

PROJECT LOCATION:

THE PROJECT IS LOCATED IN THE TOWN OF DRYDEN BETWEEN MONKEY RUN ROAD AND HALLWOODS ROAD.

SPECIFICATIONS:

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.

ALL WORK COMPLETED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (US CUSTOMARY) REFERENCED IN THE CONTRACT PROJECT "PROPOSAL" EXCEPT AS MODIFIED BY THESE PLANS OR BY CHANGES SET FORTH IN THE CONTRACT PROJECT PROPOSAL.

STANDARD SHEETS:

203-05, 209-01, 209-02, 209-03, 209-04, 209-05, 402-01, 604-02, 608-01, 608-03, 609-03, 611-01, 619-002, 619-004, 619-010, 619-011, 619-012, 619-020, 619-021, 619-030, 619-050, 619-051, 619-060, 619-061, 619-090, 645-01, 645-03, 646-15, 655-01, 655-03, 685-01

CONTRACT DRAWINGS

FOR

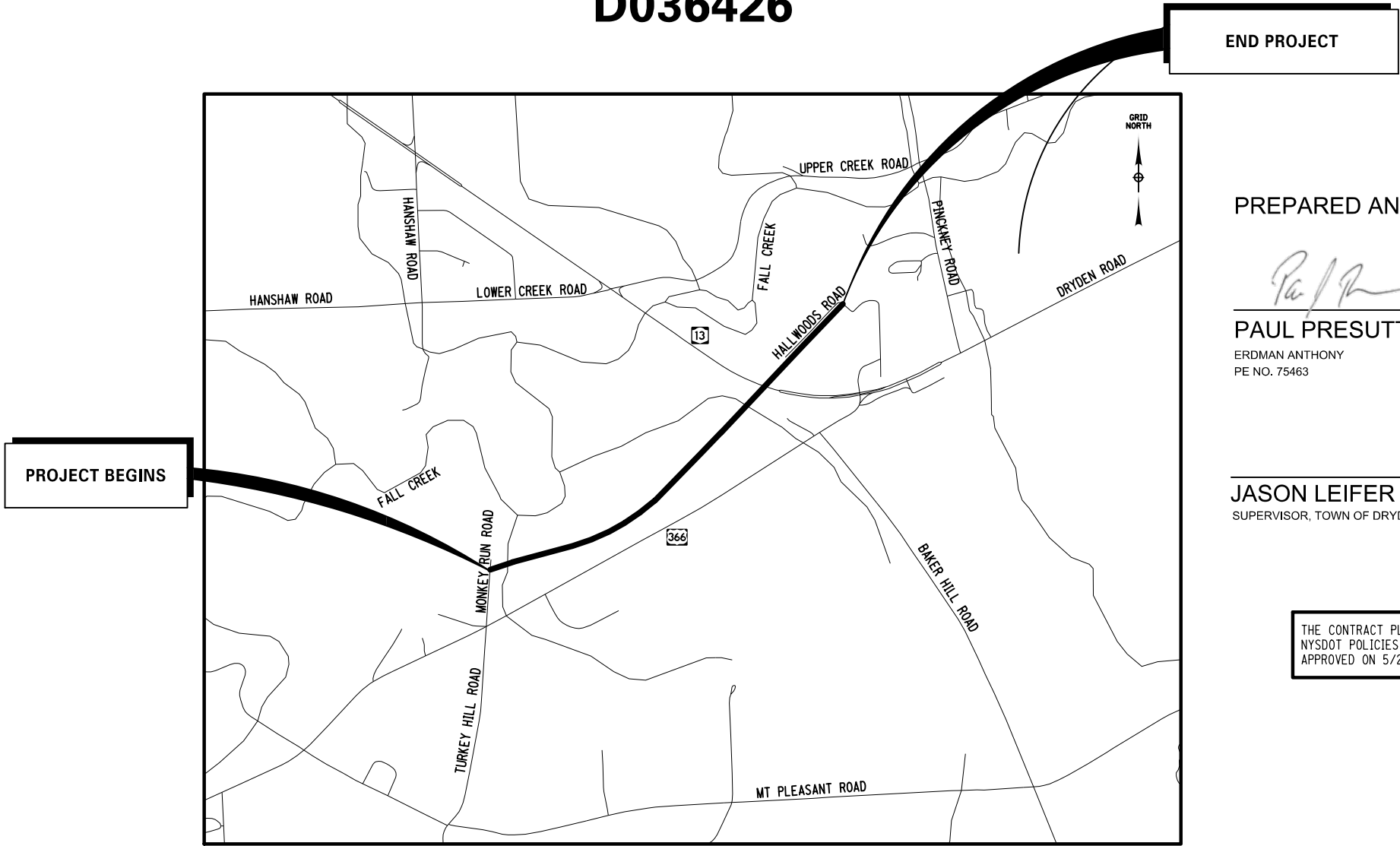
DRYDEN RAIL TRAIL

PHASE 2

TOWN OF DRYDEN, TOMPKINS COUNTY

CAPITAL IMPROVEMENT PROJECT No. 3950.71

D036426



LOCATION MAP
NOT TO SCALE

PREPARED AND RECOMMENDED BY:



DATE 6/2/2023

PAUL PRESUTTI, PE

ERDMAN ANTHONY

PE NO. 75463

DATE

JASON LEIFER

SUPERVISOR, TOWN OF DRYDEN

THE CONTRACT PLANS HAVE BEEN DESIGNED IN ACCORDANCE WITH
NYS DOT POLICIES AND GUIDELINES AND THE FINAL DESIGN REPORT
APPROVED ON 5/26/2022

PREPARED FOR
TOWN OF DRYDEN

93 EAST MAIN STREET
DRYDEN, NY 13053

PREPARED BY

ERDMAN
ANTHONY 

Rochester, NY – Harrisburg, PA – Buffalo, NY
Albany, NY – West Palm Beach, FL

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	SUBSURFACE EXPLORATION	
PVI	POINT OF VERTICAL INTERSECTION	HWY	HIGHWAY		
PVT	POINT OF VERTICAL TANGENT	IP	IRON PIN OR IRON PIPE	ABBR.	DESCRIPTION
R	RADIUS	MB	MAILBOX	REPLACE ABBREVIATION "AB" WITH:	
SC	SPIRAL TO CURVE	MON	MONUMENT	AH	HAND AUGER
SSD	STOPPING SIGHT DISTANCE	N&W	NAIL AND WASHER	CP	CONE PENTROMETER
ST	SPIRAL TO TANGENT	OG	ORIGINAL GROUND	DA	2¼ INCHES CASD DRILL HOLE
STA	STATION	O/H	OVERHEAD	DM	DRILLING MUD
T	TANGENT LENGTH	P	PARCEL	DN	4 INCHES CASD DRILL HOLE
TGL	THEORETICAL GRADE LINE	PAV'T	PAVEMENT	FH	HOLLOW FLIGHT AUGER
TS	TANGENT TO SPIRAL	PE	PERMANENT EASEMENT	PA	POWER AUGER
VC	VERTICAL CURVE	PED POLE	PEDESTRIAN POLE	PH	PROBE
TOPOGRAPHY (DRAINAGE)		P	PROPERTY LINE	PT	PERCOLATION TEST HOLE
		POR	PORCH	RP	1 INCH SAMPLER (RETRACTABLE PLUG)
ABBR.	DESCRIPTION	RR	RAILROAD	TO BE DEFINED AT THE TIME OF EXPLORATION	
BB	BOTTOM OF BANK (STREAM)	RTE	ROUTE	SP	SEISMIC POINT
BC	BOTTOM OF CURB	ROW	RIGHT OF WAY	TP	TEST PIT
BO	BOTTOM OF OPENING	RW	RETAINING WALL	ABBREVIATION "C" IN CATEGORIES: DA, DM, DN, AND FH WITH:	
CAP	CORRUGATED ALUMINUM PIPE	SH	STATE HIGHWAY	B	BRIDGE
CB	CATCH BASIN	SHLDR	SHOULDER	C	CUT
CIP	CAST IRON PIPE	SPK	SPIKE	D	DAM
C	CENTERLINE OF STREAM	ST	STREET	F	FILL
CMP	CORRUGATED METAL PIPE	STK	STAKE	K	CULVERT
CP	CONCRETE PIPE	STY	STORY	W	WALL
CSP	CORRUGATED STEEL PIPE	SW	SIDEWALK	X	TO BE USED IF ONE OF THE ABOVE CANNOT BE DEFINED AT THE TIME THE EXPLORATION IS MADE
CULV	CULVERT	TE	TEMPORARY EASEMENT		
DIA	DIAMETER	TO	TEMPORARY OCCUPANCY		
DMH	DRAINAGE MANHOLE	U/G	UNDERGROUND		
DS	DRAINAGE STRUCTURE PIPE	WW	WING WALL		
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

INDEX		TOTAL NUMBER OF SHEETS 66
SHEET NUMBER	DESCRIPTION	DRAWING NUMBER
1	TITLE SHEET	COVER
2	INDEX AND ABBREVIATIONS	IN-01
3 - 4	LEGEND, LINE AND POINT SYMBOLLOGY	LEG-01 TO LEG-02
5	TYPICAL SECTIONS	TS-01
6 - 7	GENERAL NOTES	GN-01 TO GN-02
8 - 12	SURVEY & ALIGNMENT	SA-01 TO SA-05
13 - 14	MISCELLANEOUS TABLES	MT-01 TO MT-02
15 - 19	MISCELLANEOUS DETAILS	MD-01 TO MD-05
20 - 26	EROSION SEDIMENT CONTROL PLANS	EC-01 TO EC-07
27 - 39	PLANS AND PROFILES	PL-01 TO PL-13
40 - 42	UTILITY PLANS AND PROFILES	UP-01 TO UP-03
43 - 66	BRIDGE PLANS	BR-01 TO BR-24

UTILITIES

THE UNDERGROUND UTILITY INFORMATION SHOWN ON DRAWING UP-01 THRU UP-03 HAS BEEN DETAILED ACCORDING TO QUALITY LEVEL D.

QUALITY LEVEL A:

THE HIGHEST DEGREE OF ACCURACY; THE ULITITY INFORMATION ON THE CONTRACT PLANS HAS BEEN FIELD LOCATED AND VERIFIED BY EXCAVATION, WHEN APPROPRIATE. (SHOWN AS QLA)

QUALITY LEVEL B:

SUBSURFACE GEOPHYSICAL LOCATING TECHNIQUES (UNDERGROUND CAMERAS, RADAR, SONAR, TONE OUTS, ETC.) AND EXISTING RECORD PLANS HAVE BEEN USED TO LOCATE UTILITIES. NO EXCAVATIONS WERE PERFORMED. (SHOWN AS QLB)

QUALITY LEVEL C:

RECORD INFORMATION PROVIDED BY UTILITY OWNERS WERE PLOTTED ON THE CONTRACT PLANS. DEPTHS WERE NOT FIELD VERIFIED. PHYSICAL SURFACE FEATURES LIKE MANHOLES, VALVE BOXES AND HYDRANTS HAVE BEEN FIELD LOCATED. (SHOWN AS QLC)

QUALITY LEVEL D:

EXISTING TOWN AND UTILITY COMPANY RECORDS WERE USED TO LOCATE SUBSURFACE UTILITIES. (SHOWN AS QLD) SERVICES & LATERALS

ALL WATER SERVICES AND SEWER LATERAL LOCATIONS ARE APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL SERVICE LOCATIONS AND PROTECT & RESTORE THEM AS NECESSARY.



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6/1/2023


DATE

DATE

NOTE: UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145, SECTION 7209.

REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT



TOWN OF DRYDEN

PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

INDEX
AND
ABBREVIATIONS

SCALE NONE	DATE MAY 2023
P.L.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 2 OF 66	DRAWING NO. IN-01

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

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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6/1/2023

DATE

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EDUCATION LAW ARTICLE 145, SECTION 7209.

REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT

TOWN OF DRYDEN

PROJECT NAME

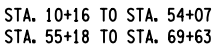
DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

LEGEND
LINE SYMBOLOGY

SCALE NONE	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 3 OF 66	DRAWING NO. LEG-01

DESIGN SUPERVISOR W. MCCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY P. PRESUTTI CHECKED BY A. BLACKMON ESTIMATED BY A. BLACKMON DRAFTED BY S. BEAMAN CHECKED BY A. BLACKMON



NOTES	
1. WORK TO BE DONE BY OTHERS:	
STA. 10+16 TO STA. 49+40	
STA. 60+40 TO STA. 69+63	

SCALE AS SHOWN	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 5 OF 66	DRAWING NO. TS-1

GENERAL NOTES

- ALL WORK COMPLETED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (US CUSTOMARY) REFERENCED IN THE CONTRACT PROJECT "PROPOSAL" EXCEPT AS MODIFIED BY THESE PLANS OR BY CHANGES SET FORTH IN THE CONTRACT PROJECT PROPOSAL.
- WORK ZONE TRAFFIC CONTROL MUST COMPLY WITH THE CURRENT NATIONAL MUTCD WITH NYS SUPPLEMENT, SECTION 619 OF THE CURRENT NYSDOT STANDARD SPECIFICATIONS, THESE PLANS, AND AS ORDERED BY THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL PERFORM ALL WORK IN COMPLIANCE WITH TITLE 29 OF FEDERAL REGULATIONS, PART 1926, SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION (OSHA).
- ALL RIGHT-OF-WAY MONUMENTS AND PROPERTY CORNERS ARE TO BE PROTECTED, SAFEGUARDED AND PRESERVED. ALL RIGHT-OF-WAY MONUMENTS OR PROPERTY CORNERS THAT ARE DISTURBED BY CONTRACTOR'S OPERATIONS DURING CONSTRUCTION OF PROJECT ARE TO BE REPLACED BY NYS LICENSED SURVEYOR, AT CONTRACTOR'S EXPENSE.
- THE MAJORITY OF WORK SHALL BE CONDUCTED WITHIN THE HIGHWAY BOUNDARY AND RELEASES SHOWN ON THE PLANS. ANY DAMAGE CAUSED BY THE CONTRACTOR OR HIS REPRESENTATIVES OUTSIDE THESE LIMITS SHALL BE REPAIRED IN KIND TO THE SATISFACTION OF THE TOWN AT NO ADDITIONAL COST.
- NO GRADING RELEASES ARE ANTICIPATED. IF DURING CONSTRUCTION, MINOR GRADING OR DRIVEWAY WORK IS REQUIRED OUTSIDE THE HIGHWAY BOUNDARY, A GRADING RELEASE WILL BE OBTAINED BY THE TOWN.
- MATERIALS, EQUIPMENT, AND VEHICLES SHALL NOT BE STORED OR PARKED WITHIN THE HIGHWAY BOUNDARY. THE CONTRACTOR SHALL NOT USE HALLWOODS ROAD OR THE OPEN AREA ADJACENT TO HALLWOODS ROAD FOR STAGING. THE CONTRACTOR SHALL OBTAIN A WRITTEN RELEASE FROM ANY PROPERTY OWNER WHO GRANTS THE CONTRACTOR ACCESS TO THE PROPERTY FOR STORAGE, DISPOSAL OF SPOILS, AND/OR STAGING AREAS, PROVIDE A COPY OF EACH WRITTEN RELEASE TO THE ENGINEER PRIOR TO ACCESSING THE PROPERTY.
- ROADWAYS MUST BE KEPT CLEAN OF MUD AND DEBRIS AT ALL TIMES.
- THE CONTRACTOR SHALL BECOME FAMILIARIZED WITH DRAINAGE CHARACTERISTICS OF THE AREA SO THAT THEY MAY PROGRESS THE WORK EFFICIENTLY WITH FULL KNOWLEDGE OF ANY POTENTIAL DRAINAGE PROBLEMS.
- ALL DRAINAGE SYSTEMS, INCLUDING PIPES, AND DRAINAGE STRUCTURES, WITHIN THE PROJECT LIMITS SHALL BE KEPT CLEAN AND FREE FLOWING FOR THE DURATION OF THE CONTRACT, A.O.B.E.
- LOCATIONS OF EXISTING UTILITIES BOTH ABOVE GROUND AND BELOW GROUND THAT ARE SHOWN IN CONTRACT DRAWINGS ARE APPROXIMATE ONLY, AND ARE NOT GUARANTEED TO BE ACCURATE OR COMPLETE. ALL EXISTING UTILITIES SHOWN WERE PLOTTED FROM FIELD SURFACE SURVEY DATA AND IN CONJUNCTION WITH RECORD MAPPING SUPPLIED BY RESPECTIVE UTILITY COMPANY. BEFORE COMMENCING ANY WORK, IT IS RESPONSIBILITY OF CONTRACTOR TO HAVE LOCATION OF ALL EXISTING UTILITIES LOCATED WITHIN WORK AREA VERIFIED BY RESPECTIVE UTILITY COMPANY. CONTRACTOR IS TO REQUEST UTILITY STAKE OUT MINIMUM OF 48 HOURS IN ADVANCE OF COMMENCING ANY WORK, BY CALLING DIG SAFELY NEW YORK, AT 811.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES ENCOUNTERED IN THE WORK COMPLETED UNDER THIS CONTRACT. IN THE EVENT THE CONTRACTOR DAMAGES AN EXISTING UTILITY SERVICE, CAUSING AN INTERRUPTION IN SAID SERVICE, THEY SHALL IMMEDIATELY COMMENCE WORK TO RESTORE SERVICE AND MAY NOT CEASE WORK OPERATIONS UNTIL SERVICE IS RESTORED.
- THE CONTRACTOR SHALL COOPERATE WITH THE UTILITY OWNERS AND SCHEDULE WORK IN A MANNER AS TO COMPLY WITH SHUT DOWN TIMES AND ANY OTHER REQUIREMENTS OF THE UTILITY OWNER. NO ADDITIONAL PAYMENT SHALL BE MADE FOR THE COST INCURRED DUE TO COMPLYING WITH THE UTILITY OWNER'S REQUIREMENTS. SUCH COSTS SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS ITEMS IN THE CONTRACT.
- REMOVAL OF ALL TREES, BRUSH, GROUND COVER, ETC. WITHIN THE PROJECT LIMITS NOT LISTED IN THE TREE REMOVAL TABLE SHALL BE INCLUDED IN ITEM 201.06, CLEARING AND GRUBBING, TYP.
- WHenever items in the contract require materials to be removed and disposed of, the cost of supplying a disposal area and transportation to that area shall be included in the bid prices for those items.
- A NYSDOT HIGHWAY WORK PERMIT THROUGH THE REGIONAL OFFICE WILL BE REQUIRED FOR WORK WITHIN THE STATE RIGHT-OF-WAY ON THE STATE OWNED PORTION OF THE PROJECT. NOTIFY THE REGIONAL PERMIT ENGINEER (315-428-4382) AT LEAST THREE (3) WORK DAYS PRIOR TO WORKING WITHIN THE STATE RIGHT-OF-WAY.
- TREES IDENTIFIED BY USFWS AS POTENTIAL NLEB ROOST TREES CANNOT BE REMOVED BETWEEN APRIL 1 AND SEPTEMBER 30.
- OCCURENCES OF JAPANESE KNOTWEED ARE WIDE SPREAD AND INDETERMINED. ACTUAL SQUARE FOOTAGE OF AREA IS UNKNOWN. JAPANESE KNOTWEED LOCATIONS TO BE CONTROLLED BY APPLICATION OF HERBICIDE SHALL BE IDENTIFIED BY THE ENGINEER. A LICENSED PESTICIDE APPLICATOR SHALL TREAT JAPANESE KNOTWEED IN MID-LATE SUMMER USING STEM INJECTION OF GLYPHOSATE PER LABELED RATES. COST INCLUDED UNDER ITEM 617.01010024 - CONTROLLING INVASIVE PLANT SPECIES WITH HERBICIDES.
- WHERE TOPSOIL IS TO BE REMOVED IN AREAS OF JAPANESE KNOTWEED, TOPSOIL MAY NOT BE REUSED ON SITE.
- CONTRACTOR SHALL CLEAN EQUIPMENT TO PREVENT SPREAD OF INVASIVE SPECIES. COST INCLUDED UNDER ITEM 617.11000024 - EQUIPMENT CLEANING FOR INVASIVE PLANT SPECIES.
- STUMPS OF REMOVED TREES SHALL BE LESS THAN 6" ABOVE FINISHED GRADE. IF THE STUMP IS ON A SLOPE, THE CUT STUMP SHALL BE PARRALLEL WITH THE SLOPE. ROOTS OF ADJOINING TREES EXPOSED BY EXCAVATION MEASURING 1/2" AND LARGER ARE TO BE CLEANLY HAND-PRUNED.

GENERAL EROSION CONTROL NOTES:

- THE CONTRACTOR IS ADVISED THAT ALL EARTH DISTURBING ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH NYSDOT SPDES GP 0-15-002 AND THE PROJECT STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
- ALL STORM DRAINAGE OUTLETS SHALL BE STABILIZED, AS REQUIRED, BEFORE THE DISCHARGE POINTS BECOME OPERATIONAL.
- THE SITE SHALL, AT ALL TIMES, BE GRADED AND MAINTAINED SUCH THAT ALL STORMWATER RUNOFF IS DIVERTED TO SOIL EROSION AND SEDIMENT CONTROL FACILITIES.
- ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING STORM DRAINS, DITCHES OR WATER COURSES.
- OTHER EROSION CONTROL MEASURES MAY BE REQUIRED A.O.B.E. IN ADDITION TO SCHEMES SHOWN. PAYMENT FOR ADDITIONAL WORK SHALL BE PAID UNDER THE APPROPRIATE ITEM IN THE CONTRACT.
- TEMPORARY STOCKPILES OF TOPSOIL OR FILL MUST NOT BE LOCATED WITHIN 100 FT. OF DRAINAGEWAYS. RING ANY TEMPORARY STOCKPILES OF TOPSOIL OR FILL WITH SILT FENCE TO PREVENT EROSION OF THE PILE. ALL SILT FENCE SHALL BE INSTALLED ON THE CONTOUR WITH A GRADE OF 2% OR MORE. PILES TO BE STORED FOR LONGER THAN FOURTEEN (14) DAYS SHALL BE STABILIZED WITH TEMPORARY SEEDING AND MULCH.
- ALL METHODS AND EQUIPMENT PROPOSED BY THE CONTRACTOR TO ACCOMPLISH THE WORK SHALL BE SUBJECT TO THE APPROVAL OF THE E.I.C.
- THE LOCATIONS OF EROSION AND SEDIMENT CONTROL MEASURES, AS INDICATED IN THE CONTRACT DOCUMENTS, MAY REQUIRE FIELD ADJUSTMENT DEPENDING ON THE SEQUENCE OF CONSTRUCTION ACTIVITIES, CONSTRUCTION METHODS, AND/OR ACTUAL FIELD CONDITIONS. THE REGIONAL CONSTRUCTION ENVIRONMENTAL CONTACT SHALL BE NOTIFIED OF ANY FIELD CHANGES TO THE EROSION AND SEDIMENT CONTROL MEASURES INDICATED IN THE CONTRACT DOCUMENTS.
- THE GENERAL CONSTRUCTION STAGING IS SHOWN ON THE CONTRACT PLANS, THE WORK AREA OF ONE STAGE MUST BE PROTECTED BEFORE WORK CAN BEGIN IN A SUBSEQUENT STAGE. PROTECTED IS DEFINED AS HAVING TEMPORARY OR PERMANENT EROSION CONTROL MEASURES IN PLACE. LINEAR CONTROL MEASURES ALONE ARE NOT CONSIDERED ADEQUATE PROTECTION.
- THE CONTRACTOR IS RESPONSIBLE FOR ANY GRADING RELEASES AND PERMITS OUTSIDE OF R.O.W. (SUCH AS SPOIL AREAS)
- ALL NECESSARY PRECAUTIONS SHALL BE TAKEN TO PREVENT CONTAMINATION OF ALL WATER BODIES (INCLUDING WETLANDS) BY SILT, SEDIMENT, FUELS, SOLVENTS, LUBRICANTS, EPOXY, COATINGS, CONCRETE LEACHATE, OR ANY OTHER POLLUTANT ASSOCIATED WITH CONSTRUCTION AND SHALL BE ALLOWED TO ESCAPE INTO ANY WATER BODIES (INCLUDING WETLANDS). NOR SHALL WASHINGS FROM CONCRETE TRUCKS, MIXERS, OR OTHER DEVICES BE ALLOWED TO ESCAPE INTO ANY WATER BODIES (INCLUDING WETLANDS). CONTRACTOR SHALL PROVIDE CONCRETE TRUCK WASHOUT SITES IN ACCORDANCE WITH THE APPROVED STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND A.O.B.E. THESE CONCRETE TRUCK WASHOUT SITES MUST NOT BE LOCATED WITHIN 100 FT. OF DRAINAGEWAYS.
- ALL DREDGED AND EXCAVATED MATERIAL SHALL BE DISPOSED OF AND BE SUITABLY PROTECTED SO THAT IT CANNOT REASONABLY RE-ENTER ANY WATER BODY OR WETLAND AREA.
- IN THE EVENT DEWATERING OPERATIONS BECOME NECESSARY, DEWATERING SHALL BE ACCOMPLISHED BY PUMPING TO A VEGETATED AREA AWAY FROM WETLANDS, WATER COURSES OR OTHER BODIES OF WATER, OR A SEDIMENT TRAP, OR A MANUFACTURED SEDIMENT CONTROL SYSTEM, UNLESS THE PUMP DISCHARGE IS AS CLEAR AND FREE OF SEDIMENT AS THE CONNECTING STREAM/TRIBUTARY. LOCATIONS AND DESIGNS NOT SHOWN ON PLANS TO BE APPROVED BY THE E.I.C. DESIGNATED AREAS SHALL BE LOCATED SUCH THAT WATER IS DISCHARGED AWAY FROM WETLANDS, WATER COURSES, OR OTHER BODIES OF WATER. TEMPORARY SEDIMENT TANKS SHALL BE USED WHEN INDICATED BY ENGINEER.
- A STABILIZED CONSTRUCTION ENTRANCE SHALL BE PROVIDED AT ANY POINT WHERE CONSTRUCTION-RELATED TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A MAINTAINED ROADWAY. COST TO BE INCLUDED IN ITEM 619.01.
- ANY ADDITIONAL EROSION CONTROL MEASURES USED TO SUPPLEMENT THESE PLANS SHALL BE UTILIZED IN ACCORDANCE WITH THE TECHNICAL REQUIREMENTS CONTAINED IN THE NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
- ANY PROPOSED DRAINAGE STRUCTURE NOT PROTECTED BY MEANS OF ITEM 209.170XX - DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY, SHALL BE TEMPORARILY "COVERED AND SEALED", BY METHOD APPROVED BY ENGINEER, TO PREVENT STORMWATER RUNOFF FROM ENTERING STRUCTURE UNTIL ADJACENT SLOPES ARE STABILIZED.
- THE TEMPORARY SEED MIX SHALL BE CEREAL RYE WITH AN APPLICATION RATE OF 0.015 LBS/SY. SEE PROPOSAL BOOK FOR ADDITIONAL INFORMATION.

PAYMENT ITEMS:

- THE FOLLOWING NYSDOT PAYMENT ITEMS APPLY TO THIS PROJECT:

ITEM 209.110101 - CHECK DAM (DITCH BOTTOM WIDTH 0.0 TO 3'), STONE - TEMPORARY
ITEM 209.13 - SILT FENCE - TEMPORARY
ITEM 209.190201 - ROLLED EROSION CONTROL PRODUCT, CLASS II, TYPE B, INTERMEDIATE

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6/1/2023


DATE

DATE

NOTE: UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145, SECTION 7209.

REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT



TOWN OF DRYDEN

PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

GENERAL NOTES

SCALE NONE	DATE MAY 2023
P.L.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 6 OF 66	DRAWING NO. GN-1

A. GENERAL NOTES

1. THE TYPICAL DETAILS DEPICTED ON THE STANDARD SHEETS AND IN THE MUTCD REFLECT THE MINIMUM REQUIREMENTS.
2. THE CONTRACTOR MUST SUBMIT TO THE ENGINEER, IN WRITING, PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE ENGINEER OR HIS/HER DESIGNEE FIVE (5) DAYS PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE SCOPE OF THE TRAFFIC CONTROL PLAN, SUCH CHANGES IN SCOPE MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL BY THE REGIONAL TRAFFIC ENGINEER OR HIS/HER DESIGNEE THIRTY (30) WORKING DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.
3. THE CONTRACTOR SHALL PROVIDE THE ENGINEER, IN WRITING, WITH THE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF STAFF WHO ARE AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS. THE ENGINEER WILL PROVIDE THE SUBMITTED INFORMATION TO REGIONAL MANAGEMENT, THE NEW YORK STATE POLICE, THE RESIDENT ENGINEER, AND THE LOCAL POLICE.

B. ACTIVITY AREA

1. THE CONTRACTOR SHALL MAINTAIN 500' LONGITUDINAL DISTANCE BETWEEN CONSTRUCTION OPERATIONS ON ALTERNATE SIDES OF THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. WHEN TWO OR MORE AREAS ARE ADJACENT, OVERLAP, OR ARE IN CLOSE APPROXIMATION, THE CONTRACTOR SHALL ENSURE THERE ARE NO CONFLICTING SIGNS AND THAT LANE CONTINUITY IS MAINTAINED THROUGHOUT ALL WORK AREAS.

C. SIGNS

1. THE LOCATIONS OF THE SIGNS SHOWN ON THE WORK ZONE TRAFFIC CONTROL PLANS AND DETAILS MAY BE ADJUSTED BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL BY THE ENGINEER.
2. ANY EXISTING SIGNS, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET, AS APPROVED BY THE ENGINEER. 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 WARNING AND REGULATORY SIGNS SHALL BE POSTED ON BOTH SIDES OF MULTI-LANE DIVIDED HIGHWAYS, MULTI-LANE RAMPS, AND ONE-WAY STREETS, IN CASES WHERE LANE RESTRICTIONS REDUCE THE TRAVEL LANE TO ONE LANE, SIGNS SHALL BE POSTED ON THE RIGHT SIDE OF THE ACTIVE LANE, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
5. SIGNS MOUNTED ON THE MEDIAN OF DIVIDED HIGHWAYS WHERE MEDIAN BARRIER IS IN PLACE MAY BE MOUNTED N THE BARRIER WITH A SADDLE TYPE BRACKET. LAYING THE SIGN DOWN IN A HORIZONTAL POSITION IS NOT PERMITTED.
6. THE DIMENSIONS OF WORK ZONE TRAFFIC CONTROL SIGNS ARE DESCRIBED IN THE MUTCD. ANY CHANGES TO THE DIMENSIONS SHALL BE APPROVED BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE.

D. PUBLIC ACCESS

1. PROPERTY OWNERS WHOSE DRIVEWAYS WILL BE MADE INACCESSIBLE SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 24 HOURS PRIOR TO RESTRICTING USE OF THE DRIVEWAY. FOR MULTIPLE ACCESS PROPERTIES, AT LEAST ONE DRIVEWAY SHALL BE OPEN AT ALL TIMES. ACCESS SHALL BE RESTRICTED TO ALL DRIVEWAYS AS SOON AS POSSIBLE.
2. SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

E. LANE CLOSURES

1. THE CONTRACTOR SHALL LOCATE LANE CLOSURES TO PROVIDE OPTIMUM VISIBILITY, I.E. BEFORE CURVES AND CRESTS, TO THE EXTENT CONDITIONS PERMIT.
2. THE ENGINEER MAY REQUIRE THAT ALL LANES BE RE-OPENED AT ANY TIME IF THE ROUTE IS NEEDED FOR EMERGENCY PURPOSES. THIS COULD INCLUDE INCIDENTS AT LOCATIONS OUTSIDE THE CONTRACT LIMITS.

F. LANE WIDTHS

1. UNLESS AUTHORIZED BY THE ENGINEER, THE MINIMUM LANE WIDTHS FOR WORK ZONE TRAVEL LANES SHALL BE AS FOLLOWS: FREEWAYS AND/OR EXPRESSWAYS IS 11'. THE MINIMUM LANE WIDTH FOR OTHER TYPES OF ROADWAYS IS 10'.
2. THE CONTRACTOR SHALL PROVIDE A WRITTEN NOTICE TO THE ENGINEER, A MINIMUM OF 21 CALENDAR DAYS IN ADVANCE OF PERFORMING ANY WORK THAT RESULTS IN THE REDUCED WIDTH OF AN EXISTING ROADWAY, SO THAT THE ENGINEER MAY NOTIFY THE REGIONAL PERMIT ENGINEER IN A TIMELY MANNER.

G. PAYMENT ITEMS

1. THE FOLLOWING NYSDOT PAYMENT ITEMS APPLY TO THIS PROJECT:

619.01 BASIC WORK ZONE TRAFFIC CONTROL
619.04 TYPE III CONSTRUCTION BARRICADES

H. PROJECT SPECIFIC

1. THE CONTRACTOR SHALL COORDINATE ALL WORK OPERATIONS WITH PUBLIC TRANSIT IN ORDER TO MINIMIZE SERVICE DISRUPTIONS.
2. CONTRACTOR MAY ONLY STOP TRAFFIC FOR PLACEMENT OF THE SUPERSTRUCTURE BETWEEN 9AM AND 3PM.

I. WORK ZONE TRAFFIC CONTROL REVISIONS

PROPOSED REVISIONS TO THE WORK ZONE TRAFFIC CONTROL (WZTC) PLAN OR MODIFICATIONS TO THE 619 STANDARD SHEETS SHALL BE SUBMITTED TO THE ENGINEER FOR THE REVIEW AND APPROVAL BY THE REGIONAL TRAFFIC ENGINEER PRIOR TO THE PLANNED IMPLEMENTATION OF SUCH REVISIONS OR MODIFICATIONS. THE CONTRACTOR SHALL NOT IMPLEMENT THE PROPOSED REVISIONS WITHOUT APPROVAL FROM THE REGIONAL TRAFFIC ENGINEER.

J. DAILY LANE, RAMP AND SHOULDER CLOSURE RESTRICTIONS

WORK ZONES SHALL BE RESTRICTED TO ONE SIDE OF THE ROADWAY AT A TIME IN EACH DIRECTION ON DIVIDED ROADWAYS, UNLESS APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL SCHEDULE WORK SO THAT ALL TRAVEL LANES AND RAMPS IN EACH DIRECTION ARE OPEN WHEN THE CONTRACTOR'S OPERATIONS ARE CLOSED DOWN OR SUBSTANTIALLY CLOSED DOWN.

DAILY CLOSURES MAY OCCUR OFF OF LONG-TERM CLOSURES AND SHALL BE SUBJECT TO DAILY CLOSURE RESTRICTIONS.

WORK ZONES SHALL BE RESTRICTED TO ONE SIDE OF THE ROADWAY AT A TIME ON UNDIVIDED HIGHWAYS.

K. FLAGGING OPERATIONS

WHEN A PEDESTRIAN APPROACHES A FLAGGER STATION, THE FLAGGER SHALL STOP TRAFFIC AND DIRECT THE PEDESTRIAN TO A SAFE ROUTE THROUGH THE WORK AREA. FLAGGERS SHALL COORDINATE THE FLAGGING OF THE WORK ZONE TO ENSURE PEDESTRIANS CAN SAFELY PROCEED THROUGH THE AREA. IF THERE IS MORE THAN THE OCCASIONAL PEDESTRIAN WITHIN THE PROJECT LIMITS, REFER TO THE SITE SPECIFIC PEDESTRIAN WZTC PLAN.

L. HOLIDAY CLOSURE RESTRICTIONS

DAILY LANE, RAMP AND SHOULDER CLOSURES SHALL NOT BE PERMITTED AS DESCRIBED IN EI 17-010. BELOW ARE HOLIDAY PERIODS BASED ON GUIDELINES FROM EI 17-010. ALL RESTRICTIONS ARE FROM 6:00 AM ON THE FIRST DAY UNTIL 6:00 AM ON THE LAST DAY OF THE RESTRICTION:

2023
6:00 AM FRIDAY, JUNE 30, 2023 THRU 6:00 AM WEDNESDAY, JULY 5, 2023 (JULY 4TH HOLIDAY)
6:00 AM FRIDAY, SEPTEMBER 1, 2023 THRU 6:00 AM TUESDAY, SEPTEMBER 5, 2023 (LABOR DAY HOLIDAY)
6:00 AM WEDNESDAY, NOVEMBER 22, 2023 THRU 6:00 AM MONDAY, NOVEMBER 27, 2023 (THANKSGIVING HOLIDAY)
6:00 AM FRIDAY, DECEMBER 22, 2023 THRU 6:00 AM TUESDAY, DECEMBER 26, 2023 (CHRISTMAS HOLIDAY)
6:00 AM FRIDAY, DECEMBER 29, 2023 THRU 6:00 AM TUESDAY, JANUARY 2, 2024 (NEW YEAR'S HOLIDAY)

2024
6:00 AM FRIDAY, MAY 24, 2024 THRU 6:00 AM TUESDAY, MAY 28, 2024 (MEMORIAL DAY HOLIDAY)
6:00 AM THURSDAY, JULY 4, 2024 THRU 6:00 AM MONDAY, JULY 8, 2024 (JULY 4TH HOLIDAY)
6:00 AM FRIDAY, AUGUST 30, 2024 THRU 6:00 AM TUESDAY, SEPTEMBER 3, 2024 (LABOR DAY HOLIDAY)

M. NOTIFICATION REQUIREMENTS

REGION 3 HAS A WORK ZONE TRAFFIC CONTROL (WZTC) NOTIFICATION POLICY WHICH REQUIRES ENGINEERS TO NOTIFY THE REGIONAL TRANSPORTATION MANAGEMENT CENTER (RTMC) PRIOR TO ALLOWING A CONTRACTOR TO IMPLEMENT WORK ZONE TRAFFIC CONTROL ACTIVITIES WITHIN THE HIGHWAY RIGHT OF WAY. WORK ZONE NOTIFICATION IS REQUIRED FOR THE FOLLOWING:

FREEWAYS AND EXPRESSWAYS: ALL LANE, SHOULDER, ROAD, RAMP OR BRIDGE CLOSURES. (THIS INCLUDES MOBILE OPERATIONS WHICH OCCUPY THE LANE OR SHOULDERS.)

ALL OTHER STATE HIGHWAYS: ALL LANE CLOSURES WHOSE DURATION WILL BE GREATER THAN 2 HOURS AND ALL ROAD/BRIDGE CLOSURES.

THE CONTRACTOR SHALL REPORT PROPOSED WZTC ACTIVITIES NOTED ABOVE TO THE ENGINEER BY 8:00 AM OF THE BUSINESS WEEK DAY (I.E. MONDAY THROUGH FRIDAY EXCLUDING HOLIDAYS) PRECEDING THE PROPOSED WZTC ACTIVITY. FAILURE TO DO SO WILL RESULT IN DISAPPROVAL TO PERFORM THE UNREPORTED WZTC ACTIVITY UNTIL THE ABOVE NOTIFICATIONS REQUIREMENTS ARE SATISFIED.

NO PLANNED WZTC ACTIVITY SHALL BE IMPLEMENTED WITHOUT FIRST RECEIVING CLEARANCE FROM THE RTMC.

N. VEHICLE RESTRICTIONS

THE CONTRACTOR SHALL REPORT ANY RESTRICTION (AS DEFINED BELOW) ON HIGHWAYS, RAMPS, OR BRIDGES AT LEAST SIX (6) BUSINESS WEEKDAYS IN ADVANCE OF THE RESTRICTION. SIX (6) DAYS LEAD TIME IS NECESSARY TO PROVIDE THE RTMC ADEQUATE TIME TO PREVENT ISSUANCE OF SPECIAL HAULING PERMITS THAT WOULD ROUTE OVERSIZE VEHICLES OVER THE RESTRICTED SECTION OF THIS CONTRACT.

RESTRICTIONS SHALL BE DEFINED AS ONE OR MORE OF THE FOLLOWING:
1: COMPLETE CLOSURE OF A HIGHWAY, RAMP OR BRIDGE.
2: INSTALLATION OF BARRIER OR CHANNELIZING DEVICES THAT RESULT IN AN UNOBSTRUCTED WIDTH LESS THAN 18 FEET ALONG A HIGHWAY, RAMP OR BRIDGE.
3: SUITABLE DRIVING SURFACES OF LESS THAN 18 FEET IN WIDTH.
4: AVAILABLE VERTICAL CLEARANCE ABOVE THE HIGHWAY IS LESS THAN 14 FEET IN HEIGHT.
5: WORK WOULD LIMIT VEHICLE LENGTH (I.E. TURNING ABILITY)
6: CHANGING THE LOAD CAPACITY OF A HIGHWAY, RAMP OR BRIDGE.

THE CONTRACTOR SHALL ALSO GIVE VERBAL NOTIFICATION AT LEAST SEVEN (7) BUSINESS DAYS (I.E. MONDAY THROUGH FRIDAY EXCLUDING HOLIDAYS) PRIOR TO AND AT THE END OF A RESTRICTION ON ANY ROADWAY TO THE:

TOMPKINS COUNTY: EMERGENCY CONTROL CENTER (607) 273-7288

O. WORK AREA COORDINATION

THE CONTRACTOR SHALL COORDINATE WORK ACTIVITIES WITH OTHER CONTRACTS WITHIN AND/OR ADJACENT TO THE CONTRACT WORK LIMITS.

P. ACCESS

THE CONTRACTOR SHALL ENSURE THAT ACTIVE LANES OF TRAFFIC ON FREEWAYS ARE NOT CROSSED BY PEDESTRIAN WORKERS. FOR ALL OTHER HIGHWAYS, THE CONTRACTOR SHALL ENSURE THAT PEDESTRIAN WORKERS CROSS ACTIVE LANES OF TRAFFIC ONLY AT PROPERLY MARKED OR UNMARKED CROSSWALKS AND/OR DEDICATED PEDESTRIAN WALKWAYS. IT IS REQUIRED THAT THE PROJECT SAFETY AND HEALTH PLAN ADDRESS ACCESS TO EACH WORK AND STAGING AREA.

WHERE IT IS FEASIBLE, VEHICLES AND EQUIPMENT USED FOR THE WORK AND TRANSPORTING OF WORKERS TO/FROM THE WORK SITE SHALL ENTER AND LEAVE THE AREA CLOSED BY CHANNELIZING DEVICES WITHIN THE TERMINATION AREA OF THE TEMPORARY TRAFFIC CONTROL ZONE. WHERE SUCH ACCESS WITHIN THE TERMINATION AREA IS NOT FEASIBLE, OTHER AREAS FOR ENTRY AND EXIT SHALL BE DETERMINED AND INCLUDED IN THE PROJECT SAFETY & HEALTH PLAN, INCLUDING ILLUSTRATED EXAMPLES (TYPICALS) TO CLEARLY SHOW THE TEMPORARY TRAFFIC CONTROL ELEMENTS THAT WILL BE PROVIDED.

Q. CHANNELIZING DEVICES

ALL CHANNELIZING DEVICES SHALL BE PLACED SO AS TO PROVIDE A 2 FOOT LATERAL CLEARANCE TO THE TRAVELED WAY UNLESS OTHERWISE SHOWN ON THE PLANS. WHERE POSSIBLE A LATERAL BUFFER SPACE OF 2 FOOT MINIMUM SHALL BE PROVIDED BETWEEN THE WORK SPACE AND THE CHANNELIZING DEVICES.

CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL BE 40' MAXIMUM FOR POSTED SPEED LIMITS 40 MPH OR GREATER AND 20' MAXIMUM FOR POSTED SPEED LIMITS 35 MPH OR LESS.

STANDARD CONES AND TUBULAR MARKERS SHALL NOT BE USED FOR CHANNELIZATION AND DELINEATION DURING THE HOURS OF DARKNESS, WHICH IS DEFINED AS THE PERIOD BETWEEN SUNSET AND SUNRISE.

R. SIGNS

ALL CONSTRUCTION SIGNS SHALL BE MOUNTED AT A HEIGHT OF 7 FEET ABOVE THE EDGE OF TRAVEL LANE.

SIGNS SHALL NOT ENCROACH MORE THAN 4" INTO SHOULDERS USED BY PEDESTRIANS OR BICYCLES.

WHERE SHOULDER WIDTHS ARE LIMITED AND SIGNS CANNOT BE ERECTED BEYOND THE SHOULDER, CONSTRUCTION SIGNS MAY NEED TO BE MOUNTED ON CONCRETE MEDIAN BARRIERS, BRIDGE PARAPETS, ETC.

S. NON-PAYMENT

THE CONTRACTOR'S FAILURE TO COMPLY WITH THE REQUIREMENTS AS STATED ABOVE WILL BE CONSIDERED UNSATISFACTORY TEMPORARY WORK ZONE TRAFFIC CONTROL. PAYMENT WILL BE WITHHELD FOR THE VARIOUS CONTRACT ITEMS WHICH CONTAIN WORK ZONE TRAFFIC CONTROL PROVISIONS IN ACCORDANCE WITH TABLE 619-7 FOR EACH DAY THAT A FAILURE TO COMPLY OCCURS. FAILURE TO COMPLY WILL ALSO RESULT IN THE ASSESSMENT OF LIQUIDATED DAMAGES FOR EACH VIOLATION.

T. MISCELLANEOUS (LOCAL OR PERMIT PROJECTS)

1. THE CONTRACTOR SHALL BE AWARE THAT THE WORK ZONE TRAFFIC CONTROL IS A VERY CRITICAL ITEM OF THE PERMIT AND SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 619 "WORK ZONE TRAFFIC CONTROL" OF THE STANDARD SPECIFICATIONS, THE 2009 EDITION OF THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND THE NEW YORK STATE SUPPLEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR WORK ZONE TRAFFIC CONTROL AT ALL TIMES FOR THE DURATION OF THE PERMITTED WORK.

2. ACTUAL FIELD CONDITIONS MAY REQUIRE OTHER SIGNS AND OTHER ARRANGEMENTS OF SIGNS. DISTANCES SHALL BE ADAPTED TO PREVAILING CONDITIONS. SIGNS SHALL BE LOCATED TO PROVIDE OPTIMUM VISIBILITY. SIGNS THAT ARE NOT APPLICABLE SHALL BE COVERED OR OBSCURED FROM SIGHT. ALL SIGN NUMBERS REFER TO THE 2009 EDITION OF THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND THE NEW YORK STATE SUPPLEMENT.

3. PEDESTRIAN ACCOMMODATIONS SHALL BE MAINTAINED FOR THE DURATION OF THE PROPOSED WORK. ANY DISTURBED AREAS WITHIN THE STATE RIGHT-OF-WAY SHALL BE ADEQUATELY FENCED TO PREVENT PEDESTRIAN ACCESS WHEN THE CONTRACTOR'S OPERATIONS ARE SHUT DOWN.

4. MATERIALS, EQUIPMENT AND VEHICLES SHALL NOT BE STORED OR PARKED WITHIN THE STATE RIGHT-OF-WAY BEFORE WORK BEGINS OR AFTER CONTRACTOR'S OPERATIONS ARE SHUT DOWN. STAGING AREAS OUTSIDE THE RIGHT-OF-WAY SHALL BE USED TO STOCKPILE ALL CONSTRUCTION MATERIALS.

DURING WORKING HOURS, NO CONSTRUCTION MATERIAL MAY BE STORED OR PLACED ON THE ROADWAY OR ROADBED EXCEPT WITHIN A PROTECTED WORK AREA.

5. VEHICLES BELONGING TO THE CONTRACTOR OR WORKERS SHALL NOT BE PARKED WITHIN 30 FEET OF THE EDGE OF PAVEMENT ALONG A ROADWAY BEING USED BY THE GENERAL PUBLIC, UNLESS THEY ARE PARKED WITHIN A PROTECTED WORK AREA.

DURING NON-WORKING HOURS, CONSTRUCTION EQUIPMENT AND MATERIALS SHALL NOT BE STORED WITHIN 30 FEET OF THE EDGE OF PAVEMENT.

6. W20-7A "FLAGGER" SIGNS SHALL BE USED WHENEVER FLAGGING OCCURS FOR MORE THAN A BRIEF PERIOD OF TIME. THE SIGNS SHALL BE PROMPTLY REMOVED, COVERED, OR FACED AWAY FROM TRAFFIC WHEN THE FLAGGING OPERATION CEASES.

ALL FLAGGING STATIONS AND LANE CLOSURES SHOULD BE LOCATED TO ENSURE MAXIMUM VISIBILITY.

7. NO DROP-OFF GREATER THAN SIX INCHES SHALL BE LEFT OVERNIGHT WITHIN 30 FEET OF THE EDGE OF PAVEMENT. DROP-OFFS LESS THAN SIX INCHES WILL BE PERMITTED IF PROPER DELINEATION AND SIGNING IS PROVIDED, AND PRIOR PERMISSION IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT. A DROP-OFF IS CONSIDERED ELIMINATED IF TAPERED AWAY BY A 1 ON 6 SLOPE OR FLATTER.

8. CARE SHALL BE TAKEN TO ENSURE THAT NO DAMAGE OCCURS TO THE EXISTING PAVEMENT/SHOULDER/CURB AREAS AS A RESULT OF CONSTRUCTION EQUIPMENT MOVEMENT.

9. THE CONTRACTOR MAY SUBMIT REVISIONS TO THIS PLAN FOR APPROVAL, BUT ANY CHANGE THAT ALTERS THE BASIC CONCEPTS OF THE PLAN MUST BE APPROVED BY THE NYSDOT REGIONAL DIRECTOR OR HIS DESIGNEE.

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6/1/2023

DATE

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT

TOWN OF DRYDEN

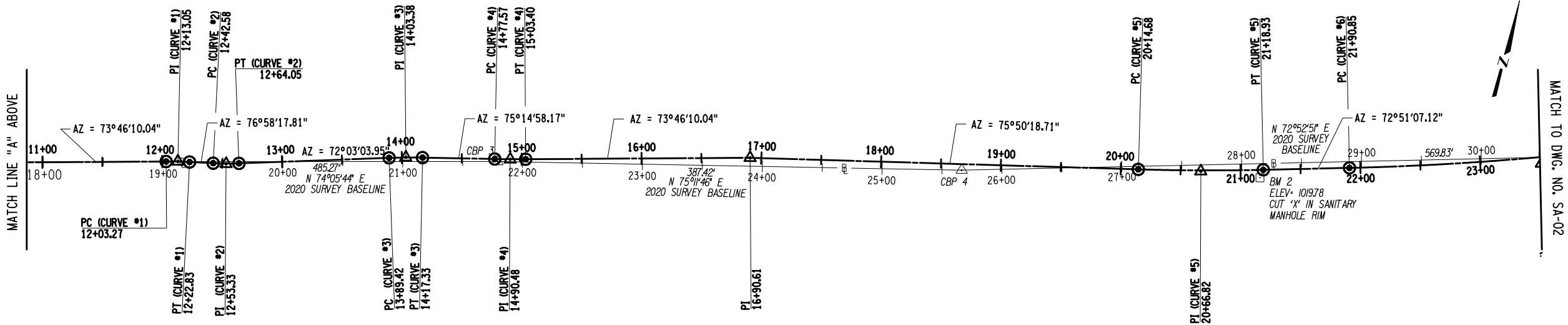
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

GENERAL NOTES

SCALE NONE	DATE MAY 2023
P.L.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 7 OF 66	DRAWING NO. GN-2



CURVE NO. 1	CURVE NO. 2	CURVE NO. 3	CURVE NO. 4	CURVE NO. 5	CURVE NO. 6
P.C. STA. 12+03.27 N = 897,245.29 E = 862,526.70 P.I. STA. 12+13.05 N = 897,248.02 E = 862,536.09 P.T. STA. 12+22.83 N = 897,250.23 E = 862,545.63 Δ = 3° 12' 08" RT. D = 16° 22' 13" R = 350.00' T = 9.78' L = 19.56' E = 0.14'	P.C. STA. 12+42.58 N = 897,254.68 E = 862,564.87 P.I. STA. 12+53.33 N = 897,257.10 E = 862,575.34 P.T. STA. 12+64.05 N = 897,260.41 E = 862,585.56 Δ = 4° 55' 14" LT. D = 22° 55' 06" R = 250.00' T = 10.74' L = 21.46' E = 0.23'	P.C. STA. 13+89.42 N = 897,299.05 E = 862,704.82 P.I. STA. 14+03.38 N = 897,303.35 E = 862,718.10 P.T. STA. 14+17.33 N = 897,306.90 E = 862,731.60 Δ = 3° 11' 54" RT. D = 11° 27' 33" R = 500.00' T = 13.96' L = 27.91' E = 0.19'	P.C. STA. 14+77.57 N = 897,322.24 E = 862,789.85 P.I. STA. 14+90.48 N = 897,325.53 E = 862,802.34 P.T. STA. 15+03.40 N = 897,329.14 E = 862,814.74 Δ = 1° 28' 48" LT. D = 5° 43' 46" R = 1000.00' T = 12.91' L = 25.83' E = 0.08'	P.C. STA. 20+14.68 N = 897,460.75 E = 863,308.72 P.I. STA. 20+66.82 N = 897,473.50 E = 863,359.27 P.T. STA. 21+18.93 N = 897,488.88 E = 863,409.09 Δ = 2° 59' 12" LT. D = 2° 51' 53" R = 2000.00' T = 52.14' L = 104.25' E = 0.68'	P.C. STA. 21+90.85 N = 897,510.08 E = 863,477.81 P.I. STA. 23+51.02 N = 897,557.31 E = 863,630.86 P.T. STA. 25+10.68 N = 897,624.94 E = 863,776.04 Δ = 7° 49' 52" LT. D = 2° 26' 55" R = 2340.00' T = 160.16' L = 319.83' E = 5.47'

MAINLINE HORIZONTAL ALIGNMENT COORDINATES			
POINT	STATION	NORTH	EAST
DRYDEN TRAIL			
P.O.B.	10+00.00	897,188.47	862,331.53
P.I.	16+90.61	897,381.46	862,994.49

HORIZONTAL DATUM: NAD 83
VERTICAL DATUM: NAVD 88

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT


TOWN OF DRYDEN

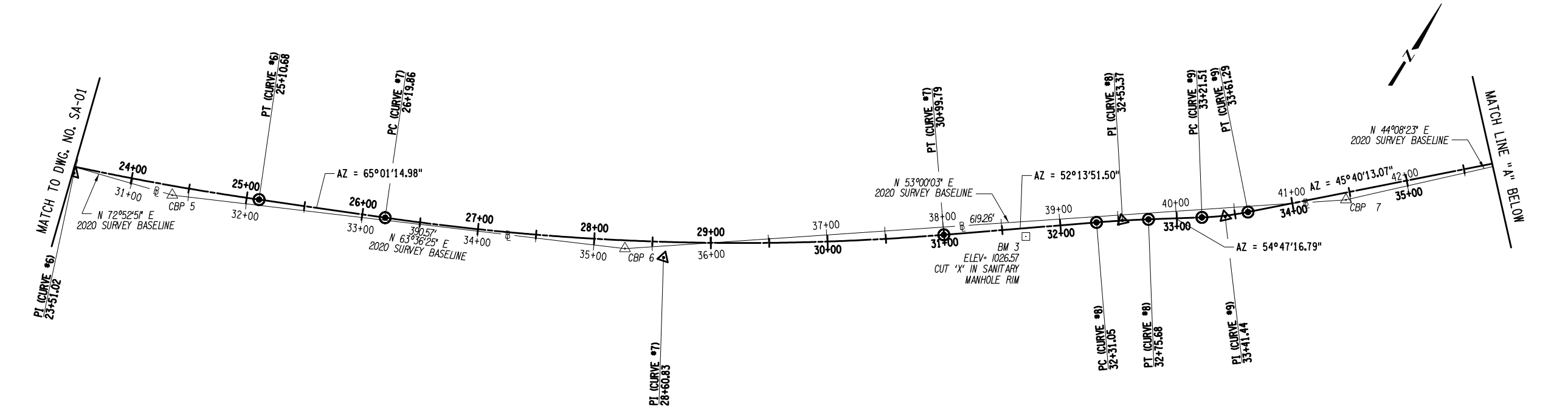
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

SURVEY
AND
ALIGNMENT

SCALE NOT TO SCALE	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 8 OF 66	DRAWING NO. SA-01



CURVE NO. 6
P.C. STA. 21+90.85 N = 897,510.08 E = 863,477.81
P.I. STA. 23+51.02 N = 897,557.31 E = 863,630.86
P.T. STA. 25+10.68 N = 897,624.94 E = 863,776.04
Δ = 7° 49' 52" LT. D = 2° 26' 55" R = 2340.00' T = 160.16' L = 319.83' E = 5.47'

CURVE NO. 7
P.C. STA. 26+19.86 N = 897,671.04 E = 863,875.00
P.I. STA. 28+60.83 N = 897,772.80 E = 864,093.43
P.T. STA. 30+99.79 N = 897,920.39 E = 864,283.91
Δ = 12° 47' 23" LT. D = 2° 39' 54" R = 2150.00' T = 240.97' L = 479.93' E = 13.46'

CURVE NO. 8
P.C. STA. 32+31.05 N = 898,000.79 E = 864,387.67
P.I. STA. 32+53.37 N = 898,014.45 E = 864,405.32
P.T. STA. 32+75.68 N = 898,027.32 E = 864,423.55
Δ = 2° 33' 25" RT. D = 5° 43' 46" R = 1000.00' T = 22.32' L = 44.63' E = 0.25'

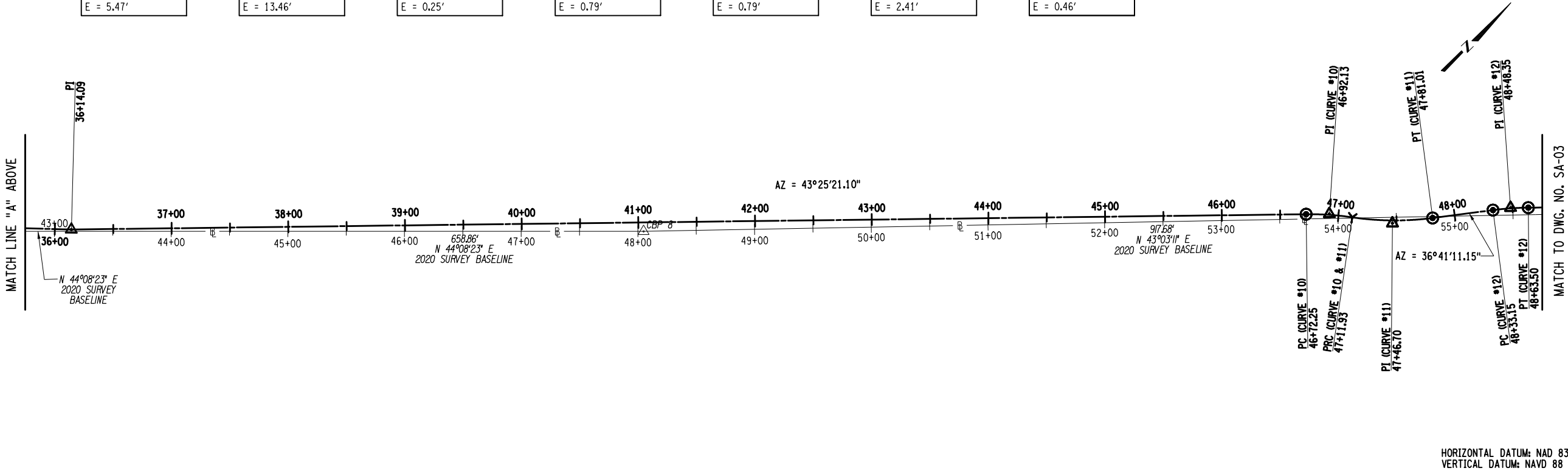
CURVE NO. 9
P.C. STA. 33+21.51 N = 898,053.75 E = 864,460.99
P.I. STA. 33+41.44 N = 898,065.24 E = 864,477.28
P.T. STA. 33+61.29 N = 898,079.17 E = 864,491.54
Δ = 9° 07' 04" LT. D = 22° 55' 06" R = 250.00' T = 19.93' L = 39.78' E = 0.79'

CURVE NO. 10
P.C. STA. 46+72.25 N = 899,024.37 E = 865,399.72
P.I. STA. 46+92.13 N = 899,038.81 E = 865,413.39
P.R.C. STA. 47+11.93 N = 899,050.91 E = 865,429.17
Δ = 9° 05' 45" RT. D = 22° 55' 06" R = 250.00' T = 19.89' L = 39.69' E = 0.79'

CURVE NO. 11
P.R.C. STA. 47+11.93 N = 899,050.91 E = 865,429.17
P.I. STA. 47+46.70 N = 899,072.06 E = 865,456.75
P.T. STA. 47+81.01 N = 899,099.94 E = 865,477.52
Δ = 15° 49' 55" LT. D = 22° 55' 06" R = 250.00' T = 34.76' L = 69.08' E = 2.41'

CURVE NO. 12
P.C. STA. 48+33.15 N = 899,141.75 E = 865,508.67
P.I. STA. 48+48.35 N = 899,153.93 E = 865,517.75
P.R.C. STA. 48+63.50 N = 899,164.93 E = 865,528.24
Δ = 6° 57' 22" RT. D = 22° 55' 06" R = 250.00' T = 15.19' L = 30.35' E = 0.46'

MAINLINE HORIZONTAL ALIGNMENT COORDINATES			
POINT	STATION	NORTH	EAST
DRYDEN TRAIL			
P.I.	36+14.09	898,255.82	864,672.37



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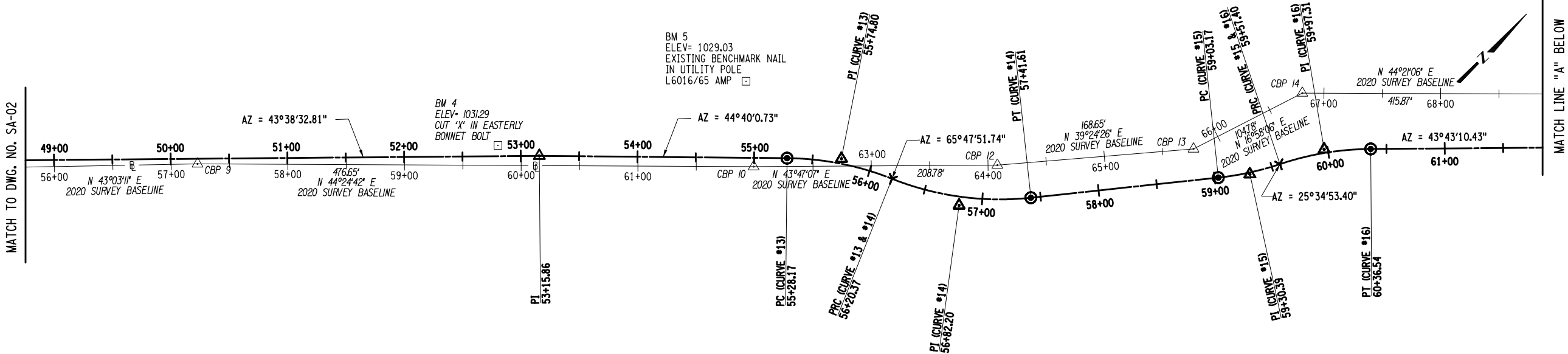
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

SURVEY
AND
ALIGNMENT

SCALE NOT TO SCALE	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 9 OF 66	DRAWING NO. SA-02



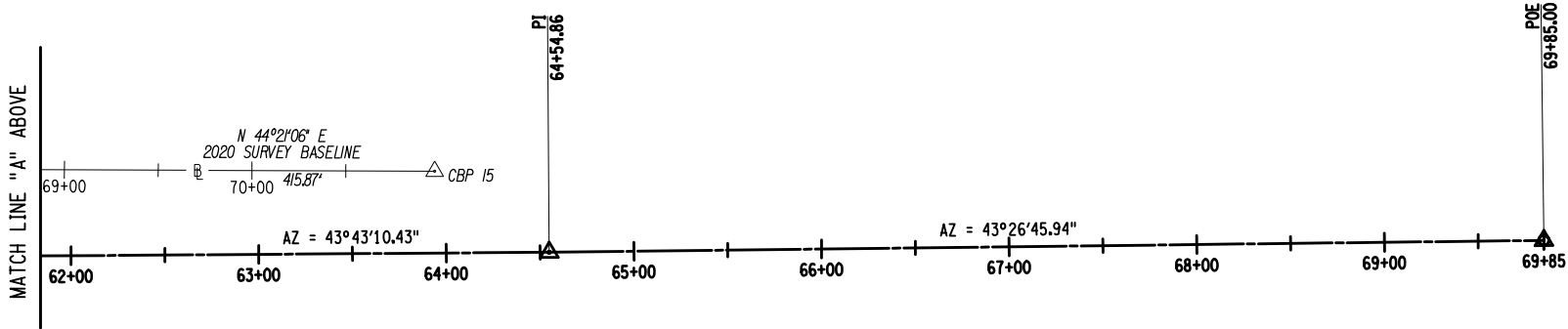
CURVE NO. 13
P.C. STA. 55+28.17 N = 899,643.27 E = 865,989.68
P.I. STA. 55+74.80 N = 899,676.44 E = 866,022.46
P.R.C. STA. 56+20.37 N = 899,695.55 E = 866,064.39
Δ = 21° 07' 51" RT. D = 22° 55' 06" R = 250.00' T = 46.63' L = 92.20' E = 4.31'

CURVE NO. 14
P.R.C. STA. 56+20.37 N = 899,695.55 E = 866,064.99
P.I. STA. 56+82.20 N = 899,720.90 E = 866,121.39
P.T. STA. 57+41.61 N = 899,769.63 E = 866,159.47
Δ = 27° 47' 13" LT. D = 22° 55' 06" R = 250.00' T = 61.84' L = 121.24' E = 7.53'

CURVE NO. 15
P.C. STA. 59+03.17 N = 899,896.92 E = 866,258.96
P.I. STA. 59+30.39 N = 899,918.37 E = 866,275.73
P.R.C. STA. 59+57.40 N = 899,942.92 E = 866,287.48
Δ = 12° 25' 45" LT. D = 22° 55' 06" R = 250.00' T = 27.22' L = 54.23' E = 1.48'

CURVE NO. 16
P.R.C. STA. 59+57.40 N = 899,942.92 E = 866,287.48
P.I. STA. 59+97.31 N = 899,978.92 E = 866,304.71
P.T. STA. 60+36.54 N = 900,007.76 E = 866,332.29
Δ = 18° 08' 17" RT. D = 22° 55' 06" R = 250.00' T = 39.90' L = 79.14' E = 3.16'

MAINLINE HORIZONTAL ALIGNMENT COORDINATES			
POINT	STATION	NORTH	EAST
DRYDEN TRAIL			
P.I.	53+15.86	899,492.28	865,840.43
P.I.	64+54.86	900,310.09	866,621.41
P.O.E.	69+85.00	900,694.98	866,985.97



HORIZONTAL DATUM: NAD 83
VERTICAL DATUM: NAVD 88

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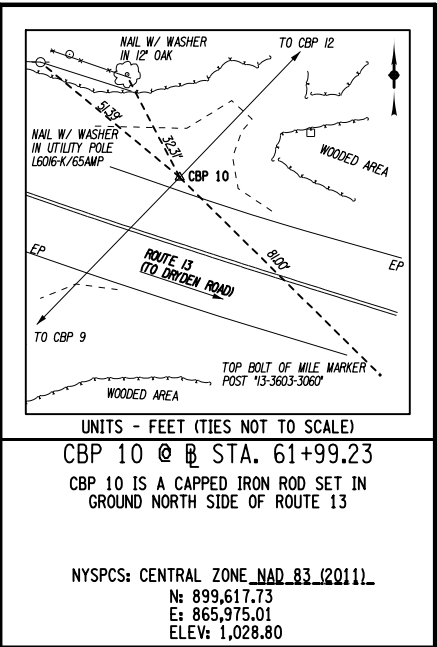
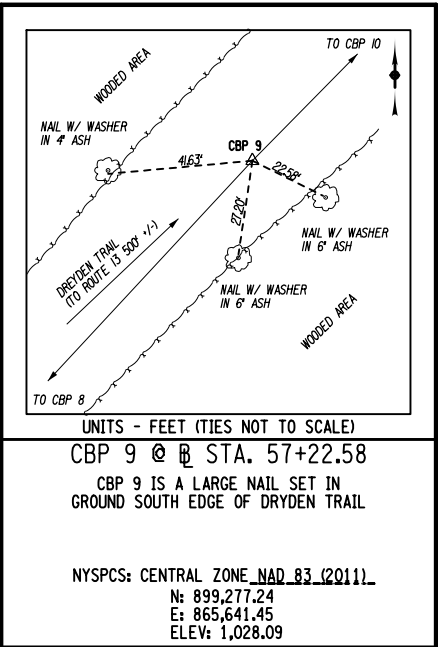
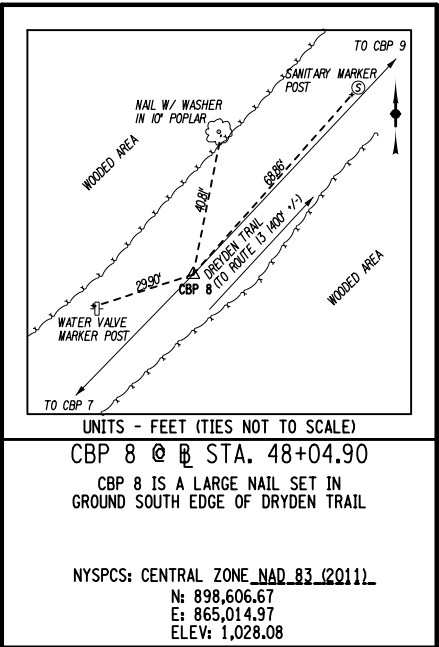
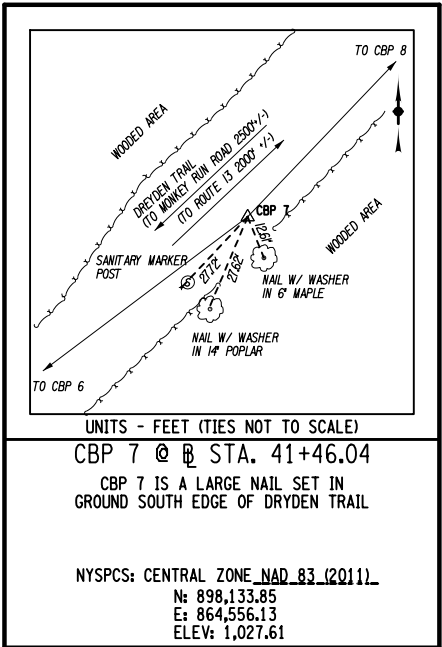
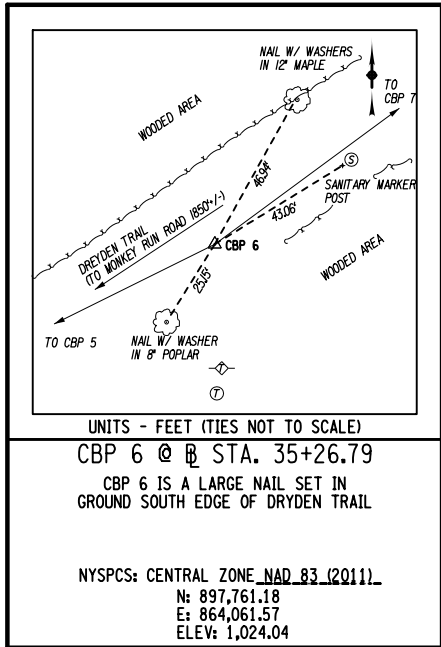
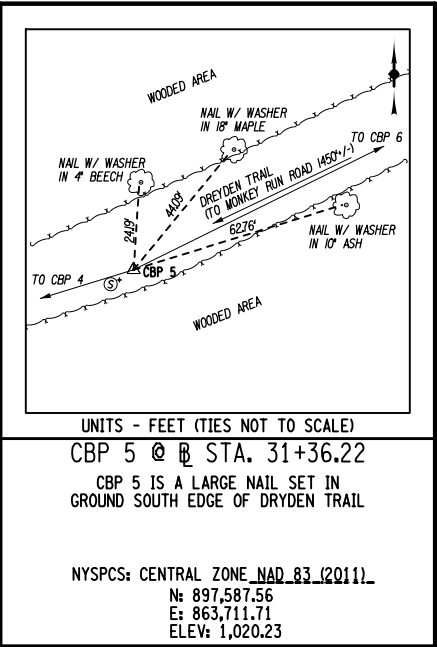
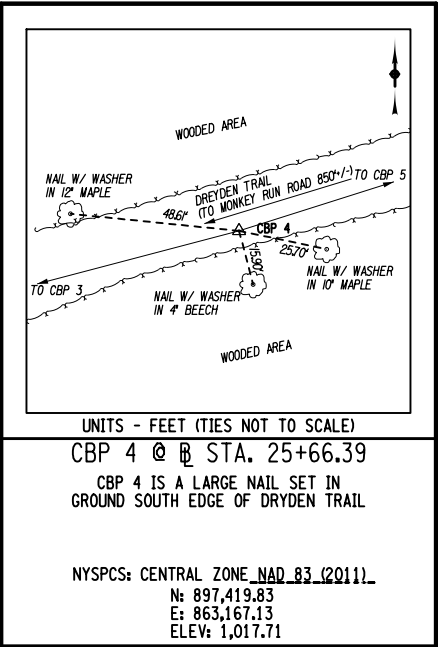
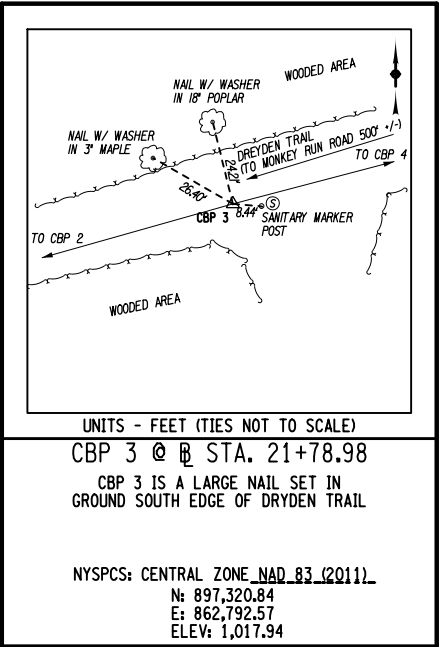
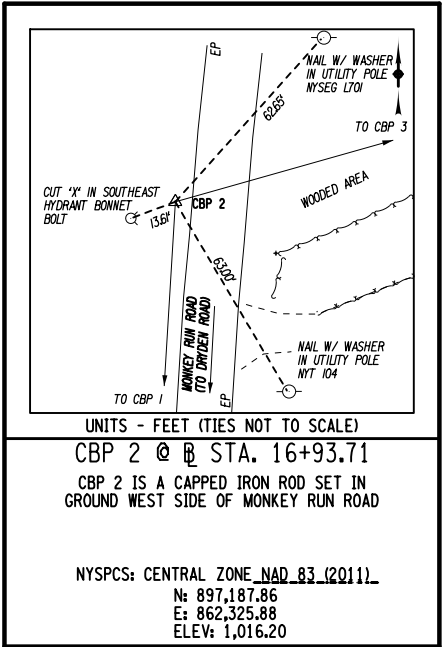
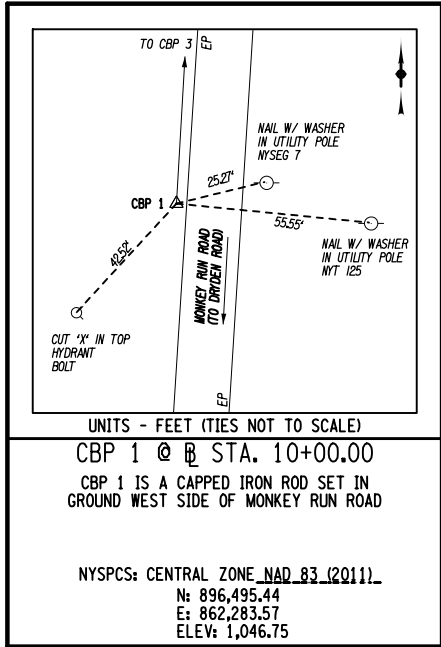
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

SURVEY
AND
ALIGNMENT

SCALE NOT TO SCALE	DATE MAY 2023
P.L.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 10 OF 66	DRAWING NO. SA-03



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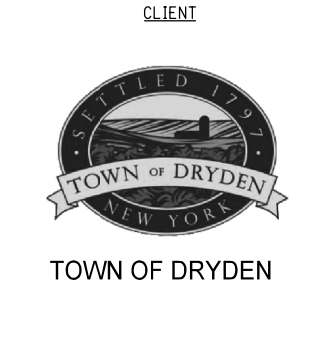


6/1/2023

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REVISIONS			
NO.	DESCRIPTION	BY	DATE



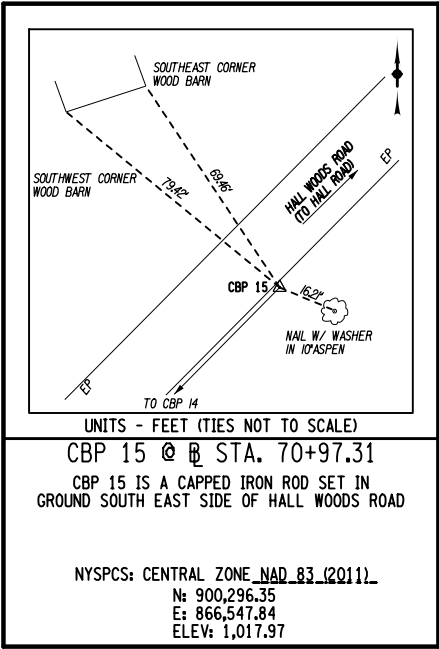
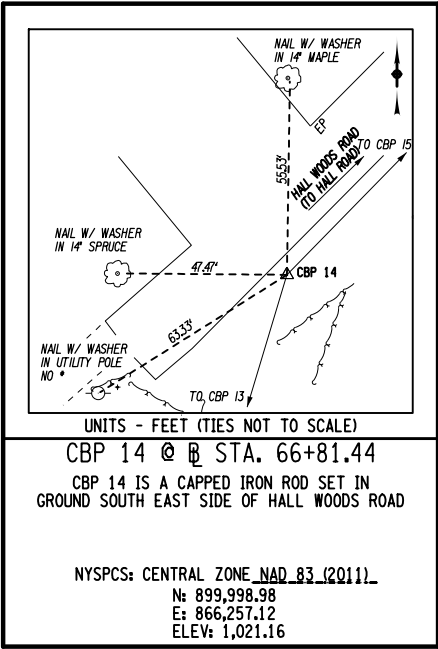
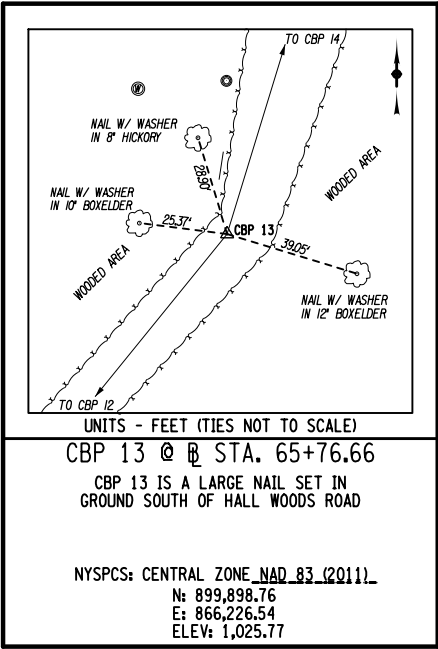
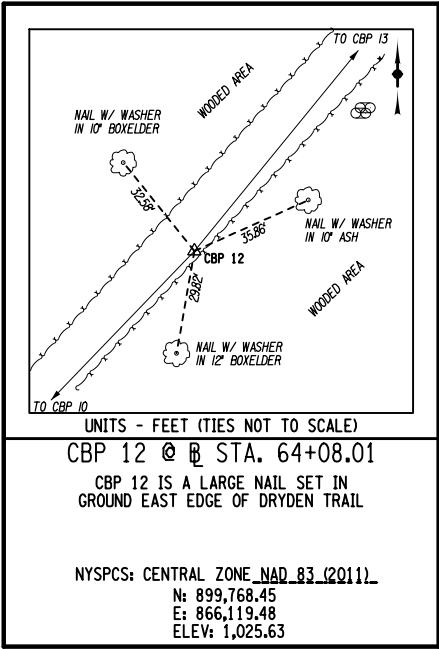
PROJECT NAME

**DRYDEN RAIL TRAIL
PHASE 2**

DRAWING TITLE

**SURVEY
AND
ALIGNMENT**

SCALE NOT TO SCALE	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 11 OF 66	DRAWING NO. SA-04



BENCHMARK TABLE				
BENCHMARK NO.	ELEVATION	NORTHING	EASTING	DESCRIPTION
1	1018.23	897183.1	862313.1	CUT 'X' ON FIRE HYDRANT IN SOUTHERLY BONNET BOLT. LOCATED ON WEST SIDE OF MONKEY RUN ROAD +/- 70' NORTHWEST FROM UTILITY POLE NYT 104.
2	1019.78	897481.8	863408.3	CUT 'X' IN SANITARY MANHOLE RIM ON WESTERLY SIDE. LOCATED EASTERLY OF MONKEY RUN ROAD +/- 1100' FROM CENTER LINE.
3	1026.57	897957.6	864343.6	CUT 'X' IN SANITARY MANHOLE RIM ON NORTHERLY SIDE. LOCATED EASTERLY OF MONKEY RUN ROAD +/- 2200' FROM CENTER LINE.
4	1031.29	899473.1	865809.3	CUT 'X' ON FIRE HYDRANT IN EASTERLY BONNET BOLT. LOCATED ON SOUTH SIDE OF ROUTE 13 +/- 200' FROM CENTER LINE ON DRYDEN TRAIL.
5	1029.03	899663.9	865918.0	EXISTING BENCHMARK NAIL IN UTILITY POLE "L6016-K/65 AMP". NORTH SIDE OF ROUTE 13 +/- 50' FROM CENTERLINE.



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TOWN OF DRYDEN

PROJECT NAME

**DRYDEN RAIL TRAIL
PHASE 2**

DRAWING TITLE

**SURVEY
AND
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SCALE NOT TO SCALE	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 12 OF 66	DRAWING NO. SA-05

WATER WORKS TABLE															
WATER WORKS NUMBER	BEGIN STATION	END STATION	ITEM 650.1024 (LF)	ITEM 663.0112 (LF)	ITEM 663.10060007W (EA)	ITEM 663.1006 (EA)	ITEM 663.1012 (EA)	ITEM 663.1812 (EA)	ITEM 663.2002 (LB)	ITEM 663.2112 (EA)	ITEM 663.31 (EA)	ITEM 663.40 (EA)	ITEM 663.4112 (LF)	ITEM 663.46 (EA)	COMMENTS
WW 1-1	WA 1+00	WA 8+47	65.0	747.0			1	1	2362	61		1	10.0		INSTALL 762 LF OF NEW 12" DUCTILE IRON WATER MAIN AND A WATER SUPPLY/FLUSHING/SAMPLING AND DISINFECTION POINT AT EACH END AS SHOWN IN DETAILS. TRENCHLESS INSTALLATION OF 24" STEEL CASING UNDER NYS RTE 13 IS INCLUDED WITHIN THE 762 LF. AFTER TESTING, DISINFECTION, AND HEALTH DEPARTMENT APPROVAL CUT AND ABANDON EXISTING 12" DUCTILE IRON WATER MAIN TO THE NORTHEAST BY INSTALLING CAP AT CUT AS SHOWN IN DETAILS. REMOVE WATER MAIN IN CONFLICT WITH PROPOSED WATER MAIN. SWA3 DISINFECT ALL FITTINGS AND BRANCH. CONNECT TO EXISTING 12" WATER MAIN WITH 12" SOLID SLEEVE. FITTINGS INCLUDE, BUT ARE NOT LIMITED TO, 5 - 45° BENDS, 7 - 22.5° BENDS, 14 - 11.25° BENDS (HORIZONTAL AND VERTICAL), 12" CAP & 12" X 12" TEE WITH 12" VALVE TO NORTH EAST.
WW 1-2	WA 3+42	WW 1+61		61.0		1	1		700	16					BEGINNING AT THE 12 x 12 TEE INSTALLED AS PART OF THE WORK PERFORMED IN WW 1-1, INSTALL 61 LF OF NEW 12" DUCTILE IRON WATER MAIN AND A WATER SUPPLY/FLUSHING/SAMPLING AND DISINFECTION POINT AT THE END AS SHOWN IN DETAILS. FITTINGS INCLUDE, BUT NOT LIMITED TO, 1 - 45° BENDS, 4 - 22.5° BENDS, 2 - 11.25° BENDS (HORIZONTAL AND VERTICAL) & 12" X 6" TEE WITH 6" VALVE TO NORTH EAST.
WW 1-3	WW 1+13				1					2					AS PART OF WORK PERFORMED IN WW 1-2, INSTALL AUTOMATIC AIR RELEASE VALVE ASSEMBLY AND VAULT AS SHOWN IN DETAILS.
WW 1-4	WW 1+27	WA 3+75												1	AFTER TESTING, DISINFECTION, HEALTH DEPARTMENT APPROVAL AND NEW WATER MAIN IS OPERATIONAL CLOSE EXISTING VALVES AND REMOVE AND DISPOSE VALVE BOXES (2). RELOCATE 1 EXISTING HYDRANT AND REMOVE AND STORE THE OTHER HYDRANT. CONTACT OWNER TO COORDINATE DELIVERY.
WW 1-5	WW 1+60										1				BEGINNING AT THE 12 x 6 TEE AND 6" VALVE INSTALLED AS PART OF THE WORK PERFORMED IN WW 1-2, INSTALL 6 LF OF NEW 6" DUCTILE IRON ANCHOR PIPE AND RELOCATE EXISTING HYDRANT FROM WORK PERFORMED IN WW 1-4.
WW 1-6	WW 1+61	WW 1+75		14.0				1	143	5		1	10.0		AFTER TESTING, DISINFECTION, AND HEALTH DEPARTMENT APPROVAL CUT AND ABANDON EXISTING 12" DUCTILE IRON WATER MAIN TO THE EAST BY INSTALLING CAP AT CUT AS SHOWN IN DETAILS. REMOVE WATER MAIN IN CONFLICT WITH PROPOSED WATER MAIN. SWAB DISINFECT ALL FITTINGS AND BRANCH. CONNECT TO EXISTING 12" WATER MAIN WITH 14.0 LF OF NEW 12" DUCTILE IRON WATER MAIN AND 12" SOLID SLEEVE. FITTINGS INCLUDE, BUT ARE NOT LIMITED TO, 1 - 45° BEND & 12" CAP.
WW 1-7	WA 7+88				1					2					AS PART OF WORK PERFORMED IN WW 1-1, INSTALL AUTOMATIC AIR RELEASE VALVE ASSEMBLY AND VAULT AS SHOWN IN DETAILS.
WW 1-8	WA 8+47	WA 8+62		15.0				1	143	5		1	10.0		AFTER TESTING, DISINFECTION, AND HEALTH DEPARTMENT APPROVAL CUT AND ABANDON EXISTING 12" DUCTILE IRON WATER MAIN TO THE SOUTHWEST BY INSTALLING CAP AT CUT AS SHOWN IN DETAILS. REMOVE WATER MAIN IN CONFLICT WITH PROPOSED WATER MAIN. SWAB DISINFECT ALL FITTINGS AND BRANCH. CONNECT TO EXISTING 12" WATER MAIN WITH 15.0 LF OF NEW 12" DUCTILE IRON WATER MAIN AND 12" SOLID SLEEVE. FITTINGS INCLUDE, BUT ARE NOT LIMITED TO, 1 - 45° BEND AND 12" CAP.
			65.0	837.0	2	1	2	3	3348	91	1	3	30.0	1	
<div>PAYMENT SHALL BE MADE UNDER:</div> <div>ITEM 650.1024 - TRENCHLESS INSTALLATION OF CASING UNDER HIGHWAY WITH A DIAMETER LESS THAN OR EQUAL TO 24" (24" DIAMETER)</div> <div>ITEM 663.0112 - DUCTILE IRON CEMENT LINED WATER PIPE, 12 INCH DIAMETER</div> <div>ITEM 663.10060007W - AIR RELEASE VALVE ASSEMBLY (WATER)</div> <div>ITEM 663.1012 - RESILIENT WEDGE VALVE & VALVE BOX, 12 INCH DIAMETER</div> <div>ITEM 663.1812 - BOLTED, SLEEVE TYPE COUPLING, 12 INCH DIAMETER</div> <div>ITEM 663.2002 - IRON WATER MAIN FITTINGS (10-16 INCH DIAMETER)</div> <div>ITEM 663.2112 - WEDGE TYPE MECHANICAL RESTRAINT GLANDS (12 INCH DIAMETER)</div> <div>ITEM 663.31 - RELOCATE EXISTING HYDRANT</div> <div>ITEM 663.40 - DISCONNECT AND CAP EXISTING WATER MAIN</div> <div>ITEM 663.4112 - REMOVE AND DISPOSE OF EXISTING WATER MAIN</div> <div>ITEM 663.46 - REMOVE AND STORE EXISTING HYDRANT</div> <div>NOTES:</div> <div>SEE WATER VALVE ADJUSTMENT TABLE FOR ADDITONAL WATER WORK.</div>															

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NO.	DESCRIPTION	BY	DATE

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TOWN OF DRYDEN

PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

MISCELLANEOUS
TABLES

SCALE NONE	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 13 OF 66	DRAWING NO. MT-01

DRAINAGE TABLE							
DRAINAGE NUMBER	STATION	OFFSET	STRUCTURE TYPE	FRAME NO.	FRAME ELEV.	INVERT ELEV.	DESCRIPTION
DS10-1	54+33.6	37.7' RT	END SECTION	-	-	N 1024.48	INSTALL 42" GALV. STL. END SECTION AND OUTLET TO DS10-2 WITH 46.7 LF OF 36" SICPP AT 0.9%
DS10-2	54+27.3	10.5' LT	60	MH COVER	1028.88	S 1024.05 NW 1023.95	INSTALL TYPE 60 MH AND OUTLET TO DS10-3 WITH 43.0 LF OF 36" SICPP AT 0.8%.
DS10-3	53+90.7	36.6' LT	END SECTION	-	-	SE 1023.60	INSTALL 42" GALV. STL. END SECTION
DS10-4	-	- -	-	-	-		EXISTING 36" PIPE TO BE REMOVED

SANITARY SEWER WORKS TABLE												COMMENTS
SS WORKS NUMBER	BEGIN STATION	END STATION	ITEM 650.1012 (LF)	ITEM 663.0406 (LF)	ITEM 663.10060007S (EA)	ITEM 663.1006 (EA)	ITEM 663.1806 (EA)	ITEM 663.2001 (LB)	ITEM 663.2106 (EA)	ITEM 663.40 (EA)	ITEM 663.4106 (LF)	
SS 1-1	SA 1+00	SA 8+47	65.0	747.0		1	1	696	44	1	10.0	INSTALL 762 LF OF NEW 6" PVCO SANITARY SEWER FORCE MAIN AND A WATER SUPPLY/FLUSHING/SAMPLING POINT AT EACH END AS SHOWN IN DETAILS. TRENCHLESS INSTALLATION OF 12" STEEL CASING UNDER NYS RTE 13 IS INCLUDED WITHIN THE 762 LF. AFTER TESTING AND HEALTH DEPARTMENT APPROVAL CUT AND ABANDON EXISTING 6" PVC SANITARY SEWER FORCE MAIN TO THE NORTHEAST BY INSTALLING CAP AT CUT AS SHOWN IN DETAILS. REMOVE EXISTING SANITARY SEWER FORCE MAIN IN CONFLICT WITH PROPOSED SANITARY SEWER FORCE MAIN. CONNECT TO EXSTING 6" PVC SANITARY SEWER FORCE MAIN WITH 6" SOLID SLEEVE. FITTINGS INCLUDE, BUT ARE NOT LIMITED TO, 5 - 45° BENDS, 7 - 22.5° BENDS, 14 - 11.25° BENDS (HORIZONTAL AND VERTICAL), 6" CAP & 6" X 6" TEE WITH 6" VALVE TO NORTH EAST.
SS 1-2	SA 3+85	SW 1+77		77.0				198	12			BEGINNING AT THE 6 x 6 TEE INSTALLED AS PART OF THE WORK PERFORMED IN SS 1-1, INSTALL 77 LF OF NEW 6" PVCO SANITARY SEWER FORCE MAIN AND A WATER SUPPLY/FLUSHING/SAMPLING POINT AT THE END AS SHOWN IN DETAILS. FITTINGS INCLUDE, BUT NOT LIMITED TO, 1 - 45° BENDS, 3 - 22.5° BENDS, 2 - 11.25° BENDS (HORIZONTAL AND VERTICAL).
SS 1-3	SW 1+77	SW 1+94		17.0			1	89	7	1	10.0	AFTER TESTING AND HEALTH DEPARTMENT APPROVAL CUT AND ABANDON EXISTING 6" PVC SANITARY SEWER FORCE MAIN TO THE EAST BY INSTALLING CAP AT CUT AS SHOWN IN DETAILS. REMOVE EXISTING 6" PVC SANITARY SEWER FORCE MAIN IN CONFLICT WITH PROPOSED SANITARY SEWER FORCE MAIN. CONNECT TO EXISTING 6" PVC SANITARY SEWER FORCE MAIN WITH 17.0 LF OF NEW 6" PVCO SANITARY SEWER FORCE MAIN AND 6" SOLID SLEEVE. FITTINGS INCLUDE, BUT ARE NOT LIMITED TO, 2 - 45° BENDS & 6" CAP.
SS 1-4	SW 1+19				1				2			AS PART OF WORK PERFORMED IN SS 1-2, INSTALL AUTOMATIC AIR RELEASE VALVE ASSEMBLY AND VAULT AS SHOWN IN DETAILS.
SS 1-5	SA 8+06				1				2			AS PART OF WORK PERFORMED IN SS 1-1, INSTALL AUTOMATIC AIR RELEASE VALVE ASSEMBLY AND VAULT AS SHOWN IN DETAILS.
SS 1-6	SA 8+47	SA 8+72		15.0			1	52	5	1	10.0	AFTER TESTING AND HEALTH DEPARTMENT APPROVAL CUT AND ABANDON EXISTING 6" PVC SANITARY SEWER FORCE MAIN TO THE SOUTHWEST BY INSTALLING CAP AT CUT AS SHOWN IN DETAILS. REMOVE EXISTING 6" PVC SANITARY SEWER FORCE MAIN IN CONFLICT WITH PROPOSED SANITARY SEWER FORCE MAIN. CONNECT TO EXISTING 6" PVC SANITARY SEWER FORCE MAIN WITH 15.0 LF OF NEW 6" PVCO SANITARY SEWER FORCE MAIN AND 6" SOLID SLEEVE. FITTINGS INCLUDE, BUT ARE NOT LIMITED TO, 1 - 45° BEND & 6" CAP.
			65.0	856.0	2	1	3	1035	72	3	30.0	
PAYMENT SHALL BE MADE UNDER: ITEM 650.1012 - TRENCHLESS INSTALLATION OF CASING UNDER HIGHWAY WITH A DIAMETER LESS THAN OR EQUAL TO 24" (12" DIAMETER) ITEM 663.0406 - PLASTIC WATER PIPE, 6 INCH DIAMETER ITEM 663.10060007S - AIR RELEASE VALVE ASSEMBLY (SANITARY) ITEM 663.1006 - RESILIENT WEDGE VALVE & VALVE BOX 6 INCH DIAMETER ITEM 663.1806 - BOLTED, SLEEVE TYPE COUPLING, 6 INCH DIAMETER ITEM 663.2001 - IRON WATER MAIN FITTINGS (3 - 8 INCH DIAMETER) ITEM 663.2106 - WEDGE TYPE MECHANICAL RESTRAINT GLANDS (6 INCH DIAMETER) ITEM 663.40 - DISCONNECT AND CAP EXISTING WATER MAIN ITEM 663.4106 - REMOVE AND DISPOSE OF EXISTING WATER MAIN NOTES: SEE MANHOLE & CLEANOUT ADJUSTMENT TABLE FOR ADDITONAL SANITARY SEWER WORK.												

MANHOLE & CLEANOUT ADJUSTMENT TABLE				
STATION	OFFSET (FT)	SIDE	ITEM 604.070301 (EA)	DESCRIPTION
11+57.7	3.8	RT	1	
13+57.6	3.8	RT	1	
14+88.4	4.8	RT	1	
17+24.8	6.6	RT	1	
21+14.9	7.1	RT	1	
31+66.1	6.3	RT	1	
34+16.7	7.2	RT	1	
48+66.4	6.9	RT	1	
TOTAL			8	
NOTES: 1. STATION AND OFFSET FOR EXISTING MANHOLES SHOWN ARE AT THE CENTER OF THE STRUCTURE				
PAYMENT SHALL BE MADE UNDER: ITEM 604.070301 - ALTERING DRAINAGE STRUCTURES, LEACHING BASINS AND MANHOLES				

WATER VALVE ADJUSTMENT TABLE			
STATION	OFFSET (FT.)	SIDE	ITEM 663.33 (EA)
10+34.2	0.2	RT	1
20+48.3	6.6	LT	1
31+10.7	7.7	LT	1
40+76.5	15.9	RT	1
48+73.0	1.8	LT	1
48+84.2	3	LT	1
48+88.6	6.2	RT	1
57+91.6	22.9	LT	1
57+94.3	26.1	LT	1
TOTAL			9
PAY ITEM DESCRIPTION: ITEM 663.33 - ADJUST EXISTING VALVE BOX ELEVATION			

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NO.	DESCRIPTION	BY	DATE

CLIENT



TOWN OF DRYDEN

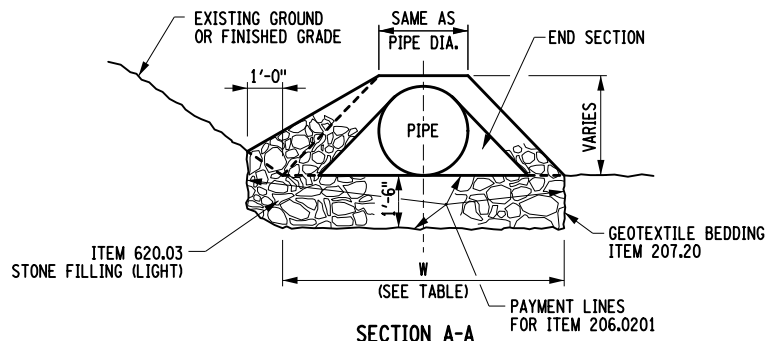
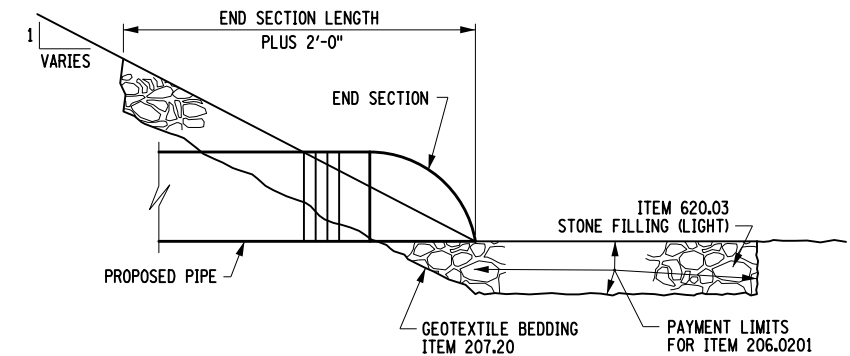
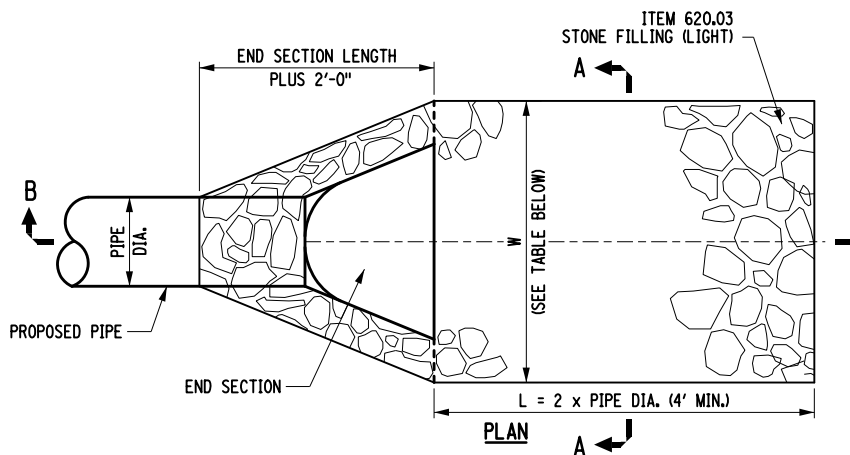
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

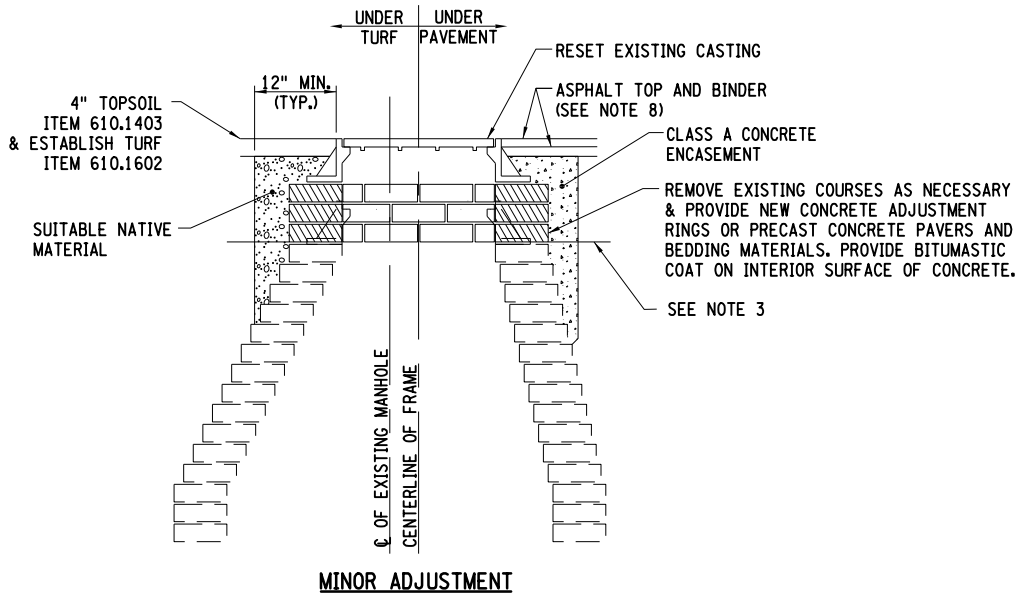
MISCELLANEOUS
TABLES

SCALE NONE	DATE MAY 2023
P.L.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 14 OF 66	DRAWING NO. MT-02



STONE LINED APRON DETAIL
NOT TO SCALE

STONE APRON WIDTH TABLE	
PIPE DIA. (INCH)	WIDTH "W"
12	5'-0"
15	5'-8"
18	6'-4"
24	7'-8"
30	9'-0"
36	10'-0"
48	13'-0"



MANHOLE FRAME & COVER ADJUSTMENT
NOT TO SCALE

ADJUSTMENT NOTES:

1. PROVIDE APPROPRIATE MEASURES TO PREVENT SURFACE WATER, MUD, AND FOREIGN MATERIAL FROM ENTERING THE SEWER SYSTEM DURING CONSTRUCTION, BY PLUGGING, PUMPING, AND OTHER WORK AS NECESSARY.
2. REMOVE/ADD COURSES OF PRECAST CONCRETE PAVERS OR INSTALL CONCRETE ADJUSTMENT RING TO RETROFIT MANHOLE FRAME AND COVER ONTO EXISTING MANHOLE RISER AT THE REQUIRED FINISHED GRADE.
3. THE LOWER LIMIT OF THE CLASS A CONCRETE ENCASEMENT SHALL BE AT, OR BELOW, THE LOWEST PORTION OF THE LEVELING COURSE.
4. PRECAST CONCRETE PAVERS FOR FRAME LEVELING COURSE, ASTM C936.
5. PRECAST CONCRETE TOP SLABS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C-478 WITH HS-25 LOADING.
6. THE CONTRACTOR SHALL VERIFY DIMENSIONS OF ALL EXISTING MANHOLES AND PLACEMENT OF THE OPENING PRIOR TO ORDERING NEW MATERIALS.
7. ALL COSTS FOR MINOR FRAME & COVER ADJUSTMENT SHOWN ON THE DETAIL, WITH THE EXCEPTION OF ANY NEW CASTINGS, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 604.070301.
8. SEE TYPICAL SECTIONS FOR PAVEMENT SECTION & PAY ITEMS.



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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT



TOWN OF DRYDEN

PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

MISCELLANEOUS
DETAILS

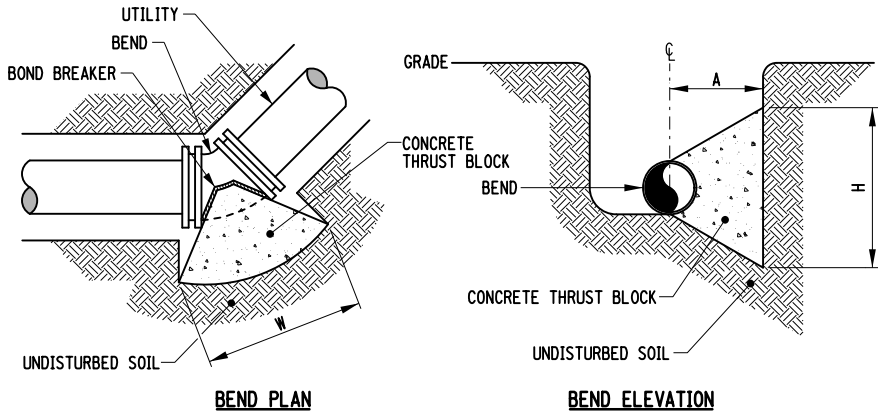
SCALE	DATE
NONE	MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 15 OF 66	DRAWING NO. MD-01

WATER MAIN NOTES:

1. WATER MAINS AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND SPECIFICATIONS OF THE TOWN OF DRYDEN, BOLTON POINT WATER SYSTEM, AND NEW YORK STATE DEPARTMENT OF HEALTH, AND MUST MEET APPROPRIATE AWWA STANDARDS.
2. BURIED WATER MAIN SHALL BE DUCTILE IRON CEMENT-LINED CLASS 52 WITH PUSH ON JOINTS. SUSPENDED WATER MAIN SHALL BE DUCTILE IRON CEMENT-LINED CLASS 56 WITH RESTRAINED PUSH ON JOINTS. ALL BURIED DIP SHALL BE ENCASED IN POLYETHYLENE PER. ANSI/AWWA C-105 A 21.5-93. ALL DIP SHALL MEET AWWA STANDARD C-151.
3. WATER MAIN(S) SHALL BE PRESSURE TESTED IN ACCORDANCE WITH AWWA STANDARD C-600 FOR PRESSURE/LEAKAGE TESTING FOR DUCTILE IRON PIPE. TEST PRESSURE SHALL BE 150 PSI. THE ENGINEER AND APPROPRIATE MUNICIPAL INSPECTORS MUST WITNESS THE TEST.
4. THE WATER MAIN SHALL BE DISINFECTED EQUAL TO AWWA STANDARD SPECIFICATIONS, DESIGNATION C-651, BY THE CONTINUOUS FEED METHOD. FOLLOWING DISINFECTION, THE WATER MAIN SHALL BE FLUSHED UNTIL THE CHLORINE CONCENTRATION IN THE WATER LEAVING THE MAIN IS NO HIGHER THAN THAT GENERALLY PREVAILING IN THE SYSTEM. THE SAMPLING POINT(S) SHALL BE DECONTAMINATED BY FLAMING. AFTER FLUSHING AND DISINFECTING THE WATER MAIN, WATER SAMPLES WILL BE COLLECTED FROM THE MAIN BY THE ENGINEER. FIRE HYDRANTS ARE NOT ACCEPTABLE SAMPLING POINTS. WRITTEN APPROVAL AND NOTIFICATION FROM THE NEW YORK STATE DEPARTMENT OF HEALTH MUST BE RECEIVED BEFORE THE MAIN IS PLACED IN SERVICE. THE ENGINEER AND APPROPRIATE MUNICIPAL INSPECTORS MUST RECEIVE AT LEAST 48-HOUR ADVANCE NOTIFICATION REQUESTING SAMPLING SERVICES. THE ENGINEER WILL COLLECT SAMPLES FOR FREE CHLORINE RESIDUAL, TOTAL AND FECAL COLIFORM AND 24-HOUR BACTERIAL PLATE COUNT. ALL WATER MAIN AND FITTINGS NOT RECEIVING 24-HOUR CHLORINE DISINFECTION CONTACT TIME MUST BE SWAB DISINFECTED 30-60 MINUTES PRIOR TO INSTALLATION USING A 5% SODIUM HYPOCHLORITE SOLUTION.
5. WATER MAINS AND ALL WATER SERVICE LINES SHALL HAVE A MINIMUM OF 5' OF COVER FROM FINISHED GRADE WHERE POSSIBLE. WHEN MINIMUM COVER CANNOT BE OBTAINED, THE WATER MAINS SHALL BE INSULATED AS DETAILED.
6. MINIMUM VERTICAL SEPARATION BETWEEN WATER MAIN AND SEWER MAIN SHALL BE 18" MEASURED FROM THE OUTSIDE OF THE PIPES AT THE POINT OF CROSSING. AT CROSSINGS, ONE FULL LENGTH OF WATER MAIN SHALL BE CENTERED UNDER OR OVER THE SEWER SO THAT BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE. WHERE A WATER MAIN CROSSES UNDER A SEWER, ADEQUATE STRUCTURAL SUPPORT (COMPACTED SELECT FILL) SHALL BE PROVIDED FOR THE SEWER TO PREVENT EXCESSIVE DEFLECTION OF JOINT AND SETTLING ON AND BREAKING THE WATER MAINS. MINIMUM HORIZONTAL SEPARATION BETWEEN WATER MAINS AND SEWER MAINS SHALL BE 10' MEASURED FROM THE OUTSIDE OF THE PIPES. WHEN THIS CONDITION CANNOT BE MET, THE WATER MAINS AND SEWER MAINS SHALL BE CONSTRUCTED IN SEPARATE TRENCHES AND THE SEWER MAIN SHALL BE WATERWORKS GRADE AND PRESSURE TESTED TO ENSURE WATER TIGHTNESS.
7. FITTINGS (TEES, BENDS, PLUGS, REDUCERS, ETC.) NOTED ON THE PLANS SHALL BE BACKED WITH 3,000 PSI CONCRETE THRUST BLOCKS. CONCRETE MUST NOT CONTAIN ANY FLY-ASH OR OTHER POZZOLAN-CONTAINING MATERIALS. RETAINER GLANDS SHALL ALSO BE INSTALLED ON ALL FITTINGS TO PROVIDE FOR SECONDARY THRUST RESTRAINT REQUIRED BY THE OWNER.
8. DURING CONSTRUCTION, ALL OPEN PIPES ENDS SHALL BE COVERED IN A WATER-TIGHT MANNER USING TEMPORARY CAPS, PLUGS OR DOUBLE-LAYERED PLASTIC SHEETING.
9. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR CONNECTIONS TO, REMOVAL AND DISPOSAL OF, OR ABANDONMENT OF EXISTING WATER MAINS AND APPURTENANCES UNLESS SPECIFICALLY NOTED ON THE DRAWINGS. ALL COSTS FOR THIS WORK SHAL BE INCLUDED IN THE BID PRICES FOR THE VARIOUS RELATED ITEMS IN THE CONTRACT.

SANITARY SEWER FORCE MAIN NOTES:

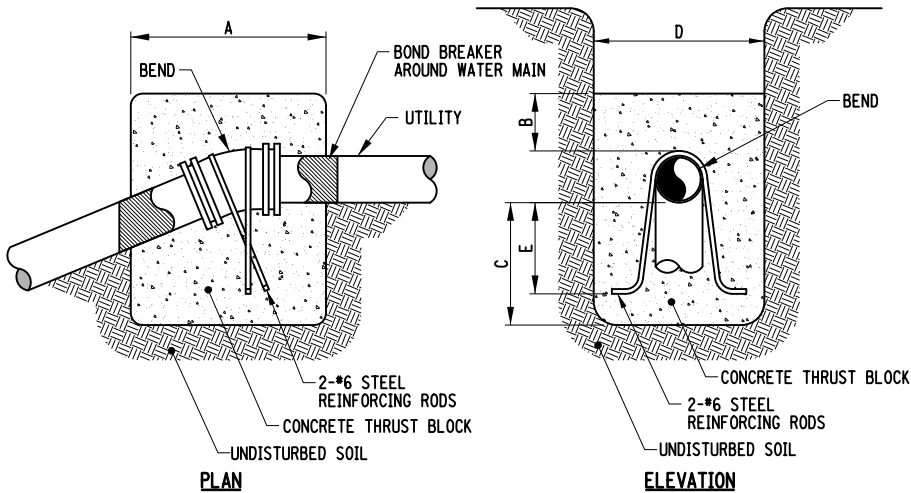
1. SANITARY SEWERS AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND SPECIFICATIONS OF THE TOWN OF DRYDEN.
2. REFER TO WATER MAIN NOTES 2, 3, 6, 7, 11 & 12 FOR SIMILAR REQUIREMENTS.
3. SANITARY SEWERS SHALL HAVE A MINIMUM OF 4' OF COVER FROM FINISHED GRADE WHERE POSSIBLE. WHEN MINIMUM COVER CANNOT BE OBTAINED, THE SEWER SHALL BE INSULATED AS DETAILED.



HORIZONTAL THRUST BLOCK
NOT TO SCALE

MINIMUM HORIZONTAL THRUST BLOCK DIMENSIONS TO BE POURED AGAINST UNDISTURBED SOIL			
FITTING	H (FT.)	W (FT.)	A (FT.)
6" 11-1/4° BEND	1.0	1.5	1.5
6" 22-1/2° BEND	1.5	2.0	1.5
6" 45° BEND	2.0	3.0	1.5
6" 90° BEND	2.0	4.0	2.0
6" TEE OR PLUG	3.0	3.0	1.5
8" 11-1/4° BEND	1.5	1.5	2.0
8" 22-1/2° BEND	2.0	3.0	2.0
8" 45° BEND	2.5	4.0	2.0
8" 90° BEND	3.5	5.5	2.0
8" TEE OR PLUG	3.0	4.5	2.0

NOTE: WIDTH (W) OF BLOCK SHALL NOT EXCEED TWICE THE HEIGHT (H)



VERTICAL THRUST BLOCK
NOT TO SCALE

BEND	MINIMUM VOLUME OF CONCRETE	MINIMUM ALLOWABLE DIMENSIONS FOR VERTICAL THRUST BLOCKS (FT)				
		A	B	C	D	E
6" 11-1/4°	1.00 CY	2.5	0.5	1.5	2.5	1.0
6" 22-1/2°	1.50 CY	3.0	0.5	2.0	3.5	1.5
6" 45°	2.00 CY	4.0	1.0	2.5	3.5	2.0
6" 90°	3.00 CY	5.0	1.0	2.5	4.0	2.0
8" 11-1/4°	1.00 CY	3.0	1.0	1.5	3.0	1.0
8" 22-1/2°	2.00 CY	4.0	1.0	2.5	4.0	2.0
8" 45°	3.50 CY	5.0	1.0	2.5	5.0	2.0
8" 45°	5.00 CY	5.0	1.0	4.0	5.0	3.5

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT



TOWN OF DRYDEN

PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

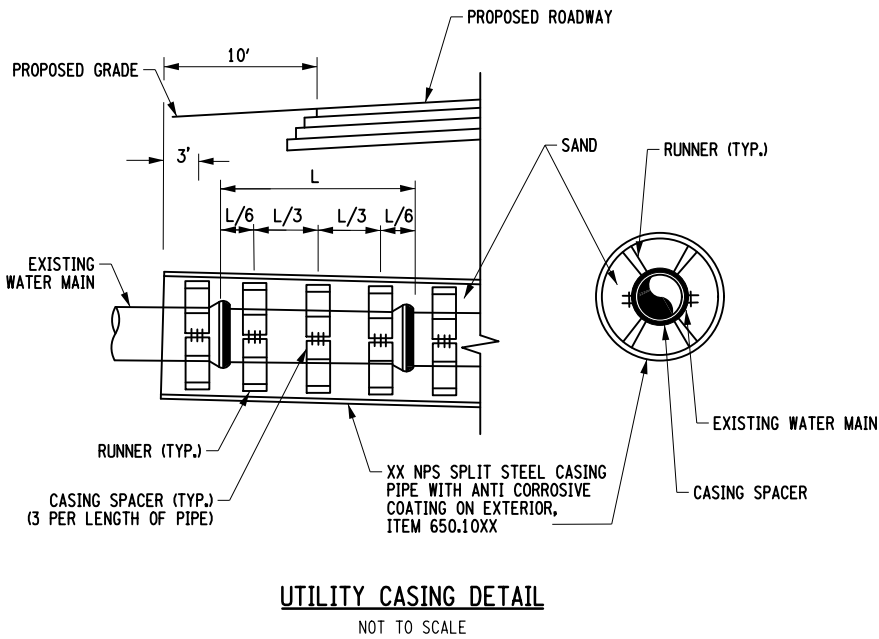
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MISCELLANEOUS
DETAILS

SCALE NONE	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 16 OF 66	DRAWING NO. MD-02

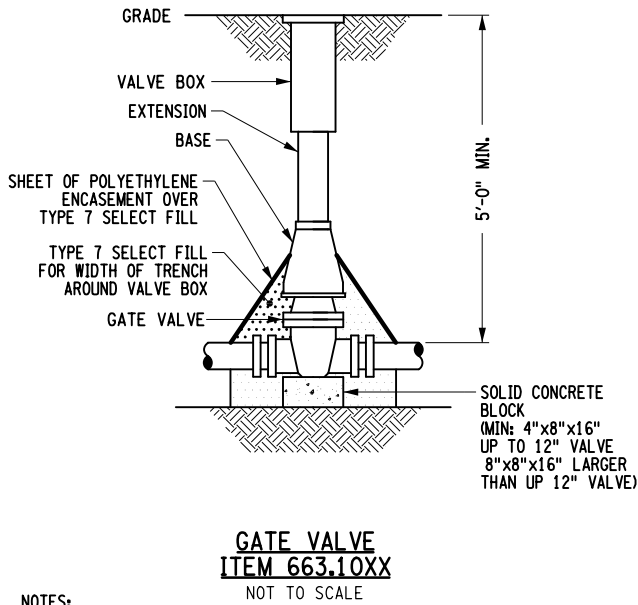
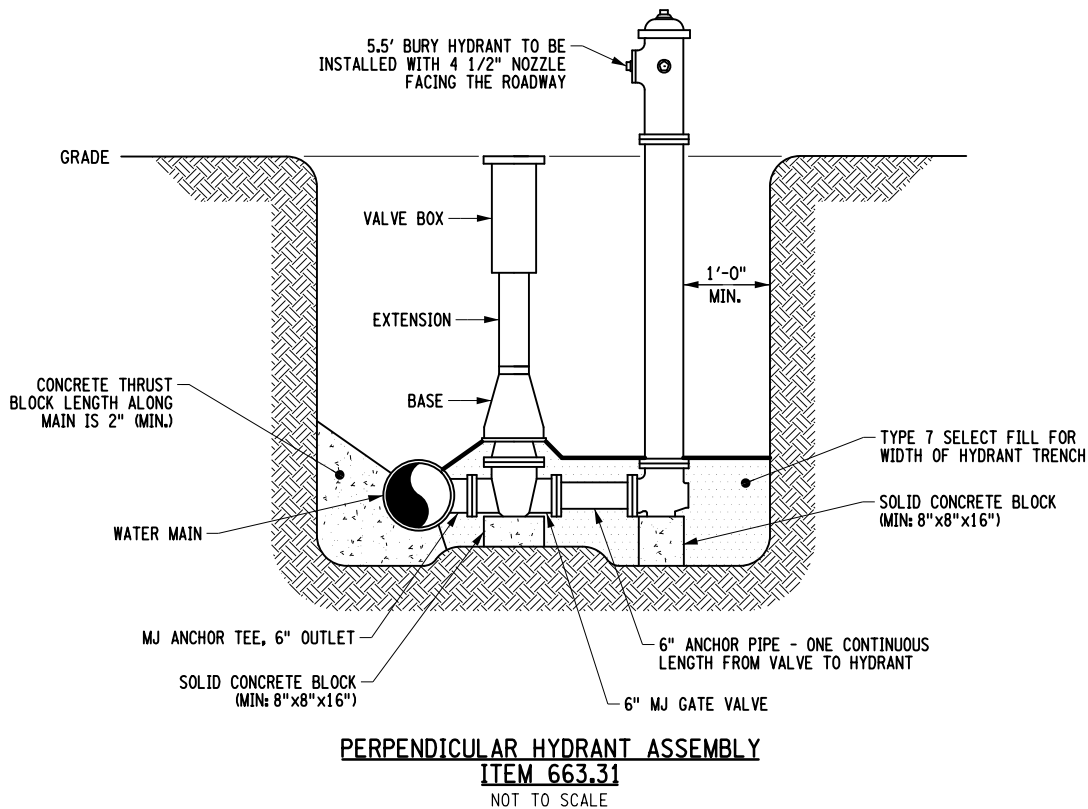
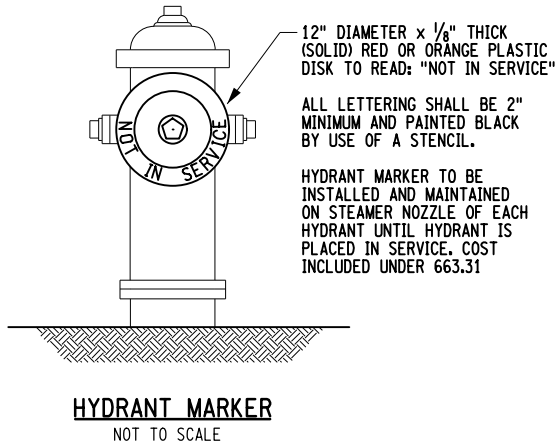
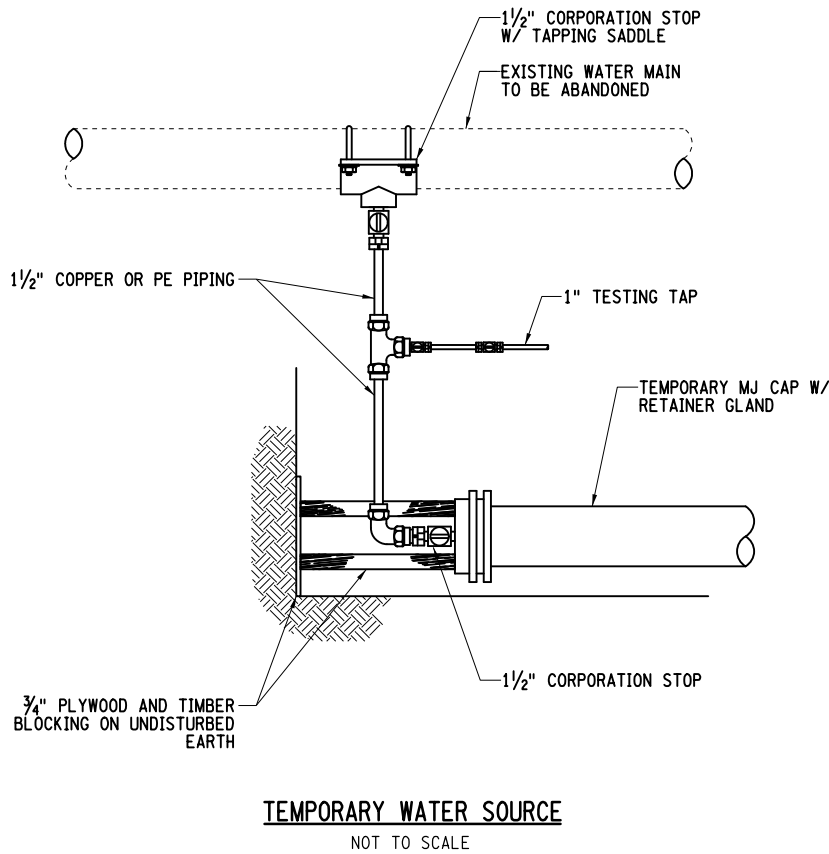
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USER = blackmond

DESIGN SUPERVISOR W. McCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY P. PRESUTTI CHECKED BY A. BLACKMON ESTIMATED BY A. BLACKMON DRAFTED BY S. BEAMAN CHECKED BY A. BLACKMON



NOTES:

- SPLIT STEEL CASING PIPE IS TO BE INSTALLED USING TRENCHLESS METHOD OF CONSTRUCTION.
- CENTERED - RESTRAINED, STAINLESS STEEL CASING SPACERS AND RUNNERS ARE TO BE PROVIDED PER THE MANUFACTURER'S DIRECTION.
- THE ANNULAR SPACE BETWEEN THE STEEL PIPE SLEEVE AND UTILITY PIPE IS TO BE FILLED WITH SAND AND ENDS OF STEEL PIPE CAPPED.



NOTES:

- VALVE BOX SHALL BE CENTERED ON VALVE AND SET ON COMPACTED BACKFILL.
- VALVE SHALL NOT SUPPORT VALVE BOX.
- ALL VALVES SHALL BE OPEN LEFT.

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TOWN OF DRYDEN

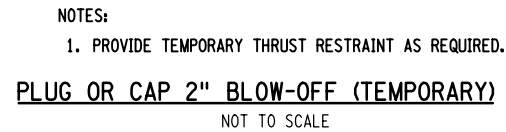
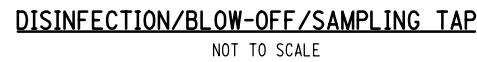
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

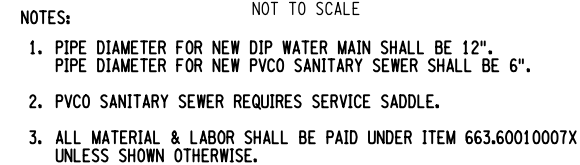
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MISCELLANEOUS
DETAILS

SCALE	DATE
NONE	MAY 2023
P.L.N.	EAA PROJECT NO.
3950.71	19642.00
SHEET NO.	DRAWING NO.
17 OF 66	MD-03



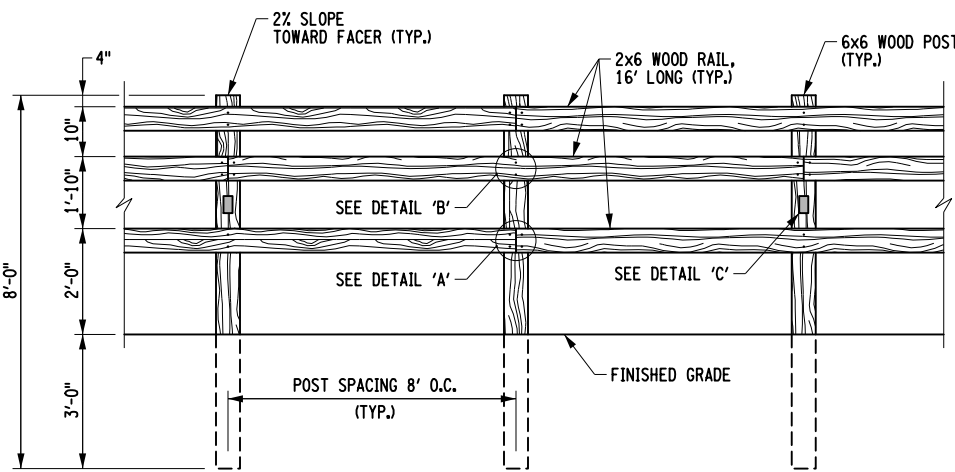
1. SIGN LOCATIONS AS SHOWN ON PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL INSTALL NEW SIGNS IN ACCORDANCE WITH THE MUTCD.
2. THE PAYMENT FACTOR FOR POSTS IS THE NUMBER OF POSTS PROVIDED PER INSTALLATION.



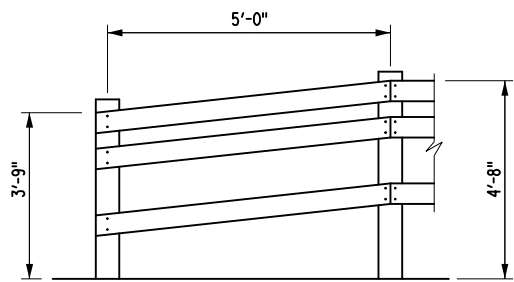
SCALE NONE	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 18 OF 66	DRAWING NO. MD-04

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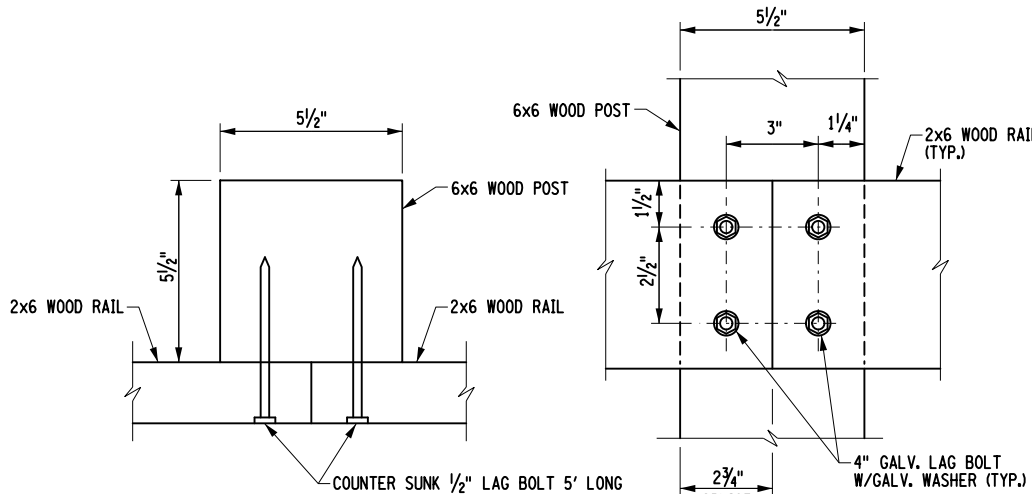
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ELEVATION



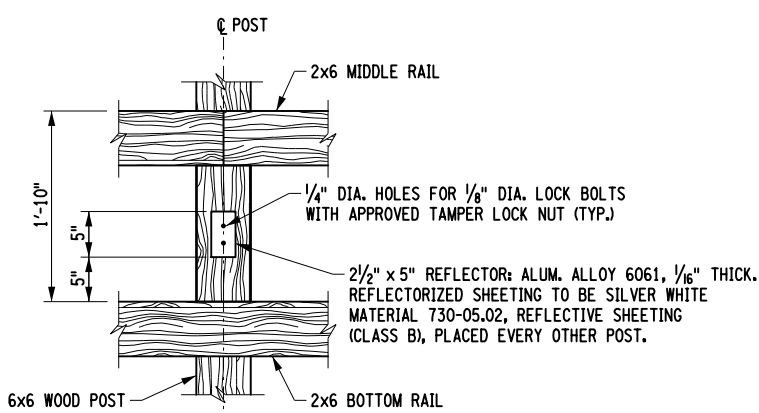
END / TRANSITION SECTION



PLAN

ELEVATION

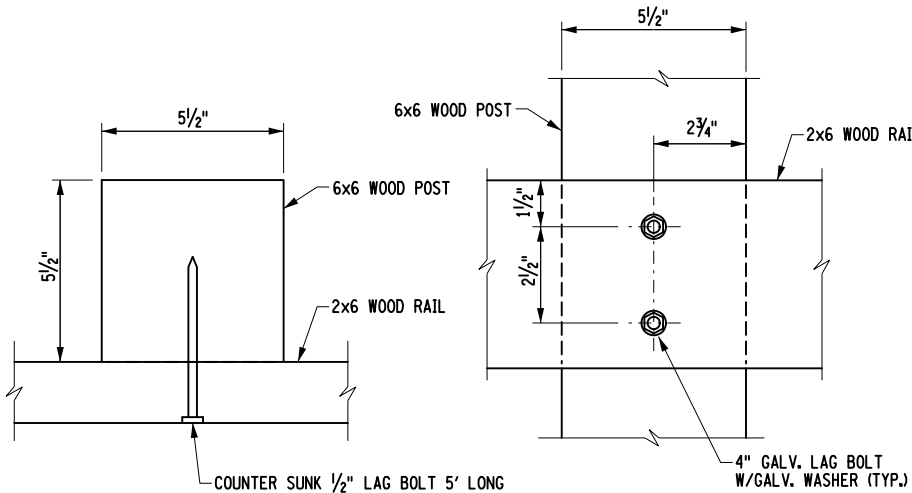
DETAIL 'A'



DETAIL 'C'

NOTES:

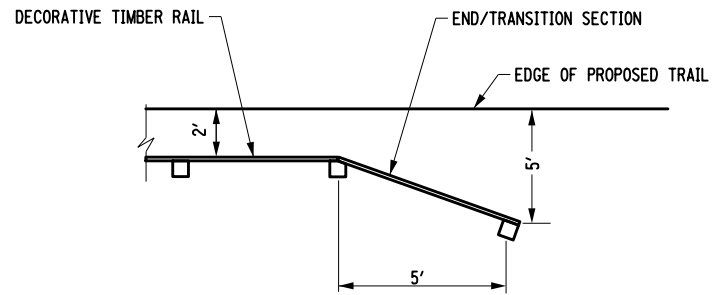
1. RAIL TO BE PROVIDED IN SIXTEEN FOOT LENGTHS. INSTALLATION OF ENTIRE POST, AND RAIL FENCE SHALL BE PAID FOR UNDER ITEM 607.08040610.
2. SPLICES SHALL BE STAGGERED SO THAT NO MORE THAN TWO RAILS IS DISCONTINUOUS AT ANY GIVEN POST WITH THE EXCEPTION OF THE END TRANSITION SECTION.
3. ALL WOOD SHALL MEET SECTION 710-13 OF THE STANDARD SPECIFICATIONS.
4. ONLY ONE WOOD TYPE SHALL BE USED IN THE FENCE.
5. INSTALL REFLECTORS ONLY ON EACH POST OF PROPOSED WOOD FENCE THAT IS BORDERING A CURVE. COST INCLUDED IN ITEM 607.08040610.
6. 3-RAIL WOOD FENCE SHALL BE PLACED A MINIMUM OF TWO FEET FROM THE EDGE OF TRAIL.
7. LAST SECTION OF FENCE SHALL BE FLARED OUT A MINIMUM OF FIVE FEET FROM THE EDGE OF TRAIL.



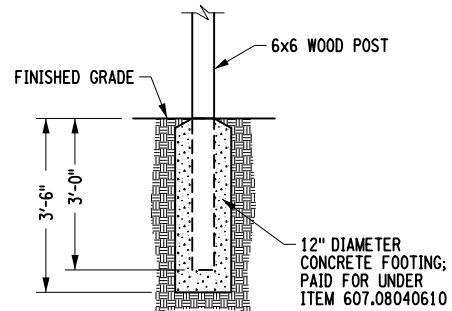
PLAN

ELEVATION

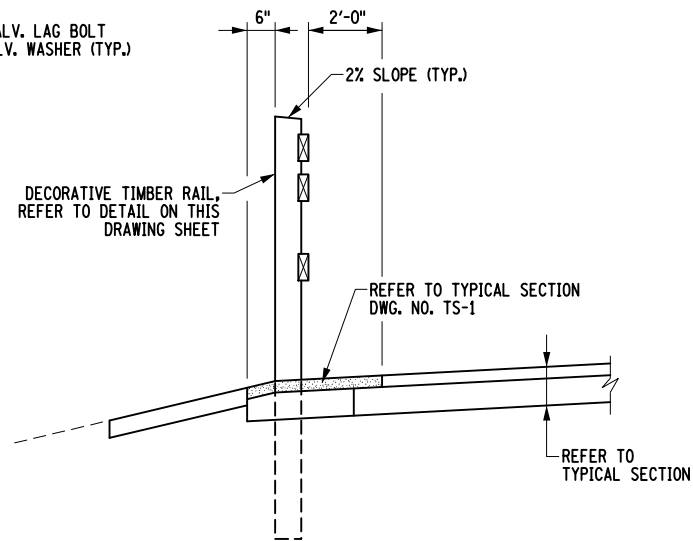
DETAIL 'B'



PLAN



CONCRETE FOOTING DETAIL



TIMBER RAIL INSTALLATION DETAIL

NOT TO SCALE

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NO.	DESCRIPTION	BY	DATE

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TOWN OF DRYDEN

PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

MISCELLANEOUS
DETAILS

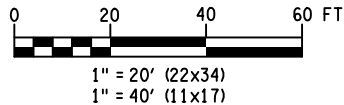
SCALE NONE	DATE MAY 2023
P.L.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 19 OF 66	DRAWING NO. MD-05

LEGEND

- ITEM 209.13 - SILT FENCE - TEMPORARY
ITEM 209.110101 - CHECK DAM, STONE - TEMPORARY

NOTE:

1. ALL WORK ON THIS SHEET TO BE PERFORMED BY OTHERS.



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NO.	DESCRIPTION	BY	DATE

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TOWN OF DRYDEN

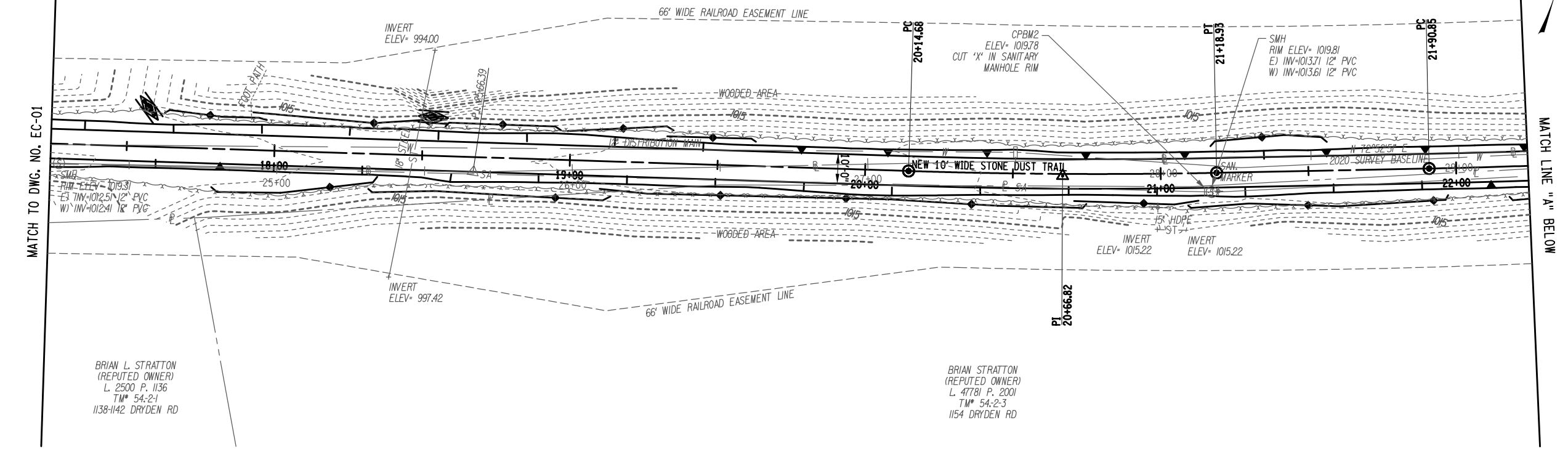
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

EROSION CONTROL
PLAN

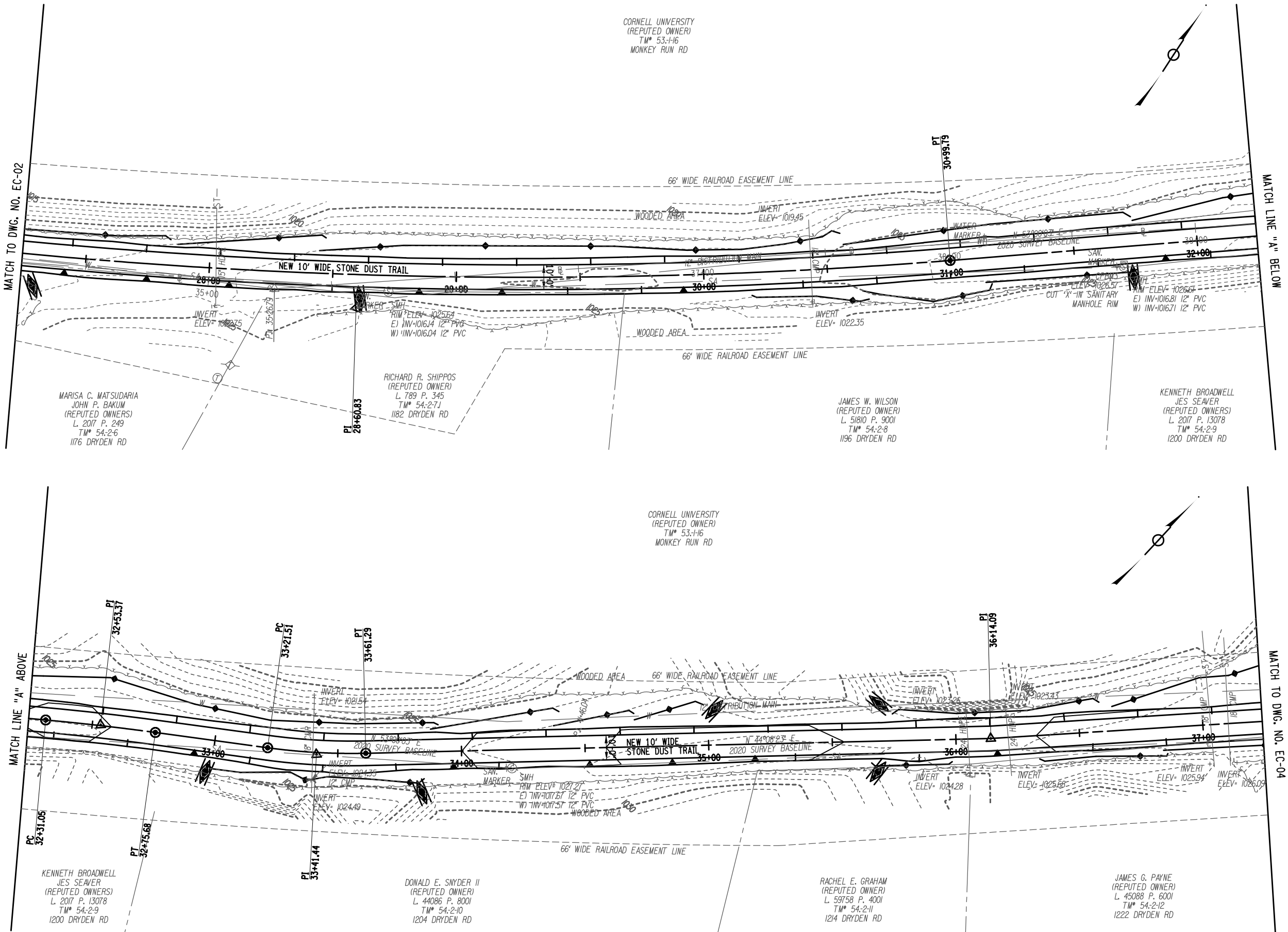
SCALE 1" = 40'	DATE MAY 2023
P.L.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 20 OF 66	DRAWING NO. EC-01



 ITEM 209.13 - SILT FENCE - TEMPORARY
 ITEM 209.110101 - CHECK DAM, STONE - TEMPORARY

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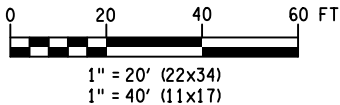
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145 CULVER ROAD, SUITE 200 Rochester, NY 14620 [T] 585.427.8888 [F] 585.427.8914 erdmananthony.com			
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REVISIONS			
NO.	DESCRIPTION	BY	DATE
<u>CLIENT</u>			
<h2 style="margin-top: 10px;">TOWN OF DRYDEN</h2>			
<u>PROJECT NAME</u>			
<h2 style="margin: 0;">DRYDEN RAIL TRAIL PHASE 2</h2>			
<u>DRAWING TITLE</u>			
<h2 style="margin: 0;">EROSION CONTROL PLAN</h2>			
SCALE 1" = 40'		DATE MAY 2023	
P.I.N. 3950.71		EAA PROJECT NO. 19642.00	
SHEET NO. 21 of 66		DRAWING NO. EC-02	



- LEGEND**
- ITEM 209.13 - SILT FENCE - TEMPORARY
 - ITEM 209.110101 - CHECK DAM, STONE - TEMPORARY

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NO.	DESCRIPTION	BY	DATE

CLIENT



TOWN OF DRYDEN

PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

EROSION CONTROL
PLAN

SCALE	DATE
1" = 40'	MAY 2023
P.L.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 22 OF 66	DRAWING NO. EC-03

LEGEND

- ITEM 209.13 - SILT FENCE - TEMPORARY
- ITEM 209.110101 - CHECK DAM, STONE - TEMPORARY

NOTE:

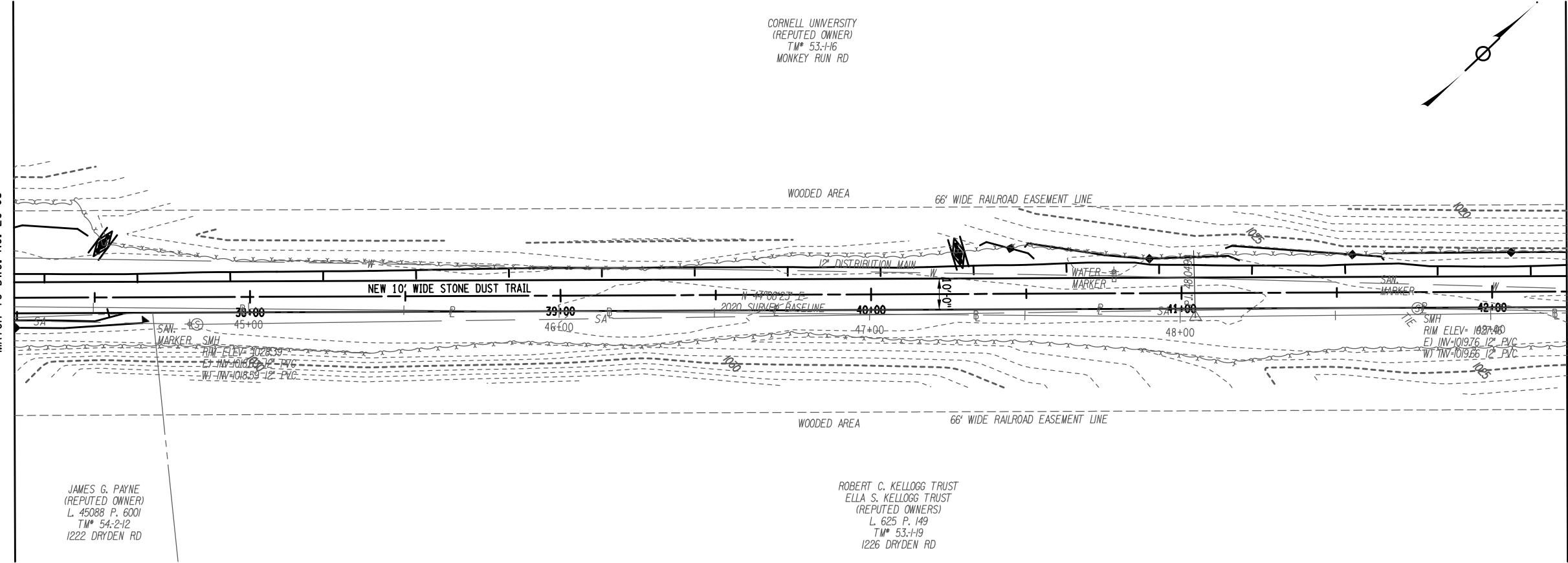
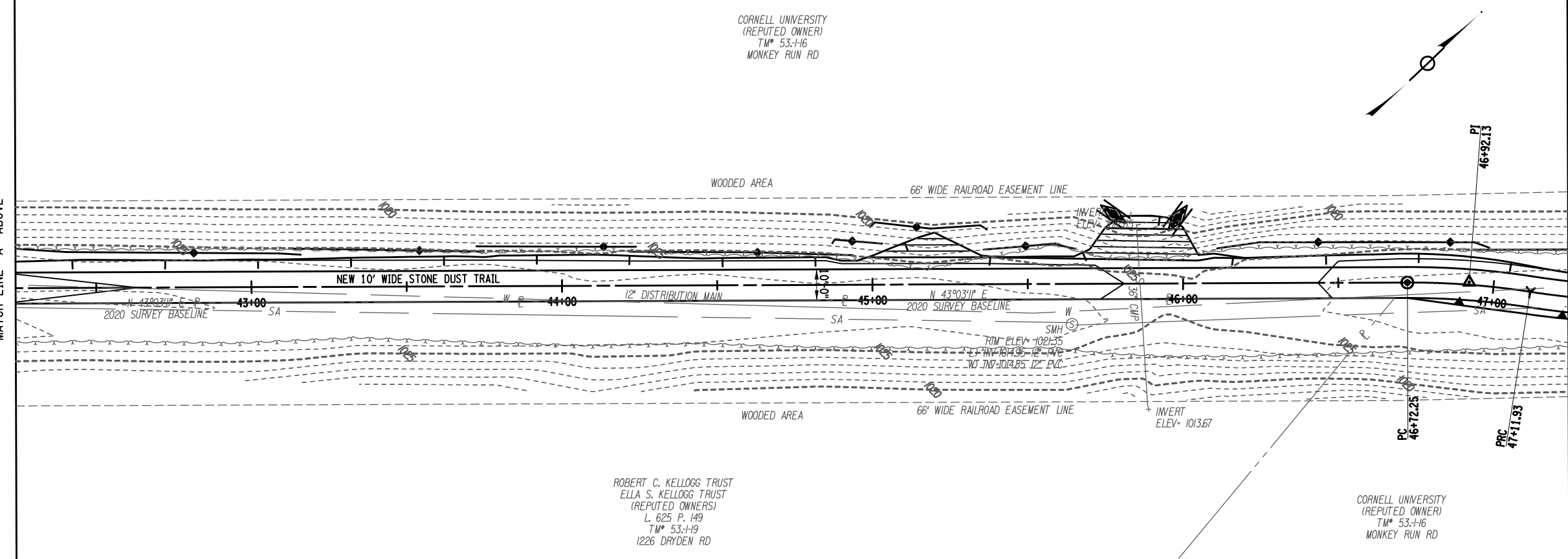
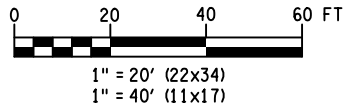
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MATCH LINE "A" ABOVE

MATCH TO DWG. NO. EC-05

MATCH TO DWG. NO. EC-03

MATCH LINE "A" BELOW



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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT

TOWN OF DRYDEN

PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

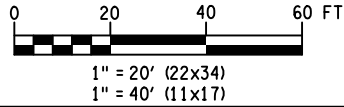
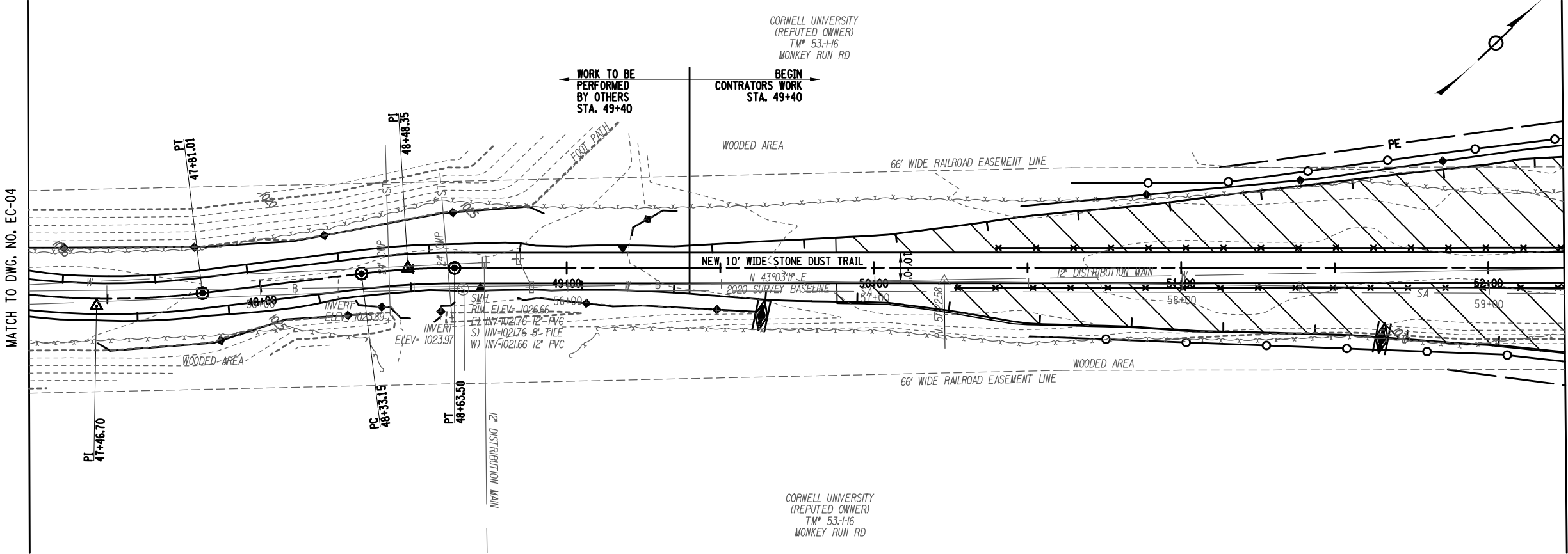
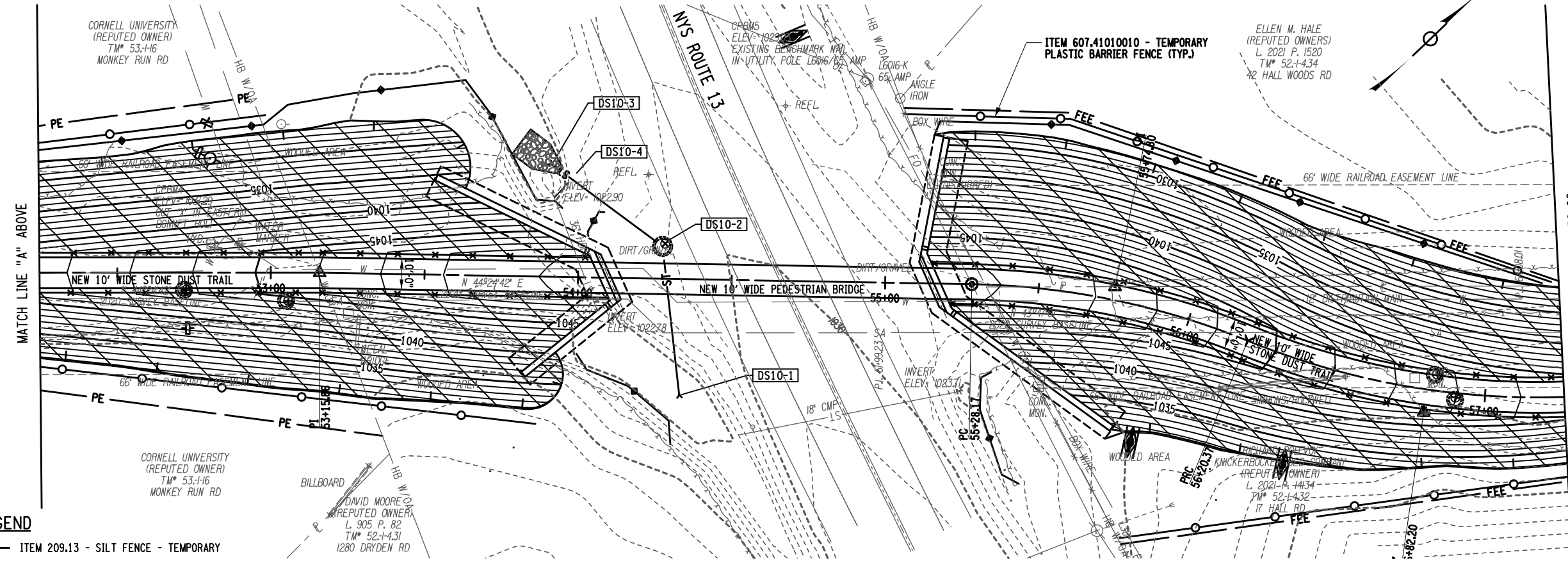
DRAWING TITLE

EROSION CONTROL
PLAN

SCALE 1" = 40'	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 23 OF 66	DRAWING NO. EC-04

LEGEND

- ITEM 209.13 - SILT FENCE - TEMPORARY
- ITEM 209.190201 - ROLLED EROSION CONTROL PRODUCT, CLASS II TYPE B INTERMEDIATE
- ITEM 607.41010010 - TEMPORARY PLASTIC BARRIER FENCE
- ITEM 209.110101 - CHECK DAM, STONE - TEMPORARY



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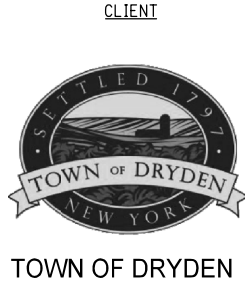


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NO.	DESCRIPTION	BY	DATE

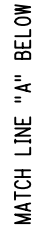


TOWN OF DRYDEN

PROJECT NAME
**DRYDEN RAIL TRAIL
PHASE 2**

DRAWING TITLE
**EROSION CONTROL
PLAN**

SCALE 1" = 40'	DATE MAY 2023
P.L.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 24 OF 66	DRAWING NO. EC-05



ATE

REVISIONS			
NO.	DESCRIPTION	BY	DATE

SCALE 1" = 40'	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 25 OF 66	DRAWING NO. EC-06

DATE _____

AA PROJECT NO.

DRAWING NO.

25 OF 66

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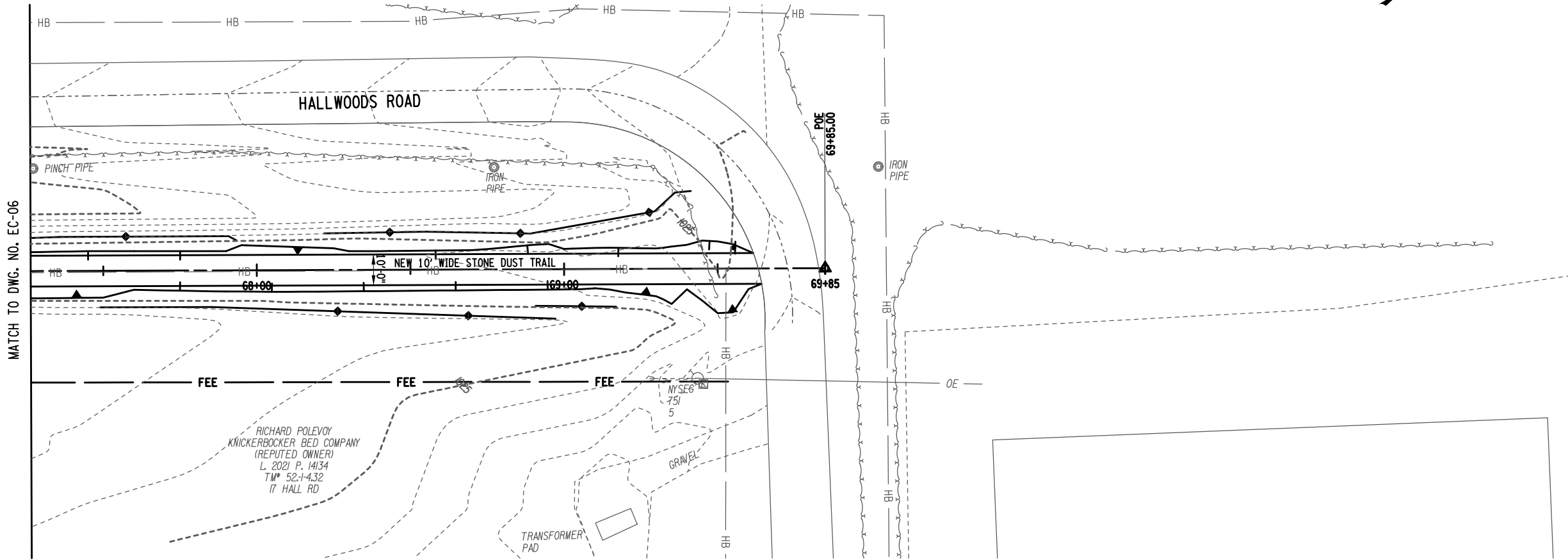
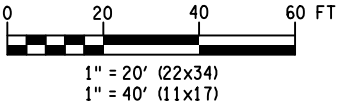
DESIGN SUPERVISOR W. McCORMICK JOB MANAGER P. PRESUTTI CHECKED BY A. BLACKMON ESTIMATED BY A. BLACKMON DRAFTED BY S. BEAMAN CHECKED BY A. BLACKMON

LEGEND

ITEM 209.13 - SILT FENCE - TEMPORARY

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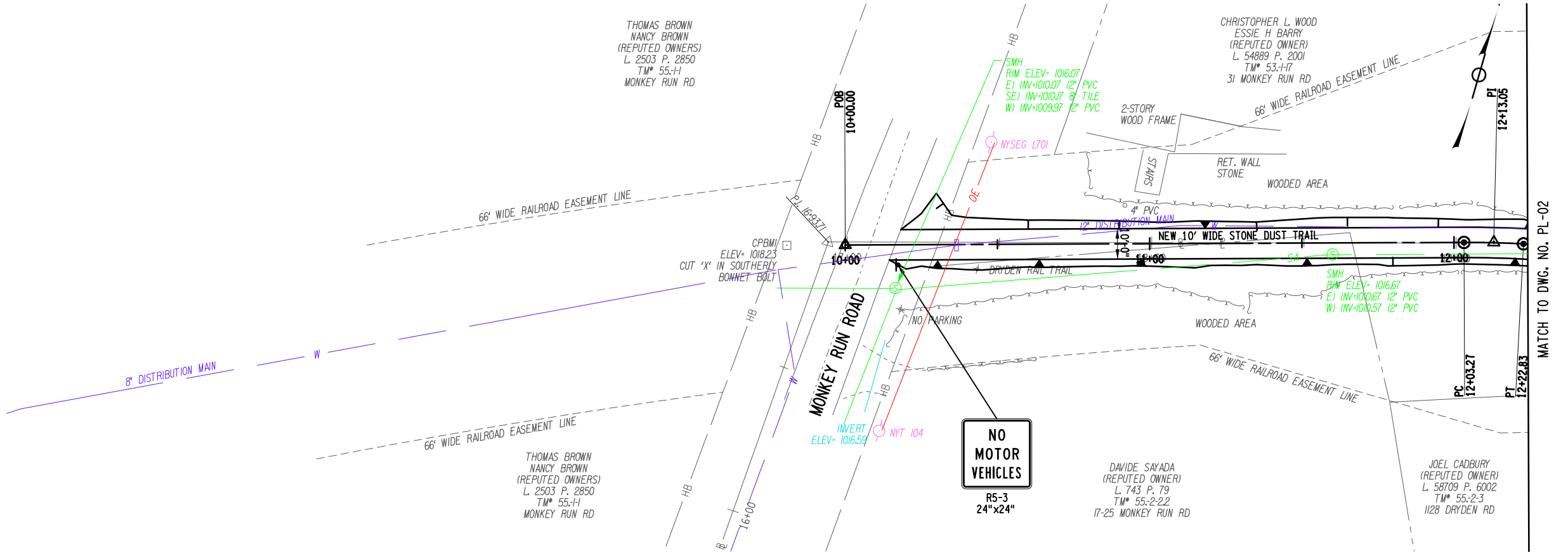
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

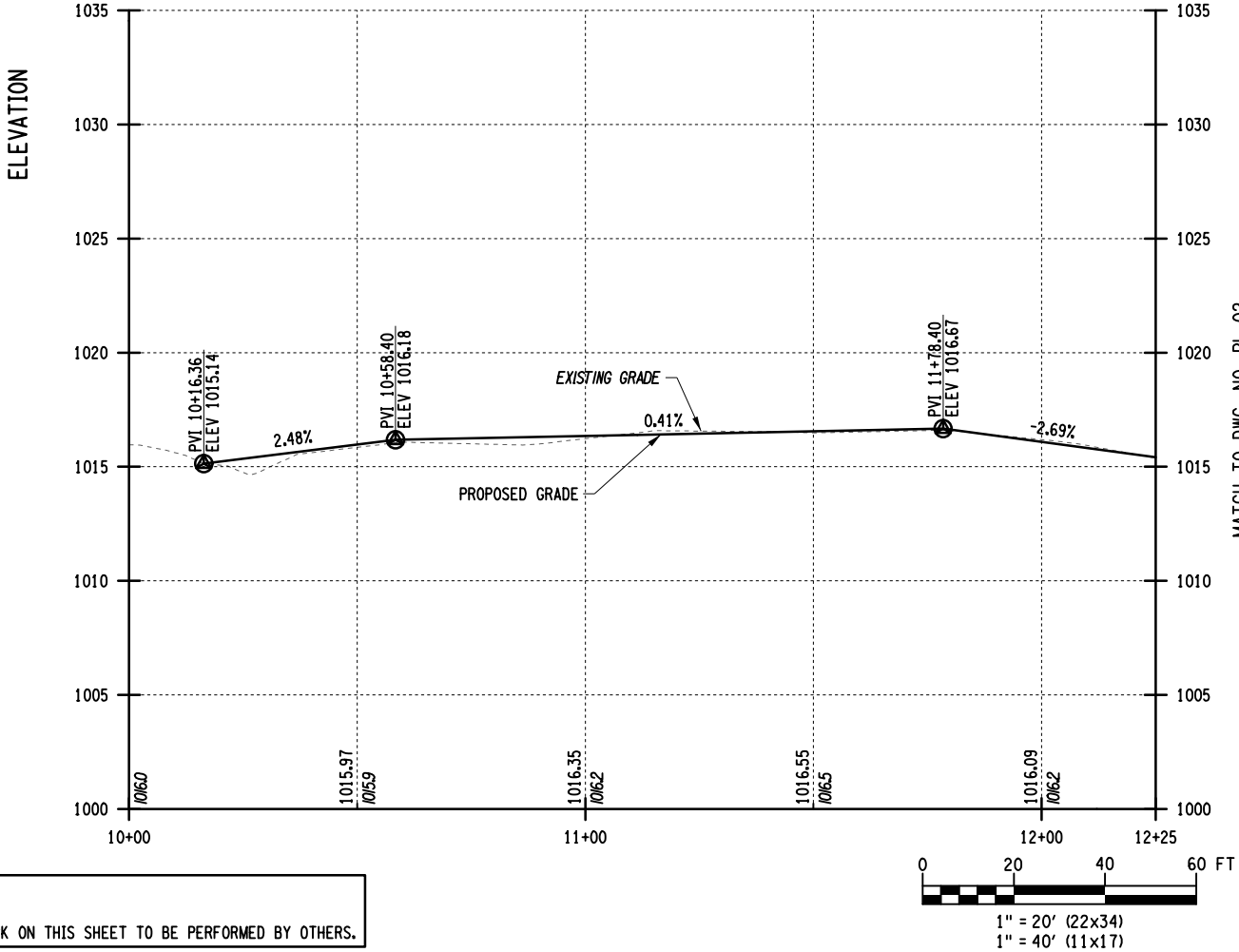
DRAWING TITLE

EROSION CONTROL
PLAN

SCALE 1" = 40'	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 26 OF 66	DRAWING NO. EC-07



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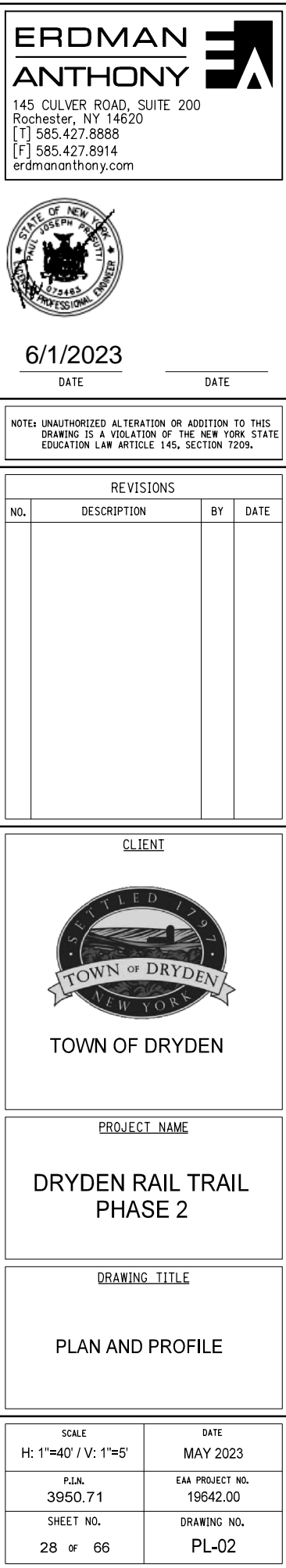
PROJECT NAME

**DRYDEN RAIL TRAIL
PHASE 2**

DRAWING TITLE

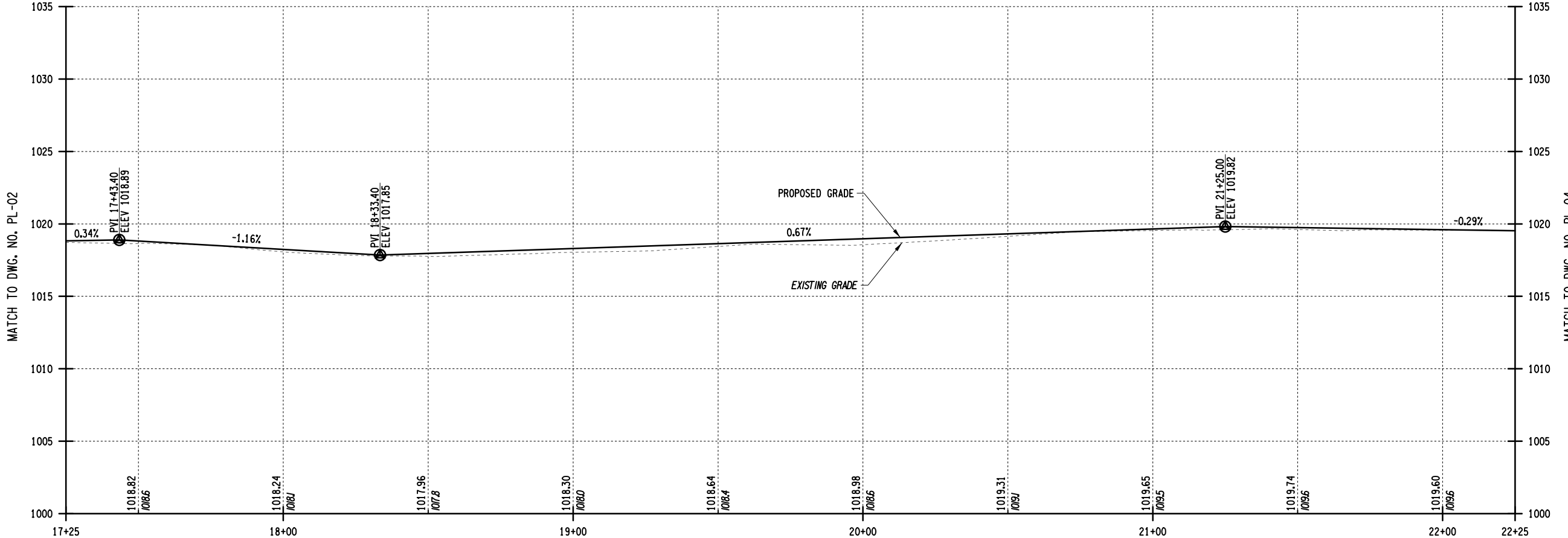
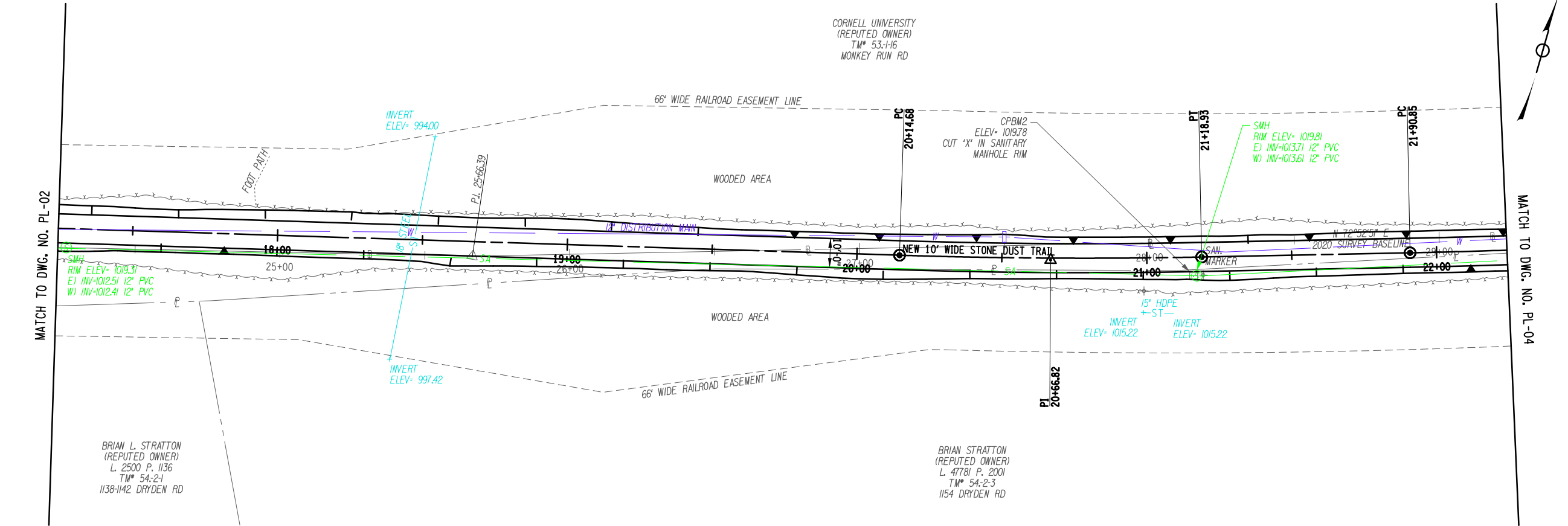
PLAN AND PROFILE

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P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 27 OF 66	DRAWING NO. PL-01

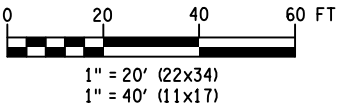


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DESIGN SUPERVISOR W. MCCORMICK JOB MANAGER P. PRESUTTI CHECKED BY A. BLACKMON ESTIMATED BY A. BLACKMON DRAFTED BY S. BEAMAN CHECKED BY A. BLACKMON



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NO.	DESCRIPTION	BY	DATE

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TOWN OF DRYDEN
NEW YORK

PROJECT NAME

**DRYDEN RAIL TRAIL
PHASE 2**

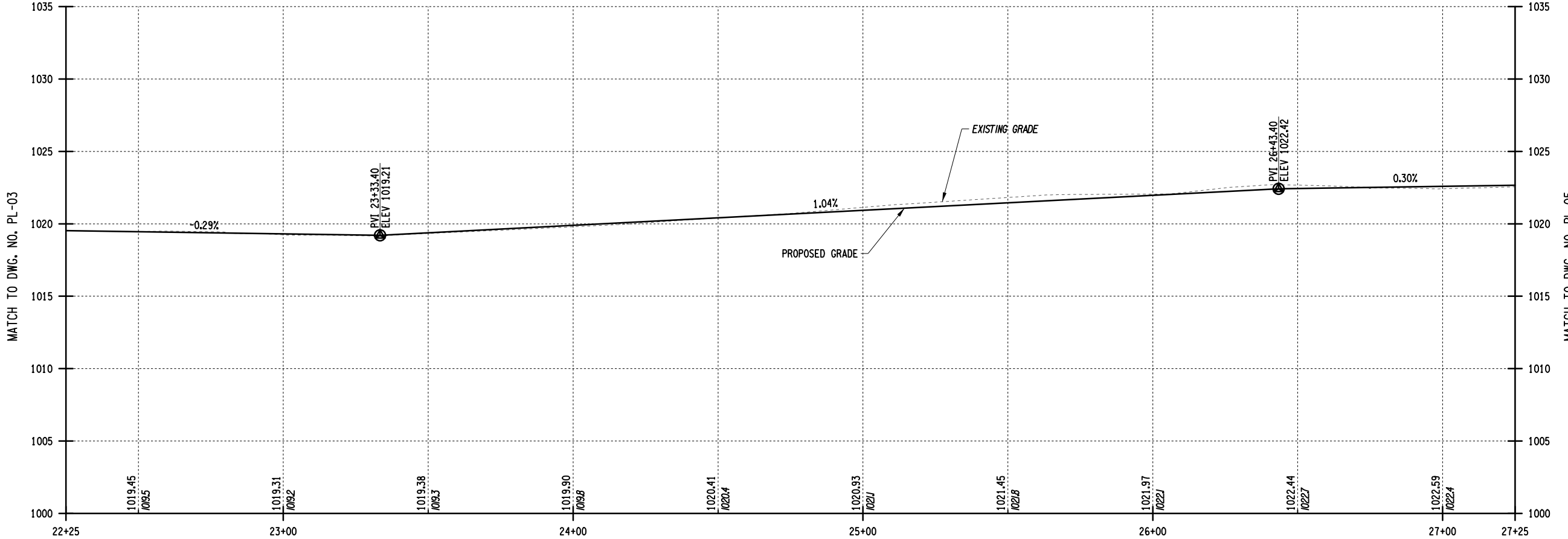
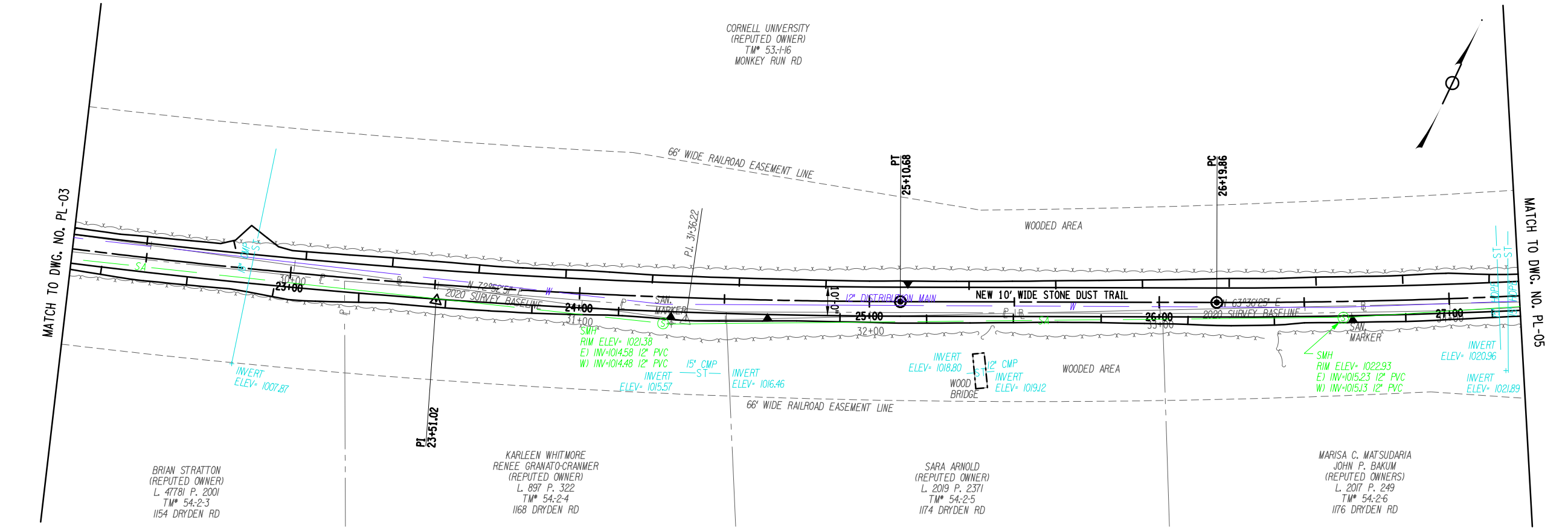
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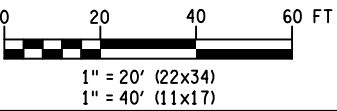
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SHEET NO. 29 OF 66	DRAWING NO. PL-03

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DESIGN SUPERVISOR W. MCCORMICK JOB MANAGER P. PRESUTTI CHECKED BY A. BLACKMON ESTIMATED BY A. BLACKMON DRAFTED BY S. BEAMAN CHECKED BY A. BLACKMON



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TOWN OF DRYDEN

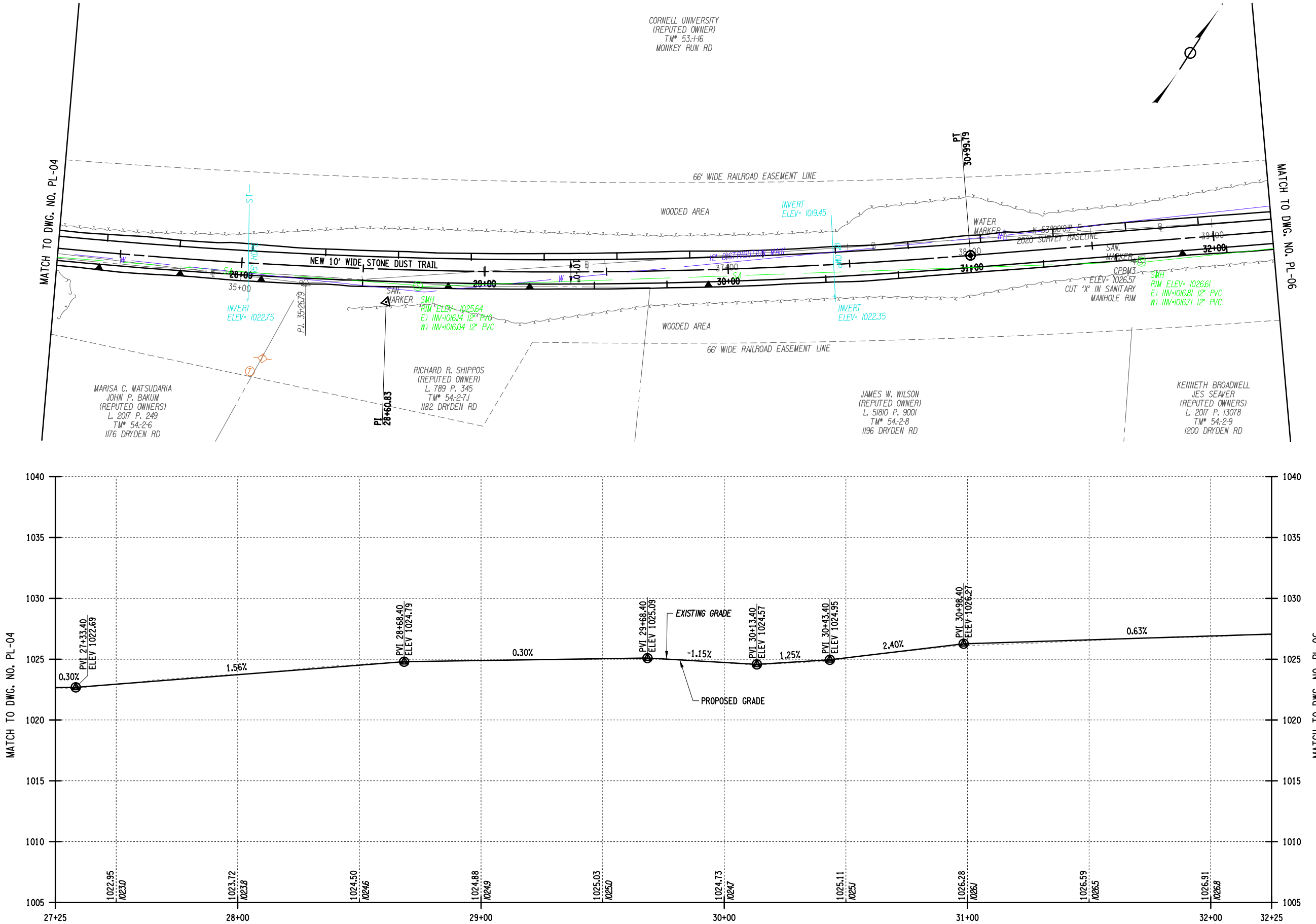
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**DRYDEN RAIL TRAIL
PHASE 2**

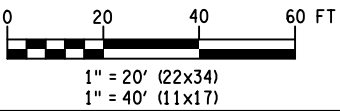
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PLAN AND PROFILE

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P.L.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 30 OF 66	DRAWING NO. PL-04



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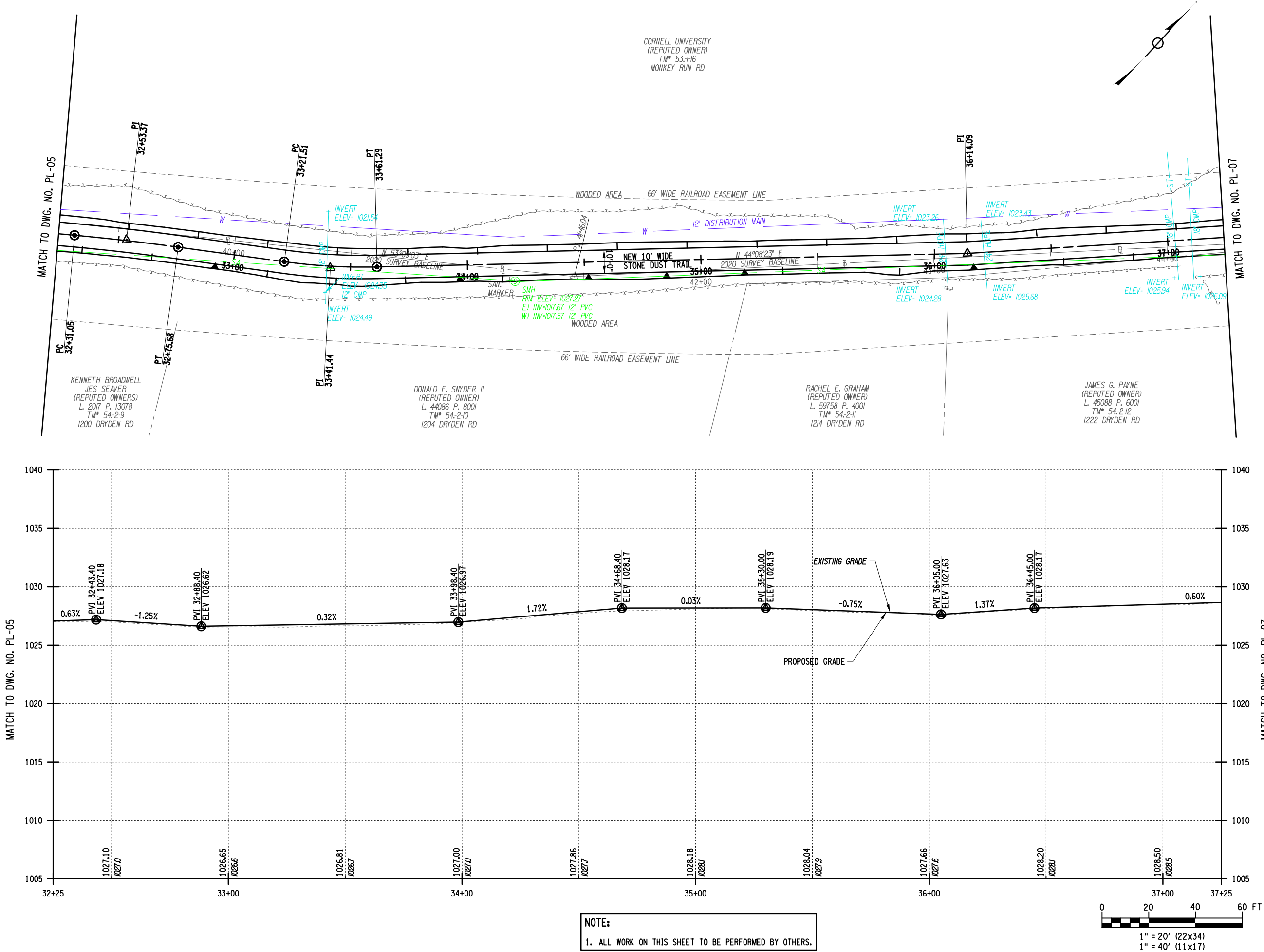
PROJECT NAME

**DRYDEN RAIL TRAIL
PHASE 2**

DRAWING TITLE

PLAN AND PROFILE

SCALE H: 1"=40' / V: 1"=5'	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 31 OF 66	DRAWING NO. PL-05



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TOWN OF DRYDEN
NEW YORK

PROJECT NAME

**DRYDEN RAIL TRAIL
PHASE 2**

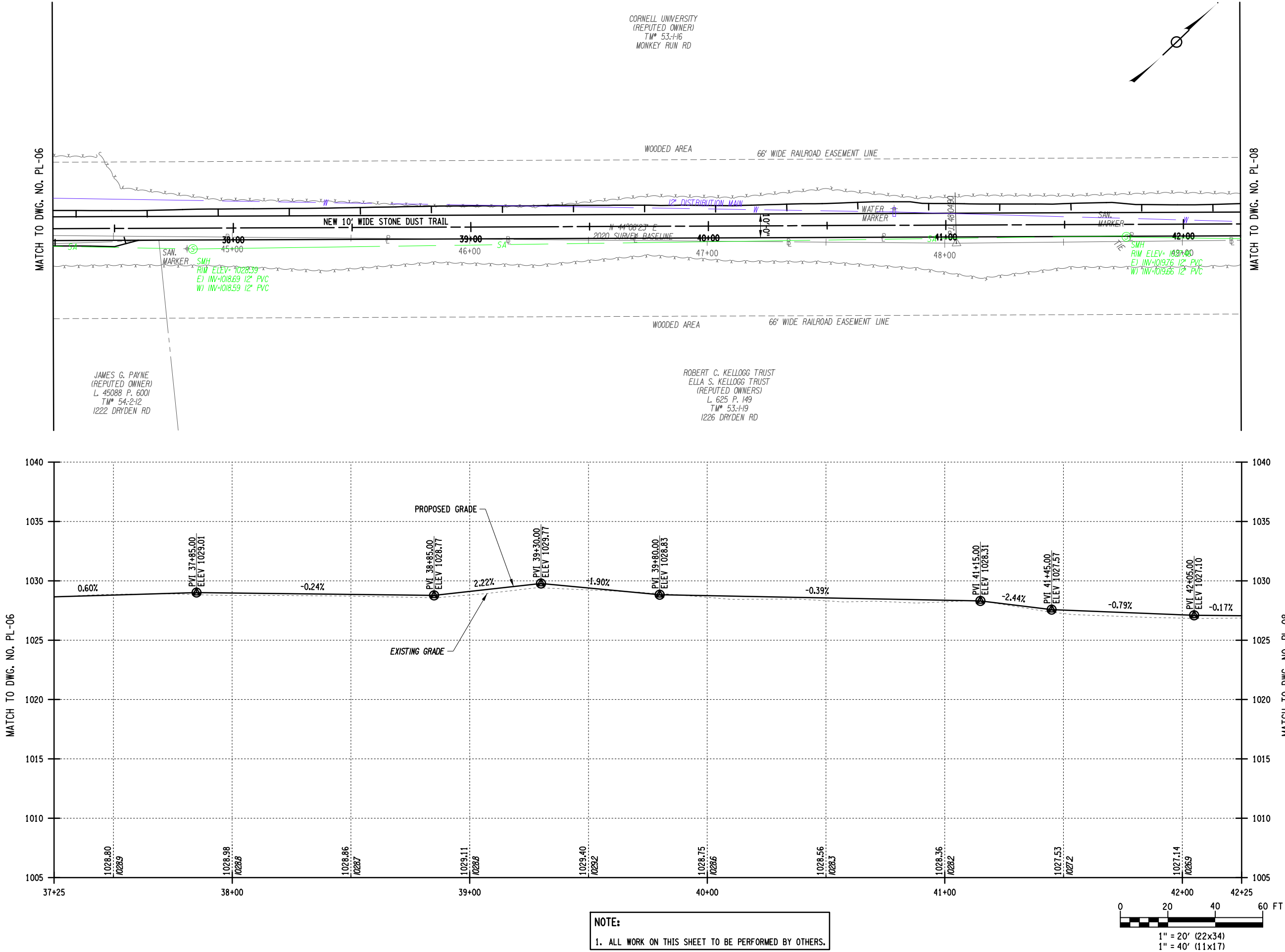
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PLAN AND PROFILE

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SHEET NO. 32 OF 66	DRAWING NO. PL-06

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DESIGN SUPERVISOR W. McCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY P. PRESUTTI CHECKED BY A. BLACKMON ESTIMATED BY A. BLACKMON DRAFTED BY S. BEAMAN CHECKED BY A. BLACKMON



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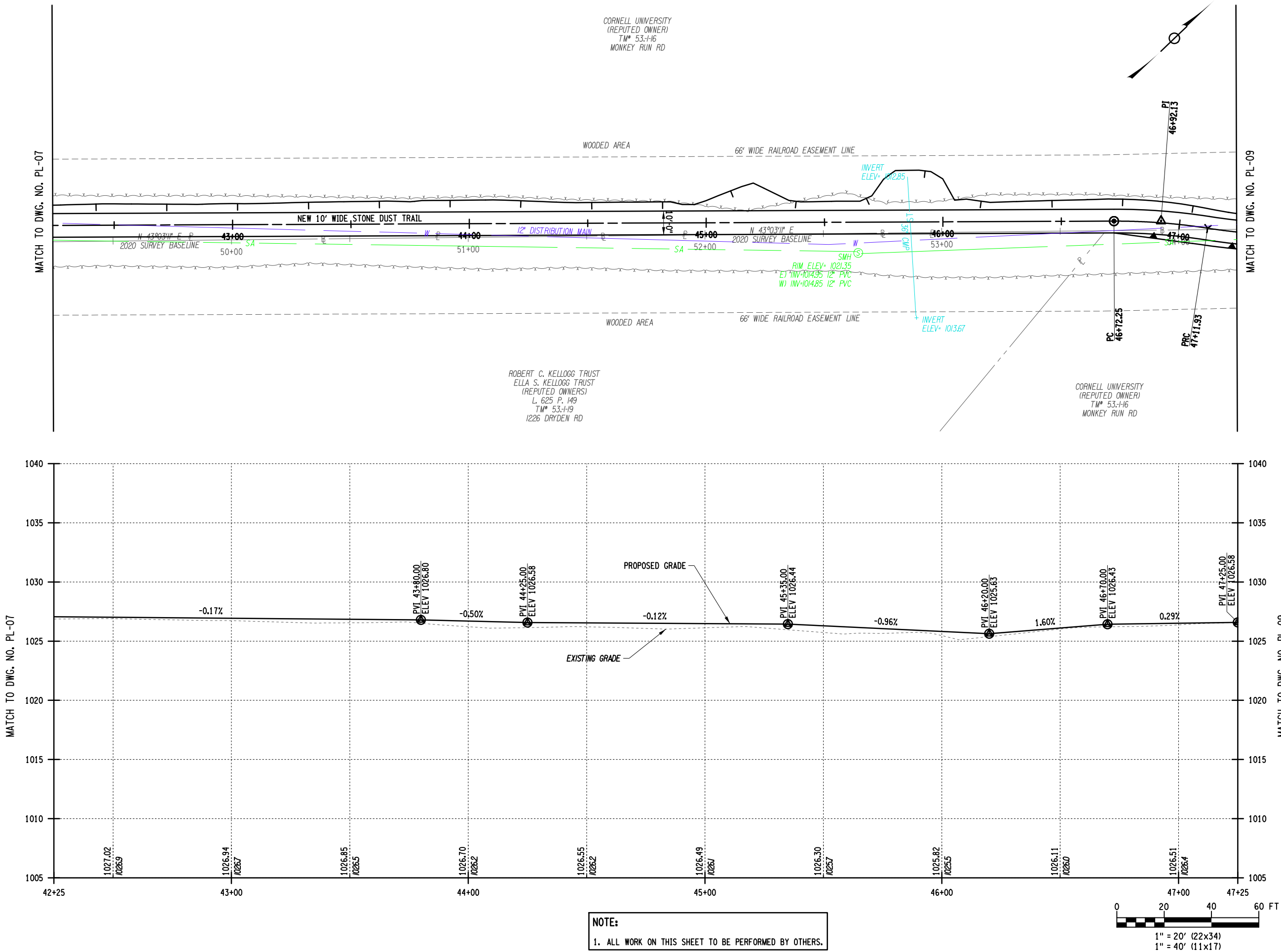
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

PLAN AND PROFILE

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P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 33 OF 66	DRAWING NO. PL-07



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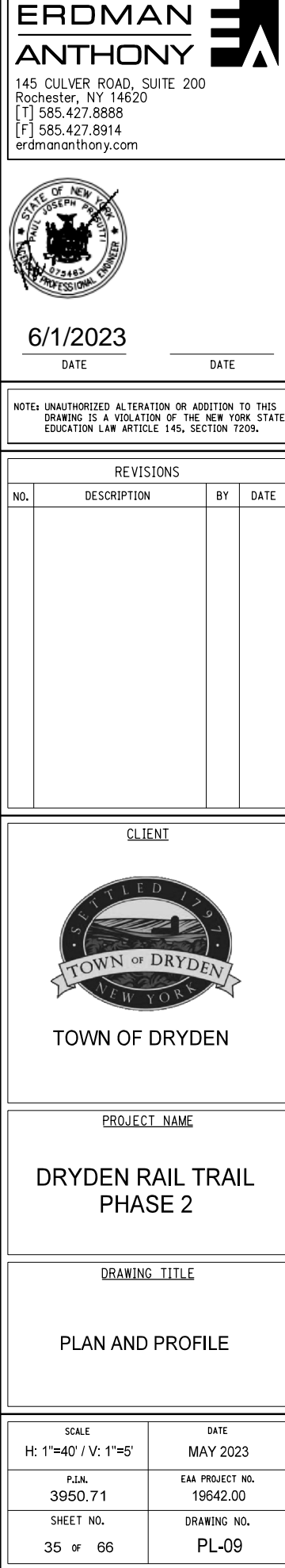
PROJECT NAME

**DRYDEN RAIL TRAIL
PHASE 2**

DRAWING TITLE

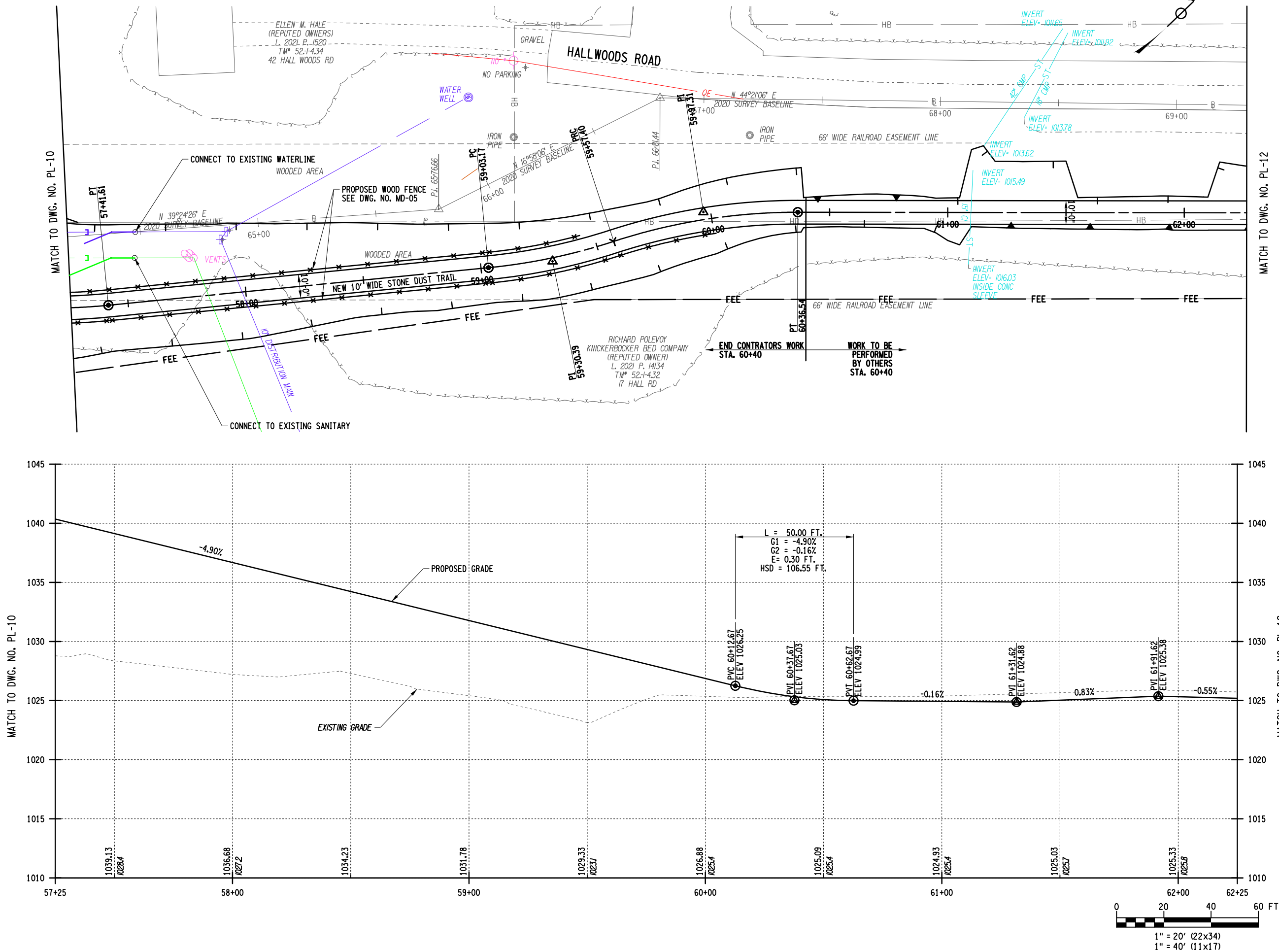
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P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 34 OF 66	DRAWING NO. PL-08





SCALE H: 1"=40' / V: 1"=5'	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 36 OF 66	DRAWING NO. PL-10



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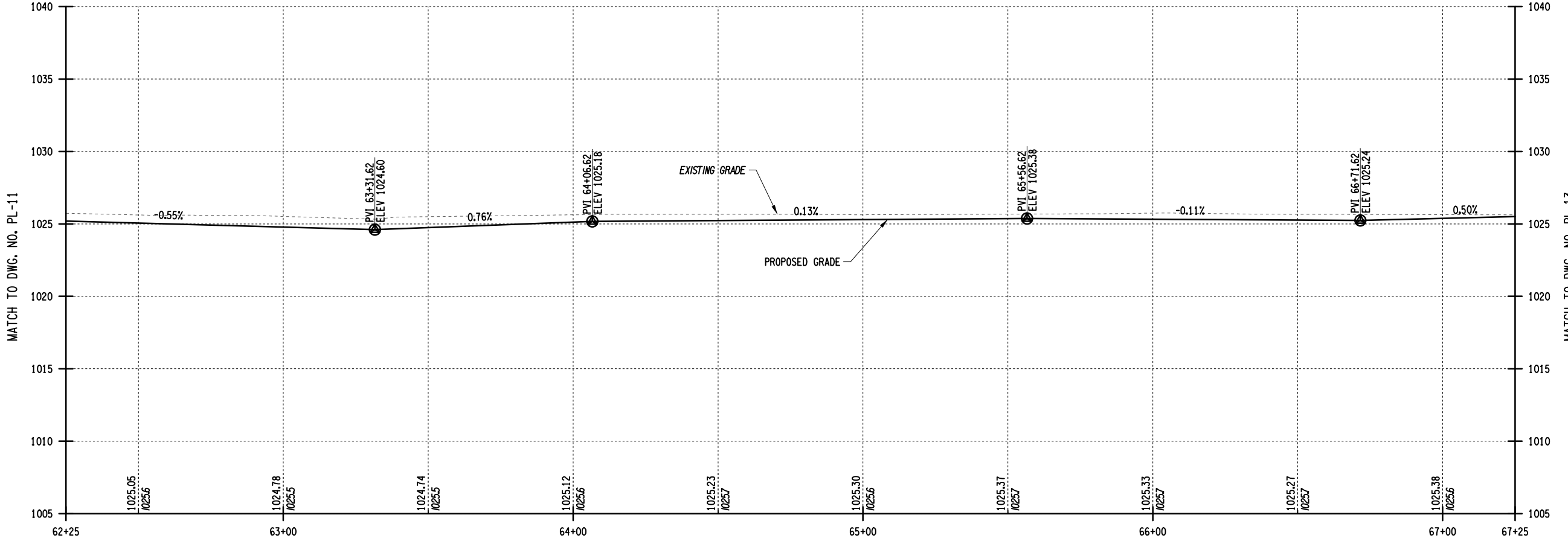
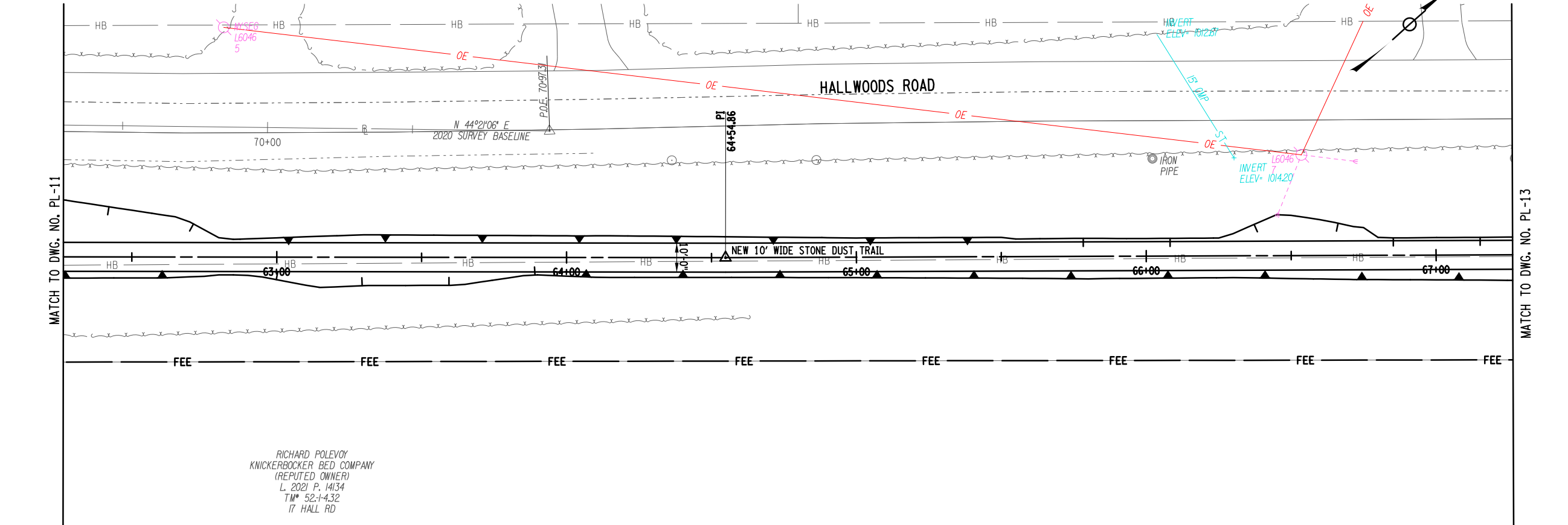
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TOWN OF DRYDEN

PROJECT NAME
DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE
PLAN AND PROFILE

SCALE H: 1"=40' / V: 1"=5'	DATE MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 37 OF 66	DRAWING NO. PL-11



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REVISIONS			
NO.	DESCRIPTION	BY	DATE

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TOWN OF DRYDEN
NEW YORK

PROJECT NAME

**DRYDEN RAIL TRAIL
PHASE 2**

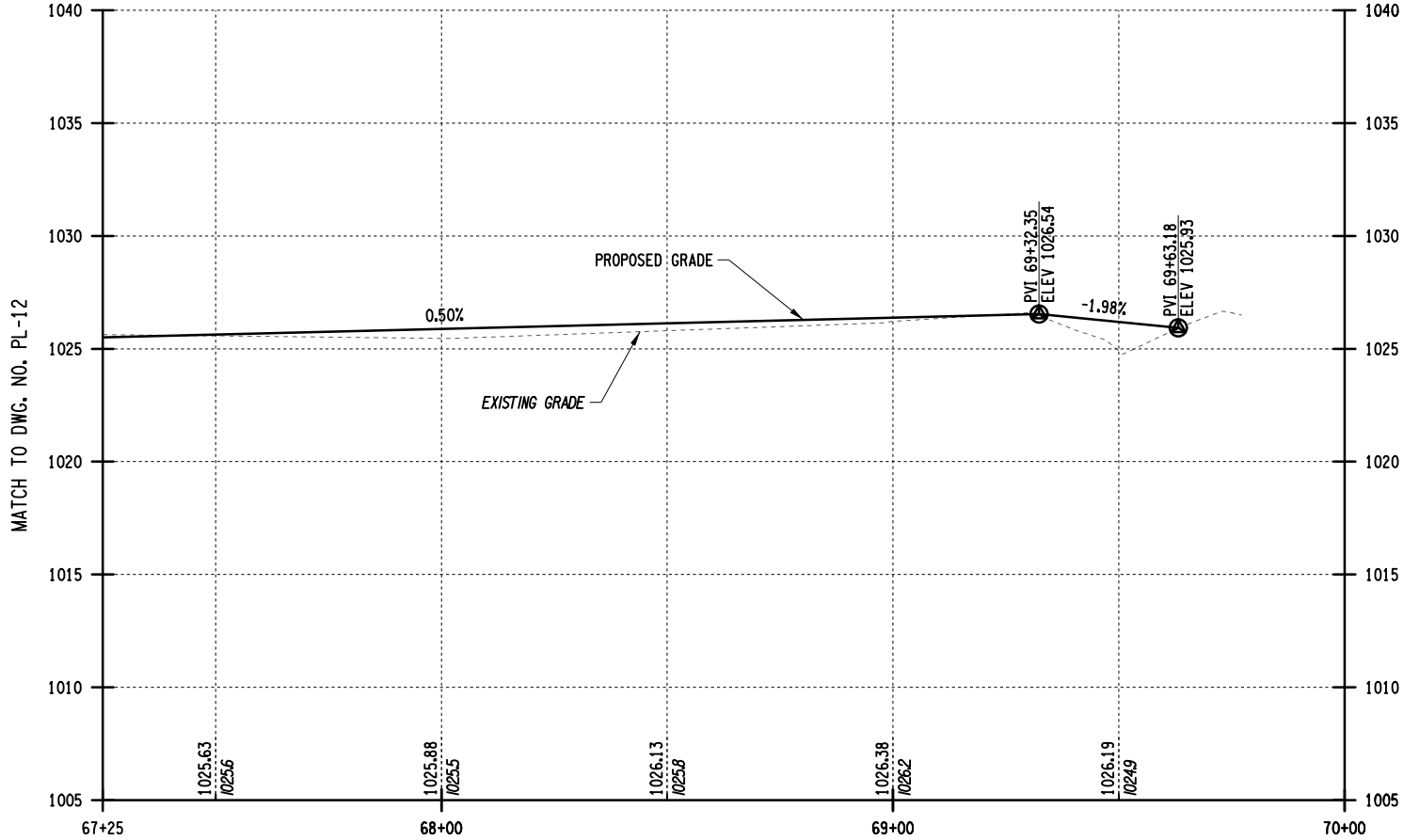
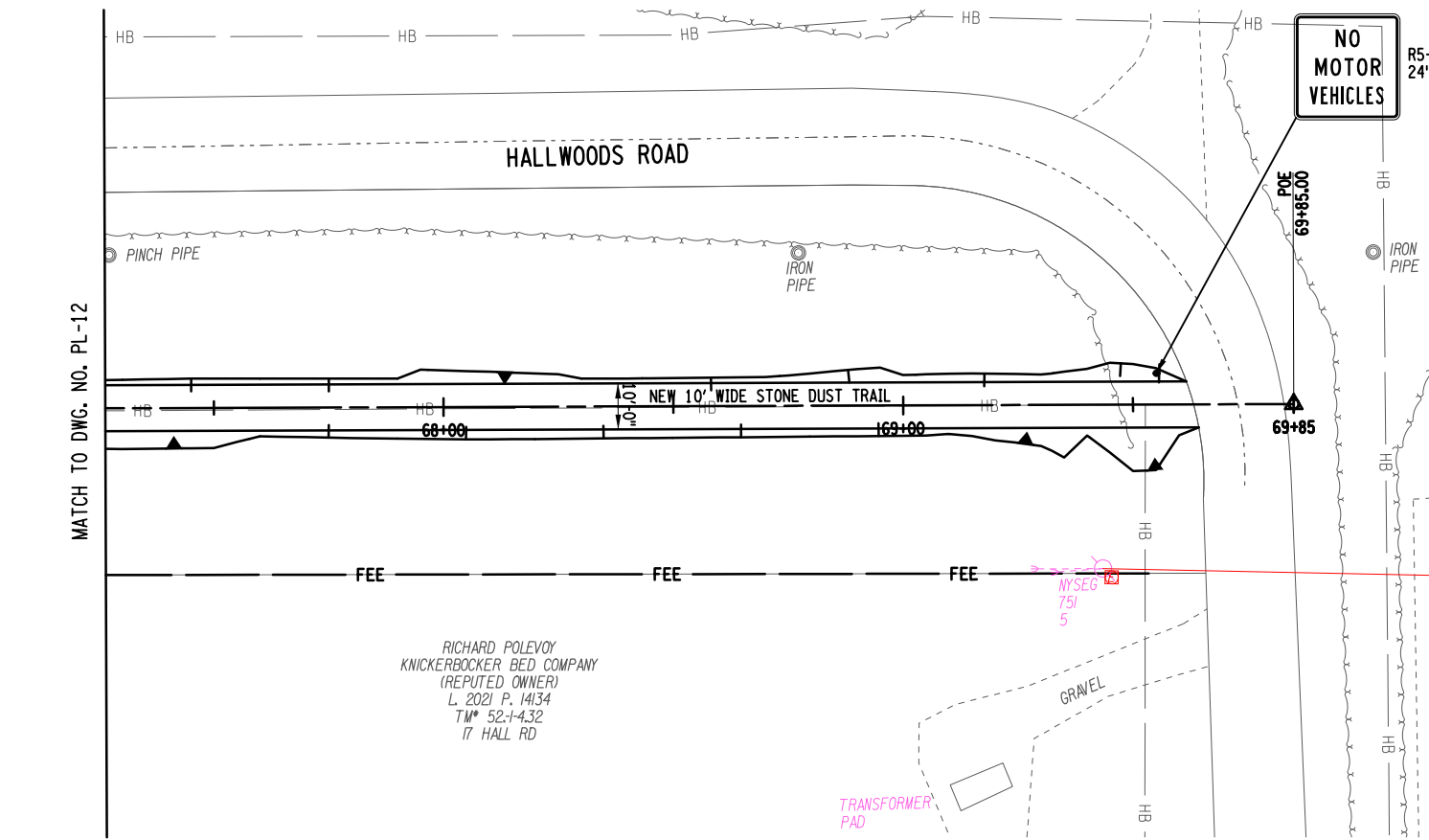
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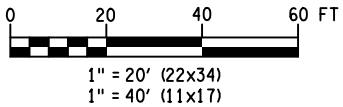
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SHEET NO. 38 OF 66	DRAWING NO. PL-12

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DESIGN SUPERVISOR W. MCCORMICK JOB MANAGER P. PRESUTTI DESIGNED BY P. PRESUTTI CHECKED BY A. BLACKMON ESTIMATED BY A. BLACKMON DRAFTED BY S. BEAMAN CHECKED BY A. BLACKMON



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TOWN OF DRYDEN
NEW YORK

PROJECT NAME

**DRYDEN RAIL TRAIL
PHASE 2**

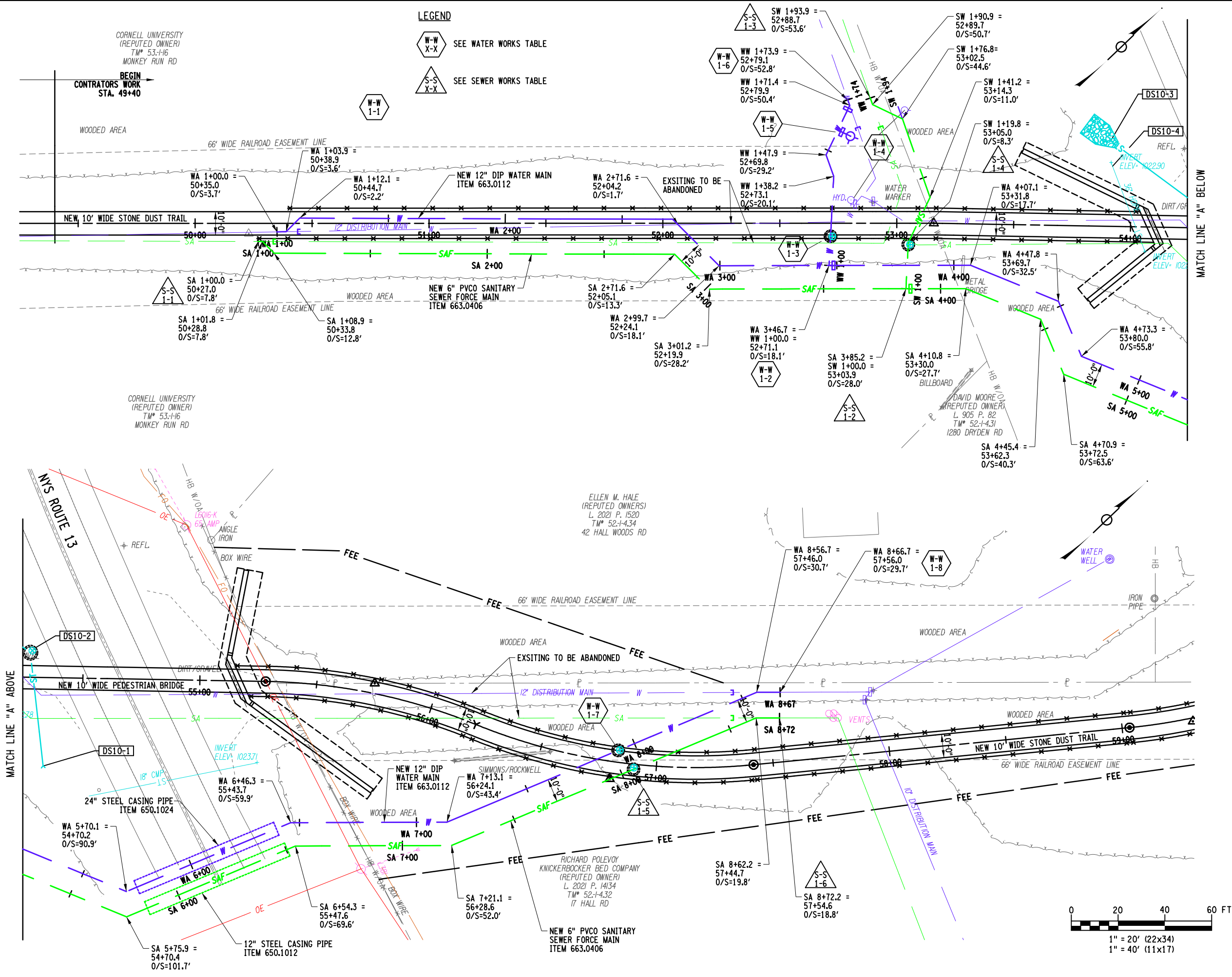
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PLAN AND PROFILE

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SHEET NO. 39 OF 66	DRAWING NO. PL-13

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DESIGN SUPERVISOR W. MCCORMICK JOB MANAGER P. PRESUTTI
DRAFTED BY S. BEAMAN ESTIMATED BY A. BLACKMON
CHECKED BY A. BLACKMON



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TOWN OF DRYDEN

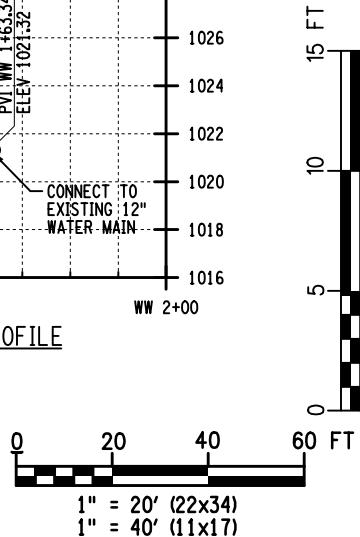
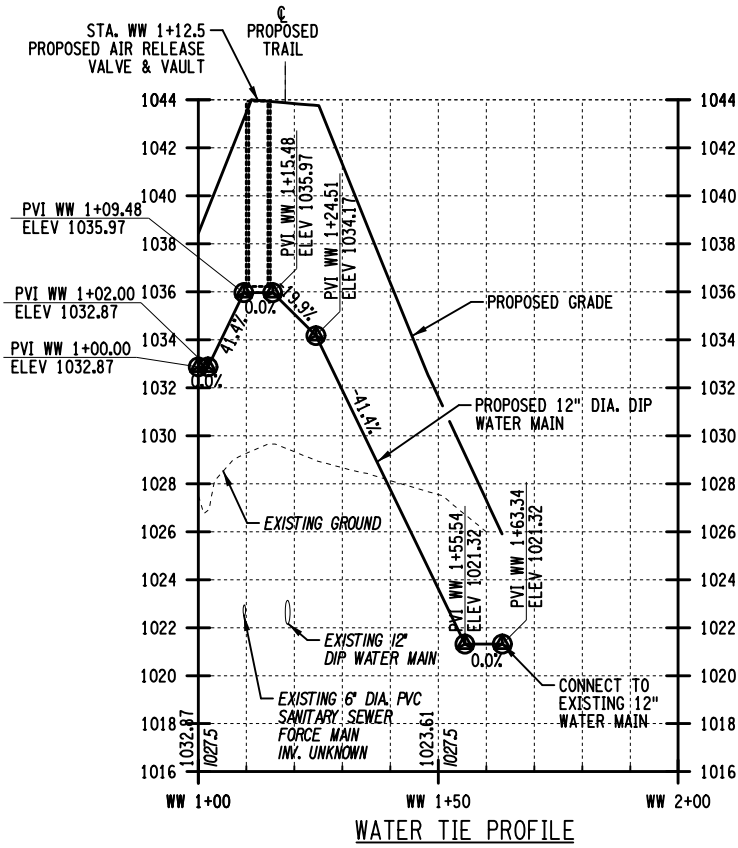
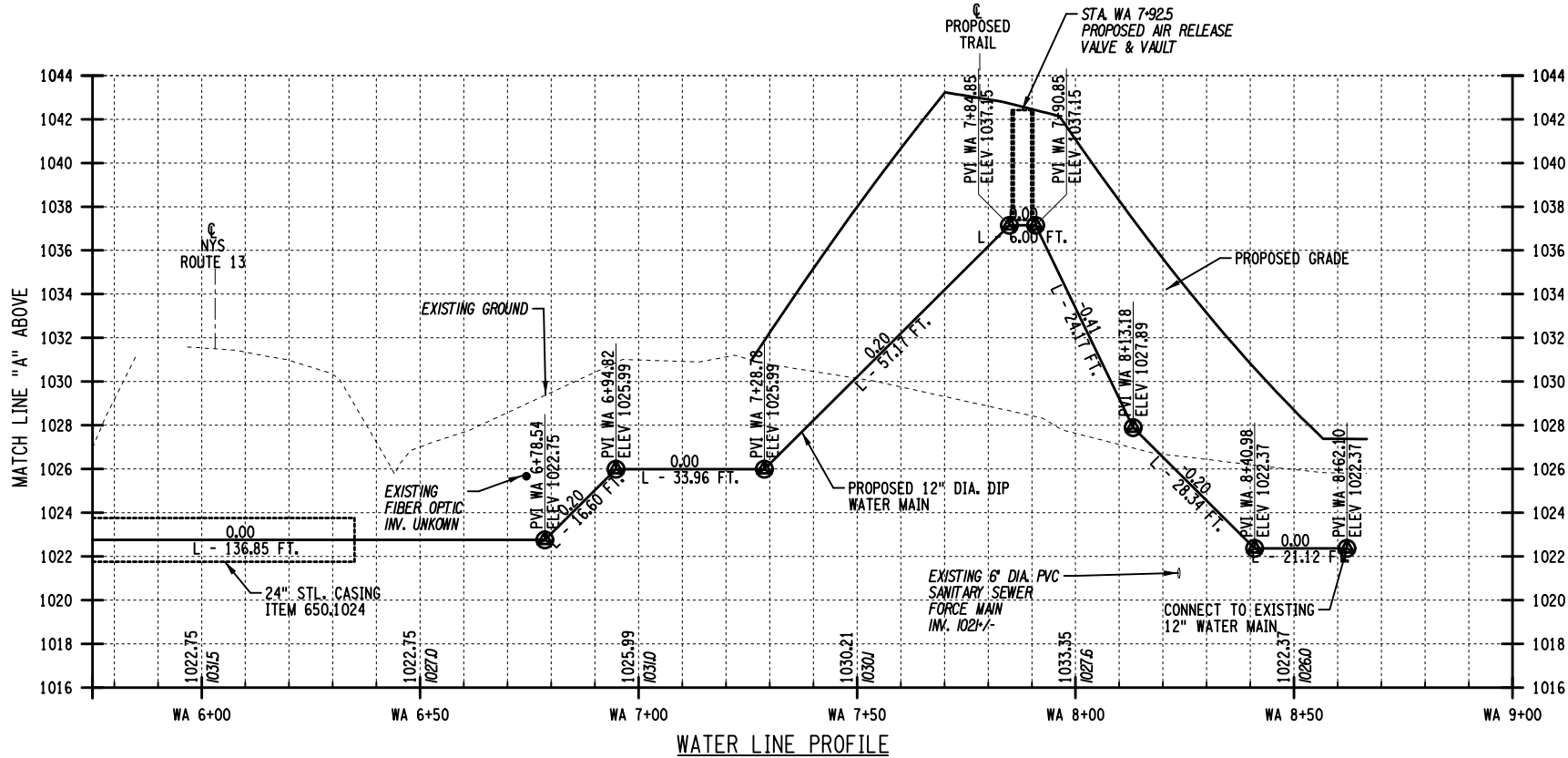
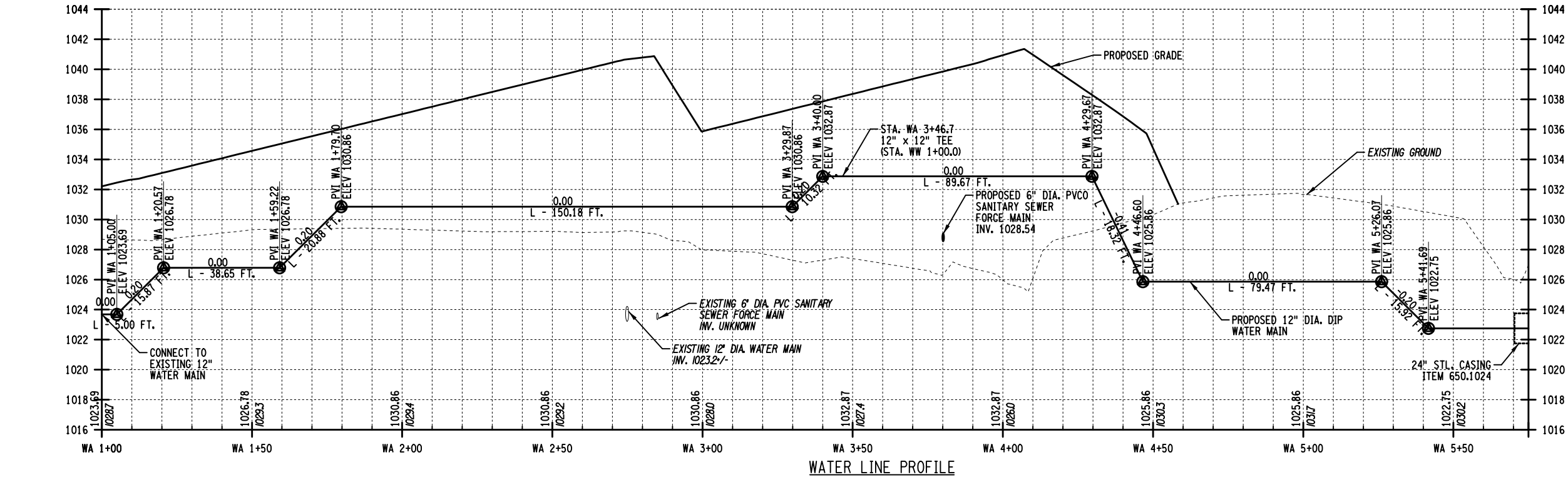
PROJECT NAME

**DRYDEN RAIL TRAIL
PHASE 2**

DRAWING TITLE

UTILITY PLAN

SCALE 1"=40'	DATE MAY 2023
P.L.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 40 OF 66	DRAWING NO. UP-01



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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT

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NEW YORK

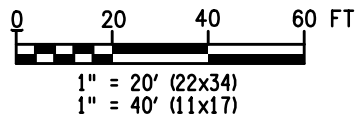
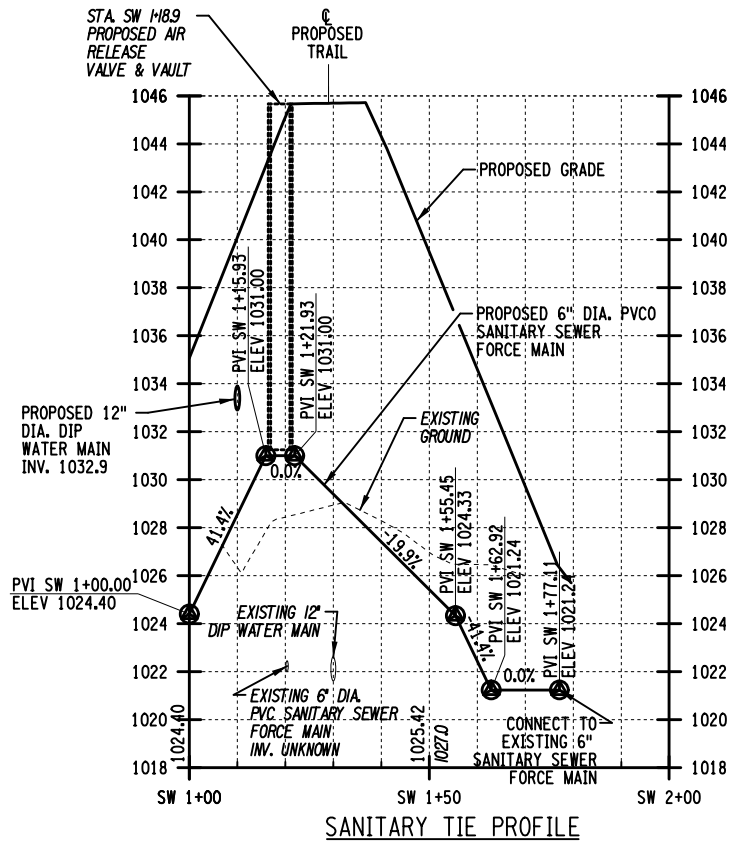
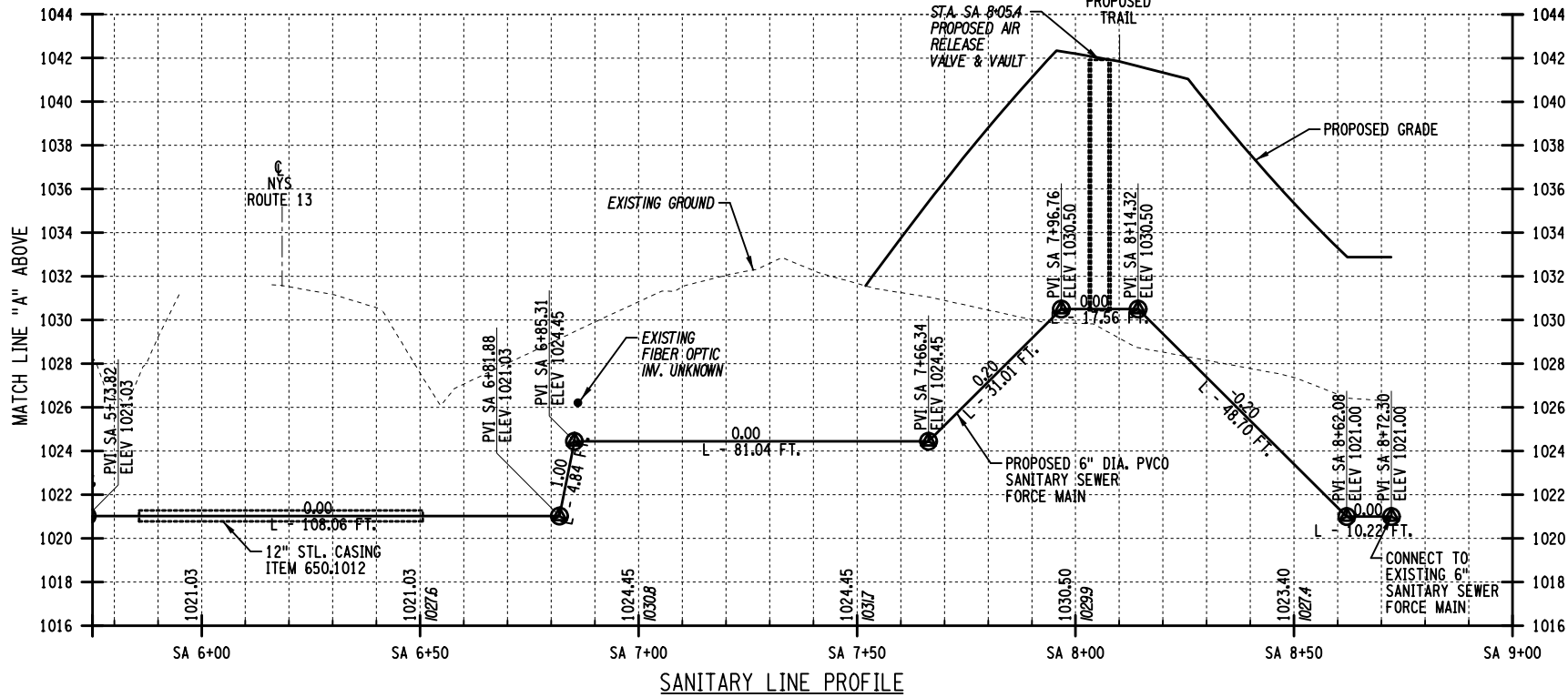
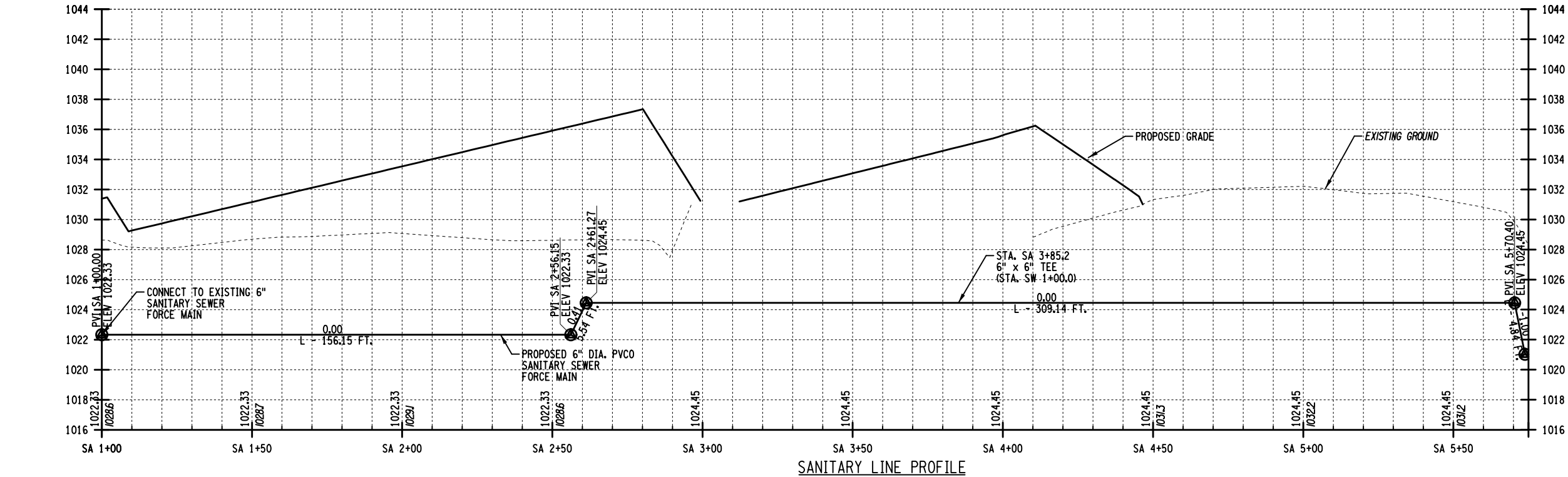
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

PROFILE
WATER LINE

SCALE	DATE
SCALE	MAY 2023
P.L.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 41 OF 66	DRAWING NO. UP-02



6/1/2023

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NO.	DESCRIPTION	BY	DATE

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TOWN OF DRYDEN
NEW YORK

PROJECT NAME

**DRYDEN RAIL TRAIL
PHASE 2**

DRAWING TITLE

**PROFILE
SANITARY LINE**

SCALE	DATE
SCALE	MAY 2023
P.I.N. 3950.71	EAA PROJECT NO. 19642.00
SHEET NO. 42 OF 66	DRAWING NO. UP-03

TABLE OF QUANTITIES				
ITEM	DESCRIPTION	UNIT	QUANTITY	
			ESTIMATE	FINAL
203.03	EMBANKMENT IN-PLACE	CY	2,295	
203.21	SELECT STRUCTURAL FILL	CY	2,440	
206.01	STRUCTURE EXCAVATION	CY	4,105	
207.26	PREFABRICATED COMPOSITE STRUCTURAL DRAIN	SY	405	
555.08	FOOTING CONCRETE, CLASS HP	CY	341	
555.09	CONCRETE FOR STRUCTURES, CLASS HP	CY	298	
555.72940001	ARCHITECTURAL TREATMENT - VERTICAL CONCRETE SURFACES	SF	3,645	
555.74000011	COLORLED CONCRETE SURFACES	SF	3,654	
556.0202	EPOXY-COATED BAR REINFORCEMENT FOR STRUCTURES	LB	49,377	
559.16960025	PROTECTIVE SEALING OF STRUCTURAL CONCRETE	SF	2,956	
564.80010016	PREFABRICATED PEDESTRIAN - BICYCLE SUPERSTRUCTURE	EA	1	
570.10	ENVIRONMENTAL WATERWAY PROTECTION	LS	1	
637.03	CONCRETE CYLINDER CURING BOX	EA	1	
645.3501001	INTERPRETIVE SIGN PANEL	SF	28	
699.040001	MOBILIZATION	LS	1	

INDEX		TOTAL NUMBER OF SHEETS
SHEET NUMBER	DESCRIPTION	DRAWING NUMBER
43	ESTIMATE OF QUANTITIES, GENERAL NOTES & DRAWING INDEX	BR-1
44	PEDESTRIAN BRIDGE PLAN AND ELEVATION	BR-2
45	PEDSTRIAN BRIDGE PROFILE	BR-3
46	PROPOSED BRIDGE SECTION	BR-4
47	EXCAVATION AND EMBANKMENT PLAN	BR-5
48	BEGIN ABUTMENT PLAN	BR-6
49	BEGIN ABUTMENT ELEVATION	BR-7
50	BEGIN ABUTMENT FOOTING SHEAR KEY REINFORCEMENT PLAN	BR-8
51	BEGIN ABUTMENT FOOTING REINFORCEMENT PLAN	BR-9
52	BEGIN ABUTMENT STEM AND BACKWALL REINFORCEMENT PLAN	BR-10
53	BEGIN ABUTMENT WINGWALL REINFORCEMENT PLANS	BR-11
54	BEGIN ABUTMENT SECTIONS	BR-12
55	BEGIN ABUTMENT WINGWALL SECTIONS	BR-13
56	END ABUTMENT PLAN	BR-14
57	END ABUTMENT ELEVATION	BR-15
58	END ABUTMENT FOOTING SHEAR KEY REINFORCEMENT PLAN	BR-16
59	END ABUTMENT FOOTING REINFORCEMENT PLAN	BR-17
60	END ABUTMENT STEM AND BACKWALL REINFORCEMENT PLAN	BR-18
61	END ABUTMENT WINGWALL REINFORCEMENT PLANS	BR-19
62	END ABUTMENT SECTIONS	BR-20
63	END ABUTMENT WINGWALL SECTIONS	BR-21
64	MISCELLANEOUS CONCRETE DETAILS	BR-22
65	BAR BENDING DIAGRAGMS AND BAR LIST TABLE	BR-23
66	BAR LIST TABLE	BR-24

GENERAL NOTES:

DESIGN SPECIFICATIONS: NYSDOT LRFD BRIDGE DESIGN SPECIFICATIONS WITH ALL PROVISIONS IN EFFECT AS OF JANUARY 1, 2023 (FOR DESIGN AND CONSTRUCTION PURPOSES, COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AT 28 DAYS: f'c = 3000 psi.), THE A.A.S.H.T.O. GUIDE SPECIFICATION FOR DESIGN OF PEDESTRIAN BRIDGES (LATEST EDITION), AND THE CURRENT NEW YORK STATE STEEL CONSTRUCTION MANUAL (S.C.M.).

LIVE LOAD: PEDESTRIAN = 90 PSF
LIVE LOAD: VEHICLE = H-5

SUBSTRUCTURE NOTES:

FINAL ABUTMENT ELEVATIONS SHALL BE DETERMINED BY THE CONTRACTOR BASED ON GEOMETRIC DATA PROVIDED BY THE PEDESTRIAN TRUSS FABRICATOR AND SHALL NOT ALLOW LOW STEEL TO ENCROACH FURTHER VERTICALLY OR HORIZONTALLY INTO THE ROADWAY THAN WHAT IS SHOWN IN THESE DRAWINGS. THE TOP OF DECK ELEVATION SHALL MATCH THE TOP OF THE PROPOSED BACKWALL ELEVATION.

THE ELEVATIONS OF THE PREFABRICATED PEDESTRIAN SUPERSTRUCTURE SUPPORTS SHALL BE ADJUSTED SO AS NOT TO PRODUCE DECK SLOPES AT ANY POINT ON THE SUPERSTRUCTURE GREATER THAN THOSE SHOWN ON DWG. NO. TS-1.

SUPERSTRUCTURE NOTES:

THE STRUCTURAL STEEL FOR THE PREFABRICATED TRUSS BRIDGE INCLUDES CONTROLLED OXIDIZING STRUCTURAL STEEL ASTM A709 GRADE 50W. THE TRUSS MANUFACTURER MAY UTILIZE ANY STRUCTURAL STEEL SHAPES.

PRESSURE TREATED SOUTHERN YELLOW PINE SHALL BE UTILIZED AS THE DECKING MATERIAL.

THE WIDTH AND DEPTH OF THE TRUSSES SHALL BE DETERMINED BY THE TRUSS FABRICATOR. THE TRUSSES SHALL HAVE VERTICAL CAMBER DIMENSIONS SO AS NOT TO PRODUCE DECK SLOPES AT ANY POINT ON THE SUPERSTRUCTURE GREATER THAN THOSE SHOWN ON DWG. NO. BR-2.

SAFETY RAILS AND HAND RAILS SHALL BE PROVIDED WITH EACH PREFABRICATED PEDESTRIAN SUPERSTRUCTURE. THE RAILS MAY BE STEEL OR TIMBER AND SHALL BE SPACED TO PREVENT THE PASSAGE OF A 4" SPHERE UP TO THE 4'-6" RAIL HEIGHT. THE BOTTOM RAIL SHALL BE NO HIGHER THAN 6" ABOVE TOP OF DECK.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ERECTION OF EACH PREFABRICATED PEDESTRIAN SUPERSTRUCTURE AND PROVIDE FOR THE STABILITY OF STRUCTURAL STEEL DURING ALL PHASES OF ERECTION AND CONSTRUCTION, AS PROVIDED IN SUBSECTION 204 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM). THE METHODS USED BY THE CONTRACTOR SHALL BE DOCUMENTED ON THE ERECTION DRAWINGS WITH ALL SUPPORTING STABILITY CALCULATIONS SUBMITTED AND STAMPED BY A LICENSED AND REGISTERED NEW YORK STATE PROFESSIONAL ENGINEER AND SUBMITTED TO THE ENGINEER IN ACCORDANCE WITH THE SCM.

SIGN FABRICATION BY CONTRACTOR:

CONTRACTOR SHALL COORDINATE WITH TRUSS MANUFACTORER TO ENSURE THE SIGN IS ACCOUNTED FOR IN THE DESIGN OF THE TRUSS.

CONNECTION DETAILS FOR THE SIGN TO THE TRUSS ARE THE RESPONSIBLTY OF THE CONTRACTOR. CONTRACTOR SHALL SUBMIT DETAILS AND CALCULATIONS SIGNED AND STAMPED BY A PROFESSIONAL ENGINEER REGISTERED AND LICENSED IN THE STATE OF NEW YORK TO THE ENGINEER FOR REVIEW AND APPROVAL.

THE SIGN AND NECESSARY CONNECTIONS SHALL BE PAID FOR UNDER ITEM 645.3501001.

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT



TOWN OF DRYDEN

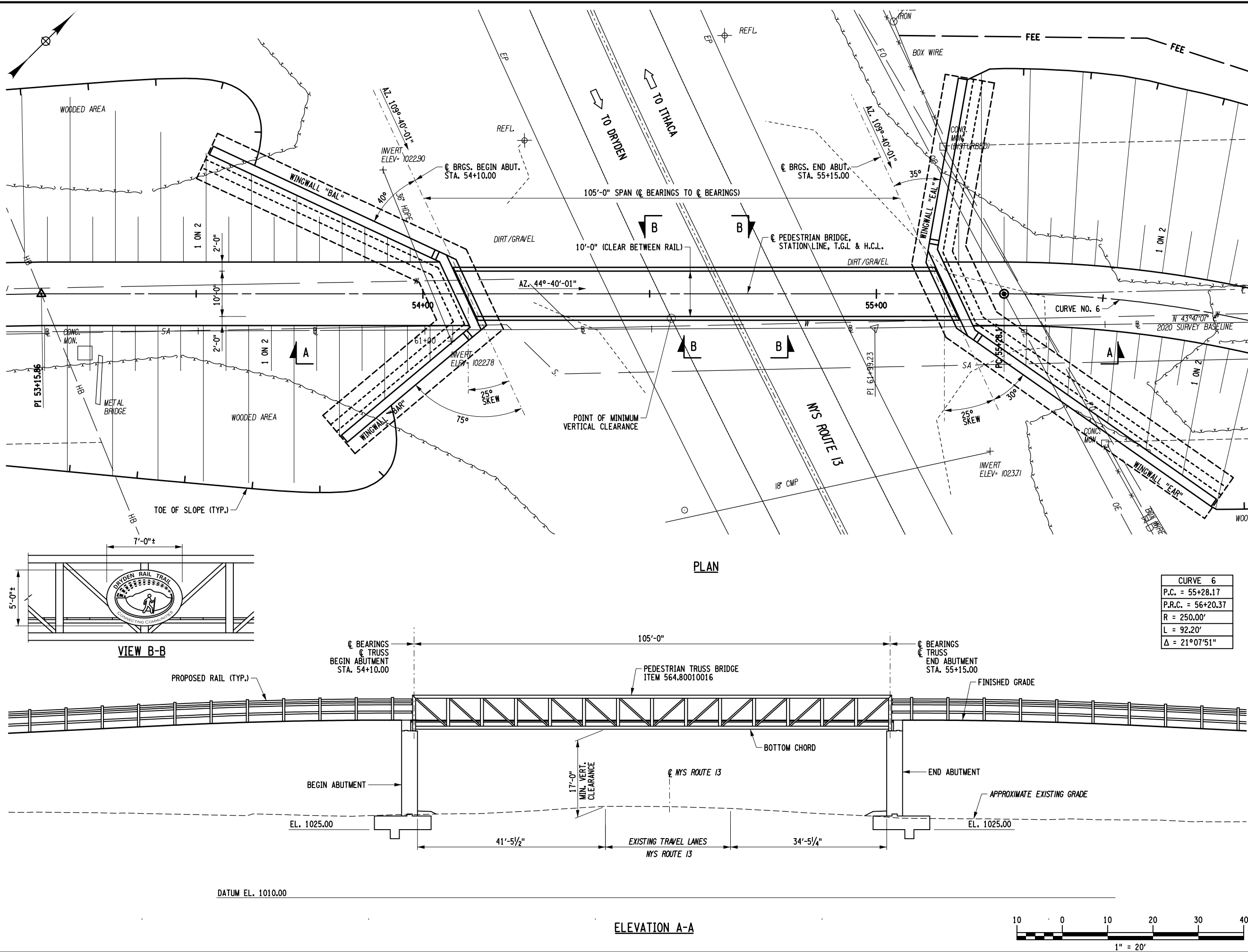
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

ESTIMATE OF QUANTITIES,
GENERAL NOTES &
DRAWING INDEX

SCALE	DATE
NONE	APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 43 OF 66	DRAWING NO. BR-1



6/1/2023

DATE

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TOWN OF DRYDEN

PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

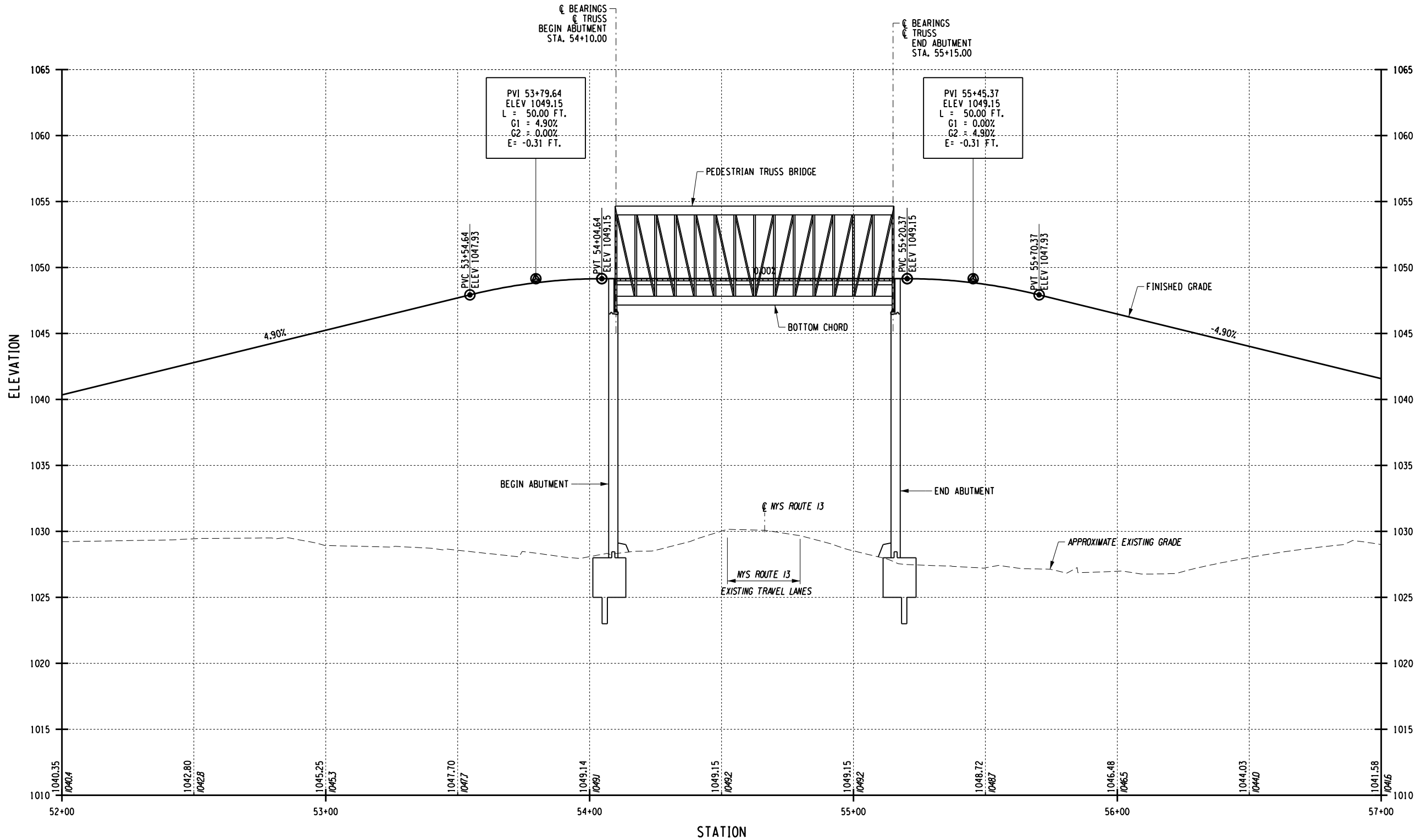
DRAWING TITLE

PEDESTRIAN BRIDGE
PLAN & ELEVATION

SCALE 1"=20'	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 44 OF 66	DRAWING NO. BR-2

FILE NAME = N:\19642-00-Dryden Trail Drawings\Structures\19642_Ped Bridge_Profile.dgn
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USER = Lindot

DESIGN SUPERVISOR W. McCORMICK JOB MANAGER C. SICHAK CHECKED BY M. YAEGER DRAFTED BY T. LINDO CHECKED BY M. YAEGER



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NEW YORK

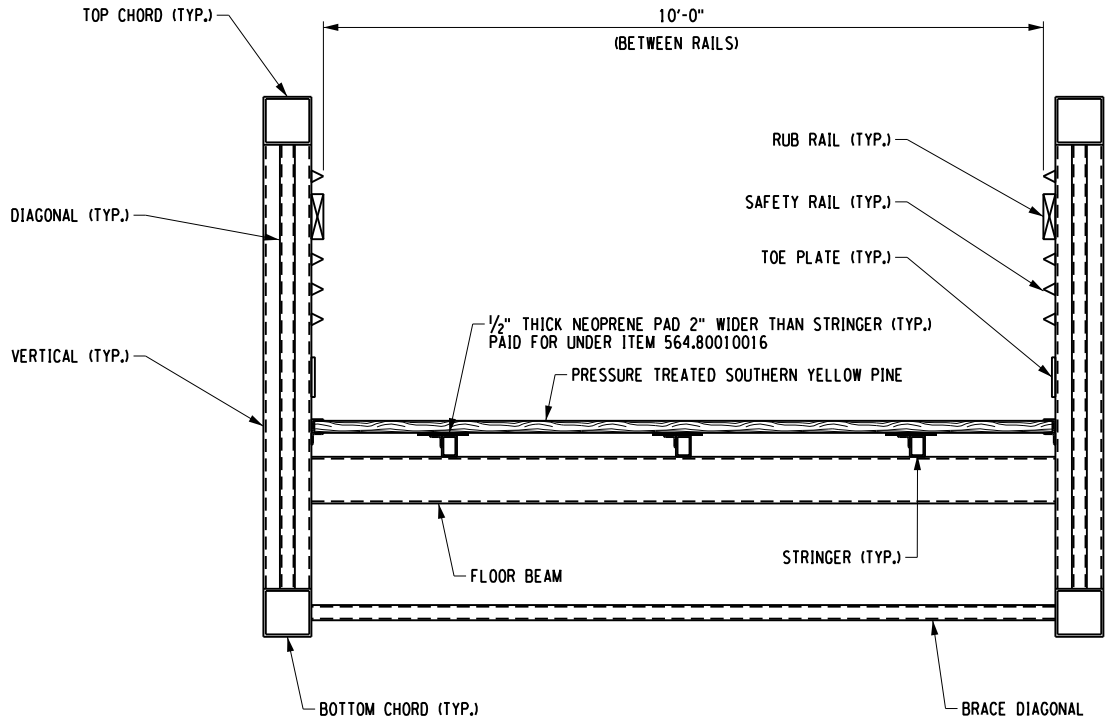
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

PEDESTRIAN BRIDGE
PROFILE

SCALE 1"=40' HOR. 1"=8' VERT.	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 45 OF 66	DRAWING NO. BR-3



PROPOSED PEDESTRIAN BRIDGE SECTION
SCALE: $\frac{3}{8}$ " = 1'-0"

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NO.	DESCRIPTION	BY	DATE

CLIENT



TOWN OF DRYDEN

PROJECT NAME

**DRYDEN RAIL TRAIL
PHASE 2**

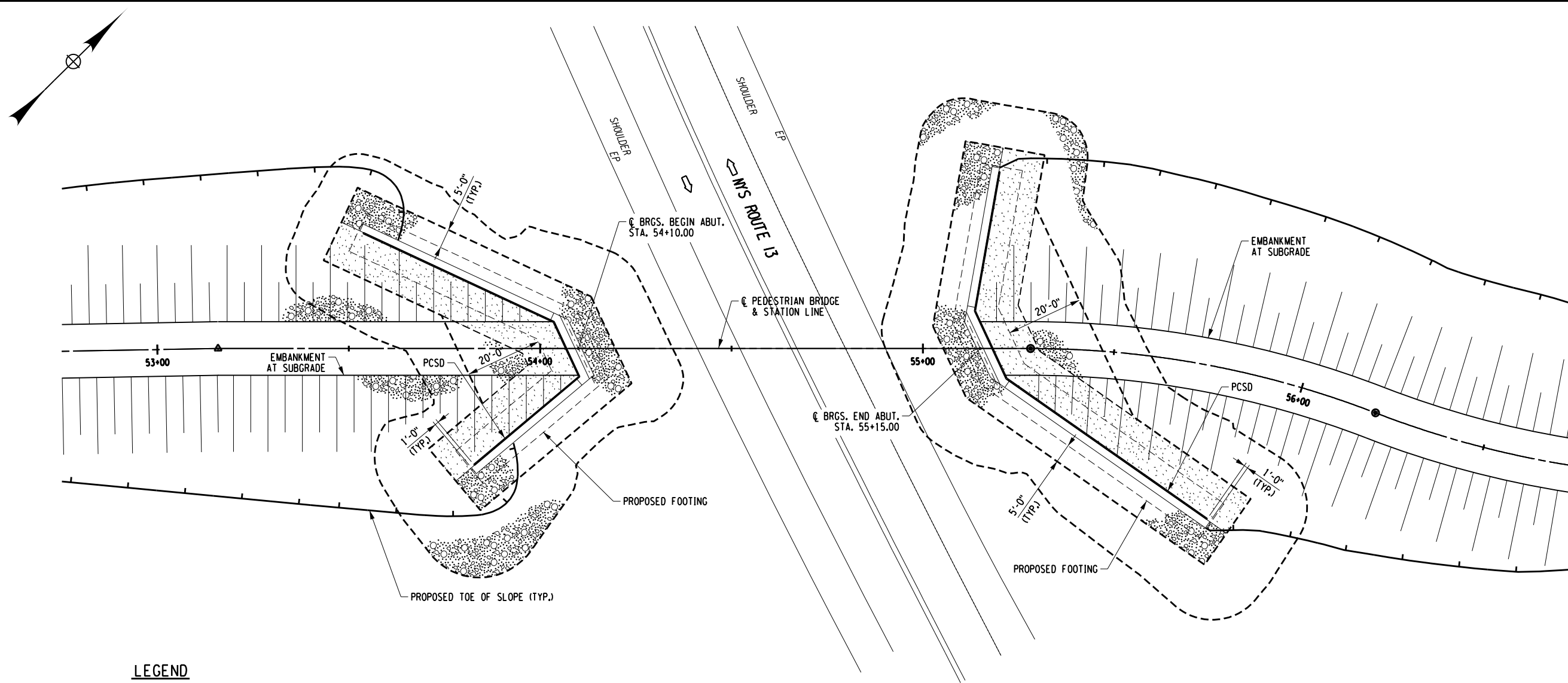
DRAWING TITLE

**PROPOSED
BRIDGE SECTION**

SCALE AS NOTED	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 46 OF 66	DRAWING NO. BR-4

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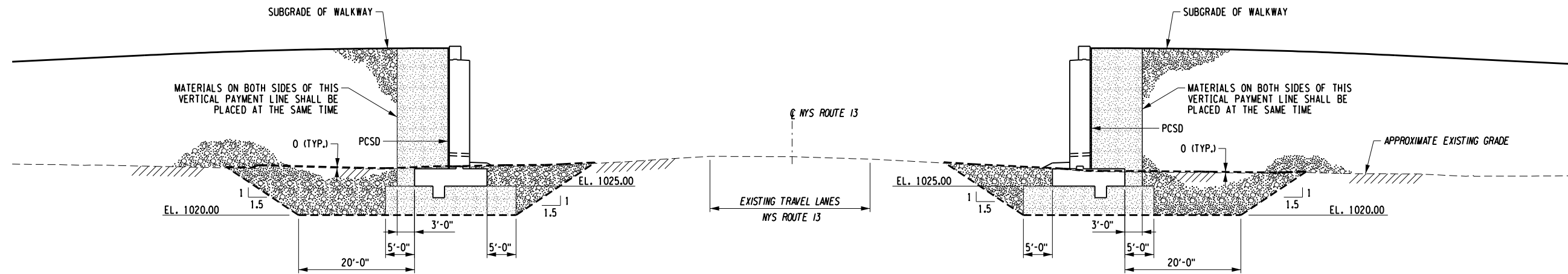
DESIGN SUPERVISOR W. McCORMICK JOB MANAGER C. SICHAK CHECKED BY M. YAEGER DRAFTED BY T. LINDO CHECKED BY M. YAEGER



LEGEND

- EXISTING GROUND SURFACE
- SELECT STRUCTURE FILL (ITEM 203.21), COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY
- EMBANKMENT IN PLACE (ITEM 203.03)
- PREFABRICATED COMPOSITE STRUCTURAL DRAIN (PCSD) (ITEM 207.26)
- AREA ENCLOSED WITHIN THESE LINES DESIGNATES PAYMENT LINES FOR STRUCTURE EXCAVATION (ITEM 206.01)

PLAN
SCALE: 1"=30'



ELEVATION
SCALE: 1"=20'

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

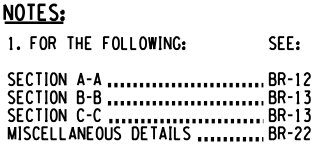
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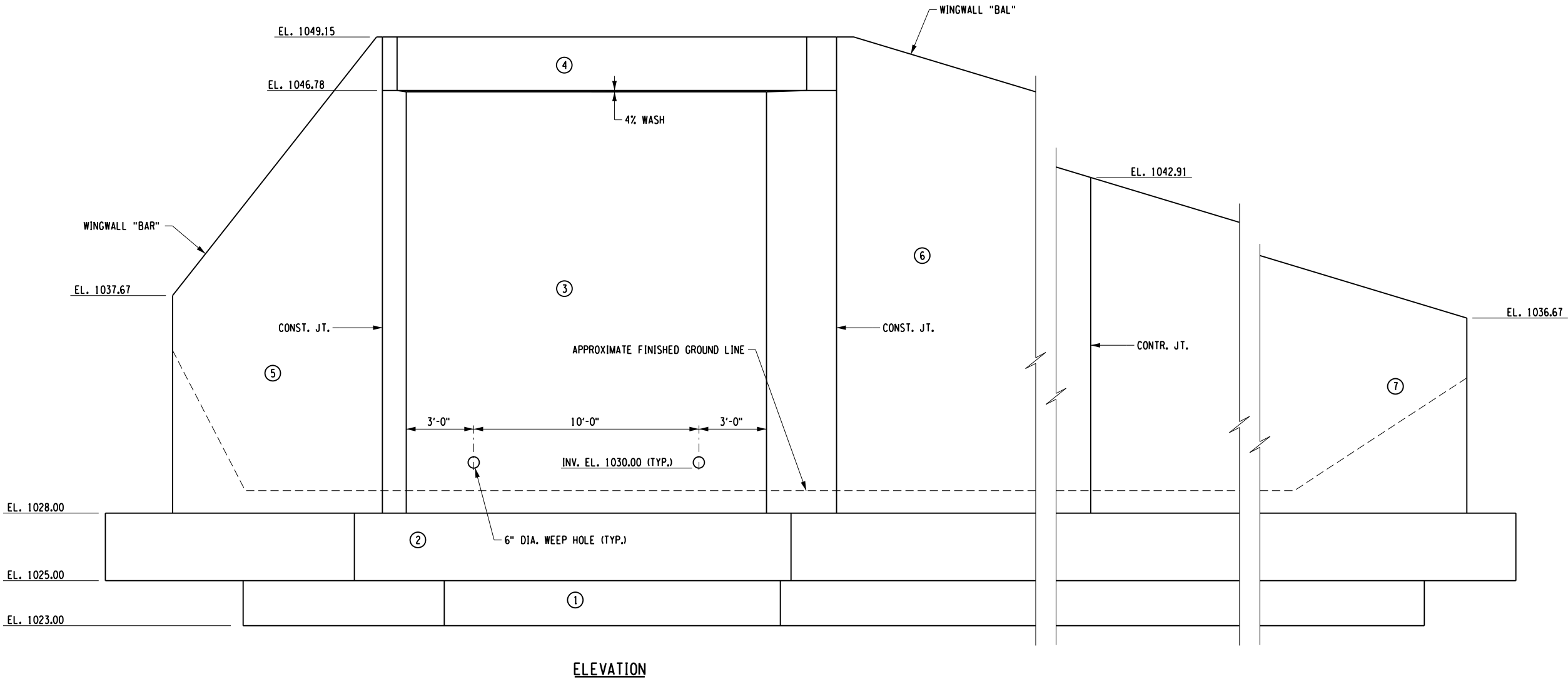
TOWN OF DRYDEN
NEW YORK

PROJECT NAME
**DRYDEN RAIL TRAIL
PHASE 2**

DRAWING TITLE
**EXCAVATION AND
EMBANKMENT PLAN**

SCALE AS NOTED	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 47 OF 66	DRAWING NO. BR-5





ABBREVIATIONS:

CONST. JT. = CONSTRUCTION JOINT

CONTR. JT. = CONTRACTION JOINT

NOTES:

1. (NO.) INDICATES CONCRETE PLACEMENT NUMBER.
2. ALL SUBSTRUCTURE SURFACES EXPOSED TO AIR SHALL BE COATED WITH PENETRATING SEALER, ITEM 559.16960025.
3. SEE DWG. NO. BR-11 FOR WINGWALL WEEP HOLE LOCATIONS.

CONCRETE TABLE		
PLACEMENT	QUANTITY	ITEM NO.
1	16 CY	555.08
2	136 CY	555.08
3	46 CY	555.09
4	4 CY	555.09
5	42 CY	555.09
6	38 CY	555.09
7	24 CY	555.09

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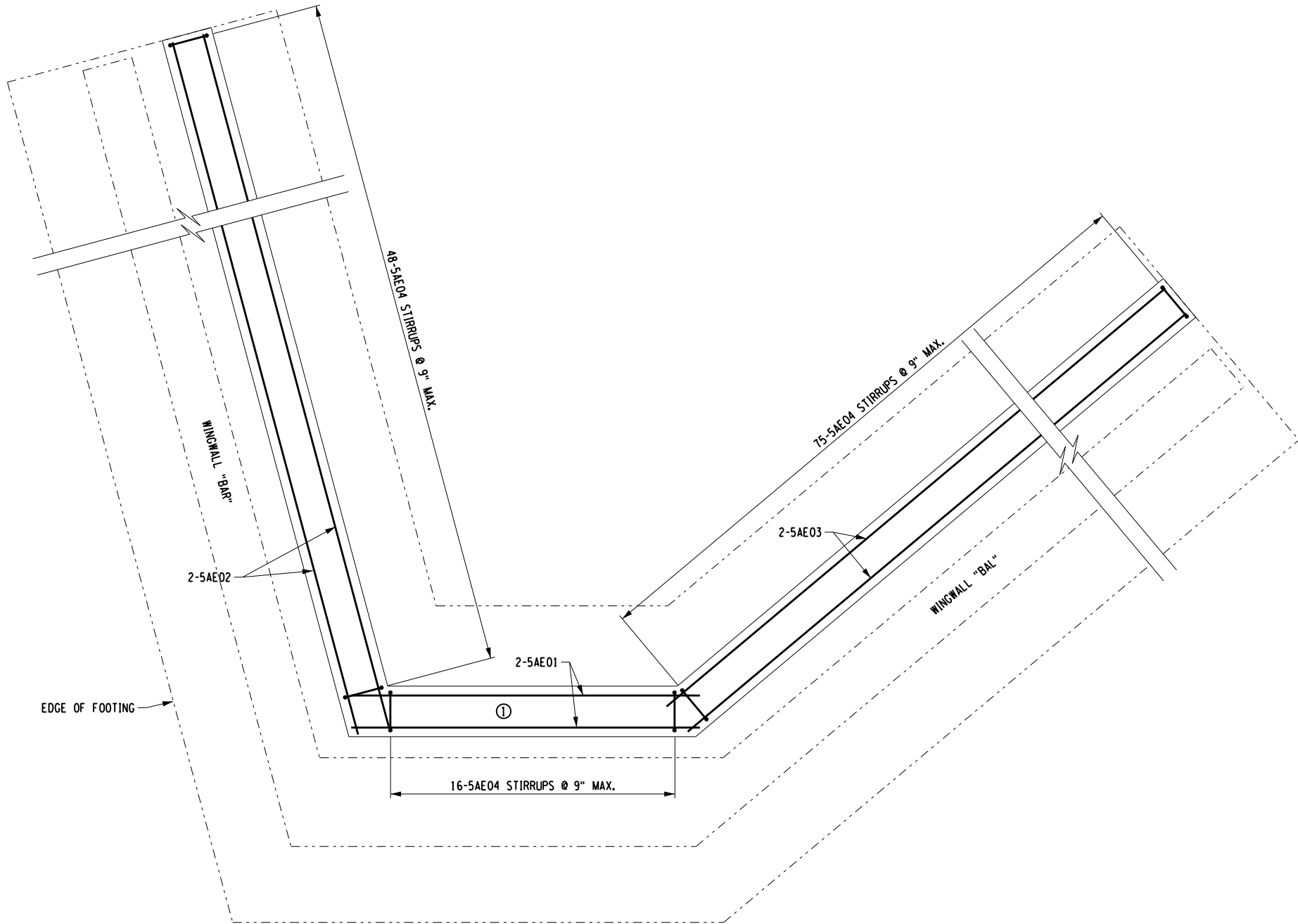
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

BEGIN ABUTMENT
ELEVATION

SCALE 3/16" = 1'-0"	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 49 OF 66	DRAWING NO. BR-7



FOOTING SHEAR KEY REINFORCEMENT PLAN

LEGEND:

(NO.) - INDICATES CONCRETE PLACEMENT NUMBER.

NOTES:

1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3". ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.

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NO.	DESCRIPTION	BY	DATE

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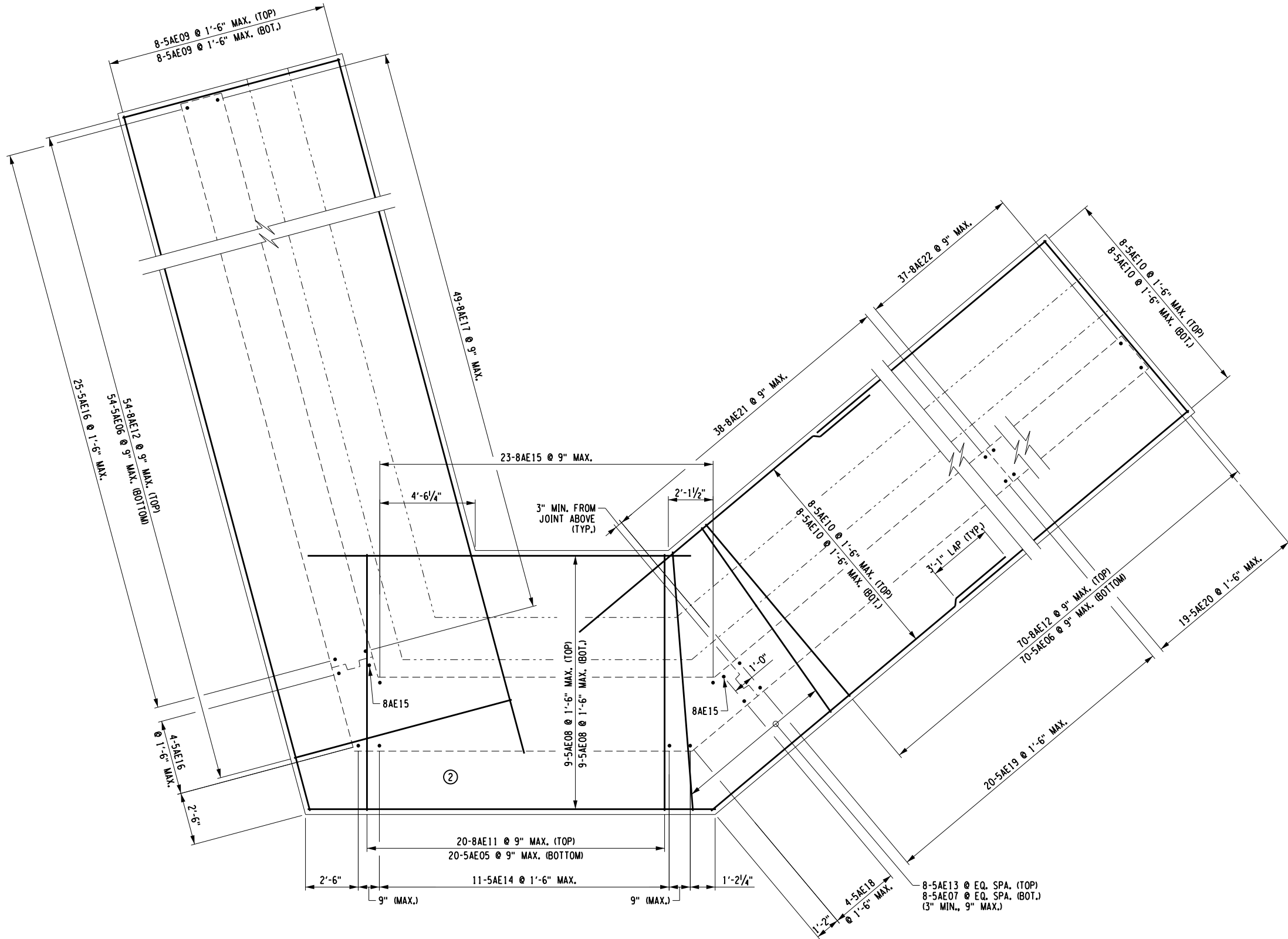
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

BEGIN ABUTMENT
FOOTING SHEAR KEY
REINFORCEMENT PLAN

SCALE 3/16" = 1'-0"	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 50 OF 66	DRAWING NO. BR-8



FOOTING REINFORCEMENT PLAN

LEGEND:

(NO.) - INDICATES CONCRETE PLACEMENT NUMBER.

NOTES:

- COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3". ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.
- SHEAR KEY REINFORCEMENT NOT SHOWN FOR CLARITY.

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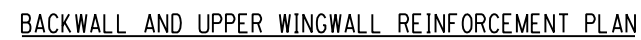
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

BEGIN ABUTMENT
FOOTING REINFORCEMENT
PLAN

SCALE 3/16" = 1'-0"	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 51 OF 66	DRAWING NO. BR-9



1. COVER FOR STEEL REINFORCEMENT SHALL BE 2" UNLESS OTHERWISE NOTED.

SCALE 1/4" = 1'-0"	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 52 OF 66	DRAWING NO. BR-10

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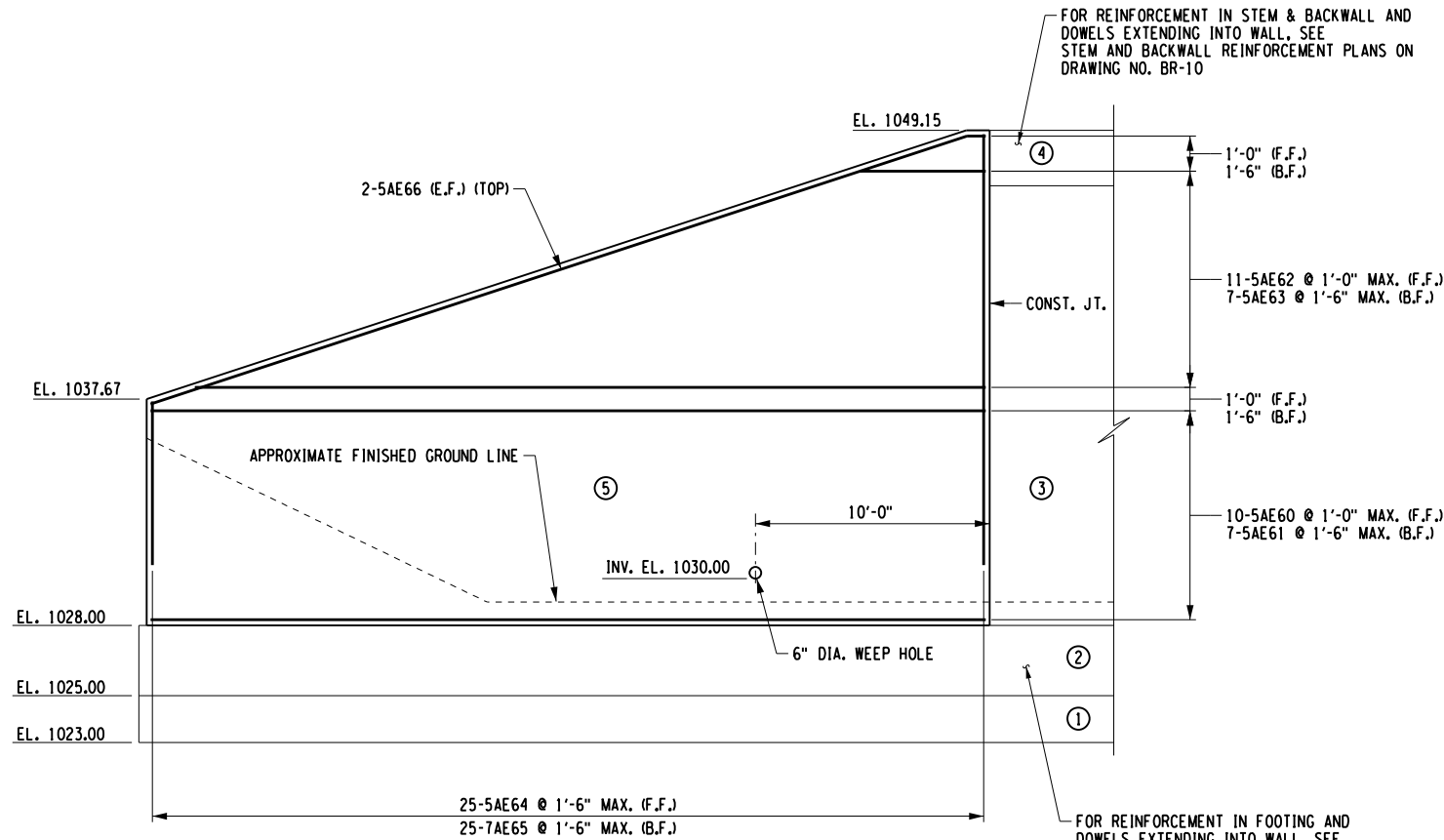
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LEGEND:

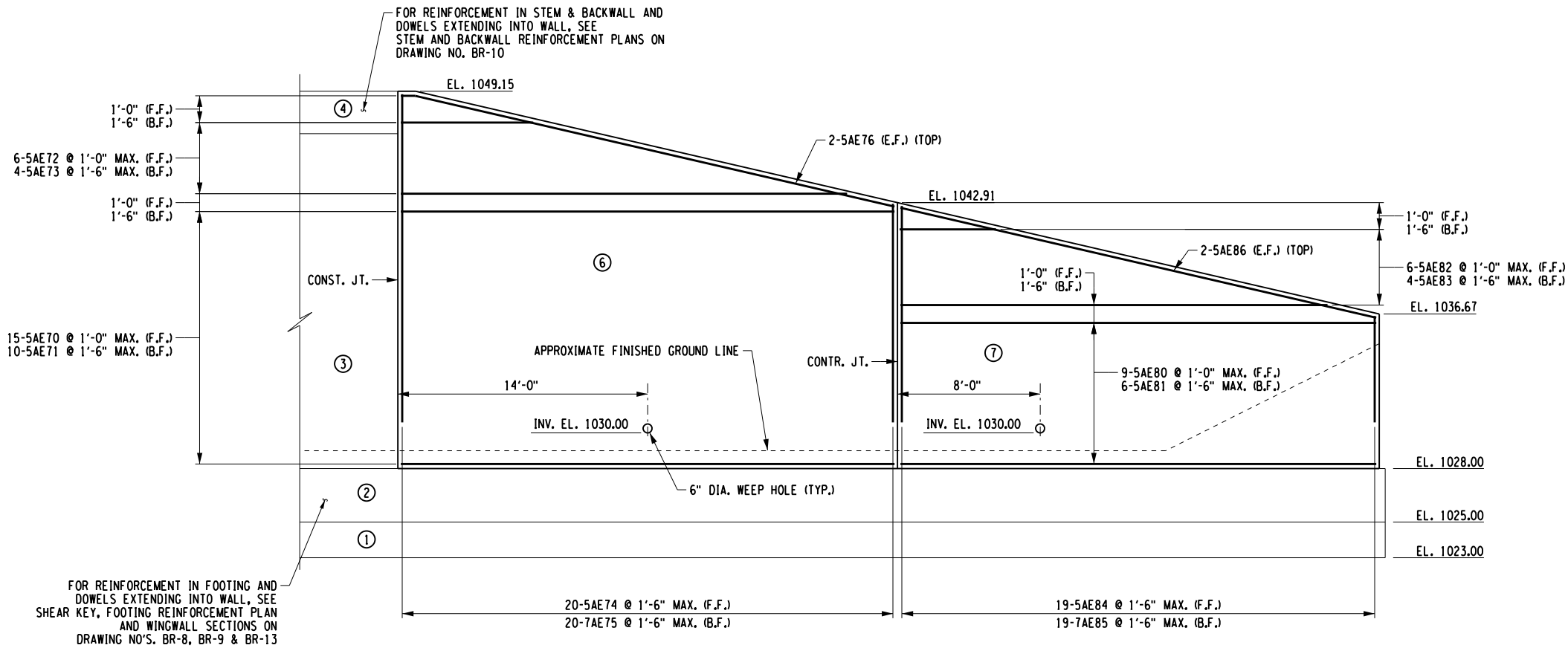
(NO.) - INDICATES CONCRETE PLACEMENT NUMBER.

NOTES:

1. COVER FOR STEEL REINFORCEMENT SHALL BE 2" UNLESS OTHERWISE NOTED.



WINGWALL "BAR" REINFORCEMENT ELEVATION



WINGWALL "BAL" REINFORCEMENT ELEVATION

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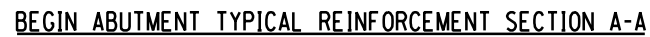
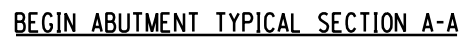
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

BEGIN ABUTMENT
WINGWALL
REINFORCEMENT PLANS

SCALE 1/8" = 1'-0"	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 53 OF 66	DRAWING NO. BR-11

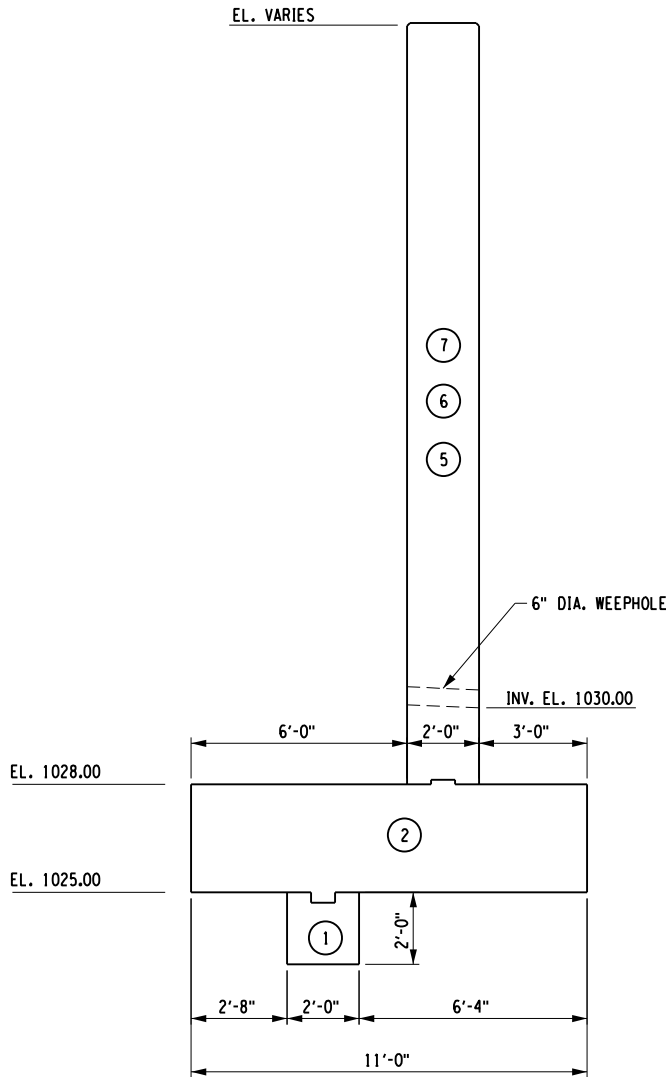


1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3". ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.

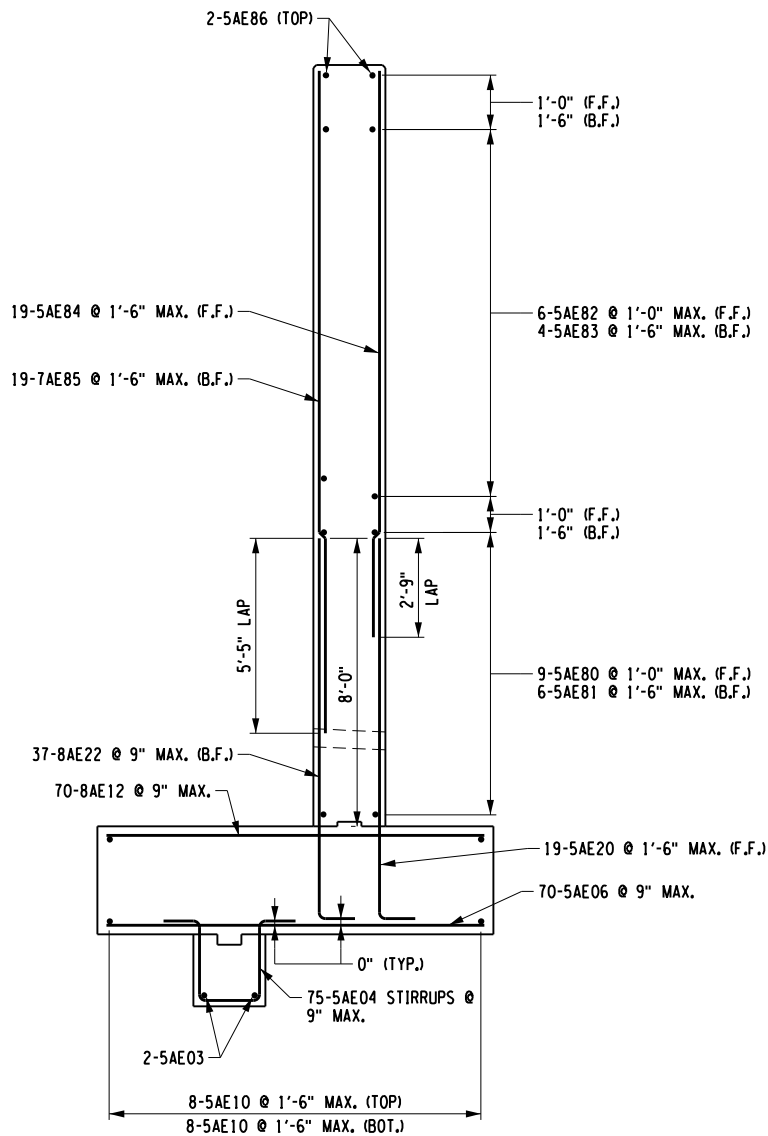
SCALE 3/16" = 1'-0"	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 54 of 66	DRAWING NO. BR-12

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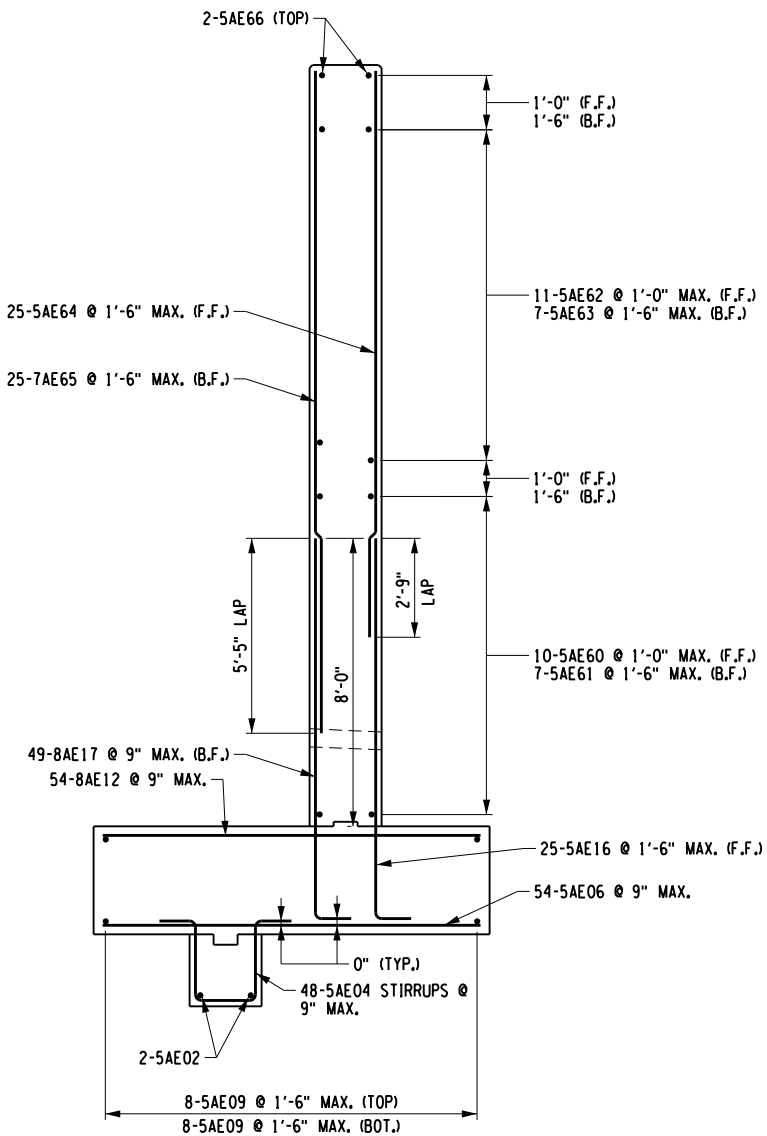
DESIGN SUPERVISOR W. McCormick JOB MANAGER C. SICHAK CHECKED BY M. YAEGER DRAFTED BY T. LINDO CHECKED BY M. YAEGER



BEGIN ABUTMENT TYPICAL WINGWALL SECTION B-B/SECTION C-C



BEGIN ABUTMENT TYPICAL WINGWALL "BAL" SECTION B-B



BEGIN ABUTMENT TYPICAL WINGWALL "BAR" SECTION C-C

LEGEND:

(NO.) - INDICATES CONCRETE PLACEMENT NUMBER.

NOTES:

1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3". ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.

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DATE

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT

TOWN OF DRYDEN

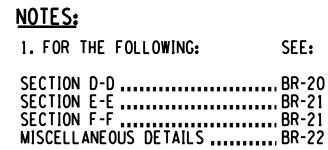
PROJECT NAME

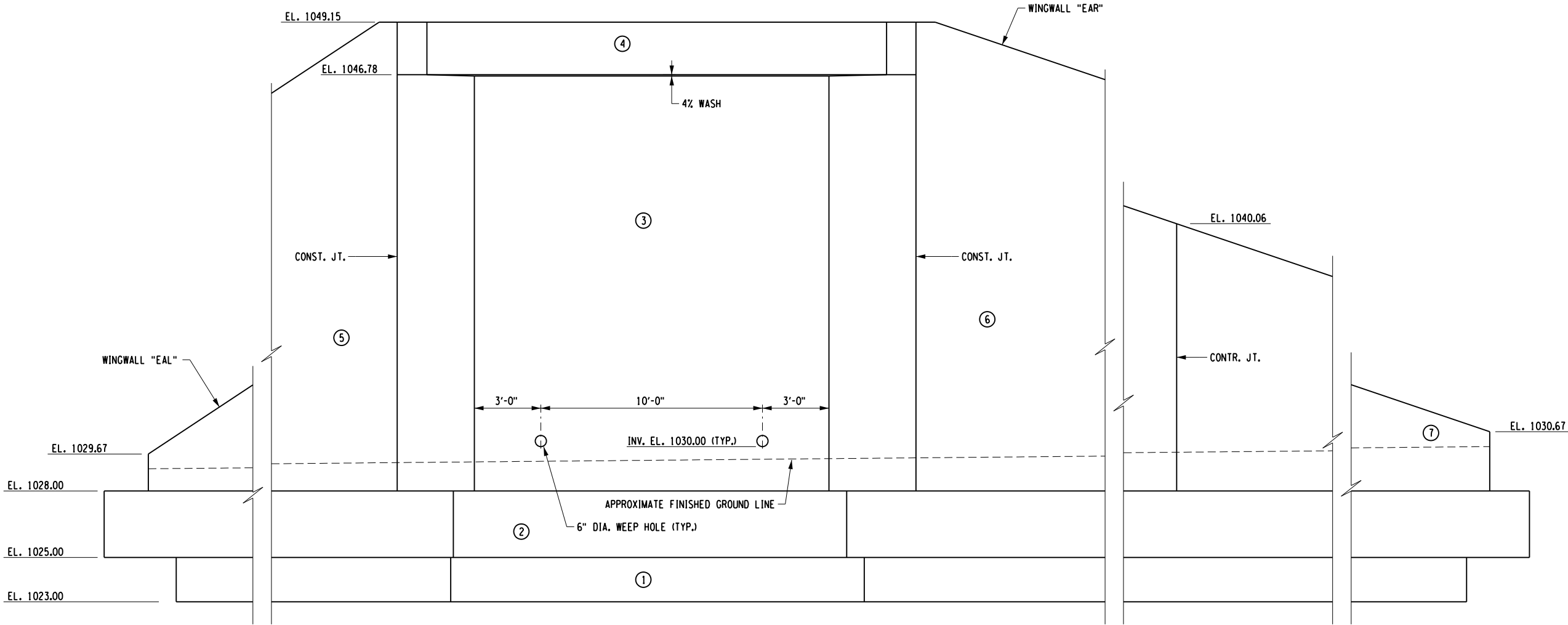
DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

BEGIN ABUTMENT
WINGWALL SECTIONS

SCALE 3/16" = 1'-0"	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 55 OF 66	DRAWING NO. BR-13





ELEVATION

ABBREVIATIONS:

CONST. JT. = CONSTRUCTION JOINT
CONTR. JT. = CONTRACTION JOINT

NOTES:

1. (NO.) INDICATES CONCRETE PLACEMENT NUMBER.
2. ALL SUBSTRUCTURE SURFACES EXPOSED TO AIR SHALL BE COATED WITH PENETRATING SEALER, ITEM 559.16960025.
3. SEE DWG. NO. BR-19 FOR WINGWALL WEEP HOLE LOCATIONS.

CONCRETE TABLE		
PLACEMENT	QUANTITY	ITEM NO.
1	18 CY	555.08
2	154 CY	555.08
3	51 CY	555.09
4	5 CY	555.09
5	32 CY	555.09
6	41 CY	555.09
7	20 CY	555.09

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT

TOWN OF DRYDEN

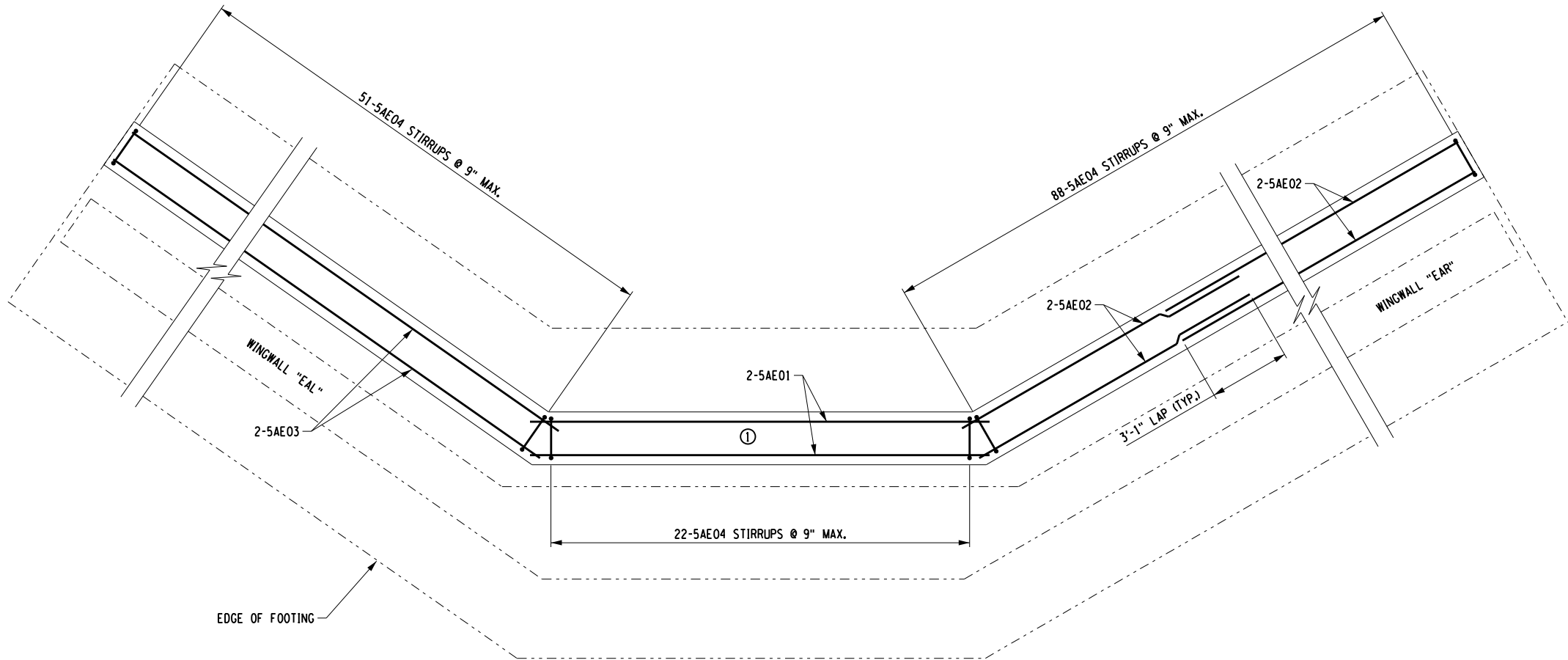
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

END ABUTMENT
ELEVATION

SCALE	DATE
3/16" = 1'-0"	APRIL 2023
P.I.N.	EA PROJECT NO.
3950.71	19642.00
SHEET NO.	DRAWING NO.
57 OF 66	BR-15



FOOTING SHEAR KEY REINFORCEMENT PLAN

LEGEND:

(NO.) - INDICATES CONCRETE PLACEMENT NUMBER.

NOTES:

1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3". ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

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TOWN OF DRYDEN
NEW YORK

PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

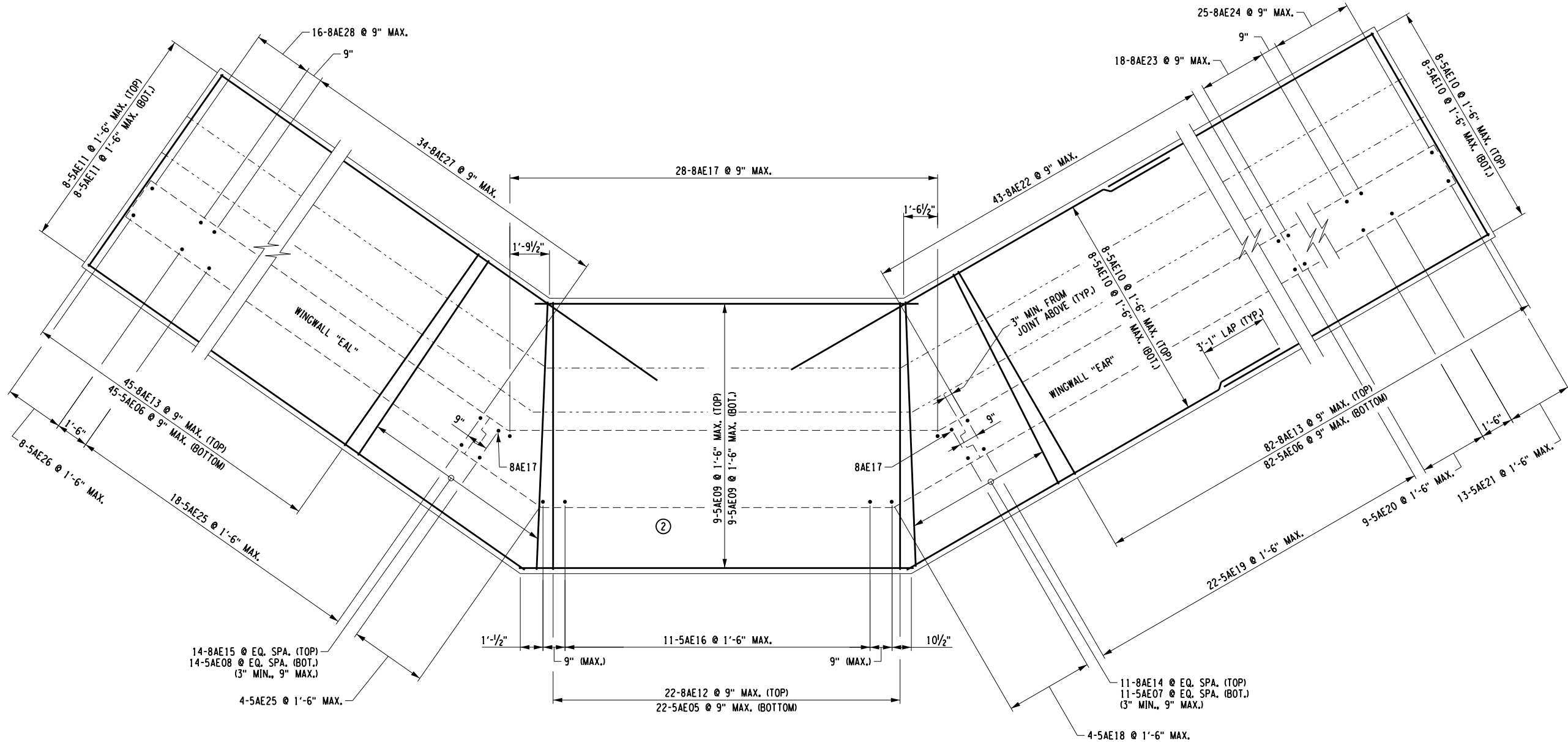
DRAWING TITLE

END ABUTMENT
FOOTING SHEAR KEY
REINFORCEMENT PLAN

SCALE	DATE
3/16" = 1'-0"	APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 58 OF 66	DRAWING NO. BR-16

FILE NAME = N:\19642-00-Dryden\Trail Drawings\Structures\19642_End Abut_Rebar2.dgn
DATE/TIME = 5/30/2023 8:39:32 AM
USER = Lindot

DESIGN SUPERVISOR W. MCCORMICK JOB MANAGER C. SICHAK DESIGNED BY M. YAEGER CHECKED BY E. FARRELL ESTIMATED BY T. LINDO DRAFTED BY M. YAEGER CHECKED BY M. YAEGER



FOOTING REINFORCEMENT PLAN

LEGEND:

(NO.) - INDICATES CONCRETE PLACEMENT NUMBER.

NOTES:

1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3". ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.
2. SHEAR KEY REINFORCEMENT NOT SHOWN FOR CLARITY.

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT



TOWN OF DRYDEN

PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

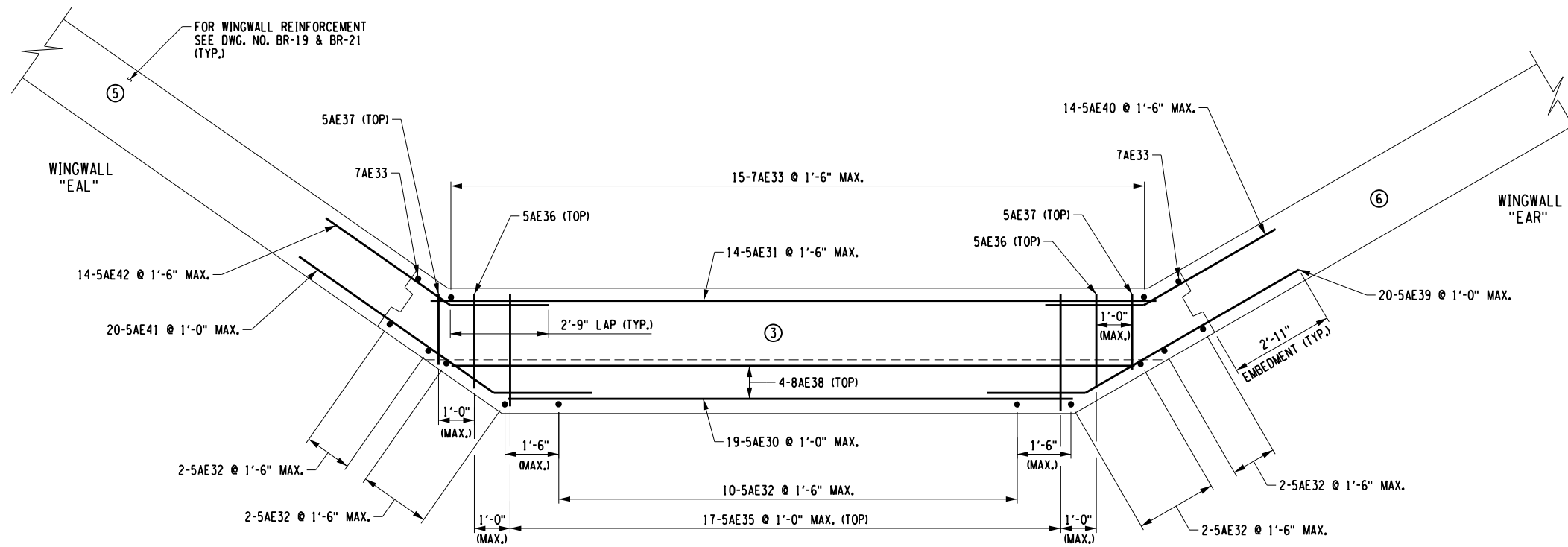
DRAWING TITLE

END ABUTMENT
FOOTING REINFORCEMENT
PLAN

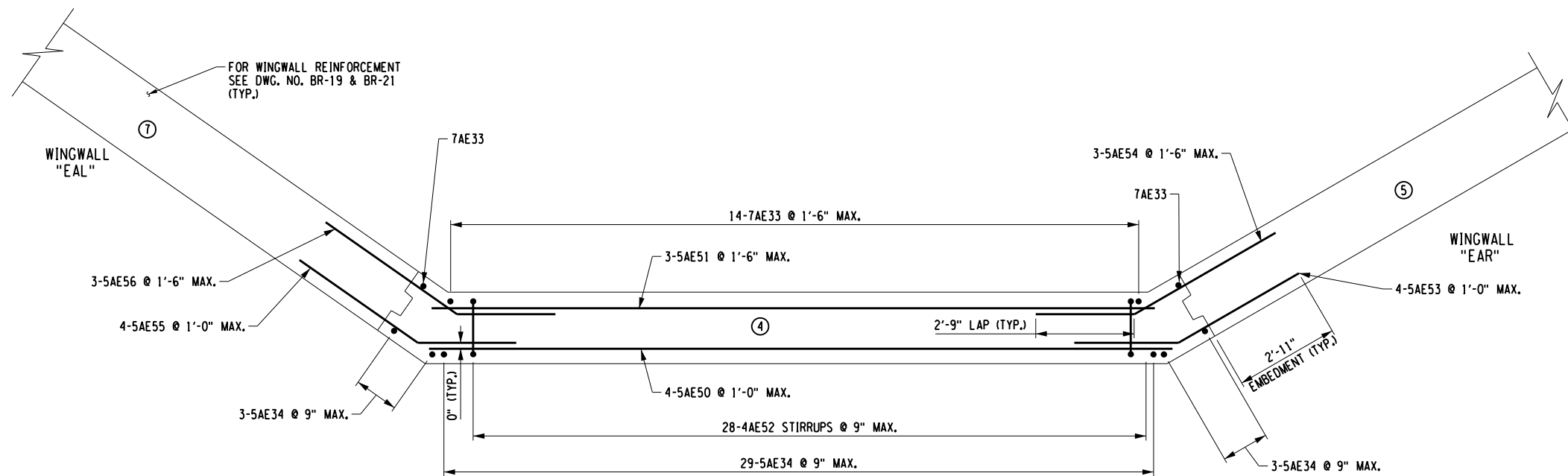
SCALE 3/16" = 1'-0"	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 59 OF 66	DRAWING NO. BR-17

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USER = Lindot

DESIGN SUPERVISOR W. McCORMICK JOB MANAGER C. SICHAK DESIGNED BY M. YAEGER CHECKED BY E. FARRELL ESTIMATED BY T. LINDO DRAFTED BY T. LINDO CHECKED BY M. YAEGER



STEM AND LOWER BACKWALL REINFORCEMENT PLAN



BACKWALL AND UPPER WINGWALL REINFORCEMENT PLAN

LEGEND:

(NO.) - INDICATES CONCRETE PLACEMENT NUMBER.

NOTES:

1. COVER FOR STEEL REINFORCEMENT SHALL BE 2" UNLESS OTHERWISE NOTED.

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT



TOWN OF DRYDEN

PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

END ABUTMENT
STEM AND BACKWALL
REINFORCEMENT PLAN

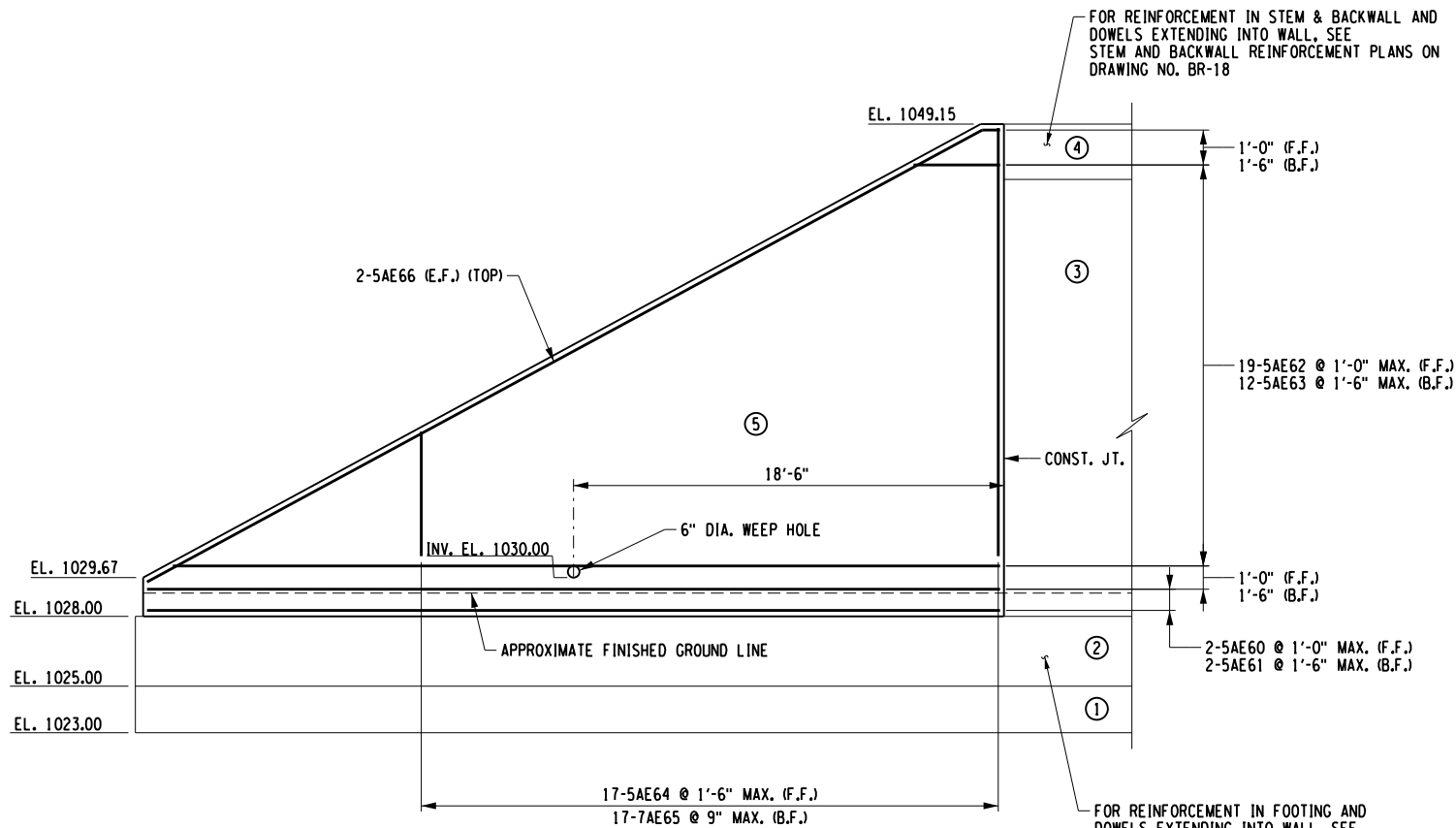
SCALE 1/4" = 1'-0"	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 60 OF 66	DRAWING NO. BR-18

LEGEND:

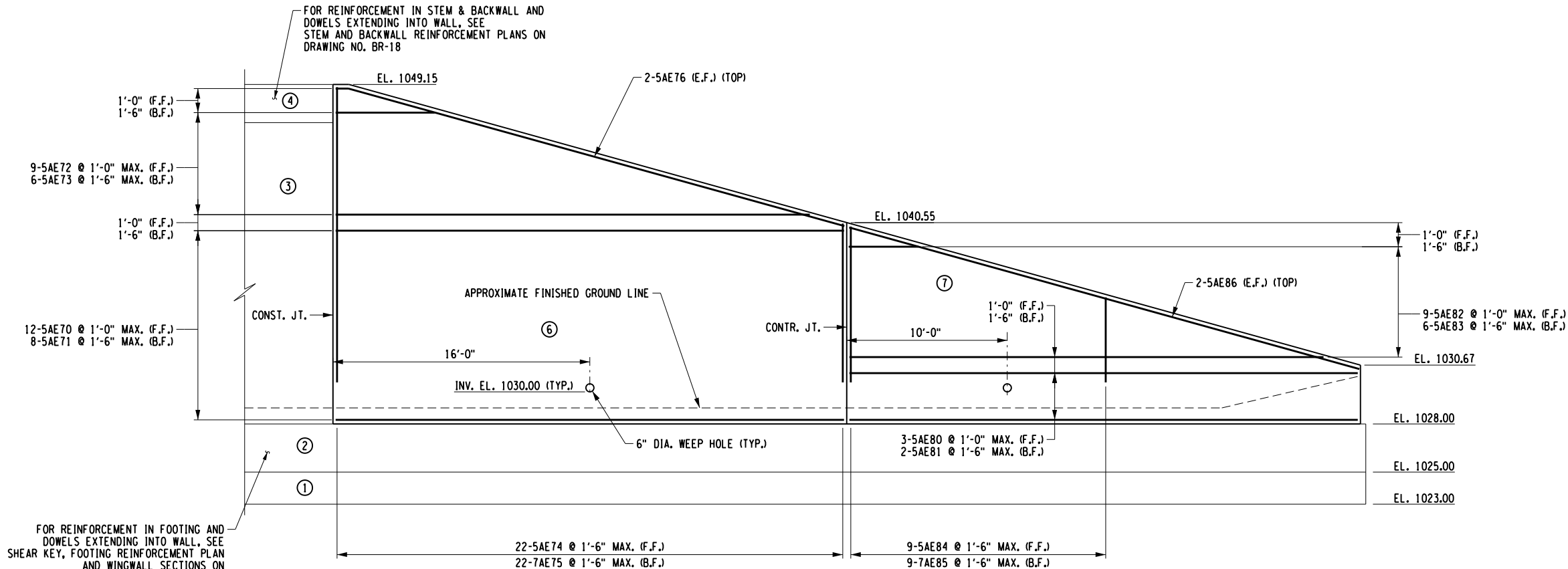
(NO.) - INDICATES CONCRETE PLACEMENT NUMBER.

NOTES:

1. COVER FOR STEEL REINFORCEMENT SHALL BE 2" UNLESS OTHERWISE NOTED.



END ABUTMENT WINGWALL "EAL" REINFORCEMENT ELEVATION



END ABUTMENT WINGWALL "EAR" REINFORCEMENT ELEVATION

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT



TOWN OF DRYDEN

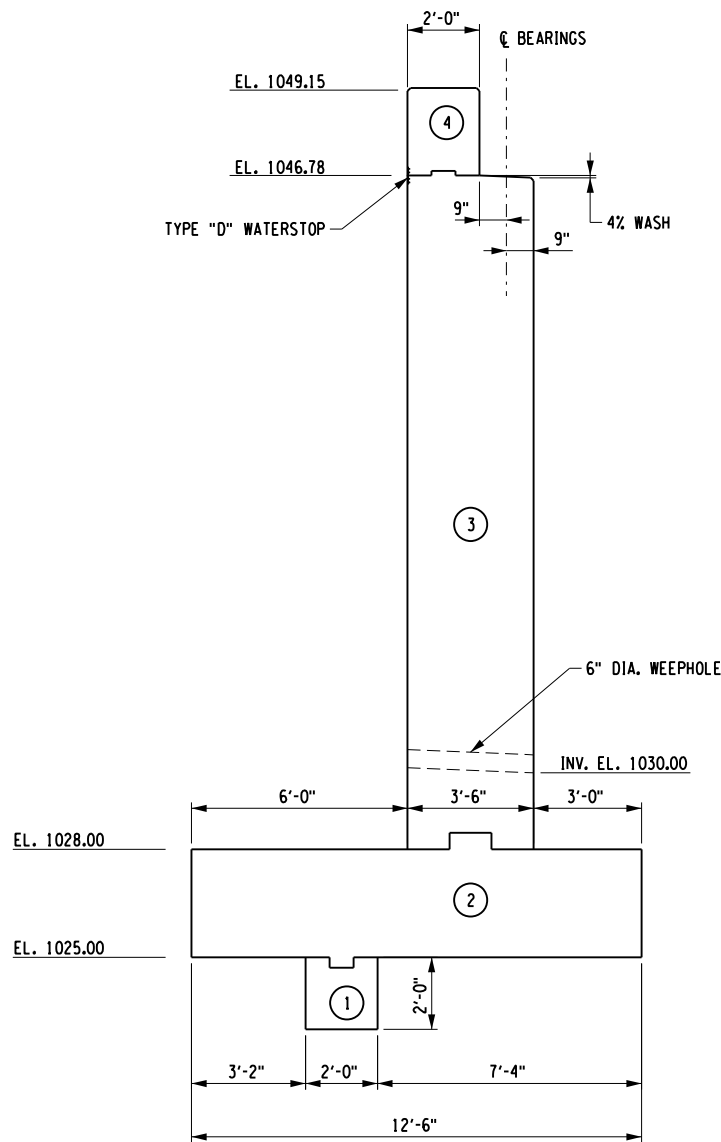
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

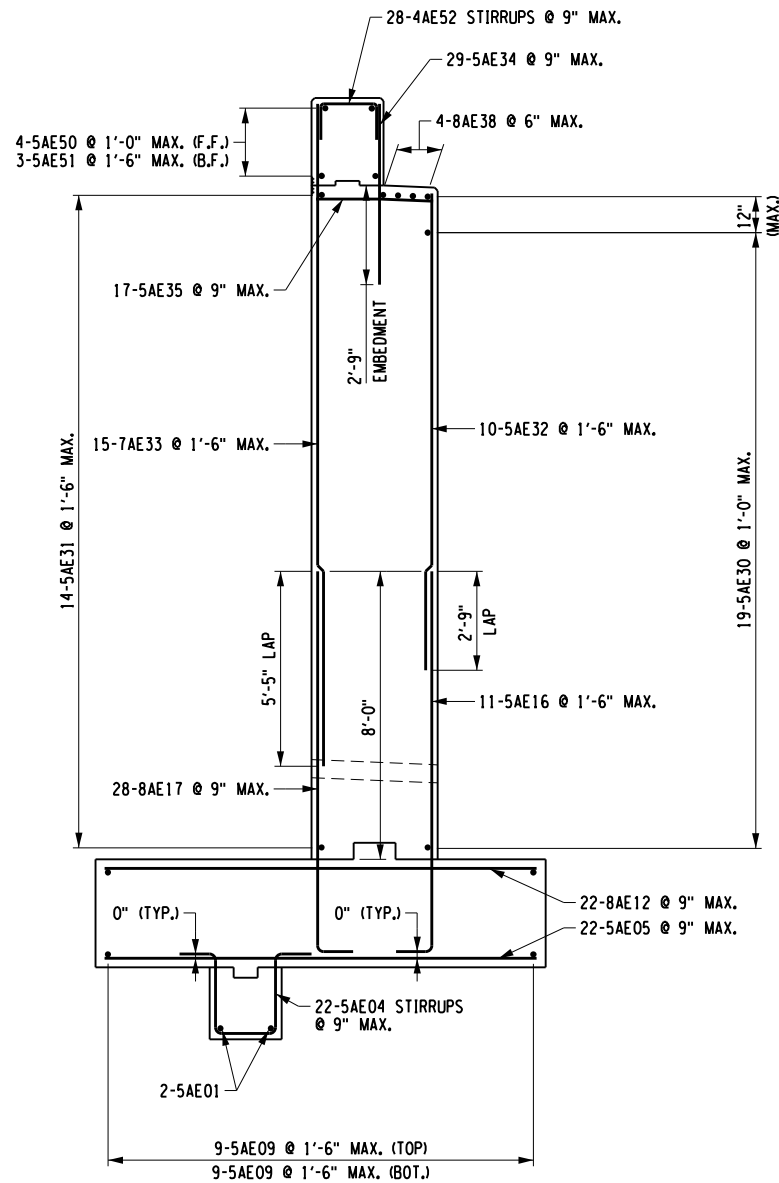
DRAWING TITLE

END ABUTMENT
WINGWALL
REINFORCEMENT PLANS

SCALE	DATE
1/8" = 1'-0"	APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 61 of 66	DRAWING NO. BR-19



ENC ABUTMENT TYPICAL SECTION D-D



END ABUTMENT TYPICAL REINFORCEMENT SECTION D-D

LEGEND:

(NO.) - INDICATES CONCRETE PLACEMENT NUMBER.

NOTES:

1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3". ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.

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6/1/2023

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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT

TOWN OF DRYDEN

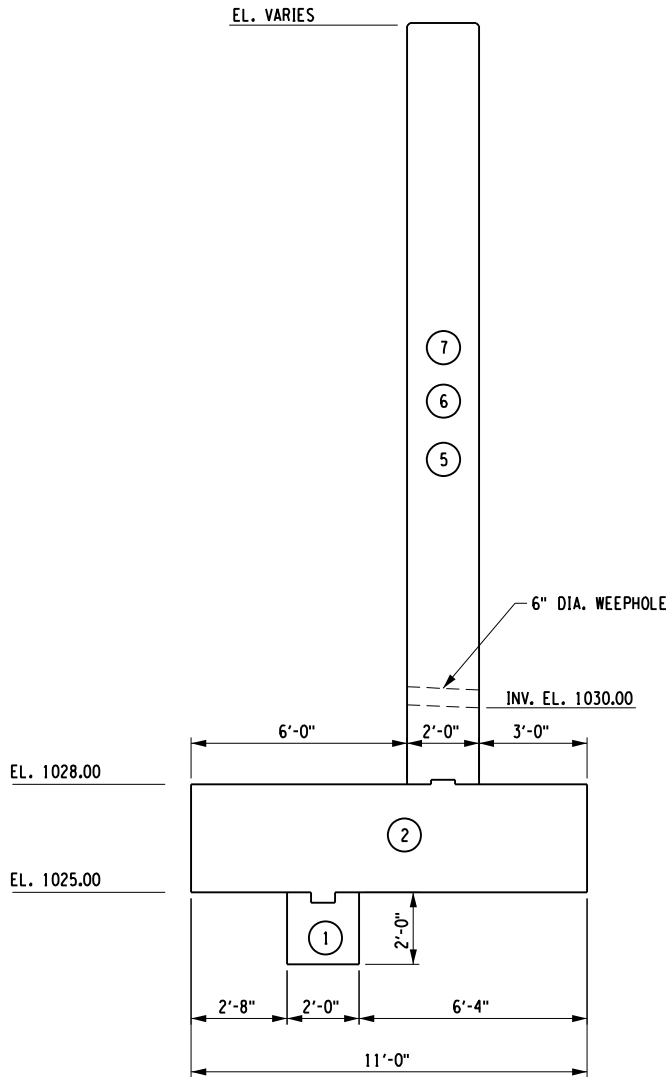
PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

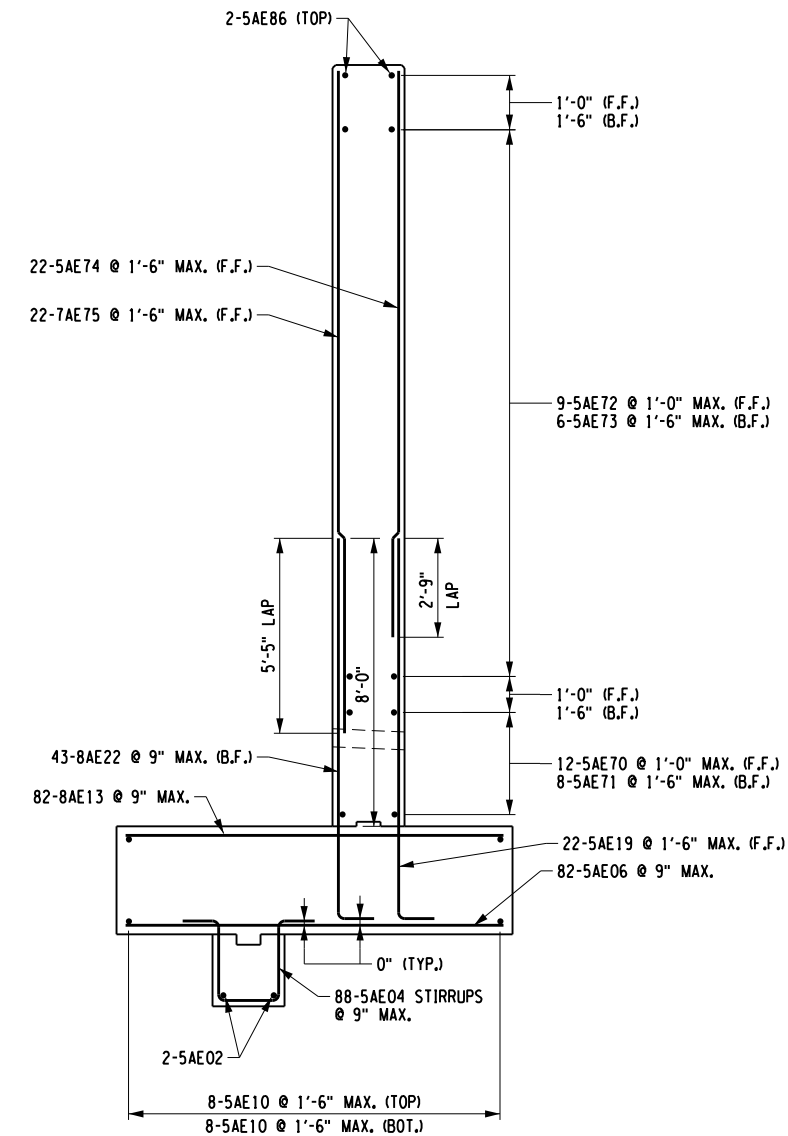
DRAWING TITLE

END ABUTMENT
SECTIONS

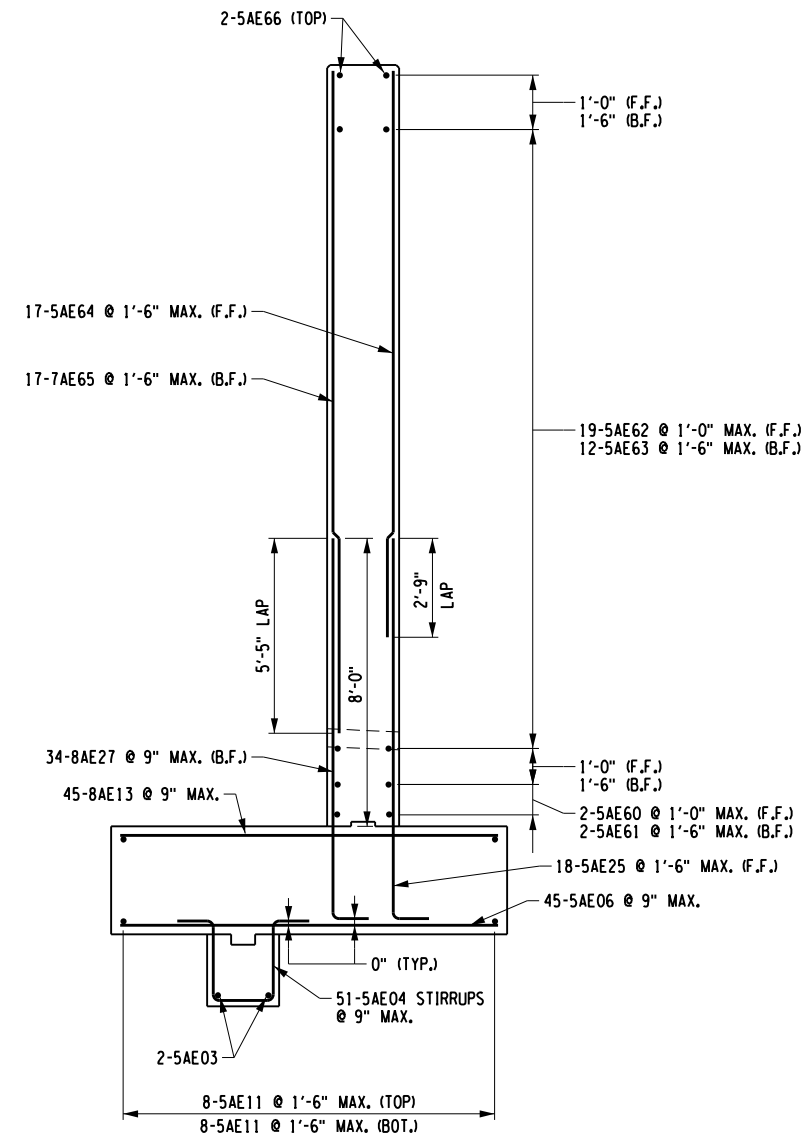
SCALE	DATE
3/16" = 1'-0"	APRIL 2023
P.I.N.	EA PROJECT NO.
3950.71	19642.00
SHEET NO.	DRAWING NO.
62 OF 66	BR-20



END ABUTMENT TYPICAL WINGWALL SECTION E-E/SECTION F-F



END ABUTMENT TYPICAL WINGWALL "EAR" SECTION E-E



END ABUTMENT TYPICAL WINGWALL "EAL" SECTION F-F

LEGEND:

(NO.) - INDICATES CONCRETE PLACEMENT NUMBER.

NOTES:

1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3". ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.

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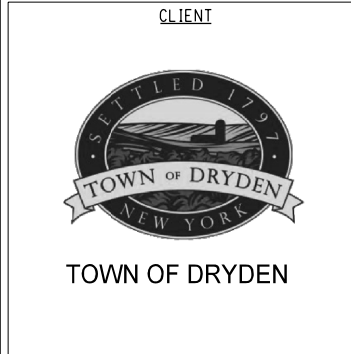
6/1/2023

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REVISIONS			
NO.	DESCRIPTION	BY	DATE



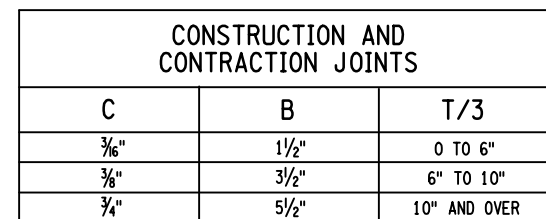
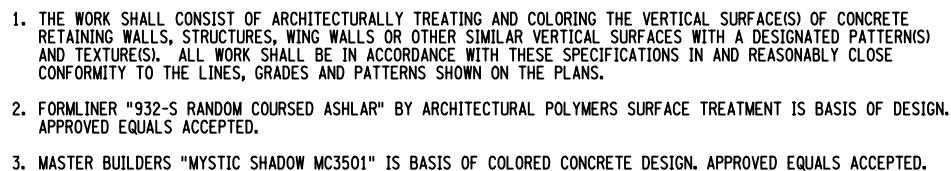
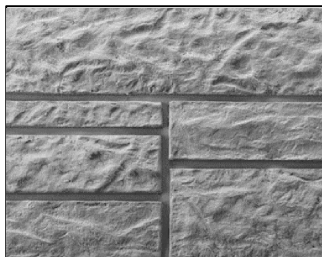
PROJECT NAME
**DRYDEN RAIL TRAIL
PHASE 2**

DRAWING TITLE
**END ABUTMENT
WINGWALL SECTIONS**

SCALE 3/16" = 1'-0"	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 63 OF 66	DRAWING NO. BR-21



DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS, FOR WHICH NO SCALE IS SHOWN, ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.



CONCLUSIONS AND

NOT TO SCALE

[illegible]

TOWN OF DRYDEN

PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

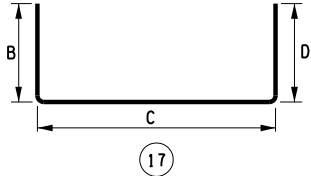
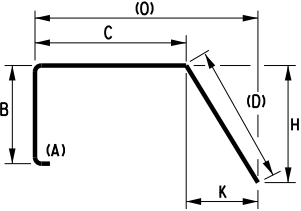
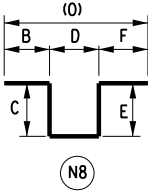
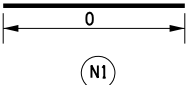
DRAWING TITLE

MISCELLANEOUS CONCRETE DETAILS

SCALE	DATE
AS NOTED	APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 64 OF 66	DRAWING NO. BR-22

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H H1	H2	J	K K1	K2	L	O	R
BEGIN ABUTMENT																			
PLACEMENT 1																			
5AE01	2	13'- 9"	N1	28.7														13'- 9"	
5AE02	2	36'- 7"	N1	76.3														36'- 7"	
5AE03	2	56'- 4"	N1	117.5														56'- 4"	
5AE04	139	7'- 2"	N8	1039.0		0'- 10"	2'- 0"	1'- 6"	2'- 0"	0'- 10"								3'- 2"	
SUBTOTAL EPOXY BARS				1261.5	LBS THIS POUR														
PLACEMENT 2																			
5AE05	20	12'- 0"	N1	250.3														12'- 0"	
5AE06	124	10'- 6"	N1	1358.0														10'- 6"	
		AVG.																AVG.	
5AE07	8	11'- 5 1/2"	N1	95.6														11'- 5 1/2"	
		LENGTH O VARIES FROM			10'- 8"	TO	12'- 3"												
5AE08	18	19'- 4"	N1	363.0														19'- 4"	
5AE09	16	42'- 5"	N1	707.8														42'- 5"	
5AE10	32	31'- 9"	N1	1059.7														31'- 9"	
8AE11	20	12'- 0"	N1	640.8														12'- 0"	
8AE12	124	10'- 6"	N1	3476.3														10'- 6"	
		AVG.																AVG.	
8AE13	8	11'- 5 1/2"	N1	244.8														11'- 5 1/2"	
		LENGTH O VARIES FROM			10'- 8"	TO	12'- 3"												
5AE14	11	11'- 7"	17	132.9		0'- 10"	10'- 9"	0'- 0"											
8AE15	25	11'- 7"	17	773.2		0'- 10"	10'- 9"	0'- 0"											
5AE16	29	11'- 7"	17	350.4		0'- 10"	10'- 9"	0'- 0"											
8AE17	49	11'- 7"	17	1515.4		0'- 10"	10'- 9"	0'- 0"											
5AE18	4	11'- 7"	17	48.3		0'- 10"	10'- 9"	0'- 0"											
5AE19	20	11'- 7"	17	241.6		0'- 10"	10'- 9"	0'- 0"											
5AE20	19	11'- 7"	17	229.5		0'- 10"	10'- 9"	0'- 0"											
8AE21	38	11'- 7"	17	1175.2		0'- 10"	10'- 9"	0'- 0"											
8AE22	37	11'- 7"	17	1144.3		0'- 10"	10'- 9"	0'- 0"											
SUBTOTAL EPOXY BARS				13807.3	LBS THIS POUR														
PLACEMENT 3																			
5AE30	19	15'- 8"	N1	310.5														15'- 8"	
5AE31	14	17'- 9"	N1	259.2														17'- 9"	
5AE32	18	13'- 4"	N1	250.3														13'- 4"	
7AE33	14	18'- 4"	N1	524.6														18'- 4"	
5AE34	31	4'- 11"	N1	159.0														4'- 11"	
5AE35	17	3'- 2"	N1	56.1														3'- 2"	
5AE36	1	2'- 7"	N1	2.7														2'- 7"	
5AE37	1	1'- 9"	N1	1.8														1'- 9"	
		AVG.																AVG.	
8AE38	4	16'- 7 1/2"	N1	177.6														16'- 7 1/2"	
		LENGTH O VARIES FROM			15'- 8"	TO	17'- 7"												
5AE39	20	9'- 6"	16	198.2		0'- 0"	2'- 5"	6'- 9"				6'- 6 3/4"			1'- 9"			4'- 6"	
5AE40	14	6'- 10 1/4"	16	100.1		0'- 0"	2'- 5"	4'- 1 1/4"				3'- 11 1/2"			1'- 0 1/2"			3'- 9 1/2"	
5AE41	20	9'- 7 1/2"	16	200.8		0'- 0"	2'- 5"	6'- 10 1/2"				4'- 5"			5'- 3 1/4"			8'- 0 1/4"	
5AE42	14	6'- 9"	16	98.6		0'- 0"	2'- 5"	4'- 0"				2'- 6 3/4"			3'- 0 3/4"			5'- 9 3/4"	
SUBTOTAL EPOXY BARS				2339.4	LBS THIS POUR														
PLACEMENT 4																			
5AE50	4	18'- 0"	N1	75.1														18'- 0"	
5AE51	3	16'- 8"	N1	52.2														16'- 8"	
4AE52	23	3'- 8"	17	56.3		1'- 0"	1'- 8"	1'- 0"											
5AE53	4	8'- 0"	16	33.4		0'- 0"	2'- 5"	5'- 3"				5'- 0 3/4"			1'- 4 1/4"			4'- 1 1/4"	
5AE54	3	6'- 10 1/4"	16	21.4		0'- 0"	2'- 5"	4'- 1 1/4"				3'- 11 1/2"			1'- 0 1/2"			3'- 9 1/2"	
5AE55	4	7'- 5"	16	30.9		0'- 0"	2'- 5"	4'- 8"				2'- 8"			3'- 6 3/4"			6'- 3 3/4"	
5AE56	3	6'- 9"	16	21.1		0'- 0"	2'- 5"	4'- 0"				3'- 0"			3'- 0 3/4"			5'- 9 3/4"	
SUBTOTAL EPOXY BARS				290.5	LBS THIS POUR														
PLACEMENT 5																			
5AE60	10	35'- 8"	N1	372.0														35'- 8"	
5AE61	7	35'- 8"	N1	260.4														35'- 8"	
		AVG.																AVG.	
5AE62	11	18'- 6"	N1	212.3														18'- 6"	
		LENGTH O VARIES FROM			3'- 3"	TO	33'- 9"												
		AVG.																AVG.	
5AE63	7	18'- 6"	N1	135.1														18'- 6"	
		LENGTH O VARIES FROM			4'- 9"	TO	32'- 3"												
		AVG.																AVG.	
5AE64	25	9'- 11 1/2"	N1	259.7														9'- 11 1/2"	
		LENGTH O VARIES FROM			4'- 3"	TO	15'- 8"												
		AVG.																AVG.	
7AE65	25	12'- 7 1/2"	N1	645.1														12'- 7 1/2"	
		LENGTH O VARIES FROM			6'- 11"	TO	18'- 4"												
5AE66	2	37'- 5 3/4"	16	78.2		0'- 0"	0'- 9 1/2"	36'- 8 1/4"				11'- 5 1/4"			34'- 10 1/4"			35'- 7 3/4"	
SUBTOTAL EPOXY BARS				1962.7	LBS THIS POUR														

BAR BENDING DIAGRAMS:



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REVISIONS			
NO.	DESCRIPTION	BY	DATE

CLIENT

TOWN OF DRYDEN

PROJECT NAME

DRYDEN RAIL TRAIL
PHASE 2

DRAWING TITLE

BAR BENDING DIAGRAMS
AND BAR LIST TABLE
(1 of 2)

SCALE AS NOTED	DATE APRIL 2023
P.I.N. 3950.71	EA PROJECT NO. 19642.00
SHEET NO. 65 of 66	DRAWING NO. BR-23

