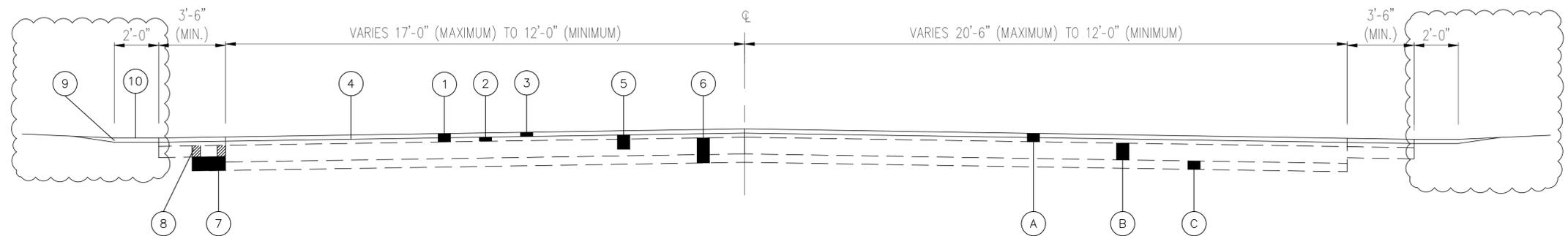
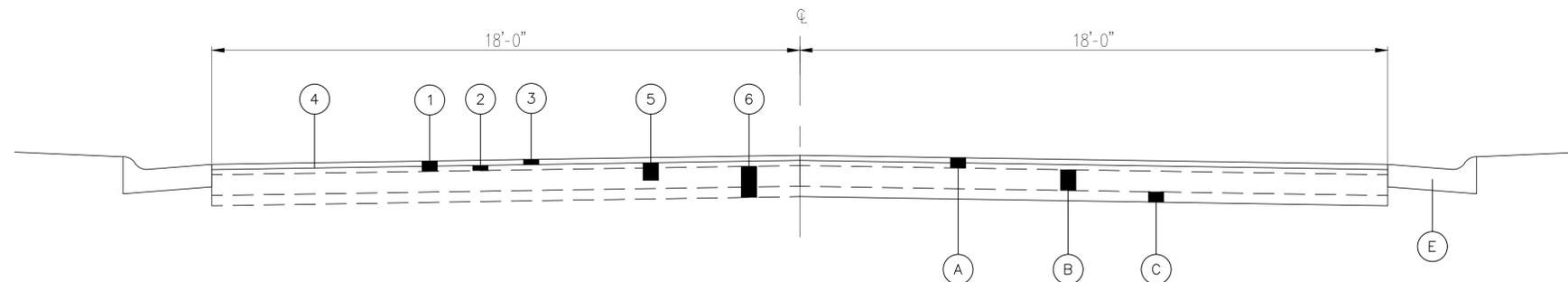


CHARDON ROAD, U.S. 6
STATION 0+00 TO STATION 46+59
NOT TO SCALE



CHARDON ROAD, U.S. 6
STATION 46+59 TO STATION 85+11 (RIGHT)
STATION 46+59 TO STATION 86+28 (LEFT)
NOT TO SCALE



CHARDON ROAD, U.S. 6
STATION 85+11 (RIGHT) TO STATION 90+52
STATION 86+28 (LEFT) TO STATION 90+52
NOT TO SCALE

EXISTING LEGEND

- (A) ASPHALT OVERLAY
- (B) CONCRETE AND/OR BRICK BASE
- (C) SUBBASE
- (D) CONCRETE VERTICAL CURB
- (E) CONCRETE CURB & GUTTER

PROPOSED LEGEND

- (1) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (2 1/2")
- (2) ITEM 441 - ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1, (448) (1" AVG.)
ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE
- (3) ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) PG70-22M (1 1/2")
- (4) ITEM 407 - TACK COAT
- (5) ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS DIRECTED
- (6) ITEM 451 - FULL DEPTH PAVEMENT REPAIR AND RIGID REPLACEMENT, CLASS QC MS, AS DIRECTED
- (7) ITEM 304 - AGGREGATE BASE FOR WIDENING AND/OR REPAIR, AS PER PLAN
- (8) ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449), AS PER PLAN
- (9) ITEM 203 - LINEAR GRADING
- (10) ITEM 617 - COMPACTED AGGREGATE, TYPE A

CALCULATED
DLIN
CHECKED
LGC

TYPICAL SECTIONS

CHARDON ROAD
CUY - US 006 26.65

GENERAL

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION, AND OPERATION (INCLUDING ERECTION, MAINTENANCE AND REMOVAL) OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS, EXCEPT WHERE OTHERWISE NOTED, SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL SUBSIDIARY AGREEMENT GOVERNING COMPLETION OF THIS PROJECT.

STATIONING AND LOCATIONS

STATIONING AND LOCATIONS INDICATED ON THESE PLANS ARE APPROXIMATE. ALL LOCATIONS AND ITEMS CALLED OUT BY STATION ARE SUBJECT TO ADJUSTMENT IN THE FIELD AS DIRECTED BY THE ENGINEER.

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

WATER: MUNICIPAL:
THE CLEVELAND WATER DEPARTMENT CITY OF RICHMOND HEIGHTS
ATTN: FRED ROBERTS ATTN: RYAN TIEDMAN
1201 LAKESIDE AVENUE 26260 CHARDONVIEW ROAD
CLEVELAND, OHIO 44114 RICHMOND HEIGHTS, OHIO 44143
PHONE: (216)664-2444 PHONE: (216)383-6311

SANITARY: GAS:
CUYAHOGA COUNTY SANITARY DOMINION EAST OHIO GAS
ENGINEERS ATTN: JENNIFER DAVIS
DIVISION OF SANITARY ENGINEERS 320 SPRINGSIDE DRIVE, STE 320
2079 EAST 9TH ST, 5TH FLOOR AKRON, OHIO 44333
CLEVELAND, OHIO 44113 PHONE: (330)664-2484
ATTN: HIGH BLOCKSIDE
PHONE: (216)443-8205

ELECTRIC:
THE ILLUMINATING COMPANY
ATTN: JOHN ZASSICK
6896 MILLER ROAD, SUITE 101
BRECKSVILLE, OHIO 44141
PHONE: (440)546-8706

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

CUYAHOGA COUNTY MONUMENT BOX

WHERE, AS DETERMINED BY THE ENGINEER, EXISTING MONUMENT BOXES ARE SUITABLE FOR REUSE. THEY SHALL REMAIN UNDISTURBED IN PLACE OR, IF/WHERE REQUIRED, THEY SHALL SIMPLY BE REMOVED AND RESET IN THE SAME LOCATION. CARE AND/OR PROTECTIVE MEASURES SHALL BE EMPLOYED BY THE CONTRACTOR TO AVOID DAMAGE OR DISRUPTION OF EXISTING MONUMENTS DURING THE MONUMENT BOX REMOVAL AND REPLACEMENT OPERATIONS AND ALL OTHER OPERATIONS IN THE PROXIMITY OF SAID MONUMENTS. REFERENCE EXISTING MONUMENTS WITHIN THE LIMITS OF THE PROPOSED WORK FOR THE PURPOSES OF RESETTING/RE-ESTABLISHING THEIR EXACT LOCATION IN THE EVENT THEY ARE DISPLACED OR DAMAGED DURING CONSTRUCTION. THOSE MONUMENTS THAT ARE DISPLACED OR DAMAGED DUE TO THE CONTRACTORS NEGLIGENCE SHALL BE REMOVED AND REPLACED WITH A TYPE 1 CUYAHOGA COUNTY CENTERLINE MONUMENT BOX ASSEMBLY UNDER THE SUPERVISION OF A LICENSED SURVEYOR; ALL AT THE CONTRACTORS EXPENSE.

- ITEM 623 - MONUMENT MISC: CUYAHOGA COUNTY CL MONUMENT, TYPE 1 4 EACH
- ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE 25 EACH
- ITEM 623 - MONUMENT MISC. MONUMENT REFERENCING 18 EACH

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT, EXCEPT WHERE INDICATED ON TYPICAL SECTIONS.

CONSTRUCTION LAYOUT STAKES

ALL HORIZONTAL CONTROL REQUIRED FOR THE COMPLETE LAYOUT AND PERFORMANCE OF THE WORK UNDER THIS CONTRACT SHALL BE DONE BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE AND MAY BE PERIODICALLY REVIEWED BY THE ENGINEER. ANY INSPECTION OR REVIEWING OF THE CONTRACTOR'S LAYOUT BY THE ENGINEER AND THE ACCEPTANCE OF ALL OR ANY PART OF IT SHALL NOT RELIEVE THE CONTRACTOR OF HIS/HER RESPONSIBILITY TO PRODUCE THE PROPER WORK DIMENSIONS AND GRADES. THE REQUIREMENTS OF SECTION 107.10 OF THE GENERAL PROVISIONS ALSO APPLY.

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND, IF APPLICABLE, ALL GRADES, LINES AND LEVELS AS INDICATED ON THE DRAWINGS AND SPECIFICATIONS, AND HE/SHE SHALL REPORT ANY ERRORS OR INCONSISTENCIES IN THE ABOVE TO THE ENGINEER BEFORE COMMENCING WORK OR ORDERING ANY MATERIAL.

THE CONTRACTOR SHALL MARK (PAINT) OR STAKE THE PROJECT STATION NUMBERS AT THE INTERVALS SPECIFIED IN 623.02 AND AS DIRECTED OR APPROVED BY THE ENGINEER BEFORE COMMENCING THE WORK.

CONSTRUCTION LAYOUT STAKES (CONTINUED)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL STAKES AND MARKS AND SHALL REPLACE THEM AT HIS/HER EXPENSE IF THEY ARE DAMAGED, LOST, DISPLACED OR REMOVED. THE CONTRACTOR SHALL USE COMPETENT PERSONNEL AND SUITABLE EQUIPMENT FOR THE LAYOUT WORK REQUIRED AND SHALL PROVIDE THAT IT IS DONE UNDER THE SUPERVISION OF A REGISTERED SURVEYOR.

EXISTING WALK REMOVAL/REPLACEMENT FOR ADA CURB RAMPS

APPROXIMATE LOCATIONS FOR THE REQUIRED REMOVAL/REPLACEMENT OF EXISTING WALK ARE AS SHOWN ON THE PLANS. WALK REMOVAL/REPLACEMENT LIMITS SHALL TYPICALLY EXTEND TO THE NEAREST EXISTING WALK JOINT/DIVISION LINE UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE EXACT LOCATIONS AND LIMITS OF EXISTING WALK REMOVAL/REPLACEMENT SHALL BE ESTABLISHED AND DESIGNATED BY THE ENGINEER, AEROSOL SPRAY PAINT FOR OUTLINING SHALL BE PROVIDED BY THE CONTRACTOR.

EXISTING WALK SHALL BE REMOVED IN A MANNER THAT WILL NOT DISTURB, DAMAGE OR UNDERMINE ADJACENT WALK, CURB, DRIVES OR DRIVE APRONS INTENDED TO REMAIN IN PLACE. ANY ADJACENT FACILITIES DAMAGED AS A RESULT OF THE CONTRACTOR'S NEGLIGENCE, AS DETERMINED BY THE ENGINEER, AND WHICH ARE NOT OTHERWISE DESIGNATED FOR REPLACEMENT, SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE; ALL AT THE DIRECTION OF THE ENGINEER.

REPLACEMENT WALK SHALL BE CONSTRUCTED IN ACCORDANCE WITH "ITEM 608 - 4" CONCRETE WALK, AS PER PLAN" (SEE PLAN NOTE).

WHERE REQUIRED TO FACILITATE CURB RAMP CONSTRUCTION THROUGH EXISTING CURB, THE FOLLOWING METHOD SHALL BE EMPLOYED IN LIEU OF THE BP-7.1 "SECTION A-A EXISTING WALK DETAIL"

PROVIDE 1/2 INCH THICK EXPANSION JOINT MATERIAL (705.03) BETWEEN THE NEWLY INSTALLED CURB AND CURB RAMP WALK PER 608.03.

ITEM 608 - 4" CONCRETE WALK, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF 608, THE FOLLOWING SHALL APPLY:

ALL CONCRETE WALK SHALL BE A MINIMUM OF 4" THICK AND HAVE A 2" COMPACTED SCREENINGS BED WHICH MEETS THE REQUIREMENTS OF 703.10 (LIMITED TO CRUSHED STONE). THE COST FOR FURNISHING AND PLACING THE 2" COMPACTED SCREENINGS BED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM 608- 4" CONCRETE WALK, AS PER PLAN.

PER 608.03(C), IT IS REQUIRED THAT 1/2 INCH THICK EXPANSION JOINT MATERIAL (705.03) BE INSTALLED BETWEEN THE WALK AND THE BACK OF CURB OR ANY OTHER FIXED OBJECT. IN ADDITION TO THE LOCATIONS SPECIFIED UNDER 608.03(C), TRANSVERSE EXPANSION JOINTS SHALL BE CONSTRUCTED AT INTERVALS OF NOT MORE THAN 25 TO 30 FEET UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE EXPANSION JOINT FILLER (705.03) SHALL BE PLACED AT THE TRANSVERSE EXPANSION JOINTS FOR THE FULL DEPTH/WIDTH OF THE CONCRETE WALK AND SHALL BE TRULY NORMAL TO GRADE. THE TOP 1/2 INCH OF THE EXPANSION JOINT PLACED BETWEEN THE WALK AND BACK OF CURB SHALL BE SEALED WITH 705.04 JOINT SEALER.

HE FINAL SURFACE SHALL BE TEXTURED BY USE OF AN ACCEPTED BROOM SO AS TO PRODUCE A UNIFORM, GRITTY, TRANSVERSE TEXTURE, AFTER WHICH, THE CONTRACTOR IS REQUIRED TO RETRACE THE PREVIOUSLY FORMED JOINTS AND OUTSIDE EDGES OF THE WALK.

THE COST OF THE MATERIAL AND LABOR ASSOCIATED WITH THE ABOVE WORK IS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM 608 - 4" CONCRETE WALK, AS PER PLAN.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO REPLACE ADDITIONAL CONCRETE WALK, AS DIRECTED BY THE ENGINEER.

ITEM 608 - 4" CONCRETE WALK 150 SF

ITEM 608 - CURB RAMP, AS PER PLAN

ALL APPLICABLE PROVISIONS OF ITEM 608 SHALL APPLY EXCEPT AS MODIFIED HEREIN.

THIS WORK SHALL CONSIST OF CONSTRUCTING AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANT CURB RAMPS IN ACCORDANCE WITH ODOT'S STANDARD CONSTRUCTION DRAWING BP-7.1 (EXCEPT AS MODIFIED HEREIN) AT THE LOCATIONS SHOWN ON THE PLANS OR AT LOCATIONS DETERMINED BY THE ENGINEER.

THE TRUNCATED DOME MATERIAL(S)/PRODUCT(S) SHALL BE ARMOR-TILE CAST IN PLACE, COLOR RED BRICK (#22144) TACTILE SYSTEM, IN ACCORDANCE WITH THE CITY OF RICHMOND HEIGHTS STANDARDS.

THE ENGINEER WILL DETERMINE THE EXACT LOCATIONS AND VERIFY CURB RAMP TYPE TO BE CONSTRUCTED FROM ROADWAY SUBSUMMARY. EXISTING CURB RAMPS THAT ARE NOT AFFECTED BY THE CONSTRUCTION AND ARE CURRENTLY ADA COMPLIANT NEED NOT BE REPLACED.

THICKNESS OF THE CURB RAMP WALK AND CONCRETE BASE BENEATH THE TRUNCATED DOMES SHALL BE A MINIMUM OF SIX (6) INCHES. IN ADDITION, A TWO (2) INCH COMPACTED SCREENINGS BED, AS SPECIFIED UNDER "ITEM 608 - 4" CONCRETE WALK, AS PER PLAN", SHALL BE FURNISHED AND PLACED BENEATH ALL CURB RAMP AREAS. PAYMENT FOR FURNISHING AND PLACING THE TWO (2) INCH COMPACTED SCREENINGS BED AND THE 6" CONCRETE WALK THOUGH ALL CURB RAMP AREAS IS INCLUDED IN THE CONTRACT PRICE BID FOR ITEM 608 - CURB RAMP, AS PER PLAN.

PROTECTION OF EXISTING MAILBOXES

CONTRACTOR SHALL USE EXTREME CARE WHEN PERFORMING WORK NEAR EXISTING MAILBOXES. CONTRACTOR MUST MAKE EVERY EFFORT AND TAKE EVERY PRECAUTION NOT TO DAMAGE ANY EXISTING MAILBOXES. MAILBOXES DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR. REPLACEMENT MAILBOXES AND ANCILLARY EQUIPMENT MUST BE SATISFACTORY TO THE PROPERTY OWNER AND BE APPROVED BY THE ENGINEER.

PROGRESSION OF WORK

IMMEDIATELY FOLLOWING WEARING COURSE REMOVAL, AREAS OF ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN AND ITEM 255 FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.; CONCRETE REPAIR SHALL BE MARKED BY THE ENGINEER CONFORMING TO CMS 251.02 AND 255.03, RESPECTIVELY. PARTIAL DEPTH PAVEMENT REPAIR AND FULL DEPTH REMOVAL AND RIGID REPLACEMENT SHALL COMMENCE AS PER CMS AND THE ABOVE NOTES. RESURFACING, AS SHOWN ON THE TYPICAL SECTIONS, SEE SHEET 4, SHALL COMMENCE UPON COMPLETION OF ITEM 251 AND 255. UPON COMPLETION OF RESURFACING, PAVEMENT MARKINGS SHALL BE PLACED AS DETAILED ON THE PROPOSED PAVEMENT MARKING SHEETS.

CONSTRUCTION NOTIFICATION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES, LANE CLOSURE, AND ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD INFORMATION TO THE CITY OF RICHMOND HEIGHTS AND OTHER LOCAL OFFICIALS RESPONSIBLE FOR PUBLIC NOTIFICATIONS.

SODDING

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF GRASS AREAS. THESE QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 659 - TOPSOIL	50 CY
ITEM 659 - COMMERCIAL FERTILIZER	0.06 TON
ITEM 659 - LIME	0.10 ACRE
ITEM 659 - WATER	1.0 MGAL

DRAINAGE

STRUCTURES ADJUSTED TO GRADE, RECONSTRUCTED TO GRADE OR REPLACED ALL ADJUSTMENT, RECONSTRUCTION OR REPLACED WORK, EXCEPT FOR THOSE STRUCTURES OWNED BY PRIVATE COMPANIES, SHALL BE PERFORMED BY THE CONTRACTOR. WHERE APPLICABLE, THE TIME BETWEEN RESETTING THE CASTINGS AND RESURFACING SHALL BE KEPT TO AN ABSOLUTE MINIMUM.

CASTINGS SHALL BE ADJUSTED OR RECONSTRUCTED TO GRADE IN ACCORDANCE WITH 604.03 USING CLAY BRICKS (704.01), CLASS C CONCRETE AND/OR CONCRETE MORTAR, OR PER 638.18 AND AS SPECIFIED BELOW FOR SERVICE BOX AND VALVE BOX ADJUSTMENTS. NO GRADE RINGS OR METAL ADJUSTING RINGS (CASTINGS) ARE PERMITTED. MAXIMUM CONCRETE MORTAR THICKNESS IS 1-1/2".

THE CONTRACTOR SHALL RESET EXISTING VALVE BOXES OR EXISTING CURB SHUT-OFF VALVE BOXES TO ESTABLISHED GRADE BY RAISING OR LOWERING THE EXISTING CASTINGS OR BY EITHER ADDING, DELETING OR CUTTING THE APPROPRIATE VALVE BOX STEM SECTIONS. IN RAISING OF THE CASTINGS, NO INSERTS WILL BE PERMITTED. ANY VALVE BOXES OR CURB SHUT-OFF VALVE BOXES FOUND TO BE DAMAGED OR UNSUITABLE FOR REUSE SHALL BE REPLACED BY THE CONTRACTOR AND PAID FOR UNDER ITEM SPECIAL - MISCELLANEOUS METAL. THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY AS REQUIRED OR AS ORDERED TO COMPLETE THE ITEM.

ADJUST TO GRADE, RECONSTRUCT TO GRADE OR TOTAL REPLACEMENT WORK SHALL, WHERE REQUIRED, INCLUDE THE REMOVAL AND REPLACEMENT OF ANY EXISTING CONCRETE BLOCKOUT CURB AND/OR PAVEMENT USING MODERATE-SETTING CONCRETE (CLASS MS) OR, IF APPROVED/DIRECTED BY THE ENGINEER, FAST-SETTING CONCRETE (CLASS FS) PER 499.05 OF THE SPECIFICATIONS. TO FACILITATE REMOVAL, THE BLOCKOUT PAVEMENTS SHALL BE SAWED FULL DEPTH (PER 255.03) ALONG THE LIMITS OF THEIR REMOVAL UNLESS OTHERWISE DESIGNATED/DIRECTED BY THE ENGINEER. UNLESS OTHERWISE APPROVED/DIRECTED BY THE ENGINEER, BLOCKOUT PAVEMENT, REINFORCING STEEL, JOINT MATERIAL AND LOAD TRANSFER DEVICES SHALL BE REPLACED/INSTALLED IN ACCORDANCE WITH THE CUYAHOGA COUNTY ENGINEER'S CONSTRUCTION DRAWING(S) BP-2.7C (MANHOLES) AND CB-3C OR OTHER APPROPRIATE CATCH BASIN DRAWING(S). UNLESS OTHERWISE DIRECTED/APPROVED BY THE ENGINEER, REPLACE EXCAVATED SUBBASE AND SUBGRADE MATERIALS BELOW THE PROPOSED BLOCKOUT PAVEMENT WITH "ITEM 613-LOW STRENGTH MORTAR BACKFILL MATERIAL, TYPE 1" EXCEPT THE USE OF FOUNDRY SAND IS STRICTLY PROHIBITED. ALL COSTS ASSOCIATED WITH THE BLOCKOUT REMOVALS/REPLACEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE PER EACH BID ITEMS.

ALL EXISTING CASTINGS FOR STRUCTURES TO BE ADJUSTED OR RECONSTRUCTED TO GRADE SHALL BE FIELD CHECKED AT THE TIME OF CONSTRUCTION AND MARKED SUITABLE FOR SALVAGE AND REUSE OR REPLACED AS DIRECTED BY THE ENGINEER. UNLESS OTHERWISE INDICATED ON THE PLAN, REPLACEMENT CASTINGS ARE PAID UNDER ITEM SPECIAL - MISCELLANEOUS METAL.

THE ENGINEER WILL DETERMINE THE ITEM 604 WORK REQUIRED BASED ON THE GUIDELINES STIPULATED BELOW:

- 1. "ADJUST TO GRADE, AS PER PLAN" SHALL INCLUDE ALL WORK SPECIFIED IN 604.03 (B) AS NECESSARY TO RAISE THE EXISTING/NEW CASTING NO MORE THAN ONE (1) FOOT FROM ITS EXISTING ELEVATION OR TO LOWER THE EXISTING/NEW CASTING NO MORE THAN SIX (6) INCHES FROM ITS EXISTING ELEVATION. IN ADDITION, THIS ITEM WILL INCLUDE ANY SUPPORTING WALL REPAIR WORK NECESSARY, UP TO SIX (6) INCHES BELOW THE TOP OF THE EXISTING SUPPORTING WALL.

PAYMENT SHALL BE MADE UNDER THE APPROPRIATE STRUCTURE (ITEM 604) ADJUSTED TO GRADE, AS PER PLAN.

- 2. "RECONSTRUCT TO GRADE, AS PER PLAN" SHALL INCLUDE ALL WORK SPECIFIED IN 604.03(A) AND SHALL ALSO INCLUDE EXISTING/NEW CASTINGS RAISED MORE THAN ONE (1) FOOT FROM THEIR EXISTING ELEVATION OR LOWERED MORE THAN SIX (6) INCHES FROM THEIR EXISTING ELEVATION.

THE WORK LIMIT SHALL BE SPECIFIED BY THE ENGINEER AND PAYMENT SHALL BE MADE UNDER THE APPROPRIATE STRUCTURE (ITEM 604) RECONSTRUCTED TO GRADE, AS PER PLAN.

ONLY ONE (1) OF THE ABOVE PAYMENT ITEMS MAY BE USED PER STRUCTURE.

"RECONSTRUCT TO GRADE, AS PER PLAN" WORK SHALL NOT BE PERFORMED UNLESS SPECIFICALLY INDICATED IN THE PLANS OR OTHERWISE ORDERED BY THE ENGINEER. ANY SUCH WORK MADE NECESSARY DUE TO THE CONTRACTOR'S NEGLIGENT OPERATIONS, AS DETERMINED BY THE ENGINEER, SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT UNIT PRICE BID FOR THE ACTUALLY COMPLETED AND ACCEPTED QUANTITIES OF:

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	33 EA
ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN	9 EA
ITEM 638 - VALVE BOX ADJUSTED TO GRADE, AS PER PLAN	21 EA

ITEM SPECIAL - MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE CITY ENGINEER. IT SHALL BE THE CONTRACTORS 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.

FOR AN INLET STRUCTURE WITHIN A CROSSWALK, THE CASTING SHALL BE REPLACED WITH A NEW HEAVY DUTY ADA COMPLIANT GRATE.

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

ITEM SPECIAL - MISCELLANEOUS METAL 20,000 LB

THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, CLEANING, STORAGE AND RESETTING 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 CONTRACTOR'S EXPENSE.

CALCULATED
DLN
CHECKED
LGC

GENERAL NOTES

CHARDON ROAD
CUY - US 006 26.65

PAVEMENT

ITEM 254 – PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING ASPHALT OVERLAY FULL WIDTH AT AN AVERAGE DEPTH OF TWO AND A HALF (2.5") INCHES, EXCEPT AS REQUIRED FOR PAVEMENT TRANSITIONS AS SPECIFIED IN THE PLANS ON SHEETS 11-16. AREAS WHICH HAVE TRANSVERSE WEDGES (BUTT JOINTS) ARE TO BE REMOVED IN TWO PASSES AS REQUIRED FOR MAINTAINING TRAFFIC. NO ADDITIONAL PAYMENT SHALL BE MADE FOR THE SECOND PASS. THIS ITEM INCLUDES PLANING OF CONCRETE UTILITY REPAIRS THROUGHOUT THE PROJECT.

THE DEPTH OF PAVEMENT PLANING MAY BE VARIABLE ACROSS THE PAVEMENT WIDTH, HOWEVER, THE DEPTH MAY BE ADJUSTED, BY THE ENGINEER, IN ORDER TO ACHIEVE APPROPRIATE PAVEMENT CROWN FOR DRAINAGE AND/OR TO MINIMIZE REMOVAL OF MATERIAL IN AREAS WITH LESS THAN TYPICAL OR AVERAGE STRUCTURAL STRENGTH. ALL PROVISIONS STATED IN ITEM 254 – PAVEMENT PLANING SHALL BE FOLLOWED

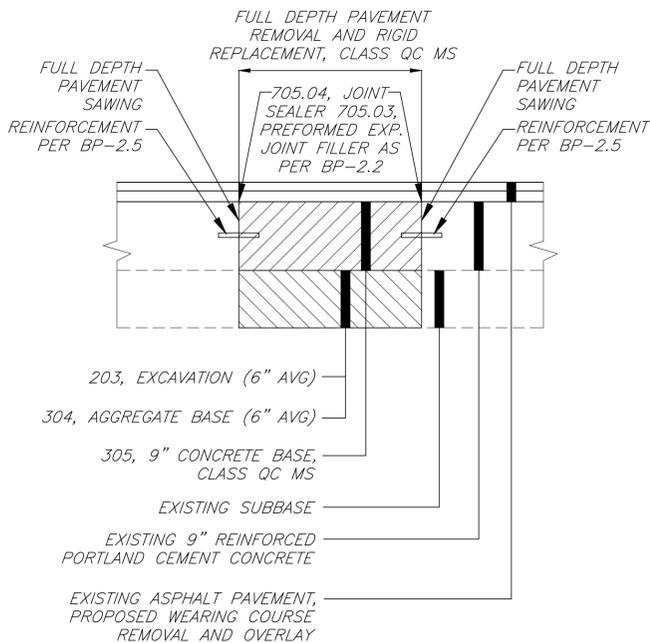
ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN

THIS ITEM CONSISTS OF CUTTING AND REMOVING DETERIORATED CONCRETE BASE PAVEMENT AND PLACING 305, 9" CONCRETE BASE, CLASS QC MS PER BP-2.5, AS SHOWN IN THE DETAIL BELOW. ALL REQUIREMENTS FOR ITEM 451 SHALL APPLY, INCLUDING 451.08, FOR ITEM 305, 9" CONCRETE BASE, CLASS QC MS. UNLESS OTHERWISE DIRECTED BY ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE WEARING COURSE REMOVAL. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. ANY FULL DEPTH PAVEMENT REPAIR THAT IS IN THE OUTSIDE LANE WITH CURB SHALL INCLUDE REPLACING THE CURB WITH TYPE 2-B INCLUDED IN THE UNIT PRICE FOR ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN.

NO SEPARATE PAYMENT SHALL BE MADE FOR ALL ITEMS SHOWN BELOW IN THE DETAIL. PAYMENT FOR THESE ITEMS WILL BE INCLUDED IN UNIT PRICE FOR ITEM 255, FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN.

PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER, WITH MINIMUM LENGTH BEING 6' AND ONE LANE MINIMUM WIDTH. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN. 1500 SY



CURB REPLACEMENT

CONCRETE CURB IS TO BE PROTECTED IN GENERAL. CURB REMOVAL MAY BE INCLUDED AS REQUIRED BY THE ENGINEER.

CONCRETE CURB SO REMOVED SHALL BE REPLACED IN KIND AND PAID FOR UNDER ITEM 609 – CURB, TYPE 6 USING CLASS MS CONCRETE, AS PER PLAN. 150 LF

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR, (441), AS PER PLAN
THE ENGINEER SHALL IDENTIFY AREAS REQUIRING PARTIAL DEPTH REPAIR AFTER INITIAL WEARING COURSE REMOVAL IS COMPLETE. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. ALL APPLICABLE PROVISIONS OF ITEM 251, AS SET FORTH IN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, SHALL APPLY EXCEPT AS MODIFIED HEREIN.

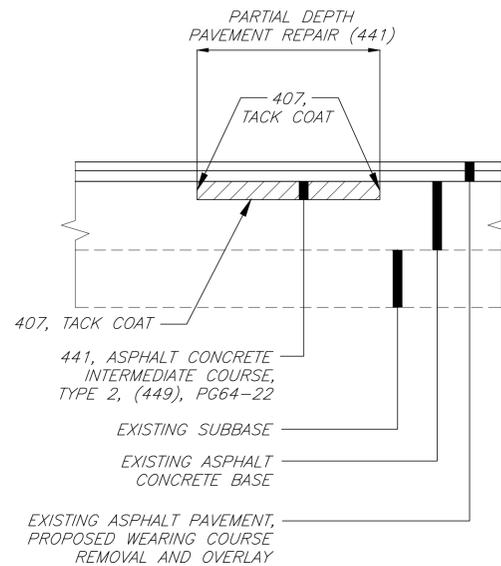
251.02 REMOVAL OF EXISTING PAVEMENT: APPROVED REMOVAL METHODS SHALL SATISFACTORILY ESTABLISH A NEAT VERTICAL FACE ALONG THE ENTIRE PERIMETER OF THE REPAIR AREA IN ORDER TO SUBSEQUENTLY PERMIT THE PROPER PLACEMENT OF THE 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449), PG64-22. UNLESS OTHERWISE SPECIFIED BY THE ENGINEER, REMOVAL DEPTH SHALL BE 3" AND REMOVAL WIDTH SHALL BE NO LESS THAN 1.5' WIDE.

LOOSENED OR TOTALLY EXPOSED WIRE MESH REINFORCING SHALL BE CUT AND REMOVED AS REQUIRED WITHOUT DISPLACEMENT OR DISRUPTION TO THE REINFORCEMENT AND/OR PAVEMENT TO REMAIN.

NO SEPERATE PAYMENT SHALL BE MADE FOR ALL WORK DESCRIBED ABOVE AND ALL THE ITEMS SHOWN BELOW IN THE DETAIL. PAYMENT FOR THESE ITEMS WILL BE INCLUDED IN UNIT PRICE FOR ITEM 251, PARTIAL DEPTH PAVEMENT REPAIR (449).

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

ITEM 251, PARTIAL DEPTH PAVEMENT REPAIR (449) 3000 SY



ASPHALT CONCRETE SURFACE COURSE SEALING REQUIREMENTS
IN ADDITION TO THE GUTTER SEALING REQUIREMENTS SPECIFIED ON SCD BP-3.1 AND 401.15, AFTER COMPLETION OF THE SURFACE COURSE, THE CONTRACTOR SHALL SEAL, WITH A CERTIFIED PG BINDER, THE FOLLOWING LOCATIONS:

- ALL CASTINGS INCLUDING BUT NOT LIMITED TO MONUMENTS, MANHOLES, WATER VALVES, CATCH BASINS AND CURB INLETS.
- BUTT JOINTS AND FEATHER JOINTS INCLUDING BRIDGE APPROACHES.
- FORWARD JOINT FOR DRIVEWAY ASPHALT AND TRAILING JOINT WHEN BUTTING TO EXISTING ASPHALT DRIVE.
- PERIMETER OF ALL PAVEMENT REPAIRS OR OTHER ASPHALT INLAYS WHEN PAVEMENT REPAIRS/INLAYS ARE NOT OVERLAID WITH AN ASPHALT CONCRETE SURFACE COURSE.
- ALL COLD LONGITUDINAL JOINTS BETWEEN PAVED SHOULDERS AND GUARD RAIL ASPHALT.

THE MATERIAL USED SHALL BE A CERTIFIED 702.01 BINDER. THE WIDTH OF THE SEALER SHALL BE TWO (2") INCHES.

ANY ADDITIONAL COSTS ASSOCIATED WITH THE WORK IDENTIFIED IN THIS NOTE SHALL BE INCLUDED IN THE APPROPRIATE ASPHALT CONCRETE SURFACE COURSE ITEM OF WORK.

ITEM 441 – ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M, AS PER PLAN

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

ITEM 617 – COMPACTED AGGREGATE, TYPE A
THIS ITEM OF WORK INCLUDES THE PLACEMENT OF RECYCLED ASPHALT PAVEMENT ADJACENT TO THE PAVED SHOULDER. AGGREGATE SHALL BE PLACED ALONG ALL ROADWAY AS SHOWN IN THE TYPICAL SECTION. PLACEMENT AND COMPACTION SHALL BE IN ACCORDANCE WITH CMS 617. ALL NECESSARY LABOR AND MATERIAL NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 617 COMPACTED AGGREGATE, TYPE A.

ITEM 451 – 6" REINFORCED CONCRETE PAVEMENT, CLASS QC P1, (DRIVEWAYS)
THIS ITEM SHALL INCLUDE ALL LABOR AND MATERIALS FOR REMOVAL AND RE-INSTALLATION OF CONCRETE DRIVE APRONS, IN FULL OR IN PART, AS DESIGNATED BY THE ENGINEER OR HIS REPRESENTATIVE.

IN AREAS SO DESIGNATED, FULL DEPTH DIAMOND BLADE SAW CUT THE EXISTING CONCRETE APRONS AND REMOVE THE APRONS INCLUDING BASE MATERIAL AND INSTALL 6" CONCRETE APRONS ON 3" OF COMPACTED 304 LIMESTONE. THIS INCLUDES ALL SAW CUTTING, EXCAVATION, FRAMEWORK AND SUBGRADE COMPACTION. THE QUANTITIES UNDER THIS ITEM ARE APPROXIMATE AND MAY VARY AND INCLUDE THE AREA OF APRONS TO BE REPLACED AS DESIGNATED BY THE ENGINEER.

PLANED SURFACES

THE DURATION OF TIME BETWEEN MILLING AND PLACEMENT OF THE INTERMEDIATE COURSE SHALL BE MINIMIZED AS MUCH AS POSSIBLE. THE CONTRACTOR SHALL REVIEW THE ENTIRE PROJECT AND SUBMIT A PLAN AND SCHEDULE FOR MILLING AND PLACEMENT OF INTERMEDIATE COURSE. THIS PLAN AND SCHEDULE SHALL BE REVIEWED AND APPROVED BY THE CITY ENGINEER.

ITEM – 632 SIGNALIZATION, MISC.: DETECTOR LOOP

DETECTOR LOOPS DISTURBED BY PAVEMENT PLANING SHALL BE ABANDONED IN PLACE, THE DETECTOR LOOP WIRE WILL BE CUT INTO THE PAVEMENT AFTER THE PROPOSED SURFACE COURSE HAS BEEN PLACED. ALL STOP LINE INDUCTANCE DETECTOR LOOPS SHALL BE THE QUADRUPOLE CONFIGURATION SHOWN ON TC-82.10. LINE DETECTOR LOOPS SHALL NOT BE WIRED TO ANY OTHER LOOPS AND SHALL HAVE ITS OWN DETECTOR CHANNEL. THE WIDTH SHALL BE AS SPECIFIED ON TC-82.10 AND THE LENGTH SHALL BE AS SPECIFIED BELOW.

ALL DILEMMA ZONES SHALL BE TESTED FOR A MOTORCYCLE TARGET. CENTER EACH LOOP IN THE LANE.

THE QUANTITIES LISTED BELOW HAVE BEEN CARRIED TO THE GENERAL SUMMARY. THE NEW DETECTOR LOOP WIRES SHALL BE RUN INTO THE EXISTING CONTROL BOX OR THE EXISTING PULLBOX. INCLUDED IN THIS ITEM IS THE POURED EPOXY TYPE CABLE SPLICE KIT (CONFORMING TO 725.15E) THAT MUST BE USED IN MAKING THESE CONNECTIONS. ALL NECESSARY MATERIAL, LABOR, SPLICE KITS AND EQUIPMENT SHALL BE INCIDENTAL TO PAYMENT OF THESE ITEMS.

ITEM 632 – SIGNALIZATION, MISC.: DETECTOR LOOP, SYSTEM 8 EA

INSTALLATION OF PAVEMENT MARKINGS

THE CONTRACTOR MAY REDUCE THE NUMBER OF THROUGH TRAFFIC LANES BY 50%, AS DIRECTED BY THE ENGINEER, IN ORDER TO REMOVE PAVEMENT MARKINGS, OR TO INSTALL WORK ZONE OR PERMANENT PAVEMENT MARKINGS. THE CONTRACTOR SHALL LIMIT THE AFOREMENTIONED CLOSURE TO BETWEEN THE HOURS OF 9 A.M. AND 3 P.M. UNLESS OTHERWISE APPROVED BY THE ENGINEER.

ALL WORK ZONE PAVEMENT MARKINGS AND SIGNS REQUIRED FOR A PARTICULAR LANE CLOSURE OR TRAFFIC PATTERN SHALL BE INSTALLED ON A SINGLE WORK DAY, AND THE CORRESPONDING TRAFFIC PATTERN SHALL BE IMPLEMENTED IMMEDIATELY.

THE FINAL PAVEMENT MARKINGS SHALL BE PLACED WITHIN 2 WORKING DAYS AFTER THE FINAL SURFACE COURSE IS COMPLETE.

THE COST OF PREMARKING SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS PAVEMENT MARKING ITEMS. NO SEPARATE PAYMENT WILL BE MADE.

ITEM 875 – LONGITUDINAL JOINT ADHESIVE

THIS ITEM SHALL FOLLOW THE REQUIREMENTS OF SUPPLEMENT 875.

ITEM 203 – LINEAR GRADING

THIS ITEM OF WORK CONSISTS OF GRADING ACTIVITIES TO REDEFINE THE EXISTING EDGE OF ROADWAY AS NEEDED PRIOR TO THE PLACEMENT OF THE AGGREGATE BERM AND REPLACEMENT OF CONCRETE CURB.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY, AS DIRECTED BY THE ENGINEER.

ITEM 203 – LINEAR GRADING 25 STA

ITEM 301 – ASPHALT CONCRETE BASE, PG64-22, (449), AS PER PLAN

THIS ITEM OF WORK SHALL INCLUDE ALL LABOR AND MATERIALS TO PERFORM FULL DEPTH REPAIRS UNDER THE AGGREGATE SHOULDER WHERE UNSUITABLE MATERIAL IS DETERMINED BY THE ENGINEER. ALL LABOR REQUIRED TO REMOVE AND DISPOSE OF THE EXISTING UNSUITABLE MATERIAL SHALL BE INCLUDED IN THIS ITEM.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO REPLACE UNSUITABLE BASE UNDER THE AGGREGATE SHOULDER, AS DIRECTED BY THE ENGINEER.

ITEM 301 – ASPHALT CONCRETE BASE, PG64-22 100 CY

ITEM 304 – AGGREGATE BASE FOR WIDENING AND/OR REPAIR, AS PER PLAN

THIS ITEM OF WORK SHALL INCLUDE ALL LABOR AND MATERIALS TO WIDEN OR REPAIR THE ROADWAY SHOULDER AS DIRECTED BY THE ENGINEER. ALL LABOR REQUIRED TO REMOVE AND DISPOSE OF THE EXISTING UNSUITABLE MATERIAL SHALL BE INCLUDED IN THIS ITEM.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO REPAIR OR REPLACE THE ROADWAY SHOULDER, AS DIRECTED BY THE ENGINEER.

ITEM 304 – AGGREGATE BASE FOR WIDENING AND/OR REPAIR 50 CY

CALCULATED
DLN
CHECKED
LGC

GENERAL NOTES

CHARDON ROAD
CUY - US 006 26.65

6
28

MAINTENANCE OF TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTAINING TRAFFIC ON EXISTING ROADWAYS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS, AND THE FOLLOWING:

- A MINIMUM OF TWO TEN-FOOT LANES ARE TO BE MAINTAINED AT THE END OF EACH WORK DAY. AT LEAST ONE TEN-FOOT LANE MUST BE MAINTAINED THROUGHOUT CONSTRUCTION WITH FLAGGERS.
- FOR AREAS WHERE FULL DEPTH CONCRETE REPAIRS ARE REQUIRED, WHICH WILL NOT BE KNOWN UNTIL AFTER THE SURFACE IS REMOVED, THE CONTRACTOR SHALL UTILIZE A MOVING HALF WIDTH CONSTRUCTION ZONE, LIMITED TO 750 FEET IN LENGTH. DAYTIME WORK WILL UTILIZE FLAGGERS AND LEAD WITH VEHICLES, AS NEEDED, WHILE WORK IS BEING COMPLETED. OVERNIGHT, TEMPORARY TRAFFIC SIGNALS ARE TO BE USED TO ALLOW CONCRETE TO CURE SUFFICIENTLY TO BE OPENED TO TRAFFIC, OR PROTECT OPEN EXCAVATIONS.
- THE CONTRACTOR SHALL INFORM THE ODOT DISTRICT OFFICE (216)581-2100 AND THE CITY OF RICHMOND HEIGHTS (216)383-6311, FOURTEEN (14) DAYS PRIOR TO BEGINNING WORK.
- BEFORE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER AND THE CITY OF RICHMOND HEIGHTS THE NAMES AND TELEPHONE NUMBERS OF AT LEAST TWO PERSONS WHO CAN BE CONTACTED 24 HOURS PER DAY.
- TRAFFIC CONTROL DEVICES FOR LANE RESTRICTIONS OR LANE REDUCTIONS IN OPERATION ONE HALF-HOUR AFTER SUNSET OR ONE HALF-HOUR BEFORE SUNRISE SHALL BE DRUMS WITH A MAXIMUM SPACING OF FIFTY (50) FEET. WEIGHTED CHANNELIZERS MAY BE USED IN ACCORDANCE WITH THE ADDITIONAL NOTE HEREIN.
- THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN, AND SUBSEQUENTLY REMOVE ALL FLAGS, SIGNS, SIGN SUPPORTS, AND FURNISH FLAGGERS, WATCHERS AND INCIDENTALS RELATED THERETO, SIGNS FURNISHED SHALL BE IN NEW OR LIKE NEW CONDITIONS. LIKE NEW SIGNS SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
- THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICE. SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS. TRAFFIC CONTROL DEVICES SHALL BE SET UP PRIOR TO THE START OF CONSTRUCTION, AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH SPECIAL CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS THEY ARE NEEDED AND SHALL BE IMMEDIATELY REMOVED THEREAFTER. WHERE OPERATIONS ARE THOSE PERFORMED IN STAGES, THERE SHALL BE IN PLACE ONLY THOSE DEVICES THAT APPLY TO THE CONDITION PRESENT DURING THE STAGE IN PROGRESS, ALL SIGNS WITH MESSAGES WHICH DO NOT APPLY DURING A CERTAIN PERIOD SHALL BE COVERED OR SET ASIDE OUT OF THE VIEW OF TRAFFIC.
- EXISTING SIGNS LOCATED WITHIN THE ROAD WORK AREAS WHICH ARE NECESSARY FOR INTERIM OR PERMANENT TRAFFIC CONTROLS SHALL BE REMOVED AND RE-ERECTED IN LOCATIONS AS APPROVED BY THE ENGINEER.
- ANY EXISTING SIGNS THAT CONFLICT WITH THE MAINTENANCE OF TRAFFIC SCHEME SHALL BE REMOVED AND RE-ERECTED AT A LATER DATE OR COVERED. WHERE THE PLANS CALL FOR A PERMANENT SIGN TO BE COVERED, THE CONTRACTOR SHALL DO SO IN SUCH A MANNER SO AS TO AVOID DAMAGING THE PERMANENT SIGN WHEN THE COVER IS REMOVED. THE COVER SHALL BE TOTALLY OPAQUE. THE USE OF ADHESIVE TAPE APPLIED DIRECTLY TO A SIGN FACE IS STRICTLY PROHIBITED.
- NO SIGNS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.
- ONLY DURING OFF-PEAK PERIODS (ANY PERIOD OTHER THAN WEEKDAYS 6-9 AM AND 3-6 PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL WORK ZONE DEVICES NECESSARY FOR EACH CONSTRUCTION PHASE.
- ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, ALSO KNOWN AS THE MANUAL. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.
- IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, THE CONTRACTOR SHALL, AT THE END OF EACH DAY, REPLACE (WITH WORK ZONE MARKINGS) ALL LINES AND MARKINGS THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACING OPERATIONS.
- NO EDGE LINE SIGNS SHALL BE ERECTED IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS IN ROADWAY SECTIONS WITHOUT CURB.

- WORK ON THIS PROJECT SHALL BE RESTRICTED TO THE HOURS OF 7:00 AM AND 7:00 PM DURING THE NORMAL WORK WEEK (MONDAY THROUGH FRIDAY) AND ON SATURDAY BETWEEN THE HOURS OF 8:00 AM AND 7:00 PM. NO WORK WILL BE PERMITTED AT ANY TIME ON SUNDAYS AND HOLIDAYS, WITHOUT WRITTEN PERMISSION FROM THE CITY OF RICHMOND HEIGHTS.
- A QUANTITY OF 614 WORK ZONE PAVEMENT MARKING FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING TRAFFIC, THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:
 PHASE 1 - PLANED SURFACE
 ITEM 614 - WORK ZONE CENTER LINE, CLASS 1, 642 PAINT 1.55 MILE
 ITEM 614 - WORK ZONE STOP LINE, CLASS 1, 642 PAINT 205 FT
 ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT 0.56 MILE
 ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT 501 FT
 ITEM 614 - WORK ZONE ARROW, CLASS 1, 642 PAINT 14 EACH
 PHASE 2 - INTERMEDIATE COURSE
 ITEM 614 - WORK ZONE CENTER LINE, CLASS 1, 642 PAINT 1.55 MILE
 ITEM 614 - WORK ZONE STOP LINE, CLASS 1, 642 PAINT 205 FT
 ITEM 614 - WORK ZONE LANE LINE, CLASS 1, 642 PAINT 0.55 MILE
 ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS 1, 642 PAINT 501 FT
 ITEM 614 - WORK ZONE ARROW, CLASS 1, 642 PAINT 14 EACH
 16. PERMANENT PAVEMENT MARKINGS SHALL BE PERFORMED IMMEDIATELY UPON COMPLETION OF THE SURFACE COURSE.
 17. PRIOR TO OPENING TO TRAFFIC, EACH LANE SHALL BE IN A PASSABLE CONDITION AS APPROVED BY THE ENGINEER.
 18. ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IS PROVIDED FOR USE IN MAINTAINING PAVEMENT, RAMPING CASTINGS AND VERTICAL SURFACES AT DRIVEWAYS AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
 ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 400 CY
 19. LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER WITH THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED.
 20. NOTICE OF CONSTRUCTION SIGNS, AS DETAILED IN THESE PLANS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK ADVANCE OF THE SCHEDULED START OF WORK.

MAINTENANCE OF PEDESTRIAN TRAFFIC

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ANY BUILDING, RTA BUS STOP OR PROPERTY. CONES, BARRICADES OR TEMPORARY FENCING SHALL BE ERECTED WHERE NECESSARY TO PROTECT PEDESTRIANS FROM HAZARDS, AS DIRECTED BY THE ENGINEER. THE COST OF MATERIALS AND LABOR NECESSARY TO ERECT CONES, BARRICADES OR TEMPORARY FENCING SHALL BE INCLUDED. PAYMENT FOR THE ABOVE ITEM SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC

FAILURE TO COMPLY

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR MAINTENANCE OF TRAFFIC AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE MANUAL, THE PROJECT ENGINEER MAY SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS, NO COMPENSATION WILL BE PAID FOR SUSPENSION OF WORK.

TEMPORARY PAVEMENT MARKINGS

ALL TEMPORARY PAVEMENT MARKINGS AND SIGNS REQUIRED FOR A PARTICULAR LANE CLOSURE OR TRAFFIC PATTERN SHALL BE INSTALLED ON A SINGLE WORK DAY, AND THE CORRESPONDING TRAFFIC PATTERN, AS DETAILED ON THE PLANS, SHALL BE IMPLEMENTED IMMEDIATELY.

TYPICAL LOCATIONS INCLUDE:

- LANE CLOSURES
- LANE SHIFTS

TRAFFIC CONTROL MATERIALS

SIGNS - SIGN DIMENSIONS AND SPECIFICATIONS, INCLUDING LETTER SIZES, SHALL BE AS PROVIDED IN THE MANUAL, OR IN SIGN DESIGN DRAWINGS PROVIDED BY THE DEPARTMENT OF TRANSPORTATION. THE SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER PRIOR TO THE START OF THE PROJECT. ADVANCE WARNING SIGNS ARE TO BE PROVIDED AS SHOWN IN THE PLANS.

SIGN SUPPORTS - SUPPORTS SHALL BE ADEQUATE IN MASS AND STABILITY TO PREVENT THE SIGNS FROM BEING BLOWN OVER BY WIND OR VEHICULAR GENERATED AIR TURBULENCE. SEE STANDARD DRAWINGS MT-105,10 AND MT-105.11.

DRUMS - DRUMS SHALL BE IN ACCORDANCE WITH PERTINENT SECTIONS OF THE MANUAL. ALL PERMANENT LANE CLOSURES SHALL BE DELINEATED WITH DRUMS SPACED AT 25' CENTER TO CENTER ON TANGENTS AND 10' CENTER TO CENTER AT INTERSECTIONS AND AROUND CURVES. ALL COSTS FOR INSTALLING, MAINTAINING AND SUBSEQUENT REMOVAL OF SAID DRUMS SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

BARRICADES - TYPE I BARRICADES SHALL BE USED TO CLOSE CROSSWALKS AS REQUIRED. TYPE III BARRICADES SHALL BE USED TO CLOSE ROADWAYS AS REQUIRED. TYPE I BARRICADES SHALL BE AT LEAST 36' HIGH AND 24" WIDE, TYPE III BARRICADES SHALL BE AT LEAST 60' HIGH AND 48" WIDE. THERE SHALL BE ONE PANEL FOR THE TYPE I BARRICADES AND THREE PANELS FOR THE TYPE III BARRICADES WITH ALTERNATE ORANGE AND REFLECTORIZED WHITE 6" WIDE STRIPS. THESE PANELS SHALL BE AT LEAST 24" (TYPE I) OR 48" (TYPE III) WIDE AND 8" HIGH. THE BARRICADES SHALL BE OF SUFFICIENT STABILITY SO THAT THEY WILL NOT BE BLOWN OVER BY THE TRAFFIC AIR TURBULENCE. BARRICADES SHALL BE IN ACCORDANCE WITH PERTINENT SECTIONS OF THE "MANUAL."

LIGHTING DEVICES - FLASHERS SHALL BE BATTERY-OPERATED MODELS WITH 7 DIAMETER YELLOW LENSES ILLUMINATED BY RAPID INTERMITTENT FLASHES OF SHORT DURATION AND SHALL BE PLACED AS INDICATED ON THE PLANS.

FLASHING ARROW BOARD - WHENEVER ANY PART OF THE TRAVELED SURFACE IS CLOSED, THE MOTORIST SHALL BE WARNED AND DIVERTED BY THE CONTRACTOR THROUGH THE USE OF ONE FLASHING ARROW BOARD FOR EACH LANE CLOSED. THE CONTRACTOR SHALL REFER TO THE PROVISION SET FORTH IN THE MANUAL FOR ALL INFORMATION REGARDING FURNISHING, MAINTAINING AND USE OF FLASHING ARROW BOARDS. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC PLANS

THE CONTRACTOR IS TO PREPARE AND SUBMIT A MAINTENANCE OF TRAFFIC PLAN FOR REVIEW AND APPROVAL BY ODOT PRIOR TO STARTING ANY WORK.

ABUTTING PROPERTIES AND STREETS

THE CONTRACTOR SHALL MAINTAIN SAFE AND SATISFACTORY ACCESS TO ALL ADJACENT STREETS AND ABUTTING PROPERTIES. THE CONTRACTOR SHALL REMOVE AND REPLACE ALL PAVEMENTS AND DRIVES IN PHASES MAINTAINING 10 TO 12 FEET OF WIDTH SO THAT INGRESS AND EGRESS CAN BE MAINTAINED. COMMERCIAL DRIVES MAY ONLY BE CLOSED IF OTHER ACCESS DRIVES ARE AVAILABLE. THE CONTRACTOR MUST NOTIFY ALL PROPERTY OWNERS BY LETTER OF ACCESS RESTRICTIONS 48 HOURS IN ADVANCE. ALL RESTRICTIONS AND CLOSURES SHALL BE PROPERLY SIGNED AND/OR BARRICADED, ALL DRIVEWAYS SHALL BE OPEN AT THE END OF EACH DAY UNLESS OTHERWISE APPROVED BY THE ENGINEER.

EQUIPMENT AND MATERIAL STORAGE

IN ORDER TO PROVIDE FOR THE SAFETY OF THE TRAVELING PUBLIC THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PROVISIONS OF SECTION 614.03. IN ADDITION THE FOLLOWING PROVISIONS SHALL APPLY:

STORED OR PARKED VEHICLES, MATERIALS AND EQUIPMENT SHALL BE LOCATED BEHIND THE DRUM LINE WITHIN THE WORK AREA.

ANY REMOVED ITEMS SHALL NOT BE STORED ON THE RIGHT-OF-WAY FOR MORE THAN 30 DAYS.

ALL DISTURBED AREAS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION AT NO EXPENSE TO THE STATE

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

NO CONSTRUCTION VEHICLES SHALL BE PARKED, WAITING, OR STACKED ON ANY PUBLIC STREET DURING THE CONSTRUCTION OF THIS PROJECT. CONSTRUCTION VEHICLES SHALL BE PARKED AT A PRE-APPROVED STORAGE YARD WHEN NOT IN USE. PARKING OF CONSTRUCTION VEHICLES WITHIN THE RIGHT-OF-WAY DURING NON-WORK HOURS MUST BE APPROVED BY THE PROJECT ENGINEER.

CALCULATED
DLN
CHECKED
LGC

MAINTENANCE OF TRAFFIC NOTES

CHARDON ROAD
CUY - US 006 26.65

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28

5	6	7	8	10	11	12	13	14	15	16	21	22	01/S>2/05	02/NFP/05	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
ROADWAY																					
					298	328	467	451	282	209				2185	202	30000	2185	SF	WALK REMOVED	5	
														150	202	32000	150	LF	CURB REMOVED	5	
150														150	608	10000	150	SF	4" CONCRETE WALK	5	
					138	120	159	164	349	134				1064	608	10001	1064	SF	4" CONCRETE WALK, AS PER PLAN	5	
								106						106	608	52001	106	SF	CURB RAMP, AS PER PLAN, TYPE A1	5	
					0	116	80	0	138	120				454	608	52001	454	SF	CURB RAMP, AS PER PLAN, TYPE A2	5	
					167	138	286	114	45	51				801	608	52001	801	SF	CURB RAMP, AS PER PLAN, TYPE B3	5	
														150	609	26000	150	LF	CURB, TYPE 6	6	
													4		623	38501	4	EA	MONUMENT MISC: CUYAHOGA COUNTY CENTERLINE MONUMENT, TYPE 1, SPECIAL	5	
					4	4	3	5	7	2			25		623	39500	25	EA	MONUMENT BOX ADJUSTED TO GRADE	5	
18													18		623	40900	18	EA	MONUMENT MISC.: MONUMENT REFERENCING	5	
EROSION CONTROL																					
50														50	659	00300	50	CY	TOPSOIL	5	
0.06														0.06	659	20000	0.06	TON	COMMERCIAL FERTILIZER	5	
0.10														0.1	659	31000	0.1	ACRE	LIME	5	
1														1	659	35000	1	M GAL	WATER	5	
1													20000		832	30000	20000	EA	EROSION CONTROL	5	
DRAINAGE																					
					11	11	9			2			33		611	98631	33	EA	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	5	
					2	5	2						9		611	98631	9	EA	DOUBLE CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	5	
								2	2	5			9		611	99655	9	EA	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	5	
20000													20000		611	99820	20000	LB	MISCELLANEOUS METAL	5	
					1	2	1	5	5	7			21		638	10801	21	EA	VALVE BOX ADJUSTED TO GRADE, AS PER PLAN	5	
PAVEMENT																					
					4656	4972	5114	6906	4833	5309			31790		254	01000	31790	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, T=2-1/2"	6	
	3000												3000		251	01001	3000	SY	PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN	6	
	1500													1500	255	10161	1500	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	6	
														500	255	20000	500	LF	FULL DEPTH PAVEMENT SAWING	6	
	50													50	304	20000	50	CY	AGGREGATE BASE FOR WIDENING AND/OR REPAIR	6	
	100													100	301	56000	100	CY	ASPHALT CONCRETE BASE, PG64-22	6	
	25													25	203	60200	25	STA	LINEAR GRADING	6	
													200		617	10100	200	CY	COMPACTED AGGREGATE, TYPE A	6	
					2539								2539		407	13900	2539	GAL	TACK COAT, 702.13 (@ 0.08 GAL/SQ. YD.)	6	
					1907								1907		407	20000	1907	GAL	NON-TRACKING TACK COAT (@ 0.06 GAL/SQ. YD.)	6	
					1325								1325		441	50101	1325	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG70-22M T=1-1/2"	6	
					883								883		441	50200	883	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), PG64-22	6	
														100	451	10010	100	SY	6" REINFORCED CONCRETE PAVEMENT, (DRIVEWAYS)	6	
													2263		875	10000	2263	LB	LONGITUDINAL JOINT ADHESIVE	6	
TRAFFIC CONTROL																					
												0.56		0.56		642	00200	0.56	MILE	LANE LINE, 4", TYPE 1	6
												1.55		1.55		642	00300	1.55	MILE	CENTER LINE, TYPE 1	6
												1.36		1.36		642	00100	1.36	MILE	EDGE LINE, TYPE 1	6
												501		501		642	00400	501	FT	CHANNELIZING LINE, 8", TYPE 1	6
												205		205		644	00500	205	FT	STOP LINE	6
												998		998		644	00620	998	FT	CROSSWALK LINE, 12"	6
												437		437		644	00700	437	FT	TRANSVERSE/DIAGONAL LINE	6
												14		14		644	01300	14	EA	LANE ARROW	6
												188		188.3		630	80100	188.3	SF	SIGN, FLAT SHEET, TYPE G	
												308		308		630	03100	308	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
												40		40		630	79500	40	EA	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	
												30		30		630	85000	30	EA	REMOVAL OF GROUND MOUNTED SIGN AND STORAGE	
												24		24		630	86002	24	EA	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
												40		40		630	87510	40	EA	REMOVAL OF POLE MOUNTED SIGN AND STORAGE	
TRAFFIC SIGNALS																					
												6		6		632	90400	6	EA	SIGNALIZATION, MISC., DETECTOR LOOP	6
MAINTENANCE OF TRAFFIC																					
					160								160		614	11110	160	HR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	8	
					10								10		614	12500	10	EA	REPLACEMENT SIGN	8	
					400								400		614	13000	400	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	7	
						6							6		614	18601	6	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	8	
					1.11								1.11		614	20100	1.11	MILE	WORK ZONE LANE LINE, CLASS I, 642 PAINT	7	
					3.1								3.1		614	21100	3.1	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	7	
					1002								1002		614	23200	1002	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	7	
					410								410		614	26200	410	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	7	
					28								28		614	30200	28	EA	WORK ZONE ARROW, CLASS I, 642 PAINT	7	
INCIDENTALS																					
															614	11000	1	LS	MAINTAINING TRAFFIC	7	
															623	10000	1	LS	CONSTRUCTION LAYOUT STAKES AND SURVEYING	5	
															624	10000	1	LS	MOBILIZATION		
															108	30000	1	LS	CPM PROGRESS SCHEDULE SHORT DURATION		

150

3000
1500
50
100
25

CALCULATED
DLN
CHECKED
LGC

GENERAL SUMMARY

CHARDON ROAD
CUY - US 006 26.65

