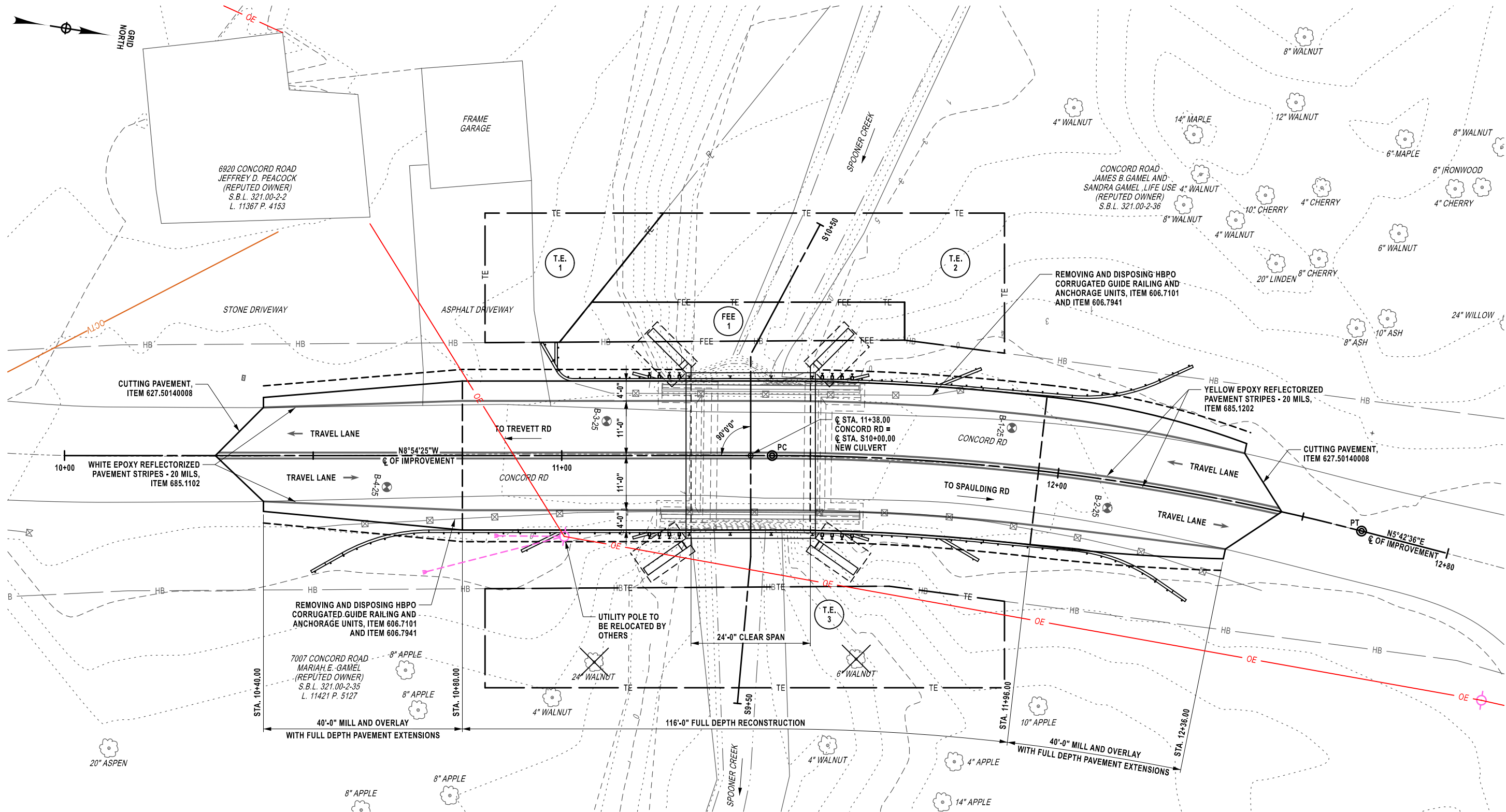
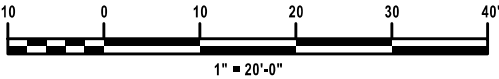




NOTES:

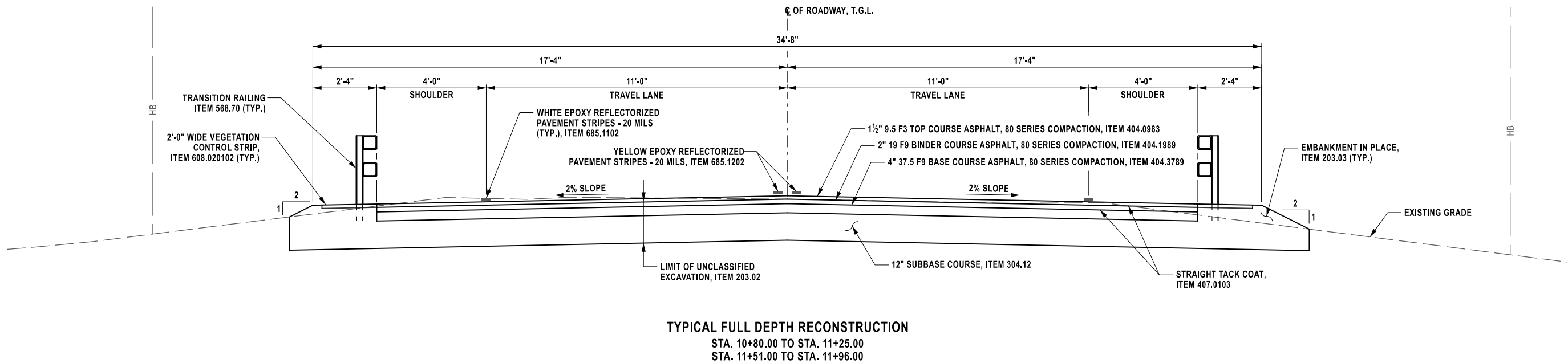
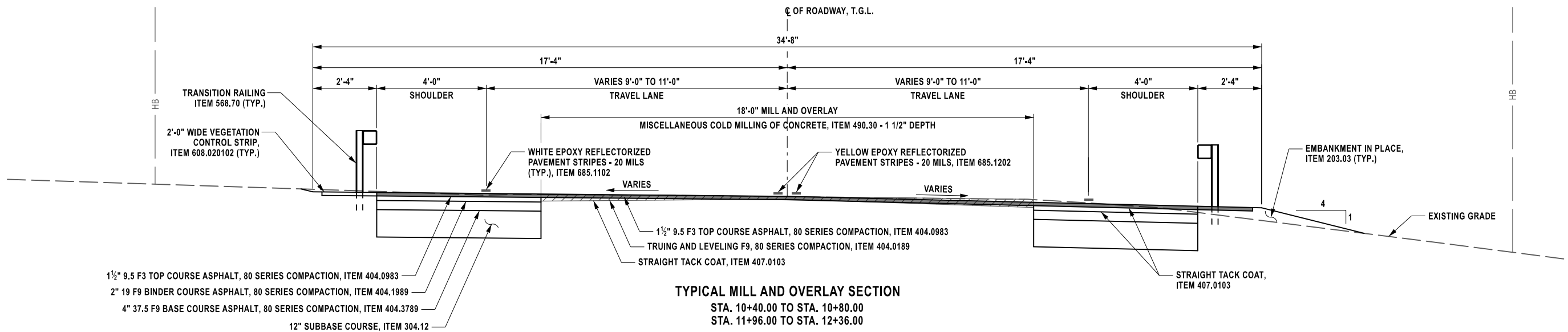
1. CLEAR AND GRUB WITHIN PROJECT LIMITS AS DIRECTED BY THE ENGINEER, PAID UNDER ITEM 201.06 - CLEARING AND GRUBBING.
2. CURVE DATA, CONTROL POINTS, BENCHMARKS, TIES AND RIGHT OF WAY ACQUISITIONS ARE LOCATED ON DRAWING CTL-1.
3. SILT FENCE, ITEM 209.13 SHALL BE INSTALLED ADJACENT TO THE EXCAVATION LIMITS AS DIRECTED BY THE ENGINEER.
4. REFER TO DRAWING MSD-1 FOR SIGN REMOVAL TABLE AND TREE REMOVAL TABLE.
5. REFER TO DRAWING MSD-1 FOR GUIDE RAIL REMOVAL LIMITS. GUIDE RAIL ATTACHED TO CONCORD ROAD BRIDGE IS INCLUDED UNDER ITEM 202.120001 - REMOVING EXISTING SUPERSTRUCTURES. MEASUREMENT FOR REMOVAL ITEM 606.7101 SHALL BEGIN/END AT THE FIRST GUIDE RAIL JOINT OFF THE BRIDGE SUPERSTRUCTURE.

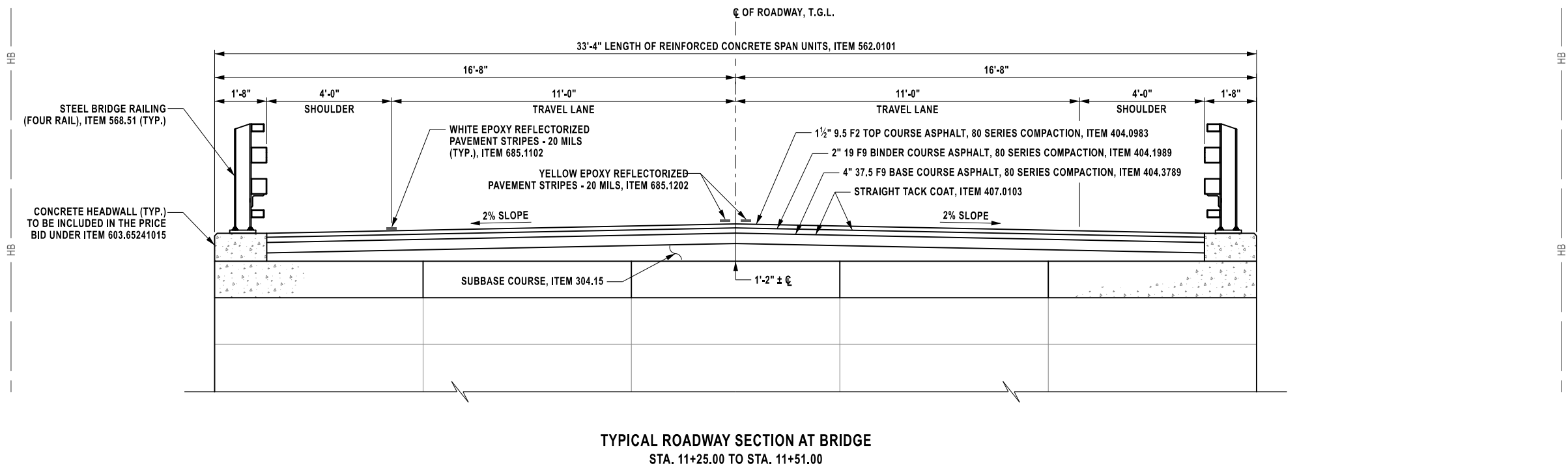
GENERAL PLAN

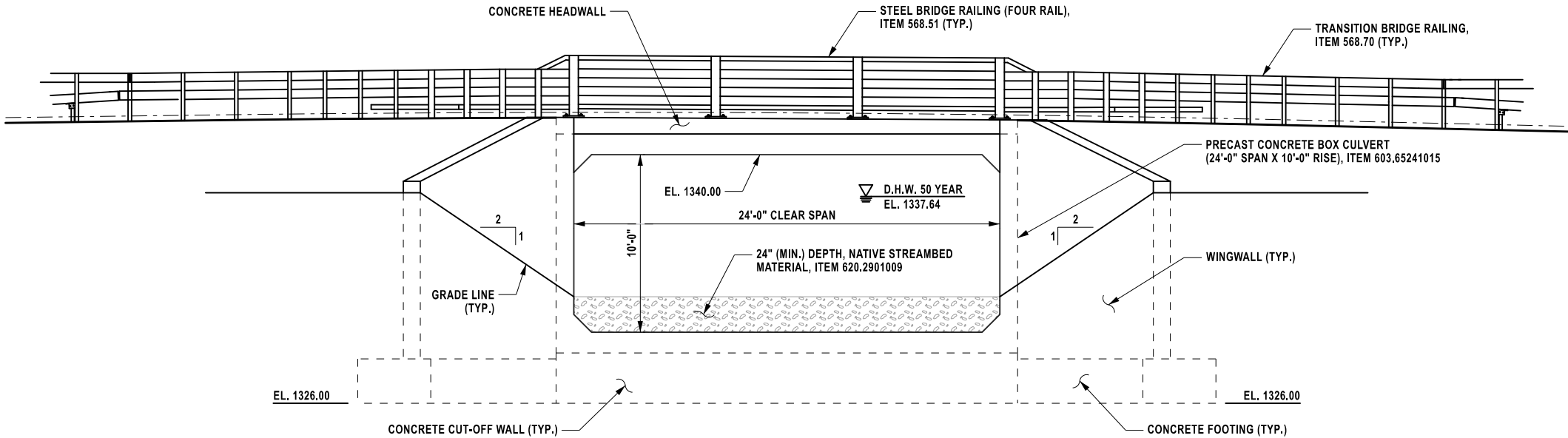


ERIE COUNTY DEPARTMENT OF PUBLIC WORKS		SHEET: 11 OF 34
95 FRANKLIN STREET		DATE: MAR 2026
DIVISION OF HIGHWAYS		SCALE: 1"=20'-0"
CONCORD ROAD OVER SPOONER CREEK BRIDGE		DRAWING: GP-1
GENERAL PLAN		

GPI
Greenman - Pedersen, Inc.
405 Main Street, Suite 330
Buffalo, NY, 14203

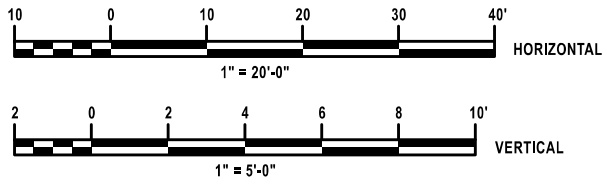
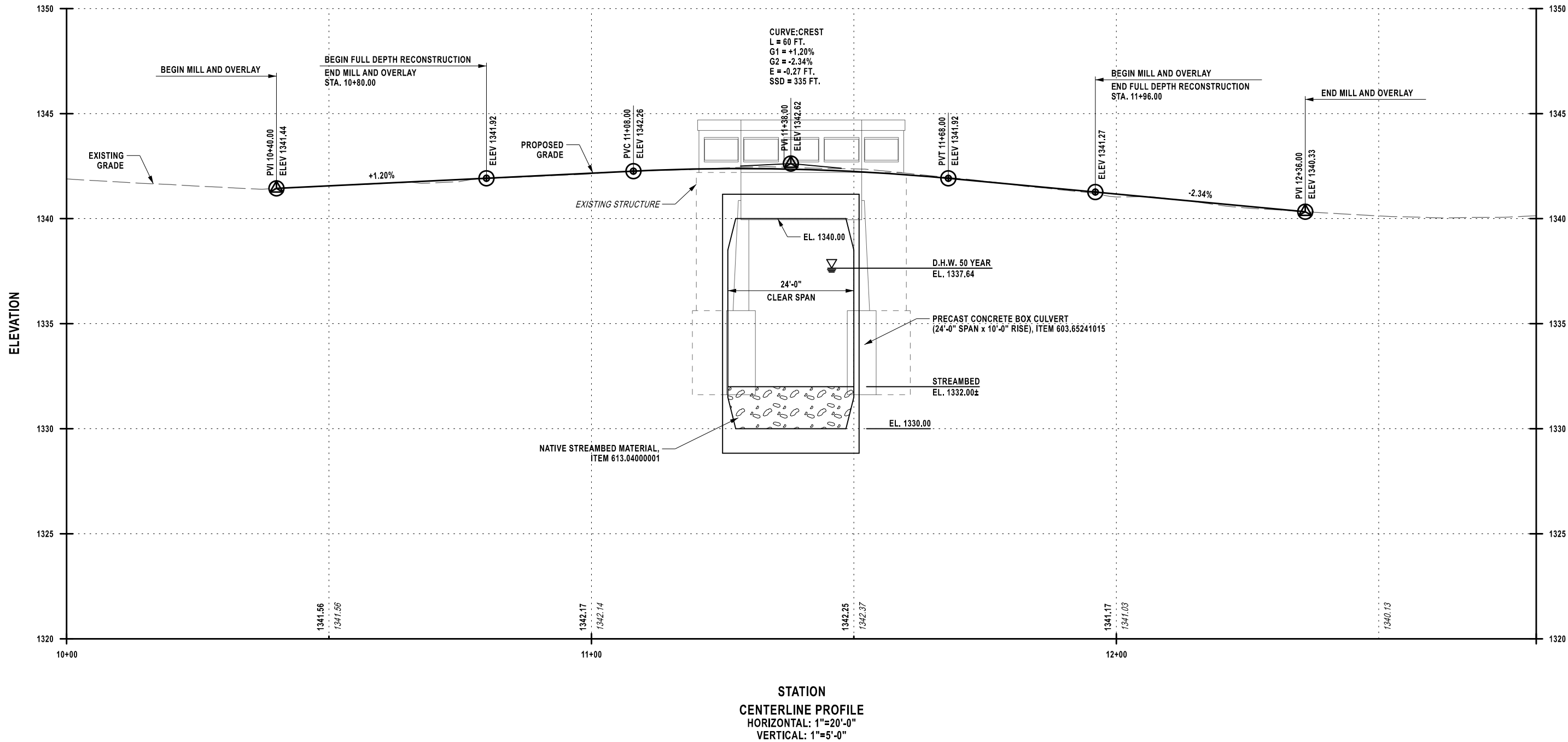


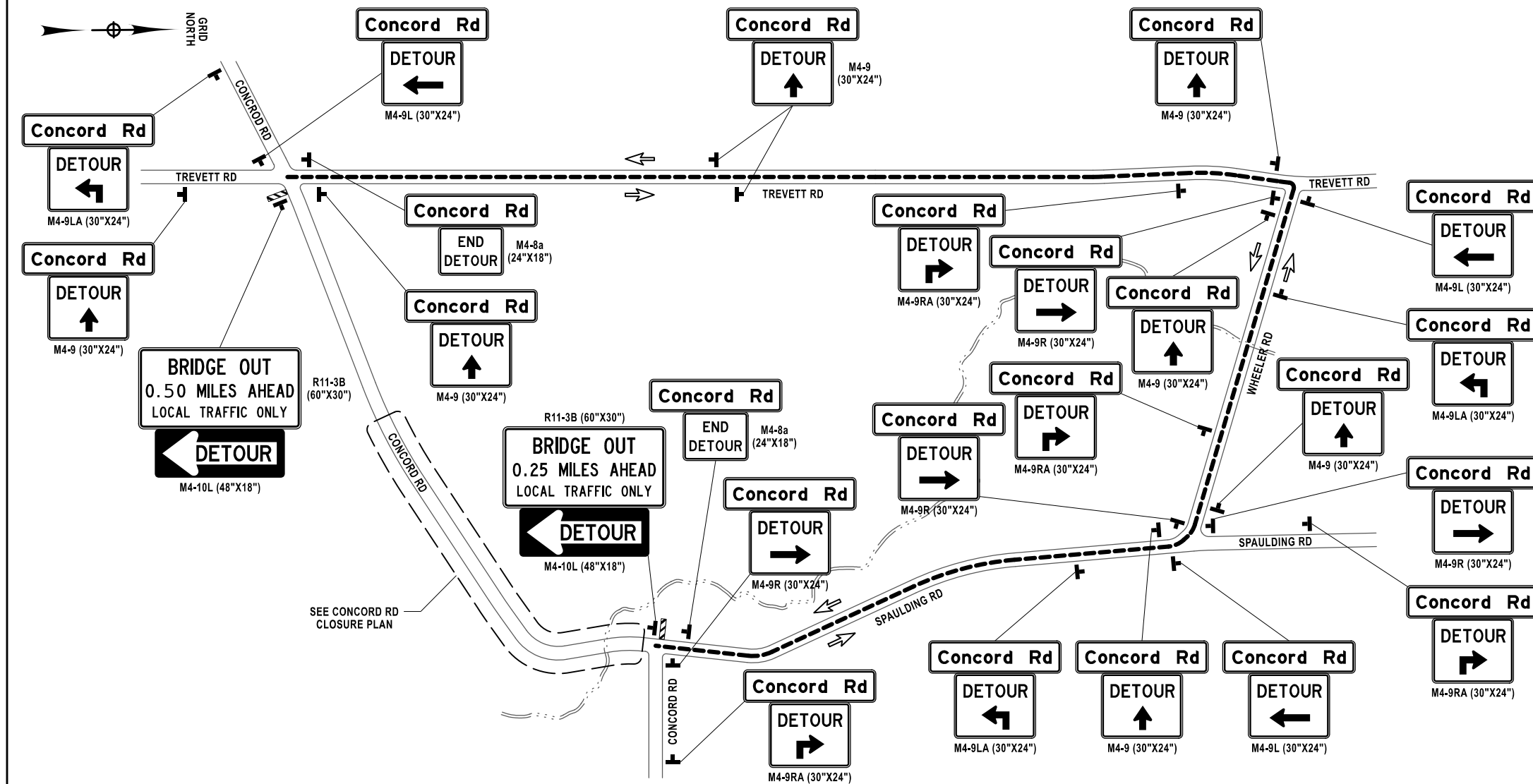




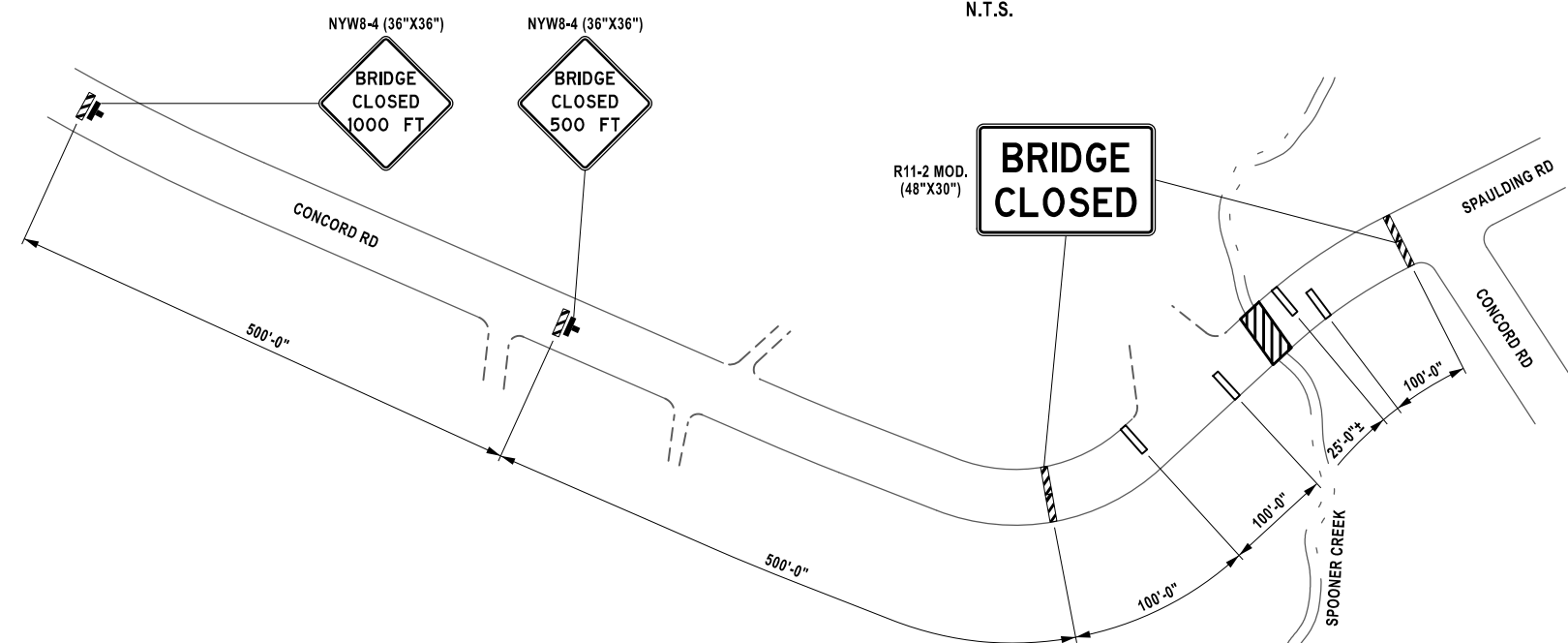
BRIDGE ELEVATION

BRIDGE HYDRAULIC DATA (Elevation on NAVD 88 Datum)			
Drainage Area = 3.59 sq. miles		Basic Flood	Design Flood
Recurrence Interval (years)		100	50
Peak Discharge (cfs)		1,144	979
High Water Elevation @ Pt. of Max Backwater	Existing	1340.97	1339.14
	Proposed	1338.44	1337.79
Avg. Velocity Thru Structure In ft/sec	Proposed	11.6	10.6





CONCORD ROAD DETOUR PLAN
N.T.S.



CONCORD ROAD CLOSURE PLAN
N.T.S.

WORK ZONE TRAFFIC CONTROL LEGEND

- | | |
|---|---|
|  | PROPOSED SIGN LOCATION |
|  | TEMPORARY POSITIVE BARRIER, ITEM 619.1711 |
|  | TYPE III BARRICADE WITH LIGHTS, ITEM 619.04 |
|  | DIRECTION OF TRAFFIC |
|  | DETOUR PATH |
|  | WORK ZONE |

WORK ZONE TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL MAINTAIN TRAFFIC THROUGHOUT THE LENGTH OF THE CONTRACT IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 619 OF THE CURRENT NYSDOT STANDARD SPECIFICATIONS AND SUBSEQUENT ADDENDUMS, THE CURRENT MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), WITH THE NEW YORK STATE SUPPLEMENT, THE WORK ZONE TRAFFIC CONTROL DETAILS IN THE PLANS, STANDARD SHEETS, THE PROPOSAL OF THIS CONTRACT AND AS ORDERED BY THE ENGINEER.
2. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE TO BE CONSIDERED THE MINIMUM REQUIREMENTS. ADDITIONAL SIGNS AND OR CONTROL DEVICES MAY BE REQUIRED AS DETERMINED BY THE ENGINEER AND SHALL BE PROVIDED WHERE REQUIRED UNDER ITEM 619.01.
3. THE CONTRACTOR WILL MAINTAIN ALL SIGNS AND/OR TRAFFIC CONTROL DEVICES FOR THE DURATION OF THE DETOUR. THE CONTRACTOR SHALL NOT BE RESPONSIBLE FOR ROADWAY MAINTENANCE OR SNOW REMOVAL.
4. CONFIRMATION SIGNS SHOULD BE PLACED APPROXIMATELY 200 FEET AFTER A TURN.
5. THE COST FOR ALL CONSTRUCTION SIGNS, POSTS AND COVERINGS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01 BASIC WORK ZONE TRAFFIC CONTROL.
6. ALL MATERIALS FOR ESTABLISHING CONSTRUCTION WORK ZONES (I.E. SIGNS, BARRIERS, DRUMS, AND CONES ETC.) SHALL BE IN PLACE PRIOR TO BEGINNING WORK.
7. IF AT ANY TIME THE ENGINEER DETERMINES THAT TRAFFIC IS NOT BEING PROPERLY MAINTAINED WITHIN A WORK ZONE, THE CONTRACTOR SHALL IMMEDIATELY CORRECT THE INDICATED DEFICIENCY AS DIRECTED, TO THE SATISFACTION OF THE ENGINEER.
8. THE CONTRACTOR SHALL ENSURE THE PLACEMENT OF CONES, DRUMS, OR BARRICADES WILL NOT INTERFERE WITH SIGHT DISTANCE.
9. VEHICLES BELONGING TO THE CONTRACTOR AND THE CONTRACTOR'S EMPLOYEES SHALL NOT BE PARKED ON THE PAVEMENT OR SHOULDERS ALONG THE ROADWAY BEING USED BY THE GENERAL PUBLIC (WITHIN THE PROJECT LIMITS).
10. VEHICLES BELONGING TO THE CONTRACTOR AND THE CONTRACTOR'S EMPLOYEES SHALL NOT BE PARKED IN A MANNER WHICH OBSTRUCTS SIGNS, BARRIERS, BARRICADES, OR OTHER TRAFFIC CONTROL DEVICES, NOR IN A MANNER WHICH INTERFERES WITH ACCESS TO ADJUTING PROPERTIES.
11. THE CONTRACTOR SHALL NOT PARK EQUIPMENT OR STORE MATERIAL WHERE IT IS DEEMED BY THE ENGINEER TO BE A SAFETY HAZARD. THE CONTRACTOR SHALL NOT PARK EQUIPMENT OVERNIGHT WHERE IT IS DEEMED A SAFETY HAZARD TO TRAFFIC.
12. THE CONTRACTOR SHALL NOT MIX DELINEATION DEVICES IN A LINEAR CLOSURE OR TAPER (I.E. CONES, VERTICAL PANELS, TUBULAR MARKERS OR DRUMS SHALL NOT BE USED IN THE SAME TAPER OR CLOSURE). HOWEVER DIFFERENT DELINEATION DEVICES MAY BE USED IN DIFFERENT AREAS OF THE SAME PROJECT.
13. THE CONTRACTOR SHALL NOTIFY ALL LOCAL AGENCIES TWO WEEKS BEFORE THE DETOUR IS SIGNED AND THE ROAD IS CLOSED. (INCLUDING BUT NOT LIMITED TO FIRE DEPARTMENTS, SCHOOLS, POST OFFICE, BUS COMPANIES AND POLICE DEPARTMENTS).
14. THE SIGN LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE. ALL SIGNS AND DEVICES SHALL BE PLACED WITHIN THE RIGHT OF WAY. THE EXACT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
15. THE MODIFICATION, RELOCATION OR ADJUSTMENT OF EXISTING SIGNS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER AND SHALL BE INCLUDED IN ITEM 619.01.

SIGN NOTES

1. THE LOCATIONS OF THE SIGNS SHOWN ON THE WORK ZONE TRAFFIC CONTROL PLANS AND DETAILS MAY BE ADJUSTED BASED ON THE SIGHT DISTANCE AND OTHER CONSIDERATIONS. THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL BY THE ENGINEER.
2. ANY EXISTING SIGNS, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET, AS APPROVED BY THE ENGINEER. ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS OTHERWISE REPLACED IN THIS CONTRACT.
3. SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT.
4. THE SIZES OF THE OFF-SITE DETOUR AND ROAD CLOSURE SIGNS SHALL BE DETERMINED BY THE GUIDANCE SET FORTH IN THE MUTCD FOR "CONVENTIONAL ROADS".