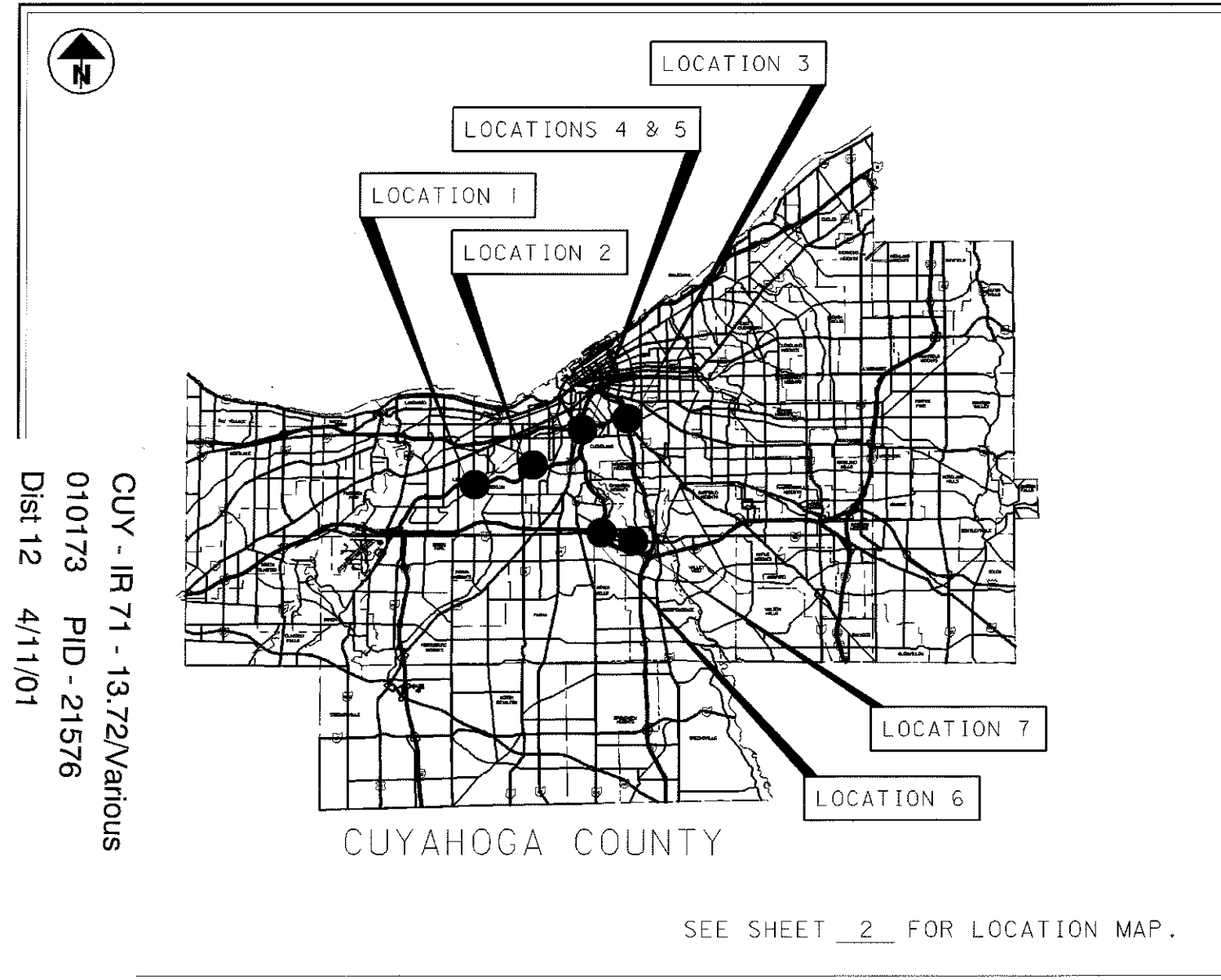


OHIO DEPARTMENT OF TRANSPORTATION

PROJECT DESCRIPTION
WEARING SURFACE REPLACEMENTS.



LOCATION	BRIDGE NUMBER	STRUCTURAL FILE NUMBER	CITY	TOWNSHIP
1	CUY-71-1372	1805045	LINNDALE	
2	CUY-71-1623J	1800388	CLEVELAND	
3	CUY-77-1435	1806696	CLEVELAND	
4	CUY-90-1463R	1809148	CLEVELAND	
5	CUY-490-0022SW	1812033	CLEVELAND	
6	CUY-17-1227	1802402	BROOKLYN HTS.	
7	CUY-17-1350	1802437	BROOKLYN HTS.	

INDEX OF SHEETS:

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STRUCTURE CUY-71-1372	7
STRUCTURE CUY-71-1623J	8-9
STRUCTURE CUY-77-1435	10
STRUCTURE CUY-90-1463R	11
STRUCTURE CUY-490-0022SW	12-13
STRUCTURE CUY-17-1227	14
STRUCTURE CUY-17-1350	15-16
MAINTENANCE OF TRAFFIC	17-19

1997 SPECIFICATIONS

The standard specifications of the State of Ohio, Department of Transportation, including changes and supplemental specifications listed in the proposal shall govern this improvement.

I hereby approve these plans and declare that the making of this improvement will not require the closing to traffic of the highway and that provisions for the maintenance and safety will be as set forth on plans and estimates.

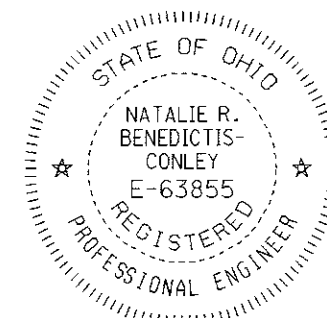
LATITUDE: N41°28'48"

LONGITUDE: W81°39'42"

UNDERGROUND UTILITIES
TWO WORKING DAYS
BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

PLAN PREPARED BY:
ODOT - DISTRICT TWELVE
PRODUCTION DEPARTMENT
5500 TRANSPORTATION BLVD.
GARFIELD HEIGHTS, OHIO 44125

STANDARD CONSTRUCTION DRAWINGS		SUPPLEMENTAL SPECIFICATIONS		P.E. STAMP	
MT-35.10M	01/30/95	MT-98.12M	06/24/93	828	07/28/98
MT-35.11M	01/30/95	MT-98.13M	06/24/93	848	06/30/98
		MT-98.14M	06/24/93	954	09/09/97
MT-95.30M	04/25/94	MT-98.15M	06/24/93		
		MT-98.16M	06/24/93		
MT-97.10M	04/25/94			SPECIAL PROVISIONS	
		MT-105.10M	04/25/94		
		MT-105.11M	04/25/94		



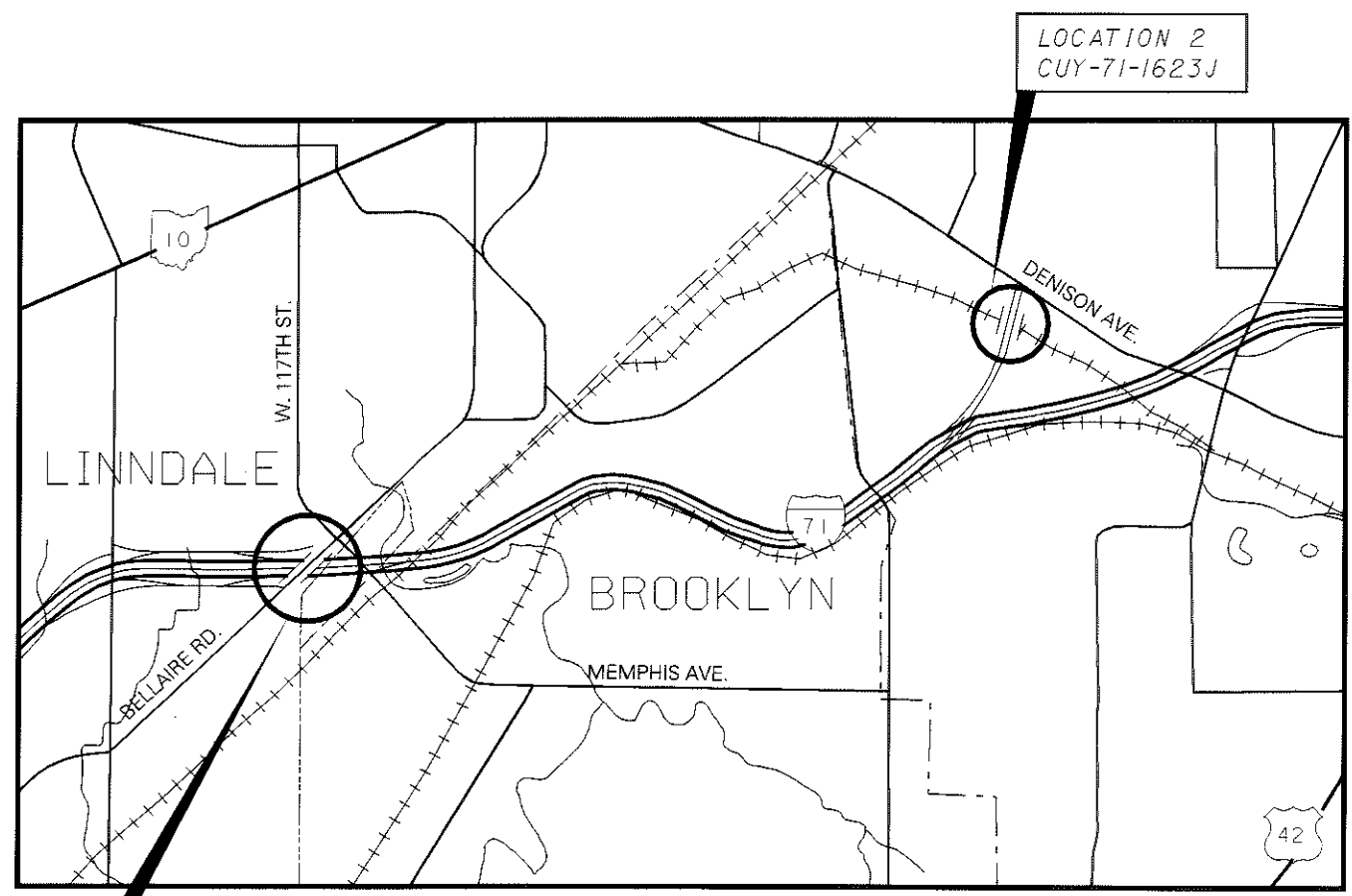
Approved *[Signature]*
Date 2/10/00 District Deputy Director of Transportation

Approved *[Signature]*
Date 12-7-00 Director, Department of Transportation

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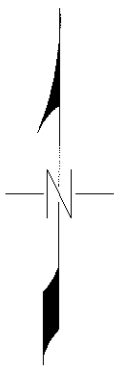
FEDERAL PROJECT NO. 100% STATE
PID NO. 21576
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT
CUY-71-13.72/ VAR
19

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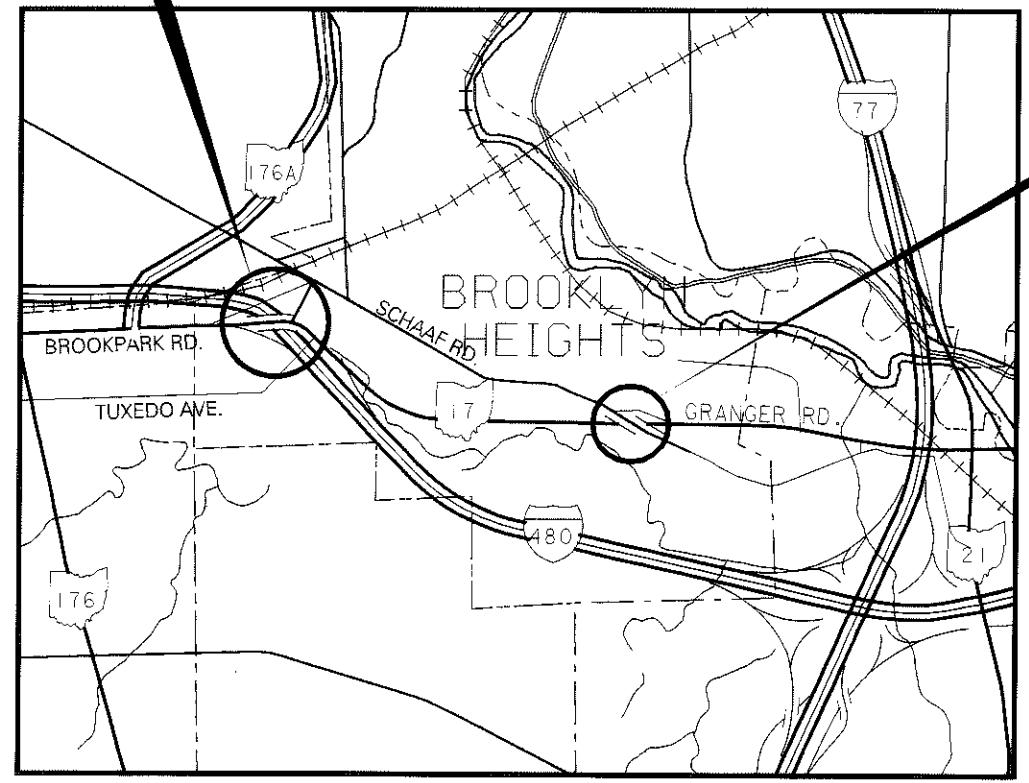


LOCATION 1
CUI-71-1372

LOCATION 2
CUI-71-1623J



LOCATION 6
CUI-17-1227



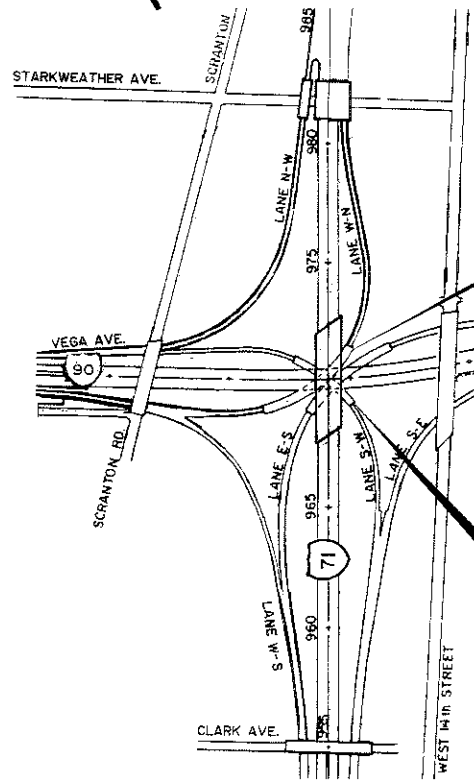
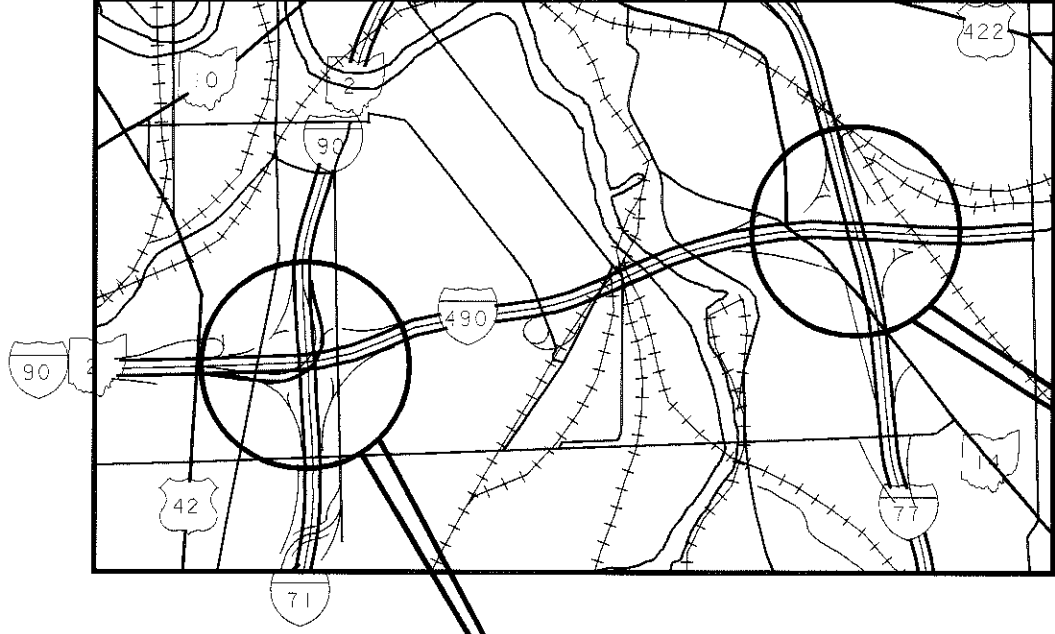
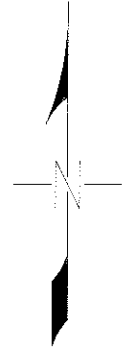
LOCATION 7
CUI-17-1350

LOCATION MAP

CUI-71-13.72/VAR

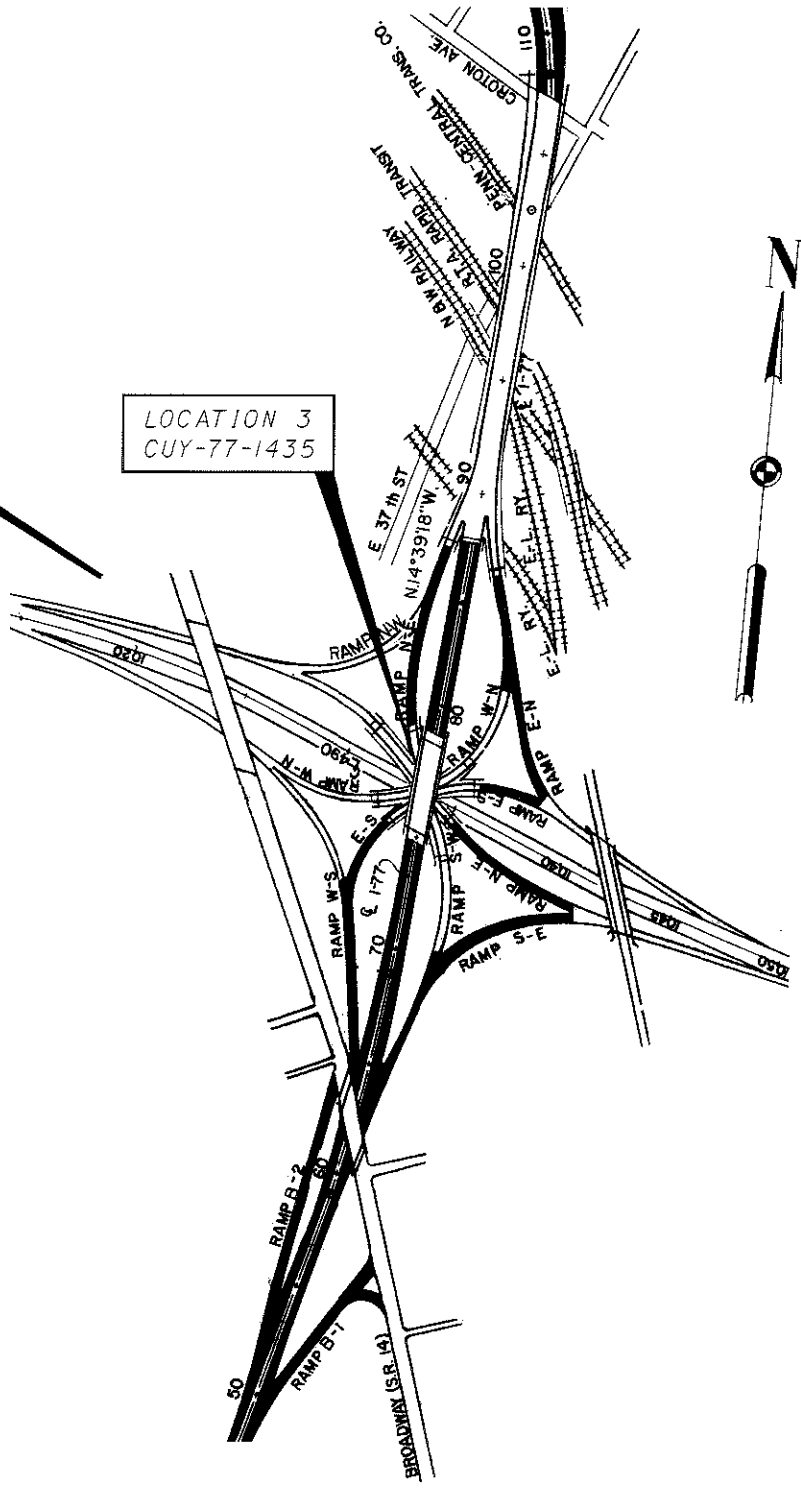
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2 / 19



LOCATION 4
CUY-90-1463R

LOCATION 5
CUY-490-0022SW



LOCATION 3
CUY-77-1435



REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:

LISTED ON THE TITLE SHEET.

AND TO SUPPLEMENTAL SPECIFICATIONS:

LISTED ON THE TITLE SHEET.

AND TO PROPOSAL NOTES:

SEALING OF CONCRETE SURFACES

CONVERSION OF METRIC STANDARD DRAWINGS:

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.011 OF THE CMS. THE APPENDIX OF ASTM E 380 SHALL BE UTILIZED FOR ANY ADDITIONAL CONVERSION FACTORS REQUIRED. CONVERSIONS SHALL BE APPROXIMATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C.M.S. SECTIONS 102.05 AND 105.02. THE ORIGINAL CONSTRUCTION PLANS OF THE EXISTING BRIDGE ARE AVAILABLE UPON REQUEST AT THE DISTRICT 12 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, GARFIELD HEIGHTS, OHIO.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PRE-BID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED ON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

UTILITIES:

THERE ARE NO UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UTILITIES IN THE WORK AREA.

CONTINGENCY QUANTITIES:

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

COOPERATION BETWEEN CONTRACTORS:

CONTRACTORS ARE REFERRED TO SECTION 105.07 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

LIMITATIONS OF OPERATIONS:

THE CONTRACTOR'S ACTIVITIES AND WORK SCHEDULE SHALL BE CONSTRAINED BY THE FOLLOWING SPECIAL LIMITATIONS:

1. MAINTENANCE OF TRAFFIC RESTRICTIONS (REFER TO THE MAINTENANCE OF TRAFFIC SHEETS IN THIS PLAN).
2. ALL WORK SHALL BE COMPLETED BY AUGUST 31, 2001 AT THE FOLLOWING LOCATIONS:

LOCATION 2, CUY-71-1623J
 LOCATION 4, CUY-90-1463R
 LOCATION 5, CUY-490-0022SW
 LOCATION 6, CUY-17-1227

AUGUST 31, 2001 SHALL BE CONSIDERED AN INTERIM COMPLETION DATE.

ITEM 202 - WEARING COURSE REMOVED:

THIS ITEM OF WORK SHALL BE USED TO REMOVE THE EXISTING APPROACH SURFACE ASPHALT AT THE STRUCTURE LOCATIONS DESIGNATED IN THE PLANS AS DIRECTED BY THE ENGINEER.

ITEM 202 - RAISED PAVEMENT MARKERS REMOVED FOR STORAGE, AS PER PLAN:

RAISED PAVEMENT MARKERS SHALL BE REMOVED FROM THE ROADWAY IN SUCH A MANNER THAT PREVENTS DAMAGE TO THE CASTINGS. REMOVED MARKERS SHALL BE COLLECTED, STORED IN 55 GALLON DRUMS (WITH THE AMOUNT CLEARLY MARKED) AND THEN DELIVERED TO THE ODOT WARRENSVILLE YARD, 25609 EMERY ROAD, WARRENSVILLE HEIGHTS, OHIO 44128 (SR 175 AT THE INTERSECTION OF I-271 AND EMERY RD), BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER. THE PROJECT ENGINEER SHALL GIVE THE WARRENSVILLE TRAFFIC DEPARTMENT (292-5801) FORTY-EIGHT (48) HOUR NOTICE PRIOR TO ANY DELIVERIES. THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR FURNISHING ALL TRANSFER/RECEIVING DOCUMENTATION TO THE YARD. ALL COSTS ASSOCIATED WITH THE REMOVAL, STORAGE, AND DELIVERY OF THESE MARKERS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202 - RAISED PAVEMENT MARKERS REMOVED FOR STORAGE, AS PER PLAN.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED THROUGHOUT THIS PROJECT.

ITEM 202 - RAISED PAVEMENT MARKERS
 REMOVED FOR STORAGE, AS PER PLAN 14 EA

ITEM 407 - TACK COAT:

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT OF ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.10 GALLONS PER SQUARE YARD OF TACK COAT FOR ESTIMATING PURPOSES ONLY.

ITEM 448 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1H, AS PER PLAN:

THE GRADATION FOR THIS ITEM SHALL BE AS PER 441.02, TABLE A, TYPE 1 SURFACE, MEDIUM. ALL OTHER SPECIFICATIONS SHALL BE AS PER TYPE 1H. COURSE AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO AIR COOLED BLAST FURNACE SLAG OR LIMESTONE.

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE):

SEAL AS PER THE DETAILS IN THE PLANS. SEE PROPOSAL NOTE "SEALING OF CONCRETE SURFACES" FOR SURFACE PREPARATION REQUIREMENTS, APPLICATION RATES, MATERIAL REQUIREMENTS, AND APPLICATION PROCEDURES.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM SPECIAL - CLEANING BRIDGE DRAINAGE SYSTEM:

THIS ITEM SHALL CONSIST OF REMOVING ALL DIRT AND DEBRIS FROM ALL BRIDGE DRAINAGE SYSTEMS INCLUDING THE UNDERGROUND STORM SEWER ADJACENT TO THE MANHOLE. AFTER THE DIRT AND DEBRIS ARE REMOVED, THE SYSTEM SHALL BE FLUSHED WITH CLEAN WATER MAKING CERTAIN THE WATER FLOWS SMOOTHLY. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY EQUIPMENT PRIOR TO BEGINNING WORK FOR THE PURPOSE OF EXAMINATION.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER LUMP FOR ITEM SPECIAL - CLEANING BRIDGE DRAINAGE SYSTEM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

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DESIGN AGENCY
DISTRICT TWELVE
PRODUCTION DEPARTMENT

DATE
11/00
REVISIONS
JWJ
STRUCTURE FILE NUMBER

DRAWN
NRC

DESIGNED
NRC
CHECKED
MJM

STRUCTURE GENERAL NOTES

CUY-71-13.72/VAR

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ITEM 621 - RAISED PAVEMENT MARKER, INSTALLATION ONLY:

MATERIALS SUPPLIED BY THE DEPARTMENT:

CASTINGS SHALL BE SUPPLIED WITH REFLECTORS.

ALL MATERIALS ARE TO BE CONTRACTOR FURNISHED, EXCEPT THAT THE DEPARTMENT SHALL SUPPLY RPM MATERIALS IN THE QUANTITIES SHOWN HEREIN TO THE CONTRACTOR. PAY ITEMS FOR THE DEPARTMENT SUPPLIED MATERIALS SHALL BE INDICATED AS "INSTALLATION ONLY". THE TYPE OF DEPARTMENT SUPPLIED MATERIAL SHALL BE RAISED PAVEMENT MARKER CASTINGS WITH PRISMATIC RETROREFLECTORS.

THE CONTRACTOR SHALL PICK UP THE DEPARTMENT SUPPLIED RPM MATERIALS AT THE WARRENSVILLE MAINTENANCE YARD.

THE CONTRACTOR SHALL PICK UP AND LOAD DEPARTMENT SUPPLIED RPM MATERIALS AT THE SPECIFIED LOCATION(S) FOR TRANSPORT TO THE WORK SITE OR TO THE CONTRACTOR'S STORAGE FACILITY.

THE ABOVE WORK INCLUDING ALL LABOR, EQUIPMENT AND MATERIAL NEEDED TO PERFORM THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO SUPPLY THE CONTRACTOR WITH RECYCLED RAISED PAVEMENT MARKER WITH PRISMATIC REFLECTORS.

ITEM 621 - RAISED PAVEMENT MARKER INSTALLATION ONLY 14 EA

ITEM 621 - PRISMATIC RETROREFLECTOR:

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER TO REPLACE THE RETROREFLECTORS WHICH WERE REMOVED IN THE LANE CLOSURE AREAS WHICH WERE BEYOND THE OVERLAY LIMITS.

THIS ITEM SHALL INCLUDE THE COST OF REMOVING THE RETROREFLECTOR AND REPLACING IT WITH A CONTRACTOR SUPPLIED REFLECTOR OF THE REQUIRED COLOR. THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY.

ITEM 621 - PRISMATIC RETROREFLECTOR 14 EA

ITEM 828:

THIS ITEM SHALL BE USED TO REPLACE ALL PAVEMENT MARKINGS IN THEIR ORIGINAL LOCATIONS. REFER TO SUPPLEMENTAL SPECIFICATION "EPOXY PAVEMENT MARKING" FOR DETAILS.

ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (----- THICK):

ITEM 848 - SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN:

ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN:

ITEM 848 - WEARING COURSE REMOVED, AS PER PLAN:

ITEM 848 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (----- THICK):

THESE ITEMS SHALL BE PERFORMED PER SUPPLEMENTAL SPECIFICATION "BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING HYDRO-DEMOLITION" WITH THE FOLLOWING REVISIONS:

THESE ITEMS SHALL ALSO BE APPLIED TO THE APPROACH SLABS.

THE DEPTH OF HYDRODEMOLITION SHALL BE AS SPECIFIED IN THE PLANS.

CONSTRUCTION JOINTS WILL NOT BE PERMITTED IN THE WHEEL LINE.

AT ALL INTERSTATE LOCATIONS, THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 10' BETWEEN THE EDGE OF THE WORKZONE AND THE BIDWELL MACHINE.

ALL OTHER REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATION SHALL REMAIN IN EFFECT.

IN ADDITION TO THE ABOVE REQUIREMENTS, FOR STRUCTURES CUY-77-1435, CUY-90-1463R AND CUY-490-0022SW THE FOLLOWING REVISIONS SHALL APPLY:

(SEE 848.18) THE REMOVAL OPERATIONS SHALL NOT BEGIN IF SUSTAINED RAINS (5 HOURS OR MORE WITH BREAKS BETWEEN SHOWERS LESS THAN 1/2 HOURS) ARE PREDICTED WITHIN 48 HOURS OF COMMENCEMENT.

(SEE 848.21) THE FINAL DECK SOUNDING MAY TAKE PLACE WITHIN 24 HOURS OF A RAIN, AND THE DECK DOES NOT HAVE TO BE COMPLETELY DRY.

(SEE 848.23) FULL DEPTH REPAIR IS NOT REQUIRED IF LESS THAN ONE HALF OF THE DECK ORIGINAL CONCRETE THICKNESS IS SOUND.

(SEE 848.29) THE WET CURE TIME IS REDUCED FROM 72 HOURS TO 24 HOURS OR UNTIL A BEAM BREAK OF 600 PSI IS ACHIEVED, WHICHEVER IS GREATER. AFTER THE 24 HOUR WET CURE, THE FINISHED OVERLAY SURFACE SHALL BE CURED BY SPRAYING A UNIFORM APPLICATION OF CURING MATERIAL OF 705.07, TYPE I OR ID, AS PER CMS 511.14 METHOD (B) MEMBRANE CURING. IF THE CURING COMPOUND CAN NOT BE PLACED WITHIN THE SAME SHORT TERM CLOSURE PERIOD AS THE OVERLAY, THE CONTRACTOR MAY ALLOW TRAFFIC ONTO THE OVERLAY, AND SHALL, AT THE NEXT AVAILABLE SHORT TERM CLOSURE PERIOD, APPLY THE MEMBRANE CURING COMPOUND.

(SEE 848.29) TRAFFIC WILL NOT BE PERMITTED ON THE FINISHED OVERLAY SURFACE UNTIL AFTER THE COMPLETION OF THE 24 HOUR WET CURE, AND AFTER TWO TEST BEAMS HAVE ATTAINED AN AVERAGE MODULUS OF RUPTURE OF 600 PST (4.2 MPa).

(SEE 848.30) THE OVERLAY SURFACE EVAPORATION RATE REQUIREMENTS ARE IN EFFECT FROM 9:30 AM TO 11:00 PM. THEY ARE NOT IN EFFECT FROM 11:00 PM TO 9:30 AM.

(SEE 848.31) FOR EACH PHASE, THE CONTRACTOR SHALL PROVIDE ENOUGH MATERIAL FOR TWO BEAM BREAKS EACH AT 12 HOURS, 24 HOURS, 36 HOURS, AND 48 HOURS. THE DEPARTMENT WILL PERFORM THE BEAM BREAK TESTS AND DOCUMENT THE TIME OF THE POUR, THE TIME OF THE BEAM BREAK TESTS, AND THE MODULUS OF RUPTURE FOR EACH BEAM UNTIL THE MODULUS OF RUPTURE OF THE TWO TESTS IS NOT LESS THAN 650 PSI (4.5 MPa). TRAFFIC IS ALLOWED ON THE OVERLAY AT 600 PSI (4.5 MPa).

IF THE CONTRACTOR CAN NOT COMMENCE THE CONCRETE POUR BY 3a.m. SUNDAY, THE CONTRACTOR SHALL FOLLOW ITEM SPECIAL - STRUCTURE, MISC.: EMERGENCY ASPHALT PAVING OPERATION ON STANDBY.

ALL OTHER REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATION SHALL REMAIN IN EFFECT.

ITEM SPECIAL - STRUCTURE, MISC.: EMERGENCY ASPHALT PAVING OPERATION ON STANDBY:

THIS ITEM SHALL APPLY TO THE FOLLOWING LOCATIONS:

CUY-77-1435 (NORTHBOUND AND SOUTHBOUND)
CUY-90-1463R
CUY-490-0022SW

THE CONTRACTOR SHALL MAKE ARRANGEMENTS TO HAVE AN ASPHALT CONCRETE SUPPLIER AND ASPHALT PAVING COMPANY ON CALL ON SUNDAYS THAT THE BRIDGE DECK OVERLAY IS SCHEDULED. IF THE CONTRACTOR HAS NOT STARTED TO POUR THE CONCRETE OVERLAY BY 3a.m. SUNDAY, THE PROJECT ENGINEER WILL DIRECT THE CONTRACTOR TO STOP OPERATIONS AND PAVE THE BRIDGE WITH ASPHALT. THE ASPHALT CONTRACTOR WILL HAVE THE ABILITY TO MOBILIZE OPERATIONS WITHIN 12 HOURS. THIS INCLUDES PROVIDING 404 ASPHALT AND A PAVING CREW WITH COMPACTION EQUIPMENT.

THE PAVING AND ALL EXISTING TRAFFIC CONTROL MUST BE IN PLACE BY 5a.m. MONDAY.

THE FOLLOWING ITEMS SHALL BE USED IN THIS OPERATION:

ITEM	UNIT	DESCRIPTION
614	CU. YD.	BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC
848	SQ. YD.	WEARING COURSE REMOVED, ASPHALT, AS PER PLAN

AND SHALL BE PAID FOR UNDER THIS ITEM SPECIAL - STRUCTURE, MISC.: EMERGENCY ASPHALT PAVING OPERATION ON STANDBY.

THE STATE WILL PAY FOR ALL COSTS ASSOCIATED WITH PLACING AND REMOVING THE ASPHALT IF THE CONTRACTOR WAS NOT RESPONSIBLE FOR THE DELAY. IF THE CONTRACTOR WAS RESPONSIBLE FOR THE DELAY, HE WILL HAVE TO PAY ALL THE COST ASSOCIATED WITH THE PLACEMENT AND REMOVAL OF THE ASPHALT.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER EACH FOR ITEM SPECIAL - STRUCTURE, MISC.: EMERGENCY ASPHALT PAVING OPERATION ON STANDBY WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

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REGIONAL AGENCY
DISTRICT TWELVE
PRODUCTION DEPARTMENT

DATE 11/00
REVISIONS JMT
STRUCTURE FILE NUMBER

DRAWN NRC
REVISED

DESIGNED NRC
CHECKED MJM

STRUCTURE GENERAL NOTES

CUY-71-13.72/VAR

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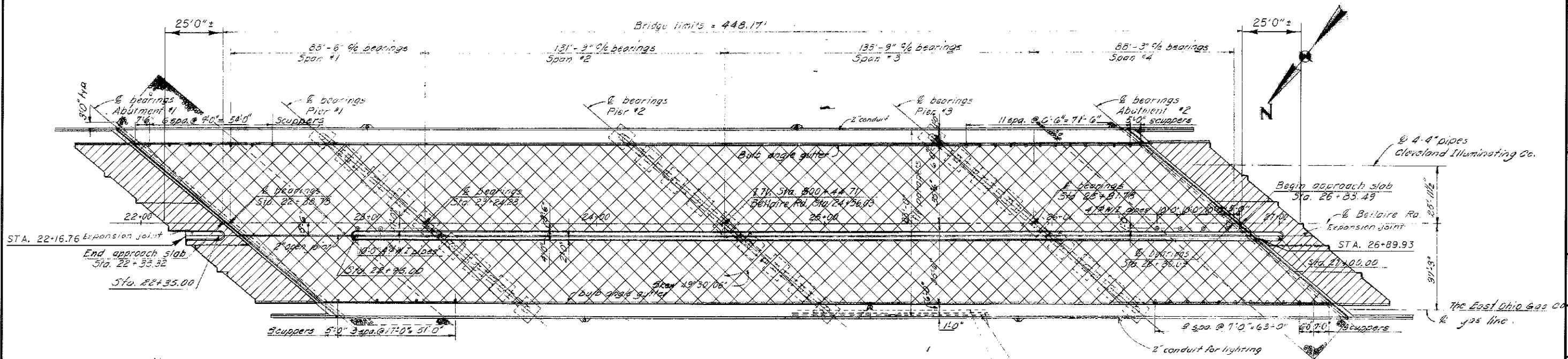
LOCATION NO. / BRIDGE NO.									ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	
1	2	3	4	5	6	7	GENERAL							
CUY-71-1372	CUY-71-1623J	CUY-77-1435	CUY-90-1463R	CUY-490-0022SW	CUY-17-1227	CUY-17-1350								
		417	178	184		167			202	23500	946	SO. YD.	WEARING COURSE REMOVED ●	
		42	18	19		17			407	10000	96	GAL.	TACK COAT ●	
		15	7	7		6			448	50001	35	CU. YD.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1H, AS PER PLAN ●	
		8	6						202	54101	14	EA	RAISED PAVEMENT MARKER REMOVED FOR STORAGE, AS PER PLAN	
		8	6						621	00200	14	EA	RAISED PAVEMENT MARKER, INSTALLATION ONLY	
		8	6						621	00300	14	EA	PRISMATIC RETROREFLECTOR	
0.19	0.08	0.20	0.10	0.08	0.20				828	10000	0.85	MI	EDGE LINE (YELLOW)	
	0.08	0.20	0.10	0.08	0.20				828	10000	0.66	MI	EDGE LINE (WHITE)	
0.26	0.08	0.20	0.10		0.20				828	10100	0.84	MI	LANE LINE	
						0.08			828	10200	0.08	MI	CENTER LINE	
120									828	10300	120	LF	CHANNELIZING LINE	
39									828	10400	39	LF	STOP LINE	
3					1				828	20300	4	EA	LANE ARROW	
					72				SPECIAL	51267510	72	SO. YD.	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
		LUMP							518	63300	LUMP		STRUCTURE DRAINAGE, MISC.: CLEANING BRIDGE DRAINAGE SYSTEM	
					645				519	11100	645	SQ. FT.	PATCHING CONCRETE STRUCTURE	
	1								601	34100	1	CU. YD.	ROCK CHANNEL PROTECTION, TYPE B WITHOUT FILTER	
	1351								848	10201	1351	SO. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (1 1/2" THICK)	
				1289	3426				848	10201	4715	SO. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (1 3/4" THICK)	
3751		1772	1824						848	10201	7347	SO. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/4" THICK)	
						1201			848	10201	1201	SO. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (3" THICK)	
3751	1351	1772	1824	1289	3426	1201			848	20001	14,614	SO. YD.	SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN	
11	2	3	3	2	5	2			848	30201	28	CU. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN	
375	135	178	183	129	343	120			848	50000	1463	SO. YD.	HAND CHIPPING	
								LUMP	848	50100	LUMP		TEST SLAB	
								1	848	50200	1	CU. YD.	FULL-DEPTH REPAIR	
391		187	178	184		1201			848	50301	1241	SO. YD.	WEARING COURSE REMOVED, ASPHALT, AS PER PLAN	
3360				1106					848	50320	4466	SO. YD.	EXISTING CONCRETE OVERLAY REMOVED (1 1/4" THICK)	
		1586	1647						848	50320	3233	SO. YD.	EXISTING CONCRETE OVERLAY REMOVED (1 3/4" THICK)	
	1351								848	50321	1351	SO. YD.	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1" THICK)	
					3426				848	50321	3426	SO. YD.	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/4" THICK)	
		2	1	1					SPECIAL	53000400	4	EA.	STRUCTURE, MISC.: EMERGENCY ASPHALT PAVING OPERATION ON STANDBY ●	
								12	614	11100	12	HR.	LAW ENFORCEMENT OFFICER WITH PATROL CAR	
									LUMP	614	11000	LUMP	MAINTAINING TRAFFIC	
									LUMP	624	10000	LUMP	MOBILIZATION	

● ALL OR A PORTION OF THIS QUANTITY IS SUBJECT TO NON-PERFORMANCE WITHOUT PENALTY TO THE STATE OF OHIO.

GENERAL SUMMARY

CUY-71-13.72/VAR

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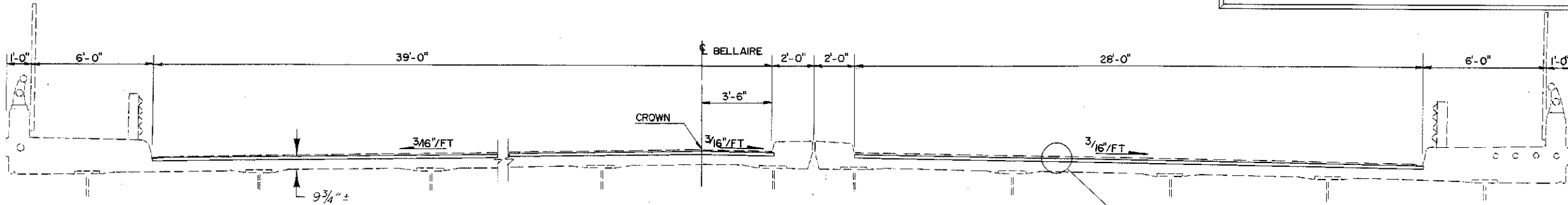
PLAN VIEW

NOTE:
Scupper spacing measured along face of side walk.

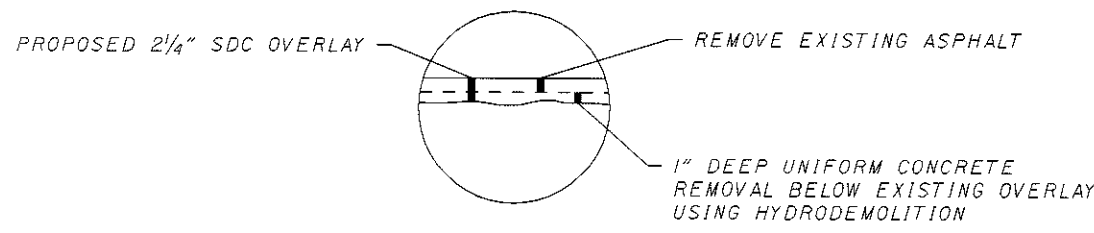
NOTE: MATCH EXISTING ELEVATIONS.

- REMOVE EXISTING OVERLAY BY SCARIFICATION
- REMOVE 1" DEEP WITH HYDRODEMOLITION
- OVERLAY WITH SDC

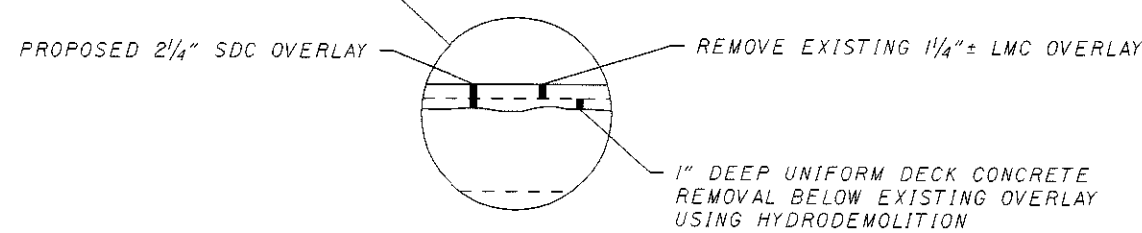
- REMOVE EXISTING ASPHALT WEARING COURSE
- REMOVE 1" DEEP WITH HYDRODEMOLITION
- OVERLAY WITH SDC



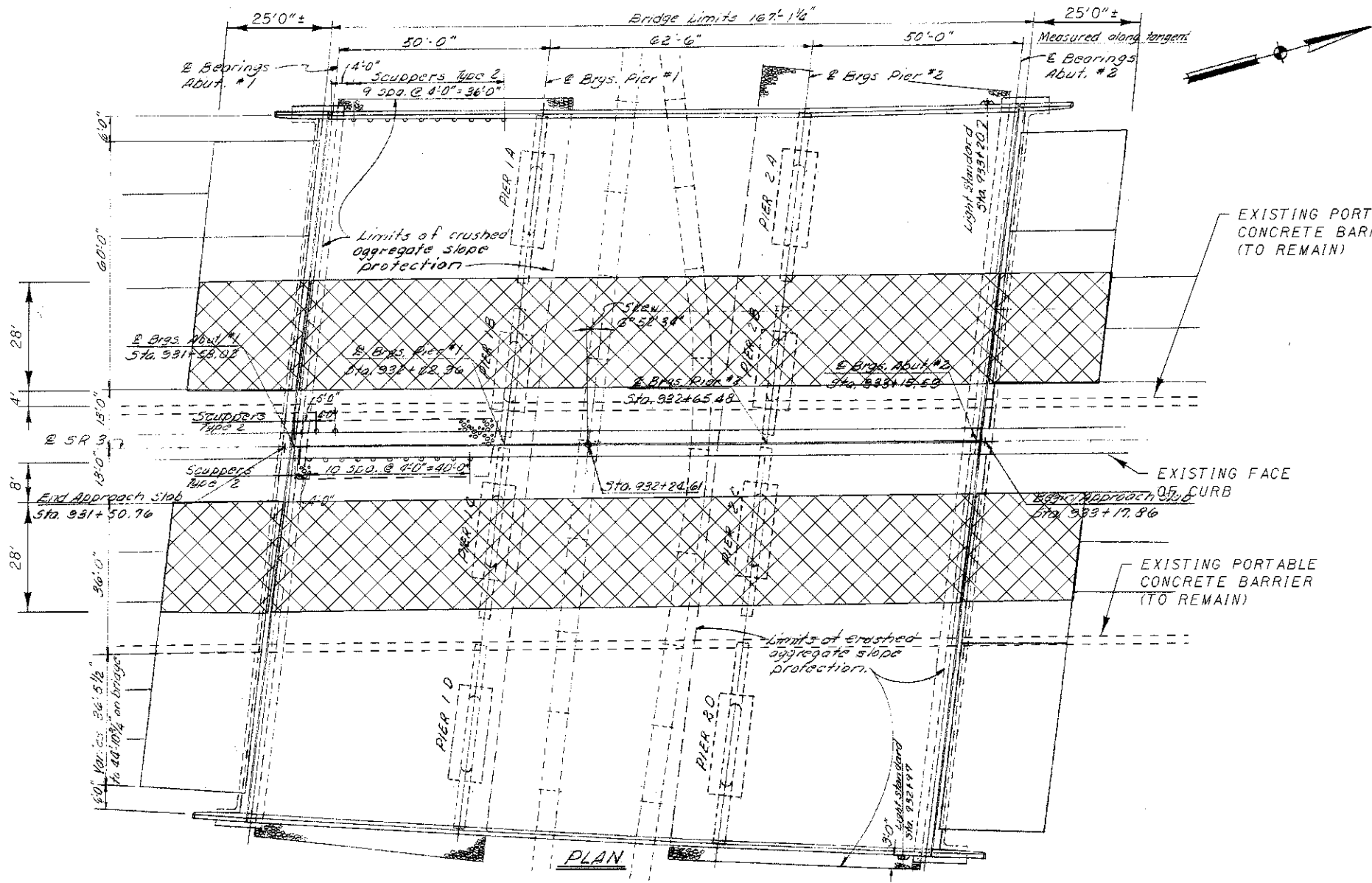
TRANSVERSE SECTION




APPROACH SLAB DETAIL

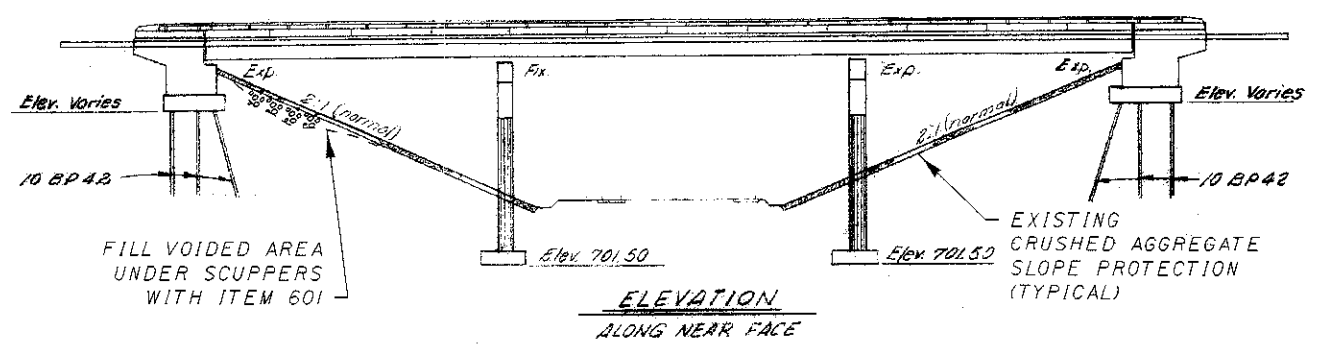


DESIGN AGENCY: DISTRICT TWELVE, PRODUCTION DEPARTMENT
 DATE: 11/00
 REVIEWED: JMT, STRUCTURE FILE NUMBER: 1805045
 DRAWN: NRC, CHECKED: MJM
 DESIGNED: NRC, M/JM
GENERAL PLAN
 BRIDGE NO. CUY-71-1372
 BELLAIRE RD. OVER IR-71
CUY-71-13.72/VAR
 7
 13

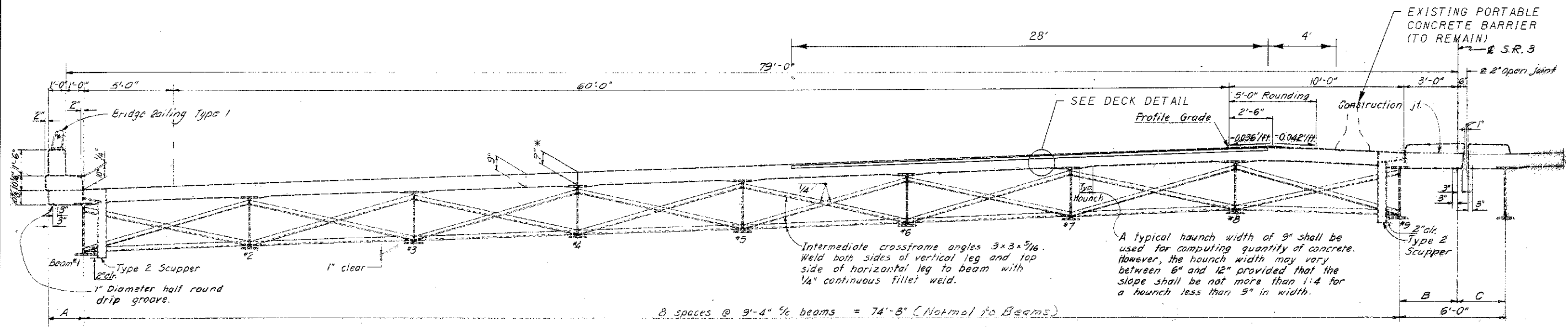


 - REMOVE EXISTING WEARING SURFACE BY SCARIFICATION
 - REMOVE 1/2" DEEP WITH HYDRODEMOLITION
 - OVERLAY WITH SDC
 ADDITIONAL WORK:
 PLACE SLOPE PROTECTION UNDER BRIDGE

NOTE: MATCH EXISTING ELEVATIONS.

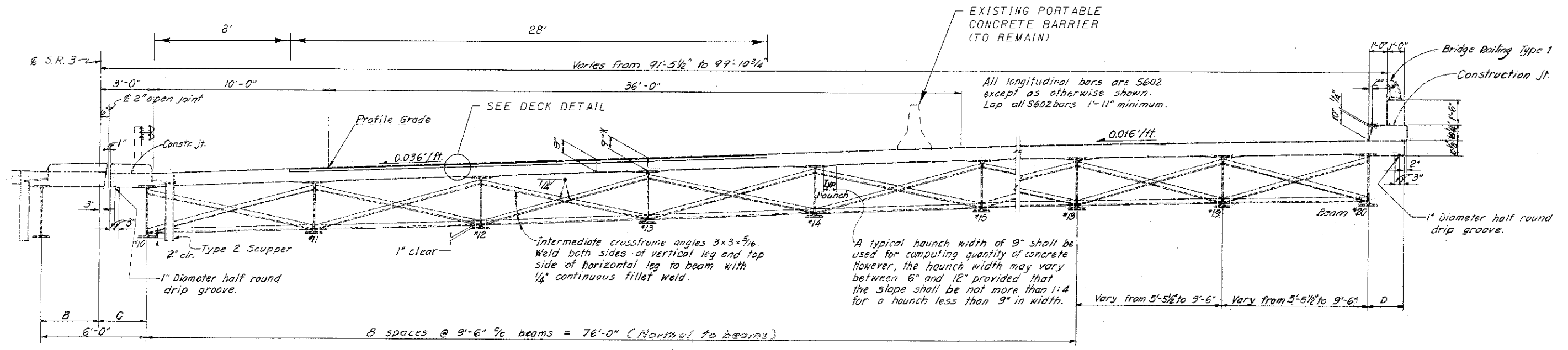


I:\PROJECTS\p121576\DCN\c0711623.dgn 28-NOV-2000 12:54PM J. .OVSC



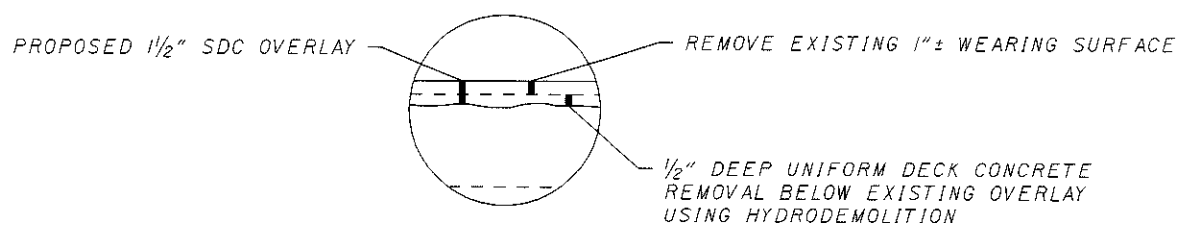
SOUTH BOUND LANES-TRANSVERSE SECTION

NOTE
All horizontal dimensions shown in Transverse Section are measured radially

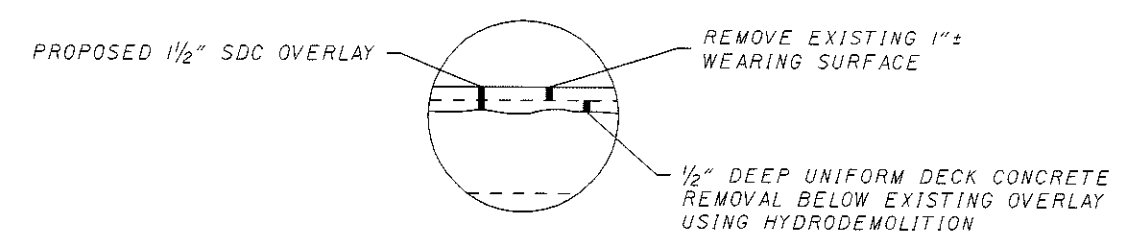


NORTH BOUND LANES-TRANSVERSE SECTION

NOTE
All horizontal dimensions shown in Transverse Section are measured radially



DECK DETAIL



APPROACH SLAB DETAIL

DESIGN AGENCY
DISTRICT TWELVE
PRODUCTION DEPARTMENT

DATE
11/00
REVIEWED
JMT
STRUCTURE FILE NUMBER
1800388

DRAWN
NRC
CHECKED
MJM

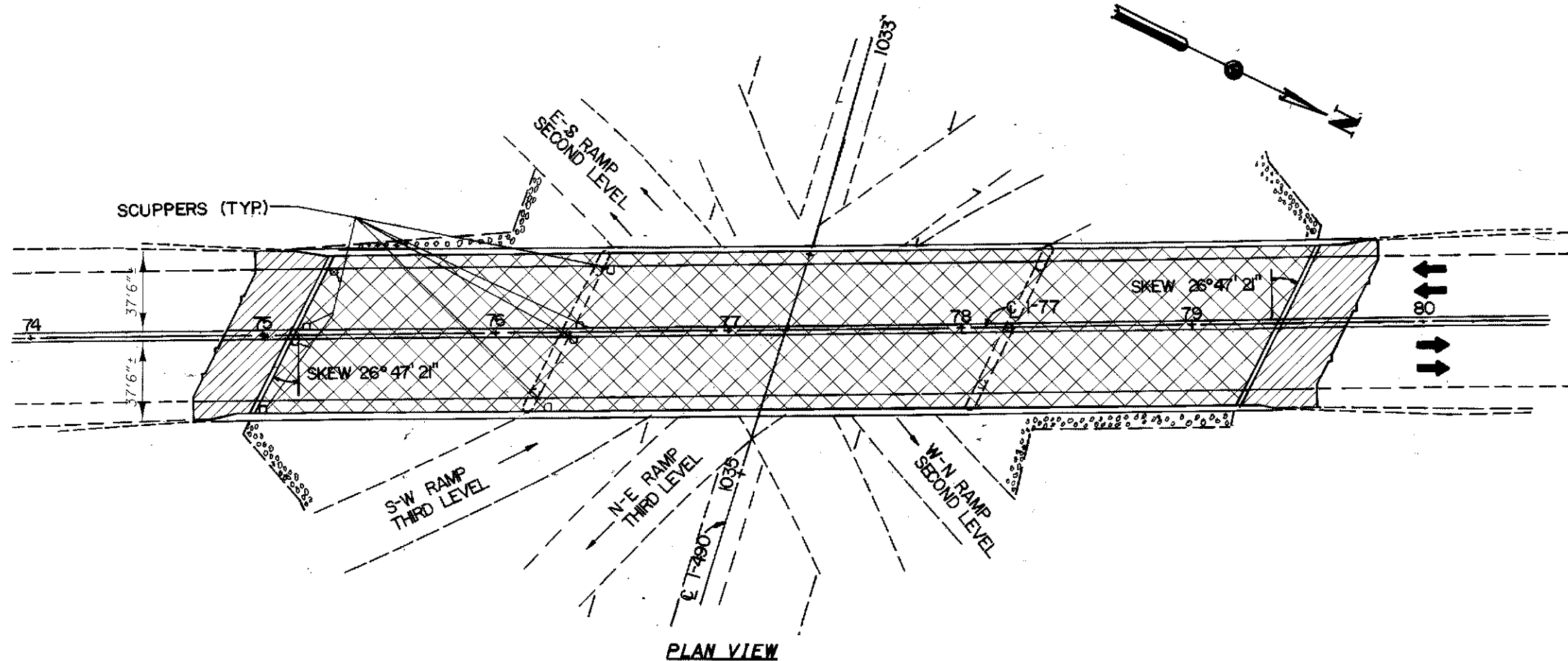
GENERAL PLAN
BRIDGE NO. CUY-71-1623J
OVER RAILROAD

CUY-71-13.72/VAR

2 / 2

9
10

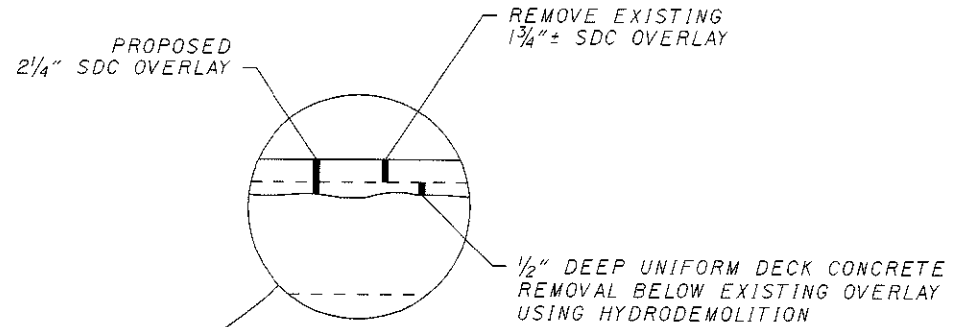
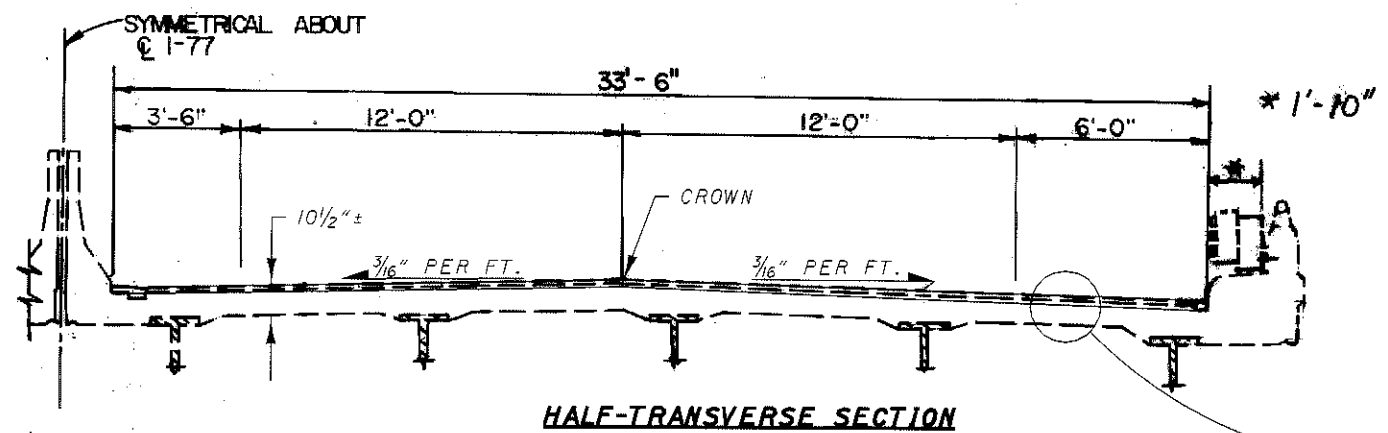
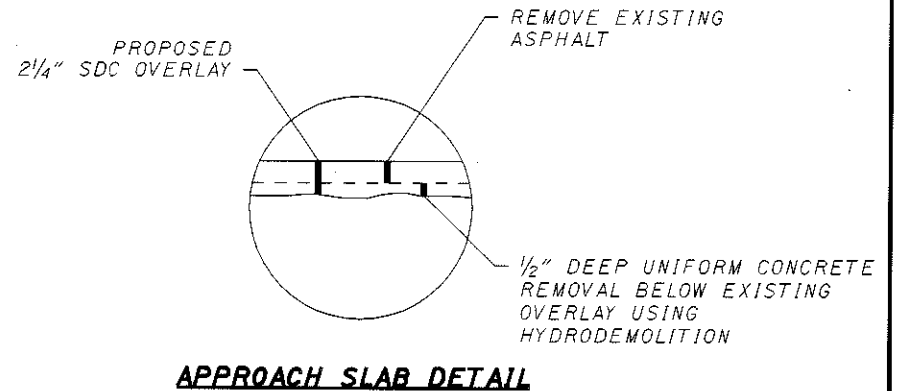
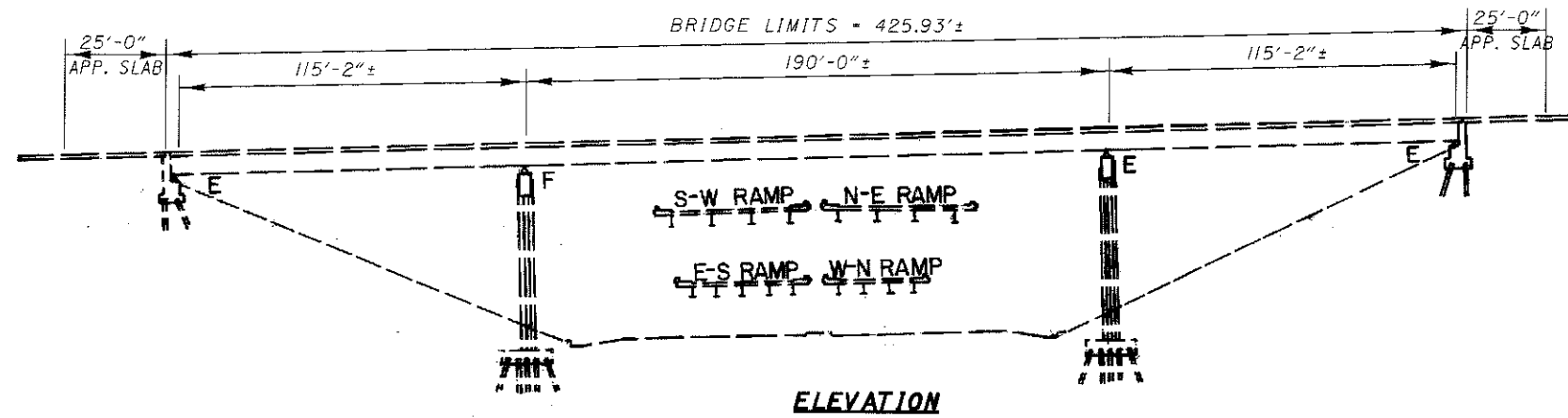
I:\PROJECTS\p1d21576\DCGN\c07\1435.dgn 28-NOV-2000 12:54PM .10VSG



	- REMOVE EXISTING OVERLAY BY SCARIFICATION - REMOVE 1/2" DEEP WITH HYDRODEMOLITION - OVERLAY WITH SDC
	- REMOVE EXISTING ASPHALT WEARING COURSE - REMOVE 1/2" DEEP WITH HYDRODEMOLITION - OVERLAY WITH SDC

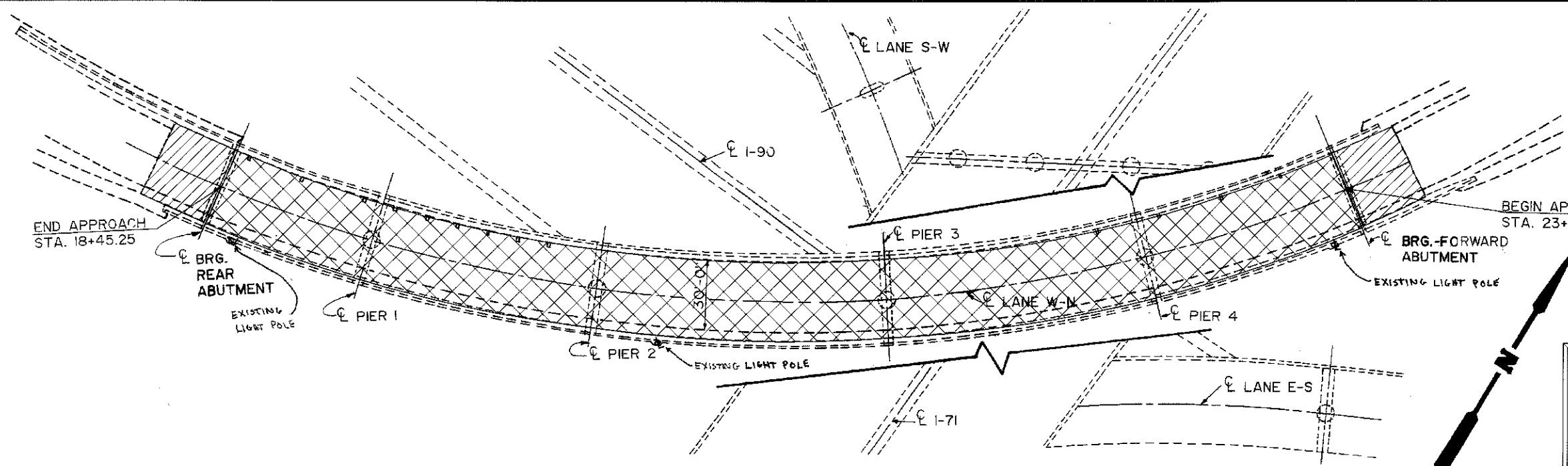
ADDITIONAL WORK:
REMOVE AND REPLACE APPROACH PAVEMENT (APPROXIMATELY 25' LONG)
CLEAN BRIDGE DRAINAGE SYSTEM

NOTE: MATCH EXISTING ELEVATIONS.



DESIGN AGENCY: DISTRICT TWELVE
 PRODUCTION DEPARTMENT
 DATE: 11/00
 REVIEWED: JMT
 STRUCTURE FILE NUMBER: 1806696
 DRAWN: NRC
 DESIGNED: NRC
 CHECKED: MJM
 GENERAL PLAN
 BRIDGE NO. CUY-77-1435
 OVER IR-490 AND RAMPS
 CUY-71-13.72/VAR
 10
 19

I:\PROJECTS\p1471576\10GN\c0901463.dgn 28-NOV-2000 12:55PM J. vse

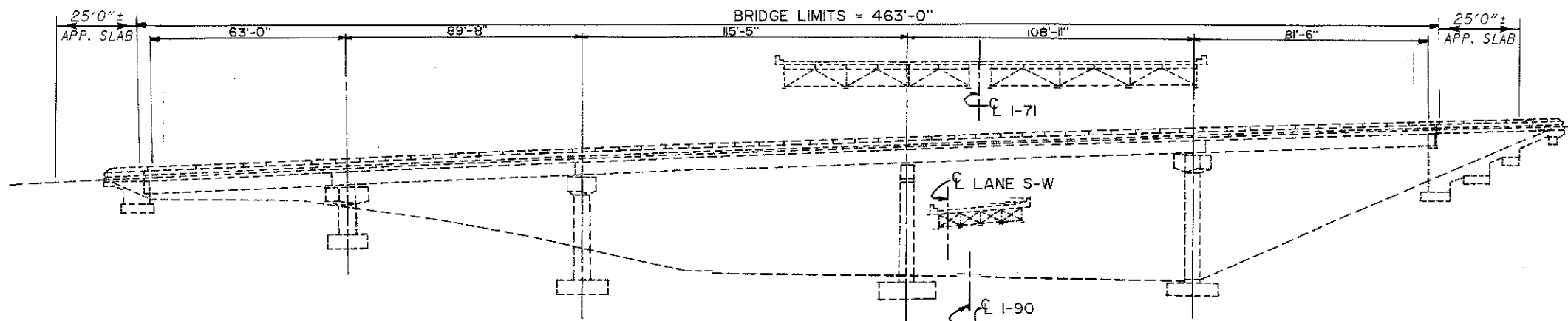


PLAN

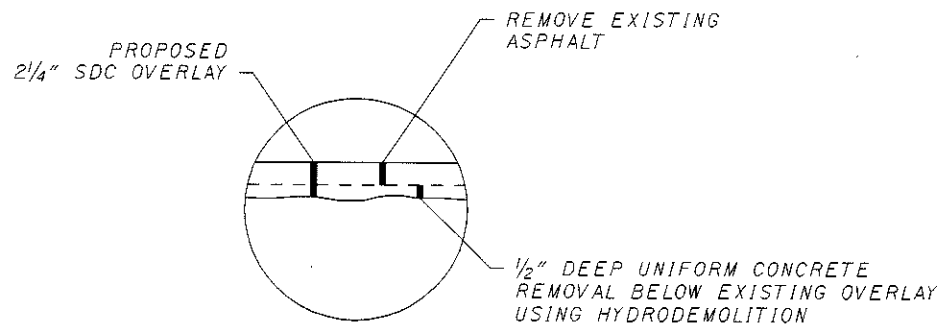
- REMOVE EXISTING OVERLAY BY SCARIFICATION
 - REMOVE 1/2" DEEP WITH HYDRODEMOLITION
 - OVERLAY WITH SDC

 - REMOVE EXISTING ASPHALT WEARING COURSE
 - REMOVE 1/2" DEEP WITH HYDRODEMOLITION
 - OVERLAY WITH SDC
- ADDITIONAL WORK:
 REMOVE AND REPLACE APPROACH PAVEMENT (APPROXIMATELY 25' LONG)

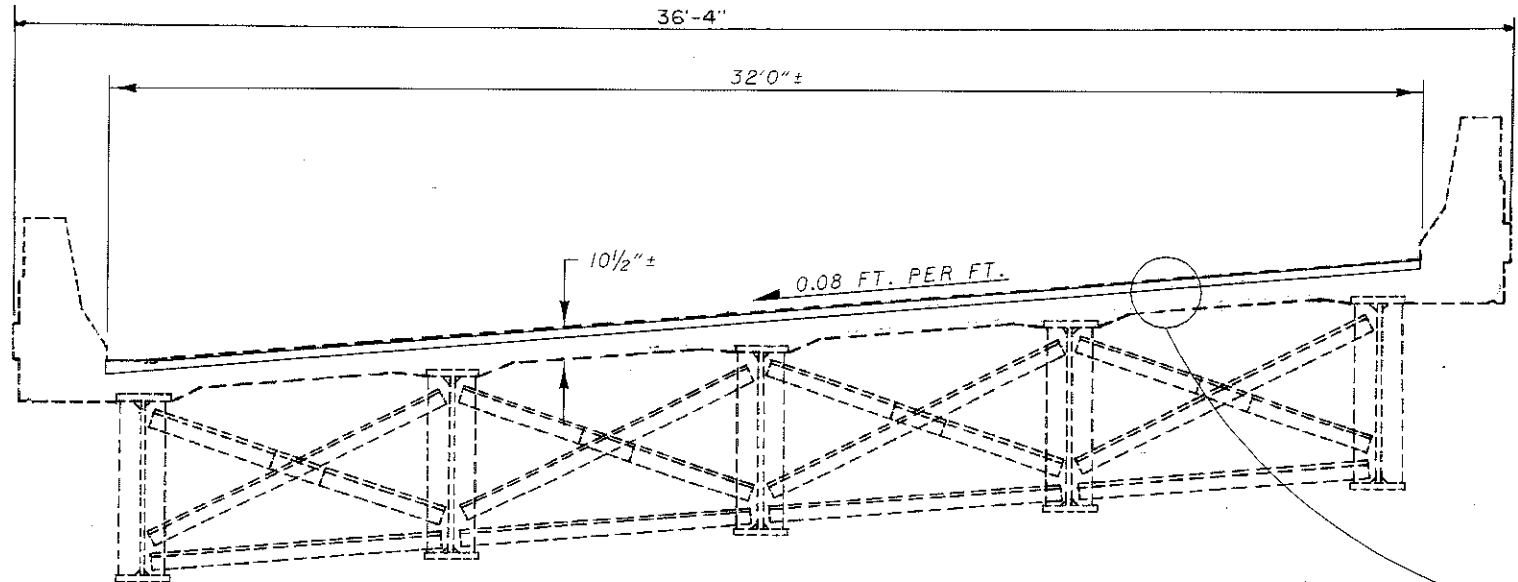
NOTE: MATCH EXISTING ELEVATIONS.



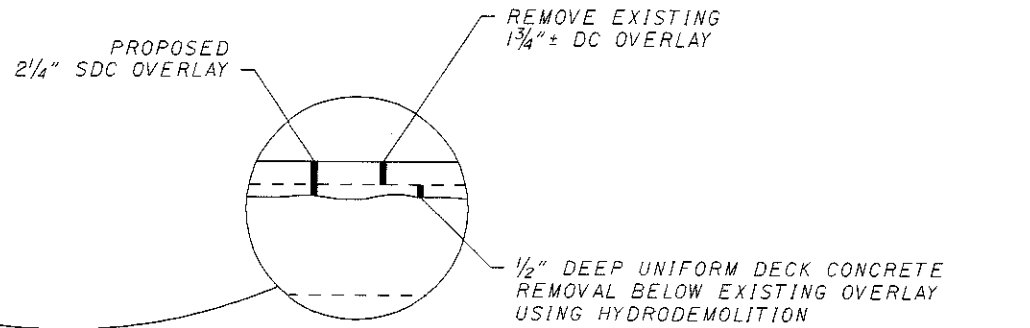
GENERAL ELEVATION



APPROACH SLAB DETAIL

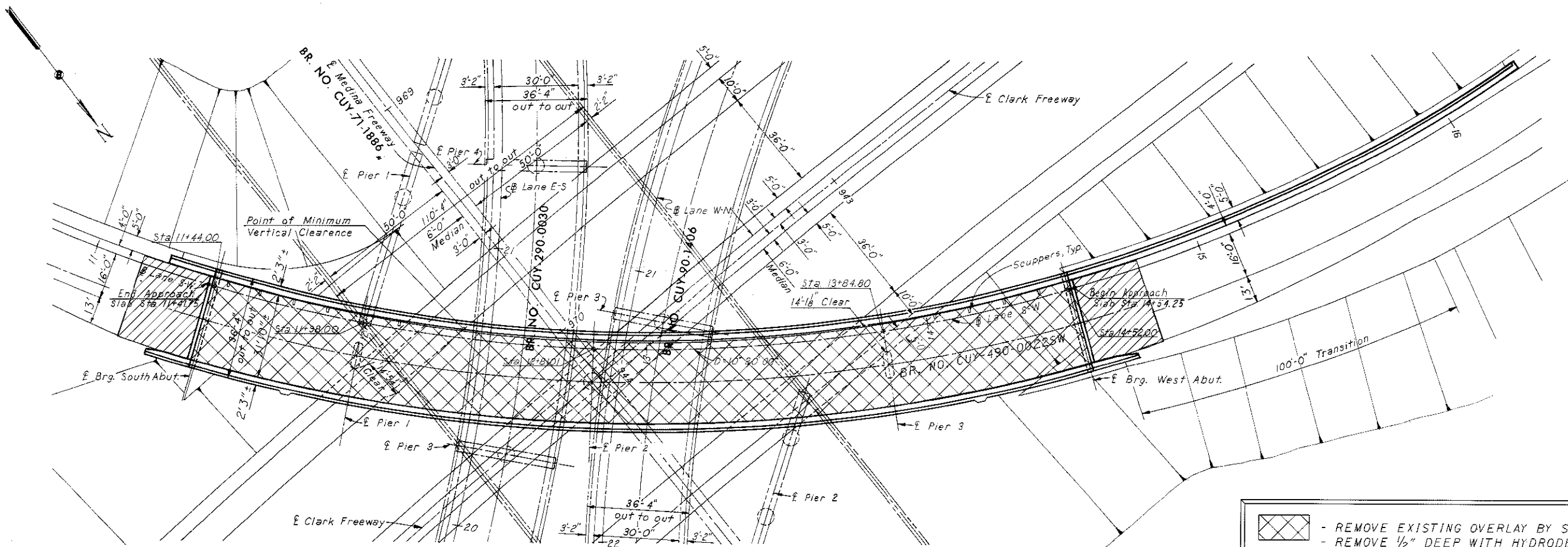


TRANSVERSE SECTION





DESIGNED NRC	CHECKED MJM	DRAWN NRC	REVIEWED JWT	DATE 11/00
				STRUCTURE FILE NUMBER 1809148
GENERAL PLAN BRIDGE NO. CUY-90-1463R UNDER I-71 & OVER I-90				
CUY-71-13.72/VAR				
DISTRICT TWELVE PRODUCTION DEPARTMENT				

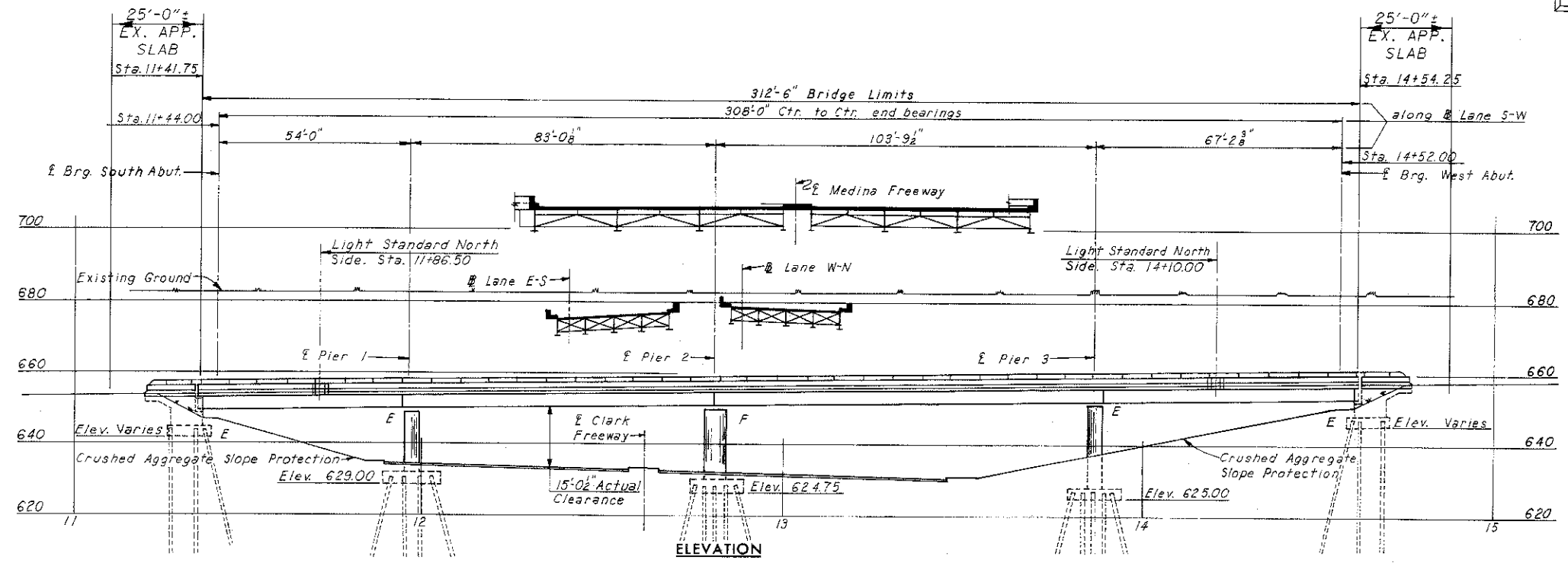
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PLAN

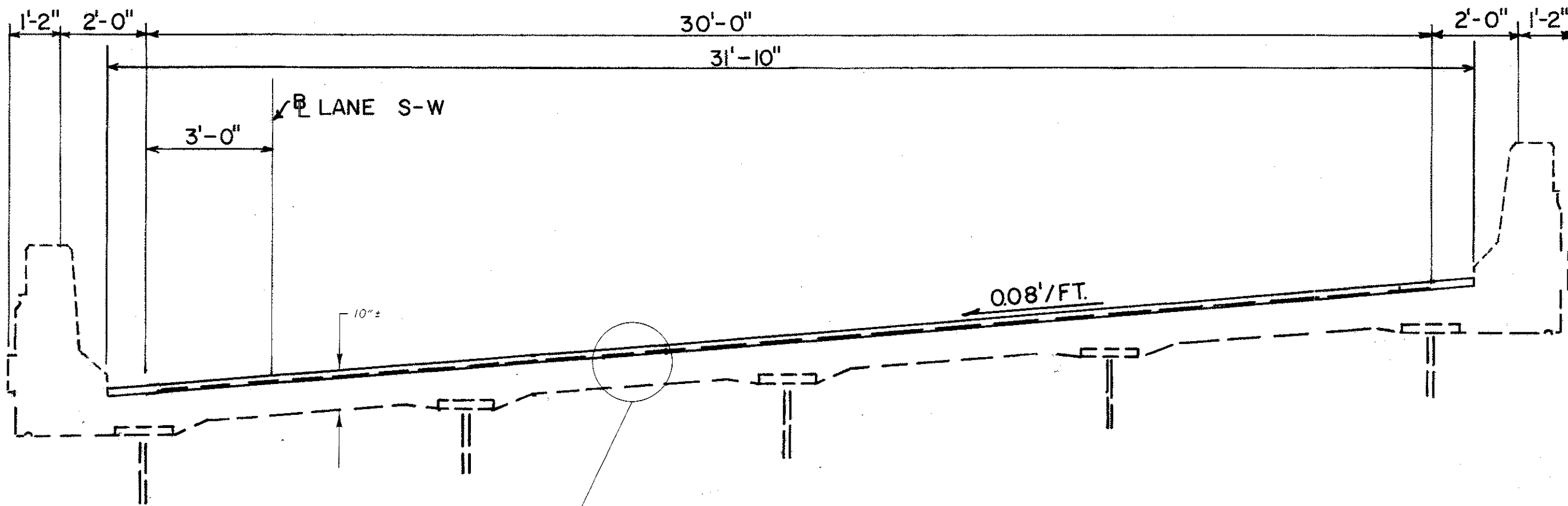
-  - REMOVE EXISTING OVERLAY BY SCARIFICATION
 - REMOVE 1/2" DEEP WITH HYDRODEMOLITION
 - OVERLAY WITH SDC
 -  - REMOVE EXISTING ASPHALT WEARING COURSE
 - REMOVE 1/2" DEEP WITH HYDRODEMOLITION
 - OVERLAY WITH SDC
- ADDITIONAL WORK:
REMOVE AND REPLACE APPROACH PAVEMENT
(APPROXIMATELY 25' LONG)

NOTE: MATCH EXISTING ELEVATIONS.



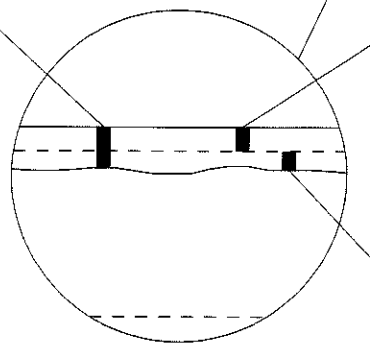
ELEVATION

DESIGN AGENCY: DISTRICT TWELVE
 PRODUCTION DEPARTMENT
 DATE: 11/00
 REVIEWED: JMT
 STRUCTURE FILE NUMBER: 1812033
 DRAWN: NRC
 CHECKED: MJM
 DESIGNED: NRC
 GENERAL PLAN
 BRIDGE NO. CUY-490-0022SW
 UNDER IR-71 AND IR-90
 CUY-71-13.72/VAR
 1/2
 12
 19



TRANSVERSE SECTION

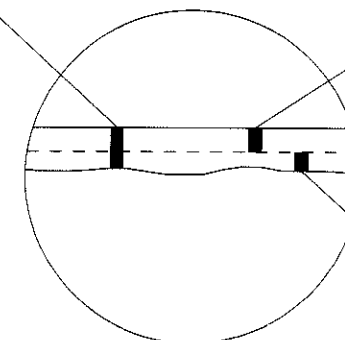
PROPOSED 1 3/4" SDC OVERLAY



REMOVE EXISTING 1 1/4"± LMC OVERLAY

1/2" DEEP UNIFORM DECK CONCRETE
REMOVAL BELOW EXISTING OVERLAY
USING HYDRODEMOLITION

PROPOSED 1 3/4" SDC OVERLAY



REMOVE EXISTING ASPHALT

1/2" DEEP UNIFORM CONCRETE
REMOVAL BELOW EXISTING OVERLAY
USING HYDRODEMOLITION

APPROACH SLAB DETAIL

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DESIGN AGENCY
DISTRICT TWELVE
PRODUCTION DEPARTMENT

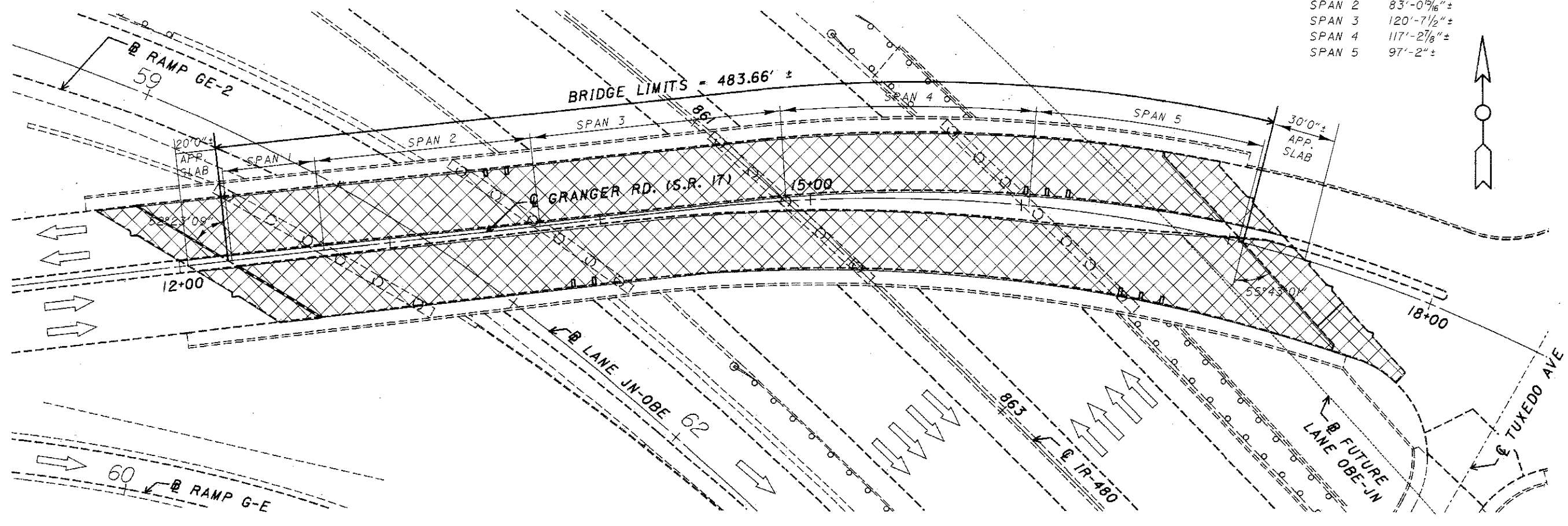
DATE 11/00
REVIEWED JMT
STRUCTURE FILE NUMBER 1812033
DRAWN NRC
CHECKED MJM

TRANSVERSE SECTION
BRIDGE NO. CUY-490-0022SW
UNDER IR-71 & IR-90

CUY-71-13.72/VAR

2 / 2
13
19

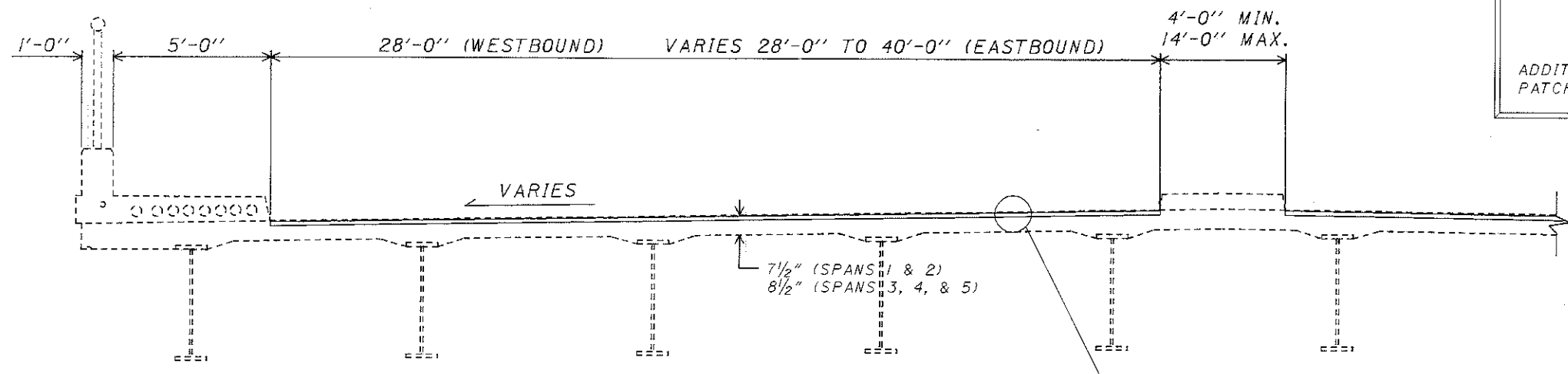
SPAN 1	57'-0"±
SPAN 2	83'-0 ⁵ / ₁₆ "±
SPAN 3	120'-7 ¹ / ₂ "±
SPAN 4	117'-2 ⁷ / ₈ "±
SPAN 5	97'-2"±



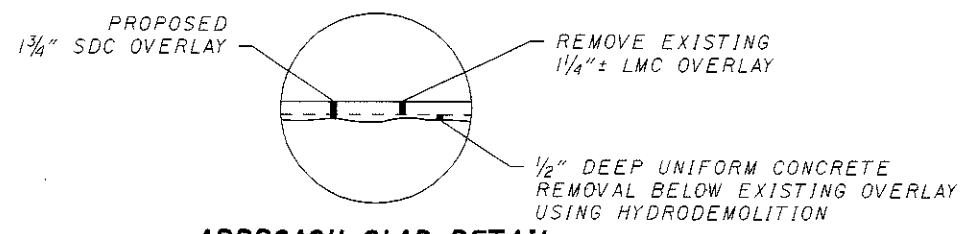
PLAN VIEW

- REMOVE EXISTING OVERLAY BY SCARIFICATION
 - REMOVE 1/2" DEEP WITH HYDRODEMOLITION
 - OVERLAY WITH SDC
 ADDITIONAL WORK:
 PATCH PARAPETS AND CURB

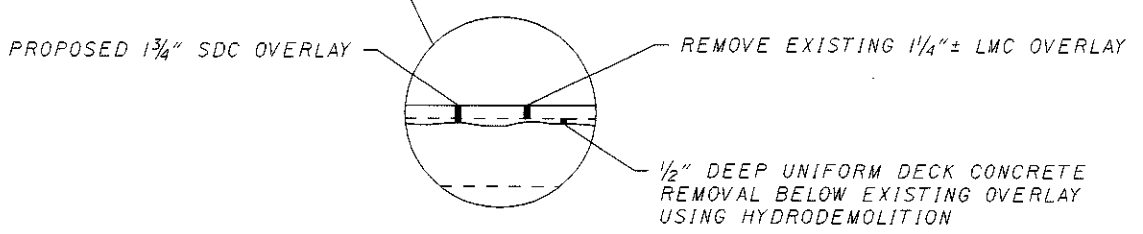
NOTE: MATCH EXISTING ELEVATIONS.



TRANSVERSE SECTION

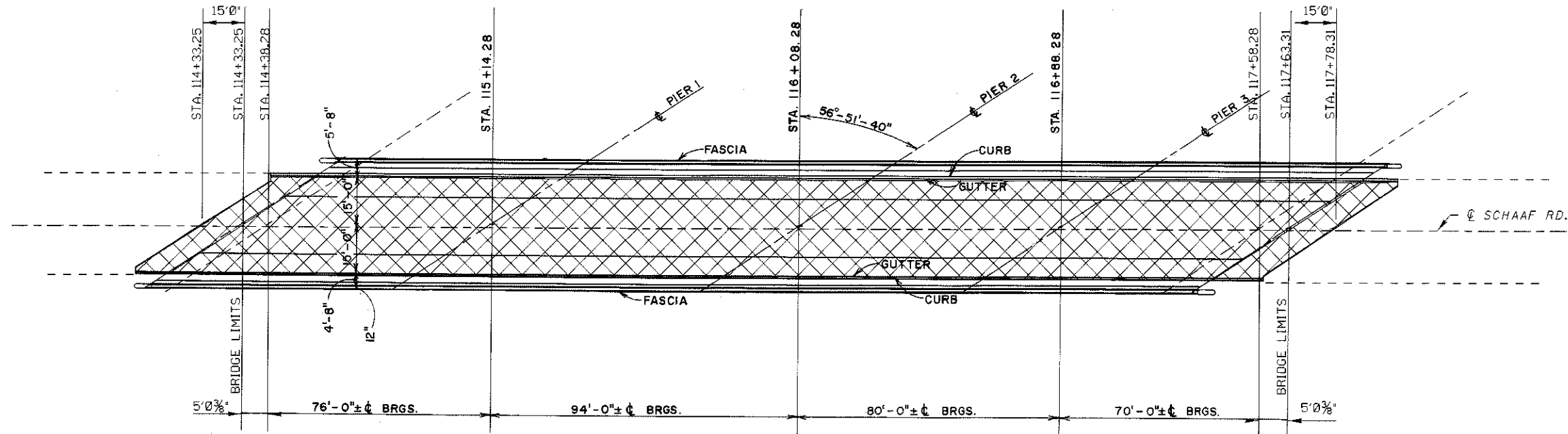
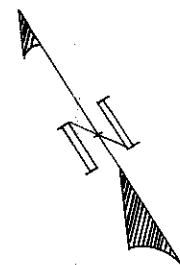


APPROACH SLAB DETAIL




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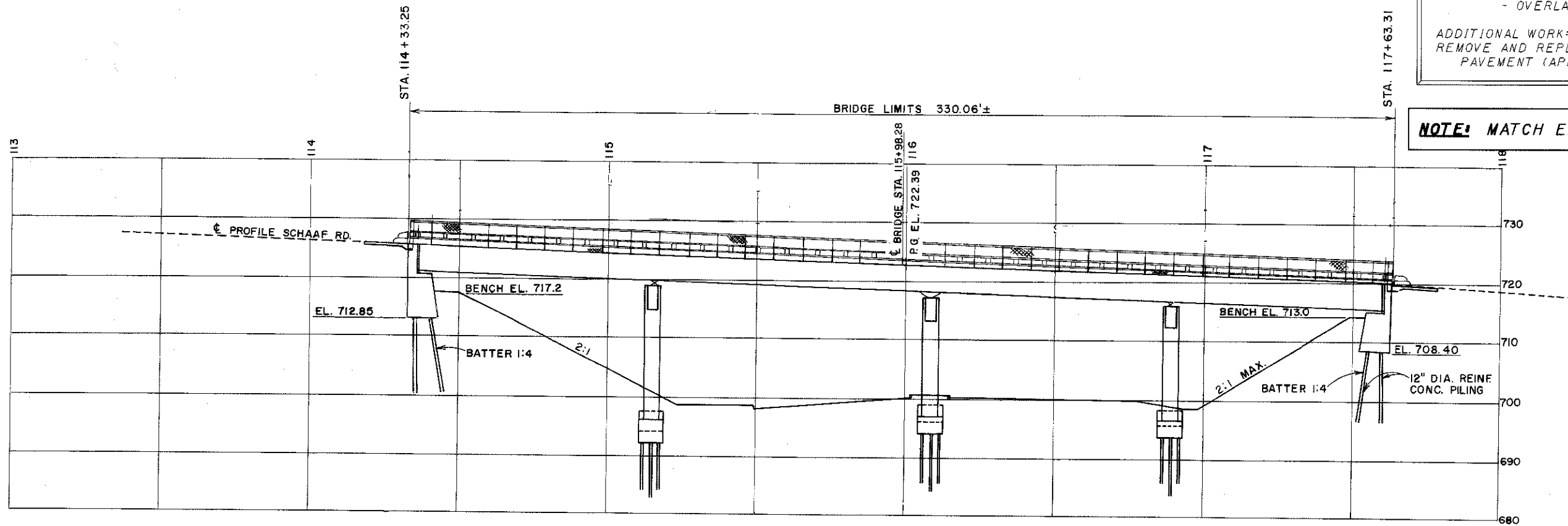
DESIGNED MRC	CHECKED MJM	DRAWN MRC	REVISED	DATE 11/00	DESIGN AGENCY DISTRICT TWELVE PRODUCTION DEPARTMENT		
				STRUCTURE FILE NUMBER 1802402			
GENERAL PLAN BRIDGE NO. CUY-17-1227 SR-17 (GRANGER RD.) OVER 1R-480							
CUY-71-1372/VAR							
<table border="1" style="margin: auto;"> <tr><td style="width: 20px; height: 20px;">14</td></tr> <tr><td style="width: 20px; height: 20px;">19</td></tr> </table>						14	19
14							
19							



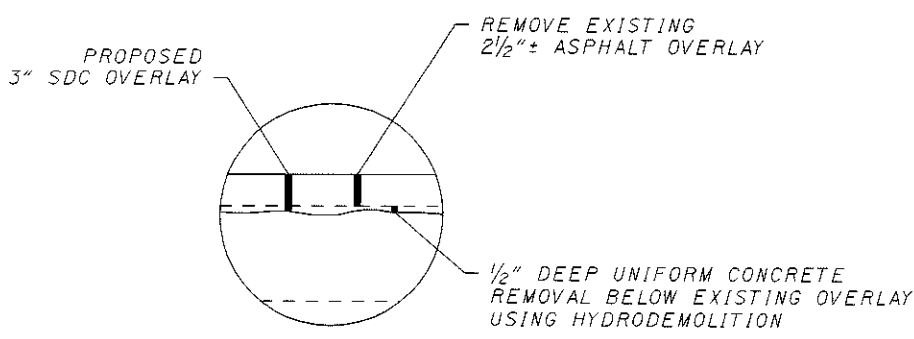
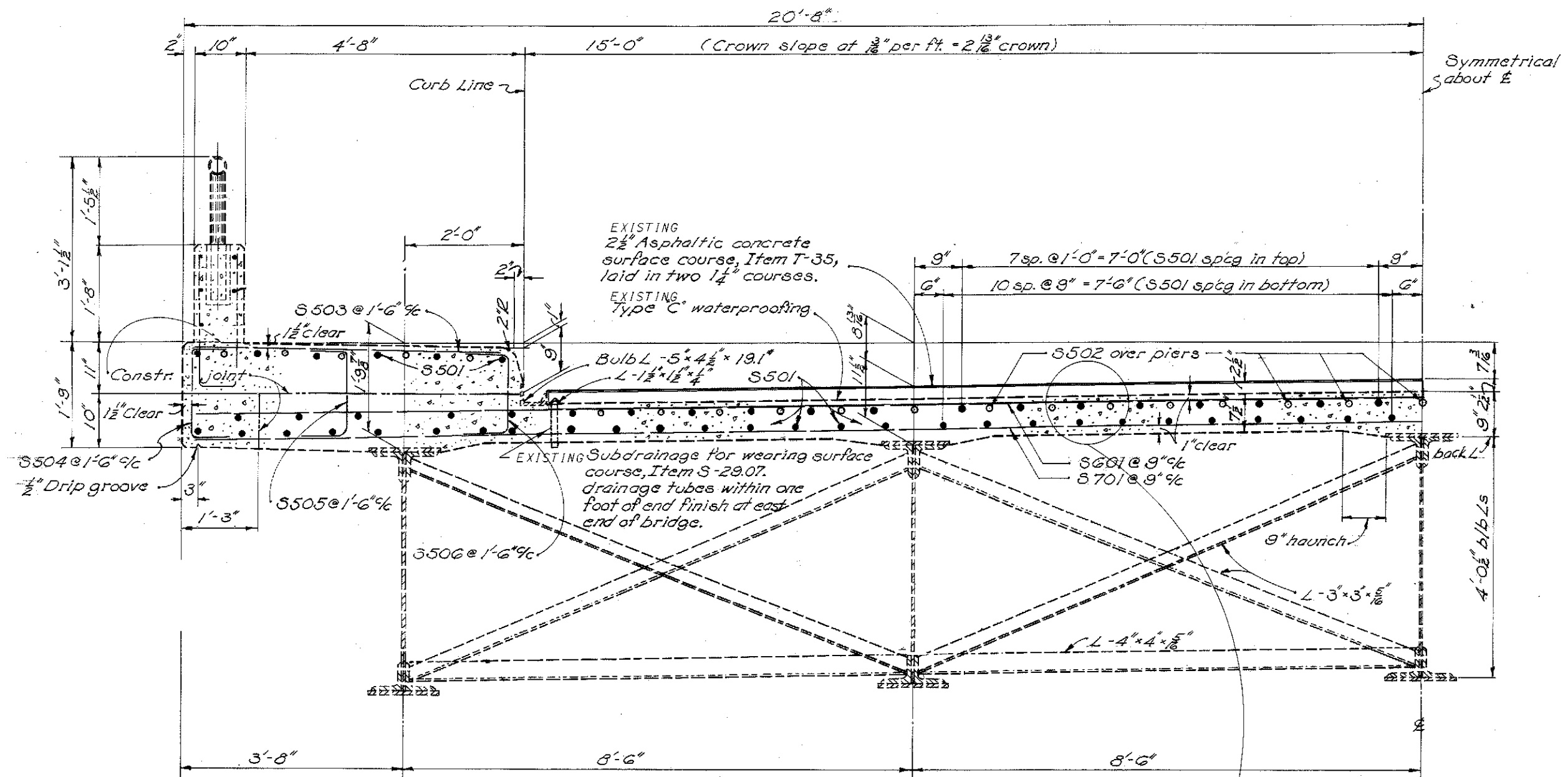
GENERAL PLAN

 - REMOVE EXISTING ASPHALT OVERLAY BY SCARIFICATION
 - REMOVE 1/2" DEEP WITH HYDRODEMOLITION
 - OVERLAY WITH SDC
 ADDITIONAL WORK:
 REMOVE AND REPLACE APPROACH PAVEMENT (APPROXIMATELY 25' LONG)

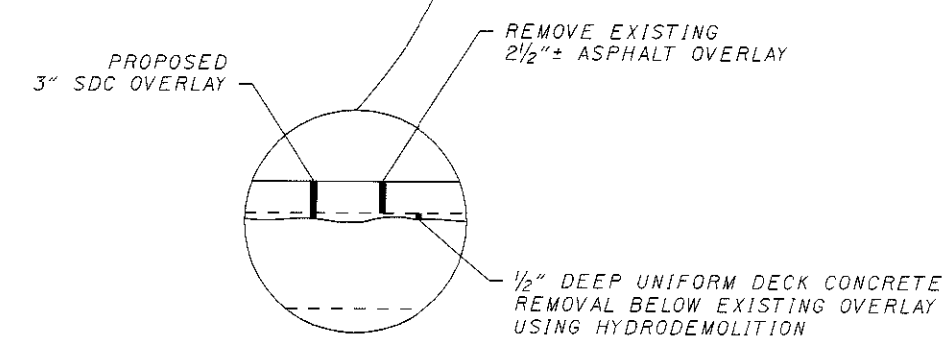
NOTE! MATCH EXISTING ELEVATIONS.



GENERAL ELEVATION



APPROACH SLAB DETAIL



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DESIGN AGENCY
DISTRICT TWELVE
PRODUCTION DEPARTMENT

DATE 11/00
REVIEWED JMT
STRUCTURE FILE NUMBER 1802437

DRAWN NRC
REVISOR
DESIGNED NRC
CHECKED NJM

GENERAL PLAN
BRIDGE NO. CUY-17-1350
SCHAAF RD. OVER SR-17

CUY-71-1372/VAR

2 / 2

16 / 19

ITEM 614 - MAINTAINING TRAFFIC:

GENERAL

GENERALLY THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS AS TO MAKE THE PROPOSED REPAIR WITH A MINIMUM OF HAZARD, DELAY AND INCONVENIENCE TO THE MOTORISTS USING THE HIGHWAY. FURTHERMORE, IN ADDITION TO THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE FOLLOWING SPECIFIC PROVISIONS ARE MANDATORY.

NOTIFICATION

SINCE FUNCTIONAL TRAFFIC CONTROL IS A MAJOR CONCERN ON THIS PROJECT, IT IS ESSENTIAL THAT THE MOTORING PUBLIC BE ADEQUATELY FOREWARNED ON FUTURE LANE CLOSURES AND TRAFFIC CONSTRUCTIONS. THEREFORE, THE CONTRACTOR SHALL SUBMIT A SCHEDULE TO THE OHIO DEPARTMENT OF TRANSPORTATION INDICATING THE LOCATIONS AND DATES OF THE LANE CLOSURES AT LEAST THREE (3) DAYS PRIOR TO THE IMPLEMENTATION OF ANY SUCH CLOSURES. THE CONTRACTOR SHALL ALSO NOTIFY THE LOCAL LAW ENFORCEMENT AGENCIES OF LANE CLOSURES AT LEAST THREE (3) DAYS PRIOR TO IMPLEMENTATION.

RESTRICTIONS

LANE CLOSURES MAY ONLY BE IMPLEMENTED AT THE TIMES PERMITTED BY THE "DISTRICT 12, PERMITTED LANE CLOSURE TIMES" LIST, WHICH IS LOCATED ON THE ODOT WEB SITE:

www.dot.state.oh.us/dist12/workzone/lanecl.htm

THE LATEST REVISION, AT 14 DAYS PRIOR TO THE BID DATE, SHALL BE IN EFFECT FOR THIS PROJECT.

ANY ROADWAY NOT LISTED IN THE "DISTRICT 12 PERMITTED LANE CLOSURE TIMES" SHALL NOT HAVE ANY CLOSURES WEEKDAYS FROM 7am-9am AND 3pm-6pm.

NO LANE OR SHOULDER CLOSURES SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED.

NO 3 LANE CLOSURES ARE PERMITTED.

AT LEAST ONE 11 FOOT WIDE LANE IN EACH DIRECTION SHALL BE OPEN AT ALL TIMES.

EXIT AND ENTRANCE RAMPS LANES SHALL REMAIN OPEN AT ALL TIMES AND EXHIBIT A MINIMUM WIDTH OF TEN (10) FEET.

THE DISTRICT WORKZONE TRAFFIC CONTROL ENGINEER WILL PERMIT COMPLETE CLOSURES AT THE FOLLOWING LOCATIONS, PROVIDED APPROPRIATE DETOUR SIGNS ARE PLACED:

AT CUY-77-1435, CUY-90-1463R, AND CUY-490-0022SW

THE CONTRACTOR SHALL DEVELOP A DETOUR PLAN AND ERECT AND REMOVE ALL TRAFFIC CONTROL FOR THE DETOUR. THE DETOUR SHALL BE PRESENTED TO THE DISTRICT WORKZONE TRAFFIC CONTROL ENGINEER AND THE PROJECT ENGINEER FOR APPROVAL AT LEAST TWO WEEKS PRIOR TO IMPLEMENTATION. THE DETOUR WILL ONLY BE PERMITTED FOR 1 WEEKEND IN EACH DIRECTION.

MAINTENANCE OF TRAFFIC SCHEME

THE CONTRACTOR SHALL DEVISE A SIMPLE MAINTENANCE OF TRAFFIC SCHEME, WHICH SHALL BE STAMPED BY A PROFESSIONAL ENGINEER (SCHEME MAY BE A HAND SKETCH) AND PRESENT IT TO THE DISTRICT WORKZONE TRAFFIC CONTROL ENGINEER AND PROJECT ENGINEER FOR APPROVAL AT LEAST TWO WEEKS PRIOR TO IMPLEMENTATION. THE MAINTENANCE OF TRAFFIC SCHEME SHALL PRESENT, IN GENERAL, THE METHODS FOR MAINTAINING TRAFFIC THAT THE CONTRACTOR PROPOSES TO USE FOR CONDUCTING THE REQUIRED WORK IN A SAFE AND EFFICIENT MANNER, SUPPORTED BY HAND SKETCHES AS NECESSARY. THE MAINTENANCE OF TRAFFIC SCHEME SHALL BE IN CONFORMANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST REVISION, THE REFERENCED STANDARD CONSTRUCTION DRAWINGS, THE ATTACHED MAINTENANCE OF TRAFFIC SHEETS, AND THE SPECIFICATIONS. THE CONTRACTOR SHALL NOT COMMENCE WORK UNTIL THE MAINTENANCE OF TRAFFIC SCHEME HAS BEEN APPROVED.

ALL WORK SHALL BE CONDUCTED FROM WITHIN A ONE OR TWO (1 OR 2) LANE CLOSURE USING DRUMS ACCORDING TO THE RESTRICTIONS AND THE CONCEPTS PRESENTED IN MT-95.30M AND ASSOCIATED STANDARD CONSTRUCTION DRAWINGS MT-98.12M THRU MT-98.16M (SEE TITLE SHEET), AND THESE PLANS.

IF DURING THE PROJECT, THE ENGINEER DETERMINES THAT THE APPROVED MAINTENANCE OF TRAFFIC PLAN IS NOT PERFORMING AS DESIRED, THE WORK SHALL BE SUSPENDED UNTIL THE PROBLEM IS RESOLVED TO THE SATISFACTION OF THE ENGINEER AND THE MAINTENANCE OF TRAFFIC PLAN IS REVISED ACCORDINGLY. ANY COSTS OR DELAYS INCURRED AS A RESULT OF THE FAILURE OF THE SATISFACTION OF THE ENGINEER SHALL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR.

DURING NON-WORKING HOURS, ALL LANES SHALL BE IN FULL OPERATION WITH ALL TRAFFIC CONTROL SIGNS, EXCEPT OW-124 (ROAD CONSTRUCTION AHEAD) SIGNS, REMOVED OR COVERED AND ALL CHANNELIZING DEVICES REMOVED FROM THE PAVEMENT SURFACES. CHANNELIZING DEVICES MAY BE STORED OR DEPLOYED TEMPORARILY ADJACENT TO THE SHOULDER TO MINIMIZE THE NIGHTLY TRAFFIC CONTROL SET-UP TIME.

CONSTRUCTION EQUIPMENT, PRIVATE VEHICLES AND MATERIALS SHALL NOT BE PARKED OR STORED ON THE ROADWAY ADJACENT TO THE ROADWAY WITHIN THE 30 FOOT CLEAR ZONE OF THE TRAVELED LANES.

IF IN THE OPINION OF THE ENGINEER, THE CONTRACTOR FAILS TO COMPLY WITH THESE REQUIREMENTS OR THE PROVISIONS OF THE APPROVED MAINTENANCE OF TRAFFIC PLAN, THE ENGINEER SHALL SUSPEND WORK UNTIL ALL REQUIREMENTS ARE COMPLIED WITH. ANY COSTS OR DELAYS INCURRED AS A RESULT OF THE FAILURE SHALL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR.

NOTWITHSTANDING THE ABOVE, NO LANE OR SHOULDER CLOSURES SHALL OCCUR DURING THE PERIOD BEGINNING AT 12:00 NOON ON THE DAY PRECEDING AND CONTINUING UNTIL NOON ON THE DAY FOLLOWING LEGAL HOLIDAYS AND HOLIDAY WEEKENDS SUCH AS MEMORIAL DAY, FOURTH OF JULY, AND LABOR DAY.

FURTHERMORE, NO LANE CLOSURES SHALL BE IMPLEMENTED OR IN PLACE DURING INCREASED TRAFFIC VOLUMES CAUSED BY SPECIAL EVENTS WITH A SEATING CAPACITY OVER 40,000 (IN LIEU OF NOTE 1 IN THE "DISTRICT 12, PERMITTED LANE CLOSURE TIMES" LIST), OR WHEN THE ENGINEER DEEMS THE CLIMATOLOGICAL CONDITIONS TOO HAZARDOUS.

PAYMENT FOR ALL THE ITEMS REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC SYSTEMS

A. WHEN REQUIRED

WHENEVER ANY PART OF THE TRAVELED SURFACE IS BEING WORKED UPON OR IS OTHERWISE NOT SUITABLE FOR SAFE AND CONVENIENT USE BY VEHICLES, TRAFFIC CONTROL DEVICES SUFFICIENT TO PROTECT SUCH AREAS TO ASSURE THE SAFE AND CONVENIENT PASSAGE OF VEHICULAR TRAFFIC SHALL BE INSTALLED AND MAINTAINED. SUCH TRAFFIC CONTROL DEVICES AND THE MANNER IN WHICH THEY ARE USED SHALL BE CONSISTENT WITH THESE PLANS AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (HEREINAFTER REFERRED TO AS THE "MANUAL"). THE TRAFFIC CONTROL DEVICE SYSTEM SHALL CONSTITUTE THE MINIMUM PROVISIONS FOR TRAFFIC CONTROL FOR EACH PARTICULAR SITUATION. WHENEVER THE ENGINEER DEEMS IT NECESSARY ESPECIALLY WHERE A GRADE, CURVE, OR MERGE CONDITIONS EXIST, HE MAY DIRECT THAT ADDITIONAL OR ALTERNATIVE DEVICES BE USED.

B. CONDITIONS

DURING ALL PARTS OF THIS PROJECT, SIGNING, BARRICADES, FLASHING ARROWS, ETC. SHALL BE LOCATED AS INDICATED IN THE MANUAL, AS SHOWN ON THE MAINTENANCE OF TRAFFIC SHEETS OR AS SHOWN ON STANDARD DRAWING MT-97.10.

C. ADVANCE WARNING SIGNS

ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHENEVER THEY ARE NOT APPLICABLE.

D. FLASHING ARROW REQUIREMENT

FLASHING ARROWS SHALL BE FURNISHED AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS.

E. PROTECTION OF PUBLIC

WHENEVER ANY WORK IS BEING DONE OVER A TRAVELED LANE OR SHOULDER, THE CONTRACTOR SHALL SUPPLY SUFFICIENT SAFETY EQUIPMENT AS APPROVED BY THE DIRECTOR TO PROTECT THE TRAVELING PUBLIC FROM ANY CONSTRUCTION DEBRIS. IF TRAVELED LANES UNDER STRUCTURES ARE TO BE CLOSED FOR REASONS OF SAFETY, METHOD AND TIME OF CLOSURE MUST BE APPROVED PRIOR TO IMPLEMENTATION. PERSONAL CARS SHALL NOT BE PARKED WITHIN THE L/A.

F. FLAGGERS

FLAGGERS SHALL BE IN ACCORDANCE WITH MT-97.10. THE MAINTENANCE OF TRAFFIC PLANS REQUIRE THE USE OF TWO (2) FLAGGERS. ADDITIONAL FLAGGERS SHALL BE USED AS DIRECTED BY THE ENGINEER.

G. LAW ENFORCEMENT OFFICER WITH PATROL CAR

THE CONTRACTOR SHALL PROVIDE AND PAY ALL COST FOR THE SERVICES OF LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR THE EXCLUSIVE PURPOSE OF CONTROLLING TRAFFIC AS DETERMINED BY THE ENGINEER. THE NUMBER OF OFFICERS AND CARS REQUIRED FOR THIS PURPOSE SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE OFFICERS SHALL MOVE THEIR PATROL CARS AS NECESSARY TO INSURE THEIR CONSTANT PRESENCE AT THE POINT(S) OF SLOWDOWN, STOPPAGE OR BACK-UP. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE ARRANGEMENTS FOR SCHEDULING AND PAYMENT OF LAW ENFORCEMENT OFFICER WITH PATROL CAR.

PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE MAN HOUR PRICE BID FOR ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR.

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MAINTENANCE OF TRAFFIC NOTES

CUY-71-13.72/VAR

H. WORKSITE TRAFFIC SUPERVISOR

THE CONTRACTOR SHALL EMPLOY (OTHER THAN THE SUPERINTENDENT) AND SUBJECT TO THE APPROVAL OF THE ENGINEER, A CERTIFIED WORKSITE TRAFFIC SUPERVISOR (WTS). THE WTS MAY BE CERTIFIED FROM ONE OF THE FOLLOWING ORGANIZATIONS:

- 1) AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION A.T.S.S.A. PHONE NUMBER 1-800-272-8772) CERTIFIED WORKSITE TRAFFIC SUPERVISOR (WTS)
- 2) THE NATIONAL SAFETY COUNCIL, TRAFFIC CONTROL ZONES SUPERVISORS COURSE, PHONE NO. 1-800-441-5103
- 3) NATIONAL HIGHWAY INSTITUTE, DESIGN AND OPERATION OF WORK ZONE TRAFFIC CONTROL, PHONE NO. 1-703-235-0528

THE WTS POSITION IS ESTABLISHED FOR THE PURPOSE OF MONITORING AND CORRECTING ANY TRAFFIC CONTROL DEFICIENCIES IN THE WORK ZONE. THE WTS SHALL OVERSEE ALL OPERATIONS THAT AFFECT THE MOVEMENT OF VEHICULAR AND PEDESTRIAN TRAFFIC THROUGH THE WORK ZONE.

THE WTS SHALL BE PRESENT WHEN THE CONTRACTOR OR SUBCONTRACTOR INSTALLS A TRAFFIC RESTRICTION, LANE CLOSURE, ETC. IN LIEU OF THE WTS BEING PRESENT WHEN A SUBCONTRACTOR HAS A WORKZONE IN PLACE, THE CONTRACTOR MAY USE HIS OWN PERSONNEL THAT IS A CERTIFIED WTS. THE CONTRACTOR OR SUBCONTRACTOR MUST PRESENT A COPY OF HIS WTS CERTIFICATE TO THE PROJECT ENGINEER. A WTS MUST BE PRESENT WHEN THE WORK ZONE IS BEING SET UP. HE MUST APPROVE THE WORK ZONE BEFORE HE LEAVES OR PERFORMS OTHER DUTIES.

THE RESTRICTIONS ARE SHORT TERM, THE WTS SHALL MONITOR THE ZONE FOR COMPLIANCE. DURING THE LANE CLOSURE HE SHALL MAKE SURE ALL TRAFFIC CONTROL ITEMS ARE FUNCTIONING PROPERLY. TRAFFIC CONTROL WILL BE THE WTS' MAIN DUTY DURING IMPLEMENTATION OF ZONES OR SHORT TERM ZONES. THE WTS SHALL HAVE THE AUTHORITY TO HAVE DEFICIENCIES CORRECTED AS SOON AS POSSIBLE. THE WTS SHALL PROVIDE THE DISTRICT WORK ZONE TRAFFIC CONTROL ENGINEER A SKETCH OF THE TRAFFIC CONTROL PLAN (TCP) EVERYDAY THERE IS TO BE A SHORT TERM TRAFFIC RESTRICTION, LANE CLOSURE, ETC. THIS TCP SHALL SHOW HOW THE WORK ZONES ARE TO BE IMPLEMENTED.

THE WTS SHALL BE AVAILABLE ON A 24-HOUR BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. A 24-HOUR PHONE NUMBER SHALL BE MADE AVAILABLE TO THE PROJECT ENGINEER IN ORDER TO CONTACT THE WTS. THE WTS SHALL HAVE A PAGER AND THE PHONE NUMBER PROVIDED TO THE PROJECT ENGINEER.

FAILURE OF THE CONTRACTOR TO COMPLY WITH ANY OF THE ABOVE, SHALL CONSTITUTE CAUSE FOR THE PROJECT ENGINEER TO DEDUCT \$500.00 PER DAY FROM MONEY DUE TO THE CONTRACTOR NOT AS A PENALTY, BUT AS A LIQUIDATED DAMAGE.

PAYMENT FOR THE WTS SHALL BE INCLUDED UNDER THE LUMP SUM ITEM 614 - MAINTAINING TRAFFIC.

I. FAILURE TO COMPLY

IF THERE IS ANY FAILURE TO COMPLY WITH PROVISION FOR TRAFFIC CONTROL SET OUT IN THESE PLANS AND NOTES, OR WITH THE PROVISIONS OF THE "MANUAL", THE HIGHWAY IN THE VICINITY OF THE WORK AREA SHALL NOT BE CONSIDERED IN A CONDITION FOR THE SAFE AND CONVENIENT USE BY THE TRAVELING PUBLIC. ANY FAILURE TO KEEP THE HIGHWAY, IN THE VICINITY OF THE WORK AREA, IN A CONDITION FOR THE SAFE AND CONVENIENT USE BY THE TRAVELING PUBLIC SHALL BE CONSIDERED A BREACH OF THIS CONTRACT. WORK SHALL BE SUSPENDED UNTIL THE CONTRACTOR COMPLIES WITH THE PROVISION OF THE AFOREMENTIONED ITEMS.

MAINTENANCE OF TRAFFIC CONTROL MATERIAL

A. SIGNS

SIGN DIMENSIONS AND SPECIFICATIONS, INCLUDING LETTER SIZES SHALL BE AS PROVIDED IN THE "MANUAL", OR IN DESIGN DRAWINGS PROVIDED BY THE DEPARTMENT OF TRANSPORTATION. THE SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER PRIOR TO THE START OF THIS PROJECT.

B. SIGN SUPPORTS

SIGN SUPPORTS SHALL BE AS SHOWN ON STANDARD DRAWINGS MT-105.10 AND MT-105.11.

C. FLASHING ARROWS

THE ELECTRIC FLASHING ARROW SHALL BE AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-35.10M AND MT-35.11M.

D. CONES

CONES SHALL BE LOCATED AS SHOWN IN THE "MANUAL" AND THE TRAFFIC CONTROL PLANS.

E. DRUMS

DRUMS SHALL BE LOCATED AS SHOWN ON THE TRAFFIC CONTROL PLANS AND ARE REQUIRED FOR NIGHTTIME CLOSURES.

F. FLOODLIGHTING

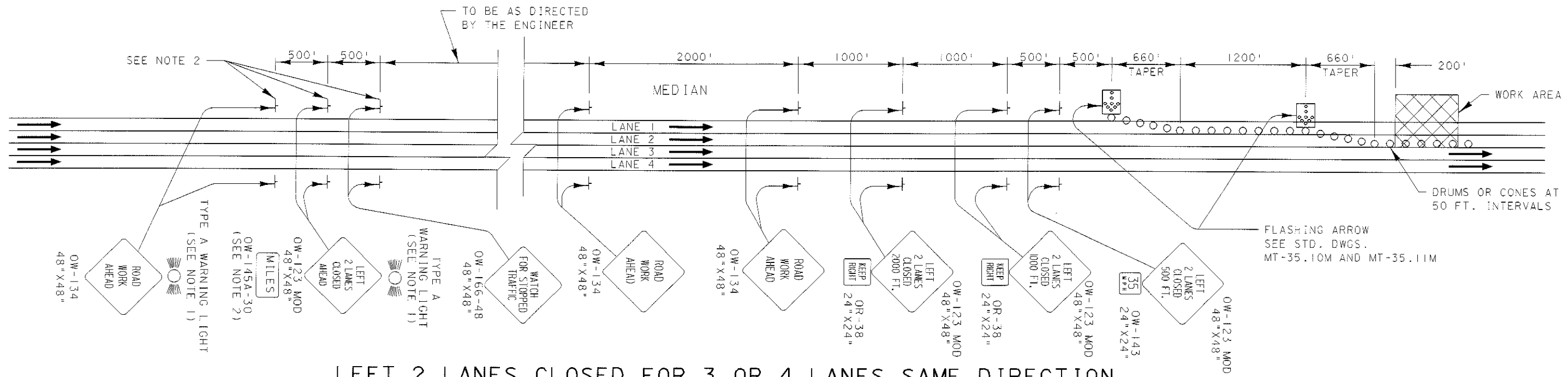
FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHT TIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR MAINTAINING TRAFFIC.

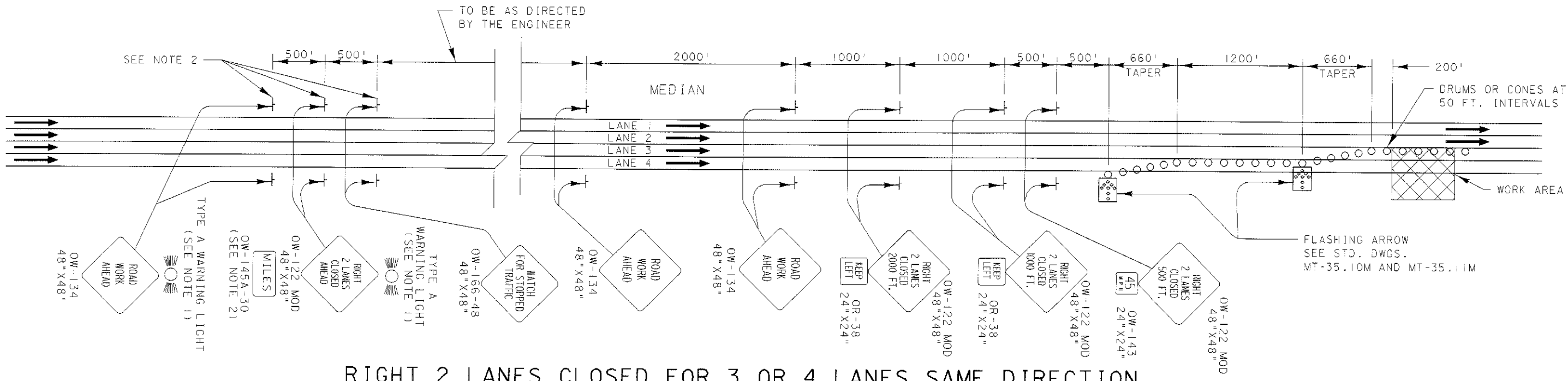
PAYMENT

PAYMENT FOR PROVIDING, ERECTING, MAINTAINING AND REMOVING TEMPORARY MAINTENANCE OF TRAFFIC CONTROL DEVICES SHALL BE MADE UNDER THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

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LEFT 2 LANES CLOSED FOR 3 OR 4 LANES SAME DIRECTION



RIGHT 2 LANES CLOSED FOR 3 OR 4 LANES SAME DIRECTION

GENERAL NOTES:

1. TYPE A FLASHING WARNING LIGHTS SHOWN ON THE "ROAD CONSTRUCTION AHEAD" AND "RIGHT(OR LEFT) 2 LANES CLOSED AHEAD" SIGNS ARE REQUIRED WHENEVER A NIGHT LANE CLOSURE IS NECESSARY.
2. EXTRA ADVANCE WARNING SIGN GROUPS CONSISTING OF OW-128, OW-122 MOD, OR OW-123 MOD AND OW-166 SIGNS PLUS DISTANCE PLATES MAY BE SPECIFIED IN THE PLANS OR REQUIRED TO BE ERECTED AT THE DIRECTION OF THE ENGINEER.

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