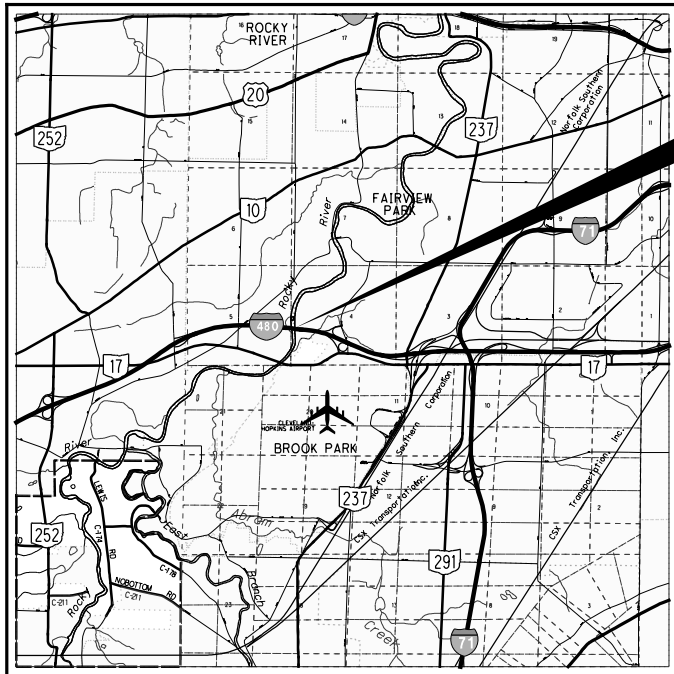


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CUY-480-0467 L/R

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

CUY-480-6.47 / VAR PAINT

CITY OF CLEVELAND
CITY OF FAIRVIEW PARK
CUYAHOGA COUNTY

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

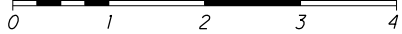
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

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.

LOCATION MAP

LATITUDE: 41°15'10" LONGITUDE: 81°30'40"

SCALE IN MILES



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

INDEX OF SHEETS:

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CUY-480-0647	6-7
CUY-10-0869	

DESIGN EXCEPTIONS

NONE

STAGE 3
SUBMITTAL
8/1/2019

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 43225
614.856.2424 WWW.CMTRAN.COM

ENGINEERS SEAL:

SIGNED: _____
DATE: _____

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
MT-95.30	7/19/19			800-2019 10/18/19	
MT-95.50	7/21/17			832 10/19/18	
MT-97.10	4/19/19				
MT-105.10	7/19/13				
TC-41.20	10/18/13				
TC-52.10	10/18/13				
TC-52.20	7/20/18				

APPROVED _____
DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. **E051267**

PID NO. **22131**

CONSTRUCTION PROJECT NO. _____

RAILROAD INVOLVEMENT **NONE**

CUY-480-6.47 / VAR PAINT

1/7

PROJECT DESCRIPTION

PAINT THE STRUCTURAL STEEL OF THE IR-480 BRIDGE OVER 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 STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE 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 STRUCTURE 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](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.

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 OF 7:00 PM AND 7:00 AM. 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).

ITEM 511 - 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.

THE COLOR OF THE FINISH COAT SHALL BE FCN: 595B-16440, GREY (GLOSS).

ITEM 619 - FIELD OFFICE, TYPE B, AS PER PLAN

A TYPE B FIELD OFFICE IS REQUIRED FOR THIS PROJECT.

THE FOLLOWING REVISIONS TO EQUIPMENT SUPPLIED WITH THE TYPE B FIELD OFFICE, AS SPECIFIED IN TABLE 619.02-1, FIELD OFFICE, SHALL APPLY:

THE COPIER SUPPLIED MUST MEET THE REQUIREMENTS OF COPIER SUPPLIED WITH THE TYPE C FIELD OFFICE.

THE BROADBAND INTERNET CONNECTION MUST MEET THE REQUIREMENTS OF THE MINIMUM DOWNLOAD SPEEDS SUPPLIED WITH THE TYPE C FIELD OFFICE.

ALL OTHER FIELD OFFICE ITEMS SUPPLIED SHALL MEET THE REQUIREMENTS OF A TYPE B, FIELD OFFICE.

ITEM 619 - FIELD OFFICE, TYPE B, AS PER PLAN...12 MONTHS

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 JILL POWERS AT 216-584-2195 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.

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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

SINCE FUNCTIONAL TRAFFIC CONTROL IS A MAJOR CONCERN ON THIS PROJECT, IT IS ESSENTIAL THAT THE MOTORING PUBLIC BE ADEQUATELY FOREWARNED OF FUTURE LANE CLOSURES AND TRAFFIC CONSTRUCTIONS. THEREFORE, THE CONTRACTOR MUST SUBMIT A WRITTEN SCHEDULE TO THE ODOT PUBLIC INFORMATION OFFICE (216-584-2007 OR D12.PUBLIC.INFORMATION@DOT.OHIO.GOV) INDICATING THE LOCATIONS AND DATES OF THE LANE CLOSURES AT LEAST 2 WEEKS PRIOR TO THE IMPLEMENTATION OF ANY SUCH CLOSURES. ALSO, NOTIFY THE ENGINEER, RESPONSIBLE LAW ENFORCEMENT AGENCIES, AND LOCAL MUNICIPALITIES OF LANE CLOSURES AT LEAST 10 DAYS PRIOR TO IMPLEMENTATION. USE PORTABLE CHANGEABLE MESSAGE SIGNS TO ALERT MOTORISTS 3 DAYS PRIOR TO THE IMPLEMENTATION OF ANY CHANGES SUCH AS LANE CLOSURES OR OTHER RESTRICTIONS.

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](http://www.dot.state.oh.us/districts/d12/highwaymanagement/pages/permittedlane closures.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 ODOT.

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.

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 STANDARD DRAWING MT-35.10 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.

- 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.

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

- 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

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

CONTINUOUS ACCESS

THE CONTRACTOR SHALL MAINTAIN SAFE AND ADEQUATE DRIVEWAYS AND WALKWAYS IN ORDER TO PROVIDE CONTINUOUS ACCESS FOR PEDESTRIANS, PASSENGER VEHICLES, TRUCKS, AND SAFETY EQUIPMENT TO ALL ADJOINING PROPERTIES. 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

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.

DURING NON-WORKING HOURS, ALL LANES SHALL BE IN FULL OPERATION WITH ALL TRAFFIC CONTROL SIGNS, EXCEPT W20-1 (ROAD WORK AHEAD) SIGNS, REMOVED OR COVERED AND ALL CHANNELIZING DEVICES REMOVED FROM THE PAVEMENT SURFACES. CHANNELIZING DEVICES MAY BE STORED OR DEPLOYED TEMPORARILY ADJACENT TO THE SHOULDER TO MINIMIZE THE NIGHTLY TRAFFIC CONTROL SET-UP TIME.

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.

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MAINTENANCE OF TRAFFIC GENERAL NOTES

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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 OMTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL 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 OMTCD, 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 AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. 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...8 SIGN MONTH, ASSUMING 1 PCMS SIGN FOR 8 MONTHS

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MAINTENANCE OF TRAFFIC GENERAL NOTES

CUY-480-6.47 / VAR
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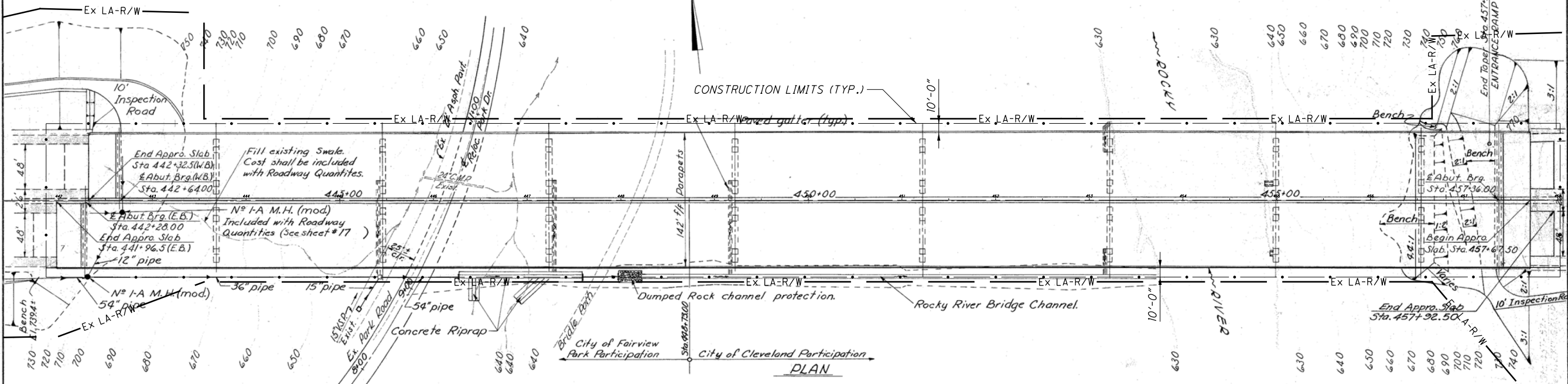
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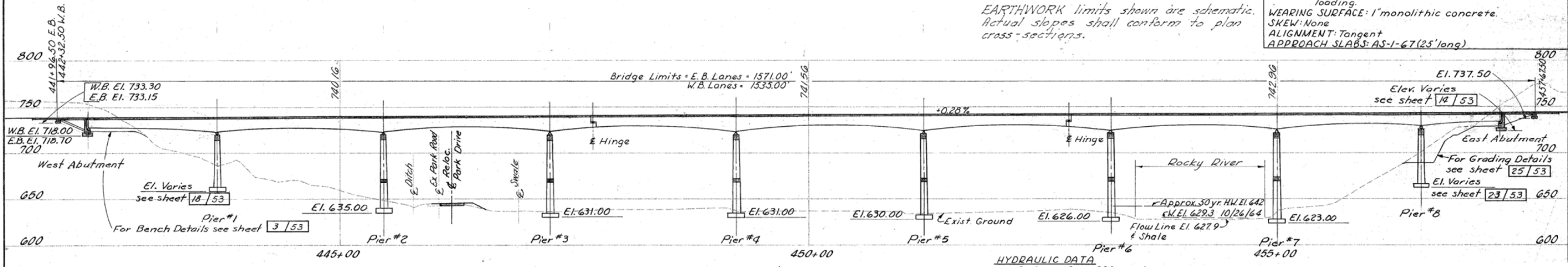
FED. RD. DIVISION	STATE	PROJECT	TYPE FUNDS
2	OHIO	F-48-4(16)161	60 120

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

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.

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DESIGN AGENCY
CARPENTER MARTY
TRANSPORTATION CONSULTANTS

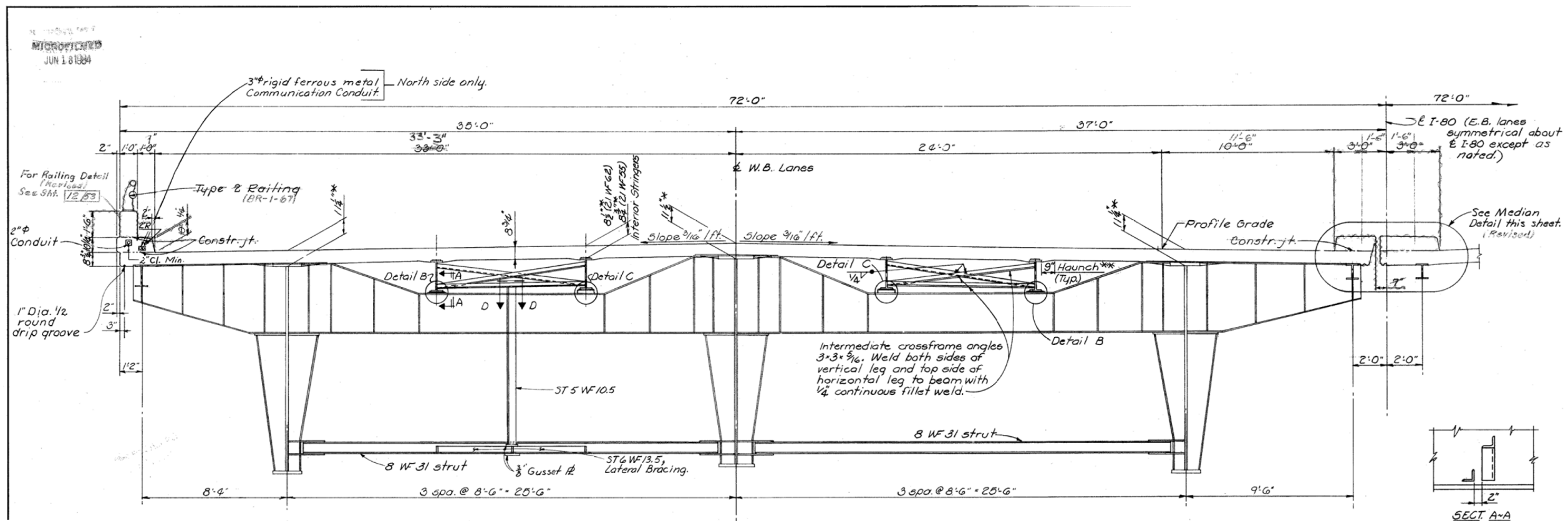
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REVIEWED	GDJ	STRUCTURE FILE NUMBER	1812831
DATE	07/31/19		

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

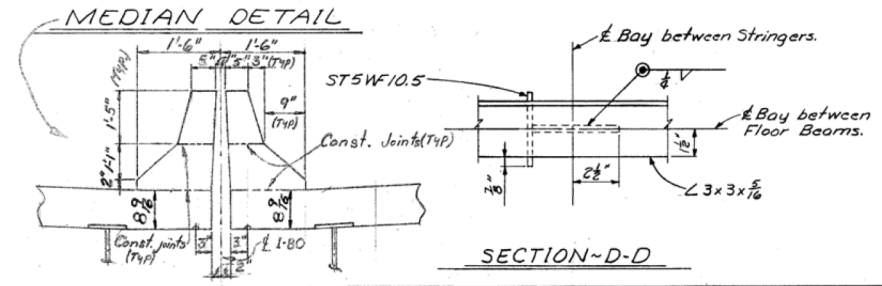
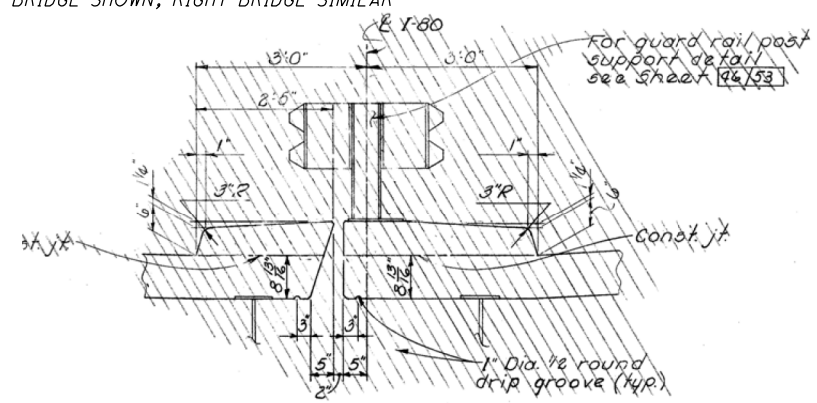
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TRANSVERSE SECTION ~ (Near Mid-Span)
LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILAR



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NOTES

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	DATE	07/31/19
	REVIEWED	GDJ
	DRAWN	ERK
	CHECKED	MTJ
STRUCTURE FILE NUMBER	1812831	
BRIDGE NO.	CUY-480-0647	
OVER	ROCKY RIVER	
TRANSVERSE SECTION		
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