# INDEX OF SHEETS:


| | |
|---|---|
| TITLE SHEET | 1 |
| SHEET INDEX | 2 |
| PLAN SIGNATURES & SEALS | 3 |
| DESIGN DESIGNATIONS & | |
| DESIGN EXCEPTIONS | 4 |
| SCHEMATIC PLAN | 5 - 10 |
| HORIZONTAL CURVE DATA | 11 - 12 |
| CENTERLINE DATA | 13 - 15 |
| TYPICAL SECTIONS: | |
| LEGEND | 16 |
| DETAILS | 17 |
| EXISTING TYPICAL SECTIONS | 18 - 28 |
| PROPOSED TYPICAL SECTIONS | 29 - 72 |
| GENERAL NOTES | 73 - 80, 80A |
| MAINTENANCE OF TRAFFIC: | |
| NOTES AND SEQUENCE OF CONST. | 81 - 93 |
| MOT SUBSUMMARY | 94 - 120 |
| MOT DRAINAGE SUBSUMMARY | 121 - 122 |
| MOT SIGNING SUBSUMMARY | 123 - 125 |
| DETAILS | 126 - 132 |
| TYPICAL SECTIONS | 133 - 152 |
| DETOURS | 153 - 184 |
| TEMP. PAVEMENT & CROSSOVERS | 185 - 282 |
| PHASE 1 PLANS | 283 - 293 |
| PHASE 2 PLANS | 294 - 314 |
| PHASE 3 PLANS | 315 - 326 |
| PHASE 4 PLANS | 327 - 345 |
| PHASE 5 PLANS | 346 - 357 |
| PHASE 6 PLANS | 358 - 369 |
| PHASE 7 PLANS | 370 - 378 |
| PHASE 8 PLANS | 379 - 391 |
| PHASE 9 PLANS | 392 - 402 |
| GENERAL SUMMARY | 403 - 415 |
| SUBSUMMARIES: | |
| GENERAL NOTES | 427 - 429 |
| ROADWAY | 430 - 435 |
| ODOT DRAINAGE | 436 - 443 |
| LOCAL DRAINAGE | 444 - 447 |
| UNDERDRAIN | 448 - 457 |
| EROSION CONTROL | 458 - 459 |
| PAVEMENT | 460 - 470 |
| EARTHWORK | 471, 471A |
| REMOVALS | 472 - 489, 489A |
| PROJECT SITE PLAN | 490 |
| PLAN AND PROFILE: | |
| I.R. 90 EB | 491 - 507 |
| INTERIM I.R. 90 EB | 508 - 514 |
| I.R. 90 WB | 515 - 533 |
| INTERIM I.R. 90 WB | 534 - 540 |
| RAMP 4 | 541 - 543 |
| RAMP A1 | 544 - 549 |
| RAMP A2 | 550 - 565 |
| RAMP A3 | 566 - 571 |
| RAMP IB5 | 572 - 577 |
| RAMP B6 | 578 - 589 |
| RAMP B6A | 590 - 593 |
| RAMP IH4 | 594 - 599 |
| RAMP IH5 | 600 - 605 |
| RAMP H5 | 606 - 611 |
| RAMP IH6 | 612 - 613 |
| RAMP H6 | 614 - 617 |
| RAMP IJ3 | 618 - 627 |
| CARNEGIE AVE. | 628 - 637 |
| MIDTOWN CONNECTOR | 638 - 643 |
| CEDAR AVE. | 644 - 645 |
| PLAN AND PROFILE (CONT.): | |
| E. 14TH ST. NB CROSSOVER | 646 - 647 |
| INTERIM E. 14TH ST. NB | 648 - 651 |
| E. 14TH ST. NB | 652 - 656 |
| INTERIM E. 14TH ST. SB | 657 - 662 |
| E. 14TH ST. SB | 663 - 666 |
| E. 18TH ST. | 667 - 670 |
| CENTRAL AVE. CONNECTOR | 671 - 672 |
| E. 22ND ST. | 673 - 678 |
| REMOVAL PLANS | 679 - 710 |
| CROSS SECTIONS: | |
| CROSS SECTION LAYOUT PLAN | 711 |
| I.R. 90 EB | 712 - 735 |
| INTERIM I.R. 90 EB | 736 - 749 |
| I.R. 90 WB | 750 - 774 |
| INTERIM I.R. 90 WB | 775 - 789 |
| RAMP A1 | 790 - 798 |
| RAMP A2 | 799 - 817 |
| RAMP A3 | 818 - 832 |
| RAMP IB5 | 833 - 841 |
| RAMP B6 | 842 - 859 |
| RAMP B6A | 860 - 863 |
| RAMP IH4 | 864 - 869 |
| RAMP IH5 & RAMP H5 | 870 - 899 |
| RAMP IH6 & RAMP H6 | 900 - 913 |
| RAMP IJ3 | 914 - 931 |
| CARNEGIE AVE. | 932 - 946 |
| MIDTOWN CONNECTOR | 947 - 960 |
| CEDAR AVE. | 961 - 962 |
| E. 14TH ST. NB CROSSOVER | 963 - 967 |
| INTERIM E. 14TH ST. NB & | |
| E. 14TH ST. NB | 968 - 987 |
| INTERIM E. 14TH ST. SB & | |
| E. 14TH ST. SB | 988 - 1000 |
| E. 18TH ST. | 1001 - 1002 |
| CENTRAL AVE. CONNECTOR | 1003 - 1005 |
| E. 22ND ST. | 1006 - 1012 |
| SUPERELEVATION TABLES | 1013 - 1029 |
| RAMP TERMINAL DETAILS | 1030 - 1058 |
| INTERSECTION DETAILS | 1059 - 1072 |
| DRIVE DETAILS | 1073 - 1091 |
| DRAINAGE PLAN | 1092 - 1120 |
| STORM SEWER PROFILES | 1121 - 1158 |
| DRAINAGE DETAILS | 1159 - 1173 |
| RETAINING WALLS: | |
| WALL AC | 1174 - 1190 |
| WALL AD | 1191 - 1207 |
| WALL AE | 1208 - 1217 |
| WALL AF | 1218 - 1228 |
| WALL AG | 1229 - 1240 |
| WALL AH | 1241 - 1249 |
| WALL AI | 1250 - 1261 |
| WALL AJ | 1262 - 1269 |
| WALL N | 1270 - 1282 |
| WALL S | 1283 - 1295 |
| WALL T | 1296 - 1309 |
| WALL Y | 1310 - 1316 |
| WALL Z | 1317 - 1333 |
| RAMP A3 BARRIER MOMENT SLABS | 1334 - 1339 |
| MEDIAN BARRIER WALL | 1340 - 1353 |
| RAMP A2 OVERHEAD SIGN TRUSS | |
| FOUNDATION | 1354 - 1360 |
| RAMP B6 OVERHEAD SIGN TRUSS | |
| FOUNDATION | 1361 - 1364 |
| COMBINED SEWER | 1365 - 1370 |
| WATER WORK | |
| NOTES | 1371 - 1386 |
| SUBSUMMARY | 1387 - 1400 |
| PLAN AND PROFILE | 1401 - 1416 |
| CWD DETAILS | 1417 - 1432 |
| MISCELLANEOUS DETAILS | 1432A, 1433 - 1444, 1444A, 1445 - 1448 |
| SIGNING & PAVEMENT MARKING: | |
| NOTES | 1449 |
| PAVEMENT MARKING SUBSUMMARY | 1450 - 1468 |
| SIGNING SUBSUMMARY | 1469 - 1485 |
| SIGNING REMOVALS SUBSUMMARY | 1486 - 1493 |
| PLANS | 1494 - 1582 |
| SIGN ELEVATIONS | 1583 - 1611 |
| SIGN FABRICATION DETAILS | 1612 - 1637 |
| TRAFFIC SIGNALS | 1638 - 1675 |
| ITS / TRAFFIC SURVEILLANCE | 1676, 1678 - 1681, 1683 |
| LIGHTING: | |
| NOTES | 1684 - 1687 |
| LIGHTING COMBINED SUBSUMMARY | 1688 - 1689 |
| ODOT LIGHTING SUBSUMMAY | 1692 - 1703 |
| CPP LIGHTING SUBSUMMARY | 1704 - 1714 |
| ODOT LIGHTING PLAN | 1715 - 1723 |
| CPP LIGHTING PLAN | 1724 - 1741 |
| DETAILS | 4 1742 - 1759, 1759A, 1760 - 1776 |
| CLEVELAND PUBLIC POWER | |
| NOTES | 9 1777 - 1779, 1779A |
| SUBSUMMARY | 1780 - 1782 |
| TEMPORARY RELOCATION PLAN | 1783 - 1786 |
| PERMANENT RELOCATION PLAN | 1787 - 1790 |
| POLE DETAILS | 1791 - 1796 |
| DUCT BANK PROFILES | 9 1796A, 1796B, 1796C, 1796D, 1796E, 1796F, 1796G |
| VAULT DETAILS | 1796H, 1796I, 1796J, 1796K, 1796L, 1796M, 1796N |
| STANDARD DETAILS | 1796O, 1796P, 1796Q, 1796R, 1796S, 1796T, 1796U |
| LANDSCAPING: | |
| NOTES | 1797 - 1804 |
| SUBSUMMARIES | 1805 - 1806 |
| PLANS AND DETAILS | 1807 - 1824 |
| HARDSCAPING: | |
| NOTES | 1825 - 1838 |
| SUBSUMMARIES | 1839 |
| PLANS AND DETAILS | 1840 - 1849 |
| BRIDGE AESTHETICS | 1850 - 1854 |
| IRRIGATION | 1855 - 1856 |
| WALL AESTHETICS | 4 1857 - 1865, 1865A, 1866 - 1868 |
| STRUCTURES (OVER 20 FOOT SPAN): | |
| CUY-77-1587 (BRIDGE 9) | 1869 - 2035 |
| CUY-90-1653L (BRIDGE 10) | 2036 - 2085 |
| CUY-90-1653R (BRIDGE 11) | 2086 - 2128 |
| CUY-90-1652S (BRIDGE 12) | 2129 - 2181 |
| CUY-90-1678 (BRIDGE 13) | 2182 - 2280 |
| CUY-90-1696 (BRIDGE 14) | 2281 - 2370 |
| CUY-90-1640 (BRIDGE E5) | 2371 - 2377 |
| CUY-77-1593L (BRIDGE E6) | 2378 - 2380 |
| CUY-E14TH-0002SN (BRIDGE E10) | 2381 - 2382 |
| FENCE PLAN | 2383 - 2386 |
| GEOTECHNICAL PROFILE - ROADWAY | 10 2387 - 2604, 2604A, 2605 - 2696 |
| RIGHT-OF-WAY | |
| NOT USED | 416 - 426, 1677, 1682, 1690 - 1691 |


SHEET INDEX

CUY-90-16.28 (CCG3A)


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DESIGN AGENCY

Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 2 TOTAL 2696

## DRAINAGE (CONT.)

### ITEM SPECIAL - MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 611 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

**ITEM SPECIAL - MISCELLANEOUS METAL 10,000 LB**

THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

### TEMPORARY DRAINAGE ITEMS

TEMPORARY DRAINAGE ITEMS LABELED ON THE MAINTENANCE OF TRAFFIC PLAN ARE ITEMIZED ON THE MOT PLANS AND CARRIED TO THE GENERAL SUMMARY.

### POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

### MANUFACTURED WATER QUALITY STRUCTURE

THIS PLAN UTILIZES MANUFACTURED WATER QUALITY STRUCTURES FOR WATER QUALITY TREATMENT. AREAS HAVE BEEN SHOWN IN THE PLANS FOR PLACEMENT OF AN OFF-LINE SYSTEM. PAYMENT FOR THESE DEVICES SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR ITEM 895, MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4.

### EXTENDED DETENTION BASIN

THIS PLAN UTILIZES EXTENDED DETENTION BASIN(S) FOR FLOW RESTRICTION. DETENTION BASINS MAY BE USED AS SEDIMENT CONTROL DEVICES DURING CONSTRUCTION. FOLLOWING STABILIZATION OF THE TRIBUTARY AREA, FINAL GRADING OF THE DETENTION BASIN MUST MATCH THE PLANS. THE DETENTION BASIN OUTLET STRUCTURE FOR CONSTRUCTION SEDIMENT CONTROL MUST BE REMOVED AND THE OUTLET STRUCTURE MUST BE MADE TO MATCH THE DESIGN SHOWN IN THE PLANS.

6

### SURFACE DRAINAGE CONTINGENCY

EVERY EFFORT HAS BEEN MADE TO PROVIDE FOR ADEQUATE CURB INLETS AND PIPE TO PROPERLY ACCOUNT FOR THE SURFACE DRAINAGE. IN THE EVENT THAT ISOLATED LOW AREAS DEVELOP DURING CONSTRUCTION OF THE PROJECT, THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER:

3

| | |
|---|---|
| **ITEM 611 - 12" CONDUIT, TYPE B, AS PER PLAN 2, 706.08 & 706.12** | **2,000 FT** |
| **ITEM 611 - 15" CONDUIT, TYPE B, AS PER PLAN 2, 706.08 & 706.12** | **200 FT** |
| **ITEM 611 - CATCH BASIN, NO. 2-2B, AS PER PLAN** | **4 EACH** |
| **ITEM 611 - CATCH BASIN, NO. 3A, AS PER PLAN** | **4 EACH** |
| **ITEM 611 - MANHOLE, NO. 3, AS PER PLAN** | **4 EACH** |

## PAVEMENT

### CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

### CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING

WHERE NEW CONCRETE IS PLACED ADJACENT TO EXISTING CONCRETE, PROVIDE CONTRACTION JOINTS IN THE NEW CONCRETE TO FORM CONTINUOUS JOINTS WITH THOSE IN THE EXISTING CONCRETE.

THE MAXIMUM DISTANCE BETWEEN THE JOINTS IN THE NEW CONCRETE ARE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2, IF NECESSARY, ADDITIONAL JOINTS MAY BE PROVIDED IN THE NEW CONCRETE AT APPROXIMATELY EQUAL INTERVALS BETWEEN EXISTING JOINTS THAT EXCEED THE MAXIMUM SPACING.

### PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1. CONSTRUCT LONGITUDINAL JOINTS PER CMS 401.08(D).

### MEDIAN AND/OR CURBING ON APPROACH SLABS

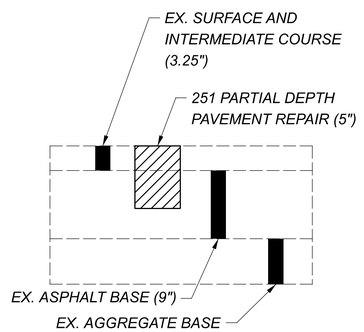
WITHIN THE LIMITS OF THE APPROACH SLAB, TRANSITION THE SHAPE OF THE MEDIAN AND/OR CURBING ON APPROACH SLABS FROM THE STANDARD SECTION ON THE APPROACHES TO THE SECTION USED ON THE BRIDGE.

### ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442)

THE PLANS CALL FOR RESURFACING THE I.R. 90 PAVEMENT BETWEEN THE INNERBELT BRIDGES AND THE ONTARIO STREET BRIDGES AND BETWEEN THE ONTARIO STREET BRIDGES AND THE EAST 9TH STREET BRIDGES. QUANTITIES HAVE BEEN PROVIDED IN THE PAVEMENT SUBSUMMARY FOR THIS WORK.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER TO REPAIR ANY PAVEMENT DEFICIENCIES IN THESE AREAS. SEE DETAIL BELOW FOR A TYPICAL PAVEMENT BUILDUP. THE QUANTITY IS BASED ON AN ASSUMED DEPTH OF FIVE (5) INCHES. FINAL DEPTH IS TO BE DETERMINED BY THE ENGINEER.

**ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442) 180 CY**




SEE FULL DETAIL ON SHEET 1432A

### ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN A
### ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN B

THIS ITEM SHALL CONSIST OF REPLACING EXISTING PAVEMENT PER ITEM 255 AND THE NOTES BELOW AND DETAILS ON SHEET 1432A.

EXISTING CONCRETE PAVEMENT THICKNESS MAY VARY FROM THAT SHOWN ON THE TYPICAL SECTIONS BY PLUS TWO INCHES OR MINUS ONE INCH. NO ADJUSTMENT IN PAYMENT FOR THIS ITEM SHALL BE MADE PROVIDING THAT THE AVERAGE PAVEMENT THICKNESS IS WITHIN ONE INCH OF THE THICKNESS SHOWN ON THE TYPICAL SECTIONS. ADDITIONAL COMPENSATION SHALL BE MADE BY CHANGE ORDER FOR THE MATERIAL COST OF CONCRETE ONLY WHEN THE AVERAGE THICKNESS EXCEEDS THE ONE INCH MAXIMUM TOLERANCE ABOVE. THE VOLUME OF CONCRETE PAID FOR SHALL BE BASED UPON THE AMOUNT OF CONCRETE ADDITIONAL ABOVE THE ONE INCH TOLERANCE LIMIT.

THE CONTRACTOR SHALL SAW THROUGH THE REMAINING ASPHALT OVERLAY AFTER THE PAVEMENT PLANING OPERATION. THE CONTRACTOR SHALL REMOVE THE EXISTING OVERLAY AND RIGID PAVEMENT WITH CARE SO AS TO NOT DISTURB THE ADJACENT REMAINING CONCRETE PAVEMENT AND OVERLAY.

IF, AFTER REMOVAL OF THE RIGID PAVEMENT THE ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING, THE ENGINEER WILL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSUITABLE MATERIAL AND REPLACE IT WITH COMPACTED 304 AGGREGATE. QUANTITIES OF ITEM 203 - EXCAVATION AND ITEM 304 - AGGREGATE BASE HAVE BEEN PROVIDED TO REPAIR SAID FAILED SUBBASE OR SUBGRADE AREAS.

PAVEMENT REPAIR LESS THAN OR EQUAL TO TEN (10) FEET IN LENGTH SHALL BE PAID FOR UNDER "FULL DEPTH RIGID PAVEMENT REMOVAL AND REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN, A". PAVEMENT REPAIRS GREATER THAN TEN (10) FEET IN LENGTH SHALL BE PAID FOR UNDER "FULL DEPTH RIGID PAVEMENT REMOVAL AND REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN B".

| ITEM | UNIT | DESCRIPTION |
|---|---|---|
| 255 | SY | FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN A |
| 255 | SY | FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN B |
| 255 | FT | FULL DEPTH PAVEMENT SAWING |
| 203 | CY | EXCAVATION |
| 304 | CY | AGGREGATE BASE |

7

FOR ESTIMATED QUANTITIES, SEE SHEET 87

### ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN C

ALL REQUIREMENTS OF C&MS 255 SHALL APPLY EXCEPT THE DOWEL BARS, DEFORMED BARS, TIEBARS, AND JOINT SEALER SHALL BE INSTALLED PER THE DETAILS SHOWN ON CITY OF CLEVELAND SCD CONC 1.

10

IN ADDITION TO THE REQUIREMENTS ABOVE, APPLY THE OTHER REQUIREMENTS FOR ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN A AND B.

### ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN

THIS ITEM IS INTENDED FOR USE AS DIRECTED BY THE ENGINEER FOR PARTIAL DEPTH PAVEMENT REPAIRS TO CITY STREETS. QUANTITIES WERE DEVELOPED BASED ON AN ASSUMED DEPTH OF THREE (3) INCHES. FINAL DEPTH IS TO BE DETERMINED BY THE ENGINEER.

4

PAVEMENT REPAIRS SHALL BE COMPLETED USING THE FOLLOWING ITEMS:

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M

ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)

2

### ITEM 305 - 9" CONCRETE BASE, CLASS QC 1P, AS PER PLAN
### ITEM 451 - 12" REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN
### ITEM 452 - 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN

ALL REQUIREMENTS OF C&MS 305, 451, AND 452 SHALL APPLY EXCEPT THE DOWEL BARS, DEFORMED BARS, AND TIEBARS SHALL BE INSTALLED PER THE DETAILS SHOWN ON CITY OF CLEVELAND SCD CONC 1.

### ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M

THE COARSE VIRGIN AGGREGATE FOR THIS ITEM SHALL CONSIST OF A BLEND OF 60% MIN. AIR COOLED BLAST FURNACE SLAG (ACBFS) OR TRAP ROCK FROM ONTARIO WITH LIMESTONE COMPRISING THE REMAINING PERCENTAGE.

### ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), AS PER PLAN, PG64-22

PAVING BETWEEN THE MEDIAN BARRIERS SHALL BE COMPACTED USING EITHER HAND OR MECHANICAL METHODS. FINISHED SURFACES SHALL BE SMOOTH AND SLOPED TO DRAIN FROM THE HIGH SIDE BARRIER TO LOW SIDE BARRIER.

### ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M

THE COARSE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO A BLEND OF AIR COOLED BLAST FURNACE SLAG (ACBFS) OR TRAP ROCK FROM ONTARIO AND LIMESTONE. THE CONTRACTOR SHALL USE A MINIMUM 60% OF ACBFS OR TRAP ROCK FROM ONTARIO WITH LIMESTONE COMPRISING THE REMAINING PERCENTAGE. AT LEAST 50% OF FINE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE LIMITED TO ACBFS OR TRAP ROCK FROM ONTARIO.

TABLE 442.02-2 APPLIES EXCEPT NO. 4 SIEVE REQUIREMENTS ARE 52 TO 60 TOTAL PERCENT PASSING. FOR THE NO. 4 SIEVE DO NOT EXCEED 63 IN PRODUCTION.

WHEN ACBFS IS USED FOR A FRACTION OF THE COARSE AGGREGATE, PROVIDE A TOTAL ASPHALT BINDER CONTENT GREATER THAN OR EQUAL TO 6.2 PERCENT. IF ACBFS MAKES UP 100% OF THE COARSE AGGREGATE, APPLY THE BINDER CONTENT REQUIREMENTS OF C&MS 442.

### ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE B

THIS ITEM SHALL MEET ALL THE SPECIFICATIONS OF ITEM 451. SEE SCD AS-2-15 AND SCD BP-2.4 FOR DETAILS.

### CITY STREET CONTINGENCY

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDE FOR USED AS DIRECTED BY THE ENGINEER FOR ANY UNANTICIPATED WORK ALONG CITY STREETS:

| | |
|---|---|
| **ITEM 452 - 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN** | **775 SY** |
| **ITEM 608 - 6" CONCRETE WALK, AS PER PLAN** | **4,500 SF** |
| **ITEM 608 - CURB RAMP, AS PER PLAN** | **475 SF** |
| **ITEM 609 - CURB, TYPE 6** | **750 FT** |



CUY-90-16.28 (CCG3A)
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DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER JTH
REVIEWER KGJ 05/10/24
PROJECT ID 82382
SHEET 80 TOTAL 2696

**APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION**

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE:

20 WEEKEND CLOSURES ON I.R. 90

- EB AND WB SHALL NOT BE CLOSED AT THE SAME TIME EXCEPT FOR 4 WEEKENDS DURING PR. E. 22ND ST. BRIDGE STRUCTURAL STEEL ERECTION IN PHASE 2, 4 WEEKENDS DURING PR. BRIDGE 9 STRUCTURAL STEEL ERECTION IN PHASE 4, AND 4 WEEKENDS DURING PR. CARNEGIE AVE. BRIDGE STRUCTURAL STEEL ERECTION IN PHASE 7.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AND ALL AGENCIES LISTED IN THE "NOTIFICATION" NOTE AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 14 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 01/22/2024 FOR PID 82382" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

**ITEM 614, REPLACEMENT DRUM**

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING THE NECESSARY REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

**DRUM REQUIREMENTS**

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

**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.

RECOMMENDED LOCATIONS FOR PCMS DURING I.R. 90 EB & I.R. 90 WB FULL-WEEKEND CLOSURES ARE SHOWN ON THE I.R. 90 CLOSURE DETAIL SHEETS AND LISTED IN THE SEQUENCE OF CONSTRUCTION NOTES FOR EACH PHASE UNDER THE MAINTENANCE OF TRAFFIC HEADER.

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.

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 TO 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 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.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 200 SNMT

(ASSUMING 32 PCMS SIGNS FOR 5 MONTHS AND ASSUMING 40 PCMS SIGNS FOR 1 MONTH)

**WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)**

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614 - WORK ZONE INCREASED PENALTIES SIGN 62 EACH

**EARTHWORK FOR MAINTAINING TRAFFIC**

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY.

EXCAVATION FOR MAINTAINING TRAFFIC 9,710 CY.
EMBANKMENT FOR MAINTAINING TRAFFIC 9,710 CY.

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WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED.

**DUST CONTROL**

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616 - WATER 2,285 MGAL

ITEM 616 - CALCIUM CHLORIDE 150 TON

**OVERNIGHT TRENCH CLOSING**

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 18 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

**ADVANCE WORK ZONE INFORMATION**

ADVANCE WORK ZONE INFORMATION SIGNS, AS USED IN THIS NOTE, ARE FIXED MESSAGE TYPES. THE SIGNS ARE TO BE LOCATED AT EXTREME DISTANCE FROM THE WORK AREA, AS SHOWN IN THE PLANS.

THE SIGNS SHALL BE BLACK ON ORANGE (INCLUDING A BLACK BORDER). THE LAYOUT SHALL BE IN CONFORMANCE WITH TEM CHAPTER 211.

WHEN REGULATORY INFORMATION IS PROVIDED, IT SHALL BE DISPLAYED SEPARATELY AS A STANDARD BLACK-ON-WHITE SIGN. MIXING OF BLACK-ON-WHITE REGULATORY INFORMATION ON A BLACK-ON-ORANGE INFORMATION SIGN IS PROHIBITED.

IF THE MOTORIST IS BEING DETOURED OR IF AN ALTERNATE ROUTE IS PROVIDED, THE ROUTE SHOULD BE SIGNED WITH ASSEMBLIES CONSISTING OF THE APPROPRIATE BLACK-ON-ORANGE DETOUR OR ALT MARKER WITH A STANDARD ROUTE MARKER AND ARROW PLATE. IF MORE TARGET VALUE IS DESIRED, THIS TRAIL BLAZER INFORMATION MAY BE SHOWN ON AN ORANGE PANEL (OMUTCD SECTION 2D.32).

ROUTE SIGN ASSEMBLIES SHALL BE SIZED ACCORDING TO THE TYPE OF ROAD ON WHICH THEY ARE LOCATED IN ACCORDANCE WITH THE OMUTCD.

SUPPORTS FOR SIGN INSTALLATIONS SHALL CONFORM TO ALL EXISTING STANDARDS FOR PERMANENT SIGNS. THESE SIGNS SHOULD NOT BE ATTACHED TO EXISTING SUPPORTS.

WHERE THE PLANS CALL FOR AN OVERLAY TO COVER A PORTION OF AN EXISTING SIGN, THE OVERLAY SHALL BE BLACK-ON-ORANGE. LETTER SIZES SHOULD BE THE SAME AS ON THE EXISTING SIGNS. WHEN LANE ARROWS ARE TO BE COVERED, A BLANK OVERLAY SHOULD BE PLACED OVER EACH OF THE AFFECTED ARROWS. WHEN A RAMP IS BEING CLOSED, RATHER THAN USING A BLANK OVERLAY TO COVER THE ENTIRE SIGN, THE LEGEND "EXIT CLOSED" (W20-H15) SHOULD BE USED ON A DIAGONAL OVERLAY (LOWER LEFT TO UPPER RIGHT) ON THE SIGN. THE SIZE OF LETTERING ON OVERLAYS AND THE SIZE OF THE OVERLAY ARE INDICATED IN THE PLANS. THE MINIMUM LETTER SIZE FOR THE DIAGONAL "EXIT CLOSED" (W20-H15) OVERLAY SHALL BE 12" C.

ALL ADVANCE WORK ZONE INFORMATION SIGN INSTALLATIONS LOCATED OUTSIDE OF THE PROJECT WORK LIMITS SHALL BE PAID FOR UNDER APPROPRIATE 630 ITEMS (SIGNS, SUPPORTS, CONCRETE, BREAKAWAY CONNECTION, OVERLAYS, REMOVALS, ETC.).

**CONCRETE MEDIAN BARRIER REPLACEMENT**

REMOVING, GRADING AND INSTALLING THE REPLACEMENT BARRIER IN A CONTINUOUS OPERATION SHALL BE LIMITED TO 500 LINEAR FEET AND SHALL AT ALL TIMES BE SUBJECT TO THE APPROVAL OF THE ENGINEER. THE ENGINEER SHALL BE SATISFIED THAT ALL INSTALLATIONS WILL AFFORD MAXIMUM PROTECTION FOR TRAFFIC.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE REMOVAL AND REPLACEMENT OF EXISTING MEDIAN BARRIER:

ITEM 202 - CONCRETE BARRIER REMOVED 1510 FT

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 500 FT

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D 1010 FT

PAYMENT FOR THE ABOVE ITEMS SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. IN ADDITION, RESTORING THE MEDIAN AND SHOULDER BACK TO THE EXISTING CONDITION SHALL BE INCIDENTAL TO THE ITEMS 622 ABOVE.

**ITEM 614, REPLACEMENT SIGN**

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 26 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.



DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER GSH
REVIEWER DJJ 05/22/24
PROJECT ID 82382
SHEET 83 TOTAL 2696

CUY-90-16.28 (CCG3A)
MODEL: Sheet 2 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 8:23:16 AM USER: Maia.Gallagher
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## MAINTENANCE OF TRAFFIC GENERAL NOTES (CONTINUED)

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

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

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

- 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).
- FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
  - ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY;
  - AND,
  - AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION;
  - AND,
  - AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER;
- OR
- THE ACTIVE WORK AREA LATERALLY CLOSE TO THE OPEN TRAVELED LANE;
- OR
- OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

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.

### ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONTINUED)

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 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.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

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 SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. 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 THAT 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 5000 HOUR

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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

### ITEM 614, MAINTAINING TRAFFIC, MISC.: PARTIAL TEMPORARY TRAFFIC SIGNAL

THE CONTRACTOR SHALL MODIFY THE EXISTING TRAFFIC SIGNALS AT THE INTERSECTIONS OF CARNEGIE AVENUE AND E. 14TH STREET AS DETAILED ON SHEET 293, CARNEGIE AVENUE AND E. 18TH STREET AS DETAILED ON SHEET 293, AND CARNEGIE AVENUE AND E. 21ST STREET AS DETAILED ON SHEET 345. THESE PARTIAL TEMPORARY TRAFFIC SIGNALS SHALL MAINTAIN THE CURRENT SIGNAL OPERATION UTILIZING THE EXISTING CONTROLLER CABINET, EXCEPT WHEN NOTED OTHERWISE IN THE TEMPORARY SIGNALS NOTES ON SHEET 345. NO CHANGES TO THE SIGNAL PHASING OR TIMINGS SHALL BE MADE WITHOUT THE APPROVAL OF THE PROJECT ENGINEER AND THE CITY OF CLEVELAND TRAFFIC ENGINEER.

ALL TEMPORARY SIGNAL POLE CALCULATIONS SHALL BE PERFORMED BY THE CONTRACTOR IN ORDER TO DETERMINE THE FINAL LOCATION, TYPE OF WOOD POLE TO BE USED, AND TO DETERMINE IF ADDITIONAL WOOD POLES AND SIGNAL SPANS ARE NECESSARY INSTEAD OF REUSING EXISTING SIGNAL SUPPORT POLES. THE NUMBER, LOCATION, VISIBILITY AND HEIGHT OF ALL TRAFFIC SIGNAL HEADS AND SIGNS SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD). THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN CROSSINGS THROUGHOUT CONSTRUCTION WHERE SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS INCLUDING ANY TEMPORARY POLES OR PEDESTRIAN SIGNAL HEADS WHERE NEEDED.

ALL LABOR AND MATERIALS FOR THE TEMPORARY MAINTENANCE OF EXISTING TRAFFIC SIGNALS AND THE IMPLEMENTATION OF THE TEMPORARY SIGNAL PLAN AND NOTES, INCLUDING BUT NOT LIMITED TO THE TEMPORARY SUPPORT POLES, TEMPORARY VEHICULAR AND PEDESTRIAN SIGNAL HEADS, TEMPORARY WIRING, TEMPORARY MESSENGER WIRE, CABINET MODIFICATIONS, AND CONTROLLER PROGRAMMING ADJUSTMENTS, ETC. SHALL BE INCLUDED IN THE UNIT BID PRICE FOR EACH ITEM 614, MAINTAINING TRAFFIC, MISC.: PARTIAL TEMPORARY TRAFFIC SIGNAL. A QUANTITY OF 3 EACH HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS ITEM OF WORK AT THE INTERSECTIONS NOTED ABOVE.

8

### ITEM SPECIAL - SURCHARGE FOR CLASS MS CONCRETE

AT VARIOUS LOCATIONS ALONG THE CORRIDOR AND TIMES DURING CONSTRUCTION CIRCUMSTANCES MAY REQUIRE THE USE OF CLASS MS CONCRETE. THE USE OF MS CONCRETE SHALL BE AT THE DISCRETION AND DIRECTION OF THE ENGINEER AND THE SPECIFICATIONS OUTLINED IN THESE NOTES. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM SPECIAL - SURCHARGE FOR CLASS MS CONCRETE 280 CY

### RESURFACING OF WORK ZONES

THE CONTRACTOR SHALL RESURFACE THE ROADWAY PAVEMENT LISTED IN THE TABLE BELOW. THIS WORK SHALL OCCUR ONCE EACH LOCATION IS NO LONGER PART OF A WORK ZONE AND BEFORE FINAL PAVEMENT MARKINGS ARE PLACED ON THE ROADWAY. ADDITIONAL CONTINGENCY QUANTITIES FOR RESURFACING HAVE BEEN INCLUDED BELOW, TO BE USED AS DIRECTED BY THE ENGINEER. 10

SINGLE LANE CLOSURES SHALL BE IMPLEMENTED DURING OFF PEAK HOURS (SEE NOTE FOR DETAILS) AND HOLIDAY/SPECIAL EVENT RESTRICTIONS APPLY TO THE CLOSURES. ALL LANE CLOSURES SHOULD BE DONE IN ACCORDANCE WITH OHIO DEPARTMENT OF TRANSPORTATION STANDARDS AS DESCRIBED IN BOTH THE CMS AND STANDARD CONSTRUCTION DRAWINGS. AT THE END OF WORKDAY, TRAFFIC GRADE STEEL PLATES SHALL BE PLACED OVER ANY PORTION OF THE TRENCH NOT RESTORED BACK TO GRADE OR NOT RESTORED BACK TO A MANNER SUITABLE FOR TRAFFIC AND ALL LANES SHALL BE OPENED.

| ROADWAY | ALIGNMENT | BEGIN STATION | END STATION | AREA (SF) | BUILD-UP | ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1 (SY) APP A | APP B | APP C |
|---|---|---|---|---|---|---|---|---|
| I.R. 77 NB | ℄ EX. I.R. 77 | 55+30 | 73+65 | 92,630 | ODOT | 515 | 515 | |
| I.R. 77 SB | ℄ EX. I.R. 77 | 73+00 | 73+65 | 3,470 | ODOT | 19 | 19 | |
| I.R. 90 | ℄ EX. I.R. 90 | 98+48 | 110+50 | 152,170 | ODOT | 845 | 845 | |
| RAMP E-17 | ℄ EX. RAMP E-17 | 50+64 | 68+23 | 48,490 | ODOT | 269 | 269 | |
| RAMP IJ3 | ℄ RAMP IJ3 | 91+41 | 101+89 | 27,350 | ODOT | 152 | 152 | |
| CARNEGIE AVE. | ℄ CONST. CARNEGIE AVE. | 35+50 | 48+00 | 93,990 | CITY | | | 1043 |
| CARNEGIE AVE. | ℄ CONST. CARNEGIE AVE. | 69+25 | 70+00 | 4,185 | CITY | | | 47 |
| E. 14TH ST. NB | ℄ E. 14TH ST. | 15+33 | 18+27 | 6,930 | CITY | | | 77 |
| E. 14TH ST. SB | ℄ E. 14TH ST. | 15+33 | 21+29 | 16,180 | CITY | | | 180 |
| E. 14TH ST. | ℄ EX. R/W E. 14TH ST. | 16+92 | 18+35 | 8,575 | CITY | | | 95 |
| E. 18TH ST. | ℄ EX. R/W E. 18TH ST. | 4+00 | 5+00 | 5,160 | CITY | | | 57 |
| E. 19TH ST. | ℄ EX. R/W E. 19TH ST. | 3+87 | 4+95 | 4,620 | CITY | | | 51 |
| E. 21ST ST. | ℄ CONST. E. 21ST ST. | 100+90 | 102+68 | 5,880 | CITY | | | 65 |
| E. 22ND ST. | ℄ CONST. E. 22ND ST. | 22+25 | 29+47 | 49,390 | CITY | | | 548 |
| E. 22ND ST. | ℄ EX. R/W E. 22ND ST. | 28+50 | 29+56 | 4,150 | CITY | | | 46 |
| COMMUNITY COLLEGE AVE. | ℄ COMMUNITY COLLEGE AVE. | 60+39 | 62+09 | 10,710 | CITY | | | 119 |
| CENTRAL AVE. | ℄ EX. R/W CENTRAL AVE. | 26+07 | 26+83 | 3,030 | CITY | | | 34 |
| CEDAR AVE. | ℄ EX. R/W CEDAR AVE. | 23+98 | 27+50 | 14,050 | CITY | | | 156 |
| CONTINGENCY RESURFACING | AS DIRECTED BY ENGINEER | | | 180,000 | ODOT | 1,000 | 1,000 | |
| | | | | 120,000 | CITY | | | 1,332 |
| | | | TOTAL | 504,110 | ODOT | 2,800 | 2,800 | |
| | | | | 346,850 | CITY | | | 3,850 |

10 8

9

### ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

ASPHALT CONCRETE MAY BE REQUIRED AT RESURFACING OR PHASE LIMITS TO MAINTAIN TRAFFIC. THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER TO CONSTRUCT PAVEMENT WEDGES TO TRANSITION VARIABLE HEIGHT PAVEMENTS AT RESURFACING OR PHASE LIMITS TO MAINTAIN TRAFFIC:

**ODOT MAINTAINED ROADWAYS**
ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 13 CY

**CITY OF CLEVELAND MAINTAINED ROADWAYS**
ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 13 CY

8

### RESURFACING BUILD-UP - ODOT

ITEM 442 - 1-1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M
ITEM 407 - NON-TRACKING TACK COAT
ITEM 442 - 1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)
ITEM 407 - NON-TRACKING TACK COAT
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442) (5")
ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (3.25")
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN A
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN B

### RESURFACING BUILD-UP - CITY

ITEM 441 - 1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M
ITEM 407 - NON-TRACKING TACK COAT
ITEM 441 - 1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
ITEM 407 - NON-TRACKING TACK COAT
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN (5")
ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (3")
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN C

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER TO RESURFACE AND REPAIR PAVEMENT THAT HAS BEEN USED FOR MAINTENANCE OF TRAFFIC:

| | |
|---|---|
| ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442) | 300 CY |
| ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN | 400 CY |
| ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (3") | 38,540 SY |
| ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (3.25") | 56,010 SY |
| ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN A | 2,800 SY |
| ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN B | 2,800 SY |
| ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN C | 3,850 SY |
| ITEM 407 - NON-TRACKING TACK COAT | 14,180 GAL |
| ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M | 1,340 CY |
| ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) | 1,870 CY |
| ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M | 2,330 CY |
| ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446) | 2,720 CY |

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER GSH
REVIEWER DJJ 05/22/24
PROJECT ID 82382
SHEET 87 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet 6 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 7:14:59 PM USER: Alexandria.Summers
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\MOT\Sheets\82382_MN0001.dgn

| SHEET NUMBER | | | | | | | | | | | | | | PARTICIPATION | | | ALT (X) | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 427 | 470 | 471A | 489A | 1399 | | | | | | | | | | 01/IMS /04 | 02/IMS /10 | 03/IMS /08 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **ROADWAY** | |
| LS | | | | | | | | | | | | | | LS | | | | 201 | 11000 | LS | | CLEARING AND GRUBBING | |
| | | | 133744 | | | | | | | | | | | 133744 | | | | 202 | 23000 | 133744 | SY | PAVEMENT REMOVED | |
| | | | 101667 | | | | | | | | | | | 101667 | | | | 202 | 30000 | 101667 | SF | WALK REMOVED | |
| | | | 509 | | | | | | | | | | | 509 | | | | 202 | 30600 | 509 | SY | CONCRETE MEDIAN REMOVED | |
| 1510 | | | 4595 | | | | | | | | | | | 6105 | | | | 202 | 30700 | 6105 | FT | CONCRETE BARRIER REMOVED | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 714 | | | | | | | | | | | 714 | | | | 202 | 30800 | 714 | SY | TRAFFIC ISLAND REMOVED | |
| | | | 23863 | | | | | | | | | | | 23863 | | | | 202 | 32000 | 23863 | FT | CURB REMOVED | |
| 200 | 4 | 8 | 7268 | | | | | | | | | | | 4 7468 | 8 | | | 202 | 35100 | 4 7468 | 8 FT | PIPE REMOVED, 24" DIAMETER AND UNDER | |
| | | | 609 | | | | | | | | | | | 609 | | | | 202 | 35200 | 609 | FT | PIPE REMOVED, OVER 24" DIAMETER | |
| | | | 6379 | | | | | | | | | | | 6379 | | | | 202 | 38000 | 6379 | FT | GUARDRAIL REMOVED | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | 1 | | | | 202 | 42000 | 1 | EACH | ANCHOR ASSEMBLY REMOVED, TYPE A | |
| | | | 2 | | | | | | | | | | | 2 | | | | 202 | 42010 | 2 | EACH | ANCHOR ASSEMBLY REMOVED, TYPE E | |
| | | | 7 | | | | | | | | | | | 7 | | | | 202 | 42040 | 7 | EACH | ANCHOR ASSEMBLY REMOVED, TYPE T | |
| | | | 2 | | | | | | | | | | | 2 | | | | 202 | 42050 | 2 | EACH | ANCHOR ASSEMBLY REMOVED, TYPE B | |
| | | | 6 | | | | | | | | | | | 6 | | | | 202 | 47000 | 6 | EACH | BRIDGE TERMINAL ASSEMBLY REMOVED | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | 1 | | | | 202 | 47001 | 1 | EACH | BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 74 |
| | | | 2 | | | | | | | | | | | 2 | | | | 202 | 47800 | 2 | EACH | IMPACT ATTENUATOR REMOVED | |
| | | 8 | 16 | | | | | | | | | | | 8 16 | | | | 202 | 58000 | 8 16 | EACH | MANHOLE REMOVED | 78 |
| | | | 63 | | | | | | | | | | | 63 | | | | 202 | 58100 | 63 | EACH | CATCH BASIN REMOVED | 78 |
| | | | 21 | | | | | | | | | | | 21 | | | | 202 | 58200 | 21 | EACH | INLET REMOVED | 78 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 11 | | | | | | | | | | | 11 | | | | 202 | 58400 | 11 | EACH | INLET ABANDONED | 78 |
| | | | 21 | | | | | | | | | | | 21 | | | | 202 | 58500 | 21 | EACH | CATCH BASIN ABANDONED | 78 |
| | | | 9 | | | | | | | | | | | 9 | | | | 202 | 58700 | 9 | EACH | MANHOLE ABANDONED | 78 |
| | | | 2317 | | | | | | | | | | | 2317 | | | | SPECIAL | 202E70000 | 2317 | FT | FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 78 |
| | | | 1186 | | | | | | | | | | | 1186 | | | | SPECIAL | 202E70000 | 1186 | FT | FILL AND PLUG EXISTING CONDUIT (15") | 78 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 510 | | | | | | | | | | | 510 | | | | SPECIAL | 202E70000 | 510 | FT | FILL AND PLUG EXISTING CONDUIT (18") | 78 |
| | | | 51 | | | | | | | | | | | 51 | | | | SPECIAL | 202E70000 | 51 | FT | FILL AND PLUG EXISTING CONDUIT (21") | 78 |
| 6 | | | 255 | | | | | | | | | | | 255 | | | | SPECIAL | 202E70000 | 255 | FT | FILL AND PLUG EXISTING CONDUIT (24") | 78 |
| | | | 48 | | | | | | | | | | | 48 | | | | SPECIAL | 202E70000 | 48 | FT | FILL AND PLUG EXISTING CONDUIT (30") | 78 |
| | | | 695 | | | | | | | | | | | 695 | | | | SPECIAL | 202E70000 | 695 | FT | FILL AND PLUG EXISTING CONDUIT (36") | 78 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 475 | | | | | | | | | | | 475 | | | | SPECIAL | 202E70000 | 475 | FT | FILL AND PLUG EXISTING CONDUIT (66") | 78 |
| | | | 349 | | | | | | | | | | | 349 | | | | SPECIAL | 202E70000 | 349 | FT | FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 78 |
| | | | 10915 | | | | | | | | | | | 10915 | | | | 202 | 75000 | 10915 | FT | FENCE REMOVED | |
| 1 | | | 13 | | | | | | | | | | | 13 | | | | 202 | 75250 | 13 | EACH | GATE REMOVED | |
| | | | 2 | | | | | | | | | | | 2 | | | | 202 | 98100 | 2 | EACH | REMOVAL MISC.: BILLBOARD | 74 |
| 1 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 26 | | | | | | | | | | | 26 | | | | 202 | 98100 | 26 | EACH | REMOVAL MISC.: BOLLARD | 74 |
| 10 | | | 2 | | | | | | | | | | | 2 | | | | 202 | 98100 | 2 | EACH | REMOVAL MISC.: CONCRETE STRUCTURES | 74 |
| | | | 6 | | | | | | | | | | | 6 | | | | 202 | 98100 | 6 | EACH | REMOVAL MISC.: ELECTRIC VAULT | 1779A |
| | | | 1 | | | | | | | | | | | 1 | | | | 202 | 98100 | 1 | EACH | REMOVAL MISC.: PAY BOX | 74 |
| | | | 1 | | | | | | | | | | | 1 | | | | 202 | 98100 | 1 | EACH | REMOVAL MISC.: UTILITY POLE | 74 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 1000 | | | | | | | | | | | | | | 1000 | | | | 202 | 98200 | 1000 | FT | REMOVAL MISC.: BURIED TRACK | 74 |
| | | | 683 | | | | | | | | | | | 683 | | | | 202 | 98200 | 683 | FT | REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK | 1779A |
| 10 | | | 266 | | | | | | | | | | | 266 | | | | 202 | 98200 | 266 | FT | REMOVAL MISC.: DELINEATOR CURB | 74 |
| | | | 264 | | | | | | | | | | | 264 | | | | 202 | 98200 | 264 | FT | REMOVAL MISC.: PORTABLE BARRIER | 74 |
| | | 345447 | | | | | | | | | | | | 345447 | | | | 203 | 10000 | 345447 | CY | EXCAVATION | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | 8 | 35973 | | | | | | | | | | | | 8 35973 | | | | 203 | 10001 | 8 35973 | CY | EXCAVATION, AS PER PLAN | 75 |
| | | 85879 | | | | | | | | | | | | 85879 | | | | 203 | 20000 | 85879 | CY | EMBANKMENT | |
| | | 27322 | | | | | | | | | | | | 27322 | | | | 203 | 20001 | 27322 | CY | EMBANKMENT, AS PER PLAN | 75 |
| | | 99839 | | | | | | | | | | | | 99839 | | | | 203 | 98000 | 99839 | CY | ROADWAY, MISC.: EPS GEOFOAM FILL | 75 |
| | 110 | | | 84 | | | | | | | | | | 194 | | | | 203 | 98100 | 194 | SY | ROADWAY, MISC.: REINFORCED TURF | 75 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | 70757 | 4 | | | | | | | | | | | | 4 70757 | | | | 204 | 10000 | 4 70757 | SY | SUBGRADE COMPACTION | 74 |
| 3100 | | 272 | | | | | | | | | | | | 3372 | | | | 204 | 13000 | 3372 | CY | EXCAVATION OF SUBGRADE | |
| 3100 | | 272 | | | | | | | | | | | | 3372 | | | | 204 | 30010 | 3372 | CY | GRANULAR MATERIAL, TYPE B | |
| | 80 | | | | | | | | | | | | | 80 | | | | 204 | 45000 | 80 | HOUR | PROOF ROLLING | 74 |
| 9300 | 556 | 4 | | | | | | | | | | | | 4 9856 | | | | 204 | 50000 | 4 9856 | SY | GEOTEXTILE FABRIC | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | 1855 | | | | | | | | | | | | | 1855 | | | | 206 | 10500 | 1855 | TON | CEMENT | |
| | 75578 | | | | | | | | | | | | | 75578 | | | | 206 | 11000 | 75578 | SY | CURING COAT | |
| | 75866 | | | | | | | | | | | | | 75866 | | | | 206 | 15010 | 75866 | SY | CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP | 74 |
| | | | | | | | | | | | | | | LS | | | | 206 | 30000 | LS | | MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS | |

GENERAL SUMMARY - 1

DESIGN AGENCY

Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 403 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-01 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:32:45 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382400-Engineering\Roadway\Sheets\82382_GG001.dgn

| SHEET NUMBER | | | | | | | | | | | | | | PARTICIPATION | | | ALT (X) | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 120 | 427 | 428 | 429 | 435 | 459 | 470 | 1806 | 1839 | | | | | | 01/IMS /04 | 02/IMS /10 | 03/IMS /08 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **ROADWAY (CONT.)** | |
| | | | | 8772.2 | | | | | | | | | | 8772.2 | | | | 606 | 15050 | 8772.2 | FT | GUARDRAIL, TYPE MGS | |
| | | | | 5 | | | | | | | | | | 5 | | | | 606 | 26050 | 5 | EACH | ANCHOR ASSEMBLY, MGS TYPE B (MASH 2016) | 76 |
| | | | | 10 | | | | | | | | | | 10 | | | | 606 | 26150 | 10 | EACH | ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016) | 76 |
| | | | | 15 | | | | | | | | | | 15 | | | | 606 | 26550 | 15 | EACH | ANCHOR ASSEMBLY, MGS TYPE T | |
| | | | | 13 | | | | | | | | | | 13 | | | | 606 | 35002 | 13 | EACH | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 | |
| | | | | 9 | | | | | | | | | | 9 | | | | 606 | 35102 | 9 | EACH | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 | |
| | | | | 1 | | | | | | | | | | 1 | | | | 606 | 35103 | 1 | EACH | MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2, AS PER PLAN | 76 |
| | | | | 1 | | | | | | | | | | 1 | | | | 606 | 60022 | 1 | EACH | IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (MASH 2016) (50 MPH, 69" WIDE) | 76 |
| | | | | 3 | | | | | | | | | | 3 | | | | 606 | 60022 | 3 | EACH | IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (MASH 2016) (50 MPH, 90" WIDE) | 76 |
| | | | | 4477 | | | | | | | | | | 4477 | | | | 607 | 23000 | 4477 | FT | FENCE, TYPE CLT | |
| | | | | 415 | | | | | | | | | | 415 | | | | 607 | 35000 | 415 | FT | FENCE REMOVED AND REBUILT | |
| | | | | 2 | | | | | | | | | | 2 | | | | 607 | 61200 | 2 | EACH | GATE, TYPE CLT | |
| | 4500 | | | | 4 | 82160 | | 6097 | | | | | | 4 92757 | | | | 608 | 13001 | 4 92757 | SF | 6" CONCRETE WALK, AS PER PLAN | 76 |
| 2994 | | | | | | | | | | | | | | 2994 | | | | 608 | 21200 | 2994 | SF | TEMPORARY ASPHALT CONCRETE WALK | |
| | 475 | | | | | 8627 | | | | | | | | 9102 | | | | 608 | 52001 | 9102 | SF | CURB RAMP, AS PER PLAN | 76 |
| | | | | | | 935 | | | | | | | | 935 | | | | 608 | 52001 | 935 | SF | CURB RAMP, AS PER PLAN 2 | 76 |
| | | 500 | 4 | 1595 | | | | | | | | | | 4 2095 | | | | 622 | 10100 | 4 2095 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 | |
| | | | | 311 | | | | | | | | | | 311 | | | | 622 | 10120 | 311 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE C | |
| | | | | 108 | | | | | | | | | | 108 | | | | 622 | 10121 | 108 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN | 76 |
| | | | 4 | 2752 | | | | | | | | | | 4 2752 | | | | 622 | 10140 | 4 2752 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 | |
| | | | | 31 | | | | | | | | | | 31 | | | | 622 | 10141 | 31 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN | 39 |
| | | 1010 | 4 | 1817 | | | | | | | | | | 4 2827 | | | | 622 | 10160 | 4 2827 | FT | CONCRETE BARRIER, SINGLE SLOPE, TYPE D | |
| | | | | 2 | | | | | | | | | | 2 | | | | 622 | 10200 | 2 | EACH | BARRIER TRANSITION | |
| | | | | 1 | | | | | | | | | | 1 | | | | 622 | 24841 | 1 | EACH | CONCRETE BARRIER END SECTION, TYPE B, AS PER PLAN | 1434 |
| | | | | 2 | | | | | | | | | | 2 | | | | 622 | 25000 | 2 | EACH | CONCRETE BARRIER END SECTION, TYPE D | |
| | | | | 17 | | | | | | | | | | 17 | | | | 622 | 25006 | 17 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | |
| | | | 4 | 5 | | | | | | | | | | 4 5 | | | | 622 | 25008 | 4 5 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C | |
| | | | | 1 | | | | | | | | | | 1 | | | | 622 | 25009 | 1 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C, AS PER PLAN | 1435 |
| | | | 4 | 34 | | | | | | | | | | 4 34 | | | | 622 | 25014 | 4 34 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1 | |
| | | | | 30 | | | | | | | | | | 30 | | | | 622 | 25050 | 30 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D | |
| | | | | 2 | | | | | | | | | | 2 | | | | 622 | 25051 | 2 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN | 1436 |
| | | | | 1 | | | | | | | | | | 1 | | | | 622 | 25051 | 1 | EACH | CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN 2 | 76 |
| | | 45 | | | | | | | | | | | | 45 | | | | 623 | 12010 | 6 45 | EACH | PRIMARY PROJECT CONTROL MONUMENT, TYPE B | |
| | | 60 | | | | | | | | | | | | 60 | | | | 623 | 40900 | 6 60 | EACH | MONUMENT, MISC.: CLEVELAND MONUMENT ASSEMBLY | 76 |
| | | | 900000 | 6 | | | | | | | | | | 6 900000 | | | | SPECIAL | 690E98000 | 900000 | EACH | PERMITS | 77 |
| | | | 40 | | | | | | | | | | | 40 | | | | SPECIAL | 690E98000 | 40 | EACH | UTILITY TEST HOLE | 77 |
| | | | | | | 321 | | | | | | | | 321 | | | | SPECIAL | 690E98700 | 321 | CY | LOW DENSITY CELLULAR CONCRETE FILL, CLASS II | 76 |
| | | | | | | | | | | | | | | | | | | | | | | **EROSION CONTROL** | |
| | | | | | 14 | | | | | | | | | 14 | | | | 601 | 21050 | 14 | SY | TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT | |
| | | | | | 234 | | | | | | | | | 234 | | | | 601 | 21060 | 234 | SY | TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT | |
| | | | | | 642 | | | | | | | | | 642 | | | | 601 | 32200 | 642 | CY | ROCK CHANNEL PROTECTION, TYPE C WITH FILTER | |
| | | | | | | 4 | 4563 | | | | | | | 4 4563 | | | | 601 | 32301 | 4 4563 | CY | ROCK CHANNEL PROTECTION, TYPE D WITH FILTER, AS PER PLAN | 1798 |
| | | | | | 104 | | | | | | | | | 104 | | | | 601 | 37501 | 104 | FT | PAVED GUTTER, TYPE 1-2, AS PER PLAN | 1163 |
| 8 | | 10 | | | | | | | | | | | | 10 | | | | 659 | 00100 | 10 | EACH | SOIL ANALYSIS TEST | |
| | | | | | | | 13216 | | | | | | | 13216 | | | | 659 | 00300 | 13216 | CY | TOPSOIL | |
| | | | | | | | 2181 | | | | | | | 2181 | | | | 659 | 00301 | 2181 | CY | TOPSOIL, AS PER PLAN | 1804 |
| | | | | | | | 37445 | | | | | | | 37445 | | | | 659 | 00501 | 37445 | SY | SEEDING AND MULCHING, CLASS 1, AS PER PLAN | 1797 |
| | | | | | | | 62571 | | | | | | | 62571 | | | | 659 | 00511 | 62571 | SY | SEEDING AND MULCHING, CLASS 2, AS PER PLAN | 1797 |
| | | | | | | | 38510 | | | | | | | 38510 | | | | 659 | 00581 | 8 38510 | SY | SEEDING AND MULCHING, CLASS 5B, AS PER PLAN | 1797 |
| | | 8 6926 | | | | | | | | | | | | 8 6926 | | | | 659 | 14000 | 8 6926 | SY | REPAIR SEEDING AND MULCHING | |
| | | 6926 | | | | | | | | | | | | 6926 | | | | 659 | 15000 | 6926 | SY | INTER-SEEDING | |
| | | 19.32 | | | | | | | | | | | | 19.32 | | | | 659 | 20000 | 19.32 | TON | COMMERCIAL FERTILIZER | |
| | | 28.62 | | | | | | | | | | | | 28.62 | | | | 659 | 31000 | 28.62 | ACRE | LIME | |
| | | 767 | | | | | | | | | | | | 767 | | | | 659 | 35000 | 767 | MGAL | WATER | |
| | | 4 750 | 10 | | | | | | | | | | | 10 750 | | | | 659 | 40000 | 10 750 | MSF | MOWING | |
| | | | | | 19901 | | | | | | | | | 19901 | | | | 670 | 00500 | 19901 | SY | SLOPE EROSION PROTECTION | |
| | | | | | 1262 | | | | | | | | | 1262 | | | | 670 | 00720 | 1262 | SY | DITCH EROSION PROTECTION MAT, TYPE B | |
| | | | | | | | | | | | | | | LS | | | | 832 | 15000 | LS | | STORM WATER POLLUTION PREVENTION PLAN | |

GENERAL SUMMARY - 2

DESIGN AGENCY

Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 404 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-02 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 10:27:41 AM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOTDistrict12\82382400-Engineering\Roadway\Sheets\82382_GG001.dgn

| SHEET NUMBER | | | | | | | | | | | | | | | PARTICIPATION | | | ALT (X) | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET |
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| 122 | 427 | 429 | 442 | 447 | 457 | 459 | | | | | | | | | 01/IMS /04 | 02/IMS /10 | 03/IMS /08 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | **EROSION CONTROL (CONT.)** | |
| | | | | | | | | | | | | | | | LS | | | | 832 | 15002 | LS | | STORM WATER POLLUTION PREVENTION INSPECTIONS | |
| | | | | | | | | | | | | | | | LS | | | | 832 | 15010 | LS | | STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE | |
| | | | | | | | | | | | | | | | 2400000 | | | | 832 | 30000 | 2400000 | EACH | EROSION CONTROL | |
| | | | | | | 31 | | | | | | | | | 31 | | | | 836 | 10000 | 31 | SY | SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1 | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | **ENVIRONMENTAL/REMEDIATION** | |
| | 4 | 755 | | | | | | | | | | | | | 755 | | | | SPECIAL | 690E65000 | 755 | TON | WORK INVOLVING NON-REGULATED MATERIALS | 78 |
| | | 7550 | | | | | | | | | | | | | 7550 | | | | SPECIAL | 690E65016 | 7550 | TON | WORK INVOLVING PETROLEUM CONTAMINATED SOIL | 78 |
| | | 105000 | | | | | | | | | | | | | 105000 | | | | SPECIAL | 690E65022 | 105000 | GAL | WORK INVOLVING NON-REGULATED WATER | 78 |
| | | 42000 | | | | | | | | | | | | | 42000 | | | | SPECIAL | 690E65024 | 42000 | GAL | WORK INVOLVING REGULATED WATER | 78 |
| | | LS | | | | | | | | | | | | | LS | | | | SPECIAL | 690E98400 | LS | | WORK INVOLVING ASBESTOS CONTAINING MATERIALS (CARNEGIE AVENUE, CUY-90-1692, SFN 1807897) | 77 |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | LS | | | | | | | | | | | | | LS | | | | SPECIAL | 690E98400 | LS | | WORK INVOLVING ASBESTOS CONTAINING MATERIALS (E. 22ND STREET, CUY-90-1676, SFN 1807838) | 77 |
| | | LS | | | | | | | | | | | | | LS | | | | SPECIAL | 690E98400 | LS | | WORK INVOLVING ASBESTOS CONTAINING MATERIALS (E5, CUY-90-1640, SFN 1807773) | 77 |
| | | LS | | | | | | | | | | | | | LS | | | | SPECIAL | 690E98400 | LS | | WORK INVOLVING ASBESTOS CONTAINING MATERIALS (E6, CUY-77-1593, SFN 1806939) | 77 |
| | | LS | | | | | | | | | | | | | LS | | | | SPECIAL | 690E98400 | LS | | WORK INVOLVING ASBESTOS CONTAINING MATERIALS (E7, CUY-77-1597L, SFN 1807919) | 77 |
| | | LS | | | | | | | | | | | | | LS | | | | SPECIAL | 690E98400 | LS | | WORK INVOLVING ASBESTOS CONTAINING MATERIALS (E8, CUY-90-1651L, SFN 1807900) | 77 |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | LS | | | | | | | | | | | | | LS | | | | SPECIAL | 690E98400 | LS | | WORK INVOLVING ASBESTOS CONTAINING MATERIALS (E9, CUY-90-1651R, SFN 1807803) | 77 |
| | | LS | | | | | | | | | | | | | LS | | | | SPECIAL | 690E98400 | LS | | WORK INVOLVING ASBESTOS CONTAINING MATERIALS (E10, CUY-E14TH-0002SN, SFN 1806912) | 77 |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | **DRAINAGE** | |
| | | | 8.5 | | | | | | | | | | | | 8.5 | | | | 602 | 20000 | 8.5 | CY | CONCRETE MASONRY | |
| | | | | | 25609 | | | | | | | | | | 25609 | | | | 605 | 11110 | 25609 | FT | 6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC | |
| | 3700 | | | | | | | | | | | | | | 3700 | | | | 605 | 11111 | 3700 | FT | 6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC, AS PER PLAN | 79 |
| | 5200 | | | | | | | | | | | | | | 5200 | | | | 605 | 12211 | 5200 | FT | 6" DEEP PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC, AS PER PLAN | 79 |
| | | | | | 2236 | | | | | | | | | | 2236 | | | | 605 | 13300 | 2236 | FT | 6" UNCLASSIFIED PIPE UNDERDRAINS | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | 40888 | | | | | | | | | | 40888 | | | | 605 | 14020 | 40888 | FT | 6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC | |
| | 400 | | | | | | | | | | | | | | 400 | | | | 611 | 01400 | 400 | FT | 6" CONDUIT, TYPE E | |
| | | | | | 3620 | | | | | | | | | | 3620 | | | | 611 | 01500 | 3620 | FT | 6" CONDUIT, TYPE F | |
| 3386 | 6 | | | | | | | | | | | | | | 3386 | 6 | | | 611 | 04400 | 6 3386 | FT | 12" CONDUIT, TYPE B | |
| | 2400 | 4 | | 3431 | | | | | | | | | | 4 | 5831 | | | | 611 | 3 04401 | 5831 | 4 FT | 3 12" CONDUIT, TYPE B, AS PER PLAN 2, 706.08 & 706.12 | 1163 |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 240 | 4 | | | | | | | | | 4 | 240 | | | | 611 | 3 04401 | 240 | 4 FT | 3 12" CONDUIT, TYPE B, AS PER PLAN 2, 748.01 | 1163 |
| | | | 5 | | | | | | | | | | | | 5 | | | | 611 | 04600 | 5 | FT | 12" CONDUIT, TYPE C | |
| | | | | 184 | 4 | | | | | | | | | 4 | 184 | | | | 611 | 3 04601 | 184 | 4 FT | 3 12" CONDUIT, TYPE C, AS PER PLAN 2, 706.08 & 706.12 | 1163 |
| 6 | | | 46 | | | | | | | | | | | | 46 | | | | 611 | 04900 | 46 | FT | 12" CONDUIT, TYPE D | |
| 130 | | 6 | 2847 | | | | | | | | | | | 6 | 2977 | | | | 611 | 05900 | 6 2977 | FT | 15" CONDUIT, TYPE B | |
| | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 193 | | | | | | | | | | | | 193 | | | | 611 | 05900 | 193 | FT | 15" CONDUIT, TYPE B, 706.02, CLASS V | |
| 1 | | | 774 | 6 | | | | | | | | | | | 774 | | | | 611 | 05901 | 6 774 | FT | 15" CONDUIT, TYPE B, AS PER PLAN | 1163 |
| | 200 | | 1158 | 8 | | | | | | | | | | 6 | 1358 | 8 | | | 611 | 3 05901 | 1358 | 8 FT | 3 15" CONDUIT, TYPE B, AS PER PLAN 2, 706.08 & 706.12 | 1163 |
| | | | 30 | | | | | | | | | | | | 30 | | | | 611 | 05901 | 30 | FT | 15" CONDUIT, TYPE B, AS PER PLAN 2, 748.01 | 1163 |
| 4 | | 6 | 2509 | | | | | | | | | | | 6 | 2509 | | | | 611 | 06100 | 6 2509 | FT | 15" CONDUIT, TYPE C | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 51 | | | | | | | | | | | | 51 | | | | 611 | 06101 | 4 51 | FT | 15" CONDUIT, TYPE C, AS PER PLAN | 1163 |
| | | | 4 | 190 | 6 | | | | | | | | | 4 | 190 | 6 | | | 611 | 3 06101 | 190 | 6 FT | 3 15" CONDUIT, TYPE C, AS PER PLAN 2, 706.08 & 706.12 | 1163 |
| 6 | | | 134 | | | | | | | | | | | | 134 | | | | 611 | 06700 | 134 | FT | 15" CONDUIT, TYPE F, 707.05 TYPE C, 707.21, OR 707.33 | |
| 54 | | | 742 | | | | | | | | | | | 6 | 796 | | | | 611 | 07400 | 6 796 | FT | 18" CONDUIT, TYPE B | |
| | | | 19 | | | | | | | | | | | | 19 | | | | 611 | 07400 | 19 | FT | 18" CONDUIT, TYPE B, 707.35 | |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 5 | | | | | | | | | | | 5 | | | | 611 | 07401 | 5 | FT | 18" CONDUIT, TYPE B, AS PER PLAN 2, 706.08 & 706.12 | 1163 |
| | | | 228 | | | | | | | | | | | | 228 | | | | 611 | 07600 | 228 | FT | 18" CONDUIT, TYPE C | |
| | | | 138 | | | | | | | | | | | | 138 | | | | 611 | 08200 | 138 | FT | 18" CONDUIT, TYPE F, 707.05 TYPE C, 707.21, OR 707.33 | |
| 6 | | 6 | 479 | 5 | | | | | | | | | | | 484 | | | | 611 | 08900 | 6 484 | FT | 21" CONDUIT, TYPE B | |
| 54 | | | 466 | | | | | | | | | | | 6 | 520 | | | | 611 | 10400 | 520 | FT | 24" CONDUIT, TYPE B | |
| | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 225 | | | | | | | | | | | | 225 | | | | 611 | 10400 | 225 | FT | 24" CONDUIT, TYPE B, 706.02, CLASS V | |
| | | | | 5 | | | | | | | | | | | 5 | | | | 611 | 3 10401 | 5 | FT | 3 24" CONDUIT, TYPE B, AS PER PLAN 2, 706.08 & 706.12 | 1163 |
| | | | 257 | | | | | | | | | | | | 257 | | | | 611 | 10600 | 257 | FT | 24" CONDUIT, TYPE C | |
| | | | 65 | | | | | | | | | | | | 65 | | | | 611 | 11900 | 65 | FT | 27" CONDUIT, TYPE B | |
| | | | 147 | | | | | | | | | | | | 147 | | | | 611 | 13400 | 147 | FT | 30" CONDUIT, TYPE B | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 197 | | | | | | | | | | | | 197 | | | | 611 | 13600 | 197 | FT | 30" CONDUIT, TYPE C | |
| | | | | 626 | 2 | | | | | | | | | 2 | 626 | | | | 611 | 3 25201 | 626 | 2 FT | 3 66" CONDUIT, TYPE B, AS PER PLAN 2, 706.02 & 706.11 | 1163 |
| | | | 472 | | | | | | | | | | | | 472 | | | | 611 | 52902 | 472 | FT | 34" X 53" CONDUIT, TYPE B, 706.04 | |
| 2 | | | 90 | | | | | | | | | | | | 90 | | | | 611 | 96600 | 90 | FT | CONDUIT, BORED OR JACKED, 15" TYPE B | 78 |
| | | | | 90 | | | | | | | | | | | 90 | | | | 611 | 96600 | 90 | FT | CONDUIT, BORED OR JACKED, 66" TYPE B 6 | 78 |



CUY-90-16.28 (CCG3A)
MODEL: Sheet-03 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:32:49 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GG001.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 405 TOTAL 2696

| SHEET NUMBER | | | | | | | | | | | | | | PARTICIPATION | | | ALT (X) | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 122 | 427 | 435 | 442 | 443 | 447 | 457 | 470 | 1399 | | | | | | 01/IMS /04 | 02/IMS /10 | 03/IMS /08 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | ***DRAINAGE (CONT.)*** | |
| | | | | | 246 | | | | | | | | | 246 | | | | 611 | 96600 | 246 | FT | CONDUIT, BORED OR JACKED, 66" TYPE C (6) | 78 |
| | | | 7 | | | | | | | | | | | 7 | | | | 611 | 98150 | 7 | EACH | CATCH BASIN, NO. 3 | |
| | | | | | 33 | | | | | | | | | 33 | | | | 611 | 98151 | 33 | EACH | CATCH BASIN, NO. 3, AS PER PLAN | 1169 |
| | | | 10 | | | | | | | | | | | 10 | | | | 611 | 98180 | 10 | EACH | CATCH BASIN, NO. 3A | |
| | 4 | | | | 37 | | | | | | | | | 41 | | | | 611 | 98181 | 41 | EACH | CATCH BASIN, NO. 3A, AS PER PLAN | 1168 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | 5 | | | | | | | | | | | 6 | | | | 611 | 98370 | 6 | EACH | CATCH BASIN, NO. 6 | |
| | | | 3 | | | | | | | | | | | 3 | | | | 611 | 98371 | 3 | EACH | CATCH BASIN, NO. 6, AS PER PLAN | 1166 |
| | | | 2 | | 1 | | | | | | | | | 3 | | | | 611 | 98371 | 3 | EACH | CATCH BASIN, NO. 6, AS PER PLAN 2 | 1163 |
| | | | 1 | | | | | | | | | | | 1 | | | | 611 | 98371 | 1 | EACH | CATCH BASIN, NO. 6, AS PER PLAN 3 | 1172 |
| | | | 8 | | | | | | | | | | | 8 | | | | 611 | 98410 | 8 | EACH | CATCH BASIN, NO. 8 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 2 | 1 | | | | | | | | | 3 | | | | 611 | 98411 | 3 | EACH | CATCH BASIN, NO. 8, AS PER PLAN 2 | 1163 |
| | | | | 1 | | | | | | | | | | 1 | | | | 611 | 98450 | 1 | EACH | CATCH BASIN, NO. 2-2A | |
| (6) | | | | | 1 | | | | | | | | (6) | 1 | | | | 611 | 98451 | 1 | EACH | CATCH BASIN, NO. 2-2A, AS PER PLAN 2 | 1163 |
| 13 | | | | 7 | | | | | | | | | 6 | 20 | | | | 611 | 98470 (6) | 20 | EACH | CATCH BASIN, NO. 2-2B | |
| | 4 | | | (6) | 6 | | | | | | | | | 10 | | | | 611 | 98471 | 10 | EACH | CATCH BASIN, NO. 2-2B, AS PER PLAN | 1171 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | 4 | | | | | | | | | 5 | | | | 611 | 98471 | 5 | EACH | CATCH BASIN, NO. 2-2B, AS PER PLAN 2 | 1163 |
| | | | | 6 | | | | | | | | | | 6 | | | | 611 | 98504 | 6 | EACH | CATCH BASIN, NO. 2-2C | |
| | | | | 2 | | | | | | | | | | 2 | | | | 611 | 98511 | 2 | EACH | CATCH BASIN, NO. 2-3, AS PER PLAN 2 | 1163 |
| | | | | | 2 | | | | | | | | | 2 | | | | 611 | 98630 | 2 | EACH | CATCH BASIN ADJUSTED TO GRADE | |
| | | | | | 1 | | | | | | | | | 1 | | | | 611 | 98634 | 1 | EACH | CATCH BASIN RECONSTRUCTED TO GRADE | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 8 | | | | | | | | | | 8 | | | | 611 | 99100 | 8 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1 | |
| | | | | 1 | | | | | | | | | | 1 | | | | 611 | 99104 | 1 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C | |
| | | | | 4 | | | | | | | | | | 4 | | | | 611 | 99110 | 4 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1 | |
| | | | | 5 | | | | | | | | | | 5 | | | | 611 | 99111 | 5 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1, AS PER PLAN | 1173 |
| | | | | 9 | | | | | | | | | | 9 | | | | 611 | 99114 | 9 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 3 | | | | | | | | | | 3 | | | | 611 | 99115 | 3 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN | 1164 |
| | | | | 1 | | | | | | | | | | 1 | | | | 611 | 99115 | 1 | EACH | INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN 2 | 1163 |
| 15 | | | | 22 | | | | | | | | | | 37 | | | | 611 | 99574 | 37 | EACH | MANHOLE, NO. 3 | |
| | 4 | | | (4) | 27 | (8) | | | | | | | (4) | 31 | (8) | | | 611 | 99575 (4) | 31 | (8) EACH | MANHOLE, NO. 3, AS PER PLAN | 1170 |
| | | | | 5 | 5 | | | | | | | | | 10 | | | | 611 | 99575 | 10 | EACH | MANHOLE, NO. 3, AS PER PLAN 2 | 1163 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 5 | | | | | | | | | | 5 | | | | 611 | 99575 | 5 | EACH | MANHOLE, NO. 3, AS PER PLAN 3 | 1163 |
| | | | | 1 | | | | | | | | | | 1 | | | | 611 | 99586 | 1 | EACH | MANHOLE, NO. 3 WITH 108" BASE I.D. AND 12" WEIR | |
| (6) | (10) | 29 | | 3 | 16 | | | | | | | | (10) | 48 | | | | 611 | 99654 (10) | 48 | EACH | MANHOLE ADJUSTED TO GRADE | |
| | | | | | | | | | 2 | | | | | 2 | | | | 611 | 99655 | 2 | EACH | MANHOLE ADJUSTED TO GRADE, AS PER PLAN, WATER MANHOLE | 1384 |
| | | | | 1 | 1 | (2) | | | | | | | (2) | 2 | | | | 611 | 99660 (2) | 2 | EACH | MANHOLE RECONSTRUCTED TO GRADE | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 2 | | | | | | | | | 2 | | | | 611 | 99661 | 2 | EACH | MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN | 1163 |
| (6) | | | | 2 | 1 | | | | | | | | | 3 | | | | 611 | 99661 | 3 | EACH | MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN 2 | 1163 |
| | | | | | | 7 | | | | | | | | 7 | | | | 611 | 99710 | 7 | EACH | PRECAST REINFORCED CONCRETE OUTLET | |
| | 10000 | | | | | | | | | | | | | 10000 | | | | SPECIAL | 611E99820 | 10000 | LB | MISCELLANEOUS METAL | 80 |
| | | | | 3 | | | | | | | | | | 3 | | | | 611 | 99900 | 3 | EACH | DRAINAGE STRUCTURE, MISC.: FLOW RESTRICTOR OUTLET | 1161 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 488 | | | | 501 | | | | | | | | | | 989 | | | | 839 | 29000 | 989 | FT | TRENCH DRAIN, TYPE A WITH STANDARD GRATE | |
| | | | | 1 | | | | | | | | | | 1 | | | | 895 | 10040 | 1 | EACH | MANUFACTURED WATER QUALITY STRUCTURE, TYPE 4 | 79 |
| | | | | | 459 | | | | | | | | | 459 | | | | 899 | 10001 | 459 | FT | CURED-IN-PLACE PIPE LINER, AS PER PLAN, NO. 6 EGG-SHAPED | 1365 |
| | | | | | 656 | | | | | | | | | 656 | | | | 899 | 10001 | 656 | FT | CURED-IN-PLACE PIPE LINER, AS PER PLAN, NO. 7 EGG-SHAPED | 1365 |
| | | | | | 413 | | | | | | | | | 413 | | | | 899 | 10001 | 413 | FT | CURED-IN-PLACE PIPE LINER, AS PER PLAN, NO. 10 EGG-SHAPED | 1365 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 270 | | | | | | | | | 270 | | | | 899 | 10001 | 270 | FT | CURED-IN-PLACE PIPE LINER, AS PER PLAN, NO. 11 EGG-SHAPED | 1365 |
| | | | | | 595 | | | | | | | | | 595 | | | | 899 | 10001 | 595 | FT | CURED-IN-PLACE PIPE LINER, AS PER PLAN, NO. 12 EGG-SHAPED | 1365 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | ***PAVEMENT*** | |
| | 480 | | | | | | | | | | | | | 480 | | | | 251 | 01030 | 480 | CY | PARTIAL DEPTH PAVEMENT REPAIR (442) | 80 |
| | 400 | | | | | | | | | | | | | 400 | | | | 251 | 01031 | 400 | CY | PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN | 80 |
| | | | | | | | 1000 | | | | | | | 1000 | | | | 252 | 01500 | 1000 | FT | FULL DEPTH PAVEMENT SAWING | |
| | 64786 | | | | | | | | | | | | | 64786 | | | | 254 | 01000 | 64786 | SY | PAVEMENT PLANING, ASPHALT CONCRETE (1.5") | |
| | 38540 | | | | | | | | | | | | | 38540 | | | | 254 | 01000 | 38540 | SY | PAVEMENT PLANING, ASPHALT CONCRETE (3") | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | 56010 | | | | | | 15080 | | | | | | | 71090 | | | | 254 | 01000 | 71090 | SY | PAVEMENT PLANING, ASPHALT CONCRETE (3.25") | |
| | 2800 | | | | | | | | | | | | | 2800 | | | | 255 | 11001 | 2800 | SY | FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN A | 80 |
| | 2800 | | | | | | | | | | | | | 2800 | | | | 255 | 11001 | 2800 | SY | FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN B | 80 |
| | 3850 | | | | | | | | | | | | | 3850 | | | | 255 | 11001 | 3850 | SY | FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN C | 80 |
| | | | | | | | 54 | | | | | | | 54 | | | | 301 | 56000 | 54 | CY | ASPHALT CONCRETE BASE, PG64-22, (449) | |

GENERAL SUMMARY - 4

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 406 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-04 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:32:52 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GG001.dgn

| SHEET NUMBER | | | | | | | | | | | | | | PARTICIPATION | | | ALT (X) | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 427 | 428 | 429 | 443 | 470 | 1399 | 1839 | | | | | | | | 01/IMS /04 | 02/IMS /10 | 03/IMS /08 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **PAVEMENT (CONT.)** | |
| | | | 4 | 20962 | 6 | | | | | | | | | 4 20962 | 6 | | | 302 | 56000 | 4 20962 | 6 CY | ASPHALT CONCRETE BASE, PG64-22, (449) | |
| | | | | 24305 | | | | | | | | | | 24305 | | | | 304 | 20000 | 24305 | CY | AGGREGATE BASE | |
| | | | | 36513 | | | | | | | | | | 36513 | | | | 305 | 13011 | 36513 | SY | 9" CONCRETE BASE, CLASS QC 1P, AS PER PLAN | 80 |
| 14303 | | | | 21895 | 6 | | | | | | | | | 36198 | 6 | | | 407 | 20000 | 36198 | 6 GAL | NON-TRACKING TACK COAT | |
| 1340 | | | | 1262 | | | | | | | | | | 2602 | | | | 441 | 50101 | 2602 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 1870 | | | | 1773 | | | | | | | | | | 3643 | | | | 441 | 50300 | 3643 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) | |
| | | | 4 | 12 | | | | | | | | | | 4 12 | | | | 441 | 4 70000 | 12 | CY 4 | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22 | |
| | | | | 76 | | | | | | | | | | 76 | | | | 441 | 70201 | 76 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), AS PER PLAN, PG64-22 | 80 |
| | | | | 40 | | | | | | | | | | 40 | | | | 441 | 70500 | 40 | CY | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS) | |
| | | | | 55 | | | | | | | | | | 55 | | | | 441 | 70700 | 55 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449), (DRIVEWAYS) | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 7043 | | | | | | | | | | 7043 | | | | 442 | 00100 | 7043 | CY | ANTI-SEGREGATION EQUIPMENT | |
| 2330 | | | | 3971 | | | | | | | | | | 6301 | | | | 442 | 10001 | 6301 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M | 80 |
| 2720 | | | | 4756 | | | | | | | | | | 7476 | | | | 442 | 10100 | 7476 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446) | |
| 64 | | | | | | | | | | | | | | 64 | | | | 442 | 22101 | 64 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449), AS PER PLAN, PG70-22M | 85 |
| | | | 4 | 715 | | | | | | | | | | 4 715 | | | | 451 | 16011 | 4 715 | SY | 12" REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN | 80 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 6 | 1015 | | | | | | | | 6 1015 | | | | 451 | 20000 | 6 1015 | SY | REINFORCED CONCRETE PAVEMENT, MISC.: INTEGRALLY COLORED CONCRETE CROSSWALK | 1825 |
| | | | | 61.00 | | | | | | | | | | 61.00 | | | | SPECIAL | 451E31000 | 61.00 | FT | PRESSURE RELIEF JOINT, TYPE B | 80 |
| | | | | 337 | | | | | | | | | | 337 | | | | 452 | 09010 | 337 | SY | 4" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | |
| | | | | 1231 | | | | | | | | | | 1231 | | | | 452 | 12010 | 1231 | SY | 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | |
| | | | 4 | 15565 | | | | | | | | | | 4 15565 | | | | 452 | 14010 | 4 15565 | SY | 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 775 | | | | | | | | | | | | | | 775 | | | | 452 | 14011 | 775 | SY | 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN | 80 |
| | | | | 51 | | | | | | | | | | 51 | | | | 609 | 12000 | 51 | FT | COMBINATION CURB AND GUTTER, TYPE 2 | |
| | | | 4 | 2172 | | | | | | | | | | 4 2172 | | | | 609 | 14000 | 4 2172 | FT | CURB, TYPE 2-A | |
| | | | | 67 | | | | | | | | | | 67 | | | | 609 | 24000 | 67 | FT | CURB, TYPE 4-A | |
| | | | | 1766 | | | | | | | | | | 1766 | | | | 609 | 24510 | 1766 | FT | CURB, TYPE 4-C | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 750 | | | 4 | 14577 | | | | | | | | | | 4 15327 | | | | 609 | 26000 | 4 15327 | FT | CURB, TYPE 6 | |
| | | | | 46 | | | | | | | | | | 46 | | | | 609 | 33200 | 46 | FT | CURB, TYPE 10-B | |
| | | | | 366 | | | | | | | | | | 366 | | | | 609 | 72000 | 366 | SY | CONCRETE MEDIAN | |
| 8 | 1.28 | | | | | | | | | | | | | 1.28 | | | | 618 | 40600 | 1.28 | MILE | RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) | 76 |
| | | 280 | | | | | | | | | | | | 280 | | | | SPECIAL | 690E98700 | 280 | CY | SURCHARGE FOR CLASS MS CONCRETE | 87 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **WATER WORK** | |
| | | | | 8 4220 | | | | | | | | | | 8 4220 | | | | 202 | 98200 | 4220 | 8 FT | REMOVAL MISC.: WATER MAIN REMOVED 24" AND UNDER | 1376 |
| | | | | 476 | | | | | | | | | | 476 | | | | 202 | 98200 | 476 | FT | REMOVAL MISC.: WATER MAIN REMOVED OVER 24" | 1376 |
| | | | 71 | | | | | | | | | | | 71 | | | | 638 | 06713 | 71 | FT | 30" STEEL PIPE ENCASEMENT, OPEN CUT, AS PER PLAN | 1163 |
| | | | | 15 | | | | | | | | | | 15 | | | | 638 | 10701 | 15 | EACH | FIRE HYDRANT REMOVED AND DISPOSED OF, AS PER PLAN | 1376 |
| | | | | 49 | | | | | | | | | | 49 | | | | 638 | 10801 | 49 | EACH | VALVE BOX ADJUSTED TO GRADE, AS PER PLAN | 1384 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | 1 | | | | 638 | 11201 | 1 | EACH | METER, SETTING, STOP AND CHAMBER, AS PER PLAN (CLEVELAND WATER) | 1428 |
| | | | | 8 951 | | | | | | | | | | 8 951 | | | | SPECIAL | 638E20172 | 951 | 8 FT | 12" WATER MAIN DIP CLASS 52 BOLTLESS RESTRAINED JOINTS AND FITTINGS (CLEVELAND WATER) | 1376 |
| | | | | 670 | | | | | | | | | | 670 | | | | SPECIAL | 638E20174 | 670 | FT | 12" WATER MAIN DIP CLASS 52 PUSH ON JOINTS AND FITTINGS (CLEVELAND WATER) | 1376 |
| | | | | 289 | | | | | | | | | | 289 | | | | SPECIAL | 638E20292 | 289 | FT | 24" WATER MAIN DIP CLASS 52 BOLTLESS RESTRAINED JOINTS AND FITTINGS (CLEVELAND WATER) | 1378 |
| | | | | 252 | | | | | | | | | | 252 | | | | SPECIAL | 638E20294 | 252 | FT | 24" WATER MAIN DIP CLASS 52 PUSH ON JOINTS AND FITTINGS (CLEVELAND WATER) | 1378 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 291 | | | | | | | | | | 291 | | | | SPECIAL | 638E20336 | 291 | FT | 30" WATER MAIN DIP CLASS 52 BOLTLESS RESTRAINED JOINTS AND FITTINGS (CLEVELAND WATER) | 1378 |
| | | | | 1225 | | | | | | | | | | 1225 | | | | SPECIAL | 638E20338 | 1225 | FT | 30" WATER MAIN DIP CLASS 52 PUSH ON JOINTS AND FITTINGS (CLEVELAND WATER) | 1378 |
| | | | | 40 | | | | | | | | | | 40 | | | | SPECIAL | 638E20480 | 40 | FT | 48" STEEL PIPE ENCASEMENT, BORED OR JACKED (CLEVELAND WATER) | 1385 |
| | | | | 2 | | | | | | | | | | 2 | | | | SPECIAL | 638E20580 | 2 | EACH | 10" CUTTING IN SLEEVE (CLEVELAND WATER) | 1383 |
| | | | | 5 | | | | | | | | | | 5 | | | | SPECIAL | 638E20586 | 5 | EACH | 12" GATE VALVE WITH VALVE BOX (CLEVELAND WATER) | 1381 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 4 | | | | | | | | | | 4 | | | | SPECIAL | 638E20596 | 4 | EACH | 12" CUTTING IN SLEEVE (CLEVELAND WATER) | 1383 |
| | | | | 8 4 | | | | | | | | | | 8 4 | | | | SPECIAL | 638E20598 | 4 | 8 EACH | 12" CUTTING IN SLEEVE, VALVE WITH VALVE BOX (CLEVELAND WATER) | 1383 |
| | | | | 3 | | | | | | | | | | 3 | | | | SPECIAL | 638E20746 | 3 | EACH | 2" AIR RELEASE VALVE WITH VALVE BOX (CLEVELAND WATER) | 1383 |
| | | | | 14 | | | | | | | | | | 14 | | | | SPECIAL | 638E20750 | 14 | EACH | 6" FIRE HYDRANT, COMPLETE (CLEVELAND WATER) | 1383 |
| | | | | 1 | | | | | | | | | | 1 | | | | SPECIAL | 638E20762 | 1 | EACH | FIRE HYDRANT SERVICE LINE EXTENDED AND ADJUSTED TO GRADE (CLEVELAND WATER) | 1419 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 177 | | | | | | | | | | 177 | | | | SPECIAL | 638E20770 | 177 | FT | 1" COPPER WATER SERVICE LINE (CLEVELAND WATER) | 1384 |
| | | | | 587 | | | | | | | | | | 587 | | | | SPECIAL | 638E20794 | 587 | FT | REMOVE WATER SERVICE CONNECTION (CLEVELAND WATER) | 1376 |
| | | | | 10 | | | | | | | | | | 10 | | | | SPECIAL | 638E20842 | 10 | FT | EXTEND 1-1/2" COPPER WATER SERVICE CONNECTION (CLEVELAND WATER) | 1418 |
| | | | | 31 | | | | | | | | | | 31 | | | | SPECIAL | 638E20844 | 31 | FT | INSTALL 1-1/2" COPPER WATER SERVICE CONNECTION (CLEVELAND WATER) | 1384 |
| | | | | 4 | | | | | | | | | | 4 | | | | SPECIAL | 638E20894 | 4 | EACH | 1" CORPORATION STOP (CLEVELAND WATER) | 1384 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 2 | | | | | | | | | | 2 | | | | SPECIAL | 638E20896 | 2 | EACH | 1-1/2" CORPORATION STOP (CLEVELAND WATER) | 1384 |
| | | | | 1 | | | | | | | | | | 1 | | | | SPECIAL | 638E21002 | 1 | EACH | INSTALL 1" METER SETTING, COMPLETE (CLEVELAND WATER) | 1384 |
| | | | | 3 | | | | | | | | | | 3 | | | | 638 | 98000 | 3 | EACH | WATER WORK, MISC.: 12" EXPANSION VALVE (BRIDGE) | 1378 |

GENERAL SUMMARY - 5

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 407 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-05 PAPERSIZE: 34x22 (In.) DATE: 11/6/2025 TIME: 11:32:54 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Roadway\Sheets\82382_GG001.dgn

| SHEET NUMBER | | | | | | | | | | | | | | PARTICIPATION | | | ALT (X) | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 428 | 1399 | 1400 | 1688 | 1689 | | | | | | | | | | 01/IMS /04 | 02/IMS /10 | 03/IMS /08 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **WATER WORK (CONT.)** | |
| | 2 | | | | | | | | | | | | | 2 | | | | 638 | 98000 | 2 | EACH | WATER WORK, MISC.: 24" EXPANSION VALVE (BRIDGE) | 1380 |
| | 3 | | | | | | | | | | | | | 3 | | | | 638 | 98000 | 3 | EACH | WATER WORK, MISC.: 24" VALVE ASSEMBLY COMPLETE (CLEVELAND WATER) | 1381 |
| | 1 | | | | | | | | | | | | | 1 | | | | 638 | 98000 | 1 | EACH | WATER WORK, MISC.: 30" CUTTING IN SLEEVE (CLEVELAND WATER) | 1380 |
| 2 | 2 | | | | | | | | | | | | | 2 | | | | 638 | 98000 | 2 | EACH | WATER WORK, MISC.: 30" VALVE ASSEMBLY COMPLETE (CLEVELAND WATER) | 1381 |
| | 2 | | | | | | | | | | | | | 2 | | | | 638 | 98000 | 2 | EACH | WATER WORK, MISC.: 36" CUTTING IN SLEEVE (CLEVELAND WATER) | 1380 |
| 300000 | | | | | | | | | | | | | | 300000 | | | | 638 | 98000 | 300000 | EACH | WATER WORK, MISC.: CLEVELAND WATER DEPARTMENT CHARGES | 1374 |
| | 3 | | | | | | | | | | | | | 3 | | | | 638 | 98000 | 3 | EACH | WATER WORK, MISC.: CONCRETE PIER | 1426 |
| | 2 | | | | | | | | | | | | | 2 | | | | 638 | 98000 | 2 | EACH | WATER WORK, MISC.: SLEEVE FOR ABUTMENT WALL - 12" DIP LINE (CLEVELAND WATER) | 1429 |
| | 2 | | | | | | | | | | | | | 2 | | | | 638 | 98000 | 2 | EACH | WATER WORK, MISC.: SLEEVE FOR ABUTMENT WALL - 24" STEEL LINE (CLEVELAND WATER) | 1429 |
| | 2 | | | | | | | | | | | | | 2 | | | | 638 | 98000 | 2 | EACH | WATER WORK, MISC.: STEEL TO DIP TRANSITION (CLEVELAND WATER) | 1429 |
| | | 507 | | | | | | | | | | | | 507 | | | | 638 | 98600 | 507 | FT | WATER WORK, MISC.: 12" INSULATION FOR BRIDGE (CLEVELAND WATER) | 1381 |
| | | 354 | | | | | | | | | | | | 354 | | | | 638 | 98600 | 354 | FT | WATER WORK, MISC.: 24" INSULATION FOR BRIDGE (CLEVELAND WATER) | 1381 |
| | | 354 | | | | | | | | | | | | 354 | | | | 638 | 98600 | 354 | FT | WATER WORK, MISC.: 24" POLYURETHANE COATED CEMENT LINED STEEL | 1380 |
| | | | | | | | | | | | | | | | | | | | | | | **LIGHTING** | |
| | | | 2 | | | | | | | | | | | 2 | | | | 202 | 75704 | 2 | EACH | REMOVAL OF EXISTING CONTROL CENTER AND FOUNDATION | |
| | | | 2 | | | | | | | | | | | 2 | | | | 202 | 75800 | 2 | EACH | DISCONNECT EXISTING CIRCUIT | |
| | | | 12 | 154 | | | | | | | | | | 166 | | | | 625 | 00450 | 166 | EACH | CONNECTION, FUSED PULL APART | |
| | | | | 77 | | | | | | | | | | 77 | | | | 625 | 00460 | 77 | EACH | CONNECTION, UNFUSED PULL APART | |
| | | | 15 | | | | | | | | | | | 15 | | | | 625 | 00470 | 15 | EACH | CONNECTION, UNFUSED BOLTED | |
| | | | 123 | 84 | | | | | | | | | | 207 | | | | 625 | 00480 | 207 | EACH | CONNECTION, UNFUSED PERMANENT | |
| | | | 4 | | | | | | | | | | | 4 | | | | 625 | 10494 | 4 | EACH | LIGHT POLE, LOW MAST, ALM50 | |
| | | | 2 | | | | | | | | | | | 2 | | | | 625 | 10494 | 2 | EACH | LIGHT POLE, LOW MAST, ATLM50 | |
| | | | 8 | 42 | | | | | | | | | | 42 | | | | 625 | 10500 | 42 | EACH | LIGHT POLE, MISC.: 15' ROUND TAPERED FIBERGLASS STREETLIGHT | 1686 |
| | | | | 35 | | | | | | | | | | 35 | | | | 625 | 10500 | 35 | EACH | LIGHT POLE, MISC.: 30' ROUND TAPERED FIBERGLASS STREETLIGHT | 1686 |
| | | | | 32 | | | | | | | | | | 32 | | | | 625 | 10614 | 32 | EACH | LIGHT POLE ANCHOR BOLTS ON STRUCTURE | |
| | | | 1 | | | | | | | | | | | 1 | | | | 625 | 13500 | 1 | EACH | LIGHT TOWER, MISC.: BB80 MODIFIED FOR FAA TYPE L-810 OBSTRUCTION LIGHTING | 1685 |
| | | | 2 | | | | | | | | | | | 2 | | | | 625 | 13500 | 2 | EACH | LIGHT TOWER, MISC.: BB100 MODIFIED FOR FAA TYPE L-810 OBSTRUCTION LIGHTING | 1685 |
| | | | 1 | | | | | | | | | | | 1 | | | | 625 | 13500 | 1 | EACH | LIGHT TOWER, MISC.: BB110 MODIFIED FOR FAA TYPE L-810 OBSTRUCTION LIGHTING | 1685 |
| | | 2 | 3 | | | | | | | | | | | 3 | | | | 625 | 13500 | 3 | EACH | LIGHT TOWER, MISC.: BBB80 MODIFIED FOR FAA TYPE L-810 OBSTRUCTION LIGHTING | 1685 |
| | | | 8 | | | | | | | | | | | 8 | | | | 625 | 13500 | 8 | EACH | LIGHT TOWER, MISC.: BBB100 MODIFIED FOR FAA TYPE L-810 OBSTRUCTION LIGHTING | 1685 |
| 2 | | | 1 | | | | | | | | | | | 1 | | | | 625 | 13500 | 1 | EACH | LIGHT TOWER, MISC.: BBB120 MODIFIED FOR FAA TYPE L-810 OBSTRUCTION LIGHTING | 1685 |
| | | | 1 | | | | | | | | | | | 1 | | | | 625 | 13500 | 1 | EACH | LIGHT TOWER, MISC.: BBBB60 MODIFIED FOR FAA TYPE L-810 OBSTRUCTION LIGHTING | 1685 |
| | | | 1 | | | | | | | | | | | 1 | | | | 625 | 13500 | 1 | EACH | LIGHT TOWER, MISC.: BBBB90 MODIFIED FOR FAA TYPE L-810 OBSTRUCTION LIGHTING | 1685 |
| | | | 2 | | | | | | | | | | | 2 | | | | 625 | 13500 | 2 | EACH | LIGHT TOWER, MISC.: BBBB100 MODIFIED FOR FAA TYPE L-810 OBSTRUCTION LIGHTING | 1685 |
| | | | 1 | | | | | | | | | | | 1 | | | | 625 | 13500 | 1 | EACH | LIGHT TOWER, MISC.: TOWER LIGHTING RING WITH 4 LUMINAIRE MOUNTS | 1685 |
| | | | | 58 | | | | | | | | | | 58 | | | | 625 | 14000 | 58 | EACH | LIGHT POLE FOUNDATION, 24" X 6' DEEP | |
| | | | 2 | | | | | | | | | | | 2 | | | | 625 | 14200 | 2 | EACH | LIGHT POLE FOUNDATION, 24" X 10' DEEP | |
| | | | 4 | | | | | | | | | | | 4 | | | | 625 | 14307 | 4 | EACH | MEDIAN LIGHT POLE FOUNDATION, 10' DEEP, AS PER PLAN | 1685 |
| | | | 2 | | | | | | | | | | | 2 | | | | 625 | 15000 | 2 | EACH | LIGHT TOWER FOUNDATION, 36" X 15' DEEP | |
| | | | 10 | | | | | | | | | | | 10 | | | | 625 | 15100 | 10 | EACH | LIGHT TOWER FOUNDATION, 36" X 20' DEEP | |
| | | | 4 | | | | | | | | | | | 4 | | | | 625 | 15200 | 4 | EACH | LIGHT TOWER FOUNDATION, 36" X 25' DEEP | |
| | | | 1 | | | | | | | | | | | 1 | | | | 625 | 15400 | 1 | EACH | LIGHT TOWER FOUNDATION, 42" X 25' DEEP | |
| | | | 1 | | | | | | | | | | | 1 | | | | 625 | 15700 | 1 | EACH | LIGHT TOWER FOUNDATION, MISC.: 42" X 20' DEEP | 1685 |
| | | | 2 | | | | | | | | | | | 2 | | | | 625 | 15700 | 2 | EACH | LIGHT TOWER FOUNDATION, MISC.: 48" X 25' DEEP | 1685 |
| | | 4 | 41650 | 16375 | | | | | | | | | | 58025 | | | | 625 | 23200 | 58025 | FT | NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE | |
| | | | | 49428 | 10 | | | | | | | | | 49428 | | | | 625 | 23304 | 49428 | FT | NO. 8 AWG 600 VOLT DISTRIBUTION CABLE | |
| | | | | 159 | | | | | | | | | | 159 | | | | 625 | 23308 | 159 | FT | DISTRIBUTION CABLE, MISC.: NO. 4 / 0 AWG 2400 VOLT DISTRIBUTION CABLE | 1686 |
| | | | 900 | | | | | | | | | | | 900 | | | | 625 | 23400 | 900 | FT | NO. 10 AWG POLE AND BRACKET CABLE | |
| | | | | 4950 | | | | | | | | | | 4950 | | | | 625 | 23410 | 4950 | FT | NO. 12 AWG POLE AND BRACKET CABLE | |
| | | 4 | 13002 | | | | | | | | | | | 13002 | | | | 625 | 24320 | 13002 | FT | 1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES | |
| | | | | 1846 | 10 | | | | | | | | | 1846 | | | | 625 | 25012 | 1846 | FT | CONDUIT, 3/4", 725.051 | |
| | | | 1304 | 1123 | | | | | | | | | | 2427 | | | | 625 | 25300 | 2427 | FT | CONDUIT, 1-1/2", 725.04 | |
| | | | 116 | | | | | | | | | | | 116 | | | | 625 | 25404 | 116 | FT | CONDUIT, 2-1/2", 725.04 | |
| | | | | 8541 | | | | | | | | | | 8541 | | | | 625 | 25408 | 8541 | FT | CONDUIT, 2", 725.051 | |
| | | | 712 | | | | | | | | | | | 712 | | | | 625 | 25504 | 712 | FT | CONDUIT, 3", 725.051 | |
| | | | | 43 | | | | | | | | | | 43 | | | | 625 | 25802 | 43 | FT | CONDUIT, CONCRETE ENCASED, 2", 725.051 | |
| | | | | 132 | | | | | | | | | | 132 | | | | 625 | 25803 | 132 | FT | CONDUIT, CONCRETE ENCASED, AS PER PLAN (2-2" CONDUIT, 725.051) | 1686 |
| | | | | 1974 | | | | | | | | | | 1974 | | | | 625 | 25803 | 1974 | FT | CONDUIT, CONCRETE ENCASED, AS PER PLAN (4-2" CONDUIT, 725.051) | 1686 |
| | | 4 | 7218 | | | | | | | | | | | 7218 | | | | 625 | 25902 | 7218 | FT | CONDUIT, JACKED OR DRILLED, 725.04, 3" | |

GENERAL SUMMARY - 6

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 408 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-06 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:32:56 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GG001.dgn

| SHEET NUMBER | | | | | | | | | | | | | | PARTICIPATION | | | ALT (X) | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1688 | 1689 | 1782 | | | | | | | | | | | | 01/IMS /04 | 02/IMS /10 | 03/IMS /08 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | ***LIGHTING (CONT.)*** | |
| | 60 | 8 | | | | | | | | | | | | 60 | 8 | | | 625 | 26253 | 60 | EACH | LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN (CPP LED COBRA HEAD) | 1686 |
| 64 | 2 | | | | | | | | | | | | 2 | 64 | | | | 625 | 26263 | 64 | EACH | LUMINAIRE, HIGH MAST, SOLID STATE (LED), AS PER PLAN (480V) | 1685 |
| 6 | | | | | | | | | | | | | | 6 | | | | 625 | 26273 | 6 | EACH | LUMINAIRE, LOW MAST, SOLID STATE (LED), AS PER PLAN (480V) | 1685 |
| 23 | | | | | | | | | | | | | | 23 | | | | 625 | 27503 | 23 | EACH | LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN (480V) | 1685 |
| 1 | | | | | | | | | | | | | | 1 | | | | 625 | 27503 | 1 | EACH | LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN (480V, CROSS FRAME MOUNTED) | 1685 |
| | 17 | | | | | | | | | | | | | 17 | | | | 625 | 27503 | 17 | EACH | LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN (CPP LED WALLPACK) | 1686 |
| | 51 | | | | | | | | | | | | | 51 | | | | 625 | 27551 | 51 | EACH | LUMINAIRE, DECORATIVE, AS PER PLAN (15' POLES) | 1686 |
| 4 | 33 | | | | | | | | | | | | | 33 | | | | 625 | 27551 | 33 | EACH | LUMINAIRE, DECORATIVE, AS PER PLAN (30' POLES) | 1686 |
| 20 | | | | | | | | | | | | | | 20 | | | | 625 | 27600 | 20 | EACH | LUMINAIRE, MISC.: FAA TYPE L-810 OBSTRUCTION LIGHTING, LED (120V) | 1685 |
| 5990 | 4760 | 10 | | | | | | | | | | | 10 | 10750 | | | | 625 | 29000 | 10750 | FT | TRENCH | |
| | 8 | | | | | | | | | | | | | 8 | | | | 625 | 29900 | 8 | EACH | JUNCTION BOX | |
| 4 | | | | | | | | | | | | | | 4 | | | | 625 | 29930 | 4 | EACH | MEDIAN JUNCTION BOX | |
| 26 | | | | | | | | | | | | | | 26 | | | | 625 | 30700 | 26 | EACH | PULL BOX, 725.08, 18" | |
| 8 | 4 | | | | | | | | | | | | | 12 | | | | 625 | 30706 | 12 | EACH | PULL BOX, 725.08, 24" | |
| 4 | | | | | | | | | | | | | | 4 | | | | 625 | 30731 | 4 | EACH | PULL BOX, 725.08, 48", TYPE 1, AS PER PLAN | 1685 |
| | 10 | | | | | | | | | | | | | 10 | | | | 625 | 31510 | 10 | EACH | PULL BOX REMOVED | |
| 17 | | | | | | | | | | | | | | 17 | | | | 625 | 31511 | 17 | EACH | PULL BOX REMOVED, AS PER PLAN | 1685 |
| | 13 | | | | | | | | | | | | | 13 | | | | 625 | 31600 | 13 | EACH | PULL BOX, MISC.: 6" X 6" PULL BOX | 1687 |
| | 87 | | | | | | | | | | | | | 87 | | | | 625 | 31600 | 87 | EACH | PULL BOX, MISC.: 13" X 24" PULL BOX | 1687 |
| 1 | | | | | | | | | | | | | | 1 | | | | 625 | 31600 | 1 | EACH | PULL BOX, MISC.: 18" PULL BOX ADJUSTED TO GRADE | 1685 |
| 46 | 110 | 8 | | | | | | | | | | | 8 | 156 | | | | 625 | 32000 | 156 | EACH | GROUND ROD | |
| 6 | | | | | | | | | | | | | | 6 | | | | 625 | 33000 | 6 | EACH | STRUCTURE GROUNDING SYSTEM | |
| 2 | 3 | | | | | | | | | | | | | 5 | | | | 625 | 34001 | 5 | EACH | POWER SERVICE, AS PER PLAN | 1684 |
| 2 | | | | | | | | | | | | | | 2 | | | | 625 | 34450 | 2 | EACH | CONTROL CENTER CABINET, COMPLETE | |
| | 1 | | | | | | | | | | | | | 1 | | | | 625 | 34451 | 1 | EACH | CONTROL CENTER CABINET, COMPLETE, AS PER PLAN | 1687 |
| 5990 | 4760 | | | | | | | | | | | | | 10750 | | | | 625 | 36010 | 10750 | FT | UNDERGROUND WARNING/MARKING TAPE | |
| 11 | 7 | | | | | | | | | | | | | 18 | | | | 625 | 37101 | 18 | EACH | SERVICE TO UNDERPASS LIGHTING, AS PER PLAN | 1684 |
| LS | | | | | | | | | | | | | | LS | | | | SPECIAL | 625E40000 | LS | | MAINTAIN EXISTING LIGHTING | 1684 |
| 20 | | | | | | | | | | | | | | 20 | | | | SPECIAL | 625E40010 | 20 | EACH | REPLACEMENT OF EXISTING LIGHTING UNIT | 1684 |
| 21 | | | | | | | | | | | | | | 21 | | | | 625 | 75350 | 21 | EACH | LIGHT TOWER REMOVED | |
| | 96 | | | | | | | | | | | | | 96 | | | | 625 | 75400 | 96 | EACH | LIGHT POLE REMOVED | |
| | 20 | | | | | | | | | | | | | 20 | | | | 625 | 75500 | 20 | EACH | LIGHT POLE FOUNDATION REMOVED | |
| | 10 | | | | | | | | | | | | | 10 | | | | 625 | 75506 | 10 | EACH | LUMINAIRE REMOVED | |
| 2 | | | | | | | | | | | | | | 2 | | | | 625 | 75510 | 2 | EACH | POWER SERVICE REMOVED | |
| 21 | | | | | | | | | | | | | | 21 | | | | 625 | 75540 | 21 | EACH | LIGHT TOWER FOUNDATION REMOVED | |
| | 10 | | | | | | | | | | | | | 10 | | | | 625 | 75801 | 10 | EACH | DISCONNECT CIRCUIT, AS PER PLAN | 1687 |
| 1 | | | | | | | | | | | | | | 1 | | | | 625 | 98000 | 1 | EACH | LIGHTING, MISC.: RELOCATE EX. CONTROL CENTER | 1685 |
| 10 | 19 | | | | | | | | | | | | 4 | 29 | | | | 625 | 98000 | 29 | EACH | LIGHTING, MISC.: TEST NEW CIRCUIT | 1684 |
| 8 | 1503 | | | | | | | | | | | | | 1503 | | | | 632 | 69300 | 1503 | FT | POWER CABLE, 3 CONDUCTOR, NO. 4 AWG | |
| | 45 | | | | | | | | | | | | | 45 | | | | 632 | 89300 | 45 | EACH | WOOD POLE (30' CLASS III) | |
| | 5 | | | | | | | | | | | | | 5 | | | | 632 | 89300 | 5 | EACH | WOOD POLE (50' CLASS III) | |
| | | | | | | | | | | | | | | | | | | | | | | ***ELECTRICAL*** | |
| | 9 | 60499 | | | | | | | | | | | 9 | 60499 | | | | 625 | 23308 | 60499 | FT | DISTRIBUTION CABLE, MISC.: 500KCMIL 15KV CU WITH CONCENTRIC NEUTRAL | 1778 |
| 9 | | 5311 | | | | | | | | | | | | 5311 | | | | 625 | 23308 | 5311 | FT | DISTRIBUTION CABLE, MISC.: 556KCMIL 15KV SPACER CABLE WITH 0052 AWA MESSENGER | 1778 |
| | | 3630 | | | | | | | | | | | | 3630 | | | | 625 | 23308 | 3630 | FT | DISTRIBUTION CABLE, MISC.: 750KCMIL 15KV CU WITH CONCENTRIC NEUTRAL | 1778 |
| | | 7030 | | | | | | | | | | | | 7030 | | | | 625 | 25721 | 7030 | FT | CONDUIT, AS PER PLAN, 5", FRE | 1777 |
| | | 272 | | | | | | | | | | | | 272 | | | | 625 | 25803 | 272 | FT | CONDUIT, CONCRETE ENCASED, AS PER PLAN (2-5" CONDUIT, EB-20 PVC) | 1777 |
| 9 | | | | | | | | | | | | | | | | | | | | | | | |
| | | 390 | | | | | | | | | | | | 390 | | | | 625 | 25803 | 390 | FT | CONDUIT, CONCRETE ENCASED, AS PER PLAN (3-5" CONDUIT, EB-20 PVC) | 1777 |
| | | 368 | | | | | | | | | | | | 368 | | | | 625 | 25803 | 368 | FT | CONDUIT, CONCRETE ENCASED, AS PER PLAN (5-5" CONDUIT, EB-20 PVC) | 1777 |
| | | 391 | | | | | | | | | | | | 391 | | | | 625 | 25803 | 391 | FT | CONDUIT, CONCRETE ENCASED, AS PER PLAN (7-5" CONDUIT, EB-20 PVC) | 1777 |
| 9 | 9 | 1830 | | | | | | | | | | | | 1830 | | | | 625 | 25803 | 1830 | FT | CONDUIT, CONCRETE ENCASED, AS PER PLAN (9-5" CONDUIT, EB-20 PVC) | 1777 |
| | | 1150 | | | | | | | | | | | | 1150 | | | | 625 | 25803 | 1150 | FT | CONDUIT, CONCRETE ENCASED, AS PER PLAN (12-5" CONDUIT, EB-20 PVC) | 1777 |
| | 9 | 8325 | | | | | | | | | | | 9 | 8325 | | | | 625 | 25911 | 8325 | FT | CONDUIT CLEANED AND CABLES REMOVED, AS PER PLAN | 1787 |
| | | 28 | | | | | | | | | | | | 28 | | | | 625 | 32001 | 28 | EACH | GROUND ROD, AS PER PLAN | 1779 |
| | | 180 | | | | | | | | | | | | 180 | | | | 625 | 98000 | 180 | EACH | LIGHTING, MISC.: 15KV IN-LINE SPLICE | 1777 |
| | | 12 | | | | | | | | | | | | 12 | | | | 625 | 98000 | 12 | EACH | LIGHTING, MISC.: 24" SPACER CABLE TANGENT BRACKET | 1779 |
| | | 4 | | | | | | | | | | | | 4 | | | | 625 | 98000 | 4 | EACH | LIGHTING, MISC.: JOINT-USE CONDUIT RISER | 1779 |
| | | 18 | | | | | | | | | | | | 18 | | | | 625 | 98000 | 18 | EACH | LIGHTING, MISC.: JOINT-USE MESSENGER ASSEMBLY | 1779 |

GENERAL SUMMARY - 7

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 409 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-07 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:32:58 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Roadway\Sheets\82382_GG001.dgn

| SHEET NUMBER | | | | | | | | | | | | | | PARTICIPATION | | | ALT (X) | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 125 | 429 | 1455 | 1485 | 1678 | 1782 | | | | | | | | | 01/IMS /04 | 02/IMS /10 | 03/IMS /08 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **ELECTRICAL (CONT.)** | |
| | | | | 9 | 37 | | | | | | | | | 9 37 | | | | 625 | 98000 | 9 37 | EACH | LIGHTING, MISC.: PRIMARY CONDUIT RISER | 1779 |
| | | | | | 24 | | | | | | | | | 24 | | | | 625 | 98000 | 24 | EACH | LIGHTING, MISC.: SPACER CABLE DEADEND ASSEMBLY | 1779 |
| 6 | | | | | 26 | | | | | | | | | 26 | | | | 625 | 98000 | 26 | EACH | LIGHTING, MISC.: SPACER CABLE TO SPACER CABLE DOUBLE DEADEND ASSEMBLY | 1779 |
| | | | | | 2 | | | | | | | | | 2 | | | | 632 | 89300 | 2 | EACH | WOOD POLE (50' CLASS II) | |
| | | | | 6 | 15 | | | | | | | | | 6 15 | | | | 632 | 89300 | 6 15 | EACH | WOOD POLE (50' CLASS III) | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 6 | | | | | | | | | 6 | | | | 632 | 89300 | 6 | EACH | WOOD POLE (55' CLASS II) | |
| | | | | | 1 | | | | | | | | | 1 | | | | 632 | 89300 | 1 | EACH | WOOD POLE (55' CLASS III) | |
| | | | | | 2 | | | | | | | | | 2 | | | | 632 | 89300 | 2 | EACH | WOOD POLE (70' CLASS H3) | |
| | | | | | 2 | | | | | | | | | 2 | | | | 632 | 89300 | 2 | EACH | WOOD POLE (80' CLASS H6) | |
| 9 | | | | 6 | 72 | 9 | | | | | | | | 6 72 | 9 | | | 632 | 89401 | 6 72 | 9 EACH | DOWN GUY, AS PER PLAN | 1779 |
| | 1 | | | | | | | | | | | | | 1 | | | | SPECIAL | 690E98000 | 1 | EACH | PRECAST ELECTRIC MANHOLE (6' X 8' X 7' HR) | 1779A |
| | | | | | 5 | | | | | | | | | 5 | | | | SPECIAL | 690E98000 | 5 | EACH | PRECAST ELECTRIC MANHOLE (8' X 12' X 10' HR) | 1779A |
| | | | | | 8 | | | | | | | | | 8 | | | | SPECIAL | 690E98000 | 8 | EACH | PRECAST ELECTRIC MANHOLE (8' X 12' X 12' HR) | 1779A |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **TRAFFIC SURVEILLANCE** | |
| | | | | 61 | | | | | | | | | | 61 | | | | 625 | 25408 | 61 | FT | CONDUIT, 2", 725.051 | |
| | | | | 8108 | | | | | | | | | | 8108 | | | | 625 | 25410 | 8108 | FT | CONDUIT, 2", 725.052 | |
| | | | | 32 | | | | | | | | | | 32 | | | | 625 | 25504 | 32 | FT | CONDUIT, 3", 725.051 | |
| | | | | 984 | | | | | | | | | | 984 | | | | 625 | 25908 | 984 | FT | CONDUIT, JACKED OR DRILLED, 725.052, 2" | |
| | | | | 989 | | | | | | | | | | 989 | | | | 625 | 29000 | 989 | FT | TRENCH | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | 1 | | | | 625 | 30700 | 1 | EACH | PULL BOX, 725.08, 18" | |
| | | | | 3 | | | | | | | | | | 3 | | | | 625 | 32000 | 3 | EACH | GROUND ROD | |
| | | | | 989 | | | | | | | | | | 989 | | | | 625 | 36010 | 989 | FT | UNDERGROUND WARNING/MARKING TAPE | |
| | | | | 70 | | | | | | | | | | 70 | | | | 632 | 68300 | 70 | FT | POWER CABLE, 3 CONDUCTOR, NO. 6 AWG | |
| | | | | 500 | | | | | | | | | | 500 | | | | 632 | 69300 | 500 | FT | POWER CABLE, 3 CONDUCTOR, NO. 4 AWG | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | | | | | | | | | | 1 | | | | 632 | 70001 | 1 | EACH | POWER SERVICE, AS PER PLAN 3 | 1676 |
| | | | | 2 | | | | | | | | | | 2 | | | | 633 | 67100 | 2 | EACH | CABINET FOUNDATION | |
| | | | | 1 | | | | | | | | | | 1 | | | | 633 | 67201 | 1 | EACH | CONTROLLER WORK PAD, AS PER PLAN | 1676 |
| | | | | 8 | | | | | | | | | | 8 | | | | 809 | 00530 | 8 | EACH | ITS JUNCTION BOX, 17x24x6 INCHES | |
| | | | | 9 | | | | | | | | | | 9 | | | | 809 | 02000 | 9 | EACH | 32" ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, TYPE 2 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 12128 | | | | | | | | | | 12128 | | | | 809 | 23100 | 12128 | FT | MICRO-DUCT INNERDUCT, 14 / 10 | |
| | | | | 1 | | | | | | | | | | 1 | | | | 809 | 60000 | 1 | EACH | CCTV IP-CAMERA SYSTEM, PTZ | |
| | | | | 2 | | | | | | | | | | 2 | | | | 809 | 60070 | 2 | EACH | CCTV IP-CAMERA SYSTEM, WRONG WAY DETECTION | |
| | | | | 1 | | | | | | | | | | 1 | | | | 809 | 61090 | 1 | EACH | CCTV LOWERING UNIT | |
| | | | | 350 | | | | | | | | | | 350 | | | | 809 | 64550 | 350 | FT | ETHERNET CABLE, OUTDOOR-RATED | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | 2 | | | | | | | | | | 2 | | | | 809 | 65000 | 2 | EACH | ITS CABINET - GROUND MOUNTED | |
| | | | | 1 | | | | | | | | | | 1 | | | | 809 | 65990 | 1 | EACH | ITS DEVICE, MISC.: REMOVAL OF EXISTING CCTV AND LOWERING UNIT | 1676 |
| | | | | 1 | | | | | | | | | | 1 | | | | 809 | 65990 | 1 | EACH | ITS DEVICE, MISC.: REMOVAL OF EXISTING CCTV POLE | 1676 |
| | | | | 4 | | | | | | | | | | 4 | | | | 809 | 65990 | 4 | EACH | ITS DEVICE, MISC.: REMOVAL OF EXISTING POLE-MOUNTED ITS CABINET | 1676 |
| | | | | LS | | | | | | | | | | LS | | | | 809 | 70000 | LS | | MAINTAINING ITS DURING CONSTRUCTION | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **TRAFFIC SURVEILLANCE ALTERNATES** | |
| | | | | 1 | | | | | | | | | | 1 | | | X | 809 | 61040 | 1 | EACH | CCTV POLE, 70' TALL, CONCRETE (ALTERNATE 1) | |
| | | | | 1 | | | | | | | | | | 1 | | | X | 809 | 61040 | 1 | EACH | CCTV POLE, 70' TALL, STEEL (ALTERNATE 2) | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **TRAFFIC CONTROL** | |
| | | 44 | | | | | | | | | | | | 44 | | | | 620 | 00500 | 44 | EACH | DELINEATOR, POST GROUND MOUNTED | |
| | | 946 | | | | | | | | | | | | 946 | | | | 621 | 00100 | 946 | EACH | RPM | |
| | | | 32 | | | | | | | | | | | 32 | | | | 625 | 32000 | 32 | EACH | GROUND ROD | |
| | | 38 | | | | | | | | | | | | 38 | | | | 626 | 00102 | 38 | EACH | BARRIER REFLECTOR, TYPE 1 (BI-DIRECTIONAL) | |
| | | 166 | | | | | | | | | | | | 166 | | | | 626 | 00102 | 166 | EACH | BARRIER REFLECTOR, TYPE 1 (ONE-WAY) | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | 14 | | | | | | | | | | | | 14 | | | | 626 | 00110 | 14 | EACH | BARRIER REFLECTOR, TYPE 2 (BI-DIRECTIONAL) | |
| | | 103 | | | | | | | | | | | | 103 | | | | 626 | 00110 | 103 | EACH | BARRIER REFLECTOR, TYPE 2 (ONE-WAY) | |
| | | | 2037.3 | | | | | | | | | | | 2037.3 | | | | 630 | 02100 | 2037.3 | FT | GROUND MOUNTED SUPPORT, NO. 2 POST | |
| | | | 2479.6 | | | | | | | | | | | 2479.6 | | | | 630 | 03100 | 2479.6 | FT | GROUND MOUNTED SUPPORT, NO. 3 POST | |
| | | | 491.0 | | | | | | | | | | | 491.0 | | | | 630 | 04101 | 491.0 | FT | GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN | 1449 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | 8 | 350.4 | | | | | | | | | | | 8 350.4 | | | | 630 | 06400 | 8 350.4 | FT | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7 | |
| | | | 34.0 | | | | | | | | | | | 34.0 | | | | 630 | 06500 | 34.0 | FT | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9 | |
| | | | 40.0 | | | | | | | | | | | 40.0 | | | | 630 | 07000 | 40.0 | FT | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8X18 | |
| 48.6 | | | 54.8 | | | | | | | | | | | 103.4 | | | | 630 | 07500 | 103.4 | FT | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X22 | |
| | | | 176.2 | | | | | | | | | | | 176.2 | | | | 630 | 07600 | 176.2 | FT | GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12 | |

GENERAL SUMMARY - 8

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 410 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-08 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:33:00 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382400-Engineering\Roadway\Sheets\82382_GG001.dgn

| SHEET NUMBER | | | | | | | | | | | | | | PARTICIPATION | | | ALT (X) | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 120 | 125 | 1455 | 1468 | 1485 | 1493 | | | | | | | | | 01/IMS /04 | 02/IMS /10 | 03/IMS /08 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **TRAFFIC CONTROL (CONT.)** | |
| | | | | 1.0 | | | | | | | | | | 1.0 | | | | 630 | 08002 | 1.0 | FT | ONE WAY SUPPORT, NO. 2 POST | |
| | 12.5 | | | | | | | | | | | | | 12.5 | | | | 630 | 08004 | 12.5 | FT | ONE WAY SUPPORT, NO. 3 POST | |
| | | | | 36.1 | | | | | | | | | | 36.1 | | | | 630 | 08100 | 36.1 | FT | ONE WAY SUPPORT, NO. 4 POST | |
| | | | | 148 | | | | | | | | | | 148 | | | | 630 | 08600 | 148 | EACH | SIGN POST REFLECTOR | |
| | | | 8 | 28 | | | | | | | | | | 8 28 | | | | 630 | 09000 | 8 28 | EACH | BREAKAWAY STRUCTURAL BEAM CONNECTION | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 10 | 3 | | | | | | | | | | 10 3 | | | | 630 | 72340 | 10 3 | EACH | OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 12 | |
| | | | | 9 | | | | | | | | | | 9 | | | | 630 | 72410 | 9 | EACH | OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1 | |
| | | | | 4 | | | | | | | | | | 4 | | | | 630 | 72420 | 4 | EACH | OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2 | |
| | | | | 1 | | | | | | | | | | 1 | | | | 630 | 72430 | 1 | EACH | OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 3 | |
| | | | | 1 | | | | | | | | | | 1 | | | | 630 | 72550 | 1 | EACH | OVERHEAD SIGN SUPPORT, TYPE TC-16.22, DESIGN 13 | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | 26 | | | 61 | | | | | | | | | | 87 | | | | 630 | 75000 | 87 | EACH | SIGN ATTACHMENT ASSEMBLY | |
| | | | | 2 | | | | | | | | | | 2 | | | | 630 | 79100 | 2 | EACH | SIGN HANGER ASSEMBLY, MAST ARM | |
| | | | | 112 | | | | | | | | | | 112 | | | | 630 | 79500 | 112 | EACH | SIGN SUPPORT ASSEMBLY, POLE MOUNTED | |
| 8 | | | | 18 | | | | | | | | | | 18 | | | | 630 | 79604 | 18 | EACH | SIGN SUPPORT ASSEMBLY, BRIDGE MOUNTED, TYPE 2 | |
| | | | | 1 | | | | | | | | | | 1 | | | | 630 | 79610 | 1 | EACH | SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | 146.0 | | | 4044.7 | | | | | | | | | | 4190.7 | | | | 630 | 80100 | 4190.7 | SF | SIGN, FLAT SHEET | |
| | | | | 899.5 | | | | | | | | | | 899.5 | | | | 630 | 80200 | 899.5 | SF | SIGN, GROUND MOUNTED EXTRUSHEET | |
| | 1026.0 | | | 7235.5 | | | | | | | | | | 8261.5 | | | | 630 | 80224 | 8261.5 | SF | SIGN, OVERHEAD EXTRUSHEET | |
| | 781.3 | | | | | | | | | | | | | 781.3 | | | | 630 | 80300 | 781.3 | SF | SIGN, TEMPORARY OVERLAY | |
| | | | | 6 | | | | | | | | | | 6 | | | | 630 | 80501 | 6 | EACH | SIGN, DOUBLE FACED, STREET NAME, AS PER PLAN | 1449 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 5 | | | | | | | | | | 5 | | | | 630 | 84010 | 5 | EACH | CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50 | |
| | 2 | | 8 | 28 | | | | | | | | | | 8 30 | | | | 630 | 84500 | 8 30 | EACH | GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION | |
| | | | | 27 | | | | | | | | | | 27 | | | | 630 | 84510 | 27 | EACH | RIGID OVERHEAD SIGN SUPPORT FOUNDATION | |
| | 1 | | | | 229 | | | | | | | | | 230 | | | | 630 | 84900 | 230 | EACH | REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL | |
| | | | | | 5 | | | | | | | | | 5 | | | | 630 | 85000 | 5 | EACH | REMOVAL OF GROUND MOUNTED SIGN AND STORAGE | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 2 | | | | | | | | | 2 | | | | 630 | 85100 | 2 | EACH | REMOVAL OF GROUND MOUNTED SIGN AND REERECTION | |
| | | | | | 14 | | | | | | | | | 14 | | | | 630 | 85400 | 14 | EACH | REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL | |
| | | | | | 198 | | | | | | | | | 198 | | | | 630 | 86002 | 198 | EACH | REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL | |
| | | | | | 2 | | | | | | | | | 2 | | | | 630 | 86010 | 2 | EACH | REMOVAL OF GROUND MOUNTED POST SUPPORT AND REERECTION | |
| | 2 | | | | 28 | | | | | | | | | 30 | | | | 630 | 86102 | 30 | EACH | REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | 1 | | | | 630 | 86270 | 1 | EACH | REMOVAL OF GROUND MOUNTED PIPE SUPPORT AND STORAGE | |
| | 5 | | | | | | | | | | | | | 5 | | | | 630 | 87000 | 5 | EACH | REMOVAL OF OVERHEAD MOUNTED SIGN AND STORAGE | |
| | 5 | | | | | | | | | | | | | 5 | | | | 630 | 87100 | 5 | EACH | REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION | |
| | 20 | | | | 69 | | | | | | | | | 89 | | | | 630 | 87400 | 89 | EACH | REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL | |
| | | | | | 248 | | | | | | | | | 248 | | | | 630 | 87500 | 248 | EACH | REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 1 | | | | | | | | | 1 | | | | 630 | 87510 | 1 | EACH | REMOVAL OF POLE MOUNTED SIGN AND STORAGE | |
| | | | | | 3 | | | | | | | | | 3 | | | | 630 | 87520 | 3 | EACH | REMOVAL OF POLE MOUNTED SIGN AND REERECTION | |
| | | | | | 18 | | | | | | | | | 18 | | | | 630 | 89702 | 18 | EACH | REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL | |
| | | | | | 1 | | | | | | | | | 1 | | | | 630 | 89804 | 1 | EACH | REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-15.115 | |
| | 33 | | | | | | | | | | | | | 33 | | | | 630 | 89894 | 33 | EACH | REMOVAL OF TEMPORARY OVERLAY SIGN AND DISPOSAL | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | 4 | | | | | | | | | | | | | 4 | | | | 630 | 89898 | 4 | EACH | REMOVAL OF TEMPORARY OVERLAY SIGN AND STORAGE | |
| 95970 | | | | | | | | | | | | | | 95970 | | | | 642 | 30000 | 95970 | FT | REMOVAL OF PAVEMENT MARKING | |
| 70 | | | | | | | | | | | | | | 70 | | | | 642 | 30020 | 70 | EACH | REMOVAL OF PAVEMENT MARKING | |
| | | | | 1.33 | | | | | | | | | | 1.33 | | | | 644 | 00100 | 1.33 | MILE | EDGE LINE, 4" | |
| 1.96 | | 7.62 | | | | | | | | | | | | 9.58 | | | | 644 | 00104 | 9.58 | MILE | EDGE LINE, 6" | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 0.46 | | | | 2.04 | | | | | | | | | | 2.50 | | | | 644 | 00200 | 2.50 | MILE | LANE LINE, 4" | |
| 2.20 | | 3.69 | | | | | | | | | | | | 5.89 | | | | 644 | 00204 | 5.89 | MILE | LANE LINE, 6" | |
| 0.04 | | 0.17 | | 1.56 | | | | | | | | | | 1.77 | | | | 644 | 00300 | 1.77 | MILE | CENTER LINE | |
| 517 | | | | 5365 | | | | | | | | | | 5882 | | | | 644 | 00400 | 5882 | FT | CHANNELIZING LINE, 8" | |
| 1153 | | 9020 | | | | | | | | | | | | 10173 | | | | 644 | 00404 | 10173 | FT | CHANNELIZING LINE, 12" | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 1161 | | | | | | | | | | 1161 | | | | 644 | 00500 | 1161 | FT | STOP LINE | |
| | | 53 | | 3092 | 6 | | | | | | | | | 6 3145 | | | | 644 | 00620 | 6 3145 | FT | CROSSWALK LINE, 12" | |
| | | | | 1219 | | | | | | | | | | 1219 | | | | 644 | 00621 | 1219 | FT | CROSSWALK LINE, 12", AS PER PLAN | 1449 |
| | | 2687 | | 1466 | | | | | | | | | | 4153 | | | | 644 | 00700 | 4153 | FT | TRANSVERSE/DIAGONAL LINE | |
| 74 | | 1026 | | 473 | | | | | | | | | | 1573 | | | | 644 | 00720 | 1573 | FT | CHEVRON MARKING | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 581 | | | | | | | | | | 581 | | | | 644 | 00900 | 581 | SF | ISLAND MARKING | |
| 6 | | | | 2960 | | | | | | | | | | 2960 | | | | 644 | 01200 | 2960 | FT | PARKING LOT STALL MARKING | |
| 18 | | 10 | | 136 | | | | | | | | | | 6 164 | | | | 644 | 01300 | 6 164 | EACH | LANE ARROW | |
| | | | | 2 | | | | | | | | | | 2 | | | | 644 | 01350 | 2 | EACH | LANE REDUCTION ARROW | |

GENERAL SUMMARY - 9

CUY-90-16.28 (CCG3A)

MODEL: Sheet-09 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:33:02 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382400-Engineering\Roadway\Sheets\82382_GG001.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 411 TOTAL 2696

| SHEET NUMBER | | | | | | | | | | | | | | PARTICIPATION | | | ALT (X) | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 120 | 1455 | 1468 | 1642 | | | | | | | | | | | 01/IMS /04 | 02/IMS /10 | 03/IMS /08 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | ***TRAFFIC CONTROL (CONT.)*** | |
| | 11 | | | | | | | | | | | | | 11 | | | | 644 | 01360 | 11 | EACH | WRONG WAY ARROW | |
| | | 2 | | | | | | | | | | | | 2 | | | | 644 | 01370 | 2 | EACH | TWO WAY LEFT TURN ARROW | |
| 257 | | 3053 | | | | | | | | | | | | 3310 | | | | 644 | 01500 | 3310 | FT | DOTTED LINE, 4" | |
| 2449 | 2420 | | | | | | | | | | | | | 4869 | | | | 644 | 01510 | 4869 | FT | DOTTED LINE, 6" | |
| | | 1448 | | | | | | | | | | | | 1448 | | | | 644 | 01514 | 1448 | FT | DOTTED LINE, 8" | |
| | 1365 | | | | | | | | | | | | | 1365 | | | | 644 | 01520 | 1365 | FT | DOTTED LINE, 12" | |
| | | 6 | | | | | | | | | | | | 6 | | | | 644 | 01630 | 6 | EACH | BIKE LANE SYMBOL MARKING | |
| | | 4 | | | | | | | | | | | | 4 | | | | 644 | 19000 | 4 | EACH | SHARED LANE MARKING | |
| | | 38 | | | | | | | | | | | | 38 | | | | 644 | 50300 | 38 | FT | PAVEMENT MARKING, MISC.: BIKE LANE CROSSWALK | 1449 |
| | | 1034 | | | | | | | | | | | | 1034 | | | | 644 | 60000 | 1034 | SF | GREEN COLORED PAVEMENT FOR BIKE LANES | |
| | | 0.14 | | | | | | | | | | | | 0.14 | | | | 646 | 10000 | 0.14 | MILE | EDGE LINE, 4" | |
| | 1.90 | | | | | | | | | | | | | 1.90 | | | | 646 | 10010 | 1.90 | MILE | EDGE LINE, 6" | |
| | | 0.42 | | | | | | | | | | | | 0.42 | | | | 646 | 10100 | 0.42 | MILE | LANE LINE, 4" | |
| | 1.48 | | | | | | | | | | | | | 1.48 | | | | 646 | 10110 | 1.48 | MILE | LANE LINE, 6" | |
| | | 0.35 | | | | | | | | | | | | 0.35 | | | | 646 | 10200 | 0.35 | MILE | CENTER LINE | |
| | | 241 | | | | | | | | | | | | 241 | | | | 646 | 10300 | 241 | FT | CHANNELIZING LINE, 8" | |
| | 3018 | | | | | | | | | | | | | 3018 | | | | 646 | 10310 | 3018 | FT | CHANNELIZING LINE, 12" | |
| | | 33 | | | | | | | | | | | | 33 | | | | 646 | 10400 | 33 | FT | STOP LINE | |
| | 6 | 1312 | | | | | | | | | | | | 6 1312 | | | | 646 | 10510 | 6 1312 | FT | CROSSWALK LINE, 12" | |
| | 310 | 188 | | | | | | | | | | | | 498 | | | | 646 | 10600 | 498 | FT | TRANSVERSE/DIAGONAL LINE | |
| | 222 | | | | | | | | | | | | | 222 | | | | 646 | 10620 | 222 | FT | CHEVRON MARKING | |
| | | 5 | | | | | | | | | | | | 5 | | | | 646 | 20300 | 5 | EACH | LANE ARROW | |
| | 2687 | | | | | | | | | | | | | 2687 | | | | 646 | 20504 | 2687 | FT | DOTTED LINE, 6" | |
| | | 4 | | | | | | | | | | | | 4 | | | | 646 | 20600 | 4 | EACH | BIKE LANE SYMBOL MARKING | |
| | | 2 | | | | | | | | | | | | 2 | | | | 646 | 20650 | 2 | EACH | SHARED LANE MARKING | |
| | | 876 | | | | | | | | | | | | 876 | | | | 646 | 60100 | 876 | SF | GREEN COLORED PAVEMENT FOR BIKE LANES | |
| | | | | | | | | | | | | | | | | | | | | | | ***TRAFFIC SIGNALS*** | |
| | | 4 | | | | | | | | | | | | 4 | | | | 625 | 00480 | 4 | EACH | CONNECTION, UNFUSED PERMANENT | |
| | | 9 775 | | | | | | | | | | | | 9 775 | | | | 625 | 25408 | 9 775 | FT | CONDUIT, 2", 725.051 | |
| | | 448 | | | | | | | | | | | | 448 | | | | 625 | 25504 | 448 | FT | CONDUIT, 3", 725.051 | |
| | | 152 | | | | | | | | | | | | 152 | | | | 625 | 25604 | 152 | FT | CONDUIT, 4", 725.051 | |
| | | 9 4133 | | | | | | | | | | | | 9 4133 | | | | 625 | 25802 | 9 4133 | FT | CONDUIT, CONCRETE ENCASED, 4", 725.051 | |
| | | 675 | | | | | | | | | | | | 675 | | | | 625 | 25910 | 675 | FT | CONDUIT CLEANED AND CABLES REMOVED | |
| | | 9 2856 | | | | | | | | | | | | 9 2856 | | | | 625 | 29000 | 9 2856 | FT | TRENCH | |
| | | 439 | | | | | | | | | | | | 439 | | | | 625 | 29400 | 439 | FT | TRENCH IN PAVED AREA | |
| | | 13 | | | | | | | | | | | | 13 | | | | 625 | 30510 | 13 | EACH | PULL BOX, 725.06, SIZE 4 | |
| | | 28 | | | | | | | | | | | | 28 | | | | 625 | 30530 | 28 | EACH | PULL BOX, 725.06, SIZE 18 | |
| | | 65 | | | | | | | | | | | | 65 | | | | 625 | 32000 | 65 | EACH | GROUND ROD | |
| | | 9 3295 | | | | | | | | | | | | 9 3295 | | | | 625 | 36011 | 9 3295 | FT | UNDERGROUND WARNING/MARKING TAPE, AS PER PLAN | 1638 |
| | | 58 | | | | | | | | | | | | 58 | | | | 630 | 79101 | 58 | EACH | SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN | 1638 |
| | | 4 | | | | | | | | | | | | 4 | | | | 630 | 79500 | 4 | EACH | SIGN SUPPORT ASSEMBLY, POLE MOUNTED | |
| | | 254.0 | | | | | | | | | | | | 254.0 | | | | 630 | 80100 | 254.0 | SF | SIGN, FLAT SHEET | |
| | | 30 | | | | | | | | | | | | 30 | | | | 630 | 80511 | 30 | EACH | SIGN, STREET NAME, AS PER PLAN | 1638 |
| | | 4 | | | | | | | | | | | | 4 | | | | 632 | 04000 | 4 | EACH | VEHICULAR SIGNAL HEAD, MISC.: (LED), 3-SECTION, 8" LENS, 1-WAY, POLYCARBONATE, YELLOW (BICYCLE) | 1640 |
| | | 87 | | | | | | | | | | | | 87 | | | | 632 | 05006 | 87 | EACH | VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, YELLOW | |
| | | 12 | | | | | | | | | | | | 12 | | | | 632 | 05086 | 12 | EACH | VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, YELLOW | |
| | | 56 | | | | | | | | | | | | 56 | | | | 632 | 20731 | 56 | EACH | PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN | 1640 |
| | | 62 | | | | | | | | | | | | 62 | | | | 632 | 20750 | 62 | EACH | ACCESSIBLE PEDESTRIAN PUSHBUTTON | |
| | | 103 | | | | | | | | | | | | 103 | | | | 632 | 25000 | 103 | EACH | COVERING OF VEHICULAR SIGNAL HEAD | |
| | | 56 | | | | | | | | | | | | 56 | | | | 632 | 25010 | 56 | EACH | COVERING OF PEDESTRIAN SIGNAL HEAD | |
| | | 8775 | | | | | | | | | | | | 8775 | | | | 632 | 40300 | 8775 | FT | SIGNAL CABLE, 3 CONDUCTOR, NO. 14 AWG | |
| | | 8775 | | | | | | | | | | | | 8775 | | | | 632 | 40500 | 8775 | FT | SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG | |
| | | 10250 | | | | | | | | | | | | 10250 | | | | 632 | 40700 | 10250 | FT | SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG | |
| | | 30 | | | | | | | | | | | | 30 | | | | 632 | 64010 | 30 | EACH | SIGNAL SUPPORT FOUNDATION | |
| | | 28 | | | | | | | | | | | | 28 | | | | 632 | 64020 | 28 | EACH | PEDESTAL FOUNDATION | |
| | | 8 | | | | | | | | | | | | 8 | | | | 632 | 64950 | 8 | EACH | TEST HOLE PERFORMED | |
| | | 9 600 | | | | | | | | | | | | 9 600 | | | | 632 | 68200 | 9 600 | FT | POWER CABLE, 2 CONDUCTOR, NO. 6 AWG | |
| | | 450 | | | | | | | | | | | | 450 | | | | 632 | 69200 | 450 | FT | POWER CABLE, 2 CONDUCTOR, NO. 4 AWG | |

GENERAL SUMMARY - 10

CUY-90-16.28 (CCG3A)

MODEL: Sheet-10 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:33:05 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GG001.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 412 TOTAL 2696

| SHEET NUMBER | | | | | | | | | | | | | | PARTICIPATION | | | ALT (X) | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 429 | 1642 | 1806 | 1839 | | | | | | | | | | | 01/IMS /04 | 02/IMS /10 | 03/IMS /08 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **TRAFFIC SIGNALS (CONT.)** | |
| | 7 | | | | | | | | | | | | | 7 | | | | 632 | 70001 | 7 | EACH | POWER SERVICE, AS PER PLAN 2 | 1639 |
| | 9 | | | | | | | | | | | | | 9 | | | | 632 | 70200 | 9 | EACH | CONDUIT RISER, 1" DIAMETER | |
| | 10 | | | | | | | | | | | | | 10 | | | | 632 | 72111 | 10 | EACH | SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 4, AS PER PLAN | 1640 |
| | 8 | | | | | | | | | | | | | 8 | | | | 632 | 72131 | 8 | EACH | SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 12, AS PER PLAN | 1640 |
| | 8 | | | | | | | | | | | | | 8 | | | | 632 | 72141 | 8 | EACH | SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 13, AS PER PLAN | 1640 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | 2 | | | | | | | | | | | | | 2 | | | | 632 | 72151 | 2 | EACH | SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 14, AS PER PLAN | 1640 |
| | 2 | | | | | | | | | | | | | 2 | | | | 632 | 86121 | 2 | EACH | STRAIN POLE, TYPE TC-81.11, DESIGN 8, AS PER PLAN | 1640 |
| | 14 | | | | | | | | | | | | | 14 | | | | 632 | 89901 | 14 | EACH | PEDESTAL, 8', TRANSFORMER BASE, AS PER PLAN | 1640 |
| | 14 | | | | | | | | | | | | | 14 | | | | 632 | 90010 | 14 | EACH | PEDESTAL, MISC.: PEDESTAL 15', TRANSFORMER BASE | 1640 |
| | 8 | | | | | | | | | | | | | 8 | | | | 632 | 90101 | 8 | EACH | REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN | 1638 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | 7 | | | | | | | | | | | | | 7 | | | | 633 | 65511 | 7 | EACH | CABINET, TYPE TS-2, AS PER PLAN | 1641 |
| | 7 | | | | | | | | | | | | | 7 | | | | 633 | 67100 | 7 | EACH | CABINET FOUNDATION | |
| | 6 | | | | | | | | | | | | | 6 | | | | 633 | 67200 | 6 | EACH | CONTROLLER WORK PAD | |
| 1 | 7 | | | | | | | | | | | | | 7 | | | | 809 | 69123 | 7 | EACH | ATC CONTROLLER, AS PER PLAN | 1641 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **TRAFFIC SIGNALS ALTERNATES 1** | |
| | 7 | | | | | | | | | | | | | 7 | | | X | 633 | 45001 | 7 | EACH | GPS (GLOBAL POSITIONING SYSTEM) CLOCK ASSEMBLY, AS PER PLAN (GENERIC) (ALTERNATE 1) | 1641 |
| 1 | 7 | | | | | | | | | | | | | 7 | | | X | 633 | 45001 | 7 | EACH | GPS (GLOBAL POSITIONING SYSTEM) CLOCK ASSEMBLY, AS PER PLAN (ELTEC) (ALTERNATE 2) | 1641 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **TRAFFIC SIGNALS ALTERNATES 2** | |
| | 20 | | | | | | | | | | | | | 20 | | | X | 809 | 69101 | 20 | EACH | STOP LINE RADAR DETECTION, AS PER PLAN (GENERIC) (ALTERNATE 1) | 1638 |
| | 20 | | | | | | | | | | | | | 20 | | | X | 809 | 69101 | 20 | EACH | STOP LINE RADAR DETECTION, AS PER PLAN (ITERIS) (ALTERNATE 2) | 1638 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | **LANDSCAPING** | |
| | | | 26 | | | | | | | | | | | 26 | | | | 511 | 53010 | 26 | CY | CLASS QC1 CONCRETE, MISC.: GATEWAY MONUMENT SIGN, FOUNDATION | 1827 |
| | | | 52 | | | | | | | | | | | 52 | | | | 511 | 71100 | 52 | CY | CONCRETE, MISC.: CLASS QC SCC CONCRETE WITH QC/QA, GATEWAY MONUMENT SIGN, WALL | 1827 |
| | | | LS | | | | | | | | | | | LS | | | | 607 | 98200 | LS | | FENCE, MISC.: BRIDGE 13 SCREEN WALL PANELS | 1832-1835 |
| | | | LS | | | | | | | | | | | LS | | | | 607 | 98200 | LS | | FENCE, MISC.: GATEWAY MONUMENT SIGN SCREEN WALL PANELS | 1832 |
| | | 6 | 923 | | | | | | | | | | | 6 923 | | | | 608 | 98000 | 6 923 | SF | WALKWAY, MISC.: PAVERS OVER CONCRETE (BRICK 1) | 1825 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 10437 | | | | | | | | | | | 10437 | | | | 608 | 98000 | 10437 | SF | WALKWAY, MISC.: PAVERS OVER CONCRETE (BRICK 2) | 1825 |
| | | | 1527 | | | | | | | | | | | 1527 | | | | 608 | 98000 | 1527 | SF | WALKWAY, MISC.: PAVERS OVER CONCRETE (BRICK 3) | 1825 |
| | | | 743 | | | | | | | | | | | 743 | | | | 608 | 98000 | 743 | SF | WALKWAY, MISC.: PAVERS OVER CONCRETE (BRICK 4) | 1825 |
| | | 243 | | | | | | | | | | | | 243 | | | | 661 | 00501 | 243 | CY | MULCH, AS PER PLAN | 1804 |
| | | 48400 | | | | | | | | | | | | 48400 | | | | 661 | 31000 | 48400 | GAL | LANDSCAPE WATERING | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | 9 | | | | | | | | | | | | 9 | | | | 661 | 40100 | 9 | EACH | DECIDUOUS TREE, 2-1/2" CALIPER, AMERICAN SYCAMORE (POC) | |
| | | 5 | | | | | | | | | | | | 5 | | | | 661 | 40100 | 5 | EACH | DECIDUOUS TREE, 2-1/2" CALIPER, BUR OAK (QMA) | |
| | | 7 | | | | | | | | | | | | 7 | | | | 661 | 40100 | 7 | EACH | DECIDUOUS TREE, 2-1/2" CALIPER, CHINESE ELM (ULM) | |
| | | 15 | | | | | | | | | | | | 15 | | | | 661 | 40100 | 15 | EACH | DECIDUOUS TREE, 2-1/2" CALIPER, CHINKAPIN OAK (QMU) | |
| | | 11 | | | | | | | | | | | | 11 | | | | 661 | 40100 | 11 | EACH | DECIDUOUS TREE, 2-1/2" CALIPER, GREEN VASE ZELKOVA (ZSE) | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | 18 | | | | | | | | | | | | 18 | | | | 661 | 40100 | 18 | EACH | DECIDUOUS TREE, 2-1/2" CALIPER, KENTUCKY COFFEETREE (GDI) | |
| | | 1 | | | | | | | | | | | | 1 | | | | 661 | 40100 | 1 | EACH | DECIDUOUS TREE, 2-1/2" CALIPER, LITTLELEAF LINDEN (TCO) | |
| | | 19 | | | | | | | | | | | | 19 | | | | 661 | 40100 | 19 | EACH | DECIDUOUS TREE, 2-1/2" CALIPER, OHIO BUCKEYE (AGL) | |
| | | 18 | | | | | | | | | | | | 18 | | | | 661 | 40100 | 18 | EACH | DECIDUOUS TREE, 2-1/2" CALIPER, SCARLET OAK (QCO) | |
| | | 12 | | | | | | | | | | | | 12 | | | | 661 | 40100 | 12 | EACH | DECIDUOUS TREE, 2-1/2" CALIPER, SOMERSET RED MAPLE (ARS) | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | 10 | | | | | | | | | | | | 10 | | | | 661 | 40100 | 10 | EACH | DECIDUOUS TREE, 2-1/2" CALIPER, THORNLESS HONEYLOCUST (GTR) | |
| | | 6 | | | | | | | | | | | | 6 | | | | 661 | 50160 | 6 | EACH | EVERGREEN TREE, 8' HEIGHT, AMERICAN HOLLY (IOK) | |
| | | 26 | | | | | | | | | | | | 26 | | | | 661 | 50160 | 26 | EACH | EVERGREEN TREE, 8' HEIGHT, AMERICAN HOLLY (IOP) | |
| | | 72 | | | | | | | | | | | | 72 | | | | 661 | 50160 | 72 | EACH | EVERGREEN TREE, 8' HEIGHT, EASTERN REDCEDAR (JVI) | |
| | | 58 | | | | | | | | | | | | 58 | | | | 661 | 50160 | 58 | EACH | EVERGREEN TREE, 8' HEIGHT, PITCH PINE (PRI) | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | 53 | | | | | | | | | | | | 53 | | | | 661 | 99900 | 53 | EACH | PLANTING, MISC.: FLOWERING TREE, 2-1/2" CALIPER, CRABAPPLE SP. (MAL) | 1824 |
| | | 128 | | | | | | | | | | | | 128 | | | | 661 | 99900 | 128 | EACH | PLANTING, MISC.: FLOWERING TREE, 2-1/2" CALIPER, EASTERN REDBUD (CCN) | 1824 |
| | | 43 | | | | | | | | | | | | 43 | | | | 661 | 99900 | 43 | EACH | PLANTING, MISC.: FLOWERING TREE, 2-1/2" CALIPER, FLOWERING DOGWOOD (CFL) | 1824 |
| | | 90 | | | | | | | | | | | | 90 | | | | 661 | 99900 | 90 | EACH | PLANTING, MISC.: FLOWERING TREE, 2-1/2" CALIPER, GREEN HAWTHORN (CVI) | 1824 |
| | | 33 | | | | | | | | | | | | 33 | | | | 661 | 99900 | 33 | EACH | PLANTING, MISC.: FLOWERING TREE, 2-1/2" CALIPER, IVORY SILK JAPANESE TREE LILAC (SRE) | 1824 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | 36 | | | | | | | | | | | | 36 | | | | 661 | 99900 | 36 | EACH | PLANTING, MISC.: FLOWERING TREE, 2-1/2" CALIPER, KWANZAN FLOWERING CHERRY (PSE) | 1824 |
| | | 88 | | | | | | | | | | | | 88 | | | | 661 | 99900 | 88 | EACH | PLANTING, MISC.: FLOWERING TREE, 6-8' HEIGHT, AUTUMN BRILLIANCE SERVICEBERRY (ACA) | 1824 |
| | | 14 | | | | | | | | | | | | 14 | | | | 661 | 99900 | 14 | EACH | PLANTING, MISC.: FLOWERING TREE, 6-8' HEIGHT, COMMON WITCH HAZEL (HVI) | 1824 |
| | | 196 | | | | | | | | | | | | 196 | | | | 661 | 99900 | 196 | EACH | PLANTING, MISC.: SHRUB, 3 GALLON, SHORE JUNIPER (JCB) | 1824 |
| | | | 9 | | | | | | | | | | | 9 | | | | SPECIAL | 680E14550 | 9 | EACH | TRASH RECEPTACLE | 1826 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 1 | | | | | | | | | | | 1 | | | | SPECIAL | 680E43100 | 1 | EACH | COMPLETE IRRIGATION SYSTEM | 1836 |
| 2 | | | | | | | | | | | | | | 2 | | | | SPECIAL | 690E98000 | 2 | EACH | BRICK 1 PAVER MOCK UP | 1826 |

GENERAL SUMMARY - 11

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 413 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-11 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:33:07 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GG001.dgn

| SHEET NUMBER | | | | | | | | | | | | | | PARTICIPATION | | | ALT (X) | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 427 | 429 | 489A | 1839 | | | | | | | | | | | 01/IMS /04 | 02/IMS /10 | 03/IMS /08 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **LANDSCAPING (CONT.)** | |
| | 2 | | | | | | | | | | | | | 2 | | | | SPECIAL | 690E98000 | 2 | EACH | BRICK 2 PAVER MOCK UP | 1826 |
| | 2 | | | | | | | | | | | | | 2 | | | | SPECIAL | 690E98000 | 2 | EACH | BRICK 3 PAVER MOCK UP | 1826 |
| 6 | 2 | | | | | | | | | | | | | 2 | | | | SPECIAL | 690E98000 | 2 | EACH | BRICK 4 PAVER MOCK UP | 1826 |
| | 1 | | | | | | | | | | | | | 1 | | | | SPECIAL | 690E98000 | 1 | EACH | BRIDGE 13 PLANTER MOCK UP | 1831 |
| | 1 | | | | | | | | | | | | | 1 | | | | SPECIAL | 690E98000 | 1 | EACH | BRIDGE 13 SCREEN WALL MOCK UP | 1833 |
| 6 | | | | | | | | | | | | | | | | | | | | | | | |
| | 1 | | | | | | | | | | | | | 1 | | | | SPECIAL | 690E98000 | 1 | EACH | GATEWAY MONUMENT SIGN SCREEN WALL MOCK UP | 1833 |
| | | | 21 | | | | | | | | | | | 21 | | | | SPECIAL | 690E98000 | 21 | EACH | GATEWAY SIGN ALUMINUM LETTERS | 1827 |
| | 2 | | | | | | | | | | | | | 2 | | | | SPECIAL | 690E98000 | 2 | EACH | INTEGRALLY COLORED CONCRETE CROSSWALK MOCK UP | 1825 |
| | | | 24 | | | | | | | | | | | 24 | | | | SPECIAL | 690E98000 | 24 | EACH | PARK BENCH | 1826 |
| | | | 159 | | | | | | | | | | | 159 | | | | SPECIAL | 690E98000 | 159 | EACH | SCREEN WALL COVER PLATE | 1826 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 70 | | | | | | | | | | | 70 | | | | SPECIAL | 690E98000 | 70 | EACH | SKATE GUARD | 1826 |
| | 9 | | | | | | | | | | | | | 9 | | | | SPECIAL | 690E98000 | 9 | EACH | TREE PROTECTION | 1798 |
| | 320 | | | | | | | | | | | | | 320 | | | | SPECIAL | 690E98100 | 320 | FT | AIR KNIFE EXCAVATION | 1798 |
| 6 | | | 1118 | | | | | | | | | | | 1118 | | | | SPECIAL | 690E98100 | 1118 | FT | METAL EDGING | 1826 |
| | LS | | | | | | | | | | | | | LS | | | | SPECIAL | 690E98400 | LS | | BRIDGE 13 ARCHITECTURAL CONCRETE MIX MOCK UP | 1829 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | LS | | | | | | | | | | | | | LS | | | | SPECIAL | 690E98400 | LS | | CLEVELAND PLANTING | 1804 |
| | LS | | | | | | | | | | | | | LS | | | | SPECIAL | 690E98400 | LS | | GATEWAY MONUMENT SIGN ARCHITECTURAL CONCRETE MIX MOCK UP | 1829 |
| | | | LS | | | | | | | | | | | LS | | | | SPECIAL | 690E98400 | LS | | PLANTER WATERPROOFING SYSTEM | 1830 |
| | | | 29 | | | | | | | | | | | 29 | | | | SPECIAL | 690E98700 | 29 | CY | PLANTING SOIL FOR BRIDGE 13 PARAPET PLANTERS | 1799 |
| | | | 174 | | | | | | | | | | | 174 | | | | SPECIAL | 690E98700 | 174 | CY | PLANTING SOIL FOR BRIDGE 13 TREE PLANTERS | 1799 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **RETAINING WALLS** | |
| | | | | | | | | | | | | | | | | | | | | | | RETAINING WALL AC ESTIMATED QUANTITIES | 1178 |
| | | | | | | | | | | | | | | | | | | | | | | RETAINING WALL AD ESTIMATED QUANTITIES | 1195 |
| | | | | | | | | | | | | | | | | | | | | | | RETAINING WALL AE ESTIMATED QUANTITIES | 1210 |
| | | | | | | | | | | | | | | | | | | | | | | RETAINING WALL AF ESTIMATED QUANTITIES | 1221 |
| | | | | | | | | | | | | | | | | | | | | | | RETAINING WALL AG ESTIMATED QUANTITIES | 1233 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | RETAINING WALL AH ESTIMATED QUANTITIES | 1244 |
| | | | | | | | | | | | | | | | | | | | | | | RETAINING WALL AI ESTIMATED QUANTITIES | 1253 |
| | | | | | | | | | | | | | | | | | | | | | | RETAINING WALL AJ ESTIMATED QUANTITIES | 1265 |
| | | | | | | | | | | | | | | | | | | | | | | RETAINING WALL N ESTIMATED QUANTITIES | 1274 |
| | | | | | | | | | | | | | | | | | | | | | | RETAINING WALL S ESTIMATED QUANTITIES | 1286 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | RETAINING WALL T ESTIMATED QUANTITIES | 1303 |
| | | | | | | | | | | | | | | | | | | | | | | RETAINING WALL Y ESTIMATED QUANTITIES | 1313 |
| | | | | | | | | | | | | | | | | | | | | | | RETAINING WALL Z ESTIMATED QUANTITIES | 1322 |
| | | | | | | | | | | | | | | | | | | | | | | RAMP A3 BARRIER MOMENT SLAB ESTIMATED QUANTITIES | 1335 |
| | | | | | | | | | | | | | | | | | | | | | | MEDIAN BARRIER MOMENT SLAB ESTIMATED QUANTITIES | 1342 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | RAMP A2 OVERHEAD SIGN TRUSS ESTIMATED QUANTITIES | 1356 |
| | | | | | | | | | | | | | | | | | | | | | | RAMP B6 OVERHEAD SIGN TRUSS ESTIMATED QUANTITIES | 1362 |
| | | LS | | | | | | | | | | | | LS | | | | 202 | 11000 | LS | | STRUCTURE REMOVED | |
| | | LS | | | | | | | | | | | | LS | | | | 202 | 11200 | LS | | PORTIONS OF STRUCTURE REMOVED | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **BUILDING DEMOLITION** | |
| | | LS | | | | | | | | | | | | LS | | | | 202 | 56000 | LS | | BUILDING DEMOLISHED (103-13-019 / 320-WL) | 74 |
| LS | | | | | | | | | | | | | | LS | | | | 202 | 56001 | LS | | BUILDING DEMOLISHED, AS PER PLAN (103-26-003 / 303) | 74 |
| 6 | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **STRUCTURES** | |
| | | | LS | | | | | | | | | | | LS | | | | 503 | 21300 | LS | | UNCLASSIFIED EXCAVATION | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **STRUCTURE OVER 20 FOOT SPAN** | |
| | | | | | | | | | | | | | | | | | | | | | | STRUCTURE CUY-77-1587 (SFN-1806910 \| BRIDGE 9) ESTIMATED QUANTITIES | 1884 |
| | | | | | | | | | | | | | | | | | | | | | | STRUCTURE CUY-90-1653L (SFN-1807901 \| BRIDGE 10) ESTIMATED QUANTITIES | 2041 |
| | | | | | | | | | | | | | | | | | | | | | | STRUCTURE CUY-90-1653R (SFN-1807804 \| BRIDGE 11) ESTIMATED QUANTITIES | 2090 |
| | | | | | | | | | | | | | | | | | | | | | | STRUCTURE CUY-90-1652S (SFN-1807806 \| BRIDGE 12) ESTIMATED QUANTITIES | 2134 |
| | | | | | | | | | | | | | | | | | | | | | | STRUCTURE CUY-90-1678 (SFN-1807839 \| BRIDGE 13) ESTIMATED QUANTITIES | 2188-2189 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | STRUCTURE CUY-90-1696 (SFN-1807898 \| BRIDGE 14) ESTIMATED QUANTITIES | 2291-2292 |
| | | | | | | | | | | | | | | | | | | | | | | STRUCTURE CUY-90-1640 (SFN-1807773 \| BRIDGE E5) ESTIMATED QUANTITIES | 2371 |
| | | | | | | | | | | | | | | | | | | | | | | STRUCTURE CUY-77-1593L (SFN-1806939 \| BRIDGE E6) ESTIMATED QUANTITIES | 2378 |
| | | | | | | | | | | | | | | | | | | | | | | STRUCTURE CUY-E14th-0002SN (SFN-1806912 \| BRIDGE E10) ESTIMATED QUANTITIES | 2381 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | **MAINTENANCE OF TRAFFIC** | |
| 5000 | | | | | | | | | | | | | | 5000 | | | | 614 | 11110 | 5000 | HOUR | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE | 87 |
| 10555 | | | | | | | | | | | | | | 10555 | | | | 614 | 11630 | 10555 | FT | INCREASED BARRIER DELINEATION | 85 |

GENERAL SUMMARY - 12

CUY-90-16.28 (CCG3A)

MODEL: Sheet-12 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:33:09 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GG001.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 414 TOTAL 2696

| SHEET NUMBER | | | | | | | | | | | | | | PARTICIPATION | | | ALT (X) | ITEM | ITEM EXT. | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 120 | 427 | 428 | 429 | 435 | | | | | | | | | | 01/IMS /04 | 02/IMS /10 | 03/IMS /08 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | ***MAINTENANCE OF TRAFFIC (CONT.)*** | |
| 42 | | | | | | | | | | | | | 6 42 | | | | | 614 | 12380 | 6 42 | EACH | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) | 84 |
| | | | | 2 | | | | | | | | | | 2 | | | | 614 | 12381 | 2 | EACH | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL), AS PER PLAN | 76 |
| | | | | | | | | | | | | | | LS | | | | 614 | 12420 | LS | | DETOUR SIGNING | |
| | 62 | | | | | | | | | | | | | 62 | | | | 614 | 12484 | 62 | EACH | WORK ZONE INCREASED PENALTIES SIGN | 83 |
| | 26 | | | | | | | | | | | | | 26 | | | | 614 | 12500 | 26 | EACH | REPLACEMENT SIGN | 83 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | 6 | | | | | | | | | | | | 6 | | | | 614 | 12756 | 6 | EACH | WORK ZONE CROSSOVER LIGHTING SYSTEM | 85 |
| | | 3895 | | | | | | | | | | | | 3895 | | | | 614 | 12801 | 3895 | EACH | WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN | 84 |
| | | 26 | | | | | | | | | | | | 26 | | | | 614 | 13000 | 26 | CY | ASPHALT CONCRETE FOR MAINTAINING TRAFFIC | |
| | 4 | 1256 | | | | | | | | | | | | 1256 | | | | 614 | 13310 | 1256 | EACH | BARRIER REFLECTOR, TYPE 1 (ONE WAY) | 85 |
| | | 1113 | | | | | | | | | | | | 1113 | | | | 614 | 13350 | 1113 | EACH | OBJECT MARKER, ONE WAY | 85 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | 42 | | | | | | | | | | | | 42 | | | | 614 | 13360 | 42 | EACH | OBJECT MARKER, TWO WAY | 85 |
| | | 3 | | | | | | | | | | | | 3 | | | | 614 | 18000 | 3 | EACH | MAINTAINING TRAFFIC, MISC.: PARTIAL TEMPORARY TRAFFIC SIGNAL | 87 |
| | | 1 | | | | | | | | | | | | 1 | | | | 614 | 18000 | 1 | EACH | MAINTAINING TRAFFIC, MISC.: TEMPORARY TRAFFIC SIGNAL | 85 |
| | | 200 | | | | | | | | | | | | 200 | | | | 614 | 18601 | 200 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | 83 |
| 1.04 | | 0.50 | | | | | | | | | | | | 1.54 | | | | 614 | 20000 | 1.54 | MILE | WORK ZONE LANE LINE, CLASS I, 4" | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 8.75 | | 2.50 | | | | | | | | | | | | 11.25 | | | | 614 | 20010 | 11.25 | MILE | WORK ZONE LANE LINE, CLASS I, 6" | |
| 2.32 | 6 | 0.50 | | | | | | | | | | | 6 | 2.82 | | | | 614 | 21000 | 6 2.82 | MILE | WORK ZONE CENTER LINE, CLASS I | |
| 3.63 | | 1.00 | | | | | | | | | | | | 4.63 | | | | 614 | 22000 | 4.63 | MILE | WORK ZONE EDGE LINE, CLASS I, 4" | |
| 18.26 | | 4.50 | | | | | | | | | | | | 22.76 | | | | 614 | 22010 | 22.76 | MILE | WORK ZONE EDGE LINE, CLASS I, 6" | |
| 3024 | 6 | 650 | | | | | | | | | | | 6 | 3674 | | | | 614 | 23000 | 6 3674 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 8" | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 34686 | | 8750 | | | | | | | | | | | | 43436 | | | | 614 | 23010 | 43436 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 12" | |
| 14781 | 6 | 3650 | | | | | | | | | | | 6 | 18431 | | | | 614 | 24000 | 6 18431 | FT | WORK ZONE DOTTED LINE, CLASS I | |
| 1048 | | 150 | | | | | | | | | | | | 1198 | | | | 614 | 25000 | 1198 | FT | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I | |
| 718 | | 175 | | | | | | | | | | | | 893 | | | | 614 | 26000 | 893 | FT | WORK ZONE STOP LINE, CLASS I | |
| 657 | | 175 | | | | | | | | | | | | 832 | | | | 614 | 27010 | 832 | FT | WORK ZONE CROSSWALK LINE, CLASS I, 12" | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 92 | | 25 | | | | | | | | | | | | 117 | | | | 614 | 30000 | 117 | EACH | WORK ZONE ARROW, CLASS I | |
| 2 | 6 | 1 | | | | | | | | | | | 6 | 3 | | | | 614 | 31000 | 6 3 | EACH | WORK ZONE WORD ON PAVEMENT, 72", CLASS I | |
| 4 | | 1 | | | | | | | | | | | | 5 | | | | 614 | 98200 | 5 | EACH | WORK ZONE PAVEMENT MARKING, MISC.: SHARED LANE MARKING | 84 |
| | | | | | | | | | | | | | | LS | | | | 615 | 10000 | LS | | ROADS FOR MAINTAINING TRAFFIC | |
| 30133 | | | | | | | | | | | | | | 30133 | | | | 615 | 20000 | 30133 | SY | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A | 84 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2285 | | | | | | | | | | | | 2285 | | | | 616 | 10000 | 2285 | MGAL | WATER | |
| | | 150 | | | | | | | | | | | | 150 | | | | 616 | 20000 | 150 | TON | CALCIUM CHLORIDE | |
| 58608 | 6 | | | | | | | | | | | | 6 | 58608 | | | | 622 | 41011 | 6 58608 | FT | PORTABLE BARRIER, 50", AS PER PLAN | 84 |
| 3 | | | | | | | | | | | | | | 3 | | | | 622 | 41060 | 3 | EACH | DUAL PORTABLE BARRIER TRANSITION/TERMINATION | |
| | | | | 1150 | | | | | | | | | | 1150 | | | | 622 | 41101 | 1150 | FT | PORTABLE BARRIER, UNANCHORED, AS PER PLAN | 76 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 2054 | | | | | | | | | | | | | | 2054 | | | | 622 | 41111 | 2054 | FT | PORTABLE BARRIER, ANCHORED, AS PER PLAN | 84 |
| | | | | 190 | | | | | | | | | | 190 | | | | 622 | 41111 | 190 | FT | PORTABLE BARRIER, ANCHORED, AS PER PLAN 2 | 76 |
| | | | 64 | | | | | | | | | | | 64 | | | | 829 | 00100 | 64 | SNMT | WORK ZONE EGRESS WARNING SYSTEM | 84 |
| | | | 648 | | | | | | | | | | | 648 | | | | 896 | 00010 | 648 | SNMT | PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I | |
| | | | 216 | | | | | | | | | | | 216 | | | | 896 | 00020 | 216 | SNMT | PORTABLE CHANGEABLE MESSAGE SIGN | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | ***INCIDENTALS*** | |
| | | | | | | | | | | | | | | LS | | | | 108 | 10000 | LS | | CPM PROGRESS SCHEDULE | |
| | | | | | | | | | | | | | | 21000 | | | | SPECIAL | 111E10100 | 21000 | EACH | DEPARTMENTS SHARE FACILITATED PARTNERING COSTS | PN 111 |
| | | | | | | | | | | | | | | LS | | | | 614 | 11000 | LS | | MAINTAINING TRAFFIC | 81 |
| | | 72 | | | | | | | | | | | | 72 | | | | 619 | 16021 | 72 | MNTH | FIELD OFFICE, TYPE C, AS PER PLAN | 80A |
| | | | | | | | | | | | | | | LS | | | | 623 | 10000 | LS | | CONSTRUCTION LAYOUT STAKES AND SURVEYING | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | LS | | | | 624 | 10000 | LS | | MOBILIZATION | |

GENERAL SUMMARY - 13

CUY-90-16.28 (CCG3A)

MODEL: Sheet-13 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:33:12 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GG001.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 415 TOTAL 2696

# GENERAL NOTES SUBSUMMARY - 1

| SHEET NO. | 201 | 202 | 202 | 202 | 202 | 204 | 204 | 204 | 251 | 251 | 254 | 254 | 254 | 255 | 255 | 255 | 407 | 441 | 441 | 442 | 442 | 442 | 452 | 605 | 605 | 608 | 608 | 609 | 611 | 611 | 611 | 611 | 611 | 611 | 611 | 614 | 614 | 614 | 614 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CLEARING AND GRUBBING | 4 CONCRETE BARRIER REMOVED | PIPE REMOVED, 24" DIAMETER AND UNDER | BUILDING DEMOLISHED, AS PER PLAN (103-26-003 / 303) | REMOVAL MISC.: BURIED TRACK | EXCAVATION OF SUBGRADE | GRANULAR MATERIAL, TYPE B | GEOTEXTILE FABRIC | PARTIAL DEPTH PAVEMENT REPAIR (442) | PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN | PAVEMENT PLANING, ASPHALT CONCRETE (1.5") | PAVEMENT PLANING, ASPHALT CONCRETE (3") | PAVEMENT PLANING, ASPHALT CONCRETE (3.25") | FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN A | FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN B | FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN C | NON-TRACKING TACK COAT | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22M | ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446) | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449), AS PER PLAN, PG70-22M | 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN | 6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC, AS PER PLAN | 6" DEEP PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC, AS PER PLAN | 6" CONCRETE WALK, AS PER PLAN | CURB RAMP, AS PER PLAN | CURB, TYPE 6 | 4 6" CONDUIT, TYPE E | 3 12" CONDUIT, TYPE B, AS PER PLAN 2, 706.08 & 706.12 | 15" CONDUIT, TYPE B, AS PER PLAN 2, 706.08 & 706.12 | CATCH BASIN, NO. 3A, AS PER PLAN | CATCH BASIN, NO. 2-2B, AS PER PLAN | MANHOLE, NO. 3, AS PER PLAN | SPECIAL - MISCELLANEOUS METAL | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE | INCREASED BARRIER DELINEATION | WORK ZONE INCREASED PENALTIES SIGN | REPLACEMENT SIGN |
| | LS | FT | FT | LS | FT | CY | CY | SY | CY | CY | SY | SY | SY | SY | SY | SY | GAL | CY | CY | CY | CY | CY | SY | FT | FT | SF | SF | FT | FT | FT | FT | EACH | EACH | EACH | LB | HOUR | FT | EACH | EACH |
| 73 | LS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 74 | | | | LS | 1000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 76 | | | | | | 3100 | 3100 | 9300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 77 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 78 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 79 | | | 200 | | | | | | | | | | | | | | | | | | | | | 3700 | 5200 | | | | 400 | 400 | | | | | | | | | |
| 80 | | | | | | | | | 180 | | | | | | | | | | | | | | 775 | | | 4500 | 475 | 750 | | 2000 | 200 | 4 | 4 | 4 | 10000 | | | | |
| 83 | | 1510 | | | | | | | | | 63255 | | | | | | | | | | | | | | | | | | | | | | | | | | 62 | 26 |
| 84 | | | | | | | | | | | 1531 | | | | | | 123 | | | | | 64 | | | | | | | | | | | | | | 10555 | | | |
| 85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 87 | | | | | | | | | 300 | 400 | | 38540 | 56010 | 2800 | 2800 | 3850 | 14180 | 1340 | 1870 | 2330 | 2720 | | | | | | | | | | | | | | | 5000 | | | |
| 1371 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1779A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1798 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1804 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1825 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1826 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1829 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1831 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1833 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | LS | 1510 | 200 | LS | 1000 | 3100 | 3100 | 9300 | 480 | 400 | 64786 | 38540 | 56010 | 2800 | 2800 | 3850 | 14303 | 1340 | 1870 | 2330 | 2720 | 64 | 775 | 3700 | 5200 | 4500 | 475 | 750 | 400 | 2400 | 200 | 4 | 4 | 4 | 10000 | 5000 | 10555 | 62 | 26 |

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 427 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-01 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 10:33:10 AM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382400-Engineering\Roadway\Sheets\82382_GS801.dgn

| SHEET NO. | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 616 | 616 | 618 | 619 | 622 | 622 | 623 | 623 | 638 | 659 | 659 | 659 | 659 | 659 | 659 | 659 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | WORK ZONE CROSSOVER LIGHTING SYSTEM | WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN | ASPHALT CONCRETE FOR MAINTAINING TRAFFIC (9) | BARRIER REFLECTOR, TYPE 1 (ONE WAY) | OBJECT MARKER, ONE WAY | OBJECT MARKER, TWO WAY | MAINTAINING TRAFFIC, MISC.: PARTIAL TEMPORARY TRAFFIC SIGNAL | MAINTAINING TRAFFIC, MISC.: TEMPORARY TRAFFIC SIGNAL | PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN | WORK ZONE LANE LINE, CLASS I, 4" | WORK ZONE LANE LINE, CLASS I, 6" | WORK ZONE CENTER LINE, CLASS I | WORK ZONE EDGE LINE, CLASS I, 4" | WORK ZONE EDGE LINE, CLASS I, 6" | WORK ZONE CHANNELIZING LINE, CLASS I, 8" | WORK ZONE CHANNELIZING LINE, CLASS I, 12" | WORK ZONE DOTTED LINE, CLASS I | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I | WORK ZONE STOP LINE, CLASS I | WORK ZONE CROSSWALK LINE, CLASS I, 12" | WORK ZONE ARROW, CLASS I | WORK ZONE WORD ON PAVEMENT, 72", CLASS I | WORK ZONE PAVEMENT MARKING, MISC.: SHARED LANE MARKING | WATER | CALCIUM CHLORIDE | RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) | FIELD OFFICE, TYPE C, AS PER PLAN | CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 | CONCRETE BARRIER, SINGLE SLOPE, TYPE D | PRIMARY PROJECT CONTROL MONUMENT, TYPE B | MONUMENT, MISC.: CLEVELAND MONUMENT ASSEMBLY | WATER WORK, MISC.: CLEVELAND WATER DEPARTMENT CHARGES | SOIL ANALYSIS TEST (8) | REPAIR SEEDING AND MULCHING | INTER-SEEDING | COMMERCIAL FERTILIZER | LIME | WATER | MOWING |
| | EACH | EACH | CY | EACH | EACH | EACH | EACH | EACH | SNMT | MILE | MILE | MILE | MILE | MILE | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | MGAL | TON | MILE | MNTH | FT | FT | EACH | EACH | EACH | EACH | SY | SY | TON | ACRE | MGAL | MSF |
| 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 45 | | | | | | | | | | |
| 76 | | | | | | | | | | | | | | | | | | | | | | | | 0.23 | | | | | 60 | | | | | | | | | |
| 77 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 78 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 79 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | 72 | | | | | | | | | | | |
| 83 | | | | | | | | | 200 | | | | | | | | | | | | | | 2285 | 150 | | | 500 | 1010 | | | | | | | | | | |
| 84 | | 3895 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85 | 6 | | | 1256 | 1113 | 42 | | 1 | | 0.50 | 2.50 | 0.50 | 1.00 | 4.50 | 650 | 8750 | 3650 | 150 | 175 | 175 | 25 | 1 | 1 | | | 1.05 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 87 | | | 26 | | | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1371 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 300000 | | | | | | | |
| 1779A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 10 | |
| 1798 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 10 | 6926 | 6926 | 19.32 | 28.62 | 767 | 750 | |
| 1804 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1825 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1826 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1829 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1831 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1833 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | 6 | 3895 | 26 | 1256 | 1113 | 42 | 3 | 1 | 200 | 0.50 | 2.50 | 0.50 | 1.00 | 4.50 | 650 | 8750 | 3650 | 150 | 175 | 175 | 25 | 1 | 1 | 2285 | 150 | 1.28 | 72 | 500 | 1010 | 45 | 60 | 300000 | 10 | 6926 | 6926 | 19.32 | 28.62 | 767 | 750 (10) |

GENERAL NOTES SUBSUMMARY - 2

CUY-90-16.28 (CCG3A)

MODEL: Sheet-11 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 10:33:12 AM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GS801.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 428 TOTAL 2696

| SHEET NO. | 690 SPECIAL - WORK INVOLVING NON-REGULATED MATERIALS TON | 690 SPECIAL - WORK INVOLVING PETROLEUM CONTAMINATED SOIL TON | 690 SPECIAL - WORK INVOLVING NON-REGULATED WATER GAL | 690 SPECIAL - WORK INVOLVING REGULATED WATER GAL | 690 SPECIAL - BRICK 1 PAVER MOCK UP EACH | 690 SPECIAL - BRICK 2 PAVER MOCK UP EACH | 690 SPECIAL - BRICK 3 PAVER MOCK UP EACH | 690 SPECIAL - BRICK 4 PAVER MOCK UP EACH | 690 SPECIAL - BRIDGE 13 PLANTER MOCK UP EACH | 690 SPECIAL - BRIDGE 13 SCREEN WALL MOCK UP EACH | 690 SPECIAL - GATEWAY MONUMENT SIGN SCREEN WALL MOCK UP EACH | 690 SPECIAL - INTEGRALLY COLORED CONCRETE CROSSWALK MOCK UP EACH | 690 SPECIAL - PERMITS EACH | 690 SPECIAL - PRECAST ELECTRIC MANHOLE (6' X 8' X 7' HR) EACH | 690 SPECIAL - TREE PROTECTION EACH | 690 SPECIAL - UTILITY TEST HOLE EACH | 690 SPECIAL - AIR KNIFE EXCAVATION FT | 690 SPECIAL - BRIDGE 13 ARCHITECTURAL CONCRETE MIX MOCK UP LS | 690 SPECIAL - CLEVELAND PLANTING LS | 690 SPECIAL - GATEWAY MONUMENT SIGN ARCHITECTURAL CONCRETE MIX MOCK UP LS | 690 SPECIAL - WORK INVOLVING ASBESTOS CONTAINING MATERIALS (CARNEGIE AVENUE, CUY-90-1692, SFN 1807897) LS | 690 SPECIAL - WORK INVOLVING ASBESTOS CONTAINING MATERIALS (E. 22ND STREET, CUY-90-1676, SFN 1807838) LS | 690 SPECIAL - WORK INVOLVING ASBESTOS CONTAINING MATERIALS (E5, CUY-90-1640, SFN 1807773) LS | 690 SPECIAL - WORK INVOLVING ASBESTOS CONTAINING MATERIALS (E6, CUY-77-1593, SFN 1806939) LS | 690 SPECIAL - WORK INVOLVING ASBESTOS CONTAINING MATERIALS (E7, CUY-77-159TL, SFN 1807919) LS | 690 SPECIAL - WORK INVOLVING ASBESTOS CONTAINING MATERIALS (E8, CUY-90-1651L, SFN 1807900) LS | 690 SPECIAL - WORK INVOLVING ASBESTOS CONTAINING MATERIALS (E9, CUY-90-1651R, SFN 1807803) LS | 690 SPECIAL - WORK INVOLVING ASBESTOS CONTAINING MATERIALS (E10, CUY-E14TH-0002SN, SFN 1806912) LS | 690 SPECIAL - SURCHARGE FOR CLASS MS CONCRETE CY | 829 WORK ZONE EGRESS WARNING SYSTEM SNMT | 896 PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I SNMT | 896 PORTABLE CHANGEABLE MESSAGE SIGN SNMT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 76 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 77 | | | | | | | | | | | | | 900000 | | | 40 | | | | LS | LS | LS | LS | LS | LS | LS | LS | | | | | |
| 78 | 755 | 7550 | 105000 | 42000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 79 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 83 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 64 | | |
| 85 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 648 | 216 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 87 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 280 | | | |
| 1371 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1779A | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | |
| 1798 | | | | | | | | | | | | | | | 9 | | 320 | | | | | | | | | | | | | | | |
| 1804 | | | | | | | | | | | | | | | | | | | LS | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1825 | | | | | | | | | | | | 2 | | | | | | | | | | | | | | | | | | | | |
| 1826 | | | | | 2 | 2 | 2 | 2 | | | | | | | | | | LS | | LS | | | | | | | | | | | | |
| 1829 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1831 | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| 1833 | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | 755 | 7550 | 105000 | 42000 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 900000 | 1 | 9 | 40 | 320 | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | 280 | 64 | 648 | 216 |

# GENERAL NOTES SUBSUMMARY - 3

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 429 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-21 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 10:33:12 AM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382400-Engineering\Roadway\Sheets\82382_GS801.dgn

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 606 GUARDRAIL, TYPE MGS | 606 ANCHOR ASSEMBLY, MGS TYPE B (MASH 2016) | 606 ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016) | 606 ANCHOR ASSEMBLY, MGS TYPE T | 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 | 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 | 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2, AS PER PLAN | 606 IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (MASH 2016) (50 MPH, 69" WIDE) | 606 IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (MASH 2016) (50 MPH, 90" WIDE) | 607 FENCE, TYPE CLT | 607 FENCE REMOVED AND REBUILT | 607 GATE, TYPE CLT | 611 8 MANHOLE ADJUSTED TO GRADE | 614 WORK ZONE IMPACT ATTENUATOR, 24' WIDE HAZARDS, (UNIDIRECTIONAL), AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D | 622 BARRIER TRANSITION | 622 CONCRETE BARRIER END SECTION, TYPE B, AS PER PLAN | 622 CONCRETE BARRIER END SECTION, TYPE D | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN 2 | 622 PORTABLE BARRIER, UNANCHORED, AS PER PLAN | 622 PORTABLE BARRIER, ANCHORED, AS PER PLAN 2 | REF. ONLY GAS VALVE BOX ADJUSTED TO GRADE (BY OTHERS) | REF. ONLY MANHOLE ADJUSTED TO GRADE (BY OTHERS) | 6 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SF | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | EACH | EACH | EACH | EACH | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | EACH | EACH | |
| | | EX. RAMP E-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GR-32 | 624 | 62+57.30 | 63+98.59 | LT | | 112.5 | 1 | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CARNEGIE AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U-15 | 628 | 49+45.22 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| U-16 | 628 | 49+74.26 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| U-17 | 628 | 49+76.79 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| U-18 | 628 | 50+07.09 | | LT | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| U-19 | | NOT USED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U-20 | 630 | 53+06.56 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| U-21 | 630 | 53+19.50 | | LT | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| U-22 | 630 | 53+22.42 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| U-23 | 630 | 53+58.01 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| U-24 | 630 | 53+64.81 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U-25 | | NOT USED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U-26 | 630 | 53+74.25 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| U-27 | 630 | 54+58.03 | | RT | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| U-28 | 630 | 54+62.18 | | RT | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| U-29 | 630 | 55+61.98 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U-30 | 630 | 55+83.92 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| U-31 | | NOT USED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U-32 | 632 | 57+41.90 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| U-33 | 632 | 57+43.09 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| U-34 | 632 | 57+63.10 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U-35 | 632 | 58+74.87 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| U-36 | | NOT USED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U-37 | 634 | 65+07.45 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| U-38 | 634 | 65+30.80 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| U-39 | 634 | 65+66.53 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U-40 | | NOT USED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U-41 | 636 | 66+81.28 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| U-42 | 636 | 68+28.56 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| U-43 | 636 | 68+30.13 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| U-44 | 636 | 68+71.71 | | RT | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MIDTOWN CONNECTOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U-45 | | NOT USED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U-46 | 640 | 505+49.80 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| U-47 | 640 | 506+04.19 | | RT | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| U-48 | 640 | 507+59.23 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| U-49 | 640 | 508+85.56 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U-50 | 640 | 508+95.86 | | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| U-51 | 640 | 509+74.15 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| U-52 | 642 | 510+02.80 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| U-53 | 642 | 510+15.95 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| U-54 | 642 | 510+90.52 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CEDAR AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U-55 | 644 | 400+62.23 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| U-56 | 644 | 400+89.21 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| U-57 | 644 | 402+29.80 | | RT | | | | | | | | | | | | | | 10 6 | | | | | | | | | | | | | | | | | | | | 1 | | | |
| TOTALS CARRIED TO SHEET 435 | | | | | | 112.5 | 1 | - | 1 | - | - | - | - | - | - | - | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 13 | 18 | | |

ROADWAY SUBSUMMARY - 3

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 432 | TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-03 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:26:57 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GS001.dgn

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 606 GUARDRAIL, TYPE MGS | 606 ANCHOR ASSEMBLY, MGS TYPE B (MASH 2016) | 606 ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016) | 606 ANCHOR ASSEMBLY, MGS TYPE T | 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 | 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 | 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2, AS PER PLAN | 606 IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (MASH 2016) (50 MPH, 69" WIDE) | 606 IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (MASH 2016) (50 MPH, 90" WIDE) | 607 FENCE, TYPE CLT | 607 FENCE REMOVED AND REBUILT | 607 GATE, TYPE CLT | 611 MANHOLE ADJUSTED TO GRADE | 614 WORK ZONE IMPACT ATTENUATOR, 24' WIDE HAZARDS, (UNIDIRECTIONAL), AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D | 622 BARRIER TRANSITION | 622 CONCRETE BARRIER END SECTION, TYPE B, AS PER PLAN | 622 CONCRETE BARRIER END SECTION, TYPE D | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN 2 | 622 PORTABLE BARRIER, UNANCHORED, AS PER PLAN | 622 PORTABLE BARRIER, ANCHORED, AS PER PLAN 2 | REF. ONLY GAS VALVE BOX ADJUSTED TO GRADE (BY OTHERS) | REF. ONLY MANHOLE ADJUSTED TO GRADE (BY OTHERS) | 6 | | |
|---|---|---

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 606 GUARDRAIL, TYPE MGS | 606 ANCHOR ASSEMBLY, MGS TYPE B (MASH 2016) | 606 ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016) | 606 ANCHOR ASSEMBLY, MGS TYPE T | 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 | 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 | 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2, AS PER PLAN | 606 IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (MASH 2016) (50 MPH, 69" WIDE) | 606 IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (MASH 2016) (50 MPH, 90" WIDE) | 607 FENCE, TYPE CLT | 607 FENCE REMOVED AND REBUILT | 607 GATE, TYPE CLT | 611 MANHOLE ADJUSTED TO GRADE | 614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL), AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN | 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D | 622 BARRIER TRANSITION | 622 CONCRETE BARRIER END SECTION, TYPE B, AS PER PLAN | 622 CONCRETE BARRIER END SECTION, TYPE D | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1 | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN | 622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN 2 | 622 PORTABLE BARRIER, UNANCHORED, AS PER PLAN | 622 PORTABLE BARRIER, ANCHORED, AS PER PLAN 2 | REF. ONLY GAS VALVE BOX ADJUSTED TO GRADE (BY OTHERS) | REF. ONLY MANHOLE ADJUSTED TO GRADE (BY OTHERS) | 6 | | | |
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# REMOVALS SUBSUMMARY - 1

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") 6 | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED 1 | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT 10 | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK 10 | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SF | LS | LS | SY | SF | SY | FT | SY | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LS | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT |
| | | I.R. 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-1 | 680 | 60+65.01 | 64+84.06 | LT | 25256 | | | 2806 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-2 | 680 | 60+88.03 | 64+85.46 | LT | 28679 | | | 3187 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-1 | 680 | 63+39.19 | 64+92.12 | RT | | | | | | | | | | | | 153 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-2 | 680 | 64+03.45 | 64+86.95 | LT | | | | | | | | | | | | 84 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-1 | 680 | 64+76.03 | 64+90.71 | LT | | | | | | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-2 | 680 | 64+76.32 | 64+92.00 | RT | | | | | | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP A3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-3 | 680 | 578+57.69 | 581+86.23 | LT | 12700 | | | 1411 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | I.R. 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-4 | 681 | 65+82.27 | 66+36.81 | RT | 2182 | | | 242 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-5 | 681 | 66+81.03 | 70+83.72 | LT | 20817 | | | 2313 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-3 | 681 | 68+08.96 | 70+66.98 | RT | | | | | | | | | | | | 258 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-6 | 681 | 68+09.16 | 70+66.90 | RT | 24013 | | | 2668 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-4 | 681 | 68+72.07 | 70+79.28 | LT | | | | | | | | | | | | 207 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-3 | 681 | 68+72.18 | 68+92.18 | LT | | | | | | | | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP A2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-5 | 681 | 420+94.47 | 421+87.53 | RT | | | | | | | | | | | | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-6 | 681 | 423+44.21 | 425+11.04 | RT | | | | | | | | | | | | 167 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-7 | 681 | 424+65.86 | 428+07.53 | RT | | | | | | | | | | | | 302 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EX. RAMP A3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-8 | 681 | 200+57.15 | 203+89.55 | RT | | | | | | | | | | | | 332 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-7 | 681 | 200+93.01 | 205+51.42 | RT | 15657 | | | 1740 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-9 | 681 | 201+88.16 | 205+70.08 | LT | | | | | | | | | | | | 382 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-4 | 681 | 203+71.50 | 203+89.55 | RT | | | | | | | | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | I.R. 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-8 | 682 | 70+00.00 | 70+75.09 | RT | 3272 | | | 364 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-10 | 682 | 73+95.57 | 76+88.23 | RT | | | | | | | 293 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-11 | 682 | 73+95.70 | 84+38.26 | CL | | | | | | | 1043 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-12 | 682 | 74+12.69 | 76+42.27 | LT | | | LS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-5 | 682 | 74+13.00 | 74+31.32 | RT | | | | | | | | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-13 | 682 | 74+13.16 | 77+97.58 | RT | | | | | | | | | | | | 384 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-14 | 682 | 74+19.25 | 80+81.54 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 739 | | | | | | | | | | |
| PR-9 | 682 | 74+21.44 | 98+47.75 | CL | 316145 | | | 35127 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-1 | 682 | 74+78.81 | 77+33.38 | RT | 1206 | | | | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | E. 14TH ST. NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-10 | 682 | 53+05.44 | 57+45.67 | RT/LT | 25883 | | | 2876 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-2 | 682 | 53+44.97 | 57+45.48 | RT | 8525 | | | | 8525 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-15 | 682 | 55+80.04 | 57+45.17 | RT | | LS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-16 | 682 | 55+80.04 | 57+45.17 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 205 | | | | | | | | | | |
| | | E. 14TH ST. SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-11 | 682 | 32+71.86 | 37+25.52 | CL/LT | 17375 | | | 1931 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-17 | 682 | 205+67.86 | 205+86.87 | CL/LT | | | | | | | | | | | | 51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-18 | 682 | 205+76.13 | 206+75.67 | RT/LT | | | | | | | | | | | | 75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | I.R. 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-19 | 683 | 75+80.47 | 76+70.22 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 227 | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 489A | | | | | | LS | LS | 54665 | 8659 | - | 1336 | - | 87 | - | - | 2488 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1171 | - | - | - | - | - | - | - | - | - | - |

CUY-90-16.28 (CCG3A)

MODEL: Sheet-01 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:24:46 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\RoadwaySheets\82382_GS901.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 472 TOTAL 2696

# REMOVALS SUBSUMMARY - 2

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") 6 | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED 1 | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT 10 | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK 10 | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
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# REMOVALS SUBSUMMARY - 3

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") 6 | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED 1 | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT 10 | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK 10 | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
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| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") 6 | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED 1 | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT 10 | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK 10 | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SF | LS | LS | SY | SF | SY | FT | SY | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LS | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT |
| | | RAMP IJ3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-25 | 692 | 91+52.52 | 95+07.87 | CL | 11517 | | | 1280 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EX. RAMP E-17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-63 | 692 | 53+59.63 | 54+62.78 | RT | | | | | | | | | | | | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP IH4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-26 | 693 | 13+94.92 | 14+90.99 | CL | 3264 | | | 363 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-18 | 693 | 14+14.70 | 14+84.82 | LT | | | | | | | | | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-64 | 693 | 14+16.56 | 14+82.32 | LT | | | | | | | | | | | | 68 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP IH5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-65 | 693 | 1078+57.45 | 1080+10.11 | LT | | | | | | | | | | | | 160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP H5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-66 | 693 | 977+48.20 | 981+25.87 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-19 | 693 | 978+10.65 | 980+74.29 | RT | | | | | | | | | 291 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-27 | 693 | 978+10.65 | 980+74.29 | RT | 7717 | | | 857 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP H6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-20 | 693 | 1178+63.69 | 1179+04.48 | RT | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-21 | 693 | 1179+33.65 | 1180+06.53 | RT | | | | | | | | | 143 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP H5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-28 | 694 | 983+02.44 | 987+06.26 | RT | 11617 | | | 1291 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-22 | 694 | 983+10.24 | 987+06.26 | LT/RT | | | | | | | | | 403 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP H6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-23 | 694 | 1182+58.96 | 1187+01.56 | RT | | | | | | | | | 403 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-29 | 694 | 1182+58.96 | 1187+01.56 | RT | 9521 | | | 1058 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-30 | 694 | 1182+65.44 | 1183+19.52 | RT | 626 | | | | | 70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-24 | 694 | 1182+65.44 | 1186+88.04 | RT | | | | | | | | | 403 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-25 | 694 | 1182+68.01 | 1186+43.20 | RT/LT | | | | | | | | | 407 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-31 | 694 | 1182+73.40 | 1185+25.09 | CL/LT | 6885 | | | 765 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-26 | 694 | 1182+74.47 | 1185+25.35 | LT | | | | | | | | | 261 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-27 | 694 | 1182+82.50 | 1185+25.35 | LT | | | | | | | | | 259 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-32 | 694 | 1184+45.30 | 1185+25.28 | LT | 252 | | | | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTERIM E. 14TH ST. SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-28 | 694 | 200+54.55 | 204+66.61 | RT | | | | | | | | | 423 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-33 | 694 | 200+56.02 | 204+66.65 | CL | 10395 | | | 1155 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-29 | 694 | 201+78.20 | 204+80.35 | CL/LT | | | | | | | | | 308 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | E. 14TH ST. SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-67 | 694 | 31+34.50 | 31+64.71 | RT | | | | | | | | | | | | 23 | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | E. 22ND ST. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-30 | 694 | 29+46.50 | 30+21.05 | LT/RT | | | | | | | | | 154 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP H5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-31 | 695 | 987+00.61 | 988+94.16 | RT/LT | | | | | | | | | 219 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-34 | 695 | 987+00.61 | 988+94.16 | RT/LT | 7168 | | | 796 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-32 | 695 | 987+06.26 | 988+71.43 | RT/LT | | | | | | | | | 188 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-68 | 695 | 987+84.56 | 987+87.09 | RT | | | | | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-69 | 695 | 988+12.41 | 988+14.63 | RT | | | | | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 489A | | | | | | - | - | 7565 | - | 98 | 32 | - | 4103 | - | - | 316 | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 395 | - | - | - | - | - | - | - | - | - |

REMOVALS SUBSUMMARY - 4

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 475 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-04 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:24:54 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GS901.dgn

# REMOVALS SUBSUMMARY - 5

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") 6 | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED 1 | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT 10 | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK 10 | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SF | LS | LS | SY | SF | SY | FT | SY | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LS | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT |
| | | RAMP H6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-33 | 695 | 1186+88.04 | 1187+57.20 | RT/LT | | | | | | | | | 70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-35 | 695 | 1186+88.04 | 1187+57.20 | RT/CL | 1031 | | | 115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-34 | 695 | 1187+01.56 | 1187+18.18 | RT | | | | | | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-36 | 695 | 1187+15.23 | 1188+20.54 | LT | 3232 | | | 359 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-35 | 695 | 1187+15.59 | 1188+05.14 | LT | | | | | | | | | 126 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-36 | 695 | 1187+23.81 | 1188+20.54 | LT | | | | | | | | | 140 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTERIM E. 14TH ST. NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-37 | 695 | 305+34.97 | 305+86.50 | RT/LT | 1207 | | | 134 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | E. 14TH ST. NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-70 | 695 | 52+30.95 | 52+35.52 | RT | | | | | | | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-37 | 695 | 52+65.72 | 52+82.86 | RT/LT | | | | | | | | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-71 | 695 | 52+67.14 | 52+77.14 | RT/LT | | | | | | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-72 | 695 | 52+77.74 | 52+77.74 | LT | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTERIM E. 14TH ST. SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-73 | 695 | 204+65.42 | 205+61.99 | RT/LT | | | | | | | | | | | | 98 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-38 | 695 | 204+66.61 | 205+61.21 | RT/LT | | | | | | | | | 95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-38 | 695 | 204+66.65 | 205+61.21 | CL/LT | 2010 | | | 223 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-39 | 695 | 204+80.35 | 205+53.24 | LT | | | | | | | | | 71 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-40 | 695 | 205+22.92 | 205+68.25 | RT | | | | | | | | | 66 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | E. 14TH ST. SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-74 | 695 | 32+32.15 | 32+66.88 | RT/LT | | | | | | | | | | | | 30 | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | COMMUNITY COLLEGE AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-39 | 695 | 52+81.79 | 55+09.35 | RT/CL | 5715 | | | 635 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EX. COMMUNITY COLLEGE AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-41 | 695 | 52+81.79 | 55+09.37 | RT | | | | | | | | | 229 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-42 | 695 | 53+00.25 | 55+09.34 | RT/LT | | | | | | | | | 213 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP H6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-40 | 696 | 1187+18.18 | 1188+81.05 | CL | 3333 | | | 370 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-43 | 696 | 1187+18.18 | 1192+58.53 | RT | | | | | | | | | 576 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-44 | 696 | 1187+57.20 | 1188+47.75 | LT | | | | | | | | | 130 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-45 | 696 | 1188+05.14 | 1188+52.71 | LT | | | | | | | | | 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-41 | 696 | 1188+05.14 | 1192+66.82 | LT/CL | 16935 | | | 1882 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-46 | 696 | 1188+20.54 | 1192+27.41 | LT | | | | | | | | | 434 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-42 | 696 | 1188+47.75 | 1188+82.61 | LT | 277 | | | | | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-47 | 696 | 1188+63.04 | 1192+27.41 | LT | | | | | | | | | 421 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-48 | 696 | 1188+96.77 | 1189+60.09 | RT | | | | | | | | | 73 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-43 | 696 | 1188+96.77 | 1190+07.34 | RT | 1677 | | | 186 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-49 | 696 | 1189+48.54 | 1189+86.11 | RT | | | | | | | | | 102 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-75 | 696 | 1189+52.04 | 1190+08.01 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-50 | 696 | 1189+90.22 | 1190+07.40 | RT | | | | | | | | | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-44 | 696 | 1190+30.04 | 1190+72.63 | RT | 626 | | | 70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-51 | 696 | 1190+30.04 | 1190+30.26 | RT | | | | | | | | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-52 | 696 | 1190+43.60 | 1190+72.63 | RT | | | | | | | | | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-5 | 696 | 1190+55.58 | 1192+58.53 | RT | 2171 | | | | 2171 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 489A | | | | | | - | - | 3974 | 2171 | 31 | 30 | - | 3001 | - | - | 128 | - | - | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 8 | - | - | - | - | - | - | - | - |

CUY-90-16.28 (CCG3A)

MODEL: Sheet-05 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:24:56 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\RoadwaySheets\82382_GS901.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 476 TOTAL 2696

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") 6 | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED 1 | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT 10 | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK 10 | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SF | LS | LS | SY | SF | SY | FT | SY | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LS | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT |
| | | EX. COMMUNITY COLLEGE AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-6 | 696 | 55+09.33 | 57+82.69 | LT | 2286 | | | | 2286 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-53 | 696 | 55+09.34 | 57+82.63 | LT | | | | | | | | | 347 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-45 | 696 | 55+09.34 | 59+65.59 | CL/LT | 15126 | | | 1681 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-46 | 696 | 57+29.16 | 58+35.94 | LT | 3461 | | | 385 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-47 | 696 | 57+55.05 | 58+03.22 | LT | 714 | | | | | | | 714 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-54 | 696 | 58+07.35 | 59+63.47 | LT | | | | | | | | | 303 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-76 | 696 | 58+09.73 | 58+10.88 | LT/RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | | | |
| WR-7 | 696 | 58+19.10 | 59+63.47 | LT | 1894 | | | | 1894 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-48 | 696 | 58+26.95 | 59+26.12 | CL/LT | 693 | | | | | 77 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP A2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-49 | 697 | 424+88.65 | 428+78.64 | LT | 14630 | | | 1626 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP A3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-55 | 697 | 589+06.97 | 589+69.87 | LT | | | | | | | | | 59 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CARNEGIE AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-50 | 697 | 37+26.23 | 38+32.61 | RT | 966 | | | 107 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-56 | 697 | 37+26.23 | 38+32.61 | RT | | | | | | | | | 105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-8 | 697 | 37+26.23 | 38+33.98 | RT | 1404 | | | | 1404 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP A3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-77 | 698 | 589+75.27 | 590+86.82 | RT/LT | | | | | | | | | | | | 89 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CARNEGIE AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-51 | 698 | 38+31.48 | 42+21.99 | RT | 2908 | | | 323 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-9 | 698 | 38+32.61 | 38+53.80 | RT | 212 | | | | 212 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-10 | 698 | 38+34.25 | 38+49.46 | LT | 93 | | | | 93 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-11 | 698 | 38+56.85 | 38+68.26 | LT | 90 | | | | 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-57 | 698 | 39+25.86 | 39+53.17 | LT | | | | | | | | | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-12 | 698 | 39+25.86 | 39+53.36 | LT | 307 | | | | 307 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-58 | 698 | 41+01.39 | 41+39.41 | LT | | | | | | | | | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-13 | 698 | 41+01.39 | 41+39.41 | LT | 333 | | | | 333 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-14 | 698 | 41+92.24 | 42+01.04 | LT | 72 | | | | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-59 | 698 | 41+92.24 | 42+15.34 | LT | | | | | | | | | 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-15 | 698 | 42+02.34 | 42+15.54 | LT | 72 | | | | 72 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | E. 14TH ST. NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-52 | 698 | 56+95.62 | 60+62.09 | CL | 12226 | | | 1358 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-60 | 698 | 56+95.67 | 60+50.56 | LT | | | | | | | | | 360 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-61 | 698 | 58+13.56 | 60+63.96 | RT | | | | | | | | | 659 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-16 | 698 | 58+13.56 | 60+63.96 | RT | 3282 | | | | 3282 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-53 | 698 | 58+81.75 | 60+51.90 | LT | 822 | | | | | 91 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | E. 14TH ST. SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-62 | 698 | 36+73.22 | 38+79.72 | LT | | | | | | | | | 211 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-54 | 698 | 36+73.22 | 40+48.07 | LT | 15032 | | | 1670 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-63 | 698 | 36+75.19 | 40+31.37 | LT/RT | | | | | | | | | 357 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-64 | 698 | 38+98.37 | 40+49.66 | LT | | | | | | | | | 168 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | E. 18TH ST. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-65 | 698 | 20+79.10 | 24+82.55 | RT | | | | | | | | | 457 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-17 | 698 | 20+79.10 | 24+82.55 | RT | 3175 | | | | 3175 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 489A | | | | | | - | - | 7150 | 13220 | 168 | - | 714 | 3160 | - | - | 89 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | - | - | - | - | - | - | - |

# REMOVALS SUBSUMMARY - 6

DESIGN AGENCY

Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 477 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-06 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:24:58 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GS901.dgn

# REMOVALS SUBSUMMARY - 7

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | STRUCTURE REMOVED | PORTIONS OF STRUCTURE REMOVED | PAVEMENT REMOVED | WALK REMOVED | CONCRETE MEDIAN REMOVED | CONCRETE BARRIER REMOVED | TRAFFIC ISLAND REMOVED | CURB REMOVED | PIPE REMOVED, 24" DIAMETER AND UNDER | PIPE REMOVED, OVER 24" DIAMETER | GUARDRAIL REMOVED | ANCHOR ASSEMBLY REMOVED, TYPE A | ANCHOR ASSEMBLY REMOVED, TYPE E | ANCHOR ASSEMBLY REMOVED, TYPE T | ANCHOR ASSEMBLY REMOVED, TYPE B | BRIDGE TERMINAL ASSEMBLY REMOVED | BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | IMPACT ATTENUATOR REMOVED | BUILDING DEMOLISHED (103-13-019 / 320-WL) | MANHOLE REMOVED | CATCH BASIN REMOVED | INLET REMOVED | INLET ABANDONED | CATCH BASIN ABANDONED | MANHOLE ABANDONED | SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") | SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | FENCE REMOVED | GATE REMOVED | REMOVAL MISC.: BILLBOARD | REMOVAL MISC.: BOLLARD | REMOVAL MISC.: CONCRETE STRUCTURES | REMOVAL MISC.: ELECTRIC VAULT | REMOVAL MISC.: PAY BOX | REMOVAL MISC.: UTILITY POLE | REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK | REMOVAL MISC.: DELINEATOR CURB | REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 | 202 |
| | | FROM | TO | | SF | LS | LS | SY | SF | SY | FT | SY | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LS | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT |
| | | E. 18TH ST. (CONT.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-78 | 698 | 20+81.39 | 22+86.59 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 368 | | | | | | | | | | |
| R-79 | 698 | 21+20.09 | 21+91.84 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 | | | | | | | |
| PR-55 | 698 | 21+79.52 | 24+64.22 | LT/RT | 10033 | | | 1115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-80 | 698 | 22+93.69 | 23+62.11 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 | | | | | | | |
| R-81 | 698 | 23+53.15 | 24+82.27 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 289 | | | | | | | | | | |
| | | CENTRAL AVE. CONNECTOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-56 | 698 | 600+33.98 | 601+64.61 | CL | 5127 | | | 570 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EX. CENTRAL AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-82 | 699 | 14+80.49 | 16+92.07 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 212 | | | | | | | | | | |
| PR-57 | 699 | 14+80.49 | 17+84.15 | CL | 11986 | | | 1332 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-66 | 699 | 15+15.01 | 15+21.90 | LT | | | | | | | | | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-58 | 699 | 15+15.01 | 15+43.51 | LT | 333 | | | 37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-18 | 699 | 15+29.49 | 16+85.99 | RT | 1612 | | | | 1612 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-67 | 699 | 15+30.07 | 16+85.63 | RT | | | | | | | | | 156 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-68 | 699 | 15+30.93 | 15+43.51 | LT | | | | | | | | | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-59 | 699 | 15+43.22 | 15+70.44 | LT | 263 | | | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-69 | 699 | 15+43.51 | 16+91.03 | LT | | | | | | | | | 148 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-83 | 699 | 15+48.87 | 15+69.41 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | |
| WR-19 | 699 | 15+68.78 | 17+03.95 | LT | 1453 | | | | 1453 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-84 | 699 | 15+69.41 | 16+91.45 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 139 | | | | | | | | | | |
| PR-60 | 699 | 16+85.63 | 17+33.19 | RT | 472 | | | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-85 | 699 | 16+92.07 | 17+06.88 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | |
| R-86 | 699 | 17+06.88 | 17+27.16 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 21 | | | | | | | | | | |
| RC-70 | 699 | 17+33.16 | 17+47.70 | RT | | | | | | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-20 | 699 | 17+33.19 | 17+47.97 | RT | 142 | | | | 142 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-87 | 699 | 17+53.18 | 17+54.81 | LT/RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | |
| R-88 | 699 | 17+54.81 | 17+58.91 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 39 | | | | | | | | | | |
| R-89 | 699 | 17+65.53 | 17+91.41 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 26 | | | | | | | | | | |
| | | EX. E. 19TH ST. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-90 | 699 | 2+02.32 | 3+57.65 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 174 | | | | | | | | | | |
| PR-61 | 699 | 2+15.32 | 4+04.00 | CL | 6753 | | | 751 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-62 | 699 | 2+22.97 | 3+49.01 | RT | 2684 | | | 299 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-71 | 699 | 2+22.97 | 3+58.65 | RT | | | | | | | | | 163 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-72 | 699 | 2+27.93 | 3+87.00 | LT | | | | | | | | | 170 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-73 | 699 | 2+33.82 | 3+55.64 | RT | | | | | | | | | 122 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-63 | 699 | 2+57.30 | 2+81.57 | LT | 262 | | | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-91 | 699 | 2+57.89 | 2+80.17 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | |
| R-92 | 699 | 2+80.17 | 3+05.51 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 75 | | | | | | | | | | |
| WR-21 | 699 | 2+98.62 | 3+33.53 | LT | 337 | | | | 337 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-74 | 699 | 3+17.66 | 3+34.59 | LT | | | | | | | | | 69 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-64 | 699 | 3+18.83 | 3+36.63 | LT | 511 | | | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-65 | 699 | 3+26.19 | 3+60.42 | LT | 382 | | | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-22 | 699 | 3+40.03 | 3+58.65 | RT | 223 | | | | 223 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-75 | 699 | 3+53.87 | 3+61.00 | LT | | | | | | | | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-23 | 699 | 3+54.44 | 3+87.00 | LT | 322 | | | | 322 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-66 | 699 | 3+55.64 | 3+84.90 | RT | 318 | | | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-24 | 699 | 3+81.63 | 4+04.00 | RT | 281 | | | | 281 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 489A | | | | | | - | - | 4353 | 4370 | - | - | - | 922 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1343 | 4 | - | 16 | - | - | - | - | - | - | - |

CUY-90-16.28 (CCG3A)

MODEL: Sheet-07 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:25:01 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GS901.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 478 TOTAL 2696

# REMOVALS SUBSUMMARY - 8

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | FROM | TO | | SF | LS | LS | SY | SF | SY | FT | SY | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LS | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT |
| | | EX. E. 19TH ST. (CONT.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-76 | 699 | 3+84.90 | 4+04.00 | RT | | | | | | | | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | I.R. 90 EB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-93 | 700 | 192+85.46 | 194+92.34 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 399 | | | | | | | | | | |
| RC-77 | 700 | 192+87.10 | 195+54.61 | LT | | | | | | | | | 478 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-94 | 700 | 194+54.38 | 195+41.76 | RT | | | | | | | 91 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-95 | 700 | 194+91.64 | 196+69.09 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 254 | | | | | | | | | | |
| R-96 | 700 | 195+42.17 | 195+96.85 | RT/LT | | | | | | | | | | | | | | | | 1 | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-97 | 700 | 196+80.20 | 198+05.81 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 314 | | | | | | | | | | |
| RC-78 | 700 | 197+14.54 | 198+07.12 | LT | | | | | | | | | 98 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP A2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-67 | 700 | 435+09.58 | 437+48.34 | CL | 20282 | | | 2254 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-68 | 700 | 437+24.33 | 439+05.69 | CL | 10077 | | | 1120 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-69 | 700 | 439+42.76 | 440+80.38 | CL | 14021 | | | 1558 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-79 | 700 | 440+27.70 | 440+47.41 | LT | | | | | | | | | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EX. E. 21ST ST. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-70 | 700 | 2+79.91 | 6+06.50 | CL | 12914 | | | 1435 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-98 | 700 | 2+87.93 | 4+96.04 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 264 |
| RC-80 | 700 | 4+46.13 | 6+06.58 | RT | | | | | | | | | 177 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-81 | 700 | 4+96.04 | 6+06.50 | LT/RT | | | | | | | | | 112 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP A1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-99 | 701 | 310+64.93 | 311+13.99 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 48 | | | | | | | | | | |
| PR-71 | 701 | 310+75.00 | 311+84.40 | CL | 4145 | | | 461 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-100 | 701 | 310+90.30 | 311+75.66 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 119 | | | | | | | | | | |
| PR-72 | 701 | 310+91.42 | 311+82.32 | RT | 8747 | | | 972 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP A3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-82 | 701 | 310+85.75 | 311+98.59 | RT | | | | | | | | | 129 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CARNEGIE AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-83 | 701 | 47+97.58 | 48+91.44 | RT | | | | | | | | | 91 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-84 | 701 | 48+00.00 | 49+73.83 | LT | | | | | | | | | 214 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-73 | 701 | 48+00.00 | 51+29.67 | CL | 29468 | | | 3274 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-25 | 701 | 48+84.82 | 49+25.22 | RT | 248 | | | | 248 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-26 | 701 | 49+86.27 | 51+15.55 | RT | 898 | | | | 898 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-85 | 701 | 50+04.72 | 51+15.63 | RT | | | | | | | | | 119 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-86 | 701 | 50+13.53 | 51+39.17 | LT | | | | | | | | | 165 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-27 | 701 | 50+13.89 | 50+66.21 | LT | 696 | | | | 696 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-74 | 701 | 50+58.25 | 51+01.66 | LT | 307 | | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-87 | 701 | 50+58.36 | 50+66.21 | LT | | | | | | | | | 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-88 | 701 | 50+72.00 | 51+01.88 | LT | | | | | | | | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-28 | 701 | 50+81.35 | 51+40.22 | LT | 346 | | | | 346 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-89 | 701 | 50+85.18 | 51+27.75 | RT | | | | | | | | | 94 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-29 | 701 | 50+85.23 | 51+27.73 | RT | 306 | | | | 306 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-101A | 701 | 50+96.32 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | |
| R-101B | 701 | 50+96.32 | 53+65.17 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 271 | | |
| PR-75 | 701 | 310+60.53 | 311+12.37 | LT | 336 | | | 37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-30 | 702 | 51+26.62 | 53+00.64 | RT | 2188 | | | | 2188 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-90 | 702 | 51+27.75 | 53+01.36 | RT | | | | | | | | | 483 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 489A | | | | | | - | - | 11145 | 4682 | - | 91 | - | 2266 | - | - | - | - | - | - | 1 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1134 | - | - | - | - | 1 | - | - | 271 | - | 264 |

DESIGN AGENCY

Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 479 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-08 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:25:03 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GS901.dgn

# REMOVALS SUBSUMMARY - 9

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SF | LS | LS | SY | SF | SY | FT | SY | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LS | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT |
| | | CARNEGIE AVE. (CONT.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-76 | 702 | 51+29.46 | 56+31.35 | CL | 31539 | | | 3504 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-91 | 702 | 51+39.00 | 53+30.91 | LT | | | | | | | | | 231 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-31 | 702 | 51+39.15 | 53+30.91 | LT | 1838 | | | | 1838 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-101 | 702 | 51+79.80 | 52+23.44 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | | | | | | | |
| RC-92 | 702 | 53+51.69 | 56+31.35 | RT | | | | | | | | | 509 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-32 | 702 | 53+55.72 | 55+51.67 | RT | 4037 | | | | 4037 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-93 | 702 | 53+67.42 | 56+31.35 | LT | | | | | | | | | 304 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 10 | | |
| R-102A | 702 | 53+67.93 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| PR-77 | 702 | 53+68.60 | 56+26.83 | RT | 14847 | | | 1650 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-33 | 702 | 53+68.68 | 56+31.35 | LT | 1667 | | | | 1667 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-102B | 702 | 54+59.15 | 56+68.94 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 10 | | |
| R-102 | 702 | 54+62.57 | 56+28.59 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 209 | | |
| PR-78 | 702 | 55+46.58 | 55+79.39 | RT | 479 | | | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 143 | 1 | | | | | | | |
| WR-34 | 702 | 55+76.50 | 56+31.35 | RT | 756 | | | | 756 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EX. CEDAR AVE. CONNECTOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-79 | 702 | 1+22.45 | 3+11.02 | CL | 4402 | | | 489 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-94 | 702 | 1+32.69 | 3+13.41 | RT | | | | | | | | | 193 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-35 | 702 | 1+32.84 | 2+04.60 | RT | 390 | | | | 390 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-80 | 702 | 1+40.00 | 2+77.56 | RT | 6085 | | | 676 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-36 | 702 | 2+43.73 | 3+12.59 | RT | 788 | | | | 788 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-103 | 702 | 2+49.26 | 2+84.22 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 46 | | | | | | |
| PR-81 | 702 | 3+62.31 | 4+86.99 | CL | 2664 | | | 296 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | E. 22ND ST. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-82 | 702 | 35+34.43 | 37+27.01 | CL | 11940 | | | 1327 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-37 | 702 | 35+37.84 | 36+40.69 | RT | 1768 | | | | 1768 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-38 | 702 | 35+99.83 | 37+18.83 | LT | 582 | | | | 582 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-104 | 702 | 36+18.65 | 36+64.43 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 36 | 1 | | | | | |
| PR-83 | 702 | 36+34.88 | 36+62.98 | RT | 274 | | | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CARNEGIE AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-39 | 703 | 56+31.35 | 57+45.05 | LT | 691 | | | | 691 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-95 | 703 | 56+31.35 | 58+80.97 | RT | | | | | | | | | 250 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-40 | 703 | 56+31.35 | 58+80.97 | RT | 3160 | | | | 3160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-96 | 703 | 56+31.35 | 59+69.04 | LT | | | | | | | | | 337 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-84 | 703 | 56+31.35 | 59+69.16 | CL/LT | 16336 | | | 1815 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-105A | 703 | 56+63.96 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 10 | | |
| PR-85 | 703 | 57+41.76 | 57+68.10 | LT | 307 | | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | |
| WR-41 | 703 | 57+63.87 | 57+96.84 | LT | 410 | | | | 410 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-86 | 703 | 57+96.84 | 58+14.94 | LT | 239 | | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-42 | 703 | 58+14.49 | 59+34.92 | LT | 1679 | | | | 1679 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-105 | 703 | 58+57.46 | 58+65.67 | LT/RT | | | | | | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-87 | 703 | 59+30.79 | 59+58.45 | LT | 389 | | | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-43 | 703 | 59+58.44 | 59+82.99 | LT | 315 | | | | 315 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-106 | 703 | 59+80.19 | 59+81.59 | LT | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-44 | 703 | 60+74.37 | 61+30.53 | RT | 363 | | | | 363 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-97 | 703 | 60+85.46 | 61+30.90 | RT | | | | | | | | | 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-88 | 703 | 60+85.46 | 61+31.42 | RT/CL | 811 | | | 90 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-89 | 704 | 61+27.42 | 63+28.32 | RT | 6874 | | | 764 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 489A | | | | | | - | - | 10798 | 18444 | - | 9 | - | 1869 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 225 | 2 | 2 | - | - | 2 | - | - | 209 | - | - |



MODEL: Sheet-09 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:25:06 PM USER: Joseph.Hogan
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DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 480 TOTAL 2696

# REMOVALS SUBSUMMARY - 10

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SF | LS | LS | SY | SF | SY | FT | SY | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LS | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT |
| | | CARNEGIE AVE. (CONT.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-45 | 704 | 61+30.53 | 63+69.97 | RT | 1306 | | | | 1306 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-98 | 704 | 61+30.81 | 63+69.84 | RT | | | | | | | | | 240 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-90 | 704 | 61+31.33 | 66+31.48 | CL | 27754 | | | 3084 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-99 | 704 | 61+57.15 | 66+31.49 | LT | | | | | | | | | 475 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-46 | 704 | 61+57.17 | 66+31.49 | LT | 2409 | | | | 2409 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-107 | 704 | 61+68.49 | 61+73.71 | LT | | | | | | | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-108 | 704 | 61+73.45 | 66+28.86 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 456 | | | | | | | | | |
| R-109 | 704 | 62+30.26 | 64+17.59 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 190 | | | | | | | | | |
| WR-47 | 704 | 64+05.90 | 64+40.75 | RT | 194 | | | | 194 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-111A | 704 | 64+33.73 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-110A | 704 | 64+35.58 | 66+38.62 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-91 | 704 | 64+37.12 | 64+64.41 | RT | 349 | | | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-100 | 704 | 64+49.87 | 66+31.49 | RT | | | | | | | | | 182 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-48 | 704 | 64+61.14 | 65+37.50 | RT | 1073 | | | | 1073 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-49 | 704 | 65+33.84 | 66+31.47 | RT | 1441 | | | | 1441 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MIDTOWN CONNECTOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-110 | 704 | 511+02.85 | 511+56.02 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 38 | | | | | | | | | |
| PR-92 | 704 | 511+65.56 | 513+96.82 | LT | 15567 | | | 1730 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-342 | 704 | 511+85.79 | 512+18.11 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-111 | 704 | 511+86.97 | 512+88.04 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 81 | | | | | | | | | |
| R-112 | 704 | 512+22.13 | 513+69.59 | RT/LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 179 | 1 | | | | | | | | |
| PR-93 | 704 | 512+23.58 | 512+75.82 | RT | 1890 | | | 210 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-343 | 704 | 512+36.12 | 512+43.07 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-113 | 704 | 512+72.84 | 512+88.45 | LT/RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 68 | | | | | | | | | |
| PR-94 | 704 | 512+73.61 | 513+96.14 | CL | 7411 | | | 823 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CARNEGIE AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-50 | 705 | 66+31.49 | 66+48.08 | RT | 216 | | | | 216 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-51 | 705 | 66+31.49 | 66+71.63 | LT | 228 | | | | 228 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-101 | 705 | 66+31.49 | 68+24.53 | RT | | | | | | | | | 216 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-102 | 705 | 66+31.49 | 69+25.00 | LT | | | | | | | | | 294 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-95 | 705 | 66+31.49 | 69+25.00 | CL | 17279 | | | 1920 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-114A | 705 | 66+40.73 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-96 | 705 | 66+43.31 | 66+71.96 | RT | 377 | | | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-97 | 705 | 66+67.76 | 67+01.03 | LT | 413 | | | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-52 | 705 | 66+68.28 | 66+88.95 | RT | 261 | | | | 261 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-98 | 705 | 66+71.59 | 68+17.88 | LT | 1404 | | | 156 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-99 | 705 | 66+85.49 | 67+10.96 | RT | 390 | | | 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-53 | 705 | 66+96.84 | 68+18.08 | LT | 1660 | | | | 1660 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-54 | 705 | 67+07.41 | 68+24.52 | RT | 1891 | | | | 1891 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-100 | 705 | 68+13.68 | 68+44.82 | LT | 339 | | | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-55 | 705 | 68+36.31 | 69+25.00 | LT | 1202 | | | | 1202 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-103 | 705 | 68+52.69 | 69+25.00 | RT | | | | | | | | | 95 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-56 | 705 | 68+52.70 | 68+88.89 | RT | 285 | | | | 285 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-101 | 705 | 68+77.88 | 69+23.76 | RT | 749 | | | 83 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-57 | 705 | 69+13.84 | 69+25.00 | RT | 63 | | | | 63 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EX. CEDAR AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-114 | 706 | 10+28.85 | 12+21.29 | RT/LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 213 | | | | | | | | | |
| TOTALS CARRIED TO SHEET 489A | | | | | | - | - | 8214 | 12229 | - | 5 | - | 1502 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1225 | 1 | - | - | 2 | 2 | - | - | 203 | - | - |

CUY-90-16.28 (CCG3A)

MODEL: Sheet-10 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 2:01:36 AM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GS901.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 481 TOTAL 2696

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") 6 | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED 1 | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT 10 | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK 10 | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---

# REMOVALS SUBSUMMARY - 12

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") 6 | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED 1 | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT 10 | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK 10 | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SF | LS | LS | SY | SF | SY | FT | SY | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LS | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT |
| | | MIDTOWN CONNECTOR (CONT) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-68 | 707 | 504+90.06 | 508+17.07 | RT | 3528 | | | | 3528 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-129 | 707 | 505+37.60 | 508+17.07 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 273 | 1 | | | | | | | | |
| PR-112 | 707 | 505+38.54 | 508+17.07 | LT | 20149 | | | 2239 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-113 | 707 | 506+83.33 | 507+18.88 | LT | 551 | | | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-114 | 707 | 506+83.70 | 506+92.38 | LT | | | | | | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-130 | 707 | 507+02.18 | 507+02.18 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | |
| RC-115 | 707 | 507+11.33 | 507+18.96 | LT | | | | | | | | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-69 | 707 | 507+11.45 | 508+17.00 | LT | 1161 | | | | 1161 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-131 | 707 | 507+25.77 | | LT | | | | | | | | | | | | | | | | | | | | | LS | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-132 | 708 | 508+17.07 | 511+02.85 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 97 | 1 | | | | | | | | |
| R-133 | 708 | 511+05.76 | 511+86.97 | RT/LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 106 | | | | | | | | | |
| PR-114 | 708 | 511+47.48 | 512+37.24 | RT | 335 | | | 37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-134 | 708 | 511+72.04 | 512+22.13 | LT/RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 82 | | | | | | | | | |
| PR-115 | 708 | 511+97.28 | 512+21.72 | RT | 2765 | | | 307 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CEDAR AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-135 | 708 | 400+22.30 | 402+25.81 | RT/LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 208 | | | | | | | | | |
| | | EX. CEDAR AVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-70 | 708 | 17+90.00 | 19+55.12 | LT | 1840 | | | | 1840 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-116 | 708 | 17+90.00 | 19+90.48 | LT | 18567 | | | 2063 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-116 | 708 | 17+90.00 | 22+90.00 | LT | | | | | | | | | 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-117 | 708 | 17+90.00 | 22+90.00 | CL | 20015 | | | 2224 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-117 | 708 | 17+90.00 | 22+90.00 | RT | | | | | | | | | 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-71 | 708 | 17+90.00 | 22+90.00 | RT | 5355 | | | | 5355 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-118 | 708 | 19+46.54 | 19+86.26 | LT | 520 | | | 58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-72 | 708 | 19+75.83 | 22+90.00 | LT | 2967 | | | | 2967 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CEDAR AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-136 | 709 | 40+25.05 | 402+59.05 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | |
| PR-119 | 709 | 402+25.81 | 402+64.45 | LT | 221 | | | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-137 | 709 | 402+25.81 | 402+65.46 | LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 40 | | | | |
| WR-73 | 709 | 402+25.81 | 403+34.00 | LT | 1190 | | | | 1190 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-118 | 709 | 402+25.81 | 403+34.00 | LT | | | | | | | | | 108 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-120 | 709 | 402+25.81 | 403+34.00 | CL | 4347 | | | 483 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-119 | 709 | 402+25.81 | 403+34.00 | RT | | | | | | | | | 108 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-74 | 709 | 402+25.81 | 403+34.00 | RT | 1082 | | | | 1082 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP B6A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-120 | 710 | 1806+17.11 | 1806+76.54 | LT | | | | | | | | | 195 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | EX. CENTRAL AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-75 | 710 | 23+99.45 | 24+56.17 | RT | 1266 | | | | 1266 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-121 | 710 | 24+57.75 | 24+57.75 | CL | 6328 | | | 703 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | E. 22ND ST. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-121 | 710 | 22+88.00 | 29+78.17 | LT | | | | | | | | | 200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-76 | 710 | 28+88.00 | 29+76.92 | LT | 842 | | | | 842 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-122 | 710 | 28+88.00 | 31+37.08 | LT/CL | 16373 | | | 1819 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-123 | 710 | 29+46.50 | 30+22.58 | CL | 164 | | | | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-122 | 710 | 29+46.50 | 30+22.65 | CL | | | | | | | | | 159 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 489A | | | | | | - | - | 10019 | 19231 | 18 | - | - | 1805 | - | - | - | - | - | - | - | - | - | - | LS | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 806 | 2 | - | - | - | - | 1 | 1 | - | - | - |

CUY-90-16.28 (CCG3A)

MODEL: Sheet-12 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:25:13 PM USER: Joseph.Hogan
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DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 483 TOTAL 2696

# REMOVALS SUBSUMMARY - 13

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SF | LS | LS | SY | SF | SY | FT | SY | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LS | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | FT | 6 FT | FT | FT | FT | FT | FT | FT | 1 EACH | EACH | EACH | EACH | 10 EACH | EACH | EACH | 10 FT | FT | FT |
| | | E. 22ND ST. (CONT.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-77 | 710 | 29+46.50 | 30+49.43 | RT | 1816 | | | | 1816 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-123 | 710 | 29+46.50 | 30+50.45 | RT | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-124 | 710 | 30+69.76 | 31+32.73 | LT | | | | | | | | | 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-78 | 710 | 30+80.78 | 31+40.90 | RT | 1227 | | | | 1227 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RC-125 | 710 | 30+81.40 | 31+40.01 | RT | | | | | | | | | 130 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-138 | 710 | 30+88.68 | 31+40.96 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-139 | 710 | 30+88.68 | 31+40.96 | RT | | | | | | | 116 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PR-124 | 710 | 31+07.31 | 31+36.90 | LT | 177 | | | | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WR-79 | 710 | 31+32.72 | 31+32.72 | LT | 707 | | | | 707 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-140A | 710 | 31+36.51 | | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | I.R. 90 EB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-140 | 1093 | 176+34.83 | 177+64.86 | LT | | | | | | | | | | 131 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| R-141 | 1093 | 177+62.58 | 177+64.86 | LT | | | | | | | | | | 6 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | I.R. 90 WB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-142 | 1093 | 181+38.95 | 181+57.60 | RT/LT | | | | | | | | | | 45 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | I.R. 90 EB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-143 | 1094 | 181+86.47 | 182+10.71 | LT | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 36 | | | | | | | | | | | | | | | | | | |
| R-144 | 1094 | 182+10.71 | 182+50.41 | LT | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 43 | | | | | | | | | | | | | | | | | | |
| R-145 | 1094 | 182+47.80 | 182+50.41 | RT/LT | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | 219 | | | | | | | | | | | | | | | | | |
| R-146 | 1094 | 182+50.41 | 183+63.59 | LT | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 111 | | | | | | | | | | | | | | | | | |
| R-147 | 1094 | 183+63.59 | 184+30.83 | LT/RT | | | | | | | | | | 119 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| R-148 | 1094 | 184+30.83 | 185+32.86 | RT | | | | | | | | | | 100 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| | | I.R. 90 WB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-149 | 1094 | 181+20.05 | 182+81.82 | LT | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | |
| R-150 | 1094 | 182+03.79 | 182+81.82 | LT | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 78 | | | | | | | | | | | | | | | |
| R-151 | 1094 | 182+81.82 | 182+83.01 | LT/RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 58 | | | | | | | | | | | | | | |
| R-152 | 1094 | 184+91.54 | 185+29.54 | LT/RT | | | | | | | | | | 66 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP A2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-153 | 1094 | 418+29.87 | 420+72.62 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 228 | | | | | | | | | | | | | | | | | | |
| | | RAMP A3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-154 | 1094 | 581+25.63 | 581+77.78 | LT | | | | | | | | | | 58 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| R-155 | 1094 | 582+78.90 | 582+82.76 | LT | | | | | | | | | | 47 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| R-156 | 1094 | 585+34.70 | 588+30.96 | LT/RT | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | |
| | | RAMP B6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-157 | 1094 | 1602+24.76 | 1602+47.19 | RT | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 23 | | | | | | | | | | | | | | | | | | |
| R-158 | 1094 | 1602+47.19 | 1603+27.81 | RT | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 89 | | | | | | | | | | | | | | | | | | |
| | | RAMP A3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-159 | 1095 | 587+75.49 | 588+30.96 | RT | | | | | | | | | | 62 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| R-160 | 1095 | 587+77.46 | 588+10.00 | RT | | | | | | | | | | 51 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| R-161 | 1095 | 588+10.00 | 588+30.96 | RT | | | | | | | | | | 53 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | |
| | | E. 14TH ST. NB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-162 | 1095 | 54+67.16 | 57+79.44 | LT | | | | | | | | | | | 148 | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | |
| R-163 | 1095 | 57+58.70 | 58+18.66 | RT | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 59 | | | | | | | | | | | | | | | | | | |
| R-164 | 1095 | 58+18.66 | 58+40.79 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | 18 | | | | | | | | | | | | | | | | | | |
| R-165 | 1095 | 58+18.66 | 58+58.51 | RT | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 73 | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 489A | | | | | | - | - | - | 3750 | 20 | 116 | - | 399 | 738 | 148 | - | - | - | - | - | - | - | - | - | - | 6 | 5 | 6 | 4 | 3 | 680 | 297 | 58 | - | 194 | - | - | 475 | - | 116 | - | - | - | - | 1 | - | - | - | - | - |

CUY-90-16.28 (CCG3A)

MODEL: Sheet-13 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:25:15 PM USER: Joseph.Hogan
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DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 484 TOTAL 2696

# REMOVALS SUBSUMMARY - 14

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") 6 | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED 1 | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT 10 | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK 10 | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SF | LS | LS | SY | SF | SY | FT | SY | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LS | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT |
| | | E. 14TH ST. NB (CONT.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-166 | 1095 | 58+18.66 | 60+48.84 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | | 221 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | I.R. 90 EB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-167 | 1096 | 193+28.80 | 195+11.49 | RT/LT | | | | | | | | | | 185 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | I.R. 90 WB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-168 | 1096 | 193+48.81 | 193+71.05 | RT/LT | | | | | | | | | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-169 | 1096 | 193+69.58 | 193+76.63 | RT/LT | | | | | | | | | | 20 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| R-170 | 1096 | 193+73.71 | 193+96.35 | RT | | | | | | | | | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-171 | 1096 | 193+93.27 | 194+14.80 | RT | | | | | | | | | | 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-172 | 1096 | 194+01.70 | 194+21.58 | LT | | | | | | | | | | 25 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-173 | 1096 | 194+14.59 | 194+35.74 | RT/LT | | | | | | | | | | 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-174 | 1096 | 194+20.01 | 194+39.24 | RT | | | | | | | | | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-175 | 1096 | 194+27.88 | 194+53.37 | LT | | | | | | | | | | 38 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| R-176 | 1096 | 194+45.87 | 194+69.72 | RT | | | | | | | | | | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP A2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-177 | 1096 | 432+85.45 | 433+06.41 | LT | | | | | | | | | | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-178 | 1096 | 433+04.32 | 433+23.03 | RT/LT | | | | | | | | | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-179 | 1096 | 433+31.95 | 433+52.00 | RT/LT | | | | | | | | | | 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-180 | 1096 | 433+41.06 | 433+61.57 | RT | | | | | | | | | | 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-181 | 1096 | 433+43.32 | 433+63.38 | LT | | | | | | | | | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-182 | 1096 | 433+50.61 | 433+70.88 | RT | | | | | | | | | | 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-183 | 1096 | 433+73.56 | 433+93.22 | RT/LT | | | | | | | | | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-184 | 1096 | 433+75.57 | 433+95.40 | RT | | | | | | | | | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-185 | 1096 | 433+98.07 | 434+17.41 | RT/LT | | | | | | | | | | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-186 | 1096 | 434+18.43 | 434+30.98 | RT | | | | | | | | | | 14 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-187 | 1096 | 434+43.73 | 434+58.81 | RT | | | | | | | | | | 18 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| R-188 | 1096 | 434+58.81 | 434+76.89 | RT | | | | | | | | | | 19 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| R-189 | 1096 | 434+58.81 | 434+99.59 | RT/LT | | | | | | | | | | 104 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP B6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-190 | 1096 | 1616+82.54 | 1616+88.00 | RT/LT | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | 51 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP B6A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-191 | 1096 | 1800+07.38 | 1802+89.52 | RT | | | | | | | | | | 268 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| R-192 | 1096 | 1802+89.52 | 1803+85.86 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 90 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | I.R. 90 EB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-193 | 1097 | 195+11.49 | 196+19.00 | LT | | | | | | | | | | 109 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| R-194 | 1097 | 198+57.78 | 199+04.60 | RT | | | | | | | | | | 118 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| R-195 | 1097 | 198+98.70 | 199+04.60 | LT/RT | | | | | | | | | | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-196 | 1097 | 199+04.60 | 200+90.77 | RT/LT | | | | | | | | | | 190 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP B6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-197 | 1097 | 1617+74.71 | 1618+00.83 | RT | | | | | | | | | | 34 | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP B6A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-198 | 1097 | 1803+89.26 | 1804+13.16 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 38 | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | E. 22ND ST. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-199 | 1097 | 31+06.00 | 32+89.55 | RT | | | | | | | | | | 183 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 489A | | | | | | - | - | - | - | - | - | - | - | 1855 | - | - | - | - | - | - | - | - | - | - | 3 | 10 | - | - | 3 | 1 | 349 | - | - | 51 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CUY-90-16.28 (CCG3A)

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DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 485 TOTAL 2696

# REMOVALS SUBSUMMARY - 15

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") 6 | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED 1 | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT 10 | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK 10 | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SF | LS | LS | SY | SF | SY | FT | SY | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LS | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT |
| | | INTERIM I.R. 90 WB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-200 | 1098 | 4001+59.50 | 4003+96.68 | RT | | | | | | | | | | 244 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-201 | 1098 | 4003+93.03 | 4003+96.68 | LT/RT | | | | | | | | | | 29 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-202 | 1098 | 4003+96.68 | 4004+06.31 | RT | | | | | | | | | | 38 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| R-203 | 1098 | 4003+96.68 | 4006+46.78 | RT | | | | | | | | | | 252 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-204 | 1098 | 4004+06.31 | 4004+54.60 | RT | | | | | | | | | | 87 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | MIDTOWN CONNECTOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-205 | 1098 | 502+96.61 | 503+53.08 | LT | | | | | | | | | | 60 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-206 | 1098 | 502+96.61 8 | 505+50.91 | LT/RT | | | | | | | | | | 274 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-207 | 1098 | 503+53.08 | 503+81.09 | LT | | | | | | | | | | 43 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-207A | 1098 | 505+50.91 | 506+00.00 | RT | | | | | | | | | | 49 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | E. 22ND ST. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-208 | 1098 | 34+86.34 | 35+47.11 | LT/RT | | | | | | | | | | 79 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-209 | 1098 | 35+47.11 | 36+29.47 | RT | | | | | | | | | | | 82 | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-210 | 1098 | 35+47.11 | 36+54.60 | RT | | | | | | | | | | 109 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | I.R. 90 EB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-211 | 1099 | 205+47.50 | 206+08.28 | LT | | | | | | | | | | 61 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-212 | 1099 | 206+08.28 | 206+27.85 | LT | | | | | | | | | | 27 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-213 | 1099 | 206+23.01 | 206+27.85 | RT/LT | | | | | | | | | | 46 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-214 | 1099 | 206+27.85 | 206+36.88 | LT | | | | | | | | | | 11 | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| R-215 | 1099 | 206+27.85 | 208+29.62 | LT/RT | | | | | | | | | | 208 | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| R-216 | 1099 | 208+29.62 | 208+49.66 | RT | | | | | | | | | | 22 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | INTERIM I.R. 90 WB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-217 | 1099 | 4005+52.19 | 4005+53.61 | RT | | | | | | | | | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-218 | 1099 | 4005+53.61 | 4006+46.78 | RT | | | | | | | | | | 100 | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| R-219 | 1099 | 4006+46.78 | 4006+52.10 | RT | | | | | | | | | | 88 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-220 | 1099 | 4006+46.78 | 4009+39.56 | RT/LT | | | | | | | | | | | 293 | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-221 | 1099 | 4009+04.97 | 4009+05.13 | RT | | | | | | | | | | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-222 | 1099 | 4009+04.97 | 4009+39.56 | RT/LT | | | | | | | | | | 47 | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| R-223 | 1099 | 4009+19.52 | 4009+39.56 | LT | | | | | | | | | | 31 | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| R-224 | 1099 | 4009+39.56 | 4010+25.16 | LT/RT | | | | | | | | | | 129 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-225 | 1099 | 4009+39.56 | 4012+74.76 | LT | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | 6 | 334 | | | | | | | | | | | | | |
| | | CARNEGIE AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-226 | 1099 | 57+90.05 | 58+06.76 | RT | | | | | | | | | | 17 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-227 | 1099 | 58+00.51 | 58+00.61 | RT | | | | | | | | | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-228 | 1099 | 58+06.76 | 58+09.42 | RT | | | | | | | | | | 9 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-229 | 1099 | 58+06.76 | 58+52.71 | RT/LT | | | | | | | | | | 64 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-230 | 1099 | 60+99.55 | 61+62.68 | RT | | | | | | | | | | 66 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-231 | 1099 | 61+62.68 | 64+43.91 | RT | | | | | | | | | | 281 | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-232 | 1099 | 61+78.55 | 61+80.20 | RT/LT | | | | | | | | | | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-233 | 1099 | 62+04.91 | 62+05.76 | RT | | | | | | | | | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-234 | 1099 | 62+09.36 | 62+11.29 | RT/LT | | | | | | | | | | 67 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-235 | 1099 | 62+22.24 | 62+22.98 | RT | | | | | | | | | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-236 | 1099 | 62+46.81 | 62+47.78 | RT/LT | | | | | | | | | | 66 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-237 | 1099 | 62+48.65 | 62+48.76 | RT | | | | | | | | | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-238 | 1099 | 62+74.14 | 62+74.76 | RT | | | | | | | | | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 8 | | | | | | | | | | | 8 | | | | | | | | | | | | 6 | | | | | | | | | | | | | |
| | | TOTALS CARRIED TO SHEET 489A | | | | - | - | - | - | - | - | - | - | 2850 | 375 | - | - | - | - | - | - | - | - | - | 10 | 12 | 7 | - | - | - | - | - | - | - | - | 334 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CUY-90-16.28 (CCG3A)

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DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 486 TOTAL 2696

# REMOVALS SUBSUMMARY - 16

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") 6 | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED 1 | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT 10 | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK 10 | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SF | LS | LS | SY | SF | SY | FT | SY | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | LS | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT |
| | | INTERIM I.R. 90 WB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-239 | 1100 | 4012+19.78 | 4012+74.76 | RT/LT | | | | | | | | | | 113 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-240 | 1100 | 4012+74.76 | 4012+76.27 | LT | | | | | | | | | | | | | | | | | | | | | | 1 | | | | 29 | | | | | | | | | | | | | | | | | |
| R-241 | 1100 | 4012+74.76 | 4015+45.19 | LT | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | 270 | | | | | | | | | | |
| R-242 | 1100 | 4015+45.19 | 4015+46.57 | LT | | | | | | | | | | 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-243 | 1100 | 4015+45.19 | 4017+26.74 | LT | | | | | | | | | | | 86 | | | | | | | | | | | | | | | | | | | | | | 91 | | | | | | | | | | |
| | | CARNEGIE AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-244 | 1101 | 37+61.12 | 37+61.15 | RT | | | | | | | | | | 4 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | |
| R-245 | 1102 | 40+87.87 | 40+93.55 | RT | | | | | | | | | | 16 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | |
| R-246 | 1102 | 41+78.27 | 41+86.46 | LT/RT | | | | | | | | | | | | | | | | | | | | | | 1 | | | | 38 | | | | | | | | | | | | | | | | |
| | | E. 18TH ST. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-247 | 1102 | 23+70.99 | 23+84.75 | RT | | | | | | | | | | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-248 | 1102 | 23+71.09 | 23+84.75 | RT | | | | | | | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-249 | 1102 | 23+84.75 | 23+93.59 | RT/LT | | | | | | | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | CENTRAL AVE. CONNECTOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-250 | 1102 | 601+52.81 | 601+54.71 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | 35 | | | | | | | | | | | | | | | | |
| R-251 | 1102 | 601+57.93 | 601+59.64 | RT | | | | | | | | | | 9 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | |
| R-252 | 1102 | 601+85.44 | 601+85.82 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | 37 | | | | | | | | | | | | | | | | |
| R-253 | 1102 | 601+94.65 | 601+95.62 | RT | | | | | | | | | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-254 | 1102 | 602+43.68 | 602+59.65 | RT/LT | | | | | | | | | | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP A1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-255 | 1104 | 310+66.67 | 310+99.37 | RT | | | | | | | | | | 56 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| R-256 | 1104 | 310+99.37 | 311+49.19 | RT | | | | | | | | | | 68 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| R-257 | 1104 | 311+49.19 | 312+15.14 | RT | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 69 | | | | | | | | | | | | | | | | |
| | | CARNEGIE AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-258 | 1104 | 50+07.91 | 50+26.69 | RT | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 15 | | | | | | | | | | | | | | | | |
| R-259 | 1104 | 50+09.89 | 50+26.69 | LT/RT | | | | | | | | | | | | | | | | | | | | | | 1 | | | | 30 | | | | | | | | | | | | | | | | |
| R-260 | 1104 | 50+26.69 | 50+88.46 | RT | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 58 | | | | | | | | | | | | | | | | |
| R-261 | 1104 | 52+84.88 | 52+91.44 | LT/RT | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 29 | | | | | | | | | | | | | | | | |
| R-262 | 1104 | 52+84.88 | 52+95.32 | LT | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 29 | | | | | | | | | | | | | | | | |
| R-263 | 1104 | 52+84.88 | 53+01.33 | LT/RT | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 47 | | | | | | | | | | | | | | | | |
| R-264 | 1105 | 54+47.90 | 54+49.10 | RT/LT | | | | | | | | | | 64 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-265 | 1105 | 56+03.31 | 56+03.49 | RT | | | | | | | | | | 7 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| | | RAMP A2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-266 | 1106 | 417+18.25 | 418+29.87 | LT/RT | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | 211 | | | | | | | | | | | | | | | | |
| | | RAMP IB5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-267 | 1106 | 1714+32.94 | 1714+46.14 | LT/RT | | | | | | | | | | 33 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| | | RAMP IJ3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-268 | 1106 | 103+02.61 | 103+10.42 | RT/LT | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 52 | | | | | | | | | | | | | | | | |
| R-269 | 1106 | 103+10.42 | 104+12.98 | LT/RT | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 121 | | | | | | | | | | | | | | |
| R-270 | 1107 | 104+12.98 | 104+26.12 | RT | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 18 | | | | | | | | | | | | | | |
| R-271 | 1107 | 104+26.12 | 104+51.62 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 28 | | | | | | | | | | | | | | |
| R-272 | 1107 | 104+51.62 | 106+02.94 | RT/LT | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 203 | | | | | | | | | | | | | | |
| | | RAMP H5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-273 | 1108 | 987+21.06 | 987+31.27 | RT | | | | | | | | | | | | | | | | | | | | | | | | | | 60 | | | | | | | | | | | | | | | | |
| R-274 | 1108 | 987+21.06 | 987+97.52 | RT/LT | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 72 | | | | | | | | | | | | | | |
| R-275 | 1108 | 987+97.52 | 988+53.32 | LT | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 74 | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 489A | | | | | | - | - | - | - | - | - | - | - | 500 | 86 | - | - | - | - | - | - | - | - | - | 2 | 15 | 2 | 1 | 4 | 1 | 528 | 653 | 74 | - | - | - | 361 | - | - | - | - | - | - | - | - | - | - | - | - |

CUY-90-16.28 (CCG3A)

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DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 487 TOTAL 2696

# REMOVALS SUBSUMMARY - 17

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") 6 | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED 1 | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT 10 | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK 10 | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---

# REMOVALS SUBSUMMARY - 18

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") 6 | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED 1 | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT 10 | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK 10 | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SF | LS | LS | SY | SF | SY | FT | SY | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | FT | FT |
| | | RAMP IH5 (CONT.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-311 | 1114 | 1082+24.83 | 1083+59.04 | LT | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | 145 | | | | | | | | | | | | | | | | | |
| R-312 | 1114 | 1083+42.74 | 1083+59.04 | RT/LT | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 98 | | | | | | | | | | | | | | | | | |
| R-313 | 1114 | 1083+59.04 | 1084+01.55 | LT/RT | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 64 | | | | | | | | | | | | | | | | | |
| R-314 | 1114 | 1084+01.55 | 1084+78.18 | RT | | | | | | | | | | | | | | | | | | | | | | | 1 | | 69 | | | | | | | | | | | | | | | | | |
| | | INTERIM E. 14TH ST. SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-315 | 1114 | 200+81.33 | 200+94.81 | RT/LT | | | | | | | | | | 60 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| R-316 | 1114 | 200+94.81 | 201+06.22 | LT | | | | | | | | | | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-317 | 1114 | 200+94.81 | 201+82.22 | LT/RT | | | | | | | | | | 86 | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| | | CARNEGIE AVE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-318 | 1116 | 62+72.58 | 62+73.55 | RT/LT | | | | | | | | | | 66 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-319 | 1116 | 63+15.40 | 63+15.83 | RT | | | | | | | | | | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-320 | 1116 | 63+25.24 | 63+26.39 | RT/LT | | | | | | | | | | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-321 | 1116 | 63+37.78 | 63+38.67 | RT | | | | | | | | | | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-322 | 1116 | 63+42.18 | | RT | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| R-323 | 1116 | 63+46.42 | 63+47.50 | RT/LT | | | | | | | | | | 44 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| R-324 | 1116 | 63+59.40 | 63+60.38 | RT | | | | | | | | | | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-325 | 1116 | 63+62.69 | 63+64.10 | RT/LT | | | | | | | | | | 66 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-326 | 1116 | 63+88.16 | 63+89.07 | RT/LT | | | | | | | | | | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-327 | 1116 | 63+94.49 | 63+95.33 | RT | | | | | | | | | | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-328 | 1116 | 64+22.95 | 64+23.37 | RT/LT | | | | | | | | | | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-329 | 1116 | 64+67.36 | 65+11.87 | LT/RT | | | | | | | | | | | | | | | | | | | | | | | | | | | | 51 | | | | | | | | | | | | | | |
| R-330 | 1116 | 64+82.20 | 64+82.62 | LT/RT | | | | | | | | | | | | | | | | | | | | | | | | | | 64 | | | | | | | | | | | | | | |
| R-331 | 1116 | 65+19.49 | 65+20.25 | LT/RT | | | | | | | | | | | | | | | | | | | | | | | | | | 67 | | | | | | | | | | | | | | |
| R-332 | 1116 | 65+25.99 | 65+33.10 | RT/LT | | | | | | | | | | | | | | | | | | | | | | 1 | | | | 45 | | | | | | | | | | | | | | |
| R-333 | 1116 | 65+28.19 | 65+47.60 | RT | | | | | | | | | | | | | | | | | | | | | | 1 | | | | 22 | | | | | | | | | | | | | | |
| R-334 | 1116 | 65+71.81 | 65+72.07 | RT/LT | | | | | | | | | | | | | | | | | | | | | | | | | | 65 | | | | | | | | | | | | | | |
| R-335 | 1117 | 66+55.23 | | RT | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | |
| R-336 | 1117 | 66+62.07 | | LT | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | |
| | | MIDTOWN CONNECTOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-337 | 1118 | 507+80.69 | 508+21.05 | LT/RT | | | | | | | | | | | | | | | | | | | | | | 1 | | | | 42 | | | | | | | | | | | | | | |
| R-338 | 1119 | 508+20.98 | 508+21.05 | RT | | | | | | | | | | | | | | | | | | | | | | 1 | | | | 16 | | | | | | | | | | | | | | |
| R-339 | 1119 | 510+51.28 | 510+53.41 | RT | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 21 | | | | | | | | | | | | | | |
| R-340 | 1119 | 510+51.28 | 510+55.55 | RT | | | | | | | | | | 19 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | |
| R-341 | 1119 | 510+98.64 | 511+07.89 | RT | | | | | | | | | | 20 | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO SHEET 489A | | | | | | - | - | - | - | - | - | - | - | 674 | - | - | - | - | - | - | - | - | - | - | - | 10 | 2 | 1 | 2 | 2 | 475 | 98 | 196 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

CUY-90-16.28 (CCG3A)

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pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GS901.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

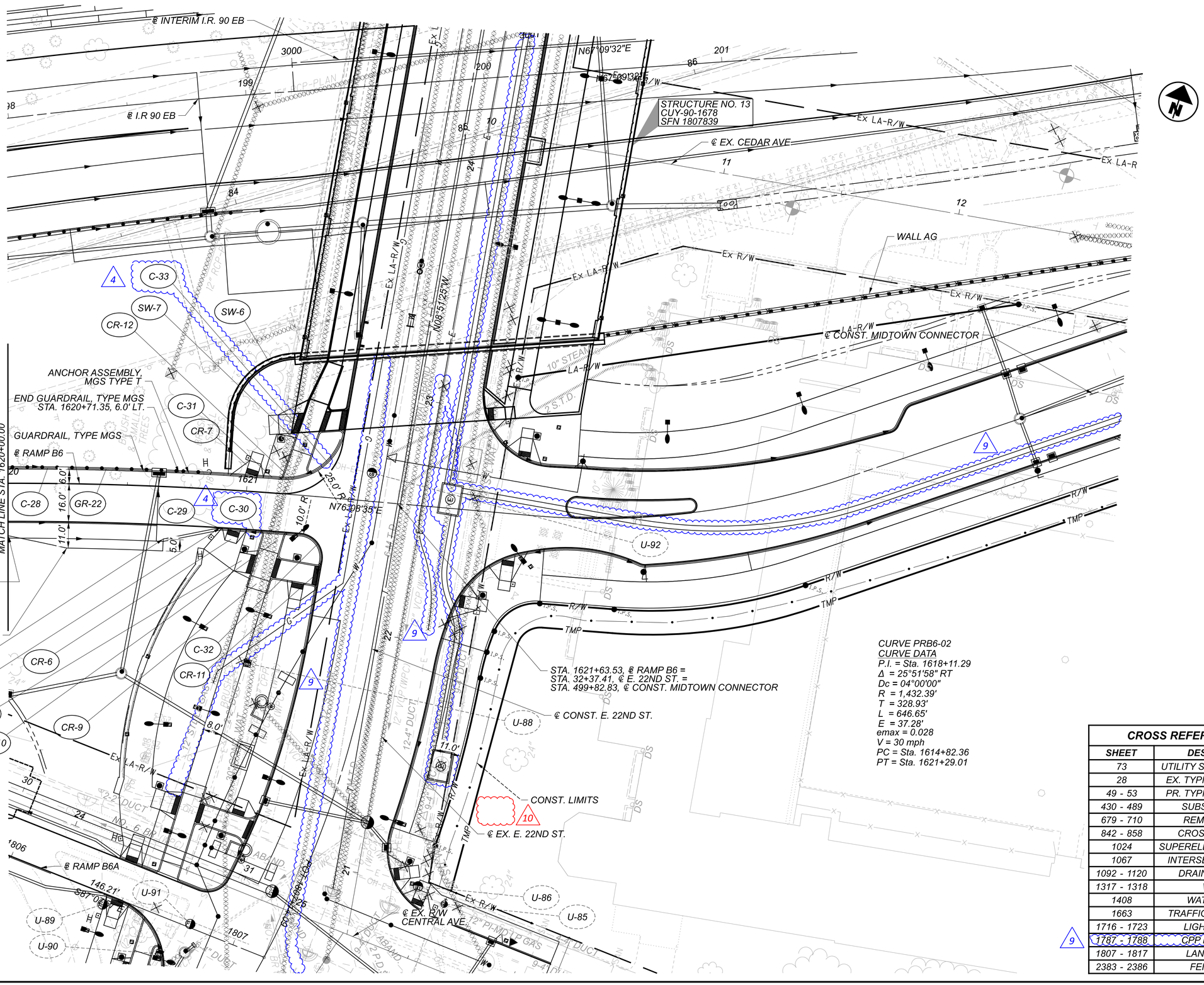
REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 489 TOTAL 2696

# REMOVALS SUBSUMMARY - 19

| REF NO. | SHEET NO. | STATION FROM | STATION TO | SIDE | AREA | 202 STRUCTURE REMOVED | 202 PORTIONS OF STRUCTURE REMOVED | 202 PAVEMENT REMOVED | 202 WALK REMOVED | 202 CONCRETE MEDIAN REMOVED | 202 CONCRETE BARRIER REMOVED | 202 TRAFFIC ISLAND REMOVED | 202 CURB REMOVED | 202 PIPE REMOVED, 24" DIAMETER AND UNDER | 202 PIPE REMOVED, OVER 24" DIAMETER | 202 GUARDRAIL REMOVED | 202 ANCHOR ASSEMBLY REMOVED, TYPE A | 202 ANCHOR ASSEMBLY REMOVED, TYPE E | 202 ANCHOR ASSEMBLY REMOVED, TYPE T | 202 ANCHOR ASSEMBLY REMOVED, TYPE B | 202 BRIDGE TERMINAL ASSEMBLY REMOVED | 202 BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN | 202 IMPACT ATTENUATOR REMOVED | 202 BUILDING DEMOLISHED (103-13-019 / 320-WL) | 202 MANHOLE REMOVED | 202 CATCH BASIN REMOVED | 202 INLET REMOVED | 202 INLET ABANDONED | 202 CATCH BASIN ABANDONED | 202 MANHOLE ABANDONED | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (12" AND UNDER) | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (15") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (18") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (21") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (24") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (30") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (36") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (66") | 202 SPECIAL - FILL AND PLUG EXISTING CONDUIT (NO. 8 BR) | 202 FENCE REMOVED | 202 GATE REMOVED | 202 REMOVAL MISC.: BILLBOARD | 202 REMOVAL MISC.: BOLLARD | 202 REMOVAL MISC.: CONCRETE STRUCTURES | 202 REMOVAL MISC.: ELECTRIC VAULT (10) | 202 REMOVAL MISC.: PAY BOX | 202 REMOVAL MISC.: UTILITY POLE | 202 REMOVAL MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK (10) | 202 REMOVAL MISC.: DELINEATOR CURB | 202 REMOVAL MISC.: PORTABLE BARRIER |
|---|---|---




| CROSS REFERENCES | |
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| **SHEET** | **DESCRIPTION** |
| 73 | UTILITY SYMBOL LEGEND |
| 28 | EX. TYPICAL SECTIONS |
| 49 - 53 | PR. TYPICAL SECTIONS |
| 430 - 489 | SUBSUMMARIES |
| 679 - 710 | REMOVAL PLAN |
| 842 - 858 | CROSS SECTIONS |
| 1024 | SUPERELEVATION TABLES |
| 1067 | INTERSECTION DETAIL |
| 1092 - 1120 | DRAINAGE PLANS |
| 1317 - 1318 | WALL Z |
| 1408 | WATER WORK |
| 1663 | TRAFFIC SIGNAL PLAN |
| 1716 - 1723 | LIGHTING PLAN |
| 1787 - 1788 | CPP DUCT BANK |
| 1807 - 1817 | LANDSCAPING |
| 2383 - 2386 | FENCE PLAN |

HORIZONTAL
SCALE IN FEET
0 10 20 40

# PLAN - RAMP B6
# STA. 1620+00.00 TO END

CUY-90-16.28 (CCG3A)

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 588 TOTAL 2696

MODEL: 82382_GP4606 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 9:32:50 PM USER: Victor.Nash
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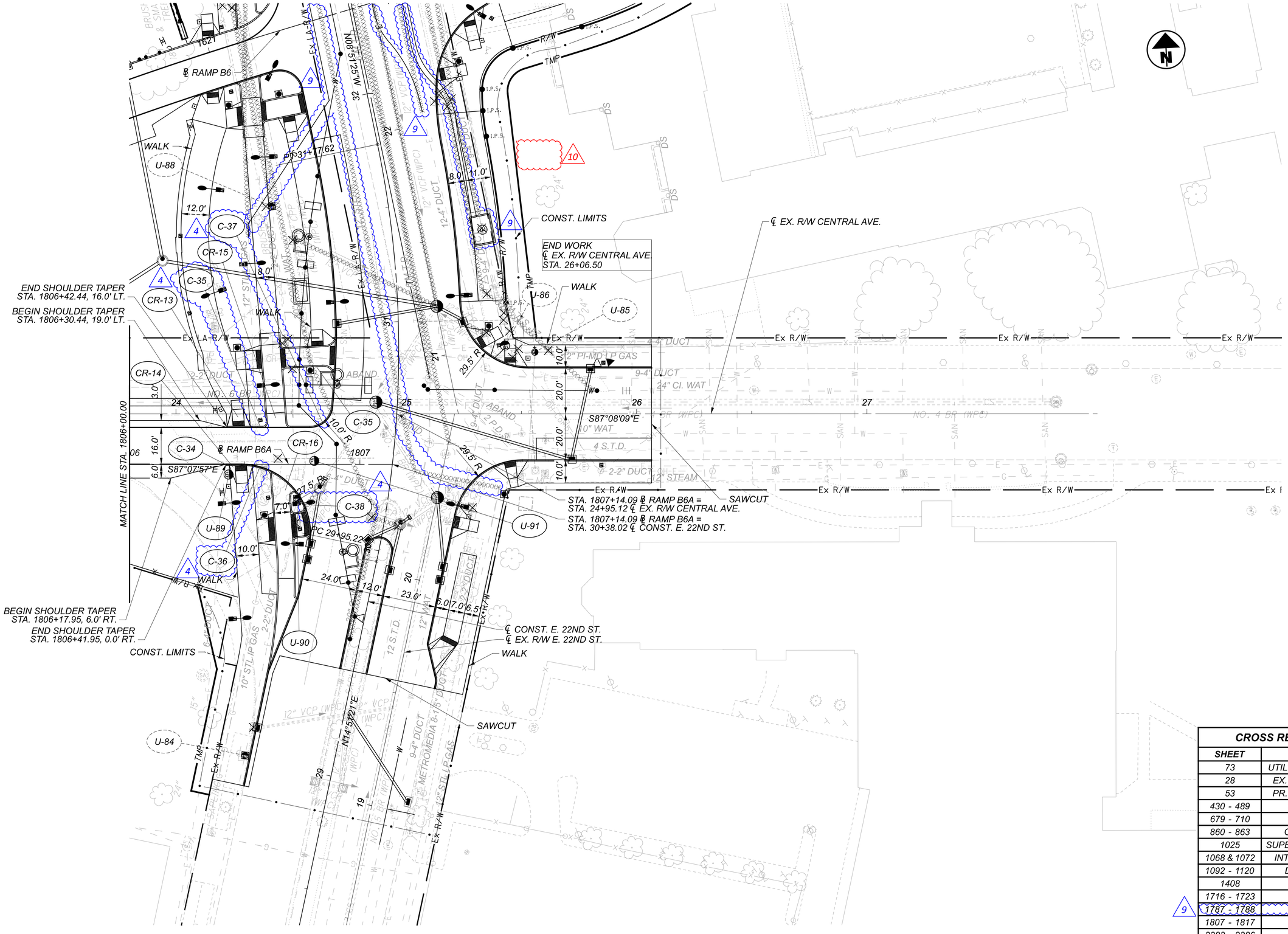


| CROSS REFERENCES | |
|---|---|
| SHEET | DESCRIPTION |
| 73 | UTILITY SYMBOL LEGEND |
| 28 | EX. TYPICAL SECTIONS |
| 53 | PR. TYPICAL SECTIONS |
| 430 - 489 | SUBSUMMARIES |
| 679 - 710 | REMOVAL PLAN |
| 860 - 863 | CROSS SECTIONS |
| 1025 | SUPERELEVATION TABLES |
| 1068 & 1072 | INTERSECTION DETAIL |
| 1092 - 1120 | DRAINAGE PLANS |
| 1408 | WATER WORK |
| 1716 - 1723 | LIGHTING PLAN |
| 9 1787 - 1788 | CPP DUCT BANK |
| 1807 - 1817 | LANDSCAPING |
| 2383 - 2386 | FENCE PLAN |

HORIZONTAL SCALE IN FEET
0 10 20 40

# PLAN RAMP B6A
## STA. 1806+00.00 TO END

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 592 TOTAL 2696

CUY-90-16.28 (CCG3A)

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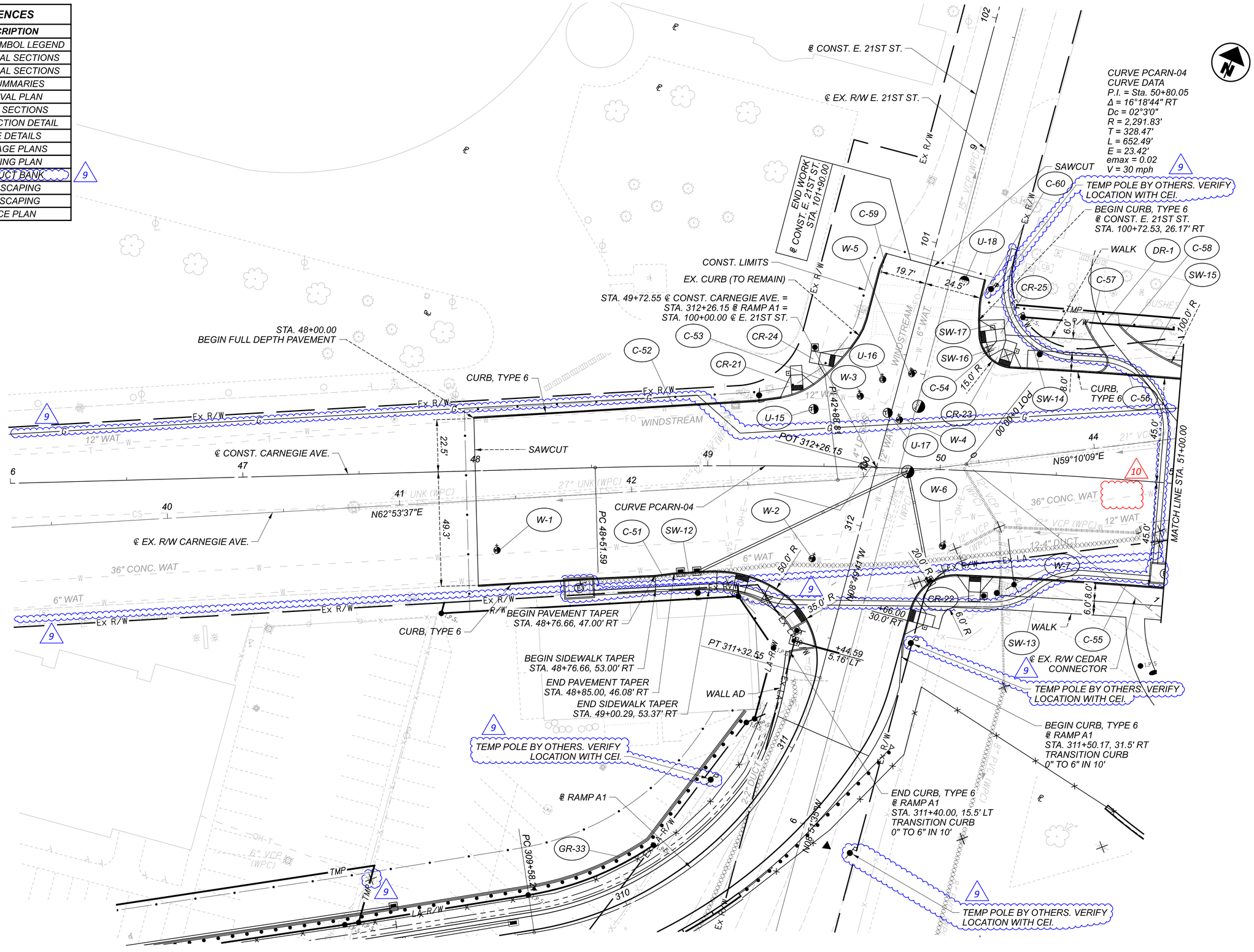
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GP4702.dgn

| CROSS REFERENCES | |
|---|---|
| SHEET | DESCRIPTION |
| 73 | UTILITY SYMBOL LEGEND |
| 24 | EX. TYPICAL SECTIONS |
| 60 - 61 | PR. TYPICAL SECTIONS |
| 430 - 489 | SUBSUMMARIES |
| 679 - 710 | REMOVAL PLAN |
| 932 - 946 | CROSS SECTIONS |
| 1063 | INTERSECTION DETAIL |
| 1073 | DRIVE DETAILS |
| 1092 - 1120 | DRAINAGE PLANS |
| 1724 - 1741 | LIGHTING PLAN |
| 1787 - 1788 | CPP DUCT BANK |
| 1840 - 1843 | HARDSCAPING |
| 1807 - 1817 | LANDSCAPING |
| 2383 - 2386 | FENCE PLAN |




HORIZONTAL SCALE IN FEET
0 10 20 40

# PLAN - CARNEGIE AVE. BEGIN TO STA. 51+00.00

| | |
|---|---|
| DESIGN AGENCY | Michael Baker INTERNATIONAL |
| DESIGNER | KJM |
| REVIEWER | KGJ 05/22/24 |
| PROJECT ID | 82382 |
| SHEET | 628 |
| TOTAL | 2696 |

CUY-90-16.28 (CCG3A)

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| CROSS REFERENCES | |
|---|---|
| SHEET | DESCRIPTION |
| 73 | UTILITY SYMBOL LEGEND |
| 24 | EX. TYPICAL SECTIONS |
| 60 - 61 | PR. TYPICAL SECTIONS |
| 430 - 489 | SUBSUMMARIES |
| 679 - 710 | REMOVAL PLAN |
| 932 - 946 | CROSS SECTIONS |
| 1062 | INTERSECTION DETAIL |
| 1092 - 1120 | DRAINAGE PLANS |
| 1409 | WATER WORK |
| 1651 | TRAFFIC SIGNAL PLAN |
| 1724 - 1741 | LIGHTING PLAN |
| 1787 - 1788 | CPP DUCT BANK |
| 1840 - 1843 | HARDSCAPING |
| 1807 - 1817 | LANDSCAPING |
| 2383 - 2386 | FENCE PLAN |

CURVE PCARN-04
CURVE DATA
P.I. = Sta. 51+80.05
Δ = 16°18'44" RT
Dc = 02°30'00"
R = 2,291.83'
T = 328.47'
L = 652.49'
E = 23.42'
emax = 0.020
V = 30 mph

STA. 37+41.90 ℄ CONST. E. 22ND ST. =
STA. 53+31.81 ℄ CONST. CARNEGIE AVE.

℄ EX. R/W E. 22ND ST.
POT 29+00.00
END WORK ℄ EX. R/W E. 22ND ST. STA. 28+80.00
CONST. LIMITS
SAWCUT
12.0'
18.5'
21.0'
8.0'
END SIDEWALK TAPER STA. 52+64.05, 51.0' LT.
BEGIN SIDEWALK TAPER STA. 52+39.77, 53.0' LT.
WALK
GAS LINE (BY OTHERS)
BEGIN PAVEMENT TAPER STA. 53+97.47, 36.52' LT.
END PAVEMENT TAPER STA. 55+04.08, 34.0' LT.
CONST. LIMITS
WALK
℄ CURVE PCARN-04
℄ CONST. CARNEGIE AVE.
℄ EX. R/W CARNEGIE AVE.
PI 27+72.55
POT 37+41.90
END BUS PAD STA. 52+36.97 OFF. 33.00' RT.
MATCH LINE STA. 51+00.00
MATCH LINE STA. 56+00.00
N08°51'29"W
N80°56'16"E
BEGIN BUS PAD STA. 51+14.56 OFF. 33.00' RT.
12' X 120' CONCRETE BUS PAD
S75°33'06"E
WALK
STA. 53+42.42, ℄ CONST. CARNEGIE AVE. =
STA. 27+60.60, ℄ EX. R/W E. 22ND ST.
WALL AF
BRIDGE 13 WINGWALL
℄ EX. R/W CEDAR AVE. CONNECTION
℄ CONST. E. 22ND ST.
STRUCTURE NO 13
CUY-90-1678
SFN 1807839
℄ INTERIM I.R. 90 WP
℄ I.R. 90 WB
BRIDGE 13 WINGWALL

HORIZONTAL SCALE IN FEET
0 10 20 40

# PLAN - CARNEGIE AVE. STA. 51+00.00 TO STA. 56+00.00

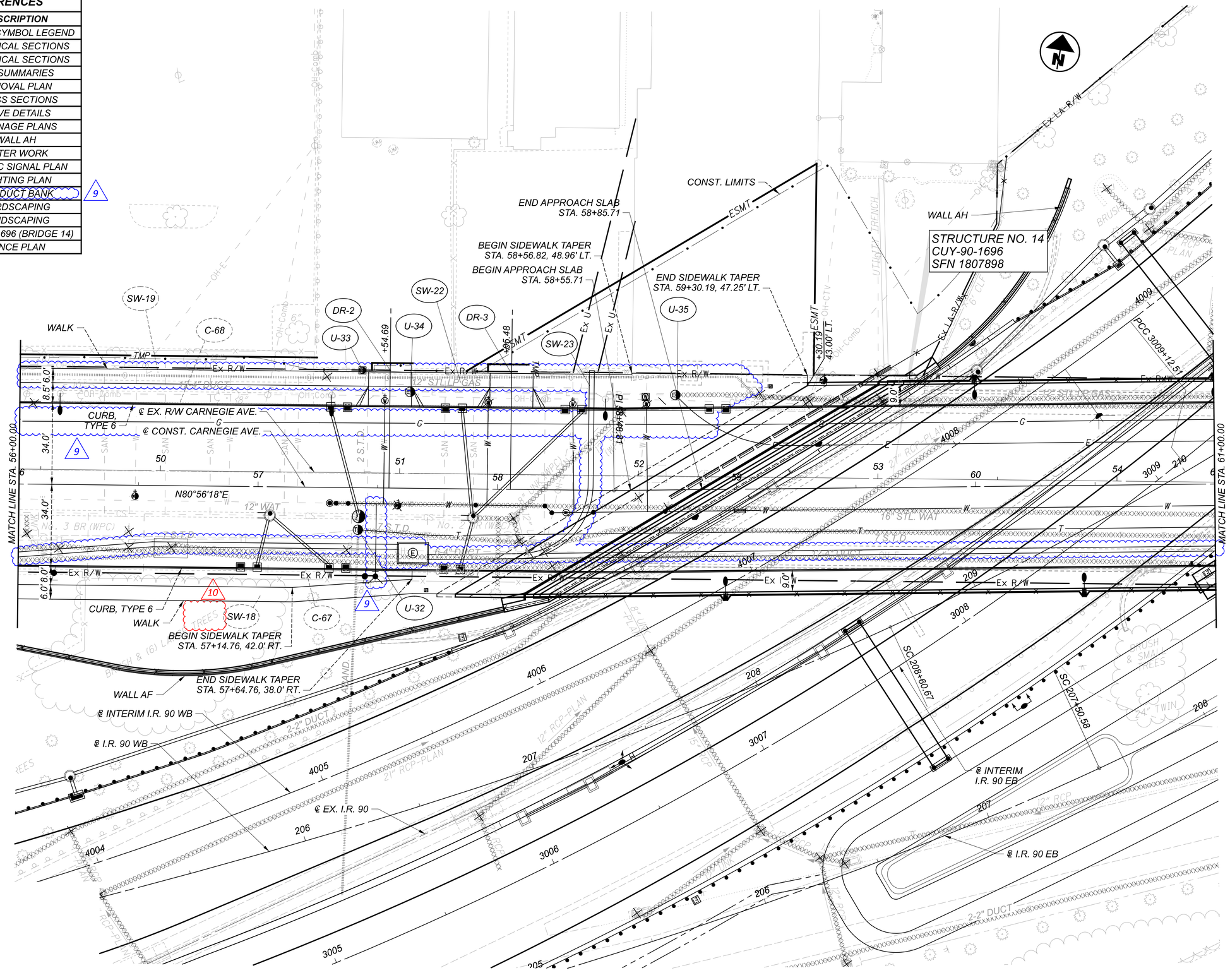
CUY-90-16.28 (CCG3A)

MODEL: 82382_GP7102 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 6:15:52 PM USER: Victor.Nash
pw:\\vmb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\000T\District2\82382\400-Engineering\Roadway\Sheets\82382_GP7102.dgn

| | |
|---|---|
| DESIGN AGENCY | Michael Baker INTERNATIONAL |
| DESIGNER | KJM |
| REVIEWER | KGJ 05/22/24 |
| PROJECT ID | 82382 |
| SHEET | 630 |
| TOTAL | 2696 |

| CROSS REFERENCES | |
|---|---|
| SHEET | DESCRIPTION |
| 73 | UTILITY SYMBOL LEGEND |
| 24 | EX. TYPICAL SECTIONS |
| 60 - 61 | PR. TYPICAL SECTIONS |
| 430 - 489 | SUBSUMMARIES |
| 679 - 710 | REMOVAL PLAN |
| 932 - 946 | CROSS SECTIONS |
| 1074 - 1075 | DRIVE DETAILS |
| 1092 - 1120 | DRAINAGE PLANS |
| 1241 | WALL AH |
| 1411 - 1413 | WATER WORK |
| 1655 | TRAFFIC SIGNAL PLAN |
| 1724 - 1741 | LIGHTING PLAN |
| 1787 - 1788 | CPP DUCT BANK |
| 1840 - 1843 | HARDSCAPING |
| 1807 - 1817 | LANDSCAPING |
| 2281 - 2282 | CUY-90-1696 (BRIDGE 14) |
| 2383 - 2386 | FENCE PLAN |

9




PLAN - CARNEGIE AVE.
STA. 56+00.00 TO STA. 61+00.00

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 632 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_GP7103 PAPERSIZE: 34x22 (In.) DATE: 11/6/2025 TIME: 6:34:59 PM USER: Victor.Nash
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| CROSS REFERENCES | |
|---|---|
| **SHEET** | **DESCRIPTION** |
| 73 | UTILITY SYMBOL LEGEND |
| 24 | EX. TYPICAL SECTIONS |
| 60 - 61 | PR. TYPICAL SECTIONS |
| 430 - 489 | SUBSUMMARIES |
| 679 - 710 | REMOVAL PLAN |
| 932 - 946 | CROSS SECTIONS |
| 1059 | INTERSECTION DETAIL |
| 1092 - 1120 | DRAINAGE PLANS |
| 1250 | WALL AI |
| 1411 - 1413 | WATER WORK |
| 1659 | TRAFFIC SIGNAL PLAN |
| 1724 - 1741 | LIGHTING PLAN |
| 1787 - 1788 | CPP DUCT BANK |
| 1840 - 1843 | HARDSCAPING |
| 1807 - 1817 | LANDSCAPING |
| 2281 - 2282 | CUY-90-1696 (BRIDGE 14) |
| 2383 - 2386 | FENCE PLAN |

HORIZONTAL SCALE IN FEET
0 10 20 40

# PLAN - CARNEGIE AVE.
## STA. 61+00.00 TO STA. 66+00.00

CUY-90-16.28 (CCG3A)

MODEL: 82382_GP7104 PAPERSIZE: 34x22 (in) DATE: 11/6/2025 TIME: 7:08:18 PM USER: Victor.Nash
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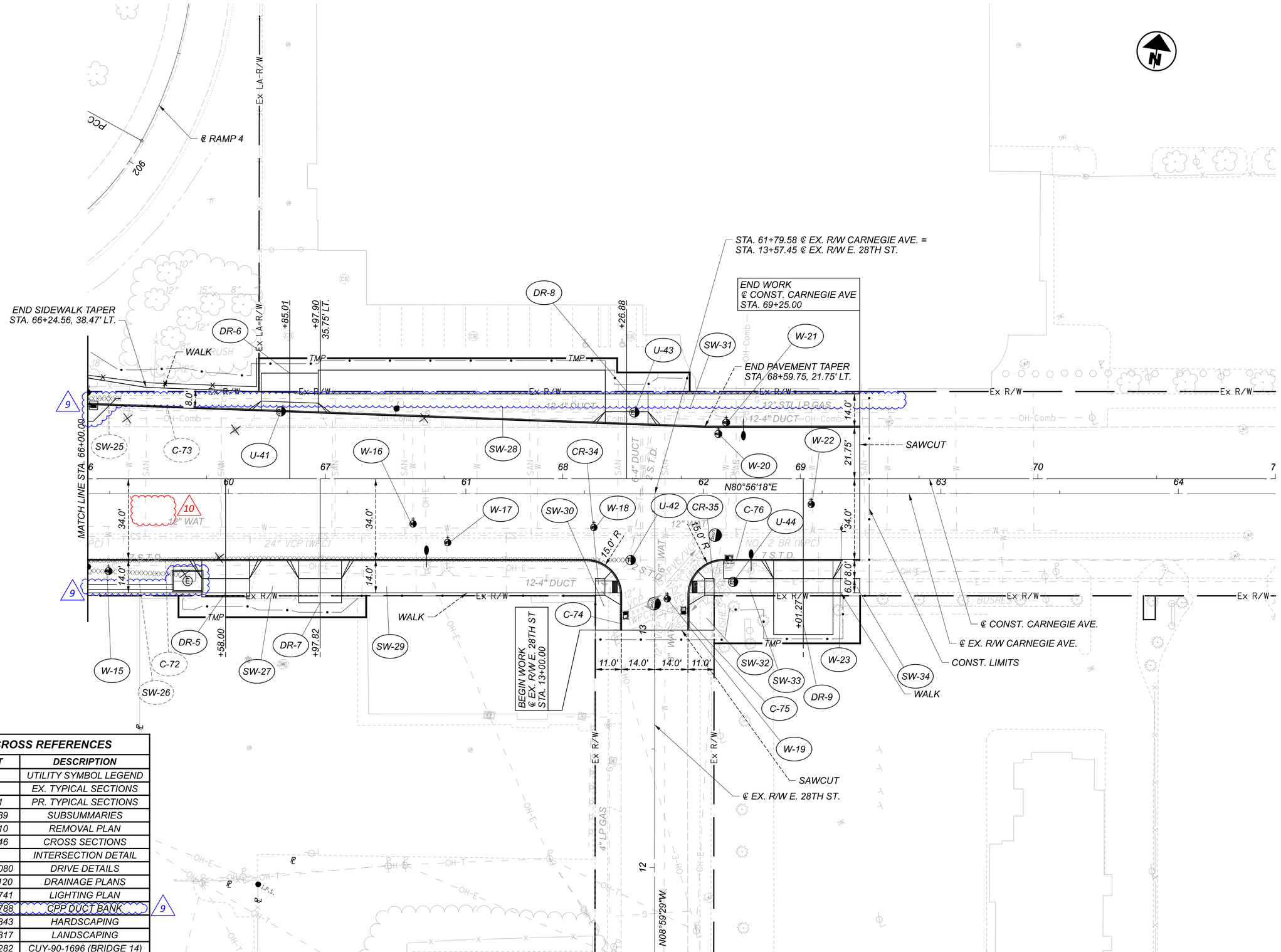
| DESIGN AGENCY |
|---|
| Michael Baker INTERNATIONAL |
| DESIGNER: KJM |
| REVIEWER: KGJ 05/22/24 |
| PROJECT ID: 82382 |
| SHEET: 634 TOTAL: 2696 |




| CROSS REFERENCES | |
|---|---|
| SHEET | DESCRIPTION |
| 73 | UTILITY SYMBOL LEGEND |
| 24 | EX. TYPICAL SECTIONS |
| 60 - 61 | PR. TYPICAL SECTIONS |
| 430 - 489 | SUBSUMMARIES |
| 679 - 710 | REMOVAL PLAN |
| 932 - 946 | CROSS SECTIONS |
| 1069 | INTERSECTION DETAIL |
| 1076 - 1080 | DRIVE DETAILS |
| 1092 - 1120 | DRAINAGE PLANS |
| 1724 - 1741 | LIGHTING PLAN |
| 1787 - 1788 | CPP DUCT BANK |
| 1840 - 1843 | HARDSCAPING |
| 1807 - 1817 | LANDSCAPING |
| 2281 - 2282 | CUY-90-1696 (BRIDGE 14) |
| 2383 - 2386 | FENCE PLAN |

HORIZONTAL SCALE IN FEET
0 10 20 40

# PLAN - CARNEGIE AVE.
## STA. 66+00.00 TO END

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 636 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_GP7105 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 8:01:45 PM USER: Victor.Nash
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| CROSS REFERENCES | |
|---|---|
| SHEET | DESCRIPTION |
| 73 | UTILITY SYMBOL LEGEND |
| 63 | PR. TYPICAL SECTIONS |
| 430 - 489 | SUBSUMMARIES |
| 679 - 710 | REMOVAL PLAN |
| 947 - 960 | CROSS SECTIONS |
| 1067 | INTERSECTION DETAIL |
| 1082 & 1081 | DRIVE DETAILS |
| 1092 - 1120 | DRAINAGE PLANS |
| 1229 - 1230 | WALL AG |
| 1414 - 1416 | WATER WORK |
| 1724 - 1741 | LIGHTING PLAN |
| 1787 - 1788 | CPP DUCT BANK |
| 1807 - 1817 | LANDSCAPING |
| 2383 - 2386 | FENCE PLAN |

# PLAN - MIDTOWN CONNECTOR BEGIN TO STA. 505+00.00

CUY-90-16.28 (CCG3A)

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 638 TOTAL 2696

MODEL: 82382_GP7901[Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 9:45:47 PM USER: Victor.Nash
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| CROSS REFERENCES | |
|---|---|
| SHEET | DESCRIPTION |
| 73 | UTILITY SYMBOL LEGEND |
| 63 | PR. TYPICAL SECTIONS |
| 430 - 489 | SUBSUMMARIES |
| 679 - 710 | REMOVAL PLAN |
| 947 - 960 | CROSS SECTIONS |
| 1059 & 1064 | INTERSECTION DETAIL |
| 1092 - 1120 | DRAINAGE PLANS |
| 1414 - 1416 | WATER WORK |
| 1659 | TRAFFIC SIGNAL PLAN |
| 1724 - 1741 | LIGHTING PLAN |
| 1787 - 1788 | CPP DUCT BANK |
| 1807 - 1817 | LANDSCAPING |
| 2383 - 2386 | FENCE PLAN |

HORIZONTAL SCALE IN FEET
0 10 20 40

# PLAN - MIDTOWN CONNECTOR STA. 510+00.00 TO END

STRUCTURE NO. 14
CUY-90-1696
SFN 1807898

MATCH LINE STA. 510+00.00

END PAVEMENT TAPER
STA. 510+06.30, 15.0' LT

END PAVEMENT TAPER
STA. 510+30.00, 15.0' RT

STA. 511+29.95 ℄ CONST. MIDTOWN CONNECTOR
STA. 400+00.00 ℄ CONST. CEDAR AVE

STA. 514+45.17 ℄ CONST. MIDTOWN CONNECTOR
STA. 65+04.00 ℄ CONST. CARNEGIE AVE.

END SHARED USE PATH
STA. 513+61.17, 39.0' LT

EX. BUILDING TO BE REMOVED
(BY OTHERS)

℄ CONST. MIDTOWN CONNECTOR

CURVE PCEDA-03

CURB, TYPE 6

TEMP POLE BY OTHERS. VERIFY LOCATION WITH CEI.

TEMP POLE BY OTHERS. VERIFY LOCATION WITH CEI.

TEMP POLE BY OTHERS. VERIFY LOCATION WITH CEI.

CONST. LIMITS

WALK

CURB, TYPE 6

CURVE PJJC-01

℄ CONST. CEDAR AVE.

℄ EX. R/W CEDAR AVE.

℄ CONST. CARNEGIE AVE.

℄ EX. R/W CARNEGIE AVE.

WALL AI

POT 514+45.17

PT 513+33.36

POT 400+00.00

PC 400+12.25

PT 401+71.81

N09°03'42"W

| CURVE PCEDA-03 | |
|---|---|
| CURVE DATA | |
| P.I. = Sta. | 511+89.61 |
| Δ | = 90°00'15" LT |
| Dc | = 22°45'00" |
| R | = 251.85' |
| T | = 251.87' |
| L | = 395.62' |
| E | = 104.33' |
| PC | = 509+37.74 |
| PT | = 513+33.37 |

| CURVE PJJC-01 | |
|---|---|
| CURVE DATA | |
| P.I. = Sta. | 400+96.67 |
| Δ | = 46°16'18" LT |
| Dc | = 29°00'00" |
| R | = 197.57' |
| T | = 84.42' |
| L | = 159.56' |
| E | = 17.28' |
| PC | = 400+12.25 |
| PT | = 401+71.81 |

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 642 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_GP7903 PAPERSIZE: 34x22 (In.) DATE: 11/6/2025 TIME: 9:49:01PM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\00DT\District2\82382\400-Engineering\Roadway\Sheets\82382_GP7903.dgn

CURVE PE22-01
CURVE DATA
P.I. = Sta. 30+87.75
Δ = 23°42'46" LT
Dc = 13°00'00"
R = 440.74'
T = 92.53'
L = 182.41'
E = 9.61'
PC = Sta. 29+95.22
PT = Sta. 31+77.62

RESUME WORK
℄ CONST. E. 22ND ST.
STA. 28+88.00

END PAVEMENT TAPER
STA. 29+78.25, 30.0' LT
BEGIN PAVEMENT TAPER
STA. 29+38.66, 36.0' LT

STA. 28+88.00
BEGIN FULL DEPTH REPLACEMENT
SAWCUT

℄ CONST. E. 22ND ST.

℄ EX. R/W E. 22ND ST.

BEGIN PAVEMENT TAPER
STA. 29+48.88, 36.0' RT

END PAVEMENT TAPER
STA. 29+65.26, 29.0' RT

STA. 30+38.02 ℄ CONST. E. 22ND ST. =
STA. 1807+14.09 ℄ RAMP B6A

CURB, TYPE 6

WALK

CURVE PE22-01
STA. 30+59.97 ℄ CONST. E. 22ND ST. =
STA. 24+95.87 ℄ EX. R/W CENTRAL AVE.

STA. 20+73.81 ℄ EX. R/W E. 22ND ST. =
STA. 25+20.99 ℄ EX. R/W CENTRAL AVE.

BEGIN BUS PAD
STA. 25+56.50
OFF. 10.50' RT.

END BUS PAD
STA. 26+06.50
OFF. 10.50' RT.

SAWCUT

℄ EX. R/W CENTRAL AVE.

BEGIN BUS PAD
STA. 30+65.00
OFF. 15.89' LT.

12' x 120'
CONCRETE BUS
PAD

END BUS PAD
STA. 31+85.00
OFF. 15.00' LT.

CONST. LIMITS
9.5' X 50.0'
CONCRETE
BUS PAD

℄ EX. R/W E. 22ND ST.
CONST. LIMITS

STA. 20+73.81 ℄ EX. R/W E. 22ND ST. =
STA. 25+22.63 ℄ EX. R/W CENTRAL AVE.

END WORK
℄ EX. R/W CENTRAL AVE
STA. 26+06.50

MATCHLINE STA. 32+00.00

## CROSS REFERENCES

| SHEET | DESCRIPTION |
|---|---|
| 73 | UTILITY SYMBOL LEGEND |
| 26 | EX. TYPICAL SECTIONS |
| 71 - 72 | PR. TYPICAL SECTIONS |
| 430 - 489 | SUBSUMMARIES |
| 679 - 710 | REMOVAL PLAN |
| 1006 - 1012 | CROSS SECTIONS |
| 1068 & 1072 | INTERSECTION DETAIL |
| 1092 - 1120 | DRAINAGE PLANS |
| 1408 | WATER WORK |
| 1663 | TRAFFIC SIGNAL PLAN |
| 1724 - 1741 | LIGHTING PLAN |
| 1840 - 1843 | HARDSCAPING |
| 1787 - 1788 | CPP DUCT BANK |
| 1807 - 1817 | LANDSCAPING |
| 2383 - 2386 | FENCE PLAN |

HORIZONTAL
SCALE IN FEET
0 10 20 40

# PLAN - E. 22ND ST.
# BEGIN TO STA. 32+00.00

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 673 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_GP740I PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 8:00:43 PM USER: Victor.Nash
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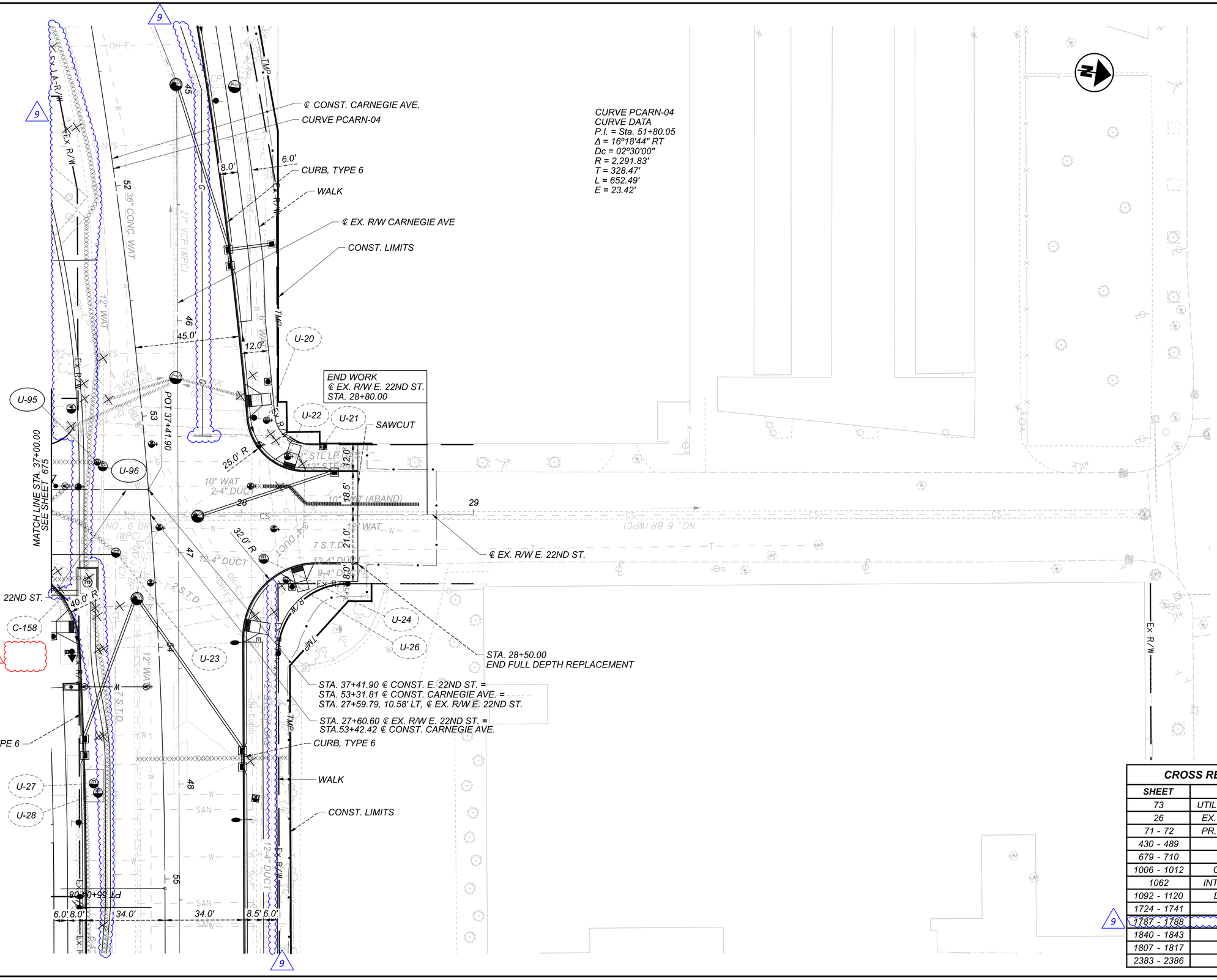


## CROSS REFERENCES

| SHEET | DESCRIPTION |
|---|---|
| 73 | UTILITY SYMBOL LEGEND |
| 26 | EX. TYPICAL SECTIONS |
| 71 - 72 | PR. TYPICAL SECTIONS |
| 430 - 489 | SUBSUMMARIES |
| 679 - 710 | REMOVAL PLAN |
| 1006 - 1012 | CROSS SECTIONS |
| 1062 | INTERSECTION DETAIL |
| 1092 - 1120 | DRAINAGE PLANS |
| 1724 - 1741 | LIGHTING PLAN |
| 1787 - 1788 | CPP DUCT BANK |
| 1840 - 1843 | HARDSCAPING |
| 1807 - 1817 | LANDSCAPING |
| 2383 - 2386 | FENCE PLAN |

HORIZONTAL SCALE IN FEET
0 10 20 40

# PLAN - E. 22ND ST. STA. 37+00.00 TO END

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 677 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_GP7403 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 9:56:35 PM USER: Victor.Nash
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= PAVEMENT REMOVED

= WALK REMOVED

= DRIVE REMOVED

XXXX = UTILITY REMOVED

TRBO = TO BE REMOVED BY OTHERS

℄ E. 21ST ST.

℄ EX. R/W CEDAR CONNECTOR

℄ EX. R/W CARNEGIE AVE.

℄ CONST. CARNEGIE AVE.

CONST. LIMIT

℄ RAMP A1

CONFLICT WITH ELEC.

BUILDING TO REMAIN

REMOVE

TRBO

MATCHLINE SEE SHEET 700

MATCHLINE SEE SHEET 702

HORIZONTAL SCALE IN FEET
0 10 20 40

# REMOVAL PLAN
## CARNEGIE AVE. / E. 21ST ST / CEDAR AVE.

CUY-90-16.28 (CCG3A)

MODEL: 82382_GP9III PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 3:39:21 PM USER: Victor.Nash
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DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 701 TOTAL 2696

= PAVEMENT REMOVED

= WALK REMOVED

= DRIVE REMOVED

XXXX = UTILITY REMOVED

TRBO = TO BE REMOVED BY OTHERS

CONST. LIMIT

℄ EX. R/W E. 22ND ST.

℄ CONST. E. 22ND ST.

℄ CONST. CARNEGIE AVE.

℄ EX. R/W CARNEGIE AVE.

WR-31 PR-76 RC-91 WR-33 RC-93

REMOVE

TRBO

EX. BILLBOARD (TO BE REMOVED)

R-101 RC-90 WR-30 R-101B WR-38

RC-92 WR-32 R-102B R-102A R-104

PR-79 WR-35 WR-36 PR-82 RC-94

PR-80 R-103 PR-83 WR-37 PR-81

WR-34 R-102 PR-78 R-29 PR-77 PR-9

FOR I.R. 90 REMOVAL DETAILS SEE SHEET 685

℄ INTERIM I.R. 90 WB

℄ I.R. 90 WB

BRUSH & SMALL TREES

MATCHLINE SEE SHEET 701

MATCHLINE SEE SHEET 703

MATCHLINE SEE SHEET 706

HORIZONTAL SCALE IN FEET
0 10 20 40

# REMOVAL PLAN
# CARNEGIE AVE. / E. 22ND ST / CEDAR AVE.

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 702 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_GP9I2 PAPERSIZE: 34x22 (In.) DATE: 11/7/2025 TIME: 5:23 AM USER: Joseph.Hogan
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= PAVEMENT REMOVED

= WALK REMOVED

= DRIVE REMOVED

XXXX = UTILITY REMOVED

TRBO = TO BE REMOVED BY OTHERS

FOR I.R. 90 REMOVAL DETAILS SEE SHEET 686

CONST. LIMIT

℄ INTERIM I.R. 90 WB

℄ CONST. CARNEGIE AVE.

℄ I.R. 90 WB

℄ INTERIM I.R. 90 EB

℄ I.R. 90 EB

WR-39 RC-96 PR-85 WR-41 WR-42 PR-86 PR-84 PR-87 WR-43 R-106 R-36 RC-7

WR-40 R-105A R-102B RC-95 R-105 R-29 R-31 R-30 R-33 PR-9 WR-44 R-37 RC-97 PR-88

TRBO REMOVE BRUSH BRUSH & (6) LARGE TREES BRUSH & SMALL TREES 24" TWIN

ESMT Ex U Ex R/W Ex LA-R/W UTILITY TRENCH 6" CLF

OH-E OH-Comb OH-CTV SAN W (WPC) (WPL)

MATCHLINE SEE SHEET 702

MATCHLINE SEE SHEET 704

MATCHLINE SEE SHEET 707

HORIZONTAL SCALE IN FEET
0 10 20 40

# REMOVAL PLAN
# CARNEGIE AVE. / I.R. 90

CUY-90-16.28 (CCG3A)

MODEL: 82382_GP9I6 PAPERSIZE: 34x22 (in) DATE: 11/7/2025 TIME: 1:57:12 AM USER: Joseph.Hogan
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DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 703 TOTAL 2696

= PAVEMENT REMOVED

= WALK REMOVED

= DRIVE REMOVED

XXXX = UTILITY REMOVED

TRBO = TO BE REMOVED BY OTHERS

HORIZONTAL SCALE IN FEET
0 10 20 40

# REMOVAL PLAN
## CARNEGIE AVE. / MIDTOWN CONNECTOR

PR-9
℄ INTERIM I.R. 90 WB
℄ I.R. 90 EB
℄ INTERIM I.R.90 EB
℄ I.R. 90 WB
℄ CONST. CARNEGIE AVE.
CONST. LIMIT
℄ EX. RAMP 4
TRBO REMOVE
BRUSH
R-107
PR-90
RC-99
R-108
WR-46
TRBO
Ex R/W
OH-Comb
OH-E
OH-T
SAN
MATCHLINE SEE SHEET 703
MATCHLINE SEE SHEET 705
MATCHLINE SEE SHEET 708
24" LINK (WPC)
24" VCP (WPC)
R-37
WR-45
RC-98
REMOVE
PR-9
RC-6
R-32
PR-92
PR-89
R-109
Ex LA
Ex U
WR-47
R-111A
PR-91
WR-48
WR-49
R-110A
RC-100
CONFLICT WITH TELECOM
℄ EX. R/W CARNEGIE AVE.
℄ MIDTOWN COONNECTOR
R/W
TMP
PR-94
PR-93
R-113
R-112
R-111
R-110
R-343
R-342
1. REMOVE VAULT 5' DEEP (6' X 4' PRECAST) REMOVE REINFORCED CONCRETE PAD (27' X 8' X 4')

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 704 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_GP9I7 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 4:33:08 PM USER: Victor.Nash
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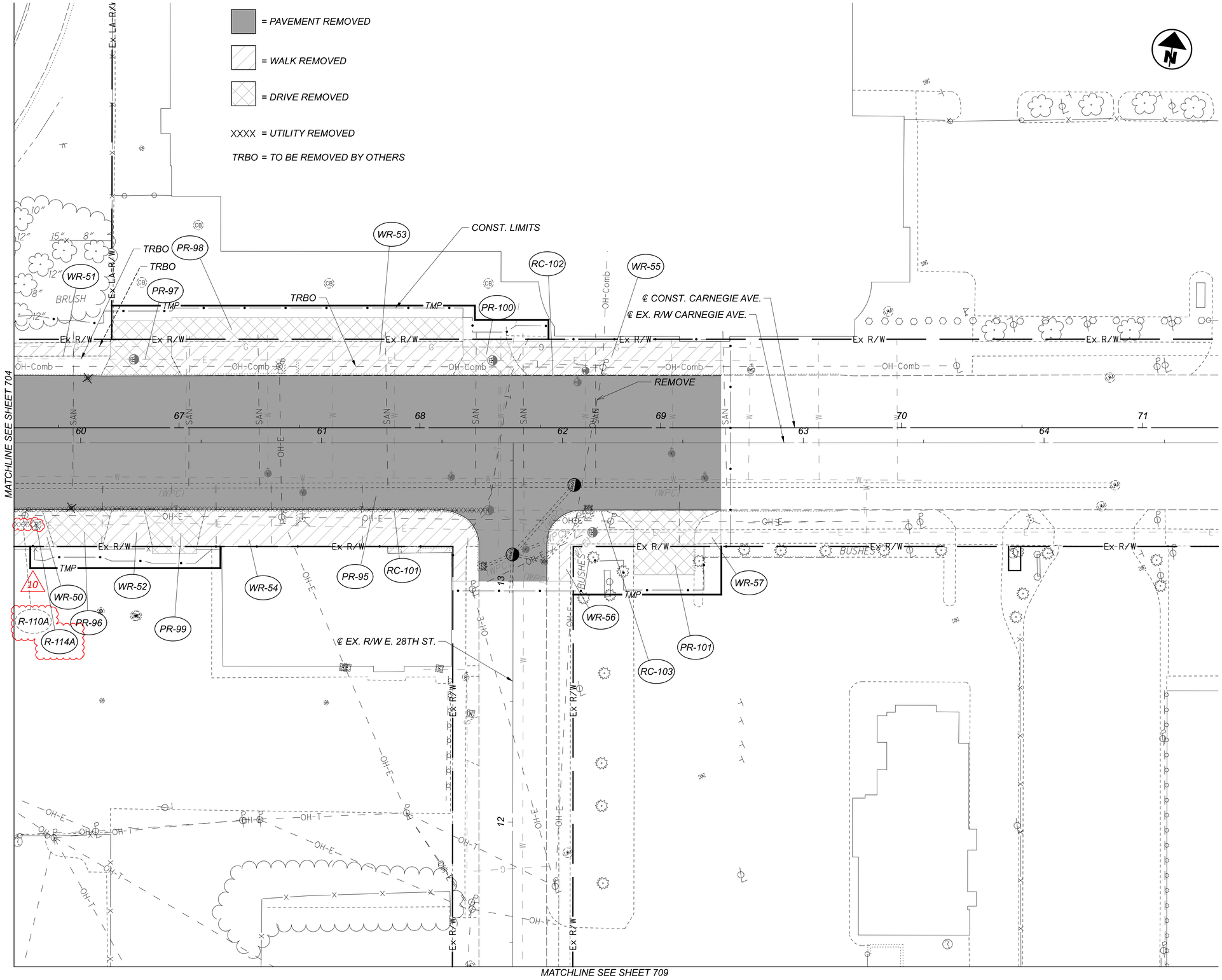



HORIZONTAL SCALE IN FEET
0 10 20 40

# REMOVAL PLAN
# CARNEGIE AVE / E 28TH ST

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

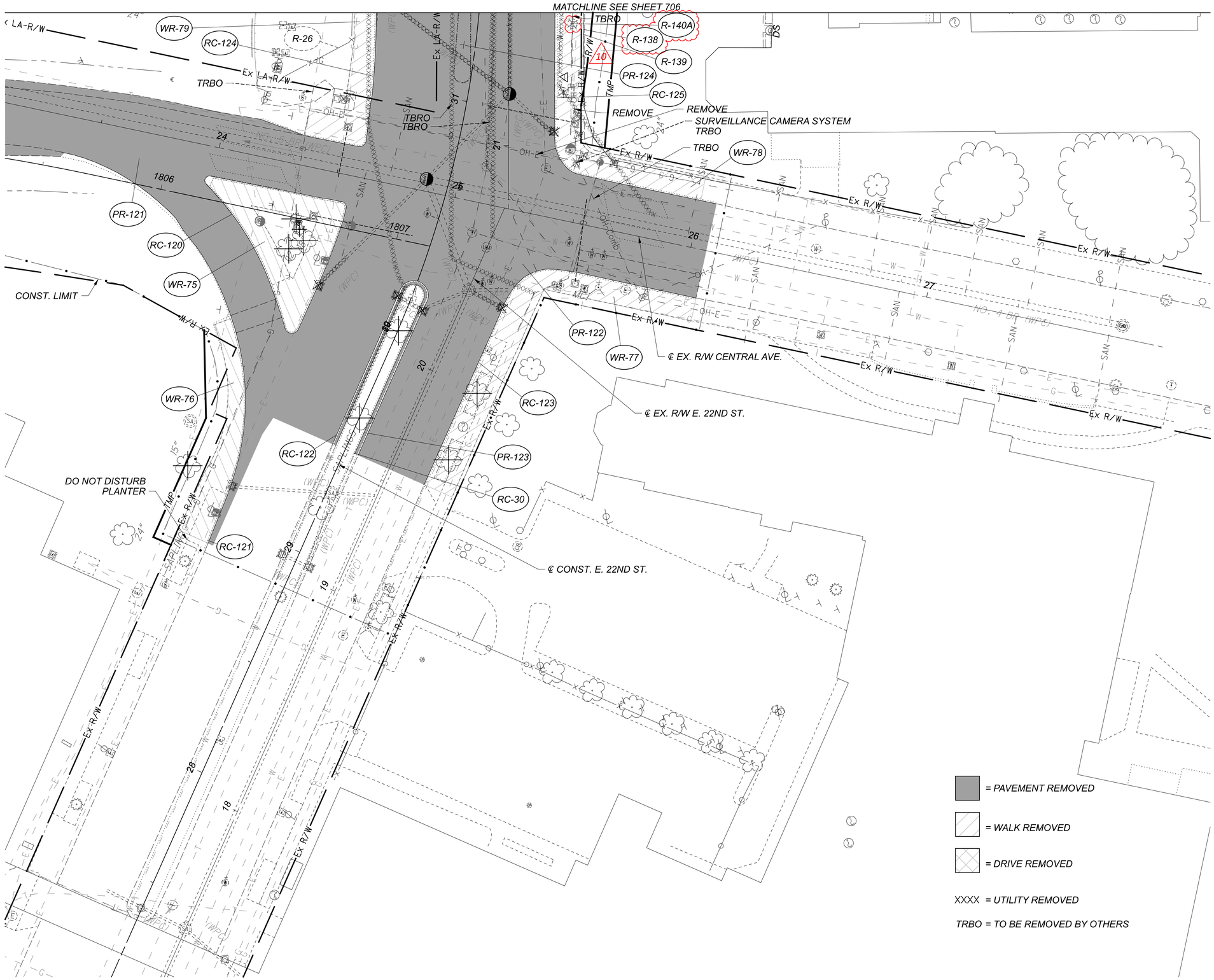
REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 705 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_GP9I20 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 4:44:22 PM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_GP9I20.dgn




HORIZONTAL SCALE IN FEET
0 10 20 40

# REMOVAL PLAN
## E. 22ND ST / CENTRAL AVE.

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 710 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_GP9114 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 5:10:29 PM USER: Victor.Nash
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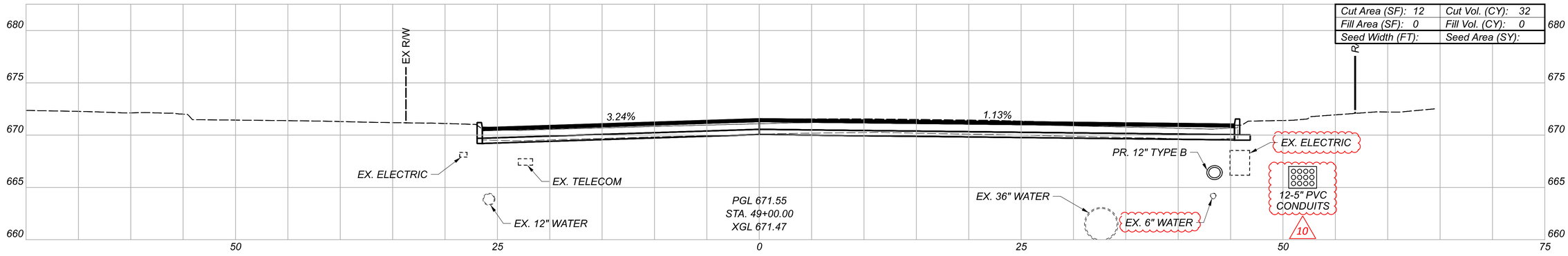


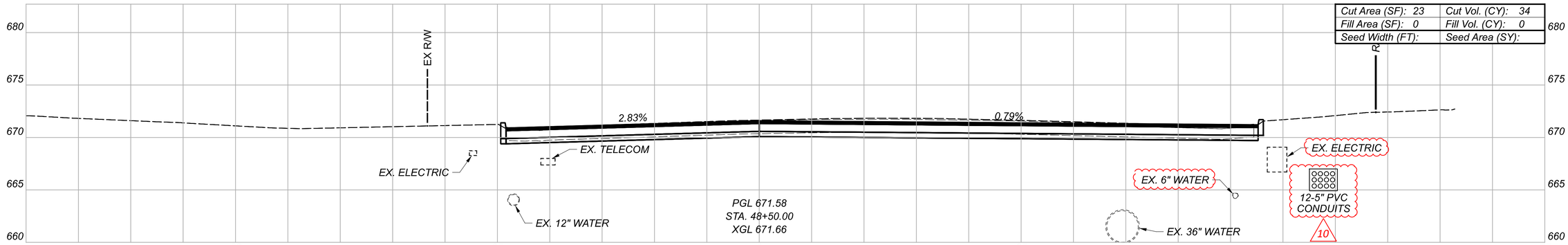


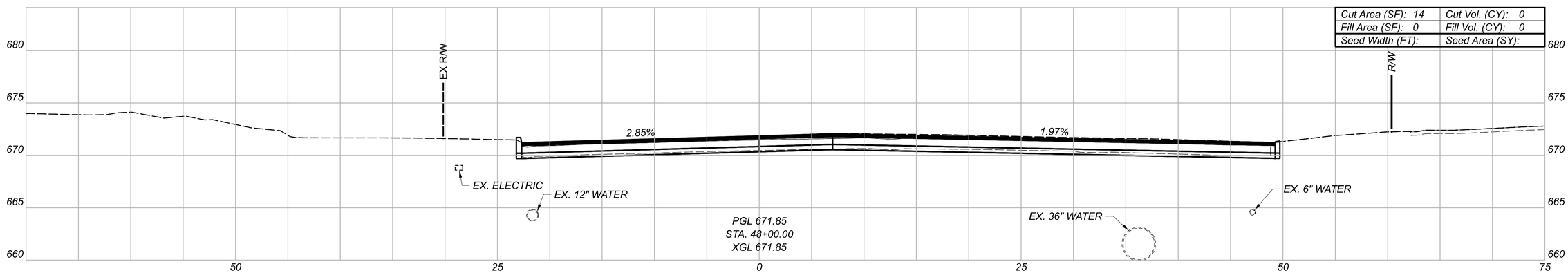


CROSS SECTIONS
CARNEGIE AVE.

CUY-90-16.28 (CCG3A)

MODEL: CL_CARNEGIE AVE_-_48+00.00 [Sheet] PAPERSIZE: 34x22 (in) DATE: 11/6/2025 TIME: 10:25:39 AM USER: Victor.Nash
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DESIGN AGENCY
Michael Baker INTERNATIONAL

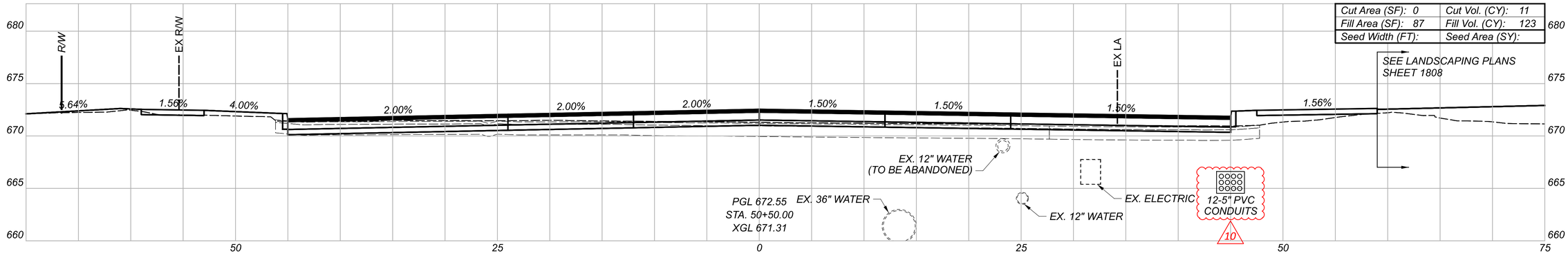
DESIGNER
KJM

REVIEWER
KGJ 05/22/24

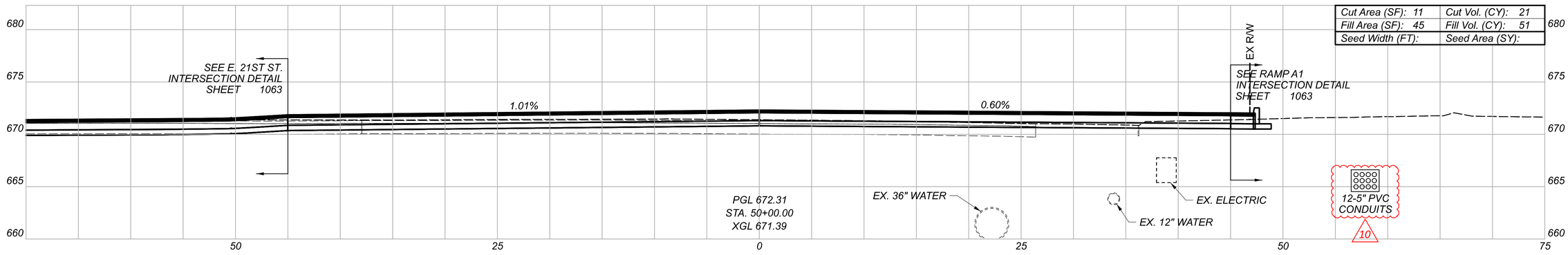
PROJECT ID
82382

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 66 | 0 |

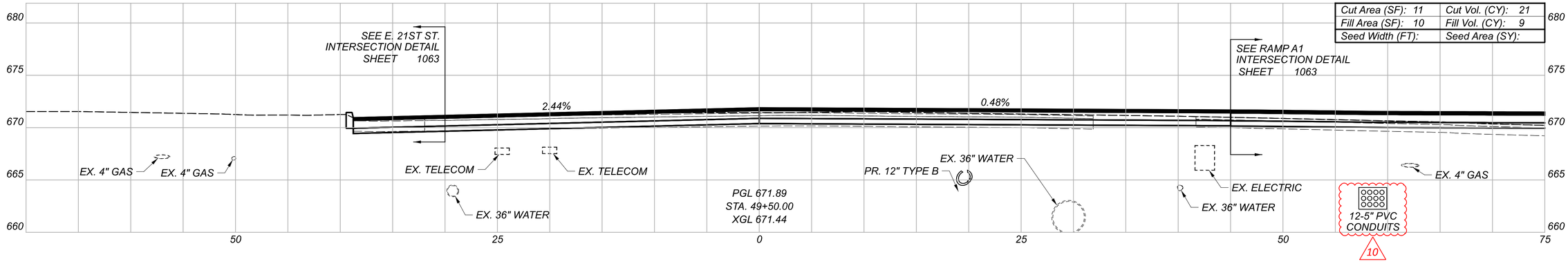
SHEET 932 TOTAL 2696




| | |
|---|---|
| Cut Area (SF): 0 | Cut Vol. (CY): 11 |
| Fill Area (SF): 87 | Fill Vol. (CY): 123 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 11 | Cut Vol. (CY): 21 |
| Fill Area (SF): 45 | Fill Vol. (CY): 51 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 11 | Cut Vol. (CY): 21 |
| Fill Area (SF): 10 | Fill Vol. (CY): 9 |
| Seed Width (FT): | Seed Area (SY): |

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 53 | 183 |

CROSS SECTIONS
CARNEGIE AVE.

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

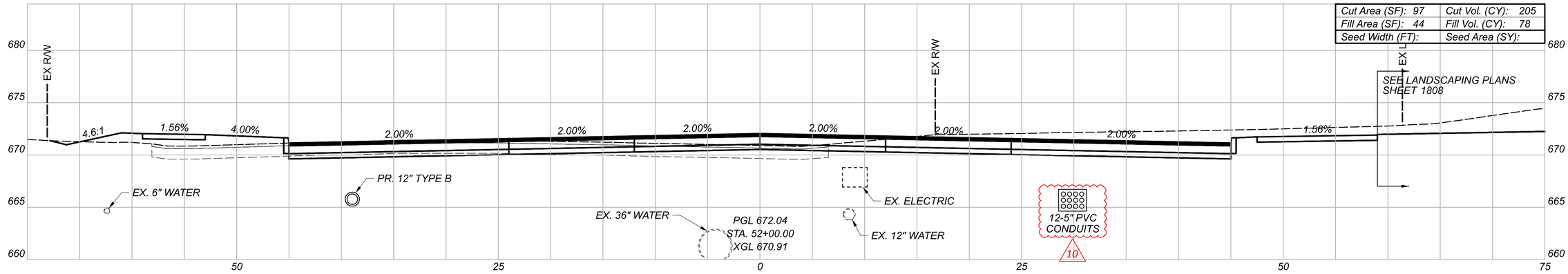
PROJECT ID
82382

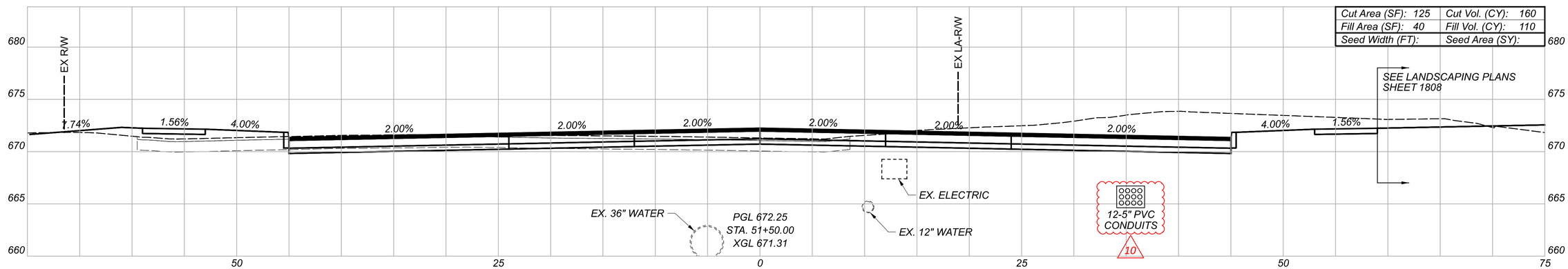
SHEET 933 | TOTAL 2696

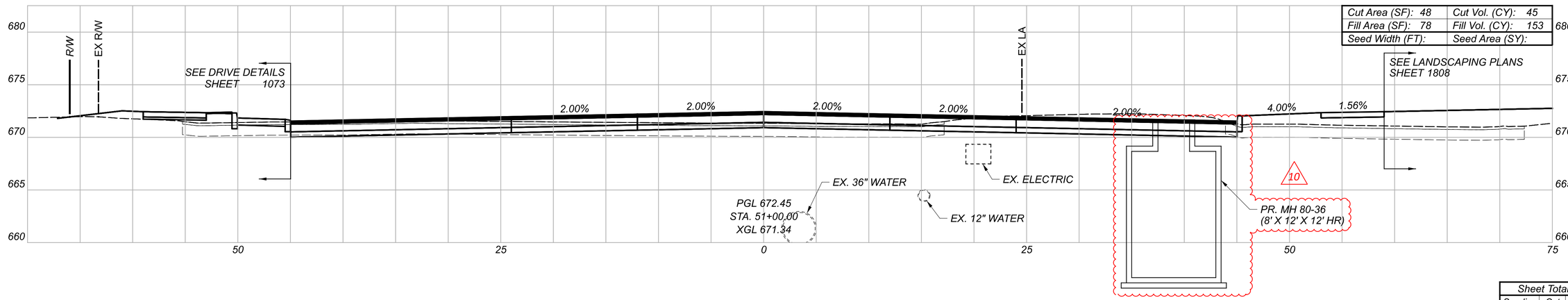
CUY-90-16.28 (CCG3A)

MODEL: CL_CARNEGIE AVE_-_49+50.00 [Sheet] PAPERSIZE: 34x22 (in) DATE: 11/6/2025 TIME: 10:53:32 AM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\0007\01_Structure\82382\400-Engineering\Roadway\Sheets\82382_XS7100.dgn

# CROSS SECTIONS
# CARNEGIE AVE.




| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 410 | 341 |

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

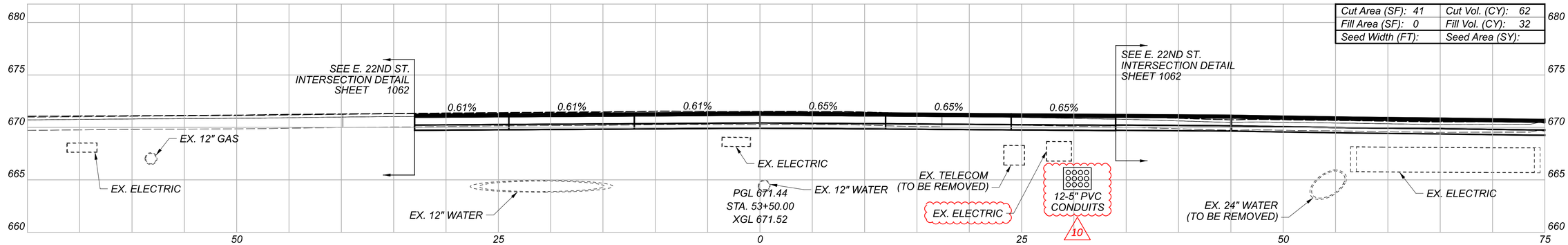
REVIEWER
KGJ 05/22/24

PROJECT ID
82382

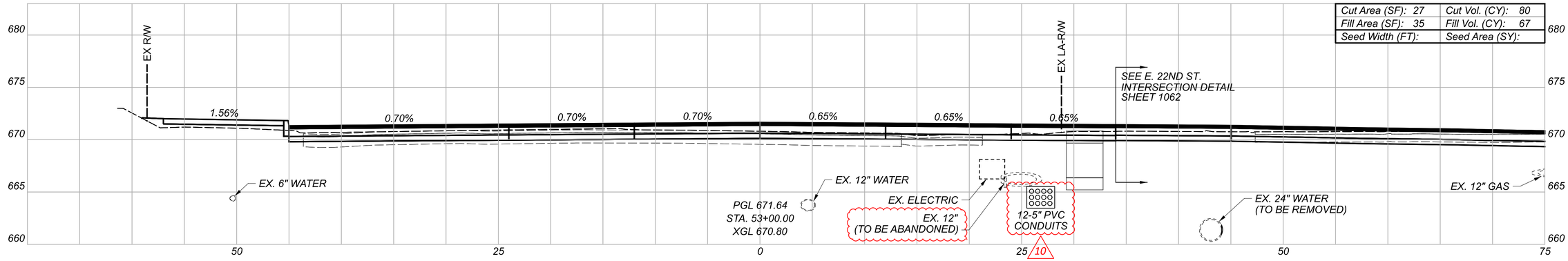
SHEET 934 TOTAL 2696

CUY-90-16.28 (CCG3A)

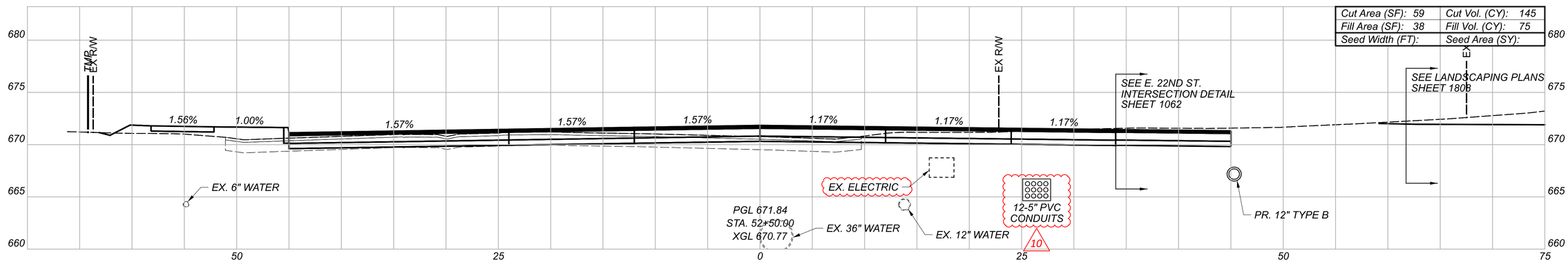

MODEL: CL_CARNEGIE AVE. - 5i+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:40:33 PM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland.OH\OI_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7100.dgn




| | |
|---|---|
| Cut Area (SF): 41 | Cut Vol. (CY): 62 |
| Fill Area (SF): 0 | Fill Vol. (CY): 32 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 27 | Cut Vol. (CY): 80 |
| Fill Area (SF): 35 | Fill Vol. (CY): 67 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 59 | Cut Vol. (CY): 145 |
| Fill Area (SF): 38 | Fill Vol. (CY): 75 |
| Seed Width (FT): | Seed Area (SY): |

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 287 | 174 |

CROSS SECTIONS
CARNEGIE AVE.

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

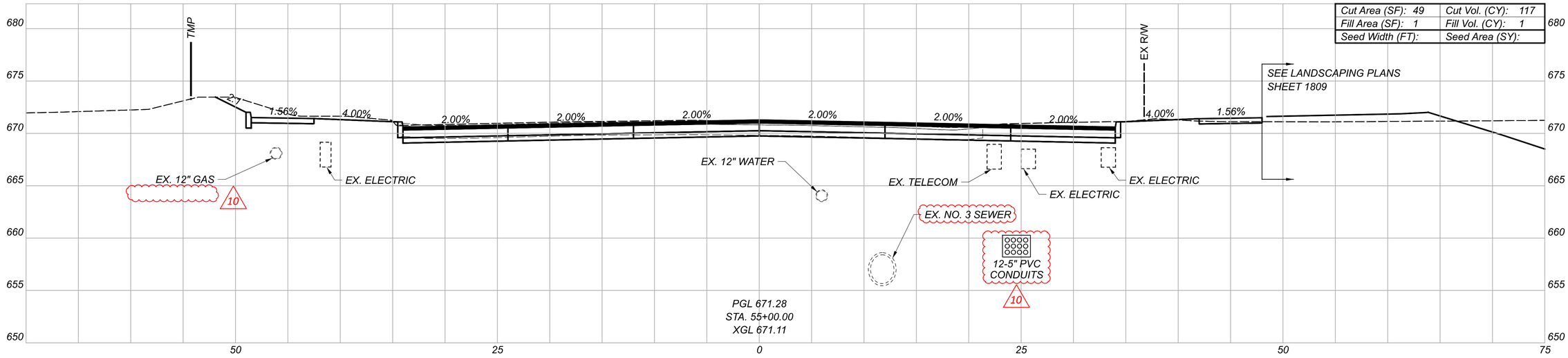
REVIEWER
KGJ 05/22/24

PROJECT ID
82382

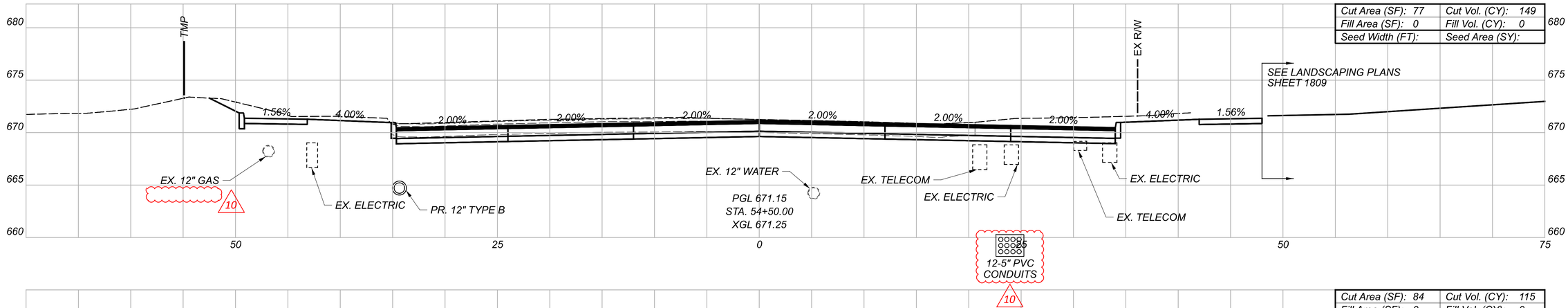
SHEET 935 TOTAL 2696

CUY-90-16.28 (CCG3A)

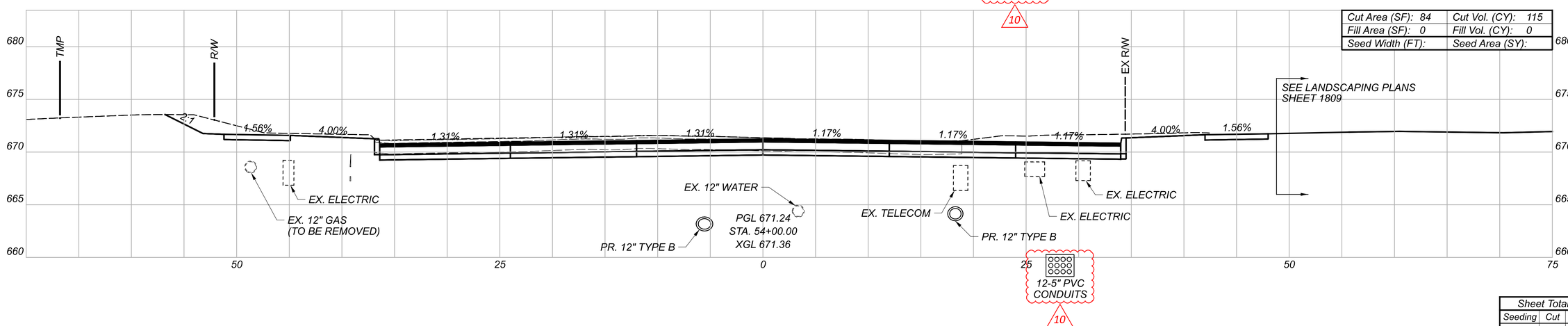
MODEL: CL CARNEGIE AVE. - 52+50.00 (Sheet) PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 10:59:54 AM USER: Victor.Nash
pw:\\mb-us-pw.bentley.commb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7100.dgn




| | |
|---|---|
| Cut Area (SF): 49 | Cut Vol. (CY): 117 |
| Fill Area (SF): 1 | Fill Vol. (CY): 1 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 77 | Cut Vol. (CY): 149 |
| Fill Area (SF): 0 | Fill Vol. (CY): 0 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 84 | Cut Vol. (CY): 115 |
| Fill Area (SF): 0 | Fill Vol. (CY): 0 |
| Seed Width (FT): | Seed Area (SY): |

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 381 | 1 |

CROSS SECTIONS
CARNEGIE AVE.

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

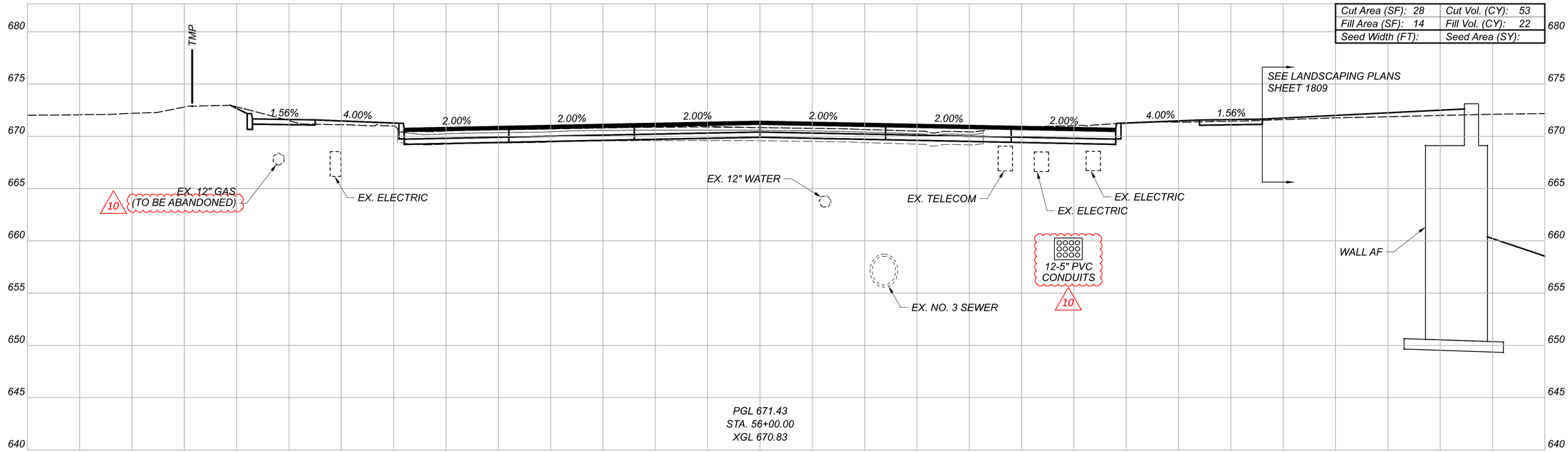
REVIEWER
KGJ 05/22/24

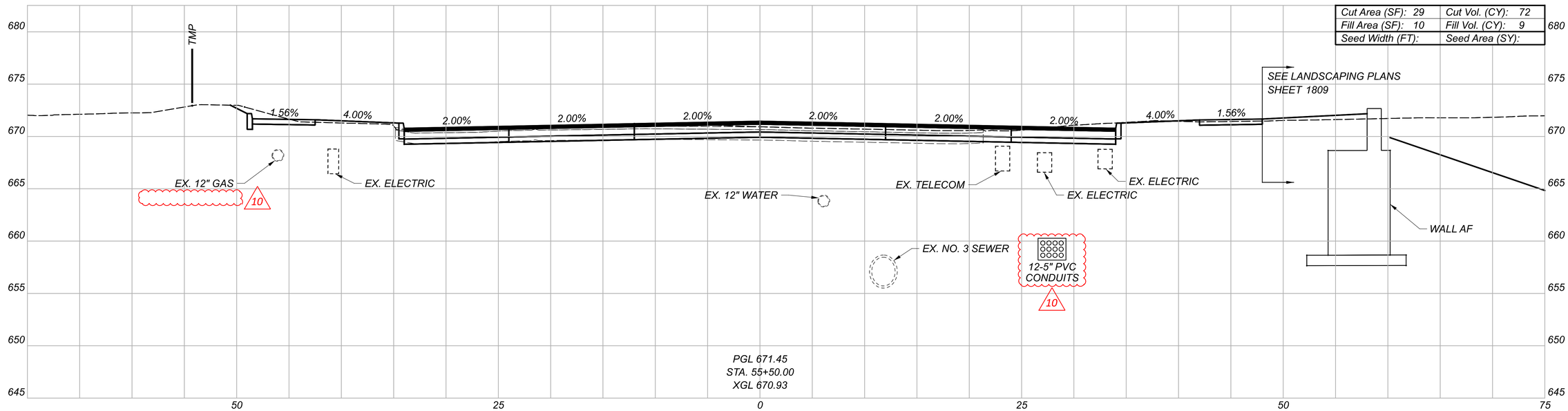
PROJECT ID
82382

SHEET 936 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: CL CARNEGIE AVE. - 54+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:41:13 AM USER: Victor Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\000T\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7100.dgn




CROSS SECTIONS
CARNEGIE AVE.

CUY-90-16.28 (CCG3A)

MODEL: CL_CARNEGIE AVE. - 55+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:19:13 AM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland.OH\Ol_Projects\0007\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7100.dgn

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 125 | 31 |

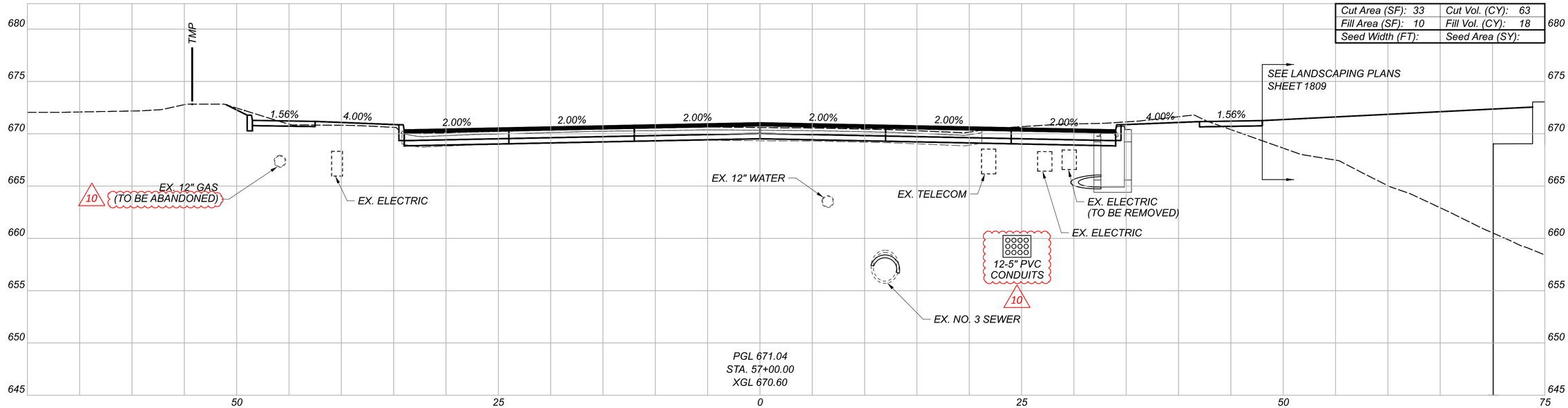
DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

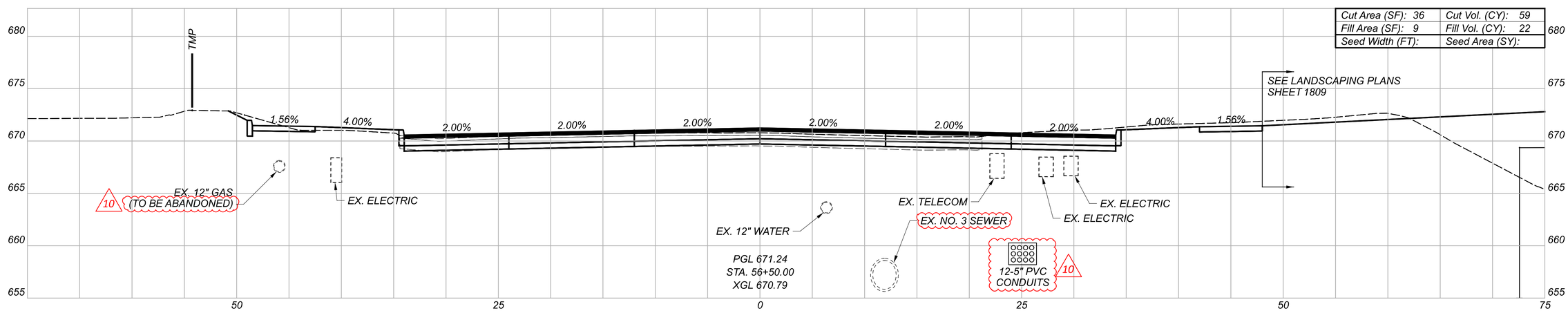
REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 937 TOTAL 2696




| | |
|---|---|
| Cut Area (SF): 33 | Cut Vol. (CY): 63 |
| Fill Area (SF): 10 | Fill Vol. (CY): 18 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 36 | Cut Vol. (CY): 59 |
| Fill Area (SF): 9 | Fill Vol. (CY): 22 |
| Seed Width (FT): | Seed Area (SY): |

CROSS SECTIONS
CARNEGIE AVE.

CUY-90-16.28 (CCG3A)

MODEL: CL_CARNEGIE AVE. - 56+50.00 [Sheet] PAPERSIZE: 34x22 (In.) DATE: 11/6/2025 TIME: 11:30:10 AM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\0007\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7100.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

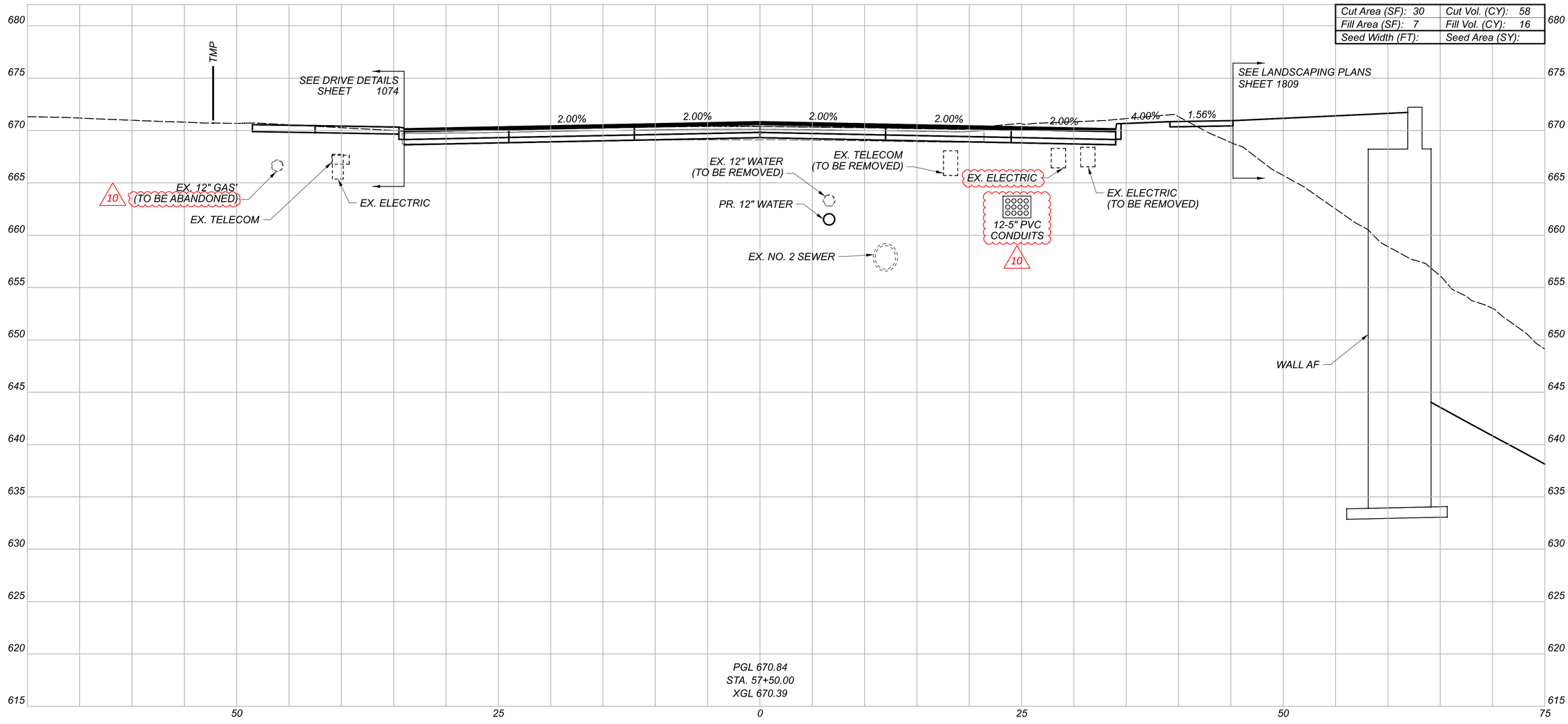
DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 122 | 40 |

| SHEET | TOTAL |
|---|---|
| 938 | 2696 |




| | |
|---|---|
| Cut Area (SF): 30 | Cut Vol. (CY): 58 |
| Fill Area (SF): 7 | Fill Vol. (CY): 16 |
| Seed Width (FT): | Seed Area (SY): |

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 58 | 16 |

CROSS SECTIONS
CARNEGIE AVE.

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 939 | TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: CL_CARNEGIE AVE._ 57+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:36:36 AM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\DOT_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7100.dgn

| Cut Area (SF): 15 | Cut Vol. (CY): 42 |
|---|---|
| Fill Area (SF): 7 | Fill Vol. (CY): 13 |
| Seed Width (FT): | Seed Area (SY): |

TMP

SEE DRIVE DETAILS SHEET 1075

EX. TELECOM

10 EX. 12" GAS (TO BE ABANDONED)

EX. ELECTRIC

2.00% 2.00% 2.00% 2.00% 4.72%

PR. 12" TYPE B

EX. 12" WATER (TO BE REMOVED)

PR. 12" WATER

EX. TELECOM (TO BE REMOVED)

EX. ELECTRIC

EX. NO. 2 SEWER (TO BE REMOVED)

12-5" PVC CONDUITS

10

EX. ELECTRIC (TO BE REMOVED)

WALL AF

EX. ELECTRIC (TO BE REMOVED)

SEE I.R. 90 WB CROSS SECTIONS

4.88%

PR. 15" TYPE B

PGL 670.64
STA. 58+00.00
XGL 670.11

680 675 670 665 660 655 650 645 640 635 630 625 620 615

50 25 0 25 50 75

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 42 | 13 |

CROSS SECTIONS
CARNEGIE AVE.

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

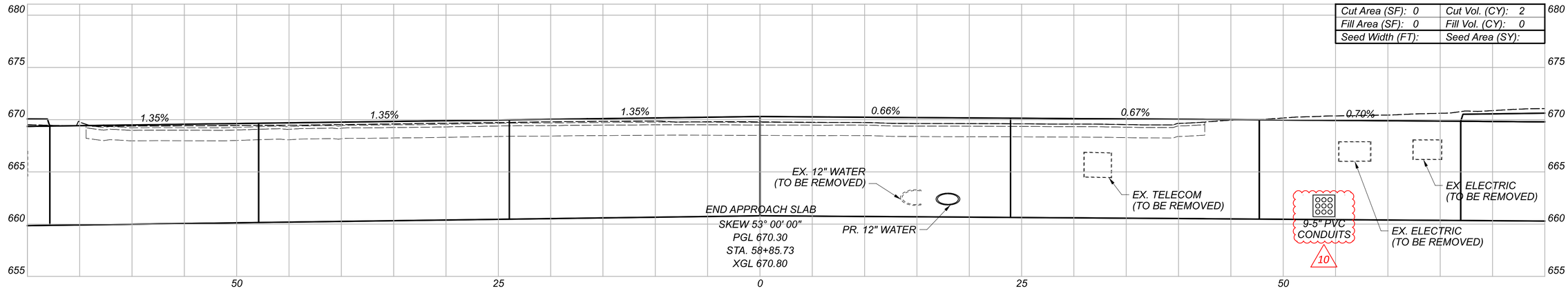
REVIEWER KGJ 05/22/24

PROJECT ID 82382

SHEET 940 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: CL CARNEGIE AVE. - 58+00.00 [Sheet] PAPERSIZE: 34x22 (in) DATE: 11/6/2025 TIME: 11:43:20 AM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\DL_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7100.dgn







CROSS SECTIONS
CARNEGIE AVE.

CUY-90-16.28 (CCG3A)

MODEL: CL_CARNEGIE AVE._-_58+55.74 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:50:09 AM USER: Victor.Nash
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| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 20 | 7 |

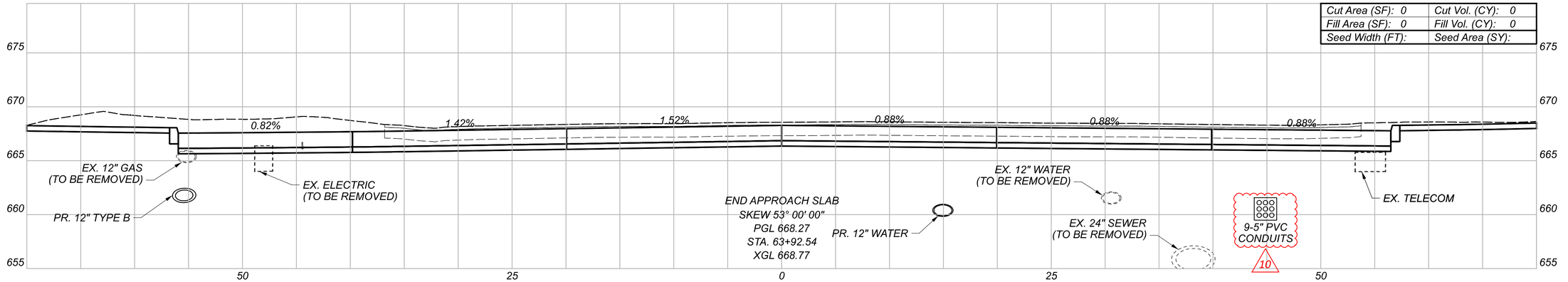
DESIGN AGENCY
Michael Baker INTERNATIONAL

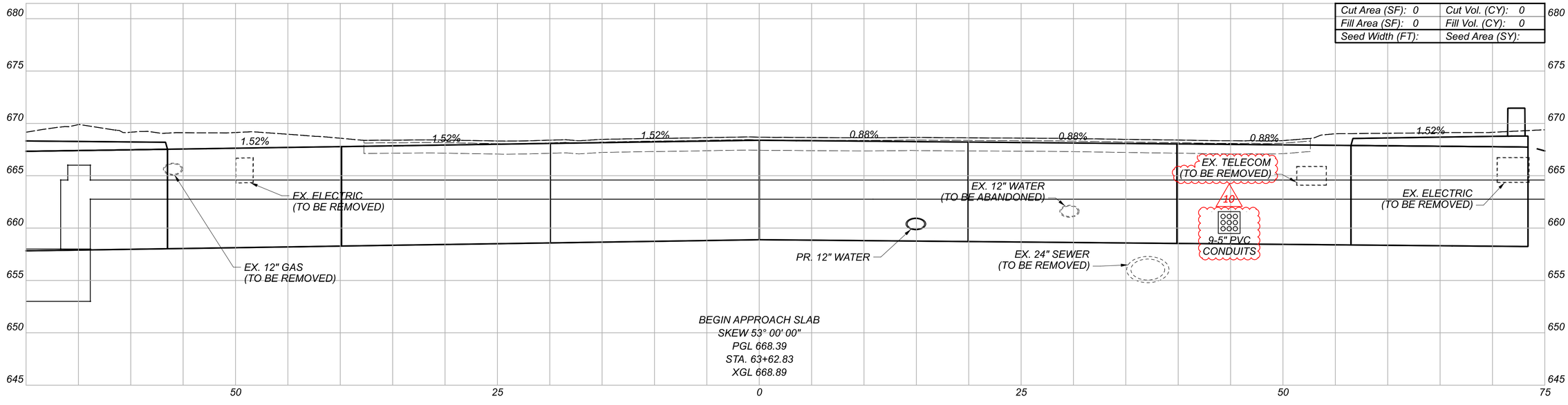
DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 941 TOTAL 2696




CROSS SECTIONS
CARNEGIE AVE.

CUY-90-16.28 (CCG3A)

MODEL: CL CARNEGIE AVE. - 63+62.83-[Sheet] PAPERSIZE: 34x22 (in) DATE: 11/6/2025 TIME: 11:59:04 AM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH_OL_Projects\ODOT\District 12\82382\400-Engineering\Roadway\Sheets\82382_XS7100.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

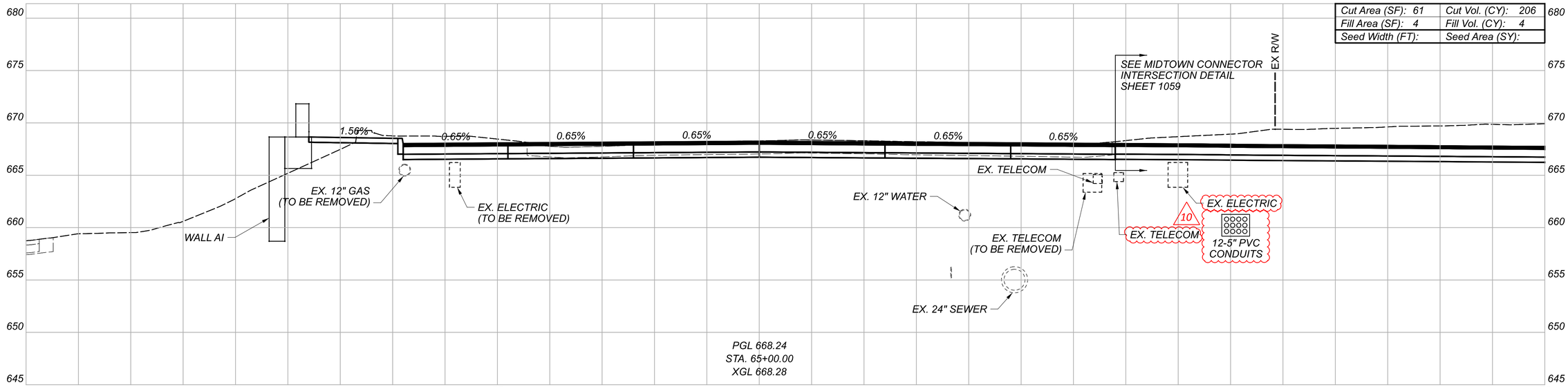
REVIEWER
KGJ 05/22/24

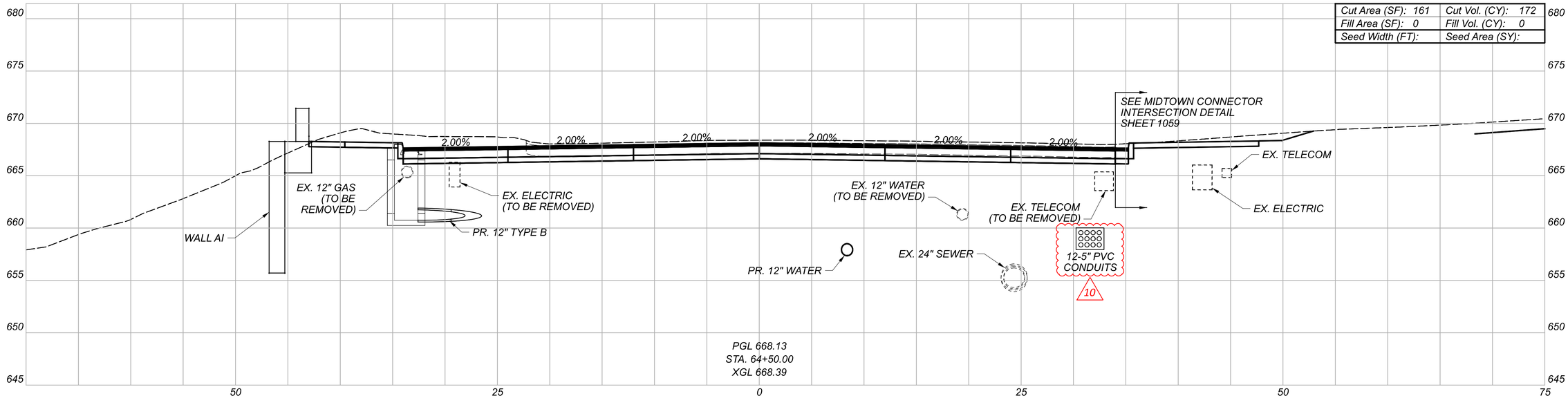
PROJECT ID
82382

SHEET 942 TOTAL 2696

Sheet Totals

| Seeding | Cut | Fill |
|---|---|---|
| 0 | 0 | 0 |




CROSS SECTIONS
CARNEGIE AVE.

CUY-90-16.28 (CCG3A)

MODEL: CL_CARNEGIE AVE._-_64+50.00 [Sheet] PAPERSIZE: 34x22 (in) DATE: 12/6/2025 TIME: 12:05:41 PM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH_OL_Projects\ODOT\District 12\82382\400-Engineering\Roadway\Sheets\82382_XS7100.dgn

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 378 | 4 |

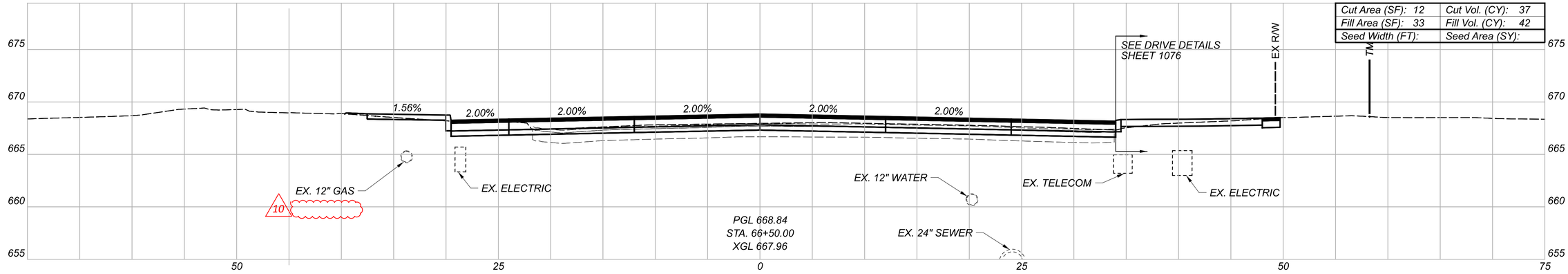
DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

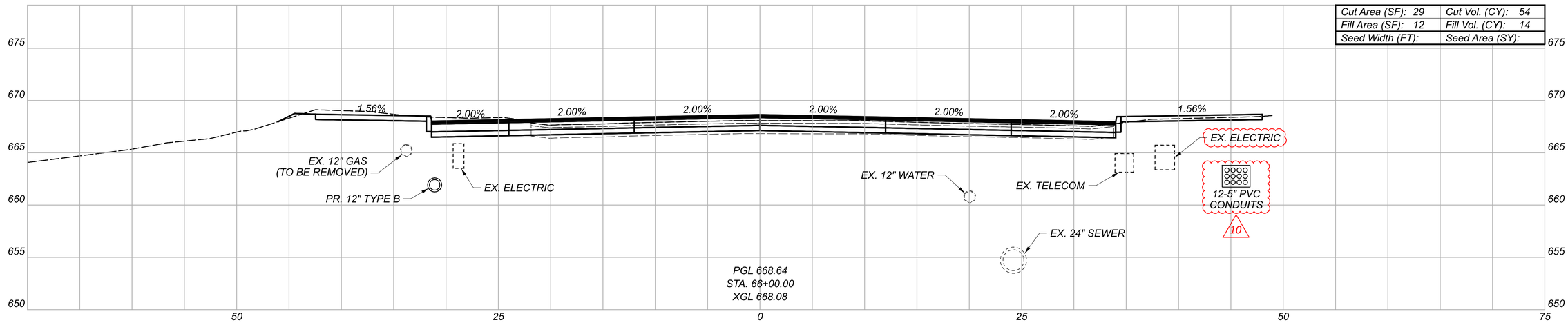
REVIEWER
KGJ 05/22/24

PROJECT ID
82382

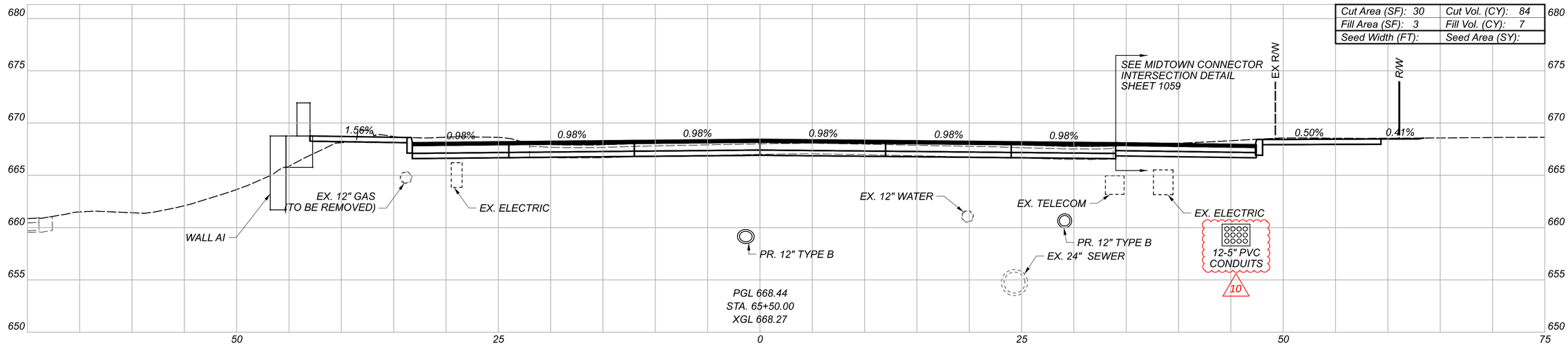
SHEET 943
TOTAL 2696




| | |
|---|---|
| Cut Area (SF): 12 | Cut Vol. (CY): 37 |
| Fill Area (SF): 33 | Fill Vol. (CY): 42 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 29 | Cut Vol. (CY): 54 |
| Fill Area (SF): 12 | Fill Vol. (CY): 14 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 30 | Cut Vol. (CY): 84 |
| Fill Area (SF): 3 | Fill Vol. (CY): 7 |
| Seed Width (FT): | Seed Area (SY): |

CROSS SECTIONS
CARNEGIE AVE.

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 175 | 63 |

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

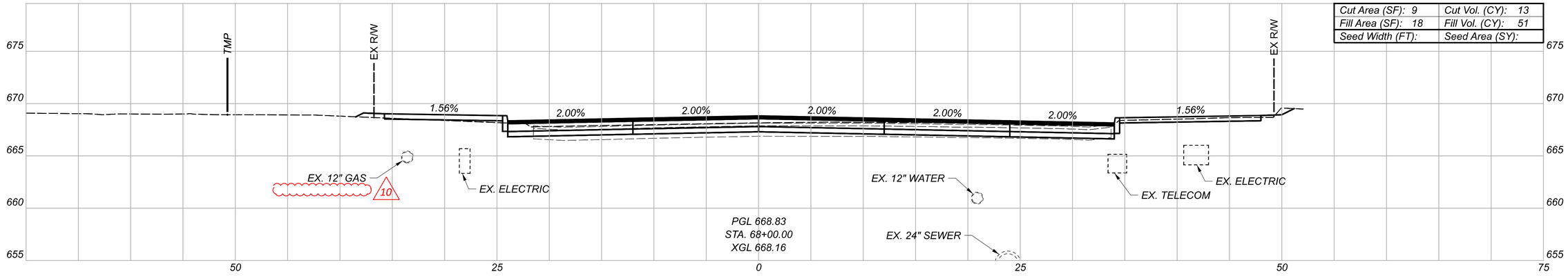
REVIEWER
KGJ 05/22/24

PROJECT ID
82382

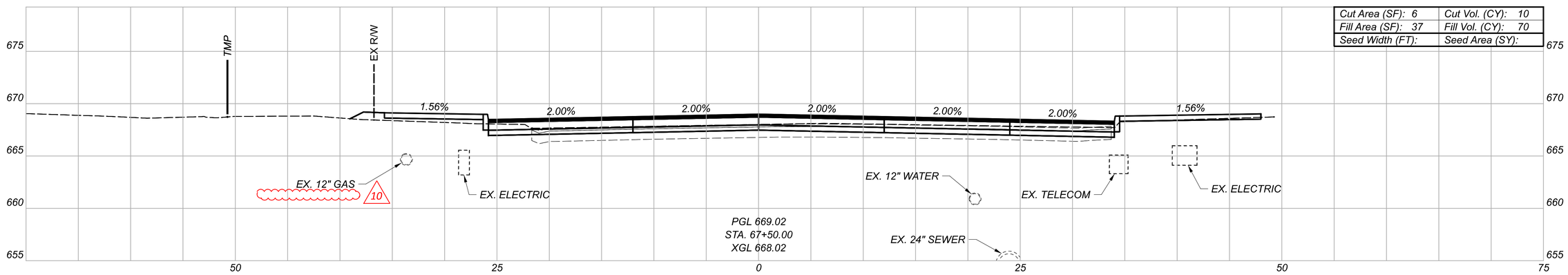
SHEET 944 TOTAL 2696

CUY-90-16.28 (CCG3A)

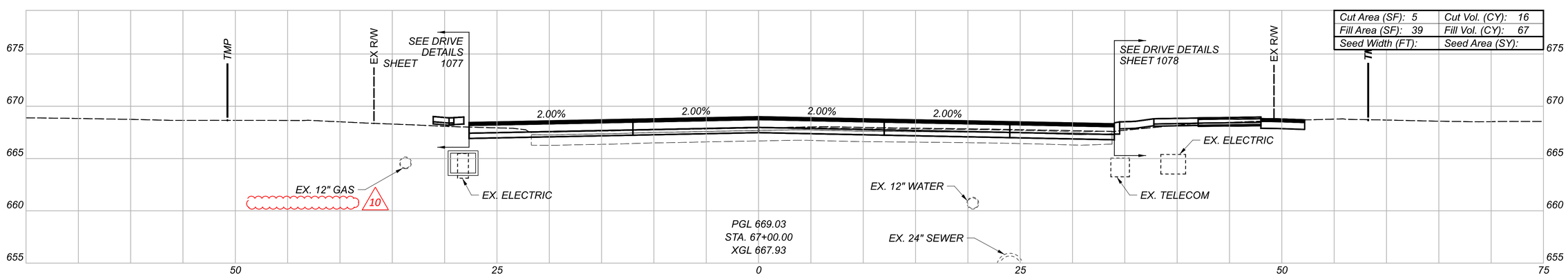
MODEL: CL_CARNEGIE AVE. - 65+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 12:45:58 PM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH_OL_Projects\ODOT\District 12\82382\400-Engineering\Roadway\Sheets\82382_XS7100.dgn




| | |
|---|---|
| Cut Area (SF): 9 | Cut Vol. (CY): 13 |
| Fill Area (SF): 18 | Fill Vol. (CY): 51 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 6 | Cut Vol. (CY): 10 |
| Fill Area (SF): 37 | Fill Vol. (CY): 70 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 5 | Cut Vol. (CY): 16 |
| Fill Area (SF): 39 | Fill Vol. (CY): 67 |
| Seed Width (FT): | Seed Area (SY): |

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 39 | 188 |

# CROSS SECTIONS
# CARNEGIE AVE.

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

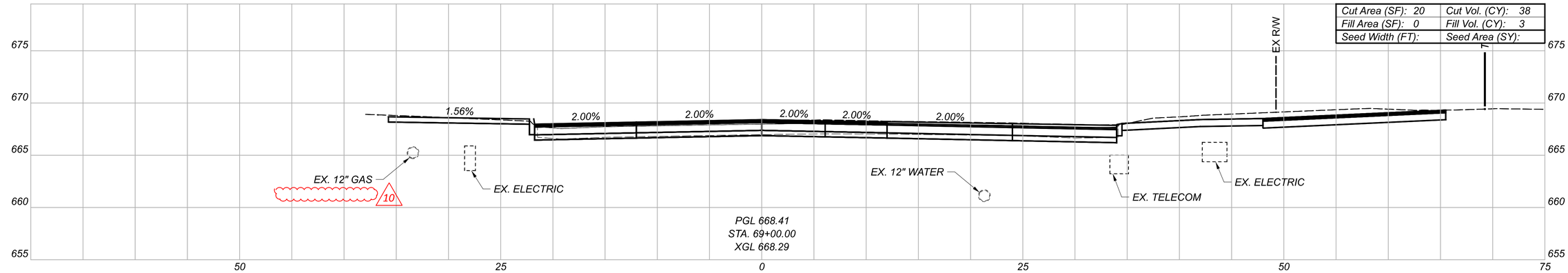
SHEET 945 TOTAL 2696

CUY-90-16.28 (CCG3A)

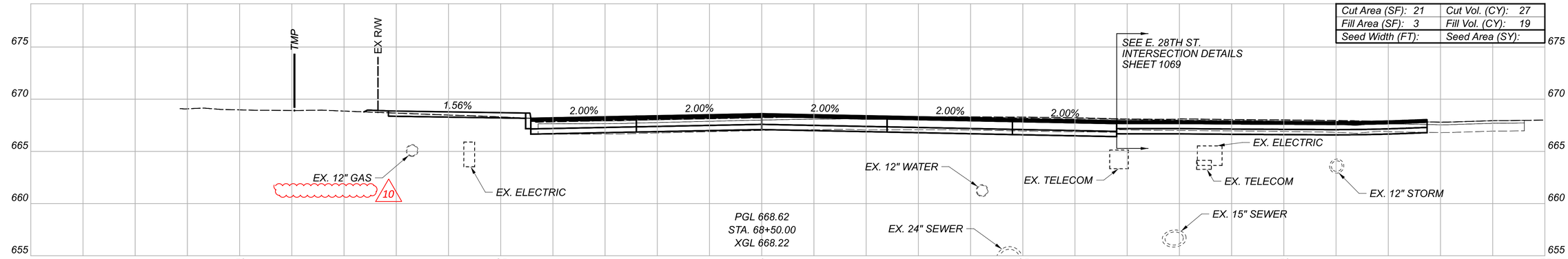
MODEL: CL CARNEGIE AVE. - 67+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 12:15:15 PM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7100.dgn

# CROSS SECTIONS
# CARNEGIE AVE.

| | |
|---|---|
| Cut Area (SF): 20 | Cut Vol. (CY): 38 |
| Fill Area (SF): 0 | Fill Vol. (CY): 3 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 21 | Cut Vol. (CY): 27 |
| Fill Area (SF): 3 | Fill Vol. (CY): 19 |
| Seed Width (FT): | Seed Area (SY): |




| Sheet Totals | | | Grand Totals Carried to Subsummary | | |
|---|---|---|---|---|---|
| Seeding | Cut | Fill | Seeding | Cut | Fill |
| 0 | 65 | 22 | 0 | 2221 | 1083 |

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

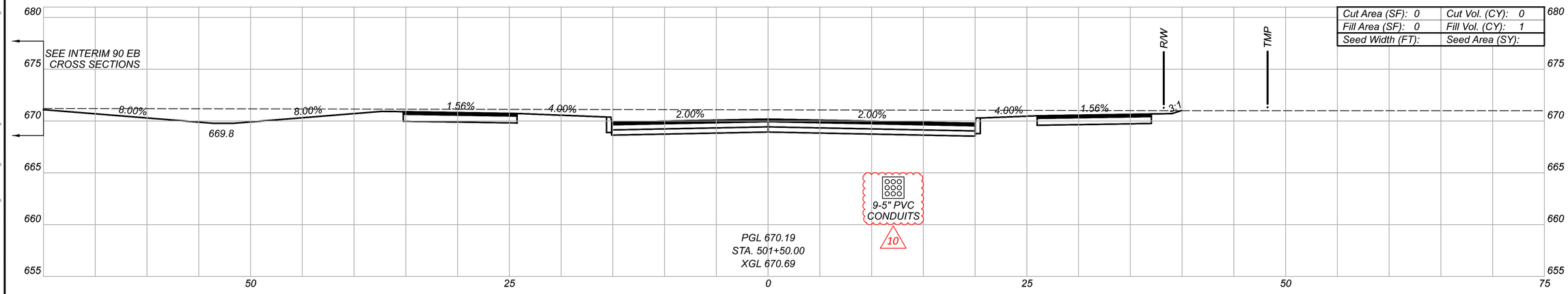
SHEET 946 TOTAL 2696

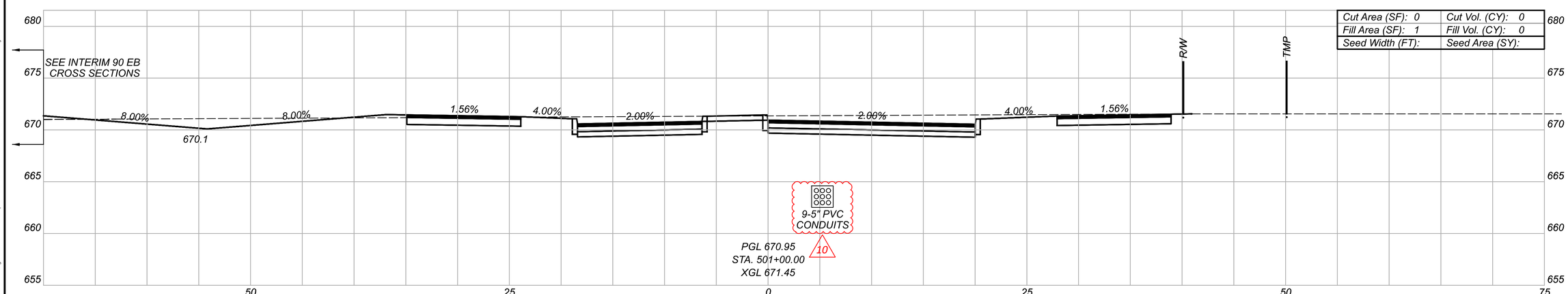
CUY-90-16.28 (CCG3A)


MODEL: CL_CARNEGIE AVE. - 68+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 12:26:38 PM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH_OL_Projects\ODOT\District 12\82382\400-Engineering\Roadway\Sheets\82382_XS7100.dgn

MODEL: CLP_Midtown Connector - 501+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 9:23:43 PM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7900.dgn

CUY-90-16.28 (CCG3A)




CROSS SECTIONS
MIDTOWN CONNECTOR

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 0 | 1 |

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

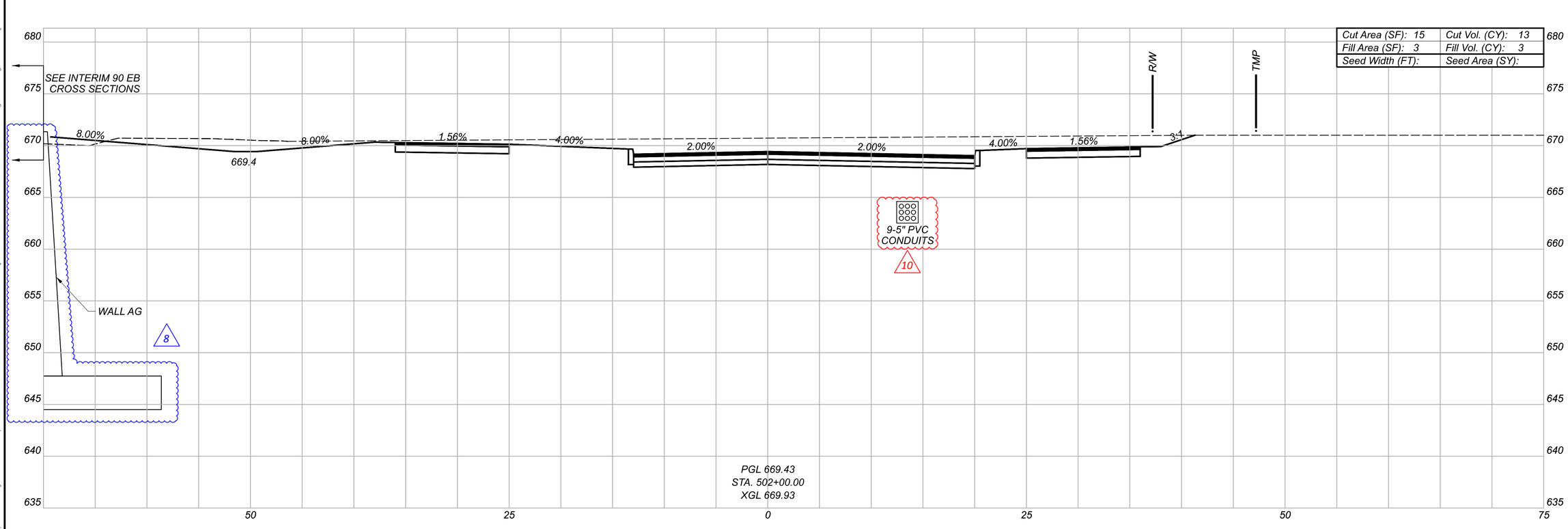
PROJECT ID
82382

SHEET 947 TOTAL 2696

MODEL: CLP_Midtown Connector - 502+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 02:06 PM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\Districts\2\82382\400-Engineering\Roadway\Sheets\8382_XS7900.dgn

CUY-90-16.28 (CCG3A)

# CROSS SECTIONS
# MIDTOWN CONNECTOR




| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 13 | 3 |

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

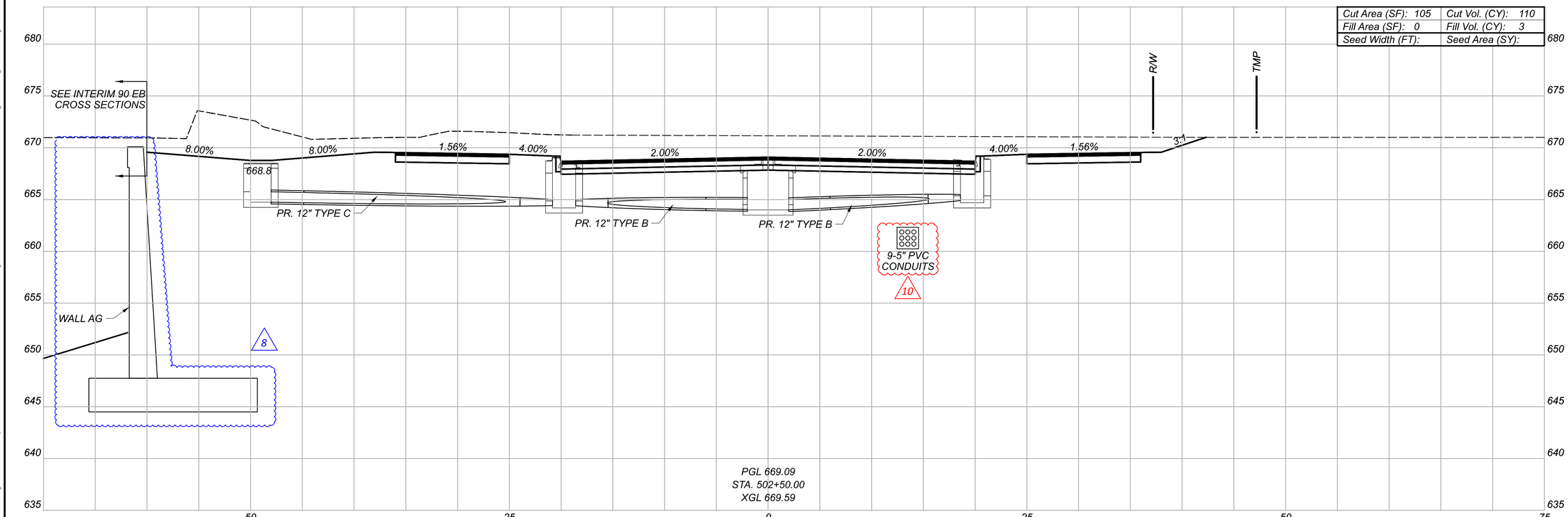
PROJECT ID
82382

SHEET 948 TOTAL 2696

MODEL: CLP_Midtown Connector - 502+50.00 [Sheet] PAPERSIZE: 34x22 (In.) DATE: 11/6/2025 TIME: 10:23:00 PM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland.OH\01_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7900.dgn

CUY-90-16.28 (CCG3A)

| Cut Area (SF): 105 | Cut Vol. (CY): 110 |
|---|---|
| Fill Area (SF): 0 | Fill Vol. (CY): 3 |
| Seed Width (FT): | Seed Area (SY): |




CROSS SECTIONS
MIDTOWN CONNECTOR

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

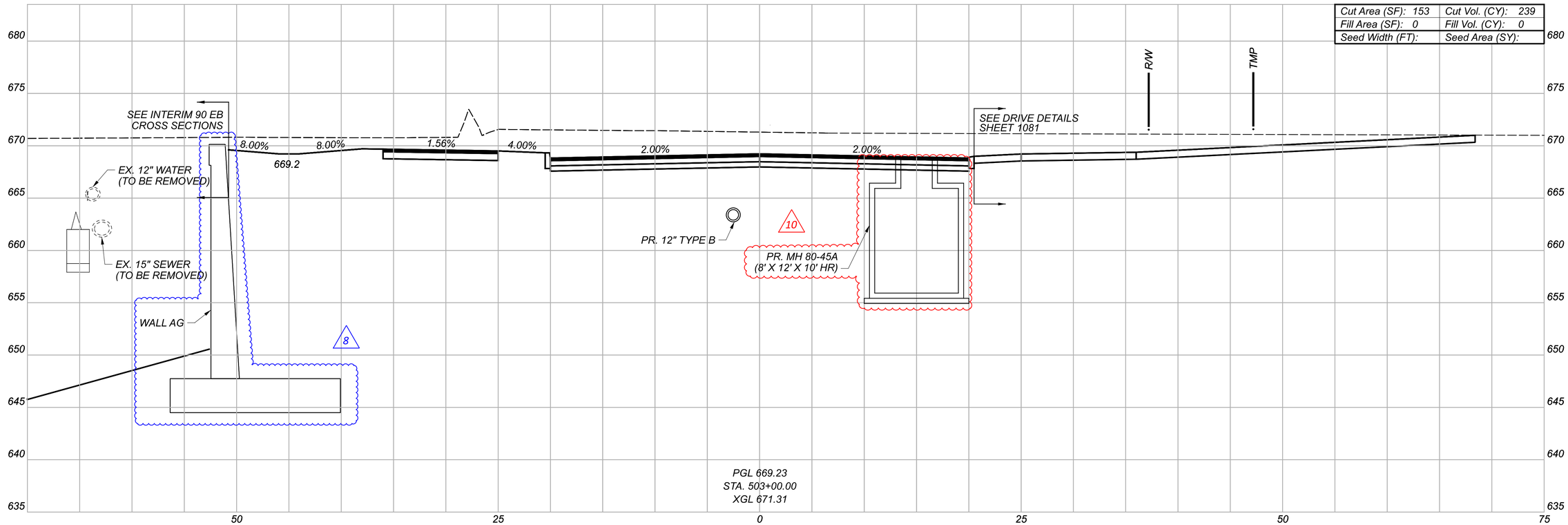
| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 110 | 3 |

SHEET 949 TOTAL 2696

MODEL: CLP_Midtown Connector - 503+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:25:58 PM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland.OH\Oil_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7900.dgn

CUY-90-16.28 (CCG3A)

| | |
|---|---|
| Cut Area (SF): 153 | Cut Vol. (CY): 239 |
| Fill Area (SF): 0 | Fill Vol. (CY): 0 |
| Seed Width (FT): | Seed Area (SY): |




# CROSS SECTIONS
# MIDTOWN CONNECTOR

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM

REVIEWER KGJ 05/22/24

PROJECT ID 82382

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 239 | 0 |

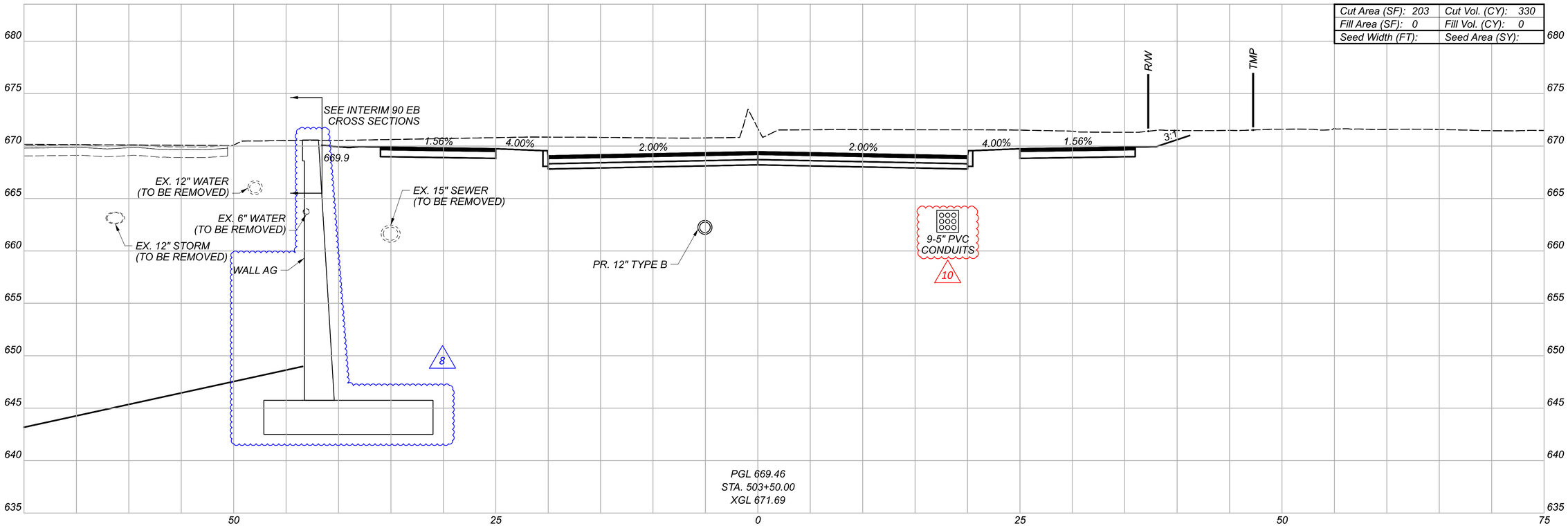
SHEET 950 TOTAL 2696

MODEL: CLP_Midtown Connector - 503+50.00 [Sheet] PAPERSIZE: 34x22 (In) DATE: 11/6/2025 TIME: 11:28:42 PM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland.OH\01_Projects\0007\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7900.dgn

CUY-90-16.28 (CCG3A)

# CROSS SECTIONS
# MIDTOWN CONNECTOR

| | |
|---|---|
| Cut Area (SF): 203 | Cut Vol. (CY): 330 |
| Fill Area (SF): 0 | Fill Vol. (CY): 0 |
| Seed Width (FT): | Seed Area (SY): |




| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 330 | 0 |

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

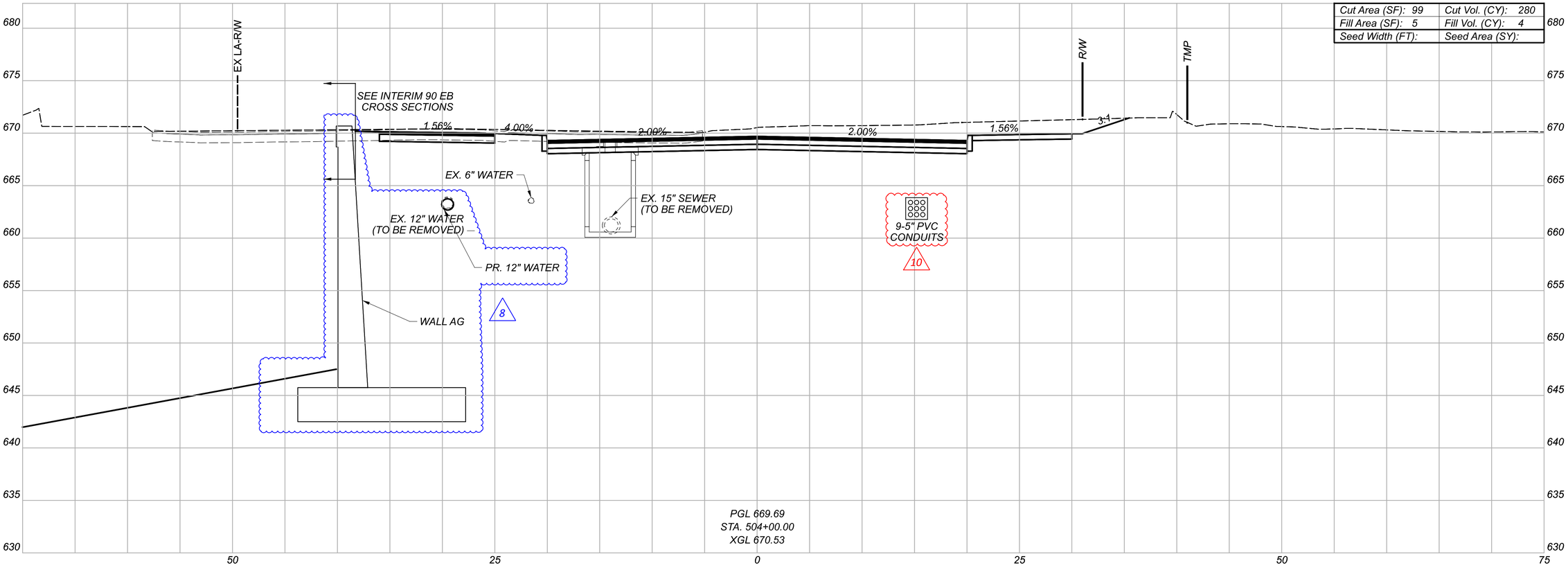
REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 951 TOTAL 2696

MODEL: CLP_Midtown Connector - 504+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 1/6/2025 TIME: 11:30:44 PM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\Dist#12\82382\400-Engineering\Roadway\Sheets\82382_XS7900.dgn

CUY-90-16.28 (CCG3A)




# CROSS SECTIONS
# MIDTOWN CONNECTOR

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 952 TOTAL 2696

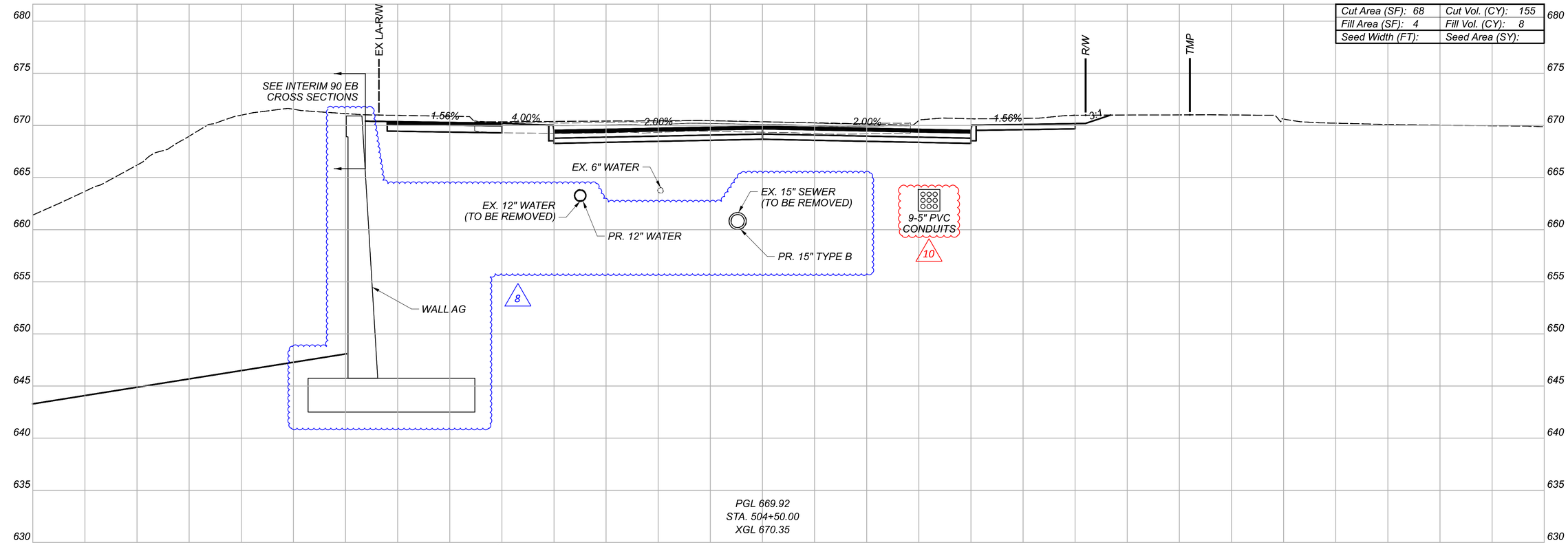
| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 280 | 4 |

MODEL: CLP_Midtown Connector - 504+50.00 (Sheet) PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:32:42 PM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\0DOT\District2\82382\400-Engineering\Roadway\Sheets\8238_XS7900.dgn

CUY-90-16.28 (CCG3A)

# CROSS SECTIONS
# MIDTOWN CONNECTOR

| | |
|---|---|
| Cut Area (SF): 68 | Cut Vol. (CY): 155 |
| Fill Area (SF): 4 | Fill Vol. (CY): 8 |
| Seed Width (FT): | Seed Area (SY): |




DESIGN AGENCY
Michael Baker INTERNATIONAL

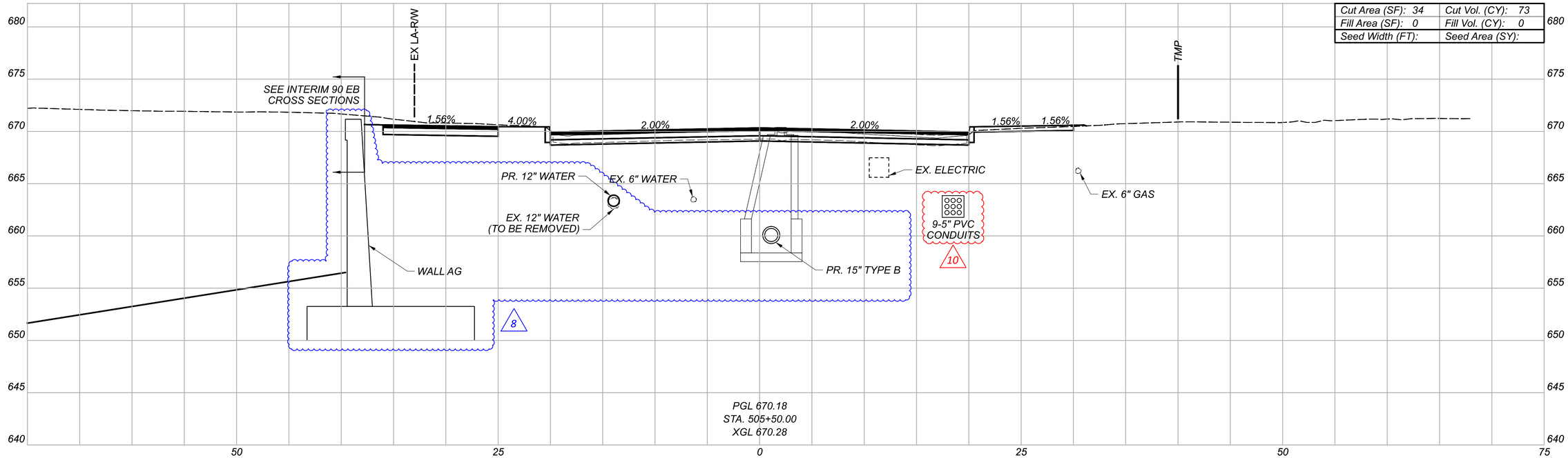
DESIGNER
KJM

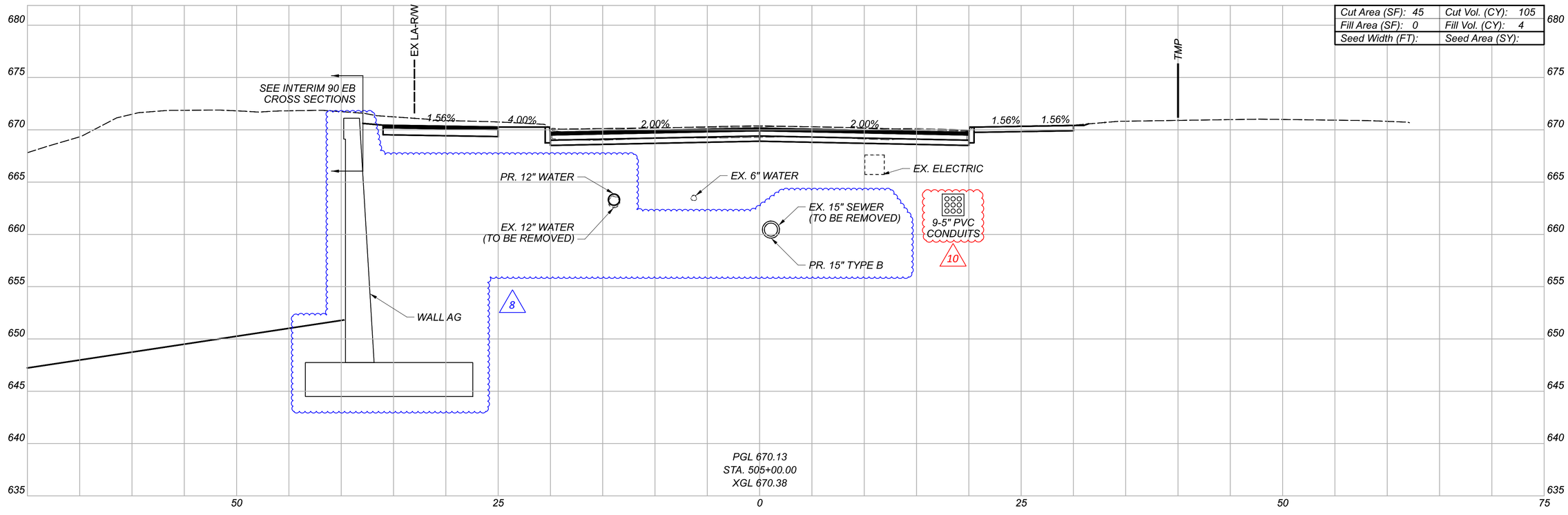
REVIEWER
KGJ 05/22/24

PROJECT ID
82382

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 155 | 8 |

SHEET 953 TOTAL 2696




CROSS SECTIONS
MIDTOWN CONNECTOR

CUY-90-16.28 (CCG3A)

MODEL: CLP_Midtown Connector - 505+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:35:26 PM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\000TYDistrict2\82382\400-Engineering\Roadway\Sheets\8382_XS7900.dgn

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 178 | 4 |

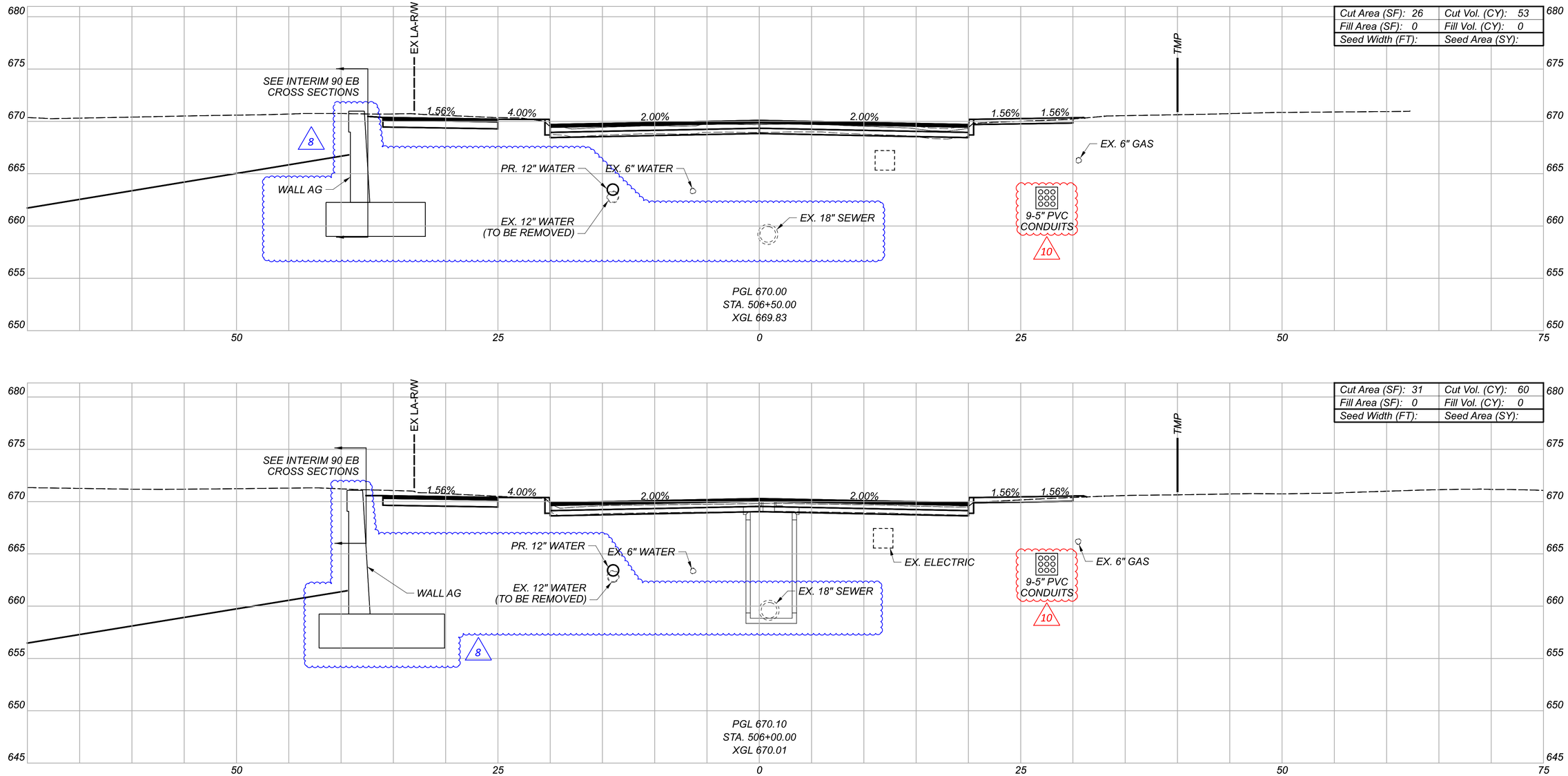
DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 954 TOTAL 2696




CUY-90-16.28 (CCG3A)

MODEL: CLP_Midtown Connector - 506+00.00 [Sheet] PAPERSIZE: 34x22 (In.) DATE: 11/6/2025 TIME: 11:36:52 PM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\00DOT\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7900.dgn

# CROSS SECTIONS
# MIDTOWN CONNECTOR

DESIGN AGENCY
Michael Baker INTERNATIONAL

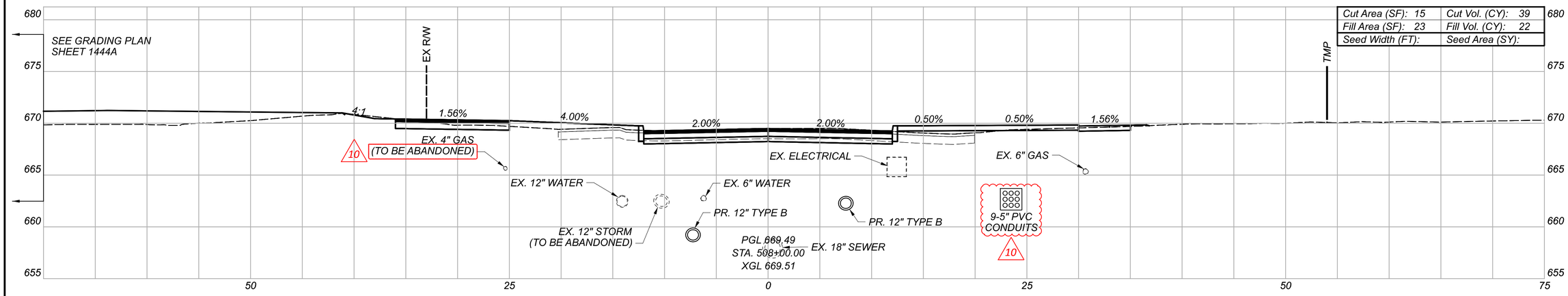
DESIGNER
KJM

REVIEWER
KGJ 05/22/24

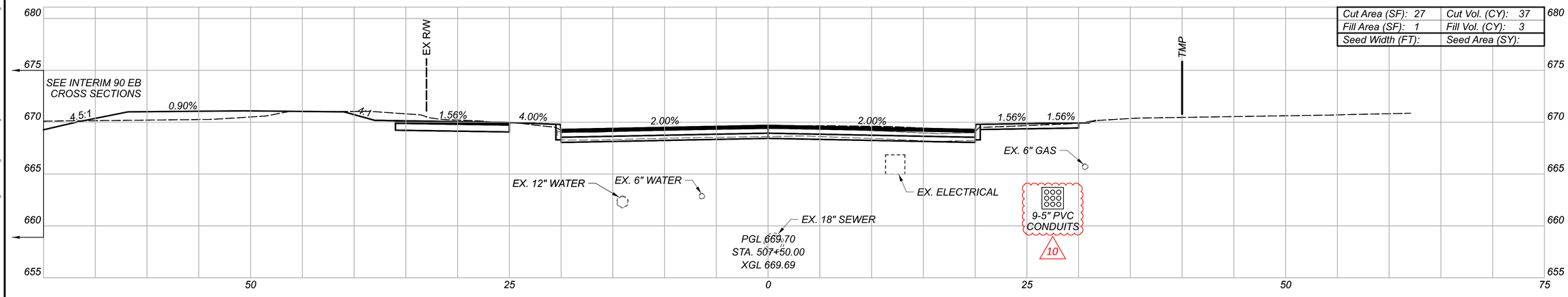
PROJECT ID
82382

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 113 | 0 |

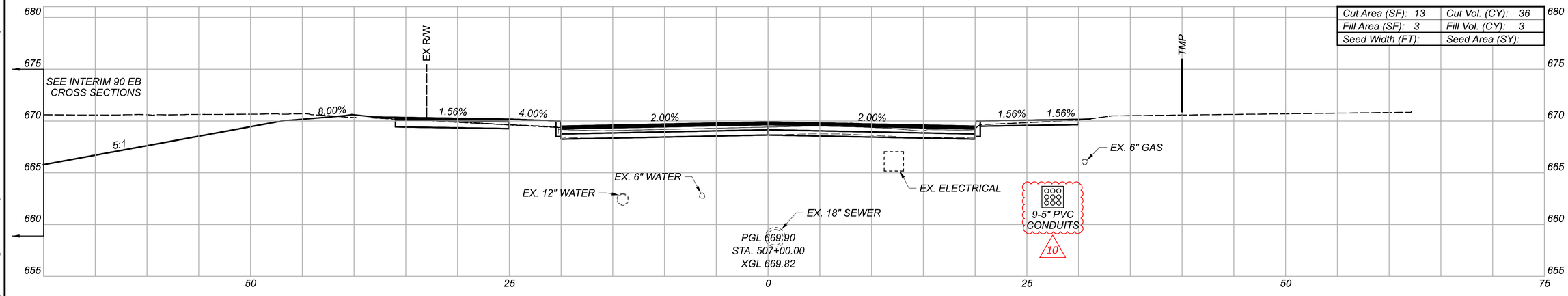
SHEET 955 TOTAL 2696




| | |
|---|---|
| Cut Area (SF): 15 | Cut Vol. (CY): 39 |
| Fill Area (SF): 23 | Fill Vol. (CY): 22 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 27 | Cut Vol. (CY): 37 |
| Fill Area (SF): 1 | Fill Vol. (CY): 3 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 13 | Cut Vol. (CY): 36 |
| Fill Area (SF): 3 | Fill Vol. (CY): 3 |
| Seed Width (FT): | Seed Area (SY): |

CROSS SECTIONS
MIDTOWN CONNECTOR

CUY-90-16.28 (CCG3A)

MODEL: CLP_Midtown Connector - 507+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:38:31 PM USER: Julie.Ross
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DESIGN AGENCY
Michael Baker INTERNATIONAL

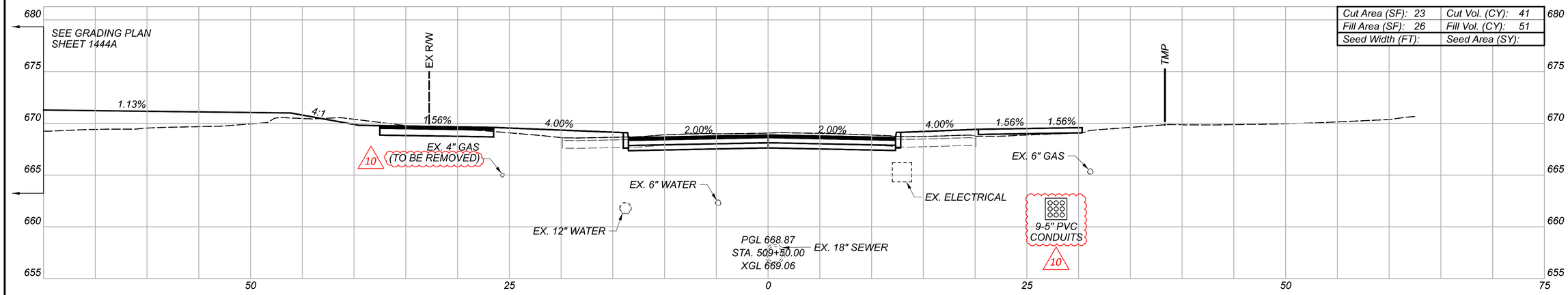
DESIGNER
KJM

REVIEWER
KGJ 05/22/24

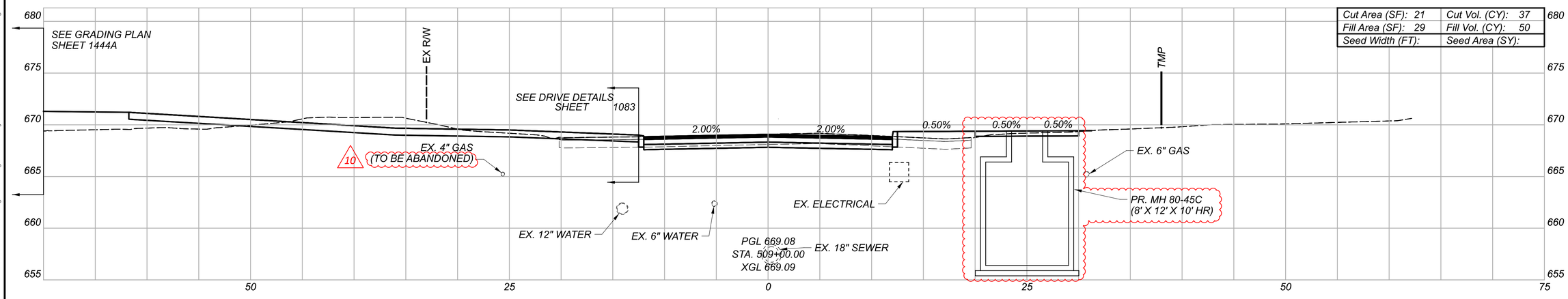
PROJECT ID
82382

SHEET 956 TOTAL 2696

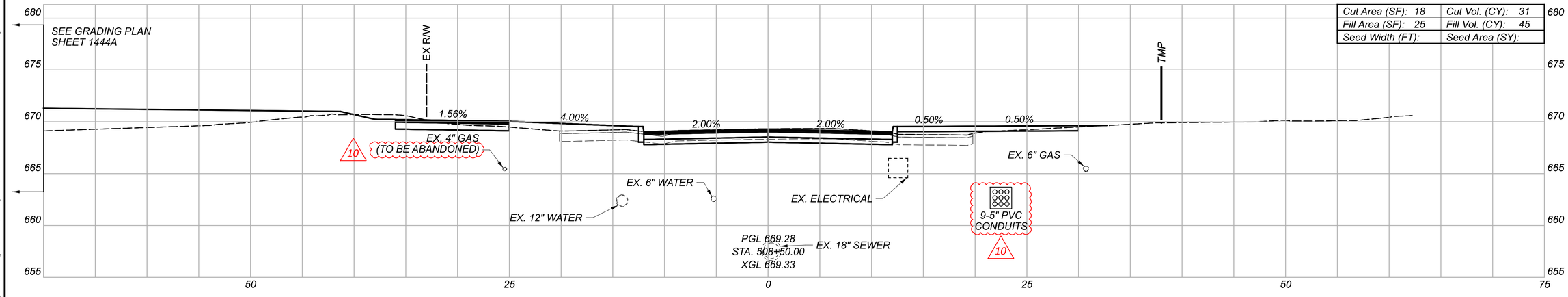
| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 112 | 28 |




| | |
|---|---|
| Cut Area (SF): 23 | Cut Vol. (CY): 41 |
| Fill Area (SF): 26 | Fill Vol. (CY): 51 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 21 | Cut Vol. (CY): 37 |
| Fill Area (SF): 29 | Fill Vol. (CY): 50 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 18 | Cut Vol. (CY): 31 |
| Fill Area (SF): 25 | Fill Vol. (CY): 45 |
| Seed Width (FT): | Seed Area (SY): |

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 109 | 146 |

# CROSS SECTIONS
# MIDTOWN CONNECTOR

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

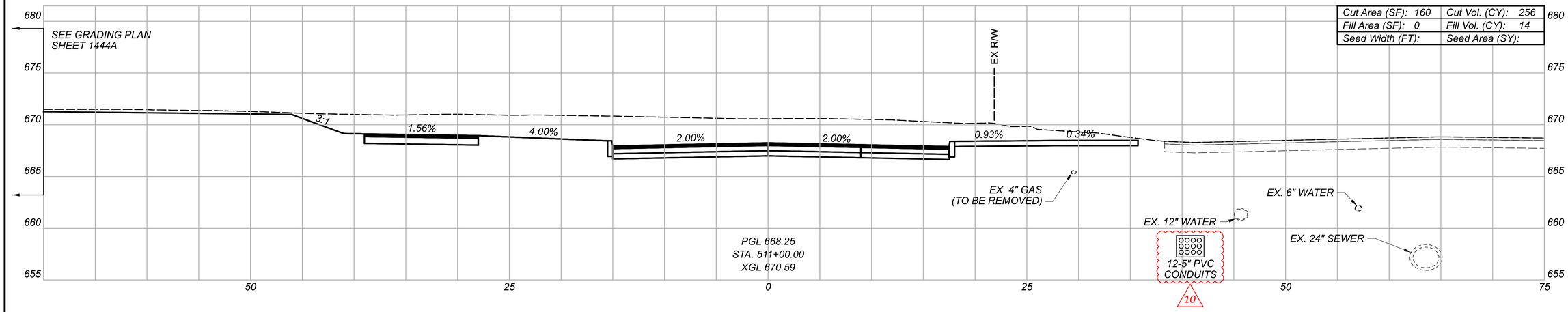
REVIEWER
KGJ 05/22/24

PROJECT ID
82382

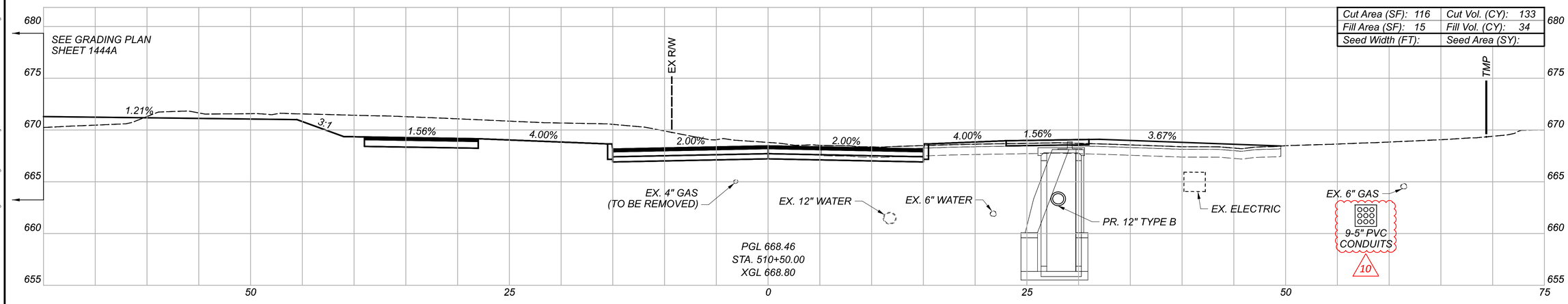
SHEET 957 TOTAL 2696

CUY-90-16.28 (CCG3A)

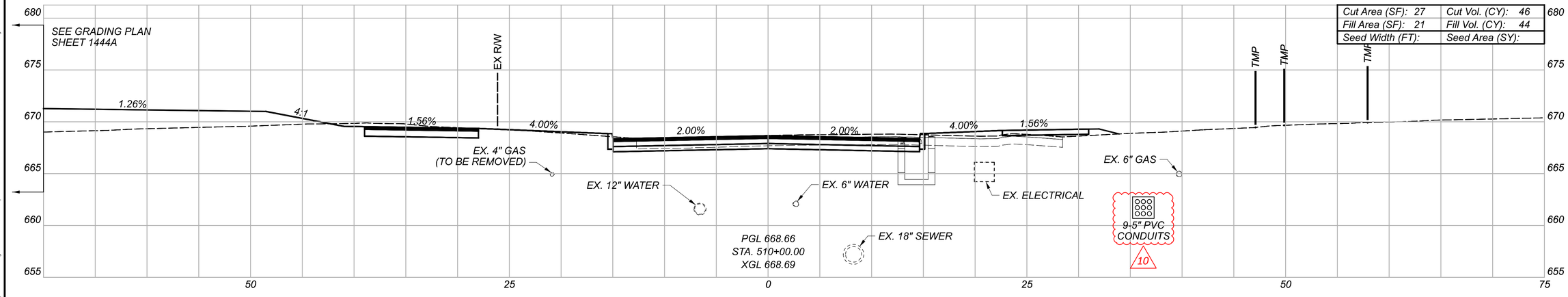
MODEL: CLP_Midtown Connector - 508+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:40:09 PM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7900.dgn




| | |
|---|---|
| Cut Area (SF): 160 | Cut Vol. (CY): 256 |
| Fill Area (SF): 0 | Fill Vol. (CY): 14 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 116 | Cut Vol. (CY): 133 |
| Fill Area (SF): 15 | Fill Vol. (CY): 34 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 27 | Cut Vol. (CY): 46 |
| Fill Area (SF): 21 | Fill Vol. (CY): 44 |
| Seed Width (FT): | Seed Area (SY): |

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 435 | 92 |

CUY-90-16.28 (CCG3A)

CROSS SECTIONS
MIDTOWN CONNECTOR

DESIGN AGENCY
Michael Baker INTERNATIONAL

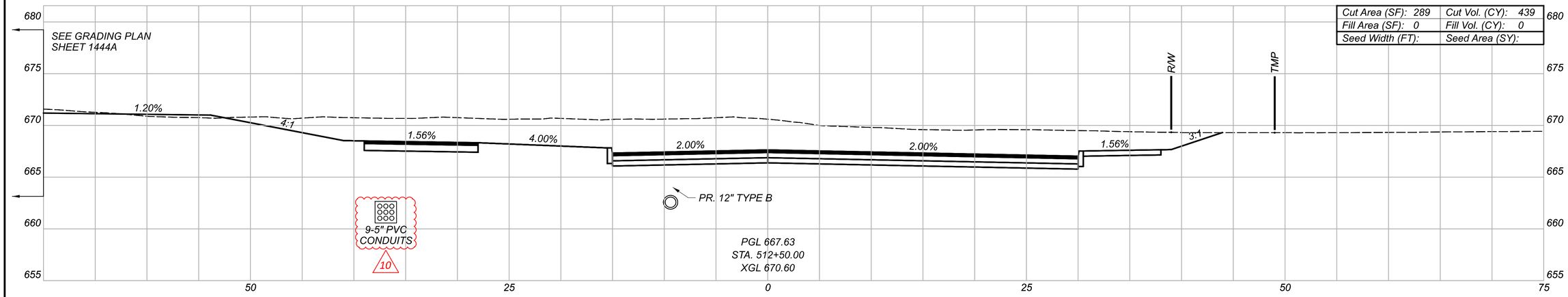
DESIGNER KJM

REVIEWER KGJ 05/22/24

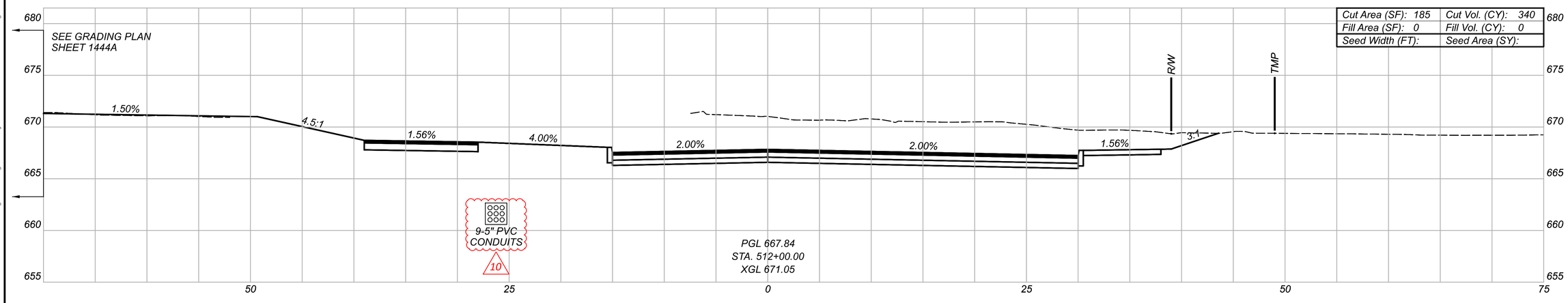
PROJECT ID 82382

SHEET 958 TOTAL 2696

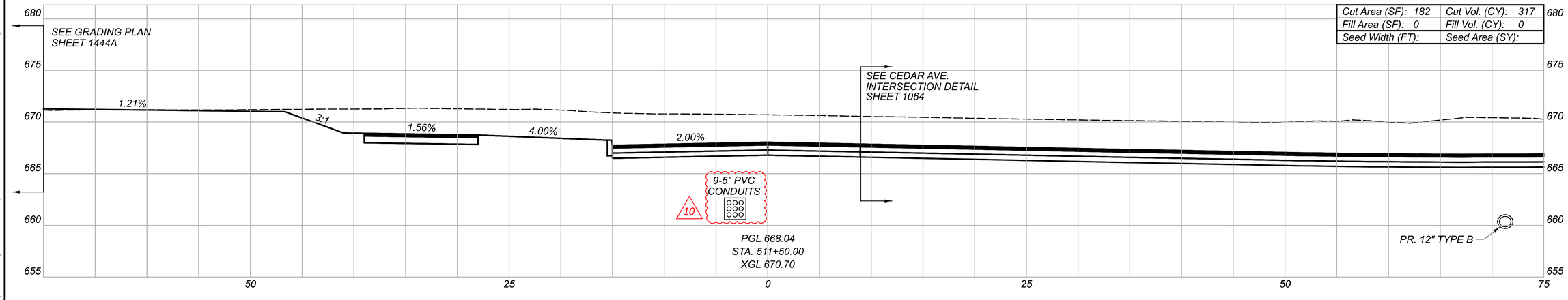
MODEL: CLP_Midtown Connector - 510+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:45:14 PM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7900.dgn




| | |
|---|---|
| Cut Area (SF): 289 | Cut Vol. (CY): 439 |
| Fill Area (SF): 0 | Fill Vol. (CY): 0 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 185 | Cut Vol. (CY): 340 |
| Fill Area (SF): 0 | Fill Vol. (CY): 0 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 182 | Cut Vol. (CY): 317 |
| Fill Area (SF): 0 | Fill Vol. (CY): 0 |
| Seed Width (FT): | Seed Area (SY): |

CUY-90-16.28 (CCG3A)

MODEL: CLP_Midtown Connector - 511+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:52:26 PM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_XS7900.dgn

# CROSS SECTIONS
# MIDTOWN CONNECTOR

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 1096 | 0 |

DESIGN AGENCY
Michael Baker INTERNATIONAL

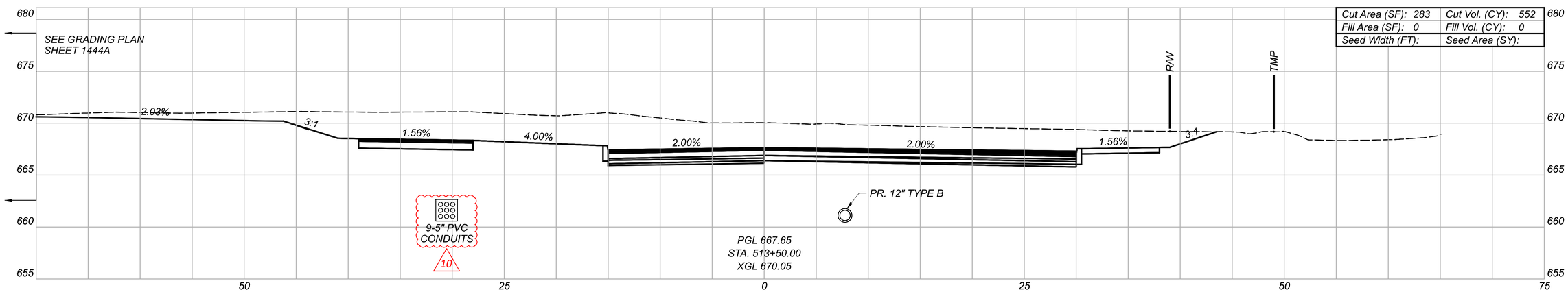
DESIGNER
KJM

REVIEWER
KGJ 05/22/24

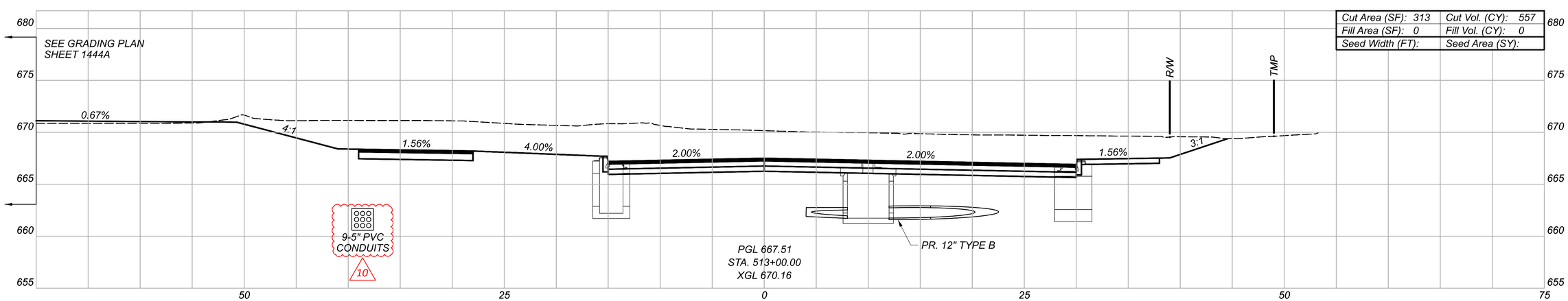
PROJECT ID
82382

SHEET 959 TOTAL 2696

# CROSS SECTIONS
# MIDTOWN CONNECTOR




| | |
|---|---|
| Cut Area (SF): 283 | Cut Vol. (CY): 552 |
| Fill Area (SF): 0 | Fill Vol. (CY): 0 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 313 | Cut Vol. (CY): 557 |
| Fill Area (SF): 0 | Fill Vol. (CY): 0 |
| Seed Width (FT): | Seed Area (SY): |

| Sheet Totals | | | Grand Totals Carried to Subsummary | | |
|---|---|---|---|---|---|
| Seeding | Cut | Fill | Seeding | Cut | Fill |
| 0 | 1109 | 0 | 0 | 4279 | 289 |

CUY-90-16.28 (CCG3A)

MODEL: CLP_Midtown Connector - 513+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:54:26 PM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\OI_Projects\ODOT\District12\82382\400-Engineering\Roadway\Sheets\82382_XS7900.dgn

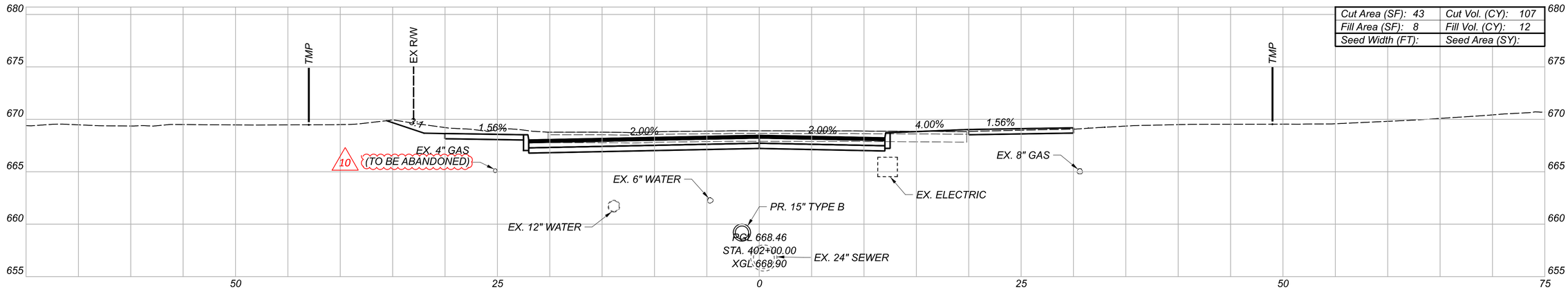
DESIGN AGENCY
Michael Baker INTERNATIONAL

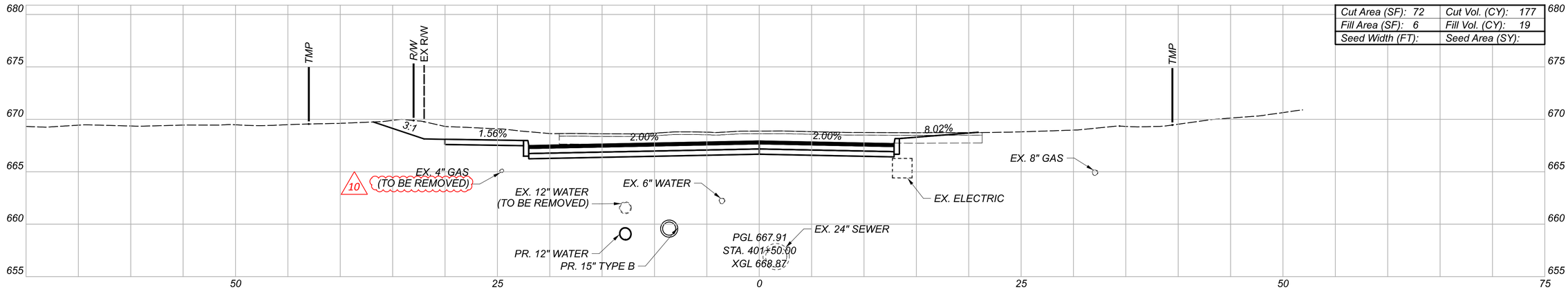
DESIGNER
KJM

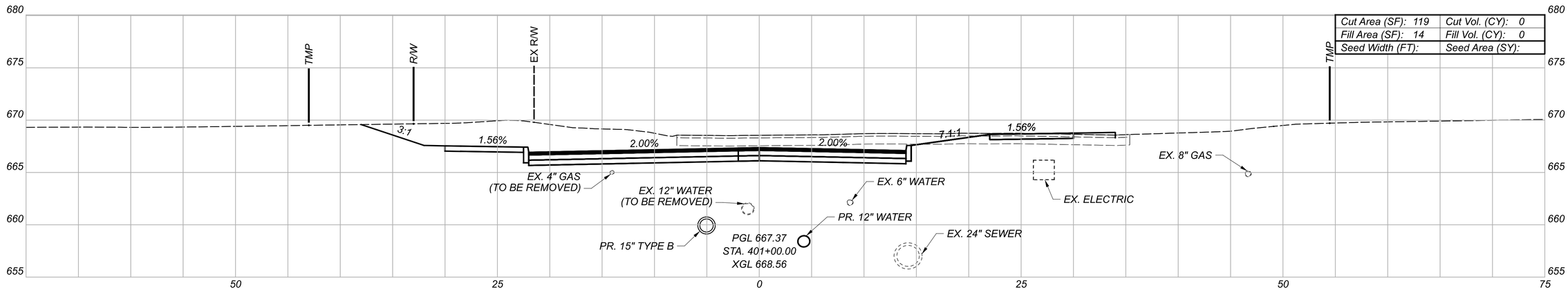
REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 960 TOTAL 2696




CROSS SECTIONS
CEDAR AVE.

CUY-90-16.28 (CCG3A)

MODEL: CLP_Cedar - 401+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 10:15:23 AM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District#12\82382\400-Engineering\Roadway\Sheets\82382_XS7910.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

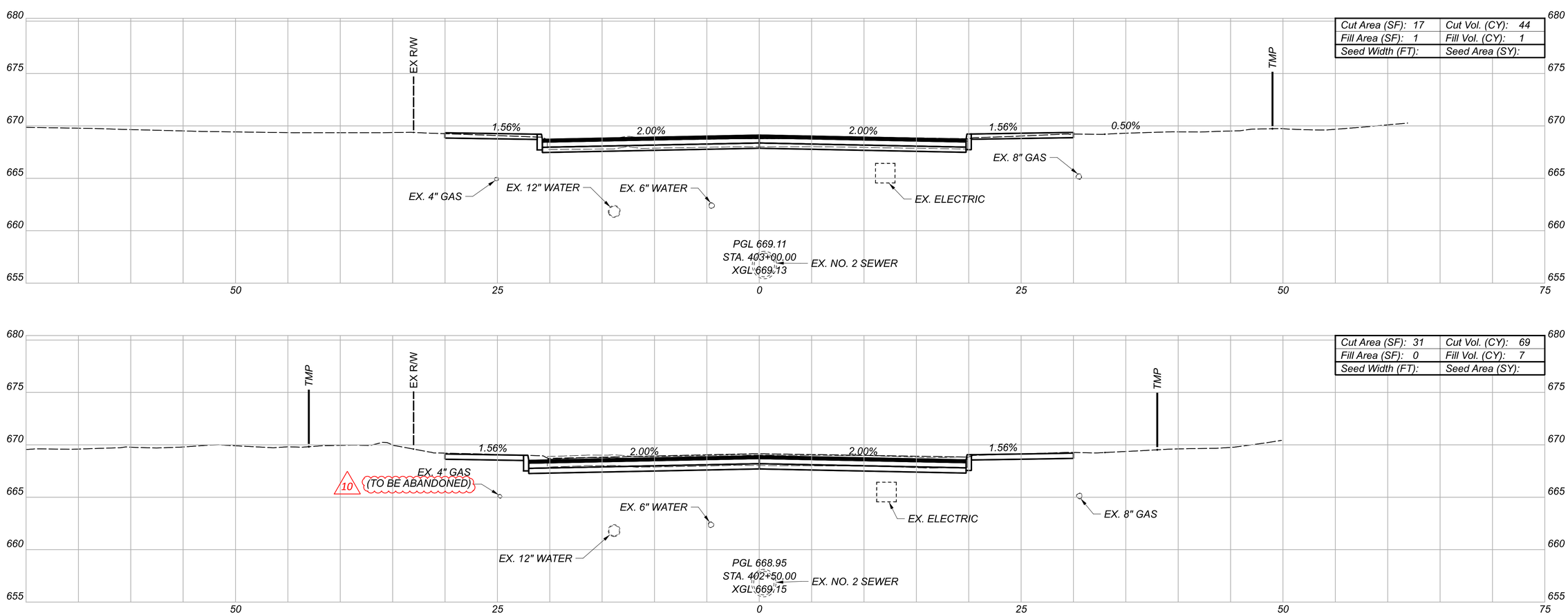
DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 284 | 31 |

SHEET 961 TOTAL 2696




# CROSS SECTIONS CEDAR AVE.

CUY-90-16.28 (CCG3A)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pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7910.dgn


| Sheet Totals | | | Grand Totals Carried to Subsummary | | |
|---|---|---|---|---|---|
| Seeding | Cut | Fill | Seeding | Cut | Fill |
| 0 | 113 | 8 | 0 | 397 | 39 |

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

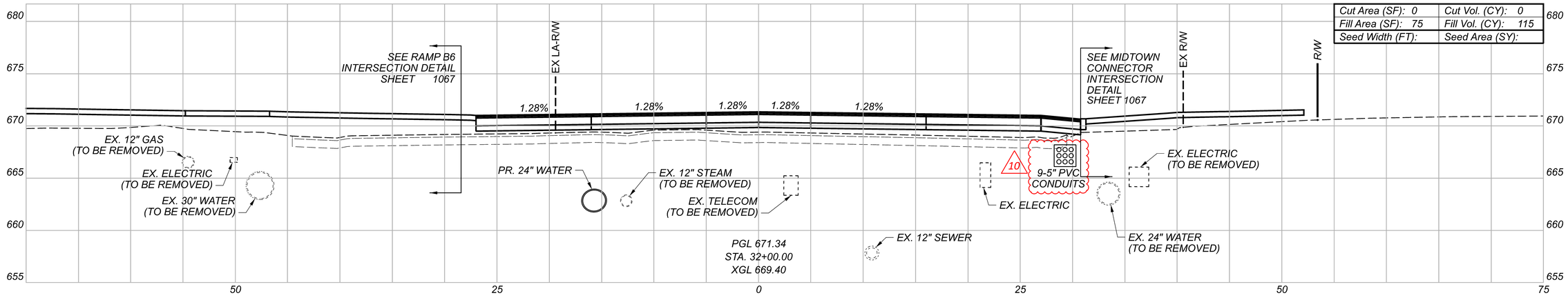
PROJECT ID
82382

SHEET 962 TOTAL 2696

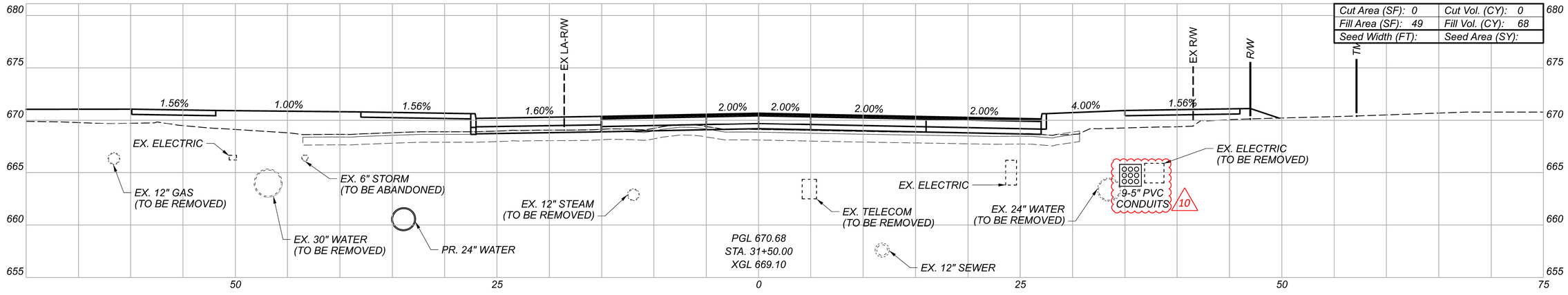
MODEL: CLP_E 22ND ST - 31+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 8:27:59 PM USER: Alexandria.Summers
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7400.dgn

CUY-90-16.28 (CCG3A)

# CROSS SECTIONS
# E. 22ND ST.




| | |
|---|---|
| Cut Area (SF): 0 | Cut Vol. (CY): 0 |
| Fill Area (SF): 75 | Fill Vol. (CY): 115 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 0 | Cut Vol. (CY): 0 |
| Fill Area (SF): 49 | Fill Vol. (CY): 68 |
| Seed Width (FT): | Seed Area (SY): |

| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 0 | 183 |

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

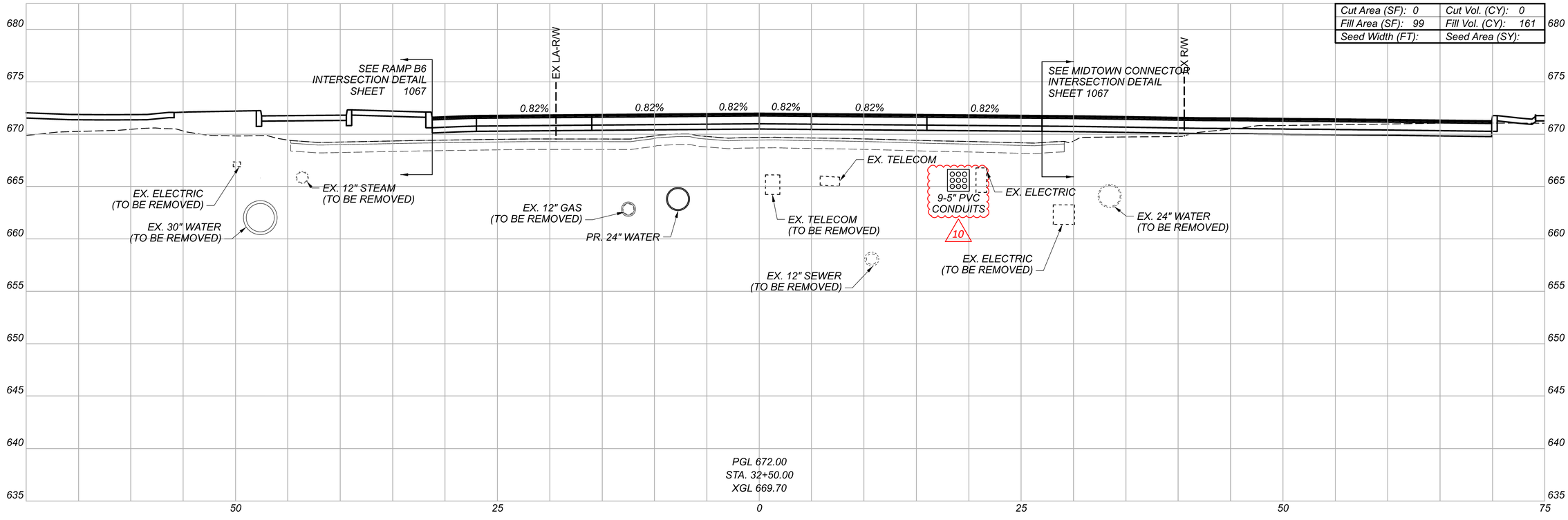
SHEET 1008 | TOTAL 2696

MODEL: CLP_E 22ND ST - 32+50.00 [Sheet] PAPERSIZE: 34x22 (In.) DATE: 11/6/2025 TIME: 9:27:28 PM USER: Alexandria.Summers
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\DOT\District2\82382\400-Engineering\Roadway\Sheets\8238

CUY-90-16.28 (CCG3A)

# CROSS SECTIONS
## E. 22ND ST.

| | |
|---|---|
| Cut Area (SF): 0 | Cut Vol. (CY): 0 |
| Fill Area (SF): 99 | Fill Vol. (CY): 161 |
| Seed Width (FT): | Seed Area (SY): |




| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 0 | 161 |

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

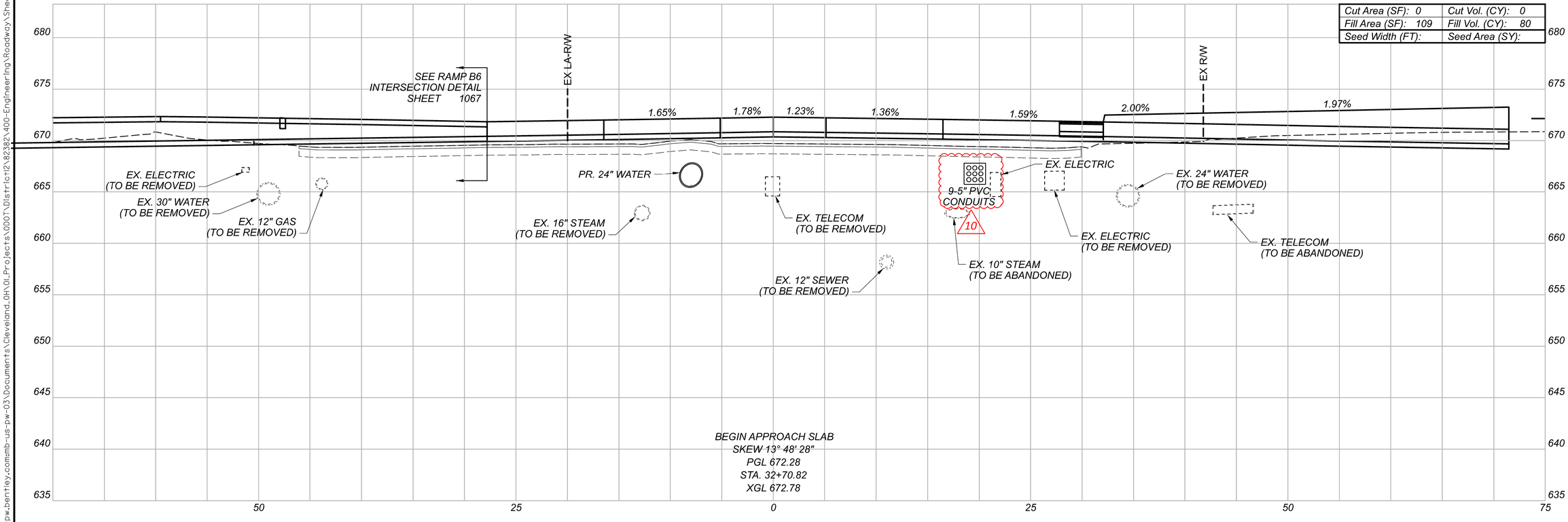
REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 1009 TOTAL 2696

# CROSS SECTIONS
# E. 22ND ST.

| | |
|---|---|
| Cut Area (SF): 0 | Cut Vol. (CY): 0 |
| Fill Area (SF): 109 | Fill Vol. (CY): 80 |
| Seed Width (FT): | Seed Area (SY): |




| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 0 | 80 |

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

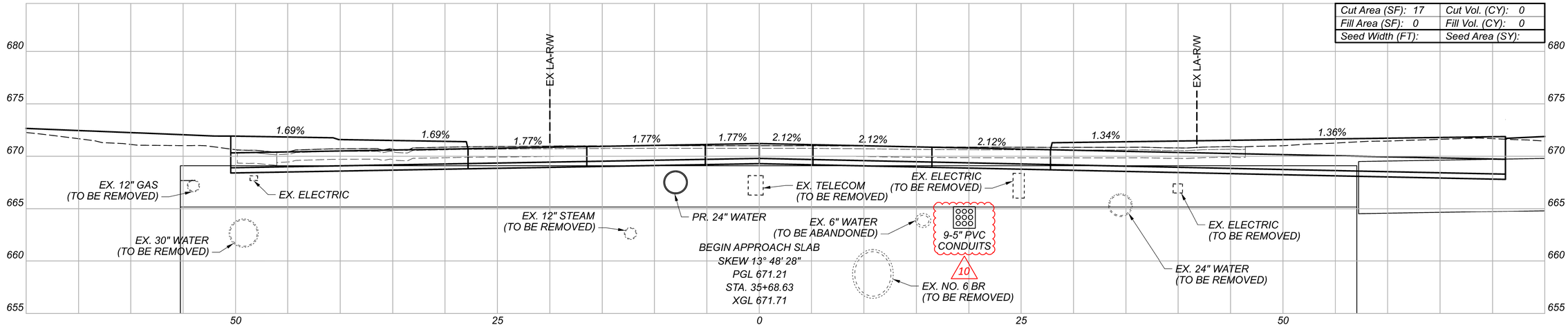
REVIEWER
KGJ 05/22/24

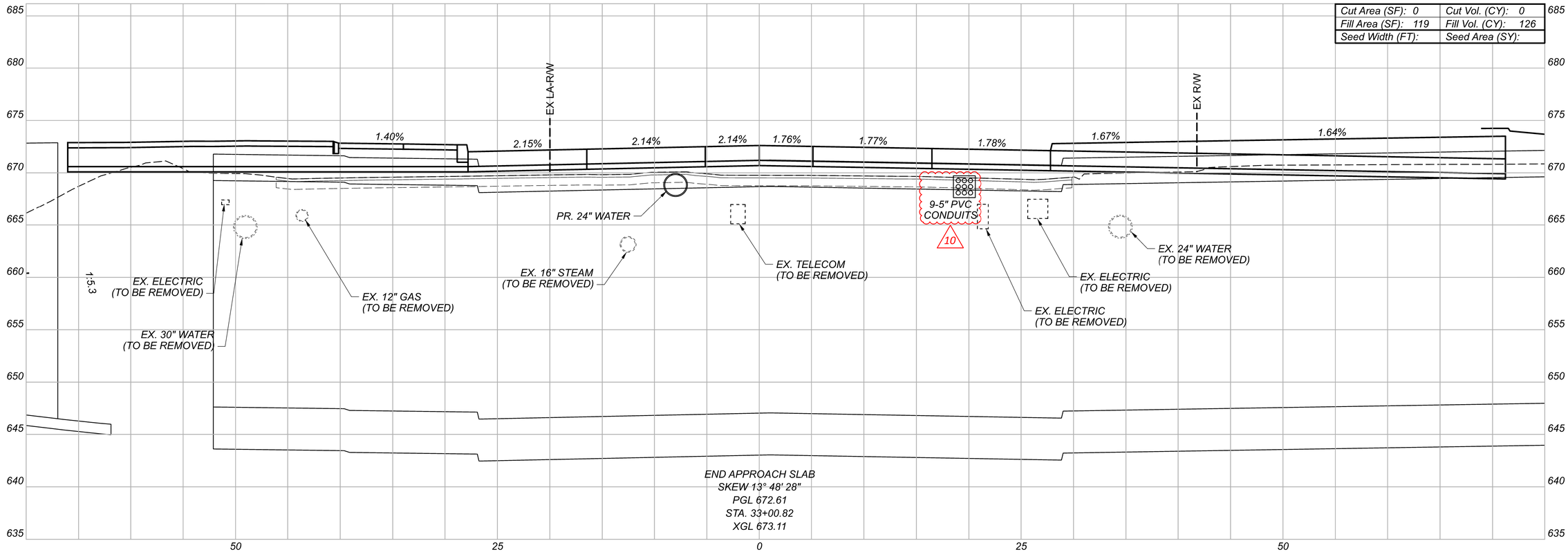
PROJECT ID
82382

SHEET 1010 TOTAL 2696

CUY-90-16.28 (CCG3A)


MODEL: CLP_E 22ND ST - 32+70.82 (Sheet) PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 8:34:39 PM USER: AlexandriaSummers
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\8238




CROSS SECTIONS
E. 22ND ST.

CUY-90-16.28 (CCG3A)

MODEL: CLP_E 22ND ST - 33+00.82 [Sheet] PAPERSIZE: 34x22 (in) DATE: 11/6/2025 TIME: 9:33:54 PM USER: Alexandria.Summers
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\OI_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\82382_XS7400.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

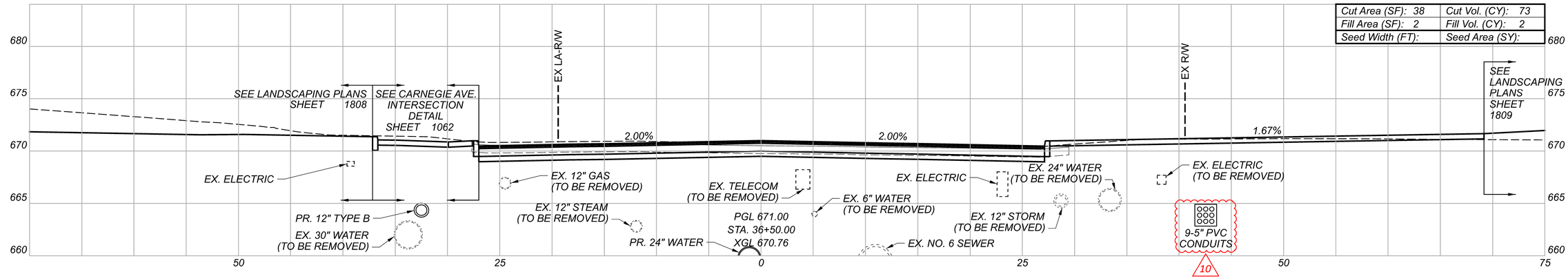
| Sheet Totals | | |
|---|---|---|
| Seeding | Cut | Fill |
| 0 | 0 | 126 |

SHEET 1011 TOTAL 2696

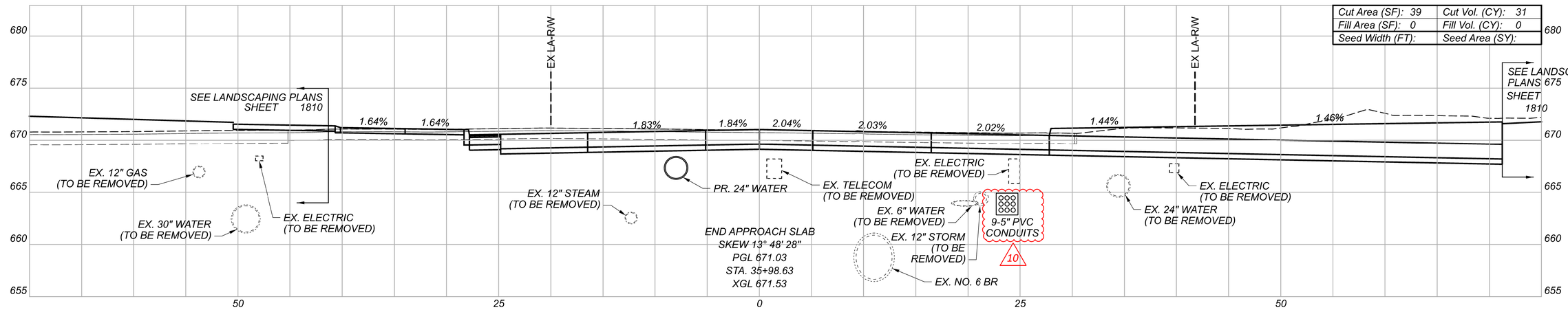
MODEL: CLP_E 22ND ST - 35+98.63 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 9:43:25 PM USER: Alexandria.Summers
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\OL_Projects\ODOT\District2\82382\400-Engineering\Roadway\Sheets\CUY-90-16.28 (CCG3A)

# CROSS SECTIONS
# E. 22ND ST.

| | |
|---|---|
| Cut Area (SF): 38 | Cut Vol. (CY): 73 |
| Fill Area (SF): 2 | Fill Vol. (CY): 2 |
| Seed Width (FT): | Seed Area (SY): |




| | |
|---|---|
| Cut Area (SF): 39 | Cut Vol. (CY): 31 |
| Fill Area (SF): 0 | Fill Vol. (CY): 0 |
| Seed Width (FT): | Seed Area (SY): |




| Sheet Totals | | | Grand Totals Carried to Subsummary | | |
|---|---|---|---|---|---|
| Seeding | Cut | Fill | Seeding | Cut | Fill |
| 0 | 104 | 2 | 0 | 228 | 574 |

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

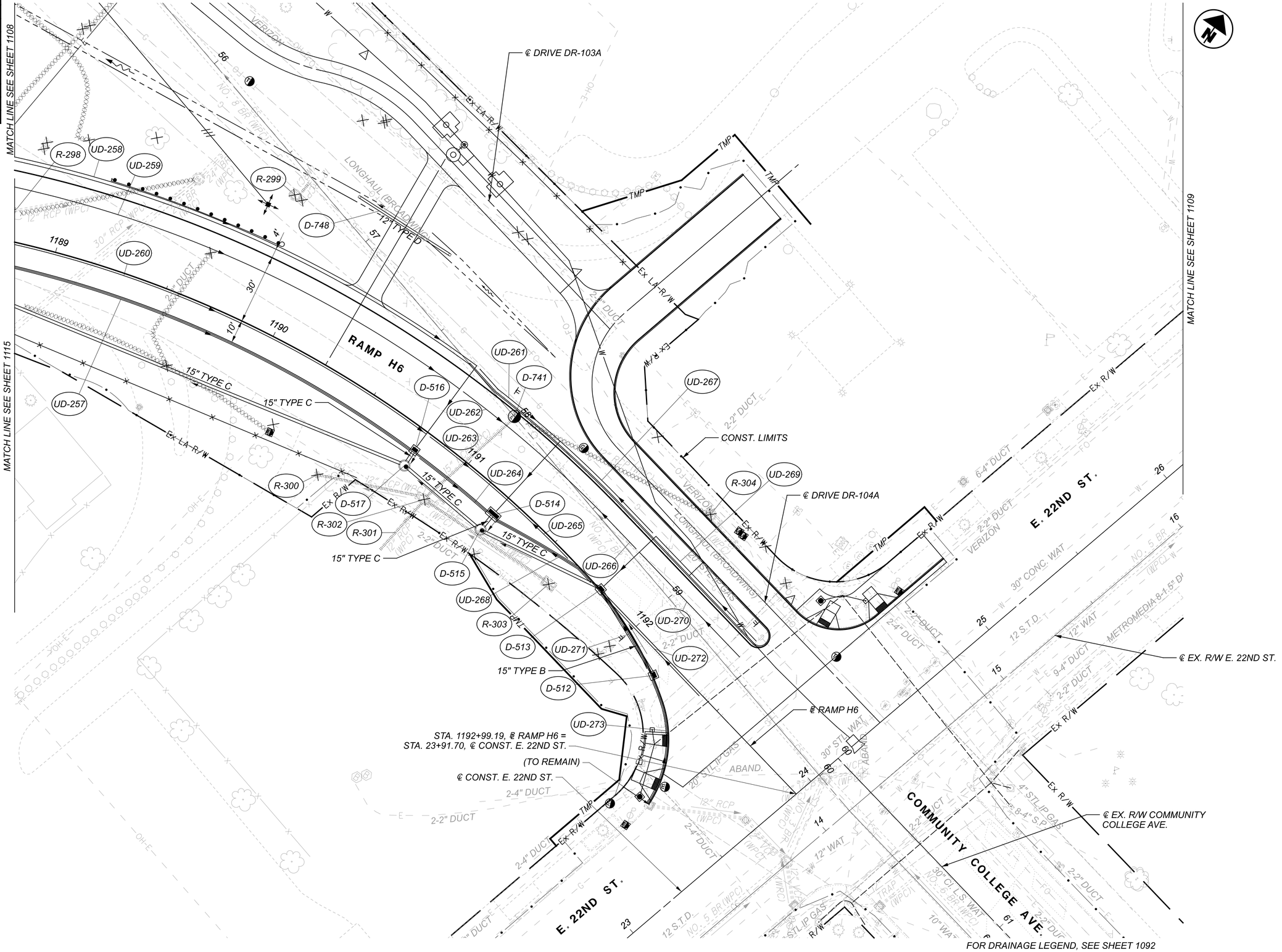
REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 1012 TOTAL 2696

| CROSS REFERENCES | |
|---|---|
| STRUCTURE | SHEET |
| D-512 | 1139 |
| D-513 | 1139 |
| D-514 | 1139 |
| D-515 | 1139 |
| D-516 | 1139 |
| D-517 | 1139 |
| D-748 | 1084 |
| D-741 | 1139 |

10



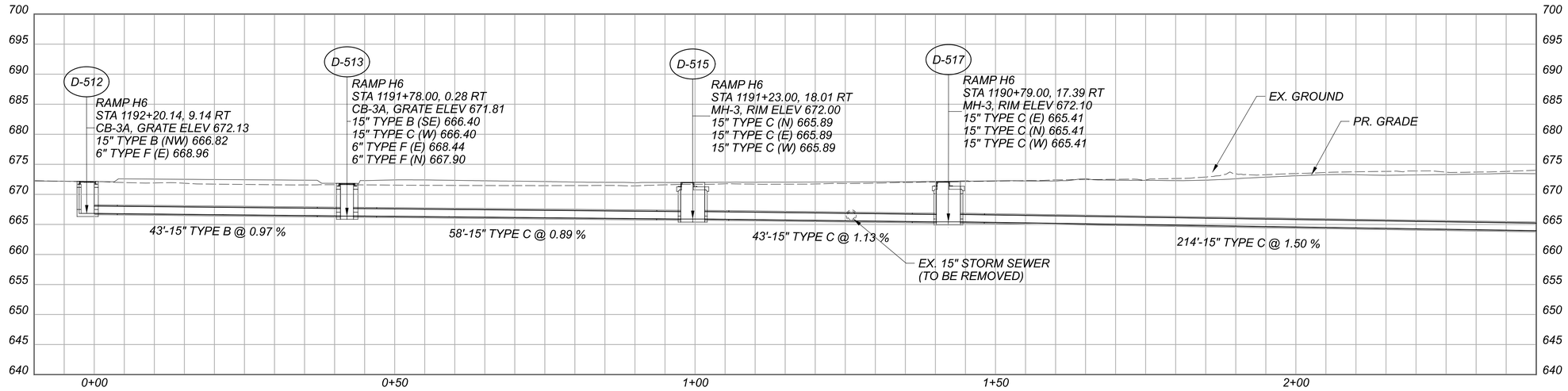

HORIZONTAL SCALE IN FEET
0 10 20 40

# DRAINAGE PLAN
SHEET 18 OF 28

CUY-90-16.28 (CCG3A)

MODEL: Drainage Plans I - Drainage Plans 18 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 4:42:58 PM USER: Mala.Gallagher
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\00DT\District2\82382\400-Engineering\Drainage\Sheets\82382_DP0018.dgn

| | |
|---|---|
| DESIGN AGENCY | Michael Baker INTERNATIONAL |
| DESIGNER | BJT |
| REVIEWER | KGJ 05/22/24 |
| PROJECT ID | 82382 |
| SHEET | 1110 |
| TOTAL | 2696 |




## CROSS REFERENCES

| STRUCTURE | SHEET |
|---|---|
| D-512 | 1110 |
| D-513 | 1110 |
| D-514 | 1110 |
| D-515 | 1110 |
| D-516 | 1110 |
| D-517 | 1110 |
| D-518 | 1115 |
| D-741 | 1110 |

10

# STORM SEWER PROFILES
# RAMP H6

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER BJT
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 1139 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 34x22 (In.) DATE: 11/7/2025 TIME: 8:36:25 AM USER: Mala.Gallagher
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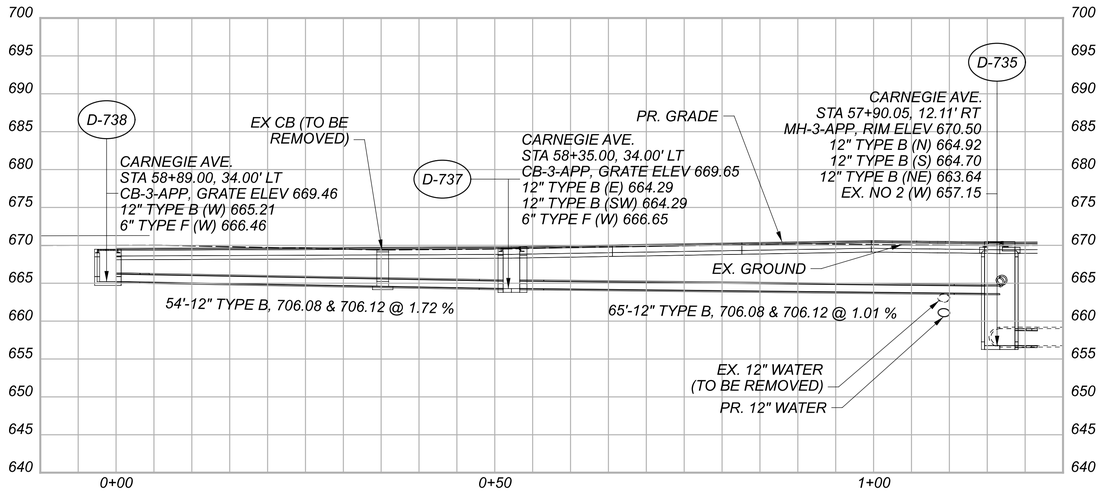
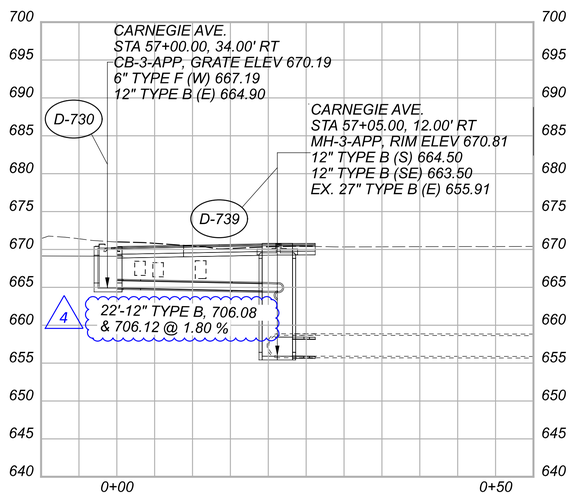
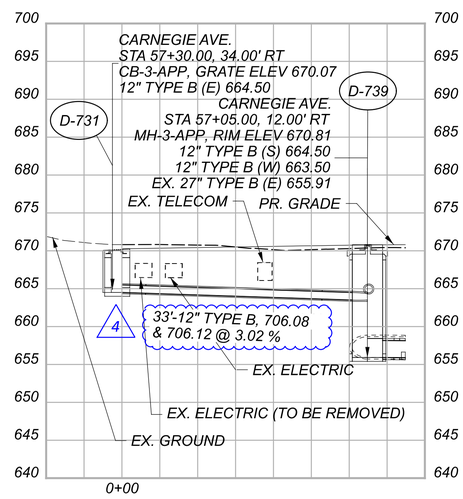
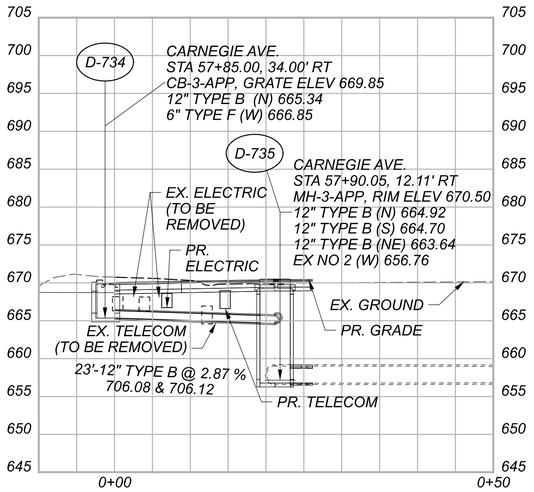
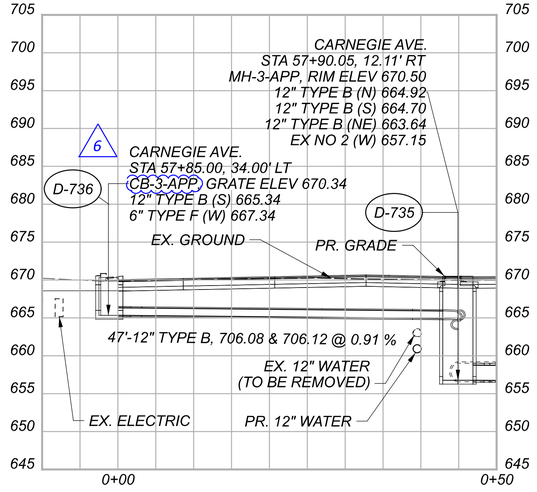
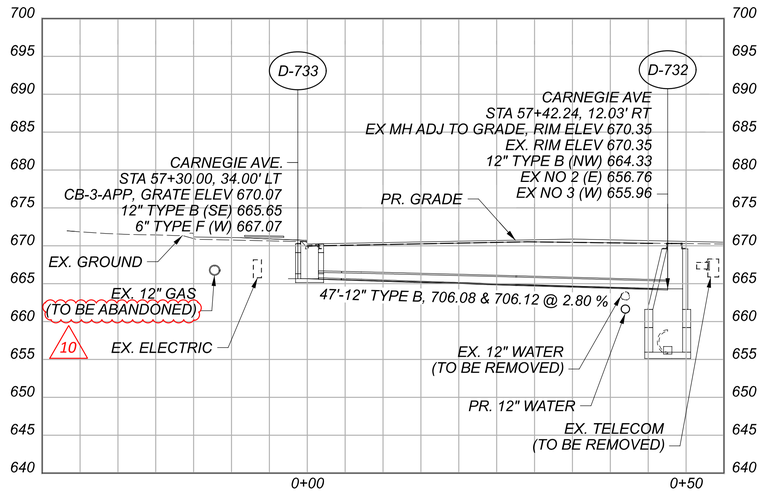



STORM SEWER PROFILES
CARNEGIE AVE

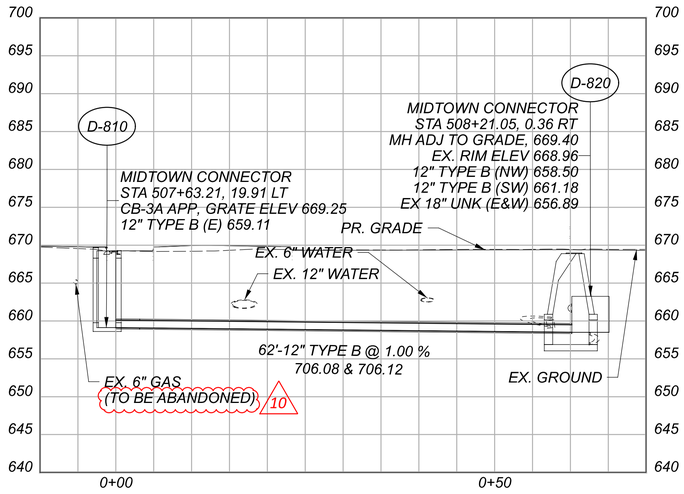
| CROSS REFERENCES | |
|---|---|
| STRUCTURE | SHEET |
| D-730 | 1098 |
| D-731 | 1098 |
| D-733 | 1099 |
| D-734 | 1099 |
| D-736 | 1099 |
| D-737 | 1099 |
| D-738 | 1099 |

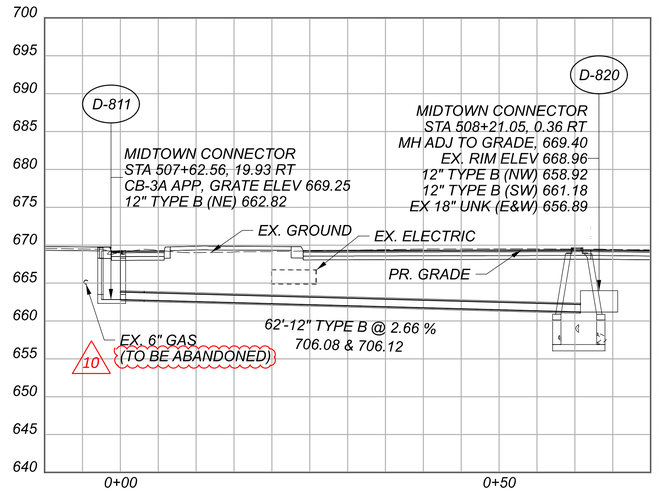
DESIGN AGENCY
Michael Baker INTERNATIONAL

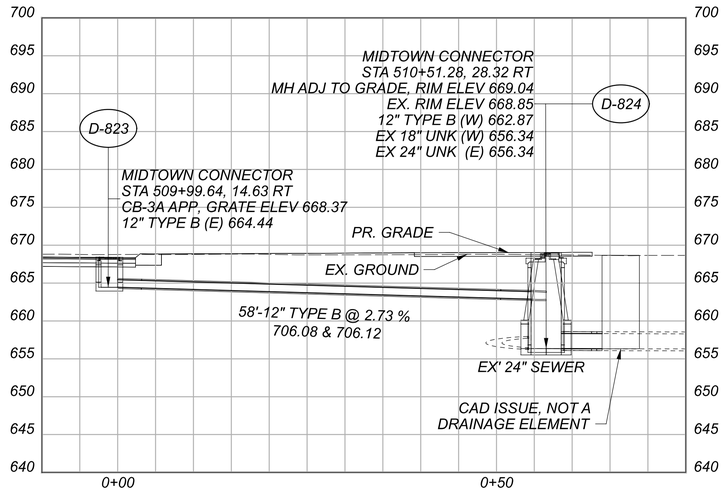
DESIGNER CRK
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 1145 TOTAL 2696

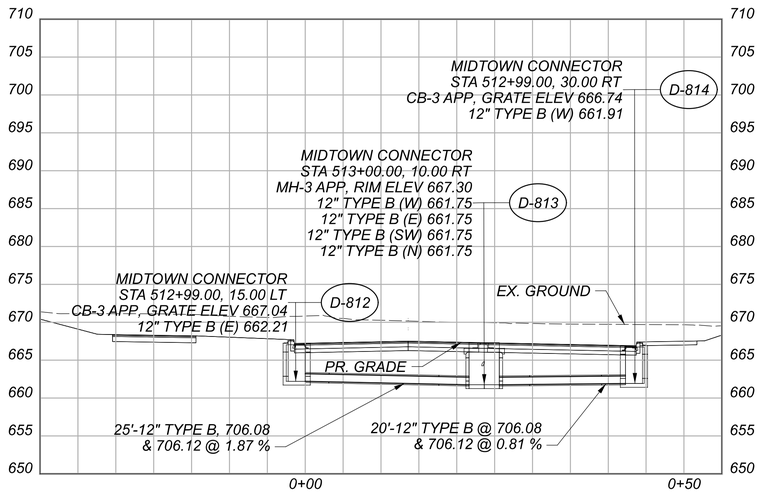
CUY-90-16.28 (CCG3A)

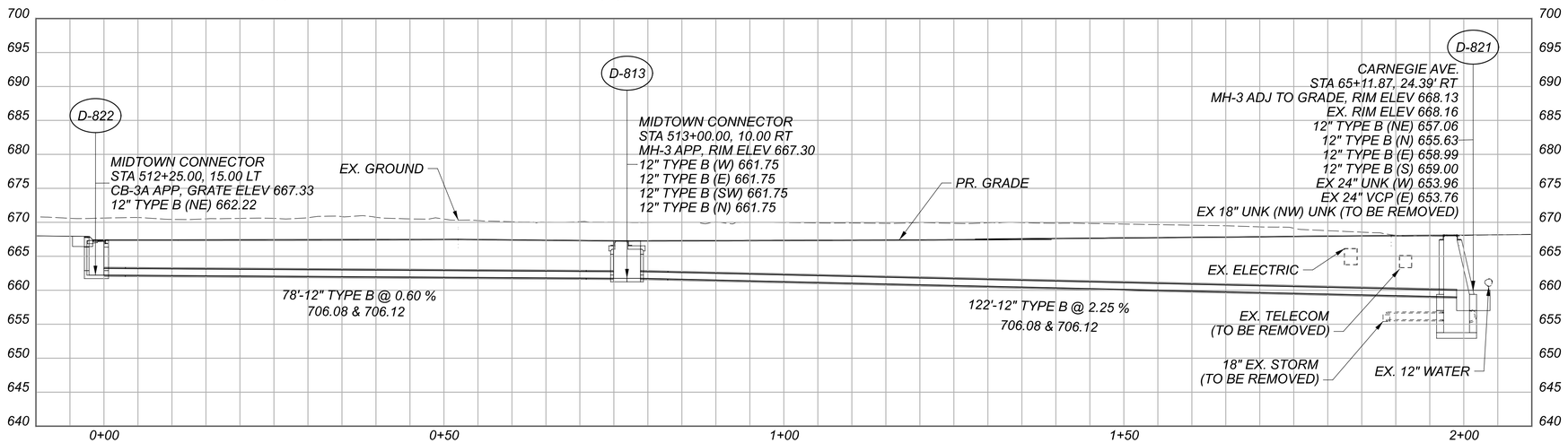
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 10:31:38 AM USER: JulieRoss
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OHNO_Projects\0007\District2\82382\400-Engineering\Drainage\Sheets\82382_DFI036.dgn




| CROSS REFERENCES | |
|---|---|
| STRUCTURE | SHEET |
| D-810 | 1118 |
| D-811 | 1118 |
| D-812 | 1116 |
| D-813 | 1116 |
| D-814 | 1116 |
| D-822 | 1116 |
| D-823 | 1119 |

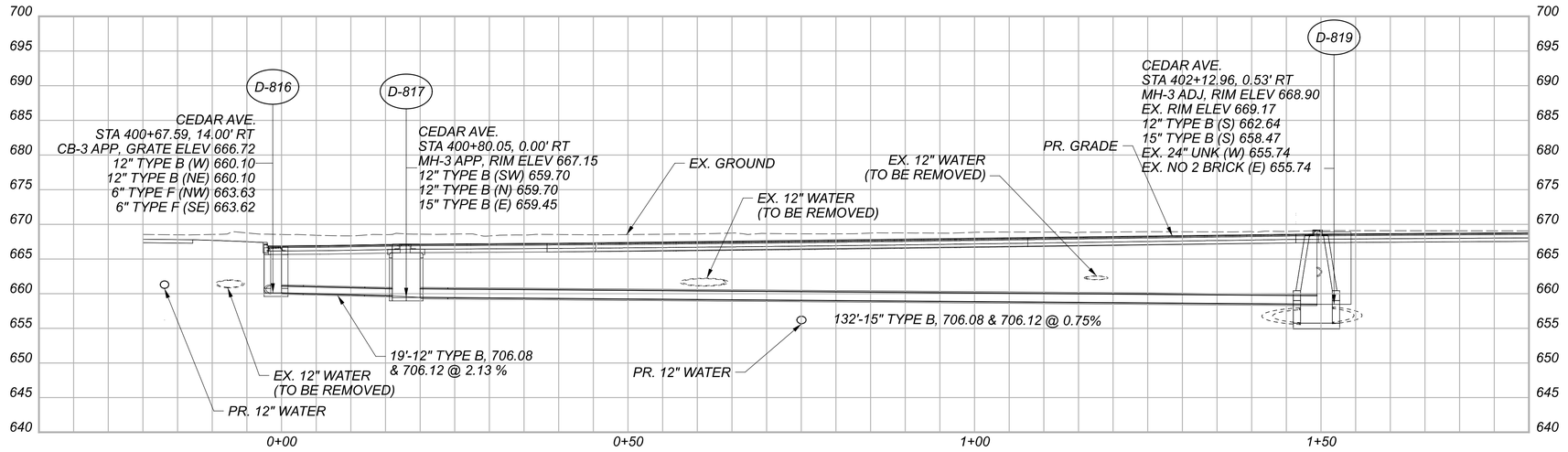
# STORM SEWER PROFILES
# MIDTOWN CONNECTOR

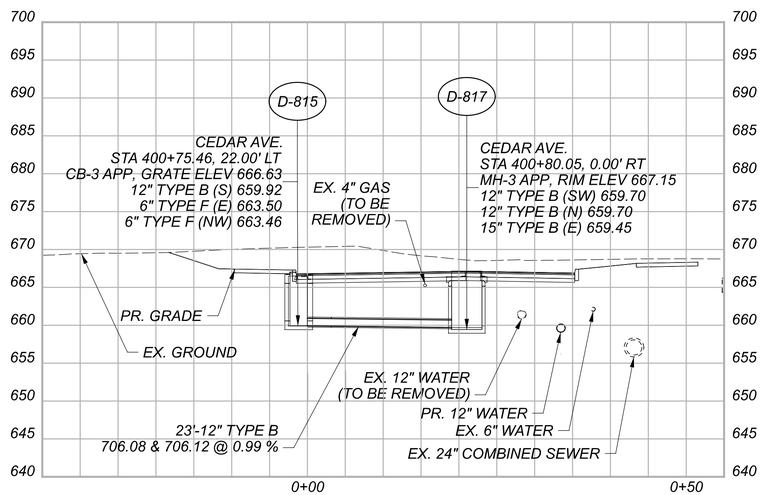
DESIGN AGENCY
Michael Baker INTERNATIONAL

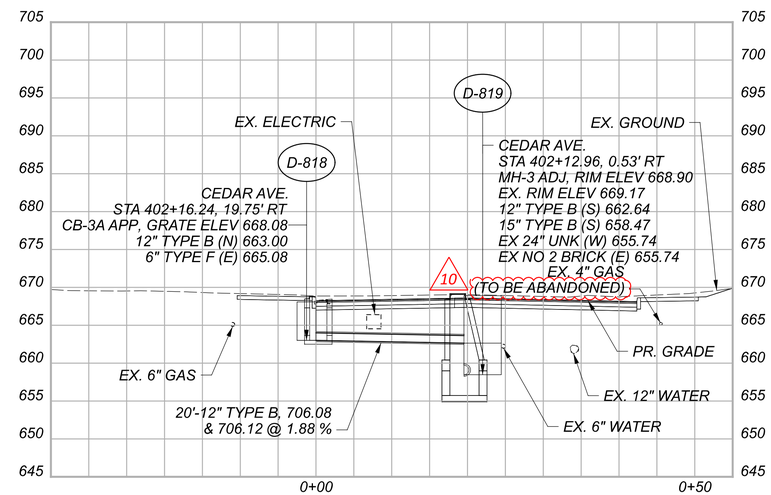
DESIGNER BJT
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 1148 TOTAL 2696

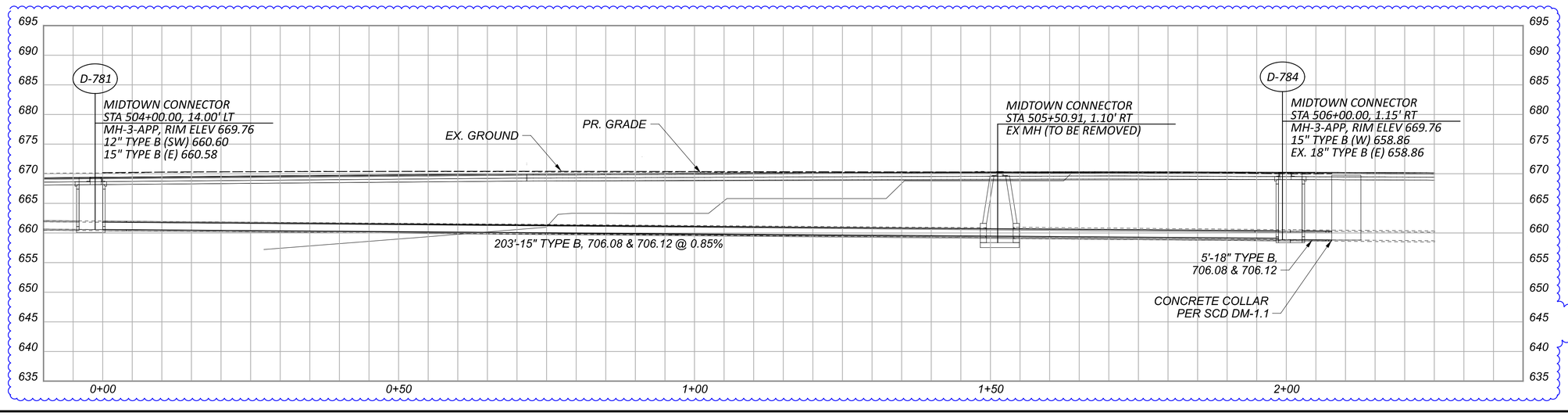
CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 10:46:26 AM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com\mb-us-pw-03\Documents\Cleveland_OH\01_Projects\0007\District2\82382\400-Engineering\Drainage\Sheets\82382_DF1034.dgn

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| D-781 | 1098 |
| D-784 | 1099 |
| D-815 | 1119 |
| D-816 | 1119 |
| D-817 | 1119 |
| D-818 | 1119 |

# STORM SEWER PROFILES
# CEDAR AVE.

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
BJT

REVIEWER
KGJ 05/22/24

PROJECT ID
82382

SHEET 1156 TOTAL 2696

CUY-90-16.28 (CCG3A)

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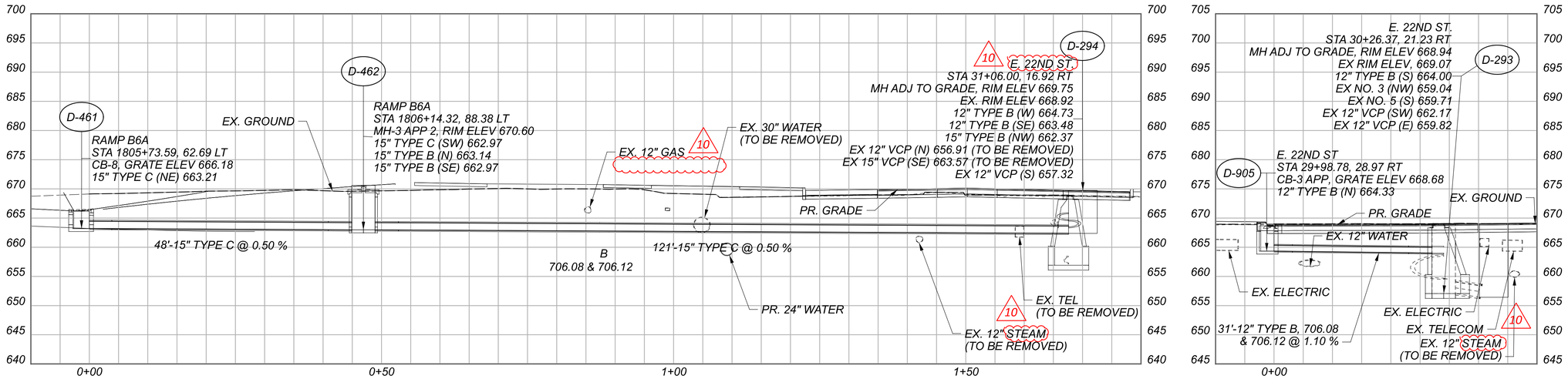





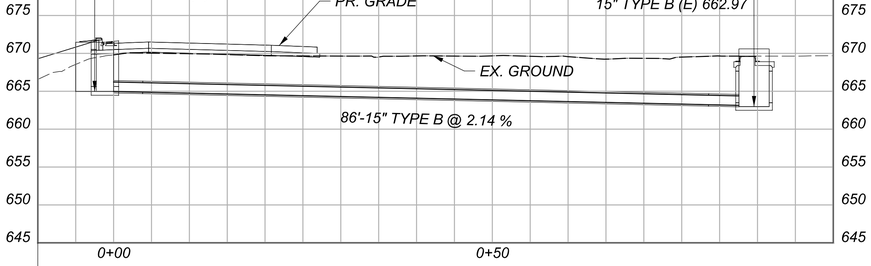


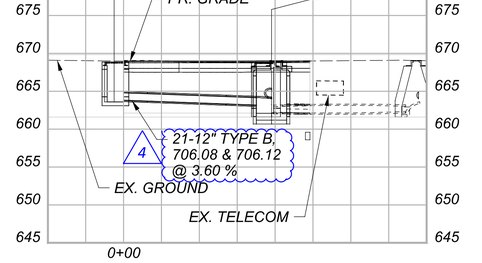


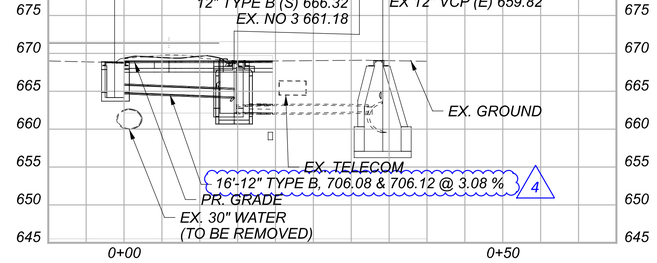


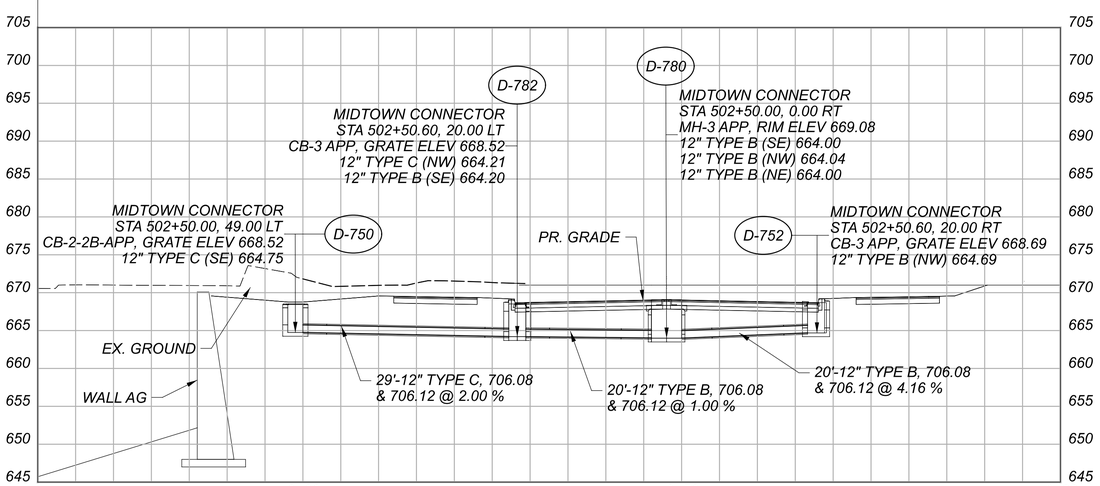


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| D-461 | 1097 |
| D-462 | 1097 |
| D-750 | 1098 |
| D-752 | 1098 |
| D-782 | 1098 |
| D-903 | 1109 |
| D-904 | 1109 |
| D-905 | 1109 |
| D-909 | 1109 |

# STORM SEWER PROFILES
# E. 22ND ST. & MIDTOWN CONNECTOR

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER BJT
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 1157 TOTAL 2696

CUY-90-16.28 (CCG3A)

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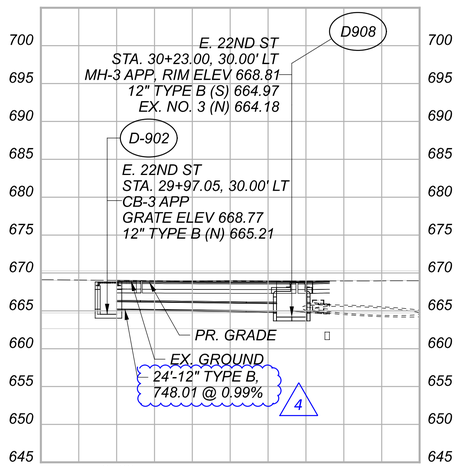


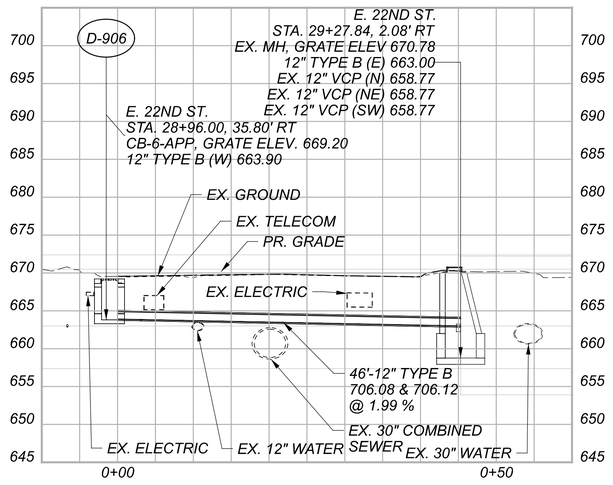


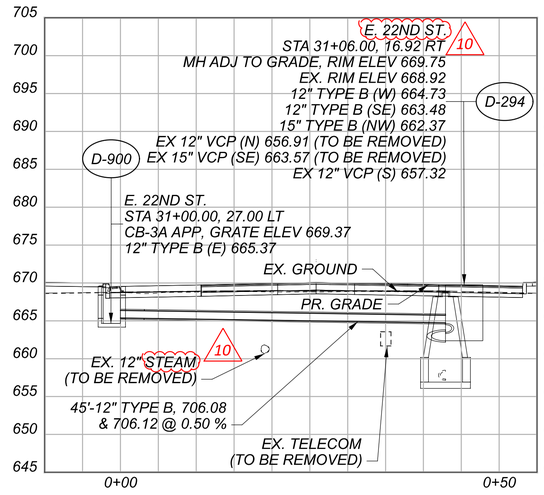


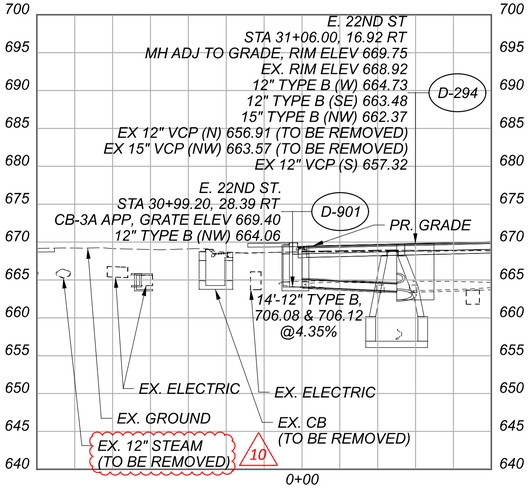


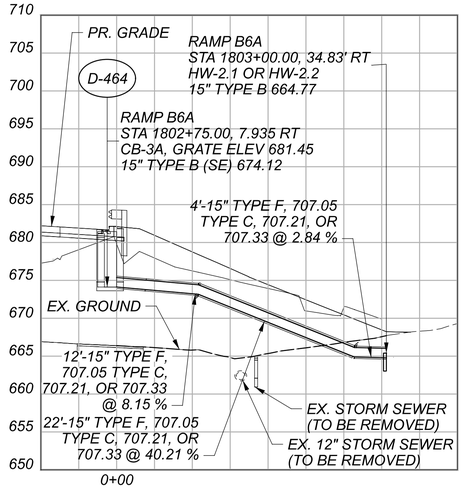


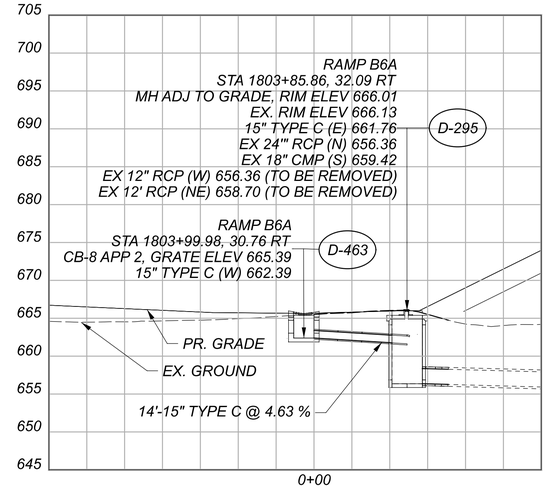


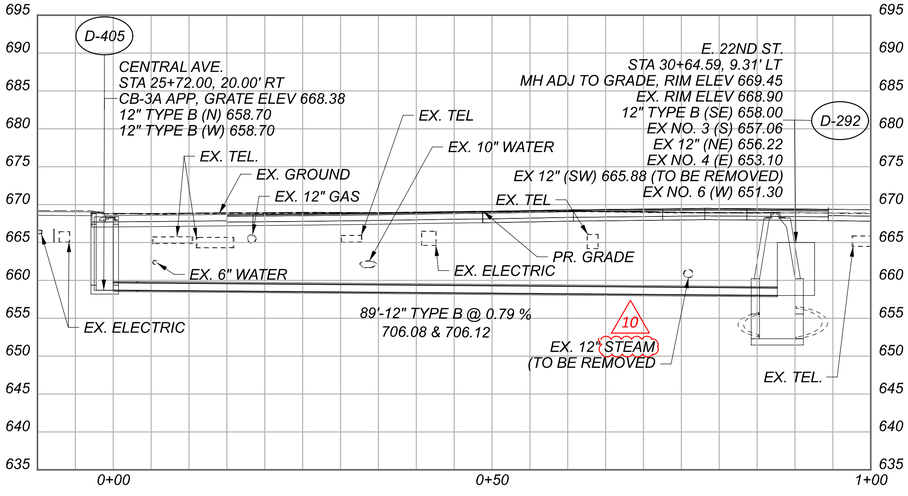


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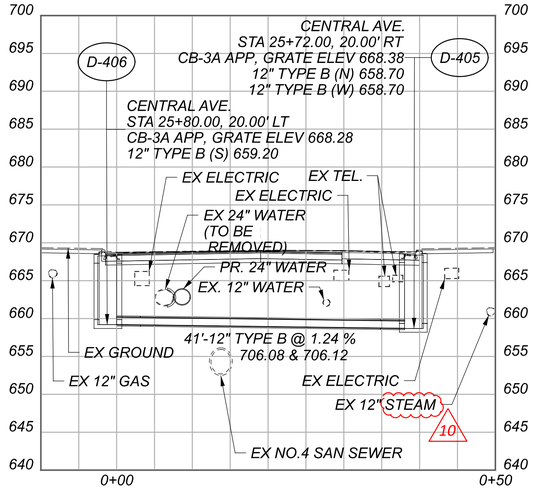


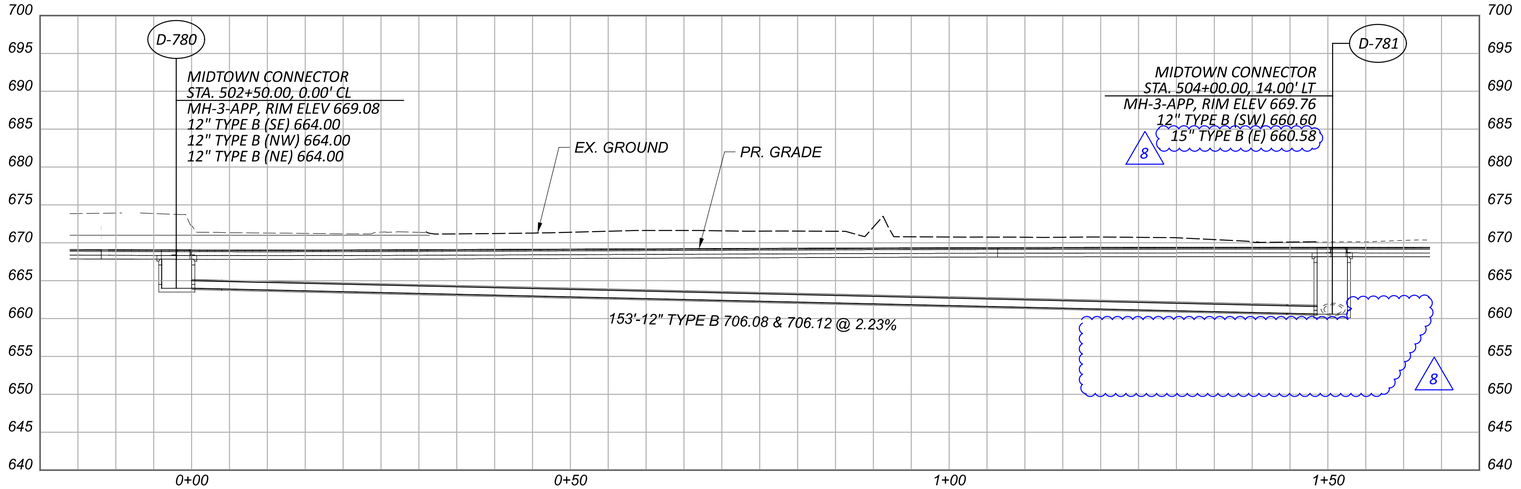


STORM SEWER PROFILES
RAMP B6A & E. 22ND AVE. & MIDTOWN CONNECTOR

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER BJT
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 1158 TOTAL 2696

CUY-90-16.28 (CCG3A)

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**ITEM 638 - 30" STEEL PIPE ENCASEMENT, OPEN CUT, AS PER PLAN**

FURNISH AND INSTALL A 30" STEEL CASING PIPE WITH A 15" INTERIOR CONDUIT ACCORDING TO ITEMS 638 AND 611 THROUGH AND EXTENDING 10' BEYOND MSE WALL SELECT GRANULAR FILL.

STEEL CASING PIPE SHALL BE ACCORDING TO 748.06. CONDUIT MATERIAL MUST BE REINFORCED CONCRETE PIPE PER 706.02. PROVIDE PREMIUM JOINTS PER 706.11 AND WRAP THE PIPE JOINTS IN GEOTEXTILE FABRIC, TYPE A, PER 712.09.

FOR A VISUAL REFERENCE OF THE CASING DETAIL, SEE "CASING DETAIL NO. 2 END OF CASING AND CASING CHOCK DETAIL" ON SHEET 1418.

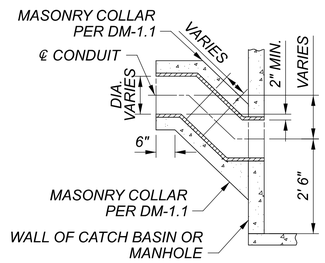
INSTALL TWO CASING SPACERS/CHOCKS PER 8 FOOT LENGTH OF PIPE. A SET OF SPACERS/CHOCKS SHALL BE PLACED NOT MORE THAN 2.5 FEET FROM EACH PIPE JOINT, ONE BEHIND THE BELL AND ONE AT THE SPIGOT END. CASING SPACERS ARE TO BE HARDWOOD BLOCKING OR STAINLESS STEEL CHOCKS.

CLOSE BOTH ENDS OF THE CASING WITH MORTARED 4 INCH BRICKS OR A CONCRETE BULKHEAD. SPACE BETWEEN THE STEEL CASING PIPE AND INTERIOR CONDUIT TO BE FILLED WITH SAND PER 703.06.

7 PAYMENT FOR REINFORCED CONCRETE PIPE, PREMIUM JOINTS, GEOTEXTILE FABRIC, STEEL CASING, HARDWOOD BLOCKING OR STAINLESS STEEL CHOCKS, BULKHEAD, SAND, EXCAVATION AND ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 638 - 30" STEEL PIPE ENCASMENT, OPEN CUT, AS PER PLAN.

**ITEM 611 – MANHOLE, AS PER PLAN 2**
**ITEM 611 – CATCH BASIN, AS PER PLAN 2**
**ITEM 611 – INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN 2**

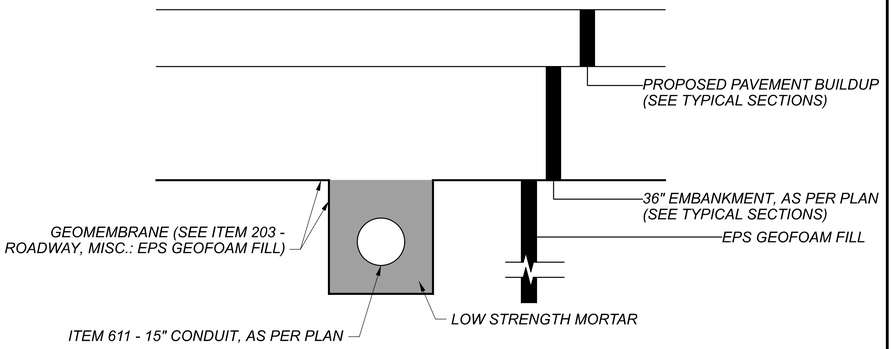
CONSTRUCT MANHOLES, CATCH BASINS AND INLETS AS PER PLAN 2 PER CMS 611 AND APPLICABLE STANDARD CONSTRUCTION DRAWINGS EXCEPT THAT A SUMP AND TRAP SHALL BE PROVIDED AS SHOWN HEREIN. TRAPS SHALL BE CONSTRUCTED OF TWO PREFABRICATED 45 DEGREE BENDS OR TWO PAIRS OF 22.5 DEGREE CUT CONDUIT TO FORM A 45 DEGREE BEND. IF RIGID PIPE IS USED, THERE SHALL BE SUFFICIENT LENGTH OF CONDUIT BETWEEN THE BENDS TO ENSURE THAT THE CROWN OF THE OUTLET PIPE AT THE STRUCTURE IS AT LEAST 2 INCHES LOWER THAN THE FLOWLINE ELEVATION OF THE OUTLET PIPE AT ITS PLAN INDICATED ELEVATION. INSTALL MASONRY COLLARS AT EACH BEND PER SCD DM-1.1.




**ITEM 611 - MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN**

RECONSTRUCT MANHOLE PER CMS 611 EXCEPT THAT THE COVER SHALL BE ONE THAT CAN BE AND IS BOLTED CLOSED PER THE MANUFACTURER'S INSTRUCTIONS.

10 ALL WORK REQUIRED TO PERFORM THE RECONSTRUCTION IS INCIDENTAL TO THE BID ITEM.



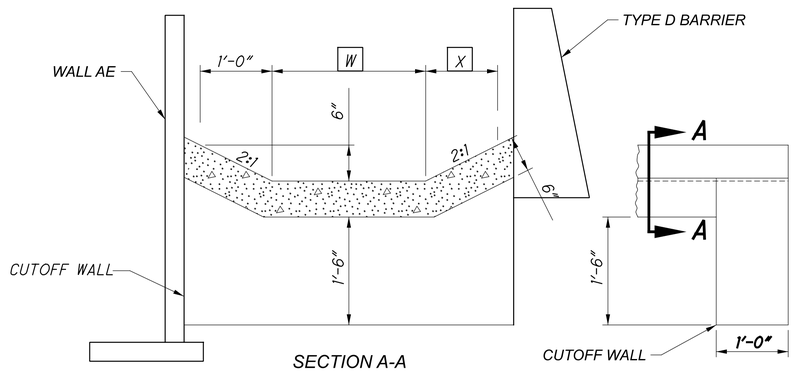

ITEM 611 - 15" CONDUIT, AS PER PLAN

**ITEM 611 - 15" CONDUIT, AS PER PLAN**

CONSTRUCT CONDUIT ACCORDING TO CMS 611 THROUGH THE LIMITS OF AND EXTENDING 10' BEYOND THE EPS GEOFOAM FILL EXCEPT THAT THE CONDUIT MATERIAL MUST BE REINFORCED CONCRETE PIPE PER 706.02 WITH PREMIUM JOINTS PER 706.11.

LINE THE TRENCH THROUGH THE EPS GEOFOAM FILL WITH GEOMEMBRANCE PER ITEM 203 - ROADWAY, MISC.: EPS GEOFOAM FILL. THE BEDDING AND BACKFILL SHALL BE LOW STRENGTH MORTAR PER 613 PER THE DETAIL ON THIS SHEET, UP TO THE TOP OF THE EPS GEOFOAM FILL.

PAYMENT FOR THE PIPE, PREMIUM JOINTS, LOW STRENGTH MORTAR, EXCAVATION AND ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 611 - 15" CONDUIT, AS PER PLAN. GEOMEMBRANE AND EPS GEOFOAM FILL SHALL BE PAID FOR UNDER ITEM 203 - ROADWAY, MISC.: EPS GEOFOAM FILL.




SECTION A-A

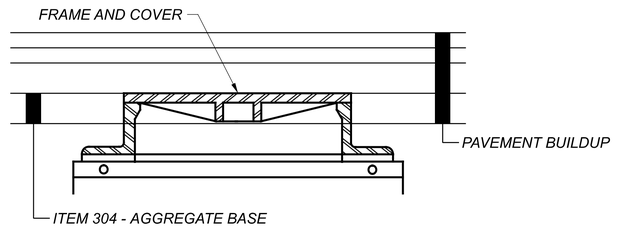
SIDE VIEW

W VARIES 0' TO 2' STA. 437+52 TO STA. 437+89
2' STA. 437+89 TO 438+17

X 1' STA. 437+52 TO STA. 437+89
VARIES 1' TO 2.8' STA. 437+89 TO STA. 438+17

**ITEM 601 - PAVED GUTTER, TYPE 1-2, AS PER PLAN**

CONSTRUCT PAVED GUTTER PER SCD DM-2.1 EXCEPT THAT THE DIMENSIONS SHALL FOLLOW THE DETAIL ABOVE.



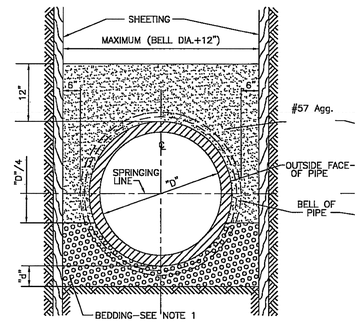

ITEM 611 - MANHOLE, NO. 3, AS PER PLAN 3 &
ITEM 611 - MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN 2

**ITEM 611 - MANHOLE, NO. 3, AS PER PLAN 3**
**ITEM 611 - MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN 2**

CONSTRUCT/RECONSTRUCT MANHOLE PER CMS 611 EXCEPT THAT THE FRAME AND COVER SHALL BE BURIED BENEATH THE PAVEMENT LAYERS WITH THE TOP OF THE FRAME AND COVER FLUSH WITH THE TOP OF THE ITEM 304 AGGREGATE BASE AND THE COVER SHALL BE SOLID.

10 ALL WORK REQUIRED TO PERFORM THE RECONSTRUCTION IS INCIDENTAL TO THE BID ITEM.

3




TYPICAL SECTION
PIPE SEWERS IN ORDINARY EARTH BEDDING

**ITEM 611 - XX" CONDUIT, AS PER PLAN 2**

CONSTRUCT CONDUIT ACCORDING TO CMS 611 EXCEPT THAT TRENCH BACKFILL IN PAVED AREAS SHALL BE CLEVELAND 50 LSM AND BEDDING MATERIAL SHALL BE COARSE NATURAL AGGREGATE COMPLYING WITH 703.01 WITH THE FOLLOWING PROVISIONS:

A. 4" BEDDING DEPTH "d" OF NO. 57 GRANULAR MATERIAL FOR 8" TO 24" PIPE
B. 6" BEDDING DEPTH "d" OF NO. 5 GRANULAR MATERIAL FOR 27" TO 60" PIPE
C. 8" BEDDING DEPTH "d" OF NO. 4 GRANULAR MATERIAL FOR PIPE SIZES GREATER THAN 60". THE MINIMUM DEPTH OF THE BEDDING SHALL BE 2" BELOW THE PIPE BELLS, IF ANY, BUT IN NO CASE SHALL THE BEDDING BE LESS THAN 8".
D. SERVICE CONNECTIONS SHALL HAVE A 3" MINIMUM BEDDING DEPTH OF NO. 57 GRANULAR MATERIAL

DRAINAGE DETAILS
ITEM 601, 611 & 638 AS PER PLANS

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JAR
REVIEWER KGJ 05/22/24
PROJECT ID 82382
SHEET 1163 TOTAL 2696

CUY-90-16.28 (CCG3A)

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*ITEM 524 - DRILLED SHAFTS, 30" DIAMETER ABOVE BEDROCK, AS PER PLAN*
*THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS FOR SOLDIER PILE WALLS. THE DRILLED SHAFTS ARE REINFORCED WITH SOLDIER PILES INSTEAD OF REINFORCING STEEL CAGES. THE SOLDIER PILES EXTEND ABOVE THE TOP OF THE DRILLED SHAFTS. FURNISH AND INSTALL THE DRILLED SHAFTS ACCORDING TO C&MS 524 EXCEPT AS MODIFIED AND SUPPLEMENTED BELOW.*

10 *THE DRILLED SHAFTS MUST ADHERE TO A SPECIFIED CONSTRUCTION TOLERANCE OF 3 INCHES FROM THE PLANNED LOCATION. DURING DRILLED SHAFT CONSTRUCTION, IT IS VERY LIKELY TO ENCOUNTER COBBLES, BRICKS, AND OTHER URBAN FILL WHEN DRILLING.* *PLACE THE SOLDIER PILE WITHIN THE HOLE SO IT IS VERTICAL. PLACE THE SOLDIER PILE SO THAT THE FLANGES ARE PARALLEL TO THE CENTERLINE OF THE ROW OF DRILLED SHAFTS. DO NOT ALLOW THE ORIENTATION OF THE FLANGES TO VARY BY MORE THAN 10 DEGREES. SUPPORT THE PILE SO THAT IT DOES NOT MOVE DURING CONCRETE PLACEMENT.*

*USE CLASS QC5 CONCRETE ACCORDING TO C&MS 511 TO FILL THE HOLE TO THE TOP OF THE DRILLED SHAFT (ELEVATION "C"). THE CONTRACTOR MAY PLACE CONCRETE USING THE FREE FALL METHOD PROVIDING THE DEPTH OF WATER IN THE SHAFT IS LESS THAN 6 INCHES AND THE CONCRETE FALLS WITHOUT STRIKING THE SIDES OF THE HOLE. PORING THE CONCRETE ALONG THE WEB OF THE SOLDIER PILE IS ACCEPTABLE.*

*CHECK THE POSITION, THE VERTICAL ALIGNMENT AND THE ORIENTATION OF THE SOLDIER PILE IMMEDIATELY AFTER CONCRETE PLACEMENT. MAKE CORRECTIONS AS NECESSARY TO THE ABOVE TOLERANCES.*

*FILL THE HOLE ABOVE THE CONCRETE TO THE EXISTING GROUND SURFACE WITH LOW STRENGTH MORTAR BACKFILL (LSM) PER C&MS 613.*

*REMOVE CONCRETE AND LSM AS NECESSARY FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE THE LAGGING. WAIT AT LEAST 12 HOURS AFTER PLACING CONCRETE BEFORE PLACING LAGGING.*

*ITEM SPECIAL - RETAINING WALL, TIMBER LAGGING*
*THIS ITEM CONSISTS OF FURNISHING AND INSTALLING UNTREATED HARDWOOD LAGGING TO SERVE AS TEMPORARY LAGGING FOR THE SOLDIER PILE WALL. THE LAGGING SHALL CONSIST OF HARDWOOD TIMBER WITH 3 INCH BY 8 INCH DIMENSIONS AND SHALL BE OF A GRADE AND TYPE WITH AN ALLOWABLE EXTREME FIBER STRESS IN BENDING OF A MINIMUM OF 1 KSI. THE TIMBER MATERIAL SHALL BE DOUGLAS FIR-LARCH DENSE NO. 1, SELECT STRUCTURAL OR DENSE SELECT STRUCTURAL. THE WOOD SHALL BE SEASONED, SOUND, AND FREE FROM DECAY AND INSECT ATTACK, WITH NO LOOSE AND/OR CLUSTER KNOTS. THE ENDS OF THE TIMBER SHALL BE SAWED SQUARE WITH THE AXIS OF THE TIMBER. THE TIMBER MEMBERS SHALL ALSO CONFORM TO C&MS 711.26. PROVIDE CERTIFICATION THAT THE TIMBER CONFORMS TO THE GRADE, SPECIES AND OTHER SPECIFIED REQUIREMENTS.*

*LAGGING SHALL BE PLACED IN A TOP-DOWN MANNER AS EXCAVATION PROCEEDS DOWNWARD. AT NO TIME SHOULD MORE THAN 3 FEET OF UNSUPPORTED EXCAVATION BE PERMITTED. REDUCE THE UNSUPPORTED HEIGHT AS NECESSARY TO PREVENT CAVING AND SLOUGHING OF THE SOILS BETWEEN THE SOLDIER PILES. PROVIDE ¼ INCH TO ½ INCH WOOD SPACERS TO PROVIDE HORIZONTAL JOINT SPACING BETWEEN THE LAGGING BOARDS TO PERMIT DRAINAGE.*

*HARDWOOD SHIMMING SHALL BE USED AS NEEDED TO MAINTAIN THE POSITIONING OF THE TIMBER MEMBERS AGAINST THE INTERIOR FLANGE FACE OF THE SOLDIER PILE DURING CONSTRUCTION OF THE RETAINING WALL SYSTEM. NO SHIM SHALL EXTEND BEYOND THE FLANGE OF THE H-PILE MORE THAN ¼ INCH AND NO SHIM SHALL EXTEND BEYOND THE TOP FACE OF THE TOP LAGGING.*

*THE DEPARTMENT WILL MEASURE THE TEMPORARY HARDWOOD LAGGING BY THE NUMBER OF SQUARE FEET. PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL AND INCIDENTALS (INCLUDING HARDWOOD SHIMMING AND WOOD SPACERS) NECESSARY TO FURNISH AND INSTALL THE TEMPORARY HARDWOOD LAGGING.*

*ITEM 840 - MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN*
*CONSTRUCTION AND PAYMENT FOR MECHANICALLY STABILIZED EARTH (MSE) WALLS SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 840 EXCEPT AS MODIFIED BELOW.*

*FOUNDATION BEARING RESISTANCE: THE WALL AC REINFORCED SOIL MASS, AS DESIGNED, PRODUCES A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 4.59 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 9.50 KIPS PER SQUARE FOOT.*

5 *MSE WALLS, EXCAVATION, SELECT GRANULAR BACKFILL, AND FOUNDATION PREPARATION WILL BE PAID PER STRAP LENGTH DETERMINED IN THE SUPPLIER'S SHOP DRAWING APPROVED BY THE ENGINEER AS DESCRIBED IN ODOT SUPPLEMENTAL SPECIFICATION 840.*

GENERAL NOTES - 2
WALL AC
ALONG NORTH SIDE OF I-90 WB

SFN
N/A

DESIGN AGENCY
B&N
burgessniple.com

| DESIGNER | CHECKER |
|---|---|
| CAS | ODW |

REVIEWER
DWL 06/22/22

PROJECT ID
82382

| SUBSET | TOTAL |
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| SHEET | TOTAL |
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| 1177 | 2696 |

CUY-90-16.28 (CCG3A)

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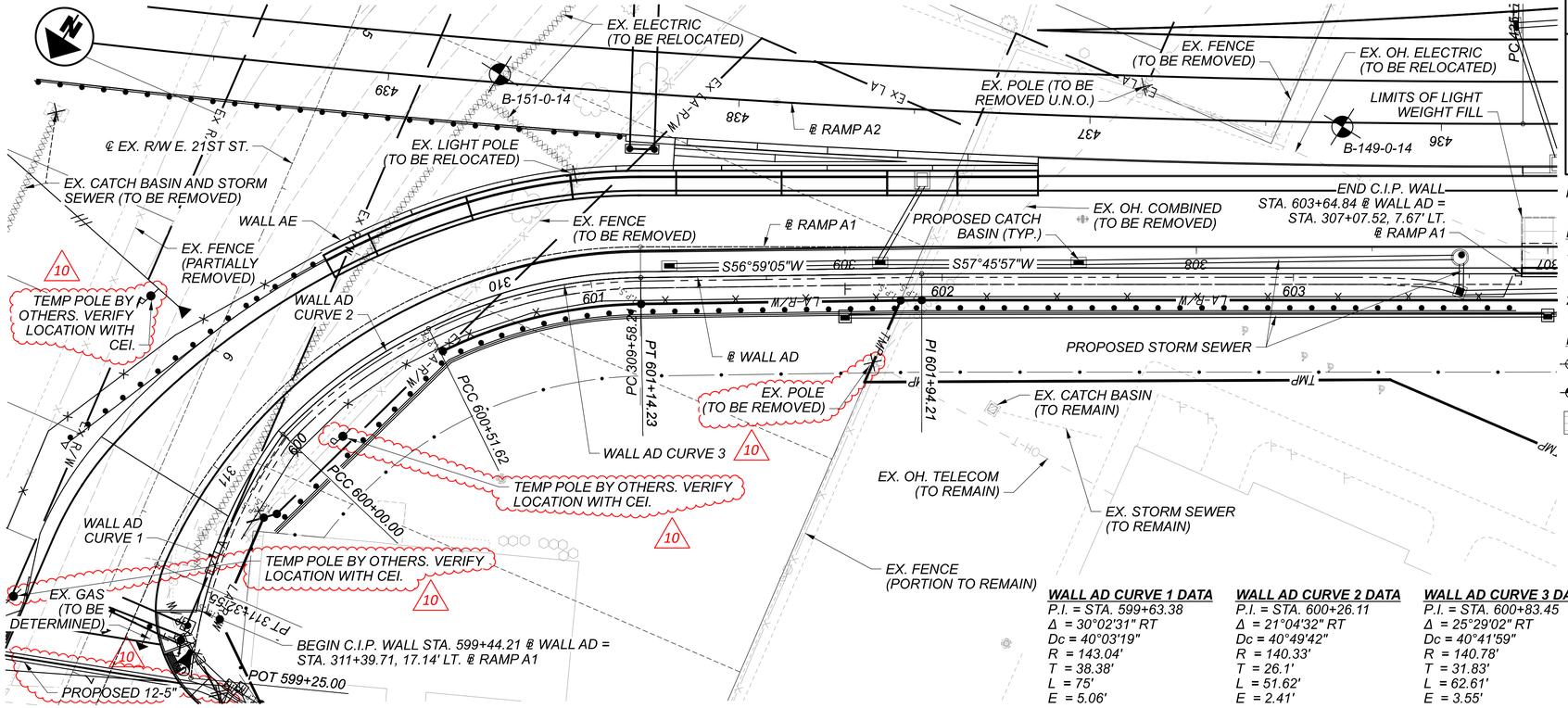
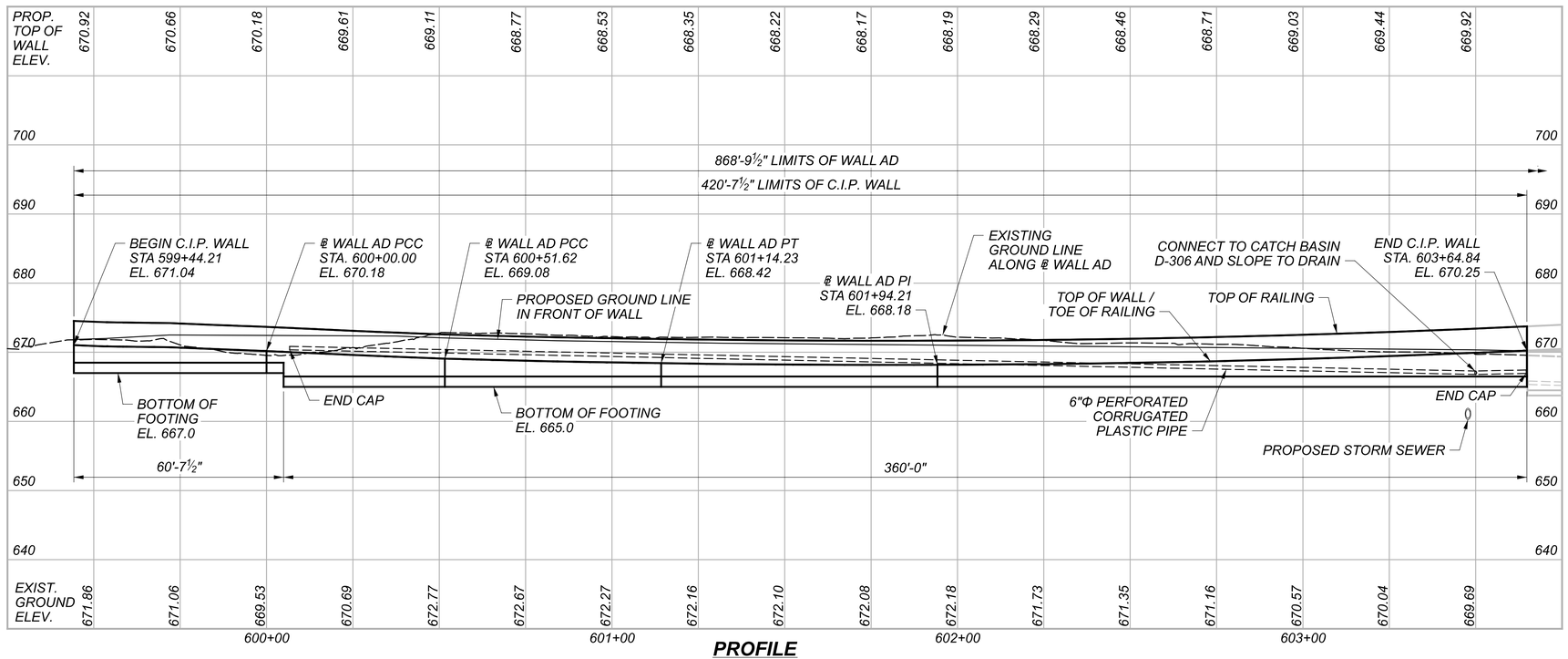



**PLAN**




**PROFILE**

## BENCHMARK DATA

BM-54 STA. 310+59.00, ELEV. 672.54, OFFSET 463.02' RT., ℄ RAMP A1, CUT CROSS IN NORTH BONNET BOLT OF FIRE HYDRANT

BM-59 STA. 301+65.97, ELEV. 660.15, OFFSET 488.87' RT., ℄ RAMP A1, MAG NAIL AT NOSE OF DRAINAGE CHANNEL

BM-62 STA. 303+26.43, ELEV. 672.11, OFFSET 354.64' LT., ℄ RAMP A1, RAILROAD SPIKE IN EAST FACE OF POWER/LIGHT POLE

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLANS.

## NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. VERTICAL SCALE OF PROFILE VIEW IS EXAGGERATED FOR CLARITY.

## LEGEND

- HISTORIC BORING LOCATION
- BORING LOCATION
- LIMITS OF LIGHT WEIGHT FILL

**WALL AD CURVE 1 DATA**
P.I. = STA. 599+63.38
Δ = 30°02'31" RT
Dc = 40°03'19"
R = 143.04'
T = 38.38'
L = 75'
E = 5.06'

**WALL AD CURVE 2 DATA**
P.I. = STA. 600+26.11
Δ = 21°04'32" RT
Dc = 40°49'42"
R = 140.33'
T = 26.1'
L = 51.62'
E = 2.41'

**WALL AD CURVE 3 DATA**
P.I. = STA. 600+83.45
Δ = 25°29'02" RT
Dc = 40°41'59"
R = 140.78'
T = 31.83'
L = 62.61'
E = 3.55'

## BORING DATA

| BORING | STATION | OFFSET |
|---|---|---|
| B-151-0-14 | 600+86.81 | 62.25' LT. |
| B-149-0-14 | 603+13.91 | 41.85' LT. |
| B-148-0-14 | 604+64.20 | 51.82' LT. |
| C-147-0-14 | 606+02.14 | 50.80' LT. |
| B-146-0-14 | 606+99.37 | 60.36' LT. |
| C-121-0-14 | 607+97.94 | 62.40' LT. |
| C-145-0-14* | 301+99.88 | 9.70' LT. |
| B-144-0-14* | 301+73.64 | 82.19' RT. |

* LOCATIONS MEASURED RELATIVE TO ℄ RAMP A1

# WALL PLAN AND PROFILE (1 OF 2) WALL AD ALONG RAMP A1

CUY-90-16.28 (CCG3A)

MODEL: \WALL AD [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 3:38:15 AM USER: Alexandria.Summers
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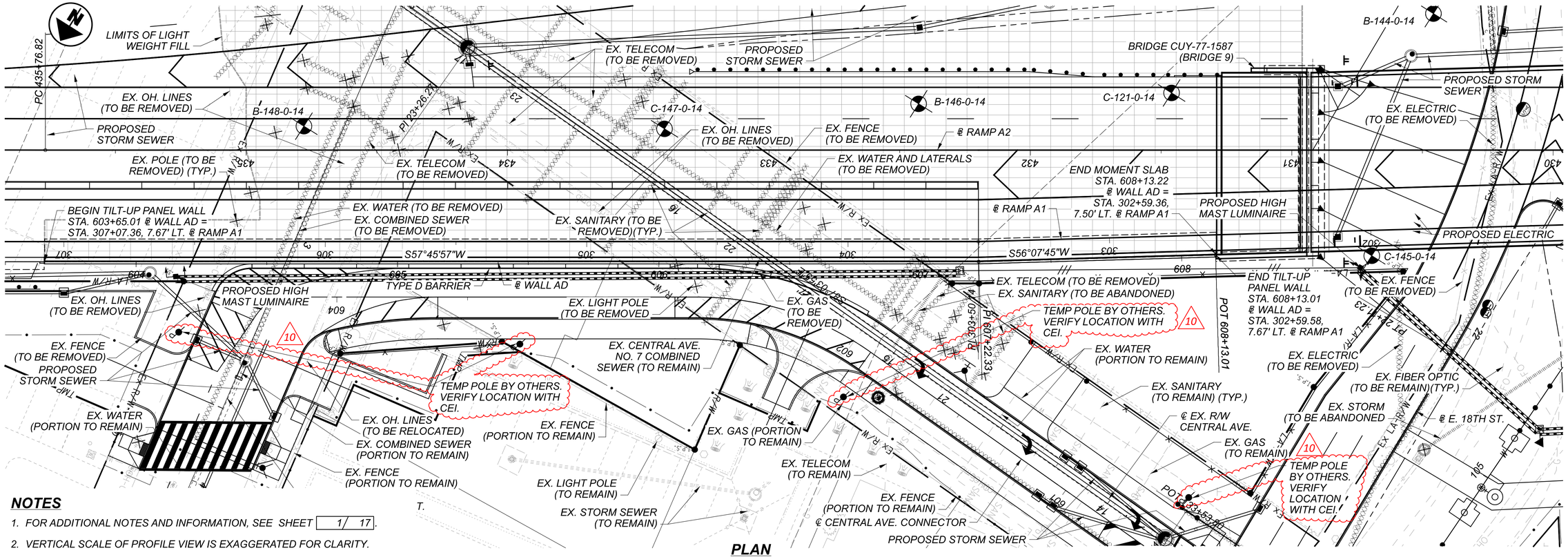
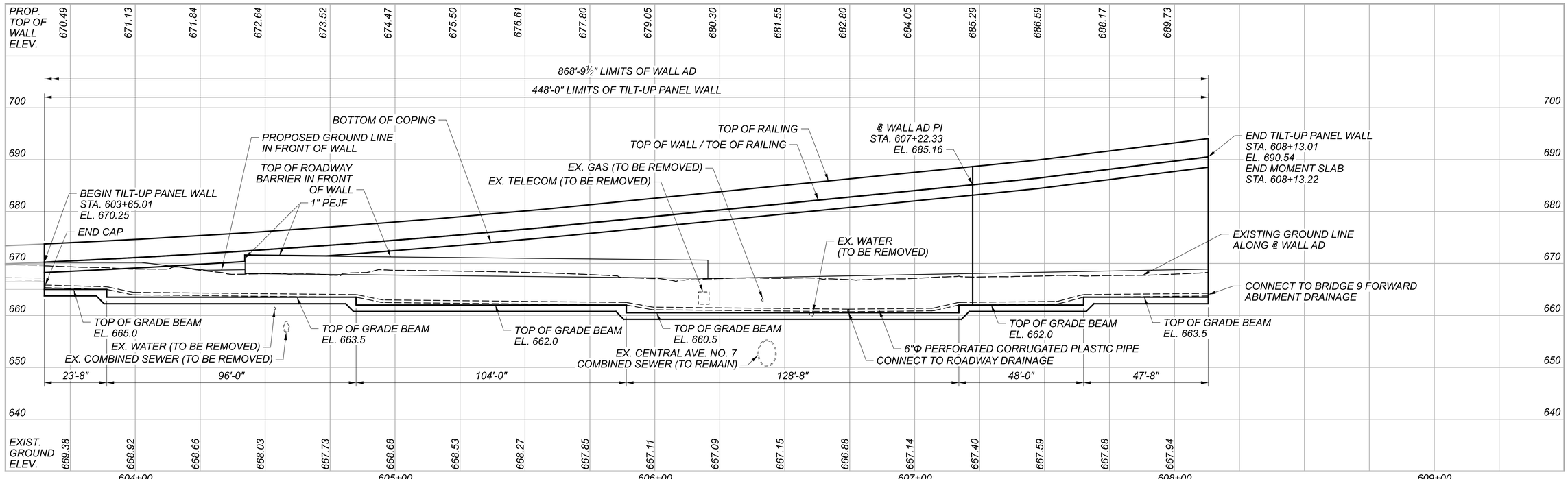
| | |
|---|---|
| SFN | N/A |
| DESIGN AGENCY | HDR |
| DESIGNER | CMR |
| CHECKER | DRS |
| REVIEWER | DWW 01/11/24 |
| PROJECT ID | 82382 |
| SUBSET | 1 |
| TOTAL | 17 |
| SHEET | 1191 |
| TOTAL | 2696 |




**PLAN**

**NOTES**

1. FOR ADDITIONAL NOTES AND INFORMATION, SEE SHEET 1/ 17.
2. VERTICAL SCALE OF PROFILE VIEW IS EXAGGERATED FOR CLARITY.




**PROFILE**

WALL PLAN AND PROFILE (2 OF 2)
WALL AD
ALONG RAMP A1

| | |
|---|---|
| SFN | N/A |
| DESIGN AGENCY | HDR |
| DESIGNER | TJE |
| CHECKER | JML |
| REVIEWER | DWW 01/11/24 |
| PROJECT ID | 82382 |
| SUBSET | 2 |
| TOTAL | 17 |
| SHEET | 1192 |
| TOTAL | 2696 |

CUY-90-16.28 (CCG3A)

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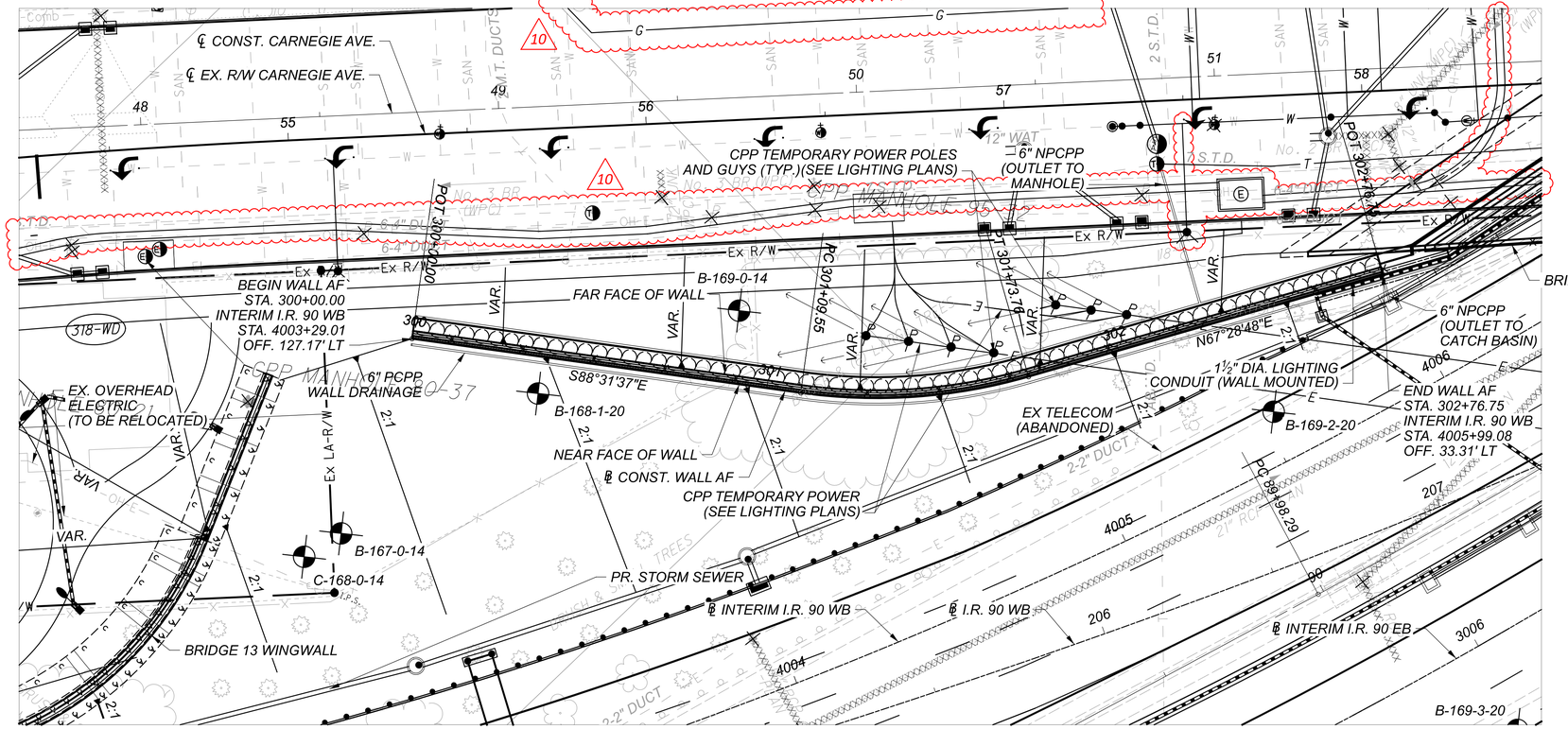
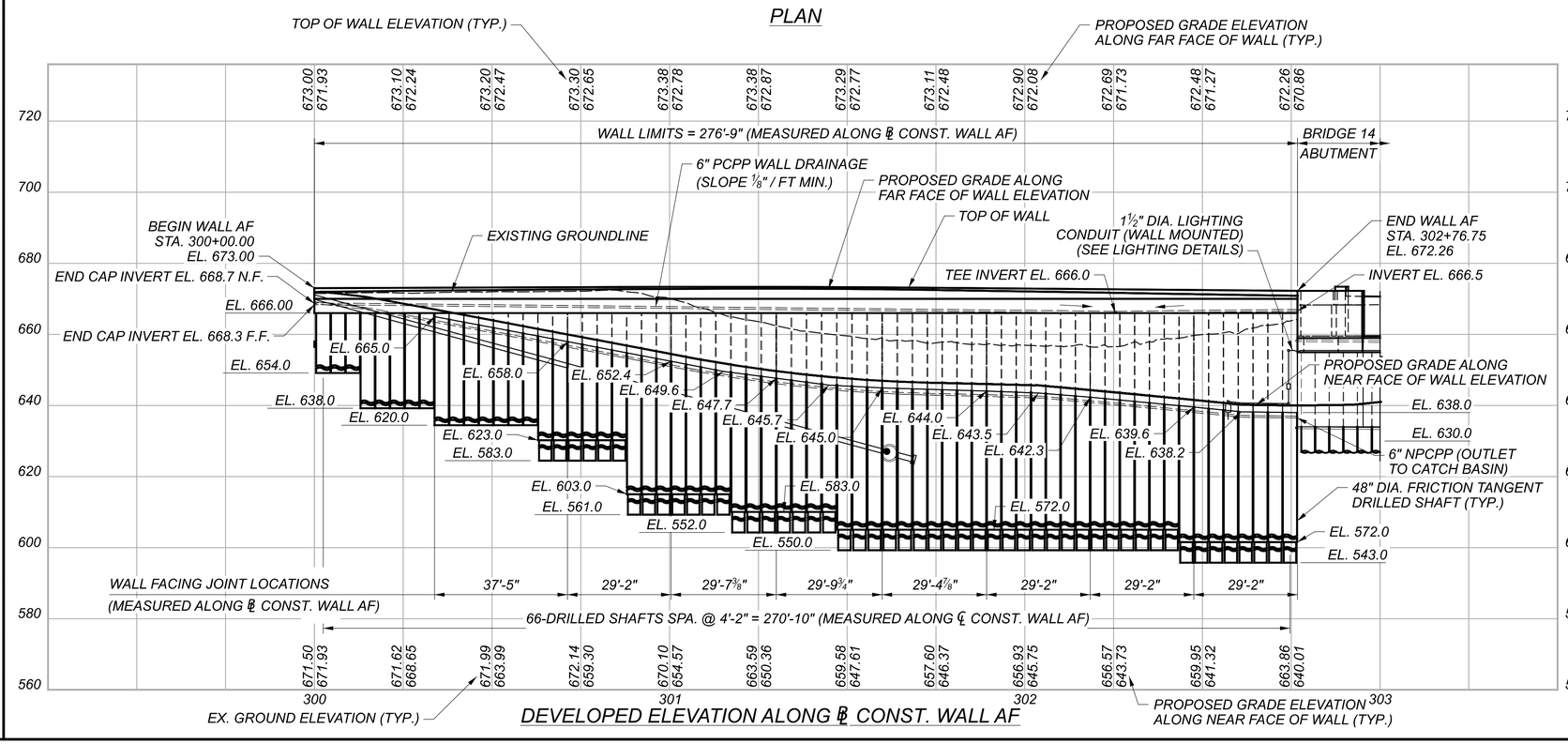



PLAN




DEVELOPED ELEVATION ALONG ℄ CONST. WALL AF

## BENCHMARK DATA

| | | | | | |
|---|---|---|---|---|---|
| BM #62 STA. | 41+38.42, | ELEV. | 672.11, | OFFSET 75.42 LT., | RR SPIKE |
| BM #64 STA. | 58+35.86, | ELEV. | 671.25, | OFFSET 47.90 LT., | RR SPIKE |
| BM #65 STA. | 66+35.73, | ELEV. | 668.92, | OFFSET 38.62 RT., | RR SPIKE |
| BM #73 STA. | 49+25.90, | ELEV. | 671.90, | OFFSET 31.86 LT., | CUT CROSS |

*BENCHMARK STATION AND OFFSETS ARE FROM ℄ CONST. CARNEGIE AVE.*

*FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 4 / 2696.*

*℄ CONST. WALL AF CURVE DATA*
*P.I. = Sta. 301+42.14*
*Δ = 23°59'36" LT*
*Dc = 37°22'01"*
*R = 153.33'*
*T = 32.58'*
*L = 64.21'*
*E = 3.42'*

## BORING LOCATION*

| BORING | STATION | OFFSET | TOP OF ROCK EL. |
|---|---|---|---|
| B-167-0-14 | 4002+90.73 | 81.55' LT. | - |
| C-168-0-14 | 4002+78.29 | 78.31' LT. | - |
| B-168-1-20 | 4003+59.52 | 101.13' LT. | - |
| B-169-0-14 | 4004+24.72 | 102.48' LT. | - |
| B-169-2-20 | 4005+53.34 | 14.04' LT. | - |
| B-169-3-20 | 4005+71.75 | 96.25' RT. | - |

** = BORING STATION AND OFFSETS ARE FROM ℄ INTERIM I.R. 90 WB*

## PROPOSED WORK

*THE PROPOSED WORK CONSISTS OF CONSTRUCTING A RETAINING WALL ALONG THE RIGHT SIDE OF I.R. 90 WB. THE WALL IS TOP DOWN CONSTRUCTION CONSISTING OF TANGENT DRILLED SHAFTS WITH CAST-IN-PLACE CONCRETE FACING WITH A REINFORCED CONCRETE CAP AND FENCE WALL.*

## NOTES

1. *EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.*
2. *FOR WALL CROSS SECTIONS, SEE SHEET 775 TO 789 / 2696 .*
3. *STATION AND WALL OFFSETS SHOWN AT FRONT FACE OF WALL.*

## LEGEND

*PROJECT BORING LOCATIONS*

*CONST. = CONSTRUCTION*
*EOP = EDGE OF PAVEMENT*
*EOS = EDGE OF SHOULDER*

# WALL PLAN AND PROFILE
# WALL AF
# ALONG NORTH SIDE OF I.R. 90 NEAR E. 22ND ST. AND CARNEGIE AVE.

| | |
|---|---|
| SFN | N/A |
| DESIGN AGENCY | Michael Baker INTERNATIONAL |
| DESIGNER / CHECKER | SW/GZ / JC/SD |
| REVIEWER | LPC 05-09-24 |
| PROJECT ID | 82382 |
| SUBSET / TOTAL | 1 / 11 |
| SHEET / TOTAL | 1218 / 2696 |

CUY-90-16.28 (CCG3A)

MODEL: Wall AF East - Wall AF Plan 2-1 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 2:12:16 AM USER: Joseph.Hogan
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## STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD CONSTRUCTION DRAWINGS:
VPF-1-90 REVISED 7/21/2023
DM-1.1 REVISED 1/17/2025

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:
800 DATED SEE TITLE SHEET

REFER TO THE FOLLOWING SUPPLEMENT:
1083 DATED 1/20/2017

## DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS", 9TH EDITION, ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS AND THE ODOT BRIDGE DESIGN MANUAL, 2020 (DATED 07-21-23).

## DESIGN DATA:

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI
(CONCRETE FACING, DRILLED SHAFT CAP & FENCE WALL)
CONCRETE CLASS QC SCC, WITH $^{3}/_{8}$ IN MAX. AGGREGATE SIZE:
COMPRESSIVE STRENGTH 4.5 KSI (DRILLED SHAFT)

REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI

PERMANENT STEEL CASING - ASTM A252 GRADE 3 - MINIMUM YIELD STRESS 45 KSI

## SEQUENCE OF CONSTRUCTION

CONSTRUCT WALL AF DURING MOT PHASE 2.

SEE MAINTENANCE OF TRAFFIC NOTES FOR ADDITIONAL PHASES AND INFORMATION

## ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. PROVIDE A COATING THAT MEETS THE REQUIREMENTS LISTED BELOW. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.

A. THE MATERIAL SHALL BE A SINGLE COMPONENT, RTV (ROOM TEMPERATURE VULCANIZED), NEUTRAL MOISTURE CURE, PERMANENT (NON-SACRIFICIAL), TYPE III (WATER CLEANABLE) POLYSILOXANE (SILICONE) ANTI-GRAFFITI COATING, FREE OF ANY WAXES, EPOXIES, OR POLYURETHANE COMPONENTS.

B. THE COATING SHALL BE A ONE COAT SYSTEM (NO PRIMER) CAPABLE OF BEING SPRAY APPLIED TO A DRY FILM THICKNESS OF 15 MILS (375 MICRONS) WITHOUT RUNS OR SAGS (MULTIPLE COAT APPLICATION ACCEPTABLE FOR BRUSH/ROLLER USAGE AND PRIMER USAGE ACCEPTABLE FOR SPECIALTY SUBSTRATES SUCH AS GALVANIZED METAL).

C. THE COATING SHALL EMIT LESS THAN 300 G/L (2.5 POUNDS PER GALLON) OF VOLATILE ORGANIZE COMPOUNDS (EPA METHOD 24).

D. THE COATING SHALL MEET THE FOLLOWING PERFORMANCE REQUIREMENTS:
1. CLEANABILITY LEVEL 1 (GRAFFITI COMPLETELY REMOVED WITH COLD WATER POWER WASH) AS PER ASTM D7089 WITH LOW PRESSURE (1200 PSI) COLD WATER WASH AFTER 2000 HOURS ACCELERATED UV-CONDENSATION EXPOSURE IN ACCORDANCE WITH ASTM D4587.
2. GRAFFITI RESISTANCE LESS THAN 7.5 AS PER ASTM D6578 AFTER 2000 HOURS ACCELERATED UV-CONDENSATION EXPOSURE IN ACCORDANCE WITH ASTM 4578.
3. NO SIGNS OF GRAFFITI OR GRAFFITI STAINING AND MUST BE INTACT AND EXHIBIT NO SIGNS OF STREAKING, CRACKING, PINHOLING, DISCOLORING, OR OTHER VISIBLE COATING DEGRADATION UPON CASUAL OBSERVATION WHEN TESTED IN ACCORDANCE WITH TXDOT TEX 890-B, TYPE III METHOD.
4. BREATHABILITY OF 10 PERMS (+/- 3) PER ASTM D1653 USING "WET CUP METHOD".
5. ELONGATION AT BREAK GREATER THAN 100% AS PER ASTM D412 (USING DIE "D").
6. ADHESION RATING OF "8 - DIFFICULT TO REMOVE" AS PER ASTM D6677 (ADHESION BY KNIFE).

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

SEAL ALL EXPOSED SURFACES INCLUDING THE CAST IN PLACE CONCRETE FACING SHOWN IN THE PLANS WITH AN EPOXY-URETHANE SEALER ACCORDING TO C&MS 512. THE FOLLOWING COLOR SHALL BE USED FOR PAINTING AND SEALING STRUCTURAL ELEMENTS:

6

| | | |
|---|---|---|
| COPING SEALER: | "ALPACA" | 7022 |
| WALL FACING SEALER: | SEE WALL AESTHETIC DETAILS | |
| PARAPET: | "ALPACA" | 7022 |

ALL COLOR NAME AND NUMBER REFERENCES ARE TAKEN FROM THE SHERWIN WILLIAMS COLOR PALATE. THE CONTRACTOR MAY SUBSTITUTE SIMILAR COLORS FROM ALTERNATIVE SUPPLIER'S COLOR PALATE.

THE ADDITIONAL MATERIAL AND LABOR REQUIRED TO SEAL THE FORM LINER RELIEF SHALL BE INCLUDED IN THIS ITEM. TO ACCOUNT FOR THE SURFACE VARIATIONS DUE TO THE FORM LINERS, AN EXTRA 20 PERCENT HAS BEEN ADDED TO THE SEALING QUANTITIES FOR THE PURPOSE OF ESTIMATING.

## ITEM 518 - PREFABRICATED GEOCOMPOSITE DRAIN

THIS WORK CONSISTS OF FURNISHING AND PLACING PREFABRICATED GEOCOMPOSITE DRAIN (PGD) AGAINST THE CONCRETE WALL FACING.

FURNISH PGD CONSISTING OF A DRAINAGE CORE WITH A GEOTEXTILE FABRIC BONDED TO AT LEAST ONE SIDE. USE CORE MATERIAL THAT CONSISTS OF A STABLE, POLYMER PLASTIC MATERIAL WITH A CUSPATED OR GEONET STRUCTURE. THE CORE MATERIAL SHALL HAVE SUFFICIENT FLEXIBILITY TO WITHSTAND BENDING AND HANDLING DURING INSTALLATION WITHOUT DAMAGE. FURNISH GEOTEXTILE COMPOSED OF STRONG ROT-PROOF POLYMERIC FIBERS FORMED INTO A WOVEN OR NON-WOVEN FABRIC. FURNISH PGD CONFORMING TO THE FOLLOWING REQUIREMENTS. FURNISH MANUFACTURER'S CERTIFIED TEST DATA.

| | PROPERTY | TEST METHOD | VALUE |
|---|---|---|---|
| | THICKNESS | ASTM D 5199 | 0.4 INCH |
| | COMPRESSIVE STRENGTH | ASTM D 1621 | 13,650 PSF MIN. |
| CORE | FLOW RATE | ASTM D 4716 | 9 TO 25 GPM/FT |
| | APPARENT OPENING SIZE | ASTM D 4751 | 0.3 MM MAX. |
| | FLOW RATE | ASTM D 4491 | 40 GPM/SQ.FT. MIN. |
| FABRIC | GRAB TENSILE STRENGTH | ASTM D 4632 | 90 LBS MIN. |
| | CBR PUNCTURE | ASTM D 6241 | 65 LBS MIN. |

PLACE PGD BETWEEN THE DRILLED SHAFTS. PLACE THE SIDE FACED WITH GEOTEXTILE AGAINST THE DRILLED SHAFTS, FACING TOWARDS THE RETAINED GROUND, AND SECURE THE PGD TO THE SACRIFICIAL PLYWOOD FORMS BETWEEN THE DRILLED SHAFTS.

SPLICE ABUTTING SECTIONS TOGETHER BY OVERLAPPING THE GEOTEXTILE FLAP (IF PROVIDED) ON ONE SECTION WITH THE ADJACENT SECTION OF PGD. OVERLAP THE GEOTEXTILE IN A SHINGLED OVERLAP SO THAT THE UPPER GEOTEXTILE IS ON TOP OF THE LOWER GEOTEXTILE. IF A GEOTEXTILE FLAP IS NOT PROVIDED, COVER THE SEAM WITH A 12-INCH WIDE STRIP OF GEOTEXTILE FABRIC CENTERED OVER THE SEAM AND SECURED IN PLACE USING 3-INCH WIDE WATERPROOF PLASTIC TAPE.

SEAL ALL EXPOSED EDGES OF THE CORE MATERIAL TO PREVENT SOIL INTRUSION. SEAL EXPOSED EDGES BY FOLDING THE GEOTEXTILE FLAPS OVER AND AROUND THE PGD OR, IF A FLAP IS NOT PROVIDED, COVERING THE EXPOSED EDGE WITH A 12-INCH WIDE STRIP OF GEOTEXTILE FABRIC, TAPING THE STRIP TO THE PGD GEOTEXTILE 8 INCHES FROM THE EXPOSED EDGE, AND FOLDING THE REMAINING 4 INCHES OVER AND AROUND THE PGD. SECURE LOOSE EDGES OF THE GEOTEXTILE FABRIC WITH 3-INCH WIDE WATERPROOF PLASTIC TAPE.

REPAIR ANY DAMAGE TO THE GEOTEXTILE FABRIC BY COVERING WITH A PATCH WHICH OVERLAPS THE DAMAGED AREA AND EXTENDS AT LEAST 6 INCHES BEYOND THE EDGE OF THE DAMAGED AREA. TAPE THE EDGES OF THE PATCH IN PLACE USING 3 INCH WIDE WATERPROOF PLASTIC TAPE. IF THE CORE OF THE PGD IS DAMAGED, REPLACE IT WITH A NEW SECTION OF PGD SPLICE AS DESCRIBED ABOVE.

## ITEM 524 - DRILLED SHAFTS, 42" DIAMETER, AS PER PLAN
## ITEM 524 - DRILLED SHAFTS, 48" DIAMETER, AS PER PLAN

**GENERAL:**
THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT TO INSTALL DRILLED SHAFTS AS DETAILED IN THE PLANS IN ACCORDANCE WITH THE REQUIREMENTS OF ODOT C&MS SECTION 524, AND WITH THE ADDITIONAL REQUIREMENTS DEFINED BELOW.

**ANTICIPATED DRILLED SHAFT DEFLECTIONS:**
TANGENT DRILLED SHAFTS ("SHAFT", "SHAFTS") ARE INCORPORATED AS WALLS IN VARIOUS STRUCTURAL ELEMENTS FOR THIS BRIDGE. AS DESIGNED AND DETAILED THE SHAFTS ARE EXPECTED TO DEFLECT UNDER THE APPLIED PERMANENT LOADS (DC, DW, EP, WA) AND TRANSIENT LOADS (LL, LS, TU) AT THE SERVICE LIMIT STATE. MEASURES FOR ACCOMODATING THESE DEFLECTIONS ARE DETAILED BELOW.

THE SHAFT HEAD IS CONSIDERED TO BE THE DESIGN BEAM SEAT ELEVATION FOR SHAFTS INCORPORATED IN ABUTMENTS. THE SHAFT HEAD IS CONSIDERED TO BE THE DESIGN TOP OF CAP ELEVATION FOR SHAFTS INCORPORATED IN RETAINING WALLS. IN BOTH CASES THE FINISHED TOP OF SHAFT IS LOWER THAN THE SHAFT HEAD ELEVATION.

THE ANTICIPATED DEFLECTION AT THE SHAFT HEAD ELEVATION RELATIVE TO THE DREDGE LINE ELEVATION DUE TO PERMANENT LOADS ARE AS FOLLOWS:

| | | |
|---|---|---|
| WALL AF | 6.00 INCHES | SHAFTS AF29 THROUGH AF66 ONLY |

**DESIGN ASSUMPTIONS:**
BEHAVIOR OF THE DRILLED SHAFTS AS DESCRIBED ABOVE IS PREDICATED UPON THE FOLOWING DESIGN ASSUMPTIONS:

1. DESIGN HEIGHT OF DRILLED SHAFT IS THE DISTANCE FROM THE SHAFT HEAD ELEVATION TO THE DREDGE LINE ELEVATION
2. PERMANENT LOAD DEFLECTIONS ARE ASSUMED TO OCCUR FOLLOWING REMOVAL OF SOIL IN FRONT OF THE TANGENT SHAFT WALLS
3. ADDITIONAL ASSUMPTIONS AND CONSTRAINTS ARE DETAILED IN THE PLANS.

**DREDGE LINE ELEVATIONS:**

| | |
|---|---|
| SHAFTS AF01 THROUGH AF58: | SLOPING GROUND 42 INCHES BELOW FINAL GRADE AT NEAR FACE OF WALL. |
| SHAFTS AF58 THROUGH AF66: | ELEV. 631.0 FOR DRAINAGE STRUCTURE EXCAVATION. |

**DRILLED SHAFT LOCATION SURVEY:**
THE CORRECT LOCATION OF SHAFT IS CRITICAL TO ESTABLISHING AND MAINTAINING THE STRUCTURE GEOMETRY. THE CONTRACTOR SHALL EMPLOY THE SERVICES OF A OHIO REGISTERED PROFESSIONAL SURVEYOR ("THE SURVEYOR") TO ESTABLISH, MAINTAIN AND VERIFY HORIZONTAL AND VERTICAL SHAFT GEOMETRY. THE SURVEYOR SHALL BE READILY AVAILABLE TO ESTABLISH GEOMETRIC CONTROL AND PERFORM THE SURVEYS REQUIRED BELOW.

**CONTRACTOR'S INSTALLATION PLAN:**
10 THE CONTRACTOR SHALL PROVIDE AN INSTALLATION PLAN AS REQUIRED BY ODOT C&MS SECTION 524.03. THE DRILLED SHAFTS MUST ADHERE TO A SPECIFIED CONSTRUCTION TOLERANCE OF 3 INCHES FROM THE PLANNED LOCATION. THE INSTALLATION PLAN SHALL ALSO INCLUDE:

1. CONTRACTOR'S PROPOSED METHODS TO MAINTAIN LOCATION AND ALIGNMENT OF SHAFTS
2. CONTRACTOR'S PROPOSED METHODS FOR PERFORMING THE DRILLED SHAFT LOCATION SURVEY

**CONSTRUCTION CONSTRAINTS:**
10 DURING DRILLED SHAFT CONSTRUCTION, IT IS VERY LIKELY TO ENCOUNTER COBBLES, BRICKS, AND OTHER URBAN FULL WHEN DRILLING. THE CONTRACTOR IS ADVISED THAT THE PROPOSED DRILLED SHAFT INSTALLATIONS MAY REQUIRE ADVANCING SHAFTS THROUCH EXISTING PILES. ADDITIONAL INFORMATION AND NOTES REGARDING POSSIBLE CONFLICTS ARE PROVIDED IN THE PLANS.

9 DO NOT EXCAVATE WITHIN THREE DIAMETERS OF DRILLED SHAFTS WITH NEW CONCRETE UNTIL AT LEAST 24 HOURS AFTER CONCRETE PLACEMENT.

**MATERIALS:**
CONCRETE AND REINFORCING STEEL FOR DRILLED SHAFTS SHALL CONFORM TO ODOT C&MS SECTION 524.02.

A SELF CONSOLIDATING CONCRETE MIX SHALL BE INCORPORATED

THE MAXIMUM COARSE AGGREGATE SIZE SHALL BE: $^{3}/_{8}$"

9 PERMANENT STEEL CASINGS SHALL BE ASTM A252 GRADE 3 WITH A MINIMUM YIELD STRESS OF 45 KSI. CASING SECTION LENGTHS SHALL BE MAXIMIZED TO MINIMIZE THE NUMBER OF FIELD SPLICE LOCATIONS. SPLICES SHALL CONFORM TO C&MS 507.09. THE USE OF SPIRAL WELDED PIPE IS PERMITTED.

WALL GENERAL NOTES (1 OF 2)
WALL AF
ALONG NORTH SIDE OF I.R. 90 NEAR E. 22ND ST. AND CARNEGIE AVE.

SFN N/A
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER SW/GZ | CHECKER JC/SD
REVIEWER LPC 05-09-24
PROJECT ID 82382
SUBSET 2 | TOTAL 11
SHEET 1219 | TOTAL 2696

CUY-90-16.28 (CCG3A)
MODEL: Sheet (1 of 2) PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 10:14:20 PM USER: Victor.Nash
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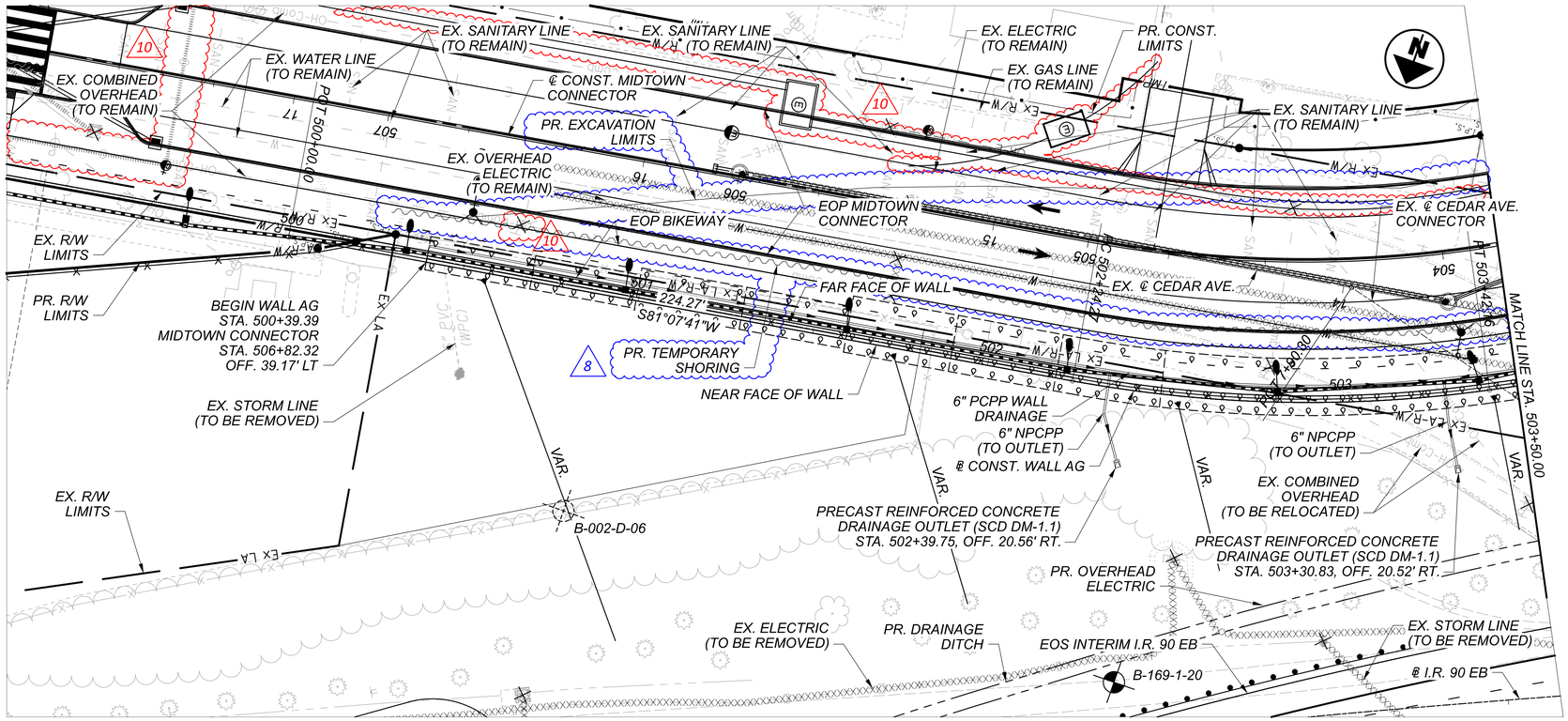
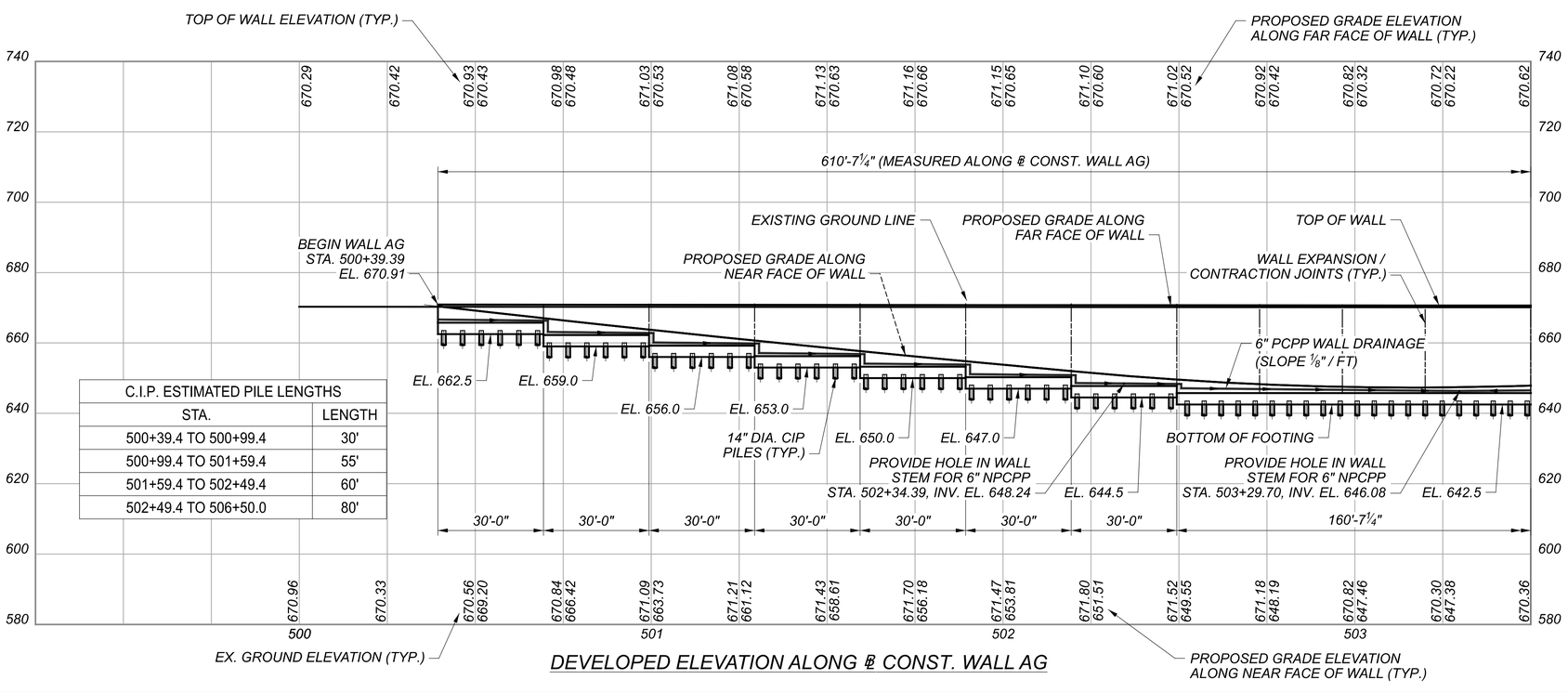



PLAN




DEVELOPED ELEVATION ALONG ℄ CONST. WALL AG

| C.I.P. ESTIMATED PILE LENGTHS | |
|---|---|
| STA. | LENGTH |
| 500+39.4 TO 500+99.4 | 30' |
| 500+99.4 TO 501+59.4 | 55' |
| 501+59.4 TO 502+49.4 | 60' |
| 502+49.4 TO 506+50.0 | 80' |

## BENCHMARK DATA

| | | | | |
|---|---|---|---|---|
| BM #54 STA. 33+03.27 | ELEV. 672.54 | OFFSET 36.13 RT. | CUT CROSS |
| BM #62 STA. 35+24.62 | ELEV. 672.11 | OFFSET 1174.60 LT. | RR SPIKE |
| BM #72 STA. 23+49.63 | ELEV. 674.06 | OFFSET 52.19 LT. | CUT CROSS |
| BM #73 STA. 37+05.22 | ELEV. 671.90 | OFFSET 407.77' LT. | CUT CROSS |

BENCHMARK STATION AND OFFSETS ARE FROM ℄ CONST. E. 22ND ST.

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 4 / 2696

**WALL AG**

CURVE DATA
P.I. = Sta. 502+83.72
Δ = 18°20'06" LT
Dc = 15°33'09"
R = 368.40'
T = 59.45'
L = 117.89'
E = 4.77'

**MIDTOWN CONNECTOR**

CURVE DATA
P.I. = Sta. 504+17.17
Δ = 28°38'45" LT
Dc = 17°30'00"
R = 327.40'
T = 83.59'
L = 163.69'
E = 10.50'

| BORING LOCATION* | | | |
|---|---|---|---|
| BORING | STATION | OFFSET | TOP OF ROCK EL. |
| B-169-1-20 | 204+59.78 | 15.18' RT. | - |
| B-002-D-06 | 206+03.17 | 84.37' RT. | - |

* = BORING STATION AND OFFSETS ARE FROM ℄ I.R. 90 EB

## PROPOSED WORK

THE PROPOSED WORK CONSISTS OF CONSTRUCTING A RETAINING WALL ALONG THE RIGHT (SOUTH) SIDE OF I.R. 90 EB ADJACENT TO BRIDGE 13. THE WALL UTILIZES BOTTOM UP CONSTRUCTION CONSISTING OF A CAST-IN-PLACE CANTILEVER WALL.

## NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. FOR WALL CROSS SECTIONS, SEE SHEETS:
   INTERIM I.R. 90 EB: 737 / 2696
   MIDTOWN CONNECTOR: 947 TO 960 / 2696
3. STATION AND WALL OFFSETS SHOWN AT NEAR FACE OF WALL.

## LEGEND

HISTORIC BORING LOCATIONS

PROJECT BORING LOCATIONS

CONST. = CONSTRUCTION
EOP = EDGE OF PAVEMENT
EOS = EDGE OF SHOULDER

# WALL PLAN AND PROFILE (1 OF 2)
# WALL AG
# ALONG SOUTH SIDE OF I.R. 90

SFN N/A
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER SSW | CHECKER MKB
REVIEWER LPC 05-09-24
PROJECT ID 82382
SUBSET 1 | TOTAL 12
SHEET 1229 | TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: BL_P_Wall AG - Wall AG Plan PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 2:42:03 AM USER: Alexandria.Summers
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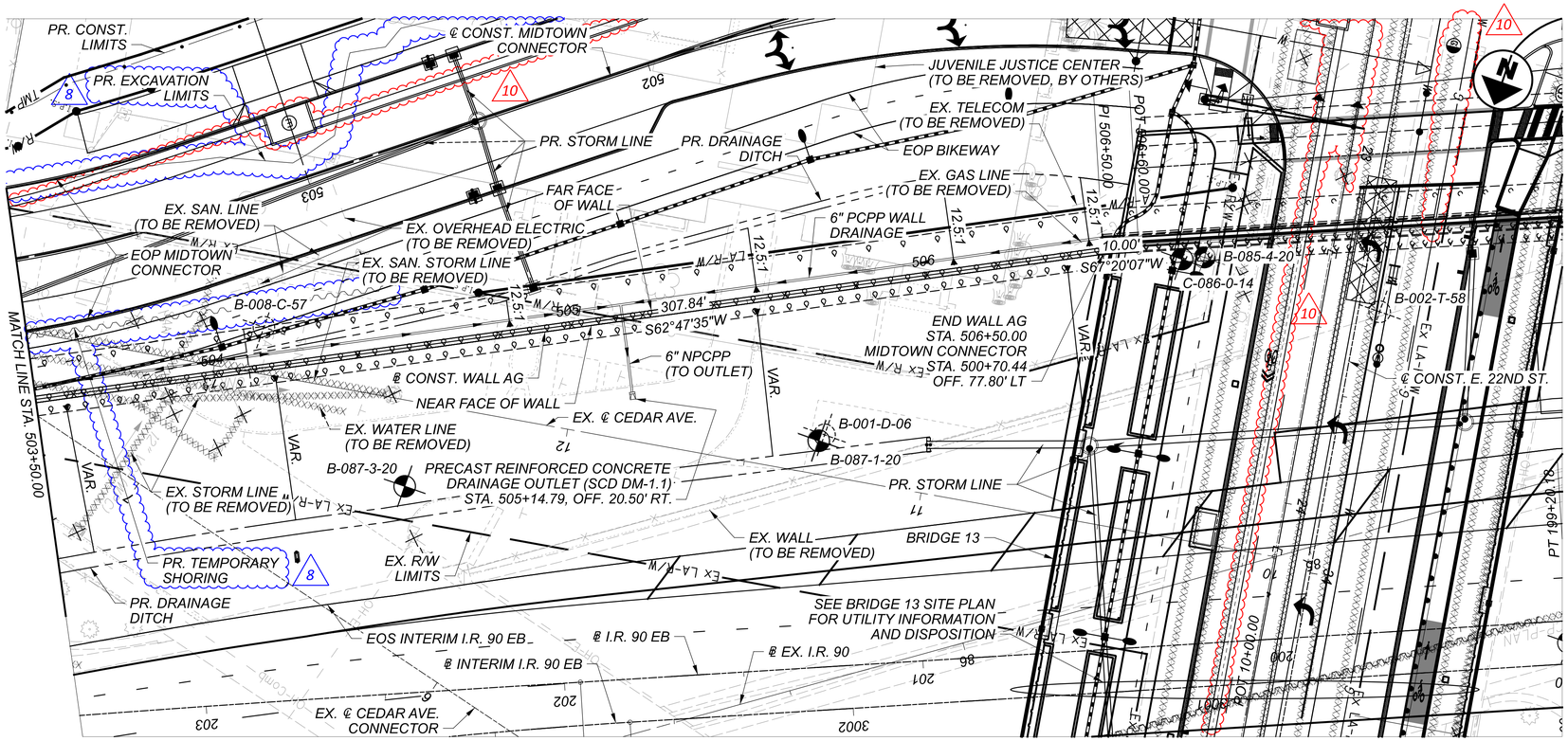
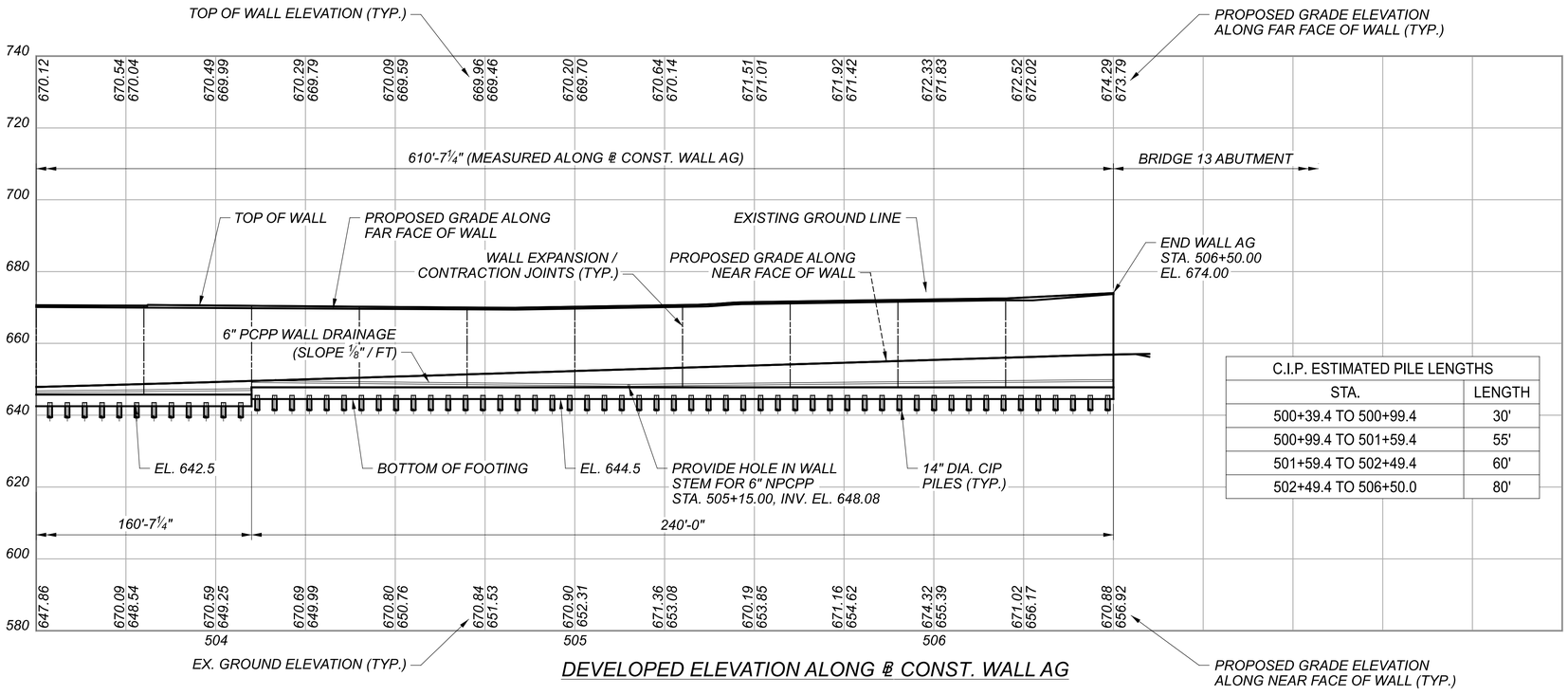



PLAN




DEVELOPED ELEVATION ALONG ℄ CONST. WALL AG

| C.I.P. ESTIMATED PILE LENGTHS | |
|---|---|
| STA. | LENGTH |
| 500+39.4 TO 500+99.4 | 30' |
| 500+99.4 TO 501+59.4 | 55' |
| 501+59.4 TO 502+49.4 | 60' |
| 502+49.4 TO 506+50.0 | 80' |

## BENCHMARK DATA

| | | | | | |
|---|---|---|---|---|---|
| BM #54 STA. 33+03.27 | ELEV. 672.54 | OFFSET | 36.13 RT. | CUT CROSS |
| BM #62 STA. 35+24.62 | ELEV. 672.11 | OFFSET | 1174.60 LT. | RR SPIKE |
| BM #72 STA. 23+49.63 | ELEV. 674.06 | OFFSET | 52.19 LT. | CUT CROSS |
| BM #73 STA. 37+05.22 | ELEV. 671.90 | OFFSET | 407.77' LT. | CUT CROSS |

BENCHMARK STATION AND OFFSETS ARE FROM ℄ CONST. E. 22ND ST.

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 4 / 2696

MIDTOWN CONNECTOR

CURVE DATA
P.I. = Sta. 504+17.17
Δ = 28°38'45" LT
Dc = 17°30'00"
R = 327.40'
T = 83.59'
L = 163.69'
E = 10.50'

## BORING LOCATION*

| BORING | STATION | OFFSET | TOP OF ROCK EL. |
|---|---|---|---|
| B-085-4-20 | 200+14.75 | 107.35' RT. | - |
| B-087-1-20 | 201+25.11 | 63.19' RT. | - |
| B-087-3-20 | 202+40.86 | 57.52' RT. | - |
| B-002-T-58 | 199+67.00 | 89.17' RT. | - |
| B-001-D-06 | 201+22.78 | 64.55' RT. | - |
| B-008-C-57 | 202+76.93 | 104.30' RT. | - |
| C-086-0-14 | 200+21.04 | 107.22' RT. | - |

* = BORING STATION AND OFFSETS ARE FROM ℄ I.R. 90 EB

## PROPOSED WORK

THE PROPOSED WORK CONSISTS OF CONSTRUCTING A RETAINING WALL ALONG THE RIGHT (SOUTH) SIDE OF I.R. 90 EB ADJACENT TO BRIDGE 13. THE WALL UTILIZES BOTTOM UP CONSTRUCTION CONSISTING OF A CAST-IN-PLACE CANTILEVER WALL.

## NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. FOR WALL CROSS SECTIONS, SEE SHEETS:
   INTERIM I.R. 90 EB: 737 / 2696
   MIDTOWN CONNECTOR: 947 TO 960 / 2696
3. STATION AND WALL OFFSETS SHOWN AT NEAR FACE OF WALL.

## LEGEND

HISTORIC BORING LOCATIONS

PROJECT BORING LOCATIONS

CONST. = CONSTRUCTION
EOP = EDGE OF PAVEMENT
EOS = EDGE OF SHOULDER

# WALL PLAN AND PROFILE (2 OF 2)
# WALL AG
# ALONG SOUTH SIDE OF I.R. 90

| | |
|---|---|
| SFN | N/A |
| DESIGN AGENCY | Michael Baker INTERNATIONAL |
| DESIGNER | SSW |
| CHECKER | MKB |
| REVIEWER | LPC 05-09-24 |
| PROJECT ID | 82382 |
| SUBSET | 2 |
| TOTAL | 12 |
| SHEET | 1230 |
| TOTAL | 2696 |

CUY-90-16.28 (CCG3A)

MODEL: BL_P_Wall AG - Wall AG Plan-1 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 3:11:17 AM USER: Alexandria.Summers
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH101_Projects\ODOT\District12\82382\400-Engineering\Structures\WALL_AG\Sheets\82382_AG_WP002.dgn

## STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD CONSTRUCTION DRAWINGS:
VPF-1-90 REVISED 7/21/2023
DM-1.1 REVISED 1/17/2025

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:
800 DATED SEE TITLE SHEET

REFER TO THE FOLLOWING SUPPLEMENT:
1083 DATED 1/20/2017

## DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS", 9TH EDITION, ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS AND THE ODOT BRIDGE DESIGN MANUAL, 2020 (DATED 07-21-23).

## DESIGN DATA:

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI
(CONCRETE FACING, DRILLED SHAFT CAP & FENCE WALL)
CONCRETE CLASS QC SCC, WITH $^{3}/_{8}$ IN MAX. AGGREGATE SIZE:
COMPRESSIVE STRENGTH 4.5 KSI (DRILLED SHAFT)

REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI

PERMANENT STEEL CASING - ASTM A252 GRADE 3 - MINIMUM YIELD STRESS 45 KSI

## SEQUENCE OF CONSTRUCTION:

CONSTRUCT WALL AH DURING MOT PHASE 4.

SEE MAINTENANCE OF TRAFFIC NOTES FOR ADDITIONAL PHASES
AND INFORMATION

## ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. PROVIDE A COATING THAT MEETS THE REQUIREMENTS LISTED BELOW. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.

A. THE MATERIAL SHALL BE A SINGLE COMPONENT, RTV (ROOM TEMPERATURE VULCANIZED), NEUTRAL MOISTURE CURE, PERMANENT (NON-SACRIFICIAL), TYPE III (WATER CLEANABLE) POLYSILOXANE (SILICONE) ANTI-GRAFFITI COATING, FREE OF ANY WAXES, EPOXIES, OR POLYURETHANE COMPONENTS.

B. THE COATING SHALL BE A ONE COAT SYSTEM (NO PRIMER) CAPABLE OF BEING SPRAY APPLIED TO A DRY FILM THICKNESS OF 15 MILS (375 MICRONS) WITHOUT RUNS OR SAGS (MULTIPLE COAT APPLICATION ACCEPTABLE FOR BRUSH/ROLLER USAGE AND PRIMER USAGE ACCEPTABLE FOR SPECIALTY SUBSTRATES SUCH AS GALVANIZED METAL).

C. THE COATING SHALL EMIT LESS THAN 300 G/L (2.5 POUNDS PER GALLON) OF VOLATILE ORGANIZE COMPOUNDS (EPA METHOD 24).

D. THE COATING SHALL MEET THE FOLLOWING PERFORMANCE REQUIREMENTS:
1. CLEANABILITY LEVEL 1 (GRAFFITI COMPLETELY REMOVED WITH COLD WATER POWER WASH) AS PER ASTM D7089 WITH LOW PRESSURE (1200 PSI) COLD WATER WASH AFTER 2000 HOURS ACCELERATED UV-CONDENSATION EXPOSURE IN ACCORDANCE WITH ASTM D4587.
2. GRAFFITI RESISTANCE LESS THAN 7.5 AS PER ASTM D6578 AFTER 2000 HOURS ACCELERATED UV-CONDENSATION EXPOSURE IN ACCORDANCE WITH ASTM 4578.
3. NO SIGNS OF GRAFFITI OR GRAFFITI STAINING AND MUST BE INTACT AND EXHIBIT NO SIGNS OF STREAKING, CRACKING, PINHOLING, DISCOLORING, OR OTHER VISIBLE COATING DEGRADATION UPON CASUAL OBSERVATION WHEN TESTED IN ACCORDANCE WITH TXDOT TEX 890-B, TYPE III METHOD.
4. BREATHABILITY OF 10 PERMS (+/- 3) PER ASTM D1653 USING "WET CUP METHOD".
5. ELONGATION AT BREAK GREATER THAN 100% AS PER ASTM D412 (USING DIE "D").
6. ADHESION RATING OF "8 - DIFFICULT TO REMOVE" AS PER ASTM D6677 (ADHESION BY KNIFE).

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

SEAL ALL EXPOSED SURFACES INCLUDING THE CAST IN PLACE CONCRETE FACING SHOWN IN THE PLANS WITH AN EPOXY-URETHANE SEALER ACCORDING TO C&MS 512. THE FOLLOWING COLOR SHALL BE USED FOR PAINTING AND SEALING STRUCTURAL ELEMENTS:

6

| | | |
|---|---|---|
| COPING SEALER: | "ALPACA" | 7022 |
| WALL FACING SEALER: | SEE WALL AESTHETIC DETAILS | |
| PARAPET: | "ALPACA" | 7022 |

ALL COLOR NAME AND NUMBER REFERENCES ARE TAKEN FROM THE SHERWIN WILLIAMS COLOR PALATE. THE CONTRACTOR MAY SUBSTITUTE SIMILAR COLORS FROM ALTERNATIVE SUPPLIER'S COLOR PALATE.

THE ADDITIONAL MATERIAL AND LABOR REQUIRED TO SEAL THE FORM LINER RELIEF SHALL BE INCLUDED IN THIS ITEM. TO ACCOUNT FOR THE SURFACE VARIATIONS DUE TO THE FORM LINERS, AN EXTRA 20 PERCENT HAS BEEN ADDED TO THE SEALING QUANTITIES FOR THE PURPOSE OF ESTIMATING.

## ITEM 518 - PREFABRICATED GEOCOMPOSITE DRAIN

THIS WORK CONSISTS OF FURNISHING AND PLACING PREFABRICATED GEOCOMPOSITE DRAIN (PGD) AGAINST THE CONCRETE WALL FACING.

FURNISH PGD CONSISTING OF A DRAINAGE CORE WITH A GEOTEXTILE FABRIC BONDED TO AT LEAST ONE SIDE. USE CORE MATERIAL THAT CONSISTS OF A STABLE, POLYMER PLASTIC MATERIAL WITH A CUSPATED OR GEONET STRUCTURE. THE CORE MATERIAL SHALL HAVE SUFFICIENT FLEXIBILITY TO WITHSTAND BENDING AND HANDLING DURING INSTALLATION WITHOUT DAMAGE. FURNISH GEOTEXTILE COMPOSED OF STRONG ROT-PROOF POLYMERIC FIBERS FORMED INTO A WOVEN OR NON-WOVEN FABRIC. FURNISH PGD CONFORMING TO THE FOLLOWING REQUIREMENTS. FURNISH MANUFACTURER'S CERTIFIED TEST DATA.

| | PROPERTY | TEST METHOD | VALUE |
|---|---|---|---|
| CORE | THICKNESS | ASTM D 5199 | 0.4 INCH |
| | COMPRESSIVE STRENGTH | ASTM D 1621 | 13,650 PSF MIN. |
| | FLOW RATE | ASTM D 4716 | 9 TO 25 GPM/FT |
| FABRIC | APPARENT OPENING SIZE | ASTM D 4751 | 0.3 MM MAX. |
| | FLOW RATE | ASTM D 4491 | 40 GPM/SQ.FT. MIN. |
| | GRAB TENSILE STRENGTH | ASTM D 4632 | 90 LBS MIN. |
| | CBR PUNCTURE | ASTM D 6241 | 65 LBS MIN. |

PLACE PGD BETWEEN THE DRILLED SHAFTS. PLACE THE SIDE FACED WITH GEOTEXTILE AGAINST THE DRILLED SHAFTS, FACING TOWARDS THE RETAINED GROUND, AND SECURE THE PGD TO THE SACRIFICIAL PLYWOOD FORMS BETWEEN THE DRILLED SHAFTS.

SPLICE ABUTTING SECTIONS TOGETHER BY OVERLAPPING THE GEOTEXTILE FLAP (IF PROVIDED) ON ONE SECTION WITH THE ADJACENT SECTION OF PGD. OVERLAP THE GEOTEXTILE IN A SHINGLED OVERLAP SO THAT THE UPPER GEOTEXTILE IS ON TOP OF THE LOWER GEOTEXTILE. IF A GEOTEXTILE FLAP IS NOT PROVIDED, COVER THE SEAM WITH A 12-INCH WIDE STRIP OF GEOTEXTILE FABRIC CENTERED OVER THE SEAM AND SECURED IN PLACE USING 3-INCH WIDE WATERPROOF PLASTIC TAPE.

SEAL ALL EXPOSED EDGES OF THE CORE MATERIAL TO PREVENT SOIL INTRUSION. SEAL EXPOSED EDGES BY FOLDING THE GEOTEXTILE FLAPS OVER AND AROUND THE PGD OR, IF A FLAP IS NOT PROVIDED, COVERING THE EXPOSED EDGE WITH A 12-INCH WIDE STRIP OF GEOTEXTILE FABRIC, TAPING THE STRIP TO THE PGD GEOTEXTILE 8 INCHES FROM THE EXPOSED EDGE, AND FOLDING THE REMAINING 4 INCHES OVER AND AROUND THE PGD. SECURE LOOSE EDGES OF THE GEOTEXTILE FABRIC WITH 3-INCH WIDE WATERPROOF PLASTIC TAPE.

REPAIR ANY DAMAGE TO THE GEOTEXTILE FABRIC BY COVERING WITH A PATCH WHICH OVERLAPS THE DAMAGED AREA AND EXTENDS AT LEAST 6 INCHES BEYOND THE EDGE OF THE DAMAGED AREA. TAPE THE EDGES OF THE PATCH IN PLACE USING 3 INCH WIDE WATERPROOF PLASTIC TAPE. IF THE CORE OF THE PGD IS DAMAGED, REPLACE IT WITH A NEW SECTION OF PGD SPLICE AS DESCRIBED ABOVE.

## ITEM 524 - DRILLED SHAFTS, 42" DIAMETER, AS PER PLAN
## ITEM 524 - DRILLED SHAFTS, 48" DIAMETER, AS PER PLAN

***GENERAL:***
THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT TO INSTALL DRILLED SHAFTS AS DETAILED IN THE PLANS IN ACCORDANCE WITH THE REQUIREMENTS OF ODOT C&MS SECTION 524, AND WITH THE ADDITIONAL REQUIREMENTS DEFINED BELOW.

***ANTICIPATED DRILLED SHAFT DEFLECTIONS:***
TANGENT DRILLED SHAFTS ("SHAFT", "SHAFTS") ARE INCORPORATED AS WALLS IN VARIOUS STRUCTURAL ELEMENTS FOR THIS BRIDGE. AS DESIGNED AND DETAILED THE SHAFTS ARE EXPECTED TO DEFLECT UNDER THE APPLIED PERMANENT LOADS (DC, DW, EP, WA) AND TRANSIENT LOADS (LL, LS, TU) AT THE SERVICE LIMIT STATE. MEASURES FOR ACCOMODATING THESE DEFLECTIONS ARE DETAILED BELOW.

THE SHAFT HEAD IS CONSIDERED TO BE THE DESIGN BEAM SEAT ELEVATION FOR SHAFTS INCORPORATED IN ABUTMENTS. THE SHAFT HEAD IS CONSIDERED TO BE THE DESIGN TOP OF CAP ELEVATION FOR SHAFTS INCORPORATED IN RETAINING WALLS. IN BOTH CASES THE FINISHED TOP OF SHAFT IS LOWER THAN THE SHAFT HEAD ELEVATION.

THE ANTICIPATED DEFLECTION AT THE SHAFT HEAD ELEVATION RELATIVE TO THE DREDGE LINE ELEVATION DUE TO PERMANENT LOADS ARE AS FOLLOWS:

| | | |
|---|---|---|
| WALL AH | 6.00 INCHES | SHAFTS AH01 THROUGH AF14 ONLY |

***DESIGN ASSUMPTIONS:***
BEHAVIOR OF THE DRILLED SHAFTS AS DESCRIBED ABOVE IS PREDICATED UPON THE FOLOWING DESIGN ASSUMPTIONS:

1. DESIGN HEIGHT OF DRILLED SHAFT IS THE DISTANCE FROM THE SHAFT HEAD ELEVATION TO THE DREDGE LINE ELEVATION
2. PERMANENT LOAD DEFLECTIONS ARE ASSUMED TO OCCUR FOLLOWING REMOVAL OF SOIL IN FRONT OF THE TANGENT SHAFT WALLS
3. THE GROUND SURFACE BEHIND THE WALL WAS CONSIDERED AT ELEV. 673 TO ACCOUNT FOR POSSIBLE FILL IN THE FUTURE.
4. ADDITIONAL ASSUMPTIONS AND CONSTRAINTS ARE DETAILED IN THE PLANS.

***DREDGE LINE ELEVATIONS:***

| | |
|---|---|
| SHAFTS AH01 THROUGH AH08: | ELEV. 631.0<br>FOR DRAINAGE STRUCTURE EXCAVATION. |
| SHAFTS AH09 THROUGH AH22: | SLOPING GROUND 42 INCHES BELOW FINAL GRADE AT NEAR FACE OF WALL. |

***DRILLED SHAFT LOCATION SURVEY:***
THE CORRECT LOCATION OF SHAFT IS CRITICAL TO ESTABLISHING AND MAINTAINING THE STRUCTURE GEOMETRY. THE CONTRACTOR SHALL EMPLOY THE SERVICES OF A OHIO REGISTERED PROFESSIONAL SURVEYOR ("THE SURVEYOR") TO ESTABLISH, MAINTAIN AND VERIFY HORIZONTAL AND VERTICAL SHAFT GEOMETRY. THE SURVEYOR SHALL BE READILY AVAILABLE TO ESTABLISH GEOMETRIC CONTROL AND PERFORM THE SURVEYS REQUIRED BELOW.

***CONTRACTOR'S INSTALLATION PLAN:***
10 THE CONTRACTOR SHALL PROVIDE AN INSTALLATION PLAN AS REQUIRED BY ODOT C&MS SECTION 524.03. THE DRILLED SHAFTS MUST ADHERE TO A SPECIFIED CONSTRUCTION TOLERANCE OF 3 INCHES FROM THE PLANNED LOCATION. THE INSTALLATION PLAN SHALL ALSO INCLUDE:

1. CONTRACTOR'S PROPOSED METHODS TO MAINTAIN LOCATION AND ALIGNMENT OF SHAFTS
2. CONTRACTOR'S PROPOSED METHODS FOR PERFORMING THE DRILLED SHAFT LOCATION SURVEY

***CONSTRUCTION CONSTRAINTS:***
10 DURING DRILLED SHAFT CONSTRUCTION, IT IS VERY LIKELY TO ENCOUNTER COBBLES, BRICKS, AND OTHER URBAN FULL WHEN DRILLING. THE CONTRACTOR IS ADVISED THAT THE PROPOSED DRILLED SHAFT INSTALLATIONS MAY REQUIRE ADVANCING SHAFTS THROUCH EXISTING PILES. ADDITIONAL INFORMATION AND NOTES REGARDING POSSIBLE CONFLICTS ARE PROVIDED IN THE PLANS.

9 DO NOT EXCAVATE WITHIN THREE DIAMETERS OF DRILLED SHAFTS WITH NEW CONCRETE UNTIL AT LEAST 24 HOURS AFTER CONCRETE PLACEMENT.

***MATERIALS:***
CONCRETE AND REINFORCING STEEL FOR DRILLED SHAFTS SHALL CONFORM TO ODOT C&MS SECTION 524.02.

A SELF CONSOLIDATING CONCRETE MIX SHALL BE INCORPORATED

THE MAXIMUM COARSE AGGREGATE SIZE SHALL BE: $^{3}/_{8}$"

9 PERMANENT STEEL CASINGS SHALL BE ASTM A252 GRADE 3 WITH A MINIMUM YIELD STRESS OF 45 KSI. CASING SECTION LENGTHS SHALL BE MAXIMIZED TO MINIMIZE THE NUMBER OF FIELD SPLICE LOCATIONS. SPLICES SHALL CONFORM TO C&MS 507.09. THE USE OF SPIRAL WELDED PIPE IS PERMITTED.

# WALL GENERAL NOTES (1 OF 2)
# WALL AH
# ALONG NORTH SIDE OF I.R. 90 UNDER CARNEGIE AVE.

SFN N/A
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER SW/GZ | CHECKER JC/SD
REVIEWER LPC 05-09-24
PROJECT ID 82382
SUBSET 2 | TOTAL 9
SHEET 1242 | TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet (1 of 2) PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 10:20:39 PM USER: Victor.Nash
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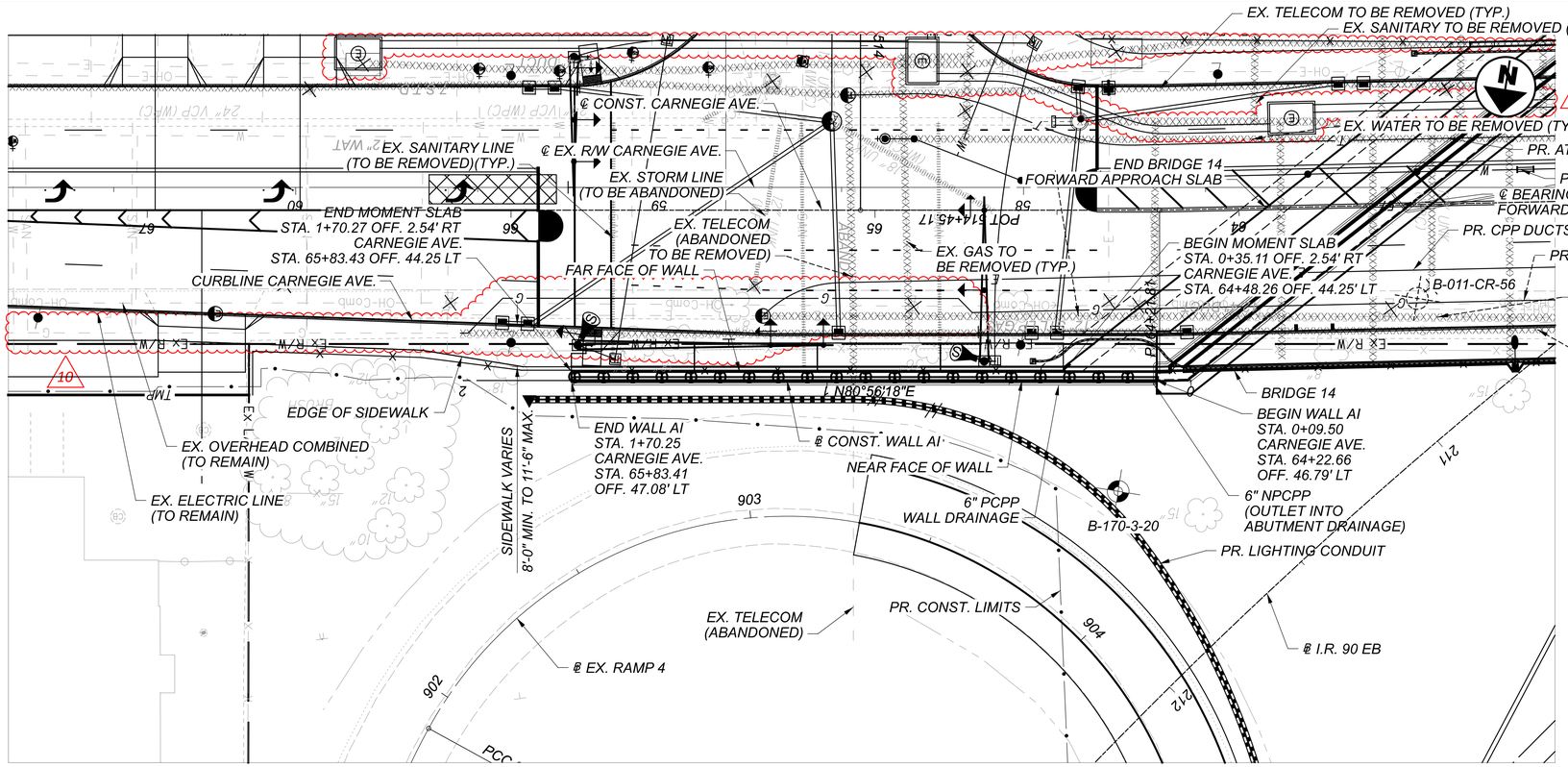
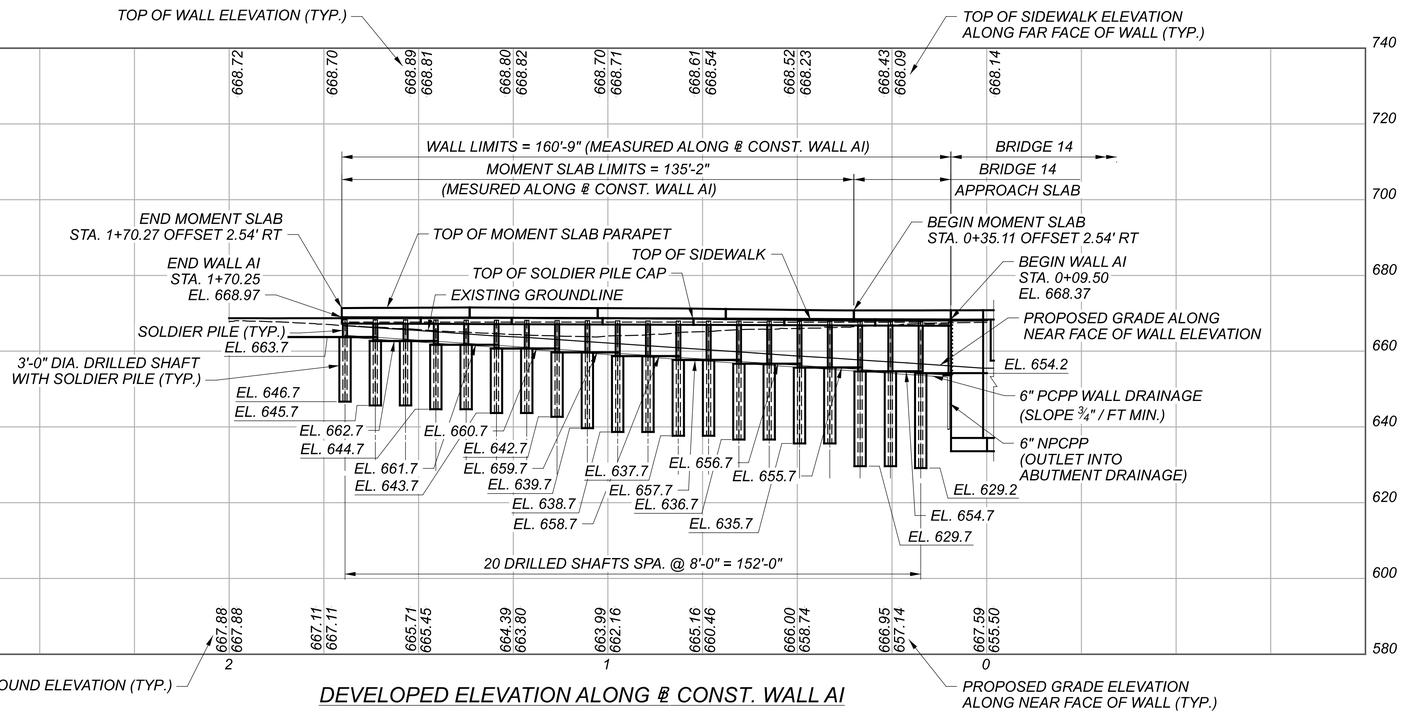



PLAN




DEVELOPED ELEVATION ALONG ℄ CONST. WALL AI

## BENCHMARK DATA

| | | | | | |
|---|---|---|---|---|---|
| BM #62 STA. | 41+38.42, | ELEV. | 672.11, | OFFSET 75.42 LT., | RR SPIKE |
| BM #64 STA. | 58+35.86, | ELEV. | 671.25, | OFFSET 47.90 LT., | RR SPIKE |
| BM #65 STA. | 66+35.73, | ELEV. | 668.92, | OFFSET 38.62 RT., | RR SPIKE |
| BM #73 STA. | 49+25.90, | ELEV. | 671.90, | OFFSET 31.86 LT., | CUT CROSS |

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 4 / 2696

| BORING LOCATION* | | | |
|---|---|---|---|
| BORING | STATION | OFFSET | TOP OF ROCK EL. |
| B-011-CR-56 | 210+79.38 | 33.59' RT. | - |
| B-170-3-20 | 211+73.20 | 48.45' RT. | - |

* = BORING STATION AND OFFSETS ARE FROM ℄ I.R. 90 EB

## PROPOSED WORK

THE PROPOSED WORK CONSISTS OF CONSTRUCTING A RETAINING WALL ALONG THE NORTH SIDE OF CARNEGIE AVE. NEAR BRIDGE 14. THE WALL IS TO BE TOP DOWN CONSTRUCTION CONSISTING OF SOLDIER PILES AND PRECAST CONCRETE LAGGING WITH A CAST-IN-PLACE CONCRETE CAP.

## NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. FOR WALL CROSS SECTIONS, SEE SHEETS 942 TO 944 / 2696
3. STATION AND WALL OFFSETS SHOWN AT FRONT FACE OF WALL.

## LEGEND

- HISTORIC BORING LOCATIONS
- INSTRUMENTED BORING LOCATION

CONST. = CONSTRUCTION

# WALL PLAN AND PROFILE WALL AI ALONG NORTH SIDE OF CARNEGIE AVE.

| | |
|---|---|
| SFN | N/A |
| DESIGN AGENCY | Michael Baker INTERNATIONAL |
| DESIGNER | MKB |
| CHECKER | YC |
| REVIEWER | LPC 05-09-24 |
| PROJECT ID | 82382 |
| SUBSET | 1 |
| TOTAL | 12 |
| SHEET | 1250 |
| TOTAL | 2696 |

CUY-90-16.28 (CCG3A)

MODEL: CLP_1 - Wall AI Plan PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 9:15:09 PM USER: Julie.Ross
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## STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD CONSTRUCTION DRAWINGS:
VPF-1-90 REVISED 7/21/2023
BR-2-15 REVISED 1/21/2022

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:
800 DATED SEE TITLE SHEET

REFER TO THE FOLLOWING SUPPLEMENTS:
1073 DATED 4/21/2023
1083 DATED 1/20/2017

## DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS", 9TH EDITION, ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020 (DATED 07-21-23).

## DESIGN DATA:

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (PRECAST LAGGING)
CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (MOMENT SLAB)
CONCRETE CLASS QC5 - COMPRESSIVE STRENGTH 4.5 KSI (DRILLED SHAFTS)
REINFORCING STEEL / WELDED WIRE REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI
STEEL SOLDIER PILES - ASTM A572 - YIELD STRENGTH 50 KSI
RETENTION ANGLE - ASTM A709 - YIELD STRENGTH 50 KSI

## SEQUENCE OF CONSTRUCTION:

CONSTRUCT WALL AI DURING MOT PHASE 3.

SEE MAINTENANCE OF TRAFFIC NOTES FOR ADDITIONAL PHASES AND INFORMATION.

## ITEM 507 - STEEL PILES, MISC.: W24x162, FURNISHED
## ITEM 507 - STEEL PILES, MISC.: W24x229, FURNISHED

THIS WORK CONSISTS OF FURNISHING AND PLACING STEEL SOLDIER PILES INTO DRILLED HOLES. FURNISH SOLDIER PILES CONSISTING OF STRUCTURAL STEEL MEMBERS THAT MEET THE PLAN REQUIREMENTS AND CONFORM TO ASTM A572, GRADE 50 IN ACCORDANCE WITH C&MS 711.01. GALVANIZE SOLDIER PILES AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH C&MS 711.02. DO NOT FIELD WELD OR SPLICE STEEL SOLDIER PILES.

THE DEPARTMENT WILL MEASURE SOLDIER PILES ALONG THE AXIS OF THE SOLDIER PILE FROM THE TOP OF WALL ELEVATION TO THE BOTTOM OF THE DRILLED SHAFT, AS DETERMINED BY THE ENGINEER. THE DEPARTMENT WILL PAY FOR SOLDIER PILES AT THE CONTRACT UNIT PRICE PER FOOT FOR ITEM 507, STEEL PILES, MISC.: W24x162, FURNISHED AND ITEM 507, STEEL PILES, MISC.: W24x229, FURNISHED.

## ITEM 511 - CONCRETE, MISC.: CLASS QC1 CONCRETE FOR RAISED PANEL SEAT

PROVIDE LEVEL CAST-IN-PLACE SEATS FOR LEVEL INSTALLATION OF THE BOTTOM ROW OF LAGGING. SEATS SHALL BE PLACED AS SHOWN IN THE PLANS ON SOUND CONCRETE FROM THE SOLDIER PILE DRILLED SHAFT.

THE CONTRACTOR IS PERMITTED TO USE A PRECAST ALTERNATIVE SUBJECT TO APPROVAL OF THE ENGINEER.

## ITEM 511 - CLASS QC2 CONCRETE, MISC.: MOMENT SLAB AND PARAPET WITH QC/QA

ALL MATERIAL, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND PLACE CONCRETE FOR THE MOMENT SLABS AND PARAPETS ALONG WALL AI SHALL BE INCLUDED FOR PAYMENT WITH ITEM 511, CLASS QC2 CONCRETE, MISC.: MOMENT SLAB AND PARAPET WITH QC/QA. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL DOWEL RODS, SLEEVES, AND ALL JOINT MATERIALS IN CONTACT WITH THE MOMENT SLAB. ALL REINFORCING STEEL EMBEDDED IN THE MOMENT SLAB AND WITHIN THE PARAPET SHALL BE INCLUDED WITH ITEM 509, EPOXY COATED REINFORCING STEEL FOR PAYMENT. THIS ITEM SHALL ALSO REQUIRE QUALITY CONTROL, MEETING THE REQUIREMENTS PER CMS 455 AND CMS 511.04.

## ITEM 511 - CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN

ALL PORTIONS OF THE WALL CAP SHALL BE PAID FOR UNDER THIS ITEM, UNLESS NOTED OTHERWISE. THIS INCLUDES, BUT IS NOT LIMITED TO WALL CAP CONCRETE, PEJF, JOINT SEALER, AND ANY OTHER INCIDENTALS REQUIRED TO COMPLETE THE WALL CAP.

PAYMENT FOR THE ABOVE COMPLETED AND ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT BID PRICE PER CUBIC YARD FOR ITEM 511 - CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN.

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

SEAL SURFACES OF THE PRECAST CONCRETE LAGGING AND CAST IN PLACE CONCRETE CAP AS SHOWN IN THE PLANS WITH AN EPOXY-URETHANE SEALER ACCORDING TO C&MS 512. THE FOLLOWING COLORS SHALL BE USED FOR PAINTING AND SEALING STRUCTURAL ELEMENTS:

| | | |
|---|---|---|
| COPING SEALER: | "DOVETAIL" | 7018 |
| WALL FACING SEALER: | "ALPACA" | 7022 |
| PARAPET/MOMENT SLAB: | " ALPACA" | 7022 |

6

ALL COLOR NAME AND NUMBER REFERENCES ARE TAKEN FROM THE SHERWIN WILLIAMS COLOR PALETTE. THE CONTRACTOR MAY SUBSTITUTE SIMILAR COLORS FROM ALTERNATIVE SUPPLIER'S COLOR PALETTE.

## ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. PROVIDE A COATING THAT MEETS THE REQUIREMENTS LISTED BELOW. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.

A. THE MATERIAL SHALL BE A SINGLE COMPONENT, RTV (ROOM TEMPERATURE VULCANIZED), NEUTRAL MOISTURE CURE, PERMANENT (NON-SACRIFICIAL), TYPE III (WATER CLEANABLE) POLYSILOXANE (SILICONE) ANTI-GRAFFITI COATING, FREE OF ANY WAXES, EPOXIES, OR POLYURETHANE COMPONENTS.

B. THE COATING SHALL BE A ONE COAT SYSTEM (NO PRIMER) CAPABLE OF BEING SPRAY APPLIED TO A DRY FILM THICKNESS OF 15 MILS (375 MICRONS) WITHOUT RUNS OR SAGS (MULTIPLE COAT APPLICATION ACCEPTABLE FOR BRUSH/ROLLER USAGE AND PRIMER USAGE ACCEPTABLE FOR SPECIALTY SUBSTRATES SUCH AS GALVANIZED METAL).

C. THE COATING SHALL EMIT LESS THAN 300 G/L (2.5 POUNDS PER GALLON) OF VOLATILE ORGANIZE COMPOUNDS (EPA METHOD 24).

D. THE COATING SHALL MEET THE FOLLOWING PERFORMANCE REQUIREMENTS:
1. CLEANABILITY LEVEL 1 (GRAFFITI COMPLETELY REMOVED WITH COLD WATER POWER WASH) AS PER ASTM D7089 WITH LOW PRESSURE (1200 PSI) COLD WATER WASH AFTER 2000 HOURS ACCELERATED UV-CONDENSATION EXPOSURE IN ACCORDANCE WITH ASTM D4587.
2. GRAFFITI RESISTANCE LESS THAN 7.5 AS PER ASTM D6578 AFTER 2000 HOURS ACCELERATED UV-CONDENSATION EXPOSURE IN ACCORDANCE WITH ASTM 4578.
3. NO SIGNS OF GRAFFITI OR GRAFFITI STAINING AND MUST BE INTACT AND EXHIBIT NO SIGNS OF STREAKING, CRACKING, PINHOLING, DISCOLORING, OR OTHER VISIBLE COATING DEGRADATION UPON CASUAL OBSERVATION WHEN TESTED IN ACCORDANCE WITH TXDOT TEX 890-B, TYPE III METHOD.
4. BREATHABILITY OF 10 PERMS (+/- 3) PER ASTM D1653 USING "WET CUP METHOD".
5. ELONGATION AT BREAK GREATER THAN 100% AS PER ASTM D412 (USING DIE "D").
6. ADHESION RATING OF "8 - DIFFICULT TO REMOVE" AS PER ASTM D6677 (ADHESION BY KNIFE).

## ITEM 513 - STRUCTURAL STEEL, MISC.: RETENTION ANGLE

PROVIDE RETENTION ANGLE FOR PRECAST LAGGING WHERE WALL AI CONNECTS TO THE BRIDGE 14 FORWARD ABUTMENT AS SHOWN IN THE PLANS. ALL MATERIAL, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE RETENTION ANGLE SHALL BE INCLUDED FOR PAYMENT WITH ITEM 513-STRUCTURAL STEEL, MISC.: RETENTION ANGLE.

## ITEM 524 - DRILLED SHAFTS, 36" DIAMETER, ABOVE BEDROCK, AS PER PLAN

THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS FOR SOLDIER PILE AND LAGGING WALLS. THE DRILLED SHAFTS ARE REINFORCED WITH SOLDIER PILES INSTEAD OF REINFORCING STEEL CAGES. THE SOLDIER PILES EXTEND ABOVE THE TOP OF THE DRILLED SHAFT. FURNISH AND INSTALL THE DRILLED SHAFTS IN ACCORDANCE WITH C&MS 524 EXCEPT AS MODIFIED AND SUPPLEMENTED BELOW.

10

THE DRILLED SHAFTS MUST ADHERE TO A SPECIFIED CONSTRUCTION TOLERANCE OF 1-1/2 INCHES FROM THE PLANNED LOCATION. DURING DRILLED SHAFT CONSTRUCTION, IT IS VERY LIKELY TO ENCOUNTER COBBLES, BRICKS, AND OTHER URBAN FULL WHEN DRILLING. PLACE THE SOLDIER PILE WITHIN THE HOLE SO IT IS VERTICAL AND NOT INCLINED MORE THAN 1 INCH BETWEEN TOP TO BOTTOM. PLACE THE SOLDIER PILE SO THAT THE FLANGES ARE PARALLEL TO THE CENTERLINE OF THE ROW OF DRILLED SHAFTS. DO NOT ALLOW THE ORIENTATION OF THE FLANGES TO VARY BY MORE THAN 10 DEGREES. SUPPORT THE SOLDIER PILE SO THAT IT DOES NOT MOVE DURING CONCRETE PLACEMENT.

USE CLASS QC 5 CONCRETE ACCORDING TO C&MS 511. PLACE CONCRETE TO THE ELEVATION FOR THE TOP OF THE DRILLED SHAFT. THE CONTRACTOR MAY PLACE CONCRETE USING THE FREE FALL METHOD PROVIDED THE DEPTH OF WATER IS LESS THAN 6 INCHES AND THE CONCRETE FALLS WITHOUT STRIKING THE SIDES OF THE HOLE. POURING CONCRETE ALONG THE WEB OF THE SOLDIER PILE IS ACCEPTABLE.

CHECK THE POSITION, THE VERTICAL ALIGNMENT AND ORIENTATION OF THE SOLDIER PILE IMMEDIATELY AFTER CONCRETE PLACEMENT. MAKE CORRECTIONS AS NECESSARY TO MEET THE ABOVE TOLERANCES. IF SHOWN ON THE PLANS, FILL THE HOLE ABOVE THE BOTTOM OF THE LAGGING TO THE EXISTING GROUND SURFACE WITH ITEM C&MS 613 LOW STRENGTH MORTAR BACKFILL (LSM).

REMOVE CONCRETE AND LSM AS NECESSARY FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE THE LAGGING. PLACE LAGGING SO THAT THE SOLDIER PILE FLANGE OVERLAPS THE END OF THE LAGGING BY AT LEAST 3 INCHES AT BOTH ENDS OF THE LAGGING. WAIT AT LEAST 12 HOURS AFTER PLACING CONCRETE BEFORE PLACING LAGGING.

SEQUENCE OF INSTALLATION: THE INSTALLATION SEQUENCE SHALL BE SUCH THAT NO DRILLED SHAFT IS INSTALLED ADJACENT TO EITHER AN OPEN DRILLED SHAFT EXCAVATION OR A DRILLED SHAFT IN WHICH THE CONCRETE HAS LESS THAN A 48-HOUR CURE. INSTALLING THE SHAFTS IN AN ALTERNATING SEQUENCE OR ANY OTHER SEQUENCE THAT MEETS THESE CRITERIA IS PERMISSIBLE.

PROTECTION OF UNATTENDED OPEN SHAFTS: CARE SHALL BE EXERCISED AS TO COVER UNATTENDED OPEN SHAFTS. TEMPORARY COVERS SHALL BE OF ADEQUATE STRENGTH TO PREVENT A PERSON OR ANIMAL FROM FALLING IN. NO DRILLED SHAFT EXCAVATION SHALL BE LEFT UN-POURED OVERNIGHT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MEANS AND METHODS USED TO CONSTRUCT THE DRILLED SHAFTS AND PLACE LAGGING. ANY TEMPORARY GRADING, EXCAVATION, EMBANKMENT, AGGREGATE, DRAINAGE, SHEETING, ETC. NEEDED TO COMPLETE THE WORK SHALL BE INCLUDED IN THE BID PRICE FOR THE DRILLED SHAFTS. THE COST OF ANY EXCAVATION AND SUBSEQUENT REPLACEMENT OF EMBANKMENT (PER ITEM 203 EMBANKMENT) SHALL BE INCLUDED IN THE VARIOUS BID ITEMS FOR THE DRILLED SHAFTS AND LAGGING, UNLESS SEPARATELY ITEMIZED. NO SEPARATE PAYMENT WILL BE MADE.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE DRILLED SHAFTS ABOVE BEDROCK, AS PER PLAN, ALONG THE AXIS OF THE DRILLED SHAFT FROM THE EXISTING GROUND SURFACE TO THE TOP OF BEDROCK, AS DETERMINED BY THE ENGINEER. THE DEPARTMENT WILL MEASURE DRILLED SHAFTS INTO BEDROCK, AS PER PLAN, ALONG THE AXIS OF THE DRILLED SHAFT FROM TOP OF BEDROCK TO THE BOTTOM OF THE DRILLED SHAFT, AS DETERMINED BY THE ENGINEER.

PAYMENT IS FULL COMPENSATION FOR CONSTRUCTING THE DRILLED SHAFTS, INCLUDING FURNISHING AND PLACING CONCRETE AND LSM, REMOVAL OF CONCRETE OR LSM FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE LAGGING.

# WALL GENERAL NOTES (1 OF 2)
# WALL AI
# ALONG NORTH SIDE OF CARNEGIE AVE.

SFN N/A

DESIGN AGENCY

Michael Baker INTERNATIONAL

| DESIGNER | CHECKER |
|---|---|
| MKB | YC |

REVIEWER LPC 05-09-24

PROJECT ID 82382

| SUBSET | TOTAL |
|---|---|
| 2 | 12 |

| SHEET | TOTAL |
|---|---|
| 1251 | 2696 |

CUY-90-16.28 (CCG3A)

MODEL: Sheet (1 of 2) PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 10:27:42 PM USER: Victor.Nash
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\WALL_AI\Sheets\82382_AI_WN001.dgn

## STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD CONSTRUCTION DRAWINGS:
F-1.1 REVISED 7/19/2013
DM-1.1 REVISED 1/17/2025

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:
800 DATED SEE TITLE SHEET

REFER TO THE FOLLOWING SUPPLEMENTS:
1073 DATED 4/21/2023
1083 DATED 1/20/2017

## DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS", 9TH EDITION, ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020 (DATED 07-21-23).

## DESIGN DATA:

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (PRECAST LAGGING AND PANEL SEAT)
CONCRETE CLASS QC5 - COMPRESSIVE STRENGTH 4.5 KSI (DRILLED SHAFTS)
REINFORCING STEEL / WELDED WIRE REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI
STEEL SOLDIER PILES - ASTM A572 - YIELD STRENGTH 50 KSI

## SEQUENCE OF CONSTRUCTION:

CONSTRUCT WALL AJ DURING MOT PHASE 9.

SEE MAINTENANCE OF TRAFFIC NOTES FOR ADDITIONAL PHASES AND INFORMATION.

## ITEM 507 - STEEL PILES, MISC.: HP16x121, FURNISHED
## ITEM 507 - STEEL PILES, MISC.: W24x131, FURNISHED
## ITEM 507 - STEEL PILES, MISC.: W24x192, FURNISHED
## ITEM 507 - STEEL PILES, MISC.: W24x229, FURNISHED

THIS WORK CONSISTS OF FURNISHING AND PLACING STEEL SOLDIER PILES INTO DRILLED HOLES. FURNISH SOLDIER PILES CONSISTING OF STRUCTURAL STEEL MEMBERS THAT MEET THE PLAN REQUIREMENTS AND CONFORM TO ASTM A572, GRADE 50 IN ACCORDANCE WITH C&MS 711.01. GALVANIZE SOLDIER PILES AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH C&MS 711.02. DO NOT FIELD WELD OR SPLICE STEEL SOLDIER PILES.

THE DEPARTMENT WILL MEASURE SOLDIER PILES ALONG THE AXIS OF THE SOLDIER PILE FROM THE TOP OF WALL ELEVATION TO THE BOTTOM OF THE DRILLED SHAFT, AS DETERMINED BY THE ENGINEER. THE DEPARTMENT WILL PAY FOR SOLDIER PILES AT THE CONTRACT UNIT PRICE PER FOOT FOR ITEM 507, STEEL PILES, MISC.: HP16x121, FURNISHED, ITEM 507, STEEL PILES, MISC.: W24x131, FURNISHED, AND ITEM 507, STEEL PILES, MISC.: W24x192, FURNISHED AND ITEM 507, STEEL PILES, MISC.: W24x229, FURNISHED.

## ITEM 511 - CONCRETE, MISC.: CLASS QC1 CONCRETE FOR RAISED PANEL SEAT

PROVIDE LEVEL CAST-IN-PLACE SEATS FOR LEVEL INSTALLATION OF THE BOTTOM ROW OF LAGGING. SEATS SHALL BE PLACED AS SHOWN IN THE PLANS ON SOUND CONCRETE FROM THE SOLDIER PILE DRILLED SHAFT.

THE CONTRACTOR IS PERMITTED TO USE A PRECAST ALTERNATIVE SUBJECT TO APPROVAL OF THE ENGINEER.

## ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. PROVIDE A COATING THAT MEETS THE REQUIREMENTS LISTED BELOW. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.

A. THE MATERIAL SHALL BE A SINGLE COMPONENT, RTV (ROOM TEMPERATURE VULCANIZED), NEUTRAL MOISTURE CURE, PERMANENT (NON-SACRIFICIAL), TYPE III (WATER CLEANABLE) POLYSILOXANE (SILICONE) ANTI-GRAFFITI COATING, FREE OF ANY WAXES, EPOXIES, OR POLYURETHANE COMPONENTS.

B. THE COATING SHALL BE A ONE COAT SYSTEM (NO PRIMER) CAPABLE OF BEING SPRAY APPLIED TO A DRY FILM THICKNESS OF 15 MILS (375 MICRONS) WITHOUT RUNS OR SAGS (MULTIPLE COAT APPLICATION ACCEPTABLE FOR BRUSH/ROLLER USAGE AND PRIMER USAGE ACCEPTABLE FOR SPECIALTY SUBSTRATES SUCH AS GALVANIZED METAL).

C. THE COATING SHALL EMIT LESS THAN 300 G/L (2.5 POUNDS PER GALLON) OF VOLATILE ORGANIZE COMPOUNDS (EPA METHOD 24).

D. THE COATING SHALL MEET THE FOLLOWING PERFORMANCE REQUIREMENTS:
1. CLEANABILITY LEVEL 1 (GRAFFITI COMPLETELY REMOVED WITH COLD WATER POWER WASH) AS PER ASTM D7089 WITH LOW PRESSURE (1200 PSI) COLD WATER WASH AFTER 2000 HOURS ACCELERATED UV-CONDENSATION EXPOSURE IN ACCORDANCE WITH ASTM D4587.
2. GRAFFITI RESISTANCE LESS THAN 7.5 AS PER ASTM D6578 AFTER 2000 HOURS ACCELERATED UV-CONDENSATION EXPOSURE IN ACCORDANCE WITH ASTM 4578.
3. NO SIGNS OF GRAFFITI OR GRAFFITI STAINING AND MUST BE INTACT AND EXHIBIT NO SIGNS OF STREAKING, CRACKING, PINHOLING, DISCOLORING, OR OTHER VISIBLE COATING DEGRADATION UPON CASUAL OBSERVATION WHEN TESTED IN ACCORDANCE WITH TXDOT TEX 890-B, TYPE III METHOD.
4. BREATHABILITY OF 10 PERMS (+/- 3) PER ASTM D1653 USING "WET CUP METHOD".
5. ELONGATION AT BREAK GREATER THAN 100% AS PER ASTM D412 (USING DIE "D").
6. ADHESION RATING OF "8 - DIFFICULT TO REMOVE" AS PER ASTM D6677 (ADHESION BY KNIFE).

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

SEAL SURFACES OF THE PRECAST CONCRETE LAGGING AS SHOWN IN THE PLANS WITH AN EPOXY-URETHANE SEALER ACCORDING TO C&MS 512. THE FOLLOWING COLORS SHALL BE USED FOR PAINTING AND SEALING STRUCTURAL ELEMENTS:

WALL FACING SEALER: "ALPACA" 7022 (6)

ALL COLOR NAME AND NUMBER REFERENCES ARE TAKEN FROM THE SHERWIN WILLIAMS COLOR PALATE. THE CONTRACTOR MAY SUBSTITUTE SIMILAR COLORS FROM ALTERNATIVE SUPPLIER'S COLOR PALATE.

## ITEM 524 - DRILLED SHAFTS, 30" DIAMETER, ABOVE BEDROCK, AS PER PLAN
## ITEM 524 - DRILLED SHAFTS, 36" DIAMETER, ABOVE BEDROCK, AS PER PLAN

THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS FOR SOLDIER PILE AND LAGGING WALLS. THE DRILLED SHAFTS ARE REINFORCED WITH SOLDIER PILES INSTEAD OF REINFORCING STEEL CAGES. THE SOLDIER PILES EXTEND ABOVE THE TOP OF THE DRILLED SHAFT. FURNISH AND INSTALL THE DRILLED SHAFTS IN ACCORDANCE WITH C&MS 524 EXCEPT AS MODIFIED AND SUPPLEMENTED BELOW.

(10) THE DRILLED SHAFTS MUST ADHERE TO A SPECIFIED CONSTRUCTION TOLERANCE OF 1-1/2 INCHES FROM THE PLANNED LOCATION. DURING DRILLED SHAFT CONSTRUCTION, IT IS VERY LIKELY TO ENCOUNTER COBBLES, BRICKS, AND OTHER URBAN FULL WHEN DRILLING. PLACE THE SOLDIER PILE WITHIN THE HOLE SO IT IS VERTICAL AND NOT INCLINED MORE THAN 1 INCH BETWEEN TOP TO BOTTOM. PLACE THE SOLDIER PILE SO THAT THE FLANGES ARE PARALLEL TO THE CENTERLINE OF THE ROW OF DRILLED SHAFTS. DO NOT ALLOW THE ORIENTATION OF THE FLANGES TO VARY BY MORE THAN 10 DEGREES. SUPPORT THE SOLDIER PILE SO THAT IT DOES NOT MOVE DURING CONCRETE PLACEMENT.

USE CLASS QC 5 CONCRETE ACCORDING TO C&MS 511. PLACE CONCRETE TO THE ELEVATION FOR THE TOP OF THE DRILLED SHAFT. THE CONTRACTOR MAY PLACE CONCRETE USING THE FREE FALL METHOD PROVIDED THE DEPTH OF WATER IS LESS THAN 6 INCHES AND THE CONCRETE FALLS WITHOUT STRIKING THE SIDES OF THE HOLE. POURING CONCRETE ALONG THE WEB OF THE SOLDIER PILE IS ACCEPTABLE.

CHECK THE POSITION, THE VERTICAL ALIGNMENT AND ORIENTATION OF THE SOLDIER PILE IMMEDIATELY AFTER CONCRETE PLACEMENT. MAKE CORRECTIONS AS NECESSARY TO MEET THE ABOVE TOLERANCES. IF SHOWN ON THE PLANS, FILL THE HOLE ABOVE THE BOTTOM OF THE LAGGING TO THE EXISTING GROUND SURFACE WITH ITEM C&MS 613 LOW STRENGTH MORTAR BACKFILL (LSM).

REMOVE CONCRETE AND LSM AS NECESSARY FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE THE LAGGING. PLACE LAGGING SO THAT THE SOLDIER PILE FLANGE OVERLAPS THE END OF THE LAGGING BY AT LEAST 3 INCHES AT BOTH ENDS OF THE LAGGING. WAIT AT LEAST 12 HOURS AFTER PLACING CONCRETE BEFORE PLACING LAGGING.

SEQUENCE OF INSTALLATION: THE INSTALLATION SEQUENCE SHALL BE SUCH THAT NO DRILLED SHAFT IS INSTALLED ADJACENT TO EITHER AN OPEN DRILLED SHAFT EXCAVATION OR A DRILLED SHAFT IN WHICH THE CONCRETE HAS LESS THAN A 48-HOUR CURE. INSTALLING THE SHAFTS IN AN ALTERNATING SEQUENCE OR ANY OTHER SEQUENCE THAT MEETS THESE CRITERIA IS PERMISSIBLE.

PROTECTION OF UNATTENDED OPEN SHAFTS: CARE SHALL BE EXERCISED AS TO COVER UNATTENDED OPEN SHAFTS. TEMPORARY COVERS SHALL BE OF ADEQUATE STRENGTH TO PREVENT A PERSON OR ANIMAL FROM FALLING IN. NO DRILLED SHAFT EXCAVATION SHALL BE LEFT UN-POURED OVERNIGHT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MEANS AND METHODS USED TO CONSTRUCT THE DRILLED SHAFTS AND PLACE LAGGING. ANY TEMPORARY GRADING, EXCAVATION, EMBANKMENT, AGGREGATE, DRAINAGE, SHEETING, ETC. NEEDED TO COMPLETE THE WORK SHALL BE INCLUDED IN THE BID PRICE FOR THE DRILLED SHAFTS. THE COST OF ANY EXCAVATION AND SUBSEQUENT REPLACEMENT OF EMBANKMENT (PER ITEM 203 EMBANKMENT) SHALL BE INCLUDED IN THE VARIOUS BID ITEMS FOR THE DRILLED SHAFTS AND LAGGING, UNLESS SEPARATELY ITEMIZED. NO SEPARATE PAYMENT WILL BE MADE.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE DRILLED SHAFTS ABOVE BEDROCK, AS PER PLAN, ALONG THE AXIS OF THE DRILLED SHAFT FROM THE EXISTING GROUND SURFACE TO THE TOP OF BEDROCK, AS DETERMINED BY THE ENGINEER. THE DEPARTMENT WILL MEASURE DRILLED SHAFTS INTO BEDROCK, AS PER PLAN, ALONG THE AXIS OF THE DRILLED SHAFT FROM TOP OF BEDROCK TO THE BOTTOM OF THE DRILLED SHAFT, AS DETERMINED BY THE ENGINEER.

PAYMENT IS FULL COMPENSATION FOR CONSTRUCTING THE DRILLED SHAFTS, INCLUDING FURNISHING AND PLACING CONCRETE AND LSM, REMOVAL OF CONCRETE OR LSM FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE LAGGING.

# WALL GENERAL NOTES (1 OF 2)
# WALL AJ
# ALONG SOUTH SIDE OF RAMP IJ3

SFN N/A

DESIGN AGENCY

Michael Baker INTERNATIONAL

| DESIGNER | CHECKER |
|---|---|
| MKB | YC |

REVIEWER
LPC 05-09-24

PROJECT ID 82382

| SUBSET | TOTAL |
|---|---|
| 2 | 8 |

| SHEET | TOTAL |
|---|---|
| 1263 | 2696 |

CUY-90-16.28 (CCG3A)

MODEL: Sheet (1 of 2) PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 10:34:58 PM USER: Victor.Nash
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## STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD CONSTRUCTION DRAWINGS:

F-1.1 REVISED 7/19/2013
DM-1.1 REVISED 1/17/2025

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800 DATED SEE TITLE SHEET
840 DATED 7/21/2023
878 DATED 1/21/2022 (8)

REFER TO THE FOLLOWING SUPPLEMENTS:

1073 DATED 4/21/2023
1083 DATED 1/20/2017

## DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS", 9TH EDITION, ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS AND THE ODOT BRIDGE DESIGN MANUAL, 2020 (DATED 07-21-23).

## DESIGN DATA:

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI
(CONCRETE COPING, LEVELING PAD, AND PRECAST LAGGING)
CONCRETE CLASS QC5 - COMPRESSIVE STRENGTH 4.5 KSI (DRILLED SHAFTS)
REINFORCING STEEL / WELDED WIRE REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI
STEEL SOLDIER PILES - ASTM A572 - YIELD STRENGTH 50 KSI

REINFORCED FILL:
- EFFECTIVE INTERNAL FRICTION ANGLE = 34°
- UNIT WEIGHT = 120 pcf
- EFFECTIVE COHESION = N/A

RETAINED FILL
- EFFECTIVE INTERNAL FRICTION ANGLE = 30°
- UNIT WEIGHT = 120 pcf
- EFFECTIVE COHESION = N/A

FOUNDATION SOIL - DRAINED CONDITIONS
- EFFECTIVE INTERNAL FRICTION ANGLE = 29°
- UNIT WEIGHT = 108 pcf
- EFFECTIVE COHESION = N/A

FOUNDATION SOIL - UNDRAINED CONDITIONS
- EFFECTIVE INTERNAL FRICTION ANGLE = 29°
- UNIT WEIGHT = 108 pcf
- EFFECTIVE COHESION = N/A

SURCHARGE LOADS
- LIVE LOAD SURCHARGE = 250 psf

THE DESIGN ASSUMES NO WATER PRESSURE ACT ON THE WALL

## MSE WALL DESIGN PARAMETERS:

THE MINIMUM SOIL REINFORCEMENT LENGTH IS AT LEAST 8 FEET OR 70% OF THE WALL HEIGHT, WHICHEVER IS GREATER. FOR WALL SECTIONS AROUND ABUTMENTS, THE STRAP LENGTH WILL NEED TO BE 70% OF THE DISTANCE BETWEEN THE TOP OF THE LEVELING PAD AND THE TOP OF THE PAVEMENT.

FACTORED BEARING RESISTANCE = 13.2 ksf

## SEQUENCE OF CONSTRUCTION:

CONSTRUCT WALL N DURING MOT PHASE 4.

SEE MAINTENANCE OF TRAFFIC NOTES FOR ADDITIONAL PHASES AND INFORMATION.

## PROPRIETARY RETAINING WALL DATA:

THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO RETAIN EARTH FILL AROUND AND BELOW THE ABUTMENT. FOR LOADS AND NOTES PERTAINING TO THE ABUTMENT, SEE THE GENERAL NOTES SHEETS FOR BRIDGE 9, BRIDGE NUMBER CUY-77-1587.

## ITEM 203 - EMBANKMENT, AS PER PLAN

PLACE AND COMPACT EMBANKMENT MATERIAL IN 6 INCH LIFTS FOR THE CONSTRUCTION OF THE APPROACH EMBANKMENT.

(8)

## ITEM 507 - STEEL PILES, MISC.: W21x101, FURNISHED
## ITEM 507 - STEEL PILES, MISC.: W24x192, FURNISHED

THIS WORK CONSISTS OF FURNISHING AND PLACING STEEL SOLDIER PILES INTO DRILLED HOLES. FURNISH SOLDIER PILES CONSISTING OF STRUCTURAL STEEL MEMBERS THAT MEET THE PLAN REQUIREMENTS AND CONFORM TO ASTM A572, GRADE 50 IN ACCORDANCE WITH C&MS 711.01. GALVANIZE SOLDIER PILES AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH C&MS 711.02. DO NOT FIELD WELD OR SPLICE STEEL SOLDIER PILES.

THE DEPARTMENT WILL MEASURE SOLDIER PILES ALONG THE AXIS OF THE SOLDIER PILE FROM THE TOP OF WALL ELEVATION TO THE BOTTOM OF THE DRILLED SHAFT, AS DETERMINED BY THE ENGINEER. THE DEPARTMENT WILL PAY FOR SOLDIER PILES AT THE CONTRACT UNIT PRICE PER FOOT FOR ITEM 507, STEEL PILES, MISC.: W21x101 OR W24x192.

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

SEAL SURFACES OF THE PRECAST CONCRETE LAGGING, MSE WALL PANELS, AND COPING AS SHOWN IN THE PLANS WITH AN EPOXY-URETHANE SEALER ACCORDING TO C&MS 512. THE FOLLOWING COLORS SHALL BE USED FOR PAINTING AND SEALING STRUCTURAL ELEMENTS:

(6)

| | | |
|---|---|---|
| COPING SEALER: | "DOVETAIL" | 7018 |
| WALL FACING SEALER: | "ALPACA" | 7022 |

ALL COLOR NAME AND NUMBER REFERENCES ARE TAKEN FROM THE SHERWIN WILLIAMS COLOR PALATE. THE CONTRACTOR MAY SUBSTITUTE SIMILAR COLORS FROM ALTERNATIVE SUPPLIER'S COLOR PALATE.

## ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. PROVIDE A COATING THAT MEETS THE REQUIREMENTS LISTED BELOW. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.

A. THE MATERIAL SHALL BE A SINGLE COMPONENT, RTV (ROOM TEMPERATURE VULCANIZED), NEUTRAL MOISTURE CURE, PERMANENT (NON-SACRIFICIAL), TYPE III (WATER CLEANABLE) POLYSILOXANE (SILICONE) ANTI-GRAFFITI COATING, FREE OF ANY WAXES, EPOXIES, OR POLYURETHANE COMPONENTS.

B. THE COATING SHALL BE A ONE COAT SYSTEM (NO PRIMER) CAPABLE OF BEING SPRAY APPLIED TO A DRY FILM THICKNESS OF 15 MILS (375 MICRONS) WITHOUT RUNS OR SAGS (MULTIPLE COAT APPLICATION ACCEPTABLE FOR BRUSH/ROLLER USAGE AND PRIMER USAGE ACCEPTABLE FOR SPECIALTY SUBSTRATES SUCH AS GALVANIZED METAL).

C. THE COATING SHALL EMIT LESS THAN 300 G/L (2.5 POUNDS PER GALLON) OF VOLATILE ORGANIZE COMPOUNDS (EPA METHOD 24).

D. THE COATING SHALL MEET THE FOLLOWING PERFORMANCE REQUIREMENTS:
1. CLEANABILITY LEVEL 1 (GRAFFITI COMPLETELY REMOVED WITH COLD WATER POWER WASH) AS PER ASTM D7089 WITH LOW PRESSURE (1200 PSI) COLD WATER WASH AFTER 2000 HOURS ACCELERATED UV-CONDENSATION EXPOSURE IN ACCORDANCE WITH ASTM D4587.
2. GRAFFITI RESISTANCE LESS THAN 7.5 AS PER ASTM D6578 AFTER 2000 HOURS ACCELERATED UV-CONDENSATION EXPOSURE IN ACCORDANCE WITH ASTM 4578.
3. NO SIGNS OF GRAFFITI OR GRAFFITI STAINING AND MUST BE INTACT AND EXHIBIT NO SIGNS OF STREAKING, CRACKING, PINHOLING, DISCOLORING, OR OTHER VISIBLE COATING DEGRADATION UPON CASUAL OBSERVATION WHEN TESTED IN ACCORDANCE WITH TXDOT TEX 890-B, TYPE III METHOD.
4. BREATHABILITY OF 10 PERMS (+/- 3) PER ASTM D1653 USING "WET CUP METHOD".
5. ELONGATION AT BREAK GREATER THAN 100% AS PER ASTM D412 (USING DIE "D").
6. ADHESION RATING OF "8 - DIFFICULT TO REMOVE" AS PER ASTM D6677 (ADHESION BY KNIFE).

## ITEM 513 - STRUCTURAL STEEL, MISC.: RETENTION ANGLE

PROVIDE RETENTION ANGLES FOR PRECAST LAGGING ON ALL PILES WITHIN THE LIMITS OF THE PRECAST LAGGING, AS SHOWN IN THE PLANS. RETENTION ANGLES MUST BE INSTALLED ON THE PILES PRIOR TO PLACEMENT OF THE PILES. ALL MATERIAL, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE RETENTION ANGLE SHALL BE INCLUDED FOR PAYMENT WITH ITEM 513-STRUCTURAL STEEL, MISC.: RETENTION ANGLE.

ADDITIONALLY, PAYMENT FOR LAGGING SUPPORT ANGLES, AS SHOWN IN PLANS, ARE TO BE INCLUDED WITH ITEM 513-STRUCTURAL STEEL, MISC.: RETENTION ANGLE.

## ITEM 524 - DRILLED SHAFTS, 36" DIAMETER, ABOVE BEDROCK, AS PER PLAN

THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS FOR SOLDIER PILE AND LAGGING WALLS. THE DRILLED SHAFTS ARE REINFORCED WITH SOLDIER PILES INSTEAD OF REINFORCING STEEL CAGES. THE SOLDIER PILES EXTEND ABOVE THE TOP OF THE DRILLED SHAFT. FURNISH AND INSTALL THE DRILLED SHAFTS IN ACCORDANCE WITH C&MS 524 EXCEPT AS MODIFIED AND SUPPLEMENTED BELOW.

(10) THE DRILLED SHAFTS MUST ADHERE TO A SPECIFIED CONSTRUCTION TOLERANCE OF 1-1/2 INCHES FROM THE PLANNED LOCATION. DURING DRILLED SHAFT CONSTRUCTION, IT IS VERY LIKELY TO ENCOUNTER COBBLES, BRICKS, AND OTHER URBAN FULL WHEN DRILLING. PLACE THE SOLDIER PILE WITHIN THE HOLE SO IT IS VERTICAL AND NOT INCLINED MORE THAN 1 INCH BETWEEN TOP TO BOTTOM. PLACE THE SOLDIER PILE SO THAT THE FLANGES ARE PARALLEL TO THE CENTERLINE OF THE ROW OF DRILLED SHAFTS. DO NOT ALLOW THE ORIENTATION OF THE FLANGES TO VARY BY MORE THAN 10 DEGREES. SUPPORT THE SOLDIER PILE SO THAT IT DOES NOT MOVE DURING CONCRETE PLACEMENT.

USE CLASS QC 5 CONCRETE ACCORDING TO C&MS 511. PLACE CONCRETE TO THE ELEVATION FOR THE TOP OF THE DRILLED SHAFT. THE CONTRACTOR MAY PLACE CONCRETE USING THE FREE FALL METHOD PROVIDED THE DEPTH OF WATER IS LESS THAN 6 INCHES AND THE CONCRETE FALLS WITHOUT STRIKING THE SIDES OF THE HOLE. POURING CONCRETE ALONG THE WEB OF THE SOLDIER PILE IS ACCEPTABLE.

CHECK THE POSITION, THE VERTICAL ALIGNMENT AND ORIENTATION OF THE SOLDIER PILE IMMEDIATELY AFTER CONCRETE PLACEMENT. MAKE CORRECTIONS AS NECESSARY TO MEET THE ABOVE TOLERANCES. IF SHOWN ON THE PLANS, FILL THE HOLE ABOVE THE BOTTOM OF THE LAGGING TO THE EXISTING GROUND SURFACE WITH ITEM C&MS 613 LOW STRENGTH MORTAR BACKFILL (LSM).

REMOVE CONCRETE AND LSM AS NECESSARY FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE THE LAGGING. PLACE LAGGING SO THAT THE SOLDIER PILE FLANGE OVERLAPS THE END OF THE LAGGING BY AT LEAST 3 INCHES AT BOTH ENDS OF THE LAGGING. WAIT AT LEAST 12 HOURS AFTER PLACING CONCRETE BEFORE PLACING LAGGING.

SEQUENCE OF INSTALLATION: THE INSTALLATION SEQUENCE SHALL BE SUCH THAT NO DRILLED SHAFT IS INSTALLED ADJACENT TO EITHER AN OPEN DRILLED SHAFT EXCAVATION OR A DRILLED SHAFT IN WHICH THE CONCRETE HAS LESS THAN A 48-HOUR CURE. INSTALLING THE SHAFTS IN AN ALTERNATING SEQUENCE OR ANY OTHER SEQUENCE THAT MEETS THESE CRITERIA IS PERMISSIBLE.

PROTECTION OF UNATTENDED OPEN SHAFTS: CARE SHALL BE EXERCISED AS TO COVER UNATTENDED OPEN SHAFTS. TEMPORARY COVERS SHALL BE OF ADEQUATE STRENGTH TO PREVENT A PERSON OR ANIMAL FROM FALLING IN. NO DRILLED SHAFT EXCAVATION SHALL BE LEFT UN-POURED OVERNIGHT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MEANS AND METHODS USED TO CONSTRUCT THE DRILLED SHAFTS AND PLACE LAGGING. ANY TEMPORARY GRADING, EXCAVATION, EMBANKMENT, AGGREGATE, DRAINAGE, SHEETING, ETC. NEEDED TO COMPLETE THE WORK SHALL BE INCLUDED IN THE BID PRICE FOR THE DRILLED SHAFTS. THE COST OF ANY EXCAVATION AND SUBSEQUENT REPLACEMENT OF EMBANKMENT (PER ITEM 203 EMBANKMENT) SHALL BE INCLUDED IN THE VARIOUS BID ITEMS FOR THE DRILLED SHAFTS AND LAGGING, UNLESS SEPARATELY ITEMIZED. NO SEPARATE PAYMENT WILL BE MADE.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE DRILLED SHAFTS ABOVE BEDROCK, AS PER PLAN, ALONG THE AXIS OF THE DRILLED SHAFT FROM THE EXISTING GROUND SURFACE TO THE TOP OF BEDROCK, AS DETERMINED BY THE ENGINEER. THE DEPARTMENT WILL MEASURE DRILLED SHAFTS INTO BEDROCK, AS PER PLAN, ALONG THE AXIS OF THE DRILLED SHAFT FROM TOP OF BEDROCK TO THE BOTTOM OF THE DRILLED SHAFT, AS DETERMINED BY THE ENGINEER.

PAYMENT IS FULL COMPENSATION FOR CONSTRUCTING THE DRILLED SHAFTS, INCLUDING FURNISHING AND PLACING CONCRETE AND LSM, REMOVAL OF CONCRETE OR LSM FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE LAGGING.

# WALL GENERAL NOTES (1 OF 2)
# WALL N
# UNDER BRIDGE 9 AND ALONG WEST SIDE OF RAMP A2 AND RAMP J2

SFN N/A

DESIGN AGENCY

Michael Baker INTERNATIONAL

| DESIGNER | CHECKER |
|---|---|
| SSW | MKB |

REVIEWER LPC 05-09-24

PROJECT ID 82382

| SUBSET | TOTAL |
|---|---|
| 3 | 13 |

| SHEET | TOTAL |
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| 1272 | 2696 |

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## STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD CONSTRUCTION DRAWINGS:
VPF-1-90 REVISED 7/21/2023
DM-1.1 REVISED 1/17/2025

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:
800 DATED SEE TITLE SHEET

REFER TO THE FOLLOWING SUPPLEMENTS:
1073 DATED 4/21/2023
1083 DATED 1/20/2017

## DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS", 9TH EDITION, ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020 (DATED 07-21-23).

## DESIGN DATA:

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI
(CONCRETE FACING AND PRECAST LAGGING)
CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (MOMENT SLAB)
CONCRETE CLASS QC5 - COMPRESSIVE STRENGTH 4.5 KSI (DRILLED SHAFTS)
REINFORCING STEEL / WELDED WIRE REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI
STEEL SOLDIER PILES - ASTM A572 - YIELD STRENGTH 50 KSI

## SEQUENCE OF CONSTRUCTION:

CONSTRUCT WALL S DURING MOT PHASE 4.

SEE MAINTENANCE OF TRAFFIC NOTES FOR ADDITIONAL PHASES AND INFORMATION.

## ITEM 507 - STEEL PILES, MISC.: W36X262, FURNISHED

4

THIS WORK CONSISTS OF FURNISHING AND PLACING STEEL SOLDIER PILES INTO DRILLED HOLES. FURNISH SOLDIER PILES CONSISTING OF STRUCTURAL STEEL MEMBERS THAT MEET THE PLAN REQUIREMENTS AND CONFORM TO ASTM A572, GRADE 50 IN ACCORDANCE WITH C&MS 711.01. GALVANIZE SOLDIER PILES S01-S06 AND S37-S42 IN ACCORDANCE WITH C&MS 711.02. DO NOT FIELD WELD OR SPLICE STEEL SOLDIER PILES.

THE DEPARTMENT WILL MEASURE SOLDIER PILES ALONG THE AXIS OF THE SOLDIER PILE FROM THE TOP OF WALL ELEVATION TO THE BOTTOM OF THE DRILLED SHAFT, AS DETERMINED BY THE ENGINEER. THE DEPARTMENT WILL PAY FOR SOLDIER PILES AT THE CONTRACT UNIT PRICE PER FOOT FOR ITEM 507, STEEL PILES, MISC.: W36X262, FURNISHED.

## ITEM 509 - WALL FACING REINFORCEMENT

THE CONTRACTOR MAY REPLACE THE REINFORCING BARS IN THE RETAINING WALL FACING WITH EPOXY COATED WELDED WIRE FABRIC CONFORMING TO C&MS 709.14. THE EPOXY COATED WELDED WIRE FABRIC MUST PROVIDE AN EQUIVALENT AREA OF STEEL IN EACH DIRECTION AS THE REINFORCING BARS SHOWN IN THE PLANS.

## ITEM 512 - TYPE 2 WATERPROOFING, AS PER PLAN

PLACE WATERPROOFING MEMBRANE AT THE LOCATIONS OF THE PROPOSED JOINTS IN THE CONCRETE WALL FACING. PLACE THE WATERPROOFING MEMBRANE OVER THE PREFABRICATED GEOCOMPOSITE DRAIN AND SECURELY ATTACH TO THE TIMBER LAGGING WITH SCREWS AND 1-INCH OUTER DIAMETER FENDER WASHERS. PLACE THE MEMBRANE SO THAT THE ADHESIVE SIDE FACES THE CAST-IN-PLACE CONCRETE. THE SURFACE PREPARATION DESCRIBED IN C&MS 512.08 IS NOT REQUIRED.

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

SEAL SURFACES OF THE CONCRETE FACING AND THE PRECAST CONCRETE LAGGING AS SHOWN IN THE PLANS WITH AN EPOXY-URETHANE SEALER ACCORDING TO C&MS 512. THE FOLLOWING COLORS SHALL BE USED FOR PAINTING AND SEALING STRUCTURAL ELEMENTS:

WALL FACING SEALER: "ALPACA" 7022 6

ALL COLOR NAME AND NUMBER REFERENCES ARE TAKEN FROM THE SHERWIN WILLIAMS COLOR PALATE. THE CONTRACTOR MAY SUBSTITUTE SIMILAR COLORS FROM ALTERNATIVE SUPPLIER'S COLOR PALATE.

## ITEM 513 - WELDED STUD SHEAR CONNECTORS

SOLDIER PILES WHICH REQUIRE HEADED STUDS ARE SHOWN IN THE TABLE ON THE TYPICAL SECTION SHEETS FOR EACH WALL. WELD HEADED STEEL STUDS TO THE FLANGES OF THE SOLDIER PILE IN ORDER TO CONNECT THE CONCRETE WALL FACING TO THE SOLDIER PILE. ATTACH HEADED STUDS ACCORDING TO C&MS 513.22 AND AS SHOWN IN THE PLANS. THE CONTRACTOR MAY ATTACH THE STUDS EITHER BEFORE PLACING THE SOLDIER PILE IN THE DRILLED HOLE OR AFTER EXCAVATING IN FRONT OF THE WALL. PROTECT THE HEADED STUDS FROM DAMAGE UNTIL THE CONCRETE WALL FACING IS POURED. REPAIR OR REPLACE DAMAGED HEADED STUDS AT NO EXPENSE TO THE DEPARTMENT.

## ITEM 524 - DRILLED SHAFTS, 48" DIAMETER, ABOVE BEDROCK, AS PER PLAN

THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS FOR SOLDIER PILE AND LAGGING WALLS. THE DRILLED SHAFTS ARE REINFORCED WITH SOLDIER PILES INSTEAD OF REINFORCING STEEL CAGES. THE SOLDIER PILES EXTEND ABOVE THE TOP OF THE DRILLED SHAFT. FURNISH AND INSTALL THE DRILLED SHAFTS IN ACCORDANCE WITH C&MS 524 EXCEPT AS MODIFIED AND SUPPLEMENTED BELOW.

10 THE DRILLED SHAFTS MUST ADHERE TO A SPECIFIED CONSTRUCTION TOLERANCE OF 3 INCHES FROM THE PLANNED LOCATION. DURING DRILLED SHAFT CONSTRUCTION, IT IS VERY LIKELY TO ENCOUNTER COBBLES, BRICKS, AND OTHER URBAN FULL WHEN DRILLING. PLACE THE SOLDIER PILE WITHIN THE HOLE SO IT IS VERTICAL AND NOT INCLINED MORE THAN 1 INCH BETWEEN TOP TO BOTTOM. PLACE THE SOLDIER PILE SO THAT THE FLANGES ARE PARALLEL TO THE CENTERLINE OF THE ROW OF DRILLED SHAFTS. DO NOT ALLOW THE ORIENTATION OF THE FLANGES TO VARY BY MORE THAN 10 DEGREES. SUPPORT THE SOLDIER PILE SO THAT IT DOES NOT MOVE DURING CONCRETE PLACEMENT.

USE CLASS QC5 CONCRETE ACCORDING TO C&MS 511. PLACE CONCRETE TO THE ELEVATION FOR THE TOP OF THE DRILLED SHAFT. THE CONTRACTOR MAY PLACE CONCRETE USING THE FREE FALL METHOD PROVIDED THE DEPTH OF WATER IS LESS THAN 6 INCHES AND THE CONCRETE FALLS WITHOUT STRIKING THE SIDES OF THE HOLE. POURING CONCRETE ALONG THE WEB OF THE SOLDIER PILE IS ACCEPTABLE.

CHECK THE POSITION, THE VERTICAL ALIGNMENT AND ORIENTATION OF THE SOLDIER PILE IMMEDIATELY AFTER CONCRETE PLACEMENT. MAKE CORRECTIONS AS NECESSARY TO MEET THE ABOVE TOLERANCES. FILL THE HOLE ABOVE THE CONCRETE TO THE EXISTING GROUND SURFACE WITH ITEM 613 LOW STRENGTH MORTAR BACKFILL (LSM).

REMOVE CONCRETE AND LSM AS NECESSARY FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE THE LAGGING. PLACE LAGGING SO THAT THE SOLDIER PILE FLANGE OVERLAPS THE END OF THE LAGGING BY AT LEAST 3 INCHES AT BOTH ENDS OF THE LAGGING. WAIT AT LEAST 12 HOURS AFTER PLACING CONCRETE BEFORE PLACING LAGGING.WAIT AT LEAST 12 HOURS AFTER PLACING CONCRETE BEFORE PLACING LAGGING.

SEQUENCE OF INSTALLATION: THE INSTALLATION SEQUENCE SHALL BE SUCH THAT NO DRILLED SHAFT IS INSTALLED ADJACENT TO EITHER AN OPEN DRILLED SHAFT EXCAVATION OR A DRILLED SHAFT IN WHICH THE CONCRETE HAS LESS THAN A 48-HOUR CURE. INSTALLING THE SHAFTS IN AN ALTERNATING SEQUENCE OR ANY OTHER SEQUENCE THAT MEETS THESE CRITERIA IS PERMISSIBLE.

PROTECTION OF UNATTENDED OPEN SHAFTS: CARE SHALL BE EXERCISED AS TO COVER UNATTENDED OPEN SHAFTS. TEMPORARY COVERS SHALL BE OF ADEQUATE STRENGTH TO PREVENT A PERSON OR ANIMAL FROM FALLING IN. NO DRILLED SHAFT EXCAVATION SHALL BE LEFT UN-POURED OVERNIGHT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MEANS AND METHODS USED TO CONSTRUCT THE DRILLED SHAFTS AND PLACE LAGGING. ANY TEMPORARY GRADING, EXCAVATION, EMBANKMENT, AGGREGATE, DRAINAGE, SHEETING, ETC. NEEDED TO COMPLETE THE WORK SHALL BE INCLUDED IN THE BID PRICE FOR THE DRILLED SHAFTS. THE COST OF ANY EXCAVATION AND SUBSEQUENT REPLACEMENT OF EMBANKMENT (PER ITEM 203 EMBANKMENT) SHALL BE INCLUDED IN THE VARIOUS BID ITEMS FOR THE DRILLED SHAFTS AND LAGGING, UNLESS SEPARATELY ITEMIZED. NO SEPARATE PAYMENT WILL BE MADE.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE DRILLED SHAFTS ABOVE BEDROCK, AS PER PLAN, ALONG THE AXIS OF THE DRILLED SHAFT FROM THE EXISTING GROUND SURFACE TO THE TOP OF BEDROCK, AS DETERMINED BY THE ENGINEER. THE DEPARTMENT WILL MEASURE DRILLED SHAFTS INTO BEDROCK, AS PER PLAN, ALONG THE AXIS OF THE DRILLED SHAFT FROM TOP OF BEDROCK TO THE BOTTOM OF THE DRILLED SHAFT, AS DETERMINED BY THE ENGINEER.

PAYMENT IS FULL COMPENSATION FOR CONSTRUCTING THE DRILLED SHAFTS, INCLUDING FURNISHING AND PLACING CONCRETE AND LSM, REMOVAL OF CONCRETE OR LSM FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE LAGGING.

## ITEM SPECIAL - RETAINING WALL, PRECAST CONCRETE LAGGING

THIS WORK CONSISTS OF FURNISHING AND PLACING PRECAST REINFORCED CONCRETE PANELS BETWEEN THE SOLDIER PILES TO FUNCTION AS LAGGING FOR THE RETAINING WALL. PROVIDE PRECAST CONCRETE LAGGING FROM A PRECAST CONCRETE MANUFACTURER CERTIFIED ACCORDING TO SUPPLEMENT 1073. PROVIDE CLASS QC1 CONCRETE ACCORDING TO C&MS 499. PROVIDE EPOXY COATED REINFORCING STEEL ACCORDING TO C&MS 709.00. IN LIEU OF EPOXY COATING, A CORROSION INHIBITING CONCRETE ADMIXTURE MAY BE USED AT THE SPECIFIED DOSAGE RATE. A QUALIFIED PRODUCT LIST OF CORROSION INHIBITING ADMIXTURES IS ON FILE AT THE LABORATORY. MANUFACTURERS SHOULD RECOGNIZE THAT THE CORROSION INHIBITOR MAY AFFECT THE STRENGTH, ENTRAINED AIR CONTENT, WORKABILITY, ETC. OF THEIR CONCRETE MIXES. THE MANUFACTURER'S CHOICE TO USE ONE OF THESE CORROSION INHIBITORS DOES NOT ALLEVIATE MEETING ALL DESIGN REQUIREMENTS. DO NOT ALLOW THE DIMENSIONS OF THE LAGGING OR LOCATION OF THE REINFORCING STEEL TO VARY BY MORE THAN ¼-INCH. CAST THREADED INSERTS INTO THE TOP OF EACH PANEL FOR LIFTING AND PLACEMENT.

FINISH THE FACES OF THE PRECAST CONCRETE LAGGING PANELS THAT WILL NOT BE EXPOSED TO A UNIFORM SURFACE, FREE OF OPEN POCKETS OF AGGREGATE. *FINISH THE EXPOSED FACE OF THE PANELS TO A SMOOTH SURFACE. SEAL THE FRONT (EXPOSED) FACE AND SIDES OF EACH CONCRETE PANEL WITH ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY URETHANE). THE COLOR OF THE URETHANE SHALL BE SHERWIN WILLIAMS ALABASTER 7008 OR APPROVED EQUAL.

PERMANENTLY MARK EACH PRECAST CONCRETE LAGGING PANEL TO INDICATE WHICH FACE WILL BE PLACED AGAINST THE SOIL. PLACE THE PANEL BETWEEN THE FLANGES OF THE SOLDIER PILES AND BEARING AGAINST THE FLANGES ON THE EXPOSED SIDE OF THE WALL SO THAT THE SOLDIER PILE FLANGE OVERLAPS THE END OF THE LAGGING BY AT LEAST ONE INCH MORE THAN THE CONCRETE COVER OVER THE REINFORCING STEEL AT BOTH ENDS OF THE LAGGING.

HANDLE, STORE, AND SHIP THE PRECAST CONCRETE LAGGING PANELS TO AVOID CHIPPING, CRACKING AND FRACTURING THE PANELS. SUPPORT THE PANELS ON FIRM BLOCKING WHILE STORING AND SHIPPING. DO NOT SHIP PANELS UNTIL CONCRETE HAS ATTAINED THE REQUIRED COMPRESSIVE STRENGTH. SUBMIT SHIPMENT DOCUMENTATION TO THE ENGINEER AS THE PANELS ARE DELIVERED TO THE PROJECT, INCLUDING THE PRECASTER'S RECORD OF FINAL INSPECTION, THE MEASUREMENTS AND TOLERANCES, STRENGTH, AND DIMENSIONS OF EACH PANEL, ALONG WITH THE TE-24 SHIPPING DOCUMENT AND THE DAMAGE SURVEY REPORT FOR ALL WALL PANELS.

INSPECT ALL PRECAST CONCRETE LAGGING PANELS AND REJECT PANELS HAVING ANY OF THE FOLLOWING:
1. DEFECTS THAT INDICATE IMPERFECT MOLDING.
2. DEFECTS THAT INDICATE HONEYCOMBED OR OPEN TEXTURE CONCRETE.
3. DEFECTS IN THE PHYSICAL CHARACTERISTICS OF THE CONCRETE, OR DAMAGE TO THE AESTHETIC SURFACE TREATMENTS.
4. CONCRETE CHIPS OR SPALLS THAT ARE LARGER THAN 4 INCHES WIDE OR 2 INCHES DEEP. REPAIR ALL CHIPS AND SPALLS THAT ARE SMALLER.
5. STAINED FORM FACES, DUE TO FORM OIL, CURING OR OTHER CONTAMINANTS.
6. SIGNS OF AGGREGATE SEGREGATION.
7. CRACKS WIDER THAN 0.01 INCH OR PENETRATING MORE THAN 1 INCH OR LONGER THAN 20 PERCENT OF THE LENGTH OF THE FACE CONTAINING THE CRACK.
8. PANELS THAT DO NOT MEET THE SPECIFIED DIMENSIONAL TOLERANCES.
9. UNUSABLE LIFTING INSERTS.
10. EXPOSED REINFORCING STEEL.
11. INSUFFICIENT CONCRETE COMPRESSIVE STRENGTH.

EITHER REPLACE DAMAGED PRECAST CONCRETE LAGGING PANELS OR DOCUMENT THE DAMAGE AND PROPOSE TO THE ENGINEER A REPAIR METHOD FOR THE DAMAGED PANEL. PROVIDE ACCEPTABLE REPLACEMENT PANELS FOR ANY THAT ARE REJECTED.
WHEN INSTALLING THE PRECAST CONCRETE LAGGING PANELS, PLACE HARDWOOD WEDGES NEAR THE TOP AND BOTTOM ON EACH SIDE TO HOLD THE LAGGING PANELS AGAINST THE FRONT INSIDE FLANGE OF THE STEEL PILES.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIAL REQUIRED TO FABRICATE, TRANSPORT, AND INSTALL THE PRECAST REINFORCED CONCRETE PANELS SHALL BE MADE AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR ITEM SPECIAL - RETAINING WALL, PRECAST CONCRETE LAGGING.

# WALL GENERAL NOTES (1 OF 2)
# WALL S
# ALONG SOUTH SIDE OF I.R. 77

SFN N/A

DESIGN AGENCY

Michael Baker INTERNATIONAL

| DESIGNER | CHECKER |
|---|---|
| SSW | YC |

REVIEWER LPC 05-09-24

PROJECT ID 82382

| SUBSET | TOTAL |
|---|---|
| 2 | 13 |

| SHEET | TOTAL |
|---|---|
| 1284 | 2696 |

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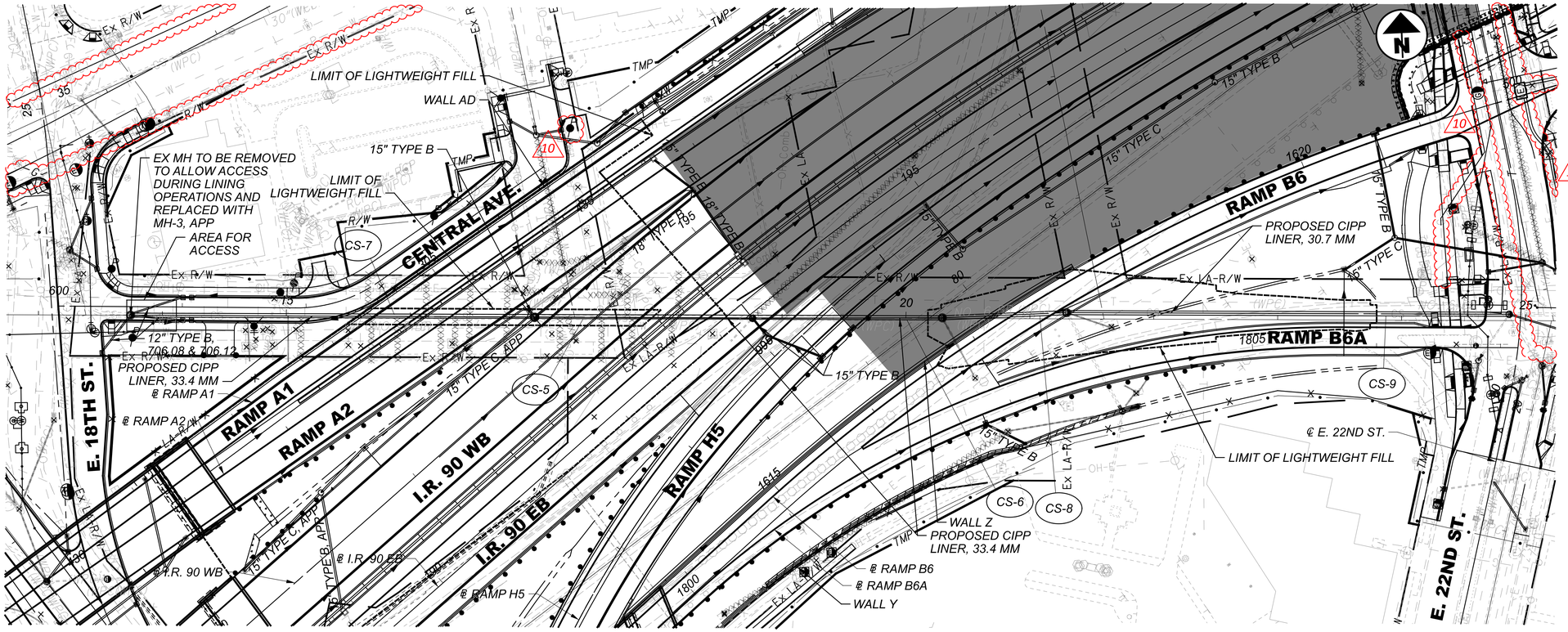


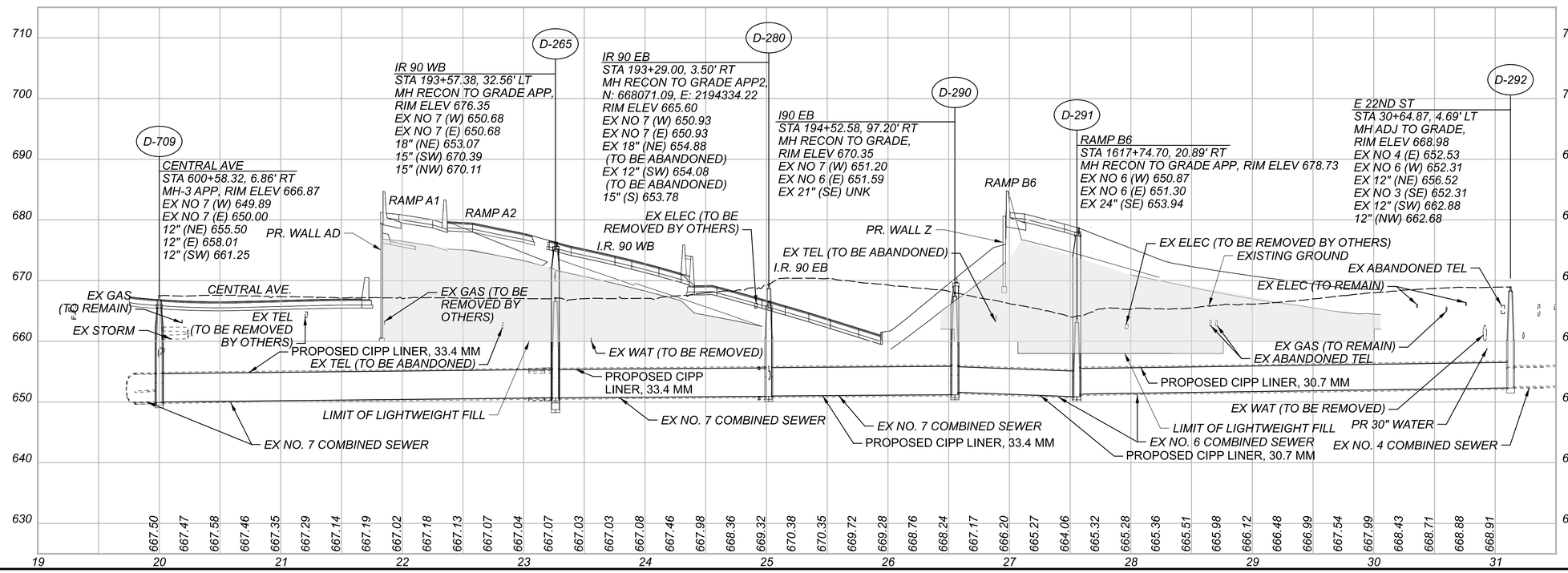


HORIZONTAL SCALE IN FEET
0 25 50 100

# PLAN AND PROFILE - CENTRAL AVE. SEWER
SHEET 1 OF 1

CUY-90-16.28 (CCG3A)

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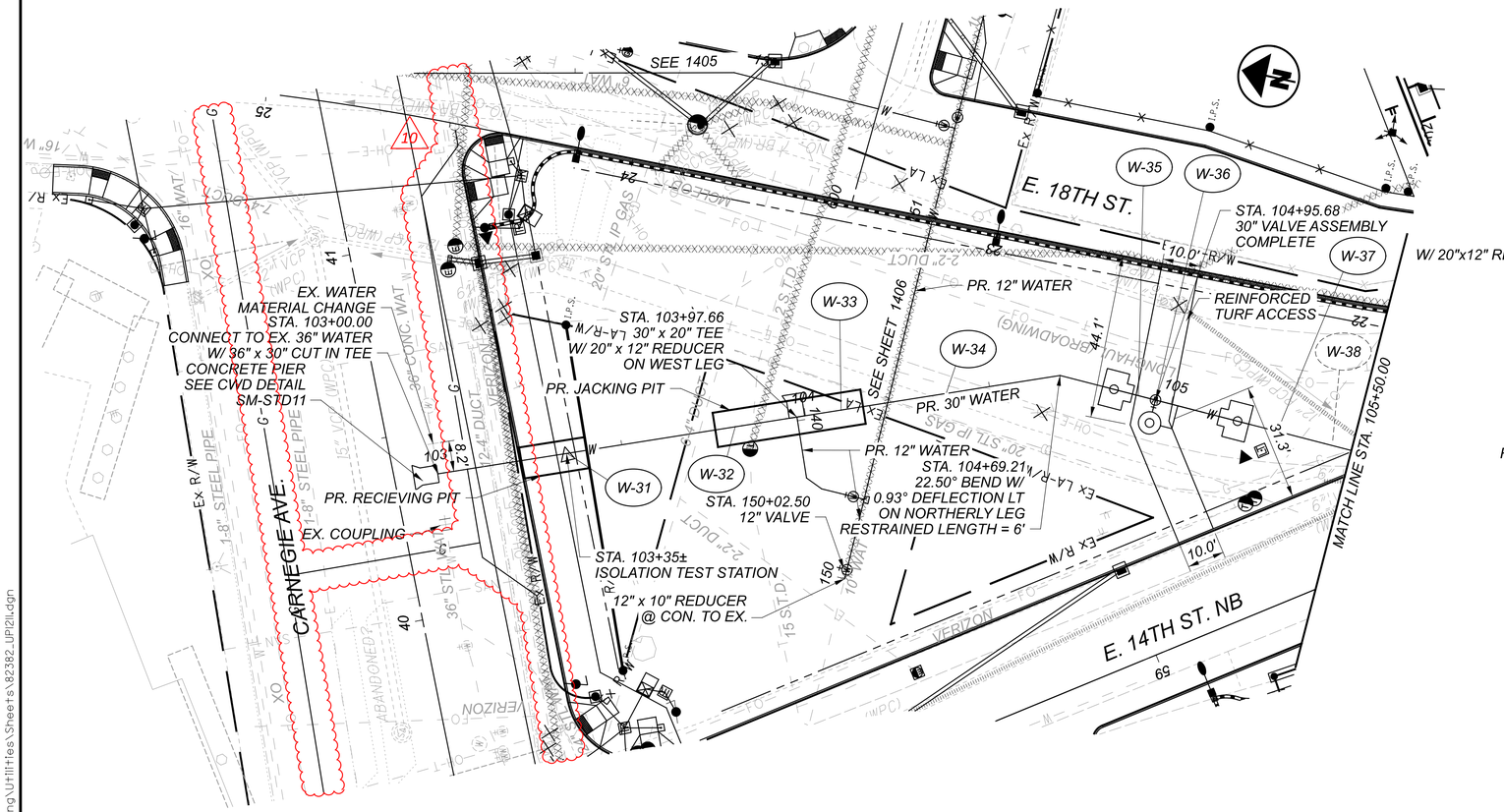
|---|---|
| DESIGN AGENCY | Michael Baker INTERNATIONAL |
| DESIGNER | JAR |
| REVIEWER | KGJ 05/22/24 |
| PROJECT ID | 82382 |
| SHEET | 1368 |
| TOTAL | 2696 |




WATER LEGEND

- WATER REMOVED
- WATER STRUCTURE

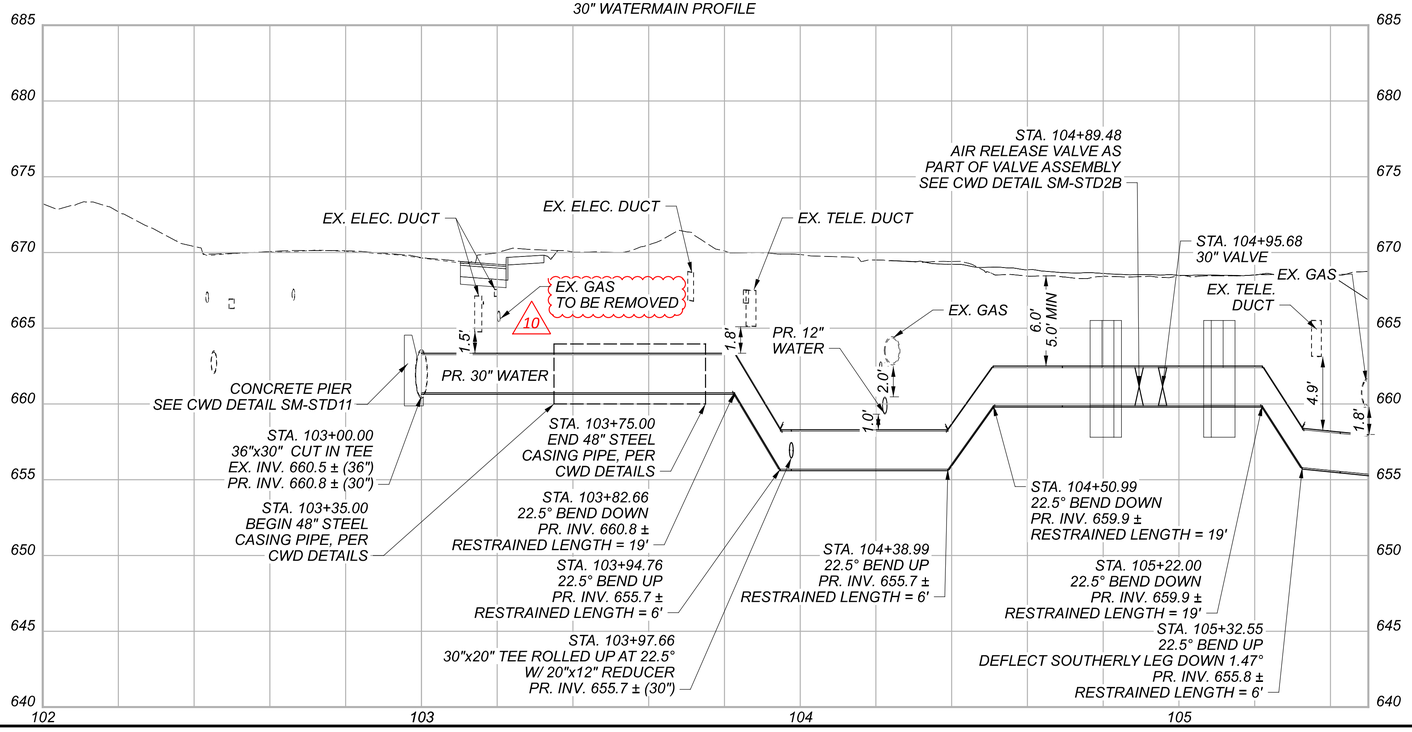
HORIZONTAL SCALE IN FEET
0 10 20 40

RESTRAINED LENGTH SHOWN IS THE MINIMUM RESTRAINED LENGTH FOR EACH SIDE OF BEND.

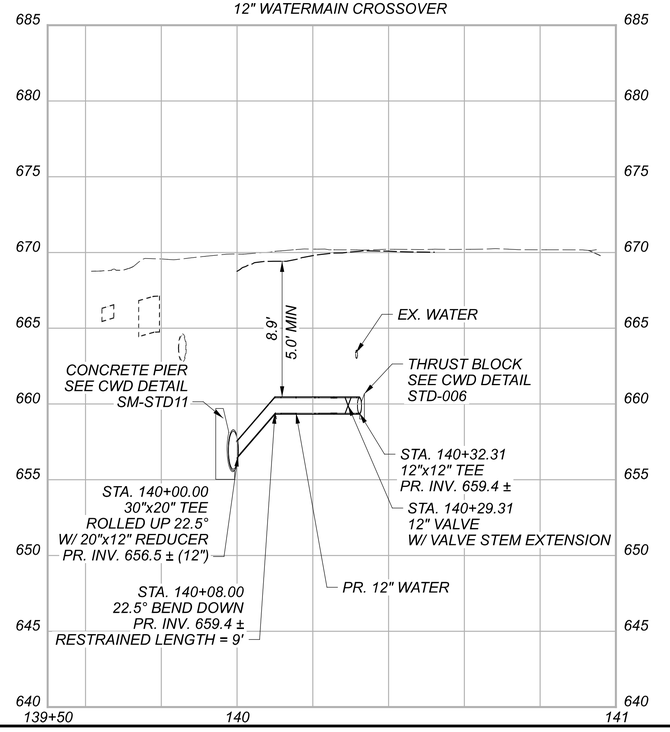
CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION OF EX. SANITARY LATERALS WITHIN WORK LIMITS.

LATERALS DEEMED IN CONFLICT WILL BE ABANDONED OR RECONSTRUCTED PER DETAILS IN THE DRAINAGE PLANS AT THE DIRECTION OF THE ENGINEER.

30" WATERMAIN PROFILE




12" WATERMAIN CROSSOVER




# 30" WATERLINE PLAN AND PROFILE (E. 18TH ST./COMMUNITY COLLEGE AVE.) BEGIN TO STA. 105+50.00

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER SMP
REVIEWER SM 05/15/24
PROJECT ID 82382
SHEET 1401 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_UPI2ll PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 3:40:54 AM USER: Julie.Ross
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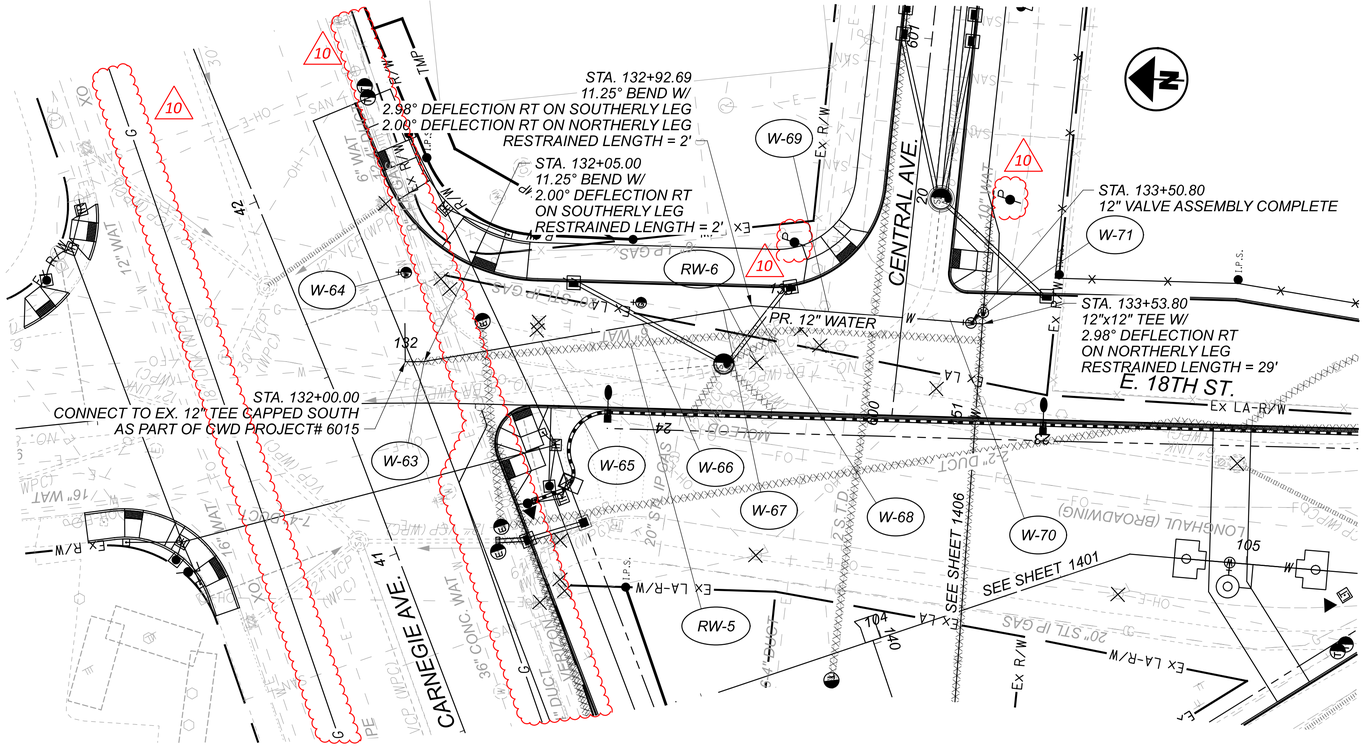


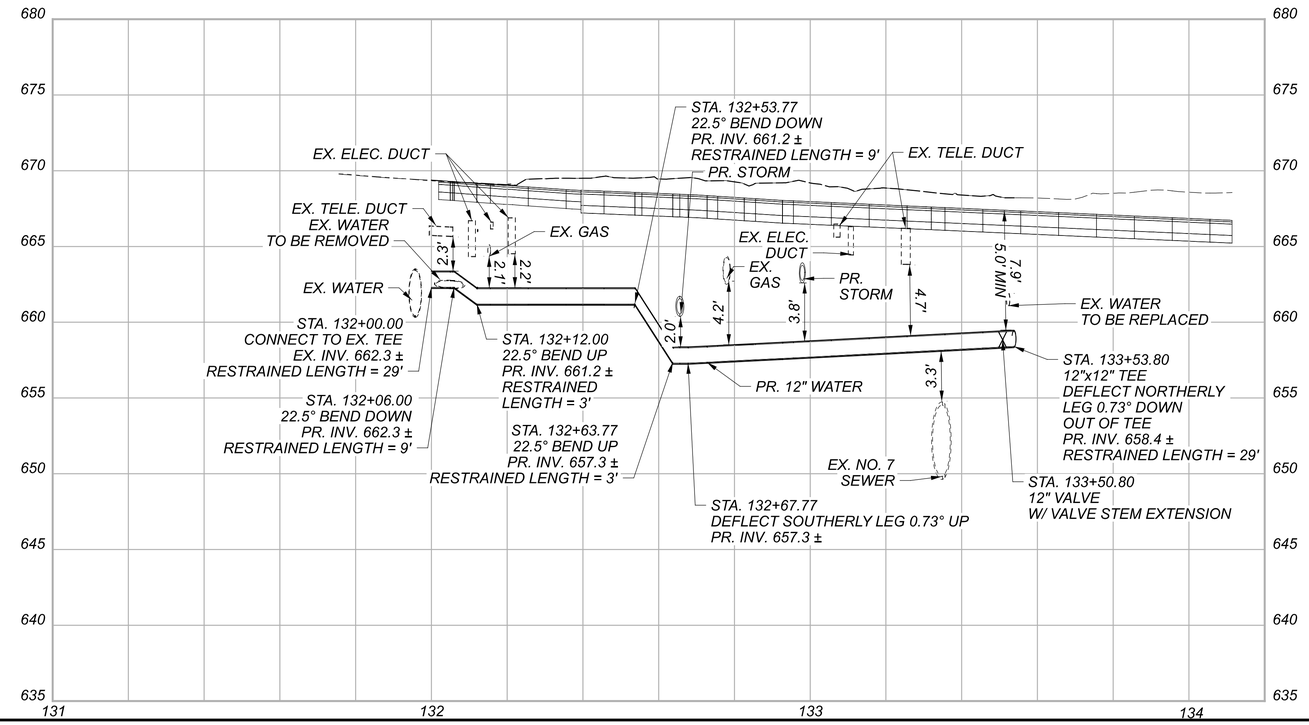


WATER LEGEND

- WATER REMOVED
- WATER STRUCTURE

HORIZONTAL SCALE IN FEET
0 10 20 40

# 12" WATERLINE PLAN AND PROFILE (E. 18TH ST./CENTRAL AVE.) STA. 132+00.00 TO STA. 133+53.80

*RESTRAINED LENGTH SHOWN IS THE MINIMUM RESTRAINED LENGTH FOR EACH SIDE OF BEND.*

*CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION OF EX. SANITARY LATERALS WITHIN WORK LIMITS.*

*LATERALS DEEMED IN CONFLICT WILL BE ABANDONED OR RECONSTRUCTED PER DETAILS IN THE DRAINAGE PLANS AT THE DIRECTION OF THE ENGINEER.*

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER SMP
REVIEWER SM 05/15/24
PROJECT ID 82382
SHEET 1405 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_UPI2I5 PAPERSIZE: 34x22 (in.) DATE: 1/7/2025 TIME: 3:26:27 AM USER: Julie.Ross
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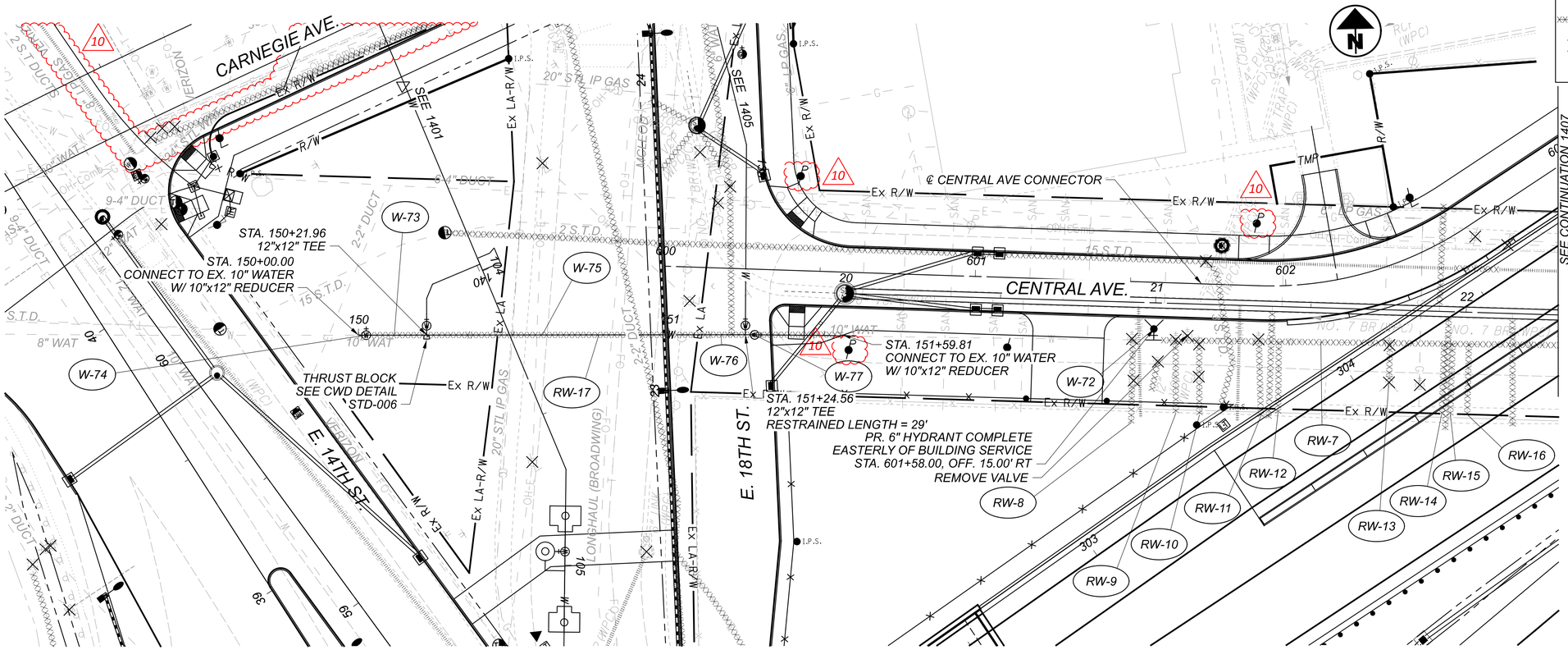


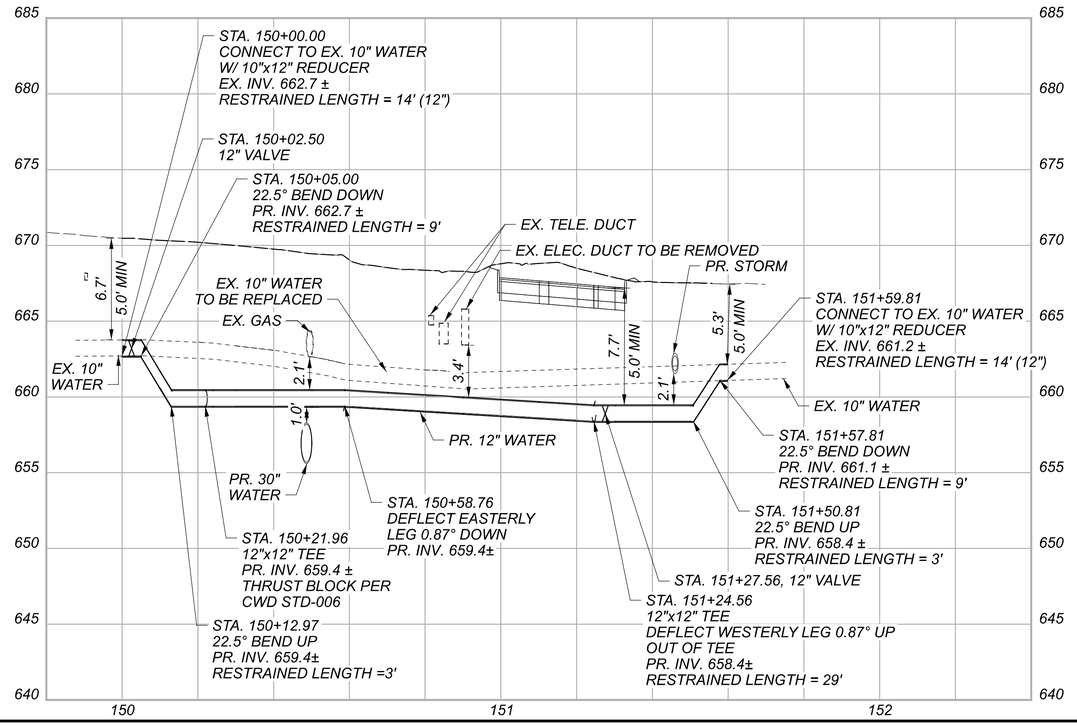


WATER LEGEND

- WATER REMOVED
- WATER STRUCTURE

HORIZONTAL SCALE IN FEET
0 10 20 40

# 12" WATERLINE PLAN AND PROFILE (CENTRAL AVE. AT E. 18TH ST.)
## STA. 150+00.00 TO STA. 151+59.81

*RESTRAINED LENGTH SHOWN IS THE MINIMUM RESTRAINED LENGTH FOR EACH SIDE OF BEND.*

*CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION OF EX. SANITARY LATERALS WITHIN WORK LIMITS.*

*LATERALS DEEMED IN CONFLICT WILL BE ABANDONED OR RECONSTRUCTED PER DETAILS IN THE DRAINAGE PLANS AT THE DIRECTION OF THE ENGINEER.*

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER: SMP
REVIEWER: SM 05/15/24
PROJECT ID: 82382
SHEET: 1406 TOTAL: 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_UPI2I6 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 3:12:49 AM USER: Julie.Ross
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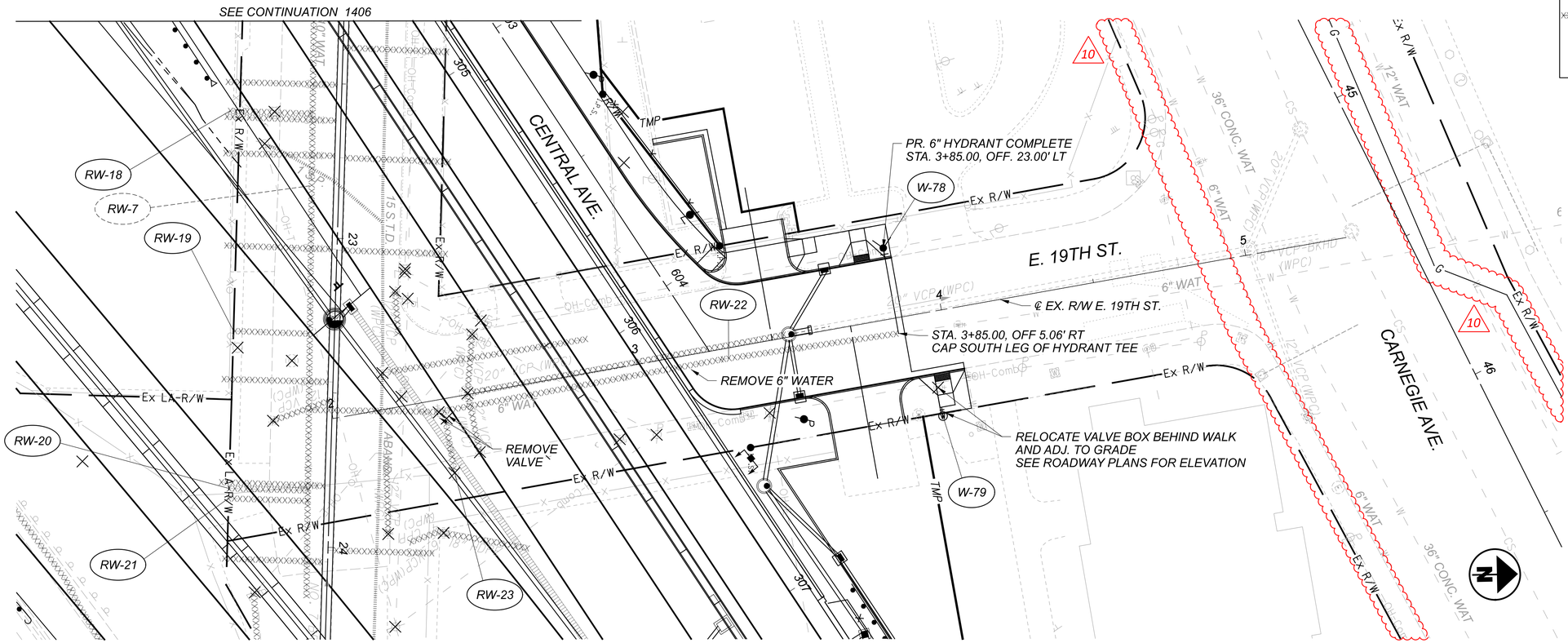


RESTRAINED LENGTH SHOWN IS THE MINIMUM RESTRAINED LENGTH FOR EACH SIDE OF BEND.

CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION OF EX. SANITARY LATERALS WITHIN WORK LIMITS.

LATERALS DEEMED IN CONFLICT WILL BE ABANDONED OR RECONSTRUCTED PER DETAILS IN THE DRAINAGE PLANS AT THE DIRECTION OF THE ENGINEER.

# WATERLINE REMOVAL PLAN (E. 19TH ST.)
# STA. 1+92.82 TO STA. 3+85.00

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER: SMP
REVIEWER: SM 05/15/24
PROJECT ID: 82382
SHEET: 1407 TOTAL: 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_UPI2I7 PAPERSIZE: 34x22 (In.) DATE: 11/7/2025 TIME: 3:03:5 AM USER: Julie.Ross
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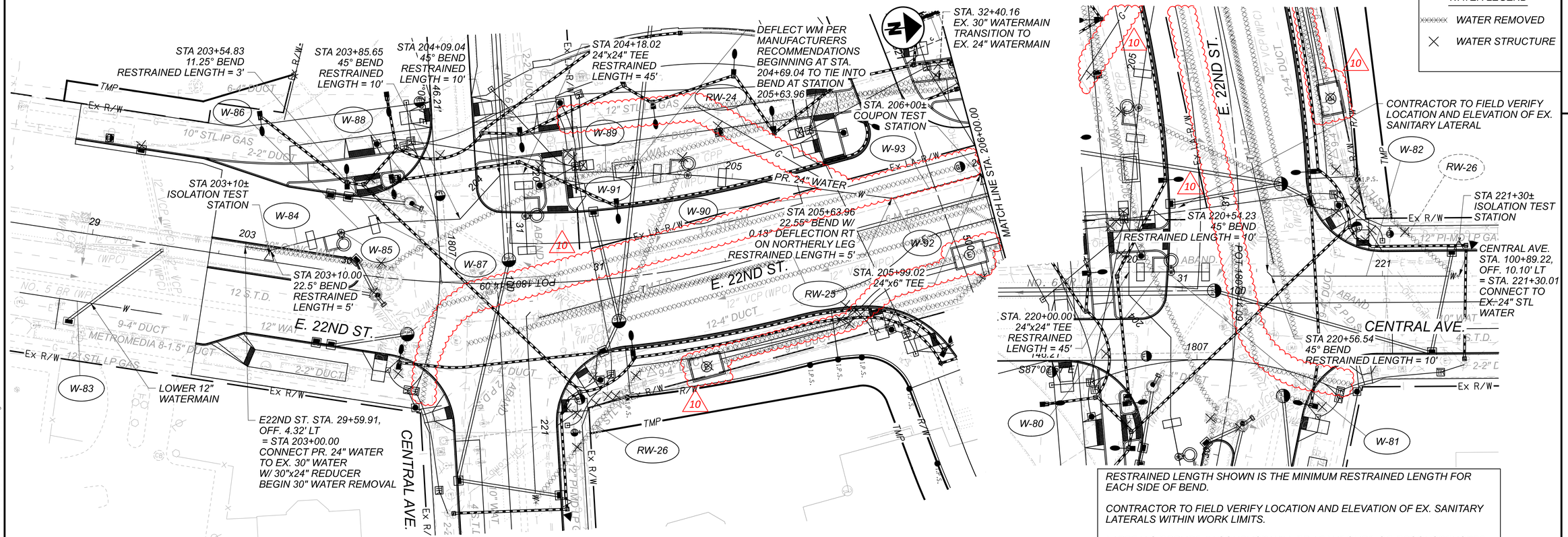


# 24" WATERLINE PLAN AND PROFILE (E. 22ND ST. / CENTRAL AVE.) STA. 202+50.00 TO STA. 206+00.00

CUY-90-16.28 (CCG3A)

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER SMP
REVIEWER SM 05/15/24
PROJECT ID 82382
SHEET 1408 TOTAL 2696

MODEL: 82382_UPI22I PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 2:53:06 AM USER: Julie.Ross
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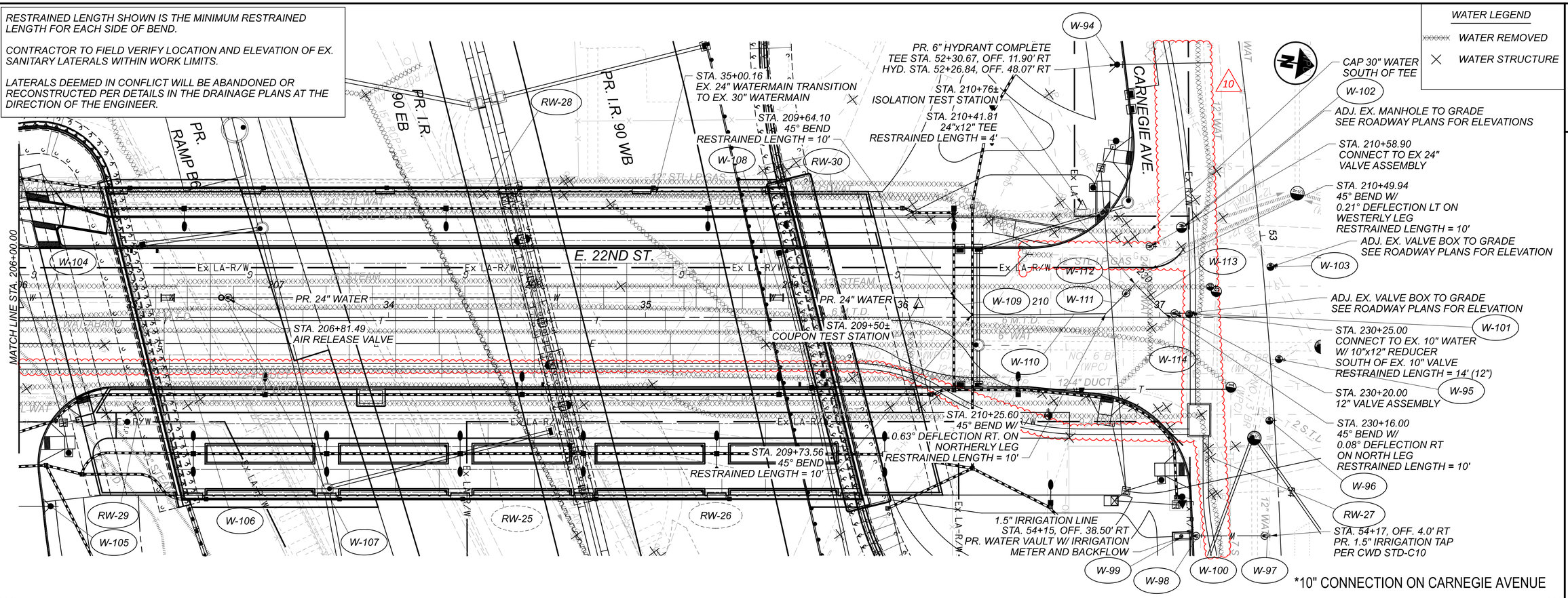
RESTRAINED LENGTH SHOWN IS THE MINIMUM RESTRAINED LENGTH FOR EACH SIDE OF BEND.

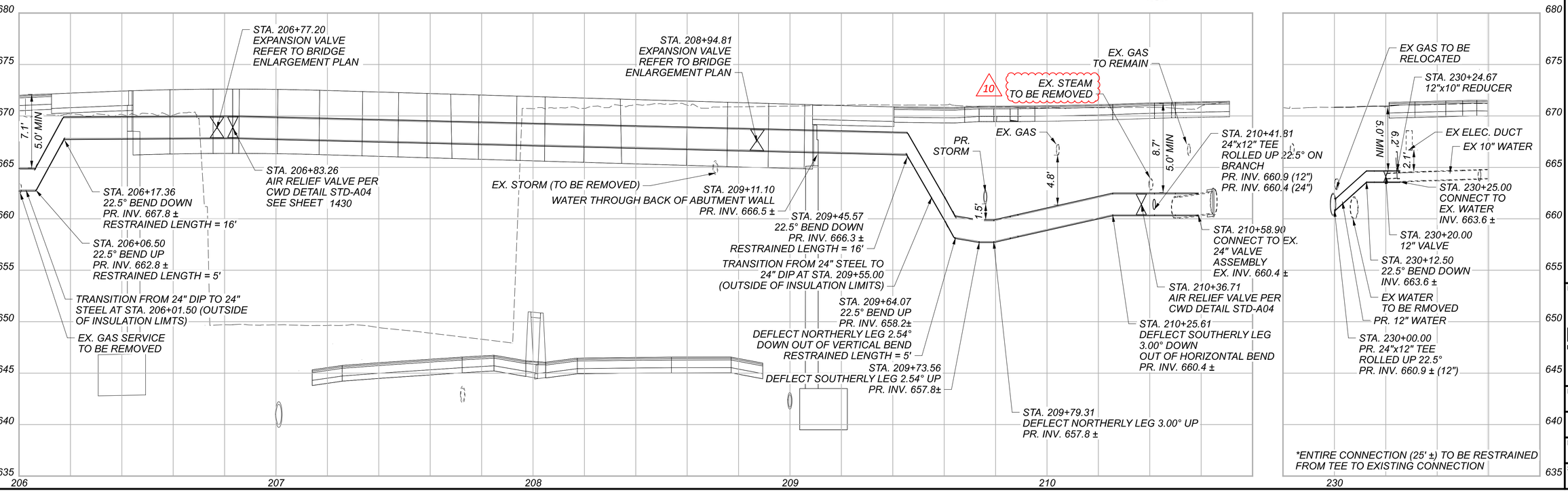
CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION OF EX. SANITARY LATERALS WITHIN WORK LIMITS.

LATERALS DEEMED IN CONFLICT WILL BE ABANDONED OR RECONSTRUCTED PER DETAILS IN THE DRAINAGE PLANS AT THE DIRECTION OF THE ENGINEER.

WATER LEGEND
WATER REMOVED
WATER STRUCTURE

HORIZONTAL SCALE IN FEET
0 10 20 40




*ENTIRE CONNECTION (25' ±) TO BE RESTRAINED FROM TEE TO EXISTING CONNECTION

# 24" WATERLINE PLAN AND PROFILE (E. 22ND ST. / CARNEGIE AVE.) STA. 206+00.00 TO STA. 210+47.22

CUY-90-16.28 (CCG3A)

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER SMP
REVIEWER SM 05/15/24
PROJECT ID 82382
SHEET 1409 TOTAL 2696

MODEL: 82382_UP1222 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 3:25:5 AM USER: Julie.Ross
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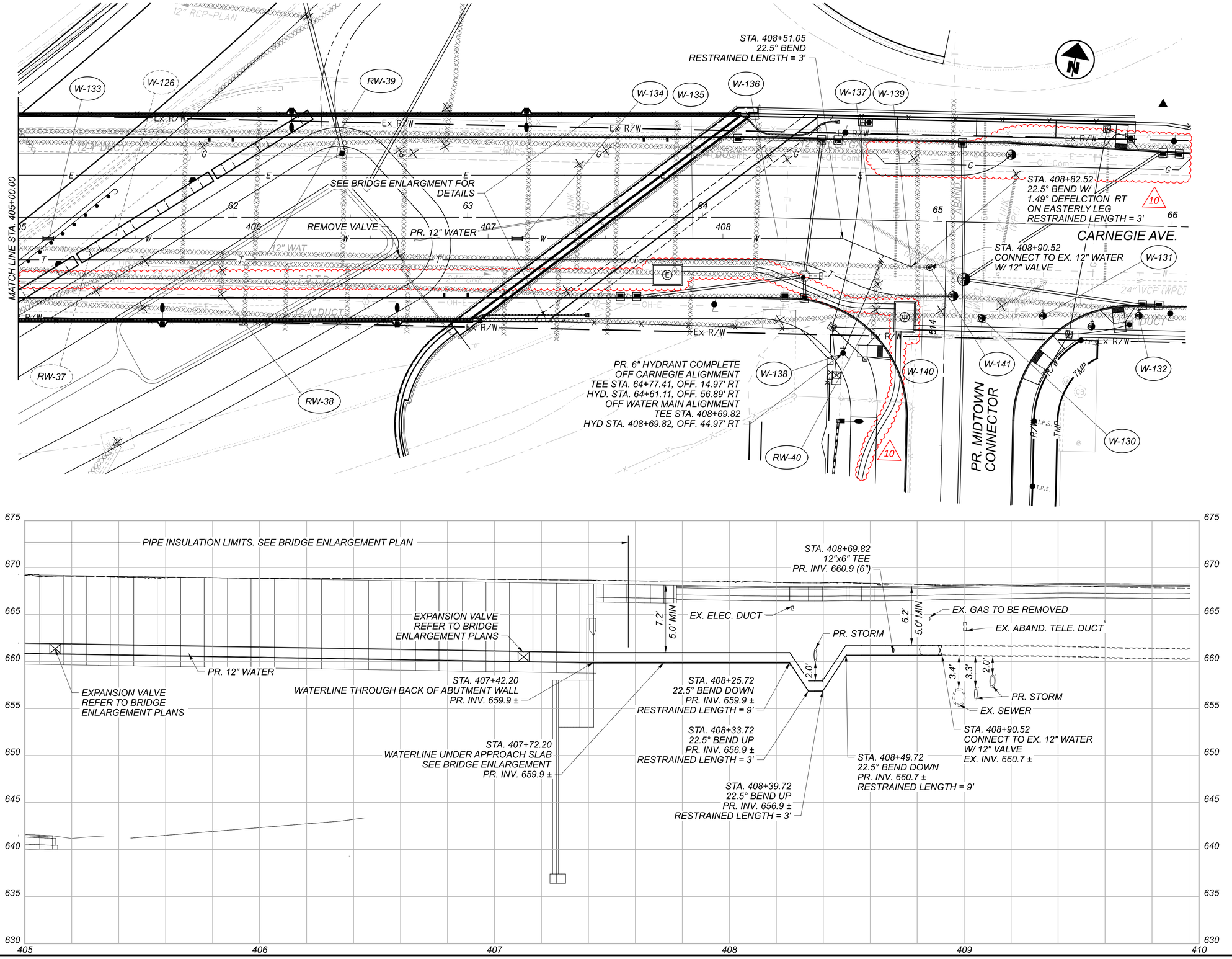


WATER LEGEND

WATER REMOVED

WATER STRUCTURE

HORIZONTAL SCALE IN FEET

0 10 20 40

RESTRAINED LENGTH SHOWN IS THE MINIMUM RESTRAINED LENGTH FOR EACH SIDE OF BEND.

CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION OF EX. SANITARY LATERALS WITHIN WORK LIMITS.

LATERALS DEEMED IN CONFLICT WILL BE ABANDONED OR RECONSTRUCTED PER DETAILS IN THE DRAINAGE PLANS AT THE DIRECTION OF THE ENGINEER.

# 12" WATERLINE PLAN AND PROFILE (CARNEGIE AVE.)
## STA. 405+00.00 TO STA. 408+90.52

DESIGN AGENCY

Michael Baker INTERNATIONAL

DESIGNER SMP

REVIEWER SM 05/15/24

PROJECT ID 82382

SHEET 1412 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_UPI232 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 1:45:08 AM USER: Julie.Ross
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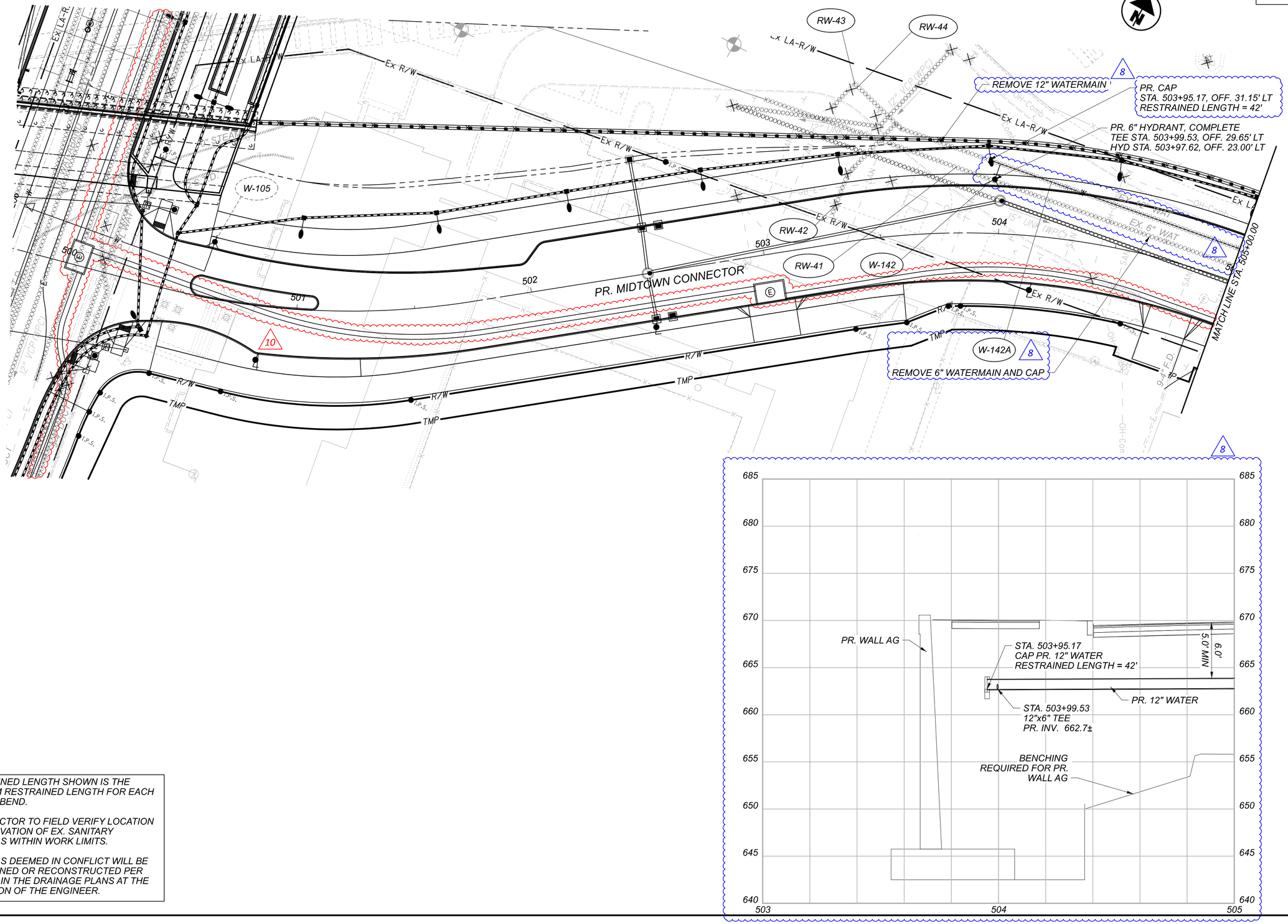
WATER LEGEND

WATER REMOVED

WATER STRUCTURE

HORIZONTAL SCALE IN FEET

0 10 20 40







*RESTRAINED LENGTH SHOWN IS THE MINIMUM RESTRAINED LENGTH FOR EACH SIDE OF BEND.*

*CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION OF EX. SANITARY LATERALS WITHIN WORK LIMITS.*

*LATERALS DEEMED IN CONFLICT WILL BE ABANDONED OR RECONSTRUCTED PER DETAILS IN THE DRAINAGE PLANS AT THE DIRECTION OF THE ENGINEER.*

# 12" WATERLINE PLAN AND PROFILE (MIDTOWN CONNECTOR) BEGIN TO STA. 505+00.00

CUY-90-16.28

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER SMP

REVIEWER SM 05/15/24

PROJECT ID 82382

SHEET 1414 TOTAL 2696

MODEL: 82382_UPI244 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 2:30:01 AM USER: Julie.Ross
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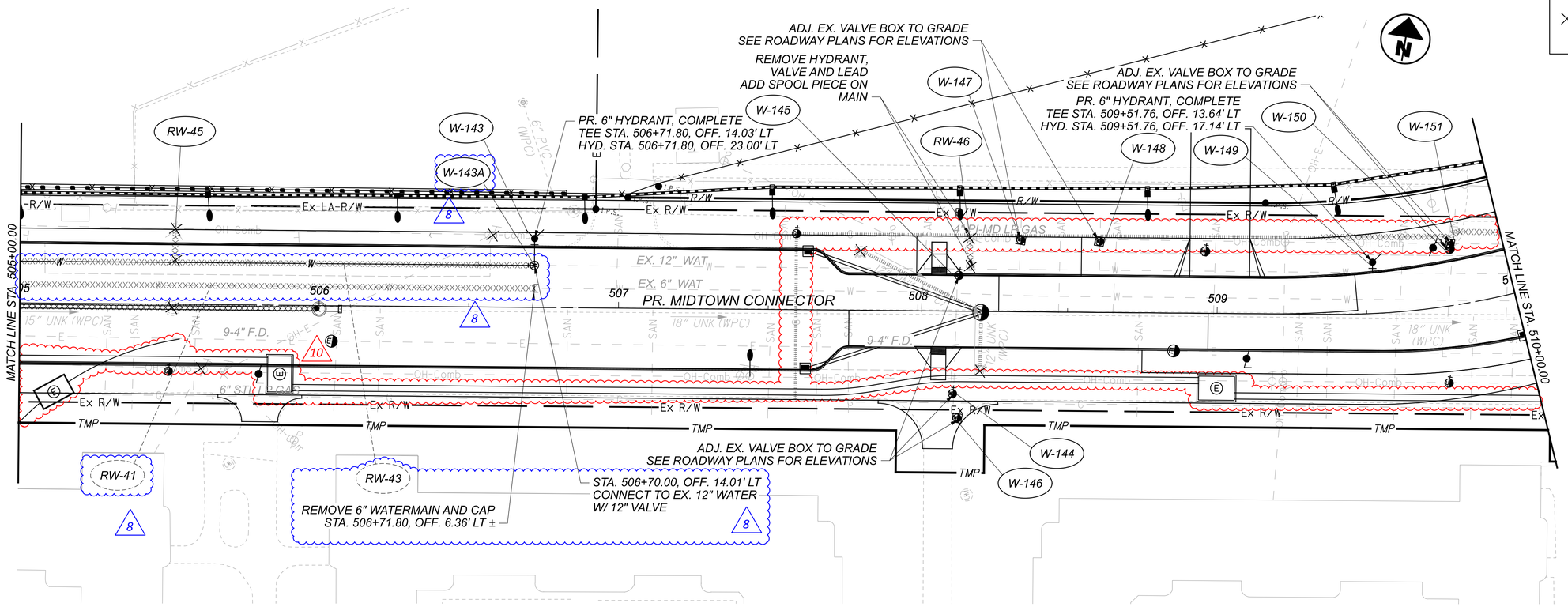


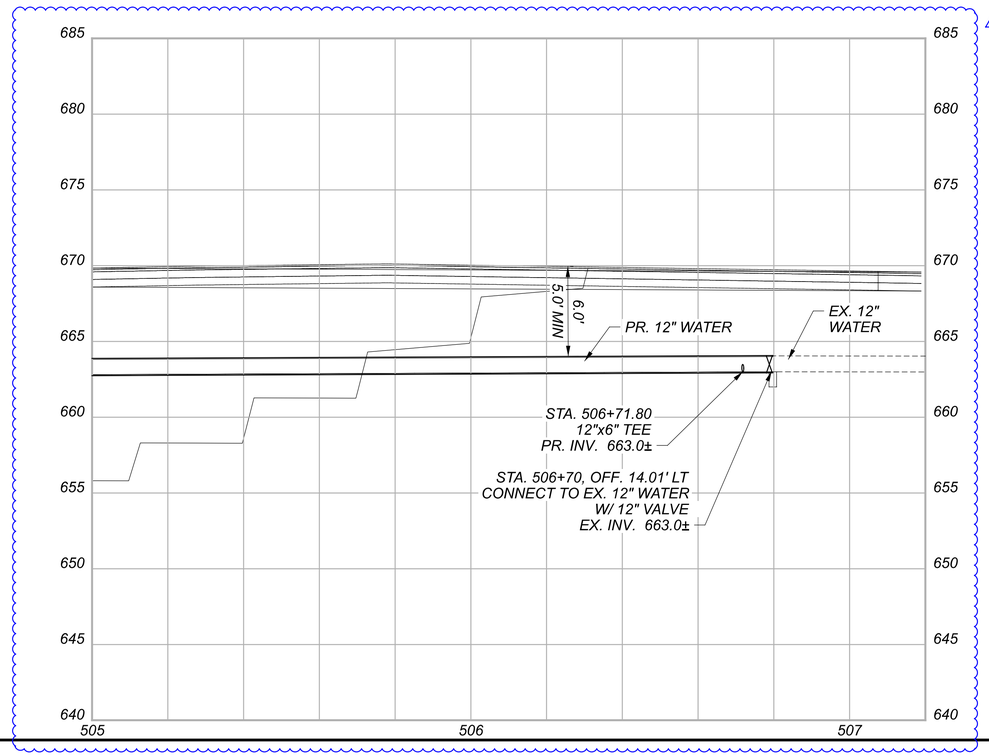


*RESTRAINED LENGTH SHOWN IS THE MINIMUM RESTRAINED LENGTH FOR EACH SIDE OF BEND.*

*CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION OF EX. SANITARY LATERALS WITHIN WORK LIMITS.*

*LATERALS DEEMED IN CONFLICT WILL BE ABANDONED OR RECONSTRUCTED PER DETAILS IN THE DRAINAGE PLANS AT THE DIRECTION OF THE ENGINEER.*

# 12" WATERLINE PLAN AND PROFILE (MIDTOWN CONNECTOR)
# STA. 505+00.00 TO STA. 510+00.00

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER: SMP
REVIEWER: SM 05/15/24
PROJECT ID: 82382
SHEET: 1415 TOTAL: 2696

CUY-90-16.28

MODEL: 82382_UPI245 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 2:01:32 AM USER: Julie.Ross
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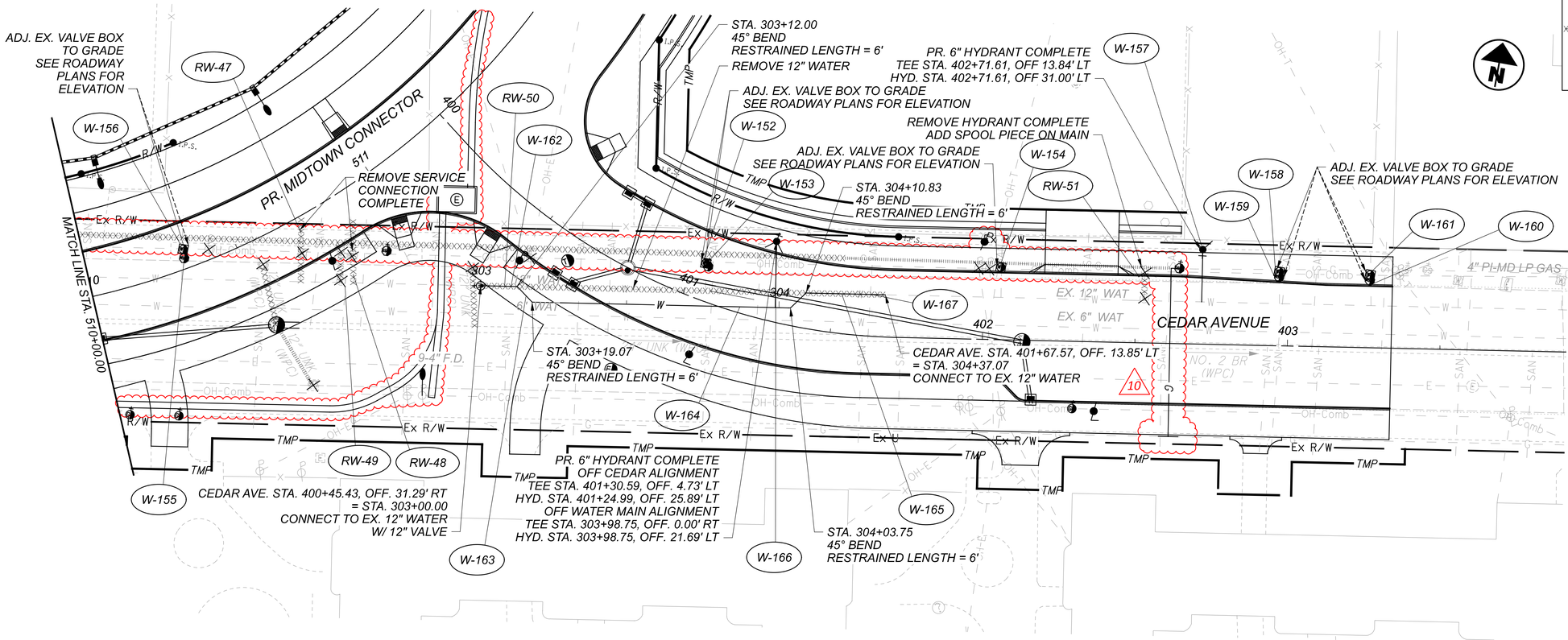


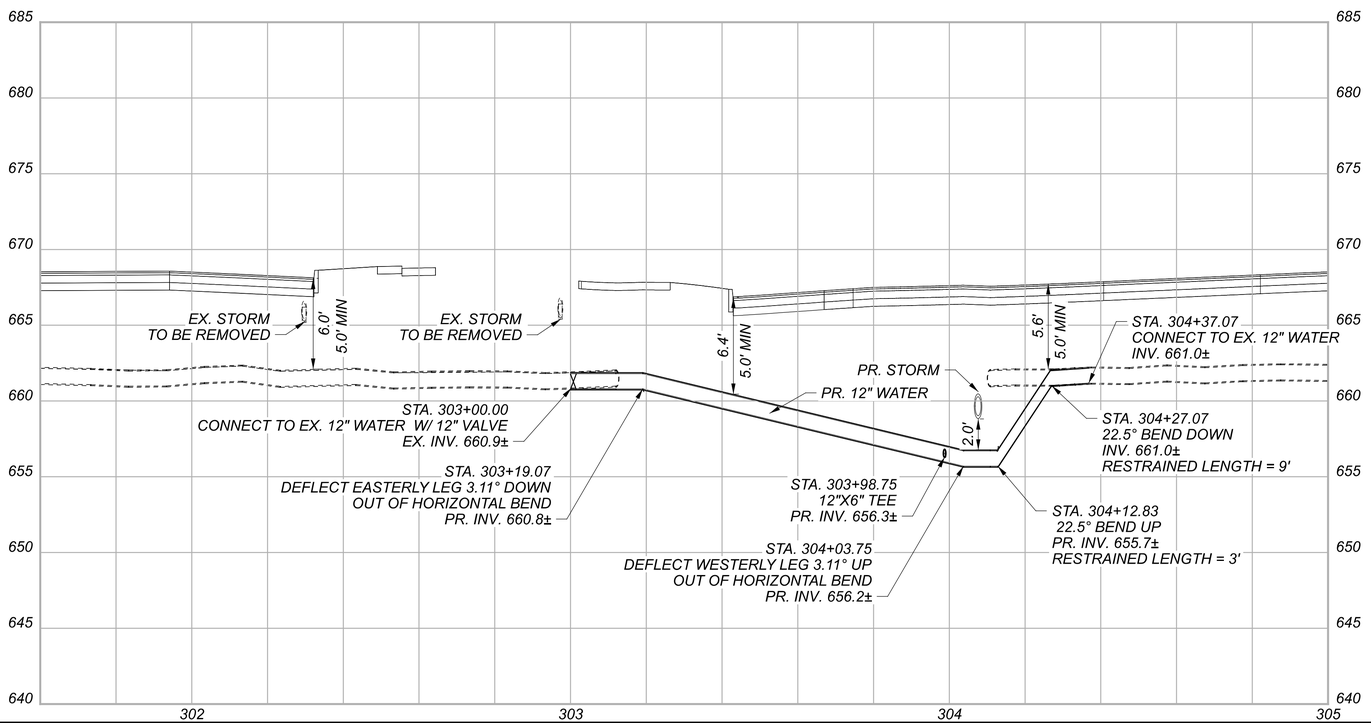


*RESTRAINED LENGTH SHOWN IS THE MINIMUM RESTRAINED LENGTH FOR EACH SIDE OF BEND.*

*CONTRACTOR TO FIELD VERIFY LOCATION AND ELEVATION OF EX. SANITARY LATERALS WITHIN WORK LIMITS.*

*LATERALS DEEMED IN CONFLICT WILL BE ABANDONED OR RECONSTRUCTED PER DETAILS IN THE DRAINAGE PLANS AT THE DIRECTION OF THE ENGINEER.*

# 12" WATERLINE PLAN AND PROFILE (CEDAR AVE. BEGIN TO END)
# MIDTOWN CONNECTOR STA. 510+00.00 TO END

CUY-90-16.28

MODEL: 82382_UPI246 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 21:49 AM USER: Julie.Ross
pw:\\mb-us-pw.bentley.commb-us-pw-03.Documents:Cleveland_OH\01_Projects\ODOT\District2\82382\400-Engineering\Utilities\Sheets\82382_UPI246.dgn

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER SMP
REVIEWER SM 05/15/24
PROJECT ID 82382
SHEET 1416 TOTAL 2696

| REF NO. | SHEET NO. | STATION | SIDE | CODE | SIZE | 625 GROUND ROD | 630 GROUND MOUNTED SUPPORT, NO. 2 POST | 630 GROUND MOUNTED SUPPORT, NO. 3 POST | 630 GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8X18 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X22 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12 | 630 ONE WAY SUPPORT, NO. 2 POST | 630 ONE WAY SUPPORT, NO. 4 POST | 630 SIGN POST REFLECTOR | 630 BREAKAWAY STRUCTURAL BEAM CONNECTION | 630 OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 12 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 3 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-16.22, DESIGN 13 | 630 SIGN ATTACHMENT ASSEMBLY | 630 SIGN HANGER ASSEMBLY, MAST ARM | 630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED | 630 SIGN SUPPORT ASSEMBLY, BRIDGE MOUNTED, TYPE 2 | 630 SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED (8) | 630 SIGN, FLAT SHEET | 630 SIGN, GROUND MOUNTED EXTRUSHEET | 630 SIGN, OVERHEAD EXTRUSHEET | 630 SIGN, DOUBLE FACED, STREET NAME, AS PER PLAN | 630 CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION | 630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | IN | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | SF | SF | SF | EACH | EACH | EACH | EACH |
| | I.R. 90 EB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-1 | 1494 | 3+05.00 | CL | LEVEL 1 | 132 X 108 | | | | | | | | | | | | | | | | | | 3 | | | | | | 99.0 | | | | |
| S-1 | 1494 | 3+05.00 | CL | LEVEL 1 | 156 X 96 | | | | | | | | | | | | | | | | | | 3 | | | | | | 104.0 | | | | |
| S-1 | 1494 | 3+05.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | | | | | | | 25.0 | | | | |
| S-2 | 1494 | 29+08.00 | CL | LEVEL 1 | 132 X 108 | | | | | | | | | | | | | | | | | | 3 | | | | | | 99.0 | | | | |
| S-2 | 1494 | 29+08.00 | CL | LEVEL 1 | 156 X 96 | | | | | | | | | | | | | | | | | | 3 | | | | | | 104.0 | | | | |
| S-2 | 1494 | 29+08.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | | | | | | | 25.0 | | | | |
| S-3 | 1494 | 46+16.00 | CL | LEVEL 1 | 144 X 108 | | | | | | | | | | | | | | | | | | 3 | | | | | | 108.0 | | | | |
| S-3 | 1494 | 46+16.00 | CL | LEVEL 1 | 144 X 72 | | | | | | | | | | | | | | | | | | 3 | | | | | | 72.0 | | | | |
| S-3 | 1494 | 46+16.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | 2 | | | | | | 25.0 | | | | |
| S-3 | 1494 | 46+16.00 | CL | LEVEL 1 | 156 X 96 | | | | | | | | | | | | | | | | | | 3 | | | | | | 104.0 | | | | |
| S-3 | 1494 | 46+16.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | 2 | | | | | | 25.0 | | | | |
| S-4 | 1497 | 177+29.00 | CL | LEVEL 1 | 204 X 96 | 2 | | | | | | | | | | | | | | | 1 | | | | | | | | 136.0 | | | | 2 |
| S-4 | 1497 | 177+29.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | | | | | | | 25.0 | | | | |
| S-4 | 1497 | 177+29.00 | CL | LEVEL 1 | 192 X 72 | | | | | | | | | | | | | | | | | | | | | | | | 96.0 | | | | |
| S-4 | 1497 | 177+29.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | | | | | | | 25.0 | | | | |
| S-4 | 1497 | 177+29.00 | CL | LEVEL 1 | 204 X 108 | | | | | | | | | | | | | | | | | | | | | | | | 153.0 | | | | |
| S-4 | 1497 | 177+29.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | | | | | | | 25.0 | | | | |
| S-4 | 1497 | 177+29.00 | CL | LEVEL 1 | 168 X 144 | | | | | | | | | | | | | | | | | | | | | | | | 168.0 | | | | |
| S-4 | 1497 | 177+29.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | | | | | | | 25.0 | | | | |
| | RAMP IB5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-5 | 1497 | 1708+00.00 | RT | W13-6-48 | 48 X 84 | | | 35.0 | | | | | | | | | 2 | | | | | | | | | | | 28.0 | | | | | | | |
| S-6 | 1497 | 1708+70.00 | LT | W1-8R-36 | 36 X 48 | | | 29.0 | | | | | | | | | 2 | | | | | | | | | | | 12.0 | | | | | | | |
| | RAMP B6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-7 | 1497 | 1600+35.00 | LT | E5-H1c-48 | 48 X 84 | | | | | 36.0 | | | | | | | (8) | 2 | | | | | | | | | | 28.0 | | | | (8) | 2 | | |
| S-8 | 1497 | 1600+97.00 | RT | E5-H1a-108 | 108 X 84 | | | | | | | 40.0 | | | | | | | | | | | | | | | | | 63.0 | | | | | | | |
| | I.R. 90 EB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-9 | 1499 | 184+50.00 | LT | D10-5-18 | 18 X 60 | | 15.6 | | | | | | | | | | | | | | | | | | | | | 7.5 | | | | | | | |
| S-10 | 1499 | 185+72.00 | RT | I-H25a-12 | 12 X 12 | | 14.6 | | | | | | | | | | | | | | | | | | | | | 1.0 | | | | | | | |
| S-10 | 1499 | 185+72.00 | RT | OM-3R-12 | 12 X 36 | | | | | | | | | | | | | | | | | | | | | | | 3.0 | | | | | | | |
| S-11 | 1499 | 185+76.00 | LT | OM-3L-12 | 12 X 36 | | 13.5 | | | | | | | | | | | | | | | | | | | | | 3.0 | | | | | | | |
| S-12 | 1499 | 188+65.00 | LT | OM-3L-12 | 12 X 36 | | 13.5 | | | | | | | | | | | | | | | | | | | | | 3.0 | | | | | | | |
| S-13 | 1500 | 191+86.00 | RT | W4-1R-48 | 48 X 48 | | | 32.4 | | | | | | | | | | | | | | | | | | | | 16.0 | | | | | | | |
| S-14 | 1500 | 193+25.00 | CL | LEVEL 1 | 144 X 108 | 2 | | | | | | | | | | | | | | | 1 | | | | | | | | 108.0 | | | | 2 |
| S-14 | 1500 | 193+25.00 | CL | LEVEL 1 | 192 X 96 | | | | | | | | | | | | | | | | | | | | | | | | 128.0 | | | | |
| S-14 | 1500 | 193+25.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | | | | | | | 25.0 | | | | |
| S-14 | 1500 | 193+25.00 | CL | LEVEL 1 | 180 X 72 | | | | | | | | | | | | | | | | | | | | | | | | 90.0 | | | | |
| S-14 | 1500 | 193+25.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | | | | | | | 25.0 | | | | |
| S-15 | 1501 | 198+00.00 | RT | R1-2-60 | 30 X 51.96 | | | 33.4 | | | | | | | | | | | | | | | | | | | | 10.8 | | | | | | | |
| | INTERIM I.R. 90 EB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-16 | 1503 | 3007+59.00 | LT | M1-1-36-2 | 36 X 36 | | | | | | | | | | | | | | | | | | | | 1 | | | 9.0 | | | | | | | |
| S-16 | 1503 | 3007+59.00 | LT | M3-2-30 | 30 X 15 | | | | | | | | | | | | | | | | | | | | 1 | | | 3.1 | | | | | | | |
| S-17 | 1503 | 3007+59.00 | CL | LEVEL 1 | 192 X 72 | 2 | | | | | | | | | | | | (10) | 1 | | | | | | | | | 96.0 | | | | 1 | | 1 | |
| S-17 | 1503 | 3007+59.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | | | | | | | 25.0 | | | | |
| S-17 | 1503 | 3007+59.00 | CL | LEVEL 1 | 192 X 96 | | | | | | | | | | | | | | | | | | | | | | | | 128.0 | | | | |
| S-17 | 1503 | 3007+59.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | | | | | | | 25.0 | | | | |
| S-17 | 1503 | 3007+59.00 | CL | LEVEL 1 | 180 X 72 | | | | | | | | | | | | | (8) | (10) | (10) | | | | | | | | 90.0 | | | | | | (8) | |
| TOTALS CARRIED TO SHEET 1485 | | | | | | 6 | 57.2 | 129.8 | - | 36.0 | - | 40.0 | - | - | - | - | 4 | 2 | - | 1 | 1 | 1 | - | 25 | - | 2 | - | - | 124.4 | 63.0 | 2183.0 | - | 1 | 2 | 5 |

SIGNING SUBSUMMARY - 1

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
RBK

REVIEWER
GSH 05/22/24

PROJECT ID
82382

SHEET 1469 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-01 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 12:57:41 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382400-Engineering\Traffic\Sheets\82382_TS101.dgn

| REF NO. | SHEET NO. | STATION | SIDE | CODE | SIZE | 625 GROUND ROD | 630 GROUND MOUNTED SUPPORT, NO. 2 POST | 630 GROUND MOUNTED SUPPORT, NO. 3 POST | 630 GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8X18 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X22 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12 | 630 ONE WAY SUPPORT, NO. 2 POST | 630 ONE WAY SUPPORT, NO. 4 POST | 630 SIGN POST REFLECTOR | 630 BREAKAWAY STRUCTURAL BEAM CONNECTION | 630 OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 12 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 3 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-16.22, DESIGN 13 | 630 SIGN ATTACHMENT ASSEMBLY | 630 SIGN HANGER ASSEMBLY, MAST ARM | 630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED | 630 SIGN SUPPORT ASSEMBLY, BRIDGE MOUNTED, TYPE 2 | 630 SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED (8) | 630 SIGN, FLAT SHEET | 630 SIGN, GROUND MOUNTED EXTRUSHEET | 630 SIGN, OVERHEAD EXTRUSHEET | 630 SIGN, DOUBLE FACED, STREET NAME, AS PER PLAN | 630 CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION | 630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | IN | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | SF | SF | SF | EACH | EACH | EACH | EACH |
| | INTERIM I.R. 90 EB (CONT.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-17 | 1503 | 3007+59.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | | | | | | | 25.0 | | | | | |
| S-18 | 1503 | 3007+59.00 | RT | R2-1-48 | 48 X 60 | | | | | | | | | | | | | | | | | | | | 1 | | | 20.0 | | | | | | |
| S-19 | 1503 | 3007+75.00 | LT | D10-5-18 | 18 X 60 | | | 15.6 | | | | | | | | | | | | | | | | | | | | 7.5 | | | | | | |
| S-19 | 1503 | 3007+75.00 | LT | D10-5-18 | 18 X 60 | | | | | | | | | | | | | | | | | | | | | | | 7.5 | | | | | | |
| S-20 | 1503 | 3007+75.00 | RT | D10-5-18 | 18 X 60 | | 15.6 | | | | | | | | | | | | | | | | | | | | | 7.5 | | | | | | |
| S-20 | 1503 | 3007+75.00 | RT | D10-5-18 | 18 X 60 | | | | | | | | | | | | | | | | | | | | | | | 7.5 | | | | | | |
| | I.R. 90 WB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-21 | 1507 | 157+50.00 | LT | R1-2-60 | 30 X 51.96 | | | 33.4 | | | | | | | | | | | | | | | | | | | | 10.8 | | | | | | |
| S-22 | 1509 | 167+12.00 | CL | LEVEL 1 | 192 X 108 | | | | | | | | | | | | | | | | | | | | 3 | | | | | 144.0 | | | | |
| S-22 | 1509 | 167+12.00 | CL | E1-H5bP-132 | 132 X 54 | | | | | | | | | | | | | | | | | | | | 3 | | | | | 49.5 | | | | |
| S-22 | 1509 | 167+12.00 | CL | I-5-30 | 30 X 30 | | | | | | | | | | | | | | | | | | | | | | | 6.3 | | | | | | |
| S-22 | 1509 | 167+12.00 | CL | LEVEL 1 | 132 X 108 | | | | | | | | | | | | | | | | | | | | 3 | | | | | 99.0 | | | | |
| S-22 | 1509 | 167+12.00 | CL | LEVEL 1 | 168 X 96 | | | | | | | | | | | | | | | | | | | | 3 | | | | | 112.0 | | | | |
| S-22 | 1509 | 167+12.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | | | 3 | | | | | 25.0 | | | | |
| S-22 | 1509 | 167+12.00 | CL | D9-H2a | 60 X 30 | | | | | | | | | | | | | | | | | | | | | | | 12.5 | | | | | | |
| S-23 | 1509 | 167+86.00 | LT | W4-1R-48 | 48 X 48 | | | 32.4 | | | | | | | | | | | | | | | | | | | | 16.0 | | | | | | |
| S-24 | 1512 | 581+65.00 | LT | W4-3R-48 | 48 X 48 | | | 32.4 | | | | | | | | | | | | | | | | | | | | 16.0 | | | | | | |
| S-25 | 1514 | 190+32.00 | LT | I-H25a-12 | 12 X 12 | | 13.6 | | | | | | | | | | | | | | | | | | | | | 1.0 | | | | | | |
| S-25 | 1514 | 190+32.00 | LT | OM-3R-12 | 12 X 36 | | | | | | | | | | | | | | | | | | | | | | | 3.0 | | | | | | |
| S-26 | 1514 | 191+00.00 | LT | LEVEL 1 | 132 X 84 | | | | | | | | | 56.2 | | | | 2 | | | | | | | | | | | 77.0 | | | 2 | | |
| S-26 | 1514 | 191+00.00 | LT | E1-H5P-96 | 30 X 96 | | | | | | | | | | | | | | | | | | | | | | | 20.0 | | | | | | |
| S-27 | 1514 | 193+50.00 | LT | E5-H1c-48 | 48 X 84 | | | | | 36.0 | | | | | | | 8 | 2 | | | | | | | | | | 28.0 | | | | 8 | 2 | | |
| | RAMP A2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-28 | 1514 | 430+80.00 | LT | W13-3-24 | 24 X 30 | | | | | | | | | | | | | | | | | | | | | 1 | | 5.0 | | | | | | |
| S-28 | 1514 | 430+80.00 | LT | W1-2L-36 | 36 X 36 | | | | | | | | | | | | | | | | | | | | | | | 9.0 | | | | | | |
| S-29 | 1514 | 430+80.00 | RT | W13-3-24 | 24 X 30 | | | | | | | | | | | | | | | | | | | | | 1 | | 5.0 | | | | | | |
| S-29 | 1514 | 430+80.00 | RT | W1-2L-36 | 36 X 36 | | | | | | | | | | | | | | | | | | | | | | | 9.0 | | | | | | |
| S-30 | 1514 | 431+25.00 | RT | OM-3L-12 | 12 X 36 | | 13.5 | | | | | | | | | | | | | | | | | | | | | 3.0 | | | | | | |
| S-31 | 1514 | 431+29.00 | LT | I-H25a-12 | 12 X 12 | | 13.6 | | | | | | | | | | | | | | | | | | | | | 1.0 | | | | | | |
| S-31 | 1514 | 431+29.00 | LT | OM-3R-12 | 12 X 36 | | | | | | | | | | | | | | | | | | | | | | | 3.0 | | | | | | |
| S-32 | 1514 | 432+22.00 | LT | W4-1R-48 | 48 X 48 | | | 32.4 | | | | | | | | | | | | | | | | | | | | 16.0 | | | | | | |
| | I.R. 90 WB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-33 | 1515 | 196+68.00 | RT | D10-5-18 | 18 X 60 | | 15.6 | | | | | | | | | | | | | | | | | | | | | 7.5 | | | | | | |
| S-33 | 1515 | 196+68.00 | RT | D10-5-18 | 18 X 60 | | | | | | | | | | | | | | | | | | | | | | | 7.5 | | | | | | |
| S-34 | 1515 | 197+65.00 | CL | LEVEL 1 | 168 X 108 | 2 | | | | | | | | | | | | | | | | 1 | | | | | | | | 126.0 | | | 2 | |
| S-34 | 1515 | 197+65.00 | CL | E1-H5bP-132 | 132 X 54 | | | | | | | | | | | | | | | | | | | | | | | | | 49.5 | | | | |
| S-34 | 1515 | 197+65.00 | CL | LEVEL 1 | 132 X 108 | | | | | | | | | | | | | | | | | | | | | | | | | 99.0 | | | | |
| S-34 | 1515 | 197+65.00 | CL | LEVEL 1 | 192 X 132 | | | | | | | | | | | | | | | | | | | | | | | | | 176.0 | | | | |
| S-34 | 1515 | 197+65.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | | | | | | | | 25.0 | | | | |
| S-34 | 1515 | 197+65.00 | CL | I-5-30 | 30 X 30 | | | | | | | | | | | | | | | | | | | | | | | 6.3 | | | | | | |
| | INTERIM I.R. 90 WB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-35 | 1517 | 4003+17.00 | CL | LEVEL 1 | 132 X 108 | 2 | | | | | | | | | | | | | | | | 1 | | | | | | | | 99.0 | | 1 | | 1 |
| S-35 | 1517 | 4003+17.00 | CL | LEVEL 1 | 192 X 132 | | | | | | | | | | | | | | | | | | | | | | | | | 176.0 | | | | |
| S-35 | 1517 | 4003+17.00 | CL | E1-H5P-120 | 120 X 30 | | | | | | | | | | | | | | | | | | | | | | | | | 25.0 | | | | |
| S-36 | 1518 | 4009+25.00 | LT | R2-1-48 | 48 X 60 | | | | | | | | | | | | | | | | | | | | 1 | | | 20.0 | | | | | | |
| S-37 | 1518 | 4009+25.00 | CL | LEVEL 1 | 132 X 108 | 2 | | | | | | | | | | | 8 | 10 1 | | | | 10 | 10 | | | | | | | 99.0 | | 1 | 8 | 1 |
| TOTALS CARRIED TO SHEET 1485 | | | | | | 6 | 71.9 | 146.2 | - | 36.0 | - | - | - | 56.2 | - | - | - | 4 | - | 1 | 2 | - | - | 15 | - | 2 | 2 | - | 255.9 | 77.0 | 1329.0 | - | 2 | 4 | 4 |

SIGNING SUBSUMMARY - 2

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
RBK

REVIEWER
GSH 05/22/24

PROJECT ID
82382

SHEET 1470 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-02 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 12:58:32 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382400-Engineering\TrafficSheets\82382_TS101.dgn

| REF NO. | SHEET NO. | STATION | SIDE | CODE | SIZE | 625 GROUND ROD | 630 GROUND MOUNTED SUPPORT, NO. 2 POST | 630 GROUND MOUNTED SUPPORT, NO. 3 POST | 630 GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8X18 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X22 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12 | 630 ONE WAY SUPPORT, NO. 2 POST | 630 ONE WAY SUPPORT, NO. 4 POST | 630 SIGN POST REFLECTOR | 630 BREAKAWAY STRUCTURAL BEAM CONNECTION | 630 OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 12 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 3 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-16.22, DESIGN 13 | 630 SIGN ATTACHMENT ASSEMBLY | 630 SIGN HANGER ASSEMBLY, MAST ARM | 630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED | 630 SIGN SUPPORT ASSEMBLY, BRIDGE MOUNTED, TYPE 2 | 630 SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED (8) | 630 SIGN, FLAT SHEET | 630 SIGN, GROUND MOUNTED EXTRUSHEET | 630 SIGN, OVERHEAD EXTRUSHEET | 630 SIGN, DOUBLE FACED, STREET NAME, AS PER PLAN | 630 CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION | 630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | IN | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | SF | SF | SF | EACH | EACH | EACH | EACH |
| | | E. 9TH ST. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-94 | 1529 | 33+60.00 | RT | W4-3R-36 | 36 X 36 | | 29.6 | | | | | | | | | | | | | | | | | | | | | 9.0 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP B6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-95 | 1530 | 1605+50.00 | CL | LEVEL 1 | 144 X 84 | 1 | | | | | | | | | | | | | 1 | | | | | | | | | | 84.0 | | | | | 1 |
| S-95 | 1530 | 1605+50.00 | CL | LEVEL 1 | 156 X 84 | | | | | | | | | | | | | | | | | | | | | | | | 91.0 | | | | | |
| S-96 | 1530 | 1606+59.00 | RT | D10-H5a-30 | 30 X 30 | | 13.0 | | | | | | | | | | | | | | | | | | | | | 6.3 | | | | | | |
| S-97 | 1531 | 1607+84.00 | RT | I-H25a-12 | 12 X 12 | | 13.6 | | | | | | | | | | | | | | | | | | | | | 1.0 | | | | | | |
| S-97 | 1531 | 1607+84.00 | RT | OM-3R-12 | 12 X 36 | | | | | | | | | | | | | | | | | | | | | | | 3.0 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-98 | 1531 | 1607+95.00 | LT | OM-3L-12 | 12 X 36 | | 13.5 | | | | | | | | | | | | | | | | | | | | | 3.0 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP IJ3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-99 | 1531 | 111+21.00 | LT | W13-3-48 | 48 X 60 | | | | | | | | | | | | | | | | | | | | | 1 | | 20.0 | | | | | | |
| S-99 | 1531 | 111+21.00 | LT | W1-2L-36 | 48 X 48 | | | | | | | | | | | | | | | | | | | | | 1 | | 16.0 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | E. 14TH ST. SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-100 | 1531 | 207+00.00 | CL | LEVEL 3 | 108 X 48 | 2 | | | | | | | | | | | | 10 | | 1 | | | | | | | | | | 36.0 | | | | | 2 |
| S-100 | 1531 | 207+00.00 | CL | LEVEL 3 | 120 X 60 | | | | | | | | | | | | | | | | | | | | | | | | | 50.0 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP B6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-101 | 1532 | 1615+50.00 | CL | LEVEL 1 | 156 X 72 | 2 | | | | | | | | | | | | | | 1 | | | | | | | | | | 78.0 | | | | | 2 |
| S-101 | 1532 | 1615+50.00 | CL | LEVEL 1 | 144 X 72 | | | | | | | | | | | | | | | | | | | | | | | | | 72.0 | | | | | |
| S-102 | 1532 | 1615+60.00 | LT | R5-1a-42 | 42 X 30 | | | | | | | | | | | | | | | | | | | | | 1 | | 8.8 | | | | | | |
| S-102 | 1532 | 1615+60.00 | LT | R5-1-48 | 48 X 48 | | | | | | | | | | | | | | | | | | | | | 1 | | 16.0 | | | | | | |
| S-103 | 1532 | 1615+60.00 | RT | R5-1a-42 | 42 X 30 | | | | | | | | | | | | | | | | | | | | | 1 | | 8.8 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-103 | 1532 | 1615+60.00 | RT | R5-1-48 | 48 X 48 | | | | | | | | | | | | | | | | | | | | | 1 | | 16.0 | | | | | | |
| S-104 | 1533 | 1618+25.00 | LT | D10-H5a-30 | 30 X 30 | | | 29.0 | | | | | | | | | 2 | | | | | | | | | | | 6.3 | | | | | | |
| S-104 | 1533 | 1618+25.00 | LT | R5-1a-42 | 42 X 30 | | | | | | | | | | | | | | | | | | | | | | | 8.8 | | | | | | |
| S-104 | 1533 | 1618+25.00 | LT | R5-1-48 | 48 X 48 | | | | | | | | | | | | | | | | | | | | | | | 16.0 | | | | | | |
| S-105 | 1533 | 1618+25.00 | RT | R3-6L-36 | 36 X 42 | | | 29.0 | | | | | | | | | 2 | | | | | | | | | | | 10.5 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-105 | 1533 | 1618+25.00 | RT | R5-1a-42 | 42 X 30 | | | | | | | | | | | | | | | | | | | | | | | 8.8 | | | | | | |
| S-105 | 1533 | 1618+25.00 | RT | R5-1-48 | 48 X 48 | | | | | | | | | | | | | | | | | | | | | | | 16.0 | | | | | | |
| S-106 | 1533 | 1619+00.00 | RT | D3-H6a-72 | 72 X 12 | | | | 27.4 | | | | | | | | | | | | | | | | | | | 6.0 | | | | | | |
| S-106 | 1533 | 1619+00.00 | RT | D3-H6a-72 | 72 X 12 | | | | | | | | | | | | | | | | | | | | | | | 6.0 | | | | | | |
| S-106 | 1533 | 1619+00.00 | RT | D3-H6a-72 | 72 X 24 | | | | | | | | | | | | | | | | | | | | | | | 12.0 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-107 | 1533 | 1620+82.00 | LT | R5-1-48 | 48 X 48 | | | | 30.0 | | | | | | | | 2 | | | | | | | | | | | 16.0 | | | | | | |
| S-107 | 1533 | 1620+82.00 | LT | R6-1R-54 | 54 X 18 | | | | | | | | | | | | | | | | | | | | | | | 6.8 | | | | | | |
| S-107 | 1533 | 1620+82.00 | LT | R6-1L-54 | 54 X 18 | | | | | | | | | | | | | | | | | | | | | | | 6.8 | | | | | | |
| S-108 | 1533 | 1620+82.00 | RT | R3-6L-36 | 36 X 42 | | | | 29.0 | | | | | | | | | | | | | | | | | | | 10.5 | | | | | | |
| S-108 | 1533 | 1620+82.00 | RT | R5-1-48 | 48 X 48 | | | | | | | | | | | | | | | | | | | | | | | 16.0 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-108 | 1533 | 1620+82.00 | RT | R6-1R-54 | 54 X 18 | | | | | | | | | | | | | | | | | | | | | | | 6.8 | | | | | | |
| S-108 | 1533 | 1620+82.00 | RT | R6-1L-54 | 54 X 18 | | | | | | | | | | | | | | | | | | | | | | | 6.8 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | RAMP B6A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-109 | 1533 | 1803+90.00 | LT | D10-H5a-30 | 30 X 30 | | | 29.0 | | | | | | | | | 2 | | | | | | | | | | | 6.3 | | | | | | |
| S-109 | 1533 | 1803+90.00 | LT | R5-1a-42 | 42 X 30 | | | | | | | | | | | | | | | | | | | | | | | 8.8 | | | | | | |
| S-109 | 1533 | 1803+90.00 | LT | R5-1-48 | 48 X 48 | | | | | | | | | | | | | | | | | | | | | | | 16.0 | | | | | | |
| S-110 | 1533 | 1803+90.00 | RT | R3-6R-36 | 36 X 42 | | | 29.0 | | | | | | | | | 2 | | | | | | | | | | | 10.5 | | | | | | |
| S-110 | 1533 | 1803+90.00 | RT | R5-1a-42 | 42 X 30 | | | | | | | | | | | | | | | | | | | | | | | 8.8 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-110 | 1533 | 1803+90.00 | RT | R5-1-48 | 48 X 48 | | | | | | | | | | | | | | | | | | | | | | | 16.0 | | | | | | |
| S-111 | 1533 | 1804+80.00 | RT | D3-H6a-72 | 72 X 12 | | | | 27.4 | | | | | | | | | | | 10 | 10 | | | | | | | 6.0 | | | | | | |
| TOTALS CARRIED TO SHEET 1485 | | | | | | 5 | 69.7 | 116.0 | 113.8 | - | - | - | - | - | - | - | 10 | - | 1 | 2 | - | - | - | - | - | 6 | - | - | 340.4 | 175.0 | 236.0 | - | - | - | 5 |

SIGNING SUBSUMMARY - 5

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
RBK

REVIEWER
GSH 05/22/24

PROJECT ID
82382

SHEET 1473 | TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-05 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 12:58:47 PM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382400-Engineering\Traffic\Sheets\82382_TS101.dgn

| REF NO. | SHEET NO. | STATION | SIDE | CODE | SIZE | 625 GROUND ROD | 630 GROUND MOUNTED SUPPORT, NO. 2 POST | 630 GROUND MOUNTED SUPPORT, NO. 3 POST | 630 GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8X18 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X22 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12 | 630 ONE WAY SUPPORT, NO. 2 POST | 630 ONE WAY SUPPORT, NO. 4 POST | 630 SIGN POST REFLECTOR | 630 BREAKAWAY STRUCTURAL BEAM CONNECTION | 630 OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 12 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 2 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 3 | 630 OVERHEAD SIGN SUPPORT, TYPE TC-16.22, DESIGN 13 | 630 SIGN ATTACHMENT ASSEMBLY | 630 SIGN HANGER ASSEMBLY, MAST ARM | 630 SIGN SUPPORT ASSEMBLY, POLE MOUNTED | 630 SIGN SUPPORT ASSEMBLY, BRIDGE MOUNTED, TYPE 2 | 630 SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED (8) | 630 SIGN, FLAT SHEET | 630 SIGN, GROUND MOUNTED EXTRUSHEET | 630 SIGN, OVERHEAD EXTRUSHEET | 630 SIGN, DOUBLE FACED, STREET NAME, AS PER PLAN | 630 CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50 | 630 GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION | 630 RIGID OVERHEAD SIGN SUPPORT FOUNDATION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | IN | EACH | FT | FT | FT | FT | FT | FT | FT | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | SF | SF | SF | EACH | EACH | EACH | EACH |
| | INTERIM E. 14TH ST. SB (CONT.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-412 | 1822 | 203+09.00 | LT | R24-H2-12 | 12 X 18 | | 12.0 | | | | | | | | | | | | | | | | | | | | 1.5 | | | | | | |
| S-413 | 1822 | 204+05.00 | LT | R24-H2-12 | 12 X 18 | | 12.0 | | | | | | | | | | | | | | | | | | | | 1.5 | | | | | | |
| S-414 | 1822 | 205+05.50 | LT | R24-H2-12 | 12 X 18 | | 12.0 | | | | | | | | | | | | | | | | | | | | 1.5 | | | | | | |
| S-415 | 1822 | 205+07.00 | LT | R24-H2-12 | 12 X 18 | | 12.0 | | | | | | | | | | | | | | | | | | | | 1.5 | | | | | | |
| | | RAMP IJ3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-416 | 1823 | 100+20.50 | RT | R24-H2-12 | 12 X 18 | | 12.0 | | | | | | | | | | | | | | | | | | | | 1.5 | | | | | | |
| S-417 | 1823 | 100+21.50 | RT | R24-H2-12 | 12 X 18 | | 12.0 | | | | | | | | | | | | | | | | | | | | 1.5 | | | | | | |
| | | INTERIM E. 14TH ST. SB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S-418 | 1823 | 197+51.00 | LT | R24-H2-12 | 12 X 18 | | 12.0 | | | | | | | | | | | | | | | | | | | | 1.5 | | | | | | |
| S-419 | 1823 | 197+56.50 | LT | R24-H2-12 | 12 X 18 | | 12.0 | | | | | | | | | | | | | | | | | | | | 1.5 | | | | | | |
| S-420 | 1823 | 198+00.00 | LT | R24-H2-12 | 12 X 18 | | 12.0 | | | | | | | | | | | | | | | | | | | | 1.5 | | | | | | |
| S-421 | 1823 | 198+57.00 | LT | R24-H2-12 | 12 X 18 | | 12.0 | | | | | | | | | | | | | | | | | | | | 1.5 | | | | | | |
| S-422 | 1823 | 198+75.00 | LT | R24-H2-12 | 12 X 18 | | 12.0 | | | | | | | | | | | | | | | | | | | | 1.5 | | | | | | |
| S-423 | 1823 | 199+57.00 | LT | R24-H2-12 | 12 X 18 | | 12.0 | | | | | | | | | | | | | | | | | | | | 1.5 | | | | | | |
| | TOTALS FROM THIS SHEET | | | | | - | 144.0 | - | - | - | - | - | - | - | - | - | - | (8) - | - | - | - | - | (10) - | - | - | - | - | - | 18.0 | - | - | - | - | - | - |
| | TOTALS FROM SHEET | 1469 | | | | 6 | 57.2 | 129.8 | - | 36.0 | - | 40.0 | - | - | - | - | - | (8) 2 | - | 1 | 1 | (10) 1 | - | 25 | - | 2 | - | - | 124.4 | 63.0 | 2183.0 | - | (8) 2 | 2 | 5 |
| | TOTALS FROM SHEET | 1470 | | | | 6 | 71.9 | 146.2 | - | 36.0 | - | - | - | 56.2 | - | - | - | 4 | - | 1 | 2 | - | - | 15 | - | 2 | 2 | - | 255.9 | 77.0 | 1329.0 | - | 2 | 4 | 4 |
| | TOTALS FROM SHEET | 1471 | | | | 6 | 62.0 | 184.5 | - | 36.0 | - | - | - | - | - | - | 18 | 2 | 2 | 1 | 1 | - | - | - | - | 2 | 8 | - | 307.6 | 140.0 | 1164.5 | - | 1 | 2 | 5 |
| | TOTALS FROM SHEET | 1472 | | | | 4 | 102.4 | 485.5 | - | - | - | - | - | - | - | - | 36 | - | - | 2 | - | - | - | - | - | - | 8 | - | 357.2 | - | 544.0 | - | - | - | 4 |
| | TOTALS FROM SHEET | 1473 | | | | 5 | 69.7 | 116.0 | 113.8 | - | - | - | - | - | - | - | 10 | - | (10) 1 | 2 | (10) - | - | - | - | - | 6 | - | - | 340.4 | 175.0 | 236.0 | - | - | - | 5 |
| | TOTALS FROM SHEET | 1474 | | | | 4 | 13.0 | 404.3 | 89.0 | (8) 36.0 | (8) - | - | - | 38.0 | - | - | 17 | 4 | - | 2 | - | - | - | - | - | - | - | 1 | 384.0 | 108.0 | 449.0 | - | 1 | 4 | 3 |
| | TOTALS FROM SHEET | 1475 | | | | - | 60.0 | 348.0 | 30.0 | - | - | - | 54.8 | - | - | - | 26 | 2 | - | - | - | - | - | 19 | - | 2 | - | - | 249.2 | 184.5 | 1232.5 | - | - | 2 | - |
| | TOTALS FROM SHEET | 1476 | | | | 1 | 90.2 | - | 30.2 | 34.0 | - | - | - | - | 1.0 | 16.6 | 1 | 2 | - | - | - | - | 1 | - | 2 | 23 | - | - | 605.6 | - | 45.0 | - | (8) 2 | 2 | 1 |
| | TOTALS FROM SHEET | 1477 | | | | - | 125.8 | 27.2 | - | 38.4 | - | - | - | - | - | - | 2 | 2 | - | - | - | - | - | - | - | 24 | - | - | 281.2 | - | - | - | - | 2 | - |
| | TOTALS FROM SHEET | 1478 | | | | - | 73.0 | 153.7 | 46.1 | - | 34.0 | - | - | 40.0 | - | - | 2 | - | - | - | - | - | - | - | - | 11 | - | - | 182.2 | 80.0 | - | 2 | - | - | - |
| | TOTALS FROM SHEET | 1479 | | | | - | 36.0 | 176.5 | 69.0 | 101.0 | - | - | - | 42.0 | - | - | 14 | 8 | - | - | - | - | - | - | - | 7 | - | - | 286.1 | 72.0 | - | - | - | 8 | - |
| | TOTALS FROM SHEET | 1480 | | | | - | 62.0 | 58.2 | 35.3 | 33.0 | - | - | - | - | - | 19.5 | 12 | 2 | - | - | - | - | - | 2 | - | 7 | - | - | 199.9 | - | 52.5 | 2 | - | 2 | - |
| | TOTALS FROM SHEET | 1481 | | | | - | 157.3 | 83.4 | 15.8 | - | - | - | - | - | - | - | 5 | - | - | - | - | - | - | - | - | 16 | - | - | 118.8 | - | - | - | - | - | - |
| | TOTALS FROM SHEET | 1482 | | | | - | 96.8 | 153.3 | 13.4 | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | 6 | - | - | 156.2 | - | - | 2 | - | - | - |
| | TOTALS FROM SHEET | 1483 | | | | - | 324.0 | 13.0 | 48.4 | (8) - | - | - | - | - | - | - | - | - | (10) - | (10) - | (10) - | - | - | - | - | 4 | - | - | 116.5 | - | - | - | - | - | - |
| | TOTALS FROM SHEET | 1484 | | | | - | 492.0 | - | - | (8) - | - | - | - | - | - | - | - | - | (10) - | (10) - | (10) - | - | - | - | - | - | - | - | 61.5 | - | - | - | - | - | - |
| | TOTALS CARRIED TO GENERAL SUMMARY | | | | | 32 | 2037.3 | 2479.6 | 491.0 | 350.4 | 34.0 | 40.0 | 54.8 | 176.2 | 1.0 | 36.1 | 148 | 28 | 3 | 9 | 4 | 1 | 1 | 61 | 2 | 112 | 18 | 1 | 4044.7 | 899.5 | 7235.5 | 6 | 5 | 28 | 27 |

SIGNING SUBSUMMARY - 17

CUY-90-16.28 (CCG3A)

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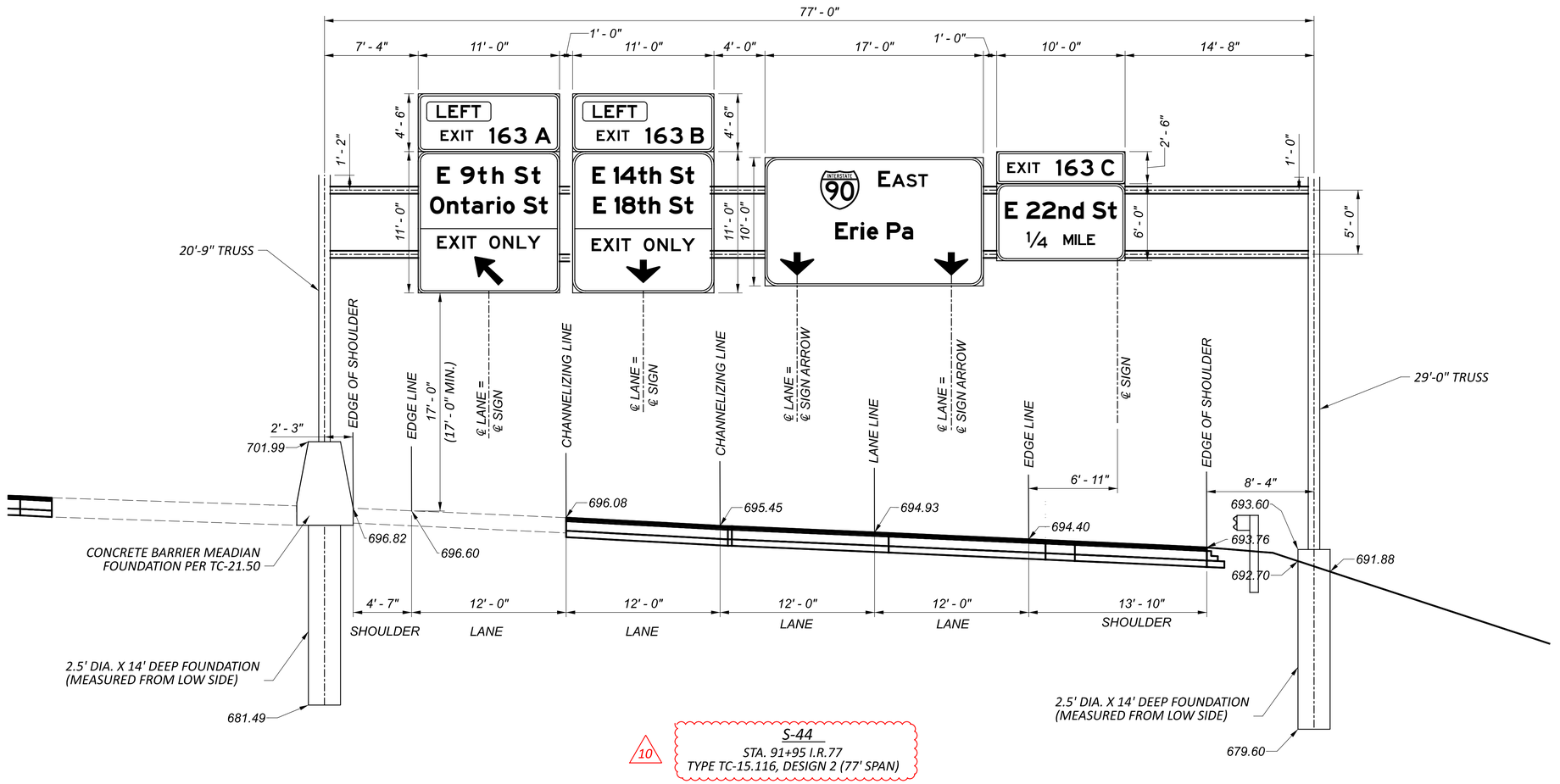
DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER RBK

REVIEWER GSH 05/22/24

PROJECT ID 82382

SHEET 1485 TOTAL 2696




10

S-44
STA. 91+95 I.R.77
TYPE TC-15.116, DESIGN 2 (77' SPAN)

HORIZONTAL SCALE IN FEET
0 2.5 5 10

# OVERHEAD SIGN ELEVATION DETAILS

CTY-RTE-SECTION

MODEL: I77 - 91+95 SH PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 8:07:32 AM USER: sisson
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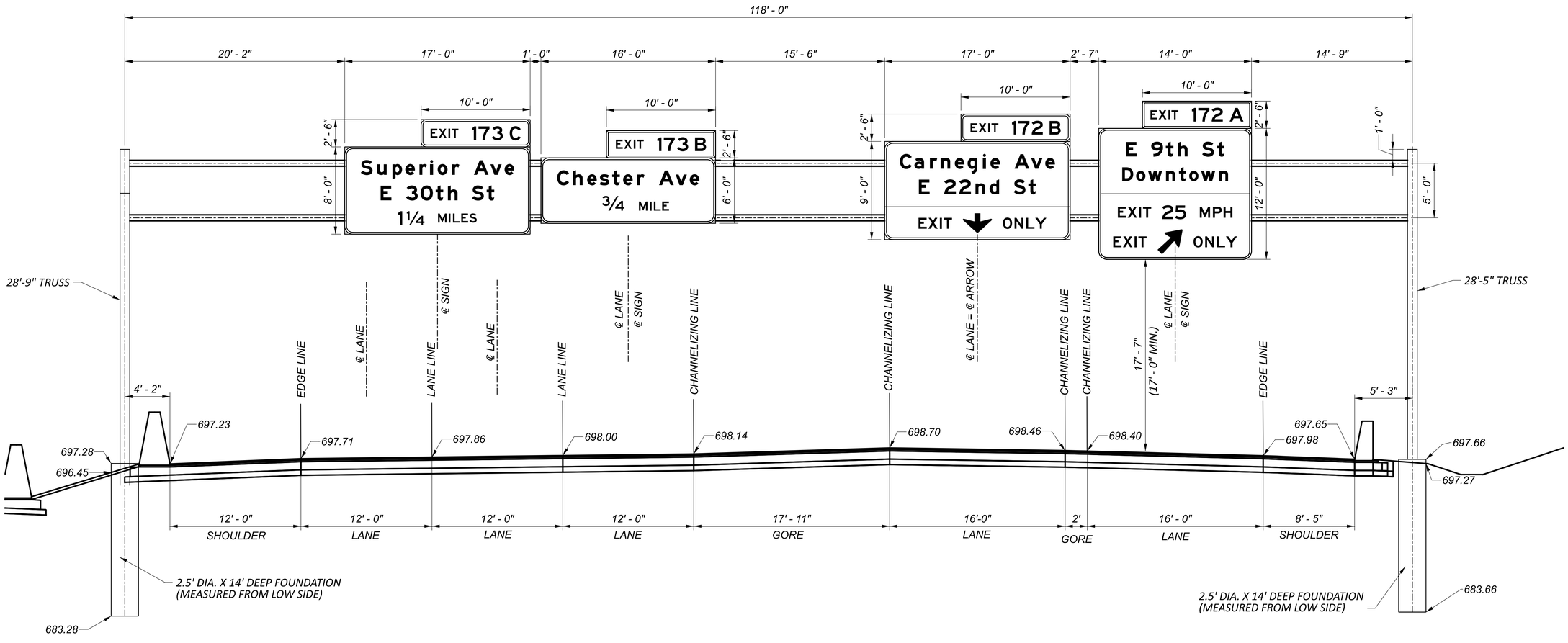
DESIGN AGENCY
B&N
burgessniple.com

| | |
|---|---|
| DESIGNER | AJS |
| REVIEWER | KEH 05/01/24 |
| PROJECT ID | 82382 |
| SHEET | 1586 |
| TOTAL | 2696 |

# OVERHEAD SIGN ELEVATION DETAILS




10

S-4
STA. 177+29 I.R. 90 EASTBOUND
TYPE TC-15.116, DESIGN 3 (118' SPAN)

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CTY-RTE-SECTION


MODEL: I90EB - 177+29 SH PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 7:48:44 AM USER: sisson
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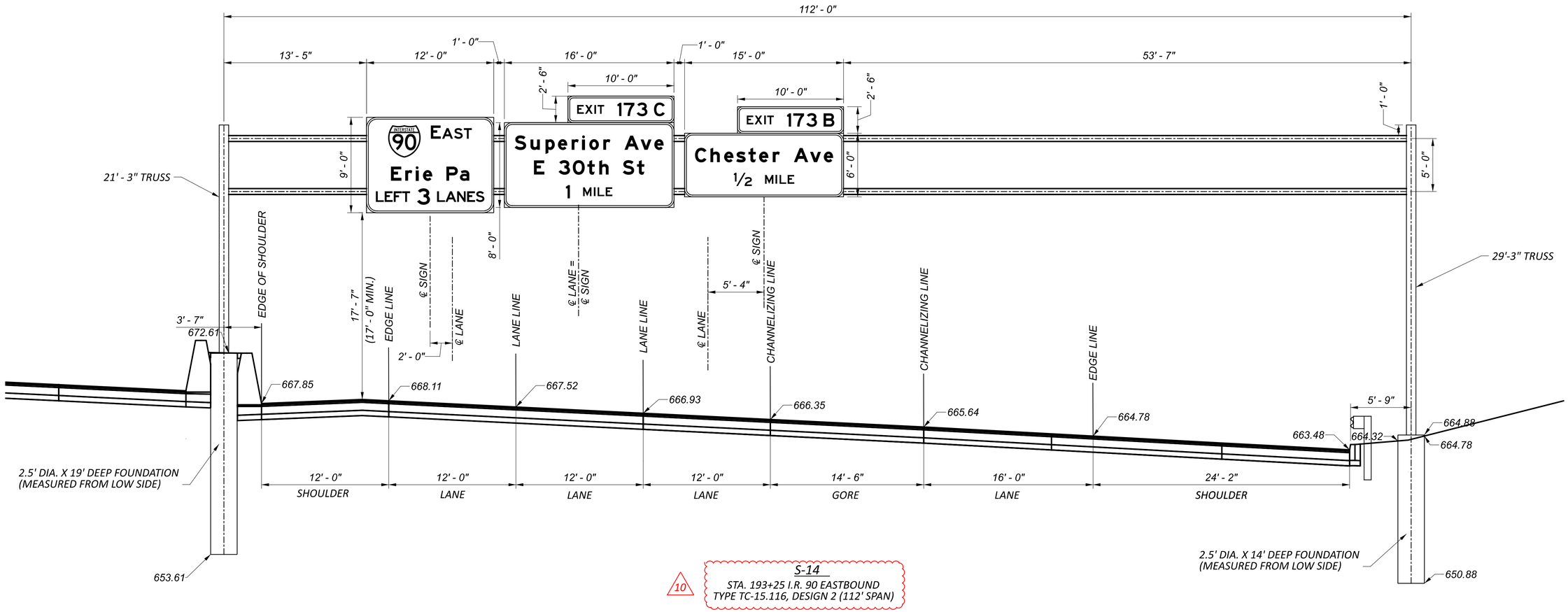
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
AJS

REVIEWER
KEH 05/01/24

PROJECT ID
82382

SHEET 1590 | TOTAL 2696




10 S-14
STA. 193+25 I.R. 90 EASTBOUND
TYPE TC-15.116, DESIGN 2 (112' SPAN)

HORIZONTAL SCALE IN FEET
0 2.5 5 10

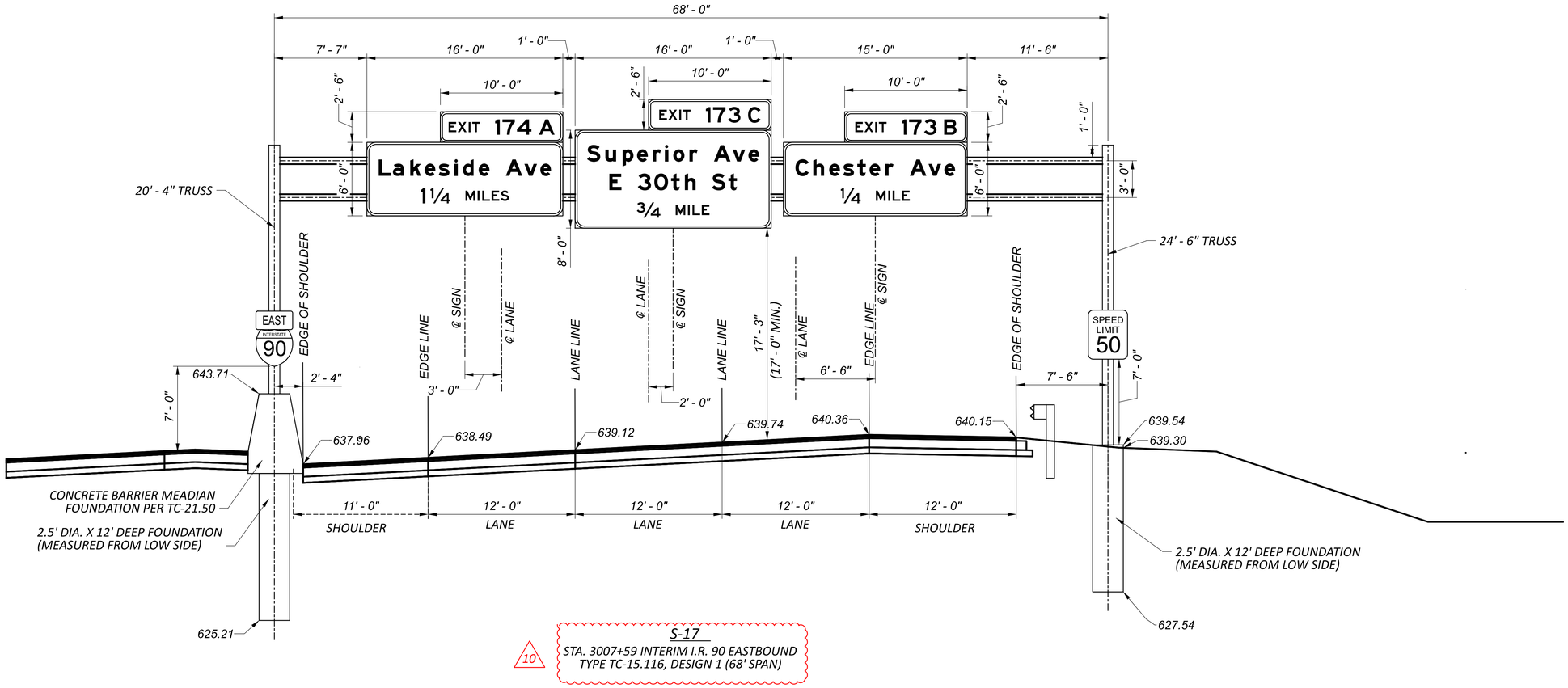
# OVERHEAD SIGN ELEVATION DETAILS

CTY-RTE-SECTION

MODEL: I90EB - 193+25 SH PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 7:52:49 AM USER: sisson
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382\400-Engineering\Traffic\Sheets\82382_TE1000.dgn

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER AJS
REVIEWER KEH 05/01/24
PROJECT ID 82382
SHEET 1591 TOTAL 2696




10 S-17

STA. 3007+59 INTERIM I.R. 90 EASTBOUND
TYPE TC-15.116, DESIGN 1 (68' SPAN)

HORIZONTAL SCALE IN FEET
0 2.5 5 10

# OVERHEAD SIGN ELEVATION DETAILS

CTY-RTE-SECTION

MODEL: INT IR90EB - 3007+59 SH PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 7:56:33 AM USER: sisson
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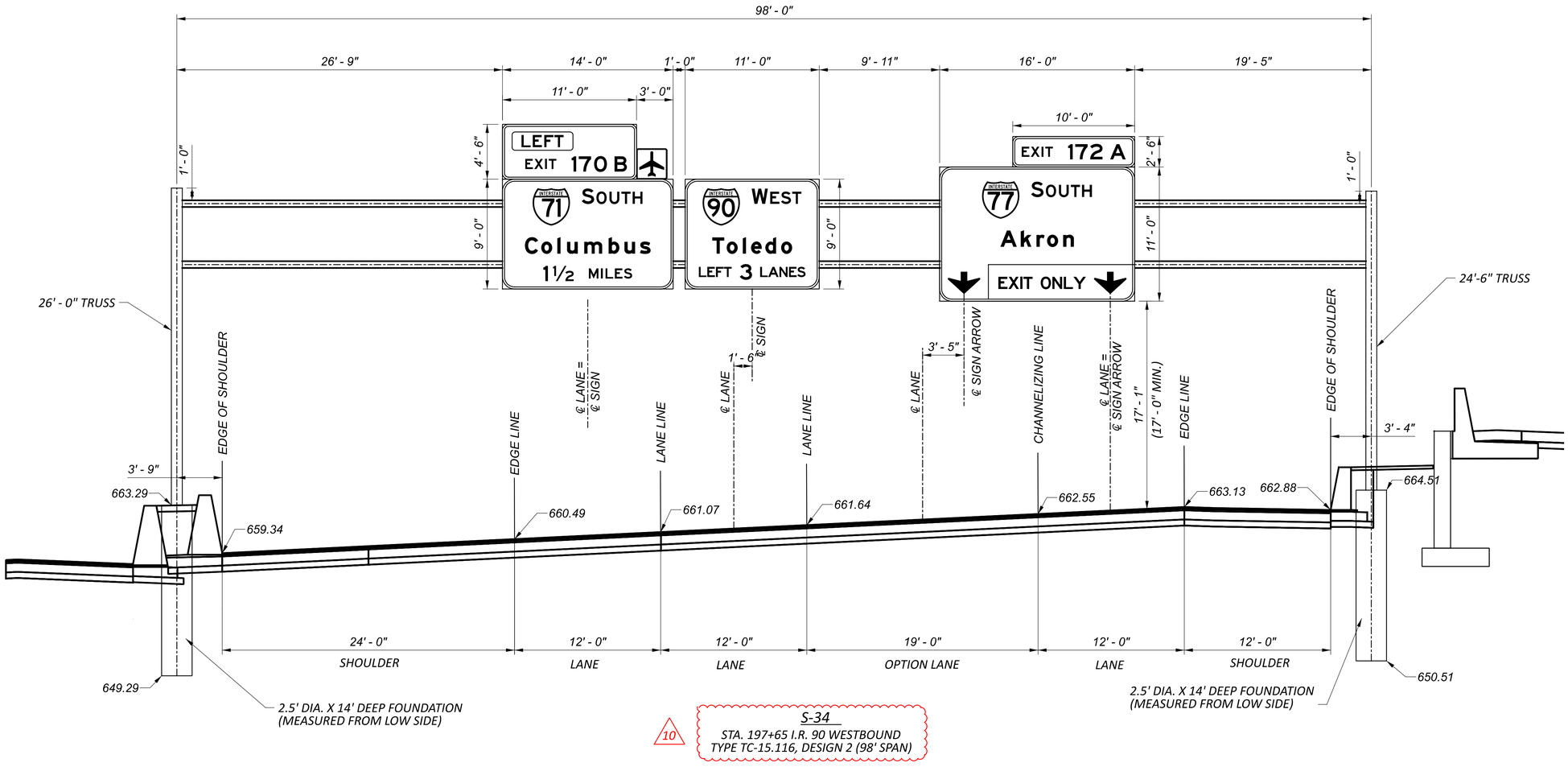
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER AJS
REVIEWER KEH 05/01/24
PROJECT ID 82382
SHEET 1592 TOTAL 2696

# OVERHEAD SIGN ELEVATION DETAILS




10 S-34
STA. 197+65 I.R. 90 WESTBOUND
TYPE TC-15.116, DESIGN 2 (98' SPAN)

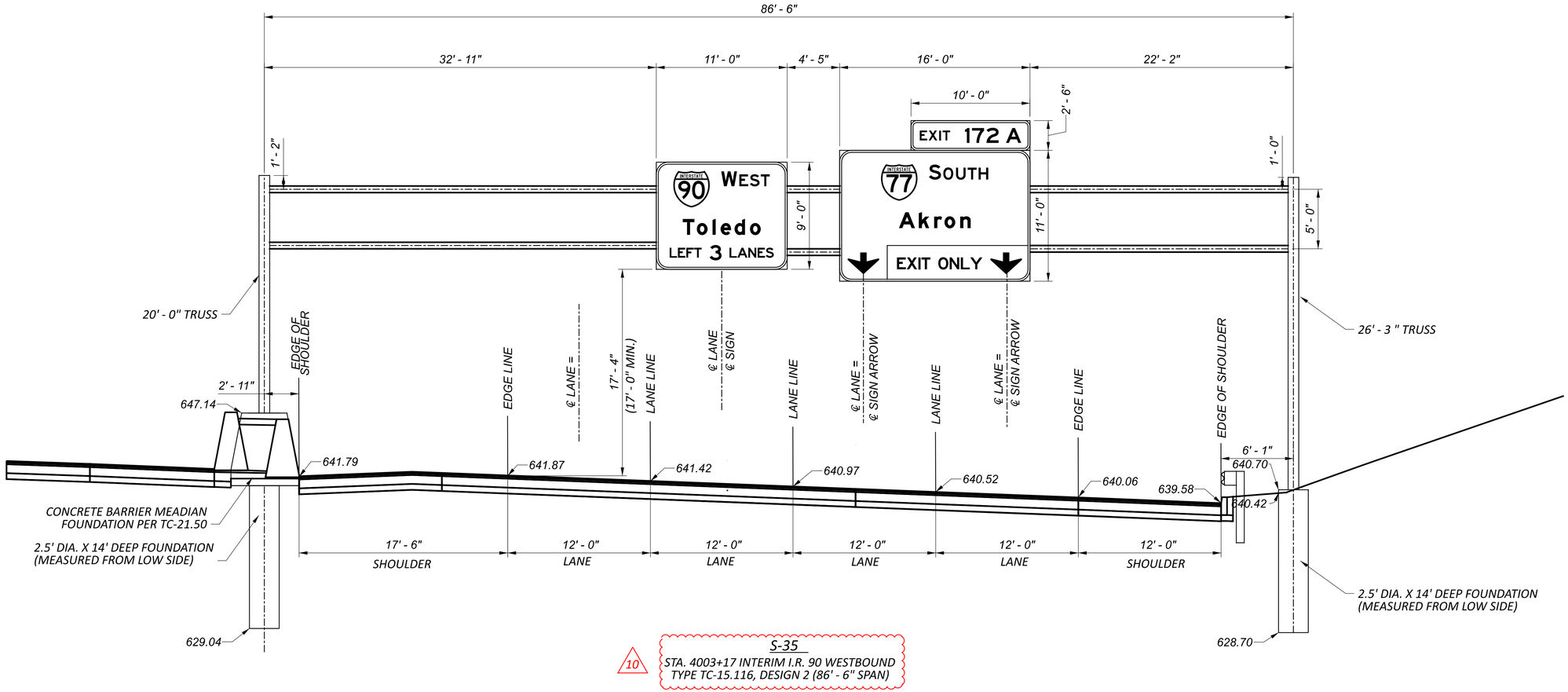
HORIZONTAL SCALE IN FEET
0 2.5 5 10

CTY-RTE-SECTION

MODEL: IR90WB - 197+65 SH PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 7:59:30 AM USER: sisson
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Traffic\Sheets\82382_TE1000.dgn

DESIGN AGENCY
B&N burgessniple.com

DESIGNER AJS
REVIEWER KEH 05/01/24
PROJECT ID 82382
SHEET 1595 TOTAL 2696




10

S-35

STA. 4003+17 INTERIM I.R. 90 WESTBOUND
TYPE TC-15.116, DESIGN 2 (86' - 6" SPAN)

HORIZONTAL SCALE IN FEET
0 2.5 5 10

# OVERHEAD SIGN ELEVATION DETAILS

CTY-RTE-SECTION

MODEL: INT IR90WB - 4003+17 SH PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 8:00:59 AM USER: sisson
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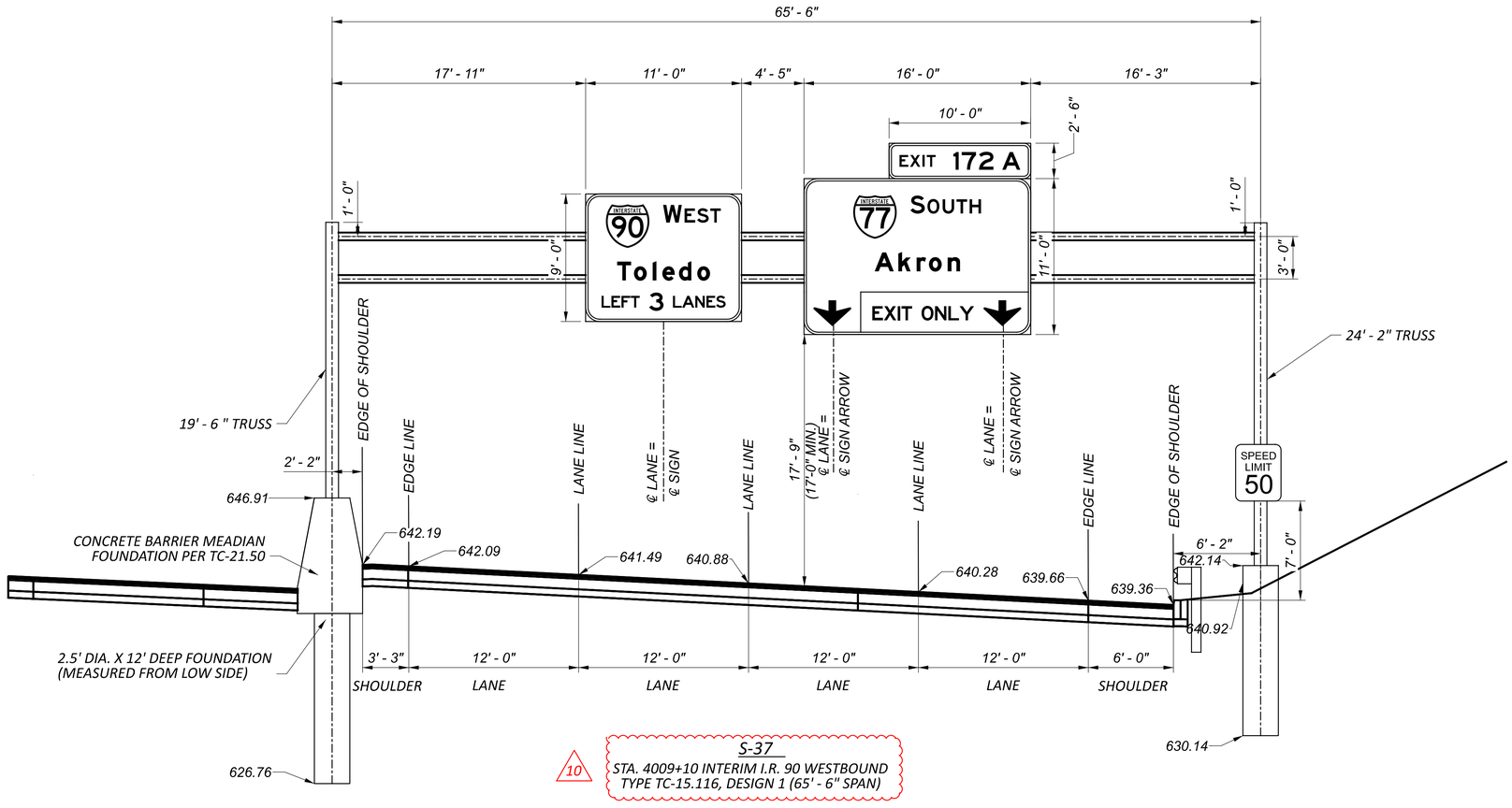
DESIGN AGENCY
B&N burgessniple.com

DESIGNER AJS
REVIEWER KEH 05/01/24
PROJECT ID 82382
SHEET 1596 TOTAL 2696




HORIZONTAL SCALE IN FEET
0 2.5 5 10

# OVERHEAD SIGN ELEVATION DETAILS

CTY-RTE-SECTION

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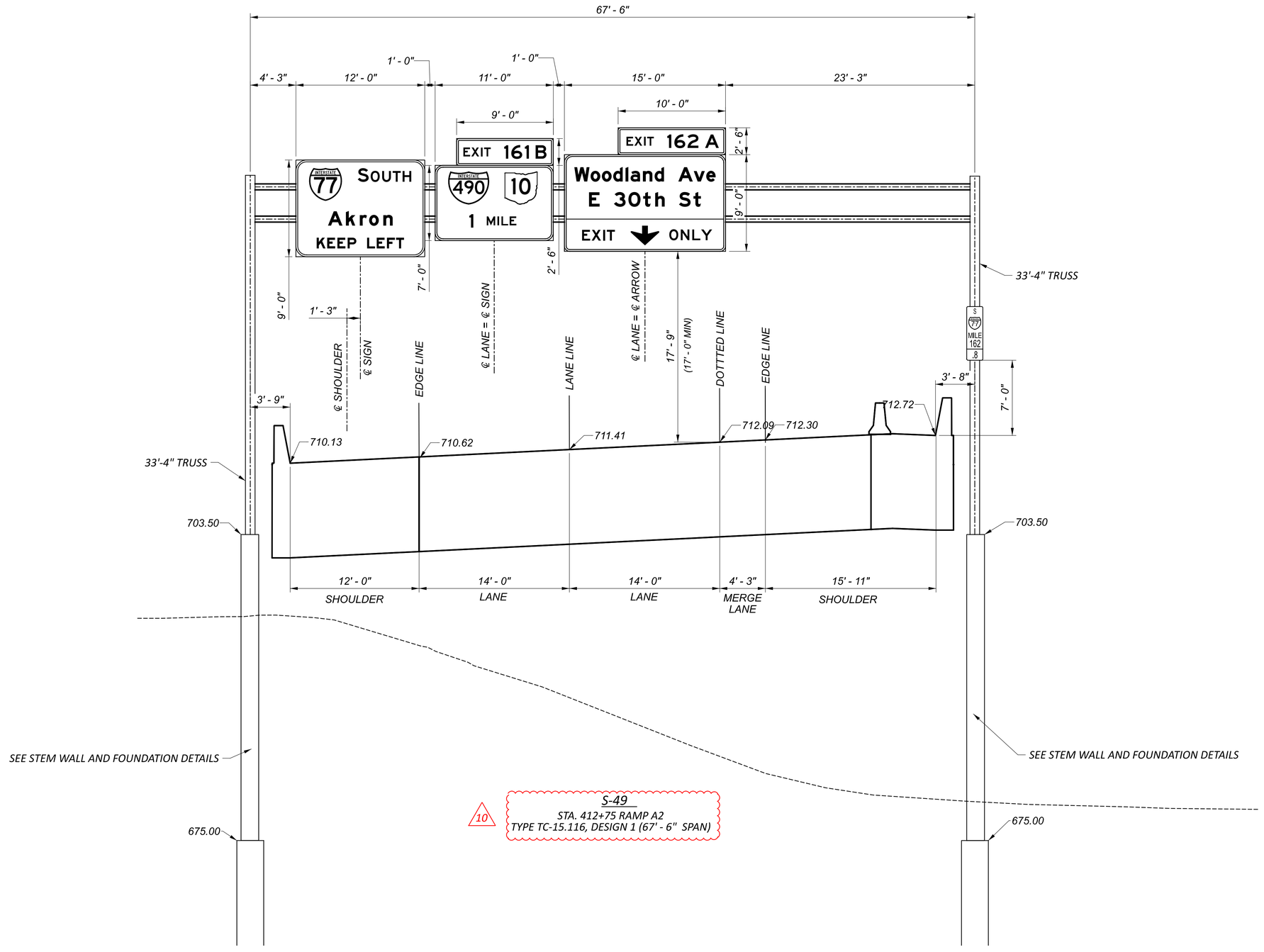
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
AJS

REVIEWER
KEH 05/01/24

PROJECT ID
82382

SHEET 1597 | TOTAL 2696




CTY-RTE-SECTION

OVERHEAD SIGN ELEVATION DETAILS

HORIZONTAL SCALE IN FEET
0 2.5 5 10

MODEL: RAMP A2 - 412+75 SH PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 8:19:00 AM USER: sisson
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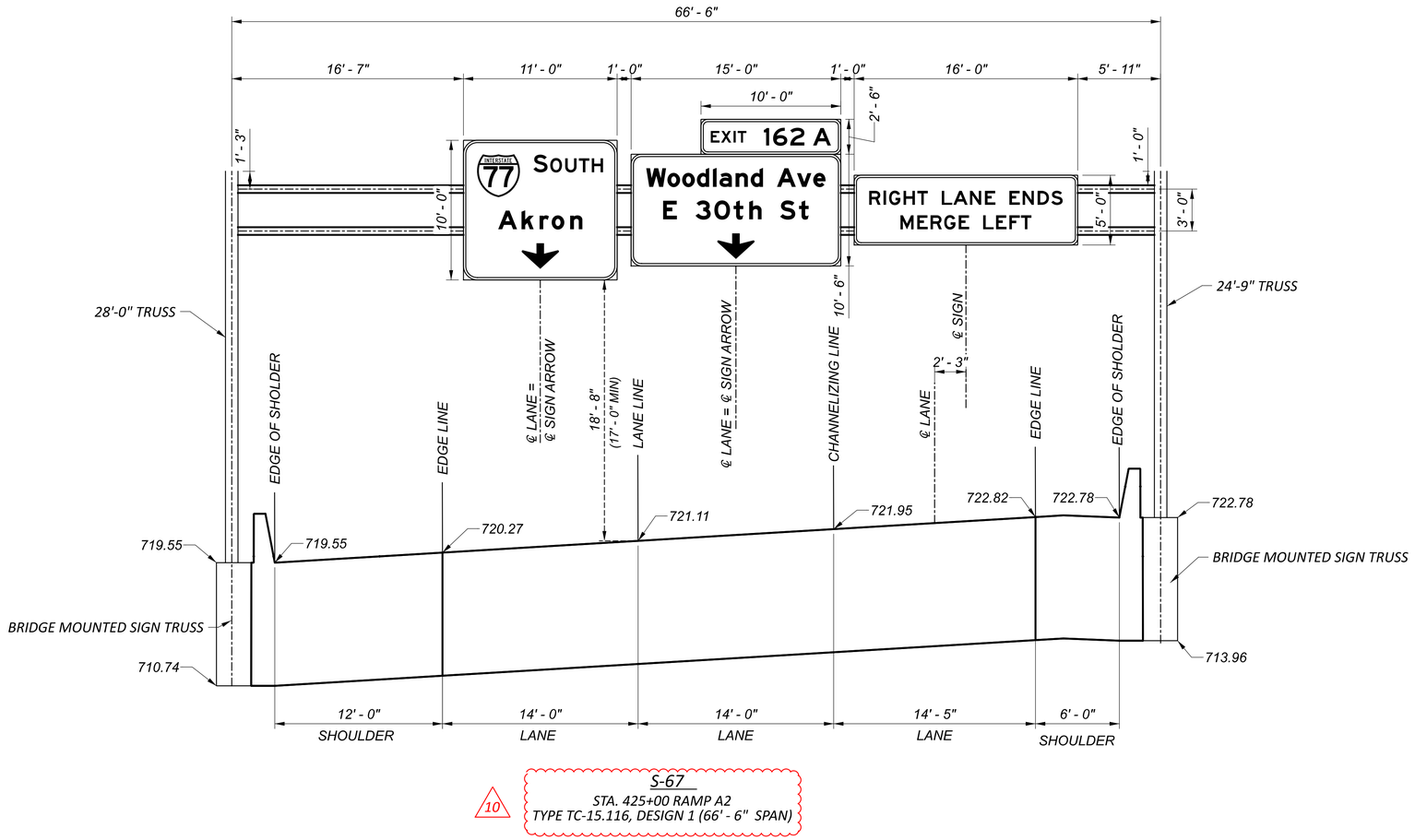
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
AJS

REVIEWER
KEH 05/01/24

PROJECT ID
82382

SHEET 1599 | TOTAL 2696




10

S-67
STA. 425+00 RAMP A2
TYPE TC-15.116, DESIGN 1 (66' - 6" SPAN)

HORIZONTAL SCALE IN FEET
0 2.5 5 10

# OVERHEAD SIGN ELEVATION DETAILS

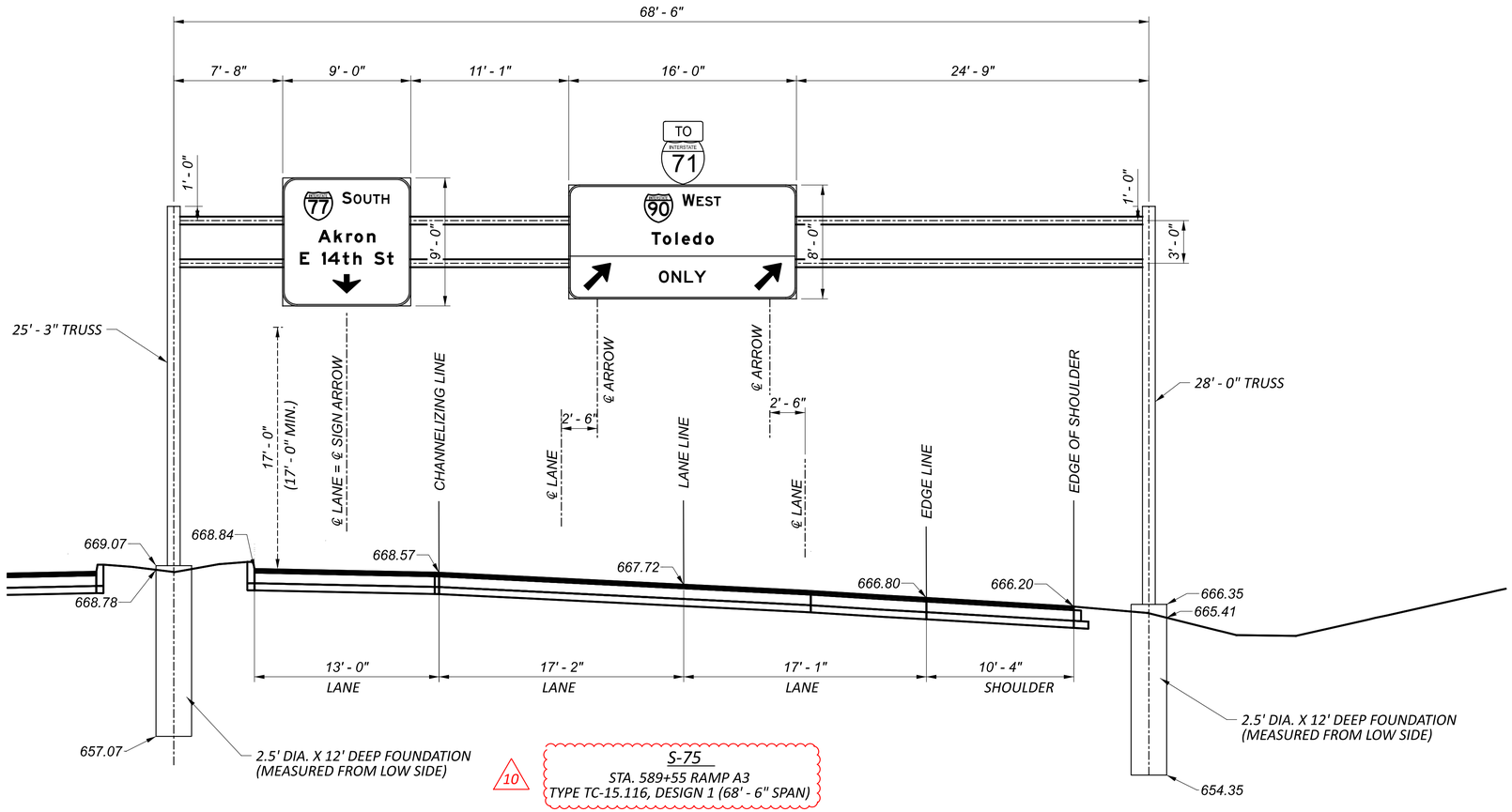
CTY-RTE-SECTION

MODEL: RAMP A2 - 425+00 SH PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 8:20:12 AM USER: sisson
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District 12\82382\400-Engineering\Traffic\Sheets\82382_TE1000.dgn

DESIGN AGENCY
B&N
burgessniple.com

| | |
|---|---|
| DESIGNER | AJS |
| REVIEWER | KEH 05/01/24 |
| PROJECT ID | 82382 |
| SHEET | 1600 |
| TOTAL | 2696 |

# OVERHEAD SIGN ELEVATION DETAILS




10

S-75
STA. 589+55 RAMP A3
TYPE TC-15.116, DESIGN 1 (68' - 6" SPAN)

HORIZONTAL
SCALE IN FEET
0 2.5 5 10

CTY-RTE-SECTION

MODEL: RAMP A3 - 589+00 SH PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 8:21:12 AM USER: sisson
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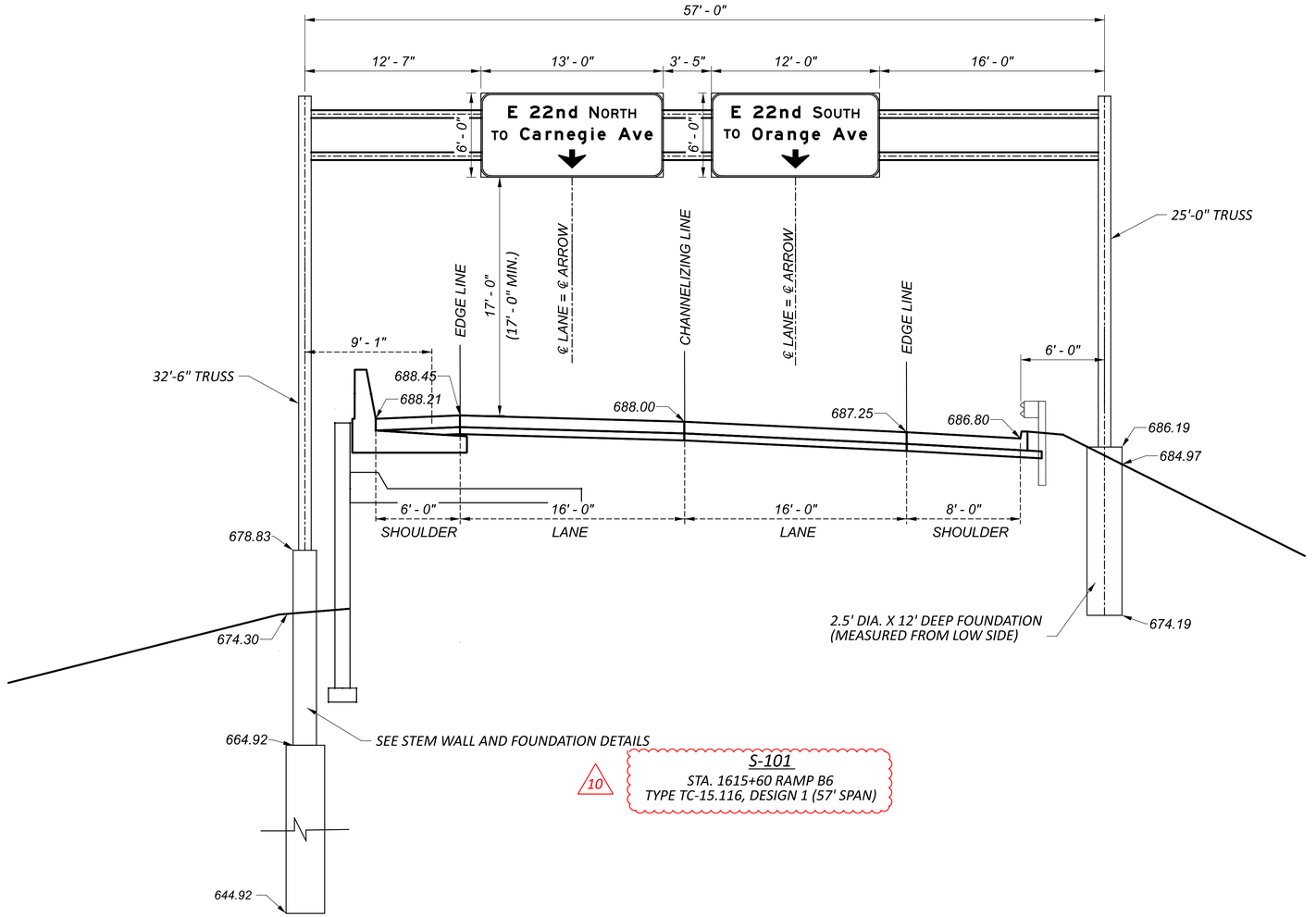
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
AJS

REVIEWER
KEH 05/01/24

PROJECT ID
82382

SHEET 1601
TOTAL 2696




# OVERHEAD SIGN ELEVATION DETAILS

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CTY-RTE-SECTION

MODEL: RAMP B6 - 1615+65 SH PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 8:17:32 AM USER: sisson
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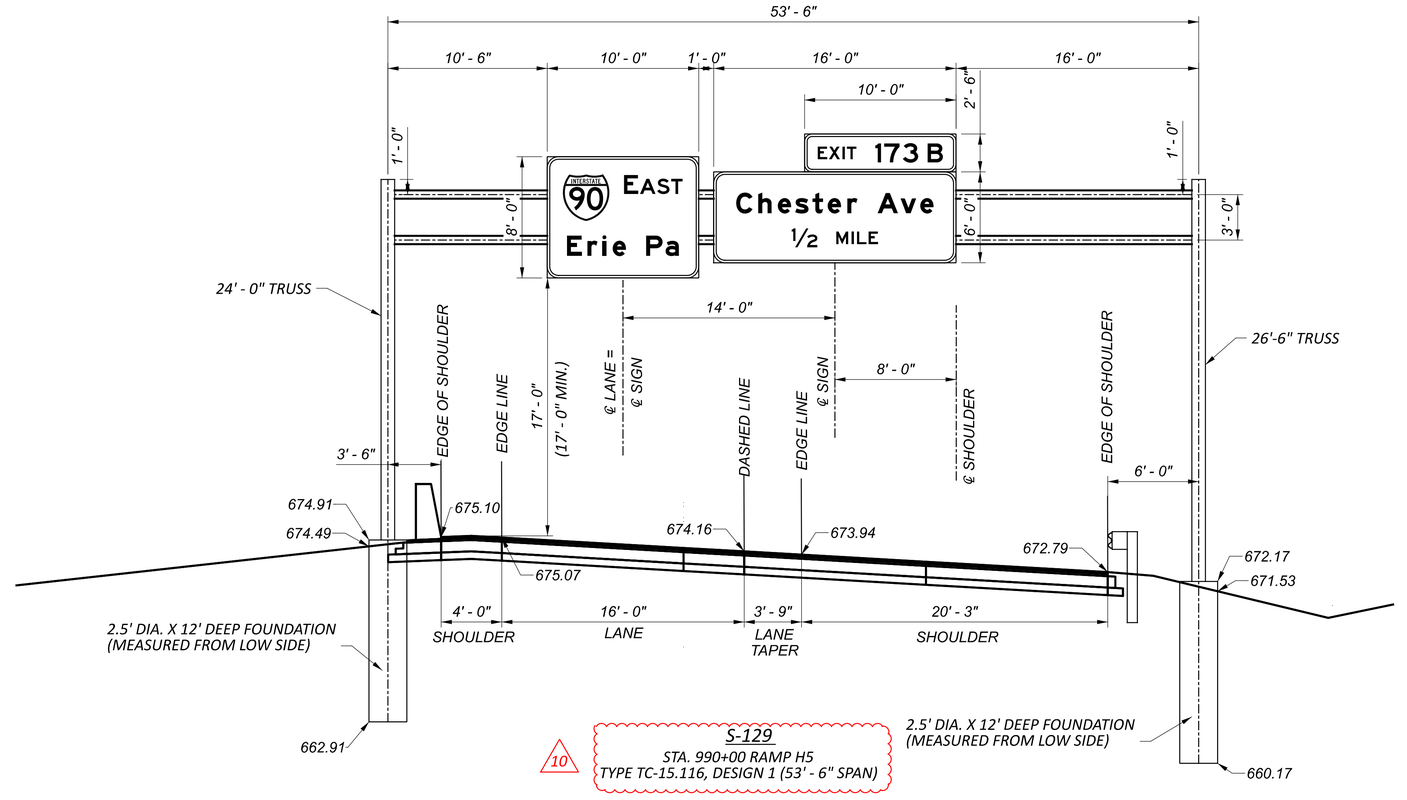
DESIGN AGENCY
B&N
burgessniple.com

| | |
|---|---|
| DESIGNER | AJS |
| REVIEWER | KEH 05/01/24 |
| PROJECT ID | 82382 |
| SHEET | 1603 |
| TOTAL | 2696 |




10

S-129

STA. 990+00 RAMP H5

TYPE TC-15.116, DESIGN 1 (53' - 6" SPAN)

HORIZONTAL SCALE IN FEET

0 2.5 5 10

# OVERHEAD SIGN ELEVATION DETAILS

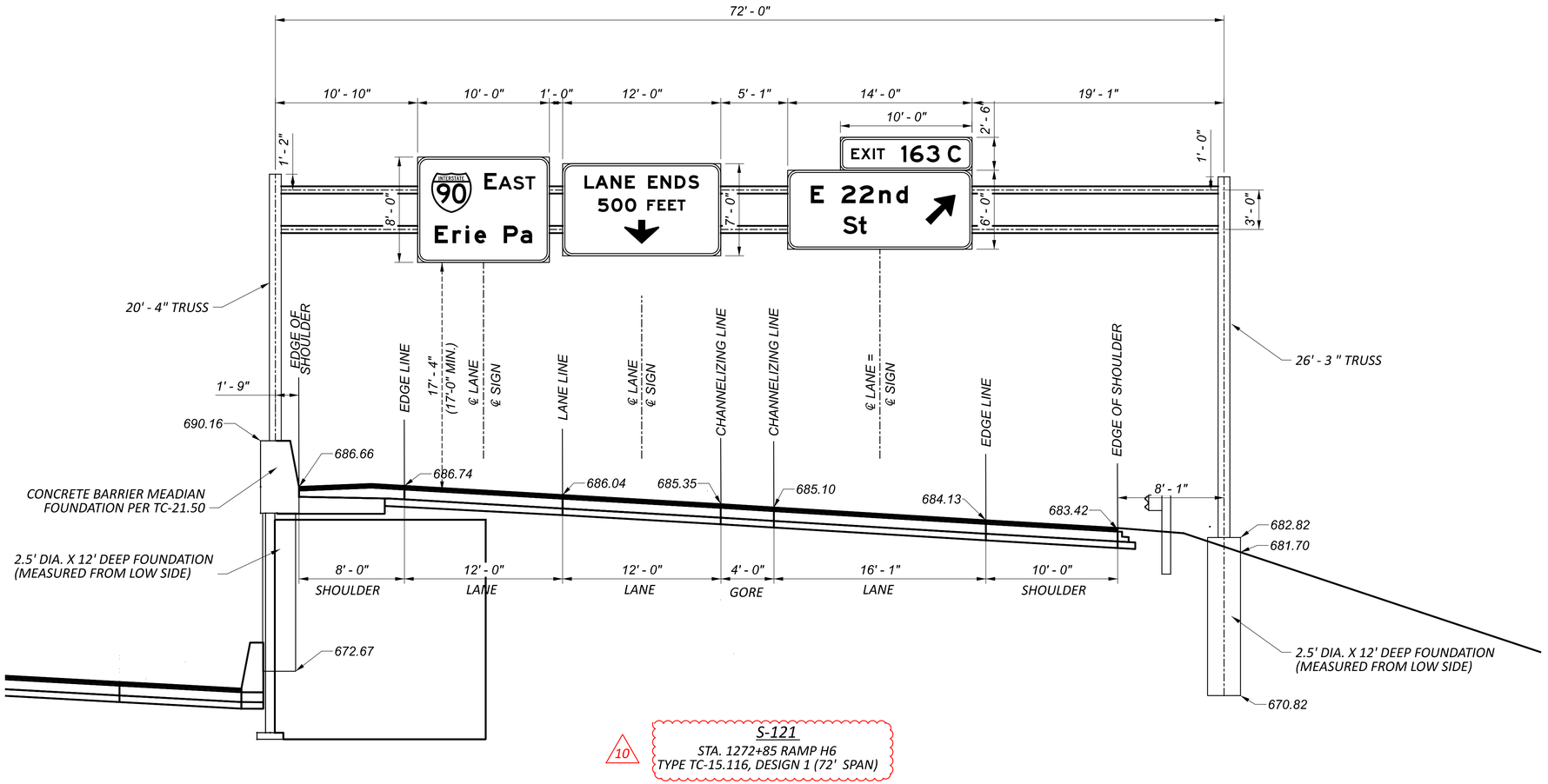
CTY-RTE-SECTION

MODEL: RAMP H5 - 990+00 SH PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 8:14:47 AM USER: sisson
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Traffic\Sheets\82382_TE1000.dgn

DESIGN AGENCY

B&N burgessniple.com

| | |
|---|---|
| DESIGNER | AJS |
| REVIEWER | KEH 05/01/24 |
| PROJECT ID | 82382 |
| SHEET | 1604 |
| TOTAL | 2696 |




10

S-121

STA. 1272+85 RAMP H6
TYPE TC-15.116, DESIGN 1 (72' SPAN)

HORIZONTAL SCALE IN FEET
0 2.5 5 10

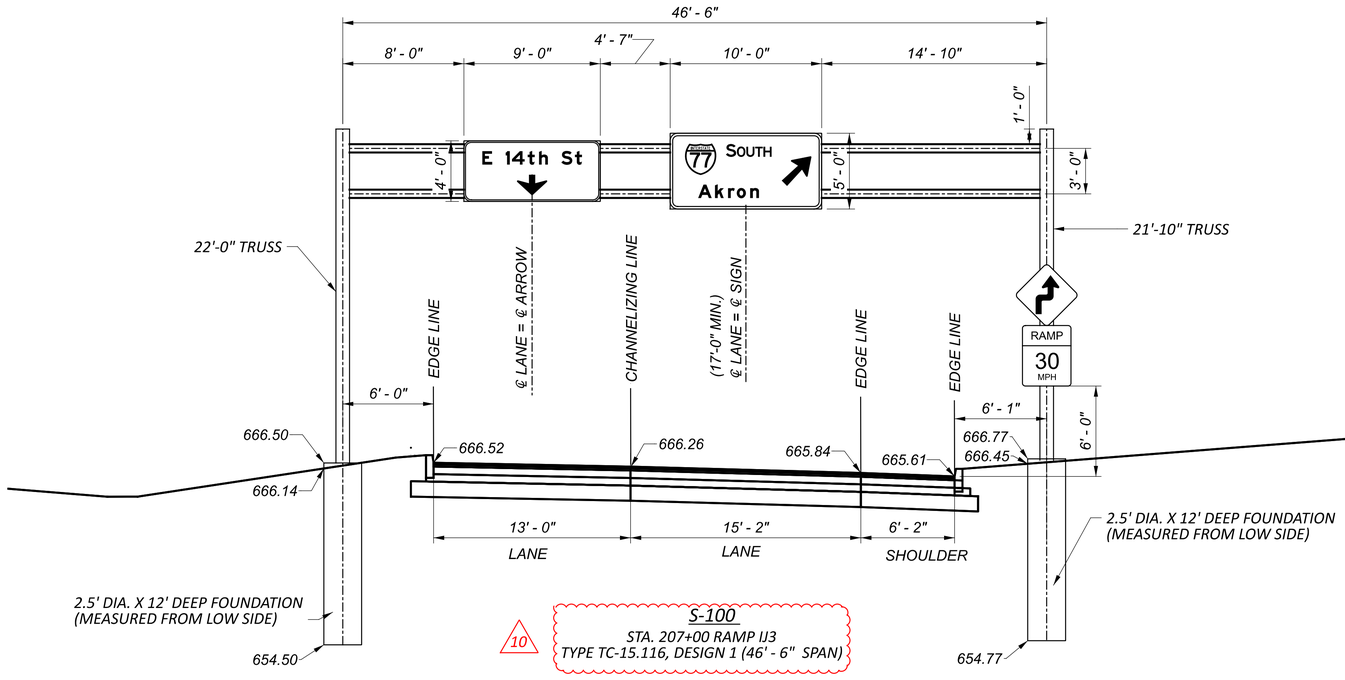
# OVERHEAD SIGN ELEVATION DETAILS

CTY-RTE-SECTION

MODEL: RAMP H6 - 1272+85 SH PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 8:12:37 AM USER: sisson
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH101_Projects\ODOT\District12\82382\400-Engineering\Traffic\Sheets\82382_TE1000.dgn

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER AJS
REVIEWER KEH 05/01/24
PROJECT ID 82382
SHEET 1606 TOTAL 2696




10

S-100

STA. 207+00 RAMP IJ3
TYPE TC-15.116, DESIGN 1 (46' - 6" SPAN)

CTY-RTE-SECTION

MODEL: RAMP IJ3 - 207+00 SH PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 8:09:55 AM USER: sisson
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382400-Engineering\Traffic\Sheets\82382_TE1000.dgn

HORIZONTAL
SCALE IN FEET
0 2.5 5 10

# OVERHEAD SIGN ELEVATION DETAILS

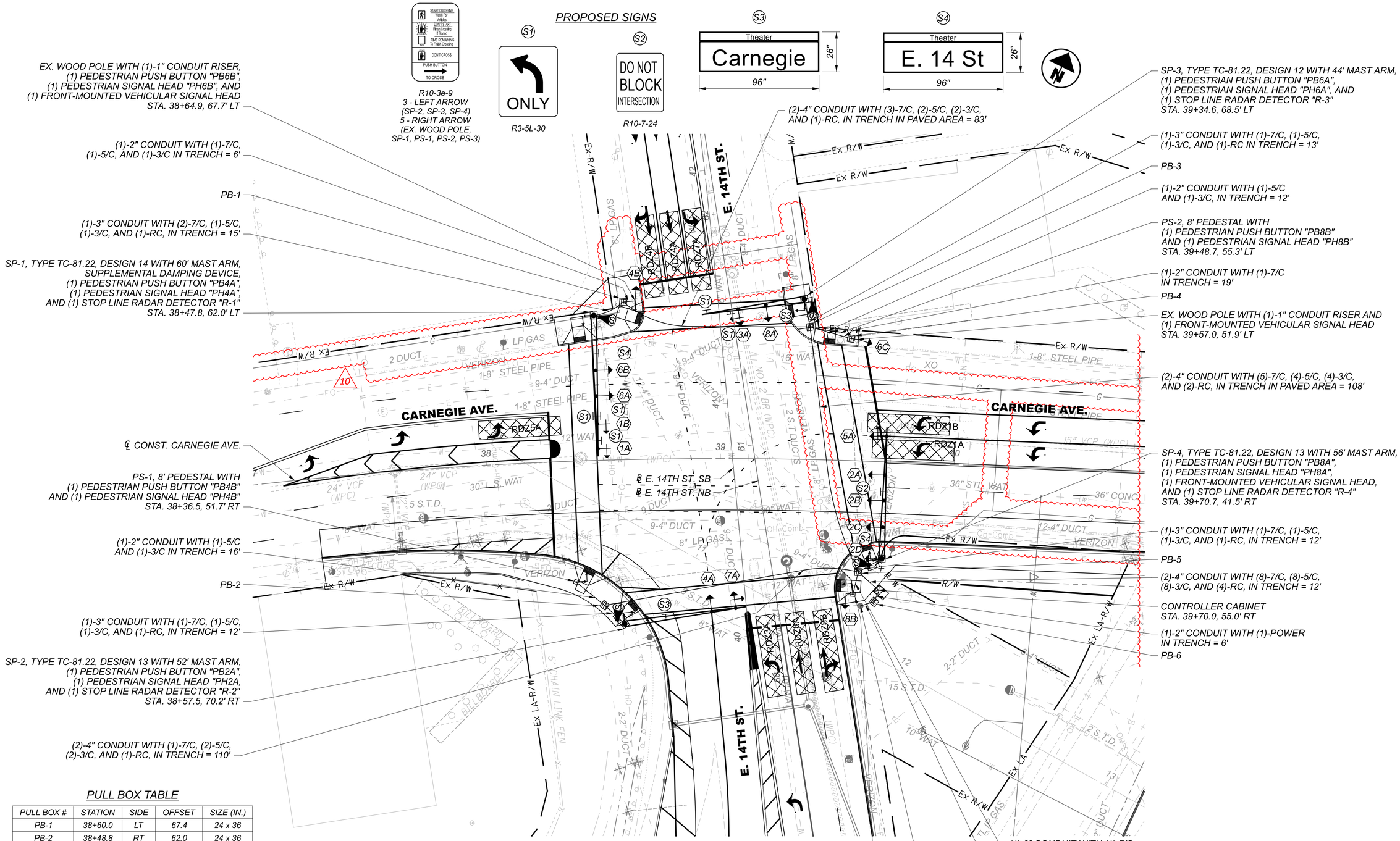
DESIGN AGENCY
B&N
burgessniple.com

DESIGNER
AJS

REVIEWER
KEH 05/01/24

PROJECT ID
82382

SHEET 1608 | TOTAL 2696




## PULL BOX TABLE

| PULL BOX # | STATION | SIDE | OFFSET | SIZE (IN.) |
|---|---|---|---|---|
| PB-1 | 38+60.0 | LT | 67.4 | 24 x 36 |
| PB-2 | 38+48.8 | RT | 62.0 | 24 x 36 |
| PB-3 | 39+37.2 | LT | 56.7 | 24 x 36 |
| PB-4 | 39+54.3 | LT | 52.1 | 13 x 24 |
| PB-5 | 39+60.6 | RT | 47.5 | 24 x 36 |
| PB-6 | 39+68.0 | RT | 60.0 | 13 x 24 |

NOTE:
1. RADAR DETECTION LOCATION IS FOR REFERENCE ONLY, ACTUAL PLACEMENT WILL BE RECOMMENDED BY MANUFACTURER.

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC SIGNAL PLAN
# CARNEGIE AVE. & E. 14TH ST.

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER SED
REVIEWER RMG 05/22/24
PROJECT ID 82382
SHEET 1643 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_CP1000 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 10:23 AM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland.OH\DirectConnect-{2A82382\400-Engineering\Signals\Sheets\82382_CP1000.dgn

## PROPOSED SIGNS

S1 — R3-2-36

S2 — R3-1-36

S3 — R3-27-36

S4 — R3-5R-30

S5 — Theater / Campus District — Carnegie — 96"

S6 — Campus District / Theater — Carnegie — 96"

S7 — Campus District — E. 18 St — 96"

S8 — Theater — E. 18 St — 96" — 26" TYP

R10-3e-9

3 - LEFT ARROW
(PS-2, PS-3, SP-4)
5 - RIGHT ARROW
(PS-1, SP-2, SP-3,
EX. LIGHT POLE, PS-4)

PS-1, 8' PEDESTAL WITH
(1) PEDESTRIAN PUSH BUTTON "PB6B" AND
(1) PEDESTRIAN SIGNAL HEAD "PH6B"
STA. 41+28.2, 65.7' LT

(2)-4" CONDUIT WITH (2)-7/C, (2)-5/C, (2)-3/C,
AND (1)-RC IN TRENCH IN PAVED AREA = 83'

(1)-2" CONDUIT WITH (1)-5/C
AND (1)-3/C, IN TRENCH = 15'

PB-1

(1)-3" CONDUIT WITH
(1)-7/C IN TRENCH = 5'

SP-1, TYPE TC-81.22, DESIGN 13 WITH 51' MAST ARM,
STA. 41+19.2, 55.0' LT

(1)-2" CONDUIT WITH (1)-5/C AND
(1)-3/C, IN TRENCH = 13'

PS-2, 8' PEDESTAL WITH
(1) PEDESTRIAN PUSH BUTTON "PB4A"
AND (1) PEDESTRIAN SIGNAL HEAD "PH4A"
STA. 41+10.9, 51.3' LT

(2)-4" CONDUIT WITH (3)-7/C, (4)-5/C, (4)-3/C,
AND (1)-RC, IN TRENCH IN PAVED AREA = 102'

SP-2, TYPE TC-81.22, DESIGN 4 WITH 25' MAST ARM,
(1) PEDESTRIAN PUSH BUTTON "PB4B",
(1) PEDESTRIAN SIGNAL HEAD "PH4B",
(2) FRONT-MOUNTED VEHICULAR SIGNAL HEADS,
AND (1) STOP LINE RADAR DETECTOR "R-1"
STA. 41+02.2, 44.0' RT

PROPOSED POWER SOURCE WITH
(1)-1" CONDUIT RISER
STA. 41+00.0, 37.0' RT

(1)-2" CONDUIT WITH (1)-POWER
IN TRENCH = 10'

PB-6

(1)-2" CONDUIT WITH (1)-POWER
IN TRENCH = 5'

CONTROLLER CABINET
STA. 41+01.8, 48.6' RT

(2)-4" CONDUIT WITH (6)-7/C, (8)-5/C,
(8)-3/C, AND (2)-RC, IN TRENCH = 11'

(1)-3" CONDUIT WITH (2)-7/C, (1)-5/C, (1)-3/C,
AND (1)-RC, IN TRENCH = 11'

PB-2

DETAIL A
NOT TO SCALE

SEE DETAIL A

PS-3, 8' PEDESTAL WITH
(1) PEDESTRIAN PUSH BUTTON "PB2A"
AND (1) PEDESTRIAN SIGNAL HEAD "PH2A"
STA. 41+16.1, 47.4' RT

(1)-2" CONDUIT WITH (1)-5/C
AND (1)-3/C, IN TRENCH = 5'

(2)-4" CONDUIT WITH (1)-7/C, (2)-5/C,
AND (2)-3/C, IN TRENCH = 69'

PS-4, 8' PEDESTAL WITH
(1) PEDESTRIAN PUSH BUTTON "PB2B"
AND (1) PEDESTRIAN SIGNAL HEAD "PH2B"
STA. 41+66.5, 58.3' RT

(1)-2" CONDUIT WITH (1)-5/C
AND (1)-3/C, IN TRENCH = 19'

PB-5

(1)-3" CONDUIT WITH (1)-7/C, (1)-5/C,
AND (1)-3/C, IN TRENCH = 22'

SP-3, TYPE TC-81.22, DESIGN 4 WITH 25' MAST ARM,
(1) PEDESTRIAN PUSH BUTTON "PB6A"
(2) PEDESTRIAN SIGNAL HEADS "PH6A" & "PH8B",
(1) FRONT-MOUNTED VEHICULAR SIGNAL HEAD,
AND (1) STOP LINE RADAR DETECTOR "R-2"
STA. 42+01.9, 59.1' LT

(1)-3" CONDUIT WITH (1)-7/C, (2)-5/C, (1)-3/C,
AND (1)-RC IN TRENCH IN PAVED AREA = 12'
COORDINATE WITH CROWN CASTLE TO REMOVE
EXISTING UTILITY CABINET BEFORE
INSTALLING CONDUIT

PB-3

(1)-2" CONDUIT WITH (1)-7/C
AND (1)-3/C IN TRENCH = 11'

PB-4

EX. LIGHT POLE WITH (1)-1" CONDUIT RISER,
(1) PEDESTRIAN PUSH BUTTON "PB8B" AND
(1) SIDE-MOUNTED VEHICULAR SIGNAL HEAD
STA. 42+18.3, 43.1' LT

℄ CONST. CARNEGIE AVE.

SP-4, TYPE TC-81.22, DESIGN 12 WITH 40' MAST ARM,
(1) PEDESTRIAN PUSH BUTTON "PB8A",
AND (1) PEDESTRIAN SIGNAL HEAD "PH8A"
STA. 42+01.2, 44.0' RT

## PROPOSED SIGNALS

VEHICULAR SIGNAL HEADS
(12" LENS, LED, YELLOW,
W/ REFECTIVE BACKPLATES)

2A, 2B, 2C, 4A, 4B, 6A, 6B, 6C, 6D, 8A, 8B, 8C

5A, 7A

PEDESTRIAN HEADS
(LED, COUNTDOWN,
TYPE D2)

## TRAFFIC SIGNAL LEGEND

- TRAFFIC SIGNAL, 3 UNIT HEAD, 12"
- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS
- TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"
- CONTROLLER CABINET
- CONTROLLER CABINET WITH WORKPAD
- SIGNAL SUPPORT POLE
- PEDESTAL SIGNAL
- PEDESTRIAN PUSH BUTTON
- PEDESTAL SUPPORT
- TRAFFIC PULL BOX
- SIGNAL CONDUIT
- RADAR DETECTION ZONE
- RADAR DETECTOR

## PULL BOX TABLE

| PULL BOX # | STATION | SIDE | OFFSET | SIZE (IN.) |
|---|---|---|---|---|
| PB-1 | 41+23.0 | LT | 51.9 | 24 x 36 |
| PB-2 | 41+11.8 | RT | 49.4 | 24 x 36 |
| PB-3 | 42+07.1 | LT | 49.9 | 24 x 36 |
| PB-4 | 42+15.6 | LT | 43.6 | 13 x 24 |
| PB-5 | 41+79.3 | RT | 45.4 | 24 x 36 |
| PB-6 | 40+98.0 | RT | 46.0 | 13 x 24 |

NOTE:

1. RADAR DETECTION LOCATION IS FOR REFRENCE ONLY. ACTUAL PLACEMENT WILL BE RECOMMENDED BY MANUFACTURER.

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC SIGNAL PLAN
# CARNEGIE AVE. & E. 18TH ST.

DESIGN AGENCY
Michael Baker INTERNATIONAL

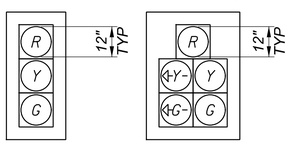
DESIGNER SED
REVIEWER RMG 05/22/24
PROJECT ID 82382
SHEET 1647 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_CP2000 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 10:07:51 AM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.commb-us-pw-03\Documents\Cleveland.OH\01_Projects\0DOT\District2\82382\400-Engineering\Signals\Sheets\82382_CP2000.dgn

## PROPOSED SIGNALS

VEHICULAR SIGNAL HEADS
(12" LENS, LED, YELLOW,
W/ REFLECTIVE BACKPLATES)

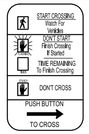



2A, 2B, 2C, 2D,
4A, 4B, 4C, 4D,
6A, 6B, 6C

1A




PEDESTRIAN HEADS
(LED, COUNTDOWN,
TYPE D2)




R10-3e-9
4 - LEFT ARROW
(PS-1, SP-2, PS-3, SP-3)
4 - RIGHT ARROW
(SP-1, PS-2, PS-4, PS-5)

## PROPOSED SIGNS

S1



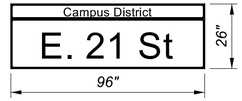
R3-2-36

S2

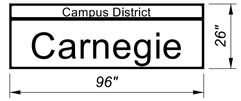


R3-1-36

S3




S4







HORIZONTAL
SCALE IN FEET
0 10 20 40

CONTROLLER CABINET
STA. 49+43.5, 64.0' LT

(2)-4" CONDUIT WITH (6)-7/C, (8)-5/C, (8)-3/C,
AND (2)-RC, IN TRENCH IN PAVED AREA = 19'

9 (1)-2" CONDUIT WITH (1)-POWER
IN TRENCH IN PAVED AREA = 15'

SP-1, TYPE TC-81.22, DESIGN 13 WITH, 53' MAST ARM,
(1) PEDESTRIAN PUSH BUTTON "PB6B",
(1) PEDESTRIAN SIGNAL HEAD "PH6B",
(1) SIDE-MOUNTED VEHICULAR SIGNAL HEAD
AND (1) STOP LINE RADAR DETECTOR "R-1"
STA. 49+45.4, 51.1' LT

9 PB-5

(1)-3" CONDUIT WITH (2)-7/C, (1)-5/C, (1)-3/C,
AND (1)-RC, IN TRENCH IN PAVED AREA = 8'

PB-1

(1)-2" CONDUIT WITH (1)-7/C, (1)-5/C, AND
(1)-3/C, IN TRENCH IN PAVED AREA = 9'

PS-1, 15' PEDESTAL WITH
(1) PEDESTRIAN PUSH BUTTON "PB4A",
(1) PEDESTRIAN SIGNAL HEAD "PH4A", AND
(1) FRONT MOUNTED VEHICULAR SIGNAL HEAD
STA. 49+34.4, 39.8' LT

℄ CONST. CARNEGIE AVE.

9 (2)-4" CONDUIT WITH (3)-7/C, (4)-5/C,
(4)-3/C, AND (1)-RC, AND
(1)-4" CONDUIT WITH (1)-POWER
IN TRENCH = 113'

(1)-2" CONDUIT WITH (1)-POWER
IN TRENCH = 27'

PROPOSED POWER SOURCE WITH
(1)-1" CONDUIT RISER
STA. 48+95.3, 54.6' RT

PS-2, 15' PEDESTAL WITH
(1) PEDESTRIAN PUSH BUTTON "PB4B",
(1) PEDESTRIAN SIGNAL HEAD "PH4B", AND
(1) SIDE-MOUNTED VEHICULAR SIGNAL HEAD
STA. 49+11.4, 55.1' RT

(1)-2" CONDUIT WITH (1)-7/C, (1)-5/C,
AND (1)-3/C, IN TRENCH = 13'

9 PB-6

PB-2

(1)-3" CONDUIT WITH (1)-7/C, (1)-5/C,
(1)-3/C, AND (1)-RC, IN TRENCH = 20'

SP-2, TYPE TC-81.22, DESIGN 4 WITH 36' MAST ARM,
(1) PEDESTRIAN PUSH BUTTON "PB2A",
(1) PEDESTRIAN SIGNAL HEAD "PH2A",
AND (1) STOP LINE RADAR DETECTOR "R-2"
STA. 49+39.1, 70.8' RT

℄ E. 21ST ST.

(2)-4" CONDUIT WITH (2)-5/C
AND (2)-3/C, IN TRENCH = 91'

PS-3, 8' PEDESTAL WITH
(1) PEDESTRIAN PUSH BUTTON "PB6A"
AND (1) PEDESTRIAN SIGNAL HEAD "PH6A"
STA. 50+19.8, 61.9' LT

(1)-2" CONDUIT WITH (1)-5/C
AND (1)-3/C, IN TRENCH = 8'

PB-3

(1)-2" CONDUIT WITH (1)-5/C
AND (1)-3/C, IN TRENCH = 9'

PS-4, 8' PEDESTAL WITH
(1) PEDESTRIAN PUSH BUTTON "PB4D" AND
(1) PEDESTRIAN SIGNAL HEAD "PH4D"
STA. 50+30.3, 52.4' LT

SP-3, TYPE TC-81.22, DESIGN 12 WITH 46' MAST ARM,
(1) PEDESTRIAN PUSH BUTTON "PB4C"
AND (1) PEDESTRIAN SIGNAL HEAD "PH4C"
STA. 50+21.3, 53.5' RT

(2)-4" CONDUIT WITH (1)-7/C, (2)-5/C,
AND (2)-3/C, IN TRENCH = 80'

PS-5, 8' PEDESTAL WITH
(1) PEDESTRIAN PUSH BUTTON "PB2B"
AND (1) PEDESTRIAN SIGNAL HEAD "PH2B"
STA. 49+95.8, 68.1' RT

PB-4

(1)-3" CONDUIT WITH (1)-7/C, (1)-5/C,
AND (1)-3/C, IN TRENCH = 17'

(1)-2" CONDUIT WITH (1)-5/C
AND (1)-3/C, IN TRENCH = 18'

## PULL BOX TABLE

| PULL BOX # | STATION | SIDE | OFFSET | SIZE (IN.) |
|---|---|---|---|---|
| PB-1 | 49+40.5 | LT | 45.6 | 24 x 36 |
| PB-2 | 49+23.0 | RT | 60.0 | 24 x 36 |
| PB-3 | 50+27.3 | LT | 60.5 | 24 x 36 |
| PB-4 | 50+04.2 | RT | 52.2 | 24 x 36 |
| PB-5 | 49+39.2 | LT | 49.7 | 13 x 24 |
| PB-6 | 49+19.5 | RT | 59.8 | 13 x 24 |

9

## TRAFFIC SIGNAL LEGEND

- TRAFFIC SIGNAL, 3 UNIT HEAD, 12"
- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS
- TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"
- CONTROLLER CABINET
- CONTROLLER CABINET WITH WORKPAD
- SIGNAL SUPPORT POLE
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- PEDESTAL SUPPORT
- TRAFFIC PULL BOX
- SIGNAL CONDUIT
- RADAR DETECTION ZONE
- RADAR DETECTOR

NOTE:

1. RADAR DETECTION LOCATION IS FOR REFERENCE ONLY, ACTUAL PLACEMENT WILL BE RECOMMENDED BY MANUFACTURER

# TRAFFIC SIGNAL PLAN
# CARNEGIE AVE. & E. 21ST ST.

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
SED

REVIEWER
RMG 05/22/24

PROJECT ID
82382

SHEET 1651 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_CP3000 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 11:60:01 AM USER: Joseph.Hogan
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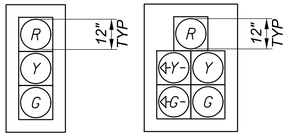
## PROPOSED SIGNALS

VEHICULAR SIGNAL HEADS
(12" LENS, LED, YELLOW,
W/ REFLECTIVE BACKPLATES)




2A, 2B, 2C, 4A,
4B, 4C, 6A, 6B,
6C, 6D, 8A, 8B, 8C

5A




PEDESTRIAN HEADS
(LED, COUNTDOWN,
TYPE D2)

## PROPOSED SIGNS




R10-3e-9
4 - LEFT ARROW
(SP-1, SP-2, SP-4, PS-4)
4 - RIGHT ARROW
(PS-1, PS-2, SP-3, PS-3)

S1



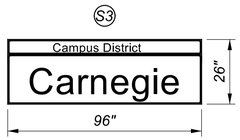

R3-5R-30

S2

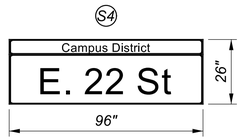


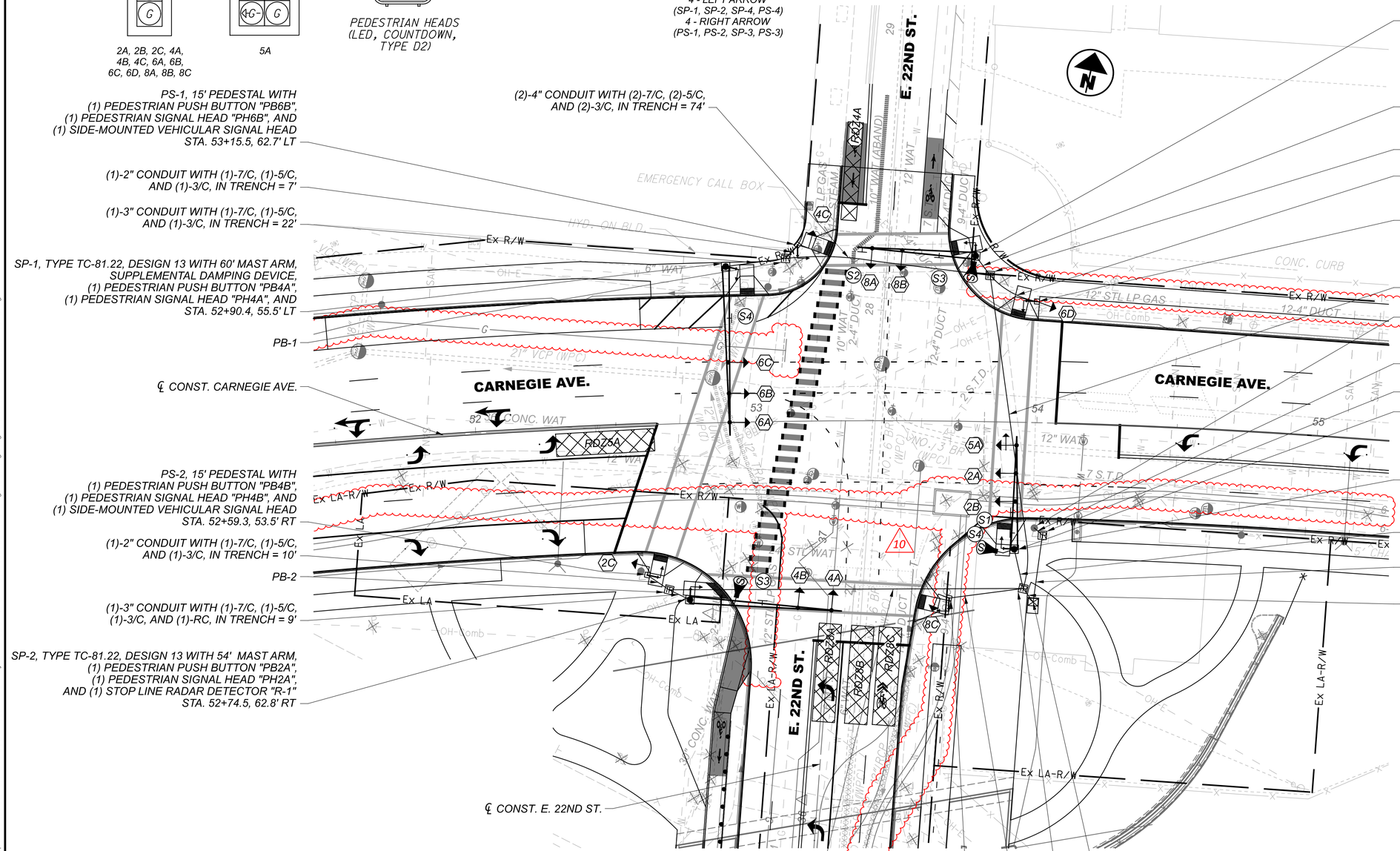

R10-12-30

S3




S4




PS-1, 15' PEDESTAL WITH
(1) PEDESTRIAN PUSH BUTTON "PB6B",
(1) PEDESTRIAN SIGNAL HEAD "PH6B", AND
(1) SIDE-MOUNTED VEHICULAR SIGNAL HEAD
STA. 53+15.5, 62.7' LT

(1)-2" CONDUIT WITH (1)-7/C, (1)-5/C,
AND (1)-3/C, IN TRENCH = 7'

(1)-3" CONDUIT WITH (1)-7/C, (1)-5/C,
AND (1)-3/C, IN TRENCH = 22'

SP-1, TYPE TC-81.22, DESIGN 13 WITH 60' MAST ARM,
SUPPLEMENTAL DAMPING DEVICE,
(1) PEDESTRIAN PUSH BUTTON "PB4A",
(1) PEDESTRIAN SIGNAL HEAD "PH4A", AND
STA. 52+90.4, 55.5' LT

PB-1

℄ CONST. CARNEGIE AVE.

PS-2, 15' PEDESTAL WITH
(1) PEDESTRIAN PUSH BUTTON "PB4B",
(1) PEDESTRIAN SIGNAL HEAD "PH4B", AND
(1) SIDE-MOUNTED VEHICULAR SIGNAL HEAD
STA. 52+59.3, 53.5' RT

(1)-2" CONDUIT WITH (1)-7/C, (1)-5/C,
AND (1)-3/C, IN TRENCH = 10'

PB-2

(1)-3" CONDUIT WITH (1)-7/C, (1)-5/C,
(1)-3/C, AND (1)-RC, IN TRENCH = 9'

SP-2, TYPE TC-81.22, DESIGN 13 WITH 54' MAST ARM,
(1) PEDESTRIAN PUSH BUTTON "PB2A",
(1) PEDESTRIAN SIGNAL HEAD "PH2A",
AND (1) STOP LINE RADAR DETECTOR "R-1"
STA. 52+74.5, 62.8' RT

℄ CONST. E. 22ND ST.

(2)-4" CONDUIT WITH (2)-7/C, (2)-5/C,
AND (2)-3/C, IN TRENCH = 74'

SP-3, TYPE TC-81.22, DESIGN 12 WITH 42' MAST ARM,
(1) PEDESTRIAN PUSH BUTTON "PB6A",
(1) PEDESTRIAN SIGNAL HEAD "PH6A",
AND (1) STOP LINE RADAR DETECTOR "R-2"
STA. 53+77.3, 58.9' LT

(1)-3" CONDUIT WITH (1)-7/C, (1)-5/C,
(1)-3/C AND (1)-RC, IN TRENCH = 9'

PB-3

(1)-2" CONDUIT WITH (1)-7/C, (1)-5/C,
AND (1)-3/C IN TRENCH = 20'

PS-3, 15' PEDESTAL WITH
(1) PEDESTRIAN PUSH BUTTON "PB8B",
(1) PEDESTRIAN SIGNAL HEAD "PH8B", AND
(1) FRONT-MOUNTED VEHICULAR SIGNAL HEAD
STA. 53+99.0, 43.1' LT

(2)-4" CONDUIT WITH (4)-7/C, (4)-5/C,
(4)-3/C, AND (1)-RC, IN TRENCH = 113'

PROPOSED POWER SOURCE WITH
(1)-1" CONDUIT RISER
STA. 54+00.0, 37.5' RT

(1)-2" CONDUIT WITH (1)-POWER
IN TRENCH = 4'

PB-5

SP-4, TYPE TC-81.22, DESIGN 12 WITH 40' MAST ARM,
(1) PEDESTRIAN PUSH BUTTON "PB8A",
(1) PEDESTRIAN SIGNAL HEAD "PH8A",
AND (1) STOP LINE RADAR DETECTOR "R-3"
STA. 53+92.9, 45.2' RT

PROPOSED LOCATION OF CITY OF CLEVELAND DPS
BLUE LIGHT SURVEILLANCE CAMERA SYSTEM (TO BE
RELOCATED AND INSTALLED BY OTHERS)

(1)-3" CONDUIT WITH (1)-7/C, (1)-5/C, (1)-3/C,
AND (1)-RC, IN TRENCH = 15'

(1)-2" CONDUIT WITH (1)-POWER
IN TRENCH = 25'

(2)-4" CONDUIT WITH (8)-7/C, (8)-5/C,
(8)-3/C, AND (3)-RC, IN TRENCH = 6'

(2)-4" CONDUIT WITH (2)-7/C, (2)-5/C,
(2)-3/C, AND (1)-RC, IN TRENCH = 127'

CONTROLLER CABINET
STA. 54+00.2, 63.9' RT

PB-4

(1)-2" CONDUIT WITH (1)-7/C, (1)-5/C,
AND (1)-3/C, IN TRENCH = 27'

PS-4, 15' PEDESTAL WITH
(1) PEDESTRIAN PUSH BUTTON "PB2B",
(1) PEDESTRIAN SIGNAL HEAD "PH2B", AND
(1) SIDE-MOUNTED VEHICULAR SIGNAL HEAD
STA. 53+69.4, 63.0' RT

## TRAFFIC SIGNAL LEGEND

- TRAFFIC SIGNAL, 3 UNIT HEAD, 12"
- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS
- TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"
- CONTROLLER CABINET
- CONTROLLER CABINET WITH WORKPAD
- SIGNAL SUPPORT POLE
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- PEDESTAL SUPPORT
- TRAFFIC PULL BOX
- SIGNAL CONDUIT
- RADAR DETECTION ZONE
- RADAR DETECTOR

## PULL BOX TABLE

| PULL BOX # | STATION | SIDE | OFFSET | SIZE (IN.) |
|---|---|---|---|---|
| PB-1 | 53+11.3 | LT | 58.0 | 24 x 36 |
| PB-2 | 52+67.0 | RT | 59.0 | 24 x 36 |
| PB-3 | 53+82.4 | LT | 52.1 | 24 x 36 |
| PB-4 | 53+96.5 | RT | 59.2 | 24 x 36 |
| PB-5 | 54+03.0 | RT | 40.0 | 13 x 24 |

NOTE:

1. RADAR DETECTION LOCATION IS FOR REFERENCE ONLY, ACTUAL PLACEMENT WILL BE RECOMMENDED BY MANUFACTURER.

HORIZONTAL
SCALE IN FEET
0 10 20 40

# TRAFFIC SIGNAL PLAN
# CARNEGIE AVE. & E. 22ND ST.

DESIGN AGENCY
Michael Baker INTERNATIONAL

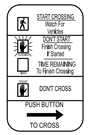
DESIGNER SED
REVIEWER RMG 05/22/24
PROJECT ID 82382
SHEET 1655 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_CP4000 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 12:22:24 AM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\DOT\Dist7\ct2\82382\400-Engineering\Signals\Sheets\82382_CCG3A_SIG_PLAN.dgn

MODEL: 82382_CP5000 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 8:28:39 AM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland.OH\01_Projects\0DOT\District12\82382\400-Engineering\Signals\Sheets\82382_CP5000.dgn

## PROPOSED SIGNS



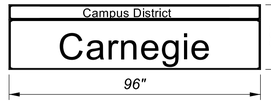

R10-3e-9
2 - LEFT ARROW
(PS-1, SP-3)
2 - RIGHT ARROW
(SP-2, PS-2)

S1

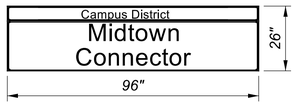



R3-5L-30

S2

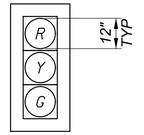



S3

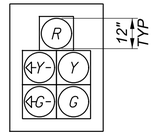



## PROPOSED SIGNALS

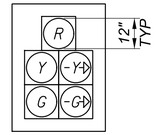
VEHICULAR SIGNALS HEADS
(12" LENS, LED, YELLOW,
W/ REFLECTIVE BACKPLATES)




2A, 2B, 2C,
6A, 6B, 6C,
8A




1A

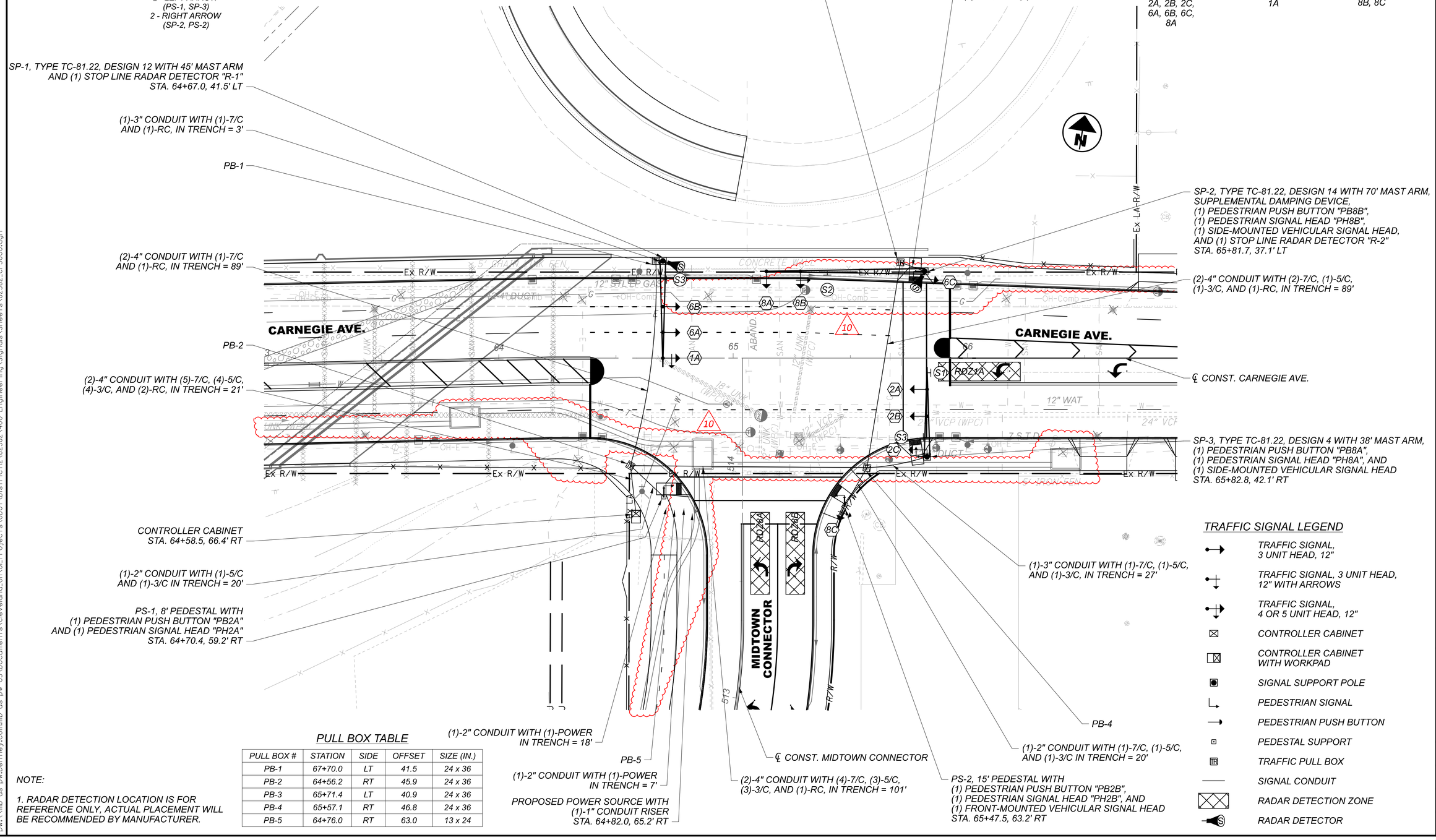



8B, 8C




PEDESTRIAN HEADS
(LED, COUNTDOWN,
TYPE D2)

HORIZONTAL SCALE IN FEET
0 10 20 40




## TRAFFIC SIGNAL LEGEND

- TRAFFIC SIGNAL, 3 UNIT HEAD, 12"
- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS
- TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"
- CONTROLLER CABINET
- CONTROLLER CABINET WITH WORKPAD
- SIGNAL SUPPORT POLE
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- PEDESTAL SUPPORT
- TRAFFIC PULL BOX
- SIGNAL CONDUIT
- RADAR DETECTION ZONE
- RADAR DETECTOR

## PULL BOX TABLE

| PULL BOX # | STATION | SIDE | OFFSET | SIZE (IN.) |
|---|---|---|---|---|
| PB-1 | 67+70.0 | LT | 41.5 | 24 x 36 |
| PB-2 | 64+56.2 | RT | 45.9 | 24 x 36 |
| PB-3 | 65+71.4 | LT | 40.9 | 24 x 36 |
| PB-4 | 65+57.1 | RT | 46.8 | 24 x 36 |
| PB-5 | 64+76.0 | RT | 63.0 | 13 x 24 |

NOTE:

1. RADAR DETECTION LOCATION IS FOR REFERENCE ONLY, ACTUAL PLACEMENT WILL BE RECOMMENDED BY MANUFACTURER.

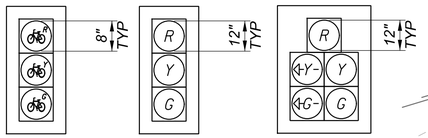
# TRAFFIC SIGNAL PLAN
# CARNEGIE AVE. & MIDTOWN CONNECTOR

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER SED
REVIEWER RMG 05/22/24
PROJECT ID 82382
SHEET 1659 TOTAL 2696

## PROPOSED SIGNALS

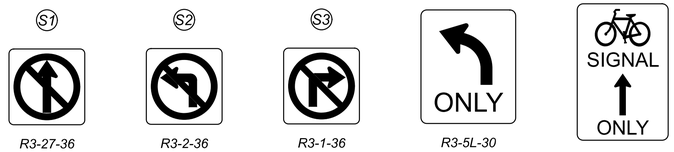
VEHICULAR SIGNAL HEADS
(8" OR 12" LENS, LED, YELLOW,
W/ REFLECTIVE BACKPLATES)



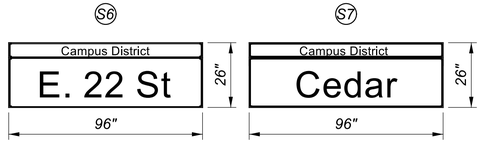

6C, 6D | 2A, 2B, 2C, 4A, 4B, 6A, 8B, 8A, 8B, 8C | 1A, 7A

PEDESTRIAN HEADS
(LED, COUNTDOWN,
TYPE D2)

## PROPOSED SIGNS



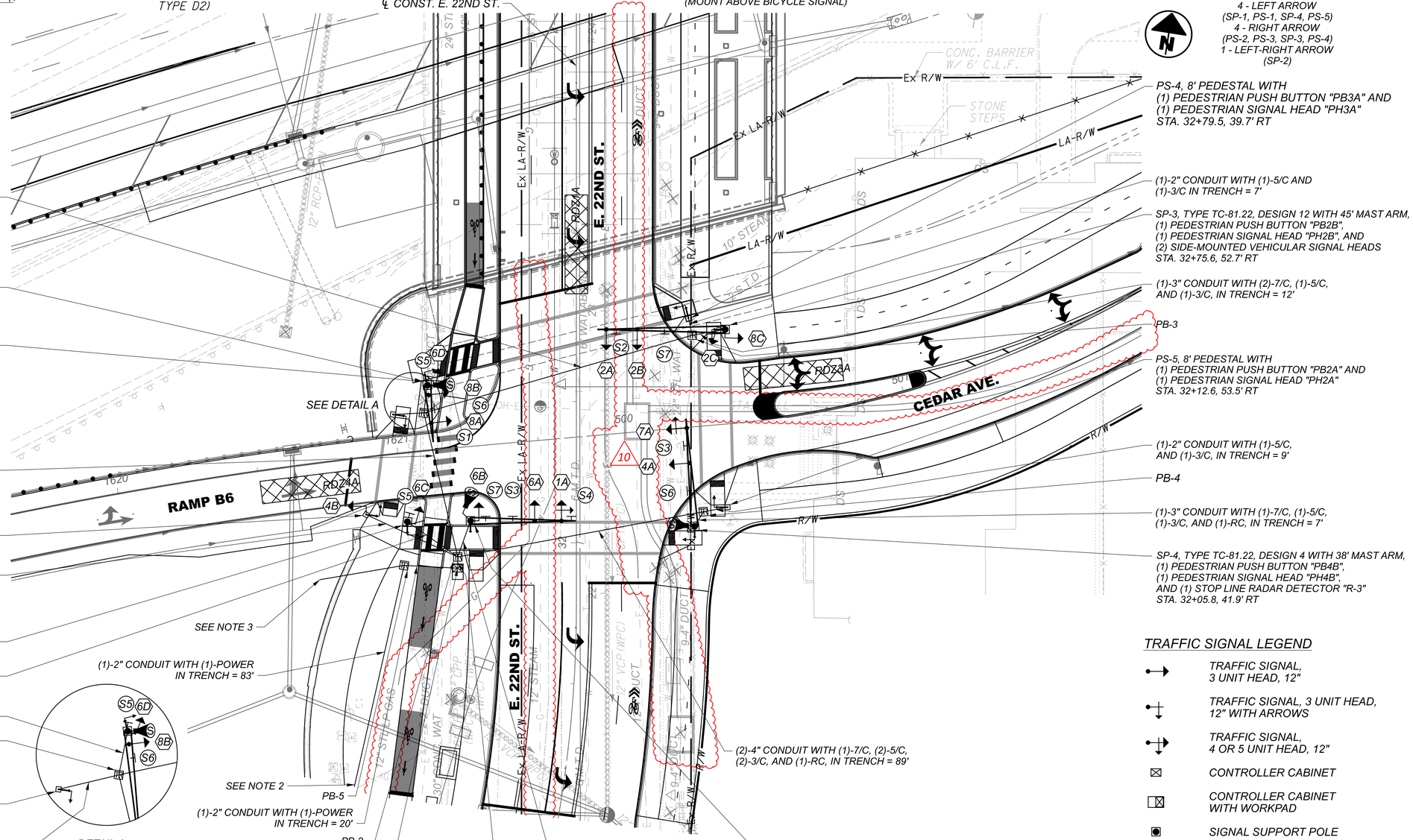

R3-27-36 | R3-2-36 | R3-1-36 | R3-5L-30 | R10-40a-24 (MOUNT ABOVE BICYCLE SIGNAL)







R10-3e-9
4 - LEFT ARROW
(SP-1, PS-1, SP-4, PS-5)
4 - RIGHT ARROW
(PS-2, PS-3, SP-3, PS-4)
1 - LEFT-RIGHT ARROW
(SP-2)







DETAIL A
NOT TO SCALE

## TRAFFIC SIGNAL LEGEND

- TRAFFIC SIGNAL, 3 UNIT HEAD, 12"
- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS
- TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"
- CONTROLLER CABINET
- CONTROLLER CABINET WITH WORKPAD
- SIGNAL SUPPORT POLE
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- PEDESTAL SUPPORT
- TRAFFIC PULL BOX
- SIGNAL CONDUIT
- RADAR DETECTION ZONE
- RADAR DETECTOR

NOTE:

1. RADAR DETECTION LOCATION IS FOR REFERENCE ONLY, ACTUAL PLACEMENT WILL BE RECOMMENDED BY MANUFACTURER.

2. CONDUIT AND POWER CABLE CONTINUES TO PULL BOX AT STA. 30+98.0, 73' LT ON SHEET 1667

3. CONDUIT AND POWER CABLE CONTINUES TO PULL BOX AT ℄ RAMP B6 STA. 1620+66.9, 41' RT ON SHEET 1681

## PULL BOX TABLE

| PULL BOX # | STATION | SIDE | OFFSET | SIZE (IN.) |
|---|---|---|---|---|
| PB-1 | 32+46.0 | LT | 54.0 | 24 x 36 |
| PB-2 | 31+95.0 | LT | 42.0 | 24 x 36 |
| PB-3 | 32+73.5 | RT | 41.0 | 24 x 36 |
| PB-4 | 32+11.0 | RT | 45.0 | 24 x 36 |
| PB-5 | 31+92.0 | LT | 61.0 | 13 x 24 |

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC SIGNAL PLAN
# E. 22ND ST. & CEDAR AVE.

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
SED

REVIEWER
RMG 05/22/24

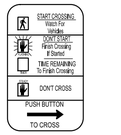
PROJECT ID
82382

SHEET 1663 | TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_CP8000 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 1:34:45 AM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.commb-us-pw-03\Documents\Cleveland_OH\OL_Projects\ODOT\Distrtct2\82382\400-Engineering\Signals\Sheets\82382_CP8000.dgn

## PROPOSED SIGNS




R10-3e-9
4 - LEFT ARROW
(PS-2, SP-3, SP-4, PS-5)
4 - RIGHT ARROW
(PS-1, PS-3, SP-2, PS-4)
1 - LEFT-RIGHT ARROW
(SP-1)

S1



R3-27-36

S2



R3-2-36

S3



R3-1-36

S4



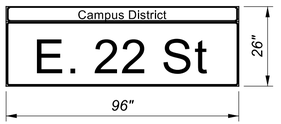

R3-5L-30

S5

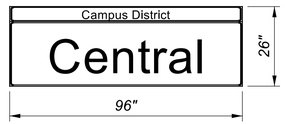



R10-40a-24
(MOUNT ABOVE BICYCLE SIGNAL)

S6




S7



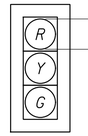




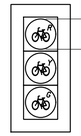
PEDESTRIAN HEADS
(LED, COUNTDOWN, TYPE D2)

## PROPOSED SIGNALS

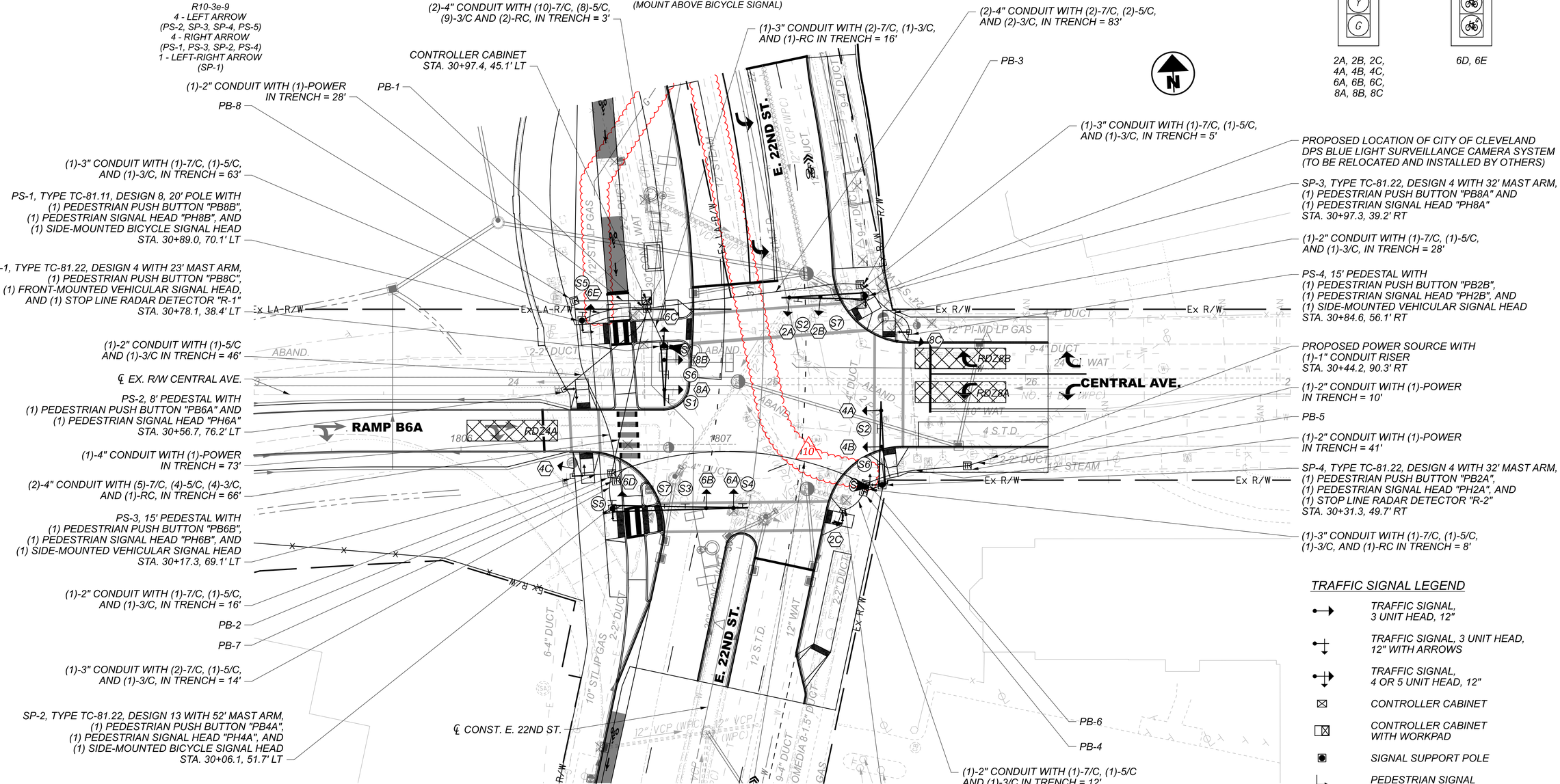
VEHICULAR SIGNAL HEADS
(8" OR 12" LENS, LED, YELLOW, W/ REFLECTIVE BACKPLATES)




2A, 2B, 2C,
4A, 4B, 4C,
6A, 6B, 6C,
8A, 8B, 8C




6D, 6E




## TRAFFIC SIGNAL LEGEND

- TRAFFIC SIGNAL, 3 UNIT HEAD, 12"
- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS
- TRAFFIC SIGNAL, 4 OR 5 UNIT HEAD, 12"
- CONTROLLER CABINET
- CONTROLLER CABINET WITH WORKPAD
- SIGNAL SUPPORT POLE
- PEDESTRIAN SIGNAL
- PEDESTRIAN PUSH BUTTON
- PEDESTAL SUPPORT
- TRAFFIC PULL BOX
- SIGNAL CONDUIT
- RADAR DETECTION ZONE
- RADAR DETECTOR

## PULL BOX TABLE

| PULL BOX # | STATION | SIDE | OFFSET | SIZE (IN.) |
|---|---|---|---|---|
| PB-1 | 30+94.0 | LT | 45.0 | 24 x 36 |
| PB-2 | 30+21.1 | LT | 54.3 | 24 x 36 |
| PB-3 | 31+01.4 | RT | 37.4 | 24 x 36 |
| PB-4 | 30+28.1 | RT | 43.0 | 24 x 36 |
| PB-5 | 30+41.0 | RT | 81.5 | 13 x 24 |
| PB-6 | 30+30.8 | RT | 43.2 | 13 x 24 |
| PB-7 | 30+18.2 | LT | 52.2 | 13 x 24 |
| PB-8 | 30+98.0 | LT | 73.0 | 13 x 24 |

NOTE:

1. RADAR DETECTION LOCATION IS FOR REFERENCE ONLY, ACTUAL PLACEMENT WILL BE RECOMMENDED BY MANUFACTURER.

HORIZONTAL SCALE IN FEET
0 10 20 40

# TRAFFIC SIGNAL PLAN
# E. 22ND ST. & CENTRAL AVE.

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER SED
REVIEWER RMG 05/22/24
PROJECT ID 82382
SHEET 1667 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_CP7000 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 1:40:01 AM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland.OH\01_Projects\ODOT\District2\82382\400-Engineering\Signals\Sheets\82382_CP7000.dgn

| SHEET NUMBER | | | | | | | | | | | | | | | | | | | | | | ITEM | CARRIED TO GENERAL SUMMARY | UNIT | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1704 | 1705 | 1706 | 1707 | 1708 | 1709 | 1710 | 1711 | 1712 | 1713 | 1714 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | **LIGHTING** |
| 8 | 8 | | 12 | 10 | 20 | 24 | 20 | 26 | 26 | | | | | | | | | | | | | 625 | 154 | EACH | CONNECTION, FUSED PULL APART |
| 4 | 4 | | 6 | 5 | 10 | 12 | 10 | 13 | 13 | | | | | | | | | | | | | 625 | 77 | EACH | CONNECTION, UNFUSED PULL APART |
| | | 12 | 51 | 21 | | | | | | | | | | | | | | | | | | 625 | 84 | EACH | CONNECTION, UNFUSED PERMANENT |
| | | | | | 6 | 2 | 10 | 13 | 11 | | | | | | | | | | | | | 625 | 42 | EACH | LIGHT POLE, MISC.: 15' ROUND TAPERED FIBERGLASS STREETLIGHT |
| 4 | 4 | | 6 | 5 | 4 | 10 | | | 2 | | | | | | | | | | | | | 625 | 35 | EACH | LIGHT POLE, MISC.: 30' ROUND TAPERED FIBERGLASS STREETLIGHT |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 16 | | | | | | | | | | | | | | | | | | | | | 625 | 32 | EACH | LIGHT POLE ANCHOR BOLTS ON STRUCTURE |
| | | | 6 | 5 | 10 | 6 | 5 | 13 | 13 | | | | | | | | | | | | | 625 | 58 | EACH | LIGHT POLE FOUNDATION, 24" X 6' DEEP |
| | 932 | 1353 | 6395 | 2784 | 1434 | 3477 | | | | | | | | | | | | | | | | 625 | 16375 | FT | NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE |
| | | | | 10 | 18264 | 7239 | 14634 | 3978 | 5313 | | | | | | | | | | | | | 625 | 49428 | FT | NO. 8 AWG 600 VOLT DISTRIBUTION CABLE |
| | | | | | 159 | | | | | | | | | | | | | | | | | 625 | 159 | FT | DISTRIBUTION CABLE, MISC.: NO. 4 / 0 AWG 2400 VOLT DISTRIBUTION CABLE |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 360 | 360 | | 540 | 450 | 630 | 990 | 450 | 585 | 585 | | | | | | | | | | | | | 625 | 4950 | FT | NO. 12 AWG POLE AND BRACKET CABLE |
| | | | | 10 | 144 | 558 | 1144 | | | | | | | | | | | | | | | 625 | 1846 | FT | CONDUIT, 3/4", 725.051 |
| | 253 | 30 | 810 | 30 | | | | | | | | | | | | | | | | | | 625 | 1123 | FT | CONDUIT, 1-1/2", 725.04 |
| 1172 | 1087 | | | | 2074 | 1844 | 1010 | 563 | 791 | | | | | | | | | | | | | 625 | 8541 | FT | CONDUIT, 2", 725.051 |
| | | | | | 43 | | | | | | | | | | | | | | | | | 625 | 43 | FT | CONDUIT, CONCRETE ENCASED, 2", 725.051 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | 30 | 102 | | | | | | | | | | | | | | | 625 | 132 | FT | CONDUIT, CONCRETE ENCASED, AS PER PLAN (2-2" CONDUIT, 725.051) |
| | | 198 | 502 | 481 | 428 | 365 | | | | | | | | | | | | | | | | 625 | 1974 | FT | CONDUIT, CONCRETE ENCASED, AS PER PLAN (4-2" CONDUIT, 725.051) |
| 17 | 8 | 14 | | 8 | | | | 2 | 8 | 3 | | | | | | | | | | | | 625 | 60 | EACH | LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN (CPP LED COBRA HEAD) |
| | 6 | 2 | 9 | | | | | | | | | | | | | | | | | | | 625 | 17 | EACH | LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN (CPP LED WALLPACK) |
| | | | | | 6 | 2 | 17 | 13 | 13 | | | | | | | | | | | | | 625 | 51 | EACH | LUMINAIRE, DECORATIVE, AS PER PLAN (15' POLES) |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 4 | | 6 | 5 | 4 | 10 | | | | | | | | | | | | | | | | 625 | 33 | EACH | LUMINAIRE, DECORATIVE, AS PER PLAN (30' POLES) |
| 14 | 12 | 198 | 502 | 481 | 1234 | 523 | 442 | 563 | 791 | | | | | | | | | | | | | 625 | 4760 | FT | TRENCH |
| 4 | 4 | | | | | | | | | | | | | | | | | | | | | 625 | 8 | EACH | JUNCTION BOX |
| | | | | | 3 | | 1 | | | | | | | | | | | | | | | 625 | 4 | EACH | PULL BOX, 725.08, 24" |
| 1 | | 5 | | 4 | | | | | | | | | | | | | | | | | | 625 | 10 | EACH | PULL BOX REMOVED |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 2 | 1 | 10 | | | | | | | | | | | | | | | 625 | 13 | EACH | PULL BOX, MISC.: 6" X 6" PULL BOX |
| 2 | 2 | 1 | 12 | 7 | 15 | 15 | 7 | 13 | 13 | | | | | | | | | | | | | 625 | 87 | EACH | PULL BOX, MISC.: 13" X 24" PULL BOX |
| 14 | 5 | 14 | 6 | 13 | 10 | 6 | 5 | 15 | 8 | 3 | | | | | | | | | | | | 625 | 110 | EACH | GROUND ROD |
| 1 | | | | 1 | 1 | | | | | | | | | | | | | | | | | 625 | 3 | EACH | POWER SERVICE, AS PER PLAN |
| | | | | | 1 | | | | | | | | | | | | | | | | | 625 | 1 | EACH | CONTROL CENTER CABINET, COMPLETE, AS PER PLAN |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 12 | 198 | 502 | 481 | 1234 | 523 | 442 | 563 | 791 | | | | | | | | | | | | | 625 | 4760 | FT | UNDERGROUND WARNING/MARKING TAPE |
| | 2 | 2 | 3 | | | | | | | | | | | | | | | | | | | 625 | 7 | EACH | SERVICE TO UNDERPASS LIGHTING, AS PER PLAN |
| 17 | 13 | 3 | 3 | 16 | 3 | 2 | | 21 | 9 | 9 | | | | | | | | | | | | 625 | 96 | EACH | LIGHT POLE REMOVED |
| 1 | | 7 | 4 | 7 | 1 | | | | | | | | | | | | | | | | | 625 | 20 | EACH | LIGHT POLE FOUNDATION REMOVED |
| 5 | 3 | | | | | | | | 2 | | | | | | | | | | | | | 625 | 10 | EACH | LUMINAIRE REMOVED |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 3 | | | | | | | | 2 | | | | | | | | | | | | | 625 | 10 | EACH | DISCONNECT CIRCUIT, AS PER PLAN |
| 1 | | | | 2 | 16 | | | | | | | | | | | | | | | | | 625 | 19 | EACH | LIGHTING, MISC.: TEST NEW CIRCUIT |
| 8 | | 1503 | | | | | | | | | | | | | | | | | | | | 632 | 1503 | FT | POWER CABLE, 3 CONDUCTOR, NO. 4 AWG |
| 7 | 5 | 14 | | 8 | | | | 2 | 6 | 3 | | | | | | | | | | | | 632 | 45 | EACH | WOOD POLE (30' CLASS III) |
| 5 | | | | | | | | | | | | | | | | | | | | | | 632 | 5 | EACH | WOOD POLE (50' CLASS III) |

COMBINED CPP LIGHTING SUBSUMMARY

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JLD

REVIEWER SM 05/22/24

PROJECT ID 82382

SHEET 1689 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet-02 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:34:45 AM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Lighting\Sheets\82382_LG001.dgn

| SHEET NO. | STATION FROM | STATION TO | SIDE | POLE/PULL BOX NO. | 625 CONNECTION, FUSED PULL APART EACH | 625 CONNECTION, UNFUSED PULL APART EACH | 625 CONNECTION, UNFUSED PERMANENT EACH | 625 LIGHT POLE, MISC.: 15' ROUND TAPERED FIBERGLASS STREETLIGHT EACH | 625 LIGHT POLE, MISC.: 30' ROUND TAPERED FIBERGLASS STREETLIGHT EACH | 625 LIGHT POLE ANCHOR BOLTS ON STRUCTURE EACH | 625 LIGHT POLE FOUNDATION, 24" X 6' DEEP EACH | 625 NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE FT | 625 NO. 8 AWG 600 VOLT DISTRIBUTION CABLE FT | 625 DISTRIBUTION CABLE, MISC.: NO. 4 / 0 AWG 2400 VOLT DISTRIBUTION CABLE FT | 625 NO. 12 AWG POLE AND BRACKET CABLE FT | 625 CONDUIT, 3/4", 725.051 FT | 625 CONDUIT, 1-1/2", 725.04 FT | 625 CONDUIT, 2", 725.051 FT | 625 CONDUIT, CONCRETE ENCASED, 2", 725.051 FT | 625 CONDUIT, CONCRETE ENCASED, AS PER PLAN (2-2" CONDUIT, 725.051) FT | 625 CONDUIT, CONCRETE ENCASED, AS PER PLAN (4-2" CONDUIT, 725.051) FT | 625 LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN (CPP LED COBRA HEAD) EACH | 625 LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN (CPP LED WALLPACK) EACH | 625 LUMINAIRE, DECORATIVE, AS PER PLAN (15' POLES) EACH | 625 LUMINAIRE, DECORATIVE, AS PER PLAN (30' POLES) EACH | 625 TRENCH FT | 625 JUNCTION BOX EACH | 625 PULL BOX, 725.08, 24" EACH | 625 PULL BOX REMOVED EACH | 625 PULL BOX, MISC.: 6" X 6" PULL BOX EACH | 625 PULL BOX, MISC.: 13" X 24" PULL BOX EACH | 625 GROUND ROD EACH | 625 POWER SERVICE, AS PER PLAN EACH | 625 CONTROL CENTER CABINET, COMPLETE, AS PER PLAN EACH | 625 UNDERGROUND WARNING/MARKING TAPE FT | 625 SERVICE TO UNDERPASS LIGHTING, AS PER PLAN EACH | 625 LIGHT POLE REMOVED EACH | 625 LIGHT POLE FOUNDATION REMOVED EACH | 625 LUMINAIRE REMOVED EACH | 625 DISCONNECT CIRCUIT, AS PER PLAN EACH | 625 LIGHTING, MISC.: TEST NEW CIRCUIT EACH | 632 POWER CABLE, 3 CONDUCTOR, NO. 4 AWG FT | 632 WOOD POLE (30' CLASS III) EACH | 632 WOOD POLE (50' CLASS III) EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | E. 18TH ST. (CONT.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1733 | 24+34 | | RT | RL-59 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 1 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | RAMP H6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1734 | 1191+49 | | LT | RL-60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | |
| 1734 | 1192+14 | | LT | RL-61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | E. 22ND ST. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 30+12 | | LT | D1-1 | 2 | 1 | | | 1 | | 1 | | | | 90 | | | | | | | | | | 1 | | | | | 1 | 1 | | | | | | | | | | | | |
| 1735 | 30+12 | 30+66 | LT | D1-1 TO PB-D6 | | | | | | | | 183 | | | | | | | | | | 51 | | | | | 51 | | | | | | | | 51 | | | | | | | | |
| 1735 | 30+23 | | RT | D1-8 | 2 | 1 | | | 1 | | 1 | | | | 90 | | | | | | | | | | 1 | | | | | 1 | 1 | | | | | | | | | | | | |
| 1735 | 30+23 | 31+15 | RT | D1-8 TO D1-9 | | | | | | | | 306 | | | | | | | | | | 92 | | | | | 92 | | | | | | | | 92 | | | | | | | | |
| 1735 | 30+66 | | LT | PB-D6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 30+66 | 31+10 | LT | PB-D6 TO D1-2 | | | | | | | | 159 | | | | | | | | | | 43 | | | | | 43 | | | | | | | | 43 | | | | | | | | |
| 1735 | 31+10 | | LT | D1-2 | 2 | 1 | | | 1 | | 1 | | | | 90 | | | | | | | | | | 1 | | | | | 1 | 1 | | | | | | | | | | | | |
| 1735 | 31+10 | 32+14 | LT | D1-2 TO D1-3 | | | | | | | | 363 | | | | | | | | | | 111 | | | | | 111 | | | | | | | | 111 | | | | | | | | |
| 1735 | 31+15 | | RT | D1-9 | 2 | 1 | | | 1 | | 1 | | | | 90 | | | | | | | | | | 1 | | | | | 1 | 1 | | | | | | | | | | | | |
| 1735 | 31+15 | 32+21 | RT | D1-9 TO D1-10 | | | | | | | | 423 | | | | | | | | | | 131 | | | | | 131 | | | | | | | | 131 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 29+64 | | LT | E1-1 | 2 | 1 | | 1 | | | 1 | | | | 45 | | | | | | | | | | 1 | | | | | 1 | 1 | | | | | | | | | | | | |
| 1735 | 29+64 | 29+96 | LT | E1-1 TO E2-2 | | | | | | | | | 156 | | | | | 42 | | | | | | | | | 42 | | | | | | | | 42 | | | | | | | | |
| 1735 | 29+96 | | LT | E2-2 | 2 | 1 | | 1 | | | 1 | | | | 45 | | | | | | | | | | 1 | | | | | 1 | 1 | | | | | | | | | | | | |
| 1735 | 29+96 | 30+07 | LT | E2-2 TO PB-E8 | | | | | | | | | 102 | | | | | 7 | | | | | | | | | 7 | | | | | | | | 7 | | | | | | | | |
| 1735 | 30+07 | | LT | PB-E8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 30+07 | 30+19 | LT | PB-E8 TO PB-E3 | | | | | | | | | 891 | | | | | 90 | | | | | | | | | 23 | | | | | | | | 23 | | | | | | | | |
| 1735 | 30+07 | 30+94 | LT/RT | PB-E8 TO PB-E1 | | | | | | | | | 3456 | | | | | 470 | | | | | | | | | 118 | | | | | | | | 118 | | | | | | | | |
| 1735 | 30+18 | | LT | E1-3 | 2 | 1 | | 1 | | | 1 | | | | 45 | | | | | | | | | | 1 | | | | | 1 | 1 | | | | | | | | | | | | |
| 1735 | 30+18 | 30+19 | LT | E1-3 TO PB-E3 | | | | | | | | | 87 | | | | | 19 | | | | | | | | | 19 | | | | | | | | 19 | | | | | | | | |
| 1735 | 30+19 | 30+52 | LT | PB-E3 TO PB-E2 | | | | | | | | | 1377 | | | | | 124 | | | | | | | | | 41 | | | | | | | | 41 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 30+22 | | LT | PB-E3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 30+47 | | RT | PB-E28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 30+47 | 30+91 | RT | PB-E28 TO PB-E27 | | | | | | | | | | 159 | | | | | 43 | | | | | | | | | 43 | | | | | | | | 43 | | | | | | | | |
| 1735 | 30+52 | | LT | PB-E2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 30+52 | 30+71 | LT | PB-E2 TO E2-4 | | | | | | | | | 1491 | | | | | 61 | | | | | | | | | 61 | | | | | | | | 61 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 30+52 10 | 31+08 | LT | PB-E2 TO PB-E26 | | | | | | | | 10 | 720 | | 10 | 110 | | | | | | | | | | 10 | 110 | | | | | | | | 110 | | | | | | | | |
| 1735 | 30+71 | | LT | E2-4 | 2 | 1 | | 1 | | | 1 | | | | 45 | | | | | | | | | | 1 | | | | | 1 | 1 | | | | | | | | | | | | |
| 1735 | 30+71 | 31+09 | LT | E2-4 TO E1-5 | | | | | | | | | 1176 | | | | | 181 | | | | | | | | | 46 | | | | | | | | 46 | | | | | | | | |
| 1735 | 30+91 | | RT | CC-E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 1 | | | 16 | | |
| 1735 | 30+91 | | RT | PB-E27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 30+91 | 30+94 | RT | CC-E TO PB-E1 | | | | | | | | | 2880 | | | | | 300 | | | | | | | | | 50 | | | | | | | | 50 | | | | | | | | |
| 1735 | 30+94 | | RT | PB-E1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 30+94 | 31+15 | RT | PB-E1 TO PB-E9 | | | | | | | | | 777 | | | | | 106 | | | | | | | | | 27 | | | | | | | | 27 | | | | | | | | |
| 1735 | 31+08 | | LT | PB-E26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 31+08 10 | 31+28 | LT | PB-E26 TO PB-E25 | | | | | | | | 10 | 132 | | 10 | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 31+09 | | LT | E1-5 | 2 | 1 | | 1 | | | 1 | | | | 45 | | | | | | | | | | 1 | | | | | 1 | 1 | | | | | | | | | | | | |
| 1735 | 31+09 | 31+31 | LT | E1-5 TO E2-6 | | | | | | | | | 1344 | | | | | 54 | | | | | | | | | 54 | | | | | | | | 54 | | | | | | | | |
| 1735 | 31+15 | | RT | PB-E9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 31+15 | 32+15 | RT | PB-E9 TO PB-E4 | | | | | | | | | 3675 | | | | | 620 | | | | | | | | | 165 | | | | | | | | 165 | | | | | | | | |
| 1735 | 31+28 | | LT | PB-E25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1735 | 31+31 | | LT | E2-6 | 2 | 1 | | 1 | | | 1 | | 10 | | 45 | 10 | | | | | | | | | 1 | | 10 | | | 1 | 1 | | | | | | | | | | | | |
| TOTALS TO GENERAL SUMMARY | | | | | 20 | 10 | - | 6 | 4 | - | 10 | 1434 | 18264 | 159 | 630 | 144 | - | 2074 | 43 | - | 428 | - | - | 6 | 4 | 1234 | - | 3 | - | 2 | 15 | 10 | 1 | 1 | 1234 | - | 3 | 1 | - | - | 16 | - | - | - |

CPP LIGHTING SUBSUMMARY - 6

CUY-90-16.28 (CCG3A)

MODEL: Sheet-06 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:26:29 AM USER: Joseph.Hogan
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH01_Projects\ODOT\District12\82382400-EngineeringLighting\Sheets\82382_LS101.dgn

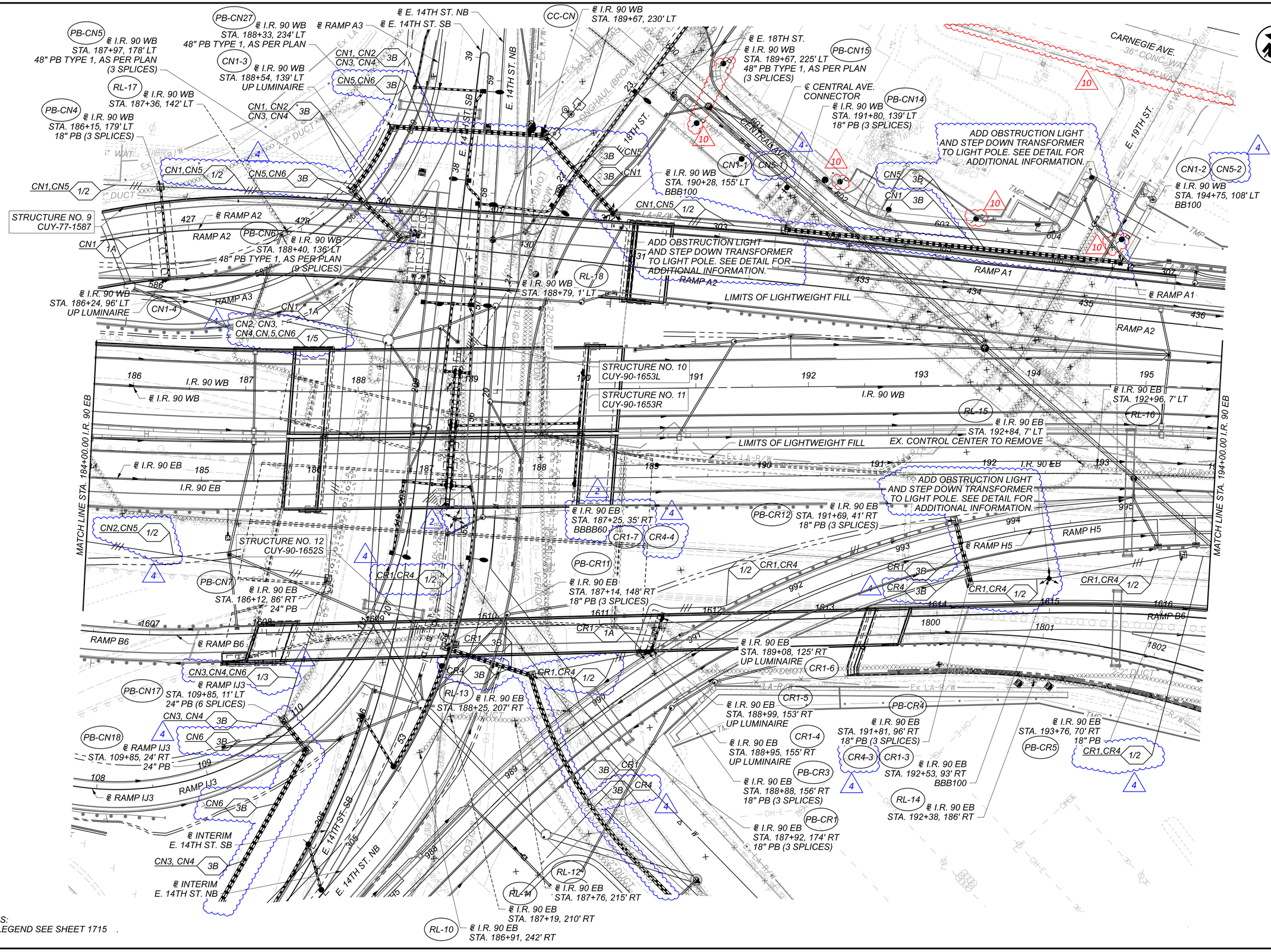
DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JTP

REVIEWER MMC 05/22/24

PROJECT ID 82382

SHEET 1709 TOTAL 2696




NOTES:
1. FOR LEGEND SEE SHEET 1715 .

CUY-90-16.28 (CCG3A)

MODEL: 82382_LP2101_SHEET-1 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 10:34:34 PM USER: Alexandria.Summers
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH_01_Projects\00DTVDist+1c+12\82382\400-Engineering\Lighting\Sheets\82382_LP2102.dgn

# ODOT LIGHTING PLAN - I.R. 90 EB
# STA. 184+00.00 TO STA. 194+00.00

DESIGN AGENCY
Michael Baker INTERNATIONAL

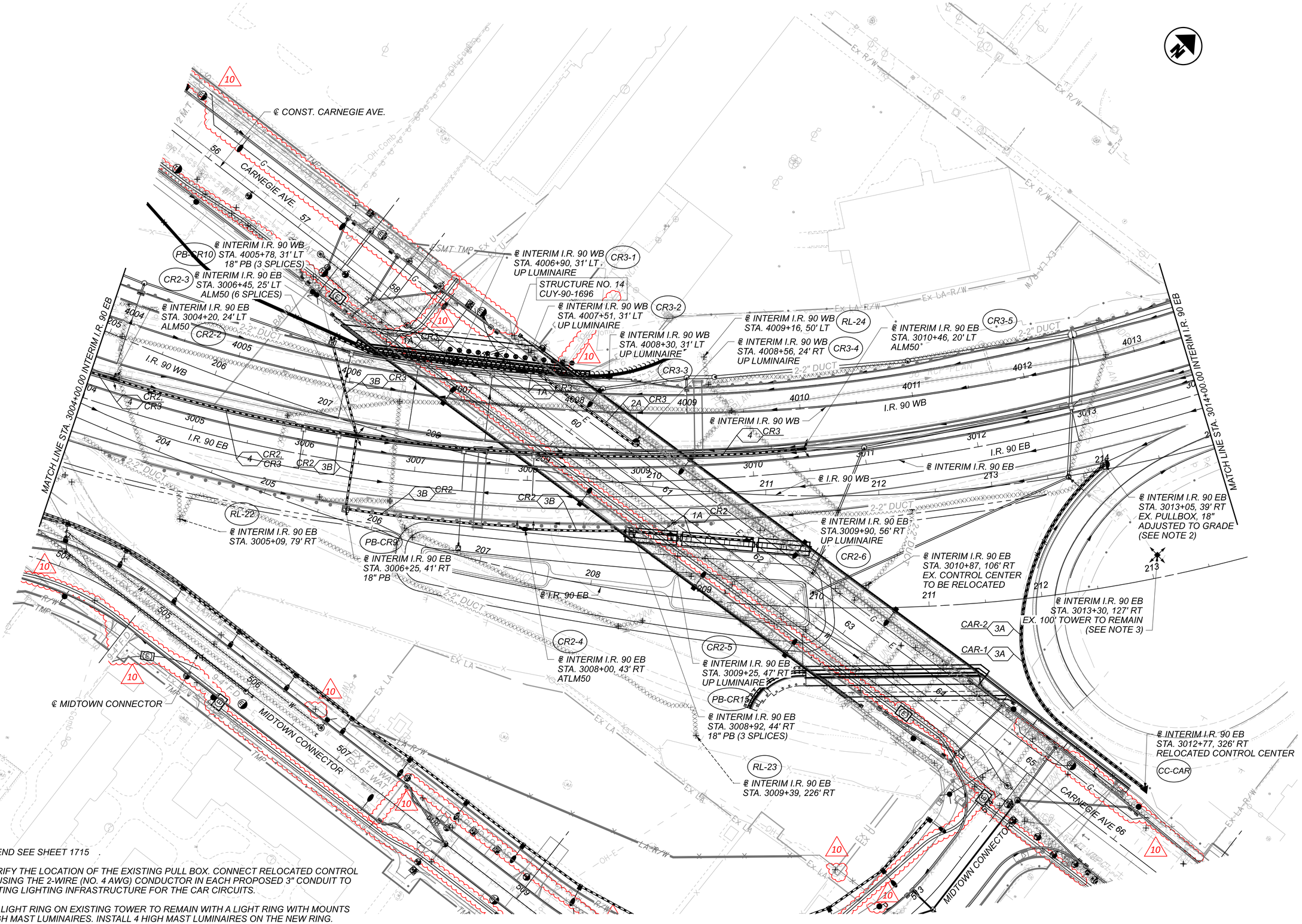
DESIGNER
JLD

REVIEWER
SM 05/22/24

PROJECT ID
82382

SHEET 1717 TOTAL 2696

CARNEGIE AVE.
℄ CONST. CARNEGIE AVE.
℄ CONST. E. 22ND ST.
℄ CONST. E. 21ST ST.
℄ MIDTOWN CONNECTOR
℄ RAMP A1
℄ RAMP A2
℄ RAMP B6
℄ RAMP B6A
℄ I.R. 90 EB
℄ I.R. 90 WB
℄ INTERIM I.R. 90 WB
℄ INTERIM I.R. 90 EB
RAMP A1
RAMP A2
RAMP B6
RAMP B6A
I.R. 90 EB
I.R. 90 WB
MATCH LINE STA. 194+00.00 I.R. 90 EB
MATCH LINE STA. 3004+00.00 INTERIM I.R. 90 EB
ADD OBSTRUCTION LIGHT AND STEP DOWN TRANSFORMER TO LIGHT POLE. SEE DETAIL FOR ADDITIONAL INFORMATION
ADD OBSTRUCTION LIGHT AND STEP DOWN TRANSFORMER TO LIGHT POLE. SEE DETAIL FOR ADDITIONAL INFORMATION.
RL-21 ℄ RAMP A2 STA. 438+45.0, 24.4' LT
CC-CR ℄ I.R. 90 WB STA. 198+89, 112' LT
CR1-1 CR4-1 ℄ I.R. 90 WB STA. 199+50, 65' LT BBB100 (9 SPLICES)
CR1-9 ℄ I.R. 90 WB STA. 201+75, 61' LT UP LUMINAIRE
PB-CR14 ℄ I.R. 90 WB STA. 201+60, 57' LT 18" PB (3 SPLICES)
CR1-10 ℄ I.R. 90 WB STA. 202+35, 61' LT UP LUMINAIRE
CR1-14 ℄ I.R. 90 WB STA. 202+23, 37' RT UP LUMINAIRE
CR1-13 ℄ I.R. 90 WB STA. 201+56, 37' RT UP LUMINAIRE
RL-20 ℄ I.R. 90 WB STA.200+72, 3' RT
CR1, CR2 CR3,CR4 1/4
CR1, CR2 CR3 4
CR1, CR2 CR3 3B
CR4 4
CR4 3B
CR1 4
CR1 1A
1/1 CR1
PB-CR6 ℄ I.R. 90 EB STA. 196+10, 37' LT MEDIAN JB
PB-CR7 ℄ I.R. 90 EB STA. 197+73, 37' LT MEDIAN JB (3 SPLICES)
PB-CR13 ℄ I.R. 90 EB STA. 196+10, 68' RT 18" PB (3 SPLICES)
PB-CR8 ℄ I.R. 90 EB STA. 199+58, 37' LT MEDIAN JB (3 SPLICES)
CR1-11 ℄ I.R. 90 EB STA. 199+74, 38' LT UP LUMINAIRE
CR1-12 ℄ I.R. 90 EB STA. 200+24, 38' LT UP LUMINAIRE
CR2-1 ℄ I.R. 90 EB STA. 201+30, 37' LT ALM50
CR2, CR3 4
1/2 CR1,CR4
3B CR1
3B CR4
CR4-2 ℄ I.R. 90 EB STA. 196+50, 185' RT BBB100
CR1-2 ℄ I.R. 90 EB STA. 197+02, 196' RT
RL-19
STRUCTURE NO. 13 CUY-90-1678
LIMITS OF LIGHTWEIGHT FILL
2-2" DUCT
12-4" DUCT
4-4" DUCT
4" CI WAT
6" WAT
12" WAT
36" CONC. WAT
12" CONC. WAT
27" UNPC
12" CONC. WS
12" WS
12" STORM
6" STORM
12" SAN
8" SAN
E ZONE
Ex R/W
Ex LA
LA-R/W
R/W
TMP
DS
SAN
WS
WAT
STORM
OHC
OHP
Ex LA-R/W
Ex LA-R/W
Ex LA-R/W




NOTES:

1. FOR LEGEND SEE SHEET 1715 .
2. FIELD VERIFY THE LOCATION OF THE EXISTING PULL BOX. CONNECT RELOCATED CONTROL CENTER USING THE 2-WIRE (NO. 4 AWG) CONDUCTOR IN EACH PROPOSED 3" CONDUIT TO THE EXISTING LIGHTING INFRASTRUCTURE FOR THE CAR CIRCUITS.
3. REPLACE LIGHT RING ON EXISTING TOWER TO REMAIN WITH A LIGHT RING WITH MOUNTS FOR 4 HIGH MAST LUMINAIRES. INSTALL 4 HIGH MAST LUMINAIRES ON THE NEW RING.

HORIZONTAL SCALE IN FEET 0 20 40 80

# ODOT LIGHTING PLAN - INTERIM I.R. 90 EB STA. 3004+00.00 TO STA. 3014+00.00

DESIGN AGENCY: Michael Baker INTERNATIONAL

DESIGNER: JLD

REVIEWER: SM 05/22/24

PROJECT ID: 82382

SHEET 1719 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_LP2301_SHEET PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 10:56:01 PM USER: Alexandria.Summers
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NOTES:
1. FOR LEGEND SEE SHEET 1715 .

HORIZONTAL SCALE IN FEET
0 10 20 40

# CPP LIGHTING PLAN - CARNEGIE AVE.
# BEGIN TO STA. 51+00.00

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JLD
REVIEWER SM 05/22/24
PROJECT ID 82382
SHEET 1724 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_LP710I_SHEET PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:11:59 PM USER: AlexandriaSummers
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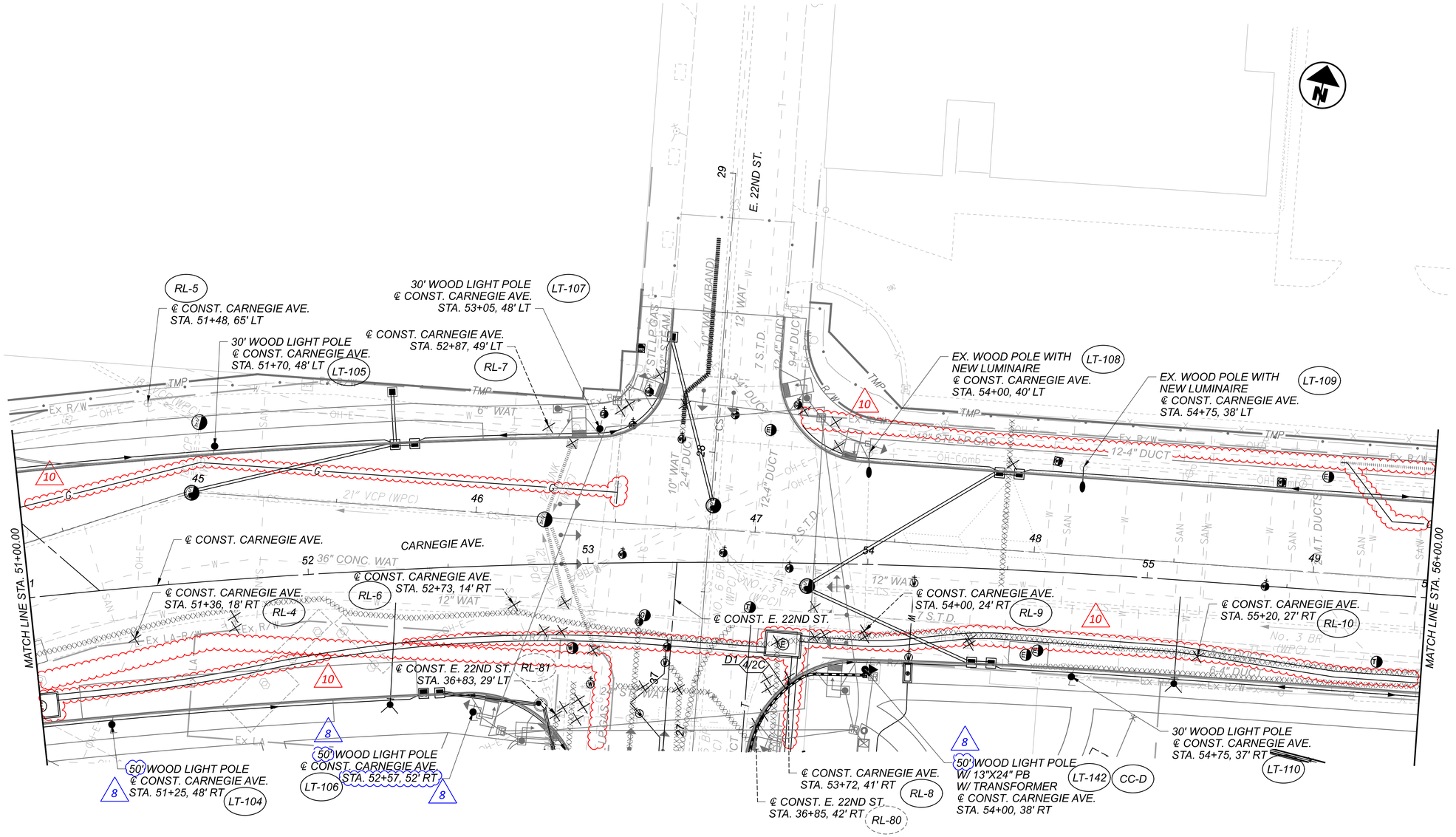


NOTES:
1. FOR LEGEND SEE SHEET 1715 .
2. SEE SHEET1736 FOR ADDITIONAL DETAIL ON LIGHTING ALONG E. 22ND STREET AND THE ADJACENT PEDESTRIAN AREAS.

HORIZONTAL SCALE IN FEET
0 10 20 40

# CPP LIGHTING PLAN - CARNEGIE AVE.
# STA. 51+00.00 TO STA. 56+00.00

CUY-90-16.28 (CCG3A)

MODEL: 82382_LP710I_SHEET-I PAPERSIZE: 34x22 (In.) DATE: 11/6/2025 TIME: 11:29:28 PM USER: Alexandria.Summers
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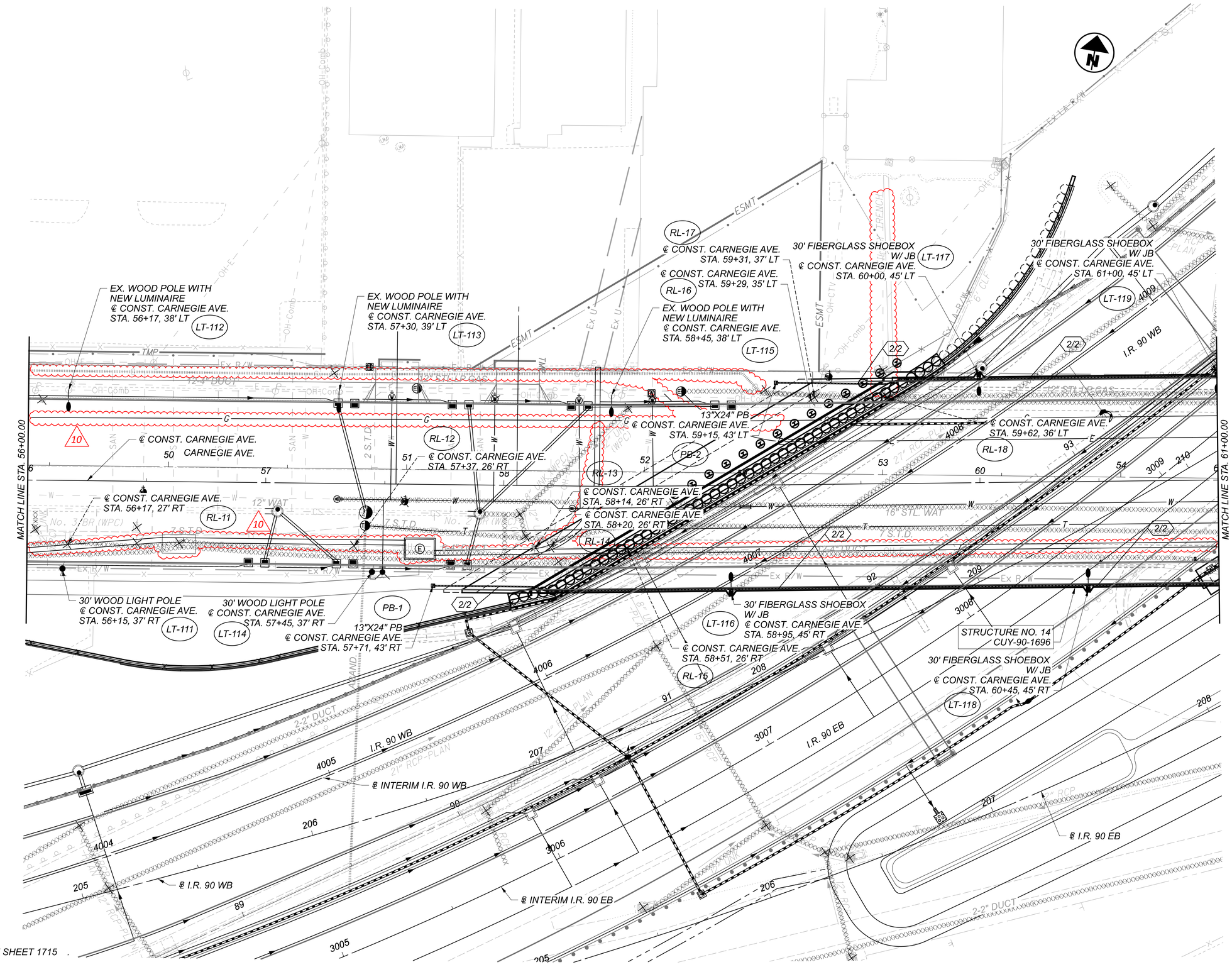
DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JLD
REVIEWER SM 05/22/24
PROJECT ID 82382
SHEET 1725 TOTAL 2696




NOTES:
1. FOR LEGEND SEE SHEET 1715 .

HORIZONTAL SCALE IN FEET
0 10 20 40

# CPP LIGHTING PLAN - CARNEGIE AVE.
# STA. 56+00.00 TO STA. 61+00.00

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JLD
REVIEWER SM 05/22/24
PROJECT ID 82382
SHEET 1726 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_LP710_SHEET-2 PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:41:06 PM USER: AlexandriaSummers
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# CPP LIGHTING PLAN - CARNEGIE AVE.
## STA. 61+00.00 TO STA. 66+00.00

HORIZONTAL SCALE IN FEET
0 10 20 40

MATCH LINE STA. 61+00.00

MATCH LINE STA. 66+00.00

℄ INTERIM I.R. 90 EB

℄ INTERIM I.R. 90 WB

℄ I.R. 90 WB

℄ I.R. 90 EB

I.R. 90 WB

I.R. 90 EB

2-2" DUCT

4010

3011

9011

9014

9015

9016

9017

9018

9019

9020

9021

9022

9023

9024

9025

9026

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9042

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9052

9053

CUY-90-16.28 (CCG3A)
MODEL: 82382_LP7101_SHEET-4 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 12:28:24 AM USER: Alexandria.Summers
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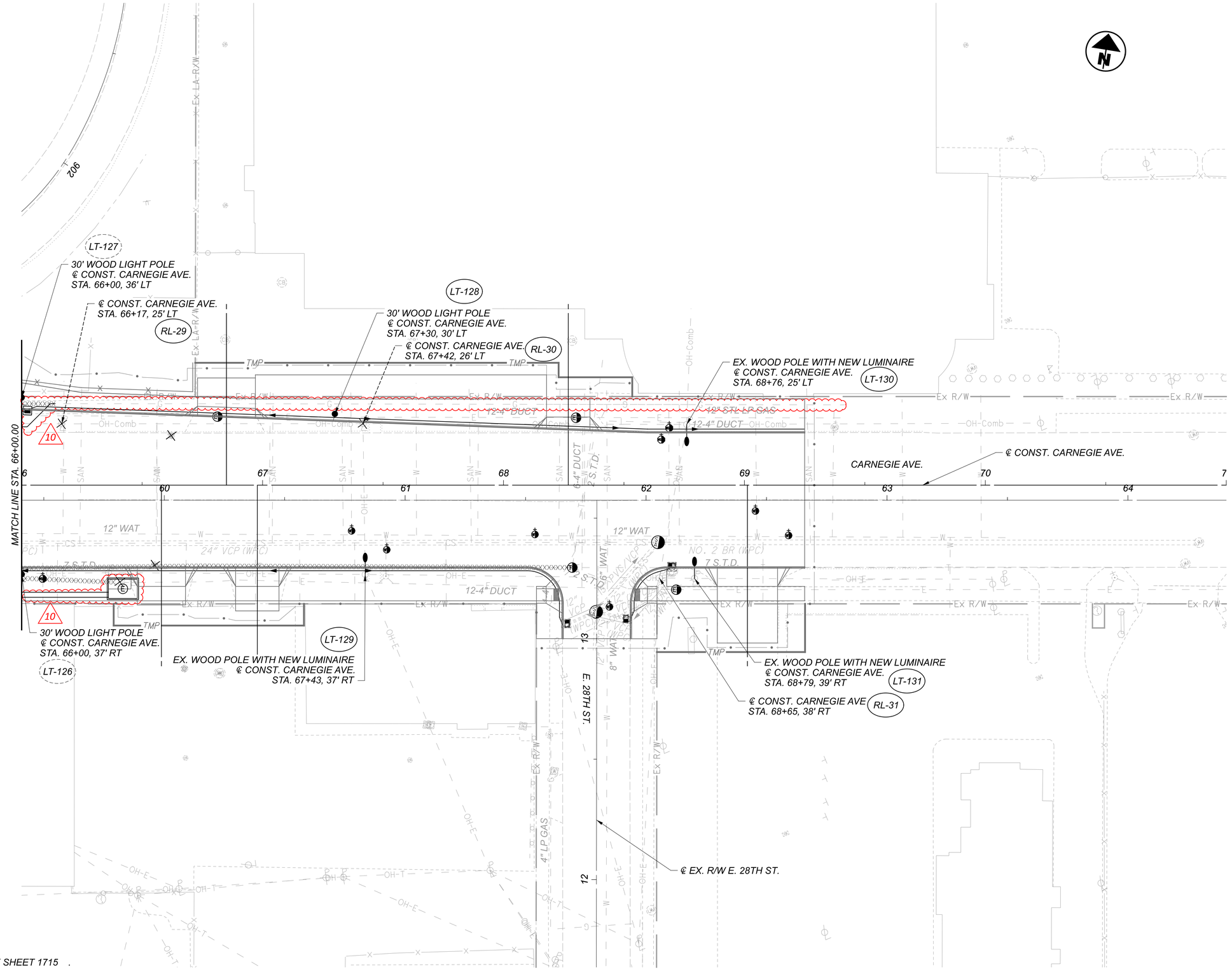


NOTES:
1. FOR LEGEND SEE SHEET 1715 .

HORIZONTAL SCALE IN FEET
0 10 20 40

# CPP LIGHTING PLAN - CARNEGIE AVE. STA. 66+00.00 TO END

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JLD
REVIEWER SM 05/22/24
PROJECT ID 82382
SHEET 1728 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_LP7221_SHEET-2 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 12:51:02 AM USER: Alexandria.Summers
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HORIZONTAL SCALE IN FEET
0 10 20 40

# CPP LIGHTING PLAN - E. 14TH ST. NB
# STA. 59+00.00 TO END

MATCH LINE STA. 59+00.00

30' WOOD LIGHT POLE LT-133
℄ CONST. CARNEGIE AVE
STA. 38+10, 42' RT

℄ CONST. CARNEGIE AVE
37+95, 32' RT RL-48

℄ CONST. CARNEGIE AVE
STA. 38+06, 32' RT RL-49

30' WOOD LIGHT POLE
℄ CONST. CARNEGIE AVE
STA. 38+10, 52' LT LT-132

C2-15
30' FIBERGLASS SHOEBOX
W/ 13"X24" PB
℄ E. 14TH ST. NB
STA. 59+50, 66' LT

4/2C C1

30' WOOD LIGHT POLE LT-134
℄ E. 14TH ST. NB
STA. 60+25, 56' LT

RL-55
℄ E. 14TH ST. NB
STA. 59+73, 71' LT

℄ CONST. CARNEGIE AVE
STA. 38+48, 57' LT RL-50

℄ E. 14TH ST. NB
STA. 59+00, 62' LT RL-53

E. 14TH ST. SB
℄ E. 14TH ST. SB

E. 14TH ST. NB
℄ E. 14TH ST. NB

30' WOOD LIGHT POLE LT-135
℄ E. 14TH ST. NB
STA. 60+25, 35' RT

℄ E. 14TH ST. NB
STA. 59+03, 72' RT RL-54

30' WOOD LIGHT POLE
℄ E. 14TH ST. NB
STA. 61+70, 25' RT LT-137

℄ CONST. CARNEGIE AVE
STA. 39+63, 27' RT RL-51

30' WOOD LIGHT POLE
℄ CONST. CARNEGIE AVE
STA. 39+75, 37' RT LT-136

℄ CONST. CARNEGIE AVE
STA. 40+74, 31' RT RL-52

℄ CONST. CARNEGIE AVE

℄ E. 18TH ST.
STA. 23+75, 38' LT RL-58

RL-56
℄ E. 18TH ST.
STA. 23+28', 7' RT

30' FIBERGLASS SHOEBOX
W/ 13"X24" PB
℄ E. 18TH ST.
STA. 24+15, 3' LT C2-20

MATCH LINE STA. 23+00.00

℄ E. 18TH ST.

C1, C2 4/2C

30' WOOD LIGHT POLE
W/ 13"X24" PB
W/ TRANSFORMER
℄ CONST. CARNEGIE AVE
STA. 41+00, 37' RT CC-C

30' WOOD LIGHT POLE
℄ CONST. CARNEGIE AVE
STA. 41+15, 53' LT LT-138

℄ CENTRAL AVE.
CONNECTOR
℄ E. 18TH ST.
STA. 23+60, 18' RT RL-57

RL-59 ℄ E. 18TH ST.
STA. 24+34, 20' RT

E. 18TH ST

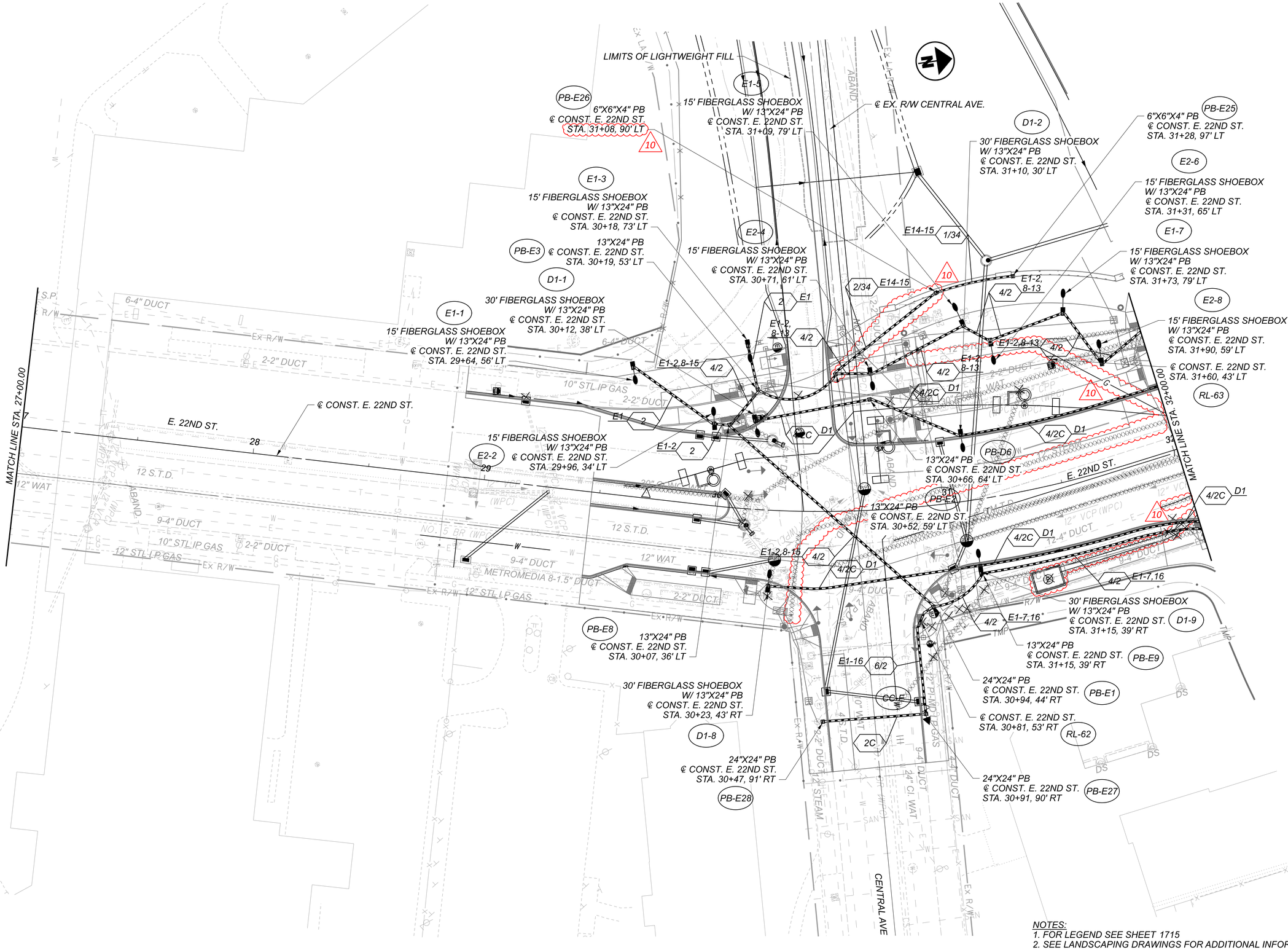
E. 14TH ST.

CARNEGIE AVE.

NOTES:
1. FOR LEGEND SEE SHEET 1715 .

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JLD
REVIEWER SM 05/22/24
PROJECT ID 82382
SHEET 1733 TOTAL 2696




*NOTES:*
1. FOR LEGEND SEE SHEET 1715
2. SEE LANDSCAPING DRAWINGS FOR ADDITIONAL INFORMATION.

HORIZONTAL SCALE IN FEET
0 10 20 40

# CPP LIGHTING PLAN - E. 22ND ST. STA. 27+00.00 TO STA. 32+00.00

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JTP
REVIEWER MMC 05/22/24
PROJECT ID 82382
SHEET 1735 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_LP7400_SHEET PAPERSIZE: 34x22 (In) DATE: 11/6/2025 TIME: 11:28:08 AM USER: Alexandria.Summers
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NOTES:
1. FOR LEGEND SEE SHEET1715
2. SEE LANDSCAPING DRAWINGS FOR ADDITIONAL INFORMATION.
3. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION.
4. PULLBOXES INSTALLED IN BRIDGE RAILING TO BE 6"x6"x4" TYPICAL.
5. SEE SHEET 1725 . FOR ADDITIONAL DETAIL ON LIGHTING ALONG CARNEGIE AVENUE.

RL-64
℄ CONST. E. 22ND ST.
STA. 36+37, 211' LT

E1-23
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+35, 211' LT

E2-22
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+16, 173' LT

RL-77 ℄ CONST. E. 22ND ST.
STA. 36+55, 153' LT

D1-6
30' FIBERGLASS SHOEBOX W/ JB
℄ CONST. E. 22ND ST.
STA. 35+17, 34' LT

30' FIBERGLASS SHOEBOX W/ 13"X24" PB
D1-7 ℄ CONST. E. 22ND ST.
STA. 36+17, 34' LT

RL-71
℄ CONST. E. 22ND ST.
STA. 35+51, 43' LT

℄ CONST. E. 22ND ST.
STA. 35+79, 75' LT

RL-73

RL-75
℄ CONST. E. 22ND ST.
STA. 36+18, 29' LT

RL-76

RL-74 ℄ CONST. E. 22ND ST.
STA. 36+12, 41' RT

RL-66
℄ CONST. E. 22ND ST.
STA. 32+49, 44' LT

PB-E22
13"X24" PB
℄ CONST. E. 22ND ST.
STA. 32+40, 58' LT

PB-E23
13"X24" PB
℄ CONST. E. 22ND ST.
STA. 32+12, 58' LT

30' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 32+14, 36' LT
D1-3

PB-E24
6"X6"X4" PB
℄ CONST. E. 22ND ST.
STA. 32+46, 74' LT

PB-D5
13"X24" PB
℄ CONST. E. 22ND ST.
STA. 32+54, 43' LT

D1-5
30' FIBERGLASS SHOEBOX W/ JB
℄ CONST. E. 22ND ST.
STA. 34+16, 34' LT

RL-67
℄ CONST. E. 22ND ST.
STA. 34+67, 43' LT

D1-4
30' FIBERGLASS SHOEBOX W/ JB
℄ CONST. E. 22ND ST.
STA. 33+19, 35' LT

℄ CONST. E. 22ND ST.
STA. 33+24, 41' RT

D1-12
30' FIBERGLASS SHOEBOX W/ JB
℄ CONST. E. 22ND ST.
STA. 34+51, 45' RT

PB-D1
13"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+08, 32' LT

℄ CONST. E. 22ND ST.
STA. 36+32, 27' LT

PB-E10
13"X24" PB
℄ CONST. E. 22ND ST.
STA. 32+79, 61' RT

PB-D2
13"X24" PB
℄ CONST. E. 22ND ST.
STA. 32+89, 37' RT

RL-65
℄ CONST. E. 22ND ST.
STA. 32+44, 42' RT

D1-10
30' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 32+21, 53' RT

PB-E4
13"X24" PB
℄ CONST. E. 22ND ST.
STA. 32+15, 58' RT

PB-E5
24"X24" PB
℄ CONST. E. 22ND ST.
STA. 32+68, 58' RT

E1-9
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 33+22, 53' RT

30' WOOD LIGHT POLE
℄ MIDTOWN CONNECTOR
STA. 500+80, 17' RT

D1-11
30' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 33+50, 29' RT

℄ MIDTOWN CONNECTOR

E2-10
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 33+75, 53' RT

E1-11
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 34+28, 53' RT

E2-12
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 34+74, 53' RT

RL-68 ℄ CONST. E. 22ND ST.
STA. 35+02, 102' RT

℄ INTERIM I.R. 90 EB

E1-13
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 35+28, 53' RT

30' FIBERGLASS SHOEBOX W/ JB
℄ CONST. E. 22ND ST.
STA. 35+51, 29' RT
D1-13

RL-69
℄ CONST. E. 22ND ST.
STA. 35+49, 138' RT

℄ CONST. E. 22ND ST.
STA. 35+49, 146' RT

RL-70
℄ CONST. E. 22ND ST.
STA. 35+74, 94' RT

RL-72

PB LOCATION FOR IRRIGATION CONTROLLER
PB-E16

PB-D4
13"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+11, 30' RT

E2-14
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 35+91, 53' RT

E1-17
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+19, 105' RT

℄ INTERIM I.R. 90 WB

E2-18
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+68, 145' RT

30' WOOD LIGHT POLE
℄ CONST. CARNEGIE AVE
STA. 51-25, 48' RT
LT-104

E1-21
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+31, 128' LT

E2-20
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+62, 131' LT

RL-78
℄ CONST. E. 22ND ST.
STA. 36+56, 77' LT

E1-19
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+34, 76' LT

30' WOOD LIGHT POLE
℄ CONST. CARNEGIE AVE
STA. 52+67, 55' RT
LT-106

RL-79
℄ CONST. E. 22ND ST.
STA. 36+60, 35' LT

℄ CONST. E. 22ND ST.
STA. 36+83, 29' LT

RL-81

13"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+27, 43' LT

PB-E7

D1-14
30' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+46, 30' RT

RL-82
℄ CONST. E. 22ND ST.
STA. 36+85, 42' RT

RL-80
℄ CONST. E. 22ND ST.
STA. 36+63, 57' RT

E1-15
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+56, 72' RT

E2-16
15' FIBERGLASS SHOEBOX W/ 13"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+78, 97' RT

PB-E6
24"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+27, 59' RT

13"X24" PB
℄ CONST. E. 22ND ST.
STA. 36+10, 28' RT
PB-D3

MATCH LINE STA. 32+00.00

MATCH LINE STA. 37+00.00

RAMP B6
℄ RAMP B6
RAMP A2
℄ RAMP A2
℄ I.R. 90 EB
℄ I.R. 90 WB
I.R. 90 EB
I.R. 90 WB
MIDTOWN CONNECTOR
CARNEGIE AVE.

HORIZONTAL SCALE IN FEET
0 10 20 40

# CPP LIGHTING PLAN - E. 22ND ST.
# STA. 32+00.00 TO STA. 37+00.00

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JTP
REVIEWER MMC 05/22/24
PROJECT ID 82382
SHEET 1736 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_LP7400_SHEET-1 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 12:41:06 AM USER: Joseph.Hogan
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HORIZONTAL SCALE IN FEET
0 10 20 40

# CPP LIGHTING PLAN - MIDTOWN CONNECTOR
# BEGIN TO STA. 505+00.00

CUY-90-16.28 (CCG3A)

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JTP
REVIEWER MMC 05/22/24
PROJECT ID 82382
SHEET 1737 TOTAL 2696

MODEL: 82382_LP790_SHEET PAPERSIZE: 34x22 (In.) DATE: 11/7/2025 TIME: 12:46:35 AM USER: Joseph.Hogan
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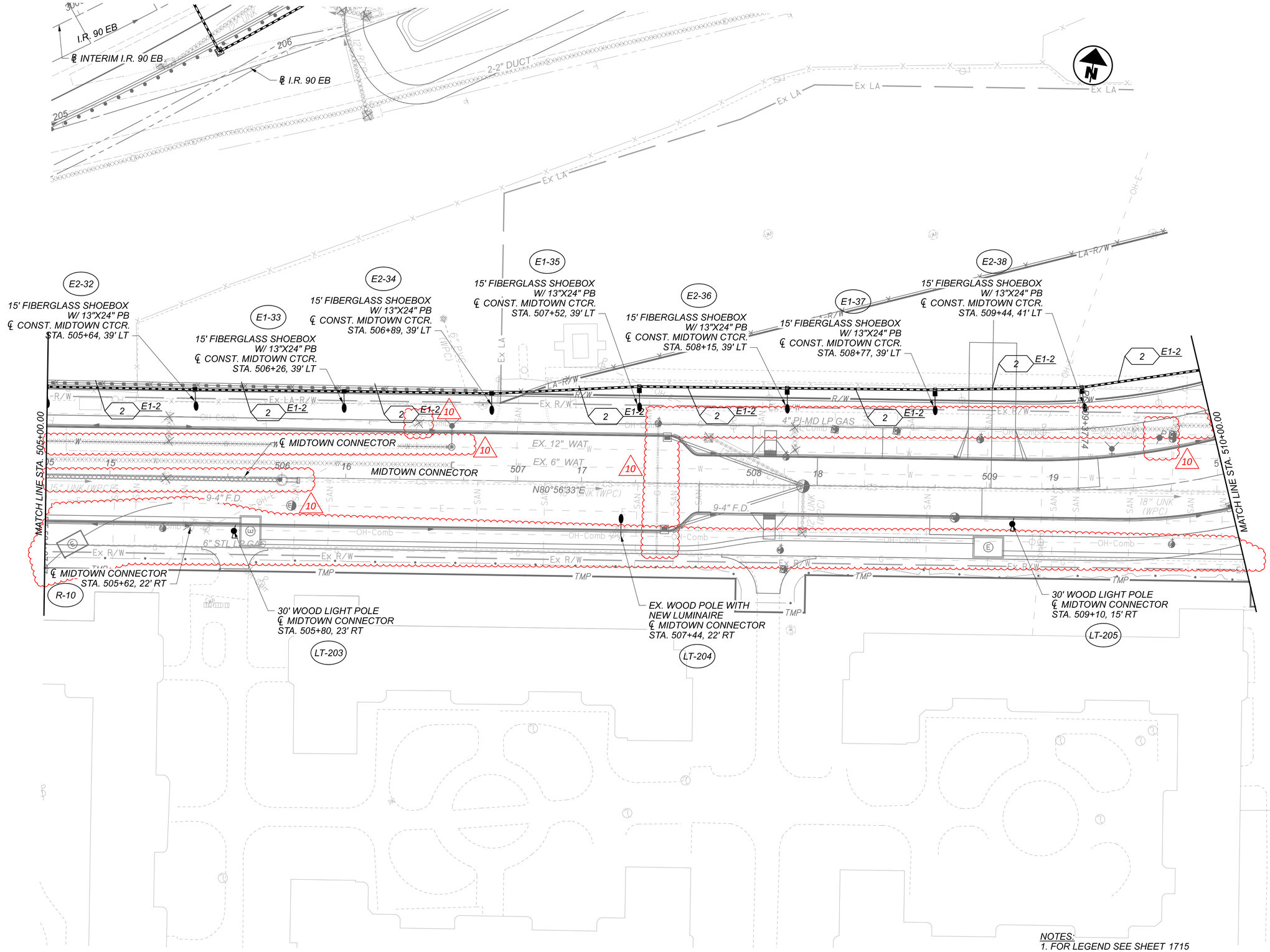


NOTES:
1. FOR LEGEND SEE SHEET 1715
2. SEE LANDSCAPING DRAWINGS FOR ADDITIONAL INFORMATION.

HORIZONTAL SCALE IN FEET
0 10 20 40

# CPP LIGHTING PLAN - MIDTOWN CONNECTOR STA. 505+00.00 TO STA. 510+00.00

CUY-90-16.28 (CCG3A)

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JTP
REVIEWER MMC 05/22/24
PROJECT ID 82382
SHEET 1738 TOTAL 2696

MODEL: 82382_LP790_SHEET-1 PAPERSIZE: 34x22 (In.) DATE: 11/7/2025 TIME: 12:54:57 AM USER: Joseph.Hogan
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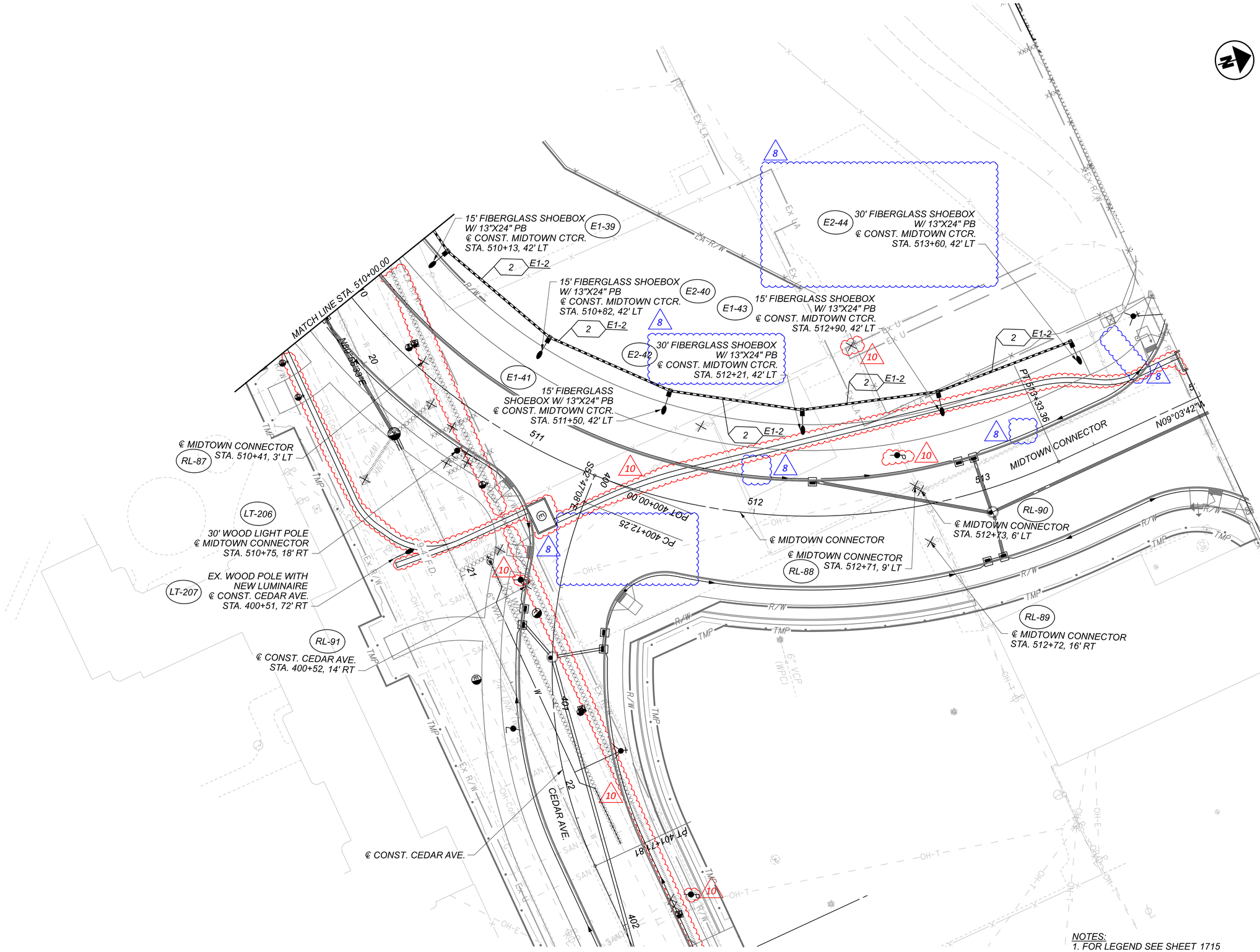


*NOTES:*
1. FOR LEGEND SEE SHEET 1715
2. SEE LANDSCAPING DRAWINGS FOR ADDITIONAL INFORMATION.

HORIZONTAL SCALE IN FEET
0 10 20 40

# CPP LIGHTING PLAN - MIDTOWN CONNECTOR STA. 510+00.00 TO END

CUY-90-16.28 (CCG3A)

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JTP
REVIEWER MMC 05/22/24
PROJECT ID 82382
SHEET 1739 TOTAL 2696

MODEL: 82382_LP790L_SHEET-2 PAPERSIZE: 34x22 (in) DATE: 11/7/2025 TIME: 10:03:17 AM USER: Alexandria.Summers
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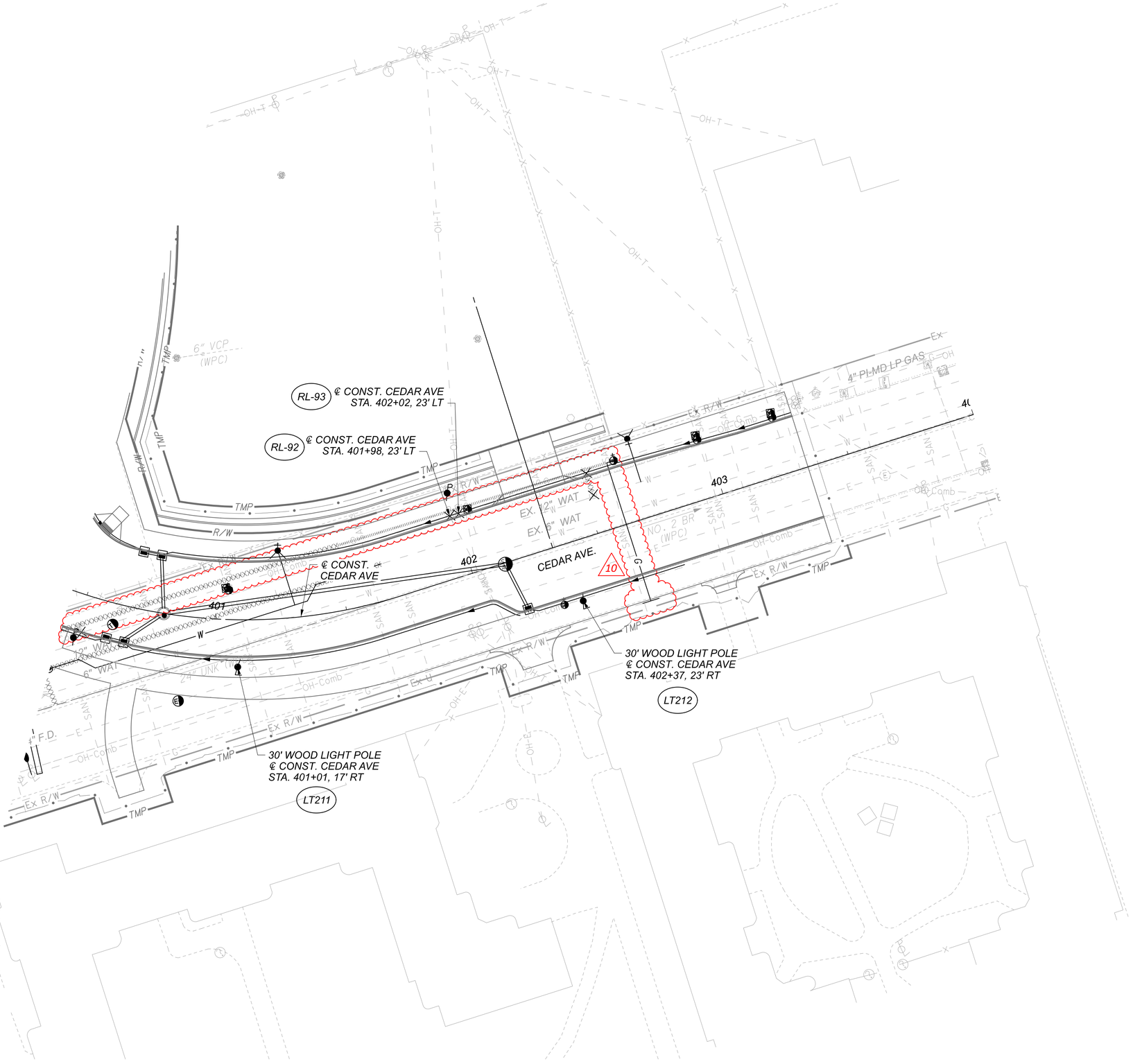



NOTES:
1. FOR LEGEND SEE SHEET 1715 .

HORIZONTAL SCALE IN FEET
0 10 20 40

# CPP LIGHTING PLAN - CEDAR AVE. BEGIN TO END

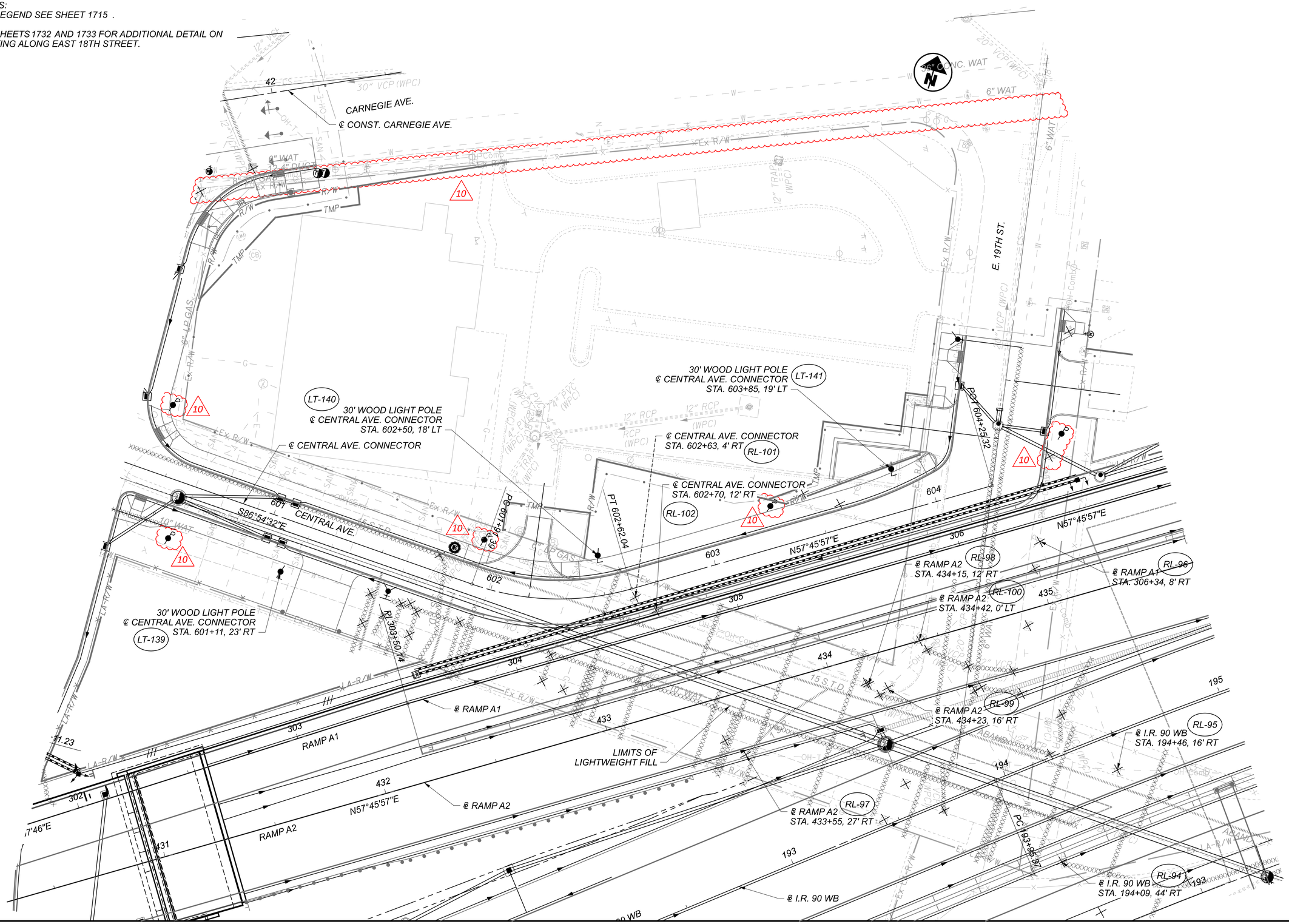
CUY-90-16.28 (CCG3A)

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER JTP
REVIEWER MMC 05/22/24
PROJECT ID 82382
SHEET 1740 TOTAL 2696

MODEL: 82382_LP79IL_SHEET PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 12:52:36 AM USER: Julie.Ross
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District2\82382\400-Engineering\Lighting\Sheets\82382_LP79IL.dgn

NOTES:
1. FOR LEGEND SEE SHEET 1715 .
2. SEE SHEETS 1732 AND 1733 FOR ADDITIONAL DETAIL ON LIGHTING ALONG EAST 18TH STREET.




HORIZONTAL SCALE IN FEET
0 10 20 40

# CPP LIGHTING PLAN - CENTRAL AVE. CONNECTOR
## BEGIN TO END

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
JLD

REVIEWER
SM 05/22/24

PROJECT ID
82382

SHEET 1741 TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Central Ave. Connector PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 12:38:53 AM USER: Julie.Ross
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DISTRIBUTION CABLE MISC.: 556KCMIL 15KV SPACER CABLE WITH 0052 AWA MESSENGER

1. 15KV SPACER CABLE AND STEEL MESSENGER SHALL BE MANUFACTURED IN ACCORDANCE WITH
   a. ASTM B415-16 (LATEST REVISION)
   b. ANSI/NEMA WC74 / ICA S-93-639 (LATEST REVISION)
   c. ASTM B230
   d. ASTM B400
   e. ASTM D1248

2. PRODUCT REQUIREMENTS

2.1 MESSENGER
   a. MESSENGER IS USED TO SUPPORT SPACER CABLE SYSTEMS. THE MESSENGER'S STRENGTH SHALL PROTECT THE SYSTEM FROM FALLING TREES AND BRANCHES AS WELL AS CONTINUE TO SUPPORT HTE CABLE DURING HIGH WIND LOADS AND ICING CONDITIONS.
   b. THE MESSENGER SERVES AS THE SUPPORT MEMBER FOR SPACER CABLE SYSTEMS. TWO CONSTRUCTIONS OF MESSENGER SHALL BE ALUMOWELD-ALUMINUM (AWA). THE STRANDS USED TO MANUFACTURE THESE TYPES OF MESSENGERS SHALL BE A COMBINATION OF ALUMINUM CLAD STEEL WIRES AND 1350-H19 ALUMINUM WIRES.
   c. THE MESSENGER SHALL MEET OR EXCEED ALL REQUIREMENTS OF THE LATEST EDITIONS OF ASTM B415-16 - STANDARD SPECIFICATION FOR HARD-DRAWN ALUMINUM-CLAD STEEL WIRE. THE MESSENGER SHALL FURTHER MEET OR EXCEED THOSE APPLICABLE STANDARDS REFERENCED BY ASTM B415-16.
   d. MESSENGER FOR 556 KCMIL SPACER CABLE SHALL BE SIZE 0052 AWA, 0.546 IN OVERALL DIAMETER, SHALL HAVE 5 AW WIRES OF 0.1819 IN. DIAMETER AND 2 AL WIRES OF 0.1819 IN. DIAMETER. WEIGHT SHALL BE APPROXIMATELY 438 LBS PER 1000 FT AND SHALL HAVE A BREAKING STRENGTH OF AT LEAST 20,420 LBS.
   e. PACKAGING: REELS SHALL HAVE 18 TO 24 INCHES OF INSIDE TAIL WIRE EXPOSED THROUGH THE REEL STARTHOLE AND SECURED TO THE REEL FLANGE. WOODEN REELS SHALL HAVE 3 INCH MINIMUM DIAMETER CENTER ARBOR HOLES AND 1-1/2 INCH MINIMUM DIAMETER DRIVE PIN HOLES LOCATED 6 TO 21 INCHES FROM THE SPOOL FLANGE CENTER PER NEMA WC26.

2.2 COVERED CONDUCTOR
   a. THIS CONDUCTOR IS USED FOR PRIMARY OVERHEAD DISTRIBUTION. IT IS INSTALLED AS AN UNINSULATED CONDUCTOR; HOWEVER, THE COVERING SHALL BE EFFECTIVE IN PREVENTING DIRECT SHORTS AND INSTANTANEOUS FLASHOVERS SHOULD TREE LIMBS OR OTHER OBJECTS CONTACT CONDUCTORS IN SUCH CLOSE PROXIMITY. CONDUCTOR IS TO BE INSTALLED WITH OTHER SPACER CABLE CONDUCTORS AND A SUPPORTING MESSENGER THROUGH A SERIES OF SPACE-MAINTAINING DEVICES (SPACERS). CONDUCTORS SHALL BE RATED FOR CONTINUOUS OPERATION AT 75°C.
   b. CONDUCTORS SHALL BE COMPACT ROUND, CONCENTRICALLY STRANDED, 1350-H19 HARD DRAWN ALUMINUM.
   c. CONDUCTOR SHIELDING SHALL BE AN EXTRUDED BLACK SEMICONDUCTING POLYMER MEETING PHYSICAL REQUIREMENTS OF ANSI/NEMA WC 74. NOMINAL THICKNESS OF SHIELDING SHALL BE 15 MILS. THE MINIMUM THICKNESS AT ANY POINT SHALL NOT BE LESS THAN 0.010".
   d. CONDUCTOR COVERING:
      1. SHALL CONSIST OF TWO LAYERS THERMALLY BONDED TO EACH OTHER AND TO THE CONDUCTOR SHIELDING.
      2. THE INNER LAYER SHALL BE EXTRUDED NATURAL LOW DENSITY POLYETHYLENE, COMPLYING WITH ASTM SPECIFICATION D-1248 LATEST EDITION, FOR TYPE I, CLASS A, CATEGORY 5, GRADE E4 MATERIAL. NOMINAL THICKNESS OF THE INNER LAYER SHALL BE 75 MILS.
      3. THE OUTER LAYER SHALL BE AN EXTREDED BLACK, TRACK RESISTANT, HIGH DENSITY POLYETHYLENE, COMPLYING WITH ASTM SPECIFICATION D1248, LATEST EDITION, FOR TYPE III, CLASS C, CATEGORY 5, GRADE J5 MATERIAL. NOMINAL THICKNESS OF THE OUTER LAYER SHALL BE 75 MILS.
      4. OVERALL COVERING (DIAMETER) TOLERANCES SHALL BE LIMITED TO NOMINAL PLUS 20 MILS OR NOMINAL MINUS 10 MILS FOR ALL CONDUCTORS. NOMINAL OUTER DIAMETERS ARE PER SECTION 2.2.e.
   e. CONDUCTORS SHALL BE 556.5 KCMIL, 19 STRANDS, WITH A NOMINAL OUTER DIAMETER OF 1.120 IN. WEIGHT SHALL BE APPROXIMATELY 752 LBS PER 1000' OF CABLE.
   f. TESTING SHALL BE PERFORMED ON EACH REEL OF CABLE. TEST REPORTS SHALL BE FURNISHED UPON REQUEST OF THE PURCHASER. TESTS SHALL INCLUDE THE FOLLOWING MEASUREMENTS:
      1. CONDUCTOR DIAMETER
      2. WALL THICKNESS
      3. FINISHED DIAMETER
      4. CONCENTRICITY
      5. AC SPARK. AC SPARK SHALL BE PERFORMED CONTINUOUSLY AS THE CABLE IS BEING EXTRUDED. THE APPLIED AC VOLTAGE SHALL BE 15,000 VOLTS.
   g. SPACER CABLE CONDUCTORS SHALL BE PROVIDED WITH TRIANGULAR CABLE SPACERS, MADE OF HDPE AND SUITABLE FOR THE SELECTED CABLE. SPACERS SHALL BE PROVIDED EVERY 30' OF CIRCUIT LENGTH UNLESS NOTED OTHERWISE. SPACERS SHALL BE HENDRIX RTL OR APPROVED EQUAL.
   h. 556 KCMIL, 15KV SPACER CABLE, WITH 0052 AWA MESSENGER SHALL INCLUDE (3) PRIMARY COVERED CONDUCTORS, (1) MESSENGER, AND CABLE SPACERS AS SPECIFIED ABOVE.

ITEM 1. 556 KCMIL 15 KV SPACER CABLE WITH 0052 AWA MESSENGER

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**DISTRIBUTION CABLE MISC.: 500KCMIL 15KV CU WITH CONCENTRIC NEUTRAL**
**DISTRIBUTION CABLE MISC.: 750KCMIL 15KV CU WITH CONCENTRIC NEUTRAL**

A. WORK INCLUDED

THE CONTRACTOR SHALL FURNISH ALL NECESSARY LABOR MATERIALS, TOOLS AND EQUIPMENT FOR INSTALLING ALL POWER CABLES, AS SPECIFIED, REQUIRED OR SHOWN ON THE PLANS.

B. DETAILED SPECIFICATIONS

MEDIUM VOLTAGE CABLES - EPR URD

1. ALL ETHYLENE PROPYLENE RUBBER INSULATED URD CABLE IS MANUFACUTRED,TESTED AND WARRANTED IN ACCORDANCE WITH:
   a. A.E.I.C CS-8 (LATEST REVISION)
   b. I.C.E.A S-94-649 (LATEST REVISION)

2. CHARACTERISTICS
   a. BARE ANNEALED COPPER CENTER CONDUCTOR, COMPACT CLASS B STRANDING PER ASTM B-3, AS SPECIFIED ON THE BID SHEET.
   b. 1/3 COPPER CONCENTRIC NEUTRAL, AS SPECIFIED ON BID SHEET
   c. ETHYLENE PROPYLENE RUBBER INSULTAION
   d. AVERAGE MINIMUM INSULATION THICKNESS 220 MILS
   e. POLYETHYLENE JACKET

3. 15 KV EPR URD
   a. RATED 15 KV 133%, 220-MIL INSULATION THICKNESS

ITEM 1. 500 KCMIL, 15 KV 133%, EPR URD, 33% NEUTRAL

C. MOLDED SPLICES

1. DESIGNED AND TESTED PER IEEE STANDARD 404.

2. VOLTAGE RATING:
   a. 15 KV CLASS (8.7 KV PHASE-TO-GROUND)
   b. IMPULSE WITHSTAND : A = 110 KV, 1.2 X 50 MICROSECOND WAVE.
   c. CORONA EXTINCTION VOLTAGE : A = 13 KV, MINIMUM, 3PC SENSITIVITY.
   d. DC WITHSTAND : DURING INSTALLATION : 56 KV
   e. DC WITHSTAND : 18 KV FOR XLPE INSULATED CABLES
      45 KV FOR EPR INSULATED CABLES
      REFERENCE AEIC CS6 AND CS8, SECTION L.2.0

ITEM 1. SPLICE FOR 500 KCMIL, 15 KV URD, ELASTIMOLD 15 PCJ 1 LM 2 330

OBTAIN CABLE SPLICE KITS AND ACCESSORIES FROM A SINGLE SOURCE MANUFACTURER AND SHALL BE APPROVED BY CPP.

3. SPLICE KITS: COMPLY WITH IEEE 404; TYPE AS RECOMMENDED BY CABLE OR SPLICING KIT MANUFACTURER FOR THE APPLICATION.

4. SPLICING PRODUCTS: AS RECOMMENDED, IN WRITING, BY SPLICING KIT MANUFACTURER FOR SPECIFIC D.CABLE LUBRICANTSIZES, MATERIALS, RATINGS, AND CONFIGURATIONS OF CABLE CONDUCTORS. INCLUDE ALL COMPONENTS REQUIRED FOR COMPLETE SPLICE, WITH DETAILED INSTRUCTIONS.
   a. HEAT-SHRINK SPLICING KIT OF UNIFORM, CROSS-SECTION, POLYMERIC CONSTRUCTION WITH OUTER HEAT-SHRINK JACKET.

5. MEDIUM-VOLTAGE TAPES: ETHYLENE/PROPYLENE RUBBER-BASED,30-MIL SPLICING TAPE, RATED FOR 130 DEG C OPERATION. MINIMUM 1-1/2 INCH WIDE.

D. CABLE LUBRICANT

USE MANUFACTURERS APPROVED PULLING COMPOUND OR LUBRICANTS FOR CABLE BEING INSTALLED THAT DO NOT DETERIORATE CONDUCTOR OR INSULATION.

E. BONDING WIRE

1. BONDING CONDUCTOR: NO. 4, STRANDED COPPER, ASTM B 8.

2. LISTED AND LABELED BY AN NRTL ACCEPTABLE TO AUTHORITIES HAVING JURISDICTION FOR APPLICATIONS IN WHICH USED AND FOR SPECIFIC TYPES, SIZES AND COMBINATIONS OF CONDUCTORS AND OTHER ITEMS CONNECTED.

F. CABLE PULLING

1. BEFORE STARTING CABLE INSTALLATION, THE DUCTS TO BE OCCUPIED SHOULD BE SELECTED THROUGHOUT THE ENTIRE LENGTH OF THE RUN AND THE DUCTS SELECTED MUST BE CHECKED TO SEE THAT THEY ARE CLEAN AND FREE FROM ALL OBSTRUCTIONS.
   a. PROOF CONDUITS PRIOR TO CONDUCTOR INSTALLATION BY PASSING A WIRE BRUSH MANDREL AND THEN A RUBBER DUCT SWAB THROUGH THE CONDUIT.
      i. WIRE BRUSH MANDREL: CONSISTS OF A LENGTH OF BRUSH APPROXIMATELY THE SIZE OF THE CONDUIT INNER DIAMETER WITH STIFF STEEL BRISTLES AND AN EYE ON EACH END FOR ATTACHING THE PULL ROPES. IF AN OBSTRUCTION IS FELT, PULL THE BRUSH BACK AND FORTH REPEATEDLY TO BREAK UP THE OBSTRUCTION.
      ii. RUBBER DUCT SWAB: CONSISTS OF A SERIES OF RUBBER DISCS APPROXIMATELY THE SIZE OF THE CONDUIT INNER DIAMETER ON A LENGTH OF STEEL CABLE WITH AN EYE ON EACH END FOR ATTACHING THE PULL ROPES. PULL THE RUBBER DUCT SWAB THROUGH THE DUCT TO EXTRACT LOOSE DEBRIS FROM THE DUCT.
   b. USE PULLING MEANS, INCLUDING FISH TAPE, ROPE, AND BASKET- WEAVE CABLE GRIPS, THAT DO NOT DAMAGE CABLES AND RACEWAYS. DO NOT USE ROPE HITCHES FOR PULLING ATTACHMENT TO CABLE.
   c. DO NOT EXCEED MANUFACTURER'S RECOMMENDED MAXIMUM PULLING TENSIONS AND SIDEWALL PRESSURE VALUES.
   d. USE PULL-IN GUIDES, CABLE FEEDERS, AND DRAW-IN PROTECTORS AS REQUIRED TO PROTECT CABLES DURING INSTALLTION.
   e. DO NOT PULL CABLES WITH ENDS UNSEALED. SEAL CABLE ENDS WITH RUBBER TAPE.
   f. SUPPORT CABLES USING GALVANIZED STEEL CHANNEL AND PORCELAIN OR MAPLE BLOCKS.

2. IF REELS ARE LEFT IN THE STREET, WARNING LIGHTS SHALL BE PLACED AROUND THEM.

3. LUBRICANT SHALL BE APPLIED TO THE CABLE JUST BEFORE IT ENTERS THE FEEDING TUBE. A COATING ABOUT 1/6" THICK IS AMPLE. NO LUBRICANT SHALL BE APPLIED FIRST AND LAST 5-FEET OF CABLE FOR CONVENIENCE AND CLEANLINESS IN SPLICING.

4. THE REEL OF CABLE MUST BE PROPERLY PLACED AT THE FEEDING END TO CAUSE MINIMUM FLEXING OF THE CABLE. IT SHOULD ALWAYS BE LOCATED ON THE SIDE OF THE MANHOLE TOWARD WHICH THE CABLE IS PULLED.

5. WHERE THERE IS A BEND IN THE DUCT LINE, THE PULLING SET-UP, WHENEVER POSSIBLE, SHOULD BE PLANNED FOR FEEDING-IN AT THE MANHOLE NEAREST THE BEND.

6. THE AMOUNT OF SLACK IN THE CABLE AT THE FEEDING END SHALL BE REGULATED BY WORKERS STATIONED AT THE CABLE REEL SO THAT THE CABLE PASSES FREELY INTO THE FEEDING TUBE WITHOUT SCRAPING THE MANHOLE FRAME.

7. THE CABLE SHALL BE DRAWN INTO THE DUCT JUST FAST ENOUGH TO KEEP THE CABLE AND REEL MOVING SMOOTHLY AND SO THE CABLE CAN BE PROPERLY INSPECTED AND LUBRICATED.

8. EYES OR SEALS DAMAGED DURING PULLING SHALL BE REPAIRED UNLESS SPLICING FOLLOWS IMMEDIATELY.

9. WHEN THE CABLE IS CUT, UNLESS SPLICING IS TO BE DONE IMMEDIATELY, THE ENDS SHALL BE PREPARED AND SEALED BY AN APPROVED METHOD. ALL SEALED ENDS SHOULD BE RACKED HIGH.

G. CABLE RACKING AND TRAINING

1. RACK AND TRAIN CABLES ON CABLE RACK ASSEMBLIES CONSISTING OF HOT-DIP GALVANIZED, EXCEPT INSULATORS.

2. IDENTIFY CABLES PHASE AND CIRCUIT NUMBER OF EACH CONDUCTOR AT EACH SPLICE, TERMINATION, PULL POINT, AND JUNCTION BOX. ARRANGE IDENTIFICATION SO THAT IT IS UNNECESSARY TO MOVE THE CABLE OR CONDUCTOR TO READ THE IDENTIFICATION.

H. BONDING

1. MAINTAIN SHIELD CONTINUITY AND CONNECTINONS TO METAL CONNECTION HARDWARE AT ALL CONNECTION POINTS.

2. GROUNDING CONDUCTORS: ROUTE ALONG SHORTEST AND STRAIGHTEST PATHS POSSIBLE UNLESS OTHERWISE INDICATED OR REQUIRED BY CODE. AVOID OBSTRUCTING ACCESS OR PLACING CONDUCTORS WHERE THEY MAY BE SUBJECTED TO STRAIN, IMPACT OR DAMAGE.

3. BONDING STRAPS AND JUMPERS: INSTALL IN LOCATIONS ACCESSIBLE FOR INSPECTION AND MAINTENANCE EXCEPT WHERE ROUTED THROUGH SHORT LENGTHS OF CONDUIT.
   a. BONDING TO STRUCTURE: BOND STRAPS DIRECTLY TO BASIC STRUCTURE, TAKING CARE NOT TO PENETRATE ANY ADJACENT PARTS.

I. TESTING

1. VISUAL AND MECHANICAL INSPECTIONS.

2. INSPECT EXPOSED CABLE SECTIONS FOR PHYSICAL DAMAGE.

3. INSPECT SHIELD GROUNDING AND CABLE SUPPORT. VISUALLY INSPECT CABLE TERMINATIONS PERFORMED BY CPP.

4. INSPECT COMPRESSION CONNECTORS FOR CORRECT CABLE MATCH AND IDENTIFICATION.

5. TESTING AGENCY: ENGAGE A QUALIFIED TESTING AGENCY TO PERFORM TESTS AND INSPECTIONS.

6. PERFORM THE FOLLOWING TESTS AND INSPECTIONS WITH THE ASSISTANCE OF A FACTORY-AUTHORIZED SERVICE REPRESENTATIVE:
   a. PERFORM EACH VISUAL AND MECHANICAL INSPECTION AND ELECTRICAL TEST STATED IN NETA ATS. CERTIFY COMPLIANCE WITH TEST PARAMETERS.
   b. AFTER INSTALLING MEDIUM-VOLTAGE CABLES AND BEFORE ELECTRICAL CIRCUITRY HAS BEEN ENERGIZED, TEST FOR COMPLIANCE WITH REQUIREMENTS.
   c. PERFORM DIRECT-CURRENT HIGH POTENTIAL TEST OF EACH NEW CONDUCTOR ACCORDING TO NETA ATS, CH. 7.3.3. DO NOT EXCEED CABLE MANUFACTURER'S RECOMMENDED MAXIMUM TEST VOLTAGE.

7. MEDIUM-VOLTAGE CABLES WILL BE CONSIDERED DEFECTIVE IF THEY DO NOT PASS TESTS AND INSPECTIONS.

8. PREPARE TEST AND INSPECTION REPORTS.

J. MEASUREMENT

THE NUMBER OF FEET OF CIRCUIT CABLE TO BE PAID FOR SHALL INCLUDE CABLE LENGTH IN DUCT PLUS LENGTH IN MANHOLES PER THE CABLE WIRING PLANS, INSTALLED IN PLACE INCLUDING CABLE RACKING, TRAINING, TESTING, CABLE TAGS, AND OTHER INCIDENTAL WORK. MEASUREMENT IS IN FEET OF CIRCUIT. EACH FOOT OF CIRCUIT INCLUDES (3) 500KCMIL 15KV CABLES WITH CONCENTRIC NEUTRAL.

SPECIALS

15KV TERMINATORS - PROVIDE 15 KV TERMINATION KITS FOR 500 KCMIL 15 KV CONDUCTORS AT RISER POLE INSTALLATIONS.

15KV SPLICES - PROVIDE 15 KV SPLICE KITS FOR 4/0 CU 15 KV CONDUCTORS OR 500 KCMIL CU 15 KV CONDUCTORS AS NOTED ON THE PLAN.

OVERHEAD TRANSFORMER REMOVAL - REMOVE EXISTING OVERHEAD TRANSFORMER (EQUAL/LESS THAN 75 KVA) AND TURN OVER TO CPP.

DOUBLE CROSS-ARM AND DEAD-END ASSEMBLY - PROVIDE 8' WOOD DOUBLE CROSS-ARM AND 15 KV CONDUCTOR DEAD-END CONSISTING OF THREE SINGLE CONDUCTOR, SINGLE INSULATORS.

15KV TEST CAP FOR SUBMERSIBLE USE

15KV 600 AMP DISCONNECT SWITCH FOR CROSS-ARM MOUNTING.

CLEVELAND PUBLIC POWER
GENERAL NOTES - 2
9

DESIGN AGENCY
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PROJECT ID 82382
SHEET 1778 TOTAL 2696

CUY-90-16.28 (CCG3A)

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9 **ITEM SPECIAL - PRECAST ELECTRIC MANHOLE**

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING COMPLETE IN PLACE PRECAST REINFORCED CONCRETE MANHOLE (VAULT) STRUCTURES IN ACCORDANCE WITH CLEVELAND PUBLIC POWER (CPP) REQUIREMENTS AND DESIGNED TO MEET OR EXCEED THE LATEST ASTM STANDARDS FOR UNDERGROUND PRECAST CONCRETE UTILITY STRUCTURES (ASTM C858-10E1) AND MINIMUM STRUCTURAL DESIGN LOADING FOR UNDERGROUND PRECAST UTILITY STRUCTURES (ASTM 857-14) HS25 LOADING. THE FOLLOWING CPP DEVELOPED PLAN DETAILS HAVE BEEN INCLUDED IN THE PLAN SET FOR THIS WORK:

- SAMPLE INDIVIDUAL MANHOLE DETAILS INCLUDING WINDOW OPENING DETAILS AND LIST OF MANHOLE REQUIREMENTS
- TYPICAL INSTALLATION DETAILS
- SAMPLE PRECAST NECK RING SCHEDULE
- GENERAL UNDERGROUND CONSTRUCTION NOTES
- BACKFILL MATERIAL AND BACKFILLING PROCEDURES

IT IS NOTED THAT NUMEROUS UNDERGROUND UTILITIES ARE PRESENT ALONG THE CORRIDOR THAT COULD NECESSITATE CHANGES TO MANHOLE DEPTHS AND WINDOW DIMENSIONS. THE CONTRACTOR SHALL PERFORM UTILITY TEST HOLES AT ALL VAULT LOCATIONS PRIOR TO DEVELOPING SHOP DRAWINGS FOR ELECTRIC MANHOLES. IN ADDITION, THE CONTRACTOR WILL BE SUPPLYING AND INSTALLING ELECTRICAL RACK AND BOND SYSTEMS WITHIN THE MANHOLES. CABLE RACKING ASSEMBLIES SHALL CONSIST OF STEEL, HOT-DIP GALVANIZED STANCHIONS AND ARMS, AND PORCELAIN INSULATORS MANUFACTURED BY HUBBELL POWER SYSTEMS, INC OR APPROVED EQUIVALENT.

1. STANCHIONS: NOB-LOC; 1-3/4 INCH NOMINAL SIZE; DU1B SERIES FOR CABLE-ARM ATTACHMENT.

2. ARMS: 1.97 INCHES WIDE, LENGTHS RANGING FROM 3-7/8 INCHES WITH 400 LB MINIMUM CAPACITY TO 14-7/8 INCHES WITH 200 LB MINIMUM CAPACITY. ARMS SHALL BE ARRANGED FOR SECURE MOUNTING IN HORIZONTAL POSITION AT ANY VERTICAL LOCATION ON STANCHIONS.

3. INSULATORS: HIGH-GLAZE, DRY-PROCESS PORCELAIN ARRANGED FOR MOUNTING ON CABLE ARMS. THE CONTRACTOR SHALL COORDINATE MANHOLE WORK WITH CPP TO ENSURE COMPATIBILITY AND TIMELY COMPLETION OF RELATED WORK ELEMENTS.

SEALING DUCT ENDS IN MANHOLES: USE SEALING COMPOUND IN DUCT ENDS CONTAINING CABLES AND PLUGS IN SPARE DUCTS TO WITHSTAND AT LEAST 15 PSIG HYDROSTATIC PRESSURE. DUCT SEALING COMPOUND SHALL BE NON-HARDENING, SAFE FOR CONTACT WITH HUMAN SKIN, NOT DELETERIOUS TO CABLE INSULATION AND WORKABLE AT TEMPERATURES AS LOW AS 35 DEG F. CAPABLE OF WITHSTANDING TEMPERATURE OF 300 DEG F WITHOUT SLUMP, AND ADHERING TO CLEAN SURFACES OF PLASTIC DUCTS, METALLIC CONDUITS, CONDUIT COATINGS, CONCRETE, MASONRY, LEAD, CABLE SHEATHS, CABLE JACKETS, INSULATION MATERIALS AND COMMON METALS.

THE MANHOLES TO BE PAID WILL BE THE ACTUAL NUMBER COMPLETED AND ACCEPTED, INCLUDING CONCRETE LEVELING PAD, GROUND ROD (5/8 INCH X LENGTH, PER CPP DETAILS), CLAMP, GROUND WIRE, BONDING, RACK SYSTEM, NECK RINGS, CAP RINGS, PULLING IRONS, AND CASTINGS.

10 THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER IF THE VAULTS SPECIFIED IN THE PLANS ARE TOO LARGE FOR SITE CONDITIONS. DO NOT ORDER MATERIALS UNLESS DIRECTED BY THE ENGINEER. USING A DIFFERENT SIZE VAULT THAN SPECIFIED IN THE PLANS REQUIRES CPP APPROVAL.

**ITEM SPECIAL - PRECAST ELECTRIC MANHOLE**
**(6' X 8' X 7' HR) 1 EACH**

10 **ITEM 202 - REMOVAL, MISC.: CONCRETE ENCASED ELECTRIC DUCT BANK**

THIS ITEM SHALL BE IN ACCORDANCE WITH ITEM 202 REMOVAL OF STRUCTURES AND OBSTRUCTIONS AND INCLUDE REMOVAL OF UNDERGROUND CONCRETE ENCASED ELECTRIC DUCT BANK AS INDICATED ON THE PLANS. BACKFILL CAVITY CREATED BY ITEM REMOVAL ACCORDING TO 202.02. REMOVE CABLE, IF ANY, ACCORDING TO ITEM 625.

**ITEM 202 - REMOVAL, MISC.: ELECTRIC VAULT**

THIS ITEM SHALL BE IN ACCORDANCE WITH ITEM 202 REMOVAL OF STRUCTURES AND OBSTRUCTIONS AND INCLUDE REMOVAL OF UNDERGROUND ELECTRIC VAULTS AS INDICATED ON THE PLANS. BACKFILL CAVITY CREATED BY ITEM REMOVAL ACCORDING TO 202.02. REMOVE CABLE, IF ANY, ACCORDING TO ITEM 625.

CLEVELAND PUBLIC POWER
GENERAL NOTES - 4

DESIGN AGENCY
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DESIGNER JCS
REVIEWER WH 05/17/24
PROJECT ID 82382
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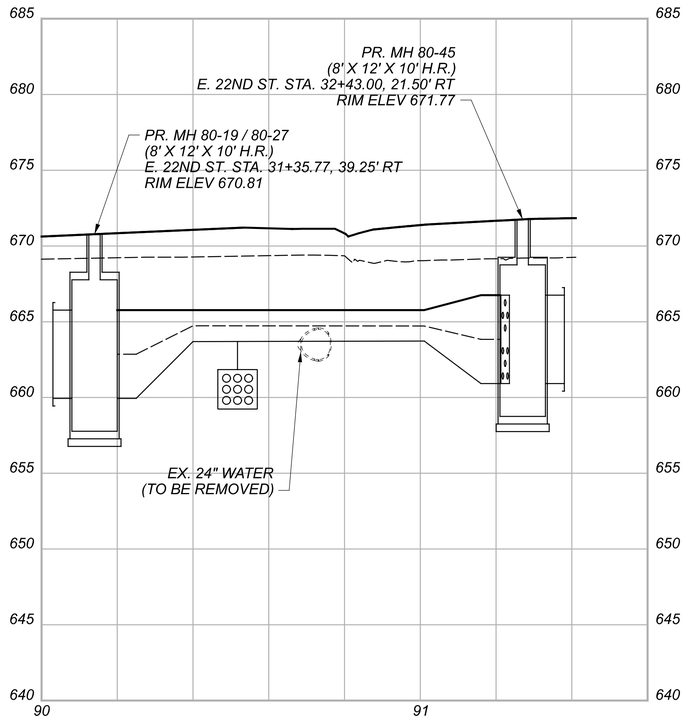


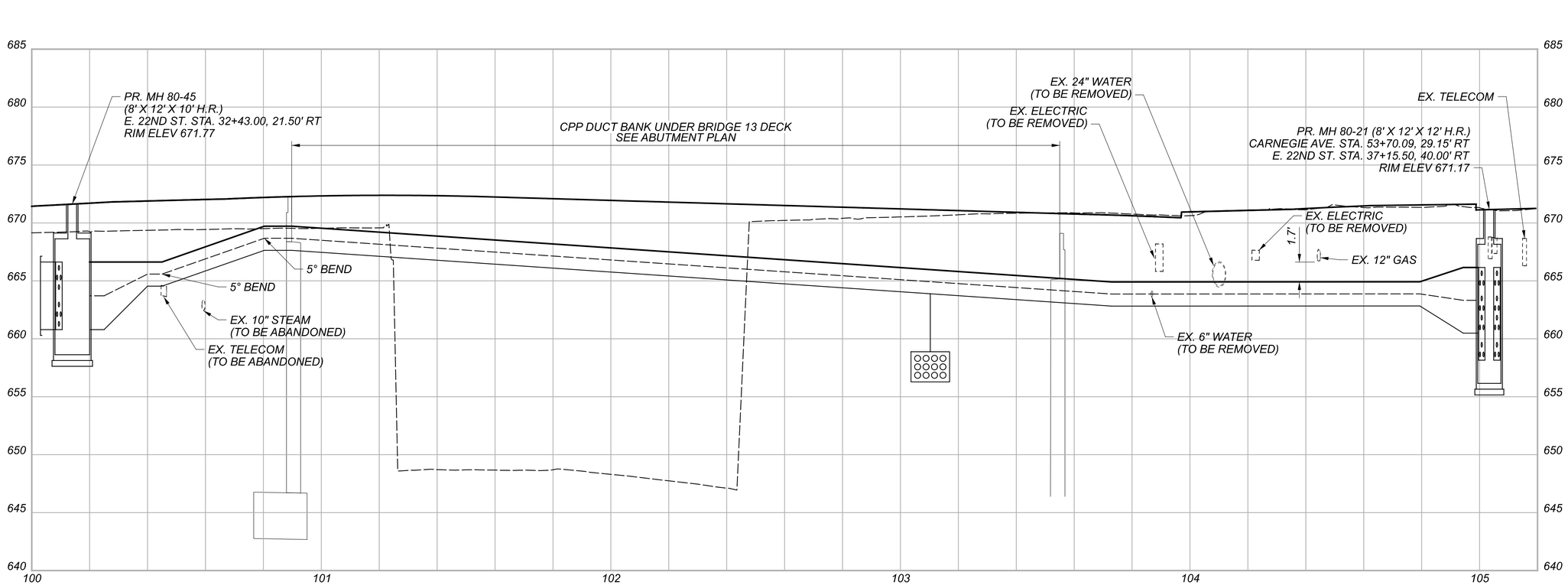


CLEVELAND PUBLIC POWER
DUCT BANK PROFILES
80-19/80-27 TO 80-45 | 80-45 TO 80-21

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
JTH 11/03/25

PROJECT ID
82382

SHEET 1796A | TOTAL 2696

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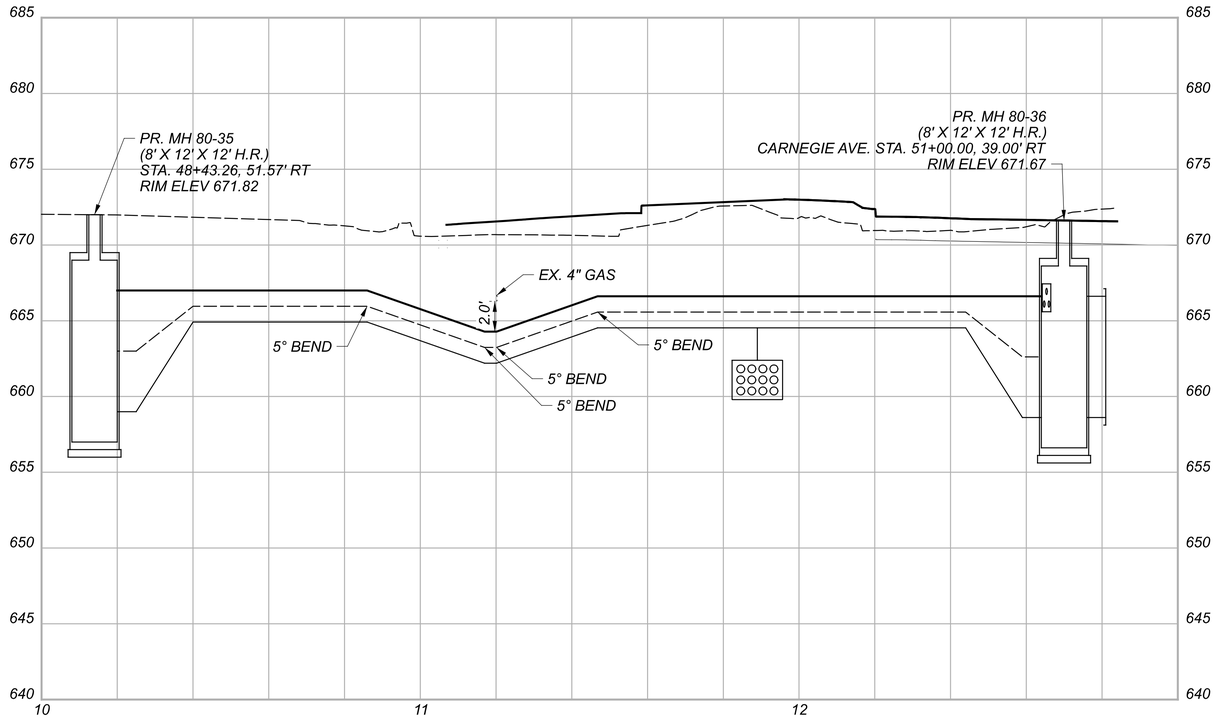


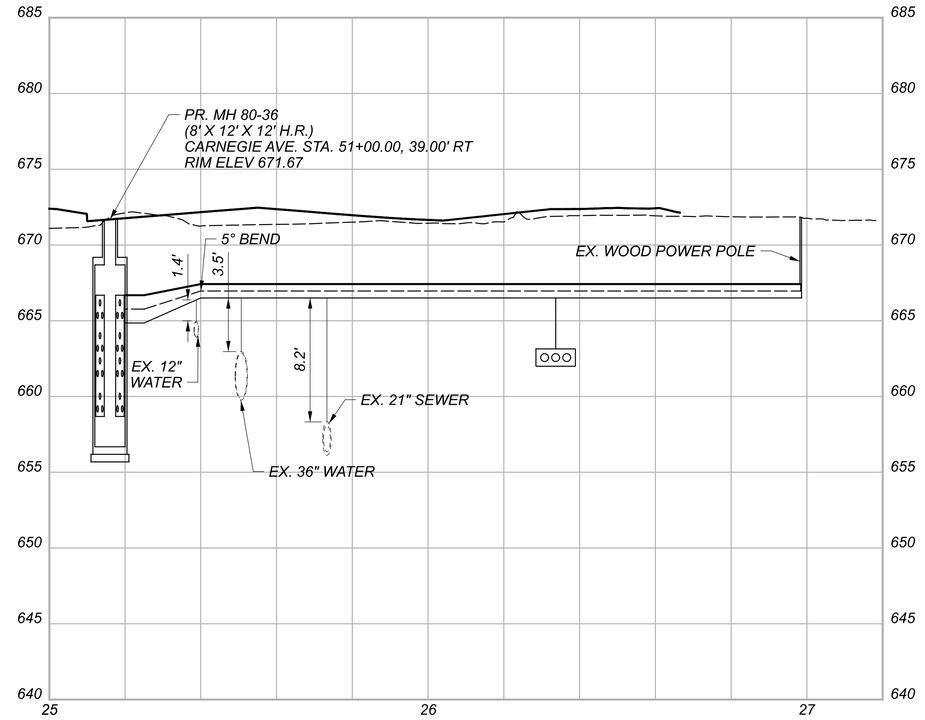


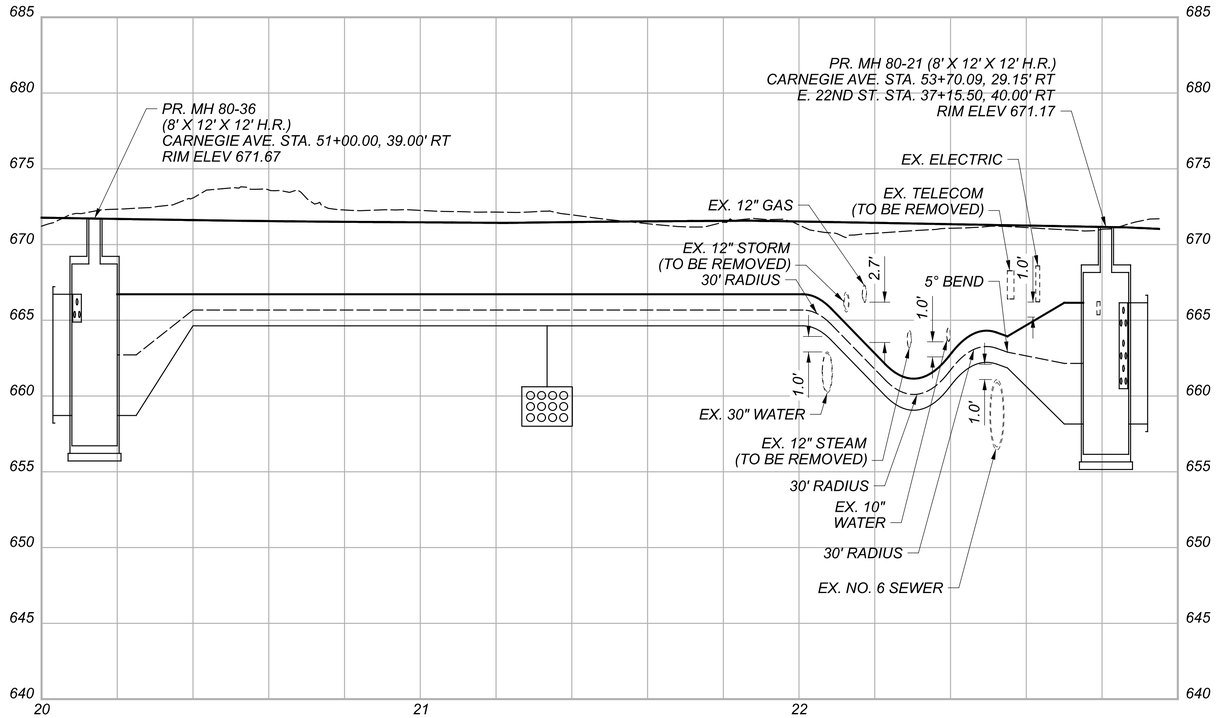


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CLEVELAND PUBLIC POWER
DUCT BANK PROFILES
80-35 TO 80-36 | 80-36 TO 80-21 | 80-36 TO RISER POLE

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
JTH 11/03/25

PROJECT ID
82382

SHEET 1796B | TOTAL 2696

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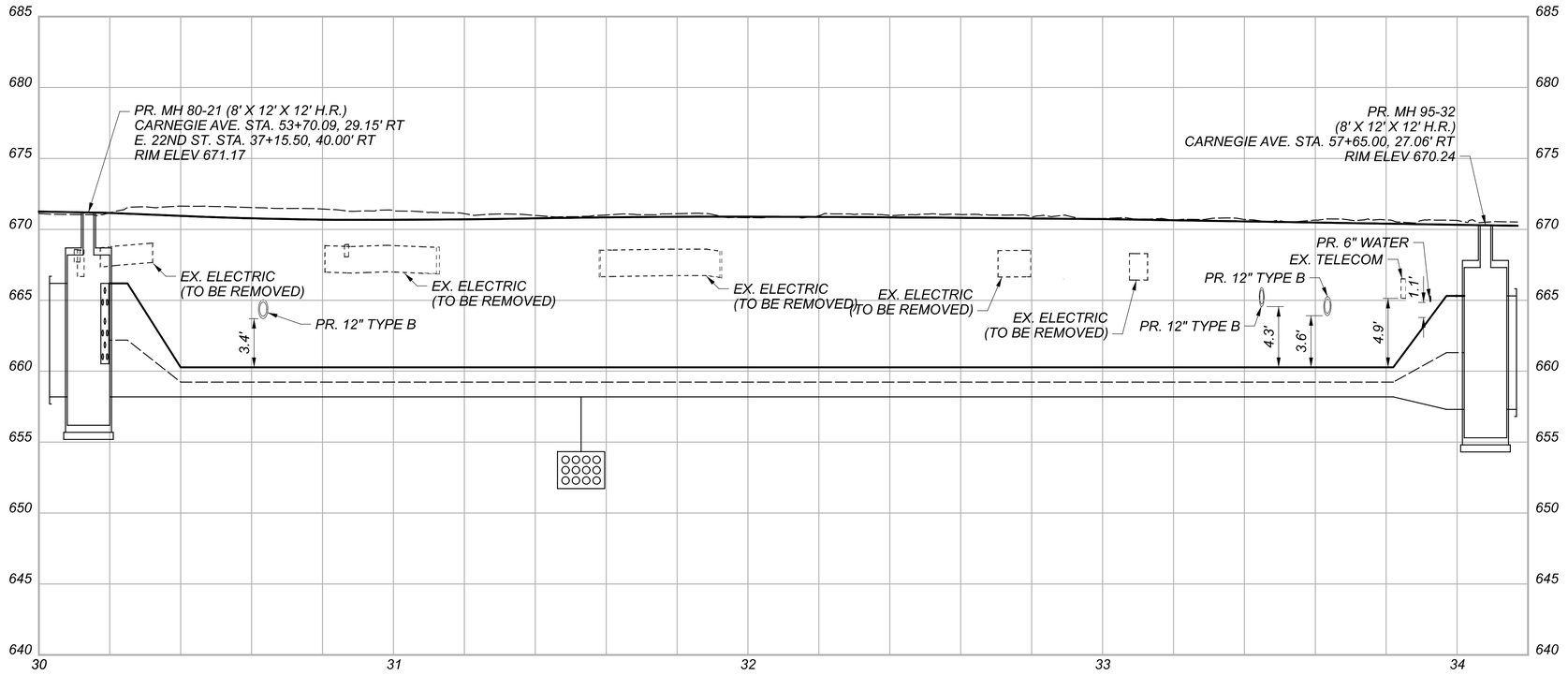


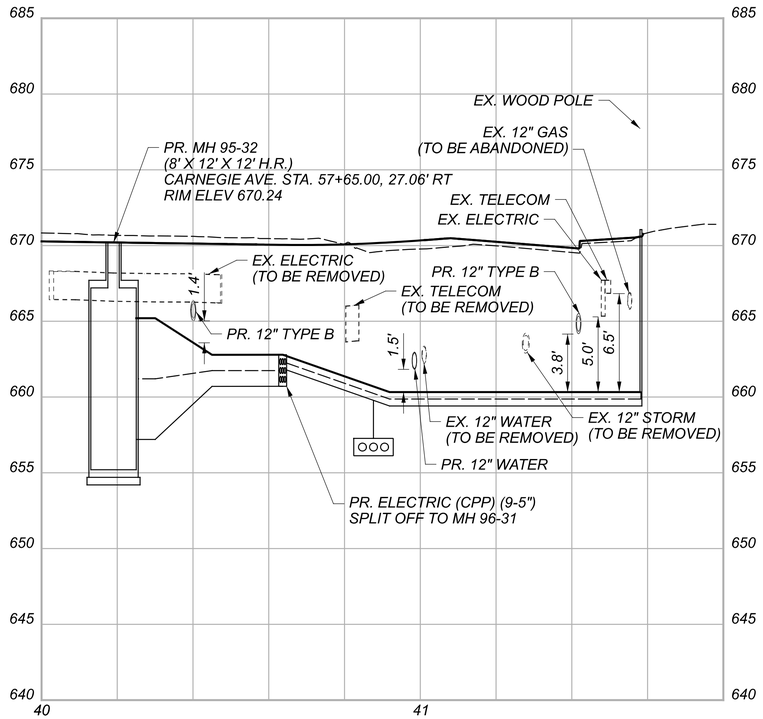


CLEVELAND PUBLIC POWER
DUCT BANK PROFILES
80-21 TO 95-32 | 95-32 TO RISER POLE

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
JTH 11/03/25

PROJECT ID
82382

SHEET 1796C | TOTAL 2696

CUY-90-16.28 (CCG3A)

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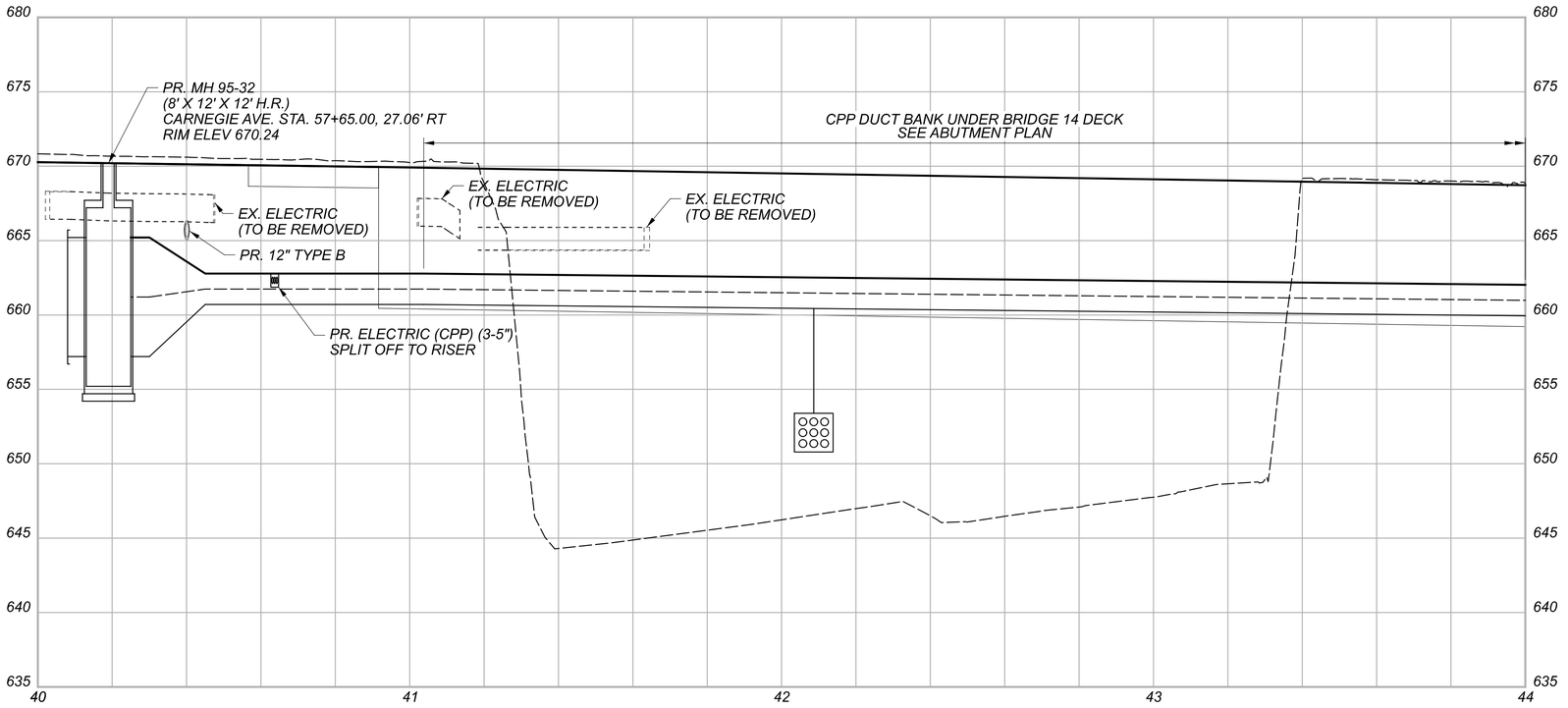


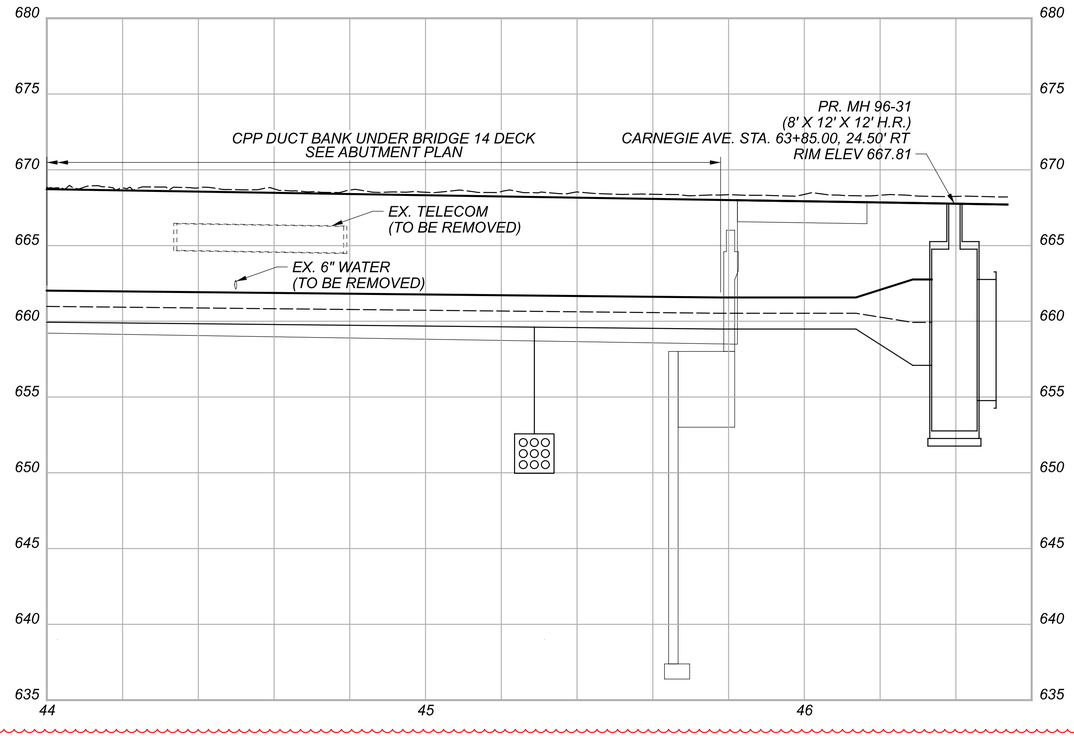


CLEVELAND PUBLIC POWER
DUCT BANK PROFILES
95-32 TO 96-31

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
JTH 11/03/25

PROJECT ID
82382

SHEET 1796D | TOTAL 2696

CUY-90-16.28 (CCG3A)

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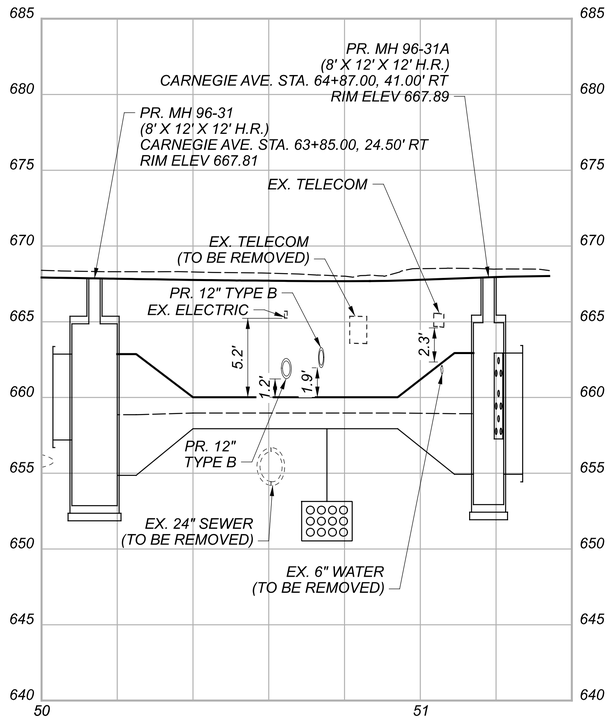


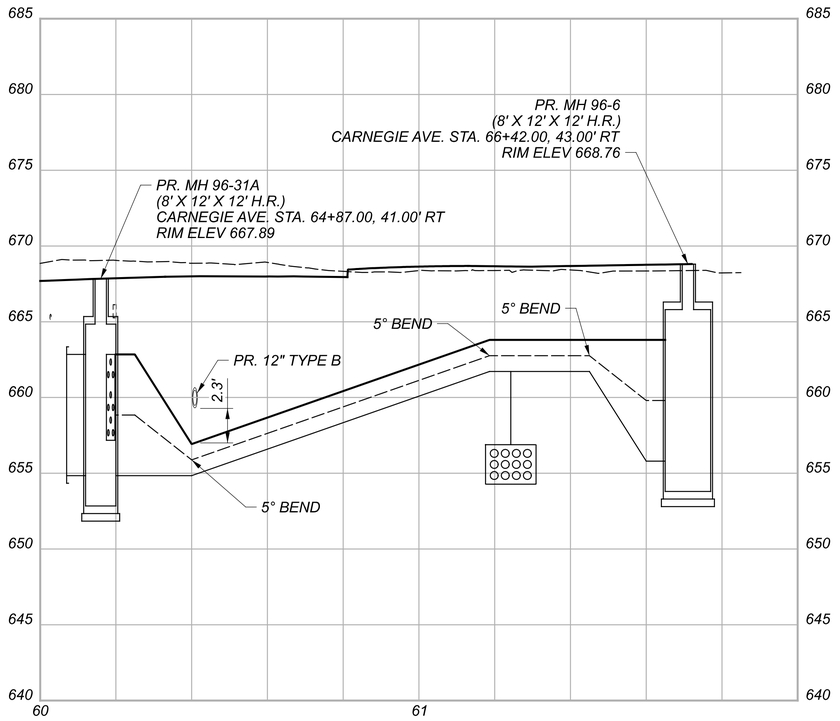


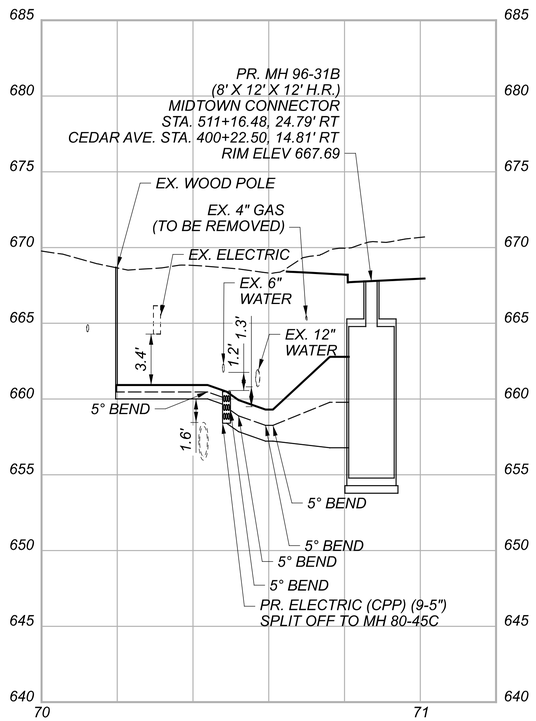


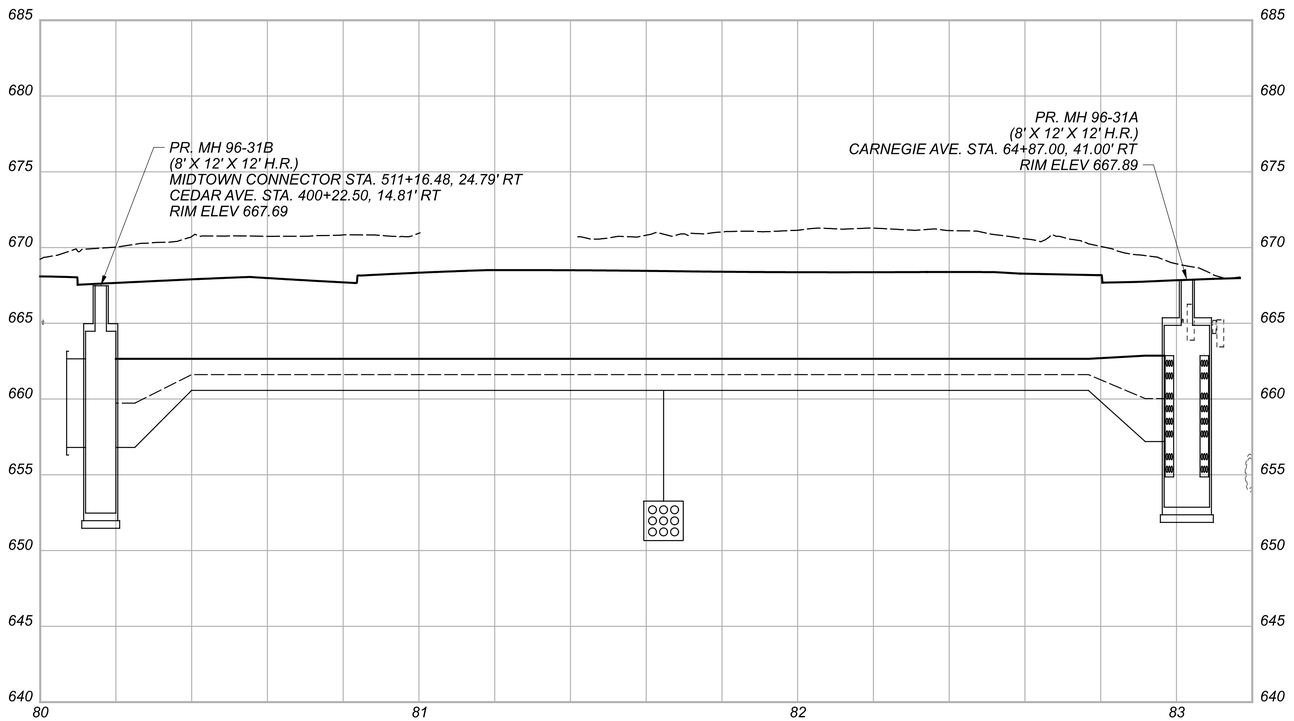


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CLEVELAND PUBLIC POWER
DUCT BANK PROFILES
96-31 TO 96-31A | 96-31A TO 96-6 | RISER POLE TO 96-31B | 96-31B TO 96-31A

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
JTH 11/03/25

PROJECT ID
82382

SHEET 1796E | TOTAL 2696

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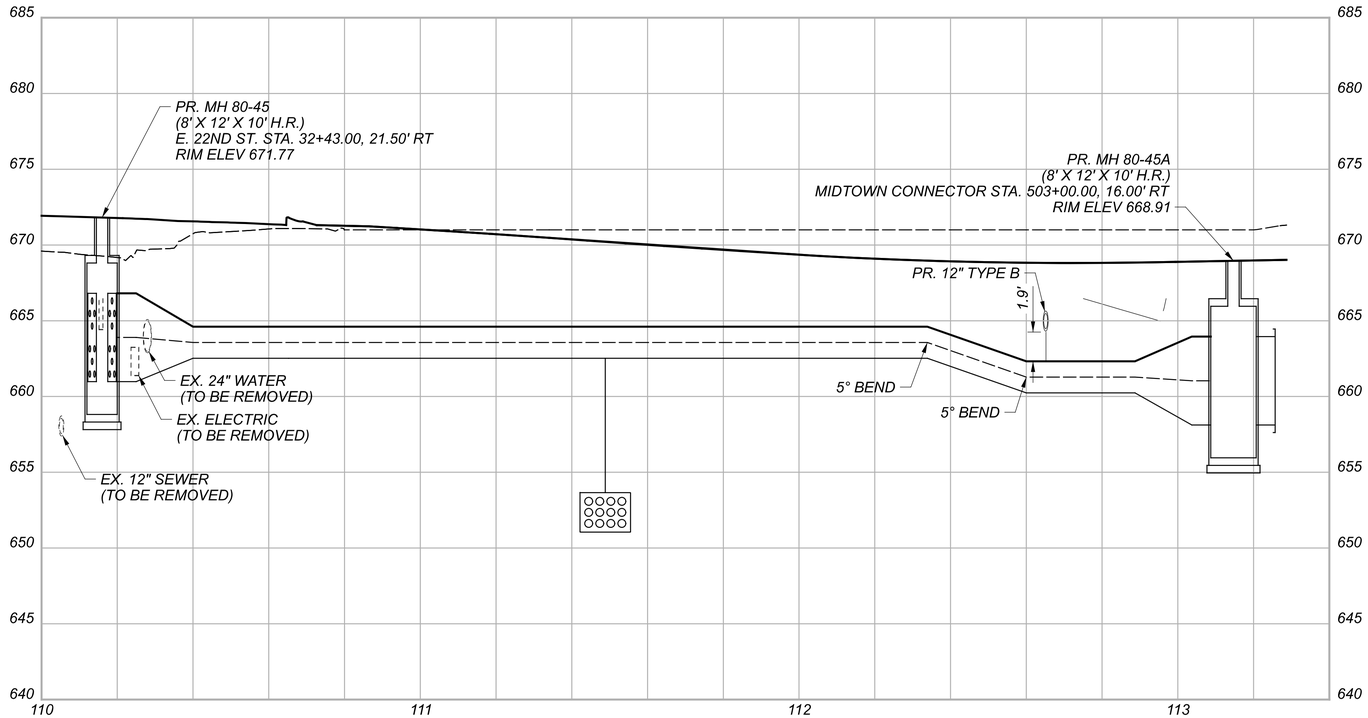


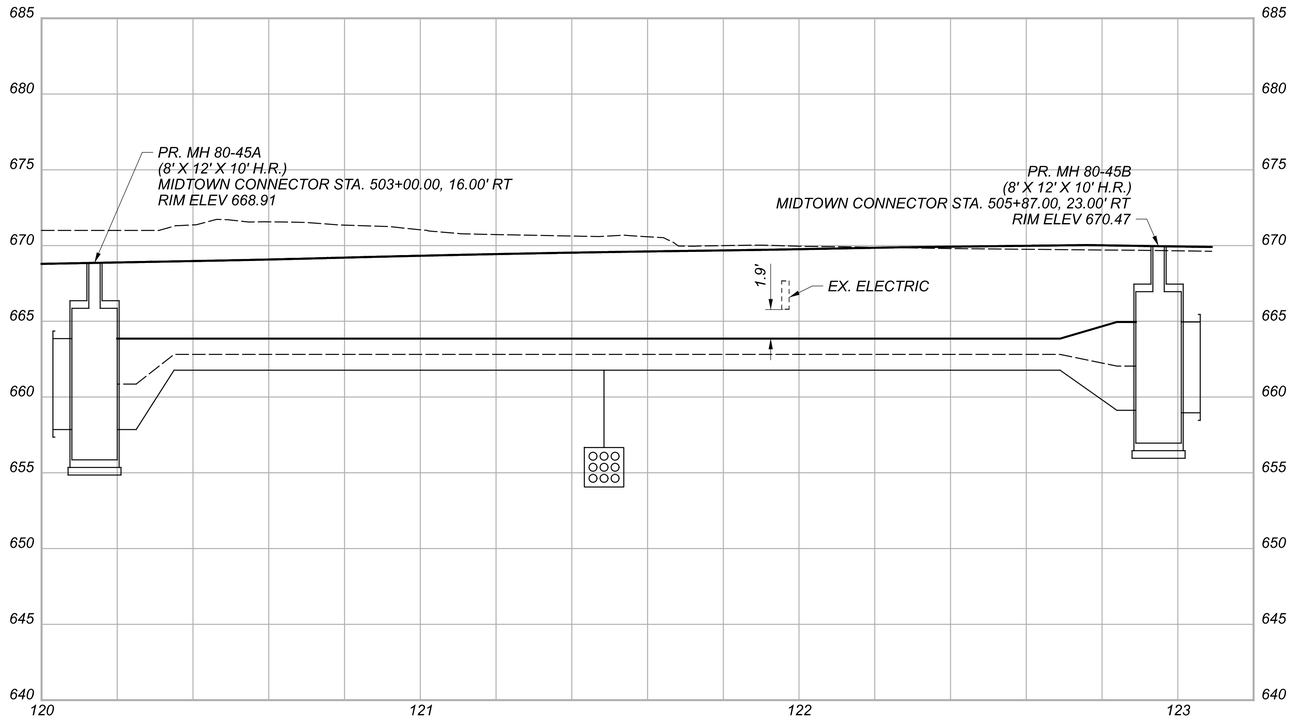


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# CLEVELAND PUBLIC POWER
## DUCT BANK PROFILES
## 80-45 TO 80-45A | 80-45A TO 80-45B

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER
KJM

REVIEWER
JTH 11/03/25

PROJECT ID
82382

SHEET 1796F | TOTAL 2696

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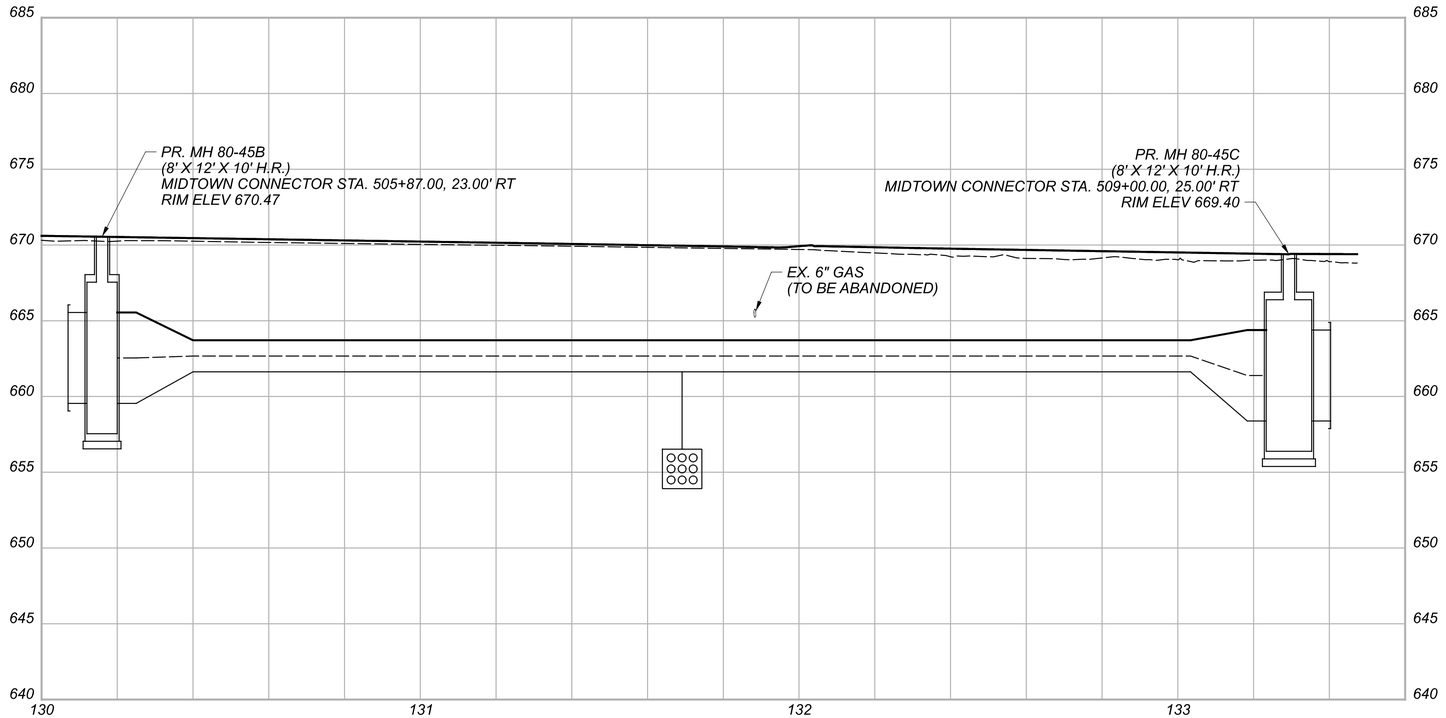


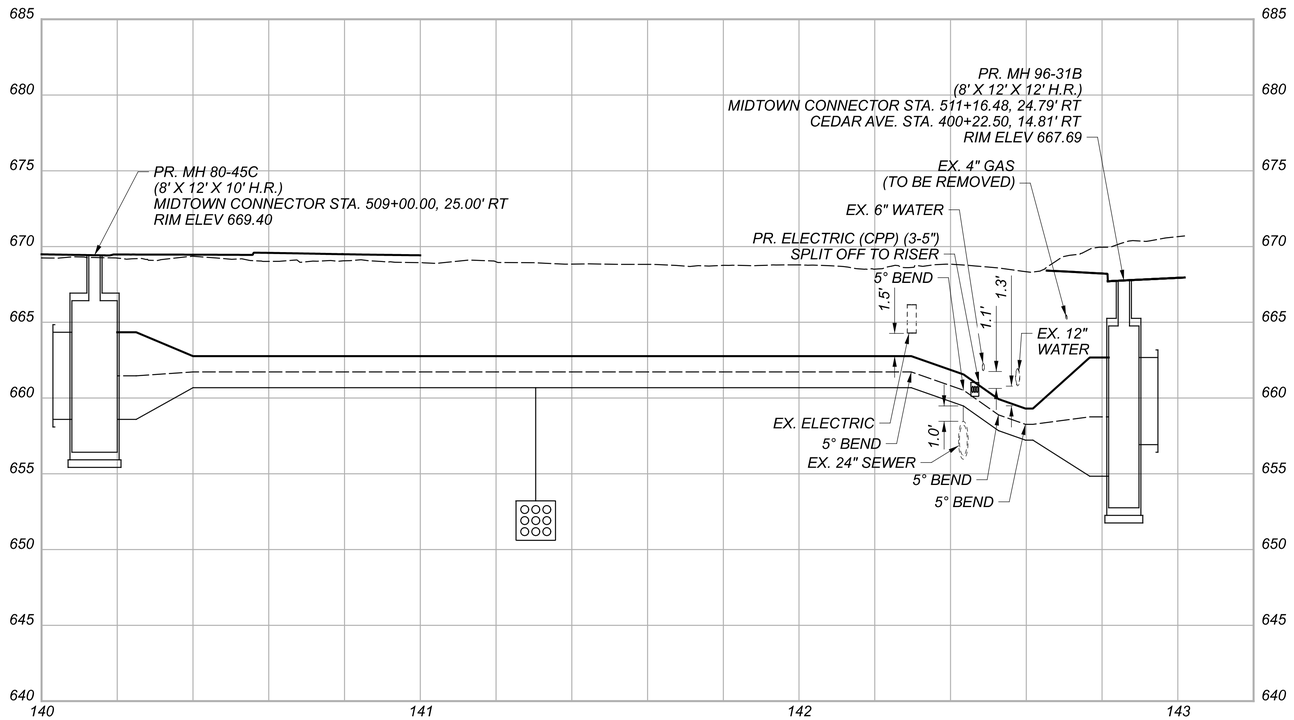


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CLEVELAND PUBLIC POWER
DUCT BANK PROFILES
80-45B TO 80-45C | 80-45C TO 96-31B

DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER KJM
REVIEWER JTH 11/03/25
PROJECT ID 82382
SHEET 1796G TOTAL 2696

### ITEM 659 - SEEDING AND MULCHING, CLASS 1, AS PER PLAN
### ITEM 659 - SEEDING AND MULCHING, CLASS 2, AS PER PLAN
### ITEM 659 - SEEDING AND MULCHING, CLASS 5B, AS PER PLAN
### (CONT.)

MAINTENANCE OF LAWNS (CONT.)

MAINTENANCE SHALL INCLUDE RESEEDING, MOWING, WATERING, WEEDING, FERTILIZING A MINIMUM OF TWO TIMES IN ADDITION TO THE FERTILIZER INCORPORATED BY HARROWING INTO THE SPREAD LOAM, AND RESETTING AND STRAIGHTENING OF PROTECTIVE BARRIERS. LAWN WORK MAINTENANCE SHALL ALSO INCLUDE FUNGUS AND/OR PEST CONTROL (TREATMENT AS REQUIRED AND APPROVED BY RESIDENT ENGINEER).

DURING THE MAINTENANCE PERIOD, ANY DECLINE IN THE CONDITION OF SEEDED AREAS SHALL REQUIRE IMMEDIATE ACTION TO IDENTIFY POTENTIAL PROBLEMS AND TO UNDERTAKE CORRECTIVE MEASURES.

WATERING SHALL BE DONE IN A MANNER THAT WILL PROVIDE UNIFORM COVERAGE, PREVENT EROSION DUE TO APPLICATION OF EXCESSIVE QUANTITIES OVER SMALL AREAS, AND PREVENT DAMAGE TO THE FINISHED SURFACE BY THE WATERING EQUIPMENT.

THE CONTRACTOR SHALL PROVIDE ALL LABOR AND ARRANGE FOR ALL WATERING NECESSARY TO ESTABLISH AN ACCEPTABLE LAWN. IN THE ABSENCE OF ADEQUATE RAINFALL, WATERING SHALL BE PERFORMED DAILY OR AS OFTEN AS NECESSARY TO MAINTAIN MOIST SOIL TO A DEPTH OF AT LEAST 2 INCHES FOR SEEDED AREAS AND 4 INCHES FOR SODDED AREAS. AT NO TIME SHALL A TANK TRUCK BE ALLOWED ON THE SEEDED AND/OR SODDED SURFACE.

WATERING SHALL BE DONE IN A MANNER THAT WILL PROVIDE UNIFORM COVERAGE, PREVENT EROSION DUE TO APPLICATION OF EXCESSIVE QUANTITIES OVER SMALL AREAS, AND PREVENT DAMAGE TO THE FINISHED SURFACE BY THE WATERING EQUIPMENT. THE CONTRACTOR SHALL FURNISH SUFFICIENT WATERING EQUIPMENT TO APPLY WATER TO THE REQUIRED SOIL DEPTHS EACH 8-HOUR PERIOD.

10 BIRD AND ANIMAL CONTROL SHALL BE INSTALLED AS NECESSARY TO ESTABLISH LAWN AND MEADOW AREAS AS SPECIFIED HEREIN. CONTRACTOR SHALL PROPOSE LEGAL BIRD AND ANIMAL CONTROL METHODS FOR APPROVAL BY RESIDENT ENGINEER.

AFTER THE GRASS IN SEEDED AREAS HAS GERMINATED, RESEED ALL AREAS AND PARTS OF AREAS THAT FAIL TO SHOW A UNIFORM STAND OF GRASS. RESEED SUCH AREAS AND PARTS OF AREAS REPEATEDLY UNTIL ALL AREAS ARE COVERED WITH A SATISFACTORY GROWTH OF GRASS WITH NO LESS THAN 20 GRASS SHOOTS PER SQUARE INCH AND 2880 GRASS SHOOTS PER SQUARE FOOT. RESEEDING TOGETHER WITH NECESSARY GRADING, FERTILIZING, AND TRIMMING SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL KEEP LAWN AREAS MOWED UNTIL ACCEPTANCE OF THE CONTRACT BY CUTTING TO A HEIGHT OF 2 INCHES WHEN GROWTH REACHES 3 INCHES OR AS DIRECTED BY THE RESIDENT ENGINEER.

AT EACH MOWING, ALL EDGES OF WALKS, DRIVES, PLANT BEDS AND OTHER BORDER CONDITIONS SHALL BE EDGE TRIMMED BY HAND OR MACHINE TO PRODUCE STRAIGHT AND UNIFORM EDGE CONDITIONS.

10 REMOVE AND DISCARD FROM PAVED AREAS ONLY CLIPPINGS AND DEBRIS GENERATED BY EACH MOWING AND EDGING OPERATION LEGALLY OFF-SITE. RESIDENT ENGINEER, IF PRACTICAL AND AESTHETIC, MAY ALLOW SWEEPING (NOT BLOWING) CLIPPINGS BACK INTO GRASS. MOWERS SHALL BE EQUIPPED WITH MULCHING BLADES. DO NOT REMOVE FROM GRASS AREAS ANY CLIPPINGS THAT HAVE BEEN GENERATED BY MOWING OPERATIONS. DO NOT MOW GRASS WHEN WET.

### ITEM 659 - SEEDING AND MULCHING, CLASS 1, AS PER PLAN
### ITEM 659 - SEEDING AND MULCHING, CLASS 2, AS PER PLAN
### ITEM 659 - SEEDING AND MULCHING, CLASS 5B, AS PER PLAN
### (CONT.)

NATIVE WILDFLOWER MIX MOWING

FIRST GROWING SEASON:

DURING THE FIRST GROWING SEASON, WHENEVER CANOPY HEIGHT (OVERALL VEGETATION) REACHED 18"-24", USE A BRUSH HOG MOWER OR STRING TRIMMER TO TRIM THE MEADOW TO A HEIGHT OF 8". TRIMMING SHOULD CEASE BY MID-SEPTEMBER.

SECOND AND SUBSEQUENT GROWING SEASONS:

PRIOR TO NEW SPRING GROWTH REACHING A HEIGHT OF 2" (MARCH-APRIL), TRIM ANY MATERIAL STANDING FROM THE PREVIOUS YEAR CLOSE TO THE GROUND, APPROXIMATELY 2".

APPLICATIONS OF FERTILIZER SHALL BE APPLIED TO SEEDED AREAS AT INSTALL, AT THE TIME OF THE FIRST MOWING, AND TWO MONTHS AFTER SECOND APPLICATION AND SHALL BE PERFORMED AND PAID FOR UNDER THIS ITEM. FIRST APPLICATION OF FERTILIZER SHALL BE AS RECOMMENDED BY SOIL TESTING. SECOND APPLICATION SHALL BE APPLIED AT A RATE THAT ENSURES THAT ONE-HALF POUND OF NITROGEN IS APPLIED PER 1,000 SQUARE FEET. PHOSPHORUS AND POTASSIUM SHALL BE APPLIED PROPORTIONALLY IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE SOIL TESTS AND THE QUANTITIES PREVIOUSLY INTEGRATED INTO THE SOIL DURING THE FIRST APPLICATION.

A THIRD APPLICATION OF NITROGEN FERTILIZER SHALL BE APPLIED TO SEEDED AREAS APPROXIMATELY TWO MONTHS AFTER THE SECOND APPLICATION AND SHALL BE PAID FOR UNDER THIS SECTION. THIS THIRD APPLICATION SHALL CORRESPOND TO THE FOLLOWING APPLICATION RATES DEPENDENT UPON THE MONTH OF APPLICATION.

MAY 1-15: APPLY 1.0 POUND OF NITROGEN PER 1,000 SQUARE FEET.

JUNE 15-30: APPLY 1.0 POUND OF NITROGEN PER 1,000 SQUARE FEET.

AUGUST 15 THROUGH SEPTEMBER 15: APPLY 1.0 POUND OF NITROGEN PER 1,000 SQUARE FEET.

NOVEMBER 1-15: APPLY 1.5 POUNDS OF NITROGEN PER 1,000 SQUARE FEET

NITROGEN FERTILIZER SHALL BE COMPOSED OF 50 PERCENT SLOW RELEASE NITROGEN FERTILIZER.

PROMPTLY REMOVE SOIL AND DEBRIS CREATED BY LAWN WORK FROM PAVED AREAS. CLEAN WHEELS OF VEHICLES BEFORE LEAVING SITE TO AVOID TRACKING SOIL ONTO ROADS, WALKS, OR OTHER PAVED AREAS.

ERECT BARRICADES, PROTECTION, AND WARNING SIGNS AS DIRECTED BY THE ENGINEER TO PROTECT NEWLY PLANTED AREAS FROM TRAFFIC AND ANIMALS. MAINTAIN BARRICADES AS DIRECTED BY THE ENGINEER DURING MAINTENANCE PERIOD AND REMOVE AFTER LAWN IS ESTABLISHED. 10

FOLLOWING THE MINIMUM REQUIRED MAINTENANCE PERIODS FOR LAWNS, THE CONTRACTOR SHALL REQUEST THE ENGINEER IN WRITING FOR A FORMAL INSPECTION OF COMPLETED WORK. REQUEST FOR INSPECTION SHALL BE RECEIVED BY THE ENGINEER AT LEAST 10 DAYS BEFORE ANTICIPATED DATE OF INSPECTION.

### ITEM 659 - SEEDING AND MULCHING, CLASS 1, AS PER PLAN
### ITEM 659 - SEEDING AND MULCHING, CLASS 2, AS PER PLAN
### ITEM 659 - SEEDING AND MULCHING, CLASS 5B, AS PER PLAN
### (CONT.)

NATIVE WILDFLOWER MIX MOWING (CONT.)

AT THE END OF THE MAINTENANCE PERIOD, SEEDED AREAS SHALL HAVE A CLOSE STAND OF GRASS AS DEFINED ABOVE WITH NO WEEDS PRESENT AND NO BARE SPOTS GREATER THAN 3 INCHES IN DIAMETER OVER GREATER THAN 5 PERECENT OF THE OVERALL SEEDED AREA. AT LEAST 90 PERCENT OF THE GRASS ESTABLISHED SHALL BE PERMANENT GRASS SPECIES. IF SEEDED AREAS ARE DIFICIENT, THE CONTRACTOR'S RESPONSIBILITY FOR MAINTENANCE OF ALL SEEDED AREAS SHALL BE EXTENDED UNTILL DIFICIENCIES ARE CORRECTED. SEEDED AREAS TO BE CORRECTED SHALL BE PREPARED AND RESEEDED IN ACCORDANCE WITH THE REQUIREMENTS OF THIS SECTION.

AT THE TIME OF ACCEPTANCE, THE CONTRACTOR SHALL REMOVE TEMPORARY BARRIERS USED TO PROTECT LAWN AREAS.

FURNISH FULL AND COMPLETE WRITTEN INSTRUCTIONS FOR MAINTENANCE OF THE LAWNS TO THE ENGINEER AT THE TIME OF ACCEPTANCE IN CONFORMANCE WITH SUBMITTALS REQUIREMENTS.

ENGINEER'S INSPECTION SHALL DETERMINE WHETHER MAINTENANCE SHALL CONTINUE.

ALL AREAS WITHIN CONSTRUCTION LIMITS WITHOUT A SPECIFIED GROUND TREATMENT SHALL RECEIVE ITEM 659, SEEDING AND MULCHING, CLASS 1, AS PER PLAN

SEEDED LAWN SHALL BE MEASURED FOR PAYMENT PER SQUARE YARD COMPLETE IN-PLACE AS SHOWN ON THE DRAWINGS AND AS SPECIFIED HEREIN TO CONSIST OF ALL LABOR MATERIALS AND EQUIPMENT, MAINTENANCE, FERTILIZER APPLICATIONS, HERBICIDE AND PESTICIDE TREATMENTS, AND ALL OTHER INCIDENTALS.

10

METHOD OF MEASUREMENT:

SEEDING AND MULCHING SHALL BE MEASURED AS INDICATED FOR EACH PAY ITEM LISTED. REFER TO PLANTING SOILS SECTION FOR METHOD OF MEASUREMENT FOR SOIL MIXES REQUIRED FOR SEEDED AREAS.

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| | | |
|---|---|---|
| A. | **ITEM 659 - SOIL ANALYSIS TEST** | **10 EACH** |
| B. | **ITEM 659 - REPAIR SEEDING AND MULCHING** | **6926 SY** |
| C. | **ITEM 659 - INTER-SEEDING** | **6926 SY** |
| D. | **ITEM 659 - COMMERCIAL FERTILIZER** | **19.32 TON** |
| E. | **ITEM 659 - LIME** | **28.62 ACRE** |
| F. | **ITEM 659 - WATER** | **767 M GAL** |
| G. | **ITEM 659 - MOWING** | 10 **750 MSF** |

### ITEM 601 - ROCK CHANNEL PROTECTION, TYPE D, WITH FILTER, AS PER PLAN

ROCK CHANNEL PROTECTION SHALL BE SANDSTONE MATERIAL ONLY, MATCHING THE GRADATION AND OTHER REQUIREMENTS OF ITEM 601.

### ITEM SPECIAL - TREE PROTECTION

CONTRACTOR SHALL PROTECT TREES INDICATED IN THE PLANS AS "TO BE PROTECTED" PER SPECIAL PROVISION - TREE PROTECTION DATED JUNE 16, 2022.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

**ITEM SPECIAL - TREE PROTECTION 9 EACH**

### ITEM SPECIAL - AIR KNIFE EXCAVATION

CONTRACTOR SHALL PERFORM AIR KNIFE EXCAVATION ALONG EXPOSED ROOTS OF TREES TO REMAIN ON THE NORTH SIDE OF CARNEGIE AND AS DIRECTED BY THE ENGINEER PER SPECIAL PROVISION - AIR KNIFE EXCAVATION DATED JUNE 16, 2022.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

**ITEM SPECIAL - AIR KNIFE EXCAVATION 320 FT**

LANDSCAPING GENERAL NOTES - 2

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DESIGN AGENCY
Michael Baker INTERNATIONAL

DESIGNER BDC
REVIEWER JCF 01/10/24
PROJECT ID 82382
SHEET 1798 TOTAL 2696

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

| | | |
|---|---|---|
| AS-1-15 | REVISED | 07-17-15 |
| AS-2-15 | REVISED | 01-18-19 |
| SBR-1-20 | REVISED | 07-19-24 |

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

| | | |
|---|---|---|
| 800 | DATED | SEE TITLE SHEET |
| 840 | DATED | 04-15-22 |
| 855 | DATED | 04-20-18 |
| 866 | DATED | 04-21-17 |
| 869 | DATED | 10-17-14 |
| 894 | DATED | 04-16-21 |

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

SPECIAL DESIGN SPECIFICATIONS:

THIS BRIDGE REQUIRED THE USE OF A THREE DIMENSIONAL FINITE ELEMENT MODEL TO ANALYZE THE STRUCTURE, IN WHICH ALL STRUCTURAL COMPONENTS ARE EXPLICITLY MODELED (GIRDERS, DECK, AND ALL CROSSFRAME MEMBERS). THE COMPUTER PROGRAM USED FOR THE STRUCTURAL ANALYSIS WAS LARSA 4D (VERSION 8.00.R9021). THE BRIDGE COMPONENT FORCES WERE DETERMINED BY THIS METHOD AND THE LOAD DISTRIBUTION WAS DETERMINED AS FOLLOWS:

DEAD LOAD DISTRIBUTION: STRUCTURAL STEEL SELF-WEIGHT (NON-COMPOSITE) INCLUDES A 5% INCREASE OF STEEL DENSITY TO ACCOUNT FOR MISCELLANEOUS STEEL DETAILS. THE WEIGHT OF THE CONCRETE DECK SLAB (NON-COMPOSITE) IS PLACED AS A UNIFORMLY DISTRIBUTED LOAD, AND IS DETERMINED BY TRIBUTARY WIDTH TO EACH GIRDER. THE WEIGHT OF THE CONCRETE HAUNCH (NON-COMPOSITE) IS PLACED AS A UNIFORMLY DISTRIBUTED LOAD ALONG EACH GIRDER. EDGE RAILING LOADS (COMPOSITE) WERE PLACED AS UNIFORM SURFACE LOAD TO THE OVERHANG DECK PLATES, AND THE FUTURE WEARING SURFACE LOAD OF 60 PSF (COMPOSITE) WAS PLACED ON THE CONCRETE DECK AS A UNIFORM SURFACE LOAD IN THE THREE DIMENSIONAL FINITE ELEMENT MODEL.

LIVE LOAD DISTRIBUTION: A LIVE LOAD INFLUENCE SURFACE, IN CONJUNCTION WITH THE THREE DIMENSIONAL FINITE ELEMENT MODEL, WAS USED FOR LIVE LOAD ANALYSIS. INFLUENCE ORDINATES ARE DETERMINED WITHIN THE FINITE ELEMENT PROGRAM BY APPLYING A VERTICAL UNIT LOAD AT LONGITUDINAL AND TRANSVERSE POSITIONS AT DEFINED INCREMENTS ON THE CONCRETE DECK. LIVE LOADS ARE THEN PLACED ON THE INFLUENCE SURFACE AT CRITICAL LOCATIONS TO DETERMINE THE MAXIMUM/MINIMUM STRUCTURAL COMPONENT FORCE EFFECT BASED ON THE LONGITUDINAL AND TRANSVERSE STIFFNESS. THE LIVE LOAD DISTRIBUTION FACTORS VARY ALONG THE WIDTH AND LENGTH OF THE STRUCTURE.

OPERATIONAL IMPORTANCE:

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

REDUNDANCY:

THE FOLLOWING ITEMS WERE CONSIDERED NON-REDUNDANT FOR DESIGN AND INCLUDED A LOAD MODIFIER EQUAL TO 1.05 IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.4: PIER 8 CAP AND COLUMNS

DESIGN LOADING:

HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT.

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)
CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)
CONCRETE CLASS QC4 - COMPRESSIVE STRENGTH 4.0 KSI (MASS CONCRETE)
CONCRETE CLASS QC4 - COMPRESSIVE STRENGTH 6.0 KSI (MASS CONCRETE) PIER 8 CAP
CONCRETE CLASS QC5, WITH 3/8-IN. MAX. AGGREGATE SIZE: COMPRESSIVE STRENGTH 4.5 KSI (DRILLED SHAFT) AT PIER 3
CONCRETE CLASS QC4, WITH 3/8-IN. MAX. AGGREGATE SIZE: COMPRESSIVE STRENGTH 4.5 KSI (DRILLED SHAFT) AT PIER 7

CONCRETE REINFORCEMENT:
EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI (DECK SLABS, RAILING, ABUTMENTS, PIERS AND APPROACH SLABS)
GFRP REINFORECMENT - C&MS 705.28 (MODULUS = 8700 KSI)(RAILING)

STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI

SHEET PILING - ASTM A572 GRADE 50 - YIELD STRENGTH 50 KSI

CAST-IN PLACE STEEL PIPE PILES - ASTM A252, STEEL PIPE GRADE 3
MINIMUM YIELD STRENGTH 45 KSI

POST-TENSIONING DESIGN DATA:

A. POST-TENSIONING STRANDS SHALL BE IN ACCORDANCE WITH ASTM A416, GRADE 270, LOW RELAXATION.

B. THE DESIGN IS BASED UPON THE FOLLOWING INITIAL TENDON STRESSES AND TENDON CHARACTERISTICS:
DIAMETER: 0.6 INCHES
WOBBLE COEFFICIENT: 0.0002
FRICTION COEFFICIENT: 0.23
ANCHOR SET: 0.25 INCHES
MAXIMUM JACKING STRESS: 195 KSI
MAXIMUM STRESS AT ANCHORAGE AFTER SEATING: 187 KSI
MAXIMUM STRESS OTHER LOCATIONS AFTER SEATING: 187 KSI
APPARENT MODULUS OF ELASTICITY: 28,500 KSI

C. A MINIMUM COMPRESSIVE STRENGTH OF 5,000 PSI SHALL BE OBTAINED PRIOR TO STRESSING OF POST-TENSIONING TENDONS.

MONOLITHIC WEARING SURFACE:

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1" THICK.

REAR ABUTMENT PILE DRIVING CONSTRAINTS:

PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV), CONSTRUCT THE MSE WALL AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENT UP TO THE BOTTOM OF THE FOOTING FOR A MINIMUM DISTANCE OF 200 FEET BEHIND THE REAR ABUTMENT. THE CONTRACTOR MAY PRE-DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALLS. PRE-DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL DURING MSE WALL CONSTRUCTION. IF PRE-DRIVING PILES, INSTALL PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. PROVIDE AT LEAST 3-FT OF PILE ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF C&MS 507.09 REGARDING SPLICES.

IF NOT PRE-DRIVING ABUTMENT PILES, INSTALL THE ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED.

ITEM 203 EMBANKMENT, AS PER PLAN:

PLACE AND COMPACT EMBANKMENT MATERIAL IN 6 INCH LIFTS FOR THE CONSTRUCTION OF THE APPROACH EMBANKMENT BETWEEN STATIONS 409+67.00 TO 431+97.00.

REAR ABUTMENT PROPRIETARY RETAINING WALL DATA:

THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. THE DESIGN FOR INTERNAL STABILITY SHALL INCLUDE A NOMINAL (I.E. UNFACTORED) HORIZONTAL STRIP LOAD DUE TO FRICTION (FR) FROM THE SUPERSTRUCTURE OF 1.85 K/FT AT THE REAR ABUTMENT (WALL N) APPLIED PERPENDICULAR TO THE FACE OF WALL AT THE BASE OF THE CONCRETE FOOTING. THIS STRIP LOAD DOES NOT INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL. HOWEVER, THE PROPRIETARY WALL SUPPLIER SHALL INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL IN THE DESIGN CALCULATIONS.

FRICTION DRILLED SHAFTS:

THE MAXIMUM FACTORED LOAD TO BE SUPPORTED BY EACH DRILLED SHAFT IS 2038.9 KIPS AT PIER 3 AND 2534.0 KIPS AT PIER 7. THIS LOAD IS RESISTED BY FRICTIONAL SIDE RESISTANCE ALONG THE LENGTH OF THE DRILLED SHAFT AND BY TIP RESISTANCE. AT PIER 3, THE FACTORED SIDE RESISTANCE IS 1707.3 KIPS, ASSUMED TO ACT ALONG THE ENTIRE LENGTH OF THE DRILLED SHAFT, AND THE FACTORED TIP RESISTANCE IS 334.0 KIPS. AT PIER 7, THE FACTORED SIDE RESISTANCE IS 2115.3 KIPS, ASSUMED TO ACT ALONG THE BOTTOM 83 FEET OF THE DRILLED SHAFT, AND THE FACTORED TIP RESISTANCE IS 424.6 KIPS.

ITEM 524 - DRILLED SHAFTS, 90" DIAMETER, ABOVE BEDROCK, AS PER PLAN:

INSTALLATION OF DRILLED SHAFTS AT PIER 7 MAY CONFLICT WITH EXISTING FOUNDATIONS, SPECIALIZED EQUIPMENT, MATERIAL, AND ALL NECESSARY LABOR TO PERFORM THIS WORK WILL BE CONSIDERED INCIDENTAL AND INCLUDED WITH PAY ITEM 524-DRILLED SHAFTS, 90" DIAMETER, ABOVE BEDROCK, AS PER PLAN. REFER TO FOUNDATION PLANS FOR APPROXIMATE LOCATIONS OF EXISTING PILES.

10 THE DRILLED SHAFTS MUST ADHERE TO A SPECIFIED CONSTRUCTION TOLERANCE OF 3 INCHES FROM THE PLANNED LOCATION. DURING DRILLED SHAFT CONSTRUCTION, IT IS VERY LIKELY TO ENCOUNTER COBBLES, BRICKS, AND OTHER URBAN FULL WHEN DRILLING.

LATERALLY LOADED DRILLED SHAFTS:

THE MAXIMUM FACTORED LATERAL LOAD TO BE SUPPORTED BY EACH DRILLED SHAFT AT PIER 3 IS 58.5 KIPS. THIS LOAD PRODUCES A MAXIMUM FACTORED BENDING MOMENT OF 934 KIP-FEET, AND A MAXIMUM FACTORED SHEAR OF 58.5 KIPS, WITHIN THE DRILLED SHAFT.

THE MAXIMUM FACTORED LATERAL LOAD AND BENDING MOMENT TO BE SUPPORTED BY EACH DRILLED SHAFT AT PIER 7 ARE 100 KIPS AND 3739 KIP-FEET, RESPECTIVELY. THESE LOADS PRODUCE A MAXIMUM FACTORED BENDING MOMENT OF 5108 KIP-FEET, AND A MAXIMUM FACTORED SHEAR OF 133 KIPS, WITHIN THE DRILLED SHAFT.

ITEM 524 - DRILLED SHAFTS, MISC.: 90" DIAMETER DEMONSTRATION DRILLED SHAFT

PART 1: DESCRIPTION
THIS WORK CONSISTS OF ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS TO CONSTRUCT A DEMONSTRATION DRILLED SHAFT FOR TESTING AND EVALUATION TO VERIFY THE PROPOSED CONSTRUCTION METHODS FOR THE PRODUCTION DRILLED SHAFTS.

5 COMPLETE THE INSTALLATION OF THE DEMONSTRATION DRILLED SHAFT A MINIMUM OF 30 DAYS PRIOR TO THE START OF CONSTRUCTION OF THE PRODUCTION DRILLED SHAFTS. THE DEPARTMENT WILL CONSIDER THE DEMONSTRATION DRILLED SHAFT INSTALLATION COMPLETE AFTER RECEIVING WRITTEN ACCEPTANCE FROM THE ENGINEER.

PART 2: MATERIALS
THE DEMONSTRATION DRILLED SHAFT SHALL USE THE SAME CONCRETE MIX DESIGN AND STEEL REINFORCEMENT AS THE PRODUCTION DRILLED SHAFTS.

PART 3: EXECUTION
SUBMIT A DRILLED SHAFT INSTALLATION PLAN TO THE ENGINEER FOR ACCEPTANCE IN ACCORDANCE WITH THE REQUIREMENTS OF C&MS 524.03. CONSTRUCT AT LEAST ONE DEMONSTRATION DRILLED SHAFT IN THE AREA SHOWN IN THE PLANS AND IN ACCORDANCE WITH THE ACCEPTED WRITTEN INSTALLATION. UPON CONSTRUCTION OF THE DEMONSTRATION DRILLED SHAFT, AND RECEIPT OF TESTING AND EVALUATION RESULTS CONFIRMING THE DEMONSTRATION DRILLED SHAFT HAS BEEN INSTALLED IN ACCORDANCE WITH CONTRACT DOCUMENTS, THE ENGINEER WILL ISSUE A LETTER ACCEPTING THE INSTALLATION PLAN FOR THE CONSTRUCTION OF THE SUBSEQUENT PRODUCTION DRILLED SHAFTS.

5 IF ANY MODIFICATIONS TO THE INSTALLATION PLAN ARE MADE, WHETHER DUE TO TESTING AND EVALUATION RESULTS OR FOR ANY OTHER REASON, THE DEPARTMENT WILL NOT REQUIRE CONSTRUCTION OF AN ADDITIONAL DEMONSTRATION SHAFT UNLESS REQUIRED BY THE ENGINEER. IF AN ADDITIONAL DEMONSTRATION DRILLED SHAFT IS REQUIRED BY THE ENGINEER IT WILL BE PAID FOR UNDER THE PAY ITEMS FOR DEMONSTRATION DRILLED SHAFT AND TESTING, AS LONG AS THE INSTALLATION AND TESTING ARE SUCCESSFUL, OTHERWISE IT WILL BE AT NO ADDITIONAL COST TO THE DEPARTMENT.

7 THE DIAMETER, REINFORCING, INSTALLATIONS METHODS, AND OTHER MISCELLANEOUS DETAILS OF THE DEMONSTRATION SHAFT SHALL BE THE SAME AS THE PRODUCTION DRILLED SHAFTS.

SUBMIT THE LOCATION OF THE DEMONSTRATION SHAFT TO THE ENGINEER FOR ACCEPTANCE. LOCATE THE DEMONSTRATION DRILLED SHAFT SUCH THAT NO INTERFERENCE OCCURS WITH THE FOUNDATIONS OF EXISTING OR PROPOSED STRUCTURES, THE PROPOSED MAINTENANCE OF TRAFFIC, OR EXISTING OR PROPOSED UTILITIES.

TEST THE DEMONSTRATION SHAFT BY THERMAL INTEGRITY PROFILING (TIP) ACCORDING TO ASTM D7949, METHOD B; BY CROSSHOLE SONIC LOGGING (CSL) ACCORDING TO ASTM D6760; BY HIGH-STRAIN DYNAMIC TESTING ACCORDING TO ASTM D4945; AND BY BI-DIRECTIONAL STATIC AXIAL COMPRESSIVE LOAD TESTING ACCORDING TO ASTM D8169.

PART 4: MEASUREMENT AND PAYMENT

10 THE DEPARTMENT WILL MEASURE DEMONSTRATION DRILLED SHAFT BY THE ACTUAL NUMBER COMPLETED AND ACCEPTED.

IN ADDITION TO THE PROVISIONS OF C&MS 524.17, THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES OF DEMONSTRATION DRILLED SHAFT AFTER INSTALLATION OF THE DEMONSTRATION SHAFT AND AFTER BEING PROVIDED WITH WRITTEN TESTING AND EVALUATION RESULTS ACCEPTABLE TO THE ENGINEER.

THE CONTRACT PRICE IS FULL COMPENSATION FOR FURNISHING AND INSTALLING DRILLED SHAFTS IN ACCORDANCE WITH THE ABOVE REQUIREMENTS, INCLUDING MOBILIZATION, SITE ACCESS, AND FINAL REMOVAL OF THE SHAFT TO A DEPTH OF AT LEAST 2 FOOT BELOW THE BOTTOM OF THE PROPOSED LIGHTWEIGHT FILL.

THE DEPARTMENT WILL PAY FOR TESTING AND EVALUATION OF THE ACCEPTED DEMONSTRATION SHAFT SEPARATELY. THE DEPARTMENT WILL NOT PAY FOR TESTING AND EVALUATION OF ADDITIONAL DEMONSTRATION DRILLED SHAFTS.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE AS FOLLOWS:
ITEM 524 – DRILLED SHAFTS, MISC.: 90" DIAMETER DEMONSTRATION DRILLED SHAFT

# GENERAL NOTES - (1 OF 4)
CUY-77-1587 (BRIDGE 9)
I.R. 77 SB OVER I.R. 90 AND CR-721 (E. 14TH ST.)

| | |
|---|---|
| SFN | 1806910 |
| DESIGN AGENCY | HDR |
| DESIGNER | TJE |
| CHECKER | BTA |
| REVIEWER | DWW 01/11/24 |
| PROJECT ID | 82382 |
| SUBSET | 12 |
| TOTAL | 167 |
| SHEET | 1880 |
| TOTAL | 2696 |

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 12:20:14 AM USER: Victor.Nash
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## ESTIMATED QUANTITIES

CALCULATED BY: NJH/JML DATE: May-2024
CHECKED BY: DGJ DATE: May-2024

| | PARTICIPATION | ITEM | EXTENSION | TOTAL | UNIT | DESCRIPTION | ABUTMENTS | PIERS | SUPERSTR. | GENERAL | SHEET REF. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 03/IMS/08 | 203 | 20001 | 756 | CY | EMBANKMENT, AS PER PLAN | 756 | | | | 12 / 167 |
| 8 | | | | | | | | | | | |
| | 03/IMS/08 | 503 | 11101 | LS | | COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN | | | | LS | 14 / 167 |
| | 03/IMS/08 | 503 | 21100 | 5173 | CY | UNCLASSIFIED EXCAVATION | 225 | 4948 | | | |
| | 03/IMS/08 | 505 | 11100 | LS | | PILE DRIVING EQUIPMENT MOBILIZATION | | | | LS | |
| | 03/IMS/08 | 507 | 00500 | 6435 | FT | 12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN | 6435 | | | | |
| | 03/IMS/08 | 507 | 00550 | 6735 | FT | 12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED | 6735 | | | | |
| | 03/IMS/08 | 507 | 00600 | 13760 | FT | 14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN | | 13760 | | | |
| | 03/IMS/08 | 507 | 00650 | 14760 | FT | 14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED | | 14760 | | | |
| | 03/IMS/08 | 507 | 00700 | 16690 | FT | 16" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN | | 16690 | | | |
| | 03/IMS/08 | 507 | 00750 | 17760 | FT | 16" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED | | 17760 | | | |
| | 03/IMS/08 | 507 | 92201 | 446 | FT | PREBORED HOLES, AS PER PLAN | 446 | | | | 13 / 167 |
| | 03/IMS/08 | 509 | 10000 | 2309681 | LB | EPOXY COATED STEEL REINFORCEMENT | 68448 | 930999 | 1310234 | | |
| | 03/IMS/08 | 509 | 30020 | 63147 | FT | NO. 4 GFRP DEFORMED BARS | | | 63147 | | |
| | 03/IMS/08 | 511 | 34446 | 3826 | CY | CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK | | | 3826 | | |
| | 03/IMS/08 | 511 | 34450 | 626 | CY | CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET) | | | 626 | | |
| | 03/IMS/08 | 511 | 41012 | 342 | CY | CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS | | 342 | | | |
| | 03/IMS/08 | 511 | 44112 | 437 | CY | CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT NOT INCLUDING FOOTING | 437 | | | | |
| | 03/IMS/08 | 511 | 45602 | 1908 | CY | CLASS QC4 MASS CONCRETE, SUBSTRUCTURE WITH QC/QA (4 KSI) | | 1908 | | | |
| | 03/IMS/08 | 511 | 45602 | 187 | CY | CLASS QC4 MASS CONCRETE, SUBSTRUCTURE WITH QC/QA (6 KSI) | | 187 | | | |
| | 03/IMS/08 | 511 | 46512 | 1460 | CY | CLASS QC1 CONCRETE WITH QC/QA, FOOTING | 179 | 1281 | | | |
| | | | | | | | | | | | 15 / 167 |
| | 03/IMS/08 | 512 | 10001 | 622 | SY | SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION) | 51 | 571 | | | |
| | 03/IMS/08 | 512 | 10100 | 8194 | SY | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) | 432 | 3426 | 4336 | | |
| | 03/IMS/08 | 512 | 33000 | 56 8 | SY | TYPE 2 WATERPROOFING | 56 | | 8 | | |
| | 03/IMS/08 | 513 | 10301 | 7945900 | LB | STRUCTURAL STEEL MEMBERS, LEVEL 5, AS PER PLAN | | | 7945900 | | |
| | 03/IMS/08 | 513 | 20000 | 32600 | EACH | WELDED STUD SHEAR CONNECTORS | | | 32600 | | |
| | 03/IMS/08 | 514 | 00060 | 391000 | SF | FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT | | | 391000 | | |
| | 03/IMS/08 | 514 | 00066 | 391000 | SF | FIELD PAINTING STRUCTURAL STEEL, FINISH COAT | | | 391000 | | |
| | 03/IMS/08 | 516 | 10010 | 149 | FT | ARMORLESS PREFORMED JOINT SEAL | | | | 149 | |
| | 03/IMS/08 | 516 | 13900 | 168 | SF | 2" PREFORMED EXPANSION JOINT FILLER | 146 | | 22 | | |
| | 03/IMS/08 | SPECIAL | 51612400 | 209 | FT | MODULAR EXPANSION JOINT | | | 209 | | 14 / 167 |
| | 03/IMS/08 | 518 | 12301 | 16 | EACH | SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN | | | 16 | | 120 / 167 |
| | 03/IMS/08 | 518 | 21200 | 81 | CY | POROUS BACKFILL WITH GEOTEXTILE FABRIC | 81 | | | | |
| | 03/IMS/08 | 518 | 40000 | 214 | FT | 6" PERFORATED CORRUGATED PLASTIC PIPE | 214 | | | | |
| | 03/IMS/08 | 518 | 51101 | 460 | FT | 8" PIPE DOWNSPOUT, INCLUDING SPECIALS, AS PER PLAN | 226 | 234 | | | 120 / 167 AND 123 / 167 |
| 7 | | | | | | | | | | | |
| | 03/IMS/08 | 523 | 20001 | 10 | EACH | DYNAMIC LOAD TESTING, AS PER PLAN | 2 | 8 | | | 13 / 167 |
| | 03/IMS/08 | 523 | 20501 | 10 | EACH | RESTRIKE, AS PER PLAN | 2 | 8 | | | 13 / 167 |
| | 03/IMS/08 | 524 | 94946 | 471 | FT | DRILLED SHAFTS, 72" DIAMETER, ABOVE BEDROCK | | 471 | | | |
| | 03/IMS/08 | 524 | 94989 | 440 | FT | DRILLED SHAFTS, 90" DIAMETER, ABOVE BEDROCK, AS PER PLAN | | 440 | | | 12 / 167 |
| 10 | 03/IMS/08 | 524 | 95100 | 1 | EACH | DRILLED SHAFTS, MISC.: 90" DIAMETER DEMONSTRATION DRILLED SHAFT | | 1 | | | 12 / 167 |
| | 03/IMS/08 | 524 | 95100 | 6 | EACH | DRILLED SHAFTS, MISC.: CSL TESTING, 90" DIA. SHAFT | | 6 | | | 12 / 167 AND 13 / 167 |
| | 03/IMS/08 | 524 | 95100 | 12 | EACH | DRILLED SHAFTS, MISC.: HIGH-STRAIN DYNAMIC TESTING OF DRILLED SHAFTS | | 12 | | | 12 / 167 AND 13 / 167 |
| | 03/IMS/08 | 524 | 95100 | 1 | EACH | DRILLED SHAFTS, MISC.: BI-DIRECTIONAL TESTING OF DRILLED SHAFTS | | 1 | | | 13 / 167 |
| | 03/IMS/08 | 526 | 30010 | 483 | SY | REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17") | | | | 483 | |
| | 03/IMS/08 | 526 | 90030 | 149 | FT | TYPE C INSTALLATION | | | | 149 | |
| | 03/IMS/08 | SPECIAL | 53000200 | LS | | SPECIAL - STRUCTURES MISC.: VIBRATION MONITORING | | | | LS | 13 / 167 |
| | 03/IMS/08 | SPECIAL | 53000200 | LS | | SPECIAL - STRUCTURES MISC.: PRECONSTRUCTION CONDITION SURVEY | | | | LS | 13 / 167 |
| | 03/IMS/08 | 601 | 21001 | 18 | SY | CONCRETE SLOPE PROTECTION, AS PER PLAN | 18 | | | | 35 / 167 |
| | 03/IMS/08 | 855 | 00010 | 12136 | LB | POST-TENSIONING STRAND TENDON | | 12136 | | | |
| | 03/IMS/08 | 869 | 00101 | 100 | EACH | HIGH LOAD MULTI-ROTATIONAL (HLMR) BEARINGS, AS PER PLAN | | | 100 | | 68 / 167 TO 70 / 167 |
| | 03/IMS/08 | 894 | 10000 | 12 | EACH | THERMAL INTEGRITY PROFILING (TIP) TEST | | 12 | | | 12 / 167 AND 13 / 167 |

ESTIMATED QUANTITIES
CUY-77-1587 (BRIDGE 9)
I.R. 77 SB OVER I.R. 90 AND CR-721 (E. 14TH ST.)

SFN 1806910
DESIGN AGENCY
HDR
DESIGNER BTA | CHECKER JS
REVIEWER DWW 01/11/24
PROJECT ID 82382
SUBSET 16 | TOTAL 167
SHEET 1884 | TOTAL 2696

CUY-90-16.28 (CCG3A)

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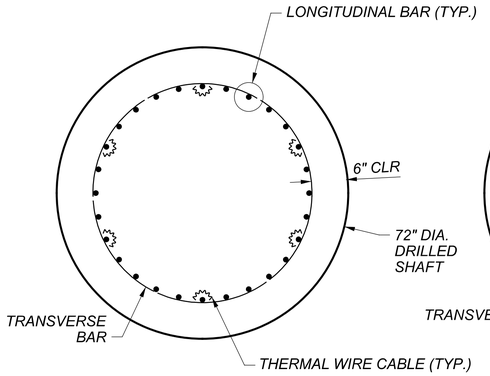


SECTION A-A
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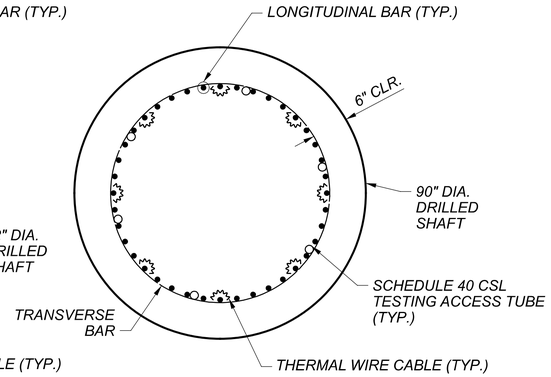
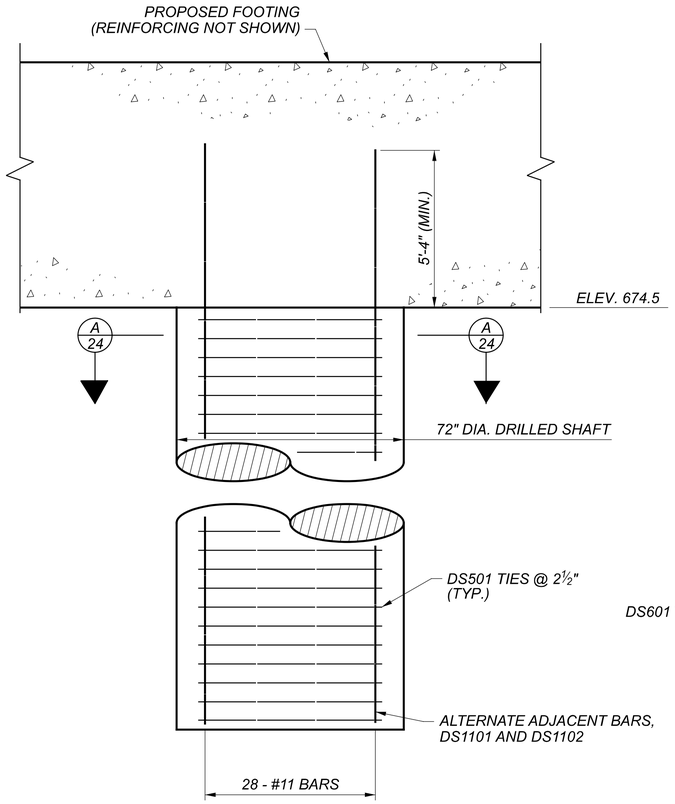
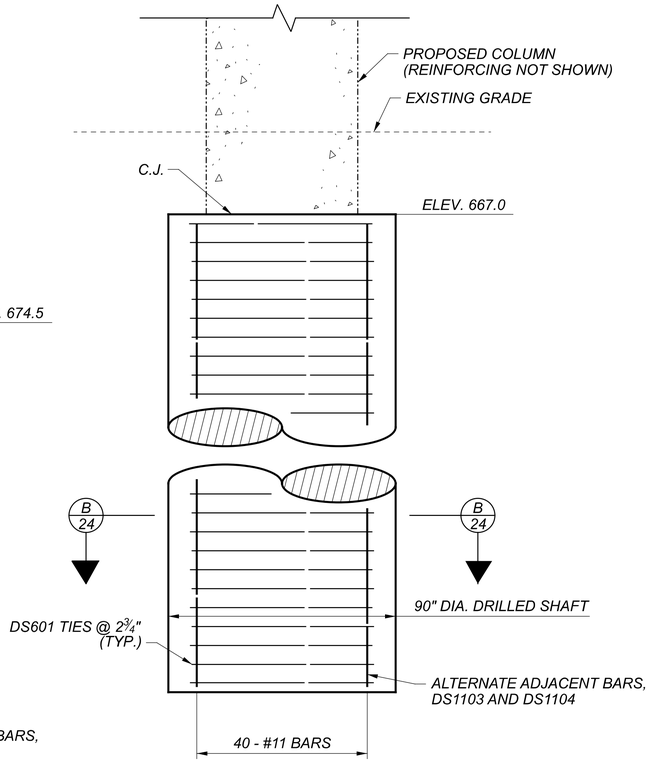


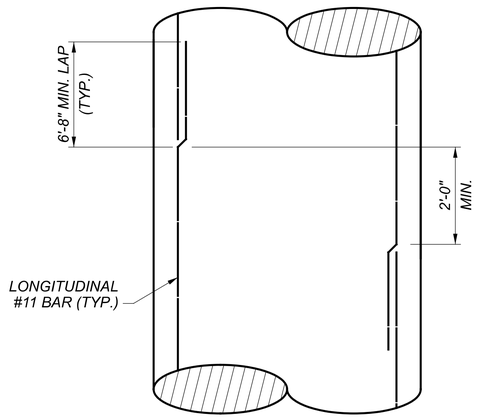

SECTION B-B
NO SCALE




DRILLED SHAFT DETAIL
PIER 3
NO SCALE




DRILLED SHAFT DETAIL
PIER 7
NO SCALE




LAP SPLICE DETAIL
NO SCALE

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS 12 / 167 THRU 15 / 167 .
2. FOR PIER 3 PLAN, ELEVATION AND DETAILS, SEE SHEETS 45 / 167 THRU 47 / 167 .
3. FOR PIER 7 PLAN, ELEVATION AND DETAILS, SEE SHEET 55 / 167 AND 56 / 167 .
4. FOR FOUNDATION PLANS, SEE SHEETS 18 / 167 THRU 23 / 167 .
5. FOR DEMONSTRATION SHAFT DETAILS, SEE SHEETS 26 / 167 AND 27 / 167 .
6. THE INSTALLATION SEQUENCE OF CONSTRUCTION SHALL BE SUCH THAT NO DRILLED SHAFT IS INSTALLED ADJACENT TO EITHER AN OPEN DRILLED SHAFT EXCAVATION OR A DRILLED SHAFT IN WHICH THE CONCRETE HAS LESS THAN A 48 HOUR CURE.
7. CARE SHALL BE EXERCISED AS TO COVER UNATTENDED OPEN SHAFTS. TEMPORARY COVERS SHALL BE OF ADEQUATE STRENGTH TO PREVENT A PERSON FROM FALLING IN. NO DRILLED SHAFT EXCAVATION MAY BE LEFT OVERNIGHT WITHOUT CONCRETE PLACED.

| PIER | DRILLED SHAFT NUMBER | ESTIMATED QUANTITIES, PER SHAFT | | | REINFORCING BAR MARKS | | NUMBER OF DRILLED SHAFTS TO BE TESTED | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | ITEM 524 - DRILLED SHAFT 72" DIAMETER | ITEM 524 - DRILLED SHAFT 90" DIAMETER, APP | ITEM 524 - DEMONSTRATION SHAFT | LONGITUDINAL | TIES | BY T.I.P. | BY CSL | BY HIGH-STRAIN DYNAMIC TESTING | BY BI-DIRECTIONAL TESTING |
| 3 | 3P1 TO 3P6 | 78.5 FT. | -- | -- | DS1101, DS1102 | DS501 | 6 | -- | 6 | -- |
| 7 | 7P1 TO 7P5 | -- | 88 FT. | -- | DS1103, DS1104 | DS601 | 5 | 5 | 5 | -- |
| | DEMONSTRATION SHAFT | -- | -- | 1 EACH | DS1105, DS1106 | | 1 | 1 | 1 | 1 |

10

DRILLED SHAFT DETAILS - (1 OF 2)
CUY-77-1587 (BRIDGE 9)
I.R. 77 SB OVER I.R. 90 AND CR-721 (E. 14TH ST.)

SFN 1806910
DESIGN AGENCY
DESIGNER PJC | CHECKER RBK
REVIEWER DWW 01/11/24
PROJECT ID 82382
SUBSET 24 | TOTAL 167
SHEET 1892 | TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 2:22:58 PM USER: JSCHROCK
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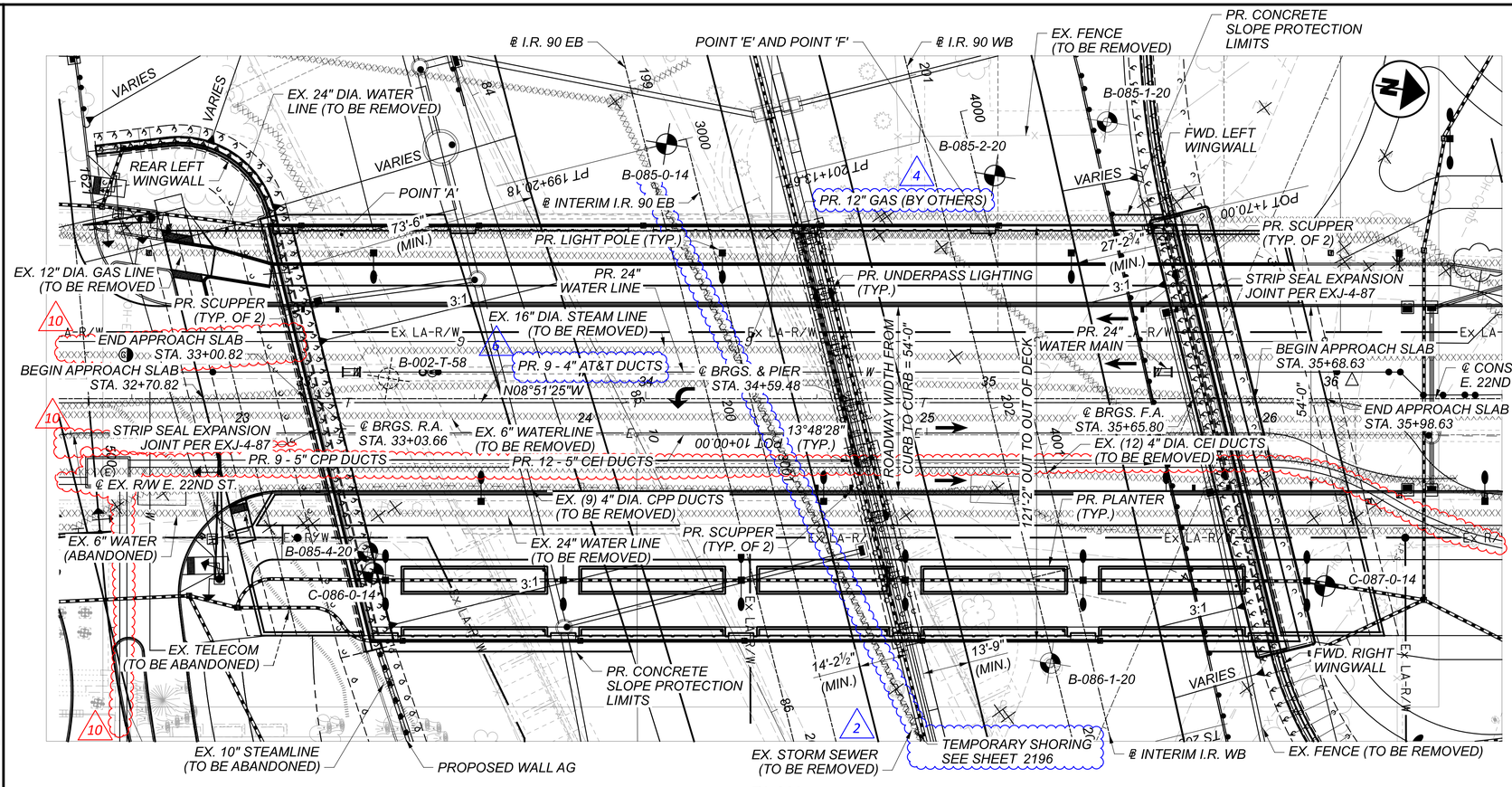
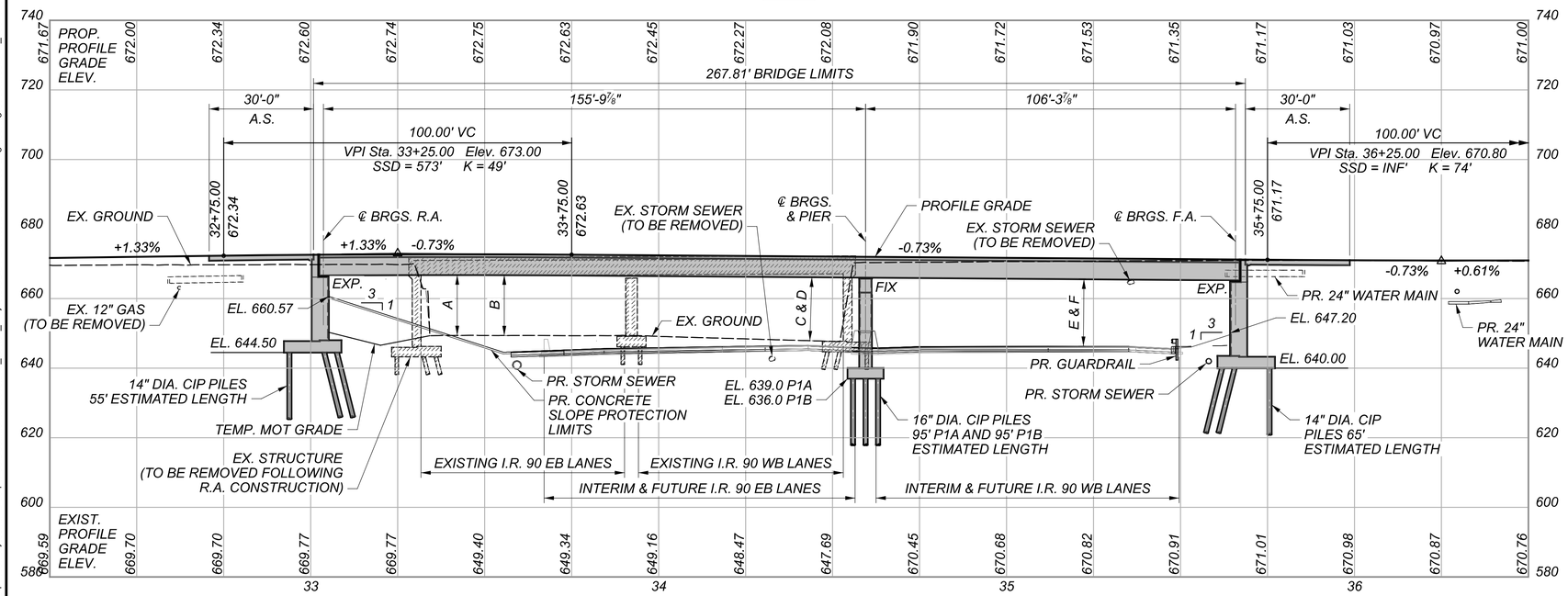



PLAN




PROFILE GRADE ALONG CL CONST. E. 22ND ST.

## BENCHMARK DATA

| | | | | |
|---|---|---|---|---|
| BM #54 STA. 33+03.27 | ELEV. 672.54 | OFFSET 36.13 RT. | CUT CROSS |
| BM #62 STA. 35+24.62 | ELEV. 672.11 | OFFSET 1174.60 LT. | RR SPIKE |
| BM #72 STA. 23+49.63 | ELEV. 674.06 | OFFSET 52.19 LT. | CUT CROSS |
| BM #73 STA. 37+05.22 | ELEV. 671.90 | OFFSET 407.77' LT. | CUT CROSS |

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 4 /2696.

## NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:

2015 ADT = 13,400 2015 ADTT = 536
2035 ADT = 15,300 2035 ADTT = 612
DIRECTIONAL DISTRIBUTION = 0.57

## LEGEND

- TO BE REMOVED
- HISTORIC BORING LOCATION
- PROJECT BORING LOCATION
- INSTRUMENTED BORING LOCATION

VERTICAL CLEARANCES

A = M.V.C. EX. STRUCTURE TO EX. I-90
B = PR. STRUCTURE TO EX. I-90
C = PR. STRUCTURE TO INTERIM I-90
D = PR. STRUCTURE TO FUTURE I-90
E = M.V.C. PR. STRUCTURE TO INTERIM I-90
F = M.V.C. PR. STRUCTURE TO INTERIM I-90

HORIZONTAL CLEARANCE

| LOCATION | R.A. | PIER 1 SOUTH | PIER 1 NORTH | F.A. |
|---|---|---|---|---|
| REQ'D CLR. ZONE | 30'-0" | 30'-0" | 30'-0" | 30'-0" |
| PROVIDED MIN. | 73'-6" | 14'-2½"* | 13'-9"* | 27'-2¾"* |

* BARRIER PROTECTION REQ'D & PROVIDED

VERTICAL CLEARANCE

| LOCATION | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| REQUIRED MIN. | - | 14'-6" | 15'-6" | 15'-6" | 15'-6" | 15'-6" |
| PROVIDED MIN. | 14'-6" | 14'-11" | 18'-2" | 18'-2" | 17'-0" | 17'-1" |

LOCATIONS A, B, C, AND D ARE MEASURED TO EB I-90 LANES
LOCATIONS E AND F ARE MEASURED TO WB I-90 LANES

## EXISTING STRUCTURE

TYPE: CONTINUOUS BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPANS: 61'-3"±, 61'-3"± C/C BEARINGS ALONG ℄ CONSTRUCTION
ROADWAY: 74'-0"±, F/F OF CURBS WITH TWO 8'-0" WALKS
LOADING: CF 2000 (51)
SKEW: 25°51'00" RF
WEARING SURFACE: 2"± CONCRETE OVERLAY
APPROACH SLABS: AS-1-54 (25'± LONG), 1'-6½" THICK
ALIGNMENT: TANGENT
CROWN: 0.0156±
STRUCTURE FILE NUMBER: 1807838
DATE BUILT: 1958
DISPOSITION: TO BE REMOVED

## PROPOSED STRUCTURE

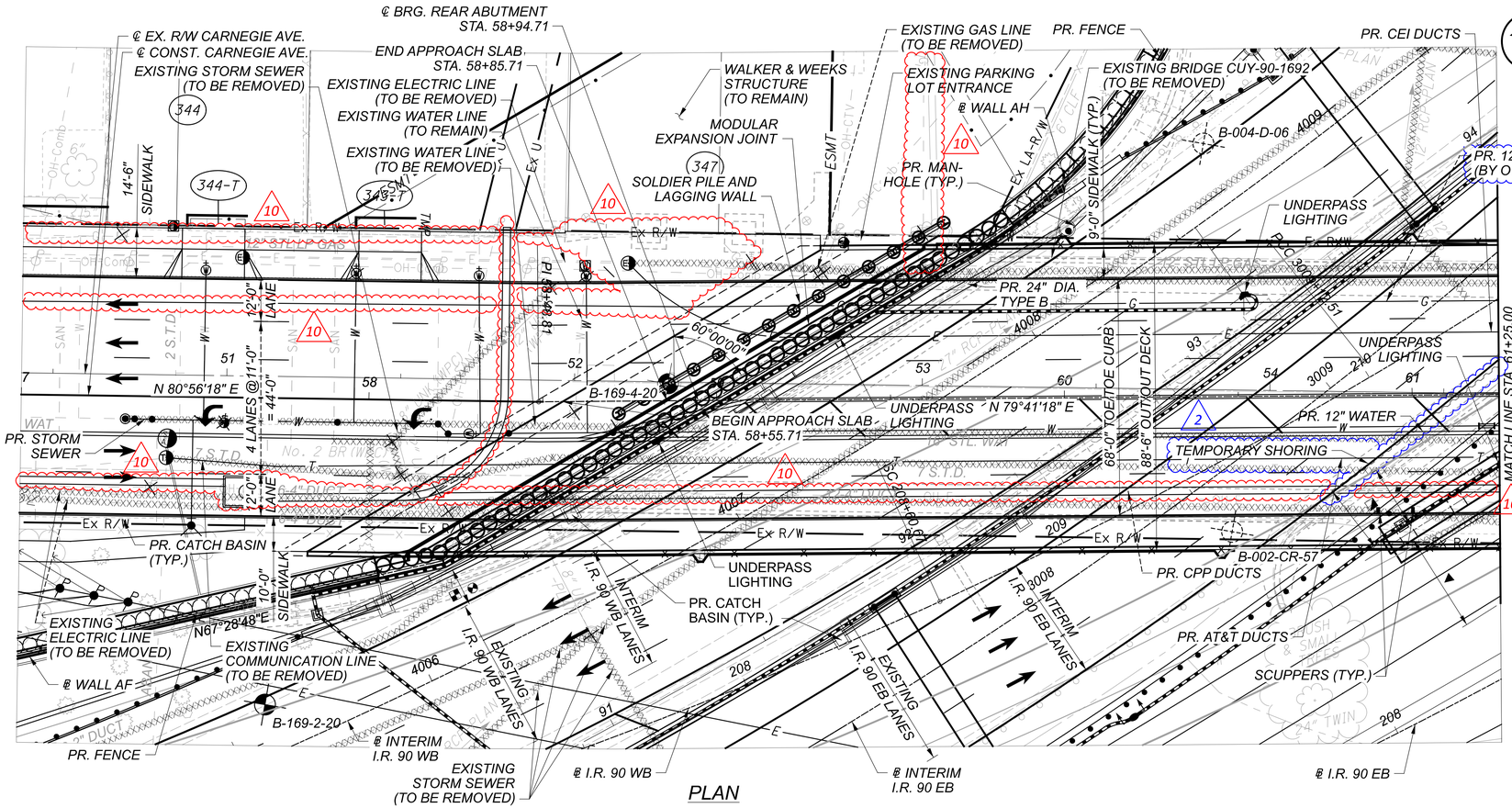
TYPE: CONTINUOUS STEEL PLATE GIRDER WITH COMPOSITE REINFORCED CONCRETE DECK SUPPORTED ON REINFORCED CONCRETE PIER & ABUTMENTS ON PILES
SPANS: 155'-9⅞" & 106'-3⅞" C/C BRGS. ALONG ℄ CONST. E. 22ND ST.
ROADWAY: 54'-0" TOE/TOE CURB WITH 9'-6" AND 22'-2" SIDEWALKS
LOADING: HL93, 60 PSF FUTURE WEARING SURFACE, & SIDEWALK PEDESTRIAN LL
SKEW: 13°48'28" RIGHT FORWARD
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: 30'-0" LONG (AS-1-15, AS-2-15), TYPE A, INSTALLATION, 1'-5" THICK
ALIGNMENT: TANGENT
CROWN: 0.02 FT/FT
DECK AREA: 32,042 SF
STRUCTURE FILE NUMBER: 1807839
COORDINATES: LATITUDE N 41°29'52.40"
LONGITUDE W 81°40'25.98"

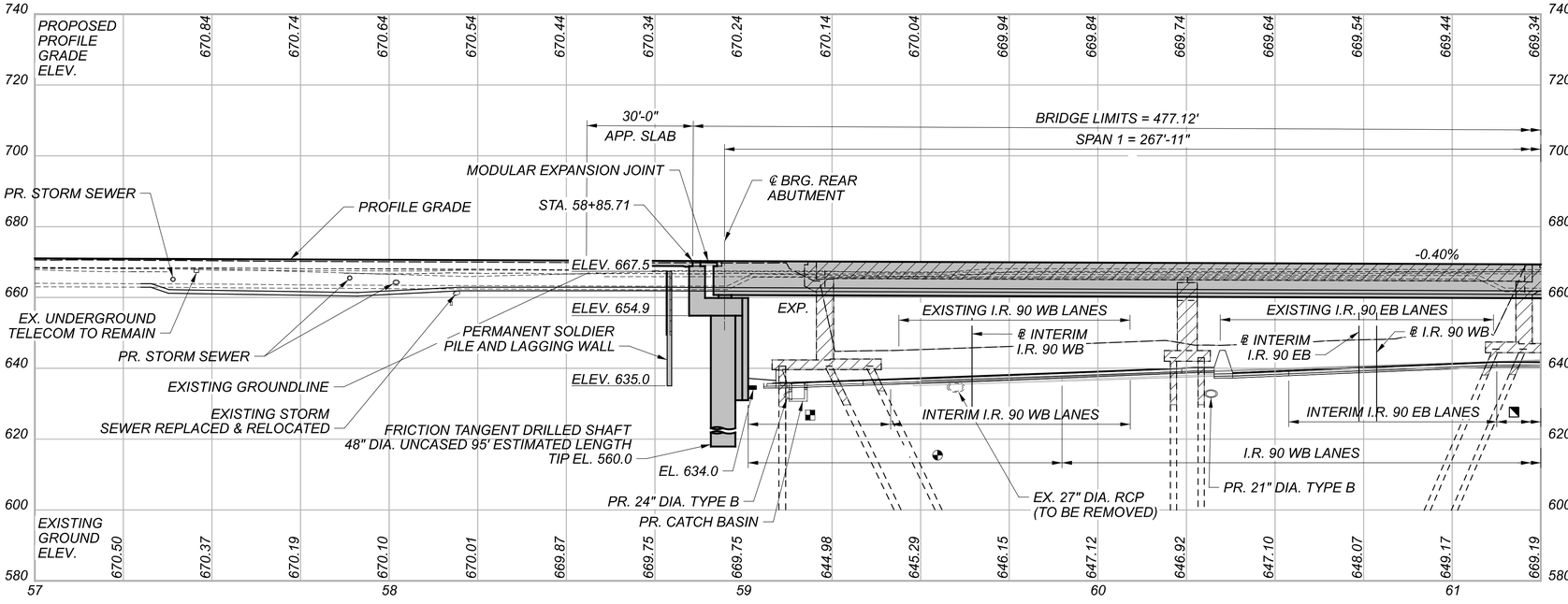
# SITE PLAN
CUY-90-1678 (BRIDGE 13)
CR-710 (E. 22ND ST.) OVER I.R. 90

SFN 1807839
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ZES | CHECKER ETB
REVIEWER CDC 05/10/24
PROJECT ID 82382
SUBSET 1 | TOTAL 99
SHEET 2182 | TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: CLP_E 22ND ST - Bridge 13 Plan PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 1:43:24 AM USER: Alexandria.Summers
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807839\Sheets\82382_SFN_1807839_SP001.dgn




PROFILE GRADE ALONG ℄ CONST. CARNEGIE AVE.

## BENCHMARK DATA

| | | | | | | |
|---|---|---|---|---|---|---|
| BM #62 STA. | 41+38.42, | ELEV. | 672.11, | OFFSET | 75.42 LT., | RR SPIKE |
| BM #64 STA. | 58+35.86, | ELEV. | 671.25, | OFFSET | 47.90 LT., | RR SPIKE |
| BM #65 STA. | 66+35.73, | ELEV. | 668.92, | OFFSET | 38.62 RT., | RR SPIKE |
| BM #73 STA. | 49+25.90, | ELEV. | 671.90, | OFFSET | 31.86 LT., | CUT CROSS |

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 4 / 2696

## NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:

2015 ADT = 25,700 2015 ADTT = TBD
2035 ADT = 30,500 2035 ADTT = TBD
DIRECTIONAL DISTRIBUTION = 0.56

## LEGEND

- TO BE REMOVED
- HISTORIC BORING LOCATION
- INSTRUMENTED BORING LOCATION
- PROJECT BORING LOCATION

FOR MINIMUM VERTICAL CLEARANCE LOCATION, SEE SITE PLAN 2 OF 2

FOR MINIMUM HORIZONTAL CLEARANCE LOCATION, SEE SITE PLAN 2 OF 2

FOR PROFILE LOCATIONS OF ♦, ◥ AND ▼ SEE SITE PLAN 2 OF 2

## EXISTING STRUCTURE

TYPE: TWO SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 98'-0 1/2"± AND 92'-4 3/8"± C/C BEARINGS ALONG ℄ CARNEGIE AVE.

ROADWAY: 56'-0"± TOE/TOE CURB WITH TWO 8'-3"± SIDEWALKS

LOADING: CF = 2000 (51)

SKEW: VARIES

WEARING SURFACE: LATEX MODIFIED CONCRETE OVERLAY

APPROACH SLABS: 25'-0"± (AS-1-54)

ALIGNMENT: TANGENT

CROWN: 0.016± FT/FT

STRUCTURE FILE NUMBER: 1807897

DATE BUILT: 1958 (OVERLAY 1987)

DISPOSITION: TO BE REPLACED

## PROPOSED STRUCTURE

TYPE: TWO SPAN CONTINUOUS STEEL PLATE GIRDER, WITH COMPOSITE REINFORCED CONCRETE DECK, SUPPORTED ON A TANGENT DRILLED SHAFT ABUTMENT, A REINFORCED CONCRETE ABUTMENT AND CAP AND COLUMN PIER

SPANS: 267'-11" & 192'-8 5/8" C/C BRGS. ALONG ℄ CONST. CARNEGIE AVE.

ROADWAY: 68'-0" TOE/TOE CURB WITH TWO 9'-0" SIDEWALKS

LOADING: HL93, PEDESTRIAN LL, AND 60 PSF FUTURE WEARING SURFACE (FWS)

SKEW: VARIES LEFT FORWARD

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: 30'-0" LONG (AS-1-15, AS-2-15) TYPE B INSTALLATION

ALIGNMENT: TANGENT

CROWN: 0.02 FT/FT

DECK AREA: 41,987 SF

SFN: 1807898

COORDINATES: LATITUDE 41°29'57.61" N
LONGITUDE 81°40'19.52" W

# SITE PLAN (1 OF 2)
# CUY-90-1696 (BRIDGE 14)
# CR-722 (CARNEGIE AVE.) OVER I.R. 90

| | |
|---|---|
| SFN | 1807898 |
| DESIGN AGENCY | Michael Baker INTERNATIONAL |
| DESIGNER | ZES |
| CHECKER | DBW |
| REVIEWER | KAG 12-26-23 |
| PROJECT ID | 82382 |
| SUBSET | 1 |
| TOTAL | 90 |
| SHEET | 2281 |
| TOTAL | 2696 |

CUY-90-16.28 (CCG3A)

MODEL: 82382_SFN_0000014_SP001 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 2:01:49 AM USER: Alexandria.Summers
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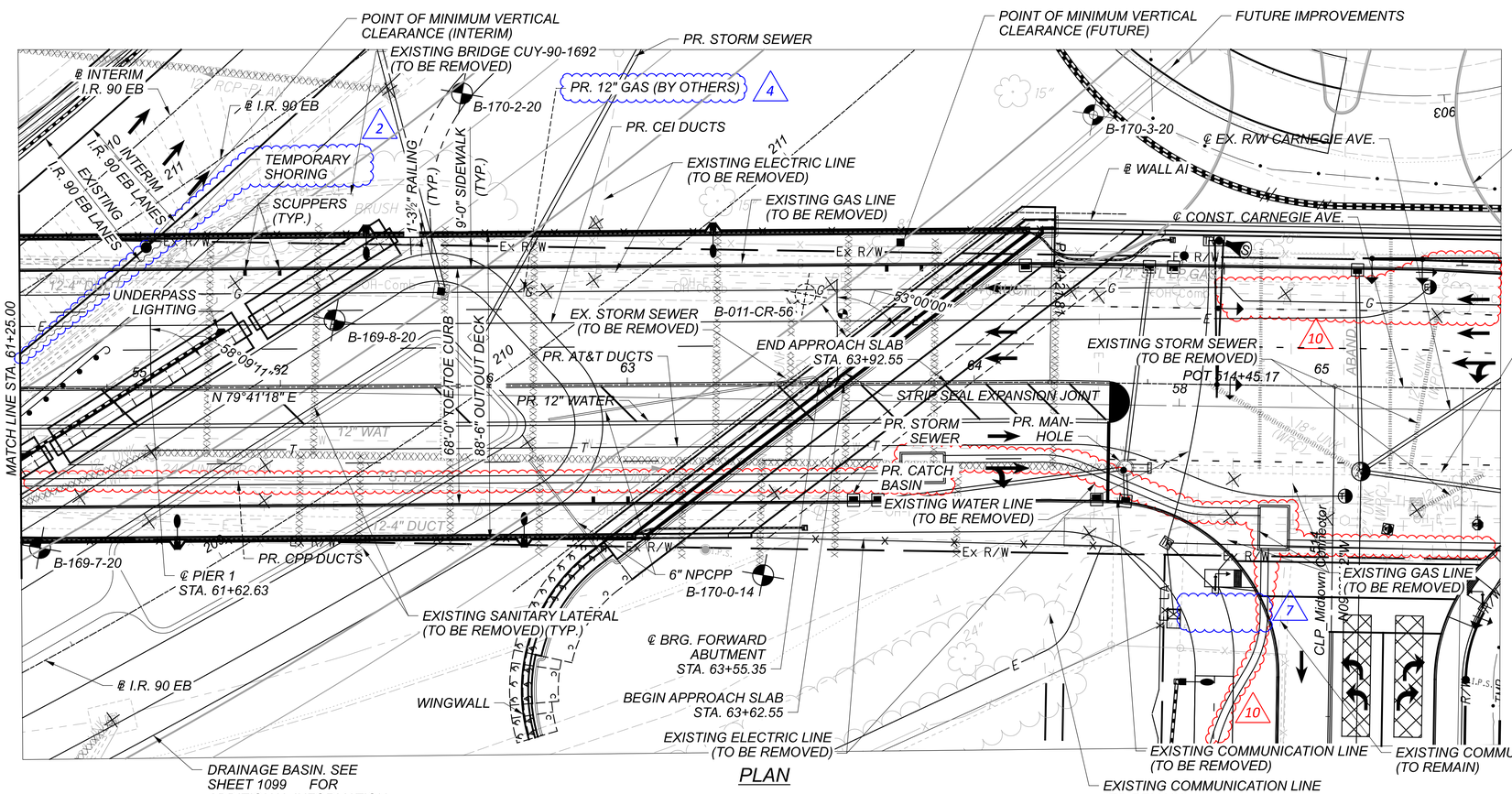
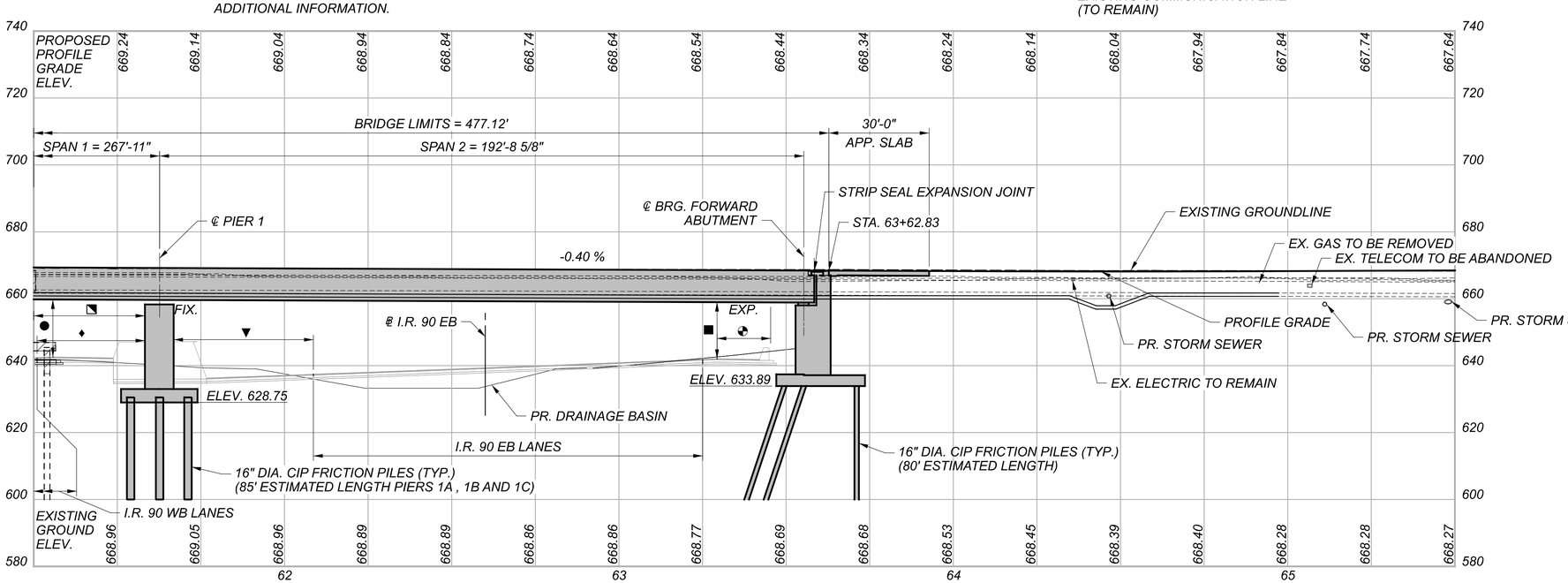



PLAN




PROFILE GRADE ALONG ℄ CONST. CARNEGIE AVE.

## LEGEND

- TO BE REMOVED
- HISTORIC BORING LOCATION
- INSTRUMENTED BORING LOCATION
- PROJECT BORING LOCATION
- ● 15'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
  16'-0" PREFERRED MINIMUM VERTICAL CLEARANCE
  15'-7" ACTUAL MINIMUM VERTICAL CLEARANCE (INTERIM)
- ■ 15'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
  16'-0" PREFERRED MINIMUM VERTICAL CLEARANCE
  16'-0" ACTUAL MINIMUM VERTICAL CLEARANCE (FUTURE)

| HORIZONTAL CLEARANCES | | | |
|---|---|---|---|
| LOCATION | REQUIRED | ACTUAL | PHASE |
| ◓ | 11'-8" | 11'-9" | FUTURE |
| ♦ | 13'-8" | 18'-3" | FUTURE |
| ▼ | 13'-8" | 18'-6" | FUTURE |
| ◹ | 13'-8" | 20'-1" | INTERIM |

FOR PLAN LOCATIONS OF ♦, ◹ AND ▼ SEE SITE PLAN 1 OF 2

| MINIMUM HORIZONTAL CLEARANCES | | | |
|---|---|---|---|
| LOCATION | REQUIRED CLEAR ZONE | ACTUAL | PHASE |
| ◓ | 30'-0" | 20'-8" * | FUTURE |
| ◪ | 30'-0" | 14'-1" * | INTERIM |
| ♦ | 30'-0" | 18'-3" * | FUTURE |
| ▼ | 30'-0" | 18'-6" * | FUTURE |
| ◹ | 30'-0" | 20'-1" * | INTERIM |

* BARRIER PROTECTION REQUIRED
FOR PLAN LOCATIONS OF ♦, ◹ AND ▼ SEE SITE PLAN 1 OF 2

SITE PLAN (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ZES | CHECKER DBW
REVIEWER KAG 12/26/23
PROJECT ID 82382
SUBSET 2 | TOTAL 90
SHEET 2282 | TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: 82382_SFN_0000014_SP2 PAPERSIZE: 34x22 (in.) DATE: 11/7/2025 TIME: 2:17:35 AM USER: Alexandria.Summers
pw:\\mb-us-pw.bentley.com:mb-us-pw-03\Documents\Cleveland_OH\01_Projects\ODOT\District12\82382\400-Engineering\Structures\SFN_1807898\Sheets\82382_SFN_1807898_SP002.dgn

8

**ITEM 524 - DRILLED SHAFTS, MISC.: 48" DIAMETER** 10

**GENERAL:**

THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT TO INSTALL DRILLED SHAFTS AS DETAILED IN THE PLANS IN ACCORDANCE WITH THE REQUIREMENTS OF ODOT C&MS SECTION 524, AND WITH THE ADDITIONAL REQUIREMENTS DEFINED BELOW.

**CONSTRUCTION CONSTRAINTS:**

THE CONTRACTOR IS ADVISED THAT THE PROPOSED DRILLED SHAFT INSTALLATIONS MAY REQUIRE ADVANCING SHAFTS THROUGH OBSTRUCTIONS SUCH AS EXISTING FOUNDATIONS AND PILES. DURING DRILLED SHAFT CONSTRUCTION, IT IS VERY LIKELY TO ENCOUNTER COBBLES, BRICKS, AND OTHER URBAN FULL WHEN DRILLING. EXISTING FOUNDATION AND PILE LOCATIONS ARE DEPICTED IN ACCORDANCE WITH AVAILABLE EXISTING PLAN INFORMATION. 10

THE PROPOSED DRILLED SHAFT ARRANGEMENT WAS DEVELOPED WITH THE INTENT TO ELIMINATE OR MINIMIZE CONFLICTS BETWEEN THE PROPOSED DRILLED SHAFTS AND IDENTIFIED OBSTRUCTIONS. COMPLETE ELIMINATION OF ALL CONFLICTS BETWEEN THE PROPOSED DRILLED SHAFTS AND OBSTRUCTIONS WAS NOT POSSIBLE.

THE CONTRACTOR IS ADVISED THAT THEY MUST ADAPT THEIR PROPOSED MEANS AND METHODS FOR INSTALLING DRILLED SHAFTS IN CONFLICT WITH OBSTRUCTIONS. SUCH MEANS AND METHODS MAY INCLUDE, BUT ARE NOT LIMITED TO, SPECIALIZED CUTTING HEADS, DOWN DRIVE HAMMERS, ETC.

THE INTENT OF THIS PLAN NOTE IS TO IDENTIFY POTENTIAL CONFLICTS WITH DRILLED SHAFT INSTALLATION SO THAT THE IMPACT TO THE PROJECT CAN BE MITIGATED AS MUCH AS POSSIBLE. IF OBSTRUCTIONS SUCH AS EXISTING FOUNDATIONS AND PILES ARE ENCOUNTED DURING INSTALLATION OF DRILLED SHAFTS, THE CONTRACTOR SHALL FOLLOW THE PROVISIONS IN C&MS 104.02.B. IMMEDIATELY NOTIFY THE ENGINEER OF THE ENCOUNTER SO THAT THE CONDITIONS CAN BE INVESTIGATED AND ANY REQUIRED CONTRACT MODIFICATIONS CAN BE DETERMINED.

**CONTRACTOR'S INSTALLATION PLAN:**

THE CONTRACTOR SHALL PROVIDE AN INSTALLATION PLAN AS REQUIRED BY ODOT C&MS SECTION 524.03. THE DRILLED SHAFTS MUST ADHERE TO A SPECIFIED CONSTRUCTION TOLERANCE OF 3 INCHES FROM THE PLANNED LOCATION. THE INSTALLATION PLAN SHALL ALSO INCLUDE: 10

1. CONTRACTOR'S PROPOSED METHODS TO ADVANCE DRILLED SHAFTS THROUGH OBSTRUCTIONS (CONFLICTING PILES, EXISTING FOUNDATIONS, ETC.)

**MAINTENANCE OF TRAFFIC**

MAINTENANCE OF TRAFFIC FOR THE STRUCTURE WORK SHALL BE COORDINATED WITH THE OVERALL PROJECT. REFER TO MAINTENANCE OF TRAFFIC NOTES AND DETAILS ELSEWHERE IN PLANS.

**UTILITY LINES**

THE UTILITIES SHALL BEAR ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES. THE CONTRACTOR AND UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER PARTY WILL BE HELD TO A MINIMUM.

**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 THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05, 105.02, AND 513.04. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

**STRUCTURE GROUNDING**

STRUCTURE TO BE GROUNDED AS PER LIGHTING GENERAL NOTES SHEET 1684 . QUANTITY CARRIED TO LIGHTING SUBSUMMARY.

**ITEM 511 - CLASS QC2 CONCRETE, DECK, AS PER PLAN**

LOCATE THE LOWER CONTACT POINT OF THE OVERHANG FALSEWORK A MAXIMUM OF 18 INCHES ± 2 INCHES ABOVE THE TOP OF THE GIRDER'S BOTTOM FLANGE. THE BRACING CONTACT POINT REQUIREMENTS OF C&MS 508 DO NOT APPLY.

**ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN**

TEMPORARY EXCAVATIONS SHALL MAINTAIN A MINIMUM OF A 2.5:1 SLOPE. REFER TO THE GEOTECHNICAL REPORTS FOR ADDITIONAL DETAILS.

GROUND WATER LEVELS FLUCTUATE SEASONALLY AS A FUNCTION OF THE PRECIPITATION AND OTHER HYDROLOGICAL FACTORS. THEREFORE, THERE MAY BE CONSIDERABLE CHANGE IN THE WATER TABLE OR THE OCCURRENCE OF WATER WHERE NOT PREVIOUSLY ENCOUNTERED. THE CONTRACTOR SHALL DEWATER ALL EXCAVATIONS AS NECESSARY TO PERFORM THE PROPOSED WORK.

**DECK PLACEMENT DESIGN ASSUMPTIONS**

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.84 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE FINISHING MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG BRACKETS OF 18 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 66¼ INCHES.

CONCRETE SHALL BE PLACED PARALLEL ON A SKEW AS INDICATED IN THE PROPOSED DECK PLACEMENT SEQUENCE ON SHEET / AND SHALL BE PLACED AND FINISHED FULL-WIDTH. DO NOT PERMIT A DIFFERENCE OF MORE THAN TEN (10) FEET LONGITUDINALLY IN PLACEMENT OF CONCRETE FROM ONE SIDE OF THE BRIDGE TO THE OTHER AT ANY TIME. FINISHING OF THE CONCRETE SHALL BE PERPENDICULAR TO THE CARNEGIE AVENUE CONSTRUCTION CENTERLINE.

ALLOW 48 HOURS OF PROPER CURING TO ELAPSE FROM THE COMPLETION OF ONE DECK PLACEMENT BEFORE BEGINNING THE NEXT PLACEMENT.

63 90

PLACE CONCRETE IN THE SEQUENCE AND DIRECTIONS INDICATED ON THE PROPOSED DECK PLACEMENT SEQUENCE ON SHEET / .

**GIRDER ERECTION AND FIT-UP:**

GIRDERS, CROSSFRAMES, DIAPHRAGMS AND CONNECTION PLATES SHALL BE DETAILED FOR THE "STEEL DEAD LOAD FIT" (SDLF) OR "ERECTED FIT" CONDITION. GIRDER WEBS SHALL BE PLUMB AFTER ERECTION OF STRUCTURAL STEEL IS COMPLETE. HLMR BEARINGS SHALL BE DESIGNED TO ACCOMMODATE GIRDER ROLL AND LAYOVER DURING THE ERECTION PROCESS AND PLACEMENT OF COMPOSITE DEAD LOADS.-

**FINISH COLORS:** 63 90

**ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN**

PAINT COLORS SHALL BE AS FOLLOWS:

BLACK FOX (SW 7020) - FASCIA GIRDERS (OUTER FACE AND BOTTOM FLANGE ONLY)

ALABASTER (SW 7008) - INSIDE GIRDERS, BRACING MEMBERS AND INSIDE FACE OF FASCIA GIRDERS

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

CONCRETE SEALER COLORS SHALL BE AS FOLLOWS:

ALABASTER (SW 7008) - SUBSTRUCTURE - PIERS, ABUTMENTS AND ABUTMENT WALLS

6 ALPACA (SW 7022) - ABUTMENT, WINGWALL, AND PARAPETS ACCENTS

ALL COLOR NAME AND NUMBER REFERENCES ARE TAKEN FROM THE SHERWIN WILLIAMS COLOR PALATE. THE CONTRACTOR MAY SUBSTITUTE SIMILAR COLORS FROM ALTERNATIVE SUPPLIER'S COLOR PALATE.

**ITEM SPECIAL - PERMANENT SHORING PRECAST CONCRETE LAGGING**

THIS WORK CONSISTS OF FURNISHING AND PLACING PRECAST REINFORCED CONCRETE PANELS BETWEEN THE SOLDIER PILES TO FUNCTION AS LAGGING FOR THE RETAINING WALL. PROVIDE PRECAST CONCRETE LAGGING FROM A PRECAST CONCRETE MANUFACTURER CERTIFIED ACCORDING TO SUPPLEMENT 1073. PROVIDE CLASS QC1 CONCRETE ACCORDING TO C&MS 499. PROVIDE EPOXY COATED REINFORCING STEEL ACCORDING TO C&MS 709.00. IN LIEU OF EPOXY COATING, A CORROSION INHIBITING CONCRETE ADMIXTURE MAY BE USED AT THE SPECIFIED DOASAGE RATE. A QUALIFIED PRODUCT LIST OF CORROSION INHIBITING ADMIXTURES IS ON FILE AT THE LABORATORY. MANUFACTURUERS SHOULD RECOGNIZE THAT THE CORROSION INHABITOR MAY AFFECT THE STRENGTH, ENTRAINED AIR CONTENT, WORKABILITY, ETC OF THEIR CONCRETE MIXES. THE MANUFACTURER'S CHOICE TO USE ONE OF THESE CORROSION INHIBITORS DOES NOT ALLEVIATE MEETING ALL DESIGN REQUIREMENTS. DO NOT ALLOW THE DIMENSIONS OF THE LAGGING OR LOCATION OF THE REINFORCEMENT STEEL TO VARY BY MORE THAN 1/4-INCH. CAST THREADED INSERTS INTO THE TOP OF EACH PANEL FOR LIFTING AND PLACEMENT.

FINISH THE FACES OF THE PRECAST CONCRETE LAGGING PANELS TO A UNIFORM SURFACE, FREE OF OPEN POCKETS OF AGGREGATE.

PERMANENTLY MARK EACH PRECAST CONCRETE LAGGING PANEL TO INDICATE WHICH FACE WILL BE PLACED AGAINST THE SOIL. PLACE THE PANEL ON THE FRONT COVER PLATES OF THE SOLDIER PILES AND BEARING AGAINST THE FLANGES ON THE EXPOSED SIDE OF THE WALL SO THAT THE SOLDIER PILE FLANGE OVERLAPS THE END OF THE LAGGING BY AT LEAST ONE INCH MORE THAN THE CONCRETE COVER OVER THE REINFORCING STEEL AT BOTH ENDS OF THE LAGGING.

HANDLE, STORE, AND SHIP THE PRECAST CONCRETE LAGGING PANELS TO AVOID CHIPPING CRACKING AND FRACTURING THE PANELS. SUPPORT THE PANELS ON FIRM BLOCKING WHILE STORING AND SHIPPING. DO NOT SHIP PANELS UNTIL CONCRETE HAS ATTAINED THE REQUIRED COMPRESSIVE STRENGTH. SUBMIT SHIPMENT DOCUMENTATION TO THE ENGINEER AS THE PANELS ARE DELIVERED TO THE PROJECT, INCLUDING THE PRECASTER'S RECORD OF INSPECTION, THE MEASUREMENT AND TOLERANCES, STRENGTH, AND DIMENSIONS OF EACH PANEL, ALONG WITH THE TE-24 SHIPPING DOCUMENT.

INSPECT ALL PRECAST CONCRETE PANELS AND REJECT PANELS HAVING ANY OF THE FOLLOWING:

1. DEFECTS THAT INDICATE IMPERFECT MOLDING.
2. DEFECTS THAT INDICATE HONEYCOMB OR OPEN TEXTURE CONCRETE.
3. DEFECTS IN THE PHYSICAL CHARACTERISTICS OF THE CONCRETE, OR DAMAGE TO THE AESTHETIC SURFACE TREATMENT.
4. CONCRETE CHIPS OR SPALLS THAT ARE LARGER THAN 4 INCHES WIDE OR 2 INCHES DEEP. REPAIR ALL CHIPS AND SPALLS THAT ARE SMALLER.
5. STAINED FORM FACES, DUE TO FORM OIL, CURING OR OTHER CONTAMINANTS.
6. SIGNS OF AGGREGATE SEGREGATION.
7. CRACKS WIDER THAN 0.01 INCH OR PENETRATING MORE THAN 1 INCH OR LONGER THAN 20 PERCENT OF THE LENGTH OF THE FACE CONTAINING THE CRACK.
8. PANELS THAT DO NOT MEET THE SPECIFIED DIMENSIONAL TOLERANCES.
9. UNUSABLE LIFTING INSERTS.
10. EXPOSED REINFORCING STEEL.
11. INSUFFICIENT CONCRETE COMPRESSIVE STRENGTH.

EITHER REPLACE DAMAGED PRECAST CONCRETE LAGGING PANELS OR DOCUMENT AND PROPOSE TO THE ENGINEER A REPAIR METHOD FOR THE DAMAGED PANEL. PROVIDE ACCEPTABLE REPLACEMENT PANELS FOR ANY THAT ARE REJECTED.

WHEN INSTALLING THE PRECAST CONCRETE LAGGING PANELS, PLACE HARDWOOD WEDGES NEAR THE TOP AND BOTTOM ON EACH SIDE TO HOLD THE LAGGING PANELS ON THE FRONT COVER PLATES OF THE STEEL PILES.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIAL REQUIRED TO FABRICATE, TRANSPORT, AND INSTALL THE PRECAST REINFORCED CONCRETE PANELS SHALL BE MADE AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR ITEM 530-SPECIAL-PERMANENT SHORING, PRECAST CONCRETE LAGGING.

GENERAL NOTES (3 OF 7)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER ZES | CHECKER MKB
REVIEWER KAG 12/26/23
PROJECT ID 82382
SUBSET 6 | TOTAL 90
SHEET 2286 | TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 11:11:36 PM USER: Victor.Nash
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## ESTIMATED QUANTITIES

CALCULATED BY: ZES DATE: 03/20/24
CHECKED BY: DAF DATE: 05/15/24

| PARTICIPATION | ITEM | ITEM EXT. | TOTAL | UNIT | DESCRIPTION | ABUTMENTS | PIERS | SUPERSTR. | GENERAL | SHEET REF. |
|---|---|---|---|---|---|---|---|---|---|---|
| 02/IMS/10 | 518 | 20000 | 888 | SY | PREFABRICATED GEOCOMPOSITE DRAIN | | | | 888 | |
| 02/IMS/10 | 518 | 21101 | 232 | CY | POROUS BACKFILL, AS PER PLAN | 232 | | | | 30 |
| 02/IMS/10 | 518 | 21200 | 686 | CY | POROUS BACKFILL WITH GEOTEXTILE FABRIC | | | | 686 | |
| 02/IMS/10 | 518 | 40000 | 683 | FT | 6" PERFORATED CORRUGATED PLASTIC PIPE | 683 | | | | |
| | | | | | | | | | | |
| 02/IMS/10 | 518 | 40010 | 147 | FT | 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS | 147 | | | | |
| 02/IMS/10 | 518 | 43300 | 185 | FT | 6" PIPE DOWNSPOUT, INCLUDING SPECIALS | 101 | 84 | | | |
| | | | | | | | | | | |
| 02/IMS/10 | 523 | 20001 | 4 | EACH | DYNAMIC LOAD TESTING, AS PER PLAN | | | | 4 | 4 |
| 02/IMS/10 | 523 | 20501 | 2 | EACH | RESTRIKE, AS PER PLAN | | | | 2 | 4 |
| | | | | | | | | | | |
| 02/IMS/10 | 524 | 94803 | 238 | FT | DRILLED SHAFTS, 42" DIAMETER, ABOVE BEDROCK, AS PER PLAN | | | | 238 | 8 |
| 02/IMS/10 | 524 | 94901 | 5,375 | FT | DRILLED SHAFTS, 48" DIAMETER, AS PER PLAN | | | | 5,375 | 5 |
| | | | | | | | | | | |
| 02/IMS/10 | 524 | 95100 | 1 | EACH | DRILLED SHAFTS, MISC.: BI DIRECTIONAL TESTING OF DRILLED SHAFTS | | | | 1 | 7 |
| 02/IMS/10 | 524 | 95100 | 1 | EACH | DRILLED SHAFTS, MISC.: CSL TESTING, 48" DIA. SHAFT | | | | 1 | 7 |
| | | | | | | | | | | |
| 02/IMS/10 | 524 | 95100 | 1 | EACH | DRILLED SHAFTS, MISC.: DEMONSTRATION DRILLED SHAFT | | | | 1 | 7 |
| 02/IMS/10 | 524 | 95100 | 3 | EACH | DRILLED SHAFTS, MISC.: HIGH STRAIN DYNAMIC TESTING OF DRILLED SHAFTS | | | | 3 | 7 |
| | | | | | | | | | | |
| 02/IMS/10 | 526 | 30011 | 592 | SY | REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN | | | | 592 | 8 |
| 02/IMS/10 | 526 | 90010 | 321 | FT | TYPE A INSTALLATION | | | | 321 | |
| | | | | | | | | | | |
| 02/IMS/10 | SPECIAL | 530E00200 | LS | | STRUCTURES: PRECONSTRUCTION/POST CONSTRUCTION CONDITION SURVEY | | | | LS | 4-5 |
| 02/IMS/10 | SPECIAL | 530E00200 | LS | | STRUCTURES: VIBRATION MONITORING | | | | LS | 4 |
| 02/IMS/10 | SPECIAL | 530E00600 | 1,349 | SF | STRUCTURES: PERMANENT SHORING PRECAST CONCRETE LAGGING | | | | 1,349 | 6 |
| 02/IMS/10 | SPECIAL | 530E00600 | 1,516 | SF | STRUCTURES: PERMANENT SHORING TIMBER LAGGING | | | | 1,516 | 7-8 |
| | | | | | | | | | | |
| 02/IMS/10 | 607 | 39910 | 1,180 | FT | VANDAL PROTECTION FENCE, 8' STRAIGHT, COATED FABRIC | | | | 1,180 | |
| | | | | | | | | | | |
| 02/IMS/10 | 613 | 41200 | 76 | CY | LOW STRENGTH MORTAR BACKFILL | 76 | | | | |
| | | | | | | | | | | |
| 02/IMS/10 | 625 | 25920 | 2,863 | FT | CONDUIT, MISC.: AT&T 4" CONDUIT INSTALLATION | | | 2,863 | | 9 |
| 02/IMS/10 | 625 | 25920 | 5,726 | FT | CONDUIT, MISC.: CEI 4" CONDUIT INSTALLATION | | | 5,726 | | 9 |
| 02/IMS/10 | 625 | 25920 | 5,726 | FT | CONDUIT, MISC.: CPP 5" CONDUIT INSTALLATION | | | 5,726 | | 9 |
| | | | | | | | | | | |
| 02/IMS/10 | SPECIAL | 690E98000 | 36 | EACH | ROLLER SUPPORTS (GAS LINE) | | | | 36 | 9 |
| 02/IMS/10 | SPECIAL | 690E98000 | 29 | EACH | UTILITY SUPPORTS (AT&T DUCTS) | | | | 29 | 9 |
| 02/IMS/10 | SPECIAL | 690E98000 | 29 | EACH | UTILITY SUPPORTS (CEI DUCTS) | | | | 29 | 9 |
| 02/IMS/10 | SPECIAL | 690E98000 | 29 | EACH | UTILITY SUPPORTS (CPP DUCTS) | | | | 29 | 9 |
| 02/IMS/10 | SPECIAL | 690E98000 | 31 | EACH | UTILITY SUPPORTS (WATER LINE) | | | | 31 | 9 |
| | | | | | | | | | | |
| 02/IMS/10 | 846 | 00110 | 134 | CF | POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM | | | | 134 | |
| | | | | | | | | | | |
| 02/IMS/10 | 866 | 00101 | 14 | EACH | GROUND ANCHOR, AS PER PLAN, 159 KIP MAX LOAD TEST (SOLIDER PILE AND LAGGING WALL) | | | | 14 | 10 |
| 02/IMS/10 | 866 | 00101 | 100 | EACH | GROUND ANCHOR, AS PER PLAN, 159 KIP MAX LOAD TEST (TANGENT WALL) | | | | 100 | 10 |
| 02/IMS/10 | 866 | 00400 | 6 | EACH | PERFORMANCE TEST | | | | 6 | |
| 02/IMS/10 | 866 | 00500 | 6 | EACH | EXTENDED CREEP TEST | | | | 6 | |
| | | | | | | | | | | |
| 02/IMS/10 | 869 | 00100 | 30 | EACH | HIGH LOAD MULTI-ROTATIONAL (HLMR) BEARINGS | | | | 30 | |

ESTIMATED QUANTITIES (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER DBW | CHECKER MKB
REVIEWER KAG 12/26/23
PROJECT ID 82382
SUBSET 12 | TOTAL 90
SHEET 2292 | TOTAL 2696

CUY-90-16.28 (CCG3A)

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/6/2025 TIME: 4:59:34 PM USER: Joseph.Hogan
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## HLMR BEARING DESIGN LOAD DATA

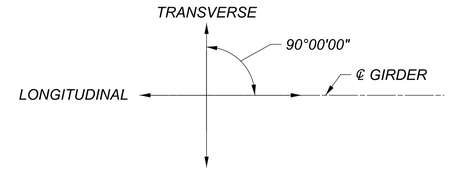
| BEARING LOCATION | BEARING TYPE | BEARING MARK | QUANTITY | VERTICAL LOADS (KIPS) | | | | | | | | | HORIZONTAL LOADS (KIPS) | | | | ASSUMED BEARING HEIGHT (IN) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | SERVICE | | | | | | EXTREME EVENT** | | | SERVICE | | EXTREME EVENT** | | |
| | | | | DL* | | LL + IM*** | | HORIZONTAL**** | | | | | | | | | |
| | | | | MAX | MIN | MAX | MIN | MAX | MIN | DL* | LL + IM | HORIZ.**** | LONG. | TRANS. | LONG. | TRANS. | |
| REAR ABUT. | NON-GUIDED EXP. | NB1 | 6 | 361 | 237 | 129 | -26 | 2 | -2 | 361 | 0 | 0 | 20 | 20 | 20 | 20 | 12.3125 |
| REAR ABUT. | GUIDED EXP. | GB1 | 4 | 281 | 205 | 122 | -10 | 3 | -3 | 281 | 0 | 0 | 20 | 42 | 20 | 130 | 12.3125 |
| PIER | NON-GUIDED EXP. | NB2 | 6 | 1047 | 693 | 279 | -35 | 4 | -4 | 1047 | 0 | 0 | 55 | 55 | 55 | 55 | 8.9375 |
| PIER | FIXED | FB2 | 4 | 811 | 603 | 249 | -10 | 5 | -5 | 811 | 0 | 0 | 112 | 74 | 88 | 370 | 8.9375 |
| FWD. ABUT. | NON-GUIDED EXP. | NB3 | 6 | 185 | 96 | 129 | -32 | 2 | -2 | 185 | 0 | 0 | 10 | 10 | 10 | 10 | 8.9063 |
| FWD. ABUT. | GUIDED EXP. | GB3 | 4 | 131 | 92 | 110 | -17 | 2 | -2 | 131 | 0 | 0 | 10 | 32 | 10 | 60 | 8.9063 |

* DL VALUES INCLUDE DC1, DC2 AND DW LOAD EFFECTS.

** VALUES GIVEN IN THE "EXTREME EVENT" COLUMNS ARE DUE TO AASHTO LRFD LOAD COMBINATION EXT-I.

*** LIVE LOAD VALUES INCLUDE EFFECTS OF VEHICULAR LOADS AND SIDEWALK LIVE LOADS.

**** VERTICAL REACTIONS RESULTING FROM HORIZONTAL LOADS.




GIRDER LOAD & MOVEMENT DIAGRAM

## HLMR BEARING DESIGN MOVEMENT DATA

| BEARING LOCATION | BEARING TYPE | BEARING MARK | SERVICE MOVEMENTS* | | |
|---|---|---|---|---|---|
| | | | LONGITUDINAL | | TRANS. |
| | | | THERMAL | LS** | THERMAL |
| | | | (IN) | (IN) | (IN) |
| REAR ABUT. | NON-GUIDED EXP. | NB1 | 4.75 | 3.25 | 1.00 |
| REAR ABUT. | GUIDED EXP. | GB1 | 4.75 | 3.25 | 0.00 |
| PIER | NON-GUIDED EXP. | NB2 | 0.00 | 0.00 | 0.56 |
| PIER | FIXED | FB2 | 0.00 | 0.00 | 0.00 |
| FWD. ABUT. | NON-GUIDED EXP. | NB3 | 3.69 | 0.00 | 1.00 |
| FWD. ABUT. | GUIDED EXP. | GB3 | 3.69 | 0.00 | 0.00 |

* MOVEMENTS GIVEN ARE SUM OF EXPANSION AND CONTRACTION. MOVEMENTS ROUNDED UP TO THE NEXT 1/16".

** ADDITIONAL ONE-WAY MOVEMENT DUE TO ABUTMENT DEFLECTION. MOVEMENT IS IN ADDITION TO THERMAL MOVEMENTS AND ACTS IN THE STATIONS-AHEAD DIRECTION.

## HLMR BEARING ROTATION DATA

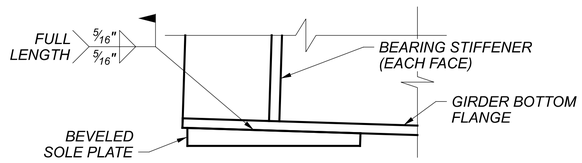
| BEARING LOCATION | GIRDER | BEARING MARK | SERVICE ROTATIONS (DEGREES)* | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | NON-COMPOSITE DEAD LOADS** | | COMPOSITE DEAD LOADS*** | | LL+IM**** | | | |
| | | | | | | | LONG. | | TRANS. | |
| | | | LONG. | TRANS. | LONG. | TRANS. | MIN. | MAX. | MIN. | MAX. |
| REAR ABUT. | G1 | NB1 | 1.06 | 0.61 | 0.50 | 0.30 | -0.19 | 0.06 | -0.03 | 0.18 |
| REAR ABUT. | G2 | NB1 | 1.05 | 0.61 | 0.43 | 0.25 | -0.20 | 0.06 | -0.03 | 0.16 |
| REAR ABUT. | G3 | NB1 | 1.06 | 0.61 | 0.34 | 0.20 | -0.21 | 0.05 | -0.03 | 0.14 |
| REAR ABUT. | G4 | GB1 | 1.08 | 0.62 | 0.30 | 0.17 | -0.23 | 0.05 | -0.03 | 0.13 |
| REAR ABUT. | G5 | GB1 | 1.10 | 0.63 | 0.29 | 0.17 | -0.24 | 0.06 | -0.03 | 0.14 |
| REAR ABUT. | G6 | GB1 | 1.11 | 0.64 | 0.31 | 0.17 | -0.24 | 0.05 | -0.03 | 0.14 |
| REAR ABUT. | G7 | GB1 | 1.12 | 0.65 | 0.35 | 0.20 | -0.24 | 0.05 | -0.03 | 0.14 |
| REAR ABUT. | G8 | NB1 | 1.13 | 0.65 | 0.44 | 0.25 | -0.21 | 0.04 | -0.02 | 0.13 |
| REAR ABUT. | G9 | NB1 | 1.15 | 0.66 | 0.54 | 0.31 | -0.20 | 0.04 | -0.02 | 0.12 |
| REAR ABUT. | G10 | NB1 | 1.19 | 0.69 | 0.59 | 0.35 | -0.19 | 0.04 | -0.02 | 0.11 |
| PIER | G1 | NB2 | -0.35 | -0.22 | -0.12 | -0.08 | -0.07 | 0.14 | -0.05 | 0.06 |
| PIER | G2 | NB2 | -0.37 | -0.22 | -0.15 | -0.08 | -0.07 | 0.15 | -0.06 | 0.06 |
| PIER | G3 | NB2 | -0.34 | -0.21 | -0.12 | -0.08 | -0.08 | 0.14 | -0.07 | 0.06 |
| PIER | G4 | FB2 | -0.35 | -0.22 | -0.11 | -0.07 | -0.09 | 0.13 | -0.08 | 0.06 |
| PIER | G5 | FB2 | -0.36 | -0.23 | -0.09 | -0.06 | -0.09 | 0.13 | -0.08 | 0.06 |
| PIER | G6 | FB2 | -0.37 | -0.23 | -0.08 | -0.05 | -0.10 | 0.14 | -0.09 | 0.06 |
| PIER | G7 | FB2 | -0.36 | -0.22 | -0.08 | -0.05 | -0.10 | 0.14 | -0.09 | 0.06 |
| PIER | G8 | NB2 | -0.36 | -0.22 | -0.09 | -0.06 | -0.09 | 0.13 | -0.08 | 0.06 |
| PIER | G9 | NB2 | -0.35 | -0.22 | -0.13 | -0.08 | -0.08 | 0.13 | -0.08 | 0.05 |
| PIER | G10 | NB2 | -0.39 | -0.24 | -0.18 | -0.11 | -0.07 | 0.14 | -0.08 | 0.05 |
| FWD. ABUT. | G1 | NB3 | -0.06 | -0.05 | -0.08 | -0.06 | -0.05 | 0.12 | -0.05 | 0.06 |
| FWD. ABUT. | G2 | NB3 | -0.07 | -0.06 | -0.07 | -0.05 | -0.05 | 0.13 | -0.07 | 0.05 |
| FWD. ABUT. | G3 | NB3 | -0.09 | -0.07 | -0.04 | -0.03 | -0.05 | 0.13 | -0.08 | 0.05 |
| FWD. ABUT. | G4 | GB3 | -0.10 | -0.07 | -0.04 | -0.03 | -0.06 | 0.12 | -0.09 | 0.05 |
| FWD. ABUT. | G5 | GB3 | -0.11 | -0.08 | -0.03 | -0.03 | -0.07 | 0.12 | -0.09 | 0.05 |
| FWD. ABUT. | G6 | GB3 | -0.12 | -0.09 | -0.04 | -0.03 | -0.07 | 0.12 | -0.09 | 0.05 |
| FWD. ABUT. | G7 | GB3 | -0.13 | -0.10 | -0.05 | -0.04 | -0.07 | 0.13 | -0.09 | 0.05 |
| FWD. ABUT. | G8 | NB3 | -0.14 | -0.11 | -0.08 | -0.06 | -0.06 | 0.13 | -0.10 | 0.05 |
| FWD. ABUT. | G9 | NB3 | -0.16 | -0.12 | -0.12 | -0.09 | -0.07 | 0.12 | -0.09 | 0.05 |
| FWD. ABUT. | G10 | NB3 | -0.17 | -0.13 | -0.15 | -0.11 | -0.08 | 0.11 | -0.08 | 0.06 |

* SERVICE ROTATIONS ARE GIVEN ABOUT THE GIRDER LONGITUDINAL AXIS (LONG.) AND ABOUT AN AXIS TRANSVERSE TO THE GIRDER CENTERLINE (TRANS.) POSITIVE ROTATIONS ARE CLOCKWISE LOOKING STATIONS AHEAD ALONG THE GIRDER LONGITUDINAL AXIS.

** NONCOMPOSITE DEAD LOADS INCLUDE STEEL SELF WEIGHT AND WET CONCRETE DECK SLAB LOADS.

*** COMPOSITE DEAD LOADS INCLUDE RAILING, FENCE AND SIDEWALK SELF WEIGHTS AND FUTURE WEARING SURFACE LOADS.

**** LIVE LOAD EFFECTS INCLUDE VEHICULAR LIVE LOADS AND SIDEWALK LIVE LOADS.




SOLE PLATE WELD DETAIL
(REAR ABUTMENT BEARING SHOWN, OTHER BEARINGS SIMILAR)

## HLMR BEARING ANCHOR BOLT DATA

| BEARING LOCATION | BEARING MARK | NUMBER OF ANCHOR BOLTS REQUIRED | ANCHOR BOLT DIAMETER (IN) | MINIMUM EMBEDMENT LENGTH (IN) |
|---|---|---|---|---|
| REAR ABUT. | NB1 | 4 | 1.25 | 18.00 |
| REAR ABUT. | GB1 | 4 | 2.00 | 18.00 |
| PIER | NB2 | 4 | 1.75 | 18.00 |
| PIER | FB2 | 8 | 2.00 | 24.00 |
| FWD. ABUT. | NB3 | 4 | 1.25 | 18.00 |
| FWD. ABUT. | GB3 | 4 | 1.50 | 18.00 |

BEARING GENERAL NOTES:

1. BEARING SEAT ADJUSTMENTS: THE PIER AND ABUTMENT BEAM SEAT ELEVATIONS ARE BASED ON THE BEARING HEIGHTS PROVIDED IN THE TABLE ABOVE. IF THE CONTRACTOR'S SELECTED BEARING MANUFACTURER HAS A DESIGN THAT DOES NOT CONFORM TO THE HEIGHTS PROVIDED IN THE TABLE, ADJUST THE NEARING SEAT ELEVATIONS AT NO ADDITIONAL COST TO THE STATE. ADJUST THE LOCATION OF REINFORCING STEEL HORIZONTALLY AS NECESSARY TO AVOID INTERFERENCE WITH THE BEARING ANCHOR BOLTS. MAINTAIN THE MINIMUM CONCRETE COVER AND MINIMUM SPACING REQUIRED BY THE PROJECT PLANS. IF THE REINFORCING STEEL CANNOT BE MOVED TO PROVIDE THE REQUIRED POSITION FOR THE ANCHOR BOLTS, THE CONTRACTOR'S BEARING MANUFACTURER SHALL REDESIGN THE BEARINGS TO ACCOMMODATE AN ACCEPTABLE ANCHOR BOLT CONFIGURATION. ANCHOR BOLTS SHALL BE INSTALLED WITH THE REBAR OR VIA BLOCKOUTS, NOT DRILLED AND GROUTED INTO PLACE.
2. GIRDERS SHALL BE DETAILED FOR "STEEL DEAD LOAD FIT" (SDLF) OR "ERECTED FIT" CONDITION. GIRDER WEBS SHALL BE PLUMB AFTER GIRDER ERECTION IS COMPLETE. THEREFORE, PROVIDE BEVELED SOLE PLATES TO ACCOMMODATE THE LONGITUDINAL GRADE AT EACH SUBSTRUCTURE UNIT. PROVIDE BEVELED SOLE PLATE MATERIAL IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 869, WITH A MINIMUM PLATE THICKNESS OF 3/4" AND A MINIMUM OF 2" WIDER THAN THE GIRDER BOTTOM FLANGE. PROVIDE BEVELED SOLE PLATE DETAILS FOR REVIEW AND APPROVAL. FIELD WELD SOLE PLATES TO GIRDER FLANGES AS SHOWN IN THE DETAIL ON THIS SHEET AFTER GIRDER ERECTION IS COMPLETE.
3. PROVIDE FILLET WELDS BETWEEN GIRDER BOTTOM FLANGES AND BEARING SOLE PLATES PER THE HLMR BEARING WELD DATA TABLE. USE LOW-HYDROGEN, GRADE E70XX ELECTRODES TO MAKE ALL WELDS. REPAIR GIRDER PRIMER DAMAGED BY WELDING AT NO ADDITIONAL COST TO THE STATE.
4. FOR ADDITIONAL INFORMATION, SEE SUPPLEMENTAL SPECIFICATION 869: "HIGH LOAD MULTI ROTATIONAL (HLMR) BEARINGS".
5. SANDBLAST IN ACCORDANCE WITH SSPC-SP10 TO REMOVE MILL SCALE FROM ALL BEARINGS.
6. GRIND ALL STEEL SURFACES SMOOTH AND REMOVE ANY SHARP PROTRUSIONS. FABRICATION TOLERANCES AND LIMITATIONS ON SURFACE FINISH SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 869.
7. PAINT ALL STEEL SURFACES. DO NOT PAINT PTFE, STAINLESS STEEL, OR INNER SURFACES OF POT BEARINGS. APPLY ONLY PRIMER COATS TO STEEL SURFACES TO BE IN CONTACT WITH THE GIRDER BOTTOM FLANGE.
8. ROUND ALL PTFE CORNERS TO ACCOMMODATE THE MACHINED RECESS IN STEEL GUIDE PLATES AND PISTONS (IF USED).
9. ETCH PTFE ON ONE SIDE FOR BONDING INTO MACHINED RECESSES.
10. PIGMENT THE PTFE ON THE SIDE OF GUIDE PLATES.
11. PRIOR TO APPLICATION OF ADHESIVE, CLEAN ALL MATING STEEL AND PTFE SURFACES BY GRIT BLASTING AND DEGREASING. APPLY ADHESIVE PER THE MANUFACTURER'S RECOMMENDATIONS.
12. POT BEARINGS: LUBRICATE ALL SURFACES OF NEOPRENE DISCS WITH SILICONE GREASE IN ACCORDANCE WITH MILITARY SPEC. SAE-AS8660. CUT CUT FLAT BRASS SEALING RING ENDS AT 45° WITH A MAXIMUM GAP OF 0.05". STAGGER OPENINGS IN THE BRASS RINGS 120° APART.
13. MARK THE THICKER EDGES OF SOLE PLATES FOR IDENTIFICATION IN THE FIELD. PLACE MARKS SO THEY WILL BE VISIBLE AFTER INSTALLATION. MARK CENTERLINES OF GUIDED AND NONGUIDED BEARINGS ON THE SIDES OF THE MASONRY PLATE AND SOLE PLATE. THESE WILL BE USED TO SET OFFSET DISTANCES IN THE FIELD. USE INDELIBLE INK TO PLACE ALL MARKS. MARK EACH BEARING WITH THE NAME OF THE MANUFACTURER AND BEARING TYPE OR MODEL NUMBER. PLACE THE MARKS IN A PERMANENT MANNER AND IN A LOCATION VISIBLE AFTER INSTALLATION.

10

ANCHOR BOLT INSTALLATION NOTES:

1. INSTALL ANCHOR BOLTS USING A METAL TEMPLATE OR OTHER METHOD TO POSITIVELY LOCATE ANCHOR BOLTS IN THE FIELD, OR DRILL AND GROUT.
2. IF BLOCKOUTS ARE USED FOR ANCHOR BOLTS, REMOVE BLOCKOUT FORM AND DEBRIS FROM HOLE PRIOR TO GROUTING. DO NOT GROUT ANCHOR BOLT HOLES UNTIL ALL GIRDERS HAVE BEEN COMPLETELY PLACED.
3. PREVENT WATER FROM ACCUMULATING IN PREFORMED ANCHOR BOLT HOLES AND ENSURE HOLES ARE COMPLETELY FILLED WITH GROUT.
4. INSTALL ANCHOR BOLT HEX NUTS FINGER TIGHT, THEN BACK OFF ONE-QUARTER TURN. PEEN OR BURR THREADS AFTER NUT INSTALLATION.

BEARING DETAILS (2 OF 2)
CUY-90-1696 (BRIDGE 14)
CR-722 (CARNEGIE AVE.) OVER I.R. 90

SFN 1807898
DESIGN AGENCY
Michael Baker INTERNATIONAL
DESIGNER MEM | CHECKER ABC
REVIEWER LPC 06/23/22
PROJECT ID 82382
SUBSET 62 | TOTAL 90
SHEET 2342 | TOTAL 2696


CUY-90-16.28 (CCG3A)
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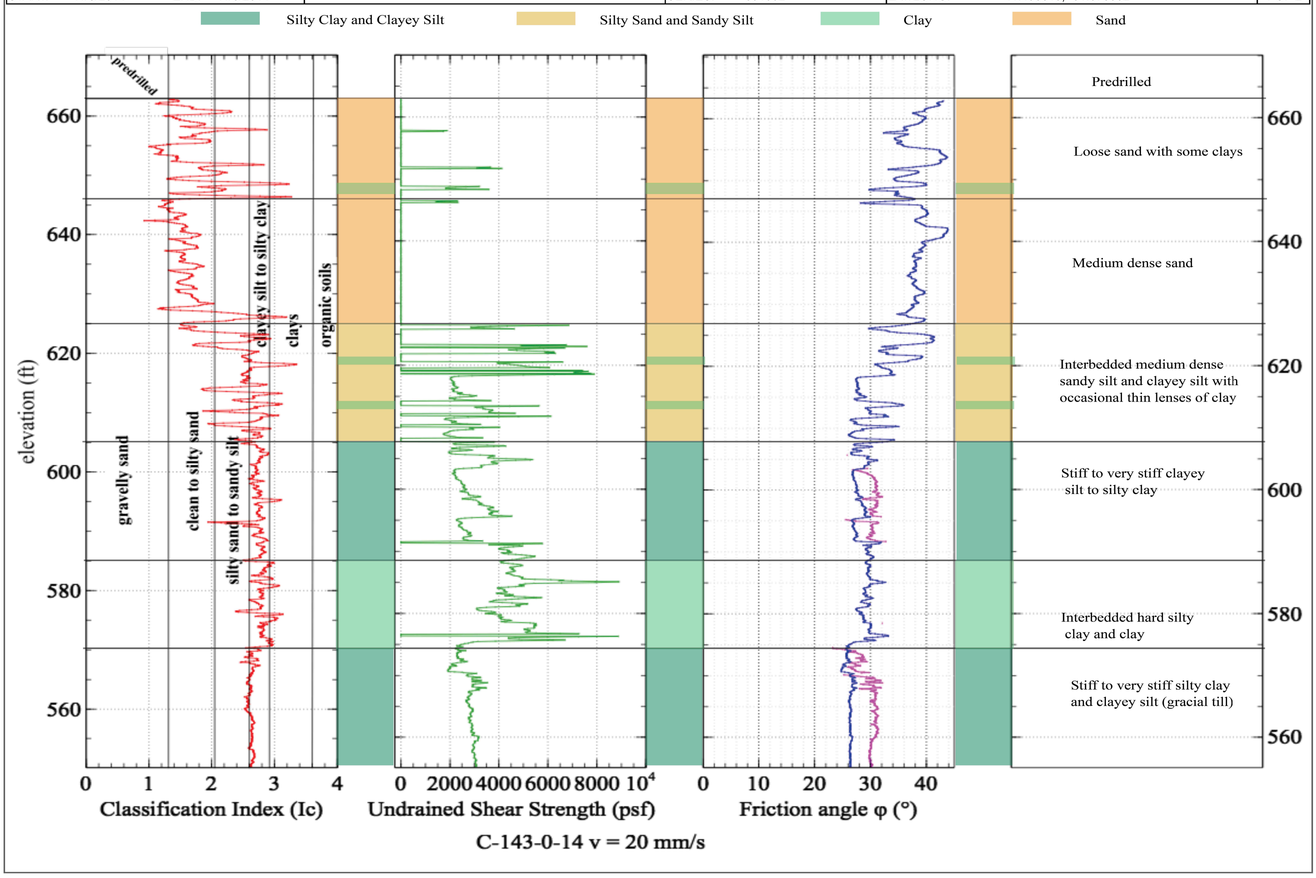
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| PROJECT: | CUY-CCG3 | CONE FIRM/OPERATOR: | ODOT/BINKLEY | RIG: | 20-TON TRUCK RIG | STATION/OFFSET: | 501+06, 1RT |
| TYPE: | BRIDGE | | | VELOCITY: | V=20mm/s | ALIGNMENT: | RAMP A3 |
| PID: | 82380 BR ID: CUY-77- | | | CONE: | I-CFXYP20-15 | ELEVATION: | 668.9 |
| START: | 11/8/2014 END: 11/8/2014 | | | SERIES: | 091002 | LAT/LONG: | 41.496819, -81.678562 |

EXPLORATION ID C-143-0-14

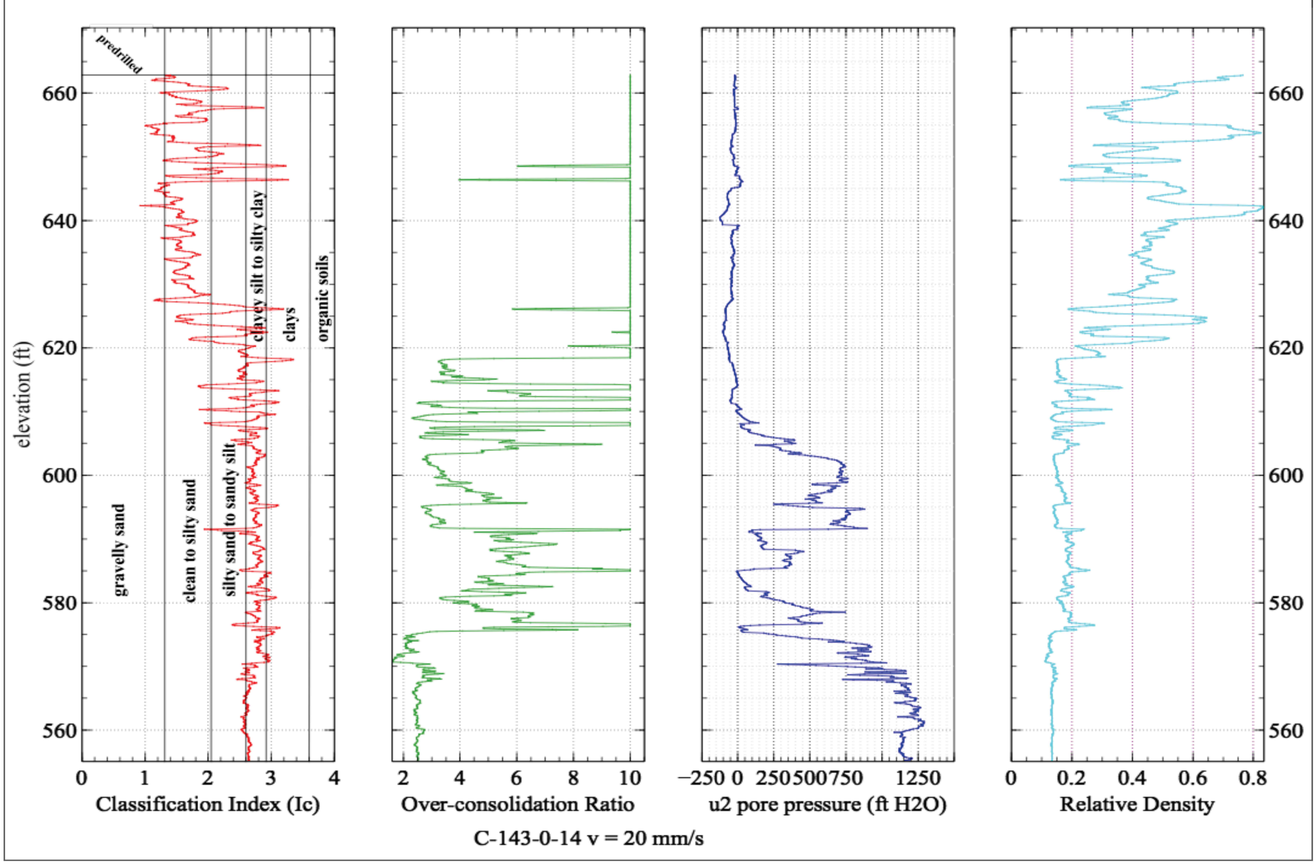
PAGE 1 OF 2




| | | | | | | | |
|---|---|---|---|---|---|---|---|
| PROJECT: | CUY-CCG3 | CONE FIRM/OPERATOR: | ODOT/BINKLEY | RIG: | 20-TON TRUCK RIG | STATION/OFFSET: | 501+06, 1RT |
| TYPE: | BRIDGE | | | VELOCITY: | V=20mm/s | ALIGNMENT: | RAMP A3 |
| PID: | 82380 BR ID: CUY-77- | | | CONE: | I-CFXYP20-15 | ELEVATION: | 668.9 |
| START: | 11/8/2014 END: 11/8/2014 | | | SERIES: | 091002 | LAT/LONG: | 41.496819, -81.678562 |

EXPLORATION ID C-143-0-14

PAGE 2 OF 2




10

DESIGN AGENCY
REAS
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DESIGNER MWJ & DT
REVIEWER BPA 08/23/24
PROJECT ID 82382
SUBSET 218A TOTAL 310
SHEET P.2604A TOTAL 2696

GEOTECHNICAL PROFILE - ROADWAY
BRIDGE NO. CUY-77-1587 RAMP A2 FLYOVER
CPT LOG C-143-0-14