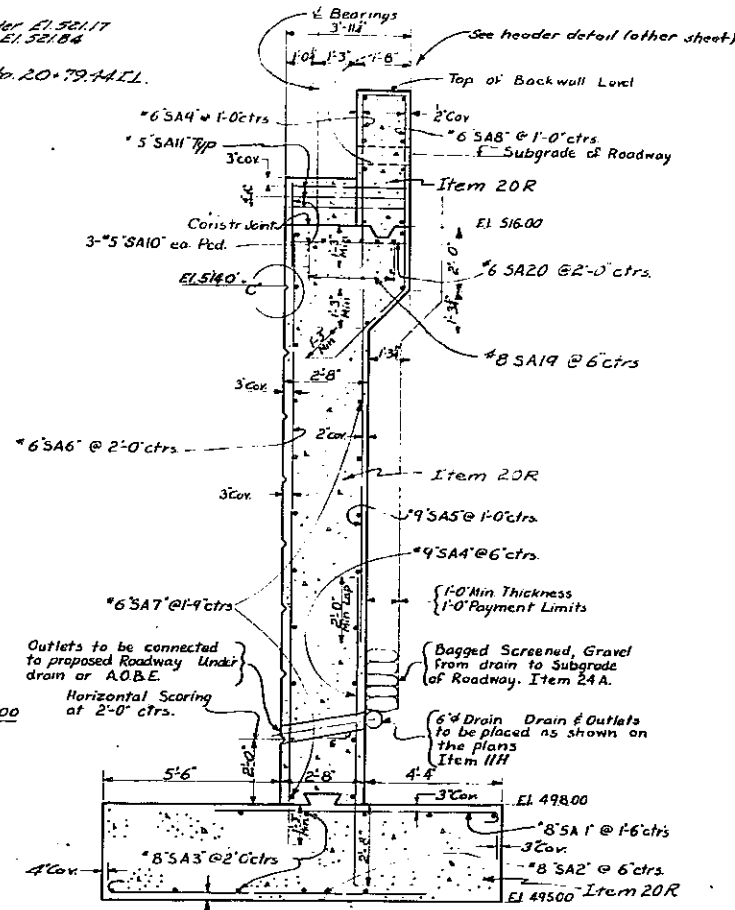
No AS BUILT REVISIONS

PLANS MADE
1ST REVISION
2ND REVISION
3RD REVISION

IN CHARGE OF D.W. Massingham
DESIGNED BY W. E. Butterworth
DETAILED BY R. E. Baker
TRACED BY R. M. McGowan
DRAWING CHECKED BY W. E. Massingham



FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
I	N.Y.	U-1089(13)		119	147
ROCHESTER CITY-INNER LOOP FRONT ST. TO NORTH ST.					
MONROE CO.					



BRIDGE No.4 AT JOSEPH AVE.
STA. 325+01.74
SOUTH ABUTMENT :

PLANS MADE	IN CHARGE OF <i>D. J. Macdonald</i>
1st REVISION	
2nd REVISION	
3rd REVISION	DESIGNED BY <i>M. B. Entwistle</i>
	DRAWN BY <i>R. B. Entwistle</i>
	CHKD BY <i>A. B. Entwistle</i>
	INSPECTION CHECKED BY <i>M. B. Entwistle</i>

FOOTING PLAN - BAR REINFORCEMENT

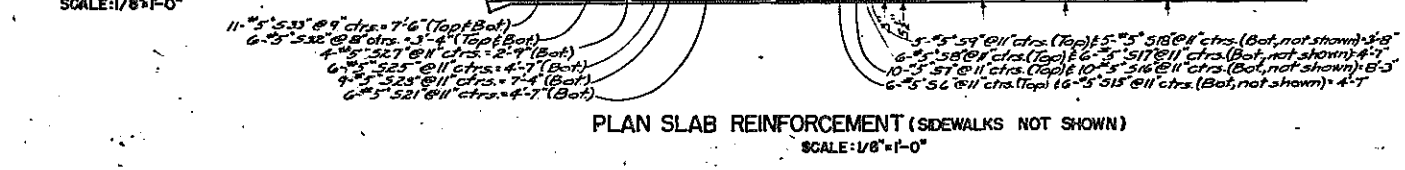
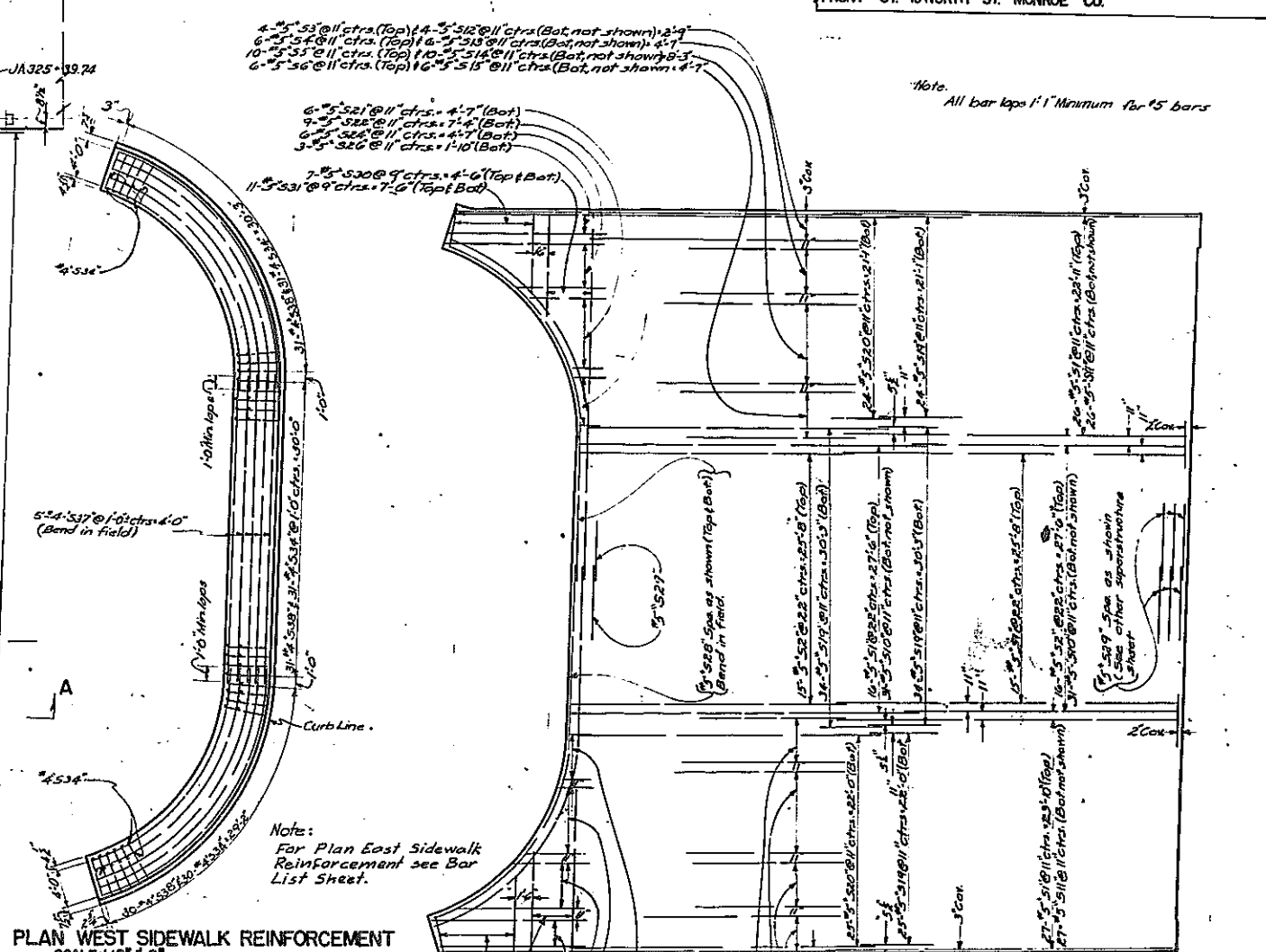
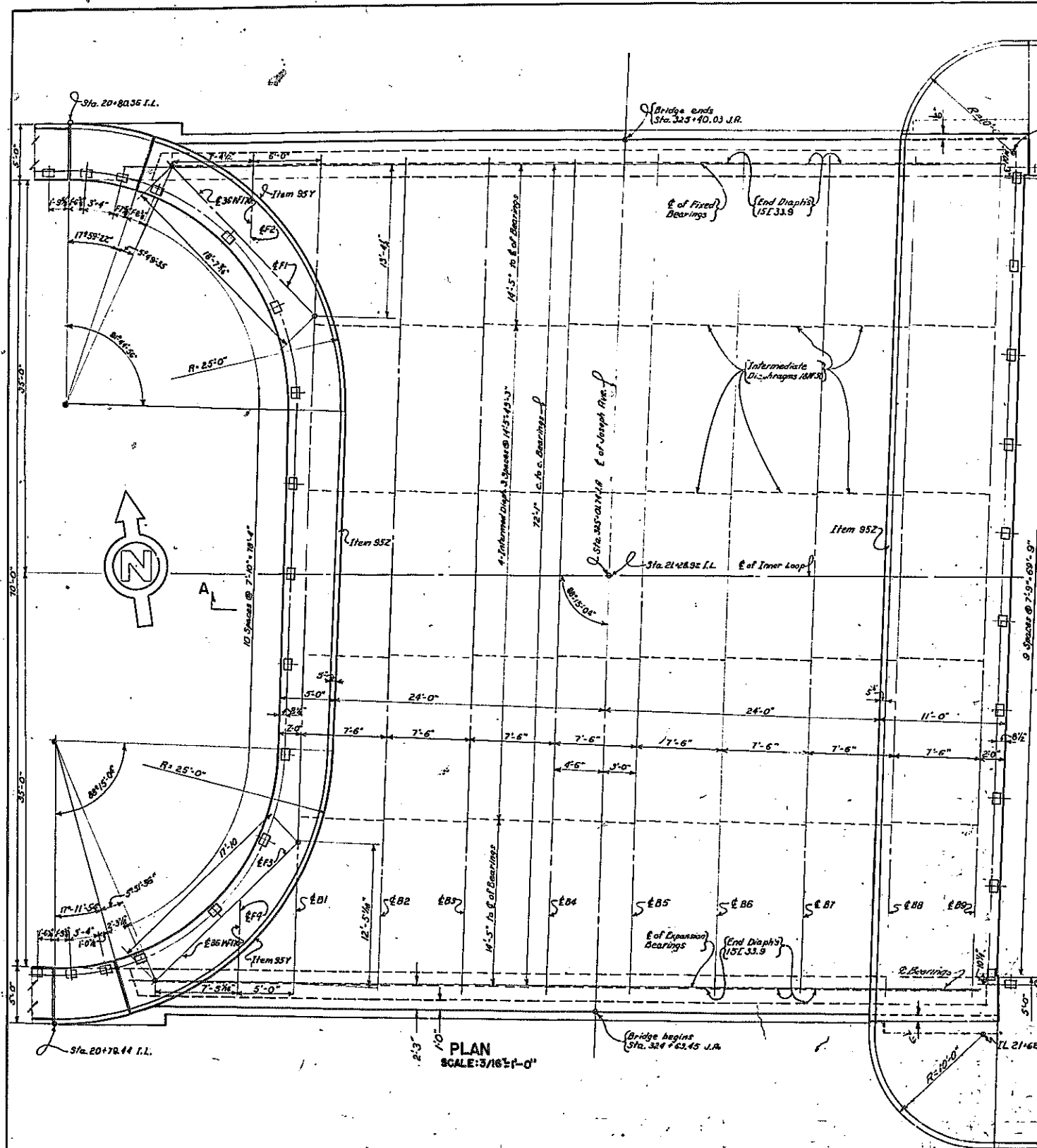
Foundation Pressure (Design) Does not exceed 3 Tons Per Sq. Ft.

No. 45 BUILT REVISIONS



FASH 60002

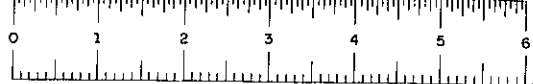
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	U-1089(13)		120	147
ROCHESTER CITY-INNER LOOP FRONT ST. to NORTH ST. MONROE CO.					



STRINGER TABLE				BEARINGS		3/4" STUD SHEAR CONNECTORS		ITEM 28 X 4	
STRINGER	SECTION	CAMBER	BOTT. COV. 65	N. END FIXED "B"	S. END EXP. "A"	OF BEARINGS		SYMMETRICAL ABOUT C OF STRINGER SPAN	
B1	36" F 280	1 1/2"	18" x 14" x 12" 0	1 1/2"	1 1/2"	2	12 @ 9" x 5" 0	2	12 @ 15" x 15" 0
B2	36" F 170	1 1/2"	18" x 14" x 11" 0	1 1/2"	1 1/2"	2	12 @ 8" x 11" 4	2	12 @ 10" x 12" 0
B3	36" F 170	2 1/2"	18" x 14" x 11" 0	1 1/2"	1 1/2"	2	12 @ 6" x 8" 0	2	12 @ 10" x 10" 0
B4	36" F 170	2 1/2"	10" x 14" x 11" 0	1 1/2"	1 1/2"	2	12 @ 12" x 12" 0	2	12 @ 15" x 12" 0
F1-F4	36" F 170	-	-	8" x 6"	8" x 6"	-	-	-	-

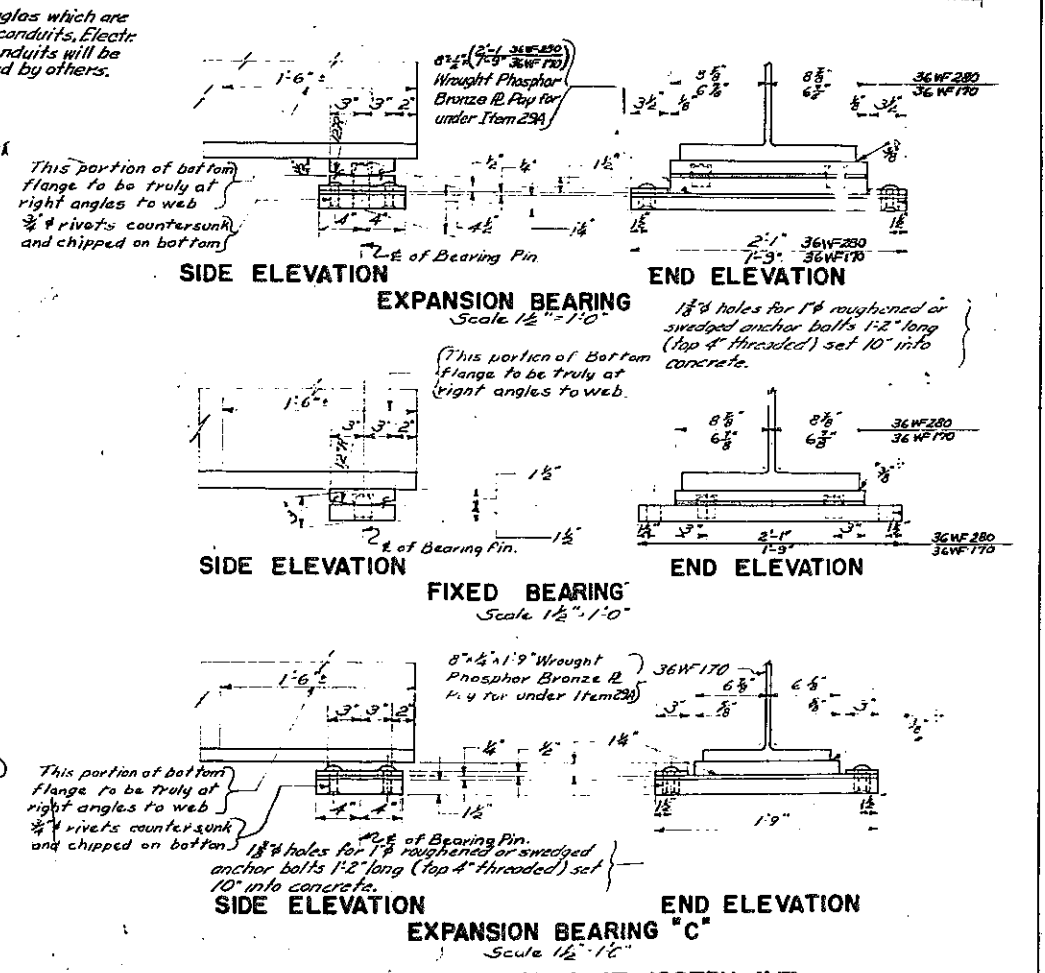
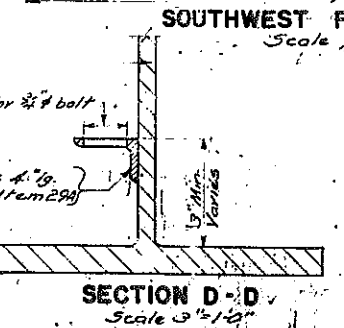
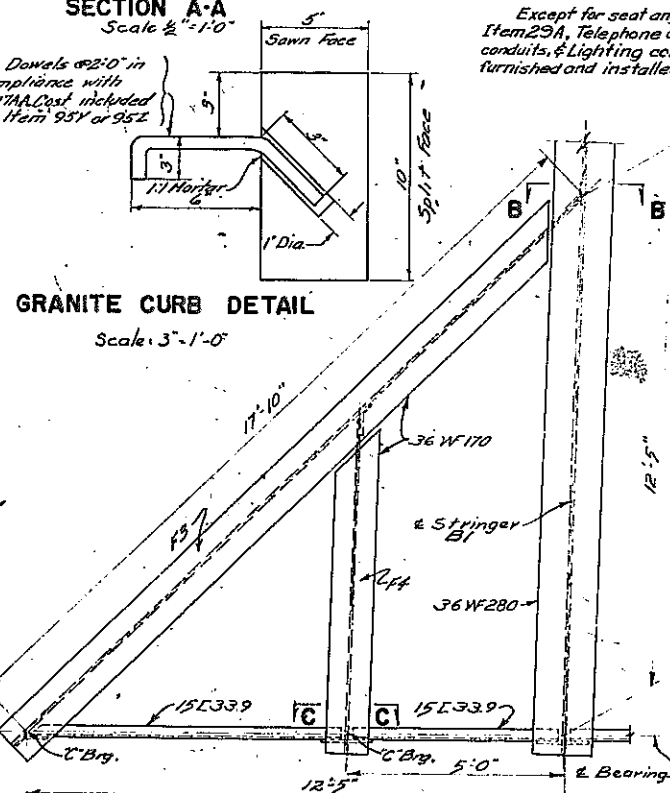
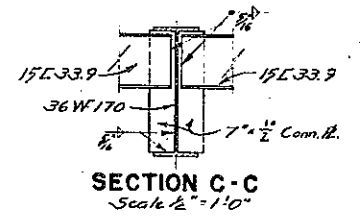
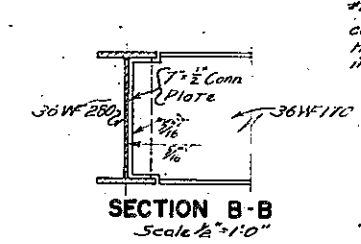
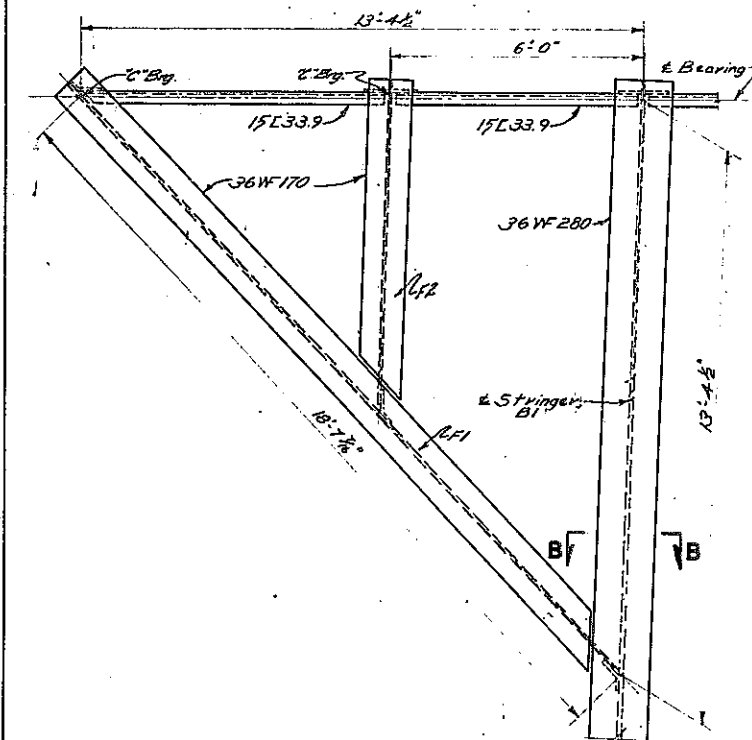
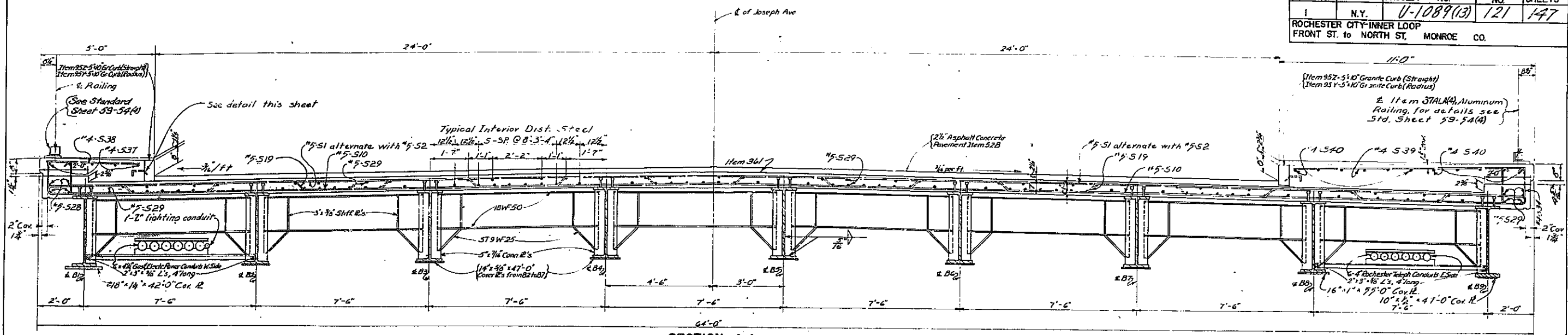
IN CHARGE OF: *W. H. Hutton*
DESIGNED BY: *W. H. Hutton*
CHECKED BY: *W. H. Hutton*
APPROVED BY: *W. H. Hutton*

BRIDGE No. 4 AT JOSEPH AVE.
STA. 325+01.74
SUPERSTRUCTURE
No As BUILT REVISIONS



FASH 60002

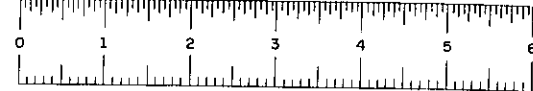
A.D. CO-7					
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	U-1089(13)		121	147
ROCHESTER CITY-INNER LOOP					
FRONT ST. to NORTH ST. MONROE CO.					



PLANS MADE	IN CHARGE OF
1ST REVISION	DESIGNED BY
2ND REVISION	DETAILS BY
3RD REVISION	TRACED BY
	TRACING CHECKED BY

BRIDGE No. 4 AT JOSEPH AVE.
STA. 325+01.74
TRANSVERSE SECTION & BEARINGS

No As Built REVISIONS

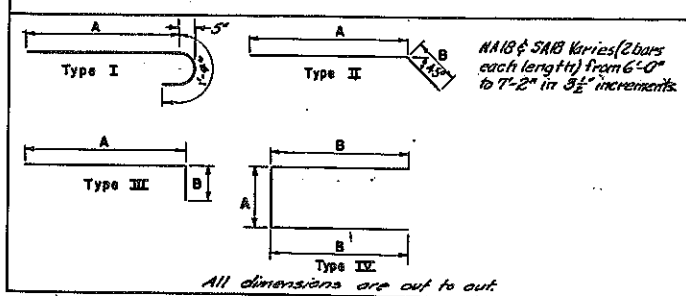


FASH 60002

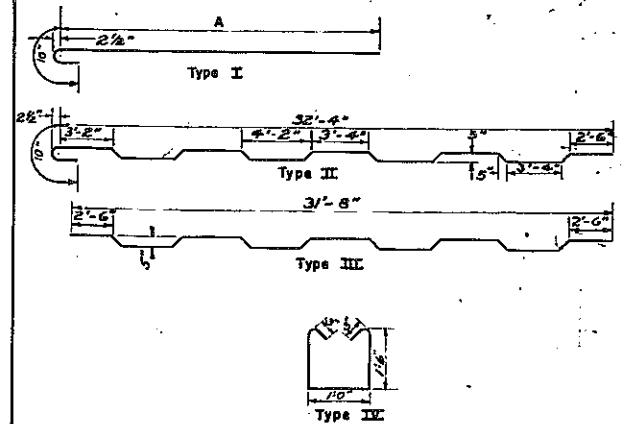
FED. RD. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK	U-1089(13)		122	147
ROCHESTER CITY-INNER LOOP					MONROE CO.
FRONT ST. TO NORTH ST.					

BAR LIST—NORTH ABUTMENT						
MARK	SIZE	LENGTH	NO	TYPE	A	B LOCATION and DESCRIPTION
NA1	#8	10'-4"	57	I	3'-0"	Trans. Foot, top
NA2	#8	11'-6"	169	I	10'-2"	" " Bottom
NA3	#5	28'-0"	30	Str		Long. Foot, top & bottom
NA4	#9	9'-1"	170	Str		Vert. Rear
NA5	#9	9'-9"	85	Str		" " "
NA6	#6	15'-9"	43	Str		" " Front
NA7	#6	29'-0"	81	Str		Horiz. Front & Rear
NA8	#6	8'-9"	68	II	5'-9"	Vert. backwall Rear
NA9	#6	6'-2"	86	III	5'-0"	" " Front
NA10	#5	2'-6"	33	Str		Vert. Dowel Pad.
NA11	#5	10'-0"	33	IX	3'-2"	Stirrups Pad.
NA12	#6	8'-6"	11	Str		Horiz. backwall Ends Rear
NA13	#6	10'-9"	20	II	5'-9"	Vert. " " "
NA14	#6	6'-3"	3	Str		" " " Front
NA15	#6	7'-6"	4	Str		Horiz. " " "
NA16	#5	5'-1"	8	IX	1'-9"	Stirrups Sidewalk
NA17	#5	4'-3"	16	Str		Trans. sidewalk Top & Bottom
NA18	#5	Varies	10	Str		Long. sidewalk Top & Bottom
NA19	#8	29'-0"	18	Str		Long. stem Top
NA20	#6	3'-6"	43	Str		Trans. stem Top

BAR LIST—SOUTH ABUTMENT						
MARK	SIZE	LENGTH	NO	TYPE	A	B LOCATION and DESCRIPTION
SA1	#8	10'-4"	56	I	3'-0"	Trans. Foot, Top
SA2	#8	11'-6"	166	I	10'-2"	" " Bottom
SA3	#5	28'-0"	30	Str		Long. Foot top & bottom
SA4	#9	9'-1"	167	Str		Vert. Rear
SA5	#9	11'-0"	84	Str		" " "
SA6	#6	19'-0"	42	Str		" " Front
SA7	#6	28'-6"	90	Str		Horiz. Front & Rear
SA8	#6	9'-0"	67	II	6'-0"	Vert. backwall Rear
SA9	#6	6'-6"	84	III	5'-3"	" " Front
SA10	#5	2'-7"	33	Str		Vert. Dowel Pad.
SA11	#5	10'-0"	33	IX	3'-2"	Stirrups Pad.
SA12	#6	8'-6"	11	Str		Horiz. backwall Ends Rear
SA13	#6	11'-0"	20	II	6'-0"	Vert. " " "
SA14	#6	6'-3"	5	Str		" " " Front
SA15	#6	7'-6"	4	Str		Horiz. " " "
SA16	#5	5'-1"	8	IX	1'-9"	Stirrups sidewalk
SA17	#5	4'-3"	16	Str		Trans. Sidewalk Top & Bottom
SA18	#5	Varies	10	Str		Long. sidewalk Top & Bottom
SA19	#8	28'-6"	18	Str		Long. stem Top
SA20	#6	3'-6"	42	Str		Trans. stem Top

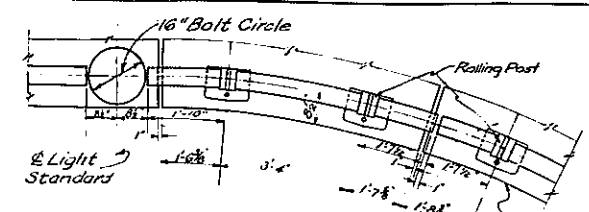


BAR LIST—SUPERSTRUCTURE						
MARK	SIZE	LENGTH	NO	TYPE	A	B LOCATION and DESCRIPTION
S1	#5	37'-1"	84	I	26'-3"	Transverse - Slab, Top
S2	#5	29'-6"	31	I	28'-9"	do
S3	#5	Varies	4	I	Varies	do
S4	#5	"	6	I	"	do
S5	#5	"	10	I	"	do
S6	#5	30'-0"	12	I	29'-2"	do
S7	#5	Varies	10	I	Varies	do
S8	#5	"	6	I	"	do
S9	#5	"	5	I	"	Transverse - Slab, Top
S10	#5	32'-8"	62	Str		Transverse - Slab, Bottom
S11	#5	40'-8"	53	Str		do
S12	#5	Varies	4	Str		do
S13	#5	"	6	Str		do
S14	#5	"	10	Str		do
S15	#5	25'-7"	12	Str		do
S16	#5	Varies	10	Str		do
S17	#5	"	6	Str		do
S18	#5	"	5	Str		do
S19	#5	34'-2"	117	IX		do
S20	#5	52'-0"	49	III		do
S21	#5	Varies	12	Str	Varies	do
S22	#5	"	9	Str	"	do
S23	#5	"	9	Str	"	do
S24	#5	"	6	Str	"	do
S25	#5	"	6	Str	"	do
S26	#5	17'-9"	3	I	15'-7"	do
S27	#5	16'-0"	4	I	16'-0"	do
S28	#5	43'-0"	8	Str		Longitudinal - Slab, Top & Bottom
S29	#5	37'-10"	224	Str		do
S30	#5	Varies	14	Str		do
S31	#5	"	22	Str		do
S32	#5	"	12	Str		do
S33	#5	"	22	Str		Longitudinal - Slab, Top & Bottom
S34	#4	4'-3"	173	IX		Stirrups - Slab and Sidewalk
S37	#4	31'-2"	15	Str		Longitudinal - West sidewalk
S38	#4	4'-1"	92	Str		Transverse - " "
S39	#4	18'-0"	80	Str		" - East sidewalk
S40	#4	38'-6"	22	Str		Longitudinal " "

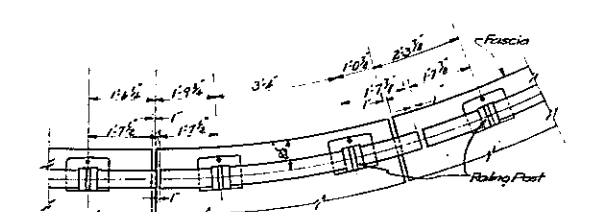


S3-A varies from 42'-2" to 42'-11" in 3" increments
S4-A " " 35'-0" to 43'-0" " 1'-7 1/2" " "
S5-A " " 29'-5" to 34'-5" " 8 1/2" " "
S6-A " " 29'-2" to 33'-4" " 5 1/2" " "
S7-A " " 34'-0" to 40'-3" " 1'-3" " "
S8-A " " 41'-3" to 42'-6" " 3 1/2" " "
S9-A varies from 38'-7" to 39'-4" in 3" increments
S10-A " " 31'-5" to 39'-5" " 12 1/2" " "
S11-A " " 26'-8" to 31'-8" " 6 1/2" " "
S12-A " " 23'-7" to 29'-5" " 8" " "
S13-A " " 30'-5" to 35'-8" " 1'-3 1/2" " "
S14-A " " 37'-9" to 38'-11" " 5 1/2" " "
S21-A varies from (Reach length) 2'-5" to 3'-3" in 2" increments
S22-A " " 4'-2" to 6'-8" " 7" " "
S23-A " " 3'-3" to 7'-9" " 7" " "
S24-A " " 9'-6" to 17'-0" " 1'-6" " "
S25-A " " 8'-4" to 15'-10" " 1'-6" " "
S30-A varies from (Reach length) 9'-0" to 15'-6" in 12" increments
S31-A " " 3'-7" to 7'-3" " 4" " "
S32-A " " 10'-3" to 18'-3" " 1'-7" " "
S33-A " " 3'-8" to 6'-3" " 5 1/2" " "

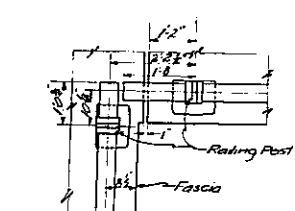
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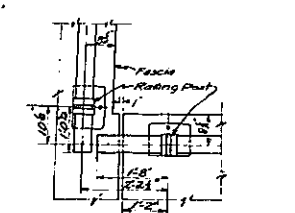
NORTH WEST CORNER



SOUTH WEST CORNER

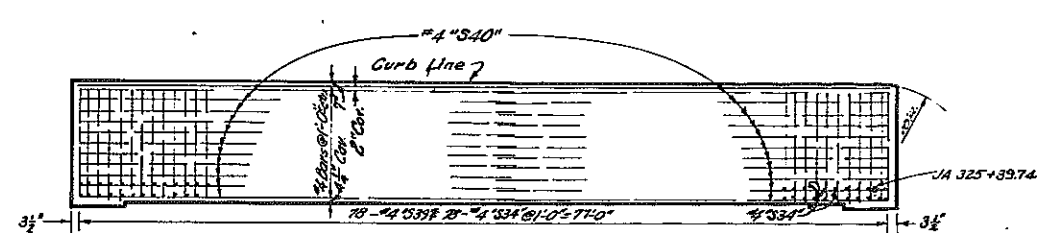


NORTH EAST CORNER



SOUTH EAST CORNER

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

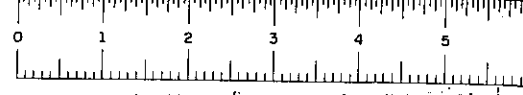


PLAN EAST SIDEWALK REINFORCEMENT
Scale: 1/8" = 1'-0"

BRIDGE No. 4 AT JOSEPH AVE
STA 325+01.74
BAR LIST & RAILING DETAILS

No As Buylt REVISIONS

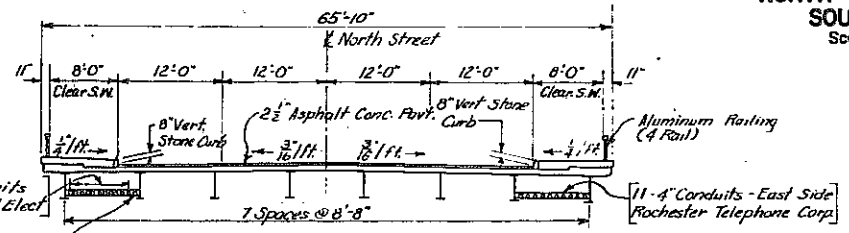
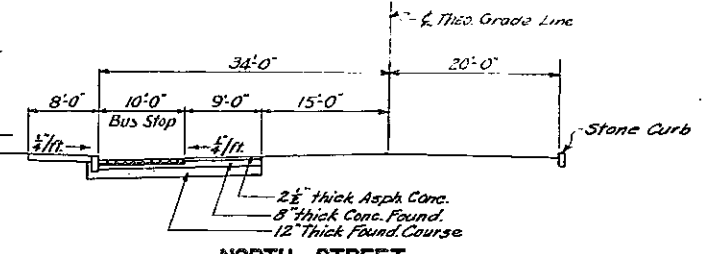
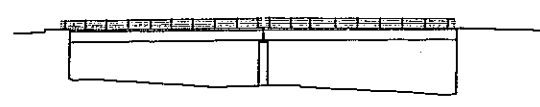
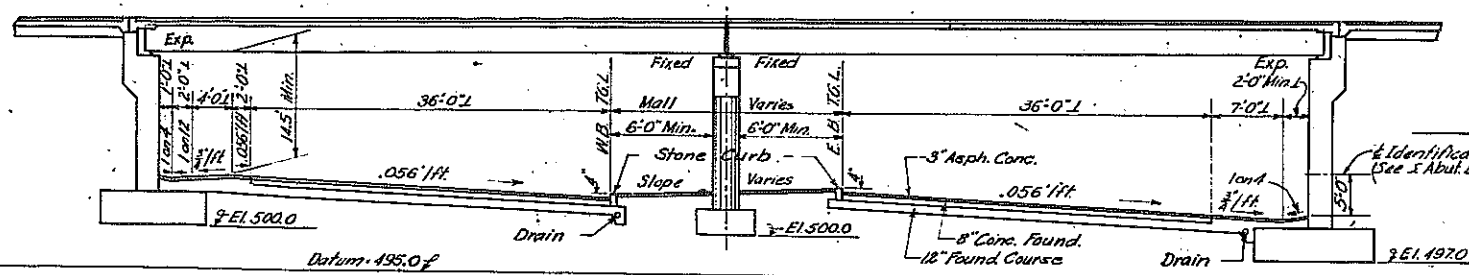
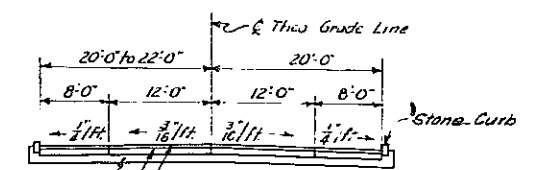
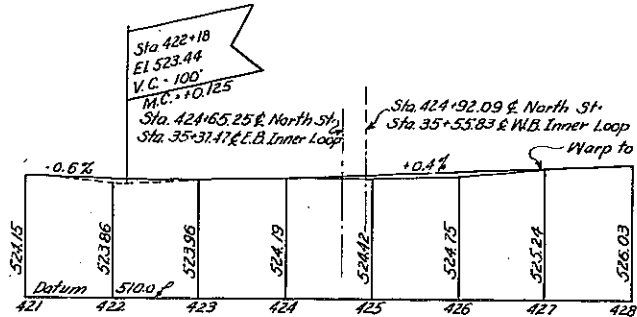
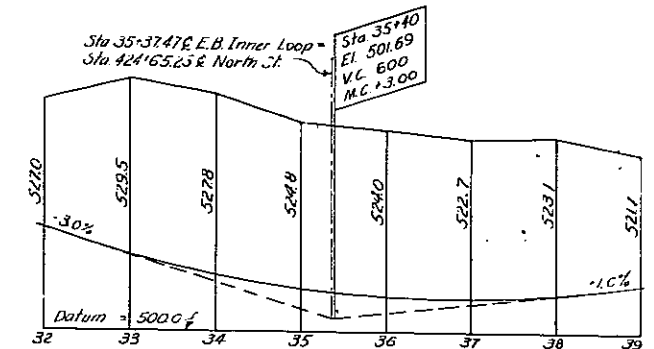
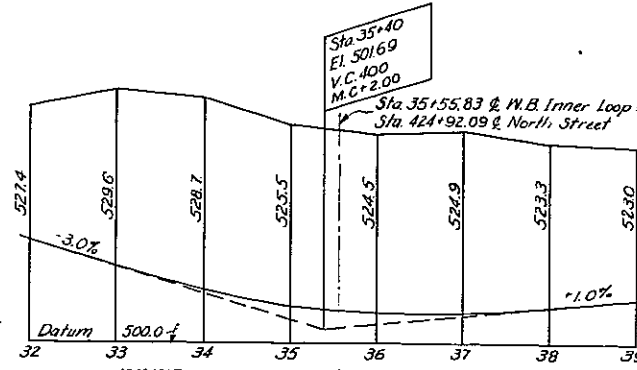
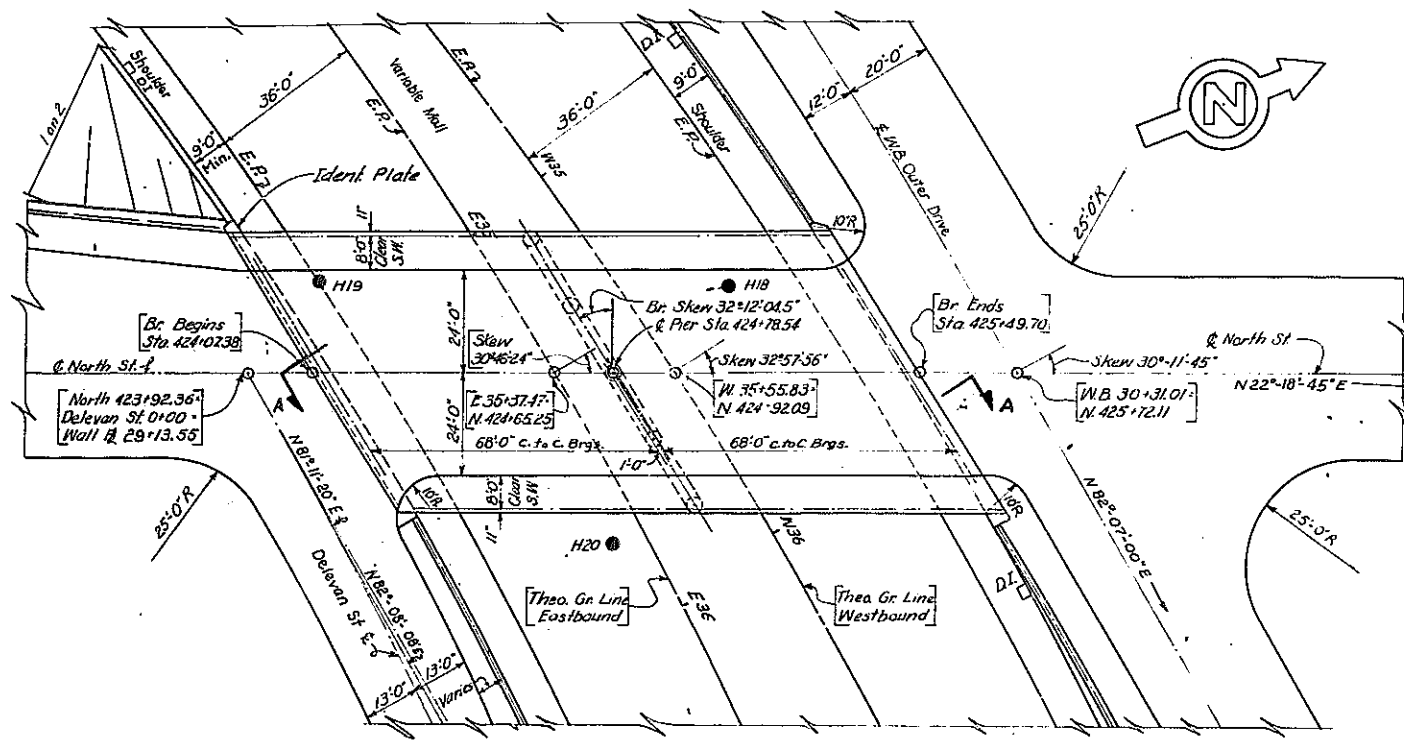
DESIGNED BY	W. Butterworth
CHECKED BY	R. L. Cocco (W. Butterworth)
TRACED BY	C. Shapiro
TRACING CHECKED BY	K. Turner (W. Butterworth)



FASH 60002

F.A.C. 60-7

FED. REG. NO.	STATE	FEDERAL PROJECT NO.	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.	U-1089(13)		123	147
ROCHESTER CITY INNER LOOP FRONT ST. TO NORTH ST. MONROE COUNTY					



W.B. OUTER DRIVE
PI=28+07.01
Δ=19°26'45"RT
D=5'
R=1145.92' Radius Point
T=196.33'
L=388.92'
E=16.70'

W.LANE INNER LOOP
PI=1137+53.20
Δ=49°39'48"RT
D=5'
R=1145.92' Radius Point
L=200'
T=793.27'
Ts=630.90'
Es=118.34

E.LANE INNER LOOP
PI=407+79.2
Δ=49°39'48"RT
D=5'
R=1145.92' Radius Point
L=200'
T=793.27'
Ts=630.90'
Es=118.34

DELEVAN ST
PI=2+01.66'
Δ=30°11'55"
D=10'
R=572.96'
L=301.99'
E=20.49

WALL &
PI=31+22.19
Δ=31°08'43"RT
D=10'
R=572.958' Radius Point
T=159.678'
L=311.453'
E=21.83'
PCC=29+62.51
PI=32+73.97

Utility lines not carried on the structure will be relocated by others so as to lie 1'-0" Min. clear below footings.

IN CHARGE OF
DESIGNED BY
DETAILED BY
TRACED BY
TRACING CHECKED BY

PLAN & PROFILE
NORTH ST. OVER INNER LOOP
BRIDGE NO. 5

No As Built REVISIONS

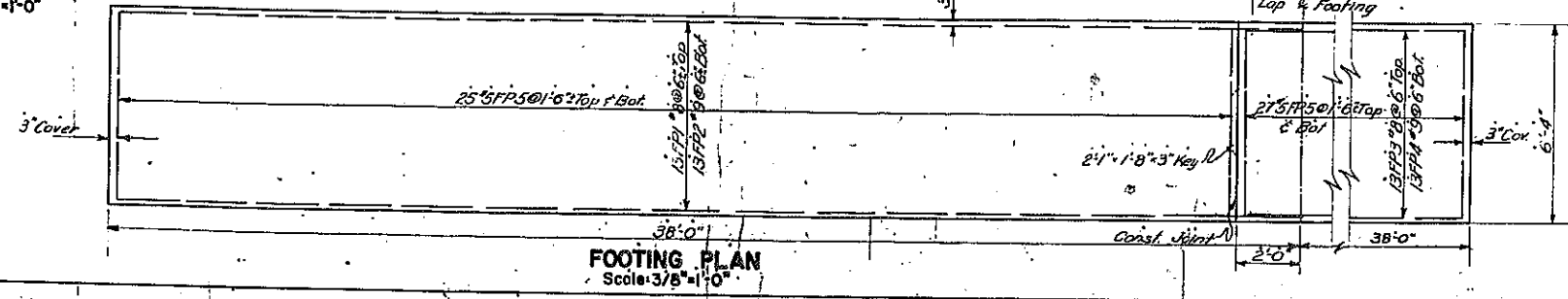
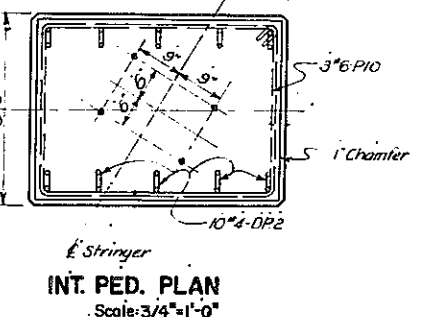
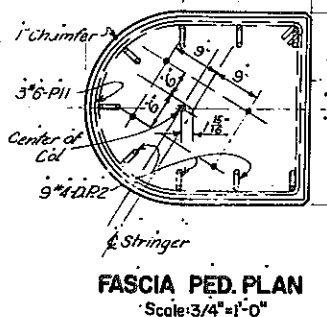
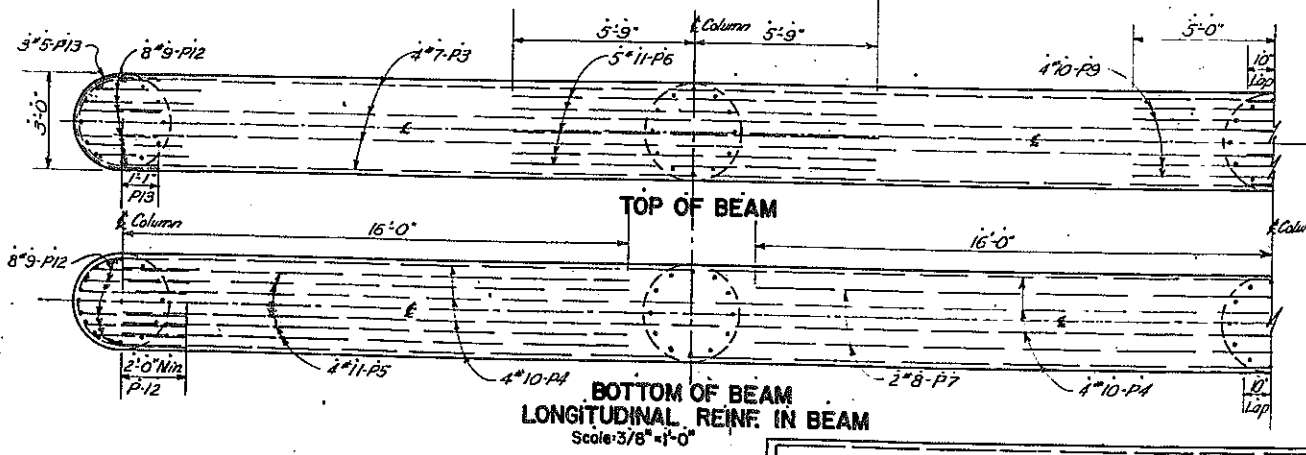
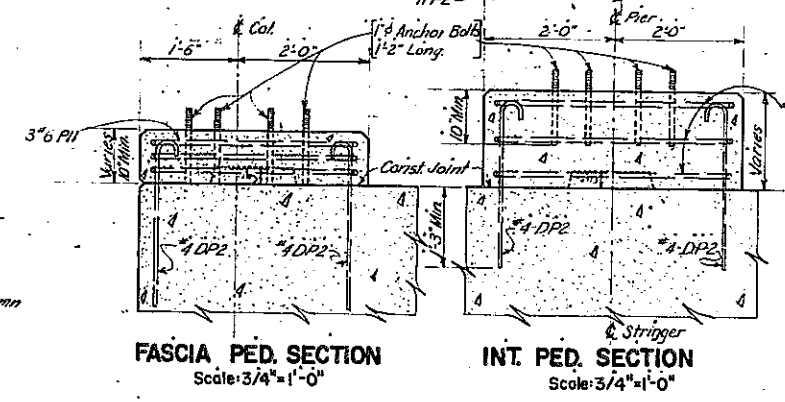
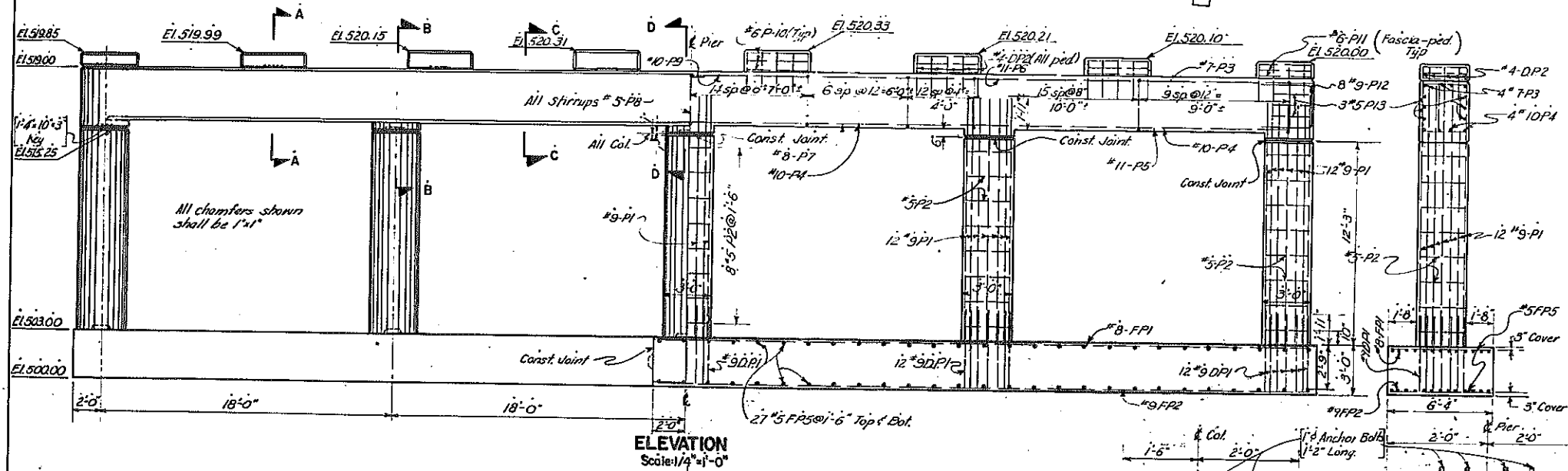
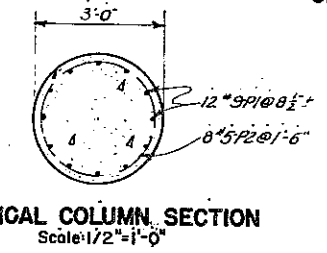
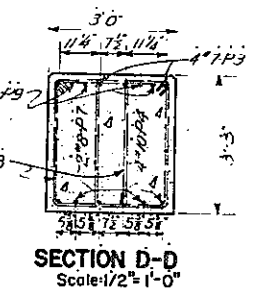
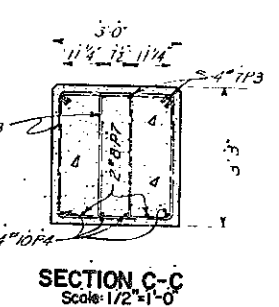
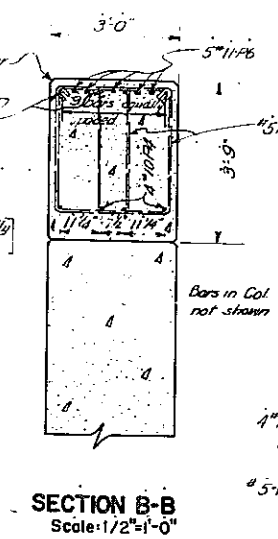
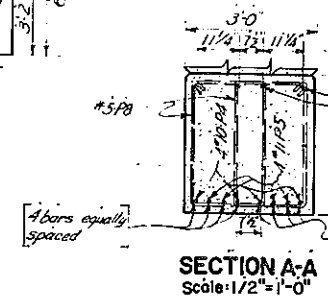
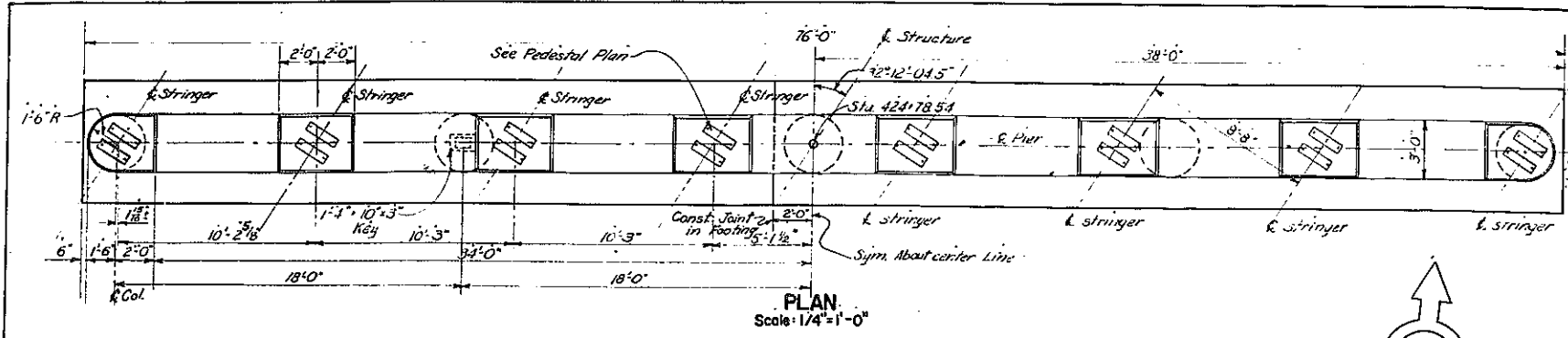


FASH 60002

P.A.D. 60-7

FED. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.	U-1089(13)		124	147

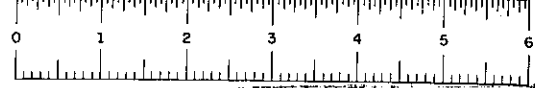
ROCHESTER CITY INNER LOOP
FRONT ST. TO NORTH ST.
MONROE CO.



Cover all bars 2" unless shown otherwise.
Bar laps shall be 20 diameters unless shown otherwise.

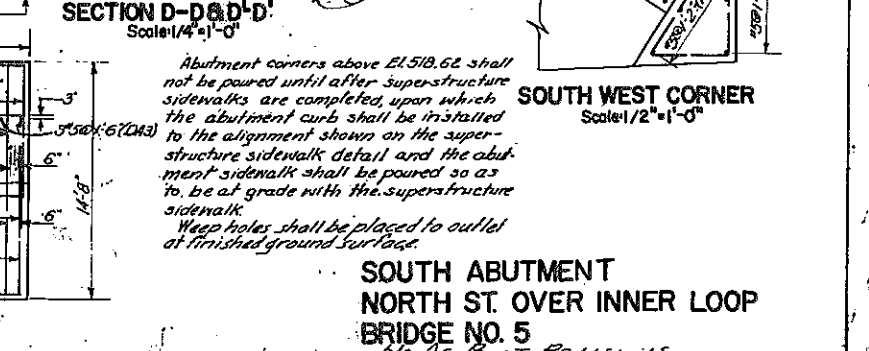
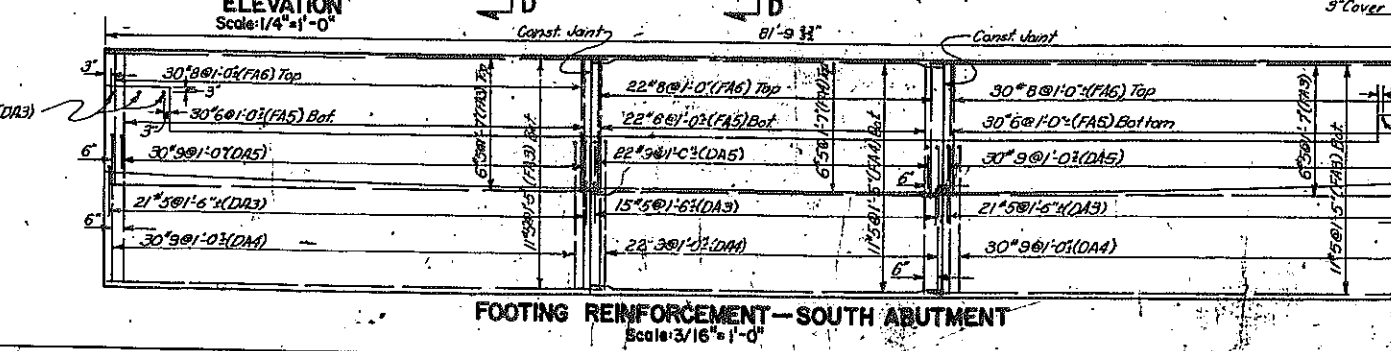
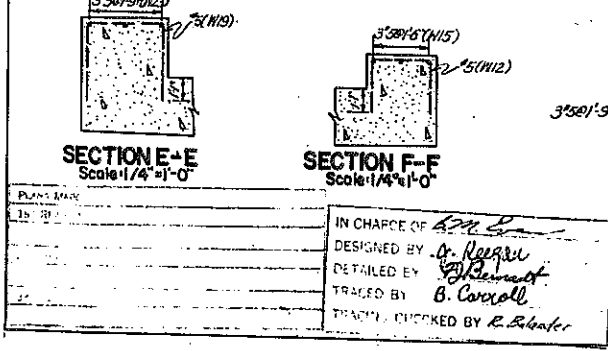
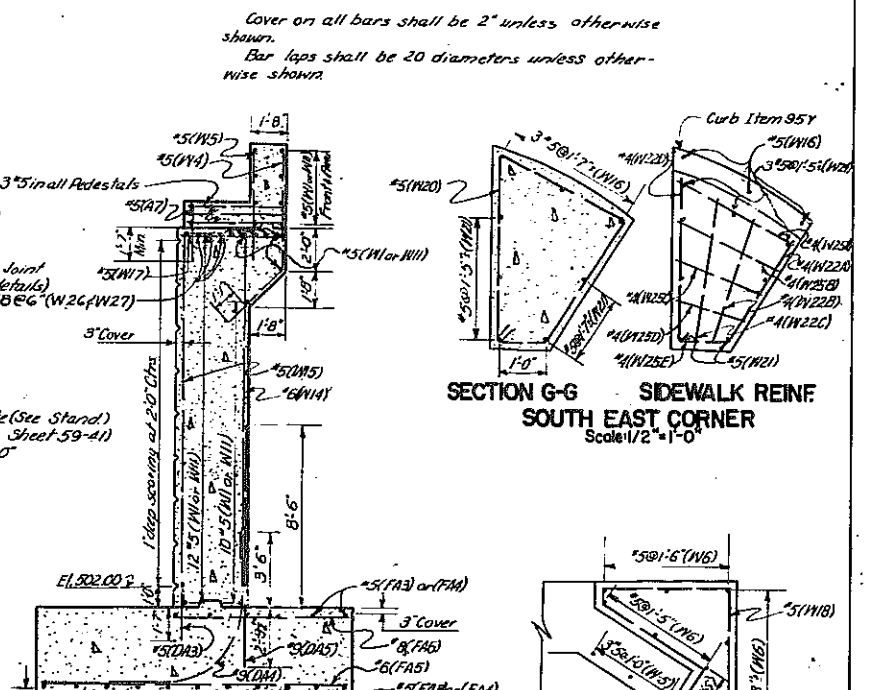
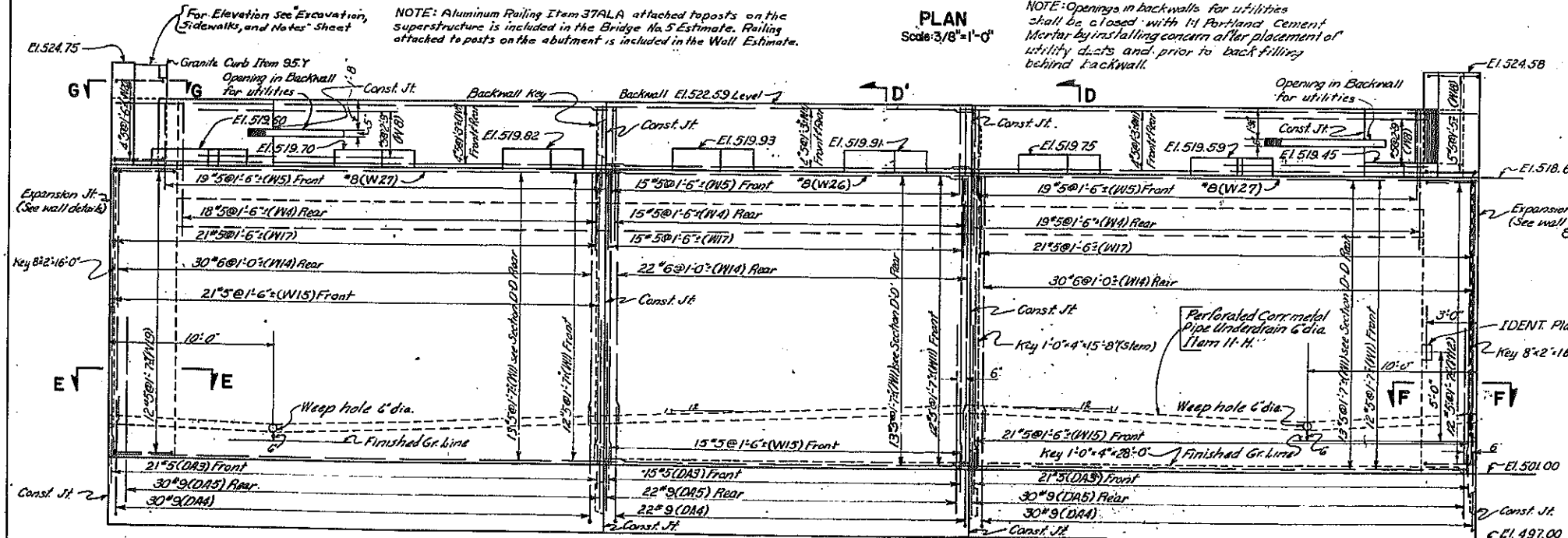
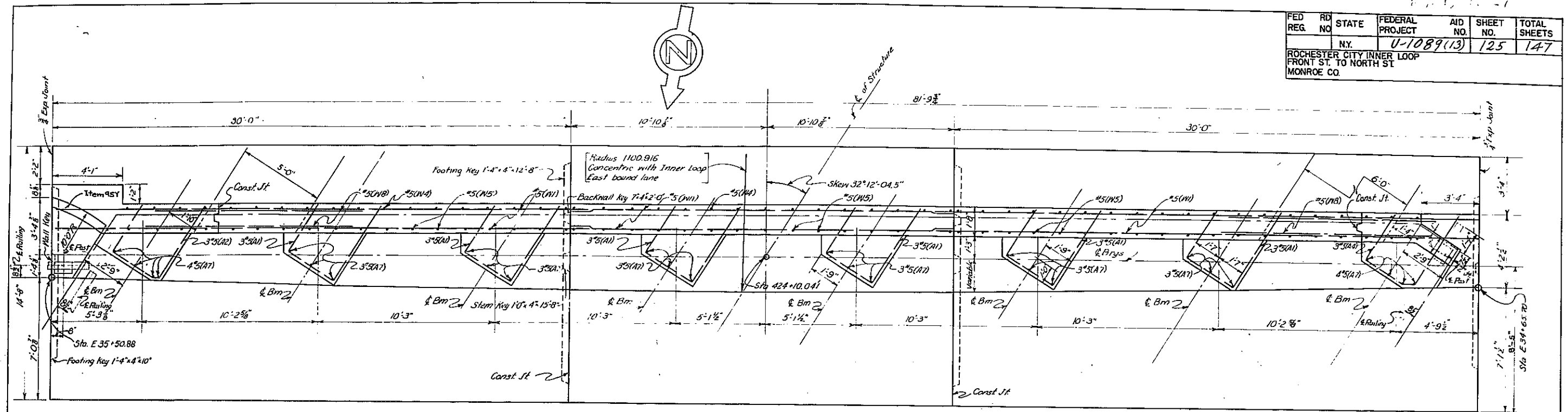
PIER
NORTH ST. OVER INNER LOOP
BRIDGE NO. 5
No As Pier REVISIONS

PLANS MADE
1ST REV.
2ND REV.
3RD REV.
IN CHARGE OF *[Signature]*
DESIGNED BY *[Signature]*
DETAILED BY *[Signature]*
TRACED BY *[Signature]*
DRAWING CHECKED BY *[Signature]*



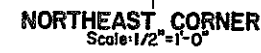
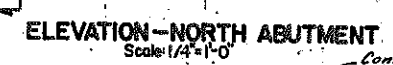
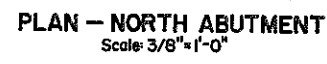
FASH 60002

FED. REG. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.	TOTAL SHEETS
	N.Y.	U-1089(13)		125	147
ROCHESTER CITY INNER LOOP FRONT ST. TO NORTH ST MONROE CO.					

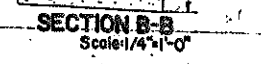


SOUTH ABUTMENT
NORTH ST. OVER INNER LOOP
BRIDGE NO. 5
NO AS BUILT REVISIONS

ROCHESTER CITY INNER LOOP
FRONT ST TO NORTH ST.
MONROE CO.



NORTH ABUTMENT
NORTH ST. OVER INNER LOOP
BRIDGE NO. 5
No As BUILT REVISIONS

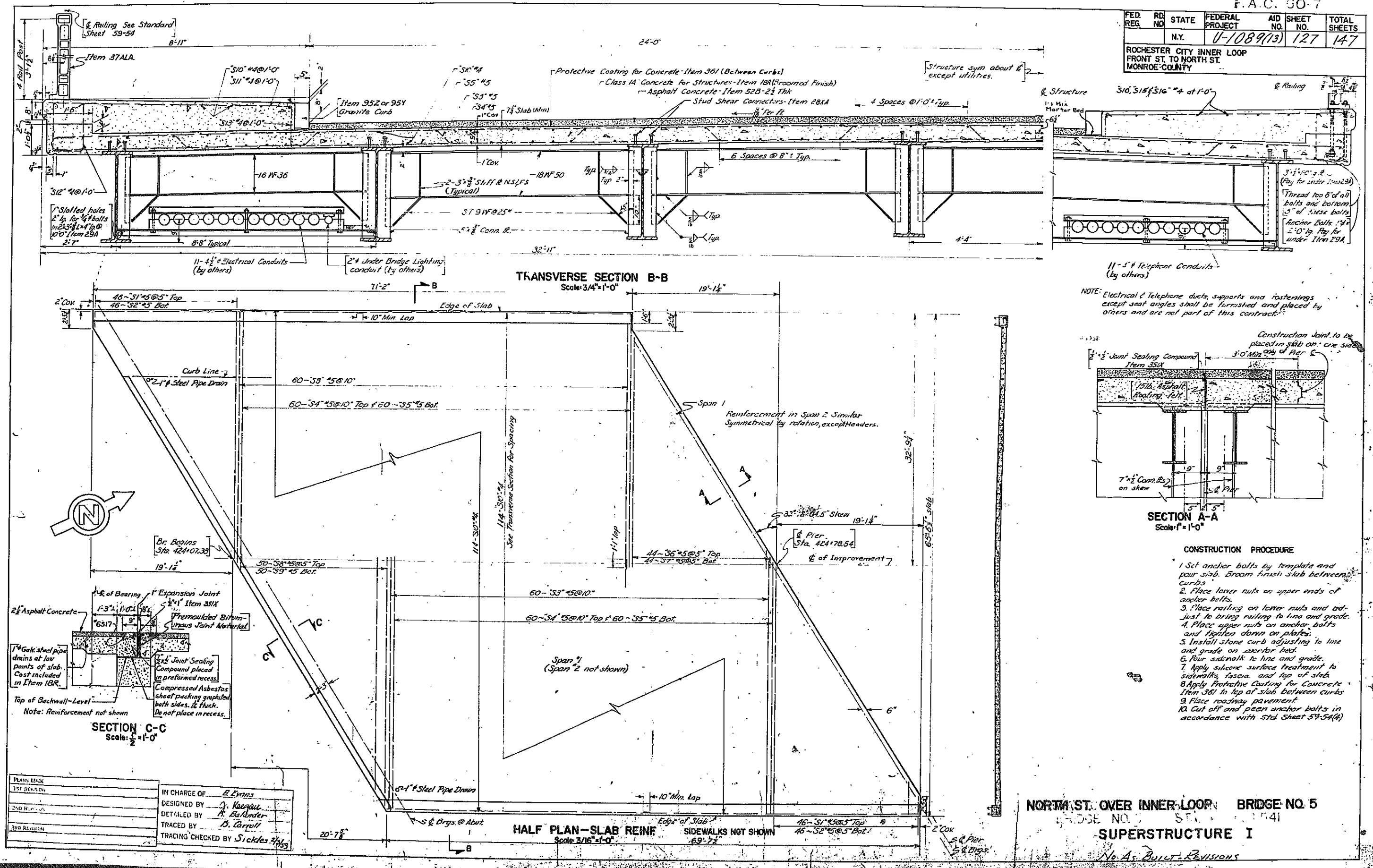


IN CHARGE OF *B. M. E.*
DESIGNED BY *J. Morgan*
DETAILED BY *E. Bennett*
TRACED BY *B. Carroll*
TRACING CHECKED BY *E. Scholter*



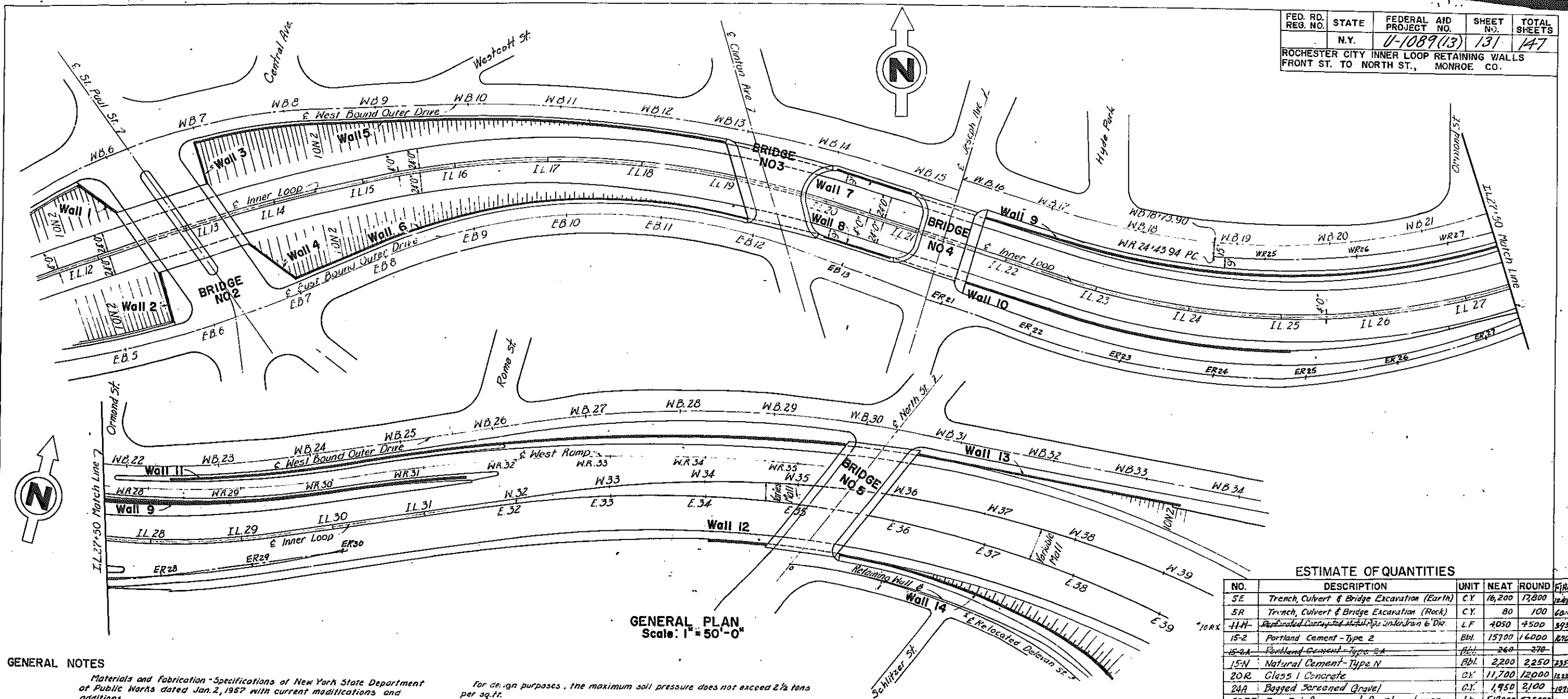
FASH 60002

F.A.C. 60-7					
FED. REG.	RD. NO.	STATE	FEDERAL PROJECT	AID NO.	SHEET NO.
		N.Y.	U-1089(13)	127	147
ROCHESTER CITY INNER LOOP FRONT ST. TO NORTH ST. MONROE COUNTY					



NORTH ST. OVER INNER LOOP BRIDGE NO. 5
BRIDGE NO. 5
SUPERSTRUCTURE I
No. 45 BUILT-REVISIONS

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	N.Y.	U-1089(13)	131	147
ROCHESTER CITY INNER LOOP RETAINING WALLS FRONT ST. TO NORTH ST., MONROE CO.				



GENERAL PLAN
Scale: 1" = 50'-0"

GENERAL NOTES

Materials and Fabrication - Specifications of New York State Department of Public Works dated Jan. 2, 1957 with current modifications and additions.

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 note which briefly outlines the anticipated subsurface conditions of the site, and which specifies certain requirements relative to construction.

For Railing details and notes not shown see Standard Sheet 59-54(4).

Aluminum Railing - Anchor bolts, nuts and washers shall conform to the Specification M6, Structural Steel, and shall be given a coating that shall conform to the Spec. M6A, Aluminum Coating - Hot Dip.

For Railing Bolt locations see Standard Sheet 59-54(4).

Bituminous Material, Item 61, shall be applied to the backs of all walls from tops of footings to within 1'-0" of top of wall when in contact with earth.

Anchor bolts for Railing shall be set by template.

For Boring locations see detail plans.

For design purposes, the maximum soil pressure does not exceed 2 1/2 tons per sq. ft.

All concrete in footings and walls shall be Item 20R Class 1 Concrete.

Cement in the top 8" of the walls shall be Type 2A Cement & Cement & Dmax.

All other concrete shall contain a blend of Portland Cement Type 2 and Natural Cement, Type N.

Coar. on reinforcement shall be 2" unless otherwise indicated.

Cost of Premoulded Bituminous Joint Material and caulking compound used in Expansion Joints will be included in unit price bid for Item 20.

Bars shall be lapped 20 diameters minimum.

An approved retarding densifier shall be incorporated in all concrete in walls.

The expansion joints on walls are at 30'-0" ctrs. with two construction joints at 30'-0" ctrs. intervening, except where conditions do not permit this spacing.

Where footings are placed on rock all disintegrated or shattered material shall be removed to lines and levels ordered by the Engineer. Rock removed below the levels directed by the Engineer and outside the neat lines must be replaced by backfill of Class 2 Concrete for which no payment will be made.

All joints in wall above footing shall be sealed with Joint Sealing Compound Item 351X. See details.

Materials of Construction Specification M-41X "Water Soluble Silicone" where called for in the Specifications or as shown on the plans shall be replaced by the Specification M-41XA "Water Soluble Silicone."

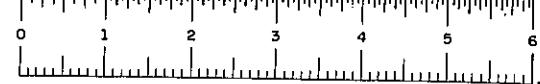
See sheet 14 for railing note.

ESTIMATE OF QUANTITIES

NO.	DESCRIPTION	UNIT	NEAT	ROUND	FINAL
5E	Trench, Culvert & Bridge Excavation (Earth)	C.Y.	16,200	17,800	17,800
5R	Trench, Culvert & Bridge Excavation (Rock)	C.Y.	80	100	100
11H	Reinforced Concrete Retaining Wall Under 6' Ht.	L.F.	4050	4500	4500
15-2	Portland Cement - Type 2	Bbl.	15700	16000	16000
15-2A	Portland Cement - Type 2A	Bbl.	240	270	270
15-N	Natural Cement - Type N	Bbl.	2200	2250	2250
20R	Class 1 Concrete	C.Y.	11,700	12,000	12,000
24A	Bagged Screened Gravel	C.Y.	1,950	2,100	2,100
28RR	Bar Reinforcement for Structures	Lb.	519,000	535,000	535,000
29A	Structural Steel	Lb.	15,500	16,000	16,000
37A1A	Aluminum Railing	L.F.	1050	1100	1100
61	Bituminous Material	Gal.	2750	2800	2800
351X	Joint Sealing Compound	Gal.	115	125	125
402D	2" Galv. Steel Conduit	L.F.	75	90	90
402E	3" Galv. Steel Conduit	L.F.	140	180	180
402F	4" Galv. Steel Conduit	L.F.	20	30	30

ROCHESTER CITY INNER LOOP
FRONT ST. TO NORTH ST. RETAINING WALLS
GENERAL PLAN, ESTIMATE & NOTES

ESTIMATE OF QUANTITIES - REVISIONS

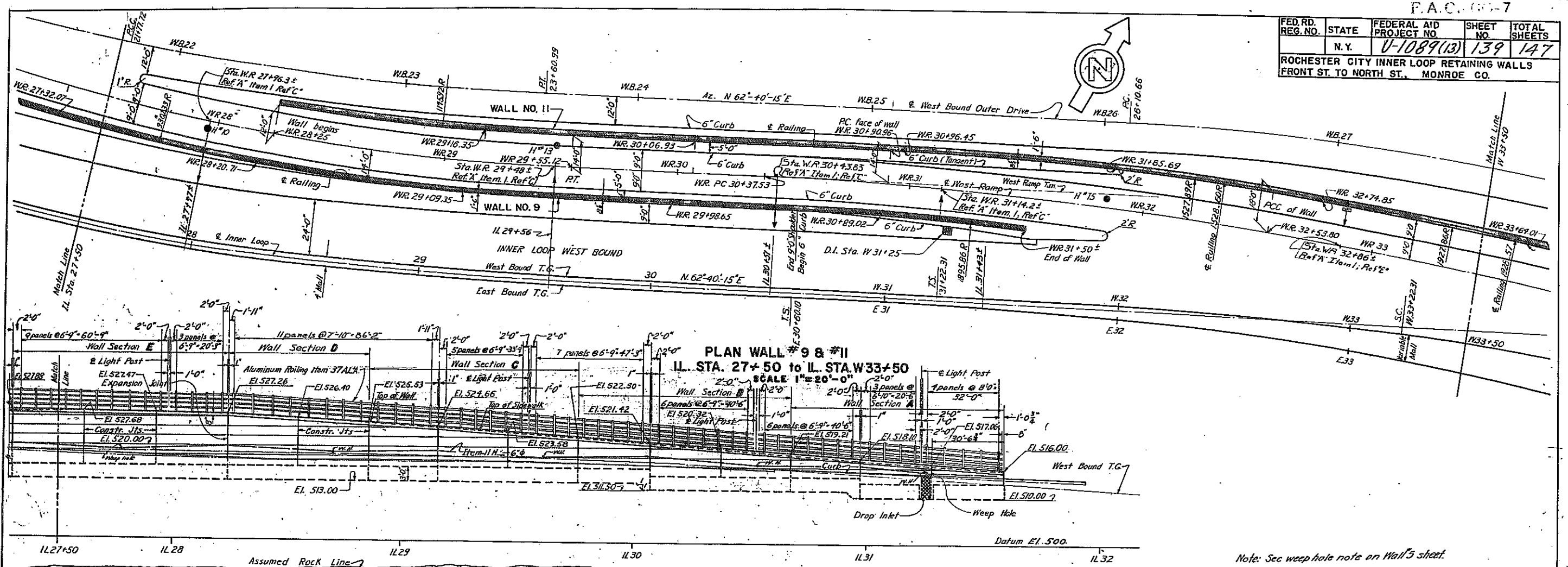


FASH 60002

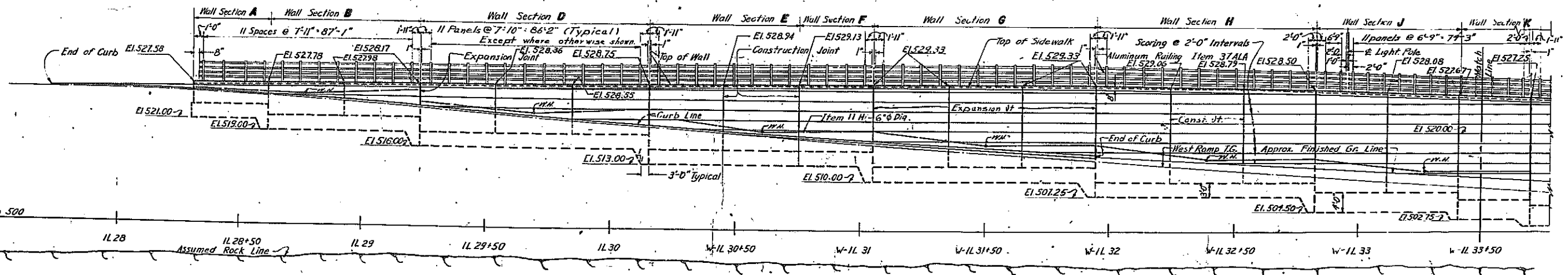
P.A.C. 66-7

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	N.Y.	U-1089(13)	139	147

ROCHESTER CITY INNER LOOP RETAINING WALLS
FRONT ST. TO NORTH ST. MONROE CO.



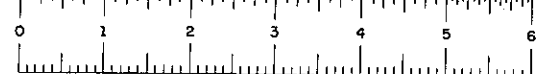
ELEVATION WALL #9
SCALE HORIZ. 1"=20'-0"
VERT. 1"=10'-0"



ELEVATION WALL #11
SCALE HORIZ. 1"=20'-0"
VERT. 1"=10'-0"

R.C. Whiting
R. Parker
H. Donaldson
W.J. Scram
R.S.V.

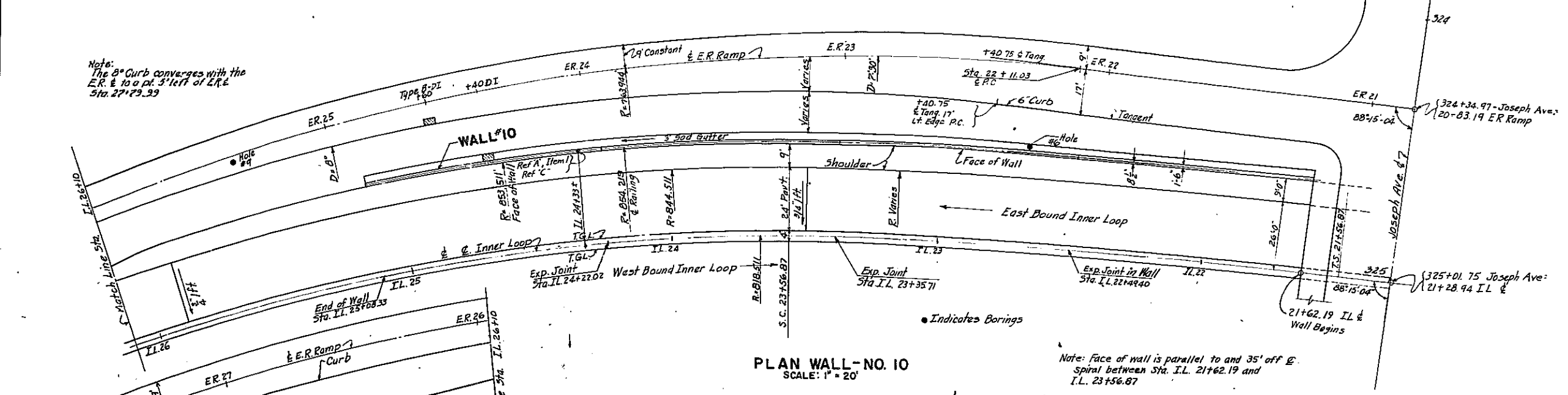
JOSEPH AVE. TO NORTH ST.
WALLS NO. 9 & 11
No As Built Revisions



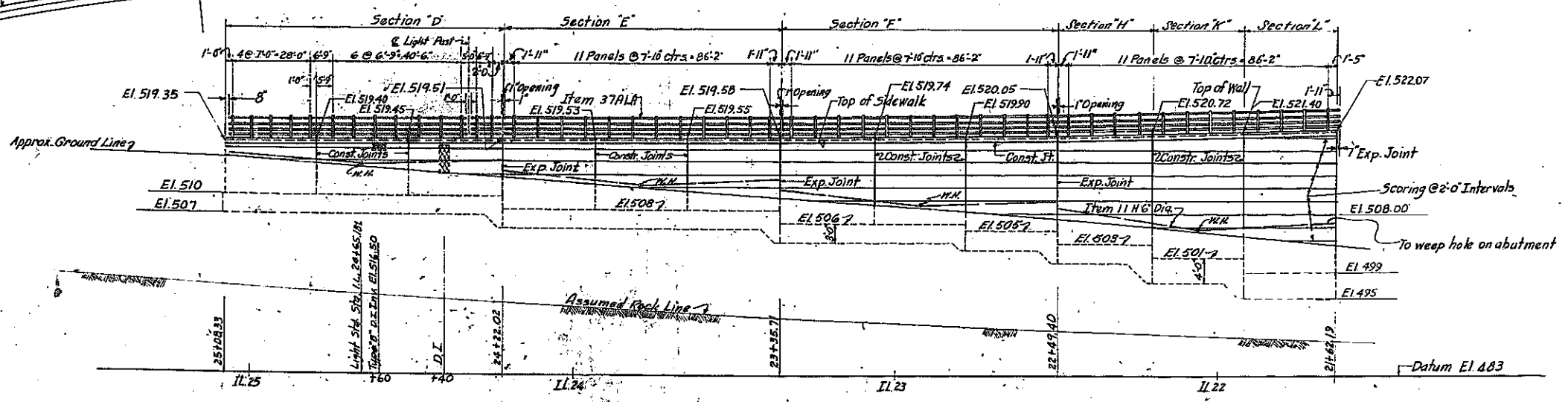
FASH 60002

F.A.C. 60-7

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	N. Y.	U-1089(13)	140	147
ROCHESTER CITY INNER LOOP RETAINING WALLS JOSEPH AVE. to NORTH ST. MONROE CO.				



PLAN WALL-NO. 10
SCALE: 1" = 20'

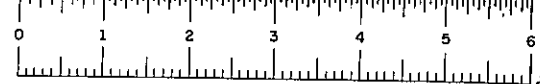


ELEVATION-WALL NO. 10
SCALE: HORZ. 1" = 20' VERT. 1" = 10'

R.C. Misting
R. Parker
R. Bender
S. Caplan
Drawn by B.M.

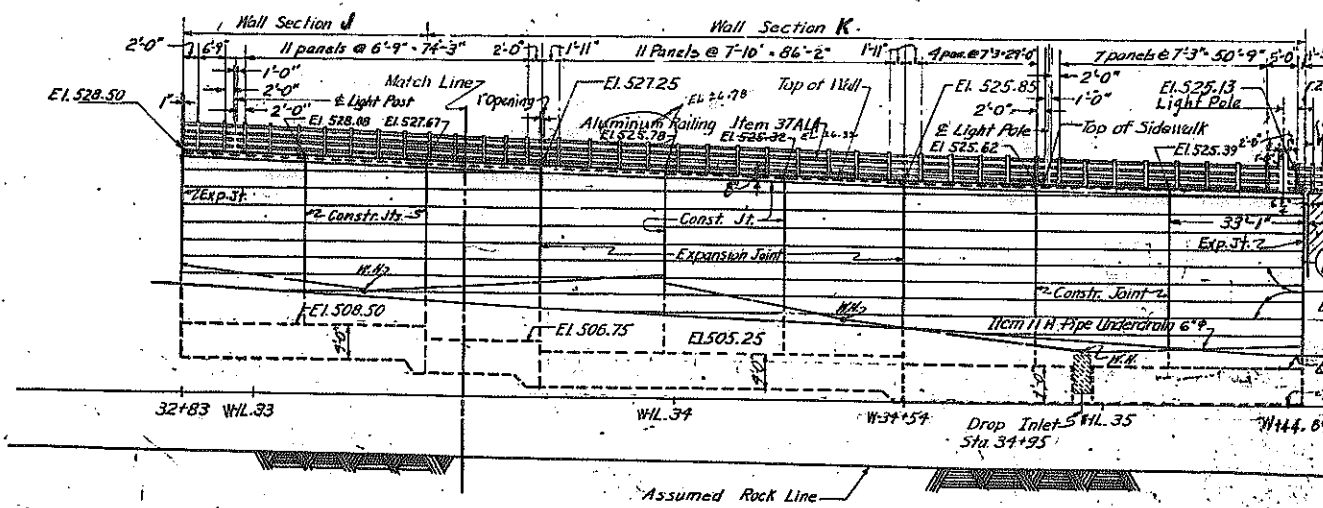
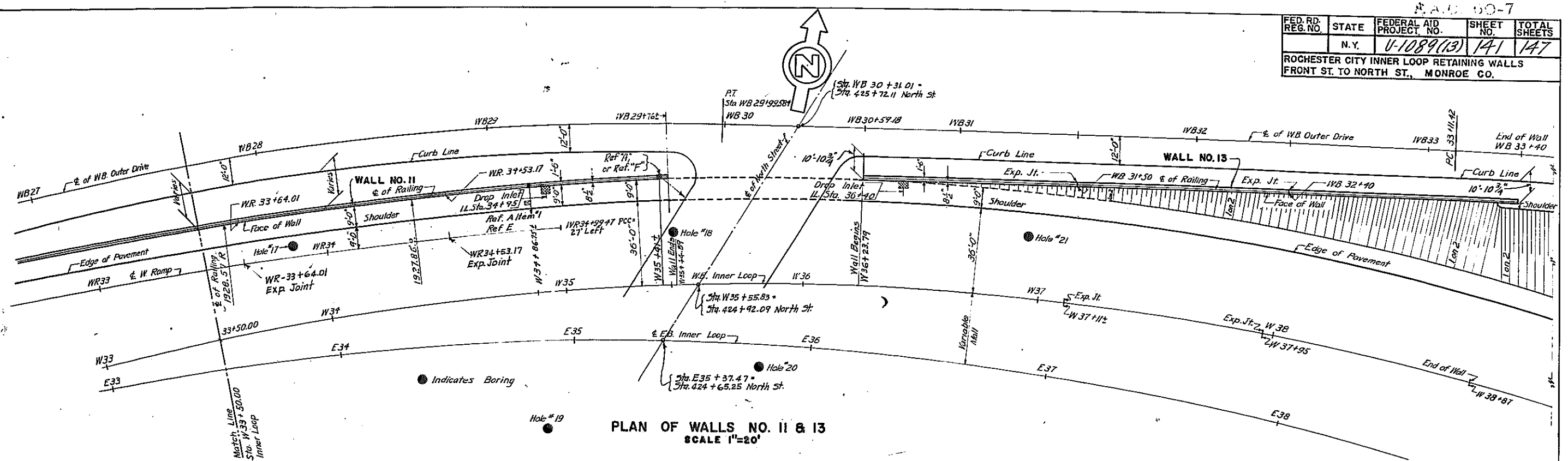
JOSEPH AVE. to NORTH ST.
WALL NO. 10

NO AS BUILT REVISIONS

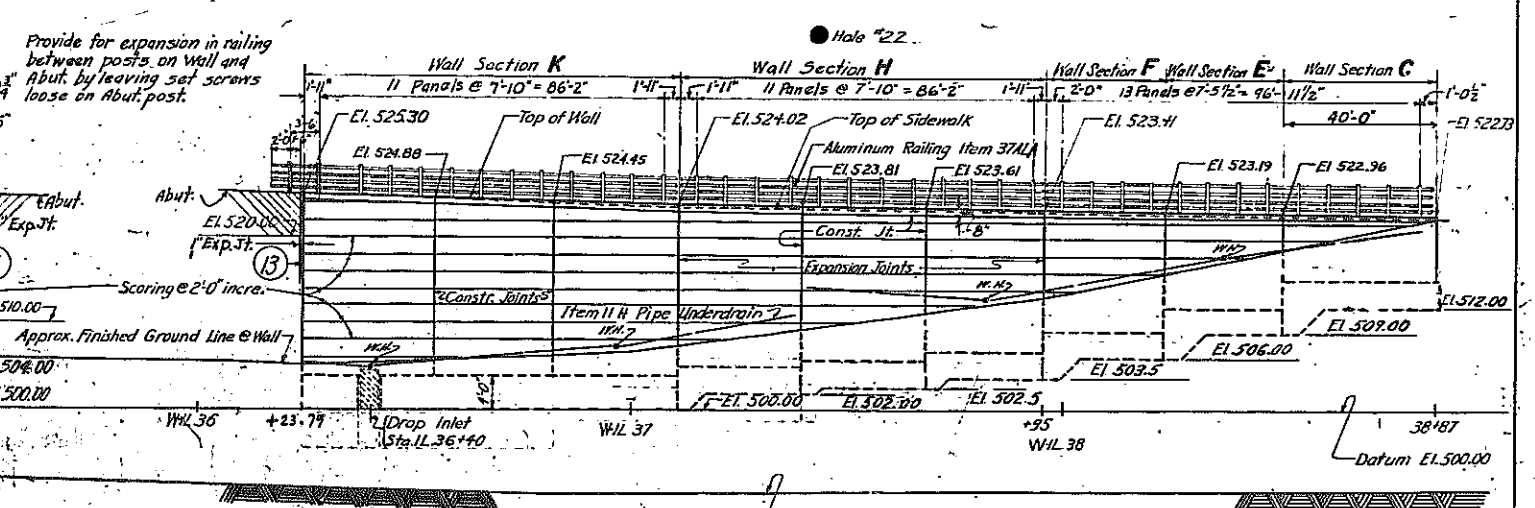


FASH 60002

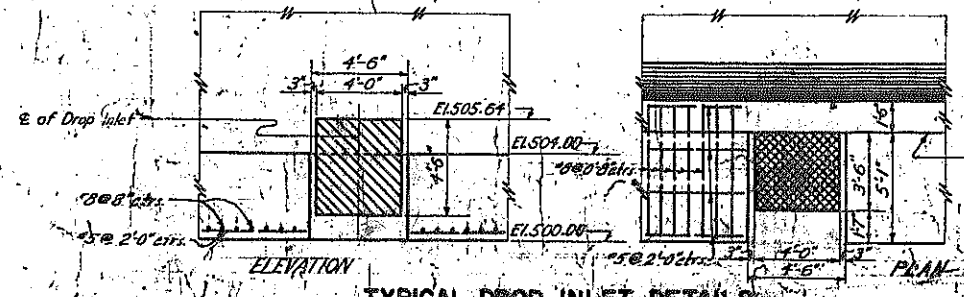
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	N.Y.	U-1089(13)	141	147
ROCHESTER CITY INNER LOOP RETAINING WALLS FRONT ST. TO NORTH ST., MONROE CO.				



ELEVATION WALL #11
SCALE HORIZ. 1"=20'
VERT. 1"=10'



ELEVATION WALL #13
SCALE HORIZ. 1"=20'
VERT. 1"=10'



TYPICAL DROP INLET DETAILS
SCALE 1"=1'-0"

Note: See weep hole note on Wall #5, sheet.

Note: Detail of Drop Inlet taken at Sta. 11.34+95. Cut length bars in field to miss Drop Inlet.

DESIGNED BY R. Parker
CHECKED BY R. Bender
TRACING CHECKED BY R. W. Saram

JOSEPH AVE. TO NORTH ST. & EAST OF NORTH ST.
WALLS NO. 11 & 13
No. 1's Bill's Revisions