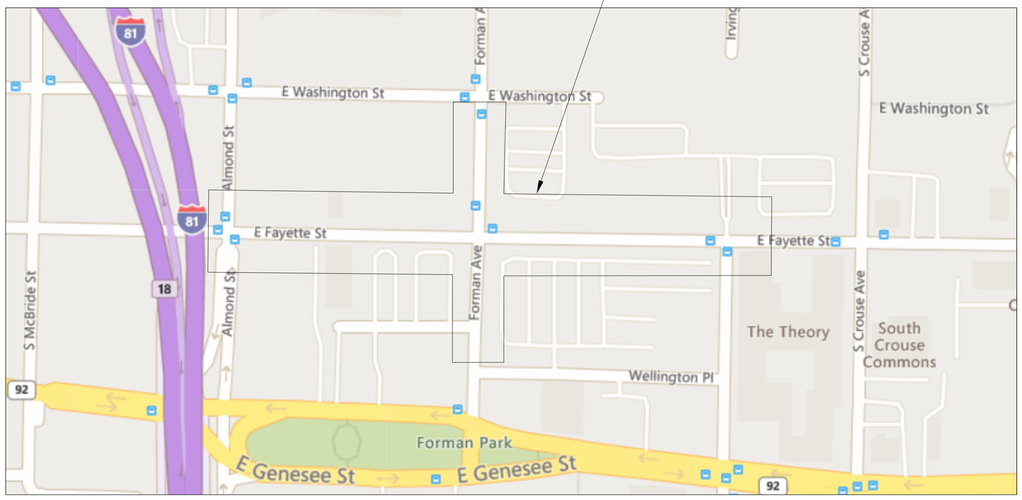
ONONDAGA COUNTY CSO ABATEMENT PROGRAM
FAYETTE STREET AND FORMAN AVENUE SEWER SEPARATION (CSO 027)
ISSUED FOR BIDDING AND CONSTRUCTION FOR COUNTY OF ONONDAGA DEPARTMENT OF WATER ENVIRONMENT PROTECTION (OCDWEP)
OCDWEP COMMISSIONER: ODEAN DYER, P.E.

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PROJECT LOCATION:
EAST FAYETTE STREET BETWEEN ALMOND STREET AND UNIVERSITY AVENUE AND FORMAN AVENUE BETWEEN WASHINGTON STREET AND WELLINGTON PLACE



LOCATION MAP
NOT TO SCALE

N

J. RYAN McMAHON II
ONONDAGA COUNTY EXECUTIVE

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STATE OF NEW YORK
ZACHARY FRANCIS MONGE
LICENSED PROFESSIONAL ENGINEER
087149

NO.	DATE	DSGN	DR	CHK	APVD	BY	REVISION
		C.O'NEILL	A.HAUGH	C.O'NEILL	APVD	Z.MONGE	

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Jacobs
2 CLINTON SQUARE
SUITE 325
SYRACUSE NY, 13202

C-305
FAYETTE STREET AND FORMAN AVENUE
SEWER SEPARATION
SYRACUSE, NY
ONONDAGA COUNTY

GENERAL
COVER

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NOT TO SCALE
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	G-001
SHEET	1 of 19

FILENAME: PLOT DATE: 2026, Jul 07 PLOT TIME: 11:04am

JULY 2026

GENERAL CONSTRUCTION NOTES:

1. EXISTING TOPOGRAPHY, STRUCTURES, AND SITE FEATURES ARE SHOWN SCREENED AND/OR LIGHT-LINED. NEW FINISH GRADE, STRUCTURES, AND SITE FEATURES ARE SHOWN HEAVY-LINED.
2. ALL DISTURBED SIGNS SHALL BE RE-INSTALLED IN KIND IN THE SAME LOCATION PER THE STANDARD DETAILS INCLUDED IN THE SPECIAL PROJECT CONDITIONS OF THE PROJECT SPECIFICATIONS.
3. PROVIDE TEMPORARY FENCING AS NECESSARY TO MAINTAIN SAFETY AND SECURITY AT ALL TIMES.
4. ELEVATIONS GIVEN ARE TO FINISH GRADE UNLESS OTHERWISE NOTED.
5. UNLESS SHOWN, ALL DISTURBED AREAS NOT RECEIVING A HARD SURFACE SHALL BE RESTORED WITH GRASS AS SPECIFIED. SEE STANDARD SPECIFICATIONS IN THE SPECIAL PROJECT CONDITIONS OF THE PROJECT SPECIFICATIONS
6. NOTIFY UDIG NEW YORK 811 AT LEAST 72 HOURS PRIOR TO CONSTRUCTION.
7. UNLESS OTHERWISE NOTED, EXISTING GRANITE CURBING IS TO BE LEFT IN PLACE OR REPLACED TO THE NEAREST JOINT FROM THE DISTURBED AREA.
8. WHERE DISTURBED DURING CONSTRUCTION, ALL EXISTING MANHOLE AND CATCH BASIN FRAMES AND COVERS SHALL BE REINSTALLED UPON A MINIMUM OF 2 COURSES OF BRICK, WHICH SHALL BE REPLACED IN KIND. THIS WORK SHALL BE PERFORMED AT THE CONTRACTOR'S EXPENSE.
9. CONTRACTOR SHALL PREPARE A TRAFFIC CONTROL PLAN FOR VEHICULAR AND PEDESTRIAN TRAFFIC IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD). ALL TRAFFIC CONTROL DEVICES SHALL REMAIN IN PLACE AND PROPERLY MAINTAINED FOR THE DURATION OF THE WORK. CONCEPTUAL TRAFFIC CONTROL PLANS ARE INCLUDED IN THE PROJECT DRAWINGS.
10. ADJUST TOPS OF EXISTING DRAINAGE STRUCTURES IN ACCORDANCE WITH NYSDOT STANDARD SHEET 604-2.
11. AT CLOSE OF PROJECT, RECORD DRAWINGS VERIFYING ALL STRUCTURES ELEVATIONS SHALL BE COMPLETED BY A NYS LICENSED SURVEYOR.
12. UNLESS OTHERWISE APPROVED BY THE CITY OF SYRACUSE, PEDESTRIAN AND VEHICULAR ACCESS TO WALKWAYS, BUSINESSES, AND DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES.
13. CONTRACTOR SHALL NOTIFY THE CITY OF SYRACUSE DEPT. OF PUBLIC WORKS AT LEAST 48 HOURS IN ADVANCE OF CONNECTING TO SEWER MAINS OR LATERALS. CITY DPW MUST WITNESS THE CONNECTION. IF CITY DPW DOES NOT WITNESS CONNECTION, THE CONTRACTOR WILL BE RESPONSIBLE FOR RE-EXCAVATING AROUND THE CONNECTION FOR CITY DPW APPROVAL. CONNECTION TO SEWER MAIN OR LATERALS MUST BE PERFORMED BY A NYS LICENSED PLUMBER AND REQUIRES A PLUMBING PERMIT THROUGH ONONDAGA COUNTY.
14. THE CONTRACTOR SHALL APPLY FOR ALL REQUIRED PERMITS AND PAY ALL REQUIRED FEES BY GOVERNING AGENCIES HAVING JURISDICTION OVER THE FACILITIES AND NATURAL FEATURES FOUND ON THE SITE.
15. THE CONTRACTOR SHALL ADHERE TO ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA), STATE AND LOCAL SAFETY REGULATIONS.
16. COMPLY WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS REGARDING MATERIALS, METHODS OF WORK AND DISPOSAL OF EXCESS AND WASTE MATERIALS.
17. BURNING OF MATERIALS OF ANY DESCRIPTION ON THE SITE IS PROHIBITED.
18. THE USE OF EXPLOSIVES OF ANY DESCRIPTION ON THE SITE IS PROHIBITED.
19. LONG LEAD AND SCARCE MATERIALS SHALL BE ORDERED IN A TIMELY MANNER TO PREVENT AVOIDABLE CONSTRUCTION DELAYS.
20. THE CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE CAUSED BY CONSTRUCTION TO EXISTING UTILITIES AND FACILITIES WHICH ARE NOT INCLUDED AS PART OF THE INTENDED WORK. THE CONTRACTOR SHALL REPAIR, RESTORE AND/OR REPLACE ALL DAMAGE TO THE SATISFACTION OF ENGINEER AT NO ADDITIONAL COST TO THE OWNER. THE CONTRACTOR SHALL AT THEIR OWN EXPENSE, RESTORE LAWNS, DRIVEWAYS, FENCES, SIGNS AND OTHER PUBLIC AND PRIVATE PROPERTY DAMAGED OR REMOVED TO AT LEAST AS GOOD A CONDITION AS BEFORE BEING DISRUPTED.
21. ALL WORK AND STORAGE WILL BE IN CITY RIGHT OF WAY.
22. ALL OF THE PROPOSED CATCH BASIN RIMS SHALL BE INSTALLED AT THE PROPER ELEVATION TO CAPTURE ALL OF THE STORMWATER RUNOFF. STANDING WATER ON THE STREETS WHERE CONSTRUCTION IS PROPOSED IS NOT ALLOWED AT ANY TIME. IF STANDING WATER IS OBSERVED OR IF THE CITY RECEIVES COMPLAINTS THAT THIS PROJECT CREATED PUDDLES ON THE ROAD THE CONTRACTOR WILL BE REQUIRED TO REPAIR THE DEFICIENCIES.
23. COMPLETED STREET REPAIRS SHALL HAVE RIDEABILITY AT LEAST AS GOOD AS, IF NOT BETTER THAN, THE PAVEMENT PRIOR TO THE REPAIRS. A PATCH SHALL PROVIDE A SMOOTH RIDE WITH SMOOTH TRANSITIONS ON AND OFF THE REPAIR AND ALL JOINTS SHALL BE LOCATED OUTSIDE THE WHEEL PATH.
24. EXISTING PAVEMENT IS TO BE SAW CUT FULL DEPTH TO OBTAIN A STRAIGHT AND NEAT EDGE FOR PAVING. SAW CUT IS TO BE MADE AFTER BACKFILLING THE TRENCH TO THE BOTTOM OF NEW PAVEMENT SECTION. AVOID BREAKING AWAY THE EDGES OF THE EXISTING PAVEMENT OR DAMAGING THE REMAINING PAVEMENT WITH HEAVY CONSTRUCTION EQUIPMENT.
25. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN AT ALL TIMES A SAFE AND ADEQUATE INGRESS AND EGRESS TO AND FROM ALL PRIVATE AND PUBLIC PLACES OF BUSINESS DURING CONSTRUCTION. NOTIFY PROPERTY OWNERS IN ADVANCE IF DRIVEWAYS WILL BE CLOSED OFF DURING THE INSTALLATION OF THE STORMWATER FACILITIES.

SITE PROTECTION NOTES:

1. THE CONTRACTOR SHALL COORDINATE WITH ANY AND ALL CONTRACTORS PERFORMING WORK ON THIS OR IMMEDIATELY ADJACENT TO THIS JOB SITE.
2. EXCAVATED SPOILS NOT DESIGNATED FOR USE ON SITE SHALL BE REMOVED AT THE END OF EACH WORK DAY,
3. ALL BACKFILL MATERIAL STORED ON SITE SHALL BE COVERED TO PREVENT DUST AND MOISTURE INCREASE.
4. ALL TRUCKS ENTERING AND LEAVING THE SITE SHALL BE COVERED BY LAW TO REDUCE DUST AND ODOR.
5. CONTRACTOR SHALL MAINTAIN A CLEAN WORK SITE AT ALL TIMES. AT THE END OF THE WORK DAY ALL EQUIPMENT AND MATERIALS SHALL BE STORED IN THE DESIGNATED STAGING AREA. ALL SOIL, DUST AND MUD SHALL BE REMOVED FROM THE PROJECT AREA AND OUTSIDE THE PROJECT AREA. AT THE END OF THE DAY, TIRES OF CONSTRUCTION VEHICLES SHALL BE CLEANED OF SOIL AND MUD BEFORE BEING ALLOWED ON CITY STREETS. ANY SOIL OR MUD DEPOSITED ON CITY STREETS BY CONSTRUCTION VEHICLES SHALL BE REMOVED IMMEDIATELY,
6. CONTRACTOR SHALL PRESERVE AND MAINTAIN ALL EXISTING FACILITIES INCLUDING SIDEWALKS, SURVEY MONUMENTS, LIGHTING, CURBING AND PAVEMENT WITHIN THE PROJECT LIMITS.
7. CONTRACTOR SHALL REMOVE, OR PROPERLY CONTAINERIZE UNNECESSARY CONSTRUCTION DEBRIS AT THE END OF EACH WORK DAY,
8. DUST CONTROL MEASURES SHALL BE USED ON CONSTRUCTION ROADS, ACCESS POINTS, AND OTHER DISTURBED AREAS. VEGETATION SHOULD BE LEFT WHERE PRACTICAL, AND TEMPORARY OR PERMANENT STABILIZATION MEASURES SHALL BE INSTALLED. NON-GRAVEL DRIVING AREAS SHALL BE SPRAYED WITH WATER UNTIL WET, OR GEOTEXTILE OR STONE MAY BE PLACED ON THE DRIVING SURFACE TO REDUCE DUST.

EROSION AND SEDIMENT CONTROL NOTES:

1. DURING CONSTRUCTION, NO WET OR FRESH CONCRETE SHALL BE ALLOWED TO ESCAPE INTO ANY WATERS, NOR SHALL WASHINGS FROM CONCRETE TRUCKS, MIXERS, OR OTHER DEVICES BE ALLOWED TO ENTER ANY WATERS OR SEWERS. CONCRETE WASHOUTS SHALL BE USED.
2. EROSION CONTROLS MUST BE CONSTRUCTED, STABILIZED, AND FUNCTIONAL BEFORE SITE DISTURBANCE BEGINS WITHIN THE TRIBUTARY AREAS OF THOSE CONTROLS.
3. CONTRACTOR SHALL TAKE ALL OTHER MEASURES TO POSITIVELY PRECLUDE ERODED MATERIALS FROM LEAVING THE SITE.
4. AFTER FINAL SITE STABILIZATION HAS BEEN ACHIEVED, TEMPORARY EROSION CONTROLS MUST BE REMOVED AS APPROVED MY THE ENGINEER. AREAS DISTURBED DURING REMOVAL OF THE CONTROLS MUST BE STABILIZED IMMEDIATELY.
5. PROVIDE EROSION AND SEDIMENT CONTROL MEASURES WHERE AND WHEN APPROPRIATE AS PER THE NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL, LATEST EDITION. PROTECT EXISTING SITE FEATURES UNLESS OTHERWISE NOTED. CONSULT ENGINEER PRIOR TO STORMWATER MANAGEMENT PRACTICE INSTALLATION.
6. UNTIL THE SITE IS STABILIZED, ALL EROSION CONTROLS MUST BE MAINTAINED PROPERLY, MAINTENANCE MUST INCLUDE INSPECTIONS OF ALL EROSION CONTROLS AFTER EACH RUNOFF EVENT AND ON A WEEKLY BASIS. ALL PREVENTATIVE AND REMEDIAL MAINTENANCE WORK, INCLUDING CLEAN OUT, REPAIR, REPLACEMENT, RE-GRADING, RE-SEEDING, RE-MULCHING AND RE-NETTING, MUST BE PERFORMED IMMEDIATELY. IF EROSION CONTROLS FAIL TO PERFORM AS EXPECTED, REPLACEMENT CONTROLS, OR MODIFICATIONS OF THOSE INSTALLED WILL BE REQUIRED.
7. BEFORE CLOSE OF PROJECT, CONTRACTOR SHALL VACUUM ALL MANHOLES, PIPES, CATCH BASINS, AND STRUCTURE SUMPS.
8. MAINTENANCE AND REPAIR OF ALL EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM AND FUEL TANK DRAIN DOWN, DEGREASING OPERATIONS AND OTHER ACTIVITIES THAT MAY RESULT IN THE ACCIDENTAL RELEASE OF CONTAMINANTS MUST BE CONDUCTED OFF-SITE. ACCIDENTAL SPILLS MUST BE CLEANED UP IMMEDIATELY AND CONTAMINANTS DISPOSED OF PROPERLY.

GENERAL NOTES:

1. STANDARD DETAIL REFERENCES IN THE PLANS REFER TO THE STANDARD DETAILS INCLUDED IN THE SPECIAL PROJECT CONDITIONS OF THE PROJECT SPECIFICATIONS.
2. COUNTY PAY ITEM REFERENCES IN THE PLANS REFER TO THE STANDARD SPECIFICATIONS INCLUDED IN THE SPECIAL PROJECT CONDITIONS OF THE PROJECT SPECIFICATIONS.

UTILITY NOTES:

1. THE APPROXIMATE LOCATION OF THE UTILITIES ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL VERIFY THE TRUE LOCATION BEFORE COMMENCING WORK AND NOTIFY THE ENGINEER OF ANY POTENTIAL CONFLICTS OR DISCREPANCIES. BEFORE ANY PIPE IS PLACED, THE CONTRACTOR SHALL UNCOVER ALL UTILITIES AT PIPE CROSSINGS TO ENABLE THE ENGINEER TO VERIFY THE PROPOSED PIPE WITH GRADES SHOWN ON THE PLANS IS NOT OBSTRUCTED BY EXISTING UTILITIES. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS ITEMS IN THE CONTRACT.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES ENCOUNTERED IN THIS WORK. WHERE NECESSARY, THE CONTRACTOR SHALL PROVIDE TIMBER, OR OTHER APPROVED MATERIALS AND SECURELY BRACE AND PROTECT THESE UTILITIES. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS ITEMS IN THE CONTRACT.
3. THE DEGREE OF ACCURACY FOR ALL UNDERGROUND UTILITIES WITHIN THE PROJECT LIMITS IS QUALITY LEVEL C/D.
4. NATIONAL GRID WILL BE REPLACING THE GAS MAIN ON FOREMAN AVENUE BETWEEN E WATER ST AND E FAYETTE ST DURING THE 2025 CONSTRUCTION SEASON CONCURRENT TO THIS PROJECT WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH NATIONAL GRID TO COMPLETE WORK.

ABBREVIATIONS

CB	CATCH BASIN
CONC	CONCRETE
DIA	DIAMETER
DND	DO NOT DISTURB
DP	DEEP PLUGS
DWG	DRAWING
EL	ELEVATION
EXST	EXISTING
FT	FOOT, FEET
FH	FIRE HYDRANT
G	NATURAL GAS
GI	GREEN INFRASTRUCTURE
GIF	GREEN IMPROVEMENT FUND
HDPE	HIGH-DENSITY POLYETHYLENE
HT	HEIGHT
INVT	INVERT
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
No.	NUMBER
NTS	NOT TO SCALE
NYSDOT	NEW YORK STATE DEPARTMENT OF TRANSPORTATION
O.C.	ON CENTER
PVC	POLYVINYL CHLORIDE
R/W	RIGHT-OF-WAY
R&R	REMOVE AND REPLACE
RCP	REINFORCED CONCRETE PIPE
R.O.C.	RUN-OF-CRUSHER
SAN	SANITARY
ST	STORM DRAIN
TC	TOP OF CASTING
TOC	TOP OF CURB
TYP	TYPICAL
UG	UNDERGROUND
VERT	VERTICAL
VIF	VERIFY IN FIELD
W	POTABLE WATER

PLAN LEGEND

- DEMOLITION AREAS
- GRASS RESTORATION AREAS
- CONCRETE SIDEWALK RESTORATION AREAS
- FULL DEPTH RESTORATION AREAS (BINDER ONLY)
- NEW HDPE STORM SEWER
- UTILITY POLE/ HYDRANT/ MONUMENT BOUNDARY EXCAVATION LIMIT
- EXISTING CITY WATER (W)
- EXISTING COMBINED SEWER (CS)
- EXISTING GAS LINE (G)
- EXISTING SANITARY SEWER (SA)
- EXISTING OVERHEAD WIRES (OHW)
- EXISTING STORM SEWER (ST)
- EXISTING FIBER OPTIC (FO)

SURVEY NOTES:

1. A PARTIAL SURVEY WAS PERFORMED BY BRYANT ASSOCIATES, P.C. IN DECEMBER 2022 - JANUARY 2023.
2. A PORTION OF THE SURVEY WAS PROVIDED BY THE NYSDOT, COMPLETED IN 2017, AS A PART OF THE NYSDOT INTERSTATE-81 VIADUCT PROJECT.
3. ADDITIONAL SURVEY WAS PROVIDED BY THE CITY OF SYRACUSE, COMPLETED IN 2017 AND 2023, AS A PART OF MULTIPLE PROJECT'S ON PRIVATE PROPERTY ALONG EAST FAYETTE STREET
4. HORIZONTAL DATUM IS ON NAD 83.
5. VERTICAL DATUM IS ON NAVD 88.
6. CITY OF SYRACUSE SURVEY MONUMENTS SHALL NOT BE DISTURBED OR DESTROYED. IF THERE IS A CONFLICT OR A SURVEY MONUMENT IS WITHIN FIVE FEET OF CONSTRUCTION THE CITY OF SYRACUSE, DEPARTMENT OF ENGINEERING MUST BE CONTACTED AT (315)-448-8207 BEFORE ANY DEMOLITION OR CONSTRUCTION BEGINS.
7. UNDERGROUND UTILITIES SHOWN HEREON WERE PLOTTED FROM VISIBLE EVIDENCE LOCATED AT THE TIME OF THE FIELD SURVEY. THE LOCATIONS OF ALL UNDERGROUND UTILITIES SHOULD BE STAKED BY THE RESPECTIVE UTILITY COMPANY PRIOR TO ANY CONSTRUCTION.

SURVEY BENCHMARK TABLE

IDENTIFIER	NORTHING	EASTING	ELEVATION	DESCRIPTION	LOCATION
A	1111368	938757	402.51'	HYDRANT BOLT	SE CORNER OF WASHINGTON ST AND FORMAN AVE
B	1111095	938691	404.71'	HYDRANT BOLT	NW CORNER OF EAST FAYETTE ST AND FORMAN AVE
C	1110674	938689	405.05'	HYDRANT BOLT	NW CORNER OF GENESEE ST AND FORMAN AVE

STATE OF NEW YORK * ZACHARY FRANCIS MONGE 097149 LICENSED PROFESSIONAL ENGINEER

NO.	DATE	DSGN	REVISION	CHK	BY	APVD
		C.O'NEILL	A.HAUGH	DR	Z.MONGE	APVD

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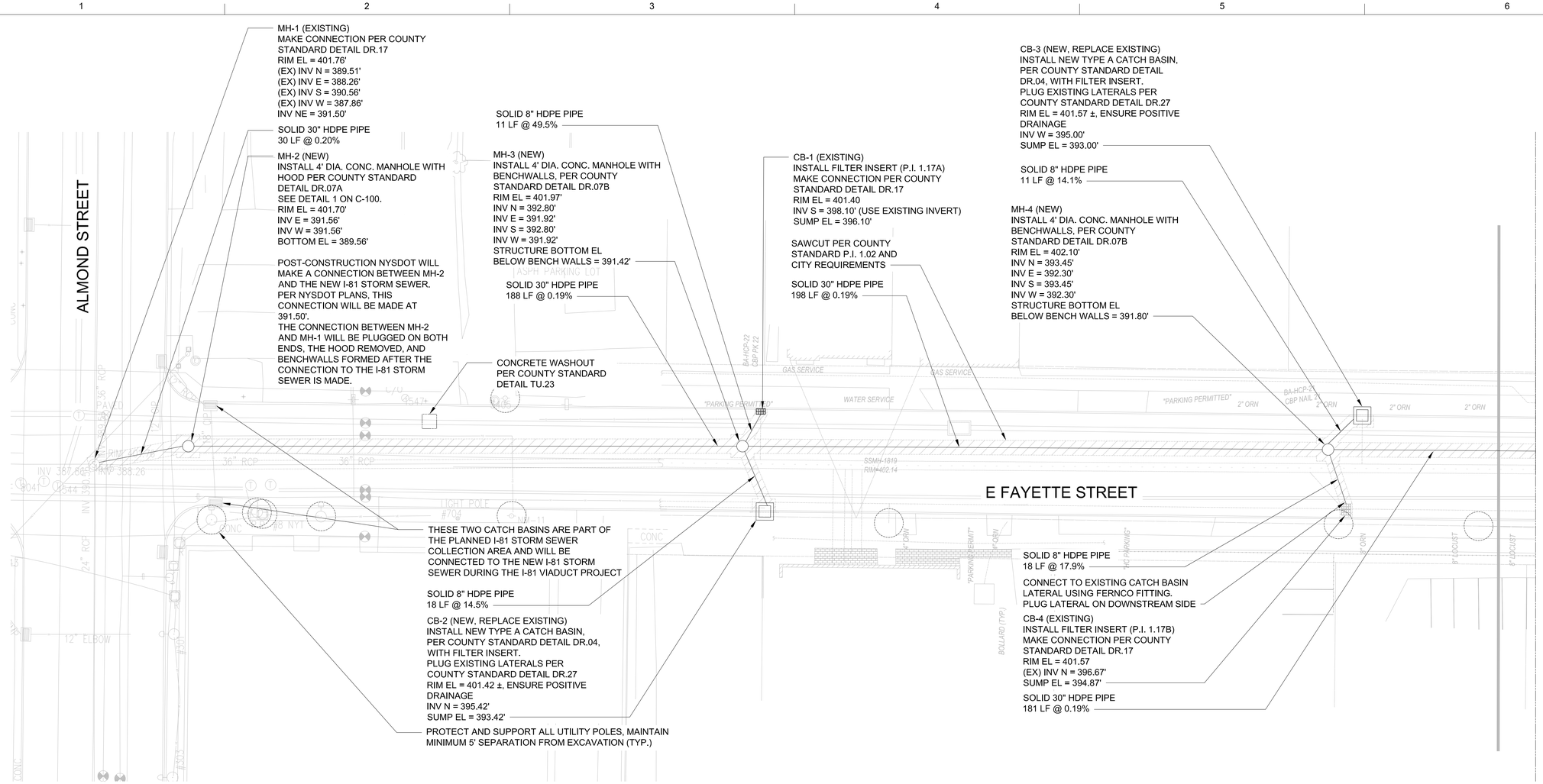
C-305
FAYETTE STREET AND FORMAN AVENUE
SEWER SEPARATION
SYRACUSE, NY
ONONDAGA COUNTY

GENERAL
ABBREVIATIONS & NOTES

NOT TO SCALE
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING. 0 1"

DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	G-002
SHEET	2 of 19

FILENAME: PLOT DATE: 2026, Jun 29 PLOT TIME: 3:35pm



1 SEWER SEPARATION PLAN

0 20 40 60
1" = 20'

N

NOTES:

1. DO NOT DISTURB EXISTING CURBING OR ADA RAMPS UNLESS OTHERWISE NOTED IN PLANS. MAINTAIN AN 18" SEPARATION FROM CITY CURBING.
2. ROAD RESTORATION WITH BINDER COURSE TO SURFACE PER COUNTY STANDARD DETAIL PS.05D ON FAYETTE STREET. CITY WILL MILL AND PAVE FAYETTE STREET AFTER COMPLETION OF PROJECT AS WELL AS REPLACE ADA RAMPS.
3. MAINTAIN AND PROTECT ALL UTILITIES. UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE CONFIRMED BY THE CONTRACTOR.
4. EXCAVATION MUST MAINTAIN 5' HORIZONTAL SEPARATION FROM THE WATER MAIN, 2' FROM GAS MAIN, 3' COMBINED SEWER, AND 3' FROM FIBER OPTIC CONDUITS.
5. STAGING AREA LOCATION TO BE DETERMINED BY CONTRACTOR.
6. WATER MAIN DEPTHS TO BE CONFIRMED BY THE CONTRACTOR AT THE START OF CONSTRUCTION, ASSUMED 5-FOOT COVER.
7. IF VERTICAL CLEARANCE FROM STORM PIPE TO WATER MAIN IS LESS THAN 18" ENCASE STORM PIPE IN CONCRETE FOR 10 LF PER COUNTY STANDARD PS.20 IN THE SPECIAL PROJECT CONDITIONS.
8. ALL MANHOLES ON NEW STORM LINE SHALL BE FORMED WITH BENCHWALLS PER DETAIL 3 ON C-100.
9. ALL MANHOLES WITH HOODS SHALL HAVE MANHOLE STEPS ORIENTED PERPENDICULARLY TO HOODS.
10. SEE SHEET PR-001 FOR STORM LINE PROFILES.
11. ALL STORM SEWERS SHALL BE TESTED PER THE STANDARDS LISTED BELOW.
    - 11.1. DEFLECTION TEST SHALL BE CONDUCTED AFTER THE FINAL BACKFILL HAS BEEN IN PLACE AT LEAST 30 DAYS TO PERMIT STABILIZATION OF THE SOIL-PIPE SYSTEM. NO SECTION OF PIPE SHALL EXCEED A DEFLECTION OF 5 PERCENT, OR IT SHALL BE EXCAVATED AND REPLACED IN ACCORDANCE WITH REQUIREMENTS IN THE APPROVED SPECIFICATIONS.
    - 11.2. LEAKAGE TEST MAY BE DONE THROUGH APPROPRIATE WATER OR LOW PRESSURE AIR TESTING.
      - 11.2.1. WATER (HYDROSTATIC) TEST SHALL NOT EXCEED EXFILTRATION/INFILTRATION OF 100 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY FOR ANY SECTION OF THE SYSTEM. AN EXFILTRATION OR INFILTRATION TEST SHALL BE PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET.
      - 11.2.2. AIR TEST SHALL, AS A MINIMUM, CONFORM TO THE TEST PROCEDURE DESCRIBED IN ASTM F 1417 FOR PLASTIC PIPE.
12. RESET ALL ROAD SIGNS DISTURBED PER COUNTY STANDARD DETAIL TU.06 IN THE SPECIAL PROJECT CONDITIONS.
13. CONTRACTOR SHALL MINIMIZE ON-SITE STORAGE UNTIL WHEN NEEDED BEFORE WORK.CONTRACTOR SHALL LOCATE STAGING AND STORAGE AREAS AT THEIR DISCRETION AND OBTAIN APPROVAL FROM THE OWNER AND RESPECTIVE LAND OWNERS.
14. UTILIZE CONCRETE WASHOUTS THROUGHOUT PROJECT SITE AS WORK PROGRESSES PER COUNTY STANDARD DETAIL TU.23. LOCATIONS SHOWN ARE SUGGESTED. CONTRACTOR SHALL ADJUST AS WORK PROGRESSES.

LEGEND

- DEMOLITION AREAS
- NEW HDPE STORM SEWER
- UTILITY POLE/ HYDRANT/ MONUMENT BOUNDARY EXCAVATION LIMIT

FILENAME:

2 CLINTON SQUARE
SUITE 325
SYRACUSE NY, 13202

C-305
FAYETTE STREET AND FORMAN AVENUE
SEWER SEPARATION
SYRACUSE, NY
ONONDAGA COUNTY

Jacobs

CIVIL

EAST FAYETTE STREET
SEWER SEPARATION PLAN I OF III

NO.	DATE	DSGN	DR	CHK	APVD	BY	REVISION
		C.ONEILL	A.HAUGH	C.ONEILL	Z.MONGE	APVD	

1" = 20'
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING. 0 1"

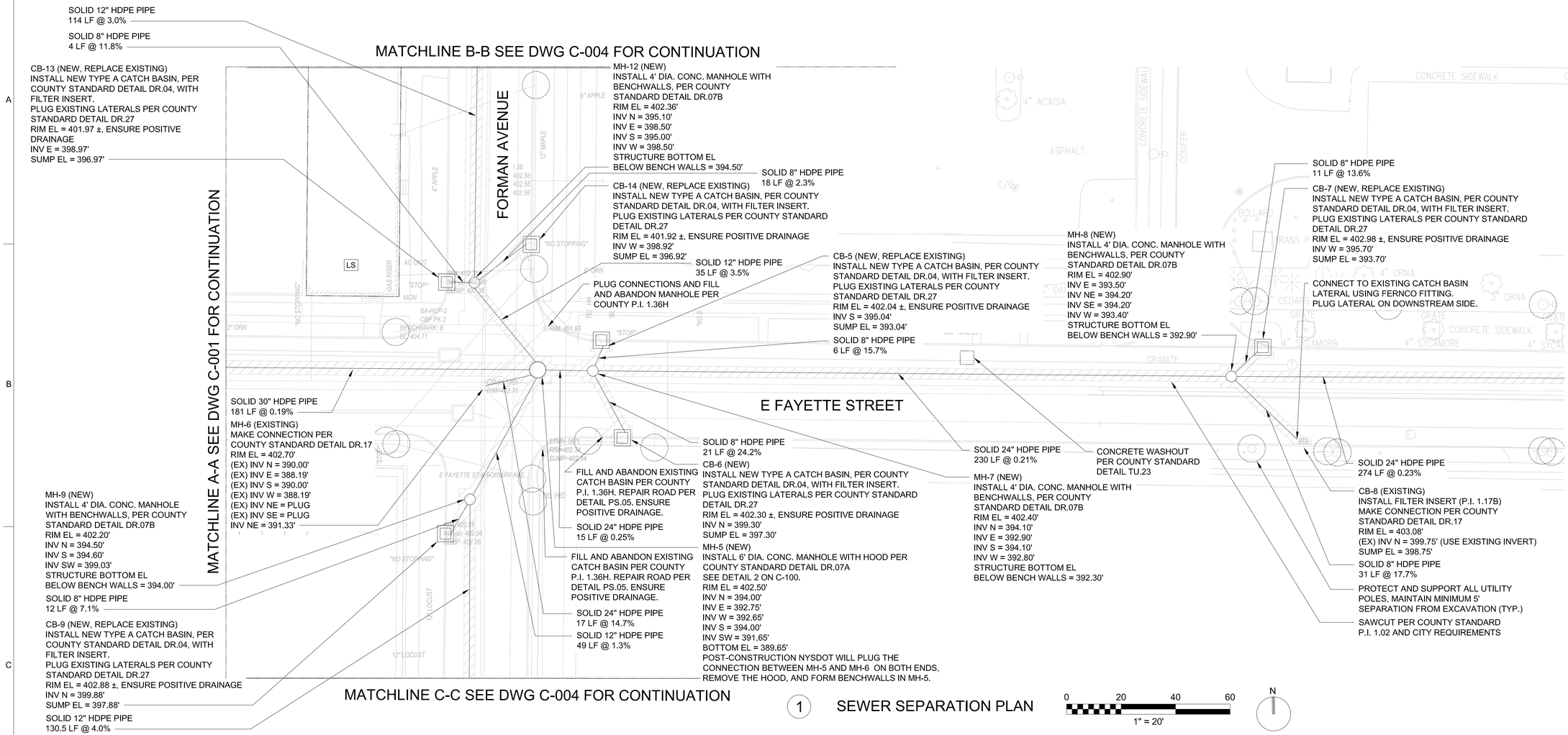
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DWG	C-001
SHEET	3 of 19

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REGISTERED STATE OF NEW YORK ZACHARY FRANCIS MONGE 097149 LICENSED PROFESSIONAL ENGINEER



1 SEWER SEPARATION PLAN

0 20 40 60

1" = 20'

N

NOTES:

1. DO NOT DISTURB EXISTING CURBING OR ADA RAMPS UNLESS OTHERWISE NOTED IN PLANS. MAINTAIN AN 18" SEPARATION FROM CITY CURBING.
2. ROAD RESTORATION WITH BINDER COURSE TO SURFACE PER COUNTY STANDARD DETAIL PS.05D ON FAYETTE STREET. CITY WILL MILL AND PAVE FAYETTE STREET AFTER COMPLETION OF PROJECT AS WELL AS REPLACE ADA RAMPS.
3. MAINTAIN AND PROTECT ALL UTILITIES. UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE CONFIRMED BY THE CONTRACTOR.
4. EXCAVATION MUST MAINTAIN 5' HORIZONTAL SEPARATION FROM THE WATER MAIN, 2' FROM GAS MAIN, 3' COMBINED SEWER, AND 3' FROM FIBER OPTIC CONDUITS.
5. STAGING AREA LOCATION TO BE DETERMINED BY CONTRACTOR.
6. WATER MAIN DEPTHS TO BE CONFIRMED BY THE CONTRACTOR AT THE START OF CONSTRUCTION, ASSUMED 5-FOOT COVER.
7. IF VERTICAL CLEARANCE FROM STORM PIPE TO WATER MAIN IS LESS THAN 18" ENCASE STORM PIPE IN CONCRETE FOR 10 LF PER COUNTY STANDARD PS.20 IN THE SPECIAL PROJECT CONDITIONS.
8. ALL MANHOLES ON NEW STORM LINE SHALL BE FORMED WITH BENCHWALLS PER DETAIL 3 ON C-100.
9. ALL MANHOLES WITH HOODS SHALL HAVE MANHOLE STEPS ORIENTED PERPENDICULARLY TO HOODS.
10. SEE SHEET PR-001 FOR STORM LINE PROFILES.
11. ALL STORM SEWERS SHALL BE TESTED PER THE STANDARDS LISTED BELOW.
    - 11.1. DEFLECTION TEST SHALL BE CONDUCTED AFTER THE FINAL BACKFILL HAS BEEN IN PLACE AT LEAST 30 DAYS TO PERMIT STABILIZATION OF THE SOIL-PIPE SYSTEM. NO SECTION OF PIPE SHALL EXCEED A DEFLECTION OF 5 PERCENT, OR IT SHALL BE EXCAVATED AND REPLACED IN ACCORDANCE WITH REQUIREMENTS IN THE APPROVED SPECIFICATIONS.
    - 11.2. LEAKAGE TEST MAY BE DONE THROUGH APPROPRIATE WATER OR LOW PRESSURE AIR TESTING.
      - 11.2.1. WATER (HYDROSTATIC) TEST SHALL NOT EXCEED EXFILTRATION/INFILTRATION OF 100 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY FOR ANY SECTION OF THE SYSTEM. AN EXFILTRATION OR INFILTRATION TEST SHALL BE PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET.
      - 11.2.2. AIR TEST SHALL, AS A MINIMUM, CONFORM TO THE TEST PROCEDURE DESCRIBED IN ASTM F 1417 FOR PLASTIC PIPE.
12. RESET ALL ROAD SIGNS DISTURBED PER COUNTY STANDARD DETAIL TU.06 IN THE SPECIAL PROJECT CONDITIONS.
13. A LEAD WATER SERVICE HAS BEEN IDENTIFIED AT 725 EAST FAYETTE STREET (IDENTIFIED BY: LS). DURING INSTALLATION OF SEWER, THE LOCATION AND MATERIAL OF THE WATER SERVICE SHALL BE VERIFIED BY CONTRACTOR AND IF DETERMINED TO BE LEAD (OR GALVANIZED STEEL) SHALL BE REPLACED PER COUNTY STANDARD DETAIL TU.01. REMOVAL TO BE COORDINATED WITH CITY OF SYRACUSE WATER DEPARTMENT.

LEGEND

- DEMOLITION AREAS
- NEW HDPE STORM SEWER
- UTILITY POLE/ HYDRANT/ MONUMENT BOUNDARY EXCAVATION LIMIT

FILENAME:

STATE OF NEW YORK
ZACHARY FRANCIS MONGE
LICENSED PROFESSIONAL ENGINEER
037149

NO.	DATE	DSGN	DR	REVISION	CHK	APVD	BY
		C.ONEILL	A.HAUGH		C.ONEILL		Z.MONGE

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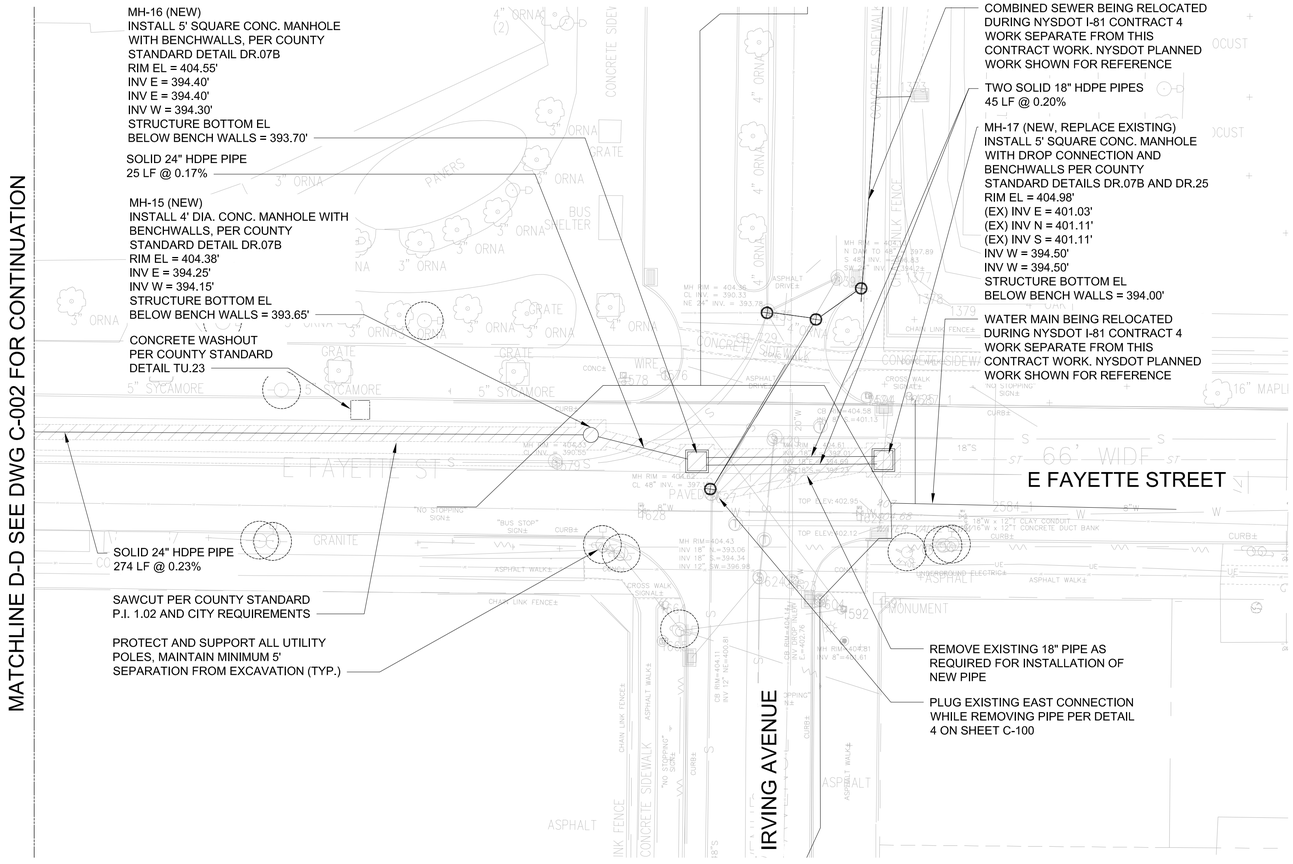
C-305
FAYETTE STREET AND FORMAN AVENUE
SEWER SEPARATION
SYRACUSE, NY
ONONDAGA COUNTY

CIVIL

EAST FAYETTE STREET SEWER SEPARATION PLAN II OF III

1" = 20'
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	C-002
SHEET	4 of 19



1 SEWER SEPARATION PLAN

0 20 40 60
1" = 20'

N

NOTES:

1. DO NOT DISTURB EXISTING CURBING OR ADA RAMPS UNLESS OTHERWISE NOTED IN PLANS. MAINTAIN AN 18" SEPARATION FROM CITY CURBING.
2. ROAD RESTORATION WITH BINDER COURSE TO SURFACE PER COUNTY STANDARD DETAIL PS.05D ON FAYETTE STREET. CITY WILL MILL AND PAVE FAYETTE STREET AFTER COMPLETION OF PROJECT AS WELL AS REPLACE ADA RAMPS.
3. MAINTAIN AND PROTECT ALL UTILITIES. UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE CONFIRMED BY THE CONTRACTOR.
4. EXCAVATION MUST MAINTAIN 5' HORIZONTAL SEPARATION FROM THE WATER MAIN, 2' FROM GAS MAIN, 3' COMBINED SEWER, AND 3' FROM FIBER OPTIC CONDUITS.
5. STAGING AREA LOCATION TO BE DETERMINED BY CONTRACTOR.
6. WATER MAIN DEPTHS TO BE CONFIRMED BY THE CONTRACTOR AT THE START OF CONSTRUCTION, ASSUMED 5-FOOT COVER.
7. IF VERTICAL CLEARANCE FROM STORM PIPE TO WATER MAIN IS LESS THAN 18" ENCASE STORM PIPE IN CONCRETE FOR 10 LF PER COUNTY STANDARD PS.20 IN THE SPECIAL PROJECT CONDITIONS.
8. ALL MANHOLES ON NEW STORM LINE SHALL BE FORMED WITH BENCHWALLS PER DETAIL 3 ON C-100.
9. ALL MANHOLES WITH HOODS SHALL HAVE MANHOLE STEPS ORIENTED PERPENDICULARLY TO HOODS.
10. SEE SHEET PR-001 FOR STORM LINE PROFILES.
11. ALL STORM SEWERS SHALL BE TESTED PER THE STANDARDS LISTED BELOW.
    - 11.1. DEFLECTION TEST SHALL BE CONDUCTED AFTER THE FINAL BACKFILL HAS BEEN IN PLACE AT LEAST 30 DAYS TO PERMIT STABILIZATION OF THE SOIL-PIPE SYSTEM. NO SECTION OF PIPE SHALL EXCEED A DEFLECTION OF 5 PERCENT, OR IT SHALL BE EXCAVATED AND REPLACED IN ACCORDANCE WITH REQUIREMENTS IN THE APPROVED SPECIFICATIONS.
    - 11.2. LEAKAGE TEST MAY BE DONE THROUGH APPROPRIATE WATER OR LOW PRESSURE AIR TESTING.
      - 11.2.1. WATER (HYDROSTATIC) TEST SHALL NOT EXCEED EXFILTRATION/INFILTRATION OF 100 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY FOR ANY SECTION OF THE SYSTEM. AN EXFILTRATION OR INFILTRATION TEST SHALL BE PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET.
      - 11.2.2. AIR TEST SHALL, AS A MINIMUM, CONFORM TO THE TEST PROCEDURE DESCRIBED IN ASTM F 1417 FOR PLASTIC PIPE.
12. RESET ALL ROAD SIGNS DISTURBED PER COUNTY STANDARD DETAIL TU.06 IN THE SPECIAL PROJECT CONDITIONS.

LEGEND

- DEMOLITION AREAS
- NEW HDPE STORM SEWER
- UTILITY POLE/ HYDRANT/ MONUMENT BOUNDARY EXCAVATION LIMIT

FILENAME:

ROBERT ZACHARY FRANCIS MONGE
STATE OF NEW YORK
097149
LICENSED PROFESSIONAL ENGINEER

NO.	DATE	DESCRIPTION	BY
DSGN	C.ONEILL	DR A.HAUGH CHK C.ONEILL APVD	APVD Z.MONGE

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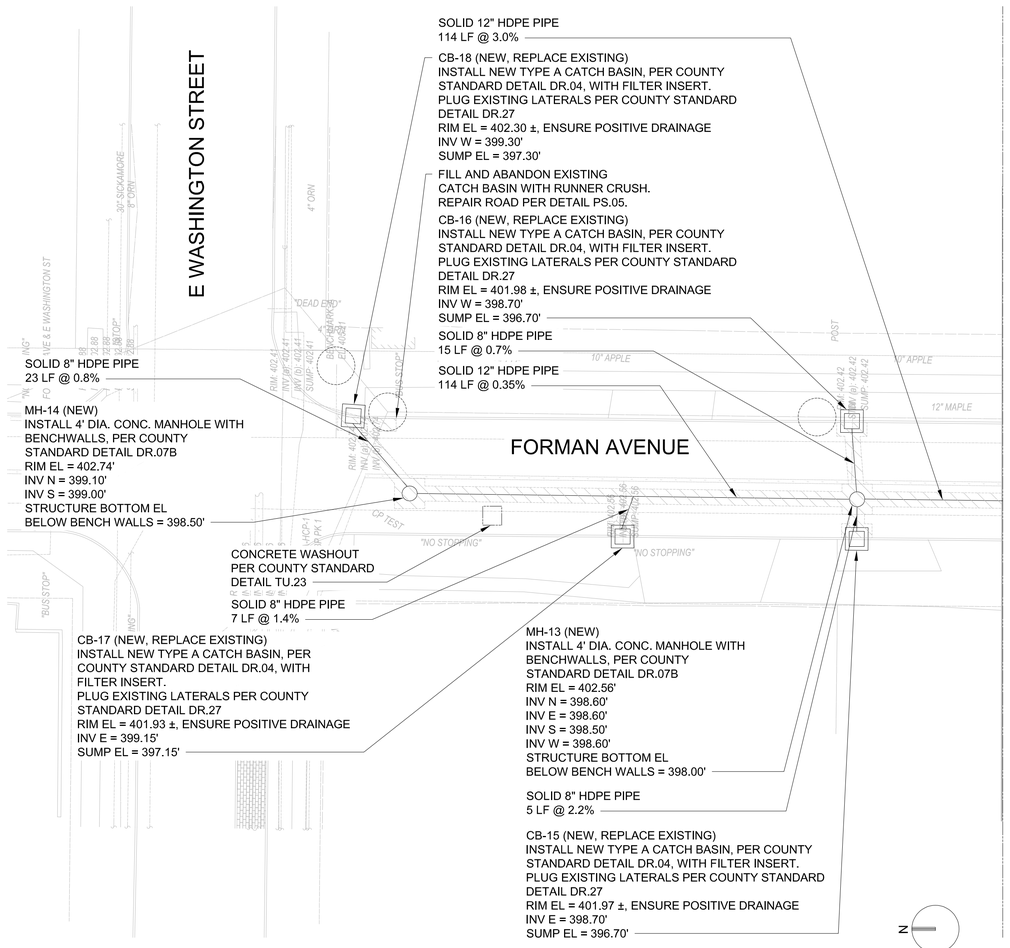
C-305
FAYETTE STREET AND FORMAN AVENUE
SEWER SEPARATION
SYRACUSE, NY
ONONDAGA COUNTY

Jacobs

CIVIL
EAST FAYETTE STREET
SEWER SEPARATION PLAN III OF III

1" = 20'
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	C-003
SHEET	5 of 19



NOTES:

1. DO NOT DISTURB EXISTING CURBING OR ADA RAMPS UNLESS OTHERWISE NOTED IN PLANS. MAINTAIN AN 18" SEPARATION FROM CITY CURBING
2. ROAD RESTORATION WITH BINDER COURSE TO SURFACE PER COUNTY STANDARD DETAIL PS.05D. CITY WILL MILL AND PAVE STREET AFTER COMPLETION OF PROJECT AS WELL AS REPLACE ADA RAMPS.
3. MAINTAIN AND PROTECT ALL UTILITIES. UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE CONFIRMED BY THE CONTRACTOR.

EXCAVATIOURE THEN MUST MAINTAIN 5' SEPARATION FROM ALL WATER MAINS.

5. CONTRACTOR SHALL MINIMIZE ON-SITE STORAGE UNTIL BEFORE NEEDED FOR WORK. CONTRACTOR SHALL LOCATE STAGING AND STORAGE AREAS AT THEIR DISCRETION AND OBTAIN APPROVAL FROM THE OWNER AND RESPECTIVE LAND OWNERS.
6. ENSRE IS A MINIMUM SEPARATION OF 2' BETWEEN THE NEW STORM SEWER AND GAS MAINS, A MINIMUM OF 5' SEPARATION FROM WATER MAINS, A MINIMUM OF 3' FROM COMBINED SEWER, AND A MINIMUM OF 3' FROM FIBER.
7. WATER MAIN DEPTHS TO BE CONFIRMED BY THE CONTRACTOR AT THE START OF CONSTRUCTION, ASSUMED 5-FOOT COVER.
8. IF VERTICAL CLEARANCE FROM STORM PIPE TO WATER MAIN IS LESS THAN 18" ENCASE STORM PIPE IN CONCRETE FOR 10 LF PER COUNTY STANDARD PS.20.
9. ALL MANHOLES ON NEW STORM LINE SHALL BE FORMED WITH BENCHWALLS PER DETAIL 3 ON C-100.
10. ALL MANHOLES WITH HOODS SHALL HAVE MANHOLE STEPS ORIENTED PERPENDICULARLY TO HOODS.
11. SEE SHEET PR-001 FOR STORM LINE PROFILES.
12. ALL STORM SEWERS SHALL BE TESTED PER THE STANDARDS LISTED BELOW.
    - 12.1. DEFLECTION TEST SHALL BE CONDUCTED AFTER THE FINAL BACKFILL HAS BEEN IN PLACE AT LEAST 30 DAYS TO PERMIT STABILIZATION OF THE SOIL-PIPE SYSTEM. NO SECTION OF PIPE SHALL EXCEED A DEFLECTION OF 5 PERCENT, OR IT SHALL BE EXCAVATED AND REPLACED IN ACCORDANCE WITH REQUIREMENTS IN THE APPROVED SPECIFICATIONS.
    - 12.2. LEAKAGE TEST MAY BE DONE THROUGH APPROPRIATE WATER OR LOW PRESSURE AIR TESTING.
      - 12.2.1. WATER (HYDROSTATIC) TEST SHALL NOT EXCEED EXFILTRATION/INFILTRATION OF 100 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY FOR ANY SECTION OF THE SYSTEM. AN EXFILTRATION OR INFILTRATION TEST SHALL BE PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET.
      - 12.2.2. AIR TEST SHALL, AS A MINIMUM, CONFORM TO THE TEST PROCEDURE DESCRIBED IN ASTM F 1417 FOR PLASTIC PIPE.
13. RESET ALL ROAD SIGNS DISTURBED PER COUNTY STANDARD DETAIL TU.06.

LEGEND

- DEMOLITION AREAS
- NEW HDPE STORM SEWER
- UTILITY POLE/ HYDRANT/ MONUMENT BOUNDARY EXCAVATION LIMIT

FILENAME:

ZACHARY FRANCIS MONGE
STATE OF NEW YORK
097149
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	DSGN	DR	REVISION	CHK	APVD	BY	APVD
		C.ONEILL	A.HAUGH		C.ONEILL		Z.MONGE	

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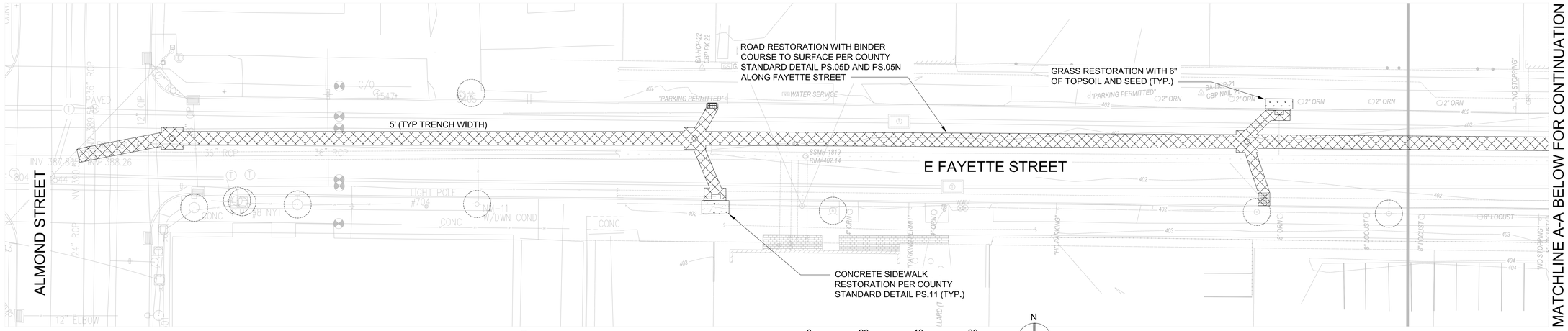
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C-305
FAYETTE STREET AND FORMAN AVENUE
SEWER SEPARATION
SYRACUSE_NY
ONONDAGA COUNTY

CIVIL
FORMAN AVENUE
SEWER SEPARATION PLAN

1" = 20'
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	C-004
SHEET	6 of 19

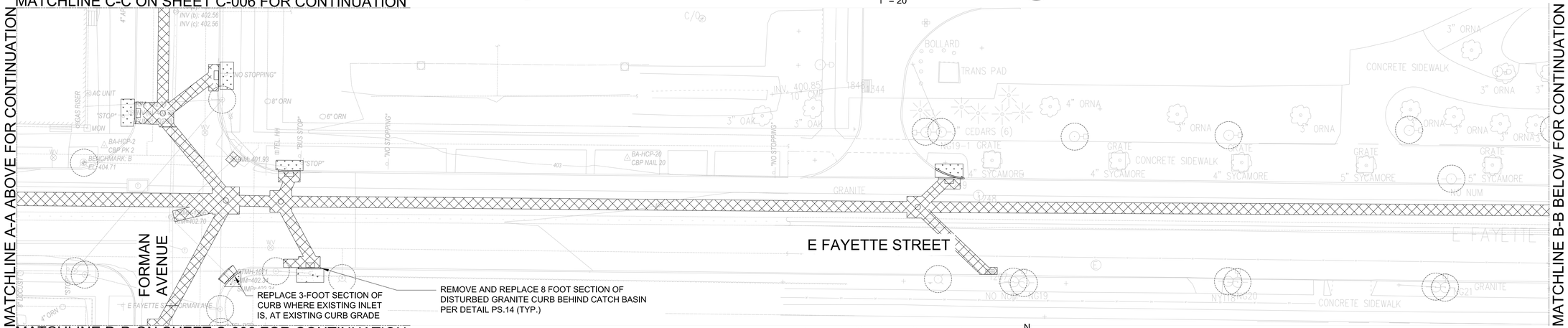


1 ROAD RESTORATION PLAN

0 20 40 60
1" = 20'

N

MATCHLINE C-C ON SHEET C-006 FOR CONTINUATION

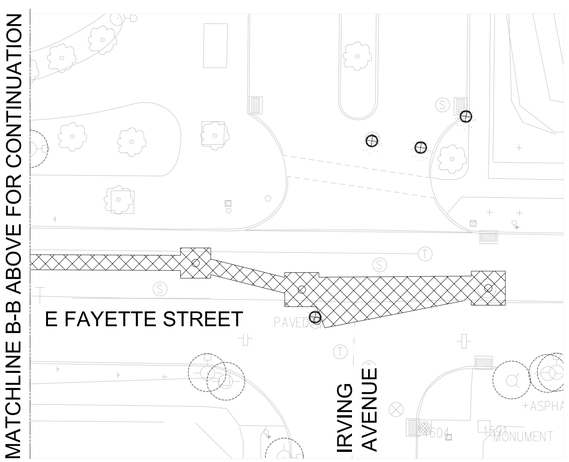


MATCHLINE D-D ON SHEET C-006 FOR CONTINUATION

2 ROAD RESTORATION PLAN

0 20 40 60
1" = 20'

N



3 ROAD RESTORATION PLAN

0 20 40 60
1" = 20'

N

NOTES:

1. ROAD RESTORATION ON FAYETTE STREET WITH BINDER COURSE TO SURFACE ONLY AND PER COUNTY STANDARD DETAIL PS.05D AND PS.05N. CITY WILL MILL AND PAVE FAYETTE STREET AFTER COMPLETION OF PROJECT AS WELL AS REPLACE ADA RAMPS.
2. ROAD RESTORATION ON FORMAN AVENUE PER COUNTY STANDARD DETAIL PS05A.
3. RESET ALL ROAD SIGNS DISTURBED PER COUNTY STANDARD DETAIL TU.06.
4. RESTRIPE ALL CROSSWALKS AND STOP BARS PER NYSDOT STANDARD SHEETS 685-01

LEGEND

- GRASS RESTORATION AREAS
- CONCRETE SIDEWALK RESTORATION AREAS
- FULL DEPTH RESTORATION AREAS (BINDER ONLY ON FAYETTE STREET)
- UTILITY POLE/ HYDRANT/ MONUMENT BOUNDARY EXCAVATION LIMIT

FILENAME:

STATE OF NEW YORK
ZACHARY FRANCIS MONGE
097149
LICENSED PROFESSIONAL ENGINEER

NO.	DATE	REVISION	BY	APVD
DSGN	C ONEILL	DR A HAUGH	CHK C ONEILL	APVD Z MONGE

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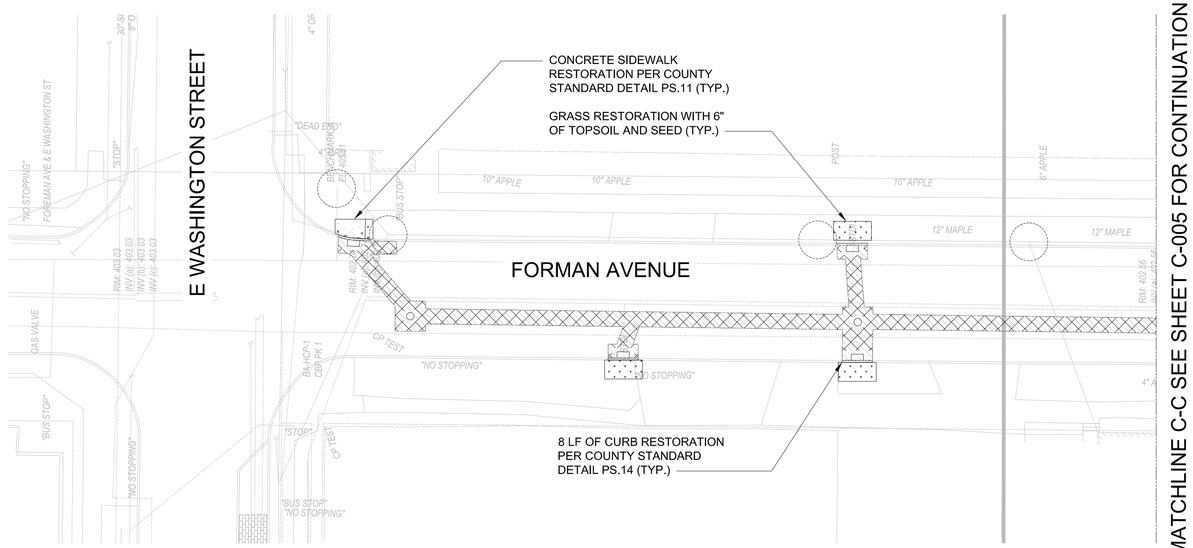
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FAYETTE STREET AND FORMAN AVENUE
SEWER SEPARATION
SYRACUSE, NY
ONONDAGA COUNTY

CIVIL
EAST FAYETTE STREET
ROAD RESTORATION PLAN

1" = 20'
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

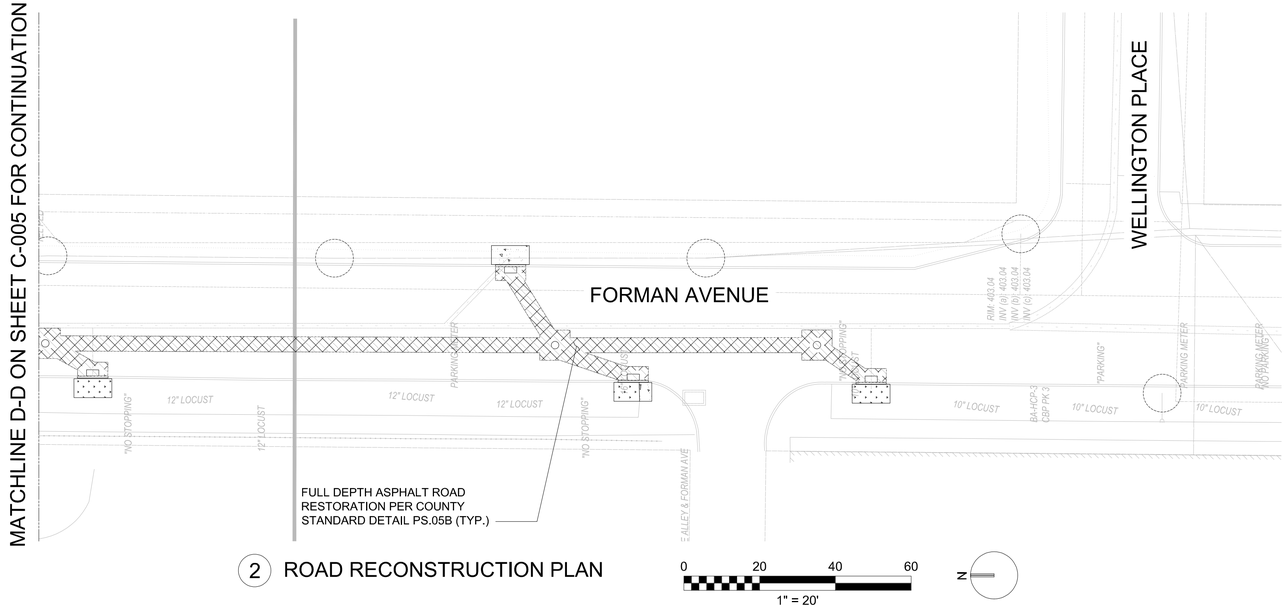
DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	C-005
SHEET	7 of 19



1 ROAD RECONSTRUCTION PLAN

0 20 40 60
1" = 20'

N



2 ROAD RECONSTRUCTION PLAN

0 20 40 60
1" = 20'

N

NOTES:

1. ROAD RESTORATION ON FAYETTE STREET WITH BINDER COURSE TO SURFACE ONLY AND PER COUNTY STANDARD DETAIL PS.05D AND PS.05N. CITY WILL MILL AND PAVE FAYETTE STREET AFTER COMPLETION OF PROJECT AS WELL AS REPLACE ADA RAMPS.
2. ROAD RESTORATION ON FORMAN AVENUE PER COUNTY STANDARD DETAIL PS05A.
3. RESET ALL ROAD SIGNS DISTURBED PER COUNTY STANDARD DETAIL TU.06.
4. RESTRIPE ALL CROSSWALKS AND STOP BARS PER NYSDOT STANDARD SHEETS 685-01

LEGEND

GRASS RESTORATION AREAS

CONCRETE SIDEWALK RESTORATION AREAS

UTILITY POLE/ HYDRANT/ MONUMENT BOUNDARY EXCAVATION LIMIT

FILENAME:

STATE OF NEW YORK
ZACHARY FRANCIS MONGE
097149
LICENSED PROFESSIONAL ENGINEER

NO.	DATE	REVISION	BY	APVD
DSGN	C.ONEILL	DR A.HAUGH	CHK C.ONEILL	APVD Z.MONGE

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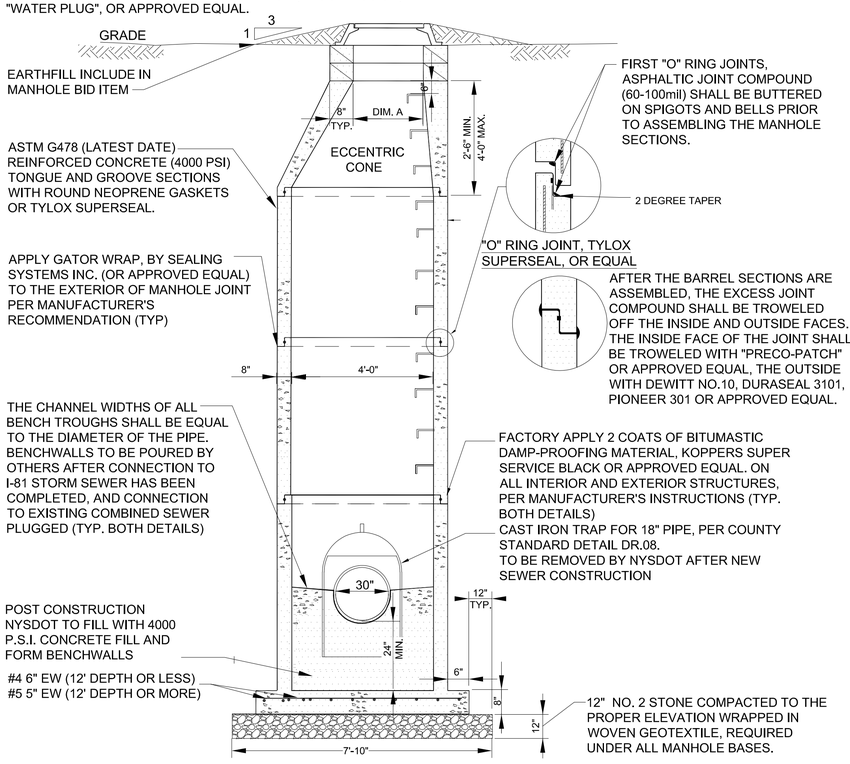
C-305
FAYETTE STREET AND FORMAN AVENUE
SEWER SEPARATION
SYRACUSE, NY
ONONDAGA COUNTY

CIVIL
FORMAN AVENUE
ROAD RESTORATION PLAN

1" = 20'
VERIFY SCALE
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0 1"

DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	C-006
SHEET	8 of 19

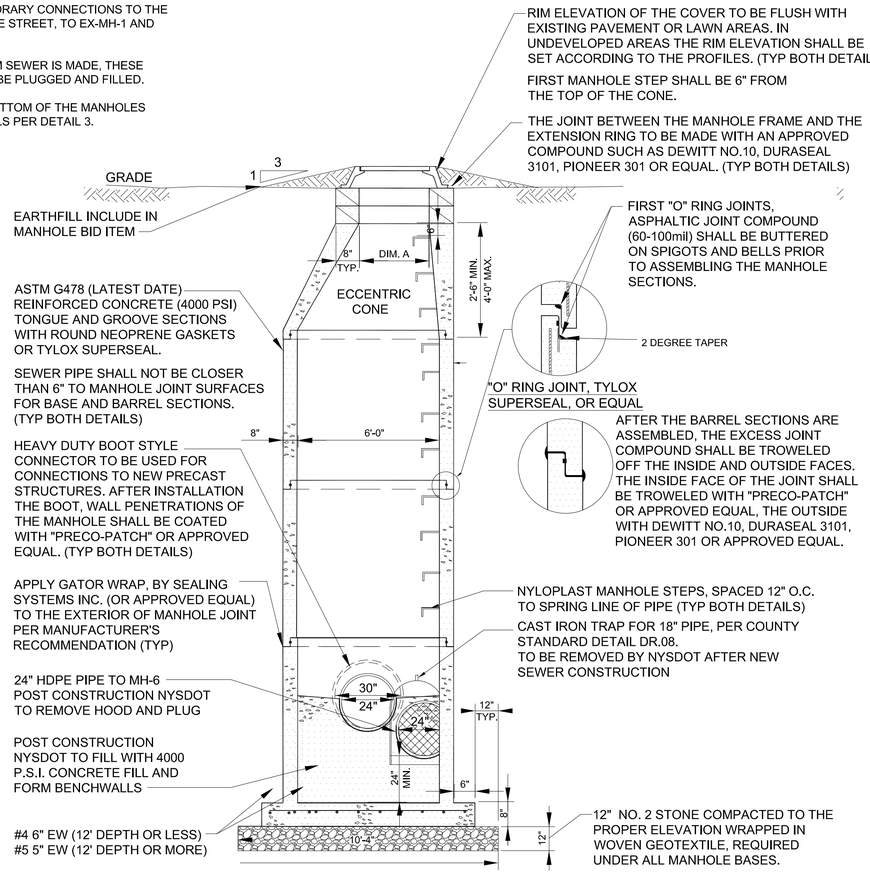
NOTE FOR BOTH DETAILS:
ADJUST TO GRADE WITH APPROVED PRE-CAST EXTENSION RINGS.
(A) THE JOINTS BETWEEN THE CONE SECTION AND THE EXTENSION RINGS SHALL BE MORTARED IN PLACE,
(B) THE INDIVIDUAL RINGS SHALL NOT EXCEED 6" IN THICKNESS. THE TOTAL NUMBER PLACED SHALL BE LIMITED TO 3 AND A MAXIMUM OF 12" IN HEIGHT.
(C) THE ENTIRE OUTSIDE SURFACE FROM THE FRAME CASTING TO THE CONE SECTION SHALL BE COATED WITH AN APPROVED COATING MATERIAL SUCH AS "PRECO-PATCH", "ROCK MOUNT", "WATER PLUG", OR APPROVED EQUAL.



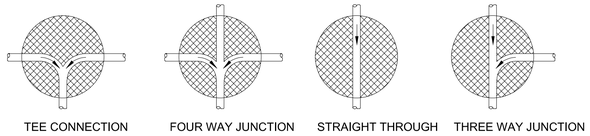
1 MH-2 MANHOLE DETAIL

NOTES:

1. BOTH MH-1 AND MH-4 SHALL BE BUILT WITH TEMPORARY CONNECTIONS TO THE EXISTING COMBINED SEWER ALONG EAST FAYETTE STREET, TO EX-MH-1 AND EX-MH-2 RESPECTIVELY.
2. WHEN THE CONNECTIONS TO THE NEW I-81 STORM SEWER IS MADE, THESE CONNECTIONS TO THE EXISTING SEWER SHOULD BE PLUGGED AND FILLED.
3. ONCE THE NEW CONNECTIONS ARE MADE, THE BOTTOM OF THE MANHOLES SHOULD BE FILLED AND SHAPED WITH BENCHWALLS PER DETAIL 3.



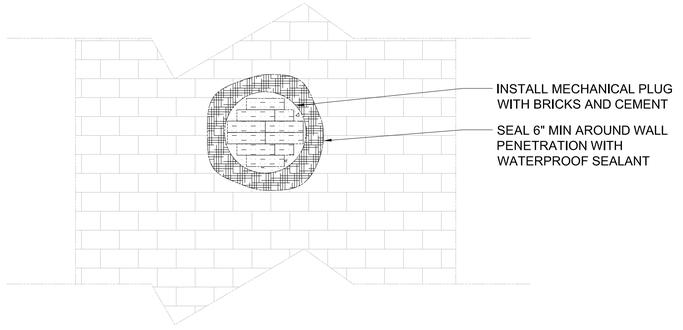
2 MH-5 MANHOLE DETAIL



NOTES:

1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI.
2. BENCHING SHALL BE GIVEN WOOD FLOAT FINISH; CHANNEL SHALL BE GIVEN STEEL TROWEL FINISH.
3. ALL CHANNELS SHALL EXTEND A MINIMUM OF 12" STRAIGHT IN FROM THE MANHOLE WALLS AT THE PIPE CONNECTIONS PRIOR TO BEGINNING CURVATURE.

3 NEW MANHOLE BENCHING DETAILS



4 MANHOLE WALL PENETRATION PATCH

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STATE OF NEW YORK
ZACHARY FRANCIS MONGE
097149
REGISTERED PROFESSIONAL ENGINEER

2 CLINTON SQUARE
SUITE 325
SYRACUSE NY, 13202

C-305
FAYETTE STREET AND FORMAN AVENUE
SEWER SEPARATION
SYRACUSE, NY
ONONDAGA COUNTY

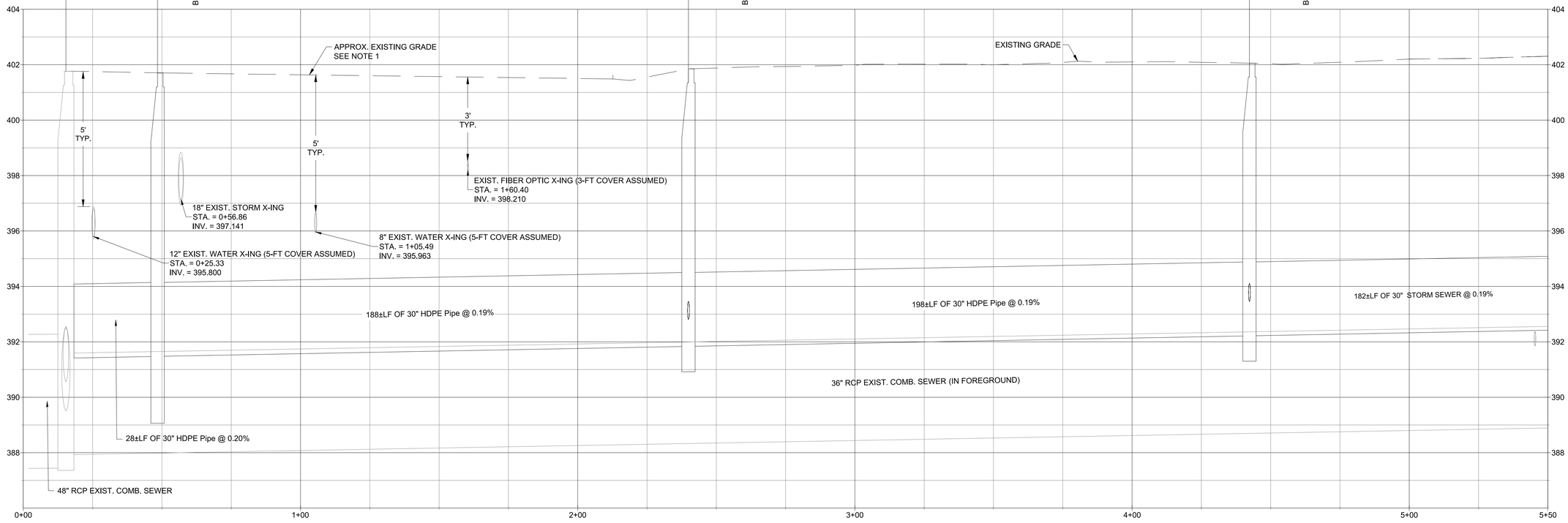
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CIVIL
DETAILS

NOT TO SCALE
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	C-100
SHEET	9 of 19

FILENAME:



1 FAYETTE STREET STORM SEWER PROFILE

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 2'

NOTES:

1. APPROXIMATE EXISTING GRADE SHOWN BETWEEN STA. 0+15.38 TO STA. 2+12.72 AND STA. 8+35.22 TO STA. 8+82.85 AS THESE RANGES FALL OUTSIDE OF THE SURVEY LIMITS PERFORMED BY BRYANT ASSOCIATES, P.C. COMPLETED JANUARY 2023.
2. MINIMUM EXISTING COVERS OF 5' FOR WATER AND 3' FOR GAS, ELECTRIC, FIBER OPTIC, AND TELECOM ASSUMED PER DETAIL PS.02 OF THE 2022 TERM CONSTRUCTION CONTRACT.
3. COMBINED SEWER INVERTS APPROXIMATE BASED ON PROVIDED INVERTS AT THE MH-1 TIE IN LOCATION AND CITY MILESQUARES.
4. CONTRACTOR SHALL FIELD VERIFY EXISTING INVERTS PRIOR TO CONSTRUCTION.

FILENAME: 010_C-305_PR-001.DWG

STATE OF NEW YORK
PRAVIN THAYAPARAN
No. 068957
LICENSED PROFESSIONAL ENGINEER

NO.	DATE	DSGN	DR	REVISION	CHK	BY	APVD
		S SEVERANCE	S SEVERANCE	K. MIERZWA	APVD	P THAYAPARAN	

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PRUDENT ENGINEERING
6390 FLY ROAD
SYRACUSE NY, 13057

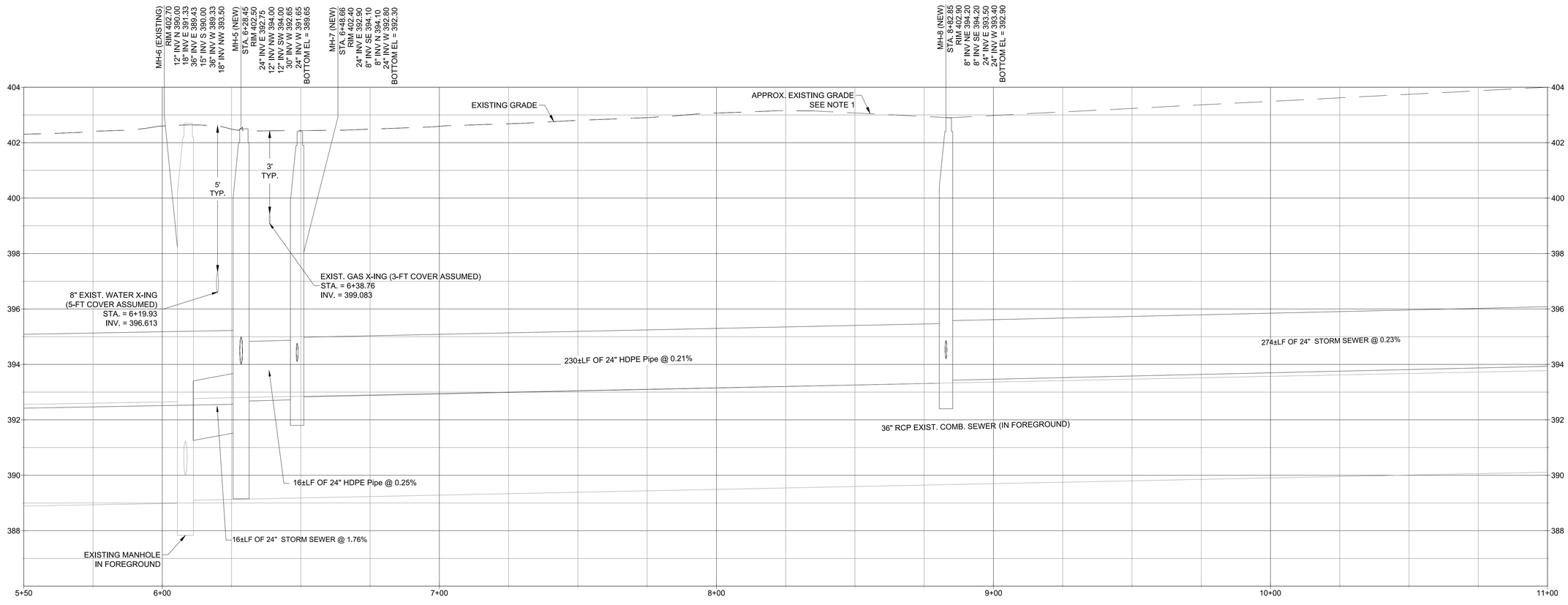
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C-305
FAYETTE STREET AND FORMAN AVENUE
SEWER SEPARATION
SYRACUSE, NY
ONONDAGA COUNTY

CIVIL

FAYETTE STREET STORM PROFILE

AS SHOWN	
VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING. 0 1"	
DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	PR-001
SHEET	10 of 19



1 FAYETTE STREET STORM SEWER PROFILE

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 2'

NOTES:

1. APPROXIMATE EXISTING GRADE SHOWN BEYOND STA. 8+35.22 AS THESE RANGES FALL OUTSIDE OF THE SURVEY LIMITS PERFORMED BY BRYANT ASSOCIATES, P.C. COMPLETED JANUARY 2023.
2. MINIMUM EXISTING COVERS OF 5' FOR WATER AND 3' FOR GAS, ELECTRIC, FIBER OPTIC, AND TELECOM ASSUMED PER DETAIL PS.02 OF THE 2022 TERM CONSTRUCTION CONTRACT.
3. COMBINED SEWER INVERTS APPROXIMATE BASED ON PROVIDED INVERTS AT THE MH-1 TIE IN LOCATION AND CITY MILESQUARES.
4. CONTRACTOR SHALL FIELD VERIFY EXISTING INVERTS PRIOR TO CONSTRUCTION.

FILENAME: 011_C-305_PR-002.DWG

STATE OF NEW YORK
PRINCIPAL ENGINEER
No. 068957
LICENSED PROFESSIONAL

NO.	DATE	DSGN	DR	REVISION	CHK	BY
		S SEVERANCE	S SEVERANCE		K. MIERZWA	APVD
						P THAYAPARAN

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SYRACUSE NY, 13057

Jacobs
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SUITE 325
SYRACUSE NY, 13202

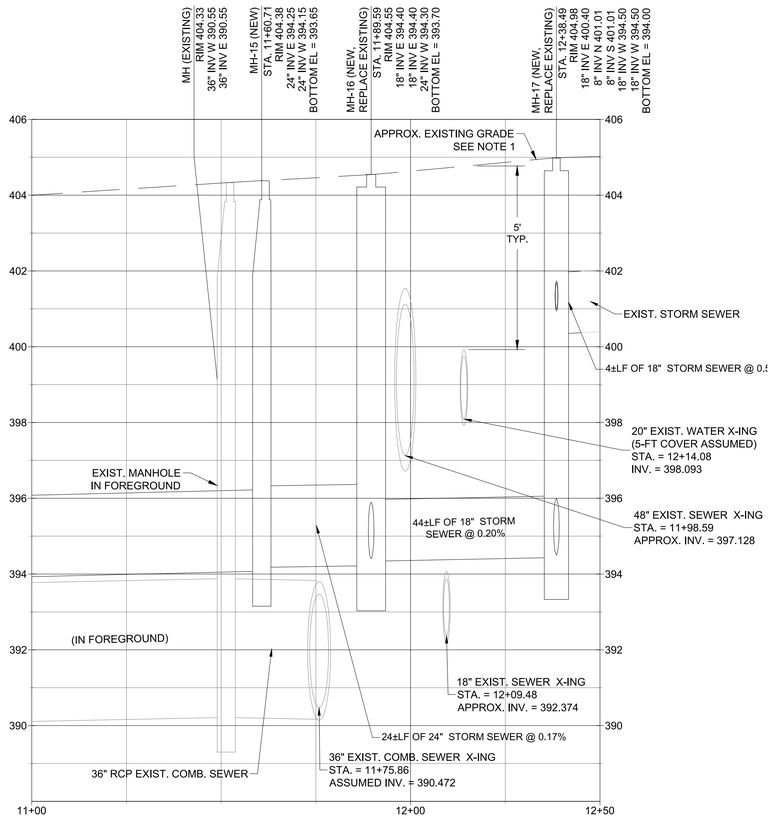
C-305
FAYETTE STREET AND FORMAN AVENUE
SEWER SEPARATION
SYRACUSE, NY
ONONDAGA COUNTY

CIVIL

FAYETTE STREET STORM PROFILE

AS SHOWN
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING. 0 1"

DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	PR-002
SHEET	11 of 19



1 FAYETTE STREET STORM SEWER PROFILE

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 2'

NOTES:

1. APPROXIMATE EXISTING GRADE SHOWN AS THESE RANGES FALL OUTSIDE OF THE SURVEY LIMITS PERFORMED BY BRYANT ASSOCIATES, P.C. COMPLETED JANUARY 2023.
2. MINIMUM EXISTING COVERS OF 5' FOR WATER AND 3' FOR GAS, ELECTRIC, FIBER OPTIC, AND TELECOM ASSUMED PER DETAIL PS.02 OF THE 2022 TERM CONSTRUCTION CONTRACT.
3. COMBINED SEWER INVERTS APPROXIMATE BASED ON PROVIDED INVERTS AT THE MH-1 TIE IN LOCATION AND CITY MILESQUARES.
4. CONTRACTOR SHALL FIELD VERIFY EXISTING INVERTS PRIOR TO CONSTRUCTION.

STATE OF NEW YORK
PROFESSIONAL ENGINEER
No. 068957
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		S SEVERANCE	S SEVERANCE	K. MIERZWA	P THAYAPARAN

REVISION

APVD

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FAYETTE STREET STORM PROFILE

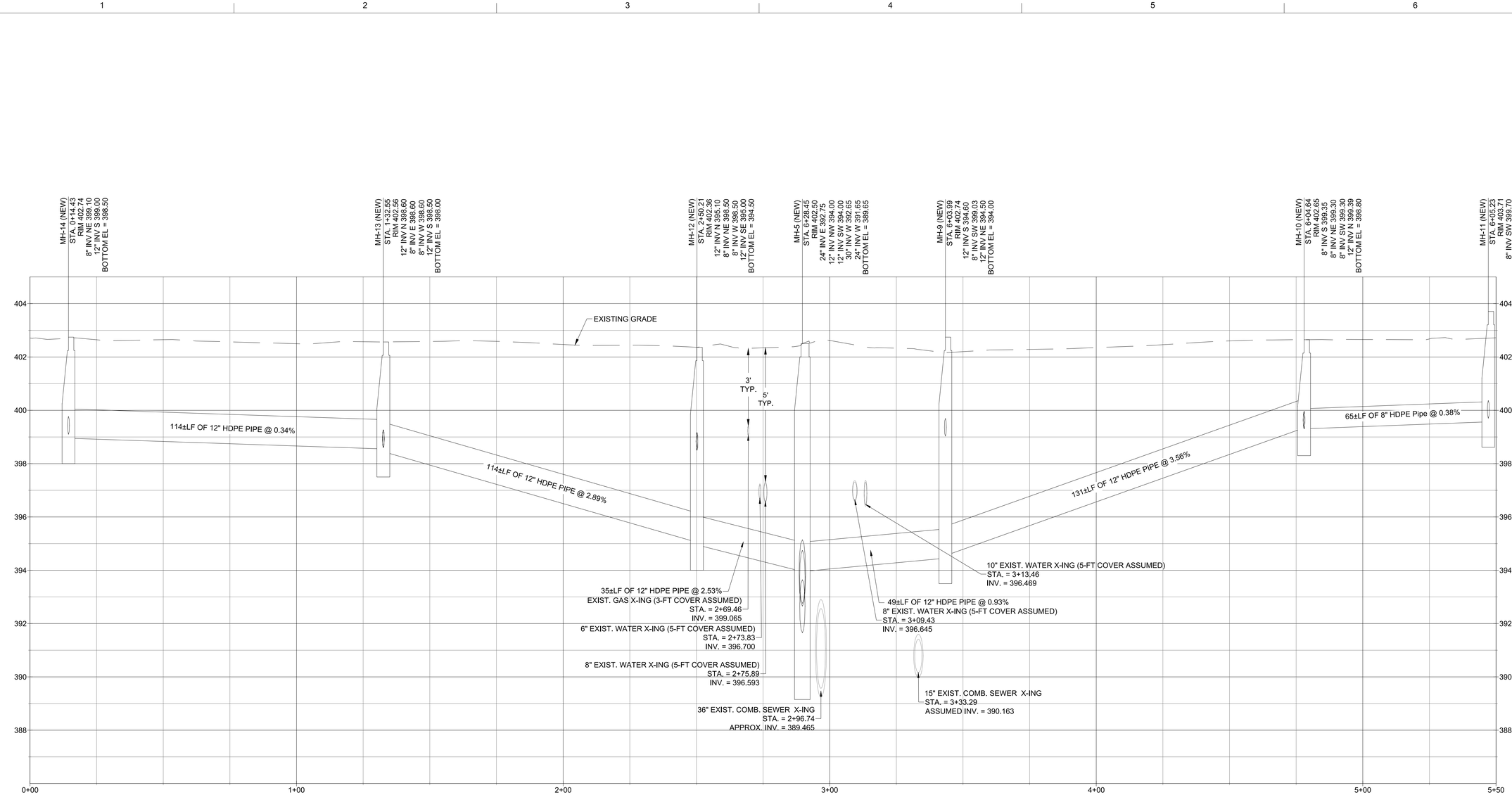
AS SHOWN

VERIFY SCALE

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	PR-003
SHEET	12 of 19

FILENAME: 012_C-305_PR-003.DWG



1 FORMAN AVENUE STORM SEWER PROFILE

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 2'

NOTES:

1. MINIMUM EXISTING COVERS OF 5' FOR WATER AND 3' FOR GAS, ELECTRIC, FIBER OPTIC, AND TELECOM ASSUMED PER DETAIL PS.02 OF THE 2022 TERM CONSTRUCTION CONTRACT.
2. COMBINED SEWER INVERTS APPROXIMATE BASED ON PROVIDED INVERTS AT THE MH-1 TIE IN LOCATION AND CITY MILESQUARES.
3. CONTRACTOR SHALL FIELD VERIFY EXISTING INVERTS PRIOR TO CONSTRUCTION.

NO.	DATE	REVISION	BY	APVD
DSGN	S SEVERANCE	DR	S SEVERANCE	K. MIERZWA	APVD	P THAYAPARAN

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SEWER SEPARATION
SYRACUSE, NY
ONONDAGA COUNTY

CIVIL
FORMAN STREET STORM PROFILE

AS SHOWN
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	PR-004
SHEET	13 of 19

FILENAME: 013_C-305_PR-004.DWG

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 REGIONAL DIRECTOR OR HIS/HER DESIGNEE FIVE (5) WORK 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 DIRECTOR 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.

ACTIVITY AREA

1. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 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 PROXIMITY, THE CONTRACTOR SHALL ENSURE THERE ARE NO CONFLICTING SIGNS AND THAT LANE CONTINUITY IS MAINTAINED THROUGHOUT ALL WORK AREAS.

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 OF 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 TRAVEL 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 ON 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 BY HIS/HER DESIGNEE.

7. NYR9-12 MAY BE USED IN PLACE OF NYR9-11.

CHANNELIZING DEVICES

1. WHERE POSSIBLE ALL CHANNELIZING AND GUIDING DEVICES ARE TO BE PLACED SO AS TO PROVIDE A MINIMUM 2' LATERAL CLEARANCE TO THE TRAVELED WAY.

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 RESTORED 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.

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.

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 ALL 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.

BARRIER/SHADOW VEHICLES

1. BARRIER AND SHADOW VEHICLES SHALL BE REQUIRED AS PER STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".

2. NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS SHALL BE LOCATED BETWEEN THE BARRIER OR SHADOW VEHICLE AND THE ACTIVE WORK AREA (ROLL AHEAD DISTANCE).

3. THE CONTRACTOR MAY BE REQUIRED TO PROVIDE A BARRIER VEHICLE IN CONJUNCTION WITH POLICE PRESENCE IN THE WORK ZONE, TO BE INCLUDED IN THE UNIT BID PRICE FOR BASIC WORK ZONE TRAFFIC CONTROL.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
GENERAL NOTES

APPROVED SEPTEMBER 18, 2008	ISSUED UNDER EB 08-036
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	619-10

EFFECTIVE DATE: 01/08/09

FILE NAME = I:\P.PWP\d0109553\619-10.dgn
DATE/TIME = 06-NOV-2008 15:03
USER = jturley

STATE OF NEW YORK
ZACHARY FRANCIS MONGE
097149
LICENSED PROFESSIONAL ENGINEER

NO.	DATE	DSGN	DR	CHK	APVD	BY	REVISION	CHK	APVD
		C O'NEILL	C O'NEILL	D BARNES	Z MONGE				

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WORK ZONE TRAFFIC CONTROL
GENERAL NOTES

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0 1"

DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	W-001
SHEET	14 of 19

FILENAME: EBXE3100_015-W-001.dwg PLOT DATE: 2024, Apr 02 PLOT TIME: 1:03pm

TABLE NY1-A
BARRIER VEHICLE USE REQUIREMENTS
(LONG TERM, INTERMEDIATE TERM, AND SHORT TERM STATIONARY CLOSURES)

CLOSURE TYPE	EXPOSURE CONDITION [1]	USE REQUIREMENTS [4,5]			
		FREEWAY	NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)		
			≥ 45 MPH	35-40 MPH	≤ 30 MPH
LANE CLOSURE	WORKERS ON FOOT OR IN VEHICLES EXPOSED TO TRAFFIC	REQUIRED [3]	REQUIRED [3]	REQUIRED [3]	OPTIONAL [2]
	NON-TRAVERSABLE HAZARD (IE. EQUIPMENT, MATERIALS, EXCAVATION) ONLY NO WORKERS EXPOSED	REQUIRED [3]	REQUIRED [3]	OPTIONAL [2]	OPTIONAL [2]
SHOULDER CLOSURE	WORKERS ON FOOT OR IN VEHICLES EXPOSED TO TRAFFIC	REQUIRED [3]	REQUIRED [3]	OPTIONAL [2]	OPTIONAL [2]
	NON-TRAVERSABLE HAZARD (IE. EQUIPMENT, MATERIALS, EXCAVATION) ONLY NO WORKERS EXPOSED	REQUIRED [3]	OPTIONAL [2]	OPTIONAL [2]	OPTIONAL [2]

1. THE EXPOSURE CONDITIONS DESCRIBED IN TABLE NY1-A ASSUMES THERE IS NO POSITIVE PROTECTION (TEMPORARY TRAFFIC BARRIER) PRESENT. WHERE WORKERS OR HAZARDS ARE PROTECTED BY A TEMPORARY TRAFFIC BARRIER, BARRIER VEHICLES ARE NOT REQUIRED.
2. WHERE THE REQUIREMENT IS "OPTIONAL", EITHER A BARRIER VEHICLE OR THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED.
3. REQUIREMENTS SHALL INCLUDE PROVIDING A SEPARATE BARRIER VEHICLE FOR EACH CLOSED LANE AND EACH CLOSED PAVED SHOULDER 8' OR GREATER IN WIDTH. IF THE WORK SPACE MOVES WITHIN THE STATIONARY CLOSURE, THE BARRIER VEHICLE SHALL BE REPOSITIONED ACCORDINGLY. BARRIER VEHICLES PROTECTING NON-TRANSVERSABLE HAZARDS SHALL REMAIN IN PLACE DURING BOTH WORKING AND NON-WORKING HOURS UNTIL THE HAZARD NO LONGER EXISTS. EXCEPTIONS TO THESE REQUIREMENTS MAY BE MADE, AS APPROVED BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE WHERE BARRIER VEHICLE PLACEMENT WOULD BE INEFFECTIVE OR WOULD INTERFERE WITH THE SAFE OPERATION OF TRAFFIC.
4. BARRIER VEHICLES ARE NOT REQUIRED FOR MILLING AND/OR PAVING OPERATIONS, BUT THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE 6C-2) SHALL BE PROVIDED.
5. BARRIER VEHICLES ARE NOT REQUIRED FOR FLAGGING OPERATIONS, BUT THE STANDARD LONGITUDINAL BUFFER SPACE (TABLE6C-2) SHALL BE PROVIDED.

TABLE NY1-B
SHADOW VEHICLE USE REQUIREMENTS
(MOBILE CLOSURES)

CLOSURE TYPE	EXPOSURE CONDITION	USE REQUIREMENTS			
		FREEWAY	NON-FREEWAY (PRECONSTRUCTION POSTED SPEED LIMIT)		
			≥ 45 MPH	35-40 MPH	≤ 30 MPH
LANE CLOSURE	WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC	REQUIRED [2,4]	REQUIRED [2,4]	REQUIRED [2,4]	REQUIRED [2,4]
SHOULDER CLOSURE	WHEN ANY WORKER, VEHICLE, OR OTHER HAZARD IS EXPOSED TO TRAFFIC	REQUIRED [2,4]	REQUIRED [2,4]	REQUIRED [2,4]	REQUIRED [2,4]

1. A MOBILE CLOSURE SHALL BE USED FOR ANY WORK ACTIVITY THAT MOVES CONTINUOUSLY OR INTERMITTENTLY ALONG THE TRAVELED WAY OR SHOULDER SLOWER THAN THE PREVAILING SPEED OF TRAFFIC. CHANNELIZING DEVICES ARE NOT USED FOR MOBILE CLOSURES.
2. SHADOW VEHICLES SHALL BE EQUIPPED WITH AN APPROVED REAR MOUNTED ATTENUATOR (TRUCK MOUNTED OR TRAILER MOUNTED) FOR THE FOLLOWING MOBILE CLOSURES: LANE CLOSURES ON FREEWAYS, LANE CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION POSTED SPEED LIMIT OF 35 MPH OR MORE, SHOULDER CLOSURES ON FREEWAYS, AND SHOULDER CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE.
3. FOR MOBILE LANE CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION POSTED SPEED LIMIT OF 30 MPH OR LESS AND MOBILE SHOULDER CLOSURES ON NON-FREEWAY ROADWAYS HAVING A PRE-CONSTRUCTION SPEED LIMIT OF 40 MPH OR LESS, SHADOW VEHICLES ARE NOT REQUIRED TO BE EQUIPPED WITH A REAR MOUNTED ATTENUATOR.
4. A SHADOW VEHICLE IS USED TO PROTECT EXPOSED WORKERS (ON FOOT OR IN A VEHICLE) AND SHALL BE REQUIRED FOR ALL MOBILE CLOSURES. SHADOW VEHICLE REQUIREMENTS SHALL INCLUDE PROVIDING A SEPARATE SHADOW VEHICLE FOR EACH CLOSED LANE AND EACH CLOSED PAVED SHOULDER 8' OR GREATER IN WIDTH. ADDITIONAL SHADOW VEHICLES MAY BE REQUIRED TO PROMOTE THE SAFE OPERATION OF TRAFFIC AND THE INCREASED PROTECTION OF EXPOSED WORKERS, AS DIRECTED BY THE REGIONAL DIRECTOR OR HIS/HER DESIGNEE.

TABLE 6H-4 FORMULAS FOR DETERMINING TAPER LENGTHS

SPEED LIMIT (S) (MPH)	TAPER LENGTH (L) (FT.)
(40 MPH) OR LESS	$L = WS^2/60$
(45 MPH) OR MORE	$L = WS$

L = TAPER LENGTH
W = WIDTH OF OFFSET (FT.)
S = PRECONSTRUCTION POSTED SPEED LIMIT (MPH)

STANDARD TAPER LENGTHS

LATERAL SHIFT OF TRAFFIC FLOW PATH	TEMPORARY TRAFFIC CONTROL ZONE POSTED SPEED LIMIT									
	(25 MPH)	(30 MPH)	(35 MPH)	(40 MPH)	(45 MPH)	(50 MPH)	(55 MPH)	(60 MPH)	(65 MPH)	(70 MPH)
4	45	60	85	110	180	200	220	240	260	280
5	55	75	105	135	225	250	275	300	325	350
6	65	90	125	160	270	300	330	360	390	420
7	75	105	145	190	315	350	385	420	455	490
8	85	120	165	215	360	400	440	480	520	560
9	95	135	185	240	405	450	495	540	585	630
10	105	150	205	270	450	500	550	600	650	700
11	115	165	225	295	495	550	605	660	715	770
12	125	180	245	320	540	600	660	720	780	840

TABLE 6C-2
LONGITUDINAL BUFFER SPACE

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	DISTANCE
25	155 FT.
30	200 FT.
35	250 FT.
40	305 FT.
45	360 FT.
50	425 FT.
55	495 FT.
60	570 FT.
65	645 FT.

TABLE NY2-A
PLACEMENT DISTANCE FOR BARRIER VEHICLES

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	PLACEMENT DISTANCE (FT.) BARRIER VEHICLES•			
	(18000 LBS.)		(24000 LBS.)	
	MINIMUM	MAXIMUM	MINIMUM	MAXIMUM
> 55	100 FT.	200 FT.	100 FT.	200 FT.
45 - 55	100 FT.	200 FT.	85 FT.	165 FT.
< 45	85 FT.	165 FT.	50 FT.	100 FT.

• AS DEFINED IN NYSDOT STANDARD SPECIFICATION 619:

BARRIER VEHICLE - VEHICLE USED FOR STATIONARY SHOULDER CLOSURES, LANE CLOSURES, AND OTHER STATIONARY WORK ZONES.

MINIMUM DISTANCE SHOWN REFLECTS THE ACTUAL ROLL AHEAD DISTANCE FROM MANUFACTURER.

TABLE NY2-B
PLACEMENT DISTANCE FOR SHADOW VEHICLES

PRECONSTRUCTION POSTED SPEED LIMIT (MPH)	PLACEMENT DISTANCE (FT.) SHADOW VEHICLES••			
	(18000 LBS.)		(24000 LBS.)	
	MINIMUM	MAXIMUM	MINIMUM	MAXIMUM
> 55	230 FT.	330 FT.	180 FT.	280 FT.
45 - 55	180 FT.	280 FT.	150 FT.	250 FT.
< 45	100 FT.	200 FT.	100 FT.	200 FT.

• AS DEFINED IN NYSDOT STANDARD SPECIFICATION 619:

SHADOW VEHICLE - VEHICLE USED FOR MOBILE OR SHORT DURATION WORK OPERATIONS.

MINIMUM DISTANCE SHOWN REFLECTS THE ACTUAL ROLL AHEAD DISTANCE FROM MANUFACTURER.

TABLE 6C-3
TAPER LENGTH FOR TEMPORARY TRAFFIC CONTROL ZONES

TYPE OF TAPER	TAPER LENGTH (L)
MERGING TAPER	L
SHIFTING TAPER	L/2
SHOULDER TAPER	L/3
ONE-LANE, TWO-WAY TRAFFIC TAPER	100 FT. MAXIMUM
DOWNSTREAM TAPER	100 FT. PER LANE

TABLE 619-4
FLARE RATES FOR POSITIVE BARRIER

TYPE OF POSITIVE BARRIER	POSTED SPEED LIMIT				
	30 MPH	40 MPH	50 MPH	55 MPH	65 MPH
TEMPORARY CONCRETE BARRIER	8:1	11:1	14:1	16:1	20:1
BOX BEAM OR HEAVY POST CORRUGATED BEAM	7:1	9:1	11:1	12:1	15:1

TABLE NY6H-3
ADVANCE WARNING SIGN SPACING

ROAD TYPE	DISTANCE BETWEEN SIGNS			SIGN LEGEND	
	A (FT.)	B (FT.)	C (FT.)	XX	YY
URBAN (≤ 30 MPH•)	100	100	100	AHEAD	AHEAD
URBAN (35-40 MPH•)	200	200	200	AHEAD	AHEAD
URBAN (≥ 45 MPH•)	350	350	350	1000 FT.	AHEAD
RURAL	500	500	500	1500 FT.	1000 FT.
EXPRESSWAY / FREEWAY	1000	1500	2640	1 MILE	½ MILE

• PRECONSTRUCTION POSTED SPEED LIMIT

URBAN: (MEETS MORE THAN 1 OF THE FOLLOWING CRITERIA) SIDEWALKS, BICYCLE USAGE, CURBING, CLOSED DRAINAGE SYSTEMS, DRIVEWAY DENSITIES GREATER THAN 24 DRIVEWAYS PER MILE, MINOR COMMERCIAL DRIVEWAY DENSITIES OF 10 DRIVEWAYS PER MILE OR GREATER, MAJOR COMMERCIAL DRIVEWAYS, NUMEROUS RIGHT OF WAY CONSTRAINTS, HIGH DENSITY OF CROSS STREETS, 85TH PERCENTILE SPEEDS OF 45 MPH OR LESS.

RURAL: ANY AREA NOT EXHIBITING MORE THAN ONE OF THE ABOVE CHARACTERISTICS.

EXPRESSWAY: DIVIDED HIGHWAYS FOR TRAFFIC WITH FULL OR PARTIAL CONTROL OF ACCESS AND GENERALLY WITH GRADE SEPARATIONS AT MAJOR CROSSROADS.

FREEWAYS/INTERSTATE: LOCAL OR INTER REGIONAL HIGH-SPEED, DIVIDED, HIGH-VOLUME FACILITIES WITH FULL OR PARTIAL CONTROL OF ACCESS.

WORK DURATION DEFINITIONS

LONG-TERM STATIONARY IS WORK THAT OCCUPIES A LOCATION MORE THAN 3 CONSECUTIVE DAYS.

INTERMEDIATE-TERM STATIONARY IS WORK THAT OCCUPIES A LOCATION MORE THAN ONE DAYLIGHT PERIOD UP TO 3 CONSECUTIVE DAYS, OR NIGHTTIME WORK LASTING MORE THAN 1 HOUR.

SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR WITHIN A SINGLE DAYLIGHT PERIOD.

SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.

MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.

WORK ZONE TRAFFIC CONTROL LEGEND

SYMBOL	DESCRIPTION
	ARROW PANEL
	ARROW PANEL, CAUTION MODE
	ARROW PANEL TRAILER OR SUPPORT
	CHANGEABLE MESSAGE SIGN (PVMS)
	CHANNELIZING DEVICE
	CRASH CUSHION/TEMPORARY IMPACT ATTENUATOR
	DIRECTION OF TEMPORARY TRAFFIC DETOUR
	DIRECTION OF TRAFFIC
	FLAGGER
	FLAG TREE
	LUMINAIRE
	PAVEMENT MARKINGS THAT SHALL BE REMOVED FOR A LONG TERM PROJECT
	SIGN, TEMPORARY
	TEMPORARY BARRIER
	TEMPORARY BARRIER WITH WARNING LIGHTS
	TRAFFIC OR PEDESTRIAN SIGNAL
	TYPE III BARRICADE
	WARNING LIGHTS
	WORK SPACE
	WORK VEHICLE
	WORK VEHICLE WITH TRUCK MOUNTED ATTENUATOR

EFFECTIVE DATE: 01/08/09

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY STANDARD SHEET

WORK ZONE TRAFFIC CONTROL
LEGENDS AND NOTES

APPROVED SEPTEMBER 18, 2008	ISSUED UNDER EB 08-036
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	619-11

STATE OF NEW YORK
ACADEMY FRANCIS MONGE
097149
LICENSED PROFESSIONAL ENGINEER

NO.	DSGN	DATE	BY	REVISION	CHK	APVD
			APVD		DR	C O'NEILL
			CHK		C O'NEILL	D BARNES
			DR		C O'NEILL	Z MONGE

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WORK ZONE TRAFFIC CONTROL
LEGEND AND NOTES

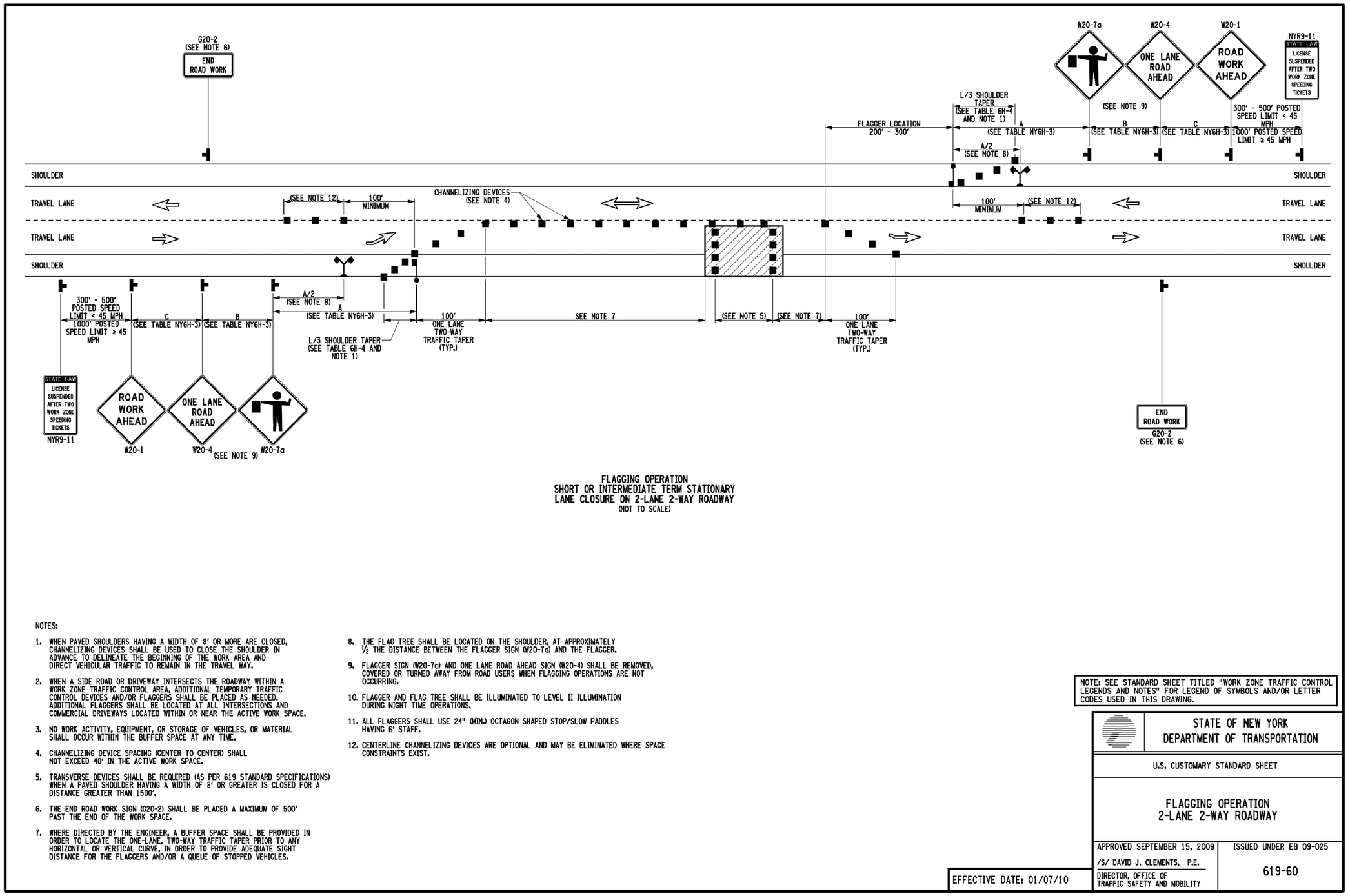
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AS SHOWN
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING. 0 1"

DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	W-002
SHEET	15 of 19

FILE NAME = IP_PWP:a0109553\619-11.dgn
DATE/TIME = 06-NOV-2008 15:03
USER = jturley

FILENAME: EBXE3100_016-W-002.dwg PLOT DATE: 2024, Apr 02 PLOT TIME: 1:04pm



FLAGGING OPERATION
SHORT OR INTERMEDIATE TERM STATIONARY
LANE CLOSURE ON 2-LANE 2-WAY ROADWAY
(NOT TO SCALE)

NOTES:

1. WHEN PAVED SHOULDERS HAVING A WIDTH OF 8′ OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.
2. WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE ROADWAY WITHIN A WORK ZONE TRAFFIC CONTROL AREA, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES AND/OR FLAGGERS SHALL BE PLACED AS NEEDED. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK SPACE.
3. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
4. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40′ IN THE ACTIVE WORK SPACE.
5. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8′ OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500′.
6. THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500′ PAST THE END OF THE WORK SPACE.
7. WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.
8. THE FLAG TREE SHALL BE LOCATED ON THE SHOULDER, AT APPROXIMATELY ½ THE DISTANCE BETWEEN THE FLAGGER SIGN (W20-7a) AND THE FLAGGER.
9. FLAGGER SIGN (W20-7a) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
10. FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.
11. ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6′ STAFF.
12. CENTERLINE CHANNELIZING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY STANDARD SHEET

FLAGGING OPERATION
2-LANE 2-WAY ROADWAY

APPROVED SEPTEMBER 15, 2009	ISSUED UNDER EB 09-025
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	619-60

EFFECTIVE DATE: 01/07/10

FILE NAME = 619-60_010710.dgn
DATE/TIME = 09-OCT-2009 10:46
USER = jturley

STATE OF NEW YORK
ZACHARY FRANCIS MONGE
097149
LICENSED PROFESSIONAL ENGINEER

NO.	DATE	DSGN	DR	CHK	APVD	BY	REVISION
		C O'NEILL	C O'NEILL	D BARNES	APVD	Z MONGE	

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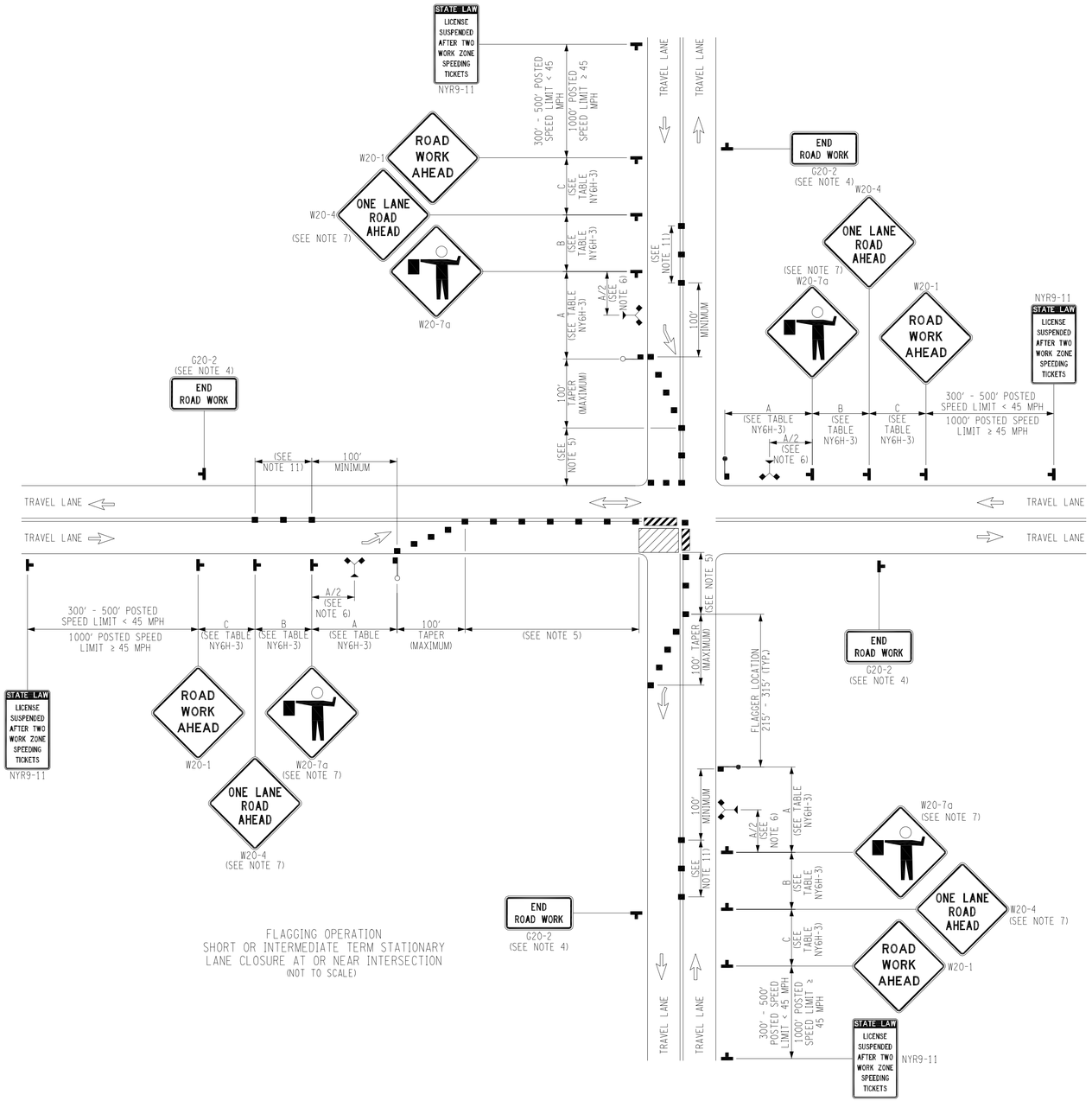
FLAGGING OPERATION
2-LANE 2-WAY ROADWAY

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ISSUED FOR BIDDING AND CONSTRUCTION

1" = 30'
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

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PROJ	EBXE3100
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SHEET	16 of 19



NOTES:

1. AT SIGNALIZED INTERSECTIONS, SIGNALS SHALL BE TURNED OFF FOR ANY FLAGGING OPERATIONS, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
2. WHEN PAVED SHOULDERS HAVING A WIDTH OF 8′ OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.
3. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40′ IN THE ACTIVE WORK SPACE.
4. THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500′ PAST THE END OF THE WORK SPACE.
5. WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.
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8. FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.
9. ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6′ STAFF.
10. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK AREA.
11. CENTERLINE CHANNELIZING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.
12. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
13. FOR PEDESTRIAN DETOUR ACCOMMODATIONS REFER TO THE STANDARD SHEETS TITLED "SIDEWALK DETOUR OR DIVERSION" AND "CROSSWALK CLOSURE AND PEDESTRIAN DETOUR".

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY STANDARD SHEET

FLAGGING OPERATION
2-LANE 2-WAY ROADWAY INTERSECTION

APPROVED SEPTEMBER 18, 2008	ISSUED UNDER EB 08-036
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	619-61

EFFECTIVE DATE: 01/08/09

FILE NAME = 1P_PWP:d0109553\619-61.dgn
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FILENAME: EBXE3100_015-W-001.dwg

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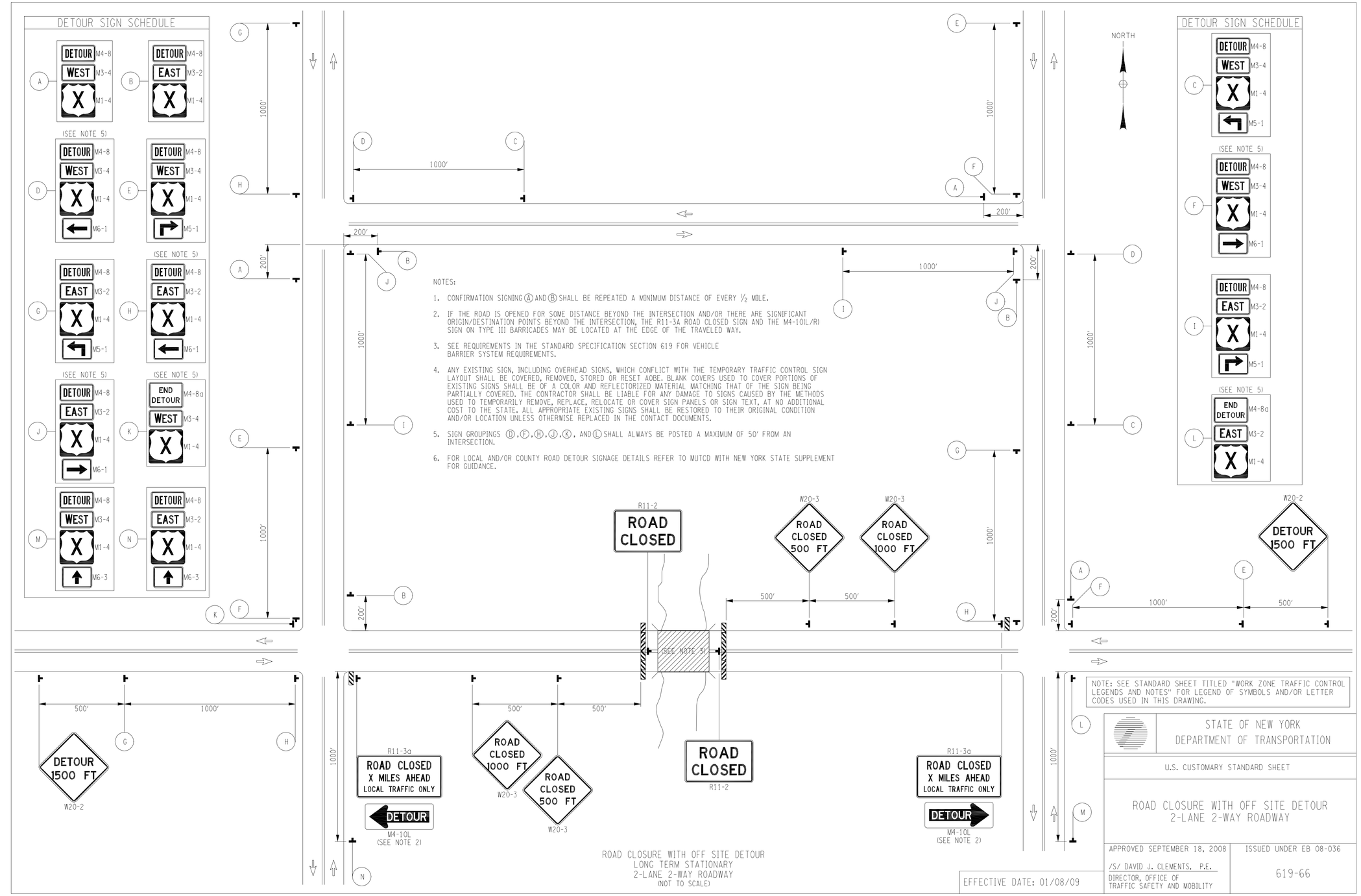
FLAGGING OPERATION 2-LANE 2-WAY
ROADWAY INTERSECTION

AS SHOWN
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	OCTOBER 2026
PROJ	EBXE3100
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DETOUR SIGN SCHEDULE

A	DETOUR M4-8 / WEST M3-4 / X M1-4	
B	DETOUR M4-8 / EAST M3-2 / X M1-4	
D	(SEE NOTE 5) DETOUR M4-8 / WEST M3-4 / X M1-4 / M6-1	
E	DETOUR M4-8 / WEST M3-4 / X M1-4 / M5-1	
G	(SEE NOTE 5) DETOUR M4-8 / EAST M3-2 / X M1-4 / M5-1	
H	DETOUR M4-8 / EAST M3-2 / X M1-4 / M6-1	
J	(SEE NOTE 5) DETOUR M4-8 / EAST M3-2 / X M1-4 / M6-1	
K	(SEE NOTE 5) END DETOUR M4-8a / WEST M3-4 / X M1-4	
M	DETOUR M4-8 / WEST M3-4 / X M1-4 / M6-3	
N	DETOUR M4-8 / EAST M3-2 / X M1-4 / M6-3	



NOTES:

1. CONFIRMATION SIGNING (A) AND (B) SHALL BE REPEATED A MINIMUM DISTANCE OF EVERY ½ MILE.
2. IF THE ROAD IS OPENED FOR SOME DISTANCE BEYOND THE INTERSECTION AND/OR THERE ARE SIGNIFICANT ORIGIN/DESTINATION POINTS BEYOND THE INTERSECTION, THE R11-3A ROAD CLOSED SIGN AND THE M4-10IL/R) SIGN ON TYPE III BARRICADES MAY BE LOCATED AT THE EDGE OF THE TRAVELED WAY.
3. SEE REQUIREMENTS IN THE STANDARD SPECIFICATION SECTION 619 FOR VEHICLE BARRIER SYSTEM REQUIREMENTS.
4. ANY EXISTING SIGN, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET ADBE. BLANK COVERS USED TO COVER PORTIONS OF EXISTING SIGNS SHALL BE OF A COLOR AND REFLECTORIZED MATERIAL MATCHING THAT OF THE SIGN BEING PARTIALLY COVERED. THE CONTRACTOR SHALL BE LIABLE FOR ANY DAMAGE TO SIGNS CAUSED BY THE METHODS USED TO TEMPORARILY REMOVE, REPLACE, RELOCATE OR COVER SIGN PANELS OR SIGN TEXT, AT NO ADDITIONAL COST TO THE STATE. ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS OTHERWISE REPLACED IN THE CONTACT DOCUMENTS.
5. SIGN GROUPINGS (D),(F),(H),(J),(K), AND (L) SHALL ALWAYS BE POSTED A MAXIMUM OF 50′ FROM AN INTERSECTION.
6. FOR LOCAL AND/OR COUNTY ROAD DETOUR SIGNAGE DETAILS REFER TO MUTCD WITH NEW YORK STATE SUPPLEMENT FOR GUIDANCE.

DETOUR SIGN SCHEDULE

C	DETOUR M4-8 / WEST M3-4 / X M1-4 / M5-1
F	(SEE NOTE 5) DETOUR M4-8 / WEST M3-4 / X M1-4 / M6-1
I	DETOUR M4-8 / EAST M3-2 / X M1-4 / M5-1
L	(SEE NOTE 5) END DETOUR M4-8a / EAST M3-2 / X M1-4

ROAD CLOSURE WITH OFF SITE DETOUR
LONG TERM STATIONARY
2-LANE 2-WAY ROADWAY
(NOT TO SCALE)

NOTE: SEE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES" FOR LEGEND OF SYMBOLS AND/OR LETTER CODES USED IN THIS DRAWING.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

U.S. CUSTOMARY STANDARD SHEET

ROAD CLOSURE WITH OFF SITE DETOUR
2-LANE 2-WAY ROADWAY

APPROVED SEPTEMBER 18, 2008	ISSUED UNDER EB 08-036
/S/ DAVID J. CLEMENTS, P.E. DIRECTOR, OFFICE OF TRAFFIC SAFETY AND MOBILITY	619-66

EFFECTIVE DATE: 01/08/09

NO.	DATE	REVISION	BY	APVD
DSGN	C O'NEILL	DR A HAUGH	CHK D BARNES	APVD Z MONGE

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ROAD CLOSURE WITH OFF SITE
DETOUR 2-LANE 2-WAY ROADWAY

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AS SHOWN
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING. 0 1"

DATE	OCTOBER 2026
PROJ	EBXE3100
DWG	W-005
SHEET	18 of 19

FILE_NAME = JP_PWP=00109553\619-66.dgn
DATE/TIME = 06-NOV-2008 15:04
USER = jturley

FILENAME: EBXE3100_015-W-001.dwg



NOTES:

1. CONTRACTOR SHALL PREPARE A TRAFFIC CONTROL PLAN FOR VEHICULAR AND PEDESTRIAN TRAFFIC IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVIES FOR STREETS AND HIGHWAYS (MUTCD). ALL TRAFFIC CONTROL DEVICES SHALL REMAIN IN PLACE AND BE PROPERLY MAINTAINED FOR THE DURATION OF WORK.
2. CONTRACTOR'S FINAL TRAFFIC CONTROL PLAN MUST BE SUBMITTED AND APPROVED BY THE CITY OF SYRACUSE PRIOR TO THE START OF ANY WORK.
3. LOCAL ACCESS TO BUSINESSES AND RESIDENCES MUST BE PROVIDED. SIGNAGE MUST BE DISPLAYED.

1 CONCEPTUAL TRAFFIC CONTROL PLAN

0 80 160 240
1" = 80'

N

LEGEND

PROJECT AREAS

STATE OF NEW YORK
ZACHARY FRANCIS MONGE
097149
LICENSED PROFESSIONAL ENGINEER

NO.	DATE	DSGN	DR	REVISION	CHK	BY	APVD
		C.ONEILL		A.HAUGH	D.BARNES	Z.MONGE	

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CONCEPTUAL TRAFFIC CONTROL PLAN

1" = 80'
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

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SHEET	19 of 19

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