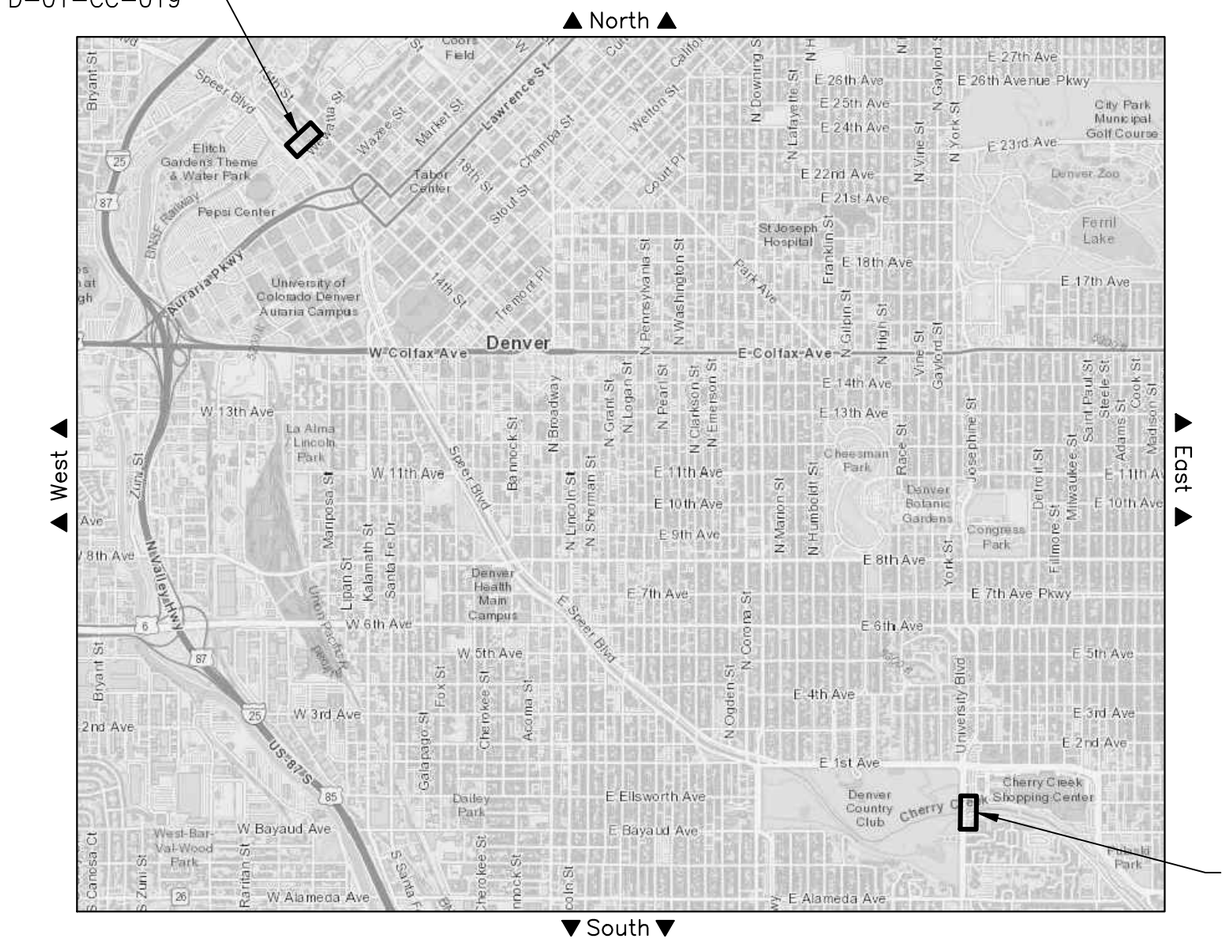
CITY & COUNTY OF DENVER
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE - ENGINEERING DIVISION
BRIDGE DECK REPAIR AND REHABILITATION

DENVER, COLORADO
STRUCTURE NUMBERS: D-01-CC-017, D-01-CC-019, D-01-CC-281 & D-01-CC-282A



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Print Date:		Sheet Revisions			DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE 201 WEST COLFAX AVENUE DENVER, CO 80202 PHONE: (720) 913–4501 FAX: (720) 913–4544	As Constructed	BRIDGE DECK REPAIR AND REHABILITATION TITLE SHEET	PROJECT NUMBER
File Name:		Date:	Comments	Init.		No Revisions:		
Scale: NO SCALE						Revised:	Designer: / Detailer:	FOR CONSTRUCTION
City Project Manager:						Void:	Sheet Subset: TITLE / Structure Numbers / Subset Sheets: TL 01	Sheet Number 1

GENERAL NOTES

1. All current applicable federal, state, and city and county of Denver (city) rules, regulations, policies, procedures, specifications, standards, and details shall be followed to include; the Colorado Department of Transportation's Standard specifications for Road and Bridge Construction 2017 and as modified in these plans.
2. Grade 60 reinforcing steel is required.
3. The following table gives the minimum lap splice length for epoxy coated reinforcing bars placed in accordance with Subsection 602.06. These splice lengths shall be increased by 25% for bars spaced at less than 6" on center or less than 3" of lateral cover.

BAR SIZE	#4	#5	#6	#7	#8	#9	#10	#11
SPLICE LENGTH	1'-3"	1'-7"	2'-5"	2'-10"	3'-8"	4'-8"	5'-11"	7'-3"

4. The constructor shall be responsible for the stability of the structure during construction.
5. For structure number installation, see details on sheet BR07 of these plans. The cost of the sign and install shall be included in the work.
6. Stations, elevations, and dimensions contained in these plans are calculated from the "As Constructed Plans", these stations, elevations, and dimensions may be adjusted to meet the existing structure. The contractor shall verify all dependant dimensions in the field before ordering or fabricating any material.
7. The contractor shall be responsible for protecting utilities during construction and shall hold the city and its engineers harmless for damages arising from the contractor's failure to adequately protect existing utilities. Damaged utilities shall be repaired by and at the expense of the contractor.
8. After removal, the entire bridge deck shall be sounded for delamination, according to ASTM D–4580, Procedure B, Chain Drag. All unsound concrete shall be marked and removed as directed by the engineer. Costs for sounding shall be included in the work.
9. Deck rehabilitation quantities are approximate. Final locations shall be determined by the engineer, payment will be for the actual area repaired and material used as approved by the engineer. If plan quantities are exceeded, additional deck rehabilitation quantities will be measured and paid for at the unit price for the appropriate bid item. (6) (7)
10. The bituminous pavement shall be removed from the existing structure as indicated on the plans and replaced to the grade and cross slope of the existing concrete deck. If additional deck preparation is required it shall be included in the work. (2) (6)
11. The information shown on these plans concerning the type and location of utilities is not guaranteed to be accurate or all inclusive. The contractor shall verify the existence and location of all utilities within the project area before commencing any work. The contractor shall contact the utility notification center of Colorado at 811 (1–800–922–1987) at least 3 days (2 days not including the day of notification) prior to any excavation or any earthwork. (2)
12. The contractor may stockpile repair material at own risk. All unused material shall remain property of the contractor. City and County of Denver will not purchase leftover materials or pay any restocking fees. (3) (5)
13. All saw water, coring waste, concrete washout, and any other construction debris shall be collected and disposed of off site in accordance with applicable federal, state, and local regulations. Under no circumstances shall such material be allowed to enter any natural or manmade water way or storm drain.
14. All current applicable federal, state, and city and county of Denver (city) rules, regulations, policies, procedures, specifications, standards and details shall be followed.
15. The applicant and permittee are responsible for obtaining all necessary project permits associated with construction and related activities such as street occupancy, street cut, erosion control, environmental and/or air quality, and parks permits.

NOTES:

(1) Quantities for the Removal of Portions of Present Structure are estimated based on the following percentages of total bridge deck areas:

DECK NBI RATING	CLASS 1	CLASS 2	CLASS 3
6	5 %	5 %	1 %

(2) Quantities for Joint Sealant and expansion joint are based on an out–to–out pay length along the joint

(3) Plan quantities for Concrete (Patching) are based on half the deck thickness times the Class 2 Removal area & the full deck thickness times the Class 3 Removal area

(4) Quantities for Reinforcing Steel (Epoxy Coated) are based on 5 pounds per square yard of Class 2 Removal area & 10 pounds per square yard of Class 3 Removal area. Reinforcing damaged by the contractor's removal operation shall be repaired and replaced at the contractor's expense.

(5) Cost of Doweling (Drill & Epoxy) shall not be paid for separately, but shall be included in the work.

(6) Quantities for the Removal of Asphalt Mat(Planing), Waterproofing (Membrane), and Hot Mix Asphalt (HMA) are based on limits shown on the plans.

(7) Assumed asphalt unit weight is 146.67 PCF. An an additional 10% of the calculated quantity was assured for unknown temporary HMA.

PROJECT PAY ITEMS AND ENGINEERS ESTIMATE OF QUANTITIES

	PAY ITEM	DESCRIPTION	UNITS	D–01–CC–017	D–01–CC–019	D–01–CC–281	D–01–CC–282A	QUANTITY
	202–00212	Removal of Concrete Pavement (Planing)(Special)	SY	335	–	–	–	335
(6)	202–00245	Removal of Asphalt Mat (Planing)	SY	–	–	–	590	590
	202–00250	Removal of Pavement Marking	SF	–	100	–	–	100
(1)	202–00450	Removal of Portions of Present Structure (Class 1)	SY	16.6	15.0	23.3	–	54.9
(1)	202–00453	Removal of Portions of Present Structure (Class 2)	SY	16.6	15.0	23.3	29.4	84.3
(1)	202–00460	Removal of Portions of Present Structure (Class 3)	SY	3.4	3.0	4.7	5.9	17.0
	202–00480	Removal of Portions of Present Structure (Special)	SY	–	–	470	–	470
(2)	202–00504	Removal of Expansion Device	LF	51	–	74	51	176
	208–00106	Sweeping (Sediment Removal)	HR	5	5	5	5	20
(6) (7)	403–34741	Hot Mix Asphalt (Grading SX) (75) (PG64–22)	TON	–	–	–	71	71
(2)	408–01100	Joint Sealant	LF	–	–	–	95	95
(6)	515–00120	Waterproofing (Membrane)	SY	–	–	–	590	590
	515–00400	Concrete Sealer	SY	165	–	105	125	395
(2)	518–01004	Bridge Expanson Device (0–4 Inch)	LF	51	–	74	51	176
	519–03035	Place Thin Bonded Overlay (Polyester Concrete)	SY	335	275	470	–	1080
	519–03055	Furnish Thin Bonded Overlay (Polyster Concrete)	CF	215	180	305	–	700
(3)	601–06100	Concrete (Patching)	CY	2.3	2.1	3.3	4.2	11.9
(5)	602–00020	Reinforcing Steel (Epoxy Coated)	LB	117	150	234	294	795
	626–00000	Mobilization	LS	1	1	1	1	1
	627–00000	Pavement Marking	LS	1	1	1	1	1
	630–00016	Traffic Control (Special)	LS	1	1	1	1	1
	700–70380	A/A Erosion Control	LS	1	1	1	1	1
	700–70589	A/A Environmental Health & Safety Management	LS	1	1	1	1	1
	700–93352	A/A Electrical Repairs for Lightning	LS	1	1	1	1	1

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File Name:
Scale: NO SCALE
City Project Manager: Katherine Piercy

Sheet Revisions

Date:	Comments	Init.

DENVER
THE MILE HIGH CITY

DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE
201 WEST COLFAX AVENUE
DENVER, CO 80202
PHONE: (720) 913–4501
FAX: (720) 913–4544

As Constructed
No Revisions:
Revised:
Void:

BRIDGE REPAIR AND REHABILITATION
GENERAL NOTES & QUANTITIES

Designer: PB
Detailer: RG
Sheet Subset: GENERAL
Structure Numbers: VARIOUS
Subset Sheets: GN01

PROJECT NUMBER

FOR CONSTRUCTION

Sheet Number 2

16. Utility plan review approval does not constitute approval for any work on, in, under, or over private property.

17. No work shall be permitted at night or on Saturdays, Sundays, and holidays without prior authorizations or unless otherwise specified in the street occupancy permit. City may restrict work on right–of–way (ROW) during adverse weather conditions or during periods of high traffic volume.

18. Unless confined in a predefined berm containment area, the cleaning of concrete delivery chutes is prohibited at the job site. The discharge of water containing waste concrete to the storm sewer system is prohibited. (Denver Revised Municipal Code §. 56–102 (a.) (c.))

19. The permittee shall maintain at least one copy of the approved plans,specifications, and standards on the job site at all times.

20. Above grade equipment is subject to sight triangle restrictions as described in the city's transportation engineering plan (TEP) review submittal requirements.

WORK DESCRIPTION

STRUCTURE ID:DC–01–CC–017
1. Remove existing epoxy overlay to limits shown in plans.
2. Sound deck and perform Class 1, 2 and 3 Deck repairs as directed by the engineer. See Sheet BR06 for details.
3. Remove and replace existing expansion device. See Sheets BR08 and BR09 for details.
4. Place ¾" Thin bonded overlay to limits shown in plans.
5. Seal sidewalks and concrete parapets.

STRUCTURE ID:DC–01–CC–019
1. Sound deck and perform Class 1, 2 and 3 Deck repairs as directed by the engineer. See Sheet BR06 for details.
2. Remove pavement markings.
3. Place 3/4" Thin bonded overlay to limits shown in plans.
4. Seal sidewalks and concrete parapets.

STRUCTURE ID:DC–01–CC–281
1. Remove existing epoxy overlay to limits shown in plans.
2. Sound deck and perform Class 1, 2 and 3 Deck repairs as directed by the engineer. See Sheet BR06 for details.
3. Remove and replace existing expansion device. See Sheets BR08 and BR09 for details.
4. Place 3/4" Thin bonded overlay to limits shown in plans.
5. Seal sidewalks and concrete parapets.

STRUCTURE ID:DC–01–CC–282A
1. Remove existing HMA to limits shown in plans.
2. Sound deck and perform Class 2 and 3 Deck repairs as directed by the engineer. See Sheet BR05 for details.
3. Remove and replace existing expansion device. See Sheets BR08 and BR09 for details.
4. Place waterproofing membrane, 2" of new HMA, and joint sealant to limits shown in plans.
5. Seal sidewalks and concrete parapets.

DESIGN DATA

AASHTO LRFD Bridge Design Specifications, Ninth Edition LRFD with current interims (2020) with 1997 interims for bar splice table.

REINFORCED CONCRETE

Class D Concrete: fc' = 4,500 psi
Reinforcing Steel: fy = 60,000 psi

BRIDGE DESCRIPTION

1 – Simple Span (88'–11 3/4") Bridge
Concrete slab and prestressed Concrete Spread Box Girders over 20th Street underpass.
75'–0" Deck width, 90°00'00" skew
1'–2" Barrier with pedestrian railing on both sides.

ABBREVIATIONS

BF = Back Face
IF = Inside Face
OF = Outside Face

UTILITY NOTES:

1. Caution: prior to date of construction, the permittee shall verify existing utilities with the utility notification center of colorado (UNCC or Colorado 811) and/or utility companies. The permittee shall verify existence, size, and location of existing utilities and facilities prior to construction and shall notify the engineer of any discrepancies. Call 811 or visit https://colorado811.org.

2. Prior to commencement of construction, the permittee shall contact all affected or nearby utilities to coordinate work to be performed and proposed scheduling.

3. The applicant shall correctly show on submitted drawings the locations of all utilities in the vicinity where the applicant may bore, trench, excavate, and install facilities, conduit, fiber, fiber enclosures, vaults, and handholds. In the event that the facilities, conduit run, fiber enclosures, vaults, or handholds are located within the 10 feet of any utility, the applicant shall be responsible for the design and installation that will prevent damage to the installation under normal utility operating conditions. It is the responsibility of the applicant to obtain information on each of the utilities as applicable such as location, size, pressure, temperature, voltage, etc.

4. It is the responsibility of the applicant to examine the site for evidence of failures of or deficiencies in utility company facilities (i.e. Xcel Energy, Denver water, Denver Public Works, Denver Fiber Outside Plant, Denver Wastewater Management, Metro Wastewater Reclamation District, etc.) And to immediately call any such evidence of pre–existing damage to the attention of the utility company along with proper documentation. The applicant hereby agrees that the repair of any and all damages (direct or indirect), that may be subsequently discovered and proven to have been caused by the construction activities, is the sole responsibility of the applicant without such evidence of pre–existing damage. Furthermore, the repair is agreed to be the sole responsibility of the applicant. It shall be the applicant's responsibility to protect all utility company facilities within the area of construction. This includes all steps necessary to prevent subsidence of the soil adjacent to or near utility company facilities.

ENVIRONMENTAL NOTES:

1. Regulated asbestos contaminated soils (RACS) may be encountered in building debris throughout the city during excavation. All RACS must be managed, documented, and disposed in accordance with state regulations pertaining to solid waste sites and facilities, section 5 – asbestos waste management. State regulations require any disturbed debris be characterized to determine applicability of the regulation. The contractor is responsible for providing competent trained personnel capable of identifying racs in debris and having access to an onsite certified asbestos building inspector (CABI) in case of RACS discovery.

2. Contract or shall take reasonable measures to prevent particulate matter from becoming airborne and to prevent the visible discharge of fugitive particulate emissions beyond the property line from which the emissions originate. The measures taken must be effective at all times on the site, including periods of inactivity such as evenings, weekends, and holidays as well as any other period of inactivity.

3. During any soil disturbing activities, if unknown/unidentified underground storage tanks, drums, odorous soil, stained soil, Asbestos–cement pipe (transit), building debris, or waste materials are encountered, contractor shall immediately stop work in the area of the discovery until Denver department of public health and environment (DDPHE) makes a determination of how to proceed. Contractor shall immediately notify DDPHE of the discovery at (720) 460–8376.

4. Any soil excavated and reused on the property or imported to the property must meet applicable soil reuse acceptance criteria as explained in the DDPHE October 10, 2017 memorandum titled "guidance for reuse of soil on city projects" located on the Denver DDPHE website under the "about" tab for environmental review and assessment.

5. The contractor shall direct non–recyclable, non–hazardous wastes from city–owned or controlled property or facilities to the Denver Arapahoe disposal site (DADS) landfill for disposal, following the requirement and procedural guidance per city executive order 115. Laboratory analytical results will be required prior to DADS acceptance for soil and possibly other materials. Early testing is recommended; DDPHE can assist. Contact DDPHE at (720)865–5448 with questions.

6. Noise control. All noise caused by construction of, or resulting from completed projects, must comply with denver's noise

7. Ordinance, Denver revised municipal code chapter 36 "noise control". Exempted hours for construction in the city and county of Denver are from 7 am to 9 pm Monday through Friday and 8 am to 5 pm on Saturdays and Sundays. If there is a need to work outside of the exempted hours: 1) the contractor shall request a variance, and 2) the variance process needs to be started a minimum of three months prior to the desired start date. Any questions should be directed to DDPHE community noise program at (720) 865–5410.

DENVER FIBER OUTSIDE PLAN NOTES:

1. By approval of these drawings, the applicant acknowledges that the City and County of Denver operates its own outside plant (OSP) fiber optic infrastructure throughout the city, and that said infrastructure serves to promote the health, safety, and welfare of the city. Said facilities are critical to city operations, are continually being enhanced and extended, and cannot be disturbed.

2. Applicant assumes full responsibility for all damages incurred to the Denver Fiber OSP infrastructure due to activities authorized by the approved plans.

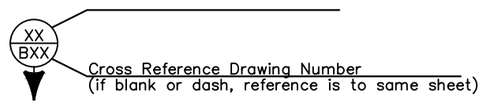
3. If damage occurs to the Denver Fiber OSP the applicant must immediately contact transportation operations at 720–865–4000. Initial restoration must be completed within a maximum of 24 hours.

4. Denver Fiber OSP staff or approved permittee, at the sole expense of the applicant, will make all replacement or repair of Denver fiber OSP cabling infrastructure attributed to the work.

5. If during repair damage is sustained to any other infrastructure, repairs shall be made at the sole expense of the applicant.

6. Additional empty conduit may be required by the city to be installed by the applicant, at the sole expense of the applicant, and acknowledged on these drawings, if deemed appropriate to advance city OPS purposes.

7. Locates and potholes shall be required for all crossings involving all Denver Fiber OSP cabling infrastructure including but not limited to access vaults and conduit. Contact Colorado 811 for OSP facility locates.



811 Know what's below. Call before you dig.

BURIED UTILITIES
THREE (3) BUSINESS DAYS
BEFORE YOU DIG
CALL 811 (1–800–922–1987)
UTILITY NOTIFICATION CENTER OF COLORADO
(UNCC)
www.uncc.org

Print Date: 8/3/2026	Sheet Revisions			DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE	As Constructed	PB	PROJECT NUMBER
File Name:	Date:	Comments	Init.	201 WEST COLFAX AVENUE	No Revisions:	GENERAL NOTES	
Scale: NO SCALE				DENVER, CO 80202	Revised:	Designer: RG / Structure Numbers: VARIOUS	FOR CONSTRUCTION
City Project Manager: Katherine Piercy				PHONE: (720) 913–4501	Void:	Detailer: RG	Sheet Number 3
				FAX: (720) 913–4544		Sheet Subset: GENERAL / Subset Sheets: GN02	

DENVER THE MILE HIGH CITY

STANDARD CONSTRUCTION ENGINEERING NOTES:

1. All work shall comply to transportation standards & details (TS&D).
2. Contact DOTI ROW services construction engineering (RWSCE) section for a preconstruction meeting prior to start of permitting, (303)446–3469 or pwpermits@denvergov.org
3. Permit applicant must apply at least 5 business days before the start of work to obtain a revocable st. Occupancy permit, a st. Cut permit or a row construction permit. The submittal must include a completed application form & a detailed site–specific traffic control plan to begin a review of the work scope, schedule and location. Submit to pwpermits@denvergov.org
4. The maximum road closure at any time is limited to 2 blocks and 1 single intersection. Sidewalks shall remain open & functional on opposite side of closure.
5. Applicant shall coordinate the temporary closure and relocation of rtd bus stops within the project area as needed. Contact RTD (303)299–6561 at least 1 week in advance of the start of work.
6. Applicant shall attend the bi–weekly downtown coordinate meetings, held at the Denver Wastewater Building on every other Wednesday at 1:30pm. Contact Joe Saejiw (joe.saejiw@denvergov.org) for info.
7. Full–panel replacement is required on all concrete roadways, sidewalks & alleys.
8. Final restoration of the street pavement shall occur within 14 calendar days of the initial cut on residential streets & alleys, or within 48 hours on collector & arterial streets.
9. The use of steel plates to cover excavations on roadways is not allowed from 9/1 to 4/30. Special permission by the city maybe given when snow is not forecasted before final restoration will occur. On concrete roads, the plate shall be ramped with asphalt for a minimum 24–inch width around the edge of the plate. On asphalt roads, plates shall be recessed a minimum 1.5–inch deep and at least a minimum 18–inch width around the excavation. Additional methods of securing the place from movement may be required by the city. The contractor shall designate and supply the contact information for a responsible party to be available as a 24–hour contact during plate use.

DENVER WATER NOTES:

1. The permittee shall notify Denver Water at (303) 628–6671 prior to any construction that could affect or disturb a Denver Water facility.
2. Applicant assumes full responsibility for all damages incurred to Denver water facilities due to activities authorized by the approved plans.
3. Denver Water, at the sole expense of the applicant will make all replacement or repair of Denver Water facilities attributed to the work.
4. In the event the applicant's facilities are damaged or destroyed due to Denver Water's repair, replacement and/or operation of its facilities, repairs shall be made by the applicant at its sole expense.
5. When crossing a Denver water main or conduit, a minimum vertical clearance of eighteen (18) inches is required.
6. In the event of a conflict with requirements, the latest versions of Denver Water's engineering standards and capital projects construction standards shall supersede these provisions.

EROSION CONTROL NOTES:

1. The owner, site developer, contractor and/or their authorized agents shall prevent sediment, debris and all other pollutants from entering the storm sewer system during all demolition, excavation, trenching, boring, grading, or other construction operations that are part of this project. The owner, site developer, contractor and/or their authorized agents shall be held responsible for remediation of any adverse impacts to the municipal separate storm sewer system, receiving waters, waterways, wetlands, and or other public or private properties, resulting from work done as part of this project.
2. The owner, site developer, contractor and/or their authorized agents shall remove all sediment, mud, construction debris, or other potential pollutants that may have been discharged to or, accumulate in the flow lines of storm drainage appurtenances, and public rights of ways of the city and county of Denver, as a result of construction activities associated with this project. All removals shall be conducted in a timely manner.
3. The owner, site developer, contractor and/or their authorized agents shall insure that all loads of cut and fill material imported to or exported from this site shall be properly covered to prevent loss of the material during transport on public rights of way. (Sec.49–552; Revised Municipal Code).
4. The use of rebar to anchor best management practices, other than portable toilets, is prohibited.
5. The owner, site developer, contractor and/or their authorized agents shall implement the following best management practices (BMPs) on site during construction:

A) Vehicle tracking control: this bmp is required at all access points for ingress/egress from off–site impervious surfaces to construction site pervious areas that are used by vehicular traffic or construction equipment.

B) Inlet protection: this BMP is required on all existing or proposed storm sewer inlets in the vicinity of the construction site that may receive site runoff. The bmp must be appropriate to the type of storm inlet and appropriate for the ground surface at

C) Waste management/containment: this BMP requires that all construction wastes, fuels, lubricants, chemical wastes, trash, sanitary wastes, contaminated soils or debris shall be contained on site, protected from contact with precipitation or surface runoff, periodically removed from the construction site, and properly disposed of.

D) Spill prevention/containment: this BMP defines the measures proposed for preventing, controlling, or containing spills of fuel, lubricants, or other pollutants; and protecting potential pollutants from contact with precipitation or runoff.

E) Chute washout containment: water used in the cleaning of cement truck delivery chutes shall be discharged into a predefined, bermed containment area on the job site. The required containment area is to be bermed so that wash water is totally contained. Wash water discharged into the containment area shall be allowed to infiltrate or evaporate. Dried cement waste is removed from the containment area and properly disposed of.

F) The direct or indirect discharge of water containing waste cement to the storm sewer system is prohibited (sec.56–102a, c; Revised Municipal Code, City and County of Denver).

G) Sweeping: this BMP requires that impervious surfaces which are adjacent to or contained within construction sites be swept on a daily basis or as needed during the day when sediment and other materials are tracked or discharged on to them. Either sweeping by hand or use of street sweepers is acceptable. Street sweepers using water while sweeping is preferred in order to minimize dust. Flushing off paved surfaces with water is prohibited.

H) Perimeter control: this BMP requires that a construction site install a perimeter control measure along the edge of the construction site, to prevent, or Filter the discharge of surface runoff from the construction site. The type of perimeter control used shall be determined based on–site conditions and location. Maintenance and repair of the control measure shall occur as needed, in a timely manner.

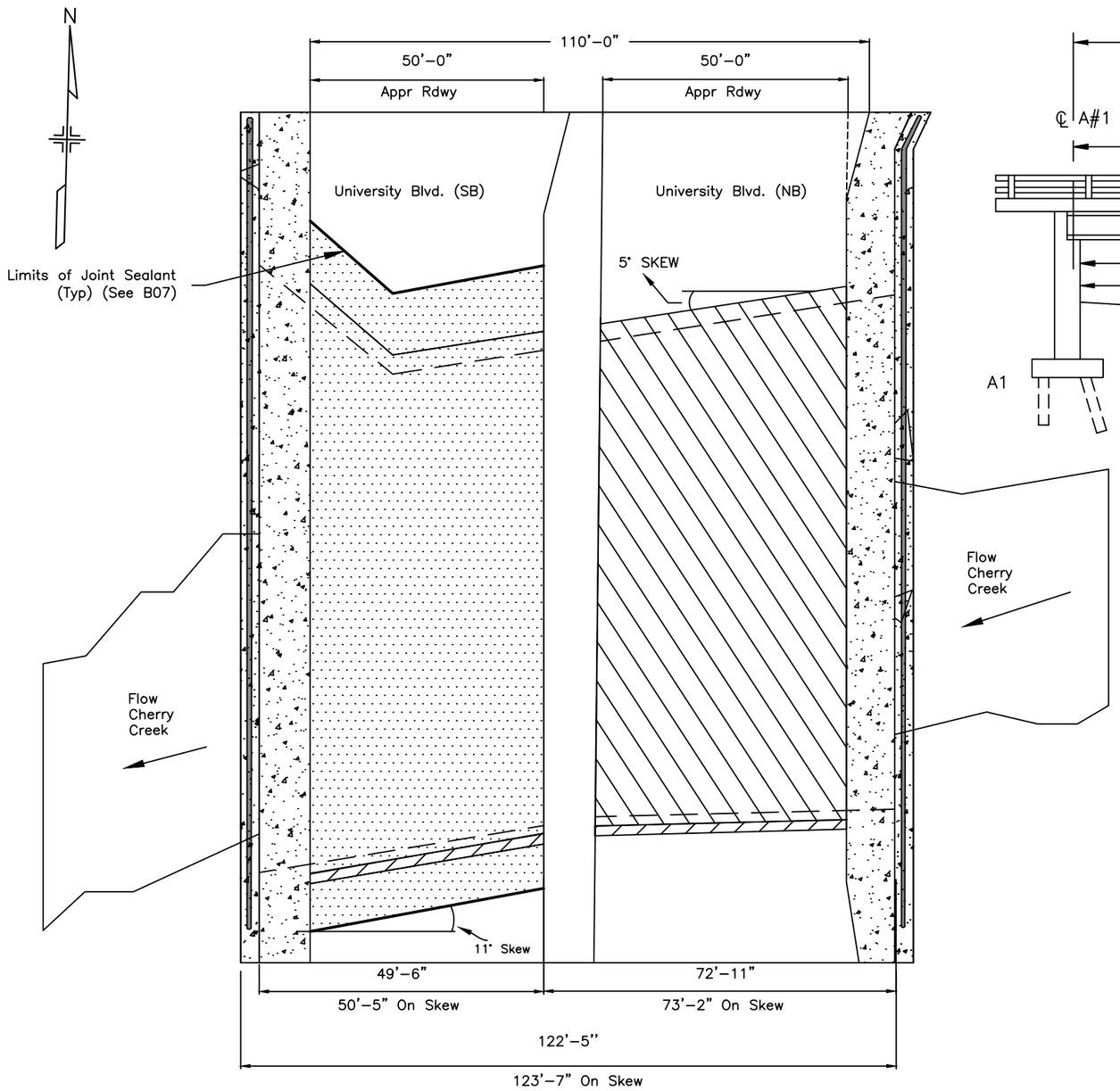
I) Saw cutting operations: the contractor shall protect all storm sewer facilities adjacent to any location where pavement cutting operations involving wheel cutting, saw cutting, or abrasive water jet cutting are to take place. The contractor shall remove and properly dispose of all waste products generated by said cutting operations on a daily basis or as needed throughout the work day. The discharge of any water contaminated by waste products from cutting operations to the storm sewer system is prohibited. (Sec.56–102a, c; Revised Municipal Code, City and County of Denver).

6. **Erosion and sediment control 'best management practices' shall be maintained and kept in effective operating condition for the duration of this project. All necessary maintenance and repair shall be completed immediately upon discovery of any deficiency or defect.**

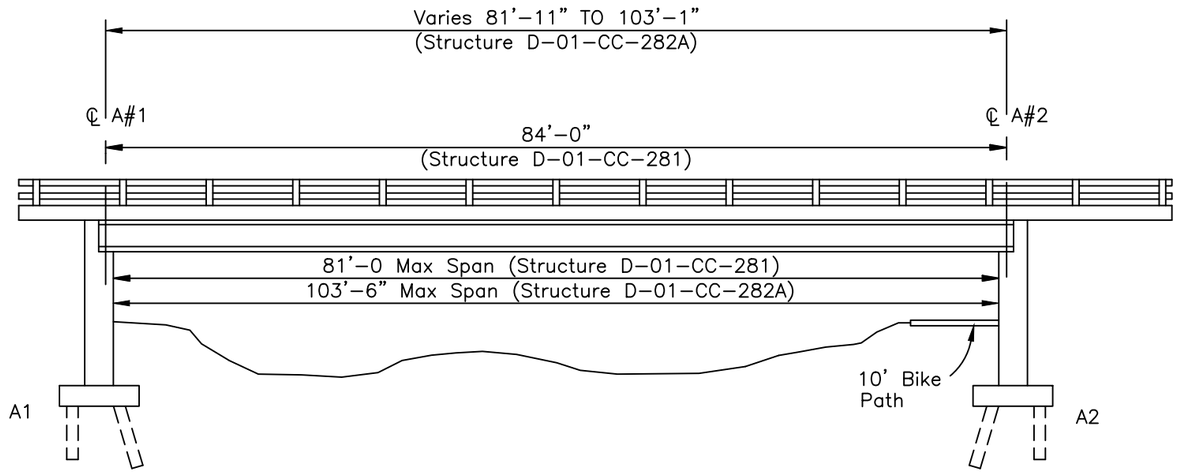
FLOODPLAIN NOTES:

1. Zone AE Floodplain of Cherry Creek as shown on FEMA FIRM, Map Numbers 0800460069J and 0800460204H, Map Effective date 9/4/2020.
2. NO FILL, NEW ABOVE–GRADE OBSTRUCTIONS, OR NEW ABOVE–GRADE STRUCTURES ARE ALLOWED IN THE FLOODWAY.
3. CONSTRUCTION MATERIALS SHALL NOT BE STORED/STAGED AND CONSTRUCTION EQUIPMENT SHALL NOT BE LEFT UNATTENDED IN THE FLOODWAY.
4. THE CONTRACTOR SHALL TAKE POST–PROJECT PHOTOS FROM THE SAME LOCATION AS PRE–PROJECT PHOTOS UPON COMPLETION OF THE WORK IN THE FLOODWAY. PRE– AND POST–PROJECT PHOTOS SHALL BE SENT TO DENVER FLOODPLAIN GROUP FLOODPLAIN@DENVERGOV.ORG PRIOR TO SCHEDULING THE FINAL FLOODPLAIN INSPECTION.
5. THE CONTRACTOR SHALL SCHEDULE A POST–PROJECT FINAL FLOODPLAIN INSPECTION WITH DENVER FLOODPLAIN GROUP FLOODPLAIN@DENVERGOV.ORG (48–HOUR NOTICE REQUIRED).

Print Date: **8/3/2026**		Sheet Revisions			DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE 201 WEST COLFAX AVENUE DENVER, CO 80202 PHONE: (720) 913–4501 FAX: (720) 913–4544	As Constructed	BRIDGE REPAIR AND REHABILITATION GENERAL NOTES	**PROJECT NUMBER**
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City Project Manager: **Katherine Piercy**						Void:		FOR CONSTRUCTION / Sheet Number 4



PLAN



ELEVATION
LOOKING WEST

LEGEND:

Area subject to Removal of Asphalt Mat (Planing), Hot Mix Asphalt, Waterproofing (membrane) Class 2 & 3 Deck Removals, Concrete (Patching), Reinforcing Steel (Epoxy Coated).

Area subject to Removal of Portions of Present Structure (Special), Class 1, 2 & 3 Deck Removals, Concrete (Patching), Reinforcing Steel (Epoxy Coated), and Thin Bonded Overlay.

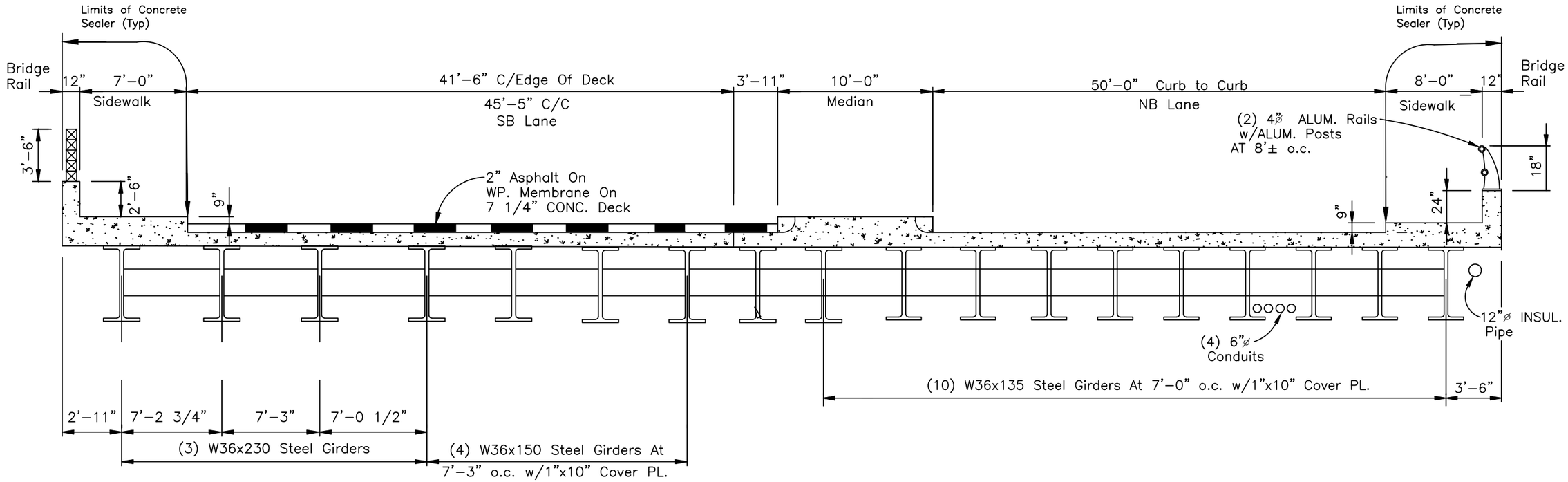
Limits of Removal of Expansion Device, Bridge Expansion Device (0–4 Inch).

NOTES:

1. All utility conduits shall be protected in place. Contractor shall be responsible for any damage to utility conduits.
2. Pavement marking not shown for clarity. Contractor shall survey existing pavement marking prior to milling and return markings to their original condition after placement of new overlay.

*** D–01–CC–281, D–01–CC–282A

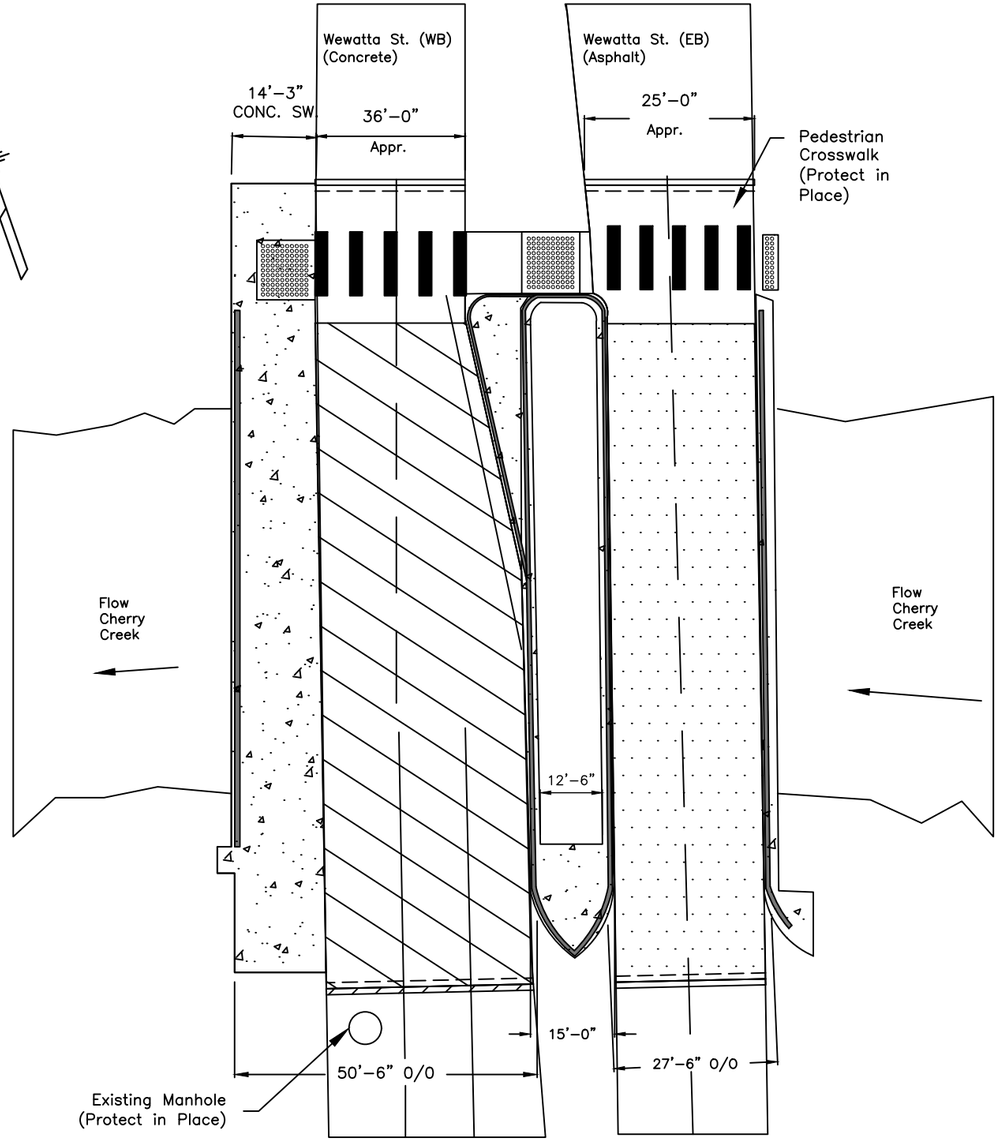
Print Date: **3/8/2026**	Sheet Revisions			DENVER THE MILE HIGH CITY	DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE 201 WEST COLFAX AVENUE DENVER, CO 80202 PHONE: (720) 913–4501 FAX: (720) 913–4544	As Constructed	BRIDGE REPAIR AND REHABILITATION PLAN AND ELEVATION	**PROJECT NUMBER**
File Name:	Date:	Comments	Init.			No Revisions:		
Scale: NO SCALE						Revised:	Designer: PB / Detailer: ZC / Sheet Subset: BRIDGE	Structure Numbers: VARIOUS*** / Subset Sheets: BR01	FOR CONSTRUCTION
City Project Manager: **Katherine Piercy**						Void:			Sheet Number 05



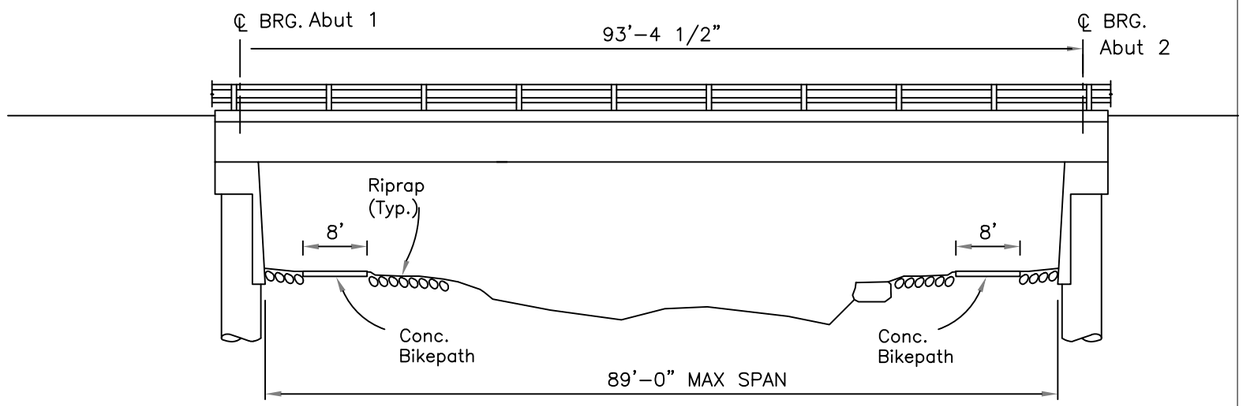
SECTION
LOOKING NORTH

*** D–01–CC–281, D–01–CC–282A

Print Date: **3/8/2026**	Sheet Revisions			DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE 201 WEST COLFAX AVENUE DENVER, CO 80202 PHONE: (720) 913–4501 FAX: (720) 913–4544	As Constructed	BRIDGE REPAIR AND REHABILITATION TYPICAL SECTION	**PROJECT NUMBER**
File Name:	Date:	Comments	Init.		No Revisions:		
Scale: NO SCALE					Revised:	Designer: PB / Detailer: ZC / Sheet Subset: BRIDGE; Structure Numbers: VARIOUS*** / Subset Sheets: BR02	FOR CONSTRUCTION
City Project Manager: **Katherine Piercy**					Void:		Sheet Number 06



PLAN



ELEVATION
LOOKING NORTH

LEGEND:

Area subject to Class 1, 2, & 3 Deck Removals. Concrete (Patching), Reinforcing Steel (Epoxy Coated), Thin Bonded Overlay. Removal of Pavement Marking.

Area subject to Removal of Concrete Pavement (Planing)(Special), Class 1, 2 & 3 Deck Removals, Concrete (Patching), Reinforcing Steel (Epoxy Coated), and Thin Bonded Overlay.

Limits of Removal of Expansion Joint, Bridge Expansion Joint (0–4Inch).

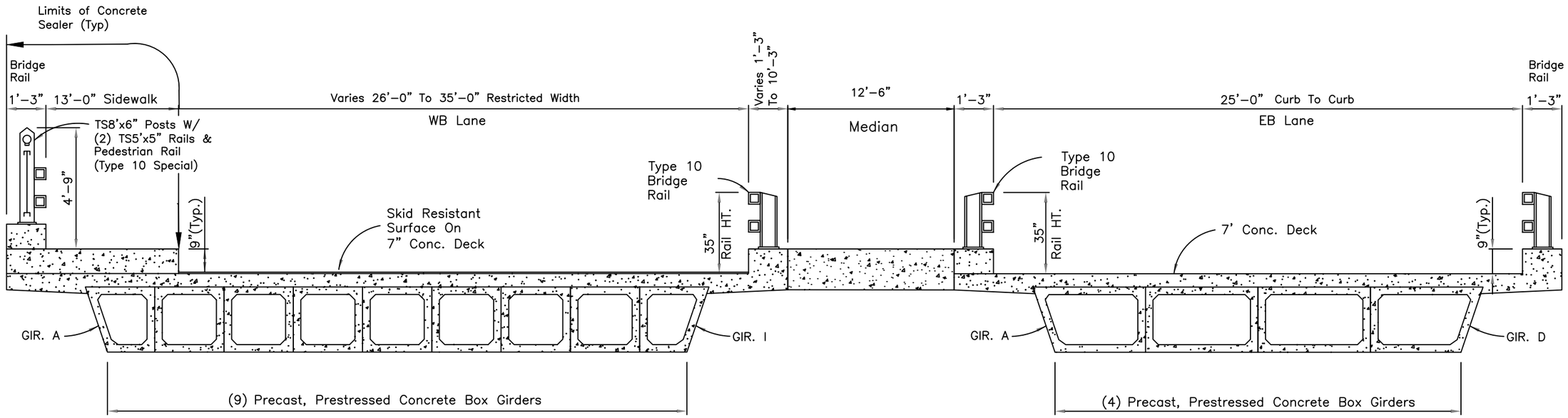
NOTES:

1. All utility conduits shall be protected in place. Contractor shall be responsible for any damage to utility conduits.
2. Pavement marking not shown for clarity. Contractor shall survey existing pavement marking prior to milling and return markings to their original condition after placement of new overlay.

*** D–01–CC–017, D–01–CC–019

Print Date: 3/8/2026	Sheet Revisions			DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE	As Constructed	BRIDGE REPAIR AND REHABILITATION	PROJECT NUMBER
File Name:	Date:	Comments	Init.	201 WEST COLFAX AVENUE	No Revisions:	TYPICAL SECTION	
Scale: NO SCALE				DENVER, CO 80202	Revised:	Designer: PB / Structure Numbers: VARIOUS***	FOR CONSTRUCTION
City Project Manager: Katherine Piercy				PHONE: (720) 913–4501		Detailer: ZC	
				FAX: (720) 913–4544	Void:	Sheet Subset: BRIDGE / Subset Sheets: BR03	Sheet Number 07

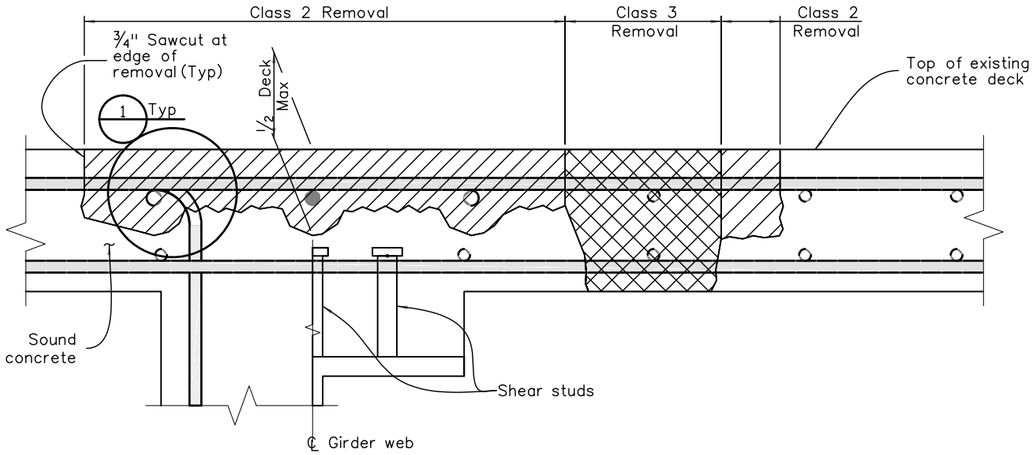
DENVER
THE MILE HIGH CITY



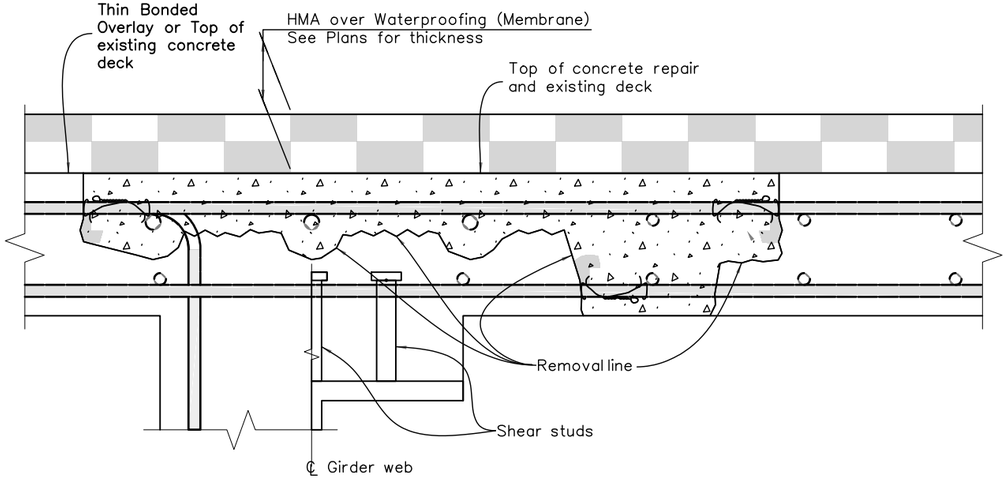
SECTION
LOOKING EAST

*** D–01–CC–017, D–01–CC–019

Print Date: **8/3/2026**	Sheet Revisions			DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE 201 WEST COLFAX AVENUE DENVER, CO 80202 PHONE: (720) 913–4501 FAX: (720) 913–4544	As Constructed	BRIDGE REPAIR AND REHABILITATION TYPICAL SECTION	**PROJECT NUMBER**
File Name:	Date:	Comments	Init.		No Revisions:		
Scale: NO SCALE					Revised:	Designer: PB / Detailer: ZC / Sheet Subset: BRIDGE; Structure Numbers: VARIOUS*** / Subset Sheets: BR04	FOR CONSTRUCTION
City Project Manager: **Katherine Piercy**					Void:		Sheet Number 08



REMOVAL OF PORTIONS OF PRESENT STRUCTURE (CLASS 2 & 3)



CONCRETE REPLACEMENT

DECK REMOVAL PERCENTAGE ESTIMATION

DECK NBI RATING	CLASS 2	CLASS 3
6	5%	1%

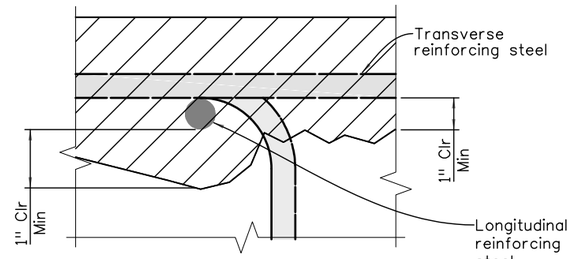
LEGEND

Class 2:
From top of deck to sound concrete, but not less than 1" clear below the top mat of reinforcing steel. If the bottom mat of reinforcing steel is exposed, then Class 3 removal shall be performed at these locations.

Class 3:
From top to bottom of deck, full depth removal.

Concrete Class DR

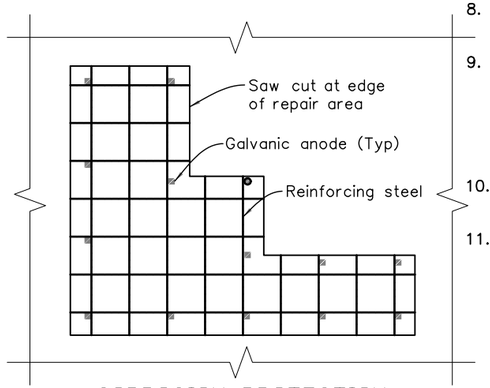
HMA:
Design and thickness as designated in the plans.



DETAIL 1

NOTES

1. These details reflect the scope and the nature of the work. They are not intended to represent the actual structure.
2. The applicable classes of removal shall be as designated by the Summary of Quantities in the plans.
3. Plan quantities are estimates. Actual concrete removal and replacement shall be as needed to reach sound concrete or as directed by the Engineer.
4. Removal operations shall be coordinated with the Engineer and performed in a manner as required to ensure the structural integrity of the bridge.
5. If Class 3 removal is performed immediately adjacent to, and on both sides of a Cast-in-Place concrete girder simultaneously within the middle half of a span, that girder shall be supported from the ground at the third points of that span.
6. If Class 2 or 3 removal is performed on both sides of a Cast-in-Place concrete girder simultaneously within the quarter of a span on either side of the pier, that girder shall be supported at the third point each side of that pier. This note is not intended to require falsework for "pothole" type repairs of limited extent where at least one half of the longitudinal deck reinforcing is anchored on both sides of the removal area.
7. If falsework is required, the falsework load capacity required to support the girders shall be determined by the Contractor and reviewed by the Engineer unless specified otherwise on the plans.
8. Care shall be taken in removing concrete from around structural steel elements and reinforcing steel to prevent damage to the steel.
9. All damaged or corroded epoxy coated reinforcing steel requires new epoxy coated reinforcing steel to be added per Revision of Section 202 Removal of Portions of Present Structure. All exposed epoxy coated reinforcing steel shall be cleaned by hand tools of any loose concrete and rust and the cleaned area epoxy coated prior to placing concrete. Sandblasting shall not be performed on any exposed epoxy coated reinforcing steel, unless approved by the Engineer.
10. Patched deck may be opened to traffic as soon as new concrete has attained 2500 psi strength.
11. HMA and Waterproofing membrane shall not be placed until the new concrete has cured for five full days, or has a moisture meter reading of 5 percent or less based on a moisture meter approved by the Engineer.



CORROSION PROTECTION

Revision Dates: 4/16 | 3/19 | 3/23 | 7/23 | 9/24

INITIALS: By / Checked By | DESIGN | DATE | DETAIL | DATE | QUANTITY | DATE

$PLOT_INFO$

Print Date: **8/3/2026**
File Name:
Scale: NO SCALE
City Project Manager: **Katherine Piercy**

Sheet Revisions

Date:	Comments	Init.

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DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE
201 WEST COLFAX AVENUE
DENVER, CO 80202
PHONE: (720) 913-4501
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Revised:
Void:

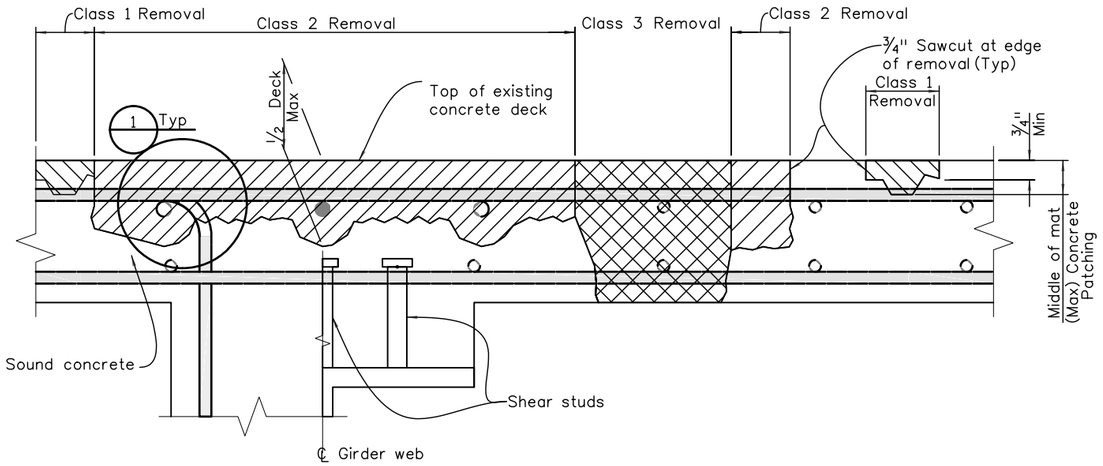
BRIDGE REPAIR AND REHABILITATION
DECK REPAIR DETAILS (1 of 2)

Designer: PB
Detailer: ZC
Sheet Subset: BRIDGE
Structure Numbers
Subset Sheets: BR05

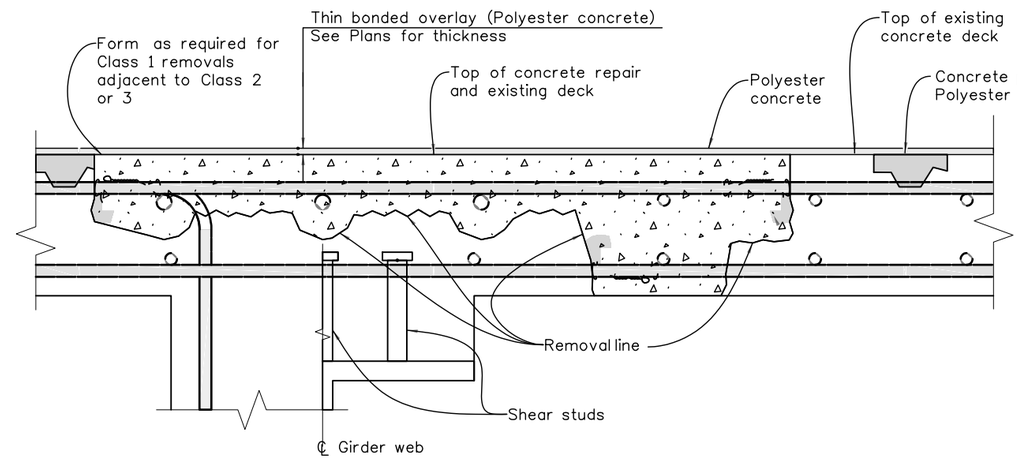
PROJECT NUMBER

FOR CONSTRUCTION

Sheet Number 09



REMOVAL OF PORTIONS OF PRESENT STRUCTURE (CLASS 1, 2, & 3)



CONCRETE REPLACEMENT

LEGEND

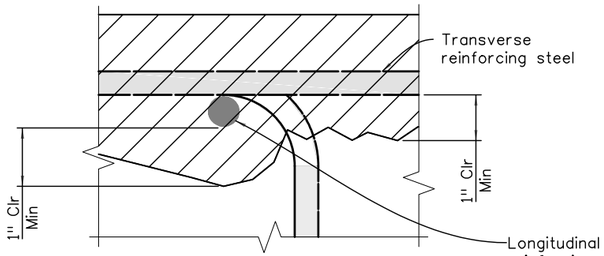
Class 1:
From top of deck to sound concrete, but not less than ¾" and not deeper than the center of the top transverse mat of reinforcing steel. If more than half the diameter of the transverse reinforcing steel is exposed before reaching sound concrete Class 2 removal shall be performed at these locations.

Class 2:
From top of deck to sound concrete, but not less than 1" clear below the top mat of reinforcing steel. If the bottom mat of reinforcing steel is exposed, then Class 3 removal shall be performed at these locations.

Class 3:
From top to bottom of deck, full depth removal.

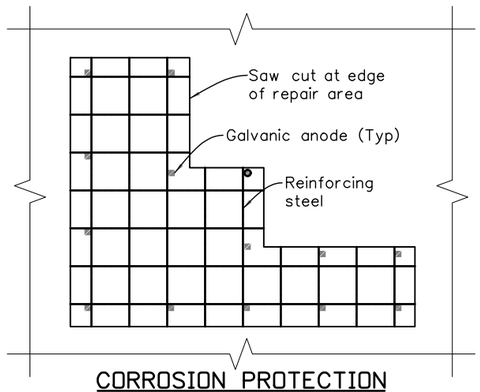
Concrete Class DR

Patch Material:
Polyester Polymer Concrete - Class 1 repairs shall use same material as Overlay.



NOTES

1. These details reflect the scope and the nature of the work. They are not intended to represent the actual structure.
2. The applicable classes of removal shall be as designated by the Summary of Quantities in the plans.
3. Plan quantities are estimates. Actual concrete removal and replacement shall be as needed to reach sound concrete or as directed by the Engineer.
4. Removal operations shall be coordinated with the Engineer and performed in a manner as required to ensure the structural integrity of the bridge.
5. If Class 3 removal is performed immediately adjacent to, and on both sides of a Cast-in-Place concrete girder simultaneously within the middle half of a span, that girder shall be supported from the ground at the third points of that span.
5. If Class 2 or 3 removal is performed on both sides of a Cast-in-Place concrete girder simultaneously within the quarter of a span on either side of the pier, that girder shall be supported at the third point each side of that pier. This note is not intended to require falseworks for "pothole" type repairs of limited extent where at least one half of the longitudinal deck reinforcing is anchored on both sides of the removal area.
6. If falseworks is required, the falseworks load capacity required to support the girders shall be determined by the Contractor and reviewed by the Engineer unless specified otherwise on the plans.
7. Care shall be taken in removing concrete from around structural steel elements and reinforcing steel to prevent damage to the steel.
8. All damaged or corroded epoxy coated reinforcing steel requires new epoxy coated reinforcing steel to be added per Revision of Section 202 Removal of Portions of Present Structure. All exposed epoxy coated reinforcing steel shall be cleaned by hand tools of any loose concrete and rust and the cleaned area epoxy coated prior to placing concrete. Sandblasting shall not be performed on any exposed epoxy coated reinforcing steel, unless approved by the Engineer.
9. Patched deck may be opened to traffic as soon as new concrete has attained 2500 psi strength.
10. Polyester concrete overlay shall not be placed until the new concrete meets the moisture criteria of revision of Section 519 Thin Bonded Overlay (Polyester Concrete}.



CORROSION PROTECTION

Revision Dates					
4/16	3/19	3/23	7/23	9/24	

INITIALS	DESIGN	DATE	DETAIL	DATE	QUANTITY	DATE
By						
Checked By						

Print Date: **8/3/2026**
File Name:
Scale: NO SCALE
City Project Manager: **Katherine Piercy**

Sheet Revisions

Date:	Comments	Init.

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THE MILE HIGH CITY

DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE
201 WEST COLFAX AVENUE
DENVER, CO 80202
PHONE: (720) 913-4501
FAX: (720) 913-4544

As Constructed
No Revisions:
Revised:
Void:

BRIDGE REPAIR AND REHABILITATION
DECK REPAIR DETAILS (2 OF 2)

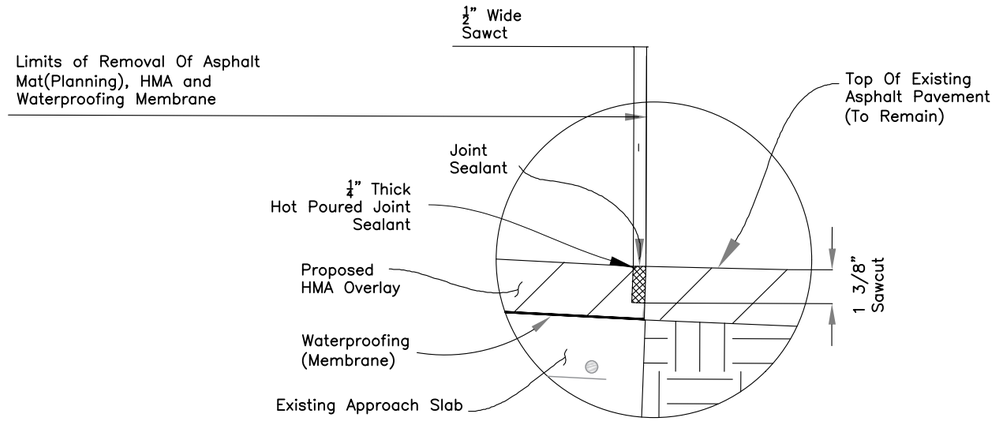
Designer: PB
Detailer: ZC
Sheet Subset: BRIDGE
Structure Numbers
Subset Sheets: BR06

PROJECT NUMBER

FOR CONSTRUCTION

Sheet Number 10

$PLOT_INFO$



END OF APPROACH SLAB
JOINT SEALANT DETAIL

NOTES:

1. Payment for joint sealant will be made under Pay Item 408–01100 and shall include the cost of the pavement preparation and the sowed cut, in addition to the sealant itself.

Revision Dates: 4/16 | 3/19 | 3/23 | 7/23 | 9/24

INITIALS: By | Checked By
DESIGN | DATE
DETAIL | DATE
QUANTITY | DATE

$PLOT_INFO$

Print Date: **8/3/2026**
File Name:
Scale: NO SCALE
City Project Manager: **Katherine Piercy**

Sheet Revisions

Date:	Comments	Init.

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DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE
201 WEST COLFAX AVENUE
DENVER, CO 80202
PHONE: (720) 913–4501
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As Constructed
No Revisions:
Revised:
Void:

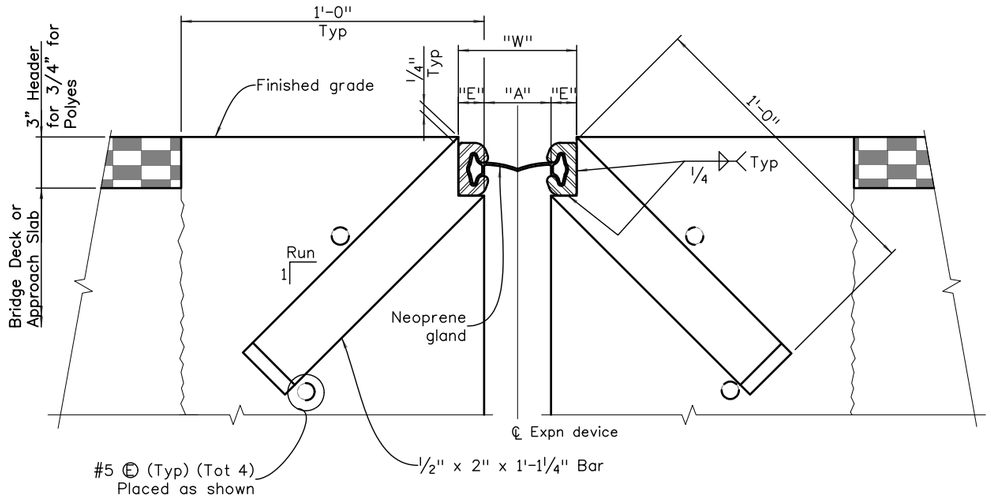
BRIDGE REPAIR AND REHABILITATION
JOINT SEALANT DETAILS

Designer: PB
Detailer: ZC
Sheet Subset: BRIDGE
Structure Numbers
Subset Sheets: BR07

PROJECT NUMBER

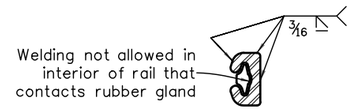
FOR CONSTRUCTION

Sheet Number 10

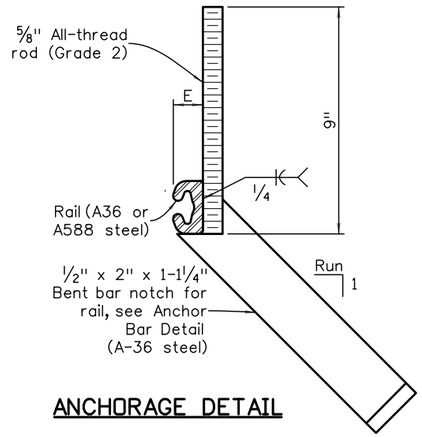


SECTION THRU STRIP SEAL BRIDGE EXPANSION DEVICE

Section taken perpendicular to ℄ Expn device



RAIL FIELD SPLICE DETAIL



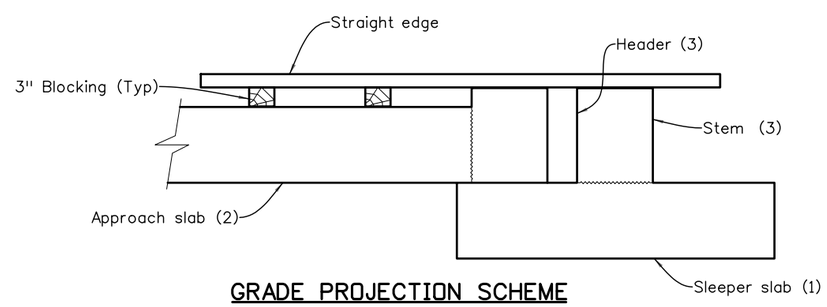
ANCHORAGE DETAIL

NOTES:

1. The expansion device shall be installed on grade, parallel to the slope and grade of the deck.
2. The expansion device shall not be set before the deck elevations have been approved by the Engineer. The Contractor shall take shots of the expansion device to achieve the required elevations for smoother rideability on bridge approaches.
3. After the concrete has attained initial set, the attachments used to hold the expansion device assembly in its proper position shall be removed.
4. "W" and "E" dimensions are dependent upon the particular expansion device supplied, and shall be shown on the working drawings.
5. See table for dimensions "A" and "W"; interpolate as needed. Do not install the gland until dimension "A" has opened up to at least 1 1/2".
6. The neoprene gland shall be installed in one piece in accordance with Section 518 of the Standard Specifications.
7. See Section 518.09 in the Standard Specifications for water tight integrity testing requirements.
8. Set elevations at top of header and sleeper stem with the grade projection scheme.
9. All steel elements (whether grade A36 or A588) of the bridge expansion device, including cover plates, shall be hot dip galvanized after fabrication as per Section 509.11 of the Standard Specifications.
10. Use a run of 1 or more to accomodate existing conditions and a run of 1 for new construction.

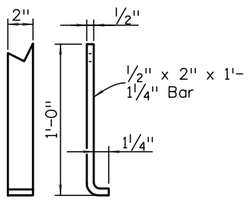
ACCEPTABLE EXPANSION DEVICE ALTERNATES

D.S. Brown A2R400-SSA2
WABO SE400 Type A
E-poxy Engineered Materials S400-A Strip Seal



GRADE PROJECTION SCHEME

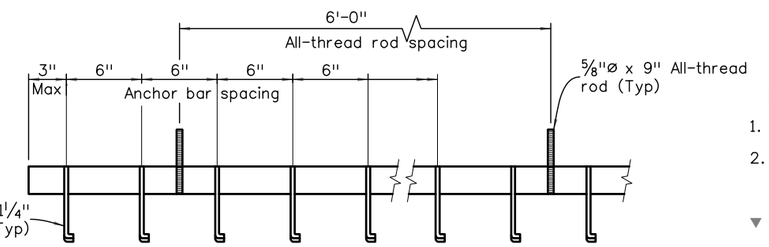
Numbers in parenthesis refer to first, second and third concrete pours



TYPICAL ANCHOR BAR DETAIL

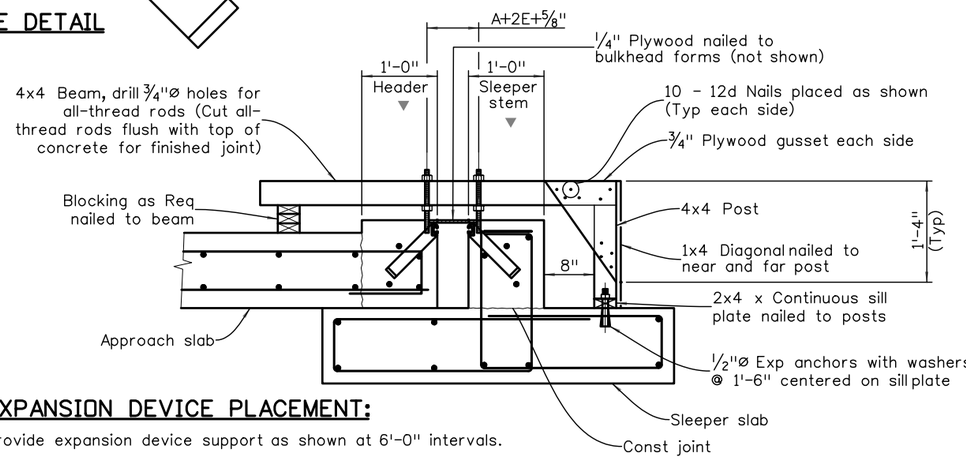
AIR TEMP	D-01-CC-017 "A"	D-01-CC-017 "W"*	D-01-CC-281 & 282A "A"	D-01-CC-281 & 282A "W"
-30°F	2 ½ "	5"	2 ⅜"	4 ⅞"
0°F	2 ⅜ "	4 ⅞"	2 ¼"	4 ¾"
30°F	2 ⅛ "	4 ⅝"	2 ⅛"	4 ⅝"
60°F	2"	4 ½"	2"	4 ½"
90°F	1 ⅞"	4 ⅜"	1 ⅞"	4 ⅜"
120°F	1 ⅝ "	4 ⅛"	1 ¾"	4 ¼"

*For E = 1 1/4" (Min)



ANCHOR BAR SPACING

First anchor bar to be within 1" of flowline unless otherwise approved



EXPANSION DEVICE PLACEMENT:

1. Provide expansion device support as shown at 6'-0" intervals.
2. For reinforcing not shown, see Approach Slab Details.

Alternate support bracket connections may be submitted for approval.

▼ Concrete shall be placed after expansion device has been adjusted to proper grade and approved by the Engineer using the Grade Projection Scheme.

MINIMUM SUPPORT BRACKET REQUIREMENTS

Revision Dates: 5/01 | 4/02 | 9/02 | 6/04 | 3/07 | 5/13 | 3/23 | 9/ 24

INITIALS: By | Checked By — DESIGN | DATE | DETAIL | DATE | QUANTITY | DATE

Print Date: **8/3/2026**	Sheet Revisions	DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE	As Constructed
File Name:	Date: / Comments / Init.	201 WEST COLFAX AVENUE	No Revisions:
Scale: NO SCALE		DENVER, CO 80202	Revised:
City Project Manager: **Katherine Piercy**		PHONE: (720) 913-4501	Void:
		FAX: (720) 913-4544	

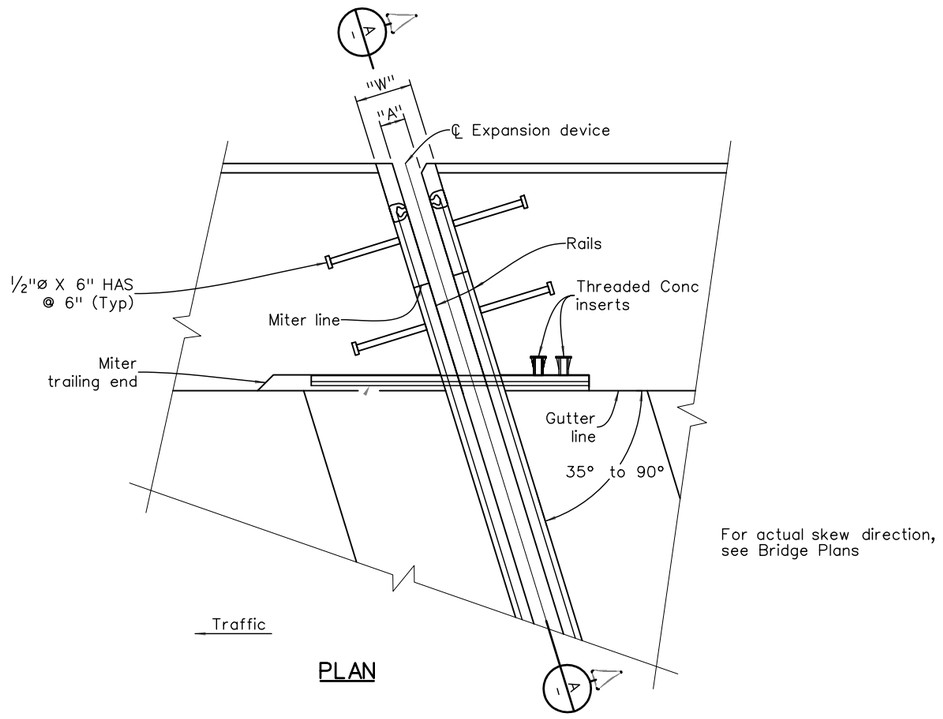
DENVER THE MILE HIGH CITY

BRIDGE REPAIR AND REHABILITATION
DECK REPAIR DETAIL (1 of 2)

Designer: PB	Structure Numbers	PROJECT NUMBER
Detailer: zc		FOR CONSTRUCTION
Sheet Subset: BRIDGE	Subset Sheets: BR07	Sheet Number 11

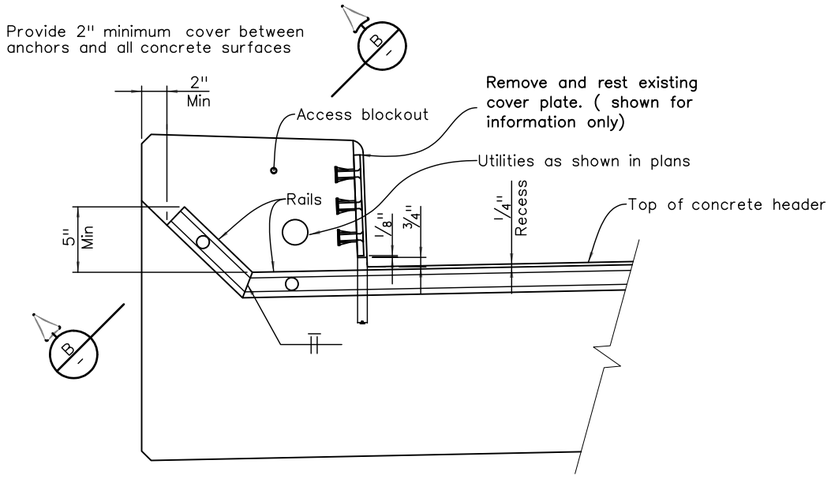
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Revision Dates						
11/99	5/01	4/02	3/07	5/13	10/13	3/23	9/ 24



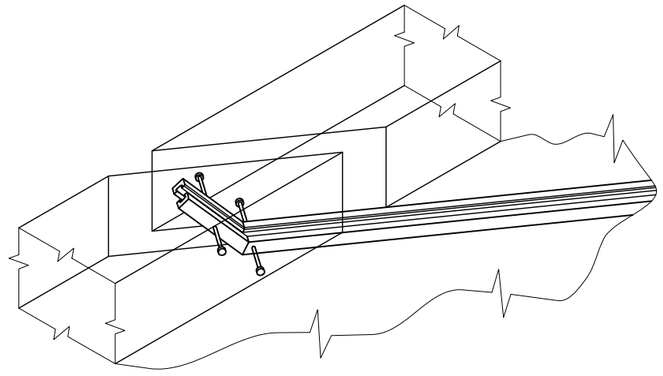
PLAN

For actual skew direction, see Bridge Plans

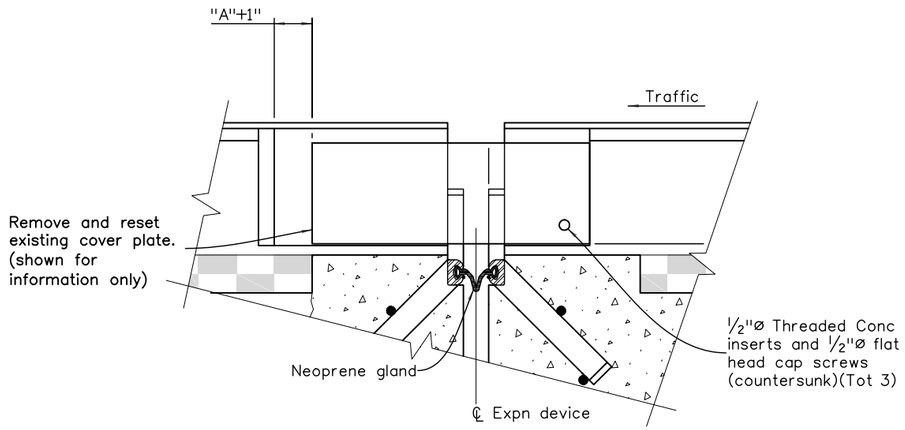


SECTION A–

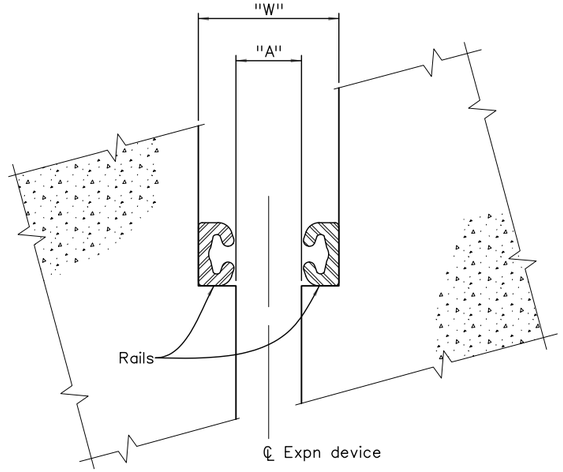
NOTE: Anchors not shown for clarity.
See Bridge Typical Section for utilities.



ISOMETRIC VIEW



ELEVATION



SECTION B–

INITIALS	DESIGN	DATE	DETAIL	DATE	QUANTITY	DATE
By						
Checked By						

$PLOT_INFO$

Print Date: **8/3/2026**	Sheet Revisions			DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE 201 WEST COLFAX AVENUE DENVER, CO 80202 PHONE: (720) 913–4501 FAX: (720) 913–4544
File Name:	Date:	Comments	Init.	
Scale: NO SCALE				
City Project Manager: **Katherine Piercy**				

DENVER
THE MILE HIGH CITY

As Constructed	BRIDGE REPAIR AND REHABILITATION DECK REPAIR DETAIL (2 of 2)			PROJECT NUMBER
No Revisions:				
Revised:	Designer: PB	Structure Numbers		FOR CONSTRUCTION
Void:	Detailer: ZC			
	Sheet Subset: BRIDGE	Subset Sheets: BR08		Sheet Number 12

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TABULATION OF TRAFFIC CONTROL ITEMS (FOR INFORMATION ONLY)			
Item No.	Item Description	Unit	Quantity
630-00007	TRAFFIC CONTROL INSPECTION	DAY	34
630-00012	TRAFFIC CONTROL MANAGEMENT	DAY	86
630-80001	FLASHING BEACON (PORTABLE)	EA	62
630-80335	BARRICADE (TYPE 3 M-A) (TEMPORARY)	EA	4
630-80341	CONSTRUCTION TRAFFIC SIGN (PANEL SIZE A)	EA	39
630-80357	ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL (B TYPE)	EA	5
630-80360	DRUM CHANNELIZING DEVICE	EA	63

TABULATION OF CONSTRUCTION TRAFFIC SIGNS (FOR INFORMATION ONLY)						
TYPE	CODE	LENGTH (IN)	X	WIDTH (IN)	AREA (SF)	CONSTRUCTION TRAFFIC SIGN (EA)
						PANEL SIZE A
END ROAD WORK	G20-2	36	X	18	4.5	4
SIDEWALK CLOSED	R9-9	24	X	12	2	2
END DETOUR	M4-8A	24	X	18	3	2
BIKE/PEDESTRIAN DETOUR	M4-9A(L)	30	X	24	5	4
BIKE/PEDESTRIAN DETOUR	M4-9A(R)	30	X	24	5	4
TURN AND CURVE	W1-4(L)	36	X	36	9	1
LANE ENDS	W4-2(L)	36	X	36	9	2
LANE ENDS	W4-2(R)	36	X	36	9	2
ROAD NARROWS	W5-1	36	X	36	9	2
CENTER LANE CLOSED AHEAD	W9-3	36	X	36	9	1
DOUBLE ARROW	W12-1	30	X	30	6.25	1
ROAD WORK AHEAD	W20-1	36	X	36	9	5
RIGHT LANE CLOSED AHEAD	W20-5(R)	36	X	36	9	1
LEFT LANE CLOSED AHEAD	W20-5(L)	36	X	36	9	2
2 LEFT LANES CLOSED AHEAD	W20-5A(L)	36	X	36	9	2
2 RIGHT LANES CLOSED AHEAD	W20-5A(R)	36	X	36	9	2
DOUBLE REVERSE CURVE (2 LANES)	W24-1A(R)	36	X	36	9	2
TOTAL						39

Print Date: 3/11/2026
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Sheet Revisions

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No Revisions:
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Void:

WEWATTA AND SPEER BRIDGE REHAB
TRAFFIC CONTROL TABULATION

Designer: DMZ
Detailer: BMEM
Sheet Subset: TC
Structure Numbers:
Subset Sheets: 1 of 8

Project No./Code

Sheet Number

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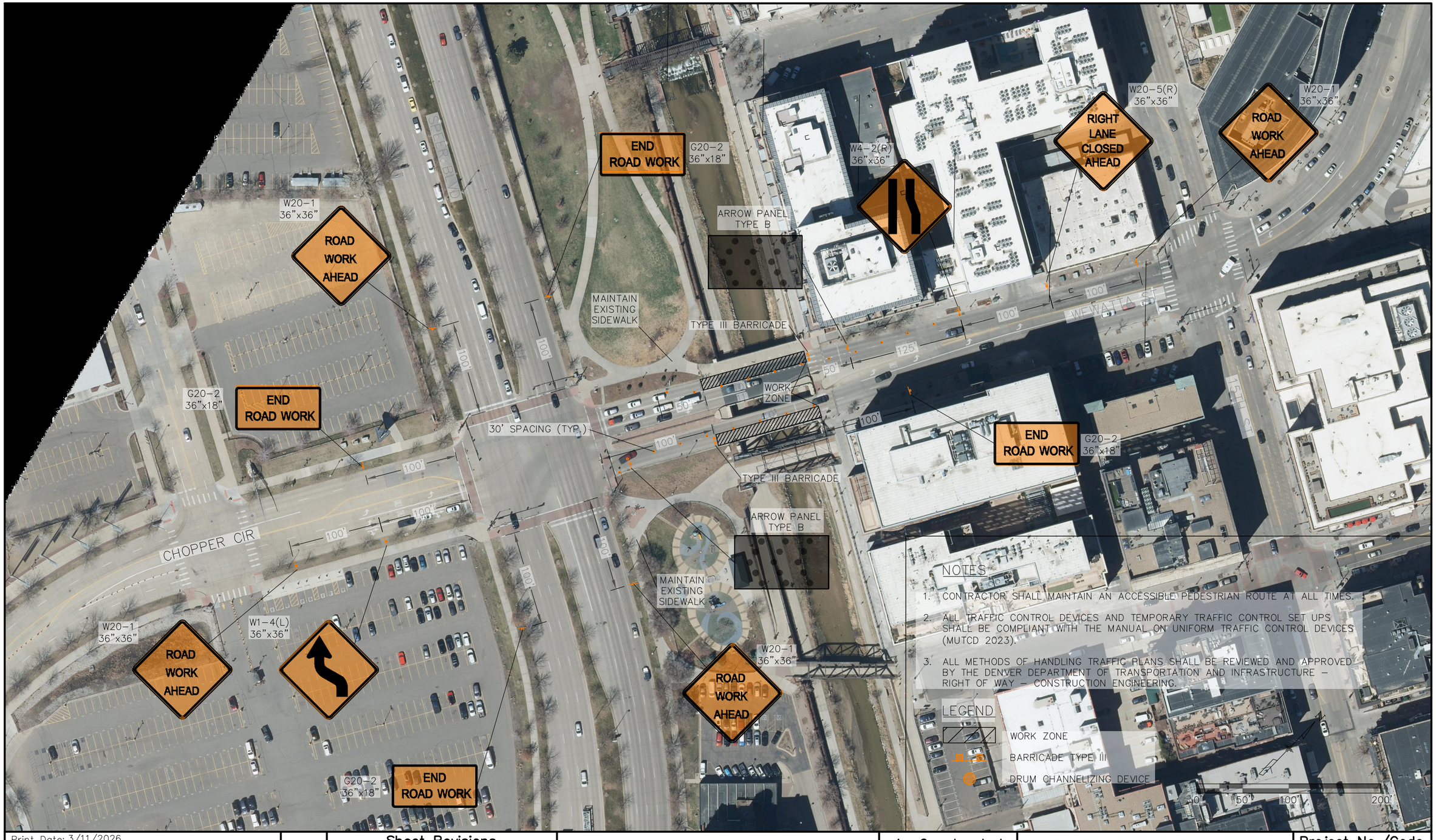
WEWATTA OVER CHERRY CREEK
TRAFFIC CONTROL PLAN – PHASE 1

Designer: DMZ
Detailer: BMEM
Sheet Subset: TC
Structure Numbers:
Subset Sheets: 2 of 8

Project No./Code

Sheet Number

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WEWATTA OVER CHERRY CREEK
TRAFFIC CONTROL PLAN – PHASE 2

Designer: DMZ
Detailer: BMEM
Sheet Subset: TC
Structure Numbers:
Subset Sheets: 3 of 8

Project No./Code

Sheet Number

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NOTES

1. CONTRACTOR SHALL MAINTAIN AN ACCESSIBLE PEDESTRIAN ROUTE AT ALL TIMES.
2. ALL TRAFFIC CONTROL DEVICES AND TEMPORARY TRAFFIC CONTROL SET UPS SHALL BE COMPLIANT WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD 2023).
3. ALL METHODS OF HANDLING TRAFFIC PLANS SHALL BE REVIEWED AND APPROVED BY THE DENVER DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE – RIGHT OF WAY – CONSTRUCTION ENGINEERING.

LEGEND

WORK ZONE

BARRICADE TYPE III

DRUM CHANNELIZING DEVICE

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UNIVERSITY OVER CHERRY CREEK
TRAFFIC CONTROL PLAN – PHASE 1

Designer: DMZ
Detailer: BMEM
Sheet Subset: TC
Structure Numbers:
Subset Sheets: 4 of 8

Project No./Code

Sheet Number

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NOTES

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LEGEND

WORK ZONE

BARRICADE TYPE III

DRUM CHANNELIZING DEVICE

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TRAFFIC CONTROL PLAN – PHASE 2A

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Structure Numbers:
Subset Sheets: 5 of 8

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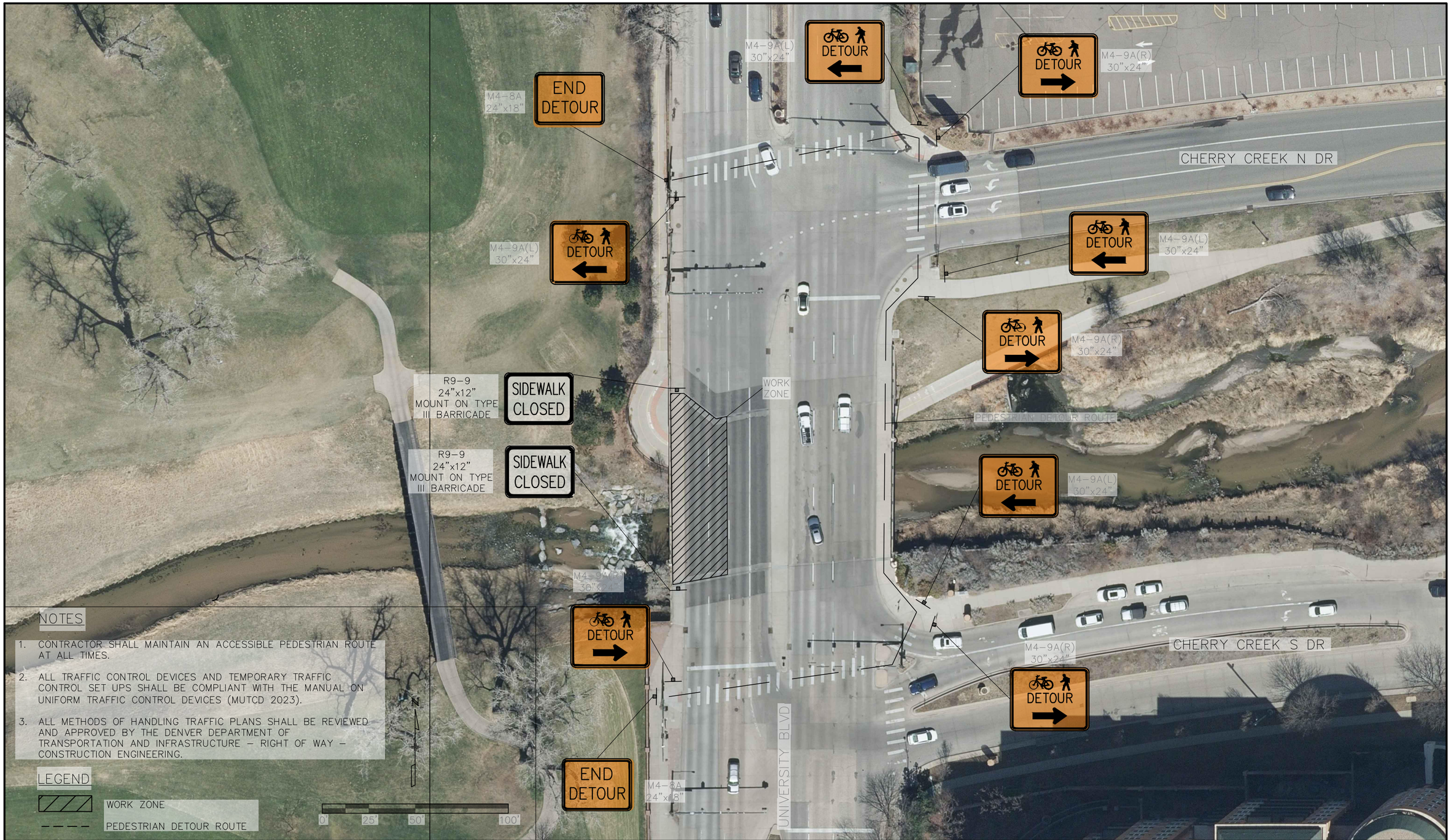
UNIVERSITY OVER CHERRY CREEK
TRAFFIC CONTROL PLAN – PHASE 2B

Designer:	DMZ	Structure Numbers	
Detailer:	BMEM		
Sheet Subset:	TC	Subset Sheets:	6 of 8

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NOTES

1. CONTRACTOR SHALL MAINTAIN AN ACCESSIBLE PEDESTRIAN ROUTE AT ALL TIMES.
2. ALL TRAFFIC CONTROL DEVICES AND TEMPORARY TRAFFIC CONTROL SET UPS SHALL BE COMPLIANT WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD 2023).
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LEGEND

WORK ZONE

PEDESTRIAN DETOUR ROUTE

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UNIVERSITY OVER CHERRY CREEK
PEDESTRIAN DETOUR PLAN – 2A

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Detailer: BMEM
Sheet Subset: TC
Structure Numbers:
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M4-9A(R) 30"x24"
DETOUR
M4-9A(L) 30"x24"
DETOUR
M4-9A(L) 30"x24"
DETOUR
M4-9A(R) 30"x24"
DETOUR
M4-9A(R) 30"x24"
DETOUR
CHERRY CREEK N DR
END DETOUR
M4-8A 24"x18"
WORK ZONE
SIDEWALK CLOSED
R9-9 24"x12" MOUNT ON TYPE III BARRICADE
PEDESTRIAN DETOUR ROUTE
M4-9A(R) 30"x24"
DETOUR
M4-9A(L) 30"x24"
DETOUR
M4-9A(L) 30"x24"
DETOUR
SIDEWALK CLOSED
R9-9 24"x12" MOUNT ON TYPE III BARRICADE
END DETOUR
M4-8A 24"x18"
CHERRY CREEK S DR
UNIVERSITY BLVD

NOTES

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LEGEND

WORK ZONE

PEDESTRIAN DETOUR ROUTE

0' 25' 50' 100'

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File Name: Wewatta And University PED Detour.dwg
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UNIVERSITY OVER CHERRY CREEK
PEDESTRIAN DETOUR PLAN – 2B

Designer: DMZ
Detailer: BMEM
Sheet Subset: TC
Structure Numbers:
Subset Sheets: 8 of 8

Project No./Code

Sheet Number