

OHIO DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

22-89 CUYAHOGA COUNTY
CUY-10-8.69

1

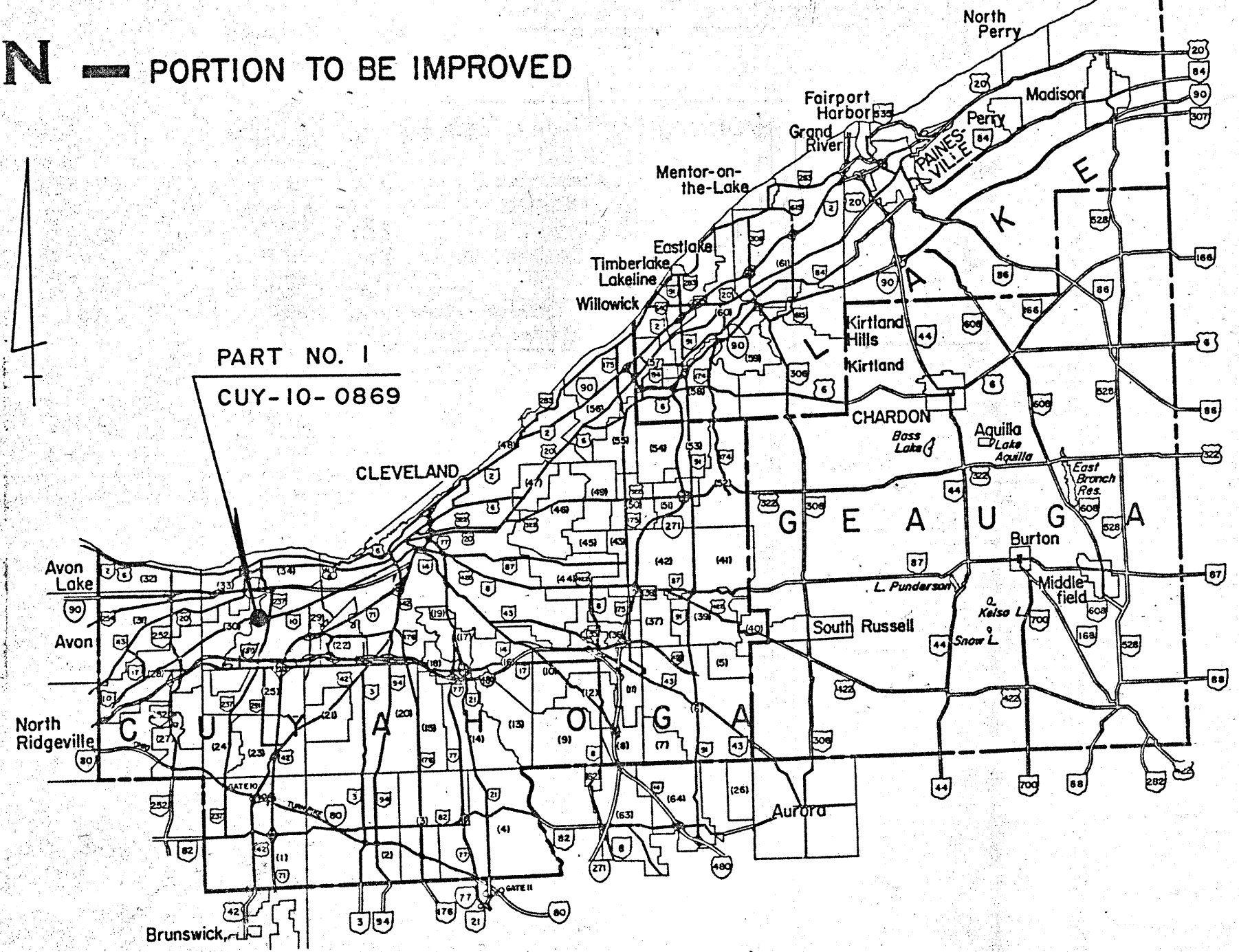
20

PART	COUNTY	ROUTE	SECTIONS	WORK TERMINI		WORK LENGTH		CITY	VILLAGE
				BEGIN	END	LIN. FT.	MILES		
1	CUY	10	8.69	STA. 204+88	STA. 217+49	1261.0	0.239	FAIRVIEW PARK CLEVELAND	

22

LOCATION MAP

N — PORTION TO BE IMPROVED



1-24-89

BRIDGE PAINTING

BHF-69(105)

The Standard 1987 Specifications of the State of Ohio, Department of Transportation, including changes and Supplemental Specifications listed in the plans and proposal shall govern these improvements.

I hereby approve these plans and declare that the making of these improvements will require the closing of the highways to traffic on Parts No. NONE and that detours will be provided by State forces. The closing to traffic of the highways will not be required on Parts No. 1 and provisions for the maintenance and safety of traffic will be as indicated in the proposal.

Approved
Date 5-19-88 H. J. O'Connell
District Deputy Director of Transportation

Approved
Date 7-6-88 B. D. Hanhilan
Engineer, Bureau of Bridges and Structural Design

Approved
Date 9/29/88 George E. Downing
Chief Engineer, Planning and Design

Approved
Date 9/29/88 Bernard B. Hurst
Director, Department of Transportation

INDEX OF SHEETS

- 1 TITLE SHEET
- 2-3 GENERAL NOTES
- 4 GENERAL NOTES, & GENERAL SUMMARY
- 5 GENERAL PLAN & ELEVATION
- 6 FRAMING PLAN
- 7 TYPICAL SECTIONS
- 8-17 SUPERSTRUCTURE DETAILS
- 18 RAILING DETAILS
- 19-20 TRAFFIC CONTROL NOTES & PLAN

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED: _____

STANDARD DRAWINGS	SUPPLEMENTAL SPECIFICATIONS	
TC 35.10	8-29-84	

DEC 21 1988 L&E

GENERAL NOTES

STRUCTURAL STEEL COATING

A. PAINT SYSTEM: THE PROPOSAL NOTE TITLED "FIELD PAINTING OF EXISTING STEEL, SYSTEM OZEU" SHALL BE USED TO COAT THE STRUCTURE. IN THIS PROJECT.

B. COLOR OF FINISH COAT: THE FINISH COAT SHALL BE GREEN MATCHING FEDERAL COLOR STANDARD NO. FS-595A-14260.

E. NO NIGHTTIME OPERATIONS WILL BE PERMITTED.

F. SPECIAL REQUIREMENTS INVOLVING WORK OVER THE CLEVELAND METROPARKS SYSTEM: THE CONTRACTOR SHALL CAREFULLY ADHERE TO THE FOLLOWING SPECIFIC REQUIREMENTS:

- 1) ALL CONSTRUCTION WORK SHALL BE LIMITED WITHIN THE CONFINES OF THE EXISTING RIGHT OF WAY OF THE STRUCTURE.
- 2) NO DEBRIS OR MATERIALS SHALL BE STORED OUTSIDE OF THE BRIDGE RIGHT OF WAY ON CLEVELAND METROPARKS SYSTEM PROPERTY BEFORE, DURING, OR AFTER CONSTRUCTION WORK ON THE BRIDGE. THE CONTRACTOR SHALL NOT ALLOW DEBRIS FROM BRIDGE CONSTRUCTION TO WASH OR OTHERWISE BE CARRIED DOWNSTREAM VIA ANY WATERCOURSE ONTO CLEVELAND METROPARKS SYSTEM PROPERTY.

3) ACCESS TO CLEVELAND METROPARKS SYSTEM ROADWAYS, SUCH AS VALLEY PARKWAY, SHALL BE MAINTAINED AT ALL TIMES. TWO WAY TRAFFIC SHALL BE MAINTAINED ON ALL PARKWAYS AT ALL TIMES. TRAFFIC SHALL ALSO BE MAINTAINED ON THE BICYCLE PATH AT ALL TIMES AND PEDESTRIAN AND EQUESTRIAN ACCESS TO CLEVELAND METROPARKS SYSTEM FACILITIES SHALL BE MAINTAINED AT ALL TIMES.

4) AS MUCH OF THE WORK AS POSSIBLE SHALL BE PERFORMED FROM THE STRUCTURE RATHER THAN FROM THE PROPERTY BELOW.

5) SPECIAL PRECAUTIONS SHALL BE TAKEN, SUCH AS NETTING LINED WITH CANVAS OR OTHER RESTRICTIVE DEVICES, TO PREVENT ANY MATERIALS FROM FALLING ONTO THE PARK ROADWAY, BIKEPATH, OR INTO THE RIVER BENEATH THE BRIDGE. ALL SPECIAL PRECAUTIONS SHALL BE SUBJECT TO APPROVAL OF CLEVELAND METROPARKS SYSTEM.

6) THE ENGINEER SHALL HAVE THE CONTRACTOR CEASE OPERATIONS IF THE WIND OR OTHER CONDITIONS ARE SUCH THAT THE SURROUNDING ENVIRONMENT IS BEING DETRIMENTALLY AFFECTED DUE TO THE WORK.

7) WORK ON THE BRIDGE WILL REQUIRE ACCESS TO THE BRIDGE RIGHT OF WAY. WORK WITHIN THE BRIDGE RIGHT OF WAY WILL BE COORDINATED WITH CLEVELAND METROPARKS SYSTEM AND WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. THIS PERTAINS TO ACCESS, MAINTENANCE OF VEHICULAR AND PEDESTRIAN TRAFFIC ON THE PARK ROAD AND BIKE PATH, AND OTHER USES OF PARK FACILITIES. IF IT IS REQUIRED BY THE CONTRACTOR TO USE PARK ROADS FOR ACCESS TO THE EXISTING BRIDGE RIGHT OF WAY FOR WORK PURPOSES, THEN THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS FROM THE PARK BOARD, CLEVELAND METROPARKS SYSTEM. ALL COSTS INVOLVED IN OBTAINING PERMITS FROM THE PARK BOARD SHALL BE PAID BY THE CONTRACTOR AT HIS EXPENSE. NO ACCESS TO THE BRIDGE RIGHT OF WAY METROPARK SYSTEM ROADWAYS OR PROPERTY WILL OCCUR UNTIL AFTER NECESSARY PERMITS HAVE BEEN OBTAINED.

8) TREES, SHRUBS, AND OTHER NATURAL FEATURES LOCATED ON CLEVELAND METROPARKS SYSTEM PROPERTIES ADJACENT TO THE BRIDGE RIGHT OF WAY SHALL BE PROTECTED FROM ALL DAMAGES WHICH MAY RESULT FROM THE CONTRACTOR'S WORK DURING THE REHABILITATION OF THE BRIDGE. ANY DAMAGES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE, OR REPAIRED BY CLEVELAND METROPARKS SYSTEM AND PAID FOR BY THE CONTRACTOR AT HIS OWN EXPENSE, SUBJECT TO REVIEW AND COORDINATION WITH THE PARK BOARD, CLEVELAND METROPARKS SYSTEM. THE CONTRACTOR'S WORK WILL BE CLOSELY MONITORED BY THE CLEVELAND METROPARKS SYSTEM RANGERS AND STAFF.

9) ANY AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR AT HIS OWN EXPENSE. AREAS DISTURBED BY THE CONTRACTOR, IN ANY WAY AND IN ANY FORM, WILL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN CONDITIONS WHICH EXISTED PRIOR TO THE REHABILITATION WORK AS DESCRIBED IN SPECIFICATIONS 104.06, 107.12, 108.04 AND 659. SEEDING OF THE BRIDGE RIGHT OF WAY AREAS DISTURBED DURING THE REHABILITATION WORK SHALL BE ACCOMPLISHED USING A MIXTURE OF 40% RED FESCUE (FESTUCA RUBRA), 40% KENTUCKY BLUEGRASS (POA PRATENSIS), AND 20% ANNUAL RYEGRASS (LOLIUM MULTIFLORUM) OR A PROPRIETARY MIXTURE OF SHADE TOLERANT LAWN GRASSES OF EQUAL OR SUPERIOR QUALITY, AS APPROVED BY THE CLEVELAND METROPARKS SYSTEM.

G. COOPERATION WITH UTILITIES AND BETWEEN CONTRACTORS: SINCE ANOTHER PROJECT IS CURRENTLY IN PROGRESS ON THE STRUCTURE THE CONTRACTOR'S ATTENTION SHALL BE DIRECTED TO SECTIONS 105.06 AND 105.07 OF THE CMS.

H. PROTECTION: LIGHT POLES, AND GALVANIZED, STAINLESS STEEL, AND PLASTIC DRAINAGE ITEMS ARE NOT TO BE PAINTED, BUT SHALL BE MASKED AND PROTECTED FROM SANDBLAST AND PAINT. THESE AND ANY OTHER SURFACES DAMAGED FROM SANDBLAST OR PAINT SHALL BE CLEANED AND REPAIRED AT CONTRACTOR'S EXPENSE.

GENERAL NOTES

ITEM SPECIAL - SOUNDING CONCRETE BRIDGE COMPONENTS:
 THIS WORK SHALL CONSIST OF SUPPLYING THE MATERIALS, LABOR AND EQUIPMENT NECESSARY FOR SOUNDING CONCRETE BRIDGE COMPONENTS IN ORDER THAT THE ENGINEER MAY OUTLINE THE SPALLED AND DELAMINATED AREAS TO BE REMOVED. THE CONTRACTOR SHALL SOUND THE CONCRETE COMPONENTS LISTED BELOW WITH HAMMERS AND THE ENGINEER SHALL OUTLINE ALL UNSOUND AREAS FOR CONCRETE RESTORATION. THE FOOTAGE UNDER THIS ITEM SHALL BE THE NUMBER OF SQUARE FEET OF CONCRETE SURFACE THAT ARE SATISFACTORILY SOUNDED AND ACCEPTED. THE ACCEPTED QUANTITIES OF SOUNDING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT, WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIAL, LABOR AND EQUIPMENT NECESSARY FOR SOUNDING CONCRETE BRIDGE COMPONENTS. PAYMENT WILL BE MADE AS SPECIFIED BELOW FOR SOUNDING THE FOLLOWING CONCRETE COMPONENTS.

A. ALL PIERS INCLUDING WEB WALLS.

ITEM	UNIT	DESCRIPTION
SPECIAL	SQ. FT.	SOUNDING CONCRETE BRIDGE COMPONENTS

ITEM 519 - PATCHING STRUCTURES, AS PER PLAN: THIS ITEM SHALL BE USED AS DIRECTED BY THE ENGINEER TO REPAIR DAMAGED CONCRETE AREAS. GENERALLY, ITEM 519 SHALL BE USED WHERE THE DAMAGE DEPTH IS 2 INCHES OR GREATER AND THE SURFACE CAN BE FORMED AND POURED. THE DEPTH OF 519 PATCHES SHALL NOT BE LESS THAN 3 INCHES. ALL SURFACES TO BE PATCHED AND THE EXPOSED REINFORCING STEEL WITHIN SHALL BE THOROUGHLY CLEANED BY SANDBLASTING PRIOR TO THE CLEANING SPECIFIED BY 519.04. CLEANING SHALL PRECEDE APPLICATION OF THE PATCHING MATERIAL OR ERECTION OF THE FORMS BY NOT MORE THAN 24 HOURS. TROWELABLE MORTARS SHOULD BE USED WHERE THE DAMAGE DEPTH IS LESS THAN 2 INCHES AND THE SURFACE CANNOT BE FORMED AND POURED.

ITEM SPECIAL - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR:

A. DESCRIPTION: THIS ITEM CONSISTS OF THE REMOVAL OF ALL LOOSE AND DISINTEGRATED CONCRETE, PREPARATION OF THE SURFACE, AND THE MIXING, PLACING, FINISHING AND CURING OF THE PATCHES AS DIRECTED BY THE ENGINEER. THE WORK SHALL BE PERFORMED UPON ALL CONCRETE PIERS, INCLUDING WEB WALLS IN ACCORDANCE WITH THESE SPECIFICATIONS, AND IN REASONABLY CLOSE CONFORMITY WITH THE PLANS AND THE MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.

B. MATERIAL: THE PATCHING MATERIAL SHALL BE SIKATOP 122 AND 123, THERMAL-CHEM PRODUCT NO. 304, POLYCARB MARK 193.4 AND 194, FIVE STAR HIGHWAY PATCH, UPCO BOSTICK 964, EUCLID CHEMICAL EUCCO VERTICOAT, MASTER BUILDERS SET VERTIPATCH OR DURALTOP AND DURALPATCH GEL. THE MATERIAL SHALL BE TINTED TO CURE TO THE COLOR OF THE EXISTING CONCRETE. ALL MATERIALS SHALL BE STORED AND INCORPORATED IN THE WORK AS RECOMMENDED BY THE MANUFACTURER. A MANUFACTURER'S REPRESENTATIVE SHALL BE PRESENT AT THE JOB SITE UNTIL SUCH TIME AS HE AND THE ENGINEER ARE SURE THAT THE CONTRACTOR IS QUALIFIED IN ALL ASPECTS OF PATCHING CONCRETE STRUCTURES WITH THE SELECTED MATERIAL.

C. REMOVAL OF CONCRETE: THE ENGINEER SHALL SOUND THE STRUCTURE AND OUTLINE THE AREAS TO BE REMOVED. ALL LOOSE, SOFT, HONEY COMBED, AND DISINTEGRATED CONCRETE, PLUS ONE-FOURTH OF AN INCH DEPTH OF SOUND CONCRETE SHALL BE REMOVED. WHERE THE BOND BETWEEN THE CONCRETE AND A REINFORCING BAR HAS BEEN DESTROYED, OR WHERE MORE THAN ONE-HALF OF THE PERIPHERY OF SUCH A BAR HAS BEEN EXPOSED, THE ADJACENT CONCRETE SHALL BE REMOVED TO A DEPTH THAT WILL PROVIDE A MINIMUM ONE-HALF OF AN INCH CLEARANCE AROUND THE BAR EXCEPT WHERE OTHER REINFORCING BARS MAKE THIS IMPRACTICAL. AFTER COMPLETION OF THE SECONDARY REMOVAL OPERATION, THE ENGINEER WILL RE-SOUND THE AREAS TO ENSURE THAT ONLY SOLID CONCRETE REMAINS. ALL WORK SHALL BE DONE IN A MANNER THAT WILL NOT DAMAGE OR SHATTER THE CONCRETE THAT IS TO REMAIN, AND WILL NOT CUT, ELONGATE OR DAMAGE THE REINFORCING STEEL IN ANY WAY. CONCRETE MAY BE REMOVED BY CHIPPING OR HAND DRESSING. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 35-POUND CLASS. WHERE EXISTING REINFORCING BARS WOULD BE LESS THAN ONE INCH FROM THE PROPOSED FINISHED SURFACE OF CONCRETE, THEY SHALL, IF PRACTICAL, BE DRIVEN BACK INTO RECESSES CUT IN THE MASONRY TO OBTAIN THAT COVERAGE UNLESS OTHERWISE APPROVED BY THE ENGINEER.

D. SURFACE PREPARATION: CLEANING SHALL PRECEDE APPLICATION OF THE PATCHING MATERIAL BY NOT MORE THAN 24 HOURS. THE SURFACE TO BE PATCHED AND THE EXPOSED REINFORCING STEEL SHALL BE THOROUGHLY CLEANED BY SANDBLASTING FOLLOWED BY AN AIR BLAST. IT MAY BE NECESSARY TO USE HAND TOOLS TO REMOVE SCALE FROM THE REINFORCING STEEL. THE SURFACE SHALL BE MADE FREE OF SPALLS, LAITANCE AND ALL TRACES OF FOREIGN MATERIAL. IF NECESSARY,

DETERGENT CLEANING SHALL PRECEDE BLAST CLEANING TO ENSURE THE REMOVAL OF CONTAMINANTS THAT ARE DETRIMENTAL TO ACHIEVING AN ADEQUATE BOND. THE PREPARED SURFACE SHALL BE LEFT IN THE CONDITION AS RECOMMENDED BY THE MANUFACTURER. ANY ADDITIONAL SURFACE PREPARATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR THE PATCHING MATERIAL WHICH IS USED. ALL UNCHIPPED SURFACES THAT WILL RECEIVE NEW MATERIAL SHALL BE MECHANICALLY ROUGHENED.

E. PATCHING: DUE TO THE HISTORICAL DESIGNATION OF THIS STRUCTURE IT IS THE INTENT OF THESE PLANS TO RETURN THE CONCRETE PIERS BACK TO THEIR ORIGINAL CONDITION INCLUDING RUSTICATION AND ORNAMENTAL SURFACES. THEREFORE, NO PATCHED SURFACES ARE TO BE OUT OF PLANE OF THE ORIGINAL SURFACES OR TO EXCEED ORIGINAL SURFACES IN SIZE OR SHAPE. SURFACES REPAIRED AS PER ITEM 519 SHALL, IF NECESSARY, HAVE GREATER DEPTH OF REMOVAL TO ACCOMODATE ITEM 519 SPECIFIED MINIMUM DEPTH. THE MIXING, PROPORTIONING, PLACING AND CURING PROCEDURES, AND TOOLS, EQUIPMENT, LABOR AND MATERIALS USED SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.

F. CURING: PATCHES SHALL BE CURED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

G. PROTECTION: DURING SANDBLASTING, CLEANING AND PATCHING OPERATIONS ADJACENT AND NEARBY STRUCTURAL STEEL, INCLUDING DRAINAGE ITEMS, SHALL BE MASKED AND PROTECTED FROM DAMAGE. ANY DAMAGE SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

H. METHOD OF MEASUREMENT: THE QUANTITY SHALL BE THE ACTUAL AREA IN SQUARE FEET OF THE EXPOSED SURFACE OF ALL COMPLETED PATCHES, IRRESPECTIVE OF DEPTH OR THICKNESS OF THE PATCH COMPLETE, IN PLACE AND ACCEPTED. IF THE PATCH INCLUDES CORNERS OR EDGES OF MEMBERS ALL OF THE EXPOSED SURFACES SHALL BE INCLUDED. THE COST OF ALL LABOR, EQUIPMENT, INCIDENTALS AND MATERIALS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THIS ITEM.

I. BASIS OF PAYMENT: PAYMENT WILL BE MADE AT THE CONTRACT PRICE BID FOR:

ITEM	UNIT	DESCRIPTION
SPECIAL	SQ. FT.	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR

GENERAL NOTES CONT.

ITEM SPECIAL - SEALING OF CONCRETE SURFACES (EPOXY)
 AN EPOXY SEALER SHALL BE APPLIED TO THE EXPOSED CONCRETE SURFACES OF THE BRIDGES AS LISTED BELOW. SEE THE PROPOSAL FOR SEALER MATERIAL AND SURFACE PREPARATION REQUIREMENTS, AND APPLICATION RATES AND PROCEDURES.

A. **PIERS INCLUDING WEB WALLS:** NO SEALING OF CONCRETE SURFACES IS TO BE DONE UNTIL AFTER COMPLETING ALL STRUCTURAL STEEL PAINTING.

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. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DISCRETION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

CONCRETE PATCHING QUANTITIES

PIER NO.	PEDESTALS		WEBWALLS	
	ITEM 519	TROWELABLE MORTAR	ITEM 519	TROWELABLE MORTAR
1	20	40	-	5
2	100	100	-	9
3	20	40	-	9
4	40	80	-	11
5	20	40	-	4
6	40	10	-	-
7	-	1	-	-
8	-	1	-	-
TOTAL MEASURED QUANTITY	240 S.F.	312 S.F.	-	38 S.F.
ESTIMATED CONTINGENCY QUANTITY	260 S.F.	300 S.F.	-	50 S.F.
TOTAL ESTIMATED QUANTITY	500 S.F.	612 S.F.	-	88 S.F.

SURVEY DATE: APRIL 1988

GENERAL SUMMARY

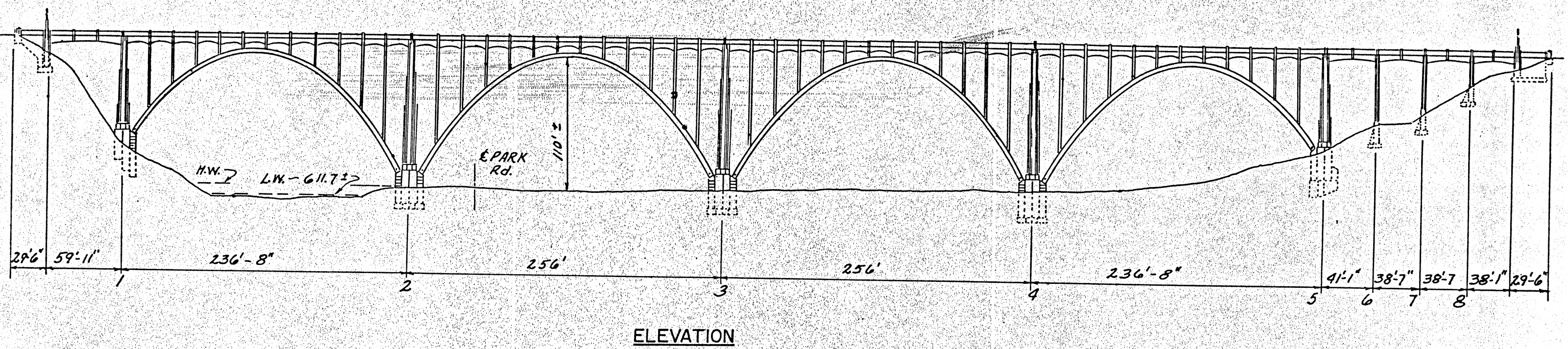
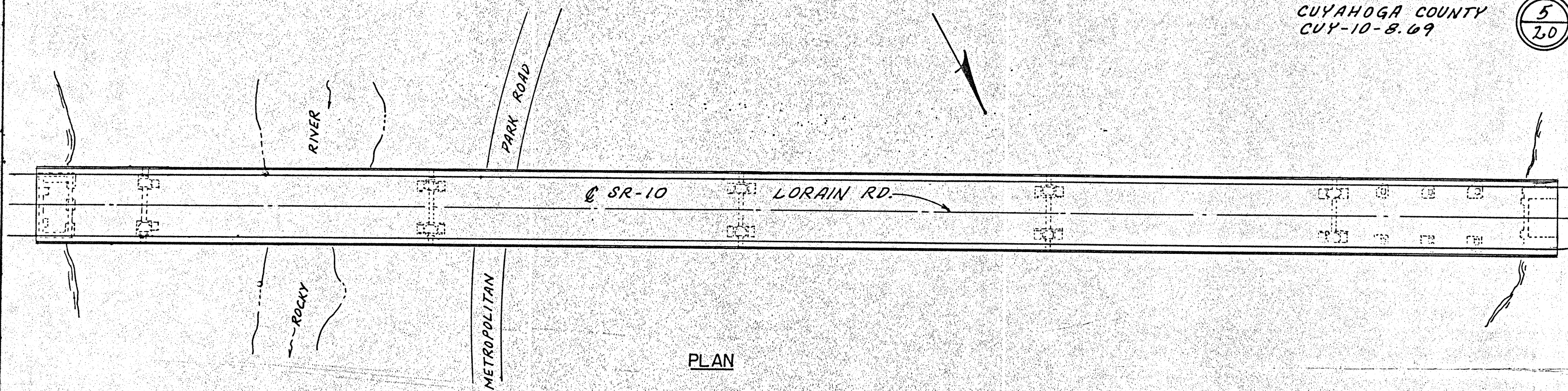
ITEM	QUANTITY	DESCRIPTION
SPECIAL	LUMP	FIELD PAINTING OF EXISTING STEEL, SURFACE PREPARATION, SYSTEM OZEU (SEE PROPOSAL NOTE)
SPECIAL	LUMP	FIELD PAINTING OF EXISTING STEEL, PRIME COAT, SYSTEM OZEU (SEE PROPOSAL NOTE)
SPECIAL	LUMP	FIELD PAINTING OF EXISTING STEEL, INTERMEDIATE COAT, SYSTEM OZEU (SEE PROPOSAL NOTE)
SPECIAL	LUMP	FIELD PAINTING OF EXISTING STEEL, FINISH COAT, SYSTEM OZEU (SEE PROPOSAL NOTE)
⊙ SPECIAL	10800 S.F.	SOUNDING CONCRETE BRIDGE COMPONENTS
* △ 519	500 S.F.	PATCHING CONCRETE STRUCTURES, AS PER PLAN
* △ SPECIAL	700 S.F.	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR
SPECIAL	1200 S.F.	SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE)
614	LUMP	MAINTAINING TRAFFIC
624	LUMP	MOBILIZATION

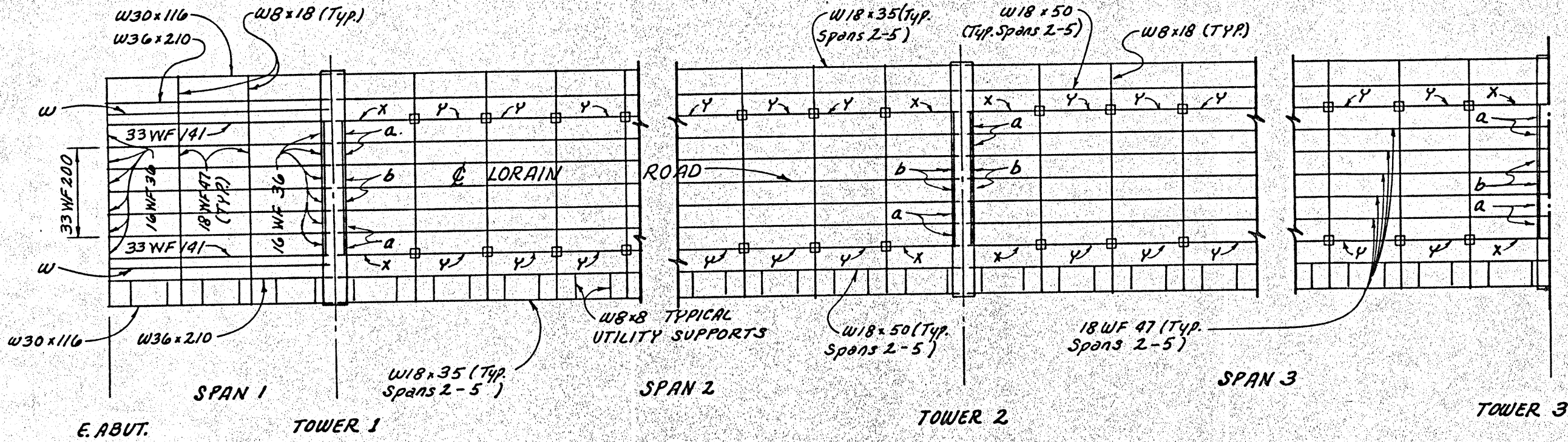
△ SINCE THE AMOUNT OF WORK TO BE PERFORMED UNDER THIS ITEM IS INDETERMINATE AT THE TIME OF PLAN PREPARATION, A PORTION OF THIS QUANTITY IS SUBJECT TO NON-PERFORMANCE WITHOUT PENALTY TO THE STATE OF OHIO.

* 50% FEDERAL PARTICIPATION

⊙ 100% STATE

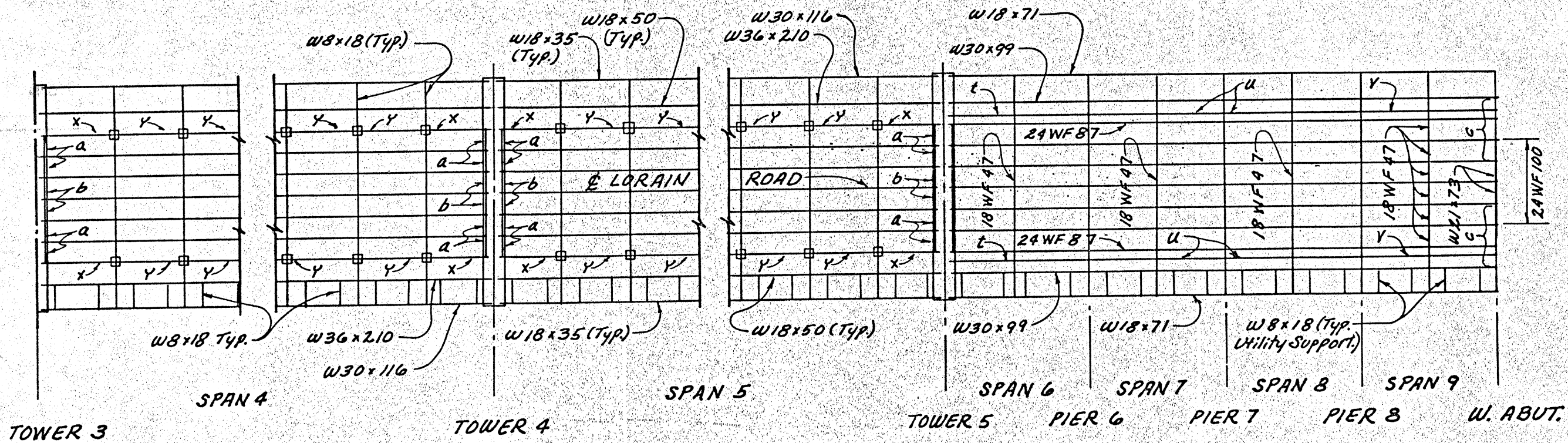
GENERAL NOTES & GENERAL SUMMARY





LEGEND

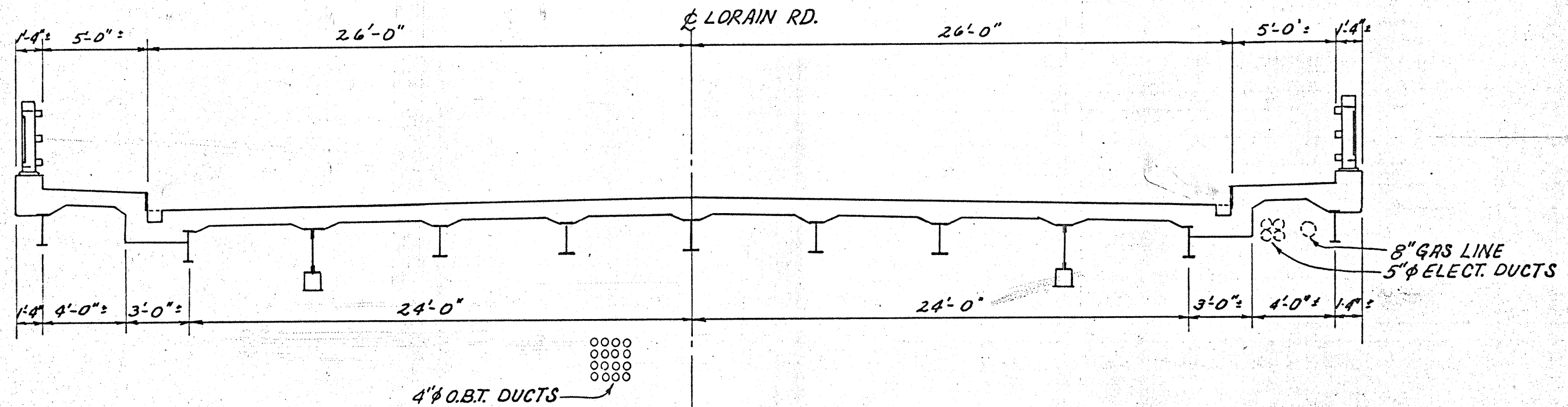
- a - 14 WF 43
- b - 14 WF 78
- c - 18 WF 47
- t - Girder "t"
See Sheet 17
- u - Girder "u"
See Sheet 17
- v - Girder "v"
See Sheet 17
- w - Girder "w"
See Sheet 16
- x - Jack Arch "x"
See Sheet 16
- y - Jack Arch "y"
See Sheet 16



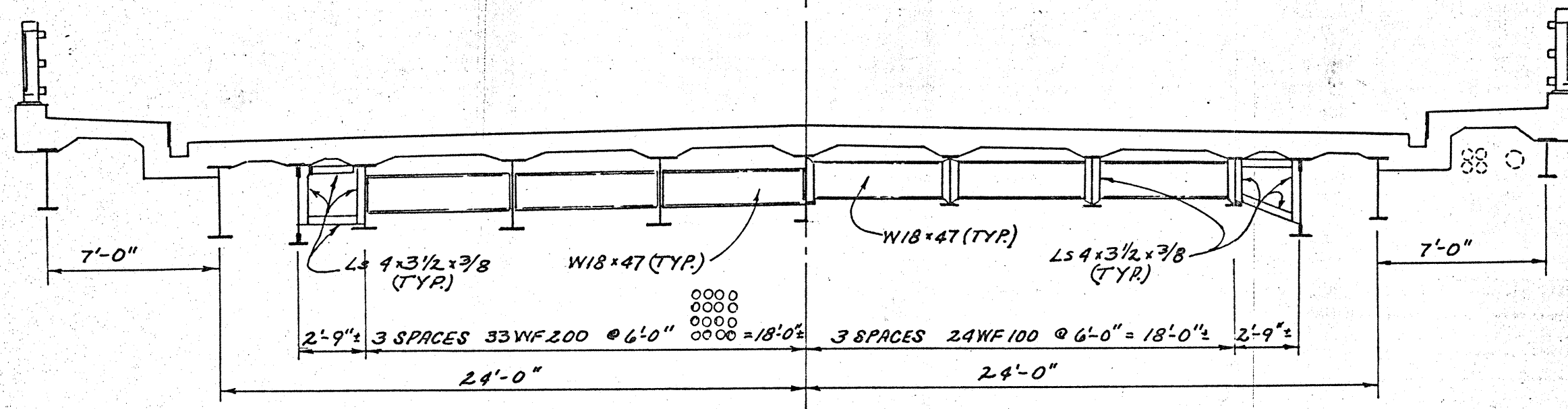
FRAMING PLAN

FRAMING PLAN

22 OF 89



TYPICAL SECTION SPANS 2 thru 5



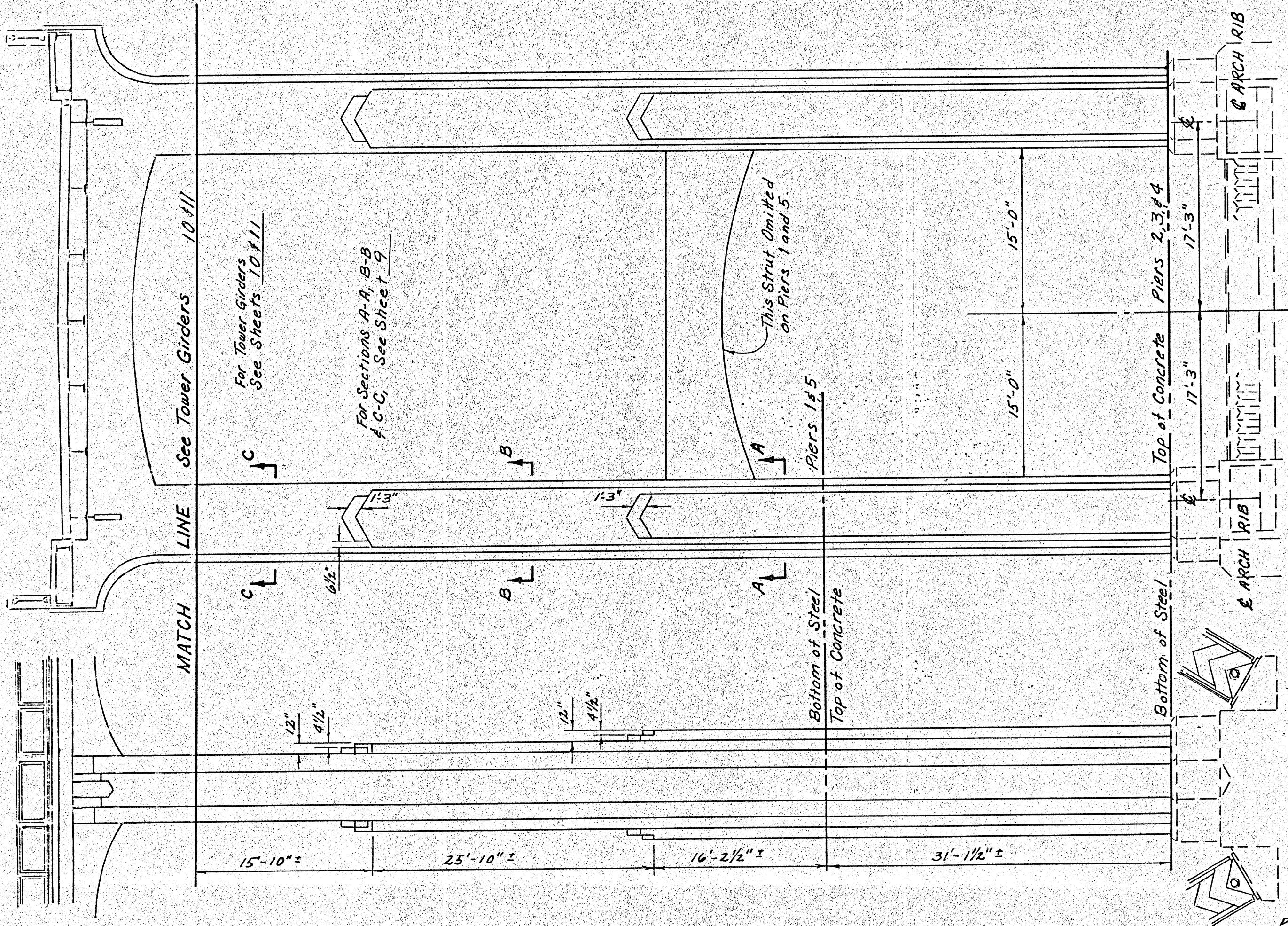
TYPICAL HALF SECTION
SYMMETRICAL ABOUT LORAIN RD. SPAN 1

TYPICAL HALF SECTION
SYMMETRICAL ABOUT LORAIN RD. SPANS 6 thru 9

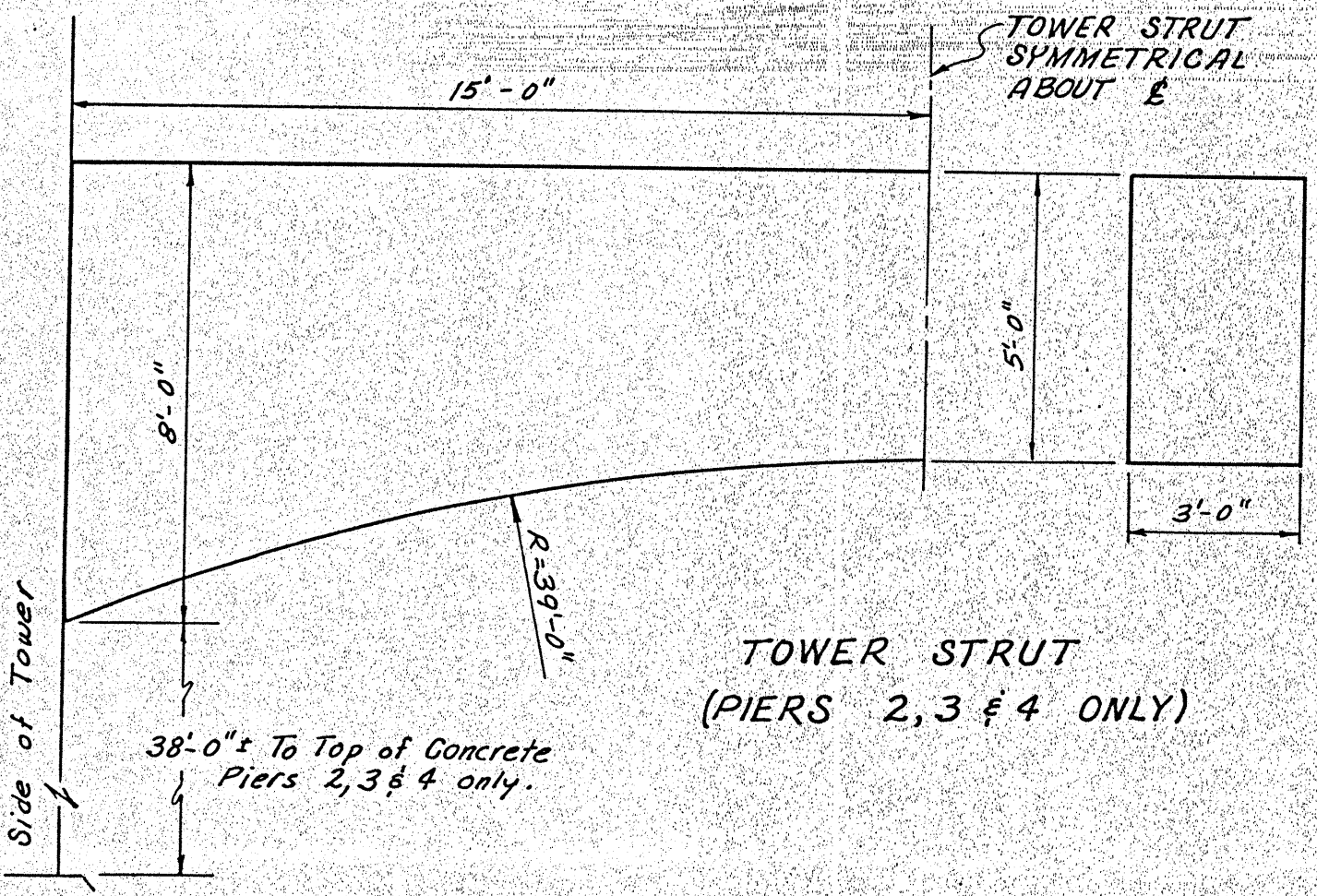
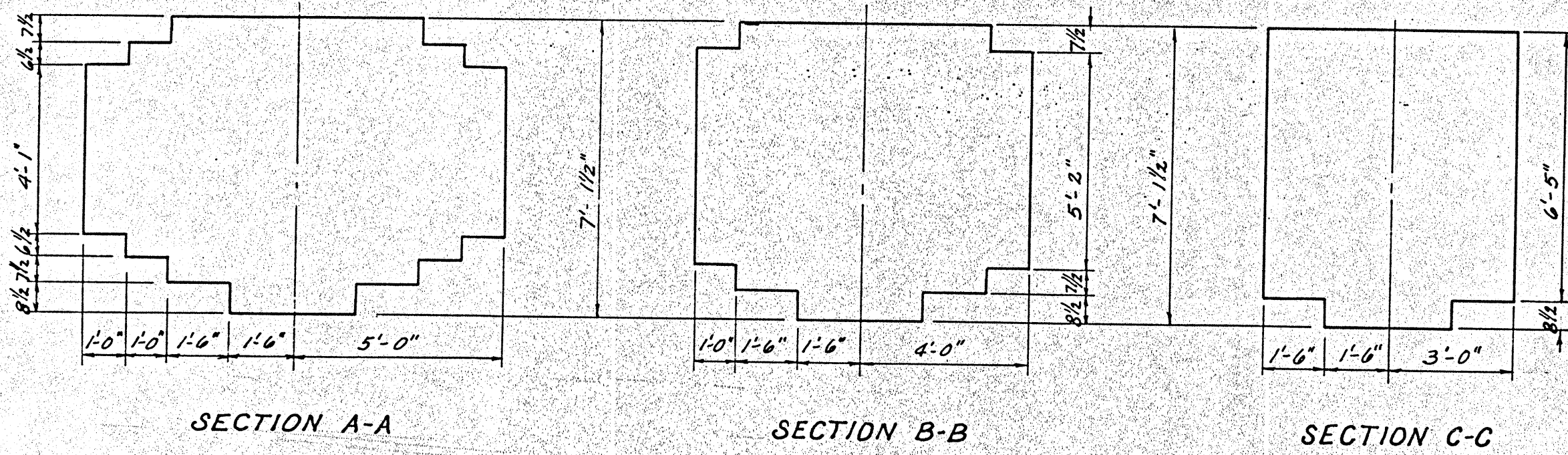
NOTE:
HATCHES IN SIDEWALK SHALL
BE PAINTED AND HATCH
COVERS LEFT IN WORKING
CONDITION. CONCRETE
SIDEWALK IS TO BE
PROTECTED FROM PAINT.

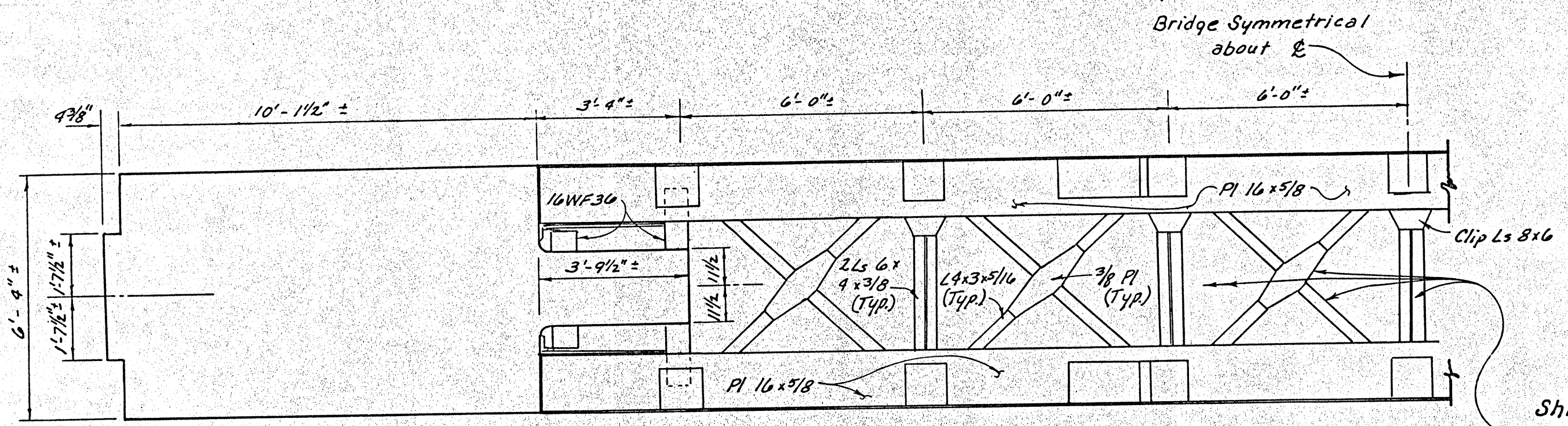
PIER TOWERS 1 thru 5

CUYAHOGA COUNTY
 CUY-10-8.69



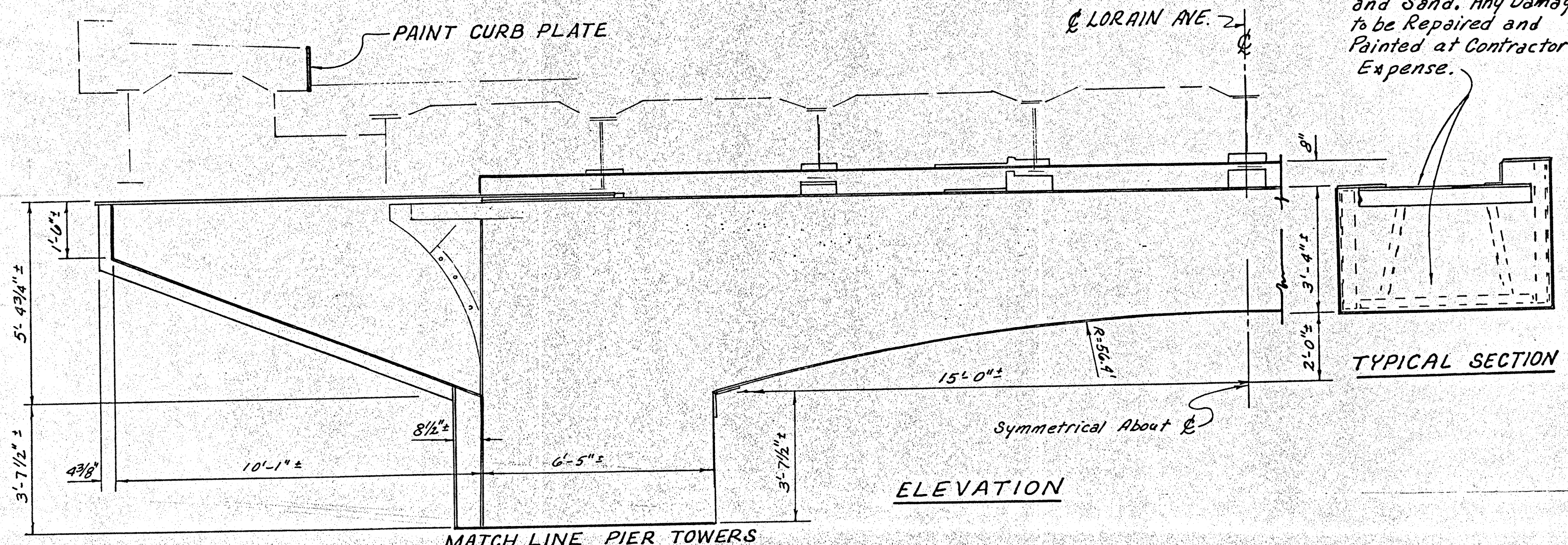
NOTE: DO NOT PAINT INSIDE SURFACES OF TOWERS. ANY SANDBLAST SAND ENTERING TOWERS OR TOWER GIRDERS DUE TO CONTRACTOR'S OPERATIONS SHALL BE REMOVED AT THE CONTRACTOR'S EXPENSE.





PLAN

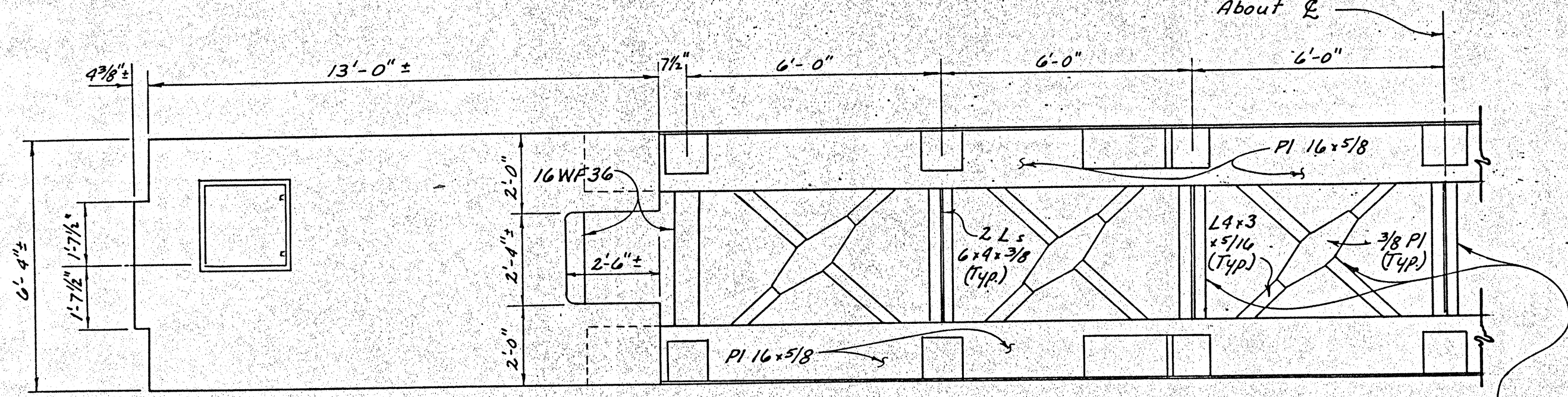
NOTE:
 Shield Upper Bracing and Inside of Tower Girder From Sandblast and Sand. Any Damage is to be Repaired and Painted at Contractor's Expense.



ELEVATION

TYPICAL SECTION

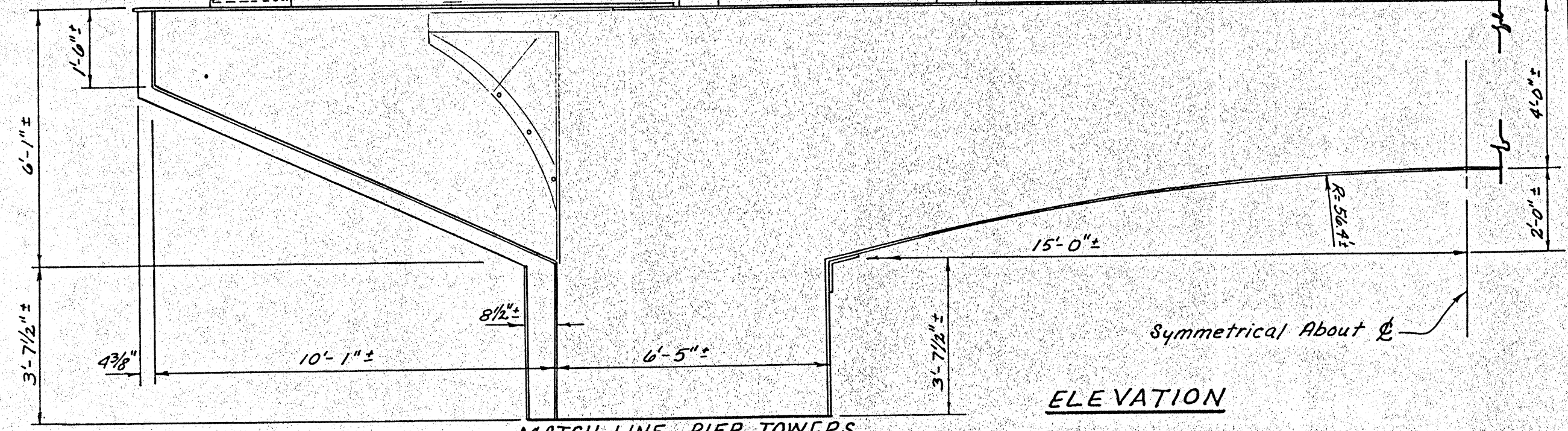
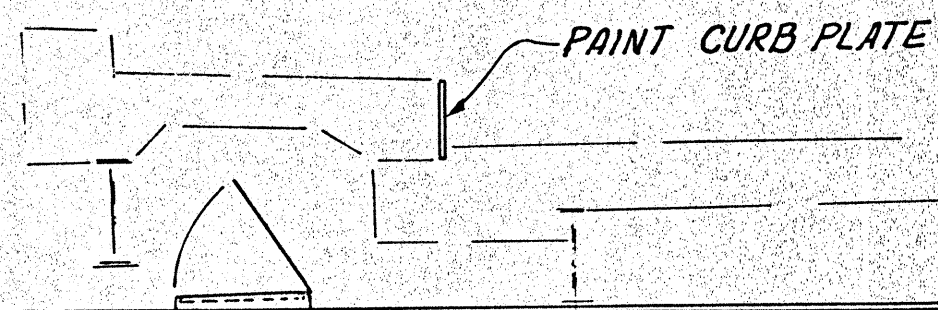
Bridge Symmetrical
 About \mathcal{L}



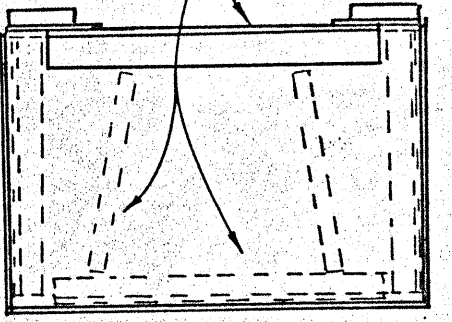
PLAN

NOTE:
 Shield Upper Bracing
 and Inside of Tower
 Girder From Sandblast
 and Sand. Any Damage is
 to be Repaired and
 Painted at Contractor's
 Expense.

\mathcal{L} LORAIN RD.



ELEVATION

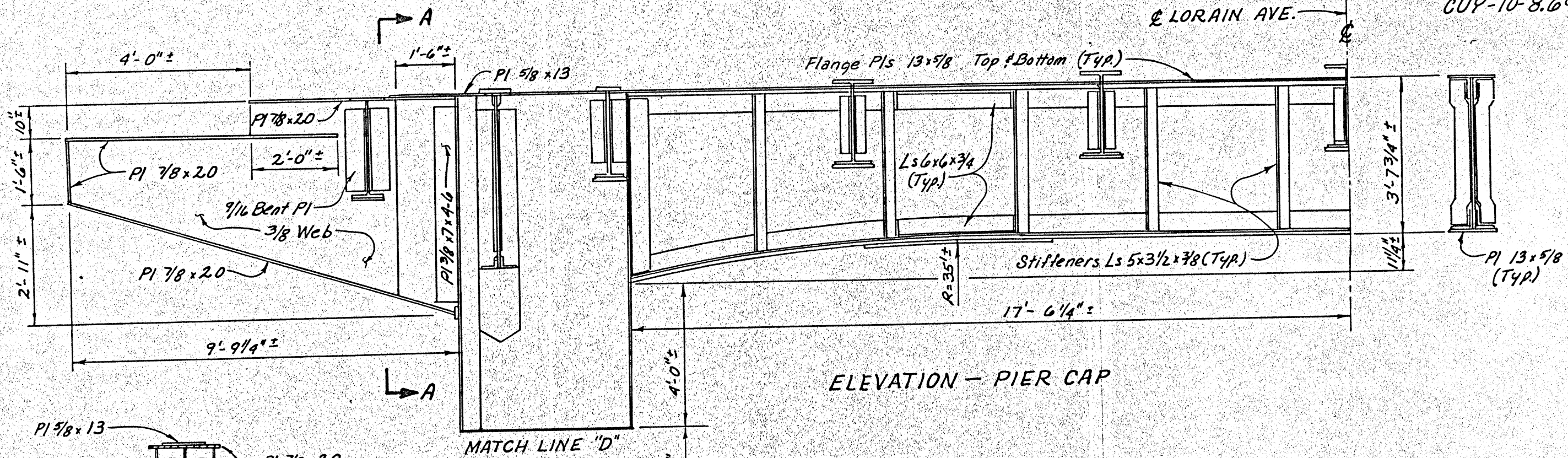


TYPICAL SECTION

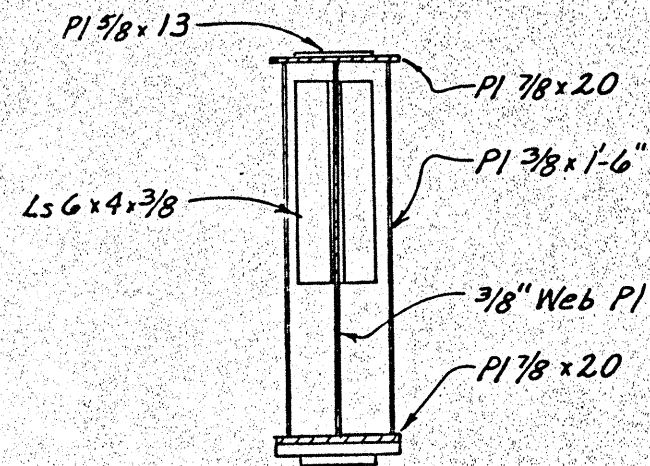
MATCH LINE PIER TOWERS

Symmetrical About \mathcal{L}

SYMMETRICAL ABOUT ϵ
 ϵ LORAIN AVE.

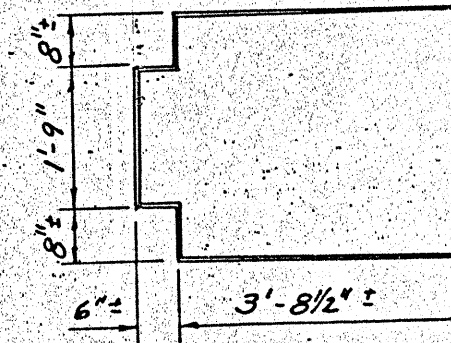


ELEVATION - PIER CAP



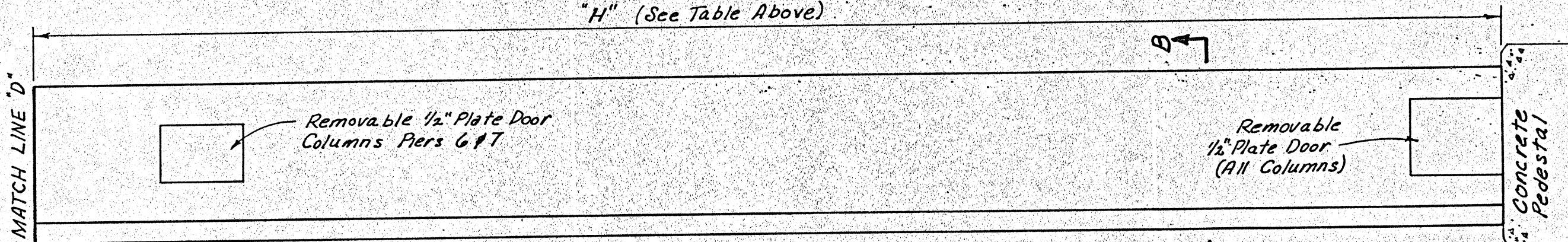
SECTION A-A
 (Cantilever)

	Column Lengths "H"	
	South of ϵ	North of ϵ
PIER 6	51'-2 1/2"	45'-2 1/2"
PIER 7	39'-2 1/2"	39'-2 1/2"
PIER 8	12'-2 1/2"	12'-2 1/2"

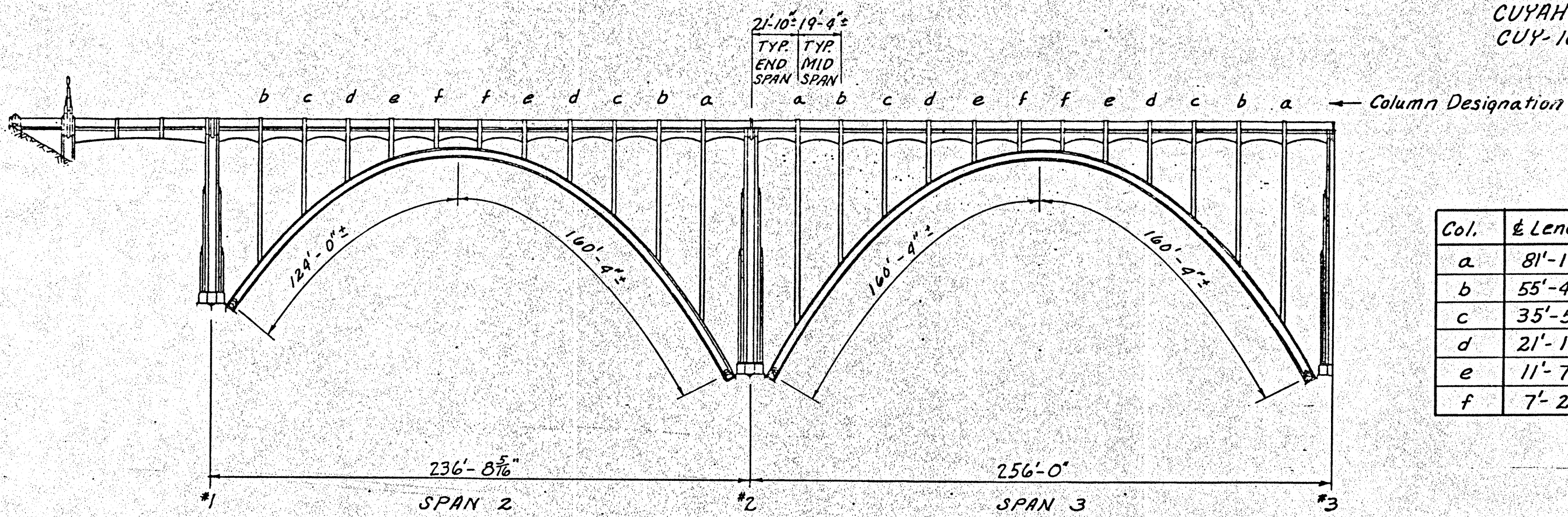


SECTION B-B
 (Column)

"H" (See Table Above)



ELEVATION - COLUMN

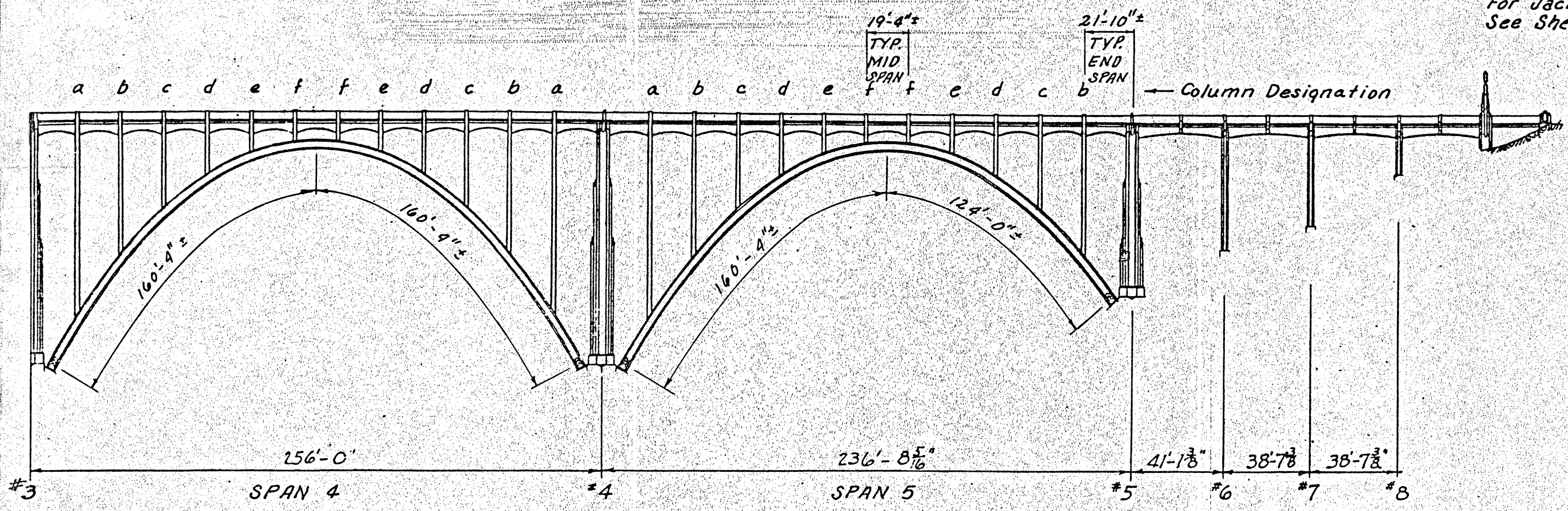


Col.	± Length
a	81'-1" ±
b	55'-4" ±
c	35'-5" ±
d	21'-1" ±
e	11'-7" ±
f	7'-2" ±

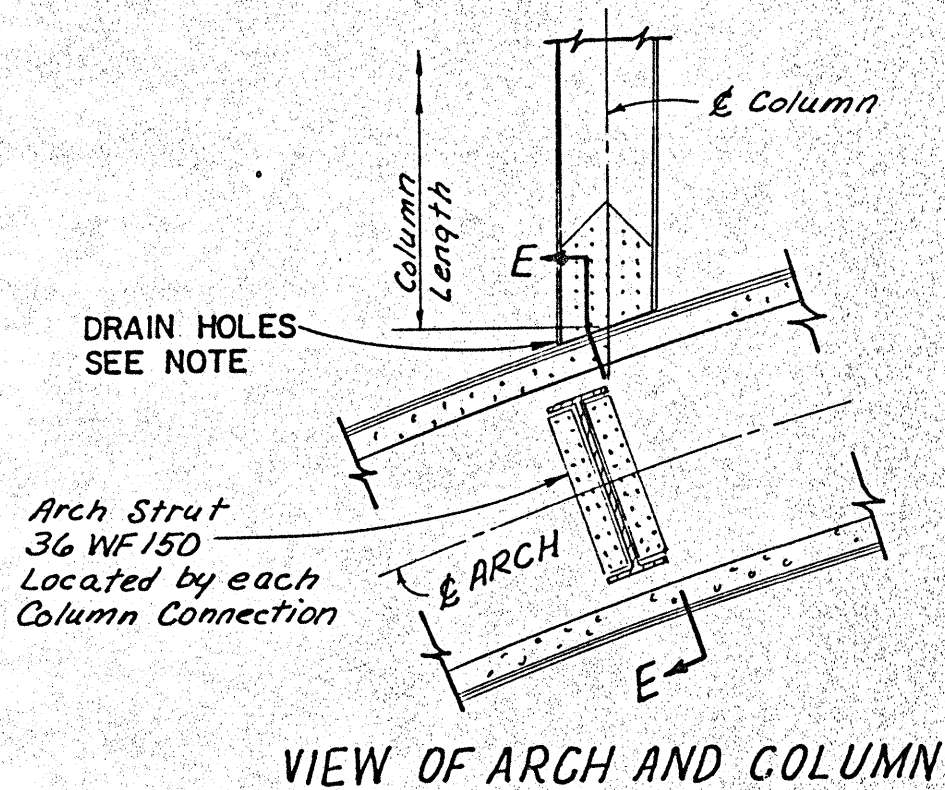
For Arch and Column Details
 See Sheet 14

For Typical Floorbeam
 See Sheet 15

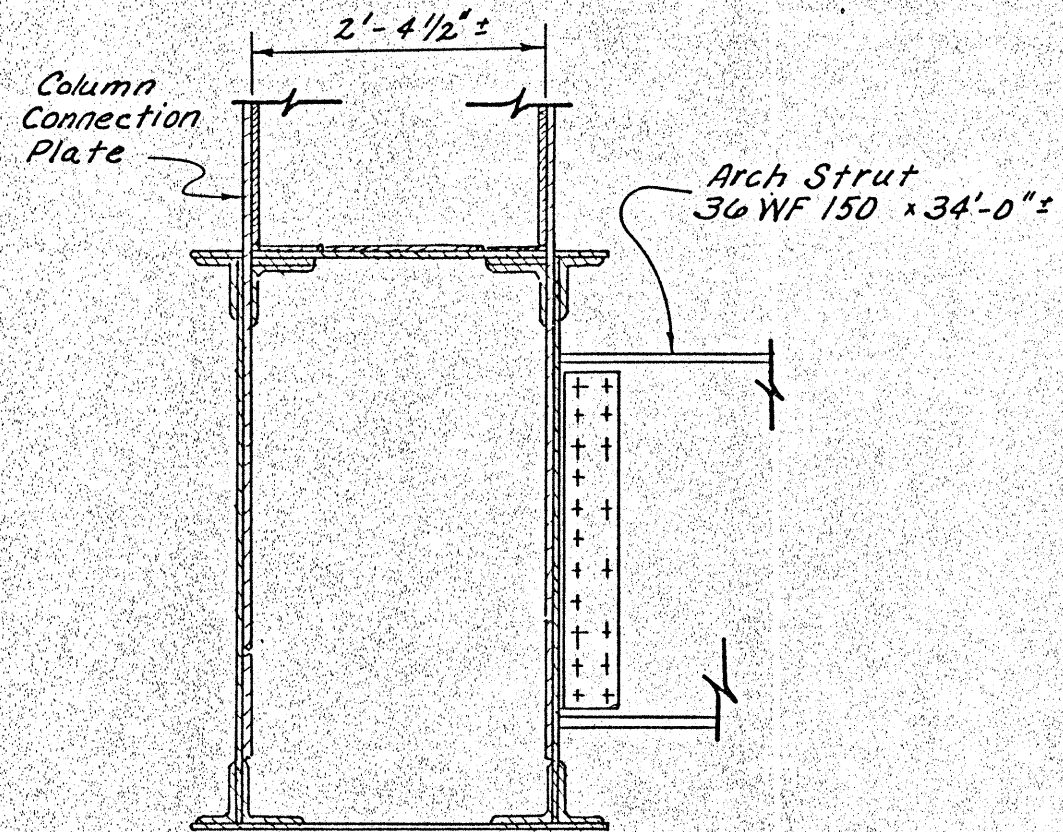
For Jack Arches
 See Sheet 16



ARCH & COLUMN PLAN

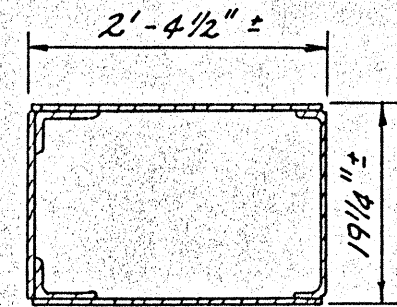


VIEW OF ARCH AND COLUMN



VIEW E-E

Showing Arch Section, Column and Arch Strut

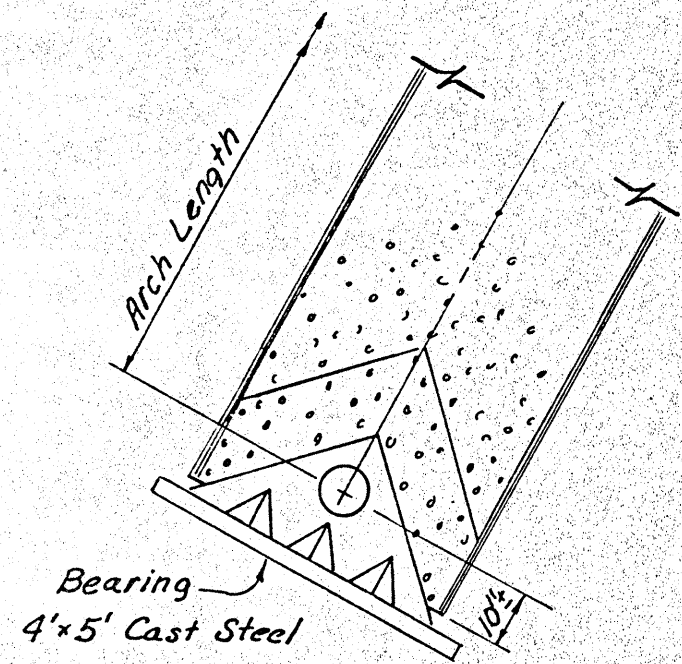


ARCH COLUMN TYPICAL SECTION

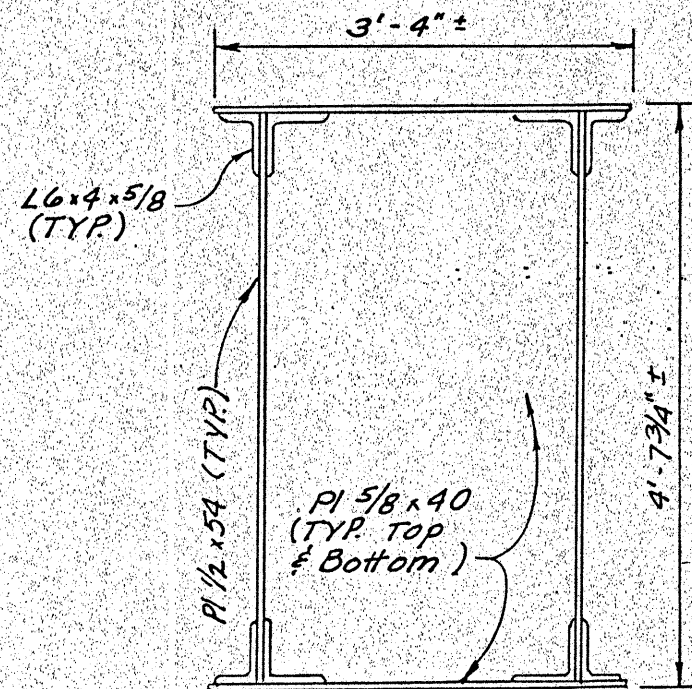
NOTE:
 INNER FACES OF ARCH COLUMNS "a" THRU "d" ARE MADE OF OPEN BATTEN PLATES AND THE INSIDE SURFACES OF THESE COLUMNS ARE TO BE PAINTED.

COLUMN DRAIN HOLES AT JOINT OF ARCH AND COLUMN ARE TO BE CLEANED, PAINTED AND LEFT OPEN.

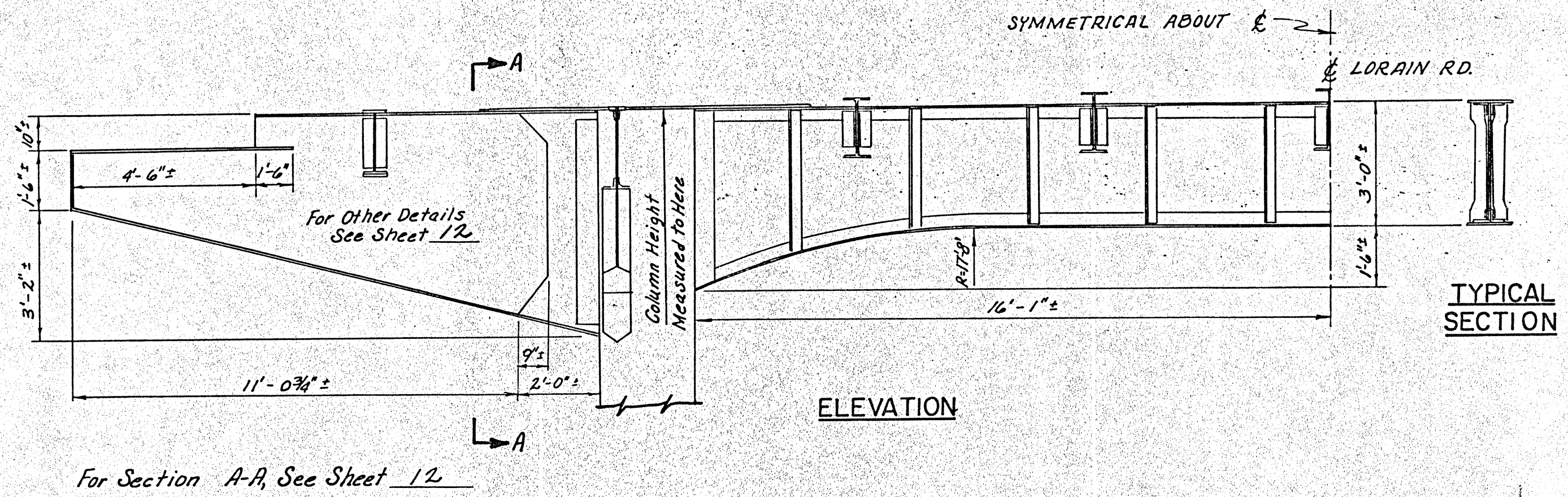
DO NOT PAINT INSIDE SURFACES OF ARCHES



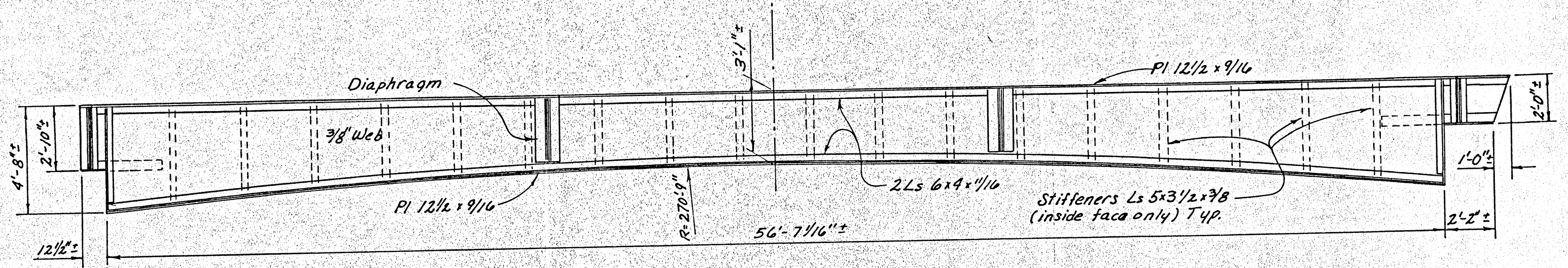
ARCH-BEARING



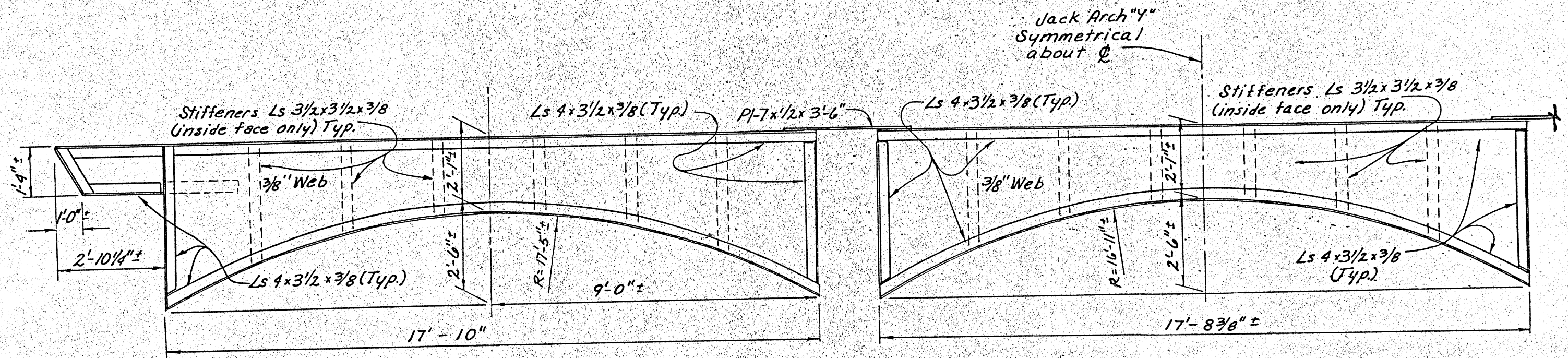
ARCH-TYPICAL SECTION



TYPICAL ARCH COLUMN FLOORBEAM



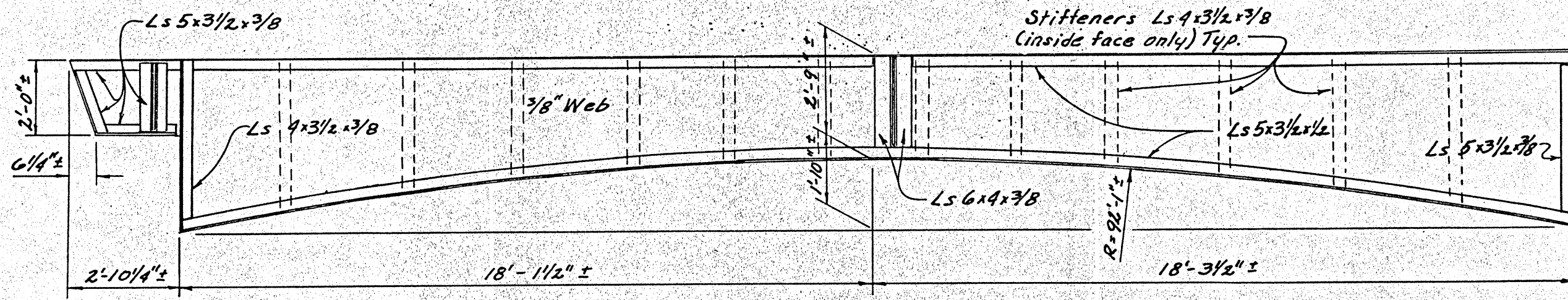
GIRDER "W"



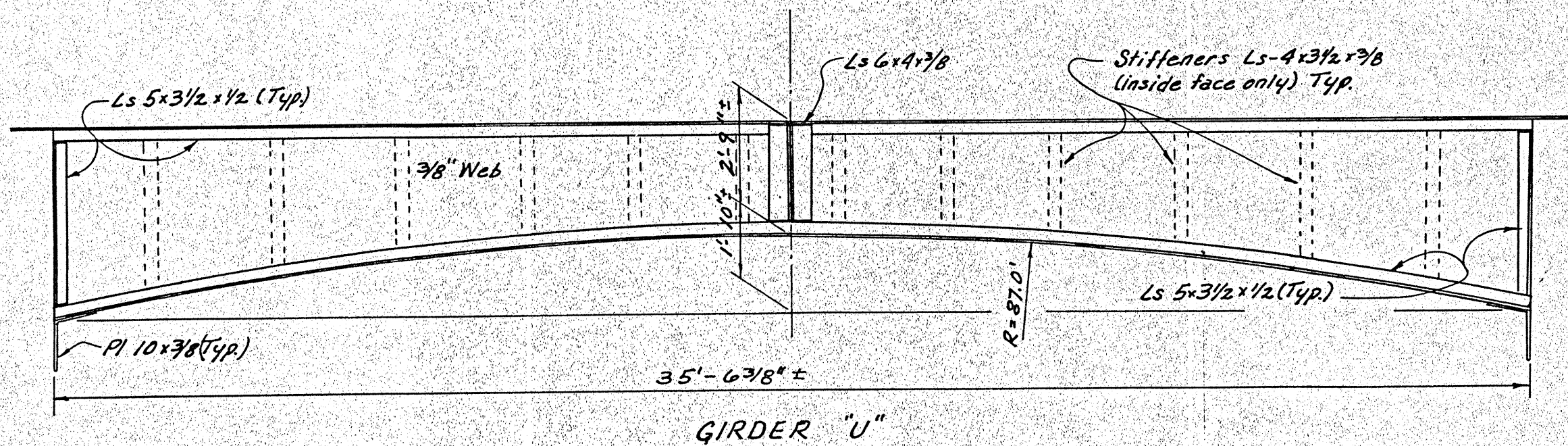
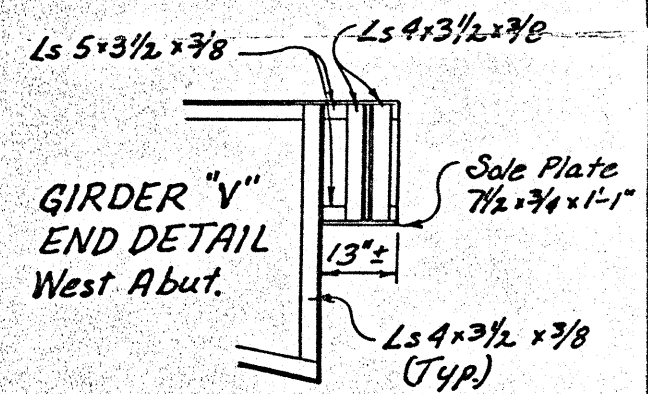
JACK ARCH "X"

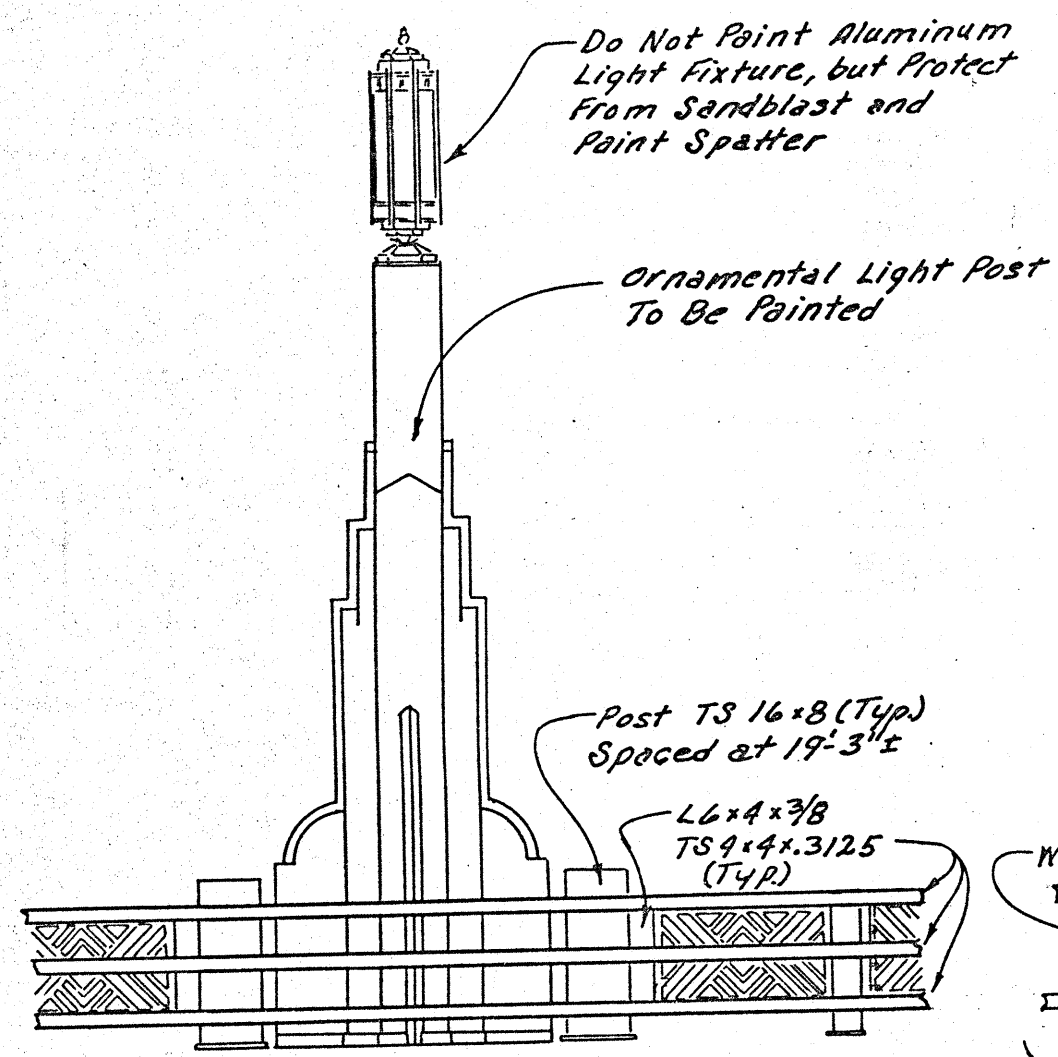
JACK ARCH "Y"

GIRDERS "W, X & Y"

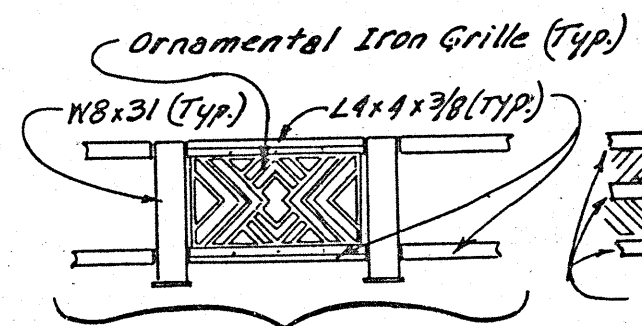


GIRDER "T"
 GIRDER "V" SIMILAR
 Except for End Detail

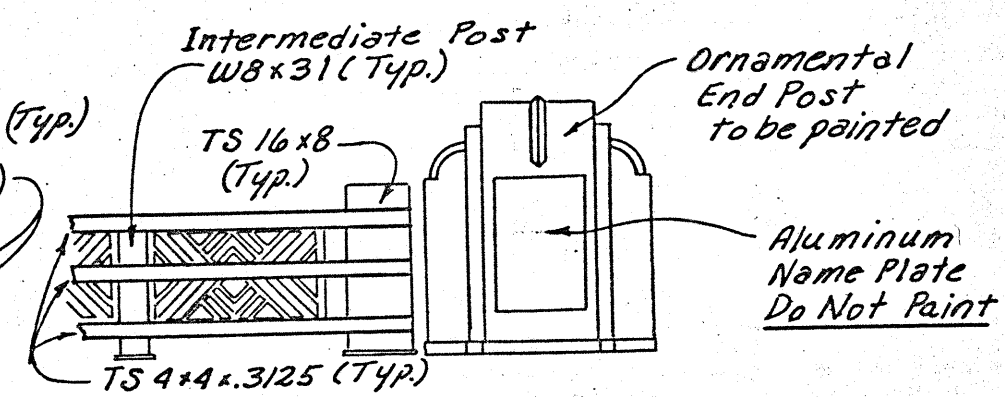




ORNAMENTAL LIGHT POST

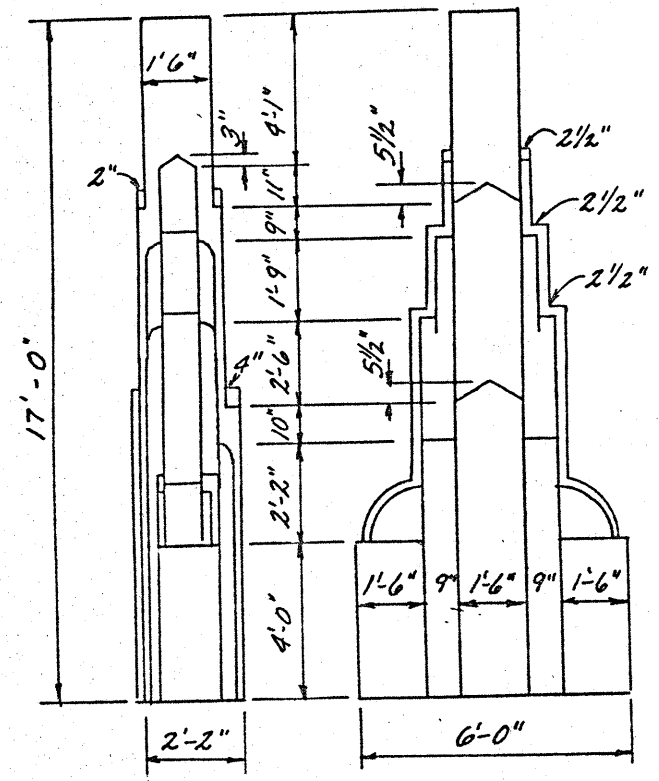


VIEW OF RAIL WITH
 TS 4x4 OMITTED

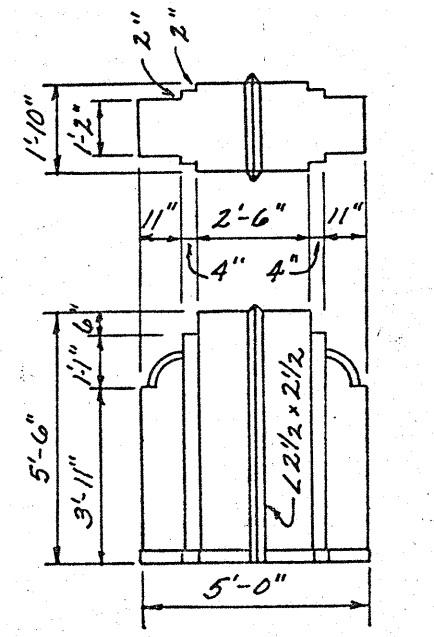


RAILING and END POST

NOTE:
 PAINT ORNAMENTAL LIGHT POSTS AND
 END POSTS ONLY. DO NOT PAINT RAILINGS.



ORNAMENTAL
 LIGHT POST
 OUTSIDE FACE



END POST
 OUTSIDE FACE

AWARD PLAQUE AND ALUMINUM NAME
 PLATES SHALL BE MASKED AND PROTECTED
 FROM SANDBLAST AND PAINT.

TRAFFIC CONTROL NOTES

CUYAHOGA COUNTY
CUY-10-869

19
20

ITEM 614 - MAINTAINING TRAFFIC

GENERALLY THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS AS TO MAKE THE PROPOSED REPAIR WITH A MINIMUM OF HAZARD, DELAY AND INCONVENIENCE TO THE MOTORIST USING THE HIGHWAY AFFECTED BY THE WORK DONE UNDER THIS CONTRACT. FURTHERMORE, IN ADDITION TO THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE FOLLOWING SPECIFIC PROVISIONS ARE MANDATORY.

I. 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 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 3 DAYS PRIOR TO THE IMPLEMENTATION OF ANY SUCH CLOSURES.

II. RESTRICTIONS

ALL THROUGH TRAFFIC LANES SHALL BE KEPT OPEN AT ALL TIMES EXCEPT AS NOTED HEREIN.

DURING THE HOURS OF 7:00 A.M. TO 9:00 A.M. ALL EASTBOUND SR-10, LORAIN RD., LANES SHALL BE KEPT OPEN, AND DURING THE HOURS OF 4:00 P.M. TO 6:00 P.M. ALL WESTBOUND SR-10, LORAIN RD. LANES SHALL BE KEPT OPEN.

AT LEAST ONE THROUGH LANE IN EACH DIRECTION ON SR-10, LORAIN RD., SHALL BE MAINTAINED DURING LANE CLOSURE OPERATIONS.

NIGHTTIME WORK SHALL BE PROHIBITED FOR ALL PORTIONS OF THIS PROJECT.

III. MAINTENANCE OF TRAFFIC SYSTEMS.

A. MINIMUM PROVISIONS:

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 BY THE CONTRACTOR AS REQUIRED BY THESE PLANS AND SPECIFICATIONS AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, HEREINAFTER REFERRED TO AS THE "MANUAL".

THE TRAFFIC CONTROL SYSTEMS IN THE "MANUAL" AND THESE PLANS CONSTITUTE THE MINIMUM PROVISIONS FOR MAINTAINING TRAFFIC. WHENEVER THE ENGINEER DEEMS ADDITIONAL OR ALTERNATIVE DEVICES NECESSARY, HE MAY DIRECT THAT THEY BE USED.

B. CONDITIONS:

DURING ALL PARTS OF THIS PROJECT, SIGNING, BARRICADES, FLASHING ARROWS, ETC. SHALL BE LOCATED AS INDICATED ON SHEET NO. 20.

MAINTENANCE OF BOTH PEDESTRIAN AND VEHICULAR TRAFFIC BELOW THE BRIDGE SHALL BE COORDINATED WITH, AND APPROVED BY THE CLEVELAND METROPARKS SYSTEM.

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

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

IV. MAINTENANCE OF TRAFFIC MATERIAL

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

B. SIGN SUPPORTS: SIGNS SUPPORTS SHALL BE OF SUFFICIENT SIZE AND HEIGHT AS TO SUPPORT THE SIGNS AT THE HEIGHT INDICATED IN THE "MANUAL" ON PLATE C-1, SUPPORTS SHALL ALSO BE ADEQUATE IN MASS AND STABILITY TO PREVENT THE SIGNS FROM BEING BLOWN OVER BY WIND OR VEHICULAR GENERATED AIR TURBULENCE.

C. CONES: STANDARD RUBBER OR PLASTIC CONES SHALL BE USED. CONES SHALL BE AT LEAST 36" HIGH AND SHALL BE PREDOMINATELY ORANGE IN COLOR. ALL CONES SHALL HAVE WEIGHTED BASES.

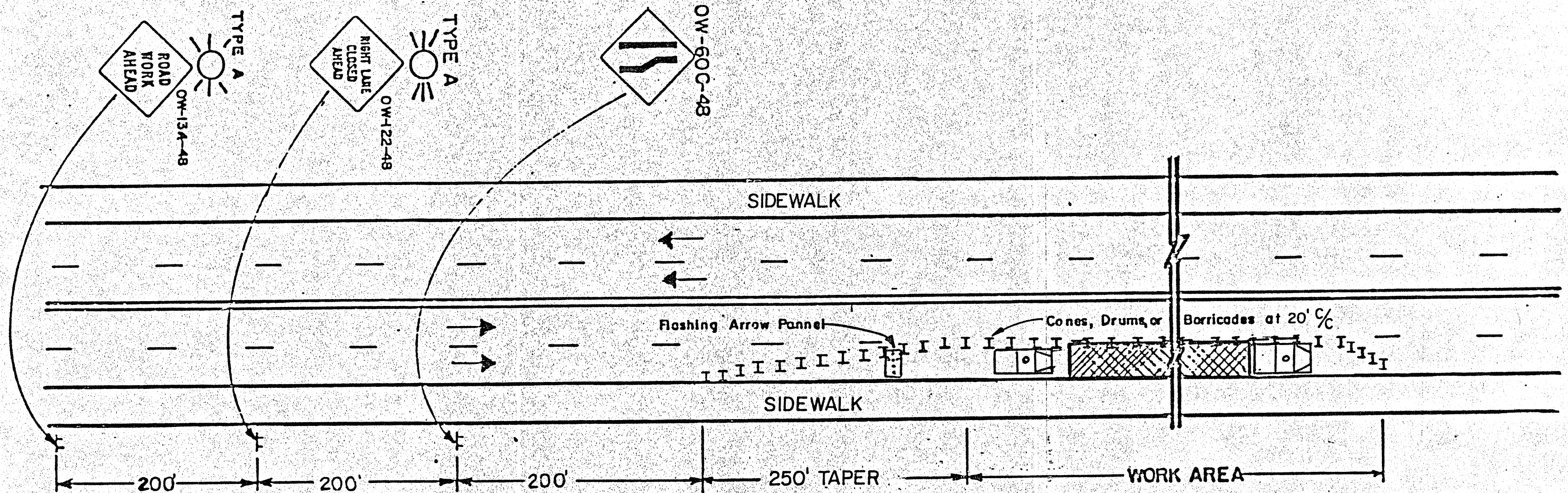
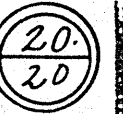
D. FLASHING ARROW REQUIREMENT: WHENEVER ANY PART OF THE TRAVELED SURFACE IS CLOSED, THE MOTORIST SHALL BE WARNED AND DIRECTED BY THE CONTRACTOR THROUGH THE USE OF ONE FLASHING ARROW FOR EACH LANE CLOSED IN ADDITION TO THOSE PROVISIONS SET FORTH IN THE "MANUAL".

THE ELECTRIC FLASHING ARROW SHALL BE OF TYPE A, AS SHOWN ON STANDARD CONSTRUCTION DRAWING TC-35-10. PAYMENT FOR THIS SHALL BE INCLUDED UNDER ITEM 614-MAINTAINING TRAFFIC.

V. 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.

TRAFFIC CONTROL PLAN

CUYAHOGA COUNTY
CUY-10-8.69



OHIO DEPARTMENT OF TRANSPORTATION
CLOSING RIGHT LANE
OF A MULTILANE
UNDIVIDED HIGHWAY
MODIFIED

DATE
2/82