CUY-90-14.90

PID 77332/85531

APPENDIX EX-86

BH-FY2006 Misc. Repairs 2/VAR
(Reference Document)

State of Ohio
Department of Transportation
Jolene M. Molitoris, Director

Innerbelt Bridge
Construction Contract Group 1 (CCG1)

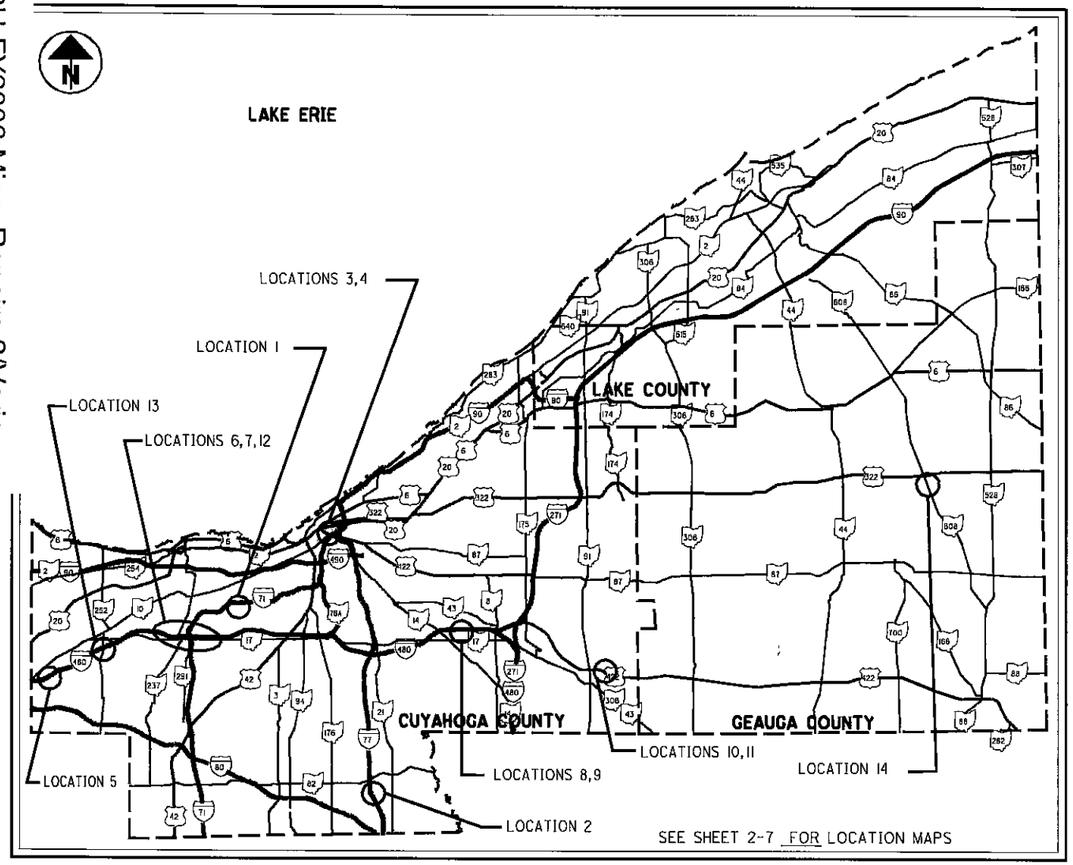
Revision Date: 2006

2 - Addendum No. 2 - New Appendix

D12 - BH-FY2006 Misc. Repairs 2/Vario
060205 PID - 78926
Dist 12 4/19/2006

D12 BH FY2006
MISC REPAIRS 2

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION



LOCATION 1 LATITUDE: N 41 26 44 LONGITUDE: W 81 45 58

LOCATION	BRIDGE NUMBER	STRUCTURAL FILE NUMBER	CITY, TOWNSHIP, OR VILLAGE
1	CUY 71 1390	1805134	LINNDALE VILL
2	CUY 77 0233	1805762	BRECKSVILLE CITY
3	CUY 90 1628R	1807714	CLEVELAND CITY
4	CUY 90 1651L	1807900	CLEVELAND
5	CUY 480 0074	1814001	NORTH OLMSTED CITY
6	CUY 480 0727	1814184	CLEVELAND
7	CUY 480 1075	1812912	CLEVELAND
8	CUY 422 2241	1813404	CLEVELAND
9	CUY 480 2344	1813625	WARRENSVILLE HTS CITY
10	CUY 422 1911L	1815172	SOLON CITY
11	CUY 422 1911R	1815180	SOLON
12	CUY 237 0695	1810286	BROOKPARK CITY
13	CUY 252 0434	1810405	NORTH OLMSTED
14	GEA 608 0710	2802252	CLARIDON TWP.

INDEX OF SHEETS

PROJECT DESCRIPTION

REPAIRS: BACKWALL, SIDEWALK, SLOPE, RAIL, OVERLAY REPLACEMENT, AND DECK PATCHING

2005 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 of traffic will be as set forth on plans and estimates

Approved _____
Date 20 JAN 2006 Deputy Director of Transportation

Approved Gordon Proctor
Date 2-15-06 Director, Department of Transportation

THIS IS A MAINTENANCE PROJECT

PROJECT EARTH DISTURBED AREA = N/A (MAINT PROJECT)
ESTIMATED CONTRACTOR EARTH DISTURBED AREA = N/A (MAINT PROJECT)
NOTICE OF INTENT EARTH DISTURBED AREA = N/A (MAINT PROJECT)

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 HTS., OHIO 44125

P. E. STAMP

STATE OF OHIO
JAMES R CALANNI
E-64579
REGISTERED
PROFESSIONAL ENGINEER

SIGNED James R. Calanni
DATE 1-20-06

STANDARD CONSTRUCTION DRAWINGS

MT-35.10	04/20/01	DM-2.1	07/20/01		
		EXJ-2-81	07/19/02		
MT-95.30	07/16/04				
MT-97.10	04/19/02	MT-96.10	04/19/02		
		MT-96.21	04/19/02		
MT-98.12	04/19/02	MT-96.25	04/20/01		
MT-98.13	04/19/02				
MT-98.14	04/19/02	BP-3.1	07/16/04		
MT-98.15	07/16/04				
MT-98.16	04/19/02				

SUPPLEMENTAL SPECIFICATIONS

800	01/20/06
832	04/17/04
833	02/12/03

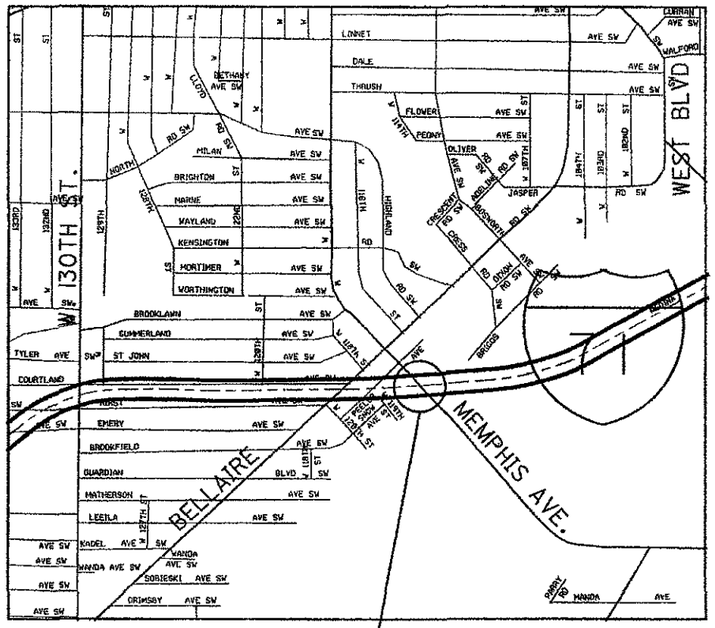
SPECIAL PROVISIONS

FEDERAL PROJECT NO: NONE
PID NO: 78926
CONSTRUCTION PROJECT NO:
RAILROAD INVOLVEMENT: NONE

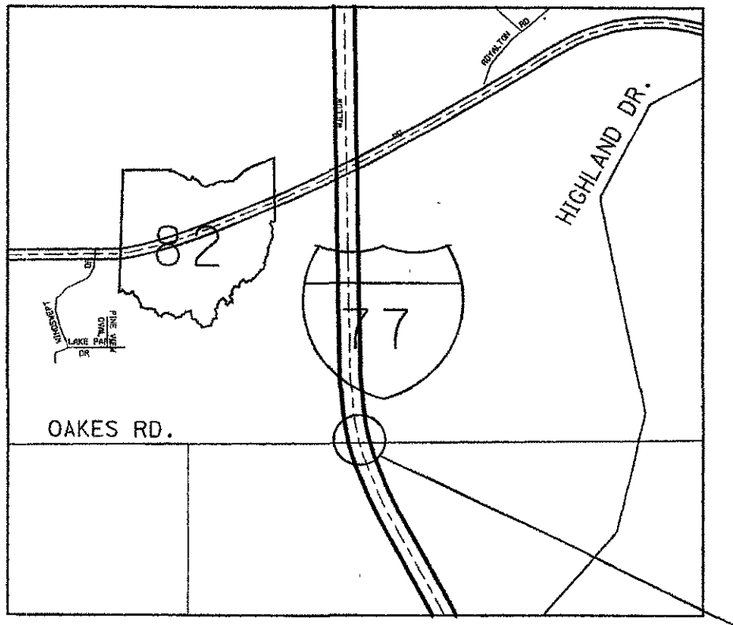
D12 BH FY2006 MISC. REPAIRS 2

1 / 31

I:\PROJECTS\BP-id78926\DGN\GT_78926.dgn 20-JAN-2006 10:59AM cwillis



LOCATION 1
CUY71-1390
SFN: 1805134



LOCATION 2
CUY77-0223
SFN: 1805762

LOCATION MAPS

D12 BH FY2006
MISC. REPAIRS 2

HORIZONTAL SCALE IN FEET
0

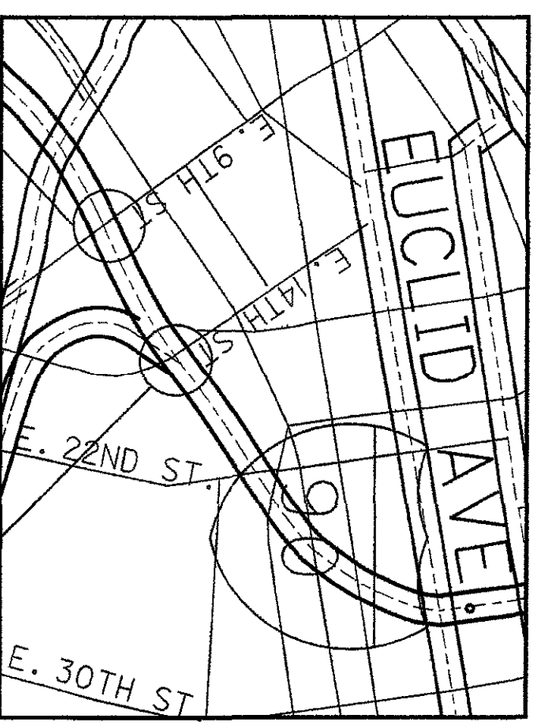
CALCULATED
CHECKED

2
31

I:\PROJECTS\Pid78926\DGN\Location Maps\CUY71_MEMPHIS-CUY77_OAKES.dgn 20-JAN-2006 2:05PM JthreatJ

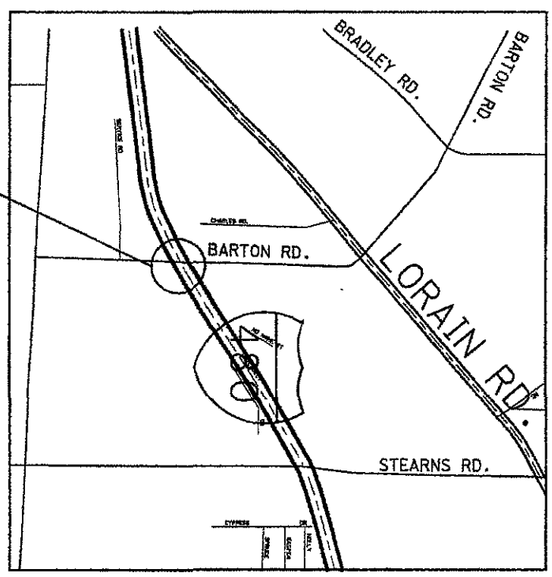
LOCATION 3
CUY90-1628R
SFN: 1807714

LOCATION 4
CUY90-1651L
SFN: 1807900

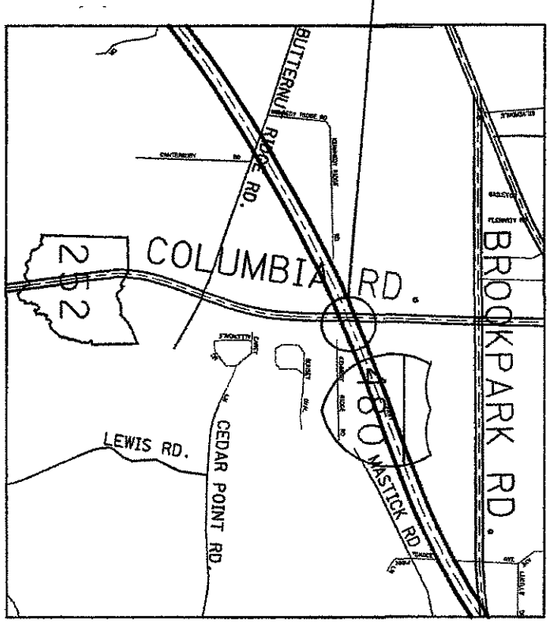


3/3	D12 BH FY2006 MISC. REPAIRS 2	LOCATION MAPS	CALCULATED / CHECKED	HORIZONTAL SCALE IN FEET

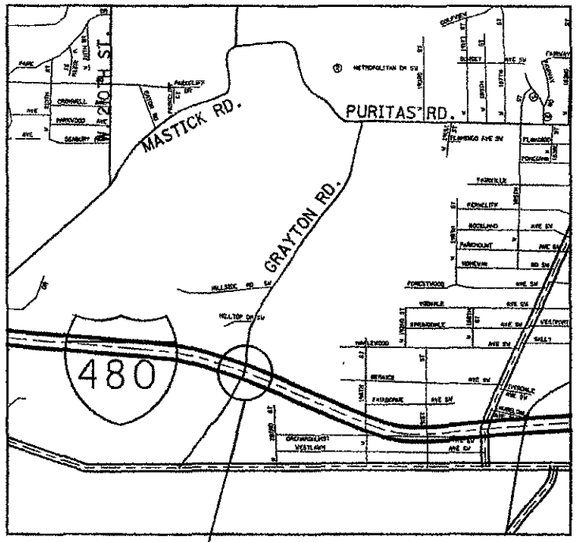
LOCATION 5
CUY480-0074
SFN: 1814001



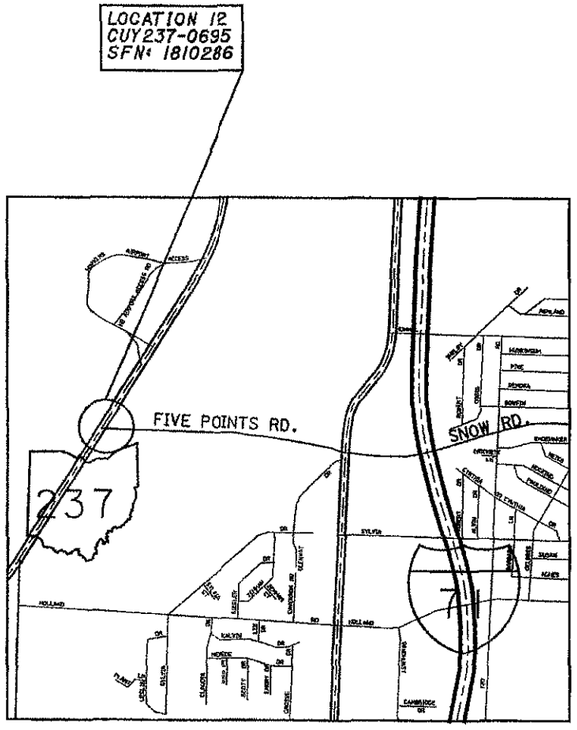
LOCATION 13
CUY252-0434
SFN: 1810405



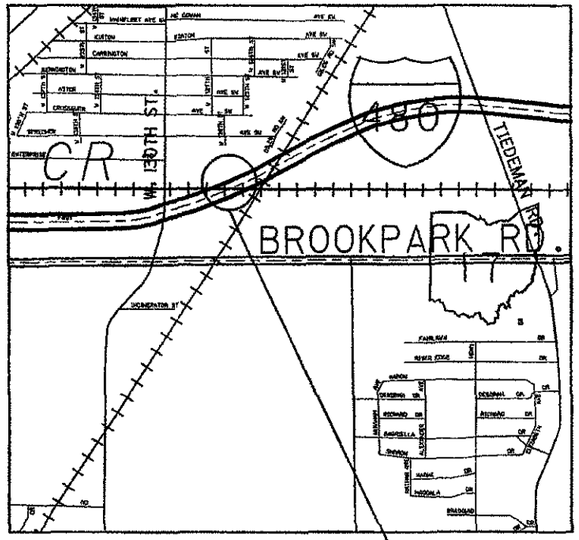
4/31	D12 BH FY2006 MISC. REPAIRS 2	LOCATION MAPS	CALCULATED / CHECKED	HORIZONTAL SCALE IN FEET



LOCATION 6
CUY480-0727
SFN: 1814184



LOCATION 12
CUY237-0695
SFN: 1810286



LOCATION 7
CUY480-1075
SFN: 1812912

LOCATION MAPS

D12 BH FY2006
MISC. REPAIRS 2

HORIZONTAL SCALE IN FEET
0

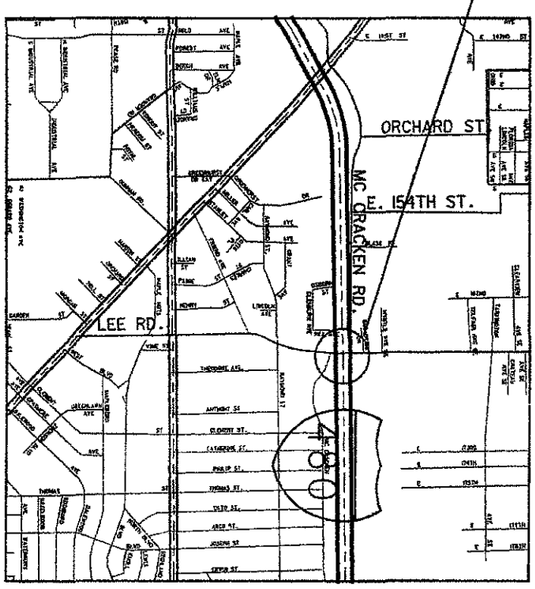
CALCULATED
CHECKED

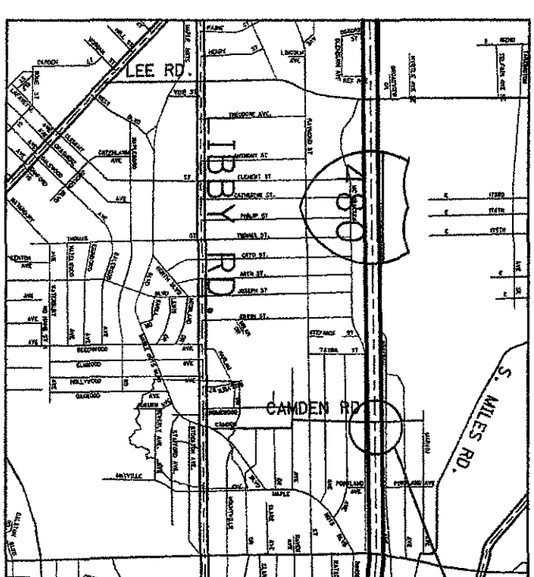
5
31

I:\PROJECTS\Pid78926\DGN\Location Maps\CUY480_GRAYTON-CUY480_CSX-CUY237_SNOW.dgn 20-JAN-2006 2:04PM jthreet

I:\PROJECTS\Pid78926\DGN\Location Maps\CUY480.LEE-CUY480.CAMDEN.DGN 20-JAN-2006 2:05PM jthreat

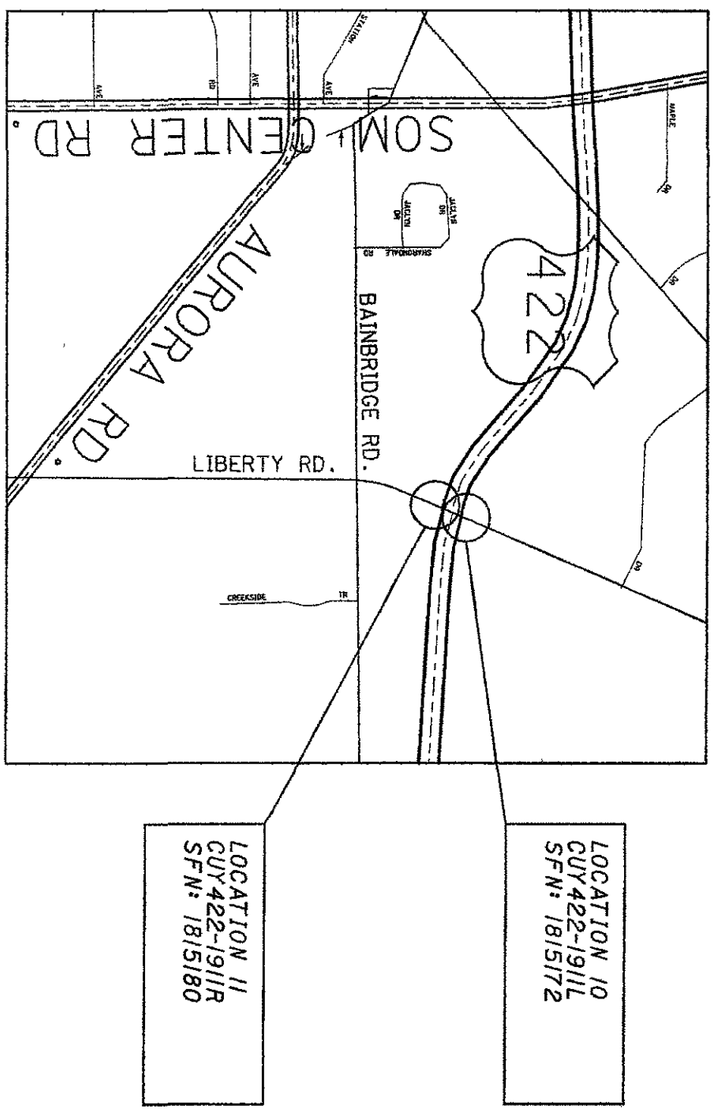
LOCATION 8
CUY480-2241
SFN: 1813404





LOCATION 9
CUY480-2344
SFN: 1813625

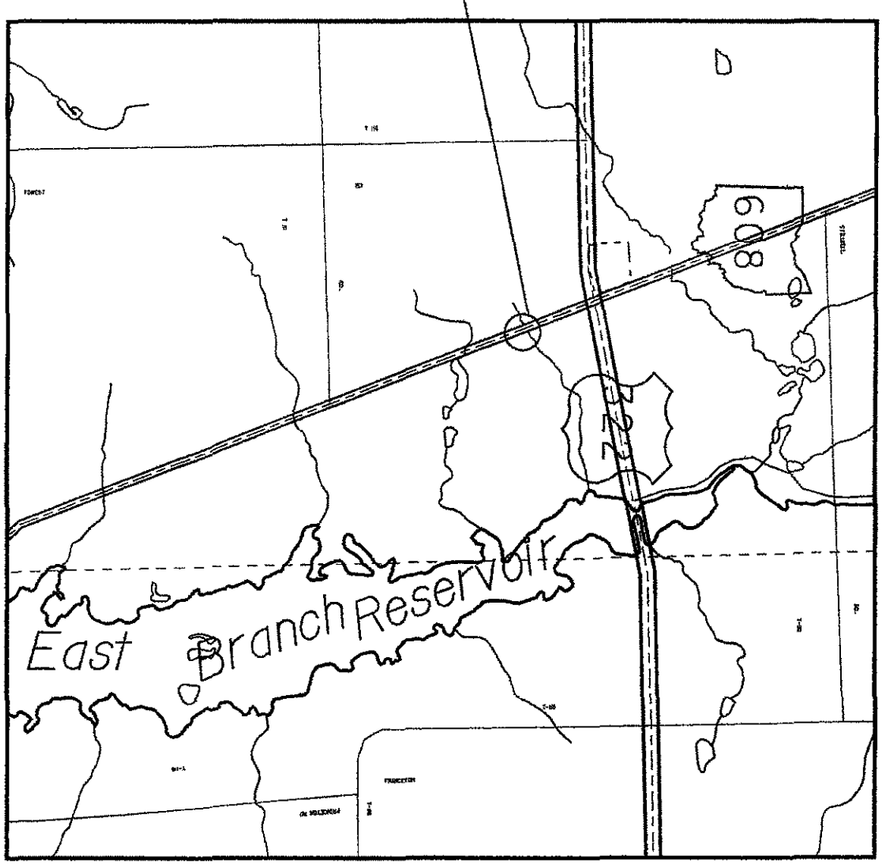
9/31	D12 BH FY2006 MISC. REPAIRS 2	LOCATION MAPS	CALCULATED CHECKED	HORIZONTAL SCALE IN FEET



7/31	D12 BH FY2006 MISC.REPAIRS 2	LOCATION MAP	CALCULATED CHECKED	0 HORIZONTAL SCALE IN FEET

I:\PROJECTS\Pid78926\DGN\Location Maps\GEA608.UNNAMEDCREEK.dgn 20-JAN-2006 2:06PM jthreat

LOCATION 14
GEA608-0710
SFN: 2802252



8/37	D12 BH FY2006 MISC. REPAIRS 2	LOCATION MAP	CALCULATED CHECKED	HORIZONTAL SCALE IN FEET

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:
LISTED ON THE TITLE SHEET

AND TO PROPOSAL NOTE
STEEL PRICE ADJUSTMENT
PATCHING CONCRETE BRIDGE DECKS- TYPE B

AND TO SUPPLEMENTAL SPECIFICATIONS:
LISTED ON THE TITLE SHEET.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE AND 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.

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, AND THE ODOT BRIDGE DESIGN MANUAL.

LIMITATIONS OF OPERATIONS

SEE M.O.T. RESTRICTIONS

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR SHALL COOPERATE AND COORDINATE HIS OPERATIONS WITH THE CONTRACTORS ON OTHER PROJECTS THAT MAY BE IN FORCE DURING THE LIFE OF THE CONTRACT. NO WAIVER OF ANY PROVISIONS OF 105.08 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS IS INTENDED.

RIGHT OF WAY

ALL WORK WILL BE PERFORMED WITHIN THE EXISTING RIGHT OF WAY.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR PLAN ITEMS SET UP TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER.

UTILITIES

THERE ARE KNOWN UTILITIES SHOWN IN THIS PLAN. THE UTILITIES ARE IN THE SIDEWALK OF LOCATIONS 1,2 6, AND 9. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UTILITIES IN THIS PROJECT; HOWEVER IT IS NECESSARY THAT THE CONTRACTOR IS AWARE OF AND REMAINS WATCHFUL OF THE SIDEWALK PATCHING WORK.

RAILROAD CROSSING
CROSSING OF THE RAILROAD TRACKS IS PROHIBITED WITHOUT THE CONSENT OF THE CSX AUTHORITIES. ACCESS TO BOTH AND EITHER ABUTMENT BACKWALL SHALL OCCUR VIA EITHER ABUTMENT SIDE OF THE STRUCTURE ONLY.

DESCRIPTION OF WORK

1. PATCHING OF SIDEWALKS, BACKWALLS, CURBS, AND BRIDGE RAILINGS.
2. BRIDGE OVERLAY AND APPROACH SLAB PATCHING.
3. REPAIR OF STRUCTURAL STEEL EXPANSION JOINTS.
4. REPAIR OF COMPRESSION SEAL EXPANSION JOINTS.

ITEM 202 CONCRETE SLOPE PROTECTION REMOVED (LOCATION 8 BOTH ABUTMENTS)
THE CONTRACTOR SHALL REMOVE DETERIORATED PORTIONS OF CONCRETE SLOPE PROTECTION AS DIRECTED BY THE ENGINEER.

ITEM 202 FENCE REMOVED FOR REUSE (LOCATION 8 BOTH ABUTMENTS)
THE CONTRACTOR SHALL REMOVE AND REUSE PORTIONS OF CHAIN LINK FENCE AS NECESSARY TO EXECUTE SLOPE PROTECTION WORK UNDER BOTH THE EAST AND WEST ABUTMENTS.

ITEM 253 PAVEMENT REPAIR, AS PER PLAN (2") (LOCATION 1)
THIS ITEM SHALL BE USED TO REPAIR ASPHALT CONCRETE OVERLAYS ON APPROACH SLABS ONLY THAT HAVE POTHOLES AND OTHER PAVEMENT DISTRESSES AS DIRECTED BY THE ENGINEER. THE PAVEMENT REPAIR METHOD SHALL UTILIZE THE FOLLOWING ITEMS AND SHALL BE PAID FOR UNDER ITEM 253- PAVEMENT REPAIR 2", AS PER PLAN:

ITEM 254 – PAVEMENT PLANING, ASPHALT CONCRETE
ITEM 407 – TACK COAT
ITEM 448 – ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22

THE EDGES OF THE REPAIR AREA SHALL BE SEALED WITH THE CRACK SEALING MATERIAL, TYPE II OR TYPE III CHOSEN FOR THIS PROJECT.

THE DEPTH OF PAVEMENT REPAIR SHALL BE 2" OR AS DIRECTED BY THE ENGINEER.

THE REPAIRS SHALL BE COMPLETED IN ONE DAY (I.E. NO OLD ASPHALT SHALL BE MILLED OR REMOVED AND OPENED TO TRAFFIC WITHOUT THE PROPOSED ASPHALT IN PLACE).

ALL ITEMS REFERENCED UNDER THIS PAY ITEM SHALL BE PAID FOR UNDER:

ITEM 253 – PAVEMENT REPAIR 2", AS PER PLAN.....20 SQ YD

ITEM 407 TACK COAT (LOCATION 14)
THE TACK COAT APPLICATION RATE IS .05 GAL PER SQUARE YARD AT THE INTERMEDIATE COAT/WATERPROOFING MATERIAL INTERFACE AND .10 GAL PER SQUARE YARD AT THE SURFACE COURSE/INTERMEDIATE COURSE INTERFACE.

ITEM 423 CRACK SEALING MISC.; TYPE II OR TYPE III (LOCATION 1)
THE CONTRACTOR HAS THE OPTION OF USING EITHER TYPE II OR TYPE III CRACK SEAL. THE CONTRACTOR SHALL SEAL ALL VISIBLE CRACKS OR AS DIRECTED BY THE ENGINEER.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT BID PRICE PER SQUARE YARD INSTEAD OF THE UNIT BID PRICE PER POUND AS SHOWN IN CMS 423.

ITEM 512 PATCHING CONCRETE BRIDGE DECKS- TYPE B (LOCATION 13)
THE CONTRACTOR SHALL PATCH EXISTING DETERIORATED SECTIONS OF THE BRIDGE DECK AS DIRECTED BY THE ENGINEER.

ITEM 516 STRUCTURAL STEEL EXPANSION JOINT, AS PER PLAN (LOCATION 2)

THE CONTRACTOR SHALL REPLACE BOTH THE SEAL GLAND AND RETAINERS ON THE FOLLOWING STRUCTURE ON ALL ABUTMENTS: CUY-77-0223.

CALCULATED
CHECKED

GENERAL NOTES

D12 BH FY2006
MISC. REPAIRS 2

9
31

I:\PROJECTS\Pid78926\DGN\Location Maps\GN78925.dgn 20-JAN-2006 2:27PM jthrasher

EXPANSION JOINT GAP TABLES ARE PROVIDED ONLY FOR INFORMATION PURPOSES. THE VALUES LISTED ARE ANTICIPATED BASED ON THE AVAILABLE RECORD DATA. THE ACTUAL GAP SHALL BE FIELD MEASURED AT THE ACTUAL TEMPERATURE PRIOR TO THE MANUFACTURE OF JOINT COMPONENTS. IF THE MEASURED VALUES PRACTICALLY COMPARE TO THE GIVEN VALUES, THE RETAINERS AND STRIP SEAL SIZE AS GIVEN IN THE PLANS CAN BE USED. OTHERWISE, THESE SIZES SHALL BE ADJUSTED AS RECOMMENDED BY THE MANUFACTURER AND APPROVED BY THE ENGINEER. NO SEPARATE PAYMENT SHALL BE MADE FOR MEASUREMENT, ADJUSTMENT, WELDING, AND STEEL COMPONENTS, INCLUDING PLATES AND RETAINERS.

THE CONTRACTOR IS REPONSIBLE FOR REPAIRING ANY CONCRETE OR ASPHALT THAT IS DAMAGED WHILE PERFORMING THIS ITEM. THE CONTRACTOR SHALL RESTORE THE DAMAGED CONCRETE AREAS AROUND THE EXPANSION JOINT WITH CMS 499.05 MS CONCRETE. THIS PORTION OF THE WORK WILL BE PAID FOR UNDER ITEM 519 PATCHING CONCRETE STRUCTURES, AS PER PLAN. THE CONTRACTOR SHALL RESTORE THE DAMAGED ASPHALT AREAS AROUND THE EXPANSION JOINT WITH MATERIAL APPROVED BY THE ENGINEER. BOTH THE CONCRETE AND ASPHALT REPAIRS SHALL BE AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL SUBMIT TO THE PROJECT ENGINEER AS-BUILT DRAWINGS THAT SPECIFY THE SEAL GLAND MANUFACTURER, MODEL NUMBER, AND SIZE, AND RETAINER DIMENSIONS THAT WERE INSTALLED UNDER THIS ITEM.

ALL EQUIPMENT, MATERIAL, AND LABOR REQUIRED TO PERFORM THE WORK SPECIFIED IN THIS NOTE, EXCEPT CONCRETE REPAIR, AND IN THE CORRESPONDING PLAN SHEETS SHALL BE PAID FOR UNDER ITEM 516 STRUCTURAL STEEL EXPANSION JOINT, AS PER PLAN.

ITEM 516 ELASTOMERIC COMPRESSION SEAL (LOCATIONS 10,11, AND 12)

THE CONTRACTOR SHALL REPLACE THE COMPRESSION SEALS ON THE FOLLOWING STRUCTURES; CUY-237-0695 (S ABUT ONLY) CUY-422-1911L (BOTH ABUT); CUY-422-1911R (BOTH ABUT). SEE DETAIL ON SHEET NOs. 24 AND 26 FOR ADDITIONAL INFORMATION.

EXPANSION JOINT GAP TABLES ARE PROVIDED ONLY FOR INFORMATION PURPOSES. THE VALUES LISTED ARE ANTICIPATED BASED ON THE AVAILABLE RECORD DATA. THE ACTUAL GAP SHALL BE FIELD MEASURED AT THE ACTUAL TEMPERATURE PRIOR TO THE MANUFACTURE OF JOINT COMPONENTS. IF THE MEASURED VALUES PRACTICALLY COMPARE TO THE GIVEN VALUES, THE COMPRESSION SEAL SIZE AS GIVEN IN THE PLANS CAN BE USED. OTHERWISE, THESE SIZES SHALL BE ADJUSTED AS RECOMMENDED BY THE MANUFACTURER AND APPROVED BY THE ENGINEER. NO SEPARATE PAYMENT SHALL BE MADE FOR MEASUREMENT OR ADJUSTMENT.

ALL EQUIPMENT, MATERIAL, AND LABOR REQUIRED TO PERFORM THE WORK SPECIFIED IN THIS NOTE AND IN THE CORRESPONDING PLAN SHEETS SHALL BE PAID FOR UNDER ITEM 516 ELASTOMERIC COMPRESSION SEAL.

ITEM 519 PATCHING CONCRETE STRUCTURE (LOCATIONS 1,2,3,4,5,6,7, AND 9)
THIS ITEM SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER. ALL RAILING PATCHING SHALL OCCUR ON SIDEWALK SIDE (VERTICAL FACE) OF THE STRUCTURE.

ITEM 519 PATCHING CONCRETE STRUCTURE, AS PER PLAN

THE CONTRACTOR SHALL USE CMS 499.05 MS CONCRETE FOR ALL CONCRETE REPAIRS ASSOCIATED WITH EXPANSION JOINT WORK INCLUDING ROADWAY REPAIR ON THE BRIDGE SURFACE AND BACKWALL REPAIR. PAYMENT WILL BE UNDER ITEM 519 PATCHING CONCRETE STRUCTURES, AS PER PLAN.

ITEM 601 CONCRETE SLOPE PROTECTION
THE CONTRACTOR SHALL SUPPLY NEW SLOPE PROTECTION IN LOCATIONS WHERE EXISTING DETERIORATED SLOPE PROTECTION WAS REMOVED AND DISPOSED, AS DIRECTED BY THE ENGINEER.

ITEM 610 PAVED GUTTER, TYPE 1-2
THE CONTRACTOR SHALL REPLACE THE REMOVED GUTTER. THE LOCATION IS AT THE FOOT OF THE WEST ABUTMENT CONCRETE SLOPE. SEE STANDARD CONTRUCTION DRAWING DM-2.1. THIS ITEM SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER.

CALCULATED | CHECKED

GENERAL NOTES

D12 BH FY2006
MISC. REPAIRS 2

10
11

GENERAL SUMMARY

ITEM	ITEM EXTENSION	DESCRIPTION	TOTAL	UNIT	LOCATION NOTES 1	2	3	4	5	6	7	8	9	10	11	12	13	14					GENERAL	REFERENCE SHEET NUMBER
					1400 CUY-71-1390 1805134 MEMPHIS RD OVERPASS	1401 CUY-77-0223 1805762 OAKES RD OVERPASS	1402 CUY-90-1628R 1807714 E 9TH ST UNDERPASS	1403 CUY-90-1651L 1807900 E 14TH ST UNDERPASS	1404 CUY-480-0074 1814001 BARTON RD OVERPASS	1405 CUY-480-0727 1814184 GRAYTON RD OVERPASS	1406 CUY-480-1075 1812912 CONRAIL UNDERPASS	1407 CUY-480-2241 1813404 LEE RD UNDERPASS	1408 CUY-480-2344 1813625 CAMDEN RD OVERPASS	1409 CUY-422-1911L 1815172 LIBERTY RD UNDERPASS	1410 CUY-422-1911R 1815180 LIBERTY RD UNDERPASS	1411 CUY-237-0695 1810286 RELOCATED SNOW RD UNDERPASS	1412 CUY-252-0434 1810405 1480 (1480-0398) OVERPASS	1413 GEA-608-0710 2802252 CREEK 0.4 MILES SOUTH OF US 322 OVERPASS						
202	23500	WEARING COURSE REMOVED	574	SQ YD														574						
202	32600	GUTTER REMOVED	160	LIN FT								160												
202	32800	CONCRETE SLOPE PROTECTION REMOVED	190	SQ YD								190												
202	75200	FENCE REMOVED FOR REUSE	200	LIN FT								200												
253	01001	PAVEMENT REPAIR, AS PER PLAN (2")	20	SQ YD	20																			
254	01000	PAVEMENT PLANING, ASPHALT CONCRETE	92	SQ YD														92						
423	98100	CRACK SEALING MISC.: TYPE II OR TYPE III	20	SQ YD	20																			
407	10000	TACK COAT	80	GAL														80						
448	47020	ASPHALT CONCRETE SURFACE COURSE,	24	CU YD														24						
		TYPE I, PG64-22, 1½" THICK																						
448	46020	ASPHALT CONCRETE INTERMEDIATE COURSE	24	CU YD														24						
		TYPE I, PG64-22, VARIABLE THICKNESS, 2" MAX																						
512	55800	TYPE D WATERPROOFING	298	SQ YD														298						
516	10900	ELASTOMERIC COMPRESSION SEAL	256	LIN FT										84	84	88								
516	12201	STRUCTURAL STEEL EXPANSION JOINT,	56	LIN FT			56																	
		AS PER PLAN																						
518	22300	SPECIAL-STEEL DRIP STRIP	98	LIN FT														98						
519	12300	PATCHING CONCRETE BRIDGE DECKS- TYPE B	21	SQ YD													21							
519	11100	PATCHING CONCRETE STRUCTURE	1784	SQ FT		239	80	446	53	42	759	8		157										
519	11101	PATCHING CONCRETE STRUCTURE, AS PER PLAN	56	SQ FT			56																	
601	21000	CONCRETE SLOPE PROTECTION	190	SQ YD								190												
601	37500	PAVED GUTTER, TYPE 1-2	160	LIN FT								160												
832	30000	EROSION CONTROL	1000	EACH																				

D12 BH FY2006
MISC. REPAIRS 2

11
31

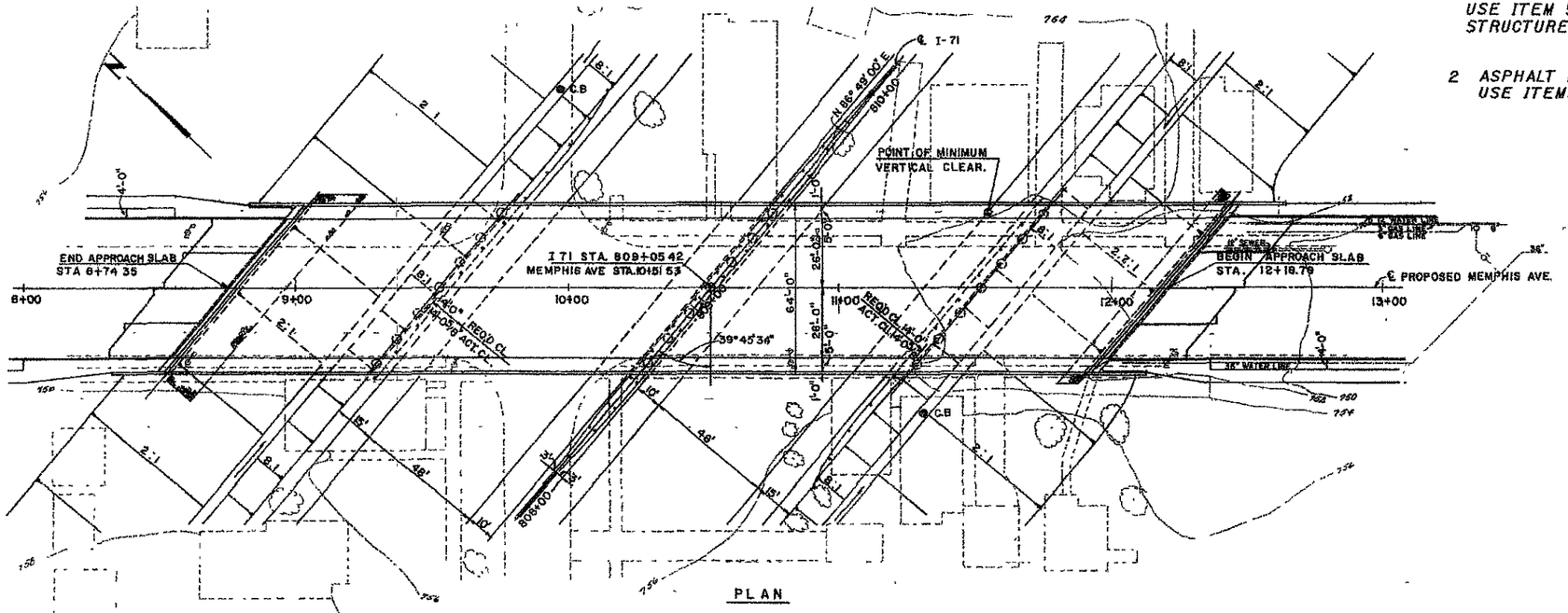
ITEM	ITEM EXTENSION	DESCRIPTION	TOTAL	UNIT
624	10000	MOBILIZATION	LUMP	
		SIGN, AS PER PLAN		
614	18501	PORTABLE CHANGEABLE MESSAGE	1	EACH
		PATROL CAR		
614	11100	LAW ENFORCEMENT OFFICER WITH	200	HOUR
614	11000	MAINTAINING TRAFFIC	LUMP	

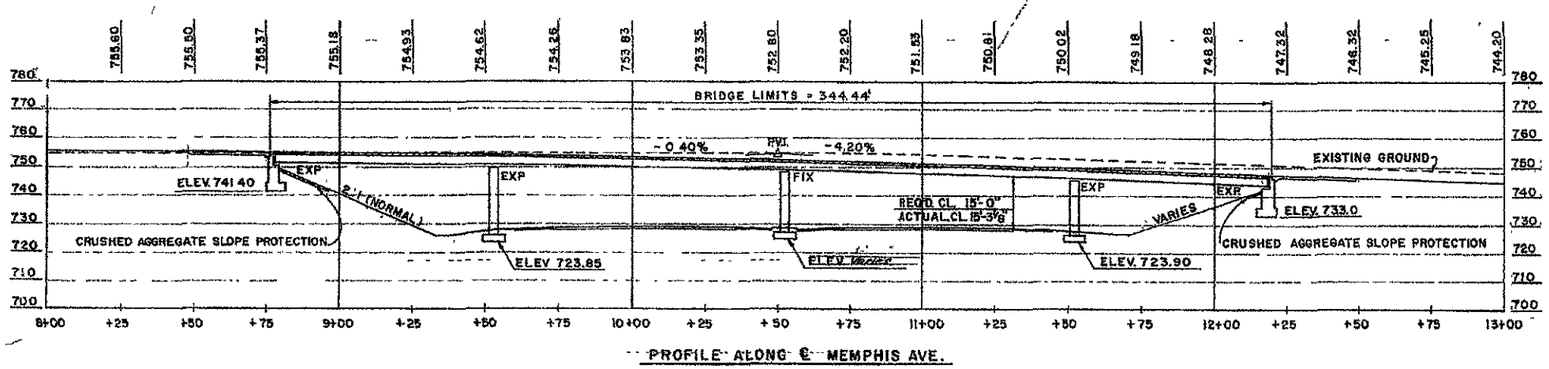
	LOCATION
1	CUY-71-1390 1805134 MEMPHIS RD OVERPASS
2	CUY-77-0223 1805762 OAKES RD OVERPASS
3	CUY-90-1628R 1807714 E 9TH ST UNDERPASS
4	CUY-90-1651L 1807900 E 14TH ST UNDERPASS
5	CUY-480-0074 1814001 BARTON RD OVERPASS
6	CUY-480-0727 1814184 GRAYTON RD OVERPASS
7	CUY-480-1075 1812912 CONRAIL UNDERPASS
8	CUY-480-2241 1813404 LEE RD UNDERPASS
9	CUY-480-2344 1813625 CAMDEN RD OVERPASS
10	CUY-422-1911L 1815172 LIBERTY RD UNDERPASS
11	CUY-422-1911R 1815180 LIBERTY RD UNDERPASS
12	CUY-237-0695 1810286 RELOCATED SNOW RD UNDERPASS
13	CUY-252-0434 1810405 1480 (480-0398) OVERPASS
14	GEA-608-0710 2802252 CREEK 0.4 MILES SOUTH OF US 322 OVERPASS
	GENERAL
	REFERENCE SHEET NUMBER

PROPOSED WORK

1 PATCHING: BACKWALL, RAILING, SIDEWALK, CURB
USE ITEM 519 PATCHING CONCRETE STRUCTURE

2 ASPHALT PATCHING ON OVERLAY
USE ITEMS 253, 423





EXISTING STRUCTURE

TYPE: Continuous welded steel girder with reinforced concrete deck and substructure.

SPANS 74'-8", 99'-7", 99'-7" and 64'-9" center to center of bearings.

ROADWAY 52'-0" face to face of 5'-0" sidewalk.

LOAD FREQUENCY: C.F = 400 (57)

SKEW: 39° 45' 34" L.F.

WEARING SURFACE: 1" monolithic concrete

APPROACH SLABS: AS-1-54, 25' long

ALIGNMENT: Tangent

RACKOFF ASSOCIATES
ENGINEERS COLUMBUS, OHIO

SITE PLAN
BRIDGE NO. CUY-I 71- 13 72
I 71 UNDER MEMPHIS AVE
CUYAHOGA COUNTY STA. 809+05 42

Designed	Drawn	Traced	Checked	Reviewed	Date	Revised
H. H.	E.A		V.K.	[illegible]	8-26-64	3-26-65

PLAN AND PROFILE VIEWS ARE TAKEN FROM ORIGINAL PLANS AND SHOULD BE USED FOR INFORMATIONAL PURPOSES. ALL DIMENSIONS ARE "+/-"

DESIGN AGENCY: DISTRICT TWELVE
PRODUCTION DEPARTMENT

REVISED: JRC | DATE: 01/20/06
DRAWN: JWT | REVISED:
DESIGNED: JWT | CHECKED:
STRUCTURE FILE NUMBER: 1805134

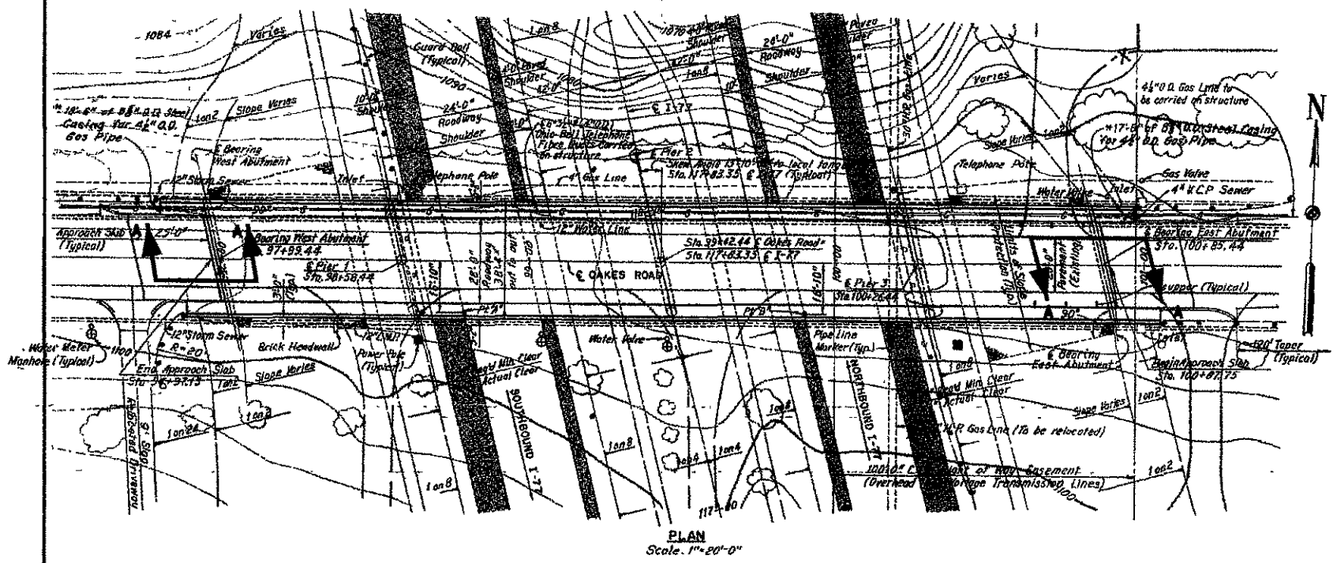
STA. 8+74.35
STA. 12+18.79

SITE PLAN
CUY-71-1390 MEMPHIS RD
LOCATION 1

D12 BH FY2006
MISC. REPAIRS 2

13
31

I:\PROJECTS\Pid78926\DGN\Cuy 71390 Memphis\CUY71-1390-SITEPLAN.DGN 20-JAN-2006 2:43PM jthreat

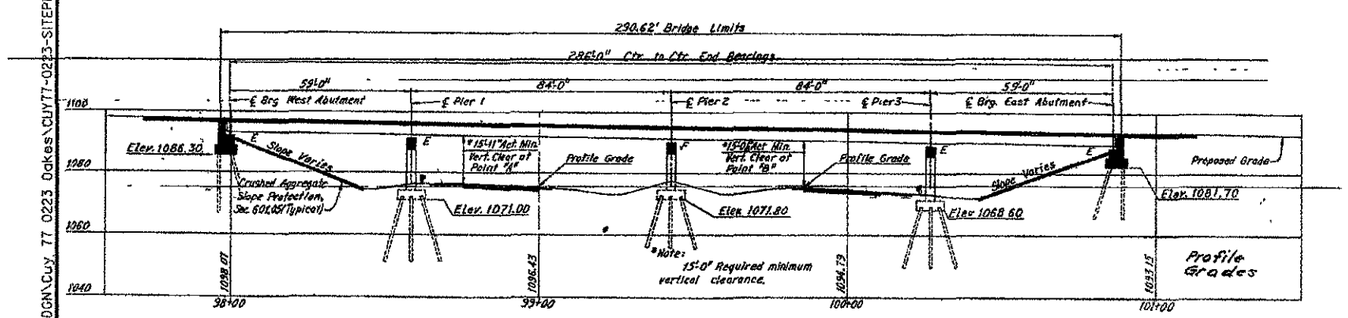


PLAN
Scale. 1"=20'-0"

PROPOSED WORK

1 PATCHING: BACKWALL, RAILING, SIDEWALK
USE ITEM 519 PATCHING CONCRETE STRUCTURE

2 REPLACE SEAL GLAND AND RETAINER



ELEVATION

EXISTING STRUCTURE
TYPE: Continuous steel beam with reinforced concrete deck and substructure.
SPANS: 59'-0", 84'-0", 84'-0" and 59'-0"
ROADWAY: 28'-0" curb/curb with two 4'-0" sidewalks
LOAD FREQUENCY: CF400(57)
SKEW: 13°10'01" Right Forward
WEARING SURFACE: 1" Monolithic Concrete
APPROACH SLABS: AS-1-58 (25' Long)
ALIGNMENT: Tangent

PLAN AND PROFILE VIEWS ARE TAKEN FROM ORIGINAL PLANS AND SHOULD BE USED FOR INFORMATIONAL PURPOSES.
ALL DIMENSIONS ARE "+/-"

DESIGN AGENCY: DISTRICT TWELVE
PRODUCTION DEPARTMENT

DATE: 01/20/06
STRUCTURE FILE NUMBER: 1805762

DRAWN: JWT
REVISED:

DESIGNED: JWT
CHECKED:

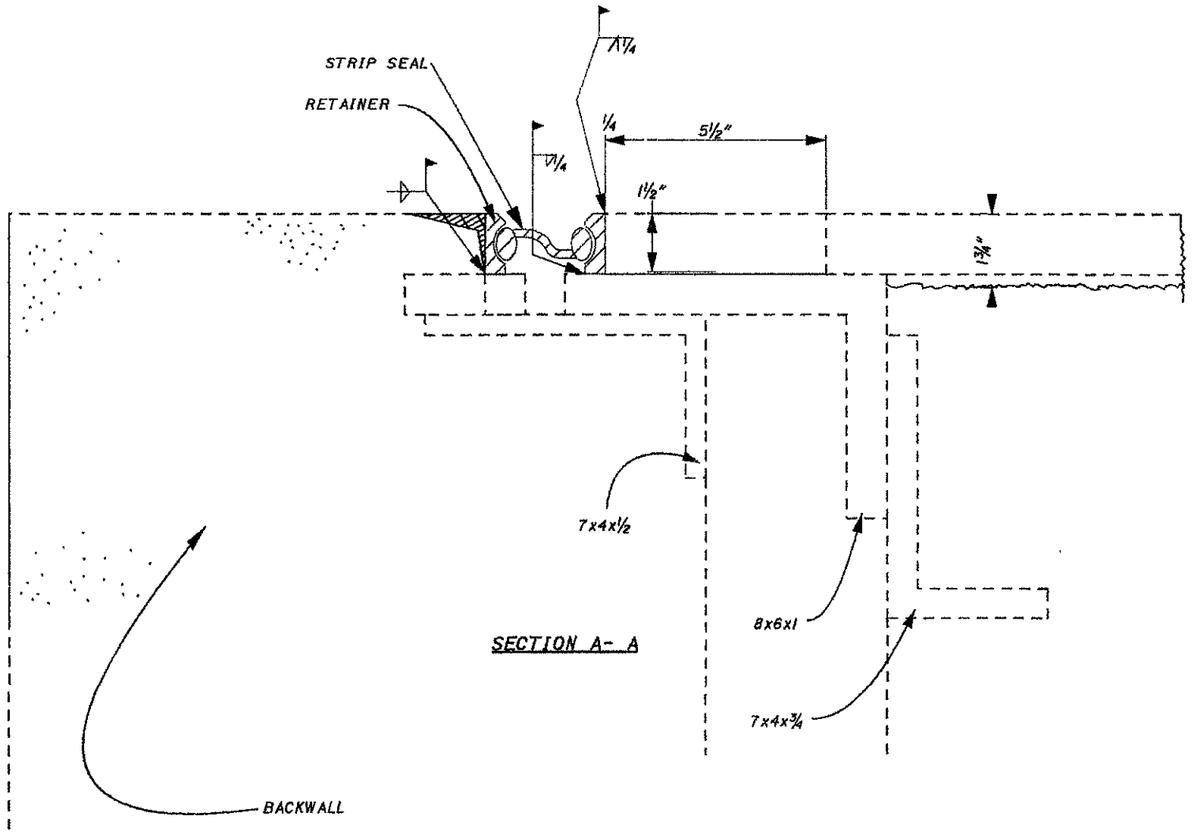
STA. 97+97.13
STA. 100+87.75

SITE PLAN
CUY-77-0223 OAKES RD
LOCATION 2

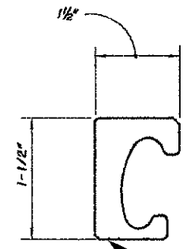
D12 BH FY2006
MISC. REPAIRS 2

14
31

I:\PROJECTS\Pid78926\DGN\Cuy 77 0223 Oakes\CUY77-0223-SITEPLAN.DGN 20-JAN-2006 2:43PM Jthrect



SECTION A- A



PROPOSED RETAINER DETAIL

CUY-77-0223

JOINT OPENINGS AT SELECTED TEMPERATURES °F FOR LOCATION 3 GLAND SIZE-5"

TEMPERATURE	95	85	75	65	55	45
EAST ABUT.	1.46	1.55	1.64	1.73	1.82	1.91
WEST ABUT.	1.96	2.05	2.14	2.23	2.32	2.41

PROPOSED WORK FOR CUY-77-0223 BOTH ABUTMENTS

1) REMOVE EXISTING RETAINER AND NEOPRENE GLAND

2) THOROUGHLY CLEAN OUT THE AREA EXPOSED AS A RESULT OF REMOVAL

3) REPLACE WITH THE PROPER SIZE RETAINER AND GLAND (SEE TABLE THIS DRAWING).

4) WELD THE RETAINER AS SHOWN IN THIS DRAWING

NOTES

1) PREPARE AN AS-BUILT DRAWING FOR EACH LOCATION TO ILLUSTRATE THE SIZE OF THE REPLACEMENT RETAINER AND SEAL.

2) MATERIALS SHALL MEET THE REQUIREMENTS OF EXJ-4-87.

- REMOVE AND REPLACE

- AREA TO BE PATCHED

DESIGN AGENCY: DISTRICT TWELVE, PRODUCTION DEPARTMENT

DESIGNED JWT | DRAWN JWT | CHECKED | REVISED | REVIEWED JRC | DATE 01/20/06 | STRUCTURE FILE NUMBER 1805762

EXPANSION JOINT DETAIL
OAKES RD
LOCATION 2

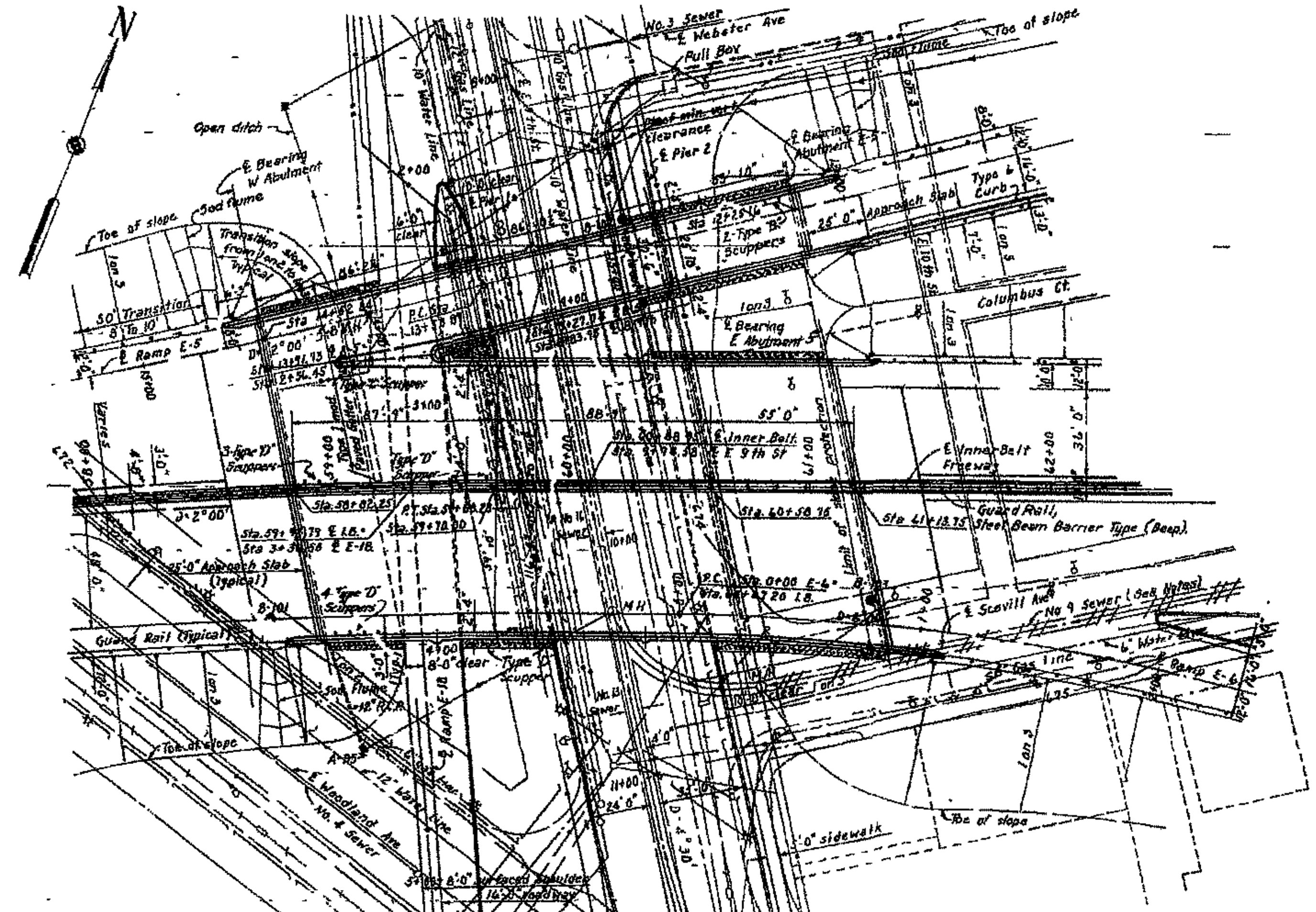
D12 BH FY2006
MISC. REPAIRS 2

15
31

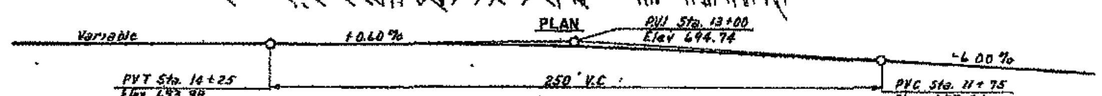
I:\PROJECTS\Pid78926\DGN\Cuy 77 0223 Oakes\SCCUY77-0223.dgn 20-JAN-2006 2:48PM jthreat

PROPOSED WORK

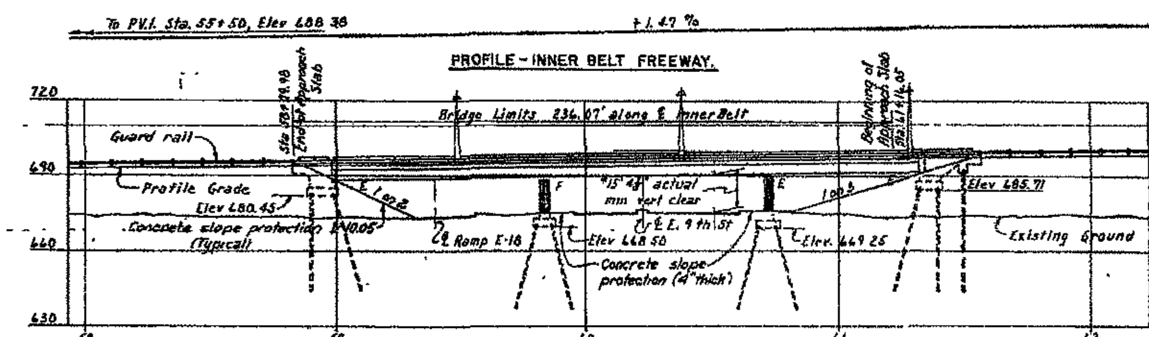
PATCHING: BACKWALL
USE ITEM 519 PATCHING CONCRETE STRUCTURE



PLAN



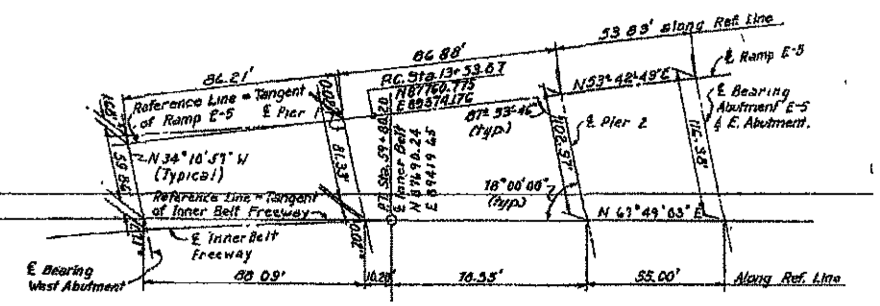
PROFILE - RAMP E-6



Slopes shown in Elevation are normal to E. 9th St.

ELEVATION

*15'-0" Required minimum vertical clearance. Point of actual minimum vertical clearance occurs at North beam of Ramp E-5 and 26' East of ℄ East 9th St.



BRIDGE LAYOUT DIAGRAM

No scale

*Offset measured from reference line to ℄ Inner Belt Freeway or ℄ Ramp E-5 along ℄ bearings.

PLAN AND PROFILE VIEWS ARE TAKEN FROM ORIGINAL PLANS AND SHOULD BE USED FOR INFORMATIONAL PURPOSES.
ALL DIMENSIONS ARE "+/-"

EXISITNG STRUCTURE

Type - Continuous rolled beam with reinforced concrete deck and substructure
Spans 87'-9", 88'-9" & 55'-0" along ℄ Innerbelt
Roadway 114'-0" (nominal) f/f parapets
Loading - CF 2000-Adequate for A.A.S.H.O. alternate loading
Surface Course - 1" Monolithic Concrete
Alignment 2° 00' Rt. Tangent
Approach Slabs AS-1-54 (25' long)
Superelevation Varies
Skew Varies

DESIGN AGENCY: DISTRICT TWELVE PRODUCTION DEPARTMENT

DESIGNED	DRAWN	REVIEWED	DATE
JWT	JWT	JRC	01/20/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	

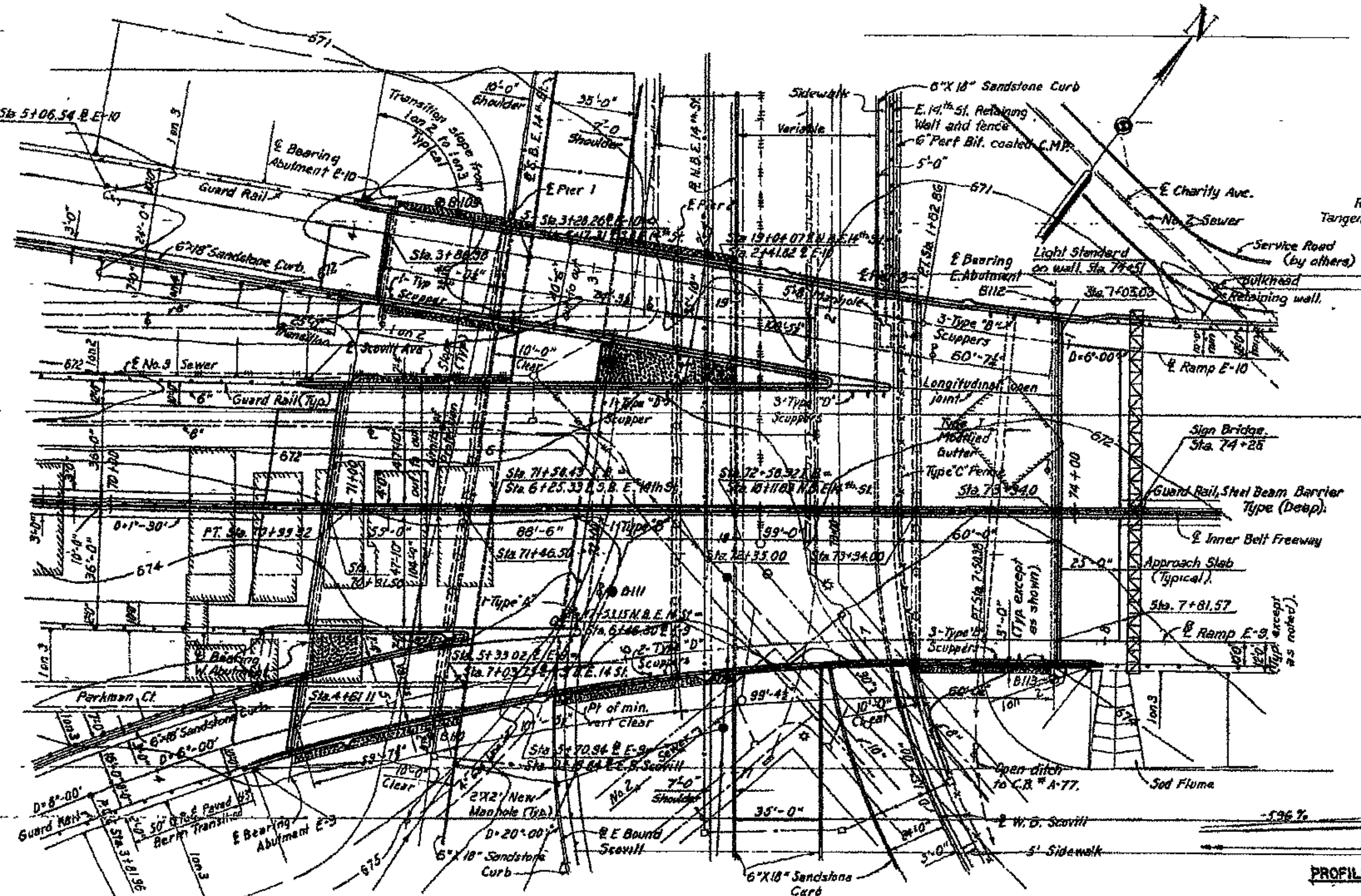
STA. 58+79.98
STA. 61+16.05

SITE PLAN
CUY-90-1628R E. 9TH ST.
LOCATION 3

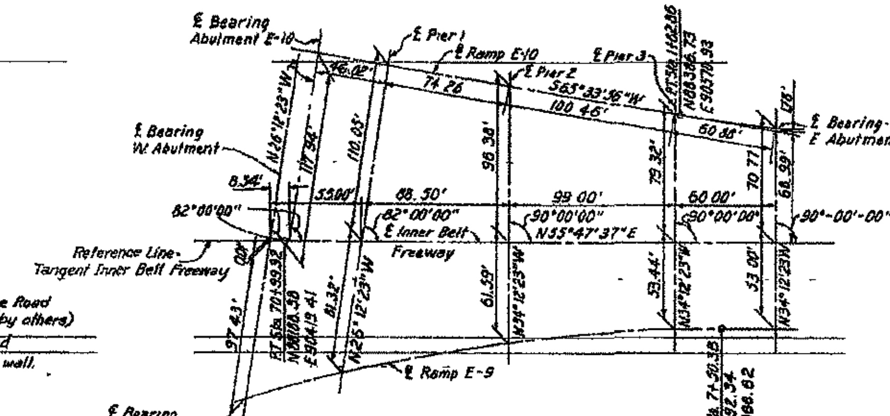
D12 BH FY2006
MISC. REPAIRS 2

16/31

I:\PROJECTS\Pid78926\DGN\Cuy 90 1628 L R EN E9th St\CUY90-1628-SITEPLAN.dgn 20-JAN-2006 2:44PM jthreat



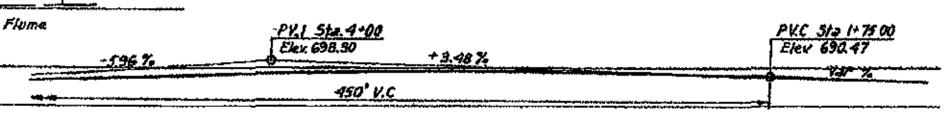
PLAN



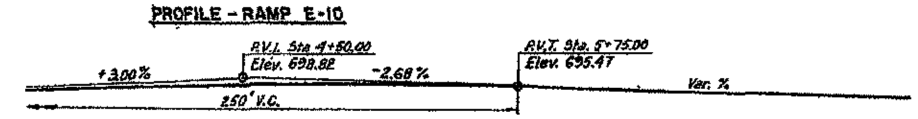
BRIDGE LAYOUT DIAGRAM
No Scale

PROPOSED WORK

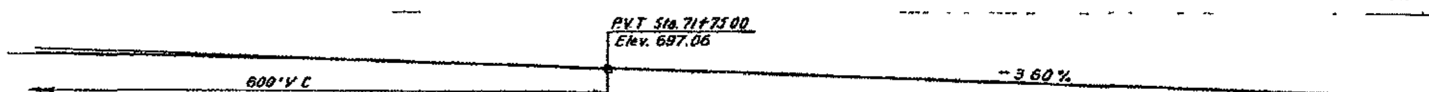
PATCHING: BACKWALL
USE ITEM 519 PATCHING CONCRETE STRUCTURE



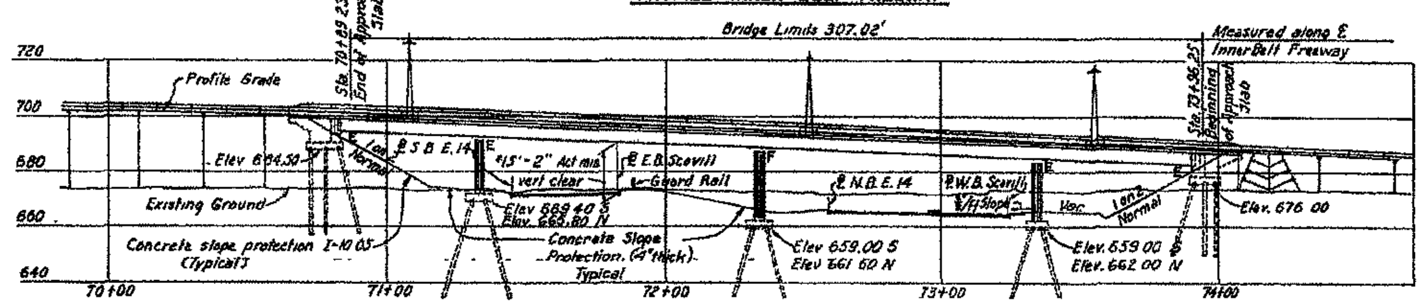
PROFILE - RAMP E-10



PROFILE-RAMP E-9



PROFILE - INNER BELT FREEWAY



ELEVATION

*15'-0" Required minimum vertical clearance
Point of actual minimum vertical clearance occurs at South beam of Ramp E-9 and East gutter of E. B. Scovill.

EXISTING STRUCTURE
TYPE Continuous welded steel girder with reinforced concrete deck and substructure
SPANS 55'-0", 88'-6", 99'-0", & 60'-0" along ℄ I B
ROADWAY : Varies
LOADING : C F - 2000 - Adequate for A.A S H O. alternate loading.
SKEW Varies
SURFACE COURSE : 1" Monolithic Concrete
ALIGNMENT : 1°30' Lt. Tangent
APPROACH SLABS AS-1-54 (25' long)
SUPERELEVATION : Varies

PLAN AND PROFILE VIEWS ARE TAKEN FROM ORIGINAL PLANS AND SHOULD BE USED FOR INFORMATIONAL PURPOSES.
ALL DIMENSIONS ARE "+/-"

DESIGN AGENCY: DISTRICT TWELVE PRODUCTION DEPARTMENT

REVIEWED: JRC DATE: 01/20/06
STRUCTURE FILE NUMBER: 1807900
DRAWN: JWT REVISED:
DESIGNED: JWT CHECKED:

STA. 70+89.23
STA. 73+96.25

SITE PLAN

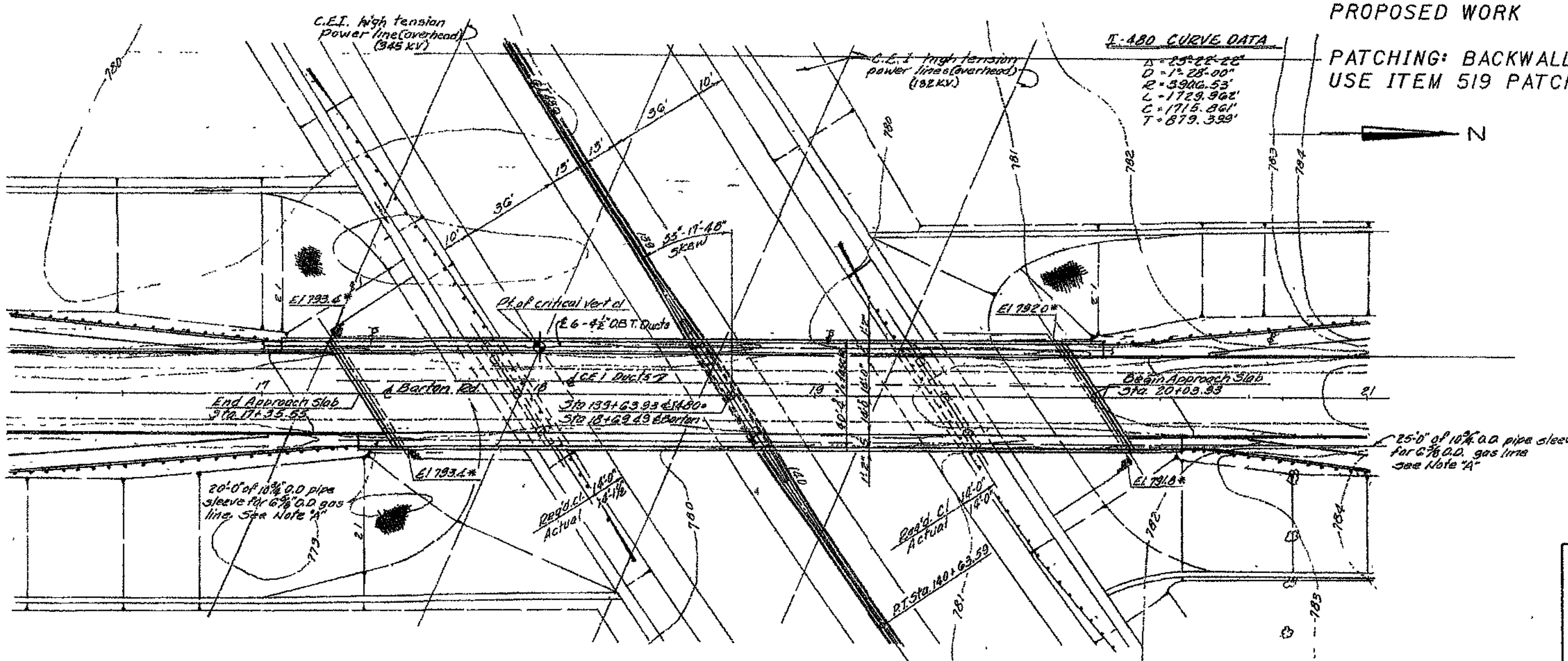
CUY-90-1651L E. 14TH ST.
LOCATION 4

D12 BH FY2006
MISC. REPAIRS 2

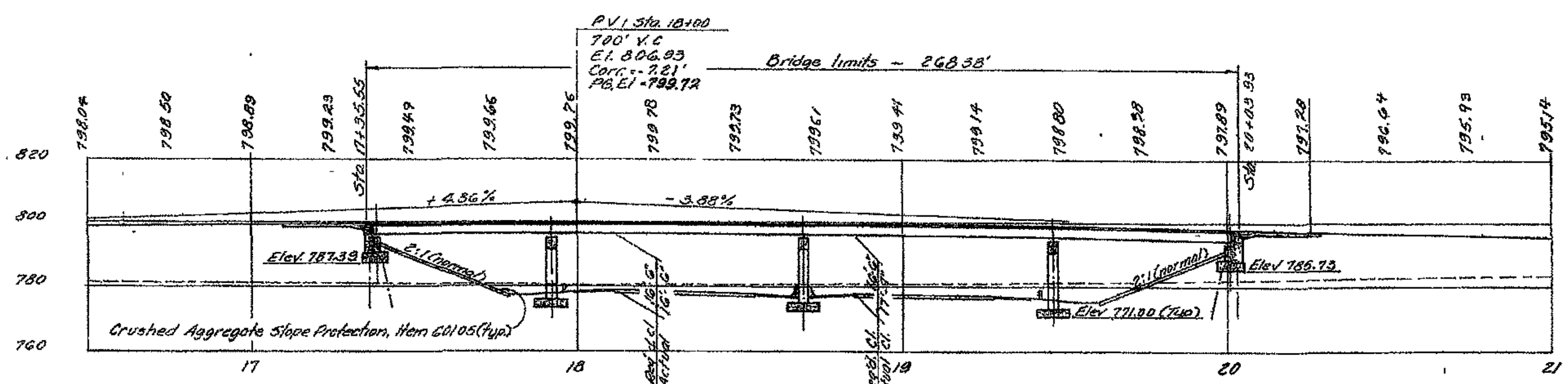
I:\PROJECTS\Pid78926\DGN\Cuy 90 1651L R EX\CUY90-1651-SITEPLAN.dgn 20-JAN-2006 2:44PM jthreat

PROPOSED WORK

PATCHING: BACKWALL
USE ITEM 519 PATCHING CONCRETE STRUCTURE



PLAN



PROFILE ALONG ℄ BARTON ROAD

EXISTING STRUCTURE	
TYPE:	Continuous steel beam with reinf. conc. deck & substructure
SPANS:	54'-0", 77'-3", 77'-8", 54'-0" c/c Brg's
ROADWAY:	28'-0" f/f curbs 5'-0" side walks, with concrete parapets and 4'-0" chain link fence
LOADING:	HS 20-44
WEARING SURFACE:	Monolithic Conc.
SKEW:	33°-17'48" right forward
ALIGNMENT:	Tangent
APPROACH SLABS:	AS-1-72 (25' long) (Modified)

PLAN AND PROFILE VIEWS ARE TAKEN FROM ORIGINAL PLANS AND SHOULD BE USED FOR INFORMATIONAL PURPOSES.
ALL DIMENSIONS ARE "+/-"

DESIGN AGENCY: DISTRICT TWELVE PRODUCTION DEPARTMENT

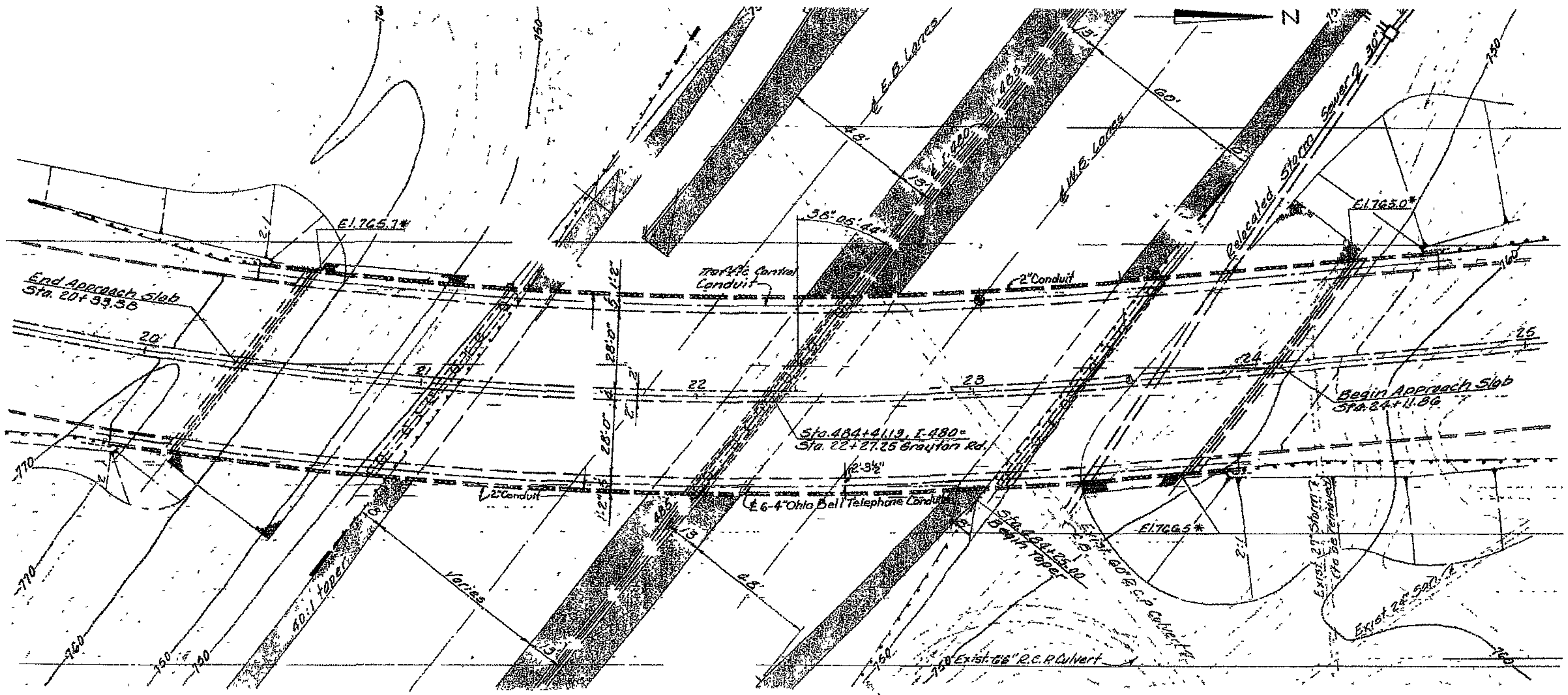
DESIGNED	DRAWN	REVIEWED	DATE
JWT	JWT	JRC	01/20/06

CHECKED | REVISED | STRUCTURE FILE NUMBER 1814001

STA. 17+35.55
STA. 20+03.93

SITE PLAN
CUY-480-0074 BARTON RD
LOCATION 5

D12 BH FY2006
MISC. REPAIRS 2



EXISTING

PLAN

PROPOSED WORK

PATCHING: RAILING, CURB, SIDEWALK
USE ITEM 519 PATCHING CONCRETE STRUCTURE

PLAN AND PROFILE VIEWS ARE TAKEN FROM ORIGINAL PLANS AND SHOULD BE USED FOR INFORMATIONAL PURPOSES.
ALL DIMENSIONS ARE "+/-"

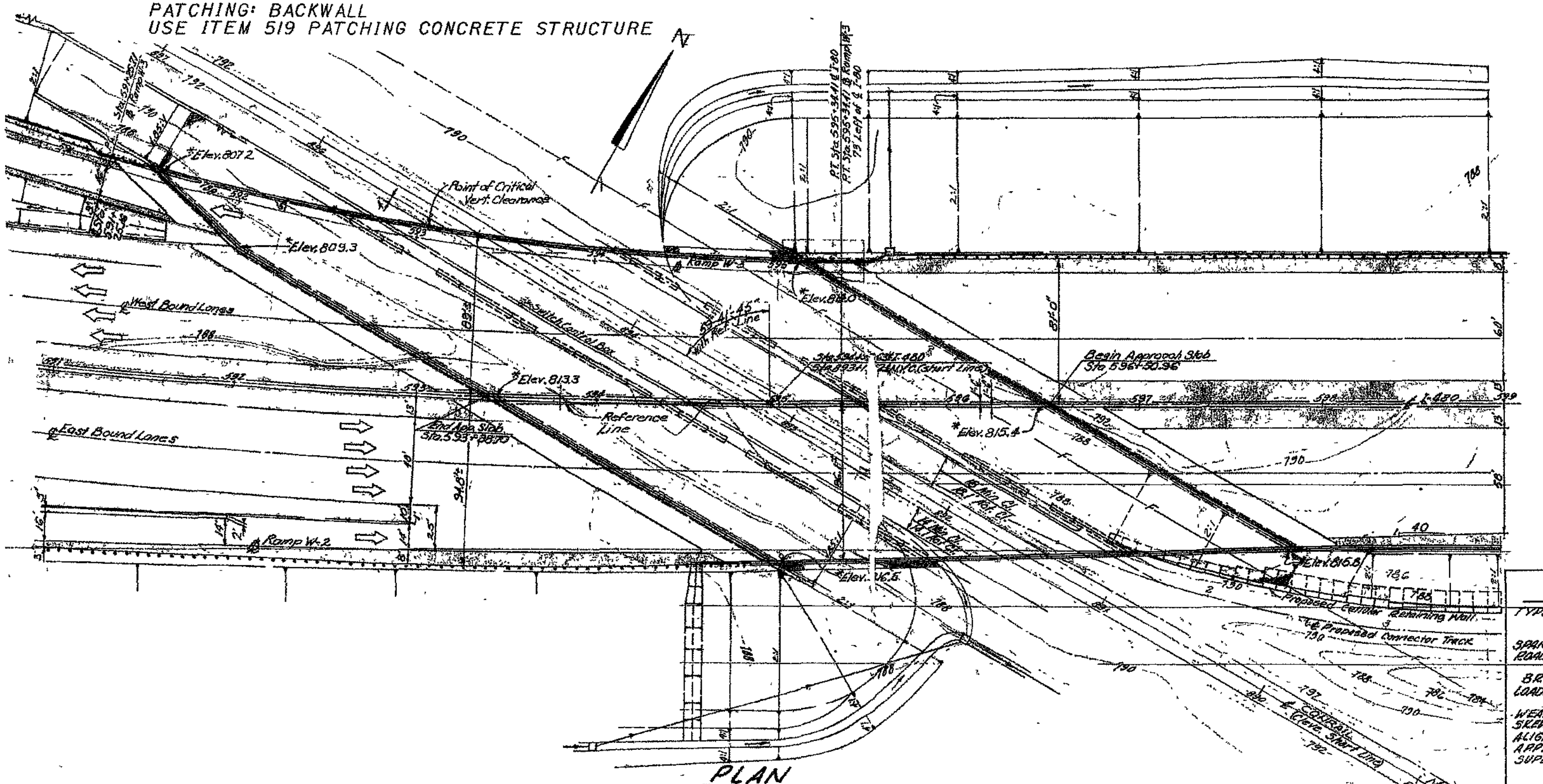
DESIGN AGENCY: DISTRICT TWELVE PRODUCTION DEPARTMENT
DESIGNED JWT | DRAWN JWT | REVIEWED JRC | DATE 01/20/06
STRUCTURE FILE NUMBER 1814184
STA. 20+33.38
STA. 24+11.86

SITE PLAN
CUY-480-0727 GRAYTON RD
LOCATION 6

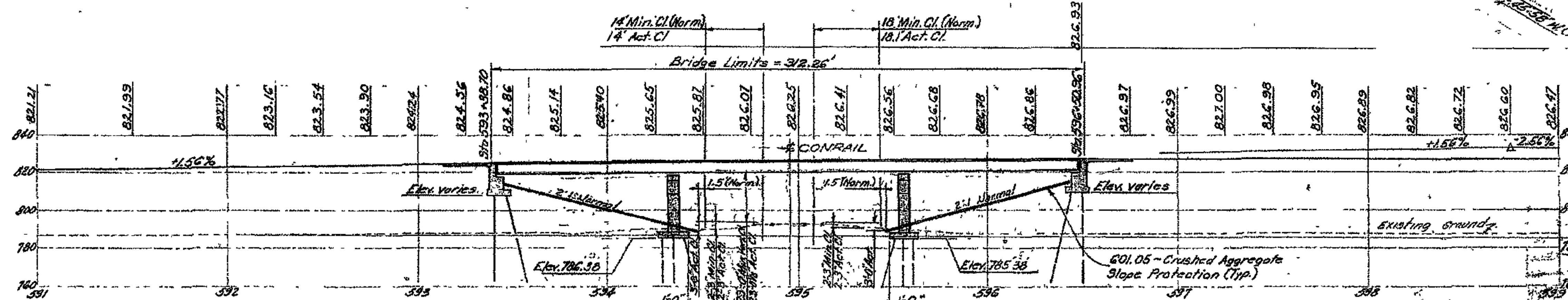
D12 BH FY2006
MISC. REPAIRS 2

PROPOSED WORK

PATCHING: BACKWALL
USE ITEM 519 PATCHING CONCRETE STRUCTURE



PLAN



PROFILE ALONG ℄ I-480

EXISTING STRUCTURE

TYPE: Continuous steel girder with reinforced concrete deck and reinforced concrete substructure.
SPANS: 91'-0"-121'-0"-91'-0" ℄ Brgs. on ℄ I-480
ROADWAY: Width varies 1¼' concrete parapets. Avg. width 88'-0". Bridge Roadway BR-1 Railing; and concrete barrier median.
LOADING: H.S. 20-44 Case I and the Alternate Military Loading.
WEARING SURFACE: 1¾" Latex Modified Concrete
SKEW: 59°41'45" Right Fwd. with respect to Ref. Line
ALIGNMENT: 1°-15'-00" Curve and Tangent.
APPROACH SLABS: AS-1-81 (25' long). (Mod.)
SUPERELEVATION: Varies (0.03 ft. per ft. max.).

PLAN AND PROFILE VIEWS ARE TAKEN FROM ORIGINAL PLANS AND SHOULD BE USED FOR INFORMATIONAL PURPOSES.
ALL DIMENSIONS ARE "+/-"

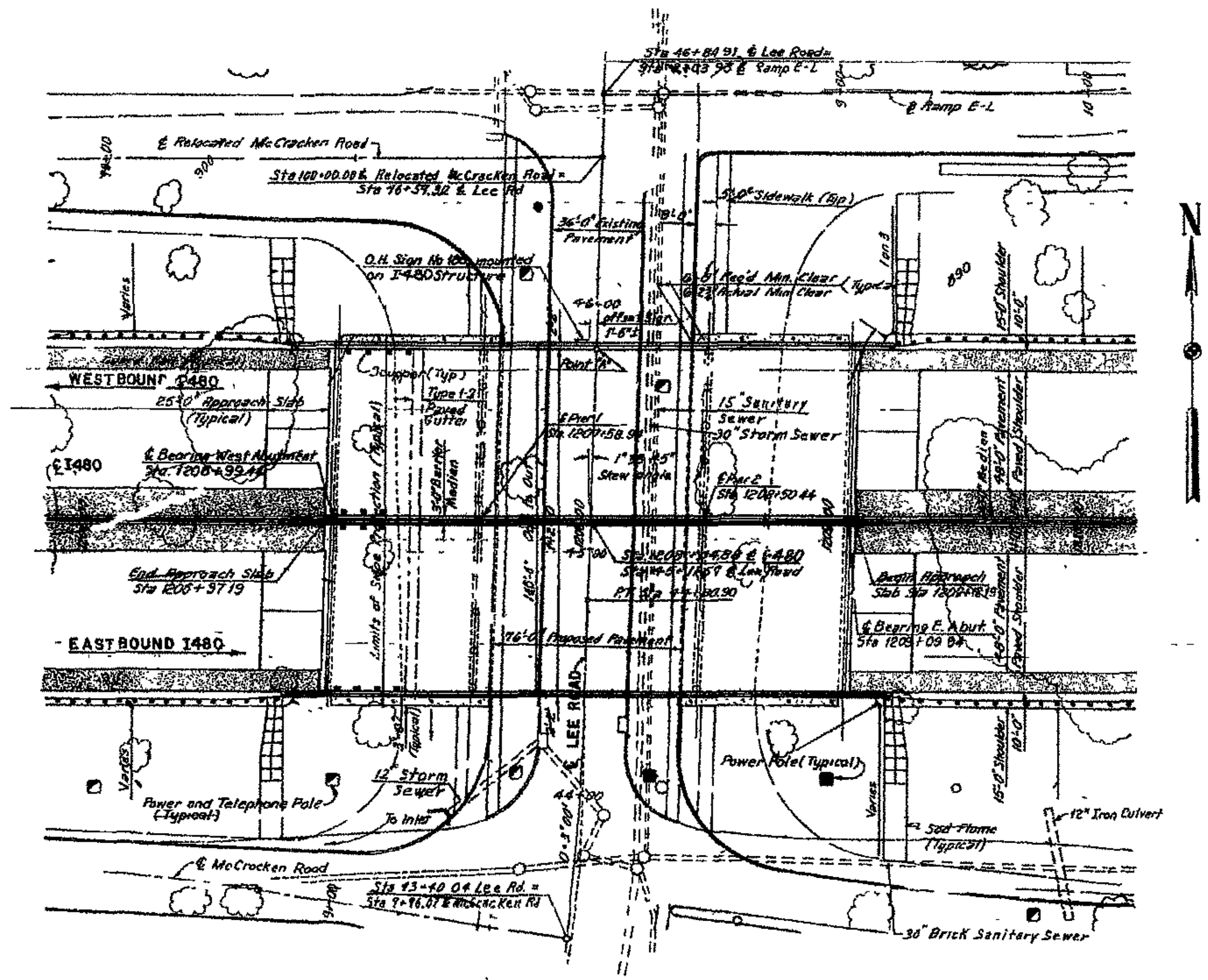
DESIGN AGENCY	DISTRICT TWELVE PRODUCTION DEPARTMENT
DESIGNED JWT	CHECKED
DRAWN JWT	REVISED
REVIEWED JRC	DATE 01/20/06
STRUCTURE FILE NUMBER	1812912

STA. 593+38.70
STA. 596+50.96

SITE PLAN
CUY-480-1075 CONRAIL
LOCATION 7

D12 BH FY2006
MISC. REPAIRS 2

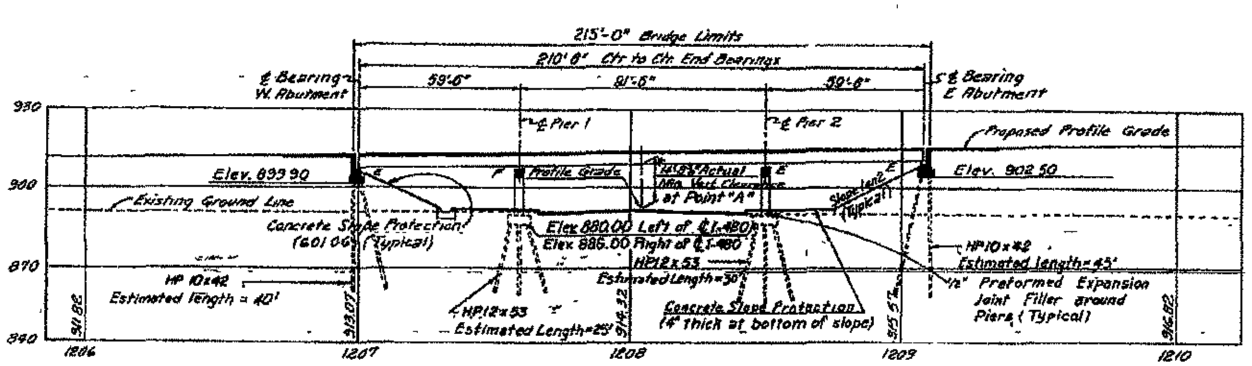
20/31



PLAN
Scale 1"=30'

Note:
Type 1-2 paved gutter is included for payment with roadway quantities.

PROPOSED WORK
1 CONCRETE SLOPE REPAIR
2 GUTTER REPAIR



ELEVATION
Scale: 1"=30'

EXISTING STRUCTURE
TYPE: Continuous welded steel girder with reinforced concrete deck and substructure.
SPANS: 59'-6", 91'-6" and 59'-6"
ROADWAY: 144'-0" face to face parapets; 3'-0" barrier median
LOAD FREQUENCY: CF 2000 (57) adequate for A.A.S.H.O. Alternate loading
SKEW: 1°33'45" Left forward
WEARING SURFACE: 1" Monolithic Concrete
APPROACH SLABS: AS-1-67 (25' long)
ALIGNMENT: Tangent
SUPERELEVATION: Normal Crown

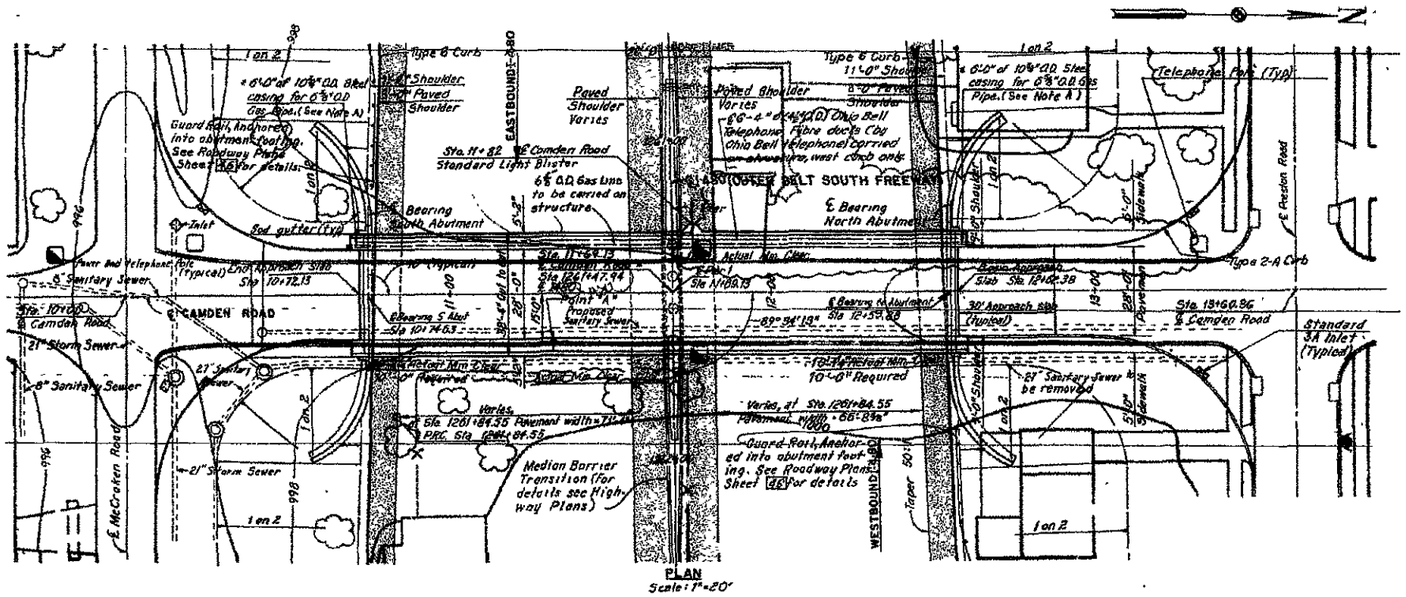
PLAN AND PROFILE VIEWS ARE TAKEN FROM ORIGINAL PLANS AND SHOULD BE USED FOR INFORMATIONAL PURPOSES.
ALL DIMENSIONS ARE "+/-"

DESIGN AGENCY	DESIGNED	DRAWN	REVIEWED	DATE
DISTRICT TWELVE PRODUCTION DEPARTMENT	JWT	JWT	JRC	01/20/06
	CHECKED	REVISED	STRUCTURE FILE NUMBER 1813404	

STA. 1206+97.1
STA. 1209+12.1

SITE PLAN
CUY-480-2241 LEE RD
LOCATION 8

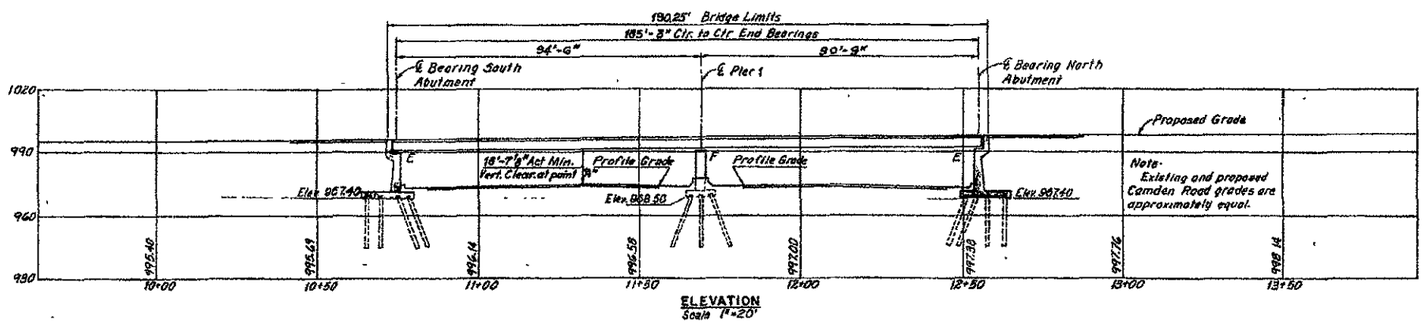
D12 BH FY2006
MISC. REPAIRS 2



PROPOSED WORK

PATCHING: CURB, SIDEWALK
USE ITEM 519 PATCHING CONCRETE STRUCTURE

EXISTING STRUCTURE
TYPE: Continuous welded steel girder with reinforced concrete deck and sub-structure.
SPANS: 94'-6" and 90'-9"
ROADWAY: 28'-0" Curb to curb with two 4'-0" sidewalks.
LOAD FREQUENCY: CF130(57)
SKEW: None
~~WEARING SURFACE: 1" Monolithic Concrete~~
APPROACH SLABS: AS-1-67 (30' long)
ALIGNMENT: Tangent
SUPERELEVATION: Normal Crown



ELEVATION
Scale 1"=20'

PLAN AND PROFILE VIEWS ARE TAKEN FROM ORIGINAL PLANS AND SHOULD BE USED FOR INFORMATIONAL PURPOSES.
ALL DIMENSIONS ARE "+/-"

DESIGN AGENCY: DISTRICT TWELVE PRODUCTION DEPARTMENT
DATE REVISED: 01/20/06
DRAWN: JWT
DESIGNED: JWT
CHECKED:
REVISED:
STRUCTURE FILE NUMBER: 1813625
STA. 10+72.13
STA. 12+62.38

SITE PLAN
CUY-480-2344 CAMDEN RD
LOCATION 9

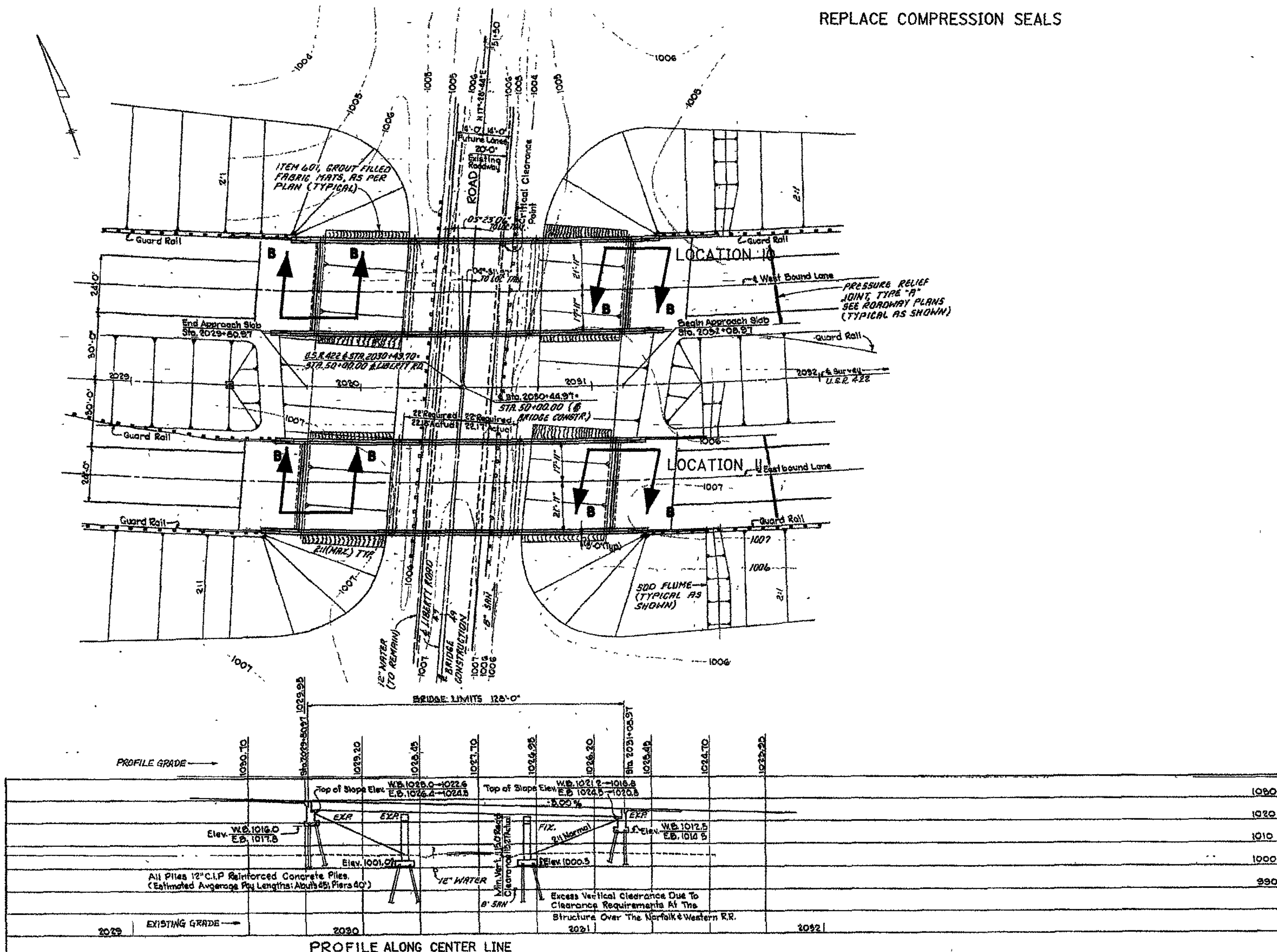
D12 BH FY2006
MISC. REPAIRS 2

22
31

H:\PROJECTS\Pid78926\DGN\Cuy 480 2344 Camden Rd\CUY480-2344-SITEPLAN.DGN 20-JAN-2006 2:42PM jthreat

PROPOSED WORK

REPLACE COMPRESSION SEALS



EXISTING STRUCTURE

TYPE: Continuous Steel Beam With Reinforced Concrete Deck And Substructure.
SPANS: 38'-0", 47'-6", 38'-0" ℄ Brgs.
ROADWAY: 2 @ 39'-10" ±/- Parapets, 41'-8" OUT/OUT-SLAB
LOADING: HS20-44 (CASE II) AND THE ALTERNATE MILITARY LOADING
SKEW: 04°-51'-37" L.F. (TO LOCAL TANGENT)
WEARING SURFACE: Monolithic Concrete
APPROACH SLABS: AS-1-81 (25' LONG)
ALIGNMENT: 2°-00' Curve Left
SUPERELEVATION: 0.066 '/'
SLOPE PROTECTION: GROUT FILLED FABRIC MATS

PLAN AND PROFILE VIEWS ARE TAKEN FROM ORIGINAL PLANS AND SHOULD BE USED FOR INFORMATIONAL PURPOSES
ALL DIMENSIONS ARE "+/-"

DESIGN AGENCY: DISTRICT TWELVE PRODUCTION DEPARTMENT

DESIGNED	DRAWN	REVIEWED	DATE
JWT	JWT	JRC	01/20/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
		TITLE S	

STA. 2029+80
STA. 2031+08

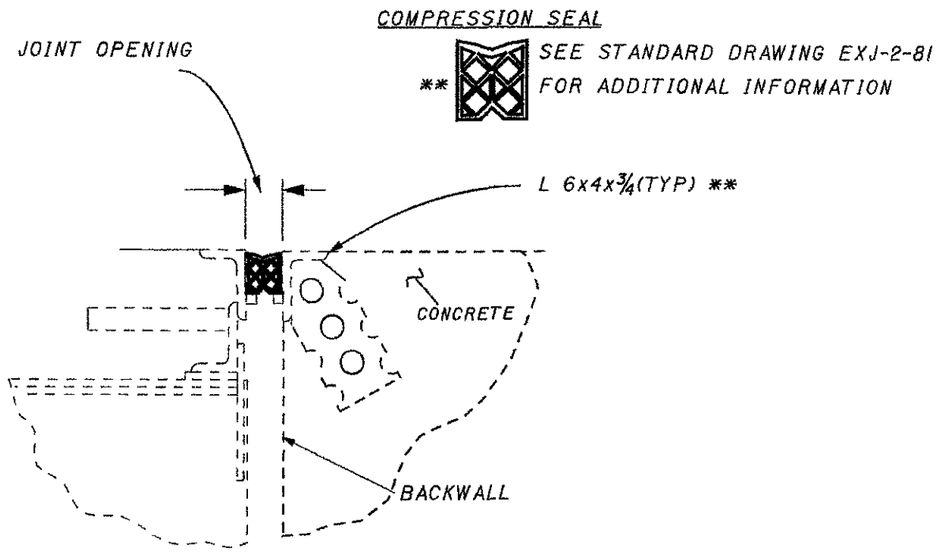
SITE PLAN

CUY-422-1911 L,R LIBERTY R
LOCATIONS 10,11

D12 BH FY2006 MISC. REPAIRS 2

23/31

I:\PROJECTS\Pid78926\DGN\Cuy 422 1911L R Liberty Rd\CUY422-1911-SITEPLAN.dgn 20-JAN-2006 2:40PM jthreat



SECTION B- B

CUY-422-19.11L

JOINT OPENINGS AT SELECTED TEMPERATURES °F FOR LOCATION 10 GLAND SIZE 4"

TEMPERATURE	95	85	75	65	55	45
EAST ABUT.	2.845	2.901	2.957	3.013	3.069	3.125
WEST ABUT.	3.375	3.40	3.425	3.45	3.475	3.50

CUY-422-19.11R

JOINT OPENINGS AT SELECTED TEMPERATURES °F FOR LOCATION 11 GLAND SIZE 4"

TEMPERATURE	95	85	75	65	55	45
EAST ABUT.	2.220	2.276	2.332	2.388	2.444	2.50
WEST ABUT.	1.250	1.275	1.30	1.325	1.35	1.375

PORPOSED WORK FOR CUY-422-19.11L & R

1) REMOVE EXISTING COMPRESSION SEAL
2) THOROUGHLY CLEAN OUT AREA EXPOSED AS A RESULT OF REMOVAL
3) REPLACE WITH THE PROPER SIZE SEAL (SEE TABLE THIS DRAWING).

NOTES

1) INDICATE BY WAY OF AN AS-BUILT DRAWING THE TYPE OF REPLACEMENT SEAL USED.
2) COMPRESSION SEAL SHALL MEET THE REQUIREMENTS OF CMS 705.11.

DESIGN AGENCY: DISTRICT TWELVE PRODUCTION DEPARTMENT
DESIGNED: JWT
DRAWN: JWT
REVIEWED: JRC
DATE: 01/20/06
STRUCTURE FILE NUMBER: SEE TITLE SHEET
CHECKED:
REVISED:

EXPANSION JOINT DETAIL
TWO STRUCTURES
LOCATIONS 10, 11

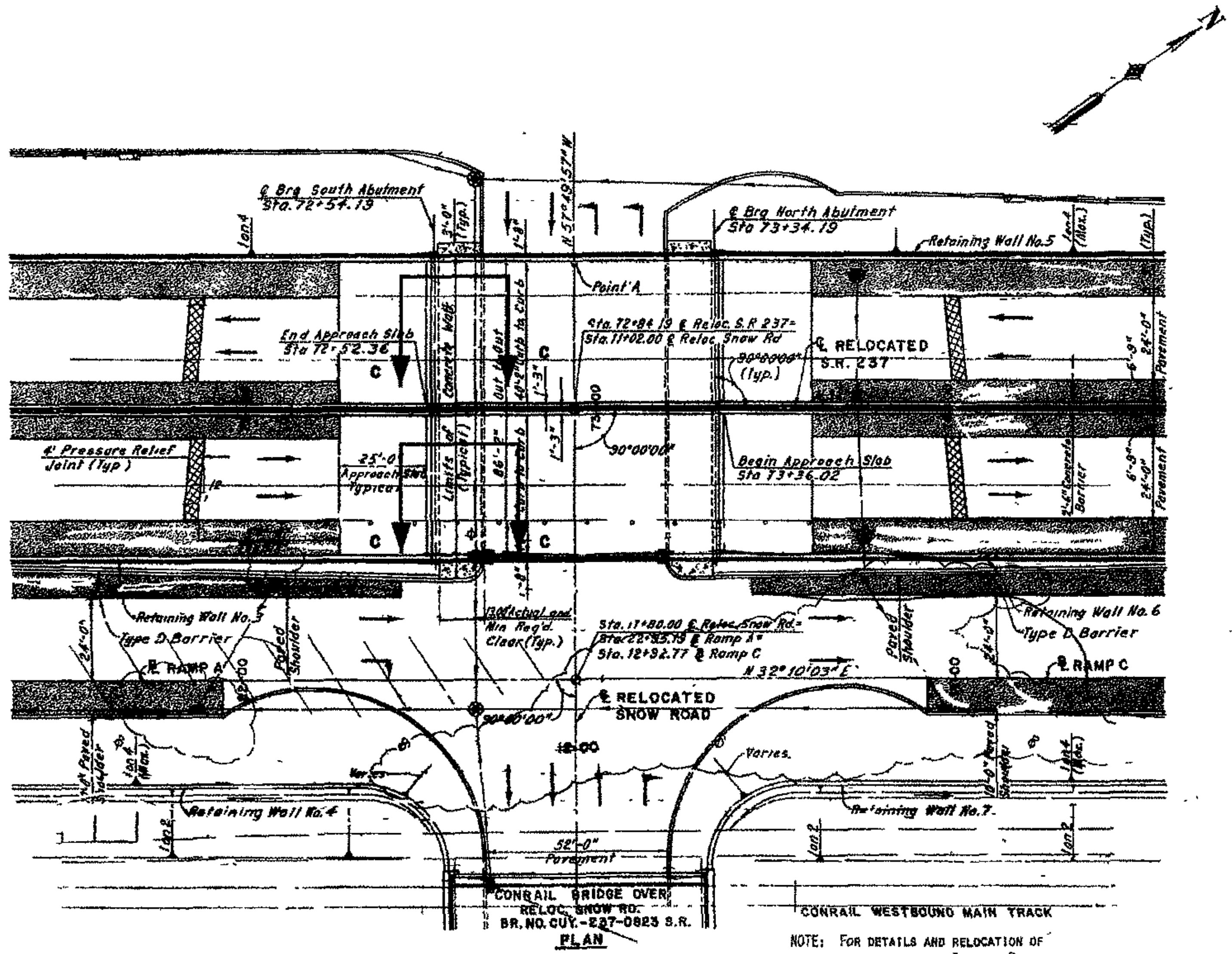
D12 BH FY2006
MISC. REPAIRS 2

24
31

I:\PROJECTS\Pid78926\DGN\Cuy 422 19.11L R Liberty Rd\SCCUY422-19.11.dgn 20-JAN-2006 2:49PM Jthreat

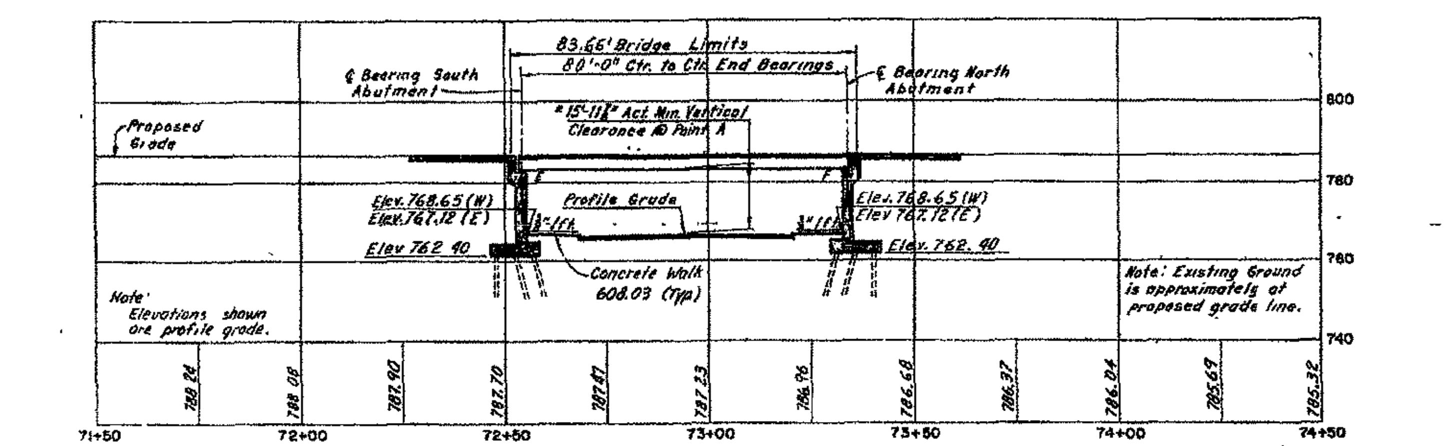
PROPOSED WORK

REPLACE COMPRESSION SEAL



PLAN

NOTE: FOR DETAILS AND RELOCATION OF EXISTING UTILITIES SEE ROADWAY PLANS.



ELEVATION

EXISITING STRUCTURE	
TYPE.	SIMPLE SPAN PRESTRESSED NON-COMPOSITE BOX BEAMS WITH REINFORCED CONCRETE SUBSTRUCTURE.
SPAN:	80'-0"
ROADWAY:	84'-0" FACE TO FACE OF PARAPETS WITH CONCRETE BARRIER MEDIAN.
LOADING:	HS 20-44 AND ALTERNATE MILITARY LOADING
SKEW:	NONE
WEARING SURFACE:	ASPHALT CONCRETE
APPROACH SLABS:	AS-1-72 (25'-0" LONG)
ALIGNMENT:	TANGENT
SUPERELEVATION:	NORMAL 0.0156 FT. PER FT.

PLAN AND PROFILE VIEWS ARE TAKEN FROM ORIGINAL PLANS AND SHOULD BE USED FOR INFORMATIONAL PURPOSES
ALL DIMENSIONS ARE "+/-"

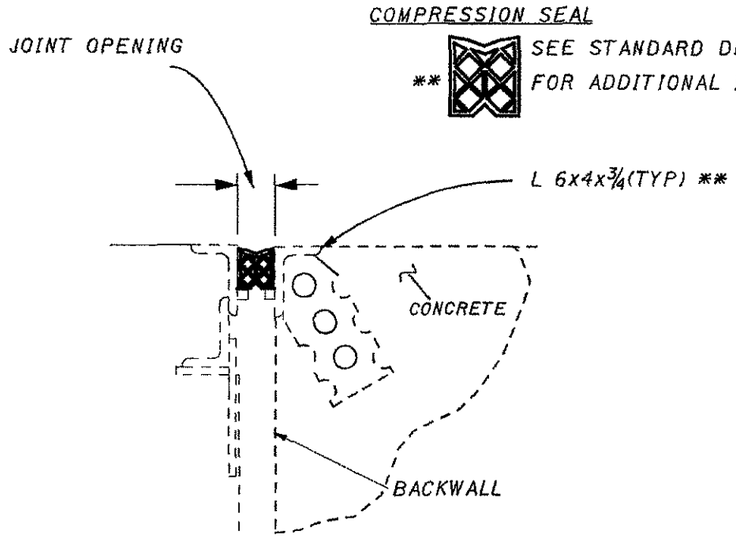
DESIGN AGENCY: DISTRICT TWELVE PRODUCTION DEPARTMENT

DATE: 01/20/06 | STRUCTURE FILE NUMBER
REVIEWED: JRC
DRAWN: JWT | REVISED
DESIGNED: JWT | CHECKED

STA. 72+52.36
STA. 73+36.02

SITE PLAN
CUY-237-0695 SNOW RD
LOCATION 12

D12 BH FY2006
MISC. REPAIRS 2



SECTION C- C

JOINT OPENINGS AT SELECTED TEMPERATURES °F FOR LOCATION 12 GLAND SIZE-2½"

TEMPERATURE	95	85	75	65	55	45
SOUTH ABUT.	0.475	0.525	0.575	0.625	0.675	.075

PORPOSED WORK FOR CUY-237-0695

1) REMOVE EXISTING COMPRESSION SEAL
2) THOROUGHLY CLEAN OUT AREA EXPOSED AS A RESULT OF REMOVAL
3) REPLACE WITH THE PROPER SIZE SEAL (SEE TABLE THIS DRAWING).

NOTES

1) INDICATE BY WAY OF AN AS-BUILT DRAWING THE TYPE OF REPLACEMENT SEAL USED.
2) COMPRESSION SEAL SHALL MEET THE REQUIREMENTS OF CMS 705.11.

DESIGN AGENCY
DISTRICT TWELVE
PRODUCTION DEPARTMENT

DESIGNED JWT
DRAWN JWT
CHECKED
REVISED
REVISED
DATE 01/20/06
STRUCTURE FILE NUMBER 1810286
REVISED JRC

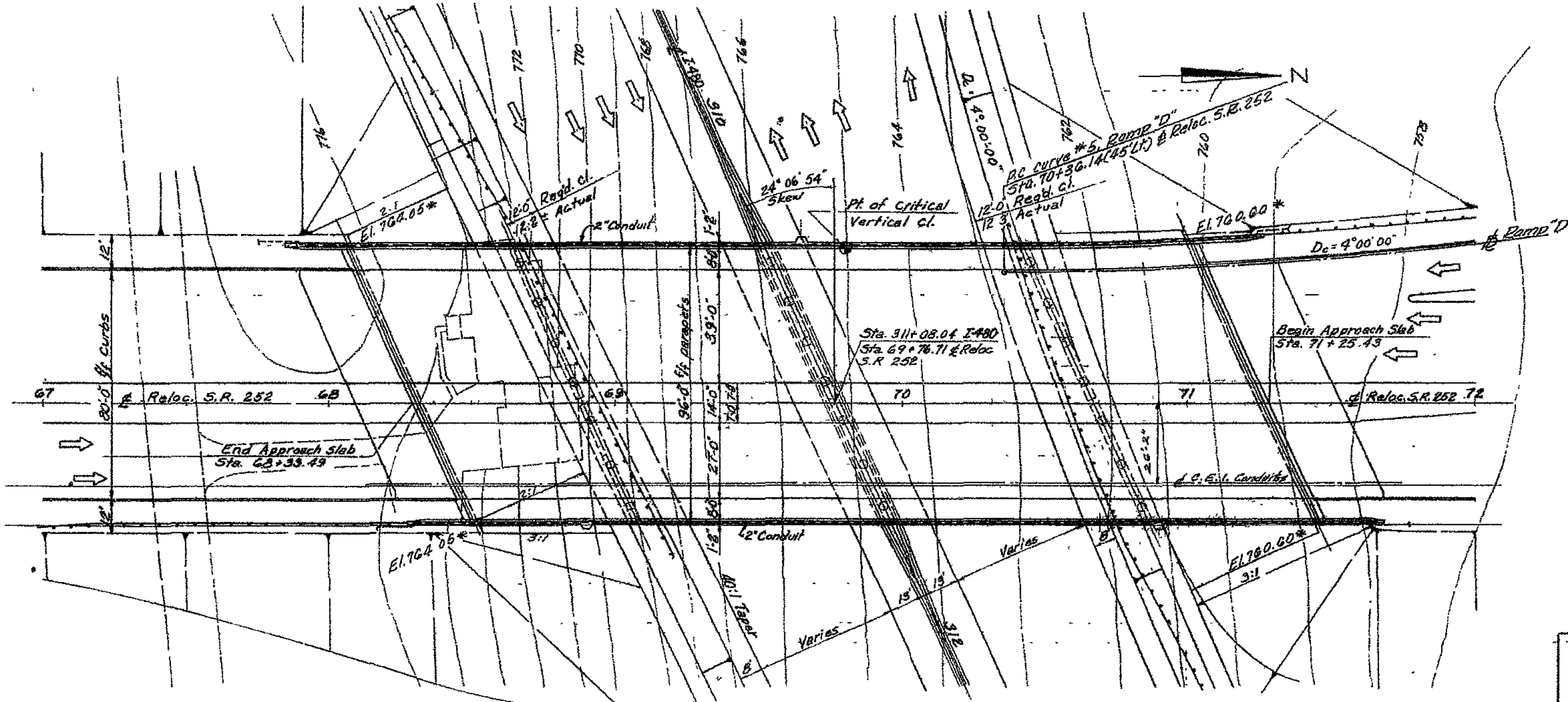
EXPANSION JOINT DETAIL
ONE STRUCTURE
LOCATIONS 12

D12 BH FY2006
MISC. REPAIRS 2

26
31

I:\PROJECTS\Pid78926\DGN\Cuy 237 0695 Relocated Snow Rd\SCCUY237-0695.dgn 20-JAN-2006 2:50PM jthrost

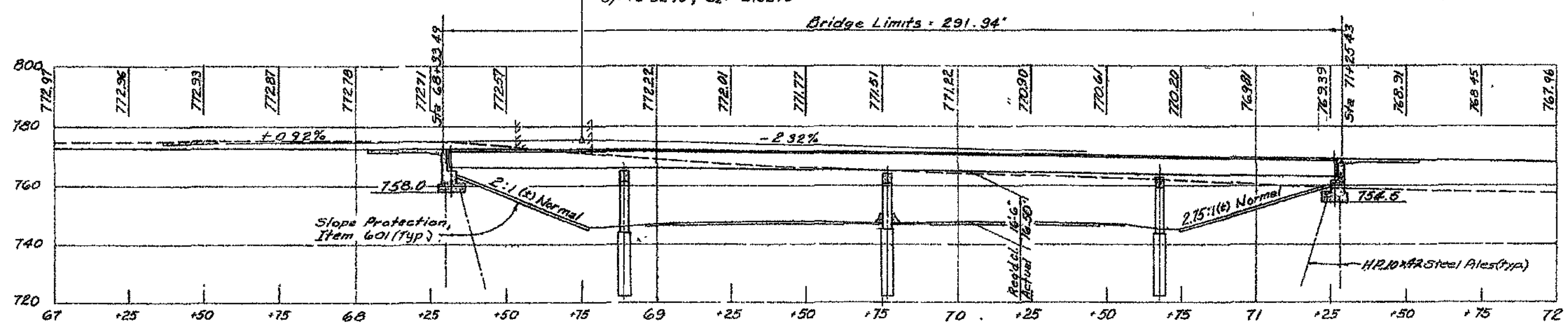
I:\PROJECTS\Pid78926\DGN\Cuy 252 0434 over I480 0398\CUY252-0434-SITEPLAN.DGN 20-JAN-2006 2:39PM Jthreat



PLAN

PROPOSED WORK

PATCHING BRDIGE DECK
USE ITEM 512 PATCHING BRIDGE DECK, TYPE B



PROFILE ALONG ℄ RELOCATED S.R. 252

EXISTING STRUCTURE

TYPE: Continuous steel girder with reinforced concrete deck and substructure.

SPANS: 53'-0", 87'-9", 91'-3", 55'-0"

ROADWAY: 96'-0" f/f Parapets, 14'-0" Wide Raised Median, 8'-0" Raised Shoulders, BR-1-67 Railing and chain-link fence.

LOADING: HS20-44

WEARING SURFACE: monolithic concrete

SKEW: 24°06'54" Rt forward

ALIGNMENT: Tangent

APPROACH SLABS: AS-1-72, 25' lg. fwd. 20' lg. rear (Modified)

SUPERELEVATION: None

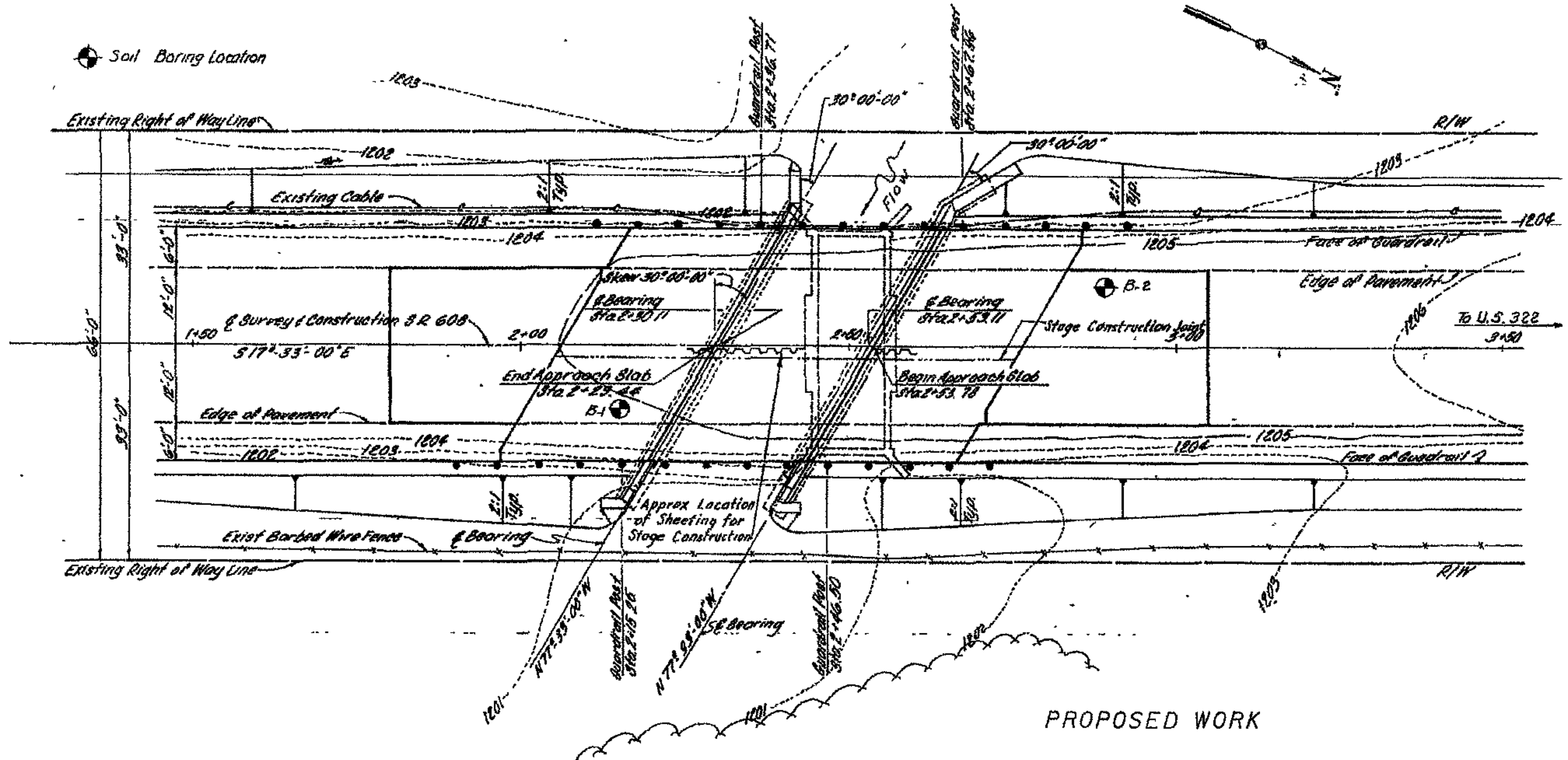
PLAN AND PROFILE VIEWS ARE TAKEN FROM ORIGINAL PLANS AND SHOULD BE USED FOR INFORMATIONAL PURPOSES.
ALL DIMENSIONS ARE "+/-"

DESIGN AGENCY	DISTRICT TWELVE PRODUCTION DEPARTMENT
REVIEWED JRC	DATE 01/20/06
STRUCTURE FILE NUMBER	1810405
DRAWN JWT	REVISED
DESIGNED JWT	CHECKED

STA. 68+33.49
STA. 71+25.43

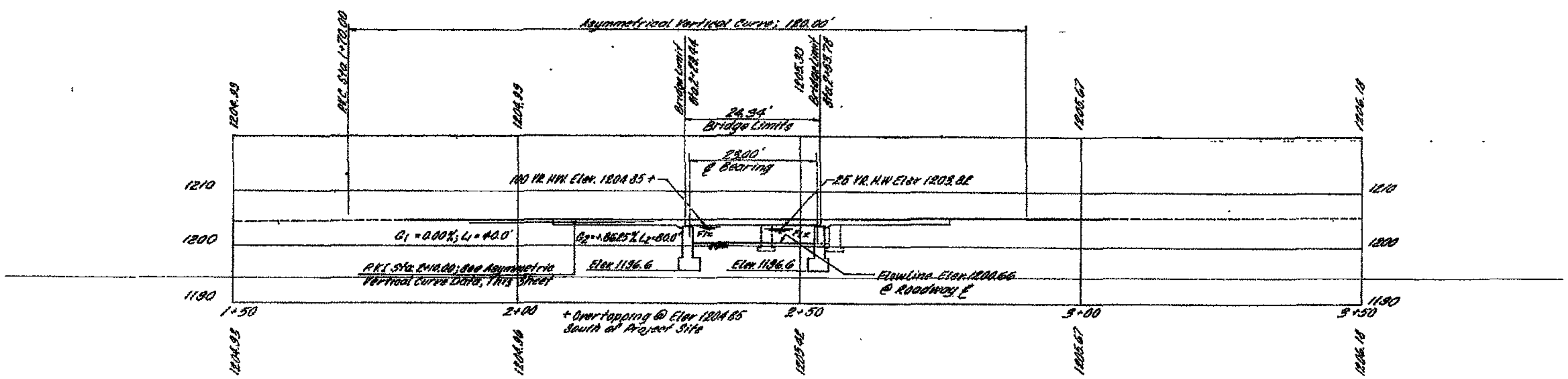
SITE PLAN
CUY-252-0434
LOCATION 13

D12 BH FY2006
MISC. REPAIRS 2



PROPOSED WORK

1 REPLACE EXISTING OVERLAY WITH NEW OVERLAY
2 REPLACE DRIP STRIP
REPLACE EXISTING WATERPROOFING WITH TYPE D WATERPROOFING



CENTERLINE PROFILE ALONG ℄ SURVEY S.R. 608

EXISITNG STRUCTURE

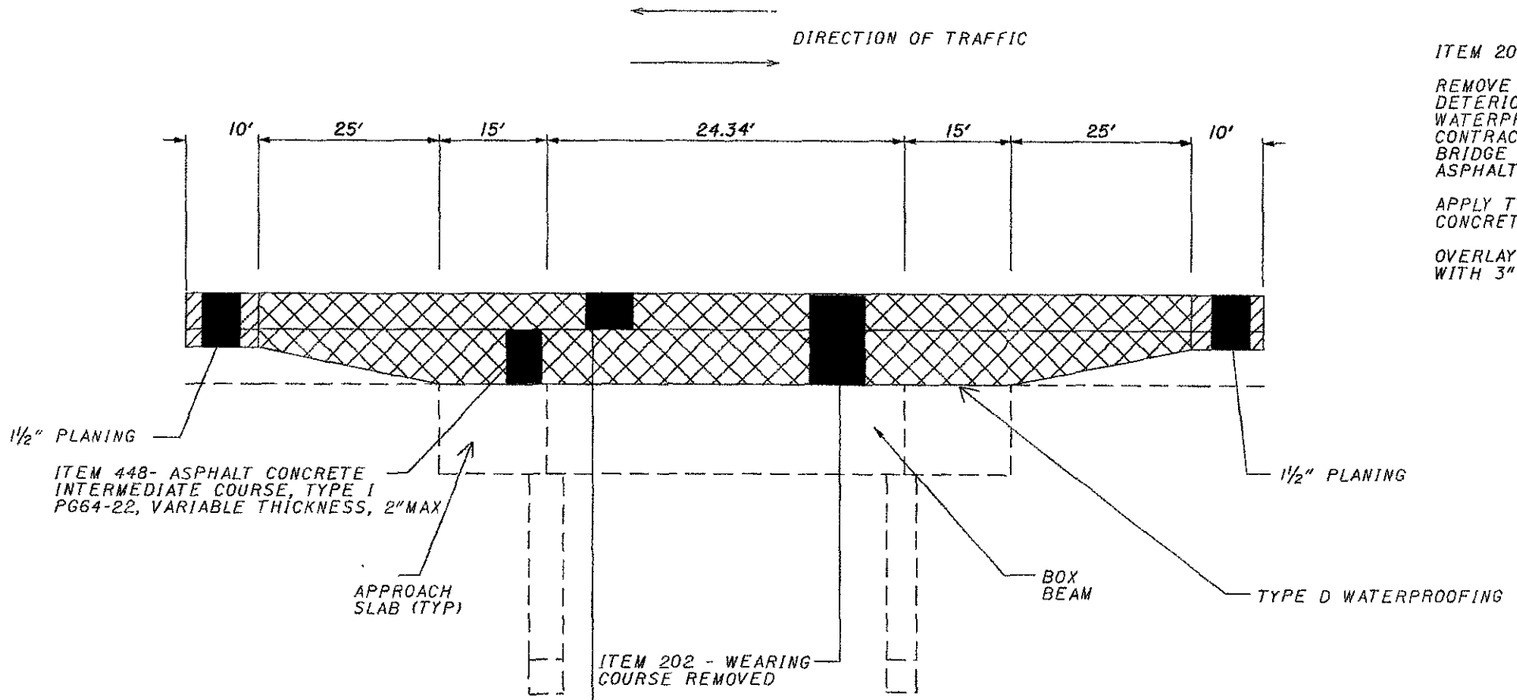
Type: Single Span Prestressed Concrete Box Beam.
Span: 23'-0" Center of Bearings
Roadway Width - 36'-0" F/F of Railings
Design Loading: HS-20-44 And The Alternate Military
~~Skew: 30°-00'-00" Left Forward~~
Wearing Surface: 2½" Asphalt Concrete
Approach Slabs: AS-1-81, 20'-0"
Alignment: Tangent
Crown: 3/16"/Ft.

PLAN AND PROFILE VIEWS ARE TAKEN FROM ORIGINAL PLANS AND SHOULD BE USED FOR INFORMATIONAL PURPOSES.
ALL DIMENSIONS ARE "+/-"

DESIGN AGENCY: DISTRICT TWELVE PRODUCTION DEPARTMENT
REVIEWED: JRC | DATE: 01/20/06 | STRUCTURE FILE NUMBER: 2802252
DRAWN: JWT | REVISED:
DESIGNED: JWT | CHECKED:
STA. 2+29.44
STA. 2+53.78

SITE PLAN
GEA-608-0710 UNNAMED CREEK
LOCATION 14

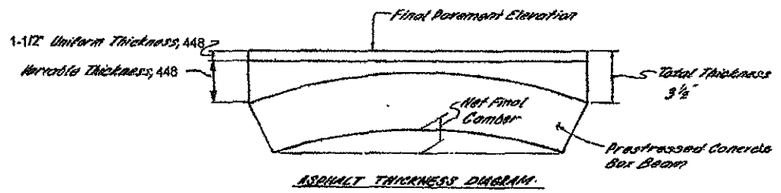
D12 BH FY2006
MISC. REPAIRS 2



DETAIL 1

ITEM 202 WEARING COURSE REMOVED

ITEM 254 PAVEMENT PLANING (1½")



DETAIL 2

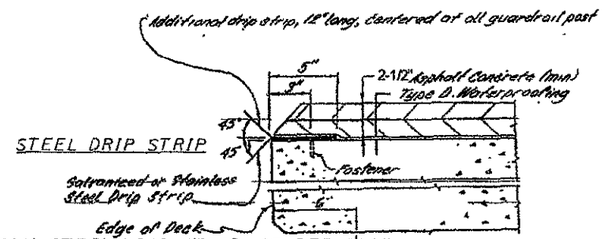
NOT TO SCALE

ITEM 202-WEARING COURSE REMOVED:

REMOVE EXISTING ASPHALT WEARING SURFACE AND DETERIORATED PORTIONS OF EXISTING WATERPROOFING MEMBRANE FROM BRIDGE DECK. CONTRACTOR SHALL USE CAUTION WHEN PLANING ON BRIDGE DECK SO AS NOT TO DAMAGE EXISTING BOX BEAMS, ASPHALT OVERLAY ON BRIDGE DECK IS VARIABLE, REFER TO DETAIL 2

APPLY TYPE D WATERPROOFING TO TOP OF CONCRETE BOX BEAMS AND APPROACH SLABS.

OVERLAY THE BRIDGE DECK AND APPROACH SLABS WITH 3" OF ASPHALT.



ITEM 518 SPECIAL-STEEL DRIP STRIP, AS PER PLAN
STEEL DRIP STRIP-PRIOR TO APPLYING DECK TYPE D WATERPROOFING, A BENT DRIP STRIP SHALL BE INSTALLED ALONG THE EDGES OF THE DECK AS SHOWN.THE STRIPS SHALL BE FASTENED AT 1'-6"C/C MAXIMUM WITH 1-1/4" X 5/32" X1/4" FLAT HEAD DRIVE PIN AND WASHER (LENGTH X SHANK DIA. X HEAD DIA.) OR #10 GALVANIZED SCREWS AND EXPANSION ANCHORS, SUBJECT TO THE APPROVAL OF THE ENGINEER. THE STRIPS SHALL BE PLACED THE FULL LENGTH OF THE DECK, ENDING AT THE FACE OF THE ABUTMENT WINGWALL. WHERE SPLICES AR REQUIRED A 3" (MIN) LAP SHALL BE USED WITH A FASTENER THROUGH THE LAP. STEEL FOR GALVANIZED STRIPS SHALL BE 8" X 0.105" AND SHALL MEET THE REQUIREMENTS OF ASTM 568. GALVANIZING SHALL BE IN ACCORDANCE WITH 711.02. STAINLESS STEEL SHALL BE 20 GAUGE ASTM A167, TYPE 304, MILL FINISH. PAYMENT SHALL BE AT THE CONTRACT PRICE BID FOR ITEM SPECIAL, SQ FT, STEEL DRIP STRIP, WHICH SHALL INCLUDE ALL MATERIALS, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE ITEM.

CALCULATED JWT
CHECKED JRC

OVERLAY DETAILS

D12 BH FY2006
MISC. REPAIRS 2

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 OF FUTURE LANE CLOSURES AND TRAFFIC CONSTRICTIONS. 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. ADDITIONALLY, THE CONTRACTOR SHALL MAKE A SKETCH OF EACH SITE (LOCATION) AND APPLICABLE TRAFFIC CONTROL INCLUDING DETOURS IF NEEDED AND SUBMIT THIS TO THE PROJECT ENGINEER DURING THE PRE CONSTRUCTION CONFERENCE. THE CONTRACTOR SHALL ALSO NOTIFY THE LOCAL LAW ENFORCEMENT AGENCIES OF LANE CLOSURES AT LEAST THREE (3) DAYS PRIOR TO IMPLEMENTATION.

RESTRICTIONS(FOR LOCATIONS 1,2,3,4,5.6.7.8,9,10,11. AND 12)

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/laneclo.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 6am-9:30am AND 3:30pm-6pm.

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

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

ANY AND ALL EXCEPTIONS ARE NOTED BELOW ACCORDING TO EACH LOCATION

LOCATION 13

WEEKEND OVERLAY FOR BIG PATCHES
1 LANE EACH DIRECTION MAY BE CLOSED FROM
FRIDAY 7PM TO 6AM MONDAY. FOR TWO WEEKENDS

LOCATIONS 1,2,6, AND 9

1 ONLY 1 SIDEWALK CAN BE CLOSED AT A TIME
2 CONTRACTOR MUST SHOW SKETCH FOR SIDEWALK CLOSURE, FOR ACCEPTANCE BY PROJECT ENGINEER. MUST SHOW SIGNING FOR SIDEWALK CLOSURE.

LOCATION 14

CONTRACTOR MUST EMPLOY SIGNALIZED CLOSURE

MAINTENANCE OF TRAFFIC SCHEME

APPLICABLE FOR ALL LOCATIONS

THE CONTRACTOR SHALL HAVE THE WORKSITE TRAFFIC SUPERVISOR TURN INTO THE PROJECT ENGINEER A HAND SKETCH , TRAFFIC CONTROL PLAN, 3 DAYS BEFORE THE ZONE IS TO BE SET UP. THE TRAFFIC CONTROL PLAN SHALL SHOW THE LOCATIONS OF THE WORK ZONE SIGNS, TAPER LENGTHS, DELINEATION DEVICES, ARROW BOARDS AND ALL WORK ZONE TRAFFIC CONTROL ITEMS. STANDARD DRAWINGS, PLAN SHEETS AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES SHALL BE USED AS A REFERENCE.

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

APPLICABLE FOR LOCATIONS: 13,14

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 PRESENTED TO THE DISTRICT WORKZONE TRAFFIC CONTROL ENGINEER AND PROJECT ENGINEER FOR ACCEPTANCE 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.

APPLICABLE FOR ALL LOCATIONS

IF DURING THE PROJECT, THE ENGINEER DETERMINES THAT THE 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 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.

FURTHERMORE, NO LANE CLOSURES SHALL BE IMPLEMENTED OR IN PLACE DURING INCREASED TRAFFIC VOLUMES CAUSED BY SPECIAL EVENTS WITH A SEATING CAPACITY OVER 20,000 (IN LIEU OF NOTE 1 IN THE "DISTRICT 12, PERMITTED LANE CLOSURE TIMES" LIST), OR WHEN THE ENGINEER DEEMS THE CLIMATOLOGICAL CONDITIONS TOO HAZARDOUS.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE WHEN NO LONGER NEEDED A PORTABLE CHANGEABLE MESSAGE SIGN (S). THE PCMS SHALL BE OF THE TYPE SHOWN ON THE LIST OF APPROVED PCMS MAINTAINED BY THE DIRECTOR. THE PCMS SHALL BE A CLASS I OR II TYPE UNIT. NO FLIP DISK ALLOWED.

THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE MOUNTED ON A TRAILER. THE LOCATION OF THE PCMS SHALL BE AS DIRECTED BY THE ENGINEER. THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS.

THE PCMS SHALL BE EQUIPPED WITH A MYRIAD SAFETY BEAM OR AN APPROVED EQUAL AS DETERMINED BY THE ENGINEER. THE MYRIAD SAFETY BEAM SENDS OUT A SIGNAL THAT ACTIVATES RADAR DETECTORS. THE BEAM IS APPROVED BY THE F.C.C. THE MYRIAD SAFETY BEAM SHALL USE THE SAME POWER SUPPLY AS THE PCMS. THE MYRIAD SAFETY BEAM SHALL BE ABLE TO BE ACTIVATED WITH THE PCMS RUNNING OR NOT. THE MYRIAD SAFETY BEAM IS DISTRIBUTED BY THE TRIPLEX GROUP, INC., P.O. BOX 428. NEW HOPE, PA. 18938. PHONE (215) 862-5077.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE LINK WHICH WILL ALLOW REMOTE SIGN ACTIVATION, DEACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES.

THE CONTRACTOR SHALL PROVIDE TO THE ENGINEER THE SOFTWARE NECESSARY TO CONTROL THE PCMS REMOTELY.

AT THE DIRECTION OF THE ENGINEER THE PCMS MAY BE REMOVED FOR PERIODS OR TIMES WHEN NOT IN USE. NO PAYMENT WILL BE MADE FOR THESE TIMES (EX. WINTER MONTHS).

THERE SHALL BE ONE CLASS I OR II CHANGEABLE MESSAGE SIGN

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN,
AS PER PLAN . . . . . 1 EACH

MAINTENANCE OF TRAFFIC NOTES

D12 BH FY2006
MISC. REPAIRS 2

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 OR AS SHOWN ON THE REFERENCED STANDARD CONSTRUCTION DRAWINGS.

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 REFERENCED STANDARD CONSTRUCTION DRAWINGS.

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.

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 EVERY HOUR THEY ARE UP. 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 PROJECT 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.

WORK ZONE MARKING SIGNS

WORK ZONE MARKING SIGNS SHALL BE ERECTED PER LATEST STANDARD OF THE OMUTCD AND ITEM 614 OF THE CMS.

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-35.10.

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.

G. WORK VEHICLES

ALL WORK VEHICLES LICENSED TO OPERATE ON THE HIGHWAY, INCLUDING TRUCKS, SHALL BE EQUIPPED WITH A FLASHING, ROTATING OR OSCILLATING AMBER LIGHT VISIBLE TO ALL DIRECTIONS OF TRAFFIC FOR A MINIMUM OF ONE-QUARTER MILE IN BRIGHT SUNLIGHT AND SHALL BE OPERATED WITH LIGHTED HEAD AND TAIL LAMPS. THE AMBER LIGHT SHALL BE IN OPERATION AT ALL TIMES WITHIN THE WORK ZONE AND WHILE TRAVELING TO AND FROM THE WORK ZONE WHENEVER THE VEHICLE SPEED IS BELOW 55 MPH. VEHICLE HAZARD LAMPS DO NOT SATISFY THIS REQUIREMENT. ALL OTHER EQUIPMENT SHALL BE EQUIPPED WITH A FLASHING, ROTATING OR OSCILLATING AMBER LIGHT VISIBLE IN ALL DIRECTIONS OF TRAFFIC FOR A MINIMUM OF ONE-QUARTER MILE IN BRIGHT SUNLIGHT. THE AMBER LIGHT SHALL BE IN OPERATION WHILE THE EQUIPMENT IS WITHIN THE WORK ZONE.

PAYMENT

PAYMENT FOR PROVIDING, ERECTING, MAINTAINING AND REMOVING TEMPORARY MAINTENANCE OF TRAFFIC CONTROL DEVICES, INCLUDING WORK ZONE MARKING SIGNS, SHALL BE MADE UNDER THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC NOTES

D12 BH FY2006
MISC. REPAIRS 2

31
31

I:\PROJECTS\Pid78926\DGN\MN78926.dgn 20-JAN-2006 2:32PM jthreat