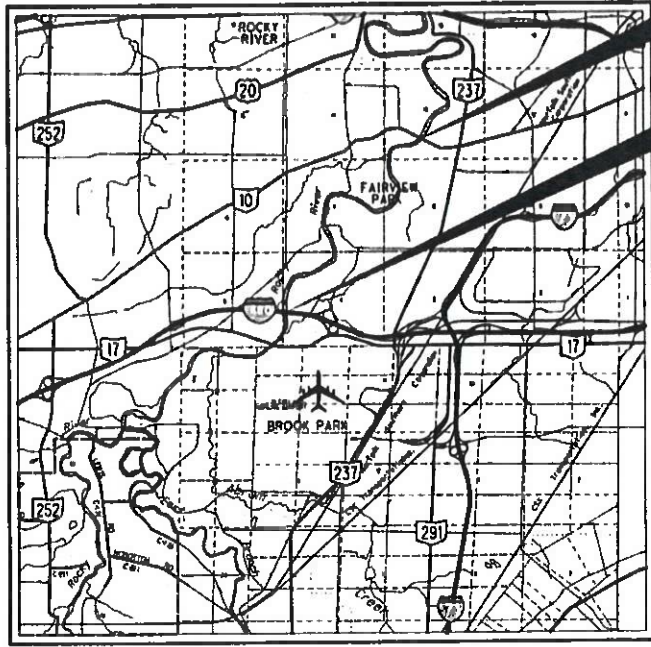
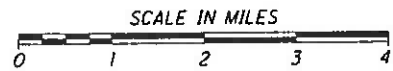


CUY - 480 - 6.47/VAR
 200082 PID - 22131
 Dist 12 2/13/2020



LOCATION MAP

LATITUDE: 41°26'20" LONGITUDE: 81°50'20"



PORTION TO BE IMPROVED.....	=====
INTERSTATE HIGHWAY.....	=====
FEDERAL ROUTES.....	=====
STATE ROUTES.....	=====
COUNTY & TOWNSHIP ROADS.....	=====
OTHER ROADS.....	=====

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION
CUY-480-6.47 / VAR
PAINT
 CITY OF CLEVELAND
 CITY OF FAIRVIEW PARK
 CUYAHOGA COUNTY

INDEX OF SHEETS:

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STRUCTURES OVER 20' SPAN:	
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CUY-10-0869	16-22

PROJECT DESCRIPTION

PAINT THE STRUCTURAL STEEL OF THE I.R. 480 BRIDGE OVER THE ROCKY RIVER AND THE LORAIN AVE (S.R. 10) BRIDGE OVER THE ROCKY RIVER.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	N/A
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	N/A
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (MAINTENANCE PROJECT)

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES 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 THE PLANS AND ESTIMATES.

DESIGN EXCEPTIONS

NONE

UNDERGROUND UTILITIES

Contact Two Working Days Before You Dig



OHIO811, 8-1-1, or 1-800-362-2764 (Non-members must be called directly)

PLAN PREPARED BY:
CARPENTER MARTY transportation
 6612 SINGLETREE DRIVE COLUMBUS, OH 43229
 614.858.2224 WWW.CMTRV.COM

ENGINEERS SEAL:
 FOR STRUCTURES OVER 20' SPAN

SIGNED: *Gregory D. Johnson*
 DATE: 11/14/2019

ENGINEERS SEAL:
 FOR ENTIRE PLAN EXCEPT STRUCTURES OVER 20' SPAN

SIGNED: *Tony W. Grieshop*
 DATE: 11/14/2019

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
RM-4.2	10/24/19			800-2019 10/18/19	METROPARKS
MT-95.30	7/19/19			821 4/20/12	ACCESS PERMIT
MT-95.31	7/19/19			832 10/19/18	02/24/2020
MT-95.45	4/19/19			921 4/20/12	
MT-95.50	7/21/17				EXISTING PAINT SURVEY 10/04/19
MT-97.10	4/19/19				
MT-101.70	7/20/18				
MT-101.75	7/15/16				
MT-102.10	1/18/19				
MT-105.10	7/19/13				
MT-110.10	7/19/13				
TC-41.20	10/18/13				
TC-52.10	10/18/13				
TC-52.20	7/20/18				

APPROVED: *[Signature]*
 DATE 11/14/19 DISTRICT DEPUTY DIRECTOR

APPROVED: *[Signature]*
 DATE 11/27/19 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. NON-FEDERAL
 PID NO. 22131
 CONSTRUCTION PROJECT NO.
 RAILROAD INVOLVEMENT NONE
 CUY-480-6.47 / VAR PAINT
 1/22

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Contract Proposal Available @
 www.contracts.dot.state.oh.us/home

PROJECT DESCRIPTION

PAINT THE STRUCTURAL STEEL OF THE I.R. 480 BRIDGE OVER THE ROCKY RIVER AND THE LORAIN AVE (S.R. 10) BRIDGE OVER THE ROCKY RIVER.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO SECTIONS 102.05, 105.02, AND 513.04 OF THE 2019 CONSTRUCTION AND MATERIAL SPECIFICATIONS.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PRE-BID EXAMINATION OF THE EXISTING STRUCTURES BY THE CONTRACTOR.

THE EXISTING STRUCTURE PLANS MAY BE REVIEWED AT THE: OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 12 OFFICE 5500 TRANSPORTATION BOULEVARD GARFIELD HEIGHTS, OH 44125

OR

HTTP://WWW.DOT.STATE.OH.US/DIVISIONS/CONTRACTADMIN/CONTRACTS/PAGES/DESIGNFILES.ASPX

LIMITS OF OPERATIONS

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

- 1. MAINTENANCE OF TRAFFIC RESTRICTIONS (REFER TO THE MAINTENANCE OF TRAFFIC SHEETS IN THIS PLAN).

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR SHALL COOPERATE AND COORDINATE HER/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 2019 CONSTRUCTION AND MATERIAL SPECIFICATIONS IS INTENDED. IR 480 RESURFACING PROJECTS, CUY-480-0.00 AND CUY-480-6.78, ARE SCHEDULED TO BE UNDER CONSTRUCTION WITHIN THE LIMITS OF CONSTRUCTION AT CUY-480-0647. ALSO A SLOPE REPAIR PROJECT, CUY-90-07.58/VAR SLOPE, IS SCHEDULED TO BE UNDER CONSTRUCTION UNDER BOTH CUY-480-0647 AND CUY-10-0869.

EQUIPMENT AND MATERIAL STORAGE

IN ORDER TO PROVIDE FOR THE SAFETY OF THE TRAVELING PUBLIC THE CONTRACTOR'S ATTENTION IS DIRECTED TO C&MS 614.035. IN ADDITION, THE FOLLOWING PROVISIONS SHALL APPLY:

- ANY REMOVED ITEMS SHALL NOT BE STORED ON THE RIGHT OF WAY FOR MORE THAN THIRTY DAYS.
- ALL DISTURBED AREAS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT NO EXPENSE TO THE STATE.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS LISTED BELOW:

CUY-480-0647: 9:00 PM AND 7:00 AM MONDAY THRU SUNDAY AND ALL-DAY HOLIDAYS

CUY-10-0869: 7:00 PM AND 8:00 AM MONDAY THRU SATURDAY, ALL-DAY SUNDAYS, AND ALL-DAY HOLIDAYS

IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

IF ANY UTILITIES ARE DAMAGED DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AND THE APPROPRIATE UTILITY OWNER(S).

STAGING AREA ON/WITHIN STATE RIGHT-OF-WAY

THERE ARE NO SPECIFIC AREAS GIVEN IN THE PLANS FOR THE CONTRACTOR TO USE AS STAGING AREA(S). IF THE CONTRACTOR WANTS TO USE AN AREA(S) FOR STAGING, REGARDLESS IF IT FALLS WITHIN THE PROJECT LIMITS OR NOT, THE CONTRACTOR IS TO CONTACT MELVIN STAFFORD AT 216-584-2137 AT DISTRICT 12 IN ORDER TO APPLY FOR A PERMIT PER SECTION 107.02 OF THE C&MS. IF A PERMIT IS GRANTED, ALL CONDITIONS OF THE PERMIT SHALL BE MET IN ADDITION TO THE REQUIREMENTS OF 104.04 OF THE C&MS, AT NO COST TO THE STATE. IF THE PROJECT ENGINEER DEEMS THAT ALL THE CONDITIONS OF THE PERMIT WERE NOT MET, THEN 10% OF THE CONTRACT BID AMOUNT FOR MOBILIZATION SHALL BE WITHHELD UNTIL ALL CONDITIONS OF THE PERMIT ARE SATISFIED.

CLEARING AND GRUBBING, AS PER PLAN

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING. THIS ITEM SHALL INCLUDE TRIMMING BACK ALL TREE BRANCHES AND BRUSH WHICH ARE WITHIN 10'-0" OF ANY LOCATION TO HAVE A PAINTED OR SEALED SURFACE. ANY COMPLETE TREE REMOVALS REQUIRED FOR CONSTRUCTION ACCESS ARE TO BE APPROVED BY THE ENGINEER.

COORDINATION WITH CLEVELAND METROPARKS

ODOT HAS OBTAINED A CONSTRUCTION ACCESS PERMIT FROM CLEVELAND METROPARKS FOR WORK WITHIN CLEVELAND METROPARKS PROPERTY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FULL COMPLIANCE WITH THE CONSTRUCTION ACCESS PERMIT AS PROVIDED IN THE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL RESTORE THE PARK PROPERTY TO A CONDITION AT LEAST AS GOOD AS EXISTED PRIOR TO THE PROJECT AT NO ADDITIONAL COST TO THE STATE.

THE CONTRACTOR SHALL PROVIDE CLEVELAND METROPARKS WITH AN OPPORTUNITY TO INSPECT THE PARK PROPERTY PRIOR TO COMPLETION OF CONSTRUCTION.

THE CONTRACTOR SHALL COORDINATE THE PROJECT SCHEDULE WITH CLEVELAND METROPARKS.

CLEVELAND METROPARKS
4101 FULTON PARKWAY
CLEVELAND, OH 44144
ATTN: SEAN MCDERMOTT
PHONE: 216-635-3258

RESTORATION AND CLEAN UP

RESTORE ALL DISTURBED AREAS TO A CONDITION EQUAL TO THAT EXISTING THE WORK WAS STARTED PER C&MS 104.04.

REMOVE ANY BROKEN GLASSWARE FOUND BY CREWS IN THE WORK AREA. DISPOSE OF ANY BROKEN GLASS IN REGULAR RUBBISH DISPOSAL UNITS. DISPOSE OF ALL REMOVED MATERIALS OFF OF THE RIGHT OF WAY AND PARK PROPERTY. PAYMENT FOR RESTORATION WORK IS INCLUDED IN THE UNIT PRICE BID FOR THE VARIOUS ITEMS.

DURING CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN VALLEY PARKWAY IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. AT THE COMPLETION OF CONSTRUCTION, VALLEY PARKWAY SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR CONSTRUCTION ACCESS AT NO ADDITIONAL COST TO THE STATE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

INTERIM COMPLETION DATE

ALL ABOVE DECK WORK ITEMS ON CUY-10-0869 SHALL BE COMPLETE BY NOVEMBER 15, 2020. ABOVE DECK WORK ITEMS INCLUDE BRIDGE RAILING REPAIR, SEALING OF CONCRETE (SIDEWALK, CURB AND DECK FASCIA), AND ALL ABOVE DECK PAINTING AS DESCRIBED IN THE PLANS. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ACCESSED IN THE AMOUNT OF \$4,000 PER CALENDAR DAY BEGINNING NOVEMBER 16, 2020.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

ENVIRONMENTAL COMMITMENTS

TO MINIMIZE IMPACTS TO THE KIRTLAND'S WARBLER DURING MIGRATION, TREES AND BRUSH LOCATED WITHIN 3-MILES OF LAKE ERIE SHORELINE WILL NOT BE REMOVED BETWEEN APRIL 22ND AND JUNE 1ST OR BETWEEN AUGUST 15TH AND OCTOBER 15TH. IF THIS SPECIES IS ENCOUNTERED WITHIN THE CONSTRUCTION LIMITS DURING CONSTRUCTION OPERATIONS, ALL CONSTRUCTION OPERATIONS WILL CEASE AND THE USFWS COLUMBUS FIELD OFFICE BE NOTIFIED IMMEDIATELY (614-416-8993). ACTIVITY WILL NOT RESUME UNTIL COORDINATION WITH USFWS HAS BEEN CONCLUDED.

THE CONTRACTOR SHALL ENSURE ACCESS TO ROCKY RIVER RESERVATION TO BE MAINTAINED AT ALL TIMES, EXCEPT FOR THE TIME NEEDED TO TEMPORARILY OCCUPY THE PROPERTY.

THE CONTRACTOR SHALL ENSURE APPROPRIATE SIGNAGE TO BE INSTALLED TO ALERT USERS OF ROCKY RIVER RESERVATION OF CONSTRUCTION ACTIVITIES, ACCESS RESTRICTIONS OR CLOSURES, AND TO DIRECT USERS TO SECONDARY ACCESS POINTS.

THE CONTRACTOR SHALL ENSURE THE STAGING AND/OR STORAGE OF CONSTRUCTION EQUIPMENT OR MATERIALS TO NOT TAKE PLACE OUTSIDE PROPOSED CONSTRUCTION LIMITS THAT ARE WITHIN THE DEFINED BOUNDARIES OF THE 4(F) PROPERTY.

THE CONTRACTOR SHALL CLOSELY COORDINATE THE CONSTRUCTION SCHEDULE WITH ODOT AND CLEVELAND METROPARKS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

THE CONTRACTOR SHALL ENSURE TEMPORARY CONSTRUCTION FENCING TO BE INSTALLED ALONG PROPOSED CONSTRUCTION LIMITS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES TO PROTECT THE 4(F) PROPERTY AND THE PUBLIC.

THE FENCE SHALL BE BRIGHT ORANGE PLASTIC NYLON CONSTRUCTION FENCE SECURELY FASTENED TO WOOD STIFFENER STAKES AT NO MORE THAN 6 FOOT SPACING. THE CONSTRUCTION FENCE SHALL BE NOMINALLY 4 FEET HIGH AT THE TOP EDGE AND SHALL NOT SAG BELOW 36 INCHES (12 INCH SAG). THE CONTRACTOR SHALL MAINTAIN OR REPLACE DAMAGED FENCE, AS DIRECTED BY THE ENGINEER, FOR THE DURATION OF WORK AT NO ADDITIONAL COST TO THE STATE. REMOVE THE TEMPORARY CONSTRUCTION FENCE UPON THE COMPLETION OF WORK. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER AND CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE NOTED WORK:

ITEM 607 - FENCE, MISC.: CONSTRUCTION FENCE 3000 FT

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GENERAL NOTES

CUY-480-6.47 / VAR
PAINT

BRIDGE NO. CUY-480-0647

ITEM 514 - FIELD PAINTING OF EXISTING STEEL

THE CONTRACTOR SHALL NOT OVERSPRAY ONTO THE CONCRETE SUPERSTRUCTURE COMPONENTS, DECK PARAPETS, AND CONCRETE SUBSTRUCTURE COMPONENTS (E.G. BACKWALLS, ABUTMENTS, AND PIERS). PAINTING SHALL BE CONFINED TO THE STRUCTURAL STEEL COMPONENTS, UTILITY SUPPORTS. DRAINAGE SYSTEM DOWNSPOUTS SHALL BE PAINTED FROM DECK BOTTOM TO TOP OF PIER CAP, ALONG WITH SCUPPERS.

UTILITY CONDUITS SHALL NOT BE PAINTED. STEEL UTILITY SUPPORTS, DRAINAGE SCUPPERS, ROCKERS, BOLSTERS, AND THE INSPECTION HANDRAILS SHALL BE PAINTED.

THE CONTRACTOR SHALL NOT BLAST OR PAINT THE INSPECTION CABLES. INSPECTION CABLES SHALL BE PROTECTED OR COVERED FROM SURFACE PREPARATION AND PAINT OVERSPRAY.

THE COLOR OF THE FINISH COAT SHALL BE FEDERAL COLOR #595B-34128 (GREEN, GLOSS).

SUBMIT WORKING DRAWINGS AND CALCULATIONS FOR THE PAINT CONTAINMENT SYSTEMS/ENCLOSURE PER C&MS 501.05B, EXCEPT AS NOTED. THE PAINT CONTAINMENT SYSTEM/ENCLOSURE SHALL BE PROPERLY DESIGNED TO WITHSTAND GRAVITY AND WIND LOADINGS AND SHALL NOT IMPOSE ANY DETRIMENTAL EFFECTS ON THE STRUCTURAL INTEGRITY OF THE BRIDGE. STRESSES IN BRIDGE MEMBERS/COMPONENTS SHALL NOT EXCEED ALLOWABLE OPERATING STRESSES AS SET FORTH IN THE AASHTO MANUAL FOR BRIDGE EVALUATION, LATEST EDITION. THE WIND SPEED USED FOR THE DESIGN OF THE CONTAINMENT SYSTEM/ENCLOSURE SHALL BE DETERMINED BY THE CONTRACTOR. IF WIND SPEEDS ARE FORECASTED TO EXCEED THESE LIMITS, THE CONTRACTOR SHALL HAVE A PLAN IN PLACE TO MODIFY/REMOVE THE CONTAINMENT SYSTEM SO THAT THE ALLOWABLE STRESSES IN BRIDGE MEMBERS ARE NOT EXCEEDED. ALL COSTS ASSOCIATED WITH MODIFICATION/REMOVAL OF THE CONTAINMENT SYSTEM SHALL BE AT THE CONTRACTOR'S EXPENSE. ALL DEBRIS FROM ANY OPERATION LISTED ABOVE (PAINT, RUST, MILLSCALE, SOLVENT, WATER, ETC.) MUST BE COLLECTED/CONTAINED WITHIN A MOVABLE WORK PLATFORM AND PROPERLY DISPOSED OF AS DEFINED IN C&MS 514 AND 107.19.

PAINT COMPATIBILITY TEST SECTION
BEFORE ANY PAINTING CAN BEGIN ON THIS BRIDGE (AND AT LEAST 24 HOURS PRIOR TO PAINTING), A 2' X 2' SECTION OF EXISTING SOUND PAINT SHALL BE REMOVED DOWN TO BARE METAL. THE PRIMER TO BE USED SHALL BE APPLIED TO THE TEST SECTION MAKING SURE THAT PRIMER OVERLAPS EXPOSED EDGES OF SOUND PAINT. ANY LIFTING, WRINKLING OR OTHER DETRIMENTAL EFFECTS ON THE SURROUNDING SOUND PAINT WITHIN THE FIRST 24 HOURS SHALL BE GROUNDS FOR DISAPPROVAL OF THE SELECTED PRIMER AND ANOTHER PRIMER SHALL BE SELECTED FOLLOWED BY ANOTHER TEST SECTION. THE COST OF THESE TEST SECTIONS SHALL BE INCLUDED FOR PAYMENT WITH SURFACE PREPARATION.

BRIDGE NO. CUY-10-0869

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN

THIS ITEM SHALL INCLUDE THE REMOVAL OF ANY EXISTING COATINGS. NO ADDITIONAL PAYMENT WILL BE MADE FOR REMOVAL OF EXISTING CONCRETE SEALER AND SURFACE PREPARATION.

THE RECENTLY INSTALLED VANDAL PROTECTION FENCE AND ASSOCIATED COMPONENTS SHALL BE PROTECTED WHEN SEALER IS APPLIED.

THE COLOR OF THE PROPOSED EPOXY-URETHANE SEALER SHALL MATCH THE EXISTING SEALER COLOR.

IN ADDITION TO THE LIMITS SHOWN ON SHEET 21, INCLUDE ALL EXPOSED CONCRETE SURFACES OF THE ABUTMENTS AND PIERS.

BRIDGE NO. CUY-10-0869

ITEM 512 - SEALING OF CONCRETE SURFACES (NON-EPOXY), AS PER PLAN

THIS ITEM SHALL INCLUDE THE REMOVAL OF ANY EXISTING COATINGS. NO ADDITIONAL PAYMENT WILL BE MADE FOR REMOVAL OF EXISTING CONCRETE SEALER AND SURFACE PREPARATION.

BRIDGE NO. CUY-10-0869

ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN

ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN

CONCRETE REPAIR QUANTITIES HAVE BEEN PROVIDED FOR EACH SUBSTRUCTURE UNIT BASED ON FIELD INVESTIGATION AND PREVIOUS INSPECTION REPORTS. SPECIFIC PATCHING AND CRACK REPAIR LOCATIONS SHALL BE DETERMINED BY THE ENGINEER. ALL ACCESS REQUIRED TO DETERMINE PATCHING AND CRACK REPAIR LOCATIONS SHALL BE PROVIDED BY THE CONTRACTOR.

ALL CONCRETE REPAIRS SHALL BE PER CMS 519 OR 512.07 UNLESS NOTED OTHERWISE.

PRIOR TO THE SURFACE CLEANING SPECIFIED IN CMS 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED, INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING. WHERE APPLICABLE, CONTRACTOR SHALL ENSURE ANY EXISTING BRIDGE COMPONENTS ARE PROTECTED DURING THE PATCHING OPERATIONS.

CONCRETE PATCHING SHALL BE FORMED TO MATCH ORIGINAL BRIDGE AESTHETICS AND GEOMETRY.

NO WORK SHALL BE PERFORMED BELOW THE HIGH-WATER ELEVATION.

ALL EQUIPMENT, LABOR, MATERIALS AND INCIDENTALS REQUIRED TO PERFORM THE ABOVE DESCRIBED WORK SHALL BE INCLUDED FOR PAYMENT UNDER THE RESPECTIVE PAY ITEMS.

CONCRETE REPAIR QUANTITIES TABLE		
SUBSTRUCTURE UNIT	ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN	ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN
WEST ABUTMENT	37	5
EAST ABUTMENT	50	20
PIER 1	30	15
PIER 2	90	35
PIER 3	99	14
PIER 4	53	11
PIER 5	10	4
PIER 6	3	0
PIER 7	0	4
PIER 8	0	2
TOTAL CARRIED TO GENERAL SUMMARY	372 FT	110 SF

BRIDGE NO. CUY-10-0869

ITEM 514 - FIELD PAINTING OF EXISTING STEEL

ALL STEEL SURFACES SHALL BE PAINTED UNLESS STATED OTHERWISE. UTILITIES SHALL NOT BE PAINTED BUT SHALL BE PROTECTED FROM DAMAGE DURING BLASTING AND PAINTING OPERATIONS. ALL UTILITY SUPPORT BRACKETS SHALL BE PAINTED. THE RECENTLY INSTALLED VANDAL PROTECTION FENCE AND ASSOCIATED COMPONENTS SHALL NOT BE PAINTED. ANY SURFACE NOT REQUIRED TO BE PAINTED SHALL BE PROTECTED PER C&MS 514.23. THE CONTRACTOR WILL BE REQUIRED TO REPAIR ALL DAMAGE CAUSED BY BLASTING AND PAINTING OPERATIONS.

SUBMIT WORKING DRAWINGS AND CALCULATIONS FOR THE PAINT CONTAINMENT SYSTEM/ENCLOSURE PER C&MS 501.05B EXCEPT AS NOTED. THE PAINT CONTAINMENT SYSTEM/ENCLOSURE SHALL BE PROPERLY DESIGNED TO WITHSTAND GRAVITY AND WIND LOADINGS AND SHALL NOT IMPOSE ANY DETRIMENTAL EFFECTS ON THE STRUCTURAL INTEGRITY OF THE BRIDGE. STRESSES IN BRIDGE MEMBERS/COMPONENTS SHALL NOT EXCEED ALLOWABLE OPERATING STRESSES AS SET FORTH IN THE AASHTO MANUAL FOR BRIDGE EVALUATION, LATEST EDITION. THE WIND SPEED USED FOR THE DESIGN OF THE CONTAINMENT SYSTEM/ENCLOSURE SHALL BE DETERMINED BY THE CONTRACTOR. IF WIND SPEEDS ARE FORECASTED TO EXCEED THESE LIMITS, THE CONTRACTOR SHALL HAVE A PLAN IN PLACE TO MODIFY/REMOVE THE CONTAINMENT SYSTEM SO THAT THE ALLOWABLE STRESSES IN BRIDGE MEMBERS ARE NOT EXCEEDED. ALL COSTS ASSOCIATED WITH MODIFICATION/REMOVAL OF THE CONTAINMENT SYSTEM SHALL BE AT THE CONTRACTOR'S EXPENSE.

EXISTING PAINT SYSTEM
A SURVEY WAS PERFORMED ON THE EXISTING PAINT SYSTEM TO TEST FOR THE PRESENCE OF LEAD BASED PAINT. EXISTING PAINT SYSTEM MAY CONSIST OF LEAD BASED PAINT. A COPY OF THE EXISTING PAINT SURVEY IS PROVIDED IN THE SPECIAL PROVISIONS. CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL ENVIRONMENTAL PROTECTION LAWS, REGULATIONS, AND ORDINANCES INCLUDING, BUT NOT LIMITED TO, AIR QUALITY, WASTE CONTAINMENT, AND WASTE REMOVAL. THE CONTRACTOR SHALL COMPLY WITH THE APPLICABLE SAFETY REQUIREMENTS OF THE OHIO INDUSTRIAL COMMISSION AND OSHA.

PAINT COMPATIBILITY TEST SECTION
BEFORE ANY PAINTING CAN BEGIN ON THIS BRIDGE (AND AT LEAST 24 HOURS PRIOR TO PAINTING), A 2' X 2' SECTION OF EXISTING SOUND PAINT SHALL BE REMOVED DOWN TO BARE METAL. THE PRIMER TO BE USED SHALL BE APPLIED TO THE TEST SECTION MAKING SURE THAT PRIMER OVERLAPS EXPOSED EDGES OF SOUND PAINT. ANY LIFTING, WRINKLING OR OTHER DETRIMENTAL EFFECTS ON THE SURROUNDING SOUND PAINT WITHIN THE FIRST 24 HOURS SHALL BE GROUNDS FOR DISAPPROVAL OF THE SELECTED PRIMER AND ANOTHER PRIMER SHALL BE SELECTED FOLLOWED BY ANOTHER TEST SECTION. THE COST OF THESE TEST SECTIONS SHALL BE INCLUDED FOR PAYMENT WITH SURFACE PREPARATION.

BRIDGE NO. CUY-10-0869

ITEM 514 - FIELD PAINTING OF EXISTING STEEL, (BELOW DECK EXTERIOR)

THE EXTERIOR BELOW THE BRIDGE DECK STEEL INCLUDES THE STEEL BELOW THE DECK EXPOSED TO THE OPEN AIR SUCH AS SUBSTRUCTURE STEEL SURFACES, GIRDERS, FLOOR BEAMS, STRINGERS, TOWERS, APPROACH COLUMNS, ARCHES, SPANDREL COLUMNS, AND DRAINAGE SYSTEMS.

THE EXTERIOR BELOW BRIDGE DECK PAINT SYSTEM SHALL BE PER C&MS 514. THE COLOR OF THE FINISH COAT SHALL BE FEDERAL COLOR #595B-34128 (GREEN, GLOSS).

BRIDGE NO. CUY-10-0869

ITEM 514 - FIELD PAINTING OF EXISTING STEEL, (BELOW DECK INTERIOR)

THE INTERIOR STEEL INCLUDES THE FULL INTERIOR (CONFINED SPACE) OF THE TOWERS, SPANDREL COLUMNS, AND APPROACH SPAN COLUMNS AS WELL AS A 3-FOOT STRIP AROUND EACH ACCESS HATCH TO THE ARCHES. THE REMAINDER OF THE ARCH INTERIORS ARE TO BE LEFT IN AS-EXISTING CONDITION.

THE INTERIOR PAINT SYSTEM SHALL BE PER C&MS 514. THE COLOR OF THE FINISH COAT SHALL BE FEDERAL COLOR #595B-34128 (GREEN, GLOSS).

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GENERAL NOTES

**CUY-480-6.47 / VAR
PAINT**

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BRIDGE NO. CUY-10-0869

ITEM 514 - SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL, AS PER PLAN (ABOVE DECK)

ITEM 514 - FIELD PAINTING EXISTING STRUCTURAL STEEL, PRIME COAT, AS PER PLAN (ABOVE DECK)

ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN (ABOVE DECK)

ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT (ABOVE DECK)

THE EXTERIOR ABOVE THE BRIDGE DECK STEEL WORK CONSISTS OF PAINTING THE ENTIRE EXISTING STEEL RAILING, INCLUDING BUT NOT LIMITED TO ALL RAILING POSTS, STRUCTURAL TUBING, RAILING GRILLES, BASE PLATES, TOP PLATES, AS WELL AS PORTIONS OF THE EXISTING RAILING THAT IS REPLACED. PAINTING WILL ALSO INCLUDE EXISTING STEEL LIGHT STANDARDS (4), EXISTING END POSTS (4), STEEL CURB PLATE, AND EXISTING LIGHT POLES ON BRIDGE (11). REFER TO EXISTING PLANS FOR DETAILS OF EXISTING RAILING, LIGHT STANDARDS, AND END POSTS.

THE ABOVE BRIDGE DECK PAINT SYSTEM SHALL CONSIST OF THE FOLLOWING:

1. A COMPLETE WASH-DOWN OF ALL STEEL BY HAND WITH POTABLE WATER.
2. SOLVENT CLEANING BY METHODS DESCRIBED IN SSPC-SP 1 OVER ENTIRE RAILING SURFACE.
3. SURFACE PREPARATION TO REMOVE ALL LOOSE RUST, LOOSE MILL SCALE, LOOSE AND UNSOUND PAINT AND ROUGHENING OF THE SURFACE OF THE EXISTING COATING BY POWER TOOL CLEANING PER SSPC-SP 3.
4. A TEST SECTION TO VERIFY COMPATIBILITY OF PRIMER WITH EXISTING PAINT.
5. A SPOT PRIME USING AN APPROVED EPOXY MASTIC (5 MILS MIN.) AS DEFINED IN C&MS 708.02.C. COVER ANY AREAS OF EXPOSED BARE METAL.
6. A FULL INTERMEDIATE COAT USING AN APPROVED EPOXY MASTIC (5 MILS MIN.) AS DEFINED IN C&MS 708.02-C. COVER ALL AREAS OF THE BRIDGE INCLUDING OVER SPOT PRIME. SPOT PRIME OR FULL PRIME/INTERMEDIATE SHALL BE TINTED TO CONTRAST WITH PREVIOUS COAT.
7. ANY OPEN GAPS SHALL BE CAULKED PER C&MS 514.19.
8. A COMPLETE FINISH COAT USING A URETHANE PER C&MS 514. FOR ALL MEMBERS OTHER THAN THE EXISTING LIGHT POLES THE FINISH COAT SHALL BE FEDERAL COLOR #595B-34128 (GREEN, GLOSS). THE EXISTING LIGHT POLES SHALL HAVE A FINISH COAT TO MATCH THE EXISTING COLOR (GREY).
9. PRIMER, INTERMEDIATE COATS, AND FINISH COATS MUST BE BY SAME MANUFACTURER.
10. ALL DEBRIS FROM ANY OPERATION LISTED ABOVE (PAINT, RUST, MILLSCALE, SOLVENT, WATER, ETC.) MUST BE COLLECTED/CONTAINED WITHIN A MOVABLE WORK PLATFORM AND PROPERLY DISPOSED OF AS DEFINED IN C&MS 514 AND 107.19.
11. ALL PROVISIONS OF C&MS 514 WILL APPLY TO THIS PROJECT, EXCEPT THOSE WHICH DIRECTLY CONFLICT WITH THIS NOTE.

BRIDGE NO. CUY-10-0869

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN

THIS ITEM INCLUDES REPLACEMENT OF EXISTING DETERIORATED BRIDGE RAILING MEMBERS AS DIRECTED BY THE ENGINEER. BASED ON PRELIMINARY FIELD INSPECTION, IT IS ANTICIPATED THAT PORTIONS OF THE LONGITUDINAL TUBE RAILS (TS 4x4x0.3125") WILL REQUIRE REPLACEMENT. THIS ITEM SHALL INCLUDE FOR PAYMENT SUPPLY AND ERECTION IN PLACE OF RAILING ELEMENTS INCLUDING BUT NOT LIMITED TO CONNECTIONS, EXPANSION JOINTS, ETC.. THIS ITEM WILL ALSO INCLUDE PAYMENT FOR REMOVAL AND DISPOSAL OF THE EXISTING RAILING MEMBERS REPLACED. THIS ITEM SHALL CONFORM TO C&MS 513, EXCEPT AS MODIFIED BELOW.

THE TUBE RAILS SHALL BE ASTM A500 GRADE B HOLLOW STRUCTURAL STEEL MEMBERS IN THE SIZES AND LENGTHS AS SHOWN IN EXISTING PLANS AND DETERMINED IN THE FIELD. BOLTS AND HARDWARE SHALL BE ASTM F3125 GRADE A325 BOLTS. TUBING, BOLTS, AND HARDWARE SHALL BE GALVANIZED PER C&MS 711.02 AND 711.09.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER: ITEM 513, STRUCTURAL STEEL, LEVEL UF, AS PER PLAN 40,000 LB (ASSUMES 2,400 LF OF TUBE RAIL)

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GENERAL NOTES

**CUY-480-6.47 / VAR
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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 MOTORISTS USING THE HIGHWAY AFFECTED BY THE WORK ZONE UNDER THIS CONTRACT. IN ADDITION TO THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE FOLLOWING SPECIFIC PROVISIONS ARE MANDATORY.

I. NOTIFICATION

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER BY EMAIL AT (D12.PUBLIC.INFO@DOT.OHIO.GOV)

DISTRICT PERMIT SECTION BY EMAIL AT (DISTRICT12.PERMITS@DOT.OHIO.GOV)

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY EMAIL AT (HAULING.PERMITS@DOT.OHIO.GOV)

CLEVELAND METROPARKS, SEAN MCDERMOTT BY PHONE AT (216) 635-3258 OR EMAIL AT SEMI@CLEVELANDMETROPARKS.COM

CITY OF CLEVELAND, ANDREW CROSS BY PHONE AT (216) 664-3197 OR EMAIL AT ACROSS@CITY.CLEVELAND.OH.US

CITY OF FAIRVIEW PARK, SHAWN LEININGER BY PHONE AT (440) 333-2200 OR EMAIL AT SHAWN.LEININGER@FAIRVIEWPARK.ORG

FAIRVIEW HOSPITAL BY PHONE AT (216) 476-7000

THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

II. LANE CLOSURE 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 WEBSITE: HTTP://WWW.DOT.STATE.OH.US/DISTRICTS/D12/HIGHWAYMANAGEMENT/PAGES/PERMITTEDLANECLOSURES.ASPX THE LATEST REVISION AT 14 DAYS PRIOR TO THE BID DATE SHALL BE IN EFFECT FOR THIS PROJECT.
- UNLESS OTHERWISE NOTED, EXIT AND ENTRANCE RAMP LANES SHALL REMAIN OPEN AT ALL TIMES AND EXHIBIT A MINIMUM WIDTH OF ELEVEN (11) FEET.
- MAINTENANCE OF TRAFFIC SHALL FOLLOW THE INSTRUCTION OF THE STANDARD CONSTRUCTION DRAWINGS LISTED ON THE TITLE SHEET AND THE LATEST REVISION OF THE ODOTCD.
- PEDESTRIAN TRAFFIC SHALL BE PERMITTED AND ACCOMMODATED ON AT LEAST ONE SIDE AT A TIME AT LOCATIONS WHERE PEDESTRIAN TRAFFIC IS CURRENTLY MAINTAINED.
- ALL DRIVES AND SIDE STREETS SHALL BE MAINTAINED AT ALL TIMES.

NOTWITHSTANDING THE ABOVE, NO LANE CLOSURES SHALL OCCUR DURING THE PERIOD BEGINNING AT 12:00 NOON ON THE DAY PRECEDING AND CONTINUING UNTIL NOON ON THE FOLLOWING LEGAL HOLIDAYS AND HOLIDAY WEEKENDS SUCH AS MEMORIAL DAY, FOURTH OF JULY, AND LABOR DAY. FURTHERMORE, NO LANE CLOSURES ARE TO BE IMPLEMENTED OR IN PLACE DURING INCREASED TRAFFIC VOLUMES CAUSED BY SPECIAL EVENTS OR WHEN THE ENGINEER DEEMS THE CLIMATOLOGICAL CONDITIONS TOO HAZARDOUS.

(CUY-10-0869)
THE CONTRACTOR IS PERMITTED TO CLOSE THE CURB LANE ON LORAIN ROAD ONE SIDE AT A TIME IN ACCORDANCE WITH SCD MT-95.31. NO TRAFFIC RESTRICTIONS ARE ANTICIPATED ON VALLEY PARKWAY. ALL LANES AND SIDEWALKS SHALL BE REOPENED FOR WINTER FROM NOVEMBER 16 TO APRIL 1.

(CUY-480-0647)
THE CONTRACTOR IS PERMITTED TO CLOSE THE EASTBOUND OUTSIDE SHOULDER FOR AN EXTENDED PERIOD OF TIME. TRAFFIC SHALL BE SHIFTED TOWARDS THE MEDIAN IN ACCORDANCE WITH MT-102.10 AND SHEETS 9-9A. PRIOR TO SHIFTING TRAFFIC, THE CONTRACTOR SHALL TACK WELD THE EASTBOUND MEDIAN SCUPPER CASTING ON 1' C/C ON ALL SIDES TO KEEP THE CASTINGS IN PLACE FOR THE DURATION OF THE MAINTENANCE OF TRAFFIC SETUP. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC. THE LONG-TERM SHOULDER CLOSURE AND LANE SHIFTS ARE PERMITTED UNTIL NOVEMBER 16, 2021. ALL LANES SHALL BE RETURNED TO ORIGINAL LAYOUT BY NOVEMBER 16, 2021.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 50 CY
ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECKS 25 SY

III. MAINTENANCE OF TRAFFIC SYSTEMS

- 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 EXISTS, HE MAY DIRECT THAT ADDITIONAL OR ALTERNATIVE DEVICES BE USED.
- CONDITIONS
DURING ALL PARTS OF THIS PROJECT FLAGGERS, SIGNING, BARRICADES, FLASHING ARROWS, ETC. SHALL BE LOCATED AS INDICATED IN THE "MANUAL" OR AS SHOWN IN THE STANDARD DRAWINGS.
- ADVANCE WARNING SIGNS
ALL ADVANCE WARNING SIGNS FOR ANY CONDITIONS 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.
- FLAGGERS
AT LEAST ONE FLAGGER IS REQUIRED FOR CLOSURE. THE CONTRACTOR SHALL FURNISH ADDITIONAL FLAGGERS AS DIRECTED BY THE ENGINEER.
- PROTECTION OF PUBLIC
PERSONAL CARS SHALL NOT BE PARKED WITHIN THE RIGHT OF WAY.
- FAILURE TO COMPLY
IF THERE IS ANY FAILURE TO COMPLY WITH 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 PROVISIONS OF THE AFOREMENTIONED ITEMS.

IV. MAINTENANCE OF TRAFFIC MATERIALS

- SIGNS
SIGN DIMENSIONS AND SPECIFICATIONS, INCLUDING LETTER SIZES ARE TO 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 THE PROJECT.
- SIGN SUPPORT
SIGN SUPPORTS SHALL BE OF SUFFICIENT SIZE AND MASS AS TO SUPPORT THE SIGNS AT THE APPROPRIATE HEIGHT. SUPPORTS SHALL BE AS SHOWN ON THE STANDARD DRAWINGS.
- FLASHING ARROW REQUIREMENT
WHENEVER ANY PART OF THE TRAVELED SURFACE IS CLOSED, THE MOTORISTS SHALL BE WARNED AND DIRECTED BY THE CONTRACTOR THROUGH THE USE OF ONE FLASHING ARROW PANEL FOR EACH LANE CLOSED. THE CONTRACTOR SHALL REFER TO SUPPLEMENTAL SPECIFICATION 821, 921 AND THE PROVISIONS SET FORTH IN THE "MANUAL" FOR ALL INFORMATION REGARDING FURNISHING, MAINTAINING, AND USE OF FLASHING ARROW PANELS.
- DRUMS
DRUMS SHALL BE IN ACCORDANCE WITH PERTINENT SECTIONS OF THE "MANUAL". ALL COSTS FOR INSTALLING, MAINTAINING, AND SUBSEQUENT REMOVAL OF SAID DRUMS IS TO BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.
- CONES
CONES, IF UTILIZED, ARE TO BE LOCATED AS SHOWN IN THE "MANUAL" AND THE STANDARD DRAWINGS.
- BARRIER
PORTABLE BARRIER IF NECESSARY IS TO BE LOCATED AS SHOWN IN THE "MANUAL" AND THE STANDARD DRAWINGS.
- FLASHERS
FLASHERS SHALL BE 12 VOLT BATTERY-OPERATED MODELS WITH 7 INCH DIAMETER YELLOW LENSES ILLUMINATED BY RAPID INTERMITTENT FLASHERS OF SHORT DURATION AND ARE TO BE PLACED ON ALL SIGNS AT ALL TIMES AS REQUIRED BY THE "MANUAL" AND THE STANDARD CONSTRUCTION DRAWINGS.
- FLOODLIGHTING
FLOODLIGHTING OF THE WORKSITE FOR OPERATIONS CONDUCTED DURING THE NIGHTTIME 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 WORKSITE 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.

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MAINTENANCE OF TRAFFIC GENERAL NOTES

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9. WORK VEHICLES

ALL WORK VEHICLES LICENSED TO OPERATE ON THE HIGHWAY, 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 THE POSTED LEGAL LIMIT. VEHICLE HAZARD LIGHTS DO NOT SATISFY THIS REQUIREMENT. ALL OTHER EQUIPMENT 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. THE AMBER LIGHT SHALL BE IN OPERATION WHILE THE EQUIPMENT IS WITHIN THE WORK ZONE.

V. PAYMENT

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

MAINTENANCE OF TRAFFIC SCHEME

THE CONTRACTOR SHALL DEVISE A SIMPLE MAINTENANCE OF TRAFFIC SCHEME, WHICH SHALL BE DEVISED BY THE WORKSITE TRAFFIC SUPERVISOR (SCHEME MAY BE A HAND SKETCH) AND PRESENT IT TO THE DISTRICT WORK ZONE TRAFFIC CONTROL ENGINEER AND PROJECT ENGINEER FOR ACCEPTANCE AT LEAST TWO WEEKS PRIOR TO IMPLEMENTATION. IN GENERAL, THE METHODS FOR MAINTAINING TRAFFIC THAT THE CONTRACTOR PROPOSES TO USE FOR CONDUCTING THE REQUIRED WORK IN A SAFE AND EFFICIENT MANNER CAN BE SHOWN 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 ACCEPTED.

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.

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

CONSTRUCTION TRAFFIC

ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL ENFORCEMENT AUTHORITY.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) MAY BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G. DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP). IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.
- WHEN CONSTRUCTION VEHICLES ARE ENTERING/ EXITING THE ZONE DIRECTLY FROM/INTO AN OPEN LANE OF TRAFFIC. IF A LANE HAS BEEN CLOSED TO PROVIDE AN ACCELERATION/DECELERATION LANE FOR THE VEHICLE, THE LEO WILL NOT BE REQUIRED.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO THE DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE

FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS 100 HOURS.

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED. ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS WILL BE DETERMINED BY THE ENGINEER PRIOR TO BEGINNING WORK ON THIS PROJECT. PLACEMENT, OPERATION, MAINTENANCE, AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 1 HOUR FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES ON THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED, OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS, AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN...24 SIGN MONTH, ASSUMING 3 PCMS SIGNS FOR 8 MONTHS

CONTINUOUS ACCESS

THE CONTRACTOR SHALL MAINTAIN SAFE AND ADEQUATE DRIVEWAYS, WALKWAYS, METROPARKS VALLEY PARKWAY, MULTI-USE TRAIL AND METROPARKS BRIDLE PATH IN ORDER TO PROVIDE CONTINUOUS ACCESS FOR PEDESTRIANS, PASSENGER VEHICLES, TRUCKS, AND SAFETY EQUIPMENT TO ALL ADJOINING PROPERTIES. THE CONTRACTOR SHALL COORDINATE AND SUBMIT TO THE METROPARKS FOR COMMENT ON THEIR PLANS TO MAINTAIN CONTINUOUS ACCESS TO THEIR FACILITIES. THE COST FOR ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO PROVIDE CONTINUOUS ACCESS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC

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ITEM 614. WORK ZONE IMPACT ATTENUATOR FOR 24 " WIDE HAZARDS (UNIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NONGATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

THE FOLLOWING ITEMS HAVE BEEN INCLUDED IN THE MAINTENANCE OF TRAFFIC SUBSUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE-WAY)
ITEM 614, OBJECT MARKER, ONE WAY

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

EXISTING RAISED PAVEMENT MARKERS

THE CONTRACTOR SHALL REMOVE THE PRISMATIC RETRO-REFLECTOR WITHIN ANY RAISED PAVEMENT MARKER THAT IS IN CONFLICT WITH THE WORK ZONE PAVEMENT MARKINGS AND REPLACE WHEN NO LONGER IN CONFLICT WITH NEW A PRISMATIC RETRO-REFLECTOR OF THE SAME KIND AND COLOR PER C&MS 614.11.G.2.

LANE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT PER LANE
IR 480 EAST - CLAGUE RD TO I-71 RAMP	AS PER THE D12 PERMITTED LANE CLOSURE SCHEDULE	EACH MINUTE	\$235
IR 480 WEST - CLAGUE RD TO I-71 RAMP	AS PER THE D12 PERMITTED LANE CLOSURE SCHEDULE	EACH MINUTE	\$235

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MAINTENANCE OF TRAFFIC GENERAL NOTES

CUY-480-6.47 / VAR
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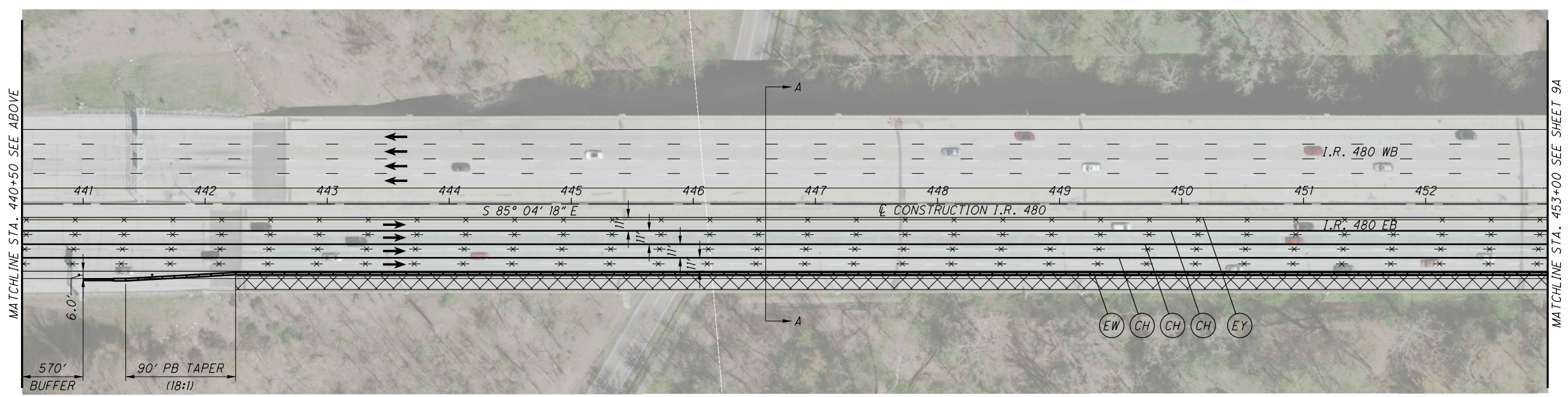
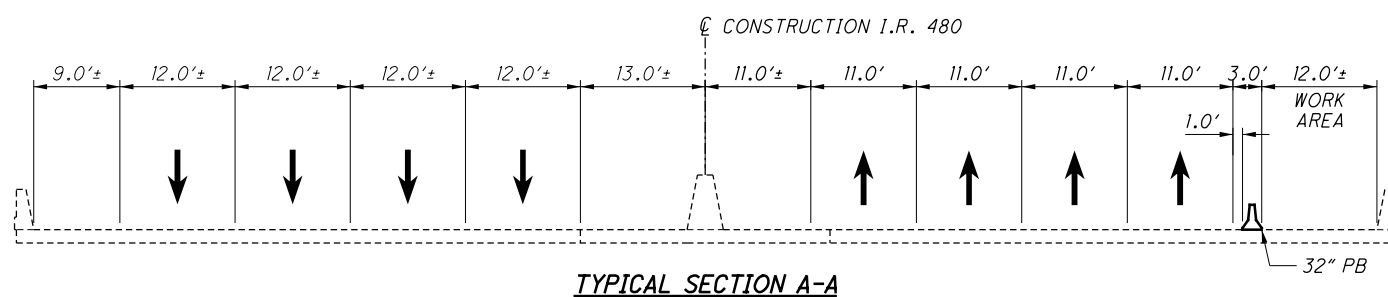
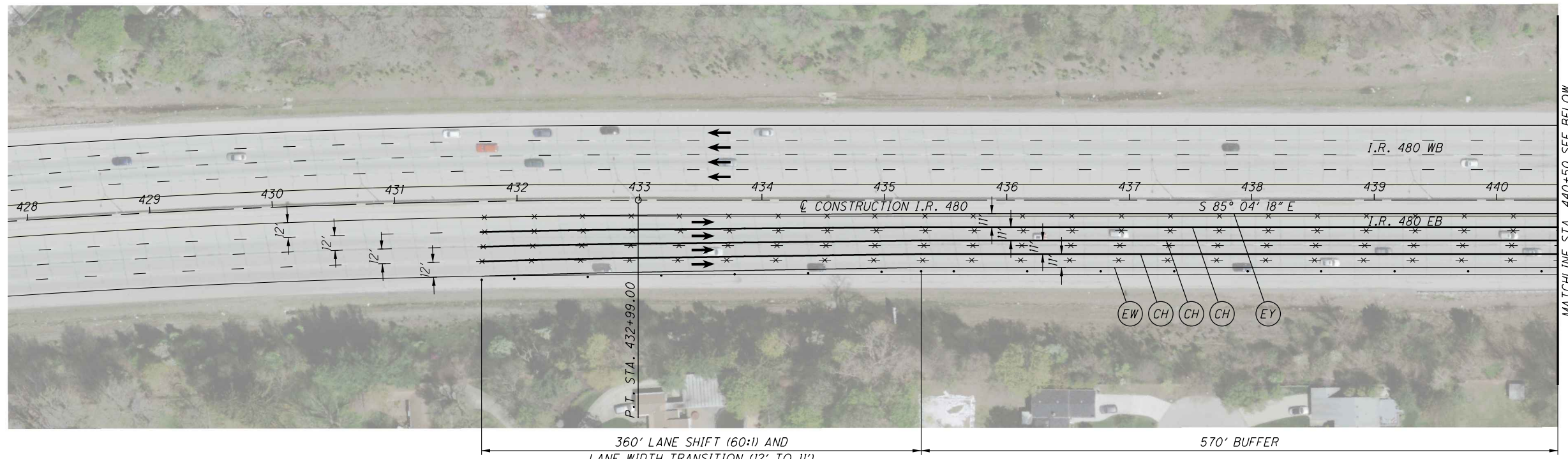
REF. NO.	PHASE	LOCATION	STATION		SIDE	614	614	614	614	614	614	614	614	622	644	644	644	644	646	646	646	646	
			FROM	TO		WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	BARRIER REFLECTOR, TYPE 1 (ONE-WAY)	OBJECT MARKER, ONE WAY	WORK ZONE EDGE LINE, CLASS 1, 6", 642 PAINT (WHITE)	WORK ZONE EDGE LINE, CLASS 1, 6", 642 PAINT (YELLOW)	WORK ZONE EDGE LINE, CLASS 1, 6", 740.06, TYPE 1 (WHITE)	WORK ZONE EDGE LINE, CLASS 1, 6", 740.06, TYPE 1 (YELLOW)	WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 740.06, TYPE 1	PORTABLE BARRIER, 32"	EDGE LINE, 6" (WHITE)	EDGE LINE, 6" (YELLOW)	LANE LANE, 4"	LANE LANE, 6"	EDGE LINE, 6" (WHITE)	EDGE LINE, 6" (YELLOW)	LANE LANE, 4"	LANE LANE, 6"
						EACH	EACH	EACH	MILE	MILE	MILE	MILE	FT	FT	FT	MILE	MILE	MILE	MILE	MILE	MILE	MILE	MILE
PB	1	I.R. 480	441+25	458+45	RT	1	36	36						1720									
CH	1	I.R. 480	431+70	462+05	RT								1509	1526									0.29
CH	1	I.R. 480	431+70	462+05	RT								1509	1526									0.29
CH	1	I.R. 480	431+70	462+05	RT								1509	1526									0.29
EW	1	I.R. 480	431+70	462+05	RT				0.29		0.29					0.29							0.29
EY	1	I.R. 480	431+70	462+05	RT					0.29		0.29					0.29						0.29
EW	1	S.R. 10	458+40	473+00	LT						0.28												0.23
EW	1	S.R. 10	473+92	476+22	LT						0.04												0.04
EW	2	S.R. 10	450+55	454+22	RT						0.07												0.07
EW	2	S.R. 10	454+80	471+61	RT						0.32												0.23
SUBTOTAL						1	36	36	0.58	0.29	1.00	0.29	4527	4578	1720	0.58	0.29	0.25	0.87	0.58	0.46	0.87	

TOTALS CARRIED TO GENERAL SUMMARY

MAINTENANCE OF TRAFFIC SUBSUMMARY

CUY-480-6.47 / VAR PAINT

CALCULATED
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LEGEND

- WORK AREA
- DRUMS @ 60' C/C (TAPER) OR 120' C/C (TANGENT)
- PORTABLE BARRIER, 32"
- WORK ZONE IMPACT ATTENUATOR
- REMOVE EXISTING MARKINGS
- TRAFFIC FLOW ARROW
- WORK ZONE EDGE LINE (WHITE)
- WORK ZONE EDGE LINE (YELLOW)
- WORK ZONE CHANNELIZING LINE

NOTES

1. SEE MT-102.10 FOR ADDITIONAL DETAILS.
2. SEE SHEET 8 FOR ESTIMATED QUANTITIES.

0 50 100
HORIZONTAL SCALE IN FEET

CALCULATED

KDW

CHECKED

TWG

CUY-480-6.47 / VAR

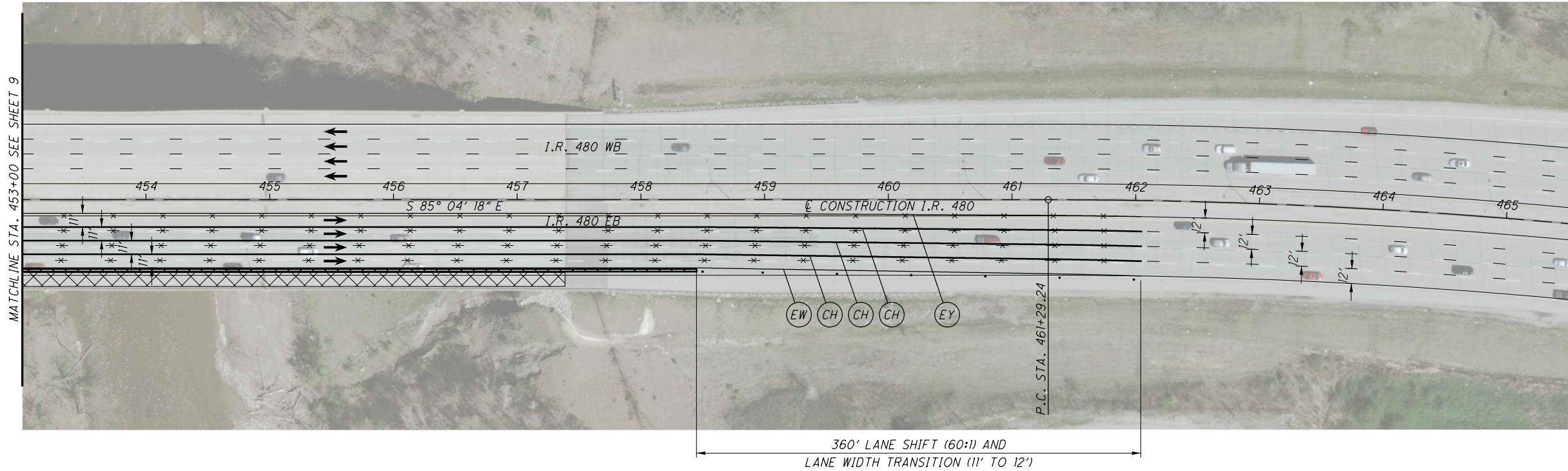
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MAINTENANCE OF TRAFFIC PLAN - I.R. 480










STA. 428+00 TO STA. 453+00

9

22



LEGEND

- | | | | |
|---|---|---|------------------------------|
|  | WORK AREA |  | REMOVE EXISTING MARKINGS |
|  | DRUMS @ 60' C/C (TAPER) OR 120' C/C (TANGENT) |  | TRAFFIC FLOW ARROW |
|  | PORTABLE BARRIER, 32" |  | WORK ZONE EDGE LINE (WHITE) |
|  | WORK ZONE IMPACT ATTENUATOR |  | WORK ZONE EDGE LINE (YELLOW) |
| | |  | WORK ZONE CHANNELIZING LINE |

NOTES

1. SEE MT-102.10 FOR ADDITIONAL DETAILS.
2. SEE SHEET 8 FOR ESTIMATED QUANTITIES.

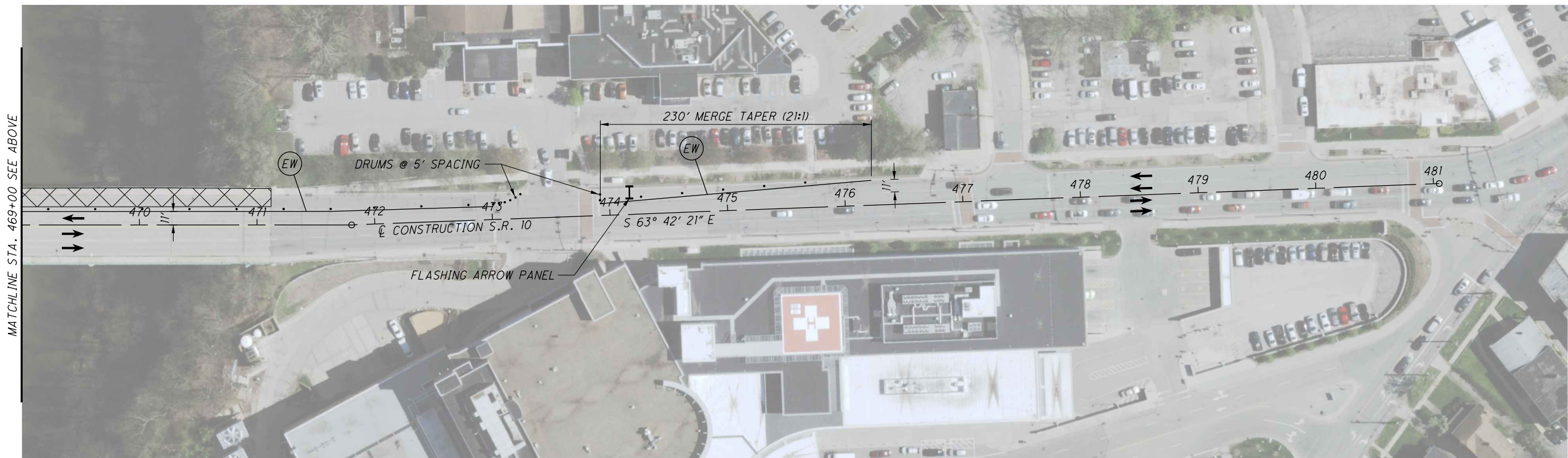
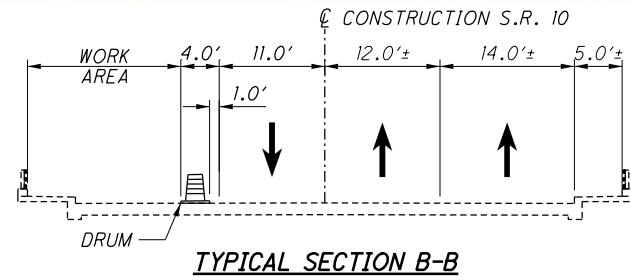
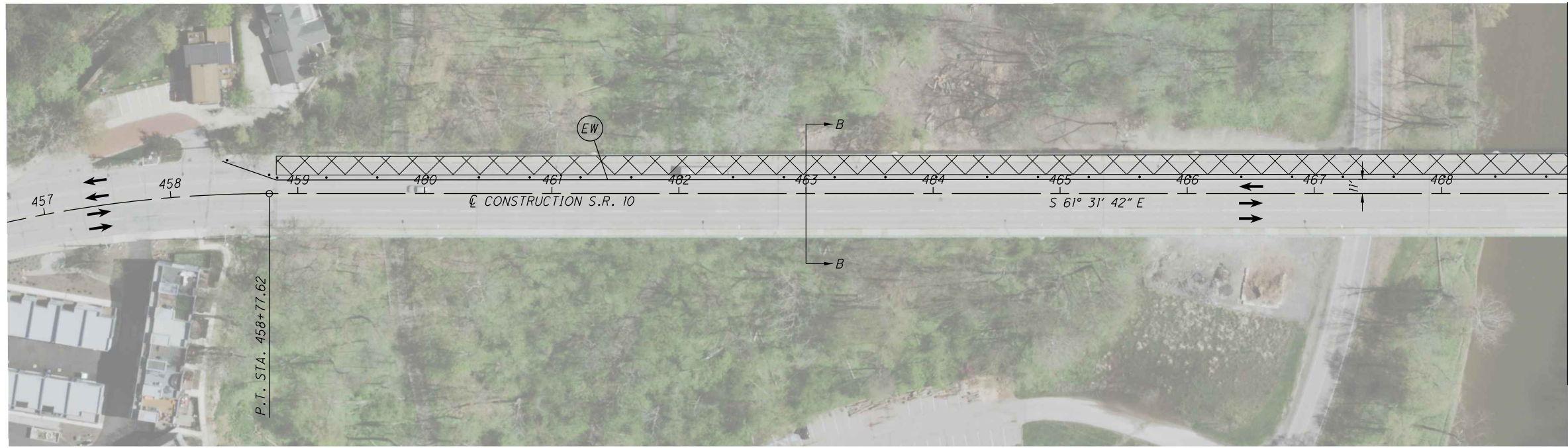
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HORIZONTAL SCALE IN FEET

Maintenance of Traffic Plan - I.R. 480
STA. 453+00 TO STA. 465+50

CUY-480-6.47 / VAR
PAINT



LEGEND

- WORK AREA
- TRAFFIC FLOW ARROW
- DRUMS @ 35' C/C (TAPER) OR 40' C/C (TANGENT)
- WORK ZONE EDGE LINE (WHITE)

NOTES

1. SEE MT-95.31 FOR ADDITIONAL DETAILS.
2. PEDESTRIANS SHALL BE DETOURED AS PER MT-110.10.
3. DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES.
4. SEE SHEET 8 FOR ESTIMATED QUANTITIES.

0 50 100
HORIZONTAL
SCALE IN FEET

CALCULATED
KDW

CHECKED
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MAINTENANCE OF TRAFFIC PLAN - S.R. 10

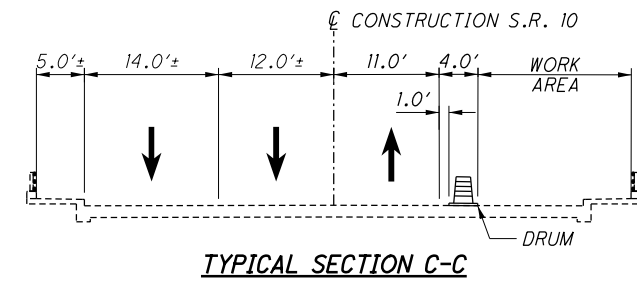
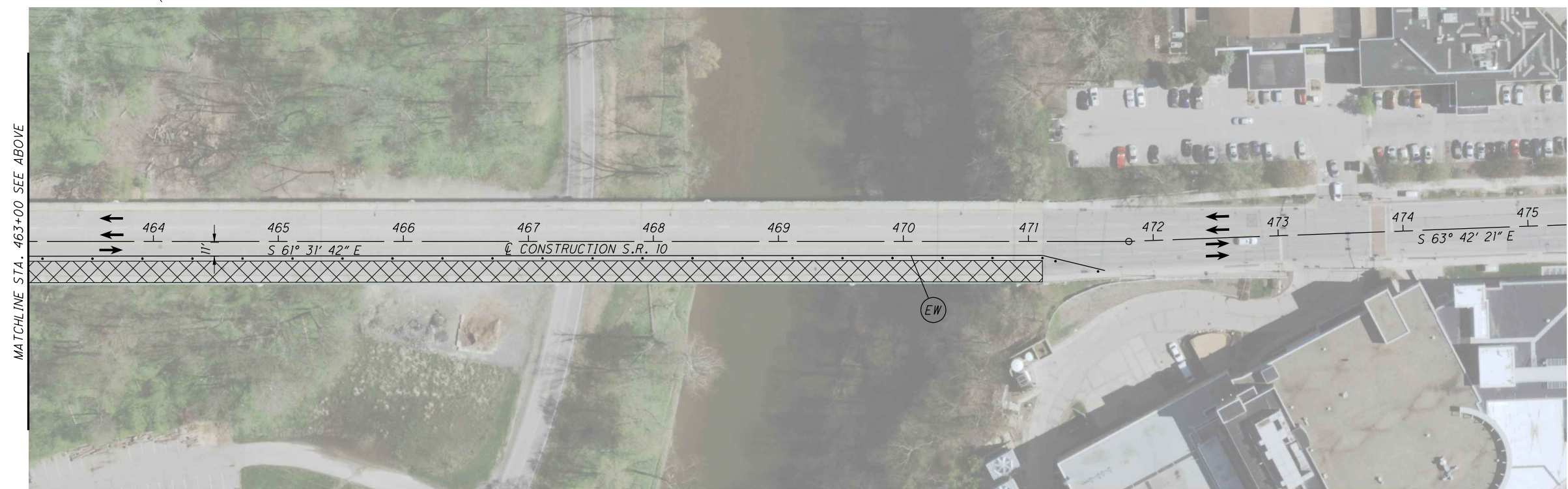
PHASE 1 - STA. 457+00 TO STA. 481+00

CUY-480-6.47 / VAR

PAINT

10

22



LEGEND

- WORK AREA
- DRUMS @ 35' C/C (TAPER) OR 40' C/C (TANGENT)
- TRAFFIC FLOW ARROW
- WORK ZONE EDGE LINE (WHITE)

NOTES

1. SEE MT-95.31 FOR ADDITIONAL DETAILS.
2. PEDESTRIANS SHALL BE DETOURED AS PER MT-110.10.
3. DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES.
4. SEE SHEET 8 FOR ESTIMATED QUANTITIES.

CALCULATED
KDW
CHECKED
TWG

HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC PLAN - S.R. 10
PHASE 2 - STA. 450+00 TO STA. 475+00**

**CUY-480-6.47 / VAR
PAINT**

SHEET NUM.										PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.		
5	6	8	GEN	01/IMS/BR	02/NHS/BR														
																MAINTENANCE OF TRAFFIC			
						25				25		SPECIAL	51912510	25	SY	PATCHING CONCRETE BRIDGE DECK			
										100		614	11110	100	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE			
												614	12336	1	EACH	WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)			
						50				50		614	13000	50	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC			
												614	13310	36	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY			
												614	13350	36	EACH	OBJECT MARKER, ONE WAY			
												614	18601	24	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	5		
												614	22110	0.58	MILE	WORK ZONE EDGE LINE, CLASS 1, 6", 642 PAINT			
												614	22210	1.29	MILE	WORK ZONE EDGE LINE, CLASS 1, 6", 740.06, TYPE 1			
												614	23210	4,527	FT	WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 642 PAINT			
												614	23410	4,578	FT	WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 740.06, TYPE 1			
												622	41000	1,720	FT	PORTABLE BARRIER, 32"			
																INCIDENTALS			
												LS	LS	614	11000	LS			
												14	14	619	16020	28	MNTH	MAINTAINING TRAFFIC FIELD OFFICE, TYPE C	
												LS	LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

CUY-480-6.47 / VAR PAINT

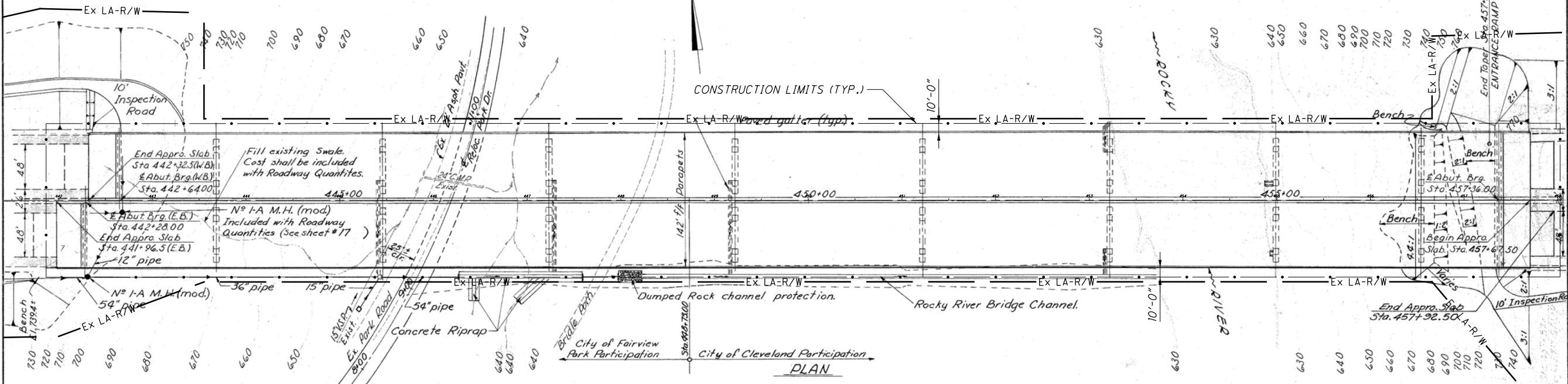
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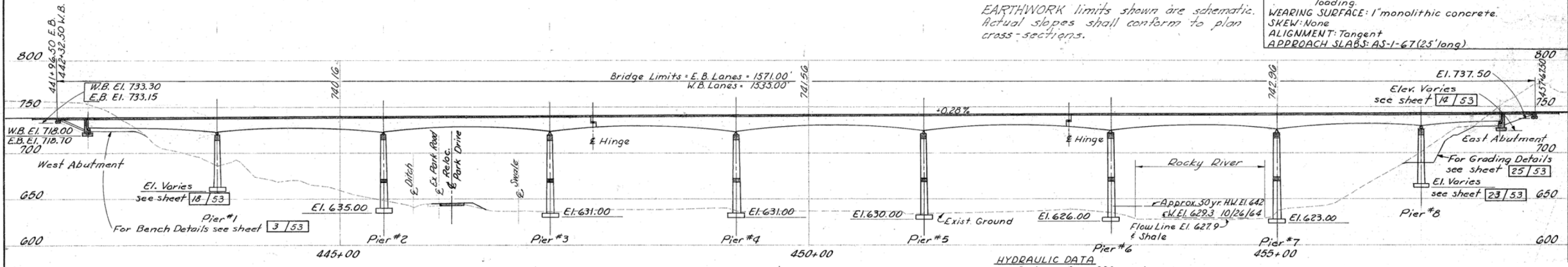
FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	F-48-4(16)161	60 120

CUYAHOGA COUNTY
CUY-480-6.48



PROPOSED STRUCTURE
 TYPE: Continuous haunched steel girder with transverse floorbeams, longitudinal stringers, concrete deck and concrete substructure.
 SPANS: E.B. Lanes 139'-8", 2@177'-4", 3@199'-6", 177'-4", 155'-2", 82'-8" % Brgs.
 W.B. Lanes 103'-8", 2@177'-4", 3@199'-6", 177'-4", 155'-2", 82'-8" % Brgs.
 ROADWAY: 142' 1/4" parapets, with Type 2" Railing, including 26'-0" median and 10'-0" shoulders.
 LOADING: CF-2000 (1957)-Adequate for AASHTO alternate loading.
 WEARING SURFACE: 1" monolithic concrete.
 SKEW: None
 ALIGNMENT: Tangent
 APPROACH SLABS: AS-1-67 (25' long)

EARTHWORK limits shown are schematic. Actual slopes shall conform to plan cross-sections.



PROFILE on I-80
SHOWING STRUCTURE for E.B. RDWY.

HYDRAULIC DATA
 Drainage Area: 283 sq. mi.
 $Q_{50} = 24,600$ c.f.s.
 $V_{50} = 3.1$ ft./sec. (includes overbank)
 $V_{50} = 10.4$ ft./sec. (Main channel)
TRAFFIC DATA
 DHV (1975) = 4600 (1150 per lane)
 DDHV (1987) = 6520 (1630 per lane)
 Note: For Drainage Quantities, see sheets N° 17 & 18

Rev. 10-22-70

NOTES

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2. PERFORM ONLY THE WORK DESCRIBED IN THE GENERAL NOTES AND GENERAL SUMMARY.
3. NO WORK OR ACCESS WILL BE ALLOWED PAST THE HIGH WATER ELEVATION OF ROCKY RIVER.

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DESIGN AGENCY
CARPENTER MARTY
TRANSPORTATION

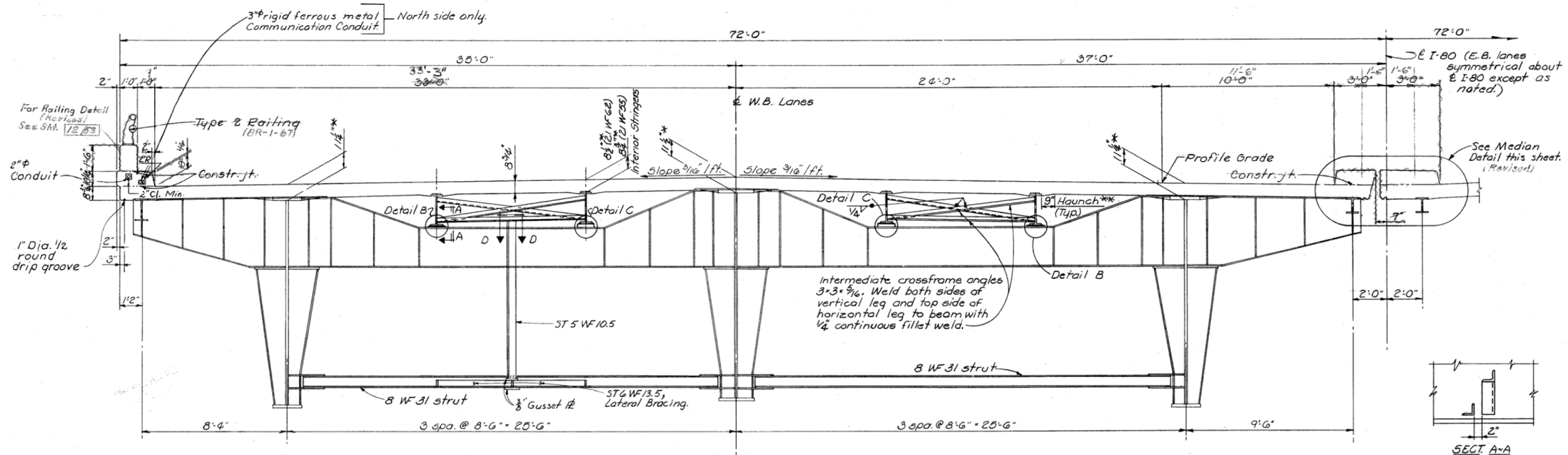
DATE	REVIEWED	DRAWN	DESIGNED
09/26/19	GDJ	ERK	ERK
FILE NUMBER	STRUCTURE FILE NUMBER	REVISED	CHECKED
1812831	1812831	MTJ	MTJ

SITE PLAN
 BRIDGE NO. CUY-480-0647
 OVER VALLEY PARKWAY AND ROCKY RIVER

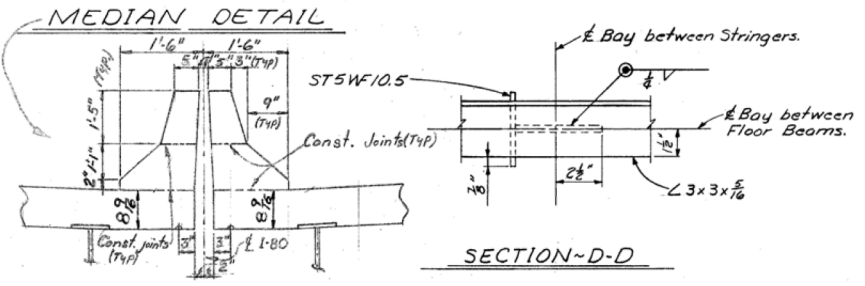
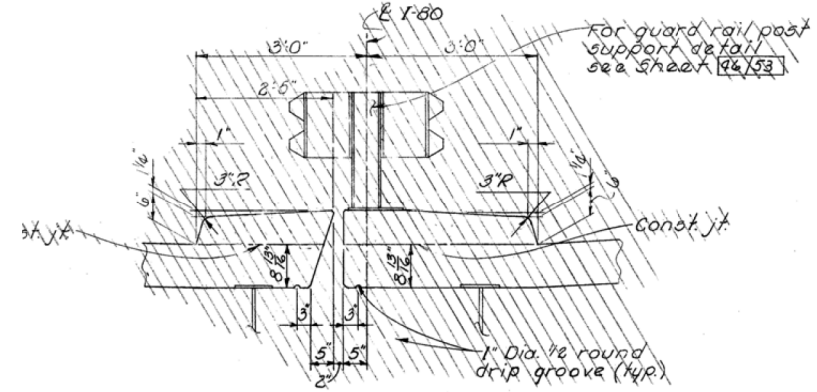
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VAR PAINT
PID No. 22131

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TRANSVERSE SECTION ~ (Near Mid-Span)
LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILAR

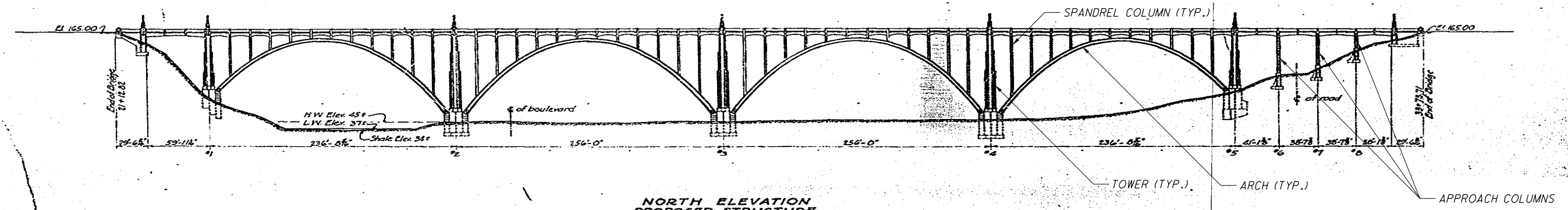
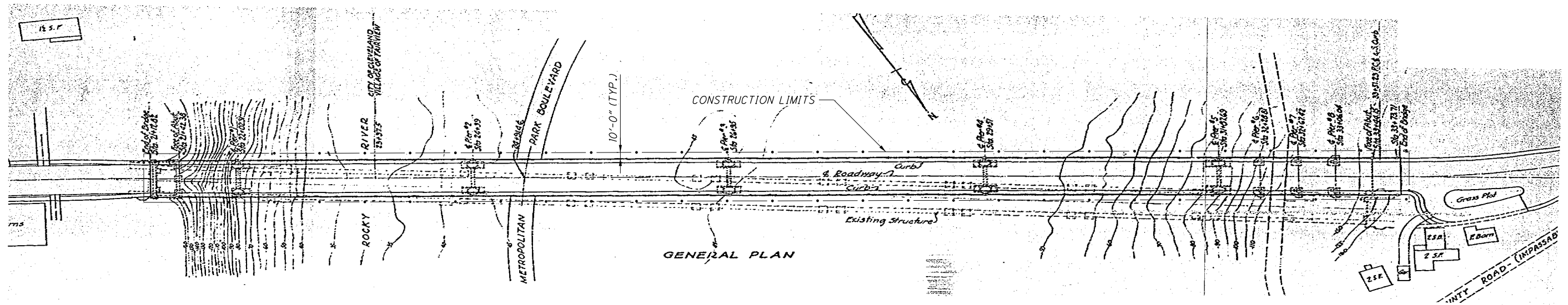


Rev. 10-22-70

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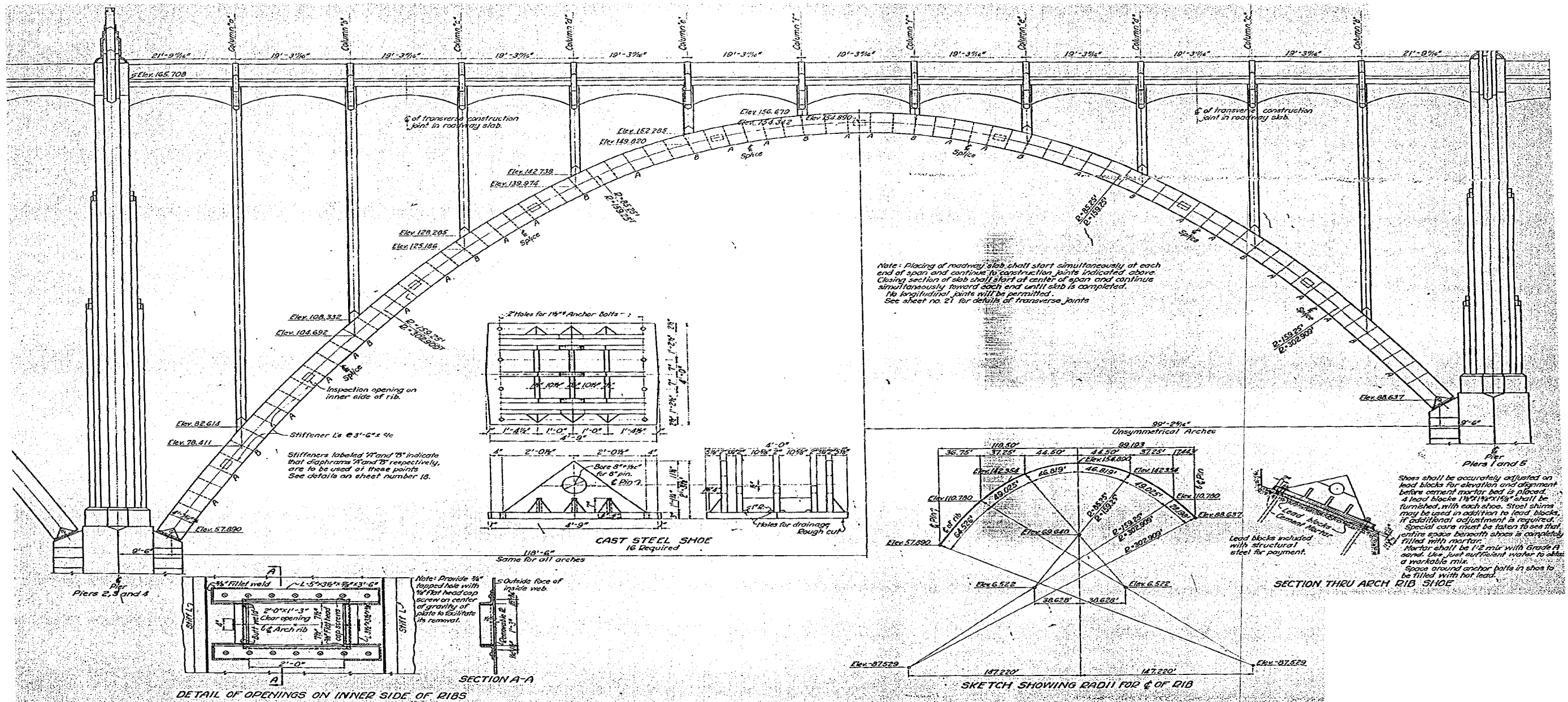
PROPOSED STRUCTURE
 Open spandrel steel arch
 1260.00' length overall
 40' width of roadway
 2 @ 5' concrete side walks
 34.5' distance c.c. of arch ribs
 Concrete deck slabs & substructure
 Brick wearing surface.

NOTES

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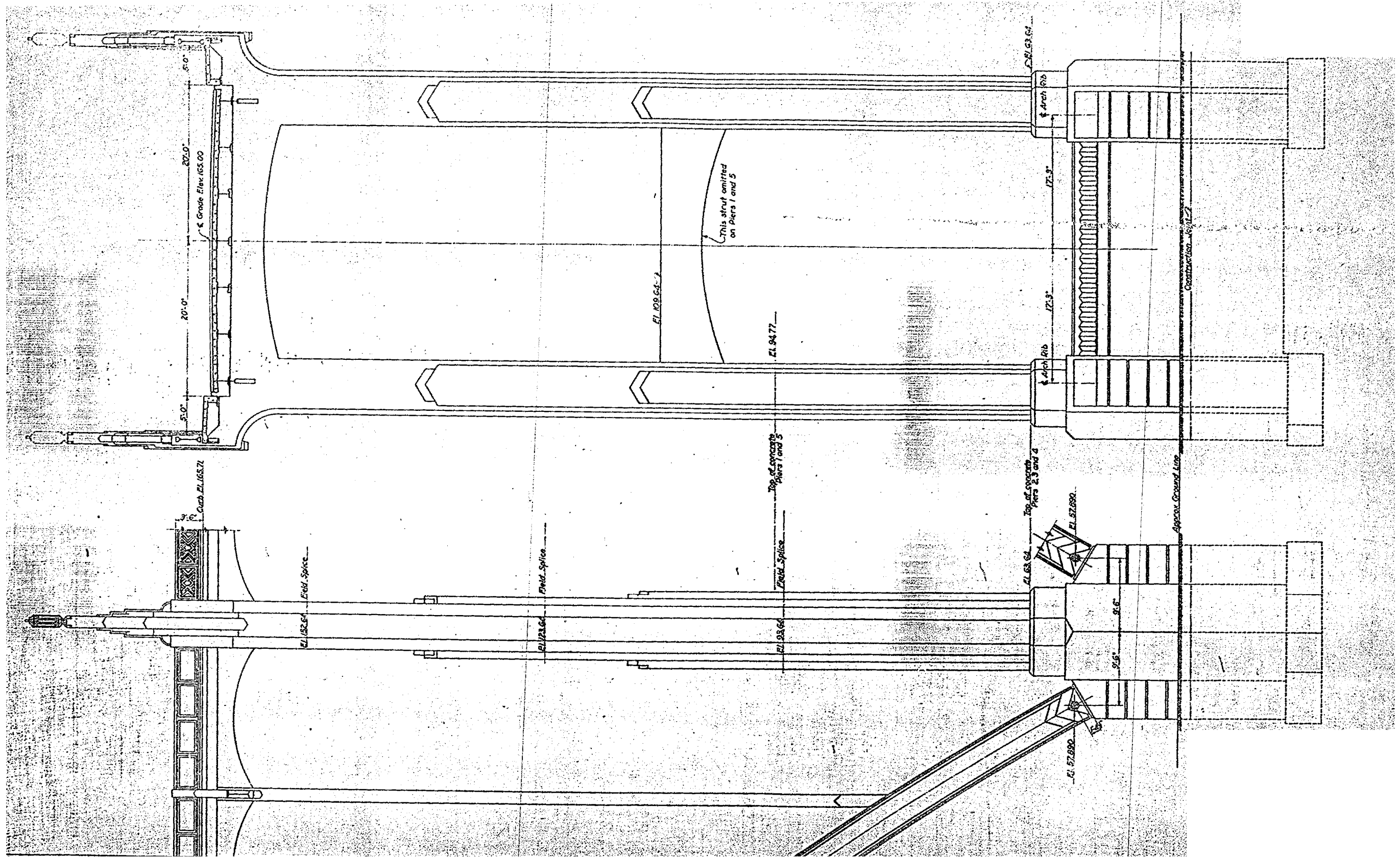
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DRAWN	MTJ	REVISED	
REVIEWED	GDJ	STRUCTURE FILE NUMBER	1801325
DATE	09/26/19		

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NOTES

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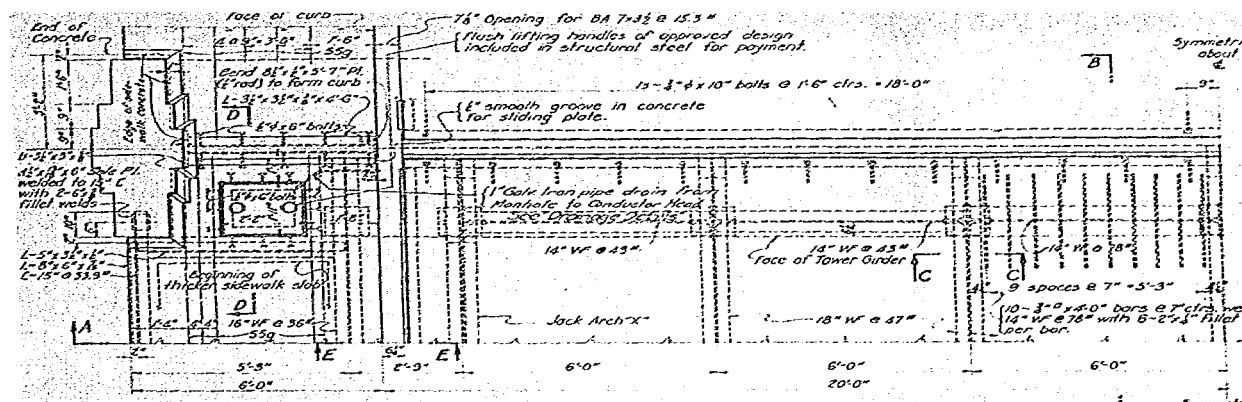
NOTES

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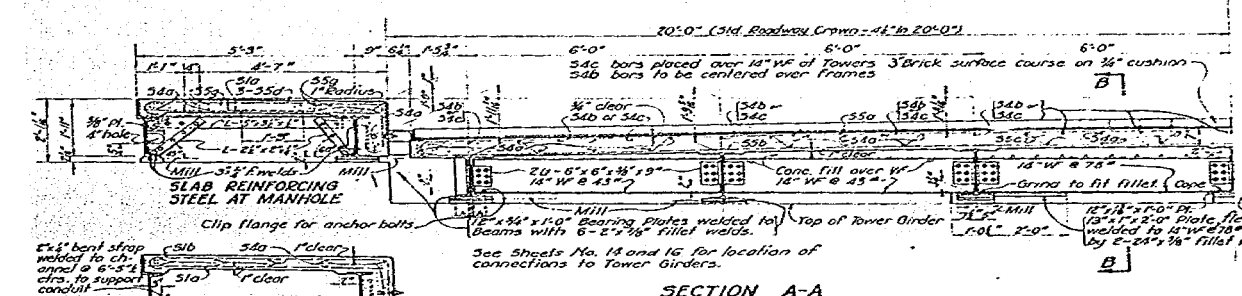
PIER DETAILS

BRIDGE NO. CUY-10-0869
OVER VALLEY PARKWAY AND ROCKY RIVER

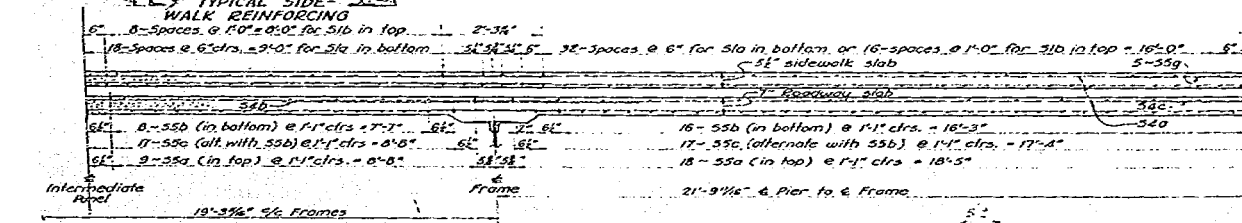
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MTJ	MTJ	GDJ	09/26/19
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ERK			



TYPICAL PART PLAN AT TOWERS



SECTION A-A



PART LONGITUDINAL SECTION SHOWING SLAB REINFORCING

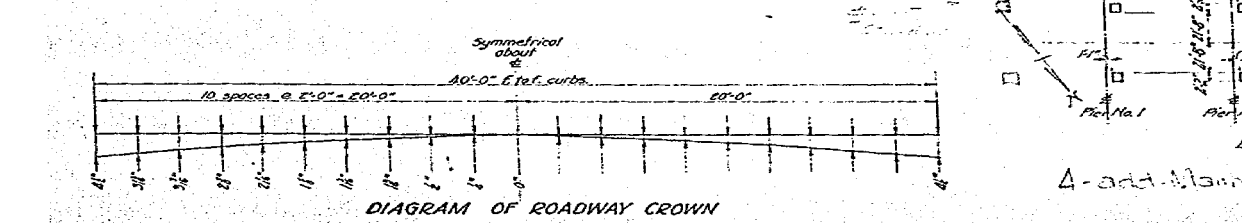
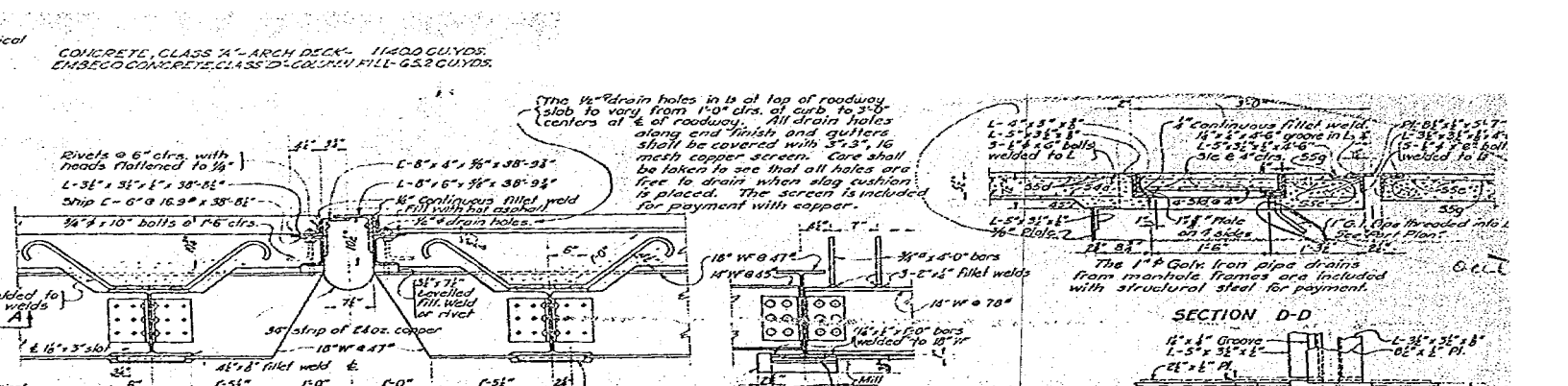
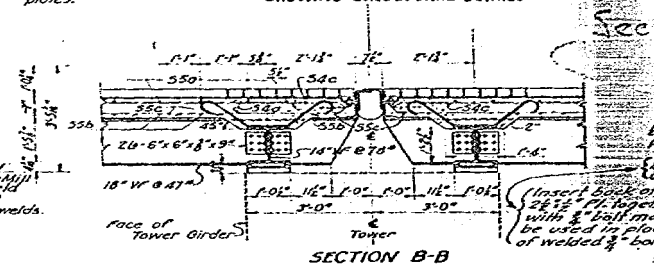


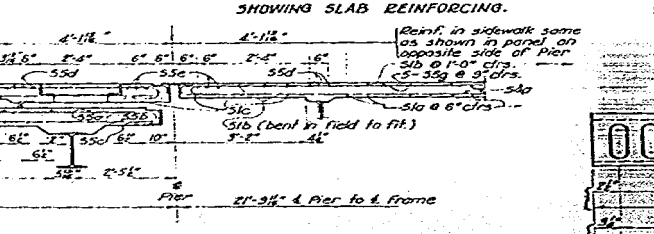
DIAGRAM OF ROADWAY CROWN



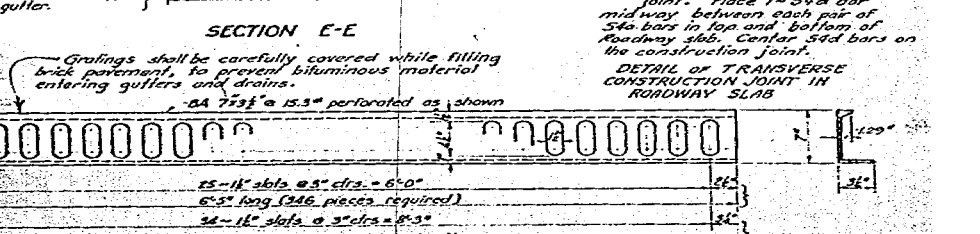
SECTION B-B SHOWING STRUCTURAL DETAILS



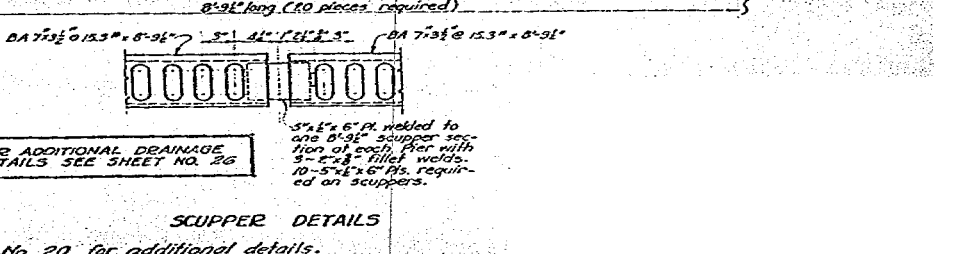
SECTION C-C



SECTION B-B SHOWING SLAB REINFORCING



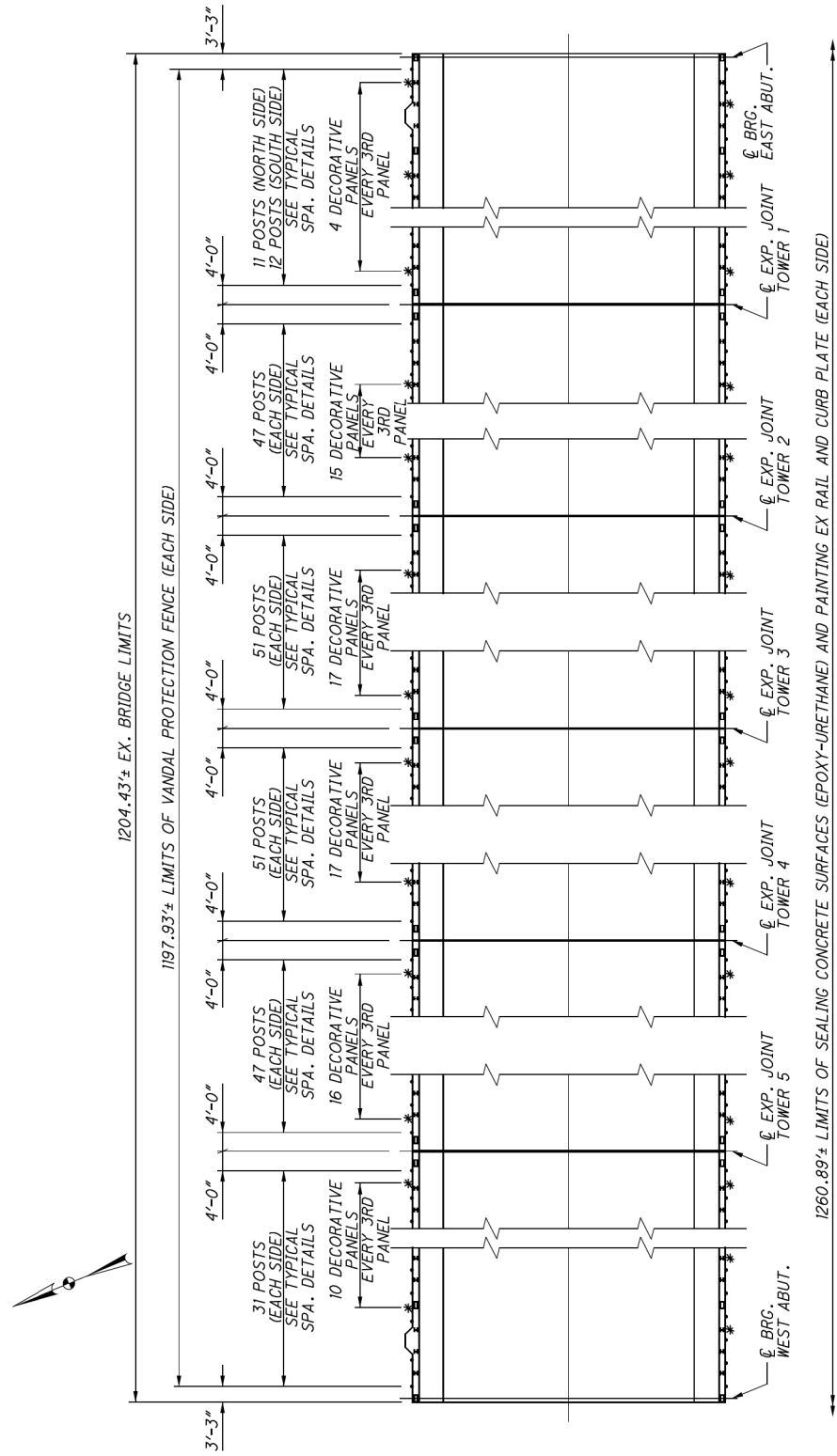
SECTION E-E



SCUPPER DETAILS

NOTES

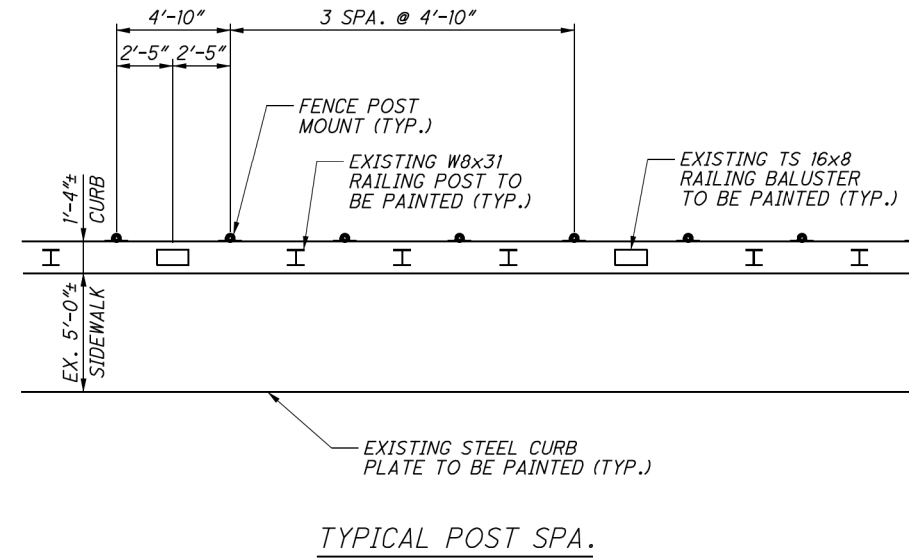
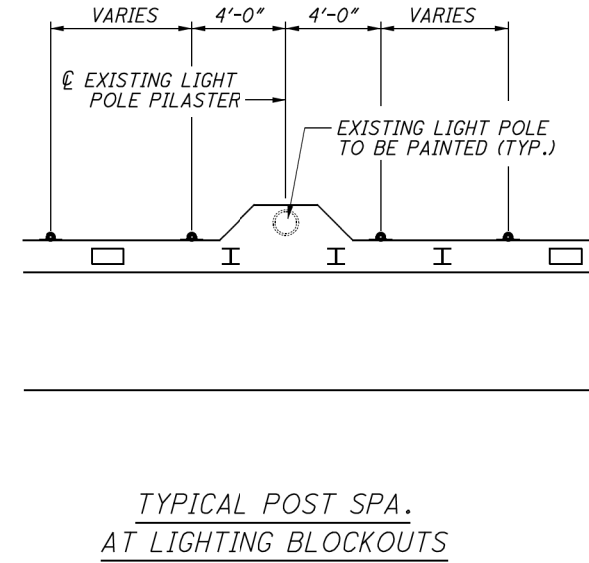
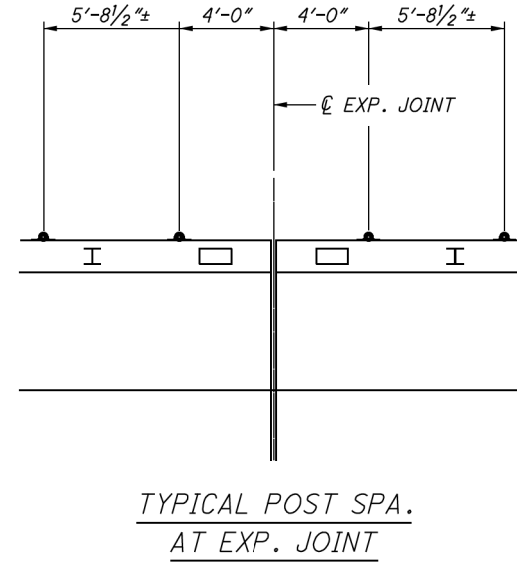
1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS, AND SHALL BE USED FOR INFORMATION PURPOSE ONLY.
2. PERFORM ONLY THE WORK DESCRIBED IN THE GENERAL NOTES AND GENERAL SUMMARY.
3. NO WORK OR ACCESS WILL BE ALLOWED PAST THE HIGH WATER ELEVATION OF ROCKY RIVER.



1260.89± LIMITS OF SEALING CONCRETE SURFACES (EPOXY-URETHANE) AND PAINTING EX RAIL AND CURB PLATE (EACH SIDE)
(INCLUDES SEALING OF APPROACH SLAB MOUNTED CONCRETE CURB)

GENERAL BRIDGE PLAN

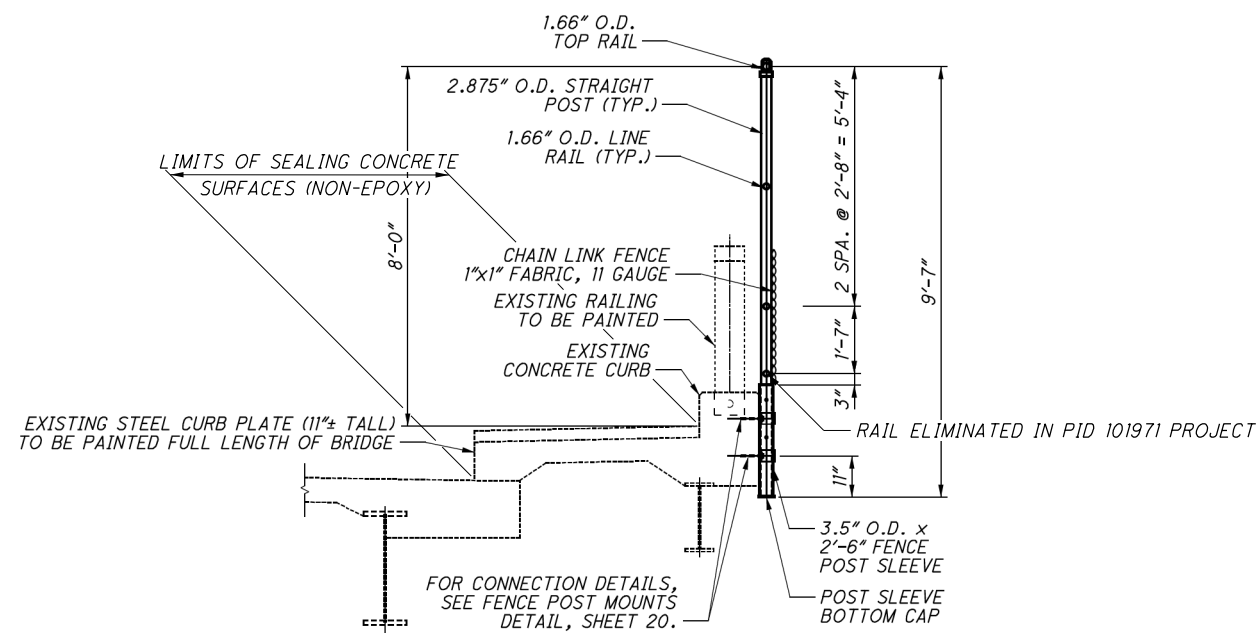
- LEGEND**
- - FENCE POST
 - * - VANDAL PROTECTION FENCE DECORATIVE PANEL LOCATION
- NOTE**
NUMBER OF VANDAL PROTECTION FENCE DECORATIVE PANELS ARE THE SAME ON EACH SIDE OF BRIDGE



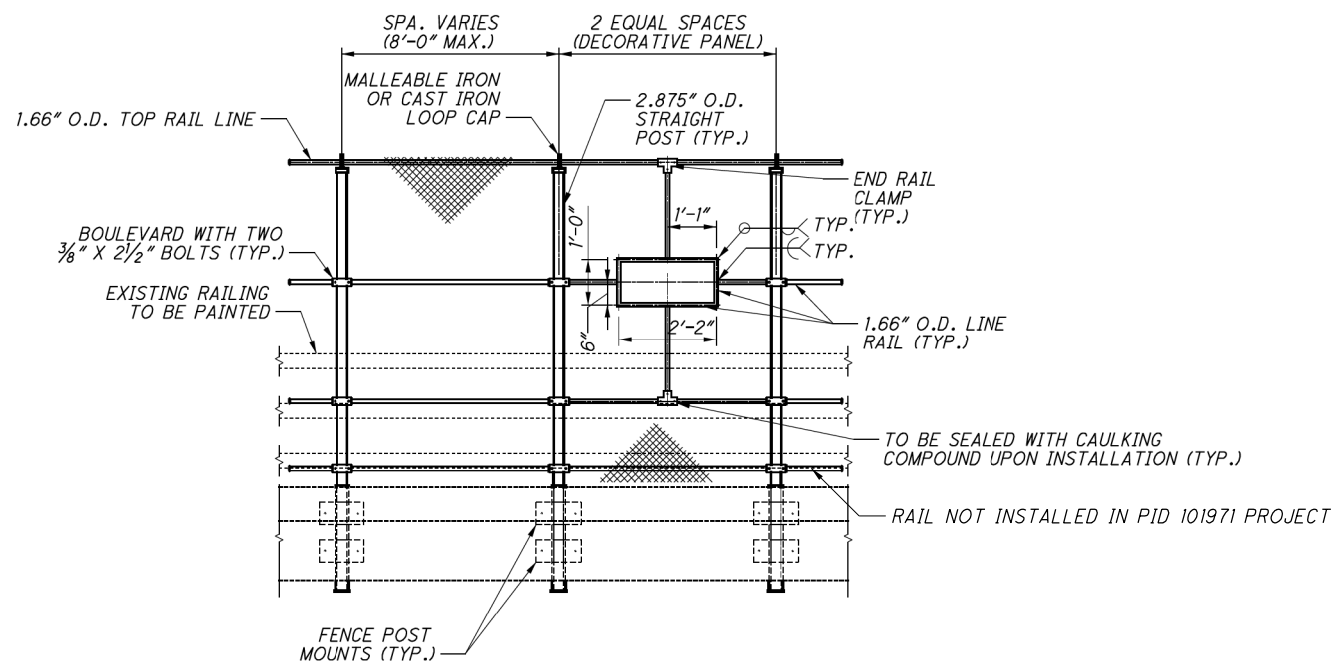
NOTES

1. DETAILS ON THIS SHEET ARE TAKEN FROM THE COMPLETED PID 101971 PROJECT. RELEVANT PAINTING AND CONCRETE SEALING DETAILS TO THIS PROJECT ARE SHOWN. VANDAL PROTECTION FENCE DETAILS SHALL BE USED FOR INFORMATION PURPOSE ONLY.
2. PERFORM ONLY THE WORK DESCRIBED IN THE GENERAL NOTES AND GENERAL SUMMARY.

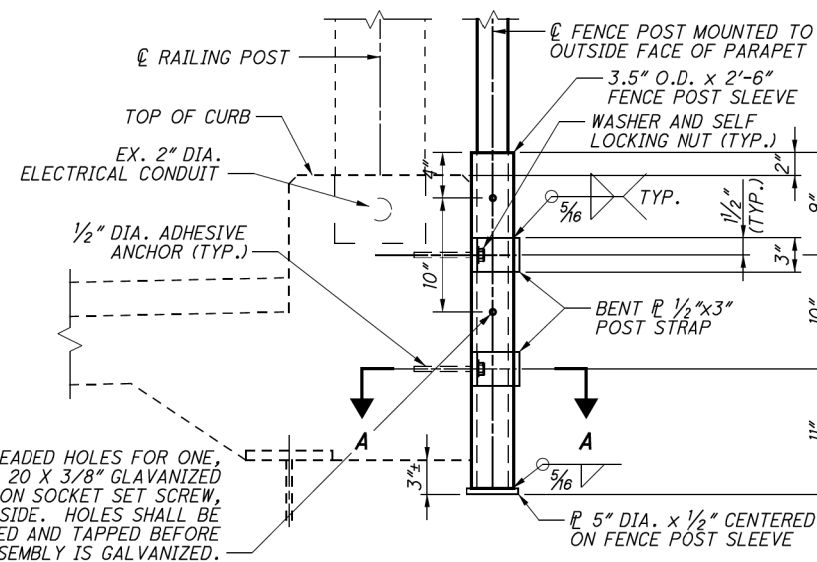
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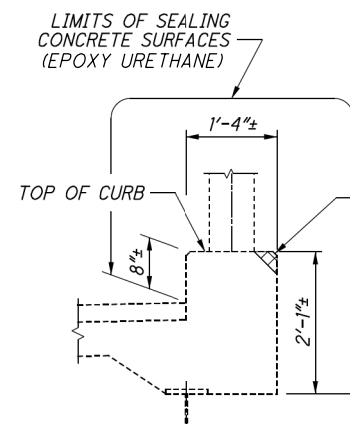
TYPICAL FENCE SECTION



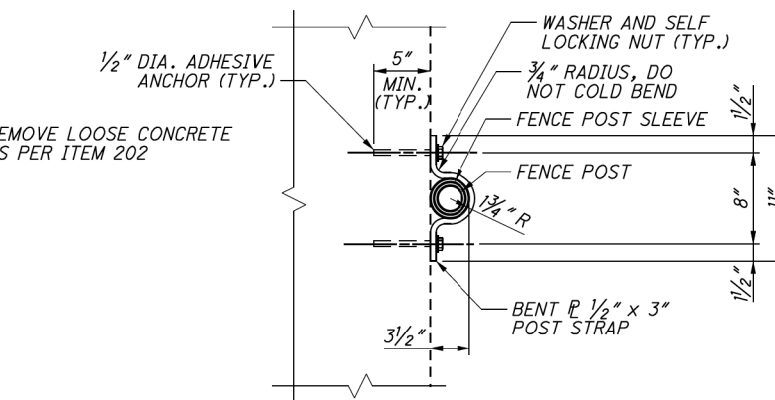
INSIDE ELEVATION OF FENCE



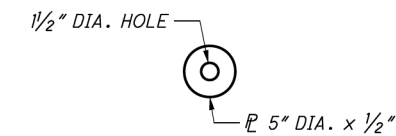
FENCE POST MOUNT DETAIL



CONCRETE SEALING LIMITS
BRIDGE FENCE DETAILS NOT SHOWN FOR CLARITY



SECTION A-A



POST SLEEVE
BOTTOM CAP

NOTES

1. DETAILS ON THIS SHEET ARE TAKEN FROM THE COMPLETED PID 101971 PROJECT. RELEVANT PAINTING AND CONCRETE SEALING DETAILS TO THIS PROJECT ARE SHOWN. VANDAL PROTECTION FENCE DETAILS SHALL BE USED FOR INFORMATION PURPOSE ONLY.
2. PERFORM ONLY THE WORK DESCRIBED IN THE GENERAL NOTES AND GENERAL SUMMARY.

DESIGN AGENCY CARPENTER MARTY <small>TRANSPORTATION</small>	DATE	09/26/19
	REVIEWED	GDJ
	DRAWN	MTJ
	DESIGNED	MTJ
FILE NUMBER	1801325	
STRUCTURE FILE NUMBER		
CHECKED	ERK	
REVISED		

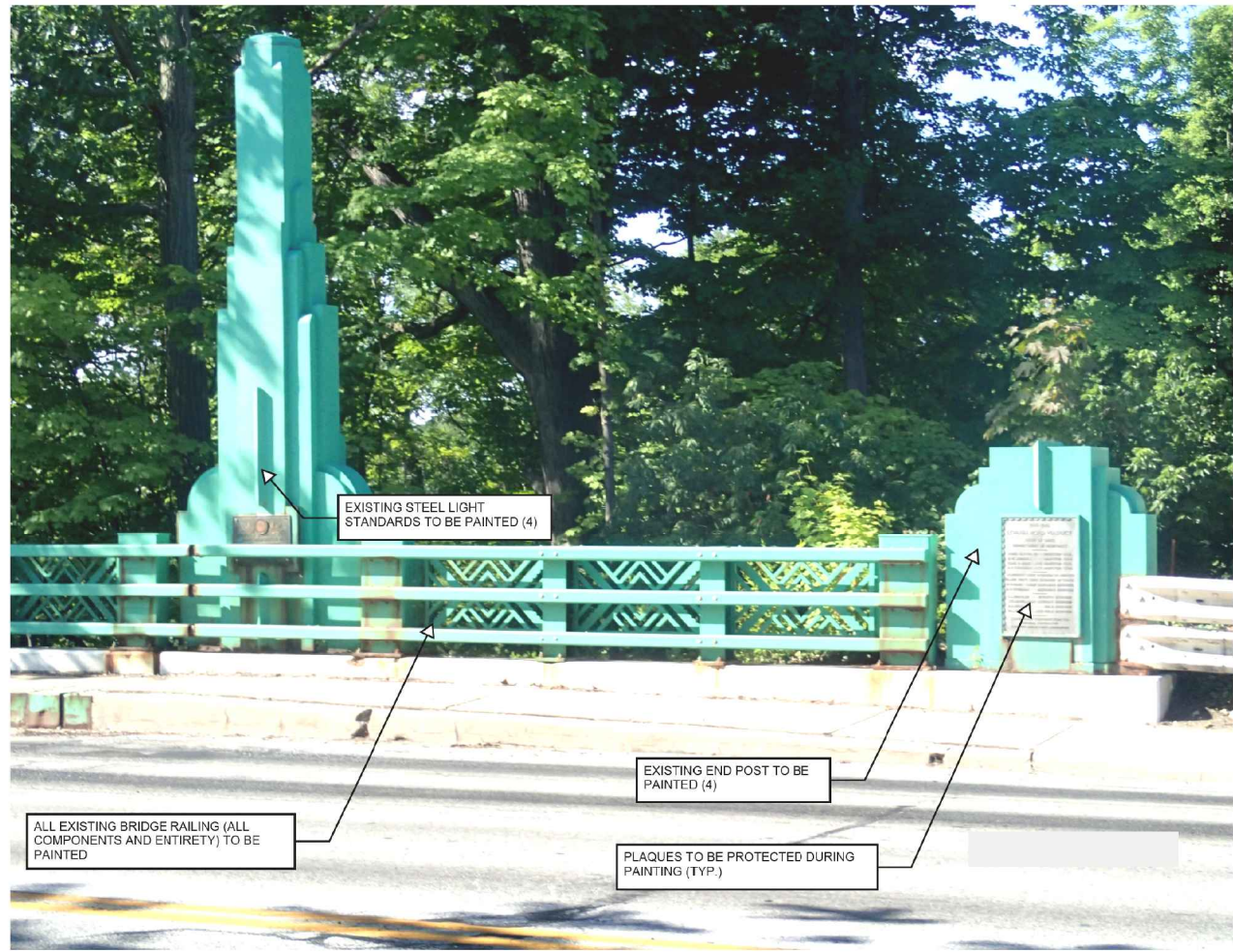
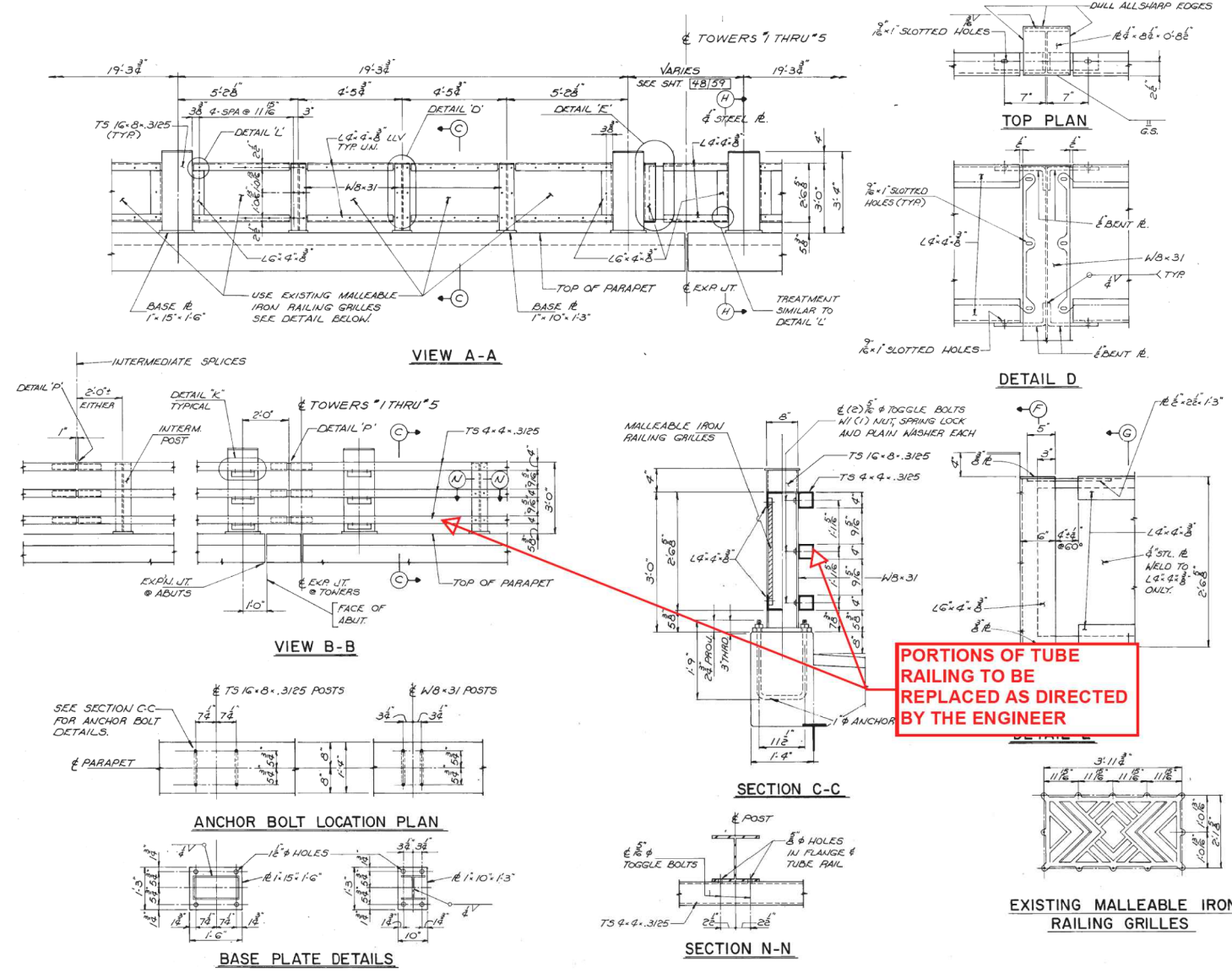
RAILING DETAILS
 BRIDGE NO. CUY-10-0869
 OVER VALLEY PARKWAY AND ROCKY RIVER

**CUY-480-6.47 /
VAR PAINT
PID No. 22131**

6 / 7

21
22

P:\ADDT\12\0004_CUY-480-06.47_VAR_Point\22131\Design\Structures\CUY10_0869C_Sheets\10_0869C_SA003.dgn Sheet 11/15/2019 2:58:15 PM CMT008



- NOTES**
1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS, AND SHALL BE USED FOR INFORMATION PURPOSE ONLY.
 2. PERFORM ONLY THE WORK DESCRIBED IN THE GENERAL NOTES AND GENERAL SUMMARY.

DESIGN AGENCY CARPENTER MARTY <small>TRANSPORTATION</small>	
DESIGNED MTJ	REVIEWED GDU
DATE 09/26/19	STRUCTURE FILE NUMBER 1801325
RAILING DETAILS BRIDGE NO. CUY-10-0869 OVER VALLEY PARKWAY AND ROCKY RIVER	
CUY-480-6.47 / VAR PAINT PID No. 22131	7 / 7 <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; justify-content: center; align-items: center; margin: 0 auto;">22</div>

SPECIAL PROVISIONS

METROPARKS ACCESS PERMIT

2/24/2020

For

CUY-480-6.47/VAR PAINT

PID 22131

ACCESS PERMIT

THIS ACCESS PERMIT ("Permit") is made as of this 24th day of February, 2020 by and between THE BOARD OF PARK COMMISSIONERS OF THE CLEVELAND METROPOLITAN PARK DISTRICT ("Cleveland Metroparks") and Permittee designated below in consideration of Permittee's agreement to abide by the terms and conditions of this Permit.

1. Definitions.

a. "Permittee," "Reservation," "Park Manager," "Work," and "Term" shall have the definitions set forth on Exhibit A.

b. The "Permit Area" shall mean the area of the Reservation identified on the map attached hereto as Exhibit B.

2. Plans, Specifications, and Permits.

a. Prior to beginning the Work, Permittee shall submit its plans, specifications, and/or scope of work to Cleveland Metroparks for approval, which approval shall not be unreasonably withheld. Permittee's plans, specifications, and/or scope of work must comply with all applicable laws, ordinances, rules, regulations, and restrictions imposed by deed, easement, license and any other applicable legal instrument.

b. Prior to beginning the Work, Permittee shall obtain any and all necessary permits, authorizations, and other consents necessary to perform the Work.

3. Use of Permit Area.

a. Cleveland Metroparks grants Permittee permission to perform the Work in the Permit Area and to take such actions as described below as are necessary to perform the Work. Permittee may not undertake any other action without prior written approval of Cleveland Metroparks.

b. Permittee may remove from the Permit Area only that vegetation which is required for the Work. Permittee shall follow the Vegetation Removal Specifications set forth in Exhibit C.

c. Permittee shall remove from Cleveland Metroparks' property all topsoil and/or subsurface soil removed from the Permit Area unless Permittee requires such topsoil and/or dirt for backfilling and grading.

d. Permittee shall obtain approval from the Park Manager for all needed parking and storage in or around the Permit Area and shall adhere to any limitations, whether on time or location, on such parking and storage imposed by the Park Manager.

e. Permittee's work in the Permit Area shall not interfere with or restrict use of or access to the Reservation by Cleveland Metroparks' personnel or visitors. If traffic control measures or road closures are required, Permittee shall obtain approval for such traffic control measures or road closures from the Park Manager and work with the Park Manager and Cleveland Metroparks Rangers to secure traffic control measures or road closures in a manner that is least disruptive to Cleveland Metroparks' employees and visitors.

f. Permittee, at Permittee's sole cost and expense, shall repair and maintain any structure(s) associated with the Work in good condition throughout the Permit period, whether such repair or maintenance is required by reason of damage caused by human or natural causes. Permittee shall conduct such repairs and maintenance of its own accord, and at the request of Cleveland Metroparks. Permittee shall contact The Reservation Manager a minimum of two (2) calendar days prior to initiating the work on the structure(s). Repairs and/or maintenance shall include removal of graffiti and correction of any vandalism. In addition, if Permittee believes the design of the approved structure(s), or graphic presentations contained therein, require changes, Permittee shall propose the changes to Cleveland Metroparks for written approval at least ten (10) calendar days prior to implementation. All above-grade structures associated with the Work shall be removed completely and the Permit Area restored to its original condition at the termination of the Permit period, unless approved otherwise by Cleveland Metroparks by subsequent Permit or other valid legal instrument.

4. Use of Park Roadways.

a. Access for Permittee's vehicles entering the Permit Area shall be limited to the roadways identified in Exhibit A.

b. Cleveland Metroparks paved roadways and parking lots have a five (5) ton maximum gross vehicle weight limit. Permittee shall not allow any vehicle in excess of five (5) tons on any Cleveland Metroparks pavement. Should Permittee or Permittee's suppliers, subcontractors, partners or agents violate this provision, Permittee is responsible for all damages resulting from such vehicles, including cracking, faulting, displacement, rutting and disintegration, and is responsible for the cost of all necessary repairs.

c. Permittee must keep all Cleveland Metroparks roadways, trails and other public areas clear of construction debris, spillage and mud on a daily basis.

5. Restoration of Permit Area.

a. Permittee shall follow the Road, Trail, Vegetation and Seed Specifications set forth in Exhibit C unless the Parties agree to alternate methods of repairing or replacing trails, roads, and vegetative areas.

b. Permittee shall restore all other surfaces to conditions approved by Cleveland Metroparks.

6. Inspection. Cleveland Metroparks shall have the right to enter into the Permit Area at any time to inspect the Work.

7. Indemnification. Intentionally Omitted

8. Insurance. Permittee shall maintain the insurance detailed in Exhibit D.

9. Termination by Cleveland Metroparks. If at any time Permittee ceases to use the Permit Area for the Work or if Permittee fails to comply with any provision of this Agreement and such failure continues for two (2) days after Cleveland Metroparks has provided notice of the failure, Cleveland Metroparks may terminate the Permit. If the failure cannot be corrected in two (2) days but Permittee can show Cleveland Metroparks that it has taken substantial steps to correct the failure, Cleveland Metroparks may accept those substantial steps as compliance with the terms of this Agreement and choose not to

terminate. Upon termination of the Permit, Permittee shall return the Permit Area to the condition existing before being disturbed as set forth in Section 5.

10. Choice of Law; Jurisdiction. This Agreement shall be governed by the laws of the State of Ohio regardless of any choice of law principles. All actions arising from or relating to this Agreement or the Work or a claim of breach of this Agreement shall be instituted and prosecuted exclusively in a federal or state court located in Cuyahoga County, Ohio, and the Parties consent to the exercise of personal jurisdiction by and exclusive venue in such courts.

11. Publicity; Public Records. Permittee shall not discuss this Permit or its contents with the media, use Cleveland Metroparks' name or logos or issue any press release or other public statement related hereto, unless authorized in writing by Cleveland Metroparks, which authorization may be withdrawn by Cleveland Metroparks at any time. Permittee acknowledges that this Permit and other records in the possession or control of Cleveland Metroparks regarding the Work may be public records under Ohio Revised Code Section 149.43 and may be open to public inspection unless a legal exemption applies.

12. Miscellaneous. This Permit constitutes the entire agreement between the parties with respect to the subject matter hereof and supersedes all prior agreements, written or oral, with respect thereto. This Permit may not be modified except in writing signed by Cleveland Metroparks and Permittee. If any provision of this Permit shall be or become invalid or unenforceable, then this Permit shall be divisible, and the remainder of the Permit shall be valid and binding as though such provision were not included therein. Nothing herein creates any rights in or remedies on behalf of any third party. This Permit may be executed in counterparts, each of which shall be deemed an original and all of which shall constitute one instrument. By entering into this Permit, the Parties agree on behalf of themselves, their officers, employees, subcontractors, sub-grantees, agents or assigns, that this transaction may be conducted by electronic means by agreeing that all documents requiring signatures by the Parties may be executed by electronic means, and that the electronic signatures affixed by the Parties to said documents shall have the same legal effect as if that signature was manually affixed to a paper version of the document. The Parties also agree to be bound by the provisions of Chapter 1306 of the Ohio Revised Code as it pertains to electronic transactions.

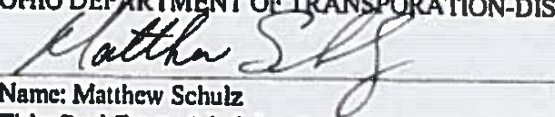
[SIGNATURE PAGE FOLLOWS]

BOARD OF PARK COMMISSIONERS OF THE
CLEVELAND METROPOLITAN PARK DISTRICT


Sean E. McDermott, P.E.
Chief Planning and Design Officer

Date: 11/6/19

OHIO DEPARTMENT OF TRANSPORTATION-DISTRICT 12


Name: Matthew Schulz
Title: Real Estate Administrator

Date: 2019-11-05

EXHIBIT A

"Permittee" shall mean Matthew Schulz, P.E., Real Estate Administrator, Ohio Department of Transportation – District 12 who can be contacted at 5500 Transportation Blvd, Garfield Heights, OH 44125, 216-584-2117, Matthew.Schulz@dot.ohio.gov.

"Reservation" shall mean the Rocky River Reservation in the Cleveland Metropolitan Park District.

"Park Manager" shall mean Rick Ditch who can be contacted at 440-331-8287, rdd@clevelandmetroparks.com.

"Term" shall mean the time period commencing on the date Cleveland Metroparks receives this executed Permit and proof of insurance and shall continue until October 1, 2022.

"Work" shall mean The CUY-480-6.47/VAR Paint project will paint the structural steel on the IR-480 bridge and SR-10 (Lorain Road) bridge over the Rocky River Reservation in the Cities of Cleveland and Fairview Park.

ODOT owns aerial right-of-way for maintenance on the bridge, however, access from the ground will be needed to access the structural steel. Construction equipment will enter the area beneath each from Valley Parkway underneath the bridges. Equipment will include trucks, lift platforms, and generators. Some trees underneath the bridges will need to be removed to gain access to each bridge pier. No excavation is required.

The Cleveland Metroparks provided Section 4(f) Official with Jurisdiction Approval for the proposed project on August 19, 2019. A copy is attached.

Permittee shall access the Permit Area using the following roadways: Grayton Road, Mastick Road, Valley Parkway, all-purpose trail, possibly bridle trail.

ADD ADDITIONAL DEFINITIONS AS NEEDED:

Under IR-480, a guardrail between Valley Parkway and the all-purpose trail will be removed for construction access to the bridge. The guardrail will be replaced after the painting is completed.

Some trees underneath the bridges will need to be removed to gain access to each bridge pier.

No excavation is required. Park property is only required for construction access.

Needed March 15, 2020 thru November 15, 2021 (24-7) with reduced equipment parking & use during winter shutdown of 2020/2021.

Staging under Lorain Bridge from adjacent to base of Pier 2 to adjacent to base of Pier 5;

Potential Equipment List: 1-2 Blast Recycler, 1-2 Blasting Pot trailer, multiple box trucks for paint equipment, 1-2 Wash Trailers, multiple dumpsters for blast waste, 3-4 JLG Manlifts, multiple flatbed trailers for decking + tarps + cables, Foreman Pickups, employee personal vehicles, porta-johns, grit drums (new & used); MOT trucks, Arrow boards, Generators, 4+ Compressors, Job trailers; Waste dumpster, MOT zone equipment; A majority of these vehicles will be there on a daily basis.

Staging will be mainly in Metroparks mulch / brush stockpile area under Bridge, with drive just west of Pier 2 base. Blasters and recyclers would be tight to the pier foundations to catch materials.

Permittee would expect equipment would access site from Grayton Road off of 480 and come down Mastick Road Hill to head north on the Parkway. Same access point to go South to get to 480 Bridge, if Permittee needs to be under there.

Potential crossing of bridle trail with equipment for work west of this trail.

Potential crossing of multi-use path adjacent to Pier 2, will keep this trail open 24-7 except for when equipment crossing over. Will need road plates to not damage asphalt trail.

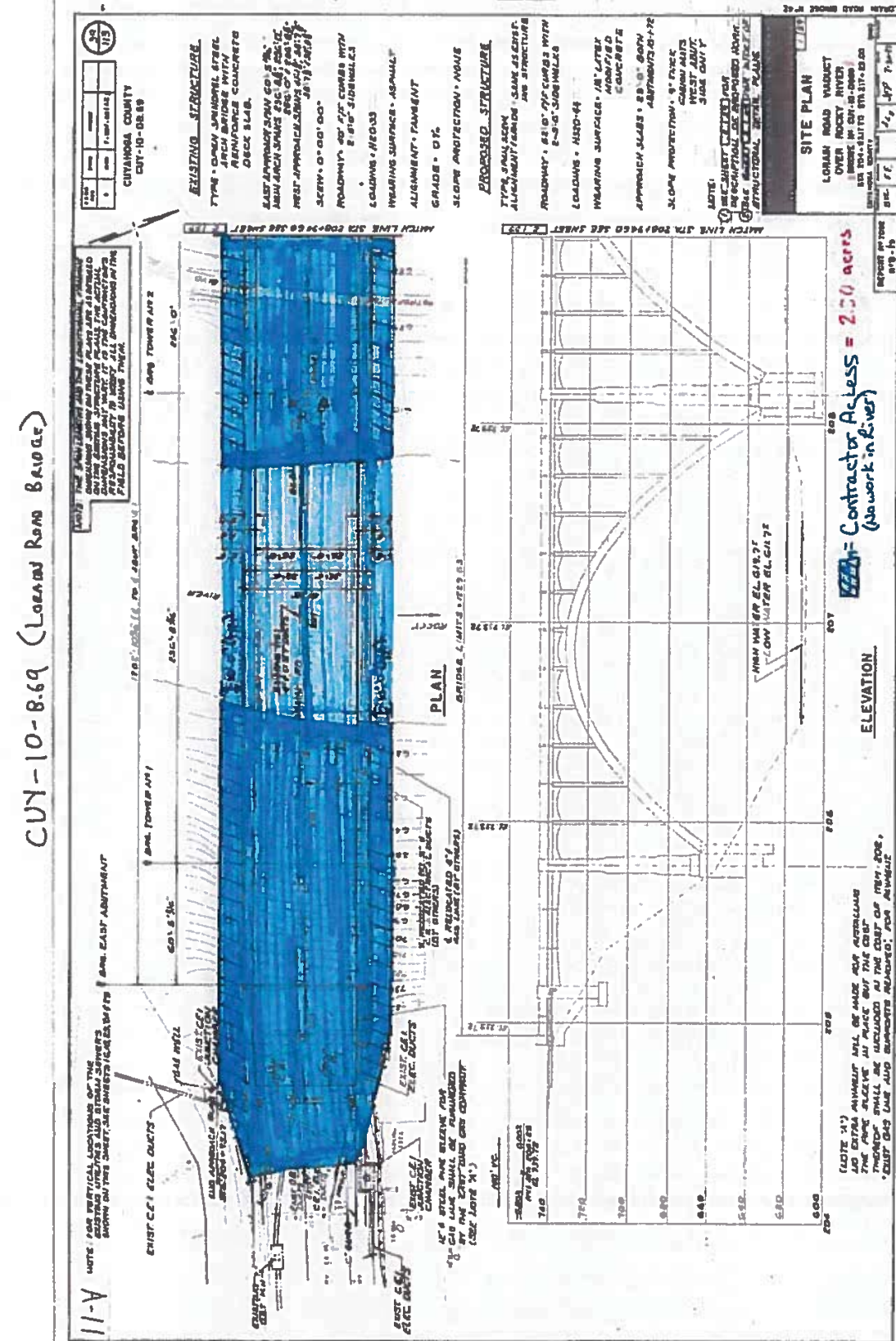
No use of Lorain multi-purpose trail with equipment, as this cannot handle the equipment loading to get there. Work from above from trail to west.

Recommend to include a requirement to install construction fence along entire perimeter of Metroparks R/W under Bridge prior to work start to separate work site from Park-goers with active equipment and lead paint waste;

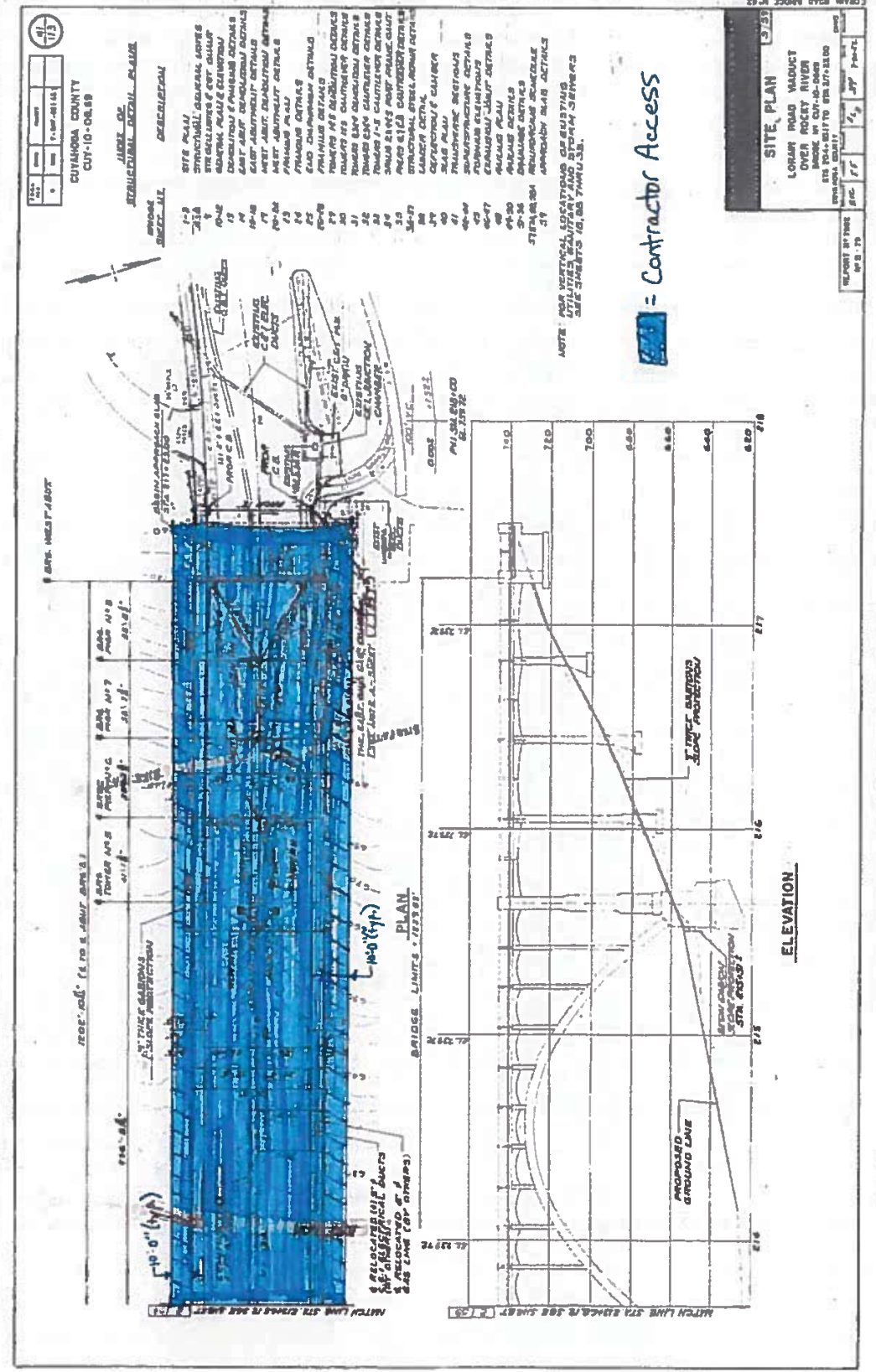
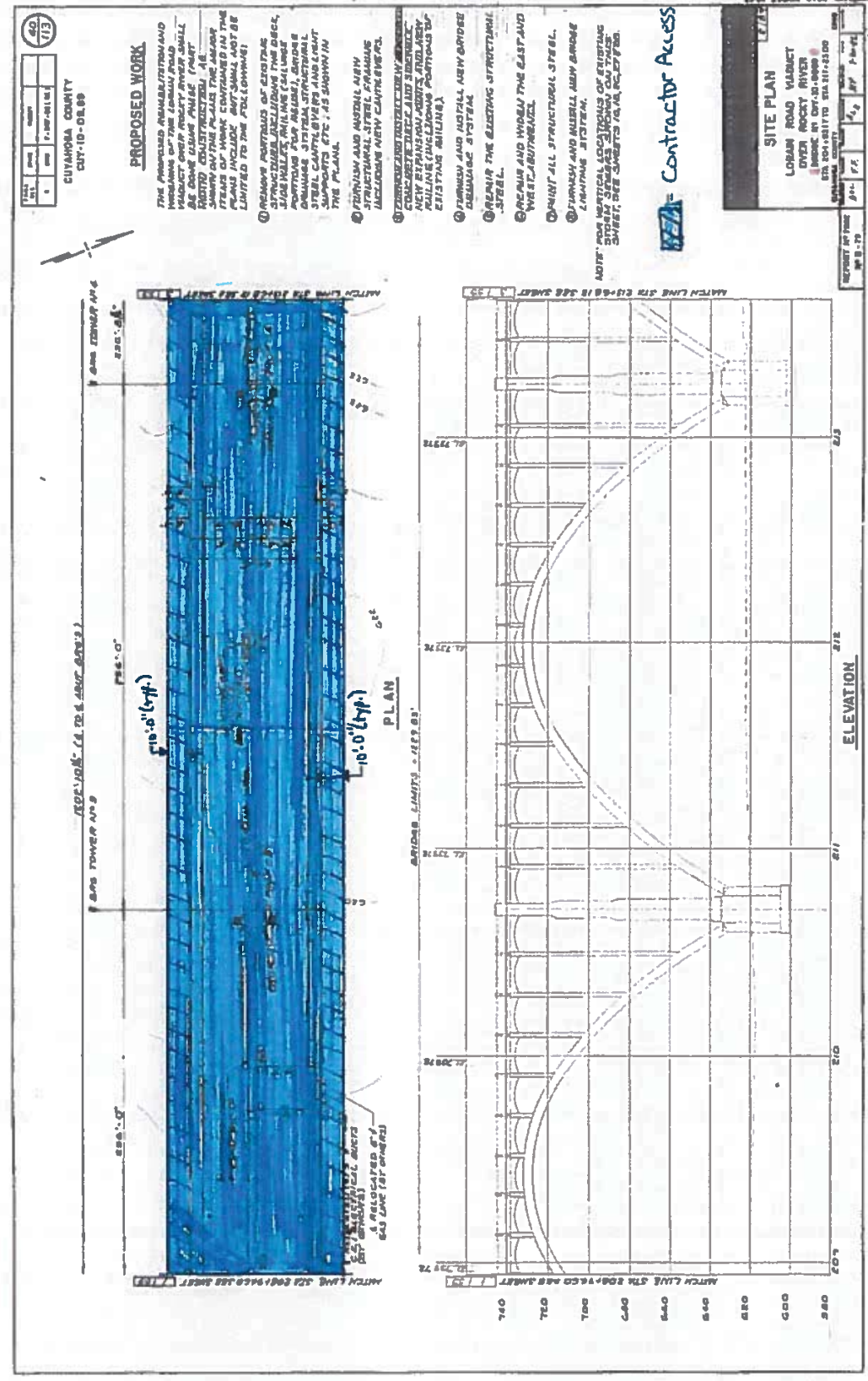
Permittee will end up taking over the entire R/W from 5' outside Bridge parapet to parapet from Pier 2 to Pier 5.

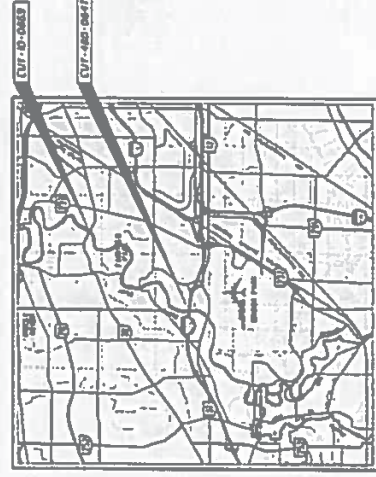
No Metroparks equipment, parking or staging access will be permitted in our work area, especially with Lead Paint containment/protection required.

Exhibit B



CUY-10-8-69 (Lorain Road Bridge)





PORTION TO BE IMPROVED:
 INTERSTATE HIGHWAYS
 FEDERAL ROUTES
 STATE ROUTES
 COUNTY & TOWNSHIP ROADS
 OTHER ROADS

DESIGN EXCEPTIONS
 NONE

UNDERGROUND UTILITIES
 Certified by Utility Digging Days

OHIO811.ORG
 Before You Dig

OHIO811, 8-1-1, or 1-800-343-2784
 (Job-members must be called directly)

PLAN PREPARED BY:
CARPENTER MARTY
 TRANSPORTATION

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION
CUY-480-6.47 / VAR
PAINT
 CITY OF FAIRVIEW PARK
 CUYAHOGA COUNTY

INDEX OF SHEETS:
 TITLE SHEET 1
 GENERAL NOTES 2-3
 MAINTENANCE OF TRAFFIC NOTES 4-5
 GENERAL SUMMARY 6
 STRUCTURES OVER 20' SPAN 7-8
 CUY-480-0847
 CUY-480-0848

STANDARD CONSTRUCTION DRAWINGS

NO.	DATE	DESCRIPTION
101-000	01/26/09	SPECIAL SPECIFICATIONS PROVISIONS
102-000	01/26/09	
103-000	01/26/09	
104-000	01/26/09	
105-000	01/26/09	
106-000	01/26/09	
107-000	01/26/09	
108-000	01/26/09	
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116-000	01/26/09	
117-000	01/26/09	
118-000	01/26/09	
119-000	01/26/09	
120-000	01/26/09	

STAGE 3
 SUBMITTAL
 10/17/2019

APPROVED DATE: _____ DISTRICT DEPUTY DIRECTOR
 APPROVED DATE: _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

5	PAINT	CUY-480-6.47 / VAR	ALL ROAD WORK/PROJECT	NONE	NON-FEDERAL	22131	PROJECT NO.	NON-FEDERAL
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PROJECT DESCRIPTION
 PAINT THE STRUCTURAL STEEL OF THE I-490 BRIDGE OVER THE ROCKY RIVER AND THE LOBBIN AVE I-576 BRIDGE OVER THE ROCKY RIVER.
EARTH DISTURBED AREAS
 PROJECT EARTH DISTURBED AREA: N/A
 EXISTING CONSTRUCTION EARTH DISTURBED AREA: N/A
 NOTICE OF INTENT EARTH DISTURBED AREA: N/A
 MAINTENANCE PROJECT

LIMITED ACCESS
 THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DESIGNED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5516.02 OF THE OHIO REVISED CODE.

2019 SPECIFICATIONS
 THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE ISSUING 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 THE PLANS AND ESTIMATES.

PROJECT DESCRIPTION
 PAINT THE STRUCTURAL STEEL OF THE I-490 BRIDGE OVER THE ROCKY RIVER AND THE LOBBIN AVE I-576 BRIDGE OVER THE ROCKY RIVER.

EXISTING STRUCTURE VERIFICATION
 DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN PROVIDED FROM PLANS OF THE EXISTING STRUCTURES AND CONSIDERED CORRECT. THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO SECTIONS 612.05, 612.06, AND 502.04 OF THE JOB CONSTRUCTION AND MATERIAL SPECIFICATIONS.

ALSO, CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UNDER A ONE-400 EXAMINATION OF THE EXISTING STRUCTURES BY THE CONTRACTOR.

THE EXISTING STRUCTURE PLANS MAY BE RETRIEVED AT THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT OFFICE 1500 BOULEVARD GARFIELD HEIGHTS, OH 44045 OR [HTTP://WWW.DOT.STATE.OH.US/DIVISIONS/CONTRACTADMIN/CONTRACTS/PAINT/DESIGNFILES.ASP](http://www.dot.state.oh.us/divisions/contractadmin/contracts/PAINT/DESIGNFILES.ASP)

LIMITS OF OPERATIONS
 THE CONTRACTOR'S ACTIVITIES AND WORK SCHEDULE SHALL BE CONTAINED BY THE FOLLOWING LIMITATIONS:

- MAINTENANCE OF TRAFFIC RESTRICTIONS REFER TO PLAN.

COOPERATION BETWEEN CONTRACTORS
 THE CONTRACTOR SHALL COOPERATE AND COORDINATE ACTIVITIES WITH THE CONTRACTORS ON OTHER PROJECTS THAT MAY BE IN PROGRESS DURING THE LIFE OF THE PROJECT AND MAINTAIN THE PROVISIONS OF SECTION 5516.02 OF THE JOB CONSTRUCTION AND MATERIAL SPECIFICATIONS INTENDED.

EQUIPMENT AND MATERIAL STORAGE
 IN ORDER TO PROVIDE FOR THE SAFETY OF THE TRAVELING PUBLIC THE CONTRACTOR'S ATTENTION IS DIRECTED TO CHAS APPLIC. IN ADDITION, THE FOLLOWING PROVISIONS SHALL APPLY:
 * ALL REMOVED ITEMS SHALL NOT BE STORED ON THE RIGHT OF WAY FOR MORE THAN THIRTY DAYS.
 * ALL DISTURBED AREAS SHALL BE RETURNED TO ORIGINAL CONDITION AT NO EXPENSE TO THE STATE.

CONSTRUCTION NOISE
 ACTIVITIES AND LOAD USE ADJACENT TO THIS PROJECT WILL BE LIMITED TO CONSTRUCTION NOISE. IN ORDER TO MINIMIZE THE EFFECTS OF NOISE ON THE SURROUNDING COMMUNITY, THE CONTRACTOR SHALL TAKE THE FOLLOWING PRECAUTIONS:
 * NOISE BARRIERS SHALL BE INSTALLED AT ALL NOISE SENSITIVE AREAS.
 * NOISE MONITORING SHALL BE CONDUCTED AT ALL NOISE SENSITIVE AREAS.
 * NOISE REPORTING SHALL BE CONDUCTED AT ALL NOISE SENSITIVE AREAS.
 * NOISE MITIGATION SHALL BE CONDUCTED AT ALL NOISE SENSITIVE AREAS.

UTILITIES
 THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

IF ANY UTILITIES ARE DAMAGED DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AND THE APPROPRIATE UTILITY OWNERS.

STAGING AREA ON THE RIGHT-OF-WAY
 THERE ARE NO SPECIFIC AREAS SHOWN IN THE PLANS FOR THE CONTRACTOR TO USE AS STAGING AREAS. IF THE CONTRACTOR WANTS TO USE AN AREAS FOR STAGING, PREVIOUS TO THE START OF WORK, THE CONTRACTOR SHALL NOT, THE CONTRACTOR IS TO CONTACT ALL POWERS AT 24-HOUR NOTICE AT LEAST IN ORDER TO APPLY FOR A STAGING PERMIT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF THE PERMIT AND THE COSTS OF THE REMOVAL OF THE STAGING AREA. IN ADDITION TO THE REQUIREMENTS OF SECTION 5516.02 OF THE JOB CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF THE PERMIT AND THE COSTS OF THE REMOVAL OF THE STAGING AREA. IN ADDITION TO THE REQUIREMENTS OF SECTION 5516.02 OF THE JOB CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF THE PERMIT AND THE COSTS OF THE REMOVAL OF THE STAGING AREA.

CLEANING AND GRUBBING-AS PER PLAN
 ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR TREE REMOVAL, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR THIS WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF THE PERMIT AND THE COSTS OF THE REMOVAL OF THE STAGING AREA. IN ADDITION TO THE REQUIREMENTS OF SECTION 5516.02 OF THE JOB CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF THE PERMIT AND THE COSTS OF THE REMOVAL OF THE STAGING AREA.

WORK LIMITS
 THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL OUTSIDE THESE WORK LIMITS.

BRIDGE NO. CUT-480-0842
ITEM 514 - FIELD PAINTING OF EXISTING STEEL
 THE CONTRACTOR SHALL NOT OVERPAINT ONTO THE CONCRETE SUPERSTRUCTURE COMPONENTS (E.G. BARRIERS, AND CONCRETE SUBSTRUCTURE COMPONENTS) WITH PAINTS, ADHESIVES, AND PRIMERS. PAINTING SHALL BE CONFINED TO THE STRUCTURAL STEEL COMPONENTS, UTILITY SUPPORTS, AND OTHER STEEL COMPONENTS. PAINTING SHALL BE APPLIED FROM ONE SIDE OF THE STEEL TO THE OTHER SIDE, WITH THE PAINT APPLIED TO THE TOP OF THE STEEL, ALONG WITH SUPPORTS. UTILITY COMPONENTS SHALL NOT BE PAINTED. STEEL UTILITY SUPPORTS, DRAINAGE SCUPPERS, ROCKERS, BOLSTERS, AND THE INSPECTION WALKWAYS SHALL BE PAINTED.

THE CONTRACTOR SHALL NOT BLAST OR PAINT THE INSPECTION CABLES.

THE COLOR OF THE FINISH COAT SHALL BE FEDERAL COLOR #5880-YA9N GREEN GLOSS.

WORKING DRAWINGS AND CALCULATIONS FOR THE PAINT CONTAINMENT SYSTEMS/ENCLOSURE SHALL BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL. THE PAINT CONTAINMENT SYSTEMS/ENCLOSURE SHALL BE PROPERLY DESIGNED TO WITHSTAND GRAVITY AND WIND LOADINGS AND SHALL NOT IMPOSE ANY DETRIMENTAL EFFECTS ON THE STRUCTURAL INTEGRITY OF THE BRIDGE. STRESSES IN BRIDGE MEMBERS/COMPONENTS SHALL NOT EXCEED ALLOWABLE STRESSES AS SET FORTH IN THE SPECIFICATIONS. WIND SPEEDS SHALL BE DETERMINED BY THE CONTRACTOR. THE CONTRACTOR SHALL HAVE A PLAN IN PLACE TO MODIFY/REMOVE THE CONTAINMENT SYSTEM SO THAT THE ALLOWABLE STRESSES IN BRIDGE MEMBERS ARE NOT EXCEEDED. ALL COSTS ASSOCIATED WITH THE CONTAINMENT SYSTEM SHALL BE AT THE CONTRACTOR'S EXPENSE.

PAINT COMPATIBILITY TEST SECTION BEFORE ANY PAINTING CAN BEGIN ON THIS BRIDGE AND AT LEAST 24 HOURS PRIOR TO PAINTING, A 2" X 2" SECTION OF EXISTING SOUND PAINT SHALL BE REMOVED DOWN TO BARE METAL. THE PRIMER TO BE USED SHALL BE APPLIED TO THE SURFACE OF BARE METAL. THE PRIMER SHALL BE APPLIED TO THE EDGES OF SOUND PAINT. THE LIFTING, BRANING OR OTHER DETRIMENTAL EFFECTS ON THE SURROUNDING SOUND PAINT WITHIN THE FIRST 24 HOURS SHALL BE REMOVED FOR REPAIR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF THE PERMIT AND THE COSTS OF THE REMOVAL OF THE STAGING AREA. IN ADDITION TO THE REQUIREMENTS OF SECTION 5516.02 OF THE JOB CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COSTS OF THE PERMIT AND THE COSTS OF THE REMOVAL OF THE STAGING AREA.

BRIDGE NO. CUT-480-0848
ITEM 512 - SEALING OF CONCRETE SURFACES
REPORTING TRAFFIC AS PER PLAN
 THIS ITEM SHALL INCLUDE THE REMOVAL OF ANY EXISTING SEALANT FROM THE JOINTS. THE SEALANT SHALL BE APPLIED TO THE JOINTS OF EXISTING CONCRETE SEALER AND SURFACE PREPARATION.

THE RECENTLY INSTALLED VERTICAL PROTECTION FENCE AND ASSOCIATED COMPONENTS SHALL BE PROTECTED WHEN SEALER IS APPLIED.

THE COLOR OF THE PROPOSED PROTECTIVE SEALER SHALL MATCH THE EXISTING SEALER COLOR.

BRIDGE NO. CUT-480-0849
ITEM 513 - STRUCTURAL STEEL MEMBERS - LEVEL UP, AS PER PLAN
 THIS ITEM INCLUDES REPLACEMENT OF EXISTING DETRIMENTAL BRIDGE RAILING MEMBERS AS DIRECTED BY THE ENGINEER. BASED ON PRELIMINARY FIELD INSPECTION, IT IS ANTICIPATED THAT PORTIONS OF THE LONGITUDINAL TUBE BRIDGE RAILING MEMBERS WILL BE DAMAGED AND REPLACED. THIS ITEM SHALL INCLUDE FOR IN-HOURL SUPPLY AND DELIVERY TO PLACE OF RAILING ELEMENTS INCLUDING BUT NOT LIMITED TO CONNECTIONS, EXPANSION JOINTS, ETC.. THIS ITEM WILL ALSO INCLUDE PAYMENT FOR REMOVAL AND DISPOSAL OF THE EXISTING RAILING MEMBERS REPLACED. THIS ITEM SHALL COMPLY TO CHAS 301, EXCEPT AS MODIFIED BELOW.

THE TUBE SHALL BE ASTM A500 GRADE B HOLLOW AS SHOWN IN EXISTING PLANS AND DETERMINED IN THE FIELD. BOLTS AND WELDING SHALL BE ASTM A307 GRADE 1333 BOLTS.

THE FOLLOWING QUANTITIES ARE BREVET PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER:
 40,000 LB. OF STEEL, LEVEL UP, AS PER PLAN
 40,000 LB. OF INSULATED 2" OF 1" OF TUBE PAINT

BRIDGE NO. CUT-480-0848
ITEM 514 - FIELD PAINTING, W/ST-1 CLEANING AND PREPARATION OF EXISTING STEEL, AS PER PLAN
BRIDGE NO. CUT-480-0848
ITEM 514 - FIELD PAINTING, W/ST-1 CLEANING AND PREPARATION OF EXISTING STEEL, AS PER PLAN
BRIDGE NO. CUT-480-0848
ITEM 514 - FIELD PAINTING, W/ST-1 CLEANING AND PREPARATION OF EXISTING STEEL, AS PER PLAN

ALL STEEL SURFACES SHALL BE PAINTED UNLESS STATED OTHERWISE. UTILITIES SHALL NOT BE PAINTED BUT SHALL BE PROTECTED FROM DAMAGE DURING BLASTING AND PAINTING OPERATIONS. ALL UTILITY SUPPORT BRACKETS SHALL BE PAINTED. THE PREVIOUSLY INSTALLED VERTICAL PROTECTION FENCE AND ASSOCIATED COMPONENTS SHALL NOT BE PAINTED. ANY SURFACE NOT REQUIRED TO BE PAINTED SHALL BE REFINISHED TO MATCH THE EXISTING STEEL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE CAUSED BY BLASTING AND PAINTING OPERATIONS.

WORKING DRAWINGS AND CALCULATIONS FOR THE PAINT CONTAINMENT SYSTEMS/ENCLOSURE SHALL BE PREPARED BY A LICENSED PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF OHIO, AND SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL. THE PAINT CONTAINMENT SYSTEMS/ENCLOSURE SHALL BE PROPERLY DESIGNED TO WITHSTAND GRAVITY AND WIND LOADINGS AND SHALL NOT IMPOSE ANY DETRIMENTAL EFFECTS ON THE STRUCTURAL INTEGRITY OF THE BRIDGE. STRESSES IN BRIDGE MEMBERS/COMPONENTS SHALL NOT EXCEED ALLOWABLE STRESSES AS SET FORTH IN THE SPECIFICATIONS. WIND SPEEDS SHALL BE DETERMINED BY THE CONTRACTOR. THE CONTRACTOR SHALL HAVE A PLAN IN PLACE TO MODIFY/REMOVE THE CONTAINMENT SYSTEM SO THAT THE ALLOWABLE STRESSES IN BRIDGE MEMBERS ARE NOT EXCEEDED. ALL COSTS ASSOCIATED WITH THE CONTAINMENT SYSTEM SHALL BE AT THE CONTRACTOR'S EXPENSE.

5	PAINT	CUY-480-6.47 / VAR	ALL ROAD WORK/PROJECT	NONE	NON-FEDERAL	22131	PROJECT NO.	NON-FEDERAL
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PAINT COMPATIBILITY TEST SECTION BEFORE ANY PAINTING CAN BEGIN ON THIS BRIDGE AND AT LEAST 24 HOURS PRIOR TO PAINTING, A 2' X 2' SECTION OF EXISTING SURFACE SHALL BE PREPARED AND TESTED. THE TEST SECTION MAKING SURE THAT PROPER OVERLAPS EXPOSED LAYERS OF SOUND PAINT, ANY LIFTING, REMOVAL OR OTHER DETRIMENTAL EFFECTS ON THE SURROUNDING SOUND PAINT WITHIN THE FIRST 24 HOURS SHALL BE ENOUGH FOR DISAPPROVAL OF THE SELECTED PRIMER AND ANOTHER PRIMER SHALL BE TESTED PRIOR TO THE START OF THE SECTION. THE COST OF THE TEST SECTION SHALL BE INCLUDED FOR PAYMENT WITH SURFACE PREPARATION.

THE EXTERIOR ABOVE THE BRIDGE DECK STEEL WORK CONSISTS OF PAINTING THE ENTIRE EXISTING STEEL WORK, INCLUDING BUT NOT LIMITED TO ALL RAILING POSTS, STRUCTURAL TUBING, RAILING CHAIRS, BASE PLATES, TOP PLATES, AS WELL AS ALL BRIDGE DECK STEEL WORK. PAINTING WILL ALSO INCLUDE EXISTING STEEL PLATE, AND EXISTING LIGHT POLES ON BRIDGE AND REFER TO EXISTING PLANS FOR DETAILS OF EXISTING RAILING, LIGHT STANDARDS, AND END POSTS.

THE ABOVE BRIDGE DECK PAINT SYSTEM SHALL CONSIST OF THE FOLLOWING:

1. A COMPLETE BASH-DOWN OF ALL STEEL BY HAND WITH PORTABLE WATER.
2. SOLVENT CLEANING BY METHODS DESCRIBED IN SSPC-SP 1 OVER ENTIRE RAILING SURFACE.
3. SURFACE PREPARATION TO REMOVE ALL LOOSE PAINT, RUST, SCALE, LIME, AND UNDERCOAT. PAINTING AND RAILING OF THE SURFACE OF THE EXISTING COATING BY PORTER TOOL CLEANING PER SSPC-SP 3.
4. A TEST SECTION TO VERIFY COMPATIBILITY OF PRIMER WITH EXISTING PAINT.
5. A SPOT PRIME USING AN APPROVED EPOXY WASTIC IS 100'S MIN) AS DEFINED IN CANS FOR D.O.C. COVER ANY AREAS OF EXPOSED BARE METAL.
6. A FILL, INTERMEDIATE COAT USING AN APPROVED EPOXY WASTIC IS 100'S SHALL BE APPLIED IN CANS WITHIN 24 HOURS OF THE SPOT PRIME. ALL INTERMEDIATE COATS SHALL BE THIN COATS. THE EXISTING LIGHT POLES SHALL HAVE A FINISH COAT TO MATCH THE EXISTING COLOR NORTH.
7. A COMPLETE FINISH COAT USING A URETHANE PER CANS SH. FOR ALL MEMBERS OTHER THAN THE EXISTING LIGHT POLES THE FINISH COAT SHALL BE APPLIED TO THE ENTIRE SURFACE OF THE BRIDGE DECK. THE EXISTING LIGHT POLES SHALL HAVE A FINISH COAT TO MATCH THE EXISTING COLOR NORTH.
8. PRIMER AND FINISH COATS MUST BE BY SAME MANUFACTURER.
9. ALL DETAILS FROM ANY OPERATION LISTED ABOVE (PAINT, RUST, WASH, SCALE, SOLVENT, WATER, ETC.) MUST BE COLLECTED/CONTAINED WITHIN A MOVABLE WORK PLATFORM AND PROPERLY DISPOSED OF AS DEFINED IN CANS SH AND W.I.R.
10. ALL PROVISIONS OF CANS SH WILL APPLY TO THIS PROJECT, EXCEPT THOSE WHICH DIRECTLY CONFLICT WITH THIS NOTICE.

THE EXTERIOR BELOW THE BRIDGE DECK STEEL INCLUDES THE SUBSTRUCTURE STEEL SURFACES, CORNERS, FLOOR BEAMS, STANCHIONS, TOWER, COLLARS, ARCHES, AND DRAINAGE SYSTEMS.

THE EXTERIOR BELOW BRIDGE DECK PAINT SYSTEM SHALL BE PER CANS SH. THE COLOR OF THE FINISH COAT SHALL BE FEDERAL COLOR #5850-3479 COYEN, GLOSS.

THE INTERIOR STEEL INCLUDES THE FULL INTERIOR COMPARED WITH THE EXTERIOR. THE INTERIOR SHALL BE PER CANS SH. WELL AS A 3-FOOT STRIP AROUND EACH ACCESS WALK TO THE ARCHES. THE REMAINDER OF THE ARCH INTERIORS ARE TO BE LEFT IN AS-EXISTING CONDITION.

THE INTERIOR PAINT SYSTEM SHALL BE PER CANS SH. THE COLOR OF THE FINISH COAT SHALL BE FEDERAL COLOR #5390-3100 WOOD, GLOSS.

EXISTING PAINT SYSTEM

THE INTERIOR EXISTING PAINT SYSTEM MAY CONSIST OF LEAD BASED PAINT, COMPLY WITH ALL FEDERAL, STATE, AND LOCAL ENVIRONMENTAL PROTECTION LAWS, REGULATIONS, AND ORDINANCES INCLUDING, BUT NOT LIMITED TO, AIR QUALITY, WASTE CONTAINMENT, AND WASTE REMOVAL, COMPLY WITH THE APPLICABLE STATE AND FEDERAL REGULATIONS OF THE OHIO INDUSTRIAL COMMISSION AND OSHA.

PAINT

ITEM SH - FIELD PAINTING, WISC.; CLEANING AND PAINTING OF EXISTING EXTERIOR ABOVE DECK STRUCTURAL STEEL, AS PER PLAN

ITEM SH - FIELD PAINTING, WISC.; CLEANING AND PAINTING OF EXISTING EXTERIOR BELOW DECK STRUCTURAL STEEL, AS PER PLAN

ITEM SH - FIELD PAINTING, WISC.; CLEANING AND PAINTING OF EXISTING INTERIOR STRUCTURAL STEEL, AS PER PLAN

TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, IDENTIFIED REFERRED TO AS THE "MANUAL". THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE MANUAL PROVISIONS FOR TRAFFIC CONTROL FOR EACH PARTICULAR SITUATION. UNLESS THE ENGINEER DETERMINES IT IS NECESSARY TO MAKE A CHANGE, THE CONTRACTOR SHALL MAINTAIN THE MANUAL AS IS. ANY CHANGES TO THE MANUAL SHALL BE APPROVED BY THE ENGINEER BEFORE THE PROJECT COMMENCES.

CONDITIONS

DURING ALL PARTS OF THIS PROJECT, FLASHERS, SIGNING, BARRIERS, FLASHING ARROWS, ETC. SHALL BE LOCATED AS INDICATED IN THE "MANUAL" OR AS SHOWN IN THE STANDARD DRAWINGS.

ADVANCE WARNING SIGNS

ADVANCE WARNING SIGNS FOR ANY CONDITIONS WHICH RESTRICT TRAFFIC SHALL BE ERRECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC IMMEDIATELY THEY ARE NOT APPLICABLE.

FLASHERS

AT LEAST ONE FLASHER IS REQUIRED FOR CLOSURE. THE CONTRACTOR SHALL FURNISH ADDITIONAL FLASHERS AS DIRECTED BY THE ENGINEER.

PROTECTION OF PUBLIC

PERSONAL CARE SHALL NOT BE PLACED WITHIN THE RIGHT OF WAY.

FAILURE TO COMPLY

IF THERE IS ANY FAILURE TO COMPLY WITH 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 TRAVELER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY AND CONVENIENT USE OF THE TRAVELER. PUBLIC SHALL BE CONSIDERED A BREACH OF THIS CONTRACT. WORK SHALL BE SUSPENDED UNTIL THE CONTRACTOR COMPLES WITH THE PROVISIONS OF THE APPROPRIATE ITEMS.

MAINTENANCE OF TRAFFIC MATERIALS

SIGNS

SIGN DIRECTION AND SPECIFICATIONS, INCLUDING LETTER SIZES ARE TO BE AS PROVIDED IN THE "MANUAL". THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE SIGNAGE THROUGHOUT THE PROJECT.

SIGN SUPPORT

SIGN SUPPORT SHALL BE OF SUFFICIENT SIZE AND WEIGHT AS TO SUPPORT THE SIGN AND THE APPROPRIATE STANDING DRAWINGS.

FLASHING ARROW REQUIREMENT

WHENEVER ANY PART OF THE TRAVELED SURFACE IS CLOSED, THE ARROWS SHALL BE WASHED AND DIRECTED BY THE CONTRACTOR THROUGH THE USE OF ITEM SH - MAINTAINING TRAFFIC.

ITEM SH - MAINTAINING TRAFFIC

LANE CLOSURE RESTRICTIONS

LANE CLOSURES MAY ONLY BE IMPLEMENTED AT THE TIMES PROVIDED BY THE "MANUAL". THE CONTRACTOR SHALL MAINTAIN THE RESTRICTIONS THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL MAINTAIN THE RESTRICTIONS THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL MAINTAIN THE RESTRICTIONS THROUGHOUT THE PROJECT.

UNLESS OTHERWISE NOTED, CUT AND ENTRANCE RAMP LANES SHALL REMAIN OPEN AT ALL TIMES AND EXHIBIT A MINIMUM WIDTH OF ELEVEN FEET.

MAINTENANCE OF TRAFFIC SHALL FOLLOW THE PROVISIONS OF THE "MANUAL". THE CONTRACTOR SHALL MAINTAIN THE RESTRICTIONS THROUGHOUT THE PROJECT.

PEDESTRIAN TRAFFIC SHALL BE PERMITTED AND ACCOMMODATED ON AT LEAST ONE SIDE AT A TIME AT LOCATIONS WHERE PEDESTRIAN TRAFFIC IS CURRENTLY MAINTAINED.

ALL BRIDGES AND SIDE STREETS SHALL BE MAINTAINED AT ALL TIMES.

NOTIFICATION

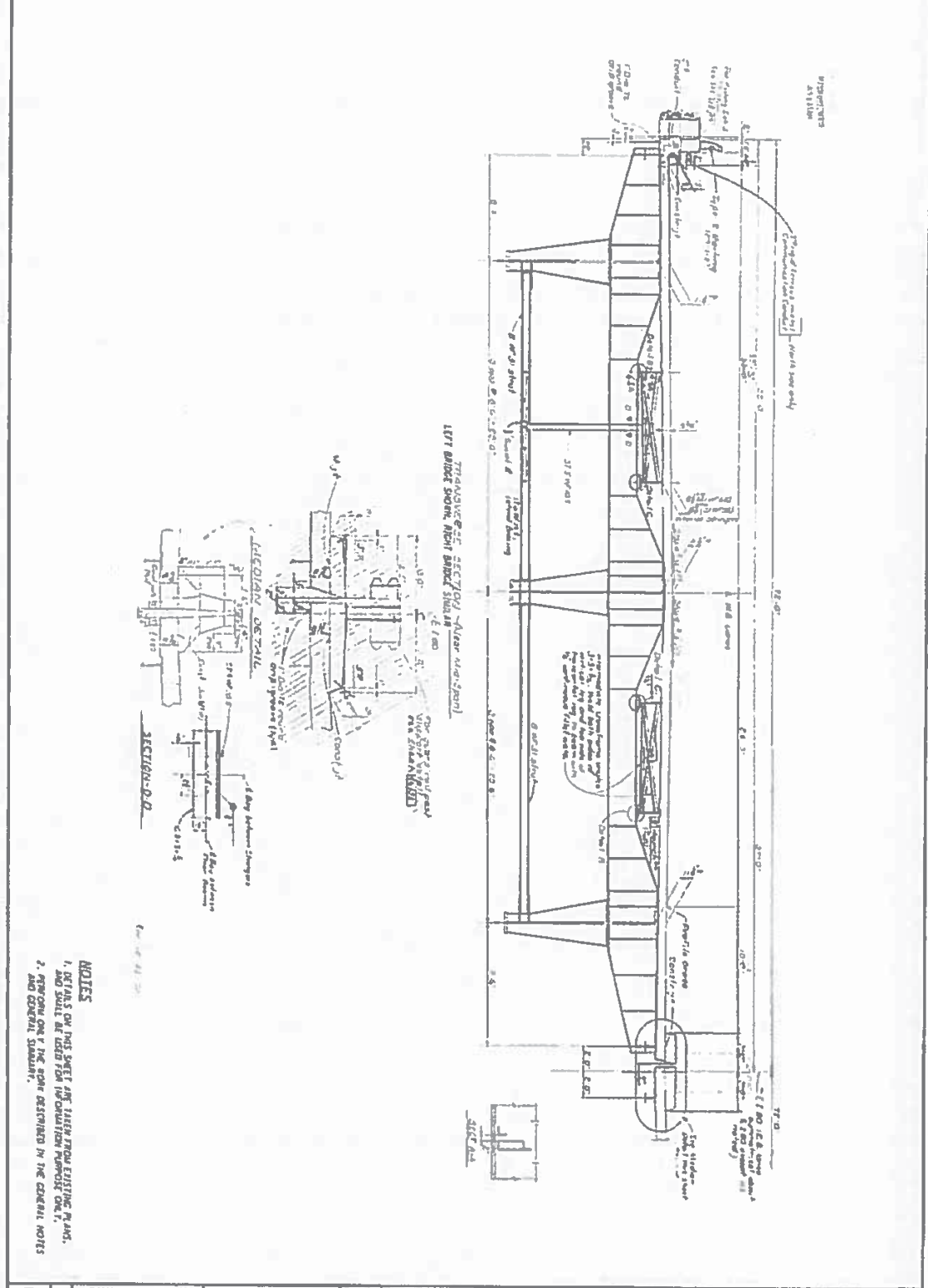
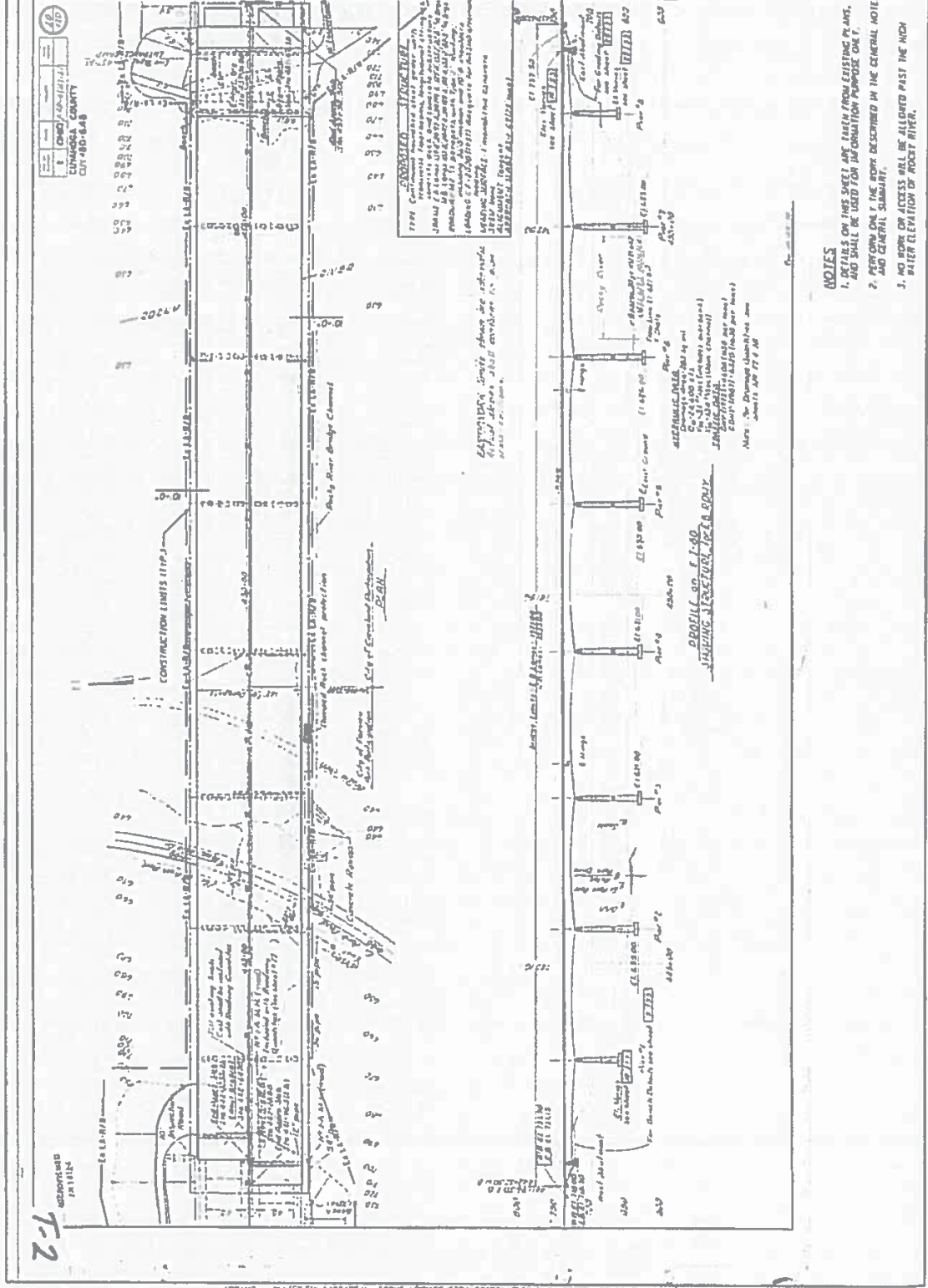
NOTIFICATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER BY WRITING OF ALL TRAFFIC RESTRICTIONS AND WORKING MAINTENANCE OF TRAFFIC RESTRICTIONS. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER BY WRITING OF ALL TRAFFIC RESTRICTIONS AND WORKING MAINTENANCE OF TRAFFIC RESTRICTIONS. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER BY WRITING OF ALL TRAFFIC RESTRICTIONS AND WORKING MAINTENANCE OF TRAFFIC RESTRICTIONS.

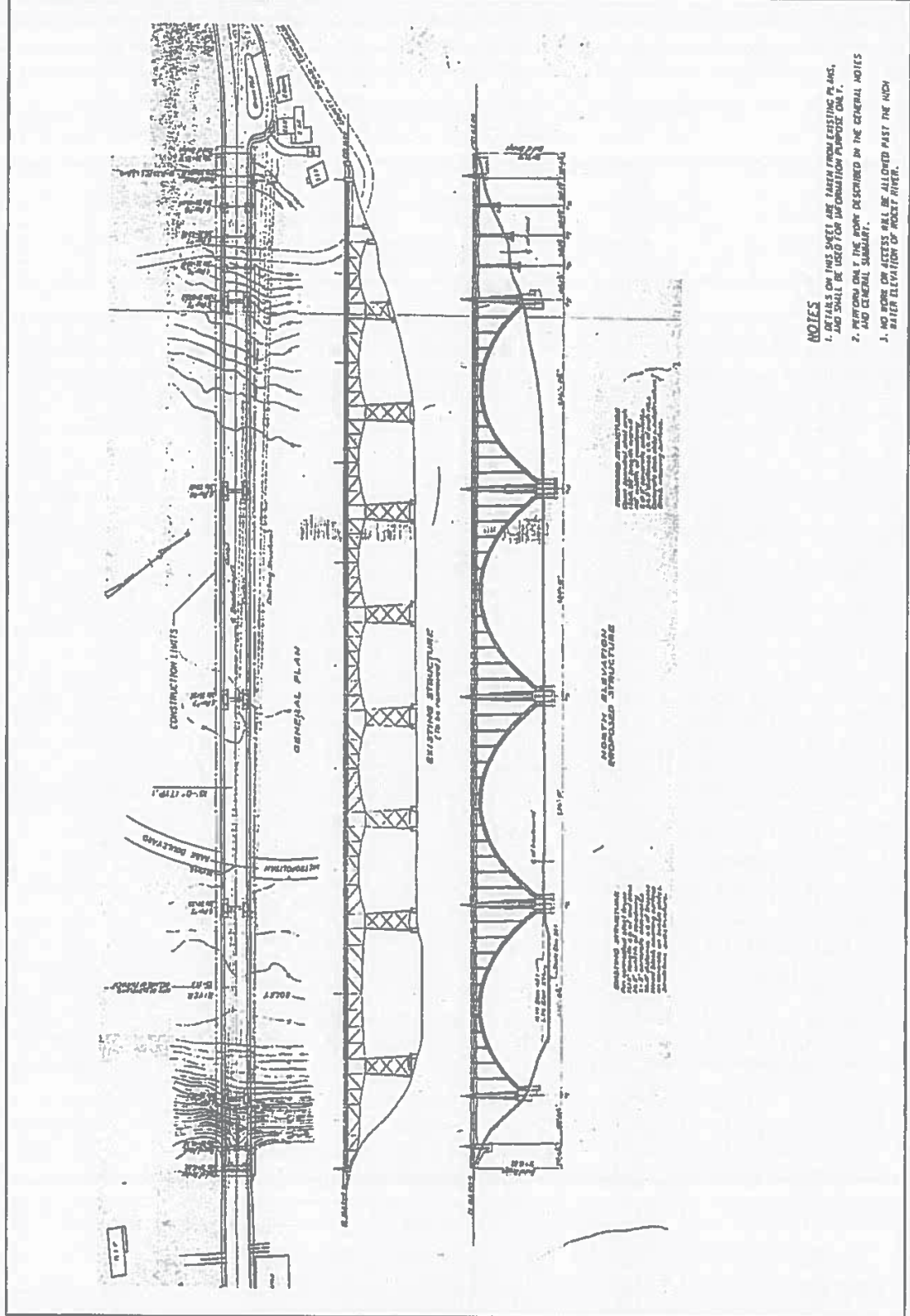
NOTIFICATION

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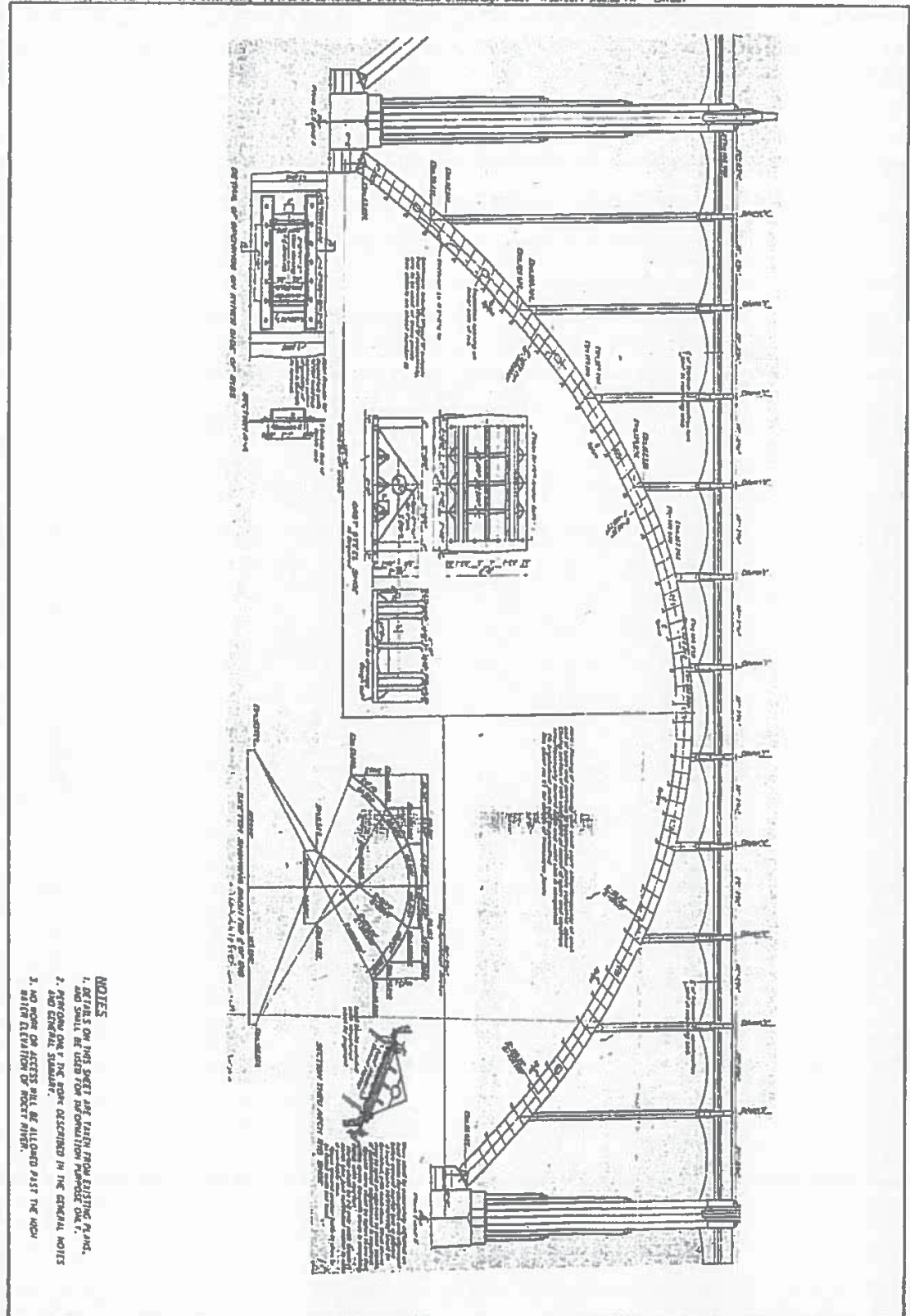
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NOTES
 1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS, AND SHALL BE USED FOR INFORMATION PURPOSE ONLY.
 2. PERSONS ON THE WORK DESCRIBED IN THE GENERAL NOTES AND GENERAL SUMMARY.
 3. NO WORK OR ACCESS SHALL BE ALLOWED PAST THE HIGH WATER ELEVATION OF ROCKY RIVER.

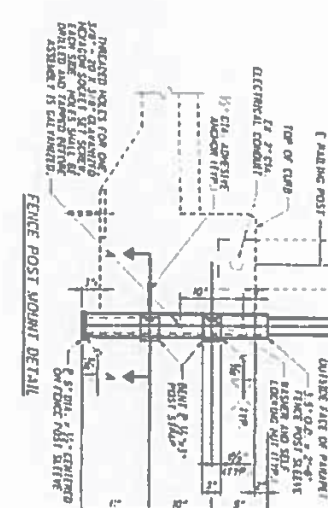
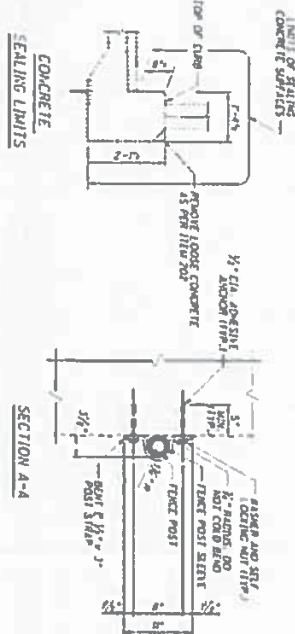


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NOTES
1. DETAILS ON THIS SHEET ARE TAKEN FROM THE COMPLETED AND ASH PROJECT. RELEVANT PAINTING AND CONCRETE FINISHING DETAILS TO THIS PROJECT ARE SHOWN. VISUAL PROTECTION DETAILS SHALL BE USED FOR INFORMATION PURPOSE ONLY.
2. PERFORM ONLY THE WORK DESCRIBED IN THE GENERAL NOTES AND GENERAL SUMMARY.

POST SLEEVE
BOTTOM CAP

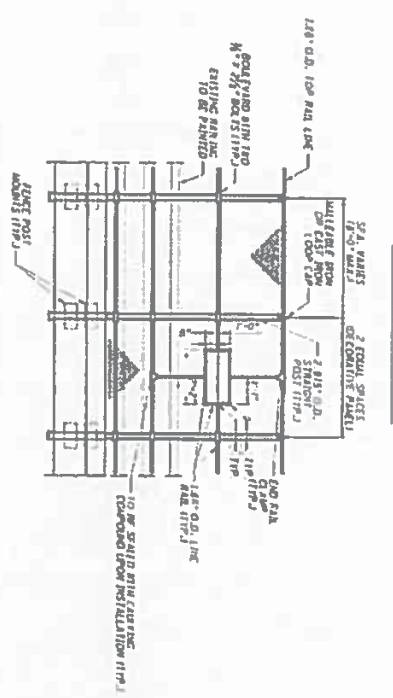
SECTION A-A



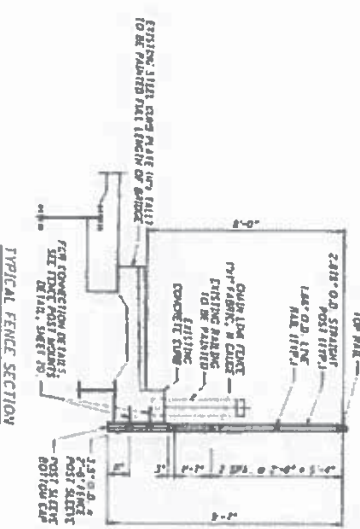
CONCRETE
SEALING LIMITS



INSIDE ELEVATION OF FENCE

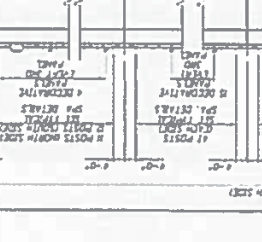


TYPICAL FENCE SECTION

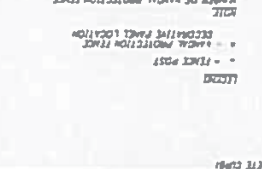


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2. PERFORM ONLY THE WORK DESCRIBED IN THE GENERAL NOTES AND GENERAL SUMMARY.

TYPICAL POST SPA.
AT EXP. JOINT



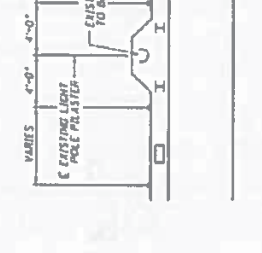
TYPICAL POST SPA.
AT LIGHTING BLOCKOUTS



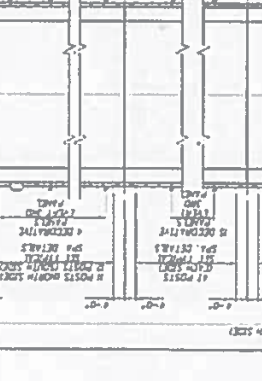
TYPICAL POST SPA.



TYPICAL POST SPA.
AT EXP. JOINT



GENERAL BRIDGE PLAN



NOTE:
1. REPAIRS TO EXISTING RAILING SHALL BE MADE TO MATCH THE EXISTING RAILING.
2. REPAIRS TO EXISTING RAILING SHALL BE MADE TO MATCH THE EXISTING RAILING.
3. REPAIRS TO EXISTING RAILING SHALL BE MADE TO MATCH THE EXISTING RAILING.

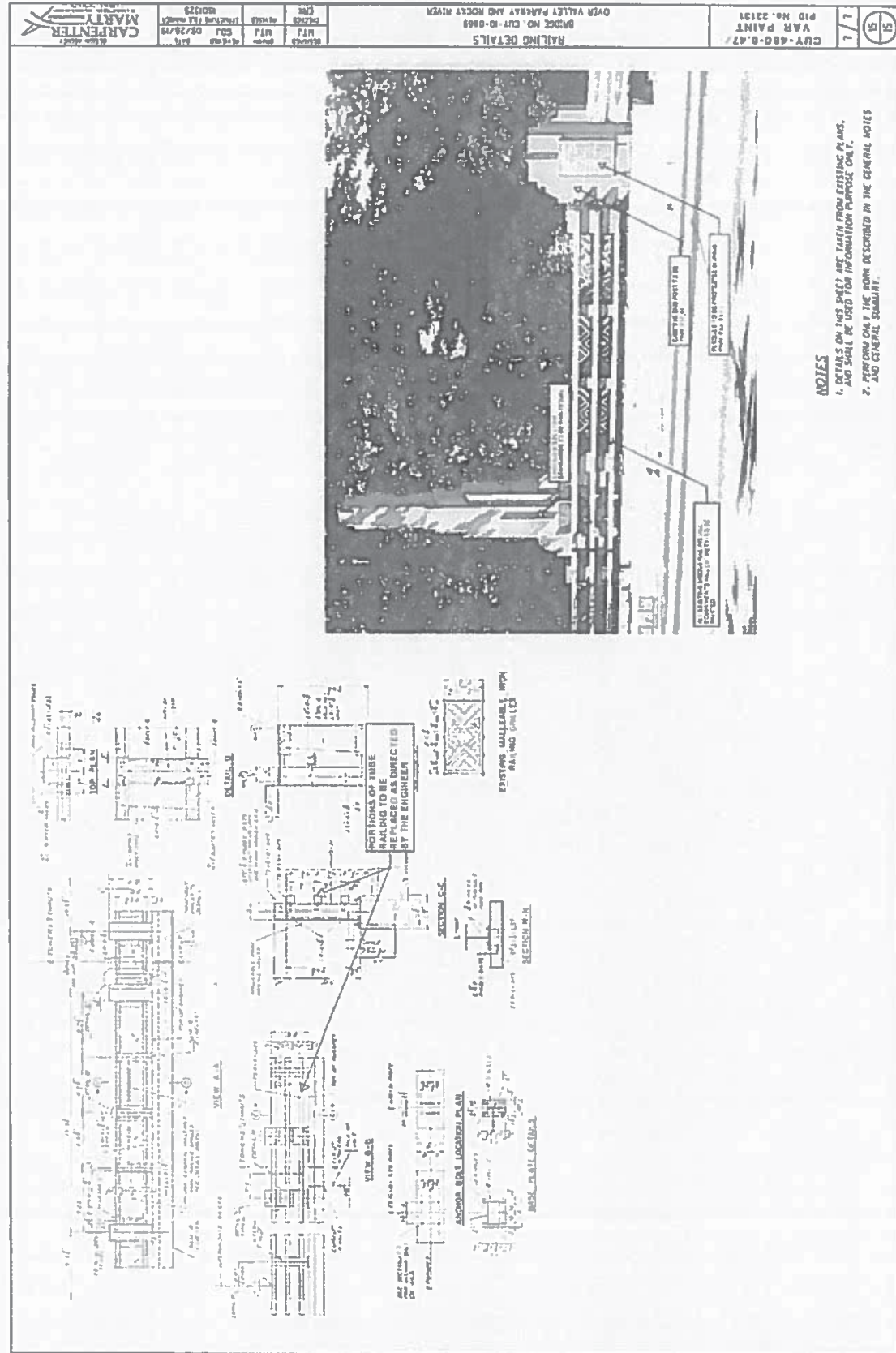


EXHIBIT C

All Purpose Trail Specifications.

- All repair areas will be full width; partial width patches will not be permitted.
- After existing asphalt removed, existing subbase shall be inspected by Cleveland Metroparks and direction given as to re-grading and compaction or subbase replacement.
- Subbase shall be replaced as directed with not less than 6" ODOT CMS item 304 limestone aggregate (not slag), compacted, and placed on proof rolled subgrade.
- Installation of not less than 3" ODOT CMS item 448 Asphaltic Concrete.
- Asphalt joints shall be "butt" type, perpendicular to trail alignment and saw-cut full asphalt depth, no "feather" edges permitted, and sealed per ODOT CMS 705.04.
- Compliance of all materials with requirements of State of Ohio, Department of Transportation, and Construction & Material Specifications.
- It is advised that the Permittee video/photograph the access trails and roadways prior to commencing activities.

Road and Parking Lot Specifications

- Repair area(s) will be delineated by paint lines as agreed by Cleveland Metroparks.
- Repair area will be milled per ODOT CMS 254 to a depth of three (3) inches, all edges will be vertical (no "feather edges" will be permitted), all cuttings will be completely removed.
- Tack coat per ODOT CMS 407 will be applied.
- Installation of not less than 3" ODOT CMS item 448 Asphaltic Concrete surface course to match prevailing pavement cross-slope.
- Full depth asphalt pavement repair, where required by Cleveland Metroparks, will include an additional 6" ODOT CMS 301 bituminous aggregate base and 6" ODOT CMS 304 subbase aggregate.
- Asphalt joints shall be sealed per ODOT CMS 705.04.
- All pavement striping damaged or destroyed by Permittee will be replaced per ODOT CMS 641 and 642.

Seed Specifications

- All soil areas disturbed by Permittee's activities shall be seeded and mulched per ODOT CMS 659.
- The seed mixture for restoration of lawn and roadside areas shall be a mixture of 20% Kentucky 31 Fescue, 25% common Kentucky Bluegrass, 20% Manhattan Rye Grass, and 35% Creeping Red Fescue at the rate of eight (8) pounds per one thousand square feet (8:1000).
- When specifically required, other areas shall be seeded with ODOT CMS 659 Type 5B Native Wildflower and Grass Mixture or, in certain situations, a mix specified by Cleveland Metroparks Natural Resources Division.
- Mulching material shall conform to ODOT CMS 659.
- Topsoil shall conform to ODOT CMS 653.

Vegetation Removal Specifications

- Permittee may remove from the Permit Area only that brush necessary to perform the Work and as approved by Cleveland Metroparks in a site visit prior to initiation of the Work.
- Permittee may remove only those trees (four (4) inches DBH or greater) as marked by Permittee and approved by Cleveland Metroparks in a site visit prior to initiation of the Work. Permittee

must replace all removed trees at a 2:1 ratio, species and size as specified by Cleveland Metroparks. Permittee shall provide deer protection for newly planted trees, using Cleveland Metroparks approved plastic mesh tree guards or wire fencing to protect the stem for a height of at least forty-eight (48) inches. Tree protectors should fit loosely around stems.

- Permittee shall not clear cut the Permit Area unless permitted in writing by Cleveland Metroparks.
- Permittee shall properly dispose of all removed vegetation within seven (7) calendar days of cutting the vegetation unless otherwise approved in writing by Cleveland Metroparks.

EXHIBIT D

Insurance Requirements

Federal Permittee:

Permittee shall maintain self-insurance for, or otherwise self-finance, claims for bodily injury (including death) and property damage related to this Permit, the Permit Area, and the Activities or Improvements in accordance with its customary practices.



CERTIFICATE OF SELF-INSURANCE

Insured Department of Transportation	This certificate is issued pursuant to Chapter 2743 of the Ohio Revised Code.
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COVERAGES

To the extent permitted by Ohio law and except for situations where officer, employee or governmental immunity would apply, the State of Ohio, Department of Transportation will be responsible for any and all claims for which it is legally liable. Should suit be filed in the Ohio Court of Claims in accordance with Chapter 2743 of the Ohio Revised Code, the State of Ohio, Department of Transportation would be responsible for the payment of any settlement or judgment rendered against them.

Type of Coverage	Effective Date	Expiration Date	Coverage limits
General Liability	Continuous	Continuous	Self-Insured
Vehicle Liability	1/16/2016	12/31/2021	Self-Insured Cert# 061 \$2,000,000 per occ

Description of Operations/Locations/Vehicles/Restrictions/Special Items

Certificate Holder State of Ohio, by and through the Department of Administrative Services, General Services Division, Office of Risk Management	Traci Brodie Risk Manager – Underwriting & Analytics Date Issued: 1/30/2017
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SPECIAL PROVISIONS

EXISTING PAINT SURVEY

10/04/2019

For

CUY-480-6.47/VAR PAINT

PID 22131



Lawhon & Associates, Inc.
ENVIRONMENTAL CONSULTING AND ENGINEERING SERVICES

Columbus
Cleveland
Dayton

October 4, 2019

Mark Alan Carpenter, P.E.
District Environmental Engineer
ODOT District 12
5500 Transportation Boulevard
Garfield Heights, OH 44125-5396
(216) 584-2274

Subject: Lead Paint Testing of the CUY 00010 08690 Bridge (SFN #1801325/PID 22131) Lorain Road over the Cuyahoga Valley, Cuyahoga County, Ohio 44111 (L&A 17-0529)

Dear Mr. Carpenter:

On October 2, 2019, Mr. Josh Rankin and Mr. John Korth of Lawhon & Associates, Inc (L&A) conducted lead based testing of the CUY 00010 08690 Bridge (SFN #1801325/PID 22131) Lorain Road over the Cuyahoga Valley, Cuyahoga County, Ohio 44111. The purpose of the survey was to determine the presence of lead based paint located on the structure.

The survey consisted of the collection of fourteen samples of existing paint on the Lorain Road Bridge. Eight of the sample locations were located on the inside of the towers and arches. The other 6 sampling locations were on the exterior of the towers and arches. A diagram of the bridge, lead based paint sampling locations can be found in **Appendix A**.

Lead Based Paint

Visible paint was tested for lead content. Sample descriptions, locations, and lead content as determined by Atomic Absorption Spectrophotometry are presented in Table 1.

Table 1: Lead Based Paint Sample Descriptions, Locations and Results

Sample #	Sample Description and Location	Lead %
L-1	South Side Central, Tower - Outside	0.035
L-2	South Side Central, Tower - Inside	0.063
L-3	North Side Central, Arch - Outside	0.64
L-4	North Side Central, Arch - Inside	35
L-5	South Side Central, Arch Column	0.022
L-6	North Side, West End, Tower - Outside	<0.0086
L-7	North Side, West End, Tower - Inside	<0.0080
L-8	South Side, West End, Arch- Outside	0.043

Table 1 (Continued): Lead Based Paint Sample Descriptions, Locations and Results

Sample #	Sample Description and Location	Lead %
L-9	South Side, West End, Arch - Inside	30
L-10	North Side, West End, Arch Column	0.013
L-11	South Side, East End, Arch - Outside	0.76
L-12	South Side, East End, Arch - Inside	34
L-13	North Side, East End, Tower - Outside	0.043
L-14	North Side, East End Tower - Inside	0.025

Confirmed Lead Based Paint

It is the position of OSHA CFR 1926.62 Lead in Construction Standard that any lead content in paint is a potential issue to be addressed by air monitoring. It is recommended that contractors that impact components with lead base paint exceeding 0.5% lead by weight or 1.0 mg/cm², perform personal air sampling on their employees to ensure they are not being exposed to lead above the Action Level (AL) and Permissible Exposure Limit (PEL). Five samples of the paint on the bridge were found to be LBP containing a lead concentration that exceeds 0.5% lead by weight.

It is important to note that almost all paints will contain some lead when analyzed. It is recommended that all contractors that impact painted building materials perform personal air monitoring on their employees to ensure that they are not being exposed to lead above the AL or PEL, or maintain a negative exposure assessment.

Attachments

Appendix A contains the Bulk Sample Diagram.

Appendix B contains the laboratory results and chain-of-custody documentation for the lead bulk samples collected.

Summary

On October 2, 2019 Mr. Josh Rankin and Mr. John Korth of Lawhon & Associates, Inc (L&A) conducted a lead based paint survey of the CUY 00010 08690 Bridge (SFN #1801325/PID 22131) Lorain Road over the Cuyahoga Valley, Cuyahoga County, Ohio 44111. Lead based paints were identified in the course of the survey.

If you have any questions, please contact Matt Geiger or Trevor Berger at (614) 481-8600.

Sincerely,



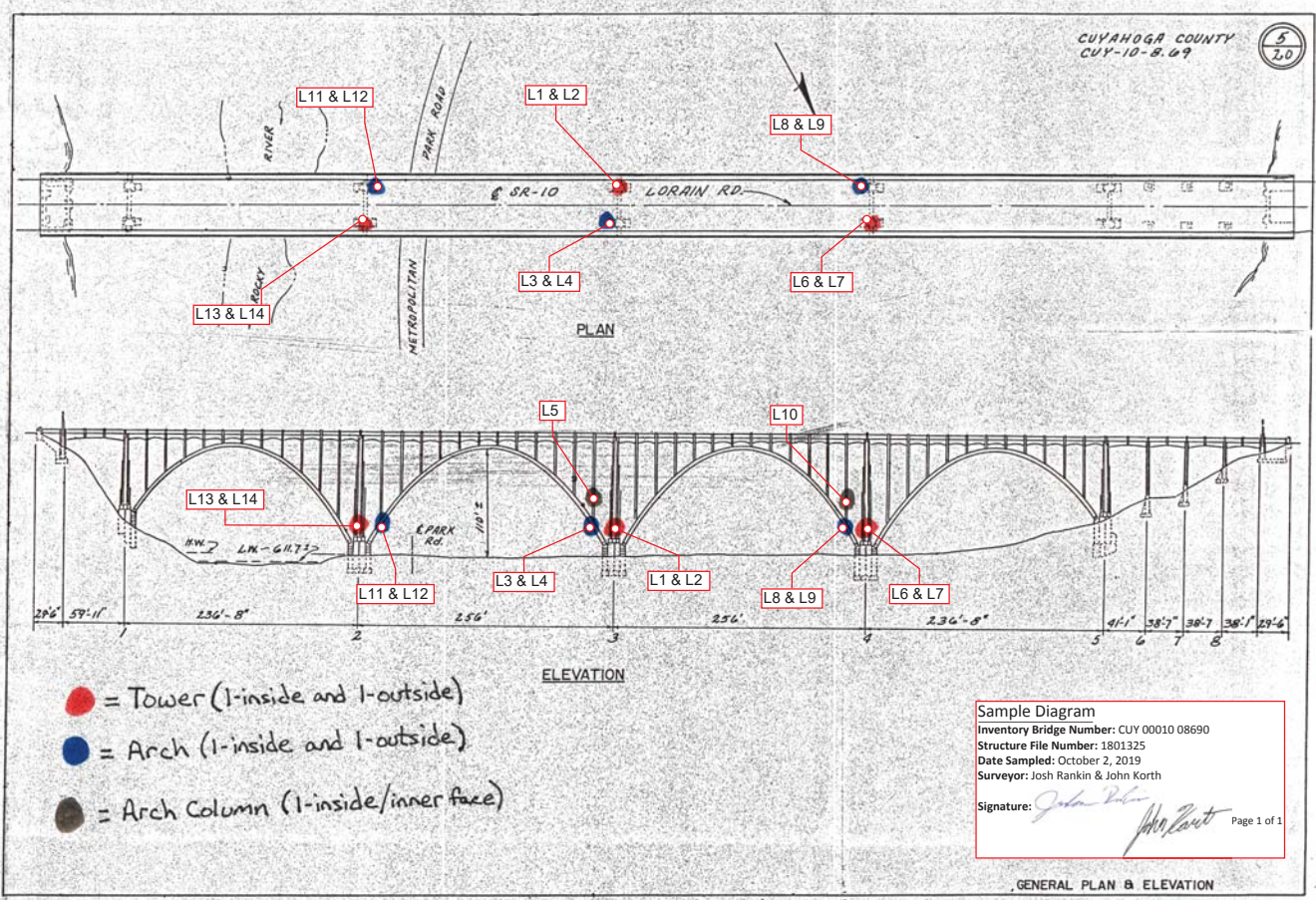
Matt Geiger
Project Manager



Trevor Berger
Northeast Ohio Regional Manager

**APPENDIX A
BULK SAMPLE DIAGRAM**

APPENDIX B
LABORATORY RESULTS AND CHAIN OF CUSTODY



CERTIFICATE OF ANALYSIS


Client: Lawhon & Associates Inc.
1441 King Avenue
Columbus OH 43212
Client: LAW411

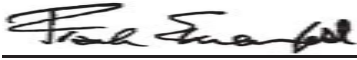
Report Date: 10/3/2019
Report No.: 600997 - Lead Paint
Project: CUY 00010 08690
Project No.: 147-0529

LEAD PAINT SAMPLE ANALYSIS SUMMARY

Lab No.: 6889616 Client No.: L-1	Description: Location: S. Side Central, Tower-Outside	Result (% by Weight): 0.035 Result (ppm): 350 Comments: ***
Lab No.: 6889617 Client No.: L-2	Description: Location: S. Side Central, Tower-Inside	Result (% by Weight): 0.063 Result (ppm): 630 Comments: ***
Lab No.: 6889618 Client No.: L-3	Description: Location: N. Side Central, Arch-Outside	Result (% by Weight): 0.64 Result (ppm): 6400 Comments: ***
Lab No.: 6889619 Client No.: L-4	Description: Location: N. Side Central, Arch-Inside	Result (% by Weight): 35 Result (ppm): 350000 Comments: ***
Lab No.: 6889620 Client No.: L-5	Description: Location: S. Side Central, Arch-Column	Result (% by Weight): 0.022 Result (ppm): 220 Comments: ***
Lab No.: 6889621 Client No.: L-6	Description: Location: N. Side W. End, Tower-Outside	Result (% by Weight): <0.0086 Result (ppm): <86 Comments: ***
Lab No.: 6889622 Client No.: L-7	Description: Location: N. Side W. End, Tower-Inside	Result (% by Weight): <0.0080 Result (ppm): <80 Comments: ***
Lab No.: 6889623 Client No.: L-8	Description: Location: S. Side W. End, Arch-Outside	Result (% by Weight): 0.043 Result (ppm): 430 Comments: ***

Please refer to the Appendix of this report for further information regarding your analysis.

Date Received: 10/3/2019
Date Analyzed: 10/03/2019
Signature: 
Analyst: Chad Shaffer

Approved By: 
Frank E. Ehrenfeld, III
Laboratory Director

CERTIFICATE OF ANALYSIS


Client: Lawhon & Associates Inc.
1441 King Avenue
Columbus OH 43212
Client: LAW411

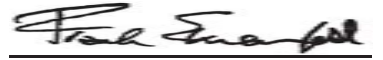
Report Date: 10/3/2019
Report No.: 600997 - Lead Paint
Project: CUY 00010 08690
Project No.: 147-0529

LEAD PAINT SAMPLE ANALYSIS SUMMARY

Lab No.: 6889624 Client No.: L-9	Description: Location: S. Side W. End, Arch-Inside	Result (% by Weight): 30 Result (ppm): 300000 Comments: ***
Lab No.: 6889625 Client No.: L-10	Description: Location: N. Side W. End, Arch-Column	Result (% by Weight): 0.013 Result (ppm): 130 Comments: ***
Lab No.: 6889626 Client No.: L-11	Description: Location: S. Side E. End, Arch-Outside	Result (% by Weight): 0.76 Result (ppm): 7600 Comments: ***
Lab No.: 6889627 Client No.: L-12	Description: Location: S. Side E. End, Arch-Inside	Result (% by Weight): 34 Result (ppm): 340000 Comments: ***
Lab No.: 6889628 Client No.: L-13	Description: Location: N. Side E. End, Tower-Outside	Result (% by Weight): 0.043 Result (ppm): 430 Comments: ***
Lab No.: 6889629 Client No.: L-14	Description: Location: N. Side E. End, Tower-Inside	Result (% by Weight): 0.025 Result (ppm): 250 Comments: ***

Please refer to the Appendix of this report for further information regarding your analysis.

Date Received: 10/3/2019
Date Analyzed: 10/03/2019
Signature: 
Analyst: Chad Shaffer

Approved By: 
Frank E. Ehrenfeld, III
Laboratory Director



9000 Commerce Parkway Suite B
 Mt. Laurel, New Jersey 08054
 Telephone: 856-231-9449
 Email: customerservice@iatl.com

CERTIFICATE OF ANALYSIS

Client: Lawhon & Associates Inc. 1441 King Avenue Columbus OH 43212	Report Date: 10/3/2019 Report No.: 600997 - Lead Paint Project: CUY 00010 08690 Project No.: 147-0529
Client: LAW411	

Appendix to Analytical Report:

Customer Contact:
Method: ASTM D3335-85a, US EPA SW846 3050B:7000B

This appendix seeks to promote greater understanding of any observations, exceptions, special instructions, or circumstances that the laboratory needs to communicate to the client concerning the above samples. The information below is used to help promote your ability to make the most informed decisions for you and your customers. Please note the following points of contact for any questions you may have.

iATL Customer Service: customerservice@iatl.com
iATL Office Manager: wchampion@iatl.com
iATL Account Representative: Shirley Clark
Sample Login Notes: See Batch Sheet Attached
Sample Matrix: Paint
Exceptions Noted: See Following Pages

General Terms, Warrants, Limits, Qualifiers:

General information about iATL capabilities and client/laboratory relationships and responsibilities are spelled out in iATL policies that are listed at www.iATL.com and in our Quality Assurance Manual per ISO 17025 standard requirements. The information therein is a representation of iATL definitions and policies for turnaround times, sample submittal, collection media, blank definitions, quantification issues and limit of detection, analytical methods and procedures, sub-contracting policies, results reporting options, fees, terms, and discounts, confidentiality, sample archival and disposal, and data interpretation.

iATL warrants the test results to be of a precision normal for the type and methodology employed for each sample submitted. iATL disclaims any other warrants, expressed or implied, including warranty of fitness for a particular purpose and warranty of merchantability. iATL accepts no legal responsibility for the purpose for which the client uses test results. Any analytical work performed must be governed by our Standard Terms and Conditions. Prices, methods and detection limits may be changed without notification. Please contact your Customer Service Representative for the most current information.

This confidential report relates only to those item(s) tested and does not represent an endorsement by NIST-NVLAP, AIHA LAP LLC, or any agency of local, state or province governments nor of any agency of the U.S. government.

This report shall not be reproduced except in full, without written approval of the laboratory.

Information Pertinent to this Report:

Analysis by ASTM D3335-85a by AAS

Certification:
 - National Lead Laboratory Program (NLLAP): AIHA-LAP, LLC No. 100188
 - NYSDOH-ELAP No. 11021

This report meets the standards set forth in the EPA's National Lead Laboratory Accreditation Program (NLLAP) through the Laboratory Quality System Requirements (LQSR) Revision 3.0 November 5, 2007. All Environmental Lead Proficiency Analytical Testing (ELPAT) is through the AIHA-PAT established program.

Regulatory limit is 0.5% lead by weight (EPA/HUD guidelines). Recommend multiple sampling for all samples less than regulatory limit for confirmation. All results are based on the samples as received at the lab. iATL assumes that appropriate sampling methods have been used and that the data upon which these results are based have been accurately supplied by the client.
 Method Detection Limit (MDL) per EPA Method 40CFR Part 136 Appendix B.
 Reporting Limit (RL) based upon Lowest Standard Determined (LSD) in accordance with AIHA-ELLAP policies.
 LSD=0.2 ppm MDL=0.005% by weight. RL= 0.010% by weight (based upon 100 mg sampled).

Disclaimers / Qualifiers:

There may be some samples in this project that have a "NOTE:" associated with a sample result. We use added disclaimers or qualifiers to inform the client about something that requires further explanation. Here is a complete list with highlighted disclaimers pertinent to this project. For a full explanation of these and other disclaimers, please inquire at **customerservice@iatl.com**.



9000 Commerce Parkway Suite B
 Mt. Laurel, New Jersey 08054
 Telephone: 856-231-9449
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CERTIFICATE OF ANALYSIS

Client: Lawhon & Associates Inc. 1441 King Avenue Columbus OH 43212	Report Date: 10/3/2019 Report No.: 600997 - Lead Paint Project: CUY 00010 08690 Project No.: 147-0529
Client: LAW411	

* Insufficient sample provided to perform QC reanalysis (<200 mg)
 ** Not enough sample provided to analyze (<50 mg)
 *** Matrix / substrate interference possible.

< less than sign, signifies none-detected below the empirical value based upon sub-sampled mass. This is often below the Reporting Limit (see above).

DAILY QUALITY CONTROL DATA

LEAD SAMPLE ANALYSIS

(DATE: 10/03/19)

Standard	Total Lead (mg)	Percent Recovery **
Reagent Blank	0.000	< LOQ
Blank Spike	0.500	101
Lab Control Std	1.490	93
Matrix Spike - LBP *	0.34	95
Matrix Spike - Wipe *	0.35	99
Matrix Spike - Soil *		
Matrix spike - Air *	0.050	94
2.5 ppm Standard	0.25	103
10.0 ppm Standard	1.0	105
40.0 ppm Standard	4.0	98

AIHA-LAP, LLC No. 100188

NYSDOH-ELAP No. 11021

Analysis Method: ASTM D3335-85A
NIOSH 7082
EPA SW846 3050B 7000B

Comments: IATL assumes that all sampling complies with accepted methods.
All client supplied sampling data is assumed to be correct when calculating results.
Detection limit based upon 0.2 mg/L reporting limit and sample size.
* NIST Traceable.
** 80-120% acceptable limits.

 Analyzed By: C. Shafer
 Date: 10/3/19

 Approved By: Frank E. Ehrenfeld, III
 Laboratory Director

Chain of Custody

- Environmental Lead -

Contact Information

Client Company: Lawhon & Associates, Inc.	Project Number: 17-0529
Office Address: 1441 King Avenue	Project Name: CUY 00010 08690
City, State, Zip: Columbus, Ohio	Primary Contact: Matt Geiger
Fax Number: (614) 481-8610	Office Phone: (614) 481-8600
Email Address: mgeiger@lawhon-assoc.com	Cell Phone: (614) 296-6106

iATL is accredited by the National Lead Laboratory Accreditation Program (NLLAP) to perform analytical testing of environmental samples for lead (Pb). The accreditation is through AIHA-LAP, LLC and several other nationally recognized state programs.

Matrix/Method:

- Paint by AAS: ASTM D3335-85a, 2009
 Wipe/Dust by AAS: SW 846: 3050B: 700B, 2010
 Air by AAS: NIOSH 7082, 1994
 Soil by AAS: EPA SW 846 (Soil)
 Water by AAS-GF: ASTM D3559-03D, USEPA 40CFR 141.11B, 2010
 Other Metals (Cd, Zn, Cr) by AAS
 Toxicity Characteristic Leaching Procedure (TCLP) by AAS: USEPA 1311
 Other _____

Special Instructions:

Please Report as % by Weight!

Turnaround Time

Preliminary Results Requested Date: Before EOD 10/3/2019 Verbal Email Fax
 Specific date / time
 10 Day 5 Day 3 Day 2 Day 1 Day* 12 Hour** 6 Hour** RUSH**
 * End of next business day unless otherwise specified. ** Matrix Dependent. ***Please notify the lab before shipping***

Chain of Custody

Relinquished (Name/Organization): <u>Matt Geiger</u>	Date: <u>10/2/2019</u>	Time: <u>4:00pm</u>
Received (Name / iATL): _____	Date: _____	Time: _____
Sample Login (Name / iATL): _____	Date: _____	Time: _____
Analysis(Name(s) / iATL): <u>C. Shafer</u>	Date: _____	Time: _____
QA/QC Review (Name / iATL): <u>MG</u>	Date: _____	Time: _____
Archived / Released: _____	QA/QC InterLAB Use: _____	Date: _____ Time: <u>OCT - 3 / 2019</u>

Sample Log

—Environmental Lead—

Client: Lawhon & Associates, Inc. Project: 17-0529 CUY 00010 08690

Sampling Date/Time: 10/2/2019 @ 10:00am-1:00pm

Client Sample #	iATL #	Location/ Description	Flow Rate	Start End	Sampling time (min)	Area (ft2) Volume (L)	Results ()
L-1	6889616	S. Side Central, Tower- Outside	--	--	--		
L-2	6889617	S. Side Central, Tower- Inside	--	--	--		
L-3	6889618	N. Side Central, Arch- Outside	--	--	--		
L-4	6889619	N. Side Central, Arch- Inside	--	--	--		
L-5	6889620	S. Side Central, Arch Column	--	--	--		
L-6	6889621	N. Side, W. End, Tower- Outside	--	--	--		
L-7	6889622	N. Side, W. End, Tower- Inside	--	--	--		
L-8	6889623	S. Side, W. End, Arch- Outside	--	--	--		
L-9	6889624	S. Side, W. End, Arch- Inside	--	--	--		
L-10	6889625	N. Side, W. End, Arch Column	--	--	--		
L-11	6889626	S. Side, E. End, Arch- Outside	--	--	--		
L-12	6889627	S. Side, E. End, Arch- Inside	--	--	--		
L-13	6889628	N. Side, E. End, Tower- Outside	--	--	--		
L-14	6889629	N. Side, E. End Tower- Inside	--	--	--		

* = Insufficient Sample Provided to Perform QC Reanalysis (<200mg)

** = Insufficient Sample Provided to Analyze (<50mg) *** = Matrix / Substrate Interference Possible

FB = Method Requires the submittal of blank(s). ML = Multi Layered Sample. May result in inconsistent results.

These preliminary results are issued by iATL to expedite procedures by clients based upon the above data. iATL assumes that all of the sampling methods and data upon which these results are based, has been accurately supplied by the client. These results may not have been reviewed by the Laboratory Director. Final Certificate of Analysis will follow these preliminary results. The signed COA is to be considered the official results. All EPA, HUD, and NJDEP conditions apply.