



TOWN OF VIENNA/
CITY OF ROME



CONTRACT DRAWINGS
FOR THE CONSTRUCTION OF

REHABILITATION OF
OSWEGO ROAD OVER FISH CREEK
BIN 2206390

CONTRACTOR'S NAME _____

AWARD DATE _____

COMPLETION DATE _____

FINAL ACCEPTANCE DATE _____

ENGINEER IN CHARGE _____

FINAL COST TOTAL _____

STANDARD SPECIFICATION

ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE NYSDOT STANDARD SPECIFICATIONS (US CUSTOMARY UNITS) OF MAY 1, 2026 (UPDATED), EXCEPT AS MODIFIED ON THESE PLANS AND IN THE ITEMIZED PROPOSAL.

CONTRACT PLANS HAVE BEEN DESIGNED IN ACCORDANCE WITH NYSDOT POLICIES AND GUIDELINES AND THE FINAL DESIGN REPORT APPROVED JULY 1, 2025.

MAINTENANCE JURISDICTION

THE OWNERSHIP AND MAINTENANCE RESPONSIBILITY OF THE VARIOUS FEATURES WITHIN THE EXISTING RIGHT OF WAY WILL REMAIN WITH THE TOWN OF VIENNA AND/OR THE CITY OF ROME.

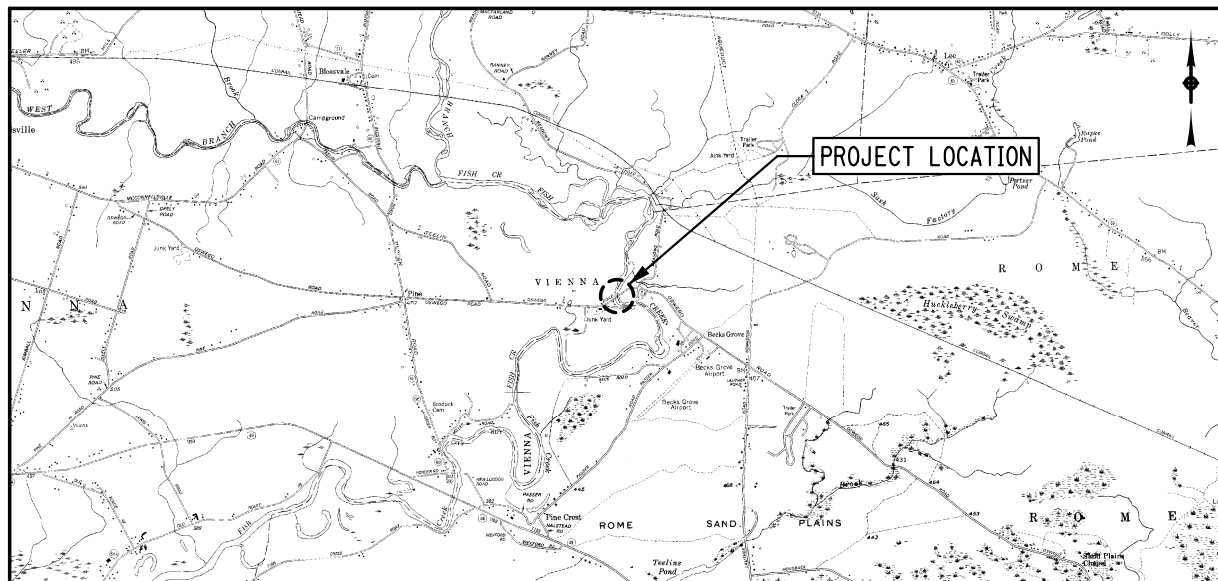
ONEIDA COUNTY DEPARTMENT
OF PUBLIC WORKS
5999 JUDD ROAD
ORISKANY, NEW YORK 13424

TOWN OF VIENNA
2083 STATE ROUTE 49
NORTH BAY, NEW YORK 13308

GOVERNMENT PROJECT NO.: PIN 2755.13

C&S PROJECT NO.: 146.202.001

MAY 2026



LOCATION MAP
NOT TO SCALE

NYSDOT STANDARD SHEETS

203-01	203-02	207-01	209-01	209-02	209-05	209-06
606-04	608-03	611-01	619-001	619-002	619-004	619-010
619-011	619-012	619-503	645-01	646-15	685-01	

THE LATEST REVISIONS OF THE STANDARD SHEETS MAINTAINED BY THE DEPARTMENT, WHICH ARE CURRENT ON THE DATE OF ADVERTISEMENT FOR BIDS, SHALL BE CONSIDERED TO BE IN EFFECT. ALL PAY ITEMS AND WORK CONTAINED IN THE CONTRACT AND ANY ADDITIONAL PAY ITEMS AND WORK ENCOUNTERED DURING THE COURSE OF THE CONTRACT SHALL BE SUBJECT TO THE APPLICABLE STANDARD SHEET(S) UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.

RECOMMENDED BY:

James F. Craig 03/01/2026
JAMES F. CRAIG, P.E. DATE



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APPROVED BY:

Matthew Baisley 3/2/26
MATTHEW BAISLEY
COMMISSIONER
ONEIDA COUNTY DEPARTMENT
OF PUBLIC WORKS DATE

APPROVED BY:

Jason H. Spellicy 3/5/26
JASON H. SPELLICY
ACTING SUPERVISOR
TOWN OF VIENNA DATE

APPROVED BY:

Jeffrey M. Lanigan
JEFFREY M. LANIGAN
MAYOR
CITY OF ROME DATE



ALIGNMENT		TOPOGRAPHY (MISCELLANEOUS)		UTILITIES	
ABBR.	DESCRIPTION	ABBR.	DESCRIPTION	ABBR.	DESCRIPTION
AH	AHEAD	ABUT	ABUTMENT	E	ELECTRIC
AZ	AZIMUTH	AOBE	AS ORDERED BY ENGINEER	EMH	ELECTRIC MANHOLE
BK	BACK	ASPH	ASPHALT	G	GAS
B	BASELINE	BDY	BOUNDARY	GP	GUY POLE
BRG	BEARING	BLDG	BUILDING	GSB	GAS SERVICE BOX (HOUSE LINE)
C	CENTERLINE	BM	BENCH MARK	GV	GAS VALVE (MAIN LINE)
CS	CURVE TO SPIRAL	CC	CENTER TO CENTER	HYD	HYDRANT
e	SUPERELEVATION RATE (CROSS SLOPE)	CONC	CONCRETE	LP	LIGHT POLE
EQ	EQUALITY	CONST	CONSTRUCTION	LPG	LOW PRESSURE GAS
EXT	EXTERNAL	CR	COUNTY ROAD	PP	POWER POLE
HCL	HORIZONTAL CONTROL LINE	D	DEED DISTANCE	SA	SANITARY SEWER
HSD	HEADLIGHT SIGHT DISTANCE	DM	DIRECT MEASUREMENT	SMH	SANITARY MANHOLE
L	LENGTH OF CIRCULAR CURVE	DWY	DRIVEWAY	ST	STORM SEWER
LS	LENGTH OF SPIRAL	EP	EDGE OF PAVEMENT	T	TELEPHONE
LVC	LENGTH OF VERTICAL CURVE	ES	EDGE OF SHOULDER	TCB	TRAFFIC CONTROL BOX
E	CENTER CORRECTION OF VERTICAL CURVE	FEE	FEE ACQUISITION	TELBOX	TELEPHONE BOX
M	MAIN LINE	FEE WO/A	FEE ACQUISITION WITHOUT ACCESS	TEL P	TELEPHONE POLE
PC	POINT OF CURVATURE	FP	FENCE POST	TMH	TELEPHONE MANHOLE
PI	POINT OF INTERSECTION	FD	FOUNDATION	CTV	CABLE TELEVISION
POL	POINT ON LINE	FL	FENCE LINE	W	WATER
PSD	PASSING SIGHT DISTANCE	GAR	GARAGE	WSB	WATER SERVICE BOX (HOUSE LINE)
PT	POINT OF TANGENT	GR	GRAVEL	WV	WATER VALVE (MAIN LINE)
PVC	POINT OF VERTICAL CURVE	HO	HOUSE		
PVI	POINT OF VERTICAL INTERSECTION	HWY	HIGHWAY		
PVT	POINT OF VERTICAL TANGENT	IP	IRON PIN OR IRON PIPE		
R	RADIUS	MB	MAILBOX		
SC	SPIRAL TO CURVE	MON	MONUMENT		
SSD	STOPPING SIGHT DISTANCE	N&W	NAIL AND WASHER		
ST	SPIRAL TO TANGENT	OG	ORIGINAL GROUND		
STA	STATION	O/H	OVERHEAD		
T	TANGENT LENGTH	P	PARCEL		
TGL	THEORETICAL GRADE LINE	PAV'T	PAVEMENT		
TS	TANGENT TO SPIRAL	PE	PERMANENT EASEMENT		
VC	VERTICAL CURVE	PED POLE	PEDESTRIAN POLE		
		P	PROPERTY LINE		
		POR	PORCH		
		RR	RAILROAD		
		RTE	ROUTE		
		ROW	RIGHT OF WAY		
		RW	RETAINING WALL		
		SH	STATE HIGHWAY		
		SHLDR	SHOULDER		
		SPK	SPIKE		
		ST	STREET		
		STK	STAKE		
		STY	STORY		
		SW	SIDEWALK		
		TE	TEMPORARY EASEMENT		
		TO	TEMPORARY OCCUPANCY		
		U/G	UNDERGROUND		
		WW	WING WALL		

TOPOGRAPHY (DRAINAGE)	
ABBR.	DESCRIPTION
BB	BOTTOM OF BANK (STREAM)
BC	BOTTOM OF CURB
BO	BOTTOM OF OPENING
CAP	CORRUGATED ALUMINUM PIPE
CB	CATCH BASIN
CIP	CAST IRON PIPE
C STRM	CENTERLINE OF STREAM
CMP	CORRUGATED METAL PIPE
CP	CONCRETE PIPE
CSP	CORRUGATED STEEL PIPE
CULV	CULVERT
DIA	DIAMETER
DMH	DRAINAGE MANHOLE
DS	DRAINAGE STRUCTURE PIPE
D'XING	DITCH CROSSING
EHW	EXTREME HIGH WATER
EL	ELEVATION
ELEV	ELEVATION
ELW	EXTREME LOW WATER
ES	END SECTION
HW	HEADWALL
INV	INVERT
MH	MANHOLE
MHW	MEAN HIGH WATER
OHW	ORDINARY HIGH WATER
OLW	ORDINARY LOW WATER
RCP	REINFORCED CONCRETE PIPE
SICPP	SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE
TB	TOP OF BANK (STREAM)
TC	TOP OF CURB
TG	TOP OF GRATE
VCP	VITRIFIED CLAY PIPE

STANDARD SYMBOL (PLANS)	ITEM PAYMENT UNIT: ESTIMATE OF QUANTITIES SHEET	EQUIVALENT NOMENCLATURE: (SPECS/PROPOSAL)
"	-	INCHES
'	LF	LINEAR FEET
mi	MI	MILES
ft ²	SF	SQUARE FEET
YD ²	SY	SQUARE YARD
AC	AC	ACRES
YD ³	CY	CUBIC YARD
GAL	GAL	GALLON
lb	LB	POUND
TON	TON	TON

SUBSURFACE EXPLORATION	
ABBR.	DESCRIPTION
REPLACE ABBREVIATION "AB" WITH:	
AH	HAND AUGER
CP	CONE PENETROMETER
DA	2 1/4 INCHES CASED DRILL HOLE
DM	DRILLING MUD
DN	4 INCHES CASED DRILL HOLE
FH	HOLLOW FLIGHT AUGER
PA	POWER AUGER
PH	PROBE
PT	PERCOLATION TEST HOLE
RP	1 INCH SAMPLER (RETRACTABLE PLUG)
	TO BE DEFINED AT THE TIME OF EXPLORATION
SP	SEISMIC POINT
TP	TEST PIT
ABBREVIATION "C" IN CATEGORIES: DA, DM, DN, AND FH WITH:	
B	BRIDGE
C	CUT
D	DAM
F	FILL
K	CULVERT
W	WALL
X	TO BE USED IF ONE OF THE ABOVE CANNOT BE DEFINED AT THE TIME THE EXPLORATION IS MADE

INDEX OF DRAWINGS		
SHEET	DWG. NO.	DWG. NAME
GENERAL PLANS		
1	COV-01	COVER SHEET
2	IND-01	INDEX OF DRAWINGS & ABBREVIATIONS
3	LEG-01	LEGEND LINES
4	LEG-02	LEGEND POINTS
5	GEN-01	GENERAL NOTES (1 OF 2)
6	GEN-02	GENERAL NOTES (2 OF 2)
7	BLT-01	BASELINE TIES & BENCHMARKS (1 OF 3)
8	BLT-02	BASELINE TIES & BENCHMARKS (2 OF 3)
9	BLT-03	BASELINE TIES & BENCHMARKS (3 OF 3)
HIGHWAY PLANS		
10	WZTC-01	WORK ZONE TRAFFIC CONTROL NOTES
11	WZTC-02	WORK ZONE TRAFFIC CONTROL DETOUR PLAN
12	WZTC-03	WORK ZONE TRAFFIC CONTROL DETAILS (1 OF 2)
13	WZTC-04	WORK ZONE TRAFFIC CONTROL DETAILS (2 OF 2)
14	PLN-01	ROADWAY PLAN
15	PRO-01	ROADWAY PROFILE
16	TYP-01	TYPICAL ROADWAY SECTIONS
17	ERD-01	EROSION AND SEDIMENT CONTROL PLAN
18	SSP-01	SIGNAGE AND STRIPING PLAN
19	MSD-01	MISCELLANEOUS TABLES AND DETAILS
BRIDGE PLANS		
20	ST-01	BRIDGE PLAN & ELEVATION
21	ST-02	EXCAVATION PLAN AND DETAILS (ABUTMENTS)
22	ST-03	EXCAVATION PLAN AND DETAILS (PIERS)
23	ST-04	WEST ABUTMENT REPAIR DETAILS (1 OF 3)
24	ST-05	WEST ABUTMENT REPAIR DETAILS (2 OF 3)
25	ST-06	WEST ABUTMENT REPAIR DETAILS (3 OF 3)
26	ST-07	PIER 1 REPAIR DETAILS
27	ST-08	PIER 2 REPAIR DETAILS
28	ST-09	EAST ABUTMENT REPAIR DETAILS (1 OF 3)
29	ST-10	EAST ABUTMENT REPAIR DETAILS (2 OF 3)
30	ST-11	EAST ABUTMENT REPAIR DETAILS (3 OF 3)
31	ST-12	ABUTMENT REPAIR SECTIONS
32	ST-13	MISCELLANEOUS REPAIR DETAILS
33	ST-14	EXISTING DECK REMOVAL PLAN AND ELEVATION
34	ST-15	FRAMING PLAN
35	ST-16	TRANSVERSE SECTION
36	ST-17	SUPERSTRUCTURE PAINTING DETAILS
37	ST-18	GIRDER SPLICE DETAILS (SPAN 2, GIRDER 5 END)
38	ST-19	HAUNCH TABLE
39	ST-20	DECK REINFORCEMENT PLAN
40	ST-21	APPROACH SLAB DETAILS
41	ST-22	JOINT DETAILS (WEST APPROACH)
42	ST-23	JOINT DETAILS (EAST APPROACH)
43	ST-24	RAILING LAYOUT PLAN
44	ST-25	RAILING DETAILS (1 OF 3)
45	ST-26	RAILING DETAILS (2 OF 3)
46	ST-27	RAILING DETAILS (3 OF 3)
47	ST-28	BAR BEND DIAGRAMS
48	ST-29	BAR TABLES (1 OF 3)
49	ST-30	BAR TABLES (2 OF 3)
50	ST-31	BAR TABLES (3 OF 3)
51	EOQ-1	ESTIMATE OF QUANTITIES



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TOWN OF VIENNA /
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REHABILITATION OF
OSWEGO ROAD OVER FISH CREEK

TOWN OF VIENNA / CITY OF ROME
ONEIDA COUNTY, NEW YORK

PIN 2755.13
BIN 2206390

LD041921

MARK	DATE	DESCRIPTION

NO ALTERATION PERMITTED HEREON
EXCEPT AS PROVIDED UNDER SECTION
7209 SUBDIVISION 2 OF THE NEW YORK
EDUCATION LAW

INDEX OF
DRAWINGS
&
ABBREVIATIONS

IND-01

SHEET 2 OF 51

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ALIGNMENT			LANDSCAPE			ROADWAY			TRAFFIC WORK ZONE			
STYLE	NAME	DESCRIPTION	STYLE	NAME	DESCRIPTION	STYLE	NAME	DESCRIPTION	STYLE	NAME	DESCRIPTION	
	AC	CONTROL (CENTERLINE)		LABL	AREA, BRUSH LINE		RCZ.P	CLEAR ZONE		TWZBT.P	BARRIER, TEMPORARY	
	AD.P	DETOUR		LAHR	AREA, HEDGE ROW		RG	GUIDE RAIL, MISCELLANEOUS		TWZBTWL.P	BARRIER, TEMPORARY, W/ WARNING LIGHTS	
	AT.P	TRANSITION CONTROL		LAPB	AREA, PLANTING BED		RGB	GUIDE RAIL, BOX BEAM		TWZCD.P	CHANNELIZING DEVICE	
BRIDGE				LAWA	AREA, WOODED AREA OUTLINE		RGBM	GUIDE RAIL, BOX BEAM, MEDIAN		TWZPMRC.P	PAVEMENT MARKING REMOVAL OR COVERING	
	BR	RAIL		LAWE	AREA, WATERS EDGE		RGC	GUIDE RAIL, CABLE	UTILITIES			
	BSHT	SHEET PILING		LCUT.P	CUT LIMIT		RGCB	GUIDE RAIL, CONCRETE BARRIER	STYLE	NAME	DESCRIPTION	
CONTROL				LFILL.P	FILL LIMIT		RGP.P	GUIDE POST		UC	CONDUIT, UNDERGROUND	
	CB	BASELINE		LFNC	FENCE		RGW	GUIDE RAIL, W BEAM		UCH	CONDUIT, HANGING	
	CBPR	BASELINE, PROJECTION		LTRC	TREE ROW, CONIFEROUS		RGWM	GUIDE RAIL, W BEAM, MEDIAN		UCO	CONDUIT, OVERHEAD	
DRAINAGE				LTRD	TREE ROW, DECIDUOUS		RPB	PARKING BUMPER		UE	ELECTRIC LINE, UNDERGROUND	
	DCP	CULVERT PIPE		LWH	WALL, H PILE		RRC	RAIL ROAD, CATENARY		UEH	ELECTRIC LINE, HANGING	
	DCP.P	CULVERT PIPE (DIR)		LWR	WALL, RETAINING		RRER	RAIL ROAD, 3RD RAIL		UEO	ELECTRIC LINE, OVERHEAD	
	DDG.P	DITCH, GRASS LINED		LWS	WALL, STONE		RRPLS.P	RAIL, PHOTO, LARGE SCALE		UET	ELECTRIC TRANSMISSION, OVERHEAD	
	DDP.P	DITCH, PAVED INVERT	ROW MAPPING				RRPSS	RAIL, PHOTO, SMALL SCALE		UESS	ELECTRIC, SUBSTATIONS	
	DDS.P	DITCH, STONE LINED		MDL	DEED LINE		RRS	RUMBLE STRIP		UFO	FIBER OPTIC, UNDERGROUND	
	DFL.P	FLOW LINE		MEE	EASEMENT, EXISTING		RRSL.S.P	RAIL, SURVEY, LARGE SCALE		UFOH	FIBER OPTIC, HANGING	
	DSSD	SLOTTED DRAIN		MEP.P	EASEMENT, PERMANENT		RRSSS	RAIL, SURVEY, SMALL SCALE		UFOO	FIBER OPTIC, OVERHEAD	
	DUD.P	UNDERDRAIN		MEPA.P	EASEMENT, PERMANENT, APPROX.		SIGNS				UG	GAS, UNDERGROUND
ENVIRONMENTAL				MET.P	EASEMENT, TEMPORARY		SBLB	BILLBOARDS		UGH	GAS, HANGING	
	EBLHS	BALE, STRAW		META.P	EASEMENT, TEMPORARY, APPROX.		SM	MULTIPLE POST		UGO	GAS, OVERHEAD	
	ECT	CURTAIN, TURBIDITY		MF.P	FEE ACQUISITION, W/ ACCESS		SSO	STRUCTURE, OVERHEAD		UIC	INFORM CABLE, UNDERGROUND	
	EDMC	DAM, COFFER		MFA.P	FEE ACQUISITION, APPROXIMATE		SSOC	STRUCTURE, OVHD. CANTILEVER		UICH	INFORM CABLE, HANGING	
	EDMEC.P	DAM, EARTHEN CHECK		MFS.P	FEE ACQUISITION, SHAPE		STRIPING				UO	OIL LINE, UNDERGROUND
	EDMGSC.P	DAM, GRAVEL BAG/SAND BAG CHECK		MFWOA.P	FEE ACQUISITION, W/O ACCESS		STB*	BROKEN LINE		UOH	OIL LINE, HANGING	
	EDMPC.P	DAM, PREFABRICATED CHECK		MHA	HISTORICAL, ACQUISITION		STDB*	DOUBLE BROKEN LINE		UPBP	POLE, BRACE, PUSH BRACE	
	EDMSC.P	DAM, STONE CHECK		MHB	HIGHWAY BOUNDARY		STDL*	DOTTED LINE LONG		UPGW	POLE, GUY WIRE	
	EFNS	FENCE, SILT		MHBA	HIGHWAY BOUNDARY, APPROX.		STDS*	DOTTED LINE SHORT		USA	SANITARY SEWER, UNDERGROUND	
	EFNSV	FENCE, SILT & VEGETATION		MHBW	HWY BOUNDARY, FACE OF WALL		STFB*	FULL BARRIER LINE		USAH	SANITARY SEWER, HANGING	
	EFNV	FENCE, VEGETATION		MHBWOA	HIGHWAY BOUNDARY, W/O ACCESS		STH*	HATCH LINE		USAF	SANITARY SEWER, FORCE MAIN, UGND	
	EWAA.P	WETLAND, ADJACENT AREA		MJC	JURISDICTION, CITY		STPB*	PARTIAL BARRIER LINE		USAFH	SANITARY SEWER, FORCE MAIN, HANG	
	EFWF	WETLAND, FEDERAL		MJCY	JURISDICTION, COUNTY		STRCT	ROUNDAABOUT, CAT TRACKS		UT	TELEPHONE, UNDERGROUND	
	EFWS	WETLAND, FEDERAL AND STATE		MJHD	JURISDICTION, HISTORIC DISTRICT		STRYL	ROUNDAABOUT, YIELD LINE		UTH	TELEPHONE, HANGING	
	EFWM	WETLAND, MITIGATION AREA		MJLL	JURIS., (GREAT, MILITARY) LOT LINE		STSB	STOP BAR		UTO	TELEPHONE, OVERHEAD	
	EFWS	WETLAND, FEDERAL AND STATE		MJN	JURISDICTION, NATION		STSE*	SOLID, EDGE		UTV	CABLE TV, UNDERGROUND	
	EFWS	WETLAND, FEDERAL AND STATE		MJPB	JURISDICTION, PUBLIC LANDS		STXL	X WALK, LADDER LINE		UTVH	CABLE TV, HANGING	
	EFWS	WETLAND, FEDERAL AND STATE		MJS	JURISDICTION, STATE		STXLB	X WALK, LADDER BAR LINE		UTVO	CABLE TV, OVERHEAD	
	EFWS	WETLAND, FEDERAL AND STATE		MJT	JURISDICTION, TOWN		TRAFFIC CONTROL				UW	WATER LINE, UNDERGROUND
	EFWS	WETLAND, FEDERAL AND STATE		MJV	JURISDICTION, VILLAGE		TCSW	SIGNAL, SPAN WIRE		UWH	WATER LINE, HANGING	
	EFWS	WETLAND, FEDERAL AND STATE		MPL	PROPERTY LOT LINE		* = W (WHITE) OR Y (YELLOW)				UWO	WATER LINE, OVERHEAD
	EFWS	WETLAND, FEDERAL AND STATE		MPLA	PROPERTY LOT LINE, APPROXIMATE							
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	EFWS	WETLAND, FEDERAL AND STATE		MPLA	PROPERTY LOT LINE, APPROXIMATE							
	EFWS	WETLAND, FEDERAL AND STATE		MPLA	PROPERTY LOT LINE, APPROXIMATE							
	EFWS	WETLAND, FEDERAL AND STATE		MPLA	PROPERTY LOT LINE, APPROXIMATE							
	EFWS	WETLAND, FEDERAL AND STATE		MPLA	PROPERTY LOT LINE, APPROXIMATE							
	EFWS	WETLAND, FEDERAL AND STATE		MPLA	PROPERTY LOT LINE, APPROXIMATE							
	EFWS	WETLAND, FEDERAL AND STATE		MPL								

ALIGNMENT			DRAINAGE			ITS			ROW MAPPING			SIGNS			UTILITIES			
CELL	NAME	DESCRIPTION	CELL	NAME	DESCRIPTION	CELL	NAME	DESCRIPTION	CELL	NAME	DESCRIPTION	CELL	NAME	DESCRIPTION	CELL	NAME	DESCRIPTION	
⊕	ACC	CENTER OF CURVATURE	+	DINV	INVERT	⊕	IANT_P	ANTENNAS	⊕	MDL1P	DEED LINE, TYPE 1	⊕	S	SINGLE POST	⊕	UEB	ELECTRIC, BOX	
+	ACOGO	COGO	▬	DS	STRUCTURE, RECTANGULAR	⊕	IASCTS	ACCOL. SPEED/COUNT SNSR.S	⊕	MDL2P	DEED LINE, TYPE 2	⊕	S.P	SINGLE POST, PROPOSED	⊕	UEM	ELECTRIC, METER	
⊙	ACS	CURVE TO SPIRAL	+	DSI	STRUCTURE, INVERT	⊕	ICABPAD	CABINET & PAD	⊕	MDL3P	DEED LINE, TYPE 3	⊕	H	SB.P	BACK TO BACK, PROPOSED	⊕	UEMH	ELECTRIC, MANHOLE
△	ADPL_P	DETOUR, POINT OF INTERSECT.	⊕	DSM	STRUCTURE, MANHOLE	⊕	ICCTV	CCTV SITE	⊕	MDL4P	DEED LINE, TYPE 4	⊕	⊕	SDEL	DELINEATORS	⊕	UEPT	ELECTRIC, POLE, TRANS.
⊙	ADPL_P	DETOUR, POINT ON LINE	⊕	DSMTXX_P	STRUCTURE, MANHOLE, TYPE "XX" "XX" = F, 48, 60, 72, 96	⊕	ICDPD	CDPD TRANSCEIVER	⊕	MDL5P	DEED LINE, TYPE 5	⊕	⊕	SPM	PARKING METER	⊕	UGM	GAS, METER
⊙	AEQN	EQUATION	⊕	DSR	STRUCTURE, ROUND	⊕	ICELLT	CELL PHONE TOWER	⊕	MEEP	EASEMENT, EXISTING	⊕	⊕	SRM	REFERENCE MARKERS	⊕	UGMH	GAS, MANHOLE
⊕	AEQNAHD	EQUATION AHEAD	⊕	DST"X"CB_P	STRUCTURE, RECT., WITH CURB TYPE "X" "X" = F, G, N, O, P, R	⊕	ICJUB	CONDUIT JACK OR BORING	⊕	MEPAP_P	EASEMENT, PERM., APPROX.	⊕	⊕	SRSC3	SHLD, CTY, 123 DIG.	⊕	UGLM	GAS, LINE MARKER
⊕	AEQNBK	EQUATION BACK	⊕	DST"X"CB_P	STRUCTURE, RECT., WITH CURB TYPE "X" "X" = F, G, N, O, P, R	⊕	ICNTLCAB	CONTROLLER CABINET	⊕	MEPP_P	EASEMENT, PERM., BACK LINE	⊕	⊕	SRSC4	SHLD, CTY, 4 DIG.	⊕	UGP	GAS/FUEL PUMP
⊕	AEVT	EVENT STATION	⊕	DST"X"CB_P	STRUCTURE, RECT., WITH CURB TYPE "X" "X" = F, G, N, O, P, R	⊕	ICPB	COMMUNICATION PULL BOX	⊕	MEPSP_P	EASEMENT, PERM., SHAPE	⊕	⊕	SRSC2	SHLD, CTY TOUR, 1-2 DIG.	⊕	UGV	GAS, VALVE
⊕	APC	POINT OF CURVATURE	⊕	DST"X"CB_P	STRUCTURE, RECT., WITH CURB TYPE "X" "X" = F, G, N, O, P, R	⊕	ICTD	CONDUIT TURNING DOWN	⊕	MFAP_P	FEE ACQUISITION, APPROX.	⊕	⊕	SRSC4	SHLD, CTY TOUR, 3-4 DIG.	⊕	UGVT	GAS, VENT
⊕	APCC	POINT OF COMPOUND CURVATURE	⊕	DST"X"CB_P	STRUCTURE, RECT., WITH CURB TYPE "X" "X" = F, G, N, O, P, R	⊕	ICTU	CONDUIT TURNING UP	⊕	MFP_P	FEE ACQUISITION, BACK LINE	⊕	⊕	SRSI	SHLD, INTERSTATE	⊕	ULP	LIGHTING, POLE
△	API	POINT OF INTERSECTION	ENVIRONMENTAL			⊕	ICVTRT	COMM. VEH. ROAD TRANSCEIVER	⊕	MFSP_P	FEE ACQUISITION, SHAPE	⊕	⊕	SRSN2	SHLD, NATIONAL, 2 DIG.	⊕	ULPM	LIGHTING, POLE, MEDIAN
△	APOB	POINT OF BEGINNING	⊕	EIOP_P	STR., INLET, OUTLET PROT.	+	IDEFAULT	DEFAULT	⊕	MHBAP	HIGHWAY BNDRY., APPROX.	⊕	⊕	SRSN3	SHLD, NATIONAL, 3 DIG.	⊕	ULPP	LIGHTING, POLE, PED.
⊕	APOC	POINT OF CURVATURE	⊕	EIPGB_P	STR., INLET PROT., GRAVEL BAG	⊕	IEZR	E-ZPASS READER	⊕	MHBCP	HISTORICAL, BLDG. CORNERS	⊕	⊕	SRSS2	SHLD, STATE, 2 DIG.	⊕	UMFC	MISC. FILLER CAP
△	APOE	POINT OF END	⊕	EIPHS_P	STR., INLET PROT., HAY/STRAW	⊕	IEZTR	TRANSMITTAL READER	⊕	MHBP	HIGHWAY BNDRY, PT.	⊕	⊕	SRSS3	SHLD, STATE, 3 DIG.	⊕	UOLM	OIL, LINE MARKER
⊕	APOL	POINT ON LINE	⊕	EIPP_P	STR., INLET PROT., PREFAB.	⊕	IFOXCAB	FIBER OPTIC X-CONNECT CABINET	⊕	MJCP	PT., JURIS. CITY	⊕	⊕	SRSS4	SHLD, STATE, 4 DIG.	⊕	UP	POLE, WITH UTILITY
⊕	APOS	POINT ON SPIRAL	⊕	EIPPS_P	STR., INLET PROT., HAY/STRAW	⊕	IFUSSPL	FUSION SPLICE	⊕	MPBC	PT., BUILDING CORNER	TRAFFIC CONTROL			⊕	UPD	POLE, DEAD (NO UTILITY)	
⊕	APOT	POINT ON TANGENT	⊕	EIPPS_P	STR., INLET PROT., HAY/STRAW	⊕	IHARADV	HAR ADVISORY SIGN	⊕	MPCC	PT., CROSS CUT	⊕	⊕	TCBJ	BOX, JUNCTION	⊕	UPL	POLE, WITH LIGHT
△	APOVC	POINT ON VERTICAL CURVE	⊕	EIPPS_P	STR., INLET PROT., HAY/STRAW	⊕	IHARST	HAR SITE	⊕	MPDH	PT., DRILL HOLE	⊕	⊕	TCBP	BOX, PULL BOX	⊕	USMH	SANITARY SEWER MANHOLE
△	APOVT	POINT ON VERTICAL TANGENT	⊕	EIPPS_P	STR., INLET PROT., HAY/STRAW	⊕	ILC	LOAD CENTER	⊕	MPF	PT., FENCE LOCATION	⊕	⊕	TCBS	BOX, SPLICE	⊕	UTB	TELEPHONE, BOOTH
Y	APORC	POINT ON REVERSE CURVE	⊕	ERCB	RISER, CONCRETE BOX	⊕	IMECSPL	MECHANICAL SPLICE	⊕	MPIP	PT., IRON PIPE	⊕	⊕	TCMC	MICROCOMPUTER CABINET	⊕	UTLM	TELEPHONE, LINE MARKER
⊕	APT	POINT OF TANGENCY	⊕	ETRS_P	TRAP, SEDIMENT	⊕	IMSCS	PORT. SPEED & COUNT SENSOR	⊕	MPIR	PT., IRON ROD	⊕	⊕	TCPP	PED POLE	⊕	UTMH	TELEPHONE, MANHOLE
⊕	APVC	POINT OF VERTICAL CURVATURE	⊕	EWFG	WETLAND FLAG	⊕	IMSCS	PORT. SPEED & COUNT SENSOR	⊕	MPM	PT., MONUMENT	⊕	⊕	TCSH	SIGNAL HEADS	⊕	UTVLM	CABLE TV, LINE MARKER
△	APVCC	POINT OF VERT. CMPND CURVE	GEOTECHNICAL			⊕	IMT	MICROWAVE TRANSCEIVER	⊕	MPMM	PT., MONUMENT, MISC.	⊕	⊕	TCSH	SIGNAL HEADS	⊕	UTVPB	CABLE TV, PULL BOX
⊕	APVI	POINT OF VERT. INTERSECTION	⊕	GDH	DRILL HOLE	⊕	IOVHMS	PERM. OVERHEAD VMS	⊕	MPN	PT., NAIL	TRAFFIC WORK ZONE			⊕	UUB	UNKNOWN, BOX	
△	APVRC	POINT OF VERT. REVERSE CURVE	⊕	IPEDS	PEDESTRIAN SIGNAL HEAD	⊕	IPASCS	PORT. ACCOL. SPD & CNT. SENSOR	⊕	MPRS	PT., RAILROAD SPIKE	⊕	⊕	TWZAP_P	ARROW PANEL	⊕	UUMH	UNKNOWN, MANHOLE
⊕	APVT	POINT OF VERTICAL TANGENCY	LANDSCAPE			⊕	IPSS	PAVEMENT SURFACE SENSOR	⊕	MPST	PT., STAKE	⊕	⊕	TWZAPT_P	ARROW PANEL, TRAILER OR SUPPORT	⊕	UUPB	UNKNOWN, PULL BOX
⊕	ASC	SPIRAL TO CURVE	+	LELS	ELEVATION, SPOT	⊕	IPVMS	PERM. VMS	⊕	MPTW	PT., TREE W/ WIRE	⊕	⊕	TWZBCD_P	BARRICADE (TYPE III)	⊕	UUVL	UNKNOWN, VALVE
△	ASPI	SPIRAL POINT OF INTERSECTION	⊕	LFP	FLAG POLE	⊕	IRM	RAMP METER	⊕	MPWL	PT., WALL LOCATION	⊕	⊕	TWZCMS_P	CHANGEABLE MESSAGE SIGN (PVMS)	⊕	UUVT	UNKNOWN, VENT
⊕	ASTS	SPIRAL TO SPIRAL	⊕	LMB	MAILBOX	⊕	IRWIS	RDWY WEATHER INFO. SENSOR	ROW ACQUISITION			⊕	⊕	TWZFLG_P	FLAGGER	⊕	UUVW	UNKNOWN, WELL
⊕	AST	SPIRAL TO TANGENT	⊕	LPB	PAPER BOX	⊕	ISP	SOLAR PANEL	⊕	MFS_P_T	FEE ACQUISITION	⊕	⊕	TWZFT_P	FLAG TREE	⊕	UWFH	WATER, FIRE HYDRANT
⊕	ATS	TANGENT TO SPIRAL	⊕	LPST	POST, SINGLE	⊕	ISST	SPREAD SPECT. TRANSCEIVER	⊕	MEPS_P_T	EASEMENT, PERMANENT	⊕	⊕	TWZIA_P	IMPACT ATTENUATOR / CRASH CUSHION (TEMPORARY)	⊕	UWM	WATER, METER
△	AVEVT	VERTICAL EVENT POINT	⊕	LRB	ROCK, BOULDER	⊕	ITDB	TELEPHONE DEMARCATON BLK	⊕	METS_P_T	EASEMENT, TEMPORARY	⊕	⊕	TWZLUM_P	LUMINAIRE (TEMPORARY)	⊕	UWMH	WATER, MANHOLE
⊕	AVHIGH	VERTICAL HIGH POINT	⊕	LSHC	SHRUB, CONIFEROUS	⊕	ITP	SUBSURFACE TEMP. PROBE	⊕	METS_P_T	EASEMENT, TEMPORARY	⊕	⊕	TWZSDT_P	SYMBOL, DIRECTION OF TRAFFIC	⊕	UWV	WATER, VALVE
⊕	AVLOW	VERTICAL LOW POINT	⊕	LSHD	SHRUB, DECIDUOUS	⊕	IVTRT	VEHICLE TO RDWY TRANSCEIVER	⊕	METS_P_T	OCCUPANCY, TEMPORARY	⊕	⊕	TWZSDT_P	SYMBOL, DIRECTION OF TEMPORARY TRAFFIC DETOUR	⊕	UWW	WATER, WELL
BRIDGE			⊕	LTC	TREE, CONIFEROUS	⊕	IWIMD	WEIGHT IN MOTION DETECTOR	⊕	MFS_P_T	FEE ACQUISITION W/O ACCESS	⊕	⊕	TWZSGN_P	SIGN (TEMPORARY)	⊕		
⊕	BSC	BRIDGE, SCUPPER	⊕	LTD	TREE, DECIDUOUS	⊕	IWVR	WIRELESS VIDEO REPEATER	⊕	RES_P	ELEVATION, SPOT	⊕	⊕	TWZSIG_P	SIGNAL, TRAFFIC OR PEDESTRIAN (TEMPORARY)	⊕		
CONTROL			⊕	LTS	TREE, STUMP	⊕	IWVRC	WIRELESS VIDEO RECEIVER	⊕	RGA	GUIDE RAIL, ANCHOR	⊕	⊕	TWZWV_P	WORK VEHICLE	⊕		
△	CBP	BASELINE, POINT	⊕	LTK	UNKNOWN POINT	⊕	IWVTT	WIRELESS VIDEO TRANSMITTER	⊕	RGP	GUIDE POST, SINGLE	⊕	⊕	TWZWVA_P	WORK VEHICLE WITH TRUCK MOUNTED ATTENUATOR	⊕		
⊕	CBPOL	BASELINE, POINT ON LINE																
⊕	CBSP	BASELINE, SPUR POINT																
⊕	CBTP	BASELINE, TIE POINT																
⊕	CPBM	BENCHMARK																
⊕	CPH	POINT, HORIZ. PHOTOGRAMMETRY																
⊕	CPSM	POINT, SURVEY MARKER, PERM.																
⊕	CPSV	POINT, VERT., PHOTOGRAMMETRY																

1. THE LEGEND ILLUSTRATES MAPPING FEATURES (EXISTING AND PROPOSED).
2. FEATURES ARE SHOWN AS EITHER LINEAR (ROADWAY GUIDERAIL, ROADWAY SIDEWALK, UTILITY LINES, ETC.) OR POINT (SIGN, UTILITY POLE, ETC.).
3. FEATURES SHOWN ON THE LEGEND AS EXISTING FEATURES ALSO HAVE CORRESPONDING PROPOSED FEATURES.
4. PROPOSED FEATURE SYMBOLOGY IS IDENTICAL TO EXISTING FEATURE SYMBOLOGY EXCLUDING LINE WEIGHT. LINE WEIGHT FOR PROPOSED FEATURES IS THICKER (0.015 IN ON B SIZE DRAWINGS).
5. MAPPING FEATURES NOT INCLUDED ON THE LEGEND SHEET DO NOT HAVE A UNIQUE SYMBOLOGY (SUCH AS THE PAVEMENT EDGE, PAVEMENT EDGE OF TRAVEL WAY) AND SHOULD BE LABELED ON THE PLANS.
6. FEATURES SHOWN AT THE HEAVIER WEIGHT ARE PROPOSED ONLY AND DO NOT HAVE CORRESPONDING EXISTING FEATURES.



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TOWN OF VIENNA / CITY OF ROME

OSWEGO ROAD OVER FISH CREEK

TOWN OF VIENNA / CITY OF ROME
ONEIDA COUNTY, NEW YORK

LD041921

MARK	DATE	DESCRIPTION

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW

LEGEND POINTS
LEG-02
SHEET 4 OF 51

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GENERAL NOTES:

- 1. DESIGN SPECIFICATIONS: NYSDOT LRFD BRIDGE DESIGN SPECIFICATIONS WITH ALL PROVISIONS IN EFFECT AS OF MAY 1, 2026 (FOR DESIGN PURPOSES, COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AND DECK SLABS AT 28 DAYS: f'c = 4,000 psi, STEEL REINFORCEMENT: 60 ksi).

FOUNDATION NOTES:

- 1. THE COST OF WATER USED FOR COMPACTION OF THE SELECT STRUCTURAL FILL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203.21 - SELECT STRUCTURE FILL.

SUBSTRUCTURE NOTES:

- 1. TOP OF BACKWALLS SHALL BE STEEL TROWEL FINISHED. TWO SHEETS OF SHEET GASKET (TREATED BOTH SIDES), #728-06, SHALL BE PLACED ON THE TOP OF THE BACKWALLS OF FIXED AND EXPANSION ABUTMENTS. THE CONTRACTOR SHALL INCLUDE COSTS FOR THIS WORK IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.

SUPERSTRUCTURE NOTES:

- 1. ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A709 GRADE 50W.

Table with 2 columns: ITEM, ESTIMATE OF TOTAL WEIGHT. Row 1: 564.510001, 1125 POUNDS

SUPERSTRUCTURE SLAB NOTES:

- 1. SHOP DRAWING SUBMITTALS ARE REQUIRED FOR THE FOLLOWING BRIDGE RAILING AND/OR TRANSITION BRIDGE RAILING ITEMS: ITEM 568.51 STEEL BRIDGE RAILING (FOUR RAIL), ITEM 568.70 TRANSITION BRIDGE RAILING

- 4. ON THIS BRIDGE, ONLY THE FOLLOWING OPTION(S) WILL BE PERMITTED: - PERMANENT CORRUGATED METAL, - REMOVABLE WOODEN FORMS

- 5. THIS STRUCTURE HAS LARGE DECK OVERHANGS. THE CONTRACTOR SHALL PROVIDE ADEQUATE TEMPORARY SUPPORT AND BRACING TO PREVENT THE FASCIA GIRDER FROM TWISTING OR EXCESSIVELY DEFLECTING UNDER THE CONCRETE DEAD LOAD AND THE CONSTRUCTION LOADS.

REMOVAL NOTES:

- 1. SUPERSTRUCTURE REMOVAL SHALL MEET THE PROVISIONS OF §202-3.01 - GENERAL AND SAFETY REQUIREMENTS, OF THE NYSDOT STANDARD SPECIFICATIONS - CONSTRUCTION AND MATERIALS.

RECONSTRUCTION NOTES:

- 1. DUE TO THE NATURE OF RECONSTRUCTION PROJECTS, THE EXACT EXTENT OF RECONSTRUCTION WORK CANNOT BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT OF WORK.

RECONSTRUCTION NOTES (continued):

- 13. THE FOLLOWING CONCRETE ELEMENTS SHALL BE SEALED ACCORDING TO ITEM 559.03 - PROTECTIVE SEALING OF STRUCTURAL CONCRETE: a. EXISTING PORTION OF ABUTMENT STEMS, b. EXISTING PORTION OF WINGWALLS, c. EXISTING PIERS, d. EXISTING PEDESTALS

MISCELLANEOUS NOTES:

- 1. DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL CONDUCT OPERATIONS IN SUCH A MANNER AS TO PREVENT OR REDUCE TO A MINIMUM ANY DAMAGE TO ANY STREAM FROM POLLUTION BY DEBRIS, SEDIMENT, CONSTRUCTION MATERIALS OR OTHER FOREIGN MATERIALS.

WORK TO BE COMPLETED:

- 1. INSTALL WORK ZONE TRAFFIC CONTROL.



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TOWN OF VIENNA / CITY OF ROME

REHABILITATION OF OSWEGO ROAD OVER FISH CREEK TOWN OF VIENNA / CITY OF ROME ONEIDA COUNTY, NEW YORK

PIN 2755.13 BIN 2206390

LD041921

Table with 3 columns: MARK, DATE, DESCRIPTION

REVISIONS

Table with 2 columns: PROJECT NO., DATE, DRAWN BY, DESIGNED BY, CHECKED BY

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 2309 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW

GENERAL NOTES (1 OF 2)

GEN-01

SHEET 5 OF 51

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DECK PLACEMENT NOTES:

1. CONCRETE PLACEMENT AND FINISHING OPERATIONS SHALL BE PERFORMED AS RAPIDLY AS POSSIBLE. THE ENGINEER MAY DIRECT THE CONTRACTOR TO STOP PLACEMENT OPERATIONS AT ANY TIME IF, IN THE ENGINEER'S OPINION, CONCRETE PLACED DURING THE PLACEMENT HAS STARTED TO SET, OR IS ABOUT TO SET, AND FURTHER PLACEMENT OF CONCRETE WILL CAUSE DEFLECTION CRACKING.
2. LONGITUDINAL CONSTRUCTION JOINTS NOT SHOWN IN THE PLANS ARE NOT PERMITTED.
3. THE CONTRACTOR SHALL OPERATE FINISHING MACHINE(S) AS CLOSE TO THE SKEW ANGLE AS PRACTICABLE FOR SKEW ANGLES BETWEEN 0° AND 35°. WHEN THE SKEW ANGLE IS GREATER THAN 35° THE FINISHING MACHINE(S) SHALL BE OPERATED AT A MAXIMUM SKEW ANGLE OF 35°.
4. THE CONTRACTOR SHALL PLACE WET BURLAP CURING BLANKETS ON THE CONCRETE DECK WITHIN 30 MINUTES OF THE CONCRETE BEING DEPOSITED INTO THE FORMS OR 5 MINUTES AFTER FINISHING, WHICHEVER COMES FIRST. THE PLACEMENT OF THE TURF DRAG TEXTURE SHALL NOT INTERFERE WITH THESE REQUIREMENTS.
5. IF THE CONTRACTOR'S DECK PLACEMENT OPERATION IS STOPPED PRIOR TO COMPLETION, WHETHER BY THE CONTRACTOR'S DECISION OR BY DIRECTION OF THE ENGINEER, THE CONTRACTOR SHALL PROVIDE A FINISHED DECK GRADE WHICH MATCHES THE PLANNED PROFILE. ANY SUBSEQUENT REVISIONS TO DECK FORMS MADE NECESSARY BY SUCH ACTION SHALL BE AT NO COST TO THE COUNTY.
6. THERE WILL BE NO EXCEPTIONS MADE TO THE POURING SEQUENCE SHOWN IN THE CONTRACT PLANS.
7. THE CONCRETE DECK SLAB FOR THIS STRUCTURE SHALL BE PLACED ACCORDING TO THE POURING SEQUENCE SHOWN IN THE CONTRACT PLANS. REQUESTS FOR AN ALTERNATE DECK POURING SEQUENCE SHALL BE SUBMITTED TO THE ENGINEER. THE SUBMITTAL REQUIREMENTS ARE PROVIDED IN THE DEPARTMENT'S "PROCEDURE FOR APPROVAL OF ALTERNATE DECK POURING SEQUENCE ON CONTINUOUS BRIDGES" IN THE CONSTRUCTION INSPECTION MANUAL. NO RELATED WORK MAY BE PROGRESSED BY THE CONTRACTOR UNTIL THE WRITTEN APPROVAL OF THE ALTERNATE PROCEDURE IS RECEIVED FROM THE ENGINEER. THE ENGINEER WILL REVIEW THE REQUEST AND REPLY WITHIN FIFTEEN (15) WORKING DAYS AFTER RECEIPT OF ALL THE REQUIRED SUBMITTAL DOCUMENTS FROM THE CONTRACTOR.
8. THE CONTRACTOR SHALL PROVIDE TO THE ENGINEER THE PROPOSED SET RETARDING WATER REDUCING ADMIXTURE (ASTM C494 TYPE D, SRWR) AND A COPY OF THE MANUFACTURER'S LITERATURE SPECIFYING THE RECOMMENDED RANGE TO PROVIDE SUFFICIENT RETARDATION. THIS SRWR DOSAGE SHALL NOT BE REDUCED AS THE PLACEMENT PROGRESSES. THE ENGINEER WILL REJECT ANY CONCRETE DELIVERY THAT CONTAINS AN ADMIXTURE DOSAGE RATE BEYOND THE MANUFACTURER'S RECOMMENDED RANGE. ANY SUPPLIER CODES DENOTING SRWR SHALL BE GIVEN TO THE ENGINEER FOR MONITORING PURPOSES.
9. THE VALUES SHOWN IN THE CAMBER AND HAUNCH TABLES ARE BASED ON THE DECK PLACEMENT SEQUENCE SHOWN IN THE PLANS. IF THE DECK PLACEMENT SEQUENCE IS ALTERED, THE CAMBER AND HAUNCH TABLES SHALL BE RECOMPUTED. THE CONTRACTOR SHALL HAVE A REGISTERED NEW YORK STATE PROFESSIONAL ENGINEER RECOMPUTE AND SEAL AND SIGN THESE TABLES AND SUBMIT THEM TO THE ENGINEER FOR APPROVAL.
10. CONSTRUCTION JOINTS SHALL BE PLACED PARALLEL TO THE SKEW ANGLE. DECK CONCRETE SHALL BE PLACED SO THAT THE LEADING EDGE IS PARALLEL TO THE SKEW. FINISHING MACHINE(S) SHALL BE OPERATED AS CLOSE TO THE SKEW ANGLE AS PRACTICABLE. TEXTURING MAY BE DONE LONGITUDINAL, TRANSVERSE OR PARALLEL TO THE ALIGNMENT OF THE FINISHING MACHINE.
11. ALL AREAS SHOWN ON THE PLANS AS "PLACEMENT 1" SHALL BE PLACED DURING THE INITIAL CONTINUOUS WORK PERIOD. SUBSEQUENT PLACEMENTS WILL NOT BE PERMITTED UNTIL 72 HOURS OF ACCEPTABLE CURING AFTER THE COMPLETION OF THE PREVIOUS PLACEMENT HAS BEEN ACHIEVED.
12. THE CONTRACTOR MAY DIVIDE PLACEMENT 2 INTO SEPARATE POURS. THE 72 HOUR WAITING PERIOD BETWEEN PLACEMENTS SHALL BE OBSERVED.



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TOWN OF
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 CITY OF
 ROME

PIN 2755.13
 BIN 2206390

REHABILITATION OF
 OSWEGO ROAD OVER FISH CREEK
 TOWN OF VIENNA / CITY OF ROME
 ONEIDA COUNTY, NEW YORK

LD041921

MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO: 146.202.001		
DATE: MAY 2026		
DRAWN BY: MAR		
DESIGNED BY: MAR		
CHECKED BY: JFC		
NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW		



GENERAL NOTES
 (2 OF 2)

GEN-02

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NOTES:

1. THE HORIZONTAL DATUM FOR THIS SURVEY IS ON THE NEW YORK STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD83(2011)), AND BASED UPON GPS OBSERVATIONS WITH NEW YORK STATE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS).
2. THE VERTICAL DATUM FOR THIS SURVEY IS ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND IS BASED UPON GPS OBSERVATIONS WITH NEW YORK STATE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS).
3. FIELD SURVEY PERFORMED BY AUBERTINE AND CURRIER ARCHITECTS, ENGINEERS & LAND SURVEYORS, PLLC, COMPLETED JUNE 13, 2024.
4. "EXISTING PROPERTY LINE MONUMENTATION".
ALL EXISTING PROPERTY LINE MONUMENTATION, IF DISTURBED, MUST BE REPLACED TO ITS ORIGINAL LOCATION.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING NEW BENCHMARKS PRIOR TO STARTING WORK ON THE PROJECT (IF NECESSARY). PAID UNDER ITEM 625.01.
6. REFER TO DWG BLT-03 FOR SURVEY BASELINE TIES.
7. PRIOR TO BEGINNING ANY WORK; THE CONTRACTOR IS RESPONSIBLE FOR THE VERIFICATION OF SURVEY CONTROL POINTS USED IN THE VERTICAL AND HORIZONTAL POSITIONING OF DESIGNED IMPROVEMENTS AND FOR IMMEDIATELY NOTIFYING THE E.I.C. OF ANY DISCREPANCIES FOUND.

GRID NORTH



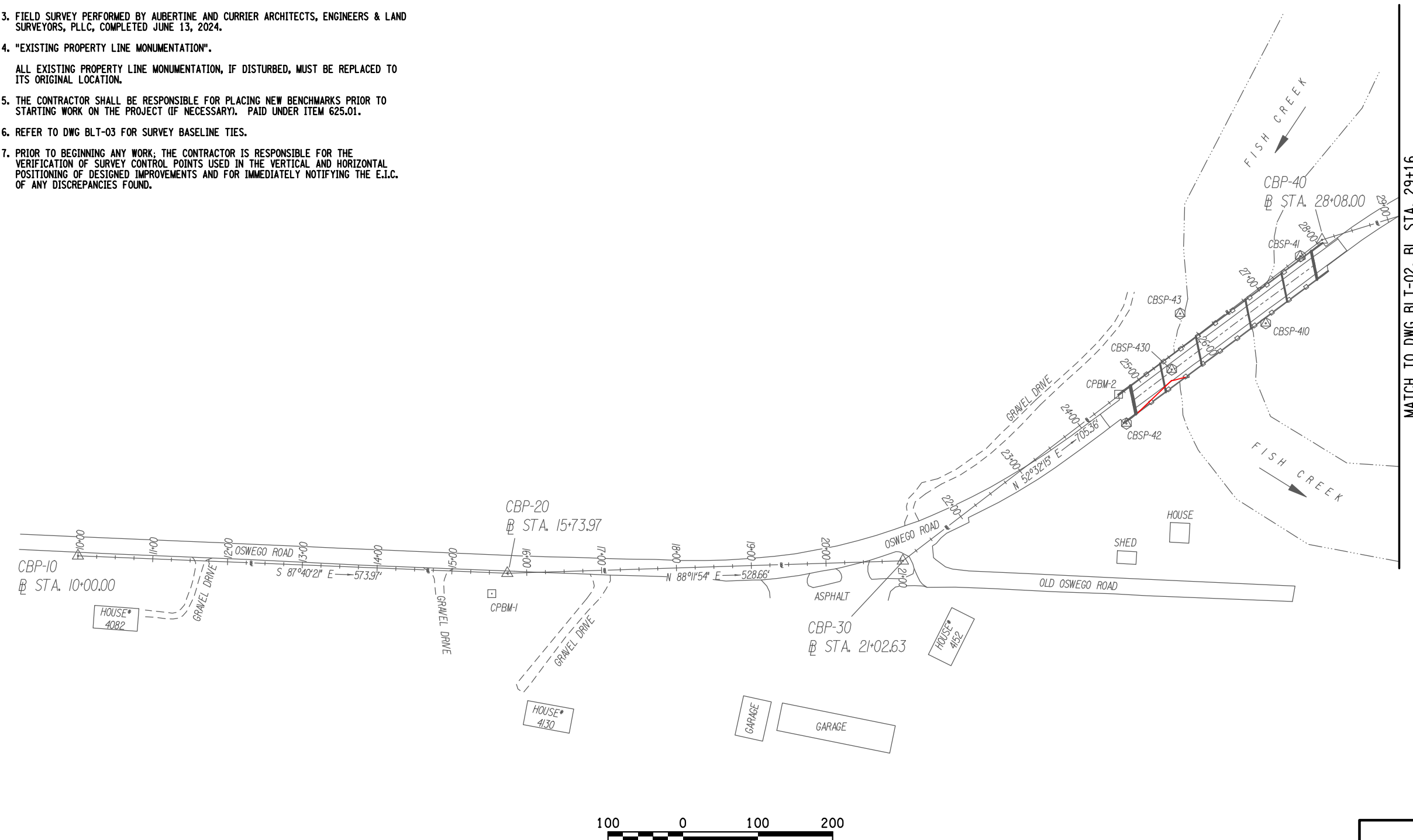
C&S Engineers, Inc.
499 Col. Eileen Collins Blvd.
Syracuse, New York 13212
Phone: 315-455-2000
Fax: 315-455-9667
www.cscos.com

TOWN OF VIENNA / CITY OF ROME

PIN 2755.13
BIN 2206390

REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
TOWN OF VIENNA / CITY OF ROME
ONEIDA COUNTY, NEW YORK

LD041921



MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO: 146.202.001		
DATE: MAY 2026		
DRAWN BY: MAR		
DESIGNED BY: MAR		
CHECKED BY: JFC		
NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW		

BASELINE TIES & BENCHMARKS (1 OF 3)

BLT-01

SHEET 7 OF 51



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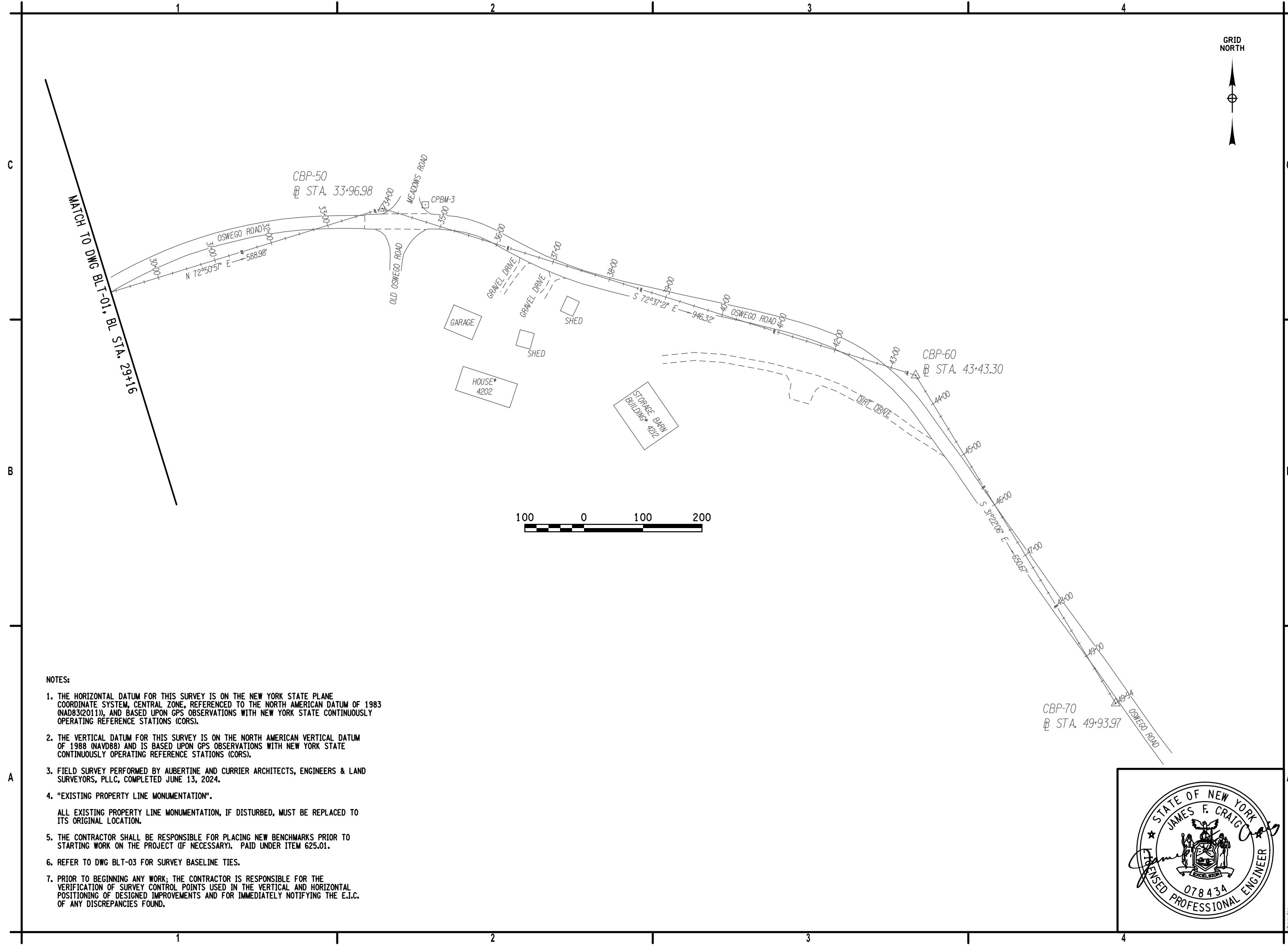
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BASELINE TIES & BENCHMARKS (2 OF 3)

BLT-02

SHEET 8 OF 51



NOTES:

1. THE HORIZONTAL DATUM FOR THIS SURVEY IS ON THE NEW YORK STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD83(2011)), AND BASED UPON GPS OBSERVATIONS WITH NEW YORK STATE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS).
2. THE VERTICAL DATUM FOR THIS SURVEY IS ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND IS BASED UPON GPS OBSERVATIONS WITH NEW YORK STATE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS).
3. FIELD SURVEY PERFORMED BY AUBERTINE AND CURRIER ARCHITECTS, ENGINEERS & LAND SURVEYORS, PLLC, COMPLETED JUNE 13, 2024.
4. "EXISTING PROPERTY LINE MONUMENTATION".
 ALL EXISTING PROPERTY LINE MONUMENTATION, IF DISTURBED, MUST BE REPLACED TO ITS ORIGINAL LOCATION.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING NEW BENCHMARKS PRIOR TO STARTING WORK ON THE PROJECT (IF NECESSARY). PAID UNDER ITEM 625.01.
6. REFER TO DWG BLT-03 FOR SURVEY BASELINE TIES.
7. PRIOR TO BEGINNING ANY WORK, THE CONTRACTOR IS RESPONSIBLE FOR THE VERIFICATION OF SURVEY CONTROL POINTS USED IN THE VERTICAL AND HORIZONTAL POSITIONING OF DESIGNED IMPROVEMENTS AND FOR IMMEDIATELY NOTIFYING THE E.I.C. OF ANY DISCREPANCIES FOUND.



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TOWN OF VIENNA / CITY OF ROME

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REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
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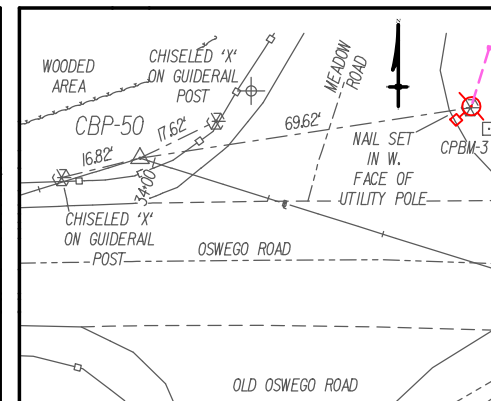
BASELINE TIES & BENCHMARKS (3 OF 3)

BLT-03

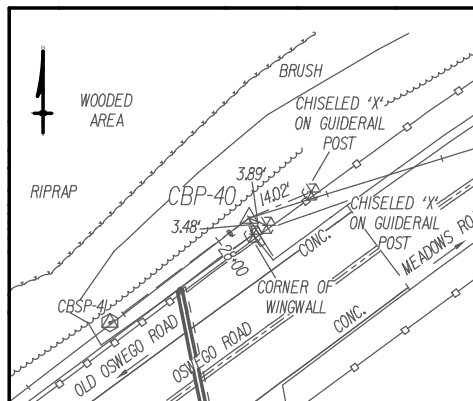
SHEET 9 OF 51



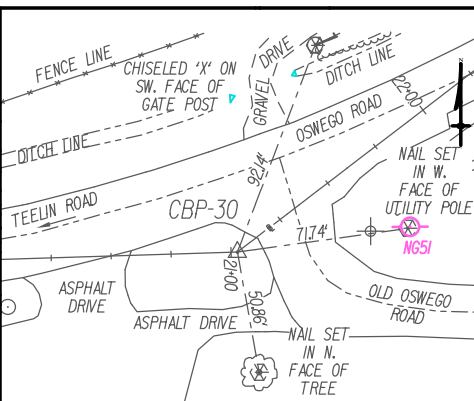
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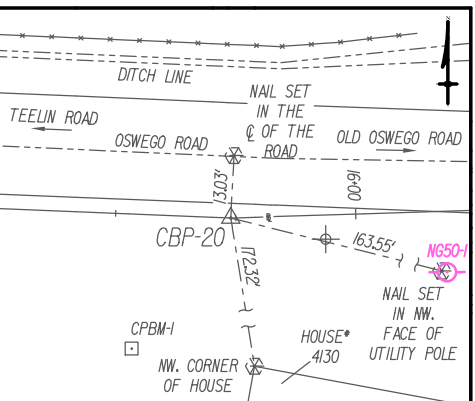
TIE NOT TO SCALE
CBP-50 @STA. 33+96.98
 5/8" REBAR WITH "A&C" CAP SET IN THE GRASS, 609±' NE'LY FROM THE NE'LY END OF THE OSWEGO ROAD BRIDGE OVER FISH CREEK, 8.52±' FROM THE NW'LY EDGE OF PAVEMENT OF MEADOWS ROAD.
 NAD83/2011
 COMBINED SCALE FACTOR: 0.9999980272
 N: 1,189,065.264 NAVD88
 E: 1,079,430.544 ELEV: 414.70'



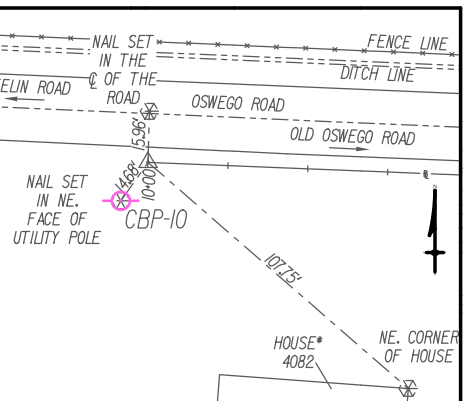
TIE NOT TO SCALE
CBP-40 @STA. 28+08.00
 5/8" REBAR WITH "A&C" CAP SET IN THE GRASS, 35±' NE'LY FROM THE NE'LY END OF THE OSWEGO ROAD BRIDGE OVER FISH CREEK, 10.03±' FROM THE NW'LY EDGE OF PAVEMENT OF OSWEGO ROAD.
 NAD83/2011
 COMBINED SCALE FACTOR: 0.9999980272
 N: 1,188,891.581 NAVD88
 E: 1,078,867.752 ELEV: 406.46'



TIE NOT TO SCALE
CBP-30 @STA. 21+02.63
 5/8" REBAR WITH "A&C" CAP SET IN THE GRASS, 375±' SW'LY FROM THE SW'LY END OF THE OSWEGO ROAD BRIDGE OVER FISH CREEK, 8.89±' FROM THE SW'LY EDGE OF PAVEMENT OF OLD OSWEGO ROAD, IN FRONT OF HOUSE# 4152.
 NAD83/2011
 COMBINED SCALE FACTOR: 0.9999980272
 N: 1,188,462.548 NAVD88
 E: 1,078,307.868 ELEV: 414.74'



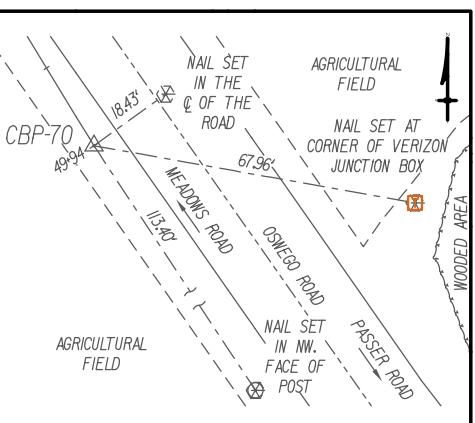
TIE NOT TO SCALE
CBP-20 @STA. 15+73.97
 5/8" REBAR WITH "A&C" CAP SET IN THE GRASS, 867±' SW'LY FROM THE SW'LY END OF THE OSWEGO ROAD BRIDGE OVER FISH CREEK, 3.04±' FROM THE S'LY EDGE OF PAVEMENT OF OSWEGO ROAD, IN FRONT OF HOUSE# 4130.
 NAD83/2011
 COMBINED SCALE FACTOR: 0.9999980272
 N: 1,188,445.927 NAVD88
 E: 1,077,779.467 ELEV: 417.57'



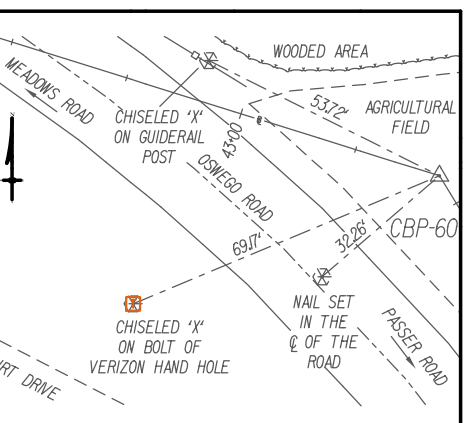
TIE NOT TO SCALE
CBP-10 @STA. 10+00.00
 5/8" REBAR WITH "A&C" CAP SET IN THE GRASS, 1,424±' W'LY FROM THE SW'LY END OF THE OSWEGO ROAD BRIDGE OVER FISH CREEK, 4.75±' FROM THE S'LY EDGE OF PAVEMENT OF OSWEGO ROAD, IN FRONT OF HOUSE# 4082.
 NAD83/2011
 COMBINED SCALE FACTOR: 0.9999980272
 N: 1,188,469.236 NAVD88
 E: 1,077,205.970 ELEV: 440.19'

- NOTES:**
1. THE HORIZONTAL DATUM FOR THIS SURVEY IS ON THE NEW YORK STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD83(2011)), AND BASED UPON GPS OBSERVATIONS WITH NEW YORK STATE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS).
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 3. FIELD SURVEY PERFORMED BY AUBERTINE AND CURRIER ARCHITECTS, ENGINEERS & LAND SURVEYORS, PLLC, COMPLETED JUNE 13, 2024.
 4. "EXISTING PROPERTY LINE MONUMENTATION".

ALL EXISTING PROPERTY LINE MONUMENTATION, IF DISTURBED, MUST BE REPLACED TO ITS ORIGINAL LOCATION.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING NEW BENCHMARKS PRIOR TO STARTING WORK ON THE PROJECT (IF NECESSARY). PAID UNDER ITEM 625.01.
 6. PRIOR TO BEGINNING ANY WORK; THE CONTRACTOR IS RESPONSIBLE FOR THE VERIFICATION OF SURVEY CONTROL POINTS USED IN THE VERTICAL AND HORIZONTAL POSITIONING OF DESIGNED IMPROVEMENTS AND FOR IMMEDIATELY NOTIFYING THE E.I.C. OF ANY DISCREPANCIES FOUND.



TIE NOT TO SCALE
CBP-70 @STA. 49+93.97
 5/8" REBAR WITH "A&C" CAP SET IN THE GRASS, 1,921±' SE'LY FROM THE NE'LY END OF THE OSWEGO ROAD BRIDGE OVER FISH CREEK, 5.65±' FROM THE SW'LY EDGE OF PAVEMENT OF OSWEGO ROAD.
 NAD83/2011
 COMBINED SCALE FACTOR: 0.9999980272
 N: 1,188,227.061 NAVD88
 E: 1,080,672.369 ELEV: 455.99'



TIE NOT TO SCALE
CBP-60 @STA. 43+43.30
 5/8" REBAR WITH "A&C" CAP SET IN THE GRASS, 1,478±' E'LY FROM THE NE'LY END OF THE OSWEGO ROAD BRIDGE OVER FISH CREEK, 22.45±' FROM THE NE'LY EDGE OF PAVEMENT OF OSWEGO ROAD.
 NAD83/2011
 COMBINED SCALE FACTOR: 0.9999980272
 N: 1,188,782.630 NAVD88
 E: 1,080,333.671 ELEV: 454.88'

BM NO.	BASELINE STATION	OFFSET	SIDE	NORTHING	EASTING	ELEVATION	DESCRIPTION
CPBM-1	15+54	28.03'	RT	1,188,419	1,077,759	413.936'	5/8" REBAR WITH CAP SET
CPBM-2	24+67	1.53'	LT	1,188,685	1,078,596	411.227'	GAGING STATION BRASS DISC
CPBM-3	34+65	27.56'	LT	1,189,071	1,079,503	417.597'	5/8" REBAR WITH CAP SET

GENERAL NOTES:

1. THE CONTRACTOR SHALL MAINTAIN TRAFFIC THROUGHOUT THE LENGTH OF THE CONTRACT IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 619 OF THE CURRENT NYSOT STANDARD SPECIFICATIONS, THE 2023 NATIONAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) WITH THE NEW YORK STATE (NYS) SUPPLEMENT, THE TEMPORARY TRAFFIC CONTROL DETAILS IN THE PLANS AND PROPOSAL OF THIS CONTRACT, AND AS ORDERED BY THE ENGINEER (A.O.B.E.).
2. THE TYPICAL DETAILS DEPICTED IN THIS STANDARD REFLECT THE MINIMUM REQUIREMENTS, UNLESS OTHERWISE DIRECTED BY THE PROJECT PLANS AND SPECIFICATIONS, AND/OR THE E.I.C.
3. FOR TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES IN CONSTRUCTION AREAS NOT SPECIFIED IN THE PLANS, THE PROVISIONS OF PART 6 OF THE MUTCD WITH NYS SUPPLEMENT SHALL APPLY. THE STANDARDS OF APPLICATION NOTED THEREIN AND ON THE PLANS ARE CONSIDERED TO BE MINIMUM STANDARDS.
4. PRIOR TO STARTING ANY WORK OPERATIONS, ALL RELATED WORK FOR PROPOSED TEMPORARY TRAFFIC CONTROL SHALL BE COMPLETE. THIS INCLUDES BUT IS NOT LIMITED TO, ALL SIGNS, SIGNALS, PAVEMENT MARKINGS, BARRIERS, DELINEATION (CONES, DRUMS, ETC.), FLAGGERS, PAVEMENT MODIFICATIONS, AND ANY OTHER RELATED WORK AS DIRECTED BY THE ENGINEER IN CHARGE (E.I.C.).
5. WEEDS, SHRUBBERY, CONSTRUCTION MATERIALS, EQUIPMENT, VEHICLES, OR WORKERS SHALL NOT OBSCURE TRAFFIC DEVICES OR OBSTRUCT TRAFFIC. THE CONTRACTOR SHALL BE REQUIRED TO TRIM ANY FOLIAGE OBSTRUCTING THE VISIBILITY OF ANY TRAFFIC CONTROL DEVICES WHETHER PERMANENT, TEMPORARY OR CONSTRUCTION.
6. THE CONTRACTOR MUST SUBMIT TO THE ENGINEER, IN WRITING, PROPOSED REVISIONS TO THE TEMPORARY TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE ENGINEER OR DESIGNEE FIVE (5) WORKING DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE BASIC CONCEPT OF THE TRAFFIC CONTROL PLAN, SUCH CONCEPTUAL CHANGES MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL THIRTY (30) WORKING DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.
7. THE ROADWAY SHALL BE KEPT CLEAN OF MUD AND DEBRIS AT ALL TIMES; ROAD CLEANING SHALL BE PERFORMED A.O.B.E.
8. ROADSIDE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES.
9. NOTIFY UDIG NEW YORK THREE WORKING DAYS PRIOR TO DIGGING, DRILLING, OR BLASTING AT 1-800-962-7962, FOR A UTILITY STAKEOUT.

ACTIVITY AREA:

1. THE CONTRACTOR SHALL COORDINATE ANY WORK WITH OTHER CONTRACTORS, UTILITY COMPANIES, OR MUNICIPALITIES IN ORDER TO ENSURE ALL TRAFFIC IS PROPERLY AND SAFELY MAINTAINED AND PROTECTED AT ALL TIMES.

CONTRACTOR VEHICLES:

1. VEHICLES OR EQUIPMENT ARE NOT TO BE PARKED WITHIN THE CLEAR ZONE AS SHOWN ON THE PLANS, ALONG THE ROADWAY USED BY THE GENERAL PUBLIC OR ANY OTHER AREAS DEEMED HAZARDOUS BY THE ENGINEER.
2. VEHICLES PARKED BEHIND GUIDE RAIL/ BARRIER SHALL BE PARKED BEYOND THE GUIDE RAIL/BARRIER DEFLECTION DISTANCE.
3. VEHICLES BELONGING TO THE CONTRACTOR OR THE CONTRACTOR'S WORKERS SHALL NOT BE PARKED ON THE PAVEMENT OR SHOULDERS ALONG THE ROADWAY WHERE PARKING IS NOT NORMALLY PERMITTED.
4. VEHICLES BELONGING TO THE CONTRACTOR OR THE CONTRACTOR'S EMPLOYEES SHALL NOT BE PARKED IN A MANNER WHICH OBSTRUCTS SIGNS, BARRIERS, BARRICADES, OTHER TRAFFIC CONTROL DEVICES.

SIGNS:

1. ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE NATIONAL MUTCD WITH NYS SUPPLEMENT, THE LOCATIONS OF THE SIGNS SHOWN ON THE WORK ZONE TRAFFIC CONTROL DETOUR PLAN (DWG. WZTC-02) AND DETAILS MAY BE ADJUSTED BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL OF THE E.I.C.
2. ANY EXISTING SIGNS WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET A.O.B.E. BLANK COVERS USED TO COVER PORTIONS OF EXISTING SIGNS SHALL BE OF A COLOR AND REFLECTORIZED MATERIAL MATCHING THAT OF THE SIGN BEING PARTIALLY COVERED. THE CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGE TO THE SIGNS CAUSED BY THE METHODS USED TO TEMPORARILY REMOVE, RELOCATE OR COVER SIGN PANELS OR SIGN TEXT, AT NO ADDITIONAL COST TO THE TOWN. ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS OTHERWISE REPLACED IN THIS CONTRACT.
3. SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT.
4. ALL CONSTRUCTION SIGNS SHALL BE MOUNTED ON NCHRP 350 APPROVED TEMPORARY SIGN SUPPORTS UNLESS SHIELDED BY TEMPORARY CONCRETE BARRIER OR GUIDE RAIL, AND LOCATED BEYOND THE DEFLECTION DISTANCES.
5. UNDER NO CIRCUMSTANCES SHALL A SIGN PANEL BE TRUNCATED OR TRIMMED SO THAT IT WILL NOT INTERFERE WITH TRAVEL WAY. IF THIS CONDITION EXISTS, THE E.I.C. WILL DIRECT THE CONTRACTOR TO RELOCATE THAT SIGN SO AS NOT TO CAUSE ANY OBSTRUCTION WITH THE TRAVEL WAY.
6. WARNING FLAGS ON SIGNS MAY BE USED TO INCREASE TARGET VALUE AND VISIBILITY OF TRAFFIC CONTROL SIGNS DURING DAYLIGHT HOURS.
7. THE DIMENSIONS OF TRAFFIC CONTROL SIGNS ARE DESCRIBED ON NYSOT STANDARD SHEET 645-012. THESE DIMENSIONS MAY BE INCREASED WHENEVER NECESSARY FOR GREATER LEGIBILITY OR EMPHASIS, AS SHOWN IN THE TABLE.

PEDESTRIAN ACCESS:

1. PEDESTRIAN ACCESS IS TO BE CLOSED THROUGHOUT THE PROJECT AREA DURING THE OSWEGO ROAD CONSTRUCTION.
2. THE CONTRACTOR SHALL REFER TO THE PLANS AND NYSOT STANDARD SHEETS FOR WZTC NOTES AND DETAILS. ACCESS TO ALL ROADS AND PROPERTIES SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING PRIVATE DRIVEWAYS TO ADJACENT PROPERTIES.

OFF-SITE DETOURS:

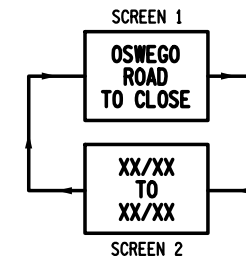
1. THE CONTRACTOR SHALL SET UP AND MAINTAIN AN OFF-SITE DETOUR AS DEPICTED ON DWG. WZTC-02 FOR THE DURATION THAT THE BRIDGE IS CLOSED FOR RECONSTRUCTION.
2. SINCE THE OFF-SITE DETOUR IS PARTIALLY LOCATED ALONG A NEW YORK STATE HIGHWAY (RT. 49), A HIGHWAY WORK PERMIT WILL BE REQUIRED THROUGH THE NYSOT REGIONAL OFFICE. THE CONTRACTOR SHALL CONTACT THE REGIONAL PERMIT ENGINEER:

MICHAEL MUHA
REGIONAL PERMIT ENGINEER
MICHAEL.MUHA@DOT.NY.GOV
315-793-2433

3. ALL WORK IS TO BE CONSTRUCTED WHILE THE DETOUR IS IN PLACE.

NYSOT STANDARD SHEETS:

619-001 619-002 619-004 619-010 619-011 619-012 619-503



ADVANCE PVMS MESSAGE
TWO WEEKS PRIOR TO CLOSURE
LOCATIONS 1A AND 2A



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REHABILITATION OF OSWEGO ROAD OVER FISH CREEK

TOWN OF VIENNA / CITY OF ROME
ONEIDA COUNTY, NEW YORK

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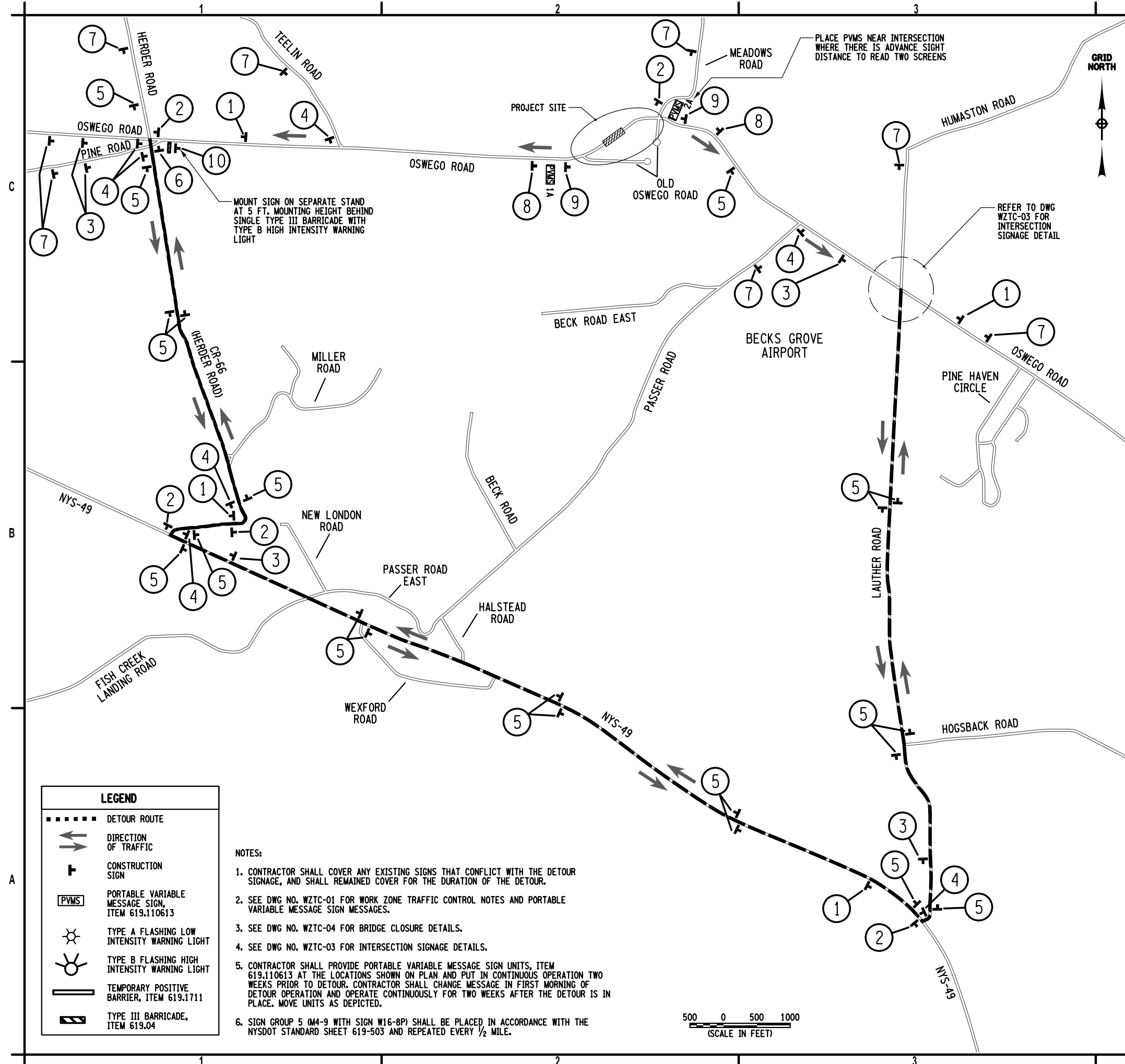
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WORK ZONE TRAFFIC CONTROL NOTES

WZTC-01
SHEET 10 OF 51

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LEGEND

- DETOUR ROUTE
- DIRECTION OF TRAFFIC
- ⊥ CONSTRUCTION SIGN
- [PVMS] PORTABLE VARIABLE MESSAGE SIGN, ITEM 619.110613
- ☀ TYPE A FLASHING LOW INTENSITY WARNING LIGHT
- ☀ TYPE B FLASHING HIGH INTENSITY WARNING LIGHT
- ▬ TEMPORARY POSITIVE BARRIER, ITEM 619.1711
- ▬ TYPE III BARRICADE, ITEM 619.04

- NOTES:**
- CONTRACTOR SHALL COVER ANY EXISTING SIGNS THAT CONFLICT WITH THE DETOUR SIGNAGE, AND SHALL REMAINED COVER FOR THE DURATION OF THE DETOUR.
 - SEE DWG NO. WZTC-01 FOR WORK ZONE TRAFFIC CONTROL NOTES AND PORTABLE VARIABLE MESSAGE SIGN MESSAGES.
 - SEE DWG NO. WZTC-04 FOR BRIDGE CLOSURE DETAILS.
 - SEE DWG NO. WZTC-03 FOR INTERSECTION SIGNAGE DETAILS.
 - CONTRACTOR SHALL PROVIDE PORTABLE VARIABLE MESSAGE SIGN UNITS, ITEM 619.110613 AT THE LOCATIONS SHOWN ON PLAN AND PUT IN CONTINUOUS OPERATION TWO WEEKS PRIOR TO DETOUR. CONTRACTOR SHALL CHANGE MESSAGE IN FIRST MORNING OF DETOUR OPERATION AND OPERATE CONTINUOUSLY FOR TWO WEEKS AFTER THE DETOUR IS IN PLACE. MOVE UNITS AS DEPICTED.
 - SIGN GROUP 5 (M4-9 WITH SIGN W16-8P) SHALL BE PLACED IN ACCORDANCE WITH THE NYSDOT STANDARD SHEET 619-503 AND REPEATED EVERY 1/2 MILE.

500 0 500 1000
(SCALE IN FEET)

ITEM 619.01 - CONSTRUCTION SIGNS

SIGN GROUP	SIGNAGE	SIZE OF SIGN	NO. OF POSTINGS	M.U.T.C.D. NO.
1	OSWEGO RD DETOUR	34" x 8" 30" x 24"	4	W16-8p M4-9LBR
2	OSWEGO RD DETOUR	34" x 8" 30" x 24"	6	W16-8p M4-9L
3	OSWEGO RD DETOUR	34" x 8" 30" x 24"	5	W16-8p M4-9RBR
4	OSWEGO RD DETOUR	34" x 8" 30" x 24"	7	W16-8p M4-9R
5	OSWEGO RD DETOUR	34" x 8" 30" x 24"	20	W16-8p M4-9
6	OSWEGO RD END DETOUR	34" x 8" 24" x 18"	2	W16-8p M4-8a
7	OSWEGO RD DETOUR 1500 FT	34" x 8" 36" x 36"	3	W16-8p W20-2
8	BRIDGE CLOSED 1000 FT	36" x 36"	2	NYW8-4
9	BRIDGE CLOSED 500 FT	36" x 36"	2	NYW8-4
10	BRIDGE OUT 1 1/2 MILES AHEAD LOCAL TRAFFIC ONLY DETOUR	60" x 30" 48" x 18"	1	R11-3b M4-10R
11	BRIDGE OUT 1 MILE AHEAD LOCAL TRAFFIC ONLY DETOUR	60" x 30" 48" x 18"	1	R11-3b M4-10L
12	BRIDGE CLOSED	48" x 30"	2	R11-2
13	ORANGE FLAGS	36" x 36"	2 2	W3-1
14	STOP ALL WAY	30" x 30" 18" x 6"	2	R1-1 R1-3P
15	ALL WAY	18" x 6"	2	R1-3P



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WORK ZONE TRAFFIC CONTROL DETOUR PLAN

WZTC-02

SHEET 11 OF 51



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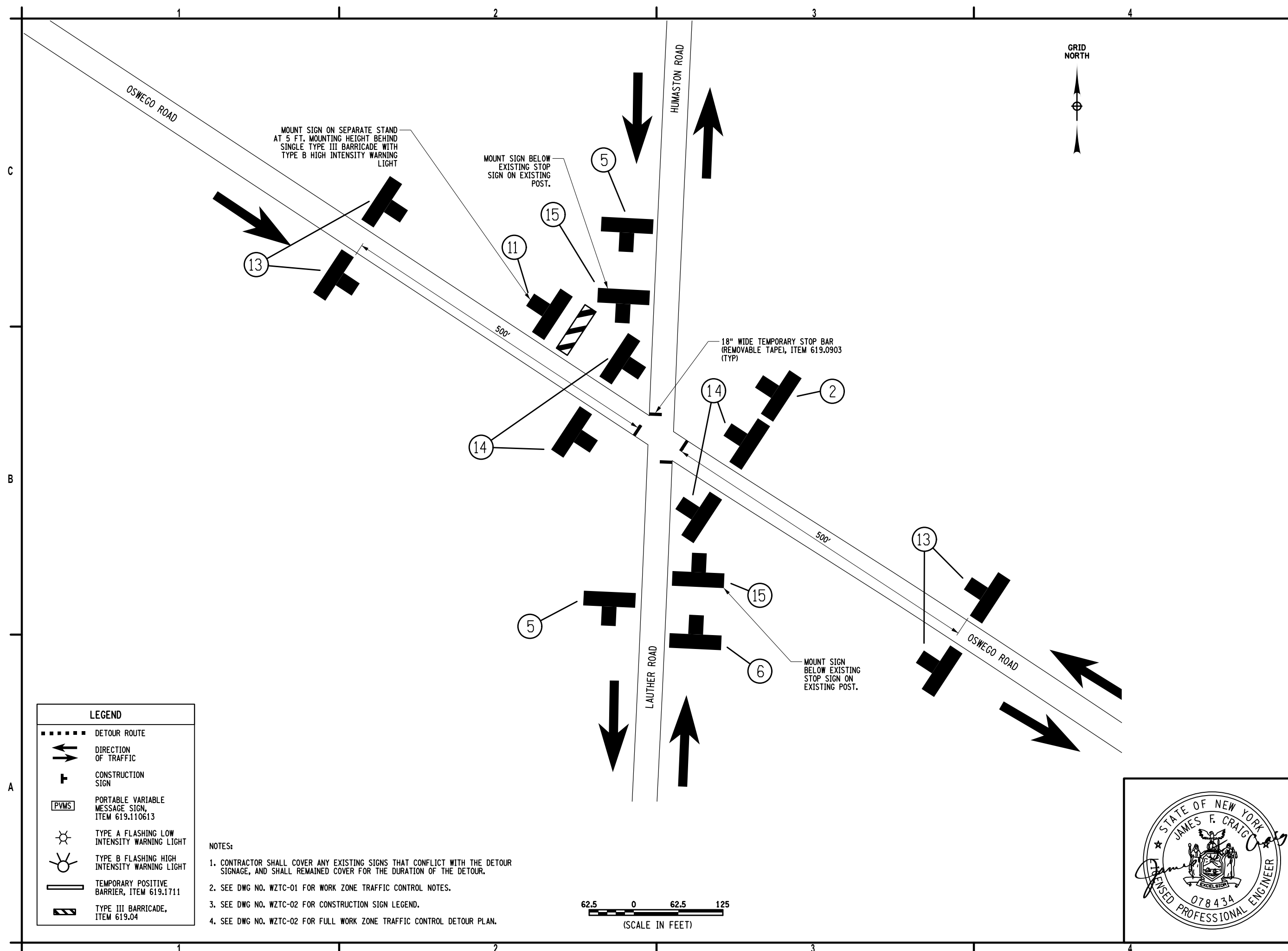


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WORK ZONE TRAFFIC CONTROL DETAILS (1 OF 2)

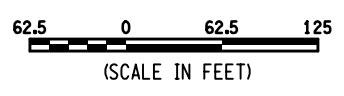
WZTC-03

SHEET 12 OF 51



LEGEND	
	DETOUR ROUTE
	DIRECTION OF TRAFFIC
	CONSTRUCTION SIGN
	PORTABLE VARIABLE MESSAGE SIGN, ITEM 619.110613
	TYPE A FLASHING LOW INTENSITY WARNING LIGHT
	TYPE B FLASHING HIGH INTENSITY WARNING LIGHT
	TEMPORARY POSITIVE BARRIER, ITEM 619.1711
	TYPE III BARRICADE, ITEM 619.04

- NOTES:
1. CONTRACTOR SHALL COVER ANY EXISTING SIGNS THAT CONFLICT WITH THE DETOUR SIGNAGE, AND SHALL REMAINED COVER FOR THE DURATION OF THE DETOUR.
 2. SEE DWG NO. WZTC-01 FOR WORK ZONE TRAFFIC CONTROL NOTES.
 3. SEE DWG NO. WZTC-02 FOR CONSTRUCTION SIGN LEGEND.
 4. SEE DWG NO. WZTC-02 FOR FULL WORK ZONE TRAFFIC CONTROL DETOUR PLAN.





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TOWN OF VIENNA / CITY OF ROME

PIN 2755.13
 BIN 2206390

REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
 TOWN OF VIENNA / CITY OF ROME
 ONEIDA COUNTY, NEW YORK

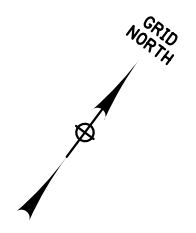
LD041921

MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO: 146.202.001		
DATE: MAY 2026		
DRAWN BY: MEM		
DESIGNED BY: MEM		
CHECKED BY: JFC		
NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW		

WORK ZONE TRAFFIC CONTROL DETAILS (2 OF 2)

WZTC-04

SHEET 13 OF 51



LEGEND	
	DETOUR ROUTE
	DIRECTION OF TRAFFIC
	CONSTRUCTION SIGN
	PORTABLE VARIABLE MESSAGE SIGN, ITEM 619.110613
	TYPE A FLASHING LOW INTENSITY WARNING LIGHT
	TYPE B FLASHING HIGH INTENSITY WARNING LIGHT
	TEMPORARY POSITIVE BARRIER, ITEM 619.1715
	TYPE III BARRICADE, ITEM 619.04

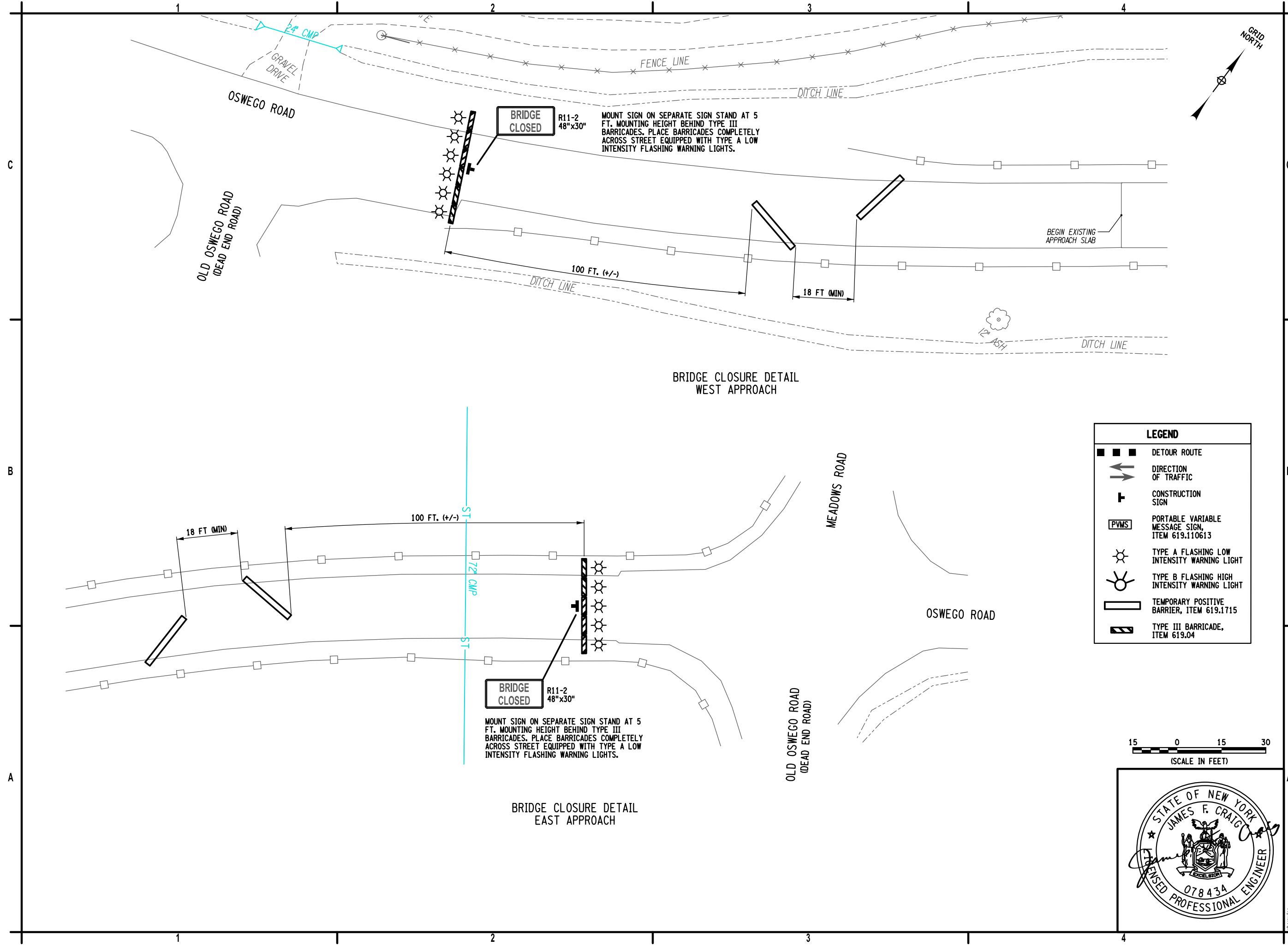


BRIDGE CLOSED R11-2 48"x30"
 MOUNT SIGN ON SEPARATE SIGN STAND AT 5 FT. MOUNTING HEIGHT BEHIND TYPE III BARRICADES. PLACE BARRICADES COMPLETELY ACROSS STREET EQUIPPED WITH TYPE A LOW INTENSITY FLASHING WARNING LIGHTS.

BRIDGE CLOSURE DETAIL WEST APPROACH

BRIDGE CLOSED R11-2 48"x30"
 MOUNT SIGN ON SEPARATE SIGN STAND AT 5 FT. MOUNTING HEIGHT BEHIND TYPE III BARRICADES. PLACE BARRICADES COMPLETELY ACROSS STREET EQUIPPED WITH TYPE A LOW INTENSITY FLASHING WARNING LIGHTS.

BRIDGE CLOSURE DETAIL EAST APPROACH



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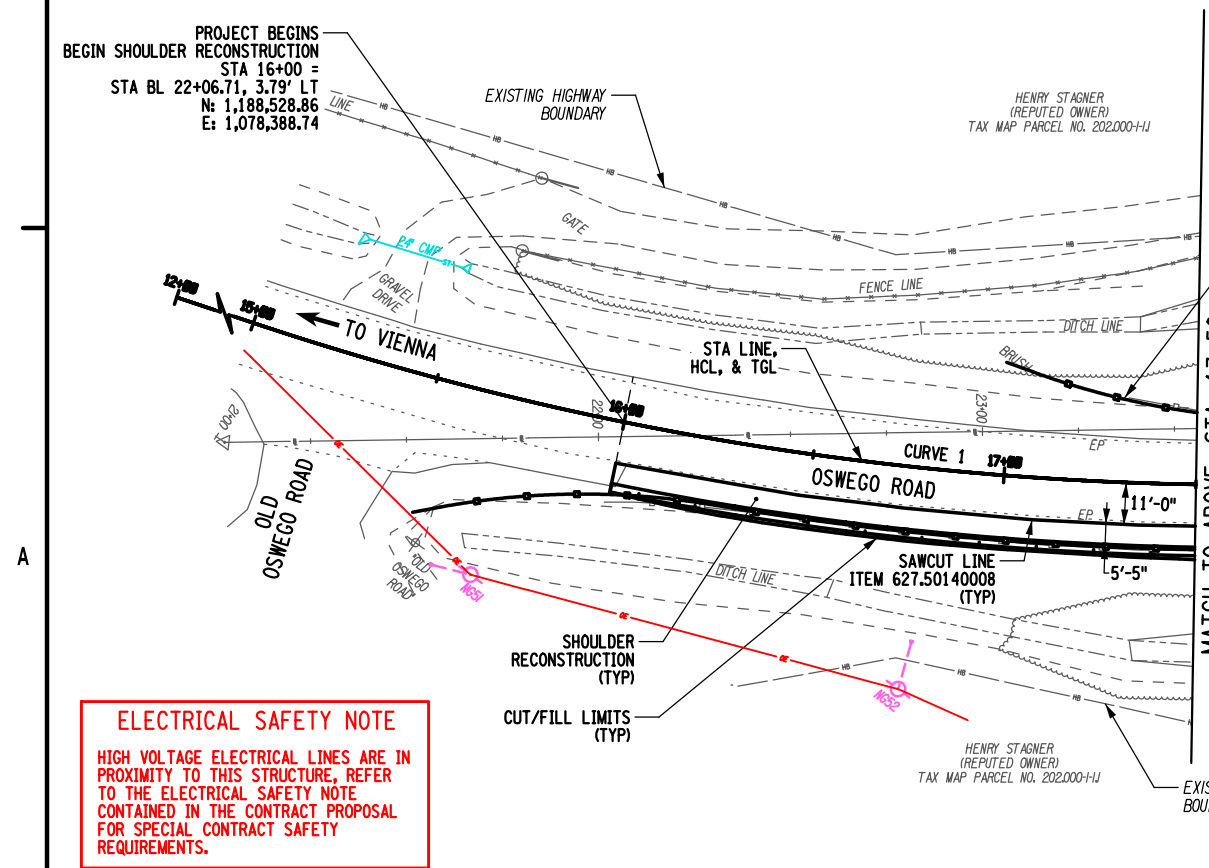
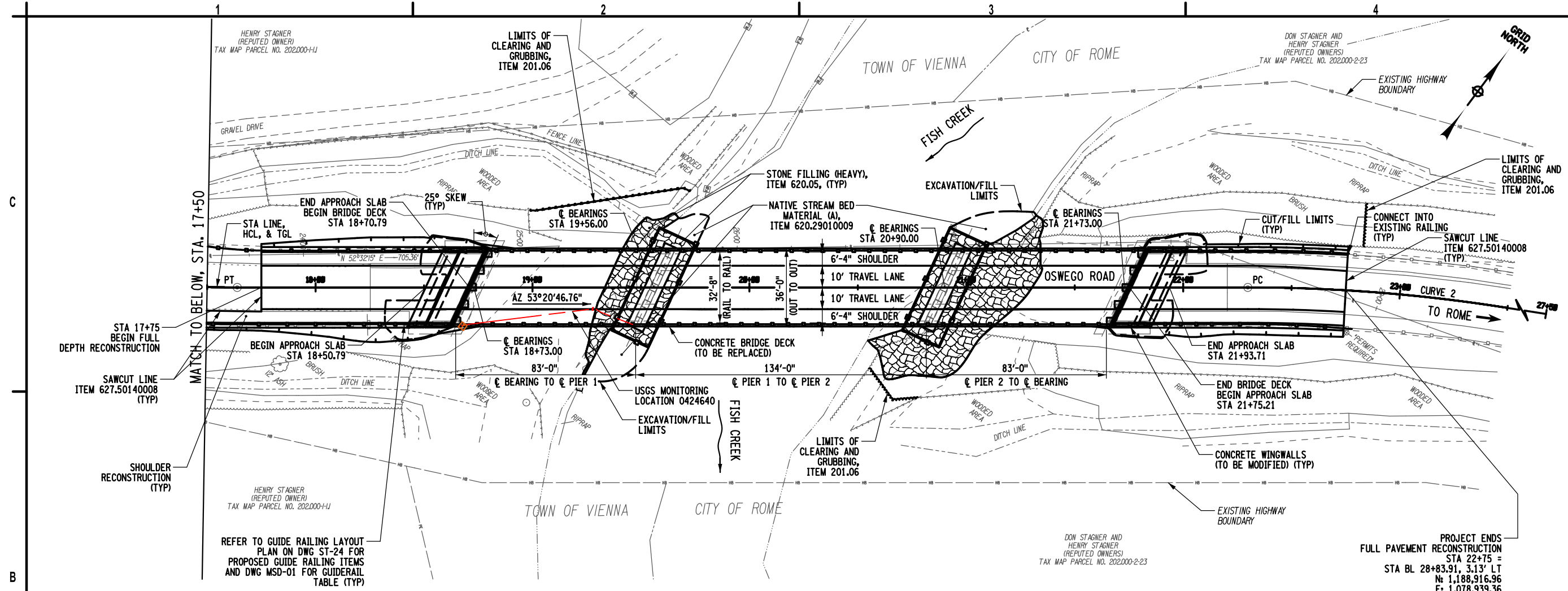
TOWN OF VIENNA /
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REFER TO GUIDE RAILING LAYOUT PLAN ON DWG ST-24 FOR PROPOSED GUIDE RAILING ITEMS AND DWG MSD-01 FOR GUIDERAIL TABLE (TYP)

ELECTRICAL SAFETY NOTE
HIGH VOLTAGE ELECTRICAL LINES ARE IN PROXIMITY TO THIS STRUCTURE, REFER TO THE ELECTRICAL SAFETY NOTE CONTAINED IN THE CONTRACT PROPOSAL FOR SPECIAL CONTRACT SAFETY REQUIREMENTS.

CURVE NO. 1				CURVE NO. 2			
POINT	STATION	NORTHING	EASTING	POINT	STATION	NORTHING	EASTING
PC	12+13.64	1188452.313	1078011.559	PC	22+29.82	1188892.012	1078900.545
PI	14+99.62	1188443.053	1078297.386	PI	24+97.27	1189051.703	1079115.084
PT	17+63.89	1188613.808	1078526.789	PT	27+44.34	1189042.708	1079382.380
RADIUS :		818.51'		RADIUS :		763.94'	
DELTA :		38° 31' 03.2" LEFT		DELTA :		38° 35' 21.1" RIGHT	
LENGTH :		550.25'		LENGTH :		514.52'	
TANGENT :		285.98'		TANGENT :		267.45'	
CHORD :		539.95'		CHORD :		504.85'	
MIDDLE ORDINATE :		45.81'		MIDDLE ORDINATE :		42.91'	
EXTERNAL :		48.52'		EXTERNAL :		45.46'	



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ROADWAY
PLAN

PLN-01

SHEET 14 OF 51



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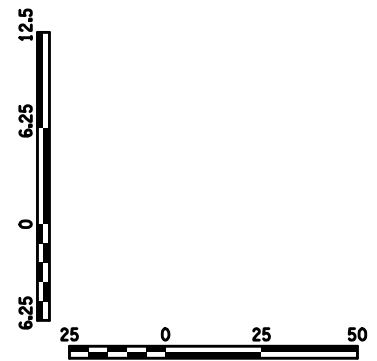
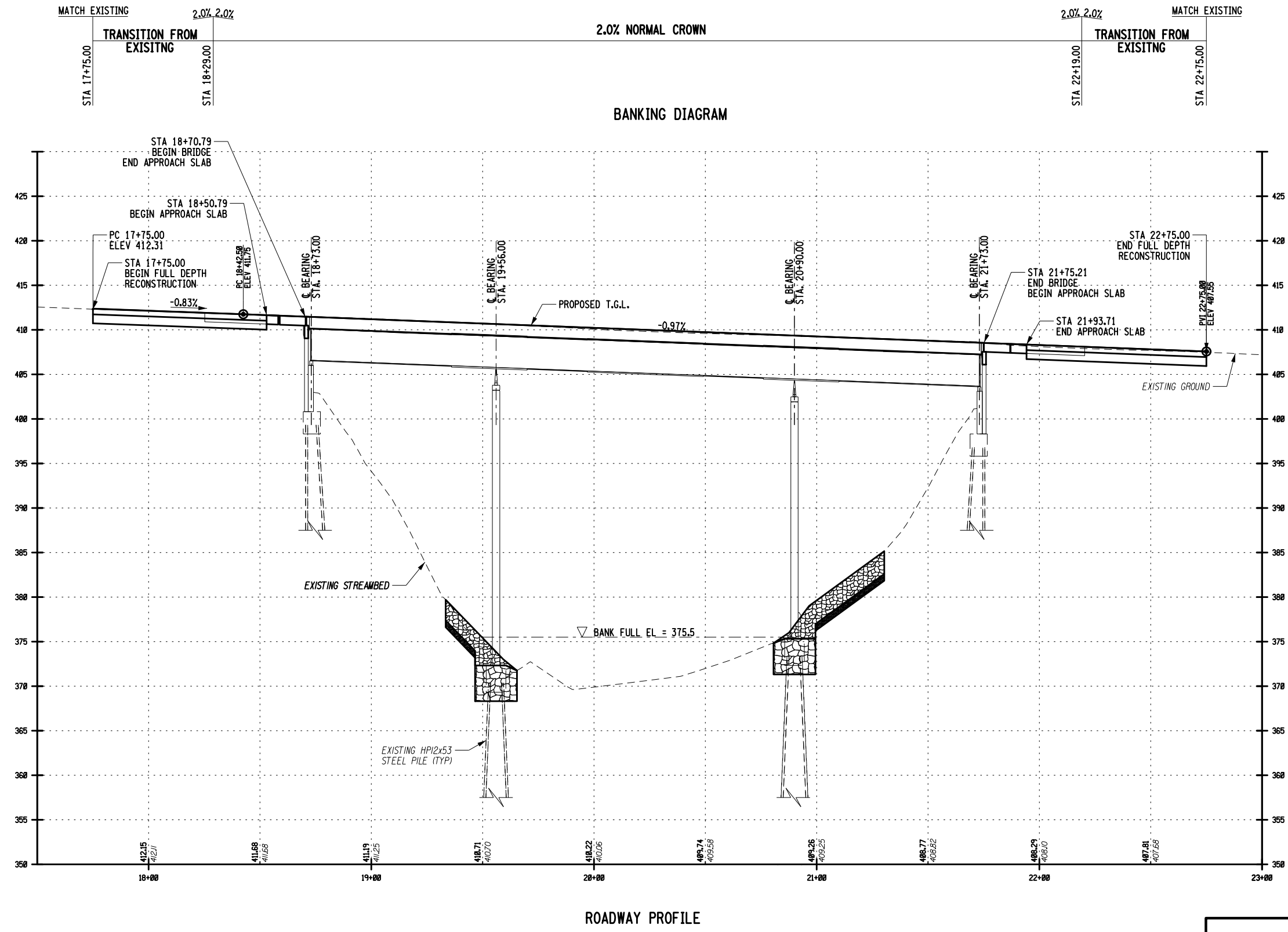
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ROADWAY PROFILE

PRO-01

SHEET 15 OF 51



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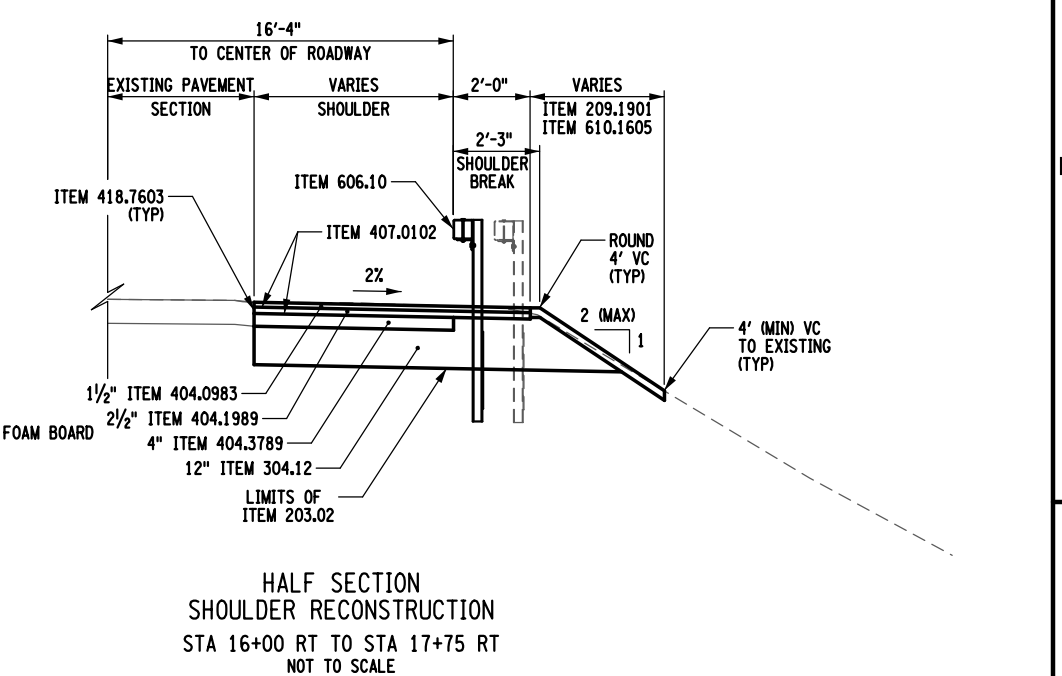
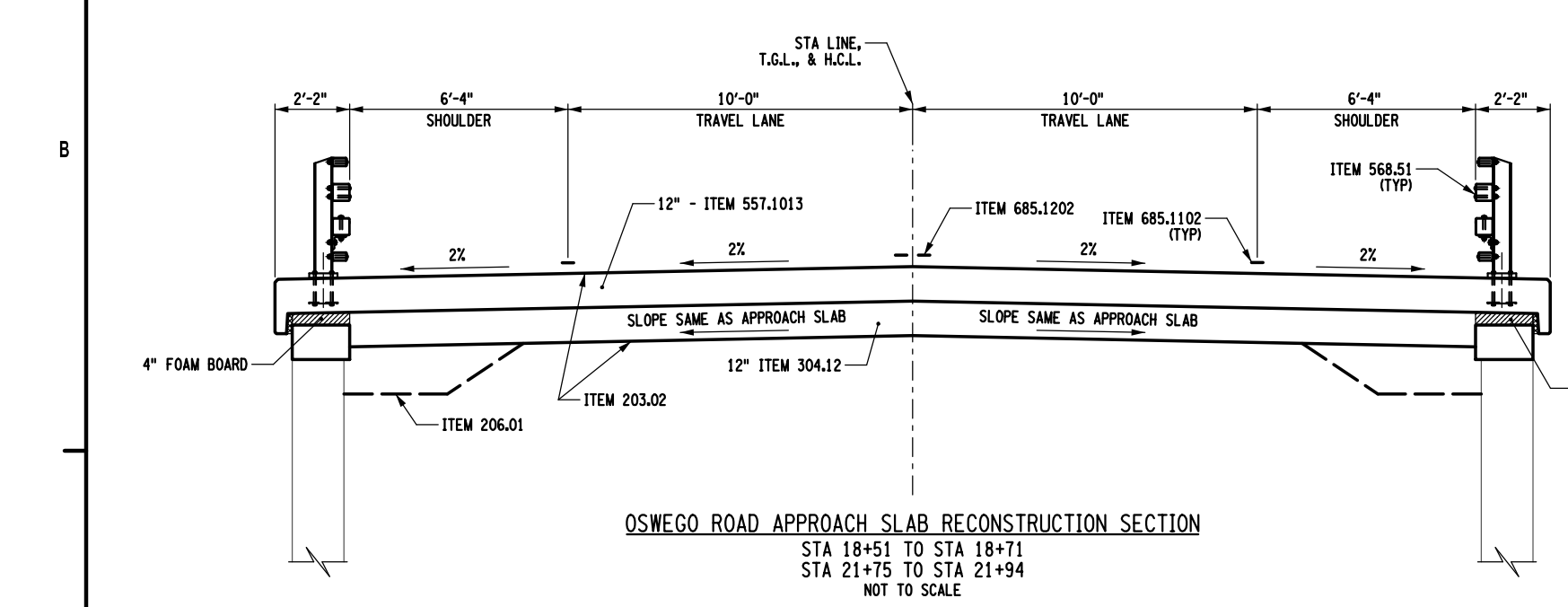
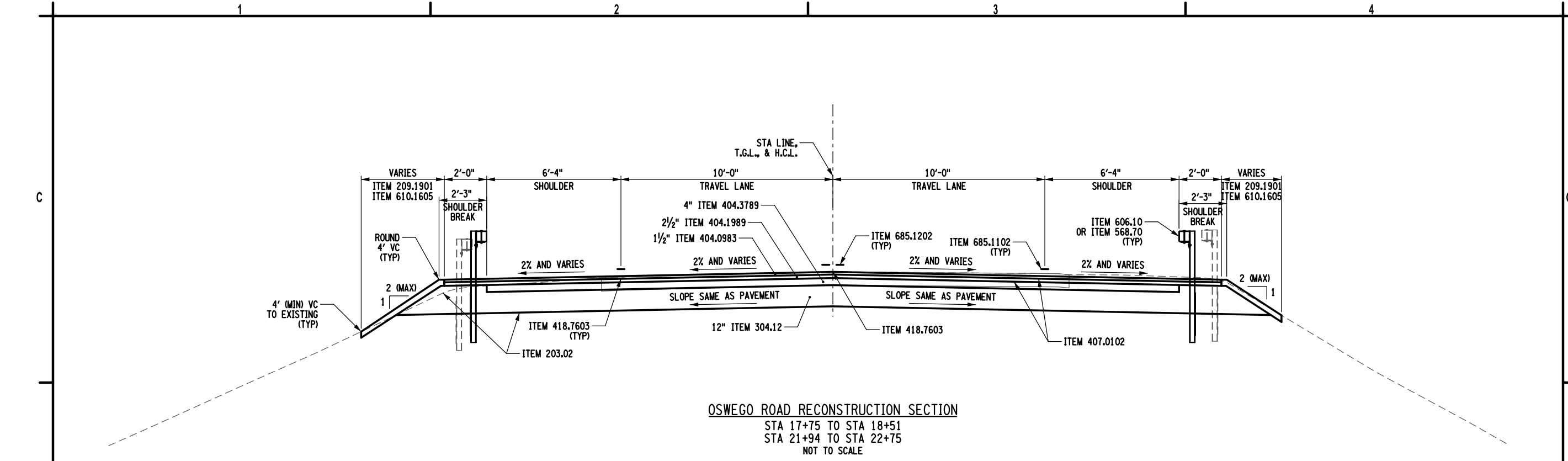
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LD041921



ITEM	DESCRIPTION	UNIT	NOTES:
ITEM 203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY	1. LIMITS FOR ESTABLISHING TURF SHALL BE FROM THE OUTSIDE EDGE OF THE STABILIZED SHOULDER TO THE POINT WHERE WORK INTERSECTS THE EXISTING GROUND A.O.B.E. BEGIN TOPSOIL AT DAYLIGHT POINT.
ITEM 203.03	EMBANKMENT IN PLACE	CY	
ITEM 206.01	STRUCTURE EXCAVATION	CY	
ITEM 209.1901	ROLLED EROSION CONTROL PRODUCT, CLASS II TYPE A, INTERMEDIATE	SY	
ITEM 304.12	SUBBASE COURSE, TYPE 2	CY	
ITEM 404.0983	9.5 F3 TOP COURSE WMA, 80 SERIES COMPACTION	TONS	
ITEM 404.1989	19 F9 BINDER COURSE WMA, 80 SERIES COMPACTION	TONS	2. ASPHALT PAVEMENT JOINT ADHESIVE SHALL BE APPLIED TO ALL TOP COURSE VERTICAL FACES.
ITEM 404.3789	37.5 F9 BASE COURSE WMA, 80 SERIES COMPACTION	TONS	
ITEM 407.0102	DILUTED TACK COAT	GAL	3. DILUTED TACK COAT SHALL BE PLACED BETWEEN ALL ASPHALT COURSES AND BETWEEN A MILLED SURFACE AND AN ASPHALT COURSE.
ITEM 418.7603	ASPHALT PAVEMENT JOINT ADHESIVE	LF	
ITEM 557.1013	STRUCTURAL APPROACH SLAB WITH INTEGRAL WEARING SURFACE TYPE 3 FRICTION	SY	4. SUBGRADE HAS THE SAME SLOPE AS THE PAVEMENT UNLESS OTHERWISE NOTED.
ITEM 568.51	STEEL BRIDGE RAILING (FOUR RAIL)	LF	
ITEM 568.70	TRANSITION BRIDGE RAILING	LF	5. REFER TO NYSDOT STANDARD SHEET 203-02 FOR STANDARD BENCHING DETAILS.
ITEM 606.10	BOX BEAM GUIDE RAILING	LF	
ITEM 610.1605	TURF ESTABLISHMENT - PERFORMANCE	SY	6. REFER TO MSD-01 FOR PAVEMENT STEP DETAIL.
ITEM 685.1102	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	LF	
ITEM 685.1202	YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	LF	



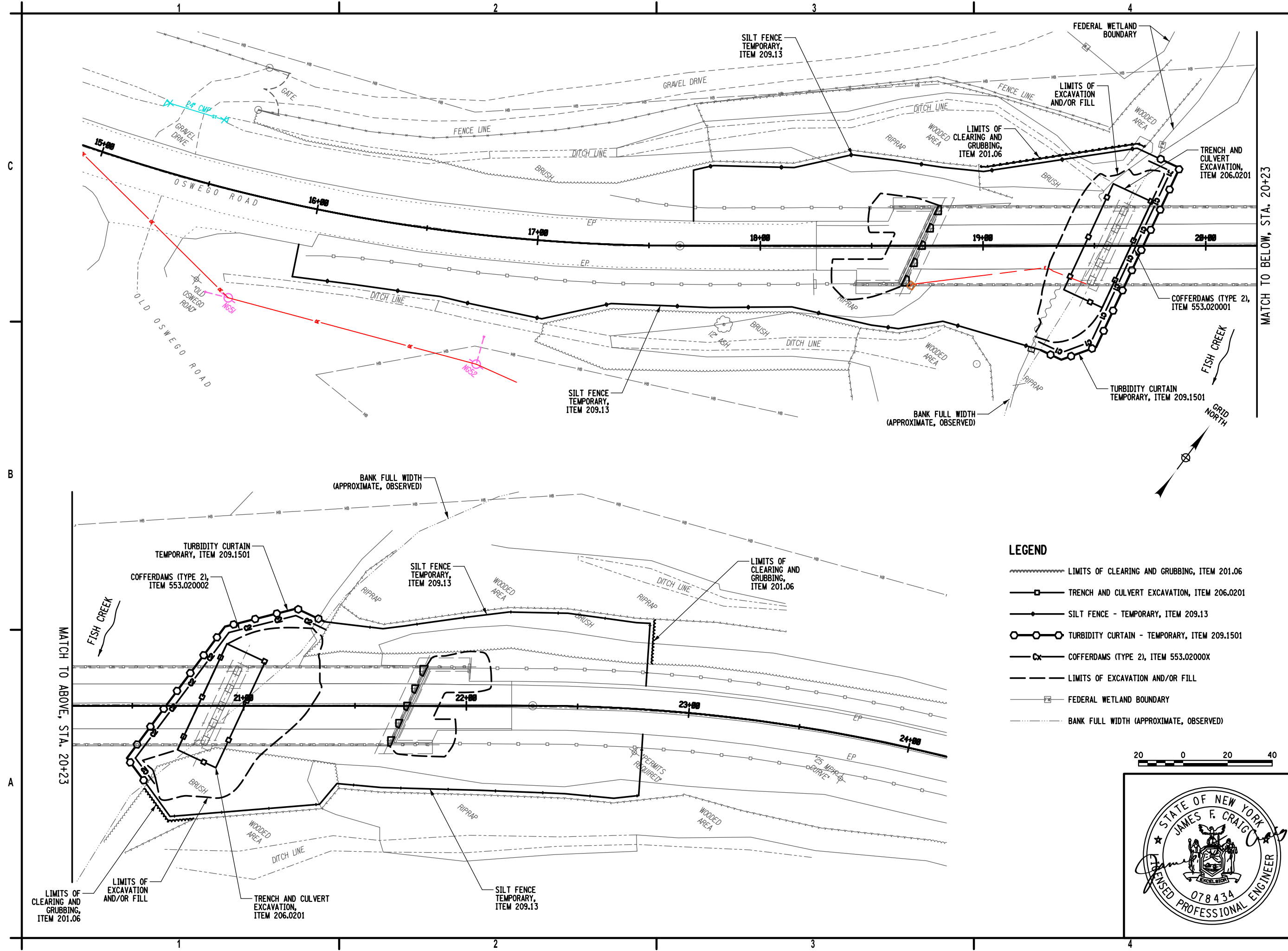
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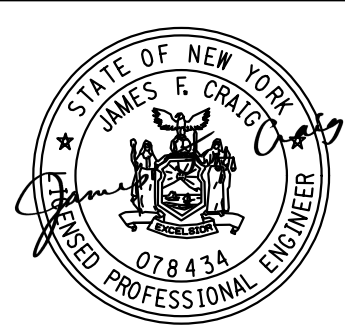
TYPICAL ROADWAY SECTIONS

TYP-01

SHEET 16 OF 51



- LEGEND**
- ~~~~~ LIMITS OF CLEARING AND GRUBBING, ITEM 201.06
 - TRENCH AND CULVERT EXCAVATION, ITEM 206.0201
 - SILT FENCE - TEMPORARY, ITEM 209.13
 - TURBIDITY CURTAIN - TEMPORARY, ITEM 209.1501
 - Cx— COFFERDAMS (TYPE 2), ITEM 553.02000X
 - - - - - LIMITS OF EXCAVATION AND/OR FILL
 - H— FEDERAL WETLAND BOUNDARY
 - — — — — BANK FULL WIDTH (APPROXIMATE, OBSERVED)



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EROSION AND SEDIMENT CONTROL PLAN

ERD-01

SHEET 17 OF 51

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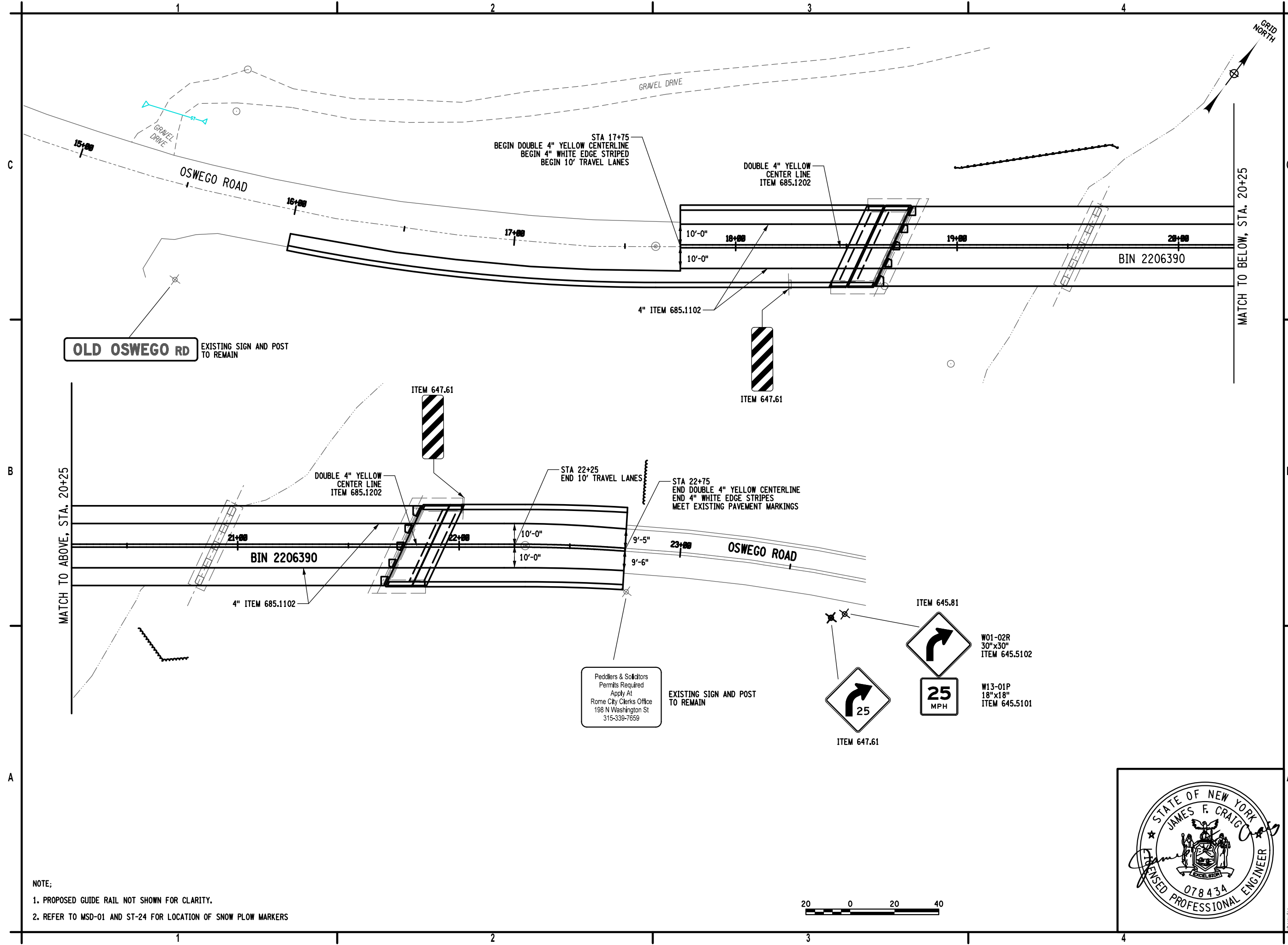
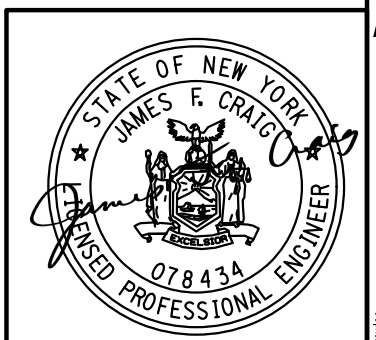
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SIGNAGE AND STRIPING PLAN

SSP-01

SHEET 18 OF 51



NOTE:
 1. PROPOSED GUIDE RAIL NOT SHOWN FOR CLARITY.
 2. REFER TO MSD-01 AND ST-24 FOR LOCATION OF SNOW PLOW MARKERS

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 5/17/2026
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TABLE OF GUIDE RAILING

STATION		SIDE	LENGTH (FT)	PAYMENT FACTOR	PAYMENT KEY NUMBERS									
FROM	TO				1	2	3	4	5	6	7	8	9	
17+77.9	17+77.9	LT	--	--										
17+77.9	18+25.9	LT	48	1.0				48						
18+25.9	18+57.93	LT	32	--		32								
18+57.93	22+02.45	LT	344.52	--	344.52									
22+02.45	22+34.4	LT	32	--		32								
22+34.4	22+75.5	LT	42	1.0				42						
	16+26.7	RT	--	--										
16+26.7	18+10.0	RT	186	1.0				186						
18+10.0	18+41.98	RT	32	--		32								
18+41.98	21+86.50	RT	344.52	--	344.52									
21+86.50	22+18.50	RT	32	--		32								
22+18.5	22+30.5	RT	12	1.0				12						
22+30.5	22+79.6	RT	48	1.0				48						
--	17+77.9	LT	--	--							2		1 A	
--	22+34.4	LT	--	--							1		1 B	
--	16+26.7	RT	--	--							1		1 B	
--	22+18.5	RT	--	--							1		1 B	
17+31.8	18+59.8	LT	128	--							128			
18+59.8	22+01.5	LT	347	--			347.0							
22+01.5	22+75.5	LT	75	--							75			
15+99.2	18+43.0	RT	248	--							248			
18+43.0	21+84.7	RT	347	--			347.0							
21+84.7	22+79.6	RT	94	--							94			
TOTAL :					690	128	694	246	90	2	545	5	4	

KEY	ITEM NO.	DESCRIPTION	UNIT
1	568.51	STEEL BRIDGE RAILING (FOUR RAIL)	LF
2	568.70	TRANSITION BRIDGE RAILING	LF
3	587.01	BRIDGE RAILING REMOVAL AND DISPOSAL	LF
4	606.10	BOX BEAM GUIDE RAILING	LF
5	606.100002	BOX BEAM GUIDE RAILING (SHOP BENT OR SHOP MITERED)	LF
6	606.120102	BOX BEAM GUIDE RAILING END ASSEMBLY, TYPE I	EA
7	606.73	REMOVING AND DISPOSING BOX BEAM GUIDE RAILING	LF
8	646.22	DELINEATOR, SNOWPLOWING MARKER, SUPPLEMENTARY SNOWPLOWING MARKER PANELS	EA
9	646.32	STEEL POST, 2.0 LB/FT	EA
DESCRIPTION			
A	GREEN SNOWPLOWING MARKER, DOUBLE UNIT		
B	GREEN SNOWPLOWING MARKER, SINGLE UNIT		

SAWCUTTING TABLE

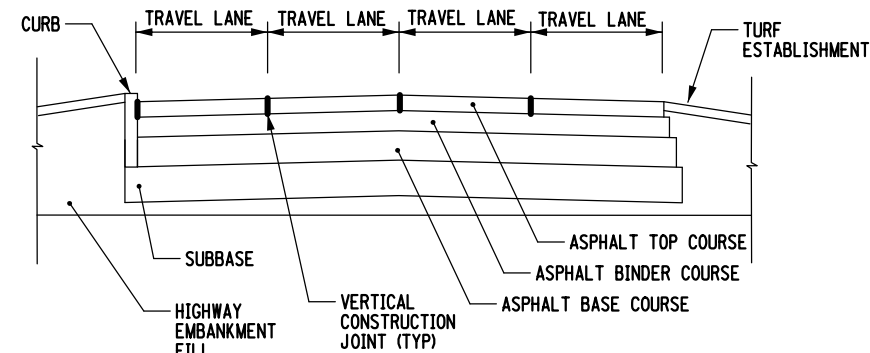
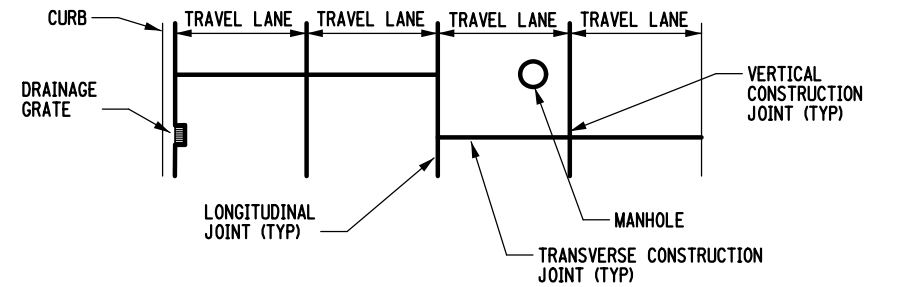
ITEM 627.50140008 - CUTTING PAVEMENT

HCL STATION TO HCL STATION	SIDE	DESCRIPTION	LENGTH (LF)
16+00	RT	BEGIN SHOULDER RECONSTRUCTION	6
16+00	RT	SHOULDER RECONSTRUCTION	177
17+75	LT/RT	BEGIN FULL DEPTH RECONSTRUCTION	22
22+75	LT/RT	END FULL DEPTH RECONSTRUCTION	22
TOTAL			227
ROUNDED TOTAL			235

TABLE OF SILT FENCE

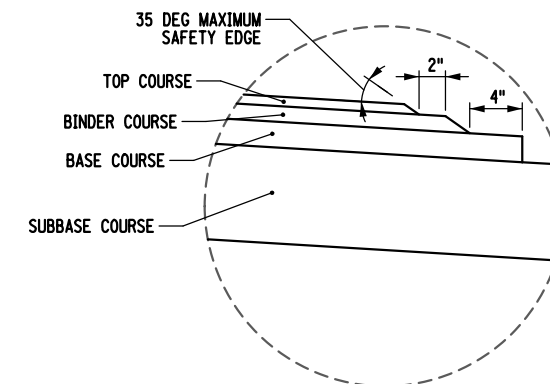
ITEM 209.13 - SILT FENCE (TEMPORARY)

FROM STATION	TO STATION	SIDE	LENGTH (LF)
17+70	19+78	LT	235
21+36	22+80	LT	175
15+95	19+27	RT	360
20+56	22+80	RT	265
TOTAL:			1,035
ROUNDED TOTAL:			1,090

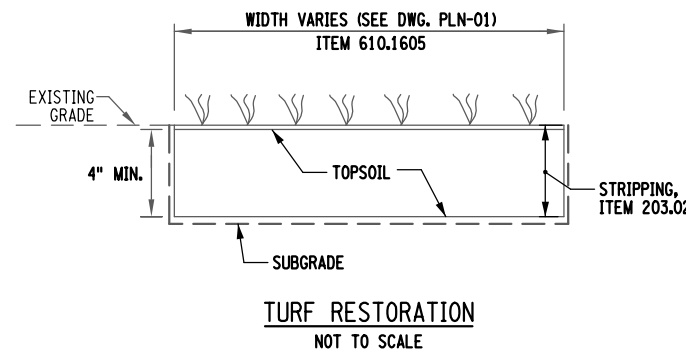


ASPHALT PAVEMENT JOINT ADHESIVE DETAIL

ITEM 418.7603
NOT TO SCALE



SAFETY WEDGE DETAIL
NOT TO SCALE



TURF RESTORATION
NOT TO SCALE



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MISCELLANEOUS TABLES AND DETAILS

MSD-01

SHEET 19 OF 51

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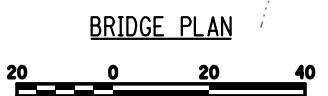
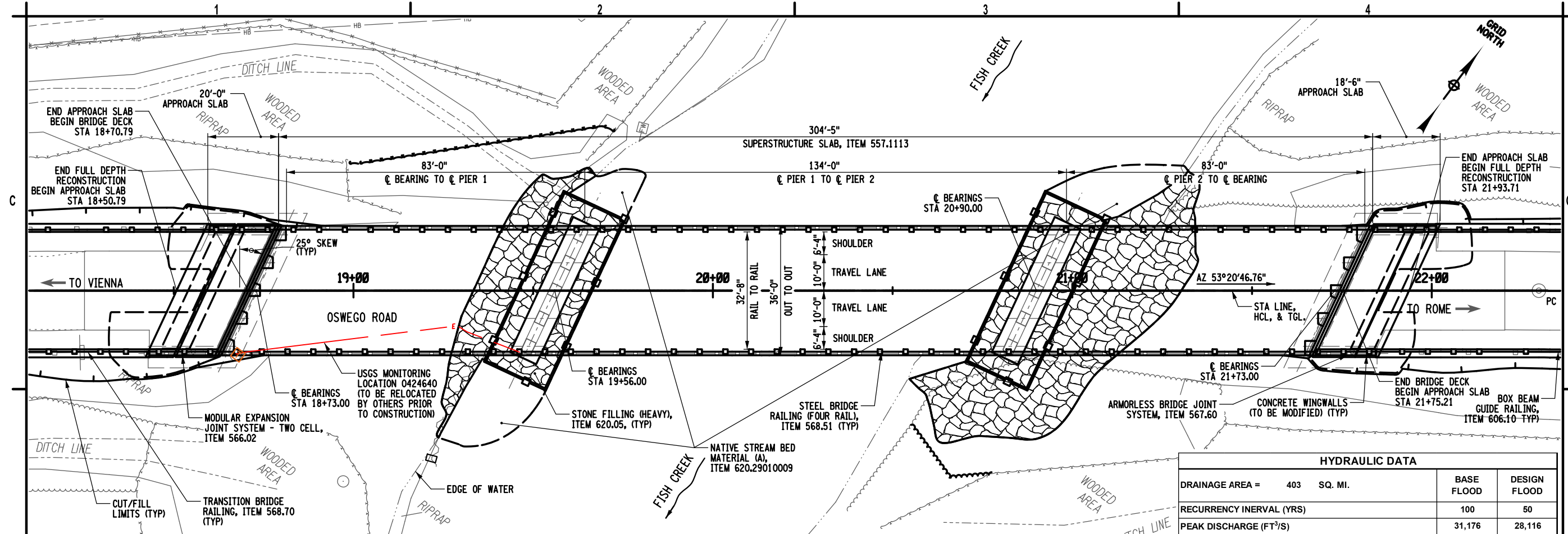
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BRIDGE PLAN AND ELEVATION

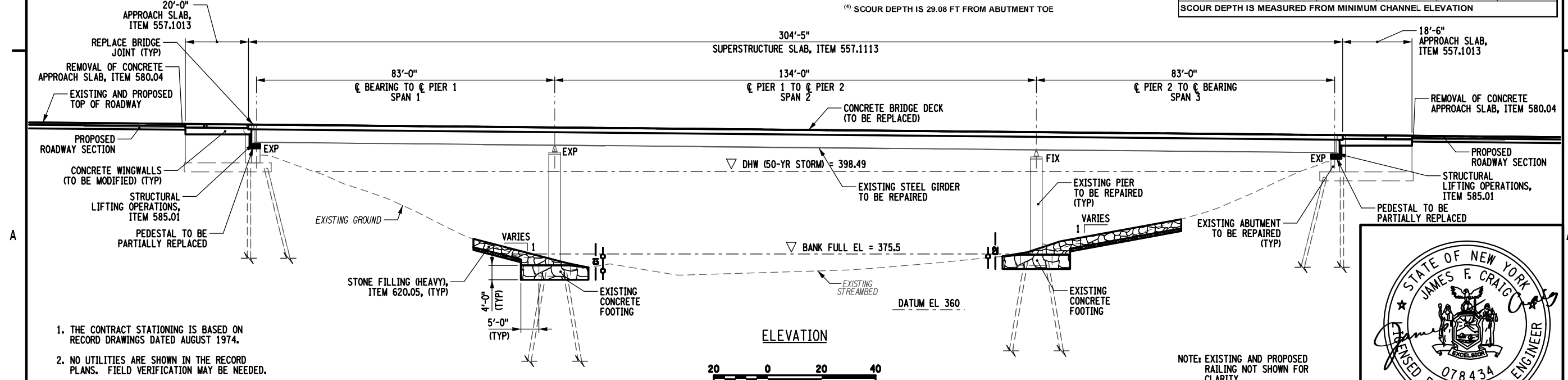
ST-01
 SHEET 20 OF 51



HYDRAULIC DATA			
DRAINAGE AREA =	403	SQ. MI.	
REQUENCY INTERVAL (YRS)	100	50	
PEAK DISCHARGE (FT ³ /S)	31,176	28,116	
HIGHWATER ELEVATION AT	EXISTING	399.30	398.49
POINT OF MAX BACKWATER (FT)	PROPOSED	N/A	N/A
AVG. VELOCITY THRU STRUCTURE	EXISTING	5.70	5.36
@ DESIGN FLOOD =	PROPOSED	N/A	N/A
		FT/S	
SCOUR ANALYSIS	MINIMUM CHANNEL EL. 369.34 FT.		
	Q100 SCOUR	Q100 SCOUR	Q500 SCOUR
	DEPTH (FT.)	EL. (FT.)	DEPTH (FT.)
BEGIN ABUTMENT	-12.54 ⁽¹⁾	381.88	-10.59 ⁽²⁾
PIER 1	4.55	364.79	5.94
PIER 2	5.64	363.70	7.00
END ABUTMENT	-1.23 ⁽³⁾	370.57	0.1 ⁽⁴⁾
			EL. (FT.)
			379.93
			363.40
			362.34
			369.24
SCOUR DEPTH IS MEASURED FROM MINIMUM CHANNEL ELEVATION			

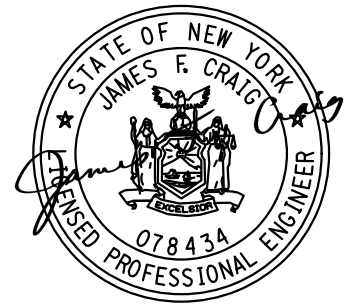
LOAD RATING (LFR)		
INVENTORY	HS-31.4	56.5 TONS
OPERATING	HS-52.4	94.3 TONS
RATING FACTORS ARE BASED ON HS-20 LIVE LOAD. DOES NOT INCLUDE FUTURE WEARING SURFACE.		
LOAD RATING (LRFR)		
INVENTORY	HL-93	1.15
OPERATING	HL-93	1.49
RATING FACTORS ARE BASED ON HL-93 LIVE LOAD. DOES NOT INCLUDE FUTURE WEARING SURFACE.		

* ALL ELEVATIONS IN THE HYDRAULIC TABLE ARE SHOWN IN NAVD 88 DATUM.
 ** THE EXISTING LOW CHORD IS : 403.55 (1988)
⁽¹⁾ SCOUR DEPTH IS 13.94 FT FROM ABUTMENT TOE
⁽²⁾ SCOUR DEPTH IS 15.89 FT FROM ABUTMENT TOE
⁽³⁾ SCOUR DEPTH IS 27.75 FT FROM ABUTMENT TOE
⁽⁴⁾ SCOUR DEPTH IS 29.08 FT FROM ABUTMENT TOE



- THE CONTRACT STATIONING IS BASED ON RECORD DRAWINGS DATED AUGUST 1974.
- NO UTILITIES ARE SHOWN IN THE RECORD PLANS. FIELD VERIFICATION MAY BE NEEDED.

NOTE: EXISTING AND PROPOSED RAILING NOT SHOWN FOR CLARITY



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 Syracuse, New York 13212
 Phone: 315-455-2000
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TOWN OF VIENNA / CITY OF ROME

PIN 2755.13
 BIN 2206390

REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
 TOWN OF VIENNA / CITY OF ROME
 ONEIDA COUNTY, NEW YORK

LD041921

MARK	DATE	DESCRIPTION
REVISIONS		

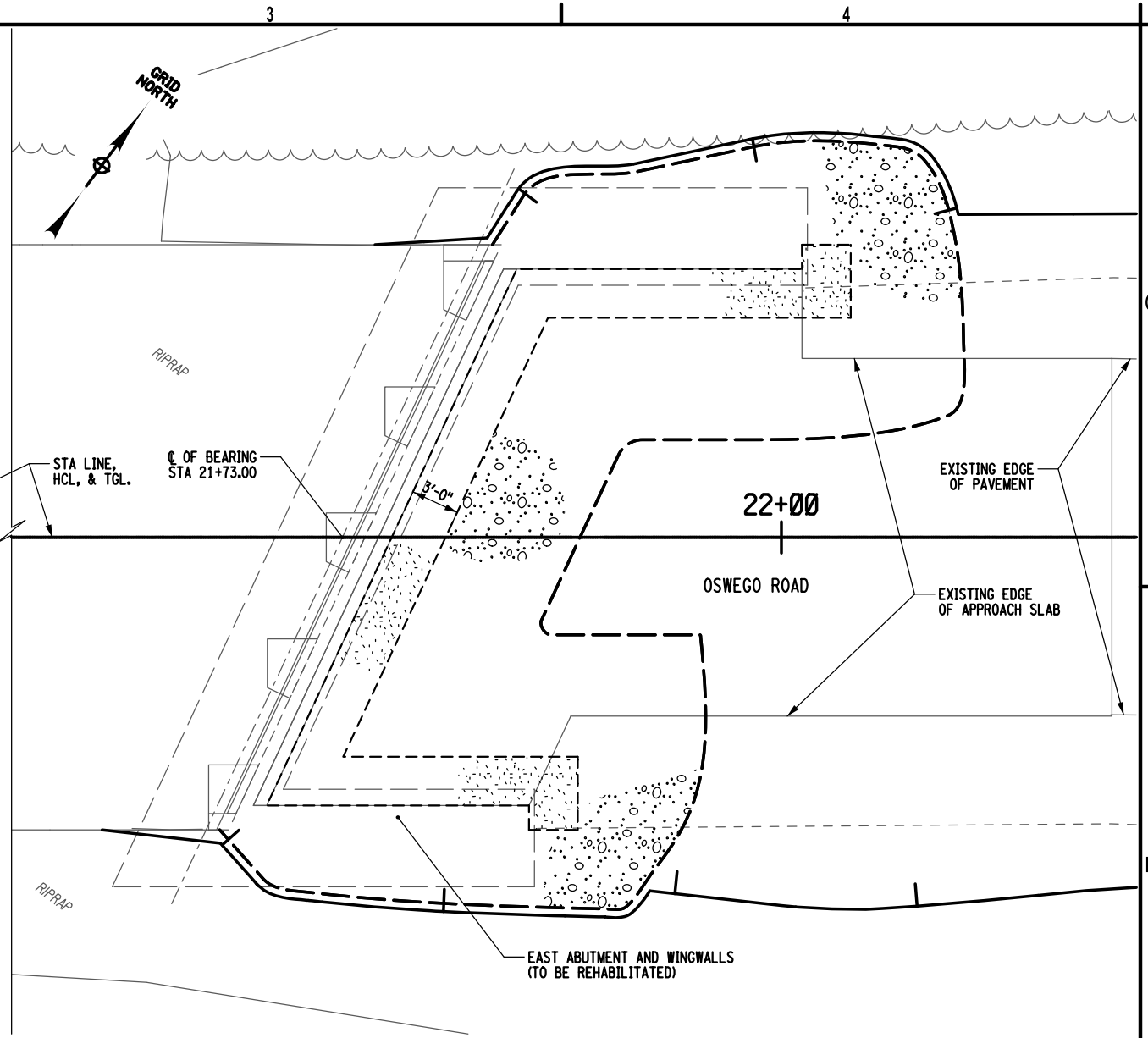
PROJECT NO: 146.202.001
 DATE: MAY 2026
 DRAWN BY: MEM
 DESIGNED BY: BTC
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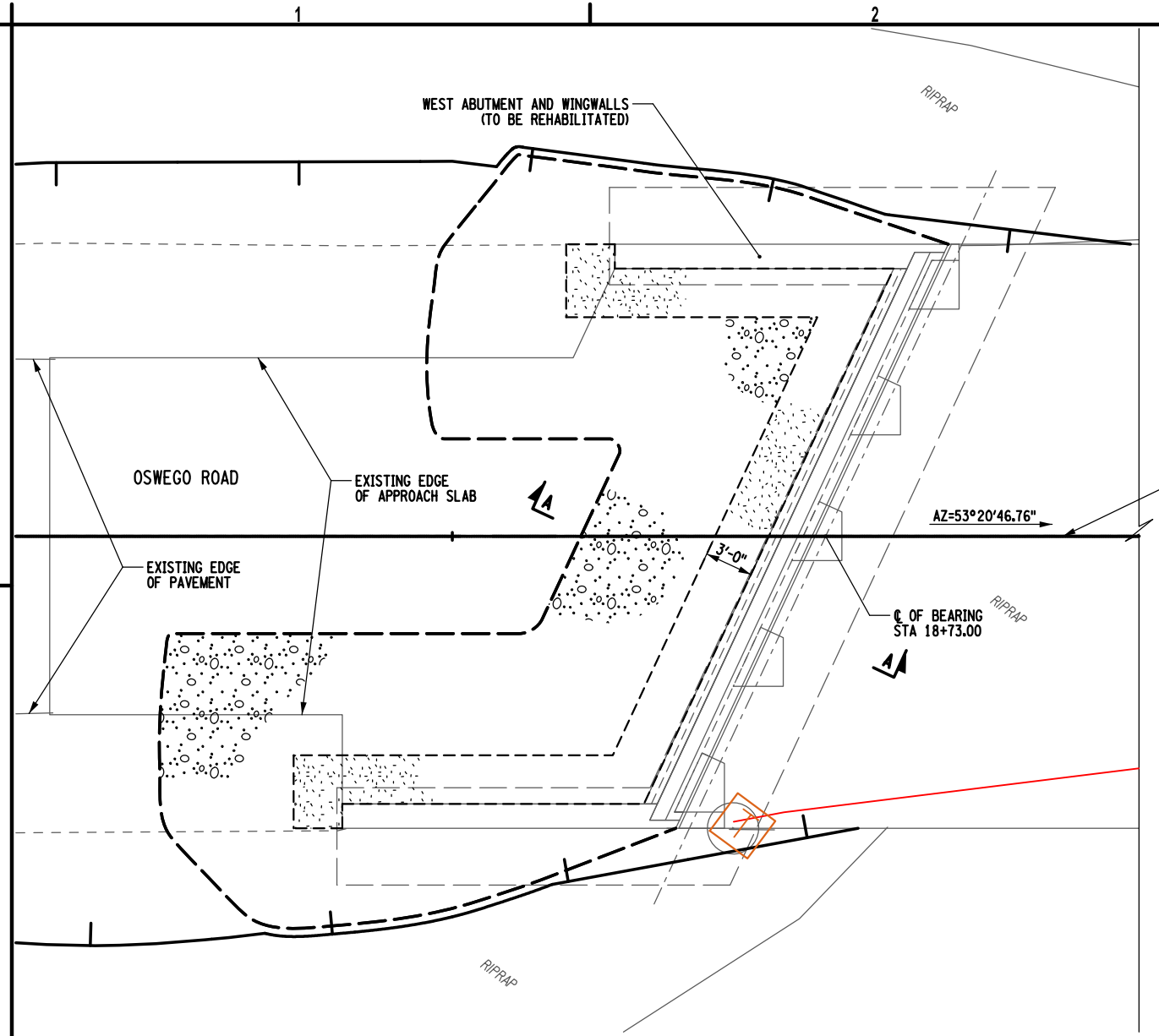
EXCAVATION PLAN AND DETAILS (ABUTMENTS)

ST-02

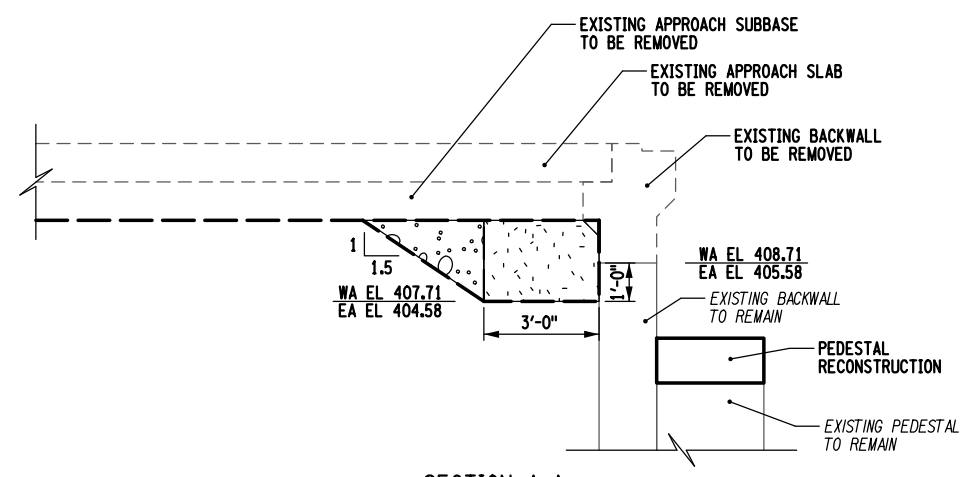
SHEET 21 OF 51



EAST ABUTMENT
NOT TO SCALE



WEST ABUTMENT
NOT TO SCALE



SECTION A-A
WEST ABUTMENT SHOWN, EAST ABUTMENT SIMILAR
NOT TO SCALE

LEGEND

- SELECT STRUCTURAL FILL (ITEM 203.21), COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY
- EMBANKMENT IN PLACE (ITEM 203.03)
- CUT / FILL LINE
- LIMITS OF STRUCTURE EXCAVATION, ITEM 206.01
- LIMITS OF TRENCH AND CULVERT EXCAVATION, ITEM 206.0201

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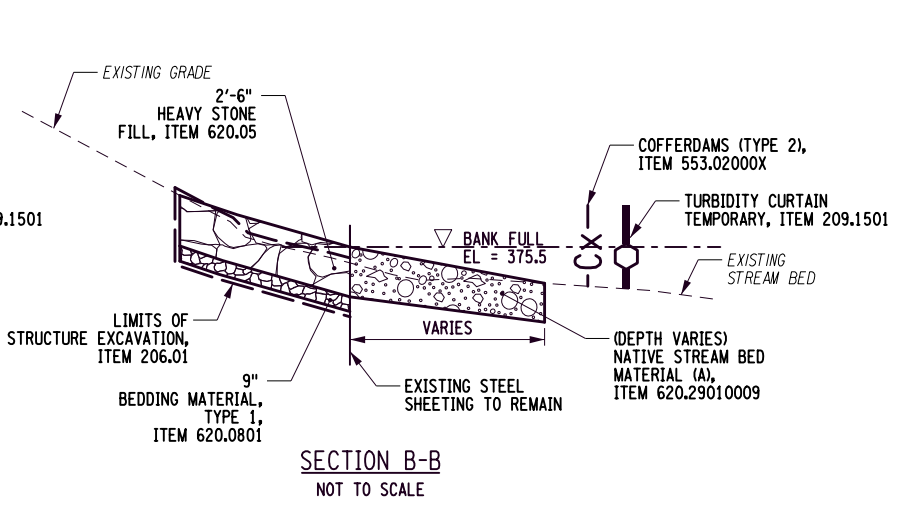
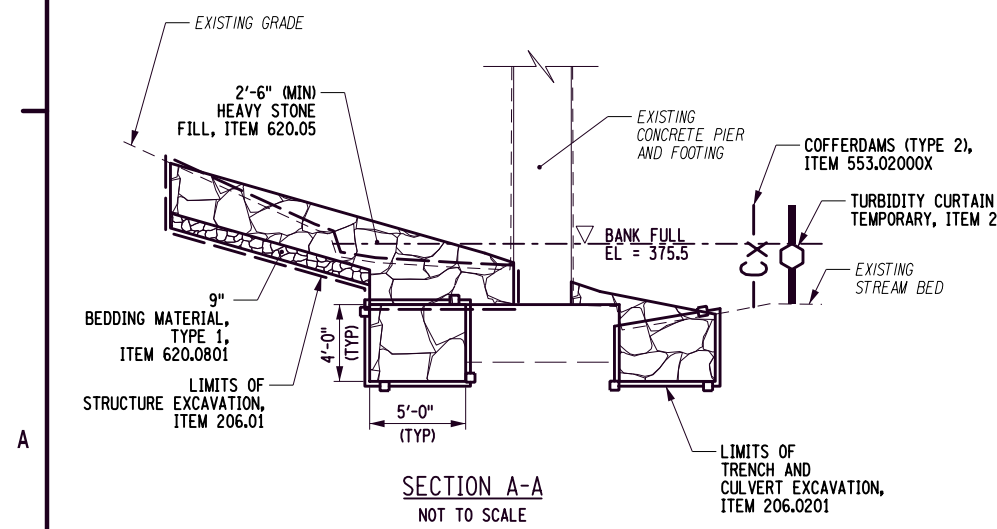
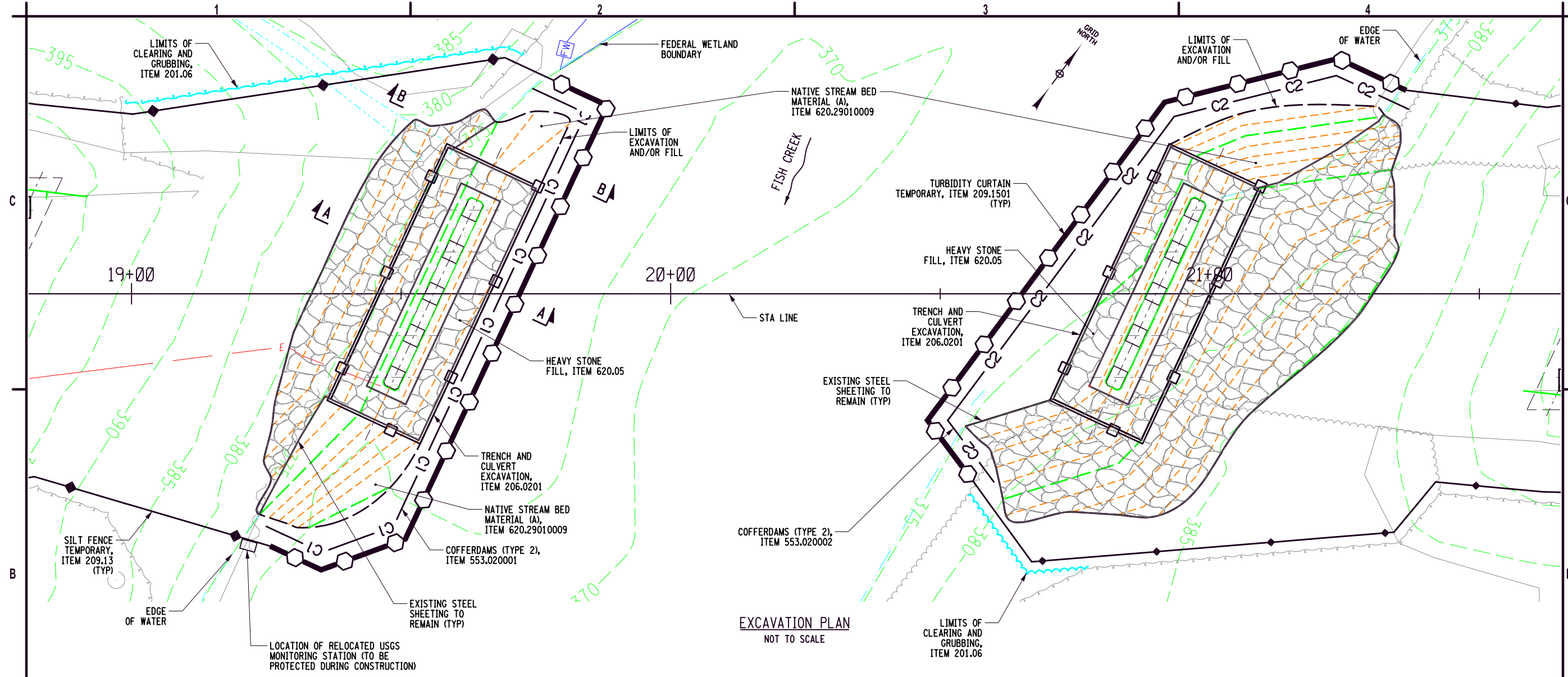
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TOWN OF VIENNA / CITY OF ROME

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REHABILITATION OF
 OSWEGO ROAD OVER FISH CREEK
 TOWN OF VIENNA / CITY OF ROME
 ONEIDA COUNTY, NEW YORK

LD041921



- LEGEND**
- LIMITS OF CLEARING AND GRUBBING, ITEM 201.06
 - TRENCH AND CULVERT EXCAVATION, ITEM 206.0201
 - ◇- SILT FENCE - TEMPORARY, ITEM 209.13
 - TURBIDITY CURTAIN - TEMPORARY, ITEM 209.1501
 - Cx- COFFERDAMS (TYPE 2), ITEM 553.02000X
 - - - LIMITS OF EXCAVATION AND/OR FILL
 - FM- FEDERAL WETLAND BOUNDARY



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EXCAVATION PLAN
 AND DETAILS
 (PIERS)

ST-03

SHEET 22 OF 51

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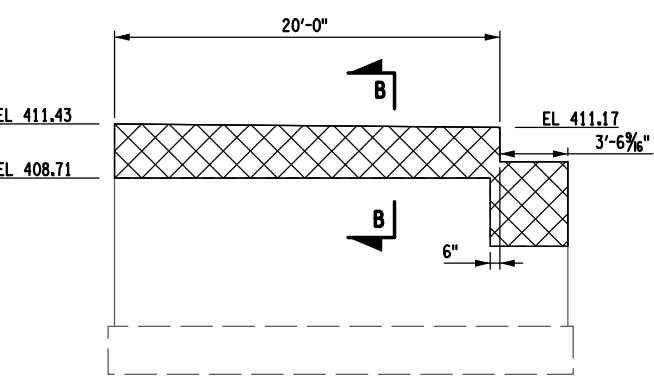
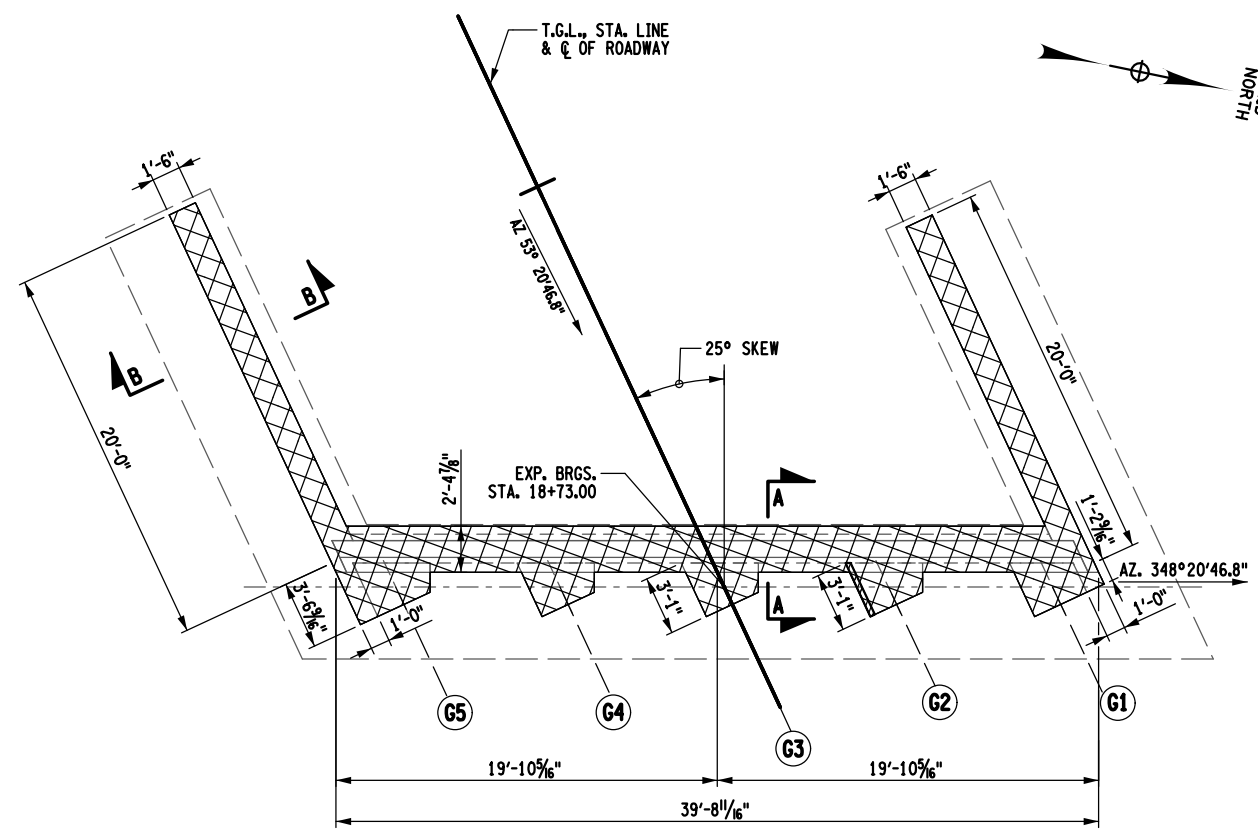
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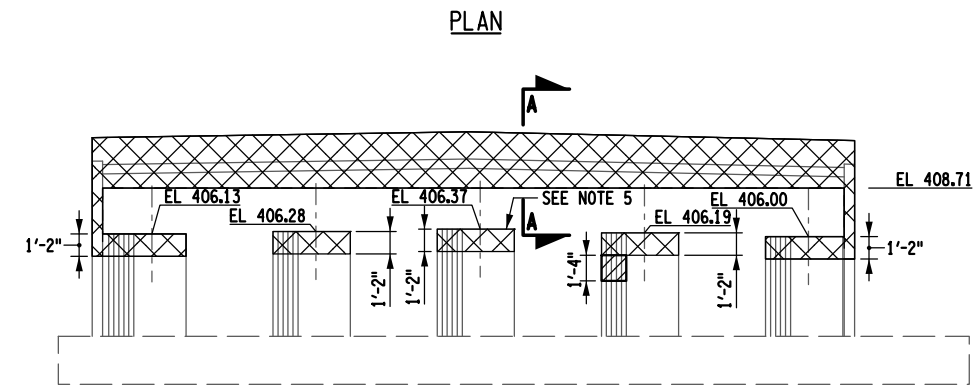
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 BIN 2206390

REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
 TOWN OF VIENNA / CITY OF ROME
 ONEIDA COUNTY, NEW YORK

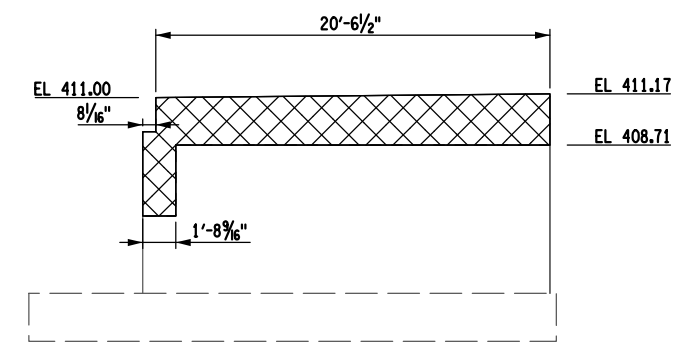
LD041921



SOUTHWEST WINGWALL



ELEVATION



NORTHWEST WINGWALL

- LEGEND**
- REMOVAL OF STRUCTURAL CONCRETE, ITEM 580.01
SAWING CONCRETE, ITEM 520.50000004
 - REMOVAL AND REPLACEMENT OF STRUCTURAL CONCRETE - AT LEAST 1.5 INCHES BEHIND REINFORCEMENT (ITEM 582.0051)
 - CRACK REPAIR - ITEM 555.80020001

- NOTES:**
1. REFER TO DWG ST-13 FOR REPAIR NOTES AND DETAILS.
 2. SEE DWG ST-22 AND ST-23 FOR JOINT DETAILS.
 3. CONTRACTOR SHALL VERIFY EXISTING ELEVATIONS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORK.
 4. REFER TO DWG ST-12 FOR SECTIONS C-C AND D-D.
 5. EXISTING BEARINGS TO BE RESET. SEE DWG. NO. ST-12 FOR ANCHOR STUD WITH ANCHOR PLATE DETAIL. SEE DWG. NO. ST-15 FOR STRUCTURAL LIFTING TABLE.
 6. EXISTING BEARING ANCHOR STUDS TO BE COMPLETELY REMOVED. TO BE PAID FOR UNDER ITEM 580.01.

WEST ABUTMENT REMOVAL TABLE	
LOCATION	ITEM 580.01 QUANTITY (CY)
BACKWALL	8.2
WINGWALLS	5.9
PEDESTALS	1.9

WEST ABUTMENT REPAIR TABLE	
LOCATION	ITEM 582.0051 QUANTITY (CY)
PEDESTALS	0.2



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WEST ABUTMENT REPAIR DETAILS (1 OF 3)

ST-04

SHEET 23 OF 51



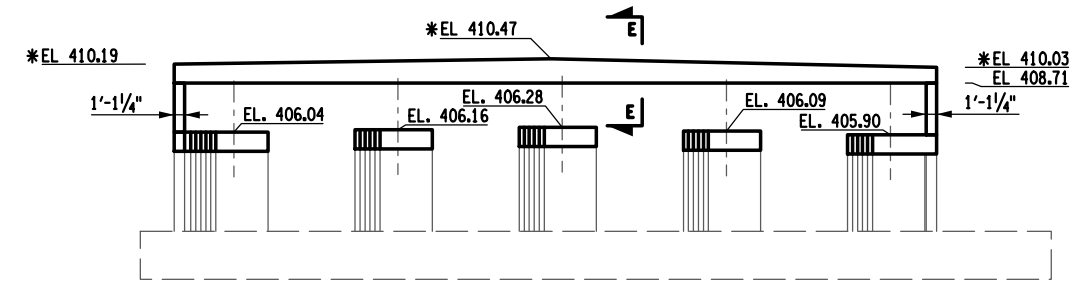
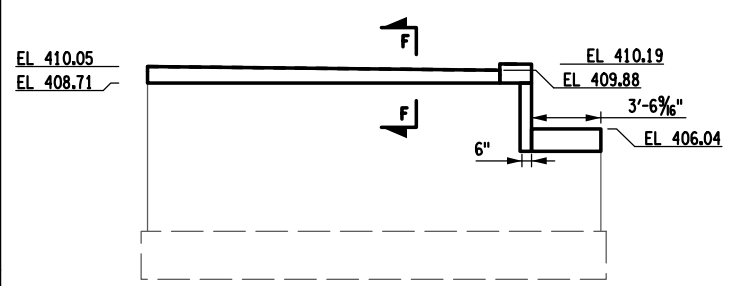
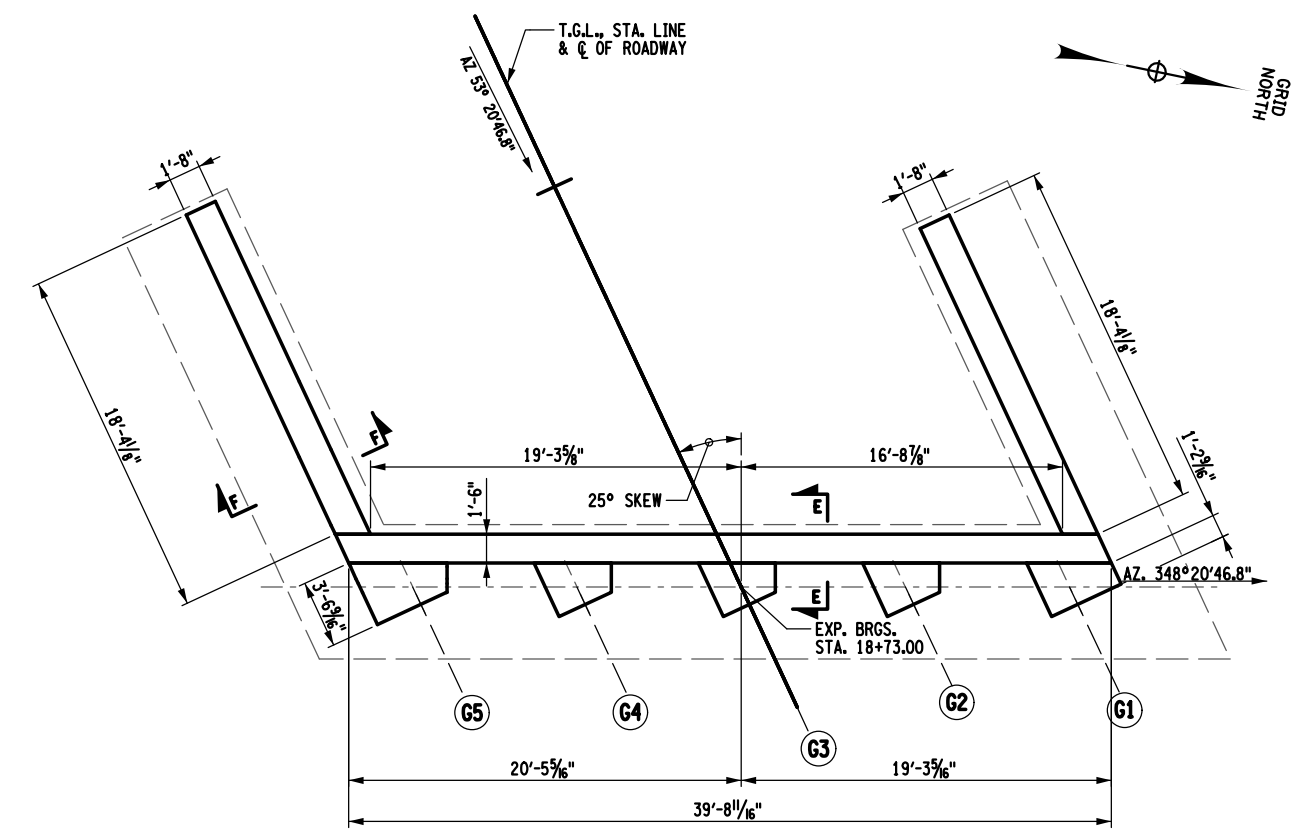
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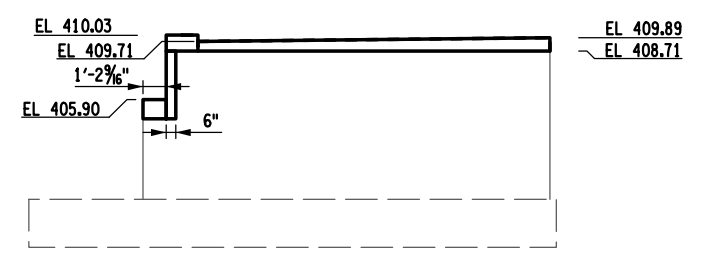
PIN 2755.13
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REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
 TOWN OF VIENNA / CITY OF ROME
 ONEIDA COUNTY, NEW YORK

LD041921



* ELEVATION SHOWN AT FRONT FACE OF BACKWALL



- NOTES:**
- SEE DWG. ST-12 FOR SECTIONS E-E, F-F, AND CHEEKWALL DETAILS.
 - ALL NEW STRUCTURAL CONCRETE EXPOSED AREAS SHALL BE SEALED UNDER ITEM 559.02 - PROTECTIVE SEALING OF NEW STRUCTURAL CONCRETE.
 - ALL EXISTING CONCRETE EXPOSED AREAS SHALL BE SEALED UNDER ITEM 559.03 - PROTECTIVE SEALING OF EXISTING STRUCTURAL CONCRETE.

CONCRETE SEALING TABLE		
LOCATION	ITEM 559.02 QUANTITY (SF)	ITEM 559.03 QUANTITY (SF)
BACKWALL	53	191
WINGWALLS	77	162
PEDESTALS	67	169

WEST ABUTMENT CONCRETE TABLE	
LOCATION	ITEM 555.0021 QUANTITY (CY)
BACKWALL	3.6
WINGWALL	2.7
PEDESTALS	1.7



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WEST ABUTMENT REPAIR DETAILS (2 OF 3)

ST-05

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REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
 TOWN OF VIENNA / CITY OF ROME
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PIN 2755.13
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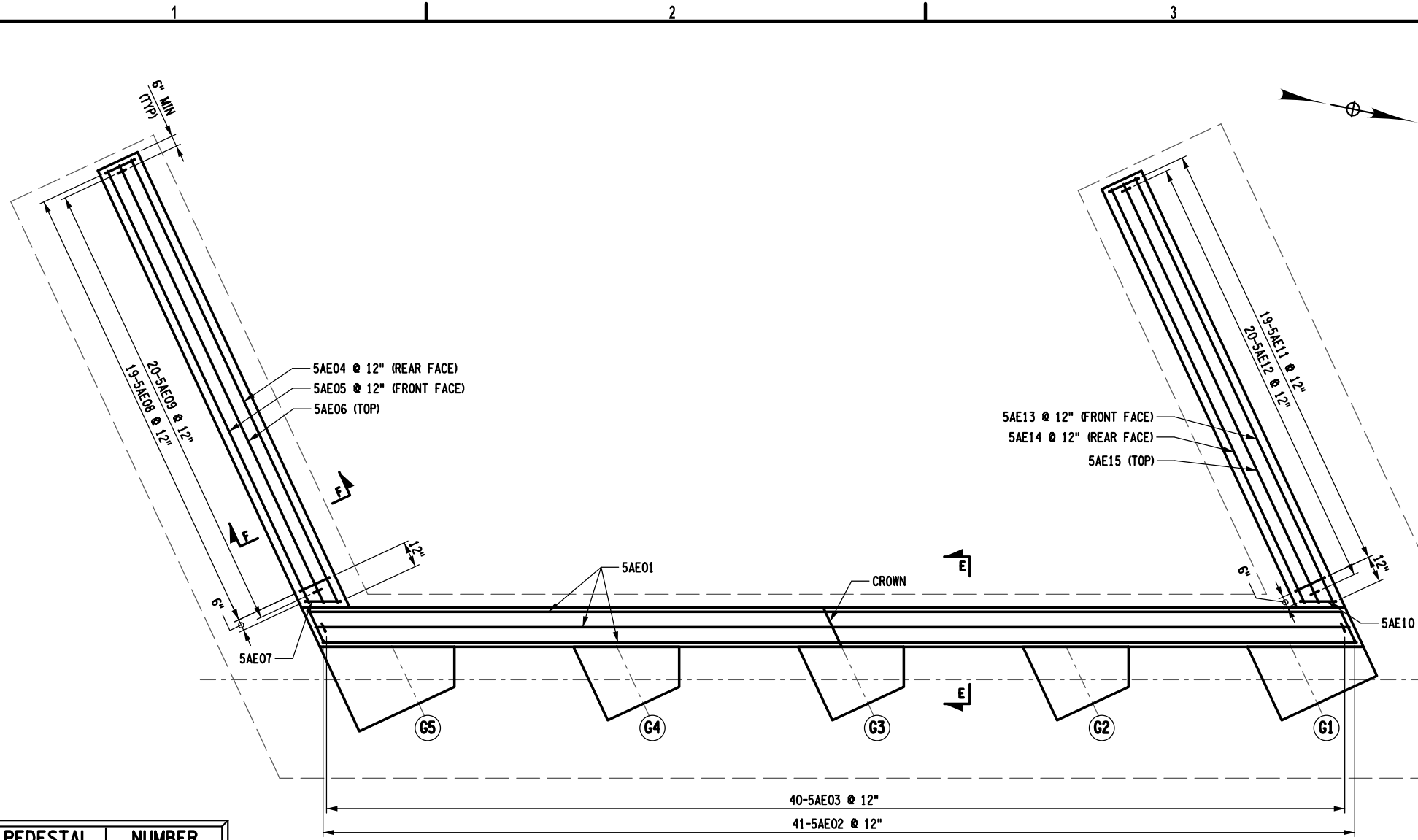
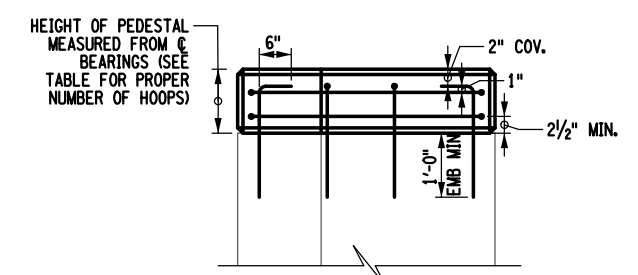
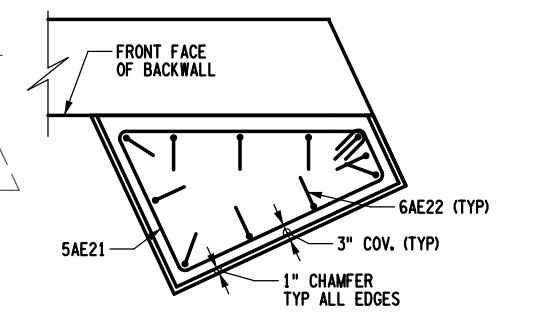
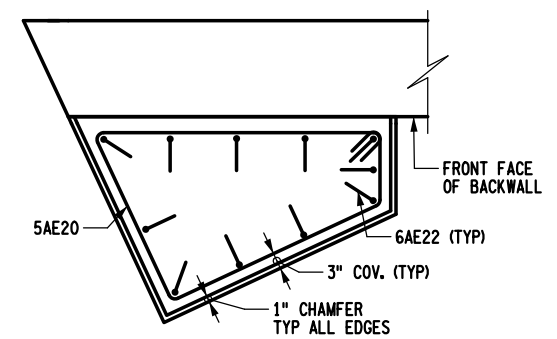
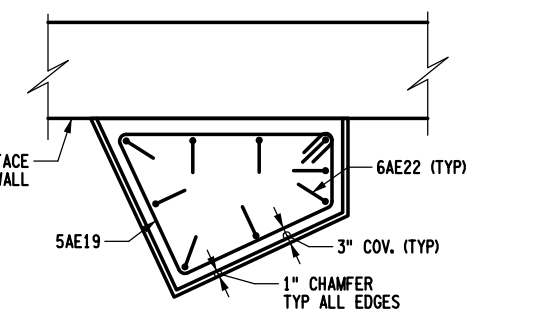
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REVISIONS		
PROJECT NO: 146.202.001		
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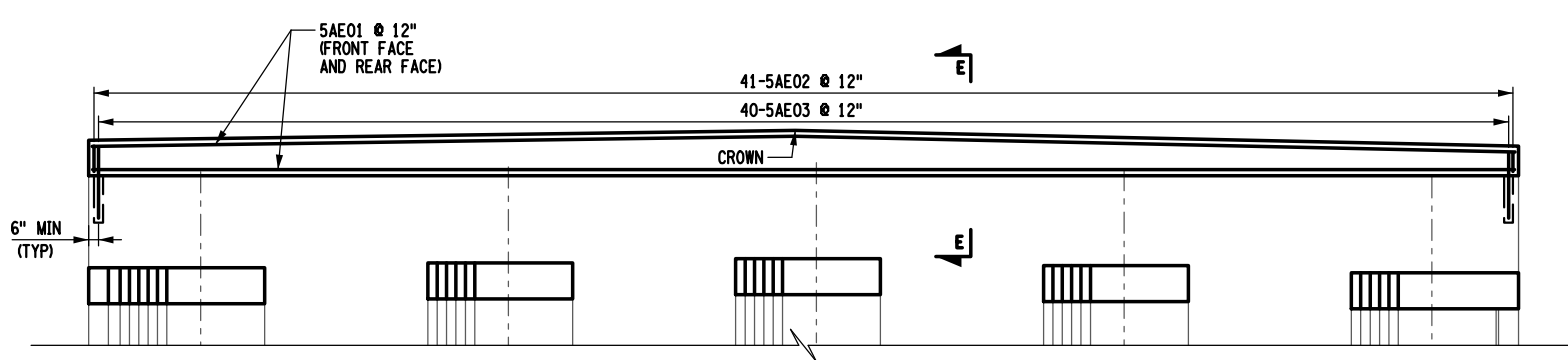
WEST ABUTMENT REPAIR DETAILS
 (3 OF 3)

ST-06

SHEET 25 OF 51



PLAN
 NOT TO SCALE



ELEVATION
 NOT TO SCALE

PEDESTAL HEIGHT	NUMBER OF HOOPS
6" TO 8"	1
8" TO 11"	2
11" TO 14"	3
14" TO 17"	4
17" TO 20"	5


- NOTES:**
- SEE DWG. ST-12 FOR SECTIONS E-E, F-F AND CHEEKWALL DETAILS.
 - ALL DIMENSIONS AND ELEVATIONS SHALL BE CONSIDERED APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY DIMENSIONS AND ELEVATIONS PRIOR TO BEGINNING ANY WORK.
 - COVER FOR STEEL REINFORCEMENT SHALL BE 2" UNLESS OTHERWISE NOTED.
 - EPOXY COATING OF CUT OR BENT BARS SHALL BE REPAIRED IN ACCORDANCE WITH THE REQUIREMENTS OF NYS DOT STANDARD SPECIFICATION 556-3.03B1.1

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NOTES

1. FOR CONCRETE REPAIR NOTES SEE DWG. NO. ST-13.

LEGEND

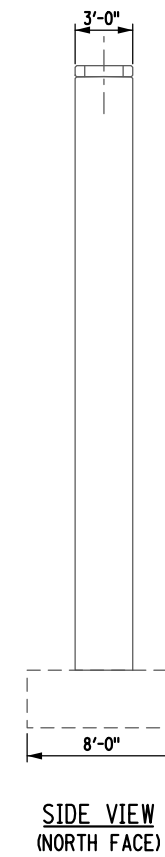
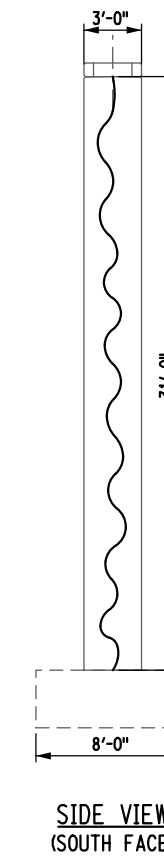
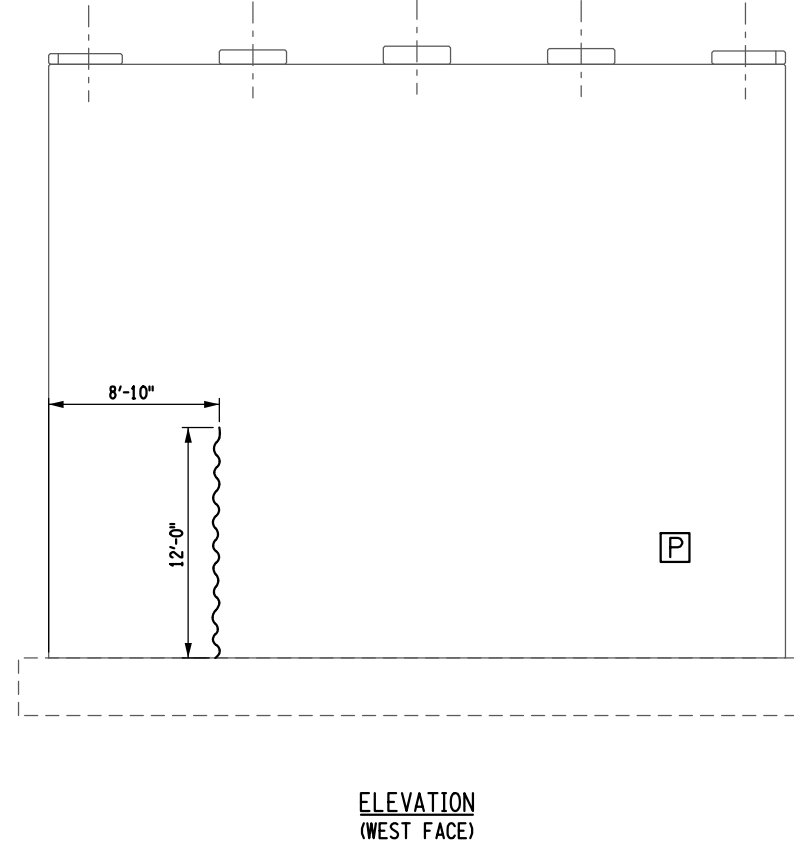
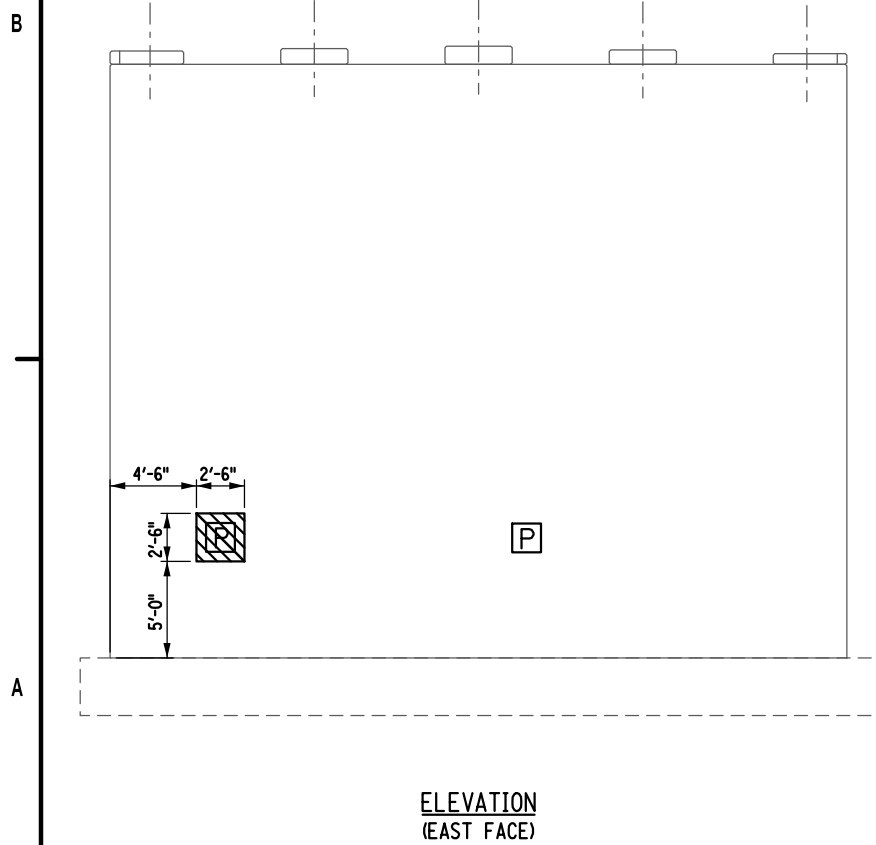
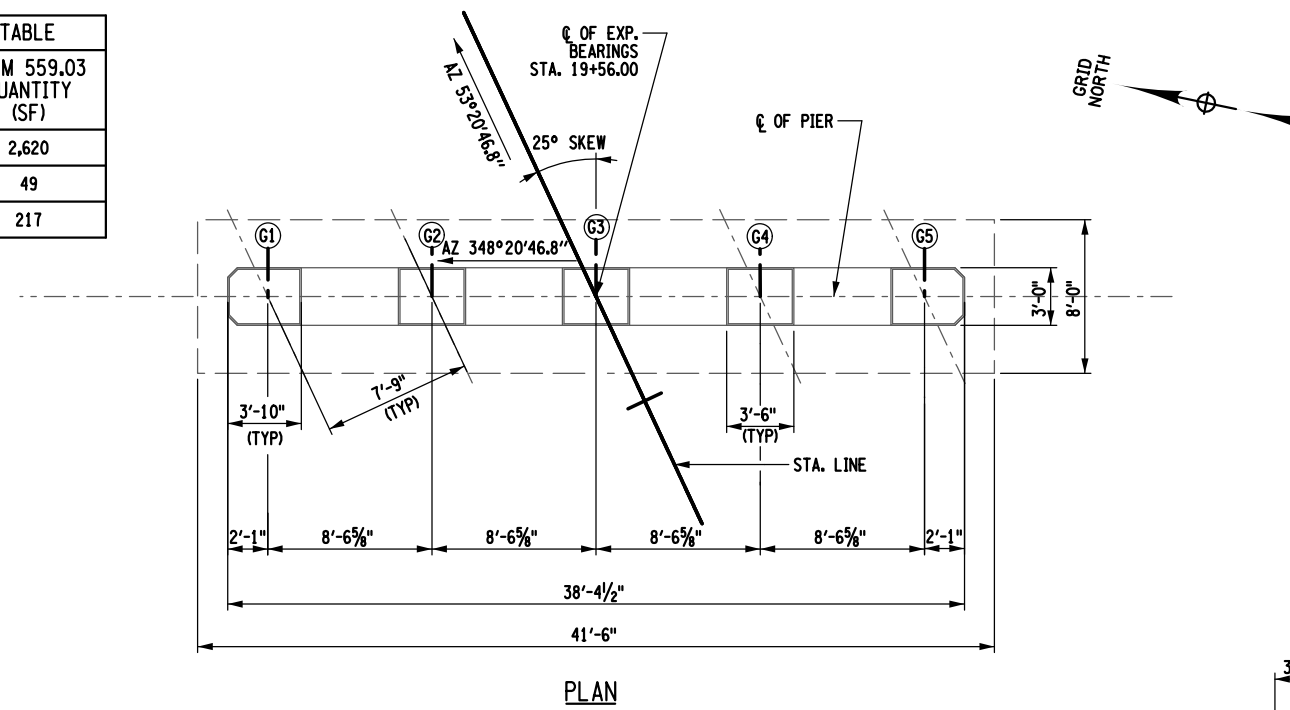
 REMOVAL OF STRUCTURAL CONCRETE - AT LEAST 1.5 INCHES BEHIND REINFORCEMENT AND REPLACE WITH CONCRETE FOR STRUCTURES, PERFORMANCE - ITEM 582.0051

 CRACK REPAIR - ITEM 555.80020001

 EXISTING PATCH

CONCRETE SEALING TABLE	
LOCATION	ITEM 559.03 QUANTITY (SF)
STEM	2,620
PEDESTAL	49
FOOTING	217

CONCRETE REPAIR QUANTITIES		
LOCATION	ITEM 582.0051 QUANTITY (CY)	ITEM 555.80020001 QUANTITY (LF)
PIER 1 (WEST FACE)	--	13
PIER 1 (EAST FACE)	0.5	--
PIER 1 (NORTH FACE)	--	--
PIER 1 (SOUTH FACE)	--	33



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TOWN OF VIENNA / CITY OF ROME

REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
TOWN OF VIENNA / CITY OF ROME
ONEIDA COUNTY, NEW YORK

PIN 2755.13
BIN 2206390

LD041921

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PIER 1 REPAIR DETAILS


ST-07

SHEET 26 OF 51


NOTES

1. FOR CONCRETE REPAIR NOTES SEE DWG. NO. ST-13

LEGEND

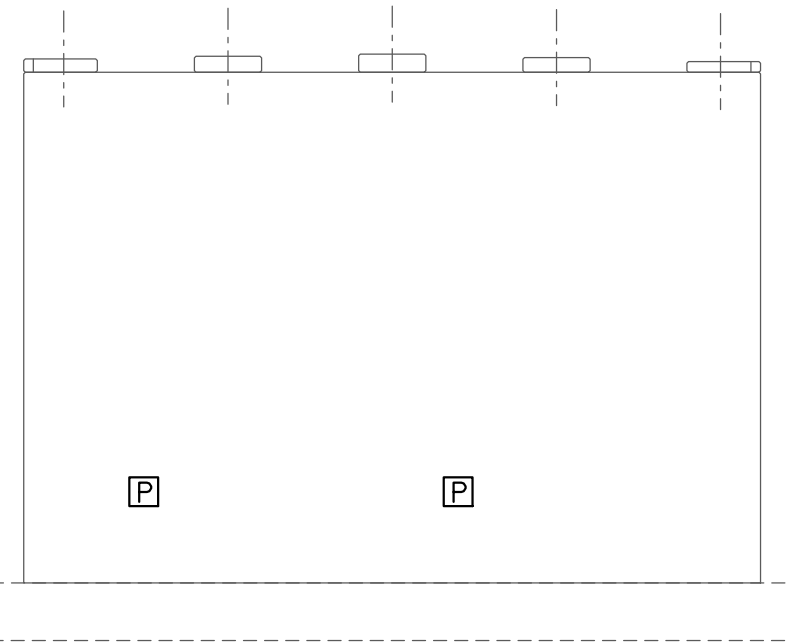
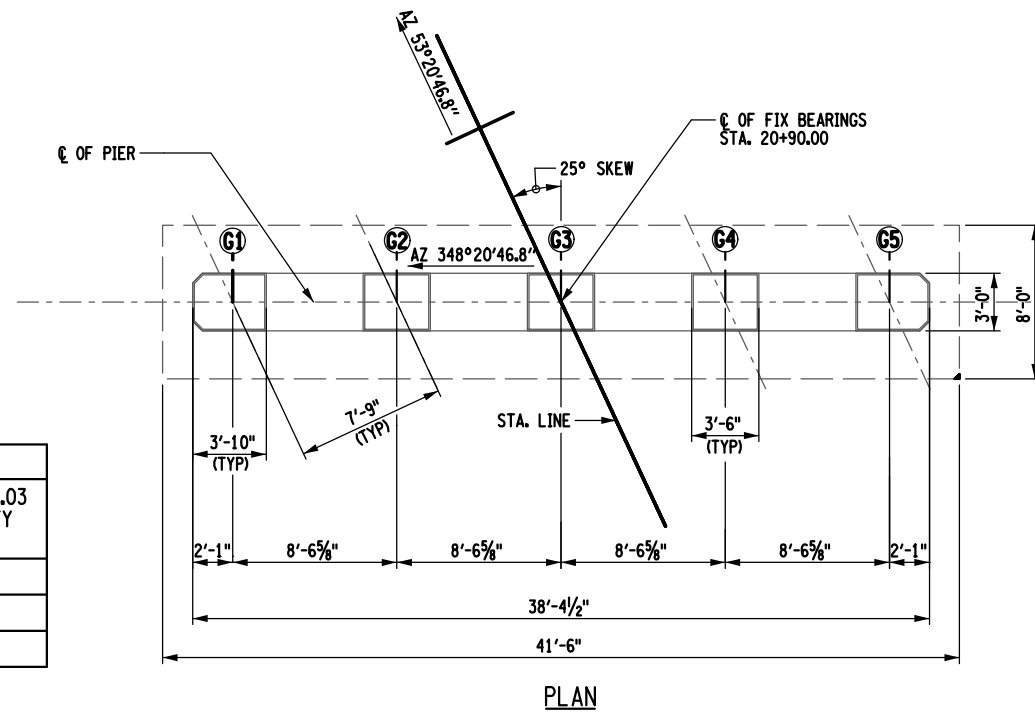
 REMOVAL OF STRUCTURAL CONCRETE - AT LEAST 1.5 INCHES BEHIND REINFORCEMENT AND REPLACE WITH CONCRETE FOR STRUCTURES, PERFORMANCE - ITEM 582.0051

 CRACK REPAIR - ITEM 555.80020001

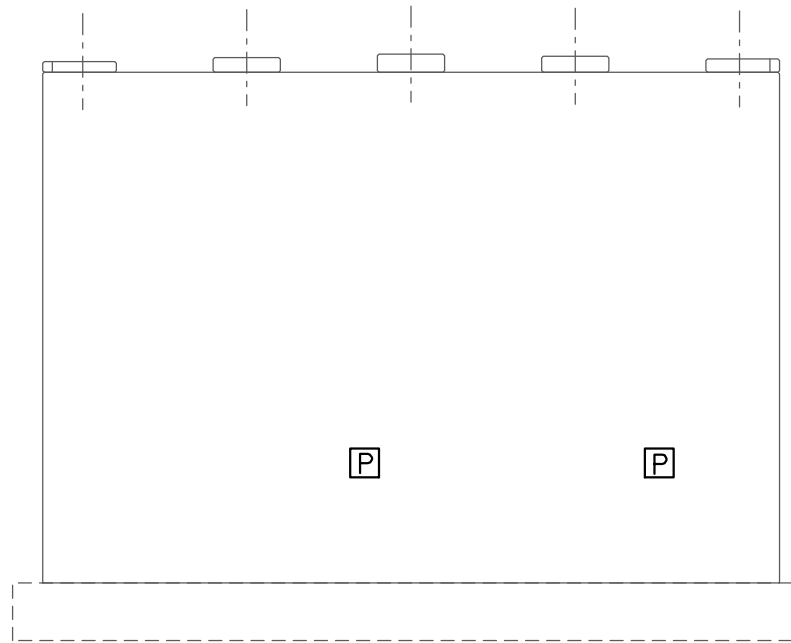
 EXISTING PATCH

CONCRETE REPAIR QUANTITIES	
LOCATION	ITEM 555.80020001 QUANTITY (LF)
PIER 1 (WEST FACE)	--
PIER 1 (EAST FACE)	--
PIER 1 (NORTH FACE)	11
PIER 1 (SOUTH FACE)	28

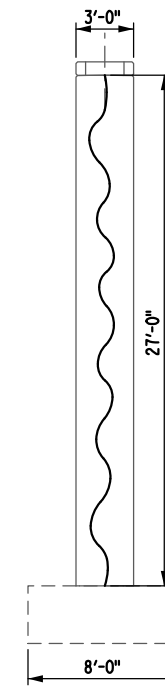
CONCRETE SEALING TABLE	
LOCATION	ITEM 559.03 QUANTITY (SF)
STEM	2,264
PEDESTAL	50
FOOTING	217



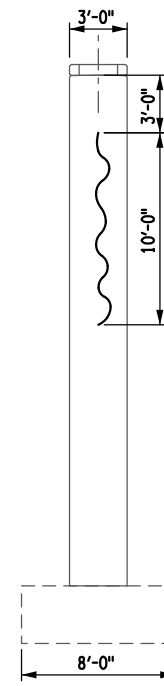
ELEVATION (EAST FACE)



ELEVATION (WEST FACE)



SIDE VIEW (SOUTH FACE)



SIDE VIEW (NORTH FACE)



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TOWN OF VIENNA / CITY OF ROME

REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
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PIN 2755.13
BIN 2206390

LD041921

MARK	DATE	DESCRIPTION
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PIER 2 REPAIR DETAILS

ST-08

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REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
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LD041921

MARK	DATE	DESCRIPTION

REVISIONS

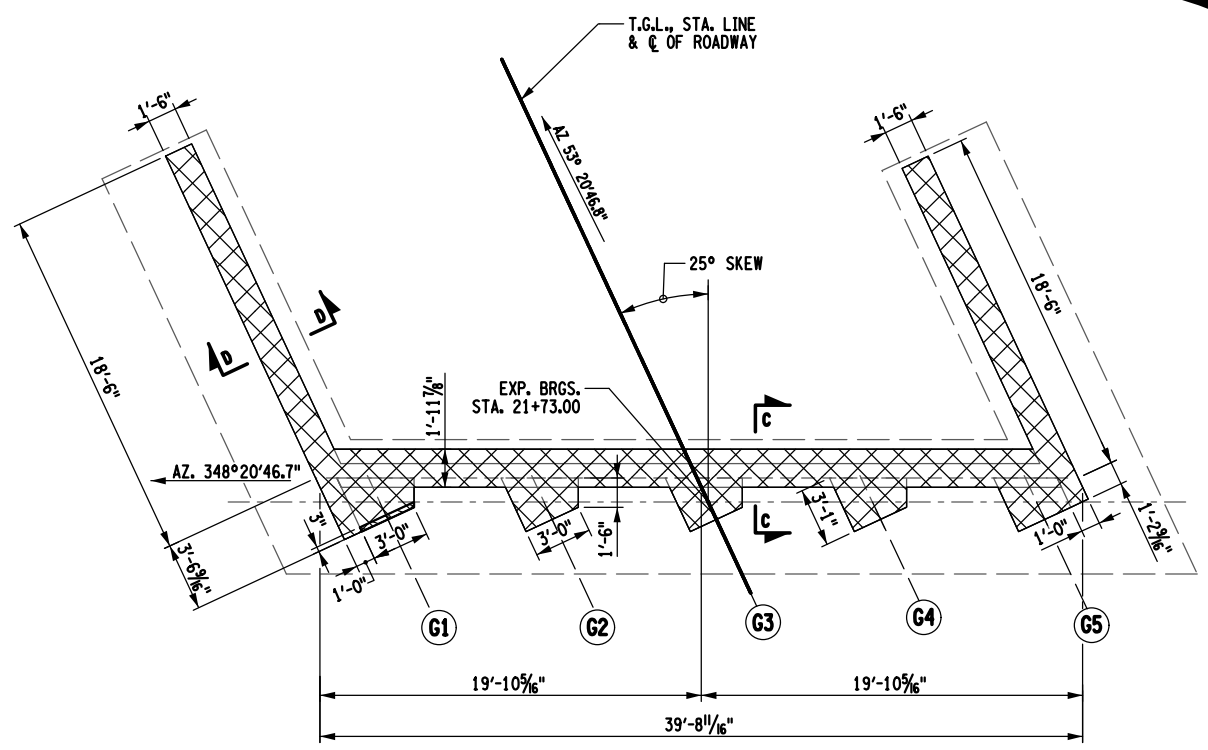
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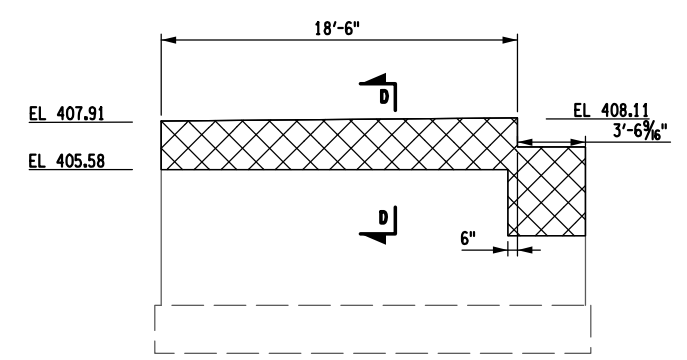
EAST ABUTMENT REPAIR DETAILS (1 OF 3)

ST-09

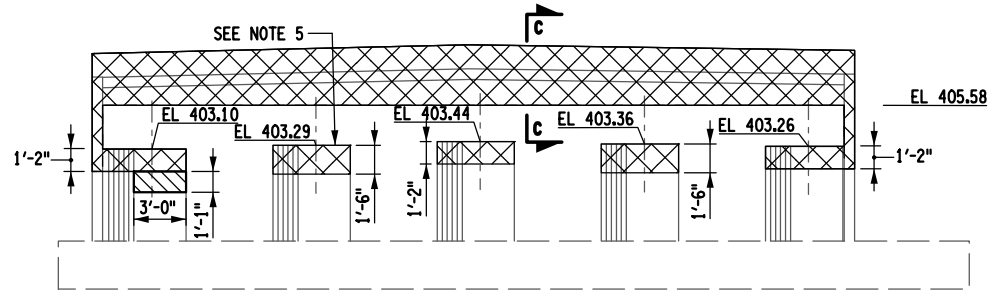
SHEET 28 OF 51



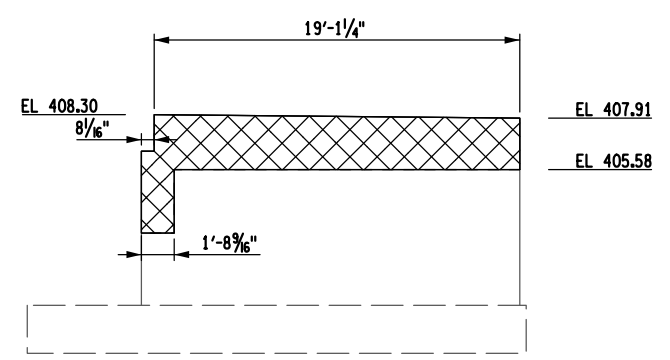
PLAN



NORTHEAST WINGWALL



ELEVATION



SOUTHEAST WINGWALL

LEGEND

	REMOVAL OF STRUCTURAL CONCRETE, ITEM 580.01 SAWING CONCRETE, ITEM 520.50000004
	REMOVAL OF STRUCTURAL CONCRETE - AT LEAST 1.5 INCHES BEHIND REINFORCEMENT AND REPLACE WITH CONCRETE FOR STRUCTURES, PERFORMANCE - ITEM 582.0051
	CRACK REPAIR - ITEM 555.80020001

- NOTES:**
- REFER TO DWG ST-13 FOR REPAIR NOTES AND DETAILS.
 - SEE DWG ST-22 AND ST-23 FOR JOINT DETAILS.
 - CONTRACTOR SHALL VERIFY EXISTING ELEVATIONS AND DIMENSIONS PRIOR TO COMMENCEMENT OF WORK.
 - REFER TO DWG ST-12 FOR SECTIONS C-C AND D-D.
 - EXISTING BEARINGS TO BE RESET. SEE DWG. NO. ST-12 FOR ANCHOR STUD WITH ANCHOR PLATE DETAIL. SEE DWG. NO. ST-15 FOR STRUCTURAL LIFTING TABLE.
 - EXISTING BEARING ANCHOR STUDS TO BE COMPLETELY REMOVED. TO BE PAID FOR UNDER ITEM 580.01.

EAST ABUTMENT REMOVAL TABLE

LOCATION	ITEM 580.01 QUANTITY (CY)
BACKWALL	7.4
WINGWALLS	5.5
PEDESTALS	2.1

EAST ABUTMENT REPAIR TABLE

LOCATION	ITEM 582.0051 QUANTITY (CY)
PEDESTALS	0.3

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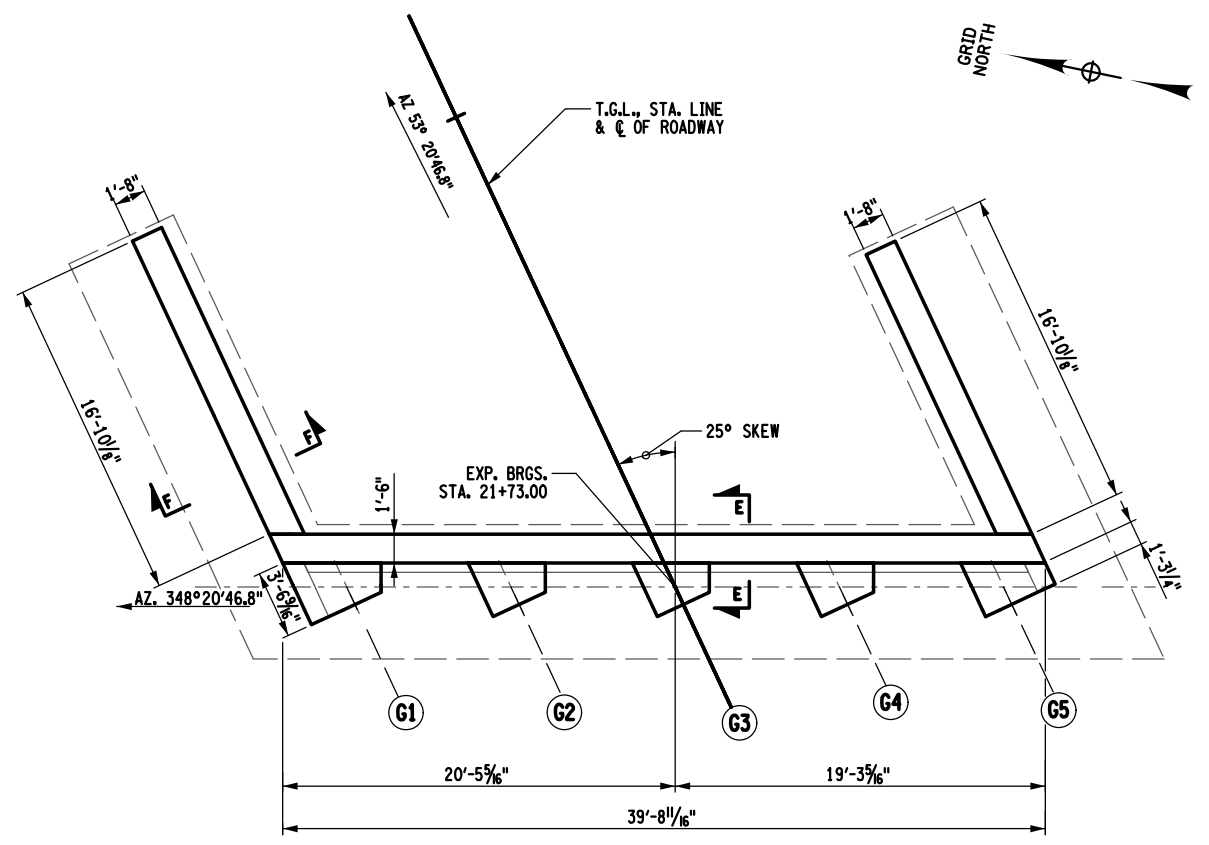
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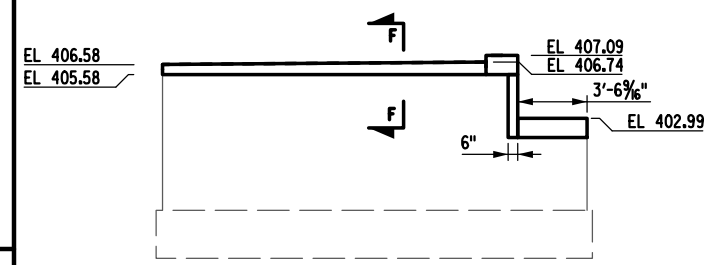
PIN 2755.13
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REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
 TOWN OF VIENNA / CITY OF ROME
 ONEIDA COUNTY, NEW YORK

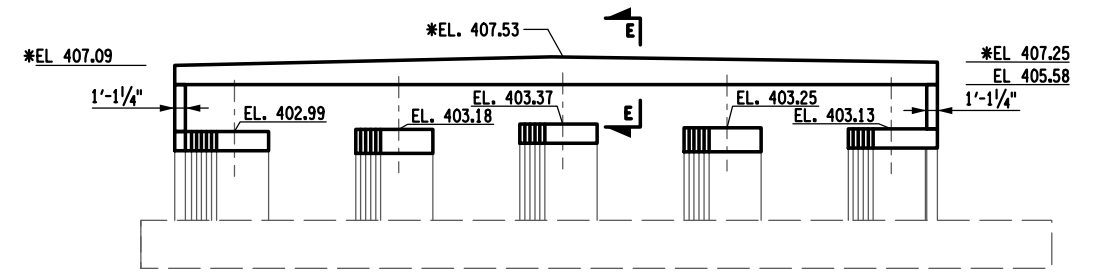
LD041921



PLAN

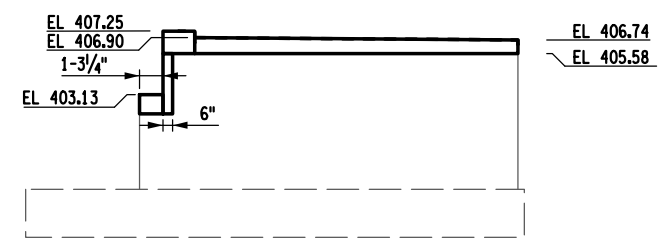


NORTHEAST WINGWALL ELEVATION



* ELEVATION AT FRONT FACE OF BACKWALL

ELEVATION



SOUTHEAST WINGWALL ELEVATION

- NOTES:**
- SEE DWG. ST-12 FOR SECTIONS E-E, F-F, AND CHEEKWALL DETAILS.
 - ALL NEW STRUCTURAL CONCRETE EXPOSED AREAS SHALL BE SEALED UNDER ITEM 559.02 - PROTECTIVE SEALING OF NEW STRUCTURAL CONCRETE.
 - ALL EXISTING CONCRETE EXPOSED AREAS SHALL BE SEALED UNDER ITEM 559.03 - PROTECTIVE SEALING OF EXISTING STRUCTURAL CONCRETE.

CONCRETE SEALING TABLE		
LOCATION	ITEM 559.02 QUANTITY (SF)	ITEM 559.03 QUANTITY (SF)
BACKWALL	59	175
WINGWALLS	71	138
PEDESTALS	54	148

EAST ABUTMENT CONCRETE TABLE	
LOCATION	ITEM 555.0021 QUANTITY (CY)
BACKWALL	3.6
WINGWALL	2.5
PEDESTAL	1.9



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EAST ABUTMENT REPAIR DETAILS (2 OF 3)

ST-10

SHEET 29 OF 51



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TOWN OF VIENNA / CITY OF ROME

PIN 2755.13
 BIN 2206390

REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
 TOWN OF VIENNA / CITY OF ROME
 ONEIDA COUNTY, NEW YORK

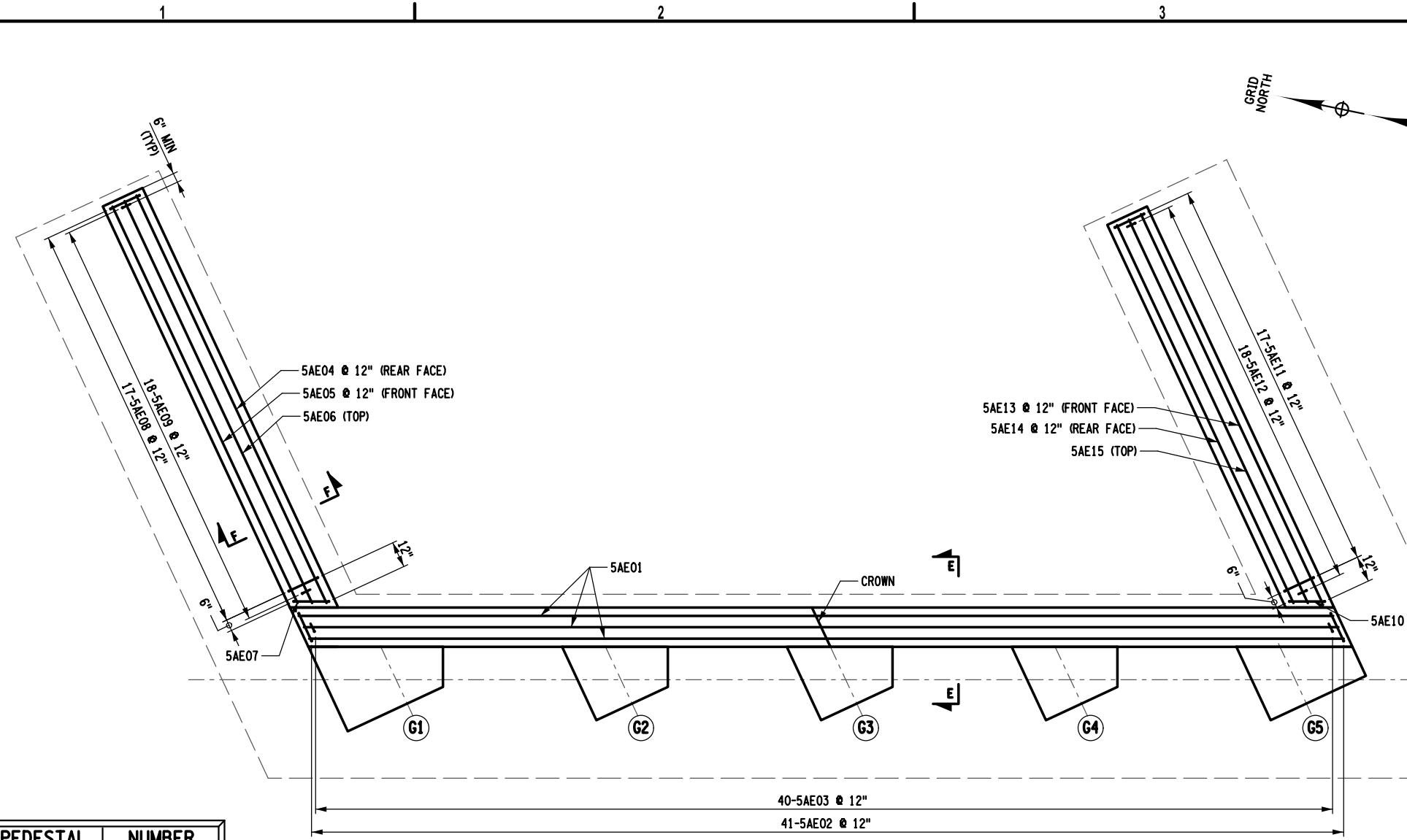
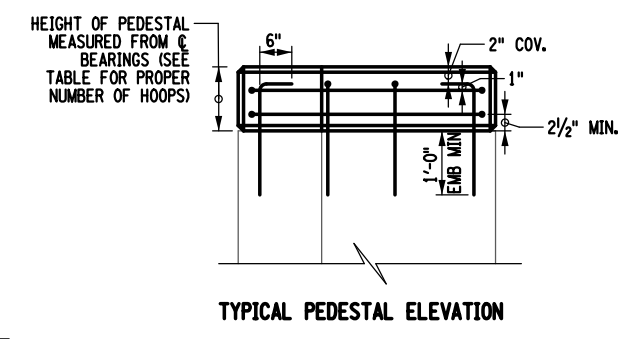
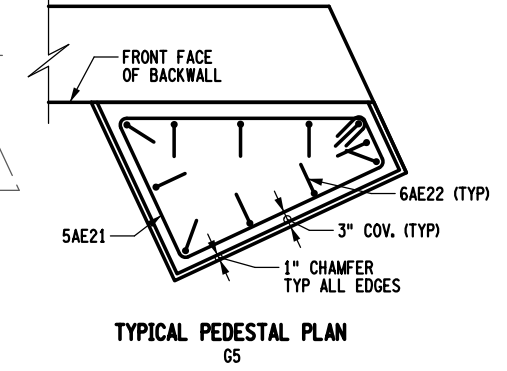
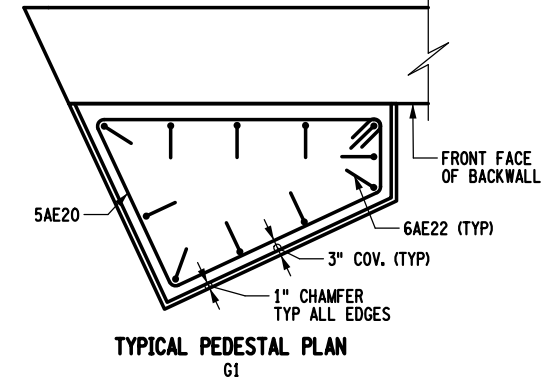
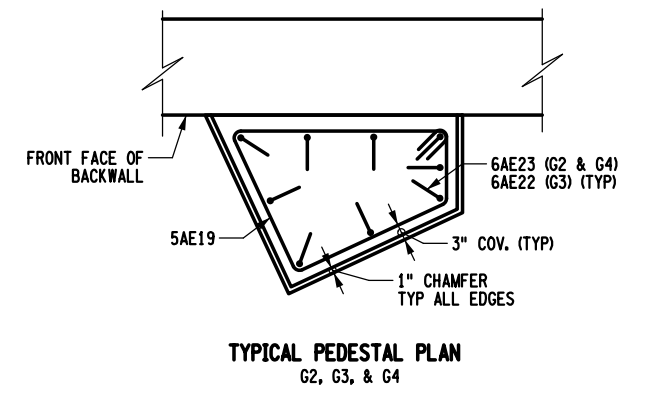
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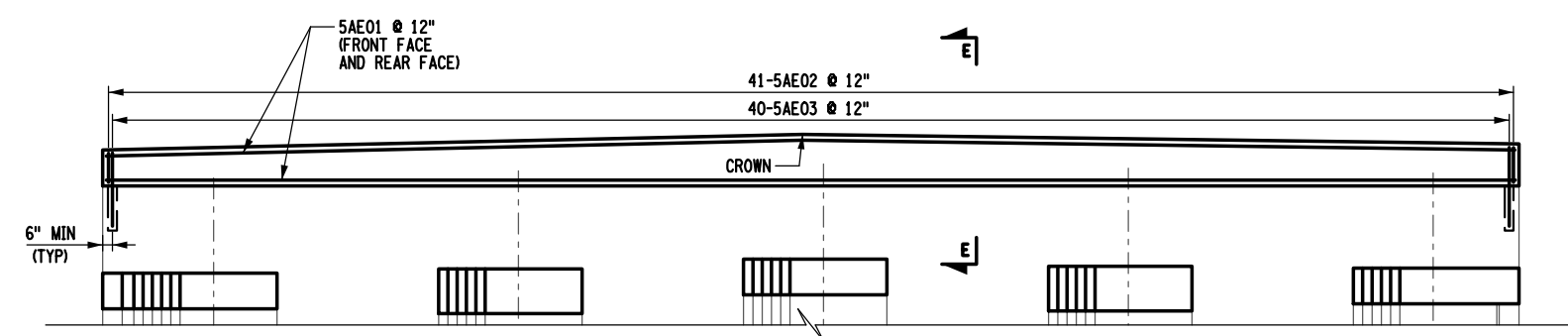
EAST ABUTMENT REPAIR DETAILS
 (3 OF 3)

ST-11

SHEET 30 OF 51



PLAN
 NOT TO SCALE



ELEVATION
 NOT TO SCALE

PEDESTAL HEIGHT	NUMBER OF HOOPS
6" TO 8"	1
8" TO 11"	2
11" TO 14"	3
14" TO 17"	4
17" TO 20"	5



- NOTES:**
- SEE DWG. ST-12 FOR SECTIONS E-E, F-F, AND CHEEKWALL DETAILS.
 - ALL DIMENSIONS AND ELEVATIONS SHALL BE CONSIDERED APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY DIMENSIONS AND ELEVATIONS PRIOR TO BEGINNING ANY WORK.
 - COVER FOR STEEL REINFORCEMENT SHALL BE 2" UNLESS OTHERWISE NOTED.
 - EPOXY COATING OF CUT OR BENT BARS SHALL BE REPAIRED IN ACCORDANCE WITH THE REQUIREMENTS OF NYS DOT STANDARD SPECIFICATION 556-3.03B1.1

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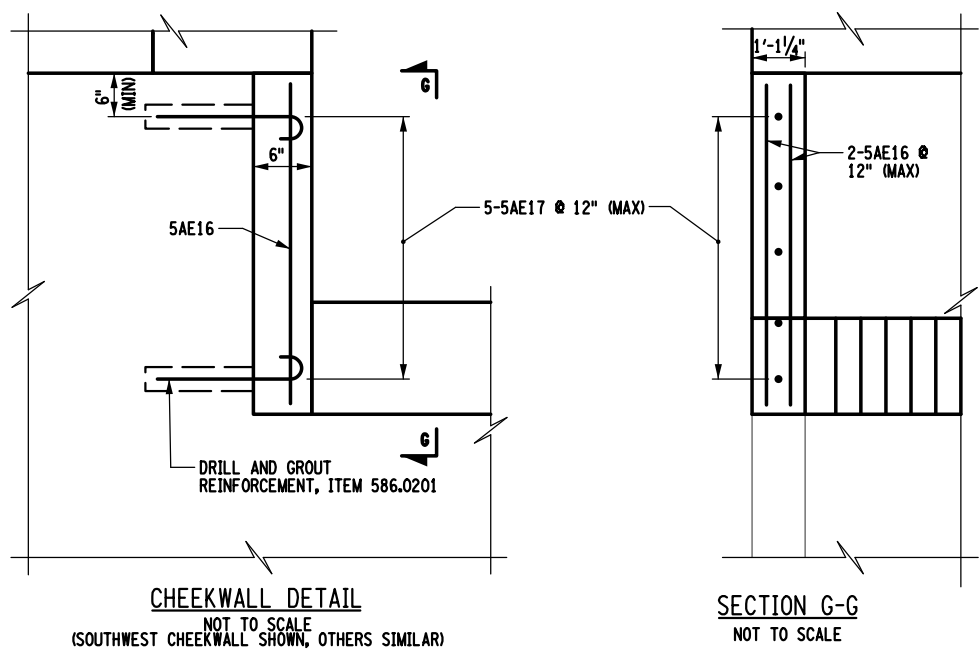
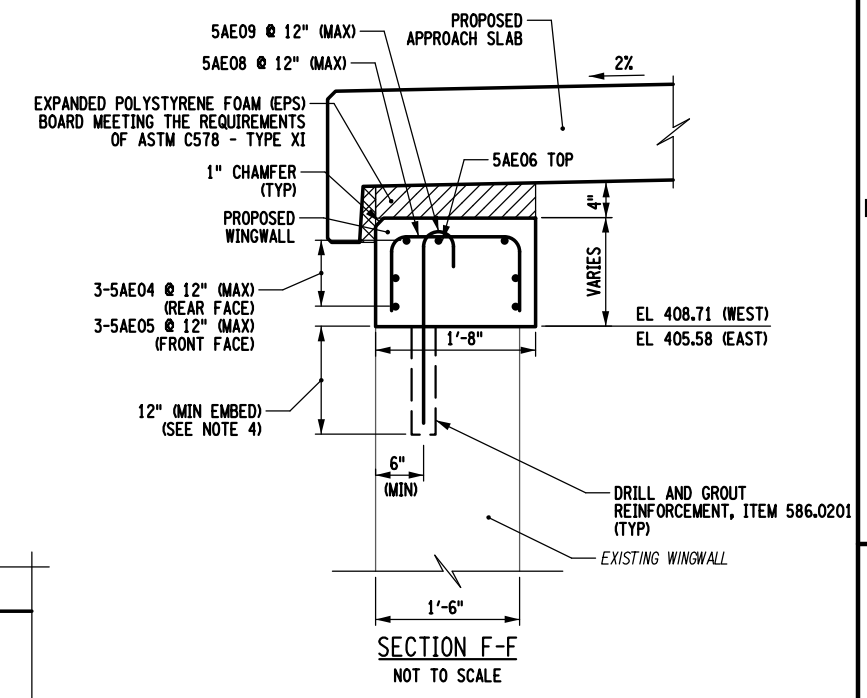
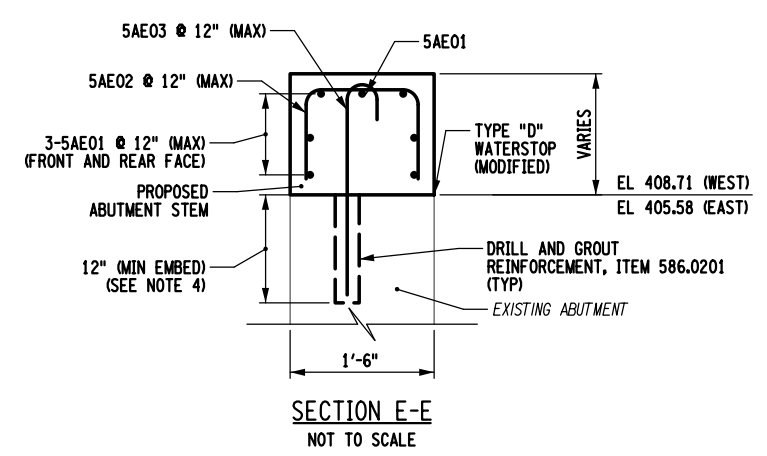
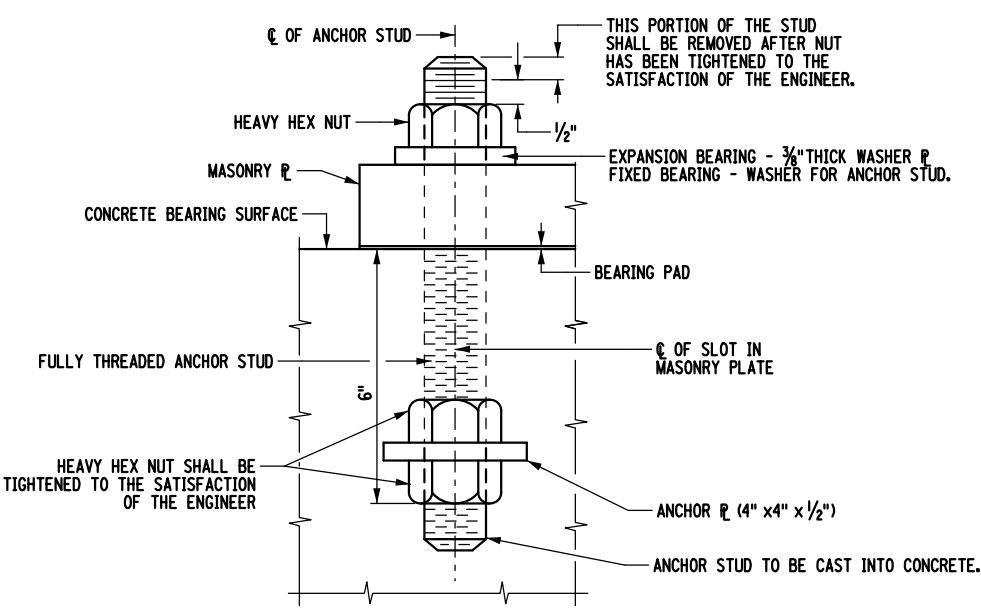
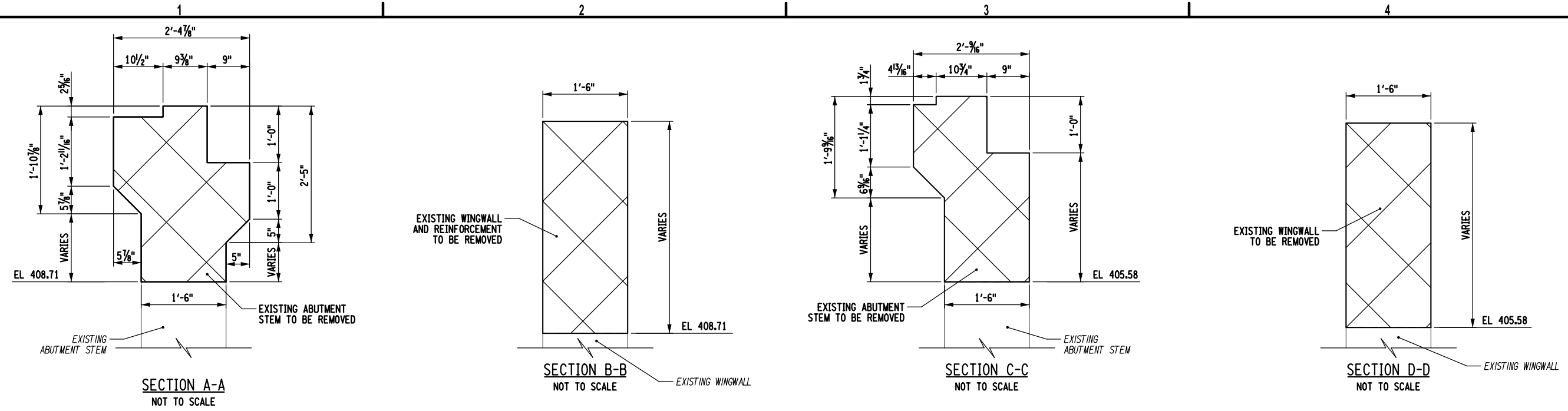
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ABUTMENT REPAIR SECTIONS

ST-12

SHEET 31 OF 51



NOTE:
 EXISTING REINFORCEMENT NOT SHOWN FOR CLARITY. ANY REINFORCEMENT IN CONFLICT WITH PROPOSED WORK SHALL BE REMOVED, ITEM 580.01.

- NOTES:**
- ALL DIMENSIONS AND ELEVATIONS SHALL BE CONSIDERED APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY DIMENSIONS AND ELEVATIONS PRIOR TO BEGINNING ANY WORK.
 - COVER FOR STEEL REINFORCEMENT SHALL BE 2" UNLESS OTHERWISE NOTED.
 - EPOXY COATING OF CUT OR BENT BARS SHALL BE REPAIRED IN ACCORDANCE WITH THE REQUIREMENTS OF NYS DOT STANDARD SPECIFICATION 556-3.03B1.1
 - THE DIMENSION SHALL BE MODIFIED BY THE CONTRACTOR BASED ON THE REQUIREMENTS OF GROUT USED. GROUT SHALL BE ABLE TO ACHIEVE THE TENSILE FORCE GIVEN ON THE STANDARD SPECIFICATION WITH 6" EDGE DISTANCE AND 12" CENTER SPACING. THE DIMENSION SHOWN IS FOR ESTIMATING PURPOSES ONLY.

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REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
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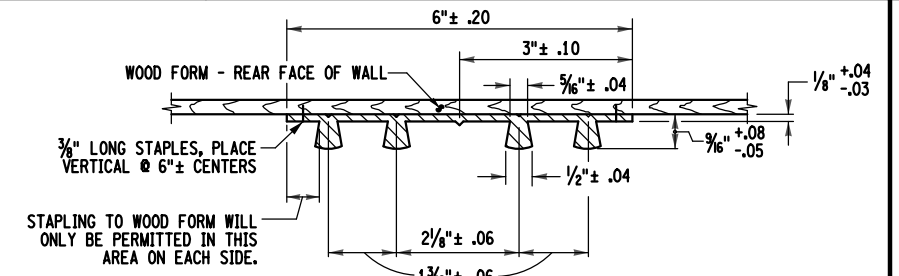
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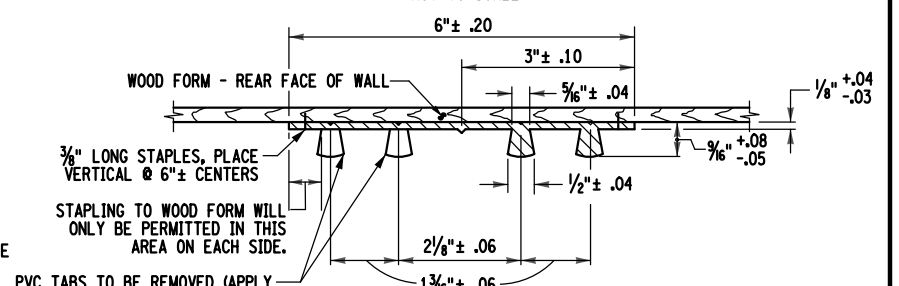
MISCELLANEOUS REPAIR DETAILS

ST-13

SHEET 32 OF 51



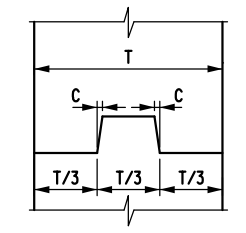
TYPE "D" WATERSTOP DETAIL
NOT TO SCALE



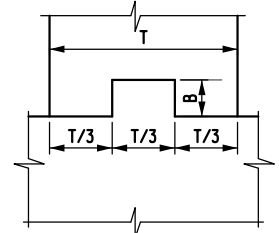
TYPE "D" WATERSTOP DETAIL (MODIFIED)
NOT TO SCALE

WATERSTOP NOTES:

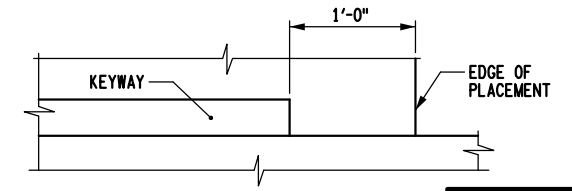
- HOLES MUST NOT BE MADE IN WATERSTOP FOR ANY PURPOSE EXCEPT AS REQUIRED FOR STAPLING TO FORMS.
- TYPE D WATERSTOP SHALL BE LIGHT GRAY IN COLOR.
- PVC USED IN WATERSTOPS SHALL CONFORM TO THE REQUIREMENTS OF N.Y.S. STANDARD SPECIFICATIONS SUBSECTION 705-11.
- THE COST OF FURNISHING AND PLACING WATERSTOPS SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE CONCRETE ITEMS.
- FIELD SPLICES SHOULD BE AVOIDED IF POSSIBLE, HOWEVER, HEAT WELDED BUTT SPLICES WILL BE PERMITTED ON LONG STRAIGHT RUNS (GENERALLY IN EXCESS OF 50 FEET) AT POINTS APPROVED BY THE ENGINEER.
- WATERSTOP SHALL BE SHIPPED IN STRAIGHT SECTIONS HAVING A MINIMUM LENGTH OF 10 FEET UNLESS SHORTER LENGTHS ARE REQUIRED.
- PREMOULDED RESILIENT JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF N.Y.S. STANDARD SPECIFICATION SUBSECTION 705-07.



NOTE: WATERSTOP NOT SHOWN.
VERTICAL



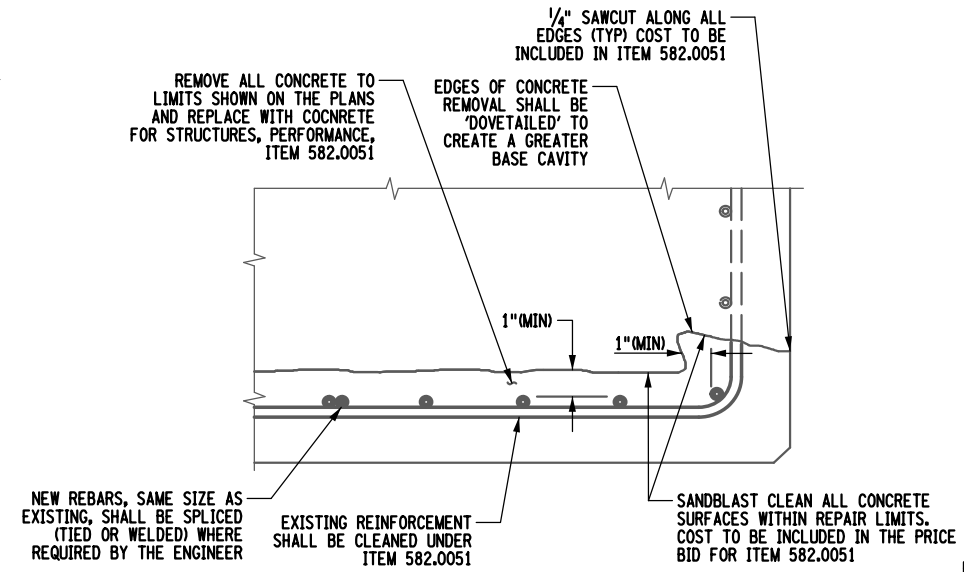
NOTE: WATERSTOP NOT SHOWN.
HORIZONTAL



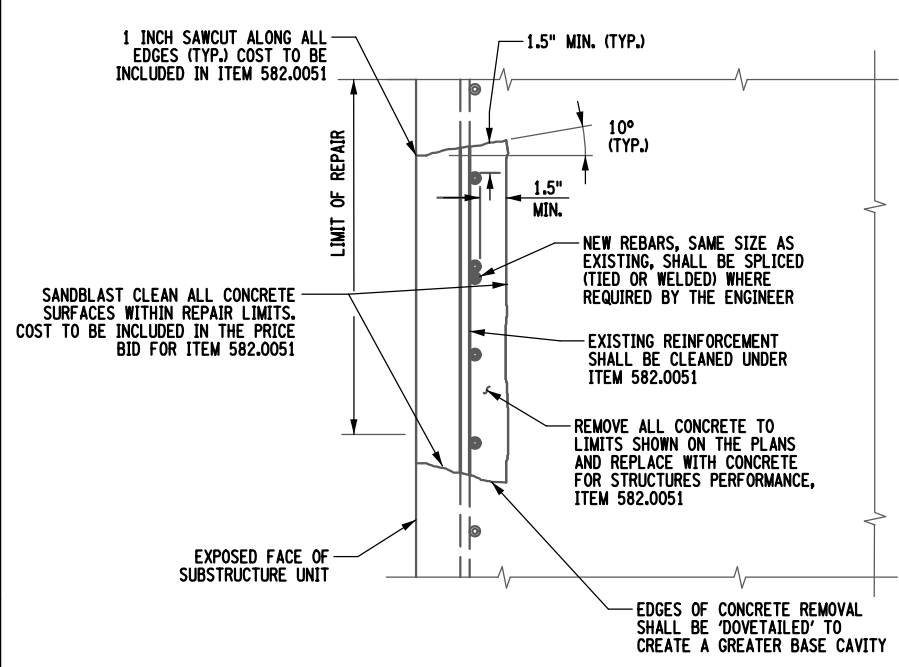
CONSTRUCTION AND CONTRACTION JOINTS

C	B	T/3
3/8"	1 1/2"	0 TO 6"
3/8"	3 1/2"	6" TO 10"
3/4"	5 1/2"	10" AND OVER

KEYWAY DETAILS
NOT TO SCALE



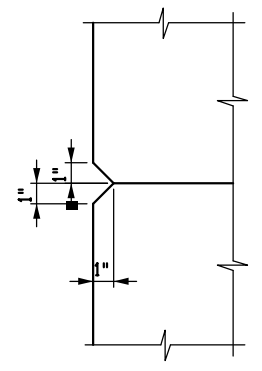
TYPICAL CONCRETE REPAIR DETAIL
CORNER OR EDGE OF MEMBER
NOT TO SCALE



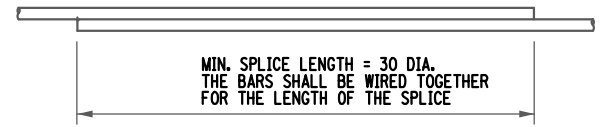
TYPICAL CONCRETE REPAIR DETAIL
TYPICAL REMOVAL
NOT TO SCALE

MINIMUM WELD LENGTHS

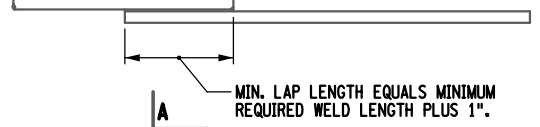
BAR SIZE	SINGLE FLARE L1 V-GROOVE WELD	DOUBLE FLARE L2 V-GROOVE WELD
#5	4"	2 1/2"
#6	4 1/2"	2 3/4"
#7	5"	3"
#8	5 1/2"	3 1/4"
#9	6"	3 1/2"



CHAMFER DETAIL
NOT TO SCALE



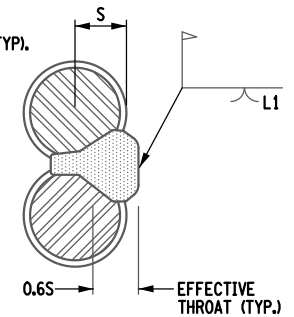
PLAN LAPPED, TIED SPLICE
NOT TO SCALE



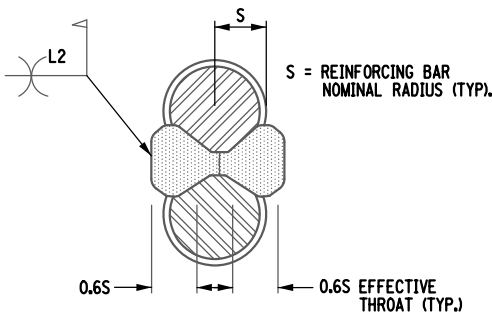
PLAN WELDED SPLICE
NOT TO SCALE

NOTE: ALL WELDS SHALL BE FIELD EPOXIED WITH AN EPOXY COATING FROM THE NYS DOT APPROVED MATERIALS LIST AND SHALL BE PAID FOR UNDER THE REPAIR ITEMS.

S = REINFORCING BAR NOMINAL RADIUS (TYP.)



SINGLE FLARE V - GROOVE WELD



DOUBLE FLARE V - GROOVE WELD

SECTION A-A
NOT TO SCALE

NOTES

- THE BRIDGE PLAN AND CONTRACT STATIONING ARE BASED ON RECORD DRAWINGS DATED JULY 1974. PARTIAL SURVEY WAS PERFORMED IN 2024. FIELD ADJUSTMENTS OF GIVEN STATIONING AND ELEVATIONS MAY BE NEEDED.
- THE DETAILS ON THESE PLANS INDICATE THE CONCRETE DETERIORATION NOTED ON A FIELD INSPECTION BY THE DESIGNER IN 2024. ALL OF THE MAJOR AREAS OF CONCRETE DETERIORATION KNOWN TO EXIST AT THE TIME OF CONTRACT PREPARATION HAVE BEEN SHOWN TO INDICATE THE APPROXIMATE EXTENT OF DETERIORATION THAT WILL HAVE TO BE REPAIRED BY THE CONTRACTOR. LIMITS OF CONCRETE REMOVAL WILL BE DETERMINED BY THE ENGINEER-IN-CHARGE.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT SOUND CONCRETE MAY HAVE TO BE REMOVED TO OBTAIN THE MINIMUM 1.5" CLEARANCE BEHIND THE REINFORCING STEEL.
- ALL CONCRETE SURFACES RECEIVING NEW CONCRETE SHALL BE SANDBLASTED. AFTER SURFACE PREPARATION HAS BEEN ACCEPTED AND JUST PRIOR TO APPLICATION OF NEW CONCRETE, EVERY EFFORT SHOULD BE MADE TO THROUGH WET THE CONCRETE SURFACE, AND ALL POROUS SURFACES TO BE IN CONTACT WITH NEW CONCRETE, FOR 12 HOURS. THIS MAY BE ACCOMPLISHED BY CONTINUOUS WETTING WITH SOAKER HOSES OR THE USE OF BURLAP/BURLENE/ECT. WHERE MOISTURE CAN BE MAINTAINED. IF, IN THE OPINION OF THE ENGINEER, CONDITIONS OR THE SITUATIONS PROHIBITS THIS, THEN THE SURFACE SHOULD BE WETTED FOR AS LONG AS POSSIBLE. CONSTRUCTION JOINTS MUST BE WETTED BY A MEANS ACCEPTABLE TO THE ENGINEER USING POTABLE WATER. THE CONTRACTOR SHALL REMOVE ANY PUDDLES OF FREE STANDING WATER WITH OIL FREE COMPRESSED AIR, AND PROTECT THE SURFACES FROM DRYING, SO THE EXISTING CONCRETE REMAINS IN A CLEAN, SATURATED SURFACE DRY CONDITION UNTIL PLACEMENT OF THE NEW CONCRETE. IMMEDIATELY BEFORE PLACING THE NEW CONCRETE, THE FORMS SHALL BE DRAWN TIGHTLY AGAINST THE CONCRETE ALREADY IN PLACE.
- EXISTING REBAR THAT IS ENCOUNTERED SHALL REMAIN IN PLACE. REBAR THAT HAS GREATER THAN 25% SECTION LOSS, IN THE OPINION OF THE ENGINEER-IN-CHARGE, SHALL BE REPLACED WITH THE SAME SIZE OF THE EXISTING REBAR ACCORDING TO THE DETAILS SHOWN ON THIS SHEET. IF WELDED, WELDERS SHALL BE QUALIFIED IN ACCORDANCE WITH THE NEW YORK STATE STEEL CONSTRUCTION MANUAL. FOR WELDING DETAILS SEE SECTION 7 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL.
- ALL NEW REINFORCEMENT SHALL BE EPOXY COATED, UNLESS OTHERWISE INDICATED IN THE PLANS. THE COST OF REPLACING EXISTING STEEL REINFORCING INCLUDING SPLICING AND WELDING WILL BE PAID IN ACCORDANCE WITH ITEM 556.0202.
- THE ENGINEER-IN-CHARGE MAY ORDER SUPPLEMENTAL REBAR ANCHORS AS PART OF THE CONCRETE REPLACEMENT PROCEDURE.
- ALL EXPOSED AREAS SHALL BE SEALED UNDER ITEM 559.02 OR 559.03 - PROTECTIVE SEALING OF STRUCTURAL CONCRETE.
- THE EXTENT OF CONCRETE REMOVAL FOR ANY COMPONENT SHALL NOT JEOPARDIZE ITS STRUCTURAL INTEGRITY. THE CONTRACTOR SHALL SUBMIT, PRIOR TO COMMENCEMENT OF THIS WORK, A REMOVAL PLAN AND SCHEDULE FOR E.I.C. APPROVAL.

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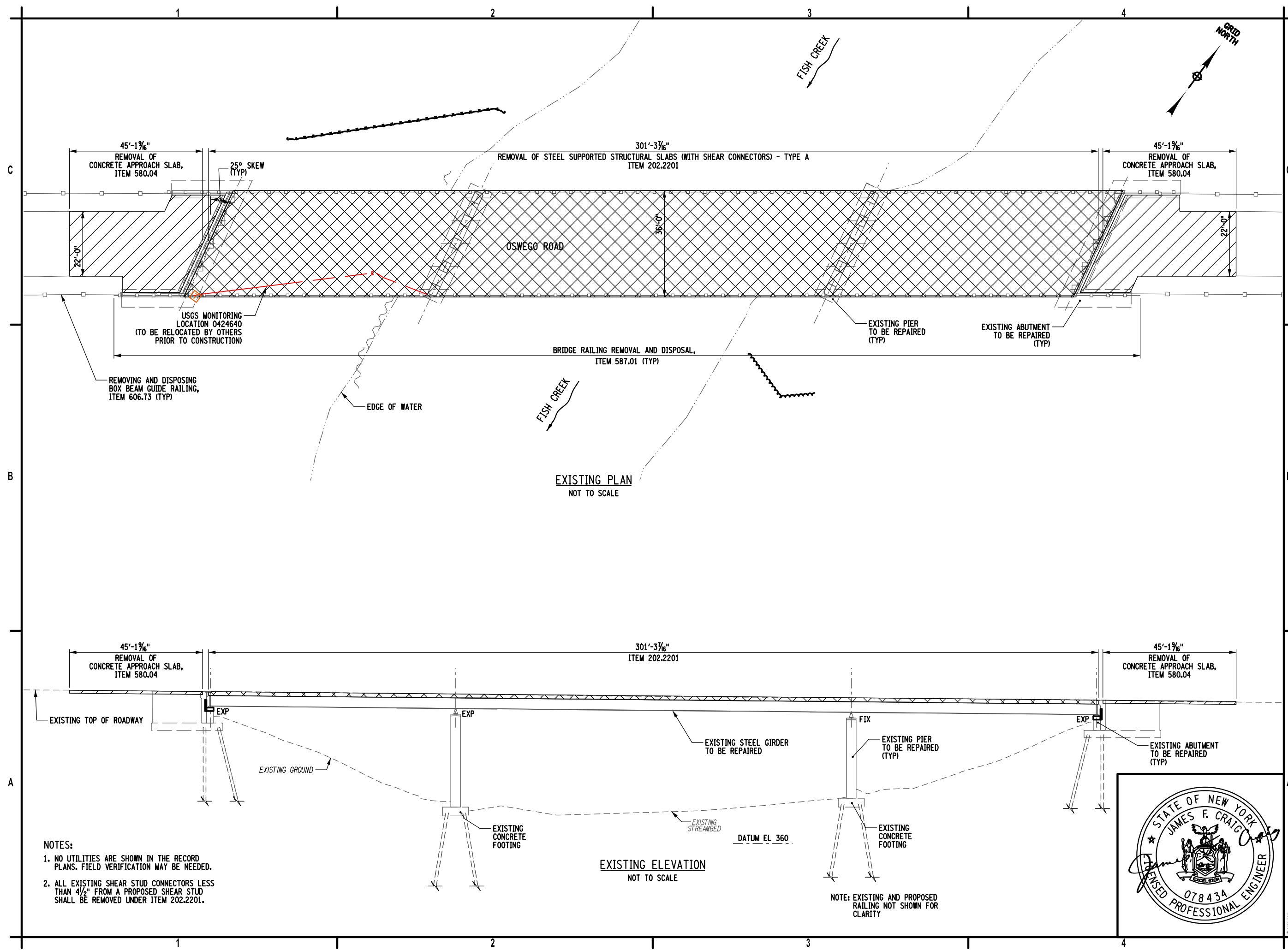
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TOWN OF VIENNA / CITY OF ROME

REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
 TOWN OF VIENNA / CITY OF ROME
 ONEIDA COUNTY, NEW YORK

PIN 2755.13
 BIN 2206390

LD041921



- NOTES:
1. NO UTILITIES ARE SHOWN IN THE RECORD PLANS. FIELD VERIFICATION MAY BE NEEDED.
 2. ALL EXISTING SHEAR STUD CONNECTORS LESS THAN 4 1/2" FROM A PROPOSED SHEAR STUD SHALL BE REMOVED UNDER ITEM 202.2201.



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EXISTING DECK REMOVAL PLAN AND ELEVATION

ST-14

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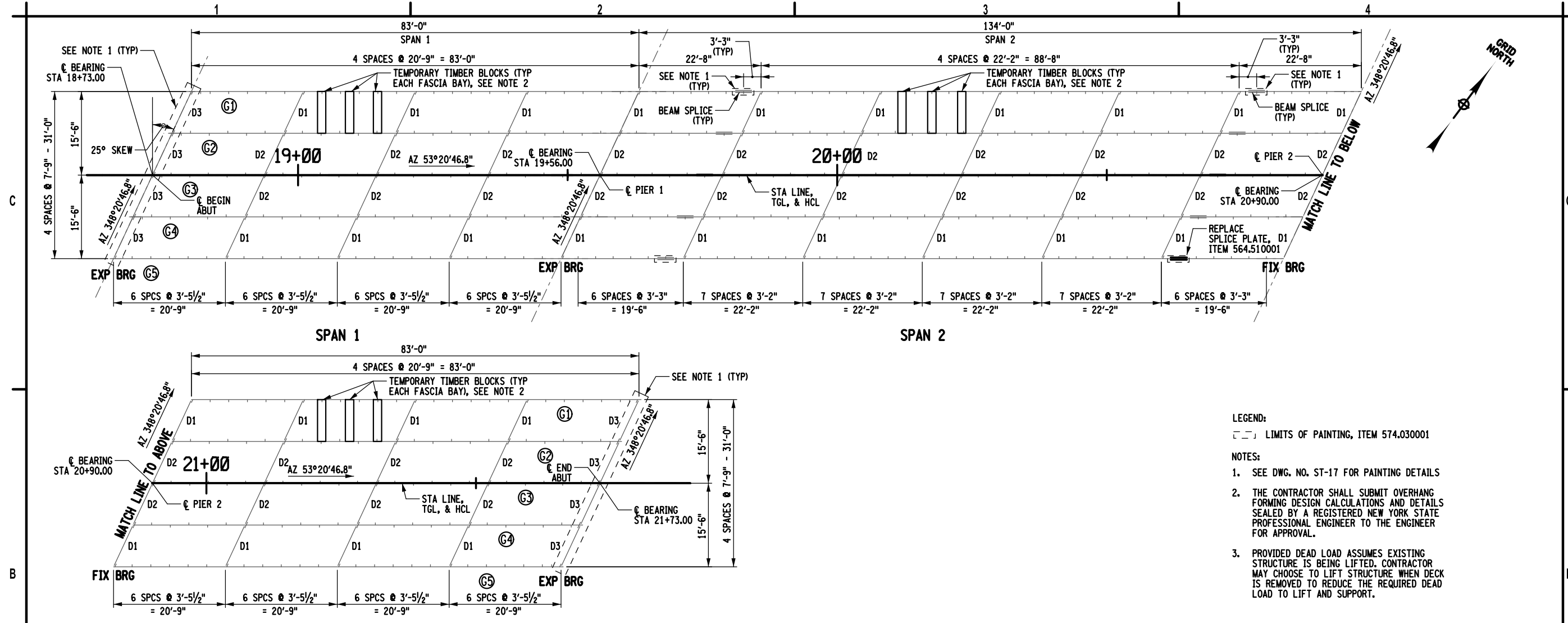
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FRAMING PLAN

ST-15

SHEET 34 OF 51



- LEGEND:**
 [Symbol] LIMITS OF PAINTING, ITEM 574.030001
- NOTES:**
- SEE DWG. NO. ST-17 FOR PAINTING DETAILS
 - THE CONTRACTOR SHALL SUBMIT OVERHANG FORMING DESIGN CALCULATIONS AND DETAILS SEALED BY A REGISTERED NEW YORK STATE PROFESSIONAL ENGINEER TO THE ENGINEER FOR APPROVAL.
 - PROVIDED DEAD LOAD ASSUMES EXISTING STRUCTURE IS BEING LIFTED. CONTRACTOR MAY CHOOSE TO LIFT STRUCTURE WHEN DECK IS REMOVED TO REDUCE THE REQUIRED DEAD LOAD TO LIFT AND SUPPORT.



STRUCTURAL LIFTING OPERATIONS - ITEM 585.01						
	SUBSTRUCTURE	GIRDER	DEAD LOAD STEEL (KIPS)	DEAD LOAD CONCRETE (KIPS)	LIVE LOAD WITH IMPACT (KIPS)	TOTAL (KIPS)
SPAN 1	BEGIN ABUTMENT	G1	5	25	75	105
		G2	5	25	85	115
		G3	5	25	85	115
		G4	5	25	85	115
		G5	5	25	75	105
SPAN 3	END ABUTMENT	G1	5	25	75	105
		G2	5	25	85	115
		G3	5	25	85	115
		G4	5	25	85	115
		G5	5	25	75	105

STRUCTURAL LIFTING NOTES:

- LIFTING SHALL BE CONFINED TO ONE END OF A SPAN AT ANY ONE TIME.
- THE BEARINGS SHALL BE SECURED TO THE GIRDER/BEAM PRIOR TO LIFTING.
- THE CONTRACTOR SHALL HAVE THE GIRDERS/BEAMS STRUCTURALLY LIFTED PRIOR TO THE REMOVAL OF ANY CONCRETE ON PEDESTALS.
- ANY DAMAGED BRIDGE PAINT RESULTING FROM STRUCTURAL LIFTING (I.E. WHERE CLAMPS ARE ATTACHED TO BOTTOM FLANGE) SHALL BE REPAIRED BY THE CONTRACTOR FOLLOWING THE REQUIREMENTS OF SECTION 573 OF THE NYS DOT STANDARD SPECIFICATIONS. COST TO BE INCLUDED IN THE BID PRICE FOR ITEMS 585.01 - STRUCTURAL LIFTING OPERATIONS.
- ALL STRUCTURAL LIFTING OPERATIONS SHALL BE COMPLETED PRIOR TO CONSTRUCTION OF THE BRIDGE DECK AND APPROACH SLABS.
- LOADS ARE UN-FACTORED AND DO NOT INCLUDE CONSTRUCTION LIVE LOADS OR CONSTRUCTION DEAD LOADS.

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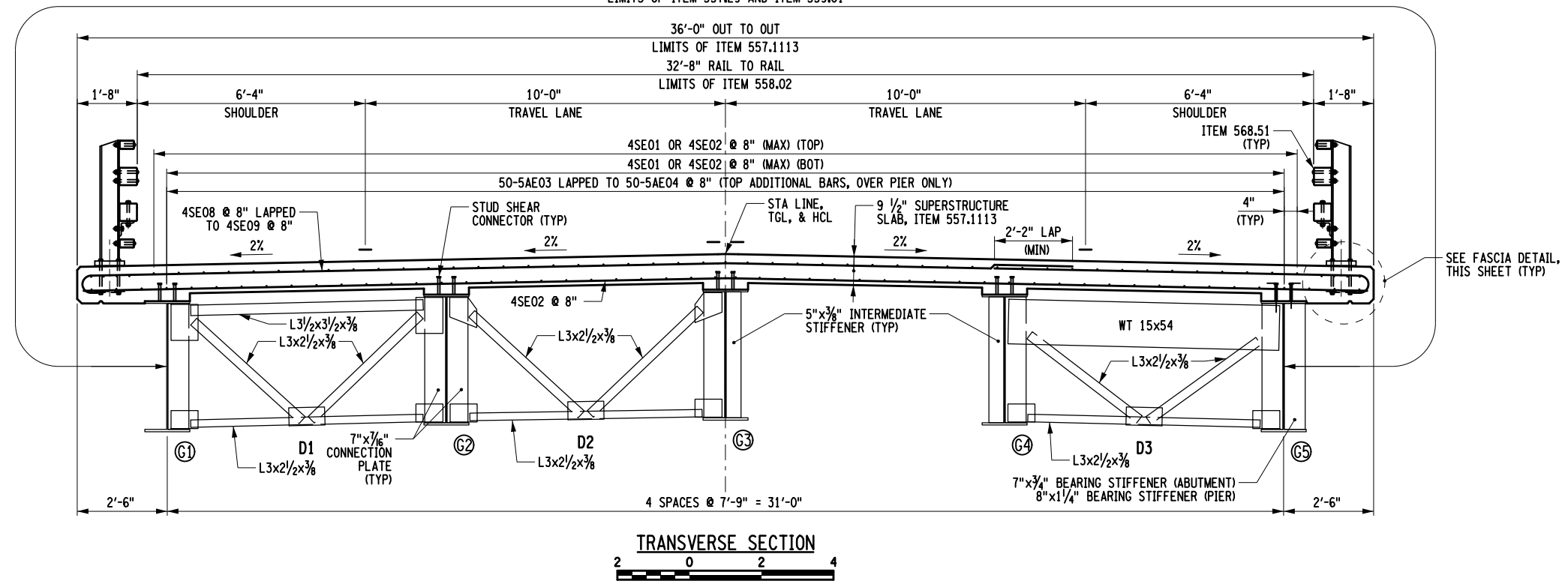
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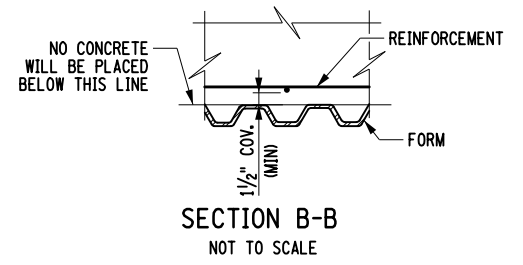
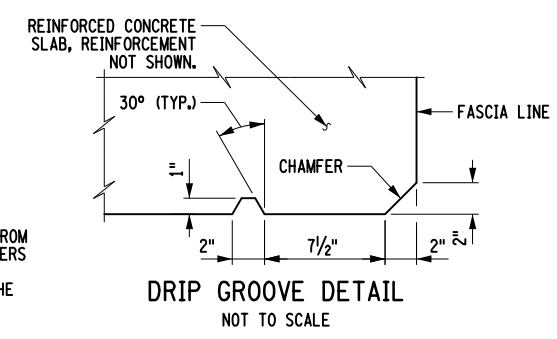
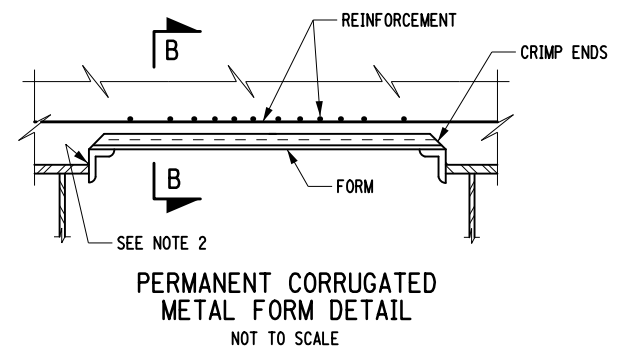
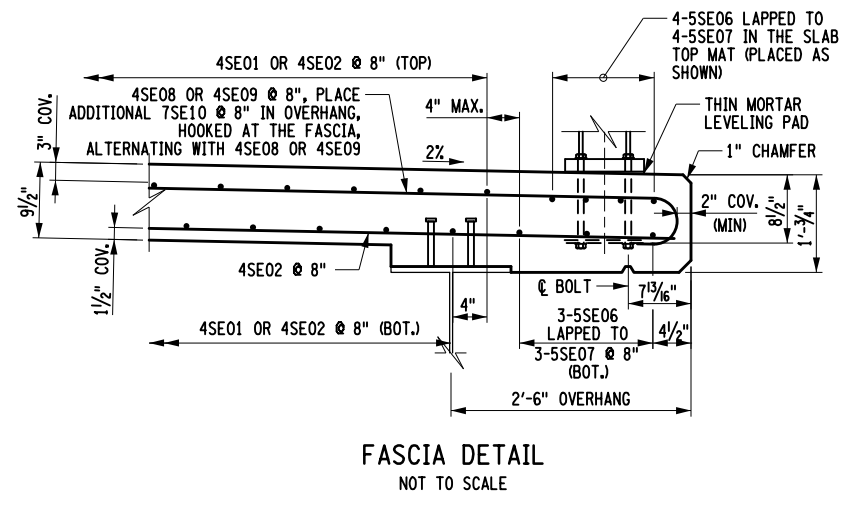
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TRANSVERSE SECTION
 ST-16
 SHEET 35 OF 51

LIMITS OF ITEM 557.29 AND ITEM 559.01



- FORM NOTES:
1. THE COST OF THE FORMING SYSTEMS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR SUPERSTRUCTURE SLAB CONCRETE ITEM.
 2. TACK WELDS SHALL BE ALLOWED IN THE COMPRESSION AREA OF THE STRINGER'S TOP FLANGE ONLY. SEE DWG. NO. ST-19 FOR LIMITS OF TENSION ZONES FOR THE TOP FLANGE. WELDING SHALL CONFORM TO SECTION 7 OF THE N.Y.S. STEEL CONSTRUCTION MANUAL. 1/8" DIA. E7018 OR E8018-C3 ELECTRODES, PROPERLY CONDITIONED, SHALL BE USED.
 3. THE SUPPORT ANGLES AND/OR ZEES SHALL BE GALVANIZED IN ACCORDANCE WITH MATERIAL SPECIFICATION 719-01.

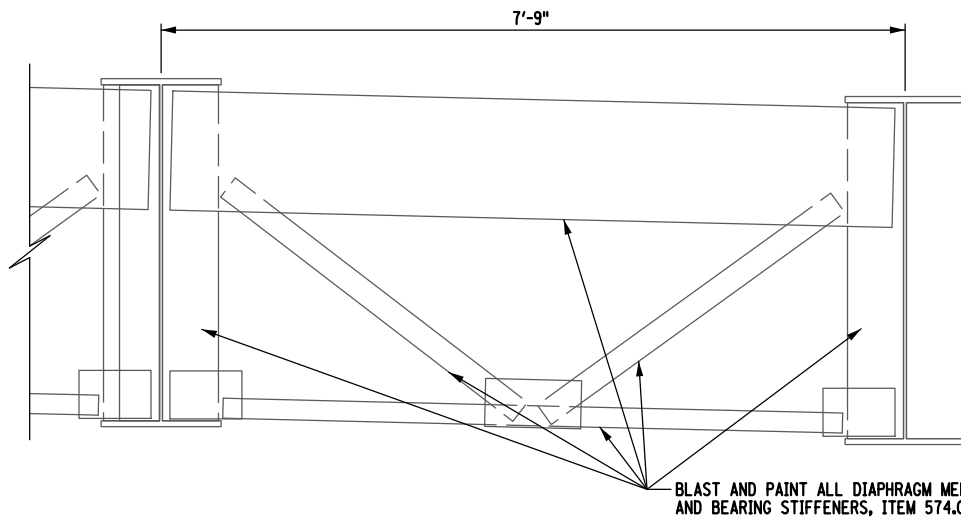


NOTE:
 DRIP GROOVE STOPS 3'-0" FROM FACES OF ABUTMENTS OR PIERS WITH A 90° TURN TOWARD FASCIA THAT INTERSECTS THE CHAMFER.

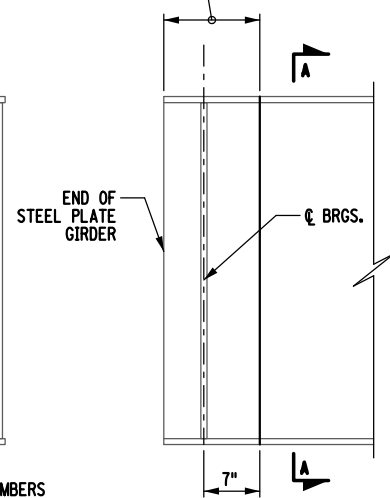


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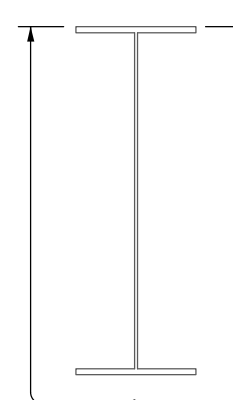
1'-0" = LIMITS OF STRUCTURAL STEEL PAINTING: LOCALIZED, ITEM 574.030001



END DIAPHRAGM SECTION



GIRDER END ELEVATION

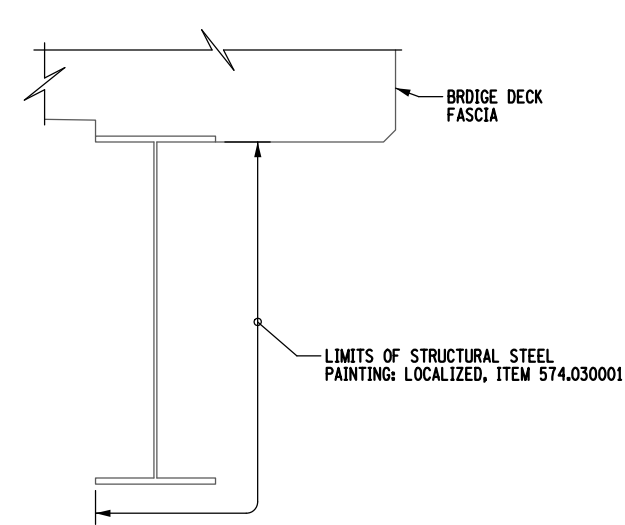


SECTION A-A

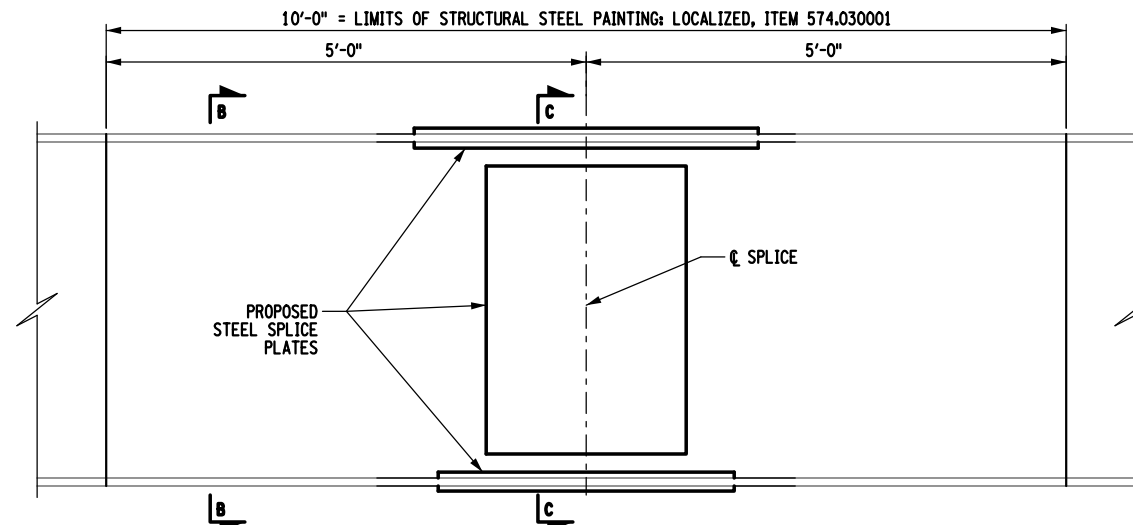
BLAST AND PAINT ALL DIAPHRAGM MEMBERS AND BEARING STIFFENERS, ITEM 574.030001

LIMITS OF DISPOSAL OF NON-HAZARDOUS INDUSTRIAL SOLID PAINT WASTE, ITEM 571.04 AND STRUCTURAL STEEL PAINTING: LOCALIZED, 574.030001

TYPICAL END PAINTING DETAILS
NOT TO SCALE

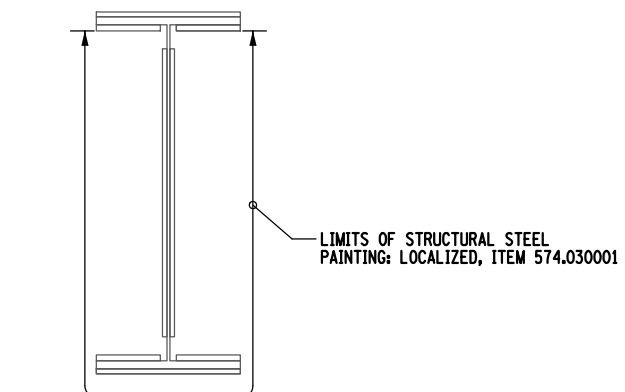


SECTION B-B



FASCIA GIRDER ELEVATION

TYPICAL GIRDER SPLICE PAINTING DETAILS
NOT TO SCALE



SECTION C-C

PAINTING ESTIMATE QUANTITY TABLE		
ITEM NO.	DESCRIPTION	QUANTITY
571.04	BRIDGE - END OF GIRDER	197 LB
	BRIDGE - SPLICE PLATES	135 LB
	BRIDGE - FASCIA GIRDER LOCATIONS	315 LB
	BRIDGE - BEARINGS	16 LB
574.030001	BRIDGE - END OF GIRDER	494 SF
	BRIDGE - SPLICE PLATES	338 SF
	BRIDGE - FASCIA GIRDER LOCATIONS	787 SF
	BRIDGE - BEARINGS	40 SF

PAINTING NOTES:

- ALL PAINT RELATED WORK SHALL BE PAID FOR UNDER THE FOLLOWING ITEMS:
570.090001 - ENVIRONMENTAL GROUND PROTECTION
570.100001 - ENVIRONMENTAL WATERWAY PROTECTION
570.150001 - CLASS A CONTAINMENT SYSTEM FOR PAINT REMOVAL
571.04 - DISPOSAL OF NON-HAZARDOUS INDUSTRIAL SOLID PAINT WASTE
574.030001 - STRUCTURAL STEEL PAINTING: LOCALIZED
- THE COLOR OF THE FINISHED COAT STEEL BEAMS AND STRUCTURAL SUPPORT MEMBERS AND BRIDGE BEARINGS SHALL BE BROWN PAINT, FEDERAL COLOR STANDARD 595, *30111. COLOR TO BE APPROVED BY THE EIC BEFORE APPLICATION.
- THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE TOWN AND CITY WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY MATERIALS WHICH ARE TO REMAIN IN PLACE OR WHICH ARE TO REMAIN THE PROPERTY OF THE TOWN AND CITY, THE DAMAGED MATERIALS SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
- THE CONTRACTOR SHALL PROTECT THE EXISTING STRUCTURE AS WELL AS OTHER ELEMENTS IN THE VICINITY SUCH AS ROADWAYS, RAILINGS, SIGNS, BUILDINGS, ETC. AGAINST DISFIGUREMENT BY PAINT. PAINT STAINS SHALL BE REMOVED OR OBLITERATED BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.
- THE POSSIBILITY EXISTS THAT CERTAIN AREAS (BIRD NESTING AND FECES DROP LOCATIONS) OF THE STRUCTURE MAY CONTAIN HISTOPLASMOSES AND OTHER HEALTH HAZARDOUS MATERIALS. PAYMENT FOR THE REMOVAL OF BIRD FECES, ETC. SHALL BE INCLUDED IN THE UNIT BID PRICE FOR PAY ITEM 574.030001. NO SEPARATE PAYMENT WILL BE MADE.
- SEE DWG. NO. ST-15 FOR PAINTING LOCATIONS.
- THE STRUCTURAL STEEL FOR THIS BRIDGE INCLUDES CONTROLLED OXIDIZING STRUCTURAL STEEL ASTM A588 GRADE 50W AND HAS THE FOLLOWING CLEANING REQUIREMENTS.
 - IN THE FABRICATION SHOP:
STEEL SHALL BE BLAST CLEANED IN ACCORDANCE WITH SSPC-SP6 (COMMERCIAL BLAST CLEANING). HEAVY COATINGS OF OIL OR GREASE SHALL BE REMOVED BEFORE BLASTING IN ACCORDANCE WITH SSPC-SP1 (SOLVENT CLEANING).
 - IN THE FIELD:
THE OUTSIDE SURFACE OF THE FASCIA GIRDERS SHALL BE CLEANED SO THAT ALL DIRT, GREASE, PAINT, OR OTHER FOREIGN MATERIAL IS REMOVED AT THE COMPLETION OF THE BRIDGE CONSTRUCTION IN ORDER TO RETURN THE FASCIA SURFACES TO THE CONDITION IN WHICH THEY LEFT THE FABRICATION SHOP.
- THE COST OF CLEANING THE STEEL IN THE FABRICATION SHOP AND THE FIELD SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE STRUCTURAL STEEL ITEM.
- FOR ESTIMATING PURPOSES, THERE ARE 6 (SIX) LOCATIONS PER FASCIA GIRDER THAT ARE TO BE BLAST CLEANED AND PAINTED ON THE FASCIA SIDE THAT ARE APPROXIMATELY 10' LONG. AREAS SHALL BE CONFIRMED BY THE EIC PRIOR TO STARTING WORK.
- THE CONTRACTOR SHALL INCLUDE THE COST OF ALL ADDITIONAL LABOR, MATERIAL, AND EQUIPMENT NECESSARY (SUCH AS PRIMER, PAINT, ABRASIVE MATERIAL, AND LOWER PRODUCTIVITY RATES IN BLASTING WEATHERING STEEL) UNDER THE APPROPRIATE BID ITEMS FOR EACH LOCATION WITH ABRASIVE BLASTING OF THE WEATHERING STEEL. IN ADDITION PRODUCTIVITY IN BLASTING WEATHERING STEEL IS LESS THAN THAT FOR PLAIN, RUSTED CARBON STEEL, RESULTING IN REDUCED PRODUCTION RATES.
- THE CONTRACTOR IS ENCOURAGED TO ADJUST THE GRIT SIZE TO ACCOUNT FOR A LARGER ANTICIPATED SURFACE PROFILE.
- AFTER THE INSPECTOR IS SATISFIED WITH THE BLASTING TO SP-6, A SMALL AMOUNT OF LIGHT FLASH RUSTING (GOLDEN COLOR) IS NOT CONSIDERED HIGHLY DETRIMENTAL, AND WILL BE CONSIDERED ACCEPTABLE. HOWEVER IF A DARK BLACKISH OR BLUEISH CORROSION PRODUCT APPEARS, THIS IS EVIDENCE THAT THERE IS SUBSTANTIAL SOLUBLE SALT REMAINING ON THE SURFACE AND THAT ADDITIONAL BLASTING SHALL BE REQUIRED AS DETERMINED BY THE INSPECTOR OR ENGINEER.
- STEEL PROFILES EXCEEDING 4 MILS SHALL BE ALLOWED FOR AREAS THAT ARE SEVERELY CORRODED OR PITTED. A MINIMUM OF TWO COATS OF PRIMER ARE REQUIRED ON WEATHERING STEEL BRIDGES. A THIRD COAT OF PRIMER SHALL BE REQUIRED FOR PAINTING LOCATIONS AT THE ABUTMENTS AND FOR EVERY 3 MILS OF PROFILE IN EXCESS OF 7 MILS. THE THIRD COAT OF PRIMER SHALL BE APPLIED AS SOON AS THE PREVIOUS COAT IS READY TO RECEIVE IT ("MINIMUM TIME TO RE-COAT", AS PER THE MANUFACTURE'S PRODUCT DATA SHEET), AS TO PREVENT INTERCOAT ADHESION PROBLEMS. ADDITIONAL COATS OF PRIMER SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 574.030001, NO ADDITIONAL PAYMENTS WILL BE MADE FOR ADDITIONAL COATS.



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www.cscos.com

TOWN OF VIENNA / CITY OF ROME

PIN 2755.13
BIN 2206390

REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
TOWN OF VIENNA / CITY OF ROME
ONEIDA COUNTY, NEW YORK

LD041921

MARK	DATE	DESCRIPTION

REVISIONS

PROJECT NO:	146.202.001
DATE:	MAY 2026
DRAWN BY:	MEM
DESIGNED BY:	BTC
CHECKED BY:	JFC

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW



SUPERSTRUCTURE PAINTING DETAILS

ST-17

SHEET 36 OF 51

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TOWN OF VIENNA / CITY OF ROME

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REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
TOWN OF VIENNA / CITY OF ROME
ONEIDA COUNTY, NEW YORK

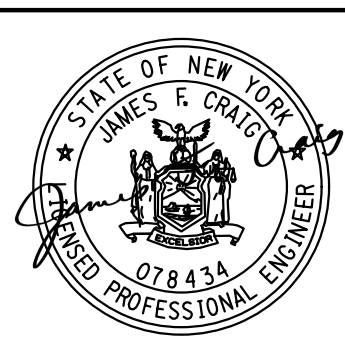
LD041921

MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO: 146.202.001		
DATE: MAY 2026		
DRAWN BY: NGB		
DESIGNED BY: NGB		
CHECKED BY: JFC		

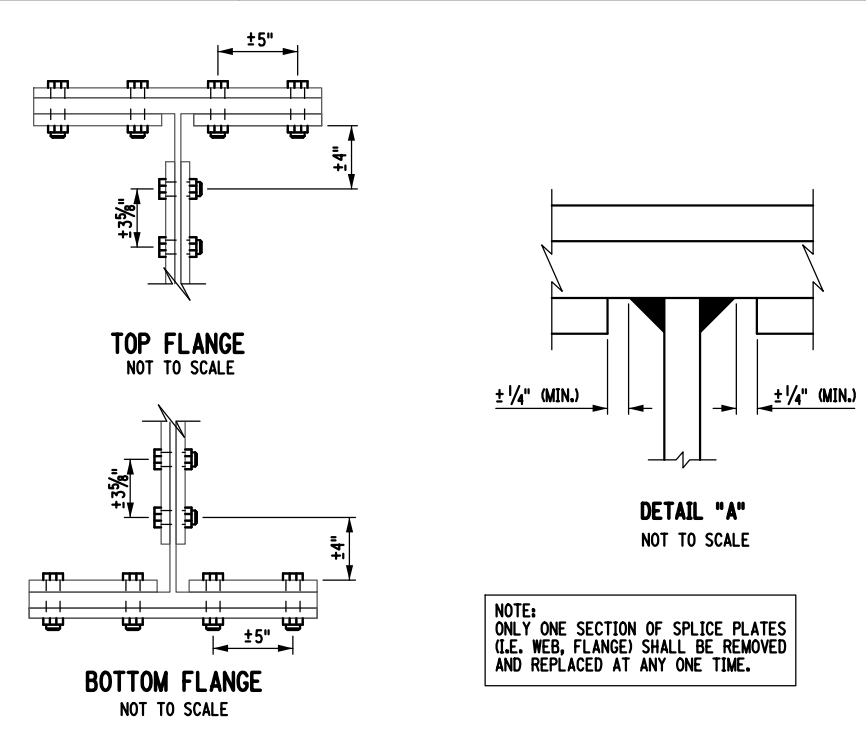
GIRDER SPLICE DETAILS (SPAN 2 GIRDER 5 END)

ST-18

SHEET 37 OF 51



NOTE:
ONLY ONE SECTION OF SPLICE PLATES (I.E. WEB, FLANGE) SHALL BE REMOVED AND REPLACED AT ANY ONE TIME.



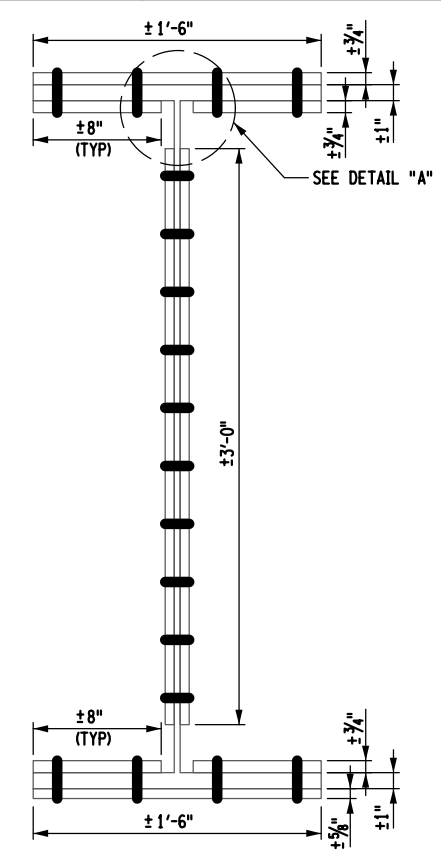
GIRDER SPLICE NOTES:

- ALL COSTS FOR BOLTS, NUTS, AND WASHERS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 564.510001 - STRUCTURAL STEEL (SPLICE PLATE).
- ALL SPLICE PLATES TO BE REPLACED SHALL CONFORM TO ASTM A709 GRADE 50W AND THEIR COST INCLUDED IN THE PRICE BID FOR THE STRUCTURAL STEEL, ITEM 564.510001.
- THE CONTRACTOR SHALL REPLACE THE SPLICE PLATE IN KIND. ALL HOLES ARE TO BE FIELD DRILLED. CONTRACTORS MUST FIELD VERIFY HOLE DIMENSIONS BEFORE DRILLING. COST INCLUDED IN ITEM 586.10.
- THE CONTRACTOR SHALL PROVIDE FOR THE STABILITY OF THE STRUCTURAL STEEL DURING ALL PHASES OF ERECTION AND CONSTRUCTION, AS PROVIDED IN SECTION 2, SUBSECTION 204 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM). CONTRACTOR SHALL SUBMIT ERECTION PROCEDURE A MINIMUM OF FIFTEEN (15) DAYS PRIOR TO STARTING WORK.

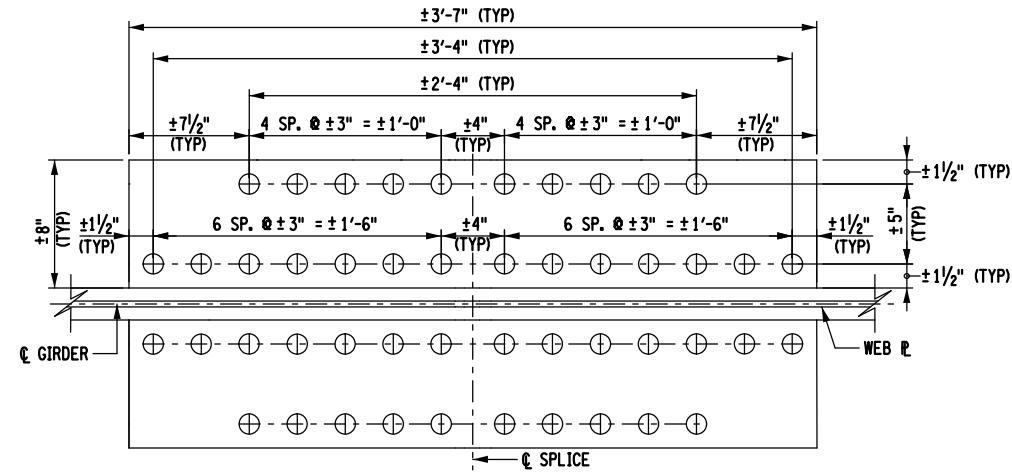
BOLTS, NUTS & WASHERS:

- ALL BOLTS SHALL BE 7/8" DIAMETER, UNLESS OTHERWISE NOTED.
- BOLTS SHALL BE EITHER: ASTM F3125, GRADE A325, TYPE 3 (PLAIN), OR ASTM F3125, GRADE 490, 3 (PLAIN).
- NUTS SHALL BE A563, GRADE DH3 (PLAIN).
- WASHERS SHALL BE F436, TYPE 3 (PLAIN).

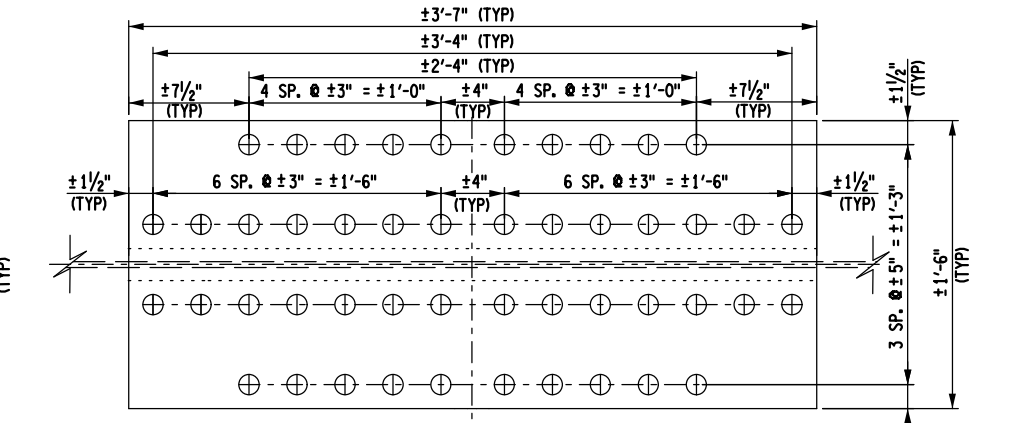
SPAN 2, GIRDER 5 END			
	TOP FLANGE SPLICE	BOTTOM FLANGE SPLICE	WEB SPLICE
SPLICE PLATE	1- 3'-7" x 1'-6" x 5/8" 2- 3'-7" x 8" x 3/4"	1- 3'-1" x 1'-6" x 5/8" 2- 3'-1" x 8" x 3/4"	2- 3'-0" x 2'-1" x 5/8"
NO. OF BOLTS	48	48	80



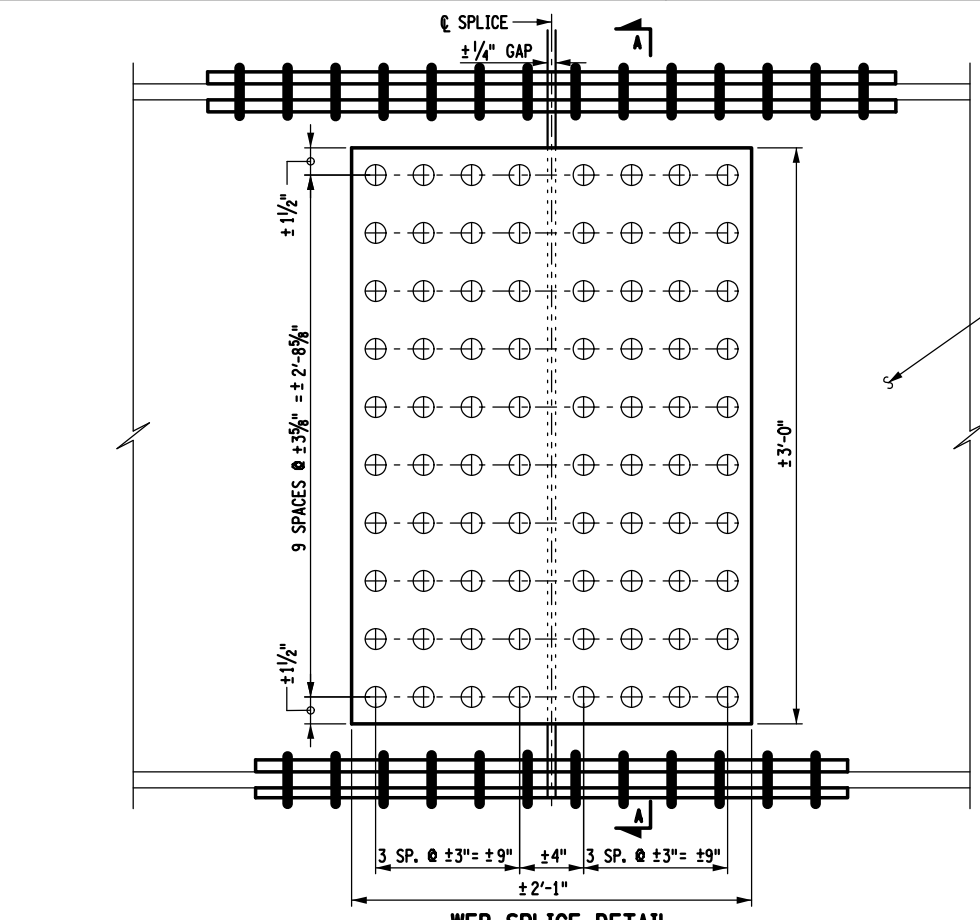
SECTION A-A
NOT TO SCALE



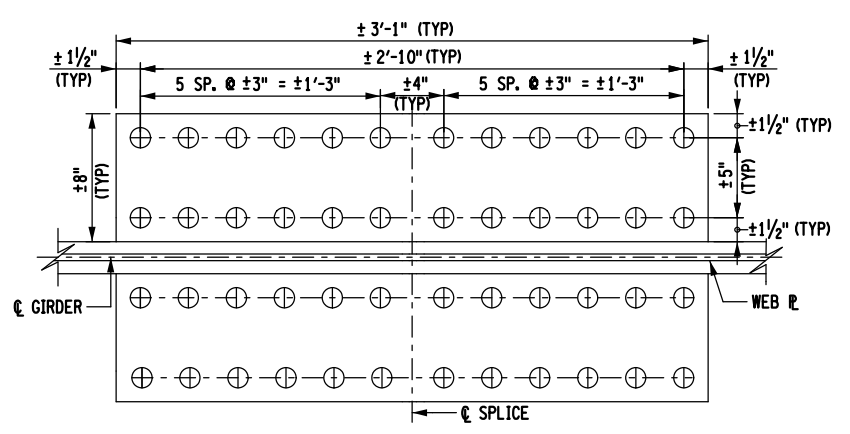
TOP FLANGE SPLICE DETAIL (INNER)
NOT TO SCALE



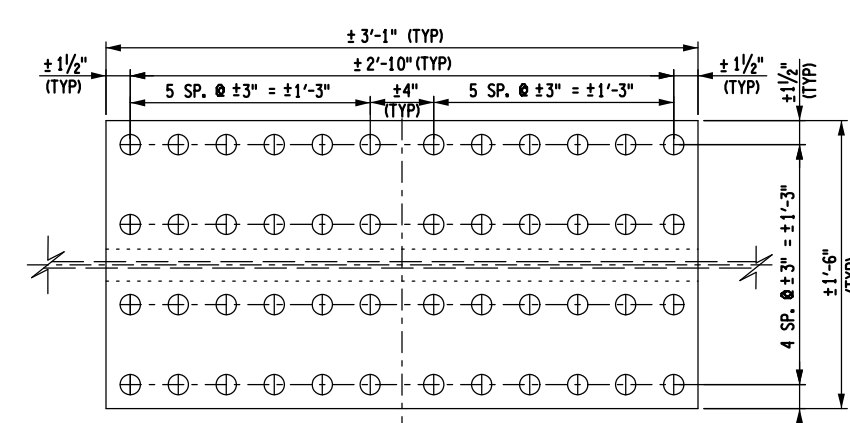
TOP FLANGE SPLICE DETAIL (OUTER)
NOT TO SCALE



WEB SPLICE DETAIL
NOT TO SCALE



BOTTOM FLANGE SPLICE DETAIL (INNER)
NOT TO SCALE



BOTTOM FLANGE SPLICE DETAIL (OUTER)
NOT TO SCALE

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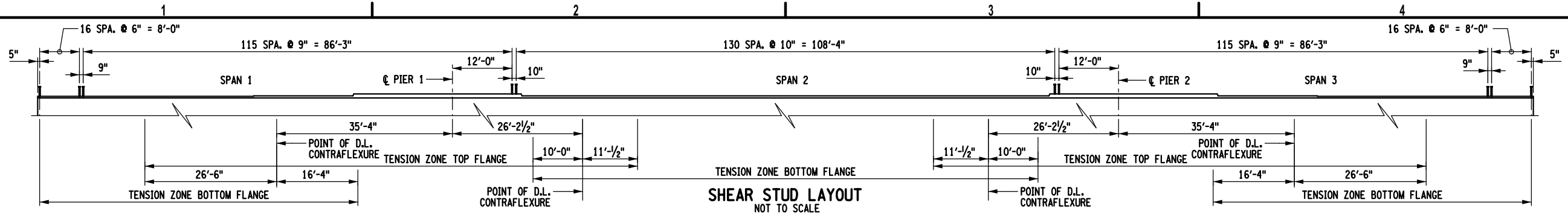
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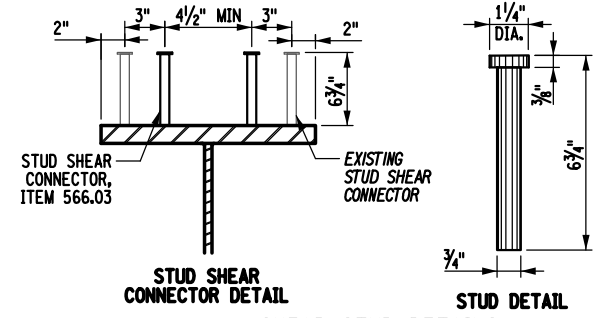
REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
TOWN OF VIENNA / CITY OF ROME
ONEIDA COUNTY, NEW YORK

LD041921

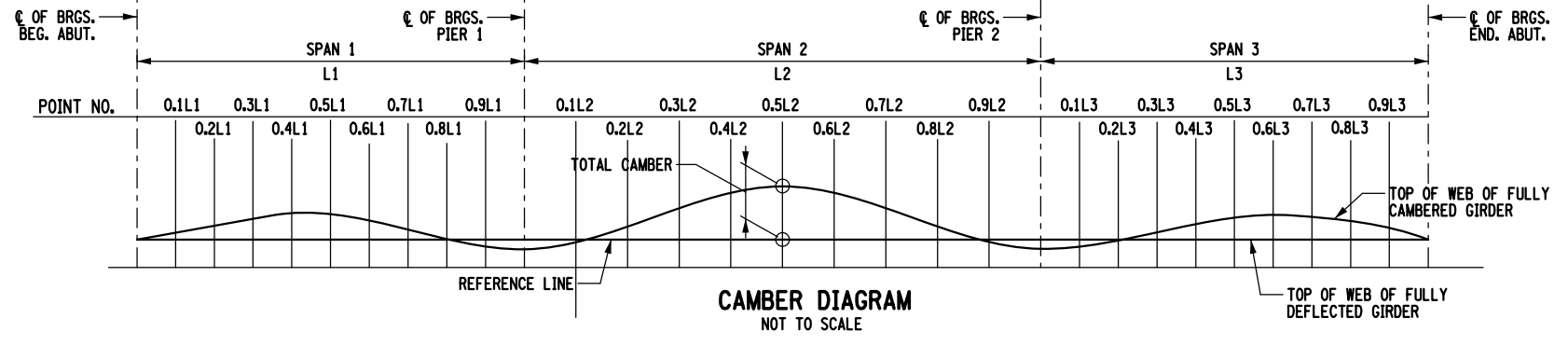
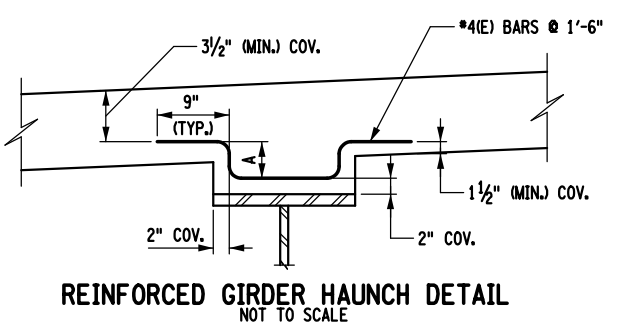
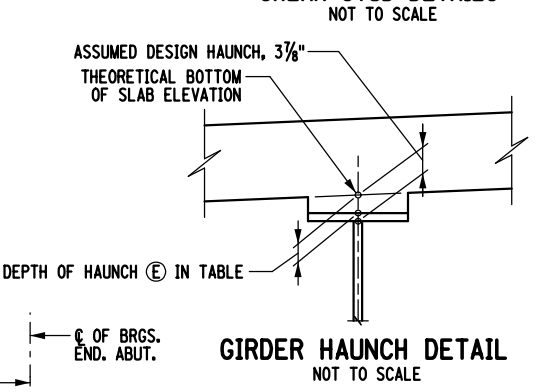


GIRDER	HAUNCH TABLE	CL BRGS. BEG. ABUT.									CL BRGS. PIER NO. 1	CL BRGS. END ABUT.									
		0.1 L1	0.2 L1	0.3 L1	0.4 L1	0.5 L1	0.6 L1	0.7 L1	0.8 L1	0.9 L1		0.1 L2	0.2 L2	0.3 L2	0.4 L2	0.5 L2	0.6 L2	0.7 L2	0.8 L2	0.9 L2	
GIRDER G1	A: REQ'D BOTTOM OF SLAB ELEV.	410.28	410.20	410.12	410.04	409.96	409.88	409.80	409.72	409.64	409.56	409.48	409.35	409.22	409.09	408.96	408.83	408.70	408.57	408.44	408.31
	B: TOP OF STEEL ELEV. (FIELD MEASURE)																				
	C: A - B																				
	D: CONCRETE + S.D.L. DEFLECTION (ft)	0.00	0.01	0.02	0.03	0.03	0.02	0.01	0.00	-0.01	-0.01	0.00	0.04	0.10	0.15	0.19	0.21	0.19	0.15	0.10	0.04
	E: DEPTH OF HAUNCH REQ'D = C + D (ft)																				
GIRDER G2	A: REQ'D BOTTOM OF SLAB ELEV.	410.47	410.39	410.31	410.23	410.15	410.07	409.99	409.91	409.83	409.75	409.67	409.54	409.41	409.28	409.15	409.02	408.89	408.76	408.63	408.50
	B: TOP OF STEEL ELEV. (FIELD MEASURE)																				
	C: A - B																				
	D: CONCRETE + S.D.L. DEFLECTION (ft)	0.00	0.01	0.03	0.03	0.03	0.02	0.01	-0.01	-0.01	-0.01	0.00	0.04	0.11	0.17	0.21	0.23	0.21	0.17	0.11	0.04
	E: DEPTH OF HAUNCH REQ'D = C + D (ft)																				
GIRDER G3	A: REQ'D BOTTOM OF SLAB ELEV.	410.66	410.58	410.50	410.42	410.34	410.26	410.18	410.10	410.02	409.94	409.86	409.73	409.60	409.47	409.34	409.21	409.08	408.95	408.82	408.69
	B: TOP OF STEEL ELEV. (FIELD MEASURE)																				
	C: A - B																				
	D: CONCRETE + S.D.L. DEFLECTION (ft)	0.00	0.01	0.03	0.03	0.03	0.02	0.01	-0.01	-0.01	-0.01	0.00	0.04	0.11	0.17	0.21	0.23	0.21	0.17	0.11	0.04
	E: DEPTH OF HAUNCH REQ'D = C + D (ft)																				
GIRDER G4	A: REQ'D BOTTOM OF SLAB ELEV.	410.54	410.46	410.38	410.30	410.22	410.14	410.06	409.98	409.90	409.82	409.74	409.61	409.48	409.35	409.22	409.09	408.96	408.83	408.70	408.57
	B: TOP OF STEEL ELEV. (FIELD MEASURE)																				
	C: A - B																				
	D: CONCRETE + S.D.L. DEFLECTION (ft)	0.00	0.01	0.03	0.03	0.03	0.02	0.01	-0.01	-0.01	-0.01	0.00	0.04	0.11	0.17	0.21	0.23	0.21	0.17	0.11	0.04
	E: DEPTH OF HAUNCH REQ'D = C + D (ft)																				
GIRDER G5	A: REQ'D BOTTOM OF SLAB ELEV.	410.42	410.34	410.26	410.18	410.10	410.02	409.94	409.86	409.78	409.70	409.62	409.49	409.36	409.23	409.10	408.97	408.84	408.71	408.58	408.45
	B: TOP OF STEEL ELEV. (FIELD MEASURE)																				
	C: A - B																				
	D: CONCRETE + S.D.L. DEFLECTION (ft)	0.00	0.01	0.02	0.03	0.03	0.02	0.01	0.00	-0.01	-0.01	0.00	0.04	0.10	0.15	0.19	0.21	0.19	0.15	0.10	0.04
	E: DEPTH OF HAUNCH REQ'D = C + D (ft)																				

GIRDER	HAUNCH TABLE	CL BRGS. PIER NO. 2									CL BRGS. END ABUT.	
		0.1 L3	0.2 L3	0.3 L3	0.4 L3	0.5 L3	0.6 L3	0.7 L3	0.8 L3	0.9 L3		
GIRDER G1	A: REQ'D BOTTOM OF SLAB ELEV.	408.18	408.10	408.02	407.94	407.86	407.78	407.70	407.62	407.54	407.45	407.37
	B: TOP OF STEEL ELEV. (FIELD MEASURE)											
	C: A - B											
	D: CONCRETE + S.D.L. DEFLECTION (ft)	0.00	-0.01	-0.01	0.00	0.01	0.02	0.03	0.03	0.02	0.01	0.00
	E: DEPTH OF HAUNCH REQ'D = C + D (ft)											
GIRDER G2	A: REQ'D BOTTOM OF SLAB ELEV.	408.37	408.29	408.21	408.13	408.05	407.97	407.89	407.81	407.73	407.64	407.56
	B: TOP OF STEEL ELEV. (FIELD MEASURE)											
	C: A - B											
	D: CONCRETE + S.D.L. DEFLECTION (ft)	0.00	-0.01	-0.01	-0.01	0.01	0.02	0.03	0.03	0.03	0.01	0.00
	E: DEPTH OF HAUNCH REQ'D = C + D (ft)											
GIRDER G3	A: REQ'D BOTTOM OF SLAB ELEV.	408.56	408.48	408.40	408.32	408.24	408.16	408.08	408.00	407.92	407.83	407.75
	B: TOP OF STEEL ELEV. (FIELD MEASURE)											
	C: A - B											
	D: CONCRETE + S.D.L. DEFLECTION (ft)	0.00	-0.01	-0.01	-0.01	0.01	0.02	0.03	0.03	0.03	0.01	0.00
	E: DEPTH OF HAUNCH REQ'D = C + D (ft)											
GIRDER G4	A: REQ'D BOTTOM OF SLAB ELEV.	408.44	408.36	408.28	408.20	408.12	408.04	407.96	407.88	407.80	407.71	407.63
	B: TOP OF STEEL ELEV. (FIELD MEASURE)											
	C: A - B											
	D: CONCRETE + S.D.L. DEFLECTION (ft)	0.00	-0.01	-0.01	-0.01	0.01	0.02	0.03	0.03	0.03	0.01	0.00
	E: DEPTH OF HAUNCH REQ'D = C + D (ft)											
GIRDER G5	A: REQ'D BOTTOM OF SLAB ELEV.	408.32	408.24	408.16	408.08	408.00	407.92	407.84	407.76	407.68	407.59	407.51
	B: TOP OF STEEL ELEV. (FIELD MEASURE)											
	C: A - B											
	D: CONCRETE + S.D.L. DEFLECTION (ft)	0.00	-0.01	-0.01	0.00	0.01	0.02	0.03	0.03	0.02	0.01	0.00
	E: DEPTH OF HAUNCH REQ'D = C + D (ft)											



- NOTES:
- ALL EXISTING SHEAR STUD CONNECTORS LESS THAN 4 1/2" FROM A PROPOSED SHEAR STUD SHALL BE REMOVED UNDER ITEM 202.2201.
 - NEW SHEAR STUDS SHALL BE INSTALLED ON EACH GIRDER FOR THE FULL LENGTH OF THE BRIDGE, TO BE PAID FOR UNDER ITEM 556.03.



MARK	DATE	DESCRIPTION

REVISIONS

PROJECT NO: 146.202.001
DATE: MAY 2026
DRAWN BY: MEM
DESIGNED BY: BTC
CHECKED BY: JFC

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW

HAUNCH TABLE

ST-19

SHEET 38 OF 51



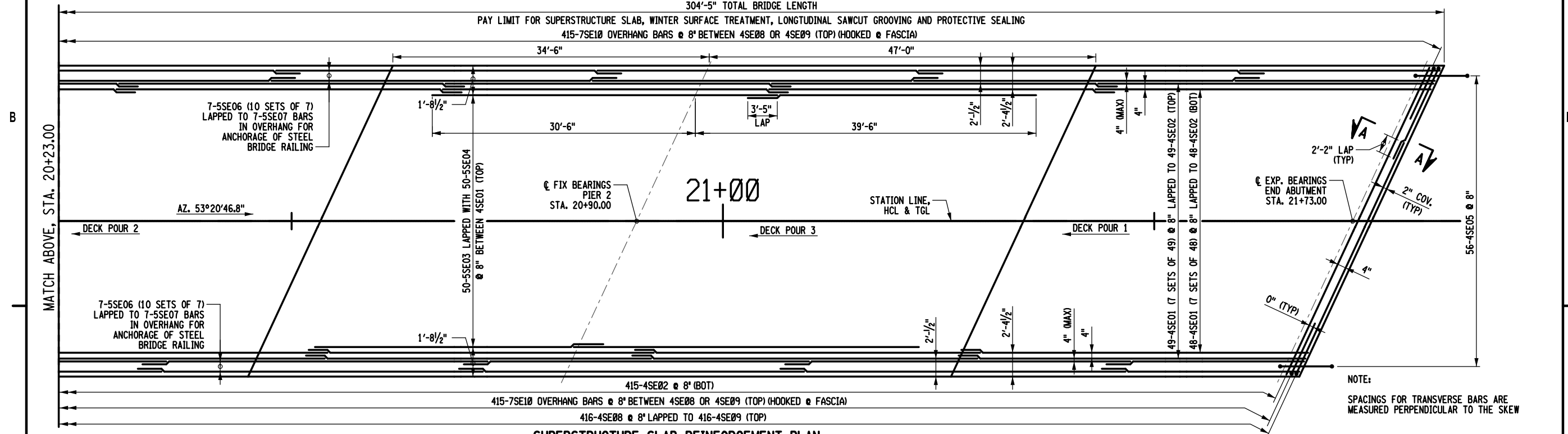
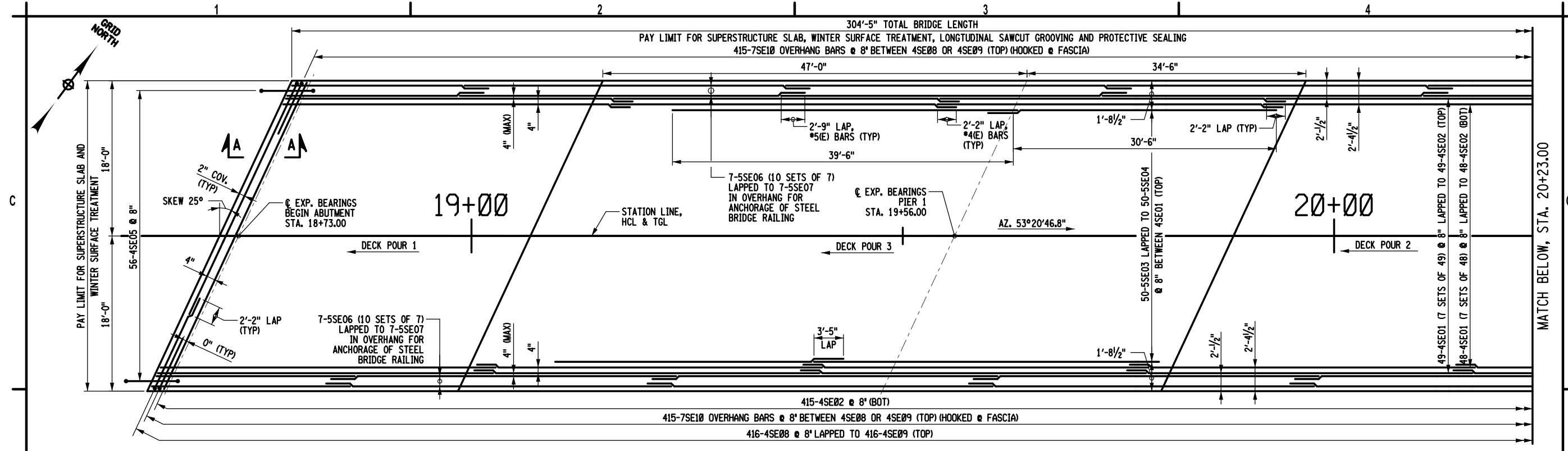
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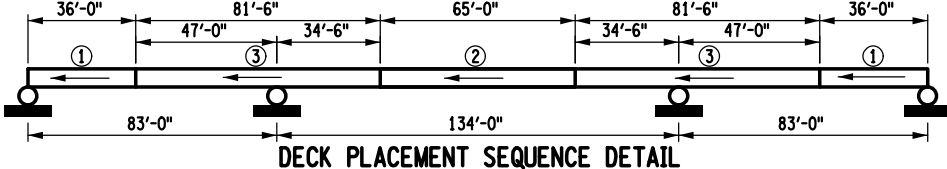
REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
 TOWN OF VIENNA / CITY OF ROME
 ONEIDA COUNTY, NEW YORK

PIN 2755.13
 BIN 2206390

LD041921



SUPERSTRUCTURE SLAB REINFORCEMENT PLAN
 NOT TO SCALE



SUPERSTRUCTURE SLAB TABLE			
SUPERSTRUCTURE SLAB (SY) ITEM 557.1113	LONGITUDINAL SAWCUT GROOVING (SY) ITEM 558.02	PROTECTIVE SEALING OF NEW DECKS (SF) ITEM 559.01	WINTER SURFACE TREATMENT (SY) ITEM 557.29
1,218	1,105	12,748	1,417

**FOR TRANSVERSE LIMITS OF LONGITUDINAL SAWCUT GROOVING AND PROTECTIVE SEALING ITEMS, REFER TO THE TRANSVERSE SECTION DRAWING.



- DECK PLACEMENT NOTES:**
1. THERE WILL BE NO EXCEPTIONS MADE TO THE POURING SEQUENCE SHOWN IN THE CONTRACT PLANS.
 2. ALL AREAS SHOWN ON THE PLANS AS "PLACEMENT 1" AND "PLACEMENT 2" SHALL BE PLACED, IN ORDER, DURING THE INITIAL CONTINUOUS WORK PERIOD. SUBSEQUENT PLACEMENTS WILL NOT BE PERMITTED UNTIL 72 HOURS OF ACCEPTABLE CURING AFTER THE COMPLETION OF THE PREVIOUS PLACEMENT HAS BEEN ACHIEVED.
 3. CONCRETE PLACEMENT AND FINISHING SHALL BE PERFORMED AS RAPIDLY AS POSSIBLE. THE ENGINEER MAY ORDER THE CONTRACTOR TO STOP PLACEMENT AT ANY TIME, IF IN THE ENGINEERS OPINION, CONCRETE PLACED DURING PLACEMENT HAS STARTED TO SET, OR IS ABOUT TO SET, AND FURTHER PLACEMENT WILL CAUSE DEFLECTION CRACKING.
 4. WET BURLAP CURING BLANKETS ARE REQUIRED TO BE PLACED ON THE CONCRETE DECK WITHIN 30 MINUTES OF THE CONCRETE BEING DEPOSITED INTO THE FORMS OR 5 MINUTES AFTER FINISHING, WHICHEVER COMES FIRST. THE PLACEMENT OF THE BROOM FINISH TEXTURE SHALL NOTE INTERFERE WITH THESE REQUIREMENTS.
 5. THE CONTRACTOR SHALL OPERATE THE FINISHING MACHINE(S) AS CLOSE TO THE SKEW ANGLE AS PRACTICABLE FOR SKEW ANGLES BETWEEN 0° AND 35°.

6. IF THE CONTRACTOR'S DECK PLACEMENT OPERATION IS STOPPED PRIOR TO COMPLETION, WHETHER BY THE CONTRACTOR'S DECISION OR BY DIRECTION OF THE ENGINEER, THE CONTRACTOR SHALL PROVIDE A FINISHED DECK GRADE WHICH MATCHES THE PLANNED PROFILE. ANY SUBSEQUENT REVISIONS TO THE DECK FORMS MADE NECESSARY BY SUCH ACTION SHALL BE AT NO COST TO THE TOWN.
7. CONSTRUCTION JOINTS SHALL BE PLACED PARALLEL TO THE SKEW ANGLE. CONCRETE SHALL BE PLACED SO THAT THE LEADING EDGE PARALLELS THE SKEW. FINISHING MACHINE(S) SHALL BE OPERATED AS CLOSE TO THE SKEW ANGLE AS PRACTICABLE. TEXTURING MAY BE DONE LONGITUDINAL, TRANSVERSE, OR PARALLEL TO THE ALIGNMENT OF THE FINISHING MACHINE.
8. REFER TO DWG. ST-21 FOR SECTION A-A.

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DECK REINFORCEMENT PLAN

ST-20

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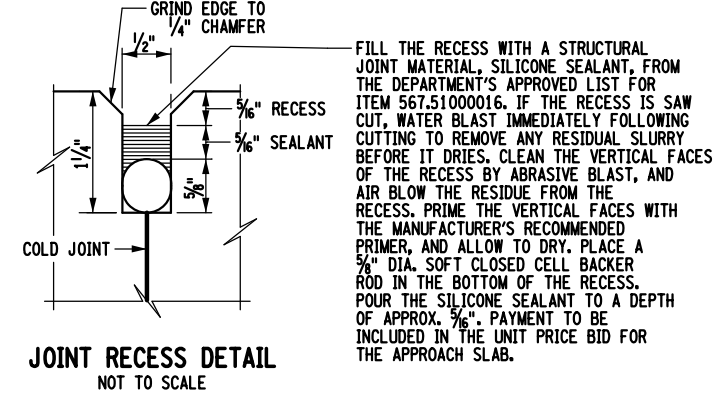
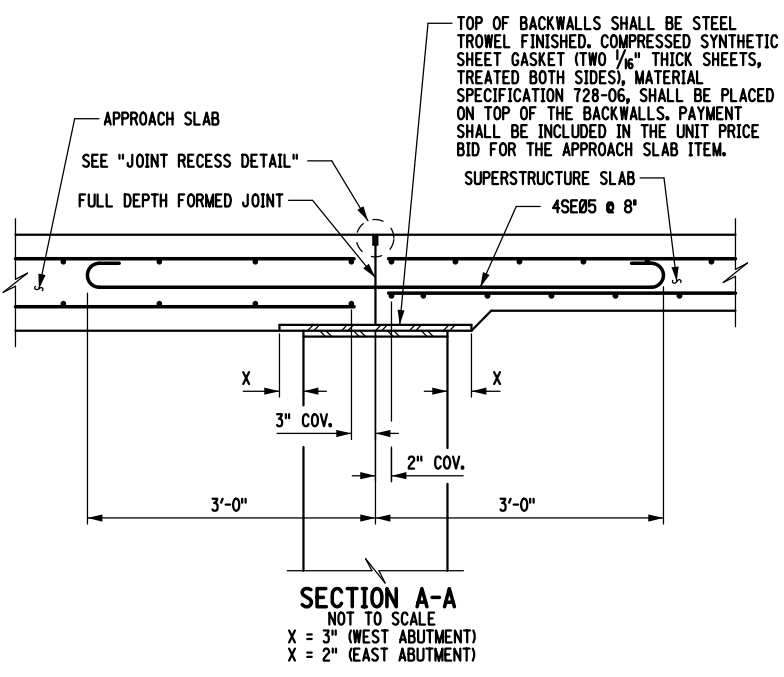
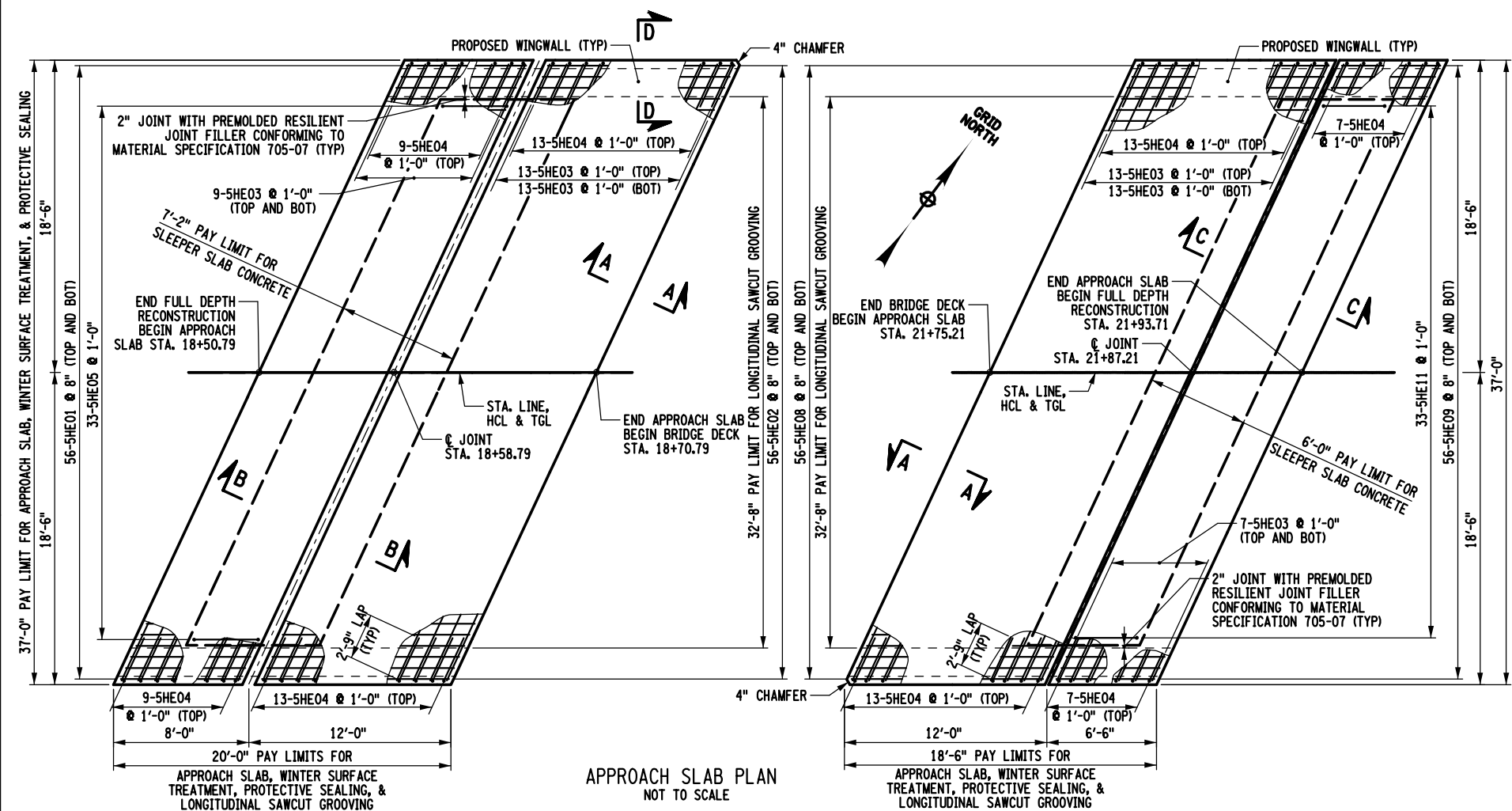
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TOWN OF VIENNA / CITY OF ROME

PIN 2755.13
BIN 2206390

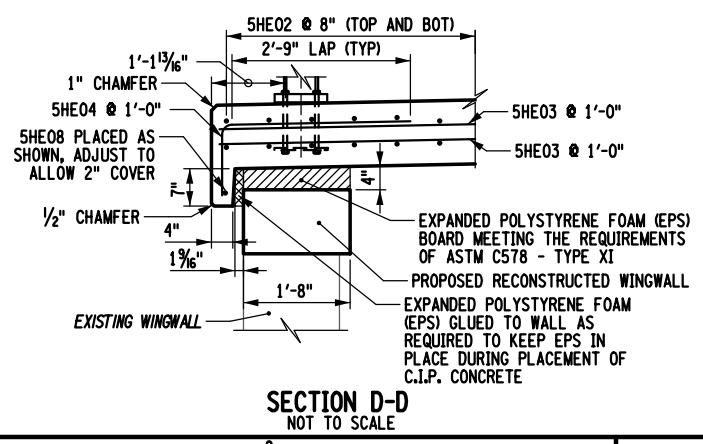
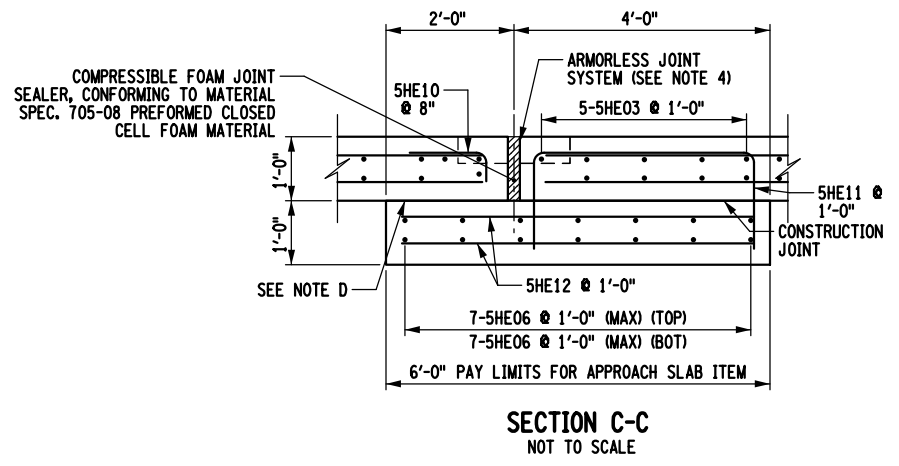
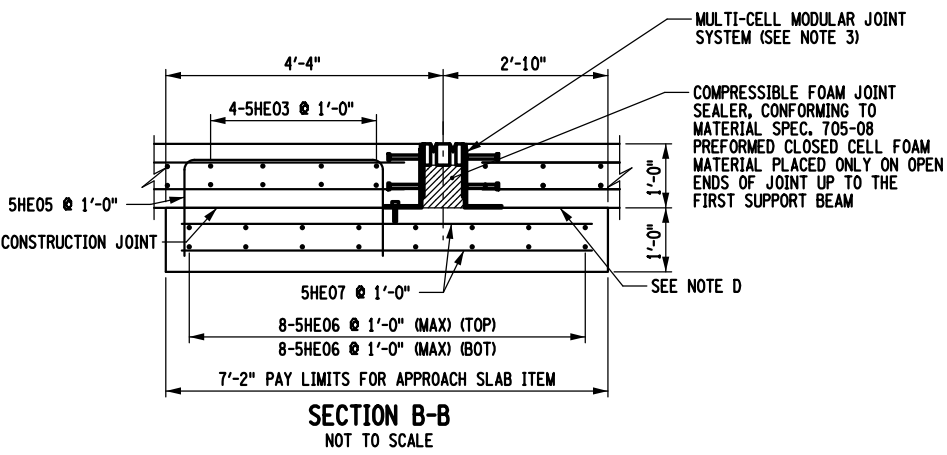
REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
TOWN OF VIENNA / CITY OF ROME
ONEIDA COUNTY, NEW YORK

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APPROACH SLAB AND SLEEPER SLAB TABLE				
LOCATION	CONCRETE ITEM 557.1013	WINTER SURFACE TREATMENT ITEM 557.29	LONGITUDINAL SAWCUT GROOVING ITEM 558.02	PROTECTIVE SEALER ITEM 559.01
BEGIN APPROACH SLAB	82 SY	89 SY	73 SY	740 SF
BEGIN SLEEPER SLAB	29 SY	2 SY	0 SY	0 SF
END APPROACH SLAB	76 SY	83 SY	67 SY	685 SF
END SLEEPER SLAB	24 SY	1 SY	0 SY	0 SF

- NOTES:
- TO PERMIT UNHINDERED LONGITUDINAL MOVEMENT OF SLAB, THE SURFACE OF THE SUBBASE COURSE MUST BE ACCURATELY CONTROLLED TO FOLLOW AND BE PARALLEL TO THE ROADWAY GRADE AND CROSS SLOPE. POLYETHYLENE CURING COVERS (WHITE OPAQUE) IN ACCORDANCE WITH MATERIAL SPECIFICATION SUBSECTION 711-04 SHALL BE PLACED ON THE FINISHED SUBBASE COURSE THE FULL WIDTH OF THE APPROACH SLAB PRIOR TO PLACEMENT OF THE REINFORCEMENT. THE CURING COVERS SHALL BE .004 in. THICK, AND LAPS SHALL BE 2 ft. MINIMUM.
 - FILL THE RECESS WITH A STRUCTURAL JOINT MATERIAL, LIQUID SEALANT, FROM THE DEPARTMENT'S APPROVED LIST. THE MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED FOR THOSE SEALANTS THAT REQUIRES A PRIMER. THE CONCRETE SHALL CURE FOR MINIMUM OF 7 DAYS BEFORE JOINT IS SEALED. SEALING SHALL ONLY BE PERFORMED WHEN THE CONCRETE TEMPERATURE IS 40°F OR ABOVE. BOTH JOINT FACES SHALL BE SAND BLASTED TO ROUGHEN THE SURFACE AND TO REMOVE ALL SURFACE MOISTURE AND ANY OTHER MATERIAL THAT MAY INTERFERE WITH BOND.
 - TOP SURFACES OF STRUCTURAL SLABS, APPROACH SLABS AND EXPOSED TOP SURFACES OF SLEEPER SLABS SHALL BE GROOVED UNDER THE SAWCUT GROOVING OF STRUCTURAL SLAB SURFACE ITEM.
 - COMPRESSED SYNTHETIC SHEET GASKET (TREATED BOTH SIDES), MATERIAL SPECIFICATION 728-06, TWO 0.06 in. THICK SHEETS. PRICE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.
- NOTES:
- ALL REINFORCEMENT SHALL HAVE 3" COVER UNLESS OTHERWISE NOTED.
 - (E) DENOTES EPOXY COATED BARS.
 - SEE DWG. NO. ST-22 FOR MODULAR JOINT DETAILS.
 - SEE DWG. NO. ST-23 FOR ARMORLESS JOINT DETAILS.



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APPROACH SLAB DETAILS

ST-21

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REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
TOWN OF VIENNA / CITY OF ROME
ONEIDA COUNTY, NEW YORK

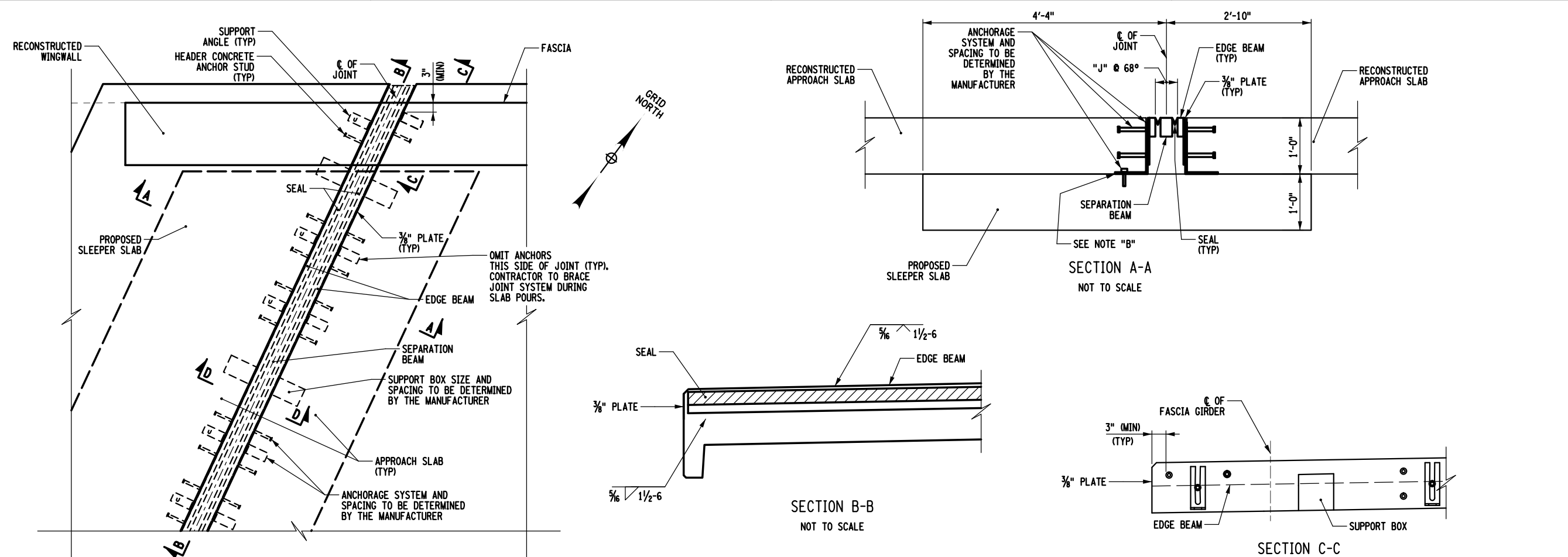
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JOINT DETAILS (WEST APPROACH)

ST-22

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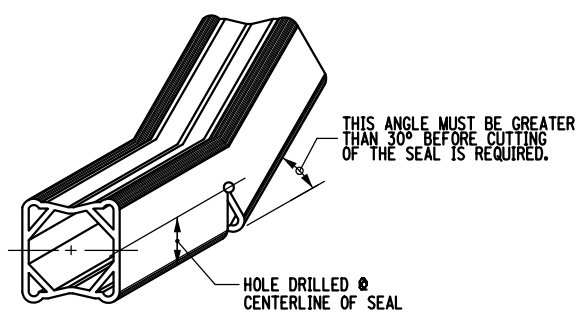
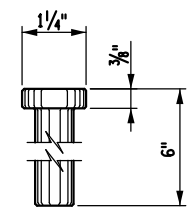
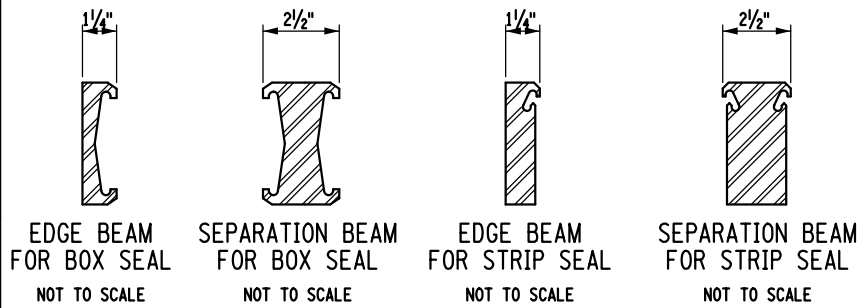


PARTIAL PLAN WEST APPROACH
NOT TO SCALE

SECTION B-B
NOT TO SCALE

SECTION C-C (ONLY THE STEEL SHOWN)
NOT TO SCALE

SECTION D-D (HEADER ONLY SHOWN FOR CLARITY)
NOT TO SCALE



NOTE "B"
PREPARE EXISTING SURFACES IN ACCORDANCE WITH STANDARD SPECIFICATION 566-3.03.

NOTES:
IT IS DESIRABLE TO HAVE THE MODULAR JOINT WITH ITS SEAL ASSEMBLED IN THE SHOP AND DELIVERED TO THE JOB SITE ALL SET FOR INSTALLATION IN ITS PREFORMED RECESS IN THE STRUCTURAL SLAB. IN CASES WHERE THE JOINT CANNOT BE ASSEMBLED IN THE SHOP, DUE TO ITS EXCESSIVE LENGTH CAUSING SHIPPING PROBLEMS, THE JOINT SHALL HAVE THE SEAL IN PLACE BEFORE THE STRUCTURE IS OPENED TO TRAFFIC, INCLUDING CONSTRUCTION TRAFFIC, AND BEFORE DISCONTINUING OPERATION WHEN WORK IS SUSPENDED DURING THE WINTER.

MODULAR JOINT SHOWN IS FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL JOINT SUPPLIED MAY VARY SIGNIFICANTLY FROM THE ONE SHOWN HERE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ADJUST ALL REQUIRED DIMENSIONS IN THE FIELD, BASED ON FIELD VERIFIED DIMENSIONS, TO ACCOMMODATE THE ACTUAL MODULAR JOINT SUPPLIED.

STRIP SEAL OR BOX SEAL MAY BE USED AT THE CONTRACTOR'S OPTION. THE SUPPLIER OF THE JOINT SYSTEM MUST BE ON THE NYS DOT APPROVED LIST.

THE ASSUMED DIMENSIONS OF THE BLOCKOUT (DEPTH AND WIDTH) ARE PLACED ON THE PLANS. IF THE JOINT SYSTEM SUPPLIED BY THE FABRICATOR/CONTRACTOR REQUIRES A CHANGE TO THE BLOCKOUT SIZE OR SUPPORT SYSTEM (I.E. END DIAPHRAGM, ETC.) DETAILED IN THE PLANS, THAT CHANGE TO THE BLOCKOUT OR SUPPORT SYSTEM SHALL BE THE CONTRACTOR'S RESPONSIBILITY. NO ADDITIONAL PAYMENT WILL BE MADE FOR THE CHANGES TO THE BLOCKOUT OR SUPPORT SYSTEM AS A RESULT OF THE SUPPLIED JOINT SYSTEM.

ENDS OF BOX SEAL TO BE CAPPED WITH NEOPRENE SPONGE AS APPROVED BY ENGINEER.

CAULKING COMPOUND FOR STRUCTURES CONFORMING TO N.Y.S. STANDARD SPECIFICATIONS SUBSECTION T05-06 SHALL BE USED TO SEAL BETWEEN THE CURB AND THE 3/8" PLATE. COST TO BE INCLUDED IN THE UNIT PRICE FOR THE CURB ITEM.

DIM. "J"
@ 68 °F
4 3/4"

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 TOWN OF VIENNA / CITY OF ROME
 ONEIDA COUNTY, NEW YORK

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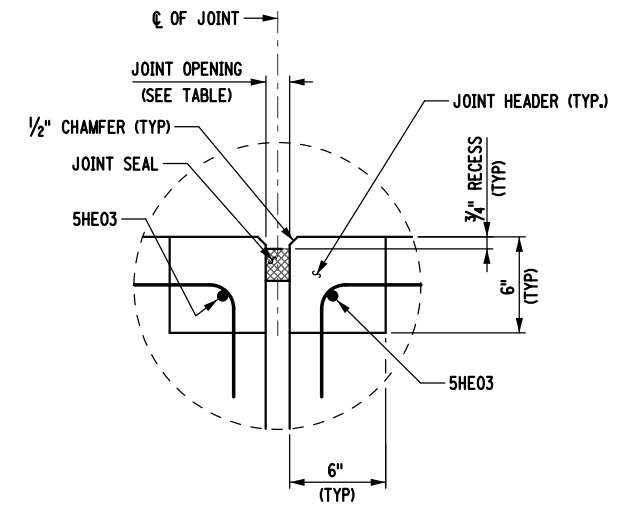
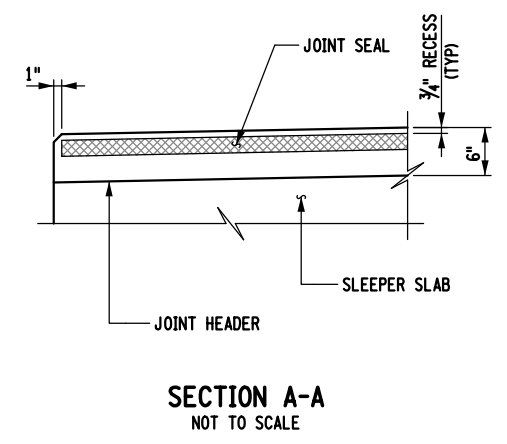
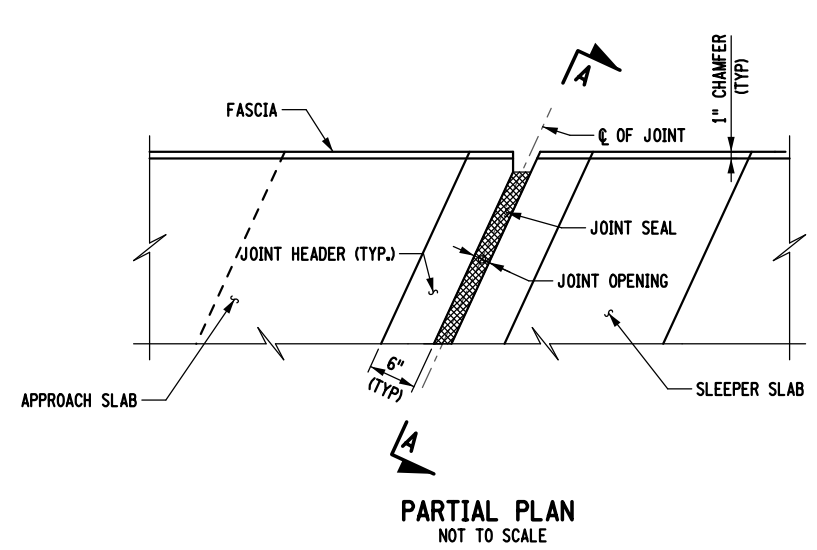
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JOINT DETAILS (EAST APPROACH)

ST-23

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ARMORLESS BRIDGE JOINT SECTION AT SLEEPER SLAB NOT TO SCALE

SUPERSTRUCTURE TEMPERATURE (°F)	JOINT OPENING (IN.)
30	1 7/8
35	1 7/8
40	1 7/8
45	1 3/4
50	1 3/4
55	1 3/4
60	1 5/8
65	1 5/8
70	1 1/2
75	1 1/2
80	1 1/2
85	1 3/8
90	1 3/8
95	1 3/8
100	1 1/4
105	1 1/4
110	1 1/4

NOTES:
 MIN. OPENING (IN.) = 1.25
 MAX. OPENING / REQ. MIN. SEAL WIDTH (IN.) = 2.375
 TOTAL MOVEMENT (IN.) = 1.125

NOTES:

1. THE "JOINT OPENING" SHALL BE DETERMINED AT THE TIME OF PLACEMENT, USING THE TABLE PROVIDED ON THIS DRAWING.
2. THE CONTRACTOR SHALL SUPPLY A JOINT SEAL WITH AN UNCOMPRESSED WIDTH EQUAL TO OR GREATER THAN THE DIMENSION NOTED AS "MIN. SEAL WIDTH" IN THE TABLE ABOVE. THE SEAL SUPPLIED SHALL NOT EXCEED THE MANUFACTURER'S COMPRESSION LIMITS AT THE "MINIMUM OPENING" NOTED IN THE TABLE.
3. THE SUPERSTRUCTURE TEMPERATURE USED TO DETERMINE THE JOINT OPENING SHALL BE THE AVERAGE TEMPERATURE OF THE BOTTOM OF THE GIRDER TOP FLANGES. A MINIMUM OF TWO TEMPERATURE READINGS PER SPAN SHALL BE USED TO CALCULATE THE AVERAGE SUPERSTRUCTURE TEMPERATURE.
4. ALL HEADER REINFORCEMENT SHALL HAVE A 2" MINIMUM COVER.

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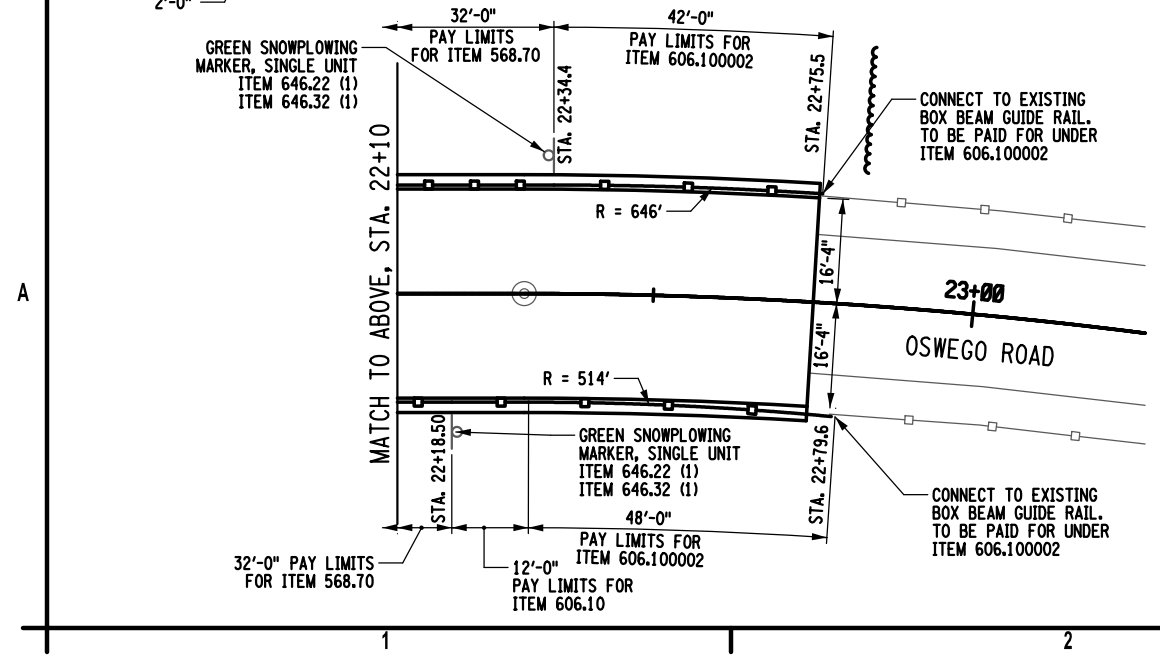
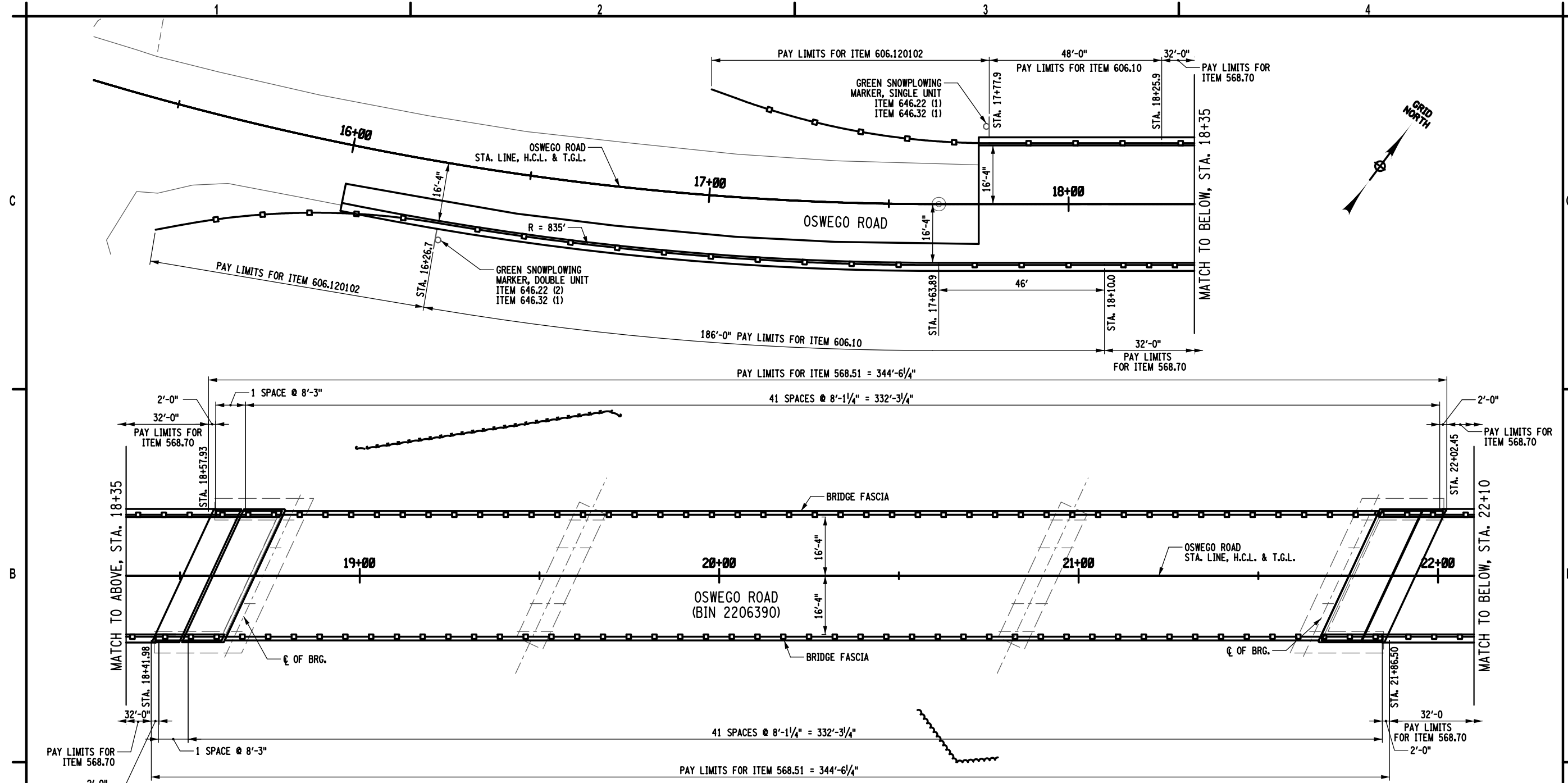
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REHABILITATION OF
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ITEM NO.	DESCRIPTION	UNIT
568.51	STEEL BRIDGE RAILING (FOUR RAIL)	LF
568.70	TRANSITION BRIDGE RAILING	LF
606.10	BOX BEAM GUIDE RAILING	LF
606.100002	BOX BEAM GUIDE RAILING (SHOP BENT OR SHOP MITERED)	LF
606.120102	BOX BEAM GUIDE RAILING END ASSEMBLY, TYPE I	EA
646.22	DELINEATOR, SNOWPLOWING MARKER, SUPPLEMENTARY SNOWPLOWING MARKER PANELS	EA
646.32	STEEL POST, 2.0 LB/FT	EA

SEE TABLE OF GUIDE RAILING ON DWG. MSD-01.



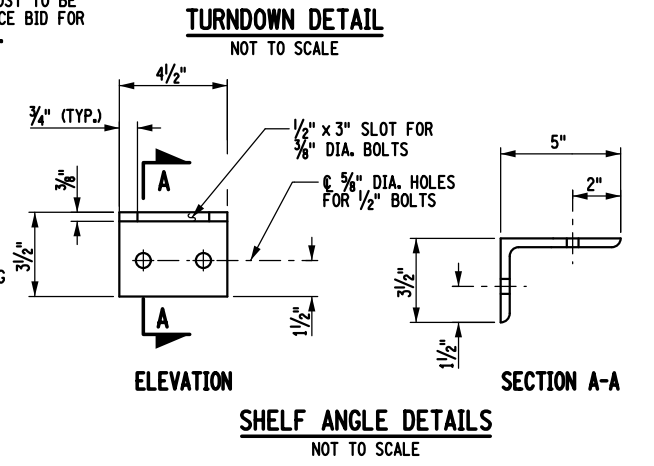
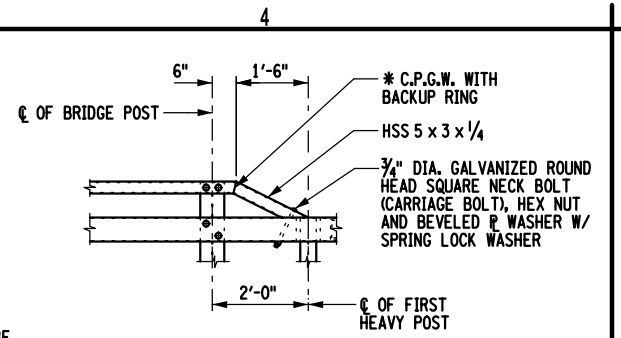
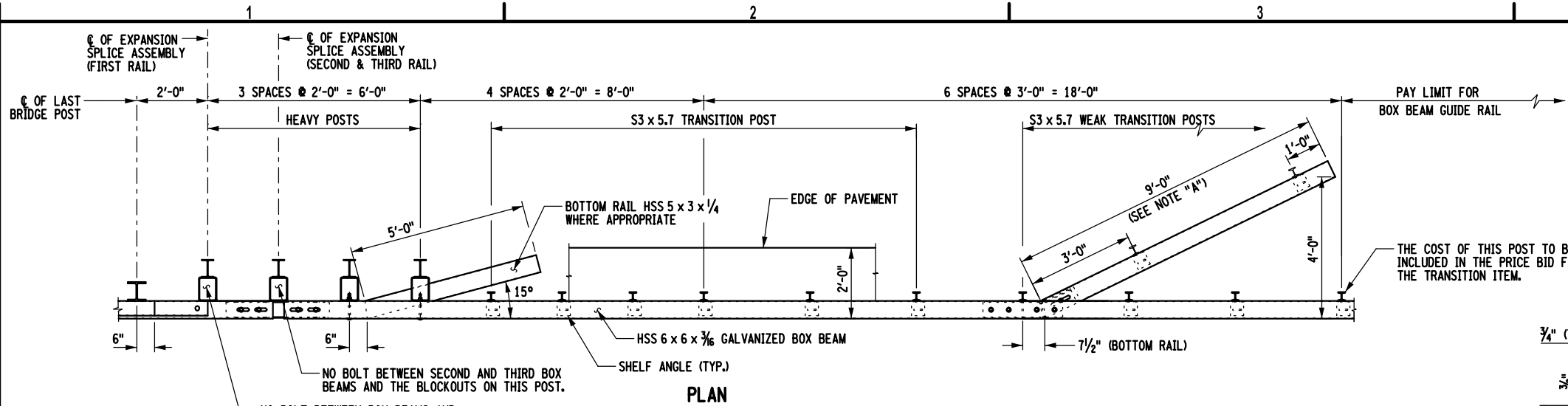
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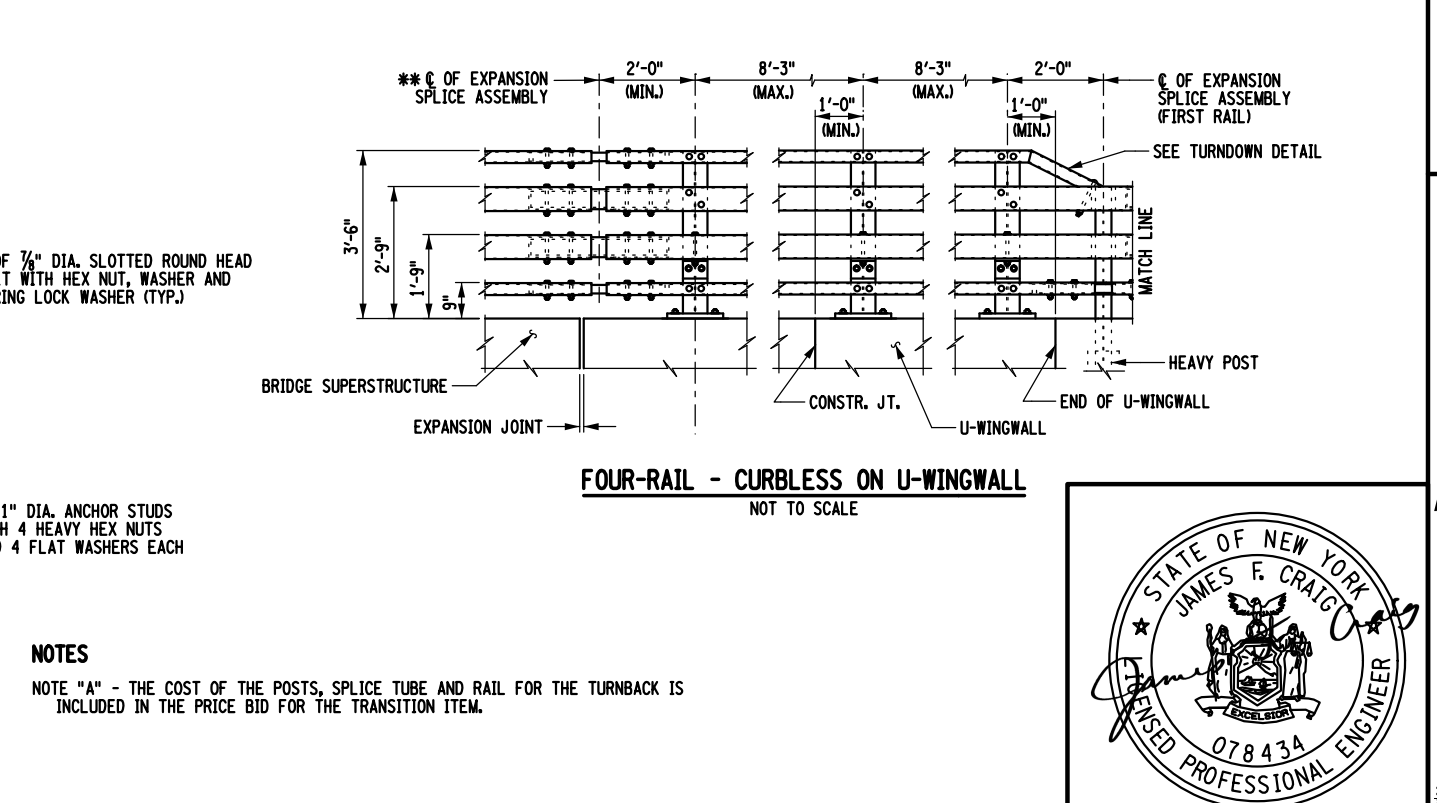
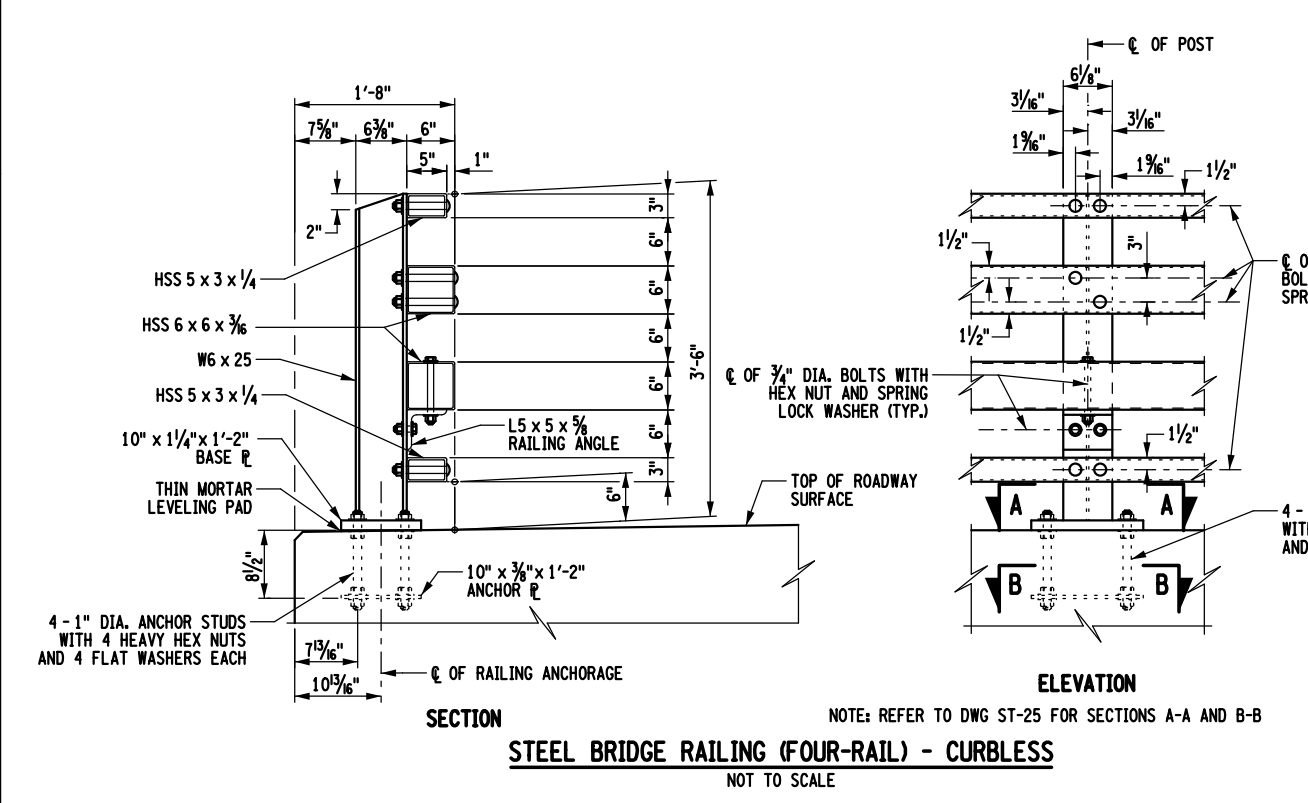
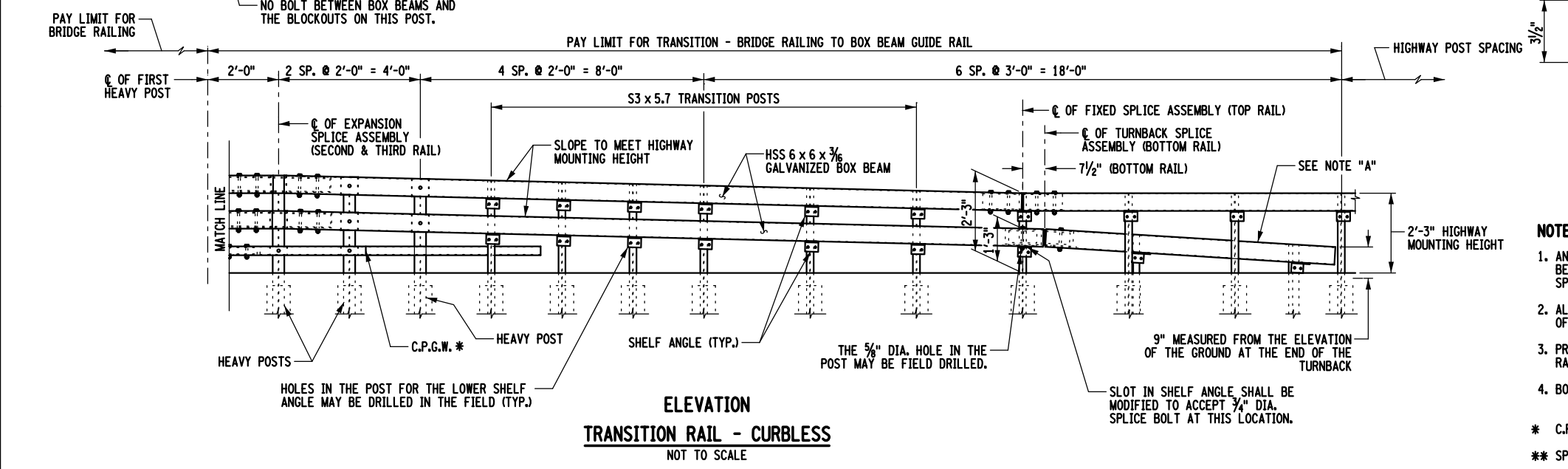
RAILING LAYOUT PLAN

ST-24

SHEET 43 OF 51



- NOTES**
1. ANY MODIFICATIONS MADE IN THE FIELD THAT DAMAGES GALVANIZATION SHALL BE REPAIRED IN ACCORDANCE WITH SUBSECTION 719-01 OF THE NYS STANDARD SPECIFICATIONS.
 2. ALL RAILING IS TO BE FABRICATED AND ERECTED ACCORDING TO SECTION 568 OF THE STANDARD SPECIFICATIONS.
 3. PRIOR TO GALVANIZING THE ASSEMBLED POST, GRIND ALL EDGES TO A MINIMUM RADIUS OF 1/16".
 4. BOLTS SHALL BE TORQUED SNUG TIGHT (APPROXIMATELY 100 ft-lb.).
- * C.P.G.W. = COMPLETE PENETRATION GROOVE WELD.
** SPLICE NEED NOT BE CENTERED OVER JOINT.



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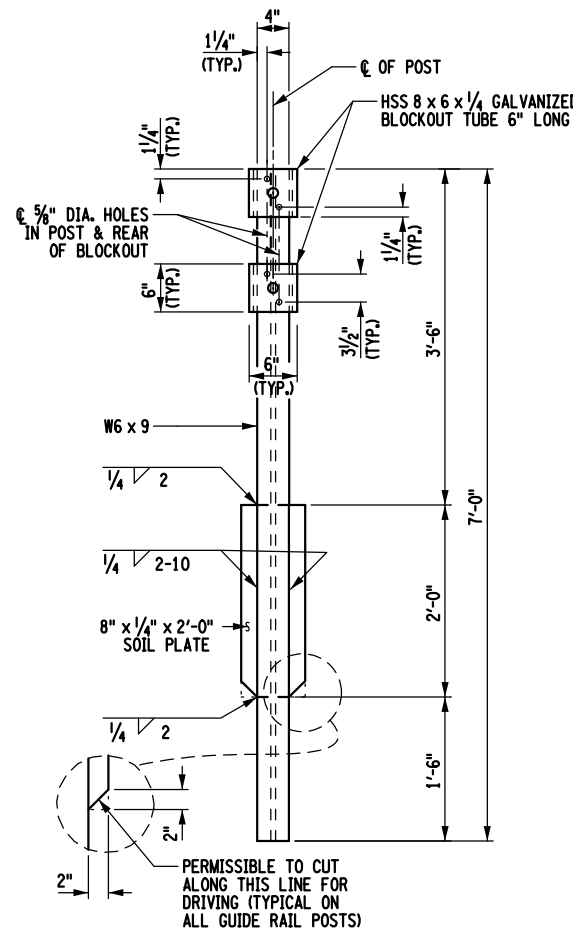
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RAILING DETAILS (1 OF 3)

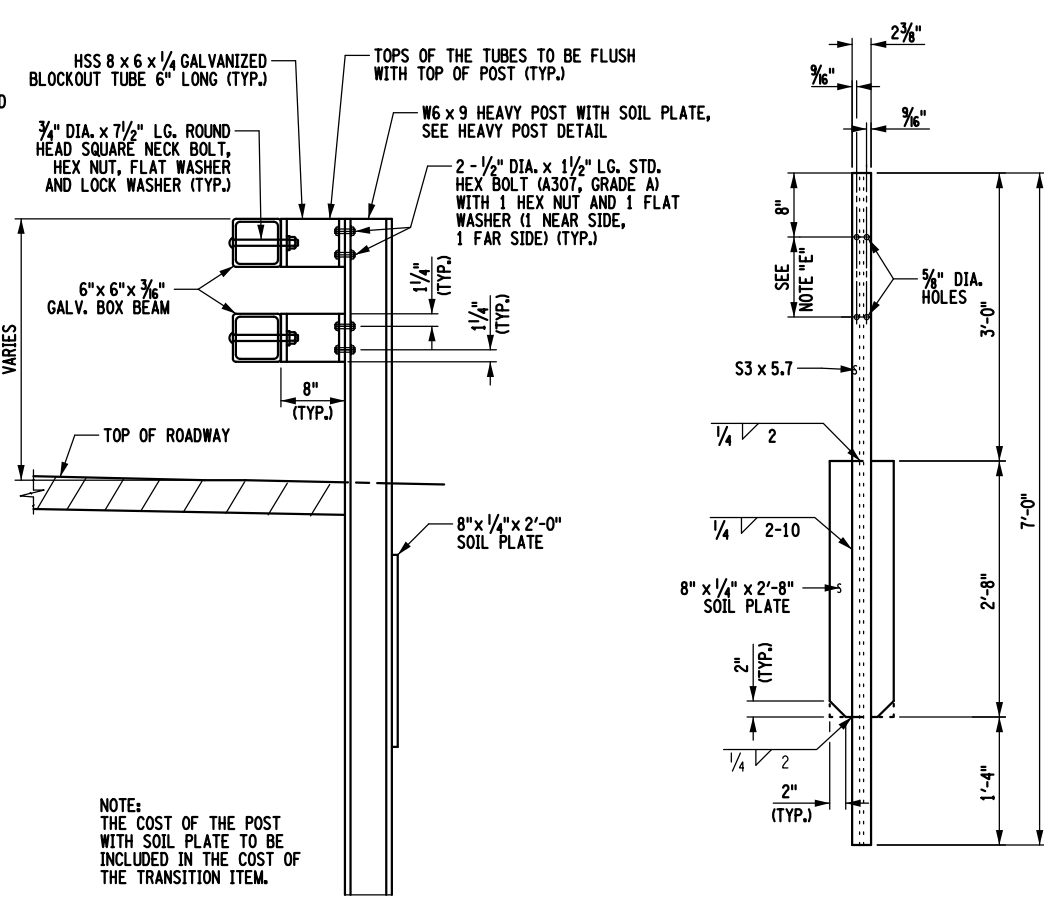
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SHEET 44 OF 51

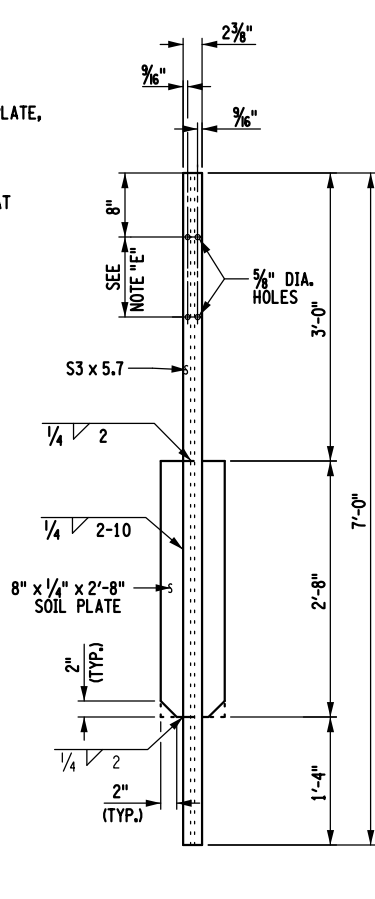
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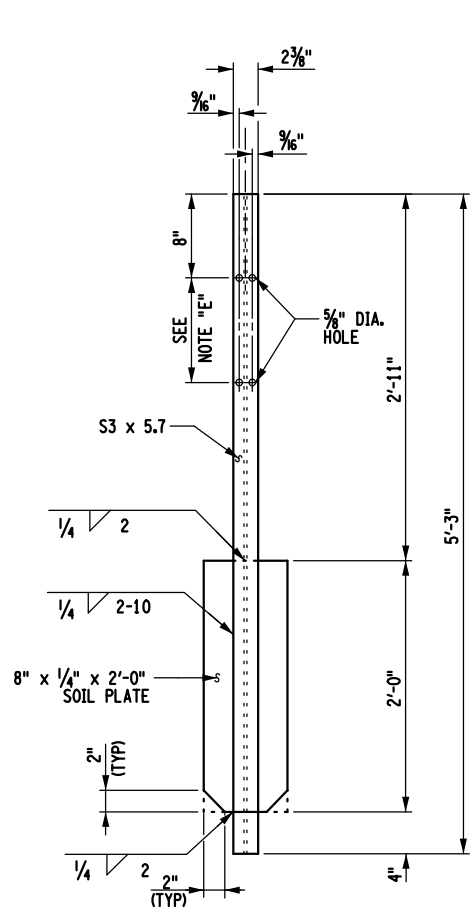
HEAVY POST DETAIL
NOT TO SCALE



HEAVY POST ELEVATION
NOT TO SCALE



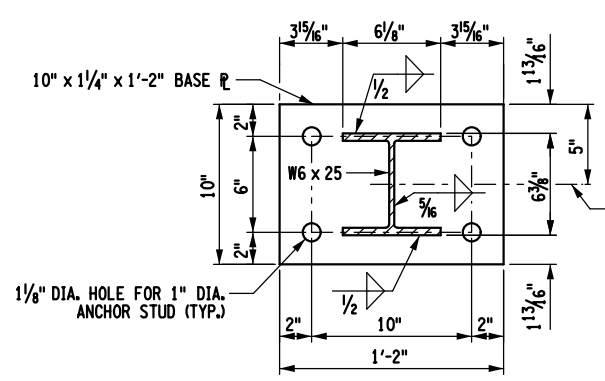
TRANSITION POST DETAIL
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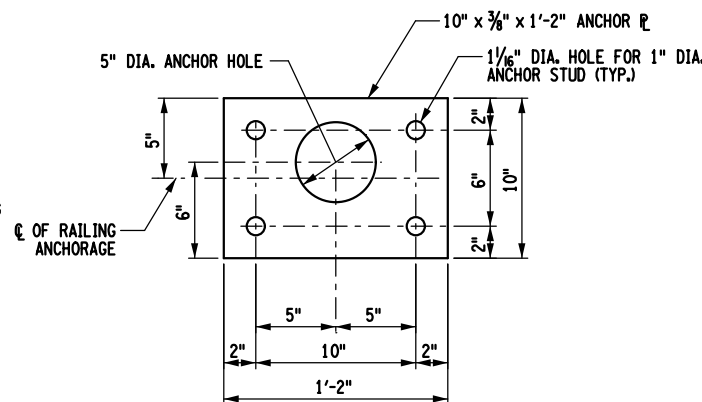
WEAK TRANSITION POST DETAIL
NOT TO SCALE

NOTES
NOTE "E" - HOLES IN THE POST FOR THE LOWER RAIL MAY BE LOCATED AND DRILLED IN THE FIELD. IF SO, THE GALVANIZING SHALL BE REPAIRED IN ACCORDANCE WITH SUBSECTION 719-01.

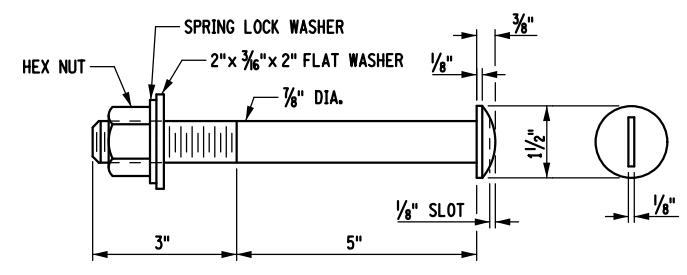
NOTES
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2. PRIOR TO GALVANIZING THE ASSEMBLED POST, GRIND ALL EDGES TO A MINIMUM RADIUS OF 1/16".
3. BOLTS SHALL BE TORQUED SNUG TIGHT (APPROXIMATELY 100 ft-lb.).



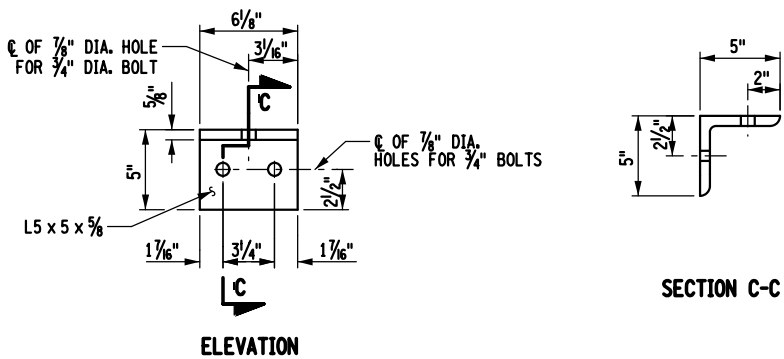
SECTION A-A
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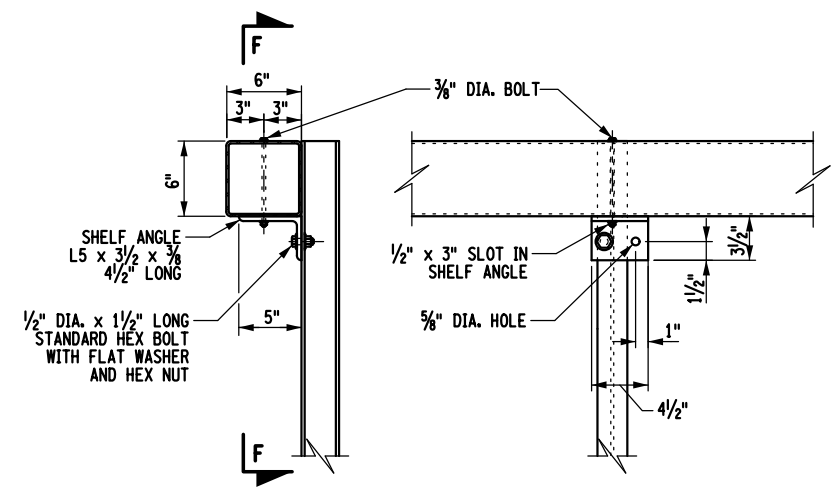
SECTION B-B
NOT TO SCALE



SLOTTED ROUND HEAD BOLT
NOT TO SCALE



RAILING ANGLE DETAILS
NOT TO SCALE



ELEVATION SECTION F-F
TYPICAL RAIL TO WEAK TRANSITION POST CONNECTION
NOT TO SCALE



REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
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ST-26

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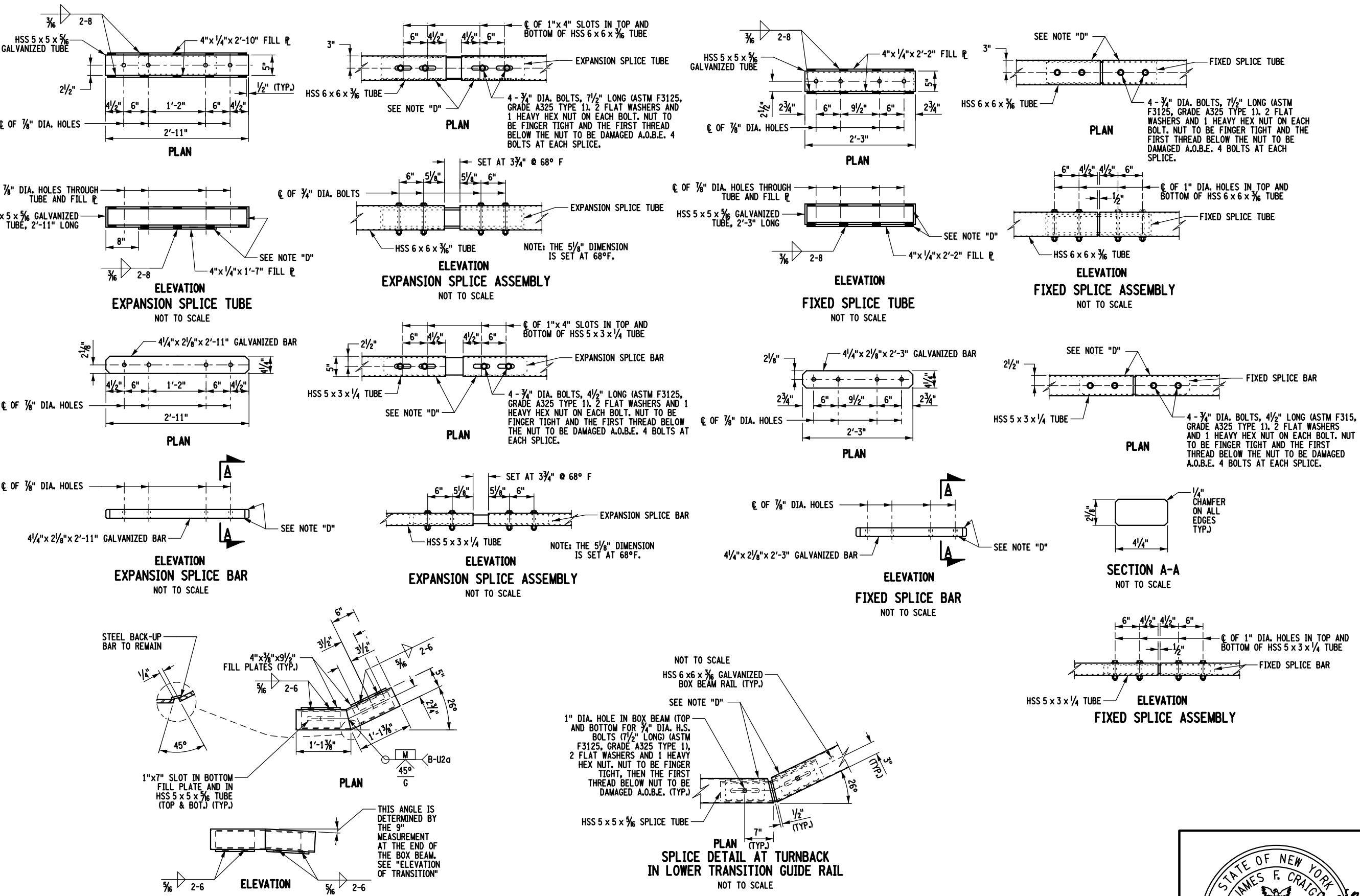
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RAILING DETAILS (3 OF 3)

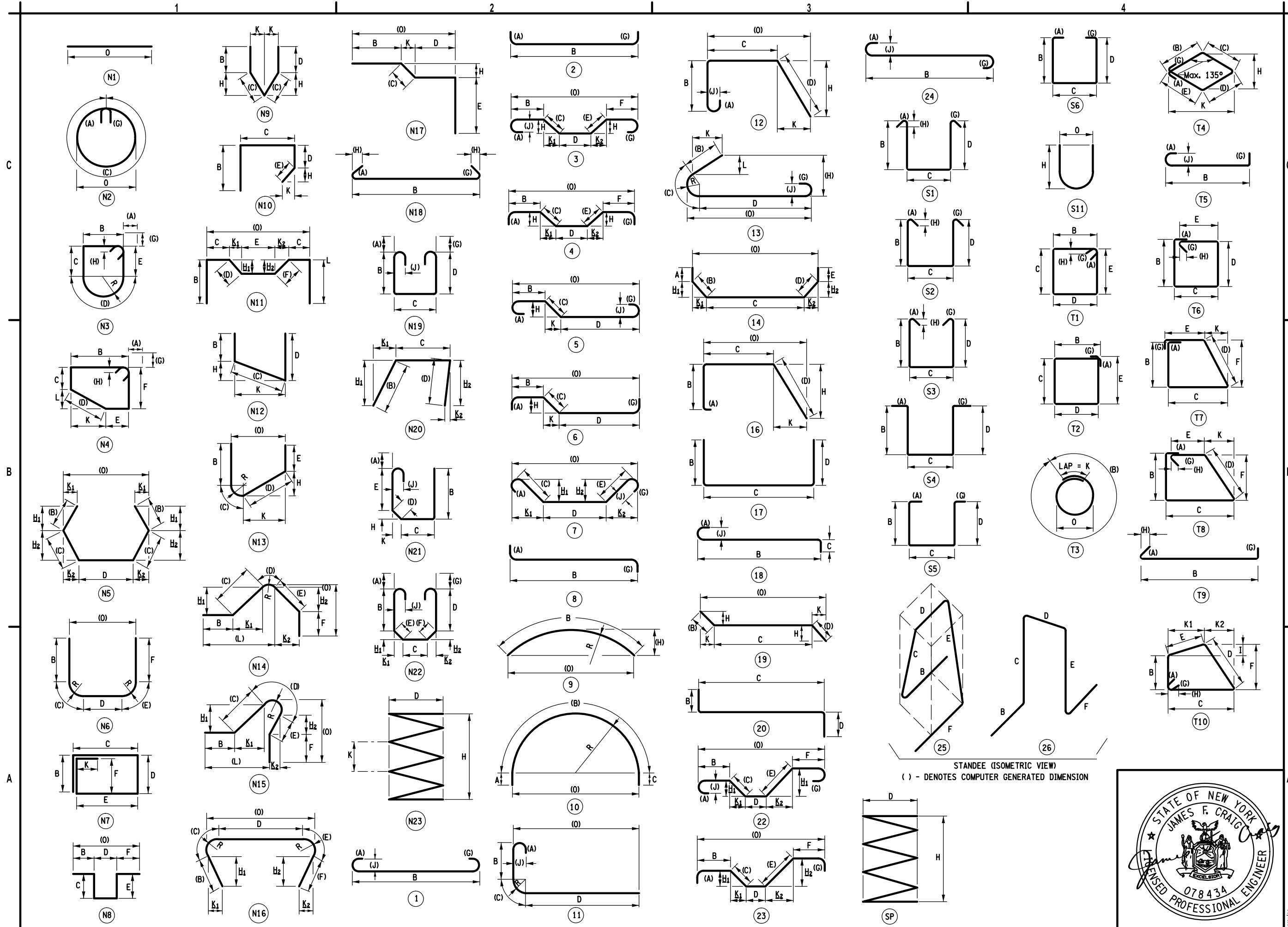
ST-27

SHEET 46 OF 51



NOTES
 NOTE "D" - PROTRUSIONS CAUSED BY WELDING OR GALVANIZING ARE NOT PERMITTED ON THE ADJOINING SURFACES OF THE BOX BEAM RAILS, SPLICE TUBES AND FILL PLATES.

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TOWN OF VIENNA / CITY OF ROME

PIN 2755.13
BIN 2206390

REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
TOWN OF VIENNA / CITY OF ROME
ONEIDA COUNTY, NEW YORK

LD041921

MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO: 146202.001		
DATE: MAY 2026		
DRAWN BY: NGB		
DESIGNED BY: NGB		
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BAR BEND DIAGRAMS

ST-28

SHEET 47 OF 51

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MARK	NO.	LENGTH	TYPE	MASS (lb)	A	B	C	D	E	F	G	H	H2	I	J	K1	K2	L	O	N1	R
BEGIN ABUTMENT																					
UPPER BACKWALL																					
5AE01	7	39' - 4 3/4"	N1	287.6																	39'-4 3/4"
5AE02	41	3' - 8 1/4" AVG.	17	157.7		0'-11 3/4" MIN	1'-3 1/4"	0'-11 3/4" MIN													
		LENGTH VARIES FROM 3'-3 1/4" TO 4'-1 3/4"				1'-5 1/4" MAX		1'-5 1/4" MAX													
5AE03	40	2' - 11 1/2" AVG.	1	123.4	0'-7"	2'-1 3/4" MIN									0'-5"						
		LENGTH VARIES FROM 2'-8 3/4" TO 3'-2 1/4"				2'-7 1/4" MAX															
SUBTOTAL EPOXY BARS				569 lb THIS PLACEMENT																	
SOUTHWEST WINGWALL																					
5AE04	3	18' - 8"	N1	58.4																	18'-8"
5AE05	3	18' - 1 1/2"	N1	56.7																	18'-1 1/2"
5AE06	1	18' - 4 3/4"	N1	19.2																	18'-4 3/4"
5AE07	1	3' - 1 1/2"	17	3.3		0'-10"	1'-5 1/2"	0'-10"													
5AE08	19	3' - 2" AVG.	17	62.8		0'-10" MIN	1'-4"	0'-10" MIN													
		LENGTH VARIES FROM 3'-0" TO 3'-4"				1'-0" MAX		1'-0" MAX													
5AE09	20	2' - 8" AVG.	1	55.6	0'-7"	2'-0" MIN									0'-5"						
		LENGTH VARIES FROM 2'-7" TO 2'-9"				2'-2" MAX															
SUBTOTAL EPOXY BARS				256 lb THIS PLACEMENT																	
NORTHWEST WINGWALL																					
5AE10	1	2' - 9 1/2"	17	2.9		0'-8"	1'-5 1/2"	0'-8"													
5AE11	19	2' - 10"	17	56.1		0'-8" MIN	1'-4"	0'-8" MIN													
		LENGTH VARIES FROM 2'-8" TO 3'-0"				0'-10" MAX		0'-10" MAX													
5AE12	20	2' - 6" AVG.	1	52.2	0'-7"	1'-10" MIN									0'-5"						
		LENGTH VARIES FROM 2'-5" TO 2'-7"				2'-0" MAX															
5AE13	3	17' - 10 3/4"	N1	56.0																	17'-10 3/4"
5AE14	3	17' - 4"	N1	54.2																	17'-4"
5AE15	1	17' - 7 1/4"	N1	18.4																	17'-7 1/4"
SUBTOTAL EPOXY BARS				240 lb THIS PLACEMENT																	
SOUTHWEST CHEEKWALL																					
5AE16	2	3' - 4"	N1	7.0																	3'-4"
5AE17	5	1' - 11"	1	10.0	0'-7"	1'-4"									0'-5"						
SUBTOTAL EPOXY BARS				17 lb THIS PLACEMENT																	
NORTHWEST CHEEKWALL																					
5AE17	5	1' - 11"	1	10.0	0'-7"	1'-4"									0'-5"						
5AE18	2	3' - 5 3/4"	N1	7.3																	3'-5 3/4"
SUBTOTAL EPOXY BARS				17 lb THIS PLACEMENT																	
PEDESTALS																					
5AE19	9	10' - 5 1/4"	T10	98.0	0'-5 1/2"	1'-1 1/4"	3'-4 1/2"	2'-5 1/4"	2'-7"	2'-2 1/2"	0'-5 1/2"	0'-3 3/4"		1'-1"	2'-4 1/4"	1'-0 1/4"					
5AE20	3	13' - 0 1/4"	T10	40.7	0'-5 1/2"	1'-1 1/4"	4'-5 3/4"	2'-10 3/4"	3'-7"	2'-7 1/2"	0'-5 1/2"	0'-3 3/4"		1'-6 1/4"	3'-3"	1'-2 3/4"					
5AE21	3	11' - 7 1/2"	T8	36.4	0'-5 1/2"	3'-6"	2'-5 1/4"	3'-10 3/4"	0'-9 1/2"	3'-6"	0'-5 1/2"	0'-3 3/4"			1'-7 1/2"						
6AE22	49	2' - 4"	17	171.7		1'-10"	0'-6"														
SUBTOTAL EPOXY BARS				347 lb THIS PLACEMENT																	
TOTAL EPOXY BARS BEGIN ABUTMENT					1,446 lb FOR ITEM 556.0202																



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REHABILITATION OF OSWEGO ROAD OVER FISH CREEK
TOWN OF VIENNA / CITY OF ROME
ONEIDA COUNTY, NEW YORK

PIN 2755.13
BIN 2206390

LD041921

MARK	DATE	DESCRIPTION
REVISIONS		
PROJECT NO: 146.202.001		
DATE: MAY 2026		
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BAR TABLES (1 OF 3)

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SHEET 48 OF 51

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 F:\project\146 - ONEIDA COUNTY\146202001 - Oswego Road over Fish Creek\Design\CADD\Sheet Files\45 2754.dwg_cpb_bar_01.dgn

MARK	NO.	LENGTH	TYPE	MASS (lb)	A	B	C	D	E	F	G	H	H2	I	J	K1	K2	L	O	N1	R
END ABUTMENT																					
UPPER BACKWALL																					
5AE01	7	39' - 4 3/4"	N1	287.6															39'-4 3/4"		
5AE02	41	3' - 11 1/2" AVG.	17	169.3		1'-2 1/4" MIN	1'-3 1/4"	1'-2 1/4" MIN													
		LENGTH VARIES FROM 3'-7 3/4" TO 4'-6 3/4"				1'-7 1/4" MAX		1'-7 1/4" MAX													
5AE03	40	3' - 1 3/4" AVG.	1	131.2	0'-7"		2'-4 1/4" MIN								0'-5"						
		LENGTH VARIES FROM 2'-11 1/4" TO 3'-4 1/4"				2'-9 1/4" MAX															
SUBTOTAL EPOXY BARS				588 lb THIS PLACEMENT																	
NORTHEAST WINGWALL																					
5AE04	3	17' - 2"	N1	53.7															17'-2"		
5AE05	3	16' - 7 1/2"	N1	52.0															16'-7 1/2"		
5AE06	1	16' - 10 3/4"	N1	17.6															16'-10 3/4"		
5AE07	1	3' - 1 1/2"	17	3.3		0'-10"	1'-5 1/2"	0'-10"													
5AE08	17	2' - 10" AVG.	17	50.2		0'-8" MIN	1'-4"	0'-8" MIN													
		LENGTH VARIES FROM 2'-8" TO 3'-0"				0'-10" MAX		0'-10" MAX													
5AE09	18	2' - 8" AVG.	1	46.9	0'-7"	1'-10" MIN									0'-5"						
		LENGTH VARIES FROM 2'-5" TO 2'-7"				2'-0" MAX															
SUBTOTAL EPOXY BARS				224 lb THIS PLACEMENT																	
SOUTHEAST WINGWALL																					
5AE10	1	3' - 5"	17	3.6		0'-11 3/4"	1'-5 1/2"	0'-11 3/4"													
5AE11	17	3' - 2" AVG.	17	56.1		0'-10" MIN	1'-4"	0'-10" MIN													
		LENGTH VARIES FROM 3'-0" TO 3'-4"				0'-11 3/4" MAX		0'-11 3/4" MAX													
5AE12	18	2' - 8" AVG.	1	50.1	0'-7"	2'-0" MIN									0'-5"						
		LENGTH VARIES FROM 2'-7" TO 2'-8 3/4"				2'-1 3/4" MAX															
5AE13	3	16' - 4 3/4"	N1	51.3															16'-4 3/4"		
5AE14	3	15' - 10"	N1	49.5															15'-10"		
5AE15	1	16' - 1 1/4"	N1	16.8															16'-1 1/4"		
SUBTOTAL EPOXY BARS				227 lb THIS PLACEMENT																	
SOUTHEAST CHEEKWALL																					
5AE16	2	3' - 1"	N1	6.4															3'-1"		
5AE17	5	1' - 11"	1	10.0	0'-7"	1'-4"									0'-5"						
SUBTOTAL EPOXY BARS				16 lb THIS PLACEMENT																	
NORTHEAST CHEEKWALL																					
5AE17	5	1' - 11"	1	10.0	0'-7"	1'-4"									0'-5"						
5AE18	2	3' - 3"	N1	6.8															3'-3"		
SUBTOTAL EPOXY BARS				17 lb THIS PLACEMENT																	
PEDESTALS																					
5AE19	11	10' - 5 1/4"	T10	119.7	0'-5 1/2"	1'-1 1/4"	3'-4 1/2"	2'-5 1/4"	2'-7"	2'-2 1/2"	0'-5 1/2"	0'-3 3/4"		1'-1"		2'-4 1/4"	1'-0 1/4"				
5AE20	3	13' - 0 1/4"	T10	40.7	0'-5 1/2"	1'-1 1/4"	4'-5 3/4"	2'-10 3/4"	3'-7"	2'-7 1/2"	0'-5 1/2"	0'-3 3/4"		1'-6 1/4"		3'-3"	1'-2 3/4"				
5AE21	3	11' - 7 1/2"	T8	36.4	0'-5 1/2"	3'-6"	2'-5 1/4"	3'-10 3/4"	0'-9 1/2"	3'-6"	0'-5 1/2"	0'-3 3/4"				1'-7 1/2"					
6AE22	31	2' - 4"	17	108.6		1'-10"	0'-6"														
6AE23	18	2' - 8"	17	72.1		2'-2"	0'-6"														
SUBTOTAL EPOXY BARS				378 lb THIS PLACEMENT																	
TOTAL EPOXY BARS END ABUTMENT				1,450 lb FOR ITEM 556.0202																	



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PIN 2755.13
BIN 2206390

REHABILITATION OF
OSWEGO ROAD OVER FISH CREEK
TOWN OF VIENNA / CITY OF ROME
ONEIDA COUNTY, NEW YORK

LD041921

MARK	DATE	DESCRIPTION
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PROJECT NO: 146.202.001
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BAR TABLES
(2 OF 3)

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SHEET 49 OF 51

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MARK	NO.	LENGTH	TYPE	MASS (lb)	A	B	C	D	E	F	G	H	H2	I	J	K1	K2	L	O	N1	R
BRIDGE DECK SLAB																					
POUR 1 - SLAB																					
4SE01	679	40' - 0"	N1	18142.9															40'-0"		
4SE02	512	39' - 3"	N1	13424.1															39'-3"		
5SE03	100	40' - 0"	N1	4172.0															40'-0"		
5SE04	100	26' - 7"	N1	2772.6															26'-7"		
4SE05	112	7' - 0"	1	523.7	0'-6"	6'-0"					0'-6"				0'-4"						
5SE06	140	30' - 0"	N1	4380.6															30'-0"		
5SE07	14	31' - 7"	N1	461.2															31'-7"		
4SE08	416	30' - 0"	1	8336.6	0'-6"	29'-6"									0'-4"						
4SE09	416	12' - 7"	1	3496.8	0'-6"	12'-1"									0'-4"						
7SE10	830	7' - 5"	1	12582.5	0'-10"	6'-7"									0'-7"						
SUBTOTAL EPOXY BARS				68,293 lb THIS PLACEMENT																	
APPROACH SLAB																					
BEGIN APPROACH SLAB																					
5HE01	114	7' - 1 1/2"	N1	847.2															7'-1 1/2"		
5HE02	114	11' - 1 1/2"	N1	1322.8															11'-1 1/2"		
5HE03	44	40' - 3"	N1	1847.2															40'-3"		
5HE04	44	3' - 11"	17	179.7		1'-1"	2'-10"														
SUBTOTAL EPOXY BARS				4,197 lb THIS PLACEMENT																	
BEGIN SLEEPER SLAB																					
5HE05	33	6' - 5"	17	220.9		1'-6"	3'-5"	1'-6"													
5HE06	16	35' - 1 1/2"	N1	586.2															35'-1 1/2"		
5HE07	66	7' - 4"	N1	504.8															7'-4"		
SUBTOTAL EPOXY BARS				1,312 lb THIS PLACEMENT																	
APPROACH SLAB																					
END APPROACH SLAB																					
5HE03	40	40' - 3"	N1	1679.2															40'-3"		
5HE04	40	3' - 11"	17	163.4		1'-1"	2'-10"														
5HE08	114	11' - 4 3/4"	N1	1355.0															11'-4 3/4"		
5HE09	114	5' - 10 3/4"	N1	701.0															5'-10 3/4"		
5HE10	56	1' - 5 1/2"	17	85.2		1'-0"	0'-5 1/2"														
SUBTOTAL EPOXY BARS				3,984 lb THIS PLACEMENT																	
END SLEEPER SLAB																					
5HE06	14	35' - 1 1/2"	N1	512.9															35'-1 1/2"		
5HE11	33	6' - 9 3/4"	17	234.5		1'-6"	3'-9 3/4"	1'-6"													
5HE12	66	6' - 0 3/4"	N1	417.3															6'-0 3/4"		
SUBTOTAL EPOXY BARS				1,165 lb THIS PLACEMENT																	
TOTAL EPOXY BARS BRIDGE DECK SLAB				68,293 lb FOR ITEM 557.1113																	
TOTAL EPOXY BARS APPROACH SLABS				10,657 lb FOR ITEM 557.1013																	



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BAR TABLES (3 OF 3)

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SHEET 50 OF 51

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TABLE OF QUANTITIES

ITEM	DESCRIPTION	UNIT	PROPOSED	AS-BUILT
201.06	CLEARING AND GRUBBING	LS	1	
202.2201	REMOVAL OF STEEL SUPPORTED STRUCTURAL SLABS (WITH SHEARCONNECTORS) - TYPE A	SF	10850	
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY	595	
203.03	EMBANKMENT IN PLACE	CY	130	
203.21	SELECT STRUCTURE FILL	CY	30	
206.01	STRUCTURE EXCAVATION	CY	465	
206.0201	TRENCH AND CULVERT EXCAVATION	CY	155	
209.13	SILT FENCE - TEMPORARY	LF	1090	
209.1501	TURBIDITY CURTAIN - TEMPORARY	LF	275	
209.1901	ROLLED EROSION CONTROL PRODUCT, CLASS II TYPE A,INTERMEDIATE	SY	205	
304.12	SUBBASE COURSE, TYPE 2	CY	360	
404.0983	9.5 F3 TOP COURSE ASPHALT, 80 SERIES COMPACTION	TON	60	
404.1989	19 F9 BINDER COURSE WMA, 80 SERIES COMPACTION	TON	100	
404.3789	37.5 F9 BASE COURSE WMA, 80 SERIES COMPACTION	TON	140	
407.0102	DILUTED TACK COAT	GAL	90	
418.7603	ASPHALT PAVEMENT JOINT ADHESIVE	LF	815	
520.5000004	SAWING CONCRETE	LF	420	
553.020001	COFFERDAMS (TYPE 2)	EA	1	
553.020002	COFFERDAMS (TYPE 2)	EA	1	
555.0021	CONCRETE FOR STRUCTURES, PERFORMANCE	CY	16	
555.80020001	CRACK REPAIR BY EPOXY INJECTION (RESTORATION)	LF	85	
555.9902	PERFORMANCE CONCRETE QUALITY ADJUSTMENT - CONCRETE FOR STRUCTURES	QU	1	
556.0202	EPOXY-COATED BAR REINFORCEMENT FOR STRUCTURES	LB	2970	
556.03	STUD SHEAR CONNECTORS FOR BRIDGES	EA	3970	
557.1013	STRUCTURAL APPROACH SLAB WITH INTEGRAL WEARING SURFACE TYPE 3 FRICTION	SY	211	
557.1113	SUPERSTRUCTURE SLAB WITH INTEGRAL WEARING SURFACE - BOTTOM FORMWORK REQUIRED - TYPE 3 FRICTION	SY	1218	
557.29	WINTER SURFACE TREATMENT - SUPERSTRUCTURE SLABS AND STRUCTURAL APPROACH SLABS	SY	1592	
557.9901	PERFORMACE CONCRETE QUALITY ADJUSTMENT - SUPERSTRUCTURE AND APPROACH SLAB	QU	1	
558.02	LONGITUDINAL SAWCUT GROOVING OF STRUCTURAL SLAB SURFACE	SY	1245	
559.01	PROTECTIVE SEALING OF STRUCTURAL CONCRETE ON NEW BRIDGE DECKS AND BRIDGE DECK OVERLAYS	SF	14173	
559.02	PROTECTIVE SEALING OF STRUCTURAL CONCRETE	SF	381	
559.03	PROTECTIVE SEALING OF EXISTING STRUCTURAL CONCRETE AND EXISTING BRIDGE DECKS	SF	6401	
564.510001	STRUCTURAL STEEL (SPlice PLATE)	LB	1125	
565.46000009	RESETTING OF EXISTING BEARINGS	EA	10	
566.02	MODULAR EXPANSION JOINT SYSTEM - TWO CELL	LF	41	
567.60	ARMORLESS BRIDGE JOINT SYSTEM	LF	41	
568.51	STEEL BRIDGE RAILING (FOUR RAIL)	LF	690	
568.70	TRANSITION BRIDGE RAILING	LF	128	
570.090001	ENVIRONMENTAL GROUND PROTECTION	LS	1	
570.100001	ENVIRONMENTAL WATERWAY PROTECTION	LS	1	
570.150001	CLASS A CONTAINMENT FOR PAINT REMOVAL	LS	1	
571.04	DISPOSAL OF NON-HAZARDOUS INDUSTRIAL SOLID PAINT WASTE	LB	663	
574.030001	STRUCTURAL STEEL PAINTING, LOCALIZED	SF	1658	
580.01	REMOVAL OF STRUCTURAL CONCRETE	CY	31	
580.04	REMOVAL OF CONCRETE APPROACH SLAB	SF	2400	
582.0051	REMOVAL AND REPLACEMENT OF STRUCTURAL CONCRETE	CY	1	
585.01	STRUCTURAL LIFTING OPERATIONS - TYPE A	EA	10	
586.0201	DRILLING AND GROUTING BOLTS OR REINFORCEMENT BARS	EA	270	
586.10	FIELD DRILL HOLES IN EXISTING STRUCTURAL STEEL	EA	176	
587.01	BRIDGE RAILING REMOVAL AND DISPOSAL	LF	694	
606.10	BOX BEAM GUIDE RAILING	LF	246	
606.100002	BOX BEAM GUIDE RAILING (SHOP BENT OR SHOP MITERED)	LF	90	
606.120102	BOX BEAM GUIDE RAILING END ASSEMBLY, TYPE I	EA	2	
606.73	REMOVING AND DISPOSING BOX BEAM GUIDE RAILING	LF	545	
610.1605	TURF ESTABLISHMENT - PERFORMANCE	SY	210	

TABLE OF QUANTITIES

ITEM	DESCRIPTION	UNIT	PROPOSED	AS-BUILT
619.01	BASIC WORK ZONE TRAFFIC CONTROL	LS	1	
619.04	TYPE III CONSTRUCTION BARRICADE	EA	13	
619.0903	TEMPORARY PAVEMENT MARKINGS STRIPES (REMOVABLE TAPE)	LF	180	
619.110613	(PVMS) STANDARD SIZE - FULL MATRIX (LED) NO OPTIONAL EQUIPMENT SPECIFIED, CELLULAR COMMUNICATIONS WITH NTCIP COMP	CW	4	
619.1711	TEMPORARY POSITIVE BARRIER - CATEGORY 1 (PINNING PROHIBITED)	LF	80	
620.05	STONE FILLING (HEAVY)	CY	545	
620.0801	BEDDING MATERIAL, TYPE 1	CY	75	
620.29010009	NATIVE STREAM BED MATERIAL (A)	CY	75	
625.01	SURVEY OPERATIONS	LS	1	
627.50140008	CUTTING PAVEMENT	LF	235	
637.12	ENGINEER'S FIELD OFFICE - TYPE 2	MNTH	6	
637.34	OFFICE TECHNOLOGY AND SUPPLIES	DC	3500	
645.5101	GROUND-MOUNTED SIGN PANELS WITHOUT Z-BARS	SF	3	
645.5102	GROUND-MOUNTED SIGN PANELS LESS THAN OR EQUAL TO 32 SF, WITH Z-BARS	SF	7	
645.81	TYPE A SIGN POSTS	EA	1	
646.22	DELINATOR, SNOWPLOWING MARKER, SUPPLEMENTARY SNOW PLOWING MARKER PANELS	EA	5	
646.32	STEEL POST, 2.0 LB/FT	EA	4	
647.61	REMOVE AND DISPOSE SIGNS, GROUND MOUNTED TYPE A SIGN SUPPORTS AND FOUNDATIONS - SIZE I (UNDER 30 SQUARE FEET)	EA	3	
685.1102	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	LF	1000	
685.1202	YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - 20 MILS	LF	1000	
697.03	FIELD CHANGE PAYMENT	DC	147000	
698.04	ASPHALT PRICE ADJUSTMENT	DC	1000	
698.05	FUEL PRICE ADJUSTMENT	DC	1100	
698.06	STEEL PRICE ADJUSTMENT	DC	100	
699.040001	MOBILIZATION	LS	1	



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DESIGNED BY:	MAR
CHECKED BY:	JFC

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 1709 SUBDIVISION 2 OF THE NEW YORK EDUCATION LAW



ESTIMATE OF QUANTITIES

E0Q-01
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