

EXPLANATION
Barge Canal
Existing Canals
Abandoned Canals
Abandoned Canals retained as Feeders
Site of Contract

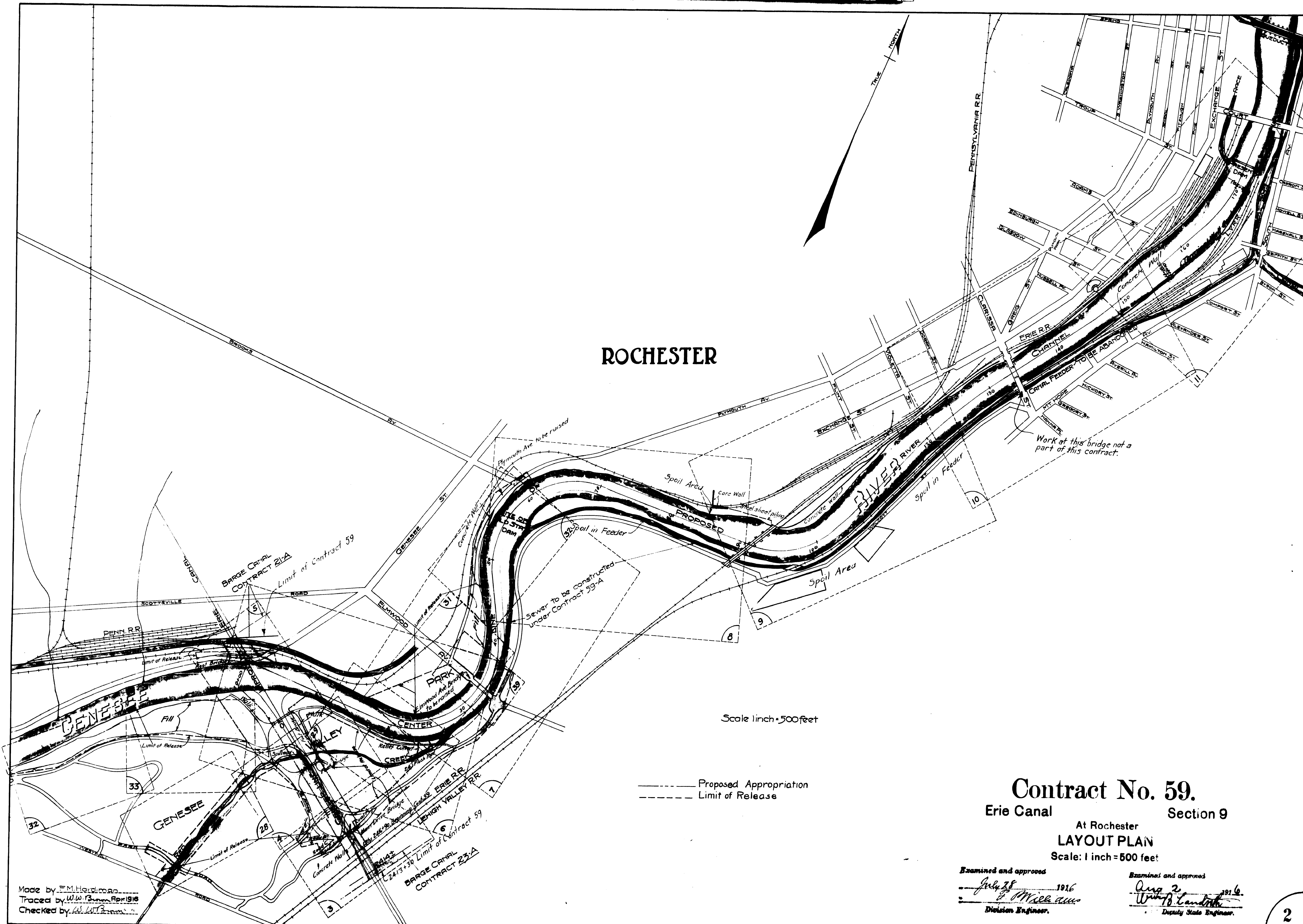


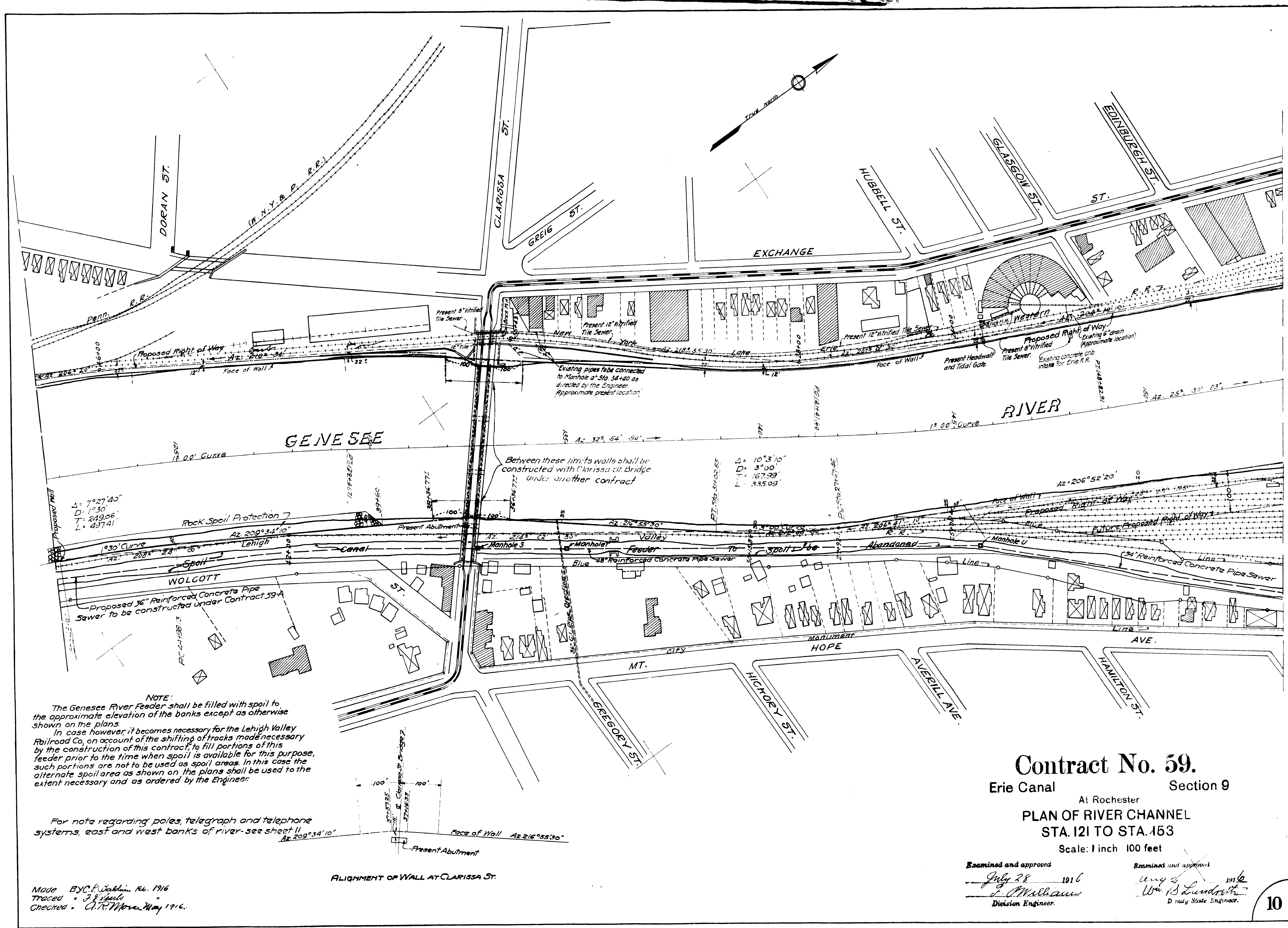
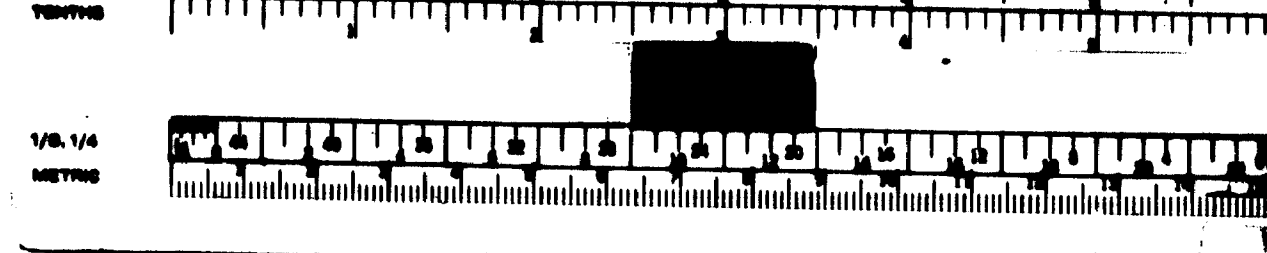
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July 28 1896 J. Williams
Aug 2 1896 Wm B. Lantieri
Aug 3 1896 Frank W. Williams
Aug 3 1896
Sept 12 1896
Sept 12 1896
Sept 12 1896

STATE OF NEW YORK
Improvement of the Erie Canal
Chapter 147, Laws of 1903
and amendatory Laws
WESTERN DIVISION
Department of State Engineer and Surveyor

Contract No. 100
the Canal
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NOTE:
The Genesee River Feeder shall be filled with spoil to the approximate elevation of the banks except as otherwise shown on the plans.
In case however, it becomes necessary for the Lehigh Valley Railroad Co. on account of the shifting of tracks made necessary by the construction of this contract, to fill portions of this feeder prior to the time when spoil is available for this purpose, such portions are not to be used as spoil areas. In this case the alternate spoil area as shown on the plans shall be used to the extent necessary and as ordered by the Engineer.

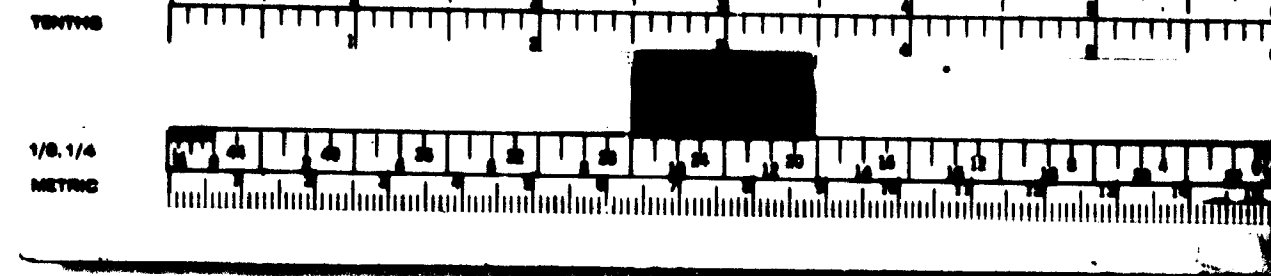
For note regarding poles, telegraph and telephone systems, east and west banks of river-see sheet II

Made BY C. P. Wakelin Feb. 1916
Traced by J. B. Lundreth
Checked by C. R. Moore May 1916.

Contract No. 59.
Erie Canal Section 9
At Rochester
PLAN OF RIVER CHANNEL
STA. 121 TO STA. 153
Scale: 1 inch = 100 feet

Examined and approved
July 28 1916
J. C. Malham
Division Engineer.

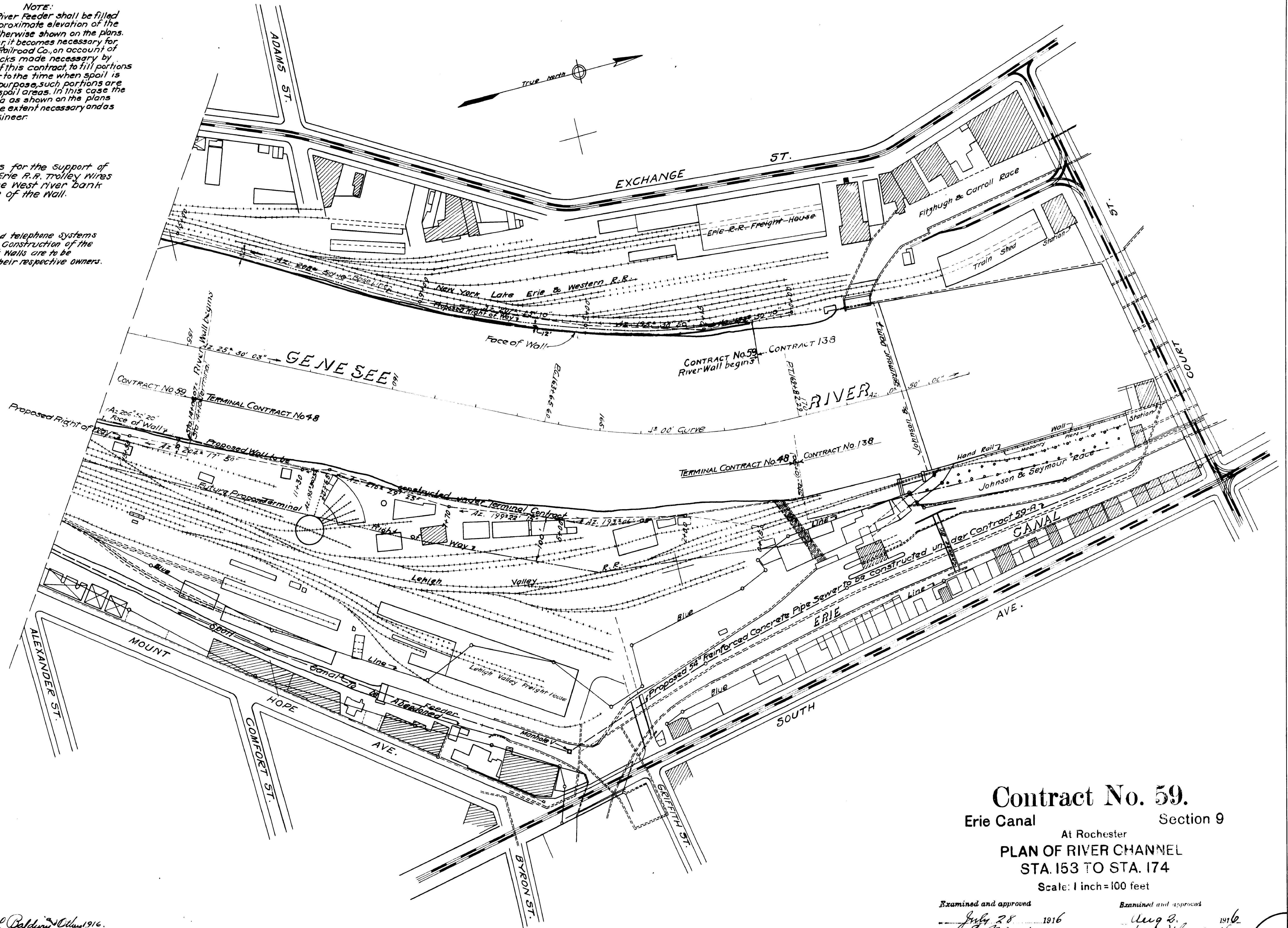
Examined and approved
Aug 2 1916
Wm. B. Lundreth
Deputy State Engineer.



NOTE:
The Genesee River Feeder shall be filled with spoil to the approximate elevation of the banks except as otherwise shown on the plans. In case, however, it becomes necessary for the Lehigh Valley Railroad Co., on account of the shifting of tracks made necessary by the construction of this contract, to fill portions of this feeder prior to the time when spoil is available for this purpose, such portions are not to be used as spoil areas. In this case the alternate spoil area as shown on the plans shall be used to the extent necessary and as ordered by the Engineer.

NOTE:
There are poles for the support of the Electrified Erie R.R. Trolley Wires on the top of the West River Bank the total length of the wall.

NOTE:
Telegraph and telephone systems in line of the construction of the east and west walls are to be removed by their respective owners.

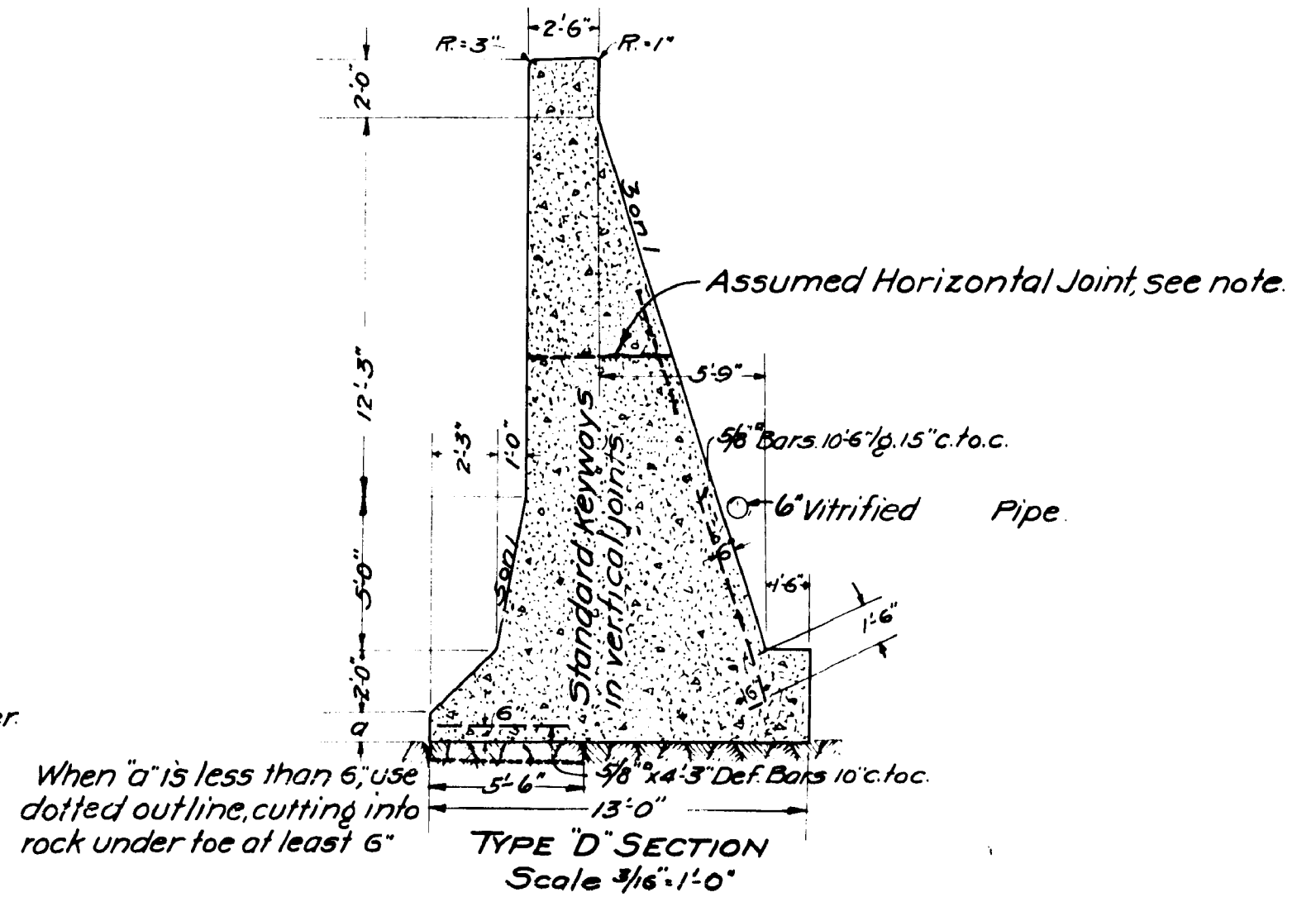
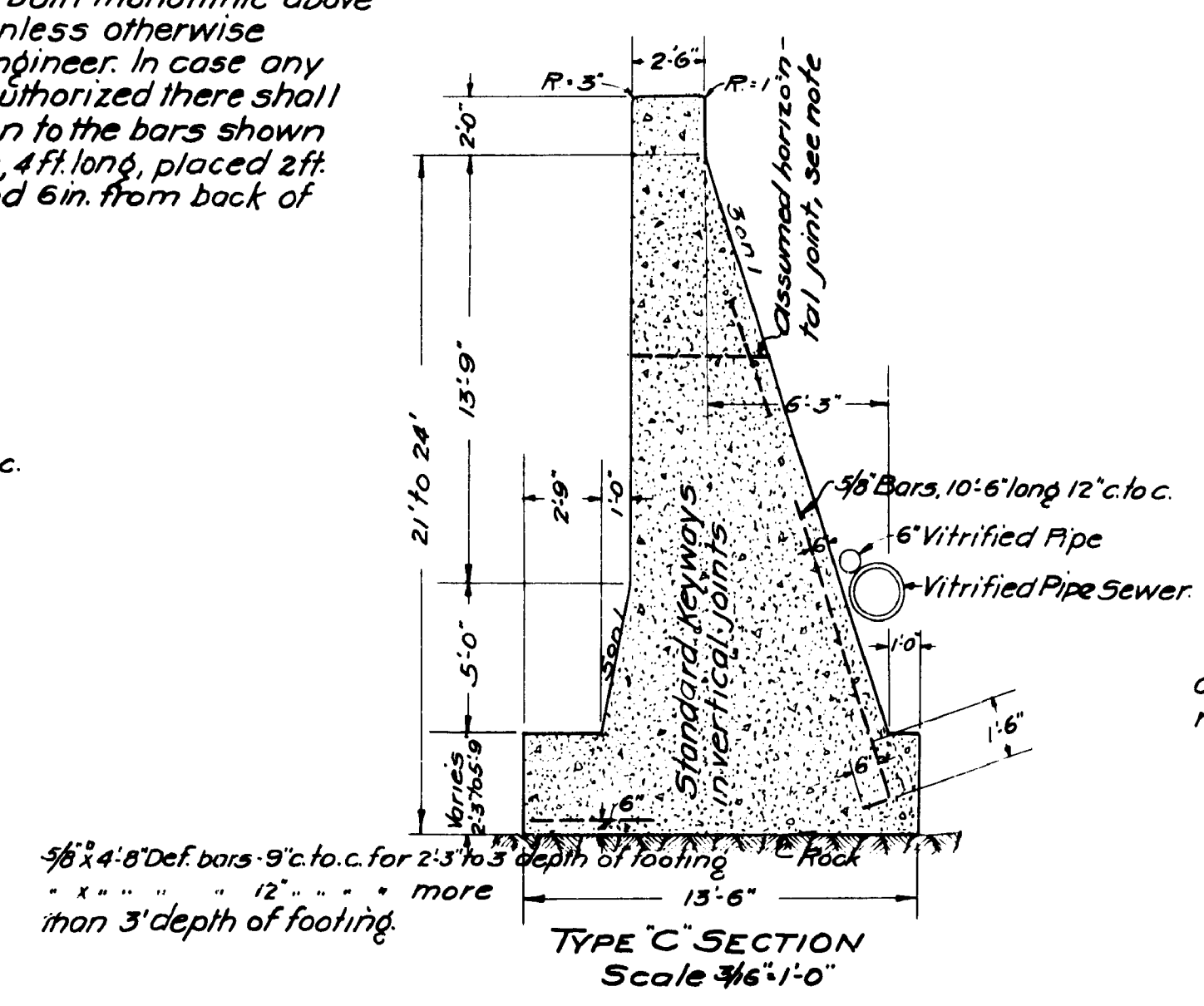
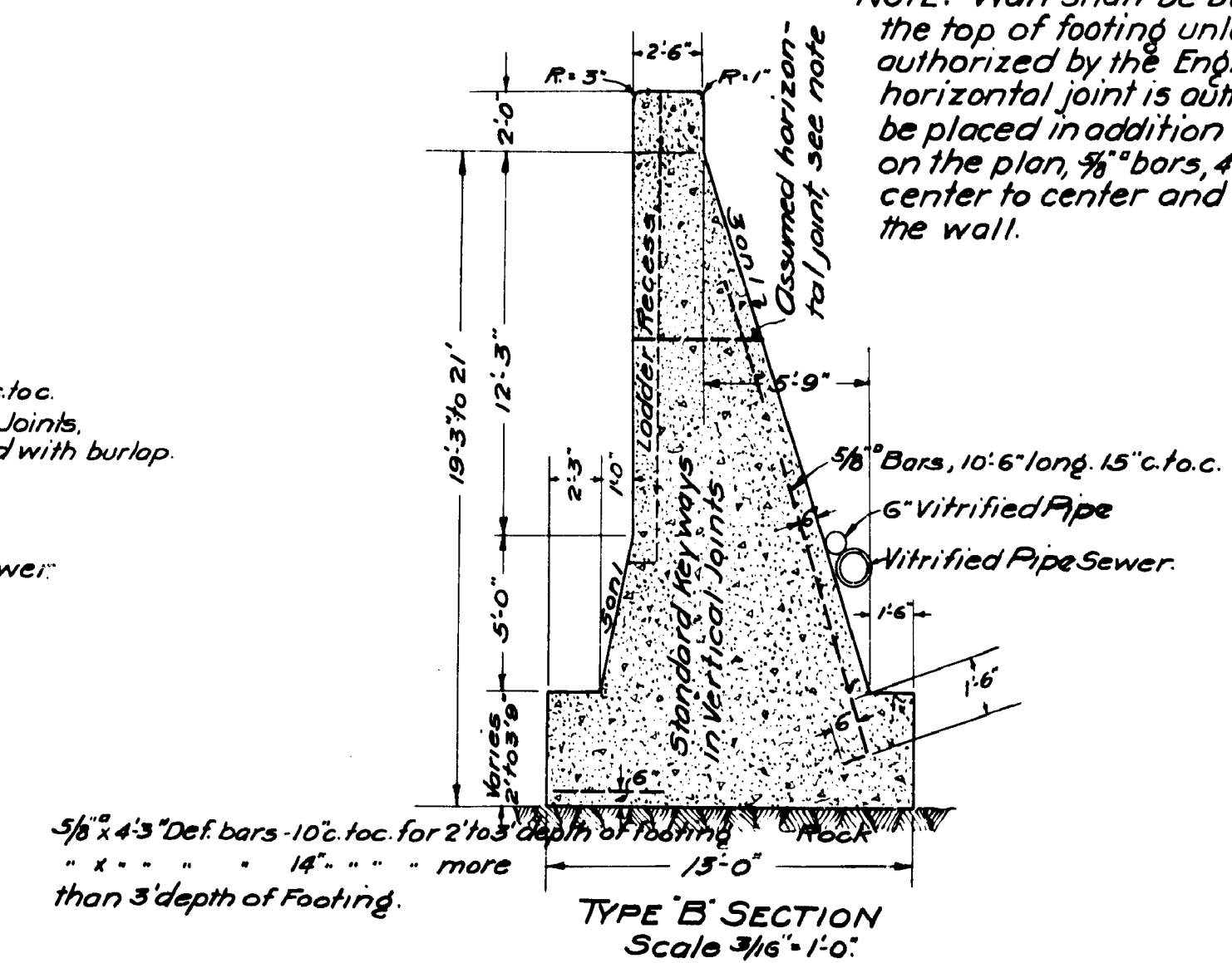
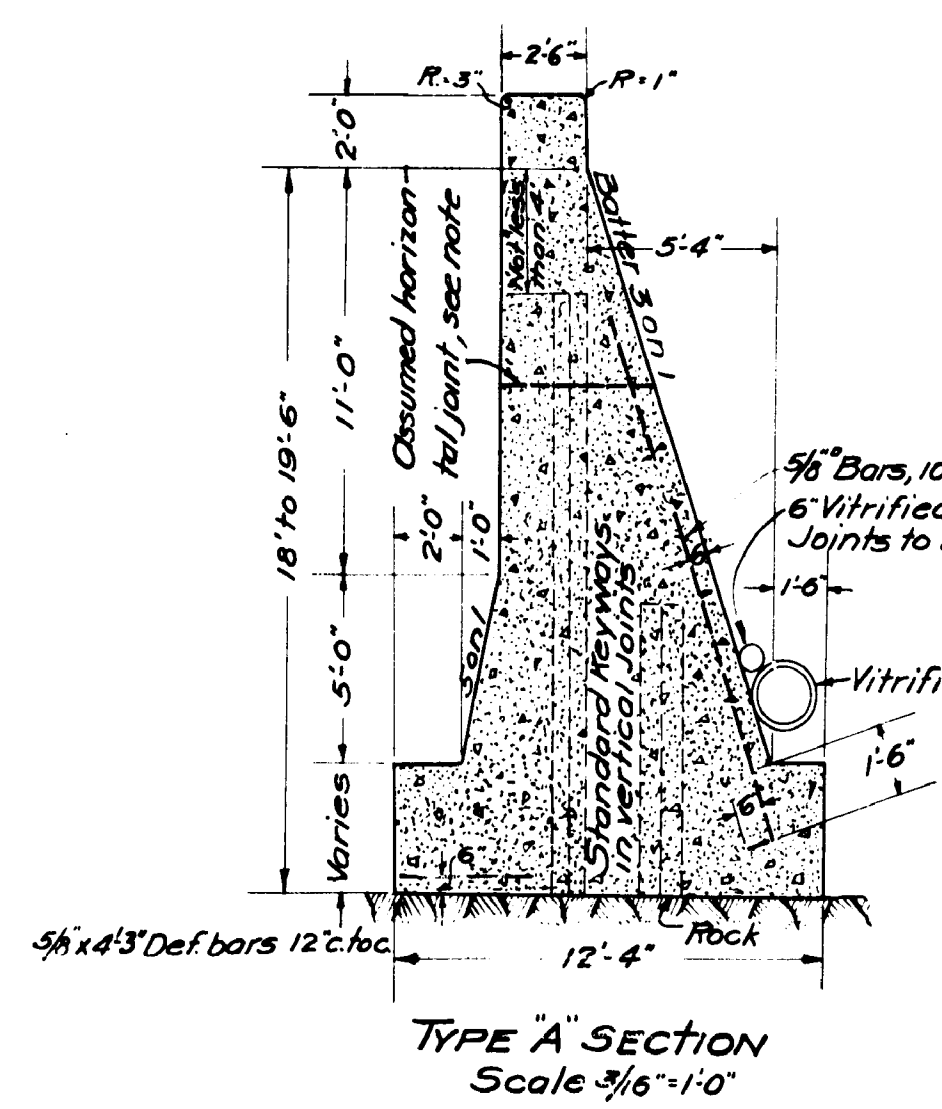
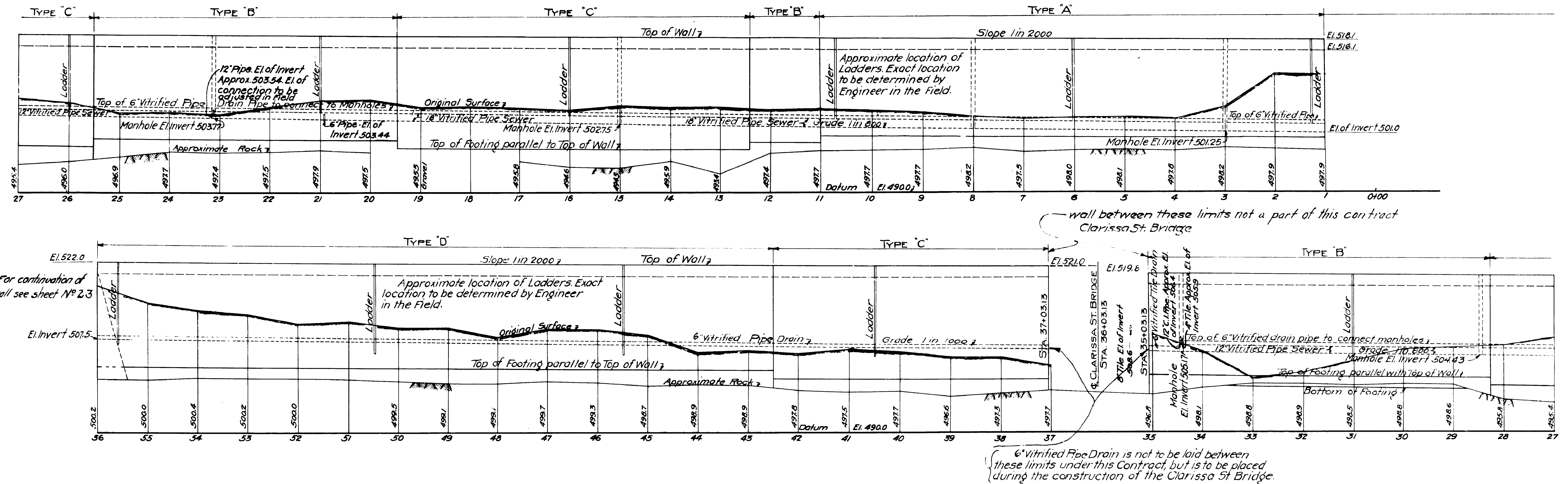


Made By C. F. Baldwin Chief 1916.
Traced " J. V. Leach, Jr. "
Checked " C. K. Moore, M. E. "

Contract No. 59.
Erie Canal Section 9
At Rochester
PLAN OF RIVER CHANNEL
STA. 153 TO STA. 174
Scale: 1 inch = 100 feet

Examined and approved
July 28 1916
J. Williams
Division Engineer

Examined and approved
Aug 2 1916
Wm. B. Leach, Jr.
District Engineer



NOTE: Wall shall be built monolithic above the top of footing unless otherwise authorized by the Engineer. In case any horizontal joint is authorized there shall be placed in addition to the bars shown on the plan, 1/8" bars, 4 ft. long, placed 2 ft. center to center and 6 in. from back of the wall.

The base of wall as shown on this plan is to be considered as approximate only and may be ordered by the Engineer, in writing to be at any elevation and of any dimensions necessary to give a proper foundation.
For details of Vertical Joints, see sheet 21
For details of Ladders, see sheet 21
For details of Manholes, see sheet 22
All Masonry shown on this sheet to be Second Class Concrete.
All Metal Reinforcement to be deformed bars.
Length of sections shall not exceed 40 feet.
For stepping of rock surface when it slopes transversely more than 1 on 20 see sheet 24.
For connection between different Types of Wall see sheet 21.

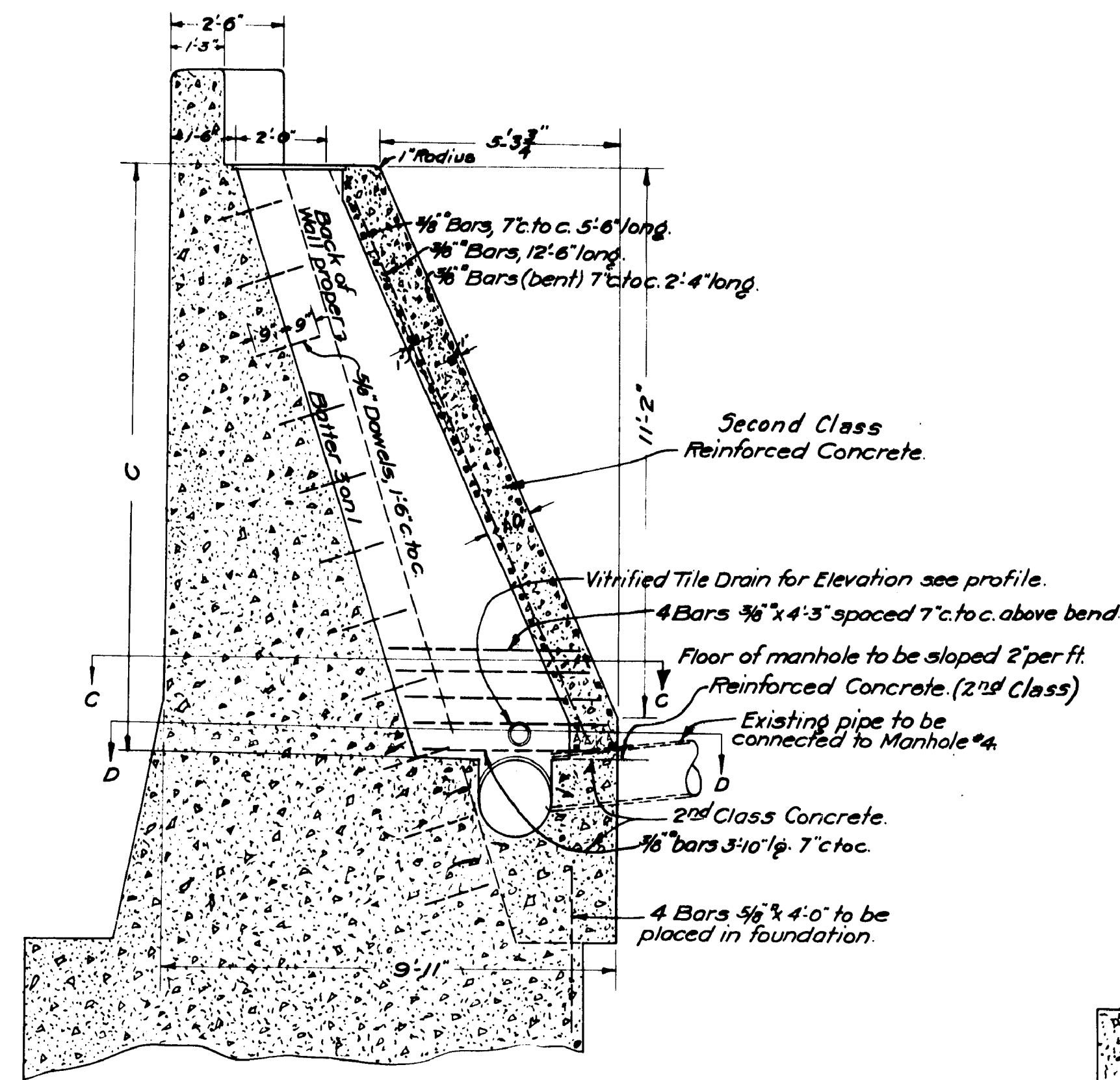
Location of 4" 12" and 18" drains in the vicinity of Sta. 34+40 are approximate only and are shown from the best available information. The contractor will be required to make connections between these drains and the sewer, also between any other drains found during construction and the sewer as directed by the Engineer.
The cost of all connections is to be included in the contract price of 12" and 18" Vitrified Pipe.

For location of blind laterals see specifications

Contract No. 59.
Erie Canal Section 9
At Rochester
**PROFILE & TYPICAL CROSS SECTIONS
OF WALL ALONG WEST BANK OF RIVER**
Scales as indicated

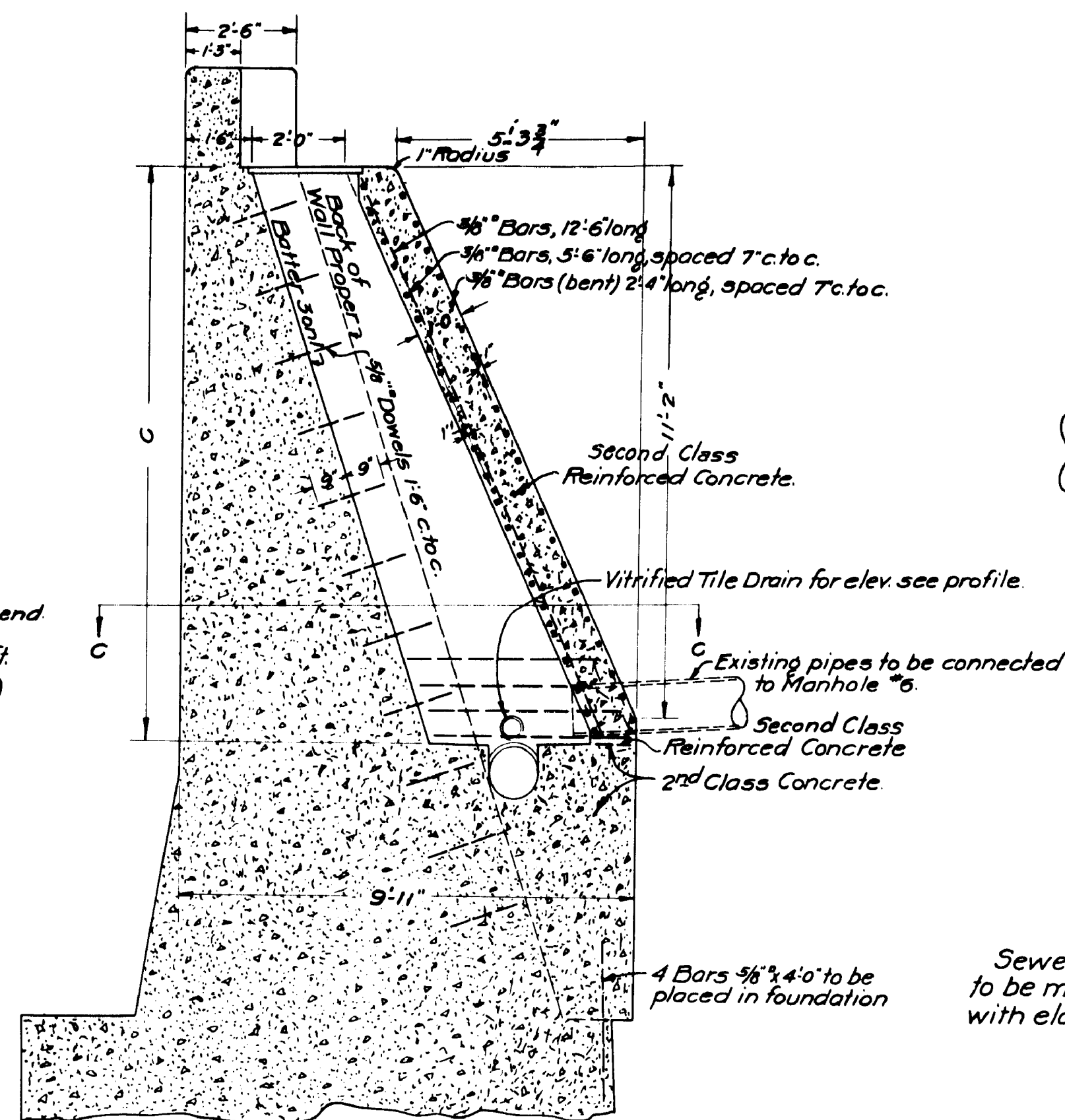
Examined and approved
1916
F. M. M. *[Signature]*
Division Engineer.

Examined and approved
1916
W. B. L. *[Signature]*
Deputy State Engineer.



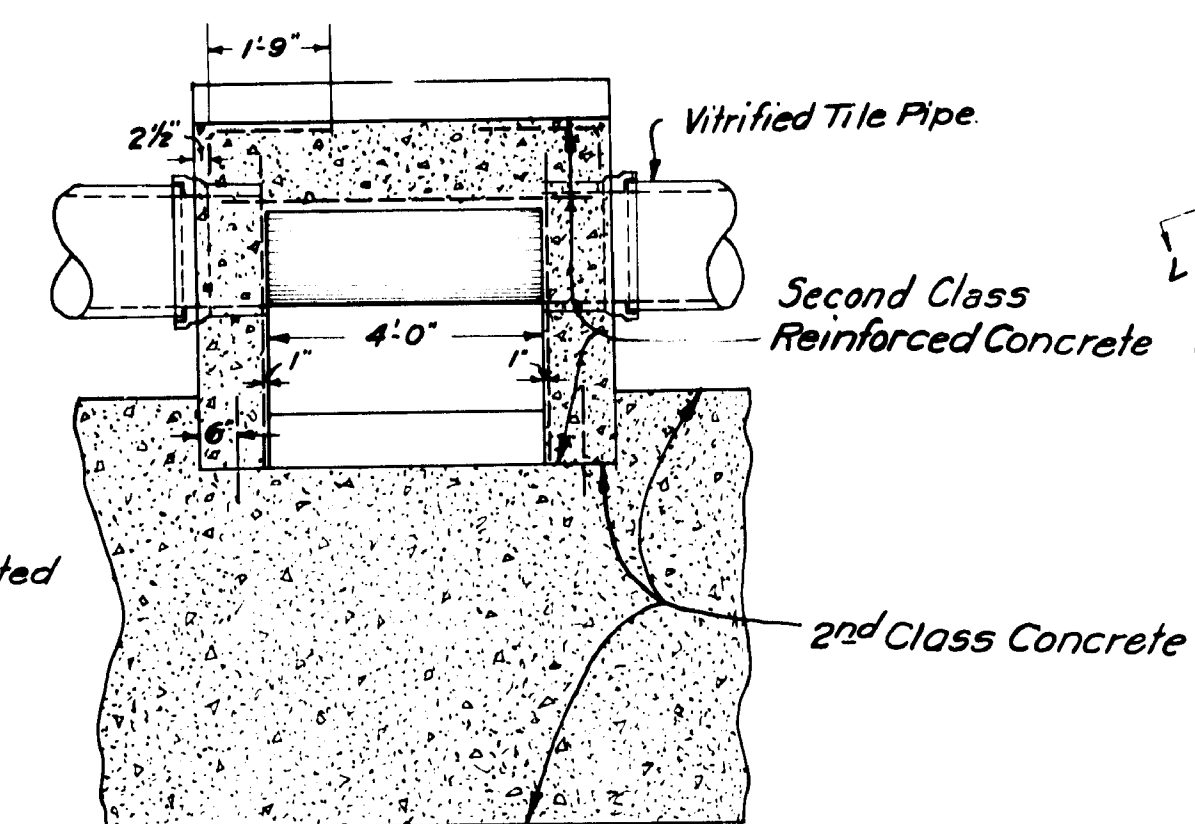
SECTION A-A
Scale 3/8" = 1'-0"

NOTES: concrete
All masonry shown on this sheet to be second class, except as otherwise noted.
Floors of all manholes to be sloped 2 in. per foot.
For dimensions, grades and details of sewers and drains see sheet 20
All reinforcement to be deformed bars.

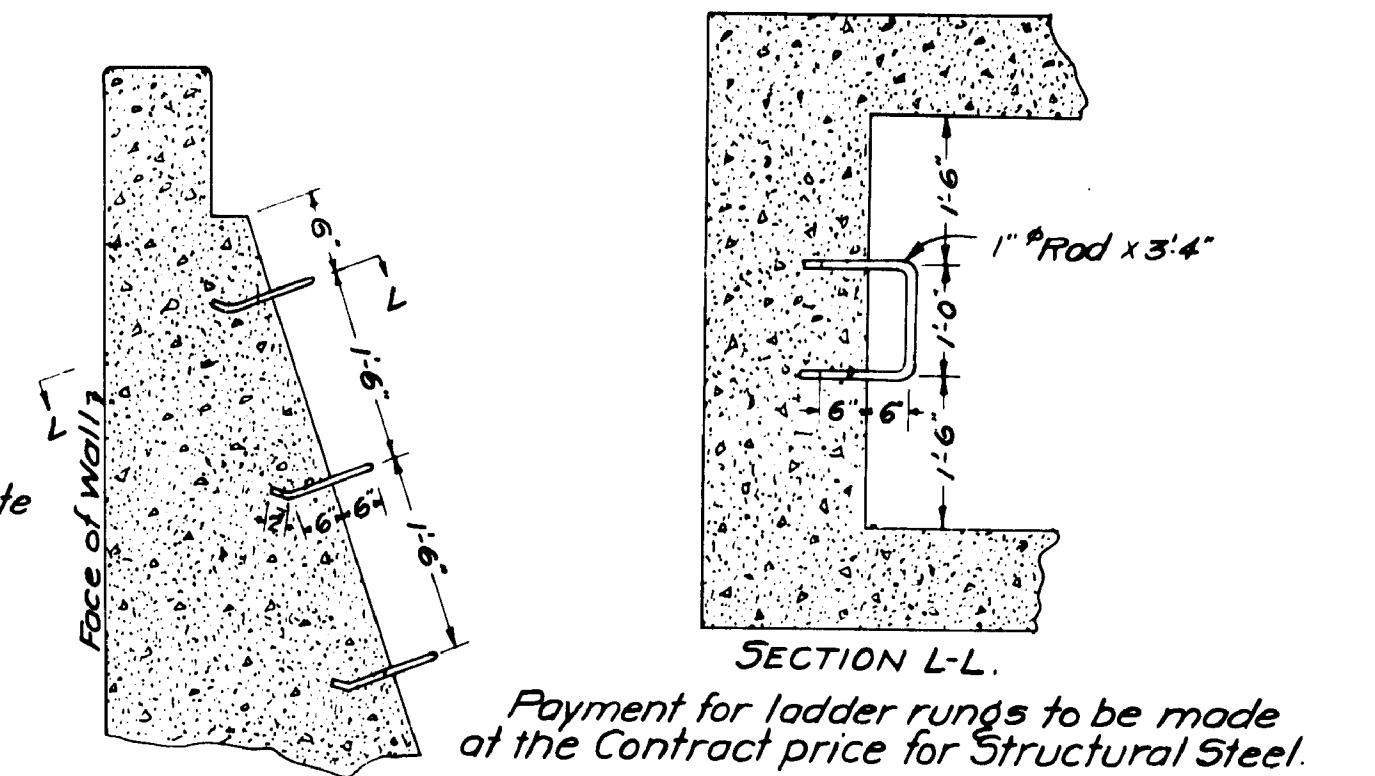


SECTION B-B
Scale 3/8" = 1'-0"

Sewer and drain connections to Manholes
to be made with bell joint as shown and caulked
with elastic joining compound.

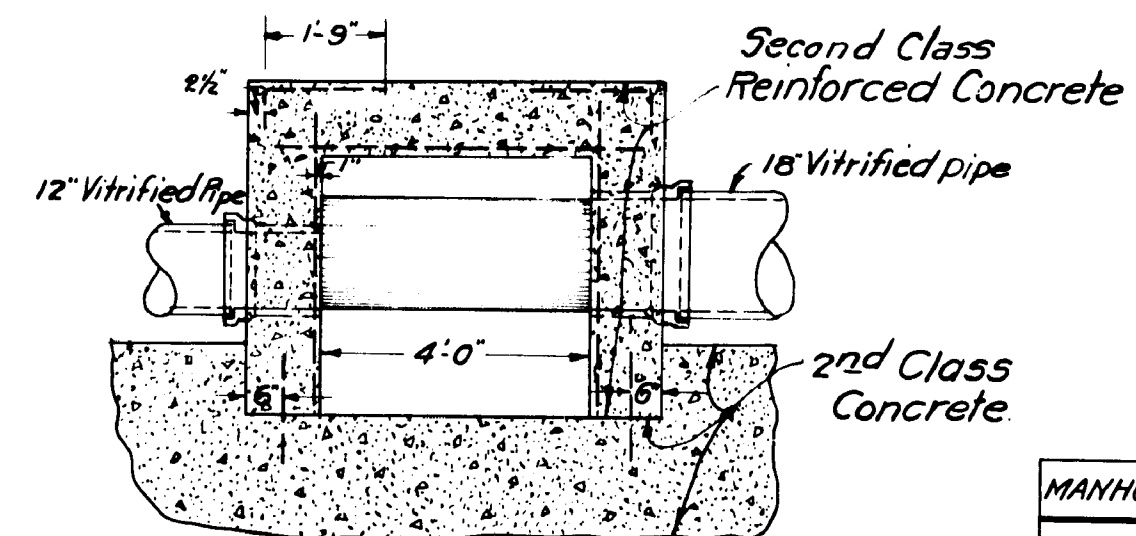


TYPICAL SECTION C-C
Scale 3/8" = 1'-0"



LADDER DETAIL
Scale 1/2" = 1'-0"

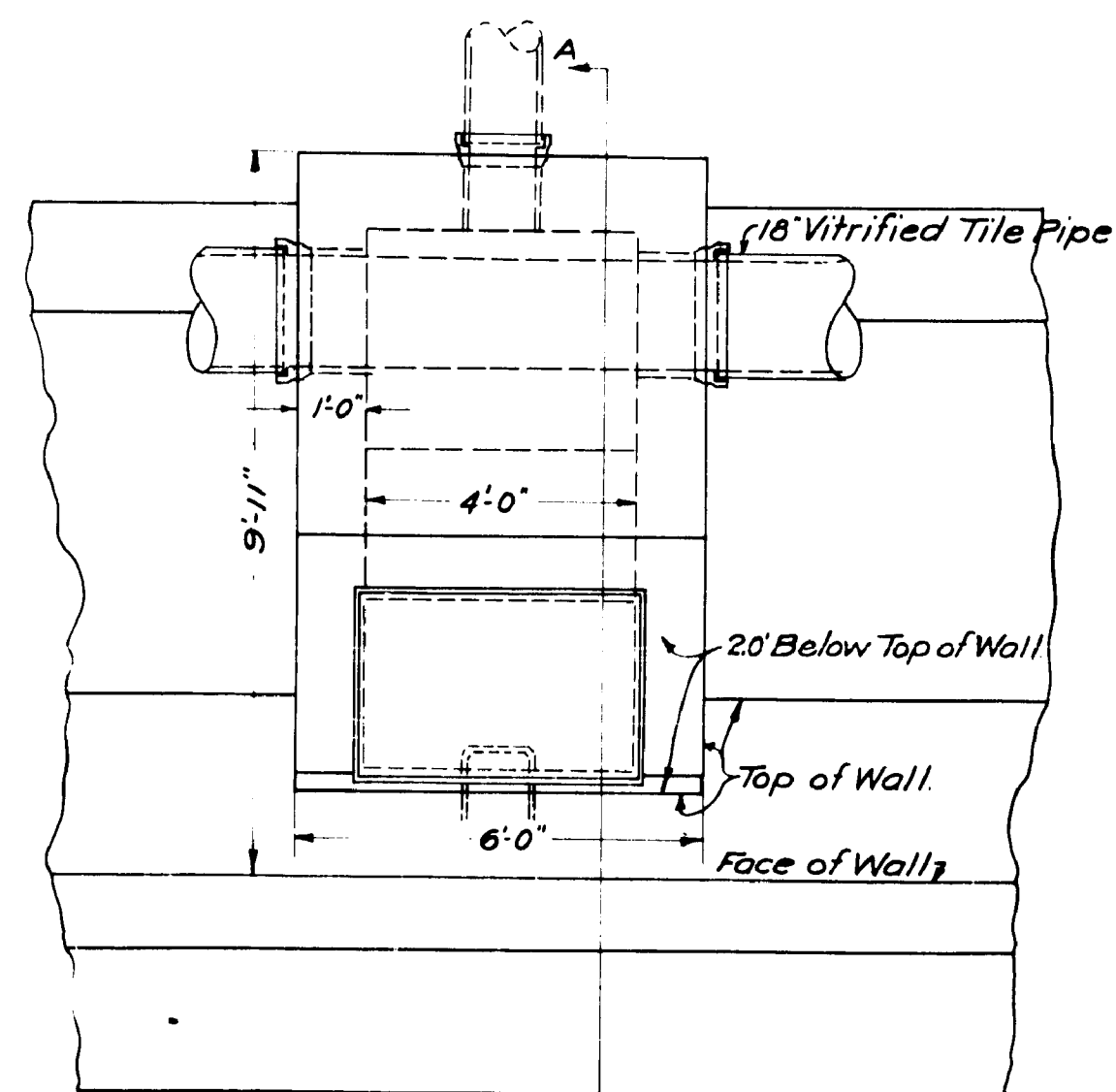
STATION	NO. OF M.H.	INVERT EL.	DIMENSION "C"
3+00	1	501.25	13'-4"
8+00	2	501.88	12'-11"
15+00	3	502.75	12'-5"
23+12	4	503.77	11'-10"
28+45	5	504.43	12'-0"
34+40	6	505.17	11'-6"



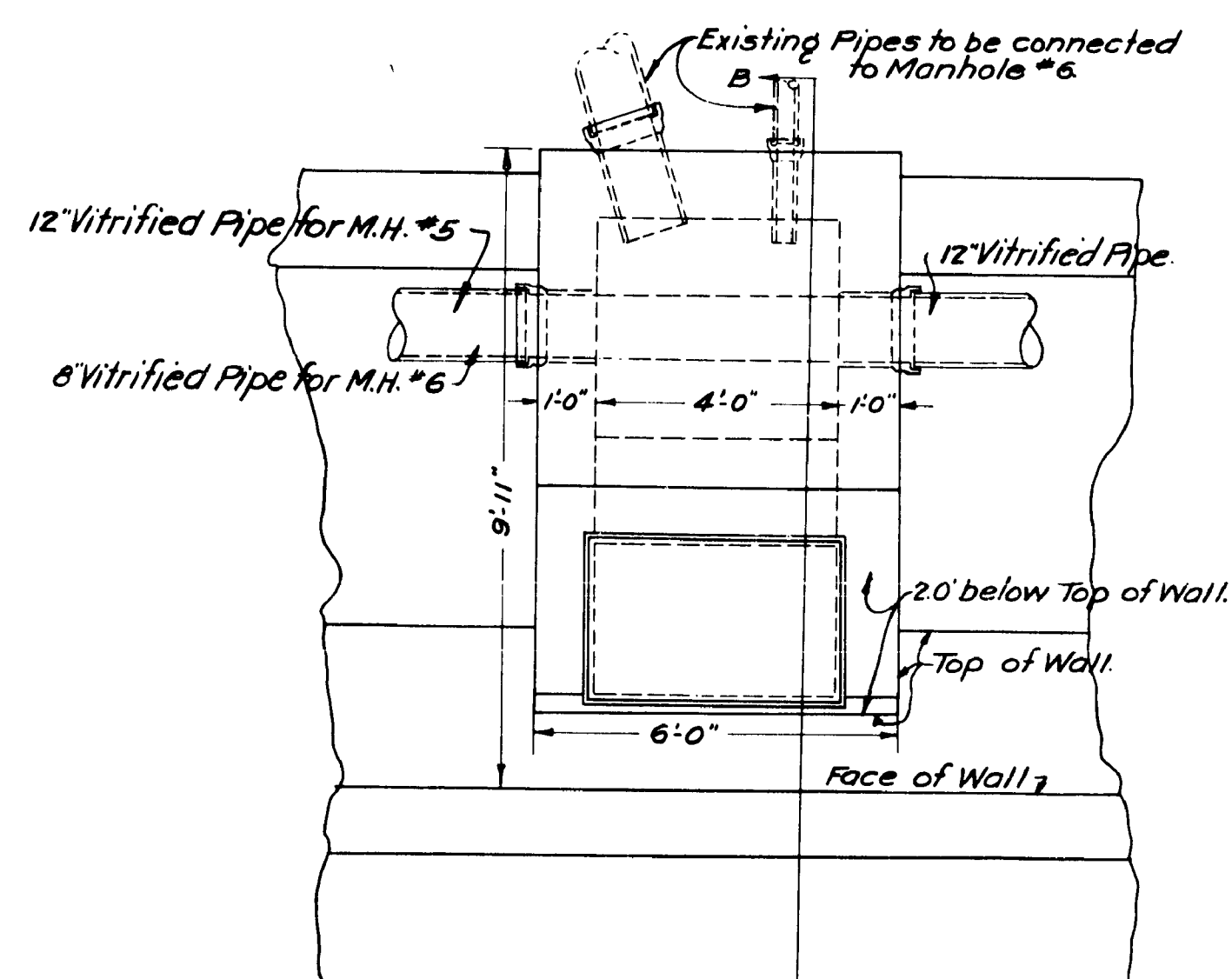
SECTION D-D FOR MANHOLE #4

METAL REINFORCEMENT
Number and Lengths of 1/2" Deformed Bars Required

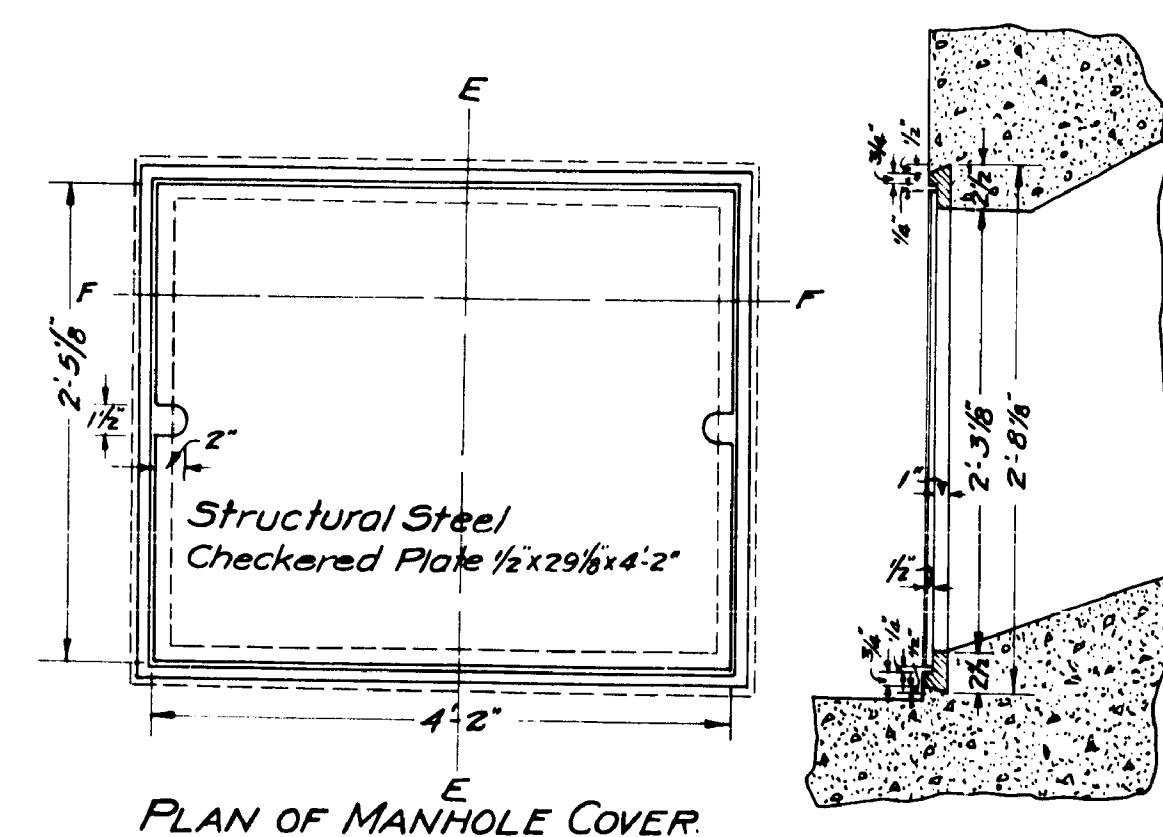
MANHOLE	2'-4"	3'-10"	4'-3"	5'-6"	12'-6"	LOCATION
1	42	6	8	22	3	Above Bend
2	42	6	8	22	3	Below
3	42	6	8	22	3	Below
4	42	4	8	22	3	Above
5	42	2	8	22	3	Below
6	42	2	8	22	3	Above



PLAN OF MANHOLES NO'S 1 TO 4
Scale 3/8" = 1'-0"



PLAN OF MANHOLES NO. 5 & 6
Scale 3/8" = 1'-0"



PLAN OF MANHOLE COVER
SECTION E-E
Scale 1/2" = 1'-0"

Payment for frame to be made at the Contract price for Iron Castings Plain
Payment for checkered plate to be made at the Contract price for
Structural Steel.

Contract No. 59.
Erie Canal Section 9
At Rochester
DETAILS OF MANHOLES IN WALL
ALONG WEST BANK OF RIVER
Scales as indicated

Examined and approved

July 28, 1916
F. M. Williams
Division Engineer.

Examined and approved

Aug 2, 1916
Wm. B. Lundberg
Deputy State Engineer.

NOTES:

For profile located 4 feet west of Wall see Sheet No. 20, Original Contract.

There are poles for the support of the Electrified Erie R.R. Trolley Wires on the top of the West river bank the total length of the Wall.

Telegraph and telephone system in line of the Construction of the East Wall are to be removed by their owners.

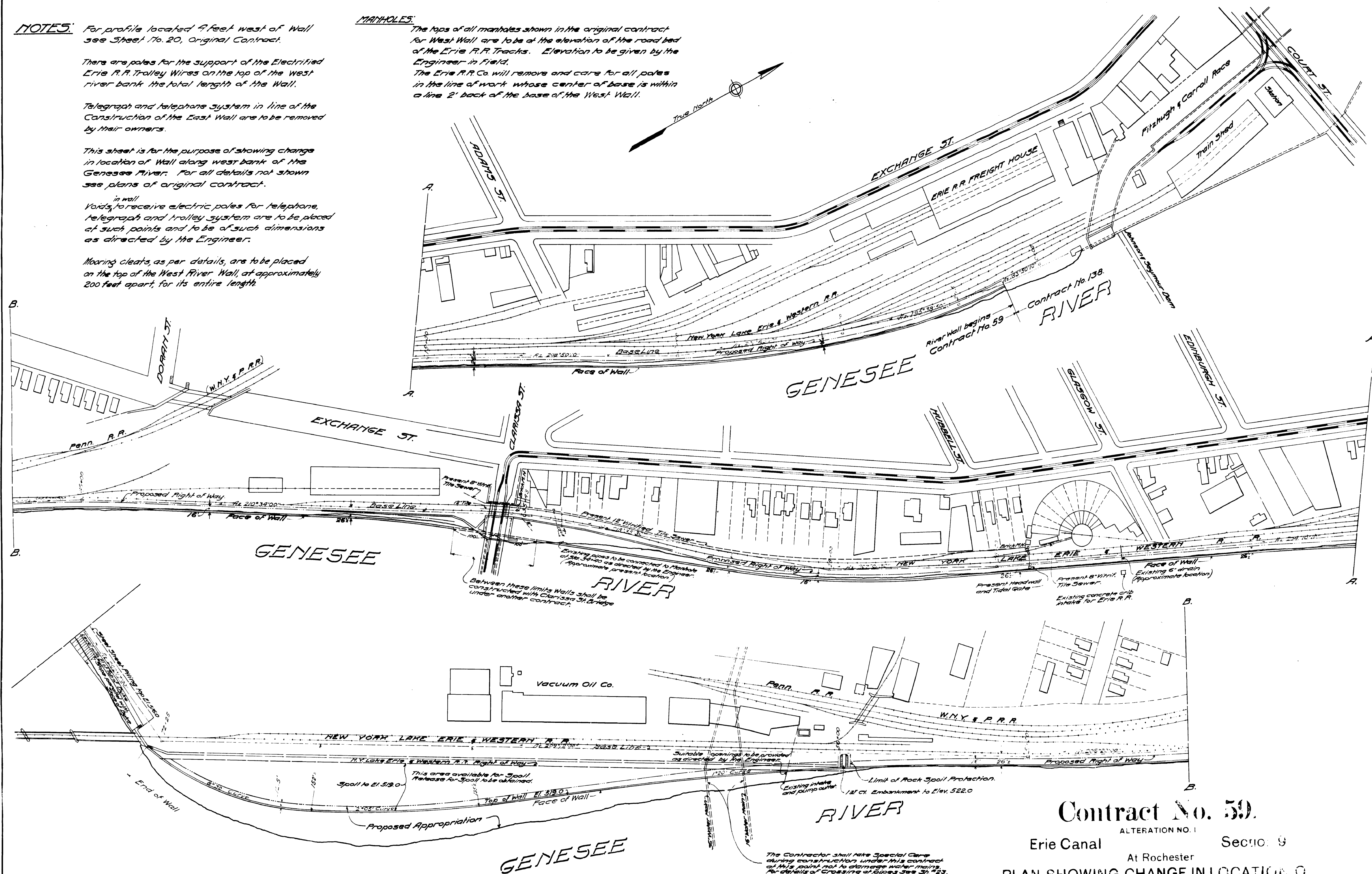
This sheet is for the purpose of showing change in location of Wall along west bank of the Genesee River. For all details not shown see plans of original contract.

in wall
Voids to receive electric poles for telephone, telegraph and trolley system are to be placed at such points and to be of such dimensions as directed by the Engineer.

Moorings cleats, as per details, are to be placed on the top of the West River Wall, at approximately 200 feet apart, for its entire length.

MANHOLES:

The tops of all manholes shown in the original contract for West Wall are to be at the elevation of the road bed of the Erie R.R. Tracks. Elevation to be given by the Engineer in field.
The Erie R.R. Co. will remove and care for all poles in the line of work whose center of base is within a line 2' back of the base of the West Wall.



Contract No. 59.

ALTERATION NO. 1

Erie Canal

Section 9

At Rochester

PLAN SHOWING CHANGE IN LOCATION OF WALL ALONG WEST BANK OF RIVER

Scale: 1 inch=100 feet

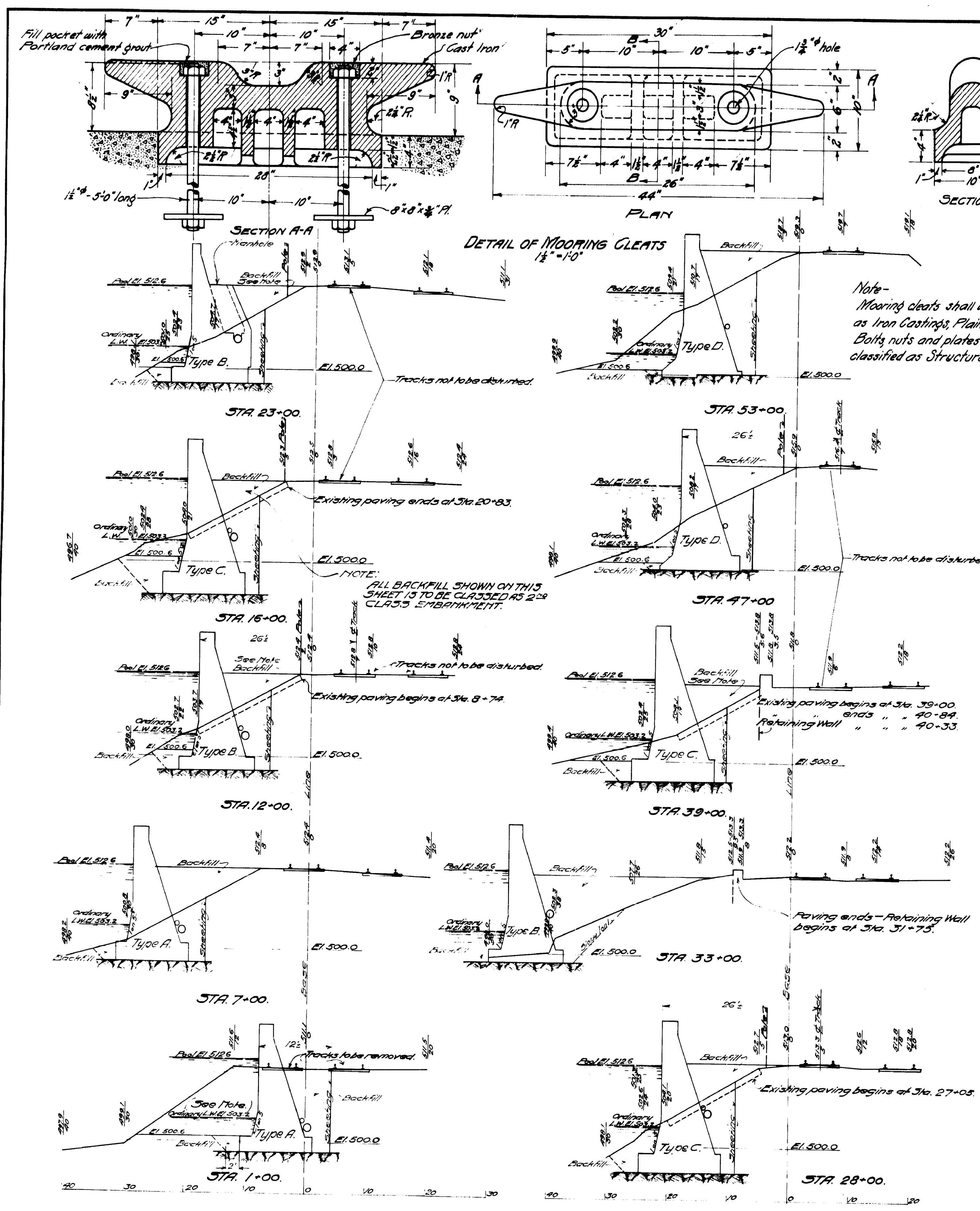
Examined and approved

Feb 24 1917.
F. Williams
Division Engineer.

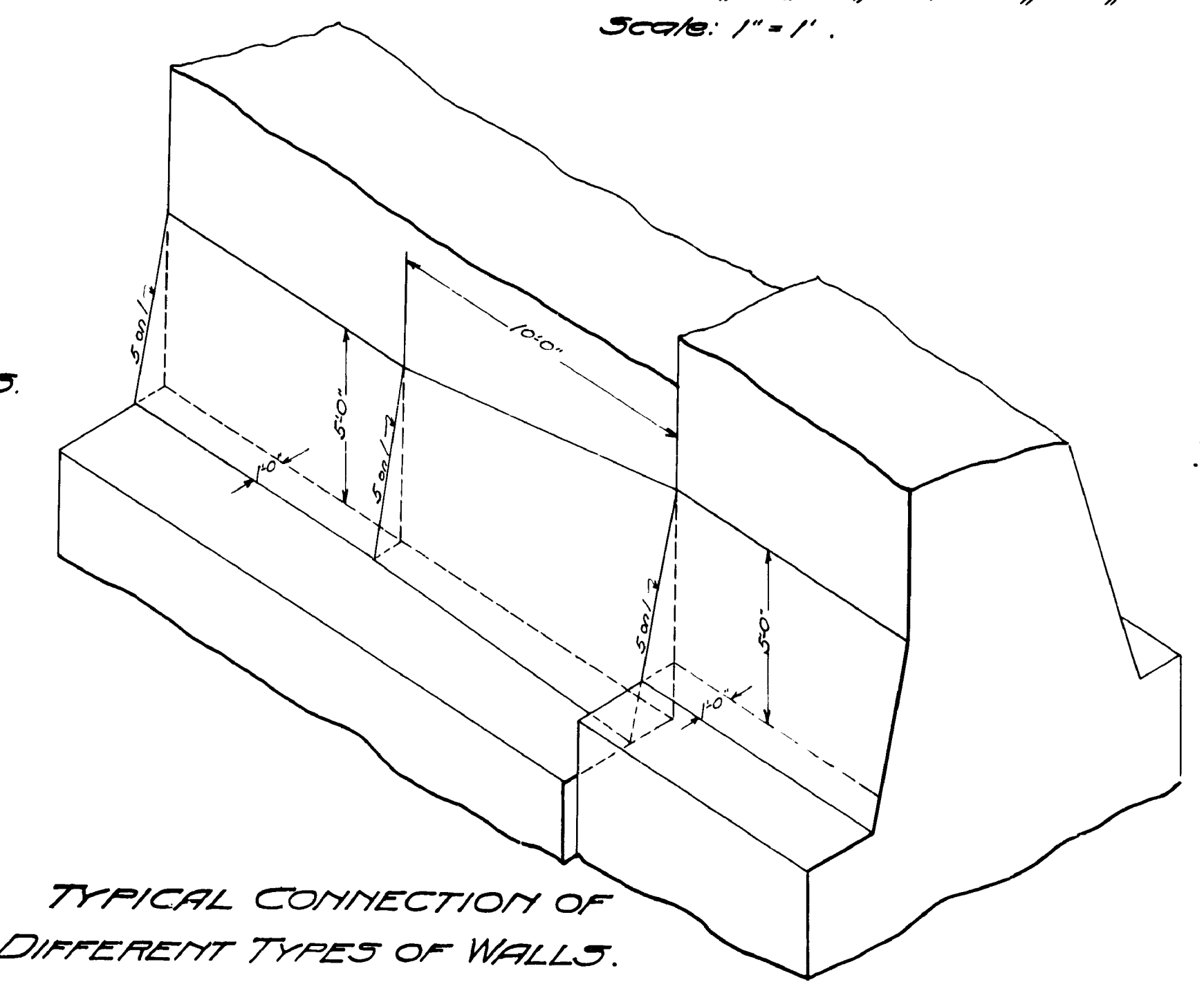
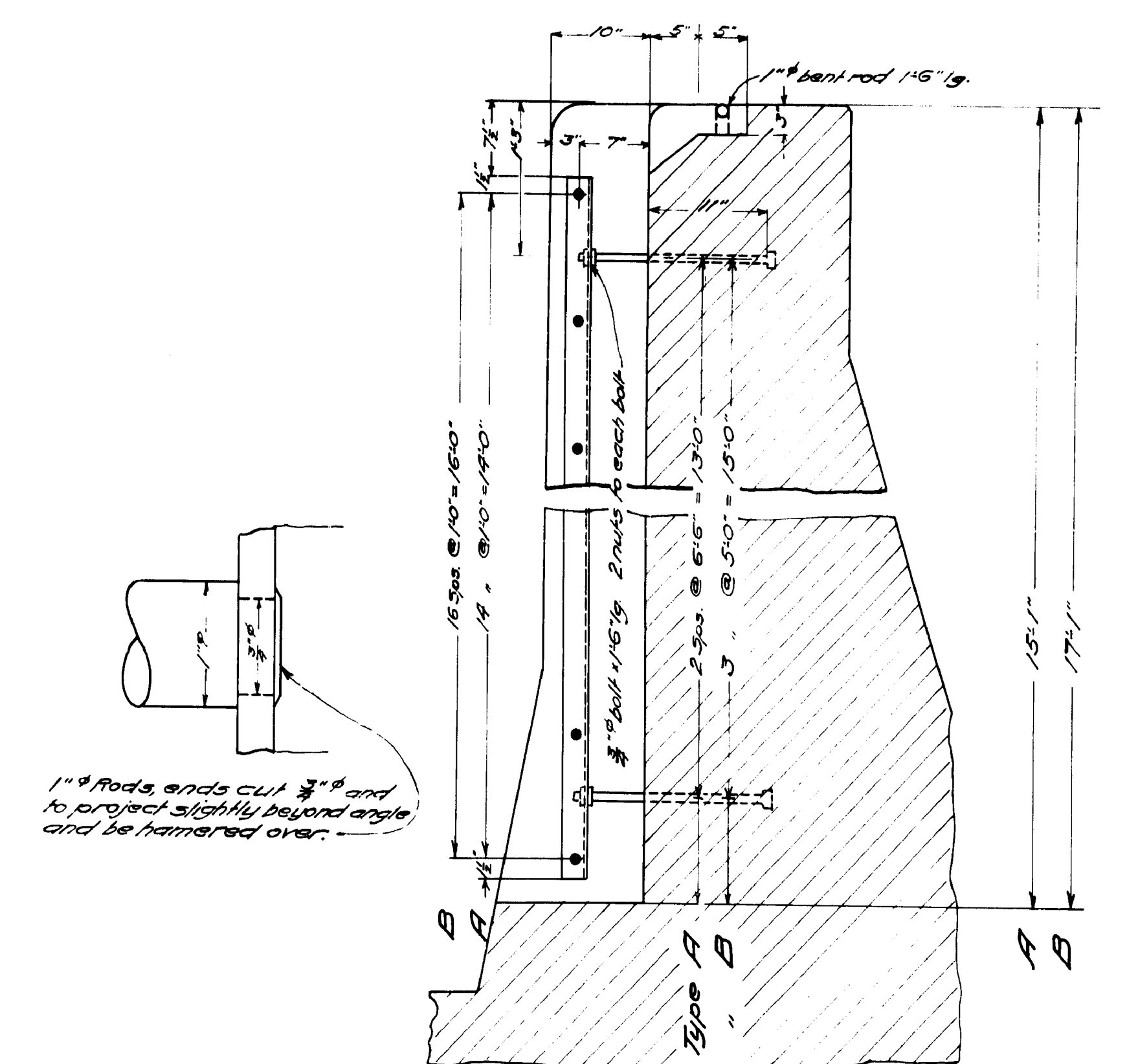
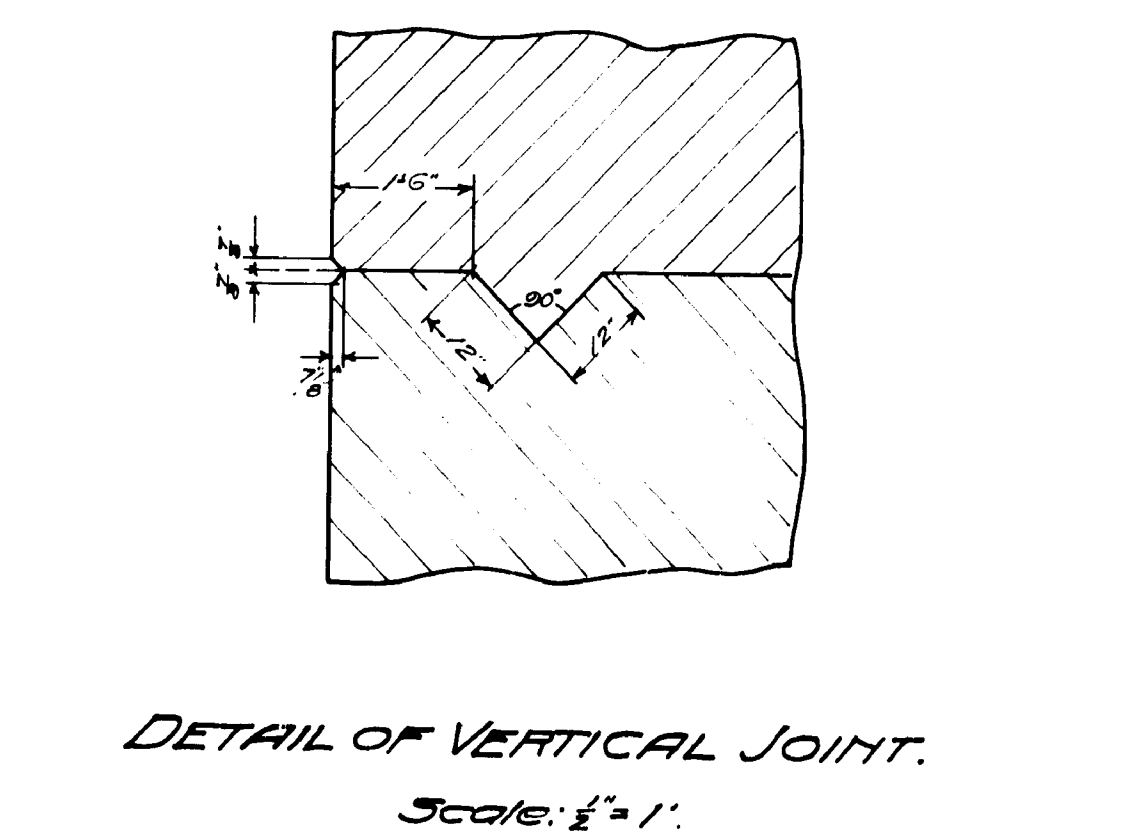
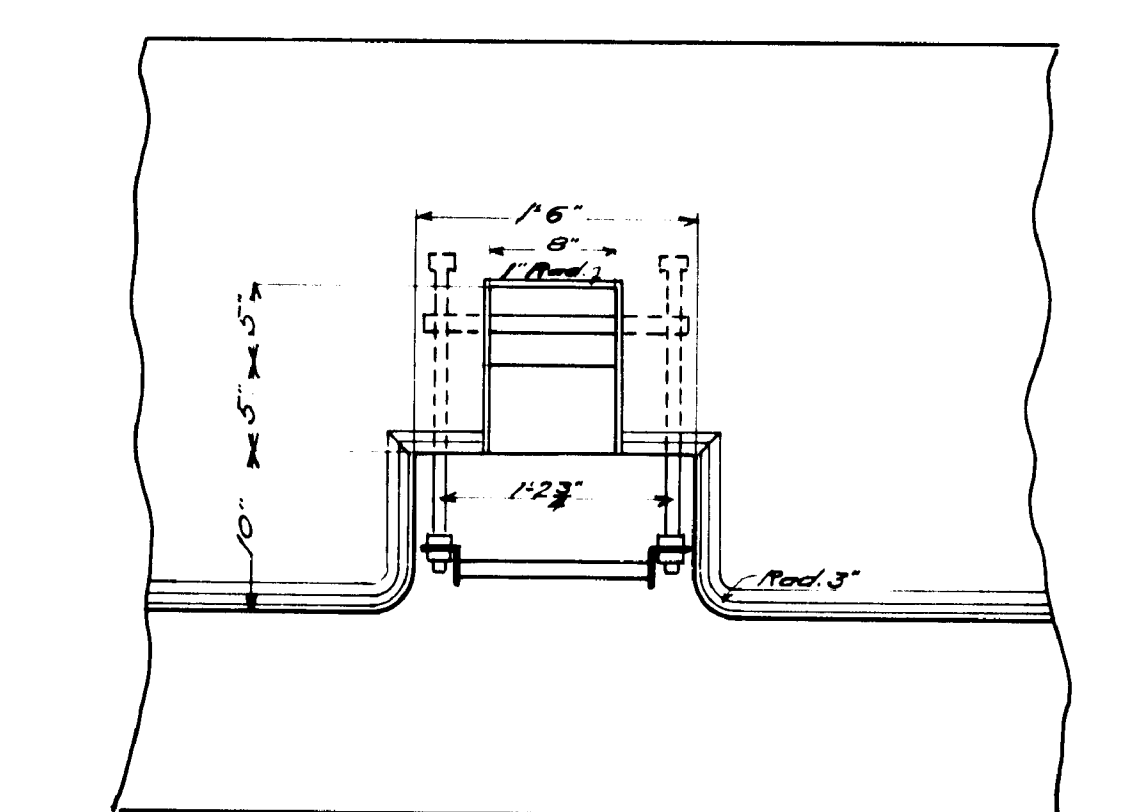
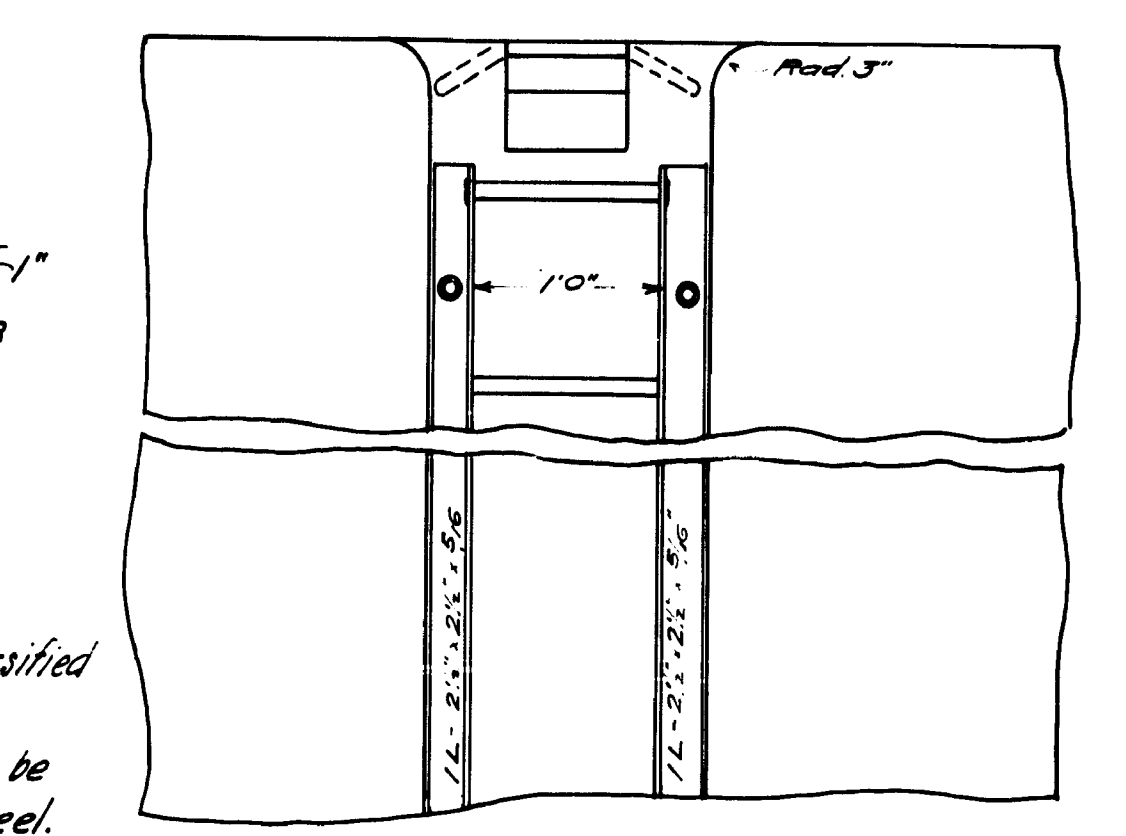
Examined and approved

APR 1 1917
J. M. Ladd
Division Engineer.

Made by C. L. Baldwin, Feb. 1916.
Traced by L. McFarlane, Feb. 1917.
Checked by A. S. Whitbeck, Feb. 1917.



**TYPICAL SECTIONS
WEST RIVER WALL.**
Scale: 1"=10'



Contract No. 59.
ALTERATION NO. 1

Erie Canal Section 9
At Rochester
**CROSS SECTIONS & DETAILS OF WALL
ALONG WEST BANK OF RIVER**
Scales as indicated

Examined and approved
Feb. 24th 1917.
F. Williams
Division Engineer.

Examined and approved
Apr. 4 1917
J. H. H. H.
Special Deputy State Engineer.

Made by J. Reinshen, May, 1916.
Traced by L. H. H. H., Feb. 1917.
Checked by R. S. Whitehead, Feb. 1917.